



# Fontaine Avenue Streetscape Improvements

Planning Commission

July 23, 2019

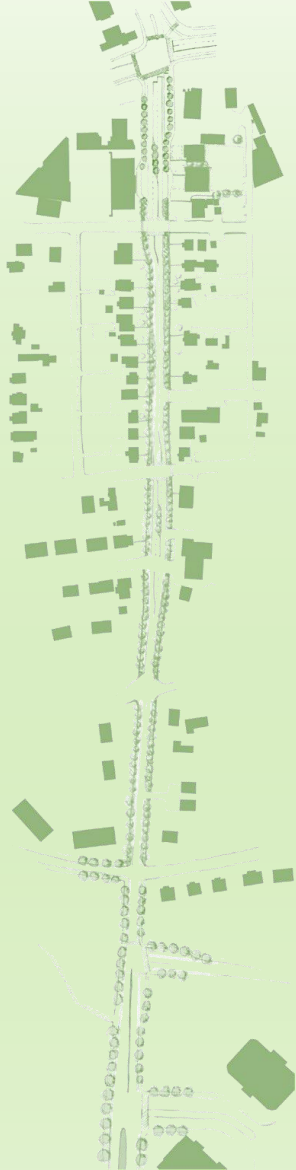


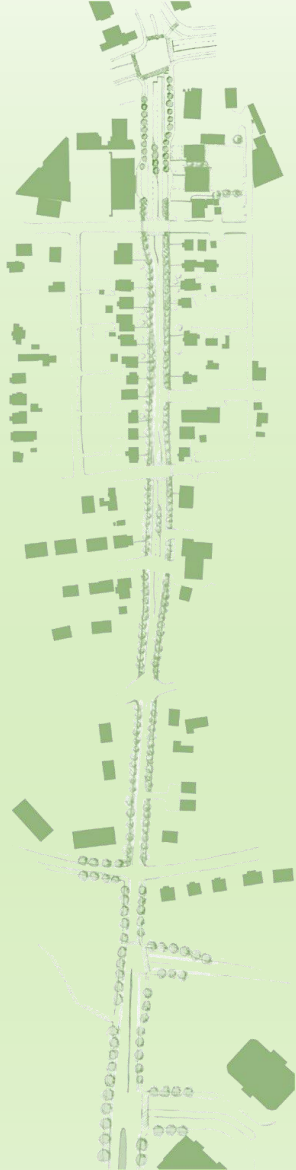
*In Conjunction  
With*

**TOOLE**  
DESIGN

# Agenda

- Project Overview / Background
- Schedule and Process
- Overview of Public Outreach & Conceptual Design Development
- Review of Comprehensive Plan Consistency

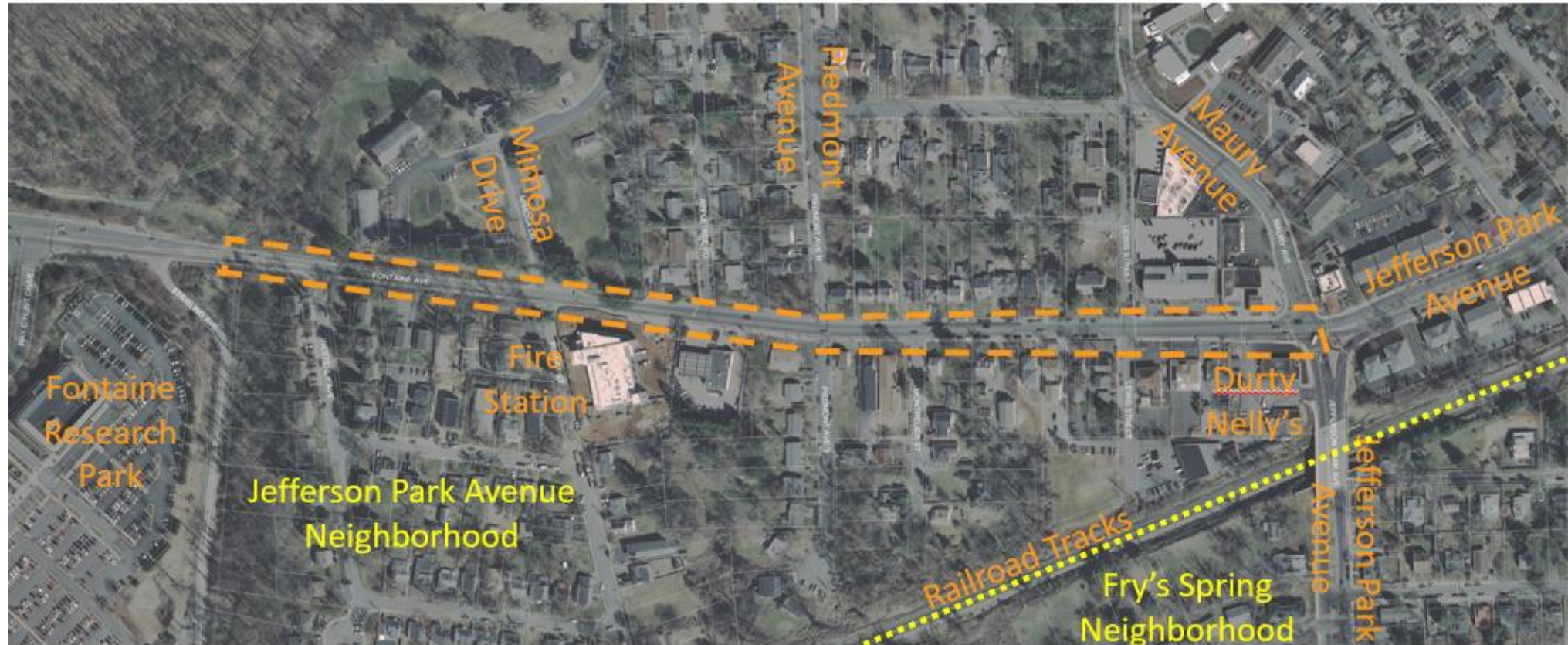




# Project Overview / Background

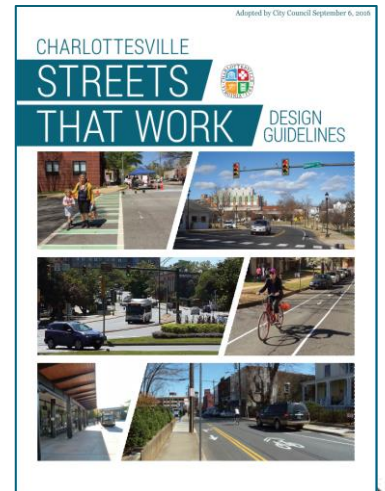
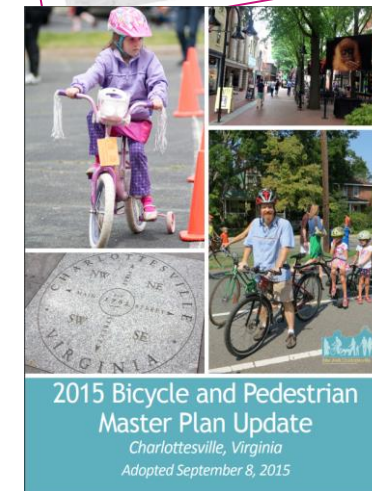
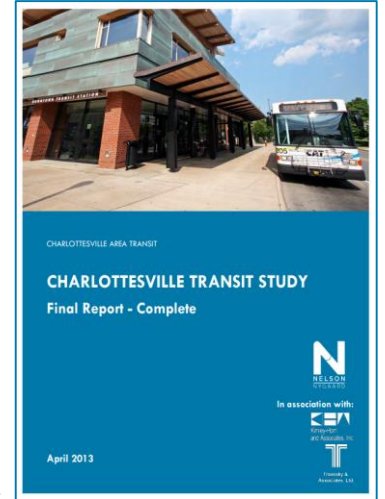
# Project Area

- Project Area as defined by the project SMARTSCALE application



# Evolution

- Previous Fontaine Ave Study in 2005
- What Remains the Same
  - Context sensitive design for Fontaine Avenue
  - Transit, pedestrian-friendly, neighborhood orientation
  - Improving the “quality of life” and multimodal opportunities
- What is Different
  - State of the practice/New techniques
  - Charlottesville Transit Study – 2013
  - Bicycle and Pedestrian Master Plan – 2015
  - Streets That Work Plan – 2016



# Evolution

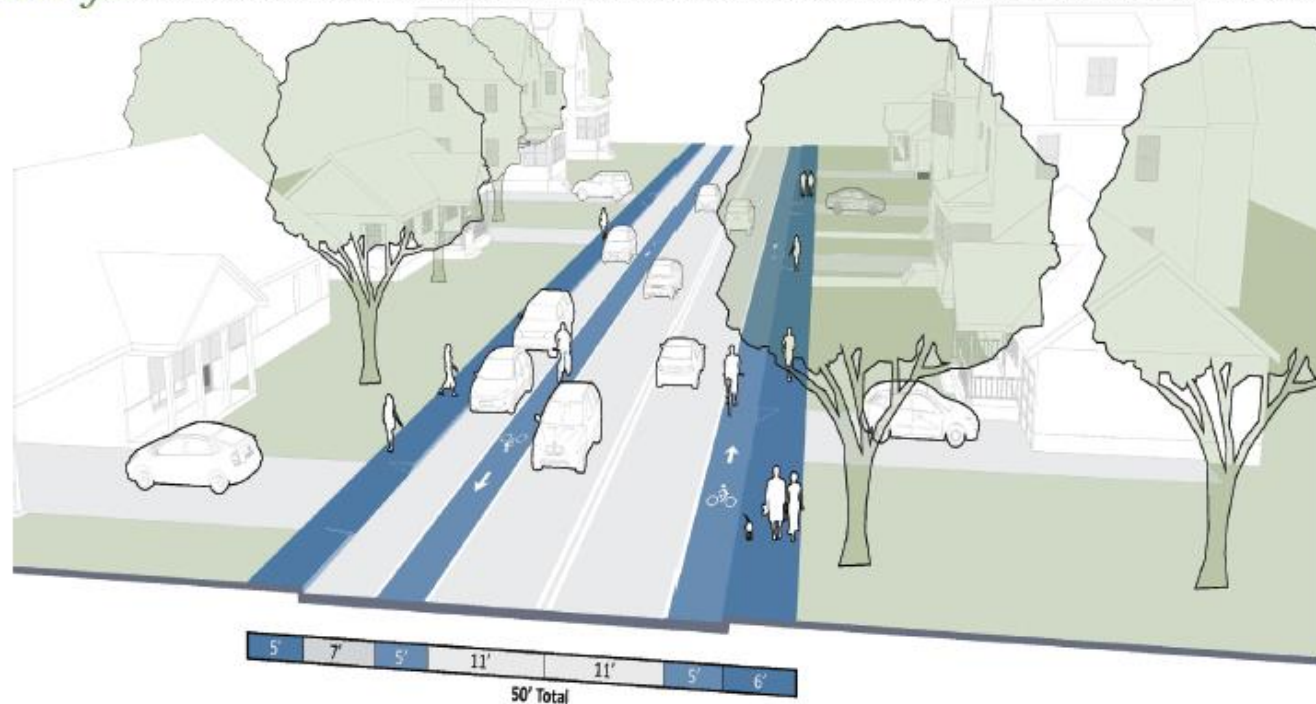
## 2016 Streets That Work // Fontaine to Maury Designated Neighborhood "A"

### ▶ Future

The proposed "Retrofit" Neighborhood A street maintains a single travel lane in each direction and consolidates on-street parking to one side of the street to provide space for dedicated bike lanes.

In the "Unconstrained" scenario, the roadway configuration is the same as the "Retrofit" scenario, and a wide buffer zone separates the sidewalk clear zone from the roadway. This area can accommodate plantings and medium trees, as well as pedestrian scale lighting and street furniture.

### ▶ Retrofit



# Evolution

## 2016 Streets That Work // Fontaine to Maury Designated Neighborhood "A" Neighborhood A



NEIGHBORHOOD A STREET Major Design Elements	Recommended	Parameters
Right-of-way	n/a	25' - 50'
Sidewalks (Highest Priority Street Element)	Yes	5'-6' clear walk zone
Curbside Buffer Zone	Yes	3' - 6' Width requirements: small trees = 4'; medium trees = 4' (6' preferred); large trees = 4' (6' preferred); smaller widths can be achieved if soil volume minimum met.
Street Trees**	Yes	Locate in curbside buffer or in on-street parking zone Soil volume minimums: small trees = 250 ft <sup>3</sup> ; medium trees = 400 ft <sup>3</sup> ; large trees = 400 ft <sup>3</sup> (700 ft <sup>3</sup> preferred)
On-Street Parking* (High Priority Street Element in areas without off-street parking)	Yes	7' - 8'*
Diagonal On-Street Parking	No	
Off-Street Parking Access	Yes	Sidewalk level and ADA access to be maintained at all driveways
Travel Lane Widths*	n/a	10-11', if transit 11' outer lane
*Combined travel lane and on-street parking width 18' minimum (7' on-street parking, 11' travel lane OR 8' on-street parking, 10' travel lane)		
**Trees: small (10' – 30' mature height); medium (30' – 50' mature height); large (50' mature height)		
	Highest Priority Street Elements	High Priority Street Elements

# Draft Design Principles

*Based on the Charlottesville's Bike/Ped Plan, Streets That Work Plan, and the VDOT Smart Scale Application*

- Create a Complete Street
  - Improve pedestrian, bicycle and transit facilities
  - Accommodate the needs of all travel modes
- Increase Safety and Comfort for Pedestrians and Bicyclists
  - Provide a buffer between roadway and facilities
  - Where feasible, provide physical separation for facilities
- Beautify the Corridor as a Gateway
  - Provide landscaping and hardscape materials that provide shade, comfort, safety, and increases the attractiveness of the gateway





# Fontaine Avenue Streetscape Improvements

- Regional and local benefits:
  - **Improve access** to:
    - ▶ US-29
    - ▶ UVA
    - ▶ University Health System
  - **Connect** to proposed bicycle and pedestrian facilities to Fontaine Research Park and beyond
  - **Increase opportunities** for walking, bicycling, and the use of transit



# Project Budget

- PE (Survey, Environmental, Design)= \$1,200,000
- RW (Right of Way and Easement Acquisition, Utility Relocation = \$3,700,000
- CN (Construction, Oversight, Inspection, Contingencies) = \$6,800,000

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- TOTAL PROPOSED PROJECT FUNDING = \$11,700,000
  
- Project Is Fully Funded Through Smartscale (HB2)





# Schedule and Process

# Initial Project Schedule



# Meeting Updates

- 11/15/18 - Steering Committee Meeting #1
- 1/31/19 - Public Information Meeting #1
- 2/25/19 – Technical Committee Meeting #1
- 2/28/19 - Steering Committee Meeting #2
- 3/14/19 - PLACE Task Force Meeting #1
- 3/25/19 - Steering Committee Meeting #3
- 4/18/19 - Public Open House #2
- 6/21/19 – Technical Committee Meeting #2
- 7/11/19 – PLACE Task Force Meeting #2
- **7/23/19 – Planning Commission Work Session**



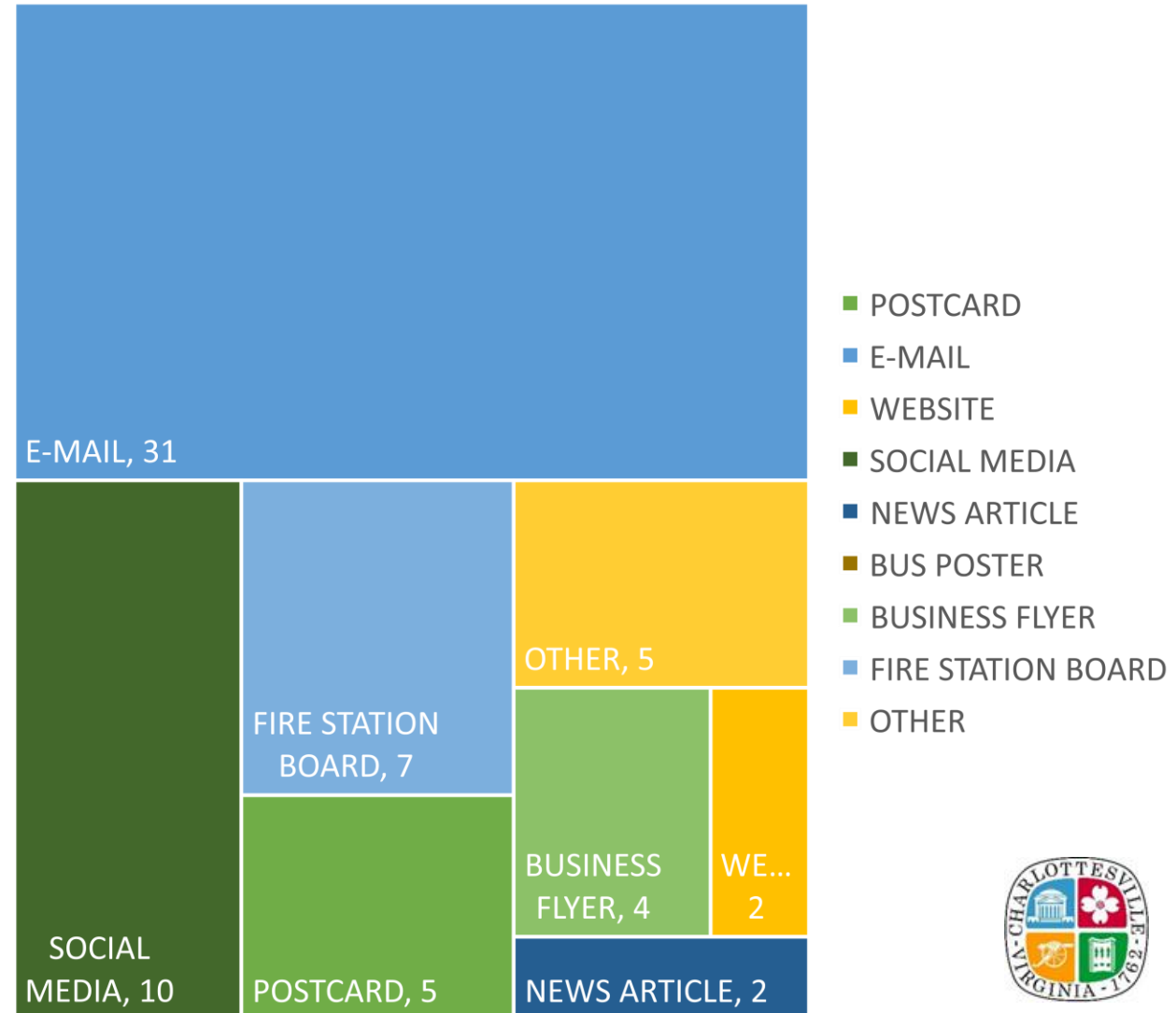


# Overview of Public Outreach & Concept Design Development

# Public Outreach

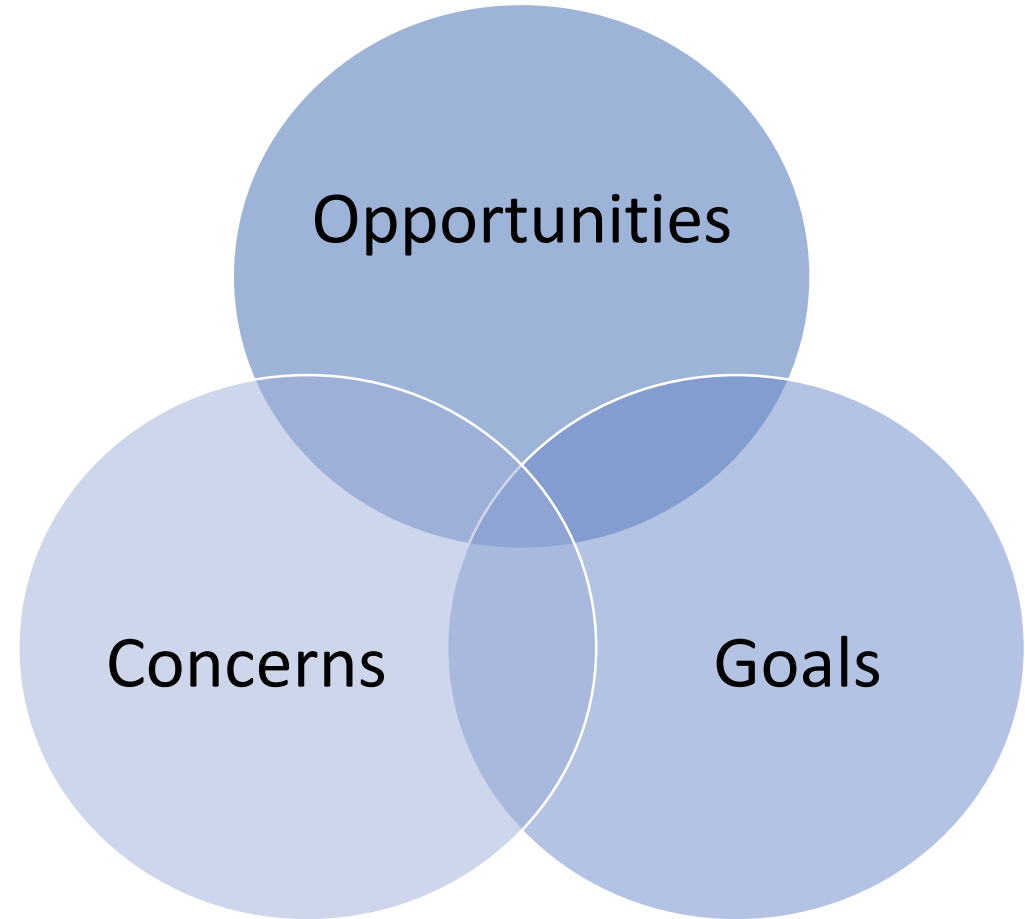
- Held 2 Public Meetings
- To Encourage Participation, Completed the Following Outreach:
  - Flyers to businesses along Fontaine Avenue
  - Flyers to UVA Housing
  - UVA bus advertisements
  - Message board in front of Fire Station (PCMS)
  - Direct mailings / E-mail
  - Social media

How Attendees Learned About Public Meetings



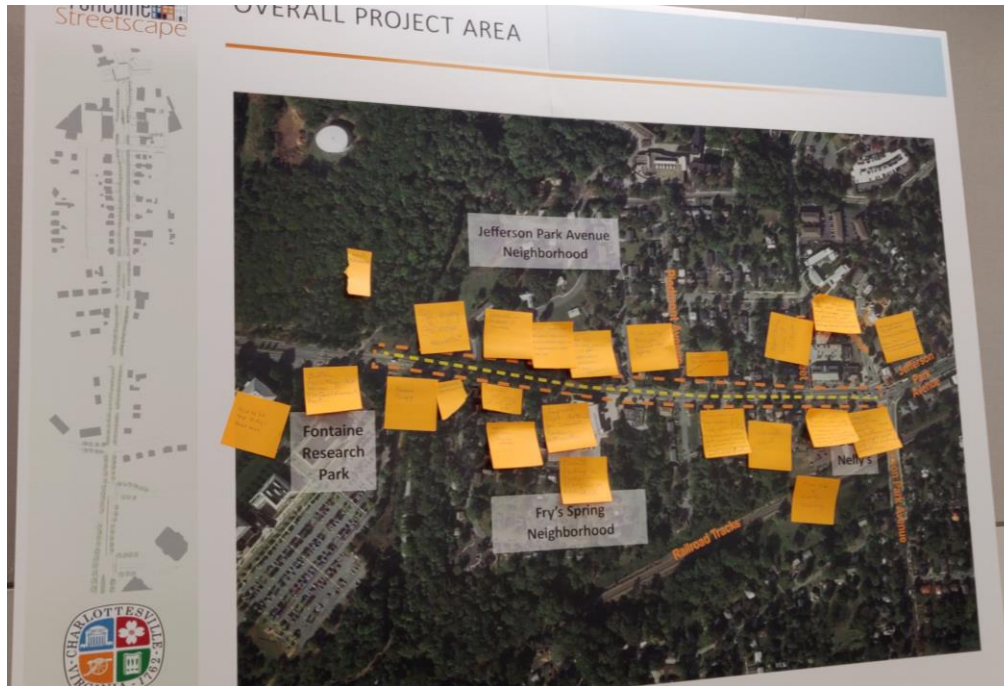
# Steering Committee #1 – Key Findings

- **Goals:**
  - Safety for all users alleviate congestion
  - Create a sense of place
- **Concerns:**
  - Right of way and site limitations
  - Gap between City Limit and Research Park
- **Opportunities:**
  - Improve access management
  - Stormwater management
  - Beautification / gateway to Charlottesville
- **General:**
  - On-street parking not a priority
  - Need to account for trash / deliveries





# Public Information Meeting #1 - Key Findings



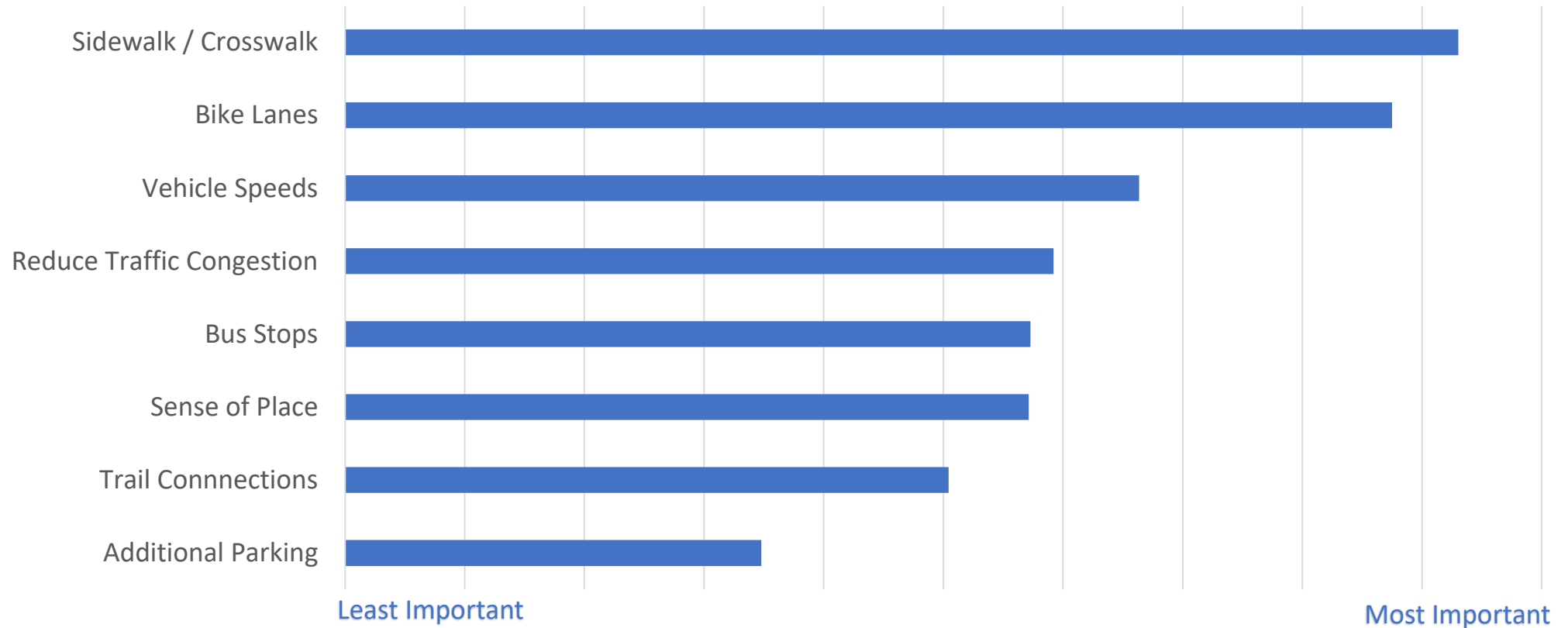
## Common Feedback:

- Safe pedestrian crossings at side streets
- Add / widen sidewalks
- Provide more green space
- Preserve trees
- Safe routes for bicycles

# Public Information Meeting #1 - Responses



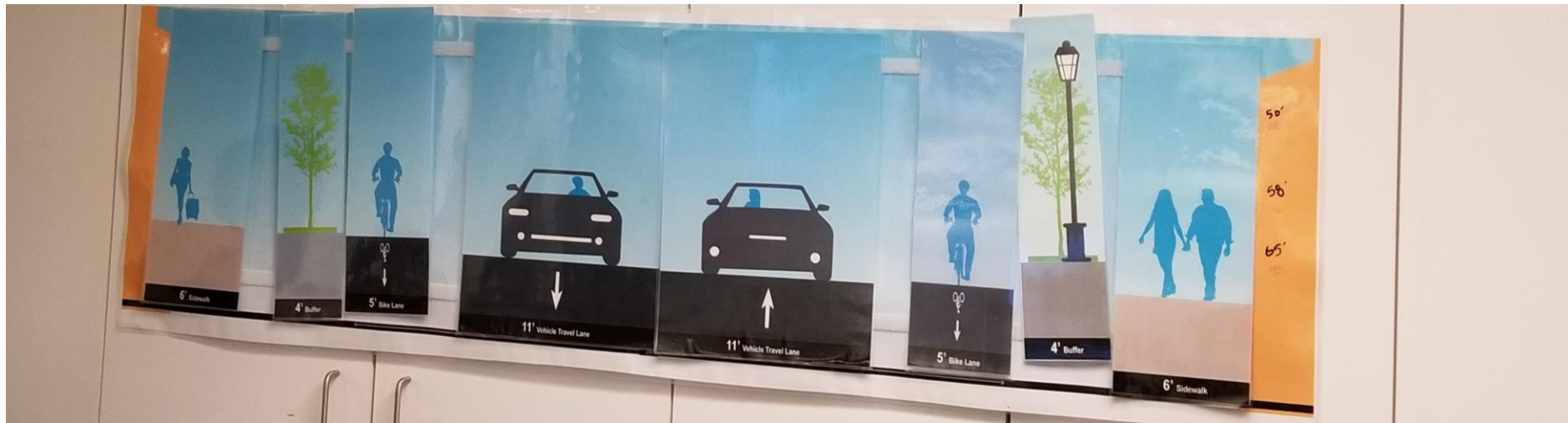
## Importance of Future Conditions



# Steering Committee #2 – Streetscape Layout

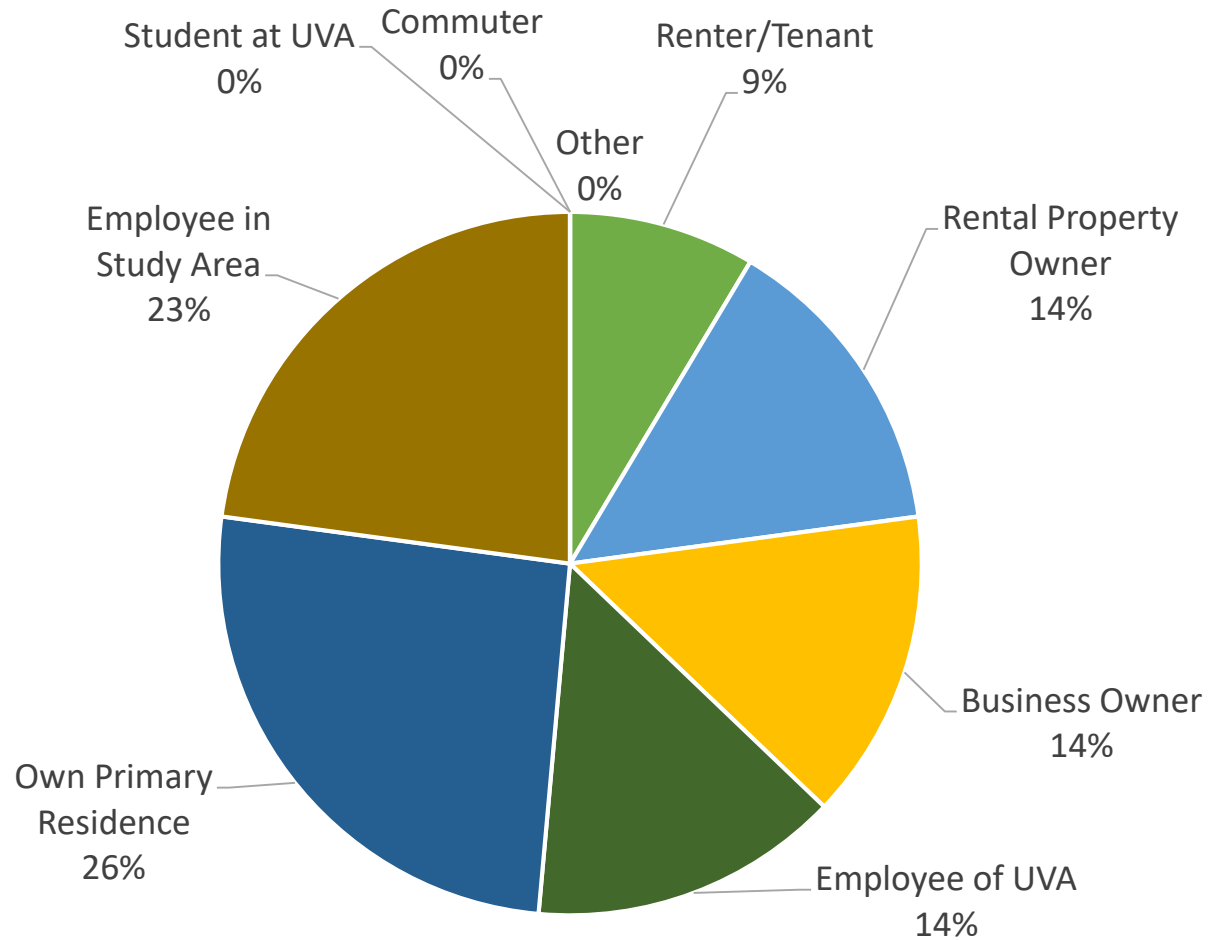
## ■ Key Feedback:

- On-street parking is not a priority (Steering Committee consensus)
- Focused on a typical section with dedicated bicycle lanes, preferably with a buffer, a landscape buffer strip and a sidewalk (minimum of 6')
- A 4' landscape buffer is not sufficient for most street trees



# Public Open House #2 - Responses

## INTEREST IN THE PROJECT: Public Open House #2



Interest in Project	Percentage
Renter/Tenant	9
Rental Property Owner	14
Business Owner	14
Employee of UVA	14
Own Primary Residence	26
Employee in Study Area	23
Student at UVA	0
Commuter	0
Other	0



## HOW THE CORRIDOR IS UTILIZED

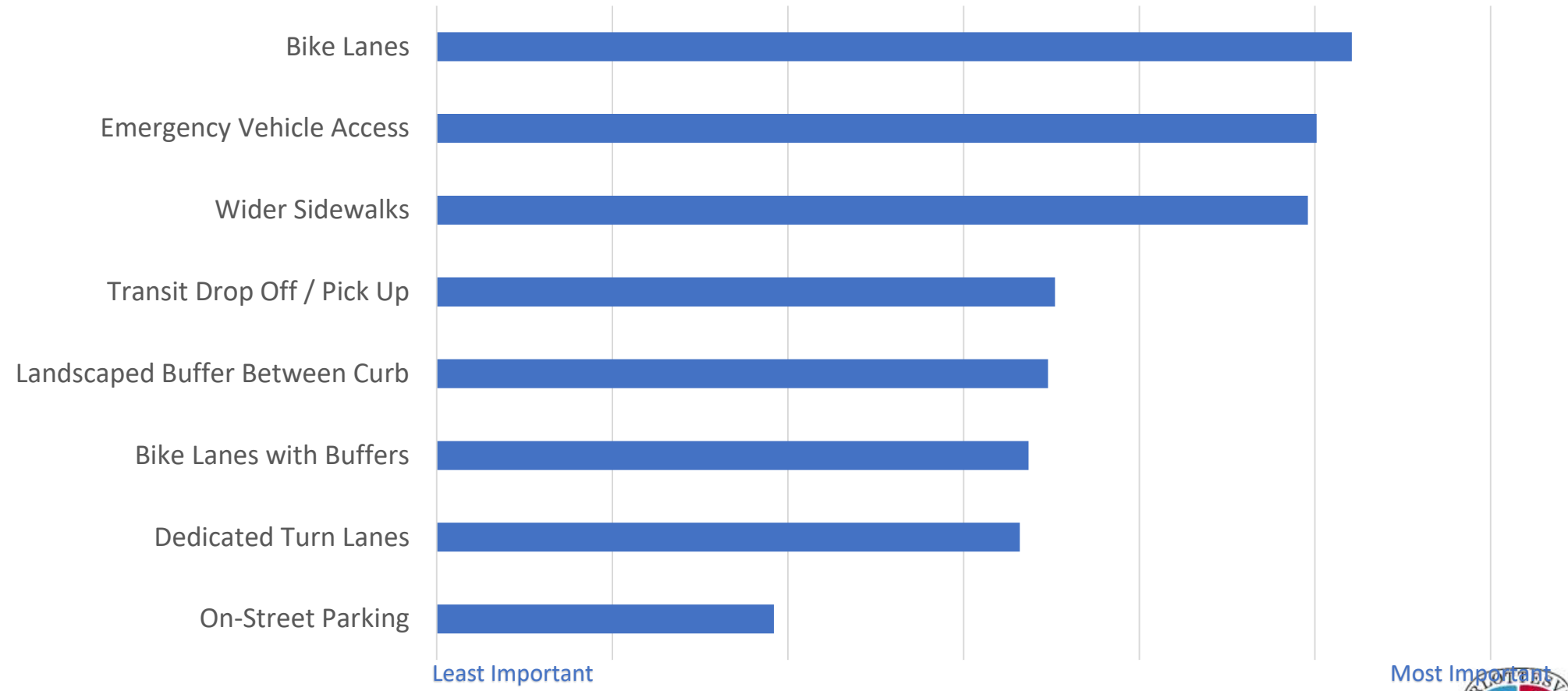
	BICYCLE ALONG FONTAINE	CROSS FONTAINE (PEDESTRIAN OR BICYCLIST)	ON-STREET PARKING	PUBLIC TRANSIT
WEEKLY	4	14	1	4
MONTHLY	6	6	6	5
YEARLY	5	4	1	7
NONE	13	7	23	16



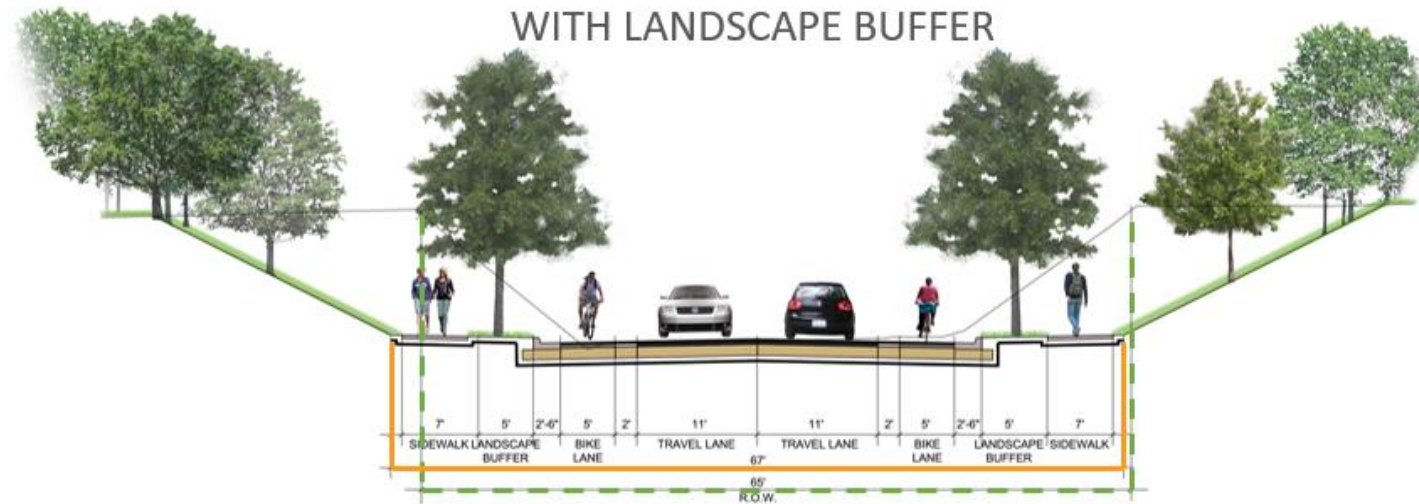
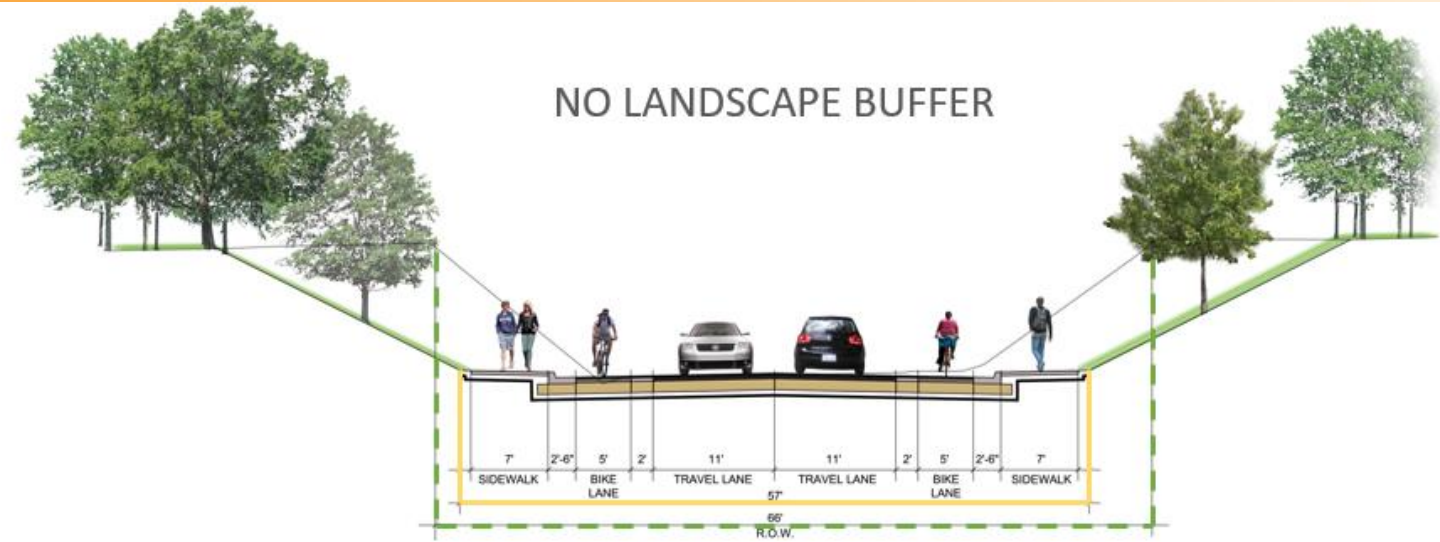
# Public Open House #2 - Responses



## Compiled Importance



# Design Concepts: City Limits to Summit Street



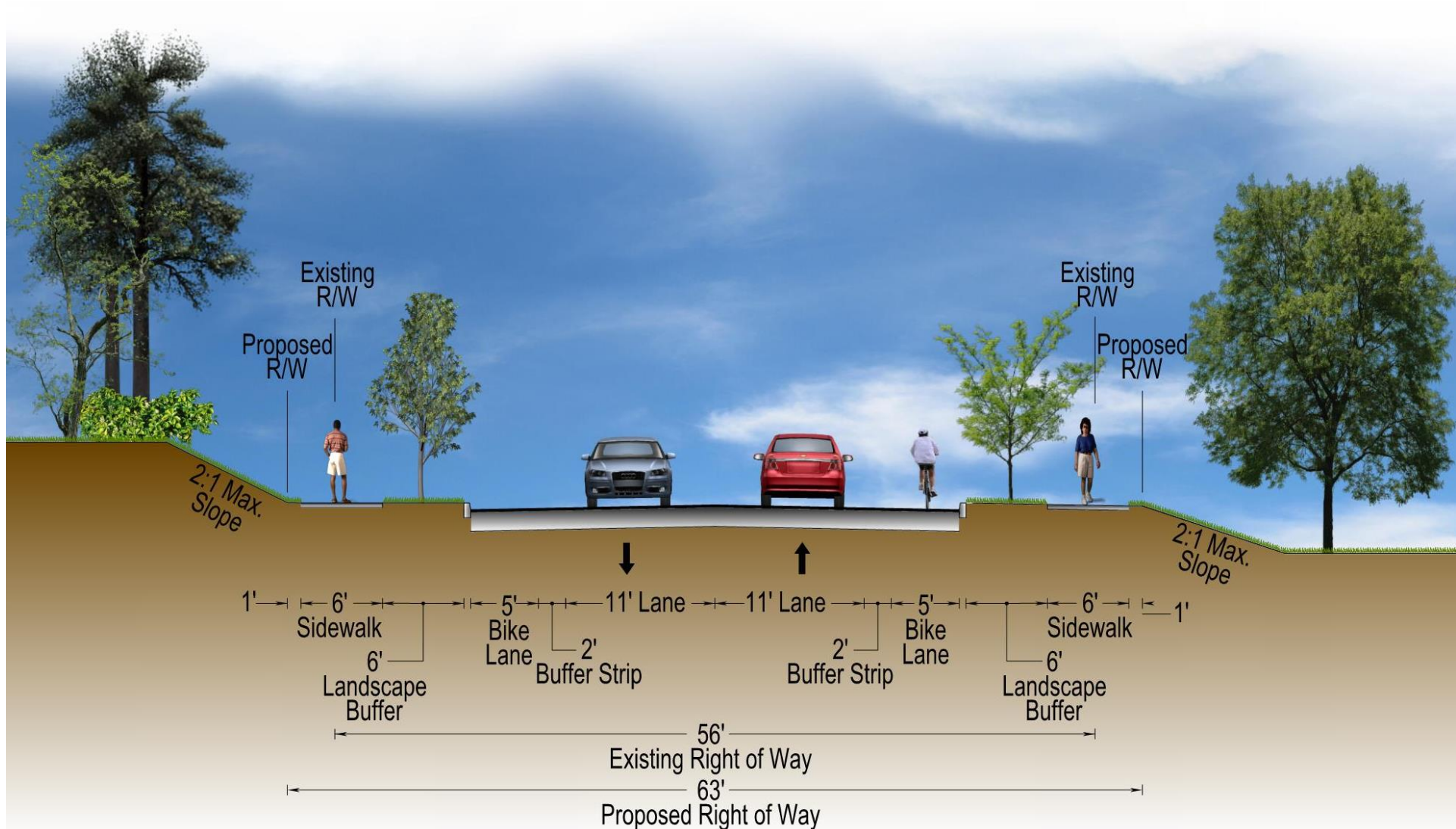
VIEWS LOOKING WEST

# Design Concepts: City Limits to Summit Street

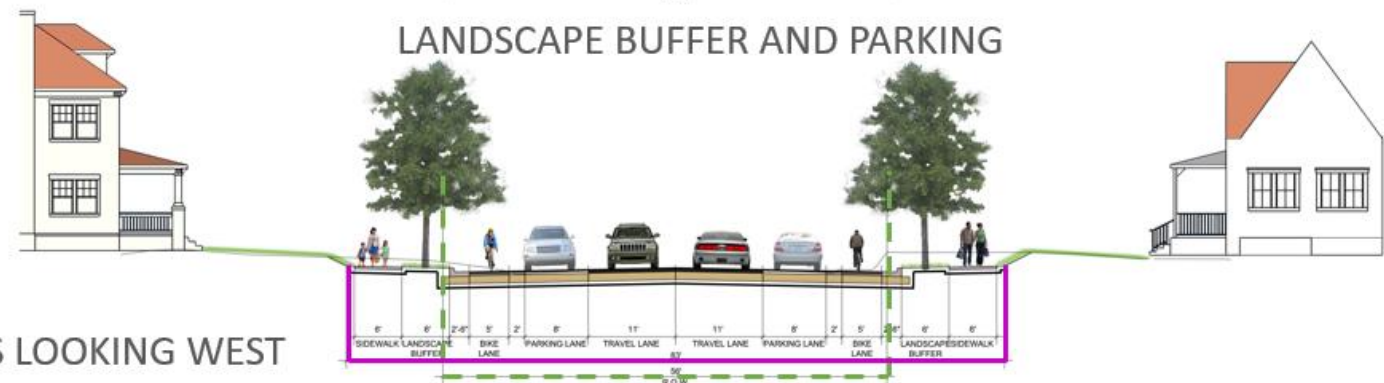
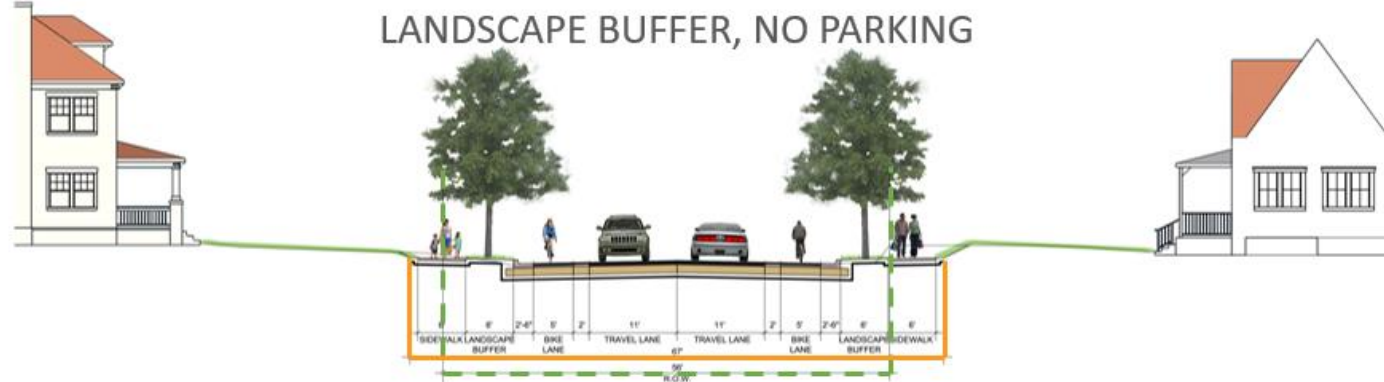




# Design Concepts: City Limits to Summit Street

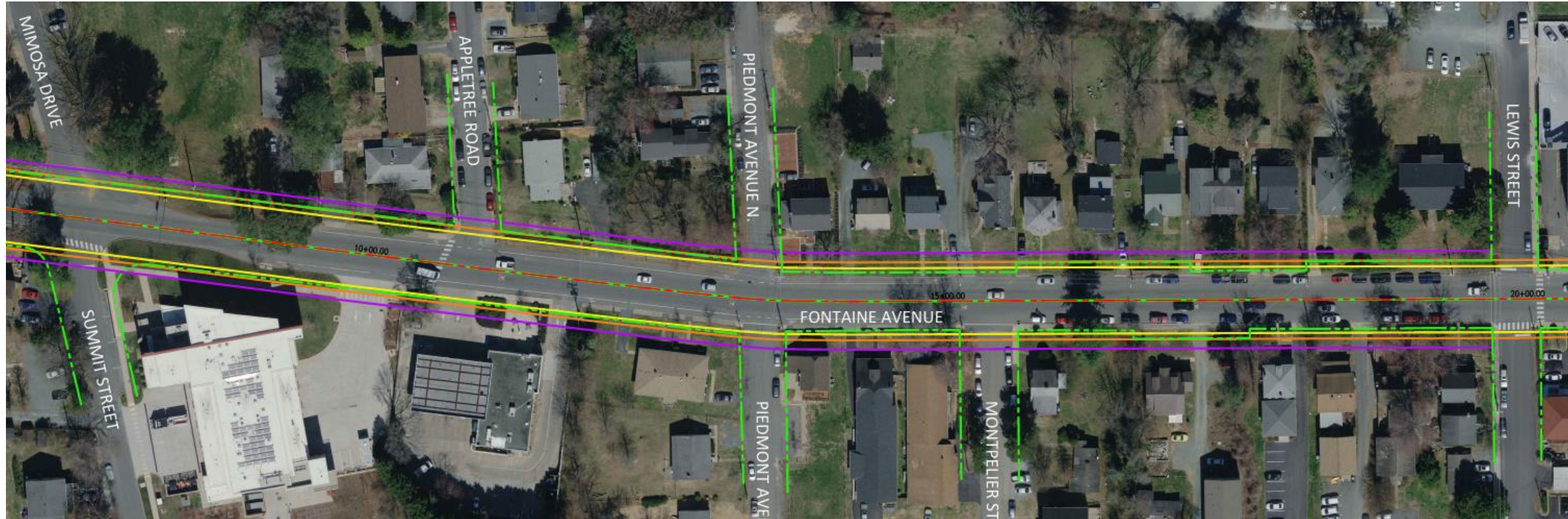


# Design Concepts: Summit Street to Lewis Street

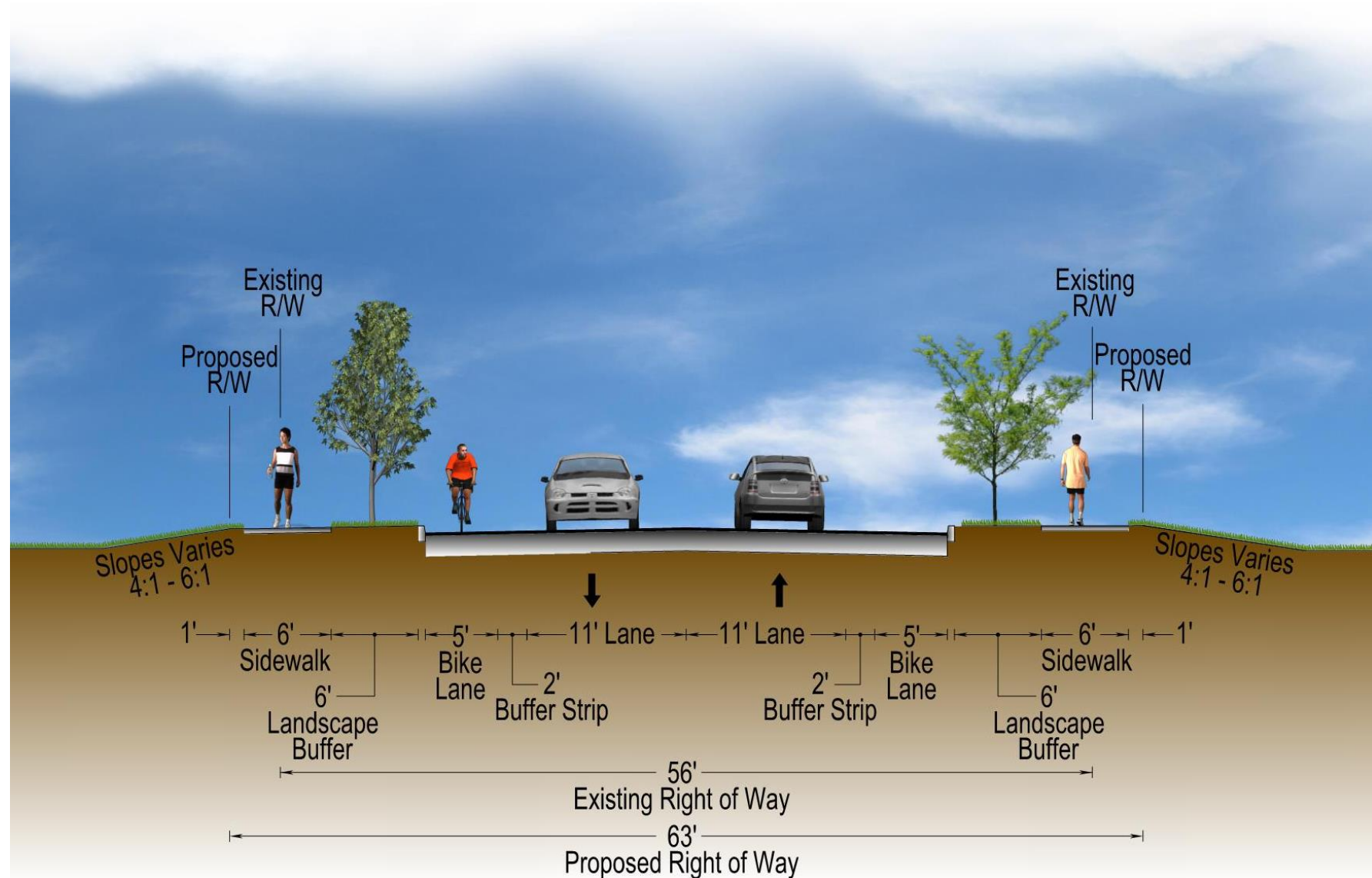


VIEWS LOOKING WEST

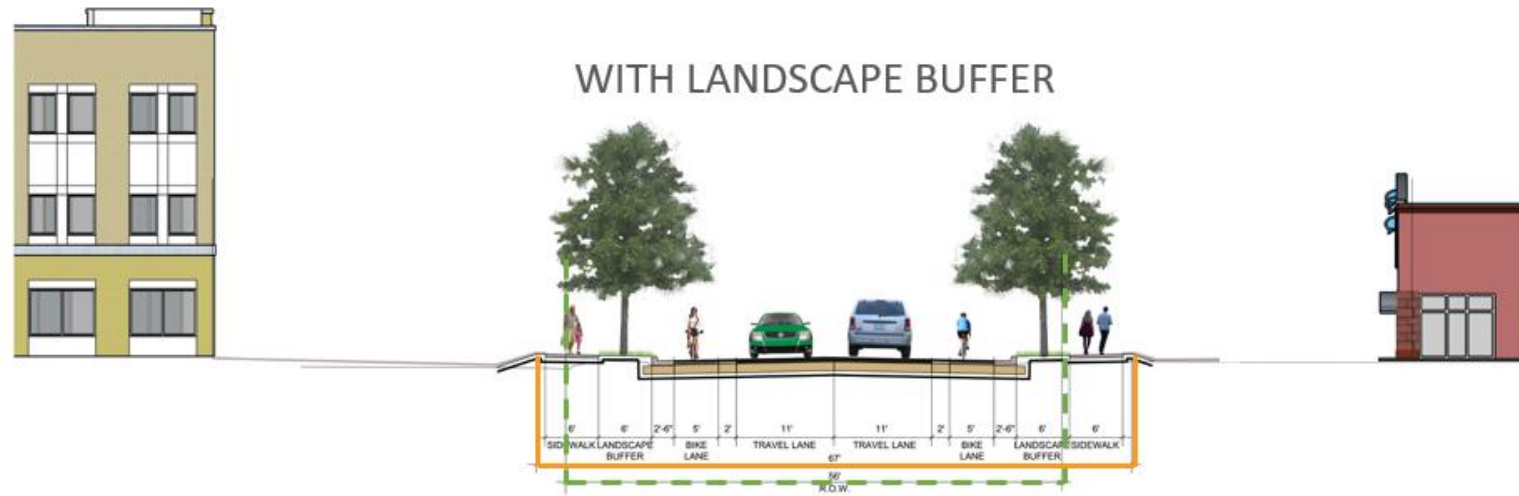
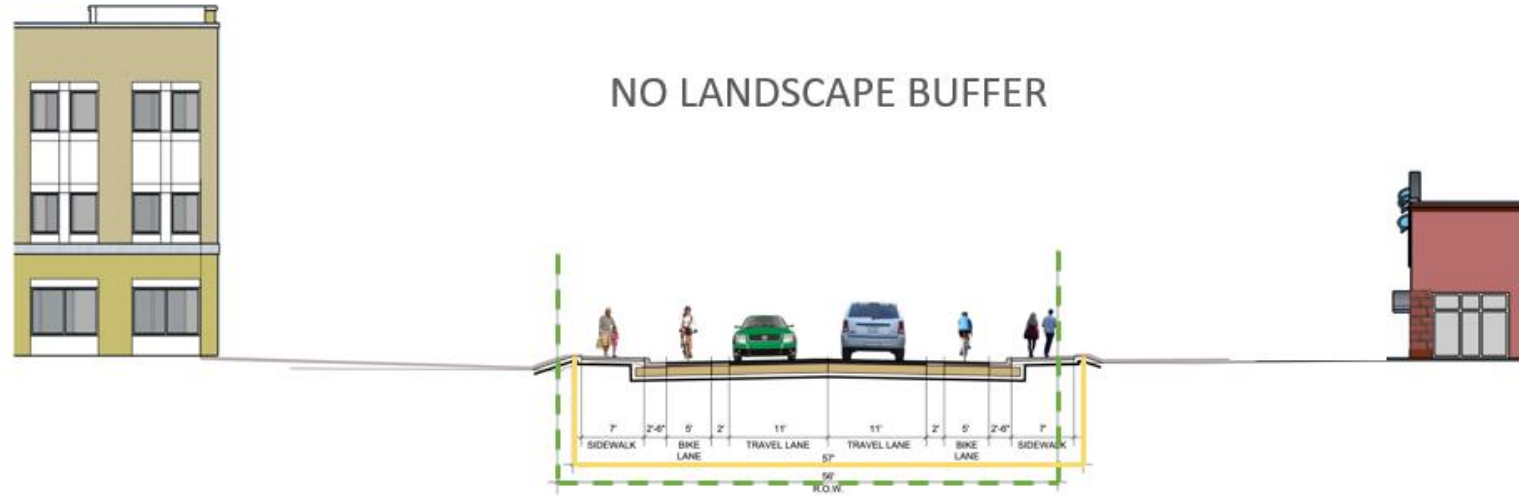
# Design Concepts: Summit Street to Lewis Street



# Design Concepts: Summit Street to Lewis Street



# Design Concepts: Lewis Street to Jefferson Park Avenue

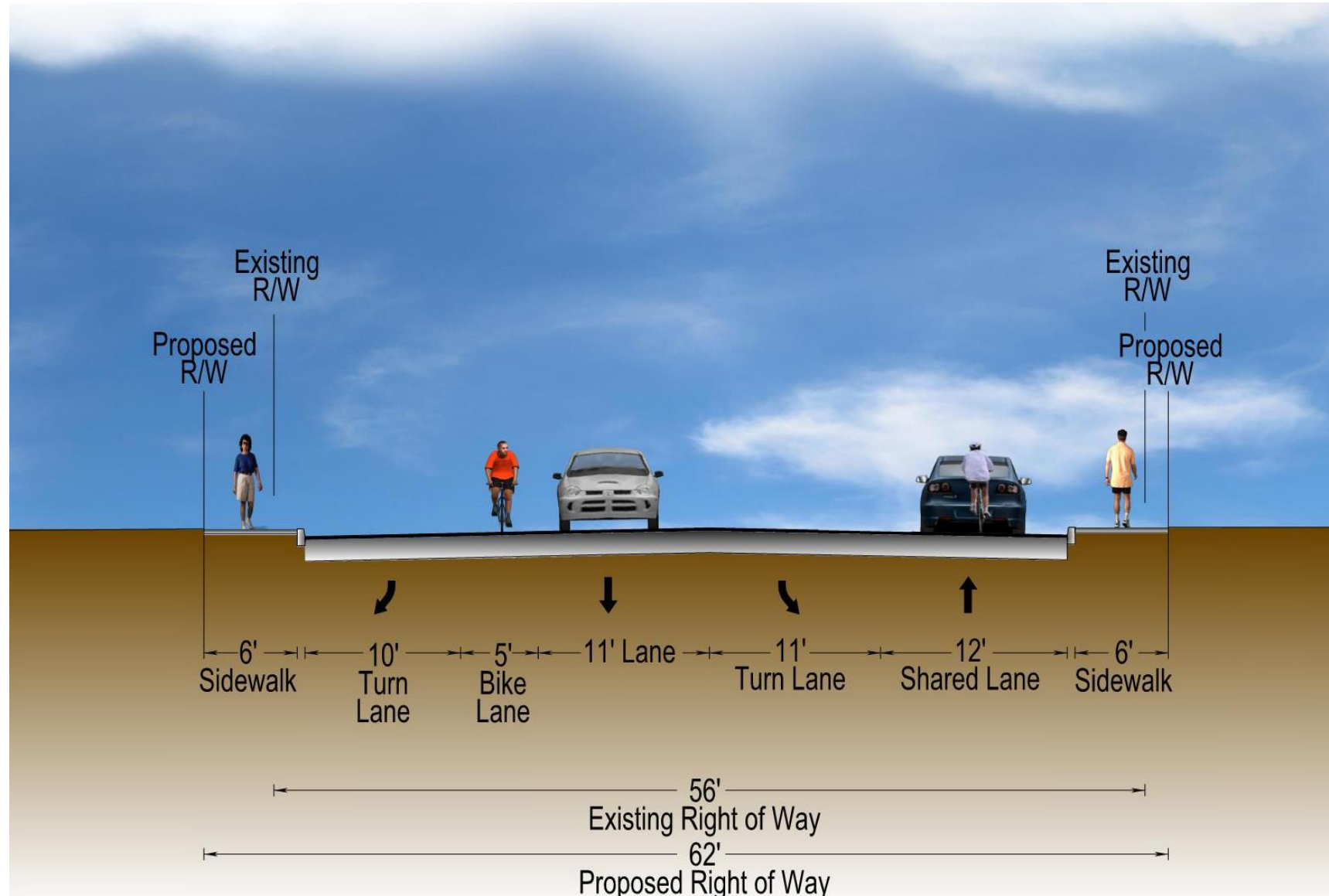


VIEWS LOOKING WEST

# Design Concepts: Lewis Street to Jefferson Park Avenue



# Design Concepts: Lewis Street to Jefferson Park Avenue





# Review of Comprehensive Plan Consistency



# Comprehensive Plan Consistency

*Based on the City of Charlottesville's 2013 Comprehensive Plan*

- Economic Development
  - Sense of Place
    - ▶ Develop a sense of place entering Charlottesville
  - Mixed Use
    - ▶ Enhances pedestrian connectivity throughout the corridor
  - Regional Cooperation
    - ▶ Albemarle County and UVA have been active on the Steering Committee
- Community Facilities
  - Fire Department / Emergency Rescue Services
    - ▶ Team has been working with the Fire Chief
  - Utility Infrastructure
    - ▶ Will maintain existing services to the neighborhood and businesses
  - Parks and Recreation (Access and Trails)
    - ▶ Provide access to existing trails and bicycle facilities



# Comprehensive Plan Consistency

*Based on the City of Charlottesville's 2013 Comprehensive Plan*

- Economic Sustainability
  - Sustaining Business
    - ▶ Improve access to local businesses
- Environment
  - Urban Landscape & Healthy Habitat / Water Resources Protection
    - ▶ Implement green infrastructure practices for stormwater management
- Transportation
  - Complete Streets
    - ▶ Bicycle lanes and enhanced sidewalks incorporated into the corridor
    - ▶ Street trees in landscape buffers
    - ▶ Safe, convenient crossing alternatives
    - ▶ Consistent application of ADA standards
  - Land Use & Community Design
    - ▶ Design to promote walking and bicycling



# Comprehensive Plan Consistency

*Based on the City of Charlottesville's 2013 Comprehensive Plan*

## ■ Transportation (Continued)

- Infrastructure Funding
  - ▶ Fully funded through SmartScale (HB2)
- Historic Preservation & Urban Design
  - ▶ Recognize and respect the distinct characteristics of the neighborhood
- Resource Inventory
  - ▶ Identified cultural and historic resources prior to the development of concepts
- Comprehensive Approach
  - ▶ Consulted zoning maps to ensure compliance with goals and impacts
  - ▶ Coordination underway with Public Works and Parks Departments
- Entrance Corridors
  - ▶ Emphasize placemaking to create a sense of place and character with landscaping



# Next Steps

- Refine Concepts
- Steering Committee Meeting #4 – Late Summer / Fall

