

CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

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February 21, 2013

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

Please Take Notice

A Work Session of the Charlottesville Planning Commission will be held on **Tuesday March 5, 2013 at 5:00 p.m. in the NDS Conference Room in City Hall (610 East Market Street).**

AGENDA

1. Comprehensive Plan Review
 - a. Economic Sustainability
 - b. Urban Design and Historic Preservation
 - c. Transportation
 - d. Housing
 - e. Environment
 - f. Glossary
2. Public Comment – 15 minutes

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

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Charlottesville Planning Commission and City Council
From: Missy Creasy, Planning Manager
Date: February 22, 2013
Re: March 5, 2013 Work Session materials

The Commission will continue review of Comprehensive Plan elements at the March 5, 2013 work session. Chapters for discussion at this meeting include Economic Sustainability, Urban Design and Historic Preservation, Transportation, Housing, Environment, and the Glossary.

Each of these chapters have been updated based on comments received from the Commission at work sessions in January and February 2013 in addition to follow up comments provided by commissioners, the public and community groups. There is a memo outlining the updates provided as well as the updated materials for your review and comment.

Attachments:

Work session Schedule

Update memo and updated chapters for the following:

1. Economic Sustainability
2. Urban Design and Historic Preservation
3. Transportation
4. Housing
5. Environment
6. Glossary

Work Session Schedule (updated 2/6/13)

- January 15, 2013 – Joint City County Planning Commission Meeting (5:30-7:30 County Office Building)
- January 22, 2013 - Work Session (5-7PM NDS Conference Room City Hall)
Complete Transportation Chapter review and Urban Design and Historic Preservation
- January 31, 2013 – Community Outreach meeting – (4-7PM Water Street Center)
(February 6th weather date)
- February 5, 2013 – Work Session (5-8PM NDS Conference Room City Hall)
Review Economic Sustainability, Housing, and Land Use Chapters - Will reserve additional time for City Council to provide comments on Land Use.
- February 12, 2013 – Regular Planning Commission meeting
Continue Land Use discussion, Review Community Values, Community Characteristics and Glossary.
- February 26, 2013 – Work Session (5-7PM NDS Conference Room City Hall)
Complete any pending discussions, Review Introduction, Implementation, Community Values, Community Facilities and Land Use Chapters
- March 5, 2013 - Review of updated chapters (5-7PM NDS Conference Room City Hall)
Housing, Transportation, Urban Design and Historic Preservation, Environment, Glossary Land Use, and Economic Sustainability
- March 12, 2013 - Regular Planning Commission meeting
Continued review of materials from last week and Introduction, Implementation and Community Facilities Chapter
- March 26, 2013 – Complete any pending discussions
- April 9, 2013 - Public Hearing (tentative)

The above schedule will be revised as needed based on the pace of chapter review. Commissioners will need to review the draft chapters noted for each session located here <http://www.charlottesville.org/index.aspx?page=3366> and staff will provide chapter update memos in advance of work sessions.

City of Charlottesville

Office of Economic Development



Memo

To: Missy Creasy
From: The Office of Economic Development
Date: 02-20-13
Re: 2013 Comp Plan Update – Economic Sustainability Chapter (Revisions Based on February 5th Joint Planning Commission/City Council Meeting)

On February 5th, the Planning Commission and City Council held a joint meeting to review the Economic Sustainability Chapter of the 2013 Comprehensive Plan update. The attached chapter and narrative reflect the changes that resulted from this meeting. Below is an overview of these revisions by goal number.

Goal I - Be an effective partner in creating a well-prepared and successful workforce.

1. Based upon recommendations received, the ordering of objectives for Goal I was slightly revised – beginning with objectives that focus on preparing the City’s youth for future employment and ending with objectives related to the existing workforce.
2. Financial literacy was added into Objective 1.1 – Explore programs for City youth that will expose them to the principles of financial literacy, economics, and entrepreneurship.
3. Two objectives were added under Goal I to address the community’s need for skilled trades training and work opportunities and the overall need for the retraining of job seekers for careers in emerging industries. These objectives are as follows.
 - 1.4 Explore programs/initiatives that offer skilled trades training for City residents and grow employment opportunities within this industry.
 - 1.5 Partner with local workforce service providers to offer retraining opportunities for City residents in order to increase their chances of gaining employment in new and emerging industries.

Goal II - Create an entrepreneurial environment that fosters the creation and success of businesses.

1. The wording of Objective 2.3 was changed slightly – Maintain contact with UVA technology groups and encourage them to seek opportunities to locate in the City.
2. The wording for Objective 2.5 was changed to be less “absolute” than originally stated – Work strategically to continue to develop and implement land use policies and regulations that ensure the availability of sites for businesses to locate and expand.

Goal III - Generate, recruit, and retain successful businesses.

1. UVA was removed from Objective 3.6 and replaced with educational institutions, as PVCC also plays a critical role in this effort. The objective now reads – Work with Albemarle County and local educational institutions to ensure that economic and workforce development efforts are appropriately aligned to foster business recruitment and retention in the Charlottesville area.

Goal IV - Build partnerships with private sector groups in order to maximize strategic capital investment in targeted areas in the City.

1. The wording of Goal IV was changed to emphasize the desire to focus on development within *strategic areas* of the City. Goal IV originally read – Build partnerships with private sector groups in order to maximize capital investment in the City.
2. A new objective was added to stress the importance of working with internal and external partners when developing strategic areas in the City – 4.5 Coordinate efforts with internal and external stakeholders to develop and implement strategic investment area plans within the City.

Goal V - Increase tourism to help expand the positive economic impact visitors have on the City.

1. For Objective 5.2, there was some discussion regarding the meaning of “heritage” as it relates to the Comp Plan. To make this clearer, “cultural” was also added to this objective. “Music” was also added due to the impact that it has on tourism in our community. The objective now reads - Enhance heritage and cultural tourism efforts in partnership with Albemarle County, with a focus on things such as hospitality, music, foods, wines, and other artisan-type products.
2. For this goal, the Planning Commission also suggested adding an objective that states the importance of making sure that there is transportation to major tourist attractions (such as Monticello) in Charlottesville. The following objective was added as a result – 5.4 Work to ensure that adequate transportation is available to major tourist attractions in Charlottesville.

Goal VI - Maintain the economic vitality of the Downtown Mall and surrounding areas.

1. During the meeting, the Planning Commission recommended changing the language of this goal slightly to emphasize the importance of maintaining the economic vitality of the Downtown Mall specifically. Goal VI originally read – Expand the downtown economic hub on to nearby side streets and other key corridors.
2. The Planning Commission also recommended the addition of another objective to emphasize the importance of keeping a close watch on the downtown area and the impact that demographic changes and development could potentially have on its vitality. Objective 6.7 reads – Evaluate the effects of mixed use development and changing demographics on downtown and continue to make efforts to maintain the Mall as the economic hub of the City.

A strong economy is essential to the social, cultural and financial vitality of our city. Public and private initiatives help create employment opportunities and a vibrant and sustainable economy. The City is committed to creating a strong, diversified economy and an environment that provides career ladder employment opportunities for residents. At its best, Charlottesville is a community with an effective workforce development system and a business-friendly environment that supports entrepreneurship, heritage tourism, and commercial, mixed use, and infill development. The Downtown Mall, as the economic hub of the region, features a vibrant historic district with arts and entertainment, shopping, dining, cultural events, and a dynamic City Market.



goal ONE

Be an effective partner in creating a well-prepared and successful workforce.

- 1.1 Explore programs for City youth that will expose them to the principles of financial literacy, economics, and entrepreneurship. *(New)*
- 1.2 Provide support for educational programs that will prepare City students for 21st century jobs in our area's target industries. *(New)*
- 1.3 Develop educational programs/training that coincide with target industries (i.e., Biosciences and Medical Devices, Information Technology and Defense & Security, Business & Financial Services, and Health Services and Arts, Design, Sports & Media) to ensure that the local workforce has the qualifications needed to find employment within these industries. *(New)*
- 1.4 Explore programs/initiatives that offer skilled trades training for City residents and grow employment opportunities within this industry. *(New)*
- 1.5 Partner with local workforce service providers to offer retraining opportunities for City residents in order to increase their chances of gaining employment in new and emerging industries. *(New)*

1.6 In collaboration with workforce development agencies in the area, provide recruitment events/activities (e.g., job fairs, conferences, etc.) that connect employers with potential employees of all ages and skill levels. *(New)*

1.7 Collaborate with workforce service providers to help residents utilizing the Workforce Center gain access to accessible and affordable transportation. *(New)*

1.8 Work with recipients of Temporary Assistance to Needy Families (TANF) who are participants in the Virginia Initiative for Employment not Welfare (VIEW) program by offering training and recruitment opportunities that will help them better achieve economic independence. *(Revised)*

goal TWO

Create an entrepreneurial environment that fosters the creation and success of businesses.

- 2.1 Work with partners to help entrepreneurs identify locations/sites where they can successfully start and grow their companies. *(New)*
- 2.2 Further develop partnerships with UVA, and more specifically the Darden School of Business, in order to maximize the business assistance resources available to entrepreneurs in Charlottesville. *(Ongoing)*
- 2.3 Maintain contact with UVA technology groups and encourage them to seek opportunities to locate in the City. *(Ongoing)*
- 2.4 Partner with community organizations to provide relevant training opportunities for startup businesses. *(New)*
- 2.5 Work strategically to continue to develop and implement land use policies and regulations that ensure the availability of sites for businesses to locate and expand. *(New)*

goal THREE

Generate, recruit, and retain successful businesses.

- 3.1 In order to retain existing businesses, develop and implement a talent development strategy to attract skilled professionals to Charlottesville. *(Revised)*
- 3.2 Continue business visitation program to regularly assess the health of our existing businesses. *(New)*
- 3.3 Partner with business assistance agencies and local non-profits to provide training opportunities that will help businesses achieve higher success. *(Revised)*
- 3.4 Increase the number of SWaM certified and/or Section 3 certified businesses that are registered vendors with the City of Charlottesville. *(New)*
- 3.5 Partner with arts organizations to identify ways to better assist businesses/proprietors in the arts and culture industry. *(New)*
- 3.6 Work with Albemarle County and local educational institutions to ensure that economic and workforce development efforts are appropriately aligned to foster business recruitment and retention in the Charlottesville area. *(New)*
- 3.7 Explore methods of delivering business assistance to customers that use the latest technology. *(New)*
- 3.8 Explore public/private opportunities to develop Charlottesville's broadband infrastructure in an effort to ensure communication paths needed for businesses to be successful. *(New)*
- 3.9 Develop and implement a marketing effort that informs residents and businesses about the products and services offered by the City of Charlottesville Office of Economic Development. *(New)*

goal FOUR

Build partnerships with private sector groups in order to maximize strategic capital investment in targeted areas in the City.

- 4.1 Continue efforts to redevelop the former Martha Jefferson Hospital site. *(Ongoing)*
- 4.2 Continue efforts to facilitate commercial development in the Hillsdale Drive area. *(Ongoing)*
- 4.3 Encourage the development of the City's key commercial corridors and surrounding sites (such as West Main Street, Preston Avenue, and Cherry Avenue). *(New)*
- 4.4 Proactively participate in planning and development studies, particularly as they relate to economic development opportunities in strategic areas throughout the City. *(New)*
- 4.5 Coordinate efforts with internal and external stakeholders to develop and implement strategic investment area plans within the City. *(New)*
- 4.6 Align zoning ordinances to facilitate economic activity in new areas of commercial opportunity identified in the updated future land use map. *(New)*
- 4.7 Work to ensure that newly aligned City ordinances and regulations balance the need to promote development opportunities and competing interests. *(New)*
- 4.8 Explore appropriate incentives for development projects with significant economic impact, with particular emphasis on target industries. *(New)*



goal FIVE

Increase tourism to help expand the positive economic impact visitors have on the City.

- 5.1 Actively participate in the development of a community based Cultural Arts Plan that seeks to leverage our existing cultural assets. *(Revised)*
- 5.2 Enhance heritage and cultural tourism efforts in partnership with Albemarle County, with a focus on things such as hospitality, music, foods, wines, and other artisan-type products. *(New)*
- 5.3 Seek out opportunities for public-private partnerships in the provision of infrastructure that supports the tourism industry. *(New)*
- 5.4 Work to ensure that adequate transportation is available to major tourist attractions in Charlottesville. *(New)*

goal SIX

Maintain the economic vitality of the Downtown Mall and surrounding areas.

- 6.1 Monitor the need for additional parking as new development occurs, with particular attention to downtown parking needs along the West Main corridor. *(Revised)*
- 6.2 Partner with UVA and other adjacent property owners for continued implementation of the West Main Street Plan. *(Ongoing)*
- 6.3 Monitor the need for development of Water Street lot and coordinate with adjacent CPC lot development on Water Street. *(Ongoing)*
- 6.4 Complete feasibility study on developing a Market District in the City Market's current site and finalize long term solution to the location of the Market. *(New)*
- 6.5 Leverage the growing demand for locally sourced products by encouraging business creation and expansion downtown, and more specifically, at the City Market. *(New)*

6.6 Continue to encourage private sector developers to implement plans from the commercial corridor study. *(Ongoing)*

6.7 Evaluate the effects of mixed use development and changing demographics on downtown and continue to make efforts to maintain the Mall as the economic hub of the City. *(New)*



Elements for memo to address comments received from the public/staff/ Commissions since the 12/12 draft posted on line for comment.

Urban Design and Historic Preservation Chapter
Updated draft February 2013

Comments Received

Comments have been received from the following sources:
Planning Commission Work Session February 5, 2013

Summary of how comments have been integrated into the Draft

Goals and objectives were modified or new objectives added under appropriate goals.

Topics which need additional discussion

None

Detailed comments

Based on discussion at the February 5, 2013 Planning Commission Work Session, the following goals and objectives were changed:

Goal One: added "and design"

1.3: Added "throughout the City"

1.5: Added "signage"

1.6 Added: "meaningful"

1.7: New Objective

2.3: Added last sentence

2.5: Removed ending phrase "such as..."

6.6: New Objective

7.8: Changed to "Coordinate with..." added "and repair" "retaining walls" and "and replenishing."

7.9 Changed to: "Adopt a policy of applying the..."

7.10: New Objective

8.4: Added: "and enhance"

8.7: New Objective

Goal Nine: Remove "avoid land consumption and using new materials"

URBAN DESIGN AND HISTORIC PRESERVATION GOALS

Urban design and historic preservation contribute to the character and quality of neighborhoods and the aesthetic value of the entire community. As a result, Charlottesville will be a well-designed community with buildings and public spaces that are human scaled, sustainable, healthy, equitable, and beautiful. Charlottesville will also seek to preserve its historic resources through education and collaboration to maintain the character of our neighborhoods' core historic fabric, our major routes of tourism, and the Downtown Mall, which is the centerpiece of our community.

URBAN DESIGN *(New goal title)*

goal ONE: Continue Charlottesville's history of architectural and design excellence by maintaining existing traditional design features while encouraging creative, context-sensitive contemporary planning and design. *(New goal)*

1.1: Emphasize the importance of public buildings, public spaces, and other public improvements as opportunities to promote a sense of place and a welcoming environment for residents and visitors. **New Objective*

1.2: Promote Charlottesville's diverse architectural and cultural heritage by recognizing, respecting, and enhancing the distinct characteristics of each neighborhood. **New Objective*

1.3 Facilitate development of nodes of density in the City's Mixed Use Corridors, and encourage vitality, pedestrian movement, and visual interest throughout the City. **New Objective*

1.4 Develop pedestrian-friendly environments in Charlottesville that interconnect neighborhoods to community facilities, and to each other, to promote a healthier community. **New Objective*

1.5: Encourage community vitality and interaction through the incorporation of art in public spaces, neighborhoods, signage, and gateways. **New Objective*

1.6: Encourage the incorporation of meaningful public spaces into urban design efforts. ** New Objective*

1.7: Promote design excellence for public projects and installations at all scales. ** New Objective*

EDUCATION PROGRAMS FOR HISTORIC RESOURCES *((New goal title)*

goal TWO **number change due to goal addition: Educate property owners and potential property owners of historic resources about the history and significance of their properties. *(same goal as the 2007 Comp Plan)***

2.1: Continue to improve the City's ongoing education program to notify property owners and potential property owners that their property is situated in a Historic Preservation & Architectural Design Control (ADC) District, or Historic Conservation (CV) District, or is individually designated as an Individually Protected Property (IPP). **Rewording of Objective A, an existing objective of the 2007 Education Program goals.*

2.2: Continue to support the Historic Resources Committee in efforts to promote understanding and appreciation of local historic resources. **Rewording of Objective B, an existing objective of the 2007 Education Program goals.*

2.3 Continue to interpret historic resources to the community through markers, publications, events, and other means. Strive to include the narratives and resources of underrepresented groups and areas significant in our local history. Coordinate this interpretation of historic resources with City improvement projects and other City initiatives. **New objective replacing Objective E.*

2.4: Continue to support Preservation Piedmont and its partners in the Piedmont Area Preservation Alliance (PAPA) in efforts to coordinate communication among local, regional, and state preservation organizations. **Replacing of Objective C, an existing objective of the 2007 Education Program goals, with a new and more appropriate third objective.*

2.5: Continue to support participation of staff and elected and appointed officials in regional and statewide preservation and design educational opportunities. ** New objective*

(Delete Objective D, as it is no longer relevant)

INCENTIVES AND TOOLS FOR HISTORIC PRESERVATION *(Keep same language)*

goal THREE **number change due to goal addition: Continue to identify and make available incentives to encourage historic preservation. *(Same goal as 2007 Comp Plan goal)***

3.1: Continue to disseminate information to property owners regarding federal and state

rehabilitation tax incentives, including Virginia's rehabilitation tax credit program.

**Rewording of Objective A, existing objective from 2007 Comp Plan*

3.2: Pursue National Register and Virginia Landmarks Register status for all future local historic districts.

**This objective has been moved from the 2007 Local Protection goal*

3.3: Continue the Planning Commission's and Board of Architectural Review's annual awards that may include recognition of exceptional Entrance Corridor designs, and the best examples of preservation and design in the community, especially in ADC Districts.

**Combined Objectives B and C in 2007 Comp Plan*

3.4: Provide technical assistance to property owners and/or provide referrals to other sources of information, regarding architectural, historical or financial questions. **Same as Objective D in 2007 Comp Plan*

(Delete Objectives E and F from 2007 Comp Plan)

INVENTORY OF HISTORIC RESOURCES *(keep same language)*

goal FOUR **number change due to goal addition**: **Systematically inventory and evaluate all historic resources in the City, and develop context narratives that provide the historical and architectural basis for evaluating their significance and integrity.**

**Rewording of Goal from 2007 Comp Plan*

4.1: Work with the following neighborhoods to develop interest and participation in documentation of neighborhood buildings and history through architectural and historic surveys: 10th & Page, Starr Hill, and North Belmont. **Rewording of Objective A, an existing objective of the 2007 Inventory of Historic Resources goal.*

4.2: Continue to identify and survey additional significant, individual properties located outside historic districts. In addition to historic buildings, consider significant buildings from the recent past (less than 50 years old), structures such as sculptures, landscapes such as public spaces and cemeteries, and archaeological sites. **Rewording of Objective B, an existing objective of the 2007 Inventory of Historic Resources goal. Eliminate original 4.4 objective as redundant with 4.2*

4.3: Encourage developers contemplating land disturbing activities in areas likely to reveal knowledge about our past to undertake archaeological studies prior to development. Help identify financial incentives or funding for such studies. **New objective*

4.4: Conduct additional survey work as needed to reevaluate existing ADC district boundaries. **Rewording of Objective C, an existing objective of the 2007 Inventory of Historic Resources goal.*

4.5: Survey and evaluate all City-owned property, including schools and parks, for historic and design significance and integrity. **New objective*

NEIGHBORHOOD CONSERVATION *(keep same language)*

goal FIVE **number change due to goal addition**: **Protect and enhance the existing character, stability and scale of the City's older neighborhoods.** **same goal as 2007 Comp Plan*

5.1: Monitor the effectiveness of the Conservation District as an alternative, more flexible type of local historic district to prevent inappropriate demolition and incompatible new construction in designated neighborhoods. Monitoring techniques may include: resident surveys and tracking demolition permits. **Rewording of Objective A, an existing Objective of the 2007 Neighborhood Conservation goal.*

5.2: Recognize and respect cultural values and human resources within the City's older neighborhoods, as well as built resources. **Rewording of Objective B. an existing Objective*

5.3: Identify opportunities to increase intensity of use and flexibility of design in targeted areas to allow for more vibrancy and creative reuse of existing buildings. **New objective.*

5.4: Study the urban forms in historic neighborhoods and consider allowing similar design standards in new neighborhoods.. **New objective*

5.5: Provide property owners with information on historic rehabilitations, financial incentives, and context-sensitive design. **New objective*

LOCAL PROTECTION OF HISTORIC RESOURCES *(keep same language)*

goal SIX **number change due to goal addition**: **Provide effective protection to the City of Charlottesville's historic resources.** **Rewording of Goal from 2007 Comp Plan Goal.*

6.1: Based on architectural and historic survey results, consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Historic Conservation Districts). **no changes*

6.2: Based on architectural and historic survey results, consider additional properties outside existing ADC Districts for designation as Individually Protected Properties. **no changes*

Existing Objective C has been moved to the Incentives and Tools for Historic Preservation section.

6.3: Consider expanding the list of Individually Protected Properties to include resources from the more recent past (less than 50 years old), especially those of significant architectural value, and those that are becoming rare surviving examples of their type or their period of construction. **no changes*

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

**no changes*

6.5: Designate Maplewood, Oakwood, and Daughters of Zion Cemeteries as ADC districts to ensure their protection and maintenance. **New objective*

6.6: Continue to protect the environs of our World Heritage Site, the Lawn of the University of Virginia. **New objective*

COMPREHENSIVE APPROACH TO PRESERVATION *(keep same language)*

goal SEVEN **number change due to goal addition**: **Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals.** **Same goal as 2007 Comp Plan*

7.1: Facilitate periodic meetings with BAR, City Council, Entrance Corridor Review Board, and PLACE (Place making, Livability, and Community Engagement) Design Task Force to ensure an excellent and consistent design vision for the City. **Rewording of Objective A, an existing objective from the 2007 Comp Plan goal for the Comprehensive Approach to Preservation*

7.2: All public decision-making bodies should give due consideration to the impact of their decisions on historic resources. **no changes*

7.3: Evaluate transportation decisions for their impact on historic districts, such as the Ridge Street District, and on Individually Protected Properties. **no changes*

7.4: Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.. **no changes*

7.5: Review the historic preservation plan, historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed. **no changes*

7.6: Encourage sustainable and green building designs as complementary goals to historic preservation. **no changes*

7.7: Coordinate with other City programs such as affordable housing initiatives to encourage preservation of historic resources. **no changes*

7.8: Coordinate with the Public Works and Parks Departments regarding maintenance and construction that would impact historic features of the city's neighborhoods. Maintain and repair granite curbs, retaining walls, distinctive paving patterns and other features instead of

replacing them. Also encourage retaining and replenishing shade trees in the city's older neighborhoods. **Rewording of Objective H, an existing objective from the 2007 Comp Plan Comprehensive Approach to Preservation.*

7.9: Adopt a policy of applying the Secretary of the Interior Standards for Historic Rehabilitation for all city-owned property more than 50 years old and apply appropriate preservation technologies in all additions and alterations, while also pursuing sustainable and energy conservation goals. **Rewording of Objective I, an existing objective from the 2007 Comp Plan Comprehensive Approach to Preservation.*

7.10 Investigate the feasibility of protecting an unobstructed sightline between World Heritage Sites Monticello located in Albemarle County, and the Lawn at the University of Virginia. **New objective*

ENTRANCE CORRIDORS *(New Goal Title)*

goal EIGHT: Ensure quality of development in the City's designated Entrance Corridor Overlay Districts compatible with the City's historic, architectural, and cultural resources. *(New goal)*

8.1: Encourage site designs that consider building arrangements, uses, natural features, and landscaping that contribute to sense of place and character unique to Charlottesville. **New objective*

8.2: New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment. **New objective*

8.3: Use street trees, landscaping, and pedestrian routes to provide shade, enclosure and accessibility in streetscapes. **New objective*

8.4 Protect and enhance access routes to our community's World Heritage Sites, the University of Virginia and Monticello, to recognize their significance as cultural and economic assets of the local heritage industry. **New objective*

8.5: Consider the designation of additional streets, such as Ridge-McIntire, East Market Street and Meade Avenue, as Entrance Corridor districts. **New objective*

8.6 When appropriate, coordinate the City's Entrance Corridor Design Guidelines with Albemarle County's Design Guidelines. Encourage continuity of land use, design, and pedestrian orientation between contiguous corridors in the City and County. **New objective*

8.7 Emphasize placemaking elements and examine opportunities to create destinations. **New objective*

SUSTAINABLE RE-USE

goal NINE: Capture the 'embodied energy' of existing buildings by encouraging the adaptive re-use of existing structures.

9.1: Develop an inventory of underutilized properties within city limits and develop strategies (such as rezoning and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses. ***New objective**

9.2: Collaborate with local organizations to steward the movement of underutilized properties back into productive and sustainable uses. As appropriate, create policy and financial incentives to encourage this process. ***New objective**

9.3: Encourage adaptive re-use of historic buildings as a strategy for historic preservation. ***New objective**

HISTORIC PRESERVATION

Introduction

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

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

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

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

Charlottesville's unique cultural heritage is a gift from past generations. The architecture that past residents have left behind reflects the physical and social development of the City, and enables the community to understand its historical identity. This identity encompasses the histories of its most prosperous citizens, also those who lived in the community as enslaved or

newly freed individuals, and residents who migrated into the city from rural Virginia as well as from other regions and countries to seek employment, as well as the generations of scholars who have come to the University of Virginia as faculty and students.

Goals

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

Urban design is given new emphasis as the City develops and gains density. Public buildings, spaces, and other improvements should reflect the design values of the community. Attractive and distinct neighborhoods are encouraged to showcase Charlottesville's diverse heritage. Connected pedestrian environments promote a healthier community.

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

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

History of Preservation Activities in Charlottesville

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

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

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

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

In 1982, Charlottesville was designated by the National Register of Historic Places as a Multiple Resource Area (MRA). The MRA designation provided a flexible and efficient framework for registering a number of significant properties on the National Register in a single application. As a result of this designation, the Ridge Street and Wertland Street Districts were added to the National Register, along with approximately 36 individual properties outside those districts.

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

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

In May 1991, City Council amended the Zoning Ordinance to consolidate the Landmarks Commission, Board of Architectural Review and the Downtown Board of Architectural Review into a single Board of Architectural Review (BAR). At the same time, Council adopted the

Secretary of Interior's Standards for Rehabilitation to serve as a policy guide for the BAR when reviewing projects in local design control districts. The revised Ordinance also charged the BAR with the development of a preservation plan to be considered by the Planning Commission and to eventually be incorporated into the Comprehensive Plan for the City.

As part of the May 1991 amendment to the Zoning Ordinance, a new Entrance Corridor Historic Overlay District (renamed the Entrance Corridor Overlay District in the 2003 Zoning Ordinance) was created to protect and enhance the visual quality of the twelve primary entrance corridors leading to the City's historic areas. In 2003 the Planning Commission was designated as the Entrance Corridor Review Board (ERB). Entrance Corridor (EC) Design Guidelines were approved by City Council in 2005 and updated in 2011.

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

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

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

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

In 2005 and in 2012 City Council approved updated ADC District Guidelines that are used by the BAR to inform its decision-making.

Several neighborhoods were listed on the National Register of Historic Places since the last update of the Comprehensive Plan: Martha Jefferson (2008); the Fifeville and Tonsler Neighborhoods (2009); Oakhurst-Gildersleeve Neighborhood (2009); and Woolen Mills (2010).

A historic survey was completed in Fry's Spring neighborhood in 2010. Future surveys of historic resources are planned in 10th & Page, Starr Hill, and North Belmont neighborhoods. As

survey occurs, these areas should be evaluated for designation as State and National Register Districts. Some may also be appropriate for designation as local districts.

In 2009 City Council adopted a second type of local historic district, called a historic conservation district. Conservation districts were conceived as a more flexible alternative to ADC Districts, focusing on review of demolitions and new construction in order to protect the scale and character of the more modest historic Charlottesville neighborhoods, and to prevent inappropriate demolitions. Martha Jefferson became the first neighborhood to be designated as a historic conservation district in 2010.

In 2012 the Historic Resources Committee contributed to the celebration of Charlottesville's 250th anniversary called *Celebrate! 250 Charlottesville* by sponsoring the monthly "*Where I Live – Stories from Yesterday and Today*" neighborhood discussion series at a local coffee shop. The Committee also sponsored the historic audiotour of a dozen historic buildings, narrated by famous Charlottesville personalities. The audiotour was made accessible online, or from each site by using a smart code or by listening to a recorded telephone message.

CHRONOLOGY OF HISTORIC PRESERVATION ACTIVITIES IN CHARLOTTESVILLE

- 1959 First Historic Preservation Ordinance of the City of Charlottesville
- 1959 Designation of the first Architectural Design Control (ADC) district in Court Square area.
- 1959 Creation of the first Board of Architectural Review (BAR) staffed by Building Inspections Division
- 1973 Creation of the Historic Landmarks Commission to do survey work and propose new historic districts
- 1976 Publication of “Charlottesville Landmarks Study,” which provided the first comprehensive survey of historic properties
- 1976 New Historic Preservation Ordinance enacted / Expansion of Architectural Design Control (ADC) District in Court Square area / First individually protected properties designated
- 1977 BAR staff transferred from Building Inspections to the Department of Community Development
- 1980 Publication of the “Historic Preservation Guide” as an educational tool for preservation
- 1981 Charlottesville designated as a Multiple Resource Area on the National Register
- 1980’s Designation of four districts on National Register: Charlottesville and Albemarle County Courthouse District (1982), Ridge Street District (1982), Rugby Road-University Corner (1984), Wertland Street District (1985).
- 1985 Creation of Downtown Architectural Design Control District (DADC) and Downtown Board of Architectural Review (DBAR)
- 1988 Completion of Charlottesville Urban Design Plan
- 1989 Chapter on historic preservation added to Comprehensive Plan
- 1990 Amendments to historic preservation provisions of Zoning Ordinance
- 1991 Consolidation of three Historic Preservation Boards into one BAR
- 1991 Creation of Entrance Corridor Historic Overlay District in the Zoning Ordinance
- 1993 Adoption of the Historic Preservation Plan
- 1993 Creation of Historic Preservation Revolving Loan Fund
- 1993 Additional individually protected properties designated

- 1993 Charlottesville is granted Certified Local Government (CLG) status
- 1995 Creation of Ridge Street ADC District
- 1996 Creation of West Main Street ADC District
- 1998 City Council appoints the Historic Resources Task force to promote the City's historic resources and interpret local history through historic markers and other means
- 1999 Creation of Wertland Street ADC District
- 2002 The Historic Charlottesville Tour Book was published by the Historic Resources Task Force in cooperation with the Albemarle-Charlottesville Historical Society
- 2003 New Zoning Ordinance adopted with amendments to historic preservation and entrance corridor overlay provisions / Entrance Corridor Review Board (ERB) created
- 2003 Creation of The Corner ADC District
- 2005 Creation of the Oakhurst-Gildersleeve Neighborhood ADC District
- 2005 Dedication of Court Square Improvements
- 2005 Entrance Corridor Design Guidelines adopted
- 2006 Creation of the Rugby Road-University Circle-Venable Neighborhood ADC District and expansion of Downtown and North Downtown ADC Districts
- 2006 The Historic Resources Task Force, created in 1998, was made permanent and renamed the Historic Resources Committee
- 2007 Charlottesville's Historic Preservation Plan, created in 1993, was added to the Comprehensive Plan
- 2008 Martha Jefferson historic district was listed on the National Register of Historic Places
- 2009 The historic conservation district overlay ordinance and guidelines were created
- 2009 The Fifeville and Tonsler Neighborhoods historic district and the Oakhurst-Gildersleeve Neighborhood historic district were listed on the National Register of Historic Places
- 2010 The Woolen Mills historic district was listed on the National Register of Historic Places
- 2010 Martha Jefferson Neighborhood became the first designated historic conservation district
- 2012 A historic survey of the Fry's Spring neighborhood was completed
- 2011 Entrance Corridor Design Guidelines updated

2012 ADC District Design Guidelines updated

2012 Charlottesville's 250th anniversary of its founding was celebrated

2012 Historic audiotour was sponsored by the Historic Resources Committee

Preservation Advocates and Organizations

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

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

Statewide Preservation Organizations

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

The **APVA Preservation Virginia**, formerly the Association for the Preservation of Virginia Antiquities (APVA), is a nonprofit organization dedicated to preserving and promoting the state's irreplaceable historic structures, landscapes, collections, communities and archaeological sites. Founded in 1889, APVA Preservation Virginia is headquartered in Richmond. In 2004, the former APVA joined with the Preservation Alliance of Virginia (PAV) to create a combined organization to serve Virginia's preservation interests. In 2012, the APVA Preservation Virginia organization discontinued support of twenty-three regional branches, including the Thomas Jefferson Branch, which had served Charlottesville and the nearby counties of Albemarle, Buckingham, Fluvanna, and Nelson. Many of the former branches formed their own independent non-profits or joined with existing local like-minded organizations. In Charlottesville, the former Thomas Jefferson Branch joined with Preservation Piedmont.

The **Virginia Historical Society** was founded in 1831. It is a non-profit organization that documents and exhibits the history and cultural life of Virginia from earliest times to the present. Its mission is to collect, preserve, and interpret the commonwealth's history to link the past with the present and inspire present and future generations. The Historical Society is the state's major repository and resource for historical documents, photographs, architectural drawings, furniture, military collections, and other artifacts.

The **Archaeological Society of Virginia** is a state-wide, non-profit organization of professional and amateur archaeologists that was founded in 1940. The group has a broad goal, the promotion of archaeology through public education. In addition, the Archaeological Society of Virginia promotes the study of prehistoric and historic archaeology of Virginia, works for the investigation and conservation of archaeological sites and materials, and promotes the spread of archaeological knowledge through publications, meetings, lectures and exhibits. The local chapter of the Archaeological Society of Virginia, the Thomas Jefferson chapter, meets in Charlottesville and has participated in several research and mitigation projects over the course of its ten-year history.

Regional Preservation Organizations

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

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

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

The **Piedmont Area Preservation Alliance (PAPA)** is a regional, umbrella organization formed in 2007 to sustain the cultural and ecological resources of Central Virginia. The PAPA steering committee organizes two annual meetings, a midwinter chairs' meeting

to which all member organizations may voluntarily send a delegate, and a fall gathering at a historic building to which the public is invited. PAPA focuses on building a communication network between preservation organizations to facilitate sharing of organizational news.

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

City Agencies and Boards

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

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

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

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

The **Historic Resources Committee** was created as a task force by City Council in 1998 to promote and help develop the historic resources of the community. They were made a permanent committee in 2006. Their mission is to advocate for historic preservation; to promote an appreciation of local historic resources, both tangible and intangible; and to encourage and coordinate, with appropriate municipal agencies, civic organizations, institutions and individual scholars, the documentation and interpretation of local history. The Committee

achieves its mission through: education; public commemoration (historic plaques, signs, markers, and civic festivals and ceremonies); publications (maps, brochures, tour books, and digital media); public meetings (planning sessions, workshops, and lectures); and through other means.

The **PLACE (Placemaking, Livability, and Community Engagement) Task Force** was created in 2012 by City Council to act as an advisory board to City Council and the Planning Commission in matters pertaining to urban design and placemaking, particularly public improvements.

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

What's Designated: National, State and Local

National Register of Historic Places

The National Register of Historic Places, established by the National Historic Preservation Act of 1966, is the nation's official listing of historical significant districts, sites, buildings, structures, and objects. There are currently nine districts and 60 individual properties listed on the National Register in Charlottesville.

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

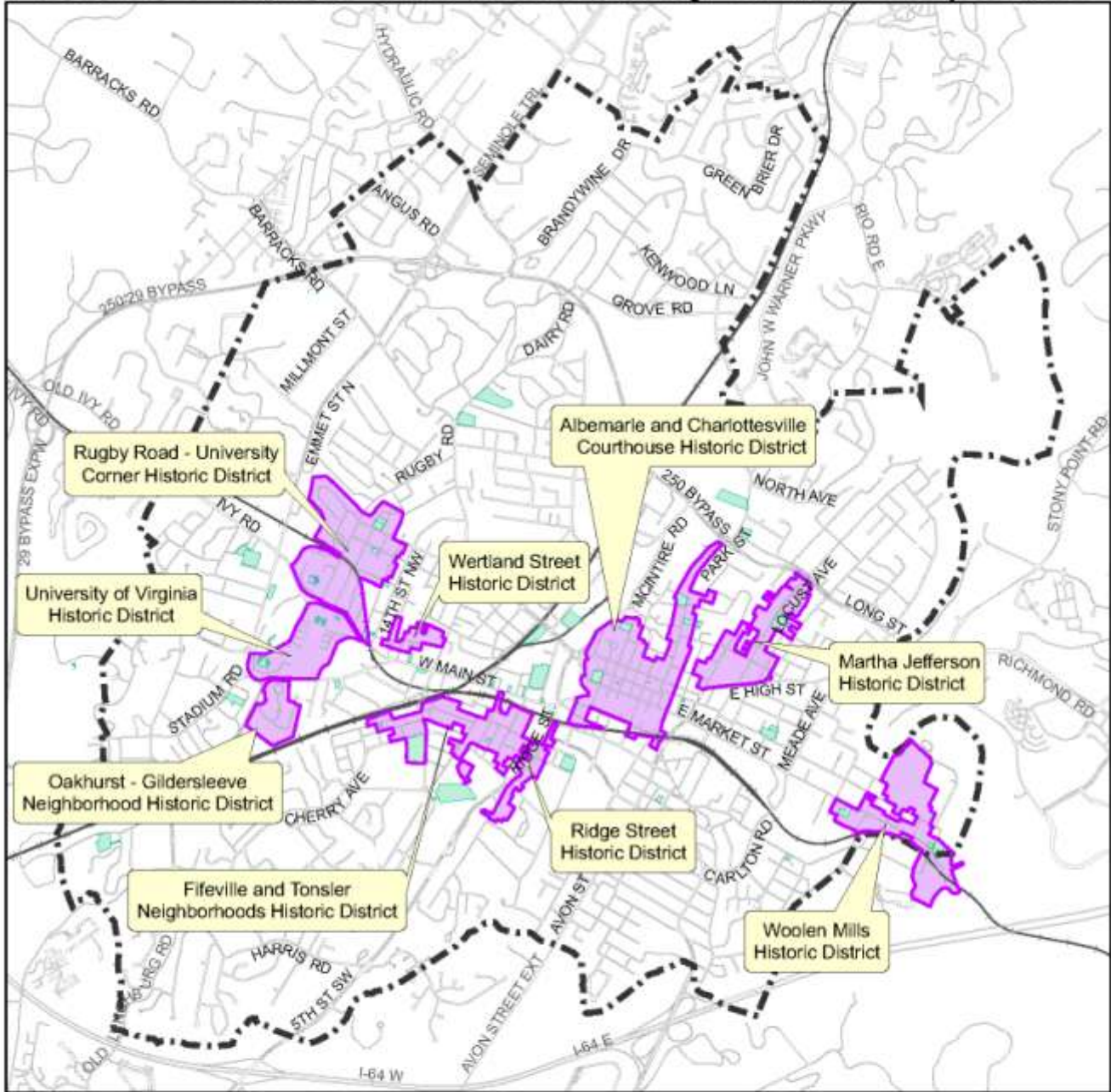
A National Register listing may qualify property owners for federal tax credits for rehabilitations. These incentives include a 20 percent credit on the cost of rehabilitation of income producing historic properties.

Six of the nine National Register Districts are also protected by a local district designation: the Charlottesville/Albemarle County Courthouse District, Ridge Street Historic District, Wertland Street Historic District, the Rugby Road-University Corner Historic District, Oakhurst-Gildersleeve Neighborhood, and Martha Jefferson. The University of Virginia Historic District, is not under the City's jurisdiction. Fifeville and Tonsler Neighborhoods and Woolen Mills Districts are not locally protected.

Virginia Landmarks Register

All nine National Register Districts and 60 individual properties have also been designated on the Virginia Landmarks Register. Similar to the National Register, the designation is honorary. Virginia Register provides formal recognition of the Commonwealth's most prominent historic resources although a listing places no restrictions on the property owner. All properties listed on the State Register are nominated to the National Register. A State Register listing may qualify property owners for state tax credits for rehabilitations. These incentives include a 25 percent credit on the cost of rehabilitation of a residential or commercial building, whether or not the building is income-producing.

National Register of Historic Places & Virginia Landmarks Register (Honorary) Historic Districts and Individually Listed Properties



December 2012

City of Charlottesville



- Individually Listed Properties
- National Register & Virginia Register Historic Districts



National Register and Virginia Register Districts

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

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

The area surrounding Court Square was settled by Charlottesville's early lawyers, judges, and doctors. Their homes were built of both brick and wood and were solid, well-proportioned and simply designed. The Federal style of architecture dominated well into the nineteenth century, when the Colonial Revival and neo-classical styles began to appear. The neighborhood has a variety of styles including Italianate, Queen Anne, Colonial and Greek Revival, and Victorian Vernacular. Fine examples of Queen Anne style houses constructed between 1900-1910 line 2nd Street NE. The more modest houses of the "Altamont Addition" date to ca. 1925-30.

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

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

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

2. **Ridge Street Historic District** – Ridge Street District was listed on the National Register in 1982, and was added to the Virginia Landmarks Register in 2003. Originally part of Alexander Garrett's Oak Hill estate in Albemarle County, Ridge Street

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

3. **Wertland Street Historic District** – Wertland Street District was listed on the Virginia Landmarks Register in 1984 and the National Register in 1985. Also a turn-of-the century residential neighborhood, this district is an enclave of high style Queen Anne, Colonial Revival and Victorian homes. Wertland Street takes its name from the second librarian at the University of Virginia, William Wertenbacker, who built his home at 1301 Wertland Street. During the 1880's Wertland Street became a popular neighborhood in the University area. The north side boasts the earliest properties with large setbacks. Structures on the south side are built closer to the street on smaller lots. Due to its proximity to the University, many structures have been converted to multi-family use with student tenants.
4. **Rugby Road – University Corner Historic District** – The Rugby Road-University Corner District was designated on the Virginia Landmarks Register in 1983 and the National Register in 1984. This area did not develop until after the 1890's and provided the setting for a growing number of academic and professional families to develop substantial family homes on the then-rural western edge of the City. The District was originally settled primarily by University professors and local professionals, constructing many examples of outstanding architecture in the Arts and Crafts styles (Queen Anne, Stick, and Bungalow) and the revival styles (Georgian, Colonial, Roman, and Greek). Several were designed by the prominent early twentieth-century local architect Eugene Bradbury. The majority of the houses on Rugby Road and Madison Lane are currently occupied by fraternities and sororities. Approximately twenty of these houses were rehabilitated in the early 1980's, taking advantage of the federal tax credit incentives made available to properties located in National Register Districts. Many of the district's commercial buildings located along University Avenue were built in the 1920's or their facades were substantially rehabilitated during that decade of growth for the University community.
5. **University of Virginia Historic District** – This district was listed on the State and National Registers in 1970. This district includes the original buildings and grounds designed by Thomas Jefferson and was inscribed in the World Heritage List in 1987 because of international significance. Since all University property is owned by the State, the City has no jurisdiction in this district.
6. **Martha Jefferson Historic District** - This district was listed on the State and National Registers in 2007-08. The district began as a large farm known as Locust Grove that was later subdivided. The original Locust Grove plantation house remains on a large

lot in this district and features an intact detached kitchen and smokehouse, rare examples of these architectural types within the city. The neighborhood began to develop in the late 19th century with the help of the Locust Grove Investment Company and continued to grow with the establishment of the Martha Jefferson Hospital in 1903. The neighborhood was built for the middle and upper classes and offered the amenities of suburban development while still being close to downtown Charlottesville.

7. **Fifeville and Tonsler Neighborhoods Historic District** - This district was listed on the State and National Registers in 2008-09. It is an important and relatively intact example of a Reconstruction era neighborhood in Charlottesville. It is named for James Fife, whose estate in the western portion was ultimately subdivided for residential use during the 1880's, and for Benjamin Tonsler, long-time area resident, educator, and revered principal of Jefferson School, the African-American school that was sponsored by the Freedmen's Bureau during Reconstruction and has continued to be a community focal point throughout Charlottesville's history. While middle class whites lived in the western portion of this district, professional and working class African-Americans, including community leaders, constructed homes in the eastern section. This district was intensely developed from the 1880s through the 1920s, with the oldest building dated 1822. Some structures were built with brick from the 1889 Updike Brickyard off 7 1/2 Street. By 1900 both these areas were densely developed and contained dwellings with common architectural features, thus visually tying together the two neighborhoods.
8. **Oakhurst-Gildersleeve Neighborhood Historic District** – This district was listed on the State and National Registers in 2008-09. The neighborhood has a remarkable collection of houses and apartment dwellings that have housed University faculty and students for over 90 years. Houses have always been owned and rented by prominent UVA faculty, and with the growing student body in the 1920's and 1930's they also served as boarding houses. The district includes 76 properties dating from the 1910's to the 1960's with a range of architectural styles including Craftsman, Colonial Revival, Dutch Colonial Revival, Tudor Revival, Minimal Traditional and Cape Cod. Oakhurst Circle and Gildersleeve Wood reflect the City Beautiful movement with a large central green space and small roundabout with mature plantings. The neighborhood exemplifies the modern ideal of living where you can walk to work.
9. **Woolen Mills Historic District** - This district was listed on the State and National Registers in 2009-10. Positioned at the foot of Monticello Mountain where the Rivanna River meets the mouth of Moore's Creek, the Charlottesville Woolen Mills developed throughout the 19th century to become a major producer of cloth for uniforms from the late 19th century through the 1950s. As a mill company town, the village's architecture and development illustrate characteristics both typical of and unusual for a company town. With few of the early factory buildings remaining due to fires and reconstruction, the brick mill buildings of the late 19th and early 20th centuries and the brick and frame dwellings in a range of styles built during the mid-19th through the early 20th centuries for or by mill employees, have come to define the village. As a home for generations of families working in the Mills, the village developed into a stable neighborhood. The District's period of significance – 1847-1962 – begins with the date of the earliest company-built housing and ends with the closing of the Mills.

APPROXIMATE NUMBER OF HISTORIC STRUCTURES DESIGNATED ON NATIONAL/STATE AND LOCAL LEVELS

National and Virginia Register Districts	Contributing Resources	Non-Contributing Resources	Total Number of Resources
Charlottesville-Albemarle County Courthouse District	349	0	349
Ridge Street District	42	9	51
Rugby Road-University Corner District	177	48	225
Wertland Street District	25	5	30
Fifeville District	267	71	338
Martha Jefferson District	156	42	198
Woolen Mills District	104	65	169
Oakhurst-Gildersleeve District	78	11	89
University of Virginia Historic District	28	1	29
Individually Designated Properties	60	0	60
Total National Register Structures	1286	252	1538
Local Historic Districts			
Downtown ADC District	79	8	87
North Downtown ADC District	238	18	256
Ridge Street ADC District	71	0	71
West Main Street ADC District	26	36	62
Wertland Street ADC District	45	0	45
The Corner ADC District	44	16	60
Oakhurst-Gildersleeve Neighborhood ADC District	86	12	98
Rugby Rd- University Cir-Venable Neighborhood ADC District	181	104	285
Martha Jefferson Conservation District	155	55	210
Individually Protected Properties (Minor Design Control Districts)	76	0	76
Total Locally Designated Structures	1001	249	1250
Historic Surveys			
Fry's Spring	190	25	215
Total Structures Surveyed Not in Districts	190	25	215
Future Surveys			
10th & Page			300
Starr Hill			55
North Belmont			400
Total Structures Proposed for Future Surveys			755

Local Historic Preservation and Design Control Districts

There are eight areas of the City where historic preservation and architectural design control (ADC) districts have been designated, one neighborhood designated as a historic conservation district, and 76 individually protected properties that have been designated outside districts (MAP --). The ADC districts are: Downtown, North Downtown, Ridge Street, West Main Street, Wertland Street, The Corner, Oakhurst-Gildersleeve Neighborhood, and Rugby Road-University Circle-Venable Neighborhood. Martha Jefferson Neighborhood is designated as a Historic Conservation District.

Properties in local architectural design control (ADC) historic districts are afforded protection from inappropriate alterations and demolition through a public review process. The Board of Architectural Review reviews all projects that would affect the exterior appearance of any locally designated property. The Board evaluates the project using City Council-approved design guidelines based on the Secretary of the Interior's Standards for Rehabilitation. The BAR is required to approve an application unless the proposal does not meet ordinance standards and design guidelines, and unless the proposal is incompatible with the character of the historic district.

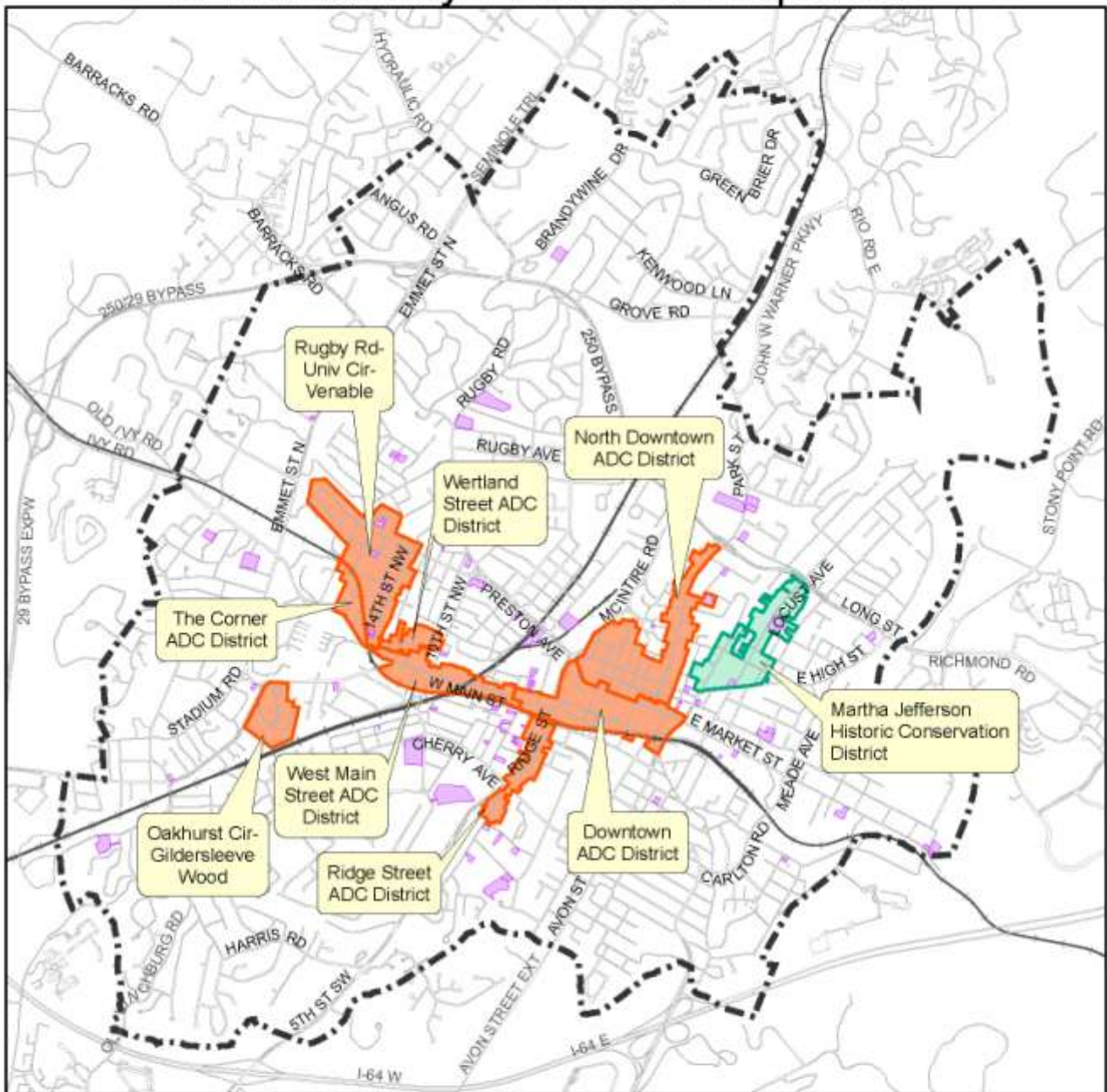
Individually protected properties carry the same status as contributing structures within ADC districts, but they are located within an area where a district has not been created. Most individually protected properties are at least 100 years old. There are still many properties with architectural or historical significance that have not yet been designated.

A second type of local historic district, a historic conservation district, was created in 2009. The designation is intended to protect the character and scale of the more modest historic Charlottesville neighborhoods that are facing increased development and demolitions. The designation requires review by the Board of Architectural Review (BAR) of all new construction, and certain additions and demolitions, all of which have the potential to change the character of the historic neighborhood.

Ideally, State and National Register designations should be pursued for all locally protected properties so that the owners can benefit from incentives such as rehabilitation tax credits. Most of the City's individually protected properties are listed on the National Register.

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

Local (Regulatory) Historic Overlay Districts & Individually Protected Properties



December 2012

City of Charlottesville



- Individually Protected Properties
- Architectural Design Control (ADC) Districts
- Historic Conservation Districts



Local Historic Preservation and Design Control Districts

- 1. Downtown ADC District** – The Downtown Architectural Design Control District was created in 1985; additional properties were added in 2006. All properties within the Charlottesville/Albemarle County Courthouse National Register Historic District (See description under National Register Districts) are protected on the local level by the Downtown and North Downtown ADC Districts.
- 2. North Downtown ADC District** – The North Downtown ADC District was the first local historic district, created in 1959 in the Court Square area, and was then called the ADC District. It was expanded in 1976, and again in 2006. All properties within the Charlottesville/Albemarle County Courthouse National Register Historic District (See description under National Register Districts) are protected on the local level by the Downtown and North Downtown ADC Districts.
- 3. Ridge Street ADC District** – The Ridge Street ADC District was created in 1995. (See description under National Register Districts.)
- 4. West Main Street ADC District** – The West Main Street ADC District was created in 1996. It is not designated as a State or National Register District, and may not be eligible due to the number of demolished structures. West Main Street was part of an important eighteenth-century Virginia transportation route, the “Three Notch’d Road” that connected the Tidewater to the Shenandoah Valley. It remains a principal connection between the University of Virginia and Downtown. Early development included several stylish brick townhouses built by Jefferson’s builder, James Dinsmore. The Union Station was built in 1885 by the C&O railroad. By the early twentieth-century, West Main Street was an important commercial corridor and the principal hotel district. This area also developed as the institutional core of Charlottesville’s African-American community, including the Delevan and Ebenezer Baptist Churches and Jefferson School. Further east, Vinegar Hill was the principal African-American commercial center. By the early 1930’s West Main Street was the principal east-west route through town, with twelve service stations and six car dealers. Activity on the corridor gradually declined mid-century with suburbanization. In recent years, two new hotels and the reuse of historic buildings have signaled renewed interest in this urban corridor.
- 5. Wertland Street ADC District** – The Wertland Street ADC District was created in 1999. (See description under National Register Districts.)
- 6. The Corner ADC District** – The Corner ADC District was created in 2003. It is part of the Rugby Road-University Corner National Register District (See description under National Register Districts).
- 7. Oakhurst-Gildersleeve Neighborhood ADC District** - The Oakhurst-Gildersleeve Neighborhood ADC District was created in 2005. (See description under National Register Districts.)
- 8. Rugby Road–University Circle–Venable Neighborhood ADC District** – The Rugby Road-University Circle- Venable Neighborhood ADC District was created in 2006.

Most of the local district is also included in the Rugby Road-University Corner State and National Register District (See description under National Register Districts). The area that is not yet designated on the State and National Registers includes 14th Street and the southern part of 15th Street. Those streetscapes developed during the same period, and include similar architectural styles to the remainder of the district. Most structures date to the late 19th and early 20th century. Fourteenth Street includes many former boarding houses run mainly by women, that catered to the University community and residents that either worked for, or attended, the University.

9. **Martha Jefferson Neighborhood Historic Conservation District** – The Martha Jefferson Neighborhood Historic Conservation District was created in 2010. (See description under National Register Districts.)

INDIVIDUALLY PROTECTED PROPERTIES

TAX MAP/PARCEL #	ADDRESS	NAME OF PROPERTY
580172000	759 Belmont Avenue	Belmont
700220000	123 Bollingwood Road	Disney-Keith House
560086000	1102 Carlton Avenue	Young Building
Portion 570157A00	Carlton Road	Coal Tower
200543000	907 Cottage Lane	B.W. Rosser Cottage #1
200550000	908 Cottage Lane	Rugby
200544000	909 Cottage Lane	Rosser Cottage #2
290063100	513 Dice Street	Shackelford-Bannister House
290124100 290124000	402 Dice Street	Barksdale-Totty House or The Grove
290122000	406 Dice Street	Tyree Thomas House
290119000	410 Dice Street	Elijah Thomas House
290118000	412 Dice Street	Ferrell House
530173230	210 Eighth Street, NE	Carter-Gilmer Outbuildings
Portion 10001000	901 Emmet Street	Former National Bank & Trust Branch
900710000	200 Fifteenth Street, NW	Cottage at Hillcrest Apartments
290069000	205 Fifth Street, SW	Brand-Edwards House
290066000	217 Fifth Street, SW	Barksdale-Coles-Hailstock House
290104000	301 Fifth Street, SW	Shelton-Fuller House
290161000	418 Fifth Street, SW	Hawkins-Wondree House
900730000	201 Fourteenth Street, NW	King-Runkle House
320089000	233 Fourth Street NW	Jefferson School
290042000	223 Fourth Street, SW	Smith-Reaves House
900130000	1602 Gordon Avenue	Dabney-Thompson House
Portion 310060000	946 Grady Avenue	Former Monticello Dairy
230038000	1022 Grove Street	Gardner-Mays Cottage
350132000	700 Harris Street	Armstrong Knitting Factory
260038000	204 Hartman's Mill Road	George T. Nimmo House
260036000	208 Hartman's Mill Road	James D. Nimmo-Simms House
530194000	801 High Street, East	C.D. Fishburne House
110112000	1404 Jefferson Park Avenue	Barringer Mansion
170088000	2115 Jefferson Park Avenue	Former Fry's Spring Service Station
540212000	1201 Jefferson Street, East	The Farm
530173220	800 Jefferson Street, East	Carter Gilmer House
530261000	901 Jefferson Street, East	Leitch-Haden House

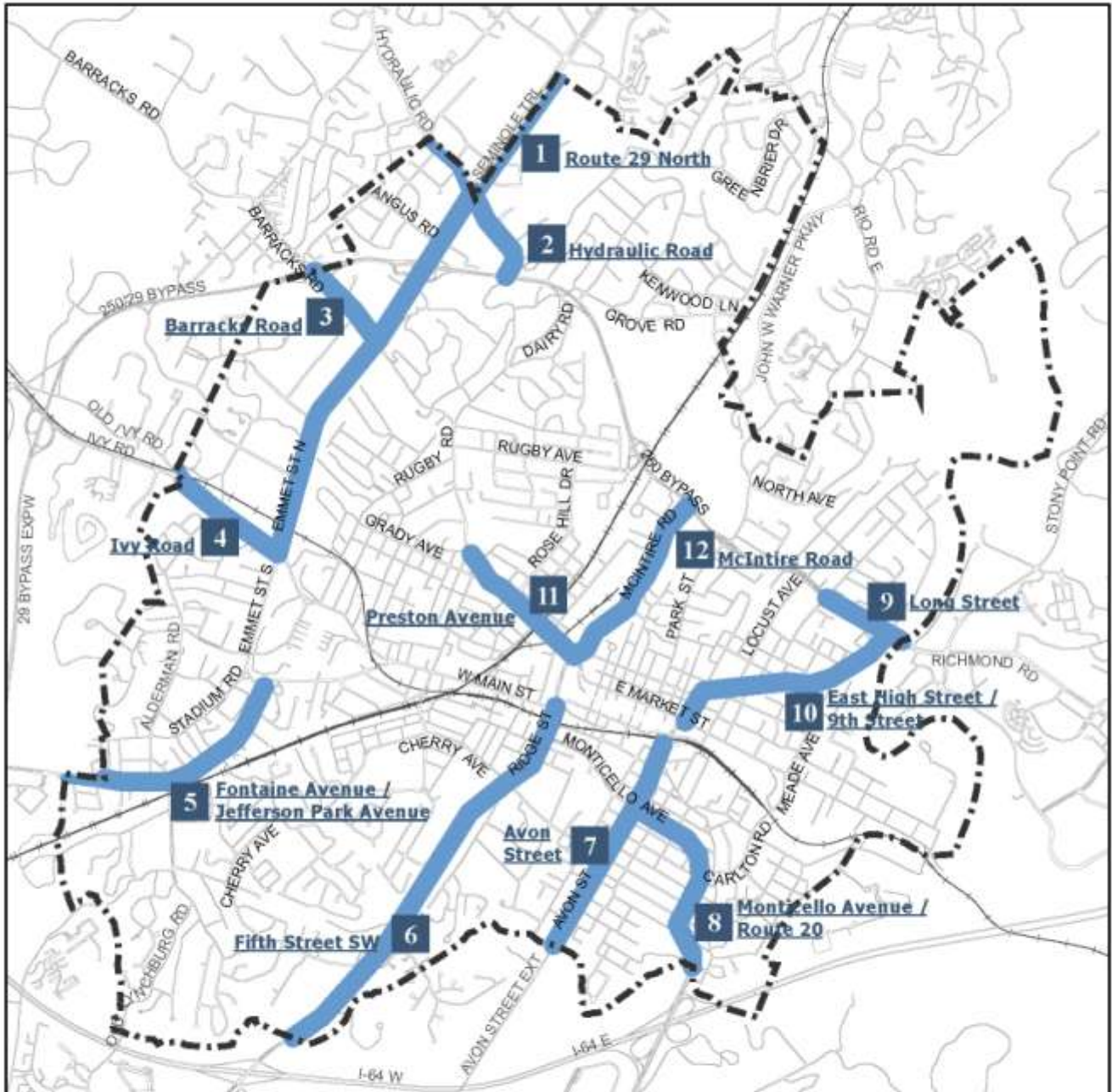
41A046000	1615	Keith Valley Road	Keith House
260010000	114	Lankford Avenue	Robert Goins House
260001000	214	Lankford Avenue	Howard-Jackson House
Portion 530234000	459	Locust Avenue	Former Martha Jefferson Hospital – Patterson Wing
510074000	810	Locust Avenue	Locust Grove
520026000	700	Lyons Avenue	Napoleon House
520078000	610	Lyons Court	Lyons House
520077000	706	Lyons Court Lane	Lyons House Carriage House
540150000	1118	Market Street, East	The Willow Cottage House
560040400	1512	Market Street East	Timberlake-Branham House
55A146000	1819	Market Street, East	Woolen Mills Chapel
55A149000	1901	Market Street, East	Pireus Store
300065000	224	Ninth Street, SW	Nals House
300169000	501	Ninth Street, SW	Oaklawn
470007000	1105	Park Street	Hard Bargain
470049000	1108	Park Street	Geiger-Coles House
470050000	1112	Park Street	Finch-McGee Cottage
320014000	608	Preston Avenue	King Lumber Co. Warehouse
Portion 310038000	722	Preston Avenue	Former Coca Cola Bottling Company
40041000	1010	Preston Avenue	The Rock House
501110000	605	Preston Place	Wyndhurst
501120000	611	Preston Place	Preston-Norris Cottage/Wyndhurst Servants Quarters
250002000	620	Prospect Avenue / 105 University Manor	Robert L. Updike House
250079000	752	Ridge Street	Hoppe-Humphrey-Ferron House
250102000	818	Ridge Street	Joseph Brown House
500005000	1328	Riverdale Drive	Riverdale
55A148000	202	Riverside Avenue	House at Pireus
30107000	212	Rosser Avenue	Holy Temple Church of God
380134000	1204	Rugby Road / 1719 Mason Lane	Stonefield
380092000	1314	Rugby Road	Four Acres
290073000	204	Seventh Street, SW	Hawkins-Lee House
290074000	208	Seventh Street, SW	Hawkins-Parker House
320124000	201	Sixth Street, NW	Parker House
290188000	327	Sixth Street, SW	Benjamin Tonsler House
800280000	209- 211	Sprigg Lane	Morea
160002000	104	Stadium Road	The MacLeod House
18A033000	214	Stribling Avenue	Huntley Hall

310156000	134	Tenth Street NW	Former Coca Cola Bottling Works
540211000	309	Twelfth Street, NE	Nicholas Lewis House
900440000	1	University Court	Turner-LaRowe House
470043000	603	Watson Avenue	Enderly
330032000	212	Wine Street	Monticello Wine Company House

Entrance Corridor Overlay Districts

The City has designated twelve significant routes of tourist access as Entrance Corridors to ensure through design review a quality of development compatible with the City's historic, architectural and cultural resources (Map --). The Planning Commission was designated as the Entrance Corridor Review Board (ERB) in 2003. Entrance Corridor Guidelines were adopted by City Council on August 1, 2005, and were updated on March 7, 2011.

Entrance Corridors



August 2012

City of Charlottesville



 Entrance Corridor



Protecting Charlottesville's Archaeological Resources

Charlottesville's archaeological resources are an integral part of the City's cultural history. Examples of archaeological resources include human remains, and objects such as tools, bone, bottles, dishes, and nails, which are representative of prehistoric and historic periods. Areas that contain these objects are also archaeological resources and include graves, wells, privies, trash pits, quarries, back yards, basements, and foundations. Examples of archaeological sites within Charlottesville that might contain archaeological resources are prehistoric camps, historic residences, schools, farms, cemeteries, roads, railways and Civil War camps and hospitals.

Archaeological resources may be protected in designated districts, similar to historic resources. Ultimately any comprehensive list of archaeological districts should reflect what the residents of Charlottesville hold valuable. There are many sites within Charlottesville that contribute significantly enough to be identified as archaeological districts. Three examples are the Venable Lane area including the historically African-American residential area called "Canada"; the Charlottesville Woolen Mills area and vicinity; and the site of the Delevan House, or "Mudwall", at the intersection of 7th and West Main Streets, the location of the present First Baptist Church.

When archaeological resources are identified and protected, it fosters a sense of pride, identity and continuity with our city's historic resources. This link with history is often considered a defining characteristic of the distinctiveness of particular neighborhoods. Archaeological sites are educational and can contribute to the general history of Charlottesville and the particular histories of its inhabitants.

Currently there is no plan that allows the city to assess, evaluate, or manage its known or unknown archaeological sites. Ultimately, Charlottesville's cultural and historic resources contribute significantly to how the city is perceived by both visitors and its residents. Our historic resources provide the city with a unique identity and sense of place and distinguish us from other localities. Archaeological resources are a significant part of this identity and actively contribute to the history of Charlottesville, complementing both documentary records and historic architecture.



**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**

MEMO

To: Missy Creasy, Planning Manager
From: Amanda Poncy, Bicycle and Pedestrian Coordinator
Date: February 16, 2013
Re: Comprehensive Plan Update-Transportation Chapter

On January 22, Planning Commission met to review the Transportation Chapter of the Comprehensive Plan.

Summary of how comments have been integrated into the Draft

1. *Updated Appendix to include more detailed information about passenger rail in Charlottesville and further description of traffic calming.*
2. *Updated Goal 1.1 to highlight the need to UPDATE our Bicycle and Pedestrian Master Plan.*
3. *Created Goal 1.4 to update the Standards and Design Manual*
4. *Revised Goal 2.5 to include recommended language*
5. *Revised Goal 3.1 to include recommended language*
6. *Revised Goal 5.6 to include recommended language*
7. *Revised Goal 6.3 to include discussion of BRT and light rail per Planning Commission Discussion*
8. *Revised Goal 7.1 to include recommended language*
9. *Revised Goal 7.6 to include recommended language*
10. *Deleted Goal 8.5 related to using environmentally sensitive products.*

TRANSPORTATION GOALS

The City's transportation network provides the fundamental framework for creating a safe, livable community. The system connects people to each other and to destinations, fosters economic activity and provides public space for human interaction. As a result, the transportation system should be designed for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. A multimodal transportation network is an effective, flexible framework for building community and creating places in our City.

COMPLETE STREETS GOALS AND OBJECTIVES

goal ONE: Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and individual neighborhoods.

1.1 Update the City's Bicycle and Pedestrian Master Plan to facilitate bicycle and pedestrian travel within the City.

1.2 Provide convenient and safe pedestrian connections within 1/2 miles of all commercial and employment centers, transit routes, schools, and parks by completing the sidewalk network using a priority system of: dual-side routes along all arterial and collector routes; dual-side safe routes to all city schools; dual-side routes to parks and public facilities; completing routes that have less than ¼ mile sections missing; mitigation rain run-off and drainage problems; and citizen requests in neighborhoods.

1.3 Provide design features on roadways, such as street trees within buffers, street furniture, and sidewalk widths, that improve the safety and comfort level of all users and contribute to the city's environmental goals.

1.4 Develop a comprehensive set of street design guidelines that can serve as a framework for updating the Standards and Design Manual for Complete Street improvements in the public right of way.

1.5 Continue to include bicycle and pedestrian accommodations in conjunction with the planning and design of all major road projects, all new development, and road paving projects.

1.6 Consistently apply ADA standards to facility design and ensure that accessible curb ramps exist at all pedestrian crossings where conditions allow.

1.7 Coordinate with public schools to develop a Safe Routes to School Travel Plan for every public school in the City.

1.8 Seek to expand and anticipate traffic calming where applicable throughout the City

in collaboration with neighborhood residents and as part of the development process.

1.9 Explore and implement safe, convenient, and visually attractive crossing alternatives to enable pedestrians and bicyclists to cross major thoroughfares.

goal TWO: Reduce the demand for automobile travel and improve quality of life through land use and community design techniques.

2.1 Encourage a mix of uses in priority locations, such as along identified transit corridors and other key roadways, to facilitate multimodal travel and increase cost-effectiveness of future service.

2.2 Encourage new street connections and alternate traffic patterns where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, and vehicles.

2.3 Provide convenient and safe bicycle and pedestrian connections between new and existing residential developments, employment areas, and other activity centers to promote the option of walking and biking rather than driving

2.4 Promote urban design techniques, such as placing parking behind buildings, reducing setbacks, and increasing network connectivity, to create a more pedestrian friendly streetscape and to reduce speeds on high volume roadways.

2.5 Develop a comprehensive set of street design guidelines based on the Complete Streets Resolution and ITE/CNU's Walkable Urban Thoroughfares Context Sensitive Solutions (CSS) Approach that balances multimodal transportation options while considering design techniques that allow for urban scale, walkable communities where appropriate.

2.6 Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.

2.7 Provide financial assistance to efficient and effective Transportation Demand Management (TDM) programs.

2.8 Encourage existing and new employment and business uses to support alternative travel

modes by providing on-site amenities such as transit shelters, bicycle storage (racks/lockers) and showers as appropriate.

2.9 Reduce parking requirements when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.

goal THREE: Improve mobility and safety of the arterial roadway network.

3.1 Continue to encourage local employers to use Travel Demand Management (TDM) techniques, such as flexible work hours and financial incentives for using alternative modes, to preserve the traffic-moving capacity of the arterial roadway network.

3.2 Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, communicate emergencies, weather and incidents to drivers.

3.3 Develop Access Management standards for new development and redevelopment along primary entrance corridors.

3.4 Identify multimodal solutions to reduce single occupancy vehicle use.

3.5 Identify additional roadway connections to improve the grid network of streets.

goal FOUR Maintain an efficient transportation system that provides the mobility and access that supports the economic development goals of the City.

4.1 Establish designated truck routes within the City.

4.2 Minimize the impact of congestion on commuters and the movement of goods.

4.3 Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system.

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

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

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

private developers.

5.3 Encourage employers to provide incentives for employees who do not drive to work.

5.4 Work with University of Virginia officials to encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

5.5 Explore shared motor vehicle service for the Downtown and University areas.

5.6 Examine investment in municipal, shared parking facilities on targeted mixed use corridors in an effort to encourage redevelopment.

5.7 Continue to provide bicycle parking at public buildings and explore opportunities to provide bicycle parking within public right-of-way to support local businesses.

REGIONAL GOALS AND OBJECTIVES

goal SIX: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville citizens.

6.1 Continue to expand transit service and increase ridership.

6.2 Evaluate transit services, including attention to Sunday and after dark bus service and route restructuring, and update the City-wide transit plan.

6.3 Continue to work with Albemarle County, and the TJPDC to develop a transit system that adequately serves the residents of the entire Charlottesville-Albemarle community. This includes the continued study of light rail and BRT.

6.4 Work closely with state government, regional organizations and adjacent jurisdictions to support transit-oriented and transit-accessible employment throughout the region.

6.5 Accommodate the travel needs of all residents and employees, including low-income populations, the elderly and those with disabilities.

6.6 Encourage the development of transit-oriented /ready developments.

6.7 Explore the development of a dedicated funding source for future transit needs

6.8 Work closely with new developments to provide an accessible path from nearby transit stops to an accessible entrance of the site/building.

6.9 Work with appropriate agencies to evaluate the use of ITS/transit signal priority to promote transit efficiency.

goal SEVEN: Continue to work with appropriate governing bodies to create a robust regional transportation network.

7.1 Actively work with VDOT, TJPDC, Albemarle County, and the University of Virginia to develop a regional transportation network surrounding the City.

7.2 Evaluate regional transportation network priorities surrounding the City in MPO Plans.

7.3 Actively work with the MPO to collect information regarding regional travel patterns, such as origin destination data, bicycle counts, etc., to improve access to destinations within the City and region.

7.4 Increase communication and cooperation between City, County, University, interest groups, developers and the public for both recreational and transportation trails.

7.5 Coordinate with the County to ensure consistency of bicycle and pedestrian facilities across City-County boundaries.

7.6 Continue to work with the TJPDC, Albemarle County and VDOT on design solutions for Route 29, such as grade separated interchanges and parallel road networks, that balance the needs of both local and regional traffic.

7.7 Encourage existing and new employment and business uses to support alternative travel modes by participating in the region's Rideshare and car/vanpooling programs.

7.8 The City and its regional partners should work with DRPT to examine future demand for and feasibility of additional AMTRAK rail service for Charlottesville and the Lynchburg corridor prior to the Roanoke Extension project.

FINANCIAL GOALS AND OBJECTIVES

goal EIGHT Develop sustainable transportation infrastructure by designing, constructing, installing, using, and maintaining the city's transportation assets and equipment in efficient, innovative, and environmentally responsible ways.

8.1 Integrate best management practices into all aspects of the city's transportation and facility maintenance activities.

8.2 Develop policies and strategies, including collaboration with partnering organizations,

to incorporate green infrastructure alternatives as an integral part of infrastructure planning.

8.3 Develop strategies to assess the cost-effectiveness of using green infrastructure instead of more traditional alternatives for specific projects and ensure that the multifunctional benefits of green infrastructure are considered in cost-benefit analyses.

8.4 Continue to perform regular maintenance on existing transportation related equipment and facilities to maximize capital investment and minimize air, water, and noise pollution.

8.5 Where feasible, use alternative energy sources to power equipment.

8.6 Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

goal NINE Identify and seek new sources of sustainable funding protocol and mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.

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

9.2 Create a regional advocacy that brings all jurisdictions together to push for state-wide changes in transportation funding and to lobby the general assembly for additional funding/enabling authority to do so.

9.3 Coordinate the funding and development of transportation facilities with regional transportation and land use plans, and with planned public and private investments.

9.4 Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them.

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

9.6 Pursue funding through state and federal grant programs to support multimodal transportation planning and the integration of transportation and land use.

CHARLOTTESVILLE COMPREHENSIVE PLAN – 2012 UPDATE TRANSPORTATION APPENDIX

6.0 Background

The City's transportation network provides the fundamental framework for creating a safe, livable community. Transportation networks connect people to each other and to destinations, foster economic activity and provide public space for human interaction. As a result, the transportation system should be designed for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. The transportation network is an effective, flexible framework for building community.

In 2010, City Council adopted a resolution that supports the idea that streets should be designed for all users. The City's Complete Streets Resolution defines complete streets as "roadways that enable safe and convenient access for all users including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors." It recognizes that streets that support multiple uses and users that are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks. It also acknowledges the economic, environmental, health, fiscal and quality of life benefits to promoting pedestrian, bicycle and public transportation travel.

The transportation chapter of the city's comprehensive plan seeks to better incorporate City Council's policy by establishing a framework for coordinating transportation with land use, urban design, economic development, redevelopment, the environment and other elements essential to developing a sustainable transportation system. It provides direction, guidance and prioritization for transportation investments and mobility issues. The transportation chapter describes the balance of priorities that must take place in order to accommodate competing demands for finite resources in pursuit of more "Complete Streets."

Overall Transportation System Goal: Develop a safe, equitable, and efficient transportation system that provides a range of transportation choices for all roadway users; reduces single occupancy vehicle travel (from 59 percent to 50 percent for commuters); enhances residents' health, safety, and quality of life; facilitates development in appropriate locations; supports a strong, diverse economy; conserves natural resources and reduces greenhouse gas emissions.

6.1 INTRODUCTION

The location of the City of Charlottesville within the region contributes significantly to some of the transportation challenges faced by the City. The City (encompassing approximately 10 square miles) is entirely surrounded by Albemarle County. As a result, the transportation network and land use beyond the City limits have a significant impact on travel through the City. Similarly, the City's land use and transportation decisions affect regional travel. The limited regional transportation facilities surrounding the City connecting origins and destinations both located outside of the City limits place a significant burden on the City's transportation network. The table below reflects the regional travel patterns of Charlottesville and Albemarle County residents in 2000 and 2010.

Means of Transportation to Work by Workers 16 Years and Over

Mode	City of Charlottesville		Albemarle County	
	2000	2010	2000	2010
Drove Alone	60.4	58.8	78.8	76.9
Car Pool	9.7	10.5	12.0	10.5
Public Transit	5.0	7.3	1.6	2.5
Walked	16.5	14.6	1.5	1.7
Bicycle	1.9	2.3	0.2	0.3
Worked at Home	5.4	5.2	5.1	7.1

Source: U.S. Census of Population 2000 and 2010

Though other modes of transportation are used in Charlottesville, the automobile remains the primary means of travel for most residents. As reported in the 2010 Census 5 Year Estimates, the chart above indicates how people ages 16 and older in the City of Charlottesville are commuting to work. As shown, 58.8% of Charlottesville residents choose to drive alone to work, while only 14.6% of residents walk to work, the next highly used mode to the automobile. Compared to 2000 census data, the mode choice is relatively unchanged with all modes varying by three percent or less. Despite little change, it is important to note that since 2000 driving alone has decreased from 61% to 58.8%. At the same time, the statewide share of drive-alone work trips has dropped from 70 percent to 64 percent, according to DRPT’s Transit and TDM Report to the 2012 General Assembly.

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

The transportation system includes not only vehicular travel, but travel by walking, transit, bicycle, rail, and air. In support of the community’s vision to enhance the quality of life, this Transportation Appendix considers all of the components of the transportation system in Charlottesville: to gauge how it moves people and goods, to identify travel issues and to set goals for the system to function safely and efficiently in the future.

The following text includes a review of the planning context for the Charlottesville transportation system including plans formulated by others at the regional level. It considers existing conditions for travel by all modes, including walking, transit, bicycle, rail, and air..

6.2 PLANNING CONTEXT

VTrans2035 Corridors of Statewide Significance

VTrans2035 is Virginia's multimodal long-range transportation policy plan. Led by the Office of Intermodal Planning and Investment, it is a policy document that frames the vision for the future and the critical steps to make that vision a reality. The goals of VTrans2035 set the foundation for the future of transportation in the Commonwealth. It is these goals that guide and support the recommendations identified in the Virginia Surface Transportation Plan.

The Corridors of Statewide Significance (CoSS) concept was first introduced in VTrans2025 as the Multimodal Investment Network (MIN). These MINs were to be the focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single mode solutions in modal plans.

The City of Charlottesville is located at the crossroads of two major corridors of statewide significance: the east-west corridor (I-64) and the Seminole Corridor (Route 29) as represented in Figure 12.



House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all Corridors of Statewide Significance and that all modes of travel are considered.

Specifically, VTRANS 2035 contains four projects within the City of Charlottesville:

- Route 29 (Emmet Street) – Add third southbound lane on Route 29

- Route 29 (Emmet Street) - Route 29/Route 250 Interchange Project
- Route 250 – Construct grade separated interchange at McIntire Road
- I-64 (between Route 29 and Route 616, located in both City of Charlottesville and Albemarle County) - Widen to 6 lanes

DRPT 2008 Statewide Rail Plan and Draft 2013 Updated Rail Plan

The Department of Rail and Public Transportation (DRPT) is preparing the Virginia Statewide Rail Plan, which will update the 2008 Statewide Rail Plan and related documents and continue to serve as a blueprint for the future development of the Commonwealth's passengers and freight rail systems.

The purpose of the plan is to guide the state in meeting rail transportation needs of the Commonwealth's traveling public and its diverse growing economy. The plan will focus on intercity passenger rail service, major freight railroads and the state's important network of short line railroads. The plan will provide a profile and assessment of the state's current rail assets and services. It will also include an assessment of rail transportation strengths and weaknesses in light of recent trends and identify opportunities for improvement.

The Virginia Statewide Rail Plan is part of a multi-modal, interagency transportation planning effort that is guided by [VTrans](#), Virginia's statewide long-range multimodal policy plan that establishes the vision, goals and investment priorities for the Commonwealth's transportation systems.

DRPT's 2008 Statewide Rail Plan calls for an extension of the Lynchburg-DC Northeast Regional service to Roanoke, as well as a second frequency for the Lynchburg-DC Northeast Regional prior to the extension to Roanoke. The Rail Resource Allocation Plan (2009) provides for the Roanoke extension within four to five years, provided that funds are available, as well as the additional frequency. However, the Draft 2013 Update moves the timing back, with a second frequency to be added at some unspecified later time, after the extension to Roanoke. It will be important for the City to work with DRPT to study whether the current high level of demand for the service, coupled with the additional demand expected from the extension to Roanoke, warrants the addition of a second frequency on the line prior to implementing the extension.

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

Charlottesville is part of a regional planning organization called the Charlottesville- Albemarle Metropolitan Planning Organization (MPO). The Charlottesville-Albemarle MPO is the forum for cooperative transportation decision-making among Charlottesville, Albemarle County, state and federal officials. The MPO considers ongoing regional growth and combines public input, technical data, and agency collaboration to develop long-range transportation plans and programs for the region, specifically for the City of Charlottesville and for the urbanized area of Albemarle

County immediately surrounding the City. The MPO also coordinates the transportation planning activities of the various local transportation-related agencies that have both a direct and indirect impact on regional travel.

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

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

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

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

United Jefferson Area Mobility Plan 2035

UnJAM, the United Jefferson Area Mobility Plan, is the long range transportation plan for the Charlottesville-Albemarle Metropolitan Planning Area (MPO), which includes the City of Charlottesville and urbanized area of Albemarle County. This is the region's second long range transportation plan that combines the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) long range transportation plan with the Rural Long Range Plan (RLRP). UnJAM 2035 builds upon the principles and goals established in UnJAM 2025, which captured local visions for land use and transportation growth and development, while achieving a regional consensus on priority projects and strategies. An update to UnJAM 2035 will be complete by 2014.

UnJAM 2035 capitalizes on the following set of adopted Regional Mobility Goals, which specify the steps we can take to achieve the Regional Vision.

Improved, Expanded Roadway Network

- More complete network of parallel and connector roads
- Re-engineer existing roads for increased capacity, safety, and enhanced business environment
- Develop new roadway designs for balanced, multi-modal performance

Efficient Transit System integrated with other travel modes

- Develop Enhanced Bus, Bus Rapid Transit (BRT), or Streetcars for fast, frequent, dependable service on major corridors
- Commuter Express service to outlying areas
- Improve Regional Rail service
- System improvements for downtown and neighborhoods
- Technology implementation to maximize efficiency and convenience

Pedestrian Friendly Streets and Highways

- Complete and connect sidewalk system
- Safe, usable crosswalks with pedestrian refuges
- Better lighting, signage, landscaping and signals

Complete Bicycle Network and Amenities

- On-road bike lanes on urban streets
- Off-road multi-purpose trails along major corridors
- Protected parking at all destinations

Improved Integration & Support for Ridesharing and Travel Demand Management

- Designated travel lanes for car/vanpoolers
- Enhance employer-based incentives
- Improve and increase park and ride lots
- Improve coordination of TDM strategies with work, education and special events

Safe & Efficient Freight Movement

- Separate freight movements from passenger travel where possible
- Support on-time delivery needs of business and industry

Policy and Regulatory Changes

- Amend codes and standards for more flexible roadway and development designs

- Adjust funding formulas to deliver a truly multi-modal system
- Expand modeling and forecasting to coordinate transportation

Regional Rail Conceptual Study (2004)

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

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

TJPDC/VDOT Multi-modal Corridor Study

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

US 29 North Transportation Corridor Study

The US 29 North Corridor Transportation Study is a multi-phased process to develop a plan to guide future public and/or private investment in the transportation infrastructure of the segment of US 29 from the Route 250 Bypass in the City of Charlottesville through Albemarle County to the Greene County boundary. The Transportation Study is a component of the Places29 Master Plan that is being prepared by Albemarle County. Places29 is a community planning project that brings residents, business owners and others together to map out the best possible shared vision

for this critical area. The project integrates land use planning for four designated urban communities within the US 29 North Transportation Corridor Study area. The transportation plan resulting from the US 29 North Corridor Transportation Study is the transportation component of the Places29 Master Plan that was adopted as part of the County's Comprehensive Plan.

29H250 Phase 2 Plan

The 29H250 Phase 2 Study is a continuation of the 29H250 Intersections Study that was completed in May 2003. A team composed of representatives from the MPO, VDOT, Charlottesville and Albemarle County were joined by expert consultants for Phase 2 of the planning process which was completed in September 2004. The goal of this project was to develop a context-sensitive, multi-modal transportation improvement plan to complement existing and anticipated development along the US 29 corridor and Hydraulic Road, focusing on the extended area surrounding the intersections of US 29 with Hydraulic Road and US 250. Public workshops were held to introduce the design concepts for transportation system improvements in the area around US 29, US 250, and Hydraulic Road. After requested feedback, detailed technical and economic analyses were completed. The economic analysis indicated that tax revenues are projected to increase under all options. Property, meal and sales tax revenues (largely in the City) are projected to increase by \$1.4 to \$2.2 million per year depending upon the transportation option selected. At an interest rate of 5 percent over 20 years this stream of new tax revenue could generate \$17 to \$28 million in capital.

Shaping Community with Transit

Published in 2005, Shaping Community with Transit presents an argument for a streetcar transit system on West Main Street to connect downtown Charlottesville and the University of Virginia. This report provides an overview of existing conditions in Charlottesville and a broad view of several available public transit options including bus, light rail, bus rapid transit (BRT) and streetcars, all of which have been considered as possible Charlottesville options in the past. This report also characterizes the types of land use and development patterns that are associated with transit systems and those that could support a streetcar transit system. Finally, this study provides a listing of steps that should be implemented to further assess the potential for and benefits of a streetcar transit system along West Main Street.

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

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

- Develop a parking strategy that works with transit.

Jefferson Area Bicycle, Pedestrian and Greenways Plan

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

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

Northtown Trail

The Thomas Jefferson Planning District and the Charlottesville-Albemarle Metropolitan Planning Organization, working with the City of Charlottesville and the County of Albemarle, completed planning for the Northtown Trail Project in 2010. The planning effort identifies a conceptual bicycle and pedestrian trail that will extend from the Charlottesville Downtown Mall to Lewis and Clark Drive in northern Albemarle County. Though only about 1.5 miles of the Northtown Trail are within the City boundaries, this trail will benefit Charlottesville residents by providing alternative commuting options, minimizing the need for vehicular parking, and increasing use of the City's in-place bicycling and pedestrian facilities.

Albemarle County Comprehensive Plan

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

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

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

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

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

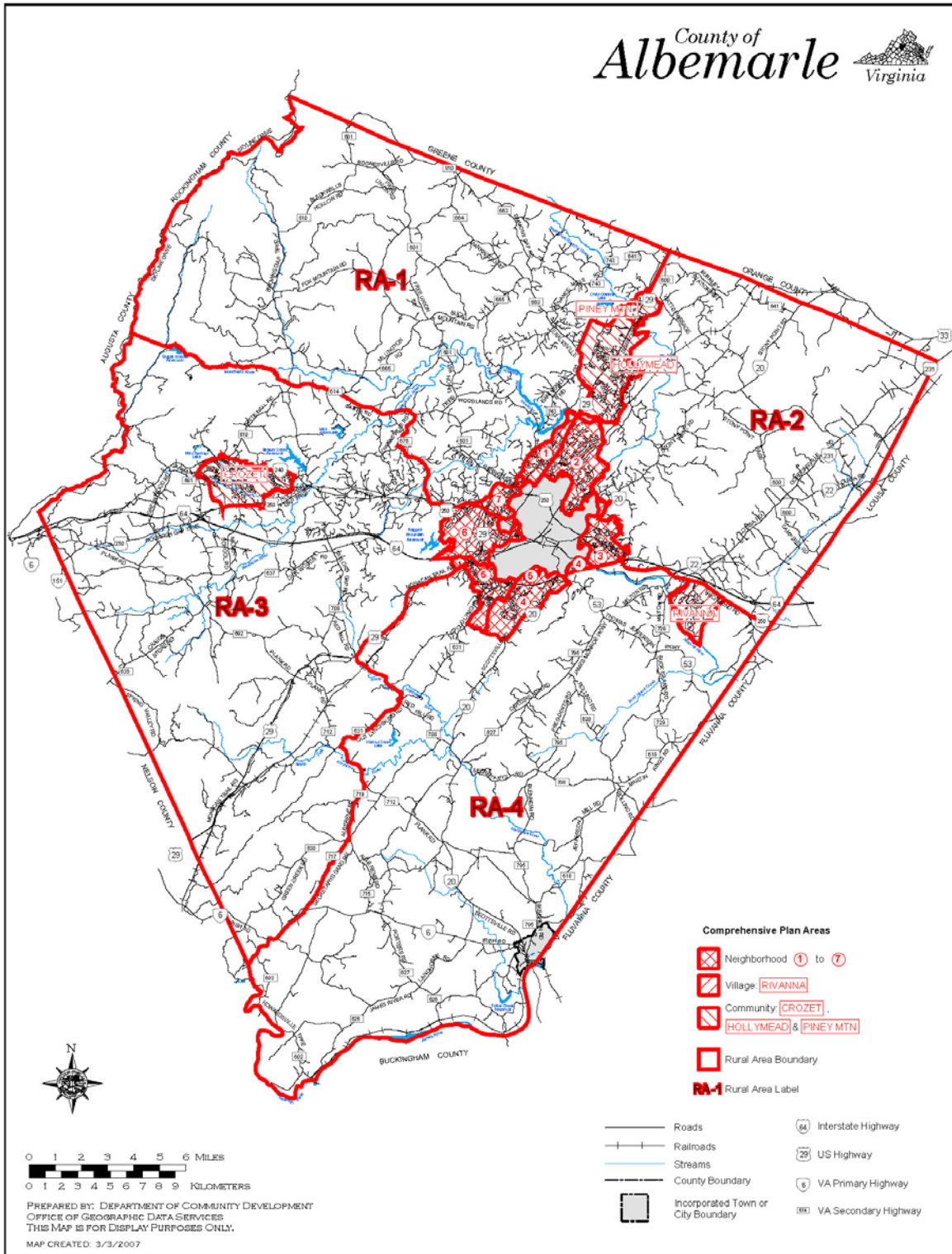
- Crozet - located to the west of Charlottesville bordered by US 250 and VA 240
- Hollymead - located north of Charlottesville and the Urban Area surrounding US 29
- Piney Mountain – located north of Hollymead surrounding US 29

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

Ideally, if implemented as outlined in the Comprehensive Plan, the Neighborhood Model and Development Areas would decrease vehicle dependency by locating work, home and amenities in close proximity to one another and increase the feasibility of transit through the increased densities.

Figure 6-1

ALBEMARLE COUNTY DEVELOPMENT AREAS



City of Charlottesville Transportation Planning

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

Charlottesville Transit Improvement Study and Transit Development Plan

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

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

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

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

The Charlottesville TDP is a five-year plan for CTS, which builds off of the recommendations presented in the Transit Improvement Study. The TDP is divided into two main categories of improvements. The first category includes recommendations that are cost neutral for Charlottesville but would require additional funding from Albemarle County. These recommendations are divided into two phases. Phase I includes recommendations to be

implemented in FY 2007 while Phase II includes recommendations to be implemented between FY 2008 and FY 2011. Most of the TDP recommendations were implemented in conjunction with the opening of the new Downtown Transit Station in March 2007. The second category of service improvements includes additional service to Charlottesville, Albemarle County and several variations of fare-free service. In May 2007 UVA students and staff began riding CTS fare-free. There is no timeline for implementation of the other improvements included in the TDP.

Charlottesville Bicycle and Pedestrian Facilities Master Plan

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

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

Major constraints include:

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

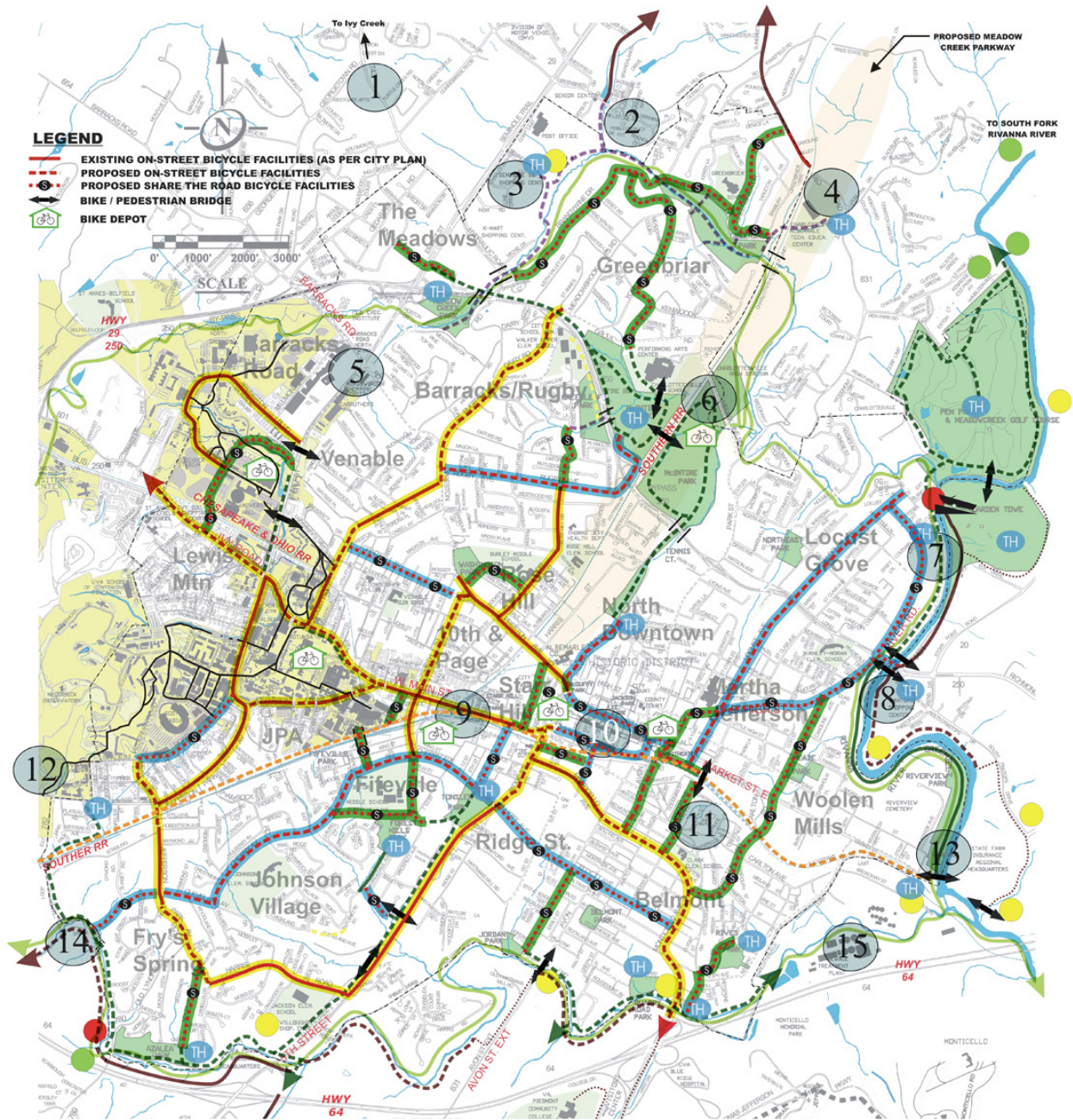
In response to these opportunities and constraints, the Master Plan recommends different types of on and off-street facilities and locations to meet the needs of the various types of users, who live,

work and recreate in the City of Charlottesville. **Figure 6-2a and b**, from the Master Plan, illustrate the recommended on-street and off-street bicycle and pedestrian projects.

6.3 ROADWAY NETWORK AND PARKING

Figure 6-2a

BICYCLE AND PEDESTRIAN ON STREET PRIORITIES



ON STREET BICYCLE FACILITIES - RECOMMENDATIONS -					
LEGEND					
STR - SHARE THE ROAD					
WSBL - WHITE STRIPE BIKE LANE					
SBL - SOLID BIKE LANE					
YELLOW - HIGH PRIORITY					
BLUE - MEDIUM PRIORITY					
GREEN - LOW PRIORITY					
STREET	TYPE OF FACILITY	LOCATION	STR	Water Street	West Main Street to East High Street
1. University Avenue	SBL	West Main Street to Emmet street	STR *	Water Street	West Main Street to East High Street
2. West Main Street	WSBL SBL	missing sections Entire Reach - Water Street to University Avenue	STR	2nd Street	Monticello Avenue to Downtown Mall
3. Jefferson Park Avenue	SBL SBL WSBL	Emmet Street to Main Street conflict areas Park Road to Harris Road	STR	East High Street	Locust Avenue to Locust Avenue
4. Maury Court	SBL	JPA to Stadium Road	STR	Sunset Avenue	JPA to Moore's Creek
5. Rugby Road	SBL SBL	Railroad to Wayside Place Preston Avenue to Dairy Road	STR	5th Street	Cherry Avenue to West Main Street
6. Dairy Road	SBL	Rugby Road to Grove Road	STR *	Rock Creek Road	Antoinette Avenue to Locust Avenue
7. Ridge Street	WSBL SBL	Elliot Avenue to West Main Street at Lewis & Clark Statue	STR	Rose Hill Drive	Rugby Road to Greenleaf Park
8. Monticello Avenue	WSBL	6th Street to Rivanna River	STR	Concord Drive Yorktown Drive	Charlottesville High School to Brandywine Drive
9. 10th Street	WSBL	West Main Street to Grady Avenue	STR	Brandywine Drive	Hydraulic Road to Greenbrier Drive
10. Avon Street & Lexington Avenue	WSBL	Monticello Avenue to Market Street	STR	Greenbrier Drive	Banbury Drive to Rio Road
11. Ivy Road	SBL	Emmet Street to Old Ivy Road	STR	Carlton Road Meade Avenue	Monticello Avenue to East High Street
12. Cleveland Avenue	WSBL	JPA to Cherry Avenue	STR	Avon Street	Monticello Avenue to East High Street
13. Cherry Avenue	WSBL	Cleveland Avenue to Ridge Street	STR	Garrett Street	Ridge Street to 2nd Street
14. Elliot Avenue	STR	Ridge Street to Monticello Avenue	STR	Azalea Drive	Azalea Park to JPA
15. Locust Avenue	WSBL	Water Street to Locust Lane	STR	Forest Hills Avenue Orangevale Avenue	Cherry Avenue to Forest Hills Avenue Tonsler Park to Cherry Avenue
16. Rugby Avenue	WSBL	Preston Avenue to McIntire Park	STR	6th Street	Jordan Park to Elliott Avenue
17. Grady Avenue	STR	Rugby Road to 10th Street	STR	Monticello Road Rives Street	Rivanna River to Rives Street Monticello Road to Rives Park
18. Stadium Road	STR	Maury Avenue to Emmet Street	STR **	Douglas Avenue	Monticello Avenue to Railroad Tracks
19. McIntire Street	WSBL	Preston Avenue to Dairy Street	STR ***	Copeley Road	Ivy Road to Emmet Street
20. Market Street	STR	Preston Avenue to East High Street	STR	10th Street West	Preston Avenue to Rose Hill Drive
			STR	4th Street West	West Main Street to Preston Avenue
			STR	9th Street West	Railroad tracks to Main Street
			STR	Jones Street	requires a bike/pedestrian bridge over the railroad tracks
			STR	Holiday Drive	Wayne Avenue across Emmet Street to the Proposed multi-use trail

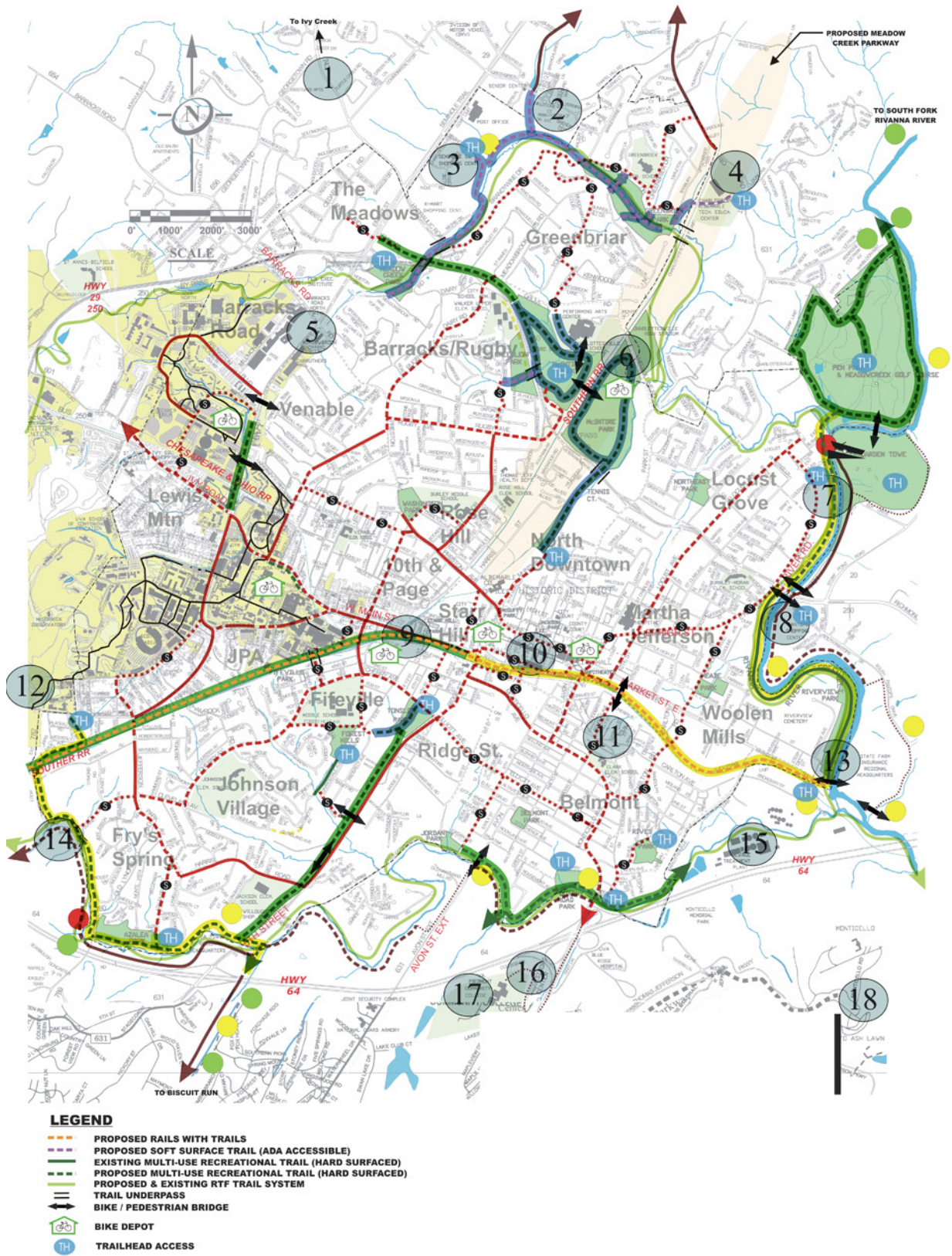


CHARLOTTESVILLE
ON STREET BICYCLE AND PEDESTRIAN FACILITIES RECOMMENDATIONS
BICYCLE & PEDESTRIAN FACILITY MASTER PLAN



Figure 6-2b

BICYCLE AND PEDESTRIAN OFF STREET PRIORITIES



**OFF STREET FACILITIES THAT COMPLETE OR EXTEND CONNECTIONS
BETWEEN EXISTING FACILITEES**

LEGEND

STR - SHARE THE ROAD
WSBL - WHITE STRIPE BIKE LANE
SBL - SOLID BIKE LANE

YELLOW - HIGH PRIORITY
BLUE - MEDIUM PRIORITY
GREEN - LOW PRIORITY

	CORRIDOR	LOCATION	TYPE OF TRAIL
1.	Reconstruction Rivanna River	Riverview Fork to the 250 bypass	concrete paved Multi-use
	New Construction	250 bypass to Pen Park	concrete paved Multi-use
2.	Chesapeake & Ohio Railw with trails	Water Street to the Rivanna River	concrete paved Multi-use
3.	Moore's Creek	5th Street to Fontaine Research Park	concrete paved Multi-use
4.	Meadow Creek	Greenbrier Park to Meadow Creek Park	soft surface Multi-use
5.	McIntire Park	Internal park loop trail and bicycle\ Pedestrian bridge over the railroad Tracks, 250 bypass underpass trail To Greenleaf Park connection to the High School & Performing Arts Center	concrete paved Multi-use
6.	Pen Park	Internal park loop trail and bicycle\ Pedestrian bridge over Rivanna River	concrete paved Multi-use
7.	5th Street	Moore's Creek to Tonsler Park, Connectors to Forest Hills Park	concrete paved Multi-use
8.	Holliday Drive/ 250 bypass	Emmet Street to McIntire Park	concrete paved Multi-use
9.	Emmet Street / UVA	Ivy Road to Copeley Drive	concrete paved Multi-use
10.	Southern RailRoad	West City Boundary to West Main Street	concrete paved Multi-use
11.	Moore's Creek	Jordan Park to East City limit Near Nassau Street	concrete paved Multi-use



CHARLOTTESVILLE BICYCLE & PEDESTRIAN FACILITY MASTER PLAN
OFF STREET BICYCLE AND PEDESTRIAN FACILITIES RECOMMENDATIONS



Functional Classification of Roads

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

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

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

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

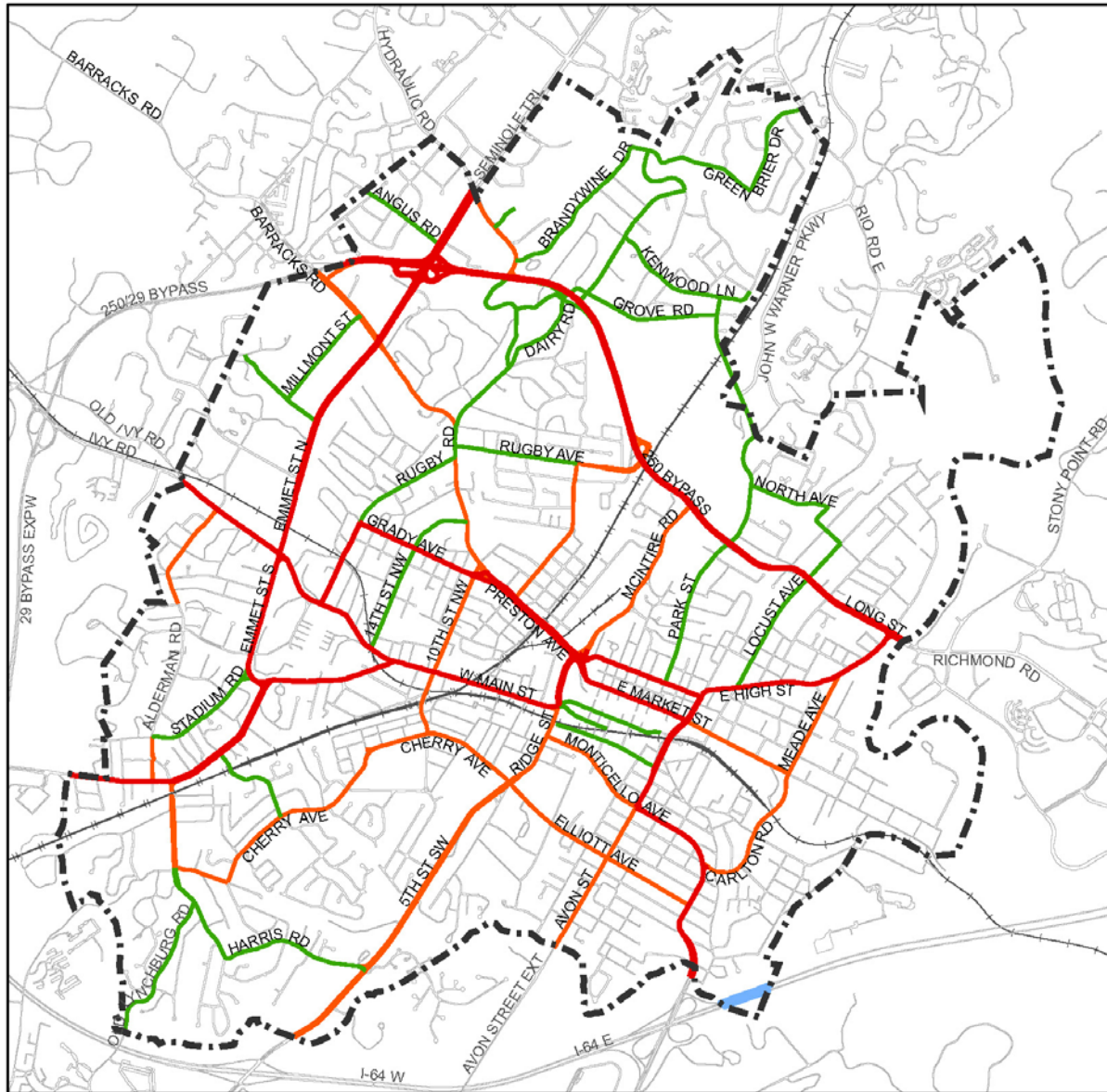
The local street system makes up the majority of the roadway network within the City. Its primary purpose is direct access to property and, as a result, it offers the lowest level of mobility. Service to through-traffic is deliberately discouraged on these roadways. Bus service currently operates on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

Traffic Volumes

The more significant traffic volumes on the City roadway network are shown in **Figure 6-5**. Based on VDOT's 2010 Daily Traffic Volume Estimates Report (supplemented with City data where available), the highest traffic volumes are currently on US 29 and the US 250 Bypass. US 29 north of the US 250 Bypass carries upward of 50,000 vehicles per day (vpd). South of the US

FIGURE 6-4 – Functional classification of roads

Functional Classification of Roads



July 2012

City of Charlottesville



- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

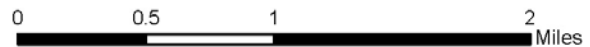
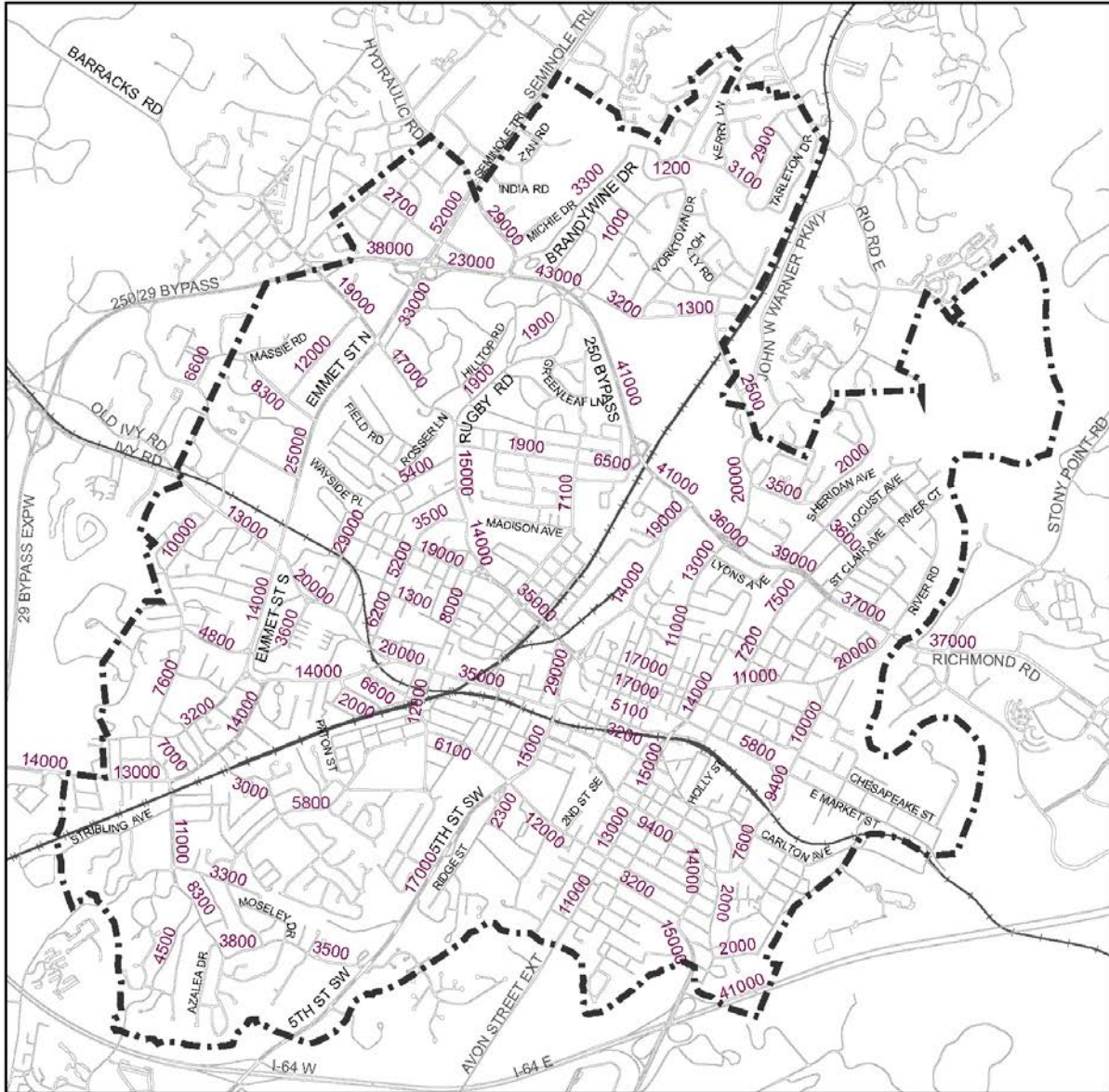


Figure 6-5 AADT Traffic Volumes

Average Annual Daily Traffic Volumes

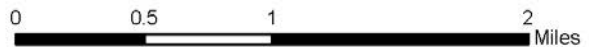


July 2012

City of Charlottesville



1000 Average Annual Daily Traffic Volume Estimate, VDOT 2010



250 Bypass US 29 traffic volumes decrease significantly but are still in the range of 20,000 to 40,000 vpd. Similarly, the US 250 Bypass carries between 35,000 and 40,000 vpd along most of the stretch. Portions of West Main Street and Preston Avenue also carry volumes in excess of 35,000 vpd. Other high volume corridors include Ridge/McIntire, Rugby Road, Fontaine Avenue, Ivy Road, Jefferson Park Avenue, 5th Street, Avon Street and High Street.

Traffic Congestion

Congestion within in the City occurs primarily during the morning and afternoon commuter peak periods. Locations of concern, shown in **Figure 6-6** include: Emmet Street from Hydraulic Road to Ivy Road, the 250 Bypass, Avon Street between Monticello Avenue and Market Street. Nearly all of these roadways are classified as arterials; the backbone of mobility for the City. However, due to congestion, drivers divert to roadways which are of a lesser classification to move through the City.

Congestion on Emmet Street is largely due to the high traffic volumes, lack of access management and the merge onto the US 250 Bypass westbound from southbound US 29. Currently improvements to the ramp from US 29 onto the Bypass are being explored to improve traffic flow in this area.

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

Crash Locations

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

Municipal Parking

In 2008, the City commissioned a comprehensive study to examine the supply and demand of parking downtown. According to that study, Downtown Charlottesville has approximately 6,000 spaces, of which about 5,000 (84%) are off-street and about 1,000 (16%) are on-street.

On typical weekdays during the business day, there is currently enough parking overall for everyone. At the busiest time of the survey, only 63% of spaces were occupied. There were approximately 800 spaces available in the off-street public lots. ('Public lots' includes lots for

which the public can buy hourly or monthly parking; these may be publicly-owned or privately-owned.) This included approximately 380 spaces in the Water Street garage, 130 in the Market Street garage, 80 in the Water Street lot, and the remaining 220 in other lots. (Note that this refers to a typical business day. On busy weekend evenings with special events, the two main garages can be full or nearly full.)

The private lots (lots that are restricted to employees or customers of a particular business) have approximately 1,200 available spaces. However, many of these private lots are unsuitable for public parking (e.g. residential, very small lots, etc).

Generally, it is perceived that there is a lack of free parking in the downtown area, and results of the 2008 parking study indicated stress on the on-street parking facilities. In particular, the two-hour spaces exceeded 85% occupancy (the desirable maximum) for much of the day. It was estimated that at least 10% of vehicles using the two-hour spaces were either performing the 'Two-Hour Shuffle' or staying in the same space for four hours or more. Although this is a relatively small proportion of the vehicles, their all-day presence gives them a disproportionate impact on parking occupancy. At the busiest times of day, more than 30% of the two-hour spaces were occupied by these people. Without them, occupancy of the two-hour spaces would not have exceeded 75% at any time.

Traffic Calming

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

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

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

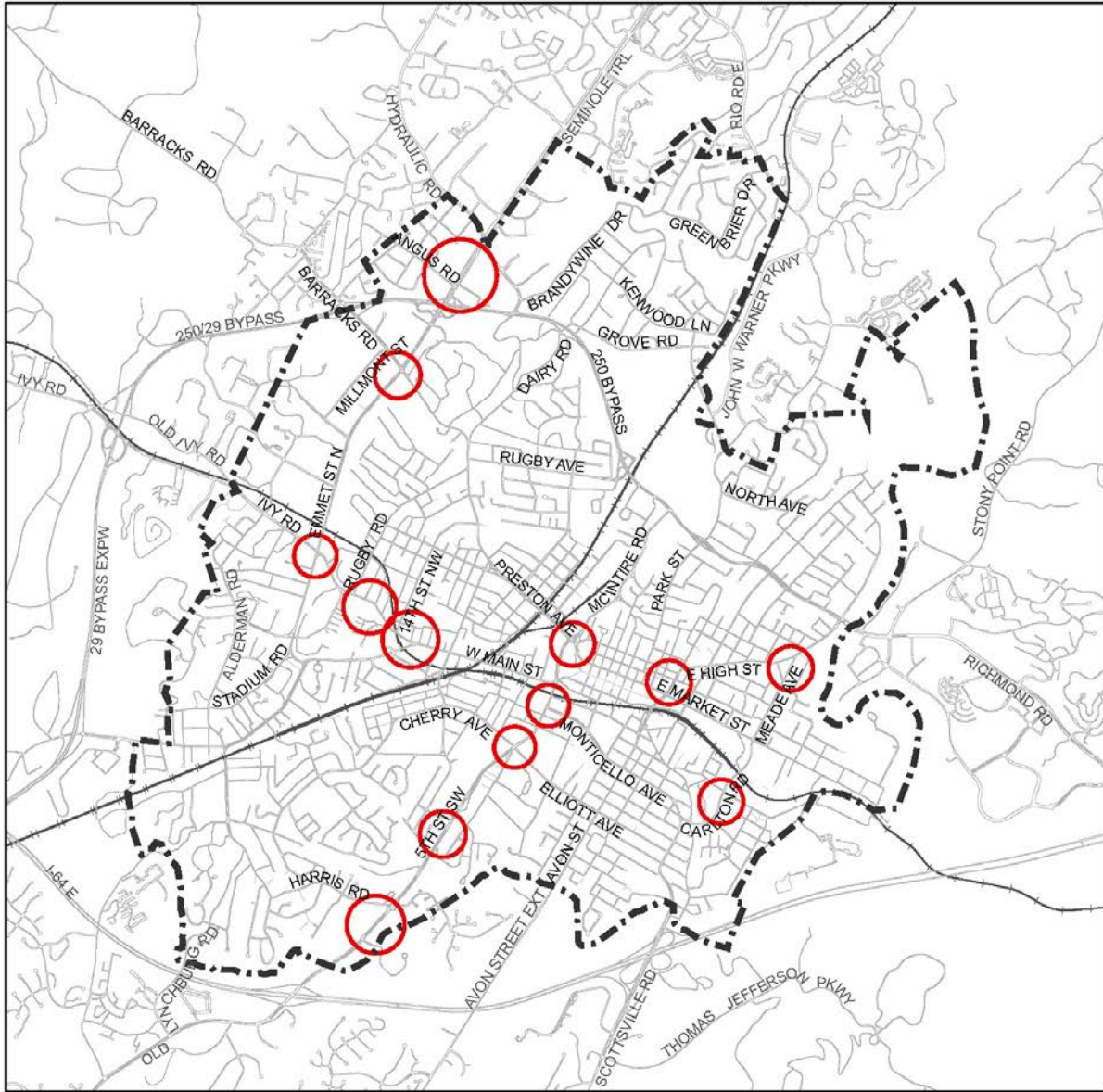
As the City continues to grow in terms of increased density and traffic volumes, it has become increasingly apparent that, instead of prioritizing traffic calming concerns on strictly a street and

neighborhood basis, a more holistic approach could be more effective. This approach would allow city staff to study an entire neighborhood or multiple neighborhoods simultaneously, with the goal of identifying traffic operational concerns and impacts in a larger context. This bigger picture view could have a greater impact on reducing cut through traffic, improving walk-ability within and between neighborhoods and increasing quality of life within the neighborhood settings. In many locations throughout the City, construction of sidewalks would likely eliminate the need for traffic calming devices within the roadway by providing a designated area for pedestrians.

The potential for traffic calming to preserve safety and quality of life may require the City to re-examine the process and funding mechanisms for applying traffic calming on neighborhood streets. Coordination of this planning with bicycle and pedestrian planning, and coupled with resident input and engineering investigation, should serve as the basis for improved traffic calming.

Figure 6-6 Crash/congestions hot spots

Crash Hot Spots



August 2012

City of Charlottesville



 Crash Hot Spots

0 0.5 1 2 Miles

6.4 NON-AUTOMOBILE MOTORIZED MODES OF TRAVEL

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

Transit Services

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

Charlottesville Transit Service (CAT)

Public transportation in Charlottesville and the urban areas of Albemarle County is provided by Charlottesville Area Transit Service (CAT). CAT operates seven days a week with limited service on Sundays. There are seventeen daily fixed routes. Day service is from 6:15am to 6:45pm. We have 4 night service from 6:45pm to 11:45pm.

Creating the hub of the public transportation network, bus routes circle around the downtown pedestrian mall before breaking off in different directions. Service now extends south to the County Office Building on 5th Street Extended, as far north on US 29 as Wal-Mart, and on US 250 east to Pantops. Service runs on the hour except for the most heavily used commuter routes during peak hours.

There are many transfer points. Transfer information for each route is included under the route timetables. Buses are wheelchair accessible and CTS offers paratransit programs in conjunction with JAUNT for riders with disabilities who are unable to use regular route buses. CTS buses are also equipped with bike racks. In July 2007, CTS implemented the fare-free agreement between CTS and the University of Virginia (UVA) which allows UVA students, faculty and staff to ride CTS for free with a valid student ID.

In 2008, CTS installed “Bus Finders” with real-time passenger information service at 25 bus stops and the Downtown Transit Station. This service is also available through the CTS website. Bus Finders allow passengers to locate the bus in real time and determine when it will arrive so that they can manage their trip more efficiently. CTS has also added its route information to Google Transit, which provides trip planning information and maps to users.

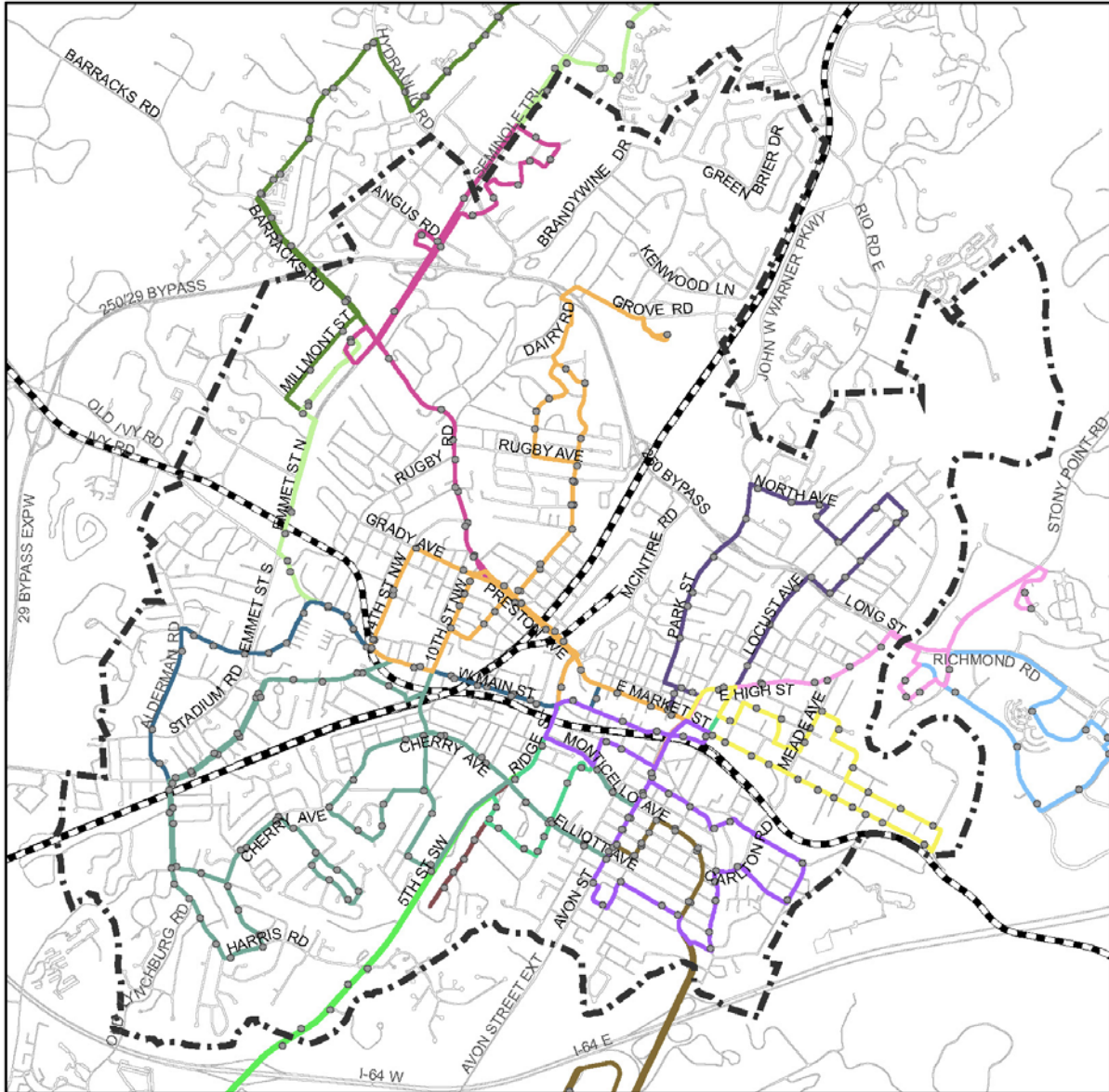
Fleet

Including expansion of the fleet planned in the immediate future, service is provided with the following 32 vehicles:

- Six mini-buses (primarily used for night service on Routes 21, 22, 23, and 24)

Figure 6-7 Transit

Transit and Rail Routes



July 2012

City of Charlottesville

- Bus Stop
- Railroad
- Trolley
- Route 1A
- Route 1B
- Route 2A
- Route 2B
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 10
- Route 21
- Route 22
- Route 23
- Route 24



- Thirteen 35-foot buses (primarily used for high ridership day-time routes and on Route 7 at night)
- Nine 30-foot buses (primarily used for neighborhood day-time routes)
- Four replica trolley buses (FREE Trolley route only)

Ridership

Analysis of CTS ridership from FY 2006 through FY 2012 shows that annual ridership has been increasing. Route 7 (Downtown/Fashion Square) and the Free Trolley (Downtown/UVA) have consistently shown the greatest ridership yielding approximately 787,969 and 994,520 boardings in FY 2006, respectively. Route 7 and the FREE Trolley also generate the most boardings at night. Ridership on the other routes has remained relatively constant with a notable increase on Route 5 (Barracks Road Shopping Center/Wal-Mart) resulting from service changes in 2005 funded by Albemarle County.

Downtown Station

In 2007, a central hub for CAT buses and the Free Trolley was constructed. The first floor, on the Water Street level, provides a waiting area out of the weather for CTS passengers and a place to make timed connections between bus routes. The second floor, on the Pedestrian Mall level, includes the Downtown Visitor Center of the Charlottesville/Albemarle Convention and Visitors Bureau. The Downtown Transit Station is a hub for residents and visitors alike, drawing positive attention to CAT and encouraging more people to try transit.

The Downtown Station, together with the nTelos Pavilion, is considered the eastern gateway of the Pedestrian Mall. The facility contributes to the economic vitality and the energy of the public space, including the Free Speech Monument, around City Hall.

Routes

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

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

to 10:00 a.m. and from 3:00 p.m. to 7:00 p.m.) and at 60-minute headways during off peak periods. Route 5 operates on 45-minute headway. Routes 1, 2, 3 and 10 are largely neighborhood circulators, and provide service at 60-minute intervals.

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

Funding

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

Figure 6-8

CAT DAY SERVICE



Day Service Map



Monday-Saturday service on all routes
 LINK service Monday-Friday
 Sunday service on FREE Trolley and Route 7

DOWNTOWN TRANSIT STATION
 615 East Water Street

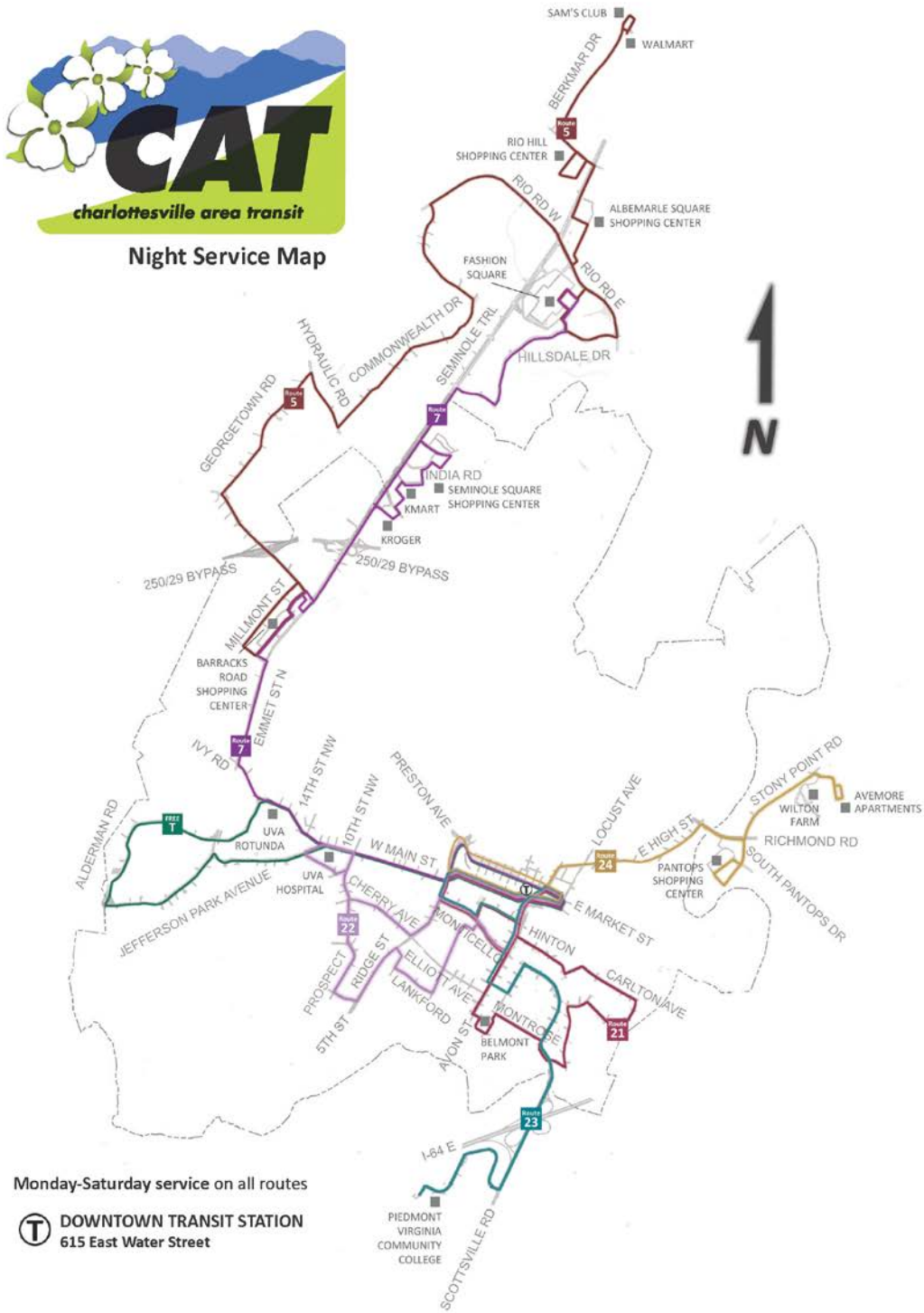
434.970.3649 | www.catchthecat.org | CharlottesvilleAreaTransit

Real-Time Bus Arrivals 434.244.5180 please have your 5-digit stop number ready when calling

Effective August 20, 2011

Figure 6-9

CAT NIGHT SERVICE



434.970.3649 | www.catchthecat.org | [f CharlottesvilleAreaTransit](https://www.facebook.com/CharlottesvilleAreaTransit)

Real-Time Bus Arrivals 434.244.5180 please have your 5-digit stop number ready when calling

Effective August 20, 2011

University Transit Service

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

Para-Transit

Jefferson Area United Transportation, Inc. (JAUNT, Inc.) is a regional public transportation system providing service to Charlottesville, Albemarle, Louisa, Nelson, Buckingham and Fluvanna. The 70-vehicle fleet carries the general public, commuters, agency clients, the elderly and people with disabilities throughout the five-county area. All of its vehicles are lift-equipped. JAUNT has maintained a strong record of safety, cost efficiency and high quality service, and has been recognized both statewide and nationally for its performance. In FY2011, JAUNT provided 318,814 trips of people going to work, school, human service programs, medical visits and shopping. JAUNT is owned by the local governments that it serves and uses federal, state and local funding to supplement fares and agency payments.

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

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

Private Bus Service

Greyhound Bus Lines is the single private bus service operating eleven buses daily to and from Charlottesville connecting north to DC and NY, east to Richmond and points east and south, as well as to Lynchburg. The actual number of passengers that board and de-board Greyhound buses in Charlottesville is not available.

Regional Transit Authority

Since January 2006, the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) Policy Board has been discussing the possibility of creating a Regional Transit Authority (RTA)

to serve Albemarle County and the City of Charlottesville. Regional transit has been of special interest and a regular topic at monthly MPO Policy Board meetings.

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

Goals

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

Working Methods

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

In 2009, the Albemarle County Board of Supervisors and the Charlottesville City Council received enabling legislation authorizing the formation of an RTA from the General Assembly. This legislation does not form the Authority, but grants the City and the County permission to form the Authority when deemed appropriate by both bodies. A second piece of legislation that

would have granted enabling authority for the County and City to ask voters if they would approve of an increase to the local sales tax by up to one-cent in each locality did not pass. Revenues that might be generated by the tax would be used to fund the operations of the new RTA and remaining funds would be used for other priority transportation projects. A Joint Working Group was formed to discuss next steps for the RTA.

Rail Transportation

Dating back to the 1800s, Charlottesville has been connected to the surrounding region and beyond by both freight and passenger rail. In rail's heyday in the early 1900's, dozens of daily trains served Charlottesville and the region, bringing freight and commerce to the heart of the city and providing residents with transportation to almost every town and city in Virginia. As recently as the mid-1950s, for example, local passengers had a choice of twenty-two daily connections between Charlottesville and Washington DC.

Rail Transportation: Current Service

Today, tracks owned by two Class I freight railroads intersect at Charlottesville's West Main Street Station: Norfolk Southern's north/south Piedmont mainline, and CSX's east/west line, which is leased and operated by Buckingham Branch shortline railroad.

Intercity passenger service for Charlottesville is provided by the National Railroad Passenger Corporation (AMTRAK), which took over the Southern Crescent route through Charlottesville in 1979 and continues to offer daily round trip service on the Crescent between New Orleans and New York, including stops in Greensboro, NC, Atlanta, GA and Birmingham, AL, among others.

AMTRAK also provides long-distance service three days a week on the Cardinal line between Chicago and New York, including stops in Staunton and White Sulphur Springs (the Greenbrier) in Virginia and service to West Virginia, Kentucky, Indiana and Cincinnati, OH.

Both of these long-distance routes also link Charlottesville to Washington, DC and the Northeast Corridor, including stops in Baltimore, Philadelphia, Trenton, NJ and New York City's Penn Station. On both routes, more passengers board and alight in Charlottesville than at any other station in Virginia.

In addition to the two long-distance routes, AMTRAK provides daily round-trip service on the Northeast Regional between Lynchburg and Washington, DC. The service, which began in October, 2009, is the first state-supported intercity passenger train in modern Virginia history. It offers one-seat service between Charlottesville and Washington, New York and Boston, and includes stops in Culpeper, Manassas, Alexandria, Baltimore, BWI Airport, Philadelphia, Newark, NJ and New Haven CT, among others.

The Lynchburg train has set national records in terms of both ridership and revenue, with Charlottesville the route's busiest Virginia station. In its first year, the Lynchburg train had 126,072 boardings and alightings at Virginia stations — well above projections — and AMTRAK reported the Lynchburg-DC route to be "the best performing state-supported route in the entire AMTRAK System in terms of cost recovery" (AMTRAK operates more than 150 state-supported trains on 20 corridors in 15 states).

In its second year, Lynchburg train ridership grew 28.5% to 162,051, and revenue grew 29.8%, the second highest rates of growth of any of AMTRAK's route in the nation. In its third year, both ridership and revenue increased another 14%. Altogether, in just over three years, the train

achieved a landmark accumulated ridership of over a half-million. The Lynchburg train is one of just a few in the nation that makes a profit. In FY2012 — its best revenue year so far — the train was second only to AMTRAK's high speed Acela line in terms of profitability, earning 8.4¢ per passenger mile.

Charlottesville consistently ranks as Virginia's fifth best-performing station, which is noteworthy because the other four top-ranked Virginia stations either serve much larger populations (Richmond, Newport News), are hubs for all trains bound for Washington and the Northeast (Alexandria), or are home to AMTRAK's high-performing AutoTrain (Lorton). Largely due to the popularity of the Lynchburg-DC Northeast Regional train, ridership at the Charlottesville station grew from 52,546 in FY2009 to 127,524 in FY2012. This trend is consistent with the long-term nationwide increase in AMTRAK's ridership that has led to nine records in the last ten years, including 31.2 million trips in FY 2012.

Charlottesville's historic Union Station on West Main Street has recently had upgrades to its parking lot, which relieved many of the previous inconveniences and hazards of the unpaved lot. Yet, egress from the lot during periods of high traffic (typically when the Northeast Regional arrives in the evening and several hundred people disembark) is a source of delays and dissatisfaction for customers. The City has made adjustment to the signal at the trains station egress that will allow more cars to exit during each cycle. The City will continue monitor this situation.

A more significant and long-term problem is the limited size of the station waiting area, as well as the absence of boarding platforms and sheltered boarding areas. On busy days, as many as 250-350 passengers board the Northeast Regional in Charlottesville, yet the waiting area can comfortably accommodate only about 100 passengers. AMTRAK officials have identified the limited station size as a major factor potentially affecting the future growth of passenger rail for Charlottesville.

AMTRAK's Great American Stations Project (www.GreatAmericanStations.com) provides design and engineering services as well as grants to aid communities in upgrading their stations. Many similar projects across the country have been funded through a combination of federal, state and local grants. Charlottesville should upgrade the West Main Street Station and secure funding from available sources to support the future growth of passenger service.

The Future of Passenger Rail in Charlottesville

Charlottesville has demonstrated that it is lively, profitable and growing marketplace for passenger rail. The following factors suggest that demand for passenger rail at Charlottesville station will continue to grow during the next decade:

- Increasing congestion and development in northern Albemarle and the US29 corridor, making travel by car to Washington slower, more hazardous, and less convenient
- Increasing popularity of the rail option over commercial air travel for trips of 750 miles or less. In the Northeast Corridor, for example, rail captures over 60% of the combined air and rail travel market, according to AMTRAK.
- The presence of a state university with millions in federally-sponsored research and a growing enrollment of students from Northern Virginia and other communities linked to Charlottesville by passenger rail.
- A steadily growing tourist market and expanding hotel options in the region.
- A "...sizeable federal presence....," according to a recent report by the Charlottesville Regional Chamber of Commerce, which identified almost 3,000 federal and defense-related jobs within the Greater Charlottesville region. Charlottesville's passenger trains provide alternative transportation to Washington/Northern Virginia for federal workers.
- A thriving business community with strong connections to Washington, DC. In a 2004 Charlottesville Regional Chamber of Commerce on-line survey, more than 60% of responding members indicated that their firms "conduct business in Washington/Northern Virginia" and 66% said they would use a commuter rail link to do business in the Washington area if one were available.
- Charlottesville's status as an emerging hub for technology enterprises, which employ a younger, highly educated and mobile workforce that tends to value alternative, greener forms of transportation.
- The added amenity of wi-fi on AMTRAK's regional trains, along with its laptop plug-ins and business class coaches, are branding AMTRAK trains as being business-friendly.
- A growing population of seniors, who often prefer rail for non-local travel.

These multiple factors point to a future of continued growth in demand for intercity passenger rail for Charlottesville. The region can support more trains and more routes as long as these are accessible and convenient for the traveling public.

Air Transportation

Air travel through the Charlottesville-Albemarle Airport (CHO) has witnessed steady passenger growth in recent years. Opened for commercial traffic in 1955, the Charlottesville-Albemarle Airport's first commercial flight was offered by Piedmont Airlines. CHO is a non-hub, commercial service airport offering 60 daily non-stop flights to and from the major hubs of Charlotte, Philadelphia, New York/LaGuardia, Washington/Dulles, Cincinnati, Detroit, and Atlanta. CHO is served by Delta Connection, United Express, Northwest Airlines and US Airways Express. Since 1955, CHO has grown to include a 60,000-square foot terminal facility with modern customer amenities offering on-site rental cars, ground transportation and food

service. General aviation facilities include an executive terminal offering a full-service fixed base operation, flight schools and aircraft charter firms.

The Charlottesville-Albemarle Airport's 2005 master plan anticipates 50% growth in passengers between 2003 and 2022, and recommends extending one runway 1200 feet to the north to accommodate the additional air traffic. The runway extension was approved by the Federal Aviation Administration and the Virginia Department of Aviation, but very few funds have been allocated to the project. Other plans discussed in the master plan include the reconstruction of ticketing areas and circulation areas allowing better mobility for travelers and airport employees. The master plan also discusses expanding baggage facilities and adding two departure gates to accommodate increased use.

Private Shuttle Service

Passengers with booked reservations at area hotels can take advantage of private shuttle services to and from the Charlottesville-Albemarle Airport. In addition, passengers can reserve a seat in one of Van-On-the-Go shuttles. A Goff Bus currently provides this door-to-door shuttle service to and from the airport. Door-to-door shuttle service is also available to all airports in Virginia, the District of Columbia and the Baltimore-Washington Thurgood Marshall International Airport in Maryland. Other private shuttle services include van, mini-bus, motor coach, limousine and executive sedan services for group tours around the area's major attractions and for private rental/use.

Zipcar

The University of Virginia and Zipcar, the world's largest car-sharing service, launched the Zipcar program at U.Va on November 17, 2009. Six self-service Zipcars - two hybrid Honda Insights, two Honda Civics, one Scion xD, and one hybrid Toyota Prius - are available for use 24 hours a day, seven days a week. The cars are located in three locations on Grounds and are available to all faculty, staff, and students aged 18 and over. Gas, insurance, 180 free miles and roadside assistance are included in low hourly and daily rates

6.5 NON-MOTORIZED MODES OF TRANSPORTATION

Pedestrian and Bicycle Access

Charlottesville boasts strong community support for healthy living and active transportation, as evidenced in the City Council Vision statement (2011) and Complete Streets Policies (2010), various planning documents, "Walk Friendly Community" (Silver level, 2011) and League of American Bicyclists "Bicycle Friendly Community" designations (Gold level, 2007; Silver level 2012), and strong local, grass-root-efforts to make walking and bicycling preferred modes of transportation.

The City is poised to make significant progress in installing various bicycle and pedestrian improvements while pursuing the goal of decreasing the share of single occupancy vehicle travel from 61% to 50% by 2030. This requires an integrated approach – providing mixed use, higher density development that create a range of housing opportunities / choices for persons at all

income levels in close proximity to employment destinations, which are supported by transportation infrastructure that encourages people to use other modes besides the automobile. By creating safe, convenient and pleasurable walking and biking options, the City provides opportunities for active transportation and recreation, helps conserve the environment, promotes economic development, and creates more interaction among people.

Existing pedestrian infrastructure, as well as walking/hiking trails, in Charlottesville are shown in **Figure 6-10**. The City is currently in the process of inventorying all curb ramp locations as part of efforts to improve accessibility City-wide.

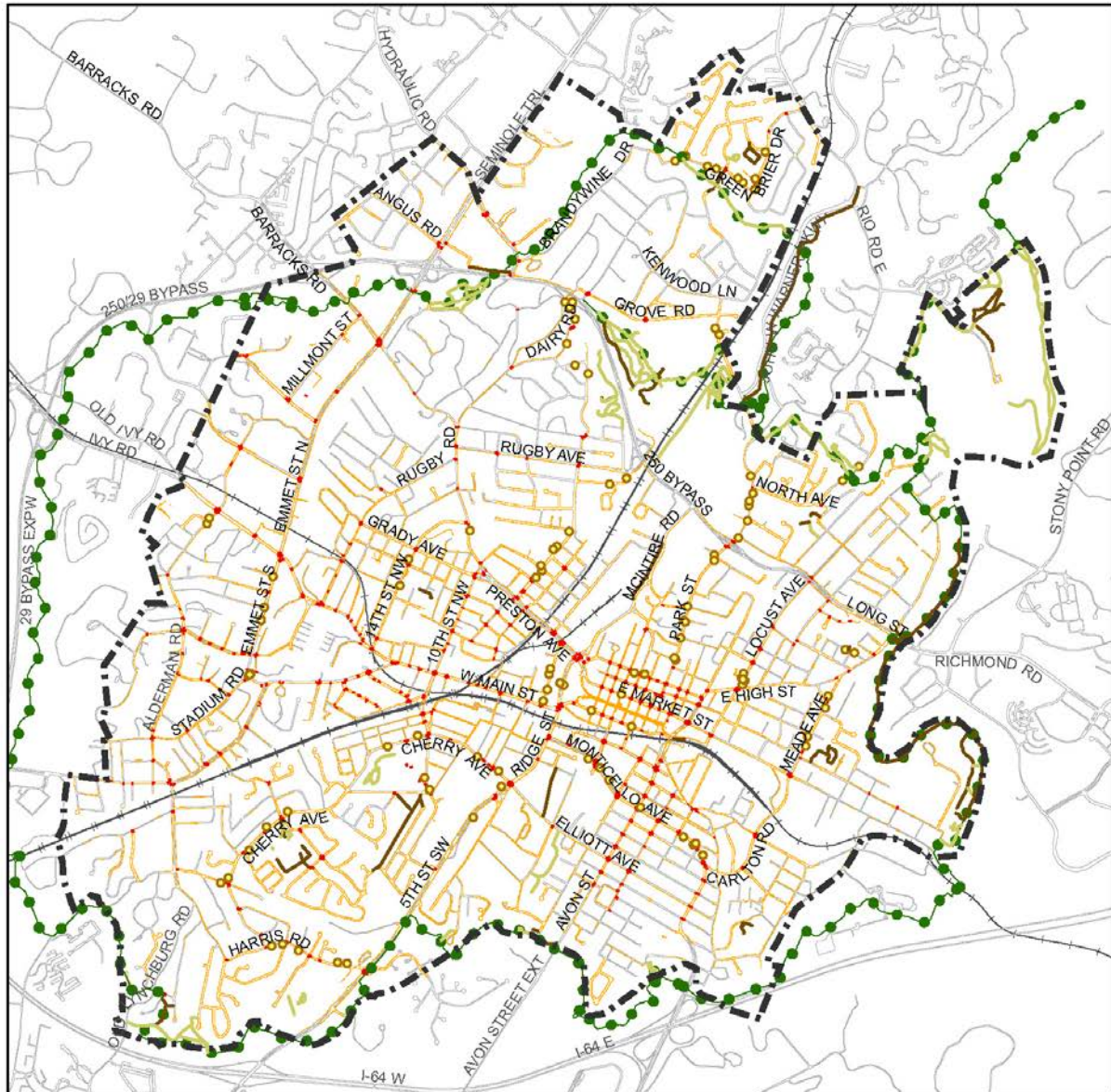
Existing bicycle facilities are shown in **Figure 6-11**. These include designated bicycle routes (not necessarily with a bike lane), on-road bicycle lanes, bicycle racks and off-road multi-use paths. CAT and JAUNT welcome cyclists aboard and provide bike racks on all their vehicles. The racks are located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

Major trails maintained by the city include the 2.3-mile paved Rivanna River Greenbelt Trail at Riverview Park; 1 ½ miles of soft surface nature and river trails in Pen Park; a ½-mile, paved fitness loop trail at Pen Park; a ¼ mile stone dust trail along McIntire Road, several forested and creekside nature trails at McIntire Park; and a soft surface creekside trail at Greenleaf Park, which connects the Park with Walker School. The city also manages the Antoinette Street paved trail, which leads south from Forest Hills Park. Many city trails are located entirely within an individual park and they do not extend beyond park boundaries or connect to other trails.

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

FIGURE 6. 10 Sidewalk/Trails

Pedestrian Facilities



July 2012

City of Charlottesville



- Pedestrian Crossing Sign
- Crosswalk
- Sidewalk
- Soft Surface Trail
- Multi-Use Trail
- RTF Trail

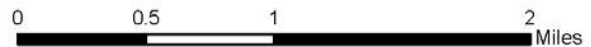
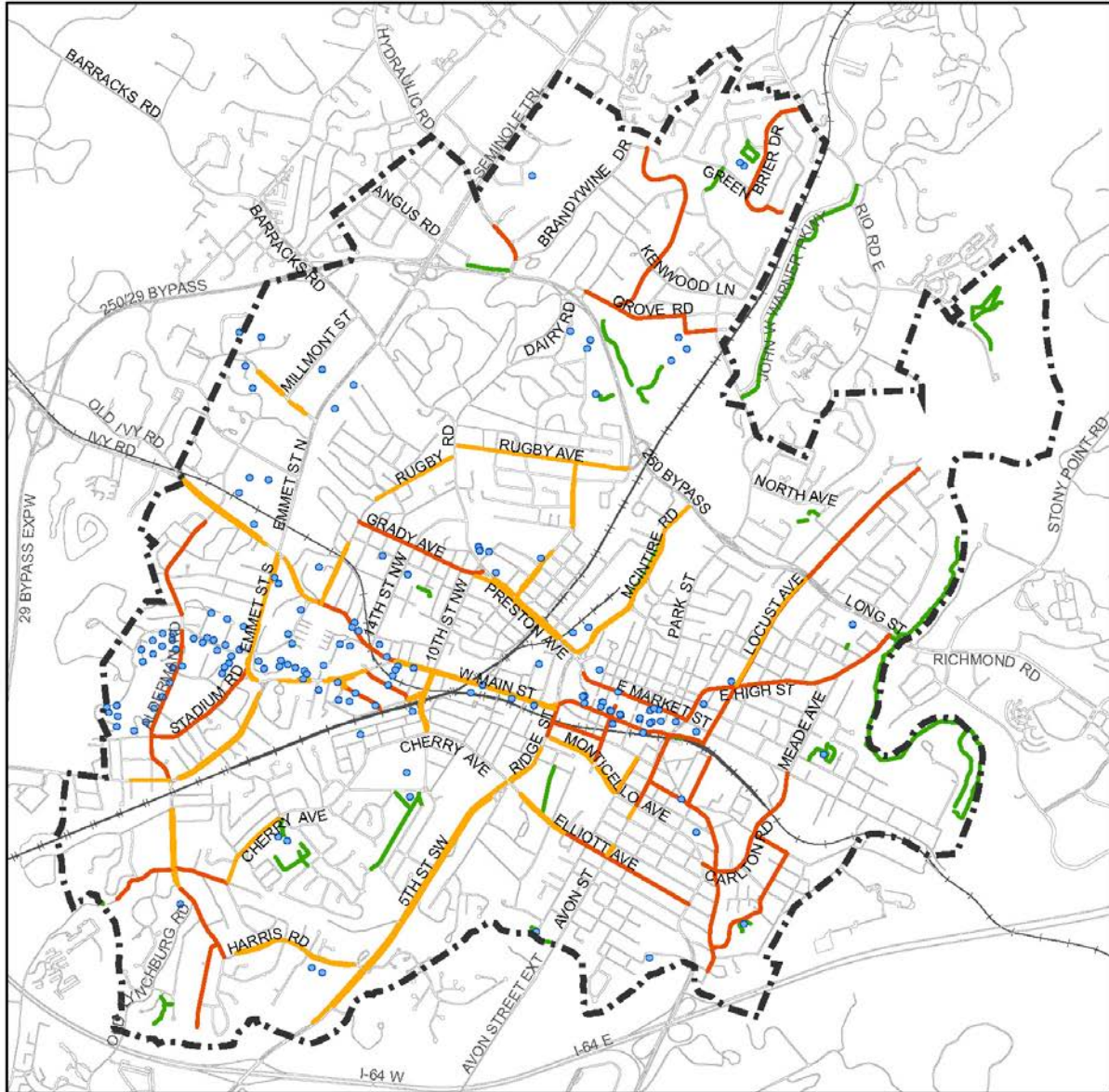


Figure 6-11 Bicycle Facilities

Bicycle Facilities

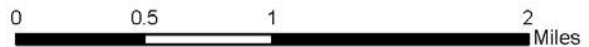


July 2012

City of Charlottesville



- Bike Lane
- Shared Lane
- Bike Rack
- Multi-Use Trail



CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

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Telephone 434-970-3182
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Memorandum

To: File

From: Kathy McHugh & Melissa Thackston

Subject: Housing Chapter of the Comprehensive Plan

Date: March 5, 2013

The following information reflects comments received for the subject plan chapter since the prior memo regarding the same topic was issued on November 12, 2012. The format to address comments received and actions taken is the same as the prior memo to maintain consistency.

Comments Received

Comments have been received from the following sources (showing name, group, event, date as applicable):

11/14/12 – Discussed the current version of the housing chapter with the Housing Advisory Committee (HAC) on November 14, 2012. Information presented to the HAC included: 1) the need for revising the vision statement in order to address Planning Commission concerns regarding the need for consistency from chapter to chapter and 2) a summary of other changes that had been made due to feedback from the Affordable Housing Policy Review, Formulation & Best Practices subcommittee relative to suggested changes from Dan Rosensweig submitted on October 24, 2012. There were no additional comments provided pursuant to the presentation of this information to the group.

1/29/13 – Comment received via e-mail from Dan Rosensweig that the wording of goal #1 is a bit awkward and that a rewording might be helpful. Further noted the need to update appendix material to reflect which goal, as contained in the 2025 Goals for Affordable Housing report, was adopted by City Council.

1/13/13 – A Community Outreach Meeting was held at TJPDC Water Street Center at which time members of the public provided the following comments:

- Too much focus on affordable housing. Almost appears that it is the only focus of the housing plan.
- A hard thing to do. Change people's attitudes and behavior vis a vis renting vacant space in their homes.
- What number of rooms is already available in the 10.4 square miles?
- Get our legislators to secure a tax credit for lessors who rent affordability.

2/5/13 – Joint meeting of the City Council and Planning Commission produced a variety of comments as denoted below:

Dave Norris called out the need for including redevelopment of public housing, making sure to reference the resident bill of rights and the need to work in partnership with CRHA. He suggested that this be done as a separate goal.

Dan Rosensweig stated that he supports re-development efforts but that any comp plan language should include wording that we support redevelopment and re-integration of these properties into existing neighborhoods. Kathy Galvin agreed that the CRHA redevelopment effort is not just about housing, but “re-integration” is also very critical.

Missy Creasy asked if the group was “wed” to having this as a separate goal and the general consensus was that it was okay to have a separate goal or include under **goal #2**.

Kurt Keesecker asked about whether this issue impacted the **strategy 2.3** calling for exploring creation of a regional housing authority. Dan Rosensweig replied that this strategy was his idea and that it has more to do with potential for working on projects outside the City limits.

Natasha Sienitsky asked about looking at the sub division regulations (especially frontage requirements) as they relate to **strategy 3.2g**. There was a discussion about this, with Genevieve Keller stating that she believe we need to evaluate all policies and ordinances that impact on housing.

Kristin Szakos advised that there is no hyphen in “add-on” as found at **strategy 1.2a**.

Natasha Sienitsky asked why tax exemption program per **strategy 1.2a** is not applied to multi-family properties. Kristin Szakos replied that she felt it had something to do with not rewarding landlords who are already profiting from rental income.

Kathy Galvin asked about including wording at strategy **1.3a** to clarify that the goal should not expand existing concentrations or add new concentrations of supported affordable units.

Kathy Galvin also had a general comment about the need to expand our existing housing stock to adapt to growing / changing families so that they can remain in Charlottesville.

There was a discussion regarding **strategy 1.3c** and the need to change wording regarding restrictions from “eliminate any” (as this is very absolute language) to reduce / take away unnecessary.

Natasha Sienitsky questioned how **strategy 1.3g** would be applied, given that the West Main student housing developer had told her that the City requested a donation to CHF in lieu of

providing affordable units on site. Dave Norris responded that the funds would help the City integrate affordable housing into the community at large as opportunities to redevelop Westhaven present themselves. Kathy McHugh added that from staff's perspective that this development was not ideal for affordable units as these would get lost in the shuffle when marketing the building to students.

Kurt Keesecker wanted to elaborate on **strategy 2.3b** to emphasize that units should be in close proximity to the establishment involved. Kristin Szakos added that the housing units should be "nearby" the employer.

There was a discussion about **strategy 3.2** and use of the word "student" as it is used to speak to decreasing vehicle use. Kurt Keesecker wanted the word removed, but Genevieve Keller and Kristin Szakos both felt it was applicable due to parking issues surrounding the university and asked that it remain in. Kathy McHugh clarified with the group that the final decision is to leave the word "student" in the text.

Kurt Keesecker led a discussion about the privatization of public spaces in large housing developments and recognition that the public realm should indeed be public. He wanted to encourage open space in multi-family properties and suggested that perhaps this could be added under goal #3. Specifically mentioned were courtyard type projects and others that limit access by the general public even if the areas are shown as public; however, the general consensus was that perhaps this is better dealt with through another chapter (i.e., urban design). Kathy Galvin added that you don't want to limit courtyard style homes as this level of detail is not appropriate at this level.

Genevieve Keller stated that she would like to see something added about "encouraging creative uses of innovative housing through available opportunities." Dan added that this could include infill special use permits (SUP) but that there needs to be an educational component to make people aware of this option. Kurt Keesecker was concerned over the high cost of an in-fill SUP at \$1,500.

Mayor Huja commented that there was no specific mention of middle class housing needs. Missy Creasy stated that there are references to "all income levels" within the housing chapter text; however, middle class/workforce housing needs are not specifically called out.

2/6/13 – Staff realized that the version of the housing chapter provided to the Planning Commission / City Council at the February 5, 2013 meeting was incomplete. Specifically, it was missing strategies/objectives 2.2b – 2.3a. Brought this matter to the attention of Missy Creasy, who advised that we would need to discuss this with the Planning Commission at the February 26, 2013 work session to obtain feedback on this specific text, as well as to allow them an additional opportunity to review the draft chapter text.

Summary of how comments have been integrated into the Draft *(summary of what was added to the draft in response to comments receive).*

Staff has worked diligently to integrate comments received through rewording and inclusion of additional text. The following summarizes what has been done.

1. Goal number 1 has been reworded to address concerns over awkwardness. Every effort has been made to keep the meaning of the original wording.

2. The appendix version of the 2025 Goals for Affordable Housing report has been modified to reflect that goal #3 (i.e., increase supported affordable housing by 15%) was adopted by City Council.
3. Incorporated a new strategy at 2.3f to address concerns relative to specifying the need for redevelopment of public housing and need to reintegrate it within existing neighborhoods. Expanded wording to also include reference to other subsidized housing also, as per the following:

2.3f: Support redevelopment of public and/or other subsidized housing to reintegrate these properties into existing neighborhoods, consistent with other objectives / strategies found herein. Where applicable, support resident bill of rights as formally adopted.
4. Added wording at the end of strategy 3.2g to include “Provide on-going evaluation of all policies and ordinances relative to impact on housing.”
5. Removed unnecessary hyphen as found at strategy 1.2a.
6. Multi-family housing was not added to strategy 1.2a, as the tax exemption program referenced therein cannot be applied to these properties per Virginia Code.
7. Added wording at the end of strategy 1.3a to include “Attempt to scatter or incorporate affordable units throughout the City rather than aggregating them in close proximity to other affordable units.”
8. Modified wording at strategy 1.2a to read “Encourage the use of programs that allow residents to adapt to growing/changing family situations, such as the continued use of the City’s Home Improvement Program that provides tax exemptions as an incentive for residents to renovate or add on to their homes.”
9. At strategy 1.3c changed word “eliminate” to “reduce.”
10. At the end of strategy 2.3b, added the wording “that are in close proximity to the respective employer.”
11. Added new strategy at 3.2i “Encourage the creative uses of innovative housing through available opportunities, such as infill SUP.”
12. Modified vision statement to include specific reference to the need for affordable housing for all income levels (including middle class). This change is supported by comments received at both the 1/31/13 and 2/5/13 events noted above.

Topics which need additional discussion

Comment: Text for strategies/objectives from 2.2b – 2.3a was not included in draft chapter provided for comment on February 5, 2013.

Discussion: Text was inadvertently left out of the version provided for comment on February 5, 2013.

Potential questions/comments for consideration: Need to discuss with the group to obtain general comments and feedback for these strategies/objectives.

Staff Recommendation: Discuss draft text for strategies/objectives from 2.2b – 2.3a with Planning Commission at the February 26, 2013 meeting.

HOUSING GOALS

The quality and diversity of the city's housing stock creates the basis for viable neighborhoods and a thriving community. In order to be a truly world class city, Charlottesville must provide sufficient housing options to ensure safe, appealing, environmentally sustainable, and affordable housing for all segments and income levels (including middle class) of its population. Consequently, Charlottesville neighborhoods will feature a variety of housing types, housing sizes, incomes, and enhanced community amenities that include mixed use, barrier free, higher density, pedestrian and transit-oriented housing at employment and cultural centers connected to facilities, parks, trails, and services.

goal ONE: Continue to maintain, improve and grow the City's housing stock for residents of all income levels with the understanding that any regulatory land use changes may create impacts on housing due to the City's limited geographic size of only 10.4 square miles. All potential changes must be considered within the context of City Council's goal of achieving a minimum 15% supported affordable housing throughout the City by 2025.

1.1: Maintain the City's housing stock for residents of all income levels.

1.1a: Preserve and improve the quality and quantity of the existing housing stock including promoting the renovation, rehabilitation, and expansion in size of existing units as a means of enhancing neighborhood stability.

1.1b: Continue to support the City's Tax Relief programs to accommodate the housing needs of low-income households, seniors, and those with disabilities.

1.2 Continue to improve the City's housing stock for residents of all income levels.

1.2a: Encourage the use of programs that allow residents to adapt to growing/changing family situations, such as the continued use of the City's Home Improvement Program that provides tax exemptions as an incentive for residents to renovate or add on to their homes.

1.2b: Support the promotion of the Design for Life C'ville program that provides a rebate of permit fees for incorporation of standards that address visit-ability and live-ability.

1.2c: Promote the Tax Abatement Program for houses and mixed use buildings that become or are developed as 30% more energy efficient than statewide building code.

1.2d: Promote the expansion of the range of transitional and supportive housing options within the community by providing physical and financial support to programs serving the homeless and near-homeless populations, as well as those with challenges that would otherwise prevent independent living.

1.3 Continue to grow the City's housing stock for residents of all income levels.

1.3a: Meet City Council goal of 15% supported affordable housing by 2025 as adopted in February 2010. Attempt to scatter or incorporate affordable units throughout the City rather than aggregating them in close proximity to other affordable units.

1.3b: Promote housing options to accommodate both renters and owners at all price points.

1.3c: Review the zoning ordinance to reduce any restrictions on creating appropriate creative, green, mixed-income and mixed-use housing options, including accessory dwellings, live/work units, and shared housing.

1.3d: Continue to support the use of tax credit proposals submitted by private and non-profit developers within the locality to create affordable rental units.

1.3e: Continue to fund programs that provide assistance to those unable to afford market rate housing options in the City.

1.3f: Promote long-term affordability of units by utilizing industry strategies and mechanisms (including deed restrictions and covenants for their initial sale and later resale and the use of community land trust.)

1.3g Encourage creation of new, on-site affordable housing as part of rezoning or residential special use permit applications.

1.3h Consider the range of affordability proposed in rezoning and special use applications with emphasis on provision of affordable housing for those with the greatest need.

goal TWO: Promote an assortment of affordable housing initiatives to meet the needs of owners, renters, and the homeless with varying levels of income.

2.1: Establish a series of incentives to create new housing.

2.1a: Create incentives such as deferral or exemption from real estate taxes for development of mixed-use projects in designated Entrance Corridors of the City.

2.1b: Look at expanding the City's tax abatement program to allow for longer terms of deferment, applying it to rental properties, and lessening other restrictions as allowed by Virginia Code.

2.1c: Consider the merits and feasibility of establishing a Tax Deferral Program such as a 50% tax deferral for income-eligible home buyers who earn less than 30% of Area Median Income.

2.1d: Examine feasibility of augmenting reductions to existing review time for projects including affordable housing in targeted areas.

2.1e: Examine feasibility of allowing the amortization of the cost of meter connection fees.

2.2: Provide additional financial support to aid in the development of housing as identified within this chapter.

2.2a: Where applicable or allowed, increase annual outlay of funds into the Charlottesville Housing Fund through general fund allocation and use of proffers.

2.2b: Dedicate an annual provision of funds for low-income rehabilitation and emergency home repair.

2.2c: Allocate annual funding to strategic initiatives geared toward incubating affordable and mixed income housing.

2.2d: Support continuation of existing housing assistance programs as well as increases in funding, as appropriate.

2.3 Support projects and public/private partnerships (i.e. private non-profits, private developers and governmental agencies) in affordable housing, including workforce housing and mixed-use and mixed-income developments as well as projects that promote economic development and job creation, especially (but not exclusively) in relatively underinvested, financially depressed areas.

2.3a: Identify privately or institutionally owned land or properties that would be suitable for development or creative redevelopment of affordable or mixed income housing projects. Support partnerships with private or non-profit entities to create affordable housing.

2.3b: Encourage the University and major employers to work in partnership with developers to produce new or rehab existing workforce housing projects either for rent or purchase that are in close proximity to the respective employer.

2.3c: Perform an inventory across the City and use GIS mapping technology to plot where and how much affordable housing is available and where opportunities exist to create additional units.

2.3d: Work with state delegation to break down barriers to achieve our goals in State code (including inclusion of livability, visitability, and/or universal design standards in our local zoning ordinance.)

2.3e: Explore creation of a regional housing authority.

2.3f: Support redevelopment of public and/or other subsidized housing to re-integrate those properties into existing neighborhoods, consistent with other objectives/strategies found herein. Where applicable, support resident bill of rights as formally adopted.

goal THREE: Offer a range of diverse housing options that are appropriately designed and linked to the fulfillment of other essential community goals to meet the needs of Charlottesville's residents, including those presently underserved, in order to create vibrant residential areas or reinvigorate existing ones.

3.1: To the greatest extent feasible, ensure affordable housing is aesthetically similar to market rate.

3.1a: Encourage the use of the Design for Life C'ville program to promote and expand visitability/live-ability features and market inclusion.

3.1b: Achieve a mixture of incomes and uses in as many areas of the City as possible.

3.1c: Encourage appropriate design so that new supported affordable units blend into existing neighborhoods, thus eliminating the stigma on both the area and residents.

3.2: Ensure that the City's housing portfolio offers a wide range of choices that are integrated and balanced across the City to increase sustainability, abilities to walk, bike, and use public transit, to support families with children, to break up pockets of poverty, to sustain local commerce, and to decrease student vehicle use.

3.2a: Encourage mixed-use and mixed-income housing developments.

3.2b: Link housing options and employment opportunities in City land use decisions.

3.2c: Encourage housing development where increased density is desirable and strive to coordinate those areas with stronger access to employment opportunities, transit routes,

and commercial services.

3.2d: Promote environmentally sustainable patterns of development as well as economic development and job creation in relatively underinvested, financially depressed areas.

3.2e: Promote redevelopment and infill development to support bicycle and pedestrian-oriented infrastructure (including robust public transportation) that better connects residents to jobs and commercial activity.

3.2f: With the community's participation, develop small-area plans that lay the groundwork for transportation-oriented, mixed-use and mixed-income neighborhoods, within the context of the broader vision for Charlottesville.

3.2g: Evaluate effects of all land use regulations on affordable and mixed-use housing to ensure that they will not unduly restrict mixed income and mixed-use redevelopment.

3.2h: Encourage the incorporation of green sustainable principles (e.g., LEED, EarthCraft Virginia, Energy Star, etc...) in all housing development to the maximum extent feasible.

3.2i: Encourage the creative uses of innovative housing through available opportunities, such as infill SUP.



**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**

MEMO

To: Planning Commission; Missy Creasy, Planning Manager
From: Michael Smith, Neighborhood Planner
Date: February 20, 2013
Re: Comprehensive Plan Update-Environment Chapter

Comments/revisions have been received from the following sources:

- Southern Environmental Law Center
- Rivanna River Basin Commission

Comments

Southern Environmental Law Center(SELC)

1. Suggested Revision by SELC: *Charlottesville will be a “Green City,” with clean and healthy air and water, sustainable neighborhoods, ample open space and natural areas that ~~complement~~balance increased development and density in residential and economic centers, and walkable and bikeable land use patterns that support healthy lifestyles.*

Staff’s Response

Staff has amended the vision statement to include the words “ample” and “balance,” but suggests not including specific language regarding “walkable and bikeable land use patterns...”. Staff believes the current vision is succinct and provides sound direction to the subsequent goals and objectives noted throughout the chapter.

2. Suggested Revision by SELC

1.2: Continue collaboration and cooperation with Rivanna Watershed stakeholders, including Albemarle County, University of Virginia, residents, businesses, and developers, and community groups on watershed and stormwater management. (Reworded and Relocated. Previously objective 3.8 under “Urban Landscape and Habitat Enhancement”)

Staff’s Response

Revision added.

3. Suggested Revision by SELC

1.4: Ensure that planning for future land and recreational uses along the Rivanna River adequately protects water quality.

Staff's Response

Revision added. New goal under "goal ONE."

4. Suggested Revision by SELC

goal THREE: Protect green space and buffers that support appropriate habitat for wildlife and birds and provide valuable ecosystem services.

Staff's Response

Revision added.

4. Suggested Revision by SELC

3.4 : Promote and participate in programs to establish conservation or open space easements of forested stream-side lands in the City, as well as upstream lands in the County, to ensure permanent protection.

Staff's Response

Not added. Staff is hesitant to include objectives directed toward Albemarle County land uses.

5. Suggested Revision by SELC

4.5: Examine feasibility of municipal, sustainable storm water management facilities- such as rain gardens to facilitate higher floor-to-area ratio [FAR] on urban lots, particularly in or adjacent to target zones such as entrance corridors.

Staff's Response

Added.

Rivanna River Basin Committee

1. Suggested Revision by RRBC

1.3: Participate in and partner with the Rivanna River Basin Commission on planning, assessment, educational, and outreach efforts related to the Rivanna River, it's corri-dor and watershed.

Staff's Response

Added.

ENVIRONMENTAL GOALS

Charlottesville will be a “Green City,” with clean and healthy air and water, sustainable neighborhoods, open space and natural areas that complement increased development and density in residential and economic centers (*reworded*)

Urban Landscape and Habitat Enhancement **Replacing the 2007 language “Urban Forest”*

goal ONE: Value the Rivanna River as a major asset in the life of our city and region, restore it to a healthy condition within our ecosystem in order to improve habitat, watershed health, and water quality (new)

1.1: Develop a Rivanna River Corridor Plan in conjunction with Albemarle County and other watershed localities. (*new*)

1.2: Continue collaboration and cooperation with Rivanna Watershed stakeholders, including Albemarle County, University of Virginia, residents, businesses, and developers on watershed and stormwater management. (*Reworded and Relocated. Previously objective 3.8 under “Urban Landscape and Habitat Enhancement”*)

1.3: Participate and partner with the Rivanna River Basin Commission on planning, assessment, educational, and outreach efforts related to the Rivanna River, its corridor and watershed. (*New and Relocated. Previously objective 3.9 under “Urban Landscape and Habitat Enhancement”*)

goal TWO: Promote practices throughout the City that contribute to a robust urban forest. (new)

2.1: Implement and update the Urban Forest Management Plan to protect quality of air, water and lands; manage stormwater, provide shading, and absorb CO₂. **Rewording of Objective A an existing objective of the 2007 Urban Forest goals.*

2.2: Expand the overall tree canopy of the City and increase the canopy of neighborhoods in an effort to achieve American Forest canopy recommendations (urban (25%), suburban (50%) and center business zones (15%)). **Revamping the 40% canopy goal in the 2007 Urban Forest goal*

2.3: Develop methods, including financial incentives, to support retaining and increasing healthy tree canopy on private lands. **Rewording of Objective H, an existing objective of the 2007 Urban Forest goals.*

goal THREE: Protect green space and buffers that support appropriate habitat for wildlife and birds. Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1. (new)

3.1: Evaluate the development of a wildlife management policy and plan. (*new*)

3.2: Provide an interconnected system of green space and buffers along streams to improve water quality and wildlife and bird habitat. *Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1.*

3.3: Provide additional habitat corridors and implement natural habitat improvements. *Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1.*

3.4 : Promote and participate in programs to establish conservation or open-space easements of forested stream-side lands to ensure permanent protection. (*reworded*)

3.5: Improve stream and vegetated buffer conditions to increase wildlife and aquatic habitat, groundwater recharge and stream base flow, decrease sedimentation, and improve environmental aesthetics. (*reworded*)

3.6: Reduce loss of open waterways and habitats by minimizing additional underground piping of city streams. (*reworded*)

3.7: Increase public stewardship of city lands and habitats through showcase projects and education. (*reworded*)

3.8: Promote use of native and drought tolerant plants. (*New. Formerly, goal TWO under “Urban Landscape and Habitat Enhancement”*)

Water Resources Protection **Replacing the 2007 language “Water Quality, Stormwater, and Watershed” Replacing“*

goal FOUR: Improve public and private stormwater infrastructure while protecting and restoring stream ecosystems. (new)

4.1: Create a permanent, dedicated funding mechanism to meet a range of water resources goals and challenges, including regulatory compliance, stormwater infrastructure, drainage and flooding, water quality, and environmental stewardship. (reworded)

4.2: Assess infrastructure and prioritize solutions for the repair, upgrade, and improvement of the City’s stormwater infrastructure, and establish an ongoing program for inspections, operation and maintenance. (reworded)

4.3: Identify and track stormwater hazards such as flooding and drainage problems that may be threatening people and property and identify or establish funding to repair or prevent safety hazards. (reworded)

4.4: Reduce and/or eliminate stormwater runoff impacts from sites that lack adequate stormwater treatment by incentivizing reductions in overall imperviousness (i.e., effective imperviousness) and encouraging retrofits on developed properties to address stormwater management. (reworded)

4.5: Examine feasibility of municipal, sustainable storm water management facilities- such as rain gardens to facilitate higher FAR on urban lots, particularly in or adjacent to target zones such as entrance corridors. (new)

4.6: Update the subdivision ordinance and standards and design manual to allow for greater design flexibility that encourages tree protection and pervious surfaces. (new)

4.7: Provide technical assistance and educational outreach regarding water quality and land management practices for homeowners and businesses. (reworded)

Sustainable Development, Resource Efficiency, Waste Reduction, and Climate Protection (Added Resource Efficiency and Waste Reduction)

goal FIVE: Encourage high performance, green building standards and practices and the use of the U.S. Green Building Council's (USGBC) LEED certification program, Earthcraft, Energy Star, or other similar systems. (reworded)

5.1: As appropriate, create policy and financial incentives to encourage higher building and site performance. (new)

goal SIX: Promote effective and innovative energy and fuel management in both City and community buildings and operations.

6.1: Reduce energy demand by an average of 30% in existing building and operations; support and collaborate with local energy efficiency partners and stakeholders (i.e., the Local Energy Alliance Program [LEAP]) (reworded).

6.2: Pursue and promote cleaner sources of electrical energy (e.g., renewable energy strategies).(reworded)

6.3: Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, anti-idling efforts, and use of alternative fuels (e.g., compressed natural gas, biodiesel, and electric vehicle technology). (reworded)

6.4: Track greenhouse gas emissions in City operations and the community and strategically explore and implement initiatives to achieve emissions reductions. (new. Formerly, Goal Six under “Sustainable Development, Resource Efficiency, Waste Reduction, and Climate Protection)

goal SEVEN: Promote citywide water efficiency and conservation and implement water efficiency and conservation strategies in City buildings and operations. (reworded)

goal EIGHT: Promote and implement strategies to reduce waste generation and increase recycling and waste diversion to decrease environmental impacts, including greenhouse gas emissions. (reworded)

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Charlottesville Planning Commission and City Council
From: Missy Creasy, Planning Manager
Date: February 13, 2013
Re: Comprehensive Plan Glossary Update (Feb 2013)

The Planning Commission reviewed the Draft Comprehensive Plan Glossary at the February 12, 2013 Work Session. The following presents recommended additions and changes obtained at that meeting as well as from individual commissioners in the week following.

New Definitions

These reflect terms that were not present in the Dec 22, 2012 draft which have been added based on comments:

Placemaking: is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being. Placemaking is both a process and a philosophy. (adapted from Wikipedia)

Street, Living: a street designed primarily with the interests of pedestrians and cyclists in mind and as a place where people can meet and where children may also be able to play legally and safely. These roads are still available for use by vehicles, however their design aims to reduce both the speed and dominance of motorized transport. This is often achieved using a shared space approach, with less separation between vehicle traffic and pedestrians. Vehicle parking may also be restricted to designated areas. (adapted from Wikipedia)

Single Room Occupancy (SRO or single resident occupancy): is a multiple-tenant building that houses one or two people in individual rooms or refers to the single room dwelling itself. These units may contain food preparation or sanitary facilities, or both. (adapted from Wikipedia and HUD)

Agritourism: is the practice of attracting visitors and travelers to agricultural areas, generally for educational and recreational purposes. It includes a wide variety of activities, including buying produce direct from a farm stand, navigating a corn maze, picking fruit, feeding animals, or staying at a Bed & Breakfast on a farm. (adapted from Wikipedia and howstuffworks.com)

Clean industry (Green Industry): is environment friendly industry. Green Industry is producing environment friendly products or products which should help improve natural conditions and cause minimal damage to environment during the working process. (adapted from answers.com)

Connectivity: describes the extent to which the built environment permits or restricts movement of people or vehicles in different directions. Connectivity is the degree to which networks - streets, railways, walking and cycling routes, services and infrastructure - interconnect. Good connections

encourage access within a region, city, town or neighborhood. (adapted from Wikipedia and mfe.govt.nz)

Heritage tourism: is travelling to experience the places and activities that authentically represent the stories and people of the past (National Trust for Historic Preservation.) Heritage tourism helps make historic preservation economically viable by using historic structures and landscapes to attract and serve travelers. (adapted from preservationnation.org)

Revised Definitions

The following revisions were made to terms outlined in the December 2012 draft of the glossary:

1. There was a request to remove “nodes of density” and replaced it with a broad definition of “Node.”

Nodes: are points or strategic spots where there is an extra focus, or added concentration of city features. Prime examples of nodes include a busy intersection or a popular city center.

(<http://www.csiss.org/classics/content/62>)

2. Mr. Rosensweig asked that the Affordable Housing definition be revised to include the levels of affordability

Affordable Housing: A housing unit where no person or family under 80 percent Area Median Income spends more than 30% of their income on housing costs. **Households / families can be further defined as extremely low income (earning no more than 30% Area Median Income), very low income (earning between 30-50 % Area Median Income) or low income (earning between 50 -80% Area Median Income).**

3. A comment from the public was made to broaden a portion of the Green Infrastructure definition as noted below:

Green Infrastructure: a strategically planned and managed network of wilderness, parks, greenways, and conservation easements that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life for the community. Green infrastructure can also ~~be incorporated into the roadway network~~ **incorporate low impact development design standards, such as pervious streets, grassed swales.**

4. There was concern that users of the glossary would not know there are a variety of street designations. All street definitions will be included under “street” with reference in other portions of the glossary to this section

Complete Street: See Street, Complete

Living Street: See Street, Living

5. An error in the Density definition has been corrected.

Density: The number of dwelling units permitted per ~~net~~ **gross** acre of land.

Glossary of Planning Terms

Accessory Dwelling Unit: An independent dwelling unit which is clearly subordinate to a single-family detached dwelling, as distinguished from a duplex or other two-family dwelling. It may be internal or external to the main unit.

Adaptive Reuse: Rehabilitation or renovation of existing building(s) or structures for any use(s) other than the present use(s).

Affordable Dwelling Unit: Refers to units required under the Affordable Dwelling Unit Ordinance, units are committed for a 30-year term as affordable to households with incomes at 60 percent or less of the area median income.

Affordable Housing: A housing unit where no person or family under 80 percent area median income spends more than 30 percent of their income on housing costs. Households / families can be further defined as extremely low income (earning no more than 30% Area Median Income), very low income (earning between 30-50 % Area Median Income) or low income (earning between 50 -80% Area Median Income).

Agritourism: is the practice of attracting visitors and travelers to agricultural areas, generally for educational and recreational purposes. It includes a wide variety of activities, including buying produce direct from a farm stand, navigating a corn maze, picking fruit, feeding animals, or staying at a Bed & Breakfast on a farm.

Americans with Disabilities Act (ADA): A comprehensive, federal civil rights law that prohibits discrimination on the basis of disabilities in employment, state and local government programs and

activities, public accommodations, transportation, and telecommunications.

Apartment: A dwelling unit used exclusively for lease or rent as a residence.

Archeological Resources: Places that have the potential to yield information about the past through study of the landscape and remains of previous human intervention on the landscape.

Architectural and Cultural Heritage: Places, people, objects, stories, traditions, and ideas from and about the past that relate to us today.

Architectural and Historic Surveys: Studies of the properties within a community or neighborhood or of a specific property to document what exists presently and what existed there in the past.

Architectural Design Control (ADC) Districts: Locally protected historic districts that are designated based on historical and architectural significance. Properties in ADC districts must go through design review when exterior alterations, new structures, demolitions or partial demolitions are proposed.

Area Median Income (AMI): The area median household income is the value that occurs in the middle of the range of incomes for the Charlottesville area. Exactly half of all people in the area earn more than this value, while the other half earns less. The median is referred to as 100 percent AMI.

Best Management Practices (BMP): Actions taken to keep soil and other pollutants out of streams and lakes. BMPs are designed to protect water quality and to prevent new pollution.

Bike Lane: A portion of a roadway that has been designated for preferential or

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exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

Bike Rack: A stationary fixture to which a bicycle can be securely attached.

Bike Route: A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directions and distance information. Signs that provide directional, distance, and destination information for bicyclists do not necessarily establish a bicycle route.

Blight: Unsightly condition including the accumulation of debris, litter, rubbish, or rubble; fences characterized by holes, breaks, rot, crumbling, cracking, peeling or rusting; landscaping that is dead, characterized by uncontrolled growth and lack of maintenance, or damaged; and any other similar conditions of disrepair and deterioration regardless of the condition of other properties in the neighborhood.

Block: An area of land bounded by a street, or by a combination of streets and public parks, cemeteries, railroad right-of-way, exterior boundaries of a subdivision, shorelines of waterways, or corporate boundaries.

Boundary: A line, which may or may not follow a visible feature, that defines the limits of a geographic entity such as a block, block numbering area, census tract, country, or place.

Brown/Grayfields: A brownfields site involves land that was previously used for industrial or commercial purposes and that suffers real or perceived environmental contamination such as low concentrations

of hazardous waste or pollution and has the potential to be reused once it is cleaned up. Grayfields land is that which is covered by an under-utilized impervious surface, such as a parking lot.

Buffer: A strip of land, fence, or border of trees, etc., between one use and another, which may or may not have trees and shrubs planted for screening purposes, designed to set apart one use area from another. An appropriate buffer may vary depending on uses, districts, size, etc., and shall be determined by the appropriate local board.

Building, Residential: Any building arranged, designed, used, or intended by one or more families or lodger and that includes, but is not limited to, the following types: single-family detached, two-family dwellings, townhouse dwellings, and multiple-family dwellings.

Business and Technology: Replaces the "Industrial" land use designation. These areas focus on office space, business start-ups, technology and science-based industry, and light manufacturing, all uses associated with "The New Economy."

By Right: A use permitted or allowed in the district involved, without review by the review board, and complies with the provisions of these zoning regulations and other applicable ordinances and regulations.

Capital Budget: A plan of proposed capital outlay appropriations and means of financing them.

Capital Improvement: Any physical asset constructed or purchased to provide, improve, or replace a public facility which is large scale and high in cost.

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Capital Improvements Program (CIP): A proposed schedule of all future projects listed in order of construction priority together with cost estimates and the anticipated means of financing each project. Included are major projects requiring the expenditure of public funds, over and above the annual government's operating expenses, which are for the purchase, construction, or replacement of the physical assets for the community.

Capital Investment: Private sector investment in major physical improvements, infrastructure, and equipment, such as buildings and machinery that generate tax revenues for local government.

Census: A complete enumeration, usually of a population, but also businesses and commercial establishments, farms, governments, and so forth.

Census Tract: A small relatively permanent statistical subdivision of a county in a metropolitan area or a selected non-metropolitan county delineated by a local committee of census data users for the purpose of presenting decennial census data. Census tracts boundaries normally follow visible features, but may follow governmental unit boundaries and other non-visible features in some instances; they always rest within counties.

Central Business District (CBD): The commercial heart of the city, also called the downtown or center city.

Character: A combination of features and traits that form the distinctive nature of a structure or place.

Charlottesville Housing Fund (CHF): Fund that was established in 2007 by the City to provide a flexible funding mechanism for housing-related projects.

By removing regulatory strings often associated with the affordable housing programs, the City has provided a unique resource for non-profit organizations, local housing developers, and others.

Clean industry (Green Industry): is environment friendly industry. Green Industry is producing environment friendly products or products which should help improve natural conditions and cause minimal damage to environment during the working process.

Code of Virginia, The: The statutory law of the U.S. state of Virginia, and consists of the codified legislation of the Virginia General Assembly.

Code Enforcement: The attempt by a government unit to have property owners and others responsible for buildings and related land to bring their properties up to standards required by building codes, housing codes, and other ordinances.

Commission, The: The Planning Commission of the City of Charlottesville, Virginia.

Community: A sub-area of the city consisting of residential, institutional, and commercial uses sharing a common identity.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

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Community Land Trust: Housing model where the cost of the land is separated from the improvements and held in trust in perpetuity as a way to create permanently affordable housing.

Complete Street: See Street, Complete

Comprehensive Plan: A plan for development of an area that recognizes the physical, economic, social, political, aesthetic, and related factors of the community involved. (Provides general guidelines for future development and neighborhood stability).

Condominium: Legal term describing a type of housing situation in which an individual owns his own unit and some parts of real property are commonly owned. The most common form of condo is one housing unit in a multi-unit structure.

Connectivity: describes the extent to which the built environment permits or restricts movement of people or vehicles in different directions. Connectivity is the degree to which networks - streets, railways, walking and cycling routes, services and infrastructure - interconnect. Good connections encourage access within a region, city, town or neighborhood.

Conservation District: Locally protected historic districts designated based on historical and architectural significance. Design review regulations are less restrictive than in an architectural design control district, focusing on new construction and demolitions.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments. Also as used in this plan refers to major transportation routes that are commercially developed or

have the potential for commercial development.

Critical Slope: Any slope whose grade is 25 percent or greater and portion of the slope has 1) a horizontal run of greater than twenty feet (20) and its total area is six thousand (6,000) square feet or greater and 2) a portion of the slope is within two hundred (200) feet of any waterway.

Curb Ramp: Solid (usually concrete) ramp graded down from the top surface of a sidewalk to the surface of an adjoining street.

Density: The number of dwelling units permitted per gross acre of land.

Design for Life C'Ville: Guidelines for visit-ability and live-ability incorporated design features such as a no step entrance, making it easier and safer to bring in a baby stroller, move in large furniture, accommodate a person living with a temporary or permanent disability, accommodate friends or relatives who have mobility limitations, and ultimately will help people age in place. Upon certification city will refund 25 percent of permit fees for visit-ability or 50 percent of permit fees for live-ability.

Design Review: Regulations and procedures requiring that proposed changes to the exterior design of structures and sites are consistent with specific standards and design guidelines, and compatible with the historic, cultural, and/or architectural character of the historic or entrance corridor district in which they are located.

Design Standards: A set of guidelines regarding the architectural appearance of a building, or improvements, which governs the alteration, construction, demolition, or relocation of a building or improvement.

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Disability: With respect to an individual: a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.

Downzoning: A change in the zoning classification of land to a classification permitting development that is less intensive or dense.

Dwelling, Multiple-Family: A structure arranged or designed to be occupied by more than two (2) families, the structure having more than two (2) dwelling units.

Dwelling, Single-Family: A building containing one (1) dwelling unit.

Dwelling, Two-Family: A structure arranged or designed to be occupied by two (2) families, the structure having only two (2) dwelling units.

Dwelling Unit: A single unit providing complete, independent living facilities for one (1) or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

EarthCraft: EarthCraft serves as a blueprint for energy, water and resource-efficient single-family homes, multifamily structures, renovation projects, community developments and light-commercial buildings.

Easement: A right held by someone other than the property owner to do something specific on a piece of property.

Embodied Energy: The energy consumed by all the processes associated with the production and consumption of a material or structure.

Energy Star: A joint project of the Environment Protection Agency and the Department of Energy that promotes energy efficiency through a product certification.

Entrance Corridor Overlay Districts: Designated significant routes of tourist access leading to the City's historic landmarks, buildings, and structures. Design review by an Entrance Corridor Review Board is required when new construction or exterior alterations are made.

Entrepreneurship: The act of organizing, managing, and assuming the risks of a business or enterprise. Entrepreneurship is somewhat different from small business ownership, as it focuses more on the creation of wealth at a faster speed, high risk, and substantial innovation.

Exterior architectural appearance: The architectural character, general composition and general arrangement of the exterior of a structure, including the kind, color, and texture of the building material and type and character of all windows, doors, light fixtures, signs, and appurtenant elements.

Family: 1) An individual or 2) Two (2) or more persons related by blood, marriage, adoption, or guardianship, and/or not more than two (2) unrelated persons living together as a single housekeeping unit in a dwelling or dwelling unit.

Flood Plain: The extent of the intermediate regional flood (100-year flood) as defined by the studies of the U.S. Army Corps of Engineers.

Floodway: The extent of the channel of a watercourse and adjacent land areas which are required to carry and discharge the flood water of an intermediate regional

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flood (100-year flood) without increasing flood stages more than one foot above the levels which would occur naturally.

Fraternity/Sorority House: A building used as group living quarters for students of a college or university who are members of a fraternity or sorority that has been officially recognized by the college or university.

Frontage: The continuous uninterrupted distance along which a parcel abuts a single adjacent road or street.

Grandfathered: Describes the status accorded to certain properties, uses, and activities that legally exist prior to the date of adoption of the zoning ordinance or provisions of the zoning ordinance.

Green Building: The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials and of reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal. Also referred to as sustainable building.

Green Infrastructure: a strategically planned and managed network of wilderness, parks, greenways, and conservation easements that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life for the community. Green infrastructure can also incorporate low impact development design standards, such as pervious streets, grassed swales.

Green Space: A wild or relatively undeveloped area of land that can be large such as farmland or small such as a city park.

Greenhouse Gas Emissions: Naturally occurring and human-made gases that trap infrared radiation as it is reflected from the earth's surface, trapping heat and keeping the earth warm.

Heritage tourism: is travelling to experience the places and activities that authentically represent the stories and people of the past (National Trust for Historic Preservation.) Heritage tourism helps make historic preservation economically viable by using historic structures and landscapes to attract and serve travelers.

Historic Preservation: An effort to preserve, restore, rehabilitate, and/or interpret places of local, state, and/or national historical significance that provide tangible evidence of Charlottesville's cultural heritage, for the purpose of protecting the City's unique character, promoting education and well-being, and creating economic value through tourism and rehabilitation activities.

Housing stock: The total number of residential dwelling units available for non-transient residency.

Incentives – In regards to Economic Development, benefits offered to firms as part of an industrial attraction, retention, or expansion strategy. A few incentives are tax abatements and credits, low interest loans, infrastructure improvements, job training, and land grants.

Individually Protected Properties (IPP): A property that has been locally designated as historically and architecturally significant to the community. IPPs are regulated the same as contributing properties in an architectural design control district.

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Infill: Development or redevelopment of land that has been bypassed, remained vacant, and /or is underused as a result of the continuing urban development process.

Land Use: As a planning term, this refers to the actual use of the land such as residential, business, recreational uses, and others. A map is used to depict this in a visual format.

Land Use Map, Existing: A map showing the current use of land in the City.

Land Use Plan Map, Future: A map depicting in several colors the proposed future land use patterns, community facilities, and transportation routes in the City, sometimes referred to as the "Official Map."

Leadership in Energy and Environmental Design (LEED): The LEED Green Building Rating System™ is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

Live/Work Unit: A space that combines one's workspace with their living quarters.

Living Street: See Street, Living

Local Energy Alliance Program (LEAP): LEAP is a non-profit organization that coordinates energy efficiency improvements on the home. They are a one-stop shop for people interested in upgrading their home to save energy and save money.

Lot: A parcel of land either shown on a plat of record or described by metes and bounds or other legal description.

Low Impact Development (LID): LID is development that minimizes the negative impacts of stormwater runoff

generated by traditional impervious surfaces.

Market District: An area in which a public market becomes the center of a district where related businesses choose to locate, creating a synergistic economic environment.

Mixed-Use: Containing or zoned for commercial and residential facilities or development.

Mixed-Use Development: A single building containing more than one type of land use or a single development of more than one building and use, where the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

National Register/National Register of Historic Places: A list of properties that have been recognized as being significant to our nation's history. The list is honorary, meaning that it recognizes the historic value of the property. A register listing, by itself, does not impose regulations.

Neighborhood: An area of a community with characteristics that distinguish it from other community areas and that may include schools or social clubs, or boundaries defined by physical barriers, such as major highways and railroads, or natural features, such as rivers.

Neighborhood Commercial: Where commercial building form mirrors that of the low-density residential zones.

Neighborhood Scale Business: Office and/or retail uses that are located in proximity to residential areas, and are

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similar in physical scale and activity to residential development.

Nodes: are points or strategic spots where there is an extra focus, or added concentration of city features. Prime examples of nodes include a busy intersection or a popular city center.

Park or Reserved Open Space: Includes active and passive park recreational lands, including associated buildings, and may be publicly or privately owned.

Pedestrian-Friendly Environments: Places that are designed to create a safe and accommodating environment for walking.

Placemaking: is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being. Placemaking is both a process and a philosophy.

Public/Semi-Public: Includes publicly owned land and buildings for uses such as government, schools, and public safety.

Rehabilitation: The repair, preservation, and/or improvement of structures.

Rehabilitation Tax Credit Programs: State and federal programs established to give property owners a tax credit incentive to rehabilitate structures that are designated as historic by the state or federal government.

Residential, High Density: Multi-family; more than 12 dwelling units per acre.

Residential, Low density: Single-family and two-family; 12 or less dwelling units per acre.

Right-of-way: A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a street, trail, waterline, sanitary sewer, and/or other public utilities or facilities.

Secretary of the Interior Standards for Historic Rehabilitation: A set of recommended practices for rehabilitating or adaptively reusing a historic structure.

Section 3: A provision of the U.S. Department of Housing and Urban Development Act of 1968 that promotes local economic development, neighborhood economic improvement, and individual self-sufficiency. The Section 3 program requires that recipients of certain HUD financial assistance, to the greatest extent feasible, provide job training, employment, and contracting opportunities for low- or very-low income residents in connection with projects and activities in their neighborhoods.

Sidewalk: A paved, surfaced, or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.

Single Room Occupancy (SRO or single resident occupancy): is a multiple-tenant building that houses one or two people in individual rooms or refers to the single room dwelling itself. These units may contain food preparation or sanitary facilities, or both.

Stormwater Infrastructure: Stormwater infrastructure is the network of piping, systems and facilities that manage runoff from areas such as paved surfaces and roofs.

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Stormwater Management: The management of runoff generated by storm events, usually by retention facilities so that stormwater is released at a controlled rate to receiving streams so as not to adversely impact downstream property.

Street: A public or private thoroughfare that affords access to abutting property.

Street, Complete: Streets designed for safe use and access by multiple user groups including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Street, Living: a street designed primarily with the interests of pedestrians and cyclists in mind and as a place where people can meet and where children may also be able to play legally and safely. These roads are still available for use by vehicles, however their design aims to reduce both the speed and dominance of motorized transport. This is often achieved using a shared space approach, with less separation between vehicle traffic and pedestrians. Vehicle parking may also be restricted to designated areas.

Street Types:

-Principle arterials: Serve major activity centers and carries the highest volumes of traffic

-Minor arterials: Connect and augment the network of principle arterials and distribute traffic to smaller geographic areas than those served by principle arterials. Trips on these roads are usually of moderate length.

-Collectors: Provide both access and traffic circulation within residential neighborhoods and commercial and industrial areas. These networks collect traffic from local streets in residential neighborhoods, but can also penetrate residential neighborhoods.

-Local Streets: These streets comprise the majority of the road network in Charlottesville. They provide the most direct access to property, and thus offer the lowest level of mobility.

Supported Affordable Housing: Units with various sources of public funding and/or mechanisms ensuring their affordability. Support may be project-based for multiple units, attached to individual locations, or reside with individual households.

Supportive Housing: A combination of housing and services intended as a cost-effective way to help people live more stable, productive lives. Supportive housing is widely believed to work well for those who face the most complex challenges—individuals and families confronted with homelessness and who also have very low incomes and/or serious, persistent issues that may include substance abuse, addiction or alcoholism, mental illness, HIV/AIDS, or other serious challenges to a successful life.

Small, Woman, Minority-Owned (SWaM): A certification program administered by the Virginia Department of Minority Business Enterprise (DMBE). The program works to enhance procurement opportunities for small, woman, and/or minority-owned businesses participating in state-funded projects.

Sustainability: Meeting the needs of human society today without compromising the ability of future generations to do so as well.

Thru-Traffic: Sometimes referred to as “cut-thru,” traffic that originates and terminates outside of a particular site, subdivision, or development.

Traffic Calming: A concept fundamentally concerned with reducing the

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adverse impact of motor vehicles on built-up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

Transit-Oriented Development: Compact, mixed-use development near transit facilities with high-quality walking environments.

24-Hour Activity: As a planning term this means the mixing of office, retail, residential, and entertainment uses so that there are people on the site throughout the night and day.

Universal Design: The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Urban Tree Canopy: The layer of tree leaves, branches, and stems that cover the ground in the City when viewed from above. In its ability to intercept rainfall and filter sediment, tree canopy helps reduce stormwater runoff and improve air and water quality.

Virginia Landmark's Register: A list of properties that have been recognized as being significant to our state's history. The list is honorary, meaning that it recognizes the historic value of the property. A register listing, by itself, does not impose regulations.

Workforce Development: The systematic education and training processes designed to produce the knowledge, skills, and abilities required by business organizations, regions, states, or the nation. Communities advocate workforce development because it is an essential component in creating, sustaining, and retaining a viable

workforce and ultimately leads to social and economic prosperity for residents.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas.