

A RESOLUTION ADOPTING “DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH” AS A RECOMMENDED “BEST PRACTICE” FOR NEW and EXISTING ROADWAYS WITHIN THE CITY OF CHARLOTTESVILLE.

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” was published by the Institute of Transportation Engineers (ITE) in 2010 to assist communities in improving mobility choices and community character through a commitment to creating and enhancing walkable communities and is the basis for the Virginia Department of Rail and Public Transportation’s (DRPT) “Multimodal System Design Guidelines” and was sponsored by the Federal Highway Administration, the Office of Sustainable Communities, and the U.S. Environmental Protection Agency; and,

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” promotes a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities; and focuses on applying concepts and principles in the design of thoroughfares that emphasize walkable communities in order to facilitate the restoration of the multiple functions of urban streets; and

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” acknowledges that challenges encountered on any given individual thoroughfare cannot be addressed in isolation of the city-wide network and that establishing a block network plan that enhances connectivity, anticipates impacts of development on traffic, seeks to minimize conflicts between pedestrians, cyclists and vehicles and distinguishes the function, development intensity, modal emphasis and other physical characteristics of individual segments of that network (based on the context) is essential to a well-functioning city-wide transportation system; and

WHEREAS, *The 2013 Comprehensive Plan of the City of Charlottesville* calls for the development of a comprehensive set of street design guidelines based on the City’s Compete Streets Resolution and ITE’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”, as a way to ensure that transportation infrastructure investments support the making of an attractive, healthy, and safe, walkable and bike-able Charlottesville, and

WHEREAS, *The 2013 Comprehensive Plan of the City of Charlottesville* also calls for: streets that promote connectivity and best practices in storm water management; expanding the city’s overall tree canopy; a transportation system that facilitates greater transit use and promotes well-connected, safe, bicycle- pedestrian infrastructure; a built environment that attracts and supports the City’s existing business community and growing “innovation” industry; and a review and update of the City’s regulatory framework (inclusive of zoning, subdivision ordinance, Standards and Design Manual and district and entrance corridor guidelines) to ensure that it successfully and consistently implements the City’s Comprehensive Plan, and

WHEREAS, the Charlottesville City Council finds that the “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” will further the goals of the Charlottesville Comprehensive Plan herein expressed and complement the City’s Stormwater Utility Ordinance

and Healthy Eating, Active Living and Complete Streets Resolutions (passed unanimously in 2013 and 2010 respectively);

NOW THEREFORE, BE IT RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That, the ITE Manual, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” (herein referred to as the ITE-CSA Manual) is hereby adopted as a best practice by the City of Charlottesville to guide the development of new standards prepared specifically for the City of Charlottesville for all new and existing roadway improvement projects (inclusive of alleys, lanes, streets, and boulevards for both new and redeveloped roadways and block networks) and is attached hereto as Exhibit "A" and incorporated herein by reference for all purposes.

BE IT FURTHER RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That the City Manager shall recommend to and inform the City Council of an advisory group to work with an interdepartmental team of City staff to develop the following with the assistance of an outside consultant as indicated in the implementation strategy (attached herein):

1. A Policy and Regulatory Audit (leading to code revisions that align with our Comprehensive Plan)
2. Comprehensive Multi-Modal Plan (inclusive of City-wide Context Sensitive Design Standards and City-wide Block Network plan) and
3. Green Infrastructure Plan

That the City-wide Comprehensive Multi-modal Plan shall in turn incorporate the findings and recommendations of the “policy and regulatory audit” and may be modified by the City’s small area plans, and

That the City-wide Comprehensive Multi-Modal Plan (herein meant to include City-wide street design standards, implementation strategies and an enhanced block network plan,) shall recommend a priority for projects and identify capital expenditures by project and be presented to the Planning Commission and Council for adoption after public hearings, and

That the advisory group shall present its recommendations for revisions resulting from the policy and regulatory audit to the City Council, Planning Commission, or Board or Architectural Review as appropriate, and in the absence of a board with established legal authority for implementation shall oversee the implementation as requested specifically by City Council, and

That the City-wide Comprehensive Multi-Modal Plan shall begin implementation in coordination with the implementation of City-wide regulatory framework changes and its Comprehensive Stormwater/Green Infrastructure Plan as it is completed and necessary funding provided, and

That each of the deliverables shall be completed within the general framework of the outline attached to this resolution, and that implementation will follow the City of Charlottesville Complete Streets Policy, 2014 attached hereto, and

That until such time as the City-wide Comprehensive Multi-modal Plan is complete and adopted by the Planning Commission and Council, this advisory group may be called upon from time to time to advise Council and Planning Commission on projects (inclusive of development submittals) and assist staff with providing guidance to applicants on matters concerning a project's impact on the safety, functioning, modal-orientation, attractiveness and comfort of city streets, prior to submittal.

BE IT FURTHER RESOLVED by the Council of the city of Charlottesville, Virginia that the following is hereby transferred in the following manner:

Transfer From

\$50,000 Fund: 426 Funded Program: CP-080 G/L Account: 59999

Transfer to

\$50,000 Fund: 426 WBS: P-00800 G/L Account: 59999

BE IT FURTHER RESOLVED that the attached revised City of Charlottesville Complete Streets Policy is adopted.

Approved by Council
February 3, 2014



Clerk of Council



City of Charlottesville Complete Streets Policy, 2014

Complete Streets are roadways that enable safe and convenient access for all users including, bicyclists, pedestrians, transit riders, children, seniors, persons with disabilities, motorists, and movers of commercial goods. Designs for individual complete street projects will be context-sensitive, considering adjacent land uses and local needs and incorporating the most up-to-date, widely accepted design standards for the particular setting, traffic volume and speed and current and projected demand. Individual projects must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete. Through this policy, the City of Charlottesville intends to ensure that all transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's "Street Design Guidelines" with the goal of creating an attractive connected multimodal network and great places that balance the needs of all users, except where there are demonstrated exceptional circumstances.

By adopting this policy, the City of Charlottesville:

- Affirms that *Improving Streetscapes* to create great streets, will improve both image and function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists;
- Recognizes that the development of pedestrian and bicycle infrastructure supports the Council Vision because it enhances recreational opportunities, active transportation, and well-designed streetscapes, thus promoting active lifestyles;
- Appreciates the positive role that good pedestrian and bicycle facilities play in attracting population growth and sustainable economic development;
- Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improved public health, improved environmental stewardship, reduced fuel consumption, and the reduced demand for motor vehicle infrastructure.
- Recognizes that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets.
- Intends to maximize the number of transportation options available within the public right-of-way.
- Strives to work with other jurisdictions and transportation agencies within its planning area to incorporate a Complete Streets philosophy.



City of Charlottesville Complete Streets Policy, 2014

Additionally, the Charlottesville City Council declares it is the City of Charlottesville policy to:

1. Use the Street Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Charlottesville while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.
2. Incorporate the Street Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
3. Keep automobile travel lanes to the minimum necessary.
4. Provide pedestrian accommodation in the form of sidewalks or shared-used pathways on all arterial and collector streets and on local streets in identified pedestrian corridors.
5. Provide bicycle accommodation along or parallel to all arterial and collector streets.
6. Plant trees along all streets be they newly constructed, reconstructed, or relocated, using a variety of strategies as necessitated by existing physical conditions and in accordance with guidelines from the Tree Commission.
7. It will be up to the Director of Parks and Recreation, the Director of Stormwater Utility, the City's Urban Designer (as operating funds are available) and the Director of Neighborhood Development Services to demonstrate in a written explanation to the City Manager for approval after all alternative strategies have been exhausted (with substantiating documentation) when policies 3-6 above are not feasible for reasons related to public safety, severe topographic constraints, environmental or social impacts, excessive cost of constructing and/or maintaining the accommodation, or public consensus against the policy as demonstrated by survey. The City Manager will inform City Council of any waivers.



City of Charlottesville Complete Streets Policy, 2014

In support of this Complete Streets Policy, the City of Charlottesville will:

- Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets follow the intent of the Street Design Guidelines.
- Update the process of evaluating requests for new curb and/or pedestrian accommodations.
- Identify all current and potential future sources of funding for street improvements.
- Continue inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- Train pertinent staff in the engineering, parks and recreation, public works, planning and transportation departments on the content of the Street Design Guidelines.
- Apprise the Office of Economic Development on street design relative to redevelopment.
- Use the following process when planning improvements within the public right-of-way
 - a. Identify and map the street type according to Charlottesville street hierarchy (to be reviewed).
 - b. Identify and map the current and future character district(s) that pertain to the project.
 - c. Identify and map the most appropriate street typical section according to the street type and character district.
 - d. Identify and map any general elements that may apply to the work.
- Measure the success of this complete streets policy using the following performance measures:
 - a. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation and increases in numbers of people cycling to work.
 - b. Linear feet of new pedestrian accommodation (by type of street) and increases in numbers of people walking to work.
 - c. Number of new curb ramps installed along City streets
 - d. Number of new street trees planted along City streets
 - e. Resident satisfaction as measured by surveys, correspondence, etc.
- Update the Street Design Guidelines as necessitated by each Comprehensive Plan update.

Context Sensitive Street Design Implementation Process

This outline is provided to enable a better understanding of the work effort required to complete the items identified in the Context Sensitive Streets Resolution (herein referred to as the Resolution). It is the staff expectation that one of the first steps of each staff team and advisory committee will be to review the work programs outlined herein.

Staff believes that there will be some need for consulting services such as design assistance, citizen engagement, and traffic engineering. The initial public engagement is in negotiation. Additional services should not exceed \$50,000 and that is the amount requested in and authorized by the Context Sensitive Streets Resolution.

DEFINITIONS

The following are definitions of the work projects or products contained in the Context Sensitive Streets Resolution

Policy and Regulatory Audit – A review of City policies and codes that influence the creation of pedestrian, bike friendly places including Standards and Design Manual, Subdivision Ordinance, Zoning Ordinance, (inclusive of Planned Unit Development and Special Use Permits), and Water Protection Ordinance

Green Infrastructure Plan – Green infrastructure is comprised of many components from natural resources to elements of the built environment that support ecosystem health and integrity and livable communities.

Green infrastructure planning encompasses identifying, evaluating, and prioritizing natural and cultural resources. This can include but is not limited to, analyzing habitat and connectivity of natural areas and open space, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, redevelopment, and retrofitting activities into the existing green infrastructure network.

Green stormwater infrastructure means any low impact development and/or storm water management planning and design strategies employed with the primary goal of preserving, restoring, or replicating natural hydrologic function. Green stormwater infrastructure maintains, augments, and increases stormwater infiltration, attenuation, filtration, and evapotranspiration and is spatially arranged in an integrated and distributed manner throughout the overall site footprint. Green stormwater infrastructure techniques include, but are not limited to, methods that use soil and vegetation to address natural hydrologic function. Green stormwater infrastructure also includes the preservation and restoration of natural landscape features such as streams, floodplains, and wetlands.

City-Wide Comprehensive Plan Multi-Modal Plan – A comprehensive review of the city street network down to the finer grain street network will include 1) city wide street design guidelines that vary with the context, 2) a block network plan, and 3) implementation strategies

- a. Block Network Plan – The Block Network Plan looks at the circulation network of the City (all kinds of streets, alleys, multi-use trails); future traffic flows (i.e. traffic modeling); trouble areas related to future growth; and opportunities for mode shift.
- b. Context Sensitive Streets Guidelines – New street section guidelines that determine how streets will be constructed and modified in the future based on the character of the street and neighborhood.
- c. An implementation strategy.

Virginia Department of Rail and Public Transportation (VDRPT), Multimodal System Guidelines – These guidelines and this methodology are patterned after the ITE Designing Walkable Thoroughfares: A Context Sensitive Approach, and are endorsed by the Virginia DRPT.

IMPLEMENTATION STEPS

Public Engagement

We recommend a strong public engagement process for each of these studies. A coordinated public process will be critical to the success of the development and implementation of the code audit, green infrastructure plan and the multi modal plan.

Staff recently engaged the firm of Toole Design to prepare an update of the bike/pedestrian plan. That effort is very closely aligned with the Multi-Modal Plan and Policy Audit. It is staff's intent to coordinate the initial public engagement process of this effort with the bike/pedestrian planning effort and use Toole to lead that initial engagement effort. Additional public engagement will follow as an important part of each process. The scope of work for this engagement effort is as below:

The TDG Team consists of the following consultants:

- **Toole Design Group, LLC (TDG)**- Project management, civil design, and landscape design
- **Twaddell Associates (TA)** – Stakeholder outreach support.

The following tasks describe the TDG Team's scope of work for this project.

Task 1 – Kickoff and Project Management

The Team will prepare for, participate in, and document a kickoff meeting with the City and other appropriate agency officials to review the scope and schedule for the project as well as clearly identify the project expectations. The Team will prepare a draft project schedule for review and discussion at the kick-off meeting. The Team will also conduct ongoing coordination with the City and other agencies as needed, and will prepare monthly invoices and progress reports. Each report will include task accomplishments, status of deliverables and expected upcoming activities.

Deliverables:

- Project Schedule
- Kickoff meeting minutes

Task 2 – Existing Document Review/ Field Assessment

The Team will first gather and review available data such as GIS and existing planning documents and policies. A desktop assessment will be conducted to determine preliminary street types. This assessment will pay particular attention to street function, quantity of travel lanes, bicycle and pedestrian facilities, buffers, adjacent land-uses and parking conditions. Additional street components, such as bus routes, and right-of way widths, will be reviewed as well.

The Team will compare the existing street types to the Virginia Department of Rail and Public Transportation (VDRPT), Multimodal System Guidelines to determine applicable standards/guidelines to Charlottesville. The Team will complete a limited field reconnaissance of typical street types, and to gain a more thorough understanding of the context, and to determine areas which may require additional verification. The field review will be conducted using topography mapping, and aerial photography provided by the City of Charlottesville to record findings. The Team will draft a summary memorandum of existing conditions observed in the field reconnaissance.

Task 3 – Stakeholder Involvement Meeting/Workshop

The Team will facilitate a stakeholder meeting/ workshop to gather input on the results of the field review/ reconnaissance completed in Task 2, and to learn about specific concerns and observations, and to identify the potential elements of streets for consideration. The Team has extensive experience employing a host of stakeholder engagement strategies, and will work with the City to determine which will be most effective. The Team will meet with City staff to determine what opportunities should be further refined and elevated.

Deliverables:

- Summary of workshop outcomes

Meetings:

- Stakeholder Meeting/Workshop
- Review Meeting with the City of Charlottesville

Task 4 – Draft Outline and Technical Memorandum

Based on prior tasks, the Team will develop an annotated outline of the proposed guidelines. The Team will also develop an accompanying memorandum that will include:

- Overview of the document review, field analysis and discuss the potential use of VDRPT guidelines.
- Documentation of the client and stakeholder input.
- Analysis of other relevant issues, costs and trade-offs of adopting context sensitive guidelines.
- Action plan for moving the process forward to develop finalized guidelines (potential future Phase).

The annotated outline and memorandum will be desktop published in In-Design, and will include photographs, and graphics as needed to convey concepts in an easy-to-understand manner. The draft annotated outline and memorandum will be reviewed by the City staff and revisions will be made based on their input.

Deliverables:

- Draft and revised Draft Annotated Outline and Technical Memorandum

Meetings:

- Review Meeting with the City of Charlottesville

Task 5 – Stakeholder Review Meetings (3)

The Team will present the annotated outline and memorandum to up to three stakeholder meetings to receive input and recommendations. The stakeholder group may consist of the following groups:

- PLACE Design Task Force
- Tree Commission
- CAT Advisory Group
- Bicycle & Pedestrian Committee
- ADA Committee
- Water Resources Protection Group
- City Residents
- UVA

Following the stakeholder meetings, the Team will meet with City staff to present the findings from the stakeholder meetings and determine the final revisions to the annotated outline and memorandum.

Deliverables:

- The Team will prepare meeting materials for up to three meetings
- Finalized Annotated Outline and Technical Memorandum

Meetings:

- Stakeholder Meetings (3)
- Review Meeting with the City of Charlottesville

Plan Process

Below are outlines of how each of the three studies can proceed. It is anticipated that they will proceed concurrently with the policy and regulatory audit being completed first and informing the other two.

A. Policy and Regulatory Audit

Staff has begun the process of this audit and is developing a step by step process designed for Charlottesville. An NDS staff member who has conducted these type projects in the past will lead the staff team. She will be assisted by an interdepartmental staff team and a newly appointed advisory committee. Work performed by the consultants for both the Strategic Investment Area Plan and the West Main Street Study will be used as a resource for this effort. This process will begin with three goals:

- Align the codes with the vision of the Charlottesville Comprehensive Plan, Small Area Plans and Council Vision.
- Incorporate standards to address changes in technological advances and best practices.
- Simplify the organization of the codes and clarify the various approval processes.

A preliminary work plan has been identified and is outlined below:

Project Phases

- Phase 1: Analysis and Problem Definition
- Phase 2: Alternative Approaches
- Phase 3: Drafting New Code
- Phase 4: Code Adoption and Implementation

Phase 1 Analysis and Problem Definition

- Analysis and Problem Definition
- Plan-driven approach
- Key players
 - City Staff
 - Advisory Committee
 - Consultant Team
- Stakeholder interviews (consultants, staff, code users, organizations, City Council)
- Public listening sessions throughout City
 - What type of development do you like/not like in your neighborhood?
 - What type of development would you like to see?
 - What type of streetscapes?

Phase 2 Alternative Approaches

- Analysis, problem definition and identification of next steps
- Additional general analysis of “character” and forces of change
 - Neighborhood typologies
 - Typical building types
 - Demolition and rebuilt patterns/trends
- Next steps: further definition of neighborhood “character” or “context” for zoning purposes
- Additional general analysis of disconnect from adopted plan objectives
 - Comparison of current code vs. plan:
 - Capacity
 - Land use mix
 - Return on investment (selected situations)

Phase 3 Drafting New Code

- Led by staff with support by PLACE, Planning Commission or BAR as appropriate.
- Derived from Diagnostic Report
- Written statement of Top 3 problems to fix, example
 - Vision and code alignment
 - Complexity and consistency of code procedures
 - Code format and usability

Phase 4 Code Adoptions and Implementation

B. City-Wide Comprehensive Multi-Modal Plan

A Comprehensive Multi-Modal Plan will include both the Block Network Plan and the Context Sensitive Design Plan. This is a fairly complex process that is integral to addressing both local traffic issues and the design of our streets. The planning process will be led by a staff team

possibly supplemented by consulting design professionals. There is a considerable amount of existing data that can inform this project. The MPO is wrapping up their model development for the newest Long Range Transportation Plan for the urban area. That work provides an excellent analysis of current and projected traffic for many of the arterial and collector streets in the City. Combined with traffic counts done on a regular basis by VDOT and the City, there is only a small need for supplemental data gathering.

It is anticipated that staff team participants will represent many departments to include the following:

- NDS
- Public Services
- Utilities
- Parks and Recreation
- Police
- Fire
- Environmental Sustainability
- Water Resources Protection Program/Stormwater Utility
- Office of Economic Development

Relationship to the Bike/Pedestrian Plan Update – Staff and the Bike/Pedestrian Committee are working on an update to the 2004 Bike/Pedestrian Plan. That plan will review routes and networks for the bike network and the recommendations will inform the efforts of the multi-modal plan. New street sections will be used to implement the plan.

A Multimodal System Plan needs the following three basic sets maps to ensure a proper review:

- A. Map of Land Use Density/Intensity
- B. Map of Multimodal Districts and Centers
- C. Map of Multimodal Corridors with Modal Emphasis

- Phase 1 Mapping Land Use Density/Intensity
Develop a map of existing and future population and employment density in terms of Activity Density. Activity Density is a measure of population and employment density and is expressed in terms of jobs plus population per acre.
- Phase 2 Mapping Multimodal Districts and Centers
 1. Develop a map of the potential Multimodal Districts that are planned for the region.
 2. Develop a map of potential Multimodal Centers that are planned for the region.
 3. Designate the Multimodal Center Types on the map of the potential Multimodal Centers.
- Phase 3 Mapping Multimodal Corridors with Modal Emphasis
 1. Develop a map of the potential Multimodal Corridors that are planned for the region.

2. Show the Transect Zones for each Multimodal Corridor on the Multimodal System Plan.
3. Show the proposed Modal Emphasis for each Multimodal Corridors on the Multimodal System Plan.
4. Show all of the above data on a single Multimodal System Plan.

Phase 4 Develop Context Sensitive Street Sections

1. Modify context by neighborhood input.
2. Develop typical sections.
3. Put into Standards and Design Manual with construction detail sheets.

C. Green Infrastructure Plan

Green infrastructure planning includes an existing green assets inventory. The inventory may include, but is not limited to, analyzing habitat and community level connectivity of natural areas and open spaces, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, and redevelopment activities into the existing green infrastructure network.

It should be noted that as a near term priority of the Stormwater Utility, a city wide Water Resources Protection Program master plan will be completed that includes a significant green stormwater infrastructure component that identifies and prioritizes capital projects aimed at pollutant reduction requirements and watershed improvements.

Below is a rough outline of a planning process that is based on guidance from the Virginia Green Infrastructure Center. As this process evolves we will be looking for additional guidance on a scope of work. It is anticipated that this work will be led by a staff team including staff from the Stormwater Utility, Environmental, Parks and Recreation, NDS and others as needed.

Phase 1: Set Goals – What does the community value?

Phase 2: Data Review – What do we know and what do we need to know?

Phase 3: Asset Mapping – Map the community’s ecological, cultural and economic assets. What is mapped is based on goals established in Step 1.

Phase 4: Risk Assessment – Find out what’s at risk and what could be lost

Phase 5: Opportunities – Based on assets and risks, assess what can or should be saved? What could be restored? What will be developed? Engage the community in ranking key areas of importance. Map these opportunities and draft strategies to conserve them.

Phase 6: Include strategies in local plans for parks, zoning, comprehensive planning, stormwater.

Conclusion

The effort to develop each of these work products will be a complex process that can only be successful if all work is coordinated. While the actual work is not complex, the coordination and the public engagement add intricate layers to the process that are the key to successful completion.

Below is a projected timeline for the process that shows how they are moving to completion.

	March, 2014	July, 2014	August, 2014	Dec., 2014	March, 2015	June, 2015
Public Engagement						
Task 1	X					
Task 2		X				
Task 3		X				
Task 4			X			
Task 5			X			
Policy/Regulatory Audit						
Phase 1			X			
Phase 2				X		
Phase 3					X	
Phase 4						X
Public Engagement						X
Multi-Modal Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4					X	
Public Engagement						X
Green Infrastructure Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4				X		
Phase 5				X		
Phase 5						X
Public Engagement						X

*Dates shown are Projected Completion Dates

Note that the public engagement shown is only for the first phase. There will be engagement throughout the process.