

Fontaine Avenue Streetscape Improvements

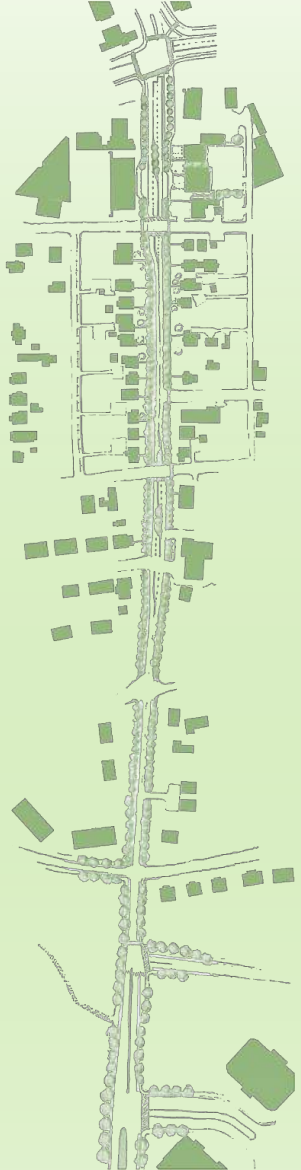
City of Charlottesville Planning Commission

December 10, 2019



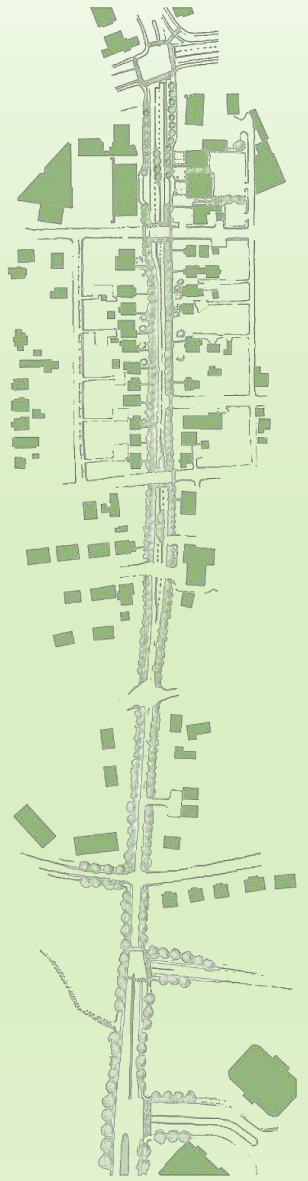
*In Conjunction
With*

TOOLE
DESIGN



Agenda

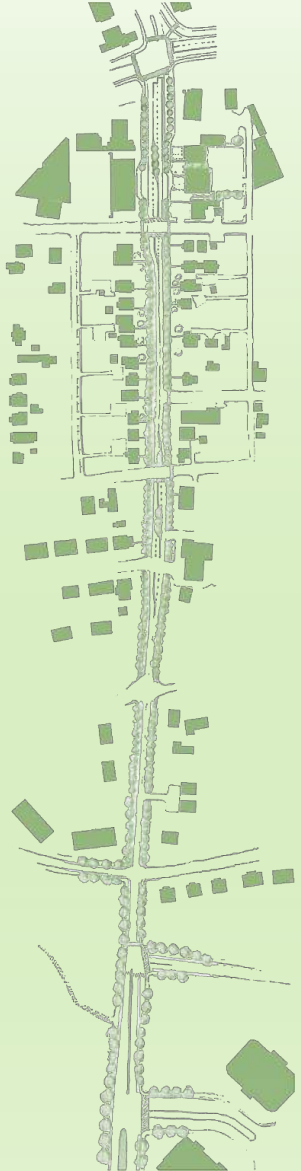
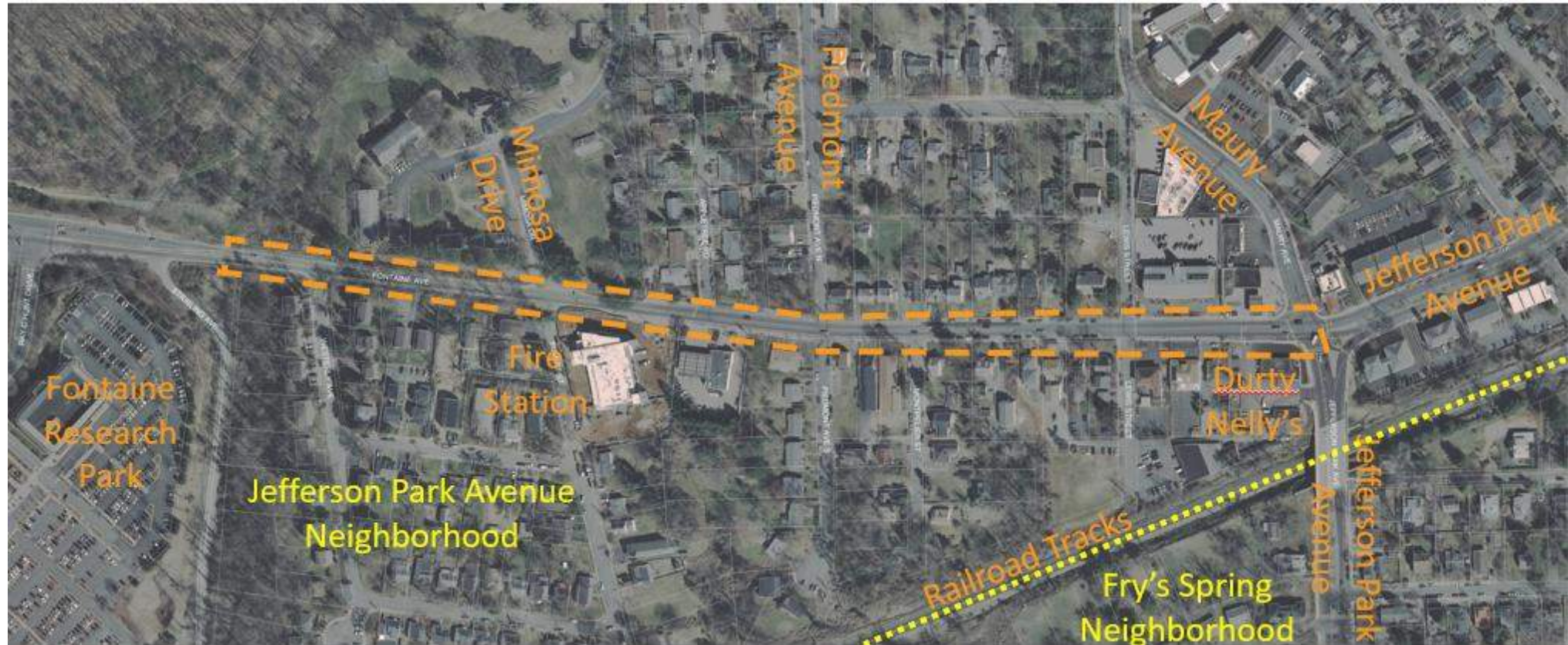
- Project Overview / Background
- Schedule and Process
- Overview of Public Outreach
- Conceptual Design
- Review of Comprehensive Plan Consistency



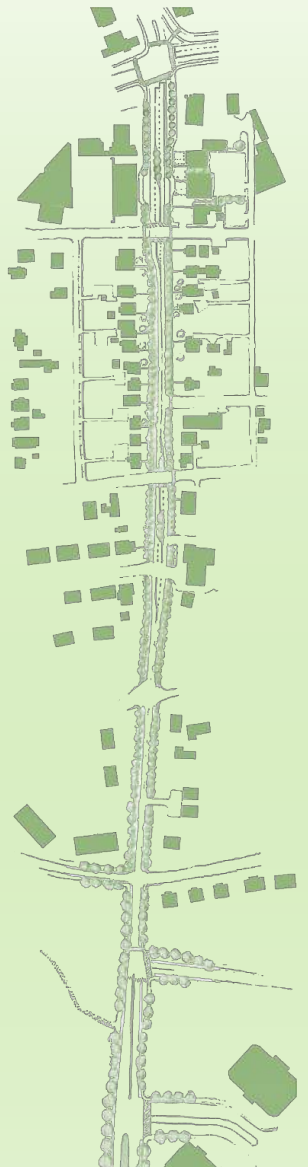
Project Overview / Background

Project Area

- Project Area as defined by the project SMARTSCALE application



Project Budget



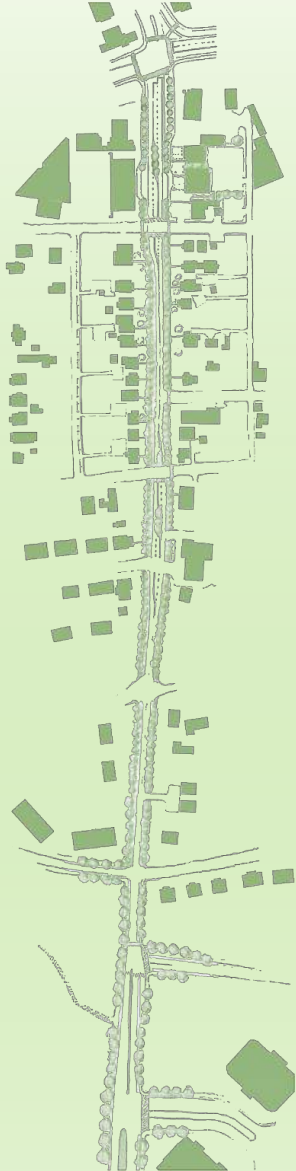
- PE (Survey, Environmental, Design)= \$1,200,000
- RW (Right of Way and Easement Acquisition, Utility Relocation = \$3,700,000
- CN (Construction, Oversight, Inspection, Contingencies) = \$6,800,000

- TOTAL PROPOSED PROJECT FUNDING = \$11,700,000

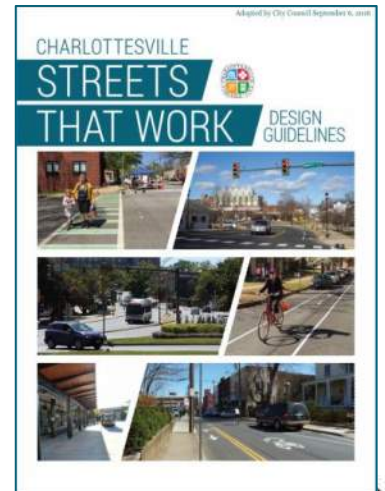
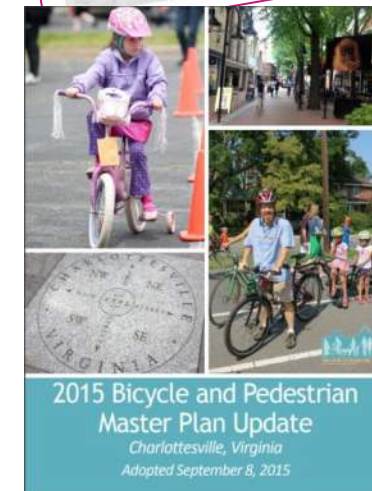
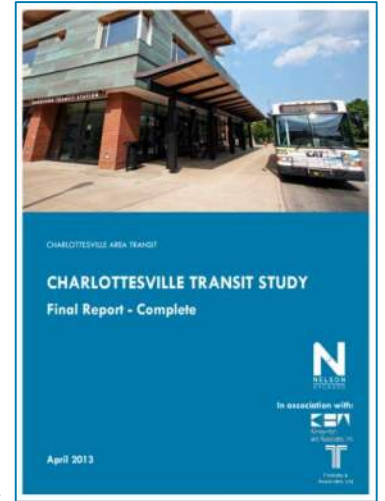
- Project Is Fully Funded Through Smartscale (HB2)



Evolution



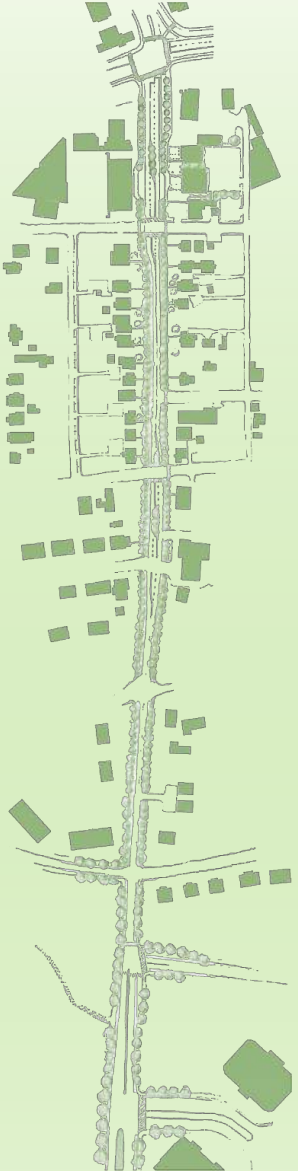
- Previous Fontaine Ave Study in 2005
- What Remains the Same
 - Context sensitive design for Fontaine Avenue
 - Transit, pedestrian-friendly, neighborhood orientation
 - Improving the “quality of life” and multimodal opportunities
- What is Different
 - State of the practice/New techniques
 - Charlottesville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



Draft Design Principles

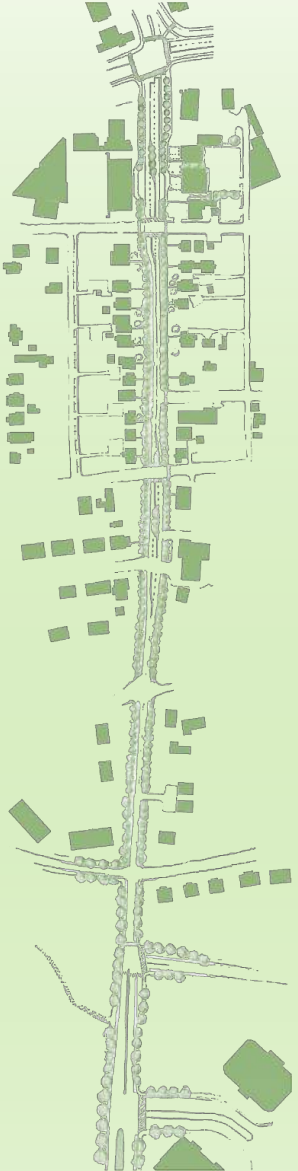
*Based on the Charlottesville's Bike/Ped Plan, Streets That Work Plan,
and the VDOT Smart Scale Application*

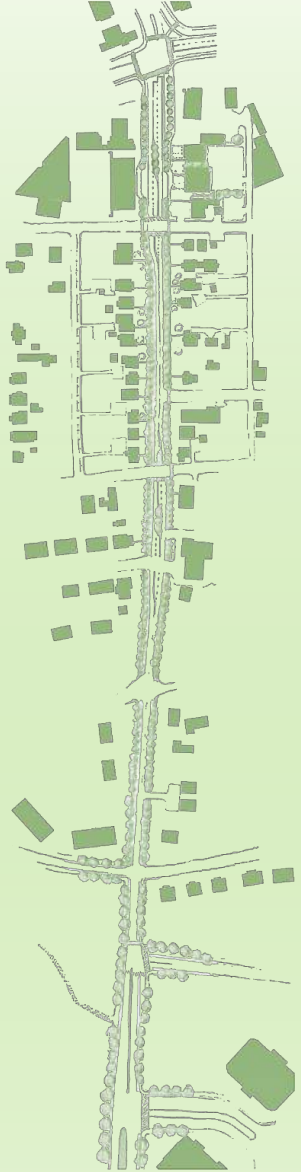
- Create a Complete Street
 - Improve pedestrian, bicycle and transit facilities
 - Accommodate the needs of all travel modes
- Increase Safety and Comfort for Pedestrians and Bicyclists
 - Provide a buffer between roadway and facilities
 - Where feasible, provide physical separation for facilities
- 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

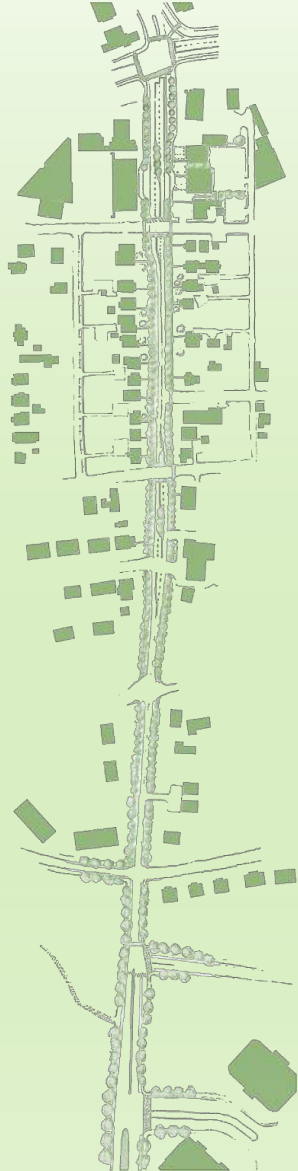
- Regional and local benefits:
 - **Increase opportunities** for walking, bicycling, and the use of transit
 - **Connect** to proposed bicycle and pedestrian facilities to Fontaine Research Park and beyond
 - **Improve access** to:
 - ▶ US-29
 - ▶ UVA
 - ▶ University Health System





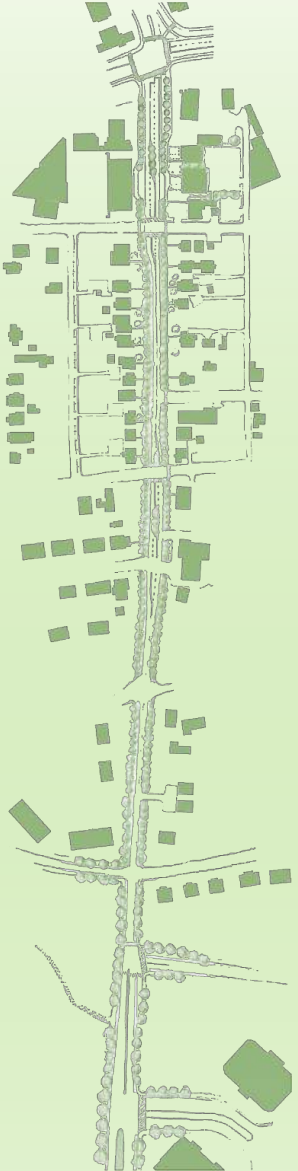
Schedule and Process

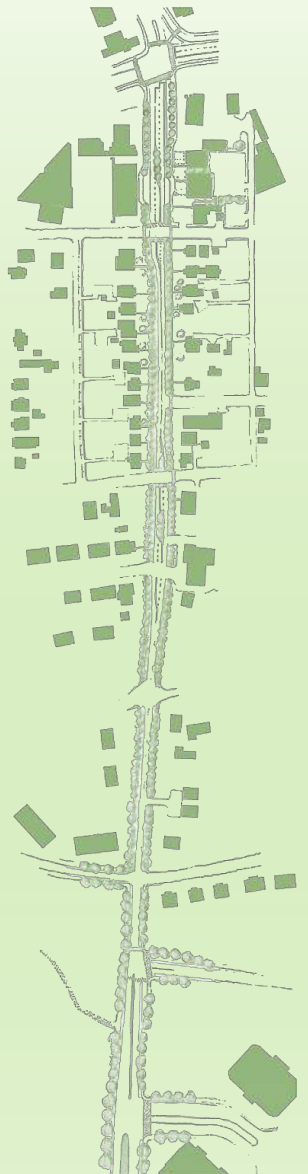
Initial Project Schedule



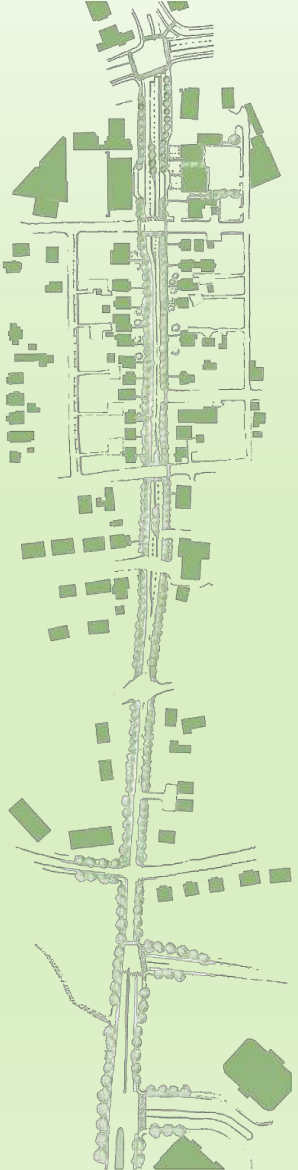
Meeting Updates

- 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
- 9/17/19 – Steering Committee #4
- **12/10/19 – Planning Commission**



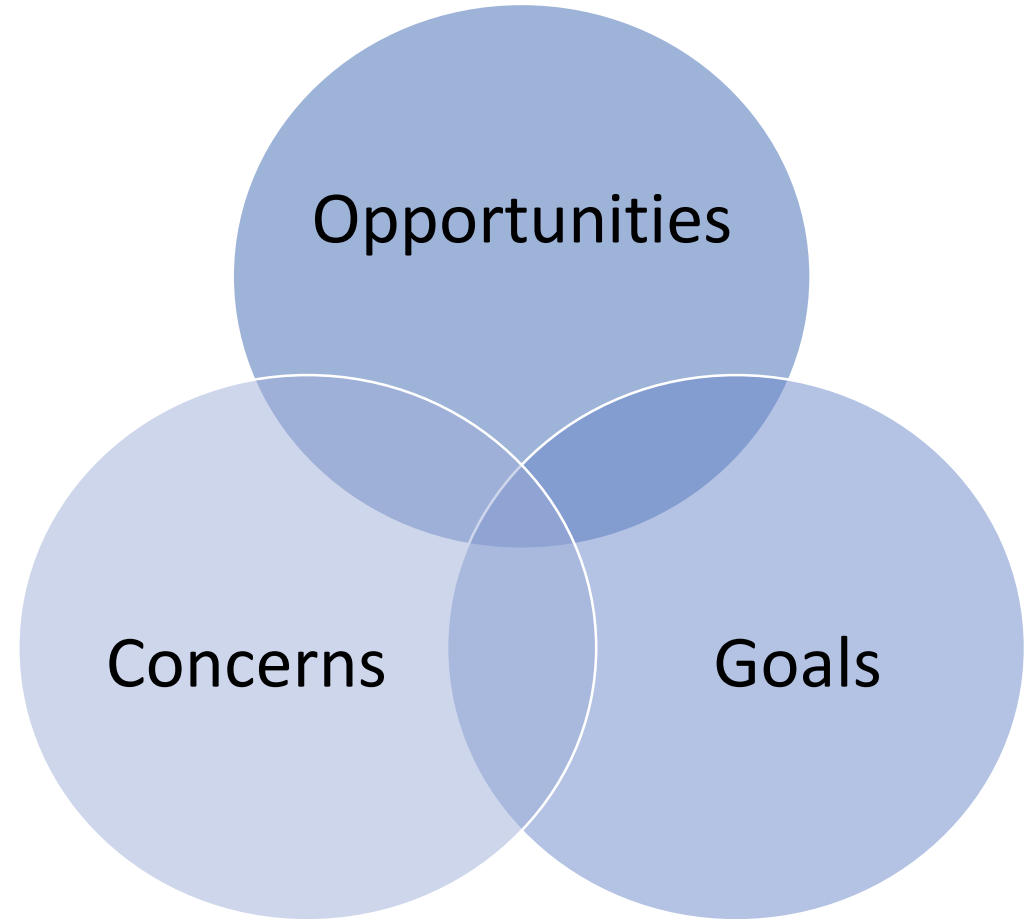


Overview of Public Outreach

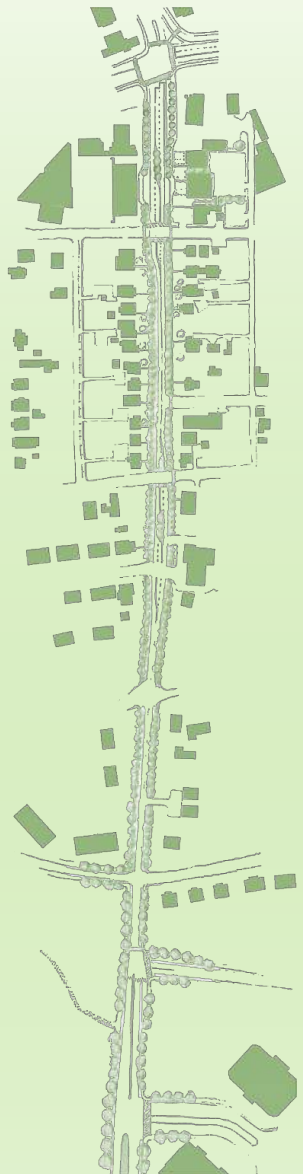


Steering Committee #1 – Key Findings

- **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

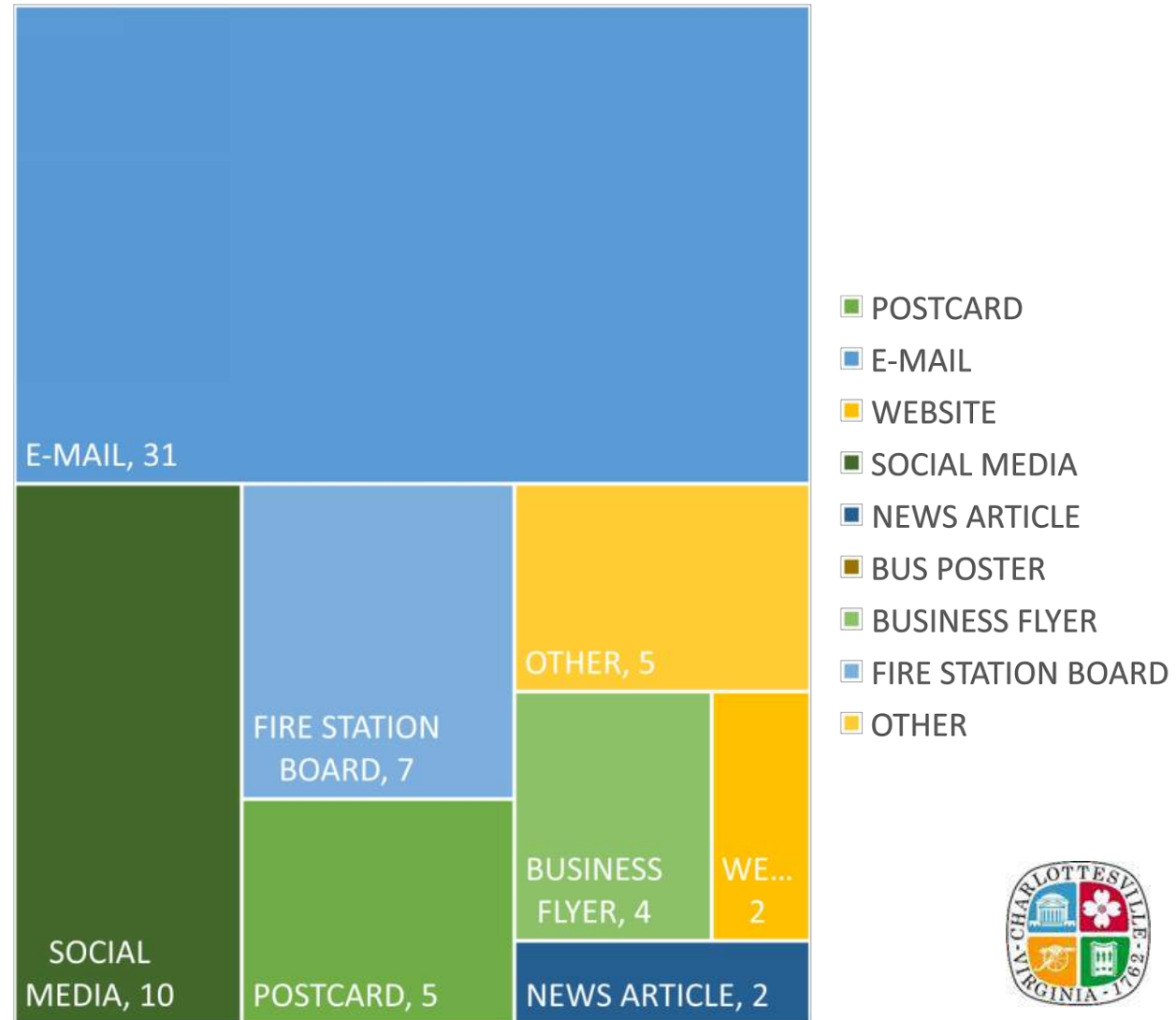


Public Outreach

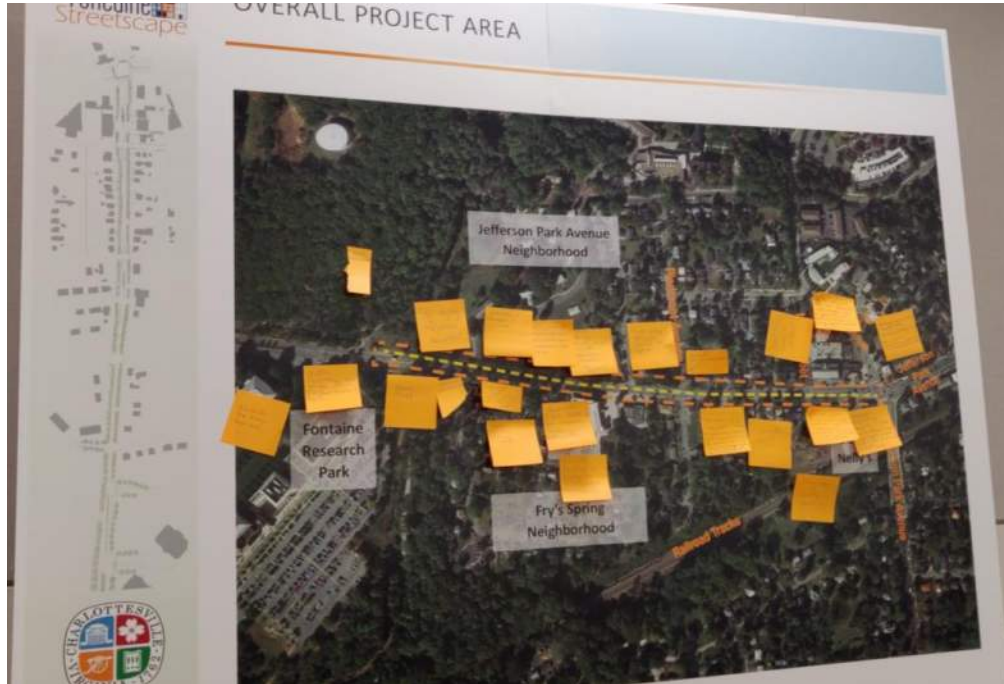
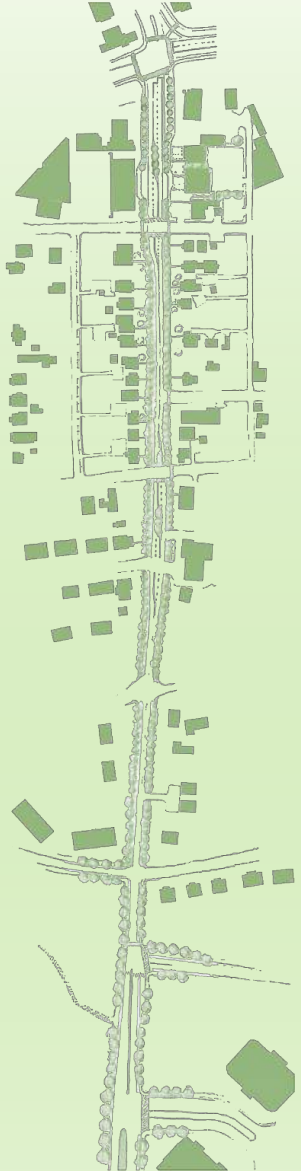


- Held 2 Public Meetings
- To Encourage Participation, Completed the Following Outreach:
 - Flyers to businesses along Fontaine Avenue
 - Flyers to UVA Housing
 - UVA bus advertisements
 - Message board in front of Fire Station (PCMS)
 - Direct mailings / E-mail
 - Social media

How Attendees Learned About Public Meetings

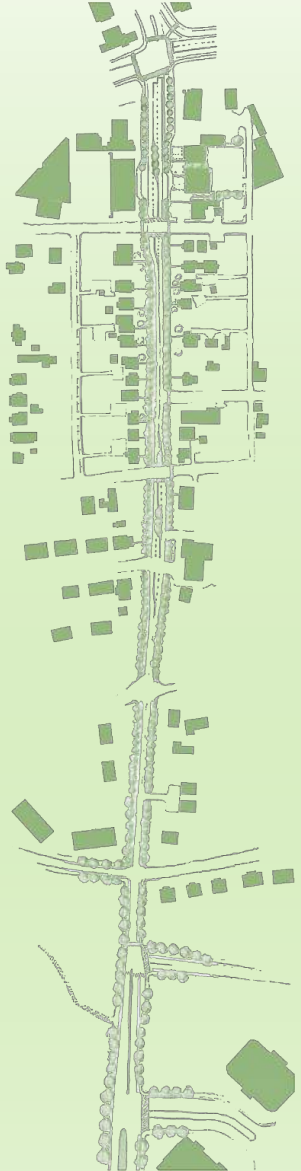


Public Information Meeting #1 - Key Findings

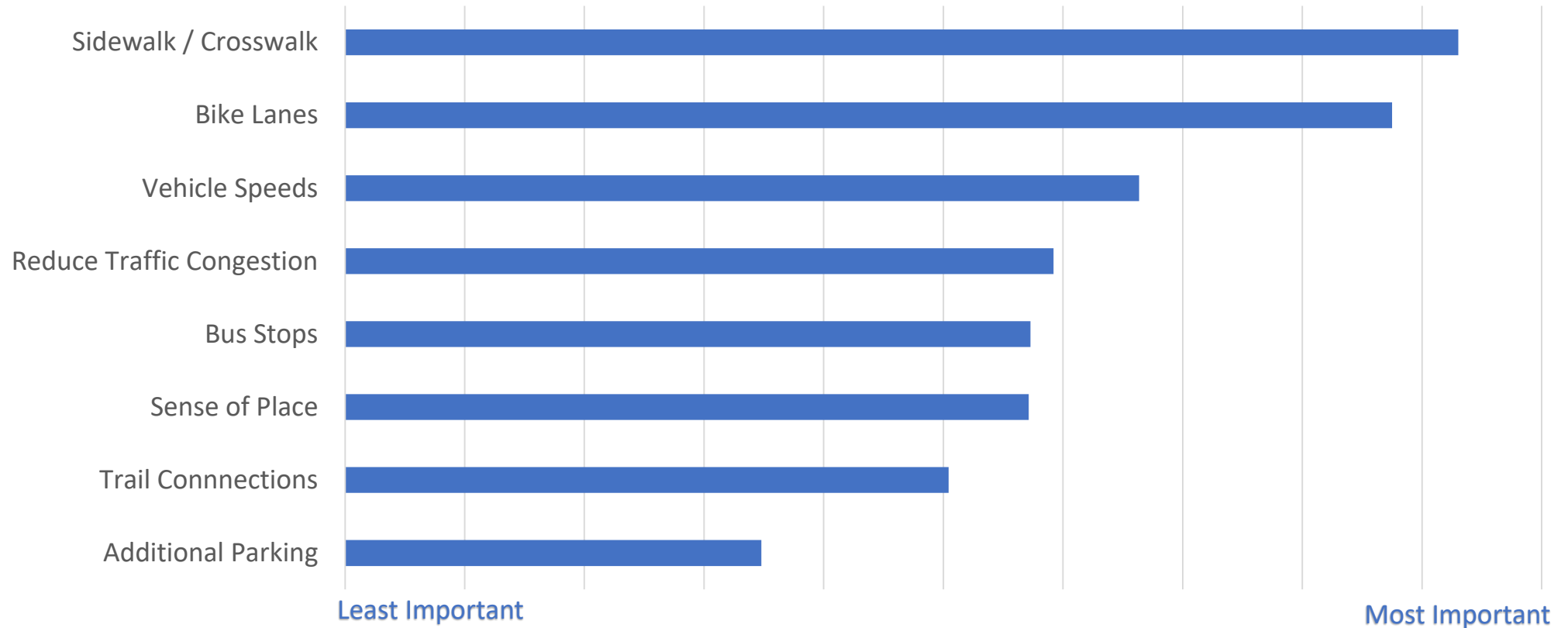


- Common Feedback:
 - Safe pedestrian crossings at side streets
 - Add / widen sidewalks
 - Provide more green space
 - Preserve trees
 - Safe routes for bicycles

Public Open House #1 - Responses



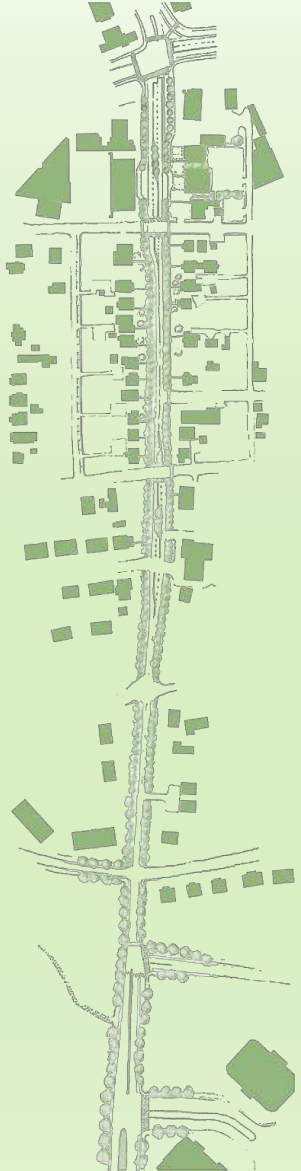
Importance of Future Conditions



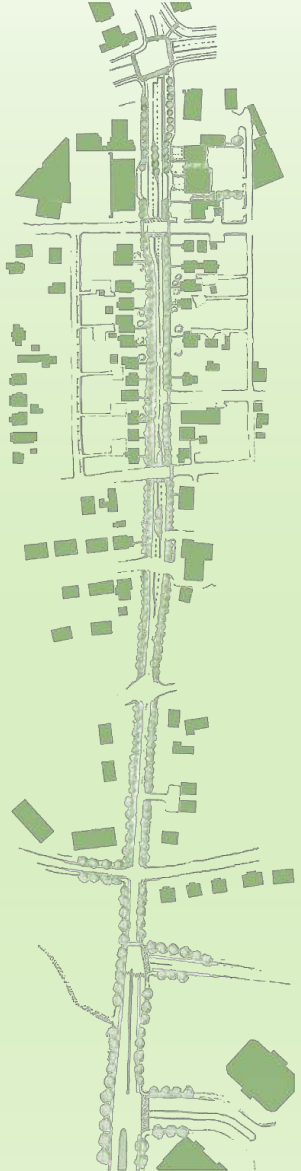
Steering Committee #2 – Streetscape Layout

■ Key Feedback:

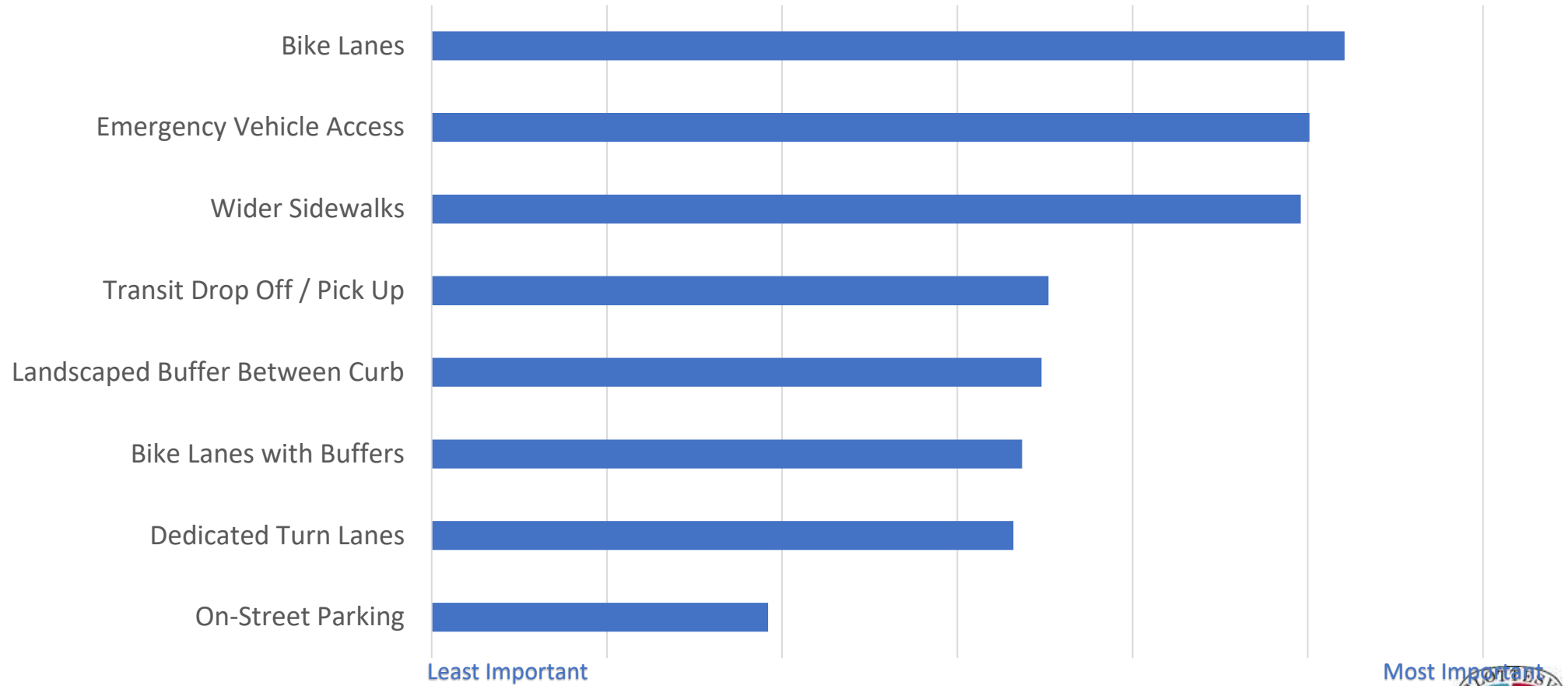
- On-street parking is not a priority (Steering Committee consensus)
- Focused on a typical section with dedicated bicycle lanes, preferably with a buffer, a landscape buffer strip and a sidewalk (minimum of 6')
- A 4' landscape buffer is not sufficient for most street trees

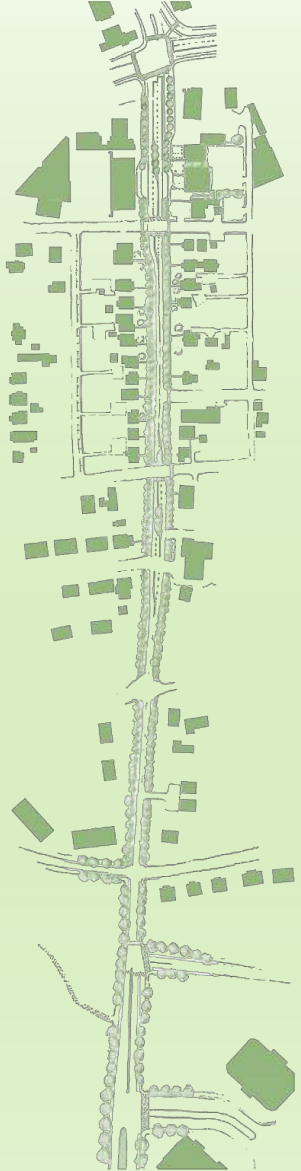


Public Open House #2 - Responses



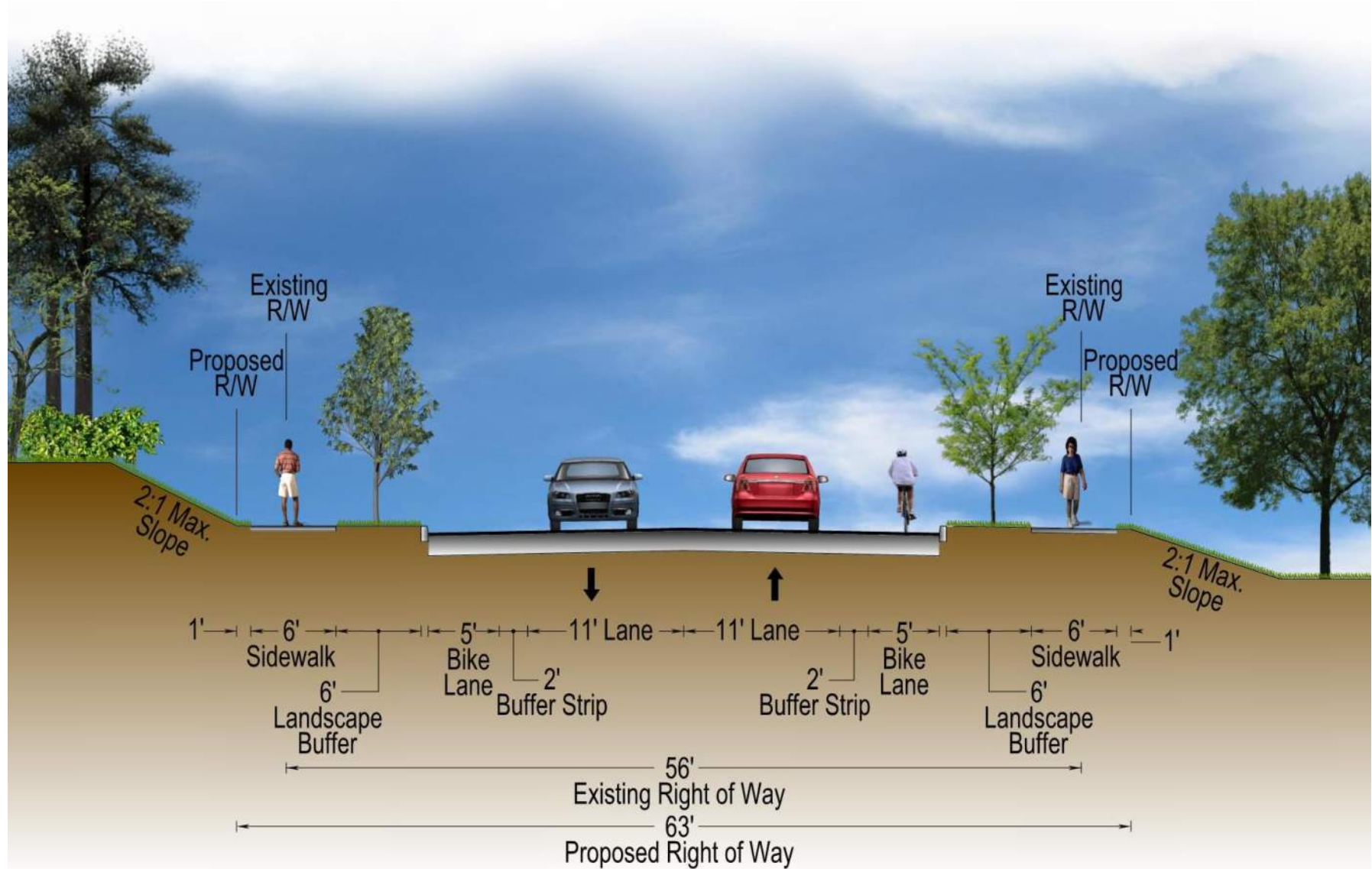
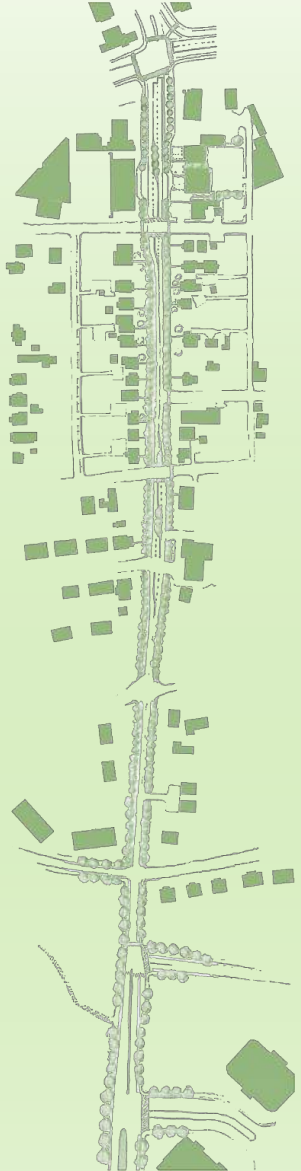
Compiled Importance



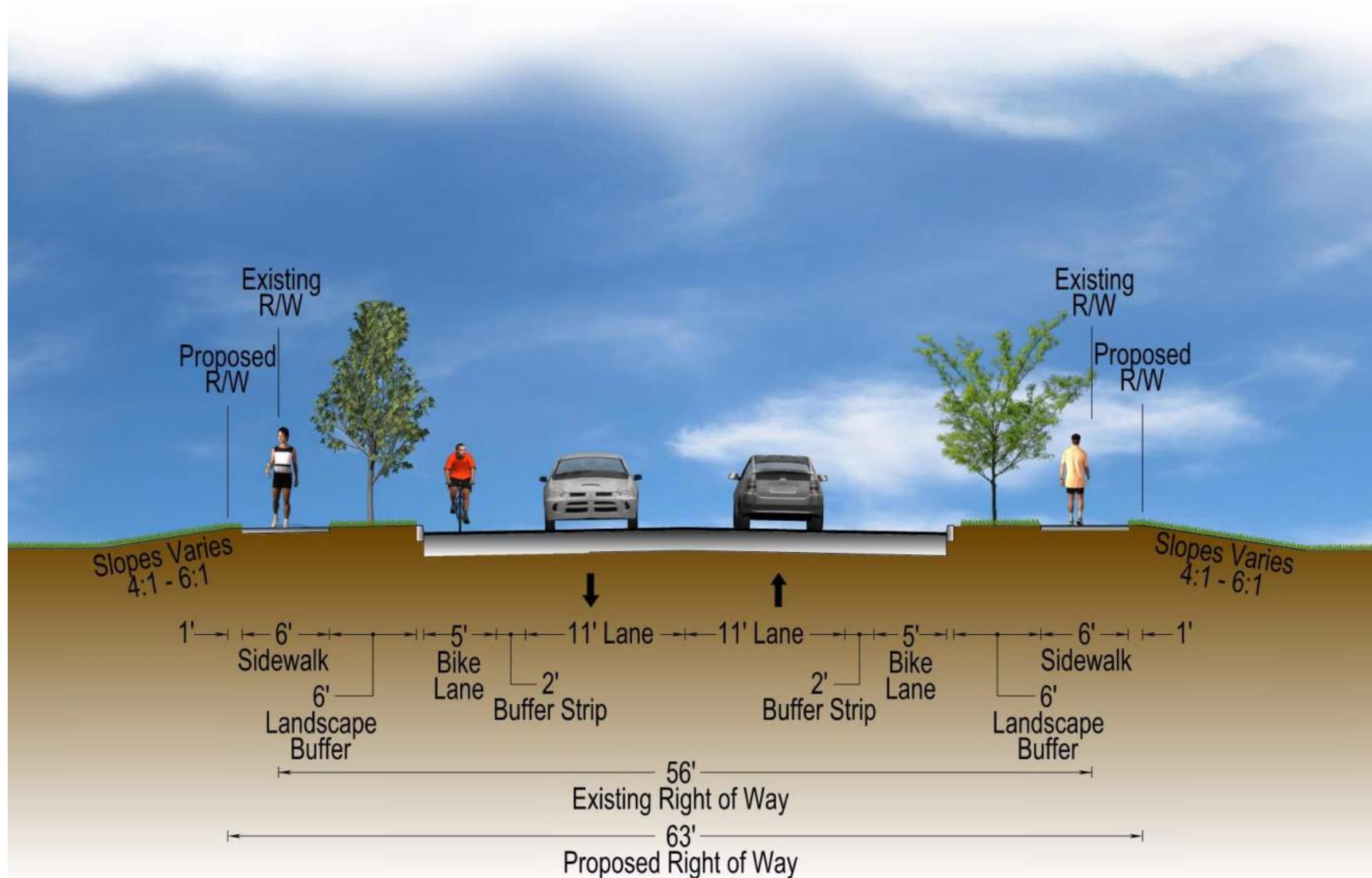
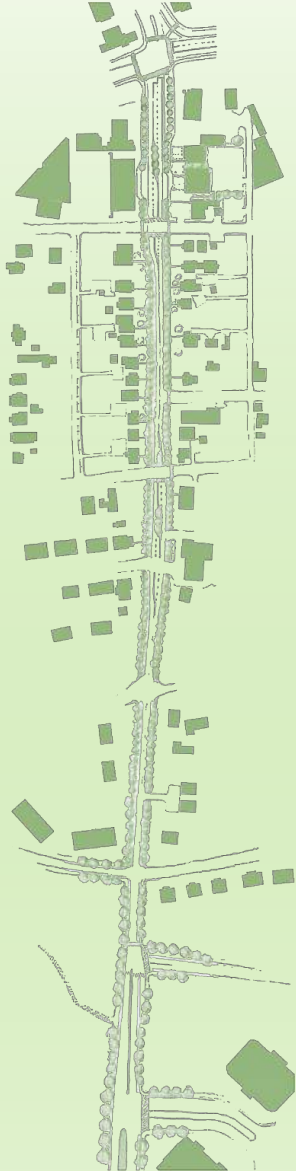


Conceptual Design

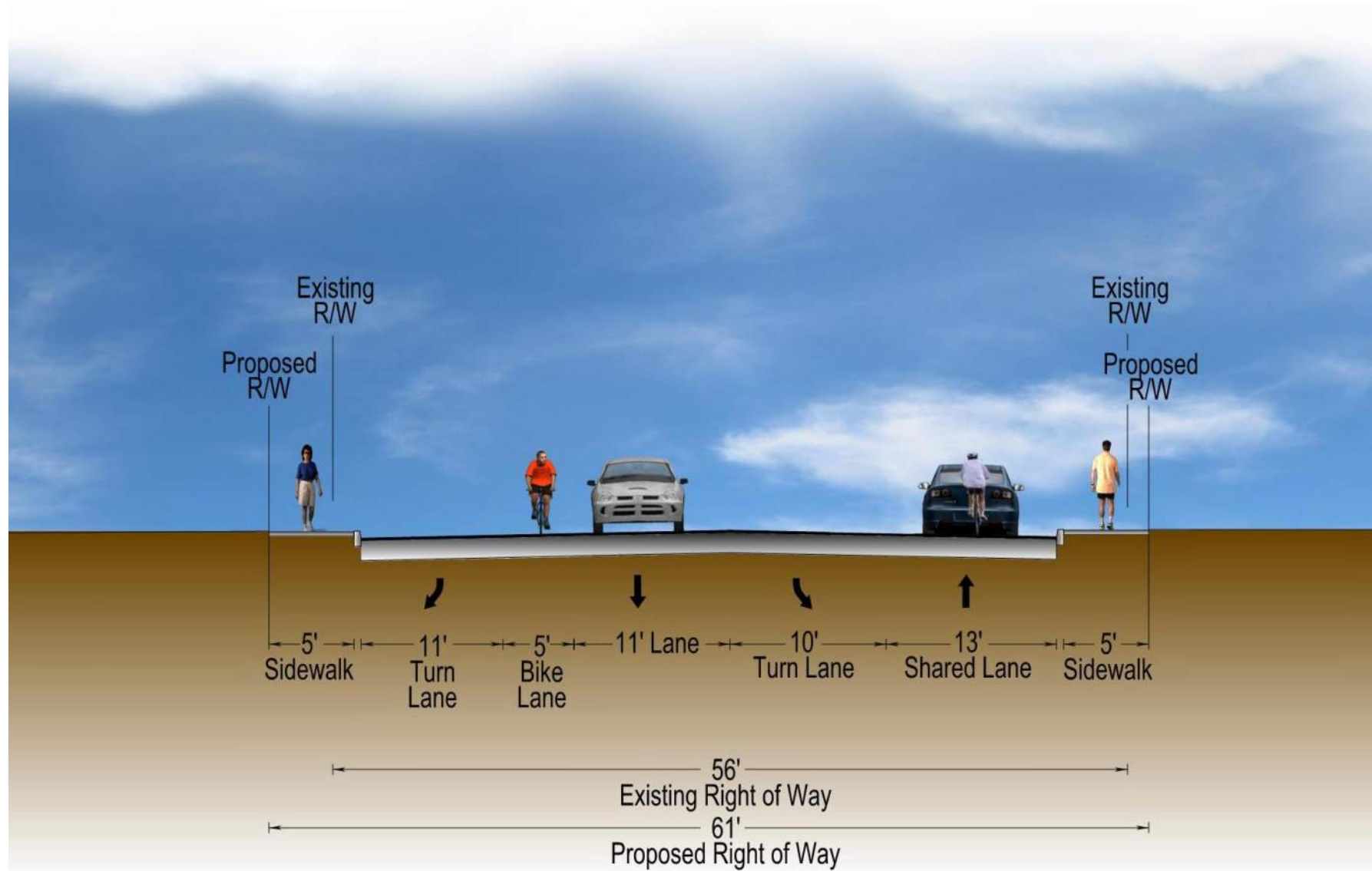
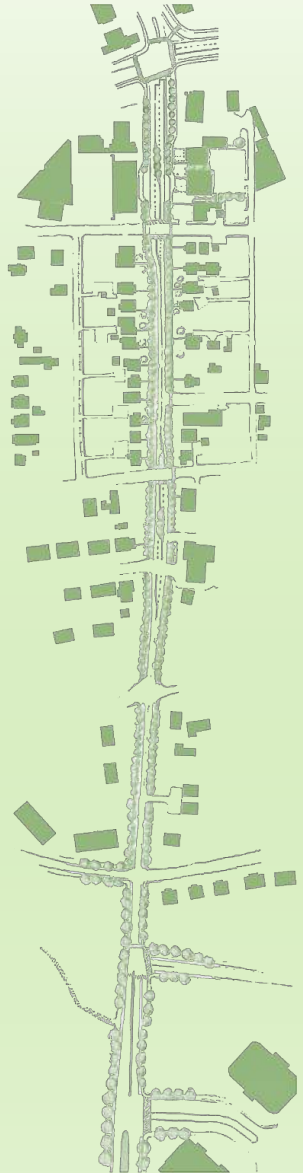
Typical Sections: City Limit to Summit Street



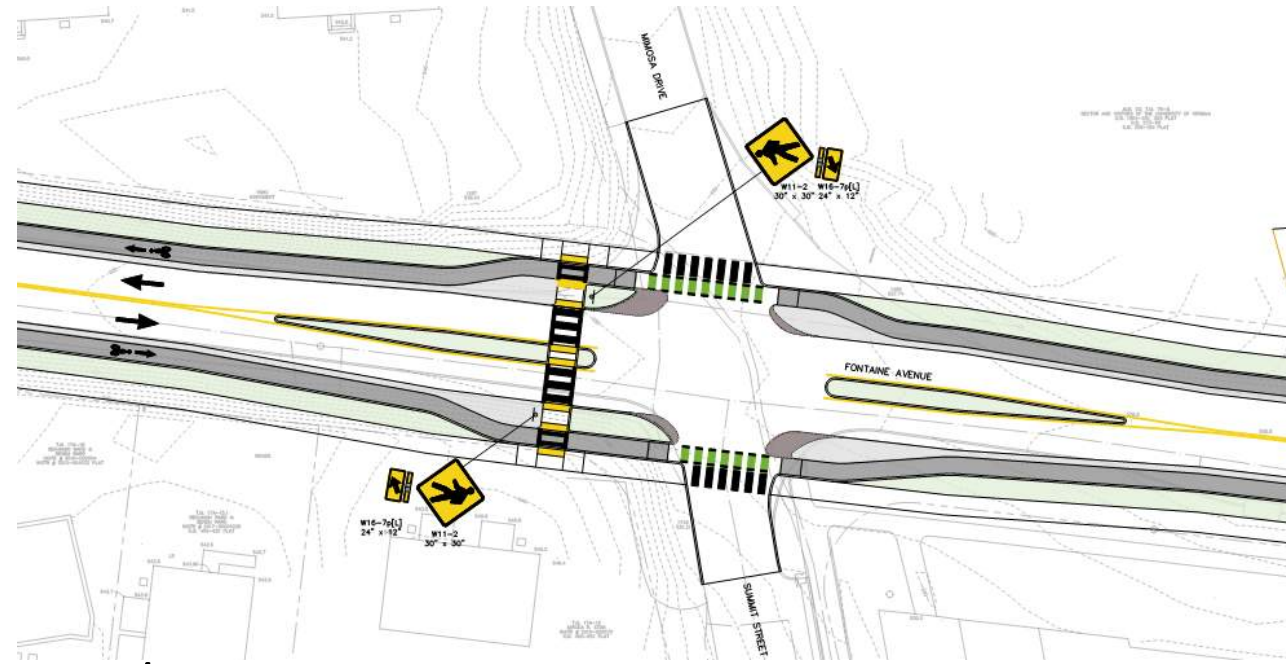
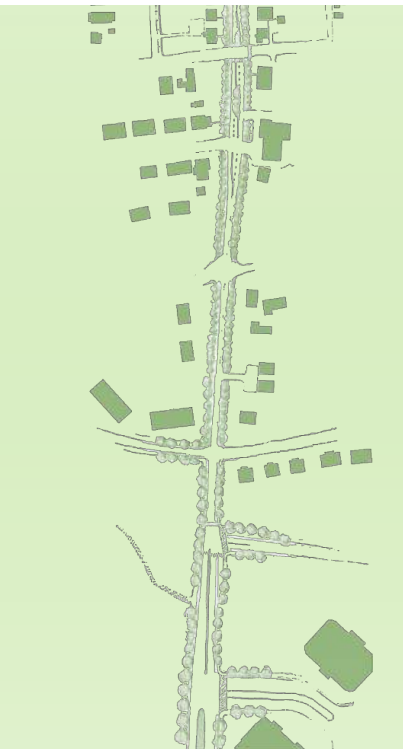
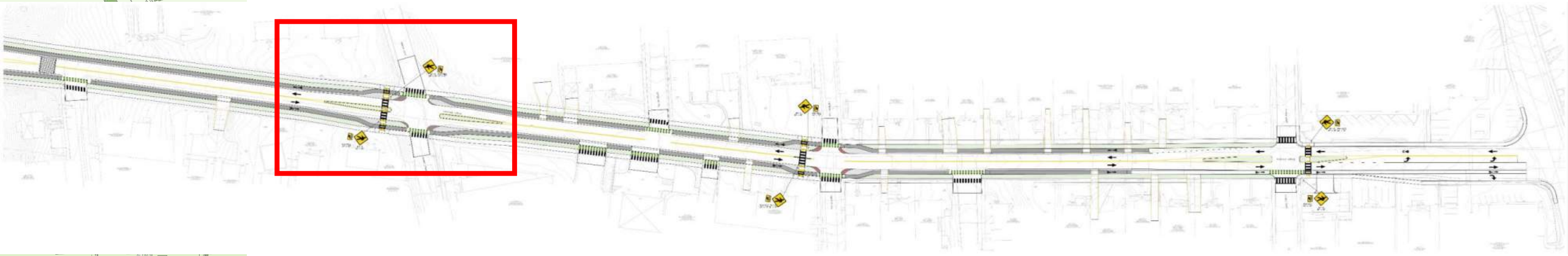
Typical Sections: Summit Street to Lewis Street



Typical Sections: Lewis Street to Jefferson Park Avenue

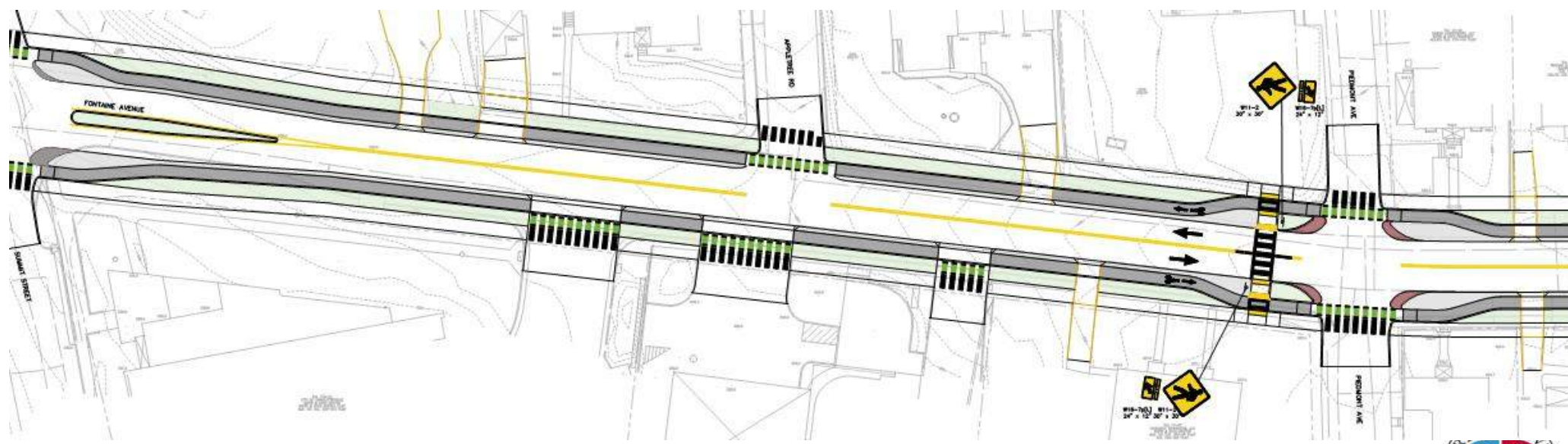
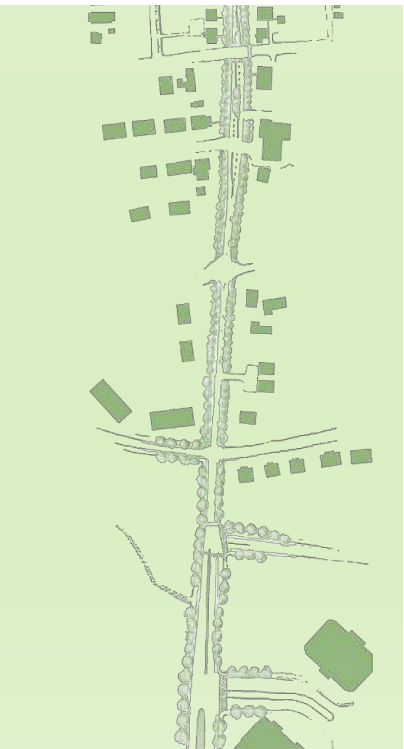
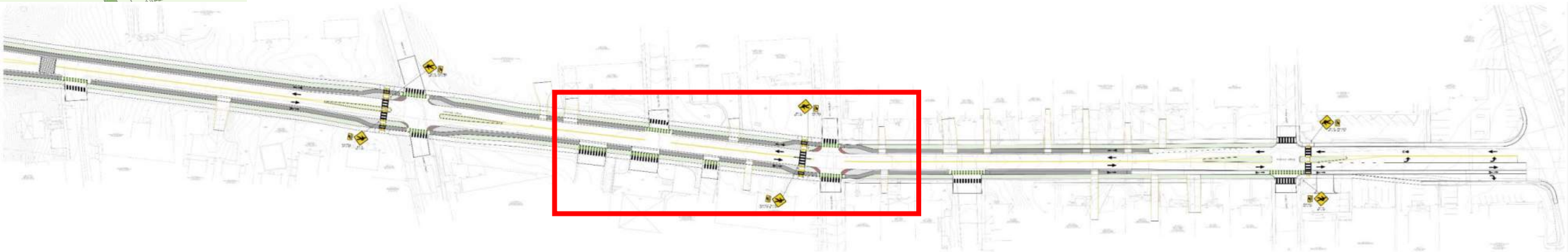


Mimosa/Summit



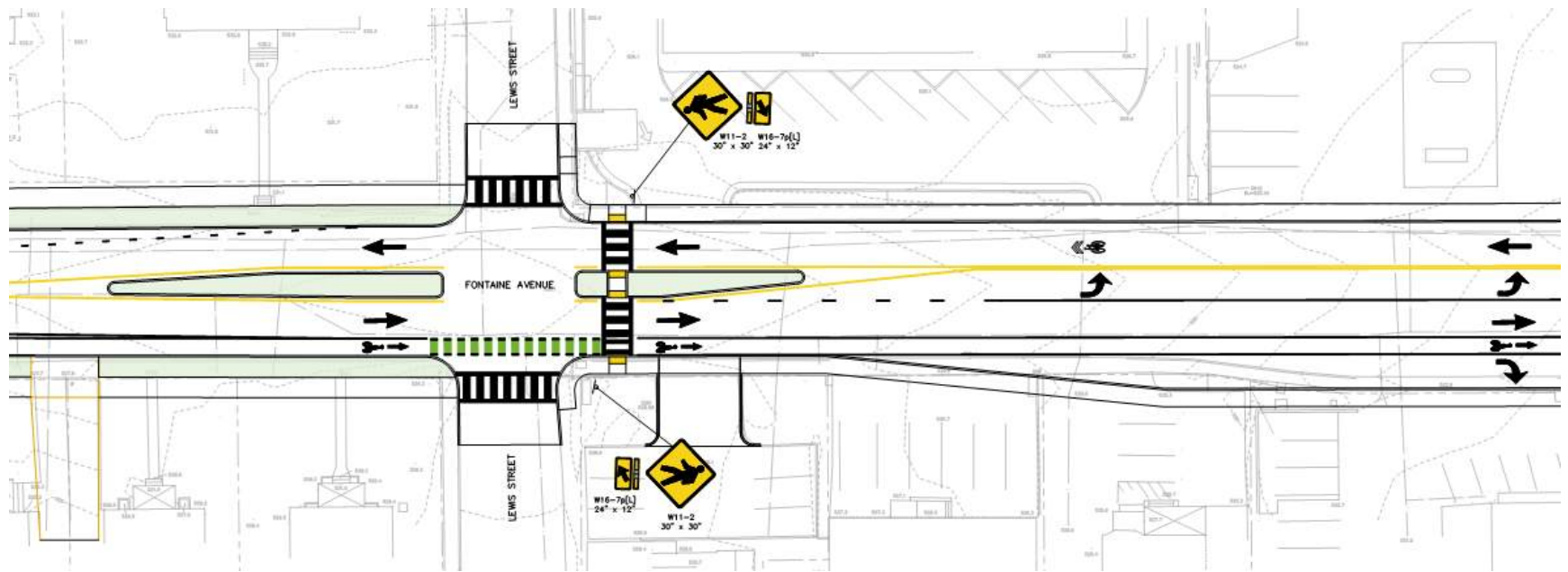
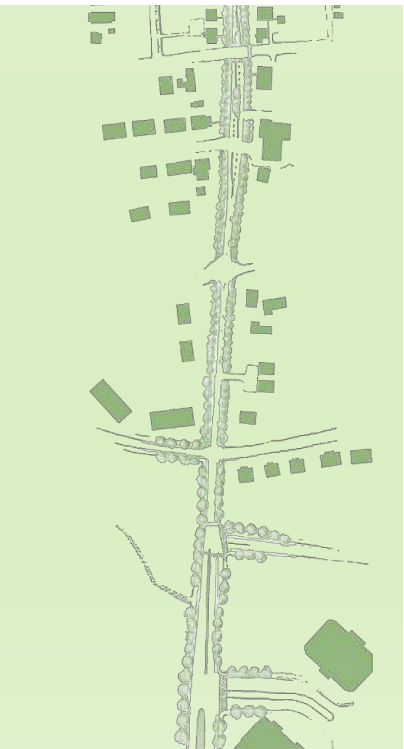
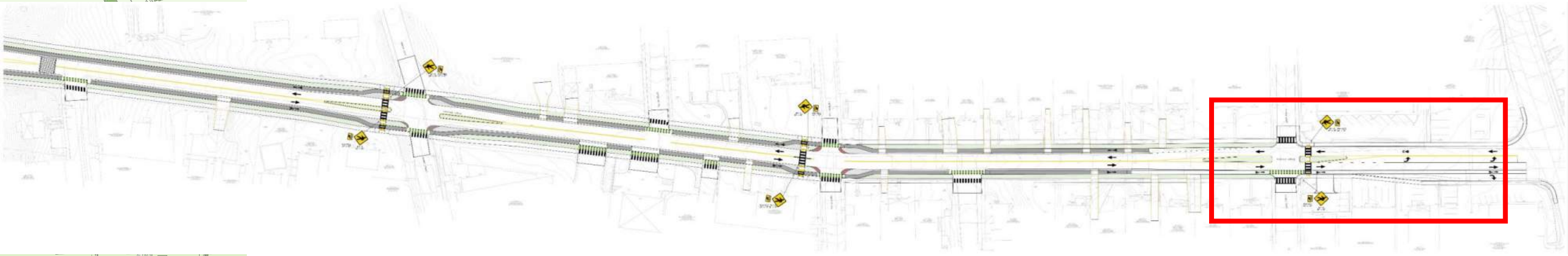
Mimosa/Summit: Curbside and Median Refuge and RRFB

Piedmont Avenue



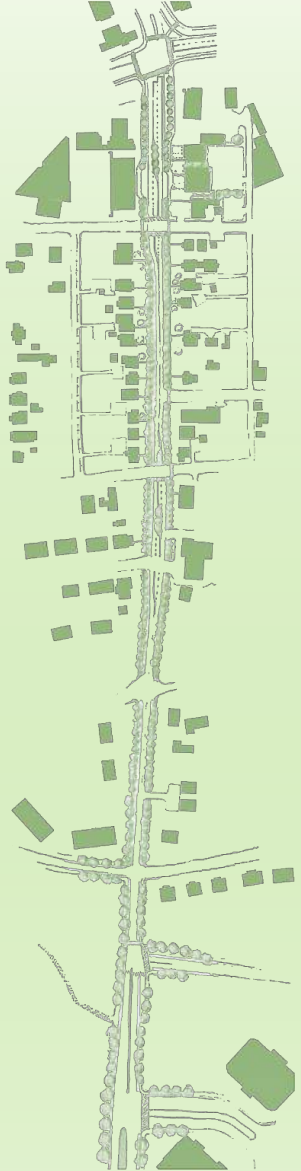
Piedmont Avenue: Curbside Refuge and RRFB

Lewis Street

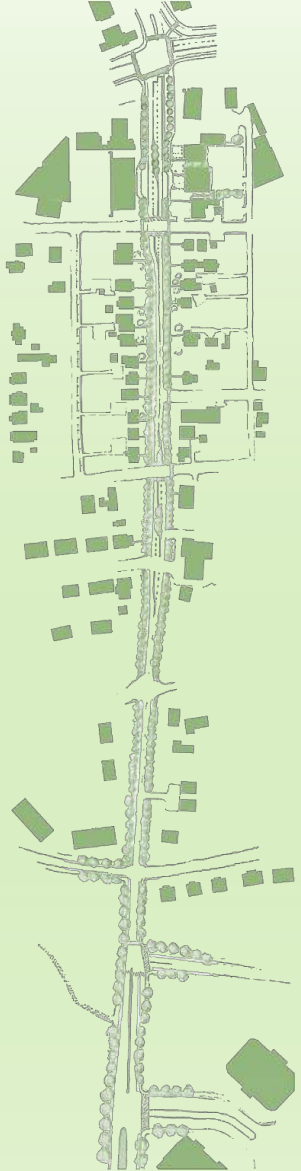


Lewis Street: Island Refuge and RRFB, with Median

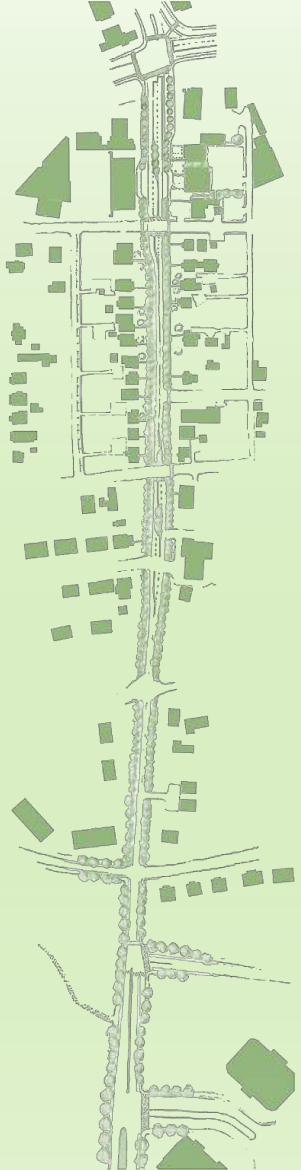
Summit Street Looking East Rendering

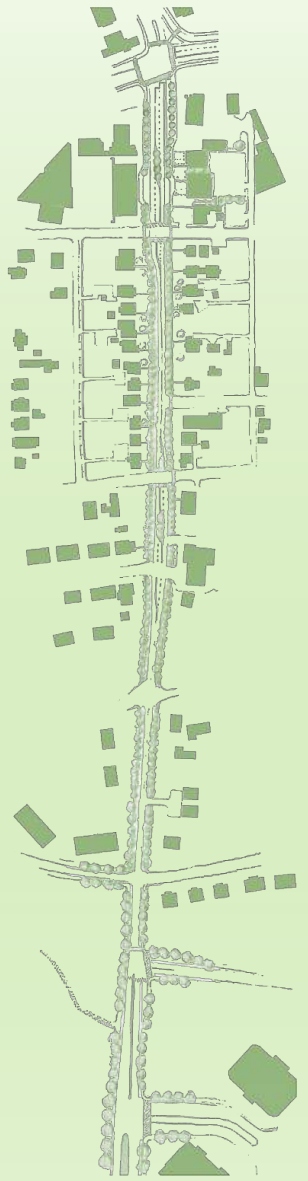


Lewis Street Looking West Rendering



Lewis Street Looking East Rendering





Review of Comprehensive Plan Consistency

Comprehensive Plan Consistency

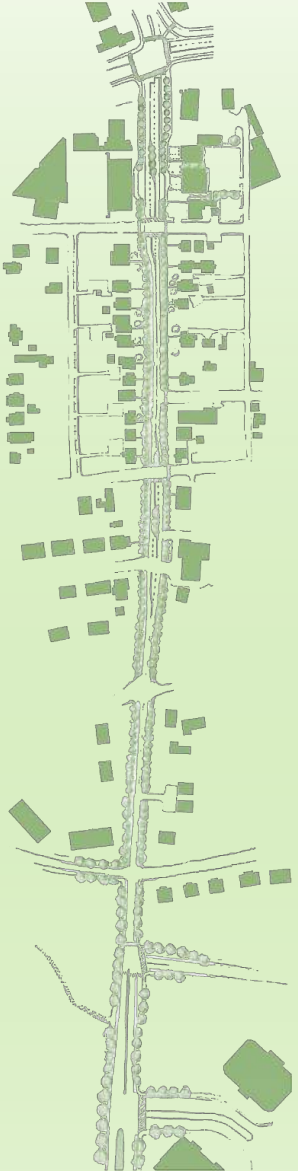
Based on the City of Charlottesville's 2013 Comprehensive Plan

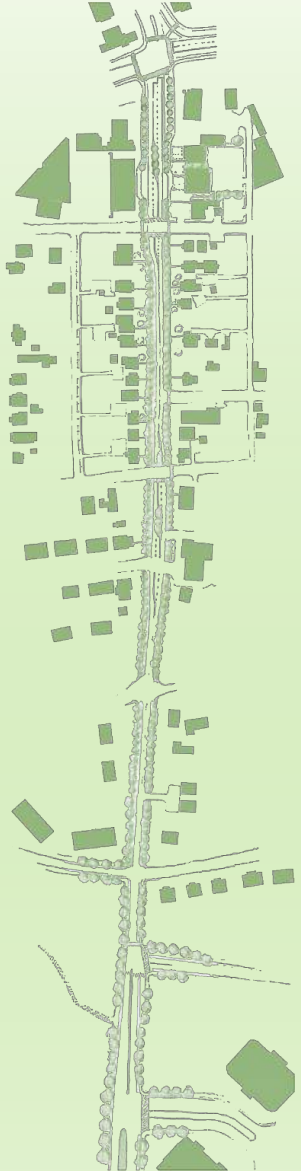
■ Economic Development

- 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 (Use 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

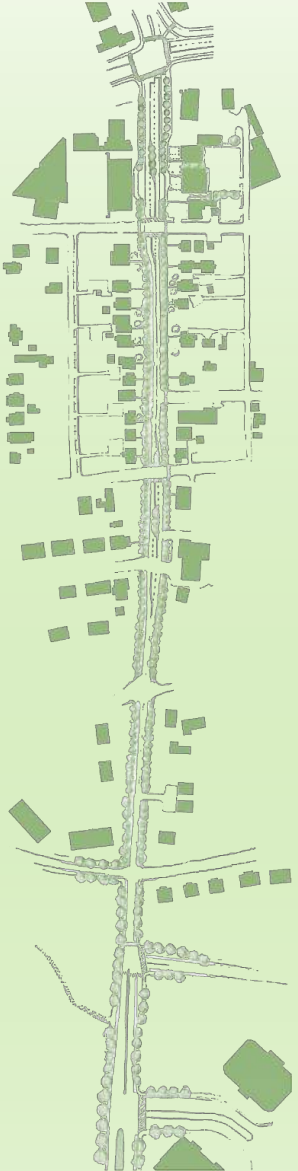
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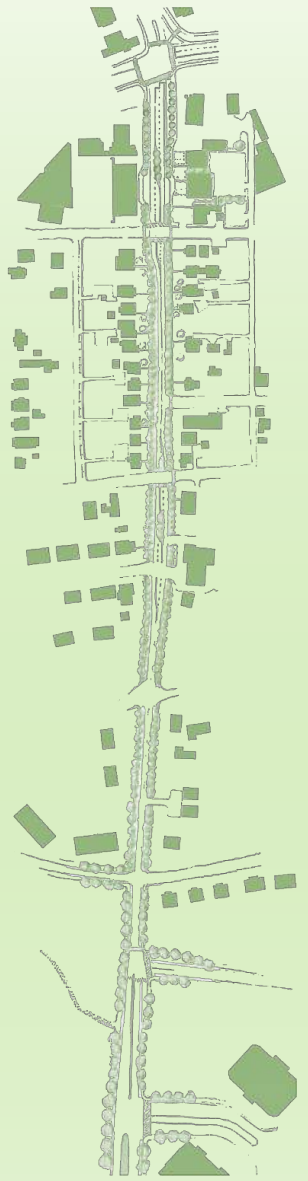
■ Transportation (Continued)

- Regional Transportation
 - ▶ VDOT, Albemarle County, and UVA all serve on the Steering Committee
- Infrastructure Funding
 - ▶ Fully funded through SmartScale (HB2)

■ Historic Preservation & Urban Design

- 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





Fontaine
Streetscape

Thank you!



*In Conjunction
With*

