### Developed by Charlottesville Citizens along with:

#### Charlottesville Planning Commission
**2005-2006**

- Karen Firehock, Chair
- Jon Fink, Vice-Chair
- Craig Barton
- Mike Farruggio
- Kevin O’Halloran
- Cheri Lewis
- William Lucy
- David Neuman

#### Charlottesville Planning Commission
**2006-Present**

- Jon Fink, Chair
- William Lucy, Vice-Chair
- Mike Farruggio
- Cheri Lewis
- Hosea Mitchell
- Michael Osteen
- Jason Pearson
- David Neuman

#### Charlottesville City Council
**2004-2006**

- David Brown, Mayor
- Kevin Lynch, Vice Mayor
- Blake Caravati
- Kendra Hamilton
- Rob Schilling
- Gary O’Connell, City Manager

#### Charlottesville City Council
**2006-Present**

- David Brown, Mayor
- Kendra Hamilton, Vice Mayor
- Kevin Lynch
- David Norris
- Julian Taliaferro
- Gary O’Connell, City Manager

### Charlottesville Department of Neighborhood Development Services Project Staff

- Jim Tolbert, Director of Neighborhood Development Services
  - Missy Creasy, Planning Manager (2006 - Present)

- Ashley Cooper, Neighborhood Planner
- Brian Haluska, Neighborhood Planner
- Ebony Walden, Neighborhood Planner
- Jeanie Alexander, Traffic Engineer

- Margaret Bass, Intern
- Matthew Bernstone, Intern
- Eryn Brennan, Intern
- Melissa Celii, Intern
- William Cockrell, Intern
- Neil Currie, Intern
- Nicholas Feucht, Intern

- Jim Herndon, Planner
- Jeanette Janiczek, VDOT Coordinator
- Amy Kilroy, Grants Coordinator
- Mary Joy Scala, Preservation and Design Planner

- Sally Foster, Intern
- Marjorie Gilbert, Intern
- Amanda Schofield, Intern
- Millie Anne VanDevender, Intern
- Sharon Patterson, Office Administrator
- Brenda Weatherford, Program Support II

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Introduction
Executive Summary

Charlottesville, Virginia has the reputation of being one of the top places in the United States in which to live, work, play, and raise a family. In 2004, Bert Sperling and Peter Sander named Charlottesville America’s Number One City in Cities Ranked and Rated. It has been featured on national television as one of America’s top ten cities and has been recognized in countless magazines including:

- **Arts and Entertainment Television** - listed Charlottesville among the top ten cities in the nation that have it all. The City was ranked 6th in the November 21st broadcast.
- **Money Magazine** - has once again ranked Charlottesville as one of the “Best Places to Live in America.
- **Explorer Magazine** - has named Charlottesville as the best place to raise an Outdoor Family.
- **Travel 50 and Beyond** - ranked the City in its top ten lists of places to retire.
- **Modern Maturity** - magazine has ranked Charlottesville one of the Best College Towns in the Country.
- **National Trust for Historic Preservation** – named as one of the dozen distinctive destinations for 2007.

While the city has received significant recognition by others for being an outstanding community, the residents understand that there are ongoing improvements and progressive forethought needed to maintain that standing. Charlottesville citizens want the city to remain one of the best places in the United States in which to live, work, play, and raise a family. The quality of Charlottesville’s physical environment has a direct bearing on its livability, its prosperity and its continued status as a world-class small city.

The City of Charlottesville has made a pledge to be “world-class” in all aspects – from the quality of life it offers to the delivery of services to its citizens. The City has many assets that make it a vibrant, progressive and
dive
community. These include an ideal location in
the heart of Virginia’s Piedmont, a lively downtown, a
broad range of neighborhoods, one of the top public uni-
versities in the nation, a recognized commitment to cul-
ture and arts, a strong economic position in the region,
a long history of planning, an involved citizenry, a history
of architectural excellence, and a continuing emphasis
on high quality development. The landscape, the archi-
tecture, the environment and the intellectual climate are
all things that have made this community attractive for
generations. Charlottesville greatest qualities must be
preserved and enhanced.

In 2001, the Charlottesville Planning Commission devel-
oped a Comprehensive Plan to help guide the physical
growth of the City for the next twenty-five years. The plan
identified community values, needs, and resources in or-
der to provide framework and guidance for planning and
policy decisions. The Plan consisted of the following:

1. An inventory and assessment of social, eco-
nomic, and environmental factors affecting
growth and neighborhood stability in the commu-
nity.
2. A statement of goals and policies that served as
a broad directive for future growth and neighbor-
hood improvement and preservation.
3. An implementation strategy that provided an ex-
planation of how the goals and policies would be
put into action.
4. A series of eighteen neighborhood plans which
were mini-comprehensive plans for each of the
neighborhoods.

Following the approval of the 2001 Comprehensive Plan,
the city moved forward with a review of and adoption of
a revised zoning ordinance. This process began in 2002
with the creation of a number of committees to look at
issues such as housing, historic preservation and vari-
tions of development. These committees, composed of
citizens, developers, and other interested parties, pro-
posed recommendations to a steering committee who
worked to draft the ordinance. The zoning ordinance,
adopted in September of 2003, encompassed many in-
novative concepts including expansion of entrance cor-
ridors, parking reductions to increase use of multiple
modes of transit, and increased density within corridors
and areas surrounding the University. These changes
have influenced the development patterns within the last
few years and are considerations for future planning en-
deavors.

In the spring of 2005, the Planning Commission began
a revision of the Comprehensive Plan with a series of
community meetings. These meetings were designed to
discuss progress made since the adoption of the 2001
plan and to hear citizens’ views on issues facing their
neighborhood and the community. These meetings were
followed in October 2005 with a “Neighborhood Design
Day”. On this day, the community came together to be-
gin the process of developing an update to the eighteen
neighborhood plans. This work was completed through
a series of neighborhood meetings during the winter of
2005/2006, and the finished work has been carried for-
ward for consideration and inclusion in this Comprehen-
sive Plan as appropriate.
Sustainability

The 2007 Comprehensive Plan is based on principles of sustainability. Sustainability requires meeting the human needs of the present without compromising the ability of future generations to meet their own needs. At the local level, this means striking a balance to meet current needs of this community while also protecting resources so they will remain available and plentiful for future generations. Sustainability is most often linked with the preservation and protection of environmental resources to maintain the health of the streams, wetlands, plants, and animals that make up the ecosystem in which we live. This concept can also be extended to the broader context of protecting the historic context of Charlottesville, our unique and valued quality of life, and the social capital of the people in this community. All policies, goals, objectives and actions in this Comprehensive Plan are evaluated within the context of sustainability and guiding principles that flow from it.

The Thomas Jefferson Sustainability Accord

In 1994, jurisdictions in the region created the Thomas Jefferson Sustainability Council. The Council created the Thomas Jefferson Sustainability Accord in 1998, based upon the following assumptions and with the guiding principles that follow. The Accord is incorporated into this plan by reference; it speaks to the overriding theme of this document. The premise of the Accord is summarized below:

- That sustainability implies responsibility for life in all its forms as well as respect for human work and aspirations.
- That all members of this community have a shared future; we are dependent on each other in ways that are both complex and profound.
- That the ideals of preservation and protection on the one hand, and of economic vitality and opportunity on the other, are not in conflict: in a sustainable future, they are linked together.
- That communities can assume control of their destinies and by their own intention become stronger, healthier, more livable places.
- And finally, that our ability to see the needs of the future is limited. Therefore, any attempt to define sustainability should remain as open and flexible as possible.

The following principles of the Accord provide a framework for the Comprehensive Plan:

- In a Sustainable Community, individual rights are respected, and community responsibilities are recognized.
- In a Sustainable Community, all human and natural needs are respected and conflict among the community’s human members is resolved through consensus building.
- The Community is a collection of diverse human and other biological interests.
- In a Sustainable Community, achieving social, environmental, economic, and political health has inter-generational costs and benefits, which must be weighed.
- In a healthy society, these benefits outweigh the costs.
- In a Sustainable Community, the integrity of natural systems is protected.
- In a Sustainable Community, the interdependence of social, environmental, economic and political systems at all levels are understood.
- In a Sustainable Community, the impact of each generation’s actions on the social, environmental, economic and political health of future generations is acknowledged.
- In a Sustainable Community, the members understand that there are limits to growth.
Purpose Of The Plan

The Comprehensive Plan was prepared and updated so that the important neighborhood and development issues in the community might be studied and analyzed with the intent of providing proper courses of public action and partnership with its citizens and neighborhoods. The overall purpose of the Comprehensive Plan is to provide realistic guidelines for future development and neighborhood stability with specific consideration given to the:

- Protection of the long-range interest of citizens through the anticipation of possible changes in transportation, housing, energy, economic and industrial bases, and other related factors;
- Protection of all valuable community resources, including such diverse resources as unique natural features, historic structures, established neighborhood character and recreational areas;
- Coordination and general allocation of public expenditures to maximize their effectiveness by adequately determining future needs and resources;
- Maintenance of proper coordination among various planning and administrative bodies to reduce conflict between neighborhoods, land use, transportation, housing, utilities, services, conservation, community facilities and other problems at the local, county, regional, state and federal levels;
- Establishment and implementation of specific local policy objectives, which are consistent with, and complementary to, regional, state, and federal land use policies as expressed in existing and future plans and programs; and
- Recognition and protection of the property rights of individuals through the use of plans and policies which fairly protect the rights of the individual while furthering sound planning principles.

The Comprehensive Plan should serve to coordinate public and private development with present and future policies as may be reflected through zoning, capital improvement programs, code enforcement and other means.

A secondary purpose of the Comprehensive Plan is to comply with state regulations that require local planning. In 2001 a complete revision of the Comprehensive Plan was completed. Virginia Code requires community plans to be reviewed and updated once every five years as necessary. Because the 2001 Plan was a complete revision in terms of style, content format and to a large extent direction, the Commission decided this time to do minor review of most elements and focus with some detail on land use and transportation. The 2001 Plan set new directions in land use but did little with transportation other than report the current state of transportation planning. This plan takes a more thorough look at transportation issues. It also includes a review of current land use policies and then examines land use issues at the neighborhood and street scale. While the 2001 plan addressed housing as part of the chapter on community demographics, the 2007 Comprehensive Plan devotes a separate chapter to the subject.
Determination of Planning Periods

A great deal of effort has been put into the development of a Comprehensive Plan that is both responsive to current development trends and anticipates long-range requirements for developable land and related public improvements. To distinguish between immediate and long-range needs, two planning periods have been established: a short-range period, up to 2012, for which decisions reflect development trends that are underway or imminent and offer more immediate ways to protect and enhance neighborhoods; and a long-range period, which extends beyond 2012, for which policies are formulated to direct anticipated growth and aim to improve our neighborhoods. These two planning periods have been used in the analysis of community resources and in the formulation of proposals regarding the timing of future development.

Planning Stages And Process

To provide a comprehensive framework for establishing or modifying local policies, improving existing conditions and maintaining adequate coordination of public programs, this section of the plan includes a discussion of the planning stages and processes used in its preparation. The Comprehensive Planning Process has been divided into five general stages discussed below.

STAGE ONE: Inventory and Assessment
The first stage of the Comprehensive Planning Process involved the collection and analysis of data from existing sources and materials. Plan preparation began with an 8-month study of community characteristics and needs. This effort was organized into a planning process that included participation by departmental staff, public officials, and especially local neighborhood residents. Unique to this planning process is the fact that the plan was developed through a series of meetings with eighteen neighborhoods to formulate the one Comprehensive Plan.

Current physical development patterns and expected future trends are another primary data need for comprehensive planning. Data at the regional level provides a framework for planning considerations at the local level. Likewise, economic and population data indicates growth rates and anticipated changes. Other data, which is essential to evaluating existing conditions and future land use needs, includes community structure (existing land uses, housing, natural systems, and historic resources), transportation, and supporting facilities (parks, community facilities, and utilities).

This data is essential to the development of the Plan as it provided both information on existing conditions and a basis for establishing expected trends. These materials are assembled in their respective elements (community characteristics, economic development, natural and historic resources, community facilities, housing, land use and urban design), which serve as a summary reference document for various present and future planning activities.

In the development of the plan, staff analyzed previously prepared studies including the following:
- Venable Area “B” Study
- JPA Area “B” Study
- Fontaine Area “B” Study, 2005 Update
- Lewis Mountain Area “B” Study
- West Main Street Study
- Neighborhood Protection Task Force

STAGE TWO: Goals and Policies
The second stage in the Comprehensive Planning Process consisted of the formulation of cohesive goals and policies to direct future growth. The Planning Commission used the data collected during stage
one to assess current conditions, and formulate the Plan’s goals, policies, and implementation strategy. These goals and policies address all of the planning elements that were included in the inventory and assessment section with the exception of Community Characteristics.

STAGE THREE: Implementation Strategy
The third stage of the Comprehensive Planning Process involved the creation of an implementation strategy for the established goals and policies. This Plan includes short-range and long-range policy recommendations for actions to be undertaken by the public and private sectors as well as maps showing the recommended location, intensity and timing of development. The recommended actions have been categorized according to the planning element that they address, and consist of codes and ordinances, operational changes, capital improvement projects, and additional planning studies.

STAGE FOUR: Distribution for Public Implementation and Private Use
The fourth stage of the Comprehensive Planning Process involved the preparation of a final report, public hearings, adoption by the Planning Commission, and actual public implementation and private use of the Plan. The Plan is meant to guide public sector programs and neighborhoods by indicating the intent of the City and its residents in directing growth, improvements, and redevelopment.

The actual success of the Comprehensive Plan implementation will also depend upon public commitment and private support for meeting Plan objectives and for improving existing conditions in our community.

STAGE FIVE: Annual Review and Update
The fifth stage of the Comprehensive Planning Process is the annual review and update of the Plan. It will be the responsibility of the Planning Commission to review each of the Plan Elements on an annual basis, and to recommend policy adjustments when necessary. Policy recommendations are useful only when supported by descriptive data that has been gathered and analyzed in an objective manner. A solid base of background data pertaining to socio-economic conditions, natural and cultural resources, community facilities, and land use patterns strengthens the goals, policies, and strategies that are put forth in the Plan.

Additionally, each city department and neighborhood will be asked to review the Plan Elements and recommend implementation strategies, which can be used to further advance Plan objectives. The implementation strategies will then be presented to the City Council for review and amendment. Those actions previously implemented will be deleted and actions for another year will be added.
Citizen Participation In Plan Development

Citizen participation is considered an important element in the Comprehensive Planning Process. In order to prepare a plan that is fully responsive to the needs of community residents, the Planning Commission carried out an extensive program of citizen review and participation. The objectives in encouraging citizen participation were to assist local residents in understanding the planning process, to allow citizens to discuss the future of their community, to incorporate public input into the formation of policies for the future, and to transmit these comments to members of the Planning Commission and the City Council. Emphasis was also placed on open and free distribution of information and encouraging public involvement in the formulation of goals, policies, and implementation strategies.

The following neighborhoods represent geographic planning areas for the city and were involved in the creation of the Plan. While public meetings were not restricted to members of neighborhood associations, the associations worked with City staff to ensure widespread participation.

- Barracks/Rugby/Kellytown/Greenleaf
- Belmont
- Fifeville
- Fry’s Spring
- Greenbrier
- JPA
- Johnson Village
- Lewis Mountain
- Locust Grove
- Martha Jefferson
- North Downtown
- Ridge Street
- Rose Hill
- Starr Hill
- Venable
- WCEH (10th & Page)
- Woolen Mills

Neighborhood Design Day provided the basis for the Comprehensive Plan.

Representatives of these and other groups contributed a substantial amount of time to reviewing proposals, and were important sources of information for determining future development strategies. Although final decisions regarding policy objectives for community improvement must lie with the elected officials, participation by local citizens in the formulation and initial review of these objectives will help to ensure that the concerns of local residents are addressed.
Relationship To Neighborhood Plans

Eighteen Neighborhood Plans were developed as part of the process to prepare the Charlottesville Comprehensive Plan. On October 8, 2005, community residents and professional designers, planners and student volunteers participated in Neighborhood Design Day. The event was the kickoff for the five-year update of the neighborhood area plans. While the Comprehensive Plan presents an overall framework for the entire area of the City, the Neighborhood Plans were prepared to inform the Comprehensive Plan on specific neighborhood goals, issues and recommendations.

The City’s Neighborhood Development Services Department designed and facilitated the multi-location event in partnership with the Charlottesville Community Design Center. The City of Charlottesville undertook this new and innovative neighborhood planning process in order to allow residents to envision and design the future of their neighborhoods.

The participants of Neighborhood Design Day examined existing conditions to identify key ongoing issues, neighborhood assets, and future programmatic, policy and design opportunities. They did so by looking at their neighborhood at it relates to the City’s guiding principles, which are included in Chapter 2. Those principles were divided among four major categories: Centers, Connectivity, Housing and Natural Environment; described below:

Centers
Centers are spaces of concentrated activity that are highly utilized by residents within a neighborhood. Centers are places that provide services, employment, community support or recreational, cultural and educational opportunities. Examples of centers are schools, commercial areas, libraries, places of worship, recreational facilities, parks and pools.

Guiding Principles:
- Supporting safe neighborhoods with identifiable centers and strong social fabric.
- Valuing and providing quality education for all ages, vocations and abilities, promoting an intellectual climate that values the arts and culture.
- Enjoying a strong diversified economy with opportunities for entrepreneurship and a diversity of jobs.

Connectivity
Connectivity refers to the network of pedestrian, bicycle, motor vehicle and transit systems. Connectivity determines how hard or easy it is to get from one place to another. Increasing connectivity includes incorporating bike lanes, sidewalks, traffic calming, transit options and pedestrian friendly spaces.

Guiding Principles:
- Accessing safe public transportation, alternative modes of transportation and interconnected pedestrian and bicycle access.
- Achieving mixed-use development that promotes 24-hour activity, pedestrian connectivity and transit use.

Housing
Housing refers to the diversity of residential dwelling units, including their style, scale, price, financing and location. Housing types range from single to multi-family, duplexes, townhouses and mixed-use buildings in which housing is combined with commercial activity. There are a variety of approaches that make housing available to people of various income levels. The unique mix that is Charlottesville can also be protected through historic preservation and design control districts.

Guiding Principle:
- Providing housing opportunities with a diversity of style, scale, price, financing and location.

The Environment
The environment includes the natural resources that support our daily living, such as water, air, energy and vegetation. The environment also provides recreational, social and green spaces, such as parks, yards, trails and wooded/vegetated areas. The protection and preservation of these resources
is essential for sustaining diversity and quality of life.

Guiding Principles:

- Protecting and promoting trees, parks, green space, streams and biodiversity that add to the appearance and livability of the City.
- Balancing the natural and built environments and practicing sustainability.

Common Themes/Key Actions

While many of the recommendations and concerns in the Neighborhood Plans are specific to a single neighborhood, there are quite a few common themes that are present across neighborhoods. These deal primarily with land use and traffic.

- Land use/zoning is a significant issue in several neighborhoods.
  - The Fifeville Neighborhood requests changes to the Cherry Avenue Corridor to reduce the intensity of zoning along Estes Street.
  - The Woolen Mills and Belmont neighborhoods are both concerned about the industrial zoning along the railroad tracks and Carlton/Franklin Streets in the area between their neighborhoods.
  - Fry’s Spring Neighborhood is concerned about the amount of property zoned R-2 or higher and want it downzoned to R-1 to better preserve the single family household character of their neighborhood. They also desire the University designation, which limits a unit’s occupancy to three unrelated persons, to be added to their zoning thereby reducing pressure for student housing.
  - Rose Hill is concerned about properties historically zoned for manufacturing and their encroachment on a stabilizing residential community.
- Cut-through traffic is a significant concern in most neighborhoods, but particularly in those adjoining the County Urban Growth Area.
- Lack of affordable housing was identified by many neighborhoods as a key concern to the quality of life in Charlottesville.

The zoning of Estes Street is a concern for some residents.

- Connectivity in many forms was identified as an issue.
- More extensive service areas and more frequent service from CTS were requested by many neighborhoods.
- More and wider sidewalks were identified as a priority in the community.
- Linking of neighborhoods through better access to the Rivanna Trail System was cited as a priority, as were increased bike lanes.
- Continued emphasis on property maintenance and community policing were identified as areas to be addressed.
- More green space and parks were a continuing concern.

The 18 Neighborhood Plans are included as Appendix Two of the Comprehensive Plan because their goals, policies and objectives will be carefully weighed as part of future considerations within each particular neighborhood. These plans will not be directly adopted as part of the Comprehensive Plan. Many of the
concerns or recommendations are echoed by more than one neighborhood, highlighting opportunities for community-wide solutions. Each Neighborhood Plan also contains provisions that are specific actions to be performed by the residents of the neighborhood and/or the neighborhood association. These plans are intended to provide background information and guidance to the City and to each neighborhood for ongoing decisions about how our neighborhoods should evolve.

**Use Of The Plan**

This Plan may be effectively used in a variety of ways. First, and foremost, it should serve as a guide for the government and neighborhoods of Charlottesville in making decisions about land use and urban development related matters. Second, the Plan may serve as a source of information for private sector entities concerned with the location, timing, and intensity of new development. Third, it is important that the Plan be used as a means of coordinating local government activities including capital improvements programming, community and economic development activities, zoning, housing initiatives, transportation improvements, open space utilization, and community facility plans aimed at improving our neighborhoods and quality of life. Because this Plan presents an outline for the pattern, intensity, and timing of land uses, it should be used as the primary source of information for those persons engaged in urban policy-making and administration.

The end result toward which the Comprehensive Planning Process has been directed is to give guidance to short term and long term decisions that affect the quality of life in our neighborhoods and community. It includes recommendations for the location, timing, and intensity of development, and the establishment of standards for assessing the desirability of development proposals. This plan is meant to form a comprehensive basis for decision making for the next twenty years.
Chapter Two

Community Values
Introduction

Every plan must be based on a set of values – those things the community believes are the things that set it apart from all others. Those values usually take the form of a community vision or series of vision statements. Past comprehensive plans have contained a concise set of vision statements. Those vision statements were used as the basis for the goals, objectives, and implementation strategies found in those plans.

The Charlottesville Planning Commission decided that for both the 2001 Plan and this 2006 plan, rather than a vision statement, it would use neighborhood input to create a set of guiding principles to set the direction for their planning efforts. The Guiding Principles are those factors that provide the framework and direction for all decisions found in the plan. The Guiding Principles were developed after comparing the 1995 Comprehensive Plan vision with the elements of an ideal community identified in the February 2000 kick-off meeting. Because these seemed to form a consensus of community values, they were used to formulate the guiding principles. Community residents validated the principles at the June 2000 community meeting. The 1995 Comprehensive Plan Vision, the elements of an ideal community and the guiding principles reviewed and reaffirmed for this plan are outlined below.

1995 Comprehensive Plan Vision

Statement Of Values:  We value a community made up of diverse individuals and groups who recognize the community’s unique history and culture; who adhere to principles of justice, equity and respect; who practice stewardship of the natural and built environment as well as human resources; and who make public decisions through an open democratic process.

Land Use/Environmental Balance:  We visualize our community as one that balances the natural and built environments and that has a vital urban core surrounded by a rural area that remains predominantly green and open.

Economic Opportunity:  We visualize our community as one that has a strong diversified economy with opportunities for local businesses and meaningful jobs.

Governmental Structure And Public Services:  We visualize our community as one that has open and accessible governments which cooperate to provide quality services economically.

Social Well Being:  We visualize our community as one where each individual is valued and where all can live affordably and safely.

Educational Quality:  We visualize our community as one that values and provides quality education for all ages, vocations, and abilities.
Summary Of Ideal Community Factors

The ideal community statements summarize those things identified by citizens at the February 2000 kick-off meeting. They represent the factors that were named by a majority of those residents in attendance.

- A recurrent theme of all groups was support for mixed-use development with a healthy balance of residential and commercial.
- Economic opportunity for all residents including job diversity, higher wages, and inclusion of all was a common concern.
- Affordable housing and availability of all types of housing throughout the City in all styles and price ranges was a primary concern.
- A large number of the participants focused on the ideal that an ideal community should have strong neighborhoods with identifiable centers and strong associations. There should be diversity in a neighborhood, both in its physical characteristics and in its residents. There should be mixed uses and the neighborhoods should be self-sufficient.
- A common thread through all the groups was an emphasis on good schools. A reference to good strong neighborhood schools rose to the top of several of the groups.
- Accessibility was mentioned in some form by almost all groups. This accessibility includes accessibility to public transportation, availability of alternative modes of transportation and interconnected pedestrian and bicycle access to all parts of the community. Traffic safety was also an item highlighted by several of the groups.
- Trees, parks and greenspace are an important asset to many. In some way, most groups made a mention of the desirability of greenspace and bio-diversity as important elements of their ideal community.
- In lesser numbers reported by the breakout groups, was an emphasis on affordable housing, day care for working parents, neighborhood safety and economic opportunities for all residents.

Guiding Principles

Development of Guiding Principles

After the kickoff-meeting, the Planning Commission began to review the ideal community factors to determine if there was a theme or a consensus of ideas that were being raised by a majority of the residents. It became readily apparent that the factors identified closely mirrored the vision statements from 1995. Because it is believed that “guiding principles” more accurately reflect the fact that these are the factors that will lead all plan decisions, it was decided that rather than a vision the plan would be based on those “Guiding Principles.”

In May 2005, the Planning Commission and City Council came together to review the guiding principles and discuss their continued relevance to guide the current planning process. After a great deal of discussion the principles were adopted by both the Planning Commission and City Council to guide the Plan.

City Council and Planning Commission meetings provided a time to approve the Guiding Principles.

The principles outlined represent the values and the vision of the people of Charlottesville and what they want their community to be. They show a consistency and a steadfast direction that has led this community to greatness over the past 200 years.
The Charlottesville Community:

- Has safe neighborhoods with identifiable centers with strong social fabric.
- Has accessibility to safe public transportation, alternative modes of transportation and interconnected pedestrian and bicycle access.
- Puts a value on trees, parks, greenspace, stream and biodiversity as adding to the appearance and livability of the City.
- Values and provides quality education for all ages, vocations and abilities.
- Provides housing opportunities with a diversity of style, scale, price, financing and location.
- Has open and accessible government and institutions that cooperate to provide quality services economically and operate through an open democratic process.
- Has a strong diversified economy with opportunities for entrepreneurship and a diversity of jobs.
- Balances the natural and built environments and practices sustainability in its decisions.
- Reaches across jurisdictional lines for regional progress.
- Values mixed use development that promotes 24 hour activity, pedestrian connectivity, and transit use.
- Promotes an intellectual climate that values arts and culture.
Chapter Three

Community Characteristics
Introduction

This chapter contains a variety of information about Charlottesville, including demographics and other characteristics that describe the City and its residents. The information is divided into four categories: Population Characteristics, Social and Economic Characteristics, Housing Trends, and City Schools and Education. The data and its implications provide the context for many of the issues that face the city as it plans for the future. Information about City government can be found at the end of the chapter.

Population Characteristics

Growth

The 2000 Census shows a population for the City of Charlottesville of 40,099\(^1\). This figure represents a decrease of 0.6% for the City from the 1990 population record. The growth rate for Albemarle County during this same time period was 16.5%, as compared to 14.4% for the State of Virginia (see Table 1). Between 1970 and 2005 Charlottesville’s population grew a total of 1.9%, while Albemarle County grew by 138.5%. During this time the population of the Commonwealth of Virginia increased by 62.6%.

The population in the City has stabilized around the 40,000 person mark since 1970, which is at least partially due to its fixed boundaries. Until 1970, Charlottesville was more populous than Albemarle County. Beginning in the early 1970s, Albemarle County began to grow at a rate above the state average, and now its population is more than twice that of Charlottesville. The population in the Charlottesville Metropolitan Statistical Area (MSA) has also more than doubled since 1970, reflecting the growth in Albemarle County and the addition of Nelson County to the MSA in 2003.

Demographers expect the population in Charlottesville to remain stable over the next 25 years (see Table 2). Although the city continues to see new residential development, much of this development is near the University and is not likely to cause a significant increase in new residents. However as the density of development in Charlottesville increases, the population may increase slightly. The population of Albemarle County is expected to continue growing by approximately 10,000 people per

---

Table 1: Population Change

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlottesville City</td>
<td>38,880</td>
<td>39,916</td>
<td>40,341</td>
<td>40,099</td>
<td>39,610</td>
</tr>
<tr>
<td>Albemarle County</td>
<td>37,780</td>
<td>55,783</td>
<td>68,040</td>
<td>79,236</td>
<td>90,100</td>
</tr>
<tr>
<td>Charlottesville MSA*</td>
<td>89,529</td>
<td>113,568</td>
<td>131,107</td>
<td>159,576</td>
<td>186,709</td>
</tr>
<tr>
<td>Virginia</td>
<td>4,651,448</td>
<td>5,346,797</td>
<td>6,187,358</td>
<td>7,078,515</td>
<td>7,564,327</td>
</tr>
</tbody>
</table>

* The Charlottesville Metropolitan Statistical Area (MSA) consists of the city and the counties of Albemarle, Fluvanna, and Greene; Nelson County was added in 2003.

2000 data are from <www.CensusScope.org> (city data corrected to census count)
decade over the next 25 years. The Charlottesville Metropolitan Statistical Area is expected to grow by approximately 20,000 people per decade, indicating that the surrounding counties in the MSA are also expected to grow, though not as much as Albemarle County. The continued growth of the surrounding area coupled with residential mobility rates where 50% of residents move in any 5 year period means that socio-economic characteristics of the Charlottesville MSA can change substantially before the next Comprehensive Plan is prepared in 5 years.

Since these projections are based on certain assumptions and historic trends, such as housing preferences and transportation mode choices among others that are beginning to change, the actual population in Charlottesville may diverge from these projections. With the increased pace of new housing construction, it is likely that these projections underestimate future population counts.

### Table 2: Charlottesville, Albemarle Co, the MSA, and the State, 2010 - 2030

<table>
<thead>
<tr>
<th>Area</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlottesville City*</td>
<td>40,099</td>
<td>40,099</td>
<td>40,099</td>
</tr>
<tr>
<td>Albemarle County</td>
<td>97,200</td>
<td>107,400</td>
<td>117,400</td>
</tr>
<tr>
<td>Charlottesville MSA**</td>
<td>199,500</td>
<td>221,200</td>
<td>241,200</td>
</tr>
<tr>
<td>Virginia</td>
<td>7,892,884</td>
<td>8,601,896</td>
<td>9,275,103</td>
</tr>
</tbody>
</table>

* Projections adjusted to reflect consistency with corrected 2000 count.
** The Charlottesville MSA includes the city and the following counties: Albemarle, Greene, Fluvanna, and Nelson (added in 2003)

### Racial Composition

Diversity of race and ethnicity has increased in Charlottesville since 1980 (see Table 3). The proportion of the city that is white has declined over time, while the proportion of residents that are Asian or of Hispanic origin have increased significantly. The proportion of African Americans has increased slightly. In 1980 81% of the population was white, 18% was African American and 1% was classified as other. The 2000 Census figures show a racial composition of the City’s population of approximately 70% white, 22% African American, 5% Asian, and 3% other. However these percentages are based on the uncorrected population count and should thus be treated as estimates.

Currently, Charlottesville is more racially diverse than Albemarle County, where more than 85% of the population is white, less than 10% is African American, and 3% is Asian. However, the racial composition of the population in Charlottesville is similar to Virginia as a whole, which is approximately 72% white, 20% African American, and 4% Asian.

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2 2000 US Census Fact Sheet for Albemarle County
Age Composition

The median age in Charlottesville in the year 2000 was 25.6, almost 10 years younger than the national median, which was 35.3. The median age in Virginia at the time was 35.7, slightly above the national average, while Albemarle County’s population was even older than Virginia’s as a whole, at 37.4 years.\(^3\) The large number of University students counted in the City’s population contributes to its young median age. More than 36% of the city’s population is between the ages of 15 and 24.\(^4\)

\(^3\) Fact Sheets for Charlottesville, Albemarle County, and Virginia, 2000 US Census

\(^4\) These percentages are based on the unadjusted population data collected by the US Census in 2000.

**Figure 1: Age Distribution of the Charlottesville Population in Year 2000**

**Figure 2: Comparison of Age Composition in Charlottesville, 1990 - 2000\(^*\)**

*The change in age distribution between the 1990 and 2000 censuses shows dramatic growth in the age bracket 15 – 30, as can be seen in Figure 2 above. However, this distribution is based on the uncorrected population count. The primary error with that population count was the mistaken addition of nearly 5,000 Albemarle County residents to one of the City’s more stable neighborhoods near the University. By subtracting the 4,950 extra people in the uncorrected count from the 15 – 30 age group, which grew by 5,081 people according to the 2000 Census, the picture of age distribution becomes more accurate (See Table 4 below), though still not perfect. It is unlikely that all 4,950 extra people that showed up in the 2000 census were in the 15 to 30 year age category, thus the growth in this bracket may now appear artificially low. Due to the errors in Census data, both the original and the adjusted age distribution data should be considered an approximation of the actual trend from 1990 to 2000.*

**Table 4: Adjusted Change in Age Distribution in Charlottesville**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Persons</th>
<th>Difference</th>
<th>Proportion of Population</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>2000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-14</td>
<td>6,311</td>
<td>5,783</td>
<td>-528</td>
<td>15.6%</td>
</tr>
<tr>
<td>15-30</td>
<td>14,873</td>
<td>15,004</td>
<td>131</td>
<td>36.9%</td>
</tr>
<tr>
<td>30-45</td>
<td>8,440</td>
<td>7,911</td>
<td>-529</td>
<td>20.9%</td>
</tr>
<tr>
<td>45-60</td>
<td>4,380</td>
<td>5,643</td>
<td>1,263</td>
<td>10.9%</td>
</tr>
<tr>
<td>60+</td>
<td>6,337</td>
<td>5,758</td>
<td>-579</td>
<td>15.7%</td>
</tr>
<tr>
<td>Total</td>
<td>40,341</td>
<td>40,099</td>
<td>-242</td>
<td></td>
</tr>
</tbody>
</table>

Source: Data is from [http://www.censusscope.org/us/s51/c540/chart_age.html](http://www.censusscope.org/us/s51/c540/chart_age.html).
The adjusted figures above show more than an 8% decline in the number of primary and secondary school-aged children living in Charlottesville in 2000. The decrease in persons 60 years or older was 9% between 1990 and 2000. The percentage of people between 30 and 45 years old has also decreased, while the growth in the 45 to 60 age bracket has been significant. These trends generally counter the trends in age composition of Virginia. In the Commonwealth as a whole, the proportion of children under 15 years of age has remained constant around 20.5%, while the proportion of people aged 60 or older has increased slightly. The increase in the 45 to 60 age bracket may indicate that empty-nesters are moving into the City. Such a pattern may also help explain the recent increase in condominium sales.

As stated earlier, the simple adjustment of the age distribution probably skews the growth in the 15 to 30 year old age group to the opposite extreme of the unadjusted data, which showed a growth of more than 34% for this population. The adjusted numbers show a growth rate of less than 1%, which is also unlikely considering that between 1990 and 2000, the total fall enrollment at the University increased by 1,300 students, or more than 6%.

Thus while the growth trend is difficult to accurately determine due to data insufficiencies, this young age group continues to comprise a significant proportion of the Charlottesville population. UVA students account for most of this population; however, non-students in their twenties may also be attracted to Charlottesville by jobs that seek younger employees and by the many amenities the city offers, such as restaurants and entertainment venues. While these amenities and job opportunities are not likely to change dramatically in the near future, the growth in UVA enrollment is expected to continue, thus the 15 – 30 year old bracket will continue to grow.


### Social and Economic Characteristics

#### Educational Attainment

The Charlottesville population has become increasingly educated during the decade between 1990 and 2000. The proportion of people in Charlottesville 25 years or older that completed high school or received a GED or similar degree remained stable around 21.5% between 1990 and 2000. However, the percentage of the population that has received less than a complete high school education has decreased from 24.5% in 1990 to 19.2% in 2000, while the proportion of the 25

<table>
<thead>
<tr>
<th>Table 5: Change in Educational Attainment, 1990 - 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational Attainment in Charlottesville, 1990 and 2000</td>
</tr>
<tr>
<td>1990</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Number</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Total Population Age 25+</td>
</tr>
<tr>
<td>Less than 9th grade</td>
</tr>
<tr>
<td>Some high school, no diploma</td>
</tr>
<tr>
<td>High school graduate*</td>
</tr>
<tr>
<td>Some college, no degree</td>
</tr>
<tr>
<td>Associate degree</td>
</tr>
<tr>
<td>Bachelor’s degree</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
</tr>
</tbody>
</table>

* “High school graduate” includes people with the G.E.D. and similar equivalents.  
Source: http://www.censusscope.org/us/s51/c540/chart_education.html
years or older population that holds a Bachelor’s or graduate degree has increased from 34% to almost 41% in 2000.

Although Charlottesville’s population is better educated in 2000 than it was in 1990, there is a striking disparity between the levels of education of people of various races and ethnicities (Table 6). Gender disparities are less pronounced. In Charlottesville, the Asian population is far better educated than any other group, and the African American population tends to be significantly less educated than the others. The proportion of African Americans in Charlottesville who have received a Bachelor’s degree of higher level of education is low, for both men and women. However, more than twice as many African American women have advanced degrees compared to African American men.

Table 6: Educational Attainment by Race and Gender

<table>
<thead>
<tr>
<th>Educational Attainment by Race and Gender</th>
<th>Population 25 and older</th>
<th>High School or higher</th>
<th>Bachelor’s or higher</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>7,598</td>
<td>85.5%</td>
<td>52.1%</td>
</tr>
<tr>
<td>Female</td>
<td>8,754</td>
<td>84.9%</td>
<td>46.5%</td>
</tr>
<tr>
<td><strong>African American</strong></td>
<td>5,172</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>2,129</td>
<td>60.7%</td>
<td>5.3%</td>
</tr>
<tr>
<td>Female</td>
<td>3,043</td>
<td>68.9%</td>
<td>10.9%</td>
</tr>
<tr>
<td><strong>Asian</strong></td>
<td>637</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>318</td>
<td>97.8%</td>
<td>68.2%</td>
</tr>
<tr>
<td>Female</td>
<td>319</td>
<td>96.2%</td>
<td>83.1%</td>
</tr>
<tr>
<td><strong>Hispanic</strong></td>
<td>469</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>241</td>
<td>75.5%</td>
<td>50.2%</td>
</tr>
<tr>
<td>Female</td>
<td>228</td>
<td>73.7%</td>
<td>45.2%</td>
</tr>
</tbody>
</table>

Household Type
The composition of household types in Charlottesville is non-typical in comparison to the Commonwealth. In 2000, married couples comprised the majority of households (52.8%) in Virginia while married couples accounted for less than 30% of total households in Charlottesville. In Albemarle County, married couples account for an even larger share of total households than the state. However, between 1990 and 2000, all three jurisdictions experienced a decline in the proportion of married households, and an increase in the proportion of non-family households.

As a result of the large student population living in the City, non-family households accounted for more than 54% of households in 2000, which is an increase from 1990, when such households accounted for only 48% of the total. Only 34% of households in the County and 32% of households in the state are non-family households.

Charlottesville also has a larger proportion of female householders without a spouse than either Virginia or Albemarle County. In 2000, there were 2,215 female-headed households, which accounted for 13% of all households. Two-thirds, or 1,393 of these households included children. In 2000, there were 616 female-headed households with children living under the federal poverty level, which accounted for nearly 66% of all impoverished families in Charlottesville.6

Table 7: Change in Household Types in Charlottesville, 1990 - 2000

<table>
<thead>
<tr>
<th>Types of Households in Charlottesville, 1990-2000</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Households</td>
<td>16,009</td>
<td>100.00%</td>
<td>16,851</td>
<td>100.00%</td>
</tr>
<tr>
<td>Married Couple</td>
<td>5,743</td>
<td>35.87%</td>
<td>4,927</td>
<td>29.24%</td>
</tr>
<tr>
<td>With Children*</td>
<td>2,247</td>
<td>14.04%</td>
<td>1,840</td>
<td>10.92%</td>
</tr>
<tr>
<td>Without Children</td>
<td>3,496</td>
<td>21.84%</td>
<td>3,087</td>
<td>18.32%</td>
</tr>
<tr>
<td>Female Householder, no spouse</td>
<td>2,058</td>
<td>12.86%</td>
<td>2,215</td>
<td>13.14%</td>
</tr>
<tr>
<td>With Children</td>
<td>1,140</td>
<td>7.12%</td>
<td>1,393</td>
<td>8.27%</td>
</tr>
<tr>
<td>Without Children</td>
<td>918</td>
<td>5.73%</td>
<td>822</td>
<td>4.88%</td>
</tr>
<tr>
<td>Male Householder, no spouse</td>
<td>427</td>
<td>2.67%</td>
<td>484</td>
<td>2.87%</td>
</tr>
<tr>
<td>With Children</td>
<td>171</td>
<td>1.07%</td>
<td>220</td>
<td>1.31%</td>
</tr>
<tr>
<td>Without Children</td>
<td>256</td>
<td>1.60%</td>
<td>264</td>
<td>1.57%</td>
</tr>
<tr>
<td>Non-Family Households</td>
<td>7,781</td>
<td>48.60%</td>
<td>9,225</td>
<td>54.74%</td>
</tr>
<tr>
<td>Living Alone</td>
<td>4,902</td>
<td>30.62%</td>
<td>5,888</td>
<td>34.94%</td>
</tr>
<tr>
<td>Two or More Persons</td>
<td>2,879</td>
<td>17.98%</td>
<td>3,337</td>
<td>19.80%</td>
</tr>
</tbody>
</table>

* In this table, children are defined as people under age 18.

6 2000 US Census, Summary File 3, Table DP-3, Profile of Selected Economic Characteristics.
Income

Charlottesville, which had a higher median household income in 1970 than Albemarle County, now has a lower median household income than Albemarle County and the MSA.\(^7\) 2000 Census data shows that the City’s Median Household Income and Median Family Income are both significantly lower than that of Albemarle County and the MSA.

It should be noted that there is a significant difference between median household income and median family income. According to the Census definitions a household is “the total number of people living in a housing unit” while a family is “a group of two or more people who reside together and who are related by birth, marriage or adoption.” This is an especially important distinction for the Charlottesville community because of the number of students and other single-person households present in the city. Median family income is higher than household income because many families have two or more wage earners contributing to the total income and households include college students who have little or no income. (www.oseda.missouri.edu)

\(^7\) The City County Data Book shows a Median Family Income of $9,227 in 1970 in Charlottesville and $8,948 in Albemarle County.
Cost of Living

The American Chamber of Commerce Researchers Association (ACCRA) publishes a quarterly report indexing the cost of living in numerous cities and metropolitan areas across the country. Table 9 shows the composite index during the fourth quarter of 2006 for the Charlottesville metropolitan area (110.7), which is more than 10% higher than the national composite index (100) for cost of living. The cost of living in Charlottesville is also higher than in Harrisonburg (103.7) and Waynesboro-Staunton (98.4). The only area in Virginia with a higher cost of living is Arlington-Alexandria-Washington DC metropolitan area, which has an index of 124.2. Although it is relatively expensive to live in Charlottesville, it is not as expensive as some of the cities that Charlottesville is frequently compared to for having a high quality of life, such as Burlington, Vermont (118.4).

Although the cost of living in Charlottesville is higher than in Harrisonburg, in the year 2000, both cities had a median family income of approximately $45,000. Waynesboro and Staunton have a lower cost of living index than Charlottesville and lower median family incomes. The high cost of living in Burlington, Vermont is accompanied by a higher median family income than Charlottesville.\(^8\)

Recent changes in the cost of living as evidenced by the increased ratio of median housing costs to median family income is discussed at a later point in this chapter.

\(^8\) Fact Sheets from American Factfinder

![Housing costs in Charlottesville are high.](image)

### Table 9: Cost of Living Indices for Charlottesville and other areas

<table>
<thead>
<tr>
<th>Indexed Factors</th>
<th>Charlottesville Metropolitan Area</th>
<th>Harrisonburg Metropolitan Area</th>
<th>Waynesboro-Staunton Micro Area</th>
<th>Washington-Arlington-Alexandria-DC-VA-MD-WV Metro Div</th>
<th>Richmond VA Metropolitan Area</th>
<th>Burlington, VT Metropolitan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grocery Items</td>
<td>111.8</td>
<td>97.5</td>
<td>93.7</td>
<td>99.4</td>
<td>98.2</td>
<td>105.6</td>
</tr>
<tr>
<td>Housing</td>
<td>128.1</td>
<td>112.4</td>
<td>100.7</td>
<td>167.2</td>
<td>115.6</td>
<td>132.3</td>
</tr>
<tr>
<td>Utilities</td>
<td>92.4</td>
<td>105.7</td>
<td>107.4</td>
<td>116.4</td>
<td>105.2</td>
<td>123.5</td>
</tr>
<tr>
<td>Transportation</td>
<td>100.4</td>
<td>89.7</td>
<td>90.2</td>
<td>97.8</td>
<td>105.4</td>
<td>109.4</td>
</tr>
<tr>
<td>Healthcare</td>
<td>116.5</td>
<td>96.8</td>
<td>95.3</td>
<td>107.5</td>
<td>110.7</td>
<td>108.3</td>
</tr>
<tr>
<td>Other</td>
<td>103.8</td>
<td>103.1</td>
<td>98.4</td>
<td>110</td>
<td>107.8</td>
<td>114.4</td>
</tr>
<tr>
<td><strong>Composite Index</strong></td>
<td><strong>110.7</strong></td>
<td><strong>103.7</strong></td>
<td><strong>98.4</strong></td>
<td><strong>124.2</strong></td>
<td><strong>108.3</strong></td>
<td><strong>118.4</strong></td>
</tr>
</tbody>
</table>

Source: American Chamber of Commerce Researchers Association, Cost of Living Index, 4th Quarter 2006
Poverty

Federal Poverty thresholds vary based on household size and composition. For example, the Federal Poverty threshold for a single parent with two children was $13,784 per year in 2000.\textsuperscript{9} 12.0\% of Charlottesville families, or 935 families, lived below the Federal Poverty level in 2000.\textsuperscript{10} This was significantly higher than the percentage of families below the poverty level in the Albemarle County (4.2\%) and the state of Virginia (7.0\%). One possible explanation for this high percentage is the attraction of residents from outlying counties into the city for greater access to social services, low-income housing or other additional services. In 1970, only 9.0\% of families in Charlottesville were below the poverty level, in compared with 13.1\% of the families in Albemarle County.\textsuperscript{11} Thus, Charlottesville’s population became more impoverished as the opposite occurred in Albemarle County.

The Charlottesville Department of Social Services estimates that it served approximately 10,000 people, or between 20 and 25\% of the City’s population, in 2006.\textsuperscript{12} Between 1990 and 2000, the number of cases handled increased by more than 59\%, from 6,105 cases in 1990 to 9,727 cases in 2000. However, some of this increase is due to changing eligibility guidelines in programs such as Medicaid; the population in Charlottesville has not necessarily changed radically in this time period.

In contrast to Medicaid, the eligibility guidelines for receiving food stamps, which is based purely on a person or family’s financial resources relative to the federal poverty level, have remained consistent since 1990.\textsuperscript{13} As such, this measure is one way to track poverty over time in Charlottesville. In 2001, 2,990 Charlottesville residents received food stamps. In 2006, 3,978 people - 9.9\% of the total population - received food stamps, an increase of 33\% in five years. This increase in participation in the Food Stamps program does not necessarily indicate that poverty rose dramatically between 2001 and 2006. Some of the increase is likely due to a broadened awareness of the program during this time period. Despite the increase in participation between 2001 and 2006, the Department of Social Services recognizes that there are still Charlottesville residents who qualify for food stamps but are not participating in the program. Initial estimates for the number of people receiving food stamps in 2007 show a 4\% decrease from 2006, from 3,978 people in 2006 to 3,805 in 2007.

Labor Force

The labor force is defined as the number of people in an area that are 16 years of age or older and are either employed, seeking employment, or in the Armed Forces. People who do not have a job but are not looking for a job are not counted in the labor force. In the year 2000, approximately 21,919 people in Charlottesville were counted as part of the city’s labor force. This figure indicates that approximately 55\% of the total population in Charlottesville
has a job or wants a job. In Virginia as a whole, almost 67% of the state’s population is included in the labor force, which is similar to the situation in Albemarle County. The large student population in the City probably accounts for the low labor force count, as students generally are not included in the labor force.

**Occupational Characteristics**

In 2000, Charlottesville had a service based economy. Figure 6 below indicates that Education is by far the largest employment industry for Charlottesville residents, followed by health services. The other two industries that account for a significant portion of jobs in Charlottesville are retail trade and accommodations and food services. The figure below also indicates the proportion of male and female workers in each industry. Although men and women are employed roughly equally in educational services, women account for a larger percentage of those people employed in the health services industry.

According to the Virginia Employment Commission, the five largest employers in Charlottesville are the UVA Medical Center, Martha Jefferson Hospital, the City of Charlottesville, Charlottesville City Schools, and Region Ten Community Services. Although these five institutions located in the City have the largest numbers of employees, this list may not accurately reflect where City residents work. Since the University of Virginia is not located within Charlottesville city limits, it is not on this list of largest employers, although it is likely the single largest employer of Charlottesville residents. UVA’s Human Resources department estimates that UVA has 12,188 full-time employees and 1,278 part-time employees.

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14 This percentage is based on the adjusted population of the City.

15 www.hrs.virginia.edu/employment.html

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**Figure 6: Industry Employment by Gender, 2000**

![Industry Employment by Gender, 2000](http://www.censusscope.org/us/s51/c540/chart_work.html)

Source: http://www.censusscope.org/us/s51/c540/chart_work.html
Housing Trends

Housing Units and Dwelling Type
Charlottesville has 17,591 housing units according to the 2000 Census. Of these units, 8,375, or 47.6% of them, are single family detached units, and 1,232, or 7.0% of them, are single family attached units. In total, single family housing units account for 54.6% of all housing in Charlottesville. Another 13% of the housing units in Charlottesville are duplexes. The rest of Charlottesville’s housing units are in multi-unit apartment or condominium buildings or are mobile homes. Between 1990 and 2000, the number of single-family units increased by 4.4% while the number of multi-family units increased by 5.3%. Although 1,015 housing units were built between 1990 and 2000, the net increase in housing units was only 806 units or 4.8%, indicating that 209 housing units may have been demolished or converted to commercial space during that same time period. The rate of development since 2000 has been much higher than in the previous decade. For more information on that subject, refer to Chapter 4: Housing.

Age of Housing Stock
Despite the new housing developments in Charlottesville, the city contains a substantial number of middle-aged housing units that may be a potential vulnerability for neighborhood decline. 8,574 housing units in the city were built between 1940 and 1970, which in the year 2000 constituted almost 49% of the total housing stock. Generally houses of this age, which tend to be smaller than the average new house and require maintenance, are less desirable to homeowners who can afford a newer and larger home. Thus these older neighborhoods can be at risk for housing deterioration and declining relative income. However, in Charlottesville, where housing prices are high, middle-aged housing units are more affordable than new housing or pre-1940 housing, and are more likely to be seen as an asset in a neighborhood, not a threat.

Recent trends indicate that housing structures built prior to 1940 are an asset in many neighborhoods because of their quality of construction and historic character. Charlottesville had 3,235 such housing units, which accounted for more than 18% of the housing stock in 2000.

Homeownership Rates
Renters outnumber homeowners in Charlottesville. Of the 16,851 occupied housing units in the city, only 6,887 are occupied by the homeowner. Renters account for almost 60% of housing occupants. This figure is high because numerous UVA students rent apartments off University Grounds. Although the actual number of owner-occupied housing units increased by more than 100 in 2000, the homeownership rate decreased between 1990 and 2000. This decline in the proportion of homeowners is due to an 8% increase in the number of renter-occupied housing units. Of the nearly 850 additional occupied housing units in 2000, renters accounted for nearly 750 of them.

Table 10: Age of Housing Stock

<table>
<thead>
<tr>
<th>Year Housing Structures were Built</th>
<th>Number of Units</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built 1999 to March 2000</td>
<td>149</td>
<td>0.8%</td>
</tr>
<tr>
<td>Built 1995 to 1998</td>
<td>331</td>
<td>1.9%</td>
</tr>
<tr>
<td>Built 1990 to 1994</td>
<td>535</td>
<td>3.0%</td>
</tr>
<tr>
<td>Built 1980 to 1989</td>
<td>1,673</td>
<td>9.5%</td>
</tr>
<tr>
<td>Built 1970 to 1979</td>
<td>3,094</td>
<td>17.6%</td>
</tr>
<tr>
<td>Built 1960 to 1969</td>
<td>3,482</td>
<td>19.8%</td>
</tr>
<tr>
<td>Built 1950 to 1959</td>
<td>3,415</td>
<td>19.4%</td>
</tr>
<tr>
<td>Built 1940 to 1949</td>
<td>1,677</td>
<td>9.5%</td>
</tr>
<tr>
<td>Built 1939 or earlier</td>
<td>3,235</td>
<td>18.4%</td>
</tr>
<tr>
<td>Total:</td>
<td>17,591</td>
<td></td>
</tr>
</tbody>
</table>

Source: 2000 US Census, Summary File 3, Table H34
Vacancy Rates
Of the 17,591 housing units in Charlottesville in 2000, 16,851 housing units or 96% of the total units were occupied, and 740 were vacant. Of these units that were vacant in 2000, only 242 were available for rent, and another 76 were for sale. With only 1.4% of the city’s housing units available for rent at any given time, the housing market in Charlottesville was tight.

Table 11: Housing Units and Occupancy in Charlottesville

<table>
<thead>
<tr>
<th>Housing Units and Occupancy</th>
<th>1990</th>
<th>2000</th>
<th>Percent Change in Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of Total</td>
<td>Number</td>
</tr>
<tr>
<td>Total housing units</td>
<td>16,785</td>
<td>95.4%</td>
<td>17,591</td>
</tr>
<tr>
<td>Occupied</td>
<td>16,009</td>
<td>42.4%</td>
<td>16,851</td>
</tr>
<tr>
<td>Owner</td>
<td>6,794</td>
<td>57.6%</td>
<td>6,997</td>
</tr>
<tr>
<td>Renter</td>
<td>9,215</td>
<td>40.1%</td>
<td>9,964</td>
</tr>
<tr>
<td>Vacant</td>
<td>776</td>
<td>4.6%</td>
<td>740</td>
</tr>
<tr>
<td>For rent</td>
<td>311</td>
<td>40.1%</td>
<td>242</td>
</tr>
<tr>
<td>For sale</td>
<td>102</td>
<td>13.1%</td>
<td>76</td>
</tr>
</tbody>
</table>

Sources: 1990 Census, Tables H001 (Housing Units), H004 (Occupancy Status), H008 (Tenure), and H006 (Condominium Status by Vacancy Status); 2000 Census, Tables H1 (Housing Units), H3 (Occupancy Status), H5 (Vacancy Status), and H7 (Tenure)

Housing Costs and Values
As stated earlier in this chapter, one of the two highest financial burdens for Charlottesville Metropolitan Statistical Area (MSA) residents is the cost of housing. Housing prices in Charlottesville have risen at a considerable rate over the past decade. During the 2005 Neighborhood Design Day, many residents identified housing affordability as a primary concern. According to 2000 Census data, median home values have increased by 39% in Charlottesville and 45% in Albemarle County between 1990 and 2000. The Charlottesville Area Association of Realtors (CAAR) reports that the average price per square foot of houses sold in Charlottesville has increased from $65 (1990) to $86 (2000) to $202 (2006) (see table 12), an increase of approximately 135% in the last 6 years. On the other hand, rents have increased much less than purchase prices.

Although in 2000 there were 806 additional housing units since 1990, there were 36 fewer vacant housing units than there were in 1990. However, the Thomas Jefferson Planning District Commission (TJPDC) estimated that in 2005 approximately 5.3% of housing units were vacant and available for rent. This estimate may explain why rents increased much less than housing purchase prices between 2000 and 2005 and may indicate that the rental housing market in Charlottesville has softened.

As of the 2000 Census, approximately 40.5% of renters in Charlottesville and 14.2% of homeowners were paying 35% or more of their income towards housing – typically paying 30% or less is considered to be affordable. These figures are similar to the figures from 1990, which show that 40% of Charlottesville renters paid 35% or more of their income in rent.

Although median family income in Charlottesville has increased since 1980, the rate of growth has not kept up with the increasing value of housing, especially since 2000. By looking at the ratio of the median value of
owner-occupied housing to median family income (Table 13), the burden of rapid increases in housing values emerges. Between 1980 and 2000, the ratio of housing values to income increased from 2.6 to 2.7, which is not a significant increase, meaning the cost of housing remained stable relative to income in Charlottesville during those 20 years. Unfortunately, the Census Bureau does not have 2005 data for Charlottesville. However, the 2005 data for Albemarle County, whose value to cost ratio was similar to Charlottesville’s between 1980 and 2000, show a drastic increase in housing value that was not accompanied by a corresponding increase in income. In Albemarle in the year 2000 median owner-occupied housing values were 2.5 times higher than median family income; five years later median housing values were 3.6 times median family income. Although it is difficult to accurately estimate the ratio of median housing values to median family income in Charlottesville, it was likely higher than 4.0 in 2005.20

20 If Charlottesville’s Median Family Income increased by 22% from

In 2005 in the metropolitan statistical area, the median cost of an owner occupied housing unit was 3.6 times the median family income. Median family income was $62,286, and the median housing unit value was $225,000. Charlottesville’s median family income has historically been lower than that of the MSA, but housing values tend to be higher in the city than in the outlying counties. Such historical trends are expected to be true in 2005, implying that the housing value to income ratio in Charlottesville is even higher than in Albemarle County or the MSA.

### Table 12: Median Cost of Housing in Charlottesville, Albemarle, and Area, 2000 - 2006

<table>
<thead>
<tr>
<th>Year</th>
<th>Charlottesville</th>
<th>Albemarle</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$121,500</td>
<td>$207,000</td>
<td>$149,000</td>
</tr>
<tr>
<td>2004</td>
<td>$220,000</td>
<td>$265,000</td>
<td>$225,000</td>
</tr>
<tr>
<td>2005</td>
<td>$247,428</td>
<td>$285,500</td>
<td>$255,000</td>
</tr>
<tr>
<td>2006</td>
<td>$240,000</td>
<td>$320,000</td>
<td>$274,900</td>
</tr>
</tbody>
</table>

Source: Charlottesville Area Association of Realtors Year End Market Reports

### Table 13: Ratio of Median Family Income to Median Value of an Owner-occupied Housing Unit

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlottesville</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median family income</td>
<td>$19,115</td>
<td>$33,729</td>
<td>$45,110</td>
<td>*</td>
</tr>
<tr>
<td>Median value of owner occupied housing unit</td>
<td>$50,000</td>
<td>$85,600</td>
<td>$121,500</td>
<td>*</td>
</tr>
<tr>
<td>Value to Income ratio</td>
<td>2.6</td>
<td>2.5</td>
<td>2.7</td>
<td>--</td>
</tr>
</tbody>
</table>

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Albemarle County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median family income</td>
<td>$20,554</td>
<td>$42,661</td>
<td>$63,407</td>
<td>$77,297**</td>
</tr>
<tr>
<td>Median value of owner occupied housing unit</td>
<td>$60,800</td>
<td>$111,200</td>
<td>$161,100</td>
<td>$280,200**</td>
</tr>
<tr>
<td>Value to Income ratio</td>
<td>3.0</td>
<td>2.6</td>
<td>2.5</td>
<td>3.6</td>
</tr>
</tbody>
</table>

* Data not available for 2005.  
** Data from 2005 American Community Survey for Albemarle County.  
City Schools and Education

Having a high quality educational system is one of the key aspects of the City Council Vision Statement 2025. Education is a key determinant of the City’s future. It provides the basic foundation for an economically and socially viable community. Schools today must meet the needs of an extremely diverse student base. This section looks at recent education-related trends in Charlottesville. Most planning for the school system occurs through the School Board.

The Charlottesville City School board is a seven-member board that is responsible for directing the program of public education for the City’s approximately 4,000 students. In the past the School Board was appointed by the City Council. As a result of a recent City-wide referendum, board members are now elected. This transition to an elected school board occurred in 2006.

Enrollment in City Schools

The school system consists of six elementary schools, one upper elementary school, one middle school, and one high school. Each elementary school houses a Preschool Program for four year olds. Total Preschool enrollment is approximately 150 students. The City Schools ought to reflect the character of the wider Charlottesville population, and the quality of the school system is a predictor of the City’s future.

Over the last 15 years, the total number of students enrolled in the Charlottesville school system has decreased by more than 10% from 4,530 students in the 1992/93 school year to 4,063 in the 2006/07 school year (see Figure 7 below). The number of students enrolled in the City’s elementary schools has decreased by more than 23% during this same time frame, as can be seen in Figure 8. Between 1992 and 2006, Walker Upper Elementary has lost more than 19% of its enrollment and Buford Middle has lost nearly 14% of its student population. In the last 5 years alone, the total enrollment in the City’s elementary schools has declined by more than 10%; Walker’s enrollment has declined by nearly 11%, and Buford’s has declined by more than 9%. Meanwhile, the enrollment at Charlottesville High School has increased by more than 21% over the last 15 years, from 1,100 in 1992/93 to 1,333 in the 2006/07 school year. This is a net increase of 233 students over a 15 year period. In the last 5 years, the school has grown by greater than 8%.

The decline in school enrollment in the City could be a cause for concern. Bill Lucy, a professor in the Department of Urban and Environmental Planning at UVA, has studied the decline in students who are City residents and are enrolled in the City. This category of students has decreased by 10.7% between

*21 “K – 12 School Enrollment,” Charlottesville City Schools Administration Office.*
Trends in Educational Spending

Historically, Virginia, like many states in the South, has spent less per pupil than the national average. However, in 2005 Virginia exceeded the national average of per pupil educational expenditures, which was $8,701, by $500. Charlottesville has consistently spent more than the national average, and in 2005 spent $12,307 per pupil, which exceeded the state average for that year by more than 35%. The relatively high per capita expenditure is partly due to a significant population of students with special educational needs in Charlottesville. For the 2005-2006 school year, 17.4% of students in Charlottesville City Schools had special education needs, which accounts for 16.5% of total enrollment.

Student - Teacher Ratio

The student to teacher ratios for the last five years have hovered around 14.4, with a low of 14.1 for the 2005-06 school year and a high of 14.6 in the 2006-07 school year. Over the last 5 years, the average student ratio was 13.6 for the elementary schools and 15.7 for the high school. The average class size in Charlottesville City Schools is lower than in Albemarle County for the 2006 – 07 school year for all school types.

Table 14: Student Teacher Ratios in Charlottesville and Albemarle, 2006-07

<table>
<thead>
<tr>
<th>Student Teacher Ratios, 2006-07</th>
<th>Charlottesville</th>
<th>Albemarle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary</td>
<td>14.2</td>
<td>19.1</td>
</tr>
<tr>
<td>Upper Elem.</td>
<td>14.2</td>
<td></td>
</tr>
<tr>
<td>Middle</td>
<td>14.0</td>
<td>20.7</td>
</tr>
<tr>
<td>High</td>
<td>15.5</td>
<td>20.6</td>
</tr>
</tbody>
</table>

Source: Charlottesville City Schools, Albemarle County Schools

Racial Diversity of Enrollment

At the end of the 1999/00 school year, approximately 50% of students in the school system were black and 45% were white. According to 2000 US Census data, approximately 22% of the Charlottesville population is black, while 70% is white. In 1988, the first year for which data is available, white students comprised almost 60% (2,636 students) of the system-wide study body, with black students accounting for less than 40% (1,761). At the end of the 2005/06 school year, approximately 47% of students were black (1,940) and 43% were white (1,767). This change in demographics represents a 10% increase in the number of black students between 1988 and 2006 and a 33% decrease in the number of white students.

Special Education Enrollment

As defined by the Individuals with Disabilities Education Act (IDEA), the term “child with a disability” means a child who has “mental retardation, hearing impairments (including deafness), speech or language impairments, visual impairments (including blindness), serious emotional disturbance, orthopedic impairments, autism, traumatic brain injury, other health impairments, or specific learning disabilities; and who, by reason thereof, needs special education and related services.” The City has had a slight decline in its special education enrollment since the 2002 – 03 school year. Special education enrollment peaked in this year with 806, or 18.2%, of the 4,420 students enrolled in City schools having special education needs. In the 2006 - 07 school year, 698 students had special education needs, which accounts for 16.5% of total enrollment.

compared with the state average of 11.8% for the same time period.

The City’s financial contribution to the school system, as well as the amount of spending per pupil, has been continually increasing over the past ten years. In FY 1997, the City of Charlottesville spent $5,745 per student in the City Schools system. In 2006, the City spent $8,264 from local revenue sources per student, an increase of more than 43%. While the City government does not direct the school system in how it allocates and distributes these funds, it continues to support the efforts being made to provide the highest quality education for Charlottesville’s youth.

Free and Reduced Lunch Program
Compared to Albemarle County, Charlottesville City Schools have a large proportion of students who are eligible to receive free or reduced lunch (Table 16). In the 2006-07 school year, 52.5% of the students in Charlottesville City Schools were eligible to receive free or reduced lunch. The proportion of students eligible to receive free and reduced lunch has increased in recent years, but is not as high as it was in the 1997 – 98 school year.

In both the City and the County, the proportion of students who are eligible for the Free and Reduced Lunch Program is highest in the elementary schools and lowest in the high schools, a trend that has remained consistent during the last decade. One explanation for lower rates in high schools is that students are self conscious about declaring that their families need financial assistance, so they do not sign up for the Free and Reduced Lunch Program. Additionally, students who are eligible for this program are significantly more likely to drop out of high school (page 20 of this chapter), which reduces the proportion of eligible students in high schools.

| Table 16: Percentage of students by type of school in the City of Charlottesville and in Albemarle County who are eligible to receive free or reduced lunch, 1997 - 2007^1 |
|---|---|---|---|---|---|---|---|---|
| Free and Reduced Lunch Eligibility | Elementary | Middle | High | System-wide |
| | City | County | City | County | City | County | City | County |
| 1997/98 | 57.5% | 24.7% | 54.7% | 24.1% | 41.5% | 9.5% | 54.4% | 20.3% |
| 1998/99 | 55.3% | 30.8% | 46.8% | 20.1% | 29.6% | 12.1% | 49.0% | 19.8% |
| 1999/00 | 51.9% | 30.1% | 44.3% | 19.6% | 29.8% | 10.3% | 45.6% | 18.2% |
| 2000/01 | 50.8% | 30.6% | 46.0% | 17.7% | 26.7% | 11.8% | 44.7% | 18.1% |
| 2001/02 | 54.1% | 30.5% | 44.2% | 19.8% | 30.4% | 16.6% | 49.1% | 19.6% |
| 2002/03 | 54.5% | 22.8% | 47.1% | 19.8% | 28.6% | 14.4% | 46.3% | 18.4% |
| 2003/04 | 54.6% | 24.1% | 54.6% | 19.2% | 31.5% | 11.6% | 48.1% | 18.2% |
| 2004/05 | 59.5% | 27.2% | 54.2% | 21.1% | 35.6% | 13.2% | 51.8% | 20.1% |
| 2005/06 | 57.4% | 28.5% | 53.1% | 22.2% | 39.2% | 13.7% | 50.7% | 21.1% |
| 2006/07 | 58.9% | 26.1% | 57.8% | 21.7% | 42.0% | 12.2% | 52.5% | 20.0% |


^1 Walker Upper Elementary is included in the elementary school category.
Table 17 below shows that the variation among the elementary schools is great. 82% of students at Johnson Elementary are eligible for the Free and Reduced Lunch Program, as compared with fewer than 35% of students at Venable. The composite proportion of elementary students in Charlottesville who are eligible to receive free lunch is 59%. In contrast, 26% of elementary students in Albemarle County are eligible for the Free and Reduced Lunch Program.

The table above also indicates that the proportion of students eligible to receive free lunch at Charlottesville High School has been increasing over the last five years. However, the percentage is not significantly higher than the proportion ten years ago. One possible explanation for this increase in the last five years is a change in policy at Charlottesville High School, which makes students who receive free or reduced lunch less visible to their peers.

Eligibility for the F&RLP is determined by the Federal Poverty level. For the 2006-07 school year, a student could receive free lunch if his or her family’s income was less than 130% of the Federal Poverty level. A student could receive reduced lunch if his or her family’s income was less than 185% of the poverty line. For a family of four, students could receive free lunch if the family’s annual income was less than $26,000 and reduced lunch if annual income was below $37,000. In both Charlottesville and Albemarle County public schools, high school students have the lowest proportions of students eligible to receive free or reduced lunches.

**Dropout and Graduation Rates**

The dropout rate for the 2005-06 school year was higher than any other year in the last decade, with more than 3% of students dropping out of school. A total of 61 students dropped out of City schools. More than half of these students were African Americans, and the majority of all dropouts were male.

The Alternative Education Program at 718 Henry Avenue serves high school students who are at risk of dropping out due to disciplinary issues, behavioral problems, skill deficiencies, or poor attendance. Academic instruction as well as individual and group counseling are provided at an off school site for these students.

Although the dropout rates shown above are useful because they go back several years, in more recent years, independent researchers have shown that such rates are inaccurate due to misleading methods of data collection.

---

Rates of graduation provide a much more accurate picture of who is completing high school. For example, the dropout rate in the Table 18 implies that 3% of students failed to graduate high school in 2006. However, Table 19 below, which tracks students who graduate instead of students who identify themselves as dropouts, reveals that more than 23% of students failed to graduate high school in 2006 and more than 13% of all students did not complete high school or any program equivalent.


City Schools calculate completion rates according to the definition set by the Virginia No Child Left Behind Act. Students who are said to have completed high school are those who have received any state-approved diploma or completion certificate, whereas the graduation rate includes only those who meet the requirements for a state-approved diploma. Completion certificates include the GED as well as any course of study prescribed by the local school board that does not qualify for a diploma, including technical programs.

Corresponding with the disparity in educational attain-

Table 18: Dropout History in City Schools, 1996 - 2006

<table>
<thead>
<tr>
<th>School Year</th>
<th>Enrollment Grades 7 through 12 Plus Dropouts</th>
<th>Number of Dropouts</th>
<th>Percent of Enrolled Students</th>
<th>Black M F</th>
<th>Hispanic M F</th>
<th>White M F</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996-97</td>
<td>1,779</td>
<td>40</td>
<td>2.25%</td>
<td>15 14</td>
<td>0 0</td>
<td>7 4</td>
</tr>
<tr>
<td>1997-98</td>
<td>1,794</td>
<td>43</td>
<td>2.40%</td>
<td>16 16</td>
<td>0 0</td>
<td>5 6</td>
</tr>
<tr>
<td>1998-99</td>
<td>1,763</td>
<td>33</td>
<td>1.87%</td>
<td>15 10</td>
<td>0 0</td>
<td>2 6</td>
</tr>
<tr>
<td>1999-00</td>
<td>1,736</td>
<td>53</td>
<td>3.05%</td>
<td>19 15</td>
<td>1 1</td>
<td>8 8</td>
</tr>
<tr>
<td>2000-01</td>
<td>1,817</td>
<td>39</td>
<td>2.15%</td>
<td>11 10</td>
<td>2 0</td>
<td>10 6</td>
</tr>
<tr>
<td>2001-02</td>
<td>1,861</td>
<td>33</td>
<td>1.77%</td>
<td>11 10</td>
<td>0 1</td>
<td>4 5</td>
</tr>
<tr>
<td>2002-03</td>
<td>1,874</td>
<td>24</td>
<td>1.28%</td>
<td>5 7</td>
<td>0 0</td>
<td>3 9</td>
</tr>
<tr>
<td>2003-04</td>
<td>1,884</td>
<td>36</td>
<td>1.91%</td>
<td>17 11</td>
<td>0 0</td>
<td>4 4</td>
</tr>
<tr>
<td>2004-05</td>
<td>1,925</td>
<td>44</td>
<td>2.29%</td>
<td>14 10</td>
<td>1 1</td>
<td>10 8</td>
</tr>
<tr>
<td>2005-06</td>
<td>1,971</td>
<td>61</td>
<td>3.09%</td>
<td>18 17</td>
<td>2 3</td>
<td>14 7</td>
</tr>
</tbody>
</table>

Source: Charlottesville City Schools

Table 19: High School Graduation and Completion Rates for Charlottesville

<table>
<thead>
<tr>
<th>Year</th>
<th>Graduation Rate</th>
<th>Completion Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005-2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Students</td>
<td>76.6%</td>
<td>86.6%</td>
</tr>
<tr>
<td>African American</td>
<td>69.5%</td>
<td>84.8%</td>
</tr>
<tr>
<td>White</td>
<td>92.0%</td>
<td>98.0%</td>
</tr>
<tr>
<td>Other</td>
<td>76.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Disadvantaged</td>
<td>54.0%</td>
<td>80.3%</td>
</tr>
<tr>
<td>Disabled</td>
<td>34.2%</td>
<td>86.8%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004-2005</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Students</td>
<td>75.6%</td>
<td>88.7%</td>
</tr>
<tr>
<td>African American</td>
<td>65.1%</td>
<td>84.4%</td>
</tr>
<tr>
<td>White</td>
<td>81.7%</td>
<td>91.1%</td>
</tr>
<tr>
<td>Other</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003-2004</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Students</td>
<td>82.1%</td>
<td>85.71%</td>
</tr>
<tr>
<td>African American</td>
<td>68.42%</td>
<td>72.63%</td>
</tr>
<tr>
<td>White</td>
<td>91.24%</td>
<td>94.16%</td>
</tr>
<tr>
<td>Other</td>
<td>85.00%</td>
<td>90.00%</td>
</tr>
</tbody>
</table>

Source: Charlottesville City Schools
ment among races in Charlottesville, graduation rates also vary by race. Less than 70% of all African American students graduated from high school in 2006, as opposed to 92% of white students. Although these rates of graduation may seem surprisingly low, Charlottesville students are graduating at a higher rate than the statewide average, though the disparity among the graduation rates for white and African American students is wider in Charlottesville than in Virginia. In the Commonwealth as a whole, 78% of white students and 64% of African American students graduated in 2006.

Even more striking than the racial disparity in graduation rates is the graduation rate for disadvantaged students. Only 54% of disadvantaged students, or students who are eligible to receive free or reduced lunch, graduated from high school in 2006. This high non-graduation rate for this sector of the student population is cause for concern, as a lack of education reinforces poverty.

Although these graduation and completion rates provide a more accurate picture of who is and who is not graduating from high school in Charlottesville, they may still be inflated. The method of calculating these rates is still based in part on the number of high school dropouts, which is a poorly defined classification.

Private School Enrollment Trends
According to the 2000 Census, a total of 404 children living in Charlottesville were enrolled in private elementary, middle, or high schools (Table 20). This means 8.5% of Charlottesville’s school-aged children did not attend the City’s public schools in 2000. While this percentage is not as large as it is in Albemarle County, where more than 2,000 children attend private schools, it is still significant. Since 1980, both Charlottesville and Albemarle have experienced an increase in the number of percentages of students who attend private schools. However, the rate of growth has been much higher in Albemarle County, which in the year 2000 had more than 3.5 times the number of students in private schools than in 1980. In 2000, Charlottesville had 30% more students enrolled in private schools than in 1980. A substantial number of children also attend private nurseries and preschools.

In 2000, 270 children over the age of three years were enrolled in such a facility, while more than 1,100 children in Albemarle County were enrolled in private nurseries and preschools. Not all of these children will remain in private schools for the duration of their education, but these numbers do suggest that the City and the County lacked adequate public preschool programs in 2000.

Higher Education
UVA’s enrollment has gradually increased and is projected to grow by approximately 100 students per year in the near future. The majority of UVA students are undergraduates, and approximately 30% are graduate and professional students. The continued growth and enrollment at the University of Virginia has a direct relationship to many of the other demographic characteristics of the City of Charlottesville. In 1970, total enrollment at the University of Virginia was 10,852 students. That figure grew to 16,451 by 1980. While the growth rate has leveled off somewhat since 1980, in 1990, there were 18,137 students enrolled in UVA in 1990 and 18,346 in 1999. In the fall of 2006, 19,786 undergraduates and graduates were enrolled in UVA. 28 Thus students account for a significant percentage of Charlottesville’s total population. According to the 2000 Census, there were 15,501 Charlottesville residents enrolled in college or graduate school, which accounted for 34% of the unadjusted population of 45,049 people. Making the same adjustments to the population count that were made in the section of this chapter entitled “Age Composition,” students more likely account for 26% of the City’s population.

28 “A Statistical Student Profile,” University of Virginia, < http://www.virginia.edu/stats&facts/>
Governmental Structure and Operations

Structure of Governance
The City of Charlottesville operates under a Council-Manager form of government. The City is governed by a 5-member City Council, who are elected at-large to serve 4-year staggered terms. Elections were held in May of even-numbered years, but beginning in 2007, the election cycle will change to November elections in odd-numbered years.

The City Council elects one of its members to serve as Mayor for a term of two years. The Mayor presides over meetings and calls special meetings. The City Council appoints a City Manager who translates the City Council’s policies and priorities into action. The current City Manager, Gary O’Connell, has been in office for 12 years and served as Deputy City Manager for 14 years prior to that, contributing a consistent presence to Charlottesville’s city government. In addition, the City Council appoints the Director of Finance, the City Assessor, the Clerk of the Council, and members of policy-making boards and commissions.

The City Council makes policy in the areas of city planning and finances, human development, public safety and justice, public utilities, and transportation. It has specific powers to pass ordinances, levy taxes, collect revenues, adopt a budget, make appropriations, issue bonds, borrow money, and provide for the payment of public debts.

Boards and Commissions
The Charlottesville City Council appoints citizen representatives to 32 local and regional boards and commissions. All boards are open to Charlottesville residents, and the positions are publicly advertised. While some boards interview potential representatives, most committee members are selected through an application process.

The 32 local and regional boards and commissions include, but are not limited to, the Board of Architectural Review, the Planning Commission, the Rivanna Water and Sewer Authority (RWSA), and the Charlottesville Redevelopment and Housing Authority (CRHA). In the past, citizens were appointed to serve on the School Board but in November 2005, voters in the City approved a referendum for an elected School Board. The first election for the School Board occurred in May 2006.

Tax Rates
The City of Charlottesville’s real estate tax rates compare favorably with other major Virginia cities (see Table 21). City Council has lowered the real estate tax rate because the assessment values have increased so dramatically in recent years. Despite the lowering of the tax rate, most City residents’ tax bills have seen a net increase due to the increase in assessment value. The Charlottesville tax rate has been set at $0.92 per $100 of assessed value for the 2008 fiscal year (7/07 – 6/08).

<table>
<thead>
<tr>
<th>Table 21: Real Property Tax Rates per $100 of Assessed Valuation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local real estate tax rates</strong></td>
</tr>
<tr>
<td><strong>2000</strong></td>
</tr>
<tr>
<td>Charottesville</td>
</tr>
<tr>
<td>Richmond</td>
</tr>
<tr>
<td>Lynchburg</td>
</tr>
<tr>
<td>Roanoke</td>
</tr>
<tr>
<td>Waynesboro</td>
</tr>
<tr>
<td>Harrisonburg</td>
</tr>
</tbody>
</table>

Source: Cities of Charlottesville, Richmond, Lynchburg, Roanoke, Waynesboro, and Harrisonburg
**Water, Sewer and Gas Rates**

The water, sewer, and gas rates for Charlottesville’s public utilities are shown below. The utilities are operated to break even, and new rates are approved in June of each year.

<table>
<thead>
<tr>
<th>Table 22: Water and Sewer Rates, Charlottesville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water and Sewer Rates</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Water Monthly charge</td>
</tr>
<tr>
<td>Water Monthly charge</td>
</tr>
<tr>
<td>Water Charge (per 1000 cu. ft)</td>
</tr>
<tr>
<td>Sewer Monthly charge</td>
</tr>
<tr>
<td>Sewer charge (per 1000 cu. ft)</td>
</tr>
</tbody>
</table>

*Note: Rates for the 2006/2007 fiscal year became effective on July 1, 2006.*

*Source: Charlottesville Utility Billing Office*

<table>
<thead>
<tr>
<th>Table 23: Gas Rates, Charlottesville</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Gas Rates</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Monthly charge</td>
</tr>
<tr>
<td>First 3,000 cu. ft./1,000 cu. ft</td>
</tr>
<tr>
<td>Next 3,000 cu. ft./1,000 cu. ft</td>
</tr>
<tr>
<td>Next 144,000 cu. ft./1,000 cu. ft</td>
</tr>
<tr>
<td>Over 150,000 cu. ft./1,000 cu. ft</td>
</tr>
</tbody>
</table>

*Note: Rates for the 2006/2007 fiscal year.*

*Source: Charlottesville Utility Billing Office*

---

**Community Survey**

In the spring of 2006, the City of Charlottesville commissioned the Center for Survey Research Community Survey to conduct a Neighborhood Planning Needs Survey for the purpose of staying attuned to the desires and attitudes of its residents. The survey results built upon information collected from a similar survey conducted in 2001. The report helps to document the present beliefs and needs of Charlottesville’s residents, as well as point out shifts in thinking over the last five years.

In the spring of 2006, the community (specifically 1,111 surveyed Charlottesville citizens) answered questions based on seven categories:

- **Quality of Life**

  On a scale of 1 to 10, (where 10 is the best), respondents gave the city of Charlottesville “as a place to live” a mean rating of 7.72. However, this was lower than the mean score of 7.89 received in the 2000 survey. Ratings for this category varied among individual neighborhood sectors. The East, West and North sectors had above average ratings of 7.98, 7.85, and 7.77 respectively. In contrast the South and South Central districts had below city average ratings of 7.39 and 7.32.

- **Strategic Goals**

  Residents were asked to indicate whether items were important, somewhat important or not that important. The results varied some by location, education, household income, race, and tenure in Charlottesville, but the following results are true for the City as a whole:

  - “Improving the quality of education in the public schools” emerged as the top ranked goal of the list with 85.2 percent of the respondents saying this was “very important.”

  - “Making housing more affordable for people of lower income” increased significantly in importance since the 2000 survey. With 84.4 percent saying this was a “very important” goal, affordable housing emerged as the second-most important strategic goal item among residents as a whole.

  - 75.1 percent of respondents said that “expanding affordable health care services in the area” was very important, making it the third most important goal to City residents.
Satisfaction with Services
Respondents were asked to rate their satisfaction with a series of 17 services provided by the City. Overall 87.3 percent of respondents said they were satisfied with the job the city is doing providing services (64.8% somewhat satisfied and 22.5% very satisfied). This is a small but significant decrease in satisfaction from the 90.1 percent who were satisfied in 2000. The level of satisfaction for each City service is provided in Table 3. In regards to the taxes which fund services, 51.3 percent of respondents said the city should keep services and taxes the same, while 18.6 percent said the city should increase both service and taxed, and 15.9 percent said the city should decrease both.

Table 24. Satisfaction with City Services 2006 Ranked

<table>
<thead>
<tr>
<th>Rank</th>
<th>Service</th>
<th>Percent Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Providing police protection in your area</td>
<td>89.9%</td>
</tr>
<tr>
<td>2</td>
<td>Providing open green spaces and parks</td>
<td>86.0%</td>
</tr>
<tr>
<td>3</td>
<td>Repairing and maintaining streets and roads in the city</td>
<td>80.6%</td>
</tr>
<tr>
<td>4</td>
<td>Controlling litter and weeds on the city streets</td>
<td>78.8%</td>
</tr>
<tr>
<td>5</td>
<td>Providing garbage and solid waste collection</td>
<td>77.0%</td>
</tr>
<tr>
<td>6</td>
<td>Providing adequate public transportation</td>
<td>72.6%</td>
</tr>
<tr>
<td>7</td>
<td>Providing adequate recreation programs for the city’s young people</td>
<td>70.8%</td>
</tr>
<tr>
<td>8</td>
<td>Maintaining and improving the drainage system for rain and storm water</td>
<td>69.9%</td>
</tr>
<tr>
<td>9</td>
<td>Repairing and building sidewalks in the city</td>
<td>68.7%</td>
</tr>
<tr>
<td>10</td>
<td>Providing public assistance to families in need</td>
<td>65.7%</td>
</tr>
<tr>
<td>11</td>
<td>Protecting children from abuse or neglect in the home</td>
<td>65.6%</td>
</tr>
<tr>
<td>12</td>
<td>Maintaining the appearance of neighborhoods in the city that are less well off</td>
<td>62.1%</td>
</tr>
<tr>
<td>13</td>
<td>Reducing the use of illegal drugs among adults</td>
<td>57.6%</td>
</tr>
<tr>
<td>14</td>
<td>Promoting higher paid employment opportunities for city residents</td>
<td>52.1%</td>
</tr>
<tr>
<td>15</td>
<td>Reducing the use of illegal drugs among youth</td>
<td>49.6%</td>
</tr>
<tr>
<td>16</td>
<td>Promoting adequate housing opportunities for city residents</td>
<td>48.3%</td>
</tr>
<tr>
<td>17</td>
<td>Reducing traffic congestion and noise</td>
<td>43.1%</td>
</tr>
<tr>
<td>Overall</td>
<td>Job the city is doing in providing services to its residents</td>
<td>87.3%</td>
</tr>
</tbody>
</table>

Neighborhood Improvements
When asked whether residents would like to stay in their respective neighborhoods 60.9 percent said they would like to stay in their current neighborhood, up from 56 percent in 2001. In comparison 39.1 percent said they would like to be living someplace else, a decrease from 44 percent in 2001. Compared to the city as a whole, this response varied significantly by sector with the East (75.9%), North (75.0%), and South (65.1%) all having more residents who wanted to stay in their neighborhood as compared to the South-Central (50.2%) and West (50.2%), although it should be noted that UVA students make up a significant proportion of the residents in the West. Table 25 shows each neighborhood concerns. Map 3-1 on the following page shows each sector of the City and the neighborhoods in each sector.
CITY SECTORS

Northern Sector
Western Sector
South Central Sector
Southern Sector
Eastern Sector
**Housing Issues**
Over 80 percent of respondents agreed that their neighborhood is both “clean and well maintained” and “easy to walk around.” More importantly 90.1% of respondents agree “the cost of buying a home in the neighborhood is too high.” This housing issue received the highest amount of agreement among respondents and has increased significantly since the 2000 survey. The housing issue was worded negatively, so the high agreement actually indicates dissatisfaction with the issue. The result was consistent in all five neighborhood sectors.

**Safety**
During the daytime, 97.6 percent of Charlottesville respondents said they felt safe, however during the night this number dropped to 80.4 percent. More than 70 percent of respondents rated making the neighborhood safer as a very important goal, which is below the 81 percent level observed in 2001. In all spaces residents felt safer during the day than they did at night. When asked about the importance of crime as a neighborhood problem, the South-Central sector had the highest percentage (15.8%) saying crime was “the most important neighborhood problem.” Many responses focused on the need for law enforcements officers to become more involved and well known within a particular neighborhood.

**Cooperation of Charlottesville and Albemarle County**
Respondents were asked a series of questions regarding the cooperation of the City of Charlottesville and the County of Albemarle on certain issues. 93.9 percent of respondents favor cooperation between the city and county in planning for the whole community. 93.1 percent of the respondents favor the city and county setting up more joint programs and services that would serve the entire area. There were favorable responses for joining the fire fighting services and parks and recreation systems. Far few responded positively to the idea of merging of city and county schools systems, police departments, or local governments into single entities.
Trends in Charlottesville’s community characteristics provide some clear guidance for planning as well as some conflicting information.

A substantial increase in the number of dwelling units has occurred since 2000, with many more in the development pipeline. If this trend continues through 2010, the pace of housing development in the first decade of the 21st century could double the pace during the 1980s and more than triple the number of units built in the 1990s. A majority of this housing is in condominiums and apartments near the city’s prime development targets near the University of Virginia and Downtown. A substantial number of single unit detached and attached units also have been built, often near the boundary between Charlottesville and Albemarle County. Although no data about commuting to work will be available from the U.S. Census until 2008, the location of much of this housing is consistent with the city’s goal of increasing walking and use of public transit. Use of transit has increased since 2000 (see Transportation Chapter). The amount and locations of development also are warnings for the city to address infrastructure capacity for sewer, water, transit, streets, and sidewalks so that development can be attracted to high priority districts and corridors (see Community Facilities Chapter).

Population implications of the development trend are not clear. According to the U.S. Census, more than 3,000 dwelling units were constructed in Charlottesville during the 1980s and 1990s. Total population was virtually the same in 2000 as in 1980, because average household size declined. The only population estimate available for 2005, which is not based on number of housing units constructed, shows a slight population decline. While city officials believe this estimate is low, no other estimate exists. In addition, the number of city residents in city schools has declined slightly since 2000, a decline which has been mitigated in part by an increase in tuition-paying students from outside the city.

The socio-economic characteristics of the population may have changed, but available data do not yield a clear picture. The most apparent relevant change is the rapid increase in housing sales prices and real property assessments. According to data compiled by the Charlottesville Albemarle Area Realtors, housing prices increased by 97.5 percent in Charlottesville from 2001 to 2006, more than Albemarle’s increase of 84.5 percent. In addition, sales prices per square foot were well below Albemarle’s prices in 2000, but they were 7 percent higher than Albemarle’s in 2006. Such rapidly rising housing prices could correspond to an increase in city residents’ income relative to Albemarle and metropolitan area residents. If so, that would reverse the thirty year trend of relative income decline in Charlottesville versus Albemarle from parity in 1970 to 30 percent below Albemarle in median family income in 2000.

On the other hand, an increase in free and reduced lunch eligibility in city schools since 2000 has occurred, an indicator of low income. This trend is less clear, however, because the 2006-2007 free and reduced lunch percentage in the city schools (52.5 percent) was lower than in 1997-98 (54.4 percent). Why the free and reduced lunch eligibility rate dropped rapidly to 44.7 percent in 2000-01 and then increased steadily to 52.5 percent in 2006-07 is mysterious. The increase in Charlottesville High School may have been stimulated by administrative policies that increased participation by eligible students rather than an increase in the number or percentage of eligible students.

Federal food stamp recipients in Charlottesville increased from 2,990 in June 2001 to 3,806 in April 2007 (816 persons, 27 percent). From June 2006 to April 2007, however, there was a 4 percent decline in food stamp recipients (172 persons). Interpreting this trend seems easy at first, because the food stamp eligibility criteria remained steady through this period. But in 2000, about 4,424 Charlottesville residents (either in families or non-family members age 25 or over) were below the poverty level and hence eligible for food stamps. Yet in 2007, fewer food stamp recipients existed than were eligible in 2000. City residents qualifying for Medicaid increased...
dramatically but the federal rules for eligibility broadened since 1990. Conversely, welfare (TANF) recipients declined by 48 percent from 1996 to 2006, but eligibility rules were tightened considerably during that time.

These data indicate that low income continues to be a problem for many city residents. The family income to housing sales price trend since 2000 indicates that for owners, but not renters, housing was less affordable in 2005 than in 2000.

The housing price increase is consistent with an interpretation that the socio-economic status of Charlottesville residents has increased since 2000, after a 30 year decline relative to Albemarle County residents. On the other hand, the free lunch eligibility data and food stamp data are consistent with an interpretation that the number of low income households has increased. Both interpretations could be accurate. If so, then Charlottesville may have become richer (more middle to high income residents) and poorer (more low income residents) at the same time. That would mean Charlottesville had fewer moderate income households in 2005 than in 2000.
Chapter Four

Housing
In order to be a truly world class city, Charlottesville must provide sufficient housing options to ensure safe, appealing and affordable housing for all segments of its population. At present Charlottesville has a strong housing market, which makes the goal of affordable housing more difficult to achieve. Regionally the demand for housing exceeds the available supply. The attraction of living closer to the city contributes to the demand pressure. Finally, unlike in many other housing markets, demand and the subsequent housing prices have increased in every neighborhood. A number of areas once thought to be less desirable have seen notable increases in their number of development projects.

In addition to the issue of affordability, Charlottesville needs to address several other concerns through its policy and programming efforts, financing new and existing programs, supporting rehab of an aging housing stock, supporting the special needs of the aging and underrepresented residents, accommodating students in neighborhoods around the university, and meeting the housing needs of families with children and programs for promoting affordable rental units.

A brief background of the City’s changing housing conditions will be presented. This will be followed by a profile of recent data and trends related to the present housing market. The chapter will discuss programs and partnerships aimed at creating and improving choices within Charlottesville’s housing market, and finally describe new goals and strategies the City might pursue to provide quality, inclusive options to all of its residents.

**Background**

City efforts in the 1980s and 1990s were aimed at addressing and revitalizing the City’s overcrowded, deteriorated or otherwise substandard housing stock. Examples of these efforts include increased amounts of code enforcement and inspections as well as owner-occupied and rental rehabilitation programs. These efforts proved to be successful such that during the 1980s and 1990s, the total number of units judged to be in “poor” condition decreased significantly, including the number of units without indoor plumbing.

The 1990s saw a significant departure of middle-income families from Charlottesville to the suburbs of surrounding counties. New middle-income housing opportunities in the City were limited, while the construction of new middle and upper-middle income units in Albemarle County remained high. During the mid-1990’s the private sector redevelopment of Charlottesville’s Downtown Pedestrian Mall and Central Business District began to stimulate the residential housing market in certain neighborhoods in the city. This interest in living near the central part of our city led to an increased demand for housing on the part of new owners who maintained, improved, and rehabilitated the housing stock in these neighborhoods.

The increased demand for housing in the city began in several neighborhoods and spread to many others. By the late 1990’s, the heavy demand for housing and high prices had stimulated an interest in new construction by means of infill development. From the late 1990s till the present the City’s development market has boomed – especially residential construction.

The City adopted its 1999 Housing Strategy, which prioritized a series of goals that would help achieve balance in the housing market, including forging local and regional partnerships, a stricter enforcement of codes, and providing assistance to low-income owners and renters. By implementing this Strategy, the City aimed to enable existing residents to remain in their homes and to promote the increased rehabilitation of the housing stock. In 2003, the City radically revised its zoning ordinance from a suburban model to one which now permits more dense development and encourages a mix of uses between commercial and residential. Sale prices have continued to rise. Assessments (and property taxes) have increased. Our City’s housing dilemma is: How to offer housing options to its diverse residents with an even greater diversity of incomes?
Housing Conditions and Trends

Income

According to the 2006 American Chamber of Commerce Researchers Association (ACCRA) Cost of Living Report referenced in Chapter 3 of this document, the two highest financial burdens for Charlottesville Metropolitan Statistical Area (MSA) residents are costs of housing and health care. When the rising costs of transportation are added, affordability in the community becomes more daunting.

2000 Census data shows that the City’s Median Household Income and Median Family Income are significantly lower than that of Albemarle County and the general MSA. The 2007 Charlottesville MSA is made up of the City of Charlottesville and the counties of Albemarle, Greene, Fluvanna and Nelson (but in 2000 Nelson County was not part of the MSA).

There is a significant difference between median household income and median family income. According to the Census definitions a household is “the total number of people living in a housing unit” while a family is “a group of two or more people who reside together and who are related by birth, marriage or adoption.” This is an especially important distinction for the Charlottesville community because of the number of students and other single-person households present in the city. Median family income is higher than household income because many families have two or more wage earners contributing to the total income and households include college students who have little or no income (www.oseda.missouri.edu).

House Size and Age

Housing in Charlottesville consists primarily of single-family dwelling units. In 2000, of the total 17,591 housing units, 95.8% (16,851 units) were occupied and 4.2% (740 units) were vacant. 54.6% (9,607 units) of the units were single-family attached or detached dwelling units and 44.6% (7,840 units) were multi-family dwelling units. 0.8% (144 units) of the total were mobile homes. Between 1990 and 2000, the number of single-family units increased by 4.4% while the number of multi-family units increased by 5.3%.

Since 1950 the national median size of homes has risen from 1,100 square feet in 1950 to 1,375 square feet in 1970 and finally to 2,000+ square feet in 2000. A challenge of these smaller units is that they may not be large enough for families with multiple children. However, through the increased promotion and use of the City’s Tax Exemption for Housing Improvements Program these units can be modified to accommodate a broader range of needs. Since 2001, approximately $550,000 dollars have been exempted through use of this program. A total of 279 people have applied for the program and 185 have had their taxes exempted. Reasons that an applicant’s taxes would not be exempted primarily involve their not meeting one of the program’s criteria or deadlines.

The major gap in Charlottesville’s housing stock that seems least likely to abate is the continuing shortage of three and four bedroom houses for middle income families with children. Census data shows that Albemarle County’s housing stock has a greater supply of larger-sized homes than the city does. In 2000, 24.4% of the city’s units had 7+ rooms while the county had

<table>
<thead>
<tr>
<th></th>
<th>Median Household Income</th>
<th>Median Family Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Charlottesville</td>
<td>$31,007</td>
<td>$45,110</td>
</tr>
<tr>
<td>Albemarle County</td>
<td>$50,749</td>
<td>$63,407</td>
</tr>
<tr>
<td>Charlottesville MSA</td>
<td>$44,356</td>
<td>$55,455</td>
</tr>
</tbody>
</table>

2000 Census
42.1%. The same is true for the number of bedrooms per unit – 16.4% of the city’s units had 4+ bedrooms while the county had 25.8%. The major potential source of adding three and four bedroom houses is through the expansion of the city’s smaller houses.

The city’s housing stock is also aging with 85% of its units built before 1970. While the aging housing stock in Charlottesville reflects the economic and social character of the community, an aging housing stock brings with it concerns associated with maintenance and upkeep. In some cases, the extent of the maintenance needed is far greater than what the owner(s) can afford. These situations can lead to the unit falling into disrepair.

At present, there are two existing programs for low to moderate income homeowners who need assistance with performing these maintenance needs. The Albemarle Housing Improvement Program (AHIP) has a Substantial Rehabilitation program for low/moderate income owners to bring their units up to building code standards. The need for rehab services is so great in the community that there are between 150 and 160 families currently on AHIP’s waiting list. With their existing level of resources from the City, AHIP is able to serve less than ten families per year – having served 48 families in the past five years. The average length of time for a family on the waiting list is almost 2 ½ years. The City’s Homeowner Rehab program is also in demand providing assistance for smaller projects such as roof repair, heating and air upgrades, new siding or accessibility improvements. This program averages 3 projects per year with a maximum combined loan/grant amount of $10,000 made available to applicants when possible. Each of these programs will continue to need increased levels of funding to help keep pace with the growing need for rehabilitation services.

### Housing Sales, Construction and Characteristics

#### Housing Sales

According to the 2000 Census, 40.8% of all occupied housing units in Charlottesville were owner-occupied and 59.2% were renter-occupied. Of these totals, approximately 40.5% of renters in Charlottesville and 14.2% of homeowners were paying 35% or more of their income towards housing – typically paying 30% or less is considered to be affordable. Housing costs for homeowners shall include principal, interest, real estate taxes, and homeowner’s insurance (PITI). The city also had approximately 12% of its families living below the federal poverty level, while the national average was 13.6% of families in poverty in central cities in 2000. One possible explanation for this percentage is the attraction of residents from outlying counties into the city for greater access to social services, low-income housing or other additional services. For further discussion, please see Chapter 3: Community Characteristics.

Housing prices in Charlottesville have risen at a considerable rate over the past decade, and housing affordability is consistently identified as a primary concern of Charlottesville residents. The median house value in Charlottesville has risen from $121,500 (2000) to approximately $240,000 through the end of 2006 while in Albemarle it has risen from $207,000 (2000) to $320,000 through the end of 2006.

<table>
<thead>
<tr>
<th>Year</th>
<th>Charlottesville</th>
<th>Albemarle</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$121,500</td>
<td>$207,000</td>
<td>$149,000</td>
</tr>
<tr>
<td>2004</td>
<td>$220,000</td>
<td>$265,000</td>
<td>$225,000</td>
</tr>
<tr>
<td>2005</td>
<td>$247,428</td>
<td>$285,500</td>
<td>$255,000</td>
</tr>
<tr>
<td>2006</td>
<td>$240,000</td>
<td>$320,000</td>
<td>$274,900</td>
</tr>
</tbody>
</table>

CAAR Year End Market Reports
According to 2000 Census data, median home values have increased by 39% in Charlottesville and 45% in Albemarle County between 1990 and 2000. The Charlottesville Area Association of Realtors reports that the average price per square foot of houses sold in Charlottesville has increased from $65 (1990) to $86 (2000) to $145 (2004) and to $202 (2006). Albemarle County data shows a similar trend with the average price per square foot growing from $75 (1990) to $110 (2000) to $148 (2004) and to $189 (2006). One conclusion from these figures could be that buyers are willing to pay more per square foot in Charlottesville than in Albemarle County.

### Housing Cost per Square Foot

<table>
<thead>
<tr>
<th>Year</th>
<th>Charlottesville</th>
<th>% Change</th>
<th>Albemarle</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$86.42</td>
<td></td>
<td>$110.28</td>
<td></td>
</tr>
<tr>
<td>2004</td>
<td>$145.00</td>
<td>68%</td>
<td>$148.00</td>
<td>34%</td>
</tr>
<tr>
<td>2005</td>
<td>$174.00</td>
<td>20%</td>
<td>$166.00</td>
<td>12%</td>
</tr>
<tr>
<td>2006</td>
<td>$202.00</td>
<td>16%</td>
<td>$189.00</td>
<td>9%</td>
</tr>
</tbody>
</table>

**CAAR Year End Market Reports**

**Housing Construction**

In addition to increases in sales price and costs per square foot of construction, the sheer volume of development for residential construction has increased over the past several years. Single-family homes, apartments and condominiums make up the majority of projects being constructed. Totals by decade are shown in the table above. It is interesting to note the further trends when also considering not only what has already been constructed, but also projects beginning construction and those still in site-plan review. Further information regarding the locations of these projects, breakdown-by-type of each decade and additional housing types not listed above may be found at the conclusion of this chapter.

The number of Building Permits issued has risen for residential construction. For both residential and commercial construction these figures include: new construction, remodels, additions, and any plumbing, mechanical, electrical and sign permits issued.

A significant number of the new units built in the City of Charlottesville have been condominiums. The City’s data shows an increase from 494 parcels with condo structures in 2001 to 700 parcels with condos in 2006. Residential projects involving condominiums allow for greater density on a property than may otherwise be achieved by building detached units. This greater density allows the developer(s) to manage the rising costs of land and construction to make their projects more financially feasible, while also providing new potential for affordable housing units as well as for high cost units.

The Holsinger Building on Water Street is one of several new condominium buildings in Charlottesville.
Charlottesville’s diverse population requires an equally diverse housing market. The University of Virginia enrolls close to 20,000 students of all ages, 65% of which live off-grounds (approximately 13,000 students). In addition, the University of Virginia and its medical center employ over 11,000 faculty and staff. These populations place a strong and continual demand on the local housing market for both owner and renter occupied housing.

The City of Charlottesville attracts a variety of other residents. Its urban amenities and natural resources appeal to young singles, families and seniors alike. The City’s high ranking in various publications (Frommer’s Cities Ranked & Rated 2004, Money Magazine, Outside Magazine) has led to its national recognition as an excellent place to live. As a result of such popularity, the area’s population is growing.

Since 2000 the Jefferson area (City of Charlottesville, counties of Albemarle, Fluvanna, Greene, Louisa and Nelson) has been home to nearly 25,000 people over the age of 65 – approximately 12% of the area’s total population. According to statistics from the Jefferson Area Board on Aging (JABA) that number is expected to at least double by the year 2025 to approximately 51,000 people. This 109%

### New Dwelling Units by Type, 1980-2006 and Dwelling Units Underway or In Review in 2007

<table>
<thead>
<tr>
<th>HOUSING TYPE</th>
<th>80s</th>
<th>90s</th>
<th>00-06</th>
<th>TOTAL</th>
<th>Underway*</th>
<th>In Review*</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condominium</td>
<td>447</td>
<td>8</td>
<td>385</td>
<td>840</td>
<td>183</td>
<td>630</td>
<td>1653</td>
</tr>
<tr>
<td>Single Family</td>
<td>313</td>
<td>228</td>
<td>379</td>
<td>920</td>
<td>338</td>
<td>41</td>
<td>1299</td>
</tr>
<tr>
<td>Duplex</td>
<td>114</td>
<td>36</td>
<td>31</td>
<td>181</td>
<td>16</td>
<td>0</td>
<td>197</td>
</tr>
<tr>
<td>S/F Attached</td>
<td>73</td>
<td>149</td>
<td>146</td>
<td>368</td>
<td>233</td>
<td>40</td>
<td>641</td>
</tr>
<tr>
<td>Apartment</td>
<td>298</td>
<td>197</td>
<td>126</td>
<td>621</td>
<td>309</td>
<td>101</td>
<td>1031</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1245</td>
<td>618</td>
<td>1067</td>
<td>2930</td>
<td>1079</td>
<td>812</td>
<td>4821</td>
</tr>
</tbody>
</table>

*Projections based on NDS records. Projects underway or in review may take several years to reach completion. Projects are listed as underway if they have received final site plan approval. All other data from City Assessor’s records. Unit types reflect the land use recorded in FY 2006. Includes only dwelling units built since 1980. Does not include condominium conversions of units built before 1980.

### TOTAL BUILDING PERMITS ISSUED

**CITY of CHARLOTTESVILLE (2000 – 2006)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Residential</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>1713</td>
<td>485</td>
</tr>
<tr>
<td>2001</td>
<td>1492</td>
<td>491</td>
</tr>
<tr>
<td>2002</td>
<td>1322</td>
<td>373</td>
</tr>
<tr>
<td>2003</td>
<td>1588</td>
<td>452</td>
</tr>
<tr>
<td>2004</td>
<td>1744</td>
<td>422</td>
</tr>
<tr>
<td>2005</td>
<td>2004</td>
<td>402</td>
</tr>
<tr>
<td>2006</td>
<td>1809</td>
<td>460</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11,672</strong></td>
<td><strong>3,085</strong></td>
</tr>
</tbody>
</table>

City of Charlottesville Department of Neighborhood Development Services
increase in the 65+ age bracket is significant as compared to the area’s projected growth of 41% in the same time frame. Similar trends are projected statewide as well, with the elderly population projected to double from approximately 1.1 million currently to 2.1 million by 2025. This would represent over 20% of Virginia’s population by that time. Nationally, the figures are also projected to double to approximately 70 million people within the same time frame. The City’s number of residents age 65 and older is difficult to predict because of a decline in the elderly population between 1990 and 2000 in Charlottesville.

In addition, Charlottesville is home to a significant number of residents who may be underserved or underrepresented in the current housing market. These include the elderly who may be on fixed incomes; those with mental, physical or emotional challenges; people living with, or recovering from substance abuse problems; immigrant groups; and low-income residents and households. Although public entities, non-profit and community organizations already offer programs to help these groups, providing viable and inclusive housing requires a continuously greater effort – including strengthening public-private partnerships that will help align and better market these programs.

The City’s challenge is to provide sufficient housing for a full range of the region’s diverse population. Each segment of Charlottesville’s residents has different needs and expectations of the housing market: In order to remain a competitive and viable place to both live and work, Charlottesville’s challenge is to provide ample opportunities for each demographic to access safe, affordable housing.

<table>
<thead>
<tr>
<th>Locality</th>
<th>1990 Census</th>
<th>2000 Census</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albemarle</td>
<td>6,593</td>
<td>9,920</td>
<td>50</td>
</tr>
<tr>
<td>Charlottesville</td>
<td>4,903</td>
<td>4,548</td>
<td>-7</td>
</tr>
<tr>
<td>Fluvanna</td>
<td>1,618</td>
<td>2,800</td>
<td>73</td>
</tr>
<tr>
<td>Greene</td>
<td>972</td>
<td>1,485</td>
<td>53</td>
</tr>
<tr>
<td>Louisa</td>
<td>2,792</td>
<td>3,315</td>
<td>19</td>
</tr>
<tr>
<td>Nelson</td>
<td>2,017</td>
<td>2,420</td>
<td>20</td>
</tr>
<tr>
<td>Total (65+ in Area)</td>
<td>18,900</td>
<td>24,488</td>
<td>30%</td>
</tr>
<tr>
<td>Total (Area)</td>
<td>163,311</td>
<td>199,648</td>
<td>22%</td>
</tr>
</tbody>
</table>

JABA’s 2020 Community Plan on Aging
Community Input on Housing Issues

Because housing is such an important issue, it is important that the public be able to participate in the discussion about improving the quality and stability of the market. In order to more fully understand the community issues, including housing challenges Charlottesville is facing, teams consisting of City staff, professional planners and designers, and student volunteers, consulted with community residents on the City’s Neighborhood Design Day – October 2005. Teams of professionals met with each neighborhood to discuss future planning efforts in their respective neighborhoods as well as addressing city-wide issues. The four subjects focused on during discussions were Centers, Connectivity, Housing and the Natural Environment. This innovative neighborhood planning process was undertaken in order to allow residents to envision and design the future of their neighborhoods. The points that follow are a summary of housing related issues and goals as presented by neighborhood residents:

• **Affordability Issues** – Two-thirds of neighborhoods had concerns regarding the affordability of housing in their neighborhoods. Issues raised include the gentrification of lower-income residents out of neighborhoods, increased property assessments, increased property taxes, inflated sales prices of homes, and a need for more affordable housing options including more accessory units.

• **Preservation of Neighborhood Character** – Residents are highly conscious about the number of development projects that are being approved for construction in the city. Single-family neighborhoods do not want to lose the feeling of size and scale of their streets. Concerns about the increase in development projects include potential increases in traffic, noise and parking. These concerns have prompted residents to seek improved means of participating in the design/development process. Residents appreciate the diversity of house types currently available, and hope their neighborhoods’ existing fabrics will be respected. In addition, residents favor preservation of historic properties and other housing types/styles that add personality to their neighborhoods.

• **Homeownership vs. Rental properties** – A majority of neighborhoods would like to further promote homeownership. Feelings of safety, security and stability are associated with owner-occupied properties. While the renter-occupied properties are necessary within Charlottesville, multiple neighborhoods especially near the University are concerned with the balance between owners and renters. This is a relationship that must be addressed, especially due to the large number of students currently living off-grounds.

• **Student Housing** – This item ties in largely with the issue of owners vs. renters. The University currently does not house a majority of its students on-grounds and will most likely not do so in the future. Innovative and creative coordination between the City and the University will help maintain a higher quality of life for both residents and students.
Additional housing concerns presented during neighborhood meetings include:

• **Universal Design** – The City should encourage the incorporation of Universal Design concepts as the need for housing to accommodate people with disabilities will continue to grow as the population ages. Universal Design concepts are used to improve accessibility and visitability to the greatest extent possible regardless of a person’s age, disability or situation. Examples of Universal Design concepts include: zero-step entries into a home, wider hallways and doors, ground floor master suites and larger bathrooms, lever door handles and skid-proof tile. By supporting the use of these concepts on the front end of designing projects, the city would enable more residents to “age in place” in their homes.

• **Workforce Housing** – Teachers, police officers, fire fighters and other workers with similar incomes have great difficulty finding affordable housing to purchase within close proximity of their places of work. Efforts should be made to improve the housing options available to members of the city’s civil service workforce and service employees.

• **Sustainable Building Technologies** – The City should promote the implementation of sustainable design and building strategies in new construction projects and the retrofitting of existing houses with green technologies to continue improving the overall quality and longevity of its housing stock.

Full copies of the information recorded in the Neighborhood Plans can be found in the Appendix Section of the Comprehensive Plan document.

**Current Policy Efforts**

The City of Charlottesville has been progressive in identifying areas that are appropriate for growth. These areas take into account the proximity to services including public transportation and infrastructure. Keeping a diverse population is important to our community making the provision of affordable housing a high priority for all. The policies put forth in these growth areas also provide the potential to assist in the location of affordable dwelling units. The city has a number of tools in place and has identified appropriate areas of the city where these tools should be utilized. These tools include: accessory apartment provisions, R-1S zoning (which allows for smaller lot sizes traditionally in smaller lot areas), Mixed-use zoning and the Infill SUP. Additional information to what is presented below can be found in Chapter 5: Land Use.

Accessory apartments are allowed in most areas of the city, with the exception of the university areas, and can assist with affordability while encouraging homeownership since one of the two units must be owner-occupied. There has been an increase in the use of accessory units in recent years as a result of the increase in housing costs.

Mixed-use zoning is a tool which has the potential to allow people better access to services by decreasing the need for a car which can help reduce household costs and promoting pedestrian and alternate forms of transportation. This type of zoning promotes the integration of residential and commercial construction units within the same structure, and the need for it rose out of the limited amount of vacant land remaining in the city for development.

The Infill SUP is a tool introduced to increase development through the use of a Special Use Permit (SUP). The SUP will increase development opportunity in certain areas within the city’s R-1, R-1S, R-2 and R-3 zoning districts by allowing deviation from the following types of regulations: minimum lot size and street frontage requirements, dimensional requirements, types of dwellings, types of density and yard requirements. Infill SUPs may be granted to promote various housing types, encourage the use of public transportation, encourage proximity to parks and community facilities, encourage connectivity within a development for residents to live near workplaces, and creation of development that is harmonious with existing uses and character of adjacent properties.
Existing Programs and Partnerships

The City also has access to, and collaborates with, a number of other public and non-profit organizations that have similar intentions of improving Charlottesville’s housing. Along with the City, these organizations offer a multitude of programs designed to encourage home purchase, homeownership, home rehabilitation and upkeep, and affordable and equitable home rental.

Public collaborators include but are not limited to: the Charlottesville Redevelopment and Housing Authority, the Thomas Jefferson Planning District Commission, the Housing Directors Council and HOME Consortium, and the Region Ten Community Services Board.

Private and non-profit collaborators include but are not limited to: the Thomas Jefferson Coalition for the Homeless, the Piedmont Housing Alliance, the Charlottesville Area Association of Realtors, Habitat for Humanity of Greater Charlottesville, the Thomas Jefferson Community Workforce Housing Fund, the Jefferson Area Board for Aging, the Public Housing Association of Residents (PHAR), the International Rescue Committee, the Albemarle Housing Improvement Program (AHIP), the Arc of the Piedmont, the Charlottesville Community Design Center, and IMPACT.

Each of these organizations provides a range of program options to local residents, especially low to moderate income residents. Through a variety of advocacy, outreach and educational initiatives residents have access to counseling services, financial assistance in the form of grants or loans, individual case management and skill training sessions among other programs.

Housing programs designed to aid those interested in purchasing their own homes include Downpayment Assistance and Closing Cost programs, the Housing Opportunities Partnership (HOP) program, the CDBG

Houses built by PHA in the 10th and Page neighborhood.

Homeowner Rehab program, Tax Relief programs for Elderly and Disabled persons, and mortgages provided by the Virginia Housing and Development Authority. In addition to these, programs exist to encourage and aid homeowners with home maintenance – AHIP’s Substantial Rehab Program and the City’s Small Homeowner Rehab Program.

At present there is limited amount of support provided for renters. The Charlottesville Redevelopment and Housing Authority provides low-income households with access to public housing units via a waiting list and administers the Section 8 Housing Choice Voucher program which also assists low-income households with rental costs via a separate waiting list. Region Ten also administers Section 8 Vouchers for its clients.
Charlottesville’s Housing Goals

The City of Charlottesville recognizes that it must continue creating and supporting new initiatives to improve housing, while staying involved in current efforts to maintain an equitable and inclusive housing market. The City embraces opportunities to build new programs; partner with public, non-profit and for-profit entities that provide housing services to the community; and create an environment that encourages public involvement and innovation in housing. The City of Charlottesville has formulated the following goals and objectives to address the housing challenges it faces.

Statement of Intention:
The City of Charlottesville shall strive to grow, sustain and improve a housing stock that provides safe, affordable options to every segment of our diverse population, especially those who are currently underserved.

Charlottesville needs to be able to provide housing for low and moderate-income households and individuals. Opportunities exist to help first time homebuyers with down payment assistance. However, with the high costs of Charlottesville’s housing market, sometimes this assistance is not enough. The City should enable existing homeowners to afford to keep their houses by helping to combat higher costs of maintenance costs and property taxes.

Opportunities for renters must also be provided as there will be residents for whom ownership is not presently an option due to financial situation or a lack of desire to purchase a home. Persons with special needs must be given the opportunity to become or remain part of the community. Students, too, are an integral part of the community; they must also have safe and affordable housing options, either on Grounds or as part of surrounding neighborhoods.

I. Goal: Continue to maintain, improve and grow the city’s housing stock.

A. Objective: Preserve and Improve the Quality and Quantity of the Existing Housing Stock.

1. Strategy: Actively promote the renovation, rehabilitation, and expansion in size of existing units as a means of enhancing neighborhood stability, and as a viable and preferred option to demolition or homes moving towards renter status.
2. Strategy: Encourage, enhance, and better promote the use of the city’s Tax Exemptions for Home Improvement Program as an incentive for residents to renovate or add-on to their homes.
3. Strategy: Distribute copies of the Charlottesville Form Book and develop a How to Renovate Your House Book to provide guidance on architecturally compatible, energy efficient, renovations/additions that will add market value and durability to City homes.
4. Strategy: Support the incorporation of sustainable design and building practices in building construction, including the incorporation of Universal Design principles where appropriate. Provide educational opportunities when available for residents to learn how to improve their homes.
5. Strategy: Adopt a Tax Abatement Program for houses and mixed use buildings that become or are developed as 30% more energy efficient than state wide building code as advocated by the Citizen Committee for Sustainable Design.
II. Goal: Promote an assortment of affordable housing initiatives to meet the needs of owners and renters with varying levels of income.

A. Objective: Establish a series of meaningful incentives for developers to create new affordable housing.

1. Strategy: Encourage mixed-use and mixed-income housing developments.
2. Strategy: Create incentives such as deferral or exemption from real estate taxes for development of mixed-use projects in designated Entrance Corridors of the City.
3. Strategy: Secure State legislation to allow for cash payments in lieu of affordable units. Cash proffers should be held in the City’s name within the Thomas Jefferson Community Workforce Housing Fund. Monies from this fund will be used for downpayment assistance for first time homebuyers.
4. Strategy: Support the use of tax credit proposals submitted by private developers within the locality to create affordable rental units. The chances of success for such projects are enhanced greatly when localities contribute their support.
5. Strategy: Review City-owned land and properties and evaluate for affordable, multi-family, redevelopment opportunities. If public funds are not available for redevelopment, advertise for private developers or partner with non-profit housing advocates to redevelop these lands as mixed-income projects.
6. Strategy: Identify privately or institutionally-owned land or properties which would be suitable for development or creative redevelopment of affordable or mixed income housing projects. Support partnerships with private or non-profit entities to create affordable housing.
7. Strategy: Continue to fund the Thomas Jefferson Community Workforce Housing Fund and any other initiatives to provide homebuyer downpayment assistance to bridge the “affordability gap” in the city.

B. Objective: Link housing options and employment opportunities in City land use decisions.

1. Strategy: Establish and implement an Affordable Dwelling Unit Bonus Program to give a density bonus to developments that voluntarily set aside a percentage of the total units as affordable priced.
2. Strategy: Expand the supply of housing in appropriate locations within the City to increase abilities to walk and use public transit, to support families with children, to sustain local commerce and to decrease student vehicle use.
3. Strategy: Stimulate housing development where increased density is desirable and strive to coordinate those areas with stronger access to employment opportunities, transit routes and commercial services.

C. Objective: Encourage area employers to address workforce housing issues for their own employees to enable them to live in the City.

1. Strategy: Encourage private employers to provide employer-assisted financing for their employees, including downpayment assistance, and pay incentives to not use cars for commuting and residing in housing nearer to their work.
2. Strategy: Encourage the University to work in partnership with developers to produce workforce housing projects either for rent or purchase. Incorporate use of land leases where the University would retain the land but gain the benefit of providing housing near its jobs.
3. Strategy: Challenge the University to partner with developers to create or rehab new/ex-
isting housing for its workforce, including support staff and hospital staff.

III. Goal: Offer a range of housing options diverse enough to meet the needs of Charlottesville’s residents, including those presently underserved.

A. Objective: Support recommendations included in the Thomas Jefferson Area Coalition for the Homeless 2012 Plan to End Homelessness.

B. Objective: Set affordability benchmarks for the development of units for low and moderate income residents, with sufficient flexibility to allow for negotiation based on the development project’s criteria, and then provide incentives for such developments to be built.

1. Strategy: Work with the City’s Housing Advisory Committee (HAC) to establish, and annually review a set of Affordability Design Standards.

2. Strategy: Research and commit to a working partnership with PHA, JABA and TJPDC’s Fair Housing and Universal Design staff members to review and enhance current design review standards. These members have already established a strong foundation of viable visitability and accessibility alternatives for new and rehab construction.

3. Strategy: Promote long-term affordability of units by developing strategies and mechanisms including deed restrictions and covenants for their initial sale and later resale. This will protect the direct monetary investments that come from public resources.

4. Strategy: Support an increase of funding appropriate for new and existing housing programs, including the Thomas Jefferson Community Workforce Housing Fund and any other housing trust initiatives. These sources of funding would be flexible enough to support the City of Charlottesville’s various housing needs.

5. Strategy: Continue to support and expand the City’s Tax Relief programs to accommodate the needs of low-income households, seniors and those with disabilities. This shall include exploring legislation for differentiating between residential and commercial tax rates.

C. Objective: Adopt additional financial and programmatic supports to aid in the development of housing related services.

1. Strategy: Consider the merits of establishing a Tax Deferral Program similar to the one proposed by Habitat for Humanity of Greater Charlottesville: 50% tax deferral for income-eligible home buyers who earn less than $25,000 per year.

2. Strategy: Expand the range of transitional and supportive housing options within the community by providing physical and financial support to programs serving the homeless and near-homeless populations, as well as those with challenges that would otherwise prevent independent living.

IV. Goal: Establish an office of the City’s Housing Coordinator to execute the City’s housing goals outlined above.

A. Objective: The City Housing Coordinator’s office shall serve as an information clearinghouse for anyone who is interested in housing issues in our City by compiling and making available to developers, realtors, prospective residents, and other interested parties information on City neighborhoods, projects, programs, opportunities and incentives.

1. Strategy: The City Housing Coordinator’s office shall establish procedures for determin-
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<td><strong>1.</strong> Strategy: <strong>ing housing conditions and prepare an annual report</strong>.</td>
<td><strong>3.</strong> Strategy: The City Housing Coordinator’s office shall serve to refer buyers who are interested in purchasing within the city known resources within the community which may include the center at Piedmont Housing Alliance.</td>
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<td><strong>2.</strong> Strategy: The City Housing Coordinator’s office shall create a comprehensive city-wide database of housing information, including use of data from the “State of Housing Report” to collect housing data and integrate it into the city’s GIS system.</td>
<td><strong>4.</strong> Strategy: The City Housing Coordinator’s office shall actively market the city as a desirable and potentially affordable place to live.</td>
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APPENDIX: Type and Quantity of Dwelling Units Built Since 1980
With Projections from 2007

New Dwelling Units by Type, 1980-2006
And Dwelling Units Underway or In Review

*Projections based on NDS records, June 2007. Projects underway or in review may take several years to reach completion. Projects are listed as underway if they have received final site plan approval.

All other data from City Assessor’s records. Unit types reflect land use recorded in FY 2006. Includes only dwelling units built since 1980. Does not include condominium conversions of units built before 1980.
### New Dwelling Units by Type, 1980-2006
And Dwelling Units Underway or In Review

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*Projections based on NDS records, June 2007. Projects underway or in review may take several years to reach completion. Projects are listed as underway if they have received final site plan approval.

All other data from City Assessor’s records. Unit types reflect land use recorded in FY 2006. Includes only dwelling units built since 1980. Does not include condominium conversions of units built before 1980.
Cumulative Supply of Dwelling Units Built From 1980 To 2006
And Dwelling Units Underway or In Review

*Projections based on NDS records, June 2007. Projects underway or in review may take several years to reach completion. Projects are listed as underway if they have received final site plan approval.

All other data from City Assessor’s records. Unit types reflect land use recorded in FY 2006. Includes only dwelling units built since 1980. Does not include condominium conversions of units built before 1980.
Cumulative Supply of Dwelling Units Built From 1980 To 2006
And Dwelling Units Underway or In Review

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*Projections based on NDS records, June 2007. Projects underway or in review may take several years to reach completion. Projects are listed as underway if they have received final site plan approval.

All other data from City Assessor’s records. Unit types reflect land use recorded in FY 2006. Includes only dwelling units built since 1980. Does not include condominium conversions of units built before 1980.
The following maps show the location of dwelling units built in the 1980s, the 1990s and the period from 2000 through 2006. The four dot sizes represent ranges in the size of new developments, from individual houses to developments of more than 30 units. Because of limitations in the available data, not all of the units counted in the tables above are plotted in the maps below.
Dwelling Units Built During 1980-1989

- 1 or 2 units
- 3 - 15 units
- 16 - 30 units
- more than 30 units
Dwelling Units Built During 1990-1999

- 1 or 2 units
- 3 - 15 units
- 16 - 30 units
- more than 30 units

Miles
The use of land is a reflection of human activities and values. A good land use plan incorporates general health, safety and welfare concerns, and aims to provide for compatible, harmonious and orderly development of the community and its interdependent parts. It provides guidance for the appropriate location and intensity of activities, attempting to meet competing needs and demand in an equitable fashion, while still being respectful of natural environmental settings.

The following is a discussion of existing and future land use in Charlottesville.

**Background and Introduction**

The Land Use Plan consists of the projected future uses of land for the 18 neighborhood areas in the City of Charlottesville through the year 2025. The Land Use Plan is generalized, not all lots in the city will be developed in this particular fashion. The Land Use Plan is intended to serve as a guide for future development for City Council and other boards and commissions to reference when a land use issue arises.

**Role and Purpose**

As stated above, the Land Use Plan is intended to be a guide and framework reference for public and private developments. This plan is visionary and not intended to be interpreted as definite. At the same time the 2025 land use represents the city’s plan for development.

This chapter describes the overall land use themes within the City of Charlottesville, highlights current land use issues, and suggests strategies. The Land Use Plan attempts to achieve the communities’ goals of desirable land use, distribution and character for new development and appropriate re-development of land where needed.

**Land Use Data**

As part of the adoption of a new comprehensive zoning map for Charlottesville in 2003, the City implemented a number of land use recommendations including the creation of Mixed Use areas, University Districts, and the expansion of the Entrance Corridors.

In 2003, City Council agreed to encourage Mixed Use development with the help of a private study, performed by Torti Gallas and partners. The “Corridor Study” recommendations are to be implemented in areas of the city located along or adjacent to streets or highways that are significant routes of access within the city. The objective of these corridors is to create a dynamic street life that would:

- Encourage pedestrians to use these areas
- De-emphasize parking
- Encourage neighborhood participation in the development processes

Mixed Use districts are separated into two categories (Commercial and Residential and Commercial and Industrial). These two categories were created to serve as vital centers for economic growth and development while also encouraging development that is friendly to pedestrians and other alternative modes of transit characteristic of an urban setting.
• Commercial and Residential: Rose out of limited amount of vacant land left in the city for development.
• Commercial and Industrial: Goal of locating industrial in harmony with other land uses.

As part of the 2003 zoning rewrite a new zoning class was created to address growing number of students living “off-campus.” A classification of a “University” district was created that restricts occupancy to allow only three unrelated persons to reside within a dwelling unit. The new zoning applies to low-density areas. As a result of the 2003 Zoning Ordinance change, the City has created greater by-right densities near the University that will encourage development within short walking distance of grounds and take some of the pressure off of nearby neighborhoods. In effect the “University” district calls for dense developments near grounds that will not only encourage walking but also allow the University to use its resources to provide car storage rather than additional housing.

Another new concept implemented in the 2003 zoning changes are mixed-use zoning districts specific to a particular corridor. These changes were recommended in the 2001 Comprehensive Plan, specifically in the Urban Design Chapter. Each mixed-use district has distinct guidelines and regulations that cater to the atmosphere and character of the surrounding areas. The characteristics of the plan serve to:

• Stabilize and improve property values
• Protect and enhance the city’s attractiveness to all
• Sustain and enhance economic benefits from tourism
• Advance and promote health, safety, and welfare of the public
• Support and stimulate development complimentary to the prominence afforded properties and districts having historic, architectural or cultural significance

The Entrance Corridors are an overlay zoning district whose regulations apply in addition to the underlying zoning and are located on the major roads entering into the City of Charlottesville. They are located on the indicated roads below.

1. Route 29 North from the corporate limits to Ivy Road;
2. Hydraulic Road from the corporate limits to the 250 Bypass;
3. Barracks Road from the corporate limits to Meadowbrook Road;
4. Ivy Road from the corporate limits to Emmet Street;
5. Fontaine Avenue/ Jefferson Park Avenue from the corporate limits to Emmet Street;
6. Fifth Street, SW from the corporate limits to the beginning of the Ridge Street Architectural Design Control District;
7. Avon Street from the corporate limits to the CSX Railroad tracks;
8. Monticello Avenue/ Route 20 from the corporate limits to Avon Street;
9. Long Street from the corporate limits to St. Clair Avenue;  
10. East High Street from Long Street to East Market Street;  
11. Preston Avenue from McIntire Road to Rosser Avenue; and  
12. McIntire Road, from Preston Avenue to Route 250.

**Land Use Trends**

Charlottesville’s overall size has stayed the same since the annexation of 258.4 acres of Pen Park in 1988, which brought the City’s size to approximately 10.846 square miles or 6,942 acres. This addition of land was the result of a mutual boundary line relocation agreement executed by the City and Albemarle County as part of the revenue sharing agreement, which prevents further annexation of county land by the city. The City is likely to remain at its present size due to the agreement with the county and the state law that prohibits further annexation. It is important to note, however, that the state moratorium on annexation is scheduled to end in 2010. Currently, the city’s breakdown of development is demonstrated by the following graph.
EXISTING LAND USE
Vacant Land
With little remaining vacant land, the city’s continued vitality depends upon its ability to attract and facilitate a harmonious mixture of commercial and residential development and redevelopment. The graph at right shows the vacant land in Charlottesville.

Infill
Because of the limited amount of land available for development, most development opportunities will involve redevelopment or development of parcels previously passed over for development due to difficulties with the site. Now that little land is available and city locations are sought more often by developers, pressure has increased for the development of difficult sites. Infill development through special use permits is a tool introduced to increase development opportunity which the city desires to encourage in certain areas within the city’s R-1, R-1s, R-2 and R-3 zoning districts. On projects sited on two acres or less, special use permits allow deviation from the following types of regulations subject to a review process:

• Minimum lot size and street frontage requirements,
• Dimensional requirements,
• Types of dwellings, density, and
• Yard requirements.

The city may grant an Infill Special Use Permit (SUP) to promote several different objectives including:

• Variety of housing types,
• Ease of access to, and encouragement of the use of, public transportation,
• Proximity to public parks and community facilities,
• Encouragement of pedestrian and vehicular connectivity within a development allowing for residents to live near workplaces,
• Access to retail, and other conveniences, and
• Creation of a development that is harmonious with the existing uses and character of adjacent properties.

The special permit requires a public hearing that gives the public a chance to voice whether or not they feel the infill proposal is appropriate. Special Use Permits also assist in giving special consideration to appropriateness, character, scale, and size of the development.

To promote a walkable community, to reduce traffic congestion, improve air quality and enhance the viability of downtown businesses, the city seeks to encourage increased density of residential development in central Charlottesville along the Main Street corridor and in other development corridors. In these areas, access to a variety of transportation options allows for increased density with less impact on traffic and promotes a healthy lifestyle for city residents.

The map on the following page shows the area where Infill SUPs may be considered. Even if a project is located in this area, there are circumstances where it may not be appropriate. Each application will be considered on its own merit.
Linkage Between Land Use and Transportation

A very important factor in transportation issues is community land use. A dense urban fabric will encourage biking, walking and transit use. Low density, sprawling development will continue the dominance of the car as the primary mode of travel. The quality of the urban fabric can encourage alternative mode usage through the creative design of sidewalks, bike lanes, transit facilities, and adjacent land uses that encourage street life.

Several years ago, Charlottesville decided to attempt to reduce the number of daily vehicle trips and increase alternative mode use. Greater density in development corridors, Downtown, and the University area was encouraged through changes in the zoning ordinance in 2003. Using substantial amounts of capital dollars many sidewalks have been constructed, bike lanes have been added, "share the road" signs installed where roads are not wide enough for bike lanes, and transit stops have been added and improved. Design standards were changed to require buildings to be located near the street, to require ground floor commercial use, to require minimum building heights, and to reduce parking requirements.

Parking regulations for most types of development throughout the city have been decreased to reflect the City’s vision for increasing multimodal transportation. In the case of residential developments, specifically close to the University, less parking is provided to encourage fewer vehicles. Parking for commercial developments traditionally has been based on the number of spaces that could be used during the busiest time of year. In Charlottesville’s 2003 Zoning Ordinance, minimum parking spaces required for most types of development were decreased. Developers may provide more parking than is required. Lower minimum parking requirements are intended to encourage developers to reduce impervious surfaces, increase green space, provide more residential units in some instances, take advantage of sites close to public transportation and destinations within walking distance, and encourage users to get around by means other than driving alone in motor vehicles. Concern has been expressed that due to the lower parking requirements, as well as the parking exempt districts, that there is difficulty locating convenient, free, on street parking. As less free parking is available, it is imperative to make sure that many other modes are available and effective in a similar timeframe to reduce the concern of decreased parking requirements for development.

Development Trends

Since the development boom in Charlottesville began in 2000, the downtown area has expanded. Development near the downtown mall has begun to take form with proposals for taller buildings buildings taking advantage of the mixed-use zoning and the by-right building envelopes in the 2003 Zoning Ordinance. The area is witnessing more residential space above the downtown mall and within the surrounding neighborhoods. At the same time, an increase in condominium development has reached Charlottesville.

Similarly, the trend has been to build denser apartments for students near the University of Virginia. Along 14th Street, 15th Street, John Street, Wertland Street and Jefferson Park Avenue new apartment buildings have been built in response to students living “off-grounds” beyond walking distance because of limited “on-grounds" housing. In an effort to diminish the amount of traffic and cars, the City encourages developers to allocate less space for parking, in order to encourage students to leave their cars at home.

The redevelopment of office land in the Martha Jefferson Hospital area continues to work well within the framework laid out in the City’s Land Use Plan. Martha Jefferson Hospital’s last major expansion plan came in 1988. A significant amount of residential property within the Martha Jefferson Hospital area was converted to
office use in accordance with previous adopted plans because of the close proximity to the hospital. In the coming years Martha Jefferson Hospital will slowly be re-locating their services to the Pantops area of Albemarle County as their continual need for expansion exceeded the available land within the Martha Jefferson Area. Residential properties converted into offices by special use permits will be available for new owners once Martha Jefferson Hospital completes their move in 2012. Construction of the new hospital at Peter Jefferson Place, on Pantops Mountain will commence in 2009. The buildings that will be vacated in the city are allowed to file for the re-use of the special permit in place on the site or use the underlying zoning designated for their particular parcel. Martha Jefferson Hospital desires to develop a master plan for the reuse of its property over the next several years and the city and neighborhood residents have been involved in these discussions.

**Classification of Land Use Categories**

The following land use categories were used in preparing the Existing Land Use Map:

**Residential**
Includes all land occupied by any type of housing. Residential land is divided into three sub-categories; Typical zoning classifications that may accommodate this land use category: R-1, R-1U, R-1S, R-1SU, R-2, R-2U, R-3, University Medium Density (UMD), University High Density (UHD), or McIntire - 5th Residential.
- Low Density [Single Family] (3 to 7 units per acre);
- Medium Density [Two Family] (7 to less than 12 units per acre);
- High Density [Multi-Family] (12 units or more per acre).

**Commercial**
This category includes wholesale and retail trade, consumer service, eating establishments and related uses such as parking and storage. Typical zoning classifications that may accommodate this land use category: B-1, B-2, B-3, and Emmet Street Commercial.

**Commercial – Office**
This is a subcategory of commercial land uses. It includes such uses as medical and dental offices, legal and accounting firms and service businesses. Such uses can be freestanding or in an office-park type development.

**Neighborhood Commercial**
This area is intended for commercial uses of limited size, primarily serving neighborhood needs for convenience goods and services. These neighborhood commercial uses should be regulated in terms of times of operation and activities to avoid noise, traffic, and other adverse impacts on the residential character of the neighborhood. Uses in this category generate a minimum amount of outside traffic and environmental pollution. Recommended use include neighborhood retail stores, bakeries, service stations, laundry mats, and similar neighborhood oriented uses.

**Industrial**
This category includes all land and buildings used for manufacturing and warehousing, including such accessory uses as rail loading yards, parking and storage. Typical zoning classifications that may accommodate this land use category: M-1 and Industrial corridor.

**Public, Semi-Public/ Institutional**
This category includes publicly owned land and buildings such as government centers, police and fire stations, libraries, post offices, schools, colleges, and cemeteries. Related uses include private or semi-privately owned facilities and land that are generally open to the public such as churches, lodge halls, and private hospitals. This land use category may be held by any zoning classification.

**Transportation, Communication, and Utilities (TCU)**
Land in this category is occupied by public and quasi-public rights-of-way for railroads and transmission lines. This category includes power substations, radio
and television transmission facilities, airports, and other utility land uses.

Mixed Use
This category includes land in the Economic Development corridors and Historic Overlay Districts and provides for a mixture of residential, retail, office and commercial uses. Mixed Use Districts typically accommodate this land use category.

Parks/Recreation/Conservation
This category includes both active and passive park recreational lands, including associated buildings and parking areas. These areas may be either publicly or privately owned and may include playgrounds, public parks, golf courses, and recreation centers. This land use category may be held by any zoning classification although a park overlay zone was created in 2003 for all public parks.

Undeveloped
This category is for land not currently developed for a specific use. This land use category may be held by any zoning classification.

Undeveloped – Wetlands
This is a subcategory of undeveloped land. It consists of all wetland areas as defined by the United States Geological Survey (USGS) quadrangle maps. This land use category may be held by any zoning classification.

100-Year Flood Plain
The Land Use Plan designates areas of the city that are subject to flooding during a 100-year flood. This category defines those areas of the city where careful site planning dictates location and design of structures against the potential for flood damage. New development with the 100 year Flood Plain is discouraged and only those uses such as agriculture, recreation, or open spaces will be encouraged.

Relationship Between Land Use and Zoning
The following definitions are provided to illustrate the difference between zoning and land use. Both of these tools are used to determine the development of the community.

Zoning Map:
A legally binding map by which the city and residents must abide when planning development on a parcel inside the city limits.

Land Use Plan:
A desired framework for how the city would like land to be used and a community wide goal to be used as a reference and guide for the future.

Current Land Use Issues in Charlottesville
On the following pages are the descriptions and the existing framework for current land use issues in Charlottesville. The Neighborhood Development Services team, with the help of countless residents, have identified the following areas as places that are in need of change and/or additional study. The list is categorized by neighborhoods, streets, parking, and other land use items. Their order does not represent or reflect any particular rank or level of importance.
CURRENT LAND USE ISSUES IN CHARLOTTESVILLE

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[Map showing various land use issues in Charlottesville]
Neighborhood Land Use Issues

Fifeville
The mixed-use zoning on Cherry Avenue has not guided development as intended when the transition zoning (now Cherry Avenue District) was put into place. Recent structures have only included a small amount of commercial space or non-residential uses, thereby not meeting the intent of the purpose of mixed-use zoning. The residents are asking for re-zoning of the Cherry Avenue District in order to protect the character of the Fifeville area. They would also like to have a pedestrian friendly neighborhood. The first step is an evaluation of possible change of the zoning in the Cherry Avenue Corridor around Estes Street, Delevan Street, 7th Street SW and 5th Street SW to R-1S. Residents have also recognized the corridor from the south side of 9th Street continuing along Cherry Avenue to Ridge St. as a place that would be appropriate for a neighborhood commercial zone. They have voiced concerns on the lack of commercial buildings within the area and would rather be able to shop within their neighborhood than drive to 29 North for basic goods. Neighborhood commercial uses, if developed appropriately, could provide the residents with pedestrian friendly streets and alternative places to shop without driving.

Summary
• The neighborhood would like to protect and enhance their neighborhood character and would like to do so through a rezoning process.

Fry’s Spring
The Fry’s Spring Neighborhood included home ownership as their top priority in their 2006 Neighborhood Plan. Participants believe that Fry’s Spring is primarily a single-family neighborhood, and residents want to promote the trend of home ownership through zoning and planning. There is concern that the higher density in the remaining areas that are zoned R-2 reduces home ownership and, as a result, alters the character of the neighborhood in a negative way. Historically, this land within Fry’s Spring has been zoned for two-family development. As a whole, the neighborhood has a mix

At this time, no changes are proposed for Cherry Avenue but downzoning of the Estes Street and Delevan areas is proposed. Changes to the Future Land Use Map and Zoning Ordinance are shown in Chapter Eleven.
of single and two-family units that are occupied by a mix of owners and renters. In 1958, the entire neighborhood was zoned R-2; since that time, most parcels have been downzoned to R-1. Parcels that have remained R-2 are located along Stribling Avenue, around Crestmont Avenue, and in the northeastern section of the neighborhood. Housing stock in these areas includes duplexes, single-family homes with basement apartments and/or attached units. The R-2 zoned land was a category “established to enhance the variety of housing opportunities available within certain low density residential areas of the city.” Fry’s Spring currently provides diverse housing opportunities for owners, renters, families and students alike. Summary

• The Fry’s Spring neighborhood wishes to promote home ownership through a combination of zoning and plan amendments.
• The residents are concerned about the character of their neighborhood if the current zoning (A mixture of R-1 and R-2) presides.
• Fry’s Spring is a unique neighborhood that provides a diverse housing stock for students and residents alike.

The Planning Commission agreed that a portion of the area proposed for downzoning should be considered. Specific changes are shown in Chapter Eleven.

Martha Jefferson

Martha Jefferson Hospital’s decision to relocate to Pantops for expansion has caused uneasiness among residents. Part of the discomfort comes from not knowing what will become of the area that the hospital and surrounding offices occupy. It is likely that the surrounding offices will depart with the hospital, thus leaving many buildings vacant. The City and Martha Jefferson Hospital are investigating whether a change in zoning is necessary for the areas where surrounding offices that once supported the hospital are located. A committee appointed by the hospital is assisting to make the transition of the hospital a smooth one for the hospital, city, and residents.

Also, the Martha Jefferson Area’s growth along East High Street has not responded as intended. A mixed-use corridor was created on East High Street to better facilitate pedestrian friendly streets, a mix of building types and uses, as well as to create an entrance corridor into the city’s downtown. However, the maximum setbacks and parking requirements are not conducive to the types of buildings that are being proposed for this area, stalling development. Characteristics of requirements for mixed use development, including higher densities permitted by special use permits, will be reviewed, along with other conditions, for their effects on development potential in areas where Charlottesville is seeking more development and greater density.

Summary

• The residents of Martha Jefferson neighborhood are apprehensive because of the departure of the long standing Martha Jefferson Hospital. Their apprehension comes from the lack of knowledge of what will replace the hospitals’ footprint.
• Martha Jefferson Hospital has formed a steering committee that will help make the transition from Martha Jefferson Area to Pantops a smooth move for everyone.
• East High Street development has become stagnant partly because of the regulations placed upon them through the zoning ordinance.
Rose Hill
Residents of the Rose Hill neighborhood would like to see the parcels currently zoned M-1 Industrial re-zoned to residential use. Rose Hill’s Industrial (M-1) land sits on the eastern border clustered along the railroad tracks and is part of a larger matrix of Industrial zoned land in the North Downtown neighborhood. The M-1 land has a multitude of land uses, including industrial and light manufacturing, warehouses, storage, service garages, kennels, single-family structures, apartments, offices, and retail spaces. In years past, M-1 parcels allowed for single-family uses by right. It was under this zoning that many of the residential homes located on the eastern border were constructed. Presently, residential homes are prohibited in M-1 zoning. The notion behind the zoning of industrial land at Rose Hill in 1958 was for the Industrial land to blossom beside the railroad tracks. That did not occur as anticipated due to market changes, evolution of industrial processes, and the construction of housing.

Summary
- Residents in the Rose Hill neighborhood would like to see the M-1 (Industrial) land re-zoned to residential land.

Homes currently in the industrial zoned land were constructed prior to the new ordinance, which does not allow residential homes to be constructed in industrial zoned land.

Woolen Mills
The challenge with Industrial land is finding somewhere to place it; no one wants to have it in their backyard. The parcels zoned for Industrial activity on the neighborhood’s southern boundary, adjacent to the Southern Railroad are the parcels the neighborhood would like to have re-zoned from Industrial to Residential. In the 1960’s, the southern boundary of Woolen Mills was zoned Industrial/Restricted Industrial. In 2003, in response to the citizens concerns, this same area was re-zoned to light Industrial, which provided for lighter industry uses that are more compatible with surrounding

Woolen Mills neighborhood outlined in blue. M-1 parcels shown in gray.
neighborhoods. Current land uses in this district include warehouses, residential, vacant land, service repair garages, office buildings, industrial engineering, and group care homes. Citizens have also expressed the need for a buffer between the Industrial and Residential land. Woolen Mills also has concerns about the use of cemeteries in the future. See Other Land Use Items – Cemeteries.

Summary
• The residents of Woolen Mills want to see the industrial land in their neighborhood replaced by residentially zoned land.
• In 2003, in response to citizens there was an area of industrial land rezoned to light industrial, which provided for lighter industrial uses that are more compatible with the surrounding neighborhoods.

Citizens have expressed interest in a buffer that would be set in place to provide a separation between the Industrial land and the residential land visually as well as spatially.

Corridor Land Use Issues

East High Street
As part of the 2003 Zoning Ordinance, East High Street became a mixed-use corridor. The new ordinance requires structures in this area to adhere to a detailed code that includes a “build-to” line that encourages pedestrian friendly streets and landscaping in front of structures where pavement currently exists. Unfortunately, the new ordinance has not brought about the changes as anticipated. It is possible that proposed new structures are having trouble with the current guidelines set forth by the zoning ordinance. Also, the Land Use Plan map, at times slightly differs from the designated zoning for each of the individual parcels. A review of the ordinance requirements would be appropriate. East High Street leads into the Martha Jefferson Area where there are additional Land Use concerns noted earlier in this document.

Summary
• The East High Street corridor has not experienced development since the 2003 Zoning Ordinance was adopted. Because some aspects of the 2003 Zoning Ordinance may be inhibiting development, the corridor should be studied to determine whether any zoning changes should be made.

Changes are proposed to properties at the High Street intersection with the 250 Bypass. Those changes are shown in Chapter Eleven.

Elliewood Avenue
Elliewood Avenue is a unique street within the University Corner local historic district. This area was once home to many student boarders in the traditional boarding houses that lined the streets. Many of the original structures remain, but this street is now a commercial area that is included in the West Main North Mixed Use Zoning District. This zoning district requires that properties adhere to the code by building to the property line and by limiting their structure to four stories or less. Given the scale and setbacks of this street, the zoning is in conflict with the historic nature of this district.
The other dilemma that is circling Elliewood Avenue is the struggle between the developers, who have purchased the land under the assumption to build at what is allowed by-right under the current zoning and the City of Charlottesville, whose staff is dedicated to the preservation of the historic districts within the city. As mentioned above, this dilemma has been created because of the lack of synchronization between the zoning ordinance and the historic district building guidelines. The City needs to decide more clearly what the goals are for the future development of this area and make sure that the regulations reflect those goals.

**Summary**
- The zoning designation of Elliewood is in conflict with the historic nature of the street and ADC Historic guidelines.

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**Ridge 5th and McIntire**

The Ridge 5th and McIntire area comprises one of the best examples of a 19th century neighborhood. These characteristics can be seen by the way in which the development has taken shape. Development in this area matured at a time when automobiles were not the dominant mode of transportation. The land progressed more organically and coincides with the topography of the area more than any other area in Charlottesville. Concerns have arisen about whether zoning derived from the R-3 zoning is appropriate for the character and scale of this neighborhood.

**Summary**
- There is concern about whether R-3 zoning is appropriate for a classic 19th century neighborhood such as Ridge 5th and McIntire.

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**South Street**

South Street is a unique portion of the Downtown local historic district. However the structures along the western side of South Street were originally homes and they are of a residential pattern and scale. The zoning envelope for South Street would allow for building that are up to 9 stories tall and built to the property lines. The existing zoning is in extreme conflict with the historic district guidelines and at this juncture it is uncertain whether the zoning ordinance or historic overlay would prevail. It is critical that some change be made that will protect the atmosphere, scale, and integrity of the historic structures along South Street.
Summary

- The existing zoning codes and historic district guidelines are in extreme conflict with one another.

The properties on the south side of South Street from 1st Street to Ridge Street are proposed for lower intensity zoning. Specific changes are shown in Chapter Eleven.

Parking Issues

Downtown

As development continues to increase and intensify in the Downtown area, convenient and adequate parking is a primary concern of visitors, businesses and citizens. Charlottesville promotes a walkable multi-modal community, but realizes that cars and driving will always remain a portion of that equation. The entire downtown is part of a parking exempt district, meaning that developers are not required by the Zoning Ordinance to build parking. Reality dictates that new developments will provide parking within a reasonable distance; however with private development, public parking is often replaced with private parking.

The Corner and West Main

Business owners and customers are both concerned about the lack of parking and difficulty maneuvering in the “Corner” commercial area. Customers voice frustration and confusion with the current inadequacy and business owners would like to see a greater mix of community members that frequent the establishments in this area. The Corner has evolved into what is almost exclusively a student hangout. Currently, the “Corner Merchants Association” is reorganizing and brainstorming ideas on how to combat the problems that are presently compromising the Corner’s productivity. This discussion also encompasses the on street parking for this area and organizing deliveries to a difficult spot.
Summary

- The citizens of Charlottesville would like convenient and adequate parking in the downtown area.
- The downtown district of Charlottesville is blanketed in a parking exempt district.
- With the coming growth, there will be a higher demand for parking in the downtown district.
- Currently the corner has inadequate parking for its customers and inconvenient loading and un-loading facilities.
- The Corner Merchants are concerned over the lack of diversity in their customers.

Other Land Use Items

Cemetery Zoning

A concern about the future of cemeteries surfaced among the public because of escalating land prices and the scarcity of land in Charlottesville. The public is concerned that a public facility (cemetery, park, community facility) could be developed if there are no regulations in place to protect them. Parks were addressed in 2003 with an overlay and it is desired that a similar overlay be created for cemeteries. Cemeteries presently are not protected within the city’s ordinance from being developed because they are zoned R-2 or B-1. For additional protection and security, an overlay district could serve as an additional means of protection for the land from future change.

Summary

- There is a growing concern over the future use of cemeteries and the possibility of vacant sections being developed for other uses.

It is recommended that cemeteries be placed in an Overlay District.
Commercial Development in 10th and Page

10th and Page residents were unaware of a property's zoning in their neighborhood and were very unhappy with a renovation to a commercial use on that site. In their opinion, a commercial building is inappropriate for their neighborhood. They want to keep their neighborhood's residential atmosphere intact.

Summary
- Residents feel that a commercial building in their neighborhood is inappropriate.
- They want to maintain the feel of a residential neighborhood.

The Planning Commission recommends no change at this time.

Utility Issues

The potential for by-right development under the present zoning coupled with the recent development and redevelopment of many properties in different areas of the City has prompted the City to renew its focus on the aging utility infrastructure including sanitary sewer and water systems. The priority infrastructure issue is with sanitary sewer and the areas of primary concern are the Downtown and Downtown Extended districts, the West Main and Preston Avenue corridors, and the University area (particularly the area around the UVA Hospital).

The existing sanitary sewer system serves 13,315 customers and is composed of approximately 162 miles of 6-inch diameter to 30-inch diameter pipes and approximately 5,127 manholes. In many cases it is greater than 50 years old. Much of the piping is terra cotta pipe with short section lengths (e.g. 2 ft. or 4 ft.) and these older lines have experienced a lot of settlement, cracking, and root intrusion and are subject to infiltration and in many cases are in need of replacement or rehabilitation. From 2001 to 2006 the City Department of Public Works rehabilitated critical areas of the system by slip-lining sections of sanitary sewer main using a method called cured in-place pipe (CIPP). In addition, many aging manholes are made of brick. In the period 2003-2006 of the City Department of Public Works rehabilitated critical areas of the system by relining 30% of the manholes. Approximately 1,500 additional manholes will need to be relined for the City to be current in regular maintenance.

The major sewer replacement project under design and construction is the Stadium Sanitary Sewer Collector project. This collector sewer extends from the area of Cherry Avenue and Highland Avenue to Quarry Park. A 5000 ft. section of this is under construction in 2007 (Phase I – from Cherry Avenue to 5th Street, SW near Cleveland Avenue). The sections under design generally follow Moore's Creek and include Phase II (from Avon Street to Quarry Park) and Phase III (from 5th Street, SW to Avon Street).

Future sanitary sewer replacement projects may include the Valley Collector from the University of Virginia Hospital area to a tie-in point on the Stadium Sanitary Sewer Collector near 5th Street, SW. See the attached map for areas of study and possible replacement.
CITY SANITARY SEWER SYSTEM
PRIORITY AREAS FOR EVALUATION AND POSSIBLE RECONSTRUCTION

valley Road Collector

McIntire Road Collector & 14th/15th Street Main

Meade Avenue Trunk

Pollacks Branch Trunk & Belmont Trunk

Stadium Sanitary Sewer
upper 1/3 U/C 2007
lower 2/3 under design

NEIGHBORHOOD DEVELOPMENT SERVICES
FEBRUARY 2007
The existing water distribution system serves 13,475 customers and is composed of approximately 183 miles of water main, 3179 valves, 953 fire hydrants, 13,850 water meters, and one booster pump station (Lambeth Field Pump Station). The water mains are constructed of ductile iron pipe, cast iron pipe, galvanized steel pipe, and some PVC pipe. The City standard for water mains is ductile iron pipe. The City Department of Public Works/Public Utilities Division has an ongoing program of replacing all galvanized steel mains in the City and replacing them with ductile iron mains to strengthen the redundancy of the water distribution system and enhance fire flows throughout the City. The City is also in the process of replacing all galvanized service lines with copper tubing. In addition, the City has identified a need to replace a number of aging and non-functioning valves and several left-handed valves in the water distribution system.

The presence of adequate utilities is a consideration in land use decisions, though it can not be the only consideration. As a high growth area within the state, Charlottesville is able to consider the capacity of the current system and the effect of additional impacts in land use decisions. The City also has the ability to accept cash proffers that address the impact of development on the City Infrastructure.

The Future Land Use Map

The Future Land Use Map graphically illustrates the spatial distribution and relationships for proposed land uses. The Future Land Use Map was developed using the Existing Land Use Map as the starting point, and making judgment as to where growth will occur and where growth should be encouraged. As with the Existing Land Use Map, the pattern is generalized and is not intended to be interpreted on a parcel specific basis or without reference to the text regarding objectives, development guidelines and geographic area recommendations. Attempts to measure or “scale” the dimensions of a particular land use category depicted on the map, in order to gain some guidance as to boundary location, are inappropriate. In many instances, natural or manmade features (streams, road, etc.) were utilized as logical transition points between land use types.

It must be recognized as well that the plan, while static in map form, depicts a future that is constantly evolving. It is important to emphasize that the plan is not intended to be an inflexible mandate for growth management. The plan is flexible and provides generalized local guidelines for the future pattern of land use and development in Charlottesville. Reference to the Future Land Use Map, for critical review of land development proposals, must reflect on the changes that may have occurred (social, economic, and land use) and may not have been incorporated in the planning process. Timing of development, therefore, is an important concept implicit in the implementation of the plan. The change of any land area from one use to another must be cognizant of the circumstances that are necessary to support the change. Infrastructure, road improvements, community services and adjacent development are factors that may serve as pre-conditions for a change in land use to be approved. Thus, the interpretation of the plan must remain flexible while adhering to the basic principles, goals and objectives, policies and intent of specific land use recommendations. Regularly updating the plan and map is necessary to insure that they serve as valid instruments for guiding development.
Goals and Objectives

**GOAL I: Maintain a zoning ordinance that incorporates newer forms of mixed-use type of development desired by the community.**

Objective A: Maintain a zoning classification where differences between zones are based on intensity of use as defined by density, height and maximum size of allowable use and not on type of use alone.

Objective B: Create a zoning classification to allow mom and pop style small neighborhood businesses to flourish.

Objective C: When developing alternative ordinances always respect and protect adjacent residential areas

**GOAL II: Regulate the use of land to assure the protection, preservation and wise use of the City’s natural, historic and architecturally significant environment.**

Objective A: Continue to monitor development through enforcement of site plan/subdivision review, zoning, soil erosion ordinances and a better system of bonding performance, to ensure protection of limited natural resources and sensitive environmental areas, including designated flood plain areas and rivers.

Objective B: Ensure compatibility of land use in all decisions affecting land use, and update the Land Use Plan on a citywide basis with current land use data. Pay special attention to residential neighborhood protection, affordable housing, and coordination with Albemarle County and the University of Virginia.

Objective C: Modify the zoning ordinance so it complements the City’s design guidelines.

**GOAL III: Promote land use that maintains and enhances the City’s role as a regional market place, without sacrificing the quality of life and environment.**

Objective A: Continue to develop CSX property based on the master plan with revisions if needed. This development needs to be supportive of Downtown.

Objective B: Evaluate light industrial use with sufficient buffering to protect adjacent residential neighborhoods.

Objective C: Examine changes to the ordinance to include areas for uses such as grocery and drug stores, in areas proximate to the Downtown.

Objective D: Encourage the use of Planned Unit Development for large sites and Infill SUP for smaller areas as a way to protect the natural environment and allow flexibility and variety in development.

Objective E: Create an overlay for cemeteries that would prevent development on cemetery parcels; similar to the recently created park overlay.

**GOAL IV: Revise the zoning ordinance and zoning map to provide a consistent and up to date zoning code for the City.**

Objective A: Amend the zoning map to imple-
ment the many changes recommended by the neighborhoods to make zoning and existing land use and the land use plan consistent.

Objective B: Amend the zoning ordinance in such a way that is sensitive to the history of the community and provides for protection of valuable historic resources.

Objective C: Explore the addition of and determine if a historic district is feasible in the Martha Jefferson Area.

Objective D: Review the historic preservation section of the ordinance to examine the current standards for demolition and for the preservation of archaeological resources.

GOAL V: Seek to increase the number of rehabilitated and re-used historic structures.

Objective A: Actively encourage developers and homeowners to use rehabilitation tax credits as appropriate for the rehabilitation of historic properties.

Objective B: Utilize provisions available in Virginia for real estate tax abatement for the rehab of older buildings not registered as historic like the residential tax abatement program.

Objective C: Continue meeting with Martha Jefferson Hospital committee to ensure a smooth transition when Martha Jefferson Hospital leaves.

GOAL VI: Provide consistent parking standards that are supportive of neighborhood goals and that enhance neighborhood goals and objectives.

Objective A: Provide a mechanism for parking for new downtown residential uses and to provide for parking for existing downtown residential uses that have been developed without parking.

Objective B: Protect neighborhoods from encroachment by employees of commercial enterprise and particularly the University of Virginia.

Objective C: Study parking and delivery issues in the downtown, West Main and University Corner areas.

Objective D: Provide for public/private partnerships to provide parking in publicly owned facilities.

GOAL VII: Maintain an infrastructure system adequate to serve existing and future development.

Objective A: Study sanitary sewer drainage areas in Downtown, West Main Street, Preston Avenue and the University area to determine where improvements are necessary.

Objective B: Develop a prioritized list to upgrade the utility system to accommodate future growth.

Objective C: Amend ordinance to have developers contribute to the upgrade of utility systems on a proportionate basis equal to their impact on the system.
Chapter Six

Transportation
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The transportation system in a community is an important factor contributing to the quality of life of the residents. Without a sound transportation system to bring both goods and patrons to, from and within the City, local businesses cannot flourish. Recognizing the intertwined relationship between land use and the transportation system is fundamental to planning for the future. As roadways are improved, access to land is increased. This encourages new development to occur which puts more traffic and pressures on the roadway system. Eventually those pressures mean new roadway improvements must be considered, creating a cycle.

The location of the City of Charlottesville within the region contributes significantly to some of the transportation challenges faced by the City. The City (encompassing approximately 10 square miles) is entirely surrounded by Albemarle County. As a result, the transportation network and land use beyond the City limits have a significant impact on travel through the City. The limited regional transportation facilities surrounding the City connecting origins and destinations both located outside of the City limits place a significant burden on the City’s transportation network. The table below reflects the regional travel patterns of Charlottesville and Albemarle County residents in 1990 and 2000.

<table>
<thead>
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<th>Mode</th>
<th>City of Charlottesville</th>
<th>Albemarle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
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<td>60.4</td>
</tr>
<tr>
<td>Car Pool</td>
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<td>0.3</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>2.9</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Source: U.S. Census of Population 1990 and 2000
Planning Context

Regional Planning - Metropolitan Planning Organization and Thomas Jefferson Planning District Commission

Charlottesville is part of a regional planning organization called the Charlottesville-Albemarle Metropolitan Planning Organization (MPO). The Charlottesville-Albemarle MPO is the forum for cooperative transportation decision-making among Charlottesville, Albemarle County, state and federal officials. The MPO considers ongoing regional growth and combines public input, technical data, and agency collaboration to develop long-range transportation plans and programs for the region, specifically for the City of Charlottesville and for the urbanized area of Albemarle County immediately surrounding the City. The MPO also coordinates the transportation planning activities of the various local transportation-related agencies that have both a direct and indirect impact on regional travel.

The Charlottesville-Albemarle MPO consists of voting members: two elected officials from the City of Charlottesville, two from Albemarle County, and one Virginia Department of Transportation (VDOT) representative. Nonvoting members include a Technical Committee composed of citizens, University of Virginia staff, local planners, transit employees, and engineering/public works staff, VDOT, the Virginia Department of Rail and Public Transportation (VDRPT) and the Federal Highway, Transit and Aviation Administrations. The MPO is staffed by the Thomas Jefferson Planning District Commission (TJPDC) and is supported by federal, state and local government funds. Its fundamental documentation is a Unified Planning Work Program (UPWP) describing MPO activities that are to be developed each spring. Other regular planning documents include a Transportation Improvement Program (TIP), which list individual projects for the upcoming three years, and the 20-year Charlottesville Area Transportation (CHART) Plan, which is updated every five years. Transportation projects developed with federal funds must be approved in the TIP before the Federal Highway Administration or the Federal Transit Administration will approve funding.

The TJPDC is directed by a twelve-member board, consisting of two representatives appointed by each local governing board, more than half of whom are local elected officials. The Commissioners have varied backgrounds and currently serve on various boards and committees in the region. Meeting monthly, they provide direction and oversight for TJPDC activities.

In addition to the two voting members on the MPO Policy Board and two Commissioners on the TJPDC governing board, the City is represented by staff and the Planning Commission on the MPO Technical Committee and citizens on the CHART citizen’s advisory committee.

The following reviews current planning documents which directly effect the City of Charlottesville that have been developed by the Charlottesville-Albemarle MPO, in cooperation with the TJPDC.

United Jefferson Area Mobility Plan 2025

In order to develop effective regional solutions, the United Jefferson Area Mobility Plan (UnJAM 2025) combines the Charlottesville-Albemarle Regional Transportation (CHART) Plan for the MPO area with the Rural Area Transportation Long-Range Plan, for the five-county (Albemarle, Fluvanna, Greene, Louisa and Nelson) TJPDC. The overarching goal of UnJAM 2025 is to create a balanced, multi-modal transportation network by 1) improving connections throughout the region; 2) improving mobility within neighborhoods, towns, and counties; and 3) making transportation choices which help foster livable communities. The project list as adopted in May 2004 is contained at the end of this chapter including a map illustrating the location of the projects.

This Plan recognizes the prominent role US Route 29 plays as a regional and state thoroughfare. It is the major north-south automobile and truck route, and its capacity for through travel should be enhanced by a
coordinated strategy of operational improvements where needed (additional lanes, grade-separated or other intersection improvements, improvements to signal timing and synchronization, removal of any unnecessary signals, more defined through and local service lanes, access management and improved connections, and completion of a parallel road network to serve surrounding neighborhoods and businesses). –A major portion of the roadway network can be completed with private funds, by developers building new subdivision streets, UnJAM 2025 encourages more interconnections between new developments, coupled with lower-speed, safer roadway design.

**Regional Rail Conceptual Study**

As part of the multi-pronged UnJAM planning process, TJPDC and the MPO sponsored a series of hands-on planning workshops to garner public input for creating the Regional Transportation (CHART) 2025 Plan. As a result of these workshops, there was broad-based interest in some sort of rail transport from outlying regions to the Charlottesville area. The Rail Conceptual Study, dated November 2004, highlights all of the potential rail options so that comparisons could be made for informed choices. The Regional Rail Conceptual Study examines light rail as well as commuter and intercity passenger rail alignments; the latter two options would primarily use existing Norfolk Southern Corporation and CSX Transportation lines. For short-intermediate trips, the Commonwealth of Virginia has already recommended a regional passenger rail service called the TransDominion Express (TXD) which would utilize Norfolk Southern lines in this region. This Rail Conceptual Study also outlines several proposals for commuter rail services which include Norfolk Southern (North-South) and CSX (East-West) lines, both of which are roughly parallel to Virginia state primary roads. The commuter rail proposals for CSX rail lines extend outside the PDC area as far west as the City of Staunton and as far east as Richmond. The commuter rail proposals along Norfolk Southern tracks would serve the University of Virginia, downtown Charlottesville and commercial and residential developments along the US 29 corridor.

In agreement with the Shaping Community document, this report recommends that the streetcar be an active part of the multimodal network. Integration of the streetcar mode is important in the urban area setting, and planning should begin to include the major trunk line along West Main Street and its inclusion into the downtown transit center recently constructed.

**TJPDC/VDOT Multi-modal Corridor Study**

With funding from the VDOT State Transportation Planning Grant Program, TJPDC is working with Fluvanna, Louisa and Albemarle Counties to create a transportation plan for the Northwest Fluvanna/Southwest Louisa/Eastern Albemarle Corridor. The transportation plan will support safe, multi-modal transportation options for drivers, transit riders, pedestrians and bicyclists by identifying investment strategies and key spot improvements to improve the capacity and safety of existing roads in the corridor. The study will also analyze the impacts of different development scenarios. Elements of the study may be incorporated into the County’s Comprehensive Plan.

**US 29 North Transportation Corridor Study**

The US 29 North Corridor Transportation Study is a multi-phased process to develop a plan to guide future public and/or private investment in the transportation infrastructure of the segment of US 29 from the Route 250 Bypass in the City of Charlottesville through Albemarle County to the Greene County boundary. The Transportation Study is a component of the Places29 Master Plan that is being prepared by Albemarle County. Places29 is a community planning project that brings residents, business owners and others together to map out the best possible shared vision for this critical area. The project integrates land use planning for four designated urban communities within the US 29 North Transportation Corridor Study area. The transportation plan resulting from the US 29 North Corridor Transportation Study will become the transportation component of the Places29 Master Plan that will be adopted as part of the County’s Comprehensive Plan.
The 29H250 Phase 2 Plan Study is a continuation of the 29H250 Intersections Study that was completed in May 2003. A team composed of representatives from the MPO, VDOT, Charlottesville and Albemarle County were joined by expert consultants for Phase 2 of the planning process which was completed in September 2004. The goal of this project was to develop a context-sensitive, multi-modal transportation improvement plan to complement existing and anticipated development along the US 29 corridor and Hydraulic Road, focusing on the extended area surrounding the intersections of US 29 with Hydraulic Road and US 250. Public workshops were held to introduce the design concepts for transportation system improvements in the area around US 29, US 250, and Hydraulic Road. After requested feedback, detailed technical and economic analyses were completed. The economic analysis indicated that tax revenues are projected to increase under all options. Property, meal and sales tax revenues (largely in the City) are projected to increase by $1.4 to $2.2 million per year depending upon the transportation option selected. At an interest rate of 5 percent over 20 years this stream of new tax revenue could generate $17 to $28 million in capital.

In the fall of 2003 the City of Charlottesville sponsored the “Summit on Transportation and Transit” to develop a vision for transit along the West Main Street corridor. The summit’s goal was to develop an innovative transit strategy for the most visible and highly traveled corridor within the City. The final recommendations of the Summit were the following:

- Realize that Charlottesville’s quality of life is threatened by vehicle congestion.
- Build on the success of the downtown mall and the reputation of UVA.
- Re-invest in West Main transit.
- Short-term: improve shuttle between University and City Hall.
- Intermediate-term: pursue an urban streetcar.
- Long-term: develop regional bus rapid transit
- Light Rail does not make sense in this community.
- Develop a parking strategy that works with transit.

Jefferson Area Bicycle, Pedestrian and Greenways Plan
TJPDC also supports, with a variety of efforts, those who travel on foot via roads, trails and public spaces. In April 2004, the TJPDC adopted the Jefferson Area Bicycle, Pedestrian and Greenways Plan. The purpose of this plan is to provide information and guidance on the development of facilities and other accommodations to enhance safe bicycle and pedestrian travel within the Thomas Jefferson Planning District. Descriptions are given as to how localities can create and maintain safe, efficient walking and biking systems that link people to the services they need. An overall network is proposed to connect the many communities of the region while creating smaller networks within those communities. The plan also identifies methods for increasing awareness among the public, especially automobile drivers, about the needs of walkers and cyclists. Implementation and funding issues are discussed, as well. This plan offers recommendations for both physical improvements and programs aimed...
at improving bicycle and pedestrian facilities and safety.

This regional plan is designed so that it can easily be incorporated into local/municipal plans. It begins with a description of existing conditions, demands and needs, and possible facility types for both bicycles and pedestrians. It also includes plans for each locality and references to any existing plans. Each local plan has a pedestrian and bicycle section, including maps. Facilities linking to localities surrounding the planning district are coordinated with those localities’ plans.

Albemarle County Comprehensive Plan

Albemarle County surrounds the City of Charlottesville entirely. As a result, the land use and transportation decisions made by the County have a significant impact on transportation within the City. Albemarle County’s current Comprehensive Plan aims to “...channel development into designated Development Areas while conserving the balance of the County as rural areas.” The plan outlines the Neighborhood Model and focuses on three types of Development Areas.

The Neighborhood Model, appended to the Comprehensive Plan in 2001, “supports a change in the form of urban development from what currently exists” and “…recognizes that if the Development Areas are to be the primary areas receiving residential growth, density must be increased...” and “to achieve that density, the form of development must change and that form must be more urban and less suburban.” The Neighborhood Model Goals that relate to the transportation on a regional scale include:

- Network – A network of streets, bikeways, pedestrian paths, and bus routes will connect new neighborhoods as well as existing residential areas and nonresidential districts.
- Mixed Uses – Neighborhoods will contain a true mix of uses, including residences, shops, and places of employment, as well as civic, religious, and cultural institutions.
- Transportation Options – Convenient routes for pedestrians, bicyclists, and buses/other transit including light rail will augment the street network. Public transit stops will be located within each Development Area. Walking to them will be safe and convenient. Waiting for transit will be comfortable and a normal part of activity.

Figure 6-1 illustrates the locations of the designated Development Areas. The Urban Area immediately surrounds the City and is divided into seven neighborhoods. These neighborhoods are intended to be less suburban and more consistent with the character of the City.

The Communities are smaller urban centers removed from the Urban Area. Three Communities are included:

- Crozet - located to the west of Charlottesville bordered by US 250 and VA 240
- Hollymead - located north of Charlottesville and the Urban Area surrounding US 29
- Piney Mountain – located north of Hollymead surrounding US 29

In addition to the Urban Area neighborhoods and the three communities one Village, Rivanna, is identified. Different from the Urban Area and Communities, it is anticipated that Villages will most likely be established based on public requests rather than County initiative. Villages strive to combine the feeling of “country living” with the Development Area amenities.

Ideally, if implemented as outlined in the Comprehensive Plan, the Neighborhood Model and Development Areas would decrease vehicle dependency by locating work, home and amenities in close proximity to one another and increase the feasibility of transit through the increased densities. However, if the current employment base continues to be within the City, these benefits will not be recognized.
Figure 6-1

ALBEMARLE COUNTY DEVELOPMENT AREAS
City of Charlottesville Transportation Planning

Planning for the roadway system in Charlottesville is accomplished through engineering, planning and capital improvement project programming by the City of Charlottesville’s Department of Neighborhood Development Services, through the long-range planning activities of the MPO and as a function of the TJPDC. Plans for other modes of travel are reflected in the following documents.

Charlottesville Transit Improvement Study and Transit Development Plan

The Charlottesville Transit Development Plan (TDP) offers recommendations to improve Charlottesville Transit Service (CTS) in both the City of Charlottesville and Albemarle County. It may, therefore, serve as a bridge between the municipal transit system operated by the City and a new regional system governed by a partnership.

To address these issues and to begin the process of restructuring CTS into a system that will serve the growing metropolitan area, the Charlottesville Transit Improvement Study (TIS) was completed in 2005. This project studied ridership patterns and undertook an evaluation of existing route structures. A survey was conducted of riders on all CTS routes to determine the characteristics of those using the system and the origins/destinations of trips made on the bus. Studies were also conducted of the travel times of CTS routes and the proportion of time spent, by location, in-motion, and/or picking up passengers or delayed by traffic signals or by congestion. This data was supplemented by data collected in 2000 which reported boardings and alightings at each bus stop on each trip and the on-time performance of each bus trip. Several of the recommendations in the Transit Improvement Study were implemented in fall 2005.

Based on the on-survey results the majority of CTS riders could be classified as transit dependent. Specific characteristics are listed below:

- A majority of CTS riders on both day and evening routes have annual incomes below $30,000. The average annual household income for all CTS riders is approximately $37,400.
- Almost one-third of CTS riders are affiliated with the University of Virginia; UVA students make up nearly 22 percent of night ridership.
- Approximately 54 percent of all respondents have a driver’s license.
- A large proportion of riders on both day and night routes are drawn from households that do not own an automobile, about 55 percent and 65 percent, respectively. Riders on night routes own fewer vehicles than riders on day routes. A greater proportion of night route ridership is drawn from ridership that does not have an automobile available for the trip. Even so, 24 percent of nighttime riders and 34 percent of day riders had an automobile available that could have been used for the trip.

The CTS bus system serves the residents of Charlottesville.
The Charlottesville TDP is a five-year plan for CTS, which builds off of the recommendations presented in the Transit Improvement Study. The TDP is divided into two main categories of improvements. The first category includes recommendations that are cost neutral for Charlottesville but would require additional funding from Albemarle County. These recommendations are divided into two phases. Phase I includes recommendations to be implemented in FY 2007 while Phase II includes recommendations to be implemented between FY 2008 and FY 2011. Most of the TDP recommendations were implemented in conjunction with the opening of the new Downtown Transit Station in March 2007. The second category of service improvements includes additional service to Charlottesville, Albemarle County and several variations of fare-free service. In May 2007 UVA students and staff began riding CTS fare-free. There is no timeline for implementation of the other improvements included in the TDP.

Charlottesville Bicycle and Pedestrian Facilities Master Plan

The City initiated the Bicycle and Pedestrian Facilities Master Plan in March 2001, in response to the desire of the community to become more bicycle and pedestrian friendly, rely less on motorized vehicles, provide quality recreation and preserve open space. By completing this Master Plan, the City of Charlottesville has begun the preliminary steps to achieve its goal of creating a comprehensive network of on-street bicycle facilities and off-street, recreational trails. The recommendations in the plan were based upon the identification of physical opportunities and constraints within the City of Charlottesville. Major opportunities that were identified during the master planning process include:

- Community desire for alternative transportation to the automobile
- Need to reduce the dependency on cars and parking lots
- Community need for multi-use recreational trails that are accessible
- Existing lineal corridors such as the Rivanna River, Moore’s Creek, Meadow Creek and railroads
- Connections to and between existing on-street bike lanes
- Connection to the University of Virginia Grounds Walk
- Connection to the Thomas Jefferson Parkway trail
- Connection to Rivanna Trails Foundation (RTF) trails

Charlottesville desires to be bike-friendly.

- Connection to Albemarle County trails
- Connection to the Downtown Pedestrian Mall
- Connections to City and County parks

Major constraints include:

- Charlottesville's rolling topography
- Lack of available land for the development of multi-use recreational trails
- Highways and railroads which interrupt possible routes
- Narrow, busy roads and off-set or skewed street intersections
- Lack of an existing off-street, multi-use trail that meets current design and safety standards
- Wide flood plains making it difficult to construct bike/pedestrian bridges
- Lack of funding
- Existing Rivanna Trails Foundation Trails that are not to be altered into accessible, multi-use trails
Figure 6-2a

BICYCLE AND PEDESTRIAN ON STREET PRIORITIES
In response to these opportunities and constraints, the Master Plan recommends different types of on and off-street facilities and locations to meet the needs of the various types of users, who live, work and recreate in the City of Charlottesville. Figures 6-2a and b, from the Master Plan, illustrate the recommended on-street and off-street bicycle and pedestrian projects.

City of Charlottesville Parking Master Plan
The purpose of the Comprehensive Parking Master Plan, completed in November 2000, was to guide Charlottesville through the process of mitigating present-day parking shortages and develop proactive strategies for future parking opportunities and alternatives that will complement the community's long-term development goals. The plan focused on three areas: the Government/Court district (Court Square), Main Downtown and West Main Downtown. The 15 primary recommendations, most of which have been implemented, were intended to optimize the use and availability of the existing parking supply in meeting current and future needs.
Roadway Network and Parking

Though other modes of transportation exist in Charlottesville, the automobile remains the primary means of travel for most residents. As reported in the 2000 census, the pie chart below indicates how people in the City of Charlottesville are commuting to work. As shown, 61% of Charlottesville residents choose to drive alone to work. However, 16% of residents walk to work, the next highly used mode to the automobile. Compared to 1990 census data the mode choice is relatively unchanged with all modes varying by three percent or less.

The Charlottesville-Albemarle region of Central Virginia, as well as its adjoining counties, is experiencing rapid growth of population, expansion of commercial development and the associated increase in traffic congestion that has long plagued many larger Virginia municipalities. The addition of highway lanes on US Route 29 just north of Charlottesville in the mid-1990s allowed more vehicular throughput necessary to compliment continued commercial and residential growth along the corridor. Unfortunately, the throughput gained by the widening project has been negated somewhat by adjacent development contributing to increased traffic volumes approaching the capacity of the facility.

Consequently, traditional reliance upon the auto presents obstacles to moving people efficiently through Charlottesville and its surrounding communities. The predominance of travel by automobile has encouraged auto-dependent patterns of land use, particularly sprawl. There is incentive to locate new, single-purpose uses on large tracts of land at the periphery of the City along with large expanses of parking. Without easily accessible alternate modes of travel and with dispersed development, it becomes increasingly difficult to travel between work, home and shopping without the use of a car.

Analysis of the Means of Transportation, Travel Time, Time to Work, Vehicle Occupancy and Vehicle Availability data reported in the 2000 census illustrates a number of trends. Comparing data reported in the 1990 census to the 2000 census indicates that little has changed related to mode choice, time spent commuting or vehicle ownership on a Citywide basis. The majority of commuters spend less than 15 minutes traveling to work and approximately 70 percent of Charlottesville residents own either one or two vehicles.

Figure 6-3 illustrates the 2000 census tracts. Moving outward from Downtown Charlottesville and the University of Virginia the percentage of commuters who drive alone increases. For example, tracts 800 and 900, located north of the US 250 Bypass, have the highest percentage of commuters who choose to drive alone at 77 and 82 percent, respectively. On the other hand, tracts 10901, 10902, which include the University, have the lowest percentage of commuters who choose to drive alone at 44 and 41 percent, respectively. Fifty three percent of commuters who live in tract 100, which includes Downtown Charlottesville, choose to drive alone.
Vehicle availability data indicates that tracts 100 and 401 have the highest percentages of households with no vehicles at eight and ten percent, respectively. Tract 401 also has the highest percentage of commuters who carpool (19%) or use public transportation (14%) of any of the tracts that do not encompass the University.

Our dependence on automobiles has affected the way we live, both positively and negatively. On the one hand, cars offer freedom, flexibility and an expression of identity. On the other, they pollute the environment, can endanger other motorists, bicyclists and pedestrians, and burden the existing roadway infrastructure. Reliance on auto travel in Charlottesville translates to a need to continuously maintain and improve the safe, efficient flow of traffic on the streets. Existing conditions for the roadway network are described below in terms of the functions each class of roadway is expected to serve, traffic volumes and congestion points, and safety issues.

Functional Classification of Roads
The functional classification of a road indicates the character of service which it is intended to provide. It takes traffic flow qualities and volume into account and also reflects the predominate use of the road. This creates a hierarchy of roads in a community that is a progression from low to more intensive uses. The functional roadway classification system for Charlottesville, adopted prior to 1970, is shown in Figure 6-4.

Within Charlottesville four functional classification systems exist; principal arterials, minor arterials, collectors and local streets. The principal arterial street system serves the major activity centers and carries the highest traffic volumes. This system carries most of the trips entering and leaving the City and those trips traveling through the City. Bus service currently operates on nearly the entire principal arterial network. This classification includes a controlled-access facility (US 250 Bypass) but is not limited to controlled-access routes. For principal arterials, service to abutting land should be subordinate to travel service.

The minor arterial street system connects and augments the principal arterial system. It accommodates trips of moderate length and distributes travel to smaller geographic areas than the principal arterial system. This system places more emphasis on land access and offers lower mobility. Bus service currently operates on most of the minor arterial network.

The collector street system provides both land access and traffic circulation within residential neighborhoods, commercial and industrial areas. This system penetrates...
residential neighborhoods as well as collects traffic from local streets in residential neighborhoods. Bus service currently operates on many of the collector roadways.

The local street system makes up the majority of the roadway network within the City. Its primary purpose is direct access to property and, as a result, it offers the lowest level of mobility. Service to through-traffic is deliberately discouraged on these roadways. Bus service currently operates on some of the local roadways.

**Traffic Volumes**

The more significant traffic volumes on the City roadway network are shown in Figure 6-5. Based on VDOT’s 2005 Daily Traffic Volume Estimates Report (supplemented with City data where available), the highest traffic volumes are currently on US 29 and the US 250 Bypass. US 29 north of the US 250 Bypass carries upward of 60,000 vehicles per day (vpd). South of the US 250 Bypass US 29 traffic volumes decrease significantly but are still in the range of 20,000 to 40,000 vpd. Similarly, the US 250 Bypass carries between 20,000 and 40,000 vpd. Rugby Road, Preston Avenue and McIntire Road carry volumes in the 20,000 vpd range while Fontaine Avenue, Ivy Road, Jefferson Park Avenue, 5th Street, Avon Street and High Street also carry significant traffic volumes consistent with their higher order functional class.

**Traffic Congestion**

Congestion within the City occurs primarily during the morning and afternoon commuter peak periods. Locations of concern, shown in Figure 6-6 include: Emmet Street from Hydraulic Road to Ivy Road, the 250 Bypass, Avon Street between Monticello Avenue and Market Street. Nearly all of these roadways are classified as arterials; the backbone of mobility for the City. However, due to congestion, drivers divert to roadways which are of a lesser classification to move through the City. This diversion of traffic from a higher order roadway to a lower order roadway is the definition of cut-through traffic. Congestion on Emmet Street is largely due to the high traffic volumes, lack of access management and the merge onto the US 250 Bypass westbound from southbound US 29. Currently improvements to the ramp from US 29 onto the Bypass are being explored to improve traffic flow in this area.

Much of the US 250 Bypass is currently operating at its capacity. Given that this is the City’s only limited access facility, preservation of the capacity of this roadway should be a priority. A number of local neighborhood traffic calming concerns stem from drivers using local streets to avoid use of the Bypass. The 250 Interchange Project planned at the intersection of McIntire Road, currently being designed, will improve traffic flow on the Bypass at this location. However, elimination of the at-grade intersection at this location will not remedy the larger, regional issue creating congestion on the Bypass which stems from the lack of transportation facilities outside of the City connecting housing and employment centers.

Avon Street is one of two major routes to downtown from I-64 and areas south of the City. Much of the traffic congestion on Avon Street will be eliminated in the near future with the coordination of the traffic signals.

**Crash Locations**

Not surprisingly, the locations with the highest crash rates are consistent with the locations with the highest traffic volumes. This is due to a number of characteristics these roadways share including a lack of access management, roadway and intersection geometry and proximity to UVA. In the future the City hopes to more effectively use the available crash information to identify safety concerns and solutions.

**Municipal Parking**

Currently, downtown Charlottesville is served by two City-provided parking garages (one on Market Street and the other on Water Street) and on-street parking with varying time restrictions throughout the downtown area. Generally, it is perceived that there is a lack of free parking in the downtown area. As noted above, 15 recommendations proposed through the Charlottesville
Figure 6-7

CRASH AND CONGESTION “HOT SPOTS”
Parking Master Plan are being implemented to enhance the parking supply and its functionality in the City. While the previously conducted parking study provided recommendations related to parking in the downtown area it did not address the impact of parking on the following: shaping transit, specifically the viability of a Streetcar; stimulating economic development in the downtown and West Main Street areas; and reducing traffic by limiting free parking for employees and/or providing incentives not to drive into downtown. Future parking studies and recommendations need to address these larger scale items.

Non-Automobile Motorized Modes of Travel

In addition to the automobile, there are a variety of alternate modes of transportation with limited availability to residents and visitors to the City of Charlottesville. All of them contribute to moving people and goods to their destinations often interfacing with one another in an interdependent process. This section explores the alternatives to motor vehicle travel in Charlottesville.

Transit Services

Since the 1890s, when the first streetcar system was started in Charlottesville, public transportation has been part of moving residents throughout the community. However, after World War II, with ever-increasing automobile ownership, Charlottesville, like other communities across the United States has been challenged to provide transit services that residents will choose to use even when a private automobile is available. Furthermore, as development has sprawled outside the core of the City, efficient delivery of public transit has become increasingly difficult. Multimodal routes and facilities are shown in Figure 6-7.

Charlottesville Transit Service

With the exception of the University of Virginia which is primarily served by University Transit Service (UTS), the majority of today’s transit service in and around the City of Charlottesville is provided by Charlottesville Transit Service (CTS). CTS currently operates 18 fixed routes, Monday through Saturday. Twelve routes operate exclusively during the day, four routes operate exclusively during the night and two routes (the Free Trolley and Route 7) operate both during the day and the night. Day service operates from 6:15 a.m. to 6:45 p.m. and night service operates from 6:45 p.m. to 11:45 p.m. CTS also provides general public transit service to community events, such as football games at the University of Virginia and First Night Virginia on New Year’s Eve.

Fleet

Including expansion of the fleet planned in the immediate future, service is provided with the following 37 vehicles:

- Five mini-buses (primarily used for night service on Routes 21, 22, 23, and 24)
- Twenty 35-foot buses (primarily used for high ridership day-time routes and on Route 7 at night)
- Seven 30-foot buses (primarily used for neighborhood day-time routes)
- Five replica trolley buses (FREE Trolley route only)

In FY 2008, CTS will also purchase an expansion 30-foot bus, if Albemarle County funds a service increase for Route 5 bringing the total to 38 vehicles.

Ridership

Analysis of CTS ridership from FY 1995 through FY 2006 shows that annual ridership has been increasing since FY 1997. Route 7 (Downtown/Fashion Square) and the Free Trolley (Downtown/UVA) have consistently shown the greatest ridership yielding approximately 416,000 and 525,000 boardings in FY 2006, respectively. Route 7 and the FREE Trolley also generate the most boardings at night. Ridership on the other routes has remained
relatively constant with a notable increase on Route 5 (Barracks Road Shopping Center/Wal-Mart) resulting from service changes in 2005 funded by Albemarle County. The following chart contains ridership data from FY 1995 to FY 2006. This only includes day routes that were in service in FY 2006.

**Downtown Station**

A central hub for CTS buses and the Free Trolley was proposed in 1995. When the Downtown Station becomes reality in 2007, the first floor, on the Water Street level, will provide a waiting area out of the weather for CTS passengers and a place to make timed connections between bus routes. The attractive Downtown Station building will draw positive attention to CTS and encourage more people to try transit. In addition, the second floor, on the Pedestrian Mall level, will include the Downtown Visitor Center of the Charlottesville/Albemarle Convention and Visitors Bureau. The Downtown Station will be a hub for residents and visitors alike.

The facility design process included a steering committee of business leaders, architects, and others. Workshops were held to gather public input. The final two-story building design does not diminish mountain views but it does allow the building to overcome the elevation change between the Pedestrian Mall and Water Street.

The Downtown Station, together with the newly remodeled amphitheatre, is the eastern gateway of the Pedestrian Mall. The facility will contribute to the economic vitality and the energy of the public space, including the Free Speech Monument, around City Hall.

Phase one of construction for the Downtown Station began in October 2004 at the same time as the amphitheatre was being renovated. Work on the building got underway in 2005. The grand opening is scheduled to occur in March 2007. The Downtown Station was made possible by a contribution of City-owned property and state and federal grants.
Routes

Fixed-route transit service is designed to operate on a “pulse.” All routes are scheduled to arrive and depart from a common location at approximately the same time. The logic behind this practice is to facilitate transfers between routes, especially since several routes operate infrequently at 60-minute headways. In practice, the “pulse” is often difficult to maintain, especially since traffic congestion and tight schedules can cause delay.

Daytime service on CTS operates as a hub-and-spoke system and is shown in Figure 6-8. Route 7 and the Free Trolley serve as the backbones of CTS, providing service along Charlottesville’s main arteries: Route 29, University Avenue, West Main Street and Jefferson Park Avenue - between the Downtown Mall, the University of Virginia and Fashion Square Mall. Most of the other routes connect outlying neighborhoods to downtown Charlottesville. During the day, route headways vary between 15 and 60 minutes. The Free Trolley and Route 7, which experience the greatest ridership, provide high-quality service that operates on 15-minute headways throughout the day. At this level of service, it is generally assumed that riders do not have to plan their trip in advance. Routes 4 and 6 operate at 30-minute headways during peak periods (from 7:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 7:00 p.m.) and at 60-minute headways during off peak periods. Route 5 operates on 45-minute headway. Routes 1, 2, 3 and 10 are largely neighborhood circulators, and provide service at 60-minute intervals.

The six night routes operate with headways between 15 and 60-minutes and are shown in Figure 6-9. The headway for the Free Trolley remains 15 minutes, but the headway for Route 7 decreases to 30 minutes Route 21, which is the Belmont branch of Route 3 during the day, and Route 22, which is the night version of Route 6 (Ridge Street) during the day operates at 30-minute headway. Route 23, which is the PVCC branch of daytime Route 1 and Route 24, which serves much of the area served by daytime Route 10, operate at 60-minute headway.

With the opening of the Downtown Transit Center, CTS is changing the way transfers occur at bus stops around the Downtown Mall. The Downtown Station replaces transfer points formerly located on Market Street at 2nd Street, NE and on Water Street at 2nd Street, SE. Also with the opening of the Downtown Station, the following route changes recommended in the Transit Development Plan will be implemented:

- Route 1 becomes Route 1A – East Market and Route 1B – Piedmont Virginia Community College. Name change only.
- Route 2 becomes Route 2A – Locust Avenue and Route 2B – Southwood. Service to Barracks Road Shopping Center is eliminated including all service west of the Downtown Mall to UVA area. Bus will no longer travel on West Main Street. Service between the Downtown Mall and UVA will be provided by FREE Trolley and Route 7.
- Route 3 becomes Route 3A – Belmont and Route 3B – Greenleaf. Service to Grady, Rugby, & University Avenues is eliminated. Bus will no longer travel on West Main Street. Instead, bus will travel on 10th Street between Cherry Avenue and Preston Avenue. This change addresses the elimination of service on 10th, Page, and 9th Street on Route 6.
- Route 4 becomes Route 4A – Cherry Avenue and Route 4B – Fry’s Spring. Service in Johnson Village area on Shamrock loop (Route 4B) is eliminated. Please note that when the new road opens between Ridge Street and 5th Street Extended in the Brookwood development this route will be ready for some additional changes that include combining Route 4A with Route 6A. Therefore, in the long run there will not be an A and B version of Route 4. There will be a single Route 4 with service between Downtown and UVA Hospital via Cherry and Jefferson Park Avenues. This new Route 4 will not travel on West Main Street. If possible, these changes will be implemented in late August 2007.
- Route 6 becomes Route 6A – Ridge Street and Route 6B – Kmart. Service on 10th, Page, and 9th Street loop (Route 6B) is eliminated. Please note
Figure 6-8

CTS DAY SERVICE
Figure 6-9
CTS NIGHT SERVICE

Hours of Operation: Nighttime routes operate from 6:45 pm to 11:45 pm, Monday-Saturday.
that Route 3B will provide “replacement” service on 10th Street, but not Page or 9th Street. Please note that when a new road opens between Ridge Street and 5th Street Extended in the Brookwood development this route will be adjusted to combine Route 4A with Route 6A and re-naming Route 6A - Prospect Avenue. If possible, these changes will be implemented in late August 2007.

In addition to the planned route modifications intended to improve service to CTS riders, a Real Time Travel Information system is planned for implementation in 2007. This system will keep riders informed of expected bus arrival times via electronic message boards.

**Funding**

For the purpose of assessing responsibility for the local share of funding to support CTS operations, each of the fixed routes can be considered to be either a City route, a County route, or a route shared by both jurisdictions, depending on the areas that a route serves. Most fixed routes operated during the day primarily serve Charlottesville and are paid for by the City. Routes 5 and 10 largely provide service to areas outside of Charlottesville, and are funded by Albemarle County. Charlottesville also pays for the majority of routes operated at night—the Free Trolley, Routes 7, 21, 22 and 23. Albemarle County pays for Route 24. Additionally, Charlottesville takes financial responsibility for transit service to special events.

**University Transit Service**

The University of Virginia operates their own bus service called the University Transit Service (UTS). UTS was established in 1972 and is dedicated to providing safe and reliable transportation and charter services to all students, employees and visitors of the University of Virginia. Currently, UTS runs twenty fixed routes and transports more than three million passengers annually. UTS routes circulate both on city streets and across the University’s grounds during the school year. There are also numerous stops that function as transfer points to CTS routes. When school is out for holidays and during summer break, a reduced level of service is offered. University students and employees can ride the UTS buses for free. The general public can only board a UTS bus with a transfer from a CTS bus. Figure 6-7 includes the UTS routes.

**Para-Transit**

Jefferson Area United Transportation, Inc. (JAUNT, Inc.) is a regional public transportation system providing service to Charlottesville, Albemarle, Louisa, Nelson, Buckingham and Fluvanna. The 70-vehicle fleet carries the general public, agency clients, the elderly and people with disabilities throughout the five-county area. Over half the fleet is lift-equipped. JAUNT has maintained a strong record of safety, cost efficiency and high quality service, and has been recognized both statewide and nationally for its performance. In FY2006, JAUNT provided transportation for approximately 6,900 people for trips to work, agency programs, doctors offices and retail businesses. JAUNT is owned by the local governments that it serves and uses federal, state and local funding to supplement fares and agency payments.

In the City of Charlottesville, JAUNT provides several types of service including:

- Demand-response transportation for which passengers call to make a trip reservation at least one day before they want to travel. Anyone may ride this curb service, but people who are certified as having a disability by Charlottesville Transit Service (CTS) pay a much lower fare.
- Commuter routes from outlying areas into the City, including the Counties of Nelson, Fluvanna, Louisa, Buckingham and Albemarle.
- Transportation for social services agency-sponsored riders.
Private Bus Service

Greyhound Bus Lines is the single private bus service operating ten buses daily to and from Charlottesville. While exact figures are not available, its ridership through Charlottesville has dropped. The actual number of passengers that board and de-board Greyhound buses in Charlottesville is not available.

Regional Transit Authority

Currently the City and Albemarle County are exploring the feasibility of establishing a Regional Transit Authority (RTA). The vision of the proposed Charlottesville-Albemarle Regional Transit Authority is to provide fast, frequent, dependable and seamless transit service throughout the area. This vision is based on public input from previous plans and studies in both Charlottesville and Albemarle. The goals and working methods, as outlined in the RTA Vision adopted by the City, County, and MPO, are identified below.

Goals

• Provide direct links between and among the four major destinations in the City of Charlottesville and Albemarle County: Downtown, UVA/Medical Center, Pantops and the Rt. 29 North corridor.
• Provide competitive choices for travel throughout the region— for residents, commuters, employees, students and visitors.
• Improve routes and choices for underserved communities and individuals.
• Attract ‘choice’ riders – those who currently drive for most trips.
• Increase access to medical, employment, tourist, recreation, education, service and retail destinations throughout the region.
• Integrate transit fully with other modes of transportation - walking, wheeling, carpooling, driving alone and regional bus and rail.
• Serve as a tool to help make the area “Livable for a Lifetime.”
• Reduce traffic congestion, pollution, energy consumption and personal travel costs.

Working Methods

• Create a unified regional transit plan to identify 1) routes, 2) level of service, 3) phasing, 4) vehicle technology, 5) funding requirements and 6) operating responsibilities.
• Secure a sustainable, stable funding source for new equipment, physical improvements, operations and maintenance.
• Work with localities, businesses and developers to plan for mixed-use Transit Oriented Development (around existing service) and Transit-Ready Development (for future system expansion).
• Design routes and schedules so that service to existing areas is maintained or improved.
• Coordinate physical improvements around bus waiting areas and transit stations.
  • Maximize service efficiency through:
    • Innovative use of technology for vehicle tracking/on-time performance/real-time info.
    • Increased coordination of service planning and operations.
    • Seamless marketing, communications, and education for user-friendly customer experience.
    • Promote and provide opportunities to utilize public-private partnerships.

In partnering with Albemarle County to establish a RTA the City hopes to create and environment where the City and County cooperate fully in addressing the regional transportation system. To date both the City and County have signed resolution of intent to pursue the RTA, adopted the RTA Vision and committed funding to the RTA plan. While the University of Virginia has been actively involved in discussion of the RTA it has not taken the steps outlined above.
**Streetcar Task Force**

Recommendations of the *Shaping Community with Transit* study, presented an argument for a streetcar system along West Main Street. The study suggested that an improved transit connection between Downtown and the University would encourage economic development and accommodate growth while enhancing livability along the entire West Main Street corridor. Streetcar systems are thought to be an efficient and appropriately scaled way to establish a permanent circulator between the multiple primary magnets; while serving as a catalyst for compact, walkable, mixed-use development.

City Council created a Streetcar Task Force in December 2006. Their work is ongoing at the time of this revision to the Comprehensive Plan. The Task Force consist of 14 individuals representing real estate/development stakeholders, City, County, University of Virginia, and regional and environmental perspectives. The group meets monthly and has formed three sub-committees to collect data and analysis issues relative to local/regional context, land-use and funding. The official charge of the Task Force is as follows:

- Review previous West Main Street and Transit studies.
- Analyze financial aspects of an urban streetcar, including projected cost and revenues (capital and operating).
- Identify potential funding sources and other local, state and national resources.
- Evaluate issues relative to the integration of a streetcar system in current and projected transit plans, such as the City Transit Development Plan, the proposed Regional Transit Authority and Places 29.
- Evaluate the impact of the implementation of an urban streetcar system on the resources available to other transit alternatives.

The local / regional connections sub-committee has developed a goal statement as follows:

- Provide faster, more frequent, more dependable transit; connecting Downtown, the University and Route 29N. This system should attract more riders to transit and connect seamlessly with other CTS, UTS and Jaunt services.
- Spur investment and compact development along the West Main Street corridor, creating a dynamic mixed-use environment.
- Address access issues related to major event destinations, including; Downtown Charlottesville, Scott Stadium, the future University Arts District, JPJ Arena and Barracks Road Shopping Center.
- Support a more affordable lifestyle for residents in the central development district, through a decreased need for car ownership and by creating developer incentives for providing affordable housing units.
Dating back to the 1800s, Charlottesville has been connected to the surrounding region by railroad. Currently, there are three rail service providers that have tracks through Charlottesville: the CSX Railroad System, AMTRAK and the Norfolk-Southern Corporation. AMTRAK, however, is the only carrier that offers passenger service, whereas CSX and Norfolk-Southern only move freight through Charlottesville.

AMTRAK presently offers two daily trains, in each direction, through Charlottesville. The Crescent line, operating between New York City’s Penn Station and New Orleans, Louisiana, links Charlottesville to many destinations along the east coast, including Philadelphia, Baltimore, Washington, D.C., Atlanta, and Birmingham, Alabama. The Cardinal/Hoosier State line provides service to destinations west of Washington, D.C. - such as Charleston, South Carolina, West Virginia, and Cincinnati and Indianapolis, Ohio - ultimately terminating in Chicago. In FY2006, AMTRAK’s rail service carried 45,708 passengers to and from Charlottesville, compared to 45,648 in FY2005. This trend is consistent with AMTRAK’s nationwide ridership trend which rose 300,000 from 2005 to 2006 for an annual ridership of 24.3 million.

While rail ridership has been declining in recent years, air travel through the Charlottesville-Albemarle Airport (CHO) has witnessed steady passenger growth. Opened for commercial traffic in 1955, the Charlottesville-Albemarle Airport’s first commercial flight was offered by Piedmont Airlines. CHO is a non-hub, commercial service airport offering 60 daily non-stop flights to and from Charlotte, Philadelphia, New York/LaGuardia, Washington/Dulles, Cincinnati, Detroit, and Atlanta. CHO is served by Delta Connection, United Express, Northwest Airlines and US Airways Express. Since 1955, CHO has grown to include a 60,000-square foot terminal facility with modern customer amenities offering on-site rental cars, ground transportation and food service. General aviation facilities include an executive terminal offering a full-service fixed base operation, flight schools and aircraft charter firms.

Over the next five years, the Airport Authority will continue to focus on safety and capacity related projects for CHO. The Airport Authority will complete a project to extend the Runway 3 Safety Area to conform to Federal Aviation Administration standards. Moreover, as a response to the increase in passengers traveling through Charlottesville in recent years, the Airport Authority plans to undertake an expansion of its terminal building, to expand aircraft parking areas and to make further improvements to its automobile parking areas. The airport currently offers both short and long-term parking as well as rental car services. There is no bus service available to the airport.

Private Shuttle Service
Passengers with booked reservations at area hotels can take advantage of private shuttle services to and from the Charlottesville-Albemarle Airport. In addition, passengers can reserve a seat in one of Van-On-the-Go shuttles. A Goff Bus currently provides this door-to-door shuttle service to and from the airport. Door-to-door shuttle service is also available to all airports in Virginia, the District of Columbia and the Baltimore-Washington Thurgood Marshall International Airport in Maryland. Other private shuttle services include van, mini-bus, motor coach, limousine and executive sedan services for group tours around the area’s major attractions and for private rental/use.
Neighborhood capital improvement planning currently underway by the City of Charlottesville includes a number of sidewalk and traffic safety projects for pedestrian zones. Current sidewalk locations, as well as walking trails, in Charlottesville are shown in Figure 6-10.

Current and planned bicycle facilities are shown in Figure 6-11. These include designated bicycle routes (not necessarily with a bike lane), on-road bicycle lanes, bicycle racks and off-road multi-use paths. CTS and JAUNT welcome cyclists aboard and provide bike racks on all their vehicles. The racks are located on the front of regular buses and trolleys, and at the rear on the vans.

Major trails maintained by the city include the 2.3-mile paved Rivanna River Greenbelt Trail at Riverview Park; 1½ miles of soft surface nature and river trails in Pen Park; a ½-mile, paved fitness loop trail at Pen Park; a ¼ mile stone dust trail along McIntire Road, several forested and creekside nature trails at McIntire Park; and a soft surface creekside trail at Greenleaf Park, which connects the Park with Walker School. The city also manages the Antoinette Street paved trail, which leads south from Forest Hills Park. Many city trails are located entirely within an individual park and they do not extend beyond park boundaries or connect to other trails.

The Rivanna Trails Foundation (RTF) is a non-profit organization whose mission is to “create and protect natural footpaths, which follow the Rivanna River and its tributaries, for the enjoyment of all.” There are 25 miles of RTF footpaths that encircle the city and connect with several city parks. The RTF footpaths generally parallel the city/county boundary, with some sections located outside city limits. The Parks and Recreation Department works with the Rivanna Trails Foundation in coordination of trail planning, construction, maintenance, and improvement efforts across the city. The RTF also depends upon volunteers who work to maintain trails on weekend workdays and to walk trails and ensure that they are in relatively good shape. The RTF trails are maintained to Appalachian Trail Standards, which are unpaved and somewhat rustic. The RTF trail map can be found at http://avenue.org/rivanna/.

The goals and objectives presented below outline a series of actions that can be taken to ensure that trails are managed and expanded in an environmentally sound manner. Recommendations for new trails and trail extensions are found in the Transportation Chapter. Expanding the city’s trail network and minimizing impacts from existing trails will serve to increase and protect the city’s green infrastructure resources.
Figure 6-10

PEDESTRIAN FACILITIES

2007 COMPREHENSIVE PLAN
Figure 6-11

BICYCLE FACILITIES

2007 COMPREHENSIVE PLAN
**City of Charlottesville**

In 2006 a Trails Planner position was created within the Department of Parks & Recreation. Responsibilities of the trails planner include planning and developing the City’s trail system and making related improvements. One of the primary tasks assigned to the trails planner is implementation of the recommendations in the Bicycle and Pedestrian Facilities Master Plan.

**TJPDC**

Walking and bicycling are supported and encouraged by the TJPDC through the planning efforts noted earlier. The TJPDC also undertakes tasks specific to these modes including:

- Conducting Local Walkability Workshops;
- Including $6 million (FY 2005-2006) for walk/bike projects in MPO Long Range Plan;
- Conducting Regional Greenways and Trails forums; and
- Coordinating with state agencies on codes and policies.

Other organizations active in promoting bicycle and walking programs are described below.

**The Jefferson Area Bicycling and Walking Advisory Committee**

The Jefferson Area Bicycling and Walking Advisory Committee (JABAWAC) was created by the TJPDC and worked for a number of years to get plans and policies in place to support biking and walking. Much of the committee’s focus was on transportation facilities for those that use bicycles or walking to commute, but recreational riders were also considered. The committee researched funding opportunities to help build the necessary infrastructure, and reviewed local and state codes and policies to identify areas which could be improved to better facilitate creation of a safe pedestrian environment in our region.

The committee elected to disband following its success in developing the regional pedestrian, bicycle and greenways plan (described above in Section 6.1). This plan has been adopted in nearly every locality in the PDC. The JABAWAC also assisted in getting VDOT to change funding policies so that implementation of the regional plan is much more likely.

**Community Mobility Committee**

The Community Mobility Committee of the Charlottesville-Albemarle MPO helps develop strategies to decrease the dependence on the single occupant automobile in the urban area of TJPDC. The Committee focuses on strategies for increasing ridership on transit; increasing participation in carpooling and vanpooling; and helping the region prepare for initiatives such as ITS and light rail. It coordinates efforts with the JABAWAC and other related area groups, initiatives and programs. The Committee reports to the MPO Technical Committee and Policy Board.

**Alliance for Community Choice in Transportation**

The Alliance for Community Choice in Transportation (ACCT) is a network of citizens and groups dedicated to promoting balanced transportation options, sustainable land-use and transit-oriented communities through education and leadership in the greater Charlottesville area. Key ACCT programs include:

### Safe Routes to School

**ACCT promotes the local Safe Routes to School programming.** This programming is a local adaptation of a national program with the primary goal to improve the health of kids and the community by making walking and bicycling to school safer, easier and more enjoyable.

### Bike Safety Programs

ACCT works closely with a variety of community organizations to provide bicycle safety instruction and free bike helmets to children who need them. Throughout the year, ACCT undertakes events and activities, such as:

- Westhaven Community Days with Charlottesville Police Department;
- Health and Safety Fair at Blue Ridge commons sponsored by UVA Nursing Students;
- Bicycle Safety class for Bright Stars
preschoolers through Albemarle County Social Services; and
- Bicycle Rodeos at area schools and bicycle safety classes for elementary school students.

**Regional Mobility Map**: ACCT has created a Regional Mobility Map which is updated every two years. The map shows all of the area’s roads but also includes information about bike lanes, trails, safe walking routes, transit and ridesharing options. Maps are free and can be picked up at many locations in the City of Charlottesville and Albemarle County.

### Transportation System Issues, Goals and Objectives

The above review of transportation system conditions in the City of Charlottesville highlighted a number of issues for travel today and in the future. These issues are listed below. In order to address the issues identified and pro-actively guide the future development of the transportation system, the following overarching goal is established:

**Transportation System Goal**: To provide a safe, efficient transportation system that reduces single occupancy vehicle travel (from 61 percent to 50 percent for commuters) by prioritizing options for mode of travel, while at the same time enhancing the quality of life in the City, facilitating development in priority locations, preserving valued cultural resources, reducing greenhouse gas emissions and conserving natural resources.

In order to fulfill the above goal, the objectives that follow are established and are grouped into the following four categories:

- Regional – These objectives address travel around the City.
- Local – These objectives address travel through the City.
- Parking – These objectives address parking within the City.
- Modal – These objectives address reducing the number of single occupancy vehicles and increasing the number of people who bike, walk and use transit.
- Financial – These objectives address the limited funding for transportation.

### Issues

**Regional Issues**

**ISSUE I**: Too many trips occur in motor vehicles occupied only by a driver.
**ISSUE II**: Motor vehicles emit too much greenhouse gas and use too much non-renewable fuel, especially petroleum-based gasoline.
**ISSUE III**: Roadway network surrounding the City is insufficient. Traffic neither destined to nor originating from the City must travel through the City.
**ISSUE IV**: Access to transit is limited for County-City travel forcing area residents to drive to and from the City.
**ISSUE V**: A greater understating of the regional travel patterns is need to effectively address congestion within the City and region.

**Local Issues**

**ISSUE I**: The capacity of the arterial roadway network is stressed by high usage, resulting in congestion and increased traffic on local streets.
**ISSUE II**: Numerous height and weight limitations on bridges throughout the City.
**ISSUE III**: Vehicles are traveling at high speeds on local streets and cutting through neighborhoods rather than using the arterial and collector roadway.
network in place for this type of travel. ISSUE IV: While an efficient transportation system is desirable, neighborhoods do not want to lose their character due to transportation improvements.

Parking Issues
ISSUE I: Maintaining the parking supply to meet demand, support economic vitality and contribute to the community land use vision is a dynamic and ongoing challenge. At the same time, parking site development should be aesthetic, accommodate pedestrians, bicyclists and transit users and minimize impacts to sensitive environmental resources.

Modal Issues
ISSUE I: The majority of the roadway network within the City was designed to accommodate vehicular travel and does not adequately address safety and user comfort for pedestrians, bicyclists or citizens with disabilities. ISSUE II: Trails are used for both commuting and recreation creating conflicts. ISSUE III: Many residents live within a reasonable walking or biking distance to retail and commercial destinations within the City. However, residents choose to drive rather than bike or walk due to a lack of trails, paths, sidewalks and bike lanes connecting the residential and commercial areas.

Financial Issues
ISSUE I: While transportation needs continue to increase, funding at the state level is decreasing. ISSUE II: Trail funding is limited and all possible sources of revenue need to be considered.

Goals and Objectives

Regional Goals and Objectives

GOAL I: Reduce number of single-occupancy vehicle trips.

Objective A: Reduce the number of trips per person in motor vehicles, especially trips in vehicles occupied only by a driver, with a goal of reducing the percentage of people who drive alone as a means of transportation to work, to 50 percent by 2015. To achieve this, an increase in the percentage of trips by walking, biking, transit, and car pooling by enhancing incentives and opportunities to use other modes of transportation, exploring disincentives to drive alone, and altering land use patterns to facilitate use of non-driving modes of transportation will have to occur.

GOAL II: Limit use of non-renewable fuel for vehicles, specifically petroleum-based gasoline.

Objective A: Increase access to alternative fuels, such as by incentives for private sector, or direct public sector, augmentation of capacity to service vehicles with renewable fuels and fuels that emit less greenhouse gas.

Objective B: Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

Objective C: Create innovative incentives for those who use alternative fuels.

GOAL III: Establish adequate regional roadway network to divert traffic neither originating nor destined for the City away from local network.

Objective A: Develop a regional transportation network surrounding the City by actively participating in the planning for construction of new facilities such as the Eastern Connector and Sunset/Fontaine Avenue Connector.

Objective B: Evaluate regional transportation network priorities surrounding the City in CHART and MPO Plans.
GOAL IV: Increase regional access to transit for County-City travel.

Objective A: Increase regional mode-split opportunities by actively participating in the establishment of the Regional Transit Authority and encouraging bicycle, pedestrian and transit connections, including attention to Sunday and after dark bus service, between the County and City.

Objective B: Cooperate with Albemarle County in exploring express bus lanes and other transit improvements north of the City.

Objective C: Actively explore the role a streetcar can play as a primary transportation element along the Main Street corridor and Emmet Street to encourage economic development and more residential density close to Downtown and the University of Virginia with shared financing by the City, University, Commonwealth of Virginia, Federal Highway Administration and property owners.

Objective D: Continue to expand transit service and increase ridership.

Objective E: Identify park and ride opportunities by locating sites, developing them and advertising them, working with Albemarle County where appropriate.

GOAL V: Develop information regarding regional travel patterns to address congestion within the City and region.

Objective A: Actively work with the MPO to develop origin-destination data.

Local Goals and Objectives

GOAL I: Efficiently manage the capacity of the arterial roadway network, relieving congestion and increased traffic on local streets.

Objective A: Preserve the traffic-moving capacity of the arterial roadway network using Travel Demand Management (for local employers including, the University of Virginia, City of Charlottesville, Albemarle County and Charlottesville High School) and developing a travel demand management plan for the City of Charlottesville.

Objective B: Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, communicate emergencies, weather and incidents to drivers, and promote transit using preemption.

Objective C: Develop Access Management standards for new development and redevelopment.

Objective D: Identify multimodal solutions to reduce single occupancy vehicle use.

Objective E: Identify additional roadway connections to improve the grid.

GOAL II: Establish routes along continuous height and weight limitations on bridges throughout the City.

Objective A: Establish designated truck routes within the City.

GOAL III: Reduce the high vehicle speeds and limit cut-through traffic on local streets as this type of travel is intended for arterial and collector roadway networks.

Objective A: Reduce speeding and cut-through traffic on local streets (where justified by data and not a detriment to emergency services) using a comprehensive, safety-focused approach that prioritizes efforts to address the greatest safety concerns first.
GOAL IV: Develop an efficient transportation system without doing so at the cost of neighborhood character due to transportation improvements.

Objective A: Improve the roadway network and encourage new development using Context Sensitive Design.

Parking Goals and Objectives

GOAL I: Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, minimizing environmental impacts and accommodating pedestrians, bicycles and transit users.

Objective A: Provide public parking to maintain the vitality of the City while using prices (including metering) and locations of parking to encourage use of transit, walking and bicycling.

Objective B: Explore options for park-and-ride lots and examine parking exempt zones. Utilize the zoning regulations to promote sound private parking facility supply and design by private developers.

Objective C: Initiate a parking study addressing the impact of parking on the transportation network, economic vitality and transit feasibility.

Objective D: Encourage employers to provide incentives for employees who do not drive to work.

Objective E: Work with University of Virginia officials on how parking incentives and disincentives might encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

Objective F: Explore shared motor vehicle service (such as service provided by Flexcar and Zipcar) for the Downtown and University areas.

Modal Goals and Objectives

GOAL I: Increase safer accommodations for pedestrians, bicyclists and citizens with disabilities while within existing roadway network.

Objective A: Provide design features on existing roadways to improve the safety and comfort level of all users by enhancing the pedestrian and bicycle facility network, using the Safe Routes to School program in the vicinity of schools and consistently applying ADA standards to facility design.

Objective B: Complete the sidewalk network using a priority system of: dual-side safe routes to all city schools; dual-side routes along all arterial and collector routes; dual-side routes to parks and public facilities; completing routes that have less than ¼ mile sections missing; mitigation rain run-off and drainage problems; and citizen requests in neighborhoods.

Objective C: Evaluate how street trees, sidewalk width and buffers between motor vehicles and sidewalks can enhance pedestrian travel, especially in development corridors.

Objective D: Ensure ADA access is improved to provide equal transportation options for all users.

GOAL II: Designate separate trails both commuting and recreation to avoid user conflicts.

Objective A: Designate trails for specific uses to avoid user conflicts and negative environmental impacts and when planning new trails or trail improvements consider developing separate commuter and nature trails within a greenway.

GOAL III: Establish connectivity between residences and commercial destinations that are located in close proximity to one another to promote the option of walking and biking rather than driving.
Objective A: Identify connections between residential and commercial areas that would enable residents to bike and walk to their destinations.

Financial Goals and Objectives

**GOAL I: Acquire adequate funding for growing transportation needs.**

Objective A: Identify additional funding sources for transportation improvements including grants, public-private partnerships, and potential for system operations revenues.

Objective B: Create a regional advocacy that brings all jurisdictions together to push for state-wide changes in transportation funding and to lobby the general assembly for additional funding.

Objective C: Explore the possibility of establishing a Transportation District.

Objective D: Explore establishment of impact fee service areas for road improvement projects and determine the feasibility of implementing an impact fee service area.

**GOAL II: Acquire adequate funding for trails from all possible sources of revenue.**

Objective A: Make developers aware of new trail linkages needed and seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.
Implementation Tools

Transportation Demand Management and Transportation System Management

Transportation demand management (TDM) addresses traffic congestion by reducing travel demand rather than increasing transportation capacity and focuses on alternatives such as ride sharing, alternative work schedules and teleworking, increased transit usage, parking management, walking and bicycling. Transportation system management (TSM) strategies focus on increasing the efficiency, safety and capacity of existing transportation systems through such techniques as facility design treatments, access management programs, high occupancy vehicle (HOV) lanes, incident response plans, targeted traffic enforcement and intelligent transportation systems (ITS).

Transportation Demand Management/ RideShare
The TJPDC currently operates RideShare, which is a program that works to reduce traffic congestion and increase mobility throughout the City of Charlottesville and Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties.

Ride Sharing: RideShare offers a free carpool and SchoolPool matching service, a vanpool start-up service, and a Guaranteed Ride Home program, which provides free rides home in an emergency to users of alternative transportation. RideShare also works with employers to develop and implement traffic reduction programs (incentives for employees not to travel alone by car), and also markets the region’s Park and Ride lots. RideShare is a member of the Commuter Information Team (CIT), a partnership that includes JAUNT, Charlottesville Transit Service (CTS), University Transit Service (UTS), and Greene County Transit. RideShare’s current work with the CIT includes acting as a transportation information and referral center for the region, as well as contributing to joint marketing and awareness efforts.

Telework: Teleworking is an extension of the workplace, enabling employees to be productive in a location other than the normal “office” by using the phone and the computer. The spread of home-based businesses has done much to enhance the image of teleworking, and many preparedness experts tout the value of decentralized office environments. In the Washington, D.C. area, for example, many Fortune 500 and government employees work from one of 19 government-subsidized telework centers. RideShare provides individuals and employers with information and assistance in implementing telework policies and programs.

Commuter Choice: Commuter Choice is a program offered by RideShare which allows employers to offer employees up to $100 tax free to cover the cost of an employee’s commuting using public transit or a vanpool.

Transportation System Management
TSM strategies focus on increasing the efficiency, safety and capacity of existing transportation systems through such techniques as facility design treatments, access management programs, incident response plans, targeted traffic enforcement and intelligent transportation systems (ITS). Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality and movement of vehicles and goods, as well as enhance system accessibility and safety. TSM strategies are low-cost but effective in nature, and include, but are not limited to:

- Intersection and signal improvements,
- Arterial bottleneck removal programs,
- Data collection to monitor system performance, and
- Special events management strategies.

The identification and elimination of traffic bottlenecks can greatly improve traveling conditions and enhance system capacity, reliability and safety, especially during...
peak periods. TSM projects can complement major capacity improvements and infrastructure by providing improved traffic flow on arterials and local streets.

**Intelligent Transportation Systems**

A TSM measure referred to as Intelligent Transportation Systems, or ITS, encompasses a broad range of wireless and wire-line communications-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion and provide alternate routes to travelers, thereby enhancing productivity and saving lives, time and money. Advanced Traffic Management Systems employ detectors, cameras and communication systems to monitor traffic, optimize signal timings on major arterials and improve the flow of traffic. Research has reported that roadway capacity can be increased 19\% after traffic signals are coordinated and operating in a system environment. This additional capacity through technology provides an extremely cost effective method to mitigate mounting congestion within a constrained-capacity system. ITS is considered to be the most cost effective TSM measure for reducing congestion and increasing capacity on existing roadways.

Charlottesville has invested in various ITS technologies. Planning for Charlottesville’s evolving ITS efforts began in earnest in 1996 and received initial funding in 2004. The evolution of the system began with procurement and installation of intersection signal communication equipment along Ivy Road and Emmett Street near the University. The system has evolved since then to include improved signal coordination of the West Main Street, Emmet Street and Preston Avenue corridors. Ten traffic monitoring cameras were erected at high volume intersections, resulting in an ability to monitor traffic operations and modify signal operations remotely if needed to respond to traffic conditions. The system control room is located in the Public Works Building. The facility houses the necessary computers, communication equipment and viewing monitors required to operate the system. In 2007, a more robust centralized-system control software was installed which greatly improves the City’s ability to observe and control existing and future traffic signal coordination, traffic monitoring cameras, road surface weather stations and changeable message signs among other traffic devices throughout the City. Other options for system expansion exist, such as interfacing the system with transit vehicle operations to allow vehicle tracking and timing and transit vehicle priority preemption. Another ITS option is to link the video feed from the ITS cameras to an internet site, where the public can view various roadway segments or intersections in order to choose the least congested arterial route before leaving their house or work place. Ultimately, the City’s ITS measures will include, at a minimum, direct communication with all traffic signals, additional traffic monitoring cameras, traffic volume sensors for real time signal system timing modifications, additional road surface/weather sensors and variable message signs for dynamic routing of traffic during events and incidences. The City can pursue various funding sources, both federal and state, to offset costs associated with ITS implementation.

**Access Management**

Access management is the process of balancing the competing needs of motor vehicle mobility and land access. As land use patterns change, so too does the pattern of vehicle turning movements to and from the roadways.

Access management provides access to land development while simultaneously preserving the safe and efficient flow of traffic, including bicyclists and pedestrians, on the roadway system. Access design characteristics that directly impact roadway traffic flow and safety include location and design of access drives and side roads as well as location of signals, medians and turn lanes. Effective access management includes a comprehensive package of both physical design plans for improving roadway function, local planning programs and development regulations to control access by future development onto a roadway system.

The technical focus of access management is on
controlling conflict points to increase the predictability and safety of traffic along a roadway. A conflict point is a location along a roadway where vehicles turning into or out of a driveway or side street have the potential to collide with other vehicles, pedestrians or bicyclists. Access management can reduce the number of conflict points and provide the following benefits:

- Helps maintain the capacity of the roadways relative to the functions they are expected to serve by sustaining smooth traffic flows; this in turn reduces the need for costly road widening;
- Enhances safety by reducing conditions that induce accidents;
- Enhances the accessibility of commercial sites, improving economic activity with more logical and clear access to businesses;
- Creates a corridor with fewer driveways; this along with other access management features generally means there will be more road frontage space within which to locate more streetscape elements such as street trees and aesthetic lighting to enhance the look of the roadway. This contributes to community character and livability; and
- Reduces localized auto emissions (less congestion with idling of cars) and stormwater runoff (less impervious driveway and parking surfaces that increase runoff).

The City of Charlottesville has limited existing policy or practice to promote access management. Policy statements for access management are typically included in a comprehensive plan, transportation system improvement plan or land use regulation. The goals for access management are indirectly referenced in the 2001 Charlottesville comprehensive plan. Access management concepts appear in some of the 2006 neighborhood plans, Fontaine Avenue Study, and zoning regulations. The revised City Design Standards should incorporate access management guidelines.

Charlottesville Comprehensive Plan, 2001: The 2001 plan articulates a series of value statements that includes maximizing accessibility by improving traffic flow and safety. One of the goals in the plan identified through the community survey was to reduce traffic in the neighborhoods. However, utilizing access management to achieve this goal was not mentioned. Traffic congestion was noted as a competitive disadvantage for the City in the plan’s discussion of the economy. Chapter Ten of the plan on transportation describes and incorporates the findings of the Charlottesville Area Transportation Study (CATS). This study articulated a set of criteria for evaluating future road project alternatives. Several of those criteria are consistent with access management objectives including roadway projects that:

- Provide efficient, flexible access to and circulation within economic activity centers
- Support efficient, appropriate use of roadways, i.e., through routes carrying through traffic, local routes carrying local traffic.
- Reduce the likelihood of accidents among or between automobiles, buses, trucks, bicycles, pedestrians and airplanes.

Neighborhood Capital Improvement Plans: The 2006 neighborhood plans each address roadway issues in their respective neighborhoods. Several of the plan’s project lists call for roadway improvements that include access management features. These projects call for sight-line improvements, intersection redesign, redesign of some curb cuts to public properties, signage and, for the Fontaine Avenue neighborhood, medians and turn lanes.

Fontaine Avenue Study (March, 2005): The goals for this study include approaches to improving the roadway that avoid widening. Alternative design concepts were considered including one with a median and one with added turning lanes - both access management solutions. A key proposal for the corridor was the elimination of numerous driveways and parking lot entrances or curb cuts onto Fontaine Avenue. The loss of these access points would be mitigated with new access points via two alleys. The criteria for evaluating the alternative design concepts in the study included actions that would minimize traffic impacts by considering turning movements and access issues.

The Zoning Ordinance of the City of Charlottesville,
Virginia (updated to September, 2003): The current zoning regulations have two sections that address access design. Section 34-975 establishes some limited access design requirements in the context of off-street parking standards. Section 34-976 requires that the design of any driveway (except those for single and two-family homes) must be approved by the Director of Neighborhood Development Services. It also sets some standards for driveway width at the curb line, maximum driveway length, and distance of any driveway from a street intersection (at least 15 feet). The distance between driveways where a property has more than one access drive is also set to a minimum of 20 feet. Finally, it states that the Director of Neighborhood Development Services may approve a shared driveway.

Traffic Calming
Traffic calming is a proactive attempt to improve the livability of residential neighborhoods and promote pedestrian activity. It involves various engineering techniques to physically change the characteristics of streets, improve pedestrian safety and encourage drivers to obey speed limits. Engineering approaches most commonly use a variety of physical devices to alter the geometry of the street, along with more traditional traffic engineering techniques to slow traffic, such as speed humps, curb extensions and narrowings. A successful traffic calming plan is generally not a single device, but rather a series of integrated improvements to slow traffic and, if desired, to direct traffic to more appropriate routes. It is important to note that the term “traffic calming” also applies to non-engineering approaches to educate the public and provide awareness relative to unsafe driver behavior; these are in the realm of education and enforcement.

The City of Charlottesville has been formally providing traffic calming solutions for its residents since 1996. In 2000, the City adopted a Traffic Calming Guideline that outlined the following recommended four-part process to integrate traffic calming into the traffic improvement program:

- Documentation of the problem and the need for traffic calming devices.
- The collection of field reconnaissance and traffic study data.
- Selecting the proper device to correct the problem.
- Monitoring the effectiveness of the solution once the device(s) are installed.

Since 2000, the City has allocated funding to each City Neighborhood Group within each CIP cycle to address traffic calming requests. The process enables the neighborhood association to prioritize their concerns and submit them to NDS for consideration. NDS staff then address these concerns using the four step process summarized above.

As the City continues to grow in terms of increased density and traffic volumes, it has become increasingly apparent that, instead of prioritizing traffic calming concerns on strictly a street and neighborhood basis, a more holistic approach could be more effective. This approach would allow city staff to study an entire neighborhood or multiple neighborhoods simultaneously, with the goal of identifying traffic operational concerns and impacts in a larger context. This bigger picture view could have a greater impact on reducing cut through traffic, improving walk-ability within and between neighborhoods and increasing quality of life within the neighborhood settings. In many locations throughout the City, construction of sidewalks would likely eliminate the need for traffic calming devices within the roadway by providing a designated area for pedestrians. Where appropriate City staff shall address traffic calming on a larger scale rather than a street by street basis.

The potential for traffic calming to preserve safety and quality of life may require the City to re-examine the process and funding mechanisms for applying traffic calming on neighborhood streets. Coordination of this planning with the ongoing neighborhood planning framework, coupled with resident input and engineering investigation, should serve as the basis for improved traffic calming and cut-through traffic prevention and mitigation.
**Context Sensitive Design**

Context Sensitive Design (CSD) is defined by the Federal Highway Administration (FHWA) as a collaborative, interdisciplinary approach to building roadway projects that involves all stakeholders. The goal is to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, neighborhood, historic and environmental resources, while maintaining safety and mobility. It is an approach to project design that considers the total context within which a transportation improvement project will exist. The following principles for CSD were articulated at a 1998 FHWA workshop, *Thinking Beyond the Pavement*:

- The project should satisfy the purpose and needs as agreed to by a full range of stakeholders.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people’s minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Context sensitive design (CSD) is not directly addressed in any City policy or implemented through any City practice. The 2001 Comprehensive Plan did note the value of preserving neighborhood character but did not identify CSD as a tool to help achieve that objective. The varied neighborhood capital improvement plans do include some projects for streetscaping, traffic calming and pedestrian access. These features are part and parcel of a CSD approach for new or reconstructed local streets. The principles for traffic calming and CSD overlap in many instances.

In contrast, the findings of the 2005 Fontaine Avenue Study were a CSD alternative for this roadway. The study established a set of CSD criteria for evaluating five alternative improvement concepts for the roadway. Context sensitive approaches included multi-modal opportunities specifically for pedestrian, bicycle and transit use, a tree-lined, landscape median introduced wherever possible, left turn lanes positioned at key intersections, narrower lanes and traffic calming measures and the elimination of numerous driveways and parking lot entrances onto Fontaine Avenue, replaced by access via two alleys between Piedmont Road and Lewis Street. These alleys are intended to provide access to parking and garages to the rear of buildings. This transition allows a continuous sidewalk and tree line to be created on both sides of the street.

The Charlottesville zoning regulations include some limited requirements that contribute to CSD. The regulations require site plans to include landscaping and screening along roadway frontages and the use of street trees in the interface between development and the street. However, no other street design requirements that would minimize street widths and integrate them into the fabric of an existing neighborhood are specified. The revised City Design Standards shall include context sensitive design solutions.

**Parking Management**

Parking management includes not only implementation of public parking recommendations as detailed in the Charlottesville Parking Master Plan, but ongoing monitoring and adjustment to the public supply along with aggressive enforcement. A critical complementary approach is careful management of the private parking supply through the land development approval process. The Charlottesville zoning regulations should be reviewed with regard to the parking provisions to ensure that they allow for a comprehensive variety of flexible approaches to meeting the parking requirements. Along with this, the regulations should include clear standards for parking facility design, well articulated criteria for decision-making on parking proposals, and comprehensive requirements for parking information to be supplied with development applications (including parking impact reports).
## Project Listing

### Improvements

<table>
<thead>
<tr>
<th>Project #</th>
<th>TIP #</th>
<th>Project Description</th>
<th>Project Purpose</th>
<th>Total Cost</th>
<th>Remaining Cost</th>
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<tbody>
<tr>
<td>I-1</td>
<td>S-10</td>
<td>Expand roadway to four lanes with sidewalks and bike lanes: includes roundabout at intersection of 64/606</td>
<td>Add capacity, improve safety</td>
<td>$12,103,950</td>
<td>$2,577,406</td>
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<tr>
<td>I-2</td>
<td>n/a</td>
<td>Contribution to PE and construction of projects to be identified by Area B study</td>
<td></td>
<td>$2,000,000</td>
<td>$2,000,000</td>
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<td>I-3</td>
<td>n/a</td>
<td>Construct 2-lane road with sidewalks and bike lanes from Rio Road to Free State Road and replace substandard bridge (See footnote 1)</td>
<td>Improve safety</td>
<td>$4,200,000</td>
<td>$2,677,631</td>
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<tr>
<td>I-4</td>
<td>U-1</td>
<td>Roadway improvements, add bicycle lanes and sidewalks</td>
<td>Improve safety, add capacity</td>
<td>$6,004,000</td>
<td>$2,374,000</td>
</tr>
<tr>
<td>I-5</td>
<td>S-5</td>
<td>Retrofit existing roadway, create urban cross-section providing for continuous pedestrian, bicycle access</td>
<td>Improve safety</td>
<td>$1,200,000</td>
<td>$2,500,000</td>
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<tr>
<td>I-7</td>
<td>U-6</td>
<td>Replace bridge at JPA over Norfolk Southern Railroad</td>
<td>Improve safety, enhance community character</td>
<td>$4,000,000</td>
<td>$2,235,000</td>
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<tr>
<td>I-8</td>
<td>S-1</td>
<td>Widen road from 2 to 3 lanes, add sidewalks and bike lanes from 250 to 2920 Bypass</td>
<td>Add capacity</td>
<td>$7,200,000</td>
<td>$5,296,609</td>
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<tr>
<td>I-9</td>
<td>S-2</td>
<td>Realign roadway at various locations</td>
<td>Improve safety</td>
<td>$1,500,000</td>
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<td>I-10</td>
<td>S-12</td>
<td>Reconstruct roadway; create urban cross-section adding capacity, increase lanes (4 from 23 to Wrenn Crossing, 3 to Brannock Lane, remain 3 lanes to Development Area Boundary)</td>
<td>Improve safety</td>
<td>$8,500,000</td>
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<td>I-11</td>
<td>n/a</td>
<td>Spot improvements</td>
<td>Enhance community character</td>
<td>$700,000</td>
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<td>I-12</td>
<td>n/a</td>
<td>Upgrade deteriorating road area sewer system; undergo sewer line extension</td>
<td>Improve safety</td>
<td>$2,377,000</td>
<td>$1,068,000</td>
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<td>I-13</td>
<td>P-1</td>
<td>Need for sidewalks on the southern portion of Rt. 20 connecting to public transit in an area of mixed use and low-cost housing</td>
<td>Strengthened, widened shoulder</td>
<td>$280,000</td>
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<td>I-14</td>
<td>P-2</td>
<td>Realign hazardous intersection</td>
<td>Improve safety</td>
<td>$750,000</td>
<td>$136,000</td>
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<td>I-15</td>
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<td>Improve roadway to accommodate anticipated traffic due to increased development</td>
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<td>I-16</td>
<td>n/a</td>
<td>Provide partial funding for improvements to be recommended from 29H/29 P1 Study</td>
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<td>$35,649,829</td>
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Chapter Seven

Historic Preservation
Introduction

Charlottesville has a rich historic and cultural legacy. This heritage not only establishes the City’s unique sense of place, but also represents one of its primary economic and cultural assets. Charlottesville contains 57 individual properties that are listed on the National Register of Historic Places. When these historic resources are combined with such distinctive and historic areas as Downtown, including the Pedestrian Mall and Court Square, the University of Virginia and environs, including the University Corner, Rugby Road area, Wertland Street, and other historic City neighborhoods such as Ridge Street and Oakhurst Circle, the impact of preservation on the City’s character is extensive and significant.

Preservation in Charlottesville has been a major private sector activity. Individuals attracted to the City’s historic neighborhoods and commercial areas have bought and rehabilitated much of the City’s historic building stock. In addition, citizens have played and continue to play a substantial role in encouraging the City to designate local historic districts. The City has supported those efforts by creating local design control districts and corridors, offering tax incentives for rehabilitation of the older housing stock, providing low-interest loans for historic rehabilitations, developing guidelines for rehabilitation and new construction in design control districts, participating in the Commonwealth of Virginia’s Certified Local Government (CLG) Program, by conducting an ongoing survey of historic resources, and by pursuing State and National Register District designations that allow significant tax credits for rehabilitations.

Charlottesville’s neighborhoods and architecture represent the City’s early development as an eighteenth-century seat of county government; its growth in the nineteenth-century through commerce, industry, and higher education; and its development through the twentieth-century as a more diverse regional center of population, goods and services. Its history is intertwined with that of the adjacent historically rural counties as well as the University of Virginia, established by Thomas Jefferson in 1819 as the first publicly supported secular institution of higher education in the United States. The University of Virginia’s Jefferson-designed “academical village” along with Jefferson’s home, Monticello, are the only cultural resources in the United States recognized by the International Council of Monuments and Sites (ICOMOS) as World Heritage sites.

The value of preservation in Charlottesville can be measured both in qualitative and quantitative terms. Safeguarding the heritage of the City promotes pleasure, education, and a sense of well-being among its citizens. Protecting the city’s unique resources also fosters civic pride, contributes to an understanding of the City’s past, and serves as a guide for future development. The economic value of preservation can be realized in the increase of property values for both individual properties and entire neighborhoods, as well as in the stimulation of business, both through tourism and rehabilitation activities.

Charlottesville’s unique cultural heritage is a gift from past generations. The architecture that past residents have left behind reflects the physical and social development of the City, and enables the community to understand its historical identity. This identity encompasses the histories of its most prosperous citizens, also those who lived in the community as enslaved or newly freed individuals, and residents who migrated into the city from rural Virginia as well as from other regions and countries to seek employment, as well as the generations of scholars who have come to the University of Virginia as faculty and students.
Goals

The goal of the City’s preservation program is to preserve the resources that represent the significant individuals, events, trends, and designs associated with the city’s history and built environment. To accomplish this goal, the City’s resources should be systematically inventoried, analyzed and evaluated, and steps taken to preserve and rehabilitate resources that contribute most to the City’s distinct and characteristic physical and cultural heritage. The preservation goal sometimes will include rehabilitation for adaptive uses to accommodate changes in the types of activities for which buildings, or parts of buildings, were constructed. The physical resources that remain serve as tangible reminders of Charlottesville’s history. Preserving the City’s older neighborhoods ensures that a complete story of the City’s evolving history and development can be told.

Although Charlottesville residents revere the traditional architectural designs and materials that represent its rich history, contemporary designs can combine with buildings from the recent past, and with the City’s legacy of traditional designs to demonstrate that the City not only respects the past, but values creativity in the present. The relationship of new buildings to old should be complementary and should add to the architectural vitality of our city through design expressions that represent our own time. Preservation and sustainability are also seen as complementary concepts, and both goals should be pursued. Considering resource consumption, rehabilitating a historic building may be a more sustainable alternative to building with new materials. For new construction, “green” building is a creative expression of contemporary thought in building design.

To date, while the importance of historic preservation has been recognized by many, its potential to strengthen and improve the vitality of the City has not yet been fully realized. In order to maximize the benefits associated with historic preservation, it should be integrated more fully into all aspects of life in the City, and the actions of both the public and private sectors should be coordinated to achieve the goals of preservation articulated in this document.

New City Transit Station and the former C&O Station.
History of Preservation Activities in Charlottesville

Realizing the importance of protecting its unique cultural heritage, Charlottesville embarked on a preservation planning program in 1959 by enacting an Architectural Design Control Ordinance. This ordinance established a "restricted design district" comprised of 33 properties in the Court Square area and created a Board of Architectural Review to review the appropriateness of exterior changes to buildings in the district.

In 1973, the Historic Landmarks Commission was created by City Council to survey historic properties in the City and to propose new historic districts for local protection. The Commission published the “Charlottesville Landmarks Study” in 1976, which initiated an on-going program for surveying significant structures in the City. As of 1991, over 500 buildings in Charlottesville had been surveyed by the Department of Community Development.

In response to the Commission’s study, a new Historic Preservation Ordinance was enacted in 1976 as an amendment to the City Zoning Ordinance. This Ordinance created an expanded Architectural Design Control (ADC) District, and significantly increased the responsibilities of the Board of Architectural Review. A total of 133 properties were included in the ADC District and 70 additional “individually protected properties” were designated outside of the district based on the age of the property.

In July 1980, the “Historic Preservation Guide” was published by the City. The objectives of the guide were to encourage historic and architectural preservation, to provide the community with an educational resource concerning preservation and to provide information assistance to City residents. This report has been used as an educational tool for City residents and has served as a model for other communities.

In 1982, Charlottesville was designated by the National Register of Historic Places as a Multiple Resource Area (MRA). The MRA designation provided a flexible and efficient framework for registering a number of significant properties on the National Register in a single application. As a result of this designation, the Ridge Street and Wertland Street Districts were added to the National Register, along with approximately 36 individual properties outside those districts. Two other districts were added to the National Register in the 1980’s: the Charlottesville and Albemarle County Courthouse District (1982), and the Rugby Road University Corner District (1984).

During the early 1980’s the City became concerned about the changes taking place to buildings on the Downtown Mall. Several significant buildings had been removed so that new construction could occur and the facades of others altered. Concerned that the style of architecture and colors used on new buildings and existing buildings were not appropriate, City Council created the Downtown Architectural Design Control District (DADC) and the Downtown Board of Architectural Review (DBAR) in 1985 to provide guidance for downtown development.

In 1988, the City developed an Urban Design Plan that focused on the most highly visible areas in the community such as entrance corridors, downtown, West Main Street, and the University Corner. While the report did not directly address historic preservation issues, the intent was to improve the visual environment in the City, and many of the recommended improvements were located in historic districts.

In May 1991, City Council amended the Zoning Ordinance to consolidate the Landmarks Commission, Board of Architectural Review and the Downtown Board of Architectural Review into a single Board of Architectural Review (BAR). At the same time, Council adopted the Secretary of Interior’s Standards for Rehabilitation to serve as a policy guide for the BAR when reviewing projects in local design control districts. The revised Ordinance also charged the BAR with the development of a preservation plan to be considered by the Planning Commission and to eventually be incorporated into the Comprehensive Plan for the City.

As part of the May 1991 amendment to the Zoning Ordinance, a new Entrance Corridor Historic Overlay District (renamed the Entrance Corridor Overlay District in the 2003 Zoning Ordinance) was created to protect and enhance the
visual quality of the twelve primary entrance corridors leading to the City’s historic areas (Map 7-1). In 2003 the Planning Commission was designated as the Entrance Corridor Review Board (ERB). Entrance Corridor (EC) Design Guidelines were approved by City Council in 2005.

The May 1991 Zoning Ordinance amendments also renamed the two local design control districts as District A (formerly the Downtown Architectural Design Control District) and District B (formerly the Architectural Design Control District). In addition to the two “major” design control districts, 80 individual properties were designated as “minor” design control districts, or “individually protected properties.”

In 1993, the City adopted the Historic Preservation Plan to help protect important historic resources and to guide preservation activities in the community. The plan assessed current conditions and issues, and presented strategies to increase preservation awareness and activity. The plan stressed the importance of considering preservation both as an end in itself and as part of larger community concerns. Also in 1993 the Historic Preservation Revolving Loan Fund was created, making available low-interest loans for owners of historically-designated properties to accomplish smaller rehabilitation and maintenance projects.

In 1998, City Council appointed the Historic Resources Task Force to promote the City’s historic resources. The committee is responsible for the City’s program to place State and local markers. Some other activities have included participation in the Court Square Enhancement Project, the AMTRAK local history exhibit, and publication of the Charlottesville Tour Book in cooperation with the Albemarle-Charlottesville Historical Society. The Task Force was renamed the Historic Resources Committee by City Council in 2006.

Following guidance outlined in the Historic Preservation Plan, additional ADC Districts were designated on portions of Ridge Street (1995), West Main Street (1996), Wertland Street (1999), the Corner (2003), Oakhurst-Gildersleeve Neighborhood (2005), and Rugby Road-University Circle-Venable Neighborhood (2006). The West Main Street ADC District marked the first district that distinguished contributing from non-contributing structure within the district.

In 2005 City Council approved updated ADC District Guidelines that are used by the BAR to inform its decision-making.

Future surveys of historic resources are planned in Fifeville, 10th & Page, Starr Hill, North Belmont, Martha Jefferson, Fry’s Spring and Woolen Mills neighborhoods. As survey occurs, these areas should be evaluated for designation as State and National Register Districts. Some may also be designated as local ADC Districts.

### Conservation Districts

As an alternative, in order to protect the scale and character of the more modest City neighborhoods, and to prevent inappropriate tear-downs and encroachments, the Board of Architectural Review is proposing a more flexible type of local design control district, called a “Conservation District,” which would focus on review of demolitions and new construction. A Conservation District would identify, and seek to preserve, the elements that define a particular neighborhood’s character, and would encourage new development that incorporates or is compatible with those elements. In addition, policies could be identified within Conservation Districts that place value on cultural and human resources as well as physical resources, such as:

- Encouraging a diversity of housing types affordable to persons and families in various income ranges
- Preservation of cultural institutions
- Facilitating technical preservation or design assistance from community groups (such as Preservation Piedmont and the Charlottesville Community Design Center)
- Promoting low interest loans and real estate tax exemptions
- Pursuing National and State District designation to allow properties to qualify for tax credits
- Facilitating sale of tax credits as an income-generator for low-income residents who could not otherwise take advantage of them
Chronology Of Historic Preservation Activities in Charlottesville

1959  First Historic Preservation Ordinance of the City of Charlottesville
1959  Designation of the first Architectural Design Control (ADC) district in Court Square area.
1959  Creation of the first Board of Architectural Review (BAR) staffed by Building Inspections Division
1973  Creation of the Historic Landmarks Commission to do survey work and propose new historic districts
1976  Publication of “Charlottesville Landmarks Study,” which provided the first comprehensive survey of historic properties
1976  New Historic Preservation Ordinance enacted / Expansion of Architectural Design Control (ADC) District in Court Square area / First individually protected properties designated
1977  BAR staff transferred from Building Inspections to the Department of Community Development
1980  Publication of the “Historic Preservation Guide” as an educational tool for preservation
1981  Charlottesville designated as a Multiple Resource Area on the National Register
1985  Creation of Downtown Architectural Design Control District (DADC) and Downtown Board of Architectural Review (DBAR)
1988  Completion of Charlottesville Urban Design Plan
1989  Chapter on historic preservation added to Comprehensive Plan
1990  Amendments to historic preservation provisions of Zoning Ordinance
1991  Consolidation of three Historic Preservation Boards into one BAR
1991  Creation of Entrance Corridor Historic Overlay District in the Zoning Ordinance
1993  Adoption of the Historic Preservation Plan
1993  Creation of Historic Preservation Revolving Loan Fund
1993  Additional individually protected properties designated
1993  Charlottesville is granted Certified Local Government (CLG) status
1995  Creation of Ridge Street ADC District
1996  Creation of West Main Street ADC District
1998  City Council appoints the Historic Resources Task force to promote the City’s historic resources/The Task Force commenced the City’s State and local historic marker program
1999  Creation of Wertland Street ADC District
2002  The Historic Charlottesville Tour Book was published by the Historic Resources Task Force in cooperation with the Albemarle-Charlottesville Historical Society
2003  New Zoning Ordinance adopted including amendments to historic preservation overlay and entrance corridor overlay provisions / ERB created
2003  Creation of The Corner ADC District
2005  Creation of the Oakhurst-Gildersleeve Neighborhood ADC District
2005  Dedication of Court Square Improvements
2006  Creation of the Rugby Road-University Circle-Venable Neighborhood ADC District and expansion of Downtown and North Downtown ADC Districts
2006  Historic Resources Task Force renamed Historic Resources Committee by City Council
Preservation Advocates and Organizations

Charlottesville’s preservation successes could not have come to fruition without the input from many individual property owners and a variety of public and private groups. Historic preservation ideas are represented at the neighborhood level by individuals, neighborhood associations, and local interest groups; at the city level by public agencies and non-profit organizations; and at the state level through governmental bodies such as the State Historic Preservation Office, and through private organizations such as APVA Preservation Virginia.

Nationally the Department of the Interior administers the federal program in historic preservation while the National Trust for Historic Preservation offers guidance as the major nonprofit organization involved in historic preservation.

Statewide Preservation Organizations

The Virginia State Historic Preservation Office is the Department of Historic Resources (DHR). Its mission is to foster, encourage, and support the stewardship of Virginia’s significant historic, architectural, archaeological, and cultural resources. DHR maintains four regional offices to serve Virginia localities: the Capital Regional Preservation Office, which serves Charlottesville, co-located with the central office in Richmond; and three other offices serving the Roanoke Region, the Tidewater region, and the Winchester region. Professional staff in each regional office offer technical information and guidance on the full range of DHR’s statewide programs; on the location and significance of historic, architectural, and archaeological resources in its region; and on incentives for good stewardship of historic resources, such as the state and federal rehabilitation tax credits. The State Review Board, appointed by the Department’s Director, reviews and recommends properties for listing on the National Register of Historic Places. The Governor-appointed Historic Resources Board oversees Virginia Landmarks Register designations, the Historical Marker Program, and the Preservation Easement Program. The Archives library housed in Richmond is open to the public and contains historic resource data, photographs and maps. DHR programs also include survey and planning, certified local governments, state preservation grants, education and outreach, and environmental review under Section 106 of the National Historic Preservation Act of 1966, as amended.

The APVA Preservation Virginia, formerly the Association for the Preservation of Virginia Antiquities (APVA), is a nonprofit organization dedicated to preserving and promoting the state’s irreplaceable historic structures, landscapes, collections, communities and archaeological sites. Founded in 1889, APVA Preservation Virginia is headquartered in Richmond, with twenty-three branches that advocate for preservation in their cities, counties or regions. Most branches own or manage historic house museums and offer educational programs on history and preservation. The Thomas Jefferson Branch, formed in 1986, serves Charlottesville and the nearby counties of Albemarle, Buckingham, Fluvanna and Nelson, but does not administer a historic property. The Branch provides educational programs, provides scholarship funds, and has an annual awards program. In 2004 the former APVA joined with the Preservation Alliance of Virginia (PAV) to create a combined organization to serve Virginia’s preservation interests.

The Virginia Historical Society was founded in 1831. It is a non-profit organization that documents and exhibits the history and cultural life of Virginia from earliest times to the present. Its mission is to collect, preserve, and interpret the commonwealth’s past for the education and enjoyment of present and future generations. The Historical Society is the state’s major repository and resource for historical documents, photographs, architectural drawings, furniture, military collections, and other artifacts.
The Archaeological Society of Virginia is a state-wide, non-profit organization of professional and amateur archaeologists that was founded in 1940. The group has a broad goal, the promotion of archaeology through public education. In addition, the Archaeological Society of Virginia promotes the study of prehistoric and historic archaeology of Virginia, works for the investigation and conservation or archaeological sites and materials, and promotes the spread of archaeological knowledge through publications, meetings, lectures and exhibits. The local chapter of the Archaeological Society of Virginia, the Thomas Jefferson chapter, meets in Charlottesville and has participated in several research and mitigation projects over the course of its ten-year history.

The African American Genealogy Group of Charlo
tesville and Albemarle County first met in November 1995, co-founded by Julian Burke and Caruso Brown. Since 1996 the group has presented exhibits which celebrate our heritage and helps encourage people to recall family and friends. These exhibits are displayed at the annual African American Cultural Arts Festival, at libraries, schools, community centers, and other gathering places.

The Albemarle Charlottesville Historical Society is a private, non-profit educational organization, founded in 1940, that seeks to study, preserve, and promote the history of Charlottesville and Albemarle County, Virginia. The Society strives to accomplish this mission through a variety of public programs, including exhibits, publications, lectures, walking tours, oral history interviews, and various educational programs. An extensive research library is open to the public, located along with ACHS’ offices in the McIntire Building downtown.

The Piedmont Environmental Council (PEC) is a re
gional non-profit organization established in 1972 and based in Warrenton. Its mission is to promote and protect Piedmont Virginia’s rural economy, natural resources, history and beauty. Major programs are promoting land conservation easements and advocating for local and state land use planning issues. The local field office in Charlottesville works closely with citizen groups to protect the quality of life in the Charlottesville-Albemarle area. Landowners are encouraged to pursue listing of historic districts and sites on the National Register, and to protect the historic landscape through the voluntary donation of permanent conservation easements.

Established in 1993, Preservation Piedmont is a local, non-profit grass-roots organization dedicated to preservation advocacy. The purposes of Preservation Piedmont are to serve the City of Charlottesville, the County of Albemarle, and adjacent localities by: promoting greater public awareness of and advocating historic preservation in the region; protecting the historic resources of the region; sponsoring educational tours and programs that encourage public participation in the preservation, restoration, and ownership of historic and archaeological sites, buildings and structures, and landscapes significant to the cultural, social, and architectural history of the region; promoting heritage tourism; supporting and initiating local projects, partnerships, and studies that help to identify and protect important community historic resources; and monitoring local and state government actions on issues affecting preservation of historical, cultural, and natural resources.

Regional Preservation Organizations

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City Agencies and Boards

The City has several departments and boards that deal with historic preservation issues.

City Council, the main decision making body in the City, is responsible for adopting ordinances and plans dealing with historic preservation, approving design guidelines, creating and amending design control districts, designating individually protected properties, deciding appeals of BAR decisions, and appointing members to the Board of Architectural Review, and other boards, commissions, task forces and committees.

The Planning Commission, a seven member board appointed by City Council, is responsible for reviewing and making recommendations to City Council concerning any proposed designations for new or amended design control districts or individually protected properties. The Commission is also responsible for reviewing amendments to the zoning ordinance and reviewing a proposed historic preservation plan prior to City Council adoption. The Planning Commission serves as the Entrance Corridor Review Board (ERB) for Entrance Corridor Overlay Districts.

The Board of Architectural Review was created by City Council in May 1991 by consolidating three previously existing boards: the Board of Architectural Review, the Downtown Board of Architectural Review and the Historic Landmarks Commission. The Board, which is composed of nine members, reviews all applications for changes affecting the exterior appearance of any individually protected property, or any structure located in a local architectural design control (ADC) district. Their review includes new construction, additions, rehabilitations, moving and demolitions. In addition, the BAR is responsible for recommending additional surveys for historic districts, acting in an advisory role to City Council, and developing a historic preservation plan and design guidelines for adoption by City Council.

The Historic Resources Committee (formerly the Historic Resources Task Force) was charged by City Council in 1998 to promote and help develop the historic resources of the community. Their mission is to advocate for historic preservation; to promote an appreciation of local historic resources, both tangible and intangible; and to encourage and coordinate, with appropriate municipal agencies, civic organizations, institutions and individual scholars, the documentation and interpretation of local history. The Committee achieves its mission through: education; public commemoration (historic plaques, signs, markers, and civic festivals and ceremonies); publications (maps, brochures, tour books, and digital media); public meetings (planning sessions, workshops, and lectures); and through other means.

The Department of Neighborhood Development Services (NDS) provides staffing for the Board of Architectural Review, the Entrance Corridor Review Board, and the Historic Resources Commission. From time to time, the Department contracts for the services of an architectural historian to inventory history resources in the City. Working in conjunction with the Board of Architectural Review, it is also responsible for preservation planning and for reviewing and proposing amendments to the preservation ordinance as needed. The Department is also responsible for educating property owners about the requirements of the historic preservation ordinance, and their responsibilities as stewards of historic properties in the City.
What’s Designated: National, State and Local

National Register of Historic Places

The National Register of Historic Places, established by the National Historic Preservation Act of 1966, is the nation’s official listing of historical significant districts, sites, buildings, structures, and objects. There are currently five districts and 57 individual properties listed on the National Register in Charlottesville.

Not to be confused with local architectural design control efforts, National Register designation is primarily honorary, with no associated regulations to prevent demolition by a private owner using private funds. National Register properties are afforded some protection from projects that involve federal funds or licensing; then a Section 106 review is conducted to assess effects and identify ways to lessen or mitigate impacts. However, the Section 106 process may not prevent a project from affecting or destroying a resource. National Register properties may be more likely to be protected by public opinion than properties that are not listed, but this is not always the case.

A National Register listing may qualify property owners for federal tax credits for rehabilitations. These incentives include a 20 percent credit on the cost of rehabilitation of income producing historic properties.

Four of the five National and Virginia Register Districts are also protected on the local level by an ADC District designation: the Charlottesville/Albemarle County Courthouse District, Ridge Street Historic District, Wertland Street Historic District, and the Rugby Road-University Corner Historic District. The remaining district, the University of Virginia Historic District, is not under the City’s jurisdiction.

The five National Register Districts within City limits include the following:

1. Charlottesville/Albemarle County Courthouse Historic District
2. Ridge Street Historic District
3. Wertland Street Historic District
4. Rugby Road – University Corner Historic District
5. University of Virginia Historic District

Virginia Landmarks Register

All five National Register Districts and 57 individual properties have also been designated on the Virginia Landmarks Register. Similar to the National Register, the designation is honorary. Virginia Register provides formal recognition of the Commonwealth’s most prominent historic resources although a listing places no restrictions on the property owner. All properties listed on the State Register are nominated to the National Register. A State Register listing may qualify property owners for state tax credits for rehabilitations. These incentives include a 25 percent credit on the cost of rehabilitation of a residential or commercial building, whether or not the building is income-producing.
Charlottesville/Albemarle County Courthouse Historic District

This district is comprised of the original fifty acre town grid and expansion areas to the west of Court Square and north along Park Street. It extends west to McIntire Road, and south to the railroad tracks. It crosses the tracks at Avon Street to include the former Brown Milling Company building. The Albemarle County Courthouse District around Court Square was listed on the State and National Registers in 1972. It was expanded as the Charlottesville/Albemarle County Courthouse District in 1982, and again in 1995.

Charlottesville was established as the county seat in 1761, and a town grid was laid out adjacent to the new courthouse. The original wooden courthouse was replaced by the rear brick wing of the existing building in 1803. The courthouse served as a community center, house of worship, and nucleus for political life during the late 18th century. By 1835 the Court Square area included two hundred mostly brick houses, four churches, three hotels, a tavern, and other businesses. Federal architecture predominates on Court Square.

The area surrounding Court Square was settled by Charlottesville's early lawyers, judges, and doctors. Their homes were built of both brick and wood and were solid, well-proportioned and simply designed. The Federal style of architecture dominated well into the nineteenth century, when the Colonial Revival and neo-classical styles began to appear. The neighborhood has a variety of styles including Italianate, Queen Anne, Colonial and Greek Revival, and Victorian Vernacular.

Fine examples of Queen Anne style houses constructed between 1900-1910 line 2nd Street NE. The more modest houses of the “Altamont Addition” date to ca. 1925-30.

Economic activity in Charlottesville originally centered on Court Square, but Main Street emerged during the mid-19th century as the social and commercial heart of the City, much like it is today. The intersection of two railroads contributed to this prosperity, which led to warehouses and industrial buildings being constructed along the tracks, including the Water Street and South Street area.

After a century of prosperity, downtown Charlottesville witnessed a decline in business due to new suburban centers taking shape on the perimeter of the city. In the mid 20th century many of the fine residences along High and Park Streets became offices. Vinegar Hill, a predominantly African-American business and residential area was razed in 1964.

During the early 1970’s a master plan for a pedestrian mall on Main Street downtown was designed by Lawrence Halprin & Associates. Restorations of residences on North 1st Street in the 1970’s marked a return of interest in North Downtown. The Downtown pedestrian mall became a real destination in the mid- 1990’s. Today the City’s entertainment and commercial center is also becoming the most popular place to live. Both Main Street and Market Street retain many beautiful late 19th century and early 20th century commercial structures.
Ridge Street Historic District

Ridge Street District was listed on the National Register in 1982, and was added to the Virginia Landmarks Register in 2003. Originally part of Alexander Garrett’s Oak Hill estate in Albemarle County, Ridge Street neighborhood began to develop in 1840. In the 1870-80’s Ridge Street was the primary residential street of Charlottesville’s wealthy merchants and other business owners and their families, as well as the African-American domestic community. The street’s two diverse communities associated regularly. With suburban expansion, many families chose to sell or rent their City homes, and many homes in this area were demolished or converted to apartments. In 1973 Ridge Street was realigned with 5th Street, dividing the neighborhood and destroying eleven houses. Many of the large historic residences are currently being converted back to single family use, apparently because of their historic character, and the convenient location within walking distance of downtown and the University, as well as the growing popularity of other nearby areas such as West Main Street and Belmont.

Wertland Street Historic District

Wertland Street District was listed on the Virginia Landmarks Register in 1984 and the National Register in 1985. Also a turn-of-the-century residential neighborhood, this district is an enclave of high style Queen Anne, Colonial Revival and Victorian homes. Wertland Street takes its name from the second librarian at the University of Virginia, William Wertenbaker, who built his home at 1301 Wertland Street. During the 1880’s Wertland Street became a popular neighborhood in the University area. The north side boasts the earliest properties with large setbacks. Structures on the south side are built closer to the street on smaller lots. Due to its proximity to the University, many structures have been converted to multi-family use with student tenants.
Rugby Road – University Corner Historic District

The Rugby Road-University Corner District was designated on the Virginia Landmarks Register in 1983 and the National Register in 1984. This area did not develop until after the 1890’s and provided the setting for a growing number of academic and professional families to develop substantial family homes on the then-rural western edge of the City. The District was originally settled primarily by University professors and local professionals, constructing many examples of outstanding architecture in the Arts and Crafts styles (Queen Anne, Stick, and Bungalow) and the revival styles (Georgian, Colonial, Roman, and Greek). Several were designed by the prominent early twentieth-century local architect Eugene Bradbury. The majority of the houses on Rugby Road and Madison Lane are currently occupied by fraternities and sororities. Approximately twenty of these houses were rehabilitated in the early 1980’s, taking advantage of the federal tax credit incentives made available to properties located in National Register Districts. Many of the district’s commercial buildings located along University Avenue were built in the 1920’s or their facades were substantially rehabilitated during that decade of growth for the University community.

University of Virginia Historic District

This district was listed on the State and National Registers in 1970. This district includes the original buildings and grounds designed by Thomas Jefferson and was inscribed in the World Heritage List in 1987 because of international significance. Since all University property is owned by the State, the City has no jurisdiction in this district.
## APPROXIMATE NUMBER OF HISTORIC STRUCTURES DESIGNATED ON NATIONAL AND LOCAL LEVELS

<table>
<thead>
<tr>
<th>National and Virginia Register Districts</th>
<th>Number of Structures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlottesville-Albemarle County Courthouse District</td>
<td>413</td>
</tr>
<tr>
<td>Ridge Street District</td>
<td>45</td>
</tr>
<tr>
<td>Rugby Road-University Corner District</td>
<td>185</td>
</tr>
<tr>
<td>Wertland Street District</td>
<td>27</td>
</tr>
<tr>
<td>National Register – Individually Designated Properties</td>
<td>57</td>
</tr>
<tr>
<td>Located Outside of National Register Districts</td>
<td></td>
</tr>
<tr>
<td>Total National Register Structures</td>
<td>727</td>
</tr>
</tbody>
</table>

| Local Architectural Design Control Districts                                 |                      |
| Downtown ADC District                                                       | 233                  |
| North Downtown ADC District                                                 | 246                  |
| Ridge Street ADC District                                                   | 78                   |
| West Main Street ADC District                                               | 86                   |
| Wertland Street ADC District                                                | 27                   |
| The Corner ADC District                                                     | 54                   |
| Oakhurst-Gildersleeve Neighborhood ADC District                             | 73                   |
| Rugby Rd-University Cir-Venable Neighborhood ADC District                   | 247                  |
| Individual Structures (Minor Design Control Districts)                      | 66                   |
| Total Locally Designated Structures                                         | 1,110                |

| Future Surveys                                                              |                      |
| Fifeville                                                                   | 268                  |
| 10th & Page                                                                 | 300                  |
| Starr Hill                                                                  | 55                   |
| North Belmont                                                               | 400                  |
| Martha Jefferson                                                            | 136                  |
| Fry’s Spring                                                                | 100                  |
| Woolen Mills                                                                | 45                   |
| Individual Structures                                                       | 50                   |
| Total Structures Proposed for Future Survey (Approximate)                   | 1,354                |
There are eight areas of the City where architectural design control (ADC) districts have been designated, and 66 individually protected properties that have been designated outside districts (see map on page 16). The ADC districts are: Downtown, North Downtown, Ridge Street, West Main Street, Wertland Street, The Corner, Oakhurst-Gildersleeve Neighborhood, and Rugby Road-University Circle-Venable Neighborhood.

Properties in local historic districts are afforded protection from inappropriate alterations and demolition through a public review process. The Board of Architectural Review reviews all projects that would affect the exterior appearance of any locally designated property. The Board evaluates the project using City Council-approved design guidelines (updated October 17, 2005) that are based on the Secretary of the Interior’s Standards for Rehabilitation. The BAR is required to approve an application unless the proposal does not meet ordinance standards and design guidelines, and unless the proposal is incompatible with the character of the historic district. Local historic districts, described in the Zoning Ordinance beginning with Sec. 34-271, are enabled by Section 15.2 - 2306 of the Code of Virginia.

Individually protected properties carry the same status as contributing structures within ADC districts, but they are located within an area where a district has not been created. Most individually protected properties are at least 100 years old (Table 2, page 17). There are still many properties with architectural or historical significance that have not yet been designated. A process is underway to systematically identify these buildings, and consider them for designation.

Ideally, State and National Register designations should be pursued for all locally protected properties so that the owners can benefit from incentives such as rehabilitation tax credits. National Register listings should be pursued for the Oakhurst-Gildersleeve Neighborhood District and the 14th Street portion of the new Rugby Road-University Circle-Venable Neighborhood District that is not currently listed. Most of the City’s individually protected properties that are eligible are listed on the National Register.

From time to time City Council may designate new ADC districts and individually protected properties, or may delete designated districts and properties, following a the process for an amendment to the zoning ordinance and map. City Council must consider the recommendations of the Board of Architectural Review and the Planning Commission prior to making a decision on a designation.

**North Downtown ADC District**

The North Downtown ADC District was the first local historic district, created in 1959 in the Court Square area, and was then called the ADC District. It was expanded in 1976, and again in 2006. All properties within the Charlottesville/Albemarle County Courthouse National Register Historic District (see that description) are protected on the local level by the Downtown and North Downtown ADC Districts.

**The Corner ADC District**

The Corner ADC District was created in 2003. It is part of the Rugby Road-University Corner State and National Register District (see that description).
Table 2. Individually Protected Historic Properties.

<table>
<thead>
<tr>
<th>House Number</th>
<th>Street</th>
<th>Tax Map</th>
<th>Parcel and Lot</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>759</td>
<td>58</td>
<td>Parcel 172</td>
</tr>
<tr>
<td>2.</td>
<td>123</td>
<td>7</td>
<td>Parcel 122</td>
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<tr>
<td>3.</td>
<td>1102</td>
<td>56</td>
<td>Parcel 86, Lots 1, 2, 3</td>
</tr>
<tr>
<td>4.</td>
<td>907</td>
<td>2</td>
<td>Parcel 54.3</td>
</tr>
<tr>
<td>5.</td>
<td>908</td>
<td>2</td>
<td>Parcel 25</td>
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<td>6.</td>
<td>909</td>
<td></td>
<td>Parcel 54.4</td>
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<td>7.</td>
<td>513</td>
<td>29</td>
<td>Parcel 63.1</td>
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<tr>
<td>8.</td>
<td>402</td>
<td>29</td>
<td>Parcel 124</td>
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<td>9.</td>
<td>406</td>
<td>29</td>
<td>Parcel 122</td>
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<tr>
<td>10.</td>
<td>410</td>
<td>29</td>
<td>Parcel 119</td>
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<tr>
<td>11.</td>
<td>412</td>
<td>29</td>
<td>Parcel 118</td>
</tr>
<tr>
<td>12.</td>
<td>210</td>
<td>53</td>
<td>Parcel 173.23</td>
</tr>
<tr>
<td>13.</td>
<td>200</td>
<td>9</td>
<td>Parcel 71</td>
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<td>14.</td>
<td>205</td>
<td>29</td>
<td>Parcel 69</td>
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<td>15.</td>
<td>217</td>
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<td>16.</td>
<td>301</td>
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<td>Parcel 104</td>
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<td>17.</td>
<td>418</td>
<td>29</td>
<td>Parcel 161</td>
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<td>201</td>
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<td>19.</td>
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<td>1602</td>
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<td>21.</td>
<td>1022</td>
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<td>22.</td>
<td>700</td>
<td>35</td>
<td>Parcel 132</td>
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<td>23.</td>
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Downtown ADC District
The Downtown Architectural Design Control District was created in 1985; additional properties were added in 2006. All properties within the Charlottesville/Albemarle County Courthouse National Register Historic District (see that description) are protected on the local level by the Downtown and North Downtown ADC Districts.

Wertland Street ADC District
The Wertland Street ADC District was created in 1999. (See description under National Register Districts.)

Ridge Street ADC District
The Ridge Street ADC District was created in 1995. (See description under National Register Districts.)

West Main Street ADC District
The West Main Street ADC District was created in 1996. It is not designated as a State or National Register District. West Main Street was part of an important eighteenth-century Virginia transportation route, the “Three Notch’d Road” that connected the Tidewater to the Shenandoah Valley. It remains a principal connection between the University of Virginia and Downtown. Early development included several stylish brick townhouses built by Jefferson’s builder James Dinsmore. The Union Station was built in 1885 by the C&O railroad. By the early twentieth-century, West Main Street was an important commercial corridor and the 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 Jefferson School. Further east, Vinegar Hill was the principal African-American commercial center. By the early 1930’s West Main Street was the principal east-west route through town, with twelve service stations and six car dealers. Activity on the corridor gradually declined mid-century with suburbanization. In recent years, two new hotels and the reuse of historic buildings have signaled renewed interest in this urban corridor.

Oakhurst-Gildersleeve Neighborhood ADC District
The Oakhurst-Gildersleeve Neighborhood ADC District was created in 2005. It has not yet been designated as a State or National Register District, but would qualify. The neighborhood has a remarkable collection of houses and apartment dwellings that have housed University faculty and students for over 90 years. Houses have always been owned and rented by prominent UVA faculty, and with the growing student body in the 1920’s and 1930’s they also served as boarding houses. The district includes 76 properties dating from the 1910’s to the 1960’s with a range of architectural styles including Craftsman, Colonial Revival, Dutch Colonial Revival, Tudor Revival, Minimal Traditional and Cape Cod. Oakhurst Circle and Gildersleeve Wood reflect the City Beautiful movement with a large central green space and small roundabout with mature plantings. The neighborhood exemplifies the modern ideal of living where you can walk to work.
Rugby Road–University Circle–Venable Neighborhood ADC District

The Rugby Road-University Circle–Venable Neighborhood ADC District was created in 2006. Most of the local district is also included in the Rugby Road-University Corner State and National Register District (see that description). The area that is not yet designated on the State and National Registers includes 14th Street and the southern part of 15th Street.

The streetscapes of 14th and 15th Streets developed during the same period, and include similar architectural styles, as the remainder of the district. Most structures date to the late 19th and early 20th century. Fourteenth Street includes many former boarding houses that catered to the University community and residents that either worked for, or attended, the University.

Entrance Corridor Overlay Districts

The City has designated twelve significant routes of tourist access as Entrance Corridors to ensure through design review a quality of development compatible with the City’s historic, architectural and cultural resources. The Planning Commission is designated as the Entrance Corridor Review Board (ERB). Entrance Corridor Guidelines were adopted by City Council on August 1, 2005.
Protecting Charlottesville’s Archaeological Resources

Over the past few decades, the pressure from growth and development has dramatically impacted the presence and survival of our City’s valuable historic resources. Archaeological resources in particular have been severely impacted. Charlottesville’s archaeological resources must be viewed as an integral part of the city’s cultural history. Now, more than ever, Charlottesville needs to provide effective protection measures for its archaeological resources. Because of its rich and diverse history, Charlottesville also needs to protect a broad range of archaeological resources so that everyone within our city can claim a sense of belonging and maintain a positive and meaningful sense of identity with their community. A zoning ordinance and historic district overlay is one way in which a local government can provide a legal and broadly effective protection program for archaeological resources.

What is an archaeological site?

An archaeological site may be defined as a place that contains archaeological resources. Examples of archaeological resources include human remains and objects such as tools, bone, bottles, dishes, and nails which are representative of prehistoric and historic periods. Areas that contain these objects are also archaeological resources and include graves, wells, privies, trash pits, quarries, back yards, basements, and foundations. Examples of archaeological sites within Charlottesville that might contain archaeological resources are prehistoric camps, historic residences, schools, farms, cemeteries, roads, railways and Civil War camps and hospitals.

How can Charlottesville determine the location of and define archaeological resources? In order to determine the location of or potential for archaeological resources, historic districts must be identified. As defined by the Code of Virginia, a historic district may include single or multiple sites. Any future designated archaeological district within Charlottesville must also be clearly delineated. A description of the characteristics of each district must explain why it is significant to the history of Charlottesville. Many localities in Virginia already use the criteria provided by the National Register of Historic Places to establish significance. These criteria are broadly defined and include buildings, structures, landscapes, places, or sites that are: 1) associated with significant events, 2) associated with the lives of significant persons, 3) that embody distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possess high artistic value, and 4) that have yielded, or may be likely to yield, information important in prehistory or history.

Ultimately any comprehensive list of archaeological districts should reflect what the residents of Charlottesville hold valuable. The city of Charlottesville already has existing historic overlay districts that focus predominantly on architecture. These previously identified districts will provide a solid foundation for an archaeological district overlay to build upon. A comprehensive list of archaeological districts should also be based on the current knowledge of historic Charlottesville, and the diverse themes or subjects that significantly contribute to its historic and cultural heritage. This list might be annotated to include themes such as industry, education, African-American history, Irish-American history, Civil War Charlottesville, Revolutionary War Charlottesville, etc.

There are many sites within Charlottesville that contribute significantly enough to be identified as archaeological districts. Three examples are the Venable Lane area including the historically African-American residential area called “Canada”; the Charlottesville Woolen Mills area and vicinity; and the site of the Delevan House, or “Mudwall”, at the intersection of 7th and West Main Streets, the location of the present First Baptist Church. In addition, a city-sponsored archeological investigation for the site of the Jefferson Graded School on 4th Street resulted in an amendment to the Jefferson School National Register Nomination.
Benefits of Protecting Archaeological Resources

Historic preservation maintains and improves the quality of life for a community through raising awareness, promoting education, and increasing general knowledge of a locality’s historic resources. When archaeological resources are identified and protected, it fosters a sense of pride, identity and continuity with our city’s historic resources. This link with history is often considered a defining characteristic of the distinctiveness of particular neighborhoods. Archaeological sites are educational and can contribute to the general history of Charlottesville and the particular histories of its inhabitants. For example, knowledge of the antebellum African-American community obtained through archaeological excavation of the Catherine Foster residence at the Venable Lane site, contributed to a recent Charlottesville exhibit.

Currently there is no plan that allows the city to assess, evaluate, or manage its known or unknown archaeological sites. The protection of Charlottesville’s archaeological resources would benefit the city government in numerous ways. Foremost, it would provide the city with protection from state and federal compliance regulations. By instituting a plan for the protection and management of archaeological resources, the City would insure that these federal regulations would not be violated. In addition, preservation of the city’s historic resources is also an important issue for many citizens. By instituting a plan for the protection and management of archaeological resources, the city would be implementing a policy significant to many voters.

Ultimately, Charlottesville’s cultural and historic resources contribute significantly to how the city is perceived by both visitors and its residents. Our historic resources provide the city with a unique identity and sense of place and distinguish us from other localities. Archaeological resources are a significant part of this identity and actively contribute to the history of Charlottesville, complementing both documentary records and historic architecture.
Historic Preservation Issues

Education Program for Owners of Historic Resources

Property owners and potential owners are often unaware that their property is an individually designated historic property or that their property is located in an historic district, both of which require BAR review of exterior changes. Property owners are also often unaware of the Federal, State, and local resources available to them as owners of an historic home. Coordinating with local non-profit preservation and historic organizations could potentially facilitate such public education efforts.

Incentives and Tools for Historic Preservation

Historic preservation incentives that help balance regulation are available at the federal and state levels, and should be created and promoted, along with education, at the local level.

Inventory of Historic Resources

There are seven historically significant neighborhoods and numerous individual properties in Charlottesville that need to be surveyed for their architectural and historic contribution to Charlottesville’s past in order to be protected by local ordinance. A survey of these properties and neighborhoods could result in the designation of new Architectural Design Control Districts or Conservation Districts to protect the City’s historic resources and urban scale.

Neighborhood Conservation

Several of the older neighborhoods in Charlottesville are being threatened by development not commensurate with the scale and character of the City’s urban and historic fabric. As a result, new Architectural Design Control Districts or more flexible Conservation Districts need to be implemented to seek to preserve the elements that define a particular neighborhood’s character, and to encourage new development that is compatible with those elements.

Local Protection of Historic Resources

Currently there are several historically significant neighborhoods and individual properties that are threatened by the pressure of development, but are unprotected by a local Architectural Design Control (ADC) District or Individually Protected Property designation. As well, there are locally designated ADC districts not listed on the National Register, which makes them ineligible for Federal and State rehabilitation tax incentives.

Comprehensive Approach to Preservation

Public decisions that have unintended impacts on historic resources are sometimes made, such as transportation decisions and zoning district designations. A coordinated effort between government, the private sector, and non-profit organizations is necessary to promote compatibility between Charlottesville’s economic and urban development and its preservation goals.
## Historic Preservation Goals And Objectives

### Education Program for Owners of Historic Resources

**GOAL I:** Educate property owners and potential property owners of historic resources about the history and significance of their properties.

**Objective A:** Devise and implement an ongoing educational program possibly through the City’s web site, City Notes, or individual mailings to notify property owners and potential property owners that their property is situated in a historic district, or is individually designated as a historic property.

**Objective B:** Support the Charlottesville Historic Resources Committee in efforts to promote an appreciation of local historic resources.

**Objective C:** Coordinate with local historic groups such as the Albemarle-Charlottesville Historical Society, Preservation Piedmont, and the Thomas Jefferson Chapter of APVA in their efforts to educate the public about historic resources.

**Objective D:** Provide information through the City’s web site and publications such as the Charlottesville Form Book about appropriate design options for expanding types of historic houses that frequently occur in Charlottesville.

**Objective E:** Develop an Interpretive Plan for the entire city that will identify significant themes, events and personalities in the city’s history and work with the Historic Resource Committee to develop creative and effective ways to make this history known to citizens and visitors.

### Incentives and Tools for Historic Preservation

**GOAL II:** Continue to identify and make available incentives to encourage historic preservation.

**Objective A:** Disseminate information regarding Federal and State rehabilitation tax incentives, including Virginia’s tax credit program, to homeowners, and help them explore financial techniques for rehabilitating historic homes.

**Objective B:** Continue the BAR’s annual preservation awards for the best examples of preservation and design in the community, especially in ADC Districts.

**Objective C:** Continue the Planning Commission’s annual awards that may include recognition of exceptional Entrance Corridor designs.

**Objective D:** Provide technical assistance to property owners, or provide referrals to other sources of information, regarding architectural, historical or financial questions.

**Objective E:** Continue to make low-interest loans available through the Historic Preservation Revolving Fund to owners of property protected by local ordinance. Explore ways to increase the amounts of funds available in the Historic Preservation Revolving Fund and encourage donations to the fund. At the same time, improve public awareness and use of the fund.

**Objective F:** Strengthen major preservation tools currently being utilized by the city and provide in-
centives to property owners to encourage historic preservation, such as exploring the feasibility of a local easement donation program (both facade and open space and other historic landscape resources) and the transfer of development rights from designated properties and contributing resources in historic districts to other more appropriate locations.

**Inventory of Historic Resources**

**GOAL III: Systematically inventory and evaluate all historic resources in the City to identify properties and districts that should be protected by local ordinance.**

Objective A: Conduct architectural and historic surveys in the following neighborhoods:

- Fifeville
- 10th & Page
- Starr Hill
- North Belmont
- Martha Jefferson
- Fry’s Spring
- Woolen Mills

Objective B: Identify and survey additional properties that may qualify for Individually Protected Property designation. In addition to historic buildings, consider significant buildings from the recent past (less than 50 years old), structures such as sculptures, landscapes such as cemeteries, and archaeological sites.

Objective C: Reevaluate and adjust ADC District boundaries every 5 years.

Objective D: Identify significant archaeological sites and prioritize them for funding for future surveys.

**Neighborhood Conservation**

**GOAL IV: Protect and enhance the existing character, stability and scale of the City’s older neighborhoods.**

Objective A: Devise a Conservation District as an alternative, more flexible type of local historic ordinance to prevent inappropriate demolitions and encroachments in the City neighborhoods where the majority of structures are more than fifty years old and where the intended preservation goal is to protect groupings of buildings within the traditional pattern of neighborhood development rather than individual architectural specimens.

Objective B: Identify policies within Conservation Districts that place value on cultural and human resources as well as physical resources.

**Local Protection of Historic Resources**

**GOAL V: Provide the fullest protection to the City of Charlottesville’s historic resources.**

Objective A: Based on architectural and historic survey results, consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Conservation Districts).

Objective B: Based on architectural and historic survey results, consider additional properties outside existing ADC Districts for designation as individually protected properties.
Objective C: Pursue National Register and Virginia Landmarks Register status for all future local historic districts.

Objective D: Consider expanding the list of individually designated resources to include resources from the more recent past (less than 50 years old), especially those of significant architectural value and those that are becoming rare surviving examples of their type or their period of construction.

Objective E: Consider amending the existing ordinance to address protection of archaeological resources.

**Comprehensive Approach to Preservation**

**GOAL VI:** Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals.

Objective A: Include a BAR member liaison at all meetings involving the development of the City, especially the downtown mall.

Objective B: All public decision-making bodies should give due consideration to the impact of their decisions on historic resources.

Objective C: Evaluate transportation decisions for their impact on historic districts, such as the Ridge Street District, and on individually designated properties.

Objective D: Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.

Objective E: Review the historic preservation plan, historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed.

Objective F: Encourage sustainable and green building designs as complementary goals to historic preservation.

Objective G: Coordinate with other City programs such as affordable housing initiatives to encourage preservation of historic resources.

Objective H: Consider the effects of public works repairs and construction on historic features of the city’s neighborhoods. Retain, repair, and restore granite curbs, distinctive paving patterns and other features instead of replacing them. Also encourage and offer incentives for retaining or planting shade trees in the city’s older neighborhoods.

Objective I: Adopt Secretary of the Interior Standards for Historic Rehabilitation for all city-owned property more than 50 years old and apply appropriate preservation technologies in all additions and alteration while also pursuing sustainable and energy conservation goals.
Chapter Eight

Environment
Introduction

The City of Charlottesville’s environment includes a broad spectrum of elements and surroundings created by both natural and built systems. In this urban setting, we plan for the building of roads, sidewalks and paved trails as well as drainage via curbs, gutters, and pipes to provide the infrastructure that supports urban development patterns. Charlottesville’s natural environment, which includes water, land, air, as well as its plant, animal and human inhabitants is equally important in providing a habitable city and is largely dependent on ‘green infrastructure.’ Similar to the ‘grey infrastructure’ of the built environment, ‘green infrastructure’ is the interconnected network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas, greenways, parks, and other conservation lands and forests and open spaces that support native species, maintain natural ecological processes, and sustain air and water resources and contribute to health and quality of life (McDonald, Benedict and O’Conner, 2005). Since the last comprehensive plan, the city has embarked on an ambitious effort to assess and protect its green infrastructure in an effort to meet the city’s goals for environmental sustainability.

Effective management of the city’s green infrastructure provides multiple benefits, including increased opportunities for recreation, the treatment and prevention of stormwater runoff, climate protection, energy savings, improved community health, the provision of aesthetic and scenic values, and the protection of wildlife habitat. By identifying critical green infrastructure components, Charlottesville can maintain functioning environmental systems, while also saving money and energy and encouraging development in the most appropriate areas. These components or ‘green assets’ can also be protected, restored and reconnected within already developed areas in the city. Even environmentally impaired areas can be revitalized.

The existing green infrastructure contributes to the city’s numerous recognitions as one of the best cities in the nation to live, work and raise a family. The city’s commitment to environmental sustainability is a key component in ensuring that the community’s high quality of living can be maintained for years to come. In 2006, the City Council adopted its 2025 Vision Statement. This vision presents Charlottesville as “A leader in innovation, environmental sustainability, and social and economic justice.” One of the specific visions is the following:

A Green City:

Charlottesville citizens live in a community with a vibrant forest, tree-lined streets, and lush green neighborhoods. We have an extensive natural trail system, along with healthy rivers and streams. We have clean air and water, we emphasize recycling and reuse, and we minimize stormwater runoff. Our homes and buildings are sustainably designed and energy efficient.

Over the past several years, the City has taken the following steps that support this vision:

1998 Thomas Jefferson Planning District Sustainability Accords

These Accords were developed and distilled from a large set of objectives and concerns evaluated by the Thomas Jefferson Sustainability Committee from 1994 to 1998. Taken together, these Accords create an agenda on which the community can agree. Individually, each one provides an opportunity for individual and community action toward sustainability for the region. The Accords were included as part of the 2001 Comprehensive Plan.
2003 Environmental Sustainability Policy

This Policy notes that Charlottesville is building a distinctive world-class small city with the vision of ensuring the quality and sustainability of the natural and built environment as part of the city’s responsibility to future generations. The policy adopted four environmental stewardship principles: conservation, cooperation, environmental compliance and risk reduction, and restoration. An important element of the Policy is the commitment to the development and implementation of an Environmental Management System (EMS) based upon the ISO 14001 International Standard. The EMS aims to reduce the environmental impacts of the city’s operations while fostering a safer and healthier work environment for its employees. The Parks and Recreation Department has been operating under the EMS since 2003 and the EMS continues to be implemented throughout the rest of the city in a phased approach.

2004 Water Protection Ordinance

The Water Protection Ordinance amended Chapter 34 of the City Code (Erosion and Sediment Control) and re-designated Chapter 10 as the City’s Water Protection Ordinance. The ordinance, adopted in September of 2004, accomplished the following:

- Amended and updated the City’s local erosion and sediment control program,
- Established a local storm water management program,
- Established 100-foot wide stream buffers across properties adjacent to the Rivanna River, Moores Creek, and Meadow Creek, and
- Prohibits illicit discharges and connections to the city’s storm sewer system.

2005 Water Quality Management Study

This Study incorporated the results of stream corridor assessments, collated historic information regarding urban waterways conditions, completed mapping of the streams, and includes recommendations for future strategies for the city to consider as it seeks to protect its waterways and community health.

Thomas Jefferson Soil and Water Conservation District membership

In November 2006, the Virginia Soil and Water Conservation Board approved a petition by the City of Charlottesville requesting inclusion in the Thomas Jefferson Soil and Water Conservation District (TJSWCD), approval was granted in November 2006. The TJSWCD’s mission is “To exercise leadership in promoting natural resource protection.”

2006 US Mayors Climate Protection Agreement Signatory

This Agreement sets ambitious goals for improving air quality as part of the city’s commitment to addressing global climate change.

2006 Citizen Committee for Environmental Sustainability

This Committee is charged with supporting City and Regional commitment to environmental performance and stewardship, in line with the 1998 Sustainability Accords and the 2003 Environmental Sustainability Policy, and the U.S. Mayor’s Climate Protection Agreement.

This chapter provides an overview of the city’s natural resources and outlines strategies and actions that will ensure that Charlottesville can serve as a model of environmental management and stewardship while providing a healthful environment for our citizens and businesses. The chapter is organized as follows:

- Geology and Soils
- Trails and Habitat Linkages
- Climate Protection
- Water Quality, Stormwater, and Watershed Management
- Urban Forest Management
- Green Building

Other topics often associated with environmental sustainability, such as transportation and trails, are addressed in Chapter Six, Transportation and Chapter Ten, Community Facilities, Recreation, and Utilities.
Geology and Soils

The City of Charlottesville has a land area of 10.4 square miles and is located on the Western Edge of the Piedmont Plateau, the largest physiographic province in the state. Piedmont is a French word which translates to ‘foot of the mountain’ and denotes the city’s location within the gently rolling hills to the east of the Blue Ridge Mountains. The Virginia Piedmont is part of the Greater Southeastern Piedmont, which extends from northeastern Alabama to Southern Pennsylvania.

The region’s humid climate is responsible for the deeply weathered bedrock that lies beneath a layer of soil and saprolite. Much of the bedrock in and around Charlottesville was formed sometime during the Proterozoic era (2,500 – 544 million years ago) and the Early Paleozoic era (544-245 million years ago). Most of the bedrock is made up of igneous and metamorphic rocks. The Charlottesville Formation, a part of the Lynchburg Geologic group, overlies these harder rocks and stretches from Culpeper to the north through the Rockfish Valley to the west. The formation is about one mile wide and runs through the center of the city. It consists of schistose siltstone and mudstone with isolated outcrops of medium to coarse grained mudstone. Unweathered outcrops of gneiss, a metamorphosed igneous rock, can be seen on Rose Hill Drive as it crosses Schenck’s Branch.

Catoctin greenstone underlies the eastern part of the city and is composed of both igneous and metamorphic rock formed from intrusions of basalt lava. An Alaskite Dike runs southwest to northeast from Fry’s Spring Neighborhood and up through the Greenbrier Neighborhood to the north. Quartzite sandstone makes up the Swift Run formation, which is characterized by large blue quartz pebbles and which is 2,250 feet thick near Ridge Street. Throughout the western half of the city, Precambrian Amphibolite dikes can be found as well as two narrow dikes within the Swift Run formation and an 830-foot-wide University Amphibolite dike, which runs below the lawn on the University grounds.

The Johnson Mill formation exists as a narrow strip between the Charlottesville Formation and the University Amphibolite formation and is made up of graphite slate interspersed with pyrite, also commonly known as ‘fool’s gold.’ The Lynchburg formation, which is composed of medium to fine grained biotitic-quartz gneiss and graphite and sericite schist from the Precambrian Age, underlies the western city neighborhoods of Venable, Barracks Road, and the Rugby and Meadows neighborhoods.

The city’s soils are made up of loams, which contain clay, sand, and a mixture of organic material. The parent material of these loams is granite eroded from mountains as well as organic material. Although susceptible to sheet erosion, these soils can prove quite fertile if adequately protected and maintained. The most abundant loam is the Cecil loam, found in the western portion of the city. The well-drained Davidson clay loam makes up the soils in the Belmont, Woolen Mills and Martha Jefferson neighborhoods. Congaree Silt loam comprises many of the city’s streambeds; while a small amount of Lehigh slide loam is found along Route 29 North. The city’s western edges also contain Nason silt loam, which is grayish yellow and feels like flour. The soil is not very absorbent and is easily washed out. The soil is composed primarily of weathered schists and is found along the western edges of the Barracks and Rugby and Venable Neighborhoods.
Trails and Habitat Linkages

Trail systems in the City of Charlottesville are addressed within the context of pedestrian and bicycle transportation in Chapter Six and public facilities in Chapter Ten of the Comprehensive Plan. This portion of the Environmental Sustainability Chapter focuses on trail systems within the city as they contribute to Charlottesville’s green infrastructure. These trail systems not only provide transportation routes and recreation areas for city residents; they also create greenways for birds and wildlife. Greenways are corridors of protected land managed for conservation and/or recreation purposes.

Trail systems in the city are part of the independent and interconnected green spaces – including schools, parks, and waterways – within the city that benefit citizens, wildlife, natural systems, and the local and regional economy. For example, a National Association of Realtors Study showed that 57 percent of voters would be more likely to purchase homes near to green space, while other studies have shown that locating homes close to green space raises property values by ten to 30 percent (Source: Benedict and McMahon, 2006). Trail systems in the City of Charlottesville help protect the natural environment in a range of ways. Trails can provide access to natural areas and ensure that water resources, sensitive habitats, steep slopes and wildlife are protected through sound design practices. Finally, trails can help to reduce obesity and increase the physical fitness of city residents.

Majestic oak groves, babbling streams, and rolling hills with commanding views are seen along the city’s trail system. Two trail systems – one owned and maintained by the City of Charlottesville and the other by the Rivanna Trail Foundation – extend through the City of Charlottesville, and connect the city with Albemarle County’s trail systems and regional trail networks. Efforts are underway to connect Charlottesville to the Blue Ridge Mountains and the Appalachian Trail. For a comprehensive city trail map, please refer to the Transportation Chapter.

Wildlife, including mammals, birds, and insects like butterflies, depend on greenways, especially forested lands and other natural spaces along waterways, in their daily life and for annual migrations. Two city parks with greenway trails, Riverview and Quarry, are part of the Piedmont Virginia Birding and Wildlife Trail, the first statewide birding and wildlife trail to be completed in the U.S. The 2006 backyard bird count in the city found 53 species as compared with 171 species statewide. The Department of Fish and Game has a local species website at (http://vafwis.org/wis/asp/default.asp).

An entrance to the Rivanna Trail off of Brandywine Drive.
Climate Protection

The city’s climate is relatively mild with a mean annual temperature of 56.7°C and an annual average of 44 inches of precipitation. The mild climate is due, in part, to the proximity of the Blue Ridge Mountains, which moderate colder air masses. Temperatures below freezing occur about 60 days per year and snowfall is generally 15 inches of snow annually. In the summer, sometimes severe afternoon thunderstorms occur and rainfall can be sporadic, with longer periods of drenching rains followed by weeks without any rain. Flowering trees begin blossoming in March and fall foliage peaks on or about mid-October, according to the State Climatology Office. The mild climate, flowering trees and abundant gardens and trails have contributed to the city’s numerous recognitions as one of the best cities in the nation to live, work and raise a family.

In July 2006, City Council passed a resolution endorsing the U.S. Mayor’s Global Climate Protection Agreement. The essence of this agreement is a commitment to meet or exceed a target of reducing global warming pollution levels to 7 percent below 1990 levels by 2012. The agreement supports the federal and state policies and programs that will reduce the United States’ dependence on fossil fuels and accelerate the development of clean, economical energy resources and fuel-efficient technologies. At the local level, the agreement includes a commitment to strive to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking actions in municipal operations and communities.

Climate Protection Goals and Objectives

**Goal:** Strategically continue, expand, and implement environmentally sustainable initiatives and measures that contribute to climate protection and support key actions outlined in the US Mayor’s Climate Protection Agreement.

Objective 1: Inventory global warming emissions in City operations and the community (will depend on the establishment of a 1990 emissions baseline, 2012 projections, and reduction targets).

Objective 2: Continue to pursue and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities.

Objective 3: Promote transportation options such as bicycle trails, commuter trip reduction programs, and incentives for carpooling and public transit.

Objective 4: Increase the use of clean, alternative energy (expand on recent initiatives, such as the installation of a geothermal system at the Downtown Transit Station, and recent energy audits of the stage for expansion in this area)

Objective 5: Promote and pursue energy efficiency and resource conservation in city facilities and the community.

Objective 6: Practice and promote sustainable building practices using the U.S. Green Building Council’s LEED program or a similar system (addressed extensively in a subsequent section of this chapter).

Objective 7: Reduce municipal fleet emissions through increased fuel efficiency, vehicle reductions, anti-idling efforts, and use of alternative fuels (e.g., compressed natural gas and biodiesel)

Objective 8: Increase recycling rates in City operations and in the community.

Objective 9: Maintain healthy urban forests; promote tree planting to increase shading and to absorb CO2 (addressed extensively in a subsequent section of this chapter).

Objective 10: Help educate the public, schools, other jurisdictions, professional associations, business and industry about reducing global warming pollution.

In November 2006, City Council established a Citizens Committee for Environmental Sustainability. One of the topics this community stakeholder group will pursue is to recommend strategies for implementation of the goals and objectives outlined in the US Mayor’s Climate Protection Agreement.
Water Quality, Stormwater and Watershed Management

All of Charlottesville’s corporate limits are contained within the 750 square mile (487,000 acre) Rivanna River Watershed. It is the only locality in the region contained entirely within the watershed. The Rivanna River originates from springs in the Blue Ridge foothills and flows through the fertile valleys of Greene, Albemarle and Fluvanna Counties, where it joins the James River which discharges into the Chesapeake Bay. It flows along the eastern portion of the city, entering Albemarle County at the edge of the Woolen Mills neighborhood. South of Charlottesville, the Rivanna River is designated as a scenic river. In addition, The Nature Conservancy of Virginia has designated the entire Rivanna River as one of the five best examples of a high quality Piedmont River within the Commonwealth. The Rivanna River and its urban tributaries provide important ecological, recreational and cultural value to the city. The Rivanna River watershed is part of the larger James River watershed, the largest watershed in Virginia. The James River stretches from its headwaters in Highland and Bath Counties across central Virginia and into Hampton Roads to the mouth of the Chesapeake Bay.

A significant structure that has influenced the dynamics of the Rivanna River is the Woolen Mills Dam. Constructed in 1830 and operational until 1920, the dam spans 270 feet across the Rivanna River in Albemarle County adjacent to the southeastern corner of Charlottesville. In 2001, the Rivanna Conservation Society initiated a feasibility study regarding breaching the Woolen Mills Dam in order to allow passage for migratory fish including shad and herring, increase public safety along this stretch of the river, and enhance the river’s overall health. Full and partial breaches of the dam were considered, with partial breach favored in order to achieve improved stream health and retain some structure for historic interpretation.

The city stream network consists of approximately 37 miles of open/natural waterways with approximately 12 additional miles of stream that flow inside of the storm sewer system. Based on recent stream corridor assessments, it has been noted that 4.6 miles of stream banks in the system are moderately to highly eroded and that 6.8 miles of stream banks lack adequate vegetated buffers. Both of these situations present opportunities for restoration and stream ecosystem enhancement.

The City consists of three main drainage areas that have been subdivided into 36 sub-basins (see Watershed Boundaries Map). Along eastern portions of the city, 1.28 square miles (820 acres) of land drain directly into the Rivanna River. The Meadow Creek and the Moore’s Creek watersheds are the two largest drainage areas within the city and drain into the Rivanna River. The Meadow Creek Watershed spans the northern portion of the city and has a drainage area of 8 square miles (5,120 acres), about 70 percent of which is located in the city. The Meadow Creek Watershed is highly urbanized and its streams are impacted by the high level of associated impervious cover. The Moore’s Creek Watershed is 35 square miles, with headwaters originating in Albemarle County. Approximately 3.8 square miles (or 2,450 acres) of the southern portion of the City drain into the creek. The Moore’s Creek sub-watershed encompasses diverse land uses including highly urbanized areas, suburban areas, rural areas and open space within Charlottesville and Albemarle County. The watershed suffers degradation from contaminated stormwater runoff and aging stormwater infrastructure. Other pressures include minimal stream buffers, stream bank erosion, increased sedimentation and stream channelization. Both Meadow Creek and Moore’s Creek are classified as “impaired waterways” by the Virginia Department of Environmental Quality (DEQ) due to high bacterial concentrations. This impairment is typical of older, highly urbanized communities with high levels of impervious surfaces and aging infrastructure.

Stormwater runoff plays a critical role in the quality of water resources within the City of Charlottesville. The majority of development within the city occurred prior to stormwater management requirements. The City has
a municipal separate storm sewer system (MS4) which means that two separate conveyance systems exist for stormwater and sewage; wastewater from residents and businesses flows to the City’s wastewater-treatment plant, while the City’s stormwater drains untreated, directly into local surface waters such as Moores Creek and Meadow Creek.

As required by the U.S. Environmental Protection Agency’s Stormwater Phase II regulations created under the Clean Water Act (CWA), Charlottesville operates a stormwater management program. Since March 2003, the City has been covered by a Virginia Pollution Discharge Elimination System (VPDES) permit for municipalities with separate storm sewer systems. The City’s permit requires certain actions to reduce the discharge of pollutants to the City’s MS4 to the maximum extent practicable, to protect water quality, and to satisfy water quality requirements of the Clean Water Act. The permit includes the development, implementation, and enforcement of best management practices that satisfy the six minimum control measures of:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post Construction Runoff Control
- Pollution Prevention and Good Housekeeping

Stormwater runoff can generate a variety of problems for local waterways. Impervious surfaces prevent stormwater from being absorbed into the ground redirect and replenishing groundwater supplies. As a result, stormwater is redirected into stormwater conveyance systems carrying with it oil, grit, grease, metals, pet waste, trash and other contaminants from the land and into surface waters. When this stormwater runoff reaches a river at higher volumes and velocities caused by impervious urban land cover, it causes stream bank erosion, streambed scouring, and excessive sedimentation and flooding and can reduce water quality.

In order to reduce the overall amount of runoff within the city and improve stormwater quality, the City of Charlottesville emphasizes the importance of using water quality protection strategies such as low impact development (LID) measures for new development and re-development projects within the city. These techniques aim to protect the environment and water resources by attempting to replicate the pre-development hydrology of an area undergoing development by helping to infiltrate, evaporate, store, filter and detain stormwater. Examples of techniques include bioretention (rain gardens), green roofs, permeable pavers, rain barrels and cisterns, soil amendments, tree box filters and grassed swales.

Charlottesville relies on surface water impoundments (reservoirs) outside of its municipal boundaries for its drinking water. The South Fork Rivanna Reservoir (SFRR) is the city’s largest source of drinking water. Drinking water also comes from the Sugar Hollow Reservoir on the Moorman’s River near White Hall and the Ragged Mountain Reservoir southwest of Charlottesville. Given the interconnected nature of our hydrologic systems, these reservoirs are affected by impacts from urbanized land uses. Some communities downstream of Charlottesville draw their drinking water from the Rivanna and the James Rivers. As such, water quality improvement goals include the need to protect human health.
Since the last update of the Comprehensive Plan, the city has made significant progress in strengthening water quality management tools. In September 2004, the City adopted a Water Protection Ordinance which amended Chapter 34 of the City Code (Erosion and Sediment Control) and re-designated Chapter 10 as the City’s Water Protection Ordinance. The ordinance, accomplished the following:

1. Amended and updated the City’s local erosion and sediment control program, by enacting regulations and standards consistent with the current provisions of Virginia’s Erosion and Sediment Control Law (Va. Code §§10.1-560 et seq.) and regulations promulgated by the Virginia Soil and Water Conservation Board, including, establishment of a schedule of civil penalties for violations.

2. Established a component of a local storm water management program consistent with the provisions of Virginia’s Stormwater Management laws (Va. Code §§10.1-603.2 et seq.) and regulations promulgated by the Virginia Department of Conservation and Recreation, that addresses the requirement of an approved storm water management plan prior to commencement of land development activities equal to or greater that one acre; standards for storm water management/BMP’s to control peak rate and velocity of stormwater runoff; and penalties for noncompliance with the ordinance.

3. Established a 100-foot wide stream buffers across properties adjacent to the Rivanna River, Moores Creek, and Meadow Creek, wherein indigenous vegetation must be preserved and protected, subject to regulations allowing certain property maintenance and development activities within the buffer. This portion of the ordinance requires an approved mitigation plan for certain development activities within a required buffer area.

4. Established a component of a local stormwater management program consistent with state and federal laws and regulations enacted pursuant to National Pollutant Discharge Elimination System (NPDES) requirements for municipal separate storm sewer (“MS4”) systems. This portion of the ordinance prohibits illicit discharges and connections to the city’s storm sewer system and prescribes penalties for violations of the ordinance.

In 2005, the City of Charlottesville commissioned a Water Quality Management Study that incorporated the results of a series of stream corridor assessments, collated historic information regarding conditions of the urban waterways, completed mapping of the streams, and included recommendations for future strategies for the city to consider as it seeks to protect its waterways and community health. Strategies include stream bank stabilization, vegetated buffer enhancement, stream restoration, and incorporation of water quality-based stormwater management practices in developed and redeveloping areas. This study was supplemented in 2006 and continues to be expanded as information is gathered regarding the city’s streams and stream health. The city also created a City Streams Task Force, which met from 2004 through 2005, that developed a set of goals and objectives for protecting city streams.
Water Quality, Stormwater, and Watershed Goals and Objectives

**Goal A:** Promote, protect and restore riparian (streamside) and stream ecosystems to protect habitat and water quality for people and animals.

- **Objective A1:** Provide technical assistance for homeowners and businesses, gain access to grant funds, and receive services to improve land management practices through services provided via the city’s membership in the Thomas Jefferson Soil and Water Conservation District (TJSWCD).
- **Objective A2:** Promote and participate in existing programs to accept conservation or open-space easements of forested stream-side lands to ensure permanent protection.
- **Objective A3:** Remove streams from underground pipes wherever possible in order to increase aquatic habitat, groundwater infiltration and flow rates, reduce water stagnation and improve environmental aesthetics.
- **Objective A4:** Ensure no further loss of open waterways and habitats by minimizing additional underground piping of city streams.
- **Objective A5:** Restore degraded stream buffers through voluntary planting programs and the removal of pollution sources and invasive plants.
- **Objective A6:** Ensure riparian ecosystem health and water quality by repairing failing sewer infrastructure in degraded stream areas and reducing sources of stream bank erosion.
- **Objective A7:** Increase public stewardship of city lands and habitats through new projects and educational materials, such as news stories, brochures and workshops that are targeted to citizens, neighborhood associations, schools and businesses.
- **Objective A8:** Examine the feasibility of adding vegetated buffer requirements of varying widths to Schenk’s Branch, Lodge Creek, Pollock’s Branch, St. Charles Creek and Rock Creek and their tributaries under the City’s Water Protection Ordinance. (See Potential Streams Buffers Map, Fall 2006)
- **Objective A9:** Provide an interconnected system of green space, including pocket parks and buffers along streams for wildlife and birds. Identify gaps in the system to provide additional habitat corridors and opportunities to implement natural habitat improvements.
- **Objective A10:** Identify, map and protect unique natural areas in the city by working with the Thomas Jefferson Planning District Commission, Albemarle County, the Rivanna Trails Foundation and the Rivanna Conservation Society.

**Goal B:** Improve public and private stormwater infrastructure to protect natural systems from flooding due to extreme stormwater volumes and velocities and protect public health by reducing contaminants in stormwater runoff.

- **Objective B1:** Develop a strategy to assess infrastructure needs, prioritize solutions for the repair, upgrade, and improvement of the city’s stormwater infrastructure, and create a long-term program for routine inspection and maintenance.
- **Objective B2:** Identify stormwater hazards such as flooding and drainage problems that may be threatening people and property and seek hazard mitigation funds to repair or prevent safety hazards.
- **Objective B3:** Ensure that landowners protect and maintain existing stormwater facilities and practices by educating property owners, as well as residents of condominiums and planned unit developments, about the existence of these facilities and practices and by including their locations in city records.
- **Objective B4:** Increase city staff levels in order to enforce the Water Protection Ordinance provisions for erosion and sediment control, illicit discharges, stream buffers and performance of best management practices in order to prevent off-site transport of sediments and contaminants that can negatively impact water quality and exacerbate flooding and property damage.
- **Objective B5:** Reduce and/or eliminate stormwater runoff problems from sites that lack stormwater treatment by requiring a reduction in overall imperviousness and by seeking new opportunities for stormwater infiltration when sites are rezoned (e.g. 10-20% reduction). Encourage retrofits on existing properties.
to address stormwater management in established neighborhoods with low redevelopment rates.
Objective B6: Create a permanent funding mechanism to solve stormwater problems. Study options for funding mechanisms such as bonding, fee structures and financial incentives and make recommendations to city decision makers.

**Goal C: Reduce and prevent impacts from polluted stormwater runoff through voluntary and incentive programs for government agencies, businesses, developers and residents.**
Objective C1: Establish incentives for voluntary pollution prevention measures on private property, for instance, by creating as a new award category within the Planning Commission’s awards for pollution prevention and habitat protection or restoration.
Objective C2: Establish incentives for homeowners and neighborhoods, for instance, by creating a new award category within the Planning Commission’s awards that recognizes residents who add environmental improvements to their yards such as native plant landscaping, rain gardens, green rooftops, cisterns and other stormwater prevention and mitigation measures.
Objective C3: Showcase the city’s commitment to environmental quality and educate citizens about environmental protection by pursuing demonstration projects on city property and providing educational signage and web links to environmental projects across the city. Utilize schools, city buildings, the downtown mall, parks and other city properties to demonstrate these environmentally sustainable technologies.
Objective C4: Create a list of specific stormwater mitigation projects and locations that are needed throughout the city for developers or others to implement or construct as proffers or for use by the city in planning for future capital improvement projects.
Objective C5: Increase and improve City, County and University of Virginia cooperation on watershed and stormwater management. Identify physical opportunities for joint City, County and UVA stormwater management projects (in addition to the existing regional stormwater pond).
Objective C6: Study and seek to understand regional pollution sources and address problems collectively through participation in the newly formed Rivanna River Basin Commission.

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**Urban Forest Management**

The city’s vegetation reflects the local climate and soils as well as the effects of a highly altered urban landscape. Local trees consist of species adapted to the southern climate of the Piedmont as well as those that are not native to the area. Invasive tree species are found throughout the city and within all of the forested areas of city parkland and other vacant parcels. Invasive species are trees that are not native to our regional ecosystem; and their presence is likely to cause economic or environmental harm.

Charlottesville’s urban tree canopy is an important component of the community’s green infrastructure. Charlottesville’s trees contribute to the city’s beauty and provide a healthful environment for people, animals and birds. Forested areas in City parks and schools provide opportunities for enjoying nature and environmental education along with other environmental benefits. Within our urbanized ecosystem, trees play an important role. Amongst many associated benefits, they:

- Provide a critical source of food and habitat for wildlife;
- Help improve air quality by removing significant amounts of particulate pollution from the atmosphere;
- Mitigate global climate change by sequestering carbon;
- Protect water quality by absorbing and filtering stormwater runoff;
- Conserve land by preventing soil erosion; and
- Mitigate urban heat island effects and reduce energy demand from buildings.
Urban trees have been shown to provide a host of other social benefits, such as increased property values, improved children’s performance in school, reduced levels of domestic violence, attracting shoppers and tourists, and reducing mental fatigue and stress (Source: Urban Forestry News, Spring 2004). Charlottesville’s urban tree canopy is a significant reason why the city is an attractive place to visit, work and live.

Based on 2006 calculations, Charlottesville’s urban tree canopy covers approximately 2,096 acres, or 31.6 percent of the city’s total land area (6,656 acres). The canopy is estimated to absorb and filter more than 203,665 lbs. of air pollutants each year while storing up to 90,194 tons of carbon in biomass (Source: CITY Green Air Pollution Modeling, UVA, December 2006). As of 2006, the number of urban trees and extent of urban tree canopy in Charlottesville do not meet state averages or recommended national guidelines. Average tree cover for urban areas in Virginia is 35 percent. American Forests (the nation’s oldest conservation group focused on forest ecosystems) recommends an average 40 percent tree canopy cover for urban areas east of the Mississippi River.

Street trees contribute aesthetically to the urban experience; providing shade for bicyclists and pedestrians and increasing energy savings for shaded buildings. For purposes of cataloging and evaluating trees that add to the beauty, shade and canopy of the city, street trees were defined as those trees that are in the public right of ways including; vegetated medians in the center of the street, planting strips between sidewalks and residences; and all trees within 20 feet of a public right of way which may be located within a yard in front of a residence or business. While the city does not maintain trees located on private property, it is important to include those trees in a census of existing trees in order to capture an accurate picture of our street tree environment. A partial street tree inventory conducted in 2006 for several downtown neighborhoods yielded initial findings about the characteristics of the city’s urban street trees. This pilot inventory was conducted by a University of Virginia graduate planning class for five city neighborhoods: Rose Hill, Starr Hill, Woolen Mills, Fifeville, and 10th and Page. The purpose of the inventory was to begin to document the condition of our street trees and to identify additional opportunities for expanding urban forest canopy. A total of 1,834 trees were identified and mapped. The most common trees found in the five neighborhoods included in the inventory were Flowing Dogwood, Red Maple, Japanese Zelkova, American Elm, Northern White Cedar, Black

![Urban Tree Canopy as of December 2006](image-url)
Locust, American Holly, Sycamore, and River Birch. Key findings from the street tree inventory included:

- Street trees in these neighborhoods include a diverse range of native and non-native species;
- The majority of street trees in each of the five surveyed city neighborhoods were found generally to be in good condition;
- A significant number of older trees in each of the neighborhoods will require maintenance or replacement in coming years; and
- There are plenty of open locations, in the city’s street tree network where new trees could be planted.

The street tree inventory identified opportunities for planting an additional 484 new street trees within the five neighborhoods. This data is a snapshot in time as the status of Charlottesville’s trees and urban tree canopy is constantly changing. Storm events, new development, the aging of existing trees, invasive plant species and other factors can lead to fewer urban trees and reduced urban tree canopy in the City. Thus, an ongoing program is necessary to track the condition of existing trees and to identify opportunities for care and replacement as well as where new plantings can be conducted.
Urban Forest Goal and Objectives

The City of Charlottesville has made strong commitments to the management of the city’s urban trees and urban tree canopy. In 2007 the City will also be pursuing designation as a Tree City USA community from the National Arbor Day Foundation. The goals and objectives presented in this section will protect, expand and manage the City’s urban trees and urban tree canopy to better protect vital green infrastructure resources.

**Goal:** Establish and maintain a 40 percent minimum urban tree canopy level in Charlottesville.

Objective A: Plan, develop, and implement an Urban Forest Management Plan, which will serve as the city’s comprehensive, long-range strategy for protecting, managing and expanding Charlottesville’s urban tree canopy on public lands including streets, parks, schools and other city-owned properties as well as private lands.

Objective B: Create a mechanism for evaluating how increasing tree canopy will meet the U.S. Mayor’s Climate Protection Agreement.

Objective C: Building on the 2006 street tree inventory, conduct onalventories to document the characteristics and location of the City’s street trees and urban tree canopy to inform the tree planting, adoption, and maintenance program across city neighborhoods.

Objective D: Develop a city-owned tree nursery for saplings that will be planted throughout Charlottesville in partnership with city residents to provide an on-going source for new tree planting.

Objective E: Expand the City of Charlottesville’s tree planting list provided to developers to include a larger variety of tree options to ensure a diversity of species with an emphasis on native species.

Objective F: Share information with community members about tree protection, proper maintenance and replanting opportunities and programs through brochures, workshops and city newsletters.

Objective G: Maximize opportunities for restoring existing trees lost to development and improving the diversity of trees on development sites by requesting that larger, native Virginia trees are selected.

Objective H: Consider offering incentives, such as reduced setbacks or increased building densities in exchange for further tree preservation, maintenance, and/or expansion of trees on sites.

Objective I: Educate developers and contractors about the importance of implementing protective measures for trees and tree roots prior to the construction process and strictly enforce these measures during construction.

Objective J: Develop and implement management strategies over the next five years that acts upon the recommendations of the invasive species assessment and management plan developed for the Department of Parks and Recreation in 2006.
Green Building

Green building is an integrated process of design, construction and maintenance that seeks to achieve the best possible indoor environment for occupants and reduce or eliminate negative environmental impacts of construction and operations while creating buildings of lasting beauty and value. Considering that 36 percent of the total energy and 30 percent of the raw materials used in the United States are consumed by buildings and construction activities, creating ‘green buildings’ is critical to achieving environmental sustainability. Thirty percent of the waste generated nationally (136 million tons annually) is produced by building construction. Air quality is also a factor in considering the importance of green buildings, since conventional buildings contribute thirty percent of the nation’s greenhouse gas emissions (Source: U.S. Green Building Council).

Key features of green building include the following criteria:

- Site buildings on the land to achieve the least impact,
- Maximize energy efficiency,
- Use non-toxic and recycled or sustainably harvested materials,
- Design buildings that require fewer resources to build and to operate (materials, energy, water),
- Reduce waste by recycling construction materials,
- Minimize off-site impacts by capturing and treating stormwater, and
- Orient buildings to maximize heating and cooling efficiency.

Green buildings typically cost less to operate, are more durable and with careful planning can be cost competitive with conventional buildings. The improved indoor air environments provided by green buildings also have been shown to improve productivity among employees, test scores among students and overall satisfaction by homeowners.

There are several rating systems that can be used to certify that performance measures are met for commercial, industrial and office buildings. The primary system for rating non-residential green buildings is the U.S. Green Building Council’s (USGBC) Leadership in Energy and Environmental Design (LEED®), according to a report by the Federal Government’s General Services Administration (Source: Sustainable Building Rating Summary, July 2006). The LEED® certification system provides points for a range of environmental components such as site considerations, type and source of building materials, resource efficiency, and indoor air quality considerations. The City is pursuing LEED® certification for the Downtown Transit Station, which will be the first building certified under this program in the area. The system has been used mostly on commercial buildings and is now being piloted for homes in many states across the United States. LEED® requires that builders obtain a certification following completion of building construction. Construction of buildings that meet basic LEED® certification standards has been found to cost the same as standard commercial building construction; attaining higher standards, such as Gold or Platinum LEED® standards, may add several percentage points to building costs.

Other rating systems, such as EarthCraft® and Energy Star®, are used primarily for residential buildings and are not as stringent as the LEED® system. More information on green building can be found through the USGBC at [http://www.usgbc.org/](http://www.usgbc.org/) and through the Virginia Sustainable Building Network at [http://www.vsbn.org/](http://www.vsbn.org/). In Spring 2006, the City of Charlottesville and the Charlottesville Community Design Center hosted a forum to bring together builders, citizens, business and decision makers from Charlottesville, Albemarle County and University of Virginia to consider ways to incorporate new green building opportunities locally and regionally. A green building subcommittee worked for six months to develop new green building strategies for the region and developed the following goals and objectives in partnership with local decision makers. These goals will help the city to achieve the broad goals of its environmental sustainability policy by minimizing environmental impacts and improving public health.
Green Building Goals and Objectives

Goal I: Promote the achievement of a 30 percent reduction from current energy use by businesses and residences through a city-wide education, assistance and incentive program.

Objective A: Provide residents and businesses with information about energy efficiency and green building programs and opportunities for energy use reduction, such as Energy Star®, Earth Craft® and LEED® through a city web site, web links to other programs and educational workshops and presentations.

Objective B: Develop and continually update case studies of costs and benefits associated with local building projects (e.g., investigate utility cost savings in lower homes from existing Energy Star® and Earth Craft® homes versus similar conventional homes). Utilize graduate students or other researchers to conduct this study and to update data about cost savings.

Objective C: Create and promote an Ecohoods Program to help neighborhoods and streets become eco-friendly and create an annual award program for neighborhoods that achieve the greatest energy use reductions per capita.

Objective D: Provide free energy audits, design ideas and technical assistance for the general public through a grant funded program or hire new city employee to run program.

Objective E: Create a technical assistance and green business certification program for businesses that want to reduce energy usage (similar to program in Salt Lake City, Utah).

Objective F: Assist local schools in implementing curricula for energy conservation and green building available from the U.S. Department of Energy to meet standards of learning related to energy conservation (Life Science Standard of Learning 12).

Objective G: Create and administer a green builder certification program (similar to programs in Boulder, Colorado and Austin, Texas.)

Objective H: Develop policies within the city-owned natural gas utility that provides financial incentives and support for energy conservation by gas customers. Utilize incentives such as graduated water and natural gas rates so that rates increase above a certain level of usage in order to encourage energy and water conservation (known as a fee-bate program).

Objective I: Create and administer an Energy Conservation Fund, managed by the city, allocated on a competitive basis to initiatives or projects that will
significantly reduce energy consumption on a city-wide basis.

**Goal II: Encourage green building and resource and energy conservation practices in new and existing buildings through financial incentives.**

Objective: Consider opportunities for awarding density bonuses for those developers who commit to build LEED silver® or better certified buildings.
Objective B2: Provide incentives for homeowners to replace or add energy efficient features (this program would be in addition to the city’s current emergency heating insulation assistance program).

**Goal III: Ensure a consistent city-wide policy that promotes green building by ensuring that other city regulations, practices and guidelines actively allow for and encourage green building practices.**

Objective A: Add guiding principles to the Board of Architectural Review and Entrance Corridor Guidelines that encourage the use of green building practices, including energy efficient, recycled-content and locally harvested or procured materials.

Objective B: Consider opportunities for requiring green building techniques such as amending the PUD ordinance to require that new commercial buildings achieve LEED silver® certification or equivalent standards for reductions in energy usage and water conservation and that residential buildings meet Earth Craft® (or equivalent) standards.

Objective C: For Special Use Permits (SUP’s) that include a request for increased density, investigate opportunities to encourage that the buildings achieve a LEED Silver® or higher certification.

Objective D: For construction of new city buildings, require that LEED® certification be attained where feasible (as has been sought for the new city transit center). For all renovation projects, such as roof replacement, consider retrofitting with green technologies to reduce energy use and stormwater runoff.

**Goal IV: Capture the ‘embodied energy’ of existing buildings and avoid using new materials by encouraging the adaptive re-use of existing structures.**

Objective A: Develop an inventory of underutilized properties within city limits and develop strategies (like rezoning and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses. Strategies may include creating a Scattered Sites Enterprise and Environment zone that will target special incentives (like free permits) to these sites.

Objective B: Based on the inventory developed in Objective A create a coalition of local organizations that will collaborate with the city to steward the movement of these properties back into productive and sustainable uses that achieve both green building goals and social equity goals while preserving the historic integrity of the community. As appropriate, create policy and financial incentives to encourage this process.

**Goal V: The City supports the development of a Rivanna River Corridor Plan in collaboration with the Thomas Jefferson Planning District Commission and Albemarle County.**
Chapter Nine

Economy
Introduction

The Economic Section involves a look at economic trends and employment trends in the city and region and is intended to help draw out some of the issues that the City will be faced with in the coming years. Throughout this chapter, the term “region” is used to describe the Charlottesville Metropolitan Statistical Area, which consists of the City of the Charlottesville, Albemarle, Greene, Fluvanna and Nelson counties.

Employment

The Charlottesville region has experienced moderate employment growth over the past 20 years. From 1948 to 1998, the region achieved a relatively healthy 2.5% annual growth rate, with the most recent period (1998 to 2005) enjoying slightly slower growth (1.4% annual rate). The region grew from 82,563 jobs in 1998 to 92,077 jobs in 2005, an overall increase of 11.5% or 9,514 jobs according to data from the Virginia Employment Commission.

While Charlottesville continues to be a focal point for jobs in the region, its share of regional employment has declined significantly from 45% in 1995 to 36% in 2005. From 1984 to 1998, the City’s employment grew 2.3% annually, slightly below the regional pace. Since then, the city has seen flat or negative employment growth over much of the past decade, with the total number of jobs ranging from a high of 38,502 (1997) to a low of 34,776 (2003) jobs. During this same period, the suburban counties added considerable jobs, with the vast majority of this growth occurring in Albemarle County. In 2004, this trend started to change as the City expanded its employment base by 685 jobs. In 2005, this trend, which includes both private and public sector positions, continued with an additional 469 jobs added.

According to Virginia Employment Commission data from 2005, the largest sectors of employment in the City are State government; Trade, Transportation and Utilities and Leisure and Hospitality, with 16.5%, 15.7% and 14.5% of total City employment, respectively. These percentages are in line with what is found in the region as a whole, with the exception of the Leisure and Hospitality sector, which is significantly higher in the City. The manufacturing sector continues to decline, accounting for only 6.3% of employment regionally and 2.4% in the City.

From 1984 to 1998, state government, and the services and retail trade sectors, drove employment growth in the City. Since 1998, the key growth sectors have been Financial Activities, Construction and State Government. Throughout the region, job growth has been driven by the following sectors - Financial Activities, Construction, State Government and Professional and Business Services. Much of this growth is occurring in the suburban counties, in particular Albemarle County, during this time.

The 1998 to 2005 period reflects the changing nature of employment growth within the City and the region. While the state government had previously added a large number of jobs in the City during the early 1990’s, employment in this sector experienced significant decline after 1992. Manufacturing and federal government jobs also declined significantly during the period. Moderate growth in construction and financial activities along with significant growth in the leisure and hospitality sector helped balance the losses in the City.

Regionally, it appears that the services and retail sector, and to a somewhat lesser extent education and health services employment, will be driving the economy heading
into the future. The challenge for the City will be to reverse current trends and capture more of this growth. Overall, government employment has steadily increased over the past decade, although some local government have shown significant growth, primarily because rapidly developing suburban areas are requiring a larger government staff. However, total government employment should stabilize and should not be counted as a source of strong employment growth. Manufacturing growth is expected to be limited in the region, although plenty of opportunity remains for high value-added operations to be successful.

A key opportunity in the region will continue to be the high-tech industry. Data on trends in high-tech employment are limited, since the high-tech industry is difficult to fit into one particular employment category. However, anecdotal evidence and an analysis of prominent employers in the region indicates that the high-tech sector is generating significant employment growth in the region. The City has become a destination for a number of smaller, knowledge or innovation based (software and internet) firms, many of which are seeking proximity to key institutions (UVA, in particular), along with an urban environment with interesting housing and nightlife options.

The future for high-tech growth is as always somewhat unpredictable. Many of these businesses are beginning to experience strong levels of growth again, with large revenue potential. The region’s relative proximity to the established Northern Virginia technology market makes it a good price alternative location for some firms that also value proximity to a major university. However, the high-tech industry, especially with smaller firms, has proven to be particularly volatile. It is likely that many high-tech firms that currently have ambitious expansion plans, and a large appetite for new office space, will fail or be bought out within the next few years, especially as making a profit becomes a requirement for gaining access to new capital.

Biotechnology research is also a growing sector, and although a number of these firms prefer to locate within suburban research parks, several have recently found success in the city. The biotechnology industry, while also volatile, should be a more stable source of employment growth in the region, primarily due to the strength of UVA.

In 2000, Charlottesville City Council designated the entire city a Technology Zone. This enables technology related companies to receive a reduction on business license taxes. The Technology Zone credit is offered to help encourage new businesses to locate in the city, while encouraging those businesses already in the City to remain. The program has been used by over 250 businesses to date.

Overall, while recent negative employment growth rates in the City are a cause for concern, it is certainly not an unusual problem for center cities throughout the nation. Like most center cities, Charlottesville has faced strong competition from suburban locations, which often have a number of competitive advantages a center city does not including large sites and lower land costs. Suburban competition is not expected to lessen, as construction of new office space in the suburbs continues at a rapid pace. However, the City does appear capable of reversing recent trends and, in fact, has already started doing so as evidenced by the positive job growth in 2004 and continued in 2005. The challenge will be to elevate the jobs issue beyond a qualitative measure and seek to identify and attract “good” jobs – jobs that pay above average, offer career opportunity and are sustainable. This effort goes hand in hand with developing a better educated and trained workforce that has the skills demanded by the current economy.
Retail Sales

Retail sales data is a key indicator of a jurisdiction’s economic health. Generally, at a time when most center cities have lost significant retail sales to suburban counts, Charlottesville has also experienced a declining share of retail sales in the region. From 1990 to 2004, the City’s share of regional retail sales dipped from 49% to 37%. Further, the decline in the share of regional retail sales has occurred while the share of regional households has also been declining. Despite this decline, in 2004, the City still captured a much greater share of sales than it has households (21.6% of regional households), indicating that the City has maintained its role as a center of commerce for many in the region who live outside of city limits. However, it is clear that in recent years retail sales have been growing at a faster rate in the surrounding jurisdictions (primarily Albemarle County) than in the city.

The strength of the City’s retail base is in apparel stores, restaurants, grocery stores, and home improvement, along with machinery and equipment, a significant percentage of which is business-to-business transactions. Sales in groceries and pharmacies in the City, for example, account for 41.7% of all sales in these stores in the region. Likewise, the City captures 48.9% of sales in apparel stores in the region, and an impressive 56.9% of sales in restaurants. Since the City has a lower share of regional households, much of the retail sales in these categories captured by the City have originated from outside of the City. For example, approximately 57% of grocery sales in the City come from households who do not reside within the City. Also, approximately 48% of apparel sales and 46% of home improvement sales originate in households from outside the City. Not surprisingly, restaurants also attract a large number of dollars from outside the City (67.7% of total sales).

Grocery and home improvement sales appear to be in the most peril in the future. Grocery sales tend to more closely follow new home construction, which is occurring primarily in the suburbs. Further, suburban locations, including Albemarle County, are not currently capturing all of their household expenditures on grocery. For example, over $12 million dollars in expenditures in groceries in Albemarle are not spent in Albemarle, a trend that will likely be reversed as more grocery stores are constructed closer to new home communities. Similarly, the home improvement market in the future will likely be captured more by big box stores that prefer to be in suburban locations, both to be near affluent household growth, and due to the availability of large development sites.

The dominance of Barracks Road Shopping Center helps account for the City’s strong share of regional apparel sales. Barracks Road remains the most prominent retail destination in the region, and while competing retail developments are likely to be developed in suburban locations in the future, this prominence should continue into the future.

In recent years the Downtown Mall has truly established itself as a destination for dining, entertainment and shopping. This eight block commercial district is now a key contributor to the retail tax base. The preservation and enhancement of the mall and surrounding areas is important to maintaining the economic vitality of the City in future years.

Overall, the City of Charlottesville has maintained a strong share of regional retail sales. While most cities around the nation have lost significant sales to suburban counties as the number of households, in particular affluent households has grown, the City has been able to attract suburban households into the City to shop. Although the Fashion Square Mall and the new Hollymeade Town Center undoubtedly meet some of the needs of suburban shoppers, Barracks Road truly serves the function of the area’s high-end regional mall. Charlottesville has also been very successful at reasserting its role as a strong destination for entertainment and tourism dollars.
Tourism

The tourism industry is a key component of the regional economy. Charlottesville continues to be a destination of choice for in and out of state travelers. The increasing popularity of Virginia wines has become a significant new attraction for the area. However, Monticello, by far the region’s largest tourist attraction, attracted 450,000 visitors in 2005, which is down 50,000 from the records of the early 1990s. While visitor numbers are in flux, traveler spending continues to improve. Recent research done on behalf of the Charlottesville Albemarle Convention and Visitors Bureau has revealed that area visitors are among the most affluent in the country. CACVB now estimates the impact of the tourism industry in central Virginia is $345 million annually.

The hospitality industry continues to show very strong numbers with occupancy rates up 2 percentage points to 71% for 2005 and the average daily rate up nearly 3 percent to $84. These above average numbers have made the Charlottesville area very attractive to hotel investors. The Festival of the Book and the Virginia Film Festival continue to draw large crowds to Charlottesville each spring and fall. The downtown pedestrian mall, which is home to shops, art galleries, restaurants, outdoor cafes, street vendors, street musicians and the new First Amendment monument, has also become a key part of a visit to Charlottesville.

Recent attractions that have been added to the market include the Paramount Theater, the Charlottesville Pavilion, and the John Paul Jones Arena at UVA. Since reopening in December 2004, The Paramount Theater has attracted over 100,000 patrons from throughout Central Virginia and from 30 different states. The Pavilion expects to produce 35-40 shows per season and draw an average of 2,000 -3,000 per show. Further establishing the downtown area as an entertaining and nightlife destination is another key step in increasing the flow of tourism dollars into the City.

The City has proven the ability to attract regional visitors to stay within the City, however, continuing to capture that market and expand upon it may prove challenging without additional investment. Specifically, additions to the tourism industry, such as an additional downtown hotel and conference center, would greatly increase the potential for tourism dollars.

Key Demographics

The Charlottesville region has a population of 185,000, 21.6% of which reside in the City of Charlottesville. The region has been growing at a healthy rate, with an estimated 1.5% annual growth rate from 2000 to 2005. While much of this growth is occurring in the suburban counties, the City has begun to experience positive trends for both population and household growth in the past decade. As the demand for urban living continues to grow, the City will likely see additional growth in this area.

Households in the City of Charlottesville tend to be smaller in size, younger, and less affluent than households in Albemarle County. Approximately 57% of Charlottesville households are under the age of 45, compared to 48% of the households in Albemarle County. In 2000, median family income in the City was $45,110, compared to $63,407 in Albemarle County.

Once again, a relatively stable population and lower income levels are not unusual for center cities in regions experiencing strong suburban growth. Lack of sites for new housing and the movement of jobs to suburban locations make it very difficult for the center city to compete for new population growth and existing families often move to the suburbs in search of larger residences. The significantly lower family income in the City, relative to the surrounding County, can be explained not only by the size and age of housing, but also by the higher concentration of younger households (especially students).

Successfully revitalizing center cities have been able to recapture demographic niches, such as empty nest-
ers, retirees, and younger professionals, who tend to demand the excitement and opportunities of urban living, and higher density housing with lower maintenance cost. The major rezoning effort undertaken by the City of Charlottesville and completed in 2003, encourages high density mixed use developments. This is playing a significant role in making downtown Charlottesville once again very attractive for development.

New Development

Regionally, the 1990s was an extremely active decade for new home construction. As expected, the number of building permits authorized in the City of Charlottesville has lagged far behind the suburban counties. In terms of absolute numbers, that is still the case, although the City has seen significant new interest in urban living – primarily single family homes on smaller infill lots and condominiums. Since 2000, the value of new construction has more than doubled from just over $50 million in 2000 to $104 million in 2005. Real estate assessments have averaged double digit increases in recent years mostly due to the increased value of land.

The ability to develop higher density housing is making smaller sites economically feasible for residential development, while also attracting consumers who desire to live in a unique urban environment and will pay a premium price to do so.

Summary

The City continues to maintain a substantial share of the region’s quality office space, and has shown some ability to attract and retain employment in key sectors, such as business service, finance, insurance and real estate and high-tech, although suburban areas are currently more successful at attracting these types of users. Office rents tend to be lower in the City than in the suburbs in absolute terms. However, lower rental rates in the City often account for greater cost of parking and the effective cost of office space is similar in the City and the suburbs. Until very recently, the City has experienced little employment growth, and has actually experienced employment loss in some years. The addition of over 1,000 new jobs in 2004 & 2005 provides positive momentum towards reversing this trend.

The City's share of retail sales is still impressive, especially given the fact that the number of households has not grown significantly in the past decade. Barracks Road, the region’s premier retail destination is a primary reason why the City’s retail market has maintained its health. Threats to the City’s retail market should continue to mount over the next several years, as new retail development continues to follow population growth out to the suburbs. The tourism industry remains strong in the City, and the regional tourism industry seems to be healthy as well. Although the primary tourist attraction – Monticello – is located outside of the City, Charlottesville has been able to draw many visitors into the City's hotels, and retail and entertainment centers. The addition of several new entertainment venues downtown as well as the growing interest in the area's history and the emergence of the Virginia wine industry are contributing to a positive outlook for tourism. Constant attention to improving the quality of the visit, however, should be a key concern, if the tourism industry in the City is expected to continue
to flourish.

Most of the regional population growth is occurring outside of the City. And although, recent trends have shown a high demand for City living the high price and limited availability of land has restrained growth. Thus, the new home market is largely focused in the suburbs.

Over the past few years, the City of Charlottesville has shown a remarkable ability to confront significant challenges. These challenges are not unusual for center cities around the nation. Center cities, like the City of Charlottesville, are typically near build-out, with few large sites to offer prospective developers. Therefore, several types of uses, such as single-family detached homes, big box and strip center retail, and campus-style office parks are more difficult to place in urban areas. Unfortunately for most cities, annexation of new land is not possible, and this strong competitive disadvantage is a reality that must be accepted. Despite these constraints, Charlottesville is in a much stronger position than many comparable jurisdictions of its size.

It is obvious from reviewing the economic data for Charlottesville and the surrounding region that the economy is strong and varied. However, it should be noted, that there is a fragile nature to the Charlottesville economy as described in the preceding pages. The City's share of the retail sector is declining as growth expands in Albemarle County. And while there is a strong market for housing, the lack of land in the City limits the ability to meet that demand.

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### Economic Sustainability: Goals & Objectives

**GOAL I: Build and strengthen partnerships with local organizations to create meaningful workforce development programs.**

- Objective A: Coordinate with Community Attention to plan Summer Youth Employment Program.

- Objective B: Work with the Virginia Initiative for Employment not Welfare (VIEW) to employ all non-exempt residents of Temporary Assistance for Needy Families (TANF) at least 30 hours of work per week.

- Objective C: Coordinate with the local media and CATEC, PVCC and the construction industry to publicize local jobs for trade professions

- Objective D: Establish One Stop Center.

- Objective E: Create scholarship program to encourage workforce development in key areas.

**GOAL II: Work to better capture entrepreneurial startup activity within the City.**

- Objective A: Develop a Technology-based Incubator program in downtown Charlottesville.

- Objective B: Maintain contact with UVA agencies associated with technologies and encourage them to seek opportunities to locate in the City.

- Objective C: Offer a Business Development Program to aid new and existing businesses.

**GOAL III: Generate and sustain successful small businesses.**

- Objective A: Develop and implement a marketing effort to attract both technology savvy firms and individuals to Charlottesville

- Objective B: Host an event that provides access to the state and regional agencies that help businesses

- Objective C: Fund the SBDC to provide counsel and assistance to new and emerging businesses, as well as access to State and Federal assistance
Objective D: Develop a unique resource (CD) for business start-ups.

**GOAL IV: Build partnerships with private sector groups in order to facilitate the completion of significant development opportunities.**

Objective A: Partner with Martha Jefferson Hospital leadership to analyze potential and market the site so that redevelopment benefits the city.

Objective B: Work with developers on infrastructure and plan review requirements to expedite development in Hydraulic Hillsdale area.

Objective C: Secure a grocery store development near the downtown mall area.

**GOAL V: Increase tourism to help expand the positive economic impact visitors have on the City.**

Objective A: Develop partnerships and marketing cooperatives for the expansion of arts & entertainment, cultural, and historical visits

Objective B: Facilitate bringing interested groups together to develop a web-based calendar of community events and entertainment

**GOAL VI: Expand the Downtown economic hub on to nearby side streets and other key corridors.**

Objective A: Develop a plan for new parking facility to support downtown commercial development.

Objective B: Partner with UVA and other adjacent property owners for implementation of the West Main Street Plan.

Objective C: Develop plans and process to move ahead with development of City lot and coordinate with adjacent CPC Lot development on Water St.

Objective D: Finalize a long term solution to the location of the Market.

Objective E: Implement development plans in each of the Economic Corridors.
Chapter Ten

Community Facilities
The adequacy of a community’s parks and recreation network, facilities, and utility systems has a major impact on its ability to grow in a safe and healthy manner. To a great extent, the quality of a community’s facilities also determines the quality of life for its residents. A combination of public and private recreational venues (page 1), facilities (page 10), and utilities (page 21) serve the current population. To maintain its high standards of service for parks and recreation, facilities, and utilities, the City needs to monitor current demand and to plan for future growth.

### About Parks and Recreation

Recreation is a fundamental and enjoyable part of life. It aids physical fitness, increases bodily coordination, provides opportunities for family fun and togetherness, and promotes appreciation of the natural environment. The City has a desire to be among the “healthiest cities” and recreation plays a large part in the ability to obtain that goal. Recreational programs must be diverse in order to appeal to people of different ages and interests. The City of Charlottesville’s system of recreation and open spaces includes twenty-seven parks, eight play lots, seven recreation centers, nine school playground and open space areas, two large natural areas, and numerous supervised recreational programs. In 2005, the City’s greater park system contained one acre of recreational space for every 49 people. With 670 acres in the parks system, approximately 10% of the City’s total land area is park land. Map 10-2 on page 2 shows the location of these parks and other recreational facilities in the City.

The City of Charlottesville is at a crossroads with investment in its parks and recreation system. The City made substantial investments in the 1960’s and 70’s in acquiring park land, in developing indoor and outdoor recreational facilities, and in supporting programs that set a high standard for Virginia cities. Over half of the parks in the system were purchased during this 20 year time span. The City has grown since then, and the growth of the parks and recreation system has lagged in comparison.

During the 2005 process of updating the Neighborhood Plans for all eighteen of the City’s neighborhoods, community members in the majority of the neighborhoods expressed concern about parks and green spaces. This neighborhood planning process revealed that most neighborhoods in the City feel strongly about maintain-
Park Classifications

Charlottesville’s parks can be grouped into 4 different classifications: urban parks, neighborhood parks, community parks, and regional parks. Figure 1 on page 5 inventories the facilities for each park classification.

Urban Parks

**Purpose:** Publicly accessible urban parks should include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, opportunities for social interaction, enjoyment of outdoor open space and performing and visual arts.

**Location and Access:** Urban parks are generally integrated into mixed use developments or major employment centers in areas of the City that are planned or developed at an urban scale. Primary elements of urban-scale local parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation.

**Character and Extent of Development:** Urban park size is typically less than 3 acres and can be as small as ½ acre. Service area is generally within a 5-10 minute walking distance from nearby offices, retail and residences. To be successful urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere. Visits to urban parks are typically one hour or less.

The urban parks in Charlottesville include: Jackson Park, Lee Park, and McGuffey Park.

Neighborhood Parks

**Purpose:** Neighborhood parks serve neighborhoods and other residential areas of the City. They primarily offer a variety of active or passive recreation opportunities, or a combination of both, in close proximity to residences and employment centers. Areas designated for natural and/or cultural resource protection may also be included within these parks.

**Location and Access:** Neighborhood parks should be located to serve local residential neighborhoods, broader residential communities and/or urban employment or mixed-use centers. Pedestrian, bicycle and/or car access is appropriate depending on the setting and access features. School grounds also serve as neighborhood parks and should be treated with the same experiences and length of stay.

**Character and Extent of Development:** Neighborhood parks primarily provide facilities for active or passive recreation, or both; areas for scheduled and unscheduled recreation activities and social gathering places; and serve residential, employment and mixed-use centers. In the City, park size will typically be at least ½ acre and less than 25 acres. Visits to neighborhood parks are typically less than two hours.

The character of neighborhood parks may vary depending on their location within the City. In residential settings, neighborhood parks will generally be larger than in urban parts of the City. Neighborhood parks offer open space to those with little or no yards. Typical facilities may include open play areas, playgrounds, courts, athletic fields, game areas, trails, trail connections, natural areas, picnic facilities and facility lighting. The service area for neighborhood parks is typically no more than 1 mile.

The user experience at neighborhood parks may be casual and informal, geared toward social interaction, play and outdoor enjoyment, or may be more structured to support organized sports and park programs. Co-Loca-
tion of a mix of park uses and facilities that support both informal and structured activities is increasingly necessary to meet the City’s diverse and varied recreation and leisure needs with minimal available land. To the extent possible, facilities should be planned so that areas that address different needs are compatible.


Community Parks

**Purpose:** Community parks include larger parks that serve larger geographic areas of the City and provide a variety of indoor and/or outdoor recreation facilities and park experiences. Portions of these parks may be designated for natural and/or cultural resource protection.

**Location and Access:** These parks are located throughout the City. Access should be available by the major roads and the regional greenway network to encourage pedestrian and bicycle trips; public transit access is also desirable. The service area can range from 3 to 6 miles. Size can range from 5 to 30 acres. Parking must be provided.

**Character and Extent of Development:** Community parks provide diverse opportunities for passive and active recreation uses. Generally, facilities in these parks are larger in number and scale than at neighborhood Parks and support a longer visit. Community parks may combine recreation-oriented complexes of developed facilities with areas of the park that are undeveloped. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, and access. Appropriate facilities include those that support active and passive recreation, often clustered together, areas for programmed activities and gathering places and areas designated for resource protection. Lighted facilities and extended hours of operation are also present in these parks.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half day and may attract spectators or participants. Typical recreation activities at community parks include athletics, trail usage, swimming, gardening, skating, special events and performing arts. Additionally, woodlands, open space, trails and open play areas are highly desirable features. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas. Visits to community parks are can range from two (2) to six (6) hours.

The community parks in Charlottesville include: Azalea Park, Greenbrier Park, Meade Park, Meadow Creek Gardens, Quarry Park, Riverview Park, Skate Park, Tonsler Park, and Washington Park.
Regional Parks

Purpose: This park classification includes larger parks that serve regionally and provide a variety of large-scale indoor or outdoor recreation facilities, or both, as well as facilities that are unique within the City. Areas designated for natural and/or cultural resource protection may also be included within these parks.

Location and Access: These parks may be located in an area of the City where available land can support a large-scale park facility. Access should be available by the major arterials and the regional greenway network to encourage pedestrian and bicycle trips; public transit is required. The service area is typically larger than 10 miles, including areas outside the City limits. Park size is a minimum of 50 acres. Parking must be provided.

Character and Extent of Development: Regional parks provide diverse opportunities for passive and active recreation uses to a wide range of simultaneous users. Generally, these parks provide complexes of intensively developed activity areas. The complexes may include multiple facilities for the same activity, an assortment of different activity focuses in one or more areas of the park, and/or unique facilities found in only one or a few parks within the entire park system. Facilities in these parks are larger in scale than those found in community parks.

Regional Parks may combine larger complexes of developed areas with extensive natural areas. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, access and intensity of adjacent land uses. Appropriate facilities include those typically found in Community Parks as well as the facilities unique to regional parks and the support uses necessary for a full day activity such as concessions and restrooms. Formally scheduled community gathering places and areas for large programmed activities and events are also typical. Lighted facilities and extended hours of operation are the norm.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a day and which may attract large numbers of spectators or participants. Typical activities include those found in regional parks as well as facilities such as athletic complexes, recreation centers, nature centers, golf courses, indoor gymnasiums, indoor aquatic facilities. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas. Visits to regional parks are can range from two (2) to eight (8) hours.

The two regional parks in Charlottesville are Pen and McIntire Parks.

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<th>Figure 1. Inventory of Park Facilities by Park Classification</th>
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<td>Urban Parks</td>
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<td>Diamond Fields</td>
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<td>Softball Fields</td>
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<td>Rectangular Fields</td>
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<td>Open Play Areas</td>
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<td>Linear Ft of Trail</td>
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Other Outdoor Facilities

In addition to its numerous parks and open spaces, Charlottesville also has a variety of other outdoor facilities that provide a source of recreation to City residents. Many of these facilities are maintained by the City of Charlottesville, though some involve partnerships with the County and with various non-profit organizations. Some of these outdoor facilities are located in the heart of Charlottesville while others are found outside the City’s limits in Albemarle County. The character of these facilities ranges from urban, such as the Downtown Mall, to natural, such as the Ragged Mountain Natural Area.

Downtown Mall
Charlottesville’s Downtown Pedestrian Mall turned 30 years old in July of 2006. Closing Main Street to automobiles has been highly successful in Charlottesville. The Downtown Mall is both an economic and a cultural center for the greater Charlottesville area. The new Transit Center is currently under construction on the east end of the Downtown Mall.

The Charlottesville Pavilion
The renovation of the old Amphitheater and the east end extension of the Downtown Mall are the final steps for completing the Mall’s original plan, drafted in 1976. The Charlottesville Pavilion, which is the result of amphitheater renovations, was substantially completed in July of 2005.

Trails
The Rivanna Trail encircles the City with approximately 22 miles of walking, jogging, and hiking trails located on private, public, and University lands. Greater than 50% of the Rivanna Trail parallels the City’s three primary waterways − Meadow and Moore’s Creeks and the Rivanna River. The open space and parkland along these riparian buffers meanders alongside area stream and river banks, also buffer and protect the waterways. The Rivanna Trail passes through Greenbrier and Quarry Parks. The volunteer-based, non-profit Rivanna Trail Foundation provides upkeep to this trail. The Rivanna Greenbelt Trail, a City-maintained trail located in Riverview Park, offers space for jogging, bicycling, dog-walking, fishing, and wildlife viewing. The 1.25 mile-long trail is a public right-of-way across private property. Short walking trails also exist at Meadowcreek Gardens, Greenleaf, Pen, and Darden Towe Parks. The City has recently hired a Trails Coordinator tasked with maintaining and building upon the current system.

Outdoor Pools
The City of Charlottesville maintains four outdoor pools: Onesty Pool at Meade Park and the Washington Park Pool, and wading pools at Forest Hills and McIntire Parks. Spray grounds are located in Belmont and Greenleaf Parks.

Play lots
The Charlottesville Redevelopment and Housing Authority, maintains eight play lots at various public housing developments in the City. Play lots are small playground areas intended for use primarily by children under twelve years of age. They serve as substitutes for individual backyards that may not always be present in dense living environments. At present, play lots in the City include: two at Westhaven Public Housing; two at the South 1st Street Public Housing; one at 6th Street Public Housing; one at Riverside Avenue Public Housing; one at Michie Drive Public Housing, and; one at the Madison Avenue Public Housing. The housing developments at South 1st Street, 6th Street and Madison Avenue also have basketball courts. The South 1st Street site also has a large field for soccer.
and baseball.

**Jointly-Funded Parks**
The City of Charlottesville and Albemarle County share the operating costs of three parks that are located near the City in Albemarle County. These parks represent excellent examples of how City-County cooperation can address mutual recreational needs. The Ivy Creek Foundation also assists the City and County in managing both the Ivy Creek and the Ragged Mountain Natural Areas. Ragged Mountain Natural Area is located southwest of Charlottesville in Albemarle County and provides expansive recreational areas for hiking, bird-watching, boating, and fishing. This natural area also includes a reservoir that is part of the regional water supply. Ivy Creek Natural Area, located north of Charlottesville in Albemarle County, consists of a small farm and 215 acres of protected wildlife area that offer hiking trails and opportunities for various other nature-oriented activities. Darden Towe Park is located on Elk Ridge Drive, off Route 20 North. The park provides a total of 110 acres of open space, including a wide variety of activity areas, space for team/field sports, and canoe access to the Rivanna River.

**Public Cemeteries**
Maplewood Cemetery, the oldest public cemetery in Charlottesville, opened in 1827. It is closed to new patrons, but burials are still performed occasionally for families with inherited plots. Oakwood Cemetery, the second public cemetery in Charlottesville, opened circa 1860. Burials are still performed. Both public cemeteries are maintained by the Parks and Recreation Department.

In addition to these outdoor public amenities, City residents make use of County facilities such as Chris Green Lake, Mint Springs, Walnut Creek, and Beaver Creek.

### Recreational Facilities and Programs

Recreation Centers are facilities with dedicated core spaces for specific uses and/or programs, such as rooms for arts and crafts, meetings, dance classes, aerobics, aquatic facilities, or fitness. A Recreation Center may also include multi-functional rooms designed for several specific uses. The City currently has four indoor Recreation Centers – Carver Center, Crow Center, Herman Key, Jr. Center (formerly Downtown Center), and Smith Center. The City has two indoor pools, located at the Crow and Smith Centers.

Community Centers are facilities that have spaces that are not dedicated for specific core uses or programs. Rooms are multi-functional for a variety of purposes, but do not have specific components. The City has three Community Centers – Forest Hills, Tonsler Park, and Washington Park Centers. These centers provide a broad range of activities. These seven centers are located in and around central Charlottesville, leaving residents who live near the perimeter of the City without easy access to an indoor recreation site. The Housing Authority also manages four Community Centers in its public housing developments, one each at South 1st Street, Westhaven, 6th Street, and Crescent Halls. All four community centers contain space for a variety of programs as well as computer labs.

Supervised recreational programs sponsored by the City include playground activities, dancing, roller skating, bowling, billiards, table games, and arts and crafts. Other instructional programs such as skiing, painting, ceramics, and swimming are available periodically throughout the year. A program of therapeutic recreation is offered for the handicapped through the City parks and recreational system.

Extensive programs and leagues are offered for City youth, adults and families including youth basketball, softball, volleyball, various table games, fitness classes, gymnastics and other sports. Special youth trips are organized through the various seasons. During the summer, a number of special programs are offered at parks and playgrounds in the City, including teen dances and socials. There are also various community leagues and programs, such as SOCA (Soccer Organization of Charlottesville/Albemarle) for children and youth. School playgrounds are also used as community open space and play area. They are maintained by the Department of Parks and Recreation.
About Community Facilities

The City of Charlottesville’s capital facilities inventory includes 156 miles of streets, more than 250 miles of sidewalks, more than 80 traffic signals, 7 recreation centers, 27 parks, and 49 City and school buildings. The City’s educational facilities include both public and private schools, elementary through high school, as well as the Charlottesville-Albemarle Technical Education Center, Piedmont Virginia Community College, and the University of Virginia. The other educational and cultural facilities that serve the Charlottesville Community include libraries, museums, music venues, and places of worship. The City’s public buildings in the City include City Hall and other administrative buildings, in addition to post offices and courthouses. The facilities and institutions that serve to protect the public’s health and safety include the police force, the fire department, the rescue squad, hospitals, the VA Health Department, and the Charlottesville Free Clinic. Map 10-2 on page 9 shows the locations of many of the community’s facilities.

Educational Institutions

Charlottesville is an educational center within central Virginia. The greater Charlottesville area contains numerous public and private schools, the University of Virginia, Piedmont Virginia Community College, and the Jefferson-Madison Regional Library, to name few of the area’s educational assets. The following section will provide more information on these institutions.

City Schools

The City of Charlottesville currently operates six elementary schools with grades pre-school through fourth, one upper elementary school with grades fifth and sixth, one middle school with grades seventh and eighth, and one high school. The six elementary schools administered by the City of Charlottesville are Burnley-Moran, Clark, Greenbrier, Jackson-Via, Johnson, and Venable. All City students attend Walker Upper Elementary for grades fifth and sixth, before attending Buford Middle School then Charlottesville High School. Charlottesville schools offer specialized services to both gifted children and children with special education needs, as well as various fine arts programs and extra-curricular activities, beyond the traditional curriculum. In 2005, Charlottesville residents passed a referendum in favor of electing school board members, rather than having City Council appoint the members. May 2006 marked the first school board election. All of the City’s schools have had major renovations in the last ten years, and most are in good physical condition with adequate space and facilities. Many are under capacity.

Burnley-Moran Elementary is located at 1300 Long Street and serves students from the North Downtown, Locust Grove, and Martha Jefferson neighborhoods. The school was built on 15 acres in 1954 and overlooks East High Street and the Rivanna River. Many of the classrooms have views of the Pantops and Monticello Mountains. The staff of 53 includes 19 regular classroom teachers, 3 special educators, 2 reading support staff, 1 speech
and language pathologist, and teachers of art, music, chorus, and physical education. The school building is 51,158 square feet and has 18 classrooms. The enrollment in the school as of July of 2006 was 321, though the total student capacity is 396. Burnley-Moran Elementary is in excellent physical condition, possibly in better condition than any other City school, and is not scheduled to receive any major re-workings. The only major deficiency is a failing cooling tower which is scheduled for replacement during the summer of 2006.

Clark Elementary is located at 1000 Belmont Ave and receives residents from the Belmont, Woolen Mills, Martha Jefferson, and Ridge Street neighborhoods. This school was built in 1930 and has 54,021 square feet of space and 17 classrooms. The school is in great physical condition receiving an interior paint job and a new roof in the summer of 2006. As of July of 2006, student enrollment was 257, while total capacity is 374. Clark Elementary did not meet all the No Child Left Behind accreditation requirements, so the parents of Clark students were given the option to send their children to any other City elementary school. Many parents chose to do so, thus the 2006-2007 enrollment at Clark Elementary was lower than it had been in recent years.

Greenbrier Elementary is located at 2228 Greenbrier Drive in the Greenbrier neighborhood. This elementary school first opened in 1961. Greenbrier has 16 classrooms and 46,750 square feet of space. The school’s total capacity is 352, and in July 2006, enrollment was 325. Greenbrier is one of the two schools to receive a significant number of children from Clark Elementary, and by the start of the 2006-2007 school year, Greenbrier Elementary may approach capacity. The school is in good physical condition, except that the roof needs replacement, which is scheduled to occur in 2009. In 2005, the parking lot was expanded to provide adequate parking. Before classes begin for the 2006-2007 school year, the school’s cooling tower will get replaced. In 2005 and 2006, the Virginia Department of Education designated Greenbrier Elementary a Distinguished Title 1 School for raising the achievement of economically underprivileged children while exceeding state accreditation standards and the annual objectives of the No Child Left Behind legislation.

Jackson-Via Elementary was built in 1970 and is located at 508 Harris Road in the Jackson-Via neighborhood. At 66,600 square feet and 22 classrooms, Jackson-Via is Charlottesville’s largest elementary school. In addition to students from the Jackson-Via neighborhood, this elementary school receives students from the Ridge Street, Fifeville, Belmont, and Fry’s Spring neighborhoods. In July 2006, 296 students were enrolled at Jackson-Via Elementary, although the school’s total capacity is 484. Jackson-Via Elementary underwent major mechanical and functional renovations in 2004 and 2005 and is in excellent physical condition with adequate facilities. Johnson Elementary is located at 1645 Cherry Avenue
and serves students from the Johnson Village, Fifeville, and Fry’s Spring neighborhoods. Johnson Elementary was built in 1954 on 13 acres of urban woodlands. The school building is 54,655 square feet and has 19 classrooms. Johnson Elementary’s total capacity is 418, but enrollment as of July 2006 was only 295. The school is in good physical condition. It had major renovations several years ago and a new roof in 2004. Johnson’s cooling tower is getting replaced at the same time as Greenbrier’s in August 2006, although the cooling tower at Johnson Elementary is not as dilapidated as Greenbrier’s.

The Venable Elementary School is located at 14th St. in the Venable neighborhood. The school first opened in 1925, when the Venable neighborhood consisted mostly of families living in single-family dwellings. The school is located in an Architectural Design Control District, due to the historic nature of the area. Because of the neighborhood’s proximity to the University of Virginia, the Venable neighborhood is now almost entirely student housing, and very few students who attend Venable Elementary actually live in the Venable neighborhood. The school has 14 classrooms and 61,720 square feet of space. The total capacity for the school is 308 and in July 2006, the school’s enrollment was at capacity, probably because Venable received the largest portion of students who chose to leave Clark Elementary. During the summer of 2006, the interior of Venable Elementary was repainted. In 2002, the roof on Venable Elementary was replaced and major mechanical renovations were done.

Walker Upper Elementary School, located at 1564 Dairy Road in the Barracks-Rugby Neighborhood, originally opened in August of 1966 as a Junior High School. Walker Upper Elementary now hosts all the City’s children for 5th and 6th grade. With 102,000 square feet and 49 classrooms, the building’s capacity is 675. In July 2006, enrollment was 593. Walker Upper Elementary is in good physical condition, except that it needs a roof replacement, which is scheduled to happen in the summer of 2007. Crow Recreation Center and Pool is located on the Walker School campus.

Buford Middle School is located at 617 9th Street NW in the Fifeville Neighborhood. All students in the City attend this school for 7th and 8th grade. Buford Middle originally opened in 1966 as a Junior High School. The school has 110,650 square feet of space, 58 classrooms, and a total capacity of 825. As of July 2006, the school’s enrollment was 616. In 2000, Buford received a complete renovation of mechanical equipment. In recent years the cafeteria has been redone and old asbestos tiles were removed and replaced. In 2005, a new administrative suite was created. In the summer of 2006, the roof on Buford Middle was replaced. Smith Recreation Center and Pool is located on the Buford School campus.

Charlottesville High School, located at 1400 Melbourne Road, was built in 1971. The facility itself is 285,700 square feet with 84 classrooms and 90 faculty members. The total capacity for the high school is 1392; in July 2006, the enrollment was 1347. Charlottesville High School offers a range of academic, vocational, and applied arts courses in addition to classes on fine arts, foreign languages, and physical education. CHS also boasts numerous athletic teams and facilities. Charlot-
tesville High School is in excellent physical condition; during the summer of 2004 and 2005 the City completed an 8 million dollar renovation of the mechanical and functional equipment at the school. In 2006, Newsweek Magazine cited Charlottesville High School as one of the nation’s top high schools.

The Charlottesville-Albemarle Technical Education Center (CATEC) is a secondary and post-secondary vocational and technical training school located on 20 acres of land on Rio Road in Albemarle County. The school opened in 1973 and is jointly owned and operated by the City of Charlottesville and Albemarle County. The Charlottesville-Albemarle Technical Education Center employs 25 full time staff members and 30 part-time staff members. CATEC offers academic and technical training courses designed to meet workforce standards, state certification requirements, and Virginia’s Standards of Learning. CATEC teaches employment skills, such as interviewing, resume-writing, leadership skills, and communication skills, in addition to technical skills training and academic classes. The center also coordinates an apprenticeship program for both high school students and adults. The Career Academy at CATEC offers high school students in Charlottesville, Albemarle and Fluvanna an enrichment program in the fields of Information Technology and Health and Medical Sciences at no cost to the students.

Private Schools
Numerous private schools exist in the greater Charlottesville area. Some of these schools are specialized, such as the Virginia Institute of Autism, the Oakland School in Keswick, which is a boarding school for students with dyslexia and other learning disabilities and the Peabody School, which caters to intellectually advanced children. La Petite Ecole in Free Union teaches pre-kindergarten and kindergarten children for whom English is their second language. Other private schools in the area have a religious orientation, such as First Baptist Early Childhood, Northside Christian School, Saint Anne’s Belfield, The Covenant School, Charlottesville Catholic School, and Tandem Friends School. The Charlottesville Waldorf School, the Montessori Schools, the Renaissance School, the Village School, Free Union Country School, and The Miller School of Albemarle are nonsectarian private schools with alternative perspectives on the educational process. Students from the City attend many of the private schools listed previously.

Piedmont Virginia Community College
Piedmont Virginia Community College is located south-east of Charlottesville, near Interstate 64. PVCC offers a wide array of educational services to a variety of people. It provides the educational foundation for students going on to complete a Bachelor’s degree at another institution, such as the University of Virginia. High school students can supplement their education by taking courses at PVCC. The community college also conducts workforce development and training programs for area businesses. PVCC also hosts cultural and educational events that are open to the public, as are many of the school’s facilities.

University of Virginia
Charlottesville is home to the University of Virginia, which is a valuable educational and cultural resource for area
residents. The University has numerous facilities that Charlottesville residents enjoy. These facilities include Scott and Klöckner Stadiums, the John Paul Jones Arena, Culbreth Theater, McCormick Observatory, and Old Cabell Auditorium. UVA operates approximately fifteen libraries and several museums. Charlottesville residents can take advantage of the classes and lectures that the University offers, as well as attend the numerous athletic, musical, and theatrical events that happen at UVA. The diverse student population at the University of Virginia contributes to the cultural diversity in the Charlottesville community.

Libraries
Aside from the libraries at the University of Virginia and Piedmont Virginia Community College, Charlottesville residents also enjoy a large public library system. Jefferson-Madison Regional Library serves not only the City of Charlottesville, but also Albemarle, Nelson, Greene, and Louisa counties. The library offers a multitude of reading programs, story hours, and book groups for people of all ages. It houses 370,000 volumes and circulates more than 1,350,000 items annually. This regional library operates a total of eight branches, two of which are located in the City.

Arts and Culture

The Charlottesville community is fortunate to have several museums, historical sites, music and arts venues, and places of worship that make it the cultural hub of central Virginia. These assets include Bayly Art Museum, Monticello, the Charlottesville Pavilion, and numerous religious and spiritual organizations. The following sections will provide more information on the area’s cultural institutions.

Museums and Historical Attractions
The City of Charlottesville has several museums and historical attractions both within the City and nearby in Albemarle County. These museums serve a variety of interests for people of all ages. Bayly Art Museum at the University of Virginia hosts exhibits from all over the world, featuring artwork ranging from more two thousand years ago to the present. The Virginia Discovery Museum, located on the Downtown Mall, is a hands-on museum where children and their families can play, explore, and learn together. The goal of the Children’s Health Museum at the UVA’s Medical Center is to teach children about their bodies and about making healthy choices, while alleviating the fear of doctors and hospitals. Monticello, the home of Thomas Jefferson, Ash Lawn-Highland, James Monroe’s estate, and Kluge-Ruhe Aboriginal Art Museum are all located outside the City of Charlottesville, but draw numerous visitors and tourists to the City.

Venues of Music and Art
The location of the Charlottesville Pavilion on the East end of the Downtown Mall is the result of the renovation of the old Amphitheater. The Pavilion is a good example of public-private partnership for a community facility. The City of Charlottesville owns the land, and a private entrepreneur contributed a substantial amount of money to the construction process for the benefit of hosting events in the space. The Charlottesville Pavilion is a modern outdoor musical venue and attracts national acts. The City hosts a free concert at the Pavilion every Friday evening beginning at 5:30pm from April through September. The family-friendly series is called Fridays After Five and features primarily local and regional bands. During lunchtime on weekdays, the Pavilion is a popular outdoor seating area for downtown workers.

The Martin Luther King, Jr. Performing Arts Center is located at 1400 Melbourne Road in the City. The venue is part of the City’s public school system, and shares its site with the Charlottesville High School. The events that take place at the Martin Luther King, Jr. Performing Arts Center range from Children’s Theater productions to concerts by national acts to performances by international ballet troupes. The Center is available for rent on a sliding scale depending on the organization.

The McGuffey Art Center in downtown Charlottesville is a former public elementary school, built in 1916 that has been turned into a co-operative, non-profit art center that is home to approximately forty local artists whose work is on display there. The building is in a National Regis-
City Art District and an Architectural Design Control District. Live Arts, located in the Old Michie Building on Water Street in downtown Charlottesville, is a modern community theater organization. The group has several full-time managers and directors but has a volunteer base of more than 500 who serve as actors and technical staff for productions. Live Arts offers various arts training classes to people of all ages and has a division geared entirely towards teen theater.

Public Buildings

The City of Charlottesville owns 39 public buildings, in addition to the ten City school buildings. These public buildings include City Hall, the City Yard, the Transit Center, the Visitor’s Center, courthouses, post offices, and numerous others.

City Hall/Michie Annex

City Hall is located on the east end of the Downtown Mall. City Hall contains City Council Chambers as well as the City Manager’s and the Mayor’s offices. The Departments of Finances, Human Resources, and Neighborhood Development Services are also located in City Hall, in addition to the Charlottesville Housing and Redevelopment Authority, the Office of the Treasurer, the Utility Billing Office, the City and the Commonwealth’s Attorneys. City Hall and Michie Annex are very old and are showing symptoms of their age. The City Hall Annex is in good repair with only minor interior finish problems. It is currently undergoing renovation and repair of the windows, which has been a deficiency since the building’s construction.

City Yard

City Yard consists of four acres of land and multiple buildings that serve industrial purposes in a prime downtown location. Currently, the Public Works administration (executive staff, facilities management, and environmental group), Public Service, Public Utilities, Charlottesville Transit Service, Fleet Maintenance, and a small portion of Facilities Maintenance operate in the City Yard. In addition to several buildings, a trailer, and garages, City Yard also contains a fueling station for City vehicles. A master plan has been developed to re-locate all of the current operations off of the site. Phase I of that plan should begin in early 2008. Charlottesville Transit Service will move to a facility that is soon to be constructed on Avon Street in Albemarle County. A definitive schedule for the relocation of the other operations has not yet been defined, although one is expected within the next five to ten years. All facilities in the City Yard range from poor to fair condition, and only critical improvements and maintenance are being undertaken due to the short life expectancy of the facilities.

Downtown Station Transit Center

The City of Charlottesville provides public transportation services to residents and visitors by operating Charlottesville Transit Service, also known as CTS. CTS is part of the City’s strategy to manage traffic congestion, decrease demand for parking downtown, and to maintain a healthy environment. The Downtown Station Transit Center opened in March of 2007 and serves as the hub of CTS bus service.

A central hub for CTS buses was proposed with the Free Trolley in 1995. The first floor of the Downtown Station, which is on the Water Street level, provides a waiting area out of the weather for CTS passengers and a place to make timed connections between bus routes. The attractive Downtown Station building is expected to draw positive attention to CTS and to encourage more people to take transit. The second floor, on the Pedestrian Mall level, will include the Downtown Visitor Center.
of the Charlottesville/Albemarle Convention and Visitors Bureau. The Downtown Station will be a transportation hub for residents and visitors alike.

The facility design process included a steering committee of business leaders, architects, and others, and workshops were held to gather public input. The final design allows the building to overcome the elevation change between the Pedestrian Mall and Water Street.

The facility was designed from the beginning as an environmentally responsible facility that could achieve LEED certification. Its design and construction incorporate recycled and regional materials, water conservation features, geothermal heating and cooling, energy-efficient mechanical and electrical systems, and systems to ensure good interior air quality. The building was designed to minimize the “heat island” effect of typical urban construction. The two-story building was also designed to not obstruct views of the mountain viewscape in the distance. This facility is the City’s first “sustainable building” design.

The Downtown Station, together with the newly re-modelled amphitheatre, is the eastern gateway of the Pedestrian Mall. The facility will contribute to the economic vitality and the energy of the public space, including the Free Speech Monument, around City Hall.

Phase one of construction for the Downtown Station began in October 2004 at the same time as the amphitheatre renovation. Work on the building commenced in 2005. The station opened for business in late March of 2007. The Downtown Station was made possible by a contribution of City-owned property and state and federal grants.

Courthouses
Charlottesville is located in the 16th Judicial District. Three Charlottesville courts operate in the City of Charlottesville. They are the Charlottesville Circuit Court at 315 East High Street, the Charlottesville General District Court at 606 East Market Street, and the Juvenile and Domestic Court at 411 East High Street. Many of Albemarle County’s courts are also located in downtown Charlottesville on Court Square on the 500 block of East Jefferson Street. The Circuit Court is in good physical condition and is a nice building. The General District Court is located in the Police building, and the operations in that building lack adequate space. Juvenile and Domestic Relations Court is shared by the City and Albemarle County and has been relocated to the Levy building while renovations at the Juvenile and Domestic Relations Court building are ongoing. The renovations include the addition of a parking deck and the expansion and renovation of the existing building. The plan for the Levy building after the Juvenile and Domestic Relations Court relocates is unknown.

Post Offices
There are three post offices in the City of Charlottesville. One is located on the Downtown Mall near City Hall. A second is located in the Barracks Road Shopping Center, and the third is near the City limits on Route 29 North.
The health and safety of Charlottesville residents is an important issue in the planning process. Currently, a combination of local government agencies (Police and the career portion of the Fire Department), state government agencies (Health Department), non-profit organizations (Martha Jefferson Hospital), and volunteer efforts (Fire, Rescue, and the Free Clinic) ensure the health and safety of Charlottesville residents.

**Police**
The Police Station is located on the Downtown Mall, next to City Hall in the same building as General District Court. The Patrol Bureau makes up the largest division of the Police Department, and police officers can be seen around the City on foot, on mountain bikes, on motorcycles, and in patrol cars. The department’s Forensics Unit is a leader in Virginia in both DNA evidence collection techniques and in DNA “hits,” or matches. The Charlottesville Police Department is responsible for the administration and operation control for the multi-jurisdiction drug task force known as JADE (Jefferson Area Drug Enforcement). The Police Department also operates substations in communities throughout the City, such as Westhaven, Prospect Avenue, Walker Square, and Rose Hill. In recent years, the Charlottesville Police Department has evolved away from a traditional model of reactionary enforcement to a community-oriented, problem-solving model that tries to eliminate the causes of crime rather than the symptoms of crime.

**Fire**
The Charlottesville Fire Departments primarily services the City of Charlottesville and its residents, but it also provides contractual fire protection to the University of Virginia and Albemarle County. There are three City fire stations in Charlottesville that are presently positioned to achieve the best possible response time. Map 10-3 on page 19 shows the areas of the City within the 6-minute response time range. The central headquarters station is located on Ridge Street near Monticello Avenue. This station is set to undergo expansion in 2008 to accommodate many changes in needs that have developed.
since its original construction in 1959. A second station is located adjacent to the University of Virginia Police Department on Ivy Road. This station is presently in a temporary facility set to be permanently constructed in 2009 and jointly funded by the University of Virginia. There is some consideration to co-locating a County fire engine and/or an ambulance. The third station is located on the Route 250 Bypass in the Greenbrier neighborhood adjacent to McIntire Park. A fourth station is proposed near the intersection of Jefferson Park Avenue and Cleveland Avenue. To offer efficient fire protection to Charlottesville and the surrounding areas, the career Fire Department is a combination (paid/volunteer) fire department and works in conjunction with the Charlottesville Volunteer Fire Company.

The Charlottesville Fire Department is an Internationally Accredited Fire Department through the Commission on Fire Accreditation. The Department has achieved an Insurance Service Office (ISO) rating of 2 on a scale of 10 with 1 being the highest rating. CFD’s high rating gives the Department a lower insurance premium. The Department is striving to achieve an ISO Class 1.

The Charlottesville Fire Department operates five engine companies, one ladder company, and one Battalion Chief on a 24 hour/365 day operation. CFD responds to approximately 6,200 calls annually. The Charlottesville Fire Department maintains seven fire engines, two fire aerial ladders, hazardous material response vehicle and trailer, one air utility truck, a ventilation truck and jointly operates a Special Operations Command/Communications trailer with CPD. Each front line fire apparatus is equipped with thermal image cameras which aid in the rapid location of victims and fires within buildings which would have otherwise been a zero visibility environment. The Fire Department also has “state of the art” interoperability communications equipment which allows the ability to communicate between various agencies, to communicate through satellite, and to establish a remote Wi-fi internet hot spot.

In addition to traditional fire suppression duties, the Charlottesville Fire Department (CFD) is a licensed basic and advanced life support emergency medical service (EMS) transport agency within the Commonwealth of Virginia. Approximately 50% of all emergency responses are now EMS related. The Department has 88 EMS trained personnel. All of CFD’s engine and ladder companies are equipped with Automatic External Defibrillators. Three of the Department’s medics also serve on the Charlottesville Police Department’s (CPD) SWAT team as their SWAT Medics. The Department also facilitates a regional hazardous materials response team comprised of members from CFD, Charlottesville Police, Albemarle County Fire Rescue and the University of Virginia Environmental Health and Safety.

The Charlottesville Fire Department’s goal is first to prevent fires before they occur through an aggressive public safety education program and through effective building fire code enforcement. The Fire Department has one Fire Marshal who oversees fire prevention code enforcement and new building plans review. While fire engine companies are assigned fire suppression duties, they also provide fire prevention business inspections throughout the City. CFD’s public education program also includes a fire-safety education trailer, a puppet program and a fire safety robot.

The Fire Department also has a free smoke detector program and over the past 10 years has installed over 1,000 free smoke detectors in the homes of City residents. For the last 9 years, the City has achieved a zero civilian fire death rate which is one of the best fire safety records in the United States.

**Rescue**

The Charlottesville-Albemarle Rescue Squad (CARS) is a volunteer, non-profit organization that provides primary rescue and emergency medical transport service to the City of Charlottesville, the University of Virginia, and half of Albemarle County. The Rescue Squad station is located at 828 McIntire Road and there is a substation on Berkmar Drive in Albemarle County. CARS has approximately 160 active members, though career firefighters and paramedics from Albemarle County’s Fire
MAP 10-3

FIRE DEPARTMENT RESPONSE TIMES

Fire Station Locations and Response Time
- Six Minutes or Less
- Over Six Minutes
- Fire Stations

NEIGHBORHOOD DEVELOPMENT SERVICES
AUGUST 2006
160 active members, though career firefighters and paramedics from Albemarle County’s Fire and Rescue Squad supplement the volunteer Charlottesville-Albemarle Rescue Squad on weekdays. Exploration by the City of including ambulance service within the Fire Department is underway which would have the potential to change the volunteer system. In 2005, the department responded to more than 12,000 calls; 42% of them were in the City. CARS operates eight advanced life ambulances (medic units), three advanced life support quick response cars (zone cars), two heavy rescue trucks (squads), a water rescue truck with two boats, a technical rescue truck, a collapse rescue trailer, a command car, a mass causality incident truck and a special events bicycle response team with support trailer. All current apparatus is owned by the department and was purchased primarily with funds raised through donations from the community. The Rescue squad site on McIntire Road may be impacted by a transportation interchange project occurring at the intersection of 250 and McIntire Road. There is potential that this station may need to be relocated depending on the impacts of this transportation project.

Hospitals
Charlottesville is home to two major hospitals, the Martha Jefferson Hospital and the University of Virginia’s Medical Center. The Martha Jefferson Hospital, which is currently located near downtown Charlottesville at 45 Locust Avenue, is a not-for-profit community hospital that has been in operation for more than 100 years. The staff at Martha Jefferson includes more than 350 physicians, many of whom also volunteer at the Charlottesville Free Clinic. The Medical Center at UVA includes a hospital with more than 550 beds, approximately 700 full-time faculty, and more than 1,500 professional nurses. The Center also operates a state-designated Level 1 trauma center. The Medical Center, located on Jefferson Park Avenue near West Main Street, provides both primary and specialty care, and it maintains clinics throughout Central Virginia.

Health Department
The City of Charlottesville is located in the Thomas Jefferson Health District (TJHD). The TJHD also includes Albemarle, Fluvanna, Nelson, Louisa, and Greene Counties. The Virginia Department of Health operates a joint office for the City of Charlottesville and Albemarle County at 1138 Rose Hill Drive. The Charlottesville/Albemarle Health Department provides numerous services to area residents, with programs that address the following: Family Health, Environmental Health Services, Vaccinations, Vital Records, Sexually Transmitted Diseases, and Dental Health. Although the Health Department is independent of both local governments, both the County of Albemarle and the City of Charlottesville jointly pay rent on the building in which the department is located, in addition to maintaining the building and grounds.

Charlottesville Free Clinic
The Charlottesville Free Clinic is located in the same building as the Health Department and is a good example of the benefits that a public/private partnership can afford for both residents and the organizations themselves. The Charlottesville Free Clinic is a volunteer community effort that aims to provide quality health care to the “working uninsured.” The Clinic provides medical appointments, as well as women’s and children’s health services, referrals to specialists, prescription medications, patient education, routine laboratory and radiology services, limited dental care, and limited mental health care.
About Utilities

Several different agencies are responsible for utilities in Charlottesville: the City of Charlottesville (natural gas, water distribution, sewage collections); the Rivanna Water and Sewer Authority (water and sewer treatment); the Rivanna Solid Waste Authority (refuse disposal); Dominion Virginia Power (electricity); a variety of telephone service carriers; Adelphia Cable Communications (cable internet service); and Comcast Corporation (cable television).

Natural Gas

Charlottesville Gas, which operates in the Public Utilities Division of the City of Charlottesville’s Department of Public Works, supplies natural gas to Charlottesville and the urban areas of Albemarle County. In 2005 there were 18,300 customers (12,450 in the City and 5,850 in the County). Current growth is approximately 400 new customers per year, most of them in the County. The system consists of 24 miles of feeder lines and 298 miles of distribution lines. Through an aggressive marketing effort, the gas division is constantly seeking new customers in an attempt to broaden its sales base and spread its fixed costs over a larger number of customers.

Charlottesville Gas finished a seven-year replacement program in 1999, which upgraded old lines and dramatically improved the safety of the system. In 2000-2001 the gas utility worked with its supplying pipeline to increase the pressure on its main feeder line to increase the amount of gas that it can supply to its customers. Charlottesville Gas operates as an enterprise fund, and all operational costs are financed by revenue generated through the sale of natural gas, not from tax revenues. In addition, Charlottesville Gas pays an amount, called a payment in lieu of taxes, each year into the City’s general fund. This amount is approximately equivalent to the amount it would pay in taxes to the City if it were a private entity.

Water and Sewer

Charlottesville Water and Charlottesville Wastewater also operate in the Public Utilities division of the Department of Public Works. They supply water to and collect sewage from Charlottesville residents and the University of Virginia. The Rivanna Water and Sewer Authority (RWSA) operates all treatment facilities for the City. The City and the Albemarle County Service Authority purchase treated water from Rivanna Water and Sewer Authority and sell it to their customers. The City and County also collect sewage from their customers and transport it to Rivanna Water and Sewer Authority for treatment. RWSA was formed in 1973 and is governed by a five member board of directors including the City Manager, the Director of Public Works, the County Administrator, the Executive Director of the Albemarle County Service Authority and one citizen appointed jointly by the City and the County.
Water Facilities

Three water treatment plants, three reservoirs, and one diversion structure supply water in Charlottesville. The two Ragged Mountain Reservoirs and the Sugar Hollow Reservoir feed the Observatory Water Treatment Plant, for a safe yield of 5 million gallons per day (MGD). The South Rivanna Reservoir has a safe yield of 7.6 MGD and feeds the South Rivanna Water Plant with an approved capacity of 12 MGD. A small diversion structure on the North Rivanna River also feeds the system through the North Rivanna Water Plant. The average finished water storage capacity is 11.9 million gallons per day.

In 2003 the Rivanna Water and Sewer Authority undertook a study to identify alternative water supply resources. Initially, Buck Mountain Reservoir was considered as a possible alternative, but because expansion of that facility would have threatened an endangered species, the James River Spiny-mussel, the reservoir was withdrawn from the study. The final result of the study recommended running a pipeline between the South Rivanna Reservoir and the Ragged Mountain Reservoir with the capability of recharging the Ragged Mountain Reservoir. The information below outlines the timeline for the completion of the facility expansion.

- June 30, 2006 – The Rivanna Water and Sewer Authority submitted an application to the Army Corps of Engineers and to the Virginia Department of Environmental Quality for the Ragged Mountain Alternative.
- August 2007 – RWSA expects to receive all the final permits.
- August 2007 – The preliminary design of the Ragged Mountain Dam Safety Improvements is expected to be authorized.
- February 2008 – The preliminary design should be completed, and the final design of the dam should be authorized.
- October 2008 – The final design is expected to be completed and submitted to the Dam Safety Office in the Department of Conservation and Recreation.
- January 2009 – RWSA should have received all permits required prior to construction.
- January 2009 – RWSA should have received all bids and awarded all contracts.
- March 2009 – Construction on the Ragged Mountain Dam Safety Improvements should begin.
- June 2011 – The dam improvements are expected to be completed.
- The pipeline will be built in a later phase.

Wastewater Facilities

The City of Charlottesville is served by City collector and Rivanna Water and Sewer Authority interceptor sewers draining to the Moore’s Creek Wastewater Treatment Plant. Major City collectors include Emmet Street, Valley Road, Stadium, Pollack’s Branch, and 14th/15th Street. RWSA interceptors serving the City include Meadow Creek Interceptor and Moore’s Creek Interceptor.

The Moore’s Creek Wastewater Treatment Plant has a current treatment capacity of 15 MGD, although the average flow at this facility in recent years has been about 10.5 MGD. The plant can handle peak flows of up to 30 MGD for short periods by diverting sewage to 15 million gallon side-stream reservoir/equalization basin. In 2003, the Moore’s Creek Wastewater Treatment Plant (WWTP) was chosen by the Rivanna Sewer and Water Authority as the first site to implement an Environmental Management System (EMS). The goal is to eventually implement an Authority-wide EMS. On November 24th, 2004, the Moore’s Creek WWTP was accepted into the Virginia Department of Environmental Quality’s Environmental Excellence Program with an Environmental Enterprise (E2) designation.
In the early twentieth century, the City invested heavily in its storm drainage system. By the 1960’s the system was beginning to deteriorate. Until the mid-1970’s, the stormwater management program consisted of insuring that pipes were of adequate size where natural drainage ways intersected streets. In 1976, an engineering study was conducted to evaluate existing facilities. Pursuant to that study, the City began to appropriate funds annually for drainage projects, resulting in numerous improvements to the citywide drainage system.

In the early 1980’s development in the upper reaches of all watersheds, particularly Meadow Creek, began to have a noticeable effect on the frequency and degree of drainage problems. As a result of a drainage policy statement created by the City Planning Commission, City Council commissioned a study of the Meadow Creek watershed in 1984. Completed in 1985, it identified problem areas and buildings subject to flooding, and suggested improvement projects and possible retention sites. Since then, the City has developed a priority list of possible drainage projects across the City, along with funding recommendations. A neighborhood drainage program has also been developed to help address smaller problems, and additional funding for drainage has been provided in the City’s Capital Improvements Program. In 1995, City Council created a full-time storm drainage crew. This crew’s primary responsibility is to systematically clean and flush all storm drainage facilities to keep the system clear and fully functioning.

In 2006 there were approximately 102 miles of storm drainage pipes within the City of Charlottesville, although a few miles of that pipe network do not belong to the City. There were 5,838 stormwater structures in the City. Approximately 20% of the pipe network is Corrugated Metal Pipe and Vitrified Clay Pipe, both of which are in appropriate materials for the current system.

The present storm drainage system in the City of Charlottesville is overburdened, and the issue of stormwater management is receiving increasingly more attention in City politics. The City is on the verge of a paradigm shift. Current City code considers stormwater a waste product that should be hidden from view and removed from Charlottesville as quickly as possible, but the new ordinances are moving toward seeing stormwater as a valuable resource and amenity that can benefit City residents. Thus, the City is beginning to move away from traditional storm drainage systems and towards more sustainable methods. The City is also considering creating a stormwater utility that charges households a certain small monthly fee based on the square footage amount of impervious surfaces on their property.

### Electricity

Electricity in Charlottesville is provided by Dominion Virginia Power, a privately-owned utility that services portions of Virginia and North Carolina. In Virginia, Dominion Virginia Power has eleven major power stations, which use oil, coal, water and nuclear energy or a combination of these to generate electricity throughout the system. All generating stations are tied together through a grid of transmission lines. Dominion Virginia Power maintains a power delivery office in Charlottesville that serves 59,000 customers located in the City of Charlottesville, Albemarle County, and a portion of Fluvanna County.

### Telecommunications

Residents in Charlottesville have numerous options for telephone service. Embarq, the company that purchased Sprint, provides local telephone service. Charlottesville residents have several options for their long distance carrier. Multiple companies offer dial-up and cable internet service, and the Charlottesville area is covered by several cellular phone companies. Most of the Downtown Mall and a few other areas in the City now have Wi-Fi service, and this amenity is expanding into other areas of the City.
Solid Waste Management

The Public Service division of the Charlottesville Department of Public Works provides solid waste collection and disposal to all residential sites in the City through a contract with Waste Management. Commercial sites may choose to use the City’s waste collection services or they may elect to hire a private company to collect and dispose of their waste. Residential areas are provided curbside collection service once a week, while commercial areas (Downtown Mall, West Main Street, and the University Corner) are provided curbside service 6 days per week. Dumpster customers elect a level of service 1 to 6 times per week depending on their needs and are billed monthly based on the size of their containers and the frequency of collection. The City collects large items from curbside customers for a fee up to two times a year upon request. The City also provides certain seasonal services such as free leaf collection in late October and a Christmas tree pick-up in January.

Within Central Virginia, the City’s solid waste management program is unique. The City has implemented a variety of measures to proactively reduce the amount of materials that go to the landfill. In 1992, the City implemented a volume based user fee program for all refuse collection. Curbside customers either purchase a sticker to be placed on each bag of trash set on the curb for collection or an annual decal to be placed on a trash container. In order to promote recycling and reduce waste, the City provides each customer with a free recycling bin, and through a contract with Allied, plastic, glass, metal, aluminum, and paper recyclables are collected at no extra cost on the same day as regular trash collection. The City also offers containers and recycling collection service at no cost to multi-family residential units and complexes within the City. The theory behind the program is that the combination of free recycling collection and pay-to-throw trash collection provides residents with an incentive to reduce the amount of trash they throw away by increasing the amount of materials they recycle.

The Ivy Landfill handles domestic refuse, construction debris, tires, appliances, and asbestos. In order to preserve the useful life of the landfill, the City instituted the aggressive recycling program that is still in place today. In February 1991, the Rivanna Solid Waste Authority, a joint authority governed by representatives from the City and County, assumed ownership and operation of the Ivy Landfill. All operations of the Authority are funded through tipping fees charged to users. In May of 1994, the Ivy Landfill opened a Household Hazardous Waste Collection Center that operates on certain Saturdays each month. The Rivanna Solid Waste Authority also operates a drop-off recycling center on McIntire Road, which receives a large assortment of materials including cardboard and mixed paper which are not collected in the City’s curbside collection program. At one time, all refuse collected in the City and the County was disposed at the Ivy Landfill located in Albemarle County. However, burial of trash at the Ivy Landfill has ceased, and very little of the City’s trash is still taken there. Instead, the majority of the City’s trash goes to a transfer station in Zion’s Crossroads, where it is then transported to a mega-landfill in eastern Virginia.
There are a number of issues and needs that should be addressed to make Charlottesville an even better place to live. In order to ensure the City’s future vitality, solutions to these challenges must be found or the City could face serious erosion of its economic strength in the future. While the above-mentioned challenges are confined geographically to the City, the health and vitality of the City, or lack thereof, has a tremendous impact on the region as a whole. The long-term success of the community at large will rest on how well we can work together to address these and other problems.

### Issues and Needs: Parks and Recreation

Since the 1970’s there has been a slow decline in support for capital facility investments made during that decade and a low level of commitment to keeping up with the trends in recreational facility needs and programs needs of the community. The City has made some specific plans regarding specific parks or programs, but these plans did not comprehensively address all the issues facing parks and recreation services and the needs of residents. The most recent Parks and Recreation Needs Assessment, completed in November 2005, was a comprehensive evaluation of these matters and identified the following issues that the City must address.

**Parks, Recreation Centers, Pools & Amenities**
- The City needs to bring existing parks and facilities up to a level that all residents can be proud of. The first priority is to upgrade existing parks, recreation facilities, pools, and park amenities to modern design standards, which includes improvements to natural areas.
- Design standards that focus on pedestrian circulation, image, color, lighting, signage, safety, visibility, natural habitat, parking and landscape should be created.
- The City needs a lifecycle asset maintenance plan in place to update existing parks and amenities throughout the community.
- Consistent maintenance standards need to be developed and implemented.
- The different types of parks—urban, neighborhood, and community parks—need to be distributed equitably throughout the City. The western portion of the City is deficient in City-owned public space, though the University provides open and green spaces in those areas.
- Existing trails need to be linked to an overall system that allows people to move through the City freely without high concentration with cars.
- The trail planning efforts should be expanded and made to be signature linear parks.
- The City needs to coordinate with the County to provide sports fields for the regional population.
- Practice fields need to be improved to take the pressure off competition fields.
- Because most of the existing community and recreation centers serve very few people and cannot serve a wide age group of users in one setting, they are a high cost experience. They need to be redesigned in order to maximize the City’s investment.
- Recreation facility hours need to be extended to meet industry standards for parks and recreation sys-
tems.

- To fulfill City Council’s and the City Manager’s goal of making Charlottesville one of the country’s healthiest cities, there is a desire for a large, public, multi-generational indoor recreation facility(s) to serve Charlottesville and Albemarle.
- Excluding the pool at Washington Park, the outdoor pools in the park system are outdated and should be updated; in the case of the small fill-and-drain pools, they should be removed and replaced with water playgrounds.
- Lighting and court surfaces for amenities such as tennis courts, outdoor basketball courts, skateboard park, shelters and playgrounds are poorly maintained and in need of repair.
- The majority of the sports fields need to be enhanced with new turf, lighting, parking and fencing.

Facility Standards and Service Area Analysis
Facility Standards are guidelines that define service areas based on population that support investment decisions related to facilities and amenities. Establishing and applying facility standards achieves the following:
- Guides land requirements for various kinds of recreation facilities and amenities.
- Relates recreation needs to spatial analysis within a community-wide system of park facilities and amenities.
- Becomes a major structuring element that can be used to guide and assist facility development.
- Provides opportunities for the city to obtain proffers from development to offset deficiencies in the Standards.

Facility Standards are applied to population factors (per 1,000 persons), which are used in a gap analysis to determine if too many or too few facilities exist to serve the population. These standards are further applied to the Service Area Analysis where overlaps and gaps are identified graphically based on population densities within the service area of a specific facility or amenity. Ten equity maps were developed for the various facilities using Service Area Analysis. The recommended improvements for the City of Charlottesville as well as Albemarle County and the City combined based on these results are shown in the “Facility Standards and Gaps” tables in the Goals and Objectives section of this chapter.

Issues and Needs: Community Facilities

Charlottesville is considered a wonderful place to live, and for the most part its community facilities meet high standards. The majority of the private facilities that serve the Charlottesville Community are well-funded and are in excellent condition. Most of the City’s public buildings, including schools, are in decent or good physical condition, but because of their age, they do require routine maintenance, which is sometimes substantial. More detailed information about the physical condition of City buildings and schools can be obtained from the Facilities Maintenance Divisions of the Department of Public Works. The public and volunteer organizations that protect the public’s health and safety are confronting issues such as lack of space and outdated technology.

Educational Institutions
Most of the educational institutions that serve the Charlottesville community do not have any outstanding issues or needs. The community is well served in this field. City schools are the one facet of this category that needs attention.

City Schools
All of the City’s schools are at least thirty years old and thus require a substantial long-term investment in maintenance, although most are in good condition. The following information describes general trends of facilities needs for the City’s schools system. More detailed information can be obtained from the Facilities Maintenance Divisions of the Department of Public Works.
- Nearly every City school needs ADA improvements. The total cost of all these improvements is an estimated $1.5 million. Some existing funds are available to correct the worst.
cases, but in order to bring every school up to standard, additional funds will be needed.

• The Central Administration for the schools system is not currently operating from a centralized location. Central Administration offices are currently located at Walker Upper Elementary, Charlottesville High School, and Venable Elementary, and all three spaces are at or over capacity.

• The majority of the City's schools need replacement of their fire alarm systems, which is scheduled to occur by fiscal year 2010.

• Most schools need exterior and façade repairs and/or exterior painting and waterproofing.

• Many of the schools need renovations of their restrooms.

• A few schools have bleachers that need replacement.

• Walker Upper Elementary and Greenbrier Elementary both need roof replacements.

• Buford Middle and Walker Upper Elementary both need repairs of covered walkways.

• Clark and Venable Elementary schools both need additional parking space but lack the necessary land.

• Charlottesville High School needs an expansion of its exterior security lighting and surveillance system.

• Clark Elementary should be designated historic.

**University of Virginia**

Student housing is a major issue for the City of Charlottesville. The University only provides enough on-campus housing for approximately one-third of the total student population. Students need housing and are forced to live in Charlottesville neighborhoods. The high demand for student housing drives rent prices up because students can often afford higher monthly rents than the typical renter in the City.

**Public Buildings**

As stated above, the majority of the City's public buildings are in good repair and only require routine upkeep. However, some of the older buildings need repairs. The biggest issue facing any of the public buildings is the coming relocation of the operations currently in the City Yard.

**City Hall/Michie Annex**

City Hall and Michie Annex have certain maintenance issues associated with due to their age.

• Both need significant exterior work and interior re-finishing.

• The limestone elements on City Hall also need to be cleaned and repaired.

**City Yard**

The current industrial use of the City Yard site is inappropriate due to the site's proximity both to the Downtown Mall and to the West Main Corridor. All the facilities in City Yard are in poor to fair condition, and only essential maintenance is being performed on them.

• When all operations are relocated from the current City Yard, the site will need environmental remediation.
Courts
The current shared location of the General District Court and the Police Department is at capacity.
  • The Circuit Court needs some minor exterior and interior finish work.

Public Health and Safety
Charlottesville is currently a safe place to live. All the organizations that serve the public health and safety are able to meet the needs of the current population. However, the Police Department, the Fire Department, and the Rescue Squad all have issues concerning the adequacy of their facility space and certain aspects of their equipment and technology.

Police
Facility space is the primary issue currently facing the Police Department. When the 606 East Market Street building was retrofitted to include both the General District Court and the Police Station, the police force was much smaller and the department did not have as many equipment requirements. The lack of modern technology is another major issue for the department.
  • Spaces that are particularly inadequate include the facility room for supervisory staff, the female locker room, and the services area at the station’s entrance.
  • The Jefferson Area Drug Enforcement task force and the Neighborhood Services Bureau both need permanent, centralized locations.
  • Some of the Department’s vehicles need to be replaced by newer models with better technology.
  • Many marked police cars lack modern technology, specifically mobile video recorders and mobile data computers.
  • For the desired model of police enforcement that the Police Department is pursuing, the department needs more staff members.

Fire
Growth, tourism and new entertainment venues have increased the amount of traffic on the roads in the greater Charlottesville area, making it difficult for the Fire Department to maintain its desired response time.

Albemarle County has experienced an increase in fire calls coupled with a shortage of volunteers, meaning the County has to rely more frequently on the Charlottesville Fire Department for assistance. In an effort to seek out the most effective and efficient model of providing fire protection services to area residents, a study is currently underway to consider the creation of a joint fire department that serves both the City and the County.
  • Every home in Charlottesville needs a properly functioning smoke detector.
  • The Fire Department needs to maintain its fire apparatus replacement schedule.
  • Every fire unit needs to be equipped with mobile data computers.

Rescue
Facility space and community access are the two primary issues facing the Rescue Squad.
  • The current building that houses the Charlottesville-Albemarle Rescue Squad needs repairs, mechanical system updates, and facility upgrades.
  • The current location offers good access to the northern part of the City and to downtown, but does not allow as easy access to the southeastern and southwestern parts of the City.
  • Every rescue unit needs to be equipped with mobile data computers.

Hospitals
The coming relocation of Martha Jefferson Hospital is of deep concern to the residents in the Martha Jefferson neighborhood, especially for those who live closest to the hospital. The hospital is a source of economic strength and stability for the neighborhood, and nearby residents are nervous about what will happen to the building itself and to many of the surrounding businesses – most of which have a medical orientation – when it is vacated. Many of the buildings that surround the hospital are part of the East High Street mixed-use corridor and are zoned for commercial or mixed use development, though most of the Martha Jefferson neighborhood is single family residential.
While the land area of City of Charlottesville will not be expanding in the future, the city’s population and the service needs of these citizens will continue to grow. Such growth will strain certain facilities, services, and resources, such as clean water and landfill space. Also, as many of the City’s facilities get older, there will be an increasing need for funds to properly maintain them.

### Water and Sewer

Both the water and wastewater systems in the City need improvement. In some areas of the City, portions of the water and wastewater systems are currently over capacity, and thus cannot satisfactorily accommodate new growth, including by-right development. For the past several years, the City has been spending $1.5 million per year replacing galvanized water and service lines, which are prone to leaking, and making other water line replacements. The Public Utilities Division has also had to fund $1.5 million per year of wastewater system improvements that reduce the amount of unwanted water that enters the system and reduces its capacity to transport and treat wastewater. The sources of this extraneous water include groundwater getting in through leaky joints and connections (infiltration) and inappropriate direct connections (inflow) such as roof drains, sump pumps, and foundation drains. The City is currently implementing the recommendations from a draft study of the capacity of the water system. The planned projects from that report are shown below.

Water: Planned projects for 2008-2012 include the following:

<table>
<thead>
<tr>
<th>WL8</th>
<th>Project #</th>
<th>Nature of Improvement</th>
<th>Diameter (in.)</th>
<th>Length (ft.)</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>Replace Ex. 4&quot; Oxford Rd. from Rugby Rd. to Oxford Pl.</td>
<td>6&quot;</td>
<td>2070</td>
<td>$217,350</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>New connection from Angus Rd. (Ex. 12&quot;) &amp; Holiday Dr. (Ex. 6&quot;)</td>
<td>6&quot;</td>
<td>170</td>
<td>$17,850</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total:</strong></td>
<td><strong>2240</strong></td>
<td></td>
<td><strong>$235,200</strong></td>
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### WL9 - Railroad boring group

<table>
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<tr>
<th>WL9</th>
<th>Project #</th>
<th>Nature of Improvement</th>
<th>Diameter (in.)</th>
<th>Length (ft.)</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>New connection from 15th St. (Ex. 6&quot;) to Grove St. (Ex. 18&quot;)</td>
<td>6&quot;</td>
<td>625</td>
<td>$99,125</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>New Connection from Maywood to Grove Ave (18&quot; extended)</td>
<td>6&quot;</td>
<td>350</td>
<td>$75,750</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>New connection from Douglas Ave. to 10th St., NE &amp; E. Market St.</td>
<td>6&quot;</td>
<td>850</td>
<td>$170,250</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>New connection from 6th &amp; Levy to Water St &amp; Main</td>
<td>12&quot;</td>
<td>750</td>
<td>$135,750</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total:</strong></td>
<td><strong>2575</strong></td>
<td></td>
<td><strong>$480,875</strong></td>
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<table>
<thead>
<tr>
<th>WL10</th>
<th>Project #</th>
<th>Nature of Improvement</th>
<th>Diameter (in.)</th>
<th>Length (ft.)</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>New connection from Warren Ln. &amp; Meadowbrook to Ex. 2&quot; west of Meadowbrook</td>
<td>6&quot;</td>
<td>180</td>
<td>$15,300</td>
<td></td>
</tr>
</tbody>
</table>
The City has also identified 9 sanitary sewer basins that are likely to receive the majority of future development in Charlottesville. As funding becomes available the City plans to evaluate the basins where it is expected that sanitary sewer capacity issues may exist presently or in the future. In high density development areas where the sanitary sewer lines are currently at or over capacity, there is the potential for systems to overflow, manholes to surcharge, and untreated sewage to contaminate the City’s surface and groundwater. Much of the sanitary sewer system is currently unstudied, though some evaluation projects are underway and being planned. Due to the lack of funding, several areas of the sanitary sewer system are still unscheduled for evaluation. The sanitary sewer improvement projects that are proposed over the next 5 years are shown below.

**Sewer: Planned projects for 2007-2012 include the following:**

<table>
<thead>
<tr>
<th>Project #</th>
<th>Nature of Improvement</th>
<th>Diameter (in.)</th>
<th>Length (ft.)</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stadium Phase I</td>
<td>Replace existing Terra Cotta Sewer from Mulberry Ave. to 5th Street, SW</td>
<td>16-30”</td>
<td>5080</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Stadium Phase II</td>
<td>Replace existing Terra Cotta Sewer on north side of Moore’s Creek from Avon St. to Quarry Park</td>
<td>36”</td>
<td>3800</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Stadium Phase III</td>
<td>Replace existing Terra Cotta Sewer from 5th Street, SW to Avon Street</td>
<td>30-36”</td>
<td>3800</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Valley Road</td>
<td>Replace existing Terra Cotta Sewer from JPA and Valley to 5th Street, SW</td>
<td>16-30”</td>
<td>8400</td>
<td>$4,000,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td></td>
<td><strong>21080</strong></td>
<td><strong>$12,500,000</strong></td>
</tr>
</tbody>
</table>
The Stadium Sanitary Sewer Collector Phase I project was under construction in 2006-2007. Design for Stadium Sanitary Sewer Collector Phase II & III was underway in 2006-2007 with construction anticipated for 2007-2009. Valley Road Collector Sanitary Sewer is a potential future project that serves the UVA Medical area and areas of JPA Neighborhood and Fifeville Neighborhood.

**Storm Drainage:** The City’s current storm drainage system is overburdened, and the system needs substantial reinvestment in order to keep pace with the City’s recent and expected pattern of new development and the creation of impervious surfaces. The problems in stormwater drainage are Citywide.

- Portions of the storm drainage infrastructure in the City are constructed of inappropriate material and are failing and need replacement.
- The failing sections have been creating sinkholes, which has occupied the stormwater management crew to the extent that they have been unable to concentrate on their primary function, which is continuous flushing and cleaning of the storm drainage system.
- The Stormwater Flusher Truck is a 1995 model and no longer produces adequate pressure. The truck needs to be replaced.

**Solid Waste Management**

- Since trash is collected from individual commercial sites in the Downtown area on a daily basis, there is constantly trash on the streets, which is unsightly.
- In the summer heat, the smell of refuse permeates through the entire downtown area.

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**Goals and Objectives**

The following information addresses the issues and needs of many of Charlottesville’s community facilities. Goals and objectives are statements intended to guide policy-making and implementation in order to solve the various needs and issues the community may have. Not every facility described in the earlier part of the chapter has goals and objectives associated with it because not all the facilities have issues that need to be addressed.

**Goals and Objectives: Parks and Recreation**

Figure 2 presents the recommended Facility Standards and the representative facilities for projected population in 2010 for the City. Figure 3 presents the recommended Facility Standards and the representative facilities for the City and County combined.

**Goal I: Upgrade existing park and recreation infrastructure to modern standards and improve natural areas.**

Objective A: Develop and apply system-wide design standards.

Objective B: The overall aesthetics of park sites should be improved through signage, landscaping, parking lots, and safety improvements including area lighting and trash receptacles.

Objective C: Establish a lifecycle maintenance improvement plan for park and recreation facilities.

Objective D: Encourage acquisition of natural areas, particularly along existing trails, into park system through developer contributions fee simple purchase.

Objective E: Create resource management plans to support and maintain natural areas as well as create a new core recreation service in environmental education to teach and educate users on the value
of these natural areas.

Objective F: Update recreation amenities such as tennis courts, outdoor basketball courts, the skateboard park, picnic shelters, sports fields and playgrounds, and refurbish existing restrooms and drinking fountains. The pools in the park system, excluding the Washington Park Pool, should be updated or evaluated for conversion to spray grounds.

**Goal II: Promote efficient use of all park properties and recreation facilities.**

Objective A: Evaluate the level of productivity of each park and recreation facility based on cost per acre to maintain, capacity of use, and cost per experience in each facility.

Objective B: Create an updated master plan for each underperforming park.

Objective C: Implement program changes for all underperforming recreation facilities.

Objective D: Redesign or consider eliminating underperforming recreation facilities to maximize the City's investment.

Objective E: Enhance multimodal access to parks.

**Goal III: Adopt customized park and recreation facility standards that support a livable community for the City and its partnering agencies, and perform consistent maintenance on all parks and recreation facilities.**

Objective A: Implement the facility standards that have been agreed upon and that support the recreation needs of the community and region.

Objective B: Establish the appropriate level and role the City of Charlottesville will play in meeting the desired facility standards, and seek the support of other service providers in order to determine their appropriate role in meeting the desired standards.

Objective C: Communicate the facility standards to users to demonstrate facilities that are needed and that the City is meeting the standards desired by the community in some areas.

Objective D: Establish maintenance standards for all park types, trails, and recreation facilities in the system.

Objective E: Determine the number of person-hours, the supplies equipment, and the budget maintenance operation dollars needed to achieve the desired outcome.

Objective F: Communicate the maintenance standards the Department is striving for to users of parks and recreation facilities.

**Goal IV: Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities.**

Objective A: Fully implement the Greenway Trails Plan that has been approved by City Council. Tie the sidewalks that can connect to trails into the County’s Greenways Plan.

Objective B: Customize all park and recreation facilities to connect them to the community through appropriate design and through amenities that have wide age segment appeal.

Objective C: Enhance existing signature facilities and develop new ones to increase the image value and the perception of Charlottesville and to create a sense of pride in the community.

Objective D: Increase pedestrian and bike connec-
Objective E: Encourage land acquisition along trail corridors to ensure permanent use as trail and ability to manage land as park space and green infrastructure resource.

**Goal V: Develop trails that are sensitive to the community’s environmental systems and cultural and historic resources.**

Objective: Ensure that all new trails and trail improvements are designed within the context of surrounding natural systems to minimize negative impacts on environmental systems and cultural and historic resources by formalizing natural environment-focused trail system guidelines for trail design, trail construction materials, and trail maintenance and improvements. Trail guidelines should avoid large trees and their root zones, steep slopes and environmentally sensitive areas such as wetlands and use native plants and trees when restoring disturbed areas or creating new trails.

**Goal VI: Promote the green infrastructure benefits that trail systems provide to the public and to stakeholders.**

Objective A: Increase communication and cooperation between the City of Charlottesville, Albemarle County, the University of Virginia, interest groups, developers and the public concerning the need for environmentally sensitive trail development.

Objective B: Engage residents, schools, community organizations, businesses and other groups in trail planning, construction, adoption, maintenance and improvement efforts.

Objective C: Develop information materials and trail signage that highlight the characteristics of natural resources and cultural and historic areas located along trail systems in the city.

**Goal VII: Create a RecRider Program for recreation youth in the City.**

Objective: Establish recreation routes during the summer and on Saturday nights during the school year using the City's transportation authority.

**Goal VIII: Create balance and accessibility for all types of parks and facilities across the City.**

Objective A: Visually demonstrate the level of equity in place by park and facility types with GIS mapping.

Objective B: Reduce inequities over the next ten years.

Objective C: Make existing and future parks and recreation facilities ADA accessible.

**Goal IX: Develop and implement program standards as they apply to core programs and services, including strong education and family ethics.**

Objective: Develop program budgets around program standards.

**Goal X: Implement policies that will create a more cost-effective parks and recreation system.**

Objective A: Create a revenue policy and philosophy that supports users investing in themselves based on the level of exclusivity they receive above a general taxpayer.

Objective B: Determine the true cost of services for programs and facilities, and create a cost recovery goal for each program.

Objective C: Facilities should be designed to produce revenue to offset operating costs.

**Goal XI: Obtain the facility standards recommended by the Service Area Analysis in the 2005 Needs**
### Assessment Report.

**Objective A:** Acquire 5 acres of land for use as community parks to be located in the areas of the community where they are lacking.

**Objective B:** Add 2 diamond grass fields and 2 rectangle fields to the parks and recreation network.

**Objective C:** Add 6 playgrounds to the parks and recreation network.

**Objective D:** Add 1 basketball court to the parks and recreation network.

**Objective E:** Add 9 miles to the current trail system in the parks and recreation network.

**Objective F:** Add 2 picnic shelters for reservation to the parks and recreation network.

**Objective G:** Add 4 soccer fields in the parks and recreation network.
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City of Charlottesville Inventory</th>
<th>School Sites Inventory</th>
<th>Total Current Inventory</th>
<th>Charlottesville Current Service Level Based on City Inventory</th>
<th>National Guideline Service Level</th>
<th>Recommended City Standard</th>
<th>Surplus/Deficit</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>Neighborhood Parks (Acres)</td>
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<td>54.3</td>
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<td>2 acre/1,000</td>
<td>2.0 acre/1,000</td>
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<tr>
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<td>143.4</td>
<td>3.5 acres/1,000</td>
<td>1 acre/1,000</td>
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<td>27</td>
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<td>1 pool/ 20,000</td>
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<td>4</td>
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<td>27</td>
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<td>1 hole/4,500</td>
<td>1 hole/ 1,500</td>
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<td>3.62</td>
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<td>13</td>
<td>4</td>
<td>17</td>
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<td>1 field/5,000</td>
<td>1 field/ 2,400</td>
<td>Meets Standard</td>
<td></td>
</tr>
<tr>
<td>Diamond Grass Fields</td>
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<td>2</td>
<td>4</td>
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<td>1 field/7,000</td>
<td>1 field/ 7,000</td>
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<td>5</td>
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<td>1 field/10,000</td>
<td>1 field/ 8,000</td>
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<td>14</td>
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<td>1 field/ 2,500</td>
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<tr>
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<td>1</td>
<td>1</td>
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<tr>
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<td>1</td>
<td>1 site/40,745</td>
<td>1 site/50,000</td>
<td>1 site/ 50,000</td>
<td>Meets Standard</td>
<td></td>
</tr>
<tr>
<td>Skate Parks</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1 site/40,745</td>
<td>1 site/50,000</td>
<td>1 site/ 50,000</td>
<td>Meets Standard</td>
<td></td>
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<tr>
<td>Recreation Centers (Sqare Feet)</td>
<td>29,300</td>
<td>0</td>
<td>29,300</td>
<td>1.1 sf/person</td>
<td>1 sf/person</td>
<td>1.5 sf/person</td>
<td>Need 32,000 sf</td>
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<td>17,277</td>
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<td>n/a</td>
<td>0.5 sf/person</td>
<td>0.5 sf/person</td>
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<tr>
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<td>32,200</td>
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<td>1.0 sf/person</td>
<td>Need 8,600 sf</td>
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Figure 2. Recommended Facility Standards and Gaps for Charlottesville
### Figure 3. Recommended Facility Standards and Gaps for City and County Combined

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City of Charlottesville and City Schools Inventory</th>
<th>Albemarle County and County Schools Inventory</th>
<th>Total Current Inventory</th>
<th>National Guideline Service Level</th>
<th>Recommended City Standard</th>
<th>Surplus/Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks (Acres)</td>
<td>54.26</td>
<td>0</td>
<td>54.26</td>
<td>0.4 acres/1,000</td>
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<td>School Parks (Acres)</td>
<td>143.4</td>
<td>750</td>
<td>593.4</td>
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<td>1 acres/1,000</td>
<td>3.9 acres/1,000</td>
</tr>
<tr>
<td>Community Parks (Acres)</td>
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<td>114.7</td>
<td>231.5</td>
<td>1.9 acres/1,000</td>
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<tr>
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<td>2040</td>
<td>2442.3</td>
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<td>10 acres/1,000</td>
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</tr>
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<td>3621.46</td>
<td>29.0 acres/1,000</td>
<td>15 acres/1,000</td>
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</tr>
<tr>
<td>Tennis Courts</td>
<td>19</td>
<td>36</td>
<td>55</td>
<td>1 court/2,270</td>
<td>1 court/5,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Outdoor Basketball</td>
<td>26.5</td>
<td>31</td>
<td>57.5</td>
<td>1 court/12,171</td>
<td>1 court/2,500</td>
<td>Need 26 courts</td>
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<td>Playgrounds</td>
<td>2</td>
<td>45</td>
<td>47</td>
<td>1 site/1,734</td>
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<td>Outdoor Pools</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>1 pool/41,620</td>
<td>1 pool/20,000</td>
<td>Need 3 pool</td>
</tr>
<tr>
<td>Spray/Wade Pools</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>1 pool/24,975</td>
<td>n/a</td>
<td>Need 20 sites</td>
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<tr>
<td>Golf (Holes)</td>
<td>27</td>
<td>0</td>
<td>27</td>
<td>1 hole/4,625</td>
<td>1 hole/5,000</td>
<td>Need 56 Public Holes</td>
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<tr>
<td>Trails Soft Surface (Miles)</td>
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<td>27.75</td>
<td>32.11</td>
<td>0.26 miles/1,000</td>
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<tr>
<td>Trails Hard Surface (Miles)</td>
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<td>200</td>
<td>5.62</td>
<td>0.05 miles/1,000</td>
<td>0.4 miles/1,000</td>
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<tr>
<td>Diamond Skinned Fields</td>
<td>17</td>
<td>31</td>
<td>48</td>
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<td>1 field/5,000</td>
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<tr>
<td>Diamond Grass Fields</td>
<td>4</td>
<td>10</td>
<td>14</td>
<td>1 field/8,920</td>
<td>1 field/7,000</td>
<td></td>
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<tr>
<td>Diamond Lit Fields</td>
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<td></td>
</tr>
<tr>
<td>Dog Parks</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1 site/62,430</td>
<td>1 site/50,000</td>
<td>Need 1 site</td>
</tr>
<tr>
<td>Skate Parks</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1 site/124,857</td>
<td>1 site/50,000</td>
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<tr>
<td>Recreation Centers (Square Feet)</td>
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<td>29,300</td>
<td>0.2 sf/person</td>
<td>1 sf/person</td>
<td>Need 158,000 sf</td>
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<td>41,060</td>
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<td>Need 21,400 sf</td>
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<td>0</td>
<td>n/a</td>
<td>0.5 sf/person</td>
<td></td>
</tr>
<tr>
<td>Indoor Pools (Square Feet)</td>
<td>32,200</td>
<td>0</td>
<td>32,200</td>
<td>0.3 sf/person</td>
<td>0.5 sf/person</td>
<td></td>
</tr>
</tbody>
</table>

Legend:
- **Surplus/Deficit**
  - **Need** indicates the number of acres or additional facilities needed to meet the recommended standard.
  - **Exceeds Standard** indicates that the current service level exceeds the recommended standard.

City of Charlottesville
Comprehensive Plan
Community Facilities

Educational Institutions

City Schools
GOAL I: Improve and maintain Charlottesville’s public school facilities to continue providing an excellent education to Charlottesville students.

Objective A: Procure the necessary funding to complete the renovations and improvements that will bring all City school in ADA compliance.

Objective B: Find a centralized location with adequate space to host the school system’s Central Administration offices.

Objective C: Complete all needed renovations, repairs, and replacements according to Facilities Maintenance Division’s system of prioritization.

Public Buildings

City Yard
GOAL II: Create and maintain a modern facility to host the operations of the Department of Public Works.

Objective A: Develop a schedule for the relocation of all operations that are currently in the City Yard. Upon the relocation of current operations, the site should undergo environmental remediation.

Objective B: Re-develop the site according to a more appropriate use or sell it.

Public Health and Safety

Police Department
GOAL III: Secure adequate facility space, equipment, and staff for the Police Department and its operations to continue providing safety and protection to Charlottesville residents.

Objective A: Consider relocating the Police Department to a larger, more modern facility. If this is not feasible, consider relocating the General District Court and allowing the Police Department to expand into that space, or consider renovating the vacant, useable space two floors under the Police Department for the Department’s use.

Objective B: Obtain permanent, centralized locations should be found for the Jefferson Area Drug Enforcement task force and for the Neighborhood Services Bureau.

Objective C: Purchase and implement needed technology.

GOAL IV: Provide efficient and effective police protection.

Objective A: Increase community support and awareness through public safety announcements.

Objective B: Evaluate the benefits of consolidating the Charlottesville Police Department with Albemarle County’s department.

Fire
GOAL V: Continue to provide excellent fire protection service and fire prevention education service to The City of Charlottesville, the University of Virginia, and portions of Albemarle County.

Objective A: Maintain the response time
standard of within 5 minutes 90% of the time in the City. The increased traffic generated from growth, tourism and entertainment venues should be overcome, and the Department should effectively collaborate with the implementation of traffic calming measures.

Objective B: Provide supplementary support to the Charlottesville Albemarle Rescue Squad. They have identified an increase in call volume coupled with a shortage in volunteers.

Objective C: Insure that every home has a properly functioning smoke detector outside every sleeping area. Also insure that all public buildings meet building codes and that they are maintained for life safety according to the fire prevention code.

Objective D: Develop funding sources to implement an effective fire apparatus replacement schedule to insure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.

Objective E: Achieve an Insurance Service Office Class 1 and thus further reduce the City’s insurance premium for the Fire Department.

Objective F: Complete a Facilities Master Plan for the Fire Department to evaluate the proposals for an addition to headquarters and for the construction of a new station near UVA.

Rescue
GOAL VI: Continue to provide excellent rescue service to the Charlottesville-Albemarle community.

Objective A: Resolve the current issues of facility space, adequacy, and quality to allow the department to continue to expand its membership.

Objective B: Develop a strategy to address the issue of City-wide and County accessibility so that a quick response time can be maintained.

Objective C: Develop funding sources to maintain an effective rescue apparatus replacement schedule to insure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.

Goals and Objectives: Utilities and Public Services

Water and Sewer
GOAL I: Improve the water system infrastructure to provide efficient water service to Charlottesville residents. Consideration for increasing density within the City should be addressed as part of any improvements.

Objective A: Maintain, repair, and replace water lines where necessary.

Objective B: Continue to implement the recommended improvements for capacity, fire protection, and redundancy of systems through looping lines from the RWSA Draft Report on the Urban Finished Water System Facilities Plan.

Objective C: Insure that all applications for increased density are analyzed to discern adequate water capacity early in the review.

GOAL II: Improve wastewater infrastructure to provide effective and efficient sanitary sewer services to residents, to accommodate the zoned
densities in the City, and to protect public health and environmental quality.

Objective A: Map and inventory the existing infrastructure, assess the condition of these facilities, and identify actions that can be taken to improve the conditions of the wastewater network, especially the capacity of the network in prime development areas.

Objective B: Emphasize the annual maintenance of wastewater facilities and continue to identify and to complete improvement projects that could include increasing the size of pipes to enlarge the system’s capacity, relocating main lines that were built on private property, or building new main lines to extend the system.

Objective C: Complete replacement of approximately 2.5 miles of the Stadium Sanitary Sewer Connector line from Quarry Park to Mulberry Avenue as scheduled.

Objective D: Develop and implement a plan to increase the capacity of the 14/15th St. line. There is evidence that this line is currently over-capacity and will be receiving significant additional flow from recently completed developments (between 2005 and 2007), developments currently under construction, and planned development in this area.

Storm Drainage
GOAL III: Improve stormwater infrastructure to protect the public from flooding due to extreme stormwater volumes and velocities and to protect public health by reducing contaminants in stormwater runoff.

Objective A: Develop a strategy to assess infrastructure needs, prioritize solutions for repair, upgrade, and improvement of the city’s stormwater infrastructure, and create a long term program for routine inspection and maintenance. The failing portions of the pipe network should be replaced, and the necessary maintenance technology should be purchased and implemented.

Objective B: Identify stormwater hazards such as flooding and drainage problems that may be threatening people and property and seek hazard mitigation funds to repair or prevent safety hazards.

Objective C: Ensure that landowners protect and maintain existing stormwater best management practices by educating property owners, as well as residents of condominiums and planned unit developments, about existence of best management practices and by including their locations on property deeds and in city records.

Objective D: Increase the city’s staff levels in order to enforce the Water Protection Ordinance provisions for erosion and sediment control, illicit discharges and performance of best management practices in order to prevent off site transport of sediments and contaminants that can negatively impact water quality and exacerbate flooding and property damage.

Objective E: Reduce stormwater runoff problems from existing sites that lack stormwater treatment by requiring a reduction in overall imperviousness and by seeking new opportunities for stormwater infiltration when sites are rezoned (e.g. 10-20 % reduction). Also encourage retrofits on existing properties to address stormwater management in established neighborhoods. Innovative measures including but not limited to rain gardens, cisterns and rain barrels should be considered.
Objective F: Create a permanent funding mechanism to solve stormwater problems. Study options for funding mechanisms such as bonding, fee structures and financial incentives and make recommendations to city decision makers.

Objective G: Investigate and evaluate opportunities for daylighting waterways that are currently piped to allow for a more natural means of containing stormwater runoff.

GOAL IV: Reduce and prevent impacts from polluted stormwater runoff through voluntary and incentive programs for government agencies, businesses, developers and residents.

Objective A: Establish incentives for voluntary pollution prevention measures on private property by creating a new award category within the Planning Commission’s awards that recognizes developers who go beyond minimum standards and requirements for pollution prevention and who restore natural habitats.

Objective B: Establish incentives for homeowners and neighborhoods by creating a new award category within the Planning Commission’s awards that recognizes residents who add environmental improvements to their yards such as native plant landscaping, rain gardens, green rooftops, cisterns and other stormwater prevention and mitigation measures.

Objective C: Showcase the city’s commitment to environmental quality and educate citizens about environmental protection by pursuing demonstration projects on city property and providing educational signage and web links to environmental projects across the city. Utilize schools, city buildings, the downtown mall, parks and other city properties to demonstrate these environmentally sustainable technologies.

Objective D: Create a list of specific stormwater mitigation projects and locations that are needed throughout the city for developers or others to implement or construct as proffers or for use by the city in planning for future capital improvement projects.

Objective E: Increase and improve City, County and UVA cooperation on watershed and stormwater management. The City Streams Task Force includes all three entities but other mechanisms should be sought to increase intergovernmental planning on stormwater management. Identify physical opportunities for joint City, County and UVA stormwater management projects (in addition to the existing regional stormwater pond).

Solid Waste Management

GOAL V: Maintain a sanitary City while preserving its aesthetic qualities.

Objective A: Consider designating several collection stations around the Downtown for daily trash collection rather than having it collected at multiple individual locations.
Conclusion

For a period of time, Charlottesville invested heavily in its infrastructure, and many of its parks, facilities, and utilities are excellent. Most neighborhoods have access to a variety of community facilities and recreational facilities as evidenced by the maps 10-1 and 10-2. However, it should be remembered that Charlottesville began developing as a City over 200 years ago. Much of the infrastructure is aging and in need of extensive maintenance. The City is reaching the time when it needs to reinvest in its assets to keep Charlottesville a desirable place to live. The City should focus on maintenance as well as expansion of infrastructure.
This chapter will outline the strategies that Charlottesville will employ to accomplish the goals and policies outlined in the previous chapters of the Comprehensive Plan. The implementation strategy includes the following:

- Land Use Strategies to be employed during the 25 year planning time frame to address the needs and goals articulated in the plan.
- Policies to be adopted that support community values and that define priorities regarding specific needs addressed in the plan. These policies and priorities will give direction to local government officials in implementing the plan. Primary emphasis here is on the land use plan.
- A Short Term Work Program for the purpose of scheduling specific actions the local government intends to take during each of the next five years.

**City Council Guiding Principles**

All implementation policies, strategies and actions should be based on the City’s Guiding Principles. Those are restated here:

**The Charlottesville Community**

- Has safe neighborhoods with identifiable centers with strong social fabric.
- Has accessibility to safe public transportation, alternative modes of transportation and interconnected pedestrian and bicycle access.
- Values trees, parks, green space, stream and biodiversity as adding to the appearance and livability of the City.
- Values and provides quality education for all ages, vocations and abilities.
- Provides housing opportunities with a diversity of style, scale, price, financing and location.
- Has open and accessible government and institutions that cooperate to provide quality services economically and operate through an open democratic process.
- Has a strong diversified economy with opportunities for entrepreneurship and a diversity of jobs.
- Balances the natural and built environments and practices sustainability in its decisions.
- Reaches across jurisdictional lines for regional progress.
- Values mixed use development that promotes 24 hour activity, pedestrian connectivity, and transit use.
- Promotes an intellectual climate that values arts and culture.
Implementation Strategy

The City Council has taken the guiding principles and work they have done to determine their vision and a set of vision principles to guide their decision making. These are in line with the previously stated guiding principles and are consistent with those principles. Council will use those and this plan for guidance in their decision process.

Recommendations and Action

Following are recommended implementation steps to accomplish the changes proposed by the plan. These take two forms, Land Use Policies and map updates and short term actions. The land use changes include specific land use map changes, zoning changes, and a new Land Use Map. Short term actions are those things that can be accomplished during the next five years.

Land Use Policies

Land use policies that will be used to guide development are as follows:

Land use policies should support:

A. A reduction in our reliance on passenger (especially single-passenger) vehicles into and through our city by promoting:
   1. Compact development that minimizes the need to drive.
   2. A mix of integrated community uses – housing, shops, workplaces, schools, parks, civic facilities (within walking or bicycling distance).
   3. Human scaled development that is pedestrian friendly.
   5. Home based occupations and work that reduce the need to commute.

B. A reduction of activities that encroach upon nature by:
   1. Guiding development to existing developed areas and minimizing development in outlying, undeveloped areas.
   2. Maintaining a well defined “edge” that is permanently protected from development.
   3. Remediating and redeveloping brownfield sites and other developed lands that suffer from environmental or other constraints.
   4. Preserving and enhancing natural ecosystems.
   5. Creating financial and regulatory incentives for infill development; eliminating disincentives.

C. Meeting human needs fairly and efficiently by eliminating disproportionate environmental burdens and pollution experienced by historically disadvantaged communities.

D. Creating livable neighborhoods by:
   1. Reducing conflicts between University and neighborhoods by focusing University related high density housing in most appropriate areas.
   2. Maintaining higher density zoning along corridors to create transit demand and reduce pressure to neighborhoods.
   3. Implementing a schematic based land use regulation to create development that preserves and enhances specific neighborhood character.
   4. Encouraging development that is sensitive to adjacent neighborhood concerns.

E. Creating jobs and providing economic development opportunities by:
   1. Encouraging the redevelopment of unde-
rutilized properties, particularly in the Downtown, Emmet Street, Preston and Cherry areas.
2. Providing parking to support business development.
3. Encouraging mixed use development in corridors that will support business uses because of higher density housing in close proximity to the businesses.

Land Use and Zoning Changes

Land use changes in Charlottesville have been studied in great detail over the last several years. Particularly with the Neighborhood Protection Study (mid 1990’s) there were changes to protect the character of neighborhoods by changing zoning to conform to the existing character of neighborhoods. Most of these changes were in the Ridge Street, Fifeville, and Belmont Neighborhoods. Other land use changes recommended in the Commercial Corridor Study (2001) primarily create more mixed-use development opportunities and increase residential densities in the commercial corridors.

Land use issues identified in previous planning process and studies here for current applicability, can be generally categorized in three areas:

• Issues associated with student housing and development around the University and the medical facilities;
• Issues associated with the desire for more mixed use development along commercial corridors including greater residential density that will facilitate transit use and remove pressure for high density residential from neighborhoods;
• The desire to protect residential neighborhoods from encroachment by unwanted and incompatible uses and changes that will de-stabilize the neighborhood.

Changes were recommended by the neighborhoods during the neighborhood planning process. The recommended land use maps on the following pages include those recommended land use changes deemed appropriate by the Planning Commission. For clarity, the land use and zoning changes map is presented by sectors. These changes are recommended with the intent to balance neighborhood needs with private property rights.

Eastern Sector
Changes proposed in the eastern sector include:

E1 – South Street from Ridge Street to 2nd Street, West is currently included in the Downtown Corridor. That designation which allows nine story buildings is not appropriate in this area of historic homes. The proposal is to study this area for a more appropriate zoning classification that will permit less intense zoning.

E-2 – Martha Jefferson Hospital is moving to Pantops. This area should be studied for future zoning.

E-3 – The East High Street corridor has not experienced development since the 2003 Zoning Ordinance was adopted. Because some aspects of the 2003 Zoning Ordinance may be inhibiting development, the corridor should be studied to determine whether any zoning changes should be made.

Northern Sector
Changes proposed in the northern sector include:

N-1, N-2 – Both of these changes include changing land use and/or zoning to residential from manufacturing. This area has developed as residential uses and the manufacturing zoning is not compatible.

Western Sector
Changes proposed in the western sector include:

W-1 – Much of the Fry’s Spring Neighborhood is zoned for two-family residential but the predominant use is single-family residential. This proposal changes the area south of the railroad to single family.
W-2 – While the zoning for this parcel was changed to R-1S on the 2003 Zoning Map, the LUP designation remained Two Family. The LUP change of this area to Single Family corrects that.

**South Central Sector**  
Changes proposed in the south central section include:

SC-1 – The transition zone was created by City Council in 2000 in response to neighborhood concerns. It has not worked as intended and it is proposed to study the zoning for change to a more appropriate classification or classification.

SC-2, SC-3, SC-4 – These changes are intended to recognize the inconsistent zoning in the Ridge Street Historic District and change to a more appropriate single-family classification.
EASTERN SECTOR
PROPOSED ZONING AND LAND USE CHANGES

NEIGHBORHOOD DEVELOPMENT SERVICES
FEBRUARY 2007
NORTHERN SECTOR
PROPOSED ZONING AND LAND USE CHANGES

NEIGHBORHOOD DEVELOPMENT SERVICES
FEBRUARY 2007
WESTERN SECTOR
PROPOSED ZONING AND LAND USE CHANGES
SOUTH CENTRAL SECTOR
PROPOSED ZONING AND LAND USE CHANGES

NEIGHBORHOOD DEVELOPMENT SERVICES
FEBRUARY 2007
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Key Actions

Key actions are those recommendations that should be undertaken within the next five years. This work program should be updated each year as the plan is reviewed. There are other activities not shown here, undertaken by the City and others that will also further the plans of the City.

Land Use and Urban Design

1. ACTION: Assure the protection and preservation of the environment by monitoring development through enforcement of all land use ordinances and a better system of bonding performance
   - Source: Neighborhoods
   - Parties Responsible: Neighborhood Development Services, Planning Commission, City Council
   - Estimated Cost: N/A
   - Timeframe: Continuing

2. ACTION: Use Planned Unit Development for large sites and Infill SUP for small sites to allow flexibility and protection during development
   - Source: Neighborhoods
   - Parties Responsible: Neighborhood Development Services
   - Estimated Cost: N/A
   - Timeframe: Continuing

3. ACTION: Revise the zoning ordinance and the zoning map to make consistent with the land use plan and to implement neighborhood recommendations as shown earlier in this chapter.
   - Source: Neighborhoods
   - Parties Responsible: Neighborhood Development Services, Planning Commission, City Council, City Attorney, City Manager’s Office
   - Estimated Cost: N/A
   - Timeframe: 10/07

4. ACTION: Determine if a historic district is feasible in the Martha Jefferson Area
   - Source: Neighborhoods

5. ACTION: Increase the number of rehabilitated and re-used historic structures by actively encouraging developers to use rehabilitation tax credits
   - Source: Neighborhood Development Services
   - Parties Responsible: Neighborhood Development Services, Assessor’s Office
   - Estimated Cost: N/A
   - Timeframe: Ongoing

6. ACTION: Rehabilitate residences not registered as historic by utilizing provisions such as the residential tax abatement program
   - Source: Neighborhoods
   - Parties Responsible: Neighborhood Development Services
   - Estimated Cost: N/A
   - Timeframe: Ongoing

7. ACTION: Work with the University to address creative means for reducing the numbers of cars brought into the community by students.
   - Source: Neighborhoods
   - Parties Responsible: Neighborhood Development Services, UVA, City Council
   - Estimated Cost: N/A
   - Timeframe: As soon as possible

8. ACTION: Explore parking alternatives for new
downtown residential uses and existing downtown residential uses that have been developed without parking. These could include satellite parking lots and shared car programs.

Source: Planning Commission, City Council
Parties Responsible: Neighborhood Development Services
Estimated Cost: N/A
Timeframe: Fall 2008

10. ACTION: Provide for public/private partnerships to provide parking in publicly-owned facilities on West Main Street
Source: Parking Study
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: As opportunities are available

Economy

1. ACTION: Coordinate with Community Attention to plan Summer Youth Employment Program
Source: Strategic Plan
Parties Responsible: Economic Development, Social Services
Estimated Cost: Undetermined
Timeframe: Fall 2008

2. ACTION: Work with Virginia Initiative for Employment not Welfare (VIEW) to employ all non-exempt residents of Temporary Assistance for Needy Families (TANF) at least 30 hours of work per week
Source: Strategic Plan
Parties Responsible: Economic Development, Social Services
Estimated Cost: Undetermined

3. ACTION: Coordinate with the local media and CATEC, PVCC and the construction industry to publicize jobs for trade professions
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: Ongoing

4. ACTION: Establish One Stop Center to obtain resources and assistance for job search and small business establishment.
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: Ongoing

5. ACTION: Create a scholarship program to encourage workforce development in key areas
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: Ongoing

6. ACTION: Develop a technology-based incubator program in downtown Charlottesville
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: Ongoing

7. ACTION: Maintain contact with UVA agencies associated with technologies and encourage them to seek opportunities to locate in the City
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: N/A
Timeframe: Ongoing

8. ACTION: Offer a Business Development Program to aid new and existing businesses
Source: Strategic Plan
Parties Responsible: Economic Development
Estimated Cost: Undetermined
Timeframe: Ongoing
9. ACTION: Develop and implement a marketing effort to attract both technology savvy firms and individuals to Charlottesville
   Source: Strategic Plan
   Parties Responsible: Economic Development
   Estimated Cost: Undetermined
   Timeframe: Ongoing

10. ACTION: Host an event that provides access to the state and regional agencies that help businesses
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

11. ACTION: Fund the Small Business Development Center to provide counsel and assistance to new and emerging businesses, as well as access to State and Federal assistance
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

12. ACTION: Develop a unique resource product in the form of a CD for business start-ups to utilize
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

13. ACTION: Partner with MJH leadership to analyze potential and market the site so that redevelopment benefits the City
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

14. ACTION: Work with developers on infrastructure and plan review requirements to expedite development in Hydraulic Hillsdale area
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

15. ACTION: Secure a grocery store development near the downtown mall area
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

16. ACTION: Development partnerships and marketing cooperatives for the expansion of arts & entertainment, cultural, and historical visits
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

17. ACTION: Facilitate bringing interested groups together to develop a web-based calendar of community events and entertainment
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

18. ACTION: Consider a plan for a new parking facility downtown, near West Main Street, or in Downtown Extended to support greater density in conjunction with coordinated planning to enhance bus service or add a street car system.
    Source: Strategic Plan
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing

19. ACTION: Partner with UVA and other adjacent property owners for implementation of the West Main Street Plan
    Source: UVA
    Parties Responsible: Economic Development
    Estimated Cost: Undetermined
    Timeframe: Ongoing
20. **ACTION:** Develop plans and process to move ahead with development of City Lot and coordinate with adjacent CPC lot development on Water ST.  
*Source:* Strategic Plan  
*Parties Responsible:* Economic Development, Public Works  
*Estimated Cost:* Undetermined  
*Timeframe:* Ongoing

21. **ACTION:** Finalize a long term solution to the location for the City Farmer’s Market  
*Source:* Strategic Plan

**Historic Preservation**

1. **ACTION:** Educate current and potential property owners of historic resources about the history and significance of their properties by devising and implementing an educational program to notify these individuals if the property is in a historic district or is individually designated as a historic property.  
*Source:* Neighborhoods  
*Parties Responsible:* Neighborhood Development Services  
*Estimated Cost:* Undetermined  
*Timeframe:* Ongoing

2. **ACTION:** Support and coordinate with the Charlottesville Historic Resources Task Force and other local historic groups in their efforts to promote appreciation of local historic resources  
*Source:* Neighborhoods  
*Parties Responsible:* Neighborhood Development Services  
*Estimated Cost:* N/A  
*Timeframe:* Ongoing

3. **ACTION:** Provide information about appropriate design options for expanding types of historic houses that frequently occur in Charlottesville  
*Source:* Neighborhoods  
*Parties Responsible:* Neighborhood Development Services  
*Estimated Cost:* $20,000

4. **ACTION:** Identify and make available incentives to encourage historic preservation by disseminating information regarding Federal and State rehabilitation tax incentives  
*Source:* Neighborhoods  
*Parties Responsible:* Neighborhood Development Services  
*Estimated Cost:* $2,000  
*Timeframe:* Ongoing

5. **ACTION:** Continue the BAR’s annual preservation awards, especially in ADC districts  
*Source:* Neighborhoods  
*Parties Responsible:* Board of Architectural Review, Neighborhood Development Services  
*Estimated Cost:* $500  
*Timeframe:* Annually

6. **ACTION:** Continue the Planning Commission’s annual awards that may include recognition of exceptional Entrance Corridor designs  
*Source:* Neighborhoods  
*Parties Responsible:* Planning Commission, Neighborhood Development Services  
*Estimated Cost:* $500  
*Timeframe:* Annually
7. **ACTION:** Provide technical assistance or referrals to other sources for property owners regarding architectural, historical or financial questions.  
   **Source:** BAR  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

8. **ACTION:** Inventory and evaluate all historic resources in the City in order to identify properties and districts that should be protected by local ordinance  
   **Source:** Neighborhoods  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** $50,000 (much under contract)  
   **Timeframe:** Spring 2009

9. **ACTION:** Conduct architectural and historic surveys in the following neighborhoods in order of priority to be determined by City Council: Neighborhoods for consideration at this time include: Fifeville, 10th & Page, Starr Hill, North Belmont, Martha Jefferson, Fry’s Spring, Woolen Mills  
   **Source:** 1994 Historic Resources Plan  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Under Contract  
   **Timeframe:** Spring 2009

10. **ACTION:** Identify and survey additional properties that may qualify for Individually Protected Property designation. Include sculptures, landscapes, and archaeological sites in addition to buildings. Prioritize any significant archaeology sites for funding for future surveys.  
    **Source:** BAR, Preservation Piedmont  
    **Parties Responsible:** Neighborhood Development Services  
    **Estimated Cost:** Undetermined  
    **Timeframe:** Undetermined

11. **ACTION:** Reevaluate and adjust ADC District boundaries every five (5) years  
    **Source:** Neighborhood Development Services  
    **Parties Responsible:** Neighborhood Development Services  
    **Estimated Cost:** N/A  
    **Timeframe:** 2012

12. **ACTION:** Protect the existing character, stability, and scale of older neighborhoods by devising a Conservation District to prevent inappropriate demolition and encroachments  
    **Source:** BAR  
    **Parties Responsible:** Neighborhood Development Services, City Attorney, Planning Commission, Board of Architectural Review  
    **Estimated Cost:** N/A  
    **Timeframe:** July 2007

13. **ACTION:** Pursue National Register and Virginia Landmarks Register status for all future local historic districts  
    **Source:** Neighborhood Development Services  
    **Parties Responsible:** Neighborhood Development Services  
    **Estimated Cost:** N/A  
    **Timeframe:** 3 Years

14. **ACTION:** Consider protection for representative examples of Charlottesville’s most significant architecture of the recent past  
    **Source:** CTS  
    **Parties Responsible:** Neighborhood Development Services  
    **Estimated Cost:** N/A  
    **Timeframe:** Ongoing

15. **ACTION:** Evaluate transportation decisions for their impact on historic districts and individually designated properties  
    **Source:** Neighborhoods  
    **Parties Responsible:** Neighborhood Development Services  
    **Estimated Cost:** N/A  
    **Timeframe:** Spring 2007
16. **ACTION**: Review the historic preservation plan, historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed  
   **Source**: 2001  
   **Parties Responsible**: Neighborhood Development Services  
   **Estimated Cost**: N/A  
   **Timeframe**: 2012

17. **ACTION**: Encourage sustainable and green building designs as complementary goals to historic preservation  
   **Source**: Neighborhood Development Services  
   **Parties Responsible**: Neighborhood Development Services  
   **Estimated Cost**: N/A  
   **Timeframe**: Ongoing

### Housing

1. **ACTION**: Continue to maintain, improve and grow the city’s housing stock by preserving the quality and quantity of existing housing stock  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services, City Council  
   **Estimated Cost**: Undetermined  
   **Timeframe**: Ongoing

2. **ACTION**: Promote the renovation/rehabilitation and expansion in size of existing units as a means of ensuring neighborhood stability  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services, City Council  
   **Estimated Cost**: N/A  
   **Timeframe**: Ongoing

3. **ACTION**: Encourage the use of the city’s Tax Exemptions for Home Improvement Program as an incentive for residents to renovate or add-on to their homes  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services, City Council, Tax Assessor  
   **Estimated Cost**: N/A  
   **Timeframe**: Ongoing

4. **ACTION**: Create a local network to inform property owners about sustainable building practices and how they can improve their buildings’ longevity and affordability  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services, Planning Commission, Tax Assessor  
   **Estimated Cost**: N/A  
   **Timeframe**: Ongoing

5. **ACTION**: Create programs to encourage the use of sustainable technologies on and in existing homes to improve environment and render units more affordable and attractive to future homebuyers  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services, Planning Commission  
   **Estimated Cost**: N/A  
   **Timeframe**: Ongoing

6. **ACTION**: Develop a working partnership with PHA and TJPDC’s Fair Housing and Universal Design staff members regarding current design review standards  
   **Source**: Neighborhoods  
   **Parties Responsible**: Neighborhood Development Services
7. **ACTION:** Provide affordable housing initiatives to meet the needs of owners and renters with varying levels of income eligibility by establishing an Affordable Dwelling Unit Program to give a density bonus to developments that voluntarily set aside a percentage of total units as affordably priced
   
   **Source:** Neighborhoods
   **Parties Responsible:** Neighborhood Development Services, City Council, Planning Commission
   Estimated Cost: N/A
   Timeframe: Ongoing

8. **ACTION:** Encourage mixed-income housing developments
   
   **Source:** Neighborhoods
   **Parties Responsible:** Neighborhood Development Services, City Council, Planning Commission
   Estimated Cost: N/A
   Timeframe: 2008

9. **ACTION:** Facilitate the development and maintenance of partnerships between public, private, and non-profit housing providers and lenders within the City and the Regional Planning District Commission
   
   **Source:** Neighborhoods
   **Parties Responsible:** Neighborhood Development Services, TJPDC, City Council
   Estimated Cost: N/A
   Timeframe: Ongoing

10. **ACTION:** Explore creating tax incentives for mixed-use projects being proposed/developed in (designated) corridors
    
    **Source:** Neighborhoods
    **Parties Responsible:** Neighborhood Development Services, City Council, Planning Commission, City Attorney
    Estimated Cost: N/A
    Timeframe: Ongoing

11. **ACTION:** Expand the supply of housing in appropriate locations within the City to increase abilities to walk and use public transit, to support families with children, to sustain local commerce and to decrease student vehicle use
    
    **Source:** Neighborhoods
    **Parties Responsible:** Neighborhood Development Services, Planning Commission, City Council
    Estimated Cost: N/A
    Timeframe: 2009

12. **ACTION:** Stimulate housing development where increased density is desirable and strive to coordinate those areas with stronger access to employment opportunities, transit routes and commercial services.
    
    **Source:** Neighborhoods
    **Parties Responsible:** Neighborhood Development Services, Planning Commission, City Council
    Estimated Cost: N/A
    Timeframe: Ongoing

13. **ACTION:** Encourage the University to develop programs to assist with faculty and staff housing needs
    
    **Source:** Neighborhoods
    **Parties Responsible:** Planning Commission, City Council, UVA
    Estimated Cost: N/A
    Timeframe: Ongoing

14. **ACTION:** Set affordability benchmarks for the development of units for low and moderate income residents. Work with the City’s Housing Advisory Committee (HAC) to establish, and annually review, a set of Affordability Design Standards
    
    **Source:** Neighborhoods
    **Parties Responsible:** Planning Commission, City Council, Housing Advisory Committee
    Estimated Cost: N/A
    Timeframe: Ongoing
15. ACTION: Promote long-term affordability of units by developing mechanisms like deed restrictions and covenants for their initial sale and later resale.
   Source: Neighborhoods
   Parties Responsible: Planning Commission, City Council, City Attorney
   Estimated Cost: N/A
   Timeframe: 2007

16. ACTION: Support an increase of funding appropriated for new and existing housing programs, including local Housing Trust/Investment Funds.
   Source: Neighborhoods
   Parties Responsible: Planning Commission, City Council, City Manager, Housing Advisory Committee
   Estimated Cost: Undetermined
   Timeframe: 2007

17. ACTION: Support and expand the City’s Tax Relief programs to accommodate the needs of low-income households, seniors and those with disabilities. Explore legislation for differentiating between residential and commercial tax rates
   Source: Neighborhoods
   Parties Responsible: City Council, City Attorney
   Estimated Cost: N/A
   Timeframe: 2008

18. ACTION: Expand the range of transitional and supportive housing options by providing physical and financial support to programs serving the homeless and near-homeless populations
   Source: Neighborhoods
   Parties Responsible: CRHA, City Council, Housing Advisory Committee
   Estimated Cost: N/A
   Timeframe: Ongoing

19. ACTION: Establish an office of the City’s Housing Coordinator to execute the City’s housing goals outlined above.
   Source: Neighborhoods
   Parties Responsible: Neighborhood Development Services
   Estimated Cost: TBD
   Timeframe: Fall 2007

20. ACTION: The City Housing Coordinator’s office shall serve as an information clearinghouse for anyone who is interested in housing issues in our City by compiling and making available to developers, realtors, prospective residents, and other interested parties information on City neighborhoods, projects, programs, opportunities and incentives.
   Source: Neighborhoods
   Parties Responsible: Neighborhood Development Services, CRHA
   Estimated Cost: $10,000
   Timeframe: Ongoing

21. ACTION: The City Housing Coordinator’s office shall establish procedures for determining housing conditions and prepare an annual report
   Source: Neighborhoods
   Parties Responsible: Neighborhood Development Services, CRHA
   Estimated Cost: TBD
   Timeframe: Ongoing

22. ACTION: The City Housing Coordinator’s office shall create a comprehensive city-wide database of housing information, including use of data from the “State of Housing Report” to collect housing data and integrate it into the city’s GIS system
   Source: Housing Task Force
   Parties Responsible: Neighborhood Development Services
   Estimated Cost: TBD
   Timeframe: Ongoing

23. ACTION: The City Housing Coordinator’s office shall serve to refer buyers who are interested in pur-
chasing within the city known resources within the community which may include the center at Piedmont Housing Alliance

Source: Neighborhoods
Parties Responsible: Neighborhood Development Services, CRHA
Estimated Cost: N/A
Timeframe: Ongoing

24. ACTION: The City Housing Coordinator’s office shall actively market the city as a desirable and potentially affordable place to live.

Source: Neighborhoods
Parties Responsible: Neighborhood Development Services
Estimated Cost: N/A
Timeframe: Ongoing

25. ACTION: Adopt a Tax Abatement Program for houses and mixed use buildings that become or are developed as 30% more energy efficient than statewide building code. (As advocated by Citizen Committee for Sustainable Design; enabling legislation passed by General Assembly this year; reported, front page, Daily Progress, May 6, 2007.)

Source: 2006 State of Housing Report
Parties Responsible: Planning Commission, City Council, Housing Advisory Committee
Estimated Cost: Undetermined
Timeframe: Ongoing

26. ACTION: Identify privately or institutionally-owned land or properties which would be suitable for development or creative redevelopment for affordable or mixed income housing projects and support partnerships with private or non-profit entities to create affordable housing.

Source: 2006 State of Housing Report
Parties Responsible: Planning Commission, City Council, Housing Advisory Committee
Estimated Cost: Undetermined
Timeframe: Ongoing

27. ACTION: Support the use of tax credit proposals submitted by private developers within the locality to create affordable rental units. The chances of success for such projects are enhanced greatly when localities contribute their support.

Source: 2006 State of Housing Report
Parties Responsible: Planning Commission, City Council, Housing Advisory Committee
Estimated Cost: Undetermined
Timeframe: Ongoing

28. ACTION: Encourage the University to work in partnership with developers to produce workforce housing projects either for rent or purchase by providing assistance to potential residents or by land leases where the University would retain land but get the benefit of providing housing near its jobs.

Source: 2006 State of Housing Report
Parties Responsible: Planning Commission, City Council, Housing Advisory Committee
Estimated Cost: Undetermined
Timeframe: Ongoing

Transportation

1. ACTION: Develop strategy to reduce the number of single occupancy vehicle trips (SOV) and increase the number of alternative mode trips. Explore increased residential density along corridors and alternative mass transit from Park and Ride lots at the City Limits.

Source: Planning Commission
Parties Responsible: Planning Commission, City Council, NDS
Estimated Cost: Undetermined
Timeframe: Ongoing

2. ACTION: Explore changes to parking standards and operation that will reduce vehicle trips and increase alternative mode use.

Source: Planning Commission
3. ACTION: Connect residential, business, recreational, educational, environmental and social/cultural destinations by creating a continuous system of public trails to provide transportation and recreation options around and throughout the City.

Source: Planning Commission
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department
Estimated Cost: Undetermined
Timeframe: Ongoing

4. ACTION: Create new linkages and opportunities to improve safety and connectivity to destinations beyond City limits. Actively work with the MPO to develop origin-destination data.

Source: Planning Commission
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department
Estimated Cost: Undetermined
Timeframe: Ongoing

5. ACTION: Continuously examine commuting trends to determine where commuting links are needed. This could include enhancement of the park and ride system.

Source: Neighborhood Development Services, Parks & Recreation, Planning Commission
Parties Responsible: Neighborhood Development Services, Charlottesville Transit Service, Parks & Recreation
Estimated Cost: Undetermined
Timeframe: Ongoing

6. ACTION: Connect off-road trail system to on-street bike lanes and sidewalks

Source: Parks & Recreation Department
Parties Responsible: Parks & Recreation Department
Estimated Cost: Undetermined

7. ACTION: Apply standards of Chapter 4 of the Charlottesville Bicycle and Pedestrian Master Plan and “Multi-use trail design standards” in the City Standards Manual to: Erosion Control, Trail Shoulders, Pedestrian bridges and underpasses, Trail intersections with roadways, and Trail Amenities.

Source: Parks & Recreation Department, Neighborhood Development Services
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department
Estimated Cost: N/A
Timeframe: Ongoing

8. ACTION: Increase communication and cooperation between City, County, University, interest groups, developers, and the public for both recreation and transportation trails.

Source: Community
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department, Planning Commission, City Council
Estimated Cost: Undetermined
Timeframe: Ongoing

9. ACTION: Increase regional mode-split opportunities by actively participating in the establishment of the Regional Transit Authority and encouraging bicycle, pedestrian and transit connections, including attention to Sunday and after dark bus service, between the County, UVA and City. Continue to expand transit service and increase ridership.

Source: Transit
Parties Responsible: Neighborhood Development Services, Transit
Estimated Cost: Undetermined
Timeframe: Undetermined

10. ACTION: Actively explore the role a streetcar can play as a primary transportation element along the Main Street corridor and Emmet Street to encourage economic development and more residential density close to Downtown and the University of Virginia.
with shared financing by the City, University, Commonwealth of Virginia, Federal Highway Administration and property owners.  
  
Source: City Council  
Parties Responsible: Neighborhood Development Services, Transit  
Estimated Cost: Undetermined  
Timeframe: Undetermined

11. ACTION: Develop a travel demand management plan for the City of Charlottesville.  
  
Source: Planning Commission  
Parties Responsible: Neighborhood Development Services, Transit  
Estimated Cost: Undetermined  
Timeframe: Undetermined

12. ACTION: Continue to expand the City’s Intelligent Transportation System to include communications to all traffic signals, coordination of traffic signals in corridors where appropriate, installation of weather stations, installation of variable messages signs and transit preemption.  
  
Source: Planning Commission, Neighborhood Development Services, Public Works  
Parties Responsible: Neighborhood Development Services, Public Works  
Estimated Cost: Undetermined  
Timeframe: Undetermined

  
Source: Planning Commission, Neighborhood Development Services  
Parties Responsible: Neighborhood Development Services  
Estimated Cost: Undetermined  
Timeframe: Undetermined

14. ACTION: Establish designated truck routes within the City. Explore limiting truck size on Main Street during prime business hours.  
  
Source: Planning Commission, Neighborhood Development Services  
Parties Responsible: Neighborhood Development Services  
Estimated Cost: Undetermined  
Timeframe: Undetermined

15. ACTION: Use Context Sensitive Design concepts in transportation projects.  
  
Source: Planning Commission  
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department  
Estimated Cost: Undetermined  
Timeframe: Undetermined

16. ACTION: Provide design features on existing roadways to improve the safety and comfort level of all users by enhancing the pedestrian and bicycle facility network, using the Safe Routes to School program in the vicinity of schools and consistently applying ADA standards to facility design. An example would be establishing planting stripes between the sidewalk and the road.  
  
Source: Planning Commission  
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department, Public Works  
Estimated Cost: Undetermined  
Timeframe: Undetermined

17. ACTION: Complete the sidewalk network using a priority system of: dual-side safe routes to all city schools; dual-side routes along all arterial and collector routes; dual-side routes to parks and public facilities; completing routes that have less than ¼ mile sections missing; mitigation rain runoff and drainage problems and citizen agreements to implement shade tree planting and maintenance programs.  
  
Source: Planning Commission  
Parties Responsible: Neighborhood Development Services, Parks & Recreation Department, Public Works  
Estimated Cost: Undetermined  
Timeframe: Undetermined
18. **ACTION:** Continue to improve ADA access by bringing existing conditions into compliance.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services, Public Works
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

19. **ACTION:** Support Thomas Jefferson Planning District in advocacy for state wide changes to transportation funding.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

20. **ACTION:** Explore the possibility of establishing a Transportation District.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

21. **ACTION:** Reduce speeding and cut-thru traffic on local streets using a comprehensive, safety-focused approach that prioritizes efforts to address the greatest safety concerns first.
   
   **Source:** Neighborhood Development Services
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

22. **ACTION:** Provide public parking to maintain the vitality of the City while using prices and locations of parking to encourage use of transit, walking, and bicycling. Meeting this demand should contribute to the community land use vision and minimize impacts to sensitive environmental resources.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

23. **ACTION:** Initiate a parking study addressing the impact of parking on the transportation network, economic vitality and transit feasibility.
   
   **Source:** Neighborhood Development Services, Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

24. **ACTION:** Encourage employers to provide incentives for employees who do not drive to work. Work with UVA officials on encouraging alternative modes of travel for students. Explore shared motor vehicle services for the Downtown and University areas.
   
   **Source:** Planning Commission
   **Parties Responsible:** City Council
   **Estimated Cost:** Undetermined
   **Timeframe:** Undetermined

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**Community Facilities**

1. **ACTION:** Upgrade existing park and recreation infrastructure by developing and applying a system-wide design standards
   
   **Source:** Parks & Recreation Department
   **Parties Responsible:** Parks & Recreation Department
   **Estimated Cost:** $7-10 million
   **Timeframe:** FY 2008- FY 2013

2. **ACTION:** Improve overall aesthetics of park sites with signage, landscaping, parking lots, and safety improvements like lighting and trash receptacles
   
   **Source:** Neighborhoods
   **Parties Responsible:** Parks & Recreation De-
3. **ACTION:** Establish a lifecycle maintenance improvement plan for park and recreation facilities  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** No cost to establish the plan; but the annual operating costs associated with this include $100,000 for equipment, $200,000 for fleet, $150,000 for amenity replacement  
   **Timeframe:** Ongoing

4. **ACTION:** Encourage acquisition of natural areas into park system through developer contributions or fee simple purchase. One example for potential exploration could be the old circus grounds property off High Street.  
   **Source:** Community  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

5. **ACTION:** Redesign or consider eliminating underperforming recreational facilities to maximize the City’s investment  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** $12.5 million  
   **Timeframe:** Ongoing

6. **ACTION:** Establish maintenance standards for all park types, trails, and recreation facilities in the system  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** Reallocation of existing resources  
   **Timeframe:** Ongoing

7. **ACTION:** Connect the park system to the community by fully implementing the Greenway Trails Plan. Tie the sidewalks that can connect to trails into the County’s Greenway Plan  
   **Source:** Neighborhoods  
   **Parties Responsible:** Neighborhood Development Services, Rivanna Trails Foundation, Public Works, City Council, Parks and Recreation  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

8. **ACTION:** Create a Rec-Rider Program which establishes recreation routes during the summer and on Saturday nights during the school year using the City’s transportation authority  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department, CTS  
   **Estimated Cost:** Undetermined  
   **Timeframe:** FY 2009

9. **ACTION:** Make existing and future parks and recreation facilities ADA accessible  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** TBD  
   **Timeframe:** Ongoing

10. **ACTION:** Add 9 miles to the current trail system in the parks and recreation network  
    **Source:** Parks & Recreation Department  
    **Parties Responsible:** Parks & Recreation Department  
    **Estimated Cost:** $2,000,000  
    **Timeframe:** FY 2009

11. **ACTION:** Implement and enforce the trail goals found in the Charlottesville Bicycle and Pedestrian Master Plan  
    **Source:** Parks & Recreation Department  
    **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
    **Estimated Cost:** Undetermined
12. **ACTION:** Ensure development codes encourage trail development  
   **Source:** Parks & Recreation Department, Neighborhood Development Services  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** N/A  
   **Timeframe:** Spring 2008

13. **ACTION:** Encourage financial support for the development and maintenance of trail systems  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

14. **ACTION:** Utilize land resources when creating trails by promoting developer contribution of land for trails  
   **Source:** Parks & Recreation Department, Neighborhood Development Services, Planning Commission, City Council  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

15. **ACTION:** Utilize riparian corridors, placing a high priority on acquiring 100-year floodplains and floodways zones for trail use  
   **Source:** Neighborhood Development Services, Planning Commission, City Council  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

16. **ACTION:** Utilize railroad corridors as rail-with or rails-to trails  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department

17. **ACTION:** Protect integrity of cultural, environmental, and historic features by conducting a study during the conceptual phase of trail alignment to assess the best type and location of trail, and determine potential impact to environment  
   **Source:** Community  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

18. **ACTION:** Ensure construction and maintenance practices minimize environmental impact when building trails  
   **Source:** Community  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

19. **ACTION:** Use native plants when restoring disturbed areas caused by construction of trails  
   **Source:** Community  
   **Parties Responsible:** Neighborhood Development Services, Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

20. **ACTION:** Ensure continued maintenance of trails by examining trail conditions and usage at regular intervals and making necessary adjustments  
   **Source:** Community  
   **Parties Responsible:** Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

21. **ACTION:** Budget for provisions of consistent funds for trail maintenance including equipment, staff, and materials.  
   **Source:** Parks & Recreation Department  
   **Parties Responsible:** Parks & Recreation Department
partment, Budget Office
Estimated Cost: Undetermined
Timeframe: Ongoing

22. ACTION: Where trails run along utility corridors, ensure trails are reconstructed to original specifications and re-vegetated
Source: Parks & Recreation Department
Parties Responsible: Parks & Recreation Department, Public Works
Estimated Cost: Undetermined
Timeframe: Ongoing

23. ACTION: Improve and maintain Charlottesville public school facilities by procuring the necessary funding to complete the renovations that will bring all City schools in ADA compliance
Source: Neighborhoods
Parties Responsible: Charlottesville School Board, City Council
Estimated Cost: $500,000
Timeframe: FY 2009

24. ACTION: Complete all needed renovations, repairs, and replacements according to Facilities Maintenance Division’s system of prioritization
Source: Neighborhoods
Parties Responsible: Charlottesville School Board, City Council
Estimated Cost: Undetermined
Timeframe: FY 2012

25. ACTION: Develop a schedule for the relocation of all operations that are currently in the City Yard.
Source: Public Works
Parties Responsible: Public Works
Estimated Cost: $45,000,000
Timeframe: FY 2010-2013

26. ACTION: Upon relocation of current operations, the City Yard should undergo environmental remediation
Source: Public Works
Parties Responsible: Public Works
Estimated Cost: $4,500,000
Timeframe: FY 2013

27. ACTION: Redevelop City Yard site to a more appropriate use or sell it.
Source: Public Works
Parties Responsible: Public Works, City Council
Estimated Cost: Variable depending on use or sale
Timeframe: FY 2013

28. ACTION: Find permanent, centralized locations for the Jefferson Area Drug Enforcement task force and for the Neighborhood Services Bureau
Source: Police Department
Parties Responsible: Police Department, City Council
Estimated Cost: Undetermined
Timeframe: 2008

29. ACTION: Purchase and implement new technology for the Police Department and its operations
Source: Police Department
Parties Responsible: Police Department, City Council
Estimated Cost: Undetermined
Timeframe: Ongoing

30. ACTION: Continue to provide excellent fire protection service by maintaining the response time standard of within 5 minutes 90% of the time in the City. Overcome increased traffic and collaborate with the implementation of traffic calming measures
Source: Fire Department
Parties Responsible: Fire Department, City Council
Estimated Cost: Undetermined
Timeframe: 2008

31. ACTION: Insure that every home has a properly functioning smoke detector outside every sleeping area. Insure that all public buildings meet building
codes and are maintained for life safety according to the fire prevention code

**Source:** Fire Department

**Parties Responsible:** Fire Department, City Council

**Estimated Cost:** Undetermined

**Timeframe:** 2008

32. **ACTION:** Consider designating several collection stations around the Downtown for daily trash collection rather than having it collected at multiple individual locations

**Source:** Downtown Merchants

**Parties Responsible:** Public Works

**Estimated Cost:** Undetermined

**Timeframe:** FY 2009

33. **ACTION:** Develop a strategy to assess infrastructure needs, prioritize solutions for repair, upgrade, and improvement of the City’s Utility infrastructure (including stormwater, water, sewer and gas)

**Source:** Public Works

**Parties Responsible:** Public Works, City Council

**Estimated Cost:** $50,000

**Timeframe:** Spring FY 2008

34. **ACTION:** Educate future property owners and residents about existence of stormwater best management improvements practices by including their locations on property deeds and in city records

**Source:** Neighborhood Development Services

**Parties Responsible:** Neighborhood Development Services

**Estimated Cost:** N/A

**Timeframe:** FY 2009

35. **ACTION:** Create a permanent funding mechanism to solve stormwater problems. Study options for funding mechanisms such as a stormwater utility

**Source:** Public Works

**Parties Responsible:** City Council

**Estimated Cost:**

**Timeframe:** FY 2009

36. **ACTION:** Establish incentives for voluntary pollution prevention measures on private property by creating a new award category within the Planning Commission’s awards

**Source:** Planning Commission

**Parties Responsible:** Neighborhood Development Services

**Estimated Cost:** $100

**Timeframe:** FY 2008

37. **ACTION:** Create a list of stormwater mitigation projects for developers/others to construct as prof- fers or for city use in planning future capital improvement projects

**Source:** Planning Commission

**Parties Responsible:** Planning Commission, Neighborhood Development Services, Public Works

**Estimated Cost:** Undetermined

**Timeframe:** FY 2009

**Environmental Sustainability**

1. **ACTION:** Provide technical assistance for homeowners and businesses, gain access to grant funds, and receive services to improve land management practices via the Thomas Jefferson Soil and Water Conservation District (TJSWCD)

**Source:** Planning Commission

**Parties Responsible:** Public Works

**Estimated Cost:** N/A

**Timeframe:** Ongoing

2. **ACTION:** Promote and participate in existing programs to accept conservation or open-space easements of forested stream-side lands to ensure permanent protection

**Source:** Planning Commission

**Parties Responsible:** Public Works, Parks and Recreation Department

**Estimated Cost:** N/A

**Timeframe:** Ongoing
3. ACTION: Remove streams from underground pipes wherever possible in order to increase aquatic habitat, groundwater infiltration and flow rates, reduce water stagnation and improve environmental aesthetics.
   Source: Planning Commission
   Parties Responsible: Public Works, Neighborhood Development Services
   Estimated Cost: N/A
   Timeframe: Ongoing

4. ACTION: Ensure no further loss of open waterways and habitats by preventing future underground piping of city streams
   Source: Planning Commission
   Parties Responsible: Public Works, Neighborhood Development Services
   Estimated Cost: N/A
   Timeframe: Ongoing

5. ACTION: Restore degraded stream buffers through voluntary planting programs and the removal of pollution and invasive plants
   Source: Planning Commission
   Parties Responsible: Public Works
   Estimated Cost: Undetermined
   Timeframe: Ongoing

6. ACTION: Repair failing sewer infrastructure in degraded stream areas and reduce sources of stream-bank erosion
   Source: Planning Commission
   Parties Responsible: Public Works
   Estimated Cost: Undetermined
   Timeframe: Ongoing

7. ACTION: Increase public stewardship of city lands and habitats through new projects and educational materials
   Source: Parks & Recreation
   Parties Responsible: Public Works, Parks & Recreation
   Estimated Cost: TBD
   Timeframe: Ongoing

8. ACTION: Examine the feasibility of adding vegetated buffer requirements to Schenk’s Branch and tributaries, Lodge Creek, Pollock’s Branch, St. Charles Creek and Rock Creek under the City’s Water Protection Ordinance
   Source: Planning Commission
   Parties Responsible: Neighborhood Development Services
   Estimated Cost: N/A
   Timeframe: FY 2008

9. ACTION: Provide an interconnected system of green space. Identify gaps in the system to provide additional habitat corridors and opportunities to implement natural habitat improvements
   Source: Planning Commission
   Parties Responsible: Neighborhood Development Services, Public Works, Parks & Recreation Department
   Estimated Cost: Undetermined
   Timeframe: Ongoing

10. ACTION: Identify, map, and protect natural areas in the city by working with the Thomas Jefferson Planning District Commission, Albemarle County, the Rivanna Trails Foundation and the Rivanna Conservation Society
    Source: Planning Commission
    Parties Responsible: Neighborhood Development Services, Public Works, Parks & Recreation Department
    Estimated Cost: Undetermined
    Timeframe: FY 2011

11. ACTION: Improve stormwater infrastructure and protect public health by developing a strategy to assess infrastructure needs, prioritize solutions for the repair, upgrade, and improvement of the City’s stormwater infrastructure
    Source: Planning Commission
    Parties Responsible: Neighborhood Development Services
    Estimated Cost: Undetermined
    Timeframe: FY 2010
12: **ACTION:** Identify stormwater hazards such as flooding and drainage problems that may be threatening people and property and seek hazard mitigation funds to repair or prevent safety hazards.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Undetermined

13: **ACTION:** Ensure that landowners protect and maintain existing stormwater facilities and practices by educating property owners, as well as residents of condominiums and planned unit developments, about the existence of these facilities and practices and by including their locations in city records.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Undetermined

14: **ACTION:** Increase city staff levels in order to enforce the Water Protection Ordinance provisions for erosion and sediment control, illicit discharges, stream buffers and performance of best management practices in order to prevent off-site transport of sediments and contaminants that can negatively impact water quality and exacerbate flooding and property damage.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

15: **ACTION:** Reduce and/or eliminate stormwater runoff problems from sites that lack stormwater treatment by requiring a reduction in overall imperviousness and by seeking new opportunities for stormwater infiltration when sites are rezoned (e.g. 10-20% reduction). Encourage retrofits on existing properties to address stormwater management in established neighborhoods with low redevelopment rates.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Undetermined

16: **ACTION:** Create a permanent funding mechanism to solve stormwater problems. Study options for funding mechanisms such as bonding, fee structures and financial incentives and make recommendations to city decision makers.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Budget Office, Neighborhood Development Services  
   **Estimated Cost:** N/A  
   **Timeframe:** Undetermined

17: **ACTION:** Create a long-term program for routine inspection and maintenance of stormwater infrastructure.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Public Works  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

18: **ACTION:** Establish incentives for voluntary pollution prevention measures on private property, for instance, by creating as a new award category within the Planning Commission’s awards for pollution prevention and habitat protection or restoration.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services, Public Works  
   **Estimated Cost:** $1000  
   **Timeframe:** Undetermined

19: **ACTION:** Establish incentives for homeowners and neighborhoods, for instance, by creating a new award category within the Planning Commission’s awards that recognizes residents who add environmental improvements to their yards such as native plant landscaping, rain gardens, green rooftops, cisterns and other stormwater prevention and mitigation measures.
20. **ACTION:** Showcase the city’s commitment to environmental quality and educate citizens about environmental protection by pursuing demonstration projects on city property and providing educational signage and web links to environmental projects across the city.

   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** $2000  
   **Timeframe:** Undetermined

21. **ACTION:** Create a list of specific stormwater mitigation projects and locations that are needed throughout the city for developers or others to implement or construct as proffers or for use by the city in planning for future capital improvement projects.

   **Source:** Planning Commission  
   **Parties Responsible:** Public Works  
   **Estimated Cost:** TBD  
   **Timeframe:** Undetermined

22. **ACTION:** Increase and improve City, County and University of Virginia cooperation on watershed and stormwater management. Identify physical opportunities for joint City, County and UVA stormwater management projects (in addition to the existing regional stormwater pond).

   **Source:** Planning Commission  
   **Parties Responsible:** Public Works, Neighborhood Development Services  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

23. **ACTION:** Study and seek to understand regional pollution sources and address problems collectively through participation in the newly formed Rivanna River Basin Commission.

   **Source:** Planning Commission  
   **Parties Responsible:** Public Works  
   **Estimated Cost:** TBD  
   **Timeframe:** Ongoing

24. **ACTION:** Plan, develop, and implement an Urban Forest Management Plan to serve as the City’s comprehensive strategy for protecting, managing, and expanding Charlottesville’s urban tree canopy on public and private lands.

   **Source:** Neighborhoods  
   **Parties Responsible:** Parks and Recreation, Neighborhood Development Services, City Council  
   **Estimated Cost:** Undetermined  
   **Timeframe:** FY 2010

25. **ACTION:** Create a mechanism for evaluating how increasing tree canopy will meet the U.S. Mayor’s Climate Protection Agreement.

   **Source:** Neighborhoods  
   **Parties Responsible:** Parks & Recreation Department, Neighborhood Development Services, City Council  
   **Estimated Cost:** Undetermined  
   **Timeframe:** FY 2009

26. **ACTION:** Building on the 2006 street tree inventory, conduct additional inventories to document the characteristics and location of the City’s street trees and urban tree canopy to inform the tree planting, adoption, and maintenance program across City neighborhoods.

   **Source:** Planning Commission  
   **Parties Responsible:** City Council, City Manager’s Office, Parks & Recreation Department  
   **Estimated Cost:** Undetermined  
   **Timeframe:** FY 2009
27. **ACTION:** Consider developing a city-owned tree nursery for saplings that will be planted throughout the City, in partnership with City residents
   
   **Source:** Planning Commission
   **Parties Responsible:** City Council, City Manager’s Office, Parks and Recreation
   **Estimated Cost:** Undetermined
   **Timeframe:** FY 2010

28. **ACTION:** Expand the City of Charlottesville’s tree planting list provided to developers to include a larger variety of tree options to ensure a diversity of species with an emphasis on native species.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** N/A
   **Timeframe:** Spring 2007

29. **ACTION:** Share information with community members about tree protection, proper maintenance and replanting opportunities and programs through brochures, workshops and city newsletters.
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** N/A
   **Timeframe:** Spring 2007

30. **ACTION:** Maximize opportunities for restoring existing trees lost to development and improving the diversity of trees on development sites by requesting that larger, native Virginia trees are selected.
   
   **Source:** Planning Commission
   **Parties Responsible:** Parks & Recreation
   **Estimated Cost:** Undetermined
   **Timeframe:** Ongoing

31. **ACTION:** Consider offering developers incentives in exchange for further tree preservation, maintenance, and or expansion of trees on sites
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Ongoing

32. **ACTION:** Educate developers and contractors about the importance of implementing protective measures for trees and tree roots prior to the construction process and strictly enforce these measures
   
   **Source:** Planning Commission
   **Parties Responsible:** Neighborhood Development Services
   **Estimated Cost:** N/A
   **Timeframe:** FY 2008

33. **ACTION:** Develop and implement management strategies over the next five years that acts upon the recommendations of the invasive species assessment and management plan developed for the Department of Parks and Recreation in 2006.
   
   **Source:** Parks & Recreation
   **Parties Responsible:** Parks & Recreation
   **Estimated Cost:** Undetermined
   **Timeframe:** FY 2013

34. **ACTION:** Provide residents and businesses with information about energy efficiency and green building programs and opportunities for energy use reduction, such as Energy Star®, Earth Craft® and LEED® through a city web site, web links to other programs and educational workshops and presentations.
   
   **Source:** Planning Commission
   **Parties Responsible:** Public Works, Neighborhood Development Services
   **Estimated Cost:** Undetermined
   **Timeframe:** Ongoing

35. **ACTION:** Develop and continually update case studies of costs and benefits associated with local building projects. Utilize graduate students or other researchers to conduct this study and to update data about cost savings
   
   **Source:** Planning Commission
   **Parties Responsible:** Public Works
   **Estimated Cost:** Undetermined
   **Timeframe:** FY 2009
36. **ACTION:** Create and promote an Ecohoods Program to help neighborhoods and streets become eco-friendly and create an annual award program for neighborhoods that achieve greatest energy use reductions per capita  
   Source: Planning Commission  
   Parties Responsible: Public Works  
   Estimated Cost: Undetermined  
   Timeframe: FY 2009

37. **ACTION:** Provide free energy audits, design ideas and technical assistance for the general public through a grant funded program or hire new city employee to run program.  
   Source: Planning Commission  
   Parties Responsible: Public Works  
   Estimated Cost: Undetermined  
   Timeframe: Undetermined

38. **ACTION:** Create a technical assistance and green business certification program for businesses that want to reduce energy usage  
   Source: Planning Commission  
   Parties Responsible: Public Works, Neighborhood Development Services  
   Estimated Cost: Undetermined  
   Timeframe: FY 2010

39. **ACTION:** Assist local schools in implementing curricula for energy conservation and green building available from the U.S. Dept. of Energy to meet standards of learning related to energy conservation  
   Source: Planning Commission  
   Parties Responsible: Public Works, Schools  
   Estimated Cost: Undetermined  
   Timeframe: FY 2009

40. **ACTION:** Create and administer a green builder certification program  
   Source: Planning Commission  
   Parties Responsible: Public Works, Neighborhood Development Services  
   Estimated Cost: Undetermined  
   Timeframe: FY 2010

41. **ACTION:** Develop policies within the city-owned natural gas utility that provides financial incentives and support for energy conservation by gas customers  
   Source: Planning Commission  
   Parties Responsible: Public Works  
   Estimated Cost: Undetermined  
   Timeframe: FY 2009

42. **ACTION:** Explore incentives such as graduated water and natural gas rates so that rates increase above a certain level of usage in order to encourage energy and water conservation (fee-bate program)  
   Source: Planning Commission  
   Parties Responsible: Public Works  
   Estimated Cost: Undetermined  
   Timeframe: FY 2010

43. **ACTION:** Consider opportunities for awarding density bonuses for those developers who commit to build LEED silver or better certified buildings  
   Source: Planning Commission  
   Parties Responsible: Neighborhood Development Services  
   Estimated Cost: N/A  
   Timeframe: FY 2008

44. **ACTION:** Add guiding principles to the Board of Architectural Review and Entrance Corridor Guidelines that encourage the use of green building practices, including energy efficient, recycled-content and locally harvested materials  
   Source: Planning Commission  
   Parties Responsible: Planning Commission, Neighborhood Development Services, Board of Architectural Review, City Council  
   Estimated Cost: N/A  
   Timeframe: FY 2008

45. **ACTION:** Amend the PUD ordinance to require that new commercial buildings achieve LEED silver certification or equivalent standards for reductions in energy usage and water conservation and that residential buildings meet Earth Craft standards or
46. **ACTION:** For Special Use Permits (SUPs) that include a request for increased density, require that the buildings achieve a LEED Silver or higher certification
   
   **Source:** Planning Commission  
   **Parties Responsible:** Planning Commission, Neighborhood Development Services, City Council  
   **Estimated Cost:** N/A  
   **Timeframe:** FY 2008

47. **ACTION:** For construction of new city buildings, require that LEED certification be attained where feasible. For all renovation projects, consider retrofitting with green technologies to reduce energy use and stormwater runoff
   
   **Source:** Planning Commission  
   **Parties Responsible:** Public Works, City Council  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

48. **ACTION:** Capture the ‘embodied energy’ of existing buildings and avoid using new materials by encouraging the adaptive re-use of existing structures.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** Undetermined  
   **Timeframe:** Ongoing

49. **ACTION:** Develop an inventory of underutilized properties within city limits and develop strategies (like rezoning and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses. Strategies may include creating a Scattered Sites Enterprise and Environment zone that will target special incentives (like free permits) to these sites.
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services, Economic Development  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

50. **ACTION:** Based on the inventory developed in Objective D1, create a coalition of local organizations that will collaborate with the city to steward the movement of these properties back into productive and sustainable uses that achieve both green building goals and social equity goals. As appropriate, create policy and financial incentives to encourage this process
   
   **Source:** Planning Commission  
   **Parties Responsible:** Neighborhood Development Services, Economic Development  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing

51. **ACTION:** Review and implement a streamlined environmental review process for all new projects and developments and improve coordination of environmental monitoring and protection efforts, including the inventory of all natural assets.
   
   **Source:** City Council  
   **Parties Responsible:** Neighborhood Development Services  
   **Estimated Cost:** N/A  
   **Timeframe:** Ongoing
Appendix One

Neighborhood Plans
Neighborhood Plan Information

On October 8, 2005, community residents and professional designers, planners and student volunteers participated in Neighborhood Design Day. The event was the kickoff for the five-year update of the neighborhood area plans.

The City’s Neighborhood Development Services Department designed and facilitated the multi-location event in partnership with the Charlottesville Community Design Center. The City of Charlottesville undertook this new and innovative neighborhood planning process in order to allow residents to envision and design the future of their neighborhoods.

In order to help participants express their vision, they were provided with detailed maps representing the City’s 11 guiding principles, broken into four major categories (Centers, Connectivity, Housing and Natural Environment), as well as a toolkit of creative solutions addressing each of these four areas. The participants in Design Day examined existing conditions to identify key ongoing issues, neighborhood assets, and future programmatic, policy and design opportunities.

The following paragraphs describe the focus of the four maps and toolkits created in accordance with the City’s guiding principles.

Centers – Guiding Principles:

- Supporting safe neighborhoods with identifiable centers and strong social fabric.
- Valuing and providing quality education for all ages, vocations and abilities, promoting an intellectual climate that values the arts and culture.
- Enjoying a strong diversified economy with opportunities for entrepreneurship and a diversity of jobs.

What Are Centers?

Centers are spaces of concentrated activity that are highly utilized by residents within a neighborhood. Centers are places that provide services, employment, community support or recreational, cultural and educational opportunities. Examples of centers are schools, commercial areas, libraries, places of worship, recreational facilities, parks and pools.

Connectivity – Guiding Principles:

- Accessing safe public transportation, alternative modes of transportation and interconnected pedestrian and bicycle access.
- Achieving mixed-use development that promotes 24-hour activity, pedestrian connectivity and transit use.

What Is Connectivity?

Connectivity refers to the network of pedestrian, bicycle, motor vehicle and transit systems. Connectivity determines how hard or easy it is to get from one place to another. Increasing connectivity includes incorporating bike lanes, sidewalks, traffic calming, transit options and pedestrian friendly spaces.
Housing – Guiding Principles:

• Providing housing opportunities with a diversity of style, scale, price, financing and location.

Environment – Guiding Principles:

• Protecting and promoting trees, parks, green space, streams and biodiversity that add to the appearance and livability of the City.

• Balancing the natural and built environments and practicing sustainability.

What Is Housing?

Housing refers to the diversity of residential dwelling units, including their style, scale, price, financing and location. Housing types range from single to multi-family, duplexes, townhouses and mixed-use buildings in which housing is combined with commercial activity. There are a variety of approaches that make housing available to people of various income levels. The unique mix that is Charlottesville can also be protected through historic preservation and design control districts.

What Is Environment?

The environment includes the natural resources that support our daily living, such as water, air, energy and vegetation. The environment also provides recreational, social and green spaces, such as parks, yards, trails and wooded/vegetated areas. The protection and preservation of these resources is essential for sustaining diversity and quality of life.

The ideas generated by the participants at Design Day were captured in notes and sketches that were then formatted and presented back to the neighborhoods for approval and comment. Once approved by their respective neighborhoods, the maps and text of the plans were then formalized and incorporated into double-sided 36" X 48" posters as well as 11"X17" booklets. Copies of each neighborhood's individual booklet and poster were distributed to all of the neighborhoods to be used as their official Neighborhood Plan. In addition, the intent is that the maps and information will prove useful as a resource when making decisions regarding the growth and future of the community. They will also serve as reminders of the ideas and goals for the neighborhoods to pursue on their own and in partnership with the City.
Impact on the Comprehensive Plan

While many of the neighborhood recommendations and concerns are unique to that neighborhood, there are quite a few common themes that run through many neighborhoods. These deal primarily with Land Use and traffic.

- Land use and zoning is a significant issue in several neighborhoods.
  - Fifeville describes changes to the Cherry Avenue Corridor to reduce the intensity of zoning along Estes Street.
  - The Woolen Mills and Belmont residents are both concerned about the industrial zoning along the railroad tracks and Carlton/Franklin Streets in the area between their neighborhoods.
  - Fry's Spring is concerned about the amount of property zoned R-2 and higher and want it downzoned to R-1 to better preserve the residential character of their neighborhood. They additionally desire the University designation to be added to their zoning to reduce pressure from students.
  - Rose Hill is concerned about properties historically zoned for manufacturing and their encroachment on a stabilizing residential community.
- Cut-through traffic is a significant concern in most neighborhoods but particularly in those on the edges of the community adjoining the county urban growth area.
- The lack of affordable housing was identified by many neighborhoods as a key concern to the quality of life in Charlottesville.
- Connectivity in many forms was identified as an issue.
- More extensive service areas and more frequent service from CTS were identified by many.
- More and wider sidewalks were identified as a priority in the community.
- Linking of neighborhoods through better access to the Rivanna Trail System was cited as a priority as were increased bike lanes.
- Continued emphasis on property maintenance and community policing were identified as areas to be addressed.
- More green space and parks were a continuing concern.

Despite the diversity of the many Charlottesville Neighborhoods, there continues to be a significant number of concerns that run through the community. All are directed towards making Charlottesville neighborhoods quality places to live.

Following are edited versions of the text of the eighteen neighborhood plans. The items included here are those concerns or recommendations that cut across neighborhood lines or are of a nature that requires inclusion in a Comprehensive Plan in order to be addressed.

These items are not necessarily planned recommendations that will generate a goal or action item, but instead many are statements of how neighbors view their community and desire to see it remain. Additionally there are changes that they would like to see over time in the neighborhood.

The reason these are appended to the Comprehensive Plan is to provide guidance to the Planning Commission and City Council as they consider Land Use and policy changes that will impact neighborhoods. The Neighborhood Plans are intended as reminders for the neighborhood of how they desire their neighborhood to evolve, and will not be adopted as part of the Comprehensive Plan. The individual items contained in the Neighborhood Plans will not appear in the Comprehensive Plan, unless a specific goal, objective or action item is prepared for them. They are provided as background information to help guide decisions in the future.
10th & Page

Centers

• Foster increased community participation. Focus on increasing involvement in the areas of Westhaven, Preston Avenue, West Street, the City Yard, and Main Street businesses and residents.
• Continue the focus on safety in the neighborhood.
• Increase education and job training in the neighborhood and city-wide, with an eye on high school education.
• Increase neighborhood signage.
• The neighborhood identifies its centers as the Masonic Social Club, Reid’s Market, the Commercial Center at 10th and West Street, the Westhaven Community Center, Washington Park, and the schools and churches in the neighborhood.
• Review and possibly change the neighborhood boundary with the Venable neighborhood (see map).
• Encourage businesses that serve the needs of the adjacent community. Examples include a drug store, hair shop, and restaurant.
• New development should address the Streetscape Plan for 10th and Page.
• Increase community and traffic enforcement on 10th Street.
• Continue to improve community policing and security through “eyes on the street” efforts. Consider initiating a Block Watch Program.
• Maintain single-family residential areas and avoid conversions to commercial or multifamily.

Connectivity

• Mitigate traffic volume and non-resident parking in the neighborhood.
• Improve pedestrian accessibility.
• There are concerns about high traffic throughout the neighborhood. Address traffic problems at the intersections of 10th and Page and 10th and West Street.
• Enhance the pedestrian crossing between the neighborhood and Washington Park.
• There is a parking problem on 10th Street. Address encroachment from the University and the Hospital employees who are parking in the neighborhood, possibly by creating parking permits zones.
• Improve the bus schedules and provide more direct routes to and from the neighborhood. There is an issue with the staging of the bus stops that block the streets, specifically at Page Street.
• Widen the sidewalks along 10th Street, plant shade trees and relocate polls or barriers.
• Reestablish pedestrian routes behind Hope Community Center (between 10th & Page and Venable School).
• Review the design of Preston Avenue to specifically improve pedestrian accessibility and traffic design. Potentially execute traffic calming measures.
• 10th, 10 1/2 and 11th streets need lighting improvements. Enhance lighting by filling in gaps for increased security neighborhood-wide.
• Articulate the edge between the 10th & Page neighborhood and the City Yard redevelopment. Potentially use the redevelopment of the City Yard as an opportunity to build better connections with surrounding neighborhoods.
• Add bike lanes on 10th Street.
• Establish connection to Main Street from West Haven (during and post-development).
Housing

- Address issues in the neighborhood with garbage pickup and maintenance, specifically focusing on fees and rates.
- Address gentrification and concerns about the rate of home-ownership. Tax assessment increases impact this neighborhood, particularly elderly residents.
- Balance rental properties with home-ownership.
- Improve the integration of Westhaven with the overall neighborhood.
- Educate the public about zoning. Rezone the Northeast quadrant of 10th Street between West and Anderson Streets from commercial to residential.
- High costs make it difficult to sustain high home-ownership rates. Add affordable housing to the neighborhood in a variety of ways such as building higher-density units, carefully placing multifamily housing, adding auxiliary units to single-family houses, duplexes or town homes and promoting wage programs, offering financial assistance and utilizing the skills of affordable housing organizations.
- Preserve the current housing stock without inappropriate restrictions upon homeowners.
- Promote green building strategies.
- Focus mixed-use at the City Yard, Westhaven, and West Street. Provide an opportunity for resident input prior to the development.
- Explore and expand on nontraditional housing models such as those currently happening in the city (ecoMOD, solar house, urban habitats).
- Advocate for an affordable housing component in all new development in the neighborhood. Create incentives to make this happen.

Environment

- Implement street cleaning.
- Work toward a valuable park within the neighborhood that is well lit, safe, and observable.
- Supplement street planting on 10th St with trees; extend planting to streetscape connecting 10th & Page with Washington Park.
- Build pocket parks for play and picnics.
- Improve street and gutter cleaning.
- Porches are valued spaces in the neighborhood.
- Enhance the neighborhood by reinstating the Venable field connection.
- Recapture and reveal the watershed by daylighting Schenk’s Branch and creating a greenway. Bring a Rivanna Trail Foundation connection through the neighborhood along the restored streambed and ensure that the path is well lit and safe. This path can double as a pedestrian connection between UVA and downtown.
- Improve the drainage at the railroad overpass on the east side of the neighborhood.
Centers

- The neighborhood considers itself to be three neighborhoods because of the nature of its topography. Each one should have centers.
- The neighborhood considers its centers as Greenleaf Park, two block party locations, Crow pool and Walker Upper Elementary School.
- Most of the centers in the neighborhood are located around the edges of the neighborhood, not in the middle.
- Implementing a community watch program is an opportunity to increase safety.
- The incorporation of mixed uses can increase visibility and eyes on the street.
- Create a smaller block watch program.
- There is light pollution within the neighborhood, analyze light wattages and potentially reduce. More streetlights are needed but not brighter streetlights.
- Increase safety through design and maintenance: Rental houses need maintenance, snow removal enforcement, vegetation control, and more and better lighting.
- There is a need for longer, flexible hours at Crow Recreation Center.
- There is a need for a day care center in the community.
- A New Center Proposed – which includes the clean up and creation of a pocket park at the end of Meadowbrook Road between Barracks and Spotswood Road.

Connectivity

- Decrease traffic and increase safety on Rugby Road by improving the bike lanes, ensuring pedestrian safety and enforcing speed limits.
- In regards to traffic calming, the residents desire a comprehensive professional study to look at safe alternatives.
- The neighborhood wants a balance of different modes of transportation (multi-modal).
- Create sidewalks only on streets that neighbors want them.
- If the city is not pursuing sidewalk construction, a paint stripe along the roadside to narrow the vehicular roadway and provide a designated area to walk would be a cheaper alternative.
- Speeding is an issue that compromises pedestrian safety. Correlate speed limit with the presence of sidewalks to increase walkability and bikeability.
- Rose Hill Drive needs new crosswalk
- Create a better traffic flow and better connectivity at Rose Hill Drive near Preston.
- Indicate crosswalks with paint or surface texture. In general there is a need for better maintenance of crosswalks. Use reflective paint to make lines more visible.
- Re-evaluate speed limits. Other potential traffic calming measures include speed humps and one-way streets.
- Create pedestrian and bicycle connections to McIntire Park in general and from Greenleaf Park following the stream corridor.
- Connect Greenleaf Park to McIntire Park through a possible pedestrian bridge over 250.
- Create pedestrian and bicycle connections as well as an additional bus line from neighborhood to Barracks Road Shopping Center and Emmet St.
- Improve the biking situation in Charlottesville.
- Downsize Dairy Road and install a better traffic calming design.
- Mitigate any potential impacts from Meadowcreek Parkway on Rugby Avenue.
- Improve the bus system by coordinating the University buses and CTS, placing a bench at each bus stop, combining the School bus and CTS stops and using smaller buses that make more frequent trips and run longer hours.
Housing

- Promote home-ownership opportunities in the neighborhood.
- Educate renters, landlords and homeowners on processes and procedure involving property maintenance.
- Add a mix of uses to the neighborhood. Bring housing into mixed-use redevelopment of Rose Hill Drive, near Red Cross/Health Center
- Encourage owner occupation, not just student rental.
- Allow R1A which allows affordability. R-1 Zoning - accessory units seen as means of maintaining affordability in neighborhood. Residents were relieved to find out about the zoning change to R-1.
- Provide off-street parking.
- Create benevolent watchdog group for rental owners.
- Increase affordability by renovating brick ranchers for seniors through City grants.
- Implement design guidelines.
- Provide better public notice of adjacent property owners about development projects (i.e. either a posting or letter)
- There is a discrepancy between assessment grouping and actual housing value.

Environment

- Develop community gardens.
- Possibly start a wetland garden in McIntire Park and Washington Park.
- Identify trees to increase the diversity of planting and landscaping.
- Increase storm drain maintenance and drainage enforcement.
- Install demonstration water gardens.
- Provide a plant list and education on City website.
- Allow and promote porous paving.
- Provide City funding for purchasing materials for rainwater harvesting. (Note that the City already reimburses for low-flow toilets).
- Create program for garden debris recycling.
- Publicize, expand and improve the current recycling program. Enlist in a joint program with the County and UVA. Increase recycling locations and provide pickup. Also provide new and bigger bins.
- Offer better site oversight during building permit process in general and for improved air quality.
- Eradicate invasive species, particularly in City lots.
- Promote the “Master Gardeners” program.
- Promotion and education of Environmental Resources: create central location for neighbors to bring their recycling, compost, etc. that also serves as a demonstration garden showcasing native plants, rain gardens, permeable paving, etc.
- The neighborhood is facing aging infrastructure issues regarding utilities, specifically water and electric. There are old transformers, disruption of water service and water pressure. There is a need for new pipes.
Belmont

Centers

• Increase neighborhood participation. Information needs to be more accessible, perhaps through block-by-block citizen involvement. Expand awareness through communication strategies, other forms of participation, and investment and involvement.
• There are lots of new centers in the neighborhood. Spudnuts and Gibson’s store are examples of established centers.
• More dispersed centers- both in established neighborhood areas and redevelopment zones.
• Push PUD developers to contribute amenities to the larger neighborhood.
• The neighborhood is recognizing the relationship to regional/other centers such as Avon St, Downtown, Frank IX center, etc and would like to see better connectivity to these centers.
• Improve existing centers to better serve the community. Such improvements should be focused on Rives Park, C-Ville market, Kathy’s Produce, and Downtown Belmont. One means of improvement is to augment commercial development near Rives Park and Linden Avenue (Blimpie, Moore’s Creek Restaurant).
• Kathy’s Produce has great services but is not accessible. It would be great to have a gathering place and higher density.
• Develop mixed-use centers along Avon St at existing neighborhood markets.
• Provide good parking with mixed-use centers.
• Mixed-use area should have services-not just entertainment.
• Promote community building.
• Maintain the lively pedestrian feel and front porch life of the neighborhood.
• New development should not exclude local needs.
• The new development at Lyman and Douglas has created a dangerous corner.
• Promote safety by design.
• The neighborhood would like to see fewer industrial uses. One example would be a new use for Coiners.
• There needs to be a clear link of centers throughout Belmont via pedestrian, bike and public transit.
• The neighborhood vision needs to be linked to City codes.

Connectivity

• Address accessibility for pedestrians, automobiles, parking within the neighborhood, and getting out of it.
• There needs to be a holistic vision of the neighborhood that is followed particularly pertaining to parking and the pedestrian environment. Traffic and parking are concerns; specifically increased traffic and parking needs generated by PUDs and infill development. Parking and traffic associated with increased density need to be carefully designed and managed. Traffic flow studies are needed.
• New development should include better connectivity.
• A sidewalk is needed from the Belmont Bridge to the Mall. The quality of the sidewalks on the bridge needs improvement. The bridge must be designed as a pedestrian place with separation from the cars.
• Pedestrian access to downtown in general must be improved. There could be a link via Douglas Ave. and/or linkages over, along and across the Railroad tracks. Another opportunity is an at-grade crossing at Goodman Ave rather than a pedestrian bridge over the tracks. There should be a Railroad crossing study in order to remove the boundaries the tracks create.
• Increase pedestrian and bike connectivity within and outside the neighborhood.
• Coordinate transit to bring people to neighborhood centers.
• Provide satellite parking and the (free) trolley along Avon and Route 20.
• Expand the free trolley through the neighborhoods.
• Examine how Belmont affects nearby neighborhoods.
• Traffic, noise, and activity in downtown Belmont is louder later.
• Redesign downtown Belmont to counteract the speeding buses and cars. This could partially be resolved by moving stop signs, adding speed humps and cross walks and by utilizing police radar and posting speed limits.
• Public parking in Downtown Belmont is needed.
• There is a neighborhood-wide problem with speeding. This is thought to be due to road widths on Hinton-Douglas,
Graves St., Rives-Carlton and Carlton Rd.
• Pedestrian access near Rives Park needed.
• Keep and protect the system of alleys, as they are an important resource and part of the character of the neighborhood. Determine acceptable uses of them. There are many ideas in the neighborhood but often mediation is needed for disputes over what to do with them.
• There is need for good functioning sidewalks on every street-quality and quantity.
• Hogwaller, Monticello Road and Carlton needs better design because of incompatible traffic patterns with industrial uses (i.e. trucks). Control or place limits on truck activity.
• Expand infrastructure to promote a pedestrian quality experience on Carlton.
• Urban trail system with functional signage is needed for pedestrians and bike routes.
• Create trail connections to Monticello Trail, Meadow Creek Trail, and Greenbelt.
• Discourage pass-through traffic in the Neighborhood.
• There is a concern for rush hour traffic on Avon St.
• Carlton-Meade is seen as a no mans land with loads of opportunity.
• Corridor identification and signage is needed such as “Carlton-Meade Corridor. Bike it. Walk it. Etc.”

Housing
• Develop a process for proactively giving design input on new developments.
• There needs to be a process to inform neighborhoods about PUDs.
• Require PUDs to provide a percentage of affordable housing in the mix of new projects.
• Concern over ability to be involved in PUD approval process. Ability/Strategies needs to increase for neighborhoods to control PUD design process and require better practices (LID Strategies, parking issues, environment).
• Consider special use permits instead of rezonings to encourage infill development.
• Maintain the scale and mass of new and redeveloped housing while locating areas appropriate for density increases.
• All new developments should benefit the environment, pedestrian networks and public gathering spaces.
• New development is unaffordable.
• Create incentives for diverse housing.
• There are issues related to property taxes that concern the neighborhood. Such issues include but are not limited to increasing taxes and high assessments. The neighborhood wants increasing tax abatement programs for fixed income residents.
• Consider historic overlay district to control quality of new and in-fill development as well as prevent the tear down of properties.
• Consider granting the neighborhood a special overlay district status that would control density, diversity of uses, and housing dollars.
• Design guidelines for neighborhood are needed that hold new development to certain standards.
• Provide incentives for energy efficient design and energy efficiency standards.
• Communicate energy bill assistance and efficiency options to increase affordability.
• Consider Charlottesville forging a relationship with Dominion VA/Utilities to build local energy partnership.
• Increase public awareness.
• There is a concern with house sizes.
Environment

- Environmental awareness, education, maintenance and programs are important issues to the neighborhood.
- More trees needed. Specifically, shade tree plantings, not just street trees.
- Place a park along the railroad track and create a park system with the alleys in the neighborhood.
- Improve the quality of the parks. Rives Park needs better lighting.
- Address poor drainage and the insect problems it causes.
- Stormwater management is a concern throughout the neighborhood. Need a coordinated evaluation and upgrade of storm and sewage infrastructure. One option for funding improvements is paying for stormwater with utility fees.
- Need for public awareness for environmental programs that citizens can use. The programs would be taught in schools and through adult programs and would be demonstrated in schoolyards and residential front yards. Promote and create proactive new design programs such as tree care guidelines, invasive species reduction program, urban forest program, environmental education guidelines for homeowners, front and back yard gardens, habitat gardens, and rain gardens.
- Drainage issue associated with the Dettor site.
- Look into Department of Conservation of Resources programs.
- Ecological restoration of Moore’s creek is needed.
- Expand control of noise and light pollution including pedestrian scale lighting at PUDs and new developments.
- Remove barriers to ecologically intelligent design such as the weed program that prevents rain gardens.
- Noise from Monticello High School is an issue.
- Promote habitat gardens with native plants and biodiversity.
- Coordinate trees and utilities at new development.
- Sewage treatment plant odor is an issue.
- Enforce erosion control.
- Create parks and open space around the neighborhood boundaries with the County.
Fifeville

Centers

- Tonsler Park is a great community resource (especially for some youth and elderly) but it is often underutilized. It has potential to be better if it were safer and had better amenities.
- Re-evaluate zoning in the neighborhood to meet the need for small/neighborhood-scale commercial businesses (i.e. laundry, daycare, grocery) in south Fifeville (Prospect/Orangedale).
- Rethink the zoning, scale, design and boundaries of Cherry Avenue mixed-use zone, and how it fits into the neighborhood --- does it meet the needs of the larger neighborhood.
- Rewrite citizen input and decision making into zoning- with real power and earlier input. Include block captains and design/character.
- The neighborhood acknowledges that it has a variety of centers at different scales. However, the neighborhood looks outside of its boundaries for centers such as: Downtown, Corner, Fifth St, and Star Hill.
- Buford has potential to be a neighborhood center but it is visually and physically inaccessible.
- Forest Hills Park is a small center.
- Community Gardens can be potential centers.
- The neighborhood wants to focus on centers instead of boundaries.
- Treating neighborhoods and neighborhood associations as “states” with the city as “nation” is not an appropriate approach. The City should encourage more communication among neighborhoods and treat issues Citywide.
- Cherry Ave commercial district should be the center, but is now woefully underutilized. External centers and links to neighborhoods should be strengthened (especially through pedestrian corridors). The current development/zoning plans need to be revisited and public involvement needs to be a major force in that revision.
- The ability for residents to walk to the local commercial sector is very important.
- Cherry Ave mixed-use corridor is not well defined because it was a transition zone. Make it attractive to the residents specifically by improving the strip mall and the gas station. Needs attention as a center, including improved design.
- Current neighborhood boundaries are inappropriate and artificial to how people live and identify their neighborhoods. Potentially follow a “sphere of influence” rather than imposed political/physical boundaries. Ridge St bisects two neighborhoods, reinforcing an artificial fracture.
- Political structure of neighborhoods is a concern (i.e. City government communicates with the Neighborhood Associations and they communicate with Individuals.) Accountability and clarifications of issues between different entities should be revisited. Major overhaul needed.
- Hospital growth is an issue because of the potential for traffic, parking and other problems.
- The Boys and Girls Club also has potential to be a center but it is also hard to find or some residents are unaware of its presence.
Connectivity

- Pedestrian connectivity is important throughout the neighborhood (the neighborhood needs a fully connected sidewalk network).
- Residents question the appropriateness of neighborhood boundaries. Ridge neighborhood is divided (use census/data lines).
- Mitigate impacts of the 9th/10th St. Connector, including University overflow parking.
- The bus route between Food Lion on 5th and Prospect Ave was discontinued and it is causing accessibility problems.
- Create a pedestrian bridge at Jones, 4th St, and Baker.
- There is a need for a pedestrian coordinator and bike specialist on staff at the City.
- Pedestrian access to Main St/Hospital (across RR tracks) would provide greater accessibility.
- Provide safer pedestrian access between Prospect/Orange, Tonsler Park, across Ridge St at Cherry Ave and at other hot spots on Ridge and Oak St. There is desire for a crossing at Oak St on Ridge St.
- Create a connection to Rock Creek near Prospect/Orange.
- Tie the neighborhoods to the Rivanna trail.
- Create a pedestrian plan for the city as a whole to include a systematic analysis of interconnected sidewalks. New Development should be made to deal with pedestrian and vehicular concerns. (i.e. address issues concerning sidewalks, parking, street trees, though-traffic, etc.)
- Sidewalks and trails are crucial to a systemic connection. Pedestrian connection to surrounding centers is very important. Create a more permeable edge with JPA, Starr Hill, and 10th & Page neighborhoods. The addition of an elevated pedestrian bridge to the hospital is a potential improvement. Another concern is the connection to Tonsler Park. Pedestrian crossings at roads and the train tracks should be evaluated and improved, especially those near school and park facilities.
- There is a safety issue because there is no street lamp at Buford (for evening use of school such as Boys and Girls Club and Smith Pool).
- There is a lighting consultant for the neighborhood being hired (funding was found)
- If feasible, create a bike path/trail running parallel to the railroad tracks. Interconnectivity of designated street routes that connect entire city as well as providing connections to Rivanna Trail.
- Automobile congestion, parking and speed are issues throughout the neighborhood. Specific roads are Cherry Avenue, Dice Street, 7th Street, Nalle Street, Grove Street and those routes used by cut-through traffic between West Main and Cherry Avenue.
- Encourage use of alternative modes of transportation by expanding access to the bus system, and creating facilities and lanes for bicyclists.
- Continue and enhance efforts in the areas of crime awareness and prevention.
### Housing

- This plan needs to address concerns about social, economic and demographic changes in the neighborhood to balance gentrification and affordable housing.
- There needs to be more input from Prospect/Orange-dale section of Fifeville.
- Use Commercial development to offset residential taxes instead of unnecessary development in Cherry Avenue Corridor.
- To balance housing affordability with pending gentrification – there is a potential to freeze tax assessment/rate so that neighborhood gentrification will not price out long-time residents and renters. Providing tax incentives for long-time residents might keep properties affordable.
- Infill housing needs to be provided at a range of prices
- Ridge and Cherry property is not zoned well. Would prefer park space to development.
- Do not extend mixed-use zoning on either side of 10th Street.
- Work toward a better balance of renters and owners.
- Parking restriction is clogging streets. Parking requirements need to be addressed.
- Work with existing owners to establish off-street parking for properties that have the space.
- Promote development and policy that encourages alternatives to vehicle usage.
- Residents feel that the current mixed-use policy needs revisions. Generally residents seem to want to reduce density, especially in as far as it relates to increased parking and vehicular traffic. Higher density should be by Special Use Permit and mixed-use should be encouraged in other ways.
- Residents felt Estes St. should remain residential and current development designation as a commercial corridor is inappropriate. Commercial development on the east side of 9th was encouraged.
- Change zoning to single family on 9th St. and Estes.
- The renters' influence on the neighborhood should be recognized. Renters can often provide a more permanent presence than people who own because they have lived in the neighborhood while many property owners do not.
- Enforce property maintenance codes pertaining to the upkeep of properties as well as trash removal.

### Environment

- Enforce standards for different uses such as open space, tree removal and replacement, slopes, and water.
- Implement mosquito control.
- Provide incentives for more trees. Losing trees and current replacement is not appropriate.
- Historic designation seems to be the only way to protect design but does not seem to be friendly to environmental designs.
- Lower the density of the neighborhood.
- Find pockets for potential planting.
- Create formal requirement regarding environmental benefits connected to development burden on all new developers such as a green environmental analysis and requirements with all proposals.
- Address contaminated properties rather than cover them up.
- Strive to attain zero loss of biomass. Explore analysis of overall loss of biomass in the area. Loss of trees is not regarded in development approval process.
- Site approval process should include before and after analysis of the impact of existing conditions and proposed development. There should be formal requirements connected to site approval acceptance. The City can also provide incentives for development to include environmental issues in the process of design.
- Do not allow development on vacant land above a 25-degree gradient.
- Fifeville neighborhood has various watersheds that should be researched and protected in regards to impacts generated by new development.
Fry’s Spring

Centers

• Preserve JPA/Fry’s Spring Beach Club, whether private or public.
• Enhance the Fontaine Ave commercial district and Fontaine Avenue Corridor, while retaining connectivity.
• Improve Azalea Park as a center. One way to accomplish this would be to close Old Lynchburg Road.
• Improve infrastructure such as sidewalks to catch up with expanding development.
• Preserve and protect existing neighborhoods.
• Establish a City official to act as an advocate for neighborhood.

Connectivity

• Improve Stribling Avenue and Old Lynchburg Road. One way is to enforce speed limits.
• Continue to address the drainage issues on Old Lynchburg Road and the safety and convenience of sidewalks.
• Enhance natural pedestrian ways i.e. paper streets, Rivanna Trails, etc., and create more pedestrian trails specifically in West Azalea Park.
• Propose as many sidewalks as possible to maintain connectivity and create a pedestrian friendly neighborhood. However, Woodland Drive does not want sidewalks. Keep the lines of communication open throughout the sidewalk improvement process.
• When the JPA Bridge is closed for construction, the pedestrian way should be addressed.
• Modify traffic signal at JPA and Fontaine intersection so that bicycles can trip the signal.
• Create a bike path over the Railroad tracks. Provide bike lanes along common routes to work. If possible, propose bike racks on University buses.
• Provide more frequent small buses in the neighborhood.
• Readdress the issues/decisions to close Todd Avenue.
• There needs to be a second way out of the Center Avenue and Cherry Avenue PUD Development.
• Increase safety on Robertson by improving the dangerous conditions created by on-street parking.
• Create reasonable parking requirements for new buildings so that the people who cannot park near their building do not need to park in the Fry’s Spring Neighborhood where off-street parking is a problem for many neighbors.
• Resident parking permits should be issued near the UVA Area.
• Continue an open dialogue with the County and UVA regarding traffic and development and encourage their participation in neighborhood meetings.
• Traffic calming and traffic reduction measures are needed. One idea is to reduce the speed limit neighborhood-wide from 35 mph to 25 mph.
• Pedestrian and bus safety are important when considering the redesign of the JPA/Fontaine intersection.
• Consider a 4-way stop at the Route 29S and Fontaine intersection.
• Create a bus route to connect Fontaine Research Park to the neighborhood.
• Ask developers to provide a traffic plan prior to building.
**Housing**

- Protect and increase long term family home ownership by:
  - Establishing code that no more than three unrelated people can live in one house.
  - Enhancing schools.
  - Catching up on infrastructure maintenance and addressing road widths and pedestrian safety and sidewalk issues.
  - Expanding tax abatement programs so more families are included.
  - Implementing traffic calming and traffic reduction.
  - Increasing trees and greenspace.
  - No up zoning.
- The neighborhood is predominantly single-family housing and values the preservation of existing houses and community. There are 24 cottages proposed at the end of Hill and Center but the neighborhood needs family houses. Maintain the character of the neighborhood by respecting scale and style to some reasonable extent. Discourage big mansions and implement a house enlarging/tax abatement program to increase the quality of housing stock in the neighborhood.
- The neighborhood would like to see the City work with developers and existing homeowners to address issues regarding traffic, etc. that may arise due to new developments.
- Neighborhood needs City oversight and traffic engineer to address issues.
- The neighbors do not want any new apartments in the neighborhood.
- R1 zoning is more encouraged compared to R2.
- Enforce zoning regulations in general but especially on rental units.

**Environment**

- Trails would be cool.
- Implement a regular program for tree pruning. Establish a relationship with VDOT or private businesses to maintain trees regularly.
- Protect green spaces. Acquire land to develop public parks. Buy existing ravines and maintain as City Parks, etc. Be more conscientious around the school and preserve green spaces around it.
- Encourage developers not to tear down every tree and to replace trees that must be removed. Encourage the use of Low Impact Development techniques to protect the quality of streams, etc.
- Address the existence of potential underground storage tank leaks in order to protect water quality.
- Protect the values of the community in new development.
- Mitigate drainage problems and mosquito breeding near railroad tracks.
- Increase discussions with adjacent neighborhoods.
- Adopt the 25% slope ordinance.
- There needs to be more ownership taken and maintenance done to paper streets, the land adjacent to the railroads and areas of right of way. These areas provide potential opportunities for environmental improvements such as rain gardens and could be implemented by partnerships formed between the City and the neighborhood or with private entities.
Greenbrier

Centers

• Consider zoning changes to allow for grocery stores in the neighborhood.
• There are several projects in the City that are potentially threatening to the neighborhood because of development and added traffic. Such projects include but are not limited to the Meadowcreek Parkway, Home Depot and Vepco, Albemarle Place Development, the Hillsdale Drive extension and the Hydraulic and Brandywine Intersection.
• To ensure safety, cover the storm drain at Meadow Creek & Yorktown.
• Several centers exist in the neighborhood. Centers are for those who walk or bike and are used by people of all ages, bringing people from other neighborhoods, tying Greenbrier to other neighborhoods and providing a sense of community. There is a need for more access points to the various Centers.
• McIntire Park is a center in the neighborhood but it needs some improvements to increase accessibility and attendance. Such improvements should include but are not limited to the following: addition of a Community center such as a gathering area near the athletic spaces; increased pedestrian access to the park, a McIntire connector across the tracks, and the addition of pedestrian access between the two sides of McIntire Park.
• Greenbrier Park needs to be further developed as a Center for the neighborhood. The “riverfront” could be improved and become an asset.
• Increase access to Meadow Creek Trail from Brandywine.
• The Rivanna Trail has the potential to be expanded.
• Repaint the basketball court lines with court markings as well as 4 square at Greenbrier School.
• Improve maintenance to the pool at McIntire Park.
• Establish after-hour activities and programs at the school to make the spaces alive during after-school hours and to give adults the opportunity to engage in different activities.
• There are no coffee shops or grocery stores in the neighborhood. There are conveniences adjacent to the neighborhood i.e. Kmart, etc but there needs to be pedestrian and bicycle access to reach them. Perhaps add some mix of uses to the neighborhood so the residents can access a few shops after-hours and not be forced to drive everywhere. Destinations are preferred over stopping points such as quickie convenience stores and 7-11s.
• There needs to be more police presence to deter drivers from running stop signs.
Connectivity

- Improve street safety by increasing visibility, addressing road widths, providing a buffer between the sidewalk and the road and adding clear signage throughout the neighborhood, specifically at Brandywine Extended.
- Reduce cut-through traffic in the neighborhood. Consider the addition of a back entrance to the High School. Also, there is a desire to explore better access to Charlottesville High School from the Bypass.
- Implement traffic calming measures throughout the neighborhood.
- Provide sidewalks on Brandywine Drive.
- Bus Route 21 was closed due to lack of ridership but there is a need for transportation alternatives that are easily accessible and available.
- Increase pedestrian and bike access to parks. It is important to connect the parks across the railroad tracks, specifically McIntire Park.
- The intersection of Meadowbrook Heights and Kenwood is a traffic and pedestrian safety hazard. Add sidewalks & redesign.
- Cut-through traffic is a neighborhood-wide issue but especially at Grove Road. One idea to improve the situation is to reach out and engage other neighborhoods and the County for support in fixing traffic and to improve larger traffic patterns.
- There need to be ways for County residents to get through the City without cutting through neighborhoods.
- Alternative modes of transportation are also needed or a park and ride system in conjunction with Albemarle County.
- Another idea is to have a discussion with traffic engineers about closing off the neighborhood to deter traffic and to discuss whether pocket parks or speed bumps would be appropriate.
- Cars go too fast through the neighborhood, specifically in the northwest section.
- An alternative access from the fire station or McIntire Park on the Bypass to Charlottesville High School and the Performing Arts Center would provide additional access to the park.
- The potential sound of Meadowcreek Parkway is a concern.
- Meadowbrook Heights Road needs improvement. Some ideas are to increase the number of sidewalks and/or make it a one-way street.
- There is a need for a catwalk over the train tracks on the Rivanna Trail that includes a footbridge that is bicycle friendly and connects to the Meadowcreek Parkway Trail. Rivanna Trails foundation is in support; but there needs to be some leveraging by the City and County to encourage the Railroad Company to move forward. There is potential for new linkages and partnerships between Rivanna Sewer Authority, Rivanna Trails, Railroad, City and County to improve safety and access.
- There needs to be a pedestrian tunnel or footbridge through the culvert near the east side of Greenbrier Park.
- Connect the cul-de-sac in northeast section of the neighborhood, west of Rio Road.
- Grove Road is not bikeable because there is too much traffic and it is too busy for safe biking.
- Improve the quality of existing pedestrian and bike trails. Some ideas are to build a bridge over the creek to allow greater access to downtown, provide bike access to UVA, finish the paving of trails, make sidewalks and bike lanes contiguous, allow access between cul-de-sacs for pedestrians and bikes and provide a better designation of right-of-ways for bikes.
- Ensure pedestrian and bike access through the new road at Melbourne.
- There has been no bus service since 1998 because of very little ridership. Perhaps there should be stops on major arteries, but no buses traveling within the communities. Possible re-introductions of small bus or shuttle system to neighborhood that is scaled for ridership.
- The neighborhood wants a better definition of where public access to the Rivanna Trail is allowed. Access points need to be well marked to avoid trespassing through private properties.
**Housing**

- The neighborhood is content with the housing stock in the neighborhood.
- Street planting is preferred over sidewalks at Meadow-creek Parkway.
- Rental vs. ownership is a concern.
- Very important to retain the feel of the neighborhood without increasing density. If it is absolutely necessary, a possibly acceptable way to increase density is to convert single-family to duplexes or to allow auxiliary units.
- There is not much room for additional development.
- Housing affordability is a neighborhood, Citywide and surrounding county issue. People are commuting from surrounding counties because they cannot afford to live in the City and they are increasing the City’s traffic problems.
- Need better education and City programs to support affordable housing.
- New condo units are a threat because of the potential traffic issues.

**Environment**

- **Implement an Urban Forestry program, which may take the form of a new ordinance that is public and private.**
- **Increase park/green space, and support the renovation of McGuffey Park.**
- Need more trees. Encourage private owners with incentives.
- Utilize the City’s urban forester on all development and infrastructure projects.
- Implement a plan to replace dead and storm damaged trees. There needs to be a more careful maintenance of trees in general.
- Provide incentives for energy efficient, green building-requirements or point system-tax incentive.
- Green space-limited in N. Downtown. Preserve existing open space.
- Consider what opportunities the Meadow Creek Parkway presents for increased parkland, greenway connections and pocket parks.
Jefferson Park Avenue

Centers

• *Continue to keep in touch with UVA about their projects and future plans.
• Strengthen the aesthetics, the mix of uses, green spaces, and pedestrian access and safety of Fry’s Spring Corner and Fontaine Avenue.
• JPA wants to be included in discussions about the development of the commercial area on Fontaine and Maury.
• JPA is an important Entrance Corridor and should be beautified and made safer, especially at the Fry’s Spring Corner.

Connectivity

• ***Neighbors on Appletree Road are afraid of the fast traffic and we are requesting some traffic calming for them, speed humps if possible.
• ***THE RENAISSANCE FONTAINE AVE DESIGN PLAN has the approval of the neighborhood, with the added assurance that Fontaine Ave be kept to two lanes with bike paths, sidewalks and trees.
• ***BETTER PUBLIC TRANSPORTATION should reduce the traffic problems.
• **The City and UVA should merge their routes and avoid duplication. UVA buses run often with many riders, and if City buses ran more often, people would use them more.
• **Buses need to continue out to Fontaine Park.
• *We need a crosswalk for safety at the intersection of Fontaine, Maury, and JPA.
• *Discourage traffic to UVA stadium on side streets between JPA and Stadium Rd.
• *Support UVA development of a Stadium Rd. Connector to Fontaine with a well-sited parking garage.
• We must keep in touch with Rebecca White about UVA plans for routes and parking and traffic flow, resulting from the projected high-density apartments.
• Promote ride sharing and use of buses.
• JPA feels that Park and Ride plans will work only when parking cars in town becomes too expensive and when buses run often enough and early enough to be more attractive than driving.
• A streetcar system will be practicable when enough drivers will want to leave cars behind. The neighborhood supports a city-wide streetcar system.
Housing

• ***WORK TOWARD a 20% to 80% RATIO of HOMEOWNERS to RENTERS in JPA instead of the present 6% to 94%. This is a neighborhood TOP PRIORITY.
• *Downzone side streets to R1 to encourage family ownership.
• *Work with UVA to increase on-campus housing.
• *City zoning inspectors must continue to combat occupancy violations. We need to work towards ways that this can be done effectively.
• *Try to successfully collaborate with Blue Ridge Area Council (landlords) on problems.
• *City should communicate with smaller landlords who don’t belong to the Blue Ridge Council and stress the importance of maintaining upkeep and safety and good relations with the neighboring homeowners.
• *Call the property maintenance inspector funded by UVA regarding trash etc. We hope UVA will continue to fund this position.
• The City and UVA could provide a Housing Bank to buy small family houses on side streets, and to sell them to UVA and City employees at affordable prices. Legal provisions could prevent new owners from turning around and selling the houses at a profit.
• The City has encouraged high-density apartments in order to relieve the pressure of student renters on surrounding neighborhoods and now we need help to increase the number of homeowners.
• Utilize down payment assistance as a means of enticing more homeowners.
• Explore whether we need stricter codes of upkeep, better enforcement of the present codes, or more inspectors?
• PROPERTY TAXES: We are concerned about increased taxes making it hard for some long-time homeowners to remain in their homes. We want tax relief for them.

Environment

• We would like more landscaping and urban pocket parks along JPA.
• Continue beautification of JPA median.
• We would like to see of the stream at Valley Road cleaned up. Residents and the City Parks Dept could partner in this effort.
Johnson Village

Centers

• New Development should support the character of Johnson Village.
• Specific characteristics in new developments that should be respected are the forest, pedestrian paths, family oriented neighborhood qualities, affordable housing options, and aging-in-place potential. These standards should be enforced through a monthly review of site development and proactive engagement by the neighborhood.
• Potentially create a mix of uses on Fifth Street Extended so there can be walking destinations for neighbors.
• Johnson Elementary School is a central community facility in the neighborhood. There is an area in back of Johnson school that is a popular spot for playing, gathering, athletics, and walking.
• Increase the connections to other centers in the City such as UVA and Downtown i.e. increase public transportation options and provide more direct access.
• Provide lighting for the bridge that crosses to Orange-dale.
• Implement a block representatives program.
• Increase safety in the neighborhood and specifically on Antoinette Ave.
• Create a community watch program

Connectivity

• Maintain and enhance the pedestrian nature of the neighborhood by preventing vehicular cut-throughs, sustaining path systems, reconnecting to the stream, and enhancing the bus routes.
• Improve the bus system by providing night transportation.
• Johnson Village is a walking and biking destination.
• Increase pedestrian safety. Keep traffic limited by banning cut-through.
• Rethink the bus routes. Increase frequency and number of destinations.
• The neighborhood is strongly against a new vehicular connection from the neighborhood streets to 5th Street either to or from the new development. The neighborhood strongly opposes a direct vehicular connection to the new development that will be built off of 5th Street behind the current neighborhood.
• Keep and maintain the footbridge.
• There is a 4-way stop sign needed at Shamrock and Trail Ridge.
• Increase the ability of pedestrians to walk to daily necessities (walkable convenience store/market)
Housing

- Communicate with developers on a monthly basis.
- Create a neighborhood website with general info as well as specific maintenance suggestions.
- Open space can be maintained, accessible and enhanced.
- Retrofit houses for energy efficiency.
- Preserve the diversity of housing styles.
- Increase and implement site development standards.
- Encourage Energy Star building strategies.

Environment

- Clean up, maintain and enhance the environmental elements of the neighborhood through reforestation, respecting life cycles of plants, thoughtful development and taking responsibility for stewardship of the ecosystems.
- Tree preservation, pruning and restoration are needed. Perform an analysis of future need of trees, identify species that might need to be replaced, implement neighborhood preservation and forest stewardship plan.
- Create a City Energy Advisor – advise on energy saving for residents in homes and lives.
- There is a desire to keep the neighborhood green and to replant clear-cut areas.
- Create walking trails through outer edges.
- The stream needs to be cleaned up. Potentially host a stream clean-up day.
- Place Parks and Recreation trash cans at the footbridge and maintain trash pick up.
- Trail system overgrown (poison ivy dump).
- Reinstate large item pick-up.
- Johnson School and pathway trees need to be maintained.
- Provide more gas lamps throughout neighborhood.
- Preserve the wooded areas adjacent to Johnson School.
The following is a list of significant neighborhood Centers:

- **Ivy Commercial**: Ivy Road/250 is seen as a barrier. Currently there is no real sense of an entrance corridor. This center is not meeting its fullest potential to the neighborhood, in part because the commercial space invites cars and not pedestrians. One opportunity for enrichment of the space could be accomplished through a conversion from a strip mall to a mixed-use center and parking could be moved to behind the stores to focus on the activity and pedestrians.
- **Performing Arts/Dorms**: There is a need for public green/landscaped place - in conjunction with the proposed Performing Arts Center and dorms - that is visible, accessible on a larger scale and is part of the street.
- **Park/Green Space**: There is a desire for different scales of parks and public green spaces throughout the city. The scales range from playgrounds with benches, centrally located in neighborhoods, to pocket green spaces to be used as a central point for neighborhood notices and as a safe spot for young children to play.
- **For our neighborhood**, there is a particular need for a multigenerational public green space that could be shared with UVA - where picnics and gatherings could occur on a larger scale. The Dell has great potential as a natural gathering place, and it is an opportunity for the LMNA to partner with UVA. Neighborhood initiative is needed (on a small scale) to achieve this.
- **There is also a need for a smaller, simple green space within our neighborhood with a few benches and a 'stand' to post neighborhood news. There is, in fact, a City owned piece of property between Lewis Mountain Rd and Thompson, earmarked as a cross road, that could potentially be used as such - a much needed neighborhood green space.**
- **Neighborhood Signage**: Useful in creating a different type of center. Identification is needed at the gateway to the neighborhood to signal that it is a neighborhood; not UVA, and not commercial. This could be accomplished through landscaped entrances to neighborhoods - using landscaping the neighborhood can maintain.

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**Connectivity**

- **An improved pedestrian connection between Lewis Mountain Road, the Ivy Rd commercial center, and the planned UVA Arts Center complex on Ivy-Emmet, as well as a more pedestrian and visually friendly and inviting space along this corridor, would better integrate and vitalize these “blocks.”**
- **Public transportation needs to be more convenient and accessible from the LMN. The efficiency could also be improved by combining the services of UVA and CTS more often.**

There needs to be a better way to get downtown from the neighborhood, especially since this destination is particularly attractive to both youth and adults who live in the neighborhood.

- **There is a desire to connect all the centers in Charlottesville.**
- **The neighborhood would like to see an increase in electronic connectivity, specifically web-available information for neighborhoods, such as contact info for each neighborhood and links to (City & UVA) info for neighborhood concerns and problems. A Neighborhood Federation Website as a departure point for such searches would simplify the process.**
- **Public Transportation**: Provide more easily accessible connections to other centers of activity including Downtown and Barrack’s Road.
- **Increase the number of bus and trolley routes, and provide specific information on times and routes at bus stops and on the website.**
- **Bike**: Increase coordination between the City and UVA: bike racks should be readily available in many locations such as Barracks Road, Downtown and throughout the University.
- **Connectivity for bicyclists needs to increase. One example is the bike lane on Alderman. It should continue all the way to Ivy Road.**
- **Improve bike access and safety throughout the University and Citywide. For example, it is unsafe for law students trying to get from the neighborhood to Law School.**
- **Pedestrian**: In regards to the Ivy/250 commercial corridor, some storefronts, curbs and sidewalk treatments look better than others, but none of it is terribly inviting to
the pedestrian.

- There is value placed upon the retail and commercial amenities offered on Ivy Road. There needs to be more access for all modes.
- Create a holistic redesign of the Ivy/250 corridor to include safe pedestrian crossings (stamped/visible), wider sidewalks, landscaped buffers, dedicated walk signals (no turns), and benches incorporated as places for pause. The Fontaine corridor redesign is a good example of the long-term goal for this corridor.
- Different surface texture at crosswalks and neighborhood entrances.
- There is also a desire to provide better and safer pedestrian connectivity between the west section of the Lewis Mountain Neighborhood across Alderman Road to the remainder of the neighborhood - as well as to improve the number and quality of sidewalks on the both sides of Alderman Road.
- The success of this greatly hinges on slowing the traffic on Alderman and making the drivers more aware of the neighborhood setting (see next section on “Automobile”). Logical locations for pedestrian crossing are Morris, Minor and Thompson Rd.

**Automobile:** There is a concern about speed within and on the perimeter of the neighborhood.

- One way to reduce speed is to help create a sense of neighborhood instead of a strip mall that includes wider sidewalks on Ivy Road that inherently reduce automobile speeds.
- Add signage at the Ivy Rd – Alderman intersection about entering the neighborhood.
- Implement traffic calming measures on the St Mark’s Church section of Alderman Rd (this was previously designed by the city and agreed to by the neighborhood a handful of years back). This is particularly important to get into the mindset of folks who have been driving at high speeds on Ivy Rd.
- Reduce the speed limit on Alderman Rd (from Ivy Rd to Maury).
- Mount a permanent speed monitor on Alderman Rd.
- Add a bus stop at the corner of Minor Road. UTS buses could use this bus stop, Lewis Mountain neighbors who work at UVA could get there more easily and this would provide a natural pedestrian crossing location.
- Mitigate the potential for increased speed due to the new 250 ramp/connector.

**Housing**

- The neighborhood wants to remain residential and does not want to give up any more single-family housing units to institutional, educational, or office use; of particular concern is the character of Alder-
man Rd which is increasingly cutting off the two halves of the LMN.
- Lewis Mountain is a UVA Neighborhood: Surrounded by institutional and looking for City protection from “nibble” effect.
- The neighborhood is concerned with extreme inappropriate student behavior in neighborhood housing.
- Positive steps the LMN can take include hosting a block party or some community social gathering that can encourage improved relations with student renters, open communication and a greater sense of accountability. This can also provide an opportunity for the neighborhood to partner with UVA.
- Encourage UVA professors/staff/dean’s housing in the neighborhood. Possibly use UVA as a partner to give loans expressly for the use of their faculty and staff in order to boost home-ownership. There is a desire to protect the neighborhood from future conversion to institutional use.
- One way to encourage more home-ownership is by giving tax credits to owner-occupied housing units.
- While LMN understands that accessory units bring increased economic diversity and activity, they do not want them in their neighborhood due to the perceived negatives associated with increased cars and student presence.
- The escalation of housing costs has left the neighborhood unaffordable.
- The neighborhood would like to continue to partner with the City and UVA for vigilance over property maintenance.
- There is a concern about run down rental units.
- The neighborhood would like to see a better enforcement of the rules on the books regarding noise, car parking, parties, landscaping, etc (to this end, see the “Connectiv-
ity” section and electronic contact and problem solving information)
- The neighborhood would like to have an off-grounds housing manager who is specifically dedicated to neigh-
borhoods.
• Zoning should continue to preserve the character of a quiet, single-family neighborhood.
• The neighborhood would like to have 24/7 safety but not 24-hour activity.

• The neighborhood would enjoy more community public Green space including [a] a small dedicated green space/park within the neighborhood and [b] a more formalized improvement to the current rough path along the Dell from Emmet to Alderman would greatly improve the integration of the LMN with the largest existing Dell green space. Also clearly marked, landscaped and maintained entrances to the neighborhood would be beneficial.
• Environmental education is needed in the neighborhood, particularly with respect to best practices in house maintenance and additions (lead paint, asbestos and air quality).
• UVA building demolition is an issue specifically relating to asbestos and air quality.
• There is a concern over UVA landscape maintenance chemicals and water quality.
• The neighborhood would like to partner with UVA for an attractive Dell trail to connect Emmet to Alderman and give more access to the beautifully improved Dell site. It is currently an informal path that would be used frequently if it were improved (particularly the western hill section). The trail should have a very light footprint.
• The neighborhood would like to have a green/public space visible from Ivy Road.
• We request that UVA keep trees protected and healthy. For example, currently many trees in the Ivy Road parking garage site, the Dell area, and the new Basketball Arena site are wrapped with invasive vines. Healthy trees are important to the visual screening of the neighborhood.
• The neighborhood would like to see an encouragement of “cluster development” throughout the City to preserve and protect open space and green space.
• Maintain systems of spaces throughout the city (tree canopy and trails) combined with pocket parks for educational and communication display kiosks. There is a City-owned piece of property (See “Center” section) between Lewis Mountain Rd and Thompson, earmarked as a cross road, that could be used as a much needed neighborhood green space.
Locust Grove

Centers

- River Road needs improvement. In the future, the area could be redeveloped into a mixed-use area that becomes a Center for the neighborhood (with restaurants, etc.) There is no desire to immediately remove the industrial designation, but consider re-zoning upon industry vacating lots.
- Morning runners, etc. feel the trails are very important and greatly appreciate the upgrades.
- Walkability is very important.
- The neighborhood loves the park (pocket park Northeast).
- Create a pool at Northeast Park.
- Safety is an issue on Locust Avenue when walking to childcare facilities.
- The 250 Ramp is a major concern.
- Burnley-Moran Ramp intersection is currently unsafe. There is a need for safe pedestrian access to Burnley-Moran from Locust Avenue (5 year dream).
- Need a clear pedestrian crossing on Locust Avenue by the Bypass and ramps.
- There are currently no retail establishments; it would be nice to have to have a walkable grocery store. River Road is a potential location.
- Sidewalks are not continuous.
- Watson speed bumps are successful and street parking is a natural calmer since having a straight shot encourages speeding. Speed enforcement is needed especially on Locust and St. Charles. Consider narrowing St. Charles to combat speeding issues.
- Speed bumps have both pros and cons. They are good for safety but create sign pollution and noise from stopping cars. Potential solutions include: 1) a newsletter (education of issue) 2) Traffic enforcement 3) Enhanced fines.
- Cut through traffic was calmed considerably after the bridges opened.
- Consider redesigning wide streets.
- Bridge model- Neighborhood REALLY likes Northeast Park pedestrian bridge over creek.
- Connect the two parks (Northeast and Pen Park)
- Pen Park needs a better connection - the only way is an adventurous path along the Rivanna and is not for the weary. It is also informal.
- Potentially use new development for access to park.
- Nature trail in Pen Park is wide and fun to bike but a connection is needed to get there.
- Park Street is dangerous for bikes and limited for pedestrians due to not having sidewalks on both sides. Same for Locust.
- There are traffic concerns coming up River Road to Park/Rio and on Belleview (speeding).
- Commercial area spread (CVS, AutoZone, etc)-eventual development could creep into neighborhood. Appropriately scaled commercial development is desired.
- High Street development is a concern.
- Mitigate any potential impacts from the County Rivanna Crossing proposal.
- Concerned about the Eastern Connector.
- 20 year items: River Road – appropriate commercial (La Taza in Belmont as example of a restaurant and community gathering place), redevelop as mixed-use (promote build up), potential center for neighborhood, enhance Green Infrastructure i.e. trails, Eastern Connector impacts.
Connectivity

- Increase both pedestrian and bike safety. Continuous sidewalks are a must. This also includes safer access from Locust Ave to Burnley-Moran. Currently the 250 Bypass ramps are not pedestrian friendly.
- Implement traffic calming through street design. Possibly narrow streets with bike lanes/street trees coupled with other improvements.
- River Rd. can be seen as an entrance corridor and gateway into the City on 250 E.
- There are many bikers in neighborhood so there is a need to increase bike access specifically at the end of Locust to Pen Park.
- There are sufficient public transit options in the neighborhood. (no consensus on this point)
- The new development near Pen Park could provide better access to the park.
- Explore the planting of street trees as a traffic calming mechanism.
- Implement Safe Routes to School programs.
- To improve the intersection of River Rd. and 250, install a new interchange (over/under) to provide for no traffic light but keep traffic moving.
- Provide safer pedestrian access across Park St. to MAA-CA.
- Rivanna trail needs a better connection to Pen Park and the community at River Road.
- Work with the transit department to get buses to slow down to increase safety or use smaller, quieter buses, and work on improving route.
- Both sides of Park St. need sidewalks.
- Possibly narrow streets with bike lanes/street trees for traffic calming.
- Improve pedestrian trail and bike access.
- Implement a means of traffic calming for large amounts of traffic.
- A sidewalk is needed on the ramp between bridge and Watson
- The neighborhood wants to use the information from the walkability plan/workshop
- Add sidewalk to River Road
- Increase safety of Calhoun (drop off of side of road).
- Construct a small piece of sidewalk on the east side of Park Street right at the 250 bridge. The piece runs between Watson Ave and the bridge.
- Construct a pedestrian tunnel under 250 to provide access to Burley Moran School. One good point would be at the low point of Watson Avenue. The low point of Watson has a culvert that goes under 250.
- If Meadow Creek Parkway is built, ensure there is an easy pedestrian crossing to access the parkway up to Charlottesville High School. Youth in our neighborhood walk west on Melbourne Rd to get to school.
- Build a pedestrian bridge to Darden Towe Park.
Housing

- The neighborhood is mostly single family with some rental.
- There is a need for a greater mix of housing than is currently in the neighborhood.
- Increase opportunities for affordable housing/home ownership.
- Protect fabric of neighborhood by trying to keep large, older houses from being torn down and converting to many smaller houses while keeping affordability in mind.
- Consider issues related to “aging in place” care for elderly and ensure that zoning adheres to needs of elderly.

Environment

- There is a strong desire to increase access to Pen Park.
- Improve NE park shelter and formalize public space.
- Promote Green Infrastructure (without raising taxes).
- Try to make new developments green.
- The Northeast Park can be expanded (create indoor meeting space/create more centralized meeting space) in addition to a new park shelter.
- Improve physical and environmental safety – industry pollution assessment on River Road as an example.
- There is a great appreciation for Rivanna Trails, both paved and unpaved parts.
- Encourage current business owners on River Road to help take on stewardship of the river.
- Find ways to celebrate the River.
- Improve public access from the river to River Rd. and create a green corridor along the Rivanna.
- Plant more street trees in the neighborhood.
- The golf course should use clean and green material.
- The neighborhood is already considerably “green” but there is concern about golf course management. Clarify the sustainability of the management of the golf course.
- Consider smaller recycling centers. Residents can recycle items at new center/park. The neighborhood is more willing to use a facility if it is close and convenient. The danger is if it is not well kept.
- New shelters and public spaces should act as examples of green design (i.e. rain gardens, rain barrels etc., salvage and reuse materials for park.)
- Encourage energy efficiency at new developments.
- Increase public space (i.e. more community gardens etc.)
- People on the road should be aware that the river is there. Create a green corridor along the Rivanna and turn River Road into a more public space.
- There is an awareness of water issues (many Creeks).
- Open Rivanna Trail and remove dangerous obstacles (razor wire).
- Protect the Rivanna Trail with permanent open space easements.
Martha Jefferson

Centers

- High Street and Market Street Corridors should be more mixed use with a coffee shop and grocery store. New buildings should be built at an attractive human scale with excellent pedestrian access.
- In order to protect the neighborhood fabric (i.e. scale and density) when Martha Jefferson Hospital is sold, residents prefer for it to be sold in smaller parcels (preferably redeveloped as housing) rather than in one large parcel. The neighborhood would also like to be involved in discussions on the future of this property.
- Neighbors are interested in preserving historic aspects of neighborhood.
- There needs to be a historic survey of hospital-owned property.
- There are no grocery stores or restaurants (limited access to food) in walking distance; therefore the neighborhood could use a community store.
- Neighbors want more places for people to gather and socialize—this would help calm traffic.
- More mixed-use, less hospital dependence.
- More public process needed in re-development. Neighbors want to be better informed.
- New development (on Garrett street) could be a park
- Parking lot at Locust and Sycamore was supposed to be closed and made into green space but it is still a parking lot.
- There is a desire to have a park within the neighborhood
- The neighborhood wants to implement a Community Watch program.
- A potential safety/lighting concern includes dark spots for walking specifically on 10th and 9th at E. Jefferson
- There is little or no parking near the hospital and the employees take up all street parking.
- Ensure communication regarding the Meadow Creek Parkway project. Create a pedestrian link with neighborhood.

Connectivity

- Pedestrian access/safety in general needs improvement in the neighborhood as well as citywide.
- There needs to be a connection between Burnley-Moran and the Rivanna Trail.
- The neighborhood should be friendly to foot traffic so that there are viable alternatives to driving everywhere. Increase pedestrian safety. Educate drivers to the fact that pedestrians have the right-of-way and provide signs indicating this in high traffic areas such as UVA. Currently High Street divides the neighborhood. Improve the pedestrian connections across High Street in order to unite the neighborhood.
- There is a desire to have more, wider and continuous sidewalks. Utilities can be moved off of the sidewalks to reduce the number of obstacles. The city should consider using alternative materials for sidewalks (i.e. green, nature pave, sustainable products and materials that can filter unwanted things out.)
- Create a pedestrian railroad crossing to enhance connectivity to Belmont.
- Create a connection to Burnley-Moran School from the rear of school to neighborhood.
- Encourage use of alleys as pedestrian corridors. Use them for utilities, trash pick up, and public uses.
- Create more bicycle lanes especially for children to get to school. Cycling is currently not a safe option.
- More bike lanes in both directions and signage within the neighborhood.
- Charlottesville needs better train service to out of town places.
- More speed limit signs are needed on Little High Street.
- Rumble Strips can be used to slow through traffic
- Create a Street Car along East Market Street.
- The corner of Little High and 11th/12th is dangerous. Neighbors recommend the installation of 4-way stop signs or create an alternative to lower speed rates.
- Use Park St. as a good example of public places for people on streets as tool for traffic calming. Traffic Calming along High Street could be accomplished in this way. Also, signage is great for pedestrians on Park St. but is needed in other areas as well (i.e. Locust Ave, High, Little
High, E. Jeff, McIntire, the Bypass). These roads need work similar to Park St. to help pedestrians.

- The block between Market and East Jefferson on 10th needs a sidewalk to get to the trolley from the West side of Locust Avenue. Consider applying for a grant to build sidewalks. Current CIP money is not enough.
- A better public transportation option would be smaller buses (instead of large buses) coming by more frequently.
- Create better pedestrian access at the intersections of: E. Jefferson and 9th St. and Lexington and High St.

**Housing**

- Property taxes are rising too quickly. Regulate the Housing Tax.
- There needs to be adequate plans for parking with new development.
- Mixed use should support neighborhood market etc.
- City regulations should encourage accessory units to help homeowners increase income to maintain properties.
- Residents appreciate the diversity of housing in the neighborhood.
- Smaller houses seem to be struggling to afford to stay and/or keep tenants.
- Create a parking strategy that is less visible such as parking underground Citywide.
- Integrate high density housing plans that include neighbors in the development processes.
- Allow high-density housing on main corridors or mixed use that includes retail, grocers, and offices.
- City regulations should ease off street parking restrictions even if this requires code changes.
- Alleys should be used for trash collection, bike lanes for children and pedestrian activity. Hiding utilities and trash in this situation would make the alleys more user friendly.
- The historic aspects of neighborhood need to be preserved.

**Environment**

- More capital improvement funds should be allocated to help complete projects such as sidewalks.
- The city should maintain green spaces.
- City should encourage better access by public to green spaces even when land is privately owned (City easement to allow public use.)
- Tree planting programs would increase greenery
- Inform citizens of sustainable practices via the City website.
- Create incentives for developers who utilize sustainable building, energy star & green products, esp. for commercial developments. Use rain gardens to help capture water, improve the H2O quality this way as well.
- Support underground utilities- could use homeland security grant.
- The neighborhood could use more trashcans for pedestrians /dog walkers.
- The City should notify residents before utility work in yards begins.
- Reduce/eliminate City leaf blowers-these are loud and contribute to pollution.
- Provide free compost program/or if program exists-Advertise it!
- Provide trash pick-up in alleys.
- Create City-sponsored environmental education and seasonal education programs.
- The City can better inform citizens, via website of sustainable/green products. City should encourage such. (Rain barrels for example).
- Charlottesville needs to slow the pace of development (fewer town houses for example).
- Do not allow Albemarle County to concentrate their growth against the City to save their green space.
- Smart growth needed in conjunction with community and residents.
- Build little villages and cultural centers rather than thousands of houses.
The Meadows

Centers

- Maintain and increase quality of life in the neighborhood.
- The Neighborhood as a whole meets daily basic needs (shopping, services etc.).
- The neighborhood needs a convenient park.
- Increase the number of sidewalks.

Connectivity

- There is a strong desire for pedestrian and bike connectivity to the east and west sides of the Emmet St. and Greenbrier area and to the north side of Hydraulic Road.
- There is no general consensus reached about the presence of the diverter in the neighborhood.
- It is possible to reach the neighborhood centers with the current system.
- Neighborhood Residents are more conscious when traveling through the neighborhood – the cut through folks are not so conscious. Look for a good alternative to reduce cut-through traffic through the neighborhood.
- Make public transportation more frequent, increase the modes and encourage usage.
- The neighborhood is bike/pedestrian isolated because of Routes 29 and 250. Neighbors would like to be better connected to UVA and Barracks Road Shopping Center.

Housing

- The neighborhood is interested in the future of the Sprint building and sees it as an opportunity for additional diversity of housing.
- There is concern about the impacts of Albemarle Place.
- The neighborhood feels it is being closed in by development.
- Increasing property values is a major concern.
- There is concern about losing home-ownership in the neighborhood to rentals.

Environment

- There is some concern about the water run-off from Albemarle County.
- The neighborhood is concerned about the root systems of trees in the City.
- Neighborhood residents would like to see a replacement of plant life that will be removed after Albemarle place is developed because it acts as a natural buffer to the noise of Route 29.
- Address the noise pollution as a result of new development. Consider encouraging better placement of mechanical equipment in order to keep noise to a minimum.
- There is concern about light pollution from new developments, especially Albemarle Place.
- Provide an extended connection to the Rivanna Trails Foundation trail.
- There is an issue with drainage on Shelby, N. Berkshire and Wayne Avenue and changes in development are affecting drainage in other areas.
- Look for sites that can potentially be converted to a park.
North Downtown

Centers

• Increase safety in the neighborhood by improving lighting.
• Enforce a City Ordinance regarding the maintenance of properties owned by absentee landlords.
• The noise of the pavilion is disruptive to residential life at concert times. It would be very helpful if events were better publicized with signage to alert residents who can then adjust accordingly.
• More parks, playgrounds and better recreation facilities are needed in the neighborhood. There is a desire to support the McGuffey Park renovation.
• Redevelop McIntire Park’s under-utilized areas and increase pedestrian and bike access.
• Encourage private developers to meet neighborhood commercial needs such as a needed grocery store. One idea is that the redevelopment along the southern border of the neighborhood could be a Trader Joe’s.
• Increase police presence (walk/bike). Regular police patrols in Downtown need to extend beyond the Downtown Mall throughout the entire Neighborhood. The neighborhood would like to meet their officers and start a community watch program.
• Update street lights:
  • Streetlights in the neighborhood create light pollution and are not always well designed.
  • Shielding of lights on privately owned properties.
  • The City needs to encourage Dominion Virginia Power to change burned out street light bulbs, in a timely fashion
  • Trim tree branches from around streetlights.
  • Allow more mixed-use, to gain “eyes on the street”.
  • Increase the connectivity between the community centers and other major centers.
  • Mitigate impacts of the Warehouse District redevelopment and the Meadowcreek Parkway.
  • Underground utilities in order to widen sidewalks and remove utility poles.
  • Better and permanent location is needed for the Farmer’s Market.
• Provide periodic accountability for implementing the North Downtown Comprehensive Plan.
• Maintain balance of residential/commercial/government usages.
• City should make a commitment to reformation of a “Neighborhood Federation.”
• Increase decisions of local planners in lieu of “outside” consultants.
• Continue liaison with City “Neighborhood Planner.”
• Televise more city meetings.
Connectivity

- Improve pedestrian and bicycle connectivity and safety.
- Redesign parking and improve the parking policies for residents.
- Improve McIntire Road for pedestrians, decrease the speed limit to 25mph, retain green space and keep it as a two-lane road.
- Improve pedestrian and bike facilities!
- Improve pedestrian safety by standardizing crosswalks City-wide, increasing nighttime visibility of pedestrians in crosswalks and around bus stops and provide driver education and awareness of pedestrians.
- There needs to be better education of drivers and police regarding pedestrian and bike rights.
- Implement a bike system that respects bikers as well as drivers.
- Create bike corridors to main centers.
- Maintenance of sidewalks and bike lane surfaces.
- Design streets with bikes and pedestrians in mind.
- Fill in missing sidewalk and bike lane gaps.
- Enforce the pedestrian right-of-way.
- More crosswalks and more consistency in pedestrian fabric. Ensure handicap accessibility on sidewalks by considering the placement of telephone poles and other obstructions as well as improving dangerous pavement drops and uneven surfaces.
- Main/Ridge/McIntire is an unfriendly intersection.
- Increasing volumes of traffic and filled road capacities.
- Slow traffic at Meadowbrook Parkway by planting center trees.
- Narrow Perry Street.
- Through traffic on arterials/collectors not neighborhood streets.
- Better signage and road striping is needed.
- Implement on street parking as traffic calming.
- Increase permitting and availability of on-street parking.
- Implement permit parking ALL weekend especially close to High Street and Market Street.
- Incentives for satellite parking.
- Calm vehicle traffic through neighborhood.
- Improve connections to Mall, South St., Main St. (McIntire Road/5th St. is a barrier).
- Holistic, citywide strategy about parking policy (location, design, cost, permitting, etc.) Comprehensive parking solutions such as building another parking garage or undergrounding parking.
- Design structured parking with ground floor retail, attractive façade, and built inside the block.
- Reinstall streetcar on Main Street.
- Need better signage and striping.
- Improve accessibility of the Downtown Mall by removing obstacles such as signs and by standardizing the locations of items.
- Renew the aging infrastructure of the neighborhood. Any improvements should hold pedestrian safety as top the priority.

Amended February 4, 2008

- Prohibit vehicle access from 1st Baptist Church to 2nd Street N.E.
Housing

- The Historic District expansions leave out too much of the neighborhood East of Park Street.
- More residential mixed in to area between High Street and Market Street. Encourage more residential mixed with every development to increase 24-hour activity and mass for better neighborhood commercial (grocery store!)
- Increase affordable housing opportunities without sacrificing historic and established qualities of neighborhood.
- Pursue affordable housing opportunities south of the Mall, along Main St. along High St. and in Martha Jefferson.
- Implement small-scale infill development east of McIntire to Park Street while preserving the aesthetics of variety. There is not any more available land in N. Downtown.
- Encourage green building.
- Implement a point system to achieve minimum standard.
- Protect historic properties.

Environment

- Implement an Urban Forestry program, which may take the form of a new ordinance that is public and private.
- Increase park/green space, and support the renovation of McGuffey Park.
- Need more trees. Encourage private owners with incentives.
- Utilize the City’s urban forester on all development and infrastructure projects.
- Implement a plan to replace dead and storm damaged trees. There needs to be a more careful maintenance of trees in general.
- Provide incentives for energy efficient, green building-requirements or point system-tax incentive.
- Green space-limited in N. Downtown. Preserve existing open space.
- Consider what opportunities the Meadow Creek Parkway presents for increased parkland, greenway connections and pocket parks.
Ridge Street

Centers

- Residents are excited about the potential of neighborhood-scale commercial activity.
- Safety is an issue in the neighborhood. The neighborhood needs to be educated on community policing, and the police department should increase code enforcement. There is a need for more police and increased patrol frequency. Look into using security cameras in the neighborhood.
- Neighborhood wants to establish a Block Watch program with regulations and signage.
- The perception of safety is changing at Jordan Park.
- Drugs and crime are a public safety issue within the neighborhood.
- Parks included in housing developments have the potential to function as neighborhood parks.
- There is a perception that there are more rentals than single-family houses.
- Promote a diversified economy.
- Future businesses should cater to neighborhood residents. These businesses should incorporate appropriate design for a working-class community and a diversity of businesses, rent levels and designs.
- Develop an alternative approach to address the loitering and littering at Estes Grocery Store.
- Encourage Main St. Programs and Entrepreneurship Programs such as the Central VA. Minority Business Organization.
- Focus commercial opportunities in specific areas.
- The City can lead neighborhood initiatives.

Connectivity

- A comprehensive study of Ridge Street is desired. How the corridor will develop, including development outside city. 5th street should not continue to be a 4-lane road. The heavy traffic is changing the character of the street.
- Continue cooperation with County and University looking at traffic.
- Improve public transit by:
  o Increasing routes and times (specifically evenings); servicing vehicles
  o Providing access to Rte 29, the 5th Street Food Lion, Pantops and Ridge St.
  o Decrease the overly roundabout routes;
  o A Trolley Expansion; The Streetcar is an additional option.
  o Distributing an up-to-date bus list; a system of City spine lines and feeder routes;
  o Timing the traffic lights for buses and completing routes such as Elliot to McIntire.
  o Placing a commuter lot near I-64.
- Build better sidewalks along 5th Street and include street trees and managed slopes.
- Raymond needs a sidewalk.
- Improve the crossing area at Elliott and 5th and add a light.
- Repaint the bike lane on Ridge and post signs.
- Create a Bike lane on Elliott.
- The intersection at 1st street/ Elliot from Ridge to 1st in bad shape.
- The access to Tonsler Park via 5th Street needs improvement.
- Traffic is an issue throughout the neighborhood and especially on 5th St. One suggestion is to time traffic on 5th Street based on usage.
- Building an Avon to 5th cross-street will help with traffic
- Improve neighborhood walkability.
- Use sidewalk extensions in bump outs at Elliot. Alleviate the bottleneck further south.
- Analyze the impact of the Ridge Street development has on traffic. Building 175 new homes with only 1 access point creates a 22 ft bottleneck exasperated by parking.
• Ramp ingress/egress is an issue as well as the traffic light at Ridge St and 5th St. Conduct a study prior to new development, especially south of town.
• Meadowcreek Parkway is a concern.
• There is a need for a broadly focused study that looks at Citywide and County changes.
• Provide more pedestrian crossings, especially west and east connections.
• Brookwood has traffic issues and the preferred option for alleviating problems is a traffic light out of the area.
• Enforce speeds and increase signage within the neighborhood.

Housing

• Ensure that new housing is consistent with the local character.
• Housing affordability is a big concern in the neighborhood. Create a system for protecting against property tax increases, specifically for the elderly and young families. Grow partnerships for affordability.
• Preserve and maintain short and long-term subsidized housing (redevelop it and increase the mix). Promote creative financing for ownership.
• The availability of jobs and income need to keep up with housing stock development. The cost of living and low paying jobs are concerns.
• Affordable housing needs to be reconceived with more home-ownership; accountable landlords; appropriately scaled developments with a variety of styles and scales, and in keeping with neighborhood; preserving existing resources; improved partnerships.
• Affordable housing is clustered in the neighborhood.
• Reverse the tendency to concentrate affordable housing in lower income neighborhoods.
• Development from outside the City is a concern. There should be an effort to expand existing housing in existing neighborhoods by in-filling at a finer grain. Subdivision within neighborhood could keep development local.
• Increase incentives to change developer dynamics.
• Downzone areas in the neighborhood to appropriate zoning. R3 rezoning area has not been addressed and density is a concern. Review other R3 areas or inappropriate zoning more generally.
• Cluster zoning as is a possible option that allows for preserved open space- evaluate existing practice.
• Provide education on the neighborhood purchase of land.
• Increase access to tools to help make good decisions about subdividing property.
• Develop a report that summaries vacant land in neighborhood with owners, development potential and zoning.
• Provide incentives to buy/renovate empty houses.
• Diversify the styles of houses in Charlottesville through scale, number, materials and variety of houses.
• New Construction has the potential to diversify style and form.
• Provide incentives for developers to use appropriately chosen materials and develop a handbook for residents and developers.
• Provide examples of design goals to developers.
• Promote home-ownership.
• Provide incentive for homeowners to expand existing homes.
• Make landlords more accountable.

**Environment**

• Elliot north to McIntire needs more trees.
• 5th Street has the potential to be a green corridor on either or both sides of the street.
• Preserve trees and expand tree placement by starting and expanding programs in these areas.
• Protect slopes for water quality. Prevent clear cutting sloped areas. This can be done by altering cut and fill requirements.
• Rock Creek should be included in the stream buffer ordinance.
• Expand the water protection ordinance to include Rock Creek.
• Institute an open space program to work with private property owners.
• Investigate and incorporate ways of developing more greenly.
• Mitigate environmental impacts of developments (slopes, creeks, woodland).
• Develop a program to work with homeowners to determine key natural areas and to educate them on incentives or ways to develop appropriately.
• New development should respect trails.
### Centers

- The neighborhood residents would like to be involved in the Land Use Planning part of Comprehensive Plan and guide future development
- Increase the police presence on a consistent basis with regular patrols and more contact.
- Police need to get to know residents and be more proactive in fighting crime.
- Utilize existing police substation on Dale Ave.
- Implement block watch program.
- There is the need for a bank in the neighborhood
- Encourage alley maintenance and better property maintenance.
- Provide more street and park illumination.
- A Rose Hill Neighborhood Association Community Center is needed
- Support the creation of a museum at Burley Middle School. (County)
- Use the Parks and Recreation Strategic Plan information and reassess the role of the Parks Department in the neighborhood.
- Create a partnership between Parks (city) and the Historical Society to create a Marker or reference point at the park to tell neighborhood history
- Burley School, Murray High School, Alternative School have the potential to play a larger role in the community
- Partner with the Wellness Center on health initiatives (i.e. regular health fairs)
- Seek partnerships with businesses in neighborhood (attendance at neighborhood meetings and financial support)

### Connectivity

- Discuss the abandonment of alleys within the neighborhood (not all alleys, analyze case by case)
- Improve and take advantage of the neighborhood alleys as a resource. Create an adopt-an-alley program. Potentially use them to create a pedestrian trail, parking system or for multi-purpose spaces. Work with Jefferson Area Board of the Aging to find volunteers to maintain the alleys.
- Sidewalks in the neighborhood need maintenance, weed control, completion where incomplete and more sidewalks are needed.
- There are currently no safe routes to Venable School from the neighborhood.
- Revisit the 2004/05 traffic study of Rose Hill Drive to provide alternative traffic calming options for the neighborhood.
- Rose Hill Drive needs an overall assessment and attention paid to the issue that on-street parking causes blind spots coming out of Charlton. Speed enforcement needs to occur on Charlton Ave, intersections of Forest and Concord, and Forest and Henry.
- Traffic calming is a huge issue. Continue to offer viable and diverse/creative alternatives for traffic.
- Jaunt is great!
- Residents are typically satisfied with public transportation options. Leave bus routes the way they are, they are very good.
- Bike lanes are good.
### Housing

- Address zoning concerns by reexamining neighborhood zoning, i.e. continue down zoning from Industrial to Residential
- Provide information to neighborhood regarding process of down zoning and other zoning change procedures.
- Encourage owners to maintain vacant properties.
- There is potential for more partnerships between the city, neighborhood and nonprofit organizations.
- Preserve single-family character of the neighborhood and maintain the integrity of height lines and square footage of new development. Encourage building strategies for adaptation to existing housing i.e. adding on to existing residences to encourage long-term residents to remain.
- Increase accessibility of City Meetings to neighbors in terms of times scheduled (site plan/planning, etc).
- Survey the Burley Middle School Area to examine historic district designation.
- Use Charlottesville Community Design Center (CCDC) as a mediator between residents/Rose Hill Neighborhood Association (RHNA) and City/developers to empower residents and resist undesirable development.
- Affordability - Piedmont Housing Alliance (PHA), Habitat for Humanity (HFH), Albemarle Housing Improvement Program (AHIP) - need more transparency and trust. These groups should continue to develop relationship with association.
- Neighborhood members desire to be more informed of development plans and have access to the development map.
- Housing Affordability is an issue.
- Develop Preston Plaza.

### Environment

- Find ways to expand greenery in neighborhood, i.e. more planting in public areas.
- City initiative to educate residents on HOW to save energy and WHO can provide services.
- Drainage needs to be examined and maintained especially on Charlton, Henry and Booker.
- Link the neighborhood into a Citywide stream maintenance program.
- Examine capacity and maintenance of utilities such as water, storm water and sewer in neighborhood.
- Create a public linear park on closed Rail Road right of way (rails to trails).
- Develop a better recycling program including curbside service.
- Increase communication with Public Works.
- Public trash pick-up should be more frequent.
Starr Hill

Centers

• The Starr Hill neighborhood has a large number of centers for a small neighborhood. The centers are The Jefferson School, W. Main St., Ebenezer Baptist Church, First Baptist Church, Music Resource Center, and the bus station.
• One of the biggest centers in Starr Hill, The Jefferson School could become, among other options, an adult education center or part of the library system.
• The more centers that can be created in other neighborhoods, the more Starr Hill’s centers can cater to its own population’s needs. For example, the aging population has been served well by Ebenezer Baptist Church. Child care is not a current need but could be in the future. There needs to be a discussion on the future use of Jefferson School and the impacts of that use on the neighborhood.
• An issue with The Jefferson School is the homeless population that sleeps in the entrance to the school.
• The broken glass around the neighborhood is not the work of the homeless but of the kids who come around and break the bottles lying around.
• The church that occupied the corner of 5th and Commerce has moved away and the hedges there and at the school get overgrown. The bigger the hedges get, the more cover the homeless sleeping in the school entrance have.
• A comprehensive look at parking and the lack thereof is needed for the neighborhood. Businesses are growing along Main Street, trying to compete with the Downtown Mall, and parking is a problem.
• Ebenezer Baptist Church has remained active church, attracting former residents to services. This area was traditionally the higher-end of Vinegar Hill. The church is expanding and will be building classrooms for its Sunday school.
• Establish better connections to several neighborhood centers. First Baptist feels like it is not in the neighborhood as it sits on the other side of Main Street. The Music Resource Center is also far away from the center of the neighborhood.
• Continue to improve the bus station.
• There needs to be a dialogue between the Neighborhood and the City about the future of the City Yard. Any future development of the site will have to take into consideration contamination in some spots. There is an aesthetics problem with the yard and a problem with mosquitoes.
• A center worth highlighting is “the other Main Street” traditionally for African Americans, which is Commerce Street. There was a footpath crossing through Starr Hill including Commerce Street, crossing McIntire and continuing on to downtown. This route is used today by the residents. Development on Commerce Street should be pedestrian scaled.
• Another important center created by the community itself is Joker’s Barber Shop, which has been there for a long time and even sponsors neighborhood activities.
Connectivity

- Re-establish the older street system and include some Historic trails.
- There should be a formalization of historic pedestrian connections. There are informal sidewalks through the Staples parking lot, across McIntire, the Omni Hotel and on to the Downtown Mall. Another "sidewalk" for African Americans was up the hill from Fifeville along 4th Street, crossing Main Street and on to The Jefferson School and other African American sites on Starr Hill.
- There is an issue with the schedules for public transportation. Although residents can walk up to Main Street to catch buses, there are not that many using public transportation. Should The Jefferson School become an adult education center, public transportation may become an issue.
- There are not that many bikers in the Starr Hill Neighborhood.
- Speed is a problem on 5th Street.
- Street lighting on Commerce is needed, especially shining on the Jefferson School. It is more necessary for safety than for aesthetics. Porch lights are also part of street lighting which is an advantage in a small neighborhood. Whatever gets done on Brown Street will lead to lighting concerns.
- Fast traffic, corner of Brown Street and 6th Street – The problem is not volume of traffic but the speed of the cars. A resident has taken to parking his truck right at the corner so that cars have to slow down. Although the safety concerns are not related to children (there are not many), they are related to the many cats in the neighborhood.
- Investigate the possibility of widening Brown Street.
- Stop access behind Jefferson School between the School and City Yard.
- It is suggested that sticky bushes be planted near the gate between the City Yard and the Jefferson School so that drug dealers, etc will be deterred from running through the neighborhood to escape on to Main Street.
- Create pocket communities.
- Keep limited access to the neighborhood.
- The parking lot at the train station needs to be maintained or paved. There is an issue with the significant amount of dust that falls in the neighborhood and could cause health problems.

Housing

- Increase owner-occupied housing - Most of the houses are owner-occupied by either young couples who bought a year or two ago, or people who have lived there for over 30 years.
- Maintain residential zoning – Although most of the neighborhood is commercial, the residents want to keep the City Yard zoned as R-1 as a potential for new housing.
- The edge of the neighborhood is more 4th Street than McIntire as there is no housing between 4th and McIntire. Although there is little space for development now, there will be when the City Yard moves.
- Need for smaller houses that are affordable.
- Keep the scale of the neighborhood.
- There is interest on the part of the residents to maintain the neighborhood's historic housing styles: stucco, porches, long houses. There are only a few housing styles.
- As for the future, the residents learned during the threat of the PUD that they could request architectural guidelines for the neighborhood from the City. The identity of Starr Hill must be preserved as the neighborhood is defined by its commercial area. Volume and no walled-off areas are important; density is not a problem.
- Commerce Street is completely different from the rest of the neighborhood with mixed-use buildings.
- There are two AHIP housing units. Unfortunately, Starr Hill no longer qualifies for CDBG which was used in the past to restore the stucco walls.
- Starr Hill is a low-profile neighborhood and the residents would like to keep it that way. The lots are small so it can better control its residential use. Someone trying to build a big building will have to buy several lots. The residents are doing well enough and have improved their homes. There is a fear that property values will increase so much residents will have a difficult time paying their property taxes.
Environment

• When it rains hard, a lot of water stagnates at the Yard and the tires lying around, creating a bad mosquito problem. The flat roof of The Jefferson School also accumulates water.

• Manage drainage. If a new parking lot is built, it must look carefully at the implications on drainage. Any new construction should include in the design guidelines drainage through a channel on to Schenks Branch. Water should flow to Schenks Branch through a park, buffering the stream, and opening its path to Moore's Creek.

• The area is heavily paved – streets and parking lots – leading to drainage problems down the hill.

• The neighborhood would like to see some innovative techniques for improving drainage and water management.

• Increase porous paving and install rain gardens in the neighborhood. These could be installed from the commercial area on to Brown Street. Brown St. is cooler, but also more humid.

• Few houses have driveways.

• The neighborhood would like to protect its park. Do not allow the Park to become a parking lot. The Park needs improvements such as playground equipment, flowers and landscaping. There is an opportunity for the neighborhood to partner with the City to enhance the space. More police presence is needed at the Park.

• Create active parks that serve several purposes: hazard cleanup, recreation, drainage, and visibility.

• Porches help with the temperature and also act as part of the sidewalks.

• The commercial establishments could organize group recycling.

• Residents can easily walk downtown and to the farmers market.

• As to the greening of Starr Hill, some houses that have been restored have installed energy efficient windows, and most are garden-friendly even though there are not that many trees.

• The “unruly” vegetation between Brown Street and the City Yard is much better than looking at the Yard.
Centers

- Venable values its diversity, and seeks to maintain the appeal of the neighborhood for all of those residents and organizations that give the area its vitality: UVA students, retirees, home owners, renters, investors, churches, Venable Elementary School, the Corner merchants, Culbreth Theater, and Gordon Avenue Library.
- The neighborhood considers its centers to be Venable School, Gordon Avenue Library, Hope Community Center, Culbreth Theater, Thomas Jefferson Memorial Church -- Unitarian Universalist, Westminster Presbyterian Church, Church of Christ Science, UVA in general, International House, St. Paul's Episcopal Church, and University Baptist/Hospital area.
- Neighborhood feels there are not more centers needed because the ones they have are strong. However, there needs to be better connectivity and access to their centers.
- Incorporate retail and dining on the Corner for neighborhood families.
- Add commercial, retail and/or dining to the neighborhood.
- There needs to be more communication between university students and the neighborhood at a personal level.
- Venable/10th and Page Boundary may need to be redrawn for clarity and to be certain that every resident feels represented.
- Work to strengthen the VNA by encouraging more diverse participation.
- Barracks Road has the potential to be a center for the neighborhood, but connectivity is an issue.

Connectivity

- Complete the bike lane on Rugby Road. The Rugby Road Bike lane project was planned then cancelled (Beta Bridge to UU Church). Additionally, the west side of Rugby Road needs to have more contiguous sidewalks.
- Provide sidewalk connectivity on Gordon Ave in the area of 17th St. (approx 150' needed to complete connectivity of existing sidewalk). Cars, bikes, and pedestrians travel heavily in this area.
- Traffic calming, safety, and handicap access at the intersection of Rugby, Preston and Barracks.
- Improve overall sidewalk quality to increase walkability and safety.
- Illegal parking on 16th-17th St. creates hazards; no parking signs are removed and parking is currently on both sides. Enforce one-side parking!
- Change existing parking or create permit parking since the tools already exist.
- Reroute traffic or make Rugby work better.
- Speed limit is regularly exceeded on Grady Ave. and Rugby Rd.
- Preston/Barracks/Rugby Intersection is difficult to traverse for bikes, cars, and pedestrians. The crosswalk doesn't work, lights for the crosswalk don't work, and the vegetation needs trimming.
- The lights in the in area of Legal Aid need to be checked for timing and safety.
- Beta Bridge-UVA bus stop is poorly placed. Eliminate the bus stop on the bridge to decrease traffic congestion (UVA is working on this).
- Increase safety by adding stop signs on Culbreth Rd, better bus stops, and crosswalks.
- Cars speed through the newer of the two lights at Barracks and Rugby.
- Need streetlights at Barracks and Rugby Rd. Extended. Residents leaving their driveways have trouble getting out into the street.
- Use proactive measures to reduce neighborhood speeding.
- Check the speed limits on roads like Emmet and other major corridors.
- Facilitate coordination between Transit Services and promote smaller/more green buses that are better for the neighborhood.
- Pedestrian safety crossing the train tracks.
Housing

- Have rental properties inspected every 3 years. (See Madison, WI program)
- Real estate taxes are soaring. There is a perceived inequity between the assessment increases for single-family and rental properties, the former bearing more than their share of the increases. On University Circle, the increases in single-family homes has been nearly double that for the large apartment buildings.
- Water lines need to be completely replaced on Preston Place. This will save the City money in long-term since there is currently a need for 2-3 repairs a year and the sidewalk is torn up for 8 months each time.
- A comprehensive inspection of rental properties is needed.
- Protect affordable housing. There is a fear that the City will become only for elite, upper income.
- Renters and lower income citizens are not represented in Venable Association or this meeting. There needs to be more outreach to those who do not traditionally attend neighborhood meetings.
- An LLC exists to buy properties in the neighborhood that are desirable to developers, place deed restrictions insuring they stay single-family homes, then re-market the homes.
- Examine the relationship between Venable and the University Neighborhood Association.
- Increase enforcement of parking, property maintenance and housing/zoning regulations.
- Monitor the impact of the new Historic Districts in the neighborhood.

Environment

- The neighborhood wants Emmet Woods, the undeveloped property owned by UVA, preserved as “green space” or buffer between the neighborhood and the noise of Emmet Street, Barracks Road Shopping Center and the new JPJ Arena.
- There is a concern with air quality. The University coal burning plant upgrade has been acknowledged.
- There are adequate parks near the neighborhood: The Lawn, Lambeth field, Venable Elementary, and Washington Park. Walking to these parks is the preferred access.
- Air handler noise is an issue. A noise study is underway at the JPJ Arena. Sound levels are being captured with and without the air conditioning on, and with and without foliage on the trees.
- Very noisy air handler at Culbreth Theater.
- Need lighting for safety at any new park.
- There are stormwater issues on several streets (e.g., Way-side Place, Preston Place, Fendall Avenue). There are few gutters or curbs, so gravel driveways and soil run into the streets and clog the storm sewer grates.
- The railroad tracks are bad sites for litter and stagnant water.
Woolen Mills

Centers

- The land use map, city ordinance and zoning should reflect neighborhood history and residential/rural character (environmental protection, density)
- Woolen Mills is better characterized as a fabric rather than as a center oriented place. The literal geographic center of the neighborhood is actually somewhat of a negative center. The original structures are spread across the neighborhood and the meanings and stories are as important as the structures.
- Some of the centers are negative and some are positive. One concern is absentee landlords and the criminal activity that occurs with these properties. There is a desire to make these negative centers safer.
- Some of Woolen Mills’ centers that contribute to the fabric are the Hispanic Business Center, Meade Park, the River, Rivanna Park, Woolen Mills School, Woolen Mills Chapel (a key center), the Old Mill, the abandoned mill, and Market Street. The neighborhood considers the Mill Village as the historic center.
- The existing playgrounds on Riverview and Meade Park are centers that need improvement. The playground near the public housing (Charlottesville Housing and Redevelopment Authority property) is inaccessible.
- More awareness is needed about the historic interpretation potential in Woolen Mills. The neighborhood is part of Meriwether Tract and should be recognized as such. There is a desire for an inventory of historic housing and potentially an historic museum. The neighborhood would like to become educated on the process for becoming a Historic District.
- The Rivanna Trail has many assets.
- There is a desire for some mix of uses to serve neighborhood residents.
- There is a need for more police presence in Riverview Park to increase safety as well as clarify laws such as the leash laws.

Connectivity

- Create a sidewalk on Chesapeake and pathways in other areas; enhance transit options; (historic cinder paths)
- Cut-through traffic is a problem in the neighborhood. The problem is especially prevalent on Franklin Street.
- The neighborhood does not want any additional thoroughfares.
- There is a request for traffic control with growth because increased traffic in the neighborhood due to development is not beneficial to the residents.
- There is a desire for a mitigation of the impacts of higher density such as the necessary infrastructure needed to maintain neighborhood character.
- More development should be contingent on better public transportation.
- The buses in Charlottesville are good but there needs to be an increase in access to buses and an increase in the frequency of the schedule. The neighborhood would really like to have covers or shelters at the bus stops.
- Americans with Disabilities Act and Virginia Department of Transportation compliance is sometimes detrimental and there is a suggestion that there should be a more case-specific treatment in order to avoid adversely impacting the character of roads and/or sidewalks.
- Examine historic materials for walkways as well as Historic paths such as Market Street.
- Attention needs to be given to the safety of sidewalks. The City needs to follow through on the sidewalk on Chesapeake.
- Any development of the Allied Building (old Woolen Mill Factory building) must require access from Broadway.
- There is opposition to the proposal for the Eastern Connector to come through Woolen Mills.
- The neighborhood would like a greater potential for bicycle connections.
- The 1300, 1400, and 1500 blocks of Chesapeake experience a lot of speeding traffic. The neighbors feel that there is a need for traffic calming efforts such as speed humps.


Housing

- The lots in the 1300/1500 blocks of Chesapeake and Market are considerably larger than the minimum required for their zoning. There is a concern that these lots will be subdivided.
- There is a desire to downzone Mill Village to preserve the physical fabric and lot sizes of the area.
- Future development should encourage owner habitation because absentee landlords are a problem in the neighborhood.
- Maintain the rural character of the neighborhood with future residential development.
- The neighborhood values the cemetery as an open space and is not interested in further development in the cemetery’s open spaces.
- There needs to be a retrofit of Housing Authority properties and an improvement to absentee landlord housing. Inspections are one way to accomplish this.
- Any new or redevelopment of public housing should respect the neighborhood architecture, setbacks, and planting. Maintain affordable housing while improving the condition and the streetscape.
- The neighborhood would like to have a greater variety of uses and one suggested location for a rezoning is the corner of Market and Meade. Housing can be rezoned to allow mixed use. Any rezoning of areas in the neighborhood should ultimately enhance the neighborhood by bringing amenities to the residents (not just a population increase).
- Short 18th St. needs improved parking and trees.
- There is a desire for redevelopment of Coiner’s Scrap and Wright’s that maintains sensitivity to local business owners and the neighborhood’s industrial heritage. There is also a concern over brown-field issues; redevelopment could be an opportunity to use green building initiatives.
- Improve the trees, porches, and playground in the area near Riverside Avenue.
- Accomplish historic (1830-1940) housing inventory landmarks update.
- There is potential for conservation easements on vacant lots.
- Change the industrial zoning along the southern edge of the neighborhood.
- Investigate and strongly encourage an Architectural Design Control District for the neighborhood.
- Do not change the zoning to industrial on Leake and Burgess. Keep these streets residential.
- There needs to be a joint conversation between the neighborhood and the Charlottesville Redevelopment and Housing Authority in order to coordinate efforts in the neighborhood.
- There is a strong desire for joint meetings to take place prior to construction of new developments. These meetings would be between the neighborhood and the developers who are building in the neighborhood.
Environment

- Enforce development laws for new development and encourage natural landscape for new and existing areas.
- Greenways are important. There is a concern over the loss of tree cover with recent development.
- The neighborhood would like a rain barrel program facilitated by the City.
- Compost/sewage treatment is a continual issue. The neighborhood would like to know more about what is causing the problem and would like to see a joint meeting with Belmont and the Rivanna Water & Sewer Authority.
- The neighborhood values Meade Park and is concerned about its future. There is a desire for the City to continue to maintain and operate the pool and other facilities at the Park. There is also concern for the future of Riverview Park.
- Incorporate more environmentally sensitive ordinances into the City codes.
- The City should encourage natural habitats. There is a desire to let things be wild and rural in certain parts of the neighborhood. This could be achieved through a habitat protection zone.
- Also, the brush pile ordinance prohibits piles that are beneficial as habitat.
- Recognize and extend the scenic and historic designations of the Rivanna River above the Dam. Use the designations as a good tool for watershed protection.
- Green space and gardens speak to the historic and rural character of the neighborhood.
- Maintain and protect the historic cemetery as it is because it is a community asset. Prevent additional development upon it.
Appendix Two

Goals and Objectives
Goals From Chapter Four: Housing

GOAL I: Continue to maintain, improve and grow the city’s housing stock.

Objective A: Preserve and Improve the Quality and Quantity of the Existing Housing Stock.

- Strategy 1: Actively promote the renovation, rehabilitation, and expansion in size of existing units as a means of enhancing neighborhood stability, and as a viable and preferred option to demolition or homes moving towards renter status.
- Strategy 2: Encourage, enhance, and better promote the use of the city’s Tax Exemptions for Home Improvement Program as an incentive for residents to renovate or add-on to their homes.
- Strategy 3: Distribute copies of the Charlottesville Form Book and develop a How to Renovate Your House Book to provide guidance on architecturally compatible, energy efficient, renovations/additions that will add market value and durability to City homes.
- Strategy 4: Support the incorporation of sustainable design and building practices in building construction, including the incorporation of Universal Design principles where appropriate. Provide educational opportunities when available for residents to learn how to improve their homes.
- Strategy 5: Adopt a Tax Abatement Program for houses and mixed use buildings that become or are developed as 30% more energy efficient than state wide building code as advocated by the Citizen Committee for Sustainable Design.

GOAL II: Promote an assortment of affordable housing initiatives to meet the needs of owners and renters with varying levels of income.

Objective A: Establish a series of meaningful incentives for developers to create new affordable housing.

- Strategy 1: Encourage mixed-use and mixed-income housing developments.
- Strategy 2: Create incentives such as deferral or exemption from real estate taxes for development of mixed-use projects in designated Entrance Corridors of the City.
- Strategy 3: Secure State legislation to allow for cash payments in lieu of affordable units. Cash proffers should be held in the City’s name within the Thomas Jefferson Community Workforce Housing Fund. Monies from this fund will be used for downpayment assistance for first time homebuyers.
- Strategy 4: Support the use of tax credit proposals submitted by private developers within the locality to create affordable rental units. The chances of success for such projects are enhanced greatly when localities contribute their support.
- Strategy 5: Review City-owned land and properties and evaluate for affordable, multi-family, redevelopment opportunities. If public funds are not available for redevelopment, advertise for private developers or partner with non-profit housing advocates to redevelop these lands as mixed-income projects.
- Strategy 6: Identify privately or institutionally-owned land or properties which would be suitable for development or creative redevelopment of affordable or mixed income housing projects. Support partnerships...
with private or non-profit entities to create affordable housing.

Strategy 7: Continue to fund the Thomas Jefferson Community Workforce Housing Fund and any other initiatives to provide homebuyer downpayment assistance to bridge the “affordability gap” in the city.

Objective B: Link housing options and employment opportunities in City land use decisions.

Strategy 1: Establish and implement an Affordable Dwelling Unit Bonus Program to give a density bonus to developments that voluntarily set aside a percentage of the total units as affordably priced.

Strategy 2: Expand the supply of housing in appropriate locations within the City to increase abilities to walk and use public transit, to support families with children, to sustain local commerce and to decrease student vehicle use.

Strategy 3: Stimulate housing development where increased density is desirable and strive to coordinate those areas with stronger access to employment opportunities, transit routes and commercial services.

Objective C: Encourage area employers to address workforce housing issues for their own employees to enable them to live in the City.

Strategy 1: Encourage private employers to provide employer-assisted financing for their employees, including downpayment assistance, and pay incentives to not use cars for commuting and residing in housing nearer to their work.

Strategy 2: Encourage the University to work in partnership with developers to produce workforce housing projects either for rent or purchase. Incorporate use of land leases where the University would retain the land but gain the benefit of providing housing near its jobs.

Strategy 3: Challenge the University to partner with developers to create or rehab new/existing housing for its workforce, including support staff and hospital staff.

GOAL III: Offer a range of housing options diverse enough to meet the needs of Charlottesville’s residents, including those presently underserved.

Objective A: Support recommendations included in the Thomas Jefferson Area Coalition for the Homeless 2012 Plan to End Homelessness.

Objective B: Set affordability benchmarks for the development of units for low and moderate income residents, with sufficient flexibility to allow for negotiation based on the development project’s criteria, and then provide incentives for such developments to be built.

Strategy 1: Work with the City’s Housing Advisory Committee (HAC) to establish, and annually review a set of Affordability Design Standards.

Strategy 2: Research and commit to a working partnership with PHA, JABA and TJPDC’s Fair Housing and Universal Design staff members to review and enhance current design review standards. These members have already established a strong foundation of viable visitability and accessibility alternatives for new and rehab construction.

Strategy 3: Promote long-term affordability of units by developing strategies and mechanisms including deed restrictions and covenants for their initial sale and later resale. This will protect the direct
monetary investments that come from public resources.

Strategy 4: Support an increase of funding appropriate for new and existing housing programs, including the Thomas Jefferson Community Workforce Housing Fund and any other housing trust initiatives. These sources of funding would be flexible enough to support the City of Charlottesville’s various housing needs.

Strategy 5: Continue to support and expand the City’s Tax Relief programs to accommodate the needs of low-income households, seniors and those with disabilities. This shall include exploring legislation for differentiating between residential and commercial tax rates.

Objective C: Adopt additional financial and programmatic supports to aid in the development of housing related services.

Strategy 1: Consider the merits of establishing a Tax Deferral Program similar to the one proposed by Habitat for Humanity of Greater Charlottesville: 50% tax deferral for income-eligible home buyers who earn less than $25,000 per year.

Strategy 2: Expand the range of transitional and supportive housing options within the community by providing physical and financial support to programs serving the homeless and near-homeless populations, as well as those with challenges that would otherwise prevent independent living.

GOAL IV: Establish an office of the City’s Housing Coordinator to execute the City’s housing goals outlined above.

Objective A: The City Housing Coordinator’s office shall serve as an information clearinghouse for anyone who is interested in housing issues in our City by compiling and making available to developers, realtors, prospective residents, and other interested parties information on City neighborhoods, projects, programs, opportunities and incentives.

Strategy 1: The City Housing Coordinator’s office shall establish procedures for determining housing conditions and prepare an annual report

Strategy 2: The City Housing Coordinator’s office shall create a comprehensive city-wide database of housing information, including use of data from the “State of Housing Report” to collect housing data and integrate it into the city’s GIS system

Strategy 3: The City Housing Coordinator’s office shall serve to refer buyers who are interested in purchasing within the city known resources within the community which may include the center at Piedmont Housing Alliance

Strategy 4: The City Housing Coordinator’s office shall actively market the city as a desirable and potentially affordable place to live.
Goals From Chapter Five: Land Use

GOAL I: Maintain a zoning ordinance that incorporates newer forms of mixed-use type of development desired by the community.

Objective A: Maintain a zoning classification where differences between zones are based on intensity of use as defined by density, height and maximum size of allowable use and not on type of use alone.

Objective B: Create a zoning classification to allow mom and pop style small neighborhood businesses to flourish.

Objective C: When developing alternative ordinances always respect and protect adjacent residential areas.

GOAL II: Regulate the use of land to assure the protection, preservation and wise use of the City’s natural, historic and architecturally significant environment.

Objective A: Continue to monitor development through enforcement of site plan/subdivision review, zoning, soil erosion ordinances and a better system of bonding performance, to ensure protection of limited natural resources and sensitive environmental areas, including designated flood plain areas and rivers.

Objective B: Ensure compatibility of land use in all decisions affecting land use, and update the Land Use Plan on a citywide basis with current land use data. Pay special attention to residential neighborhood protection, affordable housing, and coordination with Albemarle County and the University of Virginia.

Objective C: Modify the zoning ordinance so it complements the City’s design guidelines.

GOAL III: Promote land use that maintains and enhances the City’s role as a regional market place, without sacrificing the quality of life and environment.

Objective A: Continue to develop CSX property based on the master plan with revisions if needed. This development needs to be supportive of Downtown.

Objective B: Evaluate light industrial use with sufficient buffering to protect adjacent residential neighborhoods.

Objective C: Examine changes to the ordinance to include areas for uses such as grocery and drug stores, in areas proximate to the Downtown.

Objective D: Encourage the use of Planned Unit Development for large sites and Infill SUP for smaller areas as a way to protect the natural environment and allow flexibility and variety in development.

Objective E: Create an overlay for cemeteries that would prevent development on cemetery parcels; similar to the recently created park overlay.

GOAL IV: Revise the zoning ordinance and zoning map to provide a consistent and up to date zoning code for the City.

Objective A: Amend the zoning map to implement the many changes recommended by the neighborhoods to make zoning and existing land use and the land use plan consistent.

Objective B: Amend the zoning ordinance in such a way that is sensitive to the history of the community and provides for protection of valuable historic
resources.

Objective C: Explore the addition of and determine if a historic district is feasible in the Martha Jefferson Area.

Objective D: Review the historic preservation section of the ordinance to examine the current standards for demolition and for the preservation of archaeological resources.

**GOAL V: Seek to increase the number of rehabilitated and re-used historic structures.**

Objective A: Actively encourage developers and homeowners to use rehabilitation tax credits as appropriate for the rehabilitation of historic properties

Objective B: Utilize provisions available in Virginia for real estate tax abatement for the rehab of older buildings not registered as historic like the residential tax abatement program.

Objective C: Continue meeting with Martha Jefferson Hospital committee to ensure a smooth transition when Martha Jefferson Hospital leaves.

**GOAL VI: Provide consistent parking standards that are supportive of neighborhood goals and that enhance neighborhood goals and objectives.**

Objective A: Provide a mechanism for parking for new downtown residential uses and to provide for parking for existing downtown residential uses that have been developed without parking.

Objective B: Protect neighborhoods from encroachment by employees of commercial enterprises and particularly the University of Virginia.

Objective C: Study parking and delivery issues in the downtown, West Main and University Corer areas.

Objective D: Provide for public/private partnerships to provide parking in publicly owned facilities.

**GOAL VII: Maintain an infrastructure system adequate to serve existing and future development.**

Objective A: Study sanitary sewer drainage areas in Downtown, West Main Street, Preston Avenue and the University area to determine where improvements are necessary.

Objective B: Develop a prioritized list to upgrade the utility system to accommodate future growth.

Objective C: Amend ordinance to have developers contribute to the upgrade of utility systems on a proportionate basis equal to their impact on the system.
Goals From Chapter Six: Transportation

Transportation System Goal: To provide a safe, efficient transportation system that reduces single occupancy vehicle travel (from 61 percent to 50 percent for commuters) by prioritizing options for mode of travel, while at the same time enhancing the quality of life in the City, facilitating development in priority locations, preserving valued cultural resources, reducing greenhouse gas emissions and conserving natural resources.

In order to fulfill the above goal, the objectives that follow are established and are grouped into the following four categories:

- Regional – These objectives address travel around the City.
- Local – These objectives address travel through the City.
- Parking – These objectives address parking within the City.
- Modal – These objectives address reducing the number of single occupancy vehicles and increasing the number of people who bike, walk and use transit.
- Financial – These objectives address the limited funding for transportation.

Regional Goals and Objectives

GOAL I: Reduce number of single-occupancy vehicle trips.

Objective A: Reduce the number of trips per person in motor vehicles, especially trips in vehicles occupied only by a driver, with a goal of reducing the percentage of people who drive alone as a means of transportation to work, to 50 percent by 2015. To achieve this, an increase in the percentage of trips by walking, biking, transit, and car pooling by enhancing incentives and opportunities to use other modes of transportation, exploring disincentives to drive alone, and altering land use patterns to facilitate use of non-driving modes of transportation will have to occur.

GOAL II: Limit use of non-renewable fuel for vehicles, specifically petroleum-based gasoline.

Objective A: Increase access to alternative fuels, such as by incentives for private sector, or direct public sector, augmentation of capacity to service vehicles with renewable fuels and fuels that emit less greenhouse gas.

Objective B: Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

Objective C: Create innovative incentives for those who use alternative fuels.

GOAL III: Establish adequate regional roadway network to divert traffic neither originating nor destined for the City away from local network.

Objective A: Develop a regional transportation network surrounding the City by actively participating in the planning for construction of new facilities such as the Eastern Connector and Sunset/Fontaine Avenue Connector.

Objective B: Evaluate regional transportation network priorities surrounding the City in CHART and MPO Plans.
GOAL IV: Increase regional access to transit for County-City travel.

Objective A: Increase regional mode-split opportunities by actively participating in the establishment of the Regional Transit Authority and encouraging bicycle, pedestrian and transit connections, including attention to Sunday and after dark bus service, between the County and City.

Objective B: Cooperate with Albemarle County in exploring express bus lanes and other transit improvements north of the City.

Objective C: Actively explore the role a streetcar can play as a primary transportation element along the Main Street corridor and Emmet Street to encourage economic development and more residential density close to Downtown and the University of Virginia with shared financing by the City, University, Commonwealth of Virginia, Federal Highway Administration and property owners.

Objective D: Continue to expand transit service and increase ridership.

Objective E: Identify park and ride opportunities by locating sites, developing them and advertising them, working with Albemarle County where appropriate.

GOAL V: Develop information regarding regional travel patterns to address congestion within the City and region.

Objective A: Actively work with the MPO to develop origin-destination data.

Local Goals and Objectives

GOAL I: Efficiently manage the capacity of the arterial roadway network, relieving congestion and increased traffic on local streets.

Objective A: Preserve the traffic-moving capacity of the arterial roadway network using Travel Demand Management (for local employers including, the University of Virginia, City of Charlottesville, Albemarle County and Charlottesville High School) and developing a travel demand management plan for the City of Charlottesville.

Objective B: Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, communicate emergencies, weather and incidents to drivers, and promote transit using preemption.

Objective C: Develop Access Management standards for new development and redevelopment.

Objective D: Identify multimodal solutions to reduce single occupancy vehicle use.

Objective E: Identify additional roadway connections to improve the grid.

GOAL II: Establish routes along continuous height and weight limitations on bridges throughout the City.

Objective A: Establish designated truck routes within the City.

GOAL III: Reduce the high vehicle speeds and limit cut-through traffic on local streets as this type of travel is intended for arterial and collector roadway networks.

Objective A: Reduce speeding and cut-through traffic on local streets (where justified by data and
GOAL IV: Develop an efficient transportation system without doing so at the cost of neighborhood character due to transportation improvements.

Objective A: Improve the roadway network and encourage new development using Context Sensitive Design.

Parking Goals and Objectives

GOAL I: Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, minimizing environmental impacts and accommodating pedestrians, bicycles and transit users.

Objective A: Provide public parking to maintain the vitality of the City while using prices (including metering) and locations of parking to encourage use of transit, walking and bicycling.

Objective B: Explore options for park-and-ride lots and examine parking exempt zones. Utilize the zoning regulations to promote sound private parking facility supply and design by private developers.

Objective C: Initiate a parking study addressing the impact of parking on the transportation network, economic vitality and transit feasibility.

Objective D: Encourage employers to provide incentives for employees who do not drive to work.

Objective E: Work with University of Virginia officials on how parking incentives and disincentives might encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

Objective F: Explore shared motor vehicle service (such as service provided by Flexcar and Zipcar) for the Downtown and University areas.

Modal Goals and Objectives

GOAL I: Increase safer accommodations for pedestrians, bicyclists and citizens with disabilities while within existing roadway network.

Objective A: Provide design features on existing roadways to improve the safety and comfort level of all users by enhancing the pedestrian and bicycle facility network, using the Safe Routes to School program in the vicinity of schools and consistently applying ADA standards to facility design.

Objective B: Complete the sidewalk network using a priority system of: dual-side safe routes to all city schools; dual-side routes along all arterial and collector routes; dual-side routes to parks and public facilities; completing routes that have less than ¼ mile sections missing; mitigation rain runoff and drainage problems; and citizen requests in neighborhoods.

Objective C: Evaluate how street trees, sidewalk width and buffers between motor vehicles and sidewalks can enhance pedestrian travel, especially in development corridors.

Objective D: Ensure ADA access is improved to provide equal transportation options for all users.
## GOAL II: Designate separate trails both commuting and recreation to avoid user conflicts.

Objective A: Designate trails for specific uses to avoid user conflicts and negative environmental impacts and when planning new trails or trail improvements consider developing separate commuter and nature trails within a greenway.

## GOAL III: Establish connectivity between residences and commercial destinations that are located in close proximity to one another to promote the option of walking and biking rather than driving.

Objective A: Identify connections between residential and commercial areas that would enable residents to bike and walk to their destinations.

## Financial Goals and Objectives

### GOAL I: Acquire adequate funding for growing transportation needs.

Objective A: Identify additional funding sources for transportation improvements including grants, public-private partnerships, and potential for system operations revenues.

Objective B: Create a regional advocacy that brings all jurisdictions together to push for state-wide changes in transportation funding and to lobby the general assembly for additional funding.

Objective C: Explore the possibility of establishing a Transportation District.

Objective D: Explore establishment of impact fee service areas for road improvement projects and determine the feasibility of implementing an impact fee service area.

### GOAL II: Acquire adequate funding for trails from all possible sources of revenue.

Objective A: Make developers aware of new trail linkages needed and seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.
## Goals From Chapter Seven: Historic Preservation

### Education Program for Owners of Historic Resources

**GOAL I:** Educate property owners and potential property owners of historic resources about the history and significance of their properties.

- **Objective A:** Devise and implement an ongoing educational program possibly through the City’s web site, City Notes, or individual mailings to notify property owners and potential property owners that their property is situated in a historic district, or is individually designated as a historic property.

- **Objective B:** Support the Charlottesville Historic Resources Committee in efforts to promote an appreciation of local historic resources.

- **Objective C:** Coordinate with local historic groups such as the Albemarle-Charlottesville Historical Society, Preservation Piedmont, and the Thomas Jefferson Chapter of APVA in their efforts to educate the public about historic resources.

- **Objective D:** Provide information through the City’s web site and publications such as the Charlottesville Form Book about appropriate design options for expanding types of historic houses that frequently occur in Charlottesville.

- **Objective E:** Develop an Interpretive Plan for the entire city that will identify significant themes, events and personalities in the city’s history and work with the Historic Resource Committee to develop creative and effective ways to make this history known to citizens and visitors.

### Incentives and Tools for Historic Preservation

**GOAL II:** Continue to identify and make available incentives to encourage historic preservation.

- **Objective A:** Disseminate information regarding Federal and State rehabilitation tax incentives, including Virginia’s tax credit program, to homeowners, and help them explore financial techniques for rehabilitating historic homes.

- **Objective B:** Continue the BAR’s annual preservation awards for the best examples of preservation and design in the community, especially in ADC Districts.

- **Objective C:** Continue the Planning Commission’s annual awards that may include recognition of exceptional Entrance Corridor designs.

- **Objective D:** Provide technical assistance to property owners, or provide referrals to other sources of information, regarding architectural, historical or financial questions.

- **Objective E:** Continue to make low-interest loans available through the Historic Preservation Revolving Fund to owners of property protected by local ordinance. Explore ways to increase the amounts of funds available in the Historic Preservation Revolving Fund and encourage donations to the fund. At the same time, improve public awareness and use of the fund.

- **Objective F:** Strengthen major preservation tools currently being utilized by the city and provide in-
centives to property owners to encourage historic preservation, such as exploring the feasibility of a local easement donation program (both facade and open space and other historic landscape resources) and the transfer of development rights from designated properties and contributing resources in historic districts to other more appropriate locations.

Inventory of Historic Resources

GOAL III: Systematically inventory and evaluate all historic resources in the City to identify properties and districts that should be protected by local ordinance.

Objective A: Conduct architectural and historic surveys in the following neighborhoods:

- Fifeville
- 10th & Page
- Starr Hill
- North Belmont
- Martha Jefferson
- Fry’s Spring
- Woolen Mills

Objective B: Identify and survey additional properties that may qualify for Individually Protected Property designation. In addition to historic buildings, consider significant buildings from the recent past (less than 50 years old), structures such as sculptures, landscapes such as cemeteries, and archaeological sites.

Objective C: Reevaluate and adjust ADC District boundaries every 5 years.

Objective D: Identify significant archaeological sites and prioritize them for funding for future surveys.

Neighborhood Conservation

GOAL IV: Protect and enhance the existing character, stability and scale of the City’s older neighborhoods.

Objective A: Devise a Conservation District as an alternative, more flexible type of local historic ordinance to prevent inappropriate demolitions and encroachments in the City neighborhoods where the majority of structures are more than fifty years old and where the intended preservation goal is to protect groupings of buildings within the traditional pattern of neighborhood development rather than individual architectural specimens.

Objective B: Identify policies within Conservation Districts that place value on cultural and human resources as well as physical resources.

Local Protection of Historic Resources

GOAL V: Provide the fullest protection to the City of Charlottesville’s historic resources.

Objective A: Based on architectural and historic survey results, consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Conservation Districts).

Objective B: Based on architectural and historic survey results, consider additional properties outside existing ADC Districts for designation as individually protected properties.
Objective C: Pursue National Register and Virginia Landmarks Register status for all future local historic districts.

Objective D: Consider expanding the list of individually designated resources to include resources from the more recent past (less than 50 years old), especially those of significant architectural value and those that are becoming rare surviving examples of their type or their period of construction.

Objective E: Consider amending the existing ordinance to address protection of archaeological resources.

**Comprehensive Approach to Preservation**

**GOAL VI: Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals.**

Objective A: Include a BAR member liaison at all meetings involving the development of the City, especially the downtown mall.

Objective B: All public decision-making bodies should give due consideration to the impact of their decisions on historic resources.

Objective C: Evaluate transportation decisions for their impact on historic districts, such as the Ridge Street District, and on individually designated properties.

Objective D: Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.

Objective E: Review the historic preservation plan, historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed.

Objective F: Encourage sustainable and green building designs as complementary goals to historic preservation.

Objective G: Coordinate with other City programs such as affordable housing initiatives to encourage preservation of historic resources.

Objective H: Consider the effects of public works repairs and construction on historic features of the city’s neighborhoods. Retain, repair, and restore granite curbs, distinctive paving patterns and other features instead of replacing them. Also encourage and offer incentives for retaining or planting shade trees in the city’s older neighborhoods.

Objective I: Adopt Secretary of the Interior Standards for Historic Rehabilitation for all city-owned property more than 50 years old and apply appropriate preservation technologies in all additions and alteration while also pursuing sustainable and energy conservation goals.
**GOAL I: Strategically continue, expand, and implement environmentally sustainable initiatives and measures that contribute to climate protection and support key actions outlined in the US Mayor’s Climate Protection Agreement.**

- **Objective A:** Inventory global warming emissions in City operations and the community (will depend on the establishment of a 1990 emissions baseline, 2012 projections, and reduction targets).

- **Objective B:** Continue to pursue and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities.

- **Objective C:** Promote transportation options such as bicycle trails, commuter trip reduction programs, and incentives for carpooling and public transit.

- **Objective D:** Increase the use of clean, alternative energy (expand on recent initiatives, such as the installation of a geothermal system at the Downtown Transit Station, and recent energy audits of set the stage for expansion in this area).

- **Objective E:** Promote and pursue energy efficiency and resource conservation in city facilities and the community.

- **Objective F:** Practice and promote sustainable building practices using the U.S. Green Building Council’s LEED program or a similar system (addressed extensively in a subsequent section of this chapter).

- **Objective G:** Reduce municipal fleet emissions through increased fuel efficiency, vehicle reductions, anti-idling efforts, and use of alternative fuels (e.g., compressed natural gas and biodiesel).

- **Objective H:** Increase recycling rates in City operations and in the community.

- **Objective I:** Maintain healthy urban forests; promote tree planting to increase shading and to absorb CO2 (addressed extensively in a subsequent section of this chapter).

- **Objective J:** Help educate the public, schools, other jurisdictions, professional associations, business and industry about reducing global warming pollution.

In November 2006, City Council established a Citizens Committee for Environmental Sustainability. One of the topics this community stakeholder group will pursue is to recommend strategies for implementation of the goals and objectives outlined in the US Mayor’s Climate Protection Agreement.
**GOAL I: Promote, protect and restore riparian (streamside) and stream ecosystems to protect habitat and water quality for people and animals.**

Objective A: Provide technical assistance for homeowners and businesses, gain access to grant funds, and receive services to improve land management practices through services provided via the city’s membership in the Thomas Jefferson Soil and Water Conservation District (TJSWCD).

Objective B: Promote and participate in existing programs to accept conservation or open-space easements of forested stream-side lands to ensure permanent protection.

Objective C: Remove streams from underground pipes wherever possible in order to increase aquatic habitat, groundwater infiltration and flow rates, reduce water stagnation and improve environmental aesthetics.

Objective D: Ensure no further loss of open waterways and habitats by minimizing additional underground piping of city streams.

Objective E: Restore degraded stream buffers through voluntary planting programs and the removal of pollution sources and invasive plants.

Objective F: Ensure riparian ecosystem health and water quality by repairing failing sewer infrastructure in degraded stream areas and reducing sources of stream bank erosion.

Objective G: Increase public stewardship of city lands and habitats through new projects and educational materials, such as news stories, brochures and workshops that are targeted to citizens, neighborhood associations, schools and businesses.

Objective H: Examine the feasibility of adding vegetated buffer requirements of varying widths to Schenk’s Branch, Lodge Creek, Pollock’s Branch, St. Charles Creek and Rock Creek and their tributaries under the City’s Water Protection Ordinance. (See Potential Streams Buffers Map, Fall 2006)

Objective I: Provide an interconnected system of green space, including pocket parks and buffers along streams for wildlife and birds. Identify gaps in the system to provide additional habitat corridors and opportunities to implement natural habitat improvements.

Objective J: Identify, map and protect unique natural areas in the city by working with the Thomas Jefferson Planning District Commission, Albemarle County, the Rivanna Trails Foundation and the Rivanna Conservation Society.

**GOAL II: Improve public and private stormwater infrastructure to protect natural systems from flooding due to extreme stormwater volumes and velocities and protect public health by reducing contaminants in stormwater runoff.**

Objective A: Develop a strategy to assess infrastructure needs, prioritize solutions for the repair, upgrade, and improvement of the city’s stormwater infrastructure, and create a long-term program for routine inspection and maintenance.

Objective B: Identify stormwater hazards such as flooding and drainage problems that may be threatening people and property and seek hazard mitigation funds to repair or prevent safety hazards.

Objective C: Ensure that landowners protect and maintain existing stormwater facilities and practices.
by educating property owners, as well as residents of condominiums and planned unit developments, about the existence of these facilities and practices and by including their locations in city records.

Objective D: Increase city staff levels in order to enforce the Water Protection Ordinance provisions for erosion and sediment control, illicit discharges, stream buffers and performance of best management practices in order to prevent off-site transport of sediments and contaminants that can negatively impact water quality and exacerbate flooding and property damage.

Objective E: Reduce and/or eliminate stormwater runoff problems from sites that lack stormwater treatment by requiring a reduction in overall imperviousness and by seeking new opportunities for stormwater infiltration when sites are rezoned (e.g. 10-20% reduction). Encourage retrofits on existing properties to address stormwater management in established neighborhoods with low redevelopment rates.

Objective F: Create a permanent funding mechanism to solve stormwater problems. Study options for funding mechanisms such as bonding, fee structures and financial incentives and make recommendations to city decision makers.

GOAL III: Reduce and prevent impacts from polluted stormwater runoff through voluntary and incentive programs for government agencies, businesses, developers and residents.

Objective A: Establish incentives for voluntary pollution prevention measures on private property, for instance, by creating as a new award category within the Planning Commission’s awards for pollution prevention and habitat protection or restoration.

Objective B: Establish incentives for homeowners and neighborhoods, for instance, by creating a new award category within the Planning Commission’s awards that recognizes residents who add environmental improvements to their yards such as native plant landscaping, rain gardens, green rooftops, cisterns and other stormwater prevention and mitigation measures.

Objective C: Showcase the city's commitment to environmental quality and educate citizens about environmental protection by pursuing demonstration projects on city property and providing educational signage and web links to environmental projects across the city. Utilize schools, city buildings, the downtown mall, parks and other city properties to demonstrate these environmentally sustainable technologies.

Objective D: Create a list of specific stormwater mitigation projects and locations that are needed throughout the city for developers or others to implement or construct as proffers or for use by the city in planning for future capital improvement projects.

Objective E: Increase and improve City, County and University of Virginia cooperation on watershed and stormwater management. Identify physical opportunities for joint City, County and UVA stormwater management projects (in addition to the existing regional stormwater pond).

Objective F: Study and seek to understand regional pollution sources and address problems collectively through participation in the newly formed Rivanna River Basin Commission.
### Urban Forest

**GOAL I:** Establish and maintain a 40 percent minimum urban tree canopy level in Charlottesville.

Objective A: Plan, develop, and implement an Urban Forest Management Plan, which will serve as the city’s comprehensive, long-range strategy for protecting, managing and expanding Charlottesville’s urban tree canopy on public lands including streets, parks, schools and other city-owned properties as well as private lands.

Objective B: Create a mechanism for evaluating how increasing tree canopy will meet the U.S. Mayor’s Climate Protection Agreement.

Objective C: Building on the 2006 street tree inventory, conduct onalventories to document the characteristics and location of the City’s street trees and urban tree canopy to inform the tree planting, adoption, and maintenance program across city neighborhoods.

Objective D: Develop a city-owned tree nursery for saplings that will be planted throughout Charlottesville in partnership with city residents to provide an ongoing source for new tree planting.

Objective E: Expand the City of Charlottesville’s tree planting list provided to developers to include a larger variety of tree options to ensure a diversity of species with an emphasis on native species.

Objective F: Share information with community members about tree protection, proper maintenance and replanting opportunities and programs through brochures, workshops and city newsletters.

Objective G: Maximize opportunities for restoring existing trees lost to development and improving the diversity of trees on development sites by requesting that larger, native Virginia trees are selected.

Objective H: Consider offering incentives, such as reduced setbacks or increased building densities in exchange for further tree preservation, maintenance, and/or expansion of trees on sites.

Objective I: Educate developers and contractors about the importance of implementing protective measures for trees and tree roots prior to the construction process and strictly enforce these measures during construction.

Objective J: Develop and implement management strategies over the next five years that acts upon the recommendations of the invasive species assessment and management plan developed for the Department of Parks and Recreation in 2006.
GOAL I: Promote the achievement of a 30 percent reduction from current energy use by businesses and residences through a city-wide education, assistance and incentive program.

Objective A: Provide residents and businesses with information about energy efficiency and green building programs and opportunities for energy use reduction, such as Energy Star®, Earth Craft® and LEED® through a city web site, web links to other programs and educational workshops and presentations.

Objective B: Develop and continually update case studies of costs and benefits associated with local building projects (e.g., investigate utility cost savings in lower energy use from existing Energy Star® and Earth Craft® homes versus similar conventional homes). Utilize graduate students or other researchers to conduct this study and to update data about cost savings.

Objective C: Create and promote an Ecohoods Program to help neighborhoods and streets become eco-friendly and create an annual award program for neighborhoods that achieve the greatest energy use reductions per capita.

Objective D: Provide free energy audits, design ideas and technical assistance for the general public through a grant funded program or hire new city employee to run program.

Objective E: Create a technical assistance and green business certification program for businesses that want to reduce energy usage (similar to program in Salt Lake City, Utah).

Objective F: Assist local schools in implementing curricula for energy conservation and green building available from the U.S. Department of Energy to meet standards of learning related to energy conservation (Life Science Standard of Learning 12).

Objective G: Create and administer a green builder certification program (similar to programs in Boulder, Colorado and Austin, Texas.)

Objective H: Develop policies within the city-owned natural gas utility that provides financial incentives and support for energy conservation by gas customers. Utilize incentives such as graduated water and natural gas rates so that rates increase above a certain level of usage in order to encourage energy and water conservation (known as a fee-bate program).

Objective I: Create and administer an Energy Conservation Fund, managed by the city, allocated on a competitive basis to initiatives or projects that will significantly reduce energy consumption on a city-wide basis.

GOAL II: Encourage green building and resource and energy conservation practices in new and existing buildings through financial incentives.

Objective A: Consider opportunities for awarding density bonuses for those developers who commit to build LEED silver® or better certified buildings.

Objective B: Provide incentives for homeowners to replace or add energy efficient features (this program would be in addition to the city’s current emergency heating insulation assistance program).

GOAL III: Ensure a consistent city-wide policy that promotes green building by ensuring that other city regulations, practices and guidelines actively allow for and encourage green building practices.

Objective A: Add guiding principles to the Board
of Architectural Review and Entrance Corridor Guidelines that encourage the use of green building practices, including energy efficient, recycled-content and locally harvested or procured materials.

Objective B: Consider opportunities for requiring green building techniques such as amending the PUD ordinance to require that new commercial buildings achieve LEED silver® certification or equivalent standards for reductions in energy usage and water conservation and that residential buildings meet Earth Craft® (or equivalent) standards.

Objective C: For Special Use Permits (SUP’s) that include a request for increased density, investigate options to encourage that the buildings achieve a LEED Silver® or higher certification.

Objective D: For construction of new city buildings, require that LEED® certification be attained where feasible (as has been sought for the new city transit center). For all renovation projects, such as roof replacement, consider retrofitting with green technologies to reduce energy use and stormwater runoff.

GOAL IV: Capture the ‘embodied energy’ of existing buildings and avoid using new materials by encouraging the adaptive re-use of existing structures.

Objective A: Develop an inventory of underutilized properties within city limits and develop strategies (like rezoning and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses. Strategies may include creating a Scattered Sites Enterprise and Environment zone that will target special incentives (like free permits) to these sites.

Objective B: Based on the inventory developed in Objective A, create a coalition of local organizations that will collaborate with the city to steward the movement of these properties back into productive and sustainable uses that achieve both green building goals and social equity goals while preserving the historic integrity of the community. As appropriate, create policy and financial incentives to encourage this process.

GOAL V: The City supports the development of a Rivanna River Corridor Plan in collaboration with the Thomas Jefferson Planning District Commission and Albemarle County.
**Goals From Chapter Nine: Economy**

**GOAL I: Build and strengthen partnerships with local organizations to create meaningful workforce development programs**

Objective A: Coordinate with Community Attention to plan Summer Youth Employment Program

Objective B: Work with the Virginia Initiative for Employment not Welfare (VIEW) to employ all non-exempt residents of Temporary Assistance for Needy Families (TANF) at least 30 hours of work per week.

Objective C: Coordinate with the local media and CATEC, PVCC and the construction industry to publicize local jobs for trade professions

Objective D: Establish One Stop Center

Objective E: Create scholarship program to encourage workforce development in key areas

**GOAL II: Work to better capture entrepreneurial startup activity within the City.**

Objective A: Develop a Technology-based Incubator program in downtown Charlottesville

Objective B: Maintain contact with UVA agencies associated with technologies and encourage them to seek opportunities to locate in the City.

Objective C: Offer a Business Development Program to aid new and existing businesses

**GOAL III: Generate and sustain successful small businesses**

Objective A: Develop and implement a marketing effort to attract both technology savvy firms and individuals to Charlottesville

Objective B: Host an event that provides access to the state and regional agencies that help businesses

Objective C: Fund the SBDC to provide counsel and assistance to new and emerging businesses, as well as access to State and Federal assistance

Objective D: Develop a unique resource (CD) for business start-ups.

**GOAL IV: Build partnerships with private sector groups in order to facilitate the completion of significant development opportunities**

Objective A: Partner with Martha Jefferson Hospital leadership to analyze potential and market the site so that redevelopment benefits the city

Objective B: Work with developers on infrastructure and plan review requirements to expedite development in Hydraulic Hillsdale area

Objective C: Secure a grocery store development near the downtown mall area

**GOAL V: Increase tourism to help expand the positive economic impact visitors have on the City.**

Objective A: Develop partnerships and marketing cooperatives for the expansion of arts & entertainment, cultural, and historical visits

Objective B: Facilitate bringing interested groups together to develop a web-based calendar of community events and entertainment
GOAL VI: Expand the Downtown economic hub on to nearby side streets and other key corridors

Objective A: Develop a plan for new parking facility to support downtown commercial development

Objective B: Partner with UVA and other adjacent property owners for implementation of the West Main Street Plan

Objective C: Develop plans and process to move ahead with development of City lot and coordinate with adjacent CPC Lot development on Water St.

Objective D: Finalize a long term solution to the location of the Market

Objective E: Implement development plans in each of the Economic Corridors
Goals From Chapter Ten: Community Facilities

Parks and Recreation

Figure 2 presents the recommended Facility Standards and the representative facilities for projected population in 2010 for the City. Figure 3 presents the recommended Facility Standards and the representative facilities for the City and County combined.

GOAL I: Upgrade existing park and recreation infrastructure to modern standards and improve natural areas.

Objective A: Develop and apply system-wide design standards.

Objective B: The overall aesthetics of park sites should be improved through signage, landscaping, parking lots, and safety improvements including area lighting and trash receptacles.

Objective C: Establish a lifecycle maintenance improvement plan for park and recreation facilities.

Objective D: Encourage acquisition of natural areas, particularly along existing trails, into park system through developer contributions fee simple purchase.

Objective E: Create resource management plans to support and maintain natural areas as well as create a new core recreation service in environmental education to teach and educate users on the value of these natural areas.

Objective F: Update recreation amenities such as tennis courts, outdoor basketball courts, the skateboard park, picnic shelters, sports fields and playgrounds, and refurbish existing restrooms and drinking fountains. The pools in the park system, excluding the Washington Park Pool, should be updated or evaluated for conversion to spray grounds.

GOAL II: Promote efficient use of all park properties and recreation facilities.

Objective A: Evaluate the level of productivity of each park and recreation facility based on cost per acre to maintain, capacity of use, and cost per experience in each facility.

Objective B: Create an updated master plan for each underperforming park.

Objective C: Implement program changes for all underperforming recreation facilities.

Objective D: Redesign or consider eliminating underperforming recreation facilities to maximize the City’s investment.

Objective E: Enhance multimodal access to parks

GOAL III: Adopt customized park and recreation facility standards that support a livable community for the City and its partnering agencies, and perform consistent maintenance on all parks and recreation facilities.

Objective A: Implement the facility standards that have been agreed upon and that support the recreation needs of the community and region.

Objective B: Establish the appropriate level and
role the City of Charlottesville will play in meeting the desired facility standards, and seek the support of other service providers in order to determine their appropriate role in meeting the desired standards.

Objective C: Communicate the facility standards to users to demonstrate facilities that are needed and that the City is meeting the standards desired by the community in some areas.

Objective D: Establish maintenance standards for all park types, trails, and recreation facilities in the system.

Objective E: Determine the number of person-hours, the supplies equipment, and the budget maintenance operation dollars needed to achieve the desired outcome.

Objective F: Communicate the maintenance standards the Department is striving for to users of parks and recreation facilities.

**GOAL IV: Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities.**

Objective A: Fully implement the Greenway Trails Plan that has been approved by City Council. Tie the sidewalks that can connect to trails into the County’s Greenways Plan.

Objective B: Customize all park and recreation facilities to connect them to the community through appropriate design and through amenities that have wide age segment appeal.

Objective C: Enhance existing signature facilities and develop new ones to increase the image value and the perception of Charlottesville and to create a sense of pride in the community.

Objective D: Increase pedestrian and bike connectivity throughout the City and the region where possible.

Objective E: Encourage land acquisition along trail corridors to ensure permanent use as trail and ability to manage land as park space and green infrastructure resource.

**GOAL V: Develop trails that are sensitive to the community's environmental systems and cultural and historic resources.**

Objective A: Ensure that all new trails and trail improvements are designed within the context of surrounding natural systems to minimize negative impacts on environmental systems and cultural and historic resources by formalizing natural environment-focused trail system guidelines for trail design, trail construction materials, and trail maintenance and improvements. Trail guidelines should avoid large trees and their root zones, steep slopes and environmentally sensitive areas such as wetlands and use native plants and trees when restoring disturbed areas or creating new trails.

**GOAL VI: Promote the green infrastructure benefits that trail systems provide to the public and to stakeholders.**

Objective A: Increase communication and cooperation between the City of Charlottesville, Albemarle County, the University of Virginia, interest groups, developers and the public concerning the need for environmentally sensitive trail development.

Objective B: Engage residents, schools, community organizations, businesses and other groups in trail
planning, construction, adoption, maintenance and improvement efforts.

Objective C: Develop information materials and trail signage that highlight the characteristics of natural resources and cultural and historic areas located along trail systems in the city.

GOAL VII: Create a RecRider Program for recreation youth in the City.

Objective A: Establish recreation routes during the summer and on Saturday nights during the school year using the City’s transportation authority.

GOAL VIII: Create balance and accessibility for all types of parks and facilities across the City.

Objective A: Visually demonstrate the level of equity in place by park and facility types with GIS mapping.

Objective B: Reduce inequities over the next ten years.

Objective C: Make existing and future parks and recreation facilities ADA accessible.

GOAL IX: Develop and implement program standards as they apply to core programs and services, including strong education and family ethics.

Objective A: Develop program budgets around program standards.

GOAL X: Implement policies that will create a more cost-effective parks and recreation system.

Objective A: Create a revenue policy and philosophy that supports users investing in themselves based on the level of exclusivity they receive above a general taxpayer.

Objective B: Determine the true cost of services for programs and facilities, and create a cost recovery goal for each program.

Objective C: Facilities should be designed to produce revenue to offset operating costs.

GOAL XI: Obtain the facility standards recommended by the Service Area Analysis in the 2005 Needs Assessment Report.

Objective A: Acquire 5 acres of land for use as community parks to be located in the areas of the community where they are lacking.

Objective B: Add 2 diamond grass fields and 2 rectangle fields to the parks and recreation network.

Objective C: Add 6 playgrounds to the parks and recreation network.

Objective D: Add 1 basketball court to the parks and recreation network.

Objective E: Add 9 miles to the current trail system in the parks and recreation network.

Objective F: Add 2 picnic shelters for reservation to the parks and recreation network.

Objective G: Add 4 soccer fields in the parks and recreation network.
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City of Charlottesville Inventory</th>
<th>School Sites Inventory</th>
<th>Total Current Inventory</th>
<th>Charlottesville Current Service Level Based on City Inventory</th>
<th>National Guideline Service Level</th>
<th>Recommended City Standard</th>
<th>Surplus/Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks (Acres)</td>
<td>54.26</td>
<td>0.0</td>
<td>54.3</td>
<td>1.3 acres/1,000</td>
<td>2 acre/1,000</td>
<td>2.0 acre/1,000</td>
<td>Need 27 ac (See Section 5.2.1.1)</td>
</tr>
<tr>
<td>School Parks (Acres)</td>
<td>0.00</td>
<td>143.4</td>
<td>143.4</td>
<td>3.5 acres/1,000</td>
<td>1 acre/1,000</td>
<td>3.5 acres/1,000</td>
<td>(1) See Section 5.2.1.1</td>
</tr>
<tr>
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<td>116.8</td>
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<td>Need 5 ac</td>
</tr>
<tr>
<td>Regional Parks (Acres)</td>
<td>402.30</td>
<td>0.0</td>
<td>402.3</td>
<td>9.9 acres/1,000</td>
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<td>10.0 acres/1,000</td>
<td>Need 5 ac</td>
</tr>
<tr>
<td>Total Park Acres</td>
<td>573.36</td>
<td>143.4</td>
<td>716.8</td>
<td>17.6 acres/1,000</td>
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<td>18.5 acres/1,000</td>
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<tr>
<td>Tennis Courts</td>
<td>12</td>
<td>7</td>
<td>19</td>
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<td>1 court/ 5,000</td>
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<tr>
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<td>26.5</td>
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<td>1 court/2,500</td>
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<td>Playgrounds</td>
<td>18</td>
<td>9</td>
<td>27</td>
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<td>1 site/1,250</td>
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<td>Picnic Shelters (Reservation)</td>
<td>2</td>
<td>0</td>
<td>2</td>
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<tr>
<td>Outdoor Pools</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1 pool/20,375</td>
<td>1 pool/20,000</td>
<td>1 pool/ 20,000</td>
<td>Meets Standard</td>
</tr>
<tr>
<td>Spray/Wade Pools</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td>1 pool/10,190</td>
<td>n/a</td>
<td>1 site/ 5,000</td>
<td>Need 4 sites</td>
</tr>
<tr>
<td>Golf (Holes)</td>
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<td>0</td>
<td>27</td>
<td>1 hole/1,510</td>
<td>1 hole/4,500</td>
<td>1 hole/ 1,500</td>
<td>Meets Standard</td>
</tr>
<tr>
<td>Trails Soft Surface (Miles)</td>
<td>3.07</td>
<td>1.29</td>
<td>4.36</td>
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<td>.4 mile/1,000</td>
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<tr>
<td>Trails Hard Surface (Miles)</td>
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<td>0.00</td>
<td>3.62</td>
<td>0.08 miles/1,000</td>
<td>.4 miles/1,000</td>
<td>0.2 miles/1,000</td>
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<td>13</td>
<td>4</td>
<td>17</td>
<td>1 field/2,400</td>
<td>1 field/5,000</td>
<td>1 field/ 2,400</td>
<td>Meets Standard</td>
</tr>
<tr>
<td>Diamond Grass Fields</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>1 field/10,190</td>
<td>1 field/7,000</td>
<td>1 field/ 7,000</td>
<td>Need 2 fields</td>
</tr>
<tr>
<td>Diamond Lit Fields</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>1 field/8,150</td>
<td>1 field/10,000</td>
<td>1 field/ 8,000</td>
<td>Need 1 field</td>
</tr>
<tr>
<td>Rectangle Fields</td>
<td>2</td>
<td>12</td>
<td>14</td>
<td>1 field/2,910</td>
<td>1 field/4,000</td>
<td>1 field/ 2,500</td>
<td>Need 2 fields</td>
</tr>
<tr>
<td>Rectangle Lit Fields</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1 field/40,745</td>
<td>1 field/5,000</td>
<td>1 field/ 5,000</td>
<td>Need 7 fields</td>
</tr>
<tr>
<td>Dog Parks</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1 site/40,745</td>
<td>1 site/50,000</td>
<td>1 site/ 50,000</td>
<td>Meets Standard</td>
</tr>
<tr>
<td>Skate Parks</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1 site/40,745</td>
<td>1 site/50,000</td>
<td>1 site/ 50,000</td>
<td>Meets Standard</td>
</tr>
<tr>
<td>Recreation Centers (Square Feet)</td>
<td>29,300</td>
<td>0</td>
<td>29,300</td>
<td>1.1 sf/person</td>
<td>1 sf/person</td>
<td>1.5 sf/person</td>
<td>Need 32,000 sf</td>
</tr>
<tr>
<td>Community Center (Square Feet)</td>
<td>17,277</td>
<td>0</td>
<td>17,277</td>
<td>0.4 sf/person</td>
<td>0.5 sf/person</td>
<td>0.5 sf/person</td>
<td>Need 3,100 sf</td>
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<tr>
<td>Fitness Center (Square Feet)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>n/a</td>
<td>0.5 sf/person</td>
<td>0.5 sf/person</td>
<td>Need 20,000 sf</td>
</tr>
<tr>
<td>Indoor Pools (Square Feet)</td>
<td>32,200</td>
<td>0</td>
<td>32,200</td>
<td>0.7 sf/person</td>
<td>0.5 sf/person</td>
<td>1.0 sf/person</td>
<td>Need 8,600 sf</td>
</tr>
</tbody>
</table>

*Figure 2. Recommended Facility Standards and Gaps for Charlottesville*
## Figure 3. Recommended Facility Standards and Gaps for City and County Combined

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>City of Charlottesville and City Schools Inventory</th>
<th>Albemarle County and County Schools Inventory</th>
<th>Total Current Inventory</th>
<th>National Guideline Service Level</th>
<th>Recommended City Standard</th>
<th>Surplus/Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks (Acres)</td>
<td>54.26</td>
<td>0</td>
<td>54.26</td>
<td>0.4 acres/1,000</td>
<td>2 acres/1,000</td>
<td>Need 195 ac</td>
</tr>
<tr>
<td>School Parks (Acres)</td>
<td>143.4</td>
<td>750</td>
<td>893.4</td>
<td>7.2 acres/1,000</td>
<td>1.0 acres/1,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Community Parks (Acres)</td>
<td>116.8</td>
<td>114.7</td>
<td>231.5</td>
<td>1.9 acres/1,000</td>
<td>3 acres/1,000</td>
<td>Need 140 ac</td>
</tr>
<tr>
<td>Regional Parks (Acres)</td>
<td>402.3</td>
<td>2040</td>
<td>2442.3</td>
<td>19.6 acres/1,000</td>
<td>10 acres/1,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Total Park Acres</td>
<td>716.76</td>
<td>2904.7</td>
<td>3621.46</td>
<td>29.0 acres/1,000</td>
<td>15 acres/1,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>19</td>
<td>36</td>
<td>55</td>
<td>1 court/2,270</td>
<td>1 court/5,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Outdoor Basketball</td>
<td>26.5</td>
<td>31</td>
<td>57.5</td>
<td>1 court/2,171</td>
<td>1 court/2,500</td>
<td>Need 26 courts</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>2</td>
<td>45</td>
<td>47</td>
<td>1 site/1,734</td>
<td>1 site/1,250</td>
<td>Need 28 sites</td>
</tr>
<tr>
<td>Outdoor Pools</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>1 pool/4,120</td>
<td>1 pool/20,000</td>
<td>Need 3 pool</td>
</tr>
<tr>
<td>Spray/Wade Pools</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>1 pool/24,975</td>
<td>n/a</td>
<td>Need 20 sites</td>
</tr>
<tr>
<td>Golf (Holes)</td>
<td>27</td>
<td>0</td>
<td>27</td>
<td>1 hole/4,625</td>
<td>1 hole/5,500</td>
<td>Need 56 Public Holes</td>
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<tr>
<td>Trails Soft Surface (Miles)</td>
<td>4.36</td>
<td>27.75</td>
<td>32.11</td>
<td>0.26 miles/1,000</td>
<td>0.4 mile/1,000</td>
<td>Need 19 miles</td>
</tr>
<tr>
<td>Trails Hard Surface (Miles)</td>
<td>3.62</td>
<td>2.00</td>
<td>5.62</td>
<td>0.05 miles/1,000</td>
<td>0.4 miles/1,000</td>
<td>Need 19 miles</td>
</tr>
<tr>
<td>Diamond Skinned Fields</td>
<td>17</td>
<td>31</td>
<td>48</td>
<td>1 field/2,600</td>
<td>1 field/5,000</td>
<td>Need 4 fields</td>
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<tr>
<td>Diamond Grass Fields</td>
<td>4</td>
<td>10</td>
<td>14</td>
<td>1 field/8,920</td>
<td>1 field/7,000</td>
<td>Need 4 fields</td>
</tr>
<tr>
<td>Diamond Lit Fields</td>
<td>5</td>
<td>8</td>
<td>13</td>
<td>1 field/9,600</td>
<td>1 field/15,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Rectangle Fields</td>
<td>14</td>
<td>47</td>
<td>61</td>
<td>1 field/2,050</td>
<td>1 field/4,000</td>
<td>Exceeds Standard</td>
</tr>
<tr>
<td>Rectangle Lit Fields</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1 field/62,430</td>
<td>1 field/5,000</td>
<td>Need 6 fields</td>
</tr>
<tr>
<td>Dog Parks</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1 site/62,430</td>
<td>1 site/50,000</td>
<td>Need 1 site</td>
</tr>
<tr>
<td>Skate Parks</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1 site/124,857</td>
<td>1 site/50,000</td>
<td>Need 2 site</td>
</tr>
<tr>
<td>Recreation Centers (Square Feet)</td>
<td>29,300</td>
<td>0</td>
<td>29,300</td>
<td>0.2 sf/person</td>
<td>1 sf/person</td>
<td>Need 158,000 sf</td>
</tr>
<tr>
<td>Community Center (Square Feet)</td>
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<td>23,783</td>
<td>41,060</td>
<td>0.3 sf/person</td>
<td>0.5 sf/person</td>
<td>Need 21,400 sf</td>
</tr>
<tr>
<td>Fitness Center (Square Feet)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>n/a</td>
<td>0.5 sf/person</td>
<td>Need 62,000 sf</td>
</tr>
<tr>
<td>Indoor Pools (Square Feet)</td>
<td>32,200</td>
<td>0</td>
<td>32,200</td>
<td>0.3 sf/person</td>
<td>0.5 sf/person</td>
<td>Need 92,000 sf</td>
</tr>
</tbody>
</table>
### Educational Institutions

**City Schools**

**GOAL I:** Improve and maintain Charlottesville’s public school facilities to continue providing an excellent education to Charlottesville students.

Objective A: Procure the necessary funding to complete the renovations and improvements that will bring all City school in ADA compliance.

Objective B: Find a centralized location with adequate space to host the school system’s Central Administration offices.

Objective C: Complete all needed renovations, repairs, and replacements according to Facilities Maintenance Division’s system of prioritization.

### Public Buildings

**City Yard**

**GOAL II:** Create and maintain a modern facility to host the operations of the Department of Public Works.

Objective A: Develop a schedule for the relocation of all operations that are currently in the City Yard. Upon the relocation of current operations, the site should undergo environmental remediation.

Objective B: Re-develop the site according to a more appropriate use or sell it.

### Public Health and Safety

**Police Department**

**GOAL III:** Secure adequate facility space, equipment, and staff for the Police Department and its operations to continue providing safety and protection to Charlottesville residents.

Objective A: Consider relocating the Police Department to a larger, more modern facility. If this is not feasible, consider relocating the General District Court and allowing the Police Department to expand into that space, or consider renovating the vacant, useable space two floors under the Police Department for the Department’s use.

Objective B: Obtain permanent, centralized locations should be found for the Jefferson Area Drug Enforcement task force and for the Neighborhood Services Bureau.

Objective C: Purchase and implement needed technology.

**GOAL IV:** Provide efficient and effective police protection.

Objective A: Increase community support and awareness through public safety announcements.

Objective B: Evaluate the benefits of consolidating the Charlottesville Police Department with Albemarle County’s department.

**Fire**

**GOAL V:** Continue to provide excellent fire protection service and fire prevention education service to The City of Charlottesville, the University of Virginia, and portions of Albemarle County.

Objective A: Maintain the response time standard of within 5 minutes 90% of the time in the City. The increased traffic generated from growth, tourism and entertainment venues should be overcome, and the
Department should effectively collaborate with the implementation of traffic calming measures.

Objective B: Provide supplementary support to the Charlottesville Albemarle Rescue Squad. They have identified an increase in call volume coupled with a shortage in volunteers.

Objective C: Insure that every home has a properly functioning smoke detector outside every sleeping area. Also insure that all public buildings meet building codes and that they are maintained for life safety according to the fire prevention code.

Objective D: Develop funding sources to implement an effective fire apparatus replacement schedule to insure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.

Objective E: Achieve an Insurance Service Office Class 1 and thus further reduce the City’s insurance premium for the Fire Department.

Objective F: Complete a Facilities Master Plan for the Fire Department to evaluate the proposals for an addition to headquarters and for the construction of a new station near UVA.

Rescue

GOAL VI: Continue to provide excellent rescue service to the Charlottesville-Albemarle community.

Objective A: Resolve the current issues of facility space, adequacy, and quality to allow the department to continue to expand its membership.

Objective B: Develop a strategy to address the issue of City-wide and County accessibility so that a quick response time can be maintained.

Objective C: Develop funding sources to maintain an effective rescue apparatus replacement schedule to insure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.

Goals and Objectives: Utilities and Public Services

Water and Sewer

GOAL I: Improve the water system infrastructure to provide efficient water service to Charlottesville residents. Consideration for increasing density within the City should be addressed as part of any improvements.

Objective A: Maintain, repair, and replace water lines where necessary.

Objective B: Continue to implement the recommended improvements for capacity, fire protection, and redundancy of systems through looping lines from the RWSA Draft Report on the Urban Finished Water System Facilities Plan.

Objective C: Insure that all applications for increased density are analyzed to discern adequate water capacity early in the review.

GOAL II: Improve wastewater infrastructure to provide effective and efficient sanitary sewer services to residents, to accommodate the zoned densities in the City, and to protect public health and environmental quality.

Objective A: Map and inventory the existing infrastructure, assess the condition of these facilities, and identify actions that can be taken to improve the conditions of the wastewater network, especially the capacity of the network in prime development areas.

Objective B: Emphasize the annual maintenance of
wastewater facilities and continue to identify and to
complete improvement projects that could include
increasing the size of pipes to enlarge the system’s
capacity, relocating main lines that were built on
private property, or building new main lines to extend
the system.

Objective C: Complete replacement of approximately
2.5 miles of the Stadium Sanitary Sewer Connector
line from Quarry Park to Mulberry Avenue as
scheduled.

Objective D: Develop and implement a plan to
increase the capacity of the 14/15th St. line. There
is evidence that this line is currently over-capacity
and will be receiving significant additional flow from
recently completed developments (between 2005 and
2007), developments currently under construction,
and planned development in this area.

Storm Drainage

GOAL III: Improve stormwater infrastructure to
protect the public from flooding due to extreme
stormwater volumes and velocities and to protect
public health by reducing contaminants in
stormwater runoff.

Objective A: Develop a strategy to assess
infrastructure needs, prioritize solutions for repair,
upgrade, and improvement of the city’s stormwater
infrastructure, and create a long term program for
routine inspection and maintenance. The failing
portions of the pipe network should be replaced, and
the necessary maintenance technology should be
purchased and implemented.

Objective B: Identify stormwater hazards such
as flooding and drainage problems that may be
threatening people and property and seek hazard
mitigation funds to repair or prevent safety hazards.

Objective C: Ensure that landowners protect and
maintain existing stormwater best management
practices by educating property owners, as well
as residents of condominiums and planned unit
developments, about existence of best management
practices and by including their locations on property
deeds and in city records.

Objective D: Increase the city’s staff levels in order
to enforce the Water Protection Ordinance provisions
for erosion and sediment control, illicit discharges
and performance of best management practices in
order to prevent off site transport of sediments and
contaminants that can negatively impact water quality
and exacerbate flooding and property damage.

Objective E: Reduce stormwater runoff problems
from existing sites that lack stormwater treatment by
requiring a reduction in overall imperviousness and by
seeking new opportunities for stormwater infiltration
when sites are rezoned (e.g. 10-20 % reduction).
Also encourage retrofits on existing properties to
address stormwater management in established
neighborhoods. Innovative measures including but
not limited to rain gardens, cisterns and rain barrels
should be considered.

Objective F: Create a permanent funding mechanism
to solve stormwater problems. Study options for
funding mechanisms such as bonding, fee structures
and financial incentives and make recommendations
to city decision makers.

Objective G: Investigate and evaluate opportunities
for daylighting waterways that are currently piped
to allow for a more natural means of containing
stormwater runoff.

GOAL IV: Reduce and prevent impacts from
polluted stormwater runoff through voluntary and
incentive programs for government agencies,
businesses, developers and residents.

Objective A: Establish incentives for voluntary
pollution prevention measures on private property by creating a new award category within the Planning Commission’s awards that recognizes developers who go beyond minimum standards and requirements for pollution prevention and who restore natural habitats.

Objective B: Establish incentives for homeowners and neighborhoods by creating a new award category within the Planning Commission’s awards that recognizes residents who add environmental improvements to their yards such as native plant landscaping, rain gardens, green rooftops, cisterns and other stormwater prevention and mitigation measures.

Objective C: Showcase the city's commitment to environmental quality and educate citizens about environmental protection by pursuing demonstration projects on city property and providing educational signage and web links to environmental projects across the city. Utilize schools, city buildings, the downtown mall, parks and other city properties to demonstrate these environmentally sustainable technologies.

Objective D: Create a list of specific stormwater mitigation projects and locations that are needed throughout the city for developers or others to implement or construct as proffers or for use by the city in planning for future capital improvement projects.

Objective E: Increase and improve City, County and UVA cooperation on watershed and stormwater management. The City Streams Task Force includes all three entities but other mechanisms should be sought to increase intergovernmental planning on stormwater management. Identify physical opportunities for joint City, County and UVA stormwater management projects (in addition to the existing regional stormwater pond).

Solid Waste Management

GOAL V: Maintain a sanitary City while preserving its aesthetic qualities.

Objective A: Consider designating several collection stations around the Downtown for daily trash collection rather than having it collected at multiple individual locations.
Appendix Three

Glossary
Accessory Apartment: A separate, independent dwelling unit contained within the structure of and clearly subordinate to a single-family detached dwelling, as distinguished from a duplex or other two-family dwelling.

Adaptive Reuse: Rehabilitation or renovation of existing building(s) or structures for any use(s) other than the present use(s).

Affordable Housing: Housing units where the occupant is paying no more than 30 percent of gross income for housing costs, including taxes and utilities.

Apartment: A dwelling unit used exclusively for lease or rent as a residence.

Architectural Control/Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with general appearance, historic character, an/or style of surrounding areas.

Bike Lane: A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bike Path: A portion of a roadway or separate pathway designated for use by bicycles.

Bike Route: Those bikeways on existing street right-of-ways where bicycles share the roadway with motor vehicles. Bicycle routes are designed by signs placed on vertical posts or stenciled on the pavement. Parking may or may not be allowed or it may be restricted by to only certain hours of each day.

Blight: Unsightly condition including the accumulation of debris, litter, rubbish, or rubble; fences characterized by holes, breaks, rot, crumbling, cracking, peeling or rusting; landscaping that is dead, characterized by uncontrolled growth or lack of maintenance, or damaged; and any other similar conditions of disrepair and deterioration regardless of the condition of other properties in the neighborhood.

*BMP: Best Management Practices are actions taken to keep soil and other pollutants out of streams and lakes. BMPs are designed to protect water quality and to prevent new pollution.

Block: An area of land bounded by a street, or by a combination of streets and public parks, cemeteries, railroad right-of-way, exterior boundaries of a subdivision, shorelines of waterways, or corporate boundaries.

Boundary: A line, which may or may not follow a visible feature, that defines the limits of a geographic entity such as a block, block numbering area, census tract, country, or place.

*Brown/gray –fields: A brownfields site involves land that was previously used for industrial or commercial purposes and that suffers real or perceived environmental contamination such as low concentrations of hazardous waste or pollution and has the potential to be reused once it is cleaned up. Grayfields land is that which is covered by an under-utilized impervious surface, such as a parking lot.

Building, Residential: Any building arranged, designed, used, or intended by one or more families or lodger and that includes, but is not limited to, the following types: single-family detached, two-family dwellings, townhouse dwellings, and multiple-family dwellings.

Buffer: A strip of land, fence, or border of trees, etc., between one use and another, which may or may not have trees and shrubs planted for screening purposes, designed to set apart one use area from another. An appropriate buffer may vary depending on uses, districts,
size, etc., and shall be determined by the appropriate local board.

**By Right:** A use permitted or allowed in the district involved, without review by the review board, and complies with the provisions of these zoning regulations and other applicable ordinances and regulations.

**Capital Budget:** A plan of proposed capital outlay appropriations and means of financing them.

**Capital Improvement:** Any physical asset constructed or purchased to provide, improve or replace a public facility and which is large scale and high in cost.

**Capital Improvements Program (CIP):** A proposed schedule of all future projects listed in order of construction priority together with cost estimates and the anticipated means of financing each project. Included are major projects requiring the expenditure of public funds, over and above the annual government’s operating expenses, for the purchase, construction, or replacement of the physical assets for the community.

**Census:** A complete enumeration, usually of a population, but also businesses and commercial establishments, farms, governments, and so forth.

**Census Tract:** A small, relatively permanent statistical subdivision of a county in a metropolitan area or a selected non-metropolitan county, delineated by a local committee of census data users for the purpose of presenting decennial census data. Census tracts boundaries normally follow visible features, but may follow governmental unit boundaries and other non-visible features in some instances; they always nest within counties.

*Central Business District:** The commercial heart of the city, also called the downtown or center city.

**Character:** Special physical characteristics of a structure or are that set it apart from its surroundings and contribute to its individuality.

**Code, The:** The Code of Virginia as the same may be amended from time to time.

**Code Enforcement:** The attempt by government unit to cause property owners and others responsible for buildings and related land to bring their properties up to standards required by building codes, housing codes, and other ordinances.

**Commission, The:** The Planning Commission of the City of Charlottesville, Virginia.

**Community:** A sub-area of the city consisting of residential, institutional, and commercial uses sharing a common identity.

**Community Development Block Grant:** A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

*Complete Street:** Streets designed for safe use and access by multiple user groups including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

**Comprehensive Plan:** A plan for development of an area that recognizes the physical, economic, social, political, aesthetic, and related factors of the community involved.

*Condominium:** Legal term describing a type of housing situation in which an individual owns his own unit and some parts of real property are commonly owned. The
most common form of condo is one housing unit in a multi-unit structure.

**Corridor:** A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments. Also as used in this plan refers to major transportation routes that are commercially developed or have the potential for commercial development.

**Critical Slope:** Steep slopes of 25% or greater where development is restricted because of potential harmful environmental impacts.

**Density:** The number of dwelling units permitted per net acre of land.

**Design Standards:** A set of guidelines regarding the architectural appearance of a building, or improvements, that governs the alteration, construction, demolition, or relocation of a building or improvement.

**Downzoning:** A change in the zoning classification of land to a classification permitting development that is less intensive or dense.

**Dwelling, Multiple-Family:** A structure arranged or designed to be occupied by more than two (2) families, the structure having more than two (2) dwelling units.

**Dwelling, Single-Family:** A building containing one (1) dwelling unit.

**Dwelling, Two-Family:** A structure arranged or designed to be occupied by two (2) families, the structure having only two (2) dwelling units.

**Dwelling Unit:** A single unit providing complete, independent living facilities for one (1) or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

**Easement:** A right held by someone other than the property owner to do something specific on a piece of property.

**Embodied Energy:** The energy consumed by all the processes associated with the production and consumption of a material or structure.

**Existing Land Use Map:** A map showing the current use of land in the City.

**Exterior architectural appearance:** The architectural character, general composition and general arrangement of the exterior of a structure, including the kind, color and texture of the building material and type and character of all windows, doors, light fixtures, signs and appurtenant elements, visible from street or public thoroughfare.

**Family:**

1. An individual; or
2. Two (2) or more persons related by blood, marriage, adoption, or guardianship, and/or not more than two (2) unrelated persons living together as a single housekeeping unit in a dwelling or dwelling unit; or:
3. For the purposes of this ordinance the following shall not apply to the R-1, R-2 and R-4 residential districts: a group of not more than six (6) persons not related by blood, marriage, adoption or guardianship living together as a single housekeeping unit in a dwelling or dwelling unit.

**Flood Plain:** The extent of the intermediate regional flood (100-year flood) as defined by the studies of the U.S. Army Corps of Engineers.

**Floodway:** The extent of the channel of a watercourse.
and adjacent land areas which are required to carry and discharge the flood water of an intermediate regional flood (100-year flood) without increasing flood stages more than one foot above the levels which would occur naturally.

**Fraternity/Sorority House:** A building used as group living quarters for students of a college or university who are members of a fraternity or sorority that has been officially recognized by the college or university.

**Frontage:** The continuous uninterrupted distance along which a parcel abuts a single adjacent road or street.

**Future Land Use Plan Map:** A map depicting in several colors the proposed future land use patterns, community facilities, and transportation routes in the City, sometimes referred to as the “Official Map.”

**Grandfathered:** Describes the status accorded certain properties, uses, and activities that are legally existing prior to the date of adoption of the zoning ordinance or provisions of the zoning ordinance.

**Green space:** A wild or relatively undeveloped area of land that can be large such as farmland or small such as a city park.

**Green building:** The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials and of reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal. Also referred to as sustainable building.

**Green Infrastructure:** A strategically planned and managed network of wilderness, parks, greenways, and conservation easements that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life for the community.

**Historic Preservation:** The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

**Housing stock:** The total number of residential dwelling units available for non-transient residency.

**Infill:** Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the continuing urban development process.

**LEED:** The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

**LID:** Low Impact Development is development which minimizes the negative impacts of stormwater runoff generated by traditional impervious surfaces.

**Land Use:** As a planning term, this refers to the actual use of the land such as residential, business, recreational uses, and others.

**Lot:** A parcel of land either shown on a plat of record or described by metes and bounds or other legal description.

**Median household income:** The median household income is the value that occurs in the middle of the range
of incomes. Exactly half of all people in the area earn more than this value, while the other half earns less. According to the 2000 US Decennial Census, the median household income in Charlottesville was $31,007 in 1999.

**Mixed-Use Development:** A single building containing more than one type of land use or a single development of more than one building and use, where the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

**Neighborhood:** An area of a community with characteristics that distinguish it from other community areas and that may include schools, or social clubs, or boundaries defined by physical barriers, such as major highways and railroads, or natural features, such as rivers.

**Rehabilitation:** The repair, preservation, and/or improvement of substandard housing.

**Right-of-way:** A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a street, trail, waterline, sanitary sewer, and/or other public utilities or facilities.

**Sidewalk:** A paved, surfaced, or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.

**Stormwater Management:** The management of runoff generated by storm events, usually by retention facilities so that stormwater is released at a controlled rate to receiving streams so as not to adversely impact downstream property.

**Street:** A public or private thoroughfare that affords access to abutting property.

**Street Types:**
- **Principle arterials:** Serve major activity centers and carries the highest volumes of traffic
- **Minor arterials:** Connect and augment the network of principle arterials and distribute traffic to smaller geographic areas than those served by principle arterials. Trips on these roads are usually of moderate length.
- **Collectors:** Provide both access and traffic circulation within residential neighborhoods and commercial and industrial areas. These networks collect traffic from local streets in residential neighborhoods but can also penetrate residential neighborhoods.
- **Local Streets:** These streets comprise the majority of the road network in Charlottesville. They provide the most direct access to property and thus offer the lowest level of mobility.

**Sustainability:** Meeting the needs of human society today without compromising the ability of future generations to do so also.

**Thru-Traffic:** Sometimes referred to as “cut-thru” traffic that originates and terminates outside of a particular site, subdivision, or development.

**Traffic Calming:** A concept fundamentally concerned with reducing the adverse impact of motor vehicles on built-up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

**24-Hour Activity:** As a planning term this means the mixing of office, retail, residential, and entertainment uses so that there are people on the site throughout the night and day.
*Urban tree canopy: The layer of tree leaves, branches, and stems that cover the ground in the City when viewed from above. In its ability to intercept rainfall and filter sediment, tree canopy helps reduce stormwater runoff and improve air and water quality.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas.
TO: City Council & Planning Commission
FROM: Missy Creasy, Planning Manager
DATE: March 3, 2011
SUBJECT: Comprehensive Plan Status

The 2007 Comprehensive Plan was adopted in August of 2007. Since that time, many priorities that support the goals and objectives of the Plan have been undertaken. Staff has been obtaining updates for the last month and compiling them into a database reflecting the seven categories of activities in which goals and objectives fall under. Those include: Housing, Land Use, Transportation, Historic Preservation, Environment, Economy and Community Facilities.

This update reflects where projects were in February 2011. Since your update last year, a number of projects have started and a few completed. Many are in progress and updated information may be available. Note that shaded projects are either complete or ongoing.

Staff will continue work on Comprehensive Plan Goals and Objectives and will provide updates at meaningful intervals.
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<th>Topic Area</th>
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<tbody>
<tr>
<td>Economy</td>
<td>ACTION: Develop and implement a</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Several conversations have been held to effectively present the proposal. Given the current economic conditions this sector has been hard hit and a decision has been made to wait until economic recovery to further pursue these efforts.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Establish Trade Pact to gather</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>New to the city center on Hydraulic Road opened in December 2007</td>
<td>Chris Engel</td>
<td>Fall 2008</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Secure a technology-based</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Negotiation opened up the site in July of 2008. Additional tenants continue to use the space.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Maintain a technology-based</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Several technology firms have occupied the site. Infrastructure and TURED on this subject made the case for getting a campaign off the ground as a marketing effort.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Offer a Business Development Program to all new and</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - Program underway through OED, JED and partnerships with SSOED and SCORE.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Finalize a long term solution</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Long-term solutions have been put in place.</td>
<td>Tanya Lee</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Host an event that provides</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - on-site event held in June 2003. Could potentially be an annual event.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Partner with the Small Business Development Center to provide assistance to new and emerging businesses, as well as to State and Federal assistance</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - SBCDC has been fully funded through agencies' support and FY11. Funding has been recommended to continue for FY11</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Development partnerships and marketing</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Economic development is underway with opening expected in mid 2011.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Facilitate bringing technology</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - NTI is seeking funding from several groups who are already doing this work. Including Chamber, CACVB, and CATEC.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Complete a plan for a retail/ parking facility downtown, near Water St.</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Parking study complete with recommendations. Street level is being completed.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Partner with UVa and other</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - Economic development initiatives have occurred. In 2010 the Midtown Business Area was formed and OED and NDE have been working. The MBA's great interest in helping move the plan forward. Funding for street light improvements is currently being sought.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Develop plans and programs to</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - NTI has put together a plan campus property has been sold and redevelopment plans are being explored.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Complete a plan for</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Complete - A plan is in the works for several groups who are already doing this work.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Complete a plan</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Ongoing - In the summer of 2008 the program doubled in size and continues to grow.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Develop a technology-based</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Several meetings have occurred to address this issue. Phase I of Water St Drive has been completed and is open to the public. Retail businesses are underway.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Economic development for</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Hillside Drive has been completed and is open to the public. Retail businesses are underway.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Work with developers to</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Numerous meetings have occurred to address this issue.</td>
<td>Aubry Watts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Develop a unique resource</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Several conversations about how to effectively present the proposal. Given the current economic conditions this sector has been hard hit and a decision has been made to wait until economic recovery to further pursue these efforts.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Economy</td>
<td>ACTION: Work with developers to</td>
<td>Strategic Plan</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Lead recently participated in a PCA sponsored creative conversation on this topic. Hopeful that consensus forms around a direction to move this effort forward. OED continues to partner with PCA to oversee this effort. A recent effort involved partnering to launch the Big Blue Art campaign during the 2010 holiday season.</td>
<td>Chris Engel</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Note: The table above is an excerpt from a document discussing various strategic plans and initiatives in the economic development sector. It includes actions aimed at securing and developing new businesses, enhancing public spaces, and partnering with local and state agencies to support economic growth. The status updates and estimated costs are part of the ongoing efforts to implement these initiatives.
<table>
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<tr>
<td>Historic Preservation</td>
<td>ACTION: Encourage sustainable and green building designs as complementary goals to historic preservation</td>
<td>Neighborhood Development Services</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Ongoing</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Protect the existing character, stability, and scale of older neighborhoods by devising a Conservation District to prevent inappropriate demolition and encroachments</td>
<td>BAR</td>
<td>Neighborhood Development Services, City Attorney, Planning Commission, BAR</td>
<td>N/A</td>
<td>Complete</td>
<td>Mary Joy Scala</td>
<td>July 2007</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Review the historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed</td>
<td>1981</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Historic Preservation Plan is revised as part of Comp Plan; others not reviewed yet. HP ordinance is amended when necessary. BAR and IEC Guidelines review underway this year</td>
<td>Mary Joy Scala</td>
<td>2012</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Evaluate transportation decisions for their impact on historic districts and individually designated properties</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Unknown</td>
<td>Mary Joy Scala</td>
<td>Spring 2007</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Consider protection for representative examples of Charlottesville’s most significant architecture of the recent past</td>
<td>CT5</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Waughon bank designated in 2008.</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Pursue National Register and Virginia Landmarks Register status for all future local historic districts</td>
<td>Neighborhood Development Services</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Claiburst designated in 2008</td>
<td>Mary Joy Scala</td>
<td>3 Years</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Reevaluate and adjust ADC District boundaries every (5) years</td>
<td>Neighborhood Development Services</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Addressed as staffing is available Adding districts as requested by Neighborhoods</td>
<td>Mary Joy Scala</td>
<td>2012</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Identify and survey additional properties that may qualify for individually Protected Property designation: Include sculptures, landscapes, and archaeological sites in addition to buildings. Prioritize any significant archaeological sites for funding for future surveys</td>
<td>BAR, Preservation Piedmont</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Eight new IPP's in 2008. Jefferson School in 2011</td>
<td>Mary Joy Scala</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Conduct architectural and historic surveys in the following neighborhoods in order of priority to be determined by City Council: Neighborhoods for consideration at this time include: Fifeville, 10th &amp; Page, Starr Hill, North Belmont, Martha Jefferson, Fry's Spring and Woolen Mills</td>
<td>NHA Historic Resources Plan</td>
<td>Neighborhood Development Services</td>
<td>Under Contract</td>
<td>Survey completed in Fifeville, Martha Jefferson, Woolen Mills and Fry's Spring</td>
<td>Mary Joy Scala</td>
<td>Spring 2008</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Continue the BAR's annual preservation awards, especially in ADC districts</td>
<td>Neighborhoods</td>
<td>Board of Architectural Review, Neighborhood Development Division</td>
<td></td>
<td></td>
<td>Mary Joy Scala</td>
<td>Annually</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Identify and make available incentives to encourage historic preservation by disseminating information regarding Federal and state rehabilitation tax incentives</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td></td>
<td>Web site has links to tax credit info</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Continue the Planning Commission's annual awards that may include recognition of exceptional Entrance Corridor designs</td>
<td>Neighborhoods</td>
<td>Planning Commission, Neighborhood Development Services</td>
<td></td>
<td>Complete</td>
<td>Mary Joy Scala</td>
<td>Annually</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Coordinate with other City programs to encourage preservation of historic resources</td>
<td>BAR</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td></td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Provide technical assistance or referrals to other sources for property owners regarding architectural, historical or financial questions.</td>
<td>BAR</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Complete - Links on web site</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Provide information about appropriate design options for expanding types of historic houses that frequently occur in Charlottesville</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td></td>
<td></td>
<td>Mary Joy Scala</td>
<td>Spring 2008</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Educate current and potential property owners of historic resources about the history and significance of their properties by devising and implementing an educational program to notify these individuals if the property is in a historic district or is individually designated as an historic property.</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Ongoing ADC and IPP properties notified annually</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>ACTION: Support and coordinate with the Charlottesville Historic Resources Task Force and other local historic groups in their efforts to promote appreciation of local historic resources</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Ongoing</td>
<td>Mary Joy Scala</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Topic Area</td>
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</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Work with the University to address creative means for reducing the numbers of cars brought into the community by students.</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services, UVA, City Council</td>
<td>N/A</td>
<td>Ongoing discussions with off campus housing office</td>
<td>Jeanie Alexander</td>
<td>ASAP</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Explore parking alternatives for new downtown residential uses and existing downtown residential uses that have been developed without parking. These could include satellite parking lots and shared car programs.</td>
<td>Planning Commission, City Council</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Parking Study is completed. Implementation of recommendations completed in Fall 2008. Zipcar program initiated by UVA may expand to downtown.</td>
<td>Jeanie Alexander</td>
<td>2011</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Rehabilitate residences not registered as historic by utilizing provisions such as the residential tax abatement program</td>
<td>Neighborhoods</td>
<td>Accessor</td>
<td>N/A</td>
<td>Preservation week 2009 had 2 seminars on this topic; the city web site has links to tax credit info.</td>
<td>Rosey Barbour</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Increase the number of rehabilitated and re-used historic structures by actively encouraging developers to use rehabilitation tax credits</td>
<td>Neighborhood Development Services</td>
<td>Neighborhood Development Services, Assessor's Office</td>
<td>N/A</td>
<td>Parking Study is completed. Implementation of recommendations completed in Fall 2008. Zipcar program initiated by UVA may expand to downtown.</td>
<td>Jeanie Alexander</td>
<td>2011</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Determine if a historic district is feasible in the Martha Jefferson Area</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services, Planning Commission, City Council, City Attorney, City Manager's Office</td>
<td>$10000</td>
<td>Complete - Study completed. The Conservation District Ordinance was adopted in 2010 followed by the adoption of Martha Jefferson as the first District.</td>
<td>Mary Joy Scala</td>
<td>Fall 2008</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Revise the zoning ordinance and the zoning map to make consistent with the land use plan and to implement neighborhood recommendations as shown earlier in this chapter.</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services, Planning Commission, City Council, City Attorney, City Manager's Office</td>
<td>N/A</td>
<td>Projects are currently underway - zoning map update, numerous code changes take place frequently.</td>
<td>Missy Creasy</td>
<td>October 2007</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Assure the protection and preservation of the environment by monitoring development through enforcement of all land use ordinances and a better system of bonding performance.</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services, Planning Commission, City Council, City Attorney, City Manager's Office</td>
<td>N/A</td>
<td>Ongoing - Many new systems have been put in place to monitor. Newest project expected to be street acceptance ordinance</td>
<td>Read Brodhead</td>
<td>Continuing</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Use Planned Unit Development for large sites and Infill SUP for small sites to allow flexibility and protection during development</td>
<td>Neighborhoods</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>Complete - Those tools are in place and are used as appropriate</td>
<td>Missy Creasy</td>
<td>Continuing</td>
</tr>
<tr>
<td>Land Use and Urban Design</td>
<td>ACTION: Provide for public/private partnerships to provide parking in publicly-owned facilities on West Main Street</td>
<td>Parking Study</td>
<td>Economic Development</td>
<td>Undetermined</td>
<td>Conversations have occurred in this regard. No developer commitment to date.</td>
<td>Chris Engel</td>
<td>As opportunities are available</td>
</tr>
<tr>
<td>Topic Area</td>
<td>Action Wording</td>
<td>Source</td>
<td>Responsible Parties</td>
<td>Estimated Cost</td>
<td>Status Update</td>
<td>Time Frame</td>
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<tr>
<td>Community Facilities</td>
<td>ACTION: Purchase and implement new technology for the Police Department and its operations</td>
<td>Police Department</td>
<td>Public Works, City Council, Spring Commission Council, Neighborhood Development Services, Parks and Recreation Department, Budget Office</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>City of Charlottesville, Virginia</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>FY 2009</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Purchase RFP for issuance of constant funds to maintain fire department and its operations</td>
<td>Fire Department, City Council</td>
<td>Parks and Recreation Department, Budget Office</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>FY 2015</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Improve and maintain Charlottesville’s public works street facility by implementing mandatory tree planting and pollution prevention measures on private property</td>
<td>Parks and Recreation Department, Budget Office</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td></td>
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</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Complete a list of deferred maintenance projects for developers to conduct as part of or for the city use in planning future capital improvement projects</td>
<td>Parks and Recreation Department, Budget Office</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td></td>
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</tr>
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<td>Community Facilities</td>
<td>ACTION: Complete a list of deferred maintenance projects for developers to conduct as part of or for the city use in planning future capital improvement projects</td>
<td>Parks and Recreation Department, Budget Office</td>
<td>Undetermined</td>
<td>Ongoing</td>
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<td>Community Facilities</td>
<td>ACTION: Complete a list of deferred maintenance projects for developers to conduct as part of or for the city use in planning future capital improvement projects</td>
<td>Parks and Recreation Department, Budget Office</td>
<td>Undetermined</td>
<td>Ongoing</td>
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</table>

**Facilities Community Page 1**
<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Action Wording</th>
<th>Source</th>
<th>Responsible Parties</th>
<th>Estimated Cost</th>
<th>Status Update</th>
<th>Person of Contact</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Facilities</td>
<td>ACTION: Make existing and future parks and recreation facilities ADA accessible</td>
<td>Parks and Recreation Department</td>
<td>Parks and Recreation Department</td>
<td>TBD</td>
<td>Most recently included in updated Design Manual</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Implement and enforce the trail guide found in the Charlottesville Bicycle and Pedestrian Master Plan</td>
<td>Parks and Recreation Department</td>
<td>Neighborhood Development Services, Parks and Recreation Department</td>
<td>Undetermined</td>
<td>Ongoing as system develops</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Ensure development codes encourage trail development</td>
<td>Parks and Recreation Department, Neighborhood Development Services, Parks and Recreation Department</td>
<td>NA</td>
<td>Complete - trail planner reviews site plans and works with developers on trail and parkland expansion</td>
<td>Chris Gensic</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Encourage financial support for the development and maintenance of trail systems</td>
<td>Parks and Recreation Department</td>
<td>Neighborhood Development Services, Parks and Recreation Department</td>
<td>Undetermined</td>
<td>Work with local and state partners</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Utilize land resources when creating trails by promoting developer contribution of land for trails</td>
<td>Parks and Recreation Department, Neighborhood Development Services, Planning Commission, City Council</td>
<td>Neighborhood Development Services, Parks and Recreation Department</td>
<td>NA</td>
<td>Complete - up to 10 acres in discussion for donation by developer now</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Utilize riparian corridors, placing a high priority on acquiring 100-year floodplains and Roadways zones for trail use</td>
<td>Neighborhood Development Services, Planning Commission, City Council</td>
<td>Neighborhood Development Services, Parks and Recreation Department</td>
<td>NA</td>
<td>This is done when available. Greenline park and connecting trails along the Meadowcreek are recent examples</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Use railroad corridors as rail-with or rails-to trails</td>
<td>Parks and Recreation Department</td>
<td>Parks and Recreation Department</td>
<td>Undetermined</td>
<td>The Coal Tower Trail will link from Downtown to Meade Park, Meadowbrook Parkway is a rail-to-trail. A report on feasibility of rail-with-trail will be complete Feb 2011</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Protect integrity of cultural, environmental, and historic features by conducting a study during the conceptual phase of trail alignment to assess the best type and location of trail, and determine potential impact to environment</td>
<td>Community</td>
<td>Parks and Recreation Department</td>
<td>Undetermined</td>
<td>Systematic - ongoing</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Create a Rec-Rider Program which establishes recreation routes during the summer and on Saturday nights during the school year using the City’s transportation authority.</td>
<td>Community</td>
<td>Parks and Recreation Department</td>
<td>Undetermined</td>
<td>FY 2010 initiative</td>
<td>Glen Daly</td>
<td>FY 2009</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Encourage acquisition of natural areas into park system through developer contributions or fee simple purchase.</td>
<td>Community</td>
<td>Parks and Recreation Department</td>
<td>Undetermined</td>
<td>15 acres in discussion for 2009</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>ACTION: Where trails run along utility corridors, ensure trails are reconstructed to original specifications and re-vegetated</td>
<td>Parks and Recreation Department</td>
<td>Parks and Recreation Department, Public Works</td>
<td>Undetermined</td>
<td>Trails along the Meadowbrook Tower project will be first to be replanted in this manner</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Topic Area</td>
<td>Action Working</td>
<td>Responsible Parties</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Complete - Regulations are in place for tree preservation and the removal of pollution and invasive plants</td>
<td>Planning - Public Works, Park and Recreation Department</td>
<td>NA</td>
<td>Implemented</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Monitor implementation for new and existing trees to development and improving the diversity of trees on development sites by requiring larger, native Virginia trees are utilized.</td>
<td>Planning - Public Works, Park and Recreation Department</td>
<td>NA</td>
<td>Implemented</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Study and seek to understand environmental preferences and address problem to develop a stormwater management plan that the Forest Hills Board Commission</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>STP Consulting</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Increase density and improve city’s sustainability and stormwater management, identify physical opportunities for flood and urban stormwater management projects. Prepare for development of a model stormwater resource management plan.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>SST Consulting</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Create a list of specific stormwater infrastructure projects and locations that are maintained and protected. Provide a list of sites that are being protected or for use by the city in planning for capital stormwater improvement projects.</td>
<td>Planning - Neighborhood Development Services</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Reduce runoff volume and water quality problems from sites that result in stormwater management by requiring a solution in overall improvements and seeking new opportunities for stormwater education. Sites are restored.</td>
<td>Planning - Neighborhood Development Services</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Establish criteria for stormwater infrastructure projects. For instance, by creating a new award category within the Planning Commission’s awards for public protection and flood prevention or restoration.</td>
<td>Planning - Neighborhood Development Services, Public Works</td>
<td>$2000</td>
<td>Complete</td>
<td>Kristel Riddervold</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Consider offering developers a grant application for additional tree preservation, maintenance, and expansion of trees on sites.</td>
<td>Planning - Neighborhood Development Services</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Provide technical assistance for homeowners and businesses, gain access to, and access to stormwater management practices on the Thomas Jefferson National Environmental Park (TJNEP) and Community Rowing.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>Ongoing</td>
<td>NA</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Provide a financial incentive for homeowners and businesses, gain access to, and access to stormwater management practices on the Thomas Jefferson National Environmental Park (TJNEP) and Community Rowing.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>Ongoing</td>
<td>NA</td>
<td>TBD</td>
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<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>Ongoing</td>
<td>NA</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Develop and implement a streamlined environmental review process for small projects and development and improve coordination of environmental monitoring and protection efforts, including the inventory of all relevant entities.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>Complete</td>
<td>NA</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Review and implement a streamlined environmental review process for small projects and development and improve coordination of environmental monitoring and protection efforts, including the inventory of all relevant entities.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>Complete</td>
<td>NA</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Create a longer-term program for urban improvement and maintenance of stormwater infrastructure</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>NA</td>
<td>Missy Creasy</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>ACTION: Establish the city’s commitment to environmental sustainability by pursuing demonstration projects in city property and providing educational signage and web sites to environmental projects across the city.</td>
<td>Planning - Public Works, Neighborhood Development Services</td>
<td>NA</td>
<td>NA</td>
<td>Missy Creasy</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>
Environmental Sustainability

**Materials and Methods:**
- **Public Works & Recreation**
- **Planning & Development Services**

**Estimated Cost:**
- **Complete -** The plan has been developed with implementation to follow.
- **Complete -** Tree Inventory completed January 15, 2009.

**Person of Contact:**
- **Brian Daly**
- **Missy Creasy**
- **Kristel Riddervold**
- **Chris Gensic**

**Time Frame:**
- **Ongoing**
- **FY 2008**
- **FY 2009**
- **Undetermined**

**Goal:**
- Ensure no further loss of open space and natural habitat by protecting landowners and private lands through the use of an integrated pest management (IPM) program, invasive species management efforts, a series of restoration projects, and educational signage and information at the city website. A "Stormwater Management of Urban Lands Study" was published in March 2008 and contains a suite of stormwater retrofit opportunities on public lands. Urban Forest Management Plan completed Spring 2009 includes education components and stormwater efforts. A "White-Collared Swift" inventory has identified over 35,000 nesting pairs. A stream restoration project at Meadowcreek Golf Course was complete using natural channel design principles and native vegetation.

**Sustainability**

**Environmental Sustainability**

**Materials and Methods:**
- **Planning & Development Services**
- **Public Works & Recreation**

**Estimated Cost:**
- **Complete -** The plan has been developed with implementation to follow.

**Person of Contact:**
- **Brian Daly**
- **Missy Creasy**
- **Kristel Riddervold**
- **Chris Gensic**

**Time Frame:**
- **Ongoing**
- **FY 2008**
- **FY 2009**
- **Undetermined**
**Environmental Sustainability**

**Topic Area:** Action Planning

<table>
<thead>
<tr>
<th>Action Planning</th>
<th>Source</th>
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<tr>
<td><strong>Sustainability</strong></td>
<td><strong>Planning</strong></td>
<td>Public Works</td>
<td>NA</td>
<td>Ongoing</td>
<td>Kristel Riddervold</td>
<td>Ongoing</td>
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<tr>
<td><strong>Environmental</strong></td>
<td><strong>Planning</strong></td>
<td>City Council, City Manager's Office, Parks and Recreation</td>
<td>NA</td>
<td>Ongoing</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
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<td><strong>Sustainability</strong></td>
<td><strong>Planning</strong></td>
<td>City Council, City Manager's Office, Parks and Recreation</td>
<td>NA</td>
<td>Ongoing</td>
<td>Missy Creasy</td>
<td>Ongoing</td>
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<tr>
<td><strong>Environmental</strong></td>
<td><strong>Planning</strong></td>
<td>Neighborhood Development Services</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<tr>
<td><strong>Sustainability</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<td><strong>Environmental</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<tr>
<td><strong>Sustainability</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<td><strong>Environmental</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<td><strong>Sustainability</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
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<tr>
<td><strong>Environmental</strong></td>
<td><strong>Planning</strong></td>
<td>NA</td>
<td>NA</td>
<td>Completed</td>
<td>Brian Daly</td>
<td>FY 2010</td>
</tr>
</tbody>
</table>

**Detailed Actions:**
- **Planning:** Support the City of Charlottesville to plan and provide technical assistance for the Sustainable City initiative.
- **Public Works:** Support the launch of the local nonprofit, LEAP (Local Energy Alliance Program), which is focused on the promotion and adoption of renewable energy and energy conservation.
- **Neighborhood Development Services:** Complete - Some information on these topics is provided via the City's "Sustainable" program.

**Estimated Costs:**
- **Planning:** NA
- **Public Works:** NA
- **Neighborhood Development Services:** NA

**Additional Notes:**
- **City Council, City Manager's Office, Parks and Recreation:** NA
- **Brian Daly:** NA
- **Missy Creasy:** NA
- **Kristel Riddervold:** NA
- **Brian Daly:** NA
- **Missy Creasy:** NA
- **Kristel Riddervold:** NA

**Status Updates:**
- **Planning:** Ongoing
- **Public Works:** Ongoing
- **Neighborhood Development Services:** Ongoing

**Person of Contact:**
- **Kristel Riddervold:** NA
- **Missy Creasy:** NA
- **Brian Daly:** NA
<table>
<thead>
<tr>
<th>Topic Area</th>
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<tr>
<td>Environmental</td>
<td>ACTION: Add guiding principles to the Board of Architectural Review and Entrance Corridor Guidelines that encourage the use of green building practices, including energy efficient, recycled-content and locally harvested materials.</td>
<td>Planning Commission</td>
<td>Board of Architectural Review, Neighborhood Development Services, Board of Architectural Review, City Council</td>
<td>NA</td>
<td>The sustainability section of the BAR Guidelines will be added to the EC Guidelines in March 2011.</td>
<td>Mary Joy Scala</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Sustainability</td>
<td>ACTION: Consider opportunities for awarding density bonuses for those developers who commit to build LEED silver or better certified buildings.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>NA</td>
<td>Density bonuses have been created for meeting environmental benchmarks.</td>
<td>Jim Tolbert</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Environmental</td>
<td>ACTION: Add water and natural gas rates that reflect increased usage in order to encourage energy and water conservation (time-lapse program).</td>
<td>Planning Commission</td>
<td>Public Works</td>
<td>Undetermined</td>
<td>An evaluation for tiered rates for the water rates has been completed and will be evaluated by Council. Increasing the gas rates as usage increases has been discussed, but the economic impact on large industrial users would not be prudent.</td>
<td>Lauren Hildebrand</td>
<td>FY 2010</td>
</tr>
<tr>
<td>Sustainability</td>
<td>ACTION: Develop policies within the city-owned natural gas utility that provide financial incentives for energy conservation for gas customers.</td>
<td>Planning Commission</td>
<td>Public Works</td>
<td>Undetermined</td>
<td>2009 - City Gas partnered with the Local Energy Alliance Program on a public project called SPARK! 50 aimed at promoting energy efficiency (time-lapse program) to promote efficiency and conservation among 1000 customers who are connected to the utility. In 2011, the program was completed and its success was confirmed. Additional opportunities are being explored for 2011.</td>
<td>Lauren Hildebrand</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Environmental</td>
<td>ACTION: Capture the embodied energy of existing buildings and avoid using new materials by encouraging the adaptive re-use of existing structures.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Major renovation of former CTS building incorporating green technologies and improving the building.</td>
<td>Ongoing</td>
<td>Complete</td>
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</tbody>
</table>

Environmental Sustainability Page 4
<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Action</th>
<th>Working</th>
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<th>Responsible Parties</th>
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</thead>
<tbody>
<tr>
<td>Housing</td>
<td>ACTION: Develop a working partnership with PHI and TADPC to Fair Housing and Urban Renewal</td>
<td>Neighborhood Services, Development Committee</td>
<td>N/A</td>
<td>Working with PHI and TADPC to analyze the need for improvements to Fair Housing</td>
<td>N/A</td>
<td>Ongoing</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
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</tr>
<tr>
<td>Housing</td>
<td>ACTION: Encourage the University to work in partnership with developers to produce workforce housing units either for rent or purchase by providing assistance to potential residents or by land leases where the University itself can retain land but get the benefit of providing housing near to jobs.</td>
<td>Planning Commission, City Council, Housing Advisory Committee</td>
<td>Undetermined</td>
<td>VHA participated in the Joint Task Force on Affordable Housing. Through the work of the Coalition for Housing Opportunities, discussions with UVA are currently underway.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Support the use of tax credit programs to transform existing rental housing within the locality to create affordable rental units. The chances of success for such projects are enhanced greatly when localities continue their support.</td>
<td>Planning Commission, City Council, Housing Advisory Committee</td>
<td>Undetermined</td>
<td>Will be done if projects are brought forward. City is currently working on an ordinance to provide for abatement of property taxes to assist developers with zoning under the VHDA low income housing tax credit (LHTC) program.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Define property tax incentives that have been created. Planning grant assistance for Climate Neighborhoods has been submitted to study potential incentive for the property and surrounding neighborhood.</td>
<td>Planning Commission, City Council, Housing Advisory Committee</td>
<td>Undetermined</td>
<td>Ongoing - through use of CSBG and CHF dollars the City is providing seed money to make these activities possible to the maximum extent feasible.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Continue to maintain, improve and grow the city’s housing stock by preserving the quality and quantity of existing housing stock.</td>
<td>Neighborhood Services, Development Services, City Council</td>
<td>N/A</td>
<td>If priority project has been completed - to review this. Continue to promote use of the working group programs such as the tax exemption for energy efficient buildings (§ 46.3-180) and exemption/abatement for renovations or add-ons (per Div 3 § 30-155 - 160).</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Promote the renovation/rehabilitation and expansion in size of existing units as a means of ensuring neighborhood stability.</td>
<td>Neighborhood Services, Development Services, City Council</td>
<td>N/A</td>
<td>TBD - fixed amount to the program to any eligible project when homeowner ready for building permits for expansion.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Encourage the use of the city’s Tax Credit for Affordable Housing to improve the affordability of existing homes and rental units to provide affordable and attractive to future homeowners.</td>
<td>Neighborhood Services, Development Services, Planning Commission</td>
<td>N/A</td>
<td>Complete - Council approved State for Home Improvement Program to promote housing for Low-Mort Incomes over two fiscal years.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Adopt a Tax Abatement Program for houses and mixed use buildings that become or are developed as 30% more energy efficient than state wide building code.</td>
<td>Planning Commission, City Council, Housing Advisory Committee</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Provide affordable housing incentives to increase homeownership and renters with varying levels of income eligibility by establishing an Affordable Development Unit Program to provide a density bonus to development that voluntarily set aside a percent of the units.</td>
<td>Neighborhood Services, Development Services, City Council, Planning Commission</td>
<td>N/A</td>
<td>Complete - See §34-12 of the Zoning Ordinance which includes Adoption of an ordinance for rezoning or special use applications for residential projects in the industrial portion of retail use projects with a density of 1.0 FAR or greater and equivalent density based on units per acre.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>2008</td>
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<tr>
<td>Housing</td>
<td>ACTION: Encourage mixed-income housing developments.</td>
<td>Neighborhood Services, Development Services, City Council, Planning Commission</td>
<td>N/A</td>
<td>New Housing Resource Guide builds on the existing relationships. Staff serve on the working group of the Coalition of Housing Opportunities.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Facilitate the development and maintenance of partnerships between public, private, and non-profit housing providers and lenders within the City and the Regional Planning Development Districts.</td>
<td>Neighborhood Services, Development Services, TJPDC, City Council, Planning Commission</td>
<td>N/A</td>
<td>N/A</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Support and expand the City’s Tax Relief for low-income house-holders, seniors and those with disabilities. Explore legislation for differential between residential and commercial tax rates</td>
<td>City Council, City Attorney</td>
<td>N/A</td>
<td>Complete</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>2005</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: The City Housing Commissioner’s office shall create a comprehensive city-wide database of housing information, including use of data from the “State of Housing Report” to collect housing data and integrate it into the city GIS system.</td>
<td>Housing Task Force, Neighborhood Development Services</td>
<td>TBD</td>
<td>Housing Resource Guide created to be a “yellow pages” of area housing service providers...Updated the City’s Housing and Grants webpage to provide more information and links.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Create a local network to inform property owners about sustainable building practices and how they can improve their buildings’ longevity and affordability.</td>
<td>Neighborhood Services, Development Services, Planning Commission, Tax Assessor</td>
<td>N/A</td>
<td>Complete - Federal CDFD’s SPARK program and LEAP. Completion of the eco-Renomed at 609 Ridge Street will improve for a local energy efficiency resource center/library which will be available to the public.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: The City Housing Commissioner’s office shall serve as an information clearinghouse for anyone who is interested in housing issues in our City by compiling and making available to developers, lenders, prospective renters, and other interested parties information on City neighborhoods, projects, programs, opportunities and incentives.</td>
<td>Neighborhood Services, Development services, CHRA</td>
<td>N/A</td>
<td>Housing Resource Guide developed by NSDC, for housing groups and their services.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Explore creating tax incentives for mixed-use projects being proposed/developed in (designated) corridors</td>
<td>Neighborhood Services, Development Services, City Council, Planning Commission, City Attorney</td>
<td>N/A</td>
<td>Alternatives are being explored by the City Housing Coordinator.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>2011</td>
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<td>Housing</td>
<td>ACTION: The City Housing Commissioner’s office shall serve as an information clearinghouse for anyone who is interested in housing issues in our City by compiling and making available to developers, lenders, prospective renters, and other interested parties information on City neighborhoods, projects, programs, opportunities and incentives.</td>
<td>Neighborhood Services, Development Services, CHRA</td>
<td>$10,000</td>
<td>Housing Resource Guide created to be a “yellow pages” of area housing needs.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Expand the range of transitional and supportive housing options by providing physical and financial support to programs serving the homeless and near-homeless populations</td>
<td>Ongoing</td>
<td>The SRO is scheduled to break ground in 2011. City funding will continue to support such efforts.</td>
<td>Jim Trubert</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: The City Housing Commissioner’s office shall establish procedures for determining housing conditions and prepare an annual report.</td>
<td>Neighborhood Services, Development Services, CHRA</td>
<td>$50,000</td>
<td>Housing and Land Use Survey is underway.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Support an increase of funding dedicated to new and existing housing programs, including local Housing Trust/Investment Funds.</td>
<td>Planning Commission, City Council, Director, Housing Manager, Housing Advisory Committee</td>
<td>Unetermined</td>
<td>Complete - $1.4 million available for additional funding in FY 09, with continued funding on an annual basis until 2011.</td>
<td>Melissa Celii, Thackston/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: The City Housing Coordinator office shall actively market the city as a desirable and potentially affordable place to live.</td>
<td>Neighborhood Development Services</td>
<td>N/A</td>
<td>N/A</td>
<td>Ongoing</td>
<td>Melissa Celii/ Kathy McHugh</td>
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<tr>
<td>Housing</td>
<td>ACTION: Promote long-term affordability of units by developing mechanisms like deed restrictions and covenants for their initial sale and later resale.</td>
<td>Neighborhood Planning Commission, City Council, City Attorney</td>
<td>N/A</td>
<td>Staff and the Housing Advisory Committee will research this issue in coming months</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>2011</td>
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<tr>
<td>Housing</td>
<td>ACTION: Set affordability benchmarks for the development of units for low and moderate income residents. Work with the City’s Housing Advisory Committee (HAC) to establish, and annually review, a set of Affordability Design Standards.</td>
<td>Neighborhood Planning Commission, City Council, Housing Advisory Committee</td>
<td>N/A</td>
<td>HAC has established benchmarks relative to percent of income that can be spent on properties owned/rented by persons less than 80% AMI.</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>2007</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Encourage the University to develop programs to assist with faculty and staff housing needs.</td>
<td>Neighborhood Planning Commission, City Council, UVA</td>
<td>N/A</td>
<td>UVA participated in the Joint Task Force of Affordable Housing and the Coalition for Housing Opportunity is working through a subcommittee to improve dialogue with the University relative to housing both on-campus and off-campus.</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Stimulate housing development where increased density is desirable and other to coordinate those areas with stronger access to employment opportunities, transit routes and commercial services.</td>
<td>Neighborhood Development Services, Planning Commission, City Council</td>
<td>N/A</td>
<td>Strategic Investment fund has money available for projects like this; however, there is a need to identify opportunities to expend these funds.</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Housing</td>
<td>ACTION: Expand the supply of housing in appropriate locations within the City to increase abilities to walk and use public transit, to support families with children, to sustain local commerce and to decrease student vehicle use.</td>
<td>Neighborhood Development Services, Planning Commission, City Council</td>
<td>N/A</td>
<td>Affordable housing policies list this type of development as a priority for funding under CHF.</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>Ongoing</td>
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<tr>
<td>Housing</td>
<td>ACTION: Establish an office of the City’s Housing Coordinator to execute the City’s housing goals outlined above.</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Complete - This position has been staffed</td>
<td>Melissa Celii/ Kathy McHugh</td>
<td>Fall 2007</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Support Thomas Jefferson-Flamming District in advocacy for state-wide change to transportation funding.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>None as part of MPO membership</td>
<td></td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Develop a street safety management plan for the City of Charlottesville.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Complete - Through our research has determined that most of this is already in place through TJPDC and TCRP.</td>
<td>TJPDC</td>
<td>Undetermined</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Encourage employers to provide incentives for employees who do not drive to work. Work with UVA officials on encouraging alternative modes of travel for students. Explore shared motor-vehicle services for the Downtown and University areas.</td>
<td>Planning Commission</td>
<td>City Council</td>
<td>Undetermined</td>
<td>Additional incentives provided for reducing parking fees for those who carpool.</td>
<td>Human Resources</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Initiate a parking study addressing the impacts of parking on the transportation network, economic vitality, and travel feasibility.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Planning Commission</td>
<td>Undetermined</td>
<td>Complete - Parking study approved</td>
<td>Jeanie Alexander</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Provide public parking to maintain the viability of the City while using prices and other factors to reduce congestion, parking, and pollution. Encourage firms to provide on-site parking, seeking, and alternative modes of travel.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Project on Garter Street completed. Other initiatives to come forward once initial complete.</td>
<td>Jeanie Alexander, Dan Tolbert</td>
<td>Implementation to begin upon completion of the Downtown Mall project.</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Reduce speeding and cut-off traffic on local streets using a comprehensive, safety-focused approach that prioritizes efforts to address the greatest safety concerns first.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>Donovan Branche/Jeanie Alexander</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Explore the possibility of establishing a Transportation District.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Public Works</td>
<td>Undetermined</td>
<td>Legislation in place.</td>
<td>Resource Jones</td>
<td>Undetermined</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Continue to improve ADA access by bringing existing conditions into compliance.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Complete - Pedestrian Safety Improvement projects ongoing. Efforts to make parking accessible as possible and funding available.</td>
<td>Donovan Branche/Jeanie Alexander</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Provide design features on existing roadways to improve the safety and comfort level of all users by widening the pedestrian and bicycle facility network, using the Safe Routes to School Program in the vicinity of schools and consistently applying ADA standards to facility design.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department, Public Works</td>
<td>Undetermined</td>
<td>Working with Bicycle Safety Group to improve cycling throughout the city. Otherwise, all initiatives ongoing.</td>
<td>Jeanie Alexander, Chris Gensic</td>
<td>Bicycle improvements to begin summer 2011 and be ongoing. Others, ongoing.</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Establish designated truck routes within the City. Explore limiting truck sizes on Main Street during prime business hours.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Not started</td>
<td>Jeanie Alexander</td>
<td>Undetermined</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Complete the sidewalk network using a priority system of dual-side safe routes to all city schools, dual-side routes along all arterial and collector streets, dual-side routes to parks and public facilities; completing routes that have less than 1/4 mile missing.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department, Public Works</td>
<td>Undetermined</td>
<td>Sidewalks are constructed as funding is available using sidewalk priority criteria. Other initiatives for this action are high priority.</td>
<td>Jeanie Alexander</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Complete Regional Intelligent Transportation System to include communications to all traffic signals, coordination of traffic signals in corridors where appropriate, installation of weather stations, installation of variable-message signs and advanced traveler information presentation.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Original Plan is complete. Additions funding needed for future improvements. Message boards to be installed Spring 2011.</td>
<td>Jeanie Alexander</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Develop strategies to reduce the number of single occupancy vehicle trips (SOV) and increase the number of alternative mode trips. Explore increased residential density along corridors and alternative mass transit routes on Main Street and Park Road at the City Limits.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>TJPDC</td>
<td>Ongoing</td>
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<tr>
<td>Transportation</td>
<td>ACTION: Actively explore the idea of creating a primary transportation corridor along the Main Street corridor and Emmet Street to encourage economic development and more residential density close to Downtown and the University of Virginia with shared financing by the City, University, FHA and property owners.</td>
<td>City Council</td>
<td>Neighborhood Development Services, Transit</td>
<td>Undetermined</td>
<td>Complete - Street car report to go forward if the study for implementation at this time.</td>
<td>Judy Muller</td>
<td>Unspecified</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Increase regional multi-modal opportunities by actively participating in the establishment of the Regional Transit Authority and encouraging bicycle, pedestrian and transit connections, including attention to Sunday and after dark bus service, between County, UVA and City.</td>
<td></td>
<td>Neighborhood Development Services, Transit</td>
<td>Undetermined</td>
<td>None</td>
<td>Seguin</td>
<td>Undetermined</td>
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<tr>
<td>Transportation</td>
<td>ACTION: Increase communication and cooperation between the City, County, University, internet groups, developers, and the public for both recreation and transportation trails.</td>
<td>Community</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>N/A</td>
<td>Chris Geraci</td>
<td>Ongoing</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>ACTION: Apply standards of Chapter 4 of the Charlottesville-Wilson &amp; Prince Edward Master Plan and “Multi-use trail design standards” in the City Standards Manual to Extension Center, Trail Shelters, Pedestrian bridges and underpasses, trail intersections with roadways and Trail Amenities.</td>
<td>Parks and Recreation Department</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>N/A</td>
<td>Chris Geraci</td>
<td>Ongoing</td>
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<tr>
<td>Transportation</td>
<td>ACTION: Construct new trail system on parallel bike lanes and sidewalks.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>Chris Geraci</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Continuously examine existing trails to determine where new trail links are needed. This could include development of the park and ride system.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>TJPDC</td>
<td>Ongoing</td>
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<tr>
<td>Transportation</td>
<td>ACTION: Consider new or existing bicycle routes to improve safety and connectivity to destinations beyond City Limits. Actively work with the MPO to develop origin-destination data.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks &amp; Recreation Department</td>
<td>Undetermined</td>
<td>Ongoing</td>
<td>Jeanie Alexander</td>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>

Transportation
<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Action Wording</th>
<th>Source</th>
<th>Responsible Parties</th>
<th>Estimated Cost</th>
<th>Status Update</th>
<th>Person of Contact</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>ACTION: Connect residential, business, recreational, educational, environmental and social/cultural destinations by creating a continuous system of public trails to provide transportation and recreation options around and throughout the City.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, Parks and Recreation Department</td>
<td>Undetermined</td>
<td>Trail easement and land acquisition work to provide connections continues.</td>
<td>Chris Gensic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Transportation</td>
<td>ACTION: Explore changes to parking standards and operation that will reduce vehicle trips and increase alternative mode use.</td>
<td>Planning Commission</td>
<td>Neighborhood Development Services, City Council, NDS</td>
<td>Undetermined</td>
<td></td>
<td>Jeanie Alexander</td>
<td>Ongoing</td>
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</tbody>
</table>