

CITY OF CHARLOTTESVILLE  
"A World Class City"

Department of Neighborhood Development Services

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June 11, 2013

TO: Charlottesville Planning Commission, Neighborhood Associations & News Media

# Please Take Notice

A Joint Work Session of the Charlottesville and Albemarle Planning Commissions will be held on **Tuesday June 25, 2013 at 5:00 p.m. at City Space** ([100 5th Street NE](http://www.charlottesville.org)).

## AGENDA

1. Long Range Transportation Plan Scenarios  
Conformity with Comprehensive Plan drafts
2. Public Comment

**Following the Joint Work Session, the Charlottesville Planning Commission will discuss the following:**

## AGENDA

1. Planned Unit Development (PUD) Ordinance Clarification Updates
2. Public Comment

**Persons with Disabilities may request reasonable accommodations by contacting**  
[ada@charlottesville.org](mailto:ada@charlottesville.org) or (434)970-3182

cc: City Council  
Maurice Jones  
Aubrey Watts

Jim Tolbert  
Neighborhood Planners  
Melissa Thackston, Kathy McHugh  
Mary Joy Scala  
Craig Brown, Rich Harris

# City of Charlottesville

## MEMO



“A World Class City”  
[www.charlottesville.org](http://www.charlottesville.org)

TO: City Planning Commission  
FROM: Missy Creasy, AICP, Planning Manager  
DATE: June 17, 2013  
SUBJECT: Planning Commission Work Session - **June 25, 2013**

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The City Planning Commission will hold a two part work session on June 25<sup>th</sup>. Part one will be a discussion with the Albemarle County Planning Commission concerning the Long Range Transportation Plan Scenarios. A description of how you need to prepare for this discussion is outlined below (thanks to Andy Sorrell with the County for composing the instructions).

Following the joint discussion, the City Commission will continue the PUD discussion from the May work session. Staff has provided updates to the housekeeping changes as requested and hopes to be able to schedule these changes for hearing while preparing for a much broader conversation in the months to come.

### Long Range Transportation Project Scenarios

Staff has worked with the TJPDC as they developed the attached performance measurement material for the MPO's update to the long range transportation plan. The MPO has asked the City and County Planning Commissions for help in evaluating different transportation scenarios.

The MPO has provided two different scenarios to review in conjunction with our Comprehensive Plan. Your job is to see how well the elements of each scenario meet our Comprehensive Plan goals. There are worksheets provided for you to fill out. Ultimately this feedback will go to the MPO to use as part of the performance measurement system for the long range transportation plan currently being updated.

The attached packet contains several things: **1)** background info on how two project scenarios relate to the City and County's Comprehensive Plans **2)** Directions for how to do the assessment, material for the first scenario 2A, material for the second scenario 2B (the worksheets are the portions you should complete prior to the meeting) and **3)** additional info that can help in your assessments – the base scenario consists of all existing roadways, as well as road projects that are currently under construction, are fully-funded, or are part of a new development. . The spreadsheet at the end compares aspects of the two scenarios.



## Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St, Charlottesville, VA 22902 [www.tjpd.org](http://www.tjpd.org)

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### Introduction Memorandum

To: City of Charlottesville Planning Commission  
Albemarle County Planning Commission

From: MPO Staff

Date: June 18<sup>th</sup> 2013

Re: Long Range Transportation Project Scenarios and their relationship to the City's and County's comprehensive plan.

**Purpose:** To explain the Long Range Transportation Planning process and goals to the City and County Planning Commissions. Also, to gather feedback from planning commissioners regarding LRTP project scenarios and how those scenarios assist in achieving goals in the City and County's respective comprehensive plans.

**Background:** The Charlottesville-Albemarle Metropolitan Planning Organization (MPO) is in the process of updating our Long Range Transportation Plan, a federally-mandated document. This plan covers a 20-year outlook and includes all transportation projects that are anticipated to receive federal funding over the next 20 years. All Long Range Transportation Plans must be fiscally-constrained, meaning that you cannot plan to spend more money than you reasonably expect to receive over the next 20 years

MPO committees have put together a list of potential projects that could benefit the region. To assess the potential project more accurately, MPO staff is putting these individual projects into groups of projects or project scenarios. This grouping process allows the MPO to assess which combination of potential projects, or scenarios, provides the most benefit given the amount of future funding the region is anticipated to receive.

Beyond the funding component, all of these scenarios are being assessed through a series of performance measures. There are 4 types of performance measures; mobility, environmental, economic development, and community. Mobility measures assess how each scenario affects the regional transportation system. For example: does the scenario relieve congestion? Environmental measures consider how scenarios will affect the environment. For example: will the scenario adversely affect wildlife areas, riparian buffers, and wetlands? Economic measures consider how each scenario affects the region's economic potential. For example: does the scenario provide better access to jobs? And finally community measures consider how each scenario will affect the community. For example: how accessible is transit for the region's population? A chart listing all the measures is available toward the back of this materials packet.

MPO staff is assessing all project scenarios through these performance measures to allow our MPO committees, specifically the MPO Policy Board, to make the most informed decision about future transportation projects. MPO staff anticipates running through the performance measures assessment process three to four times before honing in on the most beneficial project scenario or the "preferred scenario." This preferred scenario will be the basis for the final fiscally-constrained project list that goes into the LRTP.

**Summary:** As mentioned above, the MPO is assessing potential project combinations using performance measures. When presenting these measures to our MPO committee's it was suggested that MPO staff develop a performance measure assessing how each of the scenarios related to goals in the City's and County's comprehensive plans, currently under development. This was challenging because a measure like this is very different from the other measures we are using. This kind of measure is more qualitative than it is quantitative. To allow for this kind of assessment, MPO staff worked with City and County staff to develop an assessment worksheet. MPO staff is asking planning commissioners from the City and County to review the project scenarios and assess if the scenario helps to achieve comprehensive plan goals, if it does not, or if it does both. Directions for this assessment process are included with these materials.

**Table of Contents for Meeting Materials:**

1. Introduction Memorandum: Long Range Transportation Project Scenarios and their relationship to the City's and County's comprehensive plan.
2. Directions Memorandum: Directions for Comprehensive Plan performance measure assessment.
3. Scenario 2A Assessment Materials: Scenario description, map, and assessment worksheets for Scenario 2A.
4. Scenario 2B Assessment Materials: Scenario description, map, and assessment worksheets for Scenario 2B.
5. Additional Materials Memorandum: Additional Performance Measurement Materials.
6. Base Transportation System Network: Description and map of base network, which is the comparison control for all scenarios.
7. Performance Measure Descriptions: Describes all of the performance measures being used in this assessment process.
8. Performance Measurement Summary Spreadsheet: Shows results for Scenario 2A and 2B from the quantitative performance measurement analysis.

Please contact Sarah Rhodes at [srhodes@tjpd.org](mailto:srhodes@tjpd.org) or (434)979-7310 ext. 360 if you have any questions or comments.



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### Directions Memorandum

To: City of Charlottesville Planning Commission  
Albemarle County Planning Commission

From: MPO Staff

Date: June 18<sup>th</sup> 2013

Re: Directions for Comprehensive Plan performance measure assessment.

**Goal:** To provide feedback about how potential project scenarios, under consideration for the inclusion in the Long Range Transportation Plan, assist in achieving goals in the City's and County's respective comprehensive plans.

**Task:** Review each of the scenarios to assess if the scenario helps to achieve comprehensive plan goals, detracts from comprehensive plan goals, both achieves and detracts from comprehensive plan goals, or does not make an impact on comprehensive plan goals (not applicable).

**Prepare:** Bring the completed worksheets to joint planning commission meeting on June 25<sup>th</sup> and be prepared to discuss your assessment.

**Background:** The assessment worksheets that you will fill out were structured to consider all the subject areas (housing, entrance corridors, etc.) that are included in the comprehensive plans. MPO staff assessed the comprehensive plan goals from each of these subject areas and picked out one goal that, in staff's opinion, best connected to the goals of the Long Range Transportation Plan. The goals that were picked were meant as a starting point for the assessment, but if other goals seem more appropriate please feel free to use those. These goals are meant to be used as anchor concepts but they are not meant to be restrictive.

1) Review the project scenarios – There are 2 project scenarios being considered for this assessment round; scenarios 2A and 2B. Your meeting materials include a description of all the projects being considered in each scenario, as well as a map locating the projects in each scenario. It is important to note that the projects being considered are potential projects to be implemented in the next 20 years. Because these projects are at this level there is not a lot of detail about the project at this time. The project's core purposes are clear, but a complete design has not been fully developed.

2) Review and complete the assessment worksheet – MPO staff developed three separate assessment worksheets, one focuses on the City's comprehensive plan goals, one focuses on the County's comprehensive plan goals, and one focuses on joint goals developed during the Livability Project. Each planning commissioner will fill out two of the three worksheets for each of the scenarios. Commissioners will assess the scenarios against the joint livability goals and the goals from their jurisdiction. City planning commissioners should not assess scenarios with the County's comprehensive plan worksheet and County planning commissioners should not assess scenarios using the City's comprehensive plan worksheet.

3) Make your assessment – Review the anchor concept and assess whether you think the scenario helps to achieve this anchor concept, does not help to achieved this anchor concept, both helps and does not help in achieving this anchor concept, or is not applicable to this anchor concept.

- If the scenario does help to achieve the anchor concept, then check “yes” in the check box area and write out your reasoning in the “factors favorable” column.
- If the scenario does not help to achieve the anchor concept, then check “no” in the check box area and write out your reasoning in the “factors unfavorable” column.
- If the scenario helps to achieve the anchor concept in some ways but not in other ways, then check both “yes” and “no” in the check box area and write out your reasoning for the “yes” in the “factors favorable” column and your reasoning for “no” in the “factors unfavorable” column.
- If the scenario does not seem to apply to the anchor concept, then check the “non-applicable” or n/a box.

Please have your assessments complete by the June 25<sup>th</sup> joint planning commission meeting, and be prepared to discuss your assessment. If you have any questions please contact Sarah Rhodes, the MPO Program Manager at [srhodes@tjpd.org](mailto:srhodes@tjpd.org) or (434)979-7310 ext. 360.

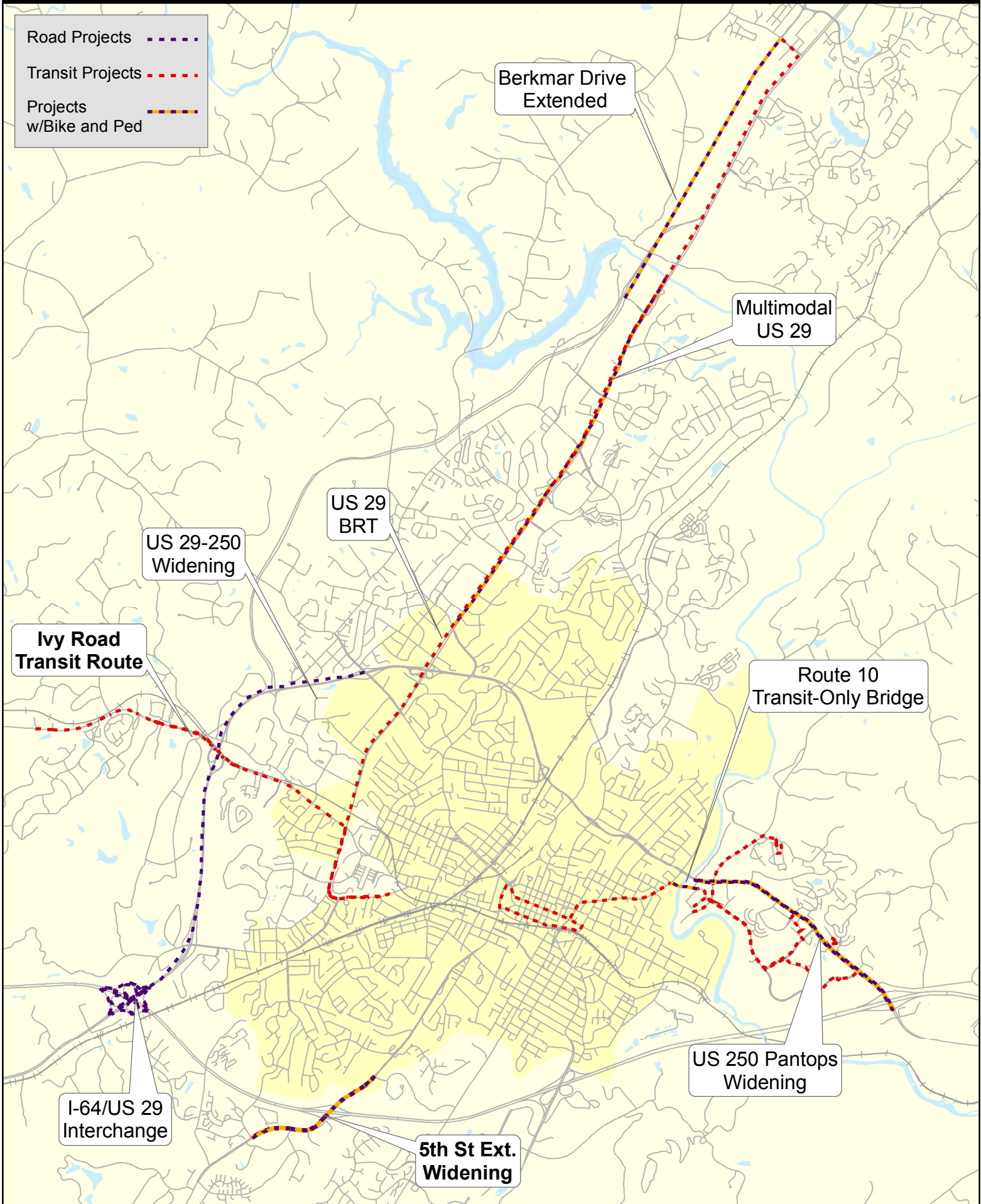
**Final Note:** MPO Staff will take the input provided by the planning commissioners and organize the concepts into a review worksheet. This worksheet will be reviewed by the MPO Technical Committee, who will provide feedback regarding the comments. The review worksheet, along with the comments from the MPO Technical Committee, will go to the MPO Policy Board to help inform the Board’s decision about future project scenarios.

## Scenario 2A

PROJECT	DESCRIPTION
US 250/29 Widening	Widening US 250/29 from Barracks Rd to I-64 interchange from 4 lanes to 6 lanes.
I-64/29 Interchange	Increase capacity of the I-64/US29 interchange and rebuild the interchange to be safer for higher volumes of traffic.
Widening US 250 - Pantops	Improve US 250 East corridor as recommended in the Pantops Master Plan (pedestrian crossings, widening to no more than six lanes).
Berkmar Drive Extended	Extend existing roadway from current northern terminus of Hilton Heights Road over the South Fork of the Rivanna River to the North Fork of the Rivanna River.
Multimodal US 29	Reshape portion of Route 29, bypassed by the western bypass and bound by the South Fork of the Rivanna River at the north and Hydraulic Road at the south, into a slower moving Boulevard. (To be modeled in combination with Transit Projects). The improvement would also include new signalization, bike and ped improvements and transit signal preference for BRT.
BRT Existing US29	BRT: UVA Hospital to Hollymead along Route 29 North. Every 15 minutes during from 6AM to 8PM.
Bridge Crossing Route 10	Extend route 10 across Rivanna River to Pantops. Connection between High Street and River Bend Drive. Narrow transit only bridge with bike and pedestrian facilities.
<b>Ivy Road Transit Route</b>	<b>A transit route that would connect UVA's medical campus with UVA's Northridge Site via US250. Headways would be every 30 minutes from 7:00 AM to 8:00PM.</b>
<b>5th Street Ext. Widening</b>	<b>Widen 5<sup>th</sup> St from Bent Creek Drive south to the entrance of the 5<sup>th</sup> St County Office Building. Would include bike and pedestrian facilities.</b>



# L RTP Project Scenario 2A



Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

LIVABILITY: JOINT PLANNING GOALS	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	ECONOMIC DEVELOPMENT	Improve opportunities for employment centers that are connected to community amenities, housing, and services in the City and in the County's Development Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENTRANCE CORRIDORS	Create distinctive destinations and places through multiple means such as landscaping and urban area walkability.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Encourage multimodal transportation and focus development and redevelopment in urban areas that are supported by multimodal transportation facilities that will help to reduce emissions of air pollutants and greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Promote housing located near employment centers in the City and County Development Areas and optimal multimodal transportation links between those areas and major employment centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Promote land use patterns that encourage multi-modal transportation opportunities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Create multimodal connections to and between parks and recreation areas and employment centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	TRANSPORTATION	Coordinate to provide and enhance multi-modal connections between employment centers and areas of high residential density./Increase and expand transit network efficiency and use./Coordinate building the sidewalk network across City-County boundaries and addressing barriers to pedestrian connectivity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

CITY OF CHARLOTTESVILLE COMPREHENSIVE PLAN	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	COMMUNITY FACILITIES	Create balance and accessibility for all types of parks and facilities across the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ECONOMIC DEVELOPMENT	Maintain an efficient transportation system that provides mobility and access that supports the economic development goals of the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Protect green space and buffers that support appropriate habitat for wildlife and birds, and that provide valuable ecosystem service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HISTORIC PRESERVATION	Ensure quality of development in the City's designated Entrance Corridor Overlay Districts compatible with the City's historic, architectural and cultural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Improve opportunities for employment centers that are connected to community amenities, housing, and services in the City's and County's development areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Establish a mix of uses within walking distance of residential neighborhoods that will enhance opportunities for small group interaction throughout Charlottesville.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRANSPORTATION	Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and individual neighborhoods./Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's citizens.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

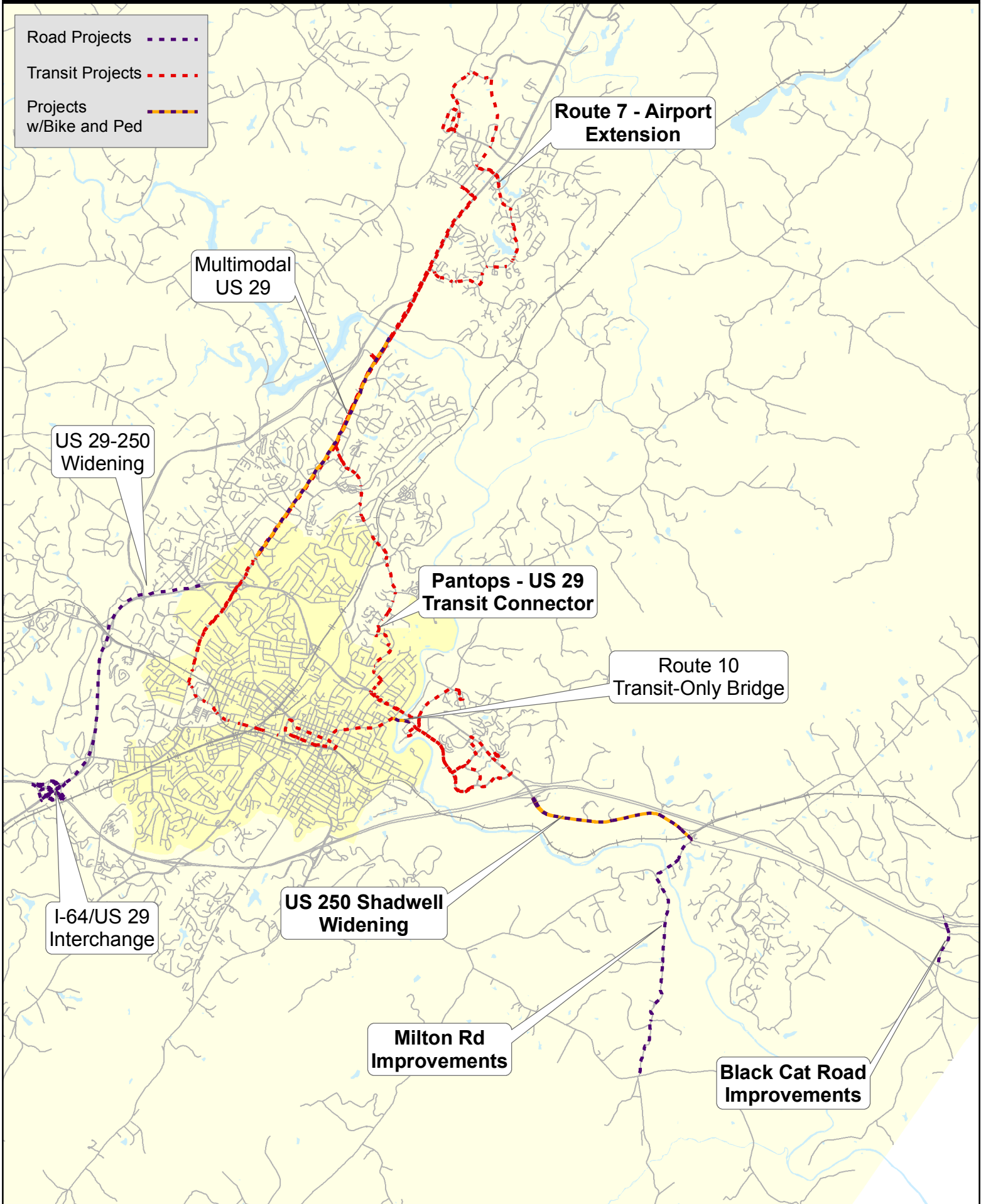
Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

ALBEMARLE COUNTY COMPREHENSIVE PLAN	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	COMMUNITY FACILITIES	Recommendations to promote walking and biking to school, where appropriate, to help reduce school transportation costs and prevent childhood obesity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ECONOMIC DEVELOPMENT	Ensure that there is sufficient land to accommodate future business and industrial growth and plan for infrastructure to serve employment areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Preserve and manage the County's natural resources in order to protect the environment and conserve resources for future use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HISTORIC PRESERVATION	Maintain the visual integrity of Albemarle's Entrance Corridors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Provide affordable housing for those who live and/or work in the County within the Development Areas because of proximity to jobs, transportation, and services. Allow for new affordable units to be constructed in the Rural Area when provision is consistent with Rural Area policies.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Promote the Development Areas as the place where a variety of land uses, facilities, and services exist and are planned to support the County's future growth, with emphasis placed on density and high quality design in new and infill development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Provide bicycle and pedestrian connections to City and County parks in the Development Areas from neighborhoods, employment centers, shopping areas, and public parks in the Rural Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	TRANSPORTATION	Complete a multimodal system to include pedestrian and bicycle facilities, transit, and access to rail and air.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

## Scenario 2B

PROJECT	DESCRIPTION
US 250/29 Widening	Widening US 250/29 from Barracks Rd to I-64 interchange
I-64/29 Interchange	Increase capacity of the I-64/US29 interchange and rebuild the interchange to be safer for higher volumes of traffic.
Multimodal US 29	Reshape portion of Route 29, bypassed by the western bypass and bound by the South Fork of the Rivanna River at the north and Hydraulic Road at the south, into a slower moving Boulevard. (To be modeled in combination with Transit Projects). The improvement would also include new signalization, bike and ped improvements and transit signal preference for BRT.
<b>Route 7 ext. to Airport</b>	<b>Reshape Route 7 to run every 15 minutes starting at 6:00AM to Midnight. The route would extend from the Downtown Transit Center to the Airport. Decrease/Alter route 7 stops.</b>
Bridge Crossing Route 10	Extend route 10 across Rivanna River to Pantops. Connection between High Street and River Bend Drive. Narrow transit only bridge with bike and pedestrian facilities.
<b>Pantops – 29 Transit Route</b>	<b>Develop a transit route that would connect the State Farm/MJH with US 29 north. The route would not go to the downtown. The route would run every 30 minutes.</b>
<b>Widening Route 250 east of exit 124</b>	<b>Widen to 4 lanes, US 250 from Shadwell Exit (Exit 124) to N Milton Road, as discussed in the Village of Rivanna plan. Would include bike and pedestrian facilities.</b>
<b>Geometric Improvements to Black Cat Rd</b>	<b>Make geometric improvements to Black Cat Rd, which allow safer movement and more throughput.</b>
<b>Geometric Improvements to Milton Rd</b>	<b>Make geometric improvements to Milton Rd, which allow safer movement and more throughput.</b>

# L RTP Project Scenario 2B



Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

LIVABILITY: JOINT PLANNING GOALS	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	ECONOMIC DEVELOPMENT	Improve opportunities for employment centers that are connected to community amenities, housing, and services in the City and in the County's Development Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENTRANCE CORRIDORS	Create distinctive destinations and places through multiple means such as landscaping and urban area walkability.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Encourage multimodal transportation and focus development and redevelopment in urban areas that are supported by multimodal transportation facilities that will help to reduce emissions of air pollutants and greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Promote housing located near employment centers in the City and County Development Areas and optimal multimodal transportation links between those areas and major employment centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Promote land use patterns that encourage multi-modal transportation opportunities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Create multimodal connections to and between parks and recreation areas and employment centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	TRANSPORTATION	Coordinate to provide and enhance multi-modal connections between employment centers and areas of high residential density./Increase and expand transit network efficiency and use./Coordinate building the sidewalk network across City-County boundaries and addressing barriers to pedestrian connectivity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

CITY OF CHARLOTTESVILLE COMPREHENSIVE PLAN	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	COMMUNITY FACILITIES	Create balance and accessibility for all types of parks and facilities across the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ECONOMIC DEVELOPMENT	Maintain an efficient transportation system that provides mobility and access that supports the economic development goals of the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Protect green space and buffers that support appropriate habitat for wildlife and birds, and that provide valuable ecosystem service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HISTORIC PRESERVATION	Ensure quality of development in the City's designated Entrance Corridor Overlay Districts compatible with the City's historic, architectural and cultural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Improve opportunities for employment centers that are connected to community amenities, housing, and services in the City's and County's development areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Establish a mix of uses within walking distance of residential neighborhoods that will enhance opportunities for small group interaction throughout Charlottesville.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRANSPORTATION	Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and individual neighborhoods./Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's citizens.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			



Scenario: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date Reviewed: \_\_\_\_\_

ALBEMARLE COUNTY COMPREHENSIVE PLAN	Sections	Anchor Concepts	YES	NO	N/A	Factors Favorable	Factors Unfavorable
	COMMUNITY FACILITIES	Recommendations to promote walking and biking to school, where appropriate, to help reduce school transportation costs and prevent childhood obesity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ECONOMIC DEVELOPMENT	Ensure that there is sufficient land to accommodate future business and industrial growth and plan for infrastructure to serve employment areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	ENVIRONMENT	Preserve and manage the County's natural resources in order to protect the environment and conserve resources for future use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HISTORIC PRESERVATION	Maintain the visual integrity of Albemarle's Entrance Corridors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	HOUSING	Provide affordable housing for those who live and/or work in the County within the Development Areas because of proximity to jobs, transportation, and services. Allow for new affordable units to be constructed in the Rural Area when provision is consistent with Rural Area policies.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	LAND USE	Promote the Development Areas as the place where a variety of land uses, facilities, and services exist and are planned to support the County's future growth, with emphasis placed on density and high quality design in new and infill development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	PARKS AND RECREATION	Provide bicycle and pedestrian connections to City and County parks in the Development Areas from neighborhoods, employment centers, shopping areas, and public parks in the Rural Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	TRANSPORTATION	Complete a multimodal system to include pedestrian and bicycle facilities, transit, and access to rail and air.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		



## Charlottesville-Albemarle Metropolitan Planning Organization

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### Additional Materials Memorandum

To: City of Charlottesville Planning Commission  
Albemarle County Planning Commission

From: MPO Staff

Date: June 18<sup>th</sup> 2013

Re: Additional Performance Measurement Materials

**Purpose:** To explain the additional materials included in this packet that are available for review to assist planning commissioners in this assessment process.

**Base Scenario:** Simply put, the base scenario is the “no build” scenario. This assessment shows what the 2040 transportation system will look like if nothing is done beyond facilities that are exist currently and the projects that have committed funding but are not yet built. Included in with your materials are project descriptions for the projects that have committed funding but are not yet built, such as the Western Bypass or Hillsdale Drive Extended. Also included is a map of these committed projects. All project scenarios are being compared to this 2040 base scenario.

**Performance Measure Descriptions:** This spreadsheet lists all the performance measures that are used to assess the scenarios. As mentioned in the summary are there are four subject areas from which all the performance measures are derived; mobility, environmental, economic development, and community.

**Performance Measurement Summary Worksheet:** This spreadsheet shows the performance measurement values assessed for the base scenario, scenario 2A, and scenario 2B. This worksheet also shows the percent change in value between the scenarios and the base. The percent change values have been color-coded to show trends toward LRTP goals (greens) or trends away from LRTP goals (reds).

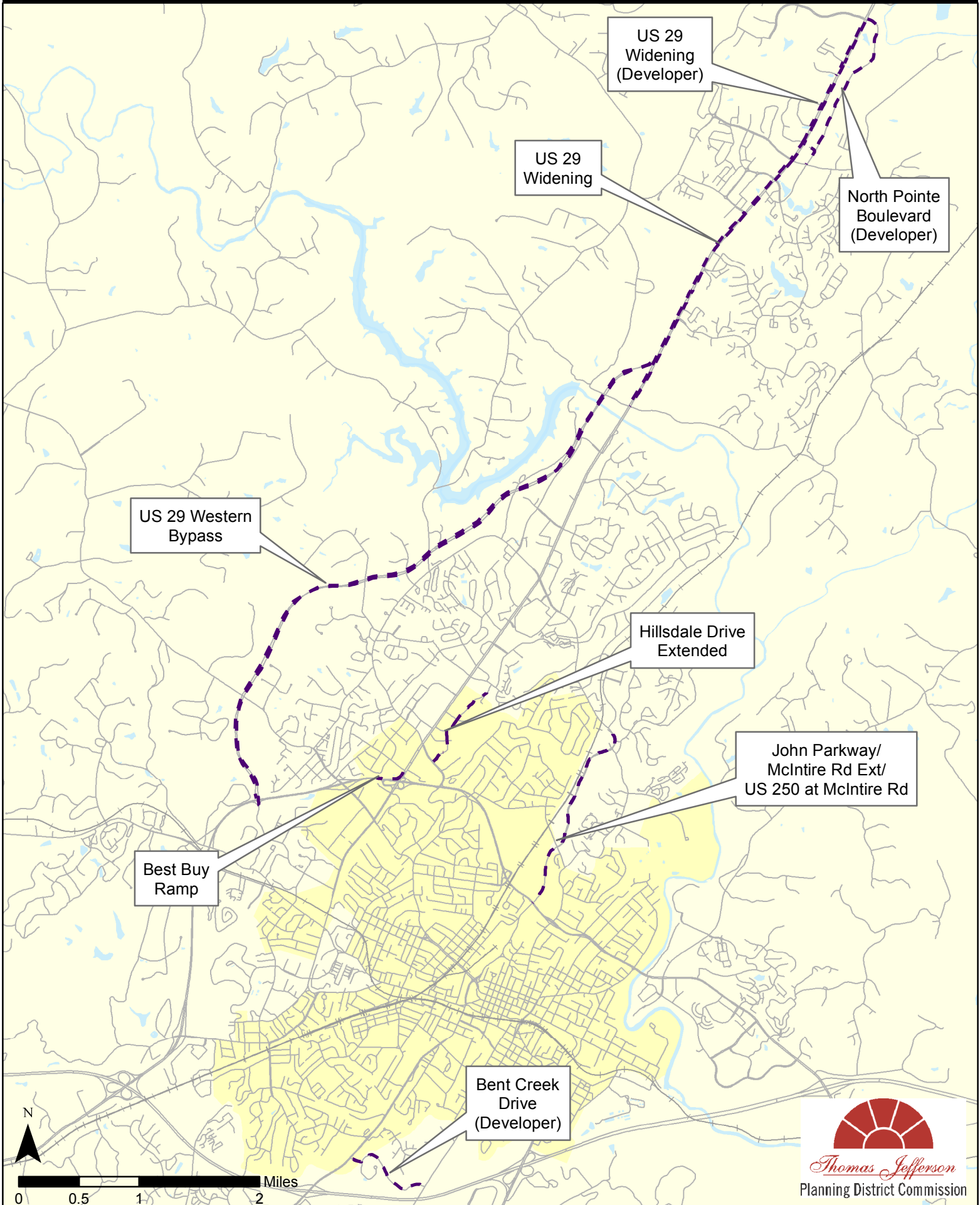
Please contact Sarah Rhodes at [srhodes@tjpd.org](mailto:srhodes@tjpd.org) or (434)979-7310 ext. 360.

## Base Network (Existing and Committed)

The base scenario includes the existing road network and several projects that are not yet built but are underway and anticipated to be a part of the future transportation network. These projects are committed projects and they are listed below.

PROJECT	COST (in millions)	DESCRIPTION
US 29 Western Bypass	244	6.24 miles 4-lane limited access road, which bypasses US 29 from the South Fork of the Rivanna River to the US 250 Bypass at Leonard Sandridge Road.
US 29 Widening	33	Widening of US 29 to 6-lanes, between the South Fork of the Rivanna River to Timberwood Boulevard.
Hillsdale Drive Extended	14	2-lane road that would parallel US 29 on its east side, beginning at Hydraulic Road and connecting with the existing Hillsdale Drive in Albemarle County.
John Warner Parkway/McIntire Road Ext./us 250 Interchange at McIntire Road	77	Two separate roadways, one in the City and one in the County that link. Also a new interchange at McIntire Road and Route 250. Connects that 250 with Rio Rd and eventually 29 North.
Best Buy Ramp	11	Ramp improvements and additional lane capacity along US 29, extending from slightly north of Angus Rd to the US 250 Bypass.
North Pointe Boulevard	Developer Project	Developer road that would serve as the spine road for the North Pointe development located on the east side of US 29, just north of Proffit Road. The road would intersect with Proffit Rd and parallel US 29 intersecting 29 at the Lewis and Clark signal.
US 29 Widening north of Airport	Developer Project	Widening of US 29 from Airport Rd to Lewis and Clark Drive from 4-lanes to 6 lanes.
Bent Creek Drive	Developer Project	Developer road that would facilitate traffic into the Fifth Street Station Development. It would intersect 5 <sup>th</sup> Street and then travel east paralleling Moore's Creek and intersecting with Avon.

# Base Road Network



Measure	Description
<b>Mobility</b>	
Congestion	The total percentage of roads that will have a level of service E or F in 2040.
Delay	The total daily hours of delay that congestion will cause in the year 2040.
Mode Share	The percentage of trips across the four main travel modes, automotive, transit, bike and walk for 2040.
Vehicle Mobility	The total system-wide vehicle miles traveled for 2040.
Vehicle Crashes	The total system-wide crashes per year for 2040.
Bicycle Connectivity	The total percentage of bikable roads in the urban area.
<b>Economy</b>	
Access to Jobs	The average travel time to work.
Transit Accessibility	The percentage of population and the percentage of employed individuals within the MPO with access to transit.
<b>Environment</b>	
Habitat	The aggregate impact of projects on natural resources and habitats within 500 foot buffer of project.
Air Quality	The percent change in air quality gases and particulates in tons per year.
Water Quality	The percent change in the amount of stormwater pollutants in tons per year.
Flood Plain	The total acreage of flood plain within a 500 foot buffer of the projects.
Historical/Archeological sites	The total number of historic or archeological sites within a 500 foot buffer of these projects.
<b>Community</b>	
Land Use	The total number of land parcels within a 500 foot buffer of the potential projects by usage: residential, comm./ind., parks, educ./religious/charitable, and agricultural/undeveloped.
Environmental Justice and Title VI: <u>Transit Access</u>	The total percentage of Environmental Justice or Title VI groups with <u>access to transit</u> : minorities, 65 and older, limited-English speaking, and household income of less than \$25,000.
Environmental Justice and Title VI: <u>Impacts</u>	The total percentage of Environmental Justice or Title VI groups <u>potentially impacted</u> due to projects: minorities, 65 and older, limited-English speaking, and household income of less than \$25,000.

# Performance Measurement Summary Table

Performance Measurement	Base		Scenario 2A		Scenario 2B	
	Value	Unit of Measure	Value	% Change	Value	% Change
<b>Mobility</b>						
Congestion (% of roads at LOS E or F)	14.1%	% of Roads	12.8%	8.8%	12.6%	10.4%
Congestion (hours of delay per day)	23,181.0	Hours	20,102.5	13.3%	20,106.1	13.3%
Mode Share (percent of Trips)	759,319	Trips/Day	759,307	0.0%	759,122	0.0%
Auto	88.1%	Percent of Trips	88.0%	0.2%	87.9%	0.3%
Transit	2.5%	Percent of Trips	2.6%	6.2%	2.7%	8.9%
Bike	2.7%	Percent of Trips	2.7%	0.2%	2.7%	-0.1%
Walk	6.7%	Percent of Trips	6.7%	0.4%	6.7%	0.4%
Vehicle Occupancy (passengers per vehicle)	1.2	People/Vehicle	1.2	0.0%	1.2	0.0%
Vehicle Mobility (vehicle miles traveled)	6,228,031	Miles/Day	6,230,813.7	0.0%	6,235,264.7	-0.1%
Vehicle Crashes (crashes per year)	2,865.0	Crashes/Year	2,869	-0.1%	2,868	-0.1%
Bicycle Connectivity (% in largest connected area)	68.2%	Percent of largest area	84.3%	23.6%	79.2%	16.1%
<b>Economy</b>						
Access to Jobs (average travel time to work)	10.6	Minutes	10.1	4.6%	10.2	3.6%
Transit Accessibility (total population within ¼ mile of transit stop) (2040)	67,185	People	69,965	4.1%	70,779	5.3%
Transit Accessibility (total employment within ¼ mile of transit stop) (2040)	52,633	People	55,737	5.9%	56,717	7.8%
<b>Environment</b>						
Habitat	1,775.5	Eco Logical Score/Mile	1784.1	-0.5%	1782.9	-0.4%
Air Quality (tons per year)	13,321.0	Tons/Year	13,325.0	-0.03%	13,366.0	-0.11%
Water Quality (% change in stormwater/water pollutants) (tons per year)	1,079.1	Tons/Year	1,088.0	-0.8%	1,083.3	-0.4%
Flood Plain (acres of 100 year flood plain affected)	99.1	Acres	107	-8.0%	105.6	-6.1%
Historical (designated historic sites within 500 feet of projects)	1,141	# of Sites	1163	-1.9%	1170	-2.5%
Archeological (designated archeological sites within 500 feet of projects)	264	# of Sites	287	-8.7%	269	-1.9%
<b>Community</b>						
Land Uses Affected (number of parcels within 500 feet of projects)	35,061	Parcels	35,581	-1.5%	35,435	-1.1%
Residential	32,411	Parcels	32,750	-1.0%	32,691	-0.9%
Commercial/Industrial	1,267	Parcels	1,412	-11.4%	1,320	-4.2%
Parks	42	Parcels	43	-2.4%	42	0.0%
Educational/Religious/Charitable	343	Parcels	356	-3.8%	355	-3.5%
Agriculture or undeveloped	998	Parcels	1,020	-2.2%	1,027	-2.9%
<b>Environmental Justice and Title VI Populations with Transit Access (2010), within ¼ mile of transit stops</b>						
Total Minority with transit access	18,996	People	19,566	3.0%	19,569	3.0%
Total 65 and over with transit	5,135	People	5,377	4.7%	5,502	7.1%
Total Limited English-Speaking with transit access	8,428	People	8,798	4.4%	8,783	4.2%
Total Households with transit	20,877	People	21,623	3.6%	21,988	5.3%
Total Household Income Less than \$25,000 with transit access	6,564	People	6,564	0.0%	6,661	1.5%
<b>Environmental Justice and Title VI Populations potential impacts due to projects (2010)</b>						
Total Minority impacted	28,812	People	29,685	3.0%	29,100	1.0%
Total 65 and over impacted	10,658	People	11,022	3.4%	10,869	2.0%
Total Limited English-Speaking impacted	13,427	People	13,866	3.3%	13,555	1.0%
Total Households impacted	37,119	People	38,264	3.1%	37,643	1.4%
Total Household Income Less than \$25,000 impacted	9,287	People	9,610	3.5%	9,446	1.7%

Color Key				
Measure Shows Trend Toward Goals	1% to 5%	5.1% to 10%	10.1% to 20%	More than 20%
Measure Show Trend Away from Goals	-1% to -5%	-5.1% to -10%	-10.1% to -20%	Less than -20%
No Trend Shown	.99% to -.99%			

## Table Guide

- 1) The first column, labeled Performance Measurement, lists all the performance measures that were considered for this initial scenario analysis.
  - 2) The Base data presented in the second and third columns was calculated from the 2040 Existing and Committed projects. This information depicts the expected conditions if only the existing and committed projects are constructed prior to 2040 and serves as the control for the analysis of additional scenarios. The second column contains the calculated Base value of the performance measure and the third column defines the corresponding unit of measure.
  - 3) The remaining columns show the performance measurement analysis for both scenarios. Each scenario has two columns. The first, Value, shows the value determined from the performance measurement analysis. For example, for Scenario 2A the first value of 12.8% is the percentage of roads that would be congested if all the projects in scenario 2A were built and added to the existing and committed network. The second column shows the percent changes from the base network. Using the same example from Scenario 2A the percent change in congestion is 8.8%. So there is 8.8% less congestion in Scenario 2A than there is in the base.
  - 4) The percent change has been calculated such that positive values indicate that the scenario facilitates the goals outlined in the LRTP. Negative values indicate that the scenario does not foster the goals outlined in the LRTP.
  - 5) In addition colors have been added to the cells in the percent change column of each scenario. Green indicate that the scenario's measure promotes the goal, while red indicates that it does not. Grey depicts the measures with minimal change (less than one percent). The colors are shaded to illustrate the degree of change from the base scenario. Darker shades of red or green indicate greater impact of the scenario on that performance measure.
- \* The performance measurement assessment for environmental justice impacts have not been given color values because it is too difficult to assess whether the impact on these populations would be positive or negative. For example, a new road could adversely impact a neighborhood or provide more access for neighborhood residents.

**CITY OF CHARLOTTESVILLE  
NEIGHBORHOOD DEVELOPMENT SERVICES**



**MEMORANDUM**

To: Missy Creasy, AICP, Planning Manager  
From: Willy Thompson, Neighborhood Planner, AICP  
Date: May 30, 2013  
Re: PUD Code Changes Update

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Proposed code changes were presented to the Planning Commission on May 28, 2013. Staff explained to the Commission that the proposed changes were focused on housekeeping and clarity and that any larger, more fundamental changes would take more time to work through.

The Commission provided staff with a number of small changes to the housekeeping changes and discussed the possibilities for greater changes. Attached is the most recent version of the PUD draft. Below is a list of items under consideration for potential change in the future:

- The City Attorney's office is researching the standards which should be used in the Objectives section of the ordinance.
- Consideration is being given to either requiring or formalizing the recommended process for developer-citizen community meetings. Staff has decided to move towards a "pilot" program in an effort to determine the idea's efficacy and feasibility.
- Both staff and the Commission would like to clarify which code provisions are legally able to be modified as part of PUD submittal and clearly incorporate this into the ordinance.
- A suggestion has been made to consider requiring a preliminary site plan as part of a PUD application and that the preliminary site plan be approved in conjunction with the PUD approval.

Over the next month staff will be researching these items in preparation for more discussion at the July Planning Commission worksession. Staff recommends moving forward on housekeeping changes and having further discussion on the broader issues over the next few months. The housekeeping changes are listed below:

- Rewording Sec. 34-491 for clarity.
- Change to Sec. 34-492 that permits Council to determine if a PUD with multiple parcels that are not contiguous can be approved.
- Change to Sec. 34-501(a)(1) to clarify what is meant by low-density residential zoning.
- Change to Sec. 34-504 to permit Council to waive parking requirements.

- Change to Sec. 34-515(1) that would elaborate on the type of materials required for a pre-application.
- Change to Sec. 34-515(2) that clarifies the data on residential uses required for a pre-application.
- Change to Sec. 34-515(3) that would add a requirement for a narrative in a pre-application.
- Addition of Sec. 34-515(4) that would require a preliminary proffer statement with a pre-application.
- Addition of Sec. 34-516(b)(5) that would require a proposed land disturbance plan with an application for a PUD.
- Changes to Sec. 34-517(3) that elaborates on the utility data required to be included on a PUD Development Plan.
- Additions to Sec. 34-517(4) that would require additional data on proposed residential uses in the PUD Development Plan.
- Additional Sections 34-517(6) through 34-517(9) that would require a PUD Development Plan to include:
  - Phasing plan if needed
  - Verification of adequate service from the City Utilities Department
  - Verification of adequate fire flow from the Fire Department
  - Any additional information as deemed necessary by the Director of NDS.
- Clarifications in Sec. 34-518 that the approval of the PUD establishes the location of the streets, and that the approval does not relieve the applicant of any other obligations to comply with other applicable laws.



# Planned Unit Development

## What is a Planned Unit Development?

A form of development characterized by unified site design, intended to allow for a variety of housing types and densities, clustering of buildings, common open space, and/or a mix of building types and land uses, in which project planning and density calculations are performed for the entire development rather than on an individual lot basis.

Planned Unit Developments, or PUDs, go through a process similar to a rezoning, but require additional information to be submitted by the applicant to the City. This information is intended to give the City and its citizens a composite of what the proposed PUD will look like when complete, as well as demonstrating how the applicant intends to meet the objectives of the PUD ordinance.

Planned Unit Developments cannot be less than 2 acres in size.

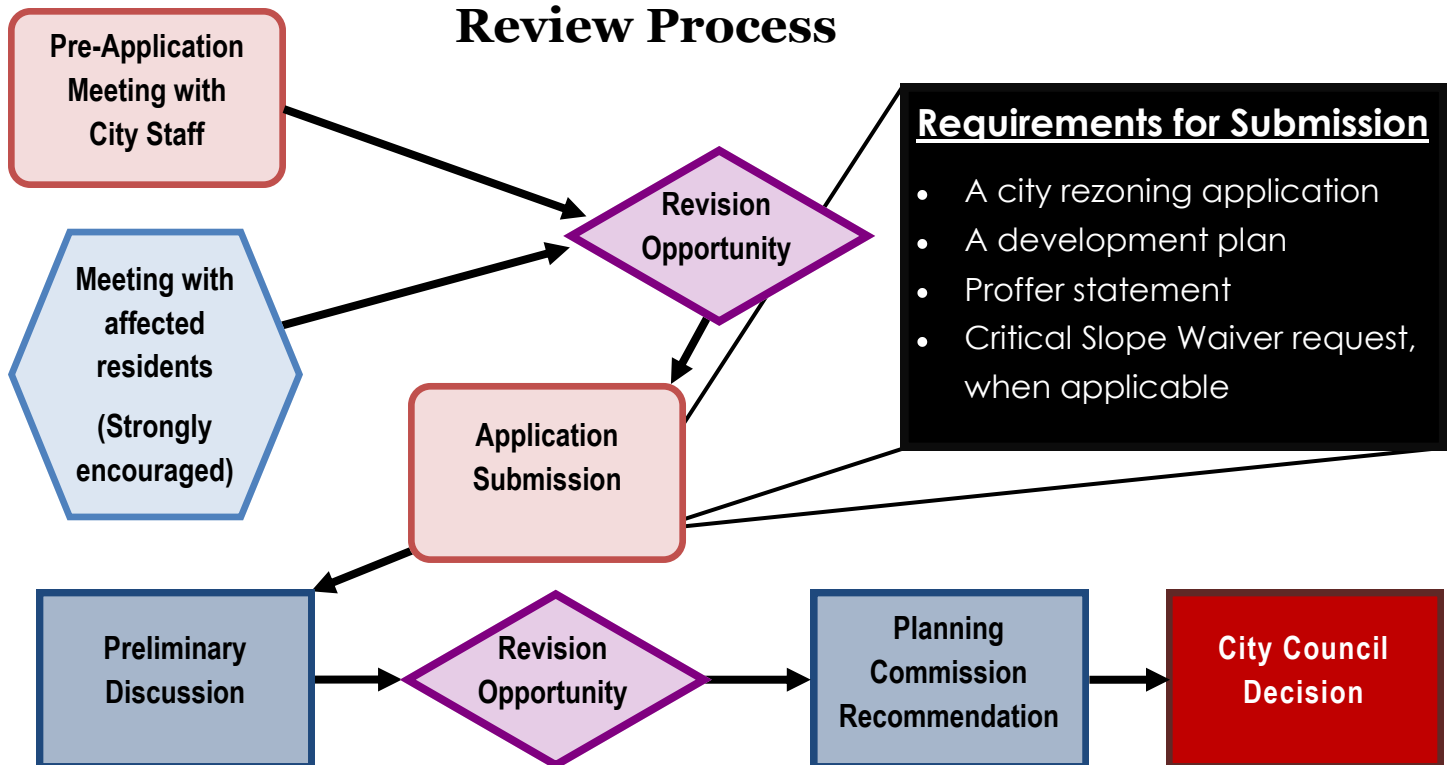
### What may be altered in a Planned Unit Development?

- ◆ Height of buildings
- ◆ Area, location and arrangement of buildings and structures
- ◆ Lot area requirements
- ◆ Required yards
- ◆ Landscaping requirements
- ◆ Allowable uses

## Objectives of a Planned Unit Development

1. To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern;
2. To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design.
3. To promote a variety of housing types, or, within a development containing only a single housing type, to promote the inclusion of houses of various sizes;
4. To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;
5. To provide for developments designed to function as cohesive, unified projects;
6. To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;
7. To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;
8. To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development; and
9. To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;
10. To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.

## Review Process



## The PUD Development Plan

1. A survey plat describing and depicting the entire land area to be included within the PUD development site, including identification of present ownership, existing zoning district classification(s) of the parcel(s) to be included within the PUD.
2. A narrative statement of how the objectives described within section 34-490 are met by the proposed PUD.
3. A concept plan, supporting maps, and written or photographic data and analysis which show:
  - a. Existing and proposed public utilities and infrastructure;
  - b. An inventory, by tax map parcel number and street address, of all adjacent parcels within a five hundred-foot radius of the perimeter of the PUD, indicating the existing zoning district classification of each.
  - c. A site inventory of the significant natural, environmental and cultural features of a site, including at a minimum: historic landmarks contained on any state or federal register; vegetation; existing trees of eight-inch caliper or greater; wetlands, topography, shown at intervals of five (5) feet or less, critical slopes, and other, similar characteristics or features, and a plan for preserving, protecting, utilizing and/or incorporating such features into the design and function of the proposed PUD.
  - d. A proposed land use plan. Such plan will identify:
    - i. Proposed land uses and their general locations (including, without limitation, building and setbacks);
    - ii. Proposed densities of proposed residential development;
    - iii. Location and acreage of required open space;
  - e. A general landscape plan which focuses on the general location and type of landscaping to be used within the project as well as the special buffering treatment proposed between project land uses and adjacent zoning districts;
  - f. Where development is to be phased, organization of site into general development phases ("land bays"), wherein all of the information specified within this section is indicated and provided with respect to each phase, and wherein an overall phasing schedule is provided.
  - g. A proposed transportation plan showing internal road improvements, including typical sections for each project street category, as well as proposed pedestrian and bicycle improvements.
4. A comprehensive signage plan.

## **DIVISION 1. - GENERALLY**

### **Sec. 34-490. - Objectives.**

In reviewing an application for approval of a planned unit development (PUD) or an application seeking amendment of an approved PUD, in addition to the general considerations applicable to any rezoning the city council and planning commission shall consider whether the application satisfies the following objectives of a PUD district:

- (1) To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern;
- (2) To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design.
- (3) To promote a variety of housing types, or, within a development containing only a single housing type, to promote the inclusion of houses of various sizes;
- (4) To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;
- (5) To provide for developments designed to function as cohesive, unified projects;
- (6) To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;
- (7) To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;
- (8) To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development; and
- (9) To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;
- (10) To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.

*(9-15-03(3))*

### **Sec. 34-491. - Permitted uses.**

~~A PUD may include any one (1) or more of uses shown on an approved PUD development plan.~~

Only those uses shown on an approved PUD development plan shall be permitted uses.

(9-15-03(3))

**Sec. 34-492. - Configuration.** 

A PUD shall contain ~~more than~~ two (2) or more acres of land. A PUD may be comprised of one (1) or more lots or parcels of land. The lots or parcels proposed for a PUD ~~planned unit development~~, and all acreage(s) contained therein, shall ~~either~~ be contiguous, ~~or shall be within close proximity to one another~~ and integrated by means of pedestrian walkways or trails, bicycle paths, and/or streets internal to the development. City Council may vary or modify the proximity requirement.

(9-15-03(3); 11-20-06(5))

**Sec. 34-493. - Required open space.** 

(a)As used within this article, the term "open space" shall mean land designated on an approved development plan for a PUD as being reserved for the use, benefit and enjoyment of all residents of the PUD. Such open space may consist of common areas owned and maintained by a developer, or non-profit corporation or property owners' association, and/or any parkland, hiking trails, drainage area, or similar areas dedicated to the public and accepted by the city.

(b)The following amount of open space shall be required within a PUD: At least fifteen (15) percent of the gross area of all land included within the PUD development site; however, the city council may reduce this requirement in situations where through creative design, or in light of the nature and extent of active recreational facilities provided, it deems the overall objectives of the PUD are best served by such reduction.

(c)Open space must be useable for recreational purposes, or provide visual, aesthetic or environmental amenities. The following areas shall be excluded from areas counted as open space: buildable lots, buildings and structures, streets, parking areas, and other improvements, other than those of a recreational nature. The following improvements may be counted as part of required open space: playgrounds, ball courts, swimming pools, picnic areas and shelters, parks, walking paths and hiking trails, landscaped terraces, open-air plazas, and similar amenities. Land within a floodway or floodway fringe may be used to satisfy the open space requirement for a PUD; however, not more than thirty-three (33) percent of such land may be counted towards open space requirements.

(d)Open space shall be provided within each phase of a PUD, in sufficient amounts to serve the expected uses and/or residential population of that phase.

(e)All property owners within a PUD shall have access to the open space by means of a public street, or a private street or walkway located within an easement reserving property for such access.

(9-15-03(3))

**Sec. 34-494. - Ownership of land; common areas.** 

(a) All property within a PUD shall remain under single entity ownership of a developer, or group of developers, unless and until provision is made which insures the establishment and ongoing maintenance and operation of all open space, recreational facilities, and other common areas within the development. The developer or developers of the PUD shall not lease or sell any property within the PUD unless or until the director of neighborhood development services determines, in writing, that such satisfactory provisions have been made.


(b) Where a property owners' association is established to own and maintain common areas within a PUD (including all required open space remaining in private ownership) the following requirements shall apply:

(1) The property owners' association shall be established and constituted in accordance with the Virginia Property Owners' Association Act, prior to the final approval, recordation and lease or sale of any lot within the PUD;

(2) The membership of the property owners' association, and the obligations of such association with respect to the common areas, shall be set forth within a declaration, suitable for recording in the land records of the Circuit Court for the City of Charlottesville, meeting the requirements of the Virginia Property Owners' Association Act. The declaration shall detail how the association shall be organized, governed and administered; specific provisions for the establishment, maintenance and operational responsibilities of common areas and the improvements established therein; and the method of assessing individual property owners for their share of costs associated with the common areas.

(c) All common areas and required open space within a PUD shall be preserved for their intended purpose as expressed in the approved development plan. All deeds conveying any interest(s) in property located within the PUD shall contain covenants and restrictions sufficient to ensure that such areas are so preserved. Deed covenants and restrictions shall run with the land and be for the benefit of present as well as future property owners and shall contain a prohibition against partition.

*(9-15-03(3))*

**Secs. 34-495—34-499. - Reserved.** 

## DIVISION 2. - DEVELOPMENT STANDARDS

Sec. 34-500. - Dimensional standards, generally.

The dimensional standards (i.e., restrictions of the height, area, location and arrangement of buildings and structures, lot area requirements, and required yards) and landscaping requirements applicable within a PUD district shall consist of: (i) any specific requirements or limitations set forth within this article, (ii) those shown on the approved development plan for the PUD, and (iii) those described within any approved proffers.

(9-15-03(3))

Sec. 34-501. - Context.

(a) Within a PUD district:

(1) With respect to any building located within seventy-five (75) feet of a low-density residential zoning district, which includes R-1, R-1S, and R-2, the height regulations of the residential district shall apply to that building.

(2) No non-residential use shall be located within seventy-five (75) feet of the perimeter of a PUD unless such use is permitted within the adjacent zoning district at the time of PUD approval.

(b) Except as specifically provided within paragraph (a), above, building height, scale and setbacks of buildings within a PUD shall complement existing development on adjacent property, taking into consideration:

(1) The nature of existing uses, and of uses anticipated by the city's comprehensive plan, adjacent to and in the neighborhood of the PUD development site. Where a PUD is established on property that shares a block face with improved property, development within the PUD facing such existing improvements shall be harmonious as to height, mass, lot coverage, and setbacks;

(2) The number, type, and size of the various buildings proposed within the PUD;

(3) The location of natural, topographical, cultural or other unique features of the site;

(4) The location of public utilities, public streets, roads, pedestrian systems and bicycle paths, and of associated easements;

(5) The objectives of the PUD district.

(9-15-03(3))

Sec. 34-502. - Landscaping.

(a) A portion of the required open space shall consist of landscaped open areas, in an amount equal to twenty (20) percent of the aggregate gross floor area of commercial uses within the development.

(b) In all PUD districts landscaping shall be provided using materials consistent with those required by Article VIII, sections 34-861, et seq.) and the city's list of approved plantings.

(c) In addition to the requirements of paragraphs (a) and (b), above, landscaping shall be utilized within a PUD:

(1) To provide visual separations or buffers, as may be appropriate, between uses and areas different in intensity or character from one another, and between the PUD and adjacent low-density residential districts;

(2) To protect and enhance the scenic, recreational, or natural features of a site; priority shall be given to preservation of existing trees having a caliper of eight (8) or more inches and in-place natural buffers;

(3) As a means of harmonizing the street frontage along the perimeter of a PUD with the street frontage of adjacent properties;

(4) To minimize the impact of noise, heat, light and glare emanating from a building, use or structure upon adjacent buildings, uses or structures.

(9-15-03(3))

Sec. 34-503. - Sensitive areas.

The following areas shall be left natural and undisturbed, except for street crossings, hiking trails, utilities and erosion control devices:

(1) Land within a floodway ~~or floodway fringe~~; and

(2) Wetlands.

(9-15-03(3); 11-21-11(3))

Sec. 34-504. - Parking.

Off-street parking for each use within a PUD shall be provided in accordance with the standards set forth within Article IX, sections 34-970, et seq, unless otherwise approved by City Council.

(9-15-03(3))

Sec. 34-505. - Phased development.

PUDs may be developed in phases, provided the following requirements are met:

(1) All phases must be shown, and numbered in the expected order of development, on the approved development plan.

(2) The open space within each recorded phase may constitute fifteen (15) percent of the gross land area within that phase, or all required open space may be provided in the first phase.

(3) All project data required in section 34-517 for the project as a whole shall be given for each individual phase of development.

(4) Phasing shall be consistent with the traffic circulation, drainage and utilities plans for the overall PUD.

(9-15-03(3))

Secs. 34-506—34-514. - Reserved.

Division 3. Procedures

Sec. 34-515. - Pre-application ~~review~~.

(a) Prior to the formal submission of an application seeking approval of a proposed PUD, the developer or his representative shall hold a conference with the director of neighborhood development services concerning the proposal, and shall provide the director with unofficial preliminary studies of his development concept and a sketch plan that specifies:

(1) The general location and amount of land proposed for residential, office, commercial, industrial, open space/recreation and ~~street use vehicular and pedestrian access and circulation. This information shall be presented in an acceptable visual format including but not limited to three-dimensional display, figure ground, booklet, site plan, and/or master plan;~~

(2) The ~~number range~~ of dwelling units in terms of quantity, and the gross floor area and acreage of each use or land area shown on the sketch plan;

~~(3) The maximum height of buildings and structures in each area of the PUD;~~

~~(3) A narrative explaining the development plan and if applicable, any proposed deviations or modifications from generally required provisions.~~

~~(b) Upon confirmation by the director that all materials and information submitted by the applicant satisfy the requirements herein this section, the pre-application will be scheduled for a preliminary discussion to be held at a regular planning commission meeting.~~

~~(b) Based on the preliminary studies and sketch plan the director shall conduct a tentative review, and provide the developer with comments and recommendations.~~

~~(1)~~ Each application shall be accompanied by the required fee, as set forth within the most recent fee schedule adopted by city council.

(4) Any preliminary proffers

(9-15-03(3); 4-13-04(2), § 1)

Sec. 34-516. - Application.

(a) Following the required pre-application review, the developer may submit an application seeking a rezoning approval for a PUD.

(b) The rezoning application shall consist of the following materials:

(1) A city rezoning application form;

(2) A development plan prepared in accordance with section 34-517, below.

(3) A written statement of any proffers proposed in connection with the PUD.



(4) In the event the development plan indicates that any critical slopes will be disturbed, the applicant shall submit a request to modify or waive the critical slopes provisions as provided for in section 34-1120.

(5) A proposed land disturbance plan to include approximate timing and area of disturbance.

(c) The completed application shall be processed in accordance with the procedures applicable to rezonings. In the event that subsection (b)(4) applies, the critical slope waiver application shall be considered simultaneously therewith by the planning commission, and if granted, conditioned upon compliance with the approved plan of development.

(9-15-03(3); 11-21-11(3))

Sec. 34-517. - PUD development plan—~~Requirements~~ Contents.

(a) Each of the following is a required component of a complete plan of development submitted in connection with an application for approval of a planned unit development:

(1) A survey plat describing and depicting the entire land area to be included within the PUD development site, including identification of present ownership, existing zoning district classification(s) of the parcel(s) to be included within the PUD.

(2) A narrative statement of how the objectives described within section 34-490 are met by the proposed PUD.

(3) A ~~concept~~ conceptual development plan, supporting maps, and written or photographic data and analysis which show:

a. ~~Existing and proposed public utilities and infrastructure;~~ Location and size of existing water and sanitary and storm sewer facilities and easements;

b. Layout for proposed water and sanitary sewer facilities and storm drainage facilities;

c. Location of other proposed utilities;

d. Location of existing and proposed ingress and egress from the development;

e. Location and size of existing and proposed streets;

f. Location of existing and proposed pedestrian and bicycle improvements, including connections to nearby schools;

g. An inventory, by tax map parcel number and street address, of all adjacent parcels within a five hundred-foot radius of the perimeter of the PUD, indicating the existing zoning district classification of each.

~~eh.~~A site inventory of the significant natural, environmental and cultural features of a site, including at a minimum: historic landmarks contained on any state or federal register; vegetation; existing trees of eight-inch caliper or greater; wetlands, topography, shown at intervals of five (5) feet or less, critical slopes, and other, similar characteristics or features, and a plan for preserving, protecting, utilizing and/or incorporating such features into the design and function of the proposed PUD.

~~d(4).~~A proposed land use plan. Such plan will identify:

~~(i)a.~~Proposed land uses and their general locations (including, without limitation, building and setbacks);

~~(ii)b.~~Proposed densities of proposed residential development;

~~(iii)c.~~Location and acreage of required open space;

~~d.~~Square footage for non-residential uses;

~~e.~~Maximum height of buildings and structures in area of PUD.

~~e-(5)~~A general landscape plan which focuses on the general location and type of landscaping to be used within the project as well as the special buffering treatment proposed between project land uses and adjacent zoning districts;

~~f.~~Where development is to be phased, organization of site into general development phases ("land bays"), wherein all of the information specified within this section is indicated and provided with respect to each phase, and wherein an overall phasing schedule is provided.

~~g.~~A proposed transportation plan showing internal road improvements, including typical sections for each project street category, as well as proposed pedestrian and bicycle improvements.

~~(6)~~Phasing plan if needed. Each phase shall individually meet the requirements of this Section.

~~(7)~~A statement from the City Public Utilities Department verifying water and sewer infrastructure capacity does or does not exist for the proposed land use(s).

~~(8)~~A statement from the Fire Marshal verifying adequate fire flow service does or does not exist for the proposed land use(s).

~~(4)~~A comprehensive signage plan.

~~(9)~~Additional information as deemed necessary by the director of neighborhood development services in order to facilitate a thorough review of the potential impacts of the proposed PUD that is the subject of the application. If any application fails to demonstrate within their application materials that a proposed PUD meets the minimum requirements specified in section 34-517, above, the application shall be rejected as incomplete.

(9-15-03(3); 11-21-11(3))

Sec. 34-518. - Approval.

(a) Approval of the rezoning application establishes the maximum density/intensity, height and other dimensional requirements, ~~and~~ the general location of each use and locations for streets and utilities street shown on the development plan. Together with any approved proffers, the approved development plan shall establish the zoning requirements applicable to the PUD. Approval of a PUD does not relieve the applicant from its obligation to comply with all local, state, and federal laws and regulations. Any change in use, increase in density/intensity, any substantial decrease in the amount of open space, substantial change in the location of permitted uses or streets, and any other substantial change from what is shown on the approved development plan shall be deemed a substantial deviation requiring an amendment of the PUD approval. Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.

(b) Following approval of a PUD development plan, preliminary and final subdivision and site plan approvals shall be required. All such plans shall conform to the approved PUD development plan. No building or structure shall be erected, no building permit(s) issued, and no final subdivision plat(s) recorded, unless:

(1) A final site plan has been approved;

(2) Any required dedications, reservations or required improvements have been made in accordance with the final site plan and PUD phasing schedule; and,

(3) Sufficient financial guarantees for completion of required improvements have been received by the city.

(c) Where phased development has been approved, applications for subdivision and site plan approvals may, at the developer's option, be submitted for each individual phase.

(9-15-03(3))

Sec. 34-519. - Amendment.

Following approval of a plan of development for a planned unit development, the owner of the development may amend the plan of development only as follows:

(1) The owner of a PUD may submit a written request for a proposed minor change to the approved plan of development to the director of neighborhood development services. The request shall be supported by graphic, statistical and other information necessary in order for the director to evaluate the request. The director may approve the request upon a determination that it involves only a minor deviation from the layout or design contemplated within the approved plan of development. For the purpose of this section the terms "minor change" and "minor deviation" mean and refer to changes of location and design of buildings, structures, streets, parking, recreational facilities, open space, landscaping, utilities, or similar details which do not materially alter the character or concept of the approved plan of

development. Should the director determine that the requested change constitutes something more than a minor change or deviation from the approved plan of development, then the owner may seek an amendment pursuant to paragraph (2), below.

(2)The owner of a planned unit development may apply to city council for permission to amend the approved plan of development, following the same procedure as for the original approval.

(9-15-03(3))

Secs. 34-520—34-539. - Reserved.