

**VIRGINIA CHAPTER
OF THE
AMERICAN
PLANNING
ASSOCIATION**

2006 AWARD WINNERS

SUMMARIES

PLANNING LEADERSHIP BY A CITIZEN

**WILLIAM FRYMOYER
JAMES CITY COUNTY**

Since he retired and moved to Williamsburg over seven years ago, Bill has served the James City County community in many ways. He is serving as the Berkley District Representative on the Regional Issues Committee helping to advise the Planning Commissions and Governing Bodies of James City County, City of Williamsburg, and York County. He was appointed by the Board of Supervisors to the Virginia 2007 Community Committee. Bill is also the Secretary and Treasurer of the Williamsburg Land Conservancy and his newest endeavor is acting as the chairman of the Historic Triangle Corridor Enhancement program.

Bill led an effort in 2001 to preserve a twelve and a half acre buffer of trees along historic Route 5. With fellow Governor's Land residents, the Williamsburg Land Conservancy, and the Historic Route 5 Association, Bill worked with James City County official for six months to purchase a Conservation Easement for the land owner. His actions resulted in preserving a mature buffer of trees along one of the Nation's most historic and scenic roadways. His efforts were recognized by local Garden Clubs with an Arbor Day award.

Through his work with the Regional Issues Committee and the Williamsburg Land Conservancy the realization that our entry corridors could look much better, prompted Bill to create the Historic Triangle Corridor Enhancement Program. This program, as well as, Bill's other accomplishments, are helping achieve some of the goals for preserving and enhancing Community Character Corridors as found in the 2003 James City County Comprehensive Plan. Community Character Corridors are those roads within the county that serve as entrance corridors and the Comprehensive Plan suggests that the rural, natural or historic nature of these roads should be preserved. Bill plans on spreading this initiative to all the significant entrance corridors in the three communities with in the Historic Triangle.

Bill's tireless commitment to comprehensive planning was shown by first assembling a group of landscape architects and other planning professional to draft a conceptual master plan for a portion of Jamestown Road. He selected a portion from Lake Powell to the Jamestown Ferry to use as a pilot program to promote a matching grant incentive. Matching grants of \$10,000 for businesses and \$1,000 for neighborhood homeowners associations were established to help fund improvements to the aesthetics of the roadway. The improvements included landscaping, building facades, and signage. Each application was reviewed by a grant committee to control quality and compatibility with the rest of the corridor. Bill demonstrated his support of sound planning principals by involving a multitude of different people in this project, including businesses, residents, civic groups, and City, County and State employees. Input was sought from virtually everyone whom his efforts affected. He drew ideas from proven methods used in other locations and proposed fresh ideas that fit the unique situation found in this area. Working diligently with James City County Board of Supervisors and other County agencies has given him a great sense of how the system works. Awareness has been created within the community, that a visitor's first impression is very important. These efforts will effect visitor's perceptions for generations to come and the initiative has just begun. Plans have been laid to spread these programs throughout James City County, York County, and the City of Williamsburg. Bill's ability to see the big picture and make things work within the system make him a valuable asset for James City County and the surrounding communities.

LEADERSHIP BY A PROFESSIONAL PLANNER

**JAMES SNYDER
ARLINGTON COUNTY**

In the late 1960s and early 1970s, in anticipation of a proposed subway line through Arlington County's central region, citizens, staff and County official developed a policy that concentrates high-density, mixed-use development within the Metro subway corridors and preserves lower-density residential areas throughout the County. This policy, still in effect today, was designed to ensure that Arlington become a balanced community of residential, recreational, educational, shopping and employment opportunities with good transportation options. For over 30 years, in various roles and responsibilities for the County, Jim Snyder served as perhaps the single most influential steward of this great idea. Throughout his career as a professional planner, he has worked to refine this concept through the development of various land use plans and policies. In addition, he has strived diligently to ensure that development proposals comply with the adopted goals and objectives of the County. Jim was always known as the "visionary" in the County, as he possesses a strong ability to solve complex problems in creative and imaginative ways, while being practical in terms of implementation. His stewardship has helped Arlington become a sustainable world-class urban community with attractive residential neighborhoods and vibrant mixed-use commercial districts, a national model for transit-oriented development and smart growth policies.

Jim is known for his ability to listen to all sides, promote understanding among the citizenry, make sound judgments, and present a calm demeanor in the face of the most contentious issues. Throughout the development of the County's subway corridors Jim negotiated with the development community and affected citizens to achieve the County's development goals and objectives. As well as empowering citizens, Jim's leadership and passion for the field has well served subsequent generations of planners.

In his early years with the County, Jim worked directly with the Planning Commission as the Site Plan Coordinator in the Planning Division. He also worked with various subcommittees, including the Site Plan Review Committee, Zoning Ordinance Review Committee, and the Business Conservation Committee. Such committees are empowered by the County Board to review, on behalf of their various constituencies, County or developer initiated proposals for their conformance with established County plans, goals, and policies. As the years passed and his responsibilities grew, Jim was promoted to supervisory positions and became the premier source for information concerning planning and development in Arlington. Most recently, Jim supervised a staff of 17 planning professionals. Over the years, Jim also coordinated intergovernmental planning issues for Arlington County with the National Capital Planning Commission, the Washington Council of Governments, the General Services Administration, the Northern Virginia Planning District Commission, the United States Postal Service, as well as other local jurisdictions.

This December, Jim retired from the County, much to the regret of the County staff and the community. Jim, however, remains active and involved in the planning field. He is currently a popular adjunct planning professor at Virginia Tech. He is also pursuing consulting projects and exploring other ways to continue contributing to planning in general and to his community in particular.

OUTSTANDING COMPREHENSIVE PLAN

DESTINATION 2025 – SETTING A BOLD NEW COURSE CITY OF PORTSMOUTH

The City of Portsmouth's new Comprehensive Plan, *Destination 2025* was approved by the Planning Commission on February 1, 2005 and adopted by the City Council on April 26, 2005. Given the accelerating rate of transition and change in the City, the adoption of the new Comprehensive Plan represented a milestone for the City. *Destination 2025* replaced a Comprehensive Plan that had been adopted in 1989, amended only as needed, and had, therefore, long since ceased to serve as a document that set the framework and guiding principles for the City's future.

The current comprehensive planning process began in earnest in the fall of 2002 and it was clear from the outset that this was not going to be an update of an existing Plan but the creation of a new, groundbreaking document. *Destination 2025* was developed through a two-year planning process that included extensive citizen involvement. Plan development was guided by the Citizens 2025 Committee, which was comprised of 25 members selected by the Planning Commission through an open application process to representing all areas of Portsmouth.

The over-arching theme of the Comprehensive Plan process, as expressed in the logo *Setting A Bold New Course*, was that by the horizon year 2025, the City of Portsmouth would become a *Community of Choice* within the greater Tidewater region. With this in mind, the planning team carefully crafted the Comprehensive Plan so that it fulfilled four basic functions:

- A Reflection of Community Values and Aspirations
Citizen-expressed values and aspirations provided the basis for a shared Vision and outlined the expectations and directions for future policies, strategies, and actions, and provided the benchmark to measure progress.
- A Guide for the Management of Change
Destination 2025 now serves as a "road map" that provides the framework through which decisions are made, priorities established, and actions taken that advance the City towards the Vision.
- The Foundation for all City Policies, Strategies, and Actions
Destination 2025, developed as a city-wide Vision of the future, now serves as the foundation for directing future policy, selecting "optimum" strategies, and outlining concrete actions to achieve them.
- The Community's "To Do" List
Destination 2025 identifies in detail the actions, timetables, responsibilities, and resources needed to implement them. The implementation measures are prioritized as ongoing, short-term (0-2 years), mid-term (2-5 years), and long-term (>5 years).

From the outset, the Planning team was determined that, while Virginia Code provided the legal basis for developing a Comprehensive Plan, *Destination 2025*, would go well beyond the minimum requirements of state law to establish a clear, unified vision and direction for the City's future. *Destination 2025* has been embraced by City Council and integrated within City Management's operation philosophy. For the first time in its history, Portsmouth has, through this *Destination 2025* Comprehensive Plan, a framework to integrate and coordinate all aspects of governance so as to achieve a vision for the future derived from citizen values and aspirations.

OUTSTANDING MASTER PLAN

HAMPTON ROADS JOINT LAND USE STUDY

HAMPTON ROAD PLANNING DISTRICT COMMISSION

During 2004 and 2005, the Hampton Roads Planning District Commission facilitated a cooperative examination of land use compatibility issues associated with military operation at Naval Air Station Oceana, Naval Auxiliary Landing Field Fentress and Chambers Field at Naval Station Norfolk. The partners in the Hampton Roads Joint Land Use Study (JLUS) included the Cities of Chesapeake, Norfolk and Virginia Beach, the United States Navy and the Department of Defense Office of Economic Adjustment (OEA). The OEA and the three cities provided financial support for the project. A consulting team led by EDAW, Inc. provided technical, logistical and public support for the project. The team included Kerr Environmental Services Corporation, Vanesse, Hangen, Brustlin, Inc., and the Miles Agency.

The study was undertaken to address existing and prospective land use conflicts and human impacts associated with military air operations. Associated benefits included preparing the region to deal with the 2005 Base Realignment and Closure Commission's efforts. The study involved analysis of community character in the three cities, focusing on the areas surrounding the military airfields and included documentation and analysis of existing land use policies and air operations. Based on this assessment, a range of management operations was developed by the consulting team. Through an iterative process involving technical and policy representatives of the study participants, the general public and various interest groups, consensus was reached on policies and implementation activities that could ensure the long-term viability and mutual compatibility of air operations and continued community development.

Implementation recommendations focused on modifications to local land use regulations, changes in air operations, improvements in building technology, real estate disclosure and acquisition of lands (fee simple or easements) in the areas that were most heavily impacted by noise and safety issues associated with military flight operations. A comprehensive strategy for determining priorities for land acquisition has been established. New state enabling legislation has been enacted or is being considered and local land use regulations have been modified in accordance with study recommendations. An ongoing cooperative process for addressing compatibility between the military and civilian communities throughout Hampton Roads is being developed, based on the model developed through the JLUS.

In addition to appropriation of local funds by the cities, several proposals for funding to support the acquisition program are pending through military and civilian programs. The acquisition program has been designed to achieve multiple benefits involving compatibility between military air operations and community development, future environmental mitigation and economic development opportunities.

MASTER PLAN – HONORABLE MENTION

THE COLUMBIA PIKE INITIATIVE, A REVITALIZATION PLAN – UPDATE 2005

ARLINGTON COUNTY

In order to revitalize Columbia Pike, an aging, auto-oriented, suburban, commercial strip, Arlington County decided to adopt an innovative comprehensive plan, *The Columbia Pike Initiative, A Revitalization Plan* in 2002. In 2005, this plan was entirely revised and rewritten, becoming *The Columbia Pike Initiative, A Revitalization Plan – Update 2005* (“*Revitalization Plan*”). This *Revitalization Plan* represents the overall framework for the coordinated effort to transform the corridor into a more vibrant, pedestrian-friendly, “Main Street” destination. The *Revitalization Plan* reconciles the vision for the corridor expressed in the original plan with the specific design recommendations formulated during the subsequent 2002 community-based charrette process and articulated in the innovative *Columbia Pike Special Revitalization District Form Based Code*, in effect, serves as the design manual and implementation tool for the *Revitalization Plan* provides updates on policy and implementation initiatives recommended in the original plan.

The *Revitalization Plan* is an overarching vision for the redevelopment and revitalization of the Columbia Pike corridor. Comprehensive in scope, the *Revitalization Plan* deals with land use, zoning and urban design recommendations; historic preservation; parks and recreation; housing; transportation, with an emphasis on improving transit, pedestrian and bicycle alternatives; and economic development.

One reason that the *Revitalization Plan* and the *Code* are so successful is that the basic tenets of both were determined by the Columbia Pike community through an intensive weeklong charrette and several citizen workshops in which over 700 members of the community participated. The *Revitalization Plan* thus represents a citizen-endorsed vision for the corridor. Because the *Revitalization Plan* and the *Code* provide predictability for the community, as well as property owners and developers interested in redeveloping sites along the Pike, they allow the development review process to be streamlined and accelerated.

Together the *Revitalization Plan* and the *Code* are already helping the County transform the Pike from an older, neglected, suburban commercial strip into a vital main street with a lively mix of uses, including shopfronts, sidewalk cafes, and other commercial uses at street level, all overlooked by canopy shade trees, upper story residences and offices. Indeed, the first, new, “main street,” mixed-use buildings to be proposed in the last 40 years are currently being planned and constructed along Columbia Pike. Two projects representing \$170 million in new private investment and over 700,000 square feet of residential and retail development have already been approved and discussions are underway on five other major projects.

PLANNING IMPLEMENTATION

SUBDIVISION ORDINANCE

NEW KENT COUNTY

The New Kent County Comprehensive Plan, Vision 2020 contained as an objective the development and adoption of a comprehensively rewritten Subdivision Ordinance. As a result, the New Kent County Planning Commission referred the draft document to a subcommittee for review, discussion, and analysis. The subcommittee reviewed the document over a three-month period and conducted six public meetings. The Planning Commission then conducted two public hearings and carefully considered the public input and made a number of improvements to the document before recommending the document to the Board of Supervisors. The document was then passed by a unanimous vote by the Board of Supervisors on March 14, 2005.

The revision of the Subdivision Ordinance is intended to not only bring the County's land development framework up to current standards, but also to position the County to effectively manage change into the next decade and beyond. The New Kent County Subdivision Ordinance now utilizes process mapping to explain the types of subdivisions allowed within the County and the flow of the review processes. The number of definitions has been greatly expanded from only 20, and they are solely definitional in nature. The form in which plans and plats must be submitted has been standardized with diagrams provided in an effort to simplify Geographic Information System integration.

Certain legacy provisions for large-lot exempt and pattern tract subdivisions that were found in the previous Subdivision Ordinance were retained as a part of the revised Subdivision Ordinance based on public input. The new Subdivision Ordinance has provisions for the preservation of open space through the promotion of cluster subdivisions, as well as requirements for recreational space as well. Section 91-99 of the Subdivision Ordinance promotes the use of pedestrian and bicycle facilities and requires the placement of sidewalks along at least one side of all minor collector and higher order streets and in all residential subdivisions having a net density of more than one to two dwelling units per acre.

The New Kent County Subdivision Ordinance was developed as a result of the New Kent County Comprehensive Plan and is an attempt to protect the rural character of the County, despite the extreme growth pressures. The implementation of this Ordinance has allowed for positive growth throughout the County in an attempt to prevent uncontrolled development throughout the area. Our planning standards have been brought up to the 21st Century and are now in line with the current demands of New Kent County.

PLANNING IMPLEMENTATION
HONORABLE MENTION
THE PRIZERY PROJECT
COMMUNITY ARTS CENTER FOUNDATION

The Prizery project is a renovation effort by the Community Arts Center Foundation (CACF), a volunteer-led organization that has been one of the “sparkplugs” in the revitalization plans for South Boston’s Historic District.

Built on the Dan River in the 1890’s, the Prizery is an architectural gem of vital artistic and cultural contributions in downtown South Boston, quoted as “one of the state’s most remarkable examples of a locality flexing its creative muscles and embracing its special place in history”. It is a center for cultural activities, museum exhibits, community events, art shows, and a place for visiting or hometown talent to tread the boards and put on a show in the theater. It was named for the process of “prizing” the crop that was once housed there: tobacco. “Prizing” tobacco meant that the tobacco was pressed, then layered into 1,000 pound hogsheads (barrels). These containers were rolled to the river and went by barge or ferry for processing elsewhere.

The CACF was an arts group with a seven million dollar dream as they set out to create what they called the “heart of the community”. The Town’s Community Development Department and CACF partnered to creatively write grants to provide the initial funding (\$1,575,000) for creating the visitor center, restoring the building structurally, and rebuilding the 150 windows in the building. Immediately spin-off opportunities began happening in the surrounding Central Business District. The CACF then decided to hire a fundraising consultant and a tax credit consultant, who help the organization raise \$2.1 million in private funds, \$1.5 million from the county/town, and \$2.2 million in historic district tax credits. The funding raised was enough to complete the project.

The Prizery was completed in September 2005 and not only protects the nation’s past, but ensures South Boston’ heritage remains intact for the community’s children and grandchildren to experience. The building accommodates an art gallery, welcome center, multi-purpose community room, and a 300-seat performing arts theatre. The community has already put the facility into heavy use with plays, musicals, wedding receptions and most recently a Fine Arts Academy for the Halifax County Public Schools.

A third floor window overlooks the Dan River near the Crossing of the Dan site and will be surrounded by a permanent exhibit depicting the crossing. Many historians see this event as the turning point of the Revolutionary War in the south, which in turn ended the war and gained our country’s independence. The exhibit for this event will become one of the highlights in the County’s participation in the Jamestown 2007 Celebration.

Sitting on a table just inside the front door is a small metal sign that sums up the movement sweeping Downtown South Boston. “Dream!” the sign reads. For the small group that dared to dream, the renaissance they’ve begun in the once thriving downtown is transforming the character of the area and putting South Boston back on the maps as a destination for both tourists and locals.

STUDENT PROJECT AWARD

BROOKLAND PARK BOULEVARD COMMERCIAL REVITALIZATION PLAN, 2005

VIRGINIA COMMONWEALTH UNIVERSITY 2005 URBAN COMMERCIAL REVITALIZATION CLASS

Brookland Park Boulevard is a 100-year old commercial corridor in the Barton Heights and Highland Park neighborhoods of Richmond, Virginia. These neighborhoods were two of the City's first streetcar suburbs and they still boast many historic, Queen Anne and American Four-Square homes. Although the Boulevard was once a vibrant commercial corridor, it has struggled, during the past 40 years, to remain viable in the face of increasing retail competition in the suburbs and declining neighborhood-resident incomes. In the fall of 2005, the City of Richmond asked Virginia Commonwealth University's graduate Urban Commercial Revitalization class to develop a revitalization plan for the corridor.

The study uses a modified version of the Main Street ® approach: economic restructuring, design and physical improvements, organization, and promotion. More emphasis is placed on economic restructuring and physical improvements, since the City, merchants, property owners, and residents are most interested in finding new, economically viable uses for the district and making physical improvements that will support the new uses and attract investors.

Using quantitative market analysis, physical-condition assessments and in-depth focus-group discussions, the class found that Brookland Park Boulevard has many strengths upon which to build. These include the district's close proximity to the downtown and its public-transit access, the pedestrian scale of the corridor, a number of viable businesses, and the beauty of the surrounding historic neighborhoods. Other strengths include the large number of senior citizens who have substantial equity in their homes and who want to stay in the area. Weaknesses include certain types of crime, a widespread perception that the area is unsafe, a lack of diversity among the businesses, and the dilapidated condition of some buildings and of the streetscape in general.

Many opportunities exist for revitalization of the Brookland Park Boulevard corridor and nearby areas. Chief among these is a strong market for multi-unit, senior-citizen housing. The presence of clusters of seniors in close proximity to the corridor would bolster the already-strong markets for restaurants, medical facilities, a mid-size grocer, and miscellaneous specialty retail uses, such as a consignment shop, specialty clothing and specialty bookstore. Also, an opportunity exists to promote the existing cluster of beauty and barber services (now seen as a negative feature) as a regional specialization. To realize these and other opportunities for new development, the above-mentioned weaknesses must be addressed. Accordingly, the plan proposes the goals listed below. Please refer to the plan document for a thorough discussion of each goal and its associated strategies and implementation steps.

1. Strengthen and build upon existing businesses (includes rejuvenating the corridor's merchants association).
2. Recruit new businesses with strong market potential.
3. Develop new residential opportunities, including multi-unit senior housing.
4. Create a well-defined identity for the district and promote it.
5. Create an attractive and accessible physical environment for pedestrians.
6. Reduce real and perceived crime.

Since its initial public presentation in December 2005, the plan has been very well received by the City, residents, and businesses. A new business association has formed and numerous businesses and individuals have stepped forward to discuss and implement the plan's recommendations.

STUDENT PROJECT AWARD

THROUGH THE EYES OF THE COMMUNITY – VIRGINIA TECH'S ALEXANDRIA CENTER

According to a Brookings Institution report, during the period 2005 to 2030, America will add 80 million people and 50 million jobs. More than half of all nonresidential development seen today will be replaced. Total new development will exceed in volume two-thirds everything built today. The magnitude of change is truly staggering. The nature of future development will be very different than in the past. Retired and empty-nester households will dominate housing markets. The suburbs, built when about half of all households had school-aged children, will be reshaped because of 2030 only a fifth will. The number of single-person households will double. Rising energy prices, new attitudes toward urbanity, and changing health and social service delivery systems will reshape communities. Planners must get ahead of the curve to visualize these and related challenges.

Through the Eyes of the Community: A Guide to Collaborative Growth Visioning is the first comprehensive treatment of regional visioning models and applications developed by anyone. The guidebook is a product of a project undertaken by 12 students in Graduate Planning studio courses at the Virginia Tech, Alexandria Center during 2004 and 2005. It was prepared to help guide the Urban Land Institute's "Reality Check on Metropolitan Washington," a day-long 300-person vision exercise involving representatives from the development, environmental, civic, and public official communities. One of the most impressive aspects of the project was that the students themselves determined the form, function, and overall content of the guidebook. Working as "consultants" in a studio environment, they decided upon the scope, identified the appropriate audiences, and researched historical and recent examples of regional visioning. They synthesized their work into a comprehensive discussion complete with models, case studies, and advice.

The result is a step-by-step guidebook that enables regions big and small everywhere in the United States to design and implement their own regional visioning process. The guidebook also walks the reader through different, successful regional visioning experiences showing that not one-size-fits-all. What it does show, however, is that to assure success certain steps must be followed in crafting and administering the visioning exercise.

Through the Eyes of the Community: A Guide to Collaborative Growth Visioning is so pioneering that the American Planning Association has contracted to publish it through its Planning Advisory Service. It is the first studio project ever to be published as a book by the APA. It will reach thousands of practicing planners during the next year.

**VIRGINIA CHAPTER OF THE AMERICAN PLANNING ASSOCIATION
2006 CHAPTER VIRGINIA PLANNING
SCHOOLS OUTSTANDING STUDENTS**

VIRGINIA TECH UNIVERSITY'S SCHOOL OF URBAN AFFAIRS AND PLANNING

Graduate Outstanding Student - Sandeep Gangar

Sandeep Gangar has a 3.8 GPA in graduate school and has demonstrated significant promise for an outstanding planning career. Sandeep is currently working on the fiscal impact of housing development, including greenfields development and downtown redevelopment. He was a student leader in the development and presentation of the Green Infrastructure Planning for the Prices Fork Village Plan in Montgomery County, Virginia. Building on his first year in the MURP program at Virginia Tech and his prior professional planning experience in New Delhi, Sandeep completed a summer internship with the Hillsborough County Planning Commission (Tampa, FL). His intern supervisor, Mr. Paul Flora, commended Sandeep for his application of GIS, systems dynamics, and simulation modeling in the development of a fiscal impact model. Sandeep's experience, education, and personal characteristics have prepared him for a highly successful career as a professional planner.

Undergraduate Outstanding Student - Lauren Blair

Majoring in environmental policy and planning (will graduate with B.S. in December 2006) undergraduate career has been enhanced by her complementary experiences. As an intern with the Virginia Tech YMCA, Lauren directed the Applied Environmental Awareness program, which had been dormant for several semesters. Lauren was tasked with reinvigorating a variety of programs and worked to improve the level of student volunteer involvement in environmental projects across the campus. One of these was coordination of Earth Day events in 2004, when she was the organizer for the Environmental Art Show. In 2002, Lauren led an alternative spring break trip to the Cheyenne River Reservation in South Dakota. This group of students spent the break with children in an after-school program engaged in several community projects. During the fall 2005 semester Lauren was enrolled as an international scholar in Quito, Ecuador, where she studied forestry, wildlife and rainforest ecology, and environmental ethics in the context of the local culture of the Galapagos Islands. Lauren's combination of coursework, employment and volunteerism; her understanding of planning and policy issues in various settings and contexts (Virginia Tech, Blacksburg, the Cheyenne River Reservation, Ecuador and the Galapagos Islands); and her commitment to environmental improvement make her the ideal candidate for the VAPA outstanding student award.

VIRGINIA TECH UNIVERSITY'S SCHOOL OF URBAN AFFAIRS AND PLANNING

Graduate Outstanding Student - Jeanette Studley

Jeanette Studley has shown excellent academic work and has attained a 3.73 GPA. She is a student leader of ULI's Reality Check on Washington held in February 2005. Jeanette also, participated as a co-student leader in writing Through the Eyes of the Community, a PAS report to be published by APA – the first student studio ever published by APA and nominated for both the AICP and VAPA student projects of the year (decisions pending on both). She worked with other students as a leader in preparing the TOD Livability Matrix under review for publication by Reconnecting America, a national organization advancing TOD planning and policy, and nominated for both the student project of the year (decisions pending). Jeanette clearly is a leader already in the profession already.

**VIRGINIA CHAPTER OF THE AMERICAN PLANNING ASSOCIATION
2006 CHAPTER VIRGINIA PLANNING
SCHOOLS OUTSTANDING STUDENTS**

VIRGINIA COMMONWEALTH UNIVERSITY MASTER'S URBAN AND REGIONAL PLANNING

Graduate Outstanding Student - Michael Kolonay

Michael Kolonay is a second-year student in the Master of Urban & Regional Planning program. During his four semesters at VCU, he has been an officer of the Urban & Regional Planning Students Association and has done a great deal to promote the professional development of master's students. He has also distinguished himself as a mentor to undergraduate students and as an outstanding intern with housing and economic development organizations in Richmond. But it is his passion for planning that made Michael Kolonay the hands-down choice of the faculty for this award. In all of his coursework, but especially in studio and fieldwork classes, Michael's boundless enthusiasm and leadership helped to energize the entire process and remind everyone of why this is work worth doing. He is a planner's planner.

Undergraduate Outstanding Student - Kara Hershberger

Kara Hershberger is an outstanding senior in the Bachelor of Urban Studies & Geography program. In four years of coursework, she has achieved an almost perfect grade-point average and she is a truly gifted writer. She has been a highly effective leader of the Urban Studies Student Association, working to send students to planning conferences and to engage in community activities. Most importantly, in all of her coursework and work outside of class, Kara has demonstrated a strong commitment to social justice; certainly one of the most important character traits of a truly effective planner. We are very proud of Kara and delighted that she has chosen to work in the field of urban planning.

UNIVERSITY OF VIRGINIA'S SCHOOL OF URBAN AND ENVIRONMENTAL PLANNING

Graduate Outstanding Student - Amanda Leigh Taylor

For outstanding academic performance (3.95 GPA), consistent professional quality and craftsmanship in her work. She was a team leader in the outstanding Rivanna River in Fluvanna Watershed Study. She has also been the president of the Student Planners Association and an active participant in the Planning Accreditation Board process.

Undergraduate Outstanding Student - Caroline Christine Emerson

For outstanding academic achievement as an undergraduate planning student (3.39 GPA and 3.76 in Planning), professional quality work in applied courses. She has also been active in student life and has been a member of the University Transit System leadership team.