

**COUNTY OF ALBEMARLE  
PLANNING STAFF REPORT SUMMARY**

<b>Project Name:</b> Places29 Draft Master Plan: Chapter 8 - Implementation Table	<b>Staff:</b> Judith Wiegand
<b>Planning Commission Worksession:</b> April 14, 2009	<b>Board of Supervisors Public Hearing:</b> NA
<b>Magisterial Districts:</b> Jack Jouett, Rio, Rivanna, White Hall	<b>DAs (Development Areas):</b> Neighborhood One, Neighborhood Two, Community of Hollymead, and Community of Piney Mountain
<b>RECOMMENDATION:</b> After staff presentation and review of the Implementation Table, the Commission should ask any questions of staff that it has and provide guidance to staff to finalize the Table.	

**PLACES29 DRAFT MASTER PLAN - Chapter 8 Implementation Table**

**Background**

At a worksession on February 10, 2009, staff presented revised versions of the first six chapters of the draft Places29 Master Plan to the Commission. At a worksession on March 31, 2009, the Commission reviewed and gave staff guidance on the Land Use Tables and Future Land Use Map from Chapter 4 of the Master Plan. Then, the Commission reviewed the text of Chapter 8, Implementation and provided guidance to staff.

**Purpose of the April 14 Worksession**

This worksession has three purposes:

1. To present the Implementation Table section of Chapter 8 to the Commission in detail, including how it was prepared, what it contains, and how it relates to the overall Places29 Master Plan, particularly to the text of Chapter 8.
2. To answer any questions from the Commission and receive any guidance about the table that the Commission may wish to give.
3. To give the public an opportunity to ask questions and provide comment. If the Commission wishes, staff will answer questions raised by the public.

**The Implementation Table**

The Implementation Table is the second section of Chapter 8, Implementation. As you review the table, please bear in mind the following important matters:

1. The timing of the implementation projects is such that they fall into three groups: ongoing projects, projects expected to begin during the first ten years of the Plan, and those that will begin after the first ten years.
2. The current economic downturn has complicated potential funding for the implementation projects. Staff is aware that the funding issue is critical: there is little funding available from many of the traditional sources for projects of the types recommended in the Plan. The text of Chapter 8 identifies and describes several alternative funding sources. There is also the possibility that, in the future, the traditional funding sources will again be available. In the meantime, the strategies for funding the projects identified in the table are based on the traditional responsible parties and programs that have paid for similar projects in the past. As indicated in the text of the chapter, staff will search for new and expanded funding programs.
3. Two Priorities have been identified:  
Priority 1: Transportation Improvements associated with the US 29 Corridor  
Priority 2: Areas for Redevelopment and New Development and improvements in these areas

4. The five transportation improvement projects that are identified as Priority 1 in the text are listed as “A HIGH PRIORITY IMPLEMENTATION PROJECT” in the Implementation Table.
5. Three of the five High Priority Implementation projects will begin with preparation of a Small Area Plan by the County and/or a preliminary design study by VDOT. Each of these first steps is essential and must be completed before construction can begin. Each of these first steps will also cost only a fraction of what the complete improvement will cost. Staff expects that funding for these initial steps will be easier to obtain. For example:
  - **Plan / design / construct the widening of US 29 to six lanes from Polo Grounds Road to Towncenter Drive** (near the top of page 2). This project must begin with a plan and design. As indicated in the “Issues to Be Addressed” column, the estimated cost of the planning & preliminary design is \$800,000, about 5 percent of the total cost.
  - Similarly, the design-construction process for Berkmar Drive Extended should begin with **“Initiate an alignment study for the Berkmar Drive Extended Bridge to determine the best crossing location and bridge profile.”** The estimated cost of this study is \$155,000; the study is essential to determine what the best bridge profile is and a more detailed estimate for the actual cost of the bridge. The cost of constructing the extension of Berkmar Drive itself will also be affected by the bridge profile and location.
  - The recommended overpass at Rio Road and US 29, along with the “ring roads” to connect that overpass with local streets will begin with **“Prepare a Small Area Plan for the area around Rio Road and US 29”** (page 4). VDOT has suggested that the County’s Small Area planning process and VDOT’s preliminary design study for this transportation improvement be done simultaneously. This will save both the County and VDOT some costs because public meetings can serve both the planning process and the design study. It will also be easier for the property owners and business owners in the area to participate in one coordinated process.
6. There are several reasons to adopt the Master Plan, even though all the funding to support the Plan has not been identified. Among them, this Master Plan presents a long-term vision intended to guide the ongoing development of the Places29 area. This is critical to ultimately achieve a form and pattern of development consistent with the Neighborhood Model, rather than that which could result from the current Land Use Plan for this area. Having this Plan in place means that the County will be better prepared if and when new funding sources are identified. Having the Plan in place also provides guidance to landowners who will be making decisions about their property in the future. Beyond the 20-year implementation timeframe, through progress towards the desired form and pattern of development, some costly transportation improvements, particularly those associated with increased automobile traffic, may be avoided through development that facilitates walking, biking, and public transit.
7. The transportation improvements over the 20-year implementation timeframe will be necessary even without a master plan. There are two primary reasons. First, there is an

existing backlog of transportation improvements that are necessary to address existing conditions. Second, the current Comprehensive Plan and, in particular, the rights allowed by the current zoning, would result in land being developed to a level that would generate additional traffic, putting further pressure on the transportation system and increasing the need for improvements.

8. The implementation of the Plan, including the improvements scheduled throughout the 20-year implementation timeframe, will be monitored and reevaluated during each 5-year plan update.

At this first worksession, staff wants to focus on how the Implementation Table will be used, with an emphasis on the sequencing of infrastructure projects. The Commission may wish for staff to provide additional information or emphasize certain elements in subsequent documents.

### **Next Steps for Chapter 8**

Staff believes that the Implementation Table is mostly complete, except for a few updates that may need to be made in order for the Table to agree with the County's latest CIP, once it is adopted. Following this worksession, staff will make any revisions to the table necessary to reflect current information and the direction provided by the Planning Commission and prepare to present the revised version as a part of the complete Master Plan.

### **Conclusions and Recommendations**

After staff presentation of the chapter, the Commission should ask any questions of staff it has and provide guidance to staff to finalize the chapter.

### **Attachments**

Chapter 8, Implementation Table