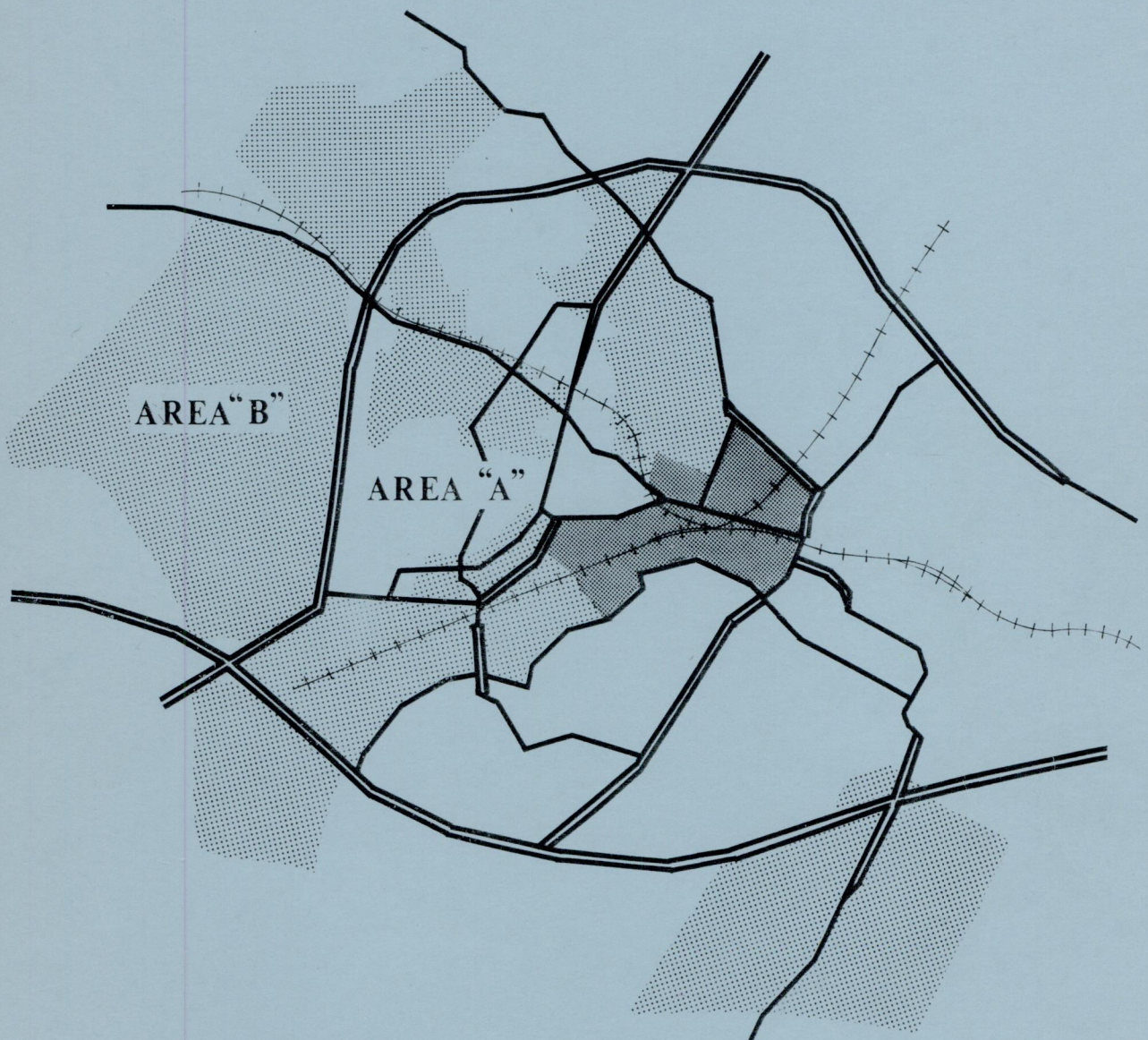


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WEST MAIN STREET-UNIVERSITY HOSPITAL NEIGHBORHOOD STUDY



Prepared by the
Department of Community Development
for the
Planning and Coordination Council
City of Charlottesville, County of Albemarle and University of Virginia
June 1988

As Adopted by the
Planning and Coordination Council Policy Committee

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WEST MAIN STREET - UNIVERSITY HOSPITAL NEIGHBORHOOD STUDY

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EXECUTIVE SUMMARY

WEST MAIN STREET - UNIVERSITY HOSPITAL NEIGHBORHOOD STUDY

A number of the recommendations of the "West Main Street - University Hospital Neighborhood Study" have been given a high priority by the study's Advisory Committee. These high priority recommendations were further broken down by the committee into two categories: 1) those recommendations they felt could be practically addressed in the immediate future, and 2) longer-term recommendations to receive critical attention. These priority recommendations are described below, and can also be found in the report along with other recommendations that did not receive a priority rating by the Advisory Committee.

PRIORITY RECOMMENDATIONS THAT COULD BE PRACTICALLY ADDRESSED IN THE IMMEDIATE FUTURE

I. General Recommendations (See page 11 of the full report)

- A. **Property Maintenance:** The condition of any neighborhood can quickly deteriorate when properties are not maintained by their owners or tenants. To improve property maintenance throughout the study area, the following is recommended:
- 1) **Off Grounds Housing Office:** Promote and support the University Off Grounds Housing Office policy of dropping landlords with multiple outstanding housing code violations from the Office's rental listing service.
 - 2) **Concentrated Code Enforcement:** The City should concentrate its housing code and other related code enforcement efforts in Fifeville and Sector II, especially as these codes relate to rental property and frequent violators. Low interest loans should be made available by the City to eligible families for the repair of code violations.
 - 3) **Railroad Property:** The railroads should be required to improve the maintenance of railroad property, especially the cutting of weeds and the picking-up of trash. If they are in violation of local law, they should be cited. Ongoing contacts with railroad management should be established so that complaints about property maintenance can be more easily expedited, and re-use of surplus property discussed. Make existing pedestrian access across the railroad tracks safer.
- B. **Architectural Design Control:** Designate the West Main Street corridor and the Wertland Street National Register Historic District an architectural design control district. This should be done to best implement the recommendations of the City's Urban Design Plan and to protect the integrity of the numerous architecturally significant and historic properties in this area.
- C. **Police Presence:** It is recommended that police presence in the West Main Street corridor be increased through the use of patrol officers on

motor scooters. This type of patrol should be in effect at least during critical parts of the day. Officers on motor scooters would have the the two-fold effect of deterring criminal activity and giving citizens a greater feeling of safety through increased visibility.

II. Recommendations from the Replacement Hospital Chapter (See page 21)

- A. **Parking:** The University Medical Center should be encouraged to provide additional on-site parking to accommodate parking needs related to the expected increase in employment from the re-use of any surplus space. The City's analysis indicates that this need could be up to 770 spaces.

III. Recommendations from the Fifeville Chapter (See page 32 of the report)

- A. **Curbs, Sidewalks and Retaining Walls:** The following areas in the Fifeville neighborhood are in need of curb, sidewalk and/or retaining wall improvements:

- a) West Dice Street, south side , between Fourth and Fifth Street, SW
- b) Dice Street, both sides, at intersection of Sixth Street, SW
- c) Fifth Street, SW, east side, between Dice and Oak Street
- d) 6 1/2 th Street SW, west side, between Dice Street and Cherry Avenue
- e) Nalle Street, both sides, entire length
- f) Grove Street, south side, between Paton and Tenth Street, SW
- g) King Street, west side, between Paton and Tenth Street, SW

The City should work with the Fifeville Neighborhood Association to identify specific needs. A list of needed improvements should then be considered during the City's annual Capital Improvement Program and Community Development Block Grant project review process.

IV. Recommendations from the Starr Hill Chapter (See page 44 of the report)

- A. **Railroads:** Two railroad areas in particular in the Starr Hill neighborhood need improvement: 1) the Eighth Street NW underpass, which is a safety hazard, and 2) the Southern Railway spur to Fourth Street NW, which is littered, overgrown and a potential health and safety hazard. For the Eighth Street underpass, it is recommended that the road be lined to define the lanes and improve safety, and drainage improvements be made.

V. Recommendations from the JPA - Oakhurst Circle Chapter (See page 53)

- A. **JPA-Emmet Street-Stadium Road Intersection:** Adopt the recommendations of the City's 1985 Pedestrian Study for improvements to this intersection. These improvements include the installation of marked crosswalks, construction of additional sidewalks, visibility improvements and upgraded street lighting. Additional consideration should be given to making the JPA - Emmet Street intersection a "T" intersection, where both streets meet at a ninety degree angle.

VI. Recommendations from the West Main - Wertland Chapter (See page 68)

- A. **ABC Store on West Main Street:** Because it is a State-run business designed to serve the public, the State Alcoholic Control Board should

be requested to relocate this store to a different location. Other commercial areas are more suitable and would be more receptive to an ABC store. There are a number of concerns about its current location in relation to the safety, security and general appearance of the surrounding area.

LONGER TERM RECOMMENDATIONS TO RECEIVE CRITICAL ATTENTION

I. General Recommendations (See page 11 of the full report)

- A. **Neighborhood Stability:** Encourage neighborhood stability and discourage gentrification of central city neighborhoods by offering rental rehabilitation and homeowner rehabilitation programs to current neighborhood residents. Some ways that this could be accomplished include: 1) using the City's house bank program in a concentrated manner to maintain and attract homeowners, 2) working with current homeowners and neighborhood associations to develop strategies for keeping homeowners in the neighborhood, 3) further promotion of the City's Downpayment Assistance Program, 4) encouraging present homeowners to form a corporation that would purchase homes for sale in their neighborhood and resell them to buyers with the guarantee of owner occupancy, and 5) vigorous enforcement of existing zoning and housing codes.
- B. **Middle Income Housing:** Promote the development of housing for middle income families in the West Main Street corridor. Such housing, in close proximity to the Medical Center, the University and Downtown, would be attractive to medical residents and other urban professionals, and would help strengthen the City's middle income housing base. Examples of such development could include infill new construction and the conversion of second story space. This type of development, and similar housing targeted for students and professionals, should be channeled along a mixed-use West Main Street corridor and away from established residential neighborhoods.
- C. **Traffic Plan:** It is recommended that a traffic plan for the entire length of the West Main Street corridor be undertaken. The following suggestions should be incorporated into such a plan.
 - 1) **Parking Meters:** For the interim, install short term meters all along West Main Street. Consideration should be given to making the first thirty minutes on some or all meters free to encourage short term parking. Once off-street parking has been provided, on-street parking should be eliminated.
 - 2) **Parking Behind Businesses:** Promote the location of customer parking to the rear of Main Street buildings to present a strong streetscape and still provide ample parking. This would have to be done with sufficient lighting and security features to guaranty night time safety. These lots should be well lit and monitored to deter fears of crime or vandalism. Study the potential of constructing a parking deck on the parking lot behind the Albemarle Hotel.
 - 3) **Parking Requirements:** Re-evaluate current parking requirements in the

"parking exempt zone" along the West Main Street corridor to determine if these regulations are appropriate for existing and projected conditions and needs.

D. Internal Circulation Improvements: Many residential streets in the study area were not built for automobile traffic. This results in numerous parking and circulation problems today. Street patterns in Fifeville and Starr Hill should be re-examined to consider one way traffic and one side side of the street parking to increase pedestrian and automobile safety. Additional permit parking for residents should also be considered.

E. City Underutilized Land: Promote the development of vacant land and underutilized properties in accordance to this plan and the Charlottesville Comprehensive Plan. These areas should also be given special attention as critical urban design or rehabilitation projects. The following areas should be targeted for revitalization efforts:

- 1) The north section of Fifeville along the railroad tracks.
- 2) The Preston Avenue Corridor from 7th Street, NW to 4th Street, NW.
- 3) The City Yard and the underutilized property on the southwest corner of 4th Street, NW and Preston Avenue (should it become surplus).
- 4) The Jefferson School on 4th Street, NW (should it become surplus).

II. Recommendations from the Urban Design Chapter (See Page 24 of the report)

A. Parking: Promote the construction of a small parking deck behind the Albemarle Hotel building.

B. Parallel Road: Study the potential for a parallel road to West Main Street in the Fifeville neighborhood, and the development of adjacent sites for affordable housing. This new two-lane, pedestrian oriented road should give Fifeville a new image.

III. Recommendations from the Replacement Hospital Chapter (See page 21)

A. Channelling of Related Growth: The City and the University should take steps to ensure that spin-off development related to the Medical Center is directed toward the West Main Street corridor and does not impact surrounding residential neighborhoods. Development in the West Main Street corridor should be coordinated with the recommendations of the City's Urban Design Plan.

IV. Recommendations from the Fifeville Chapter (See page 32 of the full report)

A. Zoning of Industrial Property: Consideration should be given to rezoning some of the M-1 industrially zoned areas in Fifeville to R-2 or R-3 residential. The City's Land Use Plan should also be revised to reflect this. The legal implications of such changes also need to be considered. Specific parcels that should be studied are City Tax Map 30, parcels 8 through 23, and City Tax Map 29, parcels 69 through 76. As is recommended in the City's Urban Design Plan, rezoning this industrially zoned vacant and/or underutilized property along the proposed Garrett Street Extension to residential uses would assist in

the development of affordable housing there, thus strengthening the residential character of Fifeville.

V. Recommendations from the Starr Hill Chapter (See page 44 of the full report)

A. **Residential Zoning In Starr Hill:** Consideration should be given to changing zoning in the Starr Hill neighborhood to correlate to the City's Land Use Plan. The Land Use Plan designates the residential area on Fourth and Fifth Street, NW and from Elsom Street to Brown Street (City Tax Map 32, parcels 106 to 144) as one and two family residential, but the zoning in that area is R-3 multi-family (See Map G on page 20). This zoning should be changed to R-2 residential to preserve the existing single family residential character of the neighborhood. Consideration should also be given to the legal implications of such changes.

VI. Recommendations from the JPA - Oakhurst Circle Chapter (See page 53)

A. **Hospital Access Road:** Explore the possibility of a new southern access road to the University of Virginia Medical Center. This access road could possibly run parallel to the Southern Railroad right-of-way and then back to Jefferson Park Avenue by a route to be determined. This would provide improved access to the Medical Center from the south.

VII. Recommendations from the Sector II Chapter (See p. 60 of the full report)

A. **Improvements to Tenth Street:** The Environmental Assessment for the proposed realignment of Ninth and Tenth Streets projects that traffic volume on Tenth Street will increase, regardless whether the realignment is built or not. Between 1986 and 2010, the assessment projects traffic will increase on Tenth Street by 48 percent (from 6,769 to 10,018 vehicles per day) if the project is not done, and 71 percent (11,582 vehicles per day) if it is. Consideration should be given to determining how to handle the impact of increased traffic on Tenth Street, but at the same time minimizing neighborhood impact (ie. improvements to signalization, removal of on-street parking, improved pedestrian access, landscaping buffering, intersection improvements to Tenth and W. Main Street, Tenth and Grady Avenue, etc. should be reviewed).

I. INTRODUCTION

The West Main Street - University Hospital area forms the backbone of Charlottesville, both geographically and economically. Not only is West Main Street the principal connector between the University of Virginia and Downtown, it creates a vital link between "town and gown". The University of Virginia Medical Center is an institution with a national reputation and is one of the City's principal employers. To say that the future of this area and the neighborhoods surrounding it is of critical importance to Charlottesville would be understating the issue. It is therefore important that this future is accurately assessed, and that steps are taken to ensure the area's ongoing physical, economic and social well being.

A. BACKGROUND

In an effort to promote cooperation in planning and development efforts, the City of Charlottesville, Albemarle County, and the University of Virginia established the Planning and Coordination Council (PACC) in 1986. One task of this council is to coordinate the development of neighborhood plans in "Area B", a zone adjacent to the University established by a joint memorandum of understanding adopted by the three jurisdictions (see Map A on page 3). The "West Main Street - University Hospital Neighborhood Study" is the third of eight neighborhood studies to be undertaken as part of that cooperative agreement.

Much of Area B was included in the City's 1980 report "A Study of the Four Neighborhoods Adjacent to the University of Virginia". This study identified many critical issues and neighborhood concerns. Since then, much has been done by both the City and the University to address these issues and make these neighborhoods better. Now, eight years later, new development such as the University of Virginia Replacement Hospital will cause additional changes in the West Main Street - University Hospital study area. This report assesses these changes and makes recommendations for further improvement.

B. PURPOSE OF THE STUDY

The health and stability of the West Main Street - University Hospital Study Area is essential to both the City of Charlottesville and the University of Virginia (See Map B on page 15). Both communities meet and co-exist in this area. The University of Virginia will soon complete its \$250,000,000 Replacement Hospital and parking structure complex across from the existing Medical Center. An extensive urban design plan that makes recommendations addressing the future appearance of West Main Street and the Central City has recently been completed for the City of Charlottesville. This neighborhood study is meant to cooperatively channel and coordinate these efforts and other initiatives.

The overall purpose of the West Main Street - University Hospital Area Neighborhood Study has been stated as follows:

1. To assess current and past conditions and the potential for change in the

West Main Street - University Hospital area.

2. To produce an analysis of specific areas of concern, concentrating on addressing the needs of individual neighborhoods, as well as the entire study area.
3. To assist the Planning and Coordination Council, the Charlottesville Planning Commission, and the University Master Planning Council in developing a plan for the area.
4. To work with other parties involved in the planning process, including residents, property owners, neighborhood associations, community and business leaders, as part of a neighborhood study advisory committee.

C. GOALS

Based on the overall purpose of the study and identified neighborhood concerns, the following goals have been established for the improvement of the West Main Street - University Hospital Study Area:

Overall Goal - To preserve, maintain and improve the integrity and quality of the West Main Street - University Hospital neighborhood.

General Goals

1. To preserve and improve the integrity and quality of the residential neighborhoods in the study area.
2. To re-vitalize the West Main Street Corridor, the central core of the City, to meet residential, commercial, transportation, recreational and other needs of the City, County and University communities.
3. To complete the University of Virginia Replacement Hospital complex, and successfully implement it and its expected spin-off development into a cooperative re-vitalization strategy for the West Main Street corridor.

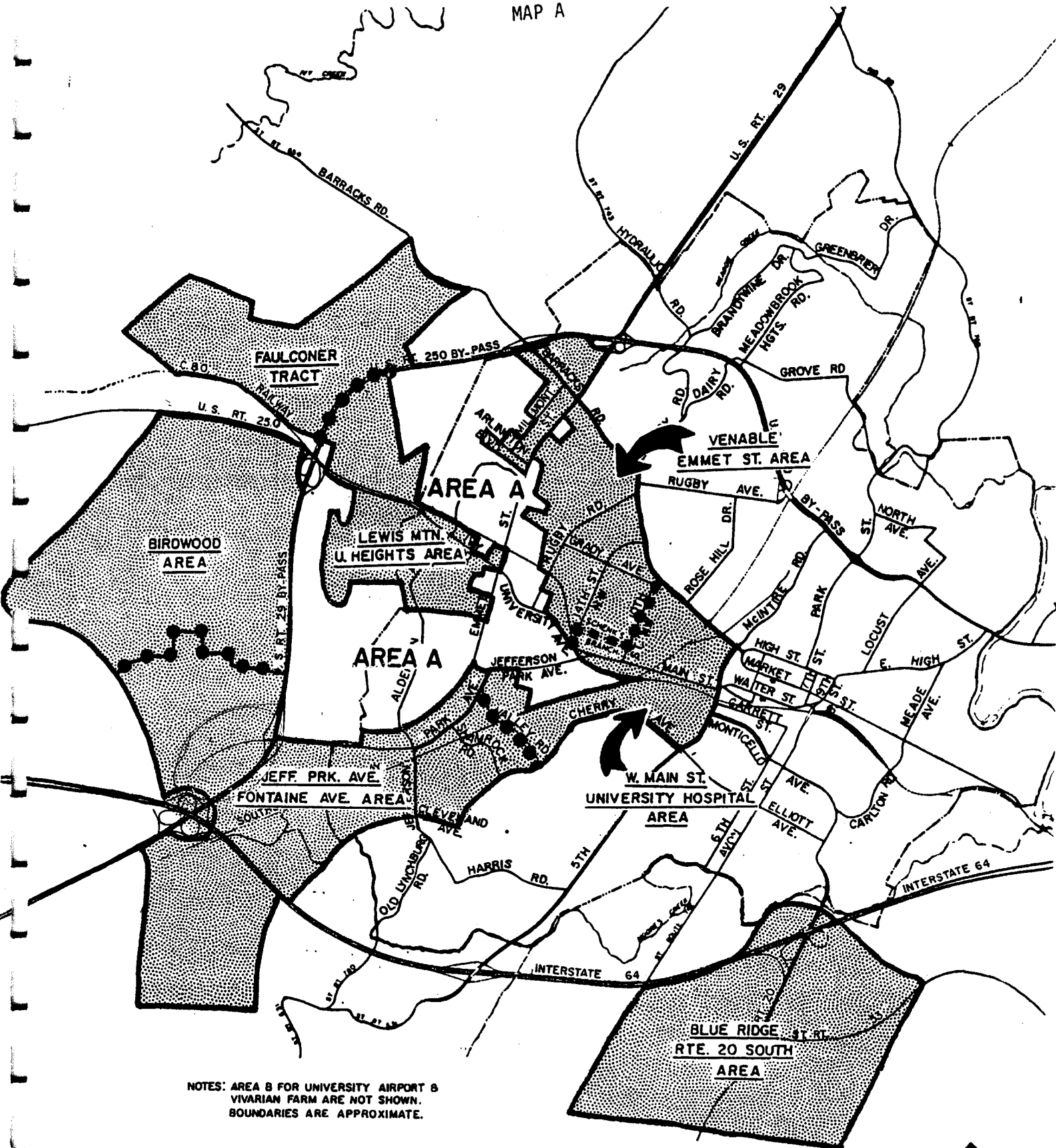
C. STUDY FORMAT

Looking at the West Main Street - University Hospital Neighborhood Study area, it becomes apparent that it is not one cohesive and homogeneous neighborhood. It is, in fact, five distinct neighborhoods, each with its own characteristics and needs. Because of this, the study discusses areas of concern comprehensively for the entire study area, but devotes a more concentrated effort on analysis and findings for individual neighborhoods. It is hoped that each of these neighborhood plans can be used independently, and therefore be more valuable to the neighborhoods. Because of their importance, chapters are also included on the University of Virginia Replacement Hospital and the City of Charlottesville's Urban Design Plan. The recommendations contained in this report will be found individually by neighborhood at the end of those neighborhood plans and in the Summary Findings and Recommendations chapter.

AREA B

CITY-COUNTY-UNIVERSITY PLANNING AND COORDINATION COUNCIL

MAP A



NOTES: AREA B FOR UNIVERSITY AIRPORT & VIVARIAN FARM ARE NOT SHOWN. BOUNDARIES ARE APPROXIMATE.

 AREA B



II. SUMMARY FINDINGS AND RECOMMENDATIONS

A. GENERAL CONDITIONS

West Main Street forms the central connector between the Downtown Mall and the University of Virginia. Over the years, the West Main Street corridor has undergone many changes. In the period between the Second World War and the mid-1970's, much business and residential activity moved away from West Main Street into outlying areas, leaving a corridor of vacant or underused buildings, automobile garages and dealers, and parking lots.

The past ten years has seen renewed interest in revitalizing the both West Main Street and surrounding areas, such as Starr Hill, Fifeville, the Tenth and Page neighborhood (Sector II), and Wertland Street. More than \$1.1 million in federal Community Development Block Grant funds were used to redevelop the Starr Hill neighborhood between 1978 and 1981. It is hoped that implementation of the recommendations of the City's Urban Design Plan will further improve the visual quality of West Main Street. The planned opening of the University of Virginia Replacement Hospital will effect not only West Main Street, but surrounding neighborhoods as well.

While this report is oriented toward the development of individual neighborhood plans, the following information about the West Main Street - University Neighborhood area as a whole will help give a more comprehensive perspective to conditions in the entire area.

1. **Population:** In 1986 there were an estimated 4,043 persons living in the entire study area, which is 9.8 percent of Charlottesville's population. The 1980 Census indicates that the West Main Street - University Hospital Study Area is about 60 percent Black, compared to 18.5 percent for all of Charlottesville. There are approximately 1,126 University of Virginia students living in the study area.
2. **Land Use:** The West Main Street - University Hospital study area, at 263 acres, makes up four percent of the City. Map B on page 15 outlines existing land uses in the area.
3. **Neighborhood and Housing Concerns:** There are approximately 1400 dwelling units in the study area. About 28 percent of these units are owner occupied, compared to 43 percent for all of Charlottesville. Map D on page 17 identifies the location of owner and renter occupied property throughout the study area, and Map E on page 18 establishes the location of off-grounds student occupied housing. The study also identifies 110 dwelling units in the study area as being in substandard condition. Important housing issues identified include the need to provide more middle income housing in the area.
4. **Traffic and Parking:** Map F on page 19 identifies traffic and parking concerns in the West Main Street - University Hospital area. In general, it is expected that the study area will experience a steady increase in traffic volume, especially once the Replacement Hospital is completed. Important needs and issues identified include the proposed realignment of Ninth and Tenth Streets, an access road to run parallel to West Main

Street on the south side of the railroad tracks, and improvements to traffic flow on West Main Street.

5. **Critical Areas:** As is discussed in Charlottesville's urban design plan, the West Main Street - University Hospital Study area, and the West Main Street corridor in particular, contains significant amounts of underutilized land; land that is currently in use, such as parking lots, but has greater development potential. The redevelopment of underutilized property will play an important role in the area's revitalization.
6. **Public Safety:** In 1986, the study area, with 9.8 percent of the City's population, reported 14.5 percent of Charlottesville's "Part One" criminal offences (major offences such as assault, burglary, larceny, etc.). The incidence of crime is a major concern in the area, especially among merchants along West Main Street.

C. NEIGHBORHOOD CONCERNS

The concerns of neighborhood residents and businesses in the West Main Street - University Hospital study area have played an important role in the development of this report. The West Main Street - University Hospital Advisory Committee met on ten occasions to discuss their concerns and to assist in the development of recommendations. On March 15, 1988, a meeting was organized to present some preliminary findings of the West Main Street - University Hospital to interested neighborhood residents and local business persons. The principal concerns raised at this meeting, at meetings of the Advisory Committee and during previous discussions with neighborhood residents can be summarized as follows:

1. **Neighborhood Stability:** Residents want their neighborhoods preserved for the people now living there. They are concerned about the potential impact of the new Replacement Hospital on surrounding neighborhoods.
2. **Property Maintenance:** The lack of property maintenance, especially for selected rental properties, is seen as a problem. There is concern that properties in disrepair will cause surrounding areas to become blighted. A number of citizens also felt that vacant lots and railroad property should be better maintained.
3. **Neighborhood Intrusions:** There is an interest in determining whether the zoning of selected industrial, commercial and residential properties is appropriate for the neighborhoods they are located in. Residents, to some degree, feel threatened by the potential intrusion of industrial, commercial and/or multi-family residential uses into their neighborhoods.
4. **Parking and Traffic:** There appears to be a general consensus that this is a congested area, and there is no easy solution to relieve this congestion.
5. **Crime:** Many citizens perceive crime to be a problem in the study area, especially along West Main Street.

D. GENERAL RECOMMENDATIONS

The following are general recommendations for improvements to the entire West Main Street - University Hospital Neighborhood Study area. See also the specific recommendations contained in each neighborhood chapter and in the chapters on urban design and the University Replacement Hospital.

1. Land Use

Review the current City of Charlottesville Land Use Plan and Zoning regulations in the West Main St. - University Hospital Study Area. Determine possible revisions to make zoning more compatible with the Land Use Plan. Consider the legal implications of these revisions. (See individual neighborhood chapters for more specific recommendations)

2. Neighborhood and Housing Concerns

- a. **Neighborhood Stability:** Encourage neighborhood stability and discourage gentrification of central city neighborhoods by offering rental rehabilitation and homeowner rehabilitation programs to current neighborhood residents. Some ways that this could be accomplished include: 1) using the City's house bank program in a concentrated manner to maintain and attract homeowners, 2) working with current homeowners and neighborhood associations to develop strategies for keeping homeowners in the neighborhood, 3) further promotion of the City's Downpayment Assistance Program, 4) encouraging present homeowners to form a corporation that would purchase homes for sale in their neighborhood and resell them to buyers with the guarantee of owner occupancy, and 5) vigorous enforcement of existing zoning and housing codes.
- b. **Middle Income Housing:** Promote the development of housing for middle income families in the West Main Street corridor. Such housing, in close proximity to the Medical Center, the University and Downtown, would be attractive to medical residents and other urban professionals, and would help strengthen the City's middle income housing base. Examples of such development could include infill new construction and the conversion of second story space. This type of development, and similar housing targeted for students and professionals, should be channeled along a mixed-use West Main Street corridor and away from established residential neighborhoods.
- c. **Property Maintenance:** The condition of any neighborhood can quickly deteriorate when properties are not maintained by their owners or tenants. To improve property maintenance throughout the study area, the following is recommended:
 - 1) **Off Grounds Housing Office:** Promote and support the University Off Grounds Housing Office policy of dropping landlords with multiple outstanding housing code violations from the Office's rental listings.
 - 2) **Concentrated Code Enforcement:** The City should concentrate its housing code and other code enforcement efforts in Fifeville and Sector II, especially as those codes relate to rental property and frequent violators. Low-interest loans should be made available by the City to

eligible families for the repair of identified code violations.

- 3) **Railroad Property:** The railroads should be required to improve the maintenance of railroad property, especially the cutting of weeds and the picking-up of trash. If they are in violation of local law, they should be cited. Ongoing contacts with railroad management should be established so that complaints about property maintenance can be more easily expedited, and re-use of surplus property discussed. Make existing pedestrian access across the railroad tracks safer.
- d. **Substandard Housing:** This report identifies 110 properties in the study area as being below average in structural condition. These properties should be improved, either through direct City action or through projects that promote public-private cooperation. A list of substandard properties, compiled by the City, should be made available to the public in order to promote their sale and rehabilitation.
- e. **Boarded Up Houses:** The City should establish a strategy to address the problem of boarded up houses in the Sector II neighborhood and throughout Charlottesville. Such a strategy could involve a combination of concentrated code enforcement, enforcement of nuisance laws, neighborhood group pressure, and/or actual buy-out by the City.
- f. **Hospital and University Housing:** Encourage the development of a short-stay hostel facility along West Main Street to house families visiting patients at the hospital for short term stays.

3. Traffic and Parking

- a. **Medical Center Circulation and Parking:** Work with the University to address any parking and circulation problems in the vicinity of the Replacement Hospital and the original Medical Center complex.
- b. **Traffic Plan:** It is recommended that a traffic plan for the entire length of the West Main Street corridor be undertaken. The following suggestions should be incorporated into such a plan.
 - 1) **Parking Meters:** For the interim, install short term meters all along West Main Street. Consideration should be given to making the first thirty minutes on some or all meters free to encourage short term parking. Once off-street parking has been provided, on-street parking should be eliminated.
 - 2) **Parking Behind Businesses:** Promote the location of customer parking to the rear of Main Street buildings to present a strong streetscape and still provide ample parking. This would have to be done with sufficient lighting and security features to guaranty night time safety. These lots should be well lit and monitored to deter fears of crime or vandalism. Study the potential of constructing a parking deck on the parking lot behind the Albemarle Hotel.
- c. **Intersections:** Consider implementing pedestrian and automobile safety improvements at the following intersections, some of which have already

been identified by the City's Pedestrian Study and/or Urban Design Plan. (See neighborhood chapters for specific details)

- 1) West Main Street and 14th Street NW Intersection
- 2) Jefferson Park Avenue and West Main Street
- 3) Ridge Street and Monticello Avenue
- 4) Emmet Street and Jefferson Park Avenue

- d. **Internal Circulation Improvements:** Many residential streets in the study area were not built for automobile traffic. This results in numerous parking and circulation problems today. Street patterns in Fifeville and Starr Hill should be re-examined to consider one way traffic and one side side of the street parking to increase pedestrian and automobile safety. Additional permit parking for residents should also be considered.
- e. **Bicycles:** West Main Street and Preston Avenue, both officially designated City bicycle routes, should be marked as such with bicycle caution signs installed at strategic locations.
- f. **Curbs and Sidewalks:** Curbing and sidewalk improvements cited in this study's individual neighborhood chapters should be prioritized onto the City's Community Development Block Grant (CDBG) program and the City's Public Works Department schedule for construction.
- g. **Parking Requirements:** Re-evaluate current parking requirements in the "parking exempt zone" along the West Main Street corridor to determine if these regulations are appropriate for existing and projected conditions and needs.
- h. **Alleys:** Study the possible use of alleys for additional off-street parking, thereby reducing the demand for on-street parking.
- i. **Meadowcreek Parkway:** Study the impact of the Meadowcreek Parkway (McIntire Road Extended) proposal on the West Main Street corridor.

4. Critical Areas

- a. **City Underutilized Land:** Promote the development of vacant land and underutilized properties in accordance to this plan and the Charlottesville Comprehensive Plan. These areas should also be given special attention as critical urban design or rehabilitation projects. The following areas should be targeted for revitalization efforts:
 - 1) The north section of Fifeville along the railroad tracks.
 - 2) The Preston Avenue Corridor from 7th Street, NW to 4th Street, NW.
 - 3) The City Yard and the underutilized property on the southwest corner of 4th Street, NW and Preston Avenue (should it become surplus).
 - 4) The Jefferson School on 4th Street, NW (should it become surplus).
- b. **University Owned Underutilized Land:** Work with the University in the development (ie. parking structures) of the underutilized parking lots on Jefferson Park Avenue and 14th Street NW/Wertland Street.
- c. **Architectural Design Control:** Designate the West Main Street corridor

and the Wertland Street National Register Historic District an architectural design control district. This should be done to best implement the recommendations of the City's Urban Design Plan and to protect the integrity of the numerous architecturally significant and historic properties in this area.

- d. **Open Space/Recreational Areas:** Maintain open space/recreational areas in the study area, such as Starr Hill Park on Elsom Street, Fifeville Park on Spring Street, Oakhurst Circle, Monument Point (at JPA and West Main Street), and facilities at the Carver Recreational Center.

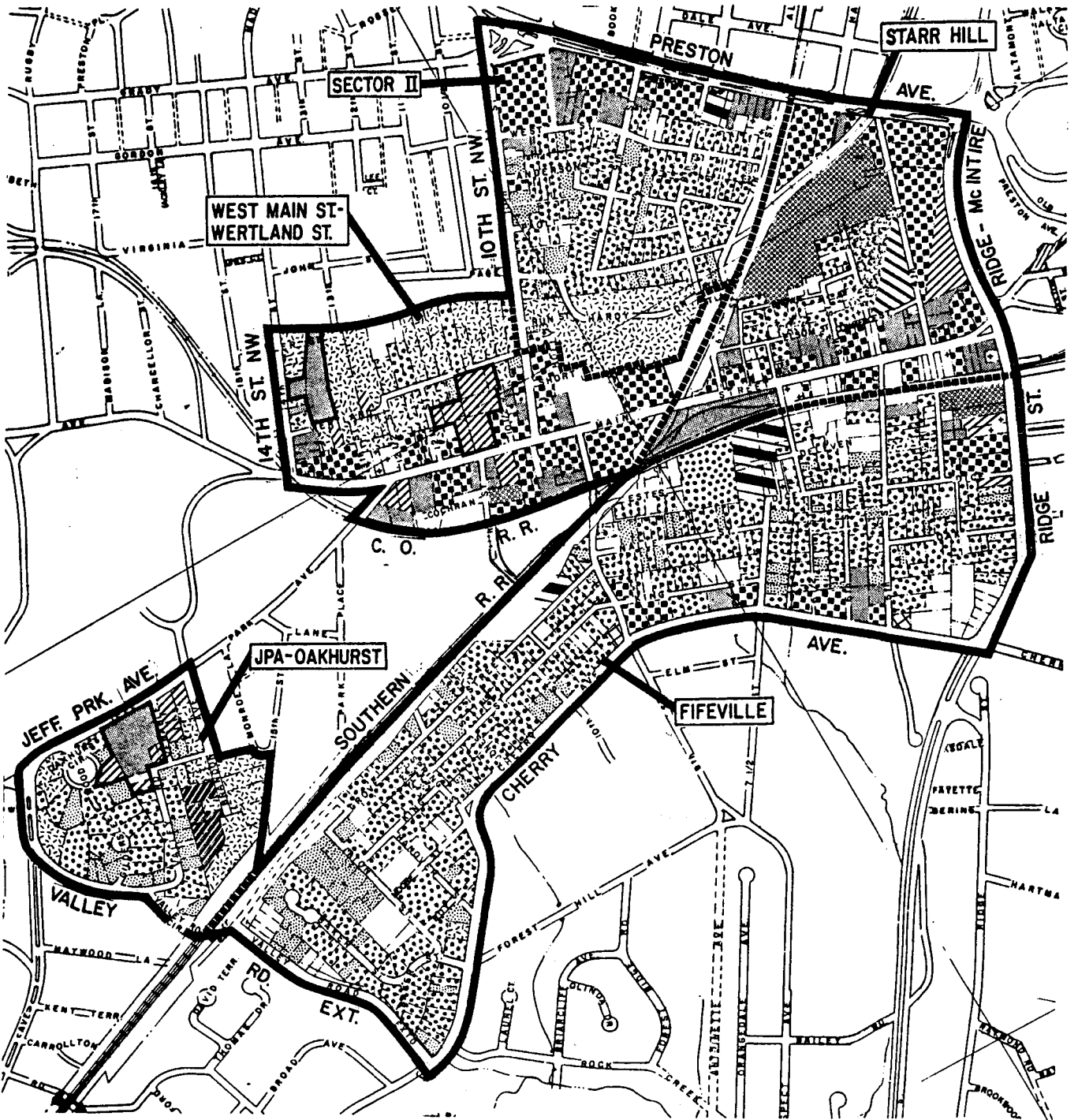
5. Public Safety

- a. **Sexual Assault:** Implement the recommendations of the Sexual Assault Task Force, including the following:
 - 1) **Lighting:** The City should place more outside lighting in high risk areas, and should encourage landlords of rental property to do likewise.
 - 2) **Security:** The University Housing Office, the City Police Department, neighborhood associations and the Landlords Association should work together to evaluate the safety and security of off-grounds housing.
 - 3) **Education:** The City, County and University should continue education programs on sexual assault and other crimes.
- b. **Neighborhood Watch:** Continue to promote the City's Neighborhood Watch Program. Review possible ways to expand it in the Sector II and Fifeville Neighborhoods. To improve security and reduce crime in Fifeville, it is recommended that a neighborhood watch program and other crime prevention - education steps be started. The Charlottesville Police Department should work with the Fifeville Neighborhood Association to establish a neighborhood watch.
- c. **Police Presence:** It is recommended that police presence in the West Main Street corridor be increased through the use of patrol officers on motor scooters. This type of patrol should be in effect at least during critical parts of the day. Officers on motor scooters would have the two-fold effect of deterring criminal activity and giving citizens a greater feeling of safety through increased police visibility.
- d. **911 Emergency Number:** Further publicize the fact that the 911 emergency services number can be dialed for free on public pay phones. Assure public access to public telephones in the West Main Street area.

6. Social Concerns

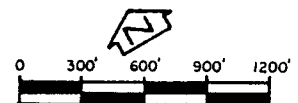
- a. **Child Care Needs:** A large percentage of the City's female headed households with children and no husband present are located in this study area. These families have difficulty with child care and meeting other family needs. Combining a public (or quasi-public) day care center with one for the children of University Hospital staff located on West Main Street would be an excellent opportunity for pooling resources.

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA

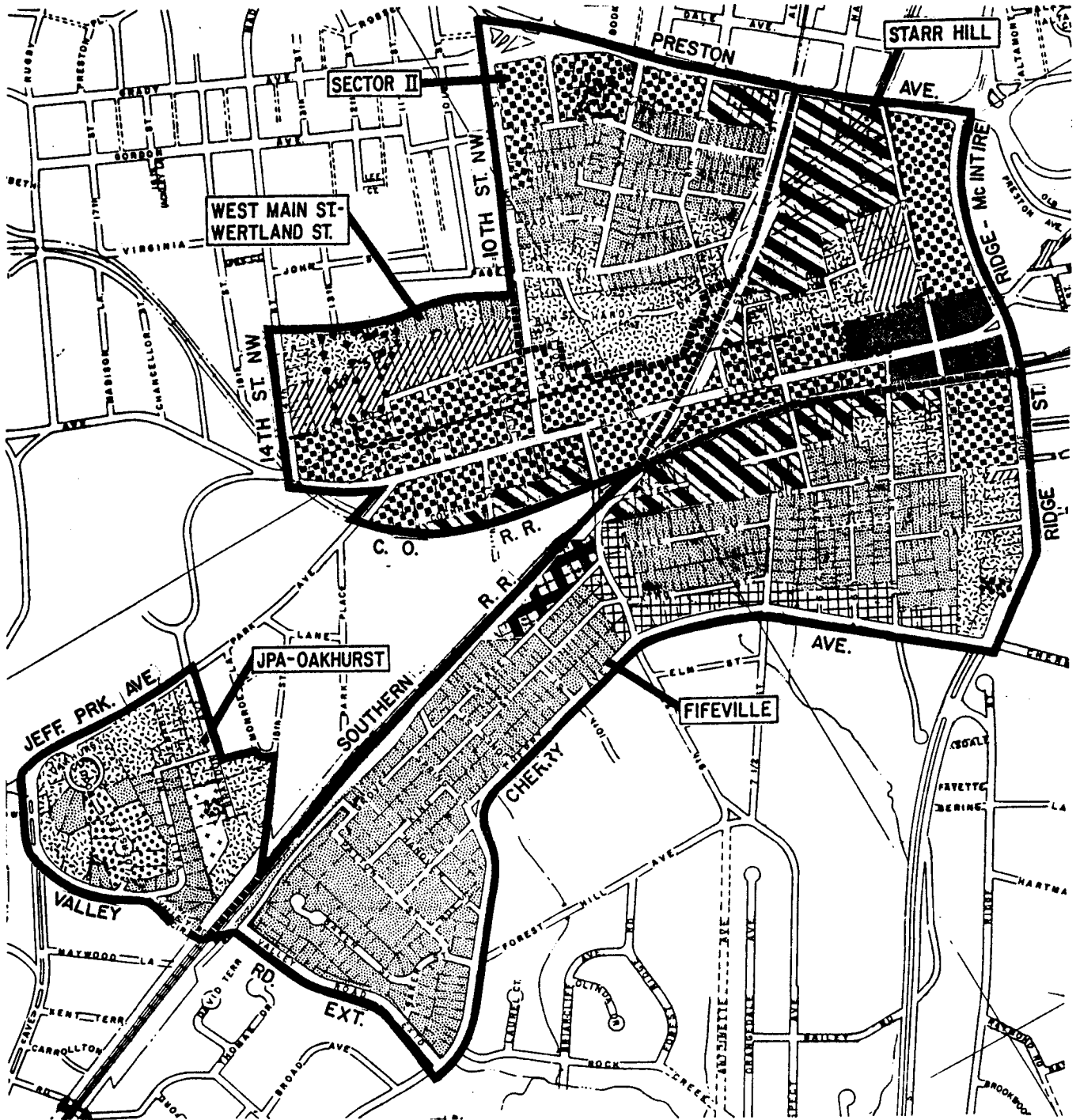


EXISTING LAND USE




- | | | | | | |
|--|---------------------------|--|-------------------------|--|------------------------|
| | SINGLE FAMILY RESIDENTIAL | | NEIGHBORHOOD COMMERCIAL | | EDUCATION |
| | TWO FAMILY RESIDENTIAL | | GENERAL COMMERCIAL | | GOVERNMENT |
| | MULTI-FAMILY RESIDENTIAL | | TRANS. COMMUN. PARKING | | RECREATION FACILITY |
| | GROUP HOUSING | | LIGHT INDUSTRY | | UNIVERSITY OF VIRGINIA |
| | MOBILE HOME | | CULTURAL | | VACANT |
| | BANKS & OFFICES | | | | |









WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA

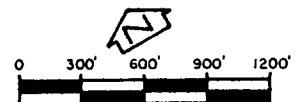


ZONING

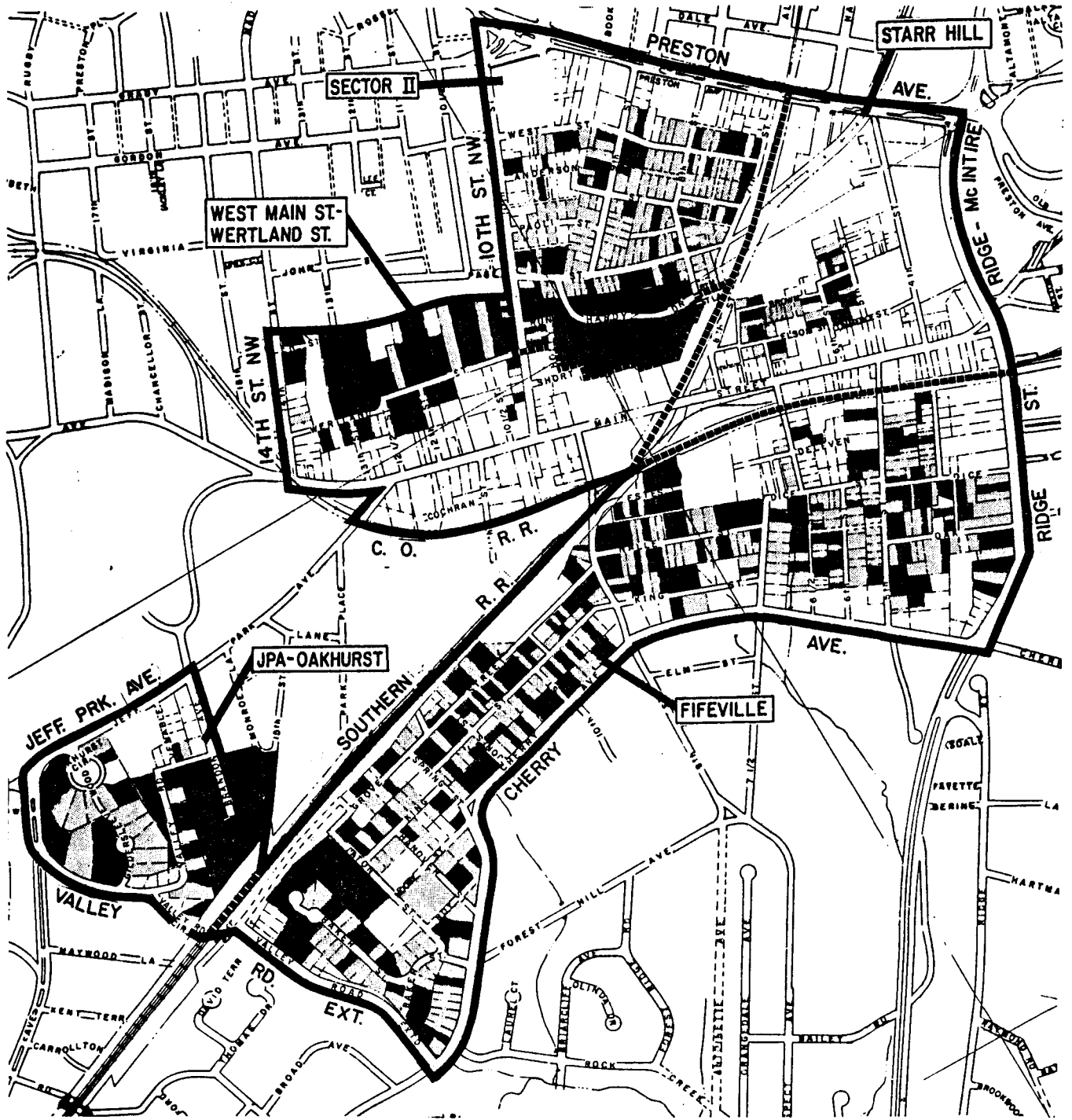
-  R-1 RESIDENTIAL
-  R-2 RESIDENTIAL
-  R-3 RESIDENTIAL

-  B-1 BUSINESS
-  B-2 BUSINESS
-  B-3 BUSINESS

-  M-1 INDUSTRIAL
-  M-2 INDUSTRIAL
-  UVA (NOT ZONED)



WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA

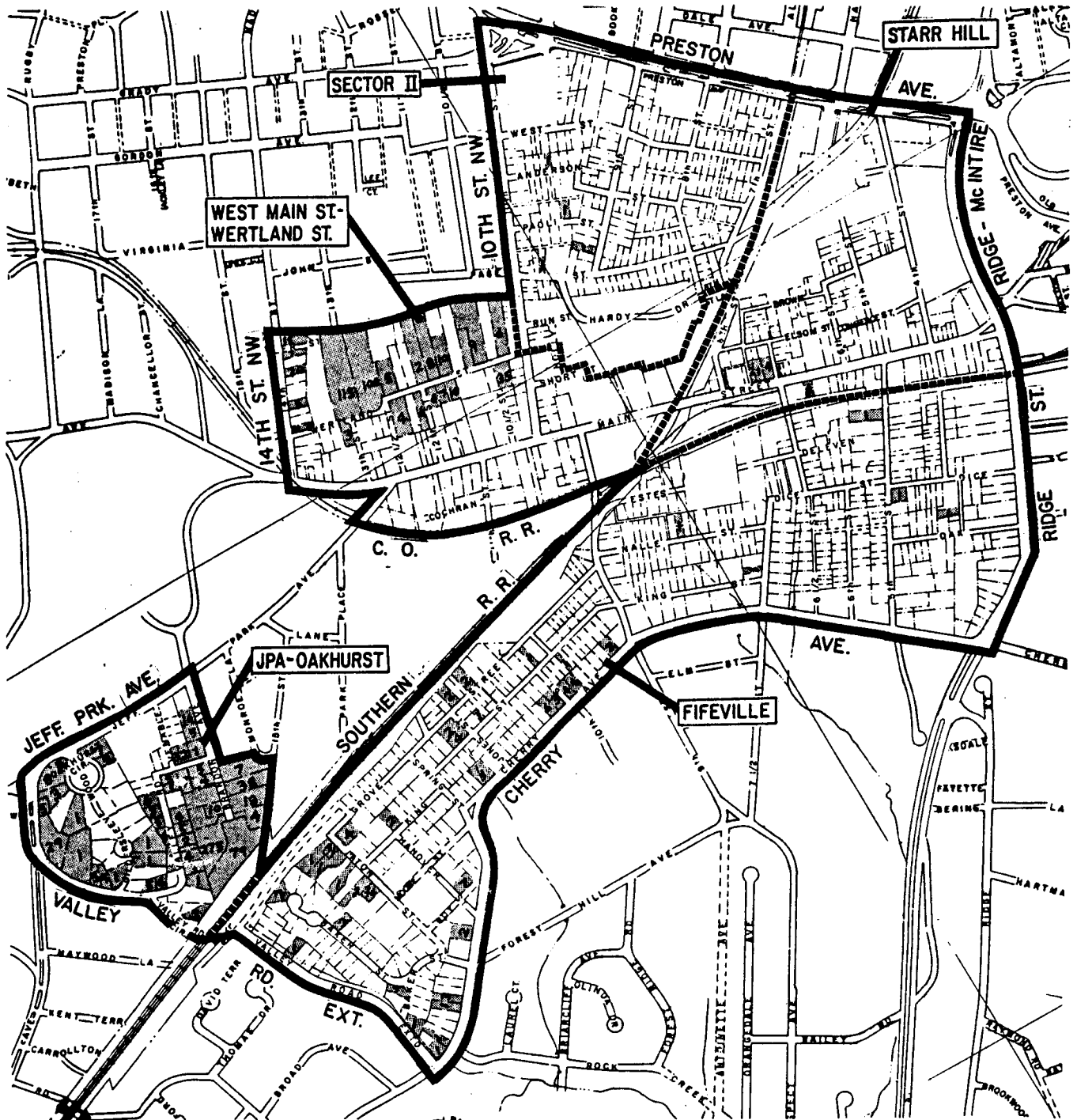


OWNER/RENTER STATUS

- OWNER (388)
- RENTER (1014)



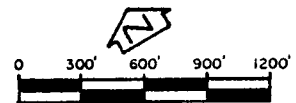
WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



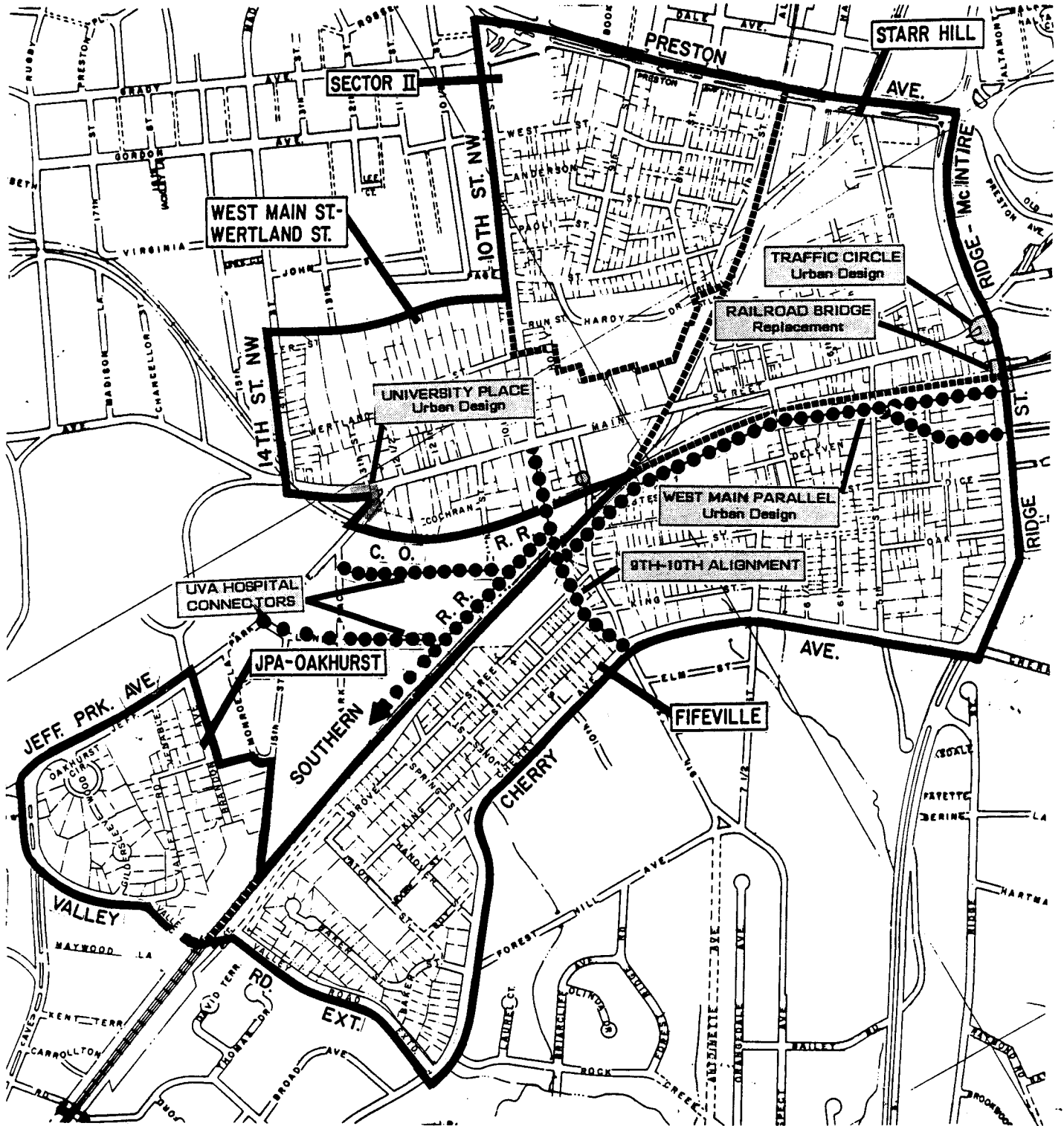
OFF-GROUNDS STUDENT HOUSING

 STUDENT OCCUPIED PARCELS

IN THE FALL OF 1986, THE TOTAL NUMBER OF STUDENTS IN THIS AREA WAS 1126.



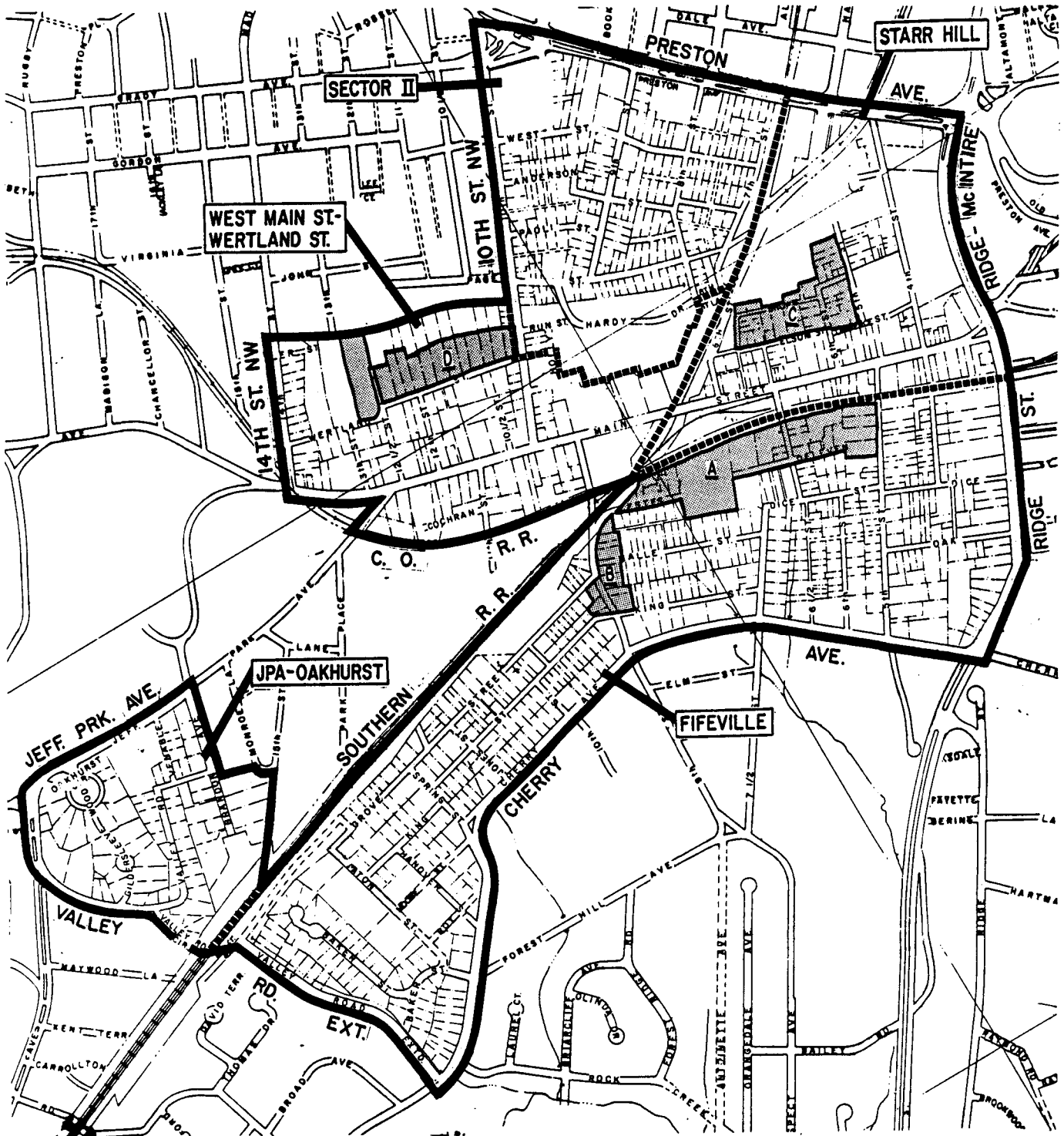
WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



TRANSPORTATION ISSUES

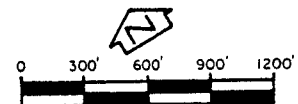


WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



POTENTIAL ZONING CHANGE STUDY AREAS

- A. See Recommendation 3, page 40.
- B. See Recommendation 5, page 41.
- C. See Recommendation 1, page 50.
- D. See recommendation 1, page 73.



III. IMPACT OF THE UNIVERSITY OF VIRGINIA REPLACEMENT HOSPITAL

A. BACKGROUND

In 1983, the University of Virginia announced ambitious plans for the construction of a new replacement hospital to be built just east of the existing Medical Center. The Replacement Hospital, originally planned as a six story (plus basement) building containing 402 beds, is the largest single state funded capital project ever undertaken in Virginia. As originally proposed, an additional 180 beds were planned to remain the the existing Medical Center's Multistory Hospital Complex.

In late 1987 the State approved a proposal to add two more floors to the Replacement Hospital. Under this new plan, much of the renovation proposed for the existing original Multistory Hospital complex will be eliminated for the time being, and all patient beds at the Medical Center will be located in the Replacement Hospital. This plan allows for the consolidation of all beds at one location, as subsequent estimates of total hospital bed need have reduced the Medical Center's total to 552.

This reduced number of beds and subsequent reduced costs makes it feasible, within the cost levels originally authorized for the whole project, to add two more floors. Renovation of the lower floors of the Multistory Hospital will still take place for support services, but the upper five floors will become surplus for future use. Under these revised plans, the original Replacement Hospital will be completed by October, 1988, while the new two floors will be finished by early 1990.

Table A on page 23 provides more information about the Replacement Hospital.

B. ASSESSMENT OF THE HOSPITAL'S IMPACT TO THE SURROUNDING AREA

The University of Virginia Replacement Hospital will have both direct and indirect impacts on surrounding neighborhoods and commercial areas. Direct impacts include increased traffic and demand for parking. Indirect impacts are those associated with related private and public development taking place as a result of the new hospital. While overall employment will not increase at the new hospital, the eventual re-use of surplus space in the original Medical Center buildings will most likely increase the number of people working in the immediate area. In addition, expected spin-off development along west Main Street will create additional jobs.

1. **Parking Impacts:** An analysis of Medical Center parking done by the Department of Community Development indicates a parking deficiency for both the complex as originally planned, and with the two story Replacement Hospital addition. With the construction of the new parking garage, there are a planned 1,027 parking spaces on the Medical Center site. Assuming re-use of all surplus space made available under the two story expansion proposal, if the University had to abide by the City's Zoning Code, there could be a potential deficiency of up to 1,000 additional spaces. This estimate, however, does not take into account the Medical Center's use of the satellite parking and shuttle bus system for employees.

Because University administrators are aware that the need for parking will increase in the area, planning for additional parking at the University, including the Medical Center, has recently been initiated.

2. **Transportation Impacts:** The completion of the Replacement Hospital is expected to increase traffic on adjacent City streets. While it appears the number of patient related trips to the Replacement Hospital will be reduced with the decrease in the number of beds (from the 1983 estimate of 582 to the current figure of 552), it is probable the number of University employee trips will increase in the area should subsequent surplus space at the Medical Center be developed. The construction of the Ninth-Tenth Street realignment and the hospital's connector road will help to improve access, but it is still expected that access problems will exist along Jefferson Park Avenue and at the following intersections: Eleventh Street, SW and West Main Street, JPA and West Main Street.

On the positive side, a shift of all patient beds to the Replacement Hospital will most likely mean that the number of vehicles turning into the entrance area for the old Multistory Hospital will be reduced, perhaps lessening congestion at that entrance and on Jefferson Park Ave. Pedestrian traffic across JPA should also decrease. There is also general concern by the hospital administration about the need to improve access to the Medical Center from the south-west off Jefferson Park Avenue. Hospital administrators have expressed interest in the West Main parallel access road recommended in the City's Urban Design Plan as a possible link to the Medical Center perimeter connector road.

3. **Impacts to the Surrounding Neighborhoods:** There is a concern among the residents of neighborhoods adjacent to the Replacement Hospital that related increases in employment will increase the cost of nearby housing, thus displacing long term residents who cannot afford these costs. It is expected that the hospital related development will, to some degree, increase housing costs and displace long term residents as more affluent hospital employees and University students seek housing close to the Medical Center and University. The City has already seen an increase in rental conversions in the Fifeville area over the last few years. The extent of these conversions, however, will be limited by the existing zoning restrictions in these neighborhoods.

Residents in adjacent neighborhoods are also concerned about Medical Center employees parking in their neighborhoods because of inadequate parking within the Medical Center complex.

On the positive side, an increase in the size of the Medical Center may result in an increase in hospital related commercial development along West Main Street. The City is already beginning to see the start of this type of development with the construction of the Republic Plaza complex at the old Safeway Supermarket site.

C. RECOMMENDATIONS

Overall, the University of Virginia Replacement Hospital will benefit the community, not only by improving the provision of health care, but also by

providing additional jobs and boosting the area's economy. The following recommendations would ensure that even greater benefits are obtained:

1. **Parking:** The University Medical Center should be encouraged to provide additional on-site parking to accommodate parking needs related to the expected increase in employment from the re-use of any surplus space. The City's analysis indicates that this need could be up to 770 spaces.
2. **Circulation:** The City and the University Medical Center should work together to improve access to and around the Medical Center, especially from the south-west. Specific areas that need improvement include the Jefferson Park Avenue - West Main Street intersection, the Eleventh Street, SW - West Main Street intersection and the entire stretch of JPA in the vicinity of the Medical Center.
3. **Surplus Space:** It is recommended that the University keep the City informed of how the surplus space of 260,000 square feet in the old hospital building will be re-used. In planning the re-use of that space, the University should make every effort to provide appropriate parking and circulation improvements as part of that renovation project. Resolving these concerns should continue to be a cooperative venture between the City and the University.
4. **Channelling of Related Growth:** The City and the University should take steps to ensure that spin-off development related to the Medical Center is directed toward the West Main Street corridor and does not impact surrounding residential neighborhoods. Development in the West Main Street corridor should be coordinated with the recommendations of the City's Urban Design Plan.

UNIVERSITY OF VIRGINIA MEDICAL CENTER EXPANSION
JEFFERSON PARK AVENUE SITE INFORMATION SHEET

Original Plan

Current Plan (Two Extra Stories)

A. Layout - Construction of a seven story Replacement Hospital and extensive rehabilitation of the old Multistory Hospital Complex (MHC). Additional parking for 640 vehicles.

A. Layout - Construction of a nine story Replacement Hospital (addition of two stories) and limited rehabilitation of part of the old Multistory Hospital Complex (MHC) for support service.

B. Total Beds - Replacement Hospital: 402
Existing Multistory Complex: 180
Total: 582

B. Total Beds - Replacement Hospital: 552
Multistory Complex: 0
Total: 552

C. Planned Completion - October, 1988.

C. Planned Completion - October, 1988
Upper two stories - December, 1989

D. Employment - Est. 6,900

D. Employment - est. 6,800

E. Cost - \$207,000,000

E. Cost - \$223,000,000

F. Site Size - 35 acres (21 acres on Replacement Hospital site)

F. Site Size - 35 acres (21 acre Replacement Hospital site)

G. Square Footage (Gross) -

Replacement Hospital: 565,000
Other Med. Center Bldgs: 571,000
Total: 1,131,000

Replacement Hospital: 750,000
Hospital Support Area: 311,000
Unassigned Space*: 260,000
Total: 1,321,000

H. Existing or Planned Parking -

Original Parking Structure: 363
Parking Structure Addition: 640
Other On-Site Parking: 117
Total: 1,120

H. Existing or Planned Parking -

Original Parking Structure: 363
Parking Structure Addition: 640
Other On-Site Parking: 117
Total: 1,120

I. Parking Need (Per City Zoning) -

Hospital (582 beds at 1 space per each each 2 beds): 291
Administration (1 space per 300 sq. ft. floor area for 68,150 sq.ft.): 227
Diagnostic Treatment (Clinics and office at 1 space per 300 sq. ft. of net floor area for 218,590 sq. ft.): 729
Total Parking Need: 1,247

I. Parking Need (Per City Zoning)** -

Hospital (552 beds at 1 per each 2 beds) 276
Administration (1 space per each 300 sq. ft. net floor area for 65,565 sq. ft.): 219
Diagnostic and Treatment (Clinics and office at 1 space per 300 sq. ft of net floor area for 300,445 sq. ft.): 1,001
Re-used Un-assigned Space (1 space per 300 sq. ft. of net floor area of 150,000 sq. ft.) 520
Total Parking Need: 2,016

*This is space designated as surplus in the proposal to add two stories.

** Net square footage estimates based on data found on page 3-10 of the "Preplanning Study, Replacement Study, UVa Medical Center", June, 1983.

IV. URBAN DESIGN ISSUES

A. BACKGROUND

In early 1987, the City of Charlottesville retained the consulting firm of Carr, Lynch Associates to undertake an urban design plan for the City. A final report on urban design initiatives was completed in late 1987. The results of this plan as it pertains to the West Main Street - University Hospital Study area are summarized below.

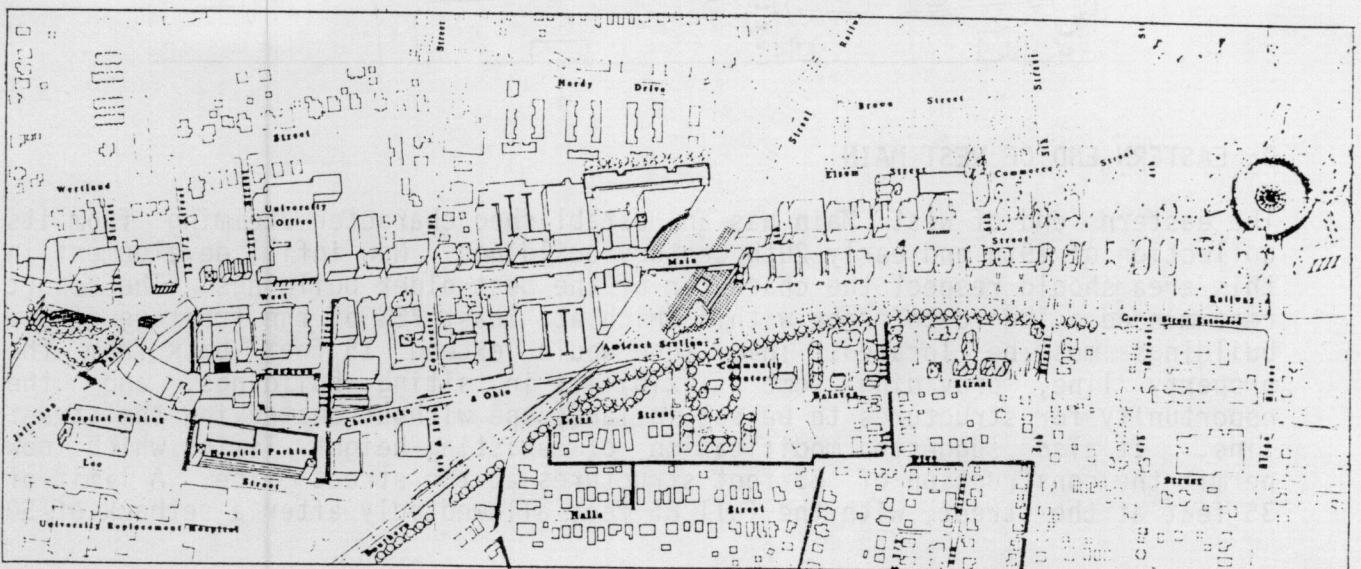
B. WEST MAIN STREET: CONCEPT

The West Main Street area is the link between town and gown -- between the academical village in which Jefferson established the University, and the commercial village that predated it located where downtown now stands. Today it is an area in search of a future, not quite close enough to either University or Downtown to be dominated by one or the other.

In reality, West Main Street is several subdistricts, each going through a transition at its own pace. Nearest to downtown, West Main has begun to see the emergence of a cluster of restaurants and other uses that thrive off the downtown population. In the center, near the Amtrak Station, it is an area waiting development, as several automobile dealers have relocated away from the area, or will shortly, leaving large sites for new uses. Between Tenth and Fourteenth, its future seems largely tied to the evolution of the University Hospital and the thousands of employees, professionals and visitors who go there each day. And in the University Corner area it is largely "collegetown".

The urban design consultants saw virtue in encouraging West Main Street to evolve as several increasingly distinct districts, to become a procession of urban uses serving somewhat different groups (See Figure A). The following is an indication of how each area might capitalize on its opportunities.

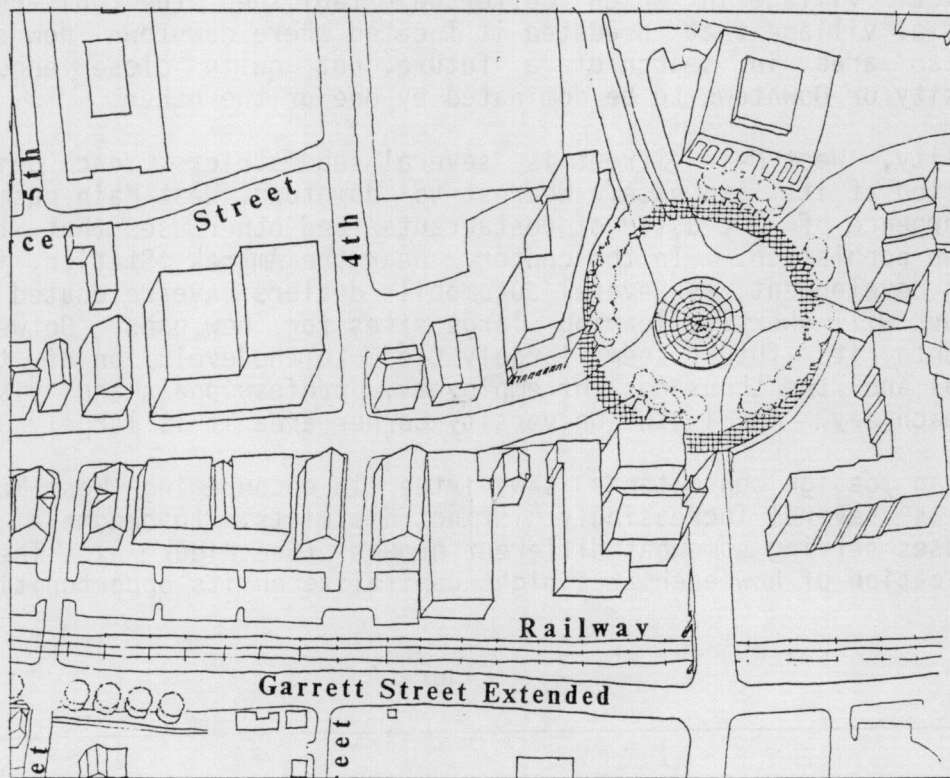
Figure A



C. RIDGE STREET CIRCLE AREA

One idea the consultants discussed was how a traffic circle could be created at Ridge and West Main, to provide an new portal for downtown while also giving identity to an area with scattered development today. However, there is wide disagreement among traffic engineers on the desirability of traffic circles. Figure B indicates an alternative scheme which preserves the sense of the circle while allowing for more conventional vehicular flows. In this scheme, cobblestones would be set in the pavement in a circular form to distinguish the intersection, and the statue would be relocated to a landscaped triangle on the south side of the street, along the line of sight.

Figure B

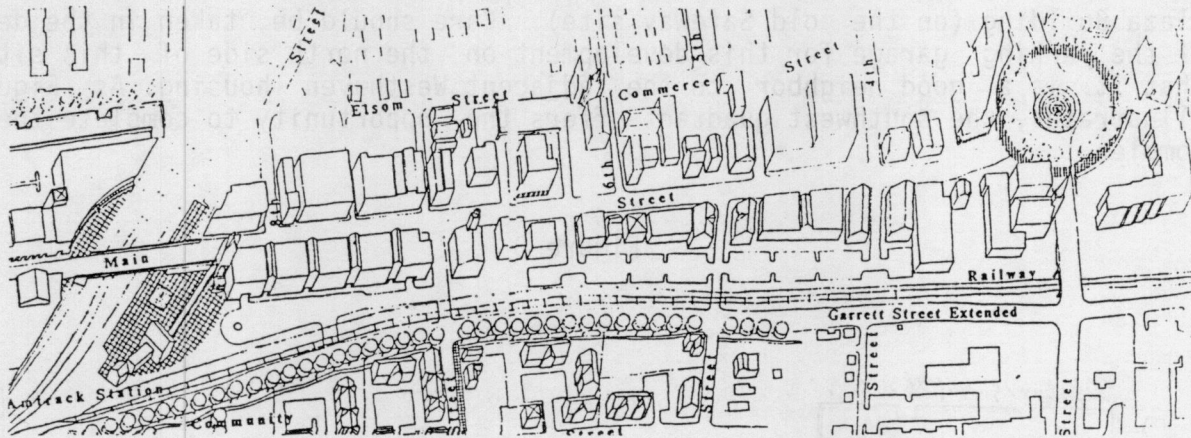


D. EASTERN END OF WEST MAIN

The eastern end of West Main has an established character stemming from its collection of 19th and early 20th Century buildings. New infill development in this area should respect the character of the best older buildings. The report recommended a "build-to" zone within which at least 75% of the frontage of new buildings must be located. This zone would extend 15 feet back from the property line, providing some flexibility in siting buildings, and the opportunity for structures to be set in landscape without destroying the street line. It also suggested modification of existing height limits which now permit the construction of 85 foot structures at the street line. A limit of 35 feet at the street, with the full 85 feet allowed only after a setback of 50

feet, was suggested. The report also recommended the City needs to adopt a consistent pattern of street landscaping and require developers to complete their portion along with new building projects (See Figure C). In reviewing individual projects, it was recommended the City ensure that the height and scale of developments along West Main Street are compatible with the adjacent neighborhoods, especially Westhaven and Starr Hill.

Figure C



The Study stated City can also aid in the process of infill along this section of West Main Street by providing off street parking. It identified a site at the rear of the former Albemarle Hotel where a modest deck could be constructed, thereby reducing the need for onstreet parking and reducing the intrusion of parking into adjacent neighborhoods.

The congestion problems on West Main Street, the study states, will require a dual approach: traffic management and construction of a relief road. Much can be accomplished by selectively removing on-street parking to provide more generous bus stops, and by aggressive ticketing in bus zones. Left turn lanes are not continuous down the length of West Main, and extending them, even at the expense of onstreet parking would help smooth the flow of vehicles. Rationalization of curb cut locations would also reduce the interference with flows.

Over the longer term, however, more east-west travel capacity will be needed to reduce congestion on West Main. The consultants suggest that a proposal to extend Garrett Street would serve this purpose.

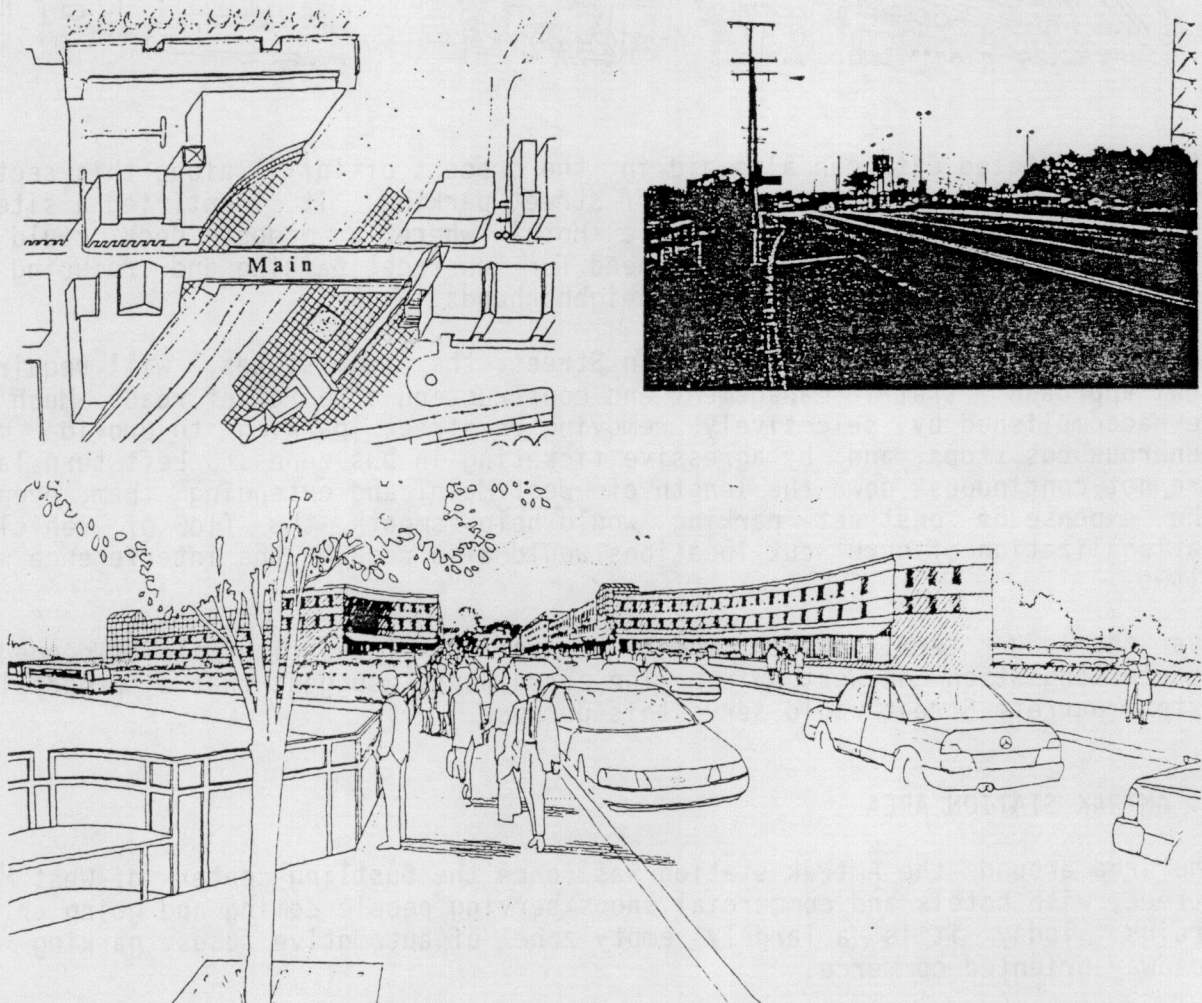
E. AMTRAK STATION AREA

The area around the Amtrak station was once the bustling center of West Main Street, with hotels and commercial shops serving people coming and going on the trains. Today it is a largely empty zone of automotive uses, parking and roadway-oriented commerce.

Over the longer term, the consultants believed there is an opportunity to assemble the sites on both sides of the Southern Railway tracks to be developed

as three mixed use complexes filling the empty quadrants surrounding the Main Street railroad bridge. In the southern quadrant offices and retail continuing the street wall could be built, as well as a pedestrian ramp from the street level to the Amtrak station. There is the opportunity to integrate intercity bus loading on lower levels of this complex, particularly if the Garrett Street extension is constructed and busses can reach the complex without traveling on West Main Street. On the northwest quadrant, the Cavalier used car lot could accommodate over 75,000 sq. ft. of retail and office uses, along with 240 parking spaces. The design should incorporate a street level plaza and a continuation of the arcade on West Main proposed for the adjacent Republic Plaza Building (on the old Safeway site). Care should be taken in the design of the parking garage for this development on the north side of this site so that it is a good neighbor to the adjacent Westhaven housing. As Figure D illustrates, the southwest quadrant offers the opportunity to complete the new complex.

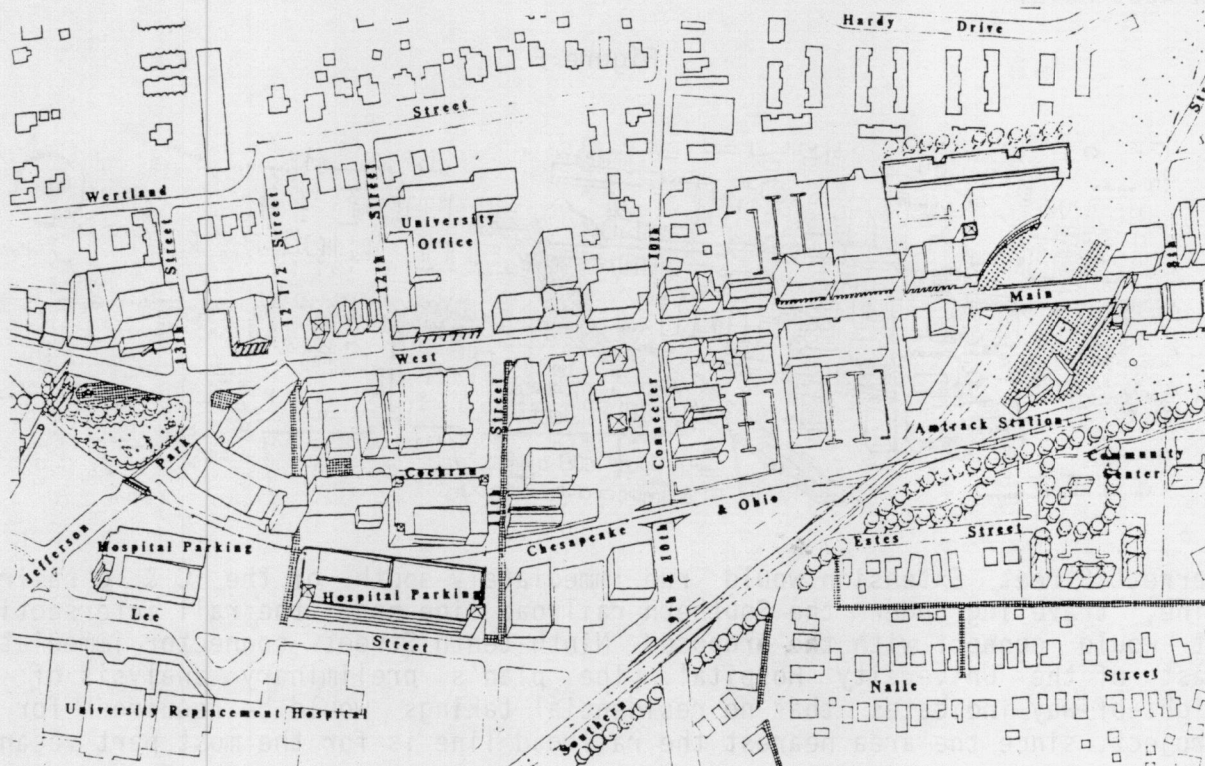
Figure D



F. WEST MAIN - RAILWAY BRIDGE TO JEFFERSON PARK AVENUE

This area of West Main Street is within the orbit of the University, especially its hospital, and opportunities for change will inevitably flow from the needs they create. The consultants see the possibility of future housing development to serve the professional staff of the hospital, and possibly a small hotel catering to hospital visitors. Development in this area is likely to proceed in small increments, and it will be important to apply the West Main Street design guidelines (outlined previously) to this area (See Figure E).

Figure E



Completion of the Ninth-Tenth Street connector will help resolve some of the congestion on West Main Street, now created by the lack of clear connection between the north-south streets on either side of West Main. It will also make the sites on either side of the new connector attractive for new commercial development, which the study felt could help to add life to the presently underdeveloped area between the University and the railroad crossing.

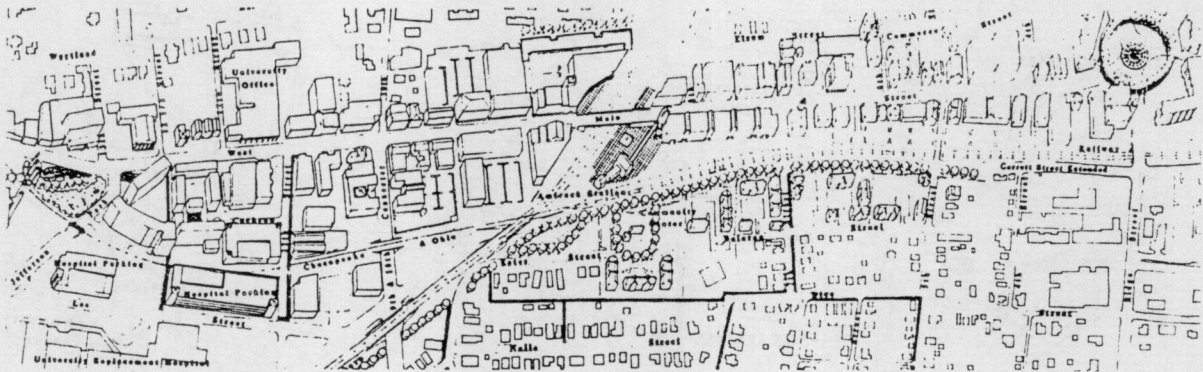
Better pedestrian connections between the University hospital and West Main Street ought to be another long term objective, as sites between the two develop. In the immediate future, new sidewalks on Eleventh Street would help, as well as a connection to West Main Street through the Towers complex.

G. GARRETT STREET EXTENSION AND FIFEVILLE NEIGHBORHOOD IMPROVEMENTS

Traffic systems management improvements along West Main Street can improve the

flow of traffic and reduce congestion somewhat. These include providing bus pull-offs at all bus stops, extending the center left turn lane to all parts of the street, removing parking in favor of additional lanes at key intersections and other such improvements. However they will not solve the fundamental problems of congestion on West Main -- the fact that the street serves both local frontage purposes and is one of the few east-west routes through the central city, and the reality that demands for travel in the corridor exceed lane capacities. One potential solution to the larger issues is the westward extension of Garrett Street from Ridge to Lee Street in the University Hospital area. As Figure F illustrates, it would then provide an alternative route for those traveling in an east-west direction, thereby rereducing traffic volumes on West Main.

Figure F



Garrett Street Extension would run immediately south of the C & O railroad line, traveling under the Southern railroad line near the rail intersection. It would connect with the proposed Ninth-tenth Street connector immediately east of the University Hospital. The plan's preliminary analysis of the right-of-way indicates that no residential takings would be required for the project, since the area nearest the railroad line is for the most part vacant.

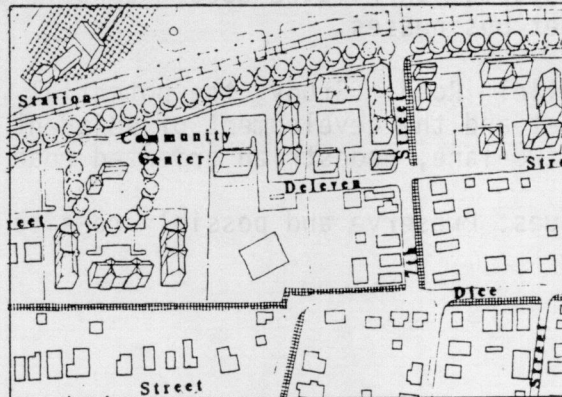
Construction of the Garrett Street Extension will have added advantages -- providing a new front door for the Fifeville neighborhood and making accessible several large parcels of land for needed housing and community facilities. The neighborhood is currently under some pressure for change through the intrusion of higher income residents and it is important that the current residents, be assured the long range opportunity to live there.

Vacant land along the railroad tracks which is currently zoned for industrial uses should be rezoned for residential (R-3). Approximately 70 units of affordable housing could be built on the two acres of vacant land in this area. New housing should respect the scale and character of the existing neighborhood. Common parking areas should be placed in the rear of developments and screened from street and neighbors.

A day care center for neighborhood use should be provided in the lower floor of the old Station Master's house (directly south of the Amtrak Station) with the wooded knoll left as open commons for this facility and new residential areas to the south. As shown in figure G, a neighborhood common or green space could be created between Estes and Garrett Street Extension. The new roadway should

be designed as a parkway, with landscaping screening it from the neighborhood.

Figure G



H. WEST MAIN STREET STREETScape IMPROVEMENTS

The installation of street trees and upgrading of sidewalks on portions of West Main several years ago was the start on a program to unify the many diverse buildings and sites along the street. The program needs to be continued, and roadway modifications for transportation systems improvements (such as the creation of bus stops areas) offer an opportunity to gradually extend the streetscape pattern to the entire length of West Main. Wherever possible, curb cuts need to be consolidated and on new developments there locations need to be carefully considered to ensure that landscaping predominates along the street. Street trees need to be of a uniform character (the pears recently planted are a good choice) because the buildings and sites bordering the street are so heterogeneous. The City should consider passage of a strict landscaping ordinance which requires planting on private property adjacent to major streets, particularly to screen parking areas. Low pedestrian light standards, evenly spaced and of a consistent design, also could help unify the streetscape, as well as increase the pedestrian's sense of security.

I. URBAN DESIGN RECOMMENDATIONS

It is proposed that the recommendations of the City's Urban Design Study be implemented upon final approval by City Council. These recommendations include:

1. **Ridge - W. Main Intersection:** The construction of a traffic circle or other alternative intersection improvements at the intersection of Ridge-McIntire and West Main Street.
2. **Zoning:** Changes to the Zoning Code to promote urban design recommendations.
3. **Landscaping:** Adoption of a consistent pattern of street landscaping through a landscaping ordinance.
4. **Parking:** Promotion of the construction of a small parking deck behind the Albemarle Hotel building.
5. **Mixed Use Center:** Improvement of the Amtrak Station area through the

development of underutilitized property for office, retail and transportation related uses, as well as additional parking for West Main Street businesses.

6. **Parallel Road:** Study the potential for a parallel road to West Main Street and the development of adjacent sites for affordable housing. This new two-lane, pedestrian oriented road should give Fifeville a new image.
7. **Statues:** Preserve and possibly re-site the statues along West Main Street.

V. FIFEVILLE

A. DESCRIPTION

The Fifeville neighborhood is located in the central part of Charlottesville, directly south of the West Main Street corridor and the new University of Virginia Replacement Hospital. Developed originally for railroad workers at the turn of this century, Fifeville today is a diverse area with a mix of housing types and economic groups. There were an estimated 1,467 residents in the neighborhood in 1986, which is about 3.7 percent of the City's total population. About 55 percent of the residents are Black and 13.6 percent are over age 65.

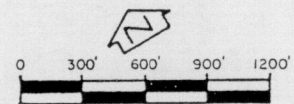
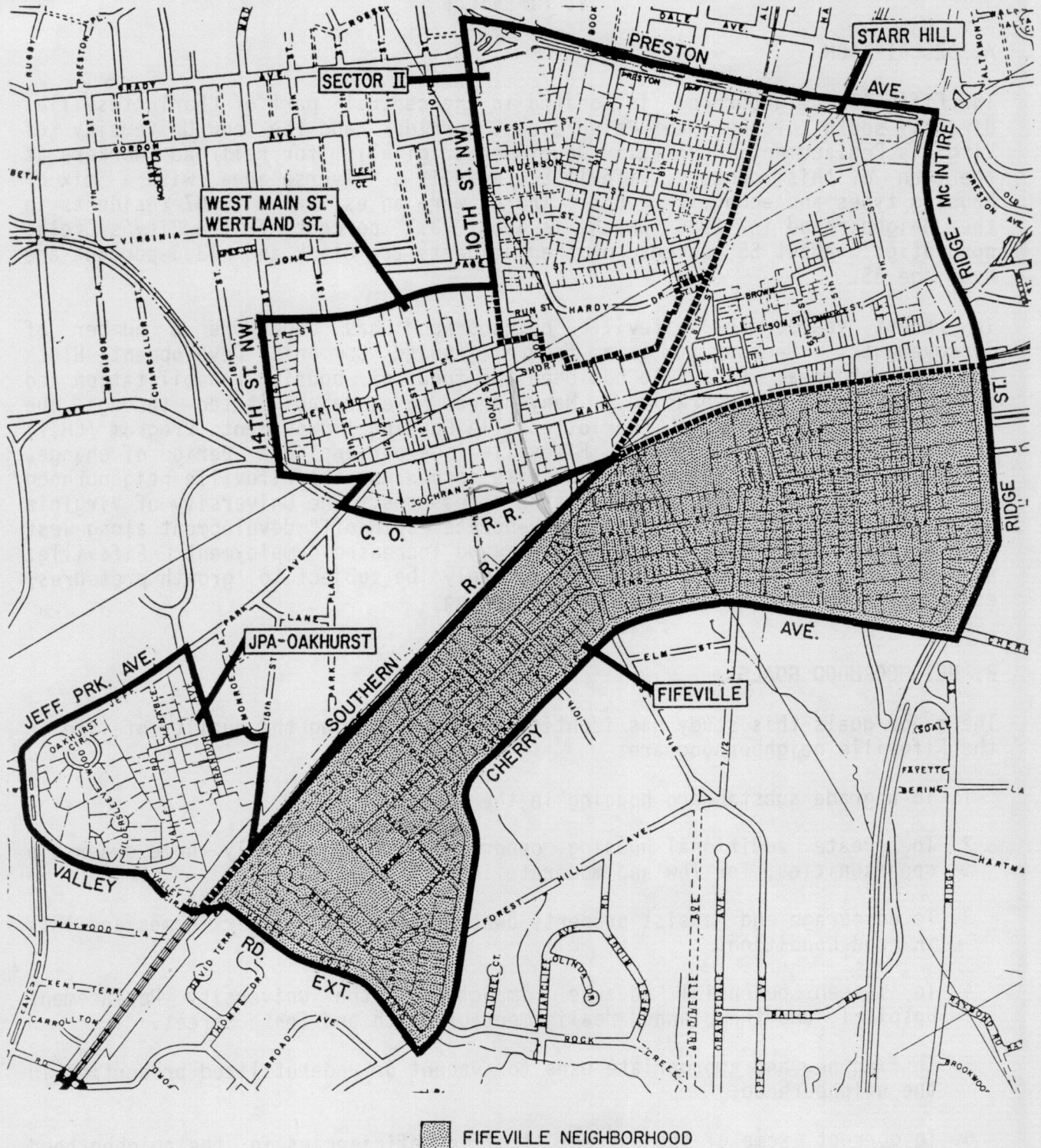
In recent years, the Fifeville neighborhood has undergone a number of improvements. Because it is a federal funded Community Development Block Grant target area, Fifeville has been the focus of housing rehabilitation and community facility upgrading. Many homes have been rehabilitated through the efforts of such groups as Charlottesville Housing Improvement Program (CHIP) and Dogwood Housing, Ltd. Now, Fifeville is experiencing a period of change. As development adjacent to its boundaries increases, the Fifeville neighborhood itself is facing greater growth related pressures. The University of Virginia Replacement Hospital is expected to generate "spin-off" development along West Main Street, attracting new businesses and increased employment. Fifeville, next to this growing area, will most likely be subject to growth pressures, especially the demand for housing and parking.

B. NEIGHBORHOOD GOALS

The major goals this study has identified for improving the quality of life in the Fifeville neighborhood are:

1. To upgrade substandard housing in the neighborhood.
2. To create additional housing opportunities, especially home-ownership opportunities, for low and moderate income families.
3. To encourage and assist property owners to maintain their homes and lots in good condition.
4. To lessen potential adverse impacts of the University Replacement Hospital, and the planned realignment of Ninth and Tenth Street.
5. To find new and appropriate uses for vacant or underutilized properties in the neighborhood.
6. To correct some of the current traffic deficiencies in the neighborhood and examine the impacts of the proposed traffic improvements recommended in the City's Urban Design Plan.
7. To make sure that Fifeville is a safe place to live.

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



C. POPULATION TRENDS

In 1986 there were an estimated 1,467 persons in the Fifeville neighborhood. This is an increase of less than one percent from the 1980 U.S. Census count of 1,454. Projections call for a population increase of about 15 percent by the year 2000. This projection is based on the amount of vacant and underutilized land in Fifeville that could be developed for residential use.

As part of the 1980 U.S. Census Neighborhood Statistics Program, special characteristics of the Fifeville population were analyzed and compared to the City average population. Although the boundaries of the neighborhood used for that program differ slightly, the Fifeville population is homogeneous enough to use the same figures.

1. **Race:** Although Fifeville represented only 4.2 percent of the City's population in 1980, more than 12.7 percent of the entire Black population of City lived there. 55.1 percent of the residents are Black compared to a City-wide figure of 18.5 percent. Fifeville is one of the City's more racially balanced neighborhoods, but this balance may be threatened should additional development take place in the neighborhood that changes its character.
2. **Age and Household Size:** The median age of residents in Fifeville is just slightly higher than the City average. The 1980 Census counted 227 persons over 65 years old, representing 13.6 percent of the neighborhood (City average: 11.4 percent). The average number of persons per household is slightly higher than the City average, as is the number of persons per family.
3. **Education:** According to the 1980 Census, the residents of Fifeville are below the average level of schooling for residents of the City as a whole. Only 36.4 percent of Fifeville residents over 24 were high school graduates, compared to 65.1 in all of Charlottesville. About eight percent of the same population group had completed four or more years of college education, compared to the City average of 31 percent.
4. **Income:** Although information from the 1980 Census is now almost eight years old, the data typifies the degree of economic concerns today in Fifeville. Table B on page 43 outlines the economic characteristics of the neighborhood.

In 1980, there were 646 families in Charlottesville whose incomes fell below the poverty level. Ten percent of all of those families lived in Fifeville. In all of Charlottesville, about 7.5 percent of the population was determined to be below the poverty level. In Fifeville, the number was 17.4 percent. The 1980 Census showed that Fifeville contained at least 36 female headed households with no husband present, but with children. This represented eleven percent of all such cases in the City. These statistics show that Fifeville may warrant special attention for economic, health, and social programs.

D. LAND USE

1. **Existing Land Use:** Fifeville consists of about 51 acres (.8 percent of

City). Most of the land area is developed for one and two family housing (71.2 percent, or 255 units). The 26 units of multi-family housing account for 1.7 percent of Fifeville's total area (see Map B on page 15).

There is one office use in the neighborhood, and 13 commercial and mixed use establishments, representing 6.9 percent of the total land area. Data provided by the Charlottesville Department of Community Development shows that about 2.9 percent of Fifeville is taken up by transportation, utility or industrial uses. Most of this is because of the railroad. The neighborhood's commercial areas are located along Ridge Street and Cherry Avenue.

2. **Zoning:** Map C on page 16 shows that the City's zoning puts most of Fifeville in the two family zoning classification (R-2). Zoning for multi-family housing is located along Ridge Street and around the Fourth and Fifth Street, SW area. Neighborhood Commercial (B-2) uses are zoned for the area along Ninth St., SW and along streets between Ninth and Ridge Street. General commercial zoning is found along Ridge Street between Dice, the railroad and 4th Street. Industrial uses are permitted along the railroad from Tenth Street above Grove Street to Fourth Street, SW.
3. **Land Use Plan:** The City's Land Use Plan and the zoning map are quite similar. The major exception is along Ninth Street SW, which the Land Use Plan sets aside for one or two family housing, and the zoning map designates as B-2 business.
4. **Land Use Analysis:** Fifeville is a community with a mix of single and two family housing, as well as commercial, industrial, and public areas. Although mostly residential in nature, the neighborhood is very conveniently located to the central city core and between the University and Downtown. Therefore, the area is very sensitive to surrounding development.
 - a. **Industrial Uses:** Fifeville may be zoned for more intensive use than is practical or in the best interest of the neighborhood, especially for industrial uses along the railroad. Few residents want to live so close to an industrial area, and Fifeville may not be best suited for industrial development for the following reasons.
 - 1) Access to railroad shipping is not as essential today as it was years ago. Modern industrial areas need highway access for tractor trailers.
 - 2) Residential areas are too close and unbuffered for heavy industrial uses. The width of the available industrial land may also be too shallow for industrial development.
 - 3) Other land use alternatives, such as housing, are of more immediate need than industrial.
 - b. **Commercial:** The zoning for commercial use also appears greater than necessary or economically feasible. This is especially the case along Ninth Street, SW. When the proposed Ninth-Tenth Street re-alignment project (See Part F) is built to ease Hospital traffic through the neighborhood and the City, the original part of Ninth Street, between

Cherry Avenue and the tracks, may be best suited as a neighborhood connector street, and not as a street zoned for commercial uses.

- c. **Vacant Land:** Almost one sixth of the neighborhood's land is vacant or underutilized (see Critical Areas section). Most of this land is buildable. These parcels should be re-examined and developed according to the Land Use Plan for housing or other pressing neighborhood needs.

E. NEIGHBORHOOD AND HOUSING CONCERNS

1. Neighborhood Concerns

Most of Fifeville is well maintained, and some homes are even being restored to their former architectural charm. Some areas, however, are unattractive and warrant specific clean-up, beautification or improvement work. The following are some areas of concern:

- a. **Cherry Avenue Shopping District:** Commercial properties scattered along Cherry Avenue are visually unpleasant. Signage is large and distracting, paved and unpaved lots are unsightly and littered, and parking lots are unbuffered to the streets. The visual appearance of the shopping district detracts from the quality of the neighborhood and could lead to urban decay.
- b. **C & O Railway:** The railroad right-of-way is full of litter, trash, and weeds, which create health and safety problems.
- c. **Delevan and Yancy Streets off Seventh Street, SW:** Both of these streets could be better maintained. Neither street is well paved or curbed. Many private lots on these streets are full of trash and are overgrown.
- d. **Littered Lots:** There are three large lots in the neighborhood, currently used as parking lots or storage, that are in poor condition and are unbuffered from public view including : 1) 837 Estes Street, 2) Parhams Construction lots at 205 Seventh Street, SW, 3) 214 Seventh Street, SW.
- e. **Curbs, Sidewalks, and Retaining Walls:** These facilities aid in neighborhood improvement, primarily by properly channeling storm water and drainage away from front yards and basements. Sidewalks also help prevent property erosion and buffer the area between cars and people, increasing pedestrian safety. The following is a list of observed areas that need sidewalk, or curbing improvements:
- 1) West Dice Street, south side , between Fourth and Fifth Street, SW
 - 2) Dice Street, both sides, at intersection of Sixth Street, SW
 - 3) Fifth Street, SW, east side, between Dice and Oak Street
 - 4) 6 1/2 Street, SW, west side, between Dice Street and Cherry Avenue
 - 5) Nalle Street, both sides, entire length
 - 6) Grove Street, south side, between Paton and Tenth Street, SW
 - 7) King Street, west side, between Paton and Tenth Street, SW

2. Housing Concerns

One of the major concerns of the Fifeville residents is the improvement of the housing stock in the neighborhood. Deteriorated properties detract from attractive neighborhood houses, gardens and lawns that make Fifeville a good neighborhood. A 1987 field inspection found 42 properties listed as below average structural condition. Inadequate property maintenance is also a concern in the Fifeville neighborhood.

As discussed in Chapter III, the development of the University of Virginia Replacement Hospital may create additional residential pressures in Fifeville as hospital employees and employees of related new businesses seek places to live close by. The potential exists for "gentrification" to take place in Fifeville, a process where housing is rehabilitated for more affluent buyers and tenants, thus pushing out long term residents who can no longer afford the higher rents. The conversion of owner units into rental units is also a concern. A recent City study found that 59 dwellings in Fifeville were converted to renter use between 1981 and 1987.

3. Housing Condition and Tenure

Table C on page 43 shows that the ratio of homeowners to renters in Fifeville is slightly lower than the 45 to 55 percent owner/renter ratio in the whole City. As this table shows, the majority of homes in below average condition are renter occupied.

Table E on page 43 shows that most of the homes that are owner occupied in the Fifeville neighborhood are single family structures. Single family homes also constitute about 60 percent of the neighborhood housing stock. This accounts for Fifeville's general residential stability.

F. TRAFFIC AND PARKING

As discussed above, Fifeville is a predominantly residential neighborhood with commercial areas on its bordering streets. Ridge Street in a 1986 traffic report had 21,540 trips per day at its intersection with Garret Street and 16,220 trips per day on Dice Street. Cherry Avenue had 13,010 cars at Fifth Street and 9,380 at Valley Road Extd. Both of these are minor arterial streets with several close intersections. Ninth, Seventh and Fifth Streets cross the railroad tracks, the northern neighborhood boundary. Many interior streets are narrow and steep, and parking on side on side streets is common here.

The 1980 Census found that 22 percent of the neighborhood residents walked to work (above City average) and that 17 percent took public transportation (more than twice the City average). One City bus line runs down Ridge Street while another travels down Cherry Avenue. Almost all of the City buses travel down West Main Street which is just on the other side of the Railroad tracks.

The following are some principal traffic related issues in Fifeville:

1. **Ninth and Tenth Street Re-alignment Proposal:** To alleviate traffic congestion for north-south traffic between Cherry Avenue and West Main Street to Grady Avenue, and improve access to University of Virginia Hospital, a new road, the Ninth-Tenth Street connector, is planned to be

constructed in Fifeville. The project extends 350 feet north of Main Street on Tenth Street and south one-third of a mile to Cherry Avenue. The part south of Main Street would consist of a railroad underpass, two 13 foot wide lanes, one 12 foot center lane and a 5 foot sidewalk on each side.

Tenth Street would be widened to three 12 foot wide lanes north of Main Street, tapering down to two lanes. The plans approved by the City Council call for the conversion of existing Ninth Street between King and Cherry into a neighborhood access street, and terminating Ninth Street with a cul-de-sac north of the railroad crossing. This alternative was chosen because it involved taking the fewest number of bordering properties and still met all the safety criteria for the new road.

The goals of the project are to: 1) relieve north/south and hospital traffic congestion and backup at grade level crossing of railroad tracks with an underpass; 2) increase pedestrian safety with new sidewalks and street lights; 3) railroad safety and security problems will be mitigated; 4) hospital emergency vehicle access will be quicker, and; 5) bicycle safety will be increased.

Fifeville residents have requested that the project involve the fewest amount of properties and have as little negative impact in their neighborhood as possible. In addition, the residents also feel that the new road should include amenities, (ie. increased street lighting, sidewalks, landscape buffering, etc.), and act as a catalyst for improving neighborhood conditions. Old Ninth Street should not be left abandoned but improved for housing opportunities, and zoning for commercial uses along the old and new streets should be re-examined.

2. **Parallel Road to West Main Street:** The City's Urban Design Plan makes a recommendation to extend a new, two lane road parallel to West Main Street, directly south of the railroad tracks. The benefits of such a project would be to:
 - a. Give Fifeville a positive front door image and reverse its "other side of the tracks" image.
 - b. Increase access and spur developed of the under-utilized land in that part of Fifeville.
 - c. Rechannel University Hospital traffic out of Fifeville on the Tenth Street connector.
 - d. Take traffic congestion off of West Main Street.

Some of the problems with this new street would be:

- a. Problems with intersections, especially at Ridge Street, the railroad crossing at Estes Street and at Lee Street, which may all necessitate traffic signals. Garrett Street is currently planned to be closed at Ridge Street.
- b. A new street would attract greater development potential in the neighborhood and perhaps "gentrify" this residential community.

- c. Create adverse environmental effects, such as additional noise and air pollution, traffic safety and parking problems in the neighborhood.
 - d. Business traffic could be removed to this street leaving West Main Street a less attractive commercial location.
3. **Intersection of 5th Street, SW and Cherry Avenue (Tonsler Park):** A 1986 Pedestrian Study done for the City of Charlottesville noted this as a problem area, with heavy automobile traffic, retail activity and the constant crossing of pedestrians to Tonsler Park. There are no speed limit signs and visibility is difficult down the hill from Ridge Street, among others problems. The report recommended to: 1) mark the crosswalks to formalize pedestrians activity, 2) install playground warning signs and 25 miles per hour signs, and 3) increase street lighting.
4. **Ridge Street Bridge Replacement:** Plans are underway to replace the old wooden bridge on Ridge Street over the railroad tracks. The new bridge will be wider to accommodate increased traffic flow.
5. **Internal Traffic Considerations:**
- a. **Street Circulation:** The narrowness of the streets in this densely settled area makes traffic circulation difficult. Only Nalle Street and parts of King and Grove Streets are currently one-way. In the eastern edge of Fifeville, the following streets have traffic flow problems: 1) Dice Street from 4th to Ridge going west; 2) Oak Street from 4th to Ridge going west; 3) 6th Street from Cherry to Dice going south, and; 4) 6 1/2 Street from Cherry to Dice going north.
 - b. **Railroad Crossings:** The automobile crossing at Fifth Street could be improved with new gradings, signalization and crossing arms. On the western side of Fifeville, between Ninth Street and Shamrock Road, there is no way for pedestrians to cross legally. They now cross behind Brandon Avenue from Grove Street.
 - c. **Neighborhood Parking:** Neighbors are concerned that, even with the building of parking garages at the University Hospital and along West Main Street, additional development will encourage commuters and shoppers to park in Fifeville.
6. **Intersection of Monticello Avenue and Ridge Street:** Monticello Avenue is a major boulevard connecting Fifeville, Downtown and Belmont, and could be used better if cars could more effectively turn left on to Ridge Street.
7. **Air Traffic:** Situated in the direct flight path of the emergency helicopter, Pegasus, between Blue Ridge Hospital and the Replacement Hospital, several Fifeville residents have complained about the noise and disturbance of Pegasus, especially at night.

G. CRITICAL AREAS

There are many properties in the neighborhood that offer unique opportunities to developers, prospective home-owners, and other interested parties. These

properties are either vacant, underutilized, architecturally or historically significant, and/or as open space. There are approximately 30 vacant properties in the neighborhood with development potential, and others, such as the old station master's house on Delevan Street, are underutilized.

H. PUBLIC SAFETY

Fifeville, with 3.6 percent of Charlottesville's population, had four percent of the City's reported Class I crimes in 1986. Crime and public safety are very serious issues, especially for Fifeville residents. In almost every category, the counts for Class I crimes in the West Main Street study area are highest in Fifeville. It should also be taken into consideration that Fifeville is the largest neighborhood in the study area in terms of both land area and population. These aspects aside, crime is still perceived as a major threat to neighborhood security and stability.

In 1986 there were nine robberies, 45 reported counts of break-ins, and 63 counts of larceny, or common theft in Fifeville. There were 13 cases of aggravated assault and 38 of simple assault. Eleven cars were stolen in the Fifeville neighborhood in 1986. In addition, there was one reported forcible rape in the neighborhood. These crimes occurred primarily in the western end of Fifeville and on properties along Cherry Avenue.

Fifeville accounted for a large percentage of the reported cases for police action on damage to private property. An even larger percentage of the study area's 375 counts of family offenses occurred in Fifeville. Disorderly conduct is another major crime problem in the neighborhood. These statistics do not include the drug and alcohol problems, loud music, disorderly conduct and sexual offenses neighbors complain about in the adjacent Tonsler Park.

I. RECOMMENDATIONS FOR FIFEVILLE

Also see the urban design related recommendations found in Chapter IV, and the Replacement Hospital related recommendations found in Chapter III.

1. **Parking and Circulation:** For selected streets, such as Dice Street, parking should be restricted to one side of the street to improve traffic circulation and safety. This would make walking and driving more safe and help reduce neighborhood congestion as well. The City should work with the Fifeville Neighborhood Association and local residents to identify such streets. The establishment of resident permit parking should be considered for some streets.
2. **Urban Design:** (See recommendations in the Urban Design Section) Implementation of the recommendations of the City's Urban Design Plan, tied together with the construction of affordable housing on adjacent underutilized property, would benefit Fifeville by 1) providing a new "front door" to the neighborhood, 2) make accessible large parcels of land for needed housing and community facilities, 3) channel Medical Center traffic out of Fifeville, and 4) take traffic congestion off West Main Street.
3. **Zoning of Industrial Property:** Consideration should be given to rezoning

some of the M-1 industrially zoned areas in Fifeville to R-2 or R-3 residential. The City's Land Use Plan should also be revised to reflect this. The legal implications of such changes also need to be considered. Specific parcels that should be studied are City Tax Map 30, parcels 8 through 23, and City Tax Map 29, parcels 69 through 76 (See Map G on page 20). As is recommended in the City's Urban Design Plan, rezoning this industrially zoned vacant and/or underutilized property along the proposed Garrett Street Extension to residential uses would assist in the development of affordable housing there, thus strengthening the residential character of Fifeville.

4. **Ninth - Tenth Street Realignment:** Make certain that the improvements of the proposed realignment of Ninth and Tenth Streets have a minimal negative impact on the Fifeville neighborhood by restricting curb cuts and commercial activity on the new street. Landscape buffering and pedestrian improvements should be implemented.
5. **Zoning of Commercial Land on Ninth Street:** Once the Ninth-Tenth Street realignment project is complete, the original section of Ninth Street, SW between the railroad tracks and King Street will primarily become a neighborhood access street. Accordingly, in order to make this section of old Ninth Street more residentially oriented, consideration should be given (including legal implications) to rezoning the properties along it from B-2 business to R-2 residential. The City's Land use Plan already proposes one and two family residential use for this area, which includes City Tax Map 30, parcels 120 to 121, 90 to 91, 61 to 65 and 87 to 89 (See Map G on Page 20). Consideration should be given to the legal implications of such changes.
6. **Cherry Avenue Shopping District:** The area should be a target for urban design improvements and minority business revitalization projects. An urban design plan, identifying locations for improved landscaping, public facilities improvements, building design changes, etc., should be developed for the Cherry Avenue corridor. The City's minority business coordinator should identify and work with prospective minority businesses who want to locate there.
7. **Curbs, Sidewalks and Retaining Walls:** The following areas in the Fifeville neighborhood are in need of curb, sidewalk and/or retaining wall improvements:
 - a) West Dice Street, south side , between Fourth and Fifth Street, SW
 - b) Dice Street, both sides, at intersection of Sixth Street, SW
 - c) Fifth Street, SW, east side, between Dice and Oak Street
 - d) 6 1/2 Street, SW, west side, between Dice Street and Cherry Avenue
 - e) Nalle Street, both sides, entire length
 - f) Grove Street, south side, between Paton and Tenth Street, SW
 - g) King Street, west side, between Paton and Tenth Street, SW

The City should work with the Fifeville Neighborhood Association to identify specific needs. A list of needed improvements should then be considered during the City's annual Capital Improvement Program and Community Development Block Grant project review process.

8. **Air Traffic:** Medical Center officials should consider reducing the noise

impact of the Pegasus helicopter on residential neighborhoods adjacent to the Medical Center. Alternative routes should be studied, especially at night. The welfare of emergency patients, however, should not be jeopardized.

9. Tonsler Park: Neighbors complain that Tonsler Park, outside but immediately adjacent to the study area, is the major scene of much of the criminal activity in the neighborhood. Although the park officially closes at dark, people congregate there and in the woods. Neighbors want Tonsler Park and the nearby woods cleaned up, patrolled at night and returned back to a safe place to be for adults and children. Consideration should be given to installing an emergency phone in the area directly hooked up to the the City's 911 number.

Table B

ECONOMIC CHARACTERISTICS OF FIFEVILLE

	City of Charlottesville	Fifeville	Percent of City Average
Median household income	\$13,942	\$10,968	79%
Median family income	19,115	11,947	63%
Per capita income	6,935	4,988	72%

Source: 1980 U.S. Census

Table C

FIFEVILLE HOUSING CONDITION AND TENURE *

Condition	Owner	Renter	Total
Excellent / Good	55.9 % (71)	44.1 % (56)	72.4 % (127)
Average	50.0 % (142)	50.0 % (140)	50.0 % (284)
Poor / Deteriorated	28.6 % (20)	71.4 % (50)	12.3 % (70)
Unknown	3.4 % (3)	96.6 % (84)	15.3 % (87)
Total	41.5 % (236)	58.5 % (332)	100.0 % (568)

Table D

FIFEVILLE LAND USE ANALYSIS

LAND USE	EXISTING	ZONING	PLANNED
1 & 2 FAMILY RESIDENTIAL	69.2%	65.5%	64.0%
MULTI-FAMILY RESIDENTIAL	1.9%	8.6%	8.4%
OFFICES	.3%	.3%	.5%
COMMERCIAL	8.2%	12.9%	13.0%
INDUSTRIAL	3.3%	12.7%	12.6%
PUBLIC AND CULTURAL	2.9%	-	.6%
VACANT AND OTHER USES	14.2%	-	.9%
TOTAL	100.0%	100.0%	100.0%

Table E

FIFEVILLE HOUSING TYPES AND TENURE

Type of Unit	Owner	Renter	Total
Single Family Residential	62.9 % (219)	37.1 % (129)	61.3 % (348)
Two Family Residential	7.7 % (12)	92.3 % (143)	27.3 % (155)
Multi-Family and Other	3.3 % (2)	96.7 % (57)	10.4 % (59)
Total	41.5 % (236)	58.5 % (332)	100.0 % (568)

Source: 1987 City Land Use, Housing and Transportation Data File.

VI. STARR HILL

A. DESCRIPTION

Starr Hill is located in the central part of Charlottesville, along West Main Street, between the Southern Railroad and Ridge-McIntire Roads. It is a mixed use neighborhood composed of businesses along West Main Street and Preston Avenue, the City Yard to the north, and residential uses in the center.

Although the 41.5 acres in the neighborhood represent a very small percentage of the City's total land area, Starr Hill is one of the most intensely used neighborhoods in Charlottesville. Only eleven percent of the neighborhood is used for housing. The rest is occupied by public and commercial uses. Starr Hill was the target of a \$1.1 million successful revitalization effort by the City between 1978 and 1981, funded by the federal Community Development Block Grant Program.

B. NEIGHBORHOOD GOALS

The major goals this study has identified for the Starr Hill Neighborhood are:

1. To develop and re-vitalize the vacant and under-utilized properties along West Main Street to create an attractive and accessible mixed-use central city corridor.
2. To ensure that these improvements are done in conjunction with the City's Urban Design Plan, and are geared towards the preservation and rehabilitation of existing structures and landmarks, in an accessible pedestrian oriented environment.
3. To improve and correct deficiencies in the traffic and parking system along the West Main Street corridor.
4. To make certain that the Starr Hill area is a safe place to live and work.

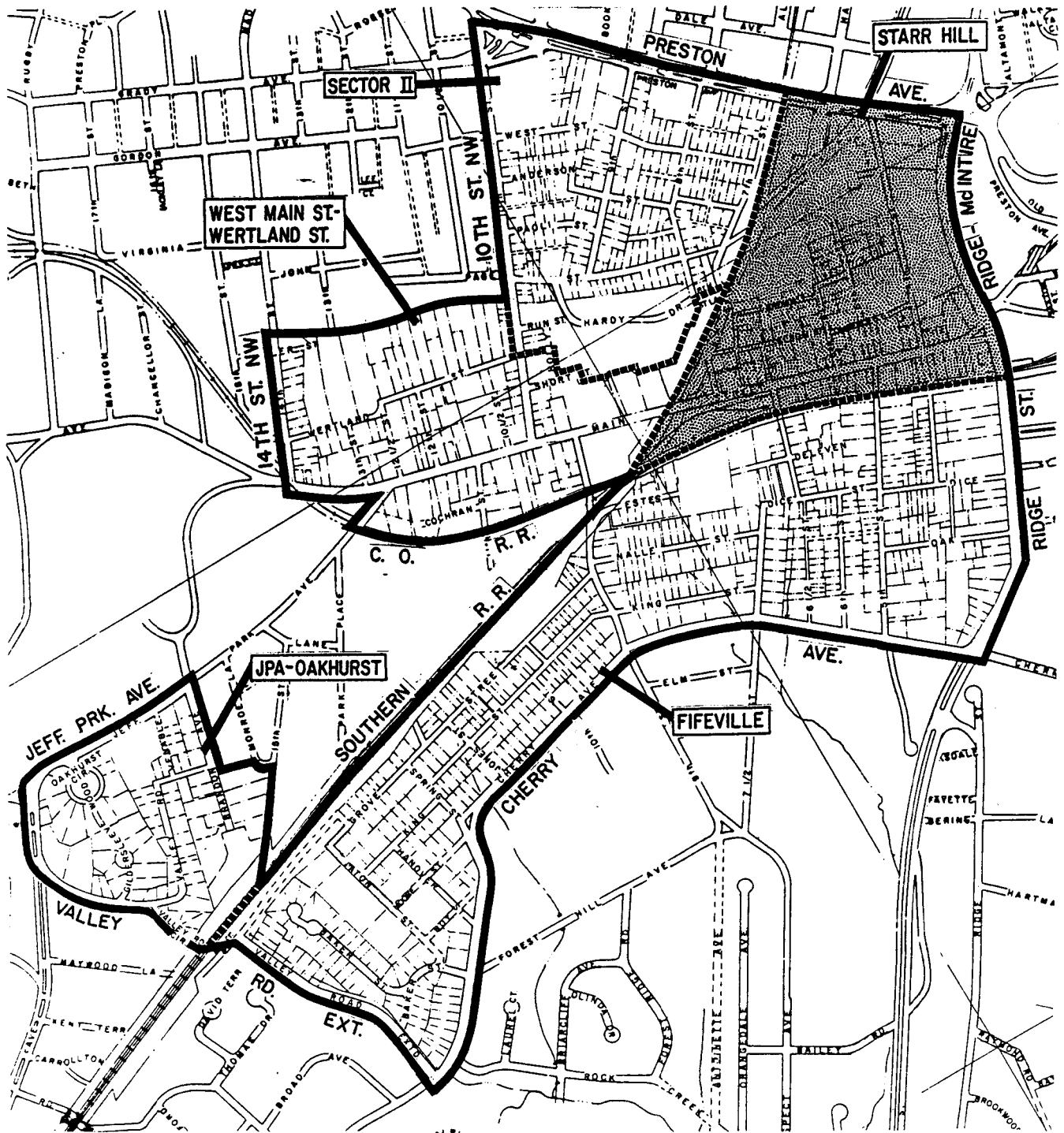
C. POPULATION


In 1986 there were an estimated 143 residents in the Starr Hill neighborhood. Of these, 13 (nine percent) were students at the University of Virginia. Between 1980 and 1986, there was an estimated six percent drop in the population (from 153 to 143), most likely due to a change in household size or relocation of residents. There is no significant population growth or decline projected for Starr Hill.

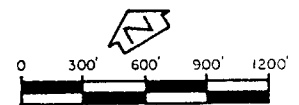
As part of the 1980 U.S. Census Neighborhood Statistics Program, special characteristics of the Starr Hill neighborhood were analyzed and compared to the city average population. The following paragraphs highlight special demographic and economic concerns in the neighborhood.

1. **Race:** In 1980 more than 78 percent of Starr Hill's residents were Black, compared to a City wide figure of 18.5 percent.

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



 STARR HILL NEIGHBORHOOD



2. **Age and Household Size:** The average number of persons per household is slightly higher than the City average, as is the number of persons per family. The elderly population, although small in number (39), makes up a significant share the neighborhood population. More than 25 percent of Starr Hill's population was over the age of 65 in 1980.
3. **Education:** Residents of Starr Hill have a lower than average educational level than the rest of the City. About 46 percent of the adults over 24 years old are high school graduates compared to 65 percent throughout the City. About 29 percent of the residents had completed four or more years of college compared to 31 percent in all of Charlottesville.
4. **Income and Poverty Levels:** The 1980 U.S. Census indicates the median household income in Starr Hill was considerably higher than the City average (\$16,761 for Starr Hill to \$13,942 Charlottesville). Median family income was, however, lower than the City average (\$16,389 in Starr Hill to \$19,115 Charlottesville).

D. LAND USE

1. **Existing Land Use:** There are two major parts of the Starr Hill neighborhood: 1) The commercial, office, and City Yard section to the north, and; 2) the mixed use - commercial neighborhood to the south along West Main Street. (See Map B on page 15 and Table F on page 52)

Commercial and mixed use establishments along Preston, Ridge-McIntire and West Main Street are the largest land uses at 28.3 percent of the neighborhood's total land area. The City Yard is where the City of Charlottesville keeps most of its public works equipment, buses and trucks. The Yard takes up about one fourth of the total land area in Starr Hill. The Carver Recreation Center on Fourth Street, NW makes up about six percent of the neighborhood.

Vacant land and parking lots along West Main Street and the railroad tracks account for about 25 properties, representing more than eleven percent of the total Starr Hill area. Most of the housing in Starr Hill is made up of single family residences in the area between Elsom and Brown Streets. The 36 housing units account for only eight percent of the neighborhood land area.

2. **Zoning:** Zoning for commercial uses is the largest classification type in Starr Hill. B-3 commercial zoning is located on Fourth Street, NW and along West Main Street. Downtown commercial, mixed use zoning (B-4) is found along West Main Street east of the B-3 area. The B-4 district is also designated for architectural design control. (See Map C on page 16)

Light industrial zoning (M-1) makes up 34 percent of the neighborhood. Much of this is the City Yard and the area along Preston Avenue between the railroad tracks. All the housing in Starr Hill is zoned for highest intensity R-3 multi family uses. Housing, however, can be built in the commercial zoned areas as well. Another zoning classification is the parking exempt zone along the West Main Street corridor, which relaxes parking requirements for business and other uses located there.

3. **Land Use Plan:** The City's Land Use Plan calls for mixed uses (downtown scale) for the whole area along West Main Street and between Fourth Street and Ridge-McIntire Road. Commercial uses are called for along Preston Avenue between Seventh and Fourth Streets. The northern part of City Yard and Carver Recreation Center are designated for public space. Multi-Family housing is proposed in the southern half of the City yard above Brown Street. The rest of the neighborhood is planned to be one and two family. A neighborhood park is also designated north of Elsom Street between Sixth and Seventh Street.

4. Land Use Analysis

- a. **Housing:** Most of the housing in Starr Hill is single family, but the zoning designates multi family uses. The Land Use Plan calls for keeping the current housing stock single and two family and to allow a new multi-family residential area on Brown Street should the City Yard eventually relocate.
- b. **Commercial Uses:** The Land Use Plan calls for mixed uses in more areas than currently zoned.
- c. **Industrial Uses:** The City Yard and the area north of it to Preston between Seventh and Fourth Streets is zoned light industrial, but the Land Use Plan proposes commercial use.

E. NEIGHBORHOOD AND HOUSING CONCERNS

1. Neighborhood Concerns

Because Starr Hill has recently undergone extensive revitalization, few housing and neighborhood improvement problems are evident. There are, however, some environmental issues that should be addressed.

- a. **Sidewalks and Curbing:** Elsom Street is lacking curbing and sidewalk improvements on the north side to protect lawns and to correct possible drainage problems.
- b. **Railroads:** The lack of proper maintenance of railroad property is a source of constant complaints by City residents.
- c. **Southwest Corner of Preston and Fourth Street NW:** This underutilized area is an unattractive entrance to Downtown but has great development potential because of its proximity to Downtown.

2. Housing Concerns

As mentioned earlier, the predominant housing form in Starr Hill is the single family and two family residence. Homes are built on a more moderate scale in the part of the neighborhood off West Main Street. Any new construction should reflect this type of housing.

Table H on page 52 reflects the accomplishments of the Starr Hill revitalization project. None of the houses surveyed were below average in

structural condition.

F. TRAFFIC AND PARKING

Traffic through and around the Starr Hill neighborhood is the heaviest in the study area because of Starr Hill's proximity to Downtown. 1986 traffic counts show that Preston Avenue, a four-lane divided roadway, had 22,420 trips per day (tpd), Ridge-McIntire Road had 22,820 tpd, Ridge below Main Street had 21,540 tpd, and West Main Street bears 18,090 trips a day. Pedestrian traffic is heaviest along West Main Street and across Ridge/McIntire Road at Preston Avenue and West Main Street.

Bicycles are also a major traffic factor on West Main Street and on Preston Avenue. Starr Hill is more than adequately served by public transportation. The Charlottesville Transit Service (CTS) bus routes travel down West Main Street and up Ridge Street to and from Downtown. One bus route travels down Preston Avenue. Although parking is a major land use along West Main Street due to a large number of vacant lots, curbside and off-street parking on the corridor is a primary concern for commercial redevelopment programs. The Southern Railway Station at Seventh and West Main Street is an underutilized site and a possible location for more intensified use, such as a commercial/office/transit.

The following are transportation related areas of concern in the Starr Hill neighborhood.

1. **Intersection of West Main Street, Ridge Street, Water Street and Ridge-McIntire:** The City's 1986 Pedestrian Study noted this as a dangerous intersection for pedestrians due to heavy auto traffic and the irregular street pattern. Although the study's recommendations for improving the intersection for pedestrians have been implemented, the area is still confusing and dangerous for automobiles. There were twelve traffic accidents there for the first half of 1986.

The City's Urban Design plan makes a recommendation for a traffic circle based design for this intersection.

2. **Parking:** The 1986 "Parking Study for the Central City Area of Charlottesville", by Wilbur Smith and Associates, recommended a number of site-specific improvements for parking in the Starr Hill area, including changing a fee for parking in the public lot behind the Old Albemarle Hotel, developing additional parking at the Southern Railroad Station, and installing short-term parking meters on West Main Street.

In addition, the City's Urban Design Study makes the following suggestions:

- a. Build a parking deck on the lot at Albemarle Hotel, taking advantage of the change in topography on West Main Street and Sixth Street.
- b. Locate customer parking to the rear of Main Street buildings to present a strong streetscape and still provide ample parking. This would have to be done with sufficient lighting and security features to guarantee night time safety.

3. **Ridge Street Bridge:** The current wooden bridge on Ridge Street over the railroad tracks is set to be replaced and traffic lanes, lighting, etc. improved.
4. **Intersection of 4th Street and Preston Avenue:** This signalized intersection had a higher than average accident rate (five accidents for the first six months of 1986) due to the high volume of traffic on Preston Avenue, slower and heavy equipment traveling to and from the City Public Works Yard. Access to the County Office Building is indirect here. Better traffic management, especially with the County Office Building driveway, could make the intersection safer.
5. **Bicycles:** Cyclists travel West Main Street and Preston Avenue. Bicycling down West Main Street is a quick way to get from the University to Downtown. They complain that although they obey the rules of the road, automobile users do not recognize their traffic rights.

G. CRITICAL AREAS

A number of parcels of land in the Starr Hill neighborhood offer a unique development opportunity due to at least one of the following four factors: 1) underutilized property, 2) vacant property, 3) open space/ recreational areas, or 4) historic or architectural significance.

1. **Underutilized Land:** The development potential of the parcel at the intersection of Preston Avenue and Fourth Street NW needs to be studied further. It currently serves as a parking lot and storage area for several smaller private operations and is a poor gateway to downtown. The City Yard also has development should the City eventually decide to relocate its operations.
2. **Vacant Property:** Several of the vacant parcels in Starr Hill may offer opportunities for housing. Other small areas could be used as open spaces or green areas.
3. **Open Space/Recreational Areas:** The Jefferson School/Carver Recreation Center was formerly a neighborhood elementary school. The complex also houses the City's adult education facilities and the City Farmers Market. Between 1987 and 1989, the complex will house elementary school classrooms while Clark School and then Venable School are being renovated. Its central location offers an excellent opportunity for more intensive use.
4. **Historical and Architecturally Significant Structures:** Currently, the properties along West Main Street from Sixth Street NW east to Ridge - McIntire are covered under the Downtown Architectural Design Control District. Those architecturally significant buildings are protected by the zoning ordinance from incompatible alteration or infill. Other properties along West Main Street have been listed on the National Register of Historic Places. They, however, have no protection from adverse intrusion.

H. PUBLIC SAFETY

Starr Hill, with 0.3 percent of the City's population, reported 3.1 percent of Charlottesville's Class One crimes in 1986. The perception of Starr Hill as an unsafe place must be changed. The Starr Hill area lies along the West Main Street corridor, which also happens to be one of the areas most susceptible to crime in the City. Central city areas are usually prone to this, but numerous cities have fought to successfully reduce their crime rate. This sort of re-vitalization takes commitment from both the police and the general public.

The Starr Hill area does have a crime problem, but it does look reversible. In 1986 there were two reported incidents of aggravated assault and 18 counts of simple assault. For the same year there were two robberies and 24 break-ins. Seven automobiles were stolen and there were 89 counts of larceny or common theft.

Most of these crimes occurred along West Main Street or to the areas just behind it. 1987 data from the Charlottesville Police Department indicates that the Greyhound/Trailways bus station on West Main Street was a trouble spot. Another problem location was near Reid's Grocery Store on Preston Avenue. In addition, the West Main Street corridor bore a large percentage of last year's calls for disorderly conduct and 42 percent of the 464 calls for public drunkenness.

I. RECOMMENDATIONS FOR STARR HILL

1. **Residential Zoning In Starr Hill:** Consideration should be given to changing zoning in the Starr Hill neighborhood to correlate to the City's Land Use Plan. The Land Use Plan designates the residential area on Fourth and Fifth Street, NW and from Elsom Street to Brown Street (City Tax Map 32, parcels 106 to 144) as one and two family residential, but the zoning in that area is R-3 multi-family (See Map G on page 20). This zoning should be changed to R-2 residential to preserve the existing single family residential character of the neighborhood. Consideration should also be given to the legal implications of such changes.
2. **City Yard:** The City should consider alternative uses for the City Yard should it no longer be needed in the future. These alternative uses could involve private development of commercial and/or residential uses, construction of new streets for improved circulation, etc.
3. **Railroads:** See recommendations in the General Findings Section. Two railroad areas in particular in the Starr Hill neighborhood need improvement: 1) the Eighth Street, NW underpass, which is a safety hazard, and 2) the Southern Railway spur to Fourth Street, NW, which is littered, overgrown and a potential health and safety hazard. For the Eighth Street underpass, it is recommended that the road be lined to define the lanes and improve safety, and that drainage improvements be made.
4. **Parking:** It is recommended that parking meters be installed on the spaces in the Albemarle Hotel parking lot. This would encourage more parking turnover and therefore increased short-term parking availability. A study

should also be made of the feasibility of constructing a small deck on this lot.

5. **Jefferson School and Adjacent Underutilized Land on Fourth Street, NW:** Should Jefferson School no longer be needed by the school system, alternative uses such as residential or office development should be considered for the site. Should the City Yard eventually move, the Carver Recreation Center could possibly be relocated, making additional space available for development on the Jefferson School site.

Table F

STARR HILL LAND USE ANALYSIS

	Existing	Zoning	Land Use Plan
1 & 2 Family Residential	9.9%	0.0%	9.0%
Multi-Family Residential	.7%	10.6%	2.1%
Offices	2.2%	9.4%	0.0%
Commercial & Mixed Uses	28.3%	46.0%	49.8%
Public Uses and Parks	39.8%	---	36.1%
Light Industrial	10.4%	34.0%	0.0%
Vacant/Other Uses	3.7%	---	3.0%
Total	100%	100%	100%

Source: Dept. of Community Development Land Use, Housing and Transportation Data File, 1987.

Table G

Starr Hill Housing Types and Tenure

Type of Residence	Owner	Renter	Total
Single Family Residential	50.0 % (18)	50.0 % (18)	54.5 % (36)
Two Family Residential	7.1 % (1)	92.9 % (13)	21.2 % (14)
Multi-Family/Other	---	100.0 % (16)	24.3 % (16)
Total	28.8 % (19)	71.2 % (47)	100.0 % (66)

Source: Dept. of Community Development

Table H

Starr Hill Housing Condition and Tenure *

Condition of Unit	Owner	Renter	Total
Excellent/Good	66.7 % (4)	33.3 % (2)	9.1 % (6)
Average	28.6 % (14)	71.4 % (35)	74.2 % (49)
Poor/Deteriorated	---	---	---
Unknown	9.1 % (1)	90.9 % (10)	16.7 % (11)
Total	28.8 % (19)	71.2 % (47)	100.0 % (66)

Source: Department of Community Development

VII. JEFFERSON PARK AVENUE - OAKHURST CIRCLE

A. DESCRIPTION

This residential neighborhood to the west of the University of Virginia Replacement Hospital and south of Central Grounds is the smallest of the five neighborhoods in the West Main Street - University Hospital Neighborhood Study area (24.5 acres). The Jefferson Park Avenue (JPA) - Oakhurst Circle area does, however, have the highest concentration of resident university students (620). Most of the neighborhood contains apartment buildings for University students and employees, except for a single family residential area on Gildersleeve Wood.

B. NEIGHBORHOOD GOALS

Bordered on two sides by the University, the JPA - Oakhurst neighborhood faces growth pressure from adjacent University building projects and student residential needs. The four neighborhood goals listed below are directed at addressing the current neighborhood concerns.

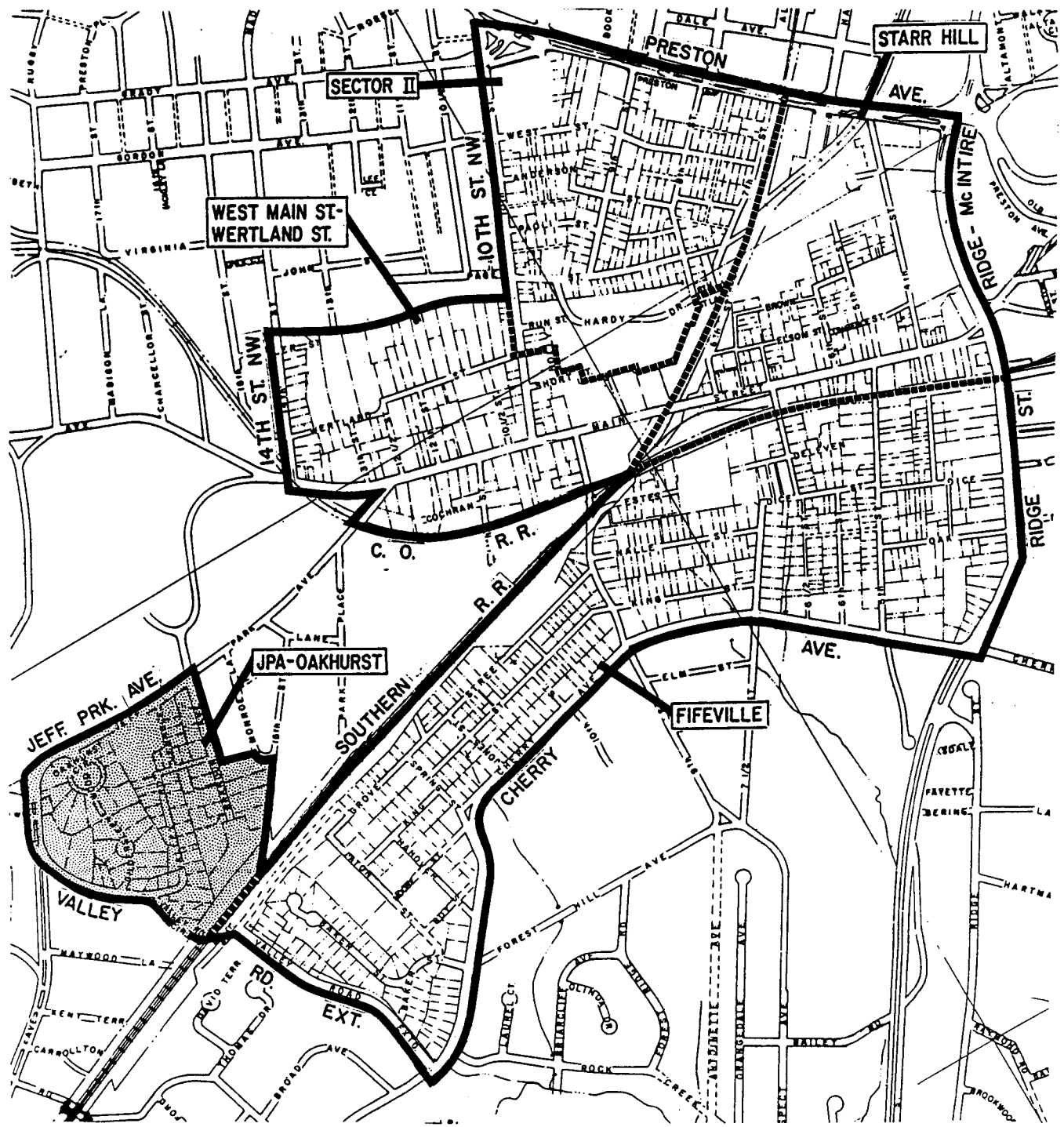
1. Work toward stabilization of the single family, owner occupied housing area along Gildersleeve Wood.
2. Improve current pedestrian and automobile circulation and parking difficulties on Jefferson Park and Brandon Avenues.
3. To create a more livable environment by working with landlords and students to further improve property maintenance.
4. Make certain that the JPA - Oakhurst area is a safe place to live and visit.

C. POPULATION TRENDS

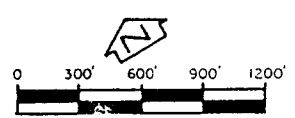
In 1986 there were approximately 900 residents in this neighborhood, most of them living in the Brandon Avenue and Jefferson Park Avenue areas. Of that total, 620 (69 percent) of them were students at the University of Virginia. This area accounted for the greatest population and density in any of the neighborhoods in the West Main Street - University Hospital study area. Estimates about the general characteristics of this neighborhood's population were not made by the U.S. Census Bureau in 1980, but generalizations about this population can still be made.

The high percentage of students most likely means that the average household size in the neighborhood is greater than the City average. From its University student oriented nature, it can be assumed that the population is fairly well educated, majority white, and transient renters. The average age there should be lower than the rest of the City as should be the average income.

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



■ - JPA-OAKHURST NEIGHBORHOOD



D. LAND USE

1. **Existing Land Use:** The neighborhood, bounded by JPA, Valley Road and the Replacement Hospital, contains 24.5 acres in five large city blocks. Land uses are mostly residential (82.3 percent). Nine properties are used for offices, mostly University related. The University parking lot on JPA takes up about 2.7 acres of the total land area in the neighborhood. (See Map B on page 15 and Table I on page 59)

Single family and two family residences are concentrated around Oakhurst Circle, Gildersleeve Wood and Valley Road. Multi-family apartment buildings are found on JPA and Brandon Avenues. There is a University nurses dormitory on Brandon Avenue as well. Offices are located primarily in the northeast corner of the neighborhood along Venable Street and Jefferson Park Avenue.

2. **Zoning:** The current zoning regulations designate a heavier density development of multi-family housing in the majority of JPA - Oakhurst. The entire area along JPA and Brandon Avenues is zoned R-3 multi-family residential. Two family housing R-2 zoning is located along Valley Road, while a small area on Gildersleeve Wood is zoned for single family housing (R-1). (See Map C on page 16)
3. **Land Use Plan:** The City Land Use Plan differs from what is called for in the zoning regulations for the neighborhood. West of Venable Street is planned for one and two family housing. The eastern half of the neighborhood designated for "public or semi-public" uses.

E. NEIGHBORHOOD AND HOUSING CONCERNS

Neighborhood and housing concerns in this neighborhood relate directly to problems associated with automobile traffic and parking, rental housing and University students.

1. **Property Maintenance:** The condition of any neighborhood can quickly deteriorate when properties are not maintained by their owners or tenants. Property maintenance is one of the principal concerns in the JPA - Oakhurst area.
2. **Curbs and Sidewalks:** An increasing amount of automobile and pedestrian traffic is causing deterioration of curbs and sidewalks in JPA -Oakhurst Circle. These curbs and sidewalks can improve the area by controlling storm water drainage. They also define the border between pedestrians and automobiles.

A visual inspection of the neighborhood found these areas are in most need of sidewalk and curb improvements:

- a. **Brandon Avenue:** Sidewalk and driveway apron improvements are needed the entire length of the street. Many sections are crumbling and the sidewalk may not be wide enough for the current amount of pedestrian traffic.
- b. **Valley Road:** Curbing and sidewalks are needed from Brandon Avenue to the

University parking lots to service the parking lot traffic.

3. **Housing:** As mentioned earlier in the Land Use section, the majority of the housing stock in the JPA - Oakhurst neighborhood is multi-family dwellings and apartment buildings. This accounts for the extremely low owner to renter ratio of one to eleven. Such a small ratio and a high student population fluctuation could explain current property maintenance and parking problems in the neighborhood. (See Map D on page 17 and Table J on page 59).

The zoning designates for the interior part of the JPA-Oakhurst neighborhood to be one and two family units (R-2). Because this area is a rather unique combination of distinctive architectural and landscape styles, the Oakhurst Circle and Gildersleeve Wood area would be adversely impacted by any great shift from owner to renter occupancy. Such a change would most likely disturb that special neighborhood area.

Table K on page 59 shows all of the housing stock in JPA - Oakhurst Circle neighborhood either of average or above average structural condition. There are complaints, however, relating to general property maintenance.

F. TRAFFIC AND PARKING

Jefferson Park Avenue, the northern border of this neighborhood, is one of the major arterial streets in Charlottesville. A 1986 traffic count reported 15,120 trips per day along JPA near the Hospital. The other streets in the neighborhood are mostly interior and serve minor residential traffic. Brandon Avenue, with several major apartment buildings and a University dormitory, has the second heaviest volume of auto traffic.

Parking is a major land use in the neighborhood because of a 212 space University lot off Venable Street and an 83 space lot on Brandon Avenue. The second lot is planned to be the site of a student health center in the future. Some of the on-street parking is by permit only on Valley Road and Brandon Avenue, otherwise most of the streets are heavily congested with curbside parking during the school year. The opening of the University of Virginia Replacement Hospital may create additional traffic problems in the area.

Pedestrian traffic in JPA - Oakhurst is heavy due to the proximity of the University and the Hospital. Major pedestrian crossings on JPA are opposite Oakhurst Circle, Cabell Hall, and Brandon Avenues. There is also a unauthorized pedestrian crossing of the railroad tracks at the rear of the 600 Brandon Avenue Apartments. Sidewalks on Brandon Avenue are barely adequate for two people walking abreast.

The area is more than adequately served by public transportation by both the City and the University bus systems. City routes go to Downtown, Fry Springs, Barracks Road, and to Orangedale. Bicycles are another major form of local traffic and are frequently seen on JPA and Brandon Avenue.

1. **Intersection of JPA and Emmet Street:** This triangular intersection connects two of Charlottesville's major arteries for north bound and east - west traffic. Through traffic and right hand turns for automobiles are not difficult with the current traffic pattern. Left hand turns and any

crossings for pedestrians and bicyclists are quite difficult. This makes it frustrating for many travelers and accounted for at least two reported traffic accidents in the first six months of 1986.

The City's 1986 Pedestrian Study notes that there is a general lack of sufficient sidewalks in the intersection, only one marked crosswalk, restricted auto visibility, and inadequate lighting. Recommendations call for the installation of crosswalks and signage for pedestrian traffic, sidewalks along the roads and in the traffic islands, trimming tree limbs, and to upgrade street lighting. A University of Virginia plan for the same area calls for a new traffic lane for left hand turns through the island and a traffic signal.

2. **University Parking Lot at Venable Lane and JPA:** This lot is a major parcel of underutilized land.
3. **Intersection of Brandon Avenue, Rouss Lane, and JPA:** At least three accidents were reported here in the first six months of 1986. The 1985 Charlottesville Pedestrian Study also cited this as a major problem intersection in the City. The intersection is probably one of the City's heaviest due to the proximity of the Hospital, Central Grounds, and nearby student residences. Often a police officer is needed here to control traffic in the afternoons and rush hours. Traffic signals and upgraded street lighting are called for in the Pedestrian Study as well as crosswalk painting.
4. **Pedestrian Crossings of the Railroad Tracks:** There is no legal right-of-way for pedestrians to get across to the south side of the railroad tracks from Shamrock Road to Tenth Street. Many cross behind the Brandon Avenue Apartments to Grove Street. This crossing presents a safety hazard.
5. **Permit Parking:** To alleviate residential parking problems in the neighborhood, the neighborhood may wish to explore a permit parking system on Gildersleeve Wood and other portions of Valley Road.

G. CRITICAL AREAS

There are few vacant or underutilized parcels of land in the JPA - Oakhurst large enough for development. One exception is Number 4 Gildersleeve Wood (City Tax Parcel 11-8). There is a single family home on this 44,000 square foot property, but it is zoned R-3 multi-family residential and therefore has additional development potential.

Oakhurst Circle is the heart of a small residential area and a small retreat from the busy University community nearby. There is a private park serving the residents around Oakhurst Circle, and the beauty and maintenance of this natural area should be a high priority of the neighborhood.

Many of the buildings along Oakhurst Circle and Gildersleeve Wood are architecturally significant. The buildings are, however, not old enough (pre 1885) to qualify for architecture design controls. Owners and residents of the neighborhood should be encouraged to maintain the integrity of these structures.

H. PUBLIC SAFETY

For the most part, the JPA - Oakhurst area is relatively safe compared to other parts of the study area. In 1986, this neighborhood, with 2.2 percent of Charlottesville's population, reported 0.7 percent of the City's Class One crimes. Perceptions of crime, especially for sexual assault, are sometimes greater than what reported statistics show. The Charlottesville Police Department reports that there was one incident of reported rape in the neighborhood in 1986. There were 2 simple assaults and 8 counts of break-ins. Larceny, or common theft, was the largest reported type of crime in the JPA - Oakhurst area, with 20 counts. The high number of student residents also accounted for a more than average call for police for loud music.

I. RECOMMENDATIONS FOR JPA - OAKHURST

1. **University Parking Lot at Venable Lane and JPA:** This lot is a major parcel of underutilized land in the City. Parking should be provided elsewhere if this land is used for more intensive use. If it is retained as a parking lot, the JPA entrance to the lot should be relocated to reduce congestion and safety problems as cars enter and exit onto JPA. Access would be better served if commuter parkers would enter from Brandon Avenue to the parking lot. This would also necessitate the installation of a traffic light at Brandon and Jefferson Park Avenue. The University should keep neighborhood residents informed of any future plans for this property.
2. **Intersection of Brandon Avenue and JPA:** The recommendations of the City's 1985 Pedestrian Study should be implemented for this intersection. Suggested improvements include a new signal, better street lighting and crosswalk painting.
3. **Hospital Access Road:** Explore the possibility of a new southern access road to the University of Virginia Medical Center. This access road could possibly run parallel to the Southern Railroad right-of-way and then back to Jefferson Park Avenue by a route to be determined. This would provide improved access to the Medical Center from the south.
4. **JPA-Emmet Street-Stadium Road Intersection:** Adopt the recommendations of the City's 1985 Pedestrian Study for improvements to this intersection. These improvements include the installation of marked crosswalks, construction of additional sidewalks, visibility improvements and upgraded street lighting. Additional consideration should be given to making the JPA - Emmet Street intersection a "T" intersection, where both streets meet at a ninety degree angle.
5. **Internal Circulation Improvements:** Consider additional permit parking, and one side of the street parking restrictions in the JPA - Oakhurst neighborhood.

Table I

JPA - OAKHURST CIRCLE LAND USE ANALYSIS

LAND USE TYPES	EXISTING	ZONING	PLANNED
1 & 2 FAMILY RESIDENTIAL	50.3%	41.2%	62.7%
MULTI-FAMILY RESIDENTIAL	32.0%	50.1%	---
OFFICES	---	.2%	---
PUBLIC/CULTURAL	13.5%	---	37.3%
UVA/OTHER	4.2%	8.5%	---
TOTAL	100.0%	100.0%	100.0%

Source: Dept. of Community Development

Table J

JPA - OAKHURST CIRCLE HOUSING TYPE AND TENURE

<u>TYPE OF RESIDENCE</u>	<u>OWNER</u>	<u>RENTER</u>	<u>TOTAL</u>
SINGLE FAMILY	51.7 % (15)	48.3 % (14)	12.0 % (29)
TWO FAMILY	12.8 % (5)	87.2 % (34)	16.1 % (39)
MULTI-FAMILY	---	100.0 % (173)	71.5 % (173)
OTHER (DORM)	---	100.0 % (1)	< 1.0 % (1)
TOTAL	8.3 % (20)	91.7 % (222)	100.0 % (242)

Source: Dept. of Community Development

Table K

JPA - OAKHURST CIRCLE HOUSING TYPE AND TENURE

<u>CONDITION</u>	<u>OWNER</u>	<u>RENTER</u>	<u>TOTAL</u>
EXCELLENT	35.3 % (6)	64.7 % (11)	7.0 % (17)
AVERAGE	18.9 % (14)	81.1 % (60)	30.6 % (74)
POOR/DETERIORATED	---	---	---
UNKNOWN	---	100.0 % (151)	62.4 % (151)
TOTAL	8.3 % (20)	91.7 % (222)	100.0 % (242)

Source: Dept. of Community Development

VIII. SECTOR II

A. DESCRIPTION

Sector II is a predominantly residential neighborhood in central Charlottesville bounded by Preston Avenue to the north, the Southern railroad to the east, the C&O Railroad to the south, and the Venable neighborhood to the west. Also considered part of the eastern half of the Tenth and Page neighborhood, Sector II distinguishes itself, by being a relatively stable family area with little intrusion from University student residents and commercial establishments.

B. NEIGHBORHOOD GOALS

Maintaining and improving the quality of the residential environment of the area is the primary concern of the Sector II neighborhood. The goals listed below are:

1. To upgrade deteriorated housing in the neighborhood and create greater housing opportunities for low and moderate income families.
2. To increase the level of homeownership in the neighborhood.
3. To encourage property owners to maintain the homes and lots in good condition.
4. To maintain a pedestrian scale environment that is safe and convenient.
5. To make sure Sector II is a safe place to live.

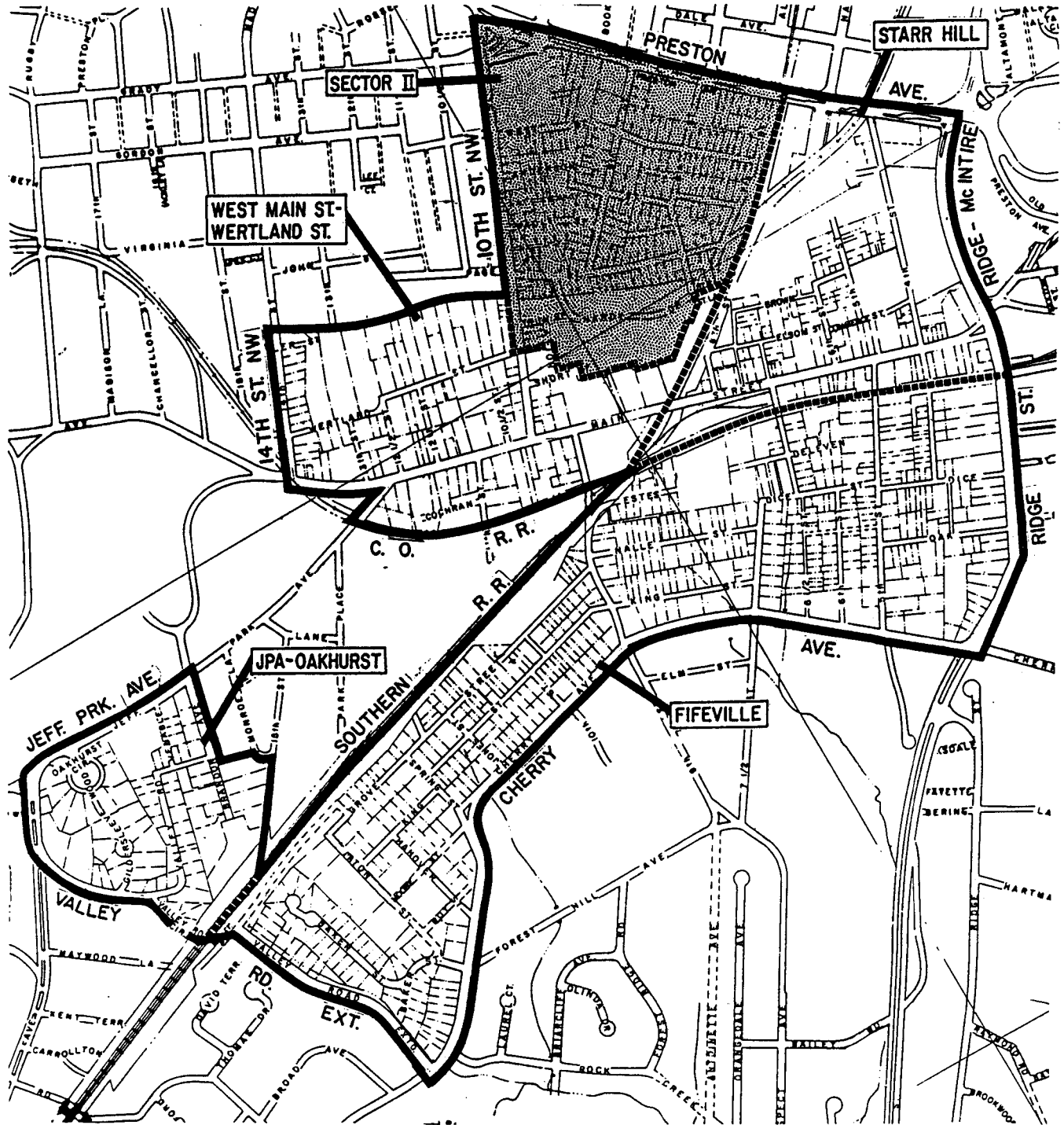
C. POPULATION

In 1986 there were an estimated 933 persons living in the Sector II neighborhood, a three percent decline from the 1980 US Census count of 966. There were four University of Virginia students living in Sector II in 1986. Little or no population growth is projected for the Sector II neighborhood due to the small amount of vacant land left open for housing development.

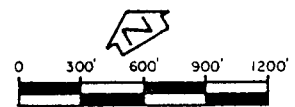
As part of the 1980 US Census Neighborhood Statistics Program, special population characteristics were developed for each of Charlottesville's neighborhoods. The following statistics were calculated for the Tenth and Page neighborhood, of which Sector II is a part. Sector II accounts for about one half of the total Tenth and Page neighborhood, and is fairly homogeneous. The same characteristics can therefore be expected to be relatively similar.

1. **Race:** Roughly 69 percent of residents in the Tenth and Page neighborhood are Black. This figure may be higher in the Sector II area because the larger Tenth and Page neighborhood includes apartment complexes occupied primarily by University Students in the Madison Avenue area.
2. **Age and Household Size:** The average age for residents of the Tenth and Page neighborhood is actually lower than the City average. About twelve percent of this neighborhood is over 65 years of age, which is close to

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



SECTOR II NEIGHBORHOOD



the City average. Sector II may, because of its relative residential stability, have a higher percentage of elderly, long-time residents than the whole Tenth and Page Neighborhood. The average number of persons per family in Sector II is just a little larger than the rest of the City, at 3.3 persons instead of 3.0.

3. **Education:** About 43 percent of the residents over age 24 in Tenth and Page have graduated from high school. This compares to a City average of 65 percent. Only ten percent of the same group have had four or more years of college education compared to 31 percent in the entire City.
4. **Income and Poverty:** The median household income in the Tenth and Page neighborhood is the lowest of any neighborhood in the Study area. The following income figures are just over half of the City average:

	CITY	TENTH & PAGE
Median Household Income	\$13,942	\$ 7,748
Median Family Income	\$19,115	\$10,000
Median Per Capita Income	\$ 6,935	\$ 3,641

Source: 1980 U.S. Census

In the Tenth and Page neighborhood, 18.8 percent of the families were listed as below the poverty level in 1980, compared to only 7.5 percent of the whole City. The entire neighborhood accounted for 27 percent of all the female headed households with children and no husbands present in the City.

D. LAND USE (See Table L on page 66)

1. **Existing Land Use:** The Sector II neighborhood consists of about 46.3 acres. Most of the land area is devoted to one and two family housing located in the heart of the neighborhood between West Street and Page Street. The 128 unit Westhaven Public Housing Project in the southern part of the neighborhood along Hardy Drive accounts for about 21 percent of Sector II's land area. A few other multi-family units are scattered throughout Sector II as well. (See Map B on page 15)

Although a few commercial establishments are located in the core of the neighborhood, most of the neighborhood's commercial uses are oriented along Preston Avenue. These include the old Monticello Dairy Building (now being converted to other commercial uses), a bank, and several automobile related establishments. The Coca-Cola bottling plant is the only industrial use in the Sector II. Eighteen vacant lots are also found in the neighborhood, and account for seven percent of its total land.

2. **Zoning:** The City's zoning map corresponds fairly well to existing land use, with a few major exceptions. Most of the central core of the Sector II neighborhood is zoned for one or two family structures (R-2). The area north and south of Page Street, however, is zoned R-3 multi-family, as is the adjacent Westhaven area. Page Street is now primarily single family homes. (See Map C on page 16)

Commercial and industrial zoning exists along Preston Avenue, which is compatible with present uses.

3. **Land Use Plan:** Land use categories in the City's Land Use Plan have been applied more generally in Sector II. Multi-family housing is called for all the area south of Paoli Street, which is now primarily single family. The Land Use Plan calls for more than one-third of the neighborhood to be multi-family. Commercial areas are the same as the zoning map.

4. Analysis

- a. **Commercial:** Sector II currently has a great deal of B-3 business zoned land along Preston Avenue. Current zoning and the Land Use Plan designate additional areas for commercial activity down the east side of Tenth Street to Paoli Street. Promoting commercial activity down Tenth Street could pose traffic congestion, safety, and pollution problems in an area that is primarily residential.

E. NEIGHBORHOOD AND HOUSING CONCERNS

1. **Owner/Renter Analysis:** Excluding the 126 rental units at the Westhaven Public Housing Project, the Sector II neighborhood maintains an owner/renter balance (1985) of about 40 percent owners to 60 percent renters. This is somewhat lower than the City average.
2. **Housing Type:** Table N on page 66 shows that there is a two-fold nature in Sector II's housing stock. Roughly 44 percent of the homes in the neighborhood are single family units and 42 percent are apartment units. Most of the apartment units (126 out of 140) are in the Westhaven Complex and most of the single family homes are in the northern part of the neighborhood.
3. **Deteriorated Housing:** A 1987 field survey identified 31 houses in poor or deteriorated structural condition. Most of these properties are rental units and some others are vacant and boarded up. Reasons for poor housing condition can be attributed to absentee landlords not maintaining their property and the inability of low and moderate income occupants to afford home repairs.

Neighbors complain that these properties, especially the vacant boarded-up ones, attract vermin, trash, and other undesirable elements into the neighborhood. This contributes to the general deterioration of surrounding homes, as well as health and safety problems. Code enforcement and coordination of rehabilitation programs can help improve substandard housing.

The Charlottesville City Council has targetted Sector II as a neighborhood improvement area.

4. **Sidewalks and Curbing:** Sidewalks and curbing can aid in improving neighborhoods. As part of the continued Community Development Block Grant target neighborhood program, Sector II has had several sidewalks and curbing improvements in the past few years. There are a few areas, however, that still need some improvement, including those listed below:

- a. **Tenth Street, NW:** The east side is the most heavily travelled pedestrian path in the neighborhood, but it is barely wide enough for two people to walk abreast.
- b. **Anderson Street:** Between Seventh and Tenth St NW, it needs curbs and sidewalks to correct drainage and facilitate walking.
- c. **Seventh Street, NW:** Between West St and Eighth Street Lane, west side, Seventh Street needs curb and sidewalk.
- d. **Paoli Sreet:** Between Ninth and Tenth Street NW, north side, it needs curb and sidewalk.
- e. **Ninth Street NW:** Between West and Anderson Street, west side, Ninth Street needs curb and sidewalk.
- f. **Anderson and Ninth Street, NW:** Northwest corner needs curb.

F. TRANSPORTATION AND PARKING

Two of the streets in this neighborhood are major arteries in the City: Preston Avenue (20,000 trips per day) and West Main Street (about 18,500 trips per day). Traffic volume on Tenth Street NW with 6,800 trips per day, is expected to increase when the Planned Ninth - Tenth Street re-alignment improves the connection between Cherry Avenue with West Main Street. Several traffic lights placed along these streets, however, help control traffic flow.

The 1980 U.S. Census found that 36 percent of the neighborhood residents in Tenth and Page walk to work and that 14 percent use public transportation. Both of these figures are double the Charlottesville average. Sector II is well served by the Charlottesville Transit Service (CTS) with five routes running down West Main Street. There is another route on Preston Avenue with stops on Tenth and Ninth Streets inside the neighborhood.

For the most part, Sector II does not have major parking or through traffic problems. The following is a list of some other areas of concern.

1. **Intersection of Tenth and Page Street:** Although this intersection has a blinking caution light, there were three accidents there in the first half of 1986. Cars still do not slow down to 25 mph along Tenth Street and often go much faster. With the planned Ninth-Tenth Street re-alignment, more cars are expected to take Tenth Street as a short cut from Preston to Cherry Avenues.
2. **Inoperable Cars:** Neighbors complain that some people leave their extra and junk cars on the neighborhood streets for long periods of time, sometimes raised upon concrete blocks. This may be in violation of the City Code

G. CRITICAL AREAS

Because Sector II is an older, mostly developed area, there are few large critical areas of vacant or under-utilized land. There are at least 15 lots in

the neighborhood that are vacant. Several of these are too small to put a great amount of housing on them, but as "lots of record", they offer opportunities under the zoning code for housing construction. Lots still vacant but too small for housing can be used for open space or garden areas.

Sector II does not have many "green" areas. This is why maintenance of the railroad berm along Seventh Street, NW is important. There are few architecturally or historically significant structures in the older neighborhood. Many of the homes, however, have distinctive vernacular architectural detailing which should be maintained or restored.

The old Monticello Dairy and the Coca-Cola Building are two architecturally significant commercial buildings on Preston Avenue, but are not old enough to be under the protection of the City's Board of Architectural Review control.

H. PUBLIC SAFETY

Crime and public safety issues are a serious concern for the residents of Sector II. Many, especially the elderly, are frightened to leave their homes after dark. For the most part, police data indicates crime problems in Sector II are mostly perceptual. Sector II has about 2.3 percent of the City's population. In 1986, it reported 2.8 percent of the City's Class One crimes. Compared to the rest of the study area and the City, most sections of Sector II are relatively safe places to be. This, however, is usually not the case in or near the Westhaven Public Housing Complex. Statistics show that 62 percent of all the aggravated assaults and 57 percent of all the simple assaults in the Sector II neighborhood take place in the Hardy Street area. In comparison, Westhaven residents account for perhaps 45 percent of the total neighborhood population. The Westhaven area also has a very high incidence of calls to police for disorderly conduct and family offenses.

I. RECOMMENDATIONS FOR THE SECTOR II NEIGHBORHOOD

1. **Boarded Up Houses:** See recommendations in the General Findings Section. The City should establish a strategy to address the problem of boarded up houses in the Sector II neighborhood and throughout Charlottesville. Such a strategy could involve a combination of concentrated code enforcement, enforcement of nuisance laws, neighborhood group pressure, or actual buy-out by the City.
2. **Improvements to Tenth Street:** The Environmental Assessment for the proposed realignment of Ninth and Tenth Streets projects that traffic volume on Tenth Street will increase, regardless whether the realignment is built or not. Between 1986 and 2010, the assessment projects traffic will increase on Tenth Street by 48 percent (from 6,769 to 10,018 vehicles per day) if the project is not done, and 71 percent (11,582 vehicles per day) if it is. Consideration should be given to determining how to handle the impact of increased traffic on Tenth Street, but at the same time minimizing neighborhood impact (ie. improvements to signalization, removal of on-street parking, improved pedestrian access, landscaping buffering, intersection improvements to Tenth and W. Main Street, Tenth and Grady Avenue, etc. should be reviewed).

3. **Parking and Circulation:** For selected streets, such as Page Street, permit parking should be established to guarantee residents access to on-street parking. The City should work with the Sector II Neighborhood Association and local residents to identify such streets.

Table L

Sector II Land Use Analysis

Land Use Type	Existing	Zoning	Planned
1 & 2 Family Residential	50.9 %	46.0 %	38.6 %
Multi Family Residential	22.2 %	30.5 %	38.2 %
Offices	3.2 %	---	.3 %
Commercial	10.6 %	18.4 %	22.9 %
Industrial	5.7 %	5.1 %	---
Public / Cultural	.1 %	---	---
Vacant / Other	7.3 %	---	---
Total	100.0 %	100.0 %	100.0 %

Table M

Sector II Housing Condition and Tenure

Condition	Owner	Renter	Total
Excellent / Good	56.5 % (26)	43.5 % (20)	13.7 % (46)
Average	20.8 % (49)	79.2 % (187)	70.0 % (236)
Poor / Deteriorated	27.0 % (10)	73.0 % (27)	11.0 % (37)
Unknown	5.6 % (1)	94.4 % (17)	5.3 % (18)
Total	25.5 % (86)	74.5 % (251)	100.0 % (337)

Sector II Housing Condition and Tenure
(excluding Westhaven)

Condition	Owner	Renter	Total
Excellent / Good	56.5 % (26)	43.5 % (20)	21.8 % (46)
Average	94.5 % (49)	55.5 % (61)	52.2 % (110)
Poor / Deteriorated	27.0 % (10)	73.0 % (27)	17.5 % (37)
Unknown	5.6 % (1)	94.4 % (17)	8.5 % (18)
Total	40.8 % (86)	59.2 % (125)	100.0 % (211)

Table N

Sector II Housing Type and Tenure

Type of Unit	Owner	Renter	Total
Single Family	54.1 % (80)	45.9 % (68)	43.9 % (148)
Two Family	6.5 % (6)	93.5 % (43)	14.5 % (49)
Multi Family	---	100.0 % (140)	41.6 % (140)
Total	25.5 % (86)	74.5 % (251)	100.0 % (337)

Source: Dept. of Community Land Use, Housing and Transportation File, 1987.

IX. WEST MAIN STREET - WERTLAND STREET AREA

A. DESCRIPTION

Of all the neighborhoods discussed in this report, the West Main Street - Wertland Street area is perhaps the neighborhood with the most sensitivity to both revitalization activities on West Main Street and to the University's adjacent development on Central Grounds and at the Replacement Hospital. The neighborhood has two related but distinct areas. The Wertland Street area is an attractive, turn of the 20th century, compact office and apartment house area listed on the National Register of Historic Places. West Main Street contains several buildings of architectural and historic importance, but has a predominant character of a generally under-utilized area with a great deal of development potential. This street is the connector between the University and Downtown, and therefore serves as the link between "town and gown".

B. NEIGHBORHOOD GOALS

The most important objective for the West Main Street - Wertland Street Area is to successfully revitalize the West Main Street corridor. The following are identified as goals to achieve that:

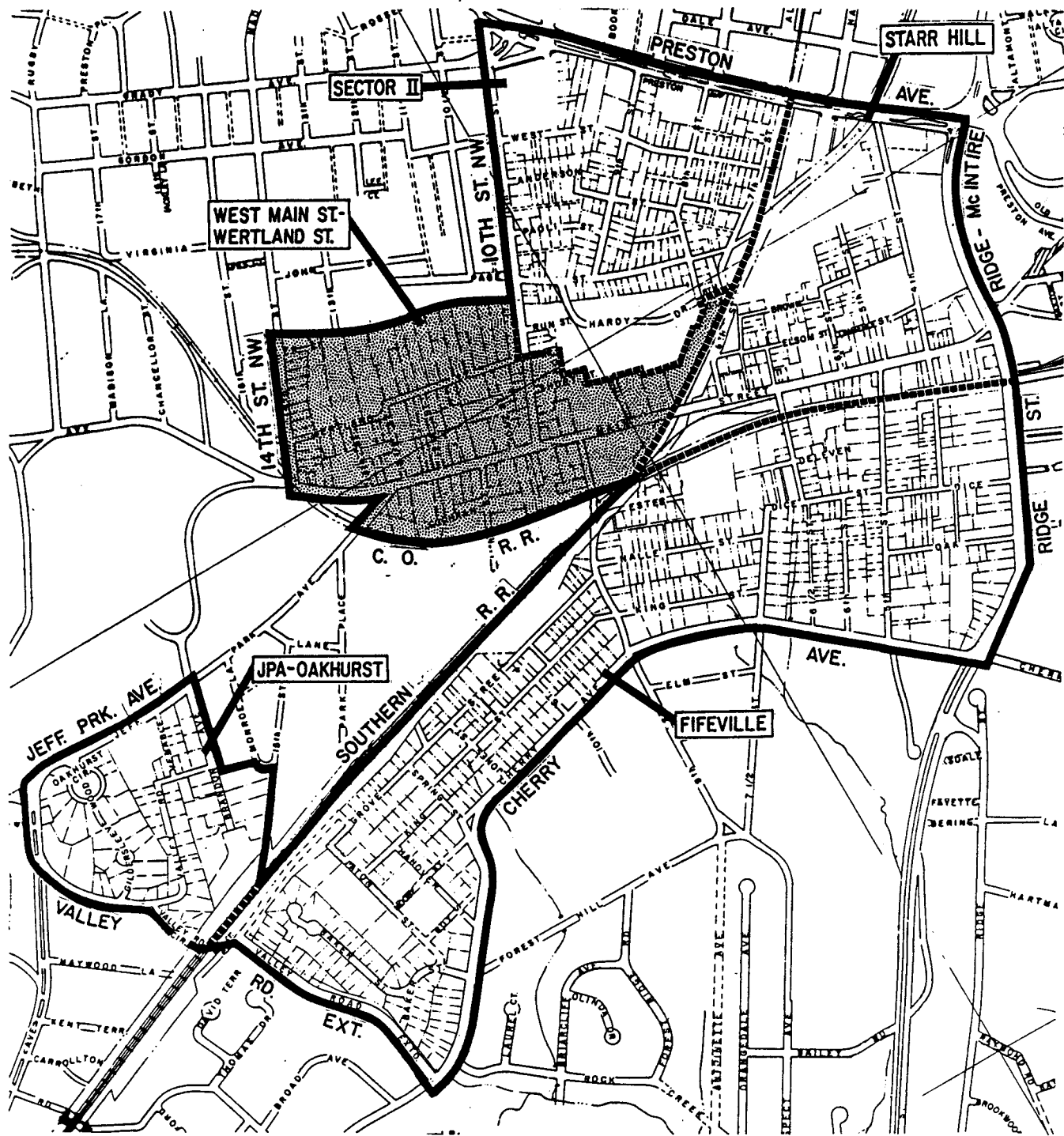
1. To find new and appropriate uses for the vacant and under-utilized land on West Main Street.
2. To facilitate quality urban design along the corridor to make West Main Street a safe, convenient, and attractive pedestrian oriented destination.
3. To correct and improve the deficiencies and expected future demands on the current traffic and parking systems on the West Main Street corridor.
4. For the City and the University to work together to channel future University Hospital spin-off developments along the corridor and not into surrounding residential neighborhoods.
5. To make certain that the West Main Street - Wertland Street Area is a safe place to live and work.

C. POPULATION TRENDS

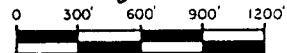
In 1986 there were an estimated 600 residents in this neighborhood, most of them living on Wertland Street. Of that total, 402 were students at the University of Virginia. Estimates about the general characteristics of this neighborhood's population were not made by the U.S. Census Bureau in 1980.

The high student population rate most likely means that the average household size in the neighborhood is greater than the City wide average. From its University student oriented nature, it can be assumed that the population is fairly well educated, majority white, and transient renters. The average age there is most likely lower than the rest of the City, as should be the average income.

WEST MAIN STREET-UNIVERSITY HOSPITAL STUDY AREA



 WEST MAIN-WERTLAND ST. NEIGHBORHOOD



D. LAND USE

1. **Existing Land Use:** The largest existing land use in the West Main-Wertland neighborhood are mixed uses and commercial uses, accounting for 37 percent of the total land area. Vacant land and accessory parking areas, however, currently take up 19.5 percent of the neighborhood, mostly along West Main Street. Banks and offices accounted for less than three percent of the total land area. (See Map B on page 15 and Table O on page 74)

The 201 units of multi-family housing in the West Main - Wertland Street area account for about 21 percent of the neighborhood land area. Most of these uses are found on Wertland Street. There are only 19 single family and 12 two family residences in the neighborhood. Public and cultural areas, including University of Virginia property, accounted for almost ten percent of the total.

2. **Zoning:** Zoning for land uses is more broadly applied in this neighborhood than perhaps others in the study area. Most of the land along West Main Street, between Wertland Street and Cochran Street is zoned B-3 general commercial. Land below Cochran Street to the railroad tracks is zoned for M-1 light industrial uses. From Wertland Street to about 100 feet north is zoned for office use, while above that is reserved for multi-family and two family residential. The parking exempt overlay zone is also in effect in most of the area to give relief to commercial uses in this densely developed area. (See Map D on page 17)
3. **Land Use Plan:** The major features of the City's Land Use Plan is a mixed uses area for the West Main Street corridor between the railroad tracks and Wertland Street. North of Wertland Street is suggested for multi-family housing, except for the northeast corner of 14th Street, NW and Wertland, which the plan identifies for offices. This area on the south side of Wertland designated for multi-family development, does not agree with the B-1 business zoning for the area.
4. **Analysis:**
 - a. **Office Space:** Most of the City's plans and policies call for mixed use development along West Main Street, as reflected in the Land Use Plan. The zoning map, however designates B-1 office use in the Wertland area with little left over for multi-family uses. Although multi-family dwellings are allowed in a B-1 zone, if offices are allowed to locate there, it might develop a vacuum on West Main Street where the City would rather have office development.

E. NEIGHBORHOOD AND HOUSING CONCERNS

As one of the smaller residential neighborhoods in the study area, the housing and neighborhood problems in the West Main-Wertland district are not the same as in other parts of the study area. Much of this can be attributed to the successful re-vitalization of the Wertland Street area.

1. **Infrastructure Improvements:** Although much of the area along West Main Street is currently under-utilized, it is expected that the Hospital

expansion will stimulate growth along the corridor.

2. **Housing:** Most of the 232 housing units in this neighborhood are on Wertland Street and are in good condition. Less than two percent of these units are identified to be in poor condition. Homeownership, however, is only at 24 percent, which is far lower than the general City goal of a 50 - 50 balance of renters and owners. This 50 - 50 balance should not be expected in an area of 85 percent multi family units.

Student residents make up a large percentage of the apartment dwellers in the area. Unlike other student oriented neighborhoods such as Venable or the Jefferson Park Avenue area, the homes and apartment buildings in this area were originally built for high density use. The older large single family homes were also compatibility re-converted for multi-family housing in the past ten years. These factors are responsible for the good condition of housing in the district. Table P on page 74 gives additional data on housing condition and tenure.

F. TRAFFIC AND PARKING

One of the primary concerns in this West Main Street - Wertland Street area is traffic and parking issues for shoppers and commuters in the commercial corridor. The design of a safe and efficient traffic system and related parking facilities are also integral to the urban design of the central city as well.

Traffic engineering concerns for efficient and safe flows of automobile and pedestrian traffic must connect with local business and housing needs and fit a plan for urban and architectural design in the corridor.

1. **Improving the West Main Street Traffic Flow:** The improvement of automobile and pedestrian traffic along West Main Street will encourage healthy development along the corridor. Currently, numerous curb cuts, curbside parking, through truck traffic, truck loading areas, poor intersections, and only one lane of traffic in each direction all add up to make West Main Street an inefficient and visually unattractive roadway.

In 1986 traffic volumes on the corridor ranged between 18,000 and 20,000 cars per day, making this one of the City's more heavily travelled thoroughfares. When the University Replacement Hospital is completed and development begins to increase on West Main Street, the current traffic system will most likely not be able to handle those future demands.

2. **Ninth and Tenth Street Re-alignment Proposal:** To alleviate the traffic congestion for north-south traffic between Cherry Avenue and West Main Street to Grady, and improve access to University of Virginia Hospital, a new road, the Ninth-Tenth Street connector, is planned to be constructed in Fifeville. The project extends 350 feet north of Main Street on Tenth Street and south one-third of a mile to Cherry Avenue. The part south of Main Street would consist of a railroad underpass, two 13 foot wide lanes and one 12 foot center lane and a 5 foot sidewalk on each side.

The benefits of the project are to: 1) relieve north/south and hospital traffic congestion and backup at grade level crossing of railroad tracks with an underpass; 2) increase pedestrian safety with new sidewalks and

street lights; 3) railroad safety and security problems will be mitigated; 4) hospital emergency vehicle access will be quicker, and; 5) bicycle safety will be increased.

The chief concern in the West Main - Wertland Street area about the planned realignment of Ninth and Tenth Street is what happens at the intersection of Tenth Street and West Main Street.

4. **Bicycles:** Cyclists travel West Main Street and Preston Avenue at all times, either commuting to work or traveling Downtown. Bicycling down West Main Street is the quickest way to get from the University to Downtown. They complain that although they obey the rules of the road, automobile users do not recognize their equal rights.

G. CRITICAL AREAS

Many parcels in the study area are either vacant or under-utilized, including such properties as the parking lots on Eleventh Street, SW and the used car lots on West Main Street.

In addition, several of the older structures along the corridor are either listed on the National Register of Historic Places or are under control of the Charlottesville Board of Architectural Review. As mentioned earlier, the entire Wertland Street area is listed as a National Register historic district. The Urban Design Plan has produced guidelines for incorporating compatible infill development around the historic buildings on West Main Street.

H. PUBLIC SAFETY

The West Main Street-Wertland Street area ranks only second to Fifeville as having the highest concentration of crime in the study area. Indeed, the police department has made the central city corridor a special car patrol district due to the number of problems there. There are several major reasons why there is criminal activity in this neighborhood:-

1. West Main Street is filled with vacant or other open areas that are not highly publicly visible or monitored.
2. Students and other renters on Wertland Street and in the other high rental residential areas are easy targets for criminals.
3. Many parts of the neighborhood are poorly lit at night.

The crime statistics of the neighborhood for 1986 will bear out claims regarding it as a significant crime area. There were four robberies, 23 break-ins, and 99 counts of larceny and common theft in the neighborhood last year. In addition nine cars were stolen, seven counts of aggravated assault and 28 cases of simple assault were registered in that neighborhood alone. 1987 crime statistics from the Police Department indicate that the ABC store on West Main Street and the Max/Trax nightclub on Eleventh Street are problem areas for the police.

I. RECOMMENDATIONS FOR THE WEST MAIN - WERTLAND STREET NEIGHBORHOOD

1. **Zoning:** Consideration should be given to changing some areas on Wertland Street zoned B-1 to R-3 residential, so that they conform with their multi-family designation in the City's Land Use Plan. The properties that should be studied are City Tax Map 4, parcels 304 to 309, 311 to 316 and 317. (See Map G on page 20) The upper parts of parcels 311 to 316 are already zoned R-3 residential. Changing the zoning on these properties would not only bring them into conformance with the Land Use Plan, but would also be in keeping with the residential character of the neighborhood. Consideration should be given to the legal implications of such changes.
2. **General Improvements:** The following areas should be improved:
 - a. Eleventh St NW needs a sidewalk and curbing along the eastern edge.
 - b. Grading improvements over the railroad tracks are needed on Eleventh Street SW. Consideration should also be given to improving the West Main Street - Eleventh Street intersection.
 - c. The UVa parking lot on Wertland Street should be improved with better landscaping and screening.
3. **ABC Store on West Main Street:** Because it is a State-run business designed to serve the public, the State Alcoholic Control Board should be requested to relocate this store to a different location. Other commercial areas are more suitable and would be more receptive to an ABC store. There are a number of concerns about its current location in relation to the safety, security and general appearance of the surrounding area.
4. **Traffic and Parking:** Study improving the "S" turn at Wertland and 12 1/2 Streets.

Table O

West Main - Wertland Street Land Use Analysis

Land Uses	Existing	Zoning	Planned
1 & 2 Family Residential	9.9 %	.3 %	1.0 %
Multi Family Residential	20.8 %	2.9 %	27.0 %
Offices	2.7 %	27.9 %	5.0 %
Mixed Uses and Commercial	37.2 %	62.4 %	64.5 %
Transp / Utility	18.6 %	6.1 %	0.0 %
Public / Cultural	9.9 %	---	2.5 %
Vacant	.9 %	---	---
Total	100.0 %	100.0 %	100.0 %

Table P

Housing Condition and Tenure

Condition	Owner	Renter	Total
Excellent / Good	70.1 % (47)	29.9 % (20)	28.8 % (67)
Average	11.1 % (6)	88.9 % (48)	23.3 % (54)
Poor / Deteriorated	33.3 % (1)	66.7 % (2)	1.3 % (3)
Unknown	0.0 % (0)	100.0 % (108)	46.6 % (108)
Total	23.3 % (54)	76.7 % (178)	100.0 % (232)

Table Q

Housing Type and Tenure

Type of Unit	Owner	Renter	Total
Single Family	42.1 % (8)	57.9 % (11)	8.2 % (19)
Two Family	16.7 % (2)	83.3 % (10)	5.2 % (12)
Multi Family / Other	21.9 % (44)	78.1 % (157)	86.6 % (201)
Total	23.3 % (54)	76.7 % (178)	100.0 % (232)

Source: Department of Community Development