

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AENDA**



Agenda Date: February 19, 2013

Action Required: Resolution to Transfer Funds

Presenter: James E. Tolbert, AICP, Director

Staff Contacts: James E. Tolbert, AICP, Director
Leslie Beauregard, Budget & Performance Management

**Title: Transfer of Funds in the Capital Improvements Program
Fund for West Main Streetscape Improvements - \$350,000**

Background: Through the years the City has commissioned several urban design studies for West Main Street, the most recent being the work of Wallace, Roberts and Todd in 2004. However, there was never any follow-up to prepare construction documents and perform any of the needed construction in a comprehensive manner. The PLACE Design Task Force believes that, given the development activity along the street, that there is a high priority in moving this project forward.

Today, West Main Street is a vital urban street, a locally designated historic district, and an important connection between the University of Virginia and Downtown Charlottesville. West Main Street developed initially as part of the "Three Notch'd Road," a significant eighteenth-century Virginia transportation route that connected the Tidewater to the Shenandoah Valley. Early nineteenth-century development included stylish brick townhouses constructed by Jefferson's builder, James Dinsmore. Development continued along the corridor with the Virginia Central Railroad installing its tracks parallel to West Main Street during the 1850s and the C&O railroad establishing its Union Station adjacent to corridor in 1885. By the early twentieth-century, West Main Street was an important commercial center and the city's principal hotel district. This area also developed as the institutional core of Charlottesville's African-American community, including the Delevan and Ebenezer Baptist Churches and the Jefferson School. At its eastern edge, Vinegar Hill

developed as the city's major African-American commercial center. By the early 1930's West Main Street was the city's principal east-west automotive route, with twelve service stations and six car dealers located on the corridor. Through the 1950s, retail chains established stores and markets on West Main Street. Urban renewal efforts of the 1960s removed most of the traditional businesses and African-American residences near the eastern edge of the corridor. Increased suburbanization and other trends in the second half of the twentieth century resulted in diminished commercial activity on the corridor. In recent years, however, two new hotels and the reuse of historic buildings for retail stores, restaurants, and food shops have signaled renewed interest in this urban corridor.

Discussion: The PLACE Design Task Force has prepared a Request for Proposals to solicit firms to review and adjust design concepts as needed and then prepare construction documents. The objectives of the work are as follows:

- Elicit meaningful public input.
- Create a schematic design of streetscape improvements in the West Main Corridor.
- Create an appropriate and functioning streetscape consistent with City goals.
- Protect the historic character of the corridor with appropriate interventions and improvements.
- Improve pedestrian and bicycle circulation along the corridor and at cross streets.
- Provide pedestrian- and bicycle-safe infrastructure, including appropriate lighting, throughout the corridor, especially at the W Main Ridge/McIntire intersection.
- Maintain or improve existing vehicular circulation.
- Integrate green infrastructure to enhance the City's stormwater management and urban forestry goals.
- Ensure parking solutions are compatible with the aforementioned objectives.
- Provide updated and appropriate design guidelines, special district, and general zoning regulations and ordinances and application review processes.

The specific scope of work proposed includes the following items:

General project scope (both parts A and B)

- Review and analyze existing conditions and past and current comprehensive plans and corridor and transit planning studies for the entire corridor.
- Review existing design guidelines, special district, general zoning regulations and ordinances (in light of the City's comprehensive plans) and street design standards

as they pertain to built-form, sustainability, function, land use, discretionary review, and application processes.

- Review existing land use ordinances as they pertain to the location and intensity of viable vertical mixed use and residential development, public amenities, stormwater facilities and alternative parking strategies (both off- and on-street).
- Develop schematic design of West Main Corridor streetscape from Downtown Mall to JPA.
- Develop the design for two sections of the corridor, coordinated with work on adjacent private parcels.
- Provide final design and engineering of the public portions (City ROW) of the two developed sections.
- Coordinate with the property owners adjacent to both project areas.
- Plan meetings with stakeholders and public as needed.

A. Scope of work for “planning and urban design products” include the following:

- Recommendations for regulatory changes in keeping with best practices in mixed use and residential development along transit-ready corridors, context-sensitive design, complete streets and City comprehensive planning goals
- Recommendations for new regulatory tools
- Schematic 3-Dimensional massing studies of the entire study area (both under the existing regulatory regime and under any revised regulatory framework recommended by the consultant)
- Innovative, parking strategies compatible with a multi-modal oriented community (including but not limited to reviewing existing off- and on-street parking requirements, adequacy of striping, opportunities for shared parking lots and garages)
- Basic analysis of vehicular traffic impacts associated with bike/pedestrian infrastructure improvements along West Main Street, and extending to Ridge McIntire, Preston and Cherry Avenues as well as local neighborhood streets adjacent and perpendicular to West Main
- Re-design/re-alignment of the intersection of West Main and Ridge/McIntire
- Design of hardscape, including roadways and curbs, walkways, bike paths and crosswalks
- Design of planted areas, including street trees and other appropriate vegetation
- Design/selection of street furniture, including seating, lighting, trash bins, etc.

- Design of modifications to public utilities (overhead wires, lighting, sanitary, storm water).
- Approximate line-item costs (based on industry standard) for each design intervention listed above

B. Scope of work for “streetscape design development and construction document products ” for two segments of the corridor (as per the attached map) include the following:

- Detailed contract documents needed for implementation of the design (outlined under Section A Scope) at two locations shown on the attached map with cost estimates
- Assistance with bidding and procurement
- Limited support for the administration of the construction contract

Alignment with City Council Vision and Priority Areas: Approval of this agenda item will align directly with Council’s vision for Charlottesville to be a City with Economic Sustainability:

“Our community has an effective workforce development system that leverages the resources of the University of Virginia, Piedmont Virginia Community College, and our excellent schools to provide ongoing training and educational opportunities to our residents. We have a business-friendly environment in which employers provide well-paying, career-ladder jobs and residents have access to small business opportunities. The Downtown Mall, as the economic hub of the region, features arts and entertainment, shopping, dining, cultural events, and a vibrant City Market. The City has facilitated significant mixed and infill development within the City.”

Approval also contributes to Council’s 2012-2014 Priorities of:

- Redevelop the City’s Corridors
- Cultivate healthy streams and rivers through effective Stormwater management practices.

Budgetary Impact: Bids for the Old Lynchburg Road construction project came in substantially below the budgeted amount. Therefore, staff proposes to transfer \$250,000 from that account to the West Main Streetscape account for this project. These are funds

that are already budgeted. In addition staff proposes to transfer \$100,000 from the Underground Utility Account to the West Main Streetscape Account since this project will advance the undergrounding of the utilities on this street.

Recommendation: Staff recommends approval of the transfer of these funds.

Alternatives: The alternatives to this approach are to do nothing or to continue the piecemeal approach of prior years.

Attachment: Map

RESOLUTION

Transfer of Funds in the Capital Improvements Program Fund for West Main Streetscape Improvements \$350,000

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that the sum of \$350,000 be transferred as follows:

Transfer From

<u>Amount</u>	<u>Fund</u>	<u>Project/Cost Center</u>	<u>G/L Account</u>
\$250,000	427	P-00511	599999
\$100,000	425	P-00127	561427

Transfer To

<u>Amount</u>	<u>Fund</u>	<u>Project/Cost Center</u>	<u>G/L Account</u>
\$100,000	427	P-00336	498010
\$350,000	427	P-00336	599999

1st phase implementation

Area of preliminary design

1st phase implementation

