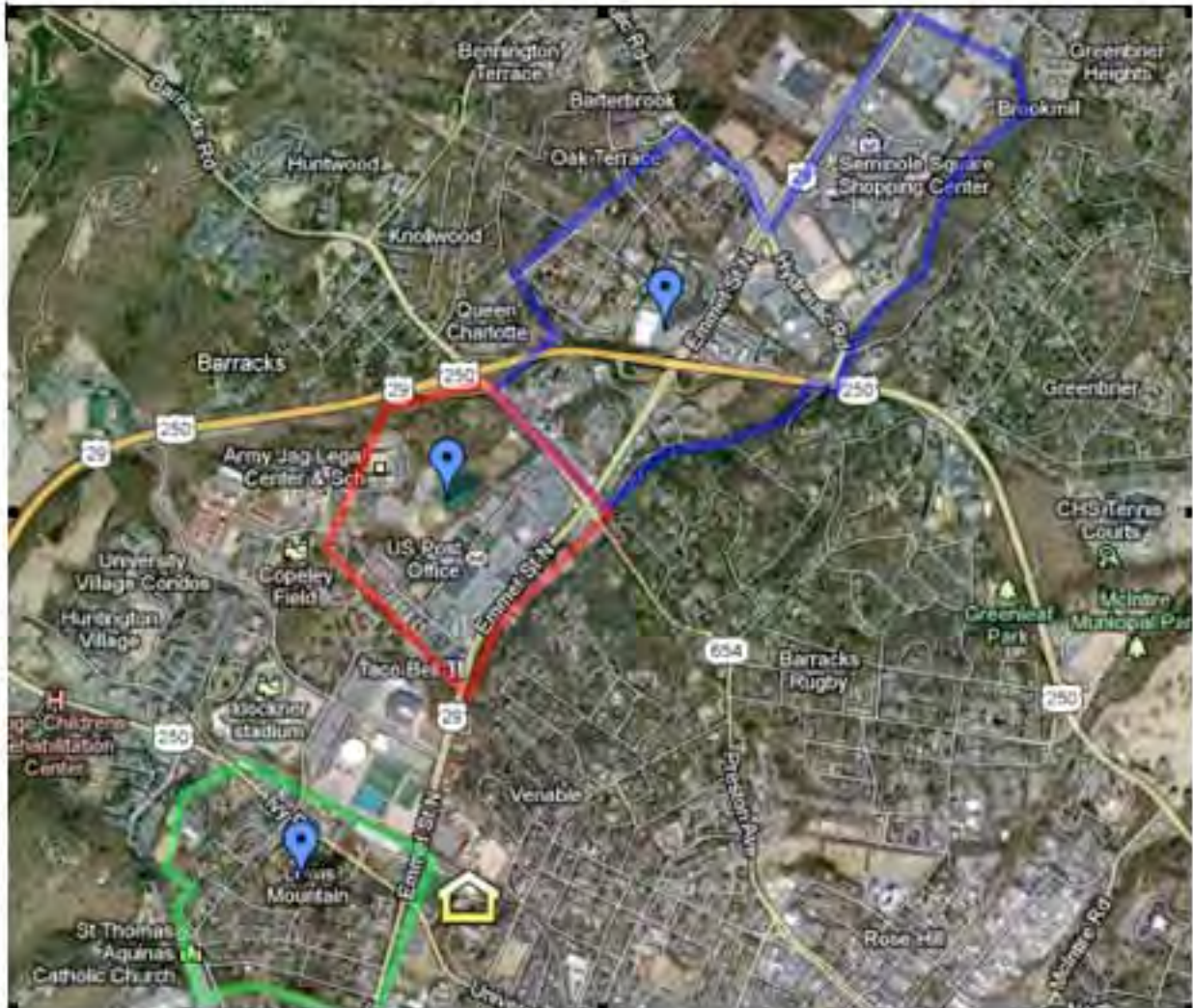


# DRAFT PROJECT REPORT

THE MEADOWS, BARRACKS, LEWIS MOUNTAIN



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# ABSTRACT

Our objective in this project was to analyze three neighborhoods – Barracks Road, Lewis Mountain, and the Meadows, and to figure out what works in these areas in terms of walkability and accessibility to basic necessities. We looked at roads and parking areas, sidewalks and walking areas, tree coverage and green space, various methods of transportation (car, bus, bike, foot), and building types within each neighborhood. Our main goal was to figure out how people operate within these spaces: Do they walk within the neighborhoods? Do they drive everywhere? Is there some gathering place within each of these neighborhoods? Do people use bus lines that run through their neighborhoods? Why or why not?

In order to analyze the ways in which people inhabit these neighborhoods, we have gathered data in several different formats. We chose to focus on sections within each neighborhood that we felt accurately represented the areas as a whole. We have gathered maps of each of these smaller sections within the larger neighborhoods, and have gathered data on each of these sections that highlight walkability and transportation.

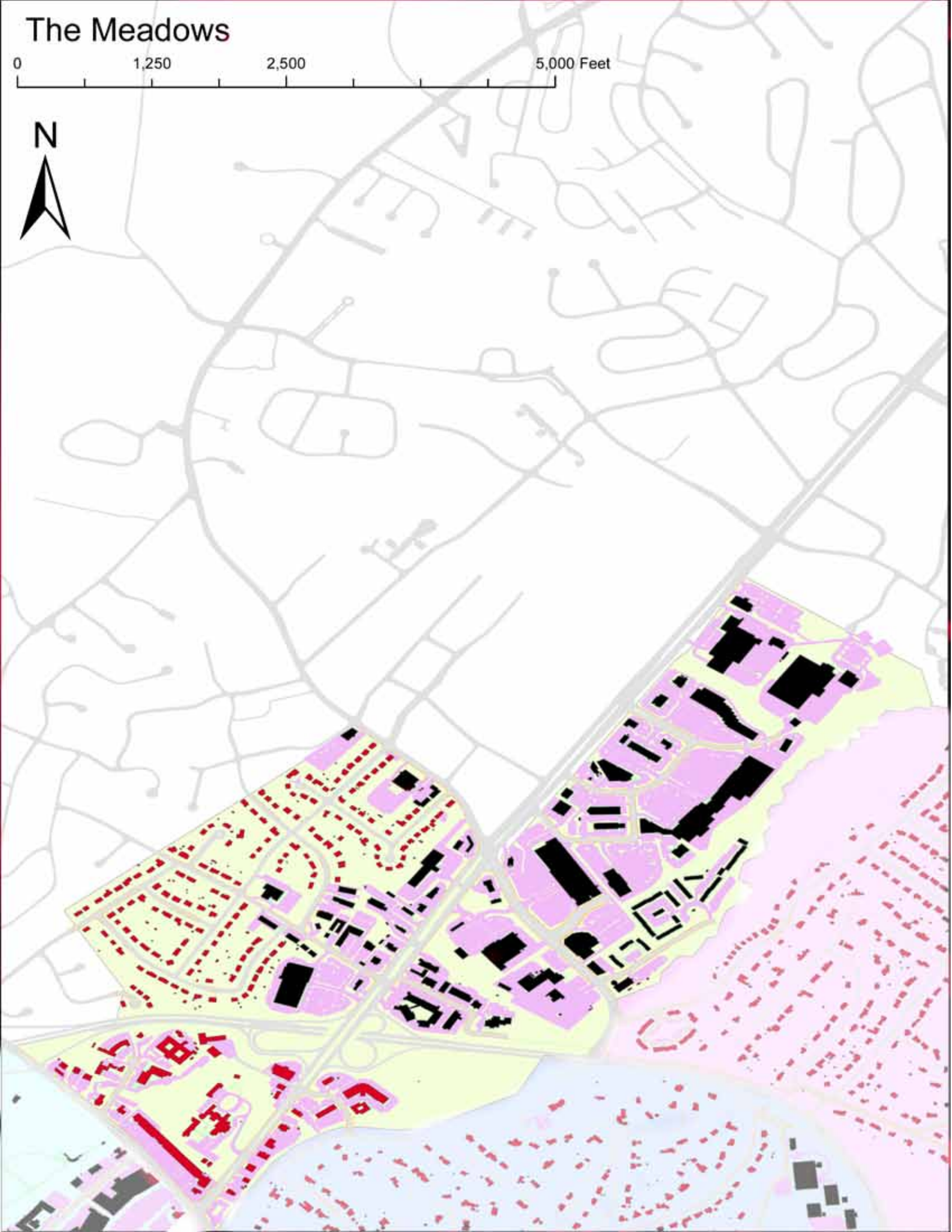
# INTRODUCTION

Our project group is analyzing and educating about sustainable places in Charlottesville. We are collaborating with the PLACE Design Task Force of Charlottesville to address the community on decisions regarding ‘place making, livability and community engagement.’ The PLACE Design Task Force (PDTF) advises both the Planning Commission and the City Council on topics surrounding ‘urban design and place making.’ Our project addresses the challenge of creating a group of documents to help the PDTF resolve the disconnects between what the community perceives they want and what they actually want. Our plan is to establish which neighborhoods are enjoyed in the city and defining what makes those particular places more pleasurable than others. In doing so we will compile a record of all the sustainable places in Charlottesville that can be used for ‘public education and planning outreach.’ Our group plans to create maps of Barracks Road, Lewis Mountain, and The Meadows neighborhoods in Charlottesville to be able to compare and contrast them to each other and determine and define why the citizens like or those particular places.

Each member of our group has a very different background in terms of what they are pursuing here at UVA, so our definition of sustainability, and what makes a place sustainable, is somewhat broad. We all agree that a sustainable place needs to be compact and easily navigable, meaning that people can get to work or access any basic necessity without having to take their own car (for example by walking or taking public transportation). Beyond this, however, we think a sustainable place needs to be worthy of attachment – people need to care enough about the community in which they live to sustain it themselves once it is built. A sustainable place needs to appeal to the people who inhabit it, and offer them a high quality of life (whatever that means to them). If the people in a community don’t value that community, they won’t make an effort to uphold and protect it. For this reason, making Charlottesville a sustainable place does not necessarily mean creating new infrastructure, but perhaps paying more attention to old infrastructure that the people of Charlottesville care about and will want to protect for future generations. In our minds, a sustainable place is one that is technically eco-friendly as well as one that people love and will stand up for in years to come.

# The Meadows

0 1,250 2,500 5,000 Feet



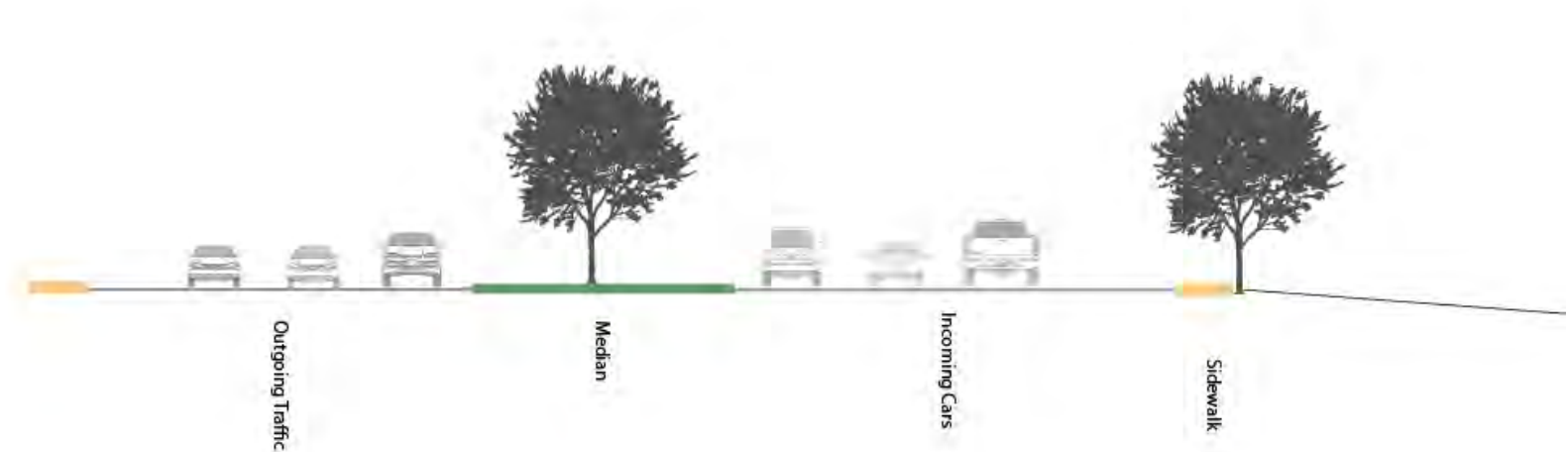


The Meadows Block Size

# THE MEADOWS SECTIONS

The following four sections are a conglomerate of the diverse conditions that exist within the Meadows neighborhood. We specifically chose to focus on Seminole Square Shopping Center (at the Seminole Court and Zan Road intersection), Emmet Street North (at the Emmet Street N and Angus Road intersection), North Barracks Shopping Center (Meadows side), and Wayne Avenue (at the Wayne Ave and Cedar Hill Road intersection). Within these four places we focused on Road areas/Parking areas, Sidewalks/Walking areas, Tree Coverage/Green space, Various Transportation/Traffic, and Building Types. Below are sections of the four areas with various successes/failures highlighted.

## SEMINOLE SQUARE SHOPPING CENTER (SEMINOLE COURT AND ZAN ROAD INTERSECTION)



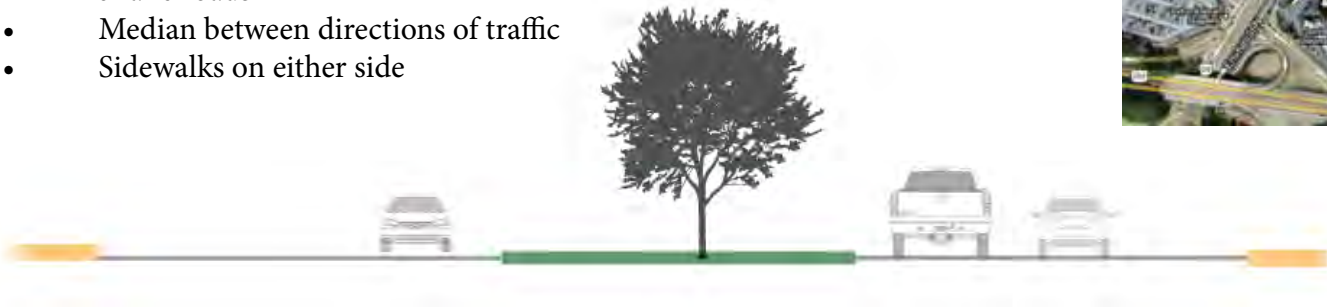
- 3 lane roads
- Sidewalks on either side
- Median separating directions of traffic
- Buffers between sidewalks and buildings

# EMMET STREET NORTH (EMMET STREET NORTH AND ANGUS ROAD INTERSECTION)



Emmet St.

- 3 lane roads
- Median between directions of traffic
- Sidewalks on either side

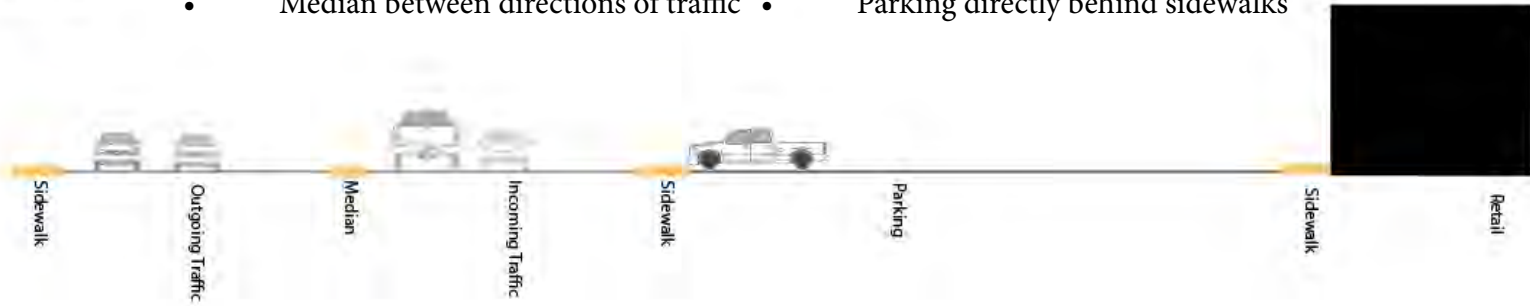


# BARRACKS ROAD SHOPPING CENTER (MEADOWS SIDE)



Barracks Rd.

- 2-3 lane roads
- Median between directions of traffic
- Sidewalk on either side
- Parking directly behind sidewalks



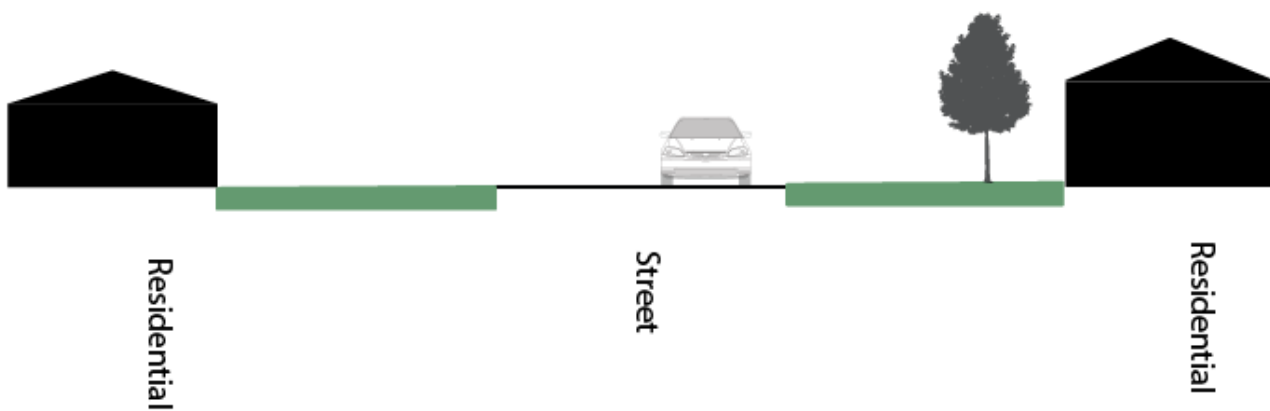
WAYNE AVENUE  
(WAYNE AVENUE AND CEDAR HILL ROAD INTERSECTION)



- 2 lane roads
- No sidewalk
- Buffers between street and buildings



Wayne



- Seminole Square Shopping Center (Seminole Crt and Zan Rd. intersection):
  - o Road Areas/Parking Areas:
    - Nearly entire space is parking areas and road areas
    - Roads are 1 and 2 lanes
    - Painted lines (on road and parking lot)
    - Median on one portion of Seminole Crt.
    - Speed Limit 15mph
    - Roadside directly next to sidewalk
    - High volume of car traffic
    - Street lamps
    - Stop signs, no stop lights
  - o Sidewalks/Walking Areas:
    - No buffer between sidewalks and roads
    - Sidewalks only on sides of Seminole Crt. and Zan Rd.
    - No designated walking areas or crosswalks within in the parking space
    - No crosswalks at all on the main roads – no way to walk safely between the different parts of Seminole Sq. Shopping Center.
    - Only limited crosswalks between the ends of the parking lots and the retail spaces
    - The sidewalks are lit with street lamps
  - o Tree Coverage/Green Space:
    - Small green space/buffer between the sidewalk and parking areas
    - Limited tree canopy in these spaces
    - Small green space in the front of retail (between the road and retail buildings)
    - Overall very little, mostly impervious surfaces
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Mainly car – the space is specifically designed for car traffic and car parking
    - There is a bus route through the center of the shopping center
    - No bike paths
    - Limited walk space
    - Overall not very walkable
  - o Building Types:
    - All retail – purpose of the area is to maximize retail space/profit
    - Mostly large-scale national retail companies, some smaller scale non-chain
    - Junior boxes/junior anchors – Big Lots, Marshalls, Office Depot
    - Empty Anchor store!
    - Small shops/in-line space – Party Starts Here, Cosmo Prof., Ace Shoe Repair
    - Small number of restaurants – Mykonos Café, Asian Fusion Grill

- Wayne Ave. (intersection of Wayne Ave. and Cedar Hill Rd.):
  - o Road Areas/Parking Areas:
    - Single lane road
    - No painted lines
    - Speed limit 15mph
    - Speed bumps
    - Low volume traffic
    - Roadside bordered by green space
    - Parking – in driveways, some cars on the road sides (though no designated parking areas)
    - Street lamps
    - Cul de sac at end of Linda Ct.
    - Stop signs, no stop lights
  - o Sidewalks/Walking Areas:
    - Half of the area has small sidewalks directly bordering the roads, half of the area has no sidewalks
    - No buffer between the few sidewalks and roads
    - Limited designated walking areas
    - Though limited traffic so not necessarily needed
    - No crosswalks
    - Street lamps
  - o Tree Coverage/Green Space:
    - Mostly green space (85-90%?)
    - Tree canopy exists in green spaces between road and structures
    - Most tree canopy between structures (acting as a buffer between the homes)
    - A main focus of this area is to maximize the green space (for aesthetic pleasure, yards, enjoyment/entertainment)
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Car → for transportation in and out of the neighborhood
    - Walking → for transportation within the area
    - Very walkable, buildings are close together, safe area, low volume of vehicle traffic, but no places to walk to (only single family homes)
    - No bike paths, but easily able to bike/plenty of room
    - Bus Route??
  - o Building Types:
    - Single family homes – purpose of the area is to provide a comfortable and safe living area for families
- Emmet St. N (Emmet St. N and Angus Rd. intersection):
  - o Road Areas/Parking Areas:
    - Emmet St. N. - 3 lane road
    - Angus Rd. – single lane (leads back to Wayne Ave.)
    - \*Where Emmet St. N becomes the corridor for 29N
    - 250 Bypass crosses over on bridge 100 yds away
    - Lines painted on road

- Nearly entire space is the roadway, the remaining space is parking for the surrounding retail/restaurants/lodging and the buildings themselves
  - Large median between the 2 directions of the road (for safety because of the extremely high volume of traffic)
  - Street lamps
  - Stop lights, no stop signs
  - Speed limit 40mph
  - Extremely high volume of traffic
  - Sidewalks on both side – but no buffer between sidewalks and large roadways. NOT walkable/safe
  - Major Bus route
- o Sidewalks/Walking Areas:
  - Sidewalks on both sides of the road
  - Lit by street lamps
  - No buffer between the large roadways and the walking space
  - Unsafe areas to walk, no place to walk to
  - Not walkable
  - One crosswalk across Emmet St. N, not used
- o Tree Coverage/Green Space:
  - Very limited green space
  - Most of the green is inside of the median
  - Some green space in surrounding areas/parking lots providing minimal buffers between parking and roads.
  - Green used mainly as partitions/separations of different spaces
  - Green space/tree canopy as a buffer on either side of 29N/250 Bypass
  - Tree canopy – only in the buffer areas, scarce
- o Various Transportation/Traffic (car, bus, bike, foot):
  - Mainly car – the space is specifically designed for car traffic, bus traffic and car parking
  - Bus route down Emmet St. N (overlapping of many different routes)
  - No bike paths
  - Limited walk space
  - Overall not walkable
  - An important space for transportation, its main purpose is to funnel Charlottesville traffic to the N (from 250 bypass to 29N). main access to DC
- o Building Types:
  - Retail/restaurant/lodging, mostly serves as a roadway – purpose is to create a space for transportation to 29N
- Barracks Rd. Shopping Center, Meadows side:
  - o Road Areas/Parking Areas:
    - Mainly road and parking area, takes up majority of the space
    - Nearly entire space is parking areas and road areas

- Roads are 1 and 2 lanes
- Painted lines (on road and parking lot)
- Speed Limit 25mph on Barracks, 5-10mph inside parking space???
- Narrow concrete median on Barracks
- Roadside directly next to sidewalk (no buffer)
- High volume of car traffic
- Street lamps within the shopping center and on the road
- Stop lights and stop signs
- Mainly impervious surfaces
- o Sidewalks/Walking Areas:
  - No buffer between sidewalks and roads
  - Sidewalks on both sides of Barracks and alongside retail space in between buildings and parking lot
  - No designated walking areas or crosswalks within in the parking space
  - No crosswalks in retail areas/parking lots, few crosswalks on Barracks
  - The sidewalks are lit with street lamps
  - Walkable within between the shops (one long continuous path in front of the stores), but no walking access out of the lifestyle center/power center
- o Tree Coverage/Green Space:
  - Almost none within the space
  - One portion of Barracks has a median containing green space
  - Small portions within the parking space use green as barriers
  - No tree canopy
- o Various Transportation/Traffic (car, bus, bike, foot):
  - Mainly car – the space is specifically designed for car traffic and car parking to access the retail
  - Bus route drops off on Barracks Rd. nearby
  - No bike paths
  - Overall walkable within but no where else to walk to/access
- o Building Types:
  - All retail – purpose of the area is to maximize retail space/profit
  - Mostly small-scale retail companies, some non-chain
  - Small shops/in-line space – Penelope, Salon de Nails, Whimsies, Sweetfrog, Picture Parts...
  - Anthropology as the anchor store (though not large)

# TRANSPORTATION ANALYSIS

The map below describes the accessibility of the Meadows neighborhood in terms of getting to important sites of interest (grocery store). The bus stops (orange dots) are located throughout the entire portion of the neighborhood along Emmet Street N. You can see that the area accessible (blue circles) from the bus stops is a large part of the neighborhood, pointing out that Meadows is an easily accessible place via bus transportation. The bus route falls short in that there is no access to the Western portion of the neighborhood where some homes are situated. However, overall Meadows is a neighborhood where people can access the necessities they need by riding the bus.



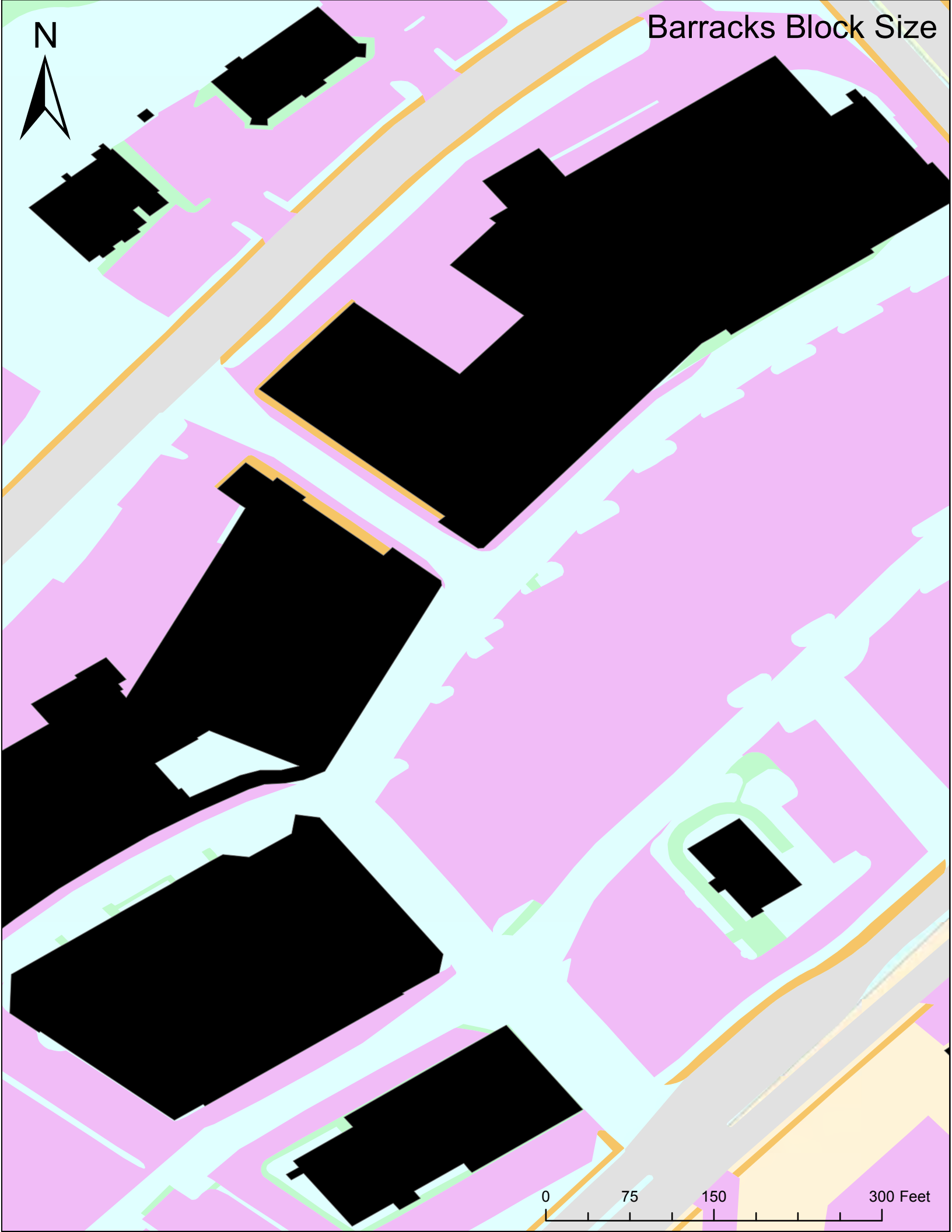
# The Meadows Transportation Routes



Barracks Road

0 600 1,200 2,400 Feet





# Barracks Block Size

N

0 75 150 300 Feet

0 205 410 820 Feet

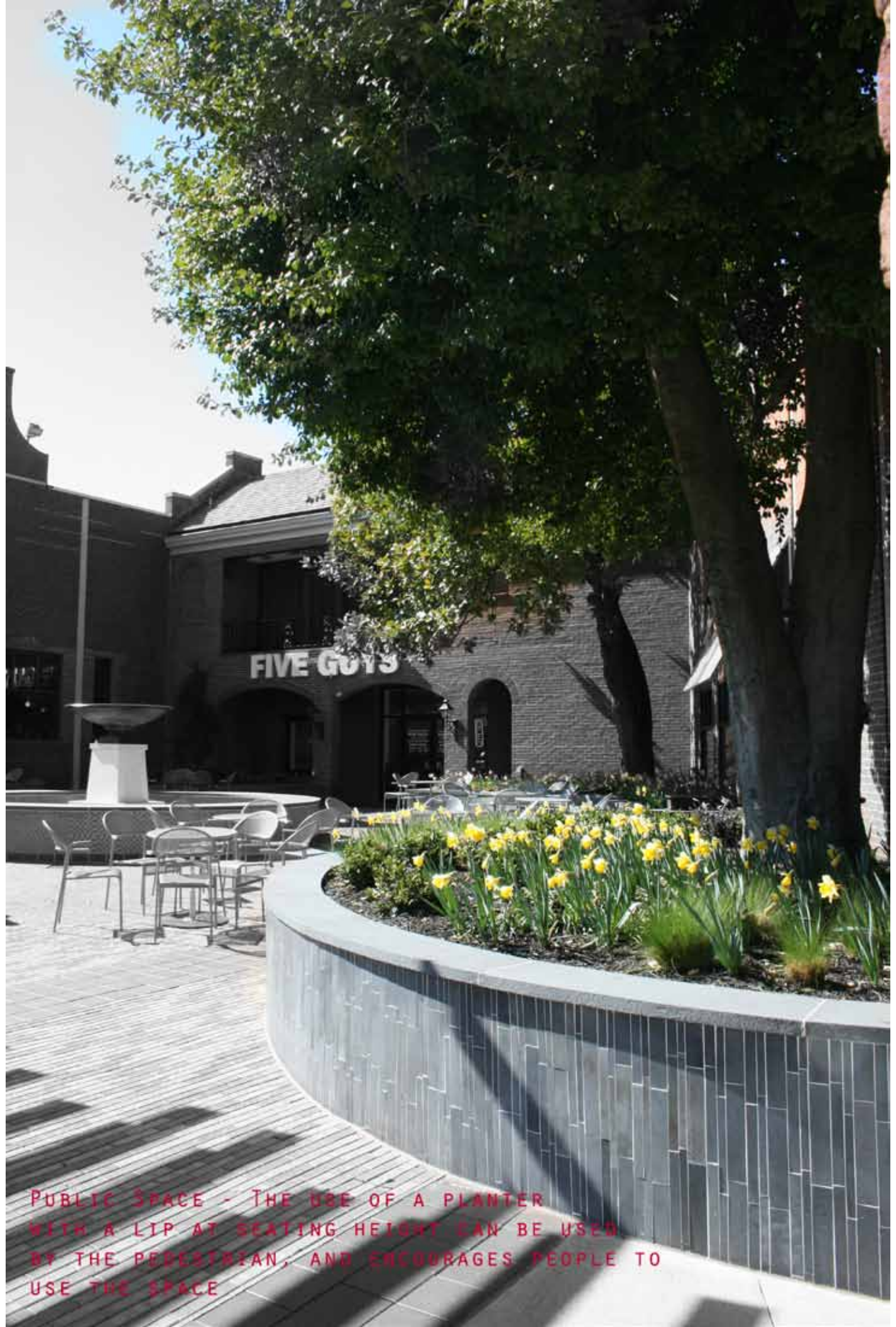


■ PUBLIC SPACE - IS CREATED ON BOTH SIDES OF THE STREET. THERE IS LESS DAY LIGHTING THAT GETS TO THE LEFT SIDE, CREATING A DARK UNDER PASS WHERE SEATING IS SUPPOSED TO TAKE PLACE.



PUBLIC SPACE - THE USE OF SEATING, PLANTERS AND DEVICES FOR CREATING SHADE CREATE AN AREA FOR SEATING FOR THE PUBLIC.





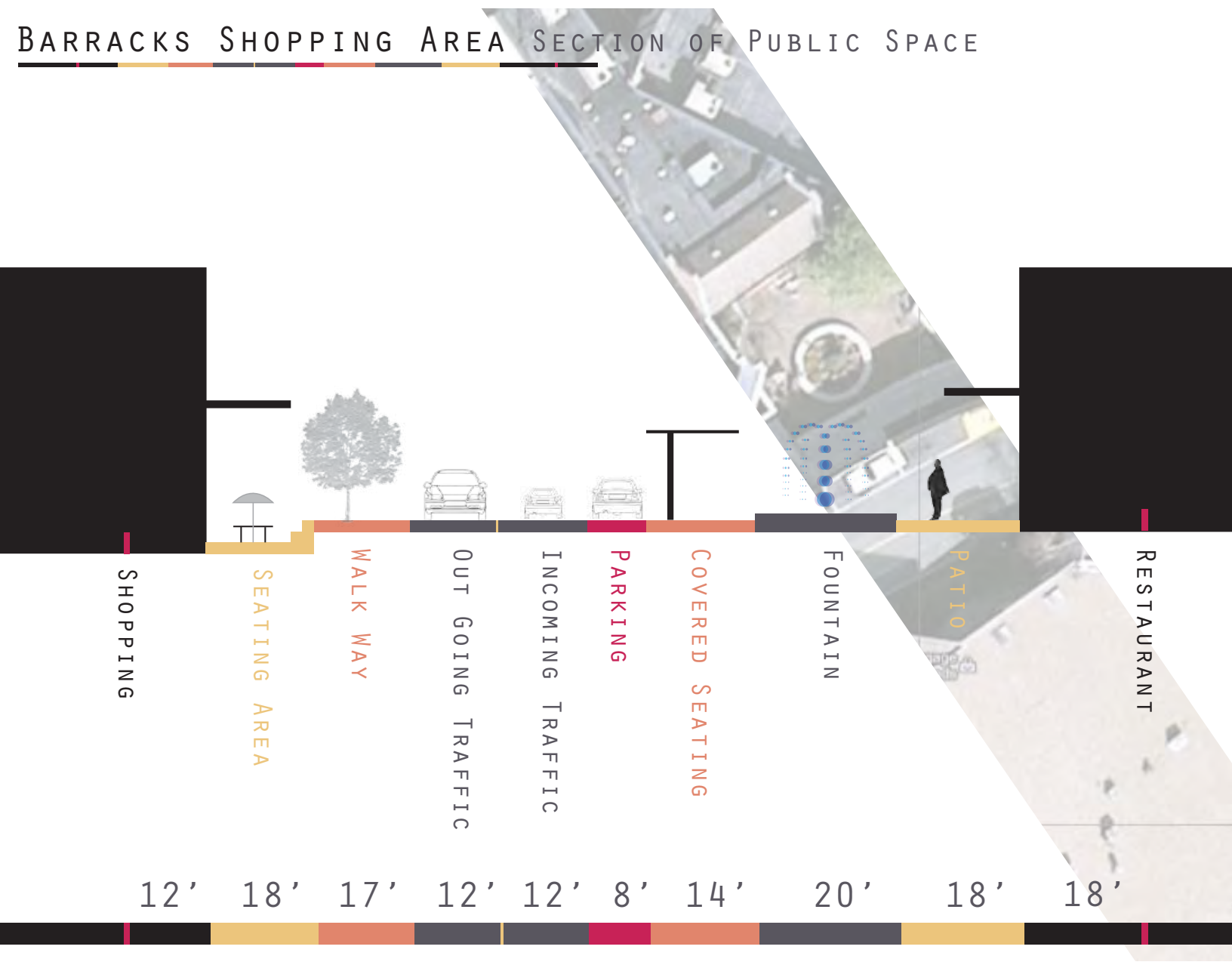
PUBLIC SPACE - THE USE OF A PLANTER WITH A LIP AT SEATING HEIGHT CAN BE USED BY THE PEDESTRIAN, AND ENCOURAGES PEOPLE TO USE THE SPACE

PUBLIC SPACE - THE CLUSTERING OF RESTURANTS CREATES A TYPOLOGY THAT ATTRACTS PEDISTRIANS TO THE OUTDOOR SPACE AROUND THE RESTURANTS. IT ENCORPOARTES SEATING AND CREATES A PLACE FOR THE PUBLIC.



# BARRACKS SECTION OF PLAZA

## BARRACKS SHOPPING AREA SECTION OF PUBLIC SPACE



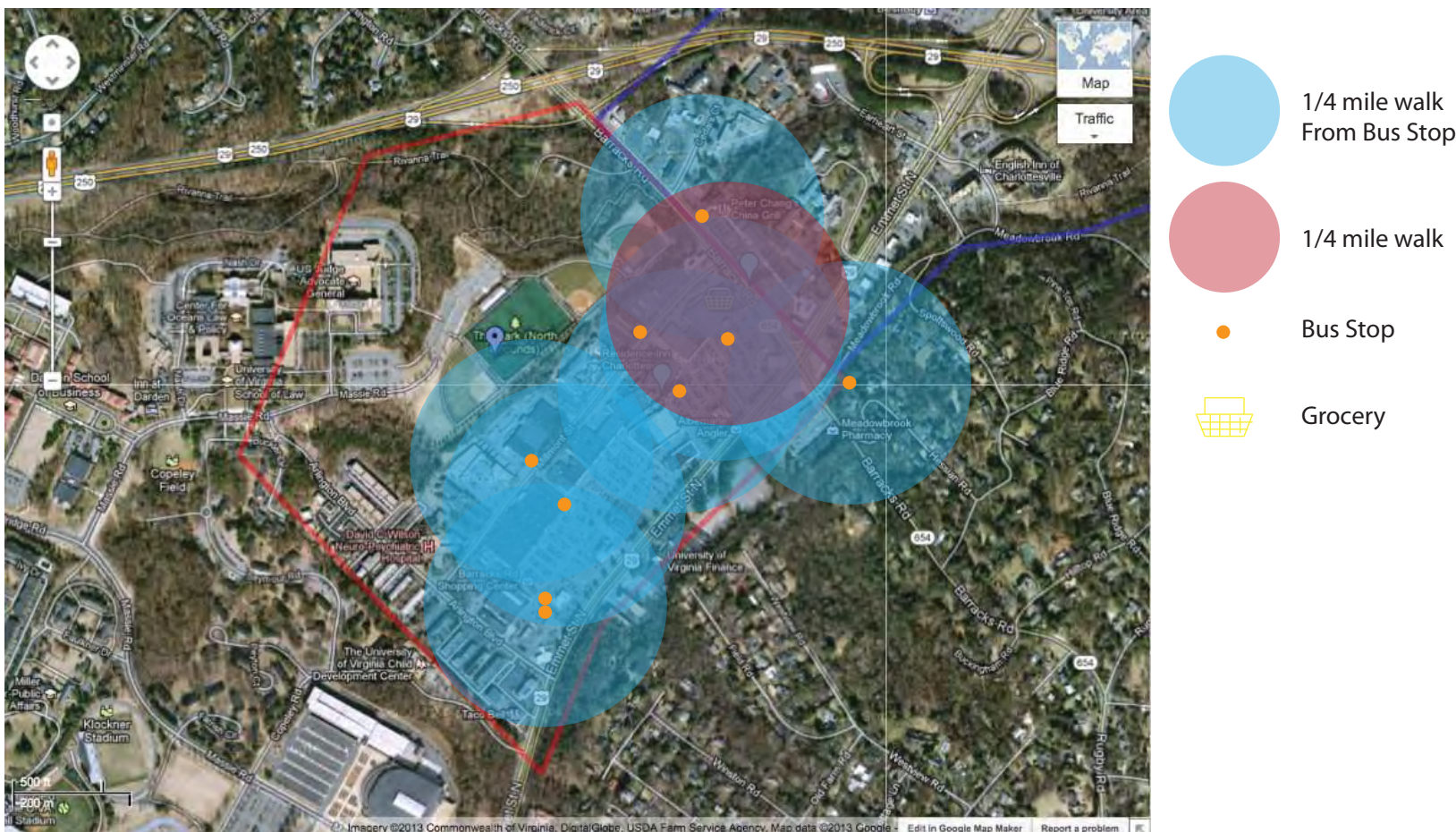
# BARRACKS ROAD

## BARRACKS ROAD:

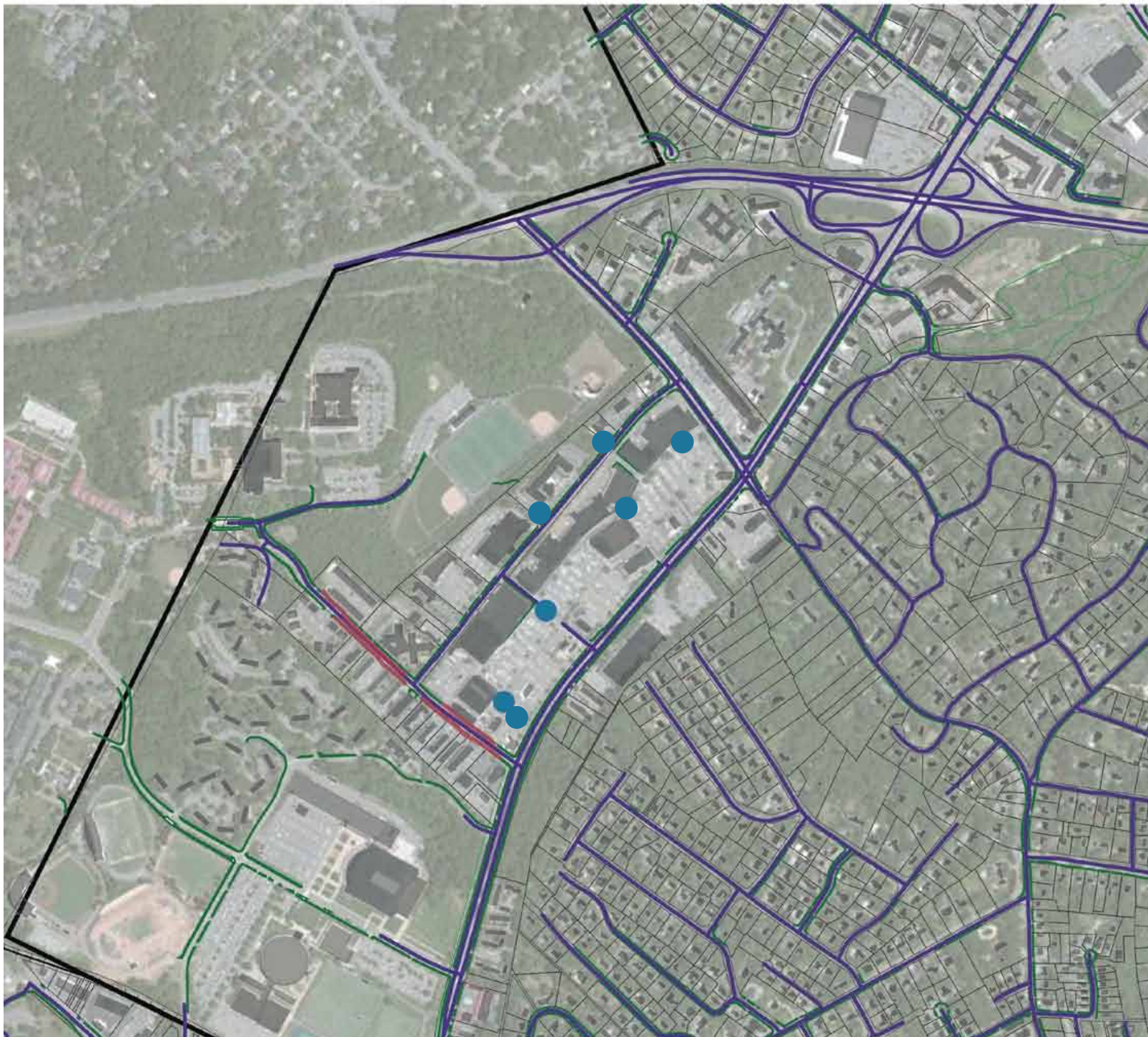
- Barracks Road Shopping Center:
  - o Road Areas/Parking Areas:
    - Nearly entire space is parking areas and road areas
    - Roads are 1 and 2 lanes
    - Painted lines (on road and parking lot)
    - Speed Limit 10mph
    - Roadside directly next to sidewalk
    - High volume of car traffic
  - o Sidewalks/Walking Areas:
    - No buffer between sidewalks and roads
    - Designated crosswalks within in the parking space
  - o Tree Coverage/Green Space:
    - Small green space/buffer between the sidewalk and parking areas
    - Limited tree canopy in these spaces
    - Overall very little, mostly impervious surfaces
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Mainly car – the space is specifically designed for car traffic and car parking
    - There is a bus route through the center of the shopping center and along one edge.
    - No bike paths
    - Limited walk space
    - Overall not very walkable
  - o Building Types:
    - Retail, restaurants. Post office, fed ex.
    - Mostly large-scale national retail companies, some smaller scale non-chain
    - Kroger, Harris Teeter, Fed Ex, Post office, Michaels, Tara Thai, Chipotle, McDonalds, ABC, Lindt Chocolate, Smoothie King, Old Navy, Five Guys, Panera, Chicos, Hot Cakes, Green Berries
    - No buffer between the large roadways and the walking space
    - Unsafe areas to walk, no place to walk to
    - Not walkable
    - One crosswalk across Emmet St. N, not used
- Area of interest / Seating area by Panera
  - Plenty of seating
  - Planters
  - Covered areas, soft couches
  - Slower traffic
  - Trees for shading and green space
  - Shared open space between several restaurants

# TRANSPORTATION ANALYSIS

The map below describes the accessibility of the Barracks neighborhood in terms of getting to important sites of interest (grocery store). The bus stops (orange dots) are located throughout the Eastern portion of the neighborhood. You can see that the area accessible (blue circles) from the bus stops is a large part of the neighborhood, pointing out that Barracks is an easily accessible place via bus transportation. The bus route falls short in that there is no access to the Western portion of the neighborhood where homes are situated. However, overall Barracks is a neighborhood where people can access the necessities they need by riding the bus.

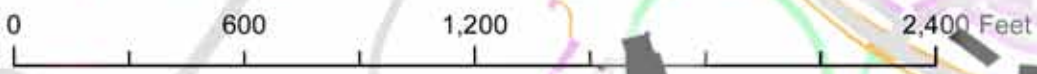


# Barracks Road Transportation Routes



- roads
- pedestrian sidewalk area
- bus stops
- bike lane
- shared lane

# Lewis Mountain



# Lewis Mountain Block Size



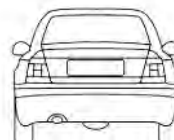
# LEWIS MOUNTAIN SECTIONS

The following four sections are a conglomerate of the diverse conditions that exist within the Lewis Mountain neighborhood. We specifically chose to focus on Lewis Mountain Road, Emmet St. North (at Emmet St. N and Ivy Rd. intersection), International Residential College area (at Emmet St. and Sprigg St.), Alderman Road (at Alderman Road and Minor Road intersection), Minor Road (at Minor Rd. and Alderman Rd. intersection). Within these four places we focused on Road areas/Parking areas, Sidewalks/Walking areas, Tree Coverage/Green space, Various Transportation/Traffic, and Building Types. Below are sections of the four areas with various successes/failures highlighted.

## LEWIS MOUNTAIN ROAD



- 2 lane roads (+ parking on side of road)
- Sidewalk on 1-2 sides (depending on location)
- Buffers between sidewalk/road and homes



## EMMET STREET NORTH (EMMET STREET NORTH AND IVY ROAD INTERSECTION)



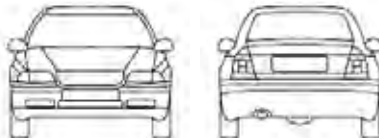
- 3 lane road
- Sidewalks on either side
- Buffers between sidewalks and buildings



# INTERNATIONAL RESIDENTIAL COLLEGE



- 2 lane roads
- No sidewalks
- Buffers between road and buildings



# INTERNATIONAL RESIDENTIAL COLLEGE (SPRIGG ROAD)



- 2 lane roads
- No sidewalks
- Buffers between road and buildings



ALDERMAN ROAD  
(ALDERMAN ROAD AND MINOR ROAD INTERSECTION)



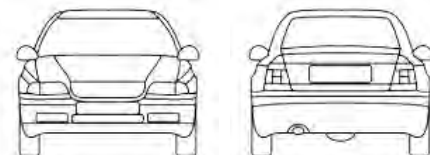
- 2 lane road
- Sidewalk on 1 side
- Buffers between sidewalk/road and buildings



ALDERMAN ROAD  
(ALDERMAN ROAD AND MINOR ROAD INTERSECTION)



- 2 lane road
- No sidewalk
- Buffers between road and buildings



# LEWIS MOUNTAIN

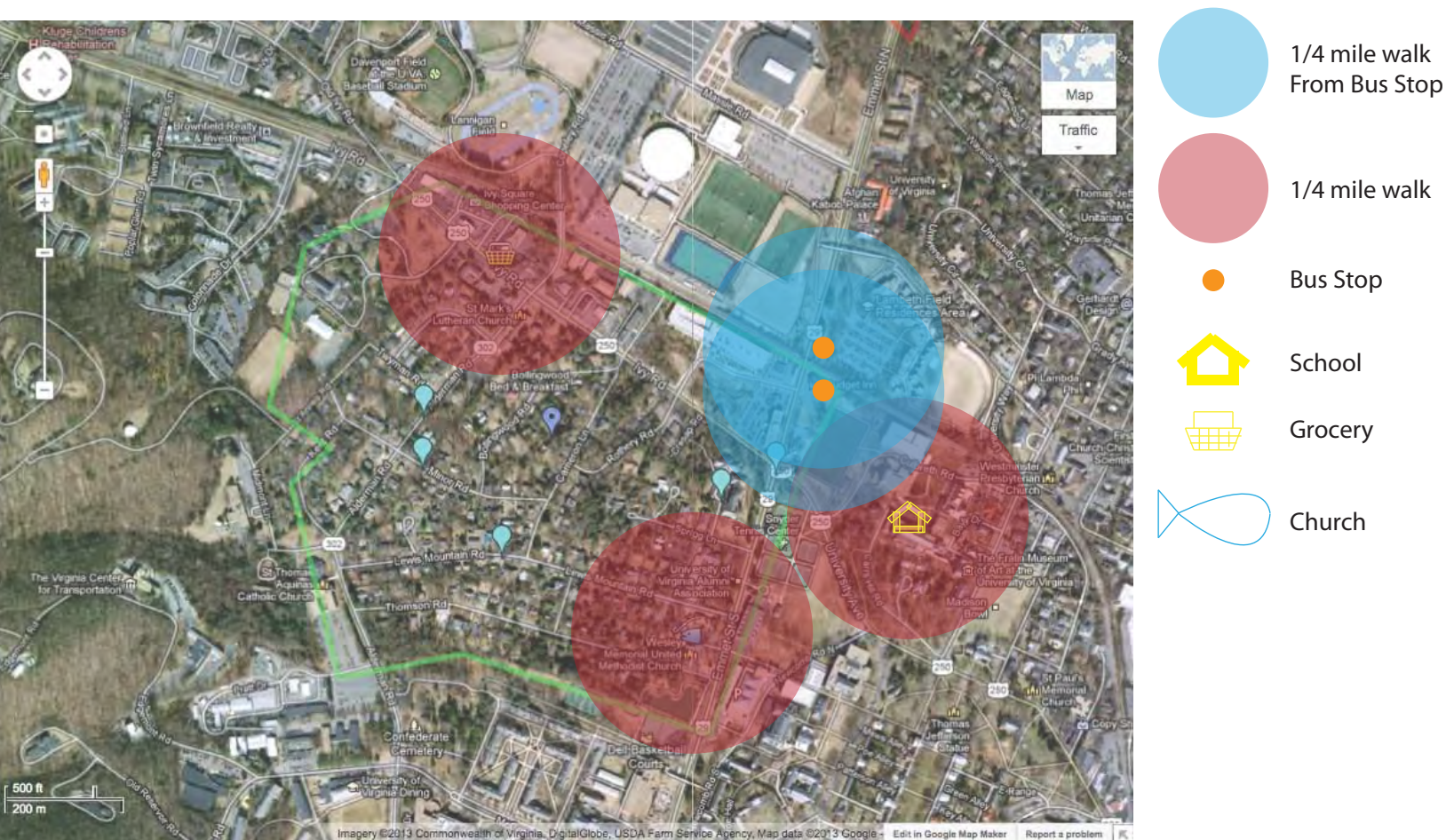
- Lewis Mountain Road
  - o Road Areas/Parking Areas:
    - Wider street than most in the neighborhood
    - Painted double yellow line
    - Stop signs
    - Very few street lamps
    - Very low traffic
    - Speed limit 25
  - o Sidewalks/Walking Areas:
    - Sidewalk on one side at some parts, both sides at others
    - Yards between houses and the road
    - No crosswalks
  - o Tree Coverage/Green Space:
    - Green space consists of people's private yards
    - Yards surrounding almost every house - trees, grass, plants
    - No public park / green space
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Mainly car
    - Sidewalks along the street at least on one side
    - No bike lanes, but possible to bike around
    - No public transportation within the actual neighborhood (bus stops around the outside)
  - o Building Types:
    - Mostly single family homes with yards
    - One church
- Emmet St. N and Ivy Rd. Intersection
  - o Road Areas/Parking Areas:
    - Major intersection
    - Stop lights on all sides
    - Both 3-4 lane streets
    - Heavy traffic
  - o Sidewalks/Walking Areas:
    - Sidewalks on both sides of both streets
    - Crosswalks with lights
    - Not easy to cross because of high traffic and wide streets
  - o Tree Coverage/Green Space:
    - Trees on three of four corners (last one is concrete)
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Bus lines run through this intersection
    - Mostly cars
    - No real safe lane for bicycles
  - o Building Types:
    - IRC buildings
    - Motel
    - Carr's Hill Field
    - Tennis courts
    - All buildings/facilities set back from the road

- International Residential College (Emmet St. and Sprigg Lane)
  - o Road Areas/Parking Areas:
    - Emmett St:
      - 2-3 lanes
      - painted lines
      - high traffic
      - Parking on one side
    - Sprigg Lane:
      - dead end
      - low traffic
      - no lines on street
      - wide street with parking on side of road
      - Stop sign
  - o Sidewalks/Walking Areas:
    - Emmett St:
      - Cross walk
      - Sidewalk on both sides
      - Lamp posts lining the sidewalks
    - Sprigg lane:
      - Sidewalk on one side, lawn and IRC dorms on the other
      - No crosswalk (not needed because of low traffic)
  - o Tree Coverage/Green Space:
    - Trees, plants, grass on both sides
    - Large lawn surrounding the IRC
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Bus stops along Emmet St.
    - Bicycle lanes lining Emmett St.
    - Walkable because of sidewalks
  - o Building Types:
    - Mostly University buildings (the IRC dorms, Alumni Hall, Memorial gym)
    - Tennis courts across the street

- Alderman Road (Alderman Road and Minor Road)
  - o Road Areas/Parking Areas:
    - Mostly narrow roads without lanes
    - No painted lines
    - Very few street lamps
    - Very low traffic
    - Speed limit 25
  - o Sidewalks/Walking Areas:
    - Very few sidewalks
    - No buffer between yards and the road
    - No crosswalks
  - o Tree Coverage/Green Space:
    - Green space consists of people's private yards
    - Yards surrounding almost every house - trees, grass, plants
    - No public park / green space
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Mainly car
    - No sidewalks to safely walk around
    - No bike lanes, but possible to bike around
    - No public transportation within the actual neighborhood (bus stops around the outside)
  - o Building Types:
    - Mostly single family homes with yards
    - One church
    - Alderman Road (Alderman Rd. and Minor Rd. intersection)
  - o Road Areas/Parking Areas:
    - 2 lanes (painted double yellow line)
    - A lot of traffic (counted approx. 20 a minute)
    - Stop signs
    - Speed limit 25 (but cars going faster)
  - o Sidewalks/Walking Areas:
    - Sidewalk on one side only
    - No crosswalks - difficult to cross street because of traffic
    - No street lights
    - Buffer of trees on sidewalk side
    - Private yards on side without sidewalk
  - o Tree Coverage/Green Space:
    - Green space on both sides of Alderman (yards and trees)
    - Private yards lining both sides of Minor Rd.
  - o Various Transportation/Traffic (car, bus, bike, foot):
    - Mostly cars
    - No bike lane
  - o Building Types:
    - All single family homes

# TRANSPORTATION ANALYSIS

The map below describes the accessibility of the Lewis Mountain neighborhood in terms of getting to important sites of interest (grocery store, school, church). The bus stops (orange dots) are located in the NE corner of the neighborhood. You can see that there are very limited places you can access on foot from the bus stop, pointing out that this neighborhood is not easily accessed by bus and residents must use alternative sorts of transportation to get around.



# Lewis Mountain Transportation Routes



-  roads
-  pedestrian sidewalk area
-  bus stops
-  bike lane
-  shared lane

# CONCLUSION

After surveying and analyzing our three neighborhoods (Lewis Mountain, Barracks, The Meadows), we have determined the successes and failures of each. Though each neighborhood serves a different purpose (residential, retail and commercial), we have found that they share many common attributes.

We used a variety of maps and surveys to determine the pros and cons of each place. We found all three neighborhoods to be lacking in adequate walkability and transportation.

For Lewis Mountain, we concluded that it is a successful and safe residential space. However, transportation throughout is limited or nonexistent and it is clear that residents need cars.

For Barracks, we concluded that it is a successful retail space providing many stores for basic needs, and that bus transportation is a viable option to access majority of the neighborhood. However, the space within the shopping center is not walkable and people tend to drive between stores.

For the Meadows, we concluded that it is a large shopping district that adequately supports the basic needs of residents. It is also easily accessible by bus from other neighborhoods. However, connectivity between the residential and commercial areas of the Meadows is lacking.

Overall, there are many things the city of Charlottesville can do to reorganize and better these spaces as well as learn from their shortcomings to provide better planned neighborhood spaces in the future.