

**COUNTY OF ALBEMARLE
EXECUTIVE SUMMARY**

<p><u>AGENDA TITLE:</u> CPA 04-02 Pantops Master Plan</p> <p><u>SUBJECT/PROPOSAL/REQUEST:</u> Work session to discuss the preliminary draft recommendations and maps of the Pantops Master Plan, with an emphasis on Transportation and neighborhood connections in Pantops.</p>	<p><u>STAFF:</u> David Benish, Rebecca Ragsdale</p> <p><u>PLANNING COMMISSION DATE:</u> September 5, 2006</p>
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BACKGROUND

The Pantops Master Plan process has been underway since July 2003. This spring, a preliminary draft has been developed that has been discussed with the public and feedback on the preliminary draft has been received. Prior to moving forward with developing a full master plan document, staff is seeking direction from the Planning Commission.

DISCUSSION

This is the third of three scheduled work sessions to discuss the preliminary draft Pantops Master Plan elements, which include:

- Public Input Themes and Preliminary Recommendations (Goals)
- Framework (Land Use) Plan
- Green Infrastructure Plan
- Transportation Plan

At the first work session the Planning Commission reviewed the goals for the Pantops Master Plan and had an overview of the Framework (Land Use) Plan, Green Infrastructure Plan, and Transportation Plan. The focus of the second work session was a more detailed discussion regarding the proposed place types of the Pantops Framework Plan, including Neighborhoods, Districts, and Corridors along with land use designations.

This work session will focus on transportation and neighborhood connections, including roads, transit, pedestrian and bike goals and recommendations of the Pantops Master Plan, as well as an update on studies that are underway outside of this master plan. A review of all three work sessions and discussion of the next steps in developing the Pantops Master Plan will conclude this series of work sessions.

RECOMMENDATION

Discuss the Pantops Master Plan proposed recommendations regarding transportation and provide any input to staff.

STAFF PERSONS:

**David Benish
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Rebecca Ragsdale**

PLANNING COMMISSION WORKSESSION:

September 5, 2006

Work Session – CPA-04-02 Pantops Master Plan

BACKGROUND

Development of the Pantops Master Plan began in July 2003 with the Planning Commission's adoption of a resolution of intent to amend the Comprehensive Plan. The Planning Commission had just completed review of a rezoning request which was not in conformity with the Land Use Plan for Pantops for the Eckerd Pharmacy. Staff also showed the Commission a map of existing and new developments and the proposed street systems. Staff and the Planning Commission were concerned that, without the Comprehensive Plan advising on the desired street network, by-right development would produce a haphazard arrangement of streets that would not improve traffic movement in the Pantops area. The Pantops Master Plan also presents opportunity to further apply principles of the Neighborhood Model and establish priorities based on the public input process of the plan.

PURPOSE OF THE WORKSESSION

Three work sessions have been scheduled for the Pantops Master Plan Draft elements. In the first work session on August 22, 2006, the Commission reviewed the goals established for Pantops, in the form of preliminary recommendations, and had a general overview of the draft Framework Plan, Green Infrastructure Plan, and Transportation Plan. The second work session on August 29, 2006, included a more detailed review of each place type identified in Pantops and the land uses associated with those place types, as identified on the Framework Plan.

This third work session will focus in more detail on transportation issues and how connections between places in Pantops will be improved. Transportation has emerged as the highest priority issue to be addressed in Pantops and a great deal of public response during the master plan process has been focused on transportation issues. Staff will review the following with the Commission in this work session:

- Public Concerns on Transportation-*Roads, Transit, Pedestrian, and Bikes*
- Studies- Summary of relevant studies that have been completed or are underway regarding transportation in Pantops.
- Planned Road Improvements in Pantops
- Pantops Master Plan Preliminary Recommendations
- Public Input on Preliminary Recommendations

Throughout the report, staff has highlighted in ***bold blue italics*** major recommendations that we would like the Planning Commission to respond to with any input. We have not posed specific discussion questions.

Hopefully, this work session will also allow time to review the two previous Planning Commission work sessions. Following these work sessions, staff will draft the full Pantops Master Plan document, which will include implementation steps and mapping revisions based on these three Commission work sessions.

TRANSPORTATION

Public Concerns Regarding Transportation

Through the initial phase of public meetings in 2004 and 2005, the public identified the following priorities with transportation in Pantops:

Roads

- Improve traffic flow & Transportation Infrastructure, especially on Route 250 and Relieve “gridlock” at Freebridge and I-64 Interchange
- Improve Route 250 design and character

Transit

- Improve transit service to Pantops
- Improve commuter programs such as Park and Ride lots/RideShare

Pedestrian and Bikes

- Improve the pedestrian system and walkability in Pantops, including crossings on Route 250
- Provide safe bicycle routes
- Consider additional Street lights

These issues have been addressed by the Pantops Master Plan (PMP) in the form of preliminary recommendations that address roads, transit, pedestrian, and bike facilities by establishing goals. Greenways have also been identified in the Pantops Master Plan as a way of connecting neighborhoods by providing safe bike and pedestrian paths. The Pantops Master Plan has identified public concerns and the Plan will establish transportation priorities in the Pantops area for both the master plan and other studies.

The Pantops Master Plan has identified major public concerns with transportation in the area. The transportation recommendations in the PIMP are based on this public input as well as recommendations found in existing transportation plans and studies (CHART, Six Year Secondary and Primary Road Plans, etc.). The Plan document will establish priority action items for both short-term and more long-term transportation projects.

Studies

Unlike the Places29 Master Plan, there is not a specific transportation study that accompanies this Master Plan; however, there are several studies either already completed, underway or planned that will address the issues of improving traffic flow in Pantops, especially along Route 250. (The status of each described below is noted.) These studies will provide opportunities to better understand traffic impacts in the area and assess recommended improvements. As part of the master plan, VDOT did provide some data and input regarding transportation needs/conditions and alternative improvements in the area.

VDOT Route 250 East Corridor Study-completed

VDOT completed a study of Rt. 250 East from Free Bridge to the Fluvanna County line in March 2004. This study's findings have been presented to the Albemarle County Board of Supervisors. No action was taken by the Board and the recommendations of the study were to be considered with the development of the Pantops Master Plan. The Route 250 east Study intends to address short-range recommendations for addressing traffic and also long-range recommendations to year 2022 travel demands.

Short Range measures in Albemarle included:

- Provision of a left-turn lane on eastbound Route 250 at Edge Hill
- Improve Route 22/250 Intersection
- Provide Park & Ride lot at Route 250/I-64 Interchange
- Provide Park & Ride lot at Route 250/Route 616
- Provide Express Bus Service to I-64 at Zion Crossroads

Long Range Alternatives included:

VDOT's recommendation for Route 250 at Free Bride to the I-64 Interchange included a 130' minimum proposed right of way with six through travel lanes and continuous right turn lanes added with a shared use path that may be located outside the proposed right of way. Currently, based on proposed typical sections in this VDOT study, there is a minimum 82' existing right of way along Route 250. I-64 Interchange improvements are recommended along with relocating Hansens Mountain Road through the Gazebo Plaza site to Glenorchy Drive with this study.

The recommendations of this VDOT study were the subject of a public meeting with Pantops residents in December 2004 (Attachment A) which shaped the Preliminary Recommendations for transportation in the Pantops Master Plan. Some of the Study recommendations will be incorporated into the Pantops Master Plan.

Eastern Albemarle Sub-Area Study-*underway*

This study is a sub area analysis of a larger Fluvanna and Louisa Counties Multi-Modal Study being undertaken by the Planning District Commission for those counties. The Eastern Albemarle Sub-Area Study will include an area bounded by I-64 on the west, Route 22 on the north, the Albemarle/Fluvanna County line on the east and Route 53 on the south, and will also include a network analysis of connections to Route 250 west of I-64 interchange in the Pantops area. Key objectives of the study are:

- Analyze key intersections in the study area given the findings of the network analysis.
- Evaluate alternative multi-modal transportation networks that complement the Comprehensive Plan recommendations.
- Identify short-term and long-term transportation projects that can be complemented through both the public sector and as part of private development proposals.

The consultant will prepare a final report that documents the recommended plan, including existing and forecast future conditions, deficiencies, projects, and strategies. One of the most important products of this study will be a specific list of projects that the County can use to guide developer contributions as new development comes online. The study will include a list of specific capital projects, a schedule for implementation and estimated cost. There will be opportunities for public input on the findings and recommendations of this study. Staff anticipates completion of the study in early 2007.

Eastern Connector Study-*underway*

This study is listed as a new construction project to be studied in the UnJam 2025 MPO Plan. The Eastern Connector would connect the 250 East/Pantops area with Route 29 North and address the significant volume of traffic traveling in an “east to north” pattern both now and in the future. The CHART Study states “project funding is included [in the CHART recommended projects lists] for construction if a feasible route can be identified that provides cost-effective transportation benefits, while minimizing impacts on neighborhoods and the environment.” Residents from Key West and adjacent neighborhoods have expressed concern about potential impacts on neighborhoods, parks, historic properties and natural areas. These concerns should be carefully looked at in the study.

The Eastern Connector Study is a joint planning effort by the City of Charlottesville and the County of Albemarle. Each locality equally funded this \$500,000 study with the County. Staff anticipates a contract with a consultant to be completed by mid to late September. The study will provide a minimum of three alternative road alignments that will provide a connection between US 250 east of Route 20 and US 29 between Rio Road and Proffit Road. The alternatives will be evaluated in regards to impacts on traffic, the environment, existing neighborhoods and private property, project cost and other fiscal impacts. This study will begin this fall and will include opportunities for public input. Staff anticipates a Fall 2007 completion for this study phase of the project.

Transit Development Plan- *underway*

The County of Albemarle contracts public transit service from the City of Charlottesville Transit Service (CTS). The City is currently preparing an updated Transit Development Plan (TDP). The County has participated in the development of this plan update. This plan will guide CTS improvements over the next five years and the plan is updated every five years. This plan has the following goals:

- Design bus routes and schedules so that buses run on schedule.
- Focus on low cost and no cost changes that help buses run on schedule.
- Reduce the number of bus routes on West Main Street.
- Reduce overlap of CTS and University Transit Service bus routes

Specific to the Pantops area, the draft TDP recommends improving the frequency of service on the existing routes in Pantops from 60 minutes to 30 minutes.

The Board of Supervisors will hear the results of the TDP at their September 6, 2007 meeting. The Plan will be completed in September 2007, and subject to Charlottesville City Council approval later this year.

PLANNED ROAD PROJECTS

Route 250/22 Intersection-

The purpose of this project is to realign the intersection of Route 22 and Route 250 and install a traffic signal. The improvements will also allow Luck Stone to relocate their entrance at this location to create a typical four way intersection. This project will create a safer intersection and allow better traffic flow on Route 250 east near the entrance to Luck Stone where heavy loaded trucks cause delays traveling the incline heading east. VDOT is currently working on the construction plan. This project will be a public-private partnership between VDOT, the County and Luck Stone. The anticipated construction date is 2008, if all funding is in place. While not in the Pantops Development Area, this is considered an important road improvement serving the larger Pantops (and Rivanna Village) area.

Route 20 North (Stony Point Road)-

A project recommended in the County's priority list of Primary Road Projects is to undertake the widening of Route 20 North to four-lanes from just north of Route 250 to the Elks Drive/Fontana Drive intersection. Sidewalks and bike lanes would be incorporated into the west side improvements. To date, the County has constructed sidewalks (and bus pull-out) on the east side of Route 20 from Route 250 to Fontana Drive. There is an existing signalized pedestrian crossing across Route 20 from Fontana Drive to Elks Drive at Darden Towe Park.

PANTOPS MASTER PLAN RECOMMENDATIONS

The Pantops Master Plan has made recommendations regarding transportation in the form of the preliminary recommendation tables and the draft the Transportation Map. (Attachments B and C)

Route 250/Richmond Road-

The Pantops Master Plan has considered public input in making recommendations that address the Route 250 Corridor. As noted, VDOT's long term planning does call for additional widening of Route 250. However, based on the desire to have pedestrian crossings and a walkable Pantops, the recommendations of the Pantops Plan are not consistent with VDOT's plan with regard to widening.

- Route 250 improvements should provide for multi-modal transportation, including sidewalks and bike lanes, and other pedestrian crosswalk and other safety features.
- ***Improvements to Route 250 should not include excessive widening and no more than six lanes are recommended, to include two travel lanes with a continuous right turn lane.***
- Address signalization and improve turning lanes and turn movements with a center median from the Route 20 intersection to the top of the mountain.
- Route 250 should have a boulevard character.
- Develop a corridor landscaping plan to unify and beautify both sides of Route 250 East. This plan may distinguish portions of the corridor with different landscaping treatments. The most formal urban design and character along Route 250 should begin at Peter Jefferson Parkway/Westminster Canterbury and continue to Free Bridge.

Hansen Mountain Road-

I-64 Interchange improvements are recommended in VDOT's Route 250 Study along with relocating Hansens Mountain Road through the Gazebo Plaza site to Glenorchy Drive. These recommendations have been included in the Pantops Master Plan. Interconnections from the Gazebo Plaza site are illustrated

on the Transportation Map, along with an indication that Hansen Mountain Road should be relocated and improvements to the I-64 Interchange should be made. The map is intended to convey the concepts in terms of the road improvements. The developer of the Gazebo Plaza site is working with VDOT, during the review of the final site plan for the shopping center on the site, to determine what improvements would be required to obtain site plan approval for the shopping center. The applicant has provided a traffic study and has discussed possible solutions with VDOT. Most recently, a schematic that may evolve into a feasible relocation of Hansen Mountain Road was discussed (Attachment E). Detailed design questions remain as to how this connection would be constructed and what the process would be for project approval by the County.

Local Connections-

Improving the local street grid internal to Pantops was a primary reason for initiating the master plan process. These interconnecting local street systems are intended to reduce vehicle trips on Route 250. They have been illustrated on the Transportation Map and also the Framework Map. This map suggests important connections that should be made, in as many places as could be determined feasible with the information available.

Completion of parallel roads to Route 250 on both the north side and the south side are considered high priorities. All road connections shown would have to be fully evaluated and discussed with VDOT and the public again prior to moving forward. In most cases, it would be expected that these connections would be made as part of development projects and it has not been determined at this point which roads may be County initiated or public/private partnerships. The implementation component of the Master Plan (which will be developed next) will include additional information on priority and implementation strategy.

Prior to making interconnections to existing neighborhoods, the design of the existing roads in those neighborhoods should be considered and the pedestrian system should be evaluated. ***Any improvements or traffic calming measures should be installed before interconnections are made.*** Most recently, the Planning Commission has heard from residents in Fontana regarding safety concerns with interconnections to their neighborhood. This will also be an issue that to be addressed if Hansen Mountain Road is connected to Glenorchy through the Gazebo Plaza site.

Additional Connections to the City of Charlottesville-

A priority of the Pantops Master Plan is to improve linkages to the City of Charlottesville. Road crossings of the Rivanna River, south of Free Bridge, have been explored including a connection to High Street from the Pantops Shopping Center and a connection from State Farm Blvd to Market Street. ***A Rivanna River crossing to High Street in the City of Charlottesville is the preferred option.*** Further discussion with the City of Charlottesville is needed and engineering and cost feasibility have not been fully considered. The Eastern Connector Study will provide information helpful to deciding whether this project should be pursued. The property owner of the Pantops Shopping Center has indicated a willingness to discuss the road connection and has noted that they would not like to see the east wing of the shopping center, with the Food Lion, and the Roses wing impacted by a road project.

DISCUSSION/Public Input Summary-

At the June 8, 2006 work shop on the Pantops Master Plan, the public was asked to provide comment on these proposed recommendations and have been summarized below. Some are general and need no revision or follow up, some will need to be discussed with VDOT, and others suggest specific changes to the Transportation Map. Staff has made comments in *blue italics* following the public input summaries.

Route 250-

Comment on Route 250 continued to note traffic issues, with comments that there are too many traffic signals too close to each other and that left hand turns should be restricted. The public was not in support of widening and questioned how additional lanes would be accommodated. There was support for both the Eastern Connector and connector south of Free Bridge into the City of Charlottesville. There was concern regarding the impacts of any future new roads or improvements to existing roads to neighborhoods. Funding was also a concern with these road projects and one suggestion was to make them toll roads. There was concern regarding the spacing of the Pantops Shopping Center connection to the City of Charlottesville was not spaced correctly.

State Farm Boulevard Area-

There was a great deal of specific comment about the road network shown along State Farm Boulevard that staff believes should be addressed in revisions to the Transportation Plan. The public would like to see improvements to the intersections of Rolkin and Abbey Roads along with the intersection of Hickman and State Farm Roads. A roundabout or signalization was suggested by the public along with improving the alignment of the intersection. The northern end of State Farm Blvd has been identified as a problem area by public and State Farm, who has requested that the intersection of State Farm and Route 250 be considered for a traffic signal. VDOT is in the process of evaluating the intersection and conducting a warrant analysis for signalization. This additional information from VDOT will be incorporated into the Pantops Master Plan. *Follow-up needed with emphasis on these issues added to the PMP.*

The parallel roads shown on both the east and west side of State Farm Boulevard were of concern to Peter Jefferson Place, who has indicated that the plan of development for the property should be mimicked in the Pantops Master Plan. Given the expected land uses, such as the hospital and museum uses, on the east side of State Farm Boulevard, Staff does recommend eliminating the parallel road and suggested grid immediately south of State Farm Boulevard up to Hickman Road/Isham Drive. However, no additional revisions are recommended. Revision Recommended

Hansen Mountain Road-

Staff has received public comment both favorable and unfavorable regarding the relocation of Hansen Mountain Road through Glenorchy. There was concern regarding impacts to the existing subdivision of Glenorchy. Also, the public expressed their concern that the crossover at Hansen Mountain Road and Route 250 should not be closed until that road is rerouted. *Follow-up needed*

Local Connections-

The American Legion has expressed concerns regarding the proposed connection shown adjacent to their property to the east connecting from Route 250 to the parallel road north of Route 250. This concern is based on the American Legion desiring to continue their use of the property and they do not want their operations to be impacted. Site development has begun on the site to the immediately to the east, where a Car Max is proposed and there is a significant grade difference between the American Legion site and Car Max.

There was mixed support for the proposed road that is shown from Glennorchy to Fontana, behind Westminster Canterbury and south of Ashcroft.

Staff does not feel that revisions are necessary to the road network at this time and expects that narrative language to the plan could address these concerns. Also, the land use issues will be discussed in the second work session with the Planning Commission.

TRANSIT

The Pantops Master Plan recognizes that mass transit can help relieve traffic congestion and is an alternative to road construction, particularly in more densely developed urban areas. There is an emphasis in the plan to alternatives to major road construction and auto dependence. Currently, buses run on the hour from 6am-6pm with stops at Pantops Shopping Center, Wilton, Westminster Canterbury/Social Security offices, State Farm, Martha Jefferson Hospital, and DMV. As mentioned, the Charlottesville Transit Service (CTS) Study is in the process of updating their TDP. The public during the master plan process, has continued to provide guidance on the issues of transit service and has indicated that they are in support of the recommendations in the plan, which include:

- Expand bus service and improve frequency of service within Pantops, focusing on daytime ridership to central services located at the Downtown Mall and central business district.

- Provide additional stops in the Pantops neighborhood to provide improved service to the City and other County neighborhoods. Continued monitoring and coordination between the County and CTS is need to ensure that stops are provided where needed, especially with new businesses like the hotel opening
- Signage and shelters at stops, encourage people to want to ride the bus.
- Consider initiating trolley/bus service within Pantops serving major origins/destinations within the neighborhood.
- Ensure new development is transit ready.

Staff believes that recommendations should be included in the Plan to consider express or rapid bus service between Zion Crossroads to the City on Route 250 and between Pantops to Route 29 North, linking to services proposed in Places29. These would likely be long-term recommendations.

RIDESHARE/Park and Ride

RideShare is a program of the Thomas Jefferson Planning District Commission that works to reduce traffic congestion and increase mobility throughout the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson. They offer free carpool and SchoolPool matching, a vanpool start-up service, and a Guaranteed Ride Home program, which provides free rides home in an emergency to users of alternative transportation. RideShare also works with employers to develop and implement traffic reduction programs, and market the region's Park and Ride lots.

RideShare is a member of the Commuter Information Team (CIT), a partnership that includes JAUNT, Charlottesville Transit Service (CTS), University Transit Service (UTS), and Greene County Transit. Our work with the CIT includes acting as a transportation information and referral center for the region, as well as contributing to joint marketing and awareness efforts.

The Park and Ride Committee is an informal group of agency staff and local planners that meets quarterly to review, update, and implement plans related to creation and maintenance of park and ride lots in the region.

Members include VDOT, Charlottesville Transit Service, JAUNT, one urban locality staff member, one rural locality staff member, and TJPDC staff.

A park and ride lot is currently located at Darden Towe Park and the Pantops Shopping Center; State Farm has a successful van pool program and has noted that a high percentage of their employees commute from outside the area. There are opportunities to enhance these programs in Pantops. The Pantops Master Plan recommends the following:

- Provide other park and ride lots east of Pantops to address regional commuter traffic.
- Encourage and promote *Rideshare* programs. Identify needs and opportunities of Pantops residents to improve rideshare and commuter programs.

Public comment from the June 8, 2006 work shop was in support of these recommendations of the plan and some specific comments were provided with regard to these programs:

- More commuter lots
- Existing park and ride lots need better signage
- Need a park and ride lot further out on Route 250
- Need park and ride lot closer to I-64
- Better mass transit with more direct service to UVA and Arena More direct service to Downtown
- Also more frequent service to Fontana
- Want more transit and not so many roads
- Want transit circulator route around Pantops
- Want free transit (trolley)

Recommendations for the creation of Park and Ride lots (and desired locations) along commuter routes east of Pantops, including those identified in other studies (CHART, VDOT Route 250 Corridor Study), will be included in the Plan.

BIKES, PEDESTRIAN & GREENWAYS

The Comprehensive Plan recommends that Master Plans for each development area identify potential walkway, bicycle, greenway, and streetlight projects and incorporate the recommendations of the Jefferson Area Bicycle, Pedestrian and Greenway Plan. Pedestrian and bicycle access is an important aspect of the County's overall transportation system. Walkways and bikeways provide for safe and convenient travel and improve the efficiency of the roadway system by reducing potential conflicts between motor vehicles and pedestrians/cyclists. Pedestrian and bicycle access improvements can also complement and enhance the mass transportation system by improving access to bus stops and places of economic activity. The provision of an effective pedestrian/bicycle system can also enhance the sense of community within developed or developing areas of the County by providing pedestrian/bicycle facilities that interconnect communities and facilitate and encourage interaction within the area.

To address these goals in the Pantops Master Plan, an expanded system of trails has been developed and is illustrated on the Green Infrastructure Map along with improvements to the bicycle and pedestrian system are recommended:

- Pedestrian crossing points should be clearly identified and physically defined by landscaping and other features.
- Develop *convenient* pedestrian/bicycle crossings across Route 250 East at two or three key locations.
- Provide connected sidewalk system: Complete sidewalk system on Route 250, Route 20, Riverbend Drive, South Pantops Drive, and State Farm Boulevard.
- An improved trail system (*See Green Infrastructure Map*) within Pantops that will provide pedestrian and bicycle connections as an alternative to automobiles.
- Provide destinations within a quarter-mile of residential areas. The proposed Pantops Land Use Plan encourages a mix of uses and centers closer to residents.
- All roads should have sidewalks to encourage and facilitate walking.
- Bike Lanes should be included in Route 250 improvements, new roads, and as part of improvement projects to existing roads. This may be accomplished with bike lanes next to travel lanes or with multi-purpose paths adjacent to the road.
- Encourage businesses to install bike racks for patrons.
- Identify streets for additional pedestrian and street lighting to improve safety within Pantops.

The public was asked at the June 8, 2006 to help prioritize what sidewalk projects were needed most in Pantops. This was difficult for the public to determine and the general consensus was that the highest density residential areas should be connected with commercial destinations within the neighborhood. Residents have noted that any sidewalk or bike path should be designed so that people are comfortable walking or biking, with an emphasis on width and pavement materials and having paths removed/buffered from busy roadways. **[Key intersections to focus pedestrian improvements and to provide safe crossings were at Route 20/250 and at Rivanna Ridge from Rolkin Road/Eckerds across Route 250 to the Giant shopping Center Area.](#)**

NEXT STEPS

The Pantops Master Plan is scheduled to be completed by the end of this year, however no specific public hearing dates have been scheduled. Staff first is seeking direction on the draft elements from the Planning Commission of the master plan prior to drafting the full Master Plan document. At the end of this third work session, staff would like to determine if the Planning Commission would need any additional work sessions prior to staff proceeding with the master plan process. Also, staff would like clear direction on what the Planning Commission would like the draft master plan to include.

The Pantops Master Plan recommends creation of a Pantops advisory council/community association. This would include broad representation from Pantops to continue information sharing and updates between County government and Pantops residents, business owners, and stake holders.

A similar entity, the Crozet Community Advisory Council, was recommended by the Crozet Master Plan and was created by the Board of Supervisors earlier this year. However, that council was created more than a year after the master plan was adopted. Staff suggests that an advisory council should be created prior to final master plan approval for Pantops and would ensure broad representation prior to adoption of the Pantops Master Plan.

RECOMMENDATION

Discuss the Pantops Master Plan proposed recommendations regarding transportation and provide any suggested revisions to staff.

Discuss the next steps in the Pantops Master Plan process with staff to provide direction to staff in drafting the full Pantops Master Plan document.

ATTACHMENTS:

- A.** December 4, 2004 Meeting Public Meeting Notes on Transportation
- B.** Pantops Master Plan Public Input Themes/Preliminary Recommendations (Transportation)
- C.** Pantops Master Plan Proposed Transportation Plan
- D.** Pantops Master Plan Proposed Green Infrastructure Plan
- E.** Schematic Drawing-Relocation of Hansen Mountain Road

Please also refer to attachments provided with the August 22, 2006 Planning Commission Staff Report for Existing Conditions information.