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CHARLOTTESVILLE  
VA



# CITY OF CHARLOTTESVILLE DOWNTOWN MALL SCHEMATIC DESIGN REPORT - MAY 2005

WALLACE ROBERTS & TODD, LLC



Scale in feet

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## OVERVIEW

This report was generated in Spring 2004 as part of a coordinated series of projects in the downtown district of Charlottesville. The report explores the Downtown Mall's role in Charlottesville, takes stock of existing conditions, and provides guidance for the future. The process included coordination between the city's steering committee, Mall merchants, and residents.

WRT prepared this document as a road map for the future, with the goal of continued vitality of the Downtown Mall.

The Mall is viewed as the economic, cultural, and historic center of Charlottesville. The Halprin project of the 1970's has been very successful, but as the physical place ages, it needs to be re-evaluated, its flaws identified, and an action plan for its future generated.

This report recognizes the success of the Halprin design, and recommends minimal intervention to repair age-related decline, and to improve coordination between various user groups. Additionally, it recommends expanding the perceived width of the Mall to Market and Water Streets, to extend the pedestrian-friendly environment of the Mall. Intersections along Market and Water Streets will act as wayfinding elements, alerting visitors to the presence of this unique destination. As the city continues to grow, this cultural, economic and social heart can extend along West Main, Second and Fourth Streets to provide pedestrian connections to other neighborhoods.

## DESIGN ELEMENTS

### Mall District and Side Streets

- Designate the area from Market to Water Streets and from Ridge to Eighth Streets as the Downtown Mall district, with a unified design vocabulary and material palette.
- Place a premium on pedestrian and bike activity; provide easy pedestrian connections from both the local parking garages and nearby neighborhoods.
- Designate side streets as primarily pedestrian, like the Mall, while still maintaining safety and emergency vehicle access, service and delivery access, and accessible parking spaces.

### Fire Lane

- Realign the fire lane to simplify navigation by emergency vehicles, and to consolidate leasible space for outdoor cafes.

### Paving

- Replace the existing, grouted brick paving with sand set brick paving, which will wear better. Phase work to minimize impact to merchants.
- Add a polished granite marking system to inobtrusively mark the fire lane.
- Change the detail of the drainage runnell to make it more durable without changing its appearance.

### Planting

- Replace unhealthy red maples at Central Place with more appropriate species.
- Protect willow oaks along the Mall.
- Begin maintenance regime of replacing 1/3 of the willow oaks every 10 years, to minimize risk of losing all the trees at once.

### Furniture

- Phase in replacement and addition of Mall furniture over a 5 year period.
- Replace worn chairs; add a significant number of new chairs to provide more public seating.
- Add curved benches to selected existing planters to increase public seating.
- Add a significant number of bike racks to encourage bicycling Downtown.
- Create platforms for newspaper vending boxes, to designate areas for the boxes and minimize the current over-proliferation of them, using the principle of "contained clutter".
- Replace trash cans with an ergonomic design to protect workers from back strain problems.

### **Outdoor Vendors**

- Maintain current clustering of outdoor vendors around Central Place; encourage spill-over into the side streets through terraces.
- Sponsor a design competition to create a vendor cart that is unique to Charlottesville.
- Institute a permitting system that places a premium on local and/ or handcrafted items, to encourage small local businesses and to help foster a sense of place through regional crafts and produce.

### **Lighting**

- Concurrent with the repaving, replace Mall light fixtures with new fixtures that have better lighting performance, with less glare.
- Along the Mall, use a fixture with an upright component to highlight the willow oaks.
- At intersections, use a fixture that will continue along West Main Street, creating a continuity between the districts.

## **PHASING**

### **Phasing**

- On a short term basis, the Mall extension and Transit Center, along with selected side streets attached to impending or soon-to-be-completed private developments will be the first projects to be implemented as part of the overall Downtown Public Space Design initiative. Subsequent implementation phases will depend on the linkage to other private development and/or future public grants.
- A key phasing issue is the repair of the Mall pavers. As this report recommends, the pavers should over time be replaced by similarly sized brick units. They should be set in a sand bed rather than a mortar bed, and with sand-swept instead of grouted joints.
- The first areas to receive this treatment will be the Second Street Crossing and the East Mall extensions to the Transit Center. In order to minimize impact of this repair work upon the Mall merchants, future repairs should be made in discrete, self-contained increments, possibly on a block-by-block basis: first in the center of the Mall between the drainage gut-

ters; second on the street crossings; and third on the remaining north and south sides, or vice versa. As the tree areas are repaved, an assessment of the trees should be made. Ideally, trees in poor health or limited life expectancy should be replaced as new work around them is conducted. The same should hold true for the mall lighting: the new proposed fixtures (and any other utility work) should be installed simultaneously with the brick pavers.



## BRIEF HISTORY OF THE DOWNTOWN MALL

Main Street has always occupied a central position in Charlottesville, economically, spatially, and emotionally. Over the past two hundred years, through several iterations of character and form, what is now the Downtown Mall has continuously been reinforced as a vibrant community focal point. The Mall today is a successful business and social place, but continued success requires maintenance and a longterm focus on the future. The Mall is aging, and requires strategic intervention to enhance and expand on its past success. An overview of the history of the Downtown Mall helps to site the space in time, and give a direction for its future.

### Early History<sup>1</sup>

The area now known as the Downtown Mall, with the exception of the section east of Sixth Street, was part of the original twenty-eight block grid for Charlottesville. Economic activity in the city originally centered on Court Square, gradually moving south to Main Street in the nineteenth century. With the arrival of the railroads in the mid-nineteenth century, Charlottesville experienced

economic growth as a crossroads of east-west and north-south lines, which organized the city into quadrants. Main Street, in the north-east quadrant, remained the city's economic center. During the Civil War, Colonel Sheridan and Major-General Custer occupied the city for three days during their march to Richmond in 1865, but city was relatively unscathed, with only the Woolen Mills and several bridges being destroyed. As with much of the South, economic regrowth was slow, but for Charlottesville, it was relatively steady.

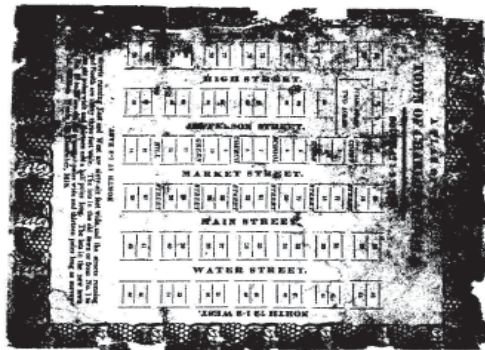
From 1892-1938, a trolley line connected Main Street to to the University of Virginia and residences along Rugby Road. This trolley system, common in this era to numerous cities throughout the United States, ensured that downtown merchants had a steady supply of customers, and provided a vital exchange between 'town and gown'. Transportation continued to play a large role in Charlottesville and Main Street's growth. Between 1895 and 1920, the city paved many of its roads, with Main Street being macadamized in 1895. With the growing popularity of the automobile,

Main Street became increasingly prosperous, located as it is on the original Three Notch'd Road – a major east-west connector to Richmond.

### The Halprin Plan

Economic Development Now summarized the creation of the pedestrian mall succinctly:

'Before 1970, auto and truck traffic went down in Main Street in Charlottesville, often stopping and generating business for local merchants. However, the downtown was dying...retail sales in the central business district declined during the 1960s, as did property assessments. A majority of buildings downtown were deteriorating or obsolete. Confounding the situation, the completion of Interstate 64 in September 1970 diverted much of the traffic and business away from Main Street, a trend exacerbated by the construction of the Barracks Road Shopping Center, well away from downtown. As early as 1971, Barracks Road surpassed downtown in sales revenue, and major retail stores Legget's and Rhoads were planning to leave the downtown.



Charlottesville Downtown Mall Schematic Design

So in the early 1970s, former mayor Charles L. Barbour and several City Council members, inspired by pedestrian malls in Rochester, Minn., and Kalamazoo, Mich., decided to take action. They called in a consulting firm, which organized a three-day planning workshop in which residents and business owners explored economic, planning and spatial solutions to the economic crisis. According to Lawrence Halprin, the consulting firm's CEO, the council alone "had a very limited view of what should happen." For them, the issue mainly was bringing pedestrians into stores. Closing Main Street to drivers wasn't necessarily what they had in mind. Workshop participants, however, had plenty of other ideas: Closing the street, planting trees, and adding fountains, an amphitheater and other attractions. Thus the concept for the Downtown Mall was born.<sup>22</sup>

The Charlottesville Neighborhood Plan identifies areas of focus for today and the future:

"The creation of Charlottesville's unique Downtown Mall was an effort to revitalize the Downtown area, the heart of the city. East Main Street was reconstructed in 1976, and later expanded to include a portion of West Main Street as a pedestrian mall with unique specialty shops, restaurants and cafes not usually found in other commercial areas in the city. This project entailed the bricking over of nine blocks of Main Street and the incorporation of trees, lighting, fountains and distinctive landscaping reminiscent of European cities. Though not entirely successful

in its infancy, through time the Downtown Mall with its attractive character and historic architecture has become a vital public realm and gathering space for the city's residents as well as for regional inhabitants and tourists. To preserve this atypical space not found in many American cities, the area has been designated a historical district by the City of Charlottesville. The Downtown Mall is more than a commercial main street, but rather a successful mix of commercial and residential uses. Recently, many residential units have been added, and the downtown neighborhood has become one of the most desirable places to live in the city. The Downtown Mall also includes recreational opportunities such as movie theaters, an ice rink, and the Virginia Discovery Museum.<sup>23</sup>

### Today

The success of the Downtown Mall is a result of many factors: economic incentives and support from the city, continued investment from local businesses and developers, an urbane population that values the pedestrian experience of the Mall, and a design that is open and flexible enough to allow changing use and interpretation over time. While the Mall is generally a very vital center, it is not without its problems:

- The east and west ends tend to lack activity, except when events such as Fridays After Five are occurring. They need attractions to anchor them in the visitor's experience.

- The Mall is difficult for outsiders to find; it does not have well-defined or visible points of entry.<sup>4</sup>

- While the Halprin design has stood the test of time, individual elements are showing wear. Trees are sick, paving is cracking and shifting, furniture is wearing out. Small elements such as these contribute to the success of an environment.

The Mall today needs a plan to address the issues of aging, to make it more visible and accessible, to anchor it in the city, and to reach out beyond its current boundaries.

1 Early history paraphrased from Kenneth Schwartz's 'Charlottesville: A Brief Urban History' (<http://jefferson.village.virginia.edu/schwartz/cville/cville.history.html>)

1818 map of Charlottesville from <http://jefferson.village.virginia.edu/schwartz/credit/cpl1818cr.html>

2 From Economic Development Now ([www.iedconline.org/EDNow/6\\_30\\_02/](http://www.iedconline.org/EDNow/6_30_02/))

World War I parade on Main Street from <http://mcgregor.lib.virginia.edu/Holsinger/main.html> - Negative X5537B1

3 From the Neighborhood Plan

4 One team member was approached at the corner of Water and Fourth Streets by a patron leaving the parking garage, who asked where the Downtown Mall was - 250 feet from the Mall.

## EXISTING CONDITIONS

### The Physical Design

The Halprin design for the Downtown Mall was based on a simple design providing a framework for human activity and interaction. Halprin referred to this as a design score - a concept based in music and dance performances. He used a simple kit of parts, repeated in variations on a theme down the Mall. His kit of parts included:

- Paving: brick paving, with accented paving at the intersections
- Fixed elements: trees and lighting fixtures provide a steady rhythm along the Mall. Willow oaks provide a constant condition, while smaller, more decorative red maples accent Central Place.
- Movable elements: black furnishings (planters and seats) are intended to be rearranged as desired by users.
- Fixed elements are located in a meander along the Mall, some on the north, some on the south. This meander adds to the spontaneity and vibrancy of the Mall, by encouraging pedestrians to take indirect routes.

### Mixed Uses

The vibrancy of the Mall is due in large part to the mix of uses it contains, both planned and unprogrammed. Social and community use of the Mall (hanging out with friends, people watching, informal networking, political and civic life) are supplemented by programmed events like Fridays after Five and retail activity. Stores and cafes that spill out to the pedestrian environment add to the vitality of the Mall, as do vendors and coffee stands, and unprogrammed activities such as street musicians and performers. Continued vitality of the Mall will require striking a balance between:

- Long-term rental of Mall space (restaurants and stores)
- Seasonal permits (vendors)
- Unregulated use (musicians and performers)

### Strengths, Weaknesses, Opportunities and Threats

The neighborhood plan cites walkability, safety and convenience as strengths to be improved upon, with traffic in the area as a major concern.

Using the same format as the neighborhood plan, WRT sees the following characteristics specific to the Mall:

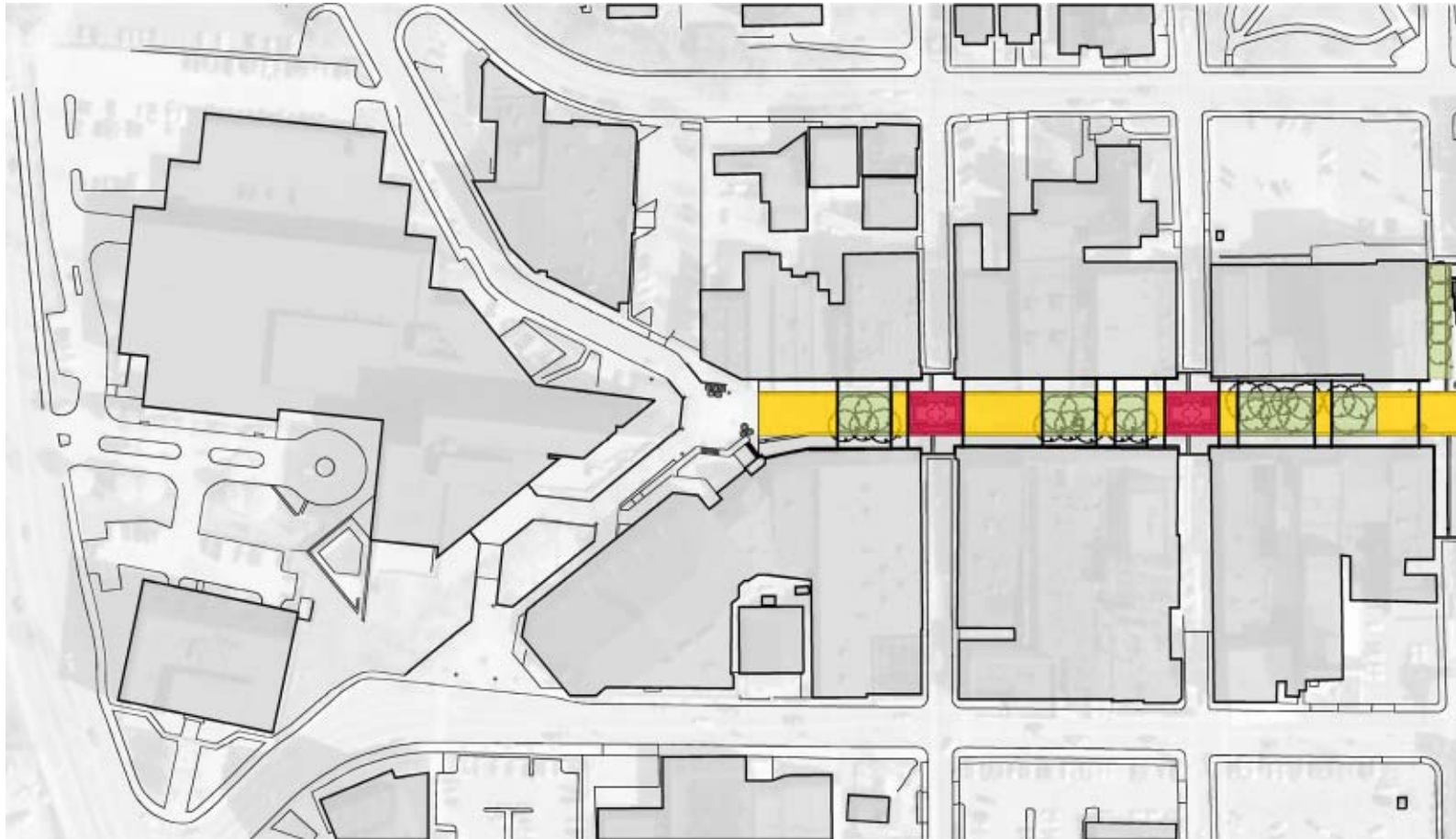
**Strengths:** walkability; diversity of microclimates; safety in numbers; diversity of activity; architectural scale and character; presence of local merchants; presence of residents

**Weaknesses:** lack of public seating; availability of parking; vacant buildings; panhandlers (especially around vacant buildings); overabundance of newspaper boxes; lack of nighttime activity beyond bars

**Opportunities:** expand outward on the success of the Mall; increase residential opportunities within walking distance; extend season of cafes through heater/ light fixtures; new theaters and art facilities

**Threats:** increasing commercial use; decline in public realm; increasing economic monoculture



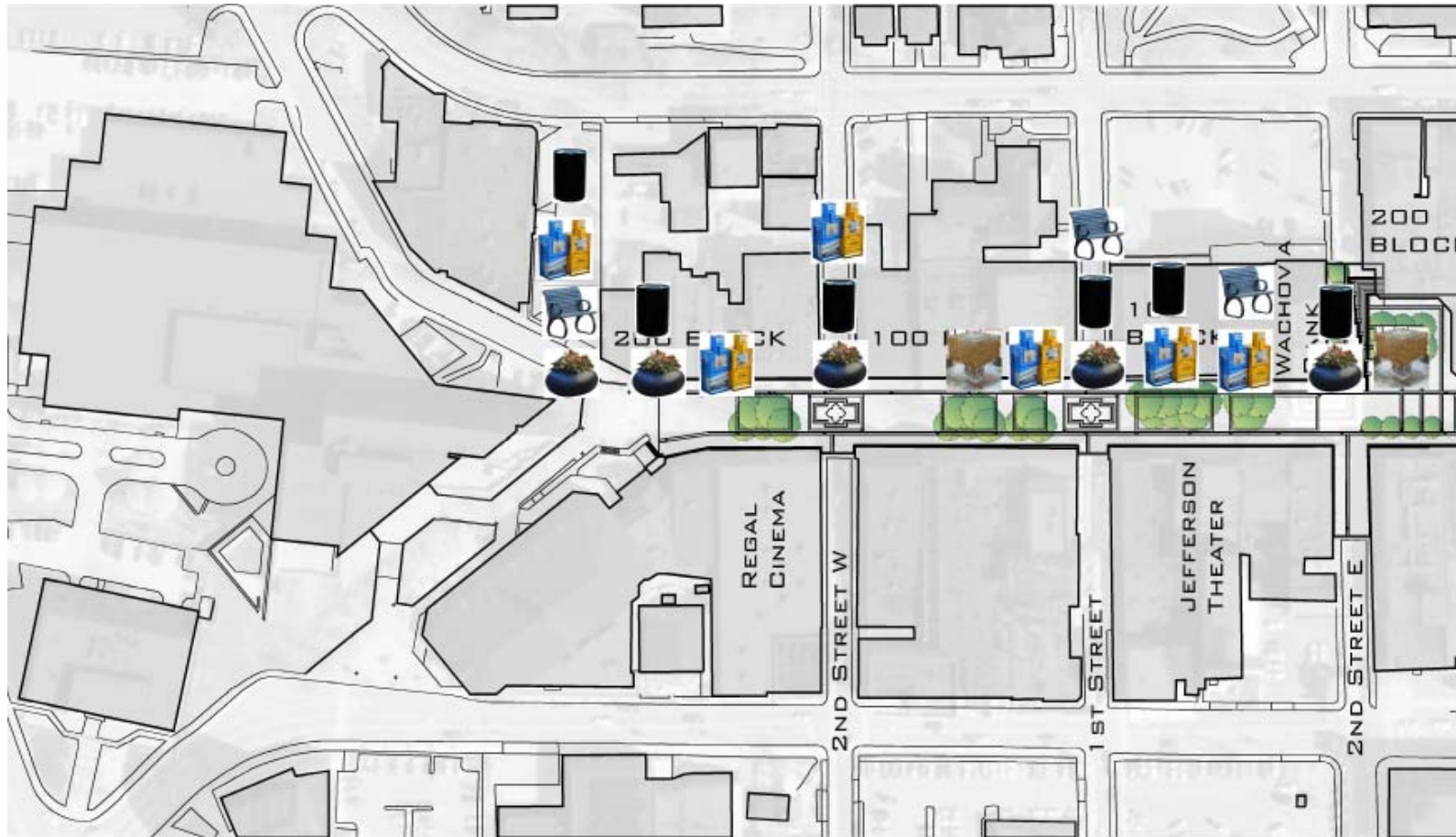


-  **INTERSECTIONS**
-  **TREE COVERAGE**
-  **OPEN AREAS**

Halprin designed a mix of environments along the Downtown Mall that can be described as outdoor rooms. Trees and the cross streets are used to frame the user's experience and foster a variety of potential uses. Walking the length of the Mall, the user passes through a variety of rooms linked together in different ways, which gives the space a feeling of spontaneity and adventure.

The clustering and staggered locations of the trees north and south creates a natural meander along the Mall, adding to the vibrancy of the space.





**BENCH**  
20 in 7 locations



**FOUNTAIN**  
4 in 4 locations



**NEWSPAPER**  
144 in 10 locations



**BIKE RACK**  
4 in 3 locations

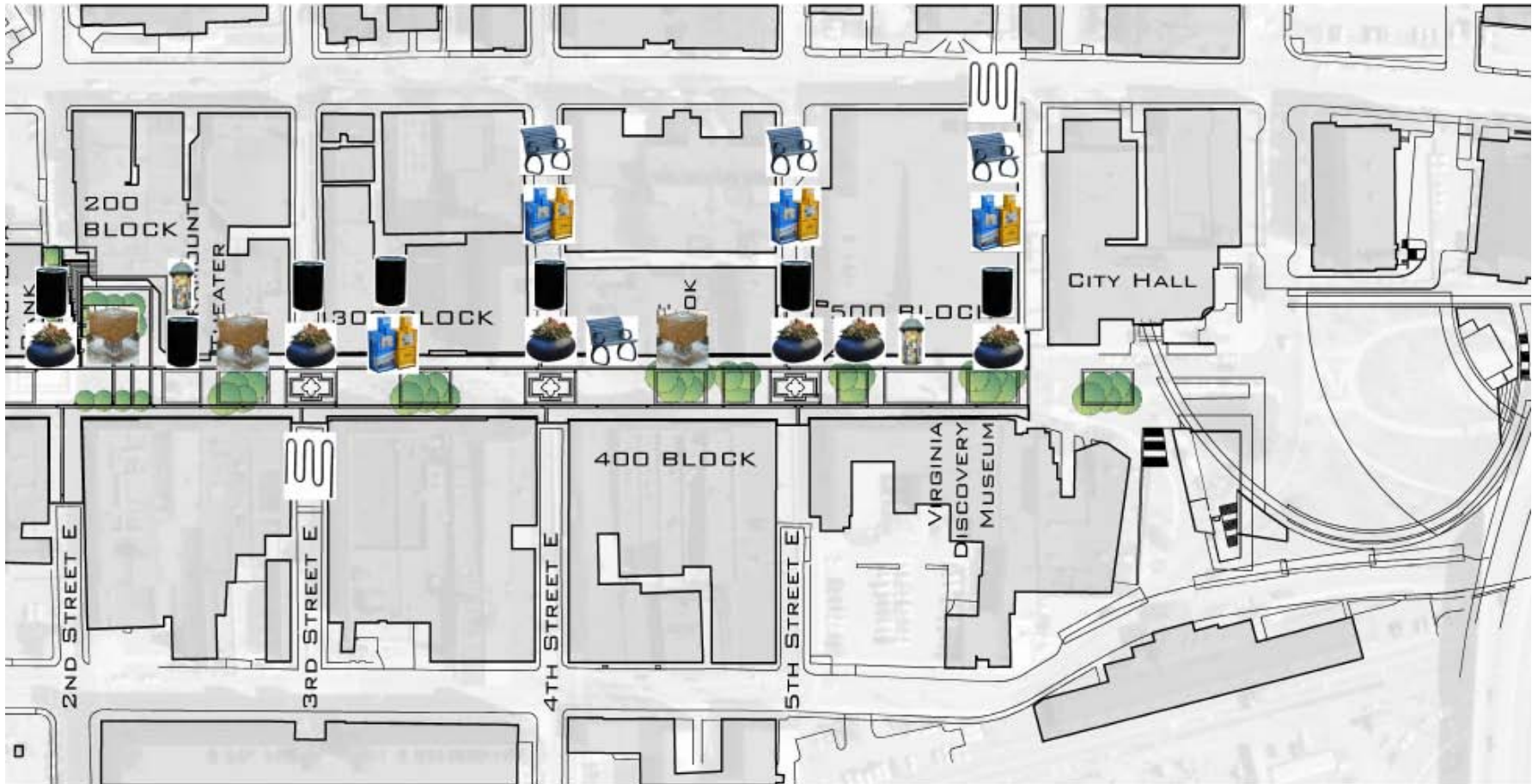


**KIOSK**  
2 in 2 locations



**PLANTER**  
60 in 10 locations



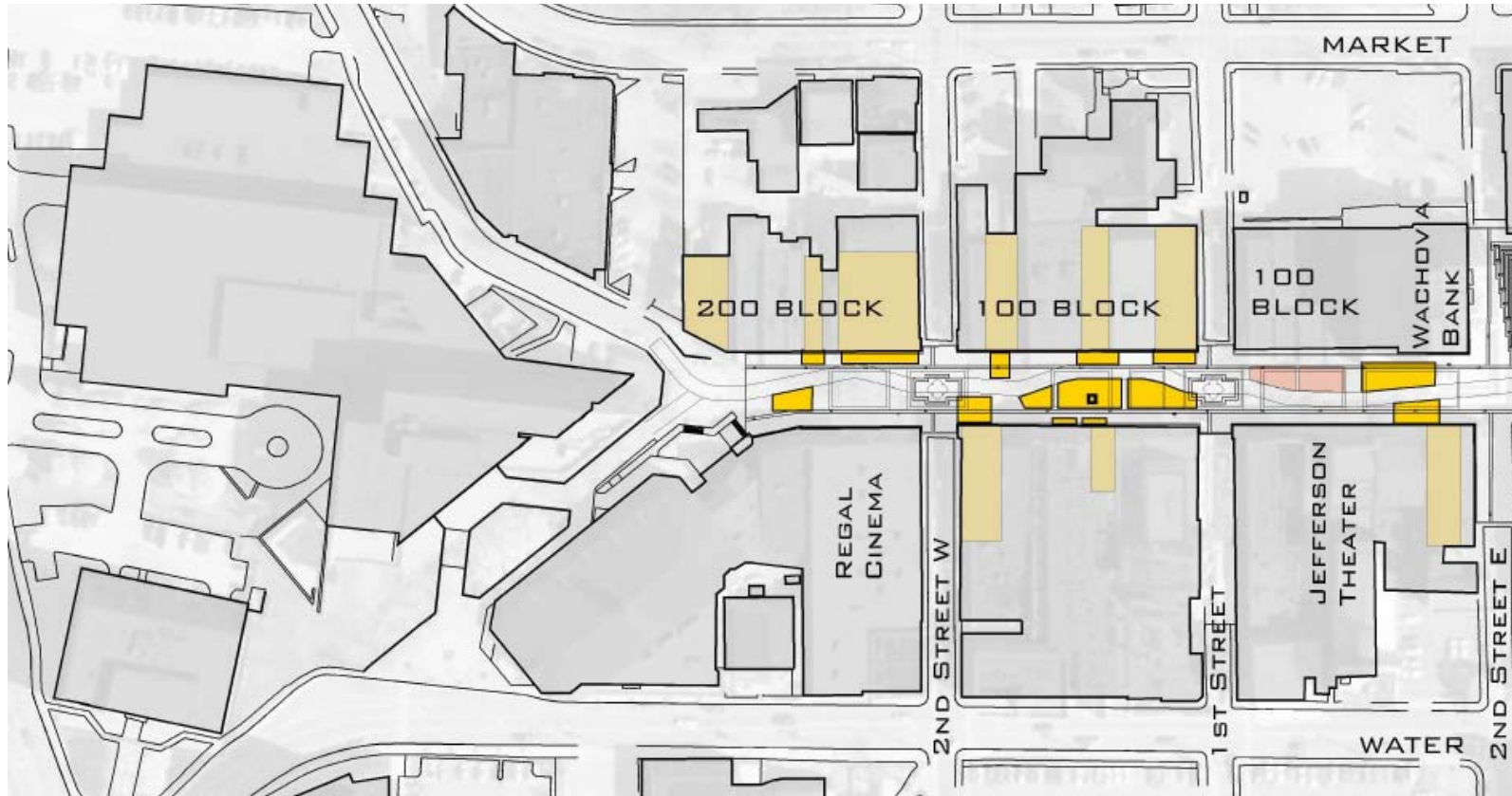


**TRASH CAN**

28 in 12 locations

Site furniture helps to structure how residents and visitors use a space. There is a distinct lack of public seating (Halprin called for 150 seats) and an overabundance of newspaper vending boxes, cluttering the public space. Planters add to the lush feel, while bike racks encourage multiple forms of transportation downtown.





**RESTAURANTS ON THE MALL**

21 facing on the Mall

**RESTAURANTS WITHIN ONE BLOCK OF MALL**

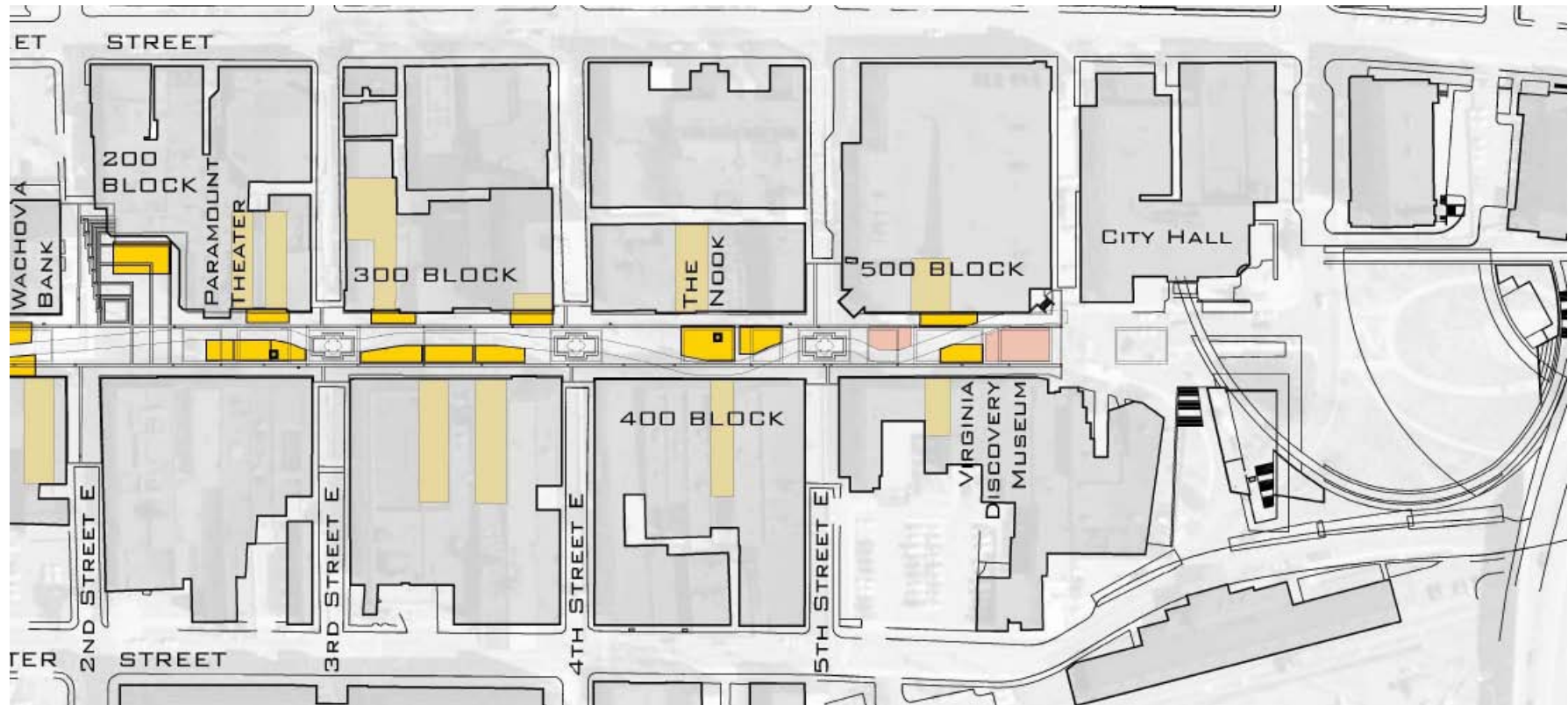
9 without crossing Market or Water Streets

**OUTDOOR CAFES ON THE MALL**

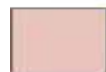
21 occupying 13,805 sf

Outdoor cafes along the Mall serve both vital social and economic functions. Chance encounters build social networks and are part of the attraction of the Mall, while people watching adds to the entertainment, vitality, and safety of the Mall.

Cafes are located in areas bounded by the fire lane, and occasionally hinder access to shops.






EXISTING RESTRAUNTS & CAFES



AVAILABLE SPACE FOR LEASE

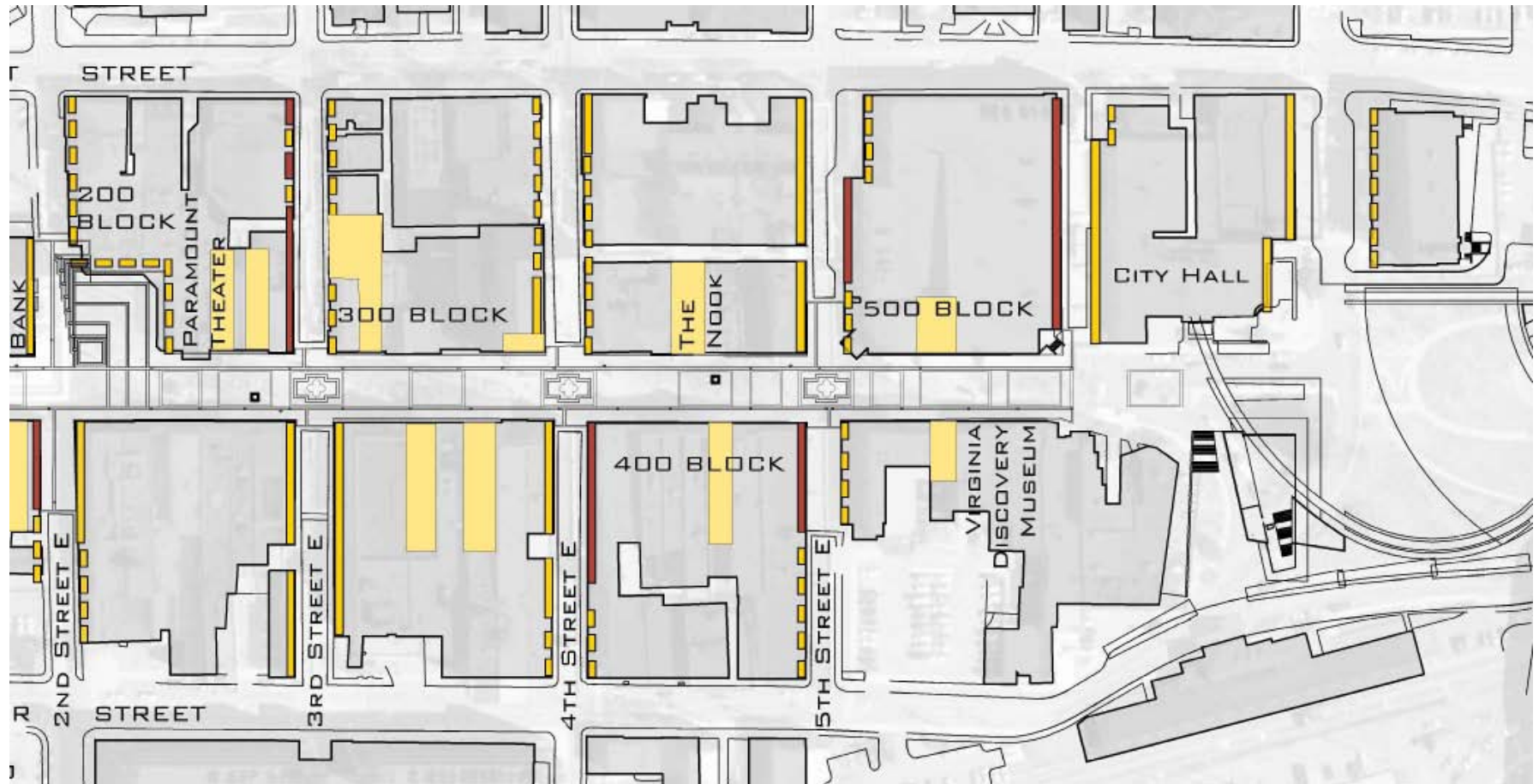
# SIDE STREET WALL CONDITIONS



-  **BLANK WALL**
-  **WINDOW ARTICULATION**
-  **WINDOW AND DOOR ARTICULATION**

There are many beautiful 19th and 20th century buildings along the Mall, with wonderful architectural detailing. Blank walls could be used for lighting displays, murals and graphics by local artists, or for growing shrubs or vines. These uses would provide a backdrop for activity without blocking windows.





Window and door articulation provides a pedestrian scale to buildings, and also provides opportunities for stores and restaurants. Where doors exist to side walls, side streets should be structured to encourage new businesses through shading and levelled areas for seating or vending.





## DESIGN APPROACH

### GOALS FOR RENOVATING THE DOWNTOWN MALL

- Respect and preserve the integrity of the historic Lawrence Halprin design, including overall plan layout of elements, materials and details.
- Correct the deficiencies that have accrued to the design over time.
- Facilitate maintenance functions wherever possible.
- Improve opportunities for flexibility in use of the mall, without compromising the design.

## SUMMARY

The side streets are the threshold to the Mall, and they provide pedestrian, service, and emergency access. They also have the potential to act as gateways and visual cues to the presence of the Mall, a potential that is currently not realized on most streets.

As the Mall continues to thrive, the side streets provide locations for expansion of Mall activities and also areas of complementary activities, more passive zones. Both in current and future renovations to the side streets, they should be considered as parts of a Mall district, bounded by Market and Water Streets to the north and south, and MacIntyre and Ninth Streets to the west and east.

WRT recommends extending the presence of the Mall to Market and Water Streets, creating a Downtown Mall District, through a consistent design and palette of paving and furniture. Over time, the side streets should all be renovated to a similar appearance.

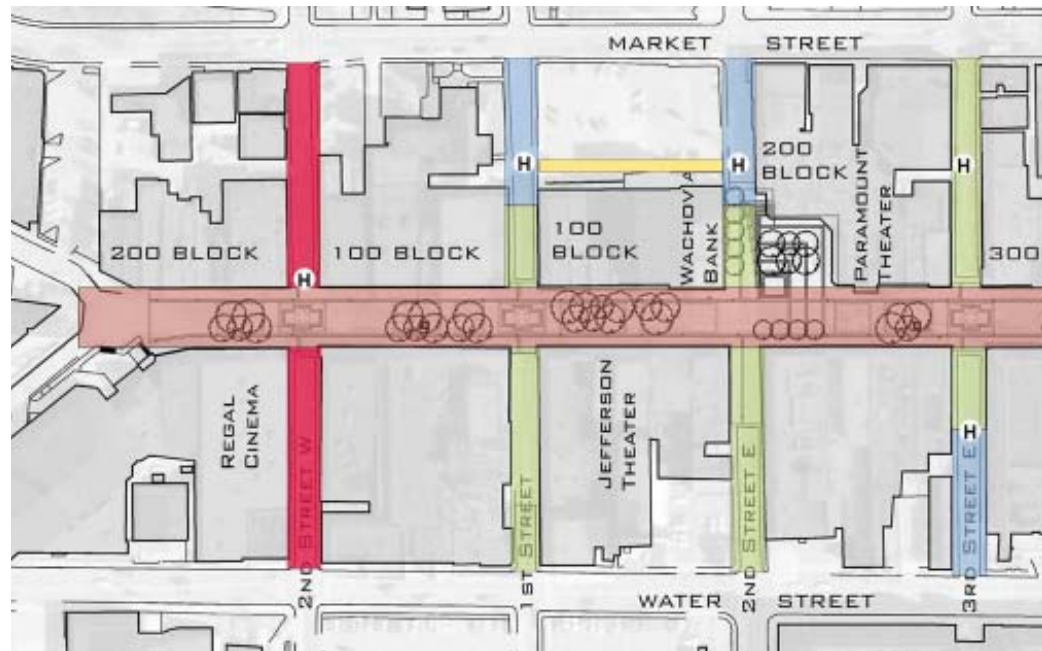
## EXISTING CONDITIONS

All side streets have vehicular access with limited handicap and temporary parking. Along Market and Water Streets, there is little to no indication of the Mall's presence, making it difficult for newcomers and visitors to even locate the Mall.

The streets themselves vary greatly: there is no consistent design, paving or planting approach on the streets. While several buildings along the streets need repairs, many of them are very attractive, with quality brickwork, windows and detailing.

## RECOMMENDATIONS

1. **Maintain a drive lane** for deliveries, services, and emergency access on all side streets. As on the Mall, the street should have consistent paving, with a subtle marking for the drive lane. The perception should be that the street is fully pedestrian.
2. **Limit times of service access.** Services should be limited to early morning hours so that the streets function as fully pedestrian during the day. Pedestrian activity in the drive lane will open the sides for cafes and vendors, as currently occurs on the Mall.



3. **Limit parking** on the side streets to one loading and one accessible space. Increased pedestrian activity on the side streets will provide more areas for cafes, vendors, and intermittent activities. Maintain Third Street SE for bank access, and Fifth Street SE until the parking lot is developed.

4. **Maintain drive alley** from Fourth to Fifth Streets. Open a similar route between First and Second NE, if possible. This will increase safety by eliminating vehicles turning around and/or backing up.



**VEHICULAR STREET:**  
THROUGH TRAFFIC



**VEHICULAR STREET:**  
SHORT-TERM PARKING ON STREET



**VEHICULAR STREET:**  
SERVICE ACCESS



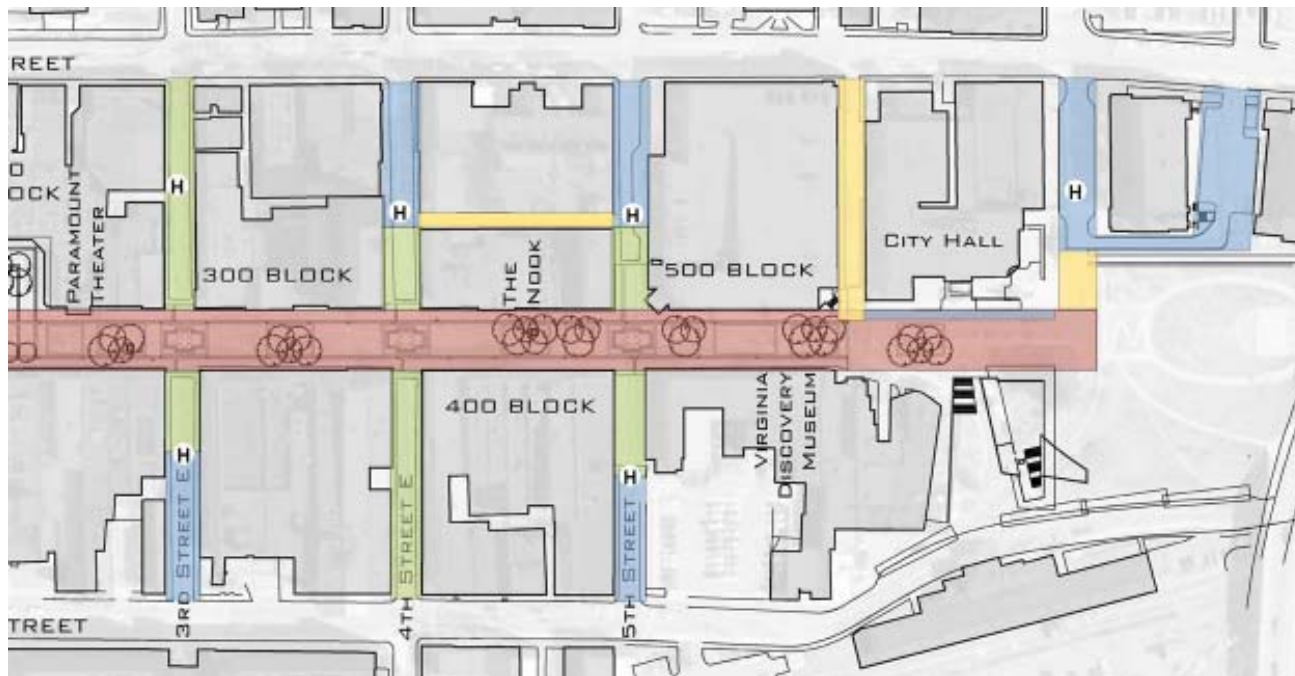
**PEDESTRIAN STREET:**  
TIMED SERVICE ACCESS AND FIRE/ EMERGENCY ACCESS



**MAIN STREET:**  
PEDESTRIAN WITH FIRE/ EMERGENCY ACCESS



**HANDICAPPED PARKING**





## SUMMARY

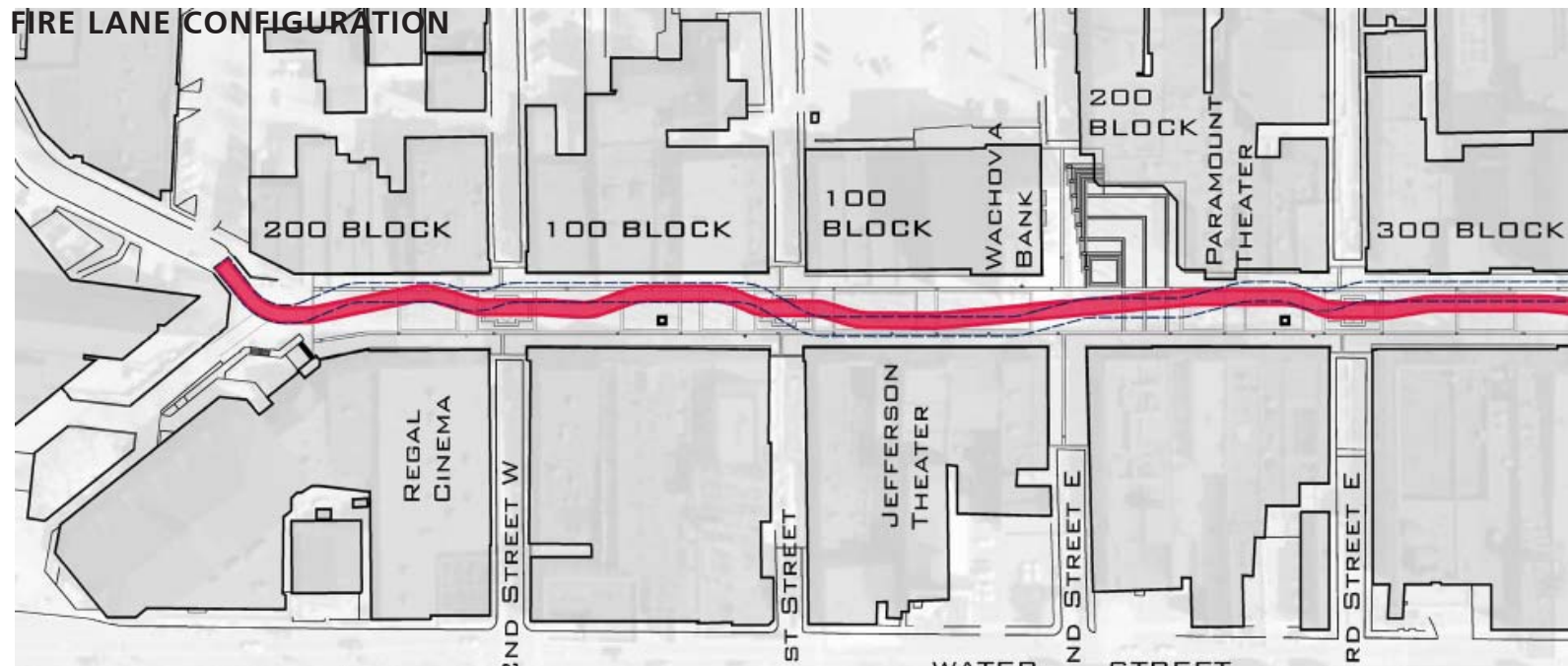
The location of the fire lane dictates the areas available for other uses, including private outdoor restaurants and cafes, public seating, temporary Friday after Five venues (or similar events), vendors and outdoor performers. Currently, there is very little space remaining for leasing to additional private cafes, a popular use with a growing demand.

WRT proposes to realign the fire lane to consolidate space for either café lease or gen-

eral use in the central areas of the Mall. The benefits of the new fire lane location will be significantly more useable area in the center of the Mall, and simpler navigation for fire trucks and other emergency vehicles. This requires a redesign of the intersections to enable passage of the vehicles. This design relocates street lights and site furniture including seats and planters.

## EXISTING CONDITIONS

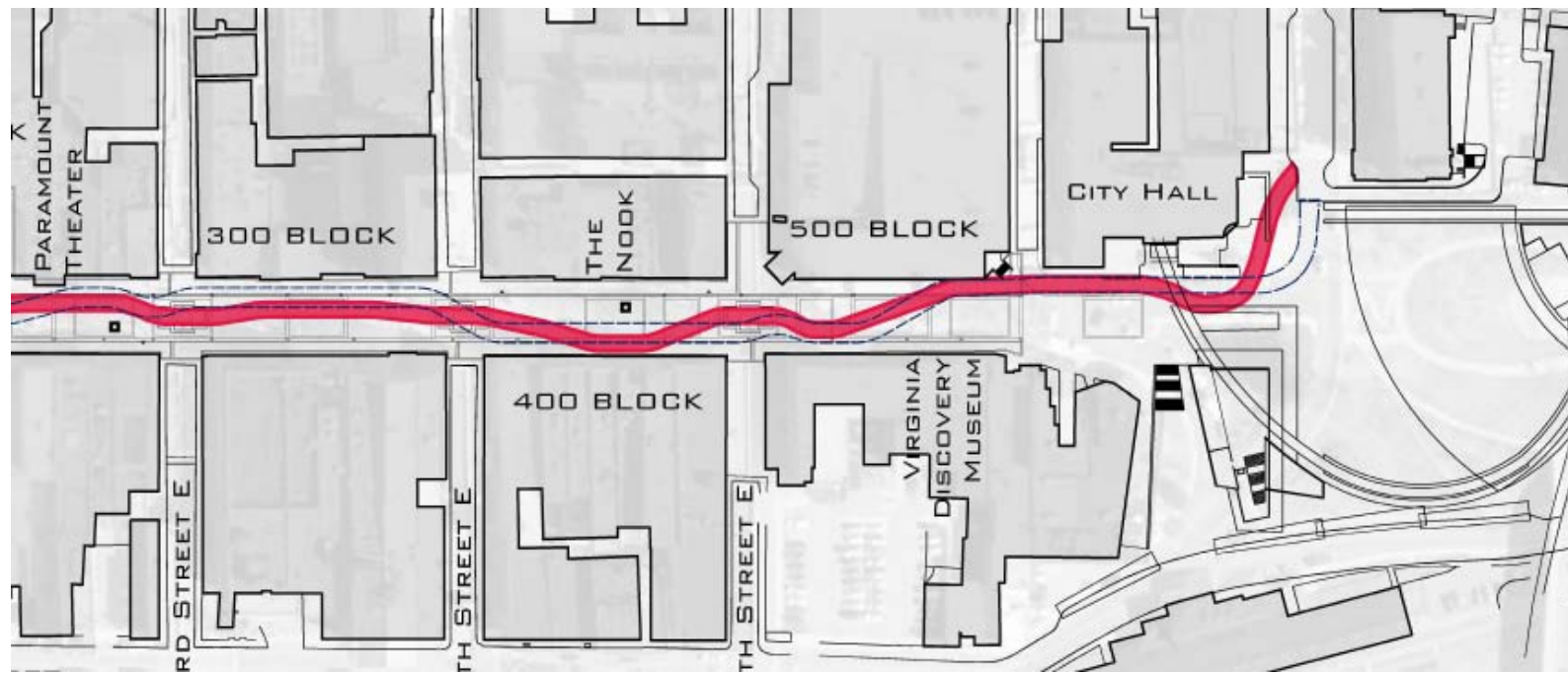
The existing fire lane weaves between the various fixed items on the Mall – trees, light poles, kiosks and hydrants. Because of the Mall layout, the fire lane is extremely irregular, and meanders from center to edge with no easily recognizable logic. As a result, vendors and cafes are often unclear as to the limits of the fire lane, and moveable objects such as furniture get placed in the lane. Additionally, the fire lane dictates what areas are available for outdoor use by cafes and vendors. Where the lane is in the middle of the Mall, these outdoor uses are at the building facades, diverting pedestrians away from storefronts.



## RECOMMENDATIONS

1. **Realign the fire lane** to consolidate available open space, to make the fire lane easier to mark and to drive, and to zone pedestrian movement (typically in the open area of the fire lane) towards building facades.
2. **Change the layout of the intersections** to coordinate with the new alignment. The current four lights at each corner will be replaced with two lights, and planters and other fixed pieces of site furniture will be relocated (see detail plans, e.g. page 31.) This is a departure from Halprin's design, where all the intersections have a uniform appearance.

3. **Mark the fire lane through paving.** Use square, red granite pavers of a similar color to the brick pavers to create a subtle yet legible permanent notation of the fire lane. (See paving detail, page 22.)



## SUMMARY

The existing paving on the Downtown Mall needs to be repaired and/ or replaced. According to the Law Engineering report of August 2000, “the paving has effectively reached the end of its service life, primarily due to the deterioration of the mortar bedding and jointing.” Failing joints have lead to water infiltration and freeze-thaw damage. WRT supports the Law report recommendation to replace the existing brick and mortar system with hand-tight, sand-set brick pavers set on a sand bed on the existing concrete slab. WRT also recommends removing the concrete banding and accents and replacing them with granite as designed by Halprin.



## EXISTING CONDITIONS

### Excerpted from the Law report:

*The paver system...is a rigid mortared system installed over a cast-in-place concrete slab. The paver system exhibited several distresses including cracked and spalled pavers, pavers with broken corners and edges, deteriorated mortar joints, deteriorated expansion joint sealant, and heaved, negatively drained areas.*

### Pavers:

*...In general, less than five percent of brick showed obvious signs of distress.*

### Mortar:

*The mortar has deteriorated significantly....The failure of the mortar has allowed water to infiltrate the pavement system. Ice forms and builds up under the pavers during heavy freezes, which has resulted in differen-*

*tial heave and settlement particularly along the drainage swales on either side of the street....*

### Concrete Base:

*...The concrete appeared well consolidated, hard and competent. No signs of distress or deterioration were observed....*

### Subgrade:

*Subgrade conditions varied considerably throughout the length of the Mall....*

### Concrete Accents:

*...[T]he concrete's aggregate has, through wear and surface scale, become exposed. Their condition is not a structural concern, but may be an aesthetic concern....*

### Expansion Joints:

*...Expansion joints east of 1<sup>st</sup> Street were essentially ineffective.... Expansion joints west of 1<sup>st</sup> Street appeared to be constructed in conformance with the original plans...in many cases the sealant was no longer effective.*



## RECOMMENDATIONS

The Law Engineering Report recommends several options for removing and replacing the brick paving system, which they identify as failing throughout the Mall. One of their goals is to delete the problematic mortar joints with a non-mortared “hand-tight” joint alternative, a goal that WRT endorses. However, WRT recognizes the high cost of entirely removing and replacing the brick paving system, along with the considerable disruption to the mall activities and the shopping/dining experience. While we have not conducted the exhaustive analysis that the Law Engineering firm performed, on-site observation indicates that some paving areas are in greater need of repair than others.

WRT recommends replacing the Mall paving over a series of years, correcting the worst areas first by reconstructing an entire block, using the concrete bands to separate discrete work areas. Construction should be timed to coincide with the months when least disruption to mall activities and merchant sales will occur.

1. **Replace brick paving.** Bricks should be replaced in kind, with the same color and pattern. Exceptions include using 4”x8” bricks instead of 4”x12” existing bricks, replacing the mortar setting bed with a 1/2” sand setting bed and the mortar joints with hand-tight joints that are in-filled with sand. 4”x12” can be sourced from Webster (General Shale) Brick Co., or Watsonstown Brick Co.
2. **Replace concrete banding with stone,** in the same layout and design as the existing concrete. Native, natural stone such as light gray granite will withstand the abuses of snow removal chemicals much better than concrete, which tends to spall and degrade over time.
3. **Mark the fire lane in the paving.** Polished red granite pavers will be clearly legible without being overly intrusive visually. The pavers will be one-half the size of a brick, and will be set while the paving is being repaired.



*Existing Paving - Concrete Banding at Intersections*



*Paving as Designed by Halprin - Black Granite Pavers at Intersections*



## FIRE LANE

### Summary:

There is no original Halprin detail to mark the fire lane. As the number of cafes and vendors has grown, open space on the Mall is getting more limited, and there is confusion about the location of the fire lane. Movable items are often moved into the lane, creating a potential obstruction to a fire truck in an emergency situation. As an interim method of marking the lane, brass survey tags have been located along the Mall. Although this serves the purpose of clarifying the fire lane location for merchants, it is a visually and functionally temporary solution.

WRT recommends permanently marking the fire lane through paving, to be completed as the brick repairs take place.

### Proposed:

- **Mark the fire lane with polished granite pavers**, 1/2 the size of a brick, located every 4'-0" along each edge of the fire lane. The pavers should be polished finish, in a brick red color.



## DRAINAGE RUNNEL

### Summary:

The existing Halprin detail of two bricks butted against each other is unstable. Freeze-thaw cycles tend to lift the runnel bricks, which then obstruct the flow of water. Subsequent ponding damages the adjacent brick paving, and over time the water infiltration and paving damage will continue to expand.

WRT recommends a runnel detail with a keystone paver locking the runnel together. The appearance would not change, but the performance over time would be improved.

### Proposed:

- **Adapt Halprin detail:** add a durable stone or precast concrete keystone at the center joint.

# TREE GRATES

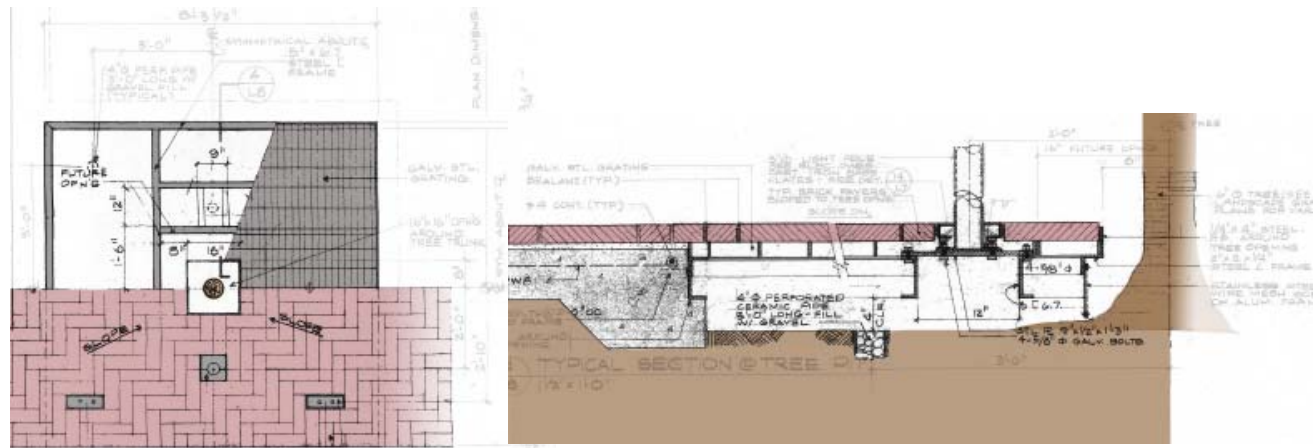
## Summary:

The original detail at the trees called for a 16" x 16" square opening in the brick paving at each tree, with no tree grate. An 8'x8' section of brick paving around each tree is held off the ground by a metal frame. As the trees have grown, they have become too large for the original openings, and various alternative solutions including plywood surrounds and tree gates have been tested.

WRT recommends using the original Halprin detail, enlarged as required to accommodate the mature willow oaks. To reduce the risk of pedestrians tripping in the space between the tree and the opening, the area beneath the brick should be filled with gravel mulch.

## Proposed:

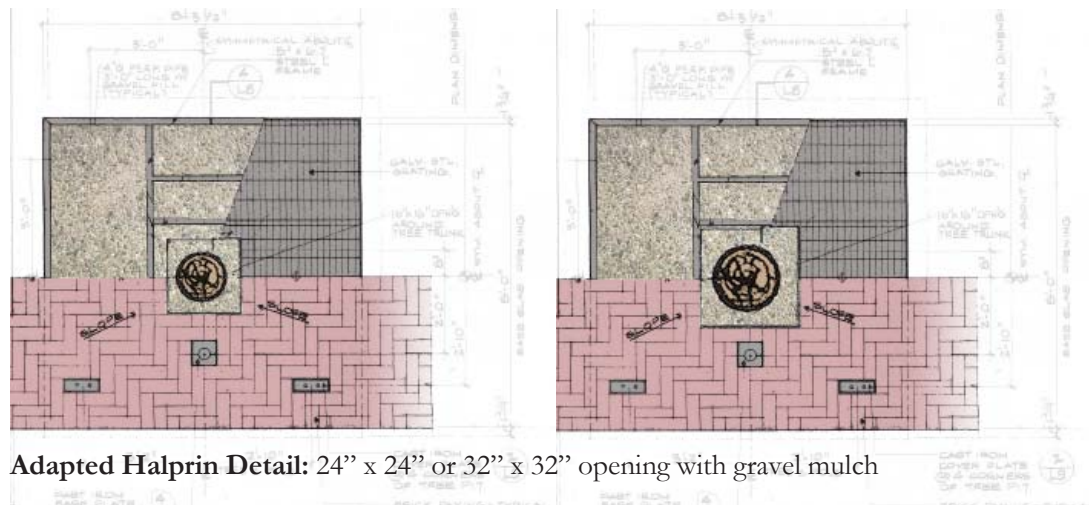
- **Adapt Halprin detail:** enlarge openings to accommodate mature tree trunks, add gravel mulch.



Halprin Detail: 16" x 16" opening at tree



Current Conditions: Black plywood, Round opening, Metal Grate



Adapted Halprin Detail: 24" x 24" or 32" x 32" opening with gravel mulch

## SUMMARY

The willow oaks planted on the Mall are a treasure, conveying an immeasurable character and uniqueness to the Mall. Arranged in clumps staggered from block to block down the center of the Mall, they are now about 50 feet tall. They were planted less than 30 years ago, and it is estimated that their age is about 40 years, just hitting their stride as magnificent shade trees. Healthy willow oaks can easily grow to be over 200 years old. Their removal or loss as a group would dramatically change the character and “feel” of the Mall. WRT recommends taking every step possible to preserve and protect these trees for as long as possible.



## EXISTING CONDITIONS

### Willow Oaks



Willow oaks, with a finely textured leaf, are one of the most beautiful of the various species of oak trees. Oaks typically have strong wood and they do not split easily from storms or ice. However oaks are susceptible to various afflictions including borers, oak gall insects, twig girdlers and various leaf diseases. WRT has observed the presence of oak gall insects in some of the trees, with several highly infested. Of the hundreds of kinds of galls possible, most will rarely affect the health of the trees, although some, like the gouty gall caused by the gall wasp, can affect the health by killing branches. WRT is concerned that we have observed what we believe are gall wasps in some of the willow oaks on the mall.

Normal controls for gall insects include spraying the trees either with dormant lime

sulfur or a dormant miscible oil in the spring before growth starts, in order to destroy the insects. Valuable trees, such as those on the Mall, should also receive a spraying of Sevin or a methoxychlor-Kelthane spray in mid-May and again in mid-June (Note: use best practices for Integrated Pest Management, including protection of bees). Heavily infested branches should be removed and destroyed before spring, although this step may have a very detrimental effect on the appearance and health of the trees heavily infested. Several of the willow oaks may need to be removed due to the intense infestation of gall wasps.



### Red Maples

The red maples at Central Place were likely selected for their vibrant spring and fall color, in contrast to the muted tones of the willow oaks. Red maples, however, are intolerant of urban sites, dry soils, and heavy wind, all conditions present on the Mall. WRT believes that all nine red maples at Central Place are dying and will need replacement within the next year or two with a more tolerant species.



## RECOMMENDATIONS



1. **Replace dead or dying trees as necessary.** Remove diseased trees, leaving the remainder in place, with intensified maintenance efforts to preserve the remaining healthy trees. Dig out the stump of the tree to be removed, along with a 60 inch diameter hole to receive the replacement tree, which should be a willow oak with a 4.5 to 5 inch caliper trunk.

Some of the paving will have to be removed around the tree to be replaced, and unless the entire block is scheduled

for repaving, the localized brick pavers around the replaced tree should be replaced with mortar joints to match the adjacent pavers.

This method of replacement accepts that the each group will lose some trees over time, but that these will be replaced immediately. Over time, the younger trees will mature and begin to develop the same characteristics of shade and vegetative mass as their predecessors, thereby preserving the spirit and character of the original Halprin vision.

2. **Replace the red maples** at Central Place with a more suitable species. The University of Virginia has had success with *Acer x freemanii* - a cross between red and silver maples that seems to have the color of the red maple and the toughness of the silver. Other potential species with the Halprin-desired color and size, but greater urban and drought tolerance include *Acer buergerianum* (trident maple) or *Nyssa sylvatica* (black gum).



*Acer x freemanii*-  
Red & Silver Maple  
Cross



*Acer buergerianum*-  
Trident Maple



*Nyssa sylvatica*-  
Black Gum



## BIKE RACKS

### Summary:

The City encourages bicycle use, but few bicycle racks are located in the vicinity of the Mall. WRT proposes installation of a large number of bicycle racks at strategic locations on many of the side streets, at the points where the pedestrian zone begins. Numbers should be greater on the Water Street side of the Mall, in recognition of the local topography that encourages biking approach from the south side.

### Existing:

There are currently four bicycle racks on the Mall: two at the East End, one on 4th Street SE, and one at the Ice Park.

### Proposed:

- Install bicycle racks at the points where the pedestrian zone begins.
- South Side - 5 locations totalling 30 bikes
- North Side - 3 locations totalling 24 bikes
- East End - 1 location totalling 12 bikes
- Total of 66 spaces



*Dero Bike Racks: Campus Rack*

## BENCHES

### Summary:

The original plans by Halprin call for 150 chairs. Today there are significantly fewer, only 20 on the Mall. Consequently, public seating is quite limited. WRT recommends providing significantly more seats on the Mall, in support of the Halprin concept, and as a great public amenity.

### Existing:



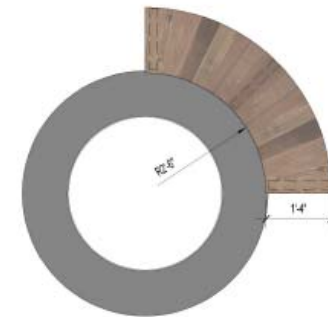
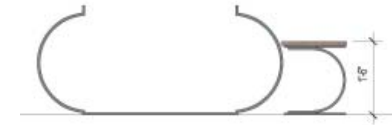
The original design provided movable seats that people could arrange in their own way. This concept is still valid, because of its flexible and sociable nature and its understanding of the way people prefer to sit in the public realm. Potential problems with movable chairs are the possibility for them to be moved into the fire lane, or to be stolen. The original Halprin benches are very heavy and difficult to move any significant distance, and are therefore less prone to theft. WRT recommends replacing the Halprin-designed chairs with a similar style bench, with a powder coat finish and durable wood seat, and placing them in free form arrangements conducive to conversations.

### Proposed:

- Install moveable seats as a complement to the private seating at cafes.
- Seven locations, coordinated with cafe leases
- Clusters of 5-10 seats
- Total of 70 seats



*MWH Object + Design: D200 Series Bench (c/o RPI)  
Available in Black Powdercoat Finish on Metal,*



*Custom Fabrication: Radius Bench  
Black Powdercoat Steel, with Hardwood Seat*

## PLANTERS

### Summary:

The original cast iron planters are in good condition and should stay on the Mall. WRT recommends retaining the planters as part of the original Halprin family of site furniture. In addition, curved benches or attached seating can be added to supplement Mall seating. Relocation of planters will need to take place in order to accommodate the re-located fire lane.

### Proposed:

-Retain existing planters as part of the original Halprin family of site furniture.  
-Relocate planters to accommodate realigned fire lane and to recapture informal Halprin clustering.

- Add curved benches to planters at key locations: West End, Central Place, East End.
- Three locations, 5 benches each
- Total of 15 benches

Note: Additional plantings may be obtained through hanging baskets on Mall light poles. Such baskets should provide a minimum 8 feet vertical clearance, and be placed in pairs to the side of the light fixtures. Basket hardware should match the finish of the poles.



*Existing Steel Planters  
Designed by Halprin*

## NEWSPAPER BOXES

### Summary:

Newspaper vending boxes on the Mall are excessive in number, visually clutter the Mall, and in some cases pose inconvenient barriers to pedestrian movement. WRT proposes that vending boxes be located on the side street corners, adjacent to the Mall. The space for the boxes should be clearly defined and take advantage of the blank wall spaces in many of these locations.

### Proposed:

- Locate the newspaper vending boxes on side street corners just off the Mall.
- Install level brick platforms to define areas for newspapers
- Install in four locations:
  - 2nd and 4th Streets - 15 boxes on the south side, 5 on the northside
  - East and West Ends - 10 boxes
- Total of 60 newspaper boxes



## TRASH CANS

### Summary:

The trash cans currently in place on the Mall are the original Halprin design. They are very sturdy, and generally in good condition. Because of their thick metal construction, they have lasted well, and have little risk of being stolen or moved. However, recent advances in design incorporate ergonomics, and newer trash cans often open from the side rather than the top, minimizing the risk of back injuries to maintenance crews as they lift lids and remove bags of trash. Additionally, new models often have integrated ashtrays, minimizing cigarette litter and the risk of trash fires. WRT recommends replacing the trash cans with a newer model that has a similar character to the Halprin model.

### Proposed:

-Replace trash cans with ergonomic design with incorporated ashtray.



*Landscape Forms: Petrosky  
Trash Can with Sand Tray  
Available in Black  
Powdercoat Finish*

**SUMMARY:**

Current vendor regulations stipulate that vendors:

- May set up anywhere outside of the fire lane and 15' away from the face of a building
- Must be within a 10'x10'x10' volume
- Must have a dark cloth on their display table that drops to the ground

There is little consistency in the location and appearance of vendors, and unlike the Farmer's Market, no premium is placed on local or hand-crafted items.

WRT recommends a mobile display cart, possibly the result of a local design competition, that could be stored in the Water Street garage overnight. Vendors would rent the display from the city, and set up in designated areas.



*Charlottesville Farmer's Market*

**GOALS:**

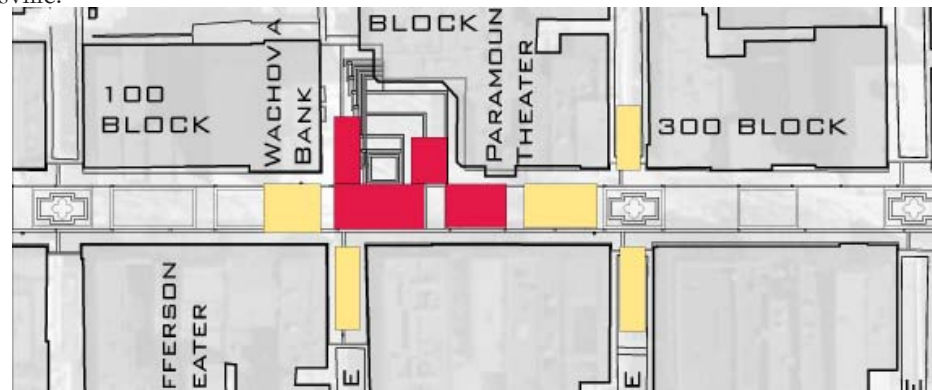
**Design:** There should be a consistent design for all the vendors to foster a cohesive market character.

**Location:** There are currently minimal restrictions on locations where vendors may set up, however, there tends to be a nucleus of activity at Central Place. Moving vendors to the side streets was considered as a means of enlivening the side streets and expanding the activity of the Mall. However, it was felt that these locations would be too isolated for the vendors to thrive economically. Vendors should be encouraged to cluster, as that encourages browsing. The city could zone vendor locations, to give a weekday boundary of Central Place, and an expanded boundary for weekends and the holiday season.

**Vending:** Preference of location or rental rate should be given to local and/ or hand-crafted goods, helping to reinforce the uniqueness of the Mall, and support local arts and crafts and other unique traditions in Charlottesville.

**PROPOSED:**

- **Sponsor a design competition** for new vendor carts that can close up and lock, are mobile, and can be stored overnight in the Water Street parking garage.
- **Vendors would rent carts** from the city as an aspect of peddler's permit
- **Central Place** would remain as the nexus of vendor activity for all days. Additional vendor locations should include the side streets (preferably sections close to the Mall), and other Mall areas not under lease and/or that do not interfering with the Fire Lane.



Charlottesville Downtown Mall Schematic Design

## CASE STUDY

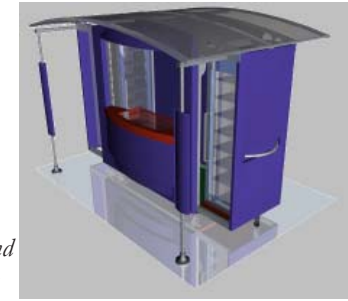
### City of Jerusalem, Israel Pushcart Design Competition

<http://www.jerusalem.muni.il/tichnun/model/pushcard.htm>

The City of Jerusalem recently held a design competition among architects and designers for a new standard pushcart for the city. Entrants submitted designs for pushcarts as well as vegetable market stalls and flower stands.

With Charlottesville's large designer population, there is an opportunity for a similar program here. Base guidelines could be given regarding size, mobility, security, storage, etc. Rather than an off-the-shelf vendor cart, Charlottesville would have a design that helps mark the unique character of the Mall.

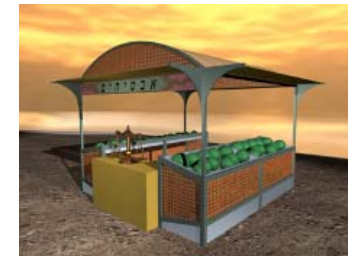
WRT recommends that the pushcarts have wheels for mobility and be capable of leveling anywhere on the mall (specify these requirements in the competition brief). Different types could be called for to accommodate different types of goods, such as produce, baked goods, jewelry, and clothing.



*Elisha Levi and  
Yeheskel Yashin*



*Nakbla Archi-  
tects - Pushcart  
and Watermelon  
Stand*



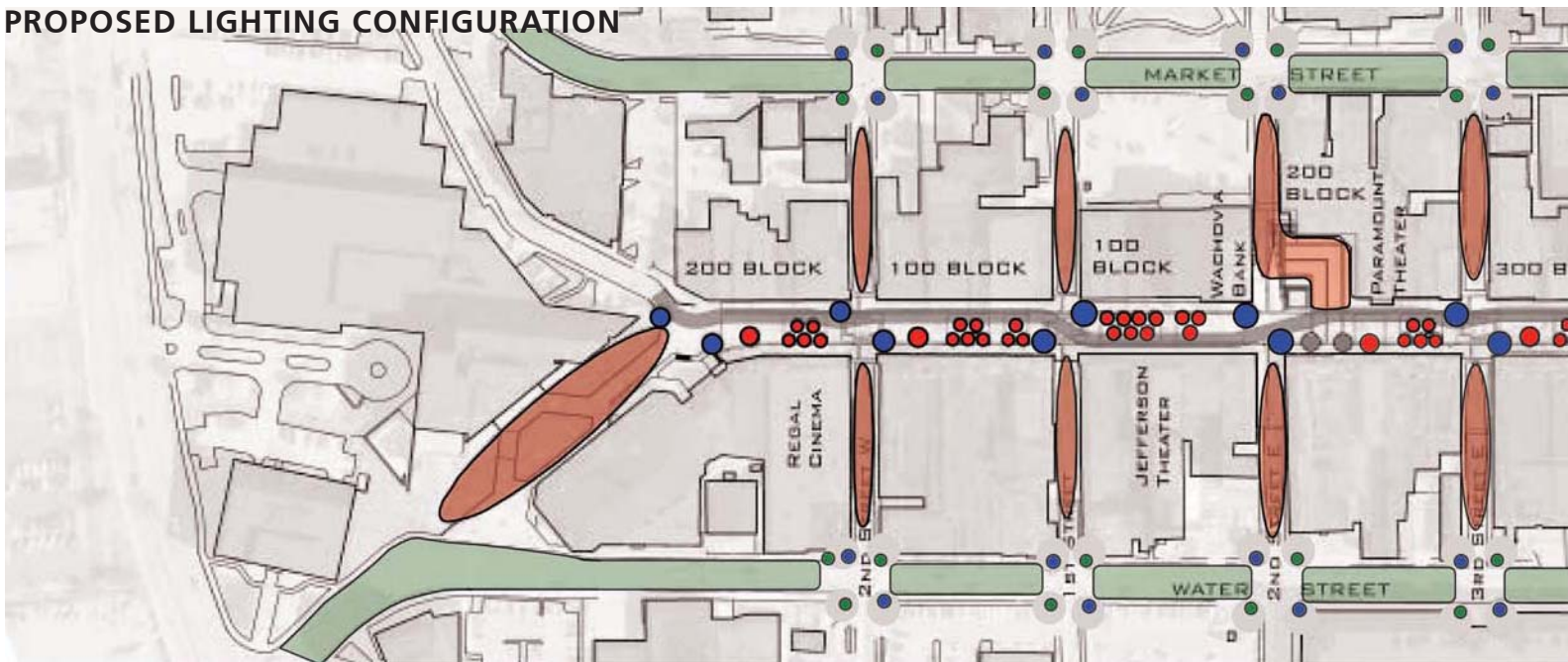
*Eran Shpitzer - Pushcart and Flower Stand*



## GOALS

- Create a consistent downtown light source color with “white” metal halide lamps
- Unify the Mall and numbered cross streets between Market and Water Streets with one vocabulary of lighting fixtures
- Add an uplight component to the Mall to highlight the willow oaks
- Use an accent fixture at Mall intersections
- Punctuate the numbered streets as gateways to the Mall with double-headed Historic District fixtures
- Highlight upper facades of significant non-residential Mall buildings
- Unify the Historic District with one vocabulary of lighting fixtures
- Create a visual connection to West Main Street through the use of Historic District fixtures and accent fixtures

## PROPOSED LIGHTING CONFIGURATION



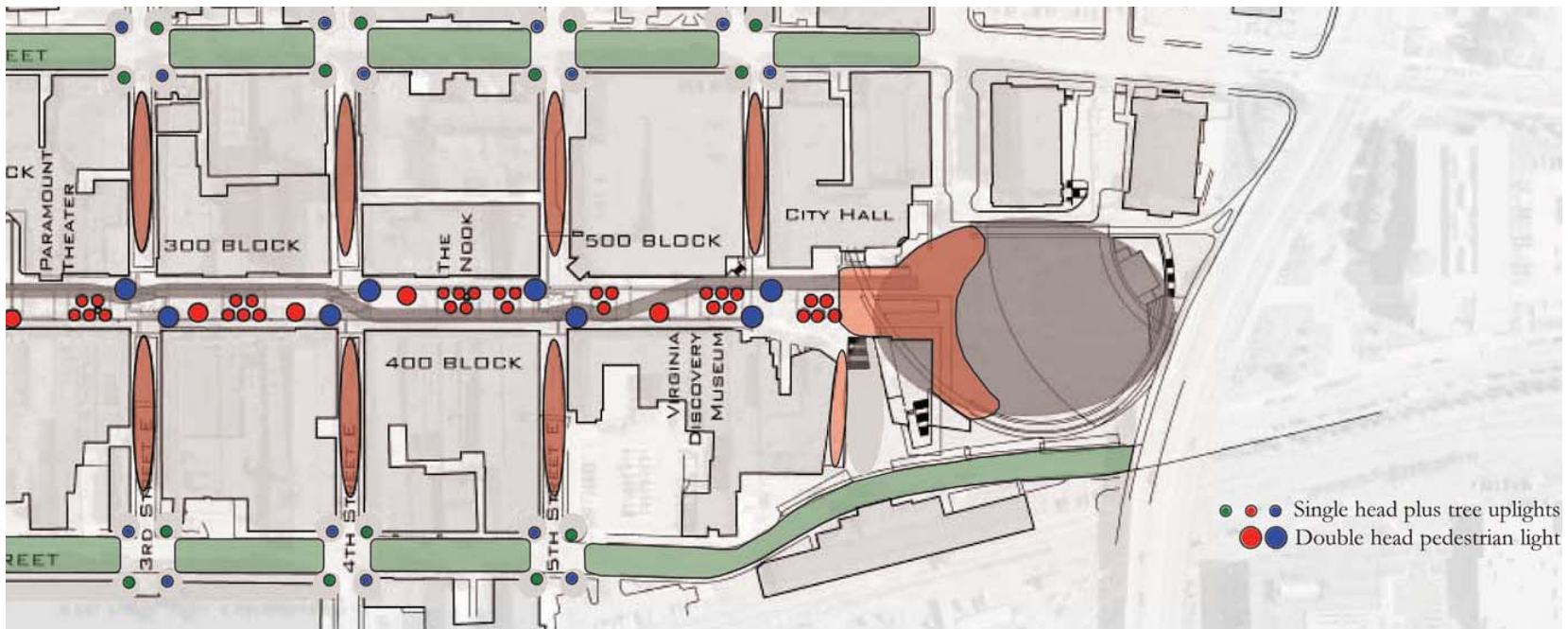
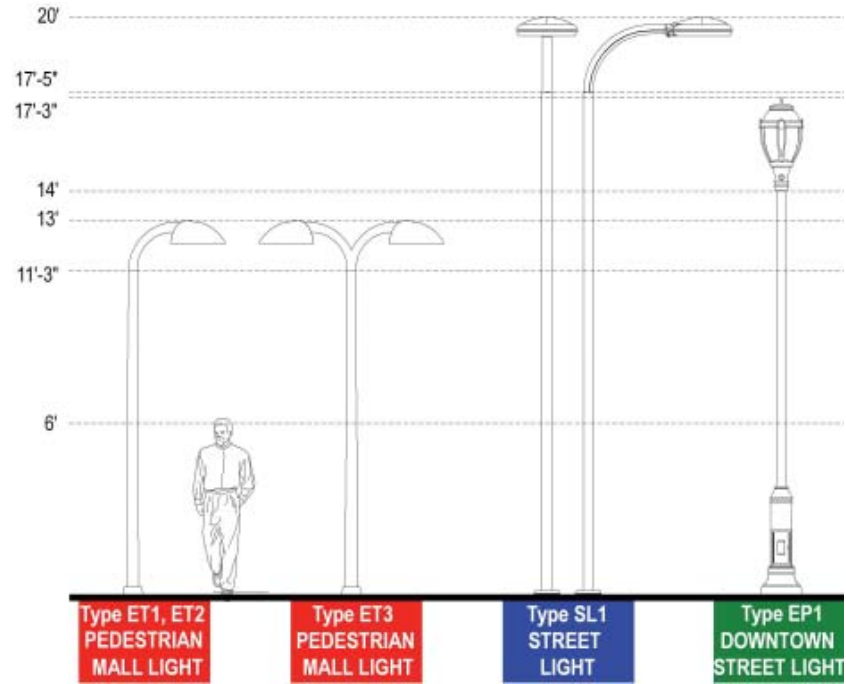
**ET1, ET2, or ET3 FIXTURE**  
*Modified PADC Fixture by Antique Street Lamps Inc.*

**ET SERIES ZONE**

**SL1 FIXTURE**  
*ICM 250MH 120 3s TBD- Custom Arm by Copper-Invue*

**EP1 FIXTURE**  
*CS3186-Black Finish by Sun Valley, Spring City*

**EP1 ZONE**





# OVERALL MASTER PLAN



# DETAIL PLANS



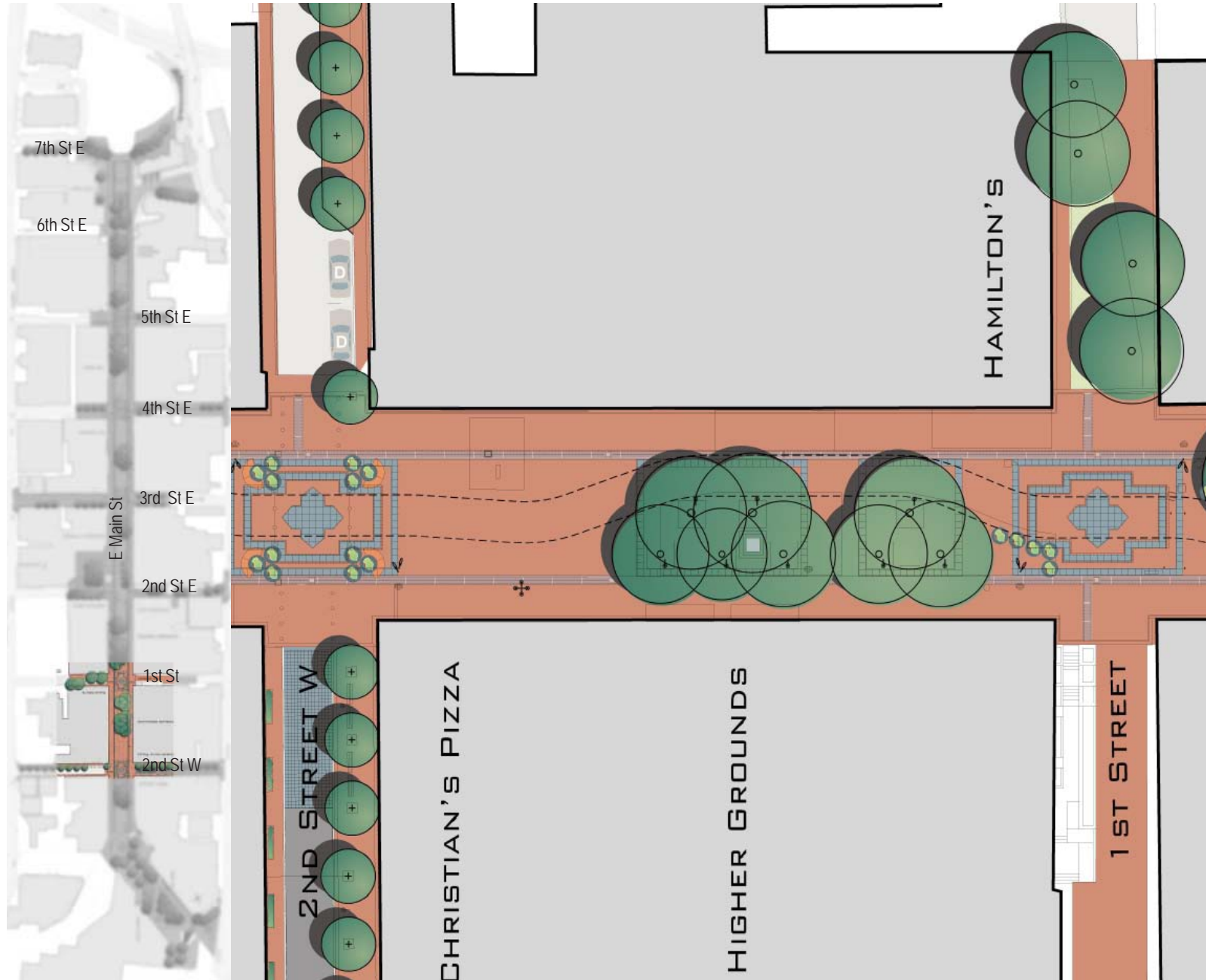
# WEST END MALL



# 200 WEST BLOCK



# 100 WEST BLOCK

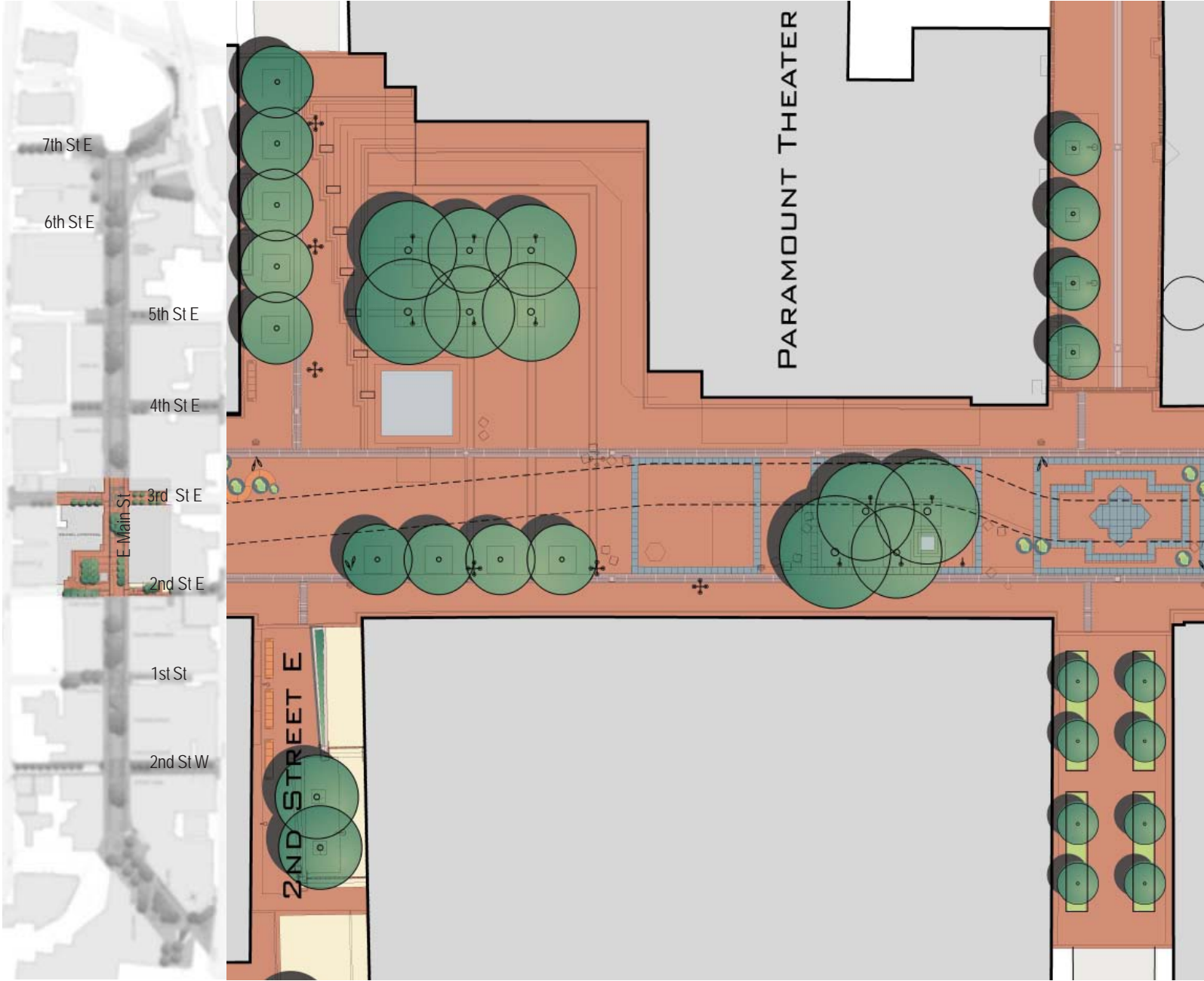


# 100 EAST BLOCK

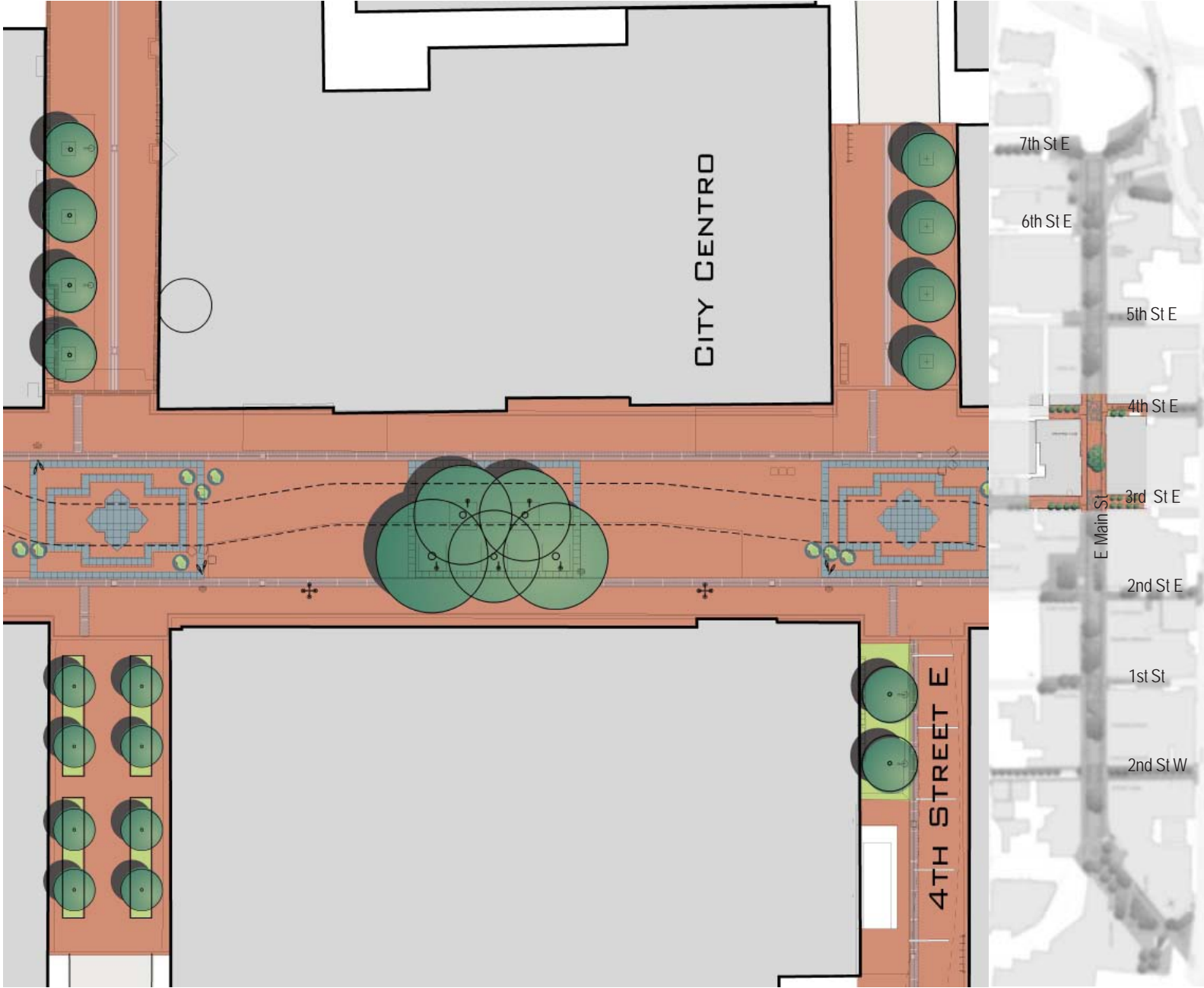




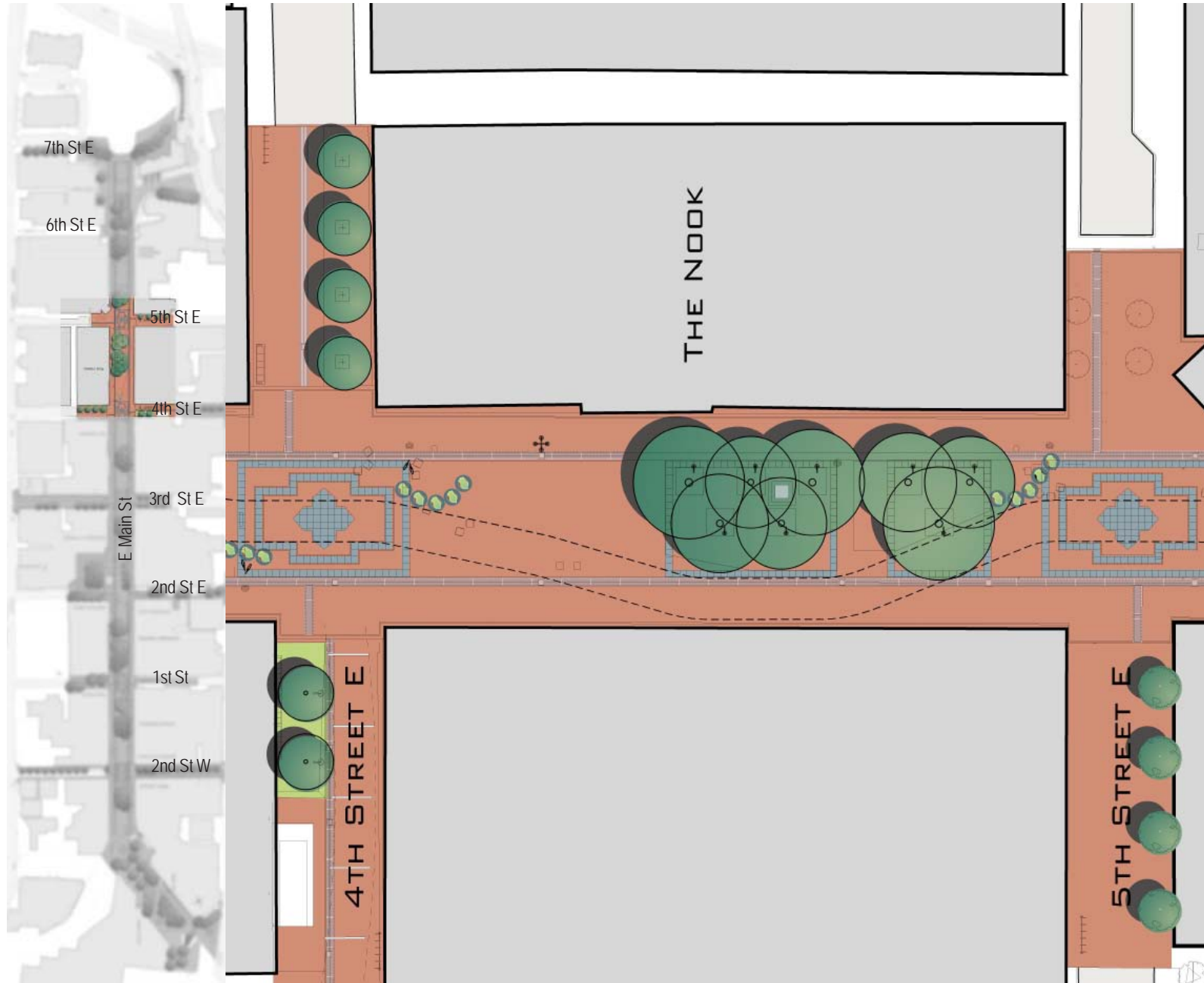
# 200 EAST BLOCK- CENTRAL PLACE



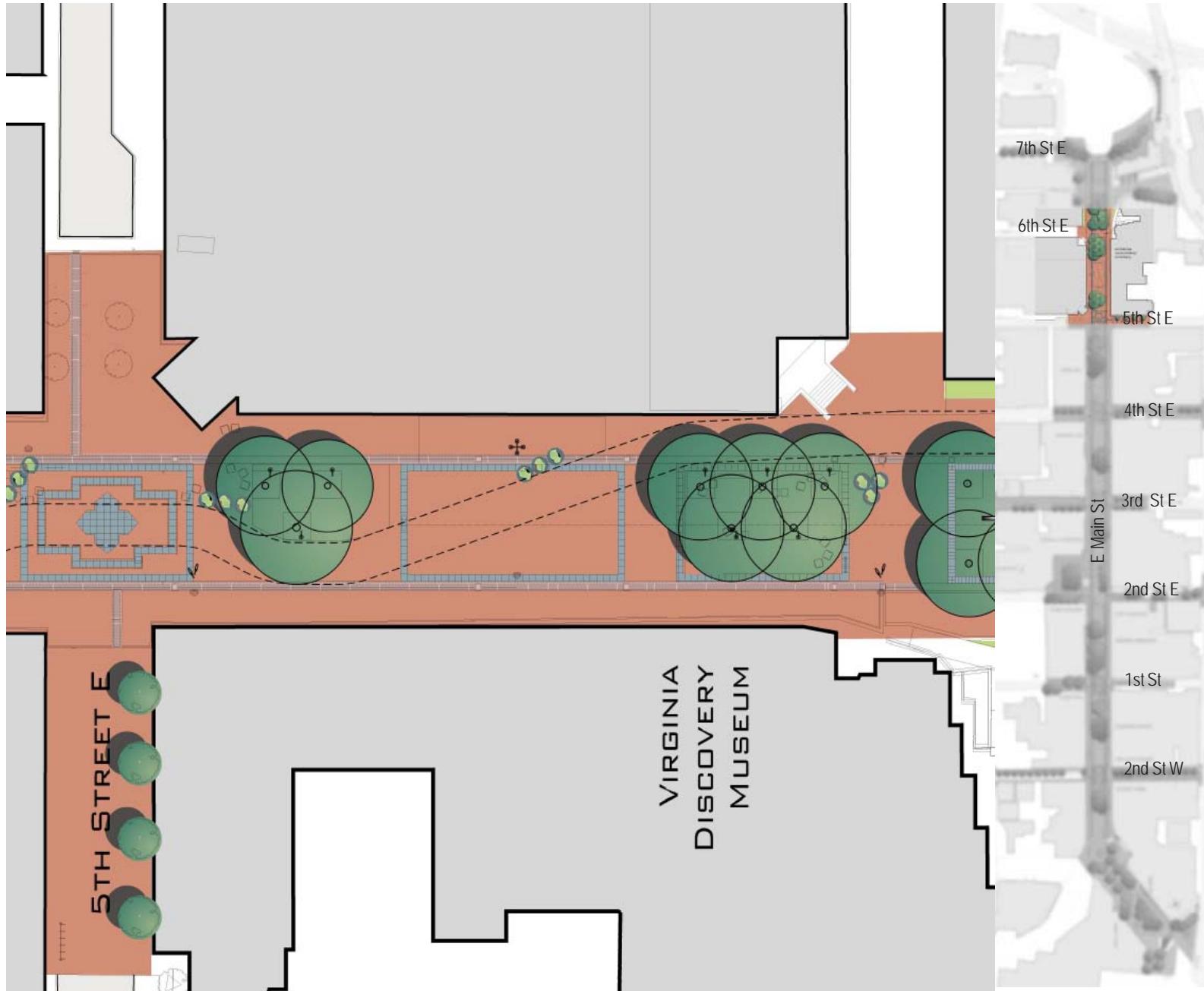
# 300 EAST BLOCK



# 400 EAST BLOCK

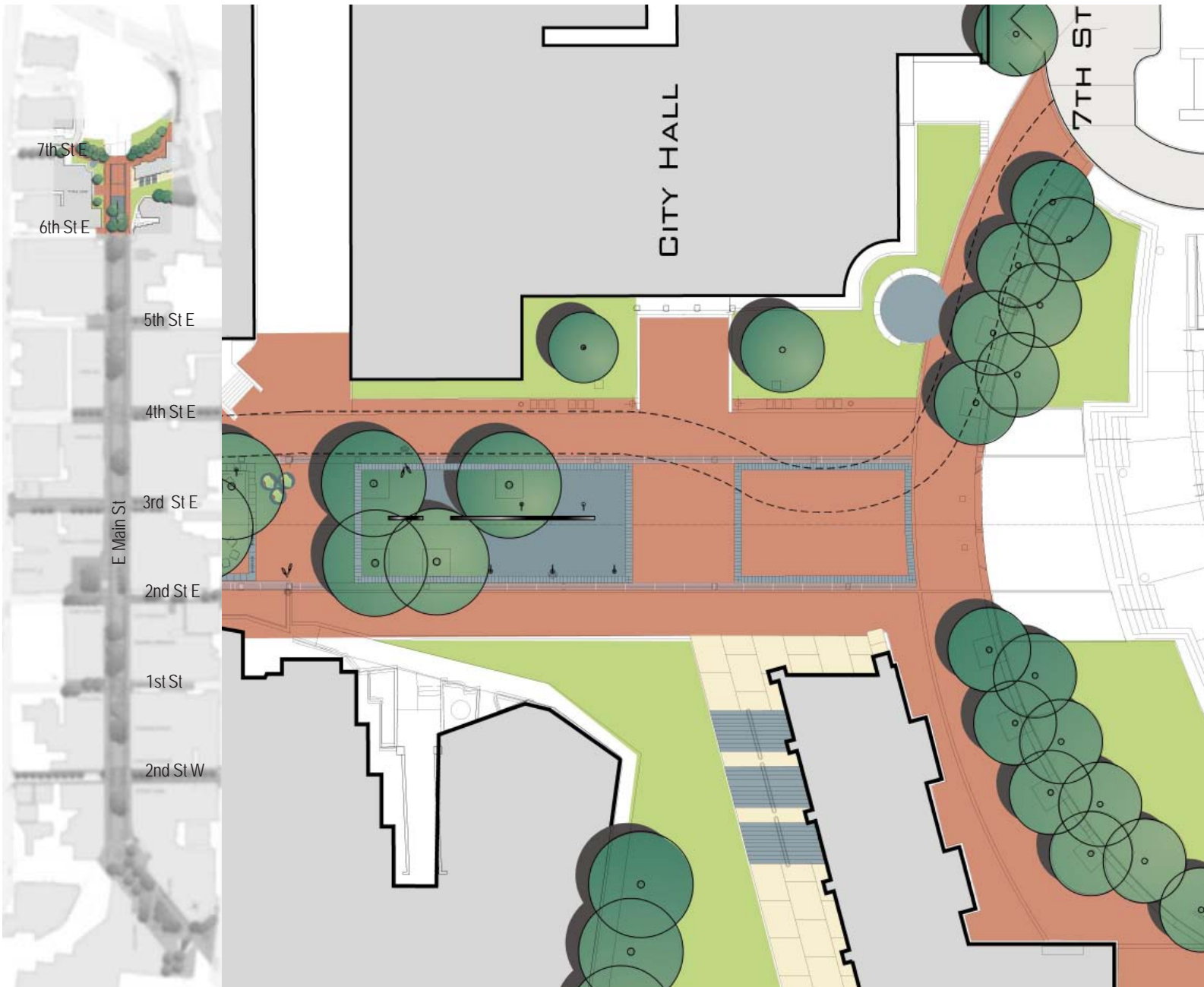


# 500 EAST BLOCK





# 600 EAST BLOCK / TRANSIT CENTER



# EAST END AMPHITHEATER



# SECOND STREET WEST

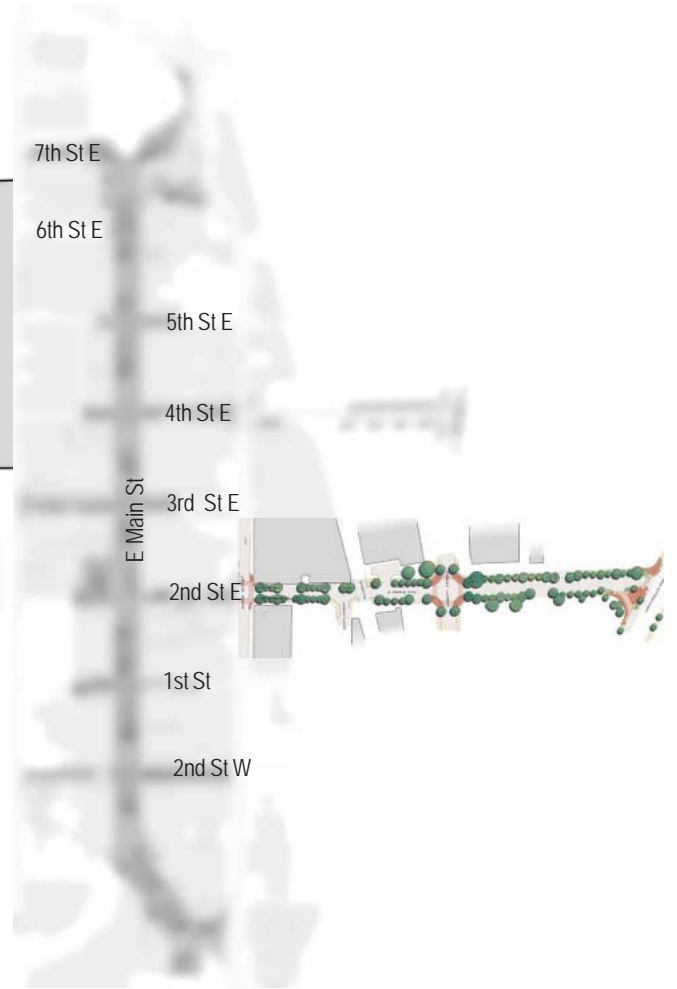
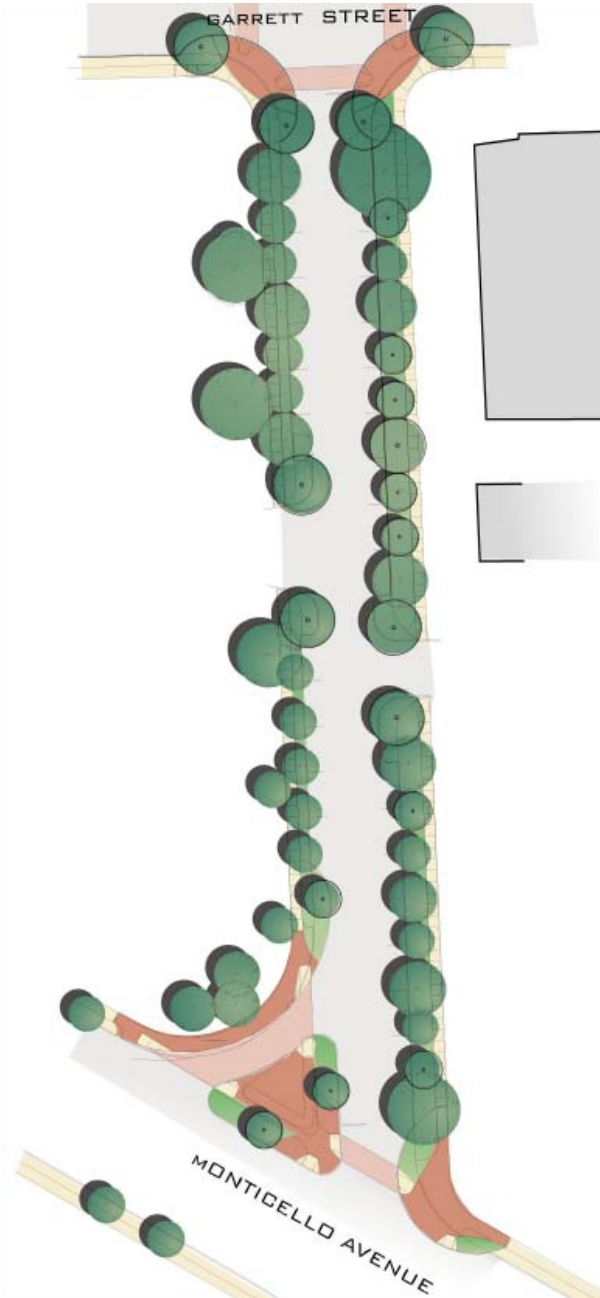
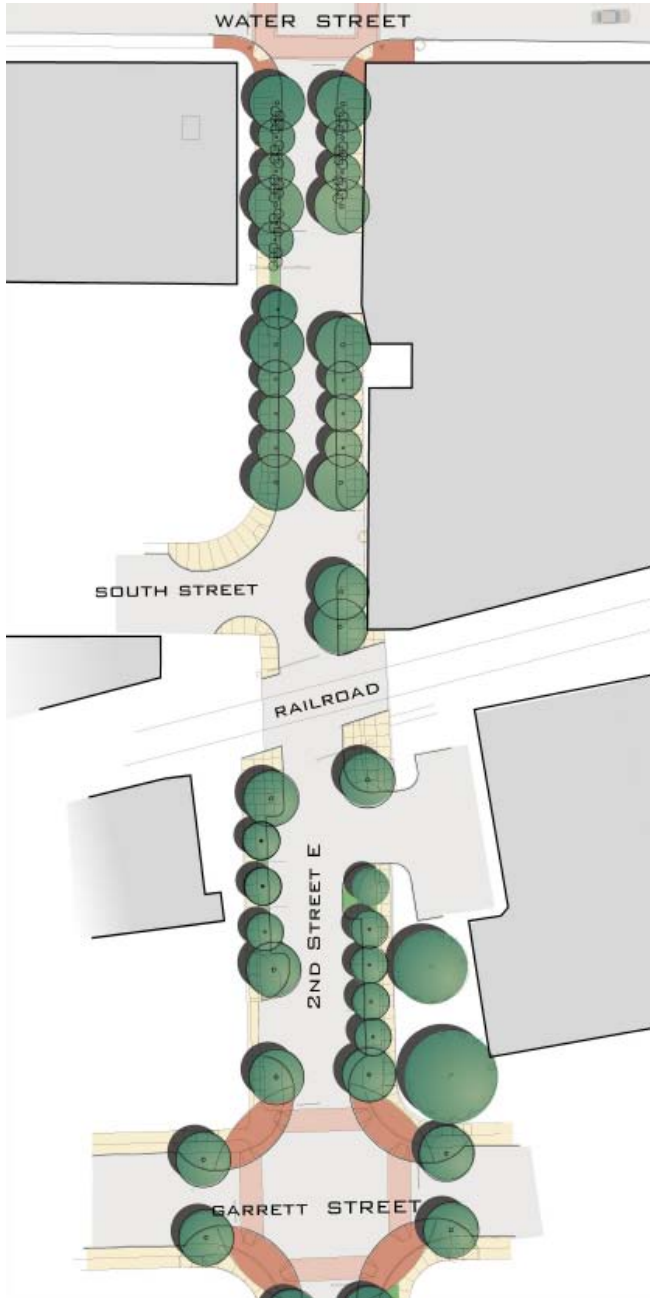


# SECOND STREET EAST

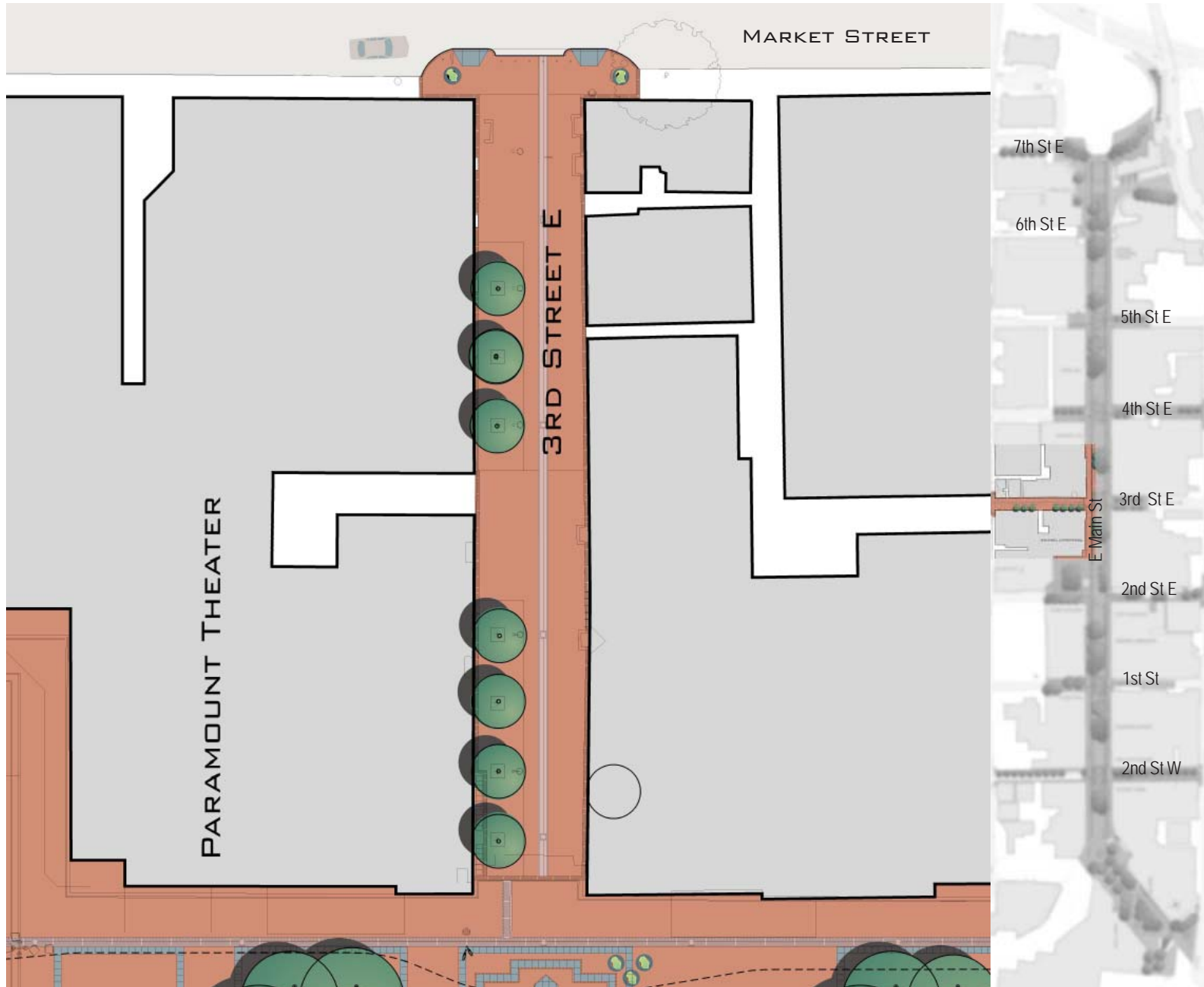




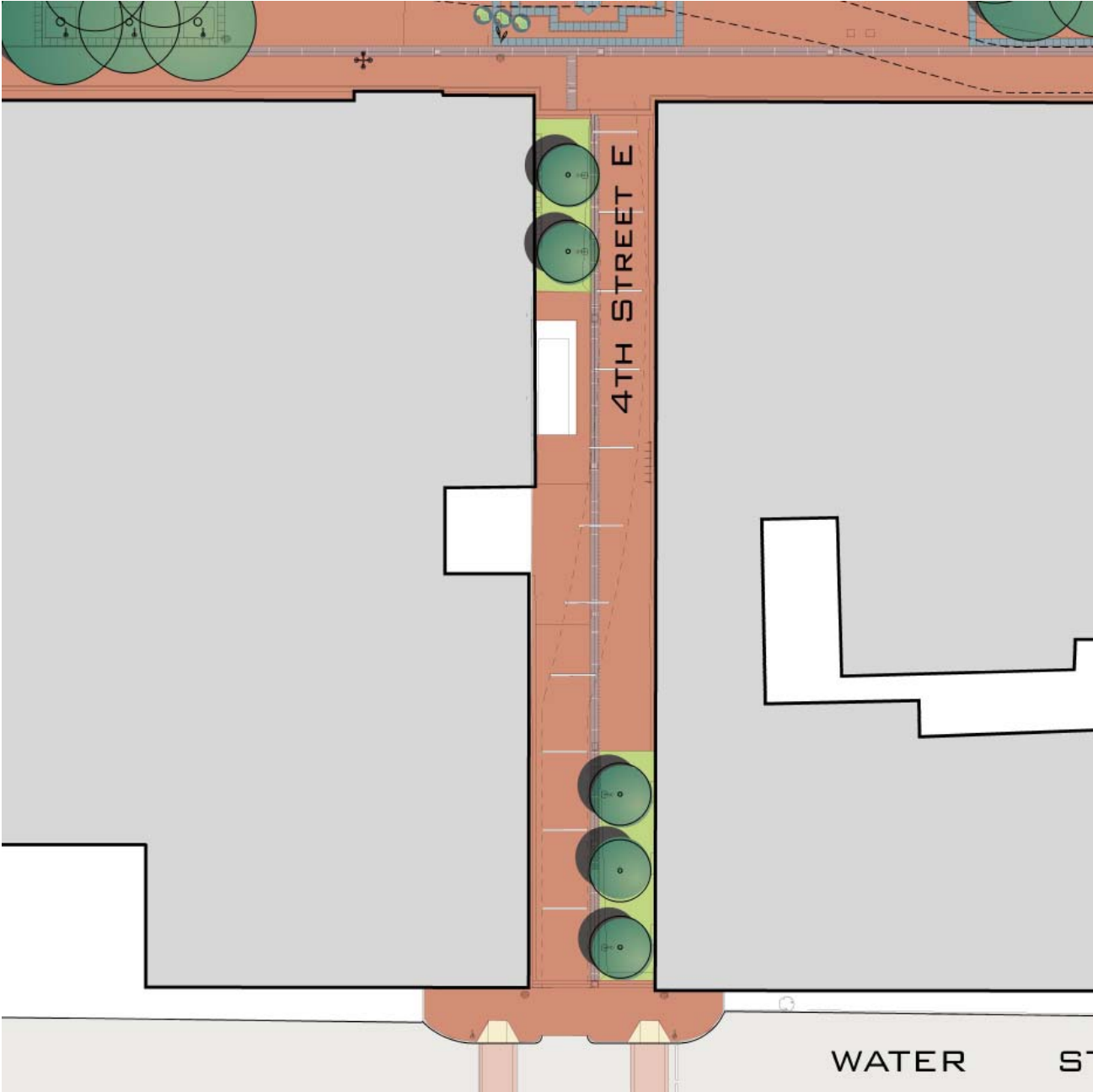
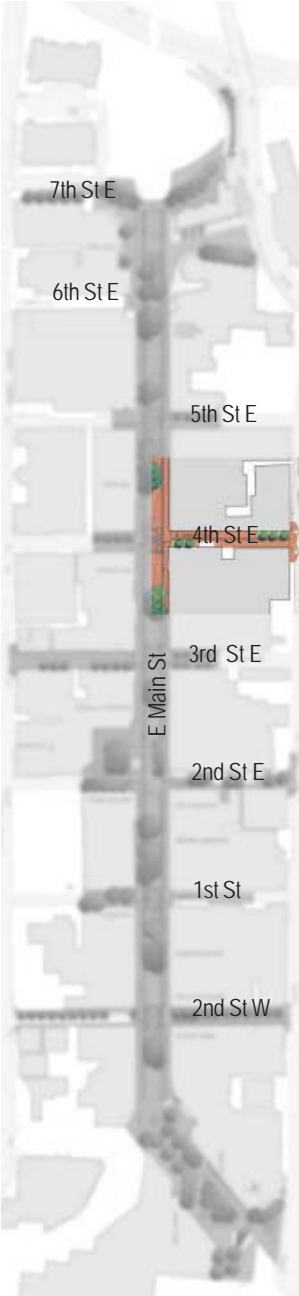
# SECOND STREET EAST (SOUTH OF WATER STREET)



# THIRD STREET EAST



# FOURTH STREET EAST



# FOURTH STREET EAST (SOUTH OF WATER STREET)

