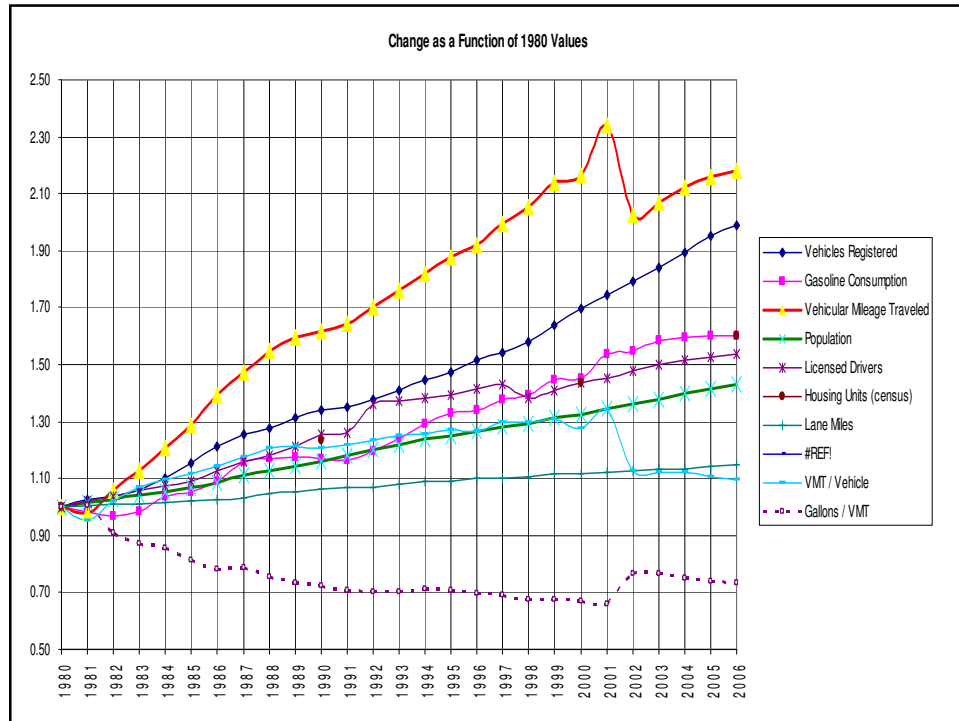




Year 2000 US Census Data						
Employed persons over 16		Percentage of Employed Persons				
Locality	Avg Commute (in minutes)	Drove	Public Transit	Walk/Bike	Other	Density
Greene	28.60	94.30	0.50	1.20	4.00	0.18
Albemarle	22.30	90.80	1.70	1.70	5.80	0.20
Madison	30.30	89.30	0.20	3.70	6.80	0.07
Charlottesville	16.60	70.20	5.10	18.40	6.30	5.89

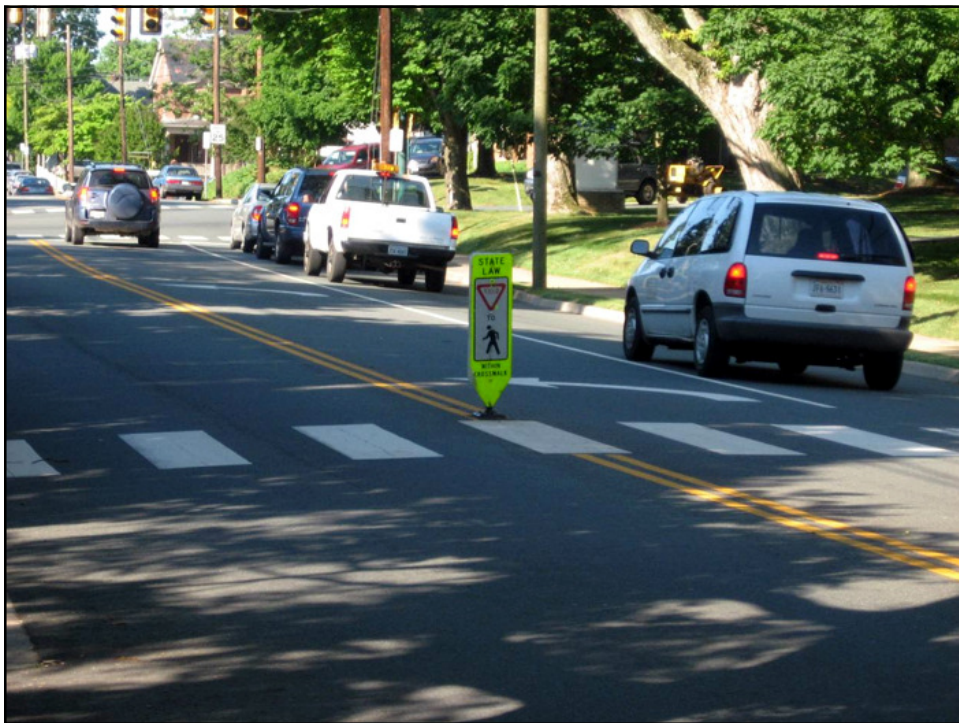


Where should
people be
walking TO?

Can they even
walk to those
places?











When did
density become
Bad Word?



Fontaine Faculty Housing
 20 acres
 48 Dwelling Units
 Approximately 120 people
Housing Units per Acre = 2.4

University Circle



Approximately 16-acres
 Approximately 167 housing units
Housing Units per Acre = 10

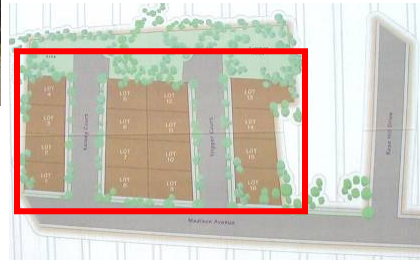
Density = approximately 27 persons per acre



“ A delightful blend [of] homes
in the heart of Charlottesville....”

“16 prime lots in the City, close
to UVA, Downtown, bus line....”

Approximately 2-acres



Density:

8 dwelling units per Acre

Approximately 12 persons per acre



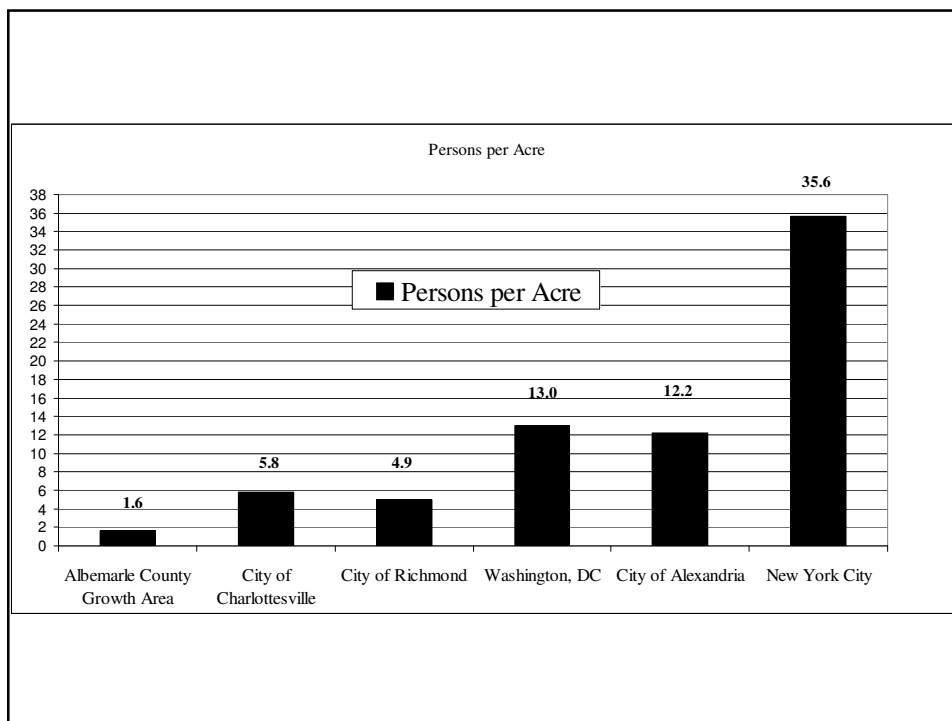
North
Downtown
Charlottesville
Residential Area

- Density – 5 persons per acre
- Grid Street Pattern



2nd Street, NW density: **10 dwelling units per acre**

Approximately 24 persons per acre



Cavalier Daily, November 20, 1997

Expanded parking could help retain faculty

CD 10/20/97

By PATRICK T. BERNAL
Cavalier Daily Associate Editor

Increased on-grounds parking, in addition to reducing headaches, actually could end up helping the University to hold on to newly hired professors and staff — including minorities and women.

The issue came to the forefront last week when University officials solicited input from faculty and students about a proposal to add at least 250 more on-grounds parking spaces to replace spaces that will be lost during Scott Stadium's renovations.

Faculty Senate members pushed for the expansion of the B-1 parking lot across from New Cabell Hall during the meetings.

Officials hope to choose the location of the proposed new parking office by the end of the year.

In recent years, the University has failed to match its physical growth with sufficient parking access, some faculty members said.

Although the University is trying to improve the faculty's diversity, issues like parking hurt junior faculty retention rates, Faculty Senate Chairman Jahan Ramazani said.

"We're very often successful at recruiting [minority and women faculty members] but not as successful at holding on to them," Ramazani said. "It's a colossal waste."

The University's inability to meet basic employment needs like convenient parking spaces hinders the University's ability to retain new faculty members, he said.

Psychology Department Chairman Richard McCarty said the University needs to change its faculty

parking policies if it wants to keep faculty.

"I think it's outrageous that we have all this talk about mentoring, yet we can't provide [junior faculty] with a parking space" near their department, McCarty said.

Many junior faculty must park in the University Hall and Scott Stadium parking lots and then take buses to central Grounds.

David T. Gies, Faculty Senate Research and Scholarship Committee chairman, said convenient parking means added stress for all faculty members.

"The farther you are from your job ... counts into your productivity," Gies said. "That means they're not doing something else."

New faculty and staff members now have to wait

See PARKING, page A7

... hide in ...

■ Continued from page A1

years before heavily demanded parking spaces become available to them, faculty members said.

But Ramazani, who said he waited three years for a prime B-1 parking space, said the parking situation at the University follows a national trend.

"This is a chronic problem at nearly every university across the country," he said.

Gies said some faculty members treat parking issues very seriously, often with hostility.

"Parking is a real issue," he said. "People need and want to park near their offices or places of employment."

Parking and Transportation officials did not return phone calls yesterday.

Senate members said they plan to address faculty parking issues in regard to faculty retention during this year's Building Intellectual Community initiative, an on-going program that promotes intellectual exchange.

"It just seems like a basic prerequisite for forming a sense of academic community that people can have safe and decent access to parking," Ramazani said.

A possible parking garage in the B-1 lot also could accommodate a new faculty center — a place where professors could dine and socialize — in a design similar to the Newcomb Hall Bookstore, Gies said.



Business-as-usual
solutions



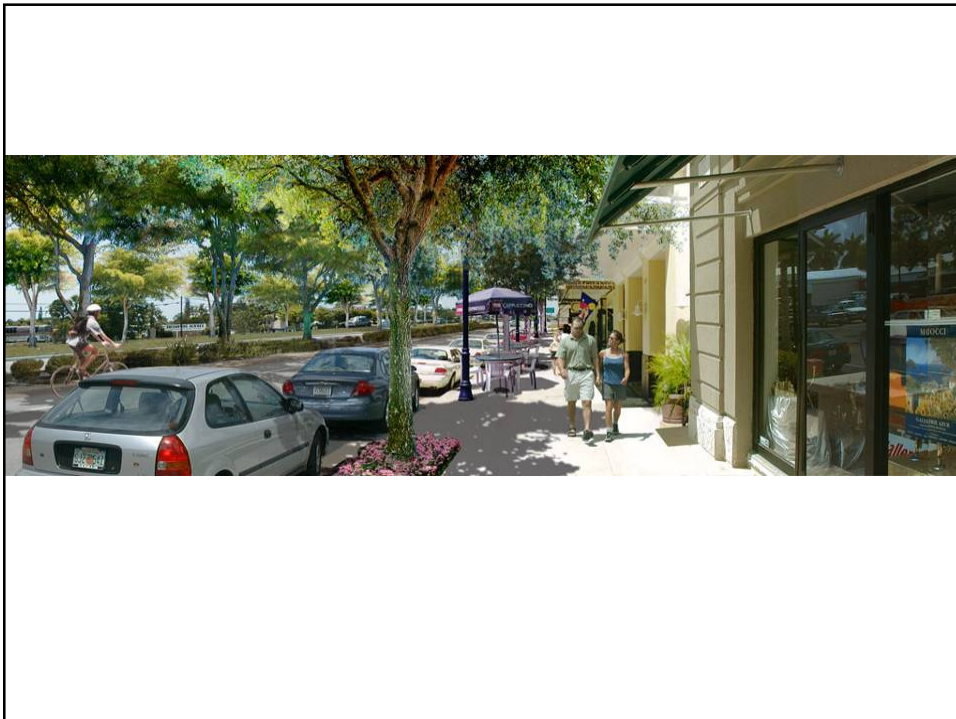
...what if we
thought outside of
the box?

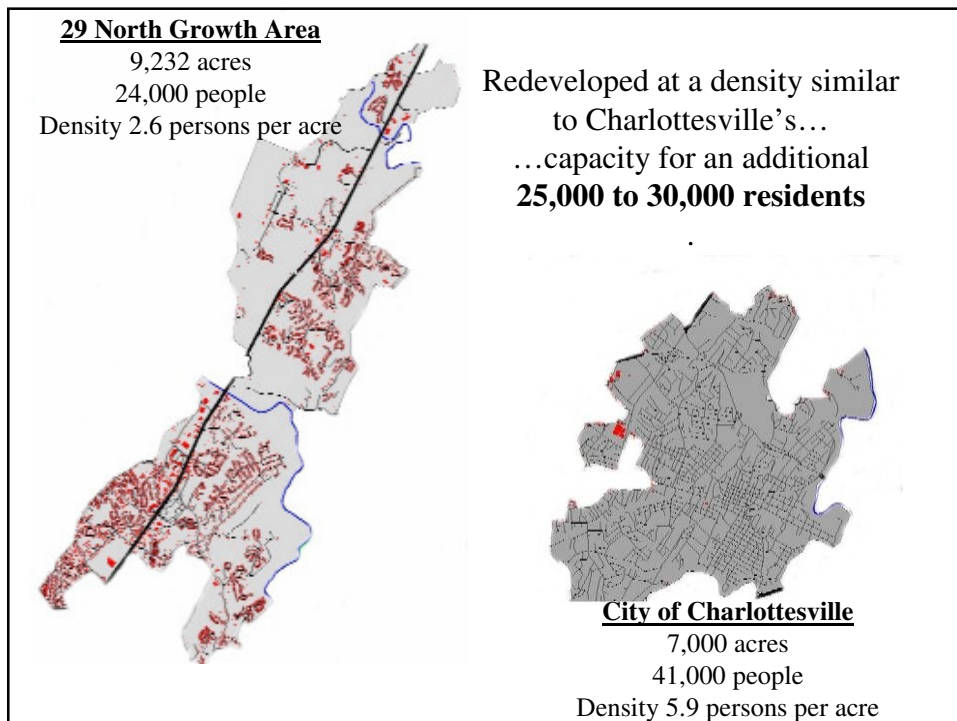
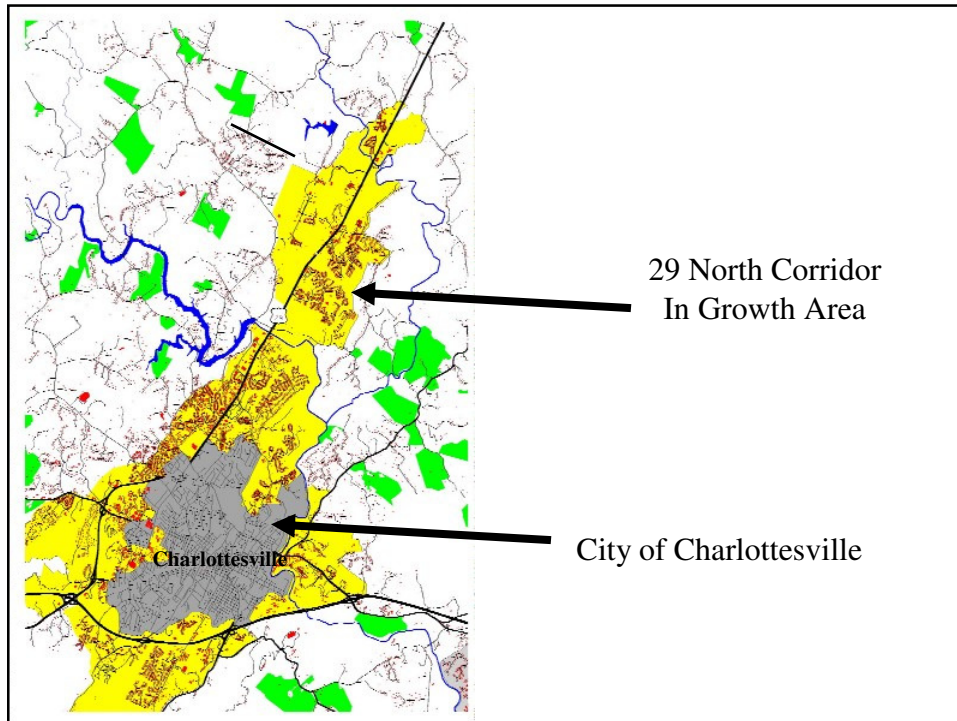


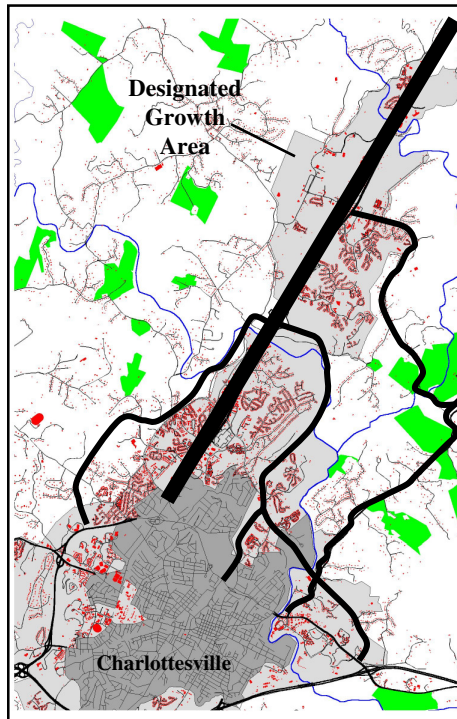
Conventional Development
Dwelling Units: 713
Paved Area: 1,743,000 SF
Open Space: 45.4 acres



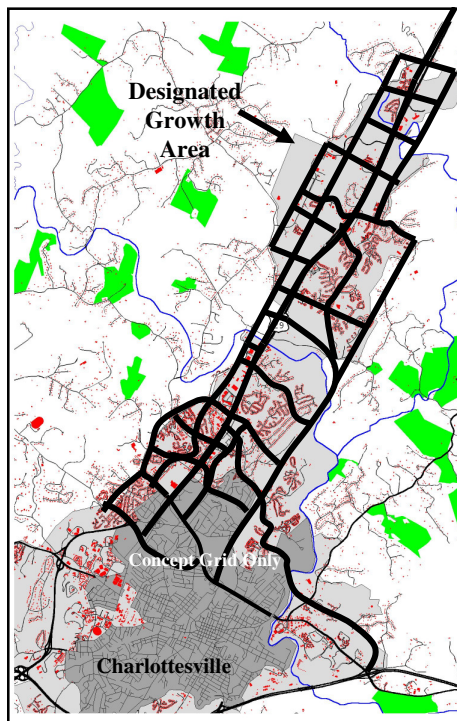
Neighborhood Model
Dwelling Units: 807
Paved Area: 935,000 SF
Open Space: 141.4 acres





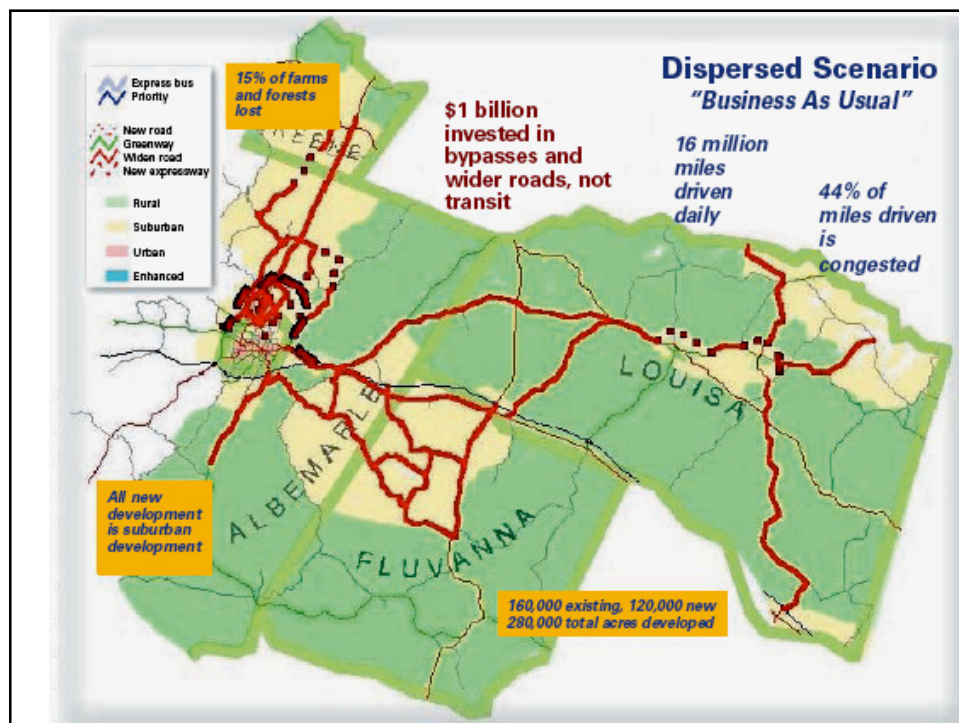
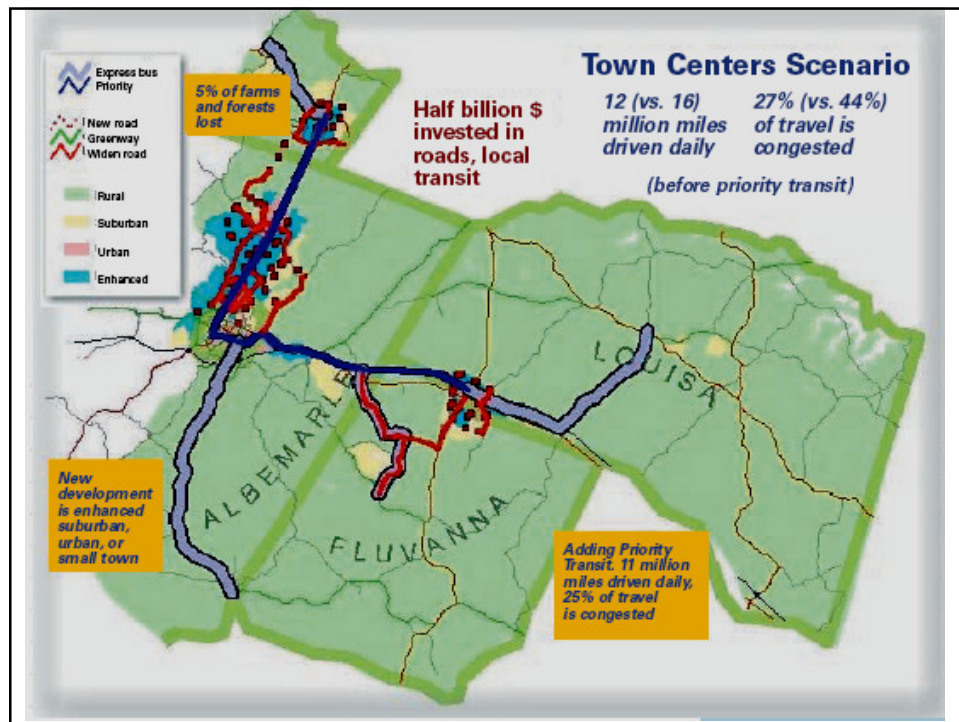


29 North Corridor
Sprawl Transportation Solution



29 North Corridor
“Concept Grid”
A Smarter Growth Solution

An urban transportation network
allows for an urban pattern of
infill and redevelopment.



HOW THE SCENARIOS COMPARE

PERFORMANCE MEASURE/ <i>Sustainability Accord(s) Goals (in italics)</i>	DISPERSED	TOWN CENTERS	URBAN CORE
Percent Farms & Forests <i>Retain resources/habitat/farms/forests</i>	55 %	64 %	65 %
Percent Developed <i>Retain resources/habitat/farms/forests</i>	45	36	35
Percent Living in Clustered Communities <i>Optimize use/human scale</i>	13	61	68
Percent Non-Auto Trips <i>Transportation Alternatives</i>	4	15	18
Annual Gallons Gas Consumed (billions) <i>Conserve Energy</i>	155	121	110
Percent Travel Congested <i>Employment/Education Access</i>	44	27	20
Water Quality & Quantity <i>Water Quality & Quantity</i>	Poor	Good	Good

Daily Travel Characteristics

	Dispersed High	Nodal High
Total person trips (000s)	1,900	1,900
Person trips per person	5.9	5.9
Walk trips (000s) / % total	73/4%	274/16%
Vehicle trips (000s)	1,300	1,100
Vehicle trips per person	4.1	3.4
Vehicle miles traveled (000s)	15,700	12,200
VMТ per person	49.1	38.1
Vehicle hours traveled (000s)	730	460
VHT per person	2.3	1.4
Average speed (mph)	22	27
Pct. VMТ congested	44%	29%

Transportation Impacts

	Dispersed High	Nodal High
Annual NOX (billions of grams)	9.0	7.0
Annual CO (billions of grams)	87.4	67.9
Annual HC (billions of grams)	11.1	8.6
Annual gallons of gas (billions)	155.4	120.8
Annual auto operating costs (\$millions)	\$606	\$471
Annual auto operating cost per household	\$4,700	\$3,500

?

Roadway Improvements

	Dispersed	Nodal
New freeway (miles)	12.1	0
New urban roads (miles)	29.7	56.8
Widened roads (miles)	176.1	67.4
Freeway cost (millions \$)	\$300	0\$
New road cost (millions \$)	\$120	\$230
Widened road cost (millions \$)	\$600	\$240
Total roadway cost (millions \$)	\$1,020	\$470

Myth 1 - We Can Build Our Way Out Of Congestion

Building new freeways and widening roads encourages development to spread, making trips longer and causing growth in overall vehicle miles traveled. The net result is more congestion. The EPI found that the number of congested miles driven under the Dispersed Scenario is nearly twice that of the Town Centers and Urban Core Scenarios despite adding twice the number of roadway lane miles.

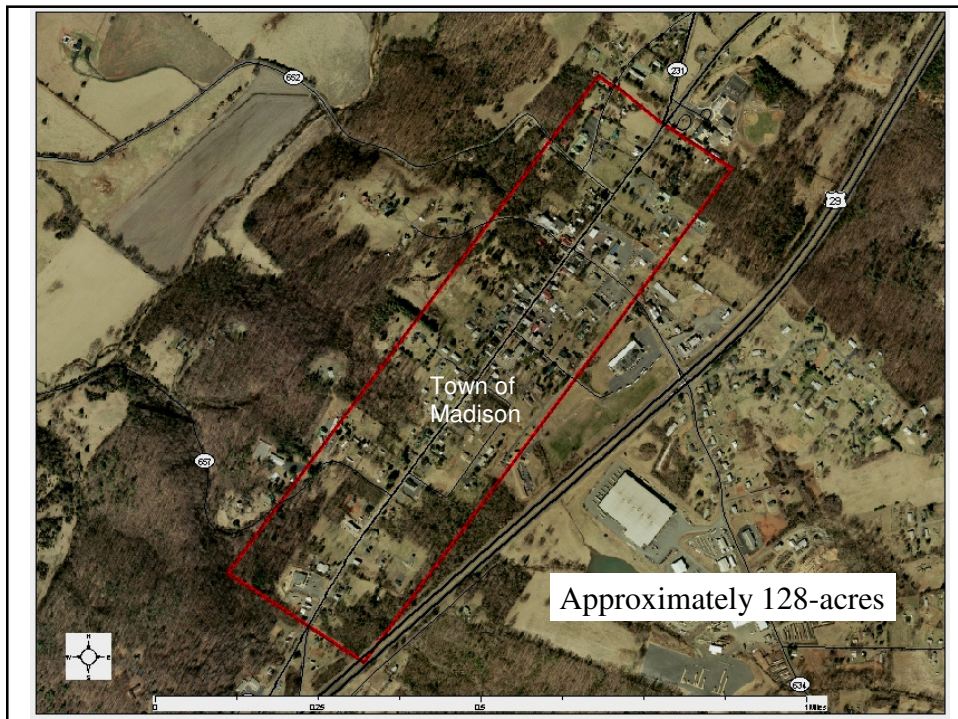
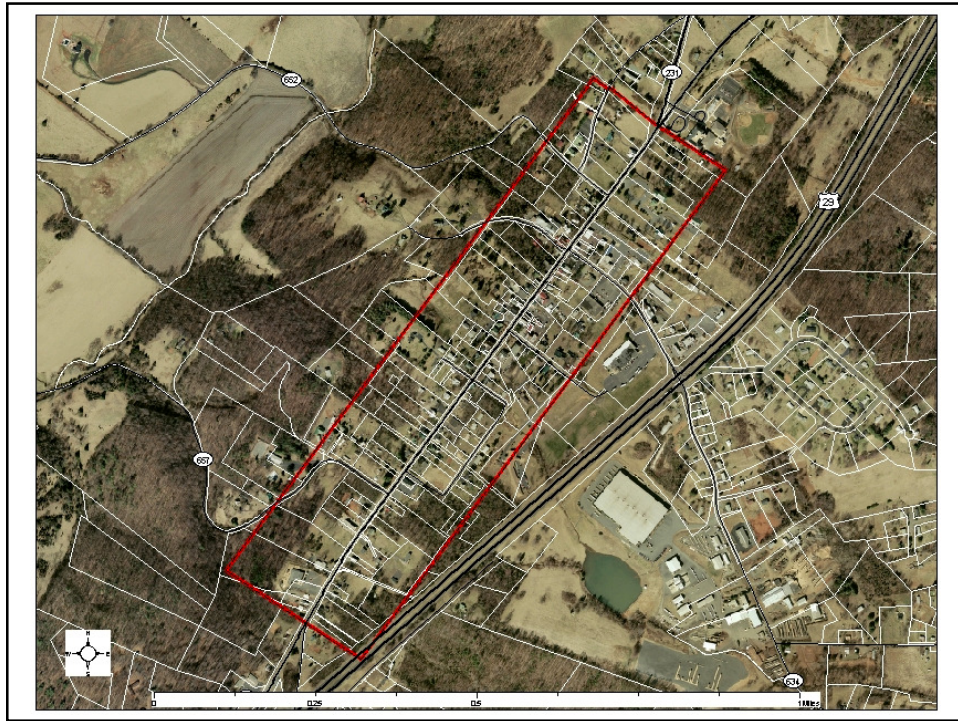
Myth – Density Causes Congestion

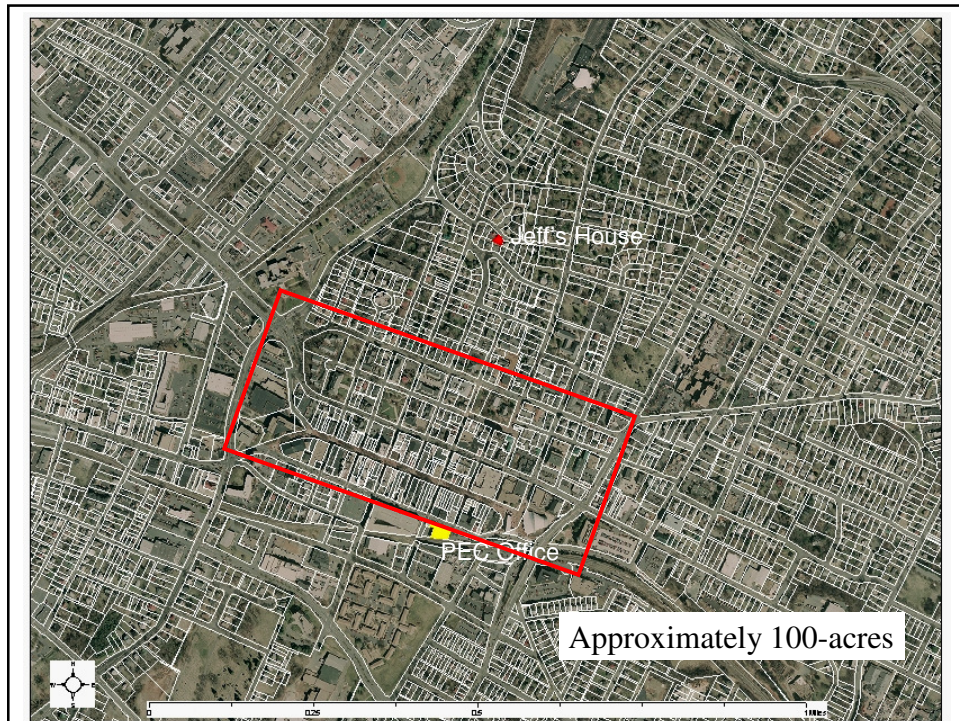
It is logical to think that more density leads to more congestion. But combining local trips into well designed compact development areas actually reduces congestion for two reasons: 1) typical trips are shorter, resulting in fewer vehicle miles driven, and 2) people can choose to walk, bicycle or take transit at least some of the time. The EPI analysis confirms this. The more compact Town Centers and Urban Core Scenarios result in half the congestion of the Dispersed Scenario with far fewer road investments.

Myth - Everywhere Will Look Like Downtown Charlottesville

Participants at EPI workshops and the Advisory Committee agreed that a wide variety of community types and land uses were desirable. The key to improving future development is to make enhancements to several community types, especially in suburban areas, such as giving them focal points and making them walkable. The alternative scenarios feature a variety of community types including urban, enhanced suburban, and traditional suburban areas as well as small towns and villages. Many people will also choose to live in rural areas, but the convenience and attractiveness of the targeted development centers will help localities target most new growth to community centers and preserve open spaces rather than having no choice but to spread out into farm and forestland.







Downtown Charlottesville

- Approx. 100 Acres
- approx 3-million SF ft. of commercial, retail, residential
- 5,000 parking spaces
- Parks and open space
- 11 vacant acres
- No 8-lane roads

