

CITY OF CHARLOTTESVILLE  
"A World Class City"

**Department of Neighborhood Development Services**

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April 4, 2012

**TO: Charlottesville Planning Commission, Neighborhood Associations &  
News Media**

# Please Take Notice

A Joint Work Session of the Albemarle and Charlottesville Planning Commissions will be held on **Tuesday April 17, 2012 at 6:00 p.m. at Cityspace (100 5<sup>th</sup> Street NE in the Market Street Garage building).**

## AGENDA

1. Status of Livability Project
2. Areas for City/ County Collaboration  
Review of agreed on areas  
Topics requiring discussion
3. Housing Discussion
4. Public Comment
5. Next Steps

cc: City Council  
Maurice Jones  
Aubrey Watts  
Jim Tolbert  
Neighborhood Planners  
Melissa Thackston, Kathy McHugh  
Mary Joy Scala  
Craig Brown, Rich Harris

## **JOINT MEMORANDUM**

To: County of Albemarle and City of Charlottesville Planning Commissions  
From: Elaine Echols and Missy Creasy  
Date: April 4, 2012  
Re: Joint Planning Commission Meeting – April 17, 2012 – Livability Project and Community Comprehensive Planning

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As you know, the localities and the TJPDC received grant funding from HUD to develop ways to promote livability in the region. This grant came at the time that the two localities were beginning their comprehensive plan updates and update of the regional transportation plan was in the early phases. The localities decided to coordinate these activities to make sure that the City and County are working together towards achieving livability through the Comprehensive Plan updates, that the transportation planning works with the proposed land use for both localities and the region, and allow the localities to develop jointly stated goals in areas of importance to both localities. The grant has provided the City and County with opportunities to jointly review our individual goals and gain public input through a series of workshops.

Since the September 20, 2011 joint work session, significant progress has been made towards supporting the grant products as well as the Comprehensive Plan updates. At the April 17<sup>th</sup> meeting we will provide an overview of those activities including the data gathered from the community workshops and, review joint city/county community issues, followed by a detailed discussion on housing as well as gain feedback on next steps.

### Community Workshops

The first round of community workshops were completed in March 2012. Materials for each of the six events are located at <http://www.1-community.org/events.asp>. Input from these workshops is being used for both the Livability Project as well as the Comprehensive Plan updates. Members of the public took the opportunity to comment on materials at the events, at follow up events and have access to on line commenting opportunities. Comments received from each of those events have been summarized and included in your packet as Attachment A. The summary pages were placed at the 1-Community website after each meeting and also given to the respective Commissions as the topics have been discussed at Commission meetings. The summaries reflect themes and not specific comments. Specific comments are attached to the summaries and have been organized by existing Comprehensive Plan goals.

### Joint City/County Community issues

In March 2011, Commissioners provided staff with a number of issues they would like reviewed as part of this process. Those items were identified in the August 16, 2011 staff report which is provided as Attachment B. Staff notes three areas that the Commissions have not discussed to date where joint discussion is warranted. The first area is Economic Development. In light of the recent release of the

TJPED report, staff plans to bring this topic back once all parties have had the opportunity to review and coordinate efforts based on the outcomes of that report. The second area is housing. At this meeting we plan to provide an overview of housing information to allow the commissions to provide staff with direction on where there may be opportunities for coordination on housing issues. The third area includes Entrance Corridors (ECs). The ECs will be reviewed after completion of the Area B work.

### Housing

Attachment A (Housing and the Built Environment) provides background information on the goals for housing in the community. From looking at the goals, you will see that both the City and County view housing as an important priority. Attachments C & D provide information on how the two localities implement their programs. From these attachments, one can see the programmatic distinctions between the localities, but also places where the City and County might be able to develop joint goals. Potential areas for joint goals might be affordable and workforce housing, providing a diverse housing stock for the community, or ensuring that adequate supply is available for future populations. Attachment E provides some housing indicators developed through the Livability process which may become future performance measures for success in implementing the housing goals. Summer Frederick with the PDC staff will facilitate this discussion at the meeting.

### Area B Status

The Planning and Coordination Council (PACC) approved the updated “Area A and Area B” map in November 2011 which is provided as Attachment F. That adopted map will be included in both the city and County’s comprehensive plan as well as any recommendations from associated Area B plans that remain applicable. City, County and University staff have been reviewing the existing Area B documents to determine which of those recommendations should be carried over to the Comprehensive Plans. This work includes recommendations for future land use designations for some properties in the Area B as well as road connections. Once this process is complete, staff will bring the recommendations back to the City and County Planning Commissions as part of the respective Comprehensive Plans.

### Public Input at Meeting

At the September 20<sup>th</sup> joint meeting, staff suggested that an opportunity be provided for the public at the April 17<sup>th</sup> meeting to provide feedback on the work to date for the Livability Project as well as the joint City-County Work. Input on the City and County’s Comprehensive Plan may also be provided. Staff recommends that the Commissions allow 3 minutes for each speaker to accommodate as many speakers as possible, unless the commissions would like to provide additional time.

### Next Steps

After this meeting, work will occur on several items. These items include

- The Regional Transportation Plan
- Completing drafts of the text for the localities’ individual Comprehensive Plans
- Developing recommended joint goals and strategies for discussion by the Commissions
- Develop fall public input meetings on Comprehensive Plan drafts
- Recommendations for land use and Entrance Corridors, particularly for the western City/County border area and the Area Bs.

During the summer, the PDC staff will work with the individual Planning Commissions on areas for joint goals. Discussions on the joint goals will take place in the fall which is the same time frame that

has been developed for review of the recommended drafts for the City and County Comprehensive Plans. A summer and fall schedule will be provided to the Commissions after this meeting.

Recommendation for Commissions

Staff asks that the Commissions

- Review the material provided for and received at the Livability Workshops
- Discuss the Comprehensive Plan goals for Housing in both localities
- Take public input on work-to-date
- Discuss and decide on topics/themes for joint work
- Provide any additional direction for future work

**Attachments:**

- Attachment A: Livability Workshop Community Goals, Summaries of Meetings, and Comments  
Attachment B: Staff Report for August 16, 2011 Joint Planning Commission Meeting  
Attachment C: Albemarle Housing Goals Implementation  
Attachment D: Charlottesville Housing Report – Presented to City Council on March 5, 2012  
Attachment E: Livability Indicators for Housing  
Attachment F: Areas A and B Map

## Attachment A: Livability Workshop Community Goals, Summaries of Meetings and Comments

1. Environment
2. Housing
3. Land Use and Transportation
4. Facilities
5. Historic Resources

## **Environment Outreach Workshop Brief**

On September 29, 2011 Charlottesville, Albemarle County & TJPDC staff hosted the first in a series of topic-specific outreach workshops to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the Long-Range Transportation Plan for the MPO region. The workshop was held in CitySpace on the Downtown Mall and was attended by a mix of approximately 60 City and County residents.

The purpose of the Environment Workshop was to seek feedback on existing environmental goals and to highlight key actions the City & County are taking to implement these goals. Information was presented in four topic areas: Natural Resource Protection, Water Quality & Stormwater Management, Sustainable Development, and Trails & Greenways. Attendees were asked to respond to questions considering the adequacy of the goals and what additional actions might be needed to enhance the goals.

### **What we heard**

#### City/County Goals

14 comments regarding the existing Goals from all four categories

- 4 comments stated the goals were adequate but the regulations, funding, or enforcement were not adequate
- 3 comments regarding sustainable development – includes environment, economy, and equity, should be required rather than promoted

The goals from the City and County were generally found to be adequate in all categories. The County received two comments stating that the goals were partially adequate and two comments stating that the goals were not adequate. Comments noted that the goals were adequate but that the regulations, objectives, measures, and enforcement of the goals were not adequate. Additionally, funding for the goals was found inadequate when mentioning goals for trails and the ACE program.

#### Natural Resources

35 comments regarding Natural Resources

- 7 comments mentioned Tree Canopy – what % is desirable, if health of canopy was measured
- 5 comments regarding land conservation – expand ACE program, protect mountains/critical slopes, retain and enhance open space
- 4 comments regarding goals & regulations – stricter standards, increased protection, additional programs

Reactions to City and County natural resources goals were generally positive. More emphasis is needed on translating these goals into action such as providing education to residents about measures in place to protect natural resources and strengthen enforcement of regulations to protect these resources. The tree canopy goal was viewed favorably with comments asking for it to be strengthened. Comments were made suggesting land conservation programs such as Albemarle County's ACE program, need to be supported more in order to protect natural resources during future growth and development. Concern was expressed about how natural resources would be protected in the face of future growth and development.

### Sustainable Development

28 comments regarding Sustainable Development

- 7 comments offering suggestions to reduce or reuse energy within buildings
- 5 comments to amend City/County ordinances to further allow alternative designs
- 3 comments stating Sustainable Development is a social issue as well as environmental

Comments showed strong emphasis for alternative methods the City and County can use to reduce or reuse energy in municipal buildings, but also sought the allowance for the reduction and reuse of residential energy or the ability for consumers' to sell excess energy. Comments noted a need for increased public transportation options and a decrease in car usage. Some participants felt that more incentives should be offered to encourage green building and that in some cases current building codes and design standards are in conflict with certain sustainable development goals. Comments cautioned a careful balance between growth and protecting and maintaining the quality of life that citizens enjoy today.

### Water Quality & Stormwater Management

25 comments pertaining to Water Quality & Stormwater Management

- 6 comments regarding need to invest in infrastructure – repairing & additional
- 4 comments regarding a need for additional rainwater harvesting, cisterns or rain gardens
- 3 comments to create and enforce regulations concerning stormwater runoff
- 2 comments applauding UVA's efforts to daylight streams

Comments endorsed current green infrastructure measures the City and County have already taken and expressed a desire to see more biofilters and rainwater harvesting, including incentives for residents to implement best management practices. Suggestions were made to improve water quality by investing more money into infrastructure and reducing the amount of impervious surface cover.

### Trails & Greenways

26 comments regarding Trails and Greenways

- 7 comments asking for creating or improving trail connections to parks
- 3 comments pertaining to creating or improving trail connections between the City & County
- 3 comments regarding updating design standards for trails

Strong support was expressed for trail systems in both the City and County with a desire to better connect these two systems. Among stated priorities for trails was increasing connections between neighborhoods, to parks, and to the Rivanna River. Specific locations where such connections were mentioned include the Pantops area (between Martha Jefferson Hospital, State Farm, Rivanna and residential developments), the Woodbrook neighborhood, to Biscuit Run State Park, the Saunders Trail, and to Walnut Creek Park. Current street design standards inhibit creating pedestrian and bike-friendly environments was also noted.

*For a complete transcript of all public comments received at the Environment Workshop, please visit <http://1-community.org/events>.*

Community Comments related to the Environment  
September 29, 2011, City Space

Shaded box indicates a Goal from the Comprehensive Plan

**Charlottesville**

**Albemarle**

| <b>Natural Resource Protection</b>  |  |
|---|--|
| Establish and maintain a 40 percent minimum urban tree canopy level in Charlottesville.   | Preserve and manage the County's natural resources and cultural assets in order to protect the environment and conserve resources for future use.  |
| <i>For most neighborhoods. Re: 40% canopy cover goal in most neighborhoods, not just city as a whole</i>  | <i>Protect rare habitats and biodiversity</i>  |
| <i>Nice job on 47% urban tree cover. Let's keep that % going up!!!</i>  | <i>No! unless population growth is limited to a sustainable optimal size, the environment can NOT be protected</i>   |
| <i>Should this goal be increased? Pertains to 47% tree cover achieved</i>   | <i>What about existing development? Any programs to increase tree canopy on existing development?</i>  |
| <i>How is the tree canopy measured? Do we want to reduce our canopy by 7%?</i>  | <i>County: partially</i>   |
| <i>Is the health of the tree canopy being assessed and addressed?</i>   | <i>This is a biologically rich area with rare species deserving of more attention and protection (Stribling Ext.)</i>  |
| <i>What about existing development? Any programs to increase tree canopy on existing development?</i>   | <i>10%?! This is insulting! We can and must do more to "develop" in harmony with existing eco-systems</i>  |
| Promote, protect and restore riparian (streamside) and stream ecosystems to protect habitat and water quality for people and animals;   | Encourage the preservation of existing wooded areas as development occurs in Development Areas. Maintain or establish wooded buffer areas between dissimilar land uses as development occurs.  |
| <i>Provide for adequate flow in the streams to improve water quality</i>  | Protect Albemarle County's agricultural lands and forests as a resource base for its agricultural and forestry industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health. |
| <i>Create urban habitat via stream daylighting, biofilters and a commitment to using native plants</i>  | <i>Use existing Natural Heritage/Biodiversity data to prioritize conservation</i>  |
| <i>Creatures in CHO need green infrastructure too. Retain and enhance existing open space. It provides corridors for foot and bicycles, habitat, water table recharge. We do not wish to live in a concrete canyon.</i> | <i>ACE program needs to be supported more. <u>Points</u> need to be given for biodiversity and special habitat protection.</i>   |
| <i>Provide education to residents (i.e. stream buffers, protection of public water supplies) and <u>enforce</u>.</i>  | <i>Expand the ACE program. More \$ needed.</i>   |
| <i>Offer incentives for grandfathered practices to improve to current BMP's.</i>  | Recognize the importance of protecting biological diversity in both the Rural Area and the Development Areas for the ecological, aesthetic, ethical, and economic benefits to the community.   |
| <i>Millions of dollars are being spent on Meadow Creek. What is the budget for Moores Creek? Ditto. Double ditto.</i>   | <i>Creatures in CHO need green infrastructure too. Retain and enhance existing open space. It provides corridors for foot and bicycles, habitat, water table recharge. We do not wish to live in a concrete canyon.</i>  |



Community Comments related to the Environment  
September 29, 2011, City Space

**Charlottesville**

**Albemarle**

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| <i>What about the old landfill that Moore's Creek goes through that is crumbling into it? Toxic waste anyone? It is absurd to allow the clean-up to be dependent on private developers whim/\$.</i>                              | <i>Protect rare habitats and biodiversity</i>  |
| <i>No reservoir right against I64. In our drinking water: toxic spills, petrochems from tire rub off, petrochems from particulate matter</i>   | <i>Keep systems of critical slopes intact in the Rural Areas and protect mountains as they contribute to water quality and drinking water reservoir capacity, soil conservation, forest resources, plant and animal habitat, scenic values, tourism, and the economic impact of these resources.</i> |
| <i>More vegetative biofilters</i>  | <i>Examine any proposed critical slope ordinance within broader framework: effect on patterns of sprawl development, on affordable housing and transportation planning</i>   |
| <i>More vegetated bio-filters</i>  | <i>Please stop letting "critical slopes waivers" through Planning Co and BoS i.e. on Rivanna at Pantops.</i>   |
|  | <i>Where is the critical slope percentage?</i>   |
| <i>Incentives for residents to install raingardens</i>   | <i>Don't forget the Fan Mountains which are a conservation priority for Albemarle</i>  |
| <i>In-stream flows assure adequate base flow</i>   | <i>Is that why a road was ok'd in McIntire Park? That's taken over 40 years to do?</i>   |
| <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.</i> | <i>The Planning Commission has never met a project that they didn't waive "critical slopes"</i>  |
| <i>No! unless population growth is limited to a sustainable optimal size, the environment can NOT be protected</i>   | <i>Protect the County's surface water through management techniques such as stream buffers, flood plains, and wetlands.</i>  |
| <i>Creatures in CHO need green infrastructure too. Retain and enhance existing open space. It provides corridors for foot and bicycles, habitat, water table recharge. We do not wish to live in a concrete canyon.</i>          | <i>Provide for adequate flow in the streams to improve water quality</i>   |
| <i>Consider regional incentives for private sector installation of solar energy - in absence of statewide incentives. Tie to Dominion smart grid tech, etc.</i>  | <i>Create urban habitat via stream daylighting, biofilters and a commitment to using native plants</i>   |
| <i>A huge energy source is gas for cars. More roads = more cars. What is being done to reduce/eliminate new roads?</i>   | <i>Provide education to residents (i.e. stream buffers, protection of public water supplies) and <u>enforce</u>.</i>   |
| <i>More recycling options, esp of specialty items like batteries, paint, etc.</i>  | <i>Offer incentives for grandfathered practices to improve to current BMP's.</i>   |
|  | <i>Less roads! Impervious surfaces are bad for water quality.</i>  |

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|  | <i>No reservoir right against I64. In our drinking water: toxic spills, petrochems from tire rub off, petrochems from particulate matter</i>   |
|  | <i>More vegetative biofilters</i>  |
|  | <i>More vegetated bio-filters</i>  |
|  | <i>Incentives for residents to install raingardens</i>   |
|  | <i>County – <u>No</u></i>  |
| <b>Sustainable Development</b>   |  |
| 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.                        | Encourage and maintain strong ties between the region's urban and rural areas, fostering healthy economic, environmental, social and political interactions.   |
| <i>Increase heat insulation requirements. Establish sound insulation minimums (multifamily units)</i>  | <i>Don't sort the rural area with development. <u>Force</u> it all into small area. Laugh laugh.</i>   |
| <i>Increase insulation minimums to lower utility cost &amp; energy use</i>   | Continue research and updates to the Comprehensive Plan for viable strategies for green building, energy efficiency, and in other public facilities service provision.                                   |
| <i>I agree – increase insulation minimums</i>  | <i>Consider regional incentives for private sector installation of solar energy - in absence of statewide incentives. Tie to Dominion smart grid tech, etc.</i>  |
| Encourage green building and resource and energy conservation practices in new and existing buildings through financial incentives.  | <i>Require or make incentives to encourage LEED certification for new development.</i>   |
| <i>Consider regional incentives for private sector installation of solar energy - in absence of statewide incentives. Tie to Dominion smart grid tech, etc.</i>                                | <i>Facilitate selling to the electric grid (tax credits, grants, clearinghouse, etc)</i>   |
| <i>Require or make incentives to encourage LEED certification for new development.</i>   | <i>Albemarle needs to adopt cool counties goals and use ICLEI software and other resources</i>   |
| <i>Solar and geothermal for all municipal buildings</i>  | <i>Continue "green" design – as a leader and as a clearinghouse. Take next steps, that include facilitating residents' selling power to electric grid (that supports jobs and economic development).</i> |
| <i>Require all new buildings to be LEED certified. Consider adjusting zoning laws to require sustainable housing/business</i>  | <i>Opportunities to sell power to the grid of electricity (facilitate grants, tax credits, etc.)</i>   |
| 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. | <i>Increase heat insulation requirements. Establish sound insulation minimums (multifamily units)</i>  |
| <i>This needs serious work. Goals are not in line with standards and design manual, subdivision ordinance.</i>   | <i>Increase insulation minimums to lower utility cost &amp; energy use</i>   |
| <i>What about regulations that allow/disallow using grey water in homes? I think it's not allowed now.</i>   | <i>I agree – increase insulation minimums</i>  |

Community Comments related to the Environment  
September 29, 2011, City Space

**Charlottesville**

**Albemarle**

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| <i>Facilitate selling to the electric grid (tax credits, grants, clearinghouse, etc)</i>  | Achieve sustainable design in County buildings and planning for services.  |
| <i>Continue "green" design – as a leader and as a clearinghouse. Take next steps, that include facilitating residents' selling power to electric grid (that supports jobs and economic development).</i>                      | <i>Solar and geothermal for all municipal buildings</i>  |
| <i>Opportunities to sell power to the grid of electricity (facilitate grants, tax credits, etc.)</i>  | <i>Require all new buildings to be LEED certified. Consider adjusting zoning laws to require sustainable housing/business</i>  |
| <i>Capture the 'embodied energy' of existing buildings and avoid using new materials by encouraging the adaptive re-use of existing structures.</i>   |  |
| <b>Water Quality &amp; Stormwater Management</b>  |  |
| <i>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 contaminant to stormwater runoff.</i> | Maintain the integrity of existing stream channels and networks for their biological functions and drainage. Protect the condition of state waters for all reasonable public uses and ecological functions. Restore degraded stream and wetland ecosystems where possible. |
| <i>This sounds good! Now we need to invest \$ in the infrastructure.</i>  | <i>Millions of dollars are being spent on Meadow Creek. What is the budget for Moores Creek? Ditto. Double ditto.</i>  |
| <i>Like this. Would like to see it expanded as much as possible and promoted. (Pertains to Best Management Practices showcased citywide)</i>  | <i>What about the old landfill that Moore's Creek goes through that is crumbling into it? Toxic waste anyone? It is absurd to allow the clean-up to be dependent on private developers whim/\$.</i>  |
| <i>Less roads! Impervious surfaces are bad for water quality.</i>   | <i>Stop culverting growth area streams in Albemarle!</i>   |
| <i>Fix more pipes. Too much sewage flowing out.</i>   | <i>In-stream flows assure adequate base flow</i>   |
| <i>Regs/laws concernign stormwater runoff are useless without enforcement</i>   | Support water conservation and use-efficiency measures to minimize impacts to water resource systems and the environment and to prolong the life of existing and future water supplies.  |
| <i>Reduce and prevent impacts from polluted stomwater runoff through voluntary and incentive programs for government agencies, businesses and residents.</i>  | <i>Creatures in CHO need green infrastructure too. Retain and enhance existing open space. It provides corridors for foot and bicycles, habitat, water table recharge. We do not wish to live in a concrete canyon.</i>  |
|   | <i>All municipal and school buildings could have rainwater harvesting. Agree.</i>  |
|   | <i>Curbside Composting</i>   |
|   | Protect the availability and quality of groundwater resources.   |
|   | Continue to support Chesapeake Bay protection initiatives.   |

Community Comments related to the Environment  
September 29, 2011, City Space

**Charlottesville**

**Albemarle**

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|  | Preserve designated stream valleys in their natural state in order to protect significant resources associated with stream valleys and to provide buffer areas.                                |
|  | Protect floodplains from inappropriate uses and recognize their value for stormwater management and ecological functions.  |
|  | Protect wetlands from inappropriate uses and recognize their value for maintaining surface water quality and other benefits.   |
|  | Facilitate the integration of stormwater management and pollution control from new land development.   |
|  | <i>This sounds good! Now we need to invest \$ in the infrastructure.</i>   |
|  | <i>Like this. Would like to see it expanded as much as possible and promoted. (Pertains to Best Management Practices showcased citywide)</i>   |
|  | <i>Fix more pipes. Too much sewage flowing out.</i>  |
|  | <i>Regs/laws concernign stormwater runoff are useless without enforcement</i>  |
| <b>Trails &amp; Greenways</b>  |  |
| Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities. | Establish a Countywide network of greenway trails for conservation, recreation, transportation and education throughout Albemarle County, and linked to trails in the City of Charlottesville. |
| <i>Need to see commitment to public transportation (alternatives to driving) from both city and county. Current rates of driving are unsustainable.</i>        | <i>A huge energy source is gas for cars. More roads = more cars. What is being done to reduce/eliminate new roads?</i>   |
| <i>A huge energy source is gas for cars. More roads = more cars. What is being done to reduce/eliminate new roads?</i>   | <i>Need to see commitment to public transportation (alternatives to driving) from both city and county. Current rates of driving are unsustainable.</i>  |
| <i>Biking and walking connections to Biscuit Run State Park. I agree!</i>  | <i>Biking and walking connections to Biscuit Run State Park. I agree!</i>  |
| <i>Connect urban residents to parks, trails, and open space</i>  | <i>Connect urban residents to parks, trails, and open space</i>  |
| <i>More bike paths in county - connect more in city</i>  | <i>More bike paths in county - connect more in city</i>  |
| <i>Reconnect downtown to Monticello visitors center via "AT" (Appalachian Trail) style trail up NW face of Monticello Mtn. 2.3 miles and you are there.</i>    | <i>Reconnect downtown to Monticello visitors center via "AT" (Appalachian Trail) style trail up NW face of Monticello Mtn. 2.3 miles and you are there.</i>                                    |
| <i>Safe trail (hike, bike) from Saunders Trail to Scottsville connecting into new Biscuit Run Park</i>   | <i>Safe trail (hike, bike) from Saunders Trail to Scottsville connecting into new Biscuit Run Park</i>   |
| <i>Safe hike/bike trail connecting Walnut Creek Park and Biscuit Run Park.</i>   | <i>Safe hike/bike trail connecting Walnut Creek Park and Biscuit Run Park.</i>   |

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| <i>Goals do but funding does not. In county staff have not followed through on proffers to develop or have builders construct trails. Take measures to protect permanently trails now in existence due to revocable permissions. Support trail <u>connections</u> between neighborhoods and destinations. The example near Woodbrook is embarrassing. Children in the new apartments were not going to be able to walk or bike to their own school! Pay attention to urban ring <u>around</u> the city – make connections.</i> | <i>Goals do but funding does not. In county staff have not followed through on proffers to develop or have builders construct trails. Take measures to protect permanently trails now in existence due to revocable permissions. Support trail connections between neighborhoods and destinations. The example near Woodbrook is embarrassing. Children in the new apartments were not going to be able to walk or bike to their own school! Pay attention to urban ring around the city – make connections.</i> |
| <i>Yes. Awesome trail system in Cville. Keep up the good work and adding trails.</i>   | <i>County: absolutely <u>NOT</u> ( pertains to adequate trail and greenway network)</i>  |
| <i>Specify trails development plan with timeline.</i>  | <i>Keep cars out of our city parks. Improve ped/bike access.</i>   |
| <i>Keep cars out of our city parks. Improve ped/bike access.</i>   | <i>Specify trails development plan with timeline.</i>  |
| <i>Connectivity, parks and neighborhoods</i>   | <i>Connectivity, parks and neighborhoods</i>   |
| <i>Great trail system!!</i>  | <i>Great trail system!!</i>  |
| <i>Safe bike/walk trail from Saunders Trail to Scottsville area include the new Biscuit Run Park</i>   | <i>Trails to greenspaces with other trails, etc.</i>   |
| <i>Trails to greenspaces with other trails, etc.</i>   | <i>Safe bike/walk trail from Saunders Trail to Scottsville area include the new Biscuit Run Park</i>   |
| <i>Develop trails that are sensitive to the community's environmental systems and cultural and historic resources.</i>   |  |
| <i>Promote the green infrastructure benefits that trail systems provide to the public and to stakeholders.</i>   |  |
| <i>Creatures in CHO need green infrastructure too. Retain and enhance existing open space. It provides corridors for foot and bicycles, habitat, water table recharge. We do not wish to live in a concrete canyon.</i>  |  |
| <i>Biking and walking connections to Biscuit Run State Park. I agree!</i>  |  |
| <i>Connect urban residents to parks, trails, and open space</i>  |  |
| <i>More bike paths in county - connect more in city</i>  |  |
| <i>Reconnect downtown to Monticello visitors center via "AT" (Appalachian Trail) style trail up NW face of Monticello Mtn. 2.3 miles and you are there.</i>  |  |
| <i>Safe trail (hike, bike) from Saunders Trail to Scottsville connecting into new Biscuit Run Park</i>   |  |
| <i>Safe hike/bike trail connecting Walnut Creek Park and Biscuit Run Park.</i>   |  |
| <i>Yes. Awesome trail system in Cville. Keep up the good work and adding trails.</i>   |  |

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**Albemarle**

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|---|--|
| Designate separate trails both commuting and recreation to avoid user conflicts.  |  |
| 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. |  |
|   |  |
|   |  |

**Uncategorized Comments**

|  |  |
|--|--|
| <i>Examine any proposed critical slope ordinance within broader framework: effect on patterns of sprawl development, on affordable housing and transportation planning</i>                 | <i>Goals in general do, but specific objectives, measures, and implementation operations or enforcements do not.</i>   |
| <i>Goals in general do, but specific objectives, measures, and implementation operations or enforcements do not.</i>   | <i>More recycling options, esp of specialty items like batteries, paint, etc.</i>  |
| <i>Generally, the goals look good in all areas. My concern is that the plans and goals are often disregarded when the actual decisions are made.</i>                                       | <i>More attention to actions that preserve bird habitat throughout the County and City including planting trees, bushes, etc. that will attract bird species.</i>  |
| <i>Would like to see more concrete, actionable goals from both city and county. Goals are good, but we need specific, time-committed objectives if we want to get anything done</i>        | <i>Generally, the goals look good in all areas. My concern is that the plans and goals are often disregarded when the actual decisions are made.</i>   |
| <i>Goals don't protect, regulations, enforced with metrics, protect</i>  | <i>Whether or not it is the case, it appears that county money for set asides, and other protections, benefit the affluent and already well equipped to protect resources. This appearance must not be supported and benefits must flow equitably to all parts of the county and all types of land owners (in some fashion).</i> |
| <i>Promote cistern use in urban area.</i>  | <i>Would like to see more concrete, actionable goals from both city and county. Goals are good, but we need specific, time-committed objectives if we want to get anything done</i>  |
| <i>All municipal and school buildings could have rainwater harvesting. Agree.</i>  | <i>Goals don't protect, regulations, enforced with metrics, protect</i>  |
| <i>Create regulations that are able to be <u>monitored actually and effectively</u> and that are well accepted by the community, supporting adequate enforcement and connection plans.</i> | <i>Promote cistern use in urban area.</i>  |
| <i>Painted stencil for stormwater drains – “No oil, drains into stream”</i>  | <i>Create regulations that are able to be <u>monitored actually and effectively</u> and that are well accepted by the community, supporting adequate enforcement and connection plans.</i>   |
| <i>Role of natural heritage committee?</i>   | <i>Painted stencil for stormwater drains – “No oil, drains into stream”</i>  |

Community Comments related to the Environment  
September 29, 2011, City Space

**Charlottesville**

**Albemarle**

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|--|--|
| <i>City's comp plan needs to state explicitly that county goals of farmland and open space preservation are with city sacrifice</i>  | <i>Role of natural heritage committee?</i>   |
| <i>Like the specific targets/actions. Would like to see more from City and County.</i>   | <i>City's comp plan needs to state explicitly that county goals of farmland and open space preservation are with city sacrifice</i>  |
| <i>Publicly owned bank of corp to provide low interest loans for home upgrades. UVA Green sense and power saver loans.</i>   | <i>Like the specific targets/actions. Would like to see more from City and County.</i>   |
| <i>Commit to using native plants from local nurseries (like Stonecrop in Aberene)</i>  | <i>Publicly owned bank of corp to provide low interest loans for home upgrades. UVA Green sense and power saver loans.</i>   |
| <i>Sustainable development encompasses more than just the natural environment; sustainable livelihoods (i.e. jobs, ways of making a living) are essential to the long-term sustainability, resiliency and cohesion of a community.</i> | <i>Commit to using native plants from local nurseries (like Stonecrop in Aberene)</i>  |
| <i>Why not "require" sustainable development rather than "promote"?</i>  | <i>Sustainable development encompasses more than just the natural environment; sustainable livelihoods (i.e. jobs, ways of making a living) are essential to the long-term sustainability, resiliency and cohesion of a community.</i> |
| <i>A wise woman once said, "sustainability includes 3 E's: environment, economy, equity." Need to see last two addressed in this process and in balance!</i>   | <i>Why not "require" sustainable development rather than "promote"?</i>  |
| <i>City and County should look at Rights of Mother Earth, written into the national constitution of Ecuador. The Earth is a living being, it should have rights to protect it from human harm.</i>                                     | <i>A wise woman once said, "sustainability includes 3 E's: environment, economy, equity." Need to see last two addressed in this process and in balance!</i>   |
| <i>Multi-use buildings increase 1. insulation requirements to reduce thermal loss 2. establish sound insulation minimums</i>   | <i>City and County should look at Rights of Mother Earth, written into the national constitution of Ecuador. The Earth is a living being, it should have rights to protect it from human harm.</i>                                     |
| <i>What about wood-waste based ethanol from woody debris collected by city? (Hoover, Alabama does this)</i>  | <i>Multi-use buildings increase 1. insulation requirements to reduce thermal loss 2. establish sound insulation minimums</i>   |
| <i>The "greenest" fleet is one that isn't on the roads. More roads = more driving</i>  | <i>What about wood-waste based ethanol from woody debris collected by city? (Hoover, Alabama does this)</i>  |
| <i>Awesome! Great potential for local jobs and meeting our needs locally. See Piedmont biofuels for example.</i>   | <i>The "greenest" fleet is one that isn't on the roads. More roads = more driving</i>  |
| <i>What about CAT? Buses run diesel?</i>   | <i>Awesome! Great potential for local jobs and meeting our needs locally. See Piedmont biofuels for example.</i>   |
| <i>I like the idea of small plots for rent for small scale agriculture.</i>  | <i>What about CAT? Buses run diesel?</i>   |

Community Comments related to the Environment  
September 29, 2011, City Space

**Charlottesville**

**Albemarle**

|   |   |
|---|---|
| <i>I think there is a lot of great information, well presented and well planned. My main concern is thinking about reaching marginalized communities within Charlottesville. How will you engage traditionally disenfranchised communities and populations? How will you engage the Latino community, for instance? More later.</i> | <i>I think there is a lot of great information, well presented and well planned. My main concern is thinking about reaching marginalized communities within Charlottesville. How will you engage traditionally disenfranchised communities and populations? How will you engage the Latino community, for instance? More later.</i> |
| <i>We should discuss a size population for the city and county and adopt a goal so that we do not exceed the capacity of the city and county to provide the quality of life we now enjoy. Continuous development will certainly destroy the quality of life we have.</i>  | <i>We should discuss a size population for the city and county and adopt a goal so that we do not exceed the capacity of the city and county to provide the quality of life we now enjoy. Continuous development will certainly destroy the quality of life we have.</i>  |
| <i>Rivanna Trail on county side is threatened by future development. Incentives to builder to go elsewhere?</i>   | <i>I like the idea of small plots for rent for small scale agriculture.</i>   |
| <i>Plant native species in parks for landscaping. No pesticides, herbicides. Children play there.</i>   | <i>Rivanna Trail on county side is threatened by future development. Incentives to builder to go elsewhere?</i>   |
| <i>Where is the 40 acres? If its not in or next to the city, its not city parkland.</i>   | <i>Plant native species in parks for landscaping. No pesticides, herbicides. Children play there.</i>   |
| <i>This is a biologically rich area with rare species deserving of more attention and protection (Stribling Ext.)</i>   | <i>Where is the 40 acres? If its not in or next to the city, its not city parkland.</i>   |
| <i>This is an abysmal number. City should absolutely protect more land!</i>   | <i>Recycling Station in So Alb - at Scottsville on at Keene</i>   |
| <i>Where is the critical slope percentage?</i>  | <i>Other uses like tourism and ecosystem services area also "primary uses"</i>  |
| <i>Curbside Composting</i>  | <i>Ensure small land owners in county to benefit from land set asides and tax credits etc - as do large land owners</i>   |
| <i>Other uses like tourism and ecosystem services area also "primary uses"</i>  | <i>Take this show on the road - Fashion Square Mall, PTO meetings, etc.</i>   |
| <i>Ensure small land owners in county to benefit from land set asides and tax credits etc - as do large land owners</i>   | <i>Decentralize water supply and wastewater treatment. Support enabling legislation in RIC to allow people to get off the RWSA grid. Quit flushing "dejection" with drinking water.</i>   |
| <i>Compare acreage</i>  | <i>Compare acreage</i>  |
| <i>Decentralize water supply and wastewater treatment. Support enabling legislation in RIC to allow people to get off the RWSA grid. Quit flushing "dejection" with drinking water.</i>   |   |
| <i>Cisterns and composting. Old technology saves many dollars.</i>  |   |
| <i>Take this show on the road - Fashion Square Mall, PTO meetings, etc.</i>   |   |



# Existing Goals: Natural Resource Protection

| ALBEMARLE COUNTY            |   |
|-----------------------------|---|
| Goals                       |   |
| Natural Resource Protection | Preserve and manage the County's <b>natural resources</b> and cultural assets in order to protect the environment and conserve resources for future use.  |
|                             | Encourage the preservation of existing <b>wooded areas</b> as development occurs in Development Areas. Maintain or establish wooded buffer areas between dissimilar land uses as development occurs.  |
|                             | Protect Albemarle County's <b>agricultural lands and forests</b> as a resource base for its agricultural and forestry industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health.                                     |
|                             | Recognize the importance of protecting <b>biological diversity</b> in both the Rural Area and the Development Areas for the ecological, aesthetic, ethical, and economic benefits to the community.   |
|                             | Keep systems of <b>critical slopes</b> intact in the Rural Areas and protect <b>mountains</b> as they contribute to water quality and drinking water reservoir capacity, soil conservation, forest resources, plant and animal habitat, scenic values, tourism, and the economic impact of these resources. |
|                             | Protect the County's <b>surface water</b> through management techniques such as stream buffers, flood plains and wetlands.  |

| CHARLOTTESVILLE  |  |
|--|--|
| Goals  |  |
| Establish and maintain a 40 percent minimum <b>urban tree canopy</b> level in Charlottesville.   |  |
| Promote, protect and restore riparian (streamside) and <b>stream ecosystems</b> to protect habitat and water quality for people and animals.   |  |
| Strategically continue, expand, and implement environmentally sustainable initiatives and measures that contribute to <b>climate protection</b> and support key actions outlined in the US Mayor's Climate Protection Agreement. |  |



## Goals at a Glance

### Albemarle County

Preserve & protect:

- ▶ **Wooded areas**
- ▶ **Agricultural lands**
- ▶ **Biological diversity**
- ▶ **Mountains & critical slopes**
- ▶ **Rivers & streams**

### Charlottesville

Preserve & protect:

- ▶ **Urban forest**
- ▶ **Rivers & streams**
- ▶ **Air quality (See Vision Statement)**



**Do existing goals adequately protect our natural resources?**

# Existing Goals: Sustainable Development

| ALBEMARLE COUNTY        |  |
|-------------------------|--|
| Goals                   |  |
| Sustainable Development | Encourage and maintain <b>strong ties between the region's urban and rural areas</b> , fostering healthy economic, environmental, social and political interactions.           |
|                         | Continue research and updates to the Comprehensive Plan for viable strategies for <b>green building, energy efficiency</b> , and in other public facilities service provision. |
|                         | Achieve <b>sustainable design</b> in County buildings and planning for services.   |



| CHARLOTTESVILLE |  |
|-----------------|--|
| Goals           |  |
|                 | Strategically continue, expand, and implement environmentally sustainable initiatives and measures that contribute to <b>climate protection</b> and support key actions outlined in the US Mayor's Climate Protection Agreement. |
|                 | Promote the achievement of a <b>30 percent reduction in current energy use</b> by businesses and residences through a city-wide education, assistance and incentive program.   |
|                 | Encourage green building and <b>resource and energy conservation</b> practices in new and existing buildings through financial incentives.   |
|                 | Ensure a consistent city-wide policy that promotes <b>green building</b> by ensuring that other city regulations, practices and guidelines actively allow for and encourage green building practices.                            |
|                 | Capture the 'embodied energy' of existing buildings and avoid using new materials by encouraging the <b>adaptive re-use</b> of existing structures.  |

| Goals at a Glance                   |  |
|-------------------------------------|--|
| <b>Albemarle County</b>             |  |
| Achieve a sustainable community by: |  |
|                                     | <ul style="list-style-type: none"> <li>▶ <b>Creating strong ties between urban &amp; rural areas</b></li> <li>▶ <b>Inclusion of green building &amp; energy efficiency strategies in Comprehensive Plan</b></li> <li>▶ <b>Using green building design in County buildings &amp; planning for services</b></li> </ul> |
| <b>Charlottesville</b>              |  |
| Achieve a sustainable community by: |  |
|                                     | <ul style="list-style-type: none"> <li>▶ <b>Augmenting actions in US Mayors' Climate Protection Agreement</b></li> <li>▶ <b>Promoting a 30% reduction in energy use</b></li> <li>▶ <b>Encouraging green building</b></li> <li>▶ <b>Encouraging adaptive reuse</b></li> </ul>   |



Do existing goals adequately promote sustainable development?

# Existing Goals: Water Quality & Stormwater Management

| ALBEMARLE COUNTY  |  |
|---|--|
| Goals   |  |
| Water Quality & Stormwater Management   | Protect the County's <b>surface water</b> through management techniques such as stream buffers, flood plains and wetlands.   |
|   | Maintain the integrity of <b>existing stream channels</b> and networks for their biological functions and drainage. Protect the condition of state waters for all reasonable public uses and ecological functions. Restore <b>degraded stream and wetland ecosystems</b> where possible. |
|   | Support <b>water conservation</b> and use-efficiency measures to minimize impacts to water resource systems and the environment and to prolong the life of existing and future water supplies.   |
|   | Protect the availability and quality of <b>groundwater</b> resources.  |
|   | Continue to support <b>Chesapeake Bay protection</b> initiatives.  |
|   | Preserve designated <b>stream valleys</b> in their natural state in order to protect significant resources associated with stream valleys and to provide buffer areas.   |
|   | Protect <b>floodplains</b> from inappropriate uses and recognize their value for stormwater management and ecological functions.   |
|   | Protect <b>wetlands</b> from inappropriate uses and recognize their value for maintaining surface water quality and other benefits.  |
| Facilitate the integration of <b>stormwater management and pollution control</b> from new land development. |  |

| CHARLOTTESVILLE  |  |
|--|--|
| Goals  |  |
| Promote, protect and restore riparian (streamside) and <b>stream ecosystems</b> to protect habitat and water quality for people and animals.   |  |
| Improve public and private <b>stormwater infrastructure</b> and protect natural systems from flooding due to extreme stormwater volumes and velocities and protect public health by reducing contaminant to stormwater runoff. |  |
| Reduce and prevent impacts from <b>polluted stormwater runoff</b> through voluntary and incentive programs for government agencies, businesses and residents.  |  |



## Goals at a Glance

**Albemarle County**

Protect & restore:

- ▶ **Existing stream channels**
- ▶ **Floodplains & wetlands**
- ▶ **Stormwater management**

Participate in & promote:

- ▶ **Water conservation**

Practice:

- ▶ **Stormwater management**
- ▶ **Chesapeake Bay protection**

**Charlottesville**

Provide for & improve:

- ▶ **Stormwater infrastructure & programs**
- ▶ **Riparian ecosystems**



**Do existing goals adequately protect water resources?**

# Existing Goals: Trails & Greenways

Trails & Greenways

## ALBEMARLE COUNTY

### Goals

Establish a Countywide network of **greenway trails** for conservation, recreation, transportation and education throughout Albemarle County, and linked to trails in the City of Charlottesville.

## CHARLOTTESVILLE

### Goals

Connect the park system to the community through the development of trails and through the effective and appropriate design of **park and recreation facilities**.

Develop **trails** that are sensitive to the community's environmental systems and cultural and historic resources.

Promote the **green infrastructure benefits** that trail systems provide to the public and to stakeholders.

Designate **separate trails for commuting and recreation** to avoid user conflicts.

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.

## Goals at a Glance

### Albemarle County

Establish greenway trails that provide for:

- ▶ **Conservation**
- ▶ **Recreation**
- ▶ **Transportation**
- ▶ **Links to the City**

### Charlottesville

Establish greenway trails that:

- ▶ **Connect the park system**
- ▶ **Are sensitive to natural & cultural resources**
- ▶ **Promote green infrastructure**
- ▶ **Separate commuting & recreation**
- ▶ **Connect residential to commercial areas**



Do existing goals adequately enhance our network of trails & greenways?

## **Housing & Economic Drivers Outreach Workshop Brief**

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On December 1, 2011 City of Charlottesville, Albemarle County & TJPDC staff hosted the third in a series of topic-specific outreach workshops to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the Long-Range Transportation Plan for the MPO region. The workshop was held in the Jefferson Room of the downtown public library and was attended by a mix of approximately 56 City and County residents.

The purpose of the Housing and Economic Drivers Workshop was to seek feedback on existing housing and economic development goals and to highlight key implementation actions the City & County are taking. Public input gathered will be taken into consideration as Charlottesville, Albemarle County, and the MPO move forward with their respective plan update process.

The goals and implementation actions for Housing and Economic Drivers were presented for both the City and the County along with a housing survey which was distributed to participants.

### **What we heard**

#### Housing

65 comments regarded Housing

- 20 comments mentioned affordable housing
  - 5 comments pertained to modifying regulations-expedite the review process, examine regulatory impediments
  - 3 comments pertained to cost of housing
  - 3 comments pertained to on-site affordable housing
- 12 comments regarded housing types or accessibility
  - 3 comments related to age appropriate housing options
  - 3 comments for a better balance of housing choices and prices
- 8 comments regarded transportation
- 6 comments mentioned environment or energy efficiency

Reactions to City and County affordable housing policies were generally in favor of increasing the amount and variety of the area's affordable housing. Comments were received seeking to change or ease regulations for building affordable housing. Participants noted the need for a greater mix of housing choices in the Charlottesville area. Comments mentioned accessibility for all levels of mobility and age appropriate housing, which was geared specifically toward the older aged populations. Comments pertaining to transportation were listed several times including providing sidewalks, incentivizing bike lanes and providing better transit opportunities to affordable housing. Additionally, several comments sought to increase regulations to create more energy efficient housing.

### Housing Survey

Fifty seven participants took the housing survey during the workshop. The results from this survey can be viewed at the end of this report.

### Economic Drivers

45 comments regarded Economic Drivers

- 8 comments mentioned creating jobs – local jobs, jobs to attract baby boomers, renewable energy sector jobs
- 6 comments mentioned diversifying the economy – lack of diversified economy, overdependence on UVA, need to strengthen
- 4 comments supported local businesses – support small businesses, local agriculture

Economic Drivers comments focused primarily on creating jobs in the area, specifically helping create and maintain local businesses, promote local sales, and attract retirees to the area. Many comments noted the lack of diversification in the jobs that are available in the area and noted a dependence on UVA and Kroger. These comments also noted that too much reliance on tourism will lead to more low wage jobs. Additionally, comments were made that the City and County should work together more to attract jobs to the area and both could work better with UVA. Several comments mentioned renewable energy and the jobs that could be created in this field.

*For a complete transcript of all public comments received at the Environment Workshop, please visit <http://1-community.org/events>.*

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

Shaded box indicates a Goal from the Comprehensive Plan

**Charlottesville**

**Albemarle**

| <b>Education &amp; Collaboration</b>   |   |
|--|---|
| Educate property owners and potential property owners of historic resources about the history and significance of their properties.  | Educate the community about historic resources and preservation   |
| <i>help owners understand that these are not so daunting</i>   | <i>Clearly mark existing historic structures &amp; districts</i>  |
| Support the Charlottesville Historic Resources Committee in efforts to promote an appreciation of local historic resources.  | <i>Invite citizens to witness such firetraining, promote understanding of firefighter tactics &amp; missions</i>  |
| <i>What about education for cultural heritage (specifically African American heritage in City/ Co)?</i>  | <i>sounds ominous to me (Real Estate Letters)</i>   |
| 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. | <i>more focus on rural areas and crossroads communities</i>   |
| <i>Clearly mark existing historic structures &amp; districts</i>   | <i>Again, define historic resources</i>   |
| Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals.  | <i>This education takes place every day in the local papers &amp; local events - why spend tax dollars on this when it is done for free?</i>  |
| <i>When available, purchase historic natural parcels - (such as Fry's Spring) as City public spaces</i>  | <i>What are "historic resources"? Please define. Does this include Civil War monuments? What exactly is to be preserved?</i>  |
| <i>What exactly does this involve?</i>   | Create and strengthen partnerships among all interest groups to forward the cause of historic preservation throughout the County and region   |
| 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.   | <i>The Woolen Mills Village is one of the only cross-jurisdictional National Register Districts in VA.</i>  |
| <i>What are "historic resources"? Please define. Does this include Civil War monuments? What exactly is to be preserved?</i>   | <i>The County needs more country stores! Everyone in the North Keswick area eagerly awaited the revival of the Cismont Market. Wineries &amp; organic vegetable farms (as just all farms) should be allowed to open restaurants in the county</i> |
| <i>Love the Audio Tour! So great - add more sites!</i>   | <i>In my experience, 'partnership' is a polite word for forcing people to accept what they do not wish to</i>   |
| <i>Where are sites?</i>  |   |
| <i>More education on native Monakan citizens</i>   |   |
| All public decision-making bodies should give due consideration to the impact of their decisions on historic resources.  |   |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|   |  |
|---|--|
| Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.<br><i>Please be specific - zoning to protect what exactly?</i>  |  |
| Encourage sustainable and green building designs as complementary goals to historic preservation.<br><i>If historic structures cannot be used then they will decline. finding incentives and sustainable uses is vital (i.e. rural economic vitality)</i> |  |
| <i>How do you plan to encourage green building? These are not always the most sturdy or long lasting material - costs?</i>  |  |
| <i>Considering large # of historic properties, use utility bill newsletter to educate about preservation, i.e. replacement windows can be avoided &amp; still save energy. See Lynn Rainville's website for ideas.</i>                                    |  |
| Coordinate with other City programs such as affordable housing initiatives [Transportation decisions and Public Works and Parks repairs and construction] to encourage preservation of historic resources.  |  |

**Historic Preservation**

|   |  |
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| Systematically inventory and evaluate all historic resources in the City to identify properties and districts that should be protected by local ordinance.  | Protect the County's historic and cultural resources.  |
| Conduct architectural and historic surveys in qualifying neighborhoods and 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. | <i>Don't forget non-TJ resources like Pine Knot, Teddy Roosevelt's retreat; yes!</i>   |
| Provide the fullest protection to the City of Charlottesville's historic resources.   | Adopt a Historic Overlay District ordinance to recognize and protect historic, architectural, archaeological, and cultural resources, including individual sites and districts, on the local level |
| <i>Is there mention of the STATE SCENIC river?</i>  | <i>What are the current such ordinances, if any, and how will the new one differ?</i>  |
| <i>"fullest" is quite vague</i>   | Adopt strategies to implement the Historic Preservation Plan   |
| <i>Protect and maintain (beyond just grass cutting) 3 city cemeteries</i>   | Develop local incentives for preservation of historic properties to complement state and federal programs  |



Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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| <p>Based on architectural and historic survey results and significance consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Conservation Districts), and consider additional properties outside existing ADC Districts for designation as individually protected properties.</p>  | <p><i>If historic structures cannot be used then they will decline. finding incentives and sustainable uses is vital (i.e. rural economic vitality)</i></p> |
| <p>Consider expanding the list of individually designated resources to include resources from the 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.</p>   | <p>Support and promote heritage tourism</p>   |
| <p>Protect and enhance the existing character, stability and scale of the City's older neighborhoods.</p>  | <p>Document and maintain records on existing and potential prehistoric and historic archaeological sites</p>  |
| <p><i>The Woolen Mills Village is one of the only cross-jurisdictional National Register Districts in VA.</i></p>  | <p>Help protect the Monticello Viewshed</p>   |
| <p><i>Contrast this with the older n'hoods currently being discussed as receptors for TDR's &amp; "compact development"</i></p>  |   |
| <p><i>Are the Civil War monuments (which Ms. Szakos wishes to remove) considered 'historic resources'?</i></p>   |   |
| <p><i>Readopt alleys, protect them, use them (for walking, trash pick up &amp; utilities). Change standards away from paved requirement.</i></p>   |   |
| <p>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.</p> |   |
| <p>Identify policies within Conservation Districts that place value on cultural and human resources as well as physical resources.</p>   |   |
| <p>Continue to identify and make available incentives to encourage historic preservation.</p>  |   |
| <p>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.</p>  |   |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|   |  |
|---|--|
| Continue the BAR's annual preservation awards for the best examples of preservation and design in the community, especially in ADC Districts and the Planning Commission's annual awards that may include recognition of exceptional Entrance Corridor designs. |  |
| Provide technical assistance to property owners, or provide referrals to other sources of information, regarding architectural, historical or financial questions.  |  |
| Pursue National Register and Virginia Landmarks Register status for all future local historic districts.  |  |

**Entrance Corridors**

|   |   |
|---|---|
| Provide the fullest protection to the City of Charlottesville's historic resources. | Maintain the visual integrity of all of Albemarle's designated scenic roadways and Entrance Corridors.                                    |
|   | <i>Are those trucks parked along the Rt. 29 entrance corridor with advertising signage allowed?</i>                                       |
|   | <i>Albemarle goals should include limiting development to preserve rural entrance corridors, e.g. 250W &amp; Rt. 20S&amp;N</i>            |
|   | <i>Analyze viewsheds of County roads to help protect the outstanding views. Work with VA Outdoors Foundation.</i>                         |
|   | Use design standards to help maintain the integrity of all roadways in Albemarle County.  |
|   | <i>Readopt alleys, protect them, use them (for walking, trash pick up &amp; utilities). Change standards away from paved requirement.</i> |
|   | <i>Consider lighting as part of the guidelines - very important.</i>  |
|   | <i>What does "integrity" mean in this context?</i>  |
|   | <i>Here, here - what is the definition here of integrity? - I always thought that referred to a personal characteristic</i>               |
|   | <i>Please define 'integrity'</i>  |
|   | <i>Put parking in entrance corridors to the rear - i.e. Whole Foods building</i>  |
|   | Pursue additional Virginia Byway designations for roads meeting State criteria.   |
|   | <i>Virginia Byway designations should also impact these designations &amp; guidelines</i>   |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|  |  |
|--|--|
|  | <p>Identify specific roads as possessing exceptional scenic, aesthetic, and historic characteristics that are assets to the County and deserve protection. Further protect these exceptional roads through voluntary measures and land use policy decisions using design standards and guidelines.</p> |
|  | <p><i>Don't pave rural gravel roads</i></p>  |
|  | <p><i>Please be specific here with respect to "design standards &amp; guidelines" - what is aesthetic is in the eye of the beholder</i></p>  |
|  | <p>Analyze two Entrance Corridors (250 West and 29 North) by typical sections, such as a village, farmland, and urban commercial. Develop specific guidelines for each typical section, and use guidelines as a model for other Entrance Corridors, and to further protect exceptional EC roads.</p>   |
|  | <p>Review the EC guidelines for effectiveness in protecting the integrity of exceptionally scenic EC road corridors, such as Route 250 West.</p>   |
|  | <p>Pursue additional EC designations as appropriate, or as road classifications change.</p>  |

**Natural Heritage**

|  |
|--|
| <p>Preserve the County's scenic resources as being essential to the County's character, economic vitality and quality of life.</p>   |
| <p><i>All the charm &amp; unique character of the city/county will be lost when it's overbuilt</i></p>   |
| <p>Review the effectiveness of County Scenic Streams regulations. Coordinate regulations with the Coordinated Water Resources Ordinance.</p>                                 |
| <p>Using revised County Scenic Streams criteria, pursue local designation of qualifying streams, including designated Virginia Scenic Rivers.</p>                            |
| <p>Pursue Virginia Scenic River designations for rivers meeting state criteria.</p>  |
| <p><i>Is there mention of the STATE SCENIC river?</i></p>  |
| <p>Preserve and manage the County's natural resources and cultural assets in order to protect the environment and conserve resources for future use.</p>                     |
| <p><i>Are the 'County's' natural resources in private hands? Is this private property you are referring to? If so, please be specific here regarding its management.</i></p> |
| <p><i>Isn't this contradictory? 'Preserving' for future 'use'? Why not use it now?</i></p>   |

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|  |  |
|--|--|
|  | Recognize the importance of protecting biological diversity in both the Rural Area and the Development Areas for the ecological, aesthetic, ethical, and economic benefits to the community.   |
|  | Recognize the value of Albemarle's mountains, including protecting water quality and drinking water reservoir capacity, soil conservation, forest resources, plant and animal habitat, scenic values, tourism, and the economic impact of these resources.       |
|  | <i>&amp; please don't forget that the views of the mountains from downtown streets &amp; buildings need protection</i>   |
|  | <i>Protect Western Mountains viewshed (eg. Buck's Elbow). I agree.</i>   |
|  | <i>How do you propose to conserve soil (for instance) on private property? Specifics would be good.</i>  |
|  | Protect Albemarle County's agricultural lands and forests as a resource base for its agricultural and forestry industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health. |
|  | <i>Protect local food &amp; heritage crops through public awareness policy</i>   |

**Uncategorized Comments**

|  |  |
|--|--|
| <i>Charlottesville - promote heritage tourism</i>  | <i>Deal constructively with parking. Reduce downtown congestion by shuttle services to parking outside downtown. King?</i>                   |
| <i>Deal constructively with parking. Reduce downtown congestion by shuttle services to parking outside downtown. King?</i>                   | <i>What about education for cultural heritage (specifically African American heritage in City/ Co)?</i>                                      |
| <i>Albemarle's goal list should include ones listed by Cville. Ditto!</i>  | <i>Albemarle's goal list should include ones listed by Cville. Ditto!</i>  |
| <i>I find all of these goals to be impossibly vague - I would like to see your more concrete proposals &amp; suggested ordinances</i>        | <i>I find all of these goals to be impossibly vague - I would like to see your more concrete proposals &amp; suggested ordinances</i>        |
| <i>Where are Cville's strategies &amp; goals?</i>  | <i>Where are Cville's strategies &amp; goals?</i>  |
| <i>High priority: redevelop sections of East High St. from Free Bridge to Meade Ave. and widen East High St. to three lanes (switchable)</i> | <i>High priority: redevelop sections of East High St. from Free Bridge to Meade Ave. and widen East High St. to three lanes (switchable)</i> |
| <i>Underground utilities along the corridors - it is safer, more reliable &amp; looks better</i>   | <i>Underground utilities along the corridors - it is safer, more reliable &amp; looks better</i>   |
| <i>Stop throwing up ugly housing developments everywhere</i>   | <i>Stop throwing up ugly housing developments everywhere</i>   |
| <i>Even though Albe. Co. passes something, idiots come along &amp; undo it. Should be IQ tests for Co. Supes</i>                             | <i>Even though Albe. Co. passes something, idiots come along &amp; undo it. Should be IQ tests for Co. Supes</i>                             |

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|  |  |
|--|--|
| <i>Protect Stribling Extended!</i>   | <i>Protect Stribling Extended!</i>   |
| <i>What are these routes &amp; will people living along these routes be informed of the progress of your "guidelines"?</i>   | <i>What are these routes &amp; will people living along these routes be informed of the progress of your "guidelines"?</i>   |
| <i>Sidewalks along busy corridors should have a planted buffer between sidewalk &amp; street.</i>  | <i>Sidewalks along busy corridors should have a planted buffer between sidewalk &amp; street.</i>  |
| <i>Limit building height so that beautiful views are not blocked in the corridors. Yes!!</i>   | <i>Limit building height so that beautiful views are not blocked in the corridors. Yes!!</i>   |
| <i>More focus on use of regional natives, trees, greenspace. Less focus on color of brick.</i>   | <i>More focus on use of regional natives, trees, greenspace. Less focus on color of brick.</i>   |
| <i>Underground utilities.</i>  | <i>Underground utilities.</i>  |
| <i>Comprehensive lighting plan similar to City of Edinburgh, Scotland</i>  | <i>Comprehensive lighting plan similar to City of Edinburgh, Scotland</i>  |
| <i>Negotiate better lighting by partnering with VDOT/ VA DOT re 'agreed to' goals</i>  | <i>Negotiate better lighting by partnering with VDOT/ VA DOT re 'agreed to' goals</i>  |
| <i>Is there a river in Albemarle more than one?</i>  | <i>Is there a river in Albemarle more than one?</i>  |
| <i>City?</i>   | <i>Need an ecosystem services-based approach</i>   |
| <i>Need an ecosystem services-based approach</i>   | <i>we need a watershed management plan and nutrient trading bank to meet TMDLs</i>   |
| <i>we need a watershed management plan and nutrient trading bank to meet TMDLs</i>   | <i>Keep livestock out of waterways</i>   |
| <i>Keep livestock out of waterways</i>   | <i>Don't weaken these goals - work to implement more of them</i>   |
| <i>Don't weaken these goals - work to implement more of them</i>   | <i>Will you be doing a cost benefit analysis of this program? Will taxes need to be increased to fund this?</i>  |
| <i>Will you be doing a cost benefit analysis of this program? Will taxes need to be increased to fund this?</i>  | <i>What's the dollar cost of this program to county taxpayers?</i>   |
| <i>What's the dollar cost of this program to county taxpayers?</i>   | <i>Does this mean that homeowners will not be allowed to terrace their land in order to grow (say) fruit trees?</i>  |
| <i>City?</i>   | <i>Some sites have too much slope &amp; stream for any development. We need a way to remove development potential from them.</i>   |
| <i>Does this mean that homeowners will not be allowed to terrace their land in order to grow (say) fruit trees?</i>  | <i>What if buildings (whatever) already exist within this buffer?</i>  |
| <i>Some sites have too much slope &amp; stream for any development. We need a way to remove development potential from them.</i>   | <i>Take a look at the So. Fork Reservoir after a rain. ... obviously we need better control of sediment erosion, better buffers, better detention of stormwater before it gets to the reservoir, more &amp; better restoration &amp; enhancement projects, etc, etc, etc</i> |
| <i>What if buildings (whatever) already exist within this buffer?</i>  | <i>Refund ACE, for starters</i>  |
| <i>Take a look at the So. Fork Reservoir after a rain. ... obviously we need better control of sediment erosion, better buffers, better detention of stormwater before it gets to the reservoir, more &amp; better restoration &amp; enhancement projects, etc, etc, etc</i> | <i>CITY: restore streams &amp; river, ID historic remnants hidden along trails &amp; in park, ID historic trees &amp; preserve, protect critical slopes</i>  |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|   |  |
|---|--|
| <i>Refund ACE, for starters</i>   | <i>Don't pave Stribling Extd. It has important natural resources</i>                             |
| <i>CITY: restore streams &amp; river, ID historic remnants hidden along trails &amp; in park, ID historic trees &amp; preserve, protect critical slopes</i> | <i>Preserving &amp; reusing a building is the ultimate "green" option</i>                        |
| <i>Don't pave Stribling Extd. It has important natural resources</i>  | <i>Designated structures &amp; districts - might want to include # of contributing resources</i> |
| <i>Preserving &amp; reusing a building is the ultimate "green" option</i>   |  |
| <i>Designated structures &amp; districts - might want to include # of contributing resources</i>  |  |

# Existing Goals: Housing

|                | ALBEMARLE COUNTY  | CHARLOTTESVILLE   |
|----------------|---|---|
| <b>Housing</b> | <b>Goals</b>  | <b>Goals</b>  |
|                | Have a <b>mixture of housing types</b> within the Development Areas to help <b>provide for density</b> in keeping with the Master Plans.  | Offer a <b>range of housing options</b> diverse enough to meet the needs of Charlottesville's residents, including those presently underserved. |
|                | Support the provision of <b>affordable housing</b> for those who live and/or work in the County.  | Promote an assortment of <b>affordable housing</b> initiatives to meet the needs of owners and renters with varying levels of income.           |
|                | Incorporate affordable units within the Development Areas in new residential and mixed-use development and redevelopment projects so that residents can take advantage of a <b>higher level of services and facilities</b> (both public and private). | Continue to maintain, <b>improve and grow the City's housing stock</b> .  |
|                | Have the <b>majority of affordable units within the Development Areas</b> , but <b>provide for affordable housing in the Rural Areas</b> when provision is consistent with rural area policy and regulations.   | Establish an <b>office of the City's Housing Coordinator</b> to execute the City's housing goals outlined above.                                |

## Goals at a Glance

### Albemarle County

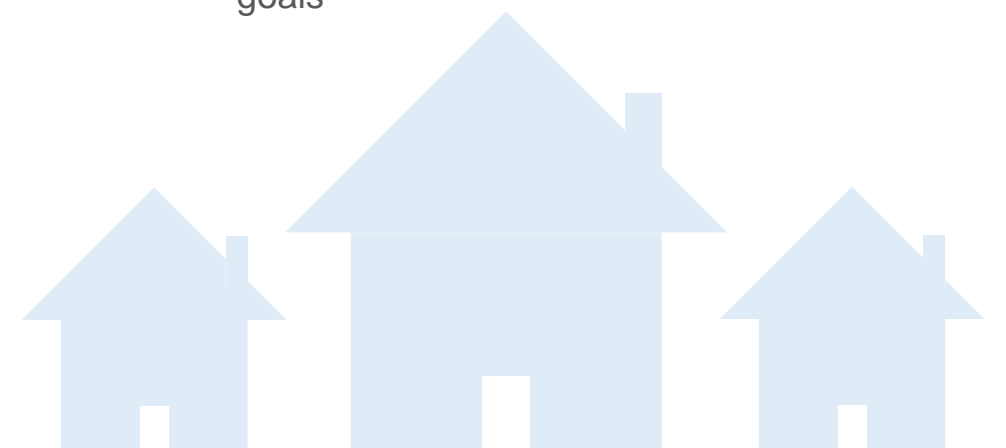
- ▶ Have a mix of housing types to provide choice & density in the Development Areas
- ▶ Integrate different housing types into neighborhoods
- ▶ Have affordable housing for those who live & work in the County
- ▶ Have affordable housing in Development Areas where services & facilities exist

### Charlottesville

- ▶ Offer diverse housing options
- ▶ Make affordable housing available for owners & renters
- ▶ Grow & improve the City's housing stock
- ▶ Dedicate staff to execute City housing goals



**Do existing goals support an adequate mix of housing options?**



# Existing Goals: Economic Development

|   | ALBEMARLE COUNTY  | CHARLOTTESVILLE   |
|---|---|---|
| Economic Development  | <b>Goals</b>  | <b>Goals</b>  |
|   | Increase <b>workforce development</b> opportunities, to further career-ladder opportunity and higher wages.   | Build and strengthen partnerships with local organizations to create <b>meaningful workforce development programs</b> . |
|   | Increase <b>local business development</b> opportunities.   | Generate and sustain <b>successful small businesses</b> .   |
|   | Base economic development policy on planning efforts which <b>support and enhance the strengths of the County</b> .   | Work to better capture <b>entrepreneurial startup activity</b> .  |
|   | Plan for <b>land and infrastructure</b> to accommodate future business and industrial growth.   | <b>Expand the downtown economic hub</b> on the nearby side streets and other key corridors.                             |
|   | Consider <b>fiscal impact</b> as one indicator of positive economic development, along with <b>environmental impact</b> and <b>standard of living</b> impact. | <b>Increase tourism</b> to help expand the positive economic impact visitors have on the City.                          |
| Recognize the County's place in the <b>regional economy</b> . | Build <b>partnerships with private sector groups</b> in order to facilitate the completion of significant development opportunities.                          |   |

### Goals at a Glance

**Albemarle County**

- ▶ Increase workforce development opportunities
- ▶ Support development of local business
- ▶ Base economic development policy on County strengths
- ▶ Plan for land & infrastructure to support future growth
- ▶ Consider fiscal, environmental & quality of life impacts
- ▶ Recognize regional context

**Charlottesville**

- ▶ Create workforce development partnerships
- ▶ Support small business
- ▶ Capture entrepreneurial activity
- ▶ Expand downtown economic hub
- ▶ Increase tourism
- ▶ Encourage private sector partnerships



**?** Do existing goals support a strong local economy?



## **Land Use & Transportation Outreach Workshop Brief**

On October 27, 2011 Charlottesville, Albemarle County & TJPDC staff hosted the second in a series of topic-specific outreach workshops to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the Long-Range Transportation Plan for the MPO region. The workshop was held in the second floor lobby of the Albemarle County Office Building and was attended by approximately 68 City and County residents.

The purpose of the Land Use & Transportation Workshop was to seek feedback on existing land use and transportation goals and to highlight key actions the City, County and MPO are taking to implement these goals. Public input gathered through this process will be taken into consideration as Charlottesville, Albemarle County, and the MPO move forward with their respective plan updates.

Land use information was presented by land use category (Residential, Mixed-Use, Commercial, Industrial and Open Space), and transportation information was presented for both localities and for the MPO region.

### **What we heard**

205 total comments received during the workshop including the 11 comment sheets and post it notes

#### City/County Goals

Of the 34 comments regarding the existing Goals for Land Use & Transportation

- 14 comments were in support of the goals
  - 7 comments supported existing goals but asked for better implementation or follow through
- 6 comments related to connectivity – better bike/pedestrian infrastructure, less cut through traffic
- 5 comments related to higher density – encourage in the Non-Rural Areas

Attendees commented that goals were generally supportive of the community's land use and transportation needs, but that implementation and spending priorities are often in conflict with these goals. Attendees expressed a desire for more connectivity, particularly as it relates to biking, walking and public transportation, as well as an interest in redeveloping underutilized commercial areas before allowing new development and encouraging higher residential densities in the Non-Rural Areas within the project scope.

#### Land Use

Of the 41 comments regarding Land Use

- 15 comments pertained to development/redevelopment – increased density, mixed use, transit oriented
- 10 comments pertained to the City and County's Development Areas – limit growth to development area, better define the development areas and rural areas
- 5 comments related to protecting historic resources – UVA, Monticello, Southwest Mountains
- 5 comments pertained to the need for more opportunities for Light Industrial uses
- 4 comments pertained to completing road infrastructure before new development is occupied

Land use comments focused largely on the Non-Rural Areas within the project scope. Regarding existing development, comments focused on the need to create more bike and pedestrian connections between existing neighborhoods and parks, specifically between Woolen Mills and new Martha Jefferson Hospital and between Darden-Towe and Pen Parks. Comments also expressed concern about the need to protect historic resources and character from the impact of new development, including the University of Virginia, in the viewshed of Monticello and in the Southwest Mountains.

With regard to new development, having adequate infrastructure in place before constructing a new development was a common concern. Also, comments stated, redevelopment of commercial areas was favored above new commercial development, and good infill development should be accessible by transit, bicycle, and walking. One suggestion was to incorporate vertical forms of mixed-use instead of the common approach of placing commercial and residential side-by-side. Comments for the County included the need for more increased locations for light industrial development as well as further defined goals for the Development Areas and Rural Areas.

### Transportation

Of the 125 comments regarding Transportation

- 96 comments pertained to alternative modes of transportation
  - 53 comments related to pedestrians – better sidewalk/crosswalks, intersection improvements, connectivity, bridge between city and county
  - 59 comments related to bicycles – more bike lanes, road widening, connectivity
  - 25 comments regarded transit – bus rapid transit, transit ready development, local transit, rail service
- 16 comments pertained to automobiles – alleviating traffic congestion, connecting roadways

A majority of comments expressed support for improving alternative modes of travel – biking, walking and transit. Specific areas in need of bike lanes and bike safety improvements included Rio/ Park Street, Barracks Road, 20 North, 250 West, connections across 29 North, West Main Street, and between Commonwealth and Berkmar. Pedestrian safety improvements, including sidewalks and crosswalks, were requested along 29 North, Rio/ Park, Fontaine, and Ridge/ McIntire. In addition, bike and pedestrian bridges are desired connecting the City and County at Azalea Park, between Darden-Towe and Pen Parks, between Pantops and Woolen Mills, and connecting Belvedere to points north. Comments related to transit improvements included traffic signal prioritization, bus rapid transit, and supporting regional rail service. Comments mentioning the car were varied but emphasized the need for increased connectivity and decreasing congestion. Signal synchronization was suggested to improve congestion at McIntire & the 250 Bypass and at the Ridge-McIntire intersection.

### Metropolitan Planning Organization (MPO)

A sticker exercise to prioritize transportation projects in the Metropolitan Planning Organization area was conducted during the workshop. Projects were broken down into six categories: New Road, Road Improvement, Transit, Travel Demand Management, Bike, and Pedestrian projects. Attendees were given three stickers per category to vote. The top three projects receiving the greatest number of votes in each category are listed below.

## New Road Projects

| Proj. # | Project                             | Project Description   | Project Purpose   | Estimated Total Cost | Stickers |
|---------|-------------------------------------|---|---|----------------------|----------|
| N-2     | Hillsdale Drive Extended            | Add new roadway from southern terminus of existing Hillsdale (at Greenbrier) to Hydraulic Road  | Alternate route, Increase safety, Increase Connectivity | \$18,548,980         | 15       |
| N-3     | Meadow Creek Parkway Phase I (City) | City portion of MCP; southern terminus beginning on 250 Bypass, northern terminus at Northern Corporate Limit; includes parkland; County matching City's Design | Alternate Route, Increase Connectivity                  | \$10,474,329         | 13       |
| N-7     | Sunset - Fontaine Connector         | Connector road from Sunset Ave to Fontaine Ave to include sidewalks, bike lanes and Railroad Crossing (under / overpass)  | Alternate Route, Increase Connectivity                  | \$9,684,000          | 10       |

## Improvement Projects

| Proj. # | Project  | Project Description  | Project Purpose                                       | Estimated Total Cost | Stickers |
|---------|--|--|---|----------------------|----------|
| I-13    | Safe Routes to School Projects                   | Program to assist localities, schools and non-profit groups in the development of plans, activities, and infrastructure improvements to make bicycling and walking to school both safer and more appealing to children | Provide travel choices. Improve safety, Better access | \$6,000,000          | 9        |
| I-2     | Fontaine (Maury St to WCL)                       | Roadway improvements, add bicycle lanes and sidewalks  | Improve safety, Add capacity                          | \$7,711,000          | 7        |
| I-11    | Pantops Master Plan US 250 Corridor Improvements | Improve US 250 East corridor as recommended in the Pantops Master Plan (pedestrian crossings, widening to no more than six lanes and parallel road   | Add Capacity, improve safety                          | \$37,850,000         | 7        |

## Transit Projects

| Proj. # | Project  | Project Description                                      | Project Purpose                        | Estimated Total Cost | Stickers |
|---------|--|--|--|----------------------|----------|
| I-35    | Transit Operations (\$240,000/year) to be drawn from the RTA Study | Contribution to transit operations                       | Improve safety, Provide travel choices | \$8,000,000          | 18       |
| N-35    | Transit Facilities Infrastructure                                  | May include BRT/LRT on a new corridor                    | Add capacity, Provide travel choices   | \$9,917,000          | 18       |
| ST-2    | Analysis of Transit Corridors                                      | Location and PE study of BRT/LRT along various corridors | Add capacity, Provide travel choices   | \$1,075,000          | 13       |

## Travel Demand Management Projects

| Proj. # | Project                                     | Project Description   | Project Purpose                        | Estimated Total Cost | Stickers |
|---------|---|---|--|----------------------|----------|
| I-36    | Route 1427 - Hillsdale Drive Safety Project |   | Improve safety, Provide travel choices | \$300,000            | 10       |
| N-8     | Park and Ride Lots                          | Construct park and ride lots in area  | Provide travel choices, Better access  | \$336,000            | 9        |
| I-37    | Enhanced ITS                                | To support transportation, EMS and public safety (items other than road improvements) | Improve Operations                     | \$1,653,000          | 1        |

## Bike and Pedestrian Projects

| Proj. # | Project                            | Project Description  | Project Purpose        | Estimated Total Cost | Stickers |
|---------|------------------------------------|--|------------------------|----------------------|----------|
| N-10    | Downtown Trail                     | Create a trail system that extends from Northern Albemarle to downtown Charlottesville. 6 miles of trail and a bridge over the Rivanna | Provide travel choices | \$5,037,000          | 18       |
| ST-5    | Rivanna Bike and Pedestrian bridge | From East Market Street in the City to Pantops area of the County, Funds for Location Study and PE                                     | Provide travel choices | \$336,000            | 15       |
| ST-4    | Three Notch'd Trail                | Location and PE Study for a Multi-use trail from Charlottesville to Crozet, approximately 20 miles                                     | Provide travel choices | \$134,000            | 9        |

For a complete transcript of all public comments received at the Land Use & Transportation Workshop, please visit <http://1-community.org/events>.

## **Transportation Outreach Workshop Brief**

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On January 26, 2012, City of Charlottesville, Albemarle County & TJPDC staff hosted the fourth in a series of topic-specific outreach workshops to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the Long-Range Transportation Plan for the MPO region. The workshop was held in the Water Street Center and was attended by a mix of approximately 56 City and County residents.

The purpose of the Transportation Workshop was to seek feedback on the transportation scenario models that were created for the Metropolitan Planning Organization area. The scenarios depicted:

1. Existing conditions
2. Existing and approved land use and transportation projects
3. Projected population and employment growth through 2040 and implementation of all projects contained within the Long Range Transportation Plan

Each scenario was generated using a Travel Demand Model with results highlighted for five key areas of our region – UVA/Downtown, Pantops & East, the Southern Area, US 29 Corridor, and Crozet/Ivy. Additionally, a poster displaying the Bicycle, Pedestrian, and Transit facilities for the MPO area was presented to participants. Public input gathered will be taken into consideration as the MPO moves forward with the Long Range Transportation Plan update process.

The scenarios for each key area were presented to participants along with a regional transportation survey. Participants were asked to prioritize transportation improvements as well as note the impacts of future traffic, regional solutions to address future traffic, and methods to solve fiscal constraints for transportation. Additionally, surveys pertaining to each key area were also available and participants were asked to prioritize the four most important transportation improvements for each area.

### **What we heard**

104 total surveys completed

#### Regional

33 surveys completed

- Participants felt future traffic would most impact (number of votes):
  - (19) More people will telecommute
  - (17) People will walk, ride a bike or use transit more
  - (15) People will move closer to their jobs
- Participants noted these important transportation improvements(number of votes):
  - (24) Develop land use and transportation programs that work together better
  - (23) Improve region-wide bicycle system to allow anyone to bike anywhere
  - (22) Build parallel roads and interconnections to take pressure off of existing streets
  - (19) Completely interconnect and integrate sidewalk and path systems
- Participants prioritized these regional Solutions (number of votes):
  - (21) Create better connections between transit and other modes of transportation

- (20) Provide commuter bus service between Charlottesville/Albemarle/UVA and outlying areas like Crozet, Waynesboro, Ruckersville, Lake Monticello and Zion's Crossroads
- (20) Improve Amtrak service between Charlottesville and Washington DC or other destinations
- (20) Create a cooperative Regional Transit Authority serving Charlottesville and Albemarle County
- Participants noted these methods to solve fiscal constraints of transportation (number of votes):
  - (21) Seek legislation to develop a "user tax". People who drive the most pay the most.
  - (18) The State needs to find a way to address transportation funding.
  - (10) Increase gas tax

### UVA/Downtown

27 surveys completed

- Participants lived, worked, shopped, played, and traveled through the area
- 19 surveys prioritized adding On-street bike lanes to existing roads
- 15 surveys prioritized adding more sidewalks on existing roads
- 14 surveys prioritized changing patterns of development to reduce the need for car travel
- Other priorities include:
  - Adding Off-street bike lanes on existing roads
  - Adding new transit routes, or provide more frequent buses on existing routes
  - Improving West Main Street between Downtown and UVA

The most popular projects from the survey were to add On-street bike lanes and sidewalks to existing roads. Other comments noted on the surveys mentioned creating more bike opportunities such as a bikeshare with UVA, the pressure of cut through traffic on residential streets, giving transit priority signalization, and working with Albemarle and surrounding localities to reduce the amount of commuter traffic.

### US 29 Corridor

19 surveys completed

- Participants lived, worked, shopped, played, and traveled through the area
- Noted traffic is always congested in this area
- 16 surveys prioritized building on-street and off-street bike lanes
- 13 surveys prioritized establishing a Northtown Bike Trail
- 13 surveys prioritized expanding transit throughout the entire Rt 29 Corridor
- 11 surveys prioritized changing patterns of development to reduce the need for car travel
- 7 Surveys prioritized establishing a completely interconnected and integrated sidewalk system

Additional comments received stated the need for additional bicycle options and connections across Rt 29, increasing transit along the Rt 29 Corridor including light rail or bus rapid transit options, more parallel roads including an "eastern bypass", and allow commercial development elsewhere in the County to relieve some of the commercial development pressure along Rt 29.

### Pantops & East

14 surveys completed

- Participants lived and traveled through this area

- Noted traffic is always congested in this area
- 9 surveys prioritized adding new transit route or more frequent buses
- 8 surveys prioritized improving the off-road trail system
- 7 surveys prioritized building a bridge across the Rivanna River connecting Pantops Shopping Center with High Street in Charlottesville
- Other Priorities include:
  - Improving the Rt 250 & Rt 20 Intersection
  - Providing a connected sidewalk system & safe crossings across Rt 250
  - Providing Park N Ride lots east of Pantops
  - Changing patterns of development to reduce the need for car travel

Additional comments received mentioned constructing an “eastern bypass”, more parallel roads, and building a bike/pedestrian bridge from Pantops to Charlottesville across Rivanna River.

### Crozet/Ivy

9 surveys completed

- Participants lived, worked, shopped, played, and traveled through the area
- 7 surveys prioritized Constructing “Eastern Avenue”
- Other Priorities include:
  - Fix “Y” intersection east of Crozet at Rt 250 & Rt 240
  - Consolidate at-grade railroad crossings and build single grade-separated railroad crossing between old Con-Agra and old Acme Visible Records
  - Build on-road bike lanes or bike facilities in Crozet
  - Additional transit service

Additional comments received mentioned increasing the road capacity on Interstate 64 between Crozet and Charlottesville and to establish transit service, bus or rail, from Crozet to Charlottesville.

### Southern Areas

2 surveys completed

- Participants lived in the area and traveled through the area.
- Priorities include:
  - Reducing development or changing development patterns to reduce car travel
  - New transit routes
  - Construct an additional road connecting Rt 20 and Avon St

Additional comments received noted addressing the congestion around the Interstate 64 interchange and Rt 20 as congestion is heavy during peak hours.

Community Comments related to Land Use and Transportation, October 27, 2011  
and to Transportation on January 26, 2012

Shaded box indicates a Goal from the Comprehensive Plan

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| <b>Commercial</b>   |   |
|---|---|
| Guide development, especially commercial development, along highway and other major corridors in appropriate intensity.                             | Discourage extensive linear style development along major roads.  |
| Monitor the effects that development, especially commercial development and development around the University, will have on existing neighborhoods. | Consideration will be given to massing, height, setbacks, and orientation of buildings so that these characteristics enhance the public realm.  |
| Market city owned vacant parcels.   | <i>No it doesn't. Are you kidding? What are you smoking? [Second comment: I agree!] (Albemarle Commercial: Entrance Corridor/Hollymead Town Center)</i>   |
| Promote land use that maintains and enhances the City's role as a regional market place, without sacrificing the quality of life and environment.   | Protect Albemarle County's agricultural lands as a resource base for its agricultural industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health. |
| Incorporate some form of small scale commercial/mixed-use development within walking distance of residential neighborhoods.                         | Encourage creative and diverse forms of rural production and support rural land uses that provide rural landowners with economic viability.   |
| <i>Key! Appropriate for density increase as they say about the real estate business, location, location, location.</i>                              | Increase the promotion of tourism focused on the rural, agrarian, and historical resources of the County, and which does not threaten or compromise those resources and to be consistent with the goals of the Comprehensive Plan.      |
| <b>Industrial</b>   |   |
| Consider down-zoning industrially zoned properties adjacent to residential development.   | Plan for land and infrastructure to accommodate future business and industrial growth.  |
| <i>Downzoning industrial land next to R1 neighborhoods is a moral issue. The land was thusly zoned because the people lacked political clout.</i>   | Designate areas for office, commercial and industrial development within the designated Development Areas that provide sufficient land to meet community needs through the next Comprehensive Plan revision.                            |
|   | Encourage infill development of business and industrial uses in Development Areas and consider proactively rezoning land to allow for light-industrial uses as needs are identified through Master Plans and other efforts.             |
| <b>Residential</b>  |   |
| More diversity of housing as well as affordable housing development in areas that are appropriate for density increase.                             | Each neighborhood will possess a variety of housing types accommodating a range of incomes. Affordable units will be dispersed throughout the Neighborhood and will be visually indistinguishable from other units.                     |
| <i>First and second in conflict (Charlottesville Goals at a Glance)</i>   | <i>Lower Income Housing.</i>  |



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| <p>Yes, have you seen the McMansions that have gone up in some of these tiny infills? Have seen examples along Shamrock Rd and Cherry near Cleveland. (Charlottesville Residential: Infill SUP)</p> | <p><i>Affordable housing options should be broad like regular housing options - including urban development and rural areas. If the economy improves we will have more modest income jobs as well as high paying jobs. Thus affordable housing is best part of a mix of housing with a mix of types - homes, apt, condos, townhomes, modular housing in both Cville and Albemarle.</i></p> |
| <p>Encourage a greater mix of housing in addition to smaller, more affordable housing in neighborhoods.</p>   | <p><i>Strengthen affordable housing ordinances in city and county. Incentivize on-site affordable housing to achieve mixed income in all new development.</i></p>  |
| <p><i>Lower Income Housing.</i></p>   | <p>Neighborhoods within the Development Areas will have centers or focal points for congregating. These may include schools, parks, places of worship, civic centers, or small commercial and social areas. Such features will be an easy walk for most residents in the neighborhood.</p>   |
| <p>Residential neighborhoods support lowering the density of neighborhoods instead of increasing density.</p>   | <p><i>Key! Appropriate for density increase as they say about the real estate business, location, location, location.</i></p>  |
| <p>Protect neighborhood character throughout any development process, including industrial, commercial, and residential development.</p>  | <p><i>You can only achieve this with DENSITY. Despite the name, there is no town at Hollymead Town Center. (Create neighborhood centers within Development Areas)</i></p>  |
| <p><b>Mixed-Use</b></p>   |  |
| <p>Incorporate some form of small scale commercial/mixed-use development within walking distance of residential neighborhoods.</p>  | <p>Neighborhoods will contain a true mix of uses, including residences, shops, and places of employment, as well as civic, religious, and cultural institutions.</p>   |
| <p><i>Key! Appropriate for density increase as they say about the real estate business, location, location, location.</i></p>   |  |
| <p>Maintain a zoning ordinance that incorporates newer forms of mixed-use type of development desired by the community.</p>   |  |
| <p><b>Open Space</b></p>  |  |
| <p>Prevent development in outlying undeveloped areas.</p>   | <p>Protect the County's natural, scenic, and historic resources in the Rural Area and Development Area.</p>  |
| <p><i>Would Azalea Park be considered an outlying undeveloped area?</i></p>   | <p><i>Protect entrance corridors along 250 and 20 South which impact Monticello and Shadwell.</i></p>  |
| <p><i>Remove or rethink this goal - it doesn't make sense for the city [Second comment: Agree] (Prevent development in outlying undeveloped areas)</i></p>  | <p><i>Protect existing TJ Parkway from adjacent high intensity development. TJ Parkway is a 267 privately funded park, open to the public, but under threat from proposed intensive development to the south on Route 20.</i></p>  |
| <p><i>What undeveloped areas in city - McIntire Park? Where a road is planned?</i></p>  | <p><i>Protect World Heritage sites - UVA and Monticello</i></p>  |

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| Preserve and protect existing parks, cemeteries, and open spaces.   | <i>Southwest Mtn Historic District is under threat with potential for large developments - Trump, Somerset Farm, Justice Properties - need protection strategy.</i>   |
| <i>Belmont Park: in summer water runs constantly even when no one is there. Need some auto cut off. Great park system and well maintained.</i>                                  | Make open space integral to overall community design to allow convenient access to parks, public gathering spaces, and natural views whether they are at home, work, or play.   |
| Create parks in every neighborhood, whether in the form of a traditional park, urban park, or pocket parks.   | <i>The Rivanna River Corridor - the 4 mile portion which is the eastern boundary between city and county. This is a treasure. Time to reconnect citizens with this resource</i>   |
|   | <i>There is a beautiful trail on the County side of the Rivanna, with a trailhead indicated near the Heritage Hall (formerly Winter Haven) on the master plan. However, this land is privately owned; County cannot put a trailhead there. This small parcel of land would be an amazing centerpiece to connect Pantops area trails – the new trail being built by MJH, along with land donations from State Farm. I envision a small park with benches, flowers, fruit trees, and the little exercise circuit I've often seen in German parks. In addition, from there one could hike into the woods to the River and beyond. However, it is slated for development into South Pantops Condos. Help?</i> |
| <i>The Rivanna River Corridor - the 4 mile portion which is the eastern boundary between city and county. This is a treasure. Time to reconnect citizens with this resource</i> |   |
| <i>Belmont Park: in summer water runs constantly even when no one is there. Need some auto cut off. Great park system and well maintained.</i>                                  | <i>Continue to add easements and buy up area where Rivanna trail is located.</i>  |
| <i>Continue to add easements and buy up area where Rivanna trail is located.</i>  | <i>And parks? (Merge school, police, fire &amp; rescue.)</i>  |
| <i>And parks? (Merge school, police, fire &amp; rescue.)</i>  | The open space system should provide an important framework for the organization of development. It should serve as a connective element to join different development areas, in addition to preserving important aspects of the natural environment.   |
| <b>General</b>  |   |
| Regulate the use of land to assure the protection, preservation and wise use of the City's natural, historic and architecturally significant environment.                       | Protect and efficiently utilize County resources by: Protecting the elements that define the Rural Area: 1) Agricultural resources 2) Forestry resources 3) Land preservation 4) Land conservation 5) Water supply resources 6) Natural resources 7) Scenic resources 8) Historical, archaeological, and cultural resources   |
| <i>Stricter standards to protect environment when considering new development</i>   | <i>ACE program needs to be supported more. <u>Points</u> need to be given for biodiversity and special habitat protection.</i>  |
| Creation of a bustling and dense urban fabric that is reliant on alternate forms of transportation.   | <i>Expand the ACE program. More \$ needed.</i>  |

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| <i>It seems that development in historic districts is doing well secondary to their character. The areas that need help are the commercial strips, Preston, Cherry, High. Areas destroyed for the benefit of the auto.</i>  | <i>Does Albemarle County have a protective architectural designation. The Merchant House, a notable federally recognized historic residence at the intersection of the Rivanna Moores Creek is zoned Light Industrial.</i>              |
| <i>Mass transit, bike-ped is good for infill development</i>  | <i>Yes (Protect and efficiently utilize County resources by protecting the elements that define the Rural Area)</i>   |
| <i>How are you addressing development on Rio Rd a new proposed subdivision will complicate the travel pattern as there are already long waits at the Dunlora light.</i>   | <i>Rural areas in Albemarle County could become models for sustainable small farms - like Polyface</i>  |
| <i>New development should be transit-ready and transit-supportive/need a plan for future transit routes.</i>  | <i>Generally good when in line with Rural Area Goals, but must consider public service provision issues (water, electricity, etc) if more intensive rural area businesses and USD's are being considered (winery, restaurants, etc)</i> |
| <i>New properties should be able to be accessed by bike, bus, pedestrians</i>   | <i>Promoting the Development Areas as the place where a variety of land uses, facilities, and services exist and are planned to support the County's future growth, with emphasis placed on infill development.</i>                     |
| <i>Stronger support for transit-ready or transit-oriented development.</i>  | <i>Promote and ensure efficient use of existing Development areas rather than expanding outward</i>   |
| <i>better connections w/ transit &amp; land use</i>   | <i>Good! Find light industrial opportunities within Development Areas first.</i>  |
| <i>Change patterns of development to reduce the need for car travel - YES</i>   | <i>Why do we need more locations for industry? Where? At what cost? What types of industry?</i>   |
| <i>Thanks to Missy for answering my question. I'd love to see mixed-use and high density development downtown. Thanks for this great opportunity to comment.</i>  | <i>County needs more pad ready sites in L/I designated areas.</i>   |
| <i>I think that most of the traffic coming through Free Bridge is commuter traffic. In order to mitigate this, I don't think buses &amp; sidewalks are the answer. Changes in development patterns and park &amp; rides would be the most effective forms of relieving traffic.</i> | <i>More L/I inventory around Int Highway interchange. Could Albemarle buy Blue Ridge Hosp. from UVA?</i>  |
| <i>Connect transit &amp; land uses.</i>   | <i>Albemarle County needs an office of Economic Development.</i>  |
| <i>As population ages, there is greater need for alternatives to auto transportation. Housing density should be close enough to use transit of some sort.</i>   | <i>Encourage greater utilization of land in designated Development Areas by achieving higher gross densities for residential and non-residential development than in the past.</i>  |
| <i>Achieve higher density in areas appropriate for density increase.</i>  | <i>Stricter standards to protect environment when considering new development</i>   |
| <i>Urban infill needs to (first) be sensible and appropriate (especially zoning wise) before rewarded and incentivized</i>  | <i>Urban infill needs to (first) be sensible and appropriate (especially zoning wise) before rewarded and incentivized</i>  |
| <i>Higher density NOT</i>   | <i>Higher density NOT</i>   |

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| Seek to increase the number of rehabilitated and re-used historic structures.  | <i>Good! Find light industrial opportunities within Development Areas first.</i>  |
| <i>Yes (Seek to increase the number of rehabilitated and re-used historic structures.)</i>   | <i>County needs more pad ready sites in L/I designated areas.</i>   |
| Maintain an infrastructure system adequate to serve existing and future development.   | <i>Encourage <u>vertical</u> mixed-use not just adjacent-use.</i>   |
| <i>New development should be transit-ready and transit-supportive/need a plan for future transit routes.</i>   | <i>Plan for a system of transportation and community facilities and services that support and enhance the Development Areas.</i>  |
| Stimulate development in districts having historic, architectural, and/or cultural significance.   | <i>New development should be transit-ready and transit-supportive/need a plan for future transit routes.</i>  |
| <i>It seems that development in historic districts is doing well secondary to their character. The areas that need help are the commercial strips, Preston, Cherry, High. Areas destroyed for the benefit of the auto.</i> | <i>Thanks to Missy for answering my question. I'd love to see mixed-use and high density development downtown. Thanks for this great opportunity to comment.</i>  |
|  | <i>Stronger support for transit-ready or transit-oriented development.</i>  |
|  | <i>we need to think about managing growth more!</i>   |
|  | <i>better connections w/ transit &amp; land use</i>   |
|  | <i>Change patterns of development to reduce the need for car travel - YES</i>   |
|  | <i>New properties should be able to be accessed by bike, bus, pedestrians</i>   |
|  | <i>I think that most of the traffic coming through Free Bridge is commuter traffic. In order to mitigate this, I don't think buses &amp; sidewalks are the answer. Changes in development patterns and park &amp; rides would be the most effective forms of relieving traffic.</i> |
|  | <i>Connect transit &amp; land uses.</i>   |
|  | <i>As population ages, there is greater need for alternatives to auto transportation. Housing density should be close enough to use transit of some sort.</i>   |
|  | <i>Continue to identify and recognize the value of buildings, structures, landscapes, sites and districts which have historical, architectural, archaeological or cultural significance.</i>  |
|  | <i>It seems that development in historic districts is doing well secondary to their character. The areas that need help are the commercial strips, Preston, Cherry, High. Areas destroyed for the benefit of the auto.</i>  |
|  | <i>Does Albemarle County have a protective architectural designation. The Merchant House, a notable federally recognized historic residence at the intersection of the Rivanna Moores Creek is zoned Light Industrial.</i>  |

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| <b>Regional Transportation</b>  |   |
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| Establish adequate regional roadway network to divert traffic neither originating nor destined for the City away from local network.  | Plan, establish, and maintain a comprehensive County transportation system which supports the growth management policy and provides for necessary public safety.  |
| <i>Like most of these a lot. #1 sounds too close to W bypass issue which I do not support. (Charlottesville Goals)</i>  | <i>Public transit access to parks and trails</i>  |
| <i>Investing in 29W bypass - as is - does not support smart regional transportation. Please get your priorities straight!</i>   | <i>Be clear in goals, objectives, and programs about what's for the development areas vs. rest of Albemarle</i>   |
| <i>Finish the Meadowcreek Parkway. Build the US 29 bypass.</i>  | <i>Consider TDM projects that educate, encourage change</i>   |
| <i>A bypass that starts way north of the current plan</i>   | <i>Finish the Meadowcreek Parkway. Build the US 29 bypass.</i>  |
| <i>A bypass that drops to I-64 to truly bypass the area</i>   | <i>A bypass that starts way north of the current plan</i>   |
| <i>parallel roads - Berkmar Extd., Hillsdale Extd.; improve major intersections on Rt. 29 north of city</i>   | <i>A bypass that drops to I-64 to truly bypass the area</i>   |
| <i>Eastern Bypass</i>   | <i>No more 8 lane highways. (o 1 indication of agreement)</i>   |
| <i>put interchanges on future 29 bypass; eastern bypass</i>   | <i>parallel roads - Berkmar Extd., Hillsdale Extd.; improve major intersections on Rt. 29 north of city</i>   |
| <i>Eastern Bypass</i>   | <i>Eastern Bypass</i>   |
| <i>Seems as if 29N (above airport) is going to experience lots of growth due to already approved projects according to model. Emphasis needs to be placed on this area with the proposed Western Bypass not providing any relief due to being funneled near Forest Lakes. Possibly look into making the stop lights smarter &amp; more in synch w/ each other to stop bottlenecks</i> | <i>Seems as if 29N (above airport) is going to experience lots of growth due to already approved projects according to model. Emphasis needs to be placed on this area with the proposed Western Bypass not providing any relief due to being funneled near Forest Lakes. Possibly look into making the stop lights smarter &amp; more in synch w/ each other to stop bottlenecks</i> |
| <i>What about the UVA, Trump, Justice Eastern Bypass?</i>   | <i>Eastern Bypass</i>   |
| <i>route traffic around the City</i>  | <i>put interchanges on future 29 bypass; eastern bypass</i>   |
| <i>Fontaine-Granger connection is needed. University should provide most of it.</i>   | <i>What about the UVA, Trump, Justice Eastern Bypass?</i>   |
| <i>I would stongly suggest working with Albemarle and surrounding counties to attempt to reduce commuters on 250 &amp; 29!</i>  | <i>I would stongly suggest working with Albemarle and surrounding counties to attempt to reduce commuters on 250 &amp; 29!</i>  |
| <i>congestion in the city is on residential streets - people live here. Very few people actually live on US29 or Richmond Rd. other congested roads</i>   | <i>Fontaine-Granger connection is needed. University should provide most of it.</i>   |

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| <i>Please add to the LRTP a grade separate interchange at the Meade Ave.-Carlton Rd. CSX/ Buckingham Branch tracks intersection. This is a minor arterial road in the City's transportation network. The present alignment is not desirable. This has been mentioned before but for whatever reason has not appeared on the MPO radar screen.</i> | <i>Please add to the LRTP a grade separate interchange at the Meade Ave.-Carlton Rd. CSX/ Buckingham Branch tracks intersection. This is a minor arterial road in the City's transportation network. The present alignment is not desirable. This has been mentioned before but for whatever reason has not appeared on the MPO radar screen.</i> |
| <i>Eastern Bypass</i>   | <i>Eastern Bypass</i>   |
| <i>Build a bridge across Rivanna ... - ABSOLUTELY NOT; Eastern Connector through Boyd's house</i>   | <i>route traffic around the City</i>  |
| <i>If you build the Eastern Connector you won't need to widen 250 from Free Bridge to I-64 to Rt. 22</i>  | <i>congestion in the city is on residential streets - people live here. Very few people actually live on US29 or Richmond Rd. other congested roads</i>   |
| <i>see below (also widen turning lane onto 64E)</i>   | <i>Build a bridge across Rivanna ... - ABSOLUTELY NOT; Eastern Connector through Boyd's house</i>   |
| <i>The study of the Eastern Connector was flawed. It would take much more traffic off of Rt. 250 if it would start at State Farm Blvd., hug the edge of the growth area, cross Rt. 20 at Dorrier Dr., bisect the golf course on the ("existing") service road and connect to Rio Rd.</i>  | <i>If you build the Eastern Connector you won't need to widen 250 from Free Bridge to I-64 to Rt. 22</i>  |
| <i>A new street south of I-64 that connects 5th St. &amp; Old Lynchburg Rd. through Biscuit Run Park</i>  | <i>see below (also widen turning lane onto 64E)</i>   |
| <i>About 15 years ago I proposed a new road that would replace Rt. 53 from its intersection with Rt. 729. It would follow the power line right of way and cross the Rivanna River and intersect with State Farm Blvd.</i>   | <i>The study of the Eastern Connector was flawed. It would take much more traffic off of Rt. 250 if it would start at State Farm Blvd., hug the edge of the growth area, cross Rt. 20 at Dorrier Dr., bisect the golf course on the ("existing") service road and connect to Rio Rd.</i>  |
| <i>The F- section of Monticello Ave. is interesting ... Any improvements planned? Bulldoze my house? Or is it a modeling goof?</i>  | <i>A new street south of I-64 that connects 5th St. &amp; Old Lynchburg Rd. through Biscuit Run Park</i>  |
| <i>Would be interested in anything to address flow on Rt. 20 @ the interchange during peak hours. Can be very difficult to travel through.</i>  | <i>About 15 years ago I proposed a new road that would replace Rt. 53 from its intersection with Rt. 729. It would follow the power line right of way and cross the Rivanna River and intersect with State Farm Blvd.</i>   |
| <i>[In reference to list of projects] Stick to this agenda</i>  | <i>The F- section of Monticello Ave. is interesting ... Any improvements planned? Bulldoze my house? Or is it a modeling goof?</i>  |
| <i>[In reference to Build the Western Bypass] No! Waste of money to reduce 10% of traffic.</i>  | <i>Would be interested in anything to address flow on Rt. 20 @ the interchange during peak hours. Can be very difficult to travel through.</i>  |

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| <i>The Places 29 study caved to Forest Lakes opposition to an eastern parallel road. In fact it would be very easy to build just behind the cemetery and along the street close to 29 where the small office buildings are (I can't remember the name) at a cost of one house and about 8 townhouses.</i>  | <i>The Places 29 study caved to Forest Lakes opposition to an eastern parallel road. In fact it would be very easy to build just behind the cemetery and along the street close to 29 where the small office buildings are (I can't remember the name) at a cost of one house and about 8 townhouses.</i>  |
| <i>Scrap the Western Bypass. Grade separated interchanges should be built at Hydraulic &amp; Rio. Make it possible to cross Rt. 29 w/o getting run over.</i>   | <i>[In reference to Build the Western Bypass] No! Waste of money to reduce 10% of traffic.</i>   |
| <i>Eastern Bypass (15-25 miles)</i>  | <i>[In reference to list of projects] Stick to this agenda</i>   |
| <i>Note: MCP increases, not decreases, congestion!</i>   | <i>Parkway/ Bypass = Scams!</i>  |
| <i>Parkway/ Bypass = Scams!</i>  | <i>Eastern Bypass (15-25 miles)</i>  |
| <i>Parkway/ Bypass = parallel roads</i>  | <i>Note: MCP increases, not decreases, congestion!</i>   |
| <i>Traffic needs to be considered on Commonwealth Dr. We need more devices to reduce/ slow traffic through the area. Complete sidewalks would be fabulous.</i>   | <i>Scrap the Western Bypass. Grade separated interchanges should be built at Hydraulic &amp; Rio. Make it possible to cross Rt. 29 w/o getting run over.</i>   |
| <i>we need to think about managing growth more!</i>  | <i>Parkway/ Bypass = parallel roads</i>  |
| <i>what about an Estern Bypass (toll road); what about roads to &amp; from UVA Biotech Center; the largest piece of land available here: UVA SE tract, Trump tract, Justice; There is a critical to generate a a greater revenue stream from south &amp; east of the county; Integrated bike &amp; walking paths along the Rivanna all across the County</i> | <i>what about an Estern Bypass (toll road); what about roads to &amp; from UVA Biotech Center; the largest piece of land available here: UVA SE tract, Trump tract, Justice; There is a critical to generate a a greater revenue stream from south &amp; east of the county; Integrated bike &amp; walking paths along the Rivanna all across the County</i> |
| <i>Instead of Western Bypass build an eastern bypass, eg. Madison Rt. 231 &gt; Rt. 15 &gt; Zion Crossroads &gt; I-64. Connect local bikeways on existing roads. East eg. Berkmar &gt; Commonwealth &gt; Georgetown &gt; UVA. West eg. Hilton Heights &gt; Carrsbrook &gt; Huntington &gt; Meadowcreek &gt; Downtown. Safe routes for Woodbrook School</i>    | <i>Instead of Western Bypass build an eastern bypass, eg. Madison Rt. 231 &gt; Rt. 15 &gt; Zion Crossroads &gt; I-64. Connect local bikeways on existing roads. East eg. Berkmar &gt; Commonwealth &gt; Georgetown &gt; UVA. West eg. Hilton Heights &gt; Carrsbrook &gt; Huntington &gt; Meadowcreek &gt; Downtown. Safe routes for Woodbrook School</i>    |
| <i>Keep Places 29!!</i>  | <i>Keep Places 29!!</i>  |
| <i>After building MCP instead of less congestion, the model illustrates that we'll have more!!! Please publicize this as it illustrates that building more lanes makes traffic worse.</i>  | <i>After building MCP instead of less congestion, the model illustrates that we'll have more!!! Please publicize this as it illustrates that building more lanes makes traffic worse.</i>  |
| <i>No Bypass, bad decision waste of money.</i>   | <i>Establish a transportation system that supports the preservation and enhancement of land use and environmental preservation goals, and that facilities are developed and built in a manner sensitive to the environment.</i>  |
| <i>Reduce number of single-occupancy vehicle trips.</i>  | <i>Leave Dickerson Road as a gravel road.</i>  |
| <i>Create alternate modes!</i>   | <i>Support regional transportation planning efforts by utilizing the policies of the Long Range Transportation Plan as the transportation principles for the County.</i>   |

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| <p><i>Do better than "support" - incorporate alternative modes into all road building and renovations</i></p>  | <p><i>Investing in 29W bypass - as is - does not support smart regional transportation. Please get your priorities straight!</i></p>   |
| <p><i>Promote ride/car sharing. Interceptor parking lots joined with transit.</i></p>  | <p><i>Finish the Meadowcreek Parkway. Build the US 29 bypass.</i></p>  |
| <p><i>Alternate transportation connections with city</i></p>   | <p><i>A bypass that starts way north of the current plan</i></p>   |
| <p><i>Individualized marketing smart travel.</i></p>   | <p><i>No Bypass, bad decision waste of money.</i></p>  |
| <p><i>Needs more trees and alternative transportation access</i></p>   | <p><i>A bypass that drops to I-64 to truly bypass the area</i></p>   |
| <p><i>people will carpool more</i></p>   | <p><i>put interchanges on future 29 bypass; eastern bypass</i></p>   |
| <p><i>The marketing of alternative transportation continues to be very poor. Providing brochures to companies to hand out on benefits day is a waste of paper, money because 1) commute trip is hardest to change 2) people are <u>more</u> concerned w/ company health &amp; retirement programs. We need something like TravelSmart which seeks drivers who might change, shows them how – w/o coercion – to change any trip and lets the individual decide how to solve his/ her transportation needs. This approach has led all over the world to a 12-15% VMT reduction and allowed transportation planners to connect SOLELY w/ people who want and will use alternatives. Hence, expensive infrastructure actually gets used. Furthermore, politicians, both conservative and liberal, love it, because practitioners are only speaking w/ people who want to listen and it costs, relative to building more roadways, next to nothing.</i></p> | <p><i>Please add to the LRTP a grade separate interchange at the Meade Ave.-Carlton Rd. CSX/ Buckingham Branch tracks intersection. This is a minor arterial road in the City's transportation network. The present alignment is not desirable. This has been mentioned before but for whatever reason has not appeared on the MPO radar screen.</i></p>                                     |
| <p><i>We need to find ways to alleviate the traffic congestion that seems to be growing in our community. Traffic signals do not seem to be in synch with each other nor do they seem to synchronize with the traffic patterns that are occurring. People need alternative options to get to main areas such as UVA, downtown, 29 North, etc. via auto or bikes. Improve the transit system. Maybe more people would use transit if it were more convenient. Convenience could be run more frequently or to locations that could use transit, i.e. Barracks Rd. near Colonades, Pantops, MJH, 29 North- Walmart, Target, etc. Need to provide more incentives that encourage people to bike, i.e. lockers</i></p>  | <p><i>Seems as if 29N (above airport) is going to experience lots of growth due to already approved projects according to model. Emphasis needs to be placed on this area with the proposed Western Bypass not providing any relief due to being funneled near Forest Lakes. Possibly look into making the stop lights smarter &amp; more in synch w/ each other to stop bottlenecks</i></p> |
| <p><i>Do not improve single occupancy vehicle transportation. Make things get difficult enough by design that alternate forms of transportation become an attractive reality.</i></p>  | <p><i>I would stongly suggest working with Albemarle and surrounding counties to attempt to reduce commuters on 250 &amp; 29!</i></p>  |



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| <i>charge more to park to encourage people to use alternative transportation</i>   | <i>route traffic around the City</i>   |
| <i>Offer an incentive for riding alternate transportation. Perhaps a few rides = \$ in gas money for your car. This ties in both forms of transportation. Offer free rides for first-time riders. Teach kids in school the process/ procedure for taking the bus, paying the fare &amp; mapping routes. Encourage young people to take the bus, so they continue the practice over next generations, thus cutting excessive auto use.</i>  | <i>Fontaine-Granger connection is needed. University should provide most of it.</i>  |
| <i>Zipcar downtown</i>   | <i>What about the UVA, Trump, Justice Eastern Bypass?</i>  |
| <i>Providing more &amp; wider streets encourages more auto traffic at a faster pace. Perhaps alternatives to auto travel would be appropriate. Metro &amp; bus travel in larger cities is widely used. What about buses that pick up workers in outskirts (Greene, for example) &amp; bring them to areas in the city? I would keep transit as the provider for folks w/ disabilities &amp; a different bus service for the working force travelers. Building more roads does not address the root of the problem. Getting folks out of their cars addresses the source.</i> | <i>congestion in the city is on residential streets - people live here. Very few people actually live on US29 or Richmond Rd. other congested roads</i>  |
| <i>Increase regional access to transit for County-City travel.</i>   | <i>Eastern Bypass</i>  |
| <i>Public transit access to parks and trails</i>   | <i>Eastern Bypass</i>  |
| <i>or bus rapid transit (light rail comment)</i>   | <i>Build a bridge across Rivanna ... - ABSOLUTELY NOT; Eastern Connector through Boyd's house</i>  |
| <i>Cville - too small for 1 mile of light rail - experts agree</i>   | <i>If you build the Eastern Connector you won't need to widen 250 from Free Bridge to I-64 to Rt. 22</i>   |
| <i>What about local transit access?</i>  | <i>see below (also widen turning lane onto 64E)</i>  |
| <i>Region is expanding quickly – busses from Crozet?</i>   | <i>A new street south of I-64 that connects 5th St. &amp; Old Lynchburg Rd. through Biscuit Run Park</i>   |
| <i>I would love to see more emphasis on slow rail – Cville to Richmond, Cville to Staunton and points west, Red Hill to Cville! – it would be wonderful if we could resurrect our historic depots.</i>   | <i>The study of the Eastern Connector was flawed. It would take much more traffic off of Rt. 250 if it would start at State Farm Blvd., hug the edge of the growth area, cross Rt. 20 at Dorrier Dr., bisect the golf course on the ("existing") service road and connect to Rio Rd.</i> |
| <i>Fewer roads – more alternative transit</i>  | <i>About 15 years ago I proposed a new road that would replace Rt. 53 from its intersection with Rt. 729. It would follow the power line right of way and cross the Rivanna River and intersect with State Farm Blvd.</i>  |
| <i>My admittedly idiosyncratic dream is a system of streetcars heading out into the county, so I can leave my car in the driveway.</i>   | <i>The F- section of Monticello Ave. is interesting ... Any improvements planned? Bulldoze my house? Or is it a modeling goof?</i>   |

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| <i>More public transit.</i>  | <i>Would be interested in anything to address flow on Rt. 20 @ the interchange during peak hours. Can be very difficult to travel through.</i>   |
| <i>Get going on key studies (BRT on 29, transit links around congestion) and proceed to implementation.</i>  | <i>[In reference to Build the Western Bypass] No! Waste of money to reduce 10% of traffic.</i>   |
| <i>I am not aware of any ride share system.</i>  | <i>[In reference to list of projects] Stick to this agenda</i>   |
| <i>Help with efforts to reduce bus headways &amp; expand Sunday service.</i>   | <i>The Places 29 study caved to Forest Lakes opposition to an eastern parallel road. In fact it would be very easy to build just behind the cemetery and along the street close to 29 where the small office buildings are (I can't remember the name) at a cost of one house and about 8 townhouses.</i>        |
| <i>Needed public transportation on Rio Road as for new development.</i>  | <i>Scrap the Western Bypass. Grade separated interchanges should be built at Hydraulic &amp; Rio. Make it possible to cross Rt. 29 w/o getting run over.</i>   |
| <i>Need strong "pull" TDM method. Park/Ride is great but must communicate it well.</i>   | <i>Eastern Bypass (15-25 miles)</i>  |
| <i>Free Bridge: Transit-only bridge that bypasses Freebridge.</i>  | <i>Note: MCP increases, not decreases, congestion!</i>   |
| <i>Save our regional rail service. (3 indications of agreement)</i>  | <i>Parkway/ Bypass = Scams!</i>  |
| <i>high speed rail to DC</i>   | <i>After building MCP instead of less congestion, the model illustrates that we'll have more!!! Please publicize this as it illustrates that building more lanes makes traffic worse.</i>  |
| <i>The best way to reduce traffic in this area would be to create a light rail or bus system that could take people from up 29 to downtown. In addition, bike trails or paths would also help as more people would be inclined to bike in the future as gas prices go up. On a side note, the Western Bypass would only reduce 10% of the traffic on 29 and therefore is nowhere near cost effective. That money could be better used for other transportation projects.</i> | <i>Traffic needs to be considered on Commonwealth Dr. We need more devices to reduce/ slow traffic through the area. Complete sidewalks would be fabulous.</i>   |
| <i>BRT would seem wise for this corridor.</i>  | <i>Parkway/ Bypass = parallel roads</i>  |
| <i>At JAUNT - we get lots of requests for additional service here (Ivy/Crozet)</i>   | <i>Encourage (1) the reduction of traffic congestion, pollution and energy consumption, vehicular miles traveled and (2) increased mobility of the general public, especially, handicapped and the disadvantaged, through the increased use of public transportation, car/vanpooling and park and ride lots.</i> |
| <i>Establish transit service to Charlottesville/ improve JAUNT</i>   | <i>or bus rapid transit (light rail comment)</i>   |
| <i>Provide additional bus service</i>  | <i>Cville - too small for 1 mile of light rail - experts agree</i>   |

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| <i>Commuter rail between Crozet &amp; Cville</i>  | <i>Don't ignore the Pantops problem as long as other projects/areas ignored (Transportation &amp; Land Use)</i>   |
| <i>The only part of Rt. 250 between Crozet &amp; Cville that needs expanding is the two lane stretch from Ivy to the Mechums River (Y intersection). Also heavy rail commuter rail system on CSX tracks.</i>  | <i>What about local travel patterns to address congestion? Has the "traffic calming" of more and more cul-de-sacs sufficiently addressed this enough yet?</i>   |
| <i>Express route from downtown to 29N area using 250 bypass with priority at intersections – free.</i>  | <i>Create alternate modes!</i>  |
| <i>Including sharedride, shared vehicles strategies</i>   | <i>A good TDM project that I've outlined previously, Steve. It is also a wonderful planning tool* and has the support of both conservative and liberal politicians where it has been tried.<br/>*Be glad to explain how/why the planning tool is very effective. [From Salzman comment sheet]</i> |
| <i>Transfer facility at Barracks Road Shopping Center</i>   | <i>Do better than "support" - incorporate alternative modes into all road building and renovations</i>  |
| <i>Transit to Boar's Head/ Farmington &amp; Barracks West</i>   | <i>What about local transit access?</i>   |
| <i>Transit signal priority – include UTS &amp; JAUNT</i>  | <i>Some form of synchronized traffic signals need to occur at the 250 bypass and intersection of McIntire/Rdge. Traffic making left turn from 250 west backs up into 250 making it difficult for traffic on 250 to go when the light turns green.</i>   |
| <i>Give street space not per car but per person. 30 people in a bus have 30x the right to space as 1 person in a car</i>  | <i>Consider TDM projects that educate, encourage change</i>   |
| <i>Rio Rd. gets worse after the MCP (need county-county transit east)</i>   | <i>Promote ride/car sharing. Interceptor parking lots joined with transit.</i>  |
| <i>Take commercial pressure off 29 by developing incentives for carpooling, working w/ employers.</i>   | <i>Let's make it alternative transport, NOT car</i>   |
| <i>Build a parallel road east of Rt. 29 from Polo Grounds Rd. to Proffit Rd. A light rail system in median of Rt. 29 to Ruckersville.</i>   | <i>Alternate transportation connections with city</i>   |
| <i>transit to/ from scottsville; safe, marked bike trail all the way to scottsville, but start with trail connecting Biscuit Run Park into City on VA 20</i>  | <i>Mass transit, bike-ped is good for infill development</i>  |
| <i>Ease travel time for those using alternative modes of travel. Increase frequency of bus service &amp; provide a priority lane so that buses are unimpeded by traffic &amp; people will switch modes. Provide safe &amp; convenient facilities for bike/ ped up to Giant/ DMV &amp; to Darden Towe Park</i> | <i>How are you addressing development on Rio Rd a new proposed subdivision will complicate the travel pattern as there are already long waits at the Dunlora light.</i>   |
| <i>Need bike/ ped/ transit bridge from S. Pantops Dr. to E. Market or High St.</i>  | <i>Needs more trees and alternative transportation access</i>   |
| <i>we run lots of transit routes through here (Pantops &amp; East)</i>  | <i>Fewer roads – more alternative transit</i>   |

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| <i>I have been an advocate for a transit-rail system on the CSX tracks from Crozet to Downtown for almost 25 years and a light rail system in the median of Rt. 29 from U-Hall to Ruckersville for almost that long.</i>   | <i>people will carpool more</i>  |
| <i>is there a possibility of Route 4 dividing up into separate routes? The route seems longer than necessary.</i>  | <i>high speed rail to DC</i>   |
| <i>street car connecting UVA &amp; Downtown</i>  | <i>parallel roads - Berkmar Extd., Hillsdale Extd.; improve major intersections on Rt. 29 north of city</i>  |
| <i>transit routes - longer hours each day if needed</i>  | <i>Eastern Bypass</i>  |
| <i>Mass transit must make financial sense – what is the cost of entire bus system divided by number of riders? How much does each rider cost the city? How much waste is created/ carbon footprint used to run empty buses around town? Can we begin to use city alleys again? Can the City maintain as it should be doing? What is our plan to underground powerlines along our roadways?</i> | <i>Traffic needs to be considered on Commonwealth Dr. We need more devices to reduce/ slow traffic through the area. Complete sidewalks would be fabulous.</i>   |
| <i>No rail trolleys</i>  | <i>The best way to reduce traffic in this area would be to create a light rail or bus system that could take people from up 29 to downtown. In addition, bike trails or paths would also help as more people would be inclined to bike in the future as gas prices go up. On a side note, the Western Bypass would only reduce 10% of the traffic on 29 and therefore is nowhere near cost effective. That money could be better used for other transportation projects.</i> |
| <i>commuter bus service - + scottsville; effective ridesharing &amp; vehicle sharing programs</i>  | <i>BRT would seem wise for this corridor.</i>  |
| <i>investigate restructuring CAT routes</i>  | <i>At JAUNT - we get lots of requests for additional service here (Ivy/Crozet)</i>   |
| <i>emphasize alternative means and transit-centered zoning</i>   | <i>Establish transit service to Charlottesville/ improve JAUNT</i>   |
| <i>dramatically make shared rides shared vehicles &amp; transit more affordable, available &amp; socially endorsed</i>   | <i>Provide additional bus service</i>  |
| <i>Develop information regarding regional travel patterns to address congestion within the City and region.</i>  | <i>Commuter rail between Crozet &amp; Cville</i>   |
| <i>Consider TDM projects that educate, encourage change</i>  | <i>The only part of Rt. 250 between Crozet &amp; Cville that needs expanding is the two lane stretch from Ivy to the Mechums River (Y intersection). Also heavy rail commuter rail system on CSX tracks.</i>   |

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| <p>A good TDM project that I've outlined previously, Steve. It is also a wonderful planning tool* and has the support of both conservative and liberal politicians where it has been tried. *Be glad to explain how/why the planning tool is very effective. [From Salzman comment sheet]</p> | <p>Express route from downtown to 29N area using 250 bypass with priority at intersections – free.</p>  |
| <p>TDM project will really help!</p>  | <p>Including sharedride, shared vehicles strategies</p>   |
| <p>a good TDM program which actually helps drivers change behavior</p>  | <p>Transfer facility at Barracks Road Shopping Center</p>   |
| <p>Individualized TDM to seek behavior changes at low cost</p>  | <p>Transit to Boar's Head/ Farmington &amp; Barracks West</p>   |
| <p>Good TDM greatly aids planners in building alternative infrastructure that people actually use; realistic TDM program which helps people try alternative transport in an "aggressive-passive" manner</p>   | <p>Transit signal priority – include UTS &amp; JAUNT</p>  |
| <p>Need "aggressive-passive" TDM that helps, w/o coercion, people consider other modes than SOV</p>   | <p>Give street space not per car but per person. 30 people in a bus have 30x the right to space as 1 person in a car</p>  |
| <p>individualized TDM outreach (follow up comments: Agree! Yes, let's do)</p>   | <p>Rio Rd. gets worse after the MCP (need county-county transit east)</p>   |
| <p>Limit use of non-renewable fuel for vehicles, specifically petroleum-based gasoline.</p>   | <p>Take commercial pressure off 29 by developing incentives for carpooling, working w/ employers.</p>   |
| <p>Increase safer accommodations for pedestrians, bicyclists and citizens with disabilities while within existing roadway network.</p>  | <p>Build a parallel road east of Rt. 29 from Polo Grounds Rd. to Proffit Rd. A light rail system in median of Rt. 29 to Ruckersville.</p>   |
| <p>This is why we need better public transportation. NOT a Western Bypass that encourages more driving/congestion.</p>  | <p>transit to/ from scottsville; safe, marked bike trail all the way to scottsville, but start with trail connecting Biscuit Run Park into City on VA 20</p>  |
| <p>Bike lane on Barracks Rd at least in one direction to get up hill from shopping ctr towards town</p>   | <p>Ease travel time for those using alternative modes of travel. Increase frequency of bus service &amp; provide a priority lane so that buses are unimpeded by traffic &amp; people will switch modes. Provide safe &amp; convenient facilities for bike/ ped up to Giant/ DMV &amp; to Darden Towe Park</p> |
| <p>On Route 20N</p>   | <p>Need bike/ ped/ transit bridge from S. Pantops Dr. to E. Market or High St.</p>  |
| <p>You must completely embrace bike-ology. Not just a little here and there. And don't forget public showers at places of business. Think it all the way thru. This number is pathetic.</p>   | <p>I have been an advocate for a transit-rail system on the CSX tracks from Crozet to Downtown for almost 25 years and a light rail system in the median of Rt. 29 from U-Hall to Ruckersville for almost that long.</p>  |
| <p>Create a complete, connected bike network</p>  | <p>we run lots of transit routes through here (Pantops &amp; East)</p>  |
| <p>More bike lanes on a comprehensive network. Pavement color changes, "bike boxes" at stop lights.</p>   | <p>is there a possibility of Route 4 dividing up into separate routes? The route seems longer than necessary.</p>   |

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| <p>To create a biking network - look at multiple strategies to keep streets safe. Consider blocks that could be one-way to cars; two-way to bikes. Make use of alleys and small spaces between buildings.</p> | <p>Mass transit must make financial sense – what is the cost of entire bus system divided by number of riders? How much does each rider cost the city? How much waste is created/ carbon footprint used to run empty buses around town? Can we begin to use city alleys again? Can the City maintain as it should be doing? What is our plan to underground powerlines along our roadways?</p> |
| <p>Please look at the Ridge-McIntire intersection. It is not a safe pedestrian crossing.</p>  | <p>transit routes - longer hours each day if needed</p>  |
| <p>Pedestrian activated signals, while well meaning, are detrimental to pedestrians in most high volume city intersections.</p>   | <p>street car connecting UVA &amp; Downtown</p>  |
| <p>Please more bike lanes and trails - please!!</p>   | <p>No rail trolleys</p>  |
| <p>Bike lanes in our light traffic areas (250W) are badly needed</p>  | <p>commuter bus service - + scottsville; effective ridesharing &amp; vehicle sharing programs</p>  |
| <p>Suggested goal to guide planning: Identify (or create) for each neighborhood, a safe biking route to safe arterials for bikes - to connect to City, UVA, businesses, etc.</p>                              | <p>investigate restructuring CAT routes</p>  |
| <p>"along several" - this is not enough</p>   | <p>emphasize alternative means and transit-centered zoning</p>   |
| <p>How can bikes get safely across US29 North? Bikers from west of US29 need access to Charlottesville routes.</p>  | <p>dramatically make shared rides shared vehicles &amp; transit more affordable, available &amp; socially endorsed</p>   |
| <p>You can't put in too many bike lanes. Widen 20 North <u>please</u>. And encourage local businesses to install public showers!</p>  | <p>TDM project will really help!</p>   |
| <p>Bike lanes along 20 North is a good idea.</p>  | <p>a good TDM program which actually helps drivers change behavior</p>   |

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| <p>Review and redo City's standards of design. Quit designing city for gigantic fire department pumper-tricks. A city is for people.</p>   | <p>The marketing of alternative transportation continues to be very poor. Providing brochures to companies to hand out on benefits day is a waste of paper, money because 1) commute trip is hardest to change 2) people are more concerned w/ company health &amp; retirement programs. We need something like TravelSmart which seeks drivers who might change, shows them how – w/o coercion – to change any trip and lets the individual decide how to solve his/ her transportation needs. This approach has led all over the world to a 12-15% VMT reduction and allowed transportation planners to connect SOLELY w/ people who want and will use alternatives. Hence, expensive infrastructure actually gets used. Furthermore, politicians, both conservative and liberal, love it, because practitioners are only speaking w/ people who want to listen and it costs, relative to building more roadways, next to nothing.</p> |
| <p>You say one thing and then show something else - it seems like you really don't get it. Would you want to walk on this sidewalk?</p>  | <p>Individualized TDM to seek behavior changes at low cost</p>   |
| <p>This is WRONG! Put a space between the sidewalk and road for a safety buffer and for street trees. If you don't, then the owner fo the property ends up planting Bradford pears. (Complete streets (photo of Hillside Drive))</p> | <p>We need to find ways to alleviate the traffic congestion that seems to be growing in our community. Traffic signals do not seem to be in synch with each other nor do they seem to synchronize with the traffic patterns that are occurring. People need alternative options to get to main areas such as UVA, downtown, 29 North, etc. via auto or bikes. Improve the transit system. Maybe more people would use transit if it were more convenient. Convenience could be run more frequently or to locations that could use transit, i.e. Barracks Rd. near Colonades, Pantops, MJH, 29 North- Walmart, Target, etc. Need to provide more incentives that encourage people to bike, i.e. lockers</p>   |
| <p>Create dedicated funding amount minimum for annual bike/ped improvements</p>  | <p>Good TDM greatly aids planners in building alternative infrastructure that people actually use; realistic TDM program which helps people try alternative transport in an "aggressive-passive" manner</p>  |
| <p>Why not everywhere instead of "where possible"?</p>   | <p>Do not improve single occupancy vehicle transportation. Make things get difficult enough by design that alternate forms of transportation become an attractive reality.</p>   |
| <p>Why are there no sidewalks along McIntire in front of the county office building - all the way to intersection?</p>   | <p>charge more to park to encourage people to use alternative transportation</p>   |

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| <p>Add sidewalks between city line and Fontaine Research Park</p>   | <p>As UVA develops - more pressure on West Main &amp; Cherry Ave. - risk of cut through traffic on small residential roads. Bike lanes on the Corner &amp; WM are dangerous (I have been hit by a car).<br/>Need satellite parking &amp; good transit btwn UVA- Downtown</p>   |
| <p>Bike lanes separated from travel lanes along W. Main St. by moving parking spaces out from curb</p>  | <p>Offer an incentive for riding alternate transportation. Perhaps a few rides = \$ in gas money for your car. This ties in both forms of transportation. Offer free rides for first-time riders. Teach kids in school the process/ procedure for taking the bus, paying the fare &amp; mapping routes. Encourage young people to take the bus, so they continue the practice over next generations, thus cutting excessive auto use.</p>  |
| <p>Good: sidewalk; Bad: property maintenance</p>  | <p>Need "aggressive-passive" TDM that helps, w/o coercion, people consider other modes than SOV</p>  |
| <p>Widen Route 20 for bikes! [second comment] and this passes for "sharing the road" mentality?</p>   | <p>individualized TDM outreach (follow up comments: Agree! Yes, let's do)</p>  |
| <p>Let's make it alternative transport, NOT car</p>   | <p>Zipcar downtown</p>   |
| <p>Build Rivanna footbridge from Woolen Mills to Martha Jefferson/State Farm properties</p>   | <p>Providing more &amp; wider streets encourages more auto traffic at a faster pace. Perhaps alternatives to auto travel would be appropriate. Metro &amp; bus travel in larger cities is widely used. What about buses that pick up workers in outskirts (Greene, for example) &amp; bring them to areas in the city? I would keep transit as the provider for folks w/ disabilities &amp; a different bus service for the working force travelers. Building more roads does not address the root of the problem. Getting folks out of their cars addresses the source.</p> |
| <p>Pedestrian bridge b/w Pen Park and Towe Park</p>   | <p>Convenient routes for pedestrians, bicyclists, and buses and 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 in the Neighborhood Center.</p>  |
| <p>People bridge between Towe and Pen Parks!</p>  | <p>This is good but other projects were missed opportunities for bike/ped improvements: South Lawn, Cancer Center, etc (Streetscape Improvements -Arlington Boulevard)</p>   |
| <p>Better connectivity for ped and bikes to Neighborhood Model Areas (within the area and to/from other areas)</p>                                  | <p>Use a connectivity index for all roads and apply to bike and ped networks</p>   |
| <p>Goals, yes, but bicycle infrastructure often gets tossed out in implementation. Loss of one whole bike lane at University's south lawn, etc.</p> | <p>Parallelism? Where is the active verb? ("Convenient routes for pedestrians...")</p>   |



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| <i>I think it's pretty obvious from the comments here that people want more bikeable/walkable/public transit towns and less money being spent to encourage car congestion. We want a smart/progressive transportation network, NOT an outdated W. bypass supported by a rich few.</i> | <i>Goals, yes, but bicycle infrastructure often gets tossed out in implementation. Loss of one whole bike lane at University's south lawn, etc.</i>   |
| <i>Yes, but could always use more specifics on bike/ped/transit, along with implementation and follow-through.</i>  | <i>I think it's pretty obvious from the comments here that people want more bikeable/walkable/public transit towns and less money being spent to encourage car congestion. We want a smart/progressive transportation network, NOT an outdated W. bypass supported by a rich few.</i> |
| <i>Adopt and <u>enforce</u> a "complete streets" policy</i>   | <i>Connect parks and open space throughout the city</i>   |
| <i>More pedestrian improvements in urban areas (Good Job on Georgetown Road! Do More!)</i>  | <i>Linear parks with a transportation purpose</i>   |
| <i>Remind bicyclists to share road also</i>   | <i>Region is expanding quickly – busses from Crozet?</i>  |
| <i>Identify and create safe biking routes to and from all parts of the city and urban ring of county.</i>   | <i>I would love to see more emphasis on slow rail – Cville to Richmond, Cville to Staunton and points west, Red Hill to Cville! – it would be wonderful if we could resurrect our historic depots.</i>  |
| <i>Build Rivanna Bike and Pedestrian Bridge ASAP.</i>   | <i>My admittedly idiosyncratic dream is a system of streetcars heading out into the county, so I can leave my car in the driveway.</i>  |
| <i>Construct a multiuse trail from Rivanna River at Bent Creek to Biscuit Run.</i>  | <i>More public transit.</i>   |
| <i>Connect Darden Towe Park and Pen Park with a bridge.</i>   | <i>Get going on key studies (BRT on 29, transit links around congestion) and proceed to implementation.</i>   |
| <i>while I love Multi-use paths they are expensive. Copenhagen only has one completed in 2009, but has 38% of workers arriving on two wheels.</i>   | <i>I am not aware of any ride share system.</i>   |
| <i>As part of the Meadowcreek Parkway – get trail under RR underpass.</i>   | <i>Help with efforts to reduce bus headways &amp; expand Sunday service.</i>  |
| <i>Bicycle on road facility both directions on Hillsdale Drive.</i>   | <i>Needed public transportation on Rio Road as for new development.</i>   |
| <i>Put bike lanes on both sides of Hillsdale Drive Extended.</i>  | <i>Need strong "pull" TDM method. Park/Ride is great but must communicate it well.</i>  |
| <i>Add Bike Lanes to Georgetown Road, what a missed opportunity.</i>  | <i>Free Bridge: Transit-only bridge that bypasses Freebridge.</i>   |
| <i>Bike access on Georgetown Road.</i>  | <i>Save our regional rail service. (3 indications of agreement)</i>   |
| <i>Spend on Bike/Ped, Transit, BEFORE road for cars.</i>  | <i>Transportation. Bike lanes. Bus routes. Sidewalks</i>  |
| <i>Bicycle facility for all new construction.</i>   | <i>Connectivity for walking and biking</i>  |
| <i>There are a lot of pedestrians along 29 N, but virtually no provision for them to cross road.</i>  | <i>Need more bike paths - safe!</i>   |
| <i>Need more bike paths - safe!</i>   |   |

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**Charlottesville**

**Albemarle**

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| Designate separate trails both commuting and recreation to avoid user conflicts.  |
| <i>Dedicated multi-use paths that transect the city</i>   |
| 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.   |
| <i>This is good but other projects were missed opportunities for bike/ped improvements: South Lawn, Cancer Center, etc (Streetscape Improvements -Arlington Boulevard)</i>  |
| <i>Use a connectivity index for all roads and apply to bike and ped networks</i>  |
| <i>Use RR under/overpasses to create new trail connections</i>  |
| <i>Connect city and county in multiple places by bike/ped bridges: Azalea Park; Darden Towe-Pen; Pantops - Woolen Mills; Belvedere - areas north</i>  |
| <i>Focus on connections here - consider any and all connections for bikes and walking that reduce dependence on cars. Build any and all connections that enable kids to walk to school.</i>   |
| <i>Bridge for people between Towe and Pen Parks. Better: between Riverview and State Farm/MJH</i>   |
| <i>Connect bikeway between Commonwealth and Berkmar</i>   |
| <i>Connect parks and open space throughout the city</i>   |
| <i>Linear parks with a transportation purpose</i>   |
| <i>Big issue is connectivity. Make it a goal, policy and priority for implementation. Require new private development to build a framework for connectivity – seek out, fund and encourage local connectivity desires (e.g. new trails, sidewalks, connector roads)</i> |
| <i>Connections for cyclists from city to county</i>   |
| <i>Bike and Ped for a multimodal network. (o 3 indications of agreement)</i>  |
| <i>Bike trails should link all areas</i>  |
| <i>Bike commuting should be facilitated</i>   |
| <i>Transportation. Bike lanes. Bus routes. Sidewalks</i>  |
| <i>Connectivity for walking and biking</i>  |
| <i>Create more incentives for bicyclists</i>  |
| <i>Sidewalks sidewalks sidewalks</i>  |
| <i>people will walk or bike, but only if safe</i>   |
| <i>more bike paths and lanes on existing roads</i>  |

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| <i>more sidewalks &amp; bike facilities; [RTA] - esp if it can be empowered to levy taxes</i>  |
| <i>More bikes. Set up bike share w/ UVA.</i>   |
| <i>we need more interesting accessible areas so that walking is easy &amp; pleasurable</i>   |
| <i>MCP &amp; MRE are a terrible idea. Stop building new roads. Use our transportation dollars to improve sidewalks, bike paths &amp; public transit. Building new roads encourages more people to drive - more &amp; more. Maintain existing roads.</i>                  |
| <i>Improve bike access from North to UVA, Rio &gt; Georgetown &gt; Millmont &gt; Massie &gt; Alderman. Improve intersection at Alderman &amp; Ivy for bike travel N &amp; S.</i>   |
| <i>Prefer off street bike lanes.</i>   |
| <i>There are many streets in Belmont where I am moving that do not have sidewalks. Sidewalk connections on all roads in the city should be a priority. Walking on the street is not safe, especially for young children when trying to walk to the park or downtown.</i> |
| <i>I can't bike here (Pantops &amp; East)</i>  |
| <i>Build a bridge across Rivanna ... with multi-modal access</i>   |
| <i>build a footbridge across RR</i>  |
| <i>connected sidewalk system - separated bike lane across Free Bridge (either side); bike-ped connection across Rivanna to MJH</i>   |
| <i>build a ped-transit bridge across RR; improve transit access to VA Clinic, MJH &amp; Social Security</i>  |
| <i>build a bike-ped bridge across the RR</i>   |
| <i>Pantops needs some parallel roads - another bridge across Rivanna - bike access to MJH</i>  |
| <i>transit to/ from scottsville; safe, marked bike trail all the way to scottsville, but start with trail connecting Biscuit Run Park into City on VA 20</i>   |
| <i>Add sidewalks to existing roads if we don't cut down trees; Reduce development</i>  |
| <i>I believe giving citizens the option of biking is very important. People will not drive less if they do not have an alternative.</i>  |
| <i>Build footbridge from Riverview to State Farm/ MJH</i>  |
| <i>pilot a shared ride, shared vehicle strategy; Plan a off street bike/ walk path connecting Biscuit Run Park to Walnut Creek Park</i>  |
| <i>I bike most places. Some roads are currently very dangerous.</i>  |

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| <i>Increased mix use development along Rt. 29 coupled with a North-South bike trail would be great!</i>   |  |
| <i>Crozet has the least of worries as anyone can easily hop on 64 and get into town if 250 becomes congested. I do think that building a connecting road between Three Notch'd Rd. &amp; 250 is a good idea, but I think that Crozet has great potential for locals to bike into Crozet so bike paths should also be made a priority</i>                  |  |
| <i>Rock Store to Ivy Creek Natural Area (Hydraulic @ Earlysville Rd.)</i>   |  |
| <i>Better legal bike access to McCormick Rd. from the east (avoiding hills)</i>   |  |
| <i>Put \$ into all bike-ped – illustrate it as transportation NOT recreation</i>  |  |
| <i>Connecting downtown to PVCC/ Rt. 53</i>  |  |
| <i>Linear parks along Rivanna North &amp; South Forks to Glenmore. Bike/ Ped transportation network throughout</i>  |  |
| <i>Move signs from sidewalks</i>  |  |
| <i>Footbridge over Rivanna at Pantops</i>   |  |
| <i>Between city &amp; county south of the city</i>  |  |
| <i>Complete sidewalks to Colonnades</i>   |  |
| <i>Sidewalks throughout City – all streets</i>  |  |
| <i>How do pedestrians &amp; bikes safely cross US 29, especially at Hydraulic &amp; Greenbrier</i>  |  |
| <i>In general, the lack of long bike, walk, scooter trails is stupid (what about so many other communities who have long ago solved the planning issues?! → see Australia or Bellingham WA</i>  |  |
| <i>Instead of Western Bypass build an eastern bypass, eg. Madison Rt. 231 &gt; Rt. 15 &gt; Zion Crossroads &gt; I-64. Connect local bikeways on existing roads. East eg. Berkmar &gt; Commonwealth &gt; Georgetown &gt; UVA. West eg. Hilton Heights &gt; Carrsbrook &gt; Huntington &gt; Meadowcreek &gt; Downtown. Safe routes for Woodbrook School</i> |  |
| <i>interjurisdictional greenways/ bike paths</i>  |  |
| <i>need statistics on usage and cost-effectiveness of bike paths</i>  |  |
| <b>Local Transportation</b>   |  |
| <i>Efficiently manage the capacity of the arterial roadway network, relieving congestion and increased traffic on local streets.</i>  | <i>A network of streets, bikeways, pedestrian paths, and bus routes will connect new neighborhoods as well as existing residential areas and nonresidential districts.</i> |
| <i>Transit signal priority</i>  | <i>Safe crosswalks across 29</i>   |

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| <p>Yes to decrease cut-through traffic!</p>  | <p>(with arrow to above comment) I agree completely. Our standards in design manual and subdivision ordinance precludes creative, forward thinking green development.</p>                                     |
| <p>Cut-through happens because it's the only way to get around. Support planned road to move traffic.</p>  | <p>Rio Rd/Park St sidewalks and <u>bike lanes</u></p>   |
| <p>Work with two local governments to ensure that zoning and site plan approval processes will ensure connected roadways and inter-parcel connections.</p>   | <p>Re-write design manual for streets. Abandon over-wide standards that make fire engines feel at home but leave the rest of us at a loss.</p>  |
| <p>What about local travel patterns to address congestion? Has the "traffic calming" of more and more cul-de-sacs suffieciently addressed this enough yet?</p>   | <p>This is why we need better public transportation. NOT a Western Bypass that encourages more driving/congestion.</p>  |
| <p>Some form of synchronized traffic signals need to occur at the 250 bypass and intersection of McIntire/Rdge. Traffic making left turn from 250 west backs up into 250 making it difficult for traffic on 250 to go when the light turns green.</p>                    | <p>You must completely embrace bike-ology. Not just a little here and there. And don't forget public showers at places of business. Think it all the way thru. This number is pathetic.</p>                   |
| <p>synchronize traffic lights</p>  | <p>On Route 20N (bike lanes)</p>  |
| <p>As UVA develops - more pressure on West Main &amp; Cherry Ave. - risk of cut through traffic on small residential roads. Bike lanes on the Corner &amp; WM are dangerous (I have been hit by a car). Need sattelite parking &amp; good transit btwn UVA- Downtown</p> | <p>Transit signal priority</p>  |
| <p>Investigate transit signal priority</p>   | <p>Create a complete, connected bike network</p>  |
| <p>Establish routes along continuous height and weight limitations on bridges throughout the City.</p>   | <p>More bike lanes on a comprehensive network. Pavement color changes, "bike boxes" at stop lights.</p>   |
| <p>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.</p>   | <p>To create a biking network - look at multiple strategies to keep streets safe. Consider blocks that could be one-way to cars; two-way to bikes. Make use of alleys and small spaces between buildings.</p> |
| <p>Develop an efficient transportation system without doing so at the cost of neighborhood character due to transportation improvements.</p>   | <p>Please look at the Ridge-McIntire intersection. It is not a safe pedestrian crossing.</p>  |
| <p>Re-write design manual for streets. Abandon over-wide standards that make fire engines feel at home but leave the rest of us at a loss.</p>   | <p>Pedestrian activated signals, while well meaning, are detrimental to pedestrians in most high volume city intersections.</p>   |
| <p>(with arrow to above comment) I agree completely. Our standards in design manual and subdivision ordinance precludes creative, forward thinking green development.</p>  | <p>Please more bike lanes and trails - please!!</p>   |
| <p>Which street trees? No more Bradford pears! Or Rogwoods. Oaks, maple, horse chesnut, Linden plane</p>   | <p>Bike lanes in our light traffic areas (250W) are badly needed</p>  |
| <p>No more 8 lane highways. (o 1 indication of agreement)</p>  | <p>Subdivisions should not be built until road network is in place to deal with increased traffic.</p>  |

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| Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, minimizing environmental impacts and accommodating pedestrians, bicycles and transit users. | <i>Suggested goal to guide planning: Identify (or create) for each neighborhood, a safe biking route to safe arterials for bikes - to connect to City, UVA, businesses, etc.</i>   |
| <i>Question: is there such a creature as an "environmentally" friendly parking garage?</i>  | <i>"along several" - this is not enough</i>  |
| <i>Properly price parking based on the market. What does "demand" mean when the price is zero?</i>  | <i>How can bikes get safely across US29 North? Bikers from west of US29 need access to Charlottesville routes.</i>   |
| <i>See Don Shoup's work on parking</i>  | <i>You can't put in too many bike lanes. Widen 20 North <u>please</u>. And encourage local businesses to install public showers!</i>   |
| Provide consistent parking standards that are supportive of neighborhood goals and that enhance neighborhood goals and objectives.  | <i>Bike lanes along 20 North is a good idea.</i>   |
|   | <i>Review and redo City's standards of design. Quit designing city for gigantic fire department pumper-tricks. A city is for people.</i>   |
|   | <i>You say one thing and then show something else - it seems like you really don't get it. Would you want to walk on this sidewalk?</i>  |
|   | <i>This is WRONG! Put a space between the sidewalk and road for a safety buffer and for street trees. If you don't, then the owner fo the property ends up planting Bradford pears. (Complete streets (photo of Hillside Drive))</i> |
|   | <i>Create dedicated funding amount minimum for annual bike/ped improvements</i>  |
|   | <i>Why not everywhere instead of "where possible"?</i>   |
|   | <i>Why are there no sidewalks along McIntire in front of the county office building - all the way to intersection?</i>   |
|   | <i>Add sidewalks between city line and Fontaine Research Park</i>  |
|   | <i>Bike lanes separated from travel lanes along W. Main St. by moving parking spaces out from curb</i>   |
|   | <i>Good: sidewalk; Bad: property maintenance</i>   |
|   | <i>Use RR under/overpasses to create new trail connections</i>   |
|   | <i>Connect city and county in multiple places by bike/ped bridges: Azalea Park; Darden Towe-Pen; Pantops - Woolen Mills; Belvedere - areas north</i>   |
|   | <i>Focus on connections here - consider any and all connections for bikes and walking that reduce dependence on cars. Build any and all connections that enable kids to walk to school.</i>  |

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|  | <i>Bridge for people between Towe and Pen Parks. Better: between Riverview and State Farm/MJH</i>   |
|  | <i>Connect bikeway between Commonwealth and Berkmar</i>   |
|  | <i>Widen Route 20 for bikes! [second comment] and this passes for "sharing the road" mentality?</i>   |
|  | <i>Build Rivanna footbridge from Woolen Mills to Martha Jefferson/State Farm properties</i>   |
|  | <i>Pedestrian bridge b/w Pen Park and Towe Park</i>   |
|  | <i>People bridge between Towe and Pen Parks!</i>  |
|  | <i>Better connectivity for ped and bikes to Neighborhood Model Areas (within the area and to/from other areas)</i>  |
|  | <i>Yes, but could always use more specifics on bike/ped/transit, along with implementation and follow-through.</i>  |
|  | <i>Big issue is connectivity. Make it a goal, policy and priority for implementation. Require new private development to build a framework for connectivity – seek out, fund and encourage local connectivity desires (e.g. new trails, sidewalks, connector roads)</i> |
|  | <i>Connections for cyclists from city to county</i>   |
|  | <i>Adopt and enforce a "complete streets" policy</i>  |
|  | <i>Bike and Ped for a multimodal network. (o 3 indications of agreement)</i>  |
|  | <i>More pedestrian improvements in urban areas (Good Job on Georgetown Road! Do More!)</i>  |
|  | <i>Pedestrian improvements on 29N on Rio Rd near mall.</i>  |
|  | <i>Dedicated multi-use paths that transect the city</i>   |
|  | <i>Bike Facilities on Western Bypass</i>  |
|  | <i>Widen Route 20 N for bikes</i>   |
|  | <i>Remind bicyclists to share road also</i>   |
|  | <i>Identify and create safe biking routes to and from all parts of the city and urban ring of county.</i>   |
|  | <i>Build Rivanna Bike and Pedestrian Bridge ASAP.</i>   |
|  | <i>Construct a multiuse trail from Rivanna River at Bent Creek to Biscuit Run.</i>  |
|  | <i>Connect Darden Towe Park and Pen Park with a bridge.</i>   |
|  | <i>while I love Multi-use paths they are expensive. Copenhagen only has one completed in 2009, but has 38% of workers arriving on two wheels.</i>   |
|  | <i>As part of the Meadowcreek Parkway – get trail under RR underpass.</i>   |
|  | <i>Bicycle on road facility both directions on Hillsdale Drive.</i>   |

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|  | <i>Put bike lanes on both sides of Hillsdale Drive Extended.</i>   |
|  | <i>Add Bike Lanes to Georgetown Road, what a missed opportunity.</i>   |
|  | <i>Bike access on Georgetown Road.</i>   |
|  | <i>Spend on Bike/Ped, Transit, BEFORE road for cars.</i>   |
|  | <i>Bicycle facility for all new construction.</i>  |
|  | <i>Work with two local governments to ensure that zoning and site plan approval processes will ensure connected roadways and inter-parcel connections.</i>   |
|  | <i>There are a lot of pedestrians along 29 N, but virtually no provision for them to cross road.</i>   |
|  | <i>Connect Berkmar to Commonwealth</i>   |
|  | <i>Bike trails should link all areas</i>   |
|  | <i>Bike commuting should be facilitated</i>  |
|  | <i>Create more incentives for bicyclists</i>   |
|  | <i>Sidewalks sidewalks sidewalks</i>   |
|  | <i>people will walk or bike, but only if safe</i>  |
|  | <i>more bike paths and lanes on existing roads</i>   |
|  | <i>more sidewalks &amp; bike facilities; [RTA] - esp if it can be empowered to levy taxes</i>  |
|  | <i>More bikes. Set up bike share w/ UVA.</i>   |
|  | <i>we need more interesting accessible areas so that walking is easy &amp; pleasurable</i>   |
|  | <i>MCP &amp; MRE are a terrible idea. Stop building new roads. Use our transportation dollars to improve sidewalks, bike paths &amp; public transit. Building new roads encourages more people to drive - more &amp; more. Maintain existing roads.</i>                  |
|  | <i>Improve bike access from North to UVA, Rio &gt; Georgetown &gt; Millmont &gt; Massie &gt; Alderman. Improve intersection at Alderman &amp; Ivy for bike travel N &amp; S.</i>   |
|  | <i>Prefer off street bike lanes.</i>   |
|  | <i>There are many streets in Belmont where I am moving that do not have sidewalks. Sidewalk connections on all roads in the city should be a priority. Walking on the street is not safe, especially for young children when trying to walk to the park or downtown.</i> |
|  | <i>I can't bike here (Pantops &amp; East)</i>  |
|  | <i>Build a bridge across Rivanna ... with multi-modal access</i>   |
|  | <i>build a footbridge across RR</i>  |
|  | <i>connected sidewalk system - separated bike lane across Free Bridge (either side); bike-ped connection across Rivanna to MJH</i>   |



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|  | <i>build a ped-transit bridge across RR; improve transit access to VA Clinic, MJH &amp; Social Security</i>  |
|  | <i>build a bike-ped bridge across the RR</i>   |
|  | <i>Pantops needs some parallel roads - another bridge across Rivanna - bike access to MJH</i>  |
|  | <i>transit to/ from scottsville; safe, marked bike trail all the way to scottsville, but start with trail connecting Biscuit Run Park into City on VA 20</i>   |
|  | <i>Add sidewalks to existing roads if we don't cut down trees; Reduce development</i>  |
|  | <i>I believe giving citizens the option of biking is very important. People will not drive less if they do not have an alternative.</i>  |
|  | <i>Build footbridge from Riverview to State Farm/ MJH</i>  |
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|  | <i>I bike most places. Some roads are currently very dangerous.</i>  |
|  | <i>Increased mix use development along Rt. 29 coupled with a North-South bike trail would be great!</i>  |
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|  | <i>Rock Store to Ivy Creek Natural Area (Hydraulic @ Earlysville Rd.)</i>  |
|  | <i>Better legal bike access to McCormick Rd. from the east (avoiding hills)</i>  |
|  | <i>Put \$ into all bike-ped – illustrate it as transportation NOT recreation</i>   |
|  | <i>Connecting downtown to PVCC/ Rt. 53</i>   |
|  | <i>Linear parks along Rivanna North &amp; South Forks to Glenmore. Bike/ Ped transportation network throughout</i>   |
|  | <i>Move signs from sidewalks</i>   |
|  | <i>Footbridge over Rivanna at Pantops</i>  |
|  | <i>Between city &amp; county south of the city</i>   |
|  | <i>Complete sidewalks to Colonnades</i>  |
|  | <i>Sidewalks throughout City – all streets</i>   |
|  | <i>How do pedestrians &amp; bikes safely cross US 29, especially at Hydraulic &amp; Greenbrier</i>   |

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|  | <i>In general, the lack of long bike, walk, scooter trails is stupid (what about so many other communities who have long ago solved the planning issues?! → see Australia or Bellingham WA</i>  |
|  | <i>synchronize traffic lights</i>   |
|  | <i>Investigate transit signal priority</i>  |
|  | <i>Instead of Western Bypass build an eastern bypass, eg. Madison Rt. 231 &gt; Rt. 15 &gt; Zion Crossroads &gt; I-64. Connect local bikeways on existing roads. East eg. Berkmar &gt; Commonwealth &gt; Georgetown &gt; UVA. West eg. Hilton Heights &gt; Carrsbrook &gt; Huntington &gt; Meadowcreek &gt; Downtown. Safe routes for Woodbrook School</i> |
|  | <i>Where topography permits, alleys will provide rear access to parcels, allowing for and facilitating the provision of garages and utilities to the rear of houses.</i>  |
|  | <i>Parking for the automobile will not result in an excessive amount of paved area; parking on the street will be the norm, and parking lots will be provided to the rear and/or sides of buildings.</i>  |
|  | <i>Question: is there such a creature as an "environmentally" friendly parking garage?</i>  |
|  | <i>Properly price parking based on the market. What does "demand" mean when the price is zero?</i>  |
|  | <i>See Don Shoup's work on parking</i>  |
|  | <i>As the fundamental element of public space within the neighborhood, the street will make the neighborhood inviting with street trees and landscaping. Sidewalks or paths that connect houses to each other and to centers and common areas will be the norm. Walks will connect sidewalks to front doors and main entrances.</i>                       |
|  | <i>Re-write design manual for streets. Abandon over-wide standards that make fire engines feel at home but leave the rest of us at a loss.</i>  |
|  | <i>(with arrow to above comment) I agree completely. Our standards in design manual and subdivision ordinance precludes creative, forward thinking green development.</i>   |
|  | <i>Which street trees? No more Bradford pears! Or Rogwoods. Oaks, maple, horse chesnut, Linden plane</i>  |

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| <b>Uncategorized Comments</b>  |  |
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| <i>Asking 1 dot for safety of the transportation network is too broad for good feedback. My answer differs as a driver, cyclist, and pedestrian</i>  | <i>Asking 1 dot for safety of the transportation network is too broad for good feedback. My answer differs as a driver, cyclist, and pedestrian</i>  |
| <i>Have intro to comp plan in electronic format on line - don't just jump right in</i>   | <i>Have intro to comp plan in electronic format on line - don't just jump right in</i>   |
| <i>Too much information to take in and be able to provide comments on. It's like passing by billboards.</i>  | <i>Too much information to take in and be able to provide comments on. It's like passing by billboards.</i>  |
| <i>Can this be compared to income?</i>   | <i>Can this be compared to income?</i>   |
| <i>Too much info!</i>  | <i>Too much info!</i>  |
| <i>Please clarify which comp plan</i>  | <i>Please clarify which comp plan</i>  |
| <i>Please no red light cameras - ever!</i>   | <i>Please no red light cameras - ever!</i>   |
| <i>This is a whole lot of information to take in!</i>  | <i>This is a whole lot of information to take in!</i>  |
| <i>What is the plan for transportation?</i>  | <i>What is the plan for transportation?</i>  |
| <i>Please consider an uncommon planning goal: identifying our community's OPTIMAL SUSTAINABLE POPULATION SIZE, and providing infrastructure to meet only that size (and adjust zoning to allow only residential units that will not exceed that size)</i>  | <i>Please consider an uncommon planning goal: identifying our community's OPTIMAL SUSTAINABLE POPULATION SIZE, and providing infrastructure to meet only that size (and adjust zoning to allow only residential units that will not exceed that size)</i>  |
| <i>Is there any plan for limiting population growth?</i>   | <i>Is there any plan for limiting population growth?</i>   |
| <i>1. More focus on infrastructure that keeps up with growth and development. 2. Strategy needed for redevelopment - Albemarle Square, Shopper's World, Seminole Fashion Square. 3. County needs to track monthly status of development/zoning. For ex, how many approved, built/unbuilt, number of units, VDOT impact of each. BOS and PC should always have.</i> | <i>1. More focus on infrastructure that keeps up with growth and development. 2. Strategy needed for redevelopment - Albemarle Square, Shopper's World, Seminole Fashion Square. 3. County needs to track monthly status of development/zoning. For ex, how many approved, built/unbuilt, number of units, VDOT impact of each. BOS and PC should always have.</i> |
| <i>State your goals in a positive way, NOT what you are NOT going to do. E.g. make connections such as build a pedestrian bridge between Towe and Pen Parks</i>  | <i>State your goals in a positive way, NOT what you are NOT going to do. E.g. make connections such as build a pedestrian bridge between Towe and Pen Parks</i>  |
| <i>How do you propose to do that?</i>  | <i>How do you propose to do that?</i>  |
| <i>What is the opposite of linear development? So you are going to encourage... what exactly?</i>  | <i>What is the opposite of linear development? So you are going to encourage... what exactly?</i>  |
| <i>Market them how? (City Owned Property)</i>  | <i>Market them how?</i>  |
| <i>Guide and monitor means what? What authority and follow-thru will exist?</i>  | <i>Guide and monitor means what? What authority and follow-thru will exist?</i>  |
| <i>Would be clearer if Albemarle County and Charlottesville title blocks are different colors</i>  | <i>Would be clearer if Albemarle County and Charlottesville title blocks are different colors</i>  |
| <i>Again, infrastructure needs to keep pace with development</i>   | <i>Again, infrastructure needs to keep pace with development</i>   |
| <i>Make sure adequate plans in place for infrastructure services <u>before</u> approving development</i>   | <i>Make sure adequate plans in place for infrastructure services <u>before</u> approving development</i>   |
| <i>Will there be a limit on population - Cville is only 10 sq miles</i>  | <i>Will there be a limit on population - Cville is only 10 sq miles</i>  |

Community Comments related to Land Use and Transportation, October 27, 2011  
and to Transportation on January 26, 2012

**Charlottesville**

**Albemarle**

|   |   |
|---|---|
| <i>Please! County and city staff, mention the possibility of a 4 mile linear park where the Rivanna forms the City-County border.</i>   | <i>Please! County and city staff, mention the possibility of a 4 mile linear park where the Rivanna forms the City-County border.</i>   |
| <i>Is that why a road was ok'd in McIntire Park? That's taken over 40 years to do?</i>  | <i>Original model referred to specific neighborhoods A, B, C, D, etc. Will update continue this?</i>  |
| <i>The Planning Commission has never met a project that they didn't waive "critical slopes"</i>   | <i>Yes, goals are general enough so that they are supportive</i>  |
| <i>Yes, goals are general enough so that they are supportive</i>  | <i>I think planners are well intentioned.</i>   |
| <i>I think planners are well intentioned.</i>   | <i>I'm impressed by the thoughtful work being done.</i>   |
| <i>I'm impressed by the thoughtful work being done.</i>   | <i>No, traffic is too heavy on Hydraulic Rd/29 N and 295/250W exit.</i>   |
| <i>No, traffic is too heavy on Hydraulic Rd/29 N and 295/250W exit.</i>   | <i>Yes.</i>   |
| <i>Yes.</i>   | <i>The sensible ones, yes. The frivolous ones, no.</i>  |
| <i>The sensible ones, yes. The frivolous ones, no.</i>  | <i>Yes, with some more specifics.</i>   |
| <i>Yes, with some more specifics.</i>   | <i>The city and county have <u>very</u> different goals. Ask individual citizens – who do not go to this sort of meeting – their answer “we have nothing in common with the county”.</i>  |
| <i>The city and county have <u>very</u> different goals. Ask individual citizens – who do not go to this sort of meeting – their answer “we have nothing in common with the county”.</i>  | <i>Goals are inherently future-oriented so they should create a vision of the future network, not just support the existing one. But yes, in general.</i>   |
| <i>Goals are inherently future-oriented so they should create a vision of the future network, not just support the existing one. But yes, in general.</i>   | <i>I think there has been good planning in many areas, but it seems that all planning is subject to being trumped by a political process (midnight vote for bypass at request of governor). We can't have a reasonable process for building a transportation network that meets people's needs if this kind of thing will be happening!</i> |
| <i>I think there has been good planning in many areas, but it seems that all planning is subject to being trumped by a political process (midnight vote for bypass at request of governor). We can't have a reasonable process for building a transportation network that meets people's needs if this kind of thing will be happening!</i> | <i>Not in northern Albemarle County.</i>  |
| <i>Goals, yes, but recent expenditure history is questionable.</i>  | <i>Goals, yes, but recent expenditure history is questionable.</i>  |

Community Comments related to Land Use and Transportation, October 27, 2011  
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**Charlottesville**

**Albemarle**

|   |   |
|---|---|
| <i>I think the development at the corner of 29/Hydraulic is an example of what not to pursue. The empty stores should be filled before more are permitted. And why do we need to lose all of those trees to cause even more congestion at a very dysfunctional intersection? People will be killed, I predict, by the traffic problems.</i> | <i>I think the development at the corner of 29/Hydraulic is an example of what not to pursue. The empty stores should be filled before more are permitted. And why do we need to lose all of those trees to cause even more congestion at a very dysfunctional intersection? People will be killed, I predict, by the traffic problems.</i> |
| <i>I would like to see less coziness between the BOS and developers, particularly when it comes to rezoning.</i>  | <i>I would like to see less coziness between the BOS and developers, particularly when it comes to rezoning.</i>  |
| <i>Subdivisions should not be built until road network is in place to deal with increased traffic.</i>  | <i>Consider regional/state gasoline tax hike (as Maryland is) to help drivers consider other modes. Even the discussion would help citizens realize that our transportation paradigm isn't sustainable.</i>   |
| <i>Consider regional/state gasoline tax hike (as Maryland is) to help drivers consider other modes. Even the discussion would help citizens realize that our transportation paradigm isn't sustainable.</i>   | <i>A need for a closer discernment for <u>what</u> is zoned and rezoned.</i>  |
| <i>A need for a closer discernment for <u>what</u> is zoned and rezoned.</i>  | <i>Listen to your citizens and engage the full community not just the folks who turn out anyway.</i>  |
| <i>Listen to your citizens and engage the full community not just the folks who turn out anyway.</i>  | <i>This is a very political problem, what we need is for Albemarle County to adequately fund its operations, and not try so hard to give any developer anything they want!</i>  |
| <i>This is a very political problem, what we need is for Albemarle County to adequately fund its operations, and not try so hard to give any developer anything they want!</i>  | <i><u>Do not</u> build roads – data shows new roads <u>increase</u> traffic.</i>  |
| <i><u>Do not</u> build roads – data shows new roads <u>increase</u> traffic.</i>  | <i>This is too much information to absorb</i>   |
| <i>This is too much information to absorb</i>   | <i>Decreasing capacity increases health w/o making congestion worse, many internal studies show this. Also, helps build neighborhood.</i>   |
| <i>Decreasing capacity increases health w/o making congestion worse, many internal studies show this. Also, helps build neighborhood.</i>   | <i>Look what international studies have done wondrously for such noteworthy places as Milwaukee and Portland.</i>   |
| <i>Look what international studies have done wondrously for such noteworthy places as Milwaukee and Portland.</i>   | <i>Lighting is totally absent on Rio Road between F.S. Mall and Old Brook. This is very hazardous because there are a lot of pedestrians (some of whom have been hit).</i>  |
| <i>Lighting is totally absent on Rio Road between F.S. Mall and Old Brook. This is very hazardous because there are a lot of pedestrians (some of whom have been hit).</i>  | <i>Individualized marketing smart travel.</i>   |
| <i>Do a real LRTP instead of just putting the TIPS together and saying that is it.</i>  | <i>Do a real LRTP instead of just putting the TIPS together and saying that is it.</i>  |
| <i>Not a single "Construction On-going" project</i>   | <i>Not a single "Construction On-going" project</i>   |
| <i>Too much info to absorb.</i>   | <i>Too much info to absorb.</i>   |

Community Comments related to Land Use and Transportation, October 27, 2011  
and to Transportation on January 26, 2012

**Charlottesville**

**Albemarle**

|  |  |
|--|--|
| <i>If there isn't new sources of funding, it will only get worse<br/>we shouldn't just be concerned w/ commute trips</i>   | <i>If there isn't new sources of funding, it will only get worse<br/>we shouldn't just be concerned w/ commute trips</i>   |
| <i>air quality will decline w/ more vehicle idling</i>   | <i>air quality will decline w/ more vehicle idling</i>   |
| <i>people will continue to drive &amp; roads will get worse</i>  | <i>people will continue to drive &amp; roads will get worse</i>  |
| <i>need to consider autonomous, location-aware vehicles in 30+<br/>years</i>   | <i>need to consider autonomous, location-aware vehicles in 30+<br/>years</i>   |
| <i>we should NOT build any more roadways</i>   | <i>we should NOT build any more roadways</i>   |
| <i>establish some sort of transit regional authority/ funding</i>  | <i>establish some sort of transit regional authority/ funding</i>  |
| <i>more pollution</i>  | <i>more pollution</i>  |
| <i>raise the gas tax</i>   | <i>raise the gas tax</i>   |
| <i>increase gas tax</i>  | <i>increase gas tax</i>  |
| <i>increase tax on gas</i>   | <i>increase tax on gas</i>   |
| <i>see congestion charging</i>   | <i>see congestion charging</i>   |
| <i>increase gas tax</i>  | <i>increase gas tax</i>  |
| <i>better prioritize/ reward performance</i>   | <i>better prioritize/ reward performance</i>   |
| <i>increasing local tax may penalize those that live &amp; work here<br/>and do not drive much</i>   | <i>increasing local tax may penalize those that live &amp; work here<br/>and do not drive much</i>   |
| <i>increase a particular tax, i.e. tobacco and use the revenues to<br/>fund transportation. Sales &amp; property taxes should be used for<br/>other areas of impact</i>  | <i>increase a particular tax, i.e. tobacco and use the revenues to<br/>fund transportation. Sales &amp; property taxes should be used for<br/>other areas of impact</i>  |
| <i>increase gas tax</i>  | <i>increase gas tax</i>  |
| <i>gas tax, based on type of vehicle to be assessed when pumping<br/>gas monitoring would communicate w/ vehicle to know<br/>mileage since last fill up</i>  | <i>gas tax, based on type of vehicle to be assessed when pumping<br/>gas monitoring would communicate w/ vehicle to know<br/>mileage since last fill up</i>  |
| <i>raise gas tax</i>   | <i>raise gas tax</i>   |
| <i>be more efficient and focused with existing funds</i>   | <i>be more efficient and focused with existing funds</i>   |
| <i>increase fuel tax</i>   | <i>increase fuel tax</i>   |
| <i>increase gas tax (state); have citizens decide to limit<br/>population growth</i>   | <i>increase gas tax (state); have citizens decide to limit<br/>population growth</i>   |
| <i>gas tax, development tax (e.g. proffer per family or share<br/>water hook up tax)</i>   | <i>gas tax, development tax (e.g. proffer per family or share<br/>water hook up tax)</i>   |
| <i>Trump, Justice, UVA &amp; Defense Dept.</i>   | <i>Trump, Justice, UVA &amp; Defense Dept.</i>   |
| <i>increase revenue from people who vehicles</i>   | <i>increase revenue from people who vehicles</i>   |
| <i>Reduce development to reduce the need for car travel</i>  | <i>Reduce development to reduce the need for car travel</i>  |
| <i>Regarding the existing portion of the Meadowcreek Parkway,<br/>why is there a curb along the sides, on both sides of the road?<br/>What are motorists to do in an emergency with no way to pull<br/>over. My first time driving down it, my child began to vomit &amp; I<br/>had to jump the curb to pull over.</i> | <i>Regarding the existing portion of the Meadowcreek Parkway,<br/>why is there a curb along the sides, on both sides of the road?<br/>What are motorists to do in an emergency with no way to pull<br/>over. My first time driving down it, my child began to vomit &amp; I<br/>had to jump the curb to pull over.</i> |
| <i>I live in Chlv (Why does this area interest you? - Pantops &amp;<br/>East)</i>  | <i>own property (Why does this area interest you? - Pantops &amp;<br/>East)</i>  |

Community Comments related to Land Use and Transportation, October 27, 2011  
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**Charlottesville**

**Albemarle**

|  |  |
|--|--|
| <i>MJH - doctors offices (Why does this area interest you? - Pantops &amp; East)</i>   | <i>I live in Chlv (Why does this area interest you? - Pantops &amp; East)</i>  |
| <i>lessen development to reduce need for car travel</i>  | <i>MJH - doctors offices (Why does this area interest you? - Pantops &amp; East)</i>   |
| <i>I must say. This seems less like a questionnaire than a push poll. "In addition to widening Rt. 250" Suppose one does not think that making Cville-Albemarle a convenient and comfortable place for automobiles is the best idea.</i> | <i>lessen development to reduce need for car travel</i>  |
| <i>I live in Chlv &amp; am affected by what happens on the 29 corridor.</i>  | <i>I must say. This seems less like a questionnaire than a push poll. "In addition to widening Rt. 250" Suppose one does not think that making Cville-Albemarle a convenient and comfortable place for automobiles is the best idea.</i> |
| <i>Reduce development in Chvl &amp; Albemarle Cty</i>  | <i>I live in Chlv &amp; am affected by what happens on the 29 corridor.</i>  |
| <i>I would avoid travelling up 29 ever if I could. Seems like in the future there will be even more reason to avoid it.</i>  | <i>Reduce development in Chvl &amp; Albemarle Cty</i>  |
| <i>Building more roads will not improve quality of life.</i>   | <i>I would avoid travelling up 29 ever if I could. Seems like in the future there will be even more reason to avoid it.</i>  |
| <i>The pressure of continuing population growth builds pressure to continue to expand transportation. (Crozet)</i>   | <i>Building more roads will not improve quality of life.</i>   |
| <i>It's one of the most attractive areas of the County &amp; has development pressues. (Crozet)</i>  | <i>The pressure of continuing population growth builds pressure to continue to expand transportation.</i>  |
| <i>Increase road capacity on I-64 between Charlottesville &amp; Crozet</i>   | <i>It's one of the most attractive areas of the County &amp; has development pressues. (Crozet)</i>  |
| <i>More transportation funding is obviously necessary</i>  | <i>Increase road capacity on I-64 between Charlottesville &amp; Crozet</i>   |
| <i>Raise the gas tax! Amen!</i>  | <i>More transportation funding is obviously necessary</i>  |
| <i>our air quality will degrade with more vehicles stopped in traffic</i>  | <i>Raise the gas tax! Amen!</i>  |
|  | <i>our air quality will degrade with more vehicles stopped in traffic</i>  |

# Existing Goals: Land Use

|             | ALBEMARLE COUNTY   | CHARLOTTESVILLE  |
|-------------|--|--|
|             | <b>Goals</b>   | <b>Goals</b>   |
| Residential | Each neighborhood will possess a <b>variety of housing types</b> accommodating a range of incomes. <b>Affordable units</b> will be dispersed throughout the neighborhood and will be visually indistinguishable from other units.  | More <b>diversity of housing</b> as well as <b>affordable housing</b> development in areas that are appropriate for density increase.    |
|             | Neighborhoods within the Development Areas will have <b>centers</b> or focal points for congregating. These may include schools, parks, places of worship, civic centers, or small commercial and social areas. Such features will be an easy walk for most residents in the neighborhood. | Encourage a greater <b>mix of housing</b> in addition to smaller, more affordable housing in neighborhoods.                              |
| Mixed-Use   | Neighborhoods will contain a true <b>mix of uses</b> , including residences, shops, and places of employment, as well as civic, religious, and cultural institutions.  | Residential neighborhoods support <b>lowering the density of neighborhoods</b> instead of increasing density.                            |
|             |  | <b>Protect neighborhood character</b> throughout any development process, including industrial, commercial, and residential development. |
|             |  | Incorporate some form of small scale <b>commercial/mixed-use development within walking distance</b> of residential neighborhoods.       |
|             |  | Maintain a zoning ordinance that incorporates newer forms of <b>mixed-use</b> type of development desired by the community.              |

## Goals at a Glance

**Albemarle County**

- ▶ Provide a variety of housing types
- ▶ Disperse affordable units
- ▶ Create neighborhood centers within Development Areas
- ▶ Strive for a mix of uses in neighborhoods

**Charlottesville**

- ▶ Increase diversity of housing types
- ▶ Protect neighborhood character
- ▶ Increase commercial/ mixed-use within walking distance of residential areas
- ▶ Encourage mixed-use development



Do existing goals adequately support the places we live?



# Existing Goals: Land Use

| ALBEMARLE COUNTY |   |
|------------------|---|
| Goals            |   |
| Commercial       | Discourage extensive linear style development along major roads.  |
|                  | Consideration will be given to <b>massing, height, setbacks, and orientation of buildings</b> so that these characteristics enhance the public realm.   |
|                  | Protect Albemarle County’s agricultural lands as a resource base for its agricultural industries and for related benefits they contribute towards the County’s rural character, scenic quality, natural environment, and fiscal health.   |
|                  | Encourage creative and diverse forms of rural production and support rural land uses that provide rural landowners with economic viability.   |
|                  | Increase the promotion of <b>tourism focused on the rural, agrarian, and historical resources</b> of the County, and which does not threaten or compromise those resources and to be consistent with the goals of the Comprehensive Plan. |
| Industrial       | Plan for <b>land and infrastructure</b> to accommodate future business and industrial growth.   |
|                  | Designate areas for office, commercial and industrial development within the designated Development Areas that provide <b>sufficient land to meet community needs through the next Comprehensive Plan revision.</b>                       |
|                  | Encourage infill development of business and industrial uses in Development Areas and consider proactively rezoning land to <b>allow for light-industrial uses</b> as needs are identified through Master Plans and other efforts.        |

| CHARLOTTESVILLE |   |
|-----------------|---|
| Goals           |   |
|                 | Guide development, especially commercial development, <b>along highway and other major corridors</b> in appropriate intensity.                              |
|                 | Monitor the effects that development, especially commercial development and <b>development around the University</b> , will have on existing neighborhoods. |
|                 | Market City-owned <b>vacant parcels.</b>  |
|                 | Promote land use that maintains and enhances the City’s role as a <b>regional market place</b> , without sacrificing the quality of life and environment.   |
|                 | Consider <b>down-zoning industrially zoned properties</b> adjacent to residential development.  |

 **Do existing goals adequately support the places we work?**

| Goals at a Glance       |   |
|-------------------------|---|
| <b>Albemarle County</b> |   |
|                         | ▶ Discourage extensive linear development                                 |
|                         | ▶ Use height, setbacks, & building orientation to enhance design          |
|                         | ▶ Protect agricultural lands  |
|                         | ▶ Encourage rural production  |
|                         | ▶ Increase rural, agrarian, & historic tourism                            |
|                         | ▶ Plan for future industrial growth                                       |
|                         | ▶ Designate office, commercial & industrial areas to meet community needs |
|                         | ▶ Encourage infill development  |
| <b>Charlottesville</b>  |   |
|                         | ▶ Guide development along major corridors                                 |
|                         | ▶ Monitor development effects on existing neighborhoods                   |
|                         | ▶ Market vacant parcels   |
|                         | ▶ Promote regional market place   |
|                         | ▶ Consider downzoning industrial near residential                         |

# Existing Goals: Land Use

|            | ALBEMARLE COUNTY  | CHARLOTTESVILLE   |
|------------|---|---|
|            | <b>Goals</b>  | <b>Goals</b>  |
| Open Space | Protect the County's <b>natural, scenic, and historic resources</b> in the Rural Area and Development Areas.  | Prevent development in <b>outlying undeveloped areas</b> .  |
|            | Make open space integral to overall community design to allow convenient <b>access to parks, public gathering spaces, and natural views</b> whether they are at home, work, or play.  | Preserve and protect existing <b>parks, cemeteries, and open spaces</b> .   |
|            | The open space system should provide an important framework for the organization of development. It should serve as a <b>connective element to join different development areas</b> , in addition to preserving important aspects of the natural environment. | <b>Create parks in every neighborhood</b> , whether in the form of a traditional park, urban park, or pocket parks. |

### Goals at a Glance

**Albemarle County**

- ▶ Protect natural, scenic, & historic resources
- ▶ Integrate open space into community design
- ▶ Have open space connections in the Development Areas

**Charlottesville**

- ▶ Prevent development in outlying undeveloped areas
- ▶ Preserve & protect existing open space
- ▶ Create parks in every neighborhood



**Do existing goals adequately support open space protection?**

# Existing Goals: Land Use

| ALBEMARLE COUNTY |  |
|------------------|--|
| Goals            |  |
| General          | Protect and efficiently utilize County resources by <b>protecting the elements that define the Rural Area</b> :<br>1) Agricultural resources<br>2) Forestry resources<br>3) Land preservation<br>4) Land conservation<br>5) Water supply resources<br>6) Natural resources<br>7) Scenic resources<br>8) Historical, archaeological, and cultural resources |
|                  | <b>Promote the Development Areas</b> as the places where a variety of land uses, facilities, and services exist and are planned <b>to support the County's future growth</b> , with emphasis placed on infill development.   |
|                  | Encourage greater utilization of land in designated Development Areas by achieving <b>higher gross densities for residential and non-residential development</b> than in the past.   |
|                  | Plan for a system of <b>transportation and community facilities and services</b> that support and enhance the Development Areas.   |
|                  | Continue to identify and recognize the value of buildings, structures, landscapes, sites and districts which have <b>historical, architectural, archaeological or cultural significance</b> .  |

| CHARLOTTESVILLE |   |
|-----------------|---|
| Goals           |   |
|                 | Regulate the use of land to assure the protection, preservation and wise use of the City's <b>natural, historic and architecturally significant environment</b> . |
|                 | Creation of a <b>bustling and dense urban fabric</b> that is reliant on alternate forms of transportation.  |
|                 | Achieve <b>higher density</b> in areas appropriate for density increase.  |
|                 | Seek to increase the number of <b>rehabilitated and re-used historic structures</b> .   |
|                 | Maintain an <b>infrastructure system</b> adequate to serve existing and future development.   |
|                 | Stimulate development in districts having <b>historic, architectural, and/or cultural significance</b> .  |

### Goals at a Glance

**Albemarle County**

- ▶ Protect the Rural Areas
- ▶ Promote Development Areas for growth
- ▶ Encourage higher densities in Development Areas
- ▶ Plan for transportation & community facilities to support the Development Areas
- ▶ Recognize historical & cultural significance

**Charlottesville**

- ▶ Protect & preserve community assets
- ▶ Enhance bustling & dense urban fabric
- ▶ Encourage higher densities where appropriate
- ▶ Re-use historic structures
- ▶ Develop & maintain adequate infrastructure
- ▶ Stimulate development in significant districts



Do existing goals adequately support sound land use practices?

# Existing Goals: Transportation

|          | ALBEMARLE COUNTY  | CHARLOTTESVILLE  |
|----------|---|--|
|          | <b>Goals</b>  | <b>Goals</b>   |
| Regional | Plan, establish, and maintain a comprehensive County transportation system which <b>supports the growth management policy and provides for necessary public safety</b> .  | Establish an <b>adequate regional roadway network</b> to divert traffic neither originating nor destined for the City away from the local network.   |
|          | Establish a transportation system that supports the <b>preservation and enhancement of land use and environmental preservation goals</b> , and that facilities are developed and built in a manner sensitive to the environment.  | <b>Reduce number of single-occupancy vehicle trips.</b>  |
|          | Support regional transportation planning efforts by <b>utilizing the policies of the Long Range Transportation Plan</b> as the transportation principles for the County.  | <b>Increase regional access to transit</b> for County-City travel.   |
|          | Encourage (1) the reduction of traffic congestion, pollution and energy consumption, vehicular miles traveled and (2) increased mobility of the general public, especially, handicapped and the disadvantaged, through the <b>increased use of public transportation, car/vanpooling, and park and ride lots</b> .  | Develop information regarding regional travel patterns to <b>address congestion</b> within the City and region.  |
|          | <b>Convenient routes for pedestrians, bicyclists, and buses and other transit including light rail</b> 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 in the Neighborhood Center. | <b>Limit use of non-renewable fuel</b> for vehicles, specifically petroleum-based gasoline.  |
|          |   | Increase <b>safer accommodations for pedestrians, bicyclists and citizens with disabilities</b> while within the existing roadway network.   |
|          |   | <b>Designate separate trails for commuting and recreation</b> to avoid user conflicts.   |
|          |   | <b>Establish connectivity between residences and commercial destinations</b> that are located in close proximity to one another to promote the option of walking and biking rather than driving. |

- ## Goals at a Glance
- ### Albemarle County
- ▶ Create transportation system which supports growth management & public safety
  - ▶ Support land use & environmental goals
  - ▶ Utilize policies from the Long Range Transportation Plan
  - ▶ Encourage reduction of traffic congestion, pollution & energy consumption
  - ▶ Encourage increased mobility
  - ▶ Support alternative modes such as walking, bikes, buses, & other transit
- ### Charlottesville
- ▶ Establish regional roadway network
  - ▶ Reduce single-occupancy vehicle trips
  - ▶ Increase regional transit access
  - ▶ Address congestion
  - ▶ Limit non-renewable fuel use
  - ▶ Increase safe accommodations for pedestrians, bikes, & citizens
  - ▶ Designate trails for commuting & recreation
  - ▶ Establish multi-modal connectivity



**Do existing goals adequately support the regional transportation network?**

# Existing Goals: Transportation

| ALBEMARLE COUNTY |   |
|------------------|---|
| Goals            |   |
| Local            | A network of streets, bikeways, pedestrian paths, and bus routes will <b>connect new neighborhoods as well as existing residential areas and nonresidential districts.</b>  |
|                  | Where topography permits, <b>alleys will provide rear access to parcels</b> , allowing for and facilitating the provision of garages and utilities to the rear of houses.   |
|                  | Parking for the automobile will not result in an excessive amount of paved area; <b>parking on the street</b> will be the norm, and <b>parking lots will be provided to the rear and/or sides of buildings.</b>   |
|                  | As the fundamental element of public space within the neighborhood, the street will make the neighborhood inviting with <b>street trees and landscaping</b> . <b>Sidewalks or paths</b> that connect houses to each other and to centers and common areas will be the norm. Walks will connect sidewalks to front doors and main entrances. |

| CHARLOTTESVILLE |  |
|-----------------|--|
| Goals           |  |
|                 | Efficiently manage the capacity of the arterial roadway network, <b>relieving congestion</b> and increased traffic on local streets.   |
|                 | Establish <b>routes along continuous height and weight limitations on bridges</b> throughout the City.   |
|                 | <b>Reduce the high vehicle speeds and limit cut-through traffic</b> on local streets as this type of travel is intended for arterial and collector roadway networks.                                       |
|                 | Develop an <b>efficient transportation system</b> without doing so at the cost of neighborhood character due to transportation improvements.   |
|                 | <b>Provide parking</b> to adequately meet demand and support economic vitality without sacrificing aesthetics, minimizing environmental impacts and accommodating pedestrians, bicycles and transit users. |
|                 | <b>Provide consistent parking standards</b> that are supportive of neighborhood goals and that enhance neighborhood goals and objectives.  |

| Goals at a Glance       |   |
|-------------------------|---|
| <b>Albemarle County</b> |   |
| ▶                       | All modes of transportation should be used to connect residential & non-residential areas |
| ▶                       | Provide alleys within neighborhoods   |
| ▶                       | Locate parking on street or provide relegated parking                                     |
| ▶                       | Provide sidewalks, street trees, & landscaping in neighborhoods                           |
| <b>Charlottesville</b>  |   |
| ▶                       | Manage arterial roadways to relieve congestion on local roads                             |
| ▶                       | Continuous height & weight limitations on bridges   |
| ▶                       | Reduce high vehicle speed & cut-through traffic on local roads                            |
| ▶                       | Develop efficient transportation system   |
| ▶                       | Provide adequate parking to meet demand   |
| ▶                       | Provide consistent parking standards  |



Do existing goals adequately support the local transportation network?

## **Facilities & Services Workshop Brief**

---

On February 23, 2012 the City of Charlottesville, Albemarle County & TJPDC staff hosted the fifth in a series of topic-specific outreach workshops to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the Long-Range Transportation Plan for the MPO region. The workshop was held in CitySpace and was attended by a mix of City and County residents.

The purpose of the Facilities and Services Workshop was to seek feedback on existing goals related to emergency services, libraries, utilities, parks and recreation, and to highlight key implementation actions the City & County are taking to address these goals. Public input gathered will be taken into consideration as Charlottesville and Albemarle County move forward with their respective Comprehensive Plan update processes. A total of 26 people attended, and 65 comments were received at the workshop.

### **What we heard**

#### Emergency Services (4 comments)

- 2 comments pertaining to level of service
- 2 comments pertaining to risk prevention

Comments supported meeting or exceeding the County's goal of 1.5 police officers per 1,000 residents and favored taking proactive steps to enhance levels of service. One comment voiced concern about the impact of traffic calming measures on emergency response times. Suggestions to improve community safety included improving law enforcement relationships in high crime neighborhoods and providing community support to check in on "at risk" individuals before a crisis emerges.

#### Libraries (17 comments)

- 2 comments pertaining to Charlottesville's lack of library goals
- 3 comments about the Crozet Library
- 3 comments about County's goal of 0.7 sq ft library space per capita
- 3 comments about shared library facilities

Comments about libraries were generally in support of maintaining and expanding existing facilities and looking for opportunities to capitalize on use of shared facilities (school libraries, vacant commercial space and community centers). A need for additional library facilities south and east of Charlottesville was mentioned, as was a need to move forward with construction of the new Crozet Library. Comments noted a need for the City's Comprehensive Plan to address the addition and expansion of library facilities.

Parks & Recreation (12 comments)

- 3 comments about the City's RecRider program
- 2 comments about community gardens in parks

Comments related to parks and recreation emphasized the broad spectrum of uses for parks, from passive enjoyment of trees and open space to community gardens, to providing facilities for active recreation. One comment suggested using parks to ensure that every City or County neighborhood has access to a community garden. Some expressed concern about the City's protection of its trees and natural areas, such as the Ragged Mountain Natural Area, which is slated to be flooded with the construction of the larger earthen dam. Comments about the City's RecRider program suggested expanding the program to include older adults and bike sharing. One comment suggested merging the management of City and County parks and recreation.

Utilities (10 comments)

- 7 comments about public water & sewer
- 2 comments on municipal composting

Utilities comments focused primarily on public water and sewer with some concerns raised about limiting these services to the Development Area. A suggestion was made to share the cost incurred for the County's portion of the water supply plan with neighborhoods who want access to public water and sewer. Two comments expressed an interest in exploring the feasibility of municipal composting in the City and urban portions of Albemarle County.

General (22 comments)

- 3 comments about levels of service
- 3 comments about smart meters
- 3 comments about bike facilities

Interest was expressed in seeing levels of service and targets for all City and County facilities and services areas and a plan outlining costs to achieve desired levels of service. Some expressed concern about mandatory smart metering, citing health risks. A need for the more interjurisdictional bike paths was mentioned, while another comment recommended gathering data on usage and cost effectiveness of bike paths first.

*For a complete transcript of all public comments received at the Facilities and Services Workshop, please visit <http://1-community.org/events>.*

Community Comments related to Community Facilities and Services  
February 23, 2012, City Space

Shaded box indicates a Goal from the Comprehensive Plan

**Charlottesville**

**Albemarle**

| <b>Fire &amp; Rescue</b>  |   |
|---|---|
| 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. | Achieve an average response time (how long it takes once the call is dispatched from ECC until a fire apparatus arrives on scene) to fire emergency calls of five minutes or less in the Development Areas and thirteen minutes or less in the Rural Areas. |
| <i>Phone calls to check on at-risk individuals before they have a crisis &amp; need EMS. Organize w/ community.</i>   | <i>How do "calmed streets" with speed bumps &amp; extra curves affect response times?</i>   |
| Provide supplementary support to the Charlottesville Albemarle Rescue Squad. They have identified an increase in call volume coupled with a shortage in volunteers.   | <i>Phone calls to check on at-risk individuals before they have a crisis &amp; need EMS. Organize w/ community.</i>   |
| Ensure 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.   | Achieve an average response time (from time the call is dispatched from ECC to time an EMS staffed vehicle arrives on-scene) to rescue emergency calls of four minutes or less in the Development Areas and thirteen minutes or less in the Rural Areas.    |
| 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.   | Construct fire and rescue stations at strategic locations throughout the County to help achieve desired response times to all emergency calls and increase the level of service.  |
| Resolve the current issues of facility space, adequacy, and quality to allow the department to continue to expand its membership.   |   |
| Develop a strategy to address the issue of City-wide and County accessibility so that a quick response time can be maintained.  |   |
| Develop funding sources to maintain an effective rescue apparatus replacement schedule to ensure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.  |   |
| <b>Police</b>   |   |
| Permanent, centralized locations should be found for the Jefferson Area Drug Enforcement (JADE) task force and for the Neighborhood Services Bureau.  | Achieve an average response time of five minutes or less to all emergency calls 85 percent of the time in the designated Development Areas.   |
| Purchase and implement needed technology.   | Achieve an average response time of ten minutes or less to all emergency calls in the Rural Area of the County.   |
| Increase community support and awareness through public safety announcements.   | Provide a level of service of one and one-half (1.5) officers per 1000 residents.   |



Community Comments related to Community Facilities and Services  
February 23, 2012, City Space

**Charlottesville**

**Albemarle**

|  |  |
|--|--|
|  | <i>Meet or exceed 1.5 officers!!</i>   |
| <b>Solid Waste</b>   |  |
| Maintain a sanitary City while preserving its aesthetic qualities.   | Develop a solid waste program that adheres to the rules and regulations of the Virginia Waste Management Act.  |
|  | Local initiatives should be generally reflective of the State of Virginia's hierarchy for solid waste management activities: source reduction, reuse, recycling, resource recovery, incineration, and landfills.   |
|  | Continue to support the use of private haulers in the collection and transfer of solid waste material in the County.   |
|  | Establish a comprehensive household hazardous waste program for the County.  |
| <b>Water &amp; Sewer</b>   |  |
| 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. | Protect the County's surface & ground water supply to ensure continued safe potable water for county residents.  |
| <i>what % of wastewater do we capture to reuse?</i>  | Serve Urban Areas, Communities, & Villages with public water & Sewer. Prohibit private central water &/or sewer facilities within County Development Areas.  |
|  | <i>Since County will be paying majority share for water plan why not spread the overhead to neighborhoods who want water &amp; sewer?</i>  |
| Ensure that all applications for increased density are analyzed to discern adequate water capacity early in the review.  | <i>If neighborhoods "vote" for county water, why not more hookups?</i>   |
| Maintain, repair, and replace water lines where necessary.   | Discourage the utilization of central water &/or sewer systems or the extension of public water and sewer into the Rural Areas except in the cases where public health & safety are at issue. Rural Area development will be serviced by individual water & septic systems only. |
| 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.   | Continue effective coordination between the Albemarle County plans and policies and those of the Rivanna Water and Sewer Authority, the Albemarle County Service Authority, the City and the University.   |

Community Comments related to Community Facilities and Services  
 February 23, 2012, City Space

**Charlottesville**

**Albemarle**

| <b>Library</b> |  |
|----------------|--|
|                | Libraries should be provided in the designated Development Areas.  |
|                | Provide a total library space of 0.7 gross square feet (gsf) per resident in the Albemarle -Charlottesville area.  |
|                | <i>Communities decide this. Square footage requirement makes little sense based on demand.</i>   |
|                | <i>0.7 sq ft would be great. When will we get it?</i>  |
|                | Desirable travel time to the library facility for 75 percent of the service area should be ten (10) minutes for Development Area residents and 20 minutes for Rural Area residents.  |
|                | <i>Study the need for satellite libraries east &amp; south of Charlottesville.</i>   |
|                | <i>Need satellite library so of Cville or return of bookmobile to Coveseville and publicize it!</i>  |
|                | <i>Could school libraries &amp; public libraries interconnect? Both serving public</i>   |
|                | <i>Central Branch needs renovation.</i>  |
|                | <i>The County should commit funding for the Crozet Library. Private funding might be available for some of the cost if the County did so.</i>  |
|                | <i>at what cost limitations in size, design, needed staff? \$\$\$</i>  |
|                | <i>why do some supervisors not support the 0.7 sq ft per capita for libraries?</i>   |
|                | <i>current Crozet train depot is unsafe &amp; undersized for the service area for too long. Time to get the new one built.</i>   |
|                | <i>Yes, combined facilities, but keep 0.7 sq ft for libraries.</i>   |
|                | Locate library facilities within neighborhood centers, downtown areas, or other commercial/service area concentrations. Locations in or at the edge of residential neighborhoods may also be considered an appropriate location. |
|                | <i>Would like to see Northside Library moved into the larger, vacant Circuit City space at Albemarle Square S.C.</i>   |
|                | <i>I agree.</i>  |
|                | <i>Combine libraries with other services under one roof as community centers.</i>  |

Community Comments related to Community Facilities and Services  
February 23, 2012, City Space

**Charlottesville**

**Albemarle**

|   |   |
|---|---|
|   | Prior to making a major investment in buildings or resources, evaluate alternative facilities such as leased space in commercial/office areas (store front space), temporary modular structures, kiosks, or other public institutional areas. |
| <b>Parks</b>  |   |
| 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. | Provide recreational facilities County-wide, based on the standards recommended in this Plan.   |
| <i>rethink what we mean by "park". It doesn't have to mean an open area - it can include facilities, buildings, etc.</i>  | <i>rethink what we mean by "park". It doesn't have to mean an open area - it can include facilities, buildings, etc.</i>  |
| <i>Parks should retain &amp; add to trees</i>   | <i>Parks should retain &amp; add to trees</i>   |
| Develop and implement program standards as they apply to core programs and services, including strong education and family ethics.  | <i>Need a park in the Batesville area</i>   |
| Obtain the facility standards recommended by the Service Area Analysis in the 2005 Needs Assessment Report.   | Conduct an evaluation on the indoor recreational needs of the County. Consider providing indoor recreational facilities based on the results of the needs assessment conducted by the County.   |
| Create balance and accessibility for all types of parks and facilities across the City.   | Preserve and provide access to and within areas identified in the Albemarle County Open Space Plan for public use.  |
| <i>More nature trails (hikers only)</i>   | Utilize County school facilities as an integral part of providing recreational opportunities to County residents.   |
| Promote efficient use of all park properties and recreation facilities.   | Promote efficient maintenance practices/standards and the enhancement of existing County parklands and facilities.  |
| Upgrade existing park and recreation infrastructure to modern standards and improve natural areas.  | Provide recreational opportunities in those areas not effectively served, especially in or near Development Areas.  |

Community Comments related to Community Facilities and Services  
 February 23, 2012, City Space

**Charlottesville**

**Albemarle**

|   |  |
|---|--|
| <p><i>what natural areas? City-owned RMNA is being flooded - improve?</i></p>                 | <p><i>There is a beautiful trail on the County side of the Rivanna, with a trailhead indicated near the Heritage Hall (formerly Winter Haven) on the master plan. However, this land is privately owned; County cannot put a trailhead there. This small parcel of land would be an amazing centerpiece to connect Pantops area trails – the new trail being built by MJH, along with land donations from State Farm. I envision a small park with benches, flowers, fruit trees, and the little exercise circuit I’ve often seen in German parks. In addition, from there one could hike into the woods to the River and beyond. However, it is slated for development into South Pantops Condos. Help?</i></p> |
| <p>Implement policies that will create a more cost-effective parks and recreation system.</p> |  |
| <p>Create a RecRider Program for recreation youth in the City.</p>                            |  |
| <p><i>city tried bike share several years ago - it failed!</i></p>                            |  |
| <p><i>Rec Rider for older adults too!</i></p>   |  |
| <p><i>while we are at it, let's do bike share</i></p>   |  |

# Existing Goals: Emergency Services

| ALBEMARLE COUNTY |   |
|------------------|---|
| Goals            |   |
| Fire & Rescue    | Achieve an <b>average response time</b> (how long it takes once the call is dispatched from ECC until a fire apparatus arrives on scene) <b>to fire emergency calls of five minutes or less in the Development Areas and thirteen minutes or less in the Rural Areas.</b> |
|                  | Achieve an <b>average response time</b> (from time the call is dispatched from ECC to time an EMS staffed vehicle arrives on-scene) <b>to rescue emergency calls of four minutes or less in the Development Areas and thirteen minutes or less in the Rural Areas.</b>    |
|                  | Construct fire and rescue stations at strategic locations throughout the County to help <b>achieve desired response times</b> to all emergency calls and <b>increase the level of service.</b>  |

| CHARLOTTESVILLE |  |
|-----------------|--|
| Goals           |  |
|                 | Maintain the <b>response time standard of within 5 minutes 90% of the time</b> 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. |
|                 | Provide <b>supplementary support to the Charlottesville-Albemarle Rescue Squad.</b> They have identified an increase in call volume coupled with a shortage in volunteers.   |
|                 | Ensure that <b>every home has a properly functioning smoke detector</b> outside every sleeping area. Also ensure that <b>all public buildings meet building codes</b> and that they are maintained for life safety according to the fire prevention code.  |
|                 | <b>Complete a Facilities Master Plan for the Fire Department</b> to evaluate the proposals for an addition to headquarters and for the construction of a new station near UVA.   |
|                 | <b>Resolve the current issues of facility space, adequacy, and quality</b> to allow the department to continue to expand its membership.   |
|                 | Develop a strategy to <b>address the issue of City-wide and County accessibility</b> so that a quick response time can be maintained.  |
|                 | Develop funding sources to maintain an <b>effective rescue apparatus replacement schedule</b> to ensure reliable response vehicles and to purchase and implement necessary technology, such as mobile data computers.  |

## Goals at a Glance

### Albemarle County

- ▶ Achieve response time of 5 minutes or less for fire emergency calls in Development Areas
- ▶ Achieve response time of 4 minutes or less to rescue emergency calls in Development Areas
- ▶ Locate fire & rescue stations strategically to improve response times & level of service

### Charlottesville

- ▶ Achieve 5 minute response time in the City
- ▶ Support the Charlottesville-Albemarle Rescue Squad
- ▶ Ensure that all homes have working smoke detectors & all public buildings meet code & safety standards
- ▶ Complete a Facilities Master Plan
- ▶ Provide for fire department expansion
- ▶ Improve accessibility & response times
- ▶ Seek funding sources for timely replacement of rescue equipment



# Existing Goals: Emergency Services

| ALBEMARLE COUNTY |  |
|------------------|--|
| Goals            |  |
| Police           | Achieve an <b>average response time of five minutes or less</b> to all emergency calls <b>85% of the time</b> in the designated <b>Development Areas</b> . |
|                  | Achieve an <b>average response time of ten minutes or less</b> to all emergency calls <b>in the Rural Area</b> of the County.                              |
|                  | Provide a level of service of <b>1.5 officers per 1,000 residents</b> .  |
|                  | Locate police <b>Satellite Offices</b> within all designated police <b>sectors of the County</b> .   |

| CHARLOTTESVILLE  |
|--|
| Goals  |
| <b>Permanent, centralized locations</b> should be found for the <b>Jefferson Area Drug Enforcement (JADE) task force</b> and for the <b>Neighborhood Services Bureau</b> . |
| Purchase and implement <b>needed technology</b> .  |
| Increase community support and awareness through <b>public safety announcements</b> .  |

## Goals at a Glance

### Albemarle County

- ▶ Achieve response time of 5 minutes or less to emergency calls in Development Areas
- ▶ Achieve response time of 10 minutes or less to emergency calls in Rural Areas
- ▶ Provide 1.5 police officers per 1,000 residents
- ▶ Locate satellite offices in all police sectors

### Charlottesville

- ▶ Permanently locate JADE task force & the Neighborhood Services Bureau
- ▶ Keep technology up-to-date
- ▶ Promote community awareness through public safety announcements



# Existing Goals: Parks & Recreation

|   | ALBEMARLE COUNTY  | CHARLOTTESVILLE   |
|---|---|---|
| <b>Parks &amp; Recreation</b>   | <b>Goals</b>  | <b>Goals</b>  |
|   | Provide recreational facilities County-wide, based on the standards recommended in the Comprehensive Plan.  | Adopt <b>customized park and recreation facility standards</b> that support a livable community for the City and its partnering agencies, and <b>perform consistent maintenance</b> on all parks and recreation facilities. |
|   | Conduct an <b>evaluation of the indoor recreational needs of the County</b> . Consider providing indoor recreational facilities based on the results of the needs assessment conducted by the County. | <b>Develop and implement program standards</b> as they apply to core programs and services, including <b>strong education and family ethics</b> .   |
|   | Preserve and provide <b>access to and within areas identified in the Albemarle County Open Space Plan</b> for public use.   | Obtain the <b>facility standards recommended by</b> the Service Area Analysis in the <b>2005 Needs Assessment Report</b> .  |
|   | <b>Utilize County school facilities</b> as an integral part of providing recreational opportunities to County residents.  | Create <b>balance and accessibility for all types of parks and facilities</b> across the City.  |
|   | Emphasize <b>maintenance and enhancement of existing facilities</b> .   | Promote <b>efficient use of all park properties and recreation facilities</b> .   |
|   | Provide <b>recreational opportunities in those areas not effectively served</b> , especially in or near Development.  | <b>Upgrade existing park and recreation infrastructure</b> to modern standards and <b>improve natural areas</b> .   |
| Encourage the <b>maintenance and enhancement of existing public access points to the Shenandoah National Park</b> . | Implement policies that will create a <b>more cost-effective parks and recreation system</b> .  |   |
|   |   | <b>Create a RecRider Program</b> for recreation youth in the City.  |



## Goals at a Glance

### Albemarle County

- ▶ Provide recreational facilities County-wide
- ▶ Evaluate indoor recreational needs
- ▶ Provide public access to areas in Open Space Plan
- ▶ Use school facilities for recreation
- ▶ Maintain & enhance existing facilities
- ▶ Improve recreational opportunities in underserved areas near development
- ▶ Maintain & enhance access to Shenandoah National Park

### Charlottesville

- ▶ Customize facility standards according to 2005 Needs Assessment Report
- ▶ Perform consistent maintenance
- ▶ Implement program standards with strong education & family ethics
- ▶ Ensure accessible & efficient use of all park facilities
- ▶ Upgrade infrastructure & improve natural areas
- ▶ Create a RecRider program for City youth

# Existing Goals: Utilities

| ALBEMARLE COUNTY |  |
|------------------|--|
| Goals            |  |
| Water & Sewer    | Protect the County's surface & ground water supply to ensure continued safe potable water for county residents.  |
|                  | Serve Urban Areas, Communities, & Villages with public water & sewer. Prohibit private central water & /or sewer facilities within County Development Areas.   |
|                  | Discourage the utilization of central* water &/or sewer systems or the extension of public water and sewer into the Rural Area except in the cases where public health & safety are at issue. Rural Area development will be served by individual water & septic systems only. |
|                  | Continue effective coordination between the Albemarle County plans and policies and those of the Rivanna Water and Sewer Authority, the Albemarle County Service Authority, the City and the University.   |
| Solid Waste      | Develop a solid waste program that adheres to the rules and regulations of the Virginia Waste Management Act.  |
|                  | Local initiatives should be generally reflective of the State of Virginia's hierarchy for solid waste management activities: source reduction, reuse, recycling, resource recovery, incineration, and landfills.   |
|                  | Continue to support the use of private haulers in the collection and transfer of solid waste material in the County.   |
|                  | Establish a comprehensive household hazardous waste program for the County.  |

\* Central water facilities are considered wells, springs or other systems capable of serving three or more connections. Central sewer facilities are considered systems consisting of drainfields or septic tanks capable of serving three or more connections.

| CHARLOTTESVILLE  |  |
|--|--|
| Goals  |  |
| Maintain a sanitary City while preserving its aesthetic qualities.   |  |
| 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. |  |
| Ensure that all applications for increased density are analyzed to discern adequate water capacity early in the review.  |  |
| Maintain, repair, and replace water lines where necessary.   |  |
| 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.   |  |



## Goals at a Glance

### Albemarle County

- ▶ Protect surface & ground water supply
- ▶ Serve Urban Areas with public water & sewer
- ▶ Discourage central water & sewer in the Rural Area
- ▶ Coordinate effectively with RWSA, ACSA, the City & UVA
- ▶ Adhere to the Virginia Waste Management Act & other state guidelines
- ▶ Support the use of private haulers
- ▶ Develop a household hazardous waste program

### Charlottesville

- ▶ Maintain a sanitary City
- ▶ Improve wastewater infrastructure
- ▶ Evaluate water capacity implications of increased density requests
- ▶ Maintain water lines
- ▶ Implement recommendations from RWSA Facilities Plan



# Existing Goals: Library Facilities

## ALBEMARLE COUNTY

### Goals

Libraries should be provided in the designated Development Areas.

Provide a total library space of **0.7 gross square feet (gsf) per resident** in the Albemarle/Charlottesville area.

Desirable **travel time to the library facility** for 75% of the service area should be **10 minutes for Development Area** residents and **20 minutes for Rural Area** residents.

**Locate library facilities within neighborhood centers, downtown areas, or other commercial/service area concentrations.** Locations in or at the edge of residential neighborhoods may also be considered an appropriate location.

Prior to making a major investments in buildings and resources, **evaluate alternative facilities** such as leased space in commercial/office areas (store front space), temporary modular structures, kiosks, or other public institutional areas.

Library Facilities

## Goals at a Glance

### Albemarle County

- ▶ Provide libraries in the Development Area
- ▶ Provide 0.7 gross square feet of library space per resident
- ▶ Limit travel time to a library to 10 minutes in Development Area, 20 minutes in Rural Area
- ▶ Locate libraries centrally in neighborhood, downtown, and commercial settings
- ▶ Consider existing facilities prior to investing in new buildings



## **Historic & Scenic Resources Workshop Brief**

On Thursday, March 29, 2012 the City of Charlottesville, Albemarle County and TJPDC staff hosted the sixth and final workshop in the Community Outreach Series to gather community input on updates to the Charlottesville and Albemarle County Comprehensive Plans and the MPO Long-Range Transportation Plan. The workshop was held in Water Street Center and was attended by 44 City and County residents.

The purpose of the Historic and Scenic Resources Workshop was to seek feedback on existing goals related to historic preservation, entrance corridors and natural and scenic resources, and to highlight key implementation actions the City and County are taking to address these goals. Workshop attendees were given the opportunity to provide comments on City and County goals and actions and to complete a historic and scenic resources questionnaire specific to each locality. Public input gathered will be taken into consideration as Charlottesville and Albemarle County move forward with their respective Comprehensive Plan updates. A total of 83 comments were received at the workshop, and a total of 24 historic and scenic resources questionnaires were completed.

### **What we heard**

#### Historic Preservation (25 comments)

- 4 comments about protecting rural areas & viewsheds
- 3 comments about protecting historic structures
- 2 comments about adaptive reuse

Several comments focused on the importance of protecting scenic views, specifically of the Western Mountains and other nearby ranges, as well as the rural character of surrounding areas. Some expressed the need to more clearly mark designated historic structures and districts and to find uses for these structures to avoid decline. One comment expressed concern about the impact of overbuilding on community character in the City and County, while another expressed concern about older neighborhoods acting as receptors for TDR's (transfer of developments rights) and compact development. Suggestions to support historic preservation included purchasing historic natural parcels (e.g. Fry's Spring) as public spaces and assisting owners of historic structures in understanding the process of obtaining rehabilitation tax credits.

#### Education & Collaboration (14 comments)

- 5 comments about preservation-related education initiatives
- 2 comments suggesting Albemarle add Charlottesville's goals to its own list

Some expressed a desire for more specific language in defining historic resources and coordinating the actions of government, the private sector, nonprofits and local historic groups. One comment questioned the need for spending tax dollars on education initiatives when others in the community are already doing it. Those who supported education initiatives wanted more on cultural heritage, specifically for African Americans and native Monacans. The City's Audio Tour received positive feedback

with requests to add new sites & better publicize existing ones. Another comment suggested using the City utility bill newsletter to educate citizens about historic preservation. Two comments said Albemarle's goal list should include City goals.

#### Entrance Corridors (21 comments)

- 6 comments about streetscape beautification
- 3 comments about controlling development in entrance corridors
- 2 comments about viewshed protection

Several comments addressed the quality and/ or presence of development in the entrance corridors, specifically along East High Street in the City and along Rt. 250 West and Rt. 20 South & North in the County. Protecting viewsheds was a priority in both the City and County, and suggestions were made to limit building heights, underground utilities, and relegate parking to the rear of buildings to help preserve these views. Suggestions for beautifying streetscapes included improving lighting, providing planted buffers between streets and sidewalks on busy streets, and using native trees and landscaping. One comment noted that the City lacked strategies and goals for entrance corridors.

#### Natural Heritage & Scenic Resources (19 comments)

- 6 comments about watershed protection
- 3 comments about protecting private property rights
- 3 comments about a need for City natural heritage goals
- 2 comments about cost of ACE program to taxpayers

Several comments expressed a desire to protect local waterways from erosion and nutrient pollution with suggestions being made to improve buffers and implement a watershed management plan and nutrient trading bank to meet TMDL requirements. Other comments questioned the impact of certain measures on private landowners and wanted more specifics on how natural resources would be managed. Some questioned the cost-benefit of using County tax dollars to fund the ACE program, while others felt that the County should be doing more to implement its natural heritage goals. A few questioned the absence of City goals in this category with one specific suggestion that the City add goals to restore its riparian areas and protect critical slopes.

#### Historic & Scenic Resources Questionnaire

A separate Historic & Scenic Resources questionnaire was created for Charlottesville and Albemarle County residents with five questions pertaining to both localities appearing on both questionnaires. These questions addressed the quality of the area's entrance corridors as well as actions the City and County should take to promote historic preservation. A total of 24 questionnaires were completed at the workshop.

75 percent of respondents perceived distinctions between City and County entrance corridors. When asked to identify these distinctions, responses included an overdeveloped/ “corporate” feel to the County’s larger commercial corridors, as well as differences in building density and rural versus urban character.

When asked what characteristics of the community are reflected in the entrance corridors, a majority of responses were positive, including attractive landscaping, architectural character, community history, and scenic views of the surrounding area. Negative comments focused largely on poorly planned commercial strip development and oversized roads.

Rt. 250 West, Rt. 20 South and Monticello Avenue were most commonly cited as examples of inviting entrance corridors that showcase both the area’s scenic rural areas and well planned development in the urban area. 29 North was commonly cited as the least attractive entrance corridor, followed by Pantops, both of which appear dominated by commercial development devoid of community character. On the topic of encouraging historic preservation, a majority of respondents favored education initiatives and providing information to owners of historic properties. Other suggestions to better protect City and County historic resources included preservation ordinances, City-County and public-private partnerships, historic tax credits, and encouragement of adaptive reuse.

*For a complete transcript of public comments and questionnaires received at the Historic and Scenic Resources Workshop, please visit <http://1-community.org/events>.*

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

Shaded box indicates a Goal from the Comprehensive Plan

**Charlottesville**

**Albemarle**

| <b>Education &amp; Collaboration</b>   |   |
|--|---|
| Educate property owners and potential property owners of historic resources about the history and significance of their properties.  | Educate the community about historic resources and preservation   |
| <i>help owners understand that these are not so daunting</i>   | <i>Clearly mark existing historic structures &amp; districts</i>  |
| Support the Charlottesville Historic Resources Committee in efforts to promote an appreciation of local historic resources.  | <i>Invite citizens to witness such firetraining, promote understanding of firefighter tactics &amp; missions</i>  |
| <i>What about education for cultural heritage (specifically African American heritage in City/ Co)?</i>  | <i>sounds ominous to me (Real Estate Letters)</i>   |
| 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. | <i>more focus on rural areas and crossroads communities</i>   |
| <i>Clearly mark existing historic structures &amp; districts</i>   | <i>Again, define historic resources</i>   |
| Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals.  | <i>This education takes place every day in the local papers &amp; local events - why spend tax dollars on this when it is done for free?</i>  |
| <i>When available, purchase historic natural parcels - (such as Fry's Spring) as City public spaces</i>  | <i>What are "historic resources"? Please define. Does this include Civil War monuments? What exactly is to be preserved?</i>  |
| <i>What exactly does this involve?</i>   | Create and strengthen partnerships among all interest groups to forward the cause of historic preservation throughout the County and region   |
| 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.   | <i>The Woolen Mills Village is one of the only cross-jurisdictional National Register Districts in VA.</i>  |
| <i>What are "historic resources"? Please define. Does this include Civil War monuments? What exactly is to be preserved?</i>   | <i>The County needs more country stores! Everyone in the North Keswick area eagerly awaited the revival of the Cismont Market. Wineries &amp; organic vegetable farms (as just all farms) should be allowed to open restaurants in the county</i> |
| <i>Love the Audio Tour! So great - add more sites!</i>   | <i>In my experience, 'partnership' is a polite word for forcing people to accept what they do not wish to</i>   |
| <i>Where are sites?</i>  |   |
| <i>More education on native Monakan citizens</i>   |   |
| All public decision-making bodies should give due consideration to the impact of their decisions on historic resources.  |   |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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| Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.<br><i>Please be specific - zoning to protect what exactly?</i>  |  |
| Encourage sustainable and green building designs as complementary goals to historic preservation.<br><i>If historic structures cannot be used then they will decline. finding incentives and sustainable uses is vital (i.e. rural economic vitality)</i> |  |
| <i>How do you plan to encourage green building? These are not always the most sturdy or long lasting material - costs?</i>  |  |
| <i>Considering large # of historic properties, use utility bill newsletter to educate about preservation, i.e. replacement windows can be avoided &amp; still save energy. See Lynn Rainville's website for ideas.</i>                                    |  |
| Coordinate with other City programs such as affordable housing initiatives [Transportation decisions and Public Works and Parks repairs and construction] to encourage preservation of historic resources.  |  |

**Historic Preservation**

|   |  |
|---|--|
| Systematically inventory and evaluate all historic resources in the City to identify properties and districts that should be protected by local ordinance.  | Protect the County's historic and cultural resources.  |
| Conduct architectural and historic surveys in qualifying neighborhoods and 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. | <i>Don't forget non-TJ resources like Pine Knot, Teddy Roosevelt's retreat; yes!</i>   |
| Provide the fullest protection to the City of Charlottesville's historic resources.   | Adopt a Historic Overlay District ordinance to recognize and protect historic, architectural, archaeological, and cultural resources, including individual sites and districts, on the local level |
| <i>Is there mention of the STATE SCENIC river?</i>  | <i>What are the current such ordinances, if any, and how will the new one differ?</i>  |
| <i>"fullest" is quite vague</i>   | Adopt strategies to implement the Historic Preservation Plan   |
| <i>Protect and maintain (beyond just grass cutting) 3 city cemeteries</i>   | Develop local incentives for preservation of historic properties to complement state and federal programs  |

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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| <p>Based on architectural and historic survey results and significance consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Conservation Districts), and consider additional properties outside existing ADC Districts for designation as individually protected properties.</p>  | <p><i>If historic structures cannot be used then they will decline. finding incentives and sustainable uses is vital (i.e. rural economic vitality)</i></p> |
| <p>Consider expanding the list of individually designated resources to include resources from the 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.</p>   | <p>Support and promote heritage tourism</p>   |
| <p>Protect and enhance the existing character, stability and scale of the City's older neighborhoods.</p>  | <p>Document and maintain records on existing and potential prehistoric and historic archaeological sites</p>  |
| <p><i>The Woolen Mills Village is one of the only cross-jurisdictional National Register Districts in VA.</i></p>  | <p>Help protect the Monticello Viewshed</p>   |
| <p><i>Contrast this with the older n'hoods currently being discussed as receptors for TDR's &amp; "compact development"</i></p>  |   |
| <p><i>Are the Civil War monuments (which Ms. Szakos wishes to remove) considered 'historic resources'?</i></p>   |   |
| <p><i>Readopt alleys, protect them, use them (for walking, trash pick up &amp; utilities). Change standards away from paved requirement.</i></p>   |   |
| <p>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.</p> |   |
| <p>Identify policies within Conservation Districts that place value on cultural and human resources as well as physical resources.</p>   |   |
| <p>Continue to identify and make available incentives to encourage historic preservation.</p>  |   |
| <p>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.</p>  |   |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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| <p>Continue the BAR's annual preservation awards for the best examples of preservation and design in the community, especially in ADC Districts and the Planning Commission's annual awards that may include recognition of exceptional Entrance Corridor designs.</p> |  |
| <p>Provide technical assistance to property owners, or provide referrals to other sources of information, regarding architectural, historical or financial questions.</p>  |  |
| <p>Pursue National Register and Virginia Landmarks Register status for all future local historic districts.</p>  |  |

**Entrance Corridors**

|  |  |
|--|--|
| <p>Provide the fullest protection to the City of Charlottesville's historic resources.</p> | <p>Maintain the visual integrity of all of Albemarle's designated scenic roadways and Entrance Corridors.</p>                                    |
|  | <p><i>Are those trucks parked along the Rt. 29 entrance corridor with advertising signage allowed?</i></p>                                       |
|  | <p><i>Albemarle goals should include limiting development to preserve rural entrance corridors, e.g. 250W &amp; Rt. 20S&amp;N</i></p>            |
|  | <p><i>Analyze viewsheds of County roads to help protect the outstanding views. Work with VA Outdoors Foundation.</i></p>                         |
|  | <p>Use design standards to help maintain the integrity of all roadways in Albemarle County.</p>  |
|  | <p><i>Readopt alleys, protect them, use them (for walking, trash pick up &amp; utilities). Change standards away from paved requirement.</i></p> |
|  | <p><i>Consider lighting as part of the guidelines - very important.</i></p>  |
|  | <p><i>What does "integrity" mean in this context?</i></p>  |
|  | <p><i>Here, here - what is the definition here of integrity? - I always thought that referred to a personal characteristic</i></p>               |
|  | <p><i>Please define 'integrity'</i></p>  |
|  | <p><i>Put parking in entrance corridors to the rear - i.e. Whole Foods building</i></p>  |
|  | <p>Pursue additional Virginia Byway designations for roads meeting State criteria.</p>   |
|  | <p><i>Virginia Byway designations should also impact these designations &amp; guidelines</i></p>   |



Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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|  | <p>Identify specific roads as possessing exceptional scenic, aesthetic, and historic characteristics that are assets to the County and deserve protection. Further protect these exceptional roads through voluntary measures and land use policy decisions using design standards and guidelines.</p> |
|  | <p><i>Don't pave rural gravel roads</i></p>  |
|  | <p><i>Please be specific here with respect to "design standards &amp; guidelines" - what is aesthetic is in the eye of the beholder</i></p>  |
|  | <p>Analyze two Entrance Corridors (250 West and 29 North) by typical sections, such as a village, farmland, and urban commercial. Develop specific guidelines for each typical section, and use guidelines as a model for other Entrance Corridors, and to further protect exceptional EC roads.</p>   |
|  | <p>Review the EC guidelines for effectiveness in protecting the integrity of exceptionally scenic EC road corridors, such as Route 250 West.</p>   |
|  | <p>Pursue additional EC designations as appropriate, or as road classifications change.</p>  |

**Natural Heritage**

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| <p>Preserve the County's scenic resources as being essential to the County's character, economic vitality and quality of life.</p>   |
| <p><i>All the charm &amp; unique character of the city/county will be lost when it's overbuilt</i></p>   |
| <p>Review the effectiveness of County Scenic Streams regulations. Coordinate regulations with the Coordinated Water Resources Ordinance.</p>                                 |
| <p>Using revised County Scenic Streams criteria, pursue local designation of qualifying streams, including designated Virginia Scenic Rivers.</p>                            |
| <p>Pursue Virginia Scenic River designations for rivers meeting state criteria.</p>  |
| <p><i>Is there mention of the STATE SCENIC river?</i></p>  |
| <p>Preserve and manage the County's natural resources and cultural assets in order to protect the environment and conserve resources for future use.</p>                     |
| <p><i>Are the 'County's' natural resources in private hands? Is this private property you are referring to? If so, please be specific here regarding its management.</i></p> |
| <p><i>Isn't this contradictory? 'Preserving' for future 'use'? Why not use it now?</i></p>   |

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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|  | Recognize the importance of protecting biological diversity in both the Rural Area and the Development Areas for the ecological, aesthetic, ethical, and economic benefits to the community.   |
|  | Recognize the value of Albemarle's mountains, including protecting water quality and drinking water reservoir capacity, soil conservation, forest resources, plant and animal habitat, scenic values, tourism, and the economic impact of these resources.       |
|  | <i>&amp; please don't forget that the views of the mountains from downtown streets &amp; buildings need protection</i>   |
|  | <i>Protect Western Mountains viewshed (eg. Buck's Elbow). I agree.</i>   |
|  | <i>How do you propose to conserve soil (for instance) on private property? Specifics would be good.</i>  |
|  | Protect Albemarle County's agricultural lands and forests as a resource base for its agricultural and forestry industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health. |
|  | <i>Protect local food &amp; heritage crops through public awareness policy</i>   |

**Uncategorized Comments**

|  |  |
|--|--|
| <i>Charlottesville - promote heritage tourism</i>  | <i>Deal constructively with parking. Reduce downtown congestion by shuttle services to parking outside downtown. King?</i>                   |
| <i>Deal constructively with parking. Reduce downtown congestion by shuttle services to parking outside downtown. King?</i>                   | <i>What about education for cultural heritage (specifically African American heritage in City/ Co)?</i>                                      |
| <i>Albemarle's goal list should include ones listed by Cville. Ditto!</i>  | <i>Albemarle's goal list should include ones listed by Cville. Ditto!</i>  |
| <i>I find all of these goals to be impossibly vague - I would like to see your more concrete proposals &amp; suggested ordinances</i>        | <i>I find all of these goals to be impossibly vague - I would like to see your more concrete proposals &amp; suggested ordinances</i>        |
| <i>Where are Cville's strategies &amp; goals?</i>  | <i>Where are Cville's strategies &amp; goals?</i>  |
| <i>High priority: redevelop sections of East High St. from Free Bridge to Meade Ave. and widen East High St. to three lanes (switchable)</i> | <i>High priority: redevelop sections of East High St. from Free Bridge to Meade Ave. and widen East High St. to three lanes (switchable)</i> |
| <i>Underground utilities along the corridors - it is safer, more reliable &amp; looks better</i>   | <i>Underground utilities along the corridors - it is safer, more reliable &amp; looks better</i>   |
| <i>Stop throwing up ugly housing developments everywhere</i>   | <i>Stop throwing up ugly housing developments everywhere</i>   |
| <i>Even though Albe. Co. passes something, idiots come along &amp; undo it. Should be IQ tests for Co. Supes</i>                             | <i>Even though Albe. Co. passes something, idiots come along &amp; undo it. Should be IQ tests for Co. Supes</i>                             |

Community Comments related to Historic Resources  
March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

|  |  |
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| <i>Protect Stribling Extended!</i>   | <i>Protect Stribling Extended!</i>   |
| <i>What are these routes &amp; will people living along these routes be informed of the progress of your "guidelines"?</i>   | <i>What are these routes &amp; will people living along these routes be informed of the progress of your "guidelines"?</i>   |
| <i>Sidewalks along busy corridors should have a planted buffer between sidewalk &amp; street.</i>  | <i>Sidewalks along busy corridors should have a planted buffer between sidewalk &amp; street.</i>  |
| <i>Limit building height so that beautiful views are not blocked in the corridors. Yes!!</i>   | <i>Limit building height so that beautiful views are not blocked in the corridors. Yes!!</i>   |
| <i>More focus on use of regional natives, trees, greenspace. Less focus on color of brick.</i>   | <i>More focus on use of regional natives, trees, greenspace. Less focus on color of brick.</i>   |
| <i>Underground utilities.</i>  | <i>Underground utilities.</i>  |
| <i>Comprehensive lighting plan similar to City of Edinburgh, Scotland</i>  | <i>Comprehensive lighting plan similar to City of Edinburgh, Scotland</i>  |
| <i>Negotiate better lighting by partnering with VDOT/ VA DOT re 'agreed to' goals</i>  | <i>Negotiate better lighting by partnering with VDOT/ VA DOT re 'agreed to' goals</i>  |
| <i>Is there a river in Albemarle more than one?</i>  | <i>Is there a river in Albemarle more than one?</i>  |
| <i>City?</i>   | <i>Need an ecosystem services-based approach</i>   |
| <i>Need an ecosystem services-based approach</i>   | <i>we need a watershed management plan and nutrient trading bank to meet TMDLs</i>   |
| <i>we need a watershed management plan and nutrient trading bank to meet TMDLs</i>   | <i>Keep livestock out of waterways</i>   |
| <i>Keep livestock out of waterways</i>   | <i>Don't weaken these goals - work to implement more of them</i>   |
| <i>Don't weaken these goals - work to implement more of them</i>   | <i>Will you be doing a cost benefit analysis of this program? Will taxes need to be increased to fund this?</i>  |
| <i>Will you be doing a cost benefit analysis of this program? Will taxes need to be increased to fund this?</i>  | <i>What's the dollar cost of this program to county taxpayers?</i>   |
| <i>What's the dollar cost of this program to county taxpayers?</i>   | <i>Does this mean that homeowners will not be allowed to terrace their land in order to grow (say) fruit trees?</i>  |
| <i>City?</i>   | <i>Some sites have too much slope &amp; stream for any development. We need a way to remove development potential from them.</i>   |
| <i>Does this mean that homeowners will not be allowed to terrace their land in order to grow (say) fruit trees?</i>  | <i>What if buildings (whatever) already exist within this buffer?</i>  |
| <i>Some sites have too much slope &amp; stream for any development. We need a way to remove development potential from them.</i>   | <i>Take a look at the So. Fork Reservoir after a rain. ... obviously we need better control of sediment erosion, better buffers, better detention of stormwater before it gets to the reservoir, more &amp; better restoration &amp; enhancement projects, etc, etc, etc</i> |
| <i>What if buildings (whatever) already exist within this buffer?</i>  | <i>Refund ACE, for starters</i>  |
| <i>Take a look at the So. Fork Reservoir after a rain. ... obviously we need better control of sediment erosion, better buffers, better detention of stormwater before it gets to the reservoir, more &amp; better restoration &amp; enhancement projects, etc, etc, etc</i> | <i>CITY: restore streams &amp; river, ID historic remnants hidden along trails &amp; in park, ID historic trees &amp; preserve, protect critical slopes</i>  |

Community Comments related to Historic Resources  
 March 29 2012, Water Street Center

**Charlottesville**

**Albemarle**

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|---|--|
| <i>Refund ACE, for starters</i>   | <i>Don't pave Stribling Extd. It has important natural resources</i>                             |
| <i>CITY: restore streams &amp; river, ID historic remnants hidden along trails &amp; in park, ID historic trees &amp; preserve, protect critical slopes</i> | <i>Preserving &amp; reusing a building is the ultimate "green" option</i>                        |
| <i>Don't pave Stribling Extd. It has important natural resources</i>  | <i>Designated structures &amp; districts - might want to include # of contributing resources</i> |
| <i>Preserving &amp; reusing a building is the ultimate "green" option</i>   |  |
| <i>Designated structures &amp; districts - might want to include # of contributing resources</i>  |  |

# Existing Goals: Historic Preservation

| ALBEMARLE COUNTY      |   |
|-----------------------|---|
| Goals & Strategies    |   |
| Historic Preservation | Protect the County's <b>historic and cultural resources</b> .   |
|                       | Adopt a <b>Historic Overlay District ordinance</b> to recognize and protect historic, architectural, archaeological, and cultural resources, including individual sites and districts, on the local level |
|                       | Adopt strategies to implement the <b>Historic Preservation Plan</b> .   |
|                       | Develop <b>local incentives for preservation</b> of historic properties to complement state and federal programs.   |



Sherwood Farms, Albemarle County, photo courtesy of Ches Goodall

| CHARLOTTESVILLE    |  |
|--------------------|--|
| Goals & Strategies |  |
|                    | Systematically <b>inventory and evaluate all historic resources</b> in the City to identify properties and districts that should be protected by local ordinance.  |
|                    | Provide the <b>fullest protection</b> to the City of Charlottesville's historic resources.   |
|                    | Based on architectural and historic survey results and significance consider <b>additional neighborhoods and areas for designation</b> as local historic districts (either Architectural Design Control Districts or Conservation Districts), and consider additional properties outside existing ADC Districts for designation as individually protected properties.  |
|                    | Consider expanding the list of individually designated resources to <b>include resources from the recent past</b> (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.   |
|                    | Protect and enhance the <b>existing character, stability and scale</b> of the City's older neighborhoods.  |
|                    | Devise a <b>Conservation District</b> 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 <b>protect</b> groupings of buildings within the <b>traditional pattern of neighborhood development</b> rather than individual architectural specimens. |

## Goals at a Glance

### Albemarle County

- ▶ Protect historic & cultural resources
- ▶ Adopt Historic Overlay District
- ▶ Implement Historic Preservation Plan
- ▶ Develop local incentives for historic preservation

### Charlottesville

- ▶ Inventory & evaluate historic resources
- ▶ Fully protect historic resources
- ▶ Consider additional neighborhoods & properties for historic designation
- ▶ Consider protection of architecturally significant resources under 50 years old
- ▶ Protect character of older neighborhoods
- ▶ Protect traditional patterns of neighborhood development in older neighborhoods through Conservation Districts



**Do existing goals adequately support the preservation of historic resources in our community?**

# Existing Goals: Historic Preservation

| ALBEMARLE COUNTY      |  |
|-----------------------|--|
| Goals & Strategies    |  |
| Historic Preservation | Support and promote <b>heritage tourism</b> .  |
|                       | Document and maintain records on existing and potential <b>prehistoric and historic archaeological sites</b> . |
|                       | Help protect the <b>Monticello Viewshed</b> .  |



Historic home in Marthe Jefferson neighborhood

| CHARLOTTESVILLE    |  |
|--------------------|--|
| Goals & Strategies |  |
|                    | Identify policies within Conservation Districts that place value on <b>cultural and human resources</b> as well as physical resources.   |
|                    | Continue to identify and make available <b>incentives to encourage historic preservation</b> .   |
|                    | <b>Disseminate information regarding Federal and State rehabilitation tax incentives</b> , including Virginia's tax credit program, to homeowners, and help them explore financial techniques for rehabilitating historic homes.                                       |
|                    | Continue the <b>BAR's annual preservation awards</b> for the best examples of preservation and design in the community, especially in ADC Districts and the Planning Commission's annual awards that may include recognition of exceptional Entrance Corridor designs. |
|                    | Provide <b>technical assistance to property owners</b> , or provide referrals to other sources of information, regarding architectural, historical or financial questions.   |
|                    | Pursue <b>National Register and Virginia Landmarks Register</b> status for all future local historic districts.  |

## Goals at a Glance

### Albemarle County

- ▶ Promote heritage tourism
- ▶ Document prehistoric & historic archeological sites
- ▶ Protect the Monticello Viewshed

### Charlottesville

- ▶ Identify policies that value cultural & human resources in Conservation Districts
- ▶ Provide incentives for historic preservation
- ▶ Provide homeowners with information about rehabilitation incentives
- ▶ Continue BAR annual preservation awards
- ▶ Provide technical assistance to property owners
- ▶ Pursue state & national designation for local historic districts



Do existing goals adequately support the preservation of historic resources in our community?

# Existing Goals: Entrance Corridors

| ALBEMARLE COUNTY   |   |
|--|---|
| Goals & Strategies   |   |
| Entrance Corridors   | Maintain the <b>visual integrity</b> of all of Albemarle's designated <b>scenic roadways and Entrance Corridors</b> .   |
|  | Use <b>design standards</b> to help maintain the integrity of all roadways in Albemarle County.   |
|  | Pursue additional <b>Virginia Byway designations</b> for roads meeting State criteria.  |
|  | Identify specific roads as possessing <b>exceptional scenic, aesthetic, and historic characteristics</b> that are assets to the County and deserve protection. Further protect these exceptional roads through voluntary measures and land use policy decisions using <b>design standards and guidelines</b> .                |
|  | Analyze two Entrance Corridors ( <b>250 West and 29 North</b> ) by typical sections, such as a village, farmland, and urban commercial. <b>Develop specific guidelines for each typical section</b> , and use guidelines as a model for other Entrance Corridors, and to further protect exceptional Entrance Corridor roads. |
|  | <b>Review the Entrance Corridor guidelines for effectiveness</b> in protecting the integrity of exceptionally scenic Entrance Corridor road corridors, such as Route 250 West.  |
| <b>Pursue additional Entrance Corridor designations</b> as appropriate, or as road classifications change. |   |

| CHARLOTTESVILLE  |
|--|
| Goals & Strategies   |
| Provide the <b>fullest protection</b> to the City of Charlottesville's historic resources. |



Route 20/ Monticello Avenue entrance corridor

| Goals at a Glance  |
|--|
| <p><b>Albemarle County</b></p> <ul style="list-style-type: none"> <li>▶ Protect visual integrity of scenic roads &amp; entrance corridors through use of design standards</li> <li>▶ Pursue Virginia Byway designation for qualifying roads</li> <li>▶ Identify roads with exceptional scenic, aesthetic &amp; historic characteristics</li> <li>▶ Develop design guidelines specific to village, farmland &amp; urban commercial settings</li> <li>▶ Review effectiveness of Entrance Corridor guidelines</li> <li>▶ Pursue additional Entrance Corridor designations as appropriate</li> </ul> |
| <p><b>Charlottesville</b></p> <ul style="list-style-type: none"> <li>▶ Fully protect historic resources</li> </ul>   |

**?** Do existing goals adequately support & achieve quality entrance corridors?

# Existing Goals: Natural Heritage & Scenic Resources

## ALBEMARLE COUNTY

### Goals & Strategies

**Preserve and manage the County's natural resources** in order to protect the environment and conserve resources for future use.

Review the effectiveness of **County Scenic Streams regulations**. Coordinate regulations with the Coordinated Water Resources Ordinance.

Using revised County Scenic Streams criteria, **pursue local designation of qualifying streams**, including designated Virginia Scenic Rivers.

Pursue **Virginia Scenic River designations** for rivers meeting state criteria.

Preserve and manage the County's natural resources and cultural assets in order to **protect the environment and conserve resources for future use**.

Recognize the importance of **protecting biological diversity** in both the Rural Area and the Development Areas for the ecological, aesthetic, ethical, and economic benefits to the community.

Recognize the **value of Albemarle's mountains**, including protecting water quality and drinking water reservoir capacity, soil conservation, forest resources, plant and animal habitat, scenic values, tourism, and the economic impact of these resources.

Protect Albemarle County's **agricultural lands and forests** as a resource base for its agricultural and forestry industries and for related benefits they contribute towards the County's rural character, scenic quality, natural environment, and fiscal health.

Encourage the **preservation of existing wooded areas** as development occurs in Development Areas. Maintain or establish wooded buffer areas between dissimilar land uses as development occurs.

**Protect the County's surface water** through a management program that recognizes the functional interrelationship of stormwater hydrology, stream buffers, flood plains, wetlands, and human management practices.



Holly Fork Farm, photo courtesy of Martin Johnson

### Goals at a Glance

#### Albemarle County

- ▶ Preserve & manage natural resources
- ▶ Coordinate & review effectiveness of scenic streams regulations
- ▶ Pursue scenic designation of local qualifying streams
- ▶ Preserve natural resources for environmental protection & future use
- ▶ Protect biological diversity
- ▶ Recognize value of Albemarle's mountains
- ▶ Protect agricultural land & forests
- ▶ Preserve wooded areas & maintain forested buffers between dissimilar land uses
- ▶ Protect surface water

Natural Heritage



**Do existing goals adequately protect Albemarle County's natural & scenic resources?**



## JOINT MEMORANDUM

To: County of Albemarle and City of Charlottesville Planning Commissions  
From: Elaine Echols and Missy Creasy  
Date: July 14, 2011  
Re: Joint Planning Commission Meeting – August 16, 2011 – Livability Project and Community Comprehensive Planning

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Since the March 22, 2011 joint work session, staff has done significant work towards supporting the grant products as well as kicking off the Comprehensive Plan updates. At the August meeting, we will provide you with an overview of those activities as well as gain your feedback on next steps.

### Joint City/County Community issues

At the March meeting, Commissioners provided staff with a number of issues to review as part of this process. Those items are listed below with a brief explanation as to the anticipated way they will be addressed in the process. Commissioners are asked to review this information and provide confirmation that these items are reflective of the March conversation and provide any feedback.

- The Rivanna River – *This will be discussed as part of the environmental session and the land use session to include study of the land uses on each side of the River to establish how the river relates to city and county land use.*
- Neighborhoods/amenities that straddle City/Co. line – *To be reviewed as part of the common future land use map.*
- Vision shared by both the County and the City. Show where city/county goals line up – *This will be presented by topic at the community meetings. A comprehensive searchable database of community goals is being developed as part of the grant and will be available later in the process.*
- ECs and linkages to growth areas – *Entrance corridors will be introduced in the Land use discussion and explored further in the Preservation public meeting.*
- L-shaped study area – 29 from North of City going south and east to include part of Pantops - *The Common Land Use map will allow for analysis of this concept.*
- Multi-modal coordination – *This will be addressed in a number of the public sessions but in most depth at the Transportation session.*
- Plans should be searchable on-line – *We intend to do this.*
- Land Use by geography: City for development/Co. for preservation – *Education will be provided to assure that community members understand the County growth areas. The common future land use map will provide guidance for discussion at various community sessions.*

### Workshops held to date

Two public events have been held to date in association with this project. Materials provided at that event are located at <http://www.1-community.org/events.asp>. Members of the public took the opportunity to comment on materials at the events, at follow up events and have access to on line commenting opportunities. Comments received from each of those events have been organized and are included in your packet for review. As you review the materials, please prepare to identify issues that you feel the Commissions should explore further.

### Public Input Process

The first round of the public input process will begin in September 2011 and include monthly workshops through March/April 2012. Meeting format will include a repeating one hour schedule from 4-7 pm with time allotted to review informational posters and hear a short overview presentation by staff followed by a Q&A period. The proposed meeting schedule and meeting format is included in your packet. These workshops are intended to educate the public about existing City & County policies relevant to each Comprehensive Plan topic area and obtain feedback about whether or not these policies adequately address current and future community needs. Commonalities in policies between the jurisdictions will be highlighted and questions posed regarding these linkages. We will capture this input by multiple written formats at the workshops and using online resources.

At the conclusion of this meeting series, staff is recommending that the Planning Commissions hold a joint meeting to review the input and take additional input from the public. That will provide an additional opportunity for members of the public to give input. Staff recommends that 3 minutes be provided for each speaker to accommodate as many speakers as possible, unless the commissions would like to provide additional time.

### Preview of Public Input Meeting Series Material

At the August meeting, staff will provide you with a preview of the material on Greenways that will be used at the first public input meeting. In advance of that meeting and presentation, we are asking that you review the attached materials to provide direction to staff.

### Commissioner assignments for the August 16, 2011 meeting

1. Review joint city county issues and be prepared to provide feedback
2. Review the comments from previous public meetings. Identify any issues you feel should be explored further by the Commissions.
3. Provide comments on the meeting format. Are we on the correct path concerning the meeting structure? Will this format be productive? What are we missing?

If you have limited time for review prior to the meeting, it is requested that you focus your efforts on materials related to the public forums first to be followed by review of the performance measurement materials.

Next Joint City County Planning Commission meeting: September 20 in the Neighborhood Development Services Conference Room in City Hall.

Attachments:

Attachment A: March 22, 2011 meeting notes <http://www.charlottesville.org/Index.aspx?page=3033>

Attachment B: April 27, 2011 Kickoff meeting comments

Attachment C: June 23, 2011 Performance Measurement meeting comments

Attachment D: Performance Measurement Posters (these are available on line. Please contact staff if you would like paper copies)

Attachment E: Where are we NOW? – Performance Measurement meeting handout

Attachment F: Many Plans One Community Fall meeting schedule and format


Attachments B-E are available at <http://www.1-community.org/events.asp>

## **Implementation of Albemarle's Housing Goals and Objectives**

April 10, 2012

- Designate areas for housing which may be provided in the form of single-family detached and attached units, apartments, and mobile homes in the County's Development Areas on the Future Land Use Plan.
- Ensure that land area exists for future residential uses so that a diversity of housing types can be maintained.
- Provide rental subsidies for qualifying low-income residents.
- Make information on rental housing available to low-to-moderate income residents.
- Provide a Homebuyers Program to provide training for first-time home buyers. (Program will be discontinued June 30, 2012)
- Accept proffers for affordable housing units or cash to be used with the Affordable Housing Program.
- Assist in matching qualified first-time home buyers with affordable units which have been proffered. (Program will be discontinued June 30, 2012)
- Program to provide down-payment loans to first-time home buyers ended in 2010.

# Charlottesville Housing Report




March 5, 2012
City Council Presentation

## Outline of Presentation




- Introduction
- Recap of 2025 Goals
- Progress since the 2025 Report
- Affordable House Investments since the 2025 Report
- Leveraged Funds
- Other Initiatives
- Future Direction and Efforts
- Conclusions

## Introduction




- Many Existing Programs funded by CHF, CDBG, and/or HOME (Free Paint, Reduced Water/Sewer Fees, Real Estate Tax Exemption for the Elderly/Disabled, Tax Relief for Qualified Persons, Rental Assistance, Homeowner Tax Abatements, Special Tax Rates for Energy Efficient Building)
- Programs Subject to Income and/or age/disabled status limitations
- Area Median Income used for income standard
- Charlottesville Median Family Income: \$77,800
- Four Person "very low" (a.k.a. 50%) income: \$38,900

## Recap of 2025 Goals



- **Goal:** Increase the ratio of supported affordable units to 15% of total housing units by 2025.
- Supported Affordable Units were 10.5% at time report prepared

## Progress since the 2025 Report



- Hiring of Housing Development Specialist
- Collaboration between CRHA and NDS on Redevelopment
- Concerns over long term HUD funding for public housing
- Report on Memorandum of Understanding from Dec 2011
  - Develop RFP's for Crescent Halls and Avon Garage/Levy Property
  - Determine how to utilize Charlottesville Development Corporation (CDC)
  - Ask City Council to fund A&E for RFP's

## Progress since the 2025 Report

(continued)



- Memorandum of Understanding (continued)
  - Develop financing plan for rehab of Crescent Halls
  - Develop strategic plan to redevelop all CRHA properties
- RFP's have yet to be drafted (due to questions regarding timing as well as visioning)
- Consideration for use of a "Master Developer"
  - Lack of resources to undertake on our own

### Affordable Housing Investments

- Total housing units have increased from 18,407 (2007 American Community Survey) to 19,189 (2010 Census)

| Unit Type                         | As of 2005 Report | Since 2005 Report | Revised Figures |
|-----------------------------------|-------------------|-------------------|-----------------|
| HUD Funded                        | 578               | 0                 | 578             |
| VHDA Funded                       | 448               | 0                 | 448             |
| City Funded - Deepwood Properties | 57                | 0                 | 57              |
| Housing Choice Vouchers           | 399               | 11                | 410             |
| Region Ten Funded                 | 100               | 0                 | 100             |
| Deed Restrictions                 | 311               | 35                | 346             |
| Habitat For Humanity              | 39                | 7                 | 46              |
| <b>Total:</b>                     | <b>1,932</b>      | <b>53</b>         | <b>1,985</b>    |

### Affordable Housing Investments (Continued)

New Housing Construction (see following slides for images)

- Supported Affordable Units increase from 1,932 to 1,985
- As a percentage of total housing units, supported affordable units decreased from 10.5% to 10.34%
- Units to be added in near future will increase our number to 2,108 or 10.98% of total housing



### Affordable Housing Investments (Continued)

- New units at SRO 4<sup>th</sup> & Preston (60 Units)




### Affordable Housing Investments (Continued)

- Donation of City property helps create seven affordable units at The Woods on south side of Elliott Avenue

### Affordable Housing Investments (Continued)

- Nunley Townhouses: Addition of 3 units (one for Region 10 consumers and two for workforce housing)




### Affordable Housing Investments (Continued)

- Timberlake Place
- Addition of 27 affordable housing units




### Affordable Housing Investments (Continued)

- ☐ Sunrise Park, addition of 26 units




### Affordable Housing Investments (Continued)

- ☐ eco-REMOD (608 Ridge Street)
  - ☐ Will sell on the open market, immediate ROI to housing fund




### Leveraged Funds




- ☐ 2025 Goals Assumed housing fund dollars would be leveraged 10 to 1
  - ☐ Current leverage is actually closer to \$7.70 per City dollar spent
  - ☐ Leveraging must increase in order to reach the 2025 goals
- ☐ Major Projects Being Planned
  - ☐ Partnering to help with CRHA Redevelopment
  - ☐ Student Housing by Peak Campus Development
    - ☐ Cash contribution to the City: \$360,000

### Other Initiatives




- ☐ Section 3
  - ☐ Provide for hiring and training of Section 3 eligible residents
- ☐ Housing Rehab Program
  - ☐ New cap on rehab expenditures set at \$25,000
  - ☐ Working with AHIP to streamline inspections and service delivery
- ☐ Comprehensive Plan Update
  - ☐ Worked with TJPDC to Coordinate Housing and Economic Drivers Workshop in December 2011
  - ☐ HAC prepared formal comments to guide update
- ☐ Tax Abatement for Housing Investment Program
  - ☐ Extended on December 5, 2011 until 2017

### Future Direction and Efforts



- ☐ Improve lack of housing options for City residents
- ☐ Working to incentivize "visitability" features into new housing construction
- ☐ Modify various City code sections to unify the definition of "affordable"

### Future Direction and Efforts (Continued)



- ☐ Continue work with Thomas Jefferson Community Land Trust
  - ☐ Provision of CDBG and CHF funds to develop two units on Cleveland Avenue (in partnership with Habitat for Humanity)
  - ☐ Selling of one Nunley Street townhouse unit by TJCLT
  - ☐ Purchase two lots for \$88,000 with help of CHDO on Harris Street

Continue analysis of on-going housing programs to assist with budgetary decisions in the future

## Conclusions



- ❑ Slow but steady progress since 2005 despite poor economy and very depressed housing market
- ❑ Must be strategic with future expenditures focusing on existing housing as well as creation of new units
- ❑ 2025 goals focus strictly on housing, not people
- ❑ Need to look at cost per beneficiary so that both benefit to people is considered as well as benefit to structures



**Charlottesville Housing Report  
For Presentation to City Council at March 5, 2012 Meeting**

**Introduction**

The City of Charlottesville has a variety of existing programs available for use that are geared toward encouraging investment in affordable housing efforts as well as providing direct assistance to homeowners in the form of tax abatement/deferral.

These City housing programs include the locally funded Charlottesville Housing Fund (CHF), as well as Federal programs, such as the Community Development Block Grant (CDBG) and HOME programs. These funding sources provide assistance for multiple efforts with our non-profit partners as well as for direct City assistance to homeowners, such as the free paint program. In addition, the City offers reduced water and sewer fees for affordable units, real estate tax exemption for elderly / disabled, tax relief for homeowners (regardless of age) who need/qualify, rental assistance for elderly/permanently disabled, homeowner tax abatement/deferral associated with property improvements, and a special tax rate for energy efficient buildings.

Most all these programs have income and/or age/disabled status limitations that correlate to the Area Median Income (AMI) figures for the current year, as published by the United States Department of Housing and Urban Development (HUD). For 2012, these numbers are as follows:

| <b>% of AMI</b> | <b>1 person</b> | <b>2 person</b> | <b>3 person</b> | <b>4 person</b> | <b>5 person</b> | <b>6 person</b> | <b>7 person</b> | <b>8 person</b> |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 30%             | 16,350          | 18,700          | 21,050          | 23,350          | 25,250          | 27,100          | 29,000          | 30,850          |
| 50%             | 27,250          | 31,150          | 35,050          | 38,900          | 42,050          | 45,150          | 48,250          | 51,350          |
| 60%             | 32,700          | 37,380          | 42,060          | 46,680          | 50,460          | 54,180          | 57,900          | 61,620          |
| 80%             | 43,600          | 49,800          | 56,050          | 62,250          | 67,250          | 72,250          | 77,200          | 82,200          |

These figures are based on the estimated Median Family Income for Charlottesville which is \$77,800 and the four person “very low” (50%) income level which is \$38,900.

**Recap of 2025 Goals**

The overarching housing goal for the City, as adopted by City Council on February 1, 2010 (per the City of Charlottesville 2025 Goals for Affordable Housing Report recommendation), is to:

***Increase the ratio of supported affordable units to 15% of total housing units by 2025.***

The 2025 report is premised upon having roughly 10.5% supported affordable housing (1,933 / 18,407 = 10.5%) at the time of preparation. This means that the City needs to increase supported affordable housing by 4.5% between 2010 and 2025 (15 year period). The situation is complicated by a number of limiting factors including (but not limited to):

- The City has no ability to impact HUD subsidy levels for public housing or housing choice vouchers, meaning that much of our “supported affordable stock” is subject to current funding levels from the Federal government.
- Private fair market rental rates fluctuate with the market and when there is a strong market (such as in Charlottesville) rates will tend to hold steady or increase. Such increases have an impact on affordable units because the funding level for housing choice vouchers is effectively reduced by lowering the number of units that can be leased with available funds.
- The number of new supported affordable units needs to be equal or greater than 15% of all new construction just to keep pace.
- Some tax credit units are subject to losing their “supported” status during the 15 year time period and will have to either be preserved and/or replaced. There is only so much the City can do to impact this.
- Ideally new existing supported affordable units (through rehab or down payment assistance) need to come on line annually (in addition to new construction).
- The percentage is calculated on the total number of units, so as the total number of new units increases the requirements for additional supported affordable units also increases.

### **Review of terminology**

Supported Affordable Housing: Housing units with various sources of public funding and mechanisms ensuring their affordability including, but not limited to: HUD, VHDA, the City of Charlottesville, project based Housing Choice (Section 8) vouchers, and/or deed restrictions. Support may be a) project-based for multiple units (*i.e.*, Friendship Court), b) attached to individual locations (deed restrictions and land trusts), or c) reside with individual households (tenant based Housing Choice Vouchers or down payment assistance).

Preservation: Act of reinvesting or establishing new investments to maintain the affordability of existing supported affordable units for both rental and purchase.

New construction: Financing and construction of new housing units.

Financial Assistance: A subsidy that is used to ensure the affordability of a unit.

Deed Restrictions: Properties with debt instruments that restrict the use of the property and, in some cases, give the holder a first right-of-refusal to purchase the property.

## **Report on Changes Since 2025 report**

One of the recommendations of the Housing Advisory Committee (HAC) was to hire a Housing Planner. This was done in mid-January 2010, when Kathy McHugh (Housing Development Specialist) was hired by the City to work in the Department of Neighborhood Development Services (NDS). This position is responsible for helping the City identify how to best meet the 2025 goals by helping to sustain existing supported affordable housing, as well as increase supported affordable housing. The position is also responsible for routine administrative tasks such as providing staff support to the Housing Advisory Committee (HAC), overseeing the day to day matters of the Charlottesville Housing Fund, and working to administer special projects related to housing efforts.

Realizing that the future of the 376 units of public housing in Charlottesville are at risk and that there is strong potential to increase density at existing developments, NDS took the lead in approaching the Charlottesville Redevelopment and Housing Authority (CRHA) with the idea of helping identify ways to finance redevelopment. The City's active role in CRHA redevelopment and reconfiguration of the Charlottesville Development Corporation (CDC) are both seen as integral to the long term success of public housing revitalization. The CDC board structure still needs to be reorganized to fully realize the potential of this non-profit; however, the City attorney's office is currently working on this and we have been told that changes will be completed by the end of March 2012.

Concerns by City staff remain high due to HUD's stated lack of support for future long term "continued" support of public housing. Further, as Public Housing Capital Funds (the only funding available to public housing authorities to maintain/upgrade apartment units) continue to be cut (24% over the past two years), the ability of CRHA to maintain the integrity / viability of these units decreases.

At the December 5, 2011 City Council meeting, a report was presented on the results of the six month Memorandum of Understanding (MOU) effort to have the CRHA and the City study possible next steps for public housing redevelopment. A portion of the report included action steps outlined below. The resolution associated with approval of the action plan was approved at this meeting and since this time, staff has been working to identify the best approach for implementation.

1. Develop Request for Proposals (RFP's) for both renovation/ rehabilitation of Crescent Halls and construction of a new mixed use development at the Avon Garage/ Levy property. Pursue development of the Avon Garage/ Levy site to construct new facilities at this site for relocation and possible long term division of elderly / disabled person (noting the need to finalize proposed long term use prior to proceeding). It is anticipated that a mixed use project can be done through one or more development partners with a creative use of financing.
2. Determine how to utilize and structure (both from a staffing and board level) the CHRA non- profit known as the Charlottesville Development Corporation (CDC) to undertake redevelopment activities.

3. Ask City Council to appropriate funding to undertake architectural / engineering work identified through RFP processes (as described at item #1 above).
4. Develop financing plan for renovation of Crescent Halls.
5. Develop strategic plan to complete redevelopment of all other CRHA properties.

The action plan included a provision to ask City Council for funding related to two specific requests for proposals (RFPs) for architectural and engineering (A&E) services. One RFP would involve the renovation/rehabilitation of Crescent Halls and the other was intended for constructing a new mixed use development at the Avon Garage / Levy Lot property. This funding request was approved at the December 19, 2011 Council meeting; however, no RFP has been drafted at this point due to questions over both timing (i.e., should both proposals be issued simultaneously or separated by a certain time period) and over visioning for what would be ideal at the Avon Garage / Levy Lot property.

Visioning for how to redevelop public housing in the context of the larger neighborhood and City (as a whole) was undertaken during the CRHA master planning effort; however, at the time that report was written, CRHA did not own the Avon Street garage property. Accordingly, the addition of this “highly visible” corner requires some reconsideration of the Master Plan to ensure that appropriate urban design consideration is given to the development of the Avon Garage / Levy Lot property (as well as rehabilitation of Crescent Halls). It is important to recognize that the future use of this site should be consistent with the arts and innovation district context that is emerging, while also honoring the historical significance of the adjacent Belmont neighborhood as well. The recent transition of the former Martha Jefferson hospital properties was perhaps the first major event to reshape the Avon corridor, but it is only the beginning as the Avon Street bridge replacement project moves forward as well. CRHA and the City have the opportunity to further contribute to the positive changes that are occurring and therefore need to ensure that appropriate effort is given to the visioning effort.

Timing (as it relates to visioning) and approach (use of RFP for A&E purposes or other) are also very important considerations. Everyone wants to see progress; however, over the past couple of months, NDS staff have discussed and reconsidered the approach of starting with A&E services. At this point, it is thought that involvement of a “master developer” would be a better way to proceed because of lack of staff and experience. Further, the master developer could work with CRHA and the City to undertake the Avon Garage / Levy Lot design as well as the rehabilitation of Crescent Halls.

In order to integrate visioning and the master developer, staff would like to develop a RFP to request services for the visioning effort to begin immediately. While the visioning effort is getting started, the RFP for the master developer will be drafted and be ready for publication some 60 days after that time.

## Affordable Housing Investments (since the 2025 report)

According to the 2010 Census, the number of housing units in the City is now 19,189 (this is 782 / 4.2% more than 2007 American Community Survey data<sup>1</sup>). Based on using the baseline figure of 1,932 supported affordable units from the 2025 report would mean that we lost ground from 10.49% down to 10.06%); however, units added since that time must also be factored into the equation as per the following recap / report on number of units created or sustained as supported affordable since the 2025 report.

| Unit Type                        | As of 2025 Report        | Since 2025 Report | Revised Figures |
|----------------------------------|--------------------------|-------------------|-----------------|
| HUD Funded                       | 578                      | 0                 | 578             |
| VHDA Funded                      | 448                      | 0                 | 448             |
| City Funded – Dogwood Properties | 57                       | 0                 | 57              |
| Housing Choice Vouchers          | 399                      | 11                | 410             |
| Region Ten Funded                | 100                      | 0                 | 100             |
| Deed Restrictions                | 311                      | 35                | 346             |
| Habitat for Humanity             | 39                       | 7                 | 46              |
| <b>Total:</b>                    | <b>1,932<sup>2</sup></b> | <b>53</b>         | <b>1,985</b>    |

**HUD:** There are 578 units currently subsidized by HUD (376 CRHA units and 202<sup>3</sup> at Blue Ridge Commons). The 376 CRHA units are not currently at risk of losing their subsidy; however, these units will require rehabilitation or redevelopment investments over the next 13 years. Further, Blue Ridge Commons (which is owned by Community Housing Partners) has recently paid off a HUD mortgage and is in the process of seeking financing through the Virginia Low Income Housing Tax Credit (LIHTC) program as administered by the Virginia Housing Development Authority (VHDA) to rehabilitate this 40+ year old facility. At the same time, they have also requested that CRHA administer enhanced vouchers (a special form of Housing Choice Vouchers) to provide to current tenants. As all of this is on-going, there is no way to predict what will happen; however, it would appear that odds are good for continued subsidy and thus the supported affordable status to remain in place.

<sup>1</sup> Note that the 2007 American Community Survey reported 18,407 total units which included 1,713 of unoccupied units.

<sup>2</sup> Note that this figure is 1 off from the 2025 report; however, it appears that the difference was a math error that was not caught at that time.

<sup>3</sup> Per Community Housing Partners, there are currently only 198 apartments at Blue Ridge Commons because the other 4 are being used for the leasing office and Neighborhood Network Center (NNC). With planned renovations, there would be 202 apartments and a new building constructed for the leasing office and NNC.

VHDA Low Income Housing Tax Credits (LIHTC):

|   | <b>Units</b> | <b>Received<br/>or<br/>Renewed:</b> | <b>LIHTC<br/>Expires:</b> | <b>Remain<br/>affordable<br/>until:</b> |
|---|--------------|-------------------------------------|---------------------------|---|
| <b>Friendship<br/>Court</b>               | 150          | 1991/2002                           | 2001/2012                 | 2006/2017                               |
| <b>Hearthwood</b>                         | 200          | 1996                                | 2012                      | 2027                                    |
| <b>Mews on<br/>Little High<br/>Street</b> | 39           | 2006                                | 2016                      | 2021                                    |
| <b>Monticello<br/>Vista</b>               | 50           | 2008                                | 2018                      | 2023                                    |
| <b>Virnita<br/>Court</b>                  | 16           | 2005                                | 2015                      | 2020                                    |

There are 455 LIHTC units at present. The Hearthwood<sup>4</sup> LIHTC period expired this January; however, they have executed an extended use agreement until 2027. The owners advise that there are plans to undertake some upgrades in the coming years and they would like to incorporate energy efficiency to the maximum extent feasible. The continuation of affordability and the location of these units next to CRHA's Michie Drive complex could provide some opportunities for a larger scale project at some point due to proximity of location.

Due to the early pay-off of a HUD subsidized mortgage, Community Housing Partners (the owners of Blue Ridge Commons) are planning to seek 9% LIHTC financing this spring. Because 202 units (also see footnote 2 above) are already accounted as "HUD funded", this would mean no net change to total supported affordable units; however the category would change from HUD funded to VHDA funded (with a new 15 year period added to this property).

City of Charlottesville – Dogwood Housing: The City of Charlottesville loaned \$850,000 to preserve 57 units (Dogwood Housing) of affordable housing. The current restrictions on these units will expire in October 31, 2012 unless some action is taken to continue the subsidized loan provisions. Staff has raised concerns regarding various rent compliance issues; however, this matter is pending with the City Attorney's office.

Housing Choice Vouchers (Section 8): Housing vouchers can be tenant or project based. Either way, the voucher serves as a rent subsidy to reduce the amount of rent paid by the tenant to only 30% of their household income. The figures shown herein are current as of this report; however, in order to avoid duplicative counting of units (such as LIHTC properties where Housing Choice Vouchers are used by various tenants) the total number of vouchers being used in the City (586) has been adjusted (reduced) by 30% (as per the 2025 report which established this factor based on discussions with local administrators who indicated that 30% of all vouchers used in the City are for supported affordable units).

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<sup>4</sup> According to Jeff Petagna at Cannon Properties regarding status of Hearthwood LIHTC as of 2-16-12.

Region Ten: In addition to their housing vouchers, Region Ten also maintains another 100 supported affordable units. These units are funded through Shelter Plus Care subsidies, Discharge Assistance Project (DAP) funds (which are provided through Virginia as an alternative to Western State Hospital), and Region Ten's own funds. Region 10 also uses HUD funds for a dual diagnosis program that uses transitional housing units at the Moore Center, but none of these units are reflected herein as they are used for on-going treatment modalities.

Deed Restrictions: Inclusion of restrictive language on a private deed to guarantee affordability over a period of time. This mechanism is most commonly used with housing rehabilitation and down payment assistance.

New Housing Construction: Building of new housing units. Generally these units are being built by Habitat for Humanity or Piedmont Housing Alliance, as private developers have not been involved to date.

The new number of supported affordable units has increased to 1,985 from 1,932; however, with the increase in total housing units (based on 2010 Census data) this still means that the current percentage of supported affordable housing units is down slightly from the 2025 Goals for Affordable Housing report to 10.34%.

While yearly targets have been identified, it is important to keep the total end goal in mind. Accordingly, when the Crossings at Fourth and Preston (SRO with 60 units), Burnett Commons Phase II (i.e., the Woods with 7 units), townhouses on Nunley Street (3 units – one for Region 10 consumers and two for workforce housing), JABA's senior housing development in Woolen Mills (i.e., Timberlake with 27 Units), and Sunrise Park (26 units) come on line later this year and next, we will actually be at 2,108 (10.98%) which will be solid gain of almost one percent toward our goal.

There are other projects that have had an indirect impact on these figures (causing them to increase). This includes include the selling of property at 409 Stadium Road (which yielded \$250k for the CHF), as well as provision of City owned land to further affordable efforts on Elliott Avenue with Burnet Commons Phase II (a.k.a. the Woods) and on-going efforts to identify a developer for the City owned acreage on the north side of Elliott Avenue. A Request for Proposal was issued in October 2011 with proposals due in December. Only two proposals were received and both have been evaluated at this point. In addition, both proposal teams have been interviewed and provided an opportunity to make a presentation to present their proposal. Staff will be coming forward with a recommendation soon; however, there is a potential to gain between 38 to 41 affordable units based on which proposal is selected and what is ultimately built at this site after major cleanup is completed.

There are several other efforts that are also underway. These include the City purchase of two lots near Westhaven through Habitat for Humanity for later use with relocation efforts during redevelopment and/or for workforce housing units. The future scope of this project is contingent upon what happens with possible acquisition of 208 8<sup>th</sup> Street, 708 Page Street as well as railroad

owned property. If these parcels can be obtained, then the entire city block can be used for development of a larger scale project.

The completion of 608 Ridge Street (a.k.a., eco-REMOD with its basement apartment) also provides a future opportunity for generation of additional proceeds for the Charlottesville Housing Fund. While the City is currently leasing this facility to the Local Energy Alliance Program (LEAP) for office space and the basement apartment to a visiting University of Virginia professor from China, once these leases expire and the housing market stabilizes, the City will need to consider whether to sell the property or not. With the Woods development about to get underway, as well as the potential for development of the City owned Elliott Avenue property (across the street), ecoREMOD is ideally situated to sell on the open market and provide a return of the initial investment back to the housing fund.

### **Leveraged Funds**

The initial housing report adopted by City Council on February 1, 2010 based future housing investment needs on the proposition that housing dollars would be leveraged 10 of to 1, meaning that for every dollar of City CIP or Federal housing funds, there would be \$10 of local/other funding invested. This matter has been discussed multiple times by the Housing Advisory Committee since adoption of the report and there has been an expressed concern that this estimate was too high and unrealistic. Based on current information provided by grantees, the amount of leverage is currently at \$7.10<sup>5</sup> per City dollar spent, meaning that the funds which have been identified by the 2025 Goals for Affordable Housing will not be sufficient to reach the 15% goal unless the rate of investment/leverage increases significantly. Even with the Crossings and Fourth and Preston (which will be on line in the spring of 2012), the total City investment is \$1,550,000 and the total costs are \$8,055,099. This means that the City investment is leveraging at a slightly higher rate of \$7.70 per dollar spent; however, this is still less than was used as the basis for the 2025 report. Accordingly, 2025 goals will not be easily obtained unless leveraging is increased.

### **Major Projects Being Planned**

There has already been reference to multiple projects that are underway and/or close to completion. In addition to these, there are also opportunities available to increase supported affordable housing through the CRHA redevelopment progress. The challenge with this effort is that, in order to be viable, the ratio of affordable units to “market” rate units must be such that the development will sustain itself and people will invest in these neighborhoods. Financing will be challenging, but ultimately it is the ratio of affordable to market rate units that will most significantly impact 2025 goals. If 15% gain in affordable units can be realized (perhaps not at each site, but overall), this effort will further 2025 goals as well as substantially improve the condition and long term viability of public housing units. Accordingly, CRHA redevelopment

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<sup>5</sup> Current expenditures from CHF, CDBG and Home for completed units are \$720,167.14 with \$2,470,099.04 of other investment which has been leveraged. \$415,000 has also been spent on Sunrise Development with another \$5,585,000 leveraged for a total investment of \$1,135,167.14 and \$8,055,099.04 in leverage for an average of \$7.096 leveraged per \$1 CHF/CDBG/HOME expenditures.



efforts (as well as other large scale developments) are critical to the ultimate success of supported affordable units in Charlottesville.

Student housing being constructed by Peak Campus Development at Arlington & Millmont will be the first opportunity for the City to capture a cash contribution into the Charlottesville Housing Fund through our Affordable Dwelling Units (ADU) ordinance at Section 34-12 (d - e). Based on plans approved by NDS, the current level of the contribution would equate to \$360,000.

### **Other Initiatives**

Section 3 - In order to incorporate the hiring and training of low income persons who live in CRHA properties and other areas of the City, NDS prepared a Section 3 Plan that has been adopted by both CRHA and the City. The adoption of this Plan and the hiring of a Section 3 coordinator are a first for Charlottesville and will hopefully provide for hiring and training opportunities for our Section 3 eligible residents in the near future as bidding options are provided in two upcoming CRHA bid opportunities and the City's own Old Lynchburg Road project.

Housing Rehab Program - In order to stretch dollars further, NDS revised the City's housing rehabilitation policies and procedures to adopt a new property standard (Virginia Maintenance Code) and to set a cap on rehab expenditures at \$25,000. Working through the Albemarle Housing Improvement Program (AHIP), the City's non-profit partner, the first year of implementation has just been finalized. Continued efforts are on-going to reshape this program and make even more improvements to streamline inspections and service delivery.

Comprehensive Plan Update – Working through the Thomas Jefferson Planning & District Commission, NDS housing staff recently participated in the Housing and Economic Drivers workshop. Also, staff worked with the HAC to develop and finalize a document (formerly known as the “strawman”) which restates housing goals and suggestions for the upcoming update of the Comprehensive Plan.

Tax Abatement for Housing Investment Program - NDS looked into the cost effectiveness of extending the City tax abatement program for property improvements and found that the program serves as a valuable tool to support efforts at continuing affordable housing for our middle income residents. At the recommendation of staff, Council approved the extension of this program on December 5, 2011, for another 5 years until 2017.

### **Future Direction / Efforts**

In order to be successful, staff must be able to take a strategic role in planning and assisting with efforts / projects that hold potential for improving the City's situation with respect to supported affordable housing. Currently staff is trying to do as much as possible with the Charlottesville Housing Fund; however, many non-profit partners also rely on these funds to support their efforts. Accordingly, staff initiatives are limited to funds that are essentially “left over”. This is certainly not optimal and does not produce the best results.

- Based upon a recommendation from the HAC, staff requested \$1 million for a Strategic Housing Investment Fund from the current year CIP budget. Ultimately, to be able to secure additional leverage and stretch limited housing dollars (reduction the result of cuts to both CDBG and HOME funds), use of a strategic fund (primarily for use as a loan and/or loan guarantee) will be necessary. Lack of housing options for various income levels within the City of Charlottesville is a known problem. The City has already focused funds through the Charlottesville Housing Fund to assist with housing needs in the community, but there is much more need than there are funds. Also, the City (in order to undertake projects identified by staff) must dip into these funds and thus take away from local housing nonprofits that also need funding. As history tends to repeat itself, it is vital to learn from the past. Similar to the unsuccessful "war on poverty" (when the U.S. stopped short of providing the funding requested) the City of Charlottesville must adequately fund housing if it expects to win in the area of housing, particularly housing for the most vulnerable. Adequate funding now has the potential for reversing the current problems with our housing situation and ultimately impacting poverty as well as other social problems associated with poor housing and poverty in general.
  
- "Visitability" is a growing trend nationwide. The term refers to single-family or owner-occupied housing designed in such a way that it can be lived in or visited by people who have mobility issues. A house is *visitabile* when it meets the following basic requirements: one zero-step entrance, doors with 32 inches of clear passage space, one bathroom on the main floor, and wheelchair accessible. Staff is currently reviewing possibilities for incentivizing builders / developers to incorporate "Visitability" standard features into new housing construction in Charlottesville; however, the issue is challenging due to our local topography as well as the added costs and concerns over market demand.
  
- Staff has identified the need to modify various City code sections (when feasible) and/or definitions to unify the City definition of "affordable" as it currently varies from program to program. This effort is ongoing and will need to be coordinated with various other departments to ensure that programs and services are not negatively impacted.
  
- The City is currently working with the Thomas Jefferson Community Land Trust (TJCLT) on several projects that will allow the land trust to move ahead and establish a presence in the City as an affordable housing player. These include:
  
- Provision of both CDBG and CHF funds to purchase and develop one lot on Cleveland Avenue. This will be done in partnership with Habitat for Humanity to construct a duplex. Title issues associated with the adjacent lot have delayed efforts to purchase a

second lot, but once this is resolved it is hoped that the TJCLT will be able to close on this lot as well, assuming funding can be identified.

- Provision of one Nunley Street townhouse unit (as constructed by Habitat for Humanity on behalf of the City) to the TJCLT in order for the unit to be sold. The TJCLT would retain ownership of the land, but proceeds for the improvements would be returned to the CHF.
- Assistance through HOME Community Housing Development Organization (CHDO) funds of roughly \$88,000 to purchase two lots on Harris Street (which are part of the approved Evangeline subdivision off of Harris Street). Details for this project have not yet been resolved; however, it is hoped that the City can work with both TJCLT and perhaps a local CHDO to implement this project given use and timing restrictions associated with these funds.
- The TJCLT has been provided with matching funds for various projects. The City would like to assist TJCLT to be able to maximize this opportunity and perhaps purchase additional lots in the Evangeline subdivision off of Harris Street.
- Future endeavors will include an analysis of on-going housing programs relative to what each is costing the City. This is a necessary effort to determine which programs are the most cost effective. Staff hopes that this information will assist City Council in making budgetary determinations regarding housing programs and how best to direct future spending to achieve the most benefit.

## **Conclusion/Summary**

While we have made some progress since issuance of the 2025 report, there is still much to be done at this point. The poor economy and depressed housing market have both negatively impacted City housing efforts as well as our ability to leverage matching funds. In order to be successful, the City needs to be more strategic with its expenditures while also recognizing that a holistic approach to housing must include a focus on both the existing housing stock as well as development of new units.

Further, it is important to recognize that the 2025 Goals for Affordable Housing Report is focused on housing units rather than people. This means that the same value is placed on helping support a single occupant household as with helping a five person household. This is an aspect of the current goals that likely should be re-evaluated while the analysis of expenditures is being done in order to determine both the cost of providing a supported affordable housing as well as the cost per beneficiary of such efforts. This is critical as any effort focused on structures rather than people will potentially have negative social repercussions.

## **System: Housing & Built Environment**

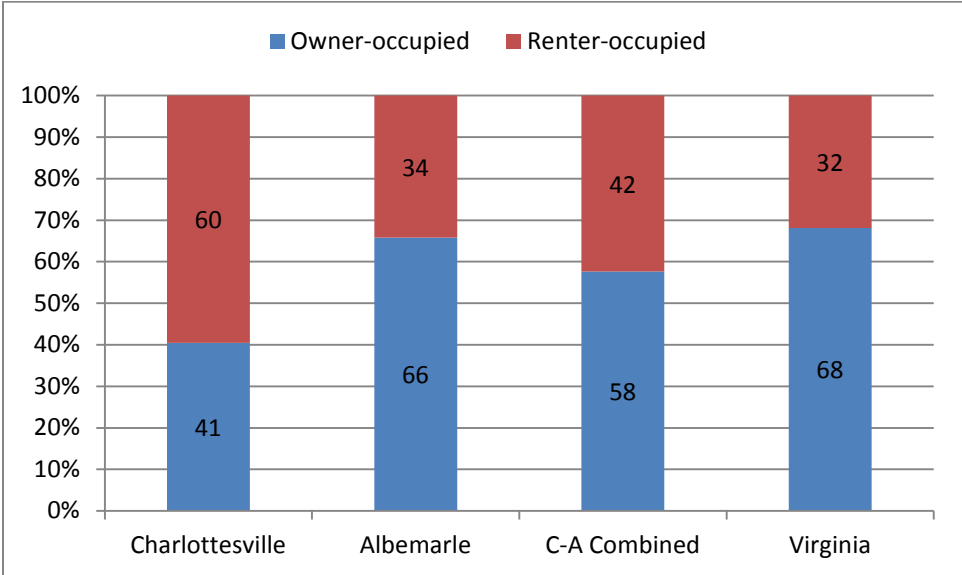
**The Housing & Built Environment System serves the community by providing an array of housing options serving the needs of all citizens. The integration of housing within a community, the efficiency of housing units, the availability of safe, varied housing choices and a range of affordable options are all measurements of the health of the Housing and Built Environment.**

# System: Housing & Built Environment

## Indicator: Renter & Owner Occupied Housing

A mix of properties available to renters and owners ensures choices for citizens of various incomes and lifestyles. Homeowners can bring stability to a neighborhood as they tend to reside in a home for longer periods of time. Renting often better meets the needs of students and other mobile populations.

The data below finds that the rate of owner occupancy in the Charlottesville-Albemarle area is 58%, as compared to the state average of 68%. This is likely due to the high student population, which tends to include more renters than homeowners.



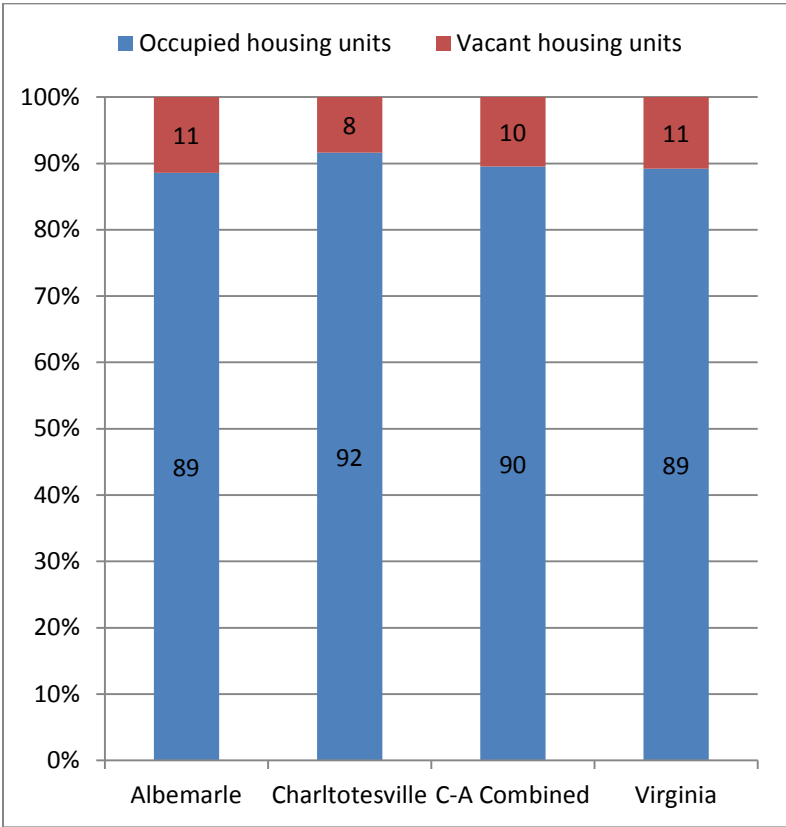
Source: U.S. Census Bureau, 2008-2010 American Community Survey

# System: Housing & Built Environment

## Indicator: Vacancy Rate

This category includes vacant units both for sale and for rent. High vacancy rates can indicate a lack of demand for residential or commercial property, possibly representing economic decline. Low vacancy rates could signal a competitive housing market and/or a need for additional units.

The vacancy rate in our region is comparable to the state-wide rate.



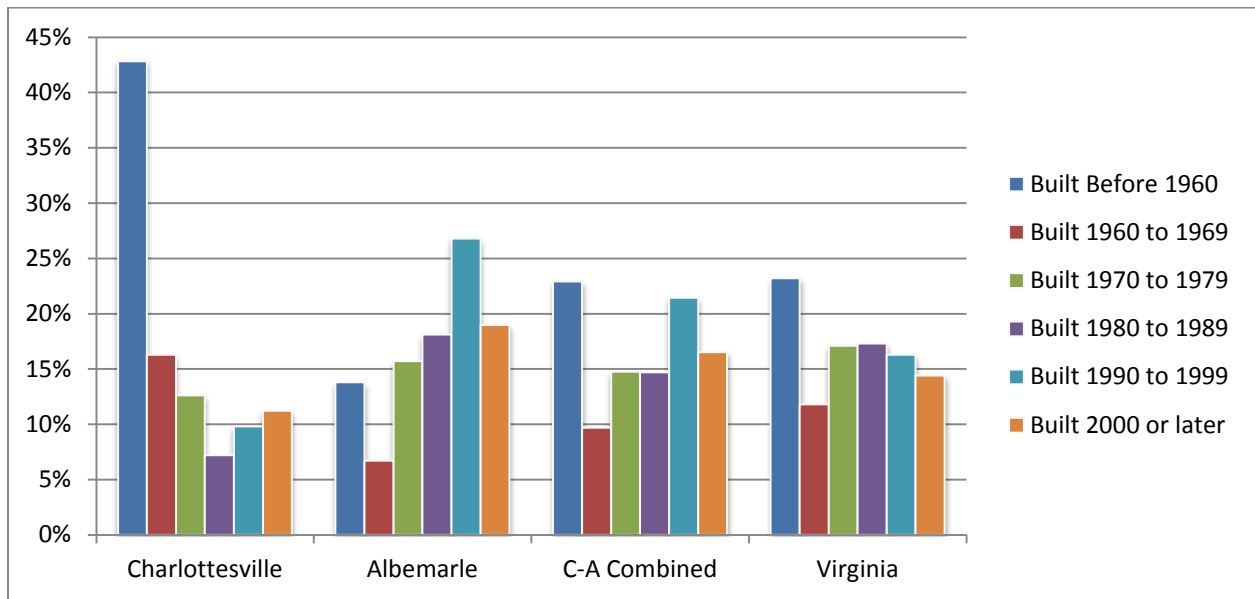
Source: U.S. Census Bureau, 2008-2010 American Community Survey

# System: Housing & Built Environment

## Indicator: Year Structure Built

A diverse housing stock necessarily includes structures of various ages. A distribution in housing units of different ages denotes an assortment of choices based on housing size, style and maintenance needs. The age of housing stock provides a rough estimate of the quality of housing stock.

Just over half of our area's housing stock has been built since 1980.



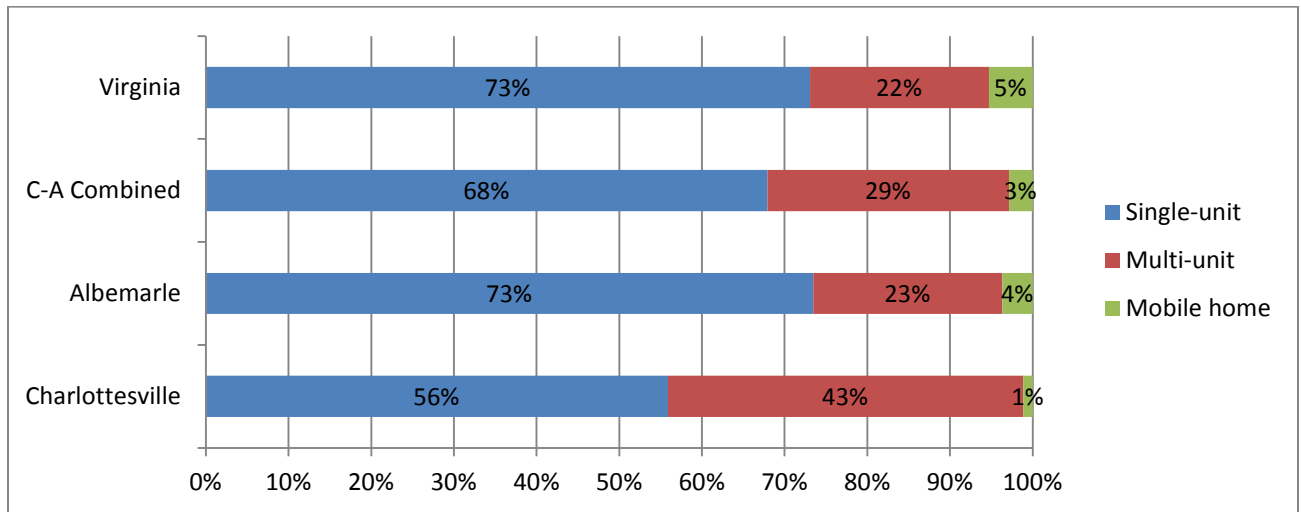
Source: U.S. Census Bureau, 2008-2010 American Community Survey

# System: Housing & Built Environment

## Indicator: Type of Unit

A variety of single, multi-family and mobile homes provides options for a diverse range of housing needs in the community. The single-unit home category includes both detached and attached units (such as a townhome). Multi-unit housing can include duplexes as well as apartments or condominiums.

About two-thirds of the housing stock in the Charlottesville-Albemarle region is comprised of single-unit homes.



Source: U.S. Census Bureau, 2008-2010 American Community Survey

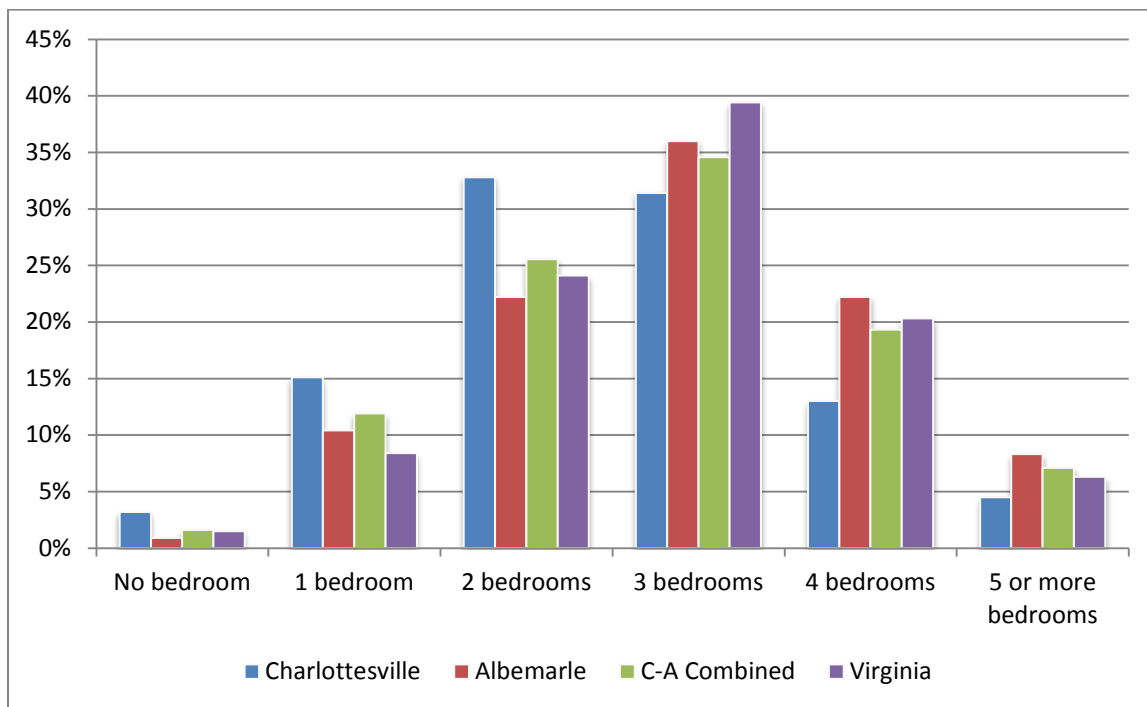


# System: Housing & Built Environment

## Indicator: Number of Bedrooms

Number of bedrooms is an indicator of the size of a housing unit and the number of occupants it can accommodate. The distribution of housing units by bedroom size can be compared to the patterns of household size to determine whether the current housing stock meets the needs of the local population. An array of units by number of bedrooms denotes an assortment of housing choices for residents of varying income levels, family sizes, and lifestyles.

### Housing Units by Number of Bedrooms (as portion of total housing units)

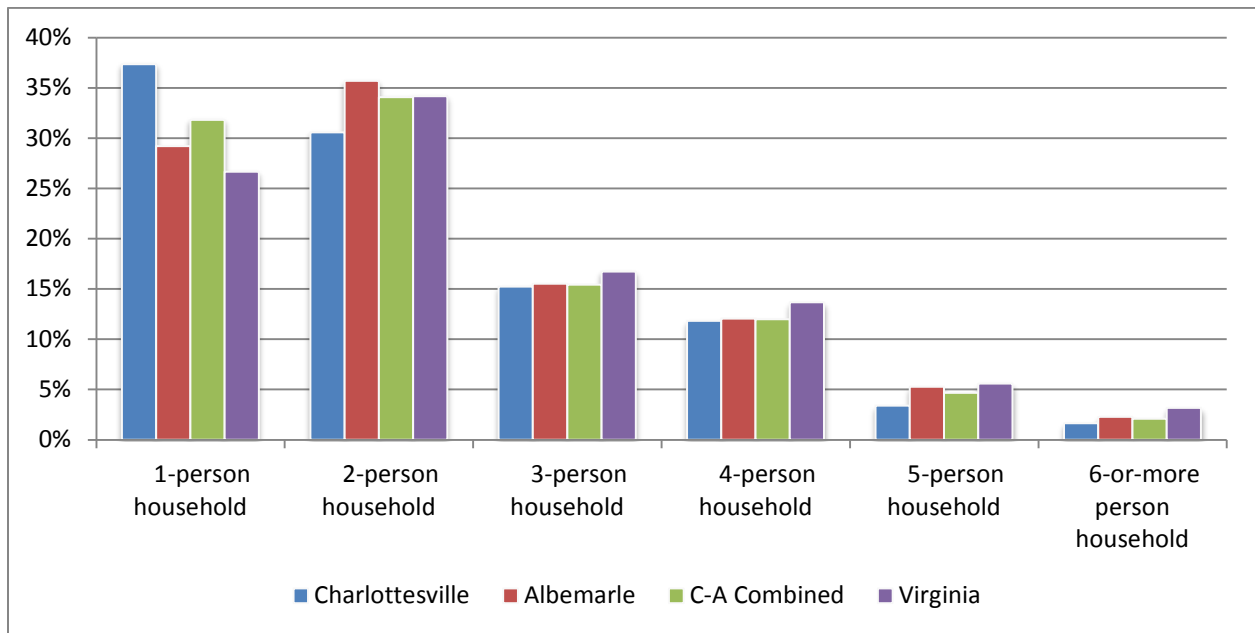


Source: American Community Survey, 2008-2010 3- Year Estimates

# System: Housing & Built Environment

## Indicator: Household Size

When compared to the distribution of number of bedrooms throughout supply of housing units, household size reveals whether the existing housing stock is compatible with the needs of the variety of households in the community.



Source: U.S. Census Bureau, 2008-2010 American Community Survey

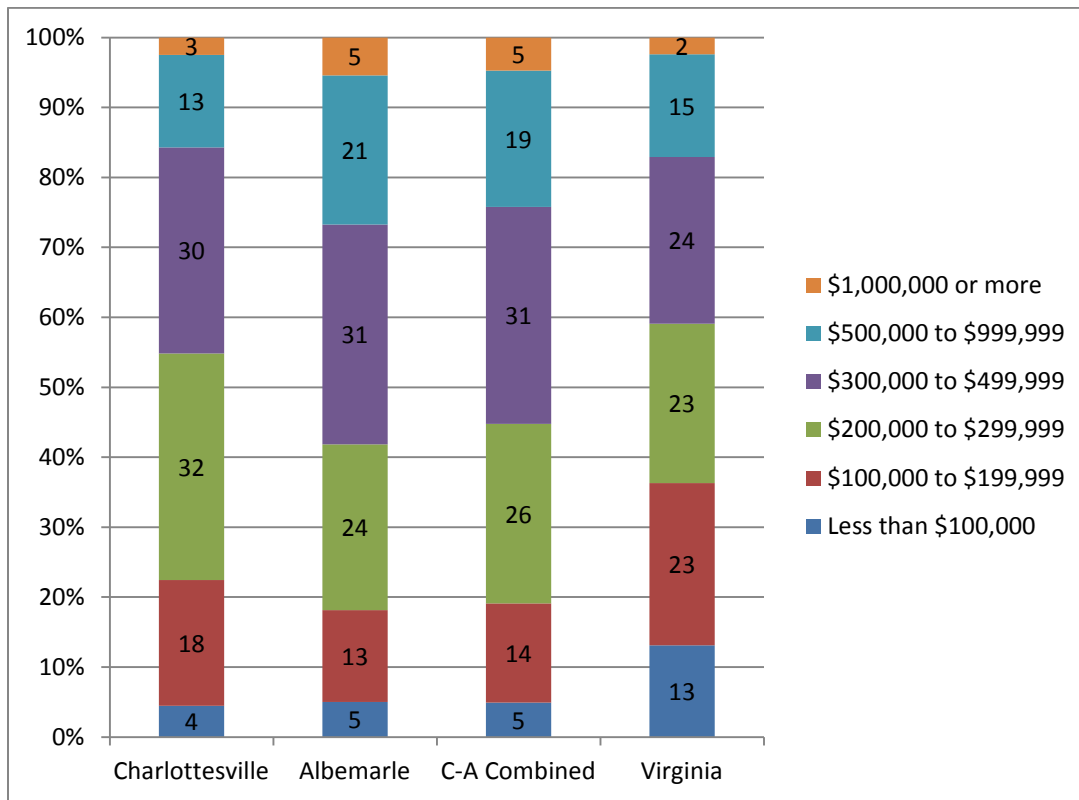
# System: Housing & Built Environment

## Indicator: Value of Housing Unit

The value of area housing units indicates how accessible homeownership is for households in a geographic area. Homeownership is a means of financial security and savings for many households and provides neighborhood stability.

This data is based on homeowner's assessment of the amount they would expect their home to sell for.

More than half (55%) of homes in our region are valued over \$300,000.



Source: U.S. Census Bureau, 2008-2010 American Community Survey

## System: Housing & Built Environment

### Indicator: Median Housing Unit Value

Median housing unit value of all owner-occupied housing indicates how accessible homeownership is, particularly when compared to the local median income (see Economy chapter for this data).

The median housing unit values for both Charlottesville and Albemarle are higher than the Virginia median.

|                                  | <b>Charlottesville</b> | <b>Albemarle</b>  | <b>Virginia</b>   |
|----------------------------------|------------------------|-------------------|-------------------|
| <b>Median Housing Unit Value</b> | <b>\$ 284,400</b>      | <b>\$ 346,200</b> | <b>\$ 256,600</b> |

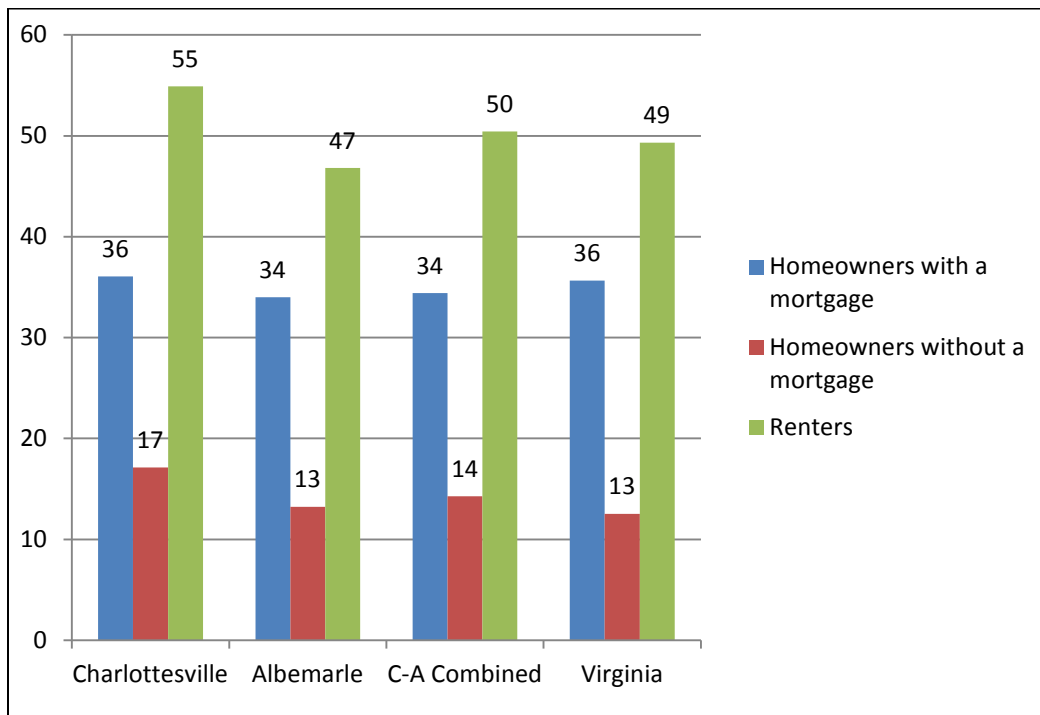
*Source: U.S. Census Bureau, 2008-2010 American Community Survey*

# System: Housing & Built Environment

## Indicator: Percent of Households spending more than 30% of Income on Housing

A commonly accepted guideline is that housing cost should not exceed 30% of household income to be considered affordable<sup>1</sup>. Housing costs include mortgage or rent payments, insurance, real estate taxes, and utilities.

In the Charlottesville Albemarle region, half of renters spend more than 30% of their income on rent. This is just slightly higher than the Virginia average of 49%. In contrast, in our region 34% of homeowners with a mortgage and 14% of homeowners without a mortgage spend more than 30% of household income on housing.



Source: U.S. Census Bureau, 2008-2010 American Community Survey

<sup>1</sup>Glossary of HUD Terms. [http://www.huduser.org/portal/glossary/glossary\\_a.html](http://www.huduser.org/portal/glossary/glossary_a.html). Accessed November 22, 2011.

# System: Housing & Built Environment

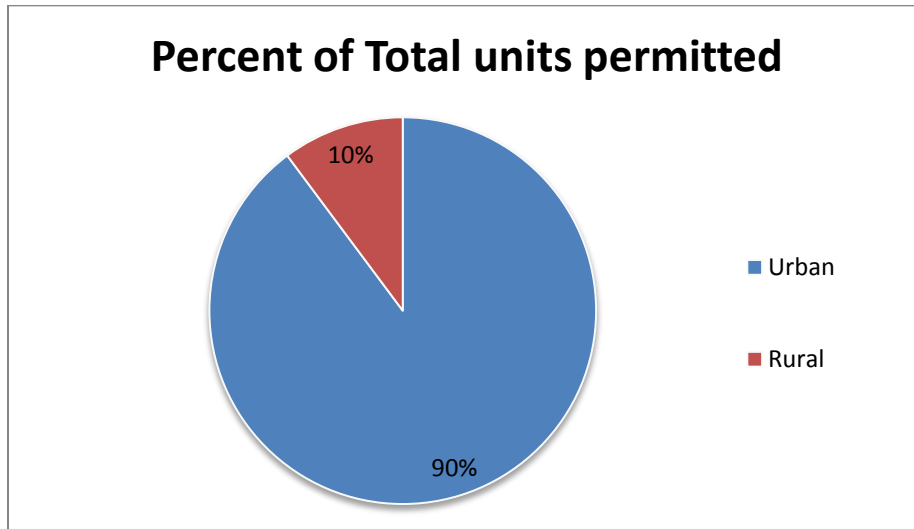
## Indicator: New Permitted Residential Units in Urban and Rural Areas

A larger percentage of growth in the urban area indicates efficient land use in a community and conserves open space. Urban areas include the City of Charlottesville and designated development areas of Albemarle County. Rural areas have been designated as such by the county.

Approximately 90% of new development during the year examined took place in urban areas.

### New permitted residential units in urban and rural areas, July 2010 – June 2011

|       | Number of units permitted | Percent of total units permitted |
|-------|---------------------------|----------------------------------|
| Urban | 954                       | 90%                              |
| Rural | 108                       | 10%                              |



Sources: [Albemarle County](#); [City of Charlottesville](#)

# System: Housing & Built Environment

## Indicator: Residential Density in Urban and Rural Areas

Comparing residential density in urban versus rural areas indicates where populations are concentrated.

Residential density is measured as the number of dwelling units per acre. This measurement includes all land in the area, no matter its use or zoning designation. (In other words, it does not measure only land zoned for residential use.) The urban area includes the city of Charlottesville and designated development areas of Albemarle County; rural areas comprise the remainder of the county.

Residential density in urban areas is more than ten times higher than in rural areas. Even in urban area, the average residential density is less than one dwelling unit per acre.

### Average Residential Density in Urban and Rural Areas

|             | Number of Dwelling Units | Acreage | Average Residential Density (dwelling units/ acre) |
|-------------|--------------------------|---------|--|
| Rural Areas | 33,780                   | 441,092 | 0.08   |
| Urban Areas | 27,531                   | 29,933  | 0.92   |

Source: City of Charlottesville, Albemarle County, US Census Bureau 2010

# System: Housing & Built Environment

## Indicator: Number of Certified Green Buildings

Various certification programs rate buildings on a range of sustainable characteristics, including: site selection, water usage, and energy efficiency. A prevalence of certified green buildings in a community denotes residents' investment in reducing energy and water consumption, as well as preserving air quality, land, and materials.

This indicator includes buildings certified by three different programs, to allow for a range of building types. LEED (Leadership in Energy and Environmental Design) is a certification program developed by the US Green Building Council. This system rates buildings based on energy and water usage, site selection, and construction materials, among other factors. EarthCraft was developed specifically for use in the Southeast and is tailored to our unique climate and environmental conditions. The Energy Star rating system was created jointly by the US Environmental Protection Agency and US Department of Energy to certify energy-efficient buildings and products.

As shown below, most green buildings in our region are residential. Of the commercial buildings certified, many are public schools and buildings at the University of Virginia, demonstrating a commitment on the part of educational institutions to energy savings and sustainable construction.

### Certified Green Buildings in Charlottesville and Albemarle

|              | Commercial | Residential |
|--------------|------------|-------------|
| LEED         | 21         | 4           |
| Energy Star  | 39         | 495         |
| EarthCraft   |            | 377         |
| <b>Total</b> | <b>60</b>  | <b>609</b>  |

Sources: USGBC (<http://www.usgbc.org/LEED/Project/CertifiedProjectList.aspx>), EarthCraft, and EnergyStar ([http://www.energystar.gov/index.cfm?fuseaction=labeled\\_buildings.locator](http://www.energystar.gov/index.cfm?fuseaction=labeled_buildings.locator))



## System: Housing & Built Environment

### Indicator: Overcrowding

The number of occupants per room is an indicator of overcrowding. A dwelling unit with an average of more than one occupant per room is considered to be overcrowded<sup>2</sup>. For this calculation the total number of rooms in a dwelling unit includes all rooms except kitchens and bathrooms. Overcrowding has been correlated with unfavorable physical and mental health outcomes, as well as greater risk for household accidents<sup>3</sup>.

The percent of housing units experiencing overcrowding in our area is 1.7%, slightly below the state average of 1.9%.

|   | Charlottesville | Albemarle | C-A Combined | Virginia |
|---|-----------------|-----------|--------------|----------|
| Number of housing units with more than one occupant per room  | 431             | 516       | 947          | 55,319   |
| Percent of housing units with more than one occupant per room | 2.5%            | 1.4%      | 1.7%         | 1.9%     |

Source: U.S. Census Bureau, 2008-2010 American Community Survey

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<sup>2</sup> *Measuring Overcrowding in Housing*. US Department of Housing and Urban Development. September 2007. [http://www.huduser.org/publications/pdf/Measuring\\_Overcrowding\\_in\\_Hsg.pdf](http://www.huduser.org/publications/pdf/Measuring_Overcrowding_in_Hsg.pdf)

<sup>3</sup> Ibid.

# System: Housing & Built Environment

## Indicator: Housing Units Lacking Complete Kitchen or Plumbing Facilities

The prevalence of complete kitchen and plumbing facilities is an indicator of safe housing conditions. Complete kitchen and plumbing facilities are necessary for adequate health and sanitation.

Complete plumbing facilities are defined as (1) hot and cold running water, (2) a flush toilet, and (3) a bathtub or shower, all located inside the housing unit, though not necessarily in the same room<sup>4</sup>.

Complete kitchen facilities are defined as (1) a sink, (2) a stove, and (3) a refrigerator, all located inside the housing unit, though not necessarily in the same room<sup>5</sup>.

The portion of homes in our area lacking complete plumbing facilities, at .3%, is lower than the state average of .5%. On the other hand the portion of homes lacking complete kitchen facilities in our region, at .9% is slightly higher than the state-wide rate of .7%. This could be due to a concentration housing oriented towards students which might not include a full kitchen.

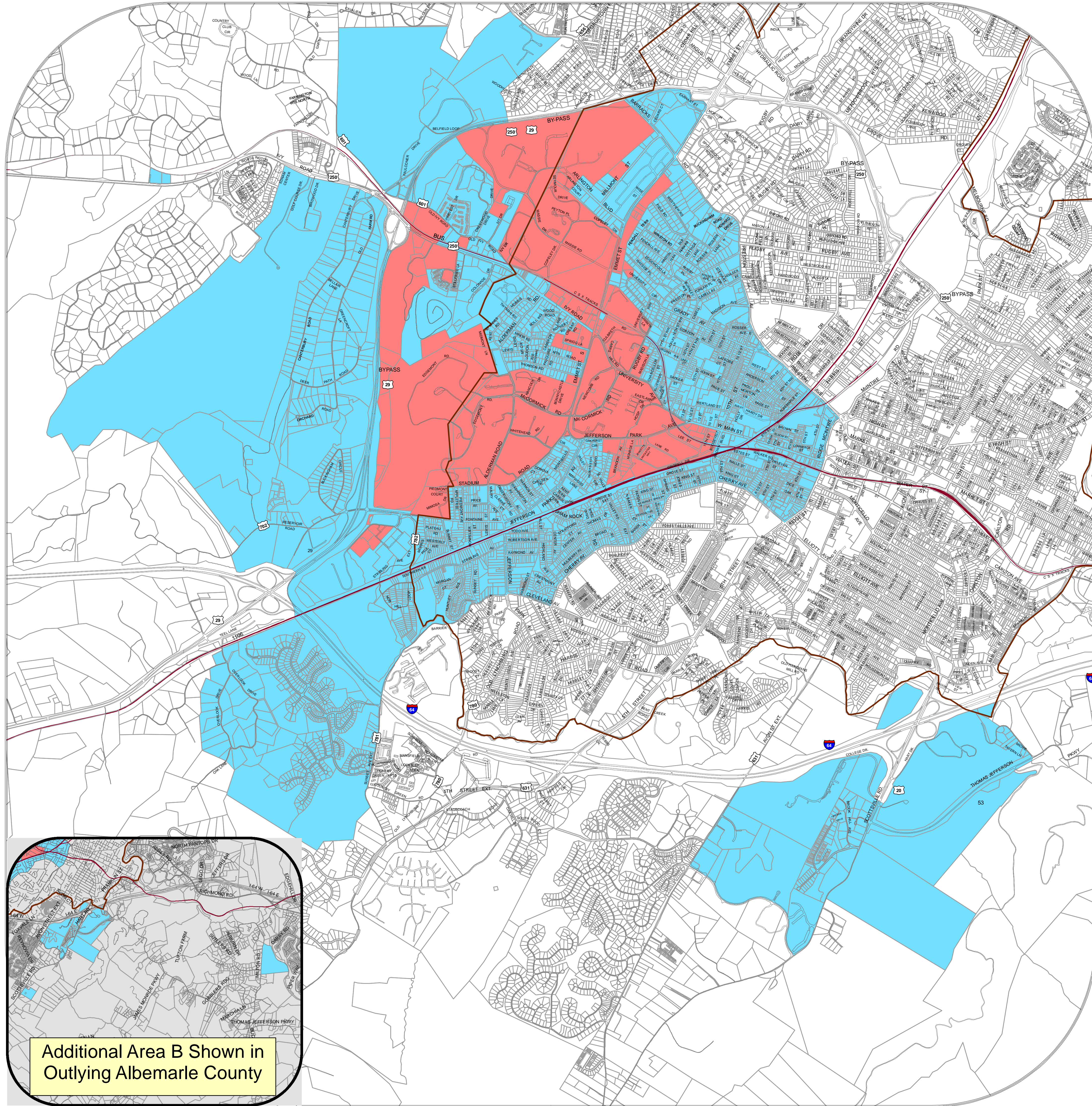
|   | Charlottesville | Albemarle | C-A Combined | Virginia |
|---|-----------------|-----------|--------------|----------|
| Number of housing units lacking complete plumbing facilities  | 50              | 115       | 165          | 15,482   |
| Percent of housing units lacking complete plumbing facilities | 0.3%            | 0.3%      | 0.3%         | 0.5%     |
| Number of housing units lacking complete kitchen facilities   | 178             | 340       | 518          | 20,880   |
| Percent of housing units lacking complete kitchen facilities  | 1.0%            | 0.9%      | 0.9%         | 0.7%     |

Source: U.S. Census Bureau, 2008-2010 American Community Survey

<sup>4</sup> American Community Survey 2010 Subject Definitions.

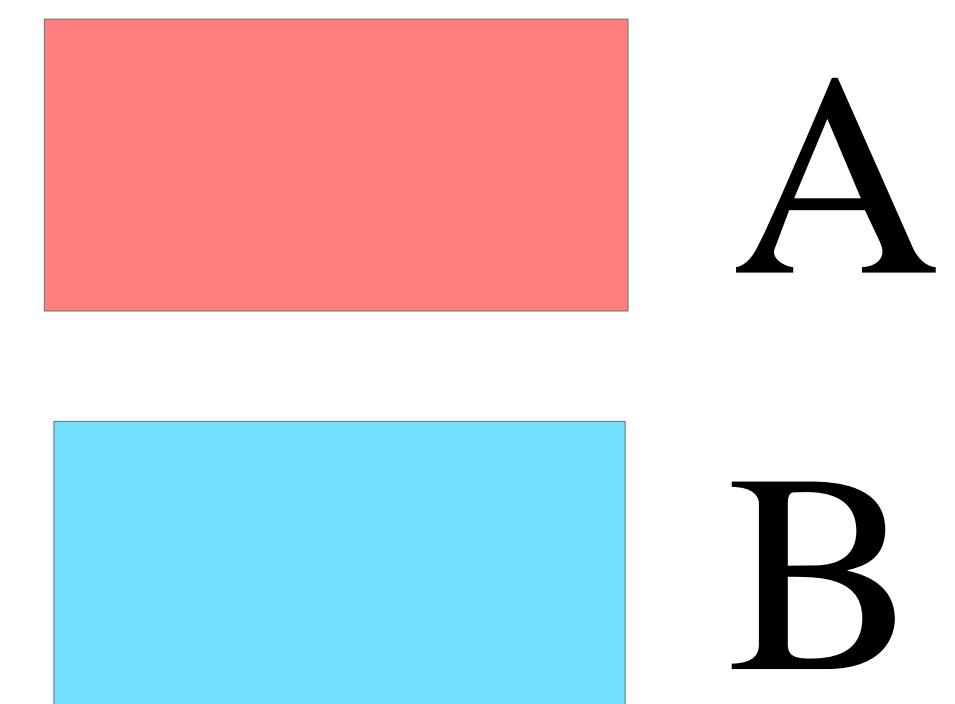
[http://www.census.gov/acs/www/Downloads/data\\_documentation/SubjectDefinitions/2010\\_ACSSubjectDefinitions.pdf](http://www.census.gov/acs/www/Downloads/data_documentation/SubjectDefinitions/2010_ACSSubjectDefinitions.pdf).

<sup>5</sup> Ibid.



# AREA A and AREA B

Albemarle County, City of Charlottesville  
and  
University of Virginia



**Approved by the PAC Tech Committee:  
January 19, 2012**

Neighborhood Development Services  
January 2012

Additional Area B Shown in  
Outlying Albemarle County