

## **Recommended Implementation Strategies**

The project team presented the Draft Northwest Fluvanna/Southwest Louisa Corridor Study to the Fluvanna County Board of Supervisors on June 20, 2007. The Board supported the Study's findings and recommended that it be "actively used as an expression of citizen sentiment and preferences." The Board directed the Project Team to work with the County Planning Commission to develop strategies to achieve the Preferred Scenario, including incorporating the concepts into the current Comprehensive Plan Update, as well as considering the need for revisions to the Zoning and Subdivision Regulations as needed. The Team has followed up with a presentation to the Fluvanna Planning Commission.

Working through the details with the Planning Commission, citizens, business owners, and others will be key in identifying strategies to achieve the desired kinds of growth and development, as well as the necessary infrastructure upgrades, described in the Preferred Scenario and the Framework Plan. Since this study is based on the extensive public input and review of the four prior community plans, some of the implementation strategies are taken from those plans.

### **Summary of Recommended Strategies:**

- Adopting the development guidelines, design elements and standards described in the Framework Plan to provide developers and others with guidance during the site development or redevelopment process.
- Directing appropriately-scaled development into the three designated growth areas: Zion Crossroads, Lake Monticello and Palmyra.
- Identifying Model Projects that can be designed and built relatively quickly to demonstrate the principles and potential of the community's vision (like the Fork Union and Turkeysag street projects).
- Continuing to encourage cluster developments in the rural areas and emphasize the benefits of conserving prime agricultural and forest land in the restricted areas to preserve the area's rural character.
- Collaborating with the Virginia Department of Transportation and developers, and pursuing other funding opportunities to construct the intersection and network improvements presented in this Study, and to plan for other long-range improvements needed.

### **Review and Amend the Codes**

Since many existing codes and regulations get in the way of creating walkable mixed-use neighborhoods, attracting investment often requires reworking the codes to make it easier to achieve the desired goals. The Framework Plan included in this study is designed to be

incorporated into Fluvanna County's Comprehensive Plan Update, in order to help deliver the community's vision. The Project Team and County staff should continue to work with the Planning Commission to incorporate these concepts into the Comprehensive Plan, and to identify any needed changes in the zoning and subdivision regulations.

### **Identify Model Projects**

In order to be truly successful, model projects must be realistic, while their design should reflect, and fit into, the history and character of the area. The Guidelines included in the Framework Plan will help ensure that. Once an opportunity has been identified, assess the range of possible solutions based on their cost and ability to be accomplished. In the design phase be sure the designers prepare plans that are compatible with the area's history and architectural character. This ensures the completed project complements the region's character and does not look like an "add-on."

Most communities can identify more problems than there are funds to achieve. Clearly the community must set priorities for implementation and develop a phased approach to implementation. Once high priority projects have been identified, specific planning and design documents can be completed.

Example Model Projects which were initiated in the original Community Plans include the Fork Union streetscape work, and the Turkeysag safety improvements near Lake Monticello. These incorporated extensive community involvement and funding support from VDOT, Fluvanna County, and community and business donations. Another example is the public investment in the Pleasant Grove area, which is incorporating high-quality design and construction of public facilities according to a master plan.

### **Determine Phasing**

Develop an initial set of projects, and a phasing priority to help the County plan annual Community Improvement Program budgets and funding applications. The needs of community members and businesses must be identified and factored into the phasing in order to minimize the disruption. The initial list of Transportation projects is included as a starting point, and broken into three phases (Near, Mid, and Long Term). The actual project phasing over time will depend partly on County decisions on investment priority, on availability of State and Federal funds, and on individual decisions by developers on where, when, and how much to build, based on market conditions.

The Multimodal Transportation Network improvements required to support the Preferred Development Scenario are intended to be built over time as development occurs, using a combination of public and private funds. As noted in the 'Network & Connectivity' section of the Framework Plan (p. 40), a significant portion of the area's transportation needs can be provided simply by 1) requiring development to follow the design guidelines for streets and intersections, and 2) requiring interconnectivity between developments as they are built, to avoid overloading existing roads for local trips. This approach is currently being reviewed by Virginia DOT at request of the General

Assembly, and new state standards for roadway design and interconnectivity are being developed that will complement the guidelines in the Framework Plan.

### **Combine Available Funding**

Funds for identified projects range from those available at the local level to resources available at the state and federal level. Funds may include private sector funding as well. Often projects are funded from more than one source and if the community is able to contribute local financing for even a small part of the project, it is looked upon favorably by other contributors.

- **Local Funding:** While the County may not have extensive local funds available for special projects, they are a key partner in designing and funding any new projects. Small-scale projects may be able to be completed with a combination of local and private funds, while larger scale projects will require additional funding from other sources. Local funds are often required as a match in order to receive state and federal grants. Local volunteer labor can also be a key resource in accomplishing community projects.
- **State Funding:** To a large degree, transportation and other community improvement funds available through the state are a mix of state and federal funds. These are allocated by the state into funding for interstate, primary, secondary roads, rail and public transit, and for other transportation needs such as pedestrian sidewalks and trails, facilities for cyclists, and aesthetic enhancements. In Virginia, secondary road funds are allocated to each county and the county has discretion to use the available funds on the secondary system in a number of different ways. For non-traditional transportation projects, funds are often available through a competitive application process. Funds for other community development projects are available through the Department of Housing and Community Development. These include Community Development Block Grant funds for planning as well as implementation.
- **Federal Funding:** The Transportation Equity Act for the 21st Century (TEA-21) authorizes highway, highway safety, transit and other surface transportation programs. It is through TEA-21 that states receive surface transportation funds, including funds for many of the solutions identified in this manual. In addition, specific safety planning grants are available through the Department of Transportation on a competitive basis. There are a variety of other federal funding sources that offer grants and loans to local governments in order to implement community development projects.
- **Private Funding:** Most private foundations are tax-exempt non-profit foundations (a 501(c)(3) corporation as defined by the Internal Revenue Service). A community foundation, developed in part to receive private sector funding, is a useful option, particularly one that acts in partnership with the county government. In addition, private project development can be coordinated to build segments of sidewalks, trails, parks, and landscaping once a community plan is in

place. One of the best sources of private assistance is volunteer labor. Community members' volunteer labor can be used as matching funds in many cases for private or public grants, but can also accomplish a lot on its own from building and maintaining trails, to planting trees, and organizing community events.

### **Strengthen Public-Private Partnerships**

Creating great projects and partnerships starts with a shared vision and goals. A strong effort should be made to get greater participation from landowners, business people, potential investors, and small-scale residential and commercial builders and developers.