

CITY OF CHARLOTTESVILLE

Department of Neighborhood Development Services

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October 30, 2018

TO: Charlottesville Planning Commission, Neighborhood Associations &
News Media

Please Take Notice

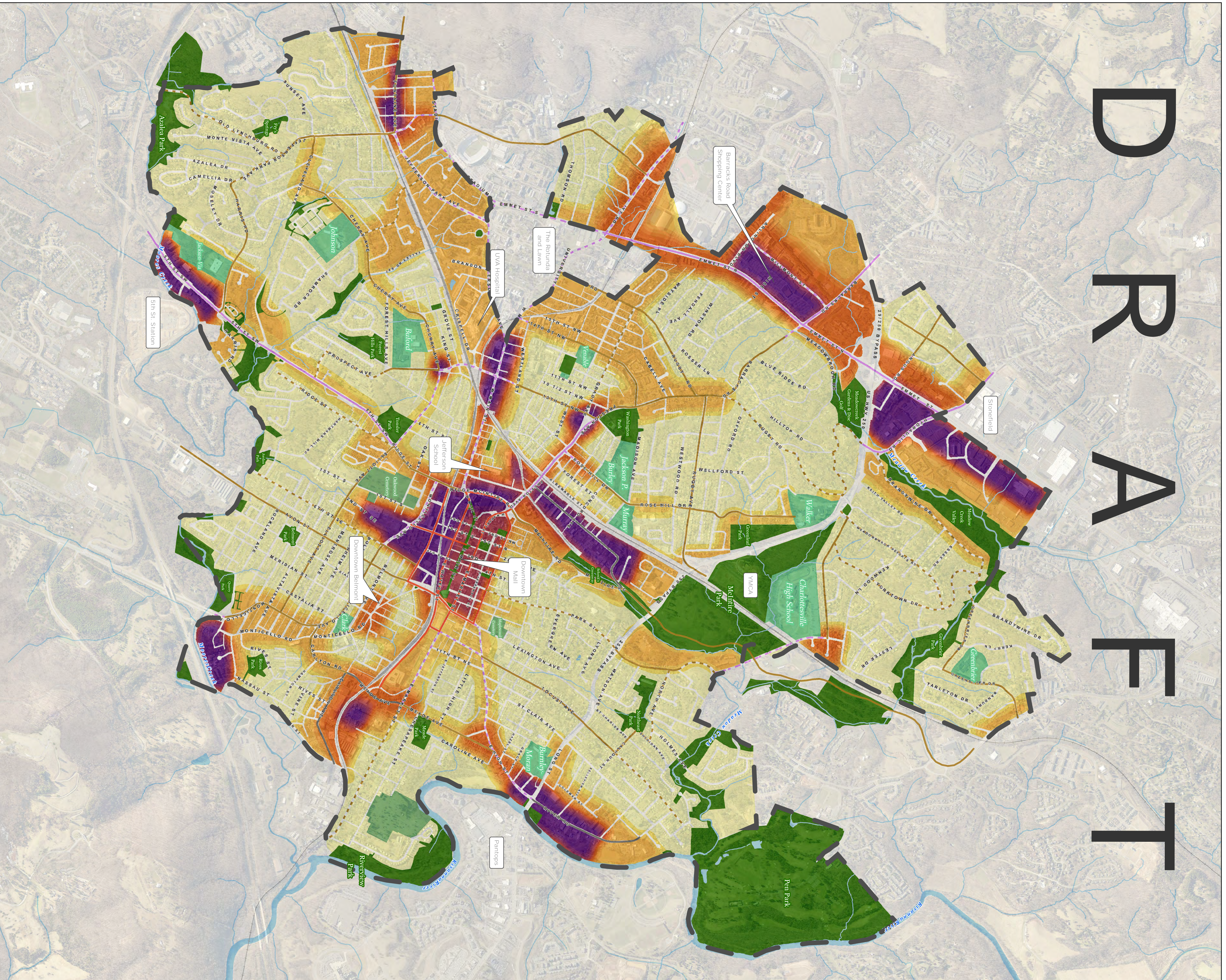
A Work Session of the Charlottesville Planning Commission will be held on **Tuesday November 6, 2018 at 5:00pm in the NDS Conference Room (610 East Market Street)**

AGENDA

1. 2018 Comprehensive Plan
 - a. Land Use Map and Narrative
 - b. Review of Chapters - Transportation, Housing, Environment, Economic Sustainability, Community Facilities, Historic Preservation
2. Public Comment

cc: City Council
Mike Murphy
Alexander Ikefuna
Planners
Jeff Werner, Camie Mess
Stacy Pethia, Tierra Howard, Lisa Robertson

DRAFT

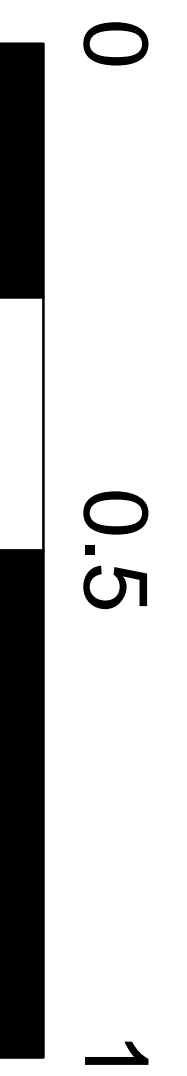


City of Charlottesville

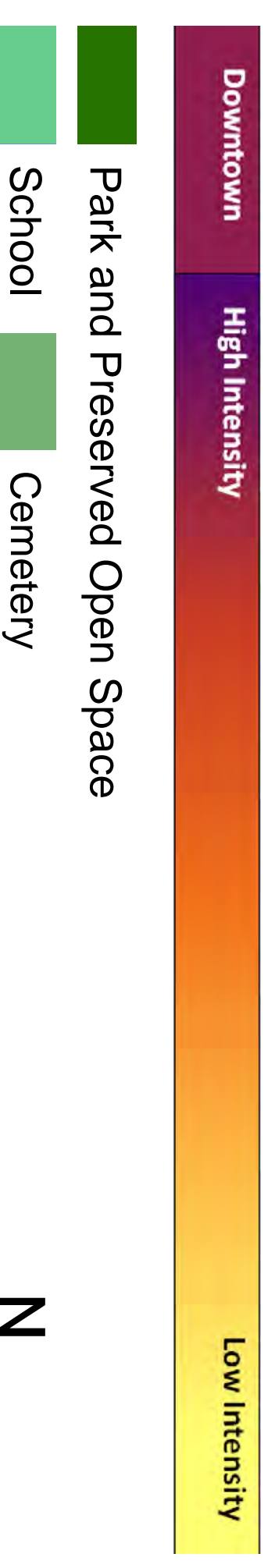
Comprehensive Plan 2018

General Land Use Plan

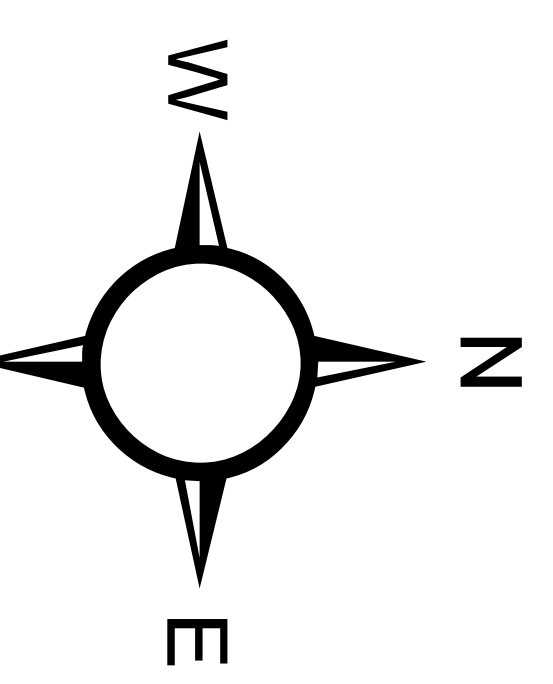
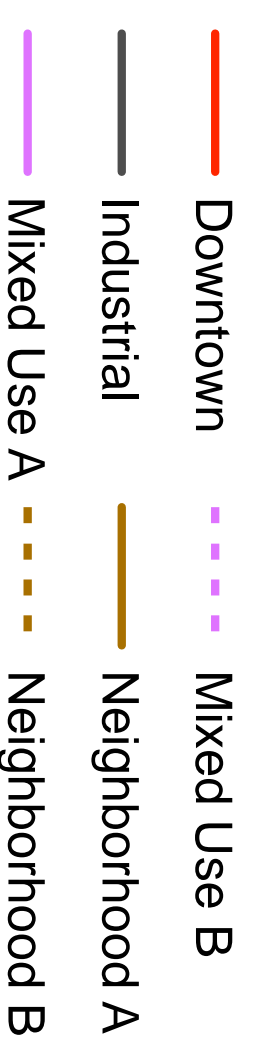
1 inch = 1,000 feet
 1:12,000 on 24"x36"



Land Use



STW Typology



Map By: NDS, City of Charlottesville 12/06/2017
 Data Source: City of Charlottesville Planning Commission and City of Charlottesville SDE 12/06/2017
 Projection Information: Lambert Conformal Conic, NAD83, Virginia State Plane South

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Land Use Key Narrative

Downtown	High Intensity				Low Intensity
<p>The characteristics of the City's Downtown should remain unchanged and foster high density developments. Retail and commercial spaces should be located at ground level to activate the street and enhance the pedestrian experience.</p> <p>New buildings need to be context sensitive and reflect the existing development and street grid patterns. Parking should be market driven with limited regulations. No parking shall be allowed at ground level within a building or be visible from the street. Transportation should be focused on pedestrian scale.</p> <p>Mixed use developments should be contained within a building and not spread throughout the site. Passive uses that do not create activity at street level should be discouraged. Bonus should be given for providing on-site affordable units.</p>	<p>These are the most intense, urban areas of the City and allow for high density. All street level uses must contribute to activating the street, and ground-level residential uses should be restricted. Intense active uses that attract large employment centers are encouraged. Developments should respect the existing street grid pattern and create buildings that are close together, but not necessarily shoulder to shoulder. These areas will be transit hubs, and parking must be integrated into a larger parking plan for the area. Buildings, rather than developments, will be mixed use. Bonuses should be given for having on-site affordable units or incorporating civic space, such as public meeting space, public parking, or other Public Needs.</p>	<p>These areas are high density, but provide a transition of medium- to low-intensity uses that engage and activate the street. Small urban scale uses are encouraged while more intense or passive uses are discouraged. Buildings should be located close to the street and respect the existing street grid, but not cover entire blocks. Ground floor levels must be activated with commercial, office, or other uses. Street level residential and residential-only buildings are not permitted. On-site parking is allowed, but not required. Surface parking shall not be visible from the street and cooperative offsite parking is encouraged. Bonuses should be given for providing on-site affordable units.</p>	<p>These areas are residential in nature with medium to lower density. Small multi-family units, such as duplexes, townhouses, and courtyard apartments are encouraged. Developments will generally have green space between them, though buildings could be shoulder to shoulder in the right context. On-site parking is required and must be located behind a building or underground and not visible from the street. Bonuses should be given for providing on-site affordable units and underground parking.</p>	<p>These areas allow for low intensity commercial uses that are context sensitive and transition well into surrounding low density neighborhoods. Street level of buildings can be either residential or commercial, but must be built to accommodate for possible future commercial uses. Parking requirements will be based on the intensity of the use and bonus should be given for providing on-site affordable units.</p>	<p>These are low-density residential areas made up of single family detached units, duplexes, townhomes, and other small scale residential structures. Buildings will have small footprints, allowing for additional green space and trees. On-site parking will be required.</p>

Land Use Key Narrative (Update October 30, 2018)

Downtown	High Intensity	Low Intensity	Neighborhood Amenity
<p><u>Charlottesville's Downtown should be welcoming to all people. It should</u> The characteristics of the City's Downtown should remain unchanged <u>and</u> foster high density developments <u>while retaining its pedestrian quality, historic character and vitality.</u> Retail and commercial spaces should be located at ground level to activate the street and enhance the pedestrian experience. New buildings need to be context sensitive and reflect the existing development and street grid patterns. Parking should be market driven with limited regulations. No parking shall be allowed at ground level within a building or be visible from the street. Transportation should be focused on pedestrian scale. Mixed use developments should <u>provide reasonably consistent ground floor</u></p>	<p>These are the most intense, urban areas of the City and allow for high density. All street level uses must contribute to activating the street, and <u>provide reasonably consistent ground floor uses along public right of ways.</u> ground level residential uses should be restricted. Intense active uses that attract large employment centers are encouraged. Developments should respect the existing street grid pattern and create buildings that are close together, but not necessarily shoulder to shoulder. These areas <u>Areas along the locality border</u> will be transit hubs where, and <u>parking must</u> <u>will</u> be integrated into a larger parking plan for the area as part of a regional <u>parking strategy.</u> Buildings, rather than developments, <u>will provide reasonably consistent</u></p>	<p>These areas are high density, but provide a transition of medium- to low-intensity uses that engage and activate the street. Small urban scale uses are encouraged while more intense or passive uses are discouraged. Buildings should be located close to the street and respect the existing street grid, but not cover entire blocks. <u>Provision should be made for reasonably consistent ground floor uses along public right of ways.</u> Ground floor levels must be activated with commercial, office, or other uses. Street level residential and residential-only buildings are not permitted. On-site parking is allowed, but not required. Surface parking shall not be visible from the street and cooperative offsite parking is encouraged. <u>Incentives for on-site affordable units should be provided.</u> Bonuses should be given for providing on-site affordable units.</p> <p>These areas are residential in nature with medium to lower density. Small multi-family units, such as duplexes, townhouses, and courtyard apartments are encouraged. Developments will generally have green space between them, though buildings could be shoulder to shoulder in the right context. On-site parking is required and must encouraged. <u>Where appropriate, parking should be</u> to be located behind a building or underground below street level and level and not visible from the street. <u>Incentives for on-site affordable units should be provided and should address parking demand management.</u> Bonuses should be given for providing on-site affordable units and underground parking.</p> <p>These areas allow for low intensity commercial uses that are context sensitive and transition well into surrounding low density neighborhoods. Street level of buildings can be either residential or commercial. <u>Street level residential buildings are encouraged to be constructed with future commercial uses in mind.</u> but must be built to accommodate for possible future commercial uses. Parking requirements will be based on the intensity of the use use. <u>Where appropriate, parking should be located behind buildings.</u> preferred to be behind buildings. and bonus should be given for providing on-site affordable units. <u>Incentives for on-site affordable units should be provided.</u></p>	<p>These are low-density residential areas made up of single family detached units, duplexes, townhomes, and other small scale residential structures. Buildings will have small footprints, allowing for additional green space and trees. On-site parking will be required.</p> <p style="text-align: center;"><u>Small residential supportive uses at pedestrian scale along neighborhood corridors. Any development within these areas should be neighborhood driven</u></p>

Land Use Key Narrative (Update October 30, 2018)

<p>uses along public right of ways. be contained within a building and not spread throughout the site. Passive uses that do not create activity at street level should be discouraged. Bonus should be given for providing on-site affordable units. <u>Incentives for on-site affordable units should be provided.</u></p>	<p>ground floor uses along public right of ways. will be mixed use. Incentives for on-site affordable units and/or Bonuses should be given for having on-site affordable units or incorporating civic space, such as public meeting space, public parking, or other Public Needs <u>should occur.</u></p>					
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Land Use Key Narrative (Update October 30, 2018)

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<p>Charlottesville’s Downtown should be welcoming to all people. It should foster high density developments while retaining its pedestrian quality, historic character and vitality. Retail and commercial spaces should be located at ground level to activate the street and enhance the pedestrian experience. New buildings need to be context sensitive and reflect the existing development and street grid patterns. Parking should be market driven with limited regulations. No parking shall be allowed at ground level within a building or be visible from the street. Transportation should be focused on pedestrian scale. Mixed use developments should provide reasonably consistent ground floor uses along public right of ways throughout the site. Passive uses that do not</p>	<p>These are the most intense, urban areas of the City and allow for high density. All street level uses must contribute to activating the street, and provide reasonably consistent ground floor uses along public right of ways. Intense active uses that attract large employment centers are encouraged.</p> <p>Developments should respect the existing street grid pattern and create buildings that are close together, but not necessarily shoulder to shoulder. Areas along the locality border will be transit hubs where parking will be integrated into a larger parking plan as part of a regional parking strategy. Buildings, rather than developments, will provide reasonably consistent ground floor uses along public right of ways. Incentives for on-site affordable units</p>	<p>These areas are high density, but provide a transition of medium- to low-intensity uses that engage and activate the street. Small urban scale uses are encouraged while more intense or passive uses are discouraged. Buildings should be located close to the street and respect the existing street grid, but not cover entire blocks. Provision should be made for reasonably consistent ground floor uses along public right of ways. Street level residential and residential-only buildings are not permitted. On-site parking is allowed, but not required. Surface parking shall not be visible from the street and cooperative offsite parking is encouraged. Incentives for on-site affordable units should be provided.</p>	<p>These areas are residential in nature with medium to lower density. Small multi-family units, such as duplexes, townhouses, and courtyard apartments are encouraged. Developments will generally have green space between them, though buildings could be shoulder to shoulder in the right context. On-site parking is encouraged. Where appropriate, parking should be located behind a building or below street level and not visible from the street. Incentives for on-site affordable units should be provided and should address parking demand management.</p>	<p>These areas allow for low intensity commercial uses that are context sensitive and transition well into surrounding low density neighborhoods. Street level of buildings can be either residential or commercial. Street level residential buildings are encouraged to be constructed with future commercial uses in mind. Parking requirements will be based on the intensity of the use. Where appropriate, parking should be located behind buildings. Incentives for on-site affordable units should be provided.</p>	<p>These are low-density residential areas made up of single family detached units, duplexes, townhomes, and other small scale residential structures. Buildings will have small footprints, allowing for additional green space and trees. On-site parking will be required.</p>	<p>Small residential supportive uses at pedestrian scale along neighborhood corridors. Any development within these areas should be neighborhood driven</p>

Land Use Key Narrative (Update October 30, 2018)

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**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Charlottesville City Council
From: Charlottesville Planning Commission
Date: November 2, 2018
Re: Comprehensive Plan Chapter updates

On October 23, 2018, the Planning Commission reviewed the draft Transportation Chapter and part of the draft Housing Chapter of the Comp Plan. Commissioners then noted that they would forward any comments to staff on those chapters and others for integration in the document.

Staff noted that any comments that were editing or wordsmithing would be addressed in the document but any items needing discussion by the Commission would be outlined for a future meeting.

The following chapters are attached with edit details:

- Community Facilities
- Economic Sustainability
- Transportation
- Historic Preservation and Urban Design
- Housing
- Urban Environmental Sustainability

The following have not yet been outlined in the draft chapters as additional consideration is needed. Staff comments are provided for consideration as available.

Economic Sustainability

Current text

5.1: Monitor the need for additional parking as new development occurs, with particular attention to parking needs downtown and along the West Main corridor.

Proposed text

5.1 Manage parking supply and prices Downtown and in places identified in the Land Use Chapter to maintain reliable visitor and customer access at low cost.

Staff Comments: 5.1 - The preference is for the original goal but could live with new proposal – minus the term ‘low cost’. By nature, parking is an expensive endeavor and the City would need to figure out a way to show fiscal responsibility. Parking meters is one option that could be termed ‘low cost’ by some but others feel free parking is a basic need/right. Ideally there would be more initiatives and opportunities to promote non-vehicle uses.

Current Text

5.4: Evaluate the effects of mixed-use development and changing demographics on the downtown area. Continue to support and maintain the Downtown Mall, as not only the economic and cultural hub of the City, but a central place that encourages diversity through activities, goods, and services.

Proposed

5.4: "Evaluate effects of mixed-use development" sounds very nebulous. What is the goal? It was referring to increased density

5.4: Spin last clause ("encourages diversity through activities, goods, and services") off into separate full goal. Suggest including language about increasing supply of retail space in the vicinity of the mall, in order to decrease retail rents so we don't get eaten by high-end clothing boutiques. Also suggest language about increasing residential density so the available 'body heat' can sustain ordinary non-tourist establishments (and a CVS that stays open later than 6pm on Sundays).

Staff Comments: 5.4 - Staff has received many comments on 5. 4 from the PC and now have completed several iterations of tweaking this goal. The term evaluate is in reference to maintaining active awareness on mixed use development downtown and how the impacts relate to the intended goal. The City has limited current infrastructure within the urban core so increasing ‘body-heat’ could also have negative impacts as it relates to “historic district with arts, entertainment, and cultural events”.

The 2003 Comp Plan called for increased density in the West Main corridor and now we see what that looks like with the recent developments. Also, increasing more retail space would not necessarily decrease rates, as we have very low vacancy rates. The new space could be leased at current (or higher) rates because of demand.

Current Text

6.1: Continue to explore programs for City of Charlottesville youth that will expose them to the principles of financial literacy, economics, **technology**, and entrepreneurship.

Proposed

6.1: Use a stronger verb than "continue to explore." Maybe "develop and expand"

Staff Comments: 6.1 – Staff is not in a place, staffing wise, to develop and expand youth programs at this time. ‘Continue to explore’ allows our office to be flexible and nimble as we seek opportunities. We have partnered with CAYIP, Computers4Kids and other groups to link them with local businesses and efforts. ‘Continue and explore’ allows our department to build partnerships with agencies to help accomplish this goal. Our goal was to support these efforts, not necessarily take ownership since there are many City and community groups working on these issues.

Proposed New Objectives

5.5 Study how the Downtown Mall can be more welcoming and inclusive for African American residents and visitors and act on findings.

Staff Comments: 5.5 – This is a very relevant topic currently and think this would benefit the entire community. I would be interested to learn more about how this would relate to the Comp Plan and its mission as a land use focused document.

5.6 Study extending the Downtown Mall on Old Preston and along the historic Page Street right of way to the Jefferson School.

Staff Comments: 5.6 – Similar to comments in 5.5, I am unfamiliar how this directly relates to the Economic Sustainability chapter. Could this be part of African American historical tourism efforts? I’d welcome the opportunity to learn more about ways to bring this to light – either through the Comp Plan or other avenues.

Transportation

Current Overall Transportation System Goal: Develop a safe, equitable, and efficient transportation system that provides a range of transportation choices for all users; reduces single occupancy vehicle travel (from 60 percent to 50 percent for commuters) and increases travel by public transit and active transportation modes;

Staff Comments: The SOV goal was a carryover from the 2006 plan (if not earlier) and previously included in the appendix. In addition, the public was interested in specifying mode shift goals for all modes, so we decided to highlight this in the transportation chapter. Is there interest from the commission in setting goals for individual modes?

Current

2.3: Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.

Proposed

2.3: end with "and provide funds to strategically close existing curb cuts on priority walkways"

Staff Comment: 2.3 - Please clarify. Is the intent of this comment related to access management – closing driveway access to businesses – or removing unnecessary curb cuts for ADA access? Or both?

PC Proposed Goal

2.11 (NEW) Optimize speed limits to minimize physical risk to pedestrians and review left turn signals and lanes citywide, removing and mitigating them in areas with heavier pedestrian activity.

Staff Suggested Revision

2.11 Promote pedestrian safety and convenience by adjusting signal timing, optimizing speed limits and reconfiguring lanes (where appropriate) to reduce vehicle/pedestrian conflicts.

Current

Goal 4: Provide a balanced approach to parking that supports economic vitality without sacrificing affordability and aesthetics, while minimizing environmental impacts and accommodating pedestrians, bicycles, transit users and disabled individuals.

Proposed

Goal 4: “Provide parking that adequately meets the City’s diverse demands (including those of disabled and elderly individuals), supports economic vitality, and prevents spillover into neighborhoods, while working to reduce overall demand for parking and the environmental impacts of parking facilities by promoting land use patterns and making transportation investments that facilitate public transit, bicycling, and walking.

Staff proposed: Goal 4 - Provide parking that, supports economic vitality without sacrificing affordability and aesthetics, while minimizing environmental and neighborhood impacts and facilitating land use and transportation investments that reduces overall parking demand.

Current

4.4: Explore options for park-and-ride lots/park and bike at nodes on the city’s perimeter and examine updates to the zoning regulations to facilitate parking exempt zones.

Proposed

4.4 Phase out minimum parking requirements in locations where sufficient transit service and bicycle and pedestrian facilities are in place, and manage parking demand to prevent consistent disruptive on-street parking spillover into residential areas. Reduce or remove parking requirements from uses that can best cater to pedestrians, bicyclists, and transit riders such as places of worship, retail, and services. Review requirements by use and location every two years to expand parking modified and exempt zones and uses.

Staff Comment: Proposed goal needs discussion. This goal includes a couple of different ideas. Is everyone in agreement?

Staff Proposed: 4.4 Examine the possibility of phasing out minimum parking requirements in locations where sufficient transit service and bicycle and pedestrian facilities are in place, and manage parking demand to prevent consistent disruptive on-street parking spillover into residential areas. Review parking requirements by use and location every two years.

Historic Preservation and Urban Design

Current text

Vision: Urban design and historic preservation contribute to the character and quality of neighborhoods, and to the aesthetic value of the entire community. As a result, the City of Charlottesville will be a well- designed community with neighborhoods, buildings and public spaces, including the Downtown Mall, that are human scaled, sustainable, healthy, equitable and beautiful. Charlottesville will also seek to preserve its historic resources through education and collaboration to maintain the character of our neighborhoods’ core historic fabric, our major routes of tourism and our public spaces. Additionally, the City must recognize each neighborhood’s sense of community—its unique and diverse sense of place--and take steps to **integrate new buildings, development and uses into their neighborhoods.**

Proposed

Vision: strike last sentence

Staff Comment: Vision: The Commission will need to decide if they want to remove the last sentence

Current

1.4: Facilitate development of nodes of higher intensity and vitality in the City’s Mixed Use **places** that respect the scale and character of historic buildings and neighborhoods, and encourage vibrancy, pedestrian movement, and visual interest throughout the City.

Proposed

1.4: "respect the scale and character of historic... neighborhoods" is highly problematic: the implication is that *all* new intensity should take place in the designated nodes and spare existing neighborhoods. I suggest reverting the changes to this goal (except for density->higher intensity)

Staff Comment: 1:4 – Commission to consider.

Current

1.12: Identity specific goals for Urban Design--recognize that these may vary from neighborhood to neighborhood--and develop a guidelines and standards manual that helps implement those goals.

Proposed

1.12: Why is a separate "guidelines and standards manual" needed for urban design? Can't it be integrated into an existing guidelines manual? Worry that the city is getting broken apart with too many guidelines.

Staff Comment:1.12 - The Commission will need to decide how to move forward with this objective

Current text

1.15: Continue to support the Entrance Corridor Review Board (ERB) in its efforts to guide urban design within the designated Entrance Corridors, and ensure cooperation between the ERB and City departments.

Proposed

1.15 Add "Reduce the number of Entrance Corridors to better address housing, preservation, and urban design goals, retaining those with greatest historical, aesthetic, and recreational value, and removing those that fall along key places for more intense land use identified in the Land Use Chapter."

Staff Comment: 1:15 – Note that having an Entrance Corridor overlay does not limit the ability to address housing, preservation and urban design goals. A broader discussion would need to occur about reducing Corridors

Current text

Goal 5: Protect and enhance the existing character, stability and scale of the City's older neighborhoods.*

Proposed

Goal 5: Protect and enhance existing aesthetic amenities of the City's older neighborhoods while working to reintegrate our community

Current

5.6: Identify existing and planned higher-intensity mixed-use and commercial areas that abut neighborhoods and work to provide adequate transitions (such as step downs in scale and intensity) to mitigate impacts on adjacent residential areas.

Proposed

5.6: Identify higher-intensity mixed-use and commercial areas that abut existing neighborhoods and work to provide adequate transitions (such as step downs in scale and intensity or screens) to mitigate impacts.

5.6: This goal ("adequate transitions to mitigate impacts on adjacent residential areas") seems out of place in the historic preservation chapter. Recommend striking and including it in the Land Use chapter instead.

Staff Comment: 5. 6 – Commission should determine wording and location for this objective.

Current

7.10: Investigate the feasibility of protecting an unobstructed sightline, as shown on the attached map, between World Heritage Sites Monticello, located in Albemarle County, and the Lawn at the University of Virginia.

Proposed

7.10 including loss of potential housing

Staff Comment: 7.10 - Not clear how this links to this objective. Additional information is needed.

Current

8.6: Consider the designation of additional streets, such as Ridge-McIntire and Cherry Avenue, as Entrance Corridor districts.

Proposed

8.6 strike

8.6: Strongly disagree with this goal, recommend striking it entirely. It's not only inappropriate and against our general goals, I believe it's explicitly illegal — Entrance Corridor districts are for approaches to historic sites. There are no World Heritage Sites located on Cherry or Ridge-McIntire.

Staff Comment: 8. 6 - The Commission will need to decide if they want to remove this objective

Current

9.1: Develop an inventory of underutilized properties within City limits and develop strategies (such as rezoning, rehabilitation, and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses.

Proposed

9.1 (such as...removing off street parking requirements, and property tax abatements)

Staff Comment: 7.10 - Not clear how this links to this objective. Additional information is needed.

Current

4.3: Encourage developers contemplating land-disturbing activities in areas likely to reveal knowledge about our past to undertake archaeological studies prior to development. Help identify financial incentives or funding sources for such studies. Encourage where warranted, archeological assessments for rezoning and special use permit requests and for all projects on City-owned parcels.

Proposed Discussion

4.3: What are these cost implications of these archaeological assessments? Is it reasonable to expect archaeological significance in any lot in the city? What's special about SUPs and rezonings that make those sites more likely to have archaeological relevance?

Staff Comment: 4.3 - Cost would be site specific. Rezoning and SUPs are opportunities where this type of assessment could be required to outline potential impacts with an application.

Housing

Current Text

2.5: Explore, develop and implement a program promoting and encouraging the use of accessory dwellings units as affordable housing options.

Proposed Text

2.5: Explore, develop and implement a program promoting and encouraging the use of accessory dwelling units as affordable housing options. Relax restrictions on addition of ADUs, including the single-unit maximum limitations on floor area relative to the primary unit, and owner-occupation mandates.

Staff Comment: 2.5 – Concerned the additional text is too specific and could limit development/implementation of an effective ADU program.

New Goal - Proposed Text

2.6: Make a list of City property currently dedicated to right of way, utilities, and surface parking, prioritized by areas that could provide new space for affordable housing by for example burying utility lines, narrowing or eliminating regular lanes, turn lanes, medians, and parking, and partly or completely closing streets and alleys.

Staff Comment: New 2.6 - Burying utility lines would not open up new land for affordable housing as 1) the city would continue to need easements (potentially over larger areas than for above ground utility lines) for utility access for repairs, and 2) no structures could be built over the easements as that would impede access to those lines in the future. Any elimination of streets/alleys/lanes/parking would require traffic and parking studies to ensure those closures would not adversely impact traffic flows or exacerbate neighborhood parking issues. Also, given the need for utility easements, this would most likely not provide sufficient land on which to build. There is strong support from at least one City Council Member for keeping alleyways open and in use, so closing streets/alleys (even partially) may be politically infeasible.

New Goal – Proposed Text

3.6: Promote creation of affordable housing of all types, including subsidized, regulated, and market-rate affordability.

Staff Comments – How does this differ from Goal 2.4?

Current Text

5.6: Continue offering reduced water and sewer meter connection fees for affordable housing.

Proposed Text

5.6: Waive water and sewer meter connection fees for affordable housing.

Staff Comment: 5.6- The water and sewer operating enterprise funds operate at a breakeven point and the money the city would not collect due to the fee waivers would have to be offset somewhere. As the city is unable to charge new development for more than their proportionate share of impact on the utility infrastructure (in other words, facility fees for new development can't subsidize the utility impacts of affordable housing), the lost revenue from the fee waiver would need to be collected through increased utility rates for customers. This would lead to decreased housing affordability for existing residents through higher home utility costs.

Current Text

7.1: Encourage major employers – City of Charlottesville, Albemarle County and University of Virginia – to create a city-wide Employer Assisted Housing Program to assist the local workforce in obtaining affordable or market-rate housing near their places of work.

Proposed Text

7.1: Encourage major employers – City of Charlottesville, Albemarle County and University of Virginia – to create a city-wide Employer Assisted Housing Program to assist the local workforce in obtaining affordable or market-rate housing near their places of work. Prioritize funding this program through the Capital Improvement Program.

Staff Comment: 7.1- As the goal is to create a regional fund, not sure the CIP is the most appropriate source for the City's contribution to that fund. The CAHF, or some other funding source, would be better.

Current Text

8.1: Ensure affordable housing is similar to market rate housing in design and other physical features, allowing affordable units to blend into existing neighborhoods.

Proposed

Remove 8.1 from document.

Staff Comment - Disagree. There is a long history of affordable housing being built to a lower standard than market rate housing, and being easily identifiable as affordable. We increase the risk of that happening here if we don't definitively spell out that ensuring affordable housing is built to the same quality and design standards as market rate housing is a priority of the city.

Current Text

8.2: Encourage the use of the of the Design for Life C’ville program to promote and expand visit-ability/live-ability features and market inclusion.

Proposed Text

8.2: Encourage the use of the Design for Life Cville program to promote and expand visit-ability/live-ability features and market inclusion.

Staff Comment - Removed the extra “of the”; however, “C’ville” is not a typo. Rather it is in the official title of the program (see guidelines here:

<http://www.charlottesville.org/home/showdocument?id=29525>)

Current Text

Goal 10: Ensure the City’s housing portfolio offers a wide range of choices that are integrated and balanced across the City, and which meet multiple city goals including: community sustainability, walkability, bikeability, public transit use, increased support for families with children, fewer pockets of poverty, access to food, access to local jobs, thriving local businesses, and decreased student vehicle use.

Proposed Text

Goal 10: Ensure the City’s housing portfolio offers a wide range of choices that are integrated and balanced across the City, and which meet multiple city goals including: community sustainability, walkability, bikeability, public transit use, increased support for families with children, poverty deconcentration, access to food, access to local jobs, thriving local businesses, and decreased student and resident vehicle use.

Staff Comments - Replaced “fewer pockets of poverty” with “poverty deconcentration”. This language needs to remain an explicit goal in the comp plan as a number of different funding programs (e.g., LIHTC and HUD) base funding decisions on a jurisdiction’s commitment to deconcentrate poverty. This goal is based on extensive research that shows living in high poverty areas (or pockets of poverty) has negative impacts on household outcomes over a lifetime (lower education attainment, poor health, less employment, etc). Have replaced “and student and resident vehicle use” with “decreased student vehicle use, and a reduction in single-occupancy vehicle trips”. This aligns with SOV reduction goal in Transportation Chapter.

Current Text

10.6: Through community engagement efforts, and in conjunction with the completion of an Affordable Housing Strategy, develop small-area plans that establish targets for a minimum number of supported affordable housing units that substantially contribute to the City’s goals of 15% supported affordable housing 2025 within the context of transportation-oriented, mixed-use and mixed-income neighborhoods.*

Proposed Change

10.6 needs wordsmithing to update it. The broad idea is right.

Staff Comment - This wording was provided by Councilor Galvin.

Current Text

10.7: Through public outreach efforts, provide information about the benefits of/opportunities for patterns of urban living, such as more efficient land use, shared public space, smaller more energy efficient units, and walkability. Assess the effectiveness of efforts and examples.*

Proposed Change:

Add "aging in place"

Staff Comments - How does this relate to patterns of urban living?

Commissioner Comment:

A marketing campaign for urbanist living is great, but not going to be very effective unless such patterns of living are legal first. Not clear to me this is an effective use of resources (or that lack of demand is an issue we face).

Staff Comments – These types of development patterns will be necessary to meet the gap in affordable rental housing identified in the Housing Needs Assessment. The public outreach/education efforts about urbanist living will be necessary to attain the public support necessary to enact changes in the City zoning code to make such patterns of living possible.

New Goal – Proposed Text

10.8: Target a residential vacancy rate of at least 5 percent in order to assure a well-functioning, liquid housing market. Trigger automatic adjustments in development regulations if the target is not met.

Staff Comments – Given the primacy of by-right development in the State of Virginia, and the City’s limitations on directing such development, this is not possible.

Urban Environmental Sustainability

Current

Vision: Charlottesville will be a “Green City,” with clean and healthy air and water, sustainable neighborhoods, ample open space and natural areas that balance increased development and density in residential and economic centers, and walkable, bikeable, and transit supportive land use patterns that encourage healthy lifestyles.

Proposed

Vision: "encourage healthy lifestyles" -> "encourage healthy & low carbon lifestyles"

Staff Comment: Vision - This language is verbatim from the City Council 2025 Vision Statement which is included here for context setting. The suggestion is relevant and could be added, if there is consensus on modifying this previously published statement.

Current

1.3: Promote and participate in programs to establish conservation or open space easements of forested stream-side lands to ensure permanent protection.

Proposed

1.3 add "prioritizing regional projects that protect or improve the quality of drinking water and water quality in recreational areas like Riverview Park, mitigate water pollution downstream, protect City residences from flooding, and provide recreational amenities accessible by foot, bicycle, and/or transit."

Staff Comment: 1.3 - This objective was originally included in support of various conservation/easement program administered by others (e.g., DOF, TJSWCD). We do not set the priorities of those programs. That said, the following modification is proposed:

Staff Proposal 1.3: Promote and participate in programs to establish conservation or open space easements of forested stream-side lands to ensure permanent protection, in particular those that prioritize protect or improve water quality flooding impacts, and provide recreational amenities accessible by foot, bicycle, and/or transit.

Proposed New

2.7: Manage urban forests as an environmental justice solution, prioritizing communities of color, lower income, and immigrant communities where the urban canopy has deteriorated the most.

Staff Comments: New 2.7 - This requested addition needs to be shared with the Parks Dept since they are the lead on the urban forest management program. That said, there are opportunities for increasing urban canopy on private property that can be pursued by private property owners.

Staff Proposed: With consultation with the Parks Department: New 2.7: Manage the urban forest to provide equity among all demographics and communities across the City.

Current

Goal 5: Value the Rivanna River as a major natural asset with unique waterfront opportunities.

Proposed

Goal 5: Make this a higher number. I would recommend 1. I understand that the numbers aren't supposed to matter, but no one I tell that to believes me.

Staff Comment: Goal 5 - In order to maintain the structure of the chapter, moving this up would also include moving Goal 4 up since they are under the theme of Water Resources Protection. It would also require swapping the two goals under that theme to put the Rivanna focused one first...the current one presented first addresses a broader set of water resources objectives. But this can certainly be done.

Proposed New

5.5 Improve regional access to the river and increase housing opportunities within walking distance.

Staff Comment: New 5.5 - This can be added, but the concepts are anticipated to be part of the Rivanna Corridor planning work.

Current

Goal 9: Increase resiliency of and opportunities for local food systems and urban agriculture.

Proposed

Goal 9: Make this a higher number. I would recommend 2.

Staff Comment: Goal 9 - Acknowledged. Recommend keeping it where it is.

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Comments in **RED** are what we heard from the Planning Commission members following the 10/23/2018n

COMMUNITY FACILITIES DRAFT CHAPTER

Oct 2018

Vision

The City of Charlottesville's civic facilities and services are important to fostering a healthy and vibrant community. Residents benefit from access to excellent public services, recreational facilities and public buildings. Therefore, Charlottesville will have outstanding civic and recreational facilities, bicycle and walking trails and be served by a strong support system that includes one of the nation's best emergency response systems. Effective and efficient water, wastewater and stormwater services will support the health and welfare of the City.

Emergency Preparedness

Goal 1: To reduce community, citizen, and employee vulnerability to hazards and to improve community resilience in the face of natural and made-made disasters by employing an all-hazards, full spectrum approach to emergency preparedness, by integrating planning, preparedness, response and recovery efforts.

- 1.1: Develop and maintain the City's Critical Incident Management Plans.
- 1.2: Develop and maintain hazard-specific critical incident plans.
- 1.3: Complete an annual Hazard Vulnerability Analysis for both the city government infrastructure as well as the community at-large.
- 1.4: Coordinate the development of Continuity of Operations Plans (COOP) for all City departments and provide COOP planning guidance for local businesses as well.
- 1.5: Coordinate City staff education and training in the National Incident Management System and Incident Command System to ensure essential emergency management capabilities.
- 1.6: Organize and implement disaster tabletops, drills, and exercises for city staff/government and the local business community.
- 1.7: Coordinate the development, implementation, and evaluation of City-wide safety programs.
- 1.8: Coordinate and promote the use of the emergency community notification system.

Fire Protection Services

Goal 2: To improve the quality of life in our community by consistently striving to provide superior fire and emergency services focused on prevention, preparedness, response and recovery. This will be accomplished through the development and cultivation of a safe, resilient and self-sufficient community.

- 2.1: Proactive identification and analysis of both community and organizational risks, and the development and implementation of effective strategies to address these risks.
- 2.2: Implement a comprehensive facilities master plan to maximize service delivery, safety, energy conservation and sustainability.
- 2.3: Maintain a fleet of emergency response vehicles appropriate for the delivery of rapid and effective emergency services in an increasingly more densely populated environment.
- 2.4: Provide an aggressive, comprehensive Community Risk Reduction program through fire and life safety education and effective fire code enforcement.
- 2.5: Maintain a superior Insurance Service Office rating of Class 1 and accredited agency status through the Commission on Fire Accreditation International to ensure the city's infrastructures supports the provision of adequate fire protection.
- 2.6: Recommend and advocate for the installation of fire protection systems in all renovated and newly constructed buildings.

Emergency Medical Services

Goal 3: To support a resilient, safe community through the provision of the highest quality Emergency Medical Services focused on service delivery, patient outcomes, and responder health and safety.

- 3.1: Adopt and implement an EMS strategy to ensure an appropriate level of EMS first response and transport capability leveraging both career and volunteer resources.
- 3.2: Maintain a fleet of emergency response vehicles appropriate for the delivery of rapid and effective emergency services in an increasingly more densely populated environment.
- 3.3: Fully leverage current and future technologies to achieve the most effective resource distribution and unit reliability (such as Automated Vehicle Locators, Mobile Data Computers and Global Information Services).
- 3.4: Ensure adequate facilities exist for the effective deployment of EMS resources in the community.
- 3.5: Create adequate facilities that support initial and on-going education and training for EMS providers, and professional development.

Police Department

Goal 4: Secure adequate facility space, equipment, and staff for the Police Department and its operations to continue providing safety and protection to Charlottesville residents.

- 4.1: Identify and obtain a new permanent, centralized facility for the Police Department which will address current and future operational, space, storage and parking needs.
- 4.2: Identify and obtain a location which will provide adequate space for a Regional Training Facility which can be shared with other local law enforcement agencies.
- 4.3: Purchase and implement needed technology for the Police Department and its operations.

4.4: Identify and obtain locations throughout the city for police substations that will increase efforts in community policing.

4.5: Upgrade the quality of vehicles purchased by the Police Department that will better suit operational needs. **Consideration should be given to lower cost, high interaction vehicles that enhance community policing efforts such as bicycles and scooters.**

4.6: Purchase and implement security upgrades for the Police Department that include a video monitoring system of our facility as well as adjacent areas.

Water Infrastructure

Goal 5: Improve the water system infrastructure to provide reliable, healthy, and efficient water service to City residents with contingencies for drought conditions and address capacity needs within the City as part of any improvements.

5.1: Maintain, repair, and replace water lines where necessary to minimize emergency operations and maintenance.

5.2: Map, inspect, and inventory the existing infrastructure, assess the condition of water facilities, and identify actions that can be taken to improve the hydraulic conditions of the water network.

5.3: Continue to implement the recommended improvements for increased capacity, fire protection, and redundancy of systems by replacing and/or upsizing water lines as outlined in the City's Water Prioritization Study.

5.4: Ensure that all applications for increased capacity are analyzed to discern adequate water line capacity and water meter sizing in the review process.

5.5: Identify sources of non-revenue water and focus efforts in reducing those water losses.

5.6: Support and coordinate efforts with the Rivanna Water and Sewer Authority and the Albemarle County Service Authority to provide a more efficient distribution and treatment system.

5.7: Coordinate timing of improvements with similar efforts to complete Streets that Work plan priorities where possible.

Wastewater Infrastructure

Goal 6: Improve wastewater infrastructure to provide effective sanitary sewer services to residents, to accommodate the increased projected densities and uses in the City, and to protect public health and water quality.

6.1: Maintain, repair, and replace sanitary sewer lines where necessary to minimize emergency operations and maintenance.

6.2: Map, inspect, and inventory the existing infrastructure, assess the condition of these

facilities, and identify actions that can be taken to improve the conditions of the wastewater network, especially the capacity of the sewer system in prime development areas.

6.3: Emphasize the annual maintenance of wastewater facilities and continue to identify and complete improvement projects. This includes, but is not limited to, increasing the size of pipes to enlarge the system's capacity, relocating main lines that were built on private property, or building new main lines to extend the system.

6.4: Continue to improve sanitary sewer infrastructure to eliminate sanitary sewer overflows and reduce infiltration and inflow.

6.5: Design and replace the 14th/15th Street Collector sewer line. The sewer line currently exceeds capacity and will be receiving significant additional flow from developments currently under construction and planned development in this area.

6.6: Support and coordinate efforts with the Rivanna Water and Sewer Authority and the Albemarle County Service Authority to provide a safe and reliable sanitary sewer collection and treatment system.

6.7 Coordinate timing of improvements with similar efforts to complete Streets that Work plan priorities where possible.

Stormwater Conveyance Infrastructure

Goal 7: Improve stormwater conveyance infrastructure to provide a safe and effective public drainage system while mitigating the water resources impacts of said infrastructure.

7.1: Map, inspect, and inventory the stormwater conveyance network to assess the condition, configuration, location, and extents of the stormwater conveyance infrastructure to facilitate strategic actions to maintain and improve the condition and integrity of the network.

7.2: Rehabilitate, repair, and replace public stormwater conveyance infrastructure both preventively and reactively to promote sustainable stewardship of the stormwater conveyance system.

7.3: Modernize, on a case-by-case basis, the stormwater conveyance system to achieve compliance with current local and state engineering standards, specifications, and best practices.

7.4: Ensure that proposed additions and modifications to the existing stormwater conveyance infrastructure network are implemented in a way that addresses deficiencies of the existing infrastructure.

7.5: Incorporate, as is practicable, water quality improvements and measures that lessen the impact to receiving water bodies when improvements are made to stormwater conveyance infrastructure.

7.6: Continue to advance the understanding of best policy and practice related to the City's public/private stormwater conveyance system with the goal of integrating public responsibility and private needs.

7.7: Coordinate timing of improvements with similar efforts to complete Streets that Work plan priorities where possible.

Gas Infrastructure

Goal 8: Maintain the existing gas system within City and County limits, expand the system to new development, and provide a safe and efficient service for the community.

8.1: Map, inspect, and inventory the existing infrastructure, assess the condition of these facilities, and identify actions that can be taken to improve the conditions of the natural gas network.

8.2: Continue to promote public awareness regarding gas safety and reduce third party damages to the gas system.

8.3: Continue to expand the natural gas system within the designated growth areas to target the home improvement and new development markets, as well as existing homes that may not have natural gas service.

8.4: Coordinate timing of improvements with similar efforts to complete Streets that Work plan priorities where possible.

Parks and Recreation (Upgrades)

Goal 9: Upgrade existing park and recreation infrastructure to modern standards and address the value and uses of natural areas.

9.1: Develop and apply as appropriate system-wide design standards.

9.2: Improve the overall aesthetics of park sites through signage, landscaping, parking lot and safety improvements that also include area lighting and trash receptacles in appropriate locations.

9.3: Create resource management plans to support and maintain natural areas and create a new core recreation service in environmental education to educate users on the value of these natural areas.*

9.4: Update recreation amenities and refurbish existing restrooms and drinking fountains.

9.5: When possible, parks should provide a cross functional benefit for the City's environmental goals.

Parks and Recreation (Expansion)

Goal 10: Expand current inventory of park facilities

10.1: -Examine the feasibility of creating a regional park authority in conjunction with City/County planning efforts.*

10.2: Prioritize and encourage acquisition of natural areas, particularly along existing and proposed trails and near the Rivanna River, through developer contributions and fee simple purchase.

10.3: Encourage the acquisition of land that serves a cross functional purpose as parkland/public space and the development of green infrastructure and prioritize land acquisition.

10.4: Add additional rectangular fields to the parks and recreation network.*

10.5: Add fenced, smaller, flexible athletic fields designed to accommodate multiple recreational uses.

Parks and Recreation (Use)

Goal 11: Promote efficient use of all park properties and recreation facilities.

11.1: Create a Parks and Recreation system wide Master Plan for the City, align current and future park master plans, and continue to evaluate and adjust programs to align all program lifecycles and establish new programs.

11.2: Enhance multimodal access to parks.*

11.3: Incorporate best design practices for creating multiple, complimentary uses in urban scale parks while following best practices for the stewardship of the parks' historic resources.

Parks and Recreation (Best Practices)

Goal 12: Adopt customized park and recreation facility standards that support a livable community for the City and its partnering agencies, and perform consistent maintenance on all parks and recreation facilities.

12.1: Implement facility standards that support the recreation needs of the community and region.

12.2: Continue to pursue partnerships to meet City and Departmental service delivery goals.

12.3: Establish maintenance standards and frequencies for all park facilities, trails and recreation facilities in the system.

12.4: Communicate park maintenance standards to users of parks and recreation facilities.

12.5: Continue to include more kinetic and/or creative play modules and equipment in city playgrounds.

Parks and Recreation (Trails)

Goal 13: Connect the park system to the community through the development of trails and through the effective and appropriate design of park and recreation facilities.

13.1: Fully implement the Bicycle and Pedestrian Master Plan that has been approved by City Council.

13.2: Encourage land and easement acquisition along trail corridors to ensure permanent use as trail and the ability to manage land as park space and a green infrastructure resource.

Park and recreation (Environment)

Goal 14: Develop trails that are sensitive to the community's environmental system and cultural and historic resources.

14.1: Ensure that all new trails and trail improvements are designed within the context of surrounding natural systems and urban areas to maximize positive and minimize negative impacts on environmental systems and cultural and historic resources. Formalize guidelines for trail design, trail construction materials, trail maintenance and improvements.

14.2: Develop information materials and trail signage that highlight the characteristics of natural resources and cultural and historic areas located along trail systems in the City and within parks.

Parks and Recreation (Access)

Goal 15: Create balance and accessibility for all types of parks and facilities across the City.

15.1: Continue to utilize GIS mapping to examine the equity or disparities in place by park and facility types.

Parks and Recreation (Facilities and Programs)

Goal 16: Develop and implement cost recovery and program standards as they apply to core offerings, services and facilities.

16.1: Determine the true cost of services for programs and facilities (including parking), and create a cost recovery goal for each program.

16.2: Facilities should be designed to produce revenue to offset operating costs.

Educational Institutions

Goal 17: Improve and maintain City public school facilities to continue providing an excellent education to City students.

17.1: Complete all needed renovations, repairs, and improvements according to the Public Works Department's system of prioritization, and in close coordination with Charlottesville City Schools administration and School Board.

17.2: Maintain school properties in accordance with the Memorandum of Understanding developed in 2013.

17.3: Ensure that community planning addresses and responds to the impact of population growth on existing enrollment and services provided by schools, including the capacity and quality of spaces, buildings, and grounds.

17.4: Develop and implement a school buildings and grounds modernization program to continually redesign internal and external learning spaces that reflect best practices in education.

17.5: Employ innovative technology and green building practices for all eligible capital construction and renovation projects, and in routine maintenance program efforts.

17.6: Develop and maintain detailed inventories of all school facility elements, and develop condition indexes to guide maintenance, replacement and improvement investments. This practice should include both annual assessments of critical equipment conducted internally and periodic facility condition assessment conducted by third-party consultants.

Public Buildings (Government)

Goal 18: Develop and maintain state of the art meeting spaces in modern, safe, and accessible public facilities.

18.1: Ensure that community planning addresses and responds to the impact of population growth on City of Charlottesville service provision agencies, including the capacity and quality of spaces, buildings, and grounds.

18.2: Employ innovative technology and green building practices for all eligible capital construction and renovation projects, and in routine maintenance and custodial program efforts.

18.3: Develop and maintain detailed inventories of all government facility elements, and develop condition indexes to guide maintenance, replacement and improvement investments. This practice should include both annual assessments of critical equipment conducted internally and periodic facility condition assessment conducted by third-party consultants.

18.4: Develop and maintain detailed inventories of all City-owned facility elements equipment, and develop condition indexes to guide maintenance, replacement and improvement investments.

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Comments in **RED** are what we heard from the Planning Commission members following the 10/23/2018 work session

ECONOMIC SUSTAINABILITY DRAFT CHAPTER

Oct 2018

Vision

A strong economy is essential to the social, cultural and financial vitality of our city. Public and private initiatives help create employment opportunities and a vibrant and sustainable economy. The City of Charlottesville is committed to creating a strong, diversified economy and an environment that provides career ladder employment opportunities for residents. At its best, Charlottesville is a community with an effective workforce development system and a business-friendly environment that supports entrepreneurship; innovation; heritage tourism; and commercial, mixed use, and infill development; and access to a growing array of diverse employment and career ladder opportunities for all.

Innovation

Goal 1: Create an entrepreneurial environment that fosters the creation and success of businesses.*

1.1: Work with partners to help entrepreneurs identify locations/sites where they can successfully start and grow their companies.*

1.2: Continue partnerships with the University of Virginia and its affiliated groups, greater central Virginia and other large metro areas in the state in order to maximize the business assistance resources available to entrepreneurs and expand innovative industry locations in Charlottesville.*

1.3: Partner with community organizations to provide relevant training opportunities for startup businesses.*

1.4: Work strategically to continue to develop and implement land use policies and regulations that ensure the availability of sites for business growth and expansion.*

Sustaining Business

Goal 2: Generate, recruit, and retain successful businesses.

2.1: In order to retain existing businesses, develop and implement a talent development strategy to attract skilled professionals to Charlottesville.

2.2: Continue business visitation program to regularly assess the health of our existing businesses.

2.3: Partner with business assistance agencies and local non-profits to provide training opportunities that will help businesses achieve greater success.*

2.4: Increase the number of SWaM certified businesses that are registered vendors with the City of Charlottesville.

2.5: Work with Albemarle County and local educational institutions to ensure that economic and workforce development efforts are appropriately aligned to foster business recruitment and retention in the Charlottesville area.

2.6: Continue methods of delivering business assistance to customers that use the latest technology.

2.7: Develop and implement a marketing effort that informs residents and businesses about the products and services offered by the City of Charlottesville Office of Economic Development.

Partnerships

Goal 3: Build partnerships with private sector groups in order to maximize strategic capital investment in targeted areas in the City.

3.1: Encourage the development of the City's key commercial corridors and surrounding sites (such as West Main Street, Preston Avenue, Harris Street and Cherry Avenue).*

3.2: Proactively participate in planning and development studies such as small area plans, particularly as they relate to economic development opportunities in strategic areas throughout the City.*

3.3: Participate with internal and external stakeholders to implement the Strategic Investment Area plan.

3.4: Align zoning ordinances to facilitate economic activity in **existing and** new areas of commercial opportunity identified in the updated future land use map.*

3.5: Work to ensure that newly aligned City ordinances and regulations balance the need to promote development opportunities and competing interests.*

3.6: Explore appropriate incentives for development projects with significant economic impact, with particular emphasis on target industries and those industries that directly address the need for more career ladder job opportunities that will help move City residents towards self-sufficiency (e.g., light manufacturing, semi-skilled trades, etc.). *

Tourism

Goal 4: Increase tourism to help expand the positive economic impact visitors have on the City.

4.1: "Continue collaborative engagement with partners, stakeholders and influencers in the City of Charlottesville and Albemarle County, to raise awareness of the area's rich artistic, ethnic, cultural, and LGBTQ community's diversity through marketing that inspires travel from out-of-area. As the official destination marketing organization for both the city and county, this engagement is ongoing."

4.2: Seek out opportunities for public-private partnerships in the provision of infrastructure that supports the tourism industry.

4.3: Explore ways of creating recreational access routes to our community's heritage and cultural sites to enhance their efforts on Charlottesville's economy.

Downtown Mall

Goal 5: Maintain the economic vitality of the Downtown Mall and surrounding areas. The Downtown Mall, as the focal point hub of the region, features a vibrant historic district with arts and entertainment, shopping, dining, cultural events, and a dynamic City Market.

5.1: Monitor the need for additional parking as new development occurs, with particular attention to parking needs downtown and along the West Main corridor.

5.2: Partner with University of Virginia and all other adjacent property owners and residents for continued implementation of the West Main Street Plan.

5.3: Continue to encourage private sector developers to implement plans from the commercial corridor study.

5.4: Evaluate the effects of mixed-use development and changing demographics on the downtown area. Continue to support and maintain the Downtown Mall, as not only the economic and cultural hub of the City, but a central place that encourages diversity through activities, goods, and services.

Workforce

Goal 6: Be an effective partner in creating a well-prepared and successful workforce.

6.1: Continue to explore programs for City of Charlottesville youth that will expose them to the principles of financial literacy, economics, **technology**, and entrepreneurship.

6.2: Provide support for educational programs that will prepare City students for 21st century jobs in our area's target industries.*

6.3: Develop educational programs/training that target jobs that are in high demand to ensure that the local workforce has the qualifications needed to find employment within these industries.*

6.4: Explore programs/initiatives that offer skilled trades training for City residents. Nurture and expand employment opportunities within this industry.*

6.5: Partner with local workforce service providers to offer retraining opportunities for City residents in order to increase their chances of gaining employment in new and emerging industries.

6.6: In collaboration with workforce development agencies in the area, provide recruitment events/activities (e.g., job fairs, conferences, etc.) that connect employers with potential employees of all ages and skill levels.

6.6: Collaborate with workforce service providers to help City residents overcome barriers to employment such as basic education and training, transportation, childcare, etc.

6.7: Continue to operate the Charlottesville Downtown Job Center to ensure that all City residents have access to employment services and training opportunities that will help them meet local employers' workforce needs.

6.8: Continue to implement the Workforce Development Strategic Action Team report, "Growing Opportunity: A Path to Self-Sufficiency in Charlottesville."

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Yellow highlight – Changes provided by Commissioners at 10/23/2018 Work Session

Blue highlight – Changes proposed from Commissioners following 10/23/2018 Work Session

TRANSPORTATION DRAFT CHAPTER

AUG 2018

Overall Transportation System Goal: Develop a safe, equitable, and efficient transportation system that provides a range of transportation choices for all **roadway users**; reduces single occupancy vehicle travel (from 60 percent to 50 percent for commuters) **and increases travel by public transit and active transportation modes**; enhances residents' quality of life; facilitates development in appropriate locations; supports a strong, diverse economy; conserves natural resources and reduces greenhouse gas emissions. [May need modification as land use plan evolves. All objectives would be adjusted as needed.]

Complete Streets

Create and maintain a connected network of safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities and transportation facilities for people of all ages and abilities that improve quality of life within the community and within individual neighborhoods.

1.1: Continue to implement the City's Bicycle and Pedestrian Master Plan and Streets that Work Plan to facilitate bicycle and pedestrian travel within the City and provide regular updates on plan implementation.

1.2 Strive to provide convenient and safe pedestrian connections **(including staircases where ramps are not feasible)** within 1/4 miles of within 1/4 mile of a all commercial and employment centers, transit routes, schools and parks.

1.3 Continue to implement recommended design features from the Streets that Work Plan along roadways, such as street trees within buffers, street furniture and sidewalk widths that improve the safety and comfort level of all users and contribute to the City's environmental goals.

1.4: Explore and implement safe, convenient and visually attractive crossing alternatives (including signal timing improvements **and elimination of slip lanes**) to enable pedestrians and bicyclists to cross major thoroughfares.

1.5: Continue to include bicycle, pedestrian, and transit (including pupil transit) accommodations in conjunction with the planning and design of all major road projects, all new development and road paving projects.

1.6: Consistently apply universal design features (including ADA **(Americans with Disabilities)** standards as outlined in the ADA Transition Plan) and ensure that sidewalks are free of obstructions and accessible curb ramps exist at all pedestrian crossings where conditions allow.

1.7: Review and update the Standards and Design Manual to better incorporate Complete Street and Living Street design features in the public right of way.

1.8: Coordinate with public schools to implement the Safe Routes to School Activities and Programs plan for every public school in the City.

1.9: Seek to expand and anticipate traffic calming to create safer streets (where applicable) in collaboration with neighborhood residents and as part of the development process.

1.10: Require new development and redevelopment projects, where applicable, to provide temporary bicycle and pedestrian access when such access is affected by the development.

1.11: Consider the impacts that emerging technologies (e.g., shared mobility, autonomous vehicles, buses and micro-transit, online goods delivery, electric vehicles, etc.) may have on the future capacity needs of the transportation network, environmental sustainability goals of the City, as well as their potential impacts on land use planning/design. Develop policies and programs to promote the use of such technologies as appropriate.

1.12: Develop a robust shared mobility network across all modes of transport, including bikeshares, personal mobility devices, rideshares, and carshares. Encourage commercial entrants by establishing a clear regulatory framework, and work with UVA to create public fleets as appropriate. Evaluate demographics of early adopters of new ownership models and ensure shared mobility benefits are accessible in an equitable way.

Land Use & Community Design

Goal 2: Improve quality of life and promote active living by reducing automobile congestion and expanding multi-modal transportation options within and between nodes identified in the Future Land Use Plan.

2.1: Provide convenient and safe bicycle, and pedestrian, and transit connections between new and existing residential developments, employment areas and other activity centers to promote the options of walking, biking, and using public transportation.

2.2: Encourage new street connections and alternate traffic patterns where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, transit, and private vehicles.

2.3: Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.

2.4: Encourage a mix of uses in the Downtown and other strategically important nodes identified on the Future Land Use Map **as well as supportive compatible uses in residential zones**, to facilitate multimodal travel and increase cost-effectiveness of future service.

2.5: Update city regulations (zoning, Standards and Design Manual) where appropriate to enable design techniques that encourage urban scale and walkable communities.

2.6: Promote urban design techniques, such as placing parking behind buildings, encouraging active, uses at the ground floor level along key street frontages, reducing setbacks where appropriate, and increasing network connectivity, to create a more pedestrian friendly streetscape and to reduce speeds on high volume roadways across the city.

2.7: Encourage new developments to provide on-site amenities such as transit shelters and, bicycle storage (racks/lockers), and shower/locker room facilities to promote transportation options for their residents/workers/customers.

2.8: Reduce parking requirements in the Downtown and other strategically important nodes identified on the Future Land Use Map when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.

2.9: Encourage UVA and other major employers, like the City of Charlottesville and Charlottesville City School Division, to work in partnership with developers and real estate professionals to expand workforce housing opportunities within close proximity of the employer, either by foot, bike or transit with emphasis on Downtown and other strategically important nodes identified on the Future Land Use Map.

2.10 Support public transportation and non-motorized travel through the design and development of mixed-use projects in the Downtown and other areas identified on the Future Land use Map. The road design and site design (including the location of parking, transit stops, pedestrian facilities, and secure bicycle parking), and other facilities should be supportive of public transportation usage and non-motorized travel.

[2.11 Promote pedestrian safety and convenience by adjusting signal timing, optimizing speed limits and reconfiguring lanes to reduce vehicle/pedestrian conflicts.](#)

Efficient Mobility

Goal 3: Maintain a safe and efficient transportation system to provide mobility and access to support the economic development goals of the city.

3.1 Expand the use of Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, and communicate emergencies, weather and incidents to drivers.

3.2 Adopt VDOT Access Management standards for new development and redevelopment along primary entrance corridors. [When publish – provide link to this document](#)

3.3: Identify additional roadway connections to improve the connectivity of streets.

3.4: Establish designated truck routes within the City.

3.5: Minimize the effects of congestion on commuters and the movement of goods through such strategies as: signal coordination, parking management techniques that reduce the need to circle for a parking spot, encouragement of off-peak deliveries, exploring opportunities to integrate new technology and promotion of sustainable modes of transportation

3.6 Create centers for shared mobility and transit in the Downtown and University areas and eventually an interconnected ring of neighborhood nodes.

3.7: Continue to encourage local employers to use Travel Demand Management (TDM) techniques, such as flexible work hours, individualized trip planning, parking cash out and other financial incentives for using alternative modes of commuting, to preserve the traffic-moving capacity of the arterial roadway network.

3.8: Promote and market public transit, ridesharing, bicycling and walking with all potential users.

Parking Supply and Management

Goal 4: ~~Provide a balanced approach to providing parking that~~ ~~Provide parking to adequately meet demand and supports~~ economic vitality without sacrificing affordability aesthetics, while minimizing environmental impacts and accommodating pedestrians, bicycles, transit users and disabled individuals.

4.1: Complete a comprehensive study of City parking supply, demand and parking policies.

4.2: Identify, evaluate and adopt appropriate “best practices” for parking management to more effectively manage parking resources, such as shared parking.

4.3: Provide public parking to maintain the vitality of the City while using pricing strategies and coordinated locations of parking to encourage use of transit, walking and bicycling.

4.4: Explore options for park-and-ride lots/park and bike at nodes on the city’s perimeter and examine updates to the zoning regulations to facilitate parking exempt zones.

4.5: Examine investment in municipal, shared parking facilities in strategic locations to foster more efficient land use and reduce surface parking, and produce more affordable housing by reducing parking-related development costs.

4.6: Develop suburban park and ride/park and bike facilities and provide express transit service to and from these during peak demand periods to reduce traffic congestion into and out of the City’s urban core and employment areas.

4.7: Continue to provide bicycle parking at public buildings and facilities and explore opportunities to provide within public right-of-way to support local businesses.

4.8: Examine and develop policies and prioritization criteria for City-supported integration of electric vehicle charging into the available parking supply.

4.9: Develop consistent signage and minimum design standards for electric vehicle charging for integration into the Standards and Design Manual.

Transit System

Goal 5: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's residents, workers and visitors.

5.1: Continue to expand transit service and increase ridership by providing more frequent service and a longer span of service on all routes connecting nodes indicated on the Future Land Use Plan such that these areas of the city are served by transit in a manner that is equivalent to the time it takes to drive.

5.2: Evaluate transit services, including attention to Sunday and after-dark bus service and route restructuring, and update the City-wide transit plan.

5.3: Continue to work with Albemarle County and the TJPDC to develop a transit system that adequately serves the residents of the entire Charlottesville-Albemarle community. This includes the continued study of light rail, express bus routes, and Bus Rapid Transit (BRT).*

5.4: Work closely with state government, regional organizations and adjacent jurisdictions to support transit-oriented and transit-accessible employment throughout the region.

5.5: Accommodate the travel needs of all residents and employees, including low-income populations, the elderly and those with disabilities.

5.6: Require the development of transit-oriented/supportive developments at strategic nodes identified on the Future Land Use Map.

5.7: Begin to develop a plan for a dedicated funding source to support transit development and operation of high frequency service on all routes with emphasis on routes/ corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

5.8. Develop creative means of increasing private revenue for transit, including working with landlords to bundle access passes with rent and seeking donations to support the Free Trolley.

5.9: Work closely with new developments to provide an accessible path from nearby transit stops to an accessible entrance of the site/building.

5.10: Work with appropriate agencies to evaluate the use of Intelligent Transportation System (ITS)/transit signal priority to promote transit efficiency.

5.11: Explore innovative approaches to increasing ridership of public transit, especially for first time riders.

5.12 Incorporate bus stops to the maximum extent possible to food access points including, emergency food banks, soup kitchens, nutritional services, community and school gardens, farmers markets, and grocery stores.

Regional Transportation

Goal 6: Continue to work with appropriate governing bodies to create a robust regional transportation network.

6.1: Actively work with VDOT, DRPT, TJPDC and the Regional Transit Partnership (RTP), Albemarle County, JAUNT, and the University of Virginia to develop a regional transportation network in the City and surrounding areas.

6.2: Evaluate regional transportation network priorities surrounding the City in MPO plans.

6.3: Actively work with the ~~MPO~~ **(Metropolitan Planning Organization (MPO))** to collect information regarding regional travel patterns, such as origin destination data and bicycle and pedestrian counts to improve access to destinations within the City and region emphasizing the Downtown area and other strategically important nodes identified on the Future Land Use Map.

6.4: Increase communication and cooperation among the City, County, Institutes of higher education, interest groups, developers and the public to develop and enhance recreational and transportation trails to ensure consistency of bicycle and pedestrian facilities across City-County boundaries, as well as encourage commuting and other travel by these active transportation modes.

6.5: Continue to work with the TJPDC, Albemarle County and VDOT to advance solutions for the Route 29 corridor, such as intersection improvements at Hydraulic/29 and parallel road networks that **balance the needs of both local and regional trips, prioritizing space for people walking, biking, and riding transit.** ~~balance the needs of both local and regional traffic, as well as people walking and biking.~~

6.6: Encourage existing and new employment and business uses ~~on routes/ corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map to support~~ **all alternative travel** modes by participating in the region's Rideshare and car/vanpooling programs.

6.7: Work with regional partners and the Virginia Department of Rail and Public Transportation (DRPT) to support existing AMTRAK rail service in Charlottesville and examine future demand for and feasibility of additional AMTRAK rail service for Charlottesville and the Lynchburg corridor.

6.8: Work with regional partners to support the Charlottesville Area Regional Airport **and encourage robust allowances competition for airport service providers.**

Sustainable Transportation Infrastructure

Goal 7: Manage the city's transportation assets and equipment in efficient, innovative and environmentally responsible ways.

7.1: Integrate best management practices into all aspects of the city's transportation and facility maintenance activities.

7.2 Develop policies and strategies, including collaboration with partnering organizations, to incorporate green infrastructure, such as low-impact development, street trees and green stormwater management strategies, as an integral part of transportation planning.

7.3: Continue to perform regular maintenance and assess life-cycle costs on existing transportation-related equipment and facilities to maximize capital investment and minimize air, water and noise pollution.

7.4: Where feasible, use alternative energy sources to power equipment, such as solar powered beacons generators and battery storage for lighting.

7.5 Explore options for alternative fuel systems to optimize fleet efficiency (including transit and school buses).

7.6: Consider and report on the greenhouse gas (GHG) emissions impacts of bicycles, pedestrians, public transit, fossil fuel based automobiles, and electric vehicles, in light of the City's GHG emission reduction commitments.

7.7 Explore policies and programs to promote and allow integration of electric vehicle charging infrastructure within Charlottesville.

Infrastructure Funding

Goal 8: Identify and seek new sources of sustainable funding mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.

8.1 Maintain and improve infrastructure with local funds to develop walking, biking and transit connections to and from nodes indicated on the Future Land Use Plan.

8.2: Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system

8.3 Identify additional funding sources for transportation improvements including grants, public/private partnerships and potential system operations revenues.

8.4: Work with the MPO to evaluate statewide changes in transportation funding and propose necessary revisions.

8.5: Coordinate the funding and development of transportation facilities with regional transportation and land use plans and with planned public and private investments.

8.6: Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them on routes/ corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

| 8.7: Make developers, County, and UVA aware of new trail linkages needed and seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.

8.8: Pursue funding through state and federal grant programs to support multimodal transportation planning and the integration of transportation and land use.

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Comments in **RED** are what we heard from the Planning Commission members following the 10/23/2018 work session

HISTORIC PRESERVATION AND URBAN DESIGN DRAFT CHAPTER

Oct 2018

Vision

Urban design and historic preservation contribute to the character and quality of neighborhoods, and to the aesthetic value of the entire community. As a result, the City of Charlottesville will be a well-designed community with neighborhoods, buildings and public spaces, including the Downtown Mall, that are human scaled, sustainable, healthy, equitable and beautiful. Charlottesville will also seek to preserve its historic resources through education and collaboration to maintain the character of our neighborhoods' core historic fabric, our major routes of tourism and our public spaces. Additionally, the City must recognize each neighborhood's sense of community—its unique and diverse sense of place-- and take steps to **integrate new buildings, development and uses into their neighborhoods.**

Urban Design

Goal 1: Continue Charlottesville's history of architectural and design excellence by maintaining existing traditional design features while encouraging creative, context-sensitive, contemporary planning and design.

- 1.1: Promote a sense of place by emphasizing the importance of public buildings, public spaces, and other public improvements as opportunities to promote a **distinctive, contextually integrated** and a welcoming environment for residents and visitors.
- 1.2: Promote Charlottesville's diverse architectural and cultural heritage by recognizing, respecting, and enhancing the distinct characteristics of each neighborhood, historic district, individually designated historic property, and community node.
- 1.3: Recognize the value of blending new with old; encourage context-sensitive planning and contemporary design; incorporate preservation into urban design and urban design into preservation.
- 1.4: Facilitate development of nodes of higher intensity and vitality in the City's Mixed Use **places** that respect the scale and character of historic buildings and neighborhoods, and encourage vibrancy, pedestrian movement, and visual interest throughout the City.
- 1.5: Develop pedestrian-friendly roadways and paths that connect neighborhoods to community facilities, to commercial areas and employment centers to the City's historic, cultural, and natural assets; , and that connect neighborhoods and residents of all ages to each other, to promote a healthier community.
- 1.6: Encourage community vitality, ~~expression~~ and interaction through the incorporation of both private- and publicly-funded art ~~in~~ into public spaces, neighborhoods, signage, ~~and~~ gateways, and nodes of development.

1.7: Encourage the incorporation of meaningful public spaces, defined as being available to the general public, into urban design particularly at nodes of development.

1.8: Promote design excellence for public projects and installations at all scales.

1.9: Assure that Small Area Plans account for and take steps to safeguard the City's historic sites, structures, and landscapes.

1.10: Improve ways and methods of informing residents in historic districts about new development and construction projects within their neighborhoods and communities, as well as about local policy and regulatory changes that might impact those neighborhoods and communities.

1.11: In the development of a form based code, fully account for the goals and principles of Historic Preservation and Urban Design.

1.12: Identify specific goals for Urban Design--recognize that these may vary from neighborhood to neighborhood--and develop a guidelines and standards manual that helps implement those goals.

1.13: Maintain on the City staff the position of a Preservation and Design Planner, and support their efforts to implement the goals and strategies of this chapter.

1.14: Continue to support the Board of Architectural Review (BAR) in its efforts to guide historic preservation and urban design within the Historic Preservation & Architectural Design Control (ADC) Districts, or Historic Conservation (CV) Districts, and ensure cooperation between the BAR and City departments.

1.15: Continue to support the Entrance Corridor Review Board (ERB) in its efforts to guide urban design within the designated Entrance Corridors, and ensure cooperation between the ERB and City departments.

Educational Programing

Goal 2: Educate property owners and potential property owners of historic resources about the significance of their properties.*

2.1: Continue to improve the City's ongoing education program to notify property owners and potential property owners that their property is situated in a Historic Preservation & Architectural Design Control (ADC) District, or Historic Conservation (CV) District, or is designated as an Individually Protected Property (IPP).

2.2: Continue to support the Charlottesville Historic Resources Committee's efforts to promote understanding and appreciation of local historic and cultural resources.

2.3: Continue to interpret historic and cultural resources to the community through markers, publications, events and other means. Strive to include the narratives and resources of underrepresented groups and areas significant in our local history. Coordinate this interpretation of historic resources with City improvement projects and other City initiatives.

2.4: Continue to support Preservation Piedmont and its partners in the Piedmont Area Preservation Alliance (PAPA) in efforts to coordinate communication among local, regional, and state preservation organizations.

2.5: Continue to support participation of staff and elected and appointed officials in regional and statewide preservation and design educational opportunities.

Incentives & Tools

Goal 3: Continue to identify and make available incentives to encourage historic preservation.

3.1: Continue to disseminate information to property owners regarding federal and state rehabilitation tax incentives, including Virginia's rehabilitation tax credit program and help promote and defend these programs at the General Assembly.

3.2: Pursue National Register and Virginia Landmarks Register status for all future, local historic districts.

3.3: Continue the Planning Commission's and Board of Architectural Review's annual awards that may include recognition of exceptional Entrance Corridor designs and the best examples of preservation and design in the community, especially in ADC Districts.

3.4: Provide technical assistance to property owners and/or provide referrals to other sources of information regarding architectural, historical or financial questions.

3.5: Continue the City's participation in and eligibility as a Certified Local Government; support staff efforts to seek annual, matching-fund grants that contribute to the implementation of this chapter.

Resource Inventory

Goal 4: Systematically inventory and evaluate all historic, cultural and natural resources, landscapes and open spaces as critical and historic elements that make the City special. Develop context narratives that provide the historical and architectural basis for evaluating their significance and integrity and provide the funding and resources necessary to conduct that work.

4.1: Work with neighborhoods to develop interest and participation in documentation of neighborhood buildings and history through architectural and historic surveys. Priorities are un-surveyed older neighborhoods, such as 10th & Page, Little High, south Belmont, and portions of the Strategic Investment Area (SIA).

4.2: Continue to identify and survey additional significant, individual properties located outside historic districts. In addition to historic buildings, consider significant buildings from the recent past (less than 50 years old), structures such as sculptures, landscapes such as public spaces and cemeteries, and archaeological sites.

4.3: Encourage developers contemplating land-disturbing activities in areas likely to reveal knowledge about our past to undertake archaeological studies prior to development. Help identify financial incentives or funding sources for such studies. Encourage where warranted, archeological assessments for rezoning and special use permit requests and for all projects on City-owned parcels.

4.4: Conduct additional survey work as needed to reevaluate existing ADC district boundaries.

4.5: Survey and evaluate all City-owned property, including schools and parks, for historic and design significance and integrity.

4.6: Systematically re-survey neighborhoods state- and national-registered historic sites and districts, ADCs and IPPs to update older survey information, beginning with Downtown and North Downtown areas.

4.7: Generate a Cultural Landscape Study and Management Plan for the Lawrence Halprin-designed Downtown Mall, to identify character-defining historic features, and prepare a treatment and maintenance plan to protect the Mall's historic character and features while supporting its current use.

4.8: Promote the history of the Downtown Mall through the use of art, technology, public events, and marketing promotion.

Neighborhood Conservation

Goal 5: Protect and enhance the existing character, stability and scale of the City's older neighborhoods.*

5.1: Monitor the effectiveness of the Conservation District as an alternative, more flexible type of local historic district in designated neighborhoods. Monitoring techniques may include resident surveys and tracking demolition permits.

5.2: Recognize and respect cultural values and human resources, as well as built resources within the City's older neighborhoods.

5.3: Identify opportunities to increase intensity of use and flexibility of design in targeted areas to allow for more vibrancy and creative reuse of existing buildings.

5.4: Study the urban forms in historic neighborhoods and consider allowing similar design standards in new neighborhoods.

5.5: Provide property owners with information on historic rehabilitations, financial incentives, and context-sensitive design.

5.6: Identify existing and planned higher-intensity mixed-use and commercial areas that abut [existing historic](#) neighborhoods and work to provide adequate transitions (such as step downs in scale and intensity) to mitigate impacts on adjacent residential areas.

Resource Protection

Goal 6: Provide effective protection to the City of Charlottesville's historic resources.*

6.1: As requested by specific neighborhoods or when otherwise appropriate, consider additional neighborhoods or areas for designation as local historic districts (either Architectural Design Control Districts or Historic Conservation Districts) based on architectural and historic survey results.

6.2: On a regular basis, consider additional properties outside existing ADC Districts for designation as Individually Protected Properties, based on architectural and historic survey results.

6.3: Consider including resources from the more recent past (less than 50 years old) as Individually Protected Properties, especially those of significant architectural value and those that are becoming rare surviving examples of their type or period of construction.

6.4: Consider amending the existing ordinance to address protection of archaeological resources.

6.5: Designate Maplewood, Oakwood, and Daughters of Zion Cemeteries as ADC districts to ensure their protection and maintenance.

6.6: Continue to protect the environs of our World Heritage Site, the Academical Village of the University of Virginia

6.7: Monitor state and federal level policy and legislative changes impacting historic preservation. Advocate both for positive changes and against those that threaten the existing policies, programs, policies and regulations.

6.8: Recognize and protect the Rivanna River as a historic, living resource that has played a crucial role in the history of the City, and that continues to serve as an important water supply, aquatic habitat, and recreational resource for our community.

Comprehensive Approach

Goal 7: Coordinate the actions of government, the private sector, and nonprofit organizations to achieve preservation and urban design goals.

7.1: Facilitate periodic meetings with Board of Architectural Review (BAR), City Council, Entrance Corridor Review Board (ERB) and the PLACE (Placemaking, Livability, and Community Engagement) Design Task Force to ensure an excellent and consistent design vision for the City.

7.2: Consider the effects of decisions on historic resources by all public decision-making bodies. Priority areas are the Downtown Mall, Court Square, West Main Street, and The Corner.

7.3: Evaluate transportation decisions for their effects on historic districts, such as the Ridge Street District, and on Individually Protected Properties. **Encourage policies that minimize automobile usage in historic districts.**

7.4: Evaluate current zoning map districts and **current zoning** allowances, as well as proposed ~~and~~ amendments to the zoning map and zoning text for their consistency with preservation goals, and impacts on the historic character of City neighborhoods.

7.5: Review the historic preservation plan, historic district ordinances, entrance corridor ordinance and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed.

7.6: Encourage sustainable energy efficient, building designs-and low impact development as complementary goals to historic preservation. Support the implementation of solar photovoltaic systems.

7.7: Coordinate with other City programs, such as affordable housing initiatives, to encourage preservation **of character** and rehabilitation of historic resources, including low income housing in structures more than 50 years old.

7.8: Coordinate with the Public Works and Parks Departments regarding maintenance and construction that would affect historic features of the City's neighborhoods. Where possible, maintain and repair granite curbs, retaining walls, distinctive paving patterns and other features instead of replacing them.

7.9: Adopt a policy of applying the Secretary of the Interior Standards for Historic Rehabilitation for all City-owned property more than 50 years old, and apply appropriate preservation technologies in all additions and alterations, while also pursuing sustainable and energy conservation goals.

7.10: Investigate the feasibility of protecting an unobstructed sightline, as shown on the attached map, between World Heritage Sites Monticello, located in Albemarle County, and the Lawn at the University of Virginia.

~~7.10~~ 7.11: Encourage retaining and replenishing shade trees, particularly large trees where possible, in all historic neighborhoods as we strive to make the City more walkable.

~~7.11~~ 7.12: Coordinate with the Planning and Coordination Council (PACC) on historic preservation and urban design issues that implicate Albemarle County and University of Virginia resources.

Entrance Corridors

Goal 8: Ensure quality of development in the City's designated entrance corridor overlay districts compatible with the City's historic, architectural, and cultural resources.

8.1: Emphasize placemaking elements and examine opportunities to create destinations.

8.2: Encourage site designs that consider building arrangements, uses, natural features, and landscaping that contribute to a sense of place and character that is unique to Charlottesville.

8.3: Ensure that new development, including franchise development, complements the City's character and respects those qualities that distinguish the City's built environment of the City.

8.4: Use street trees, landscaping, and pedestrian routes to provide shade, enclosure and accessibility in streetscapes.

8.5: Protect and enhance access routes to our community's World Heritage Sites, the University of Virginia and Monticello, to recognize their significance as cultural and economic assets of the local heritage industry.

8.6: Consider the designation of additional streets, such as Ridge-McIntire and Cherry Avenue, as Entrance Corridor districts.

8.7: When appropriate, coordinate the City's Entrance Corridor Design Guidelines with Albemarle County's Design Guidelines. Encourage continuity of land use, design, and pedestrian orientation between contiguous corridors in the City and County.

8.8: Evaluate Entrance Corridor (ERB) review process to: a) identify sites where ERB and BAR review overlap and determine which review body should prevail; and b) determine if there are

other circumstances under which review by the BAR would be better suited; in lieu of ERB review.

Sustainable Reuse

Goal 9: Capture the embodied energy of existing buildings by encouraging the adaptive re-use and more efficient use of existing structures.

9.1: Develop an inventory of underutilized properties within City limits and develop strategies (such as rezoning, rehabilitation, and development incentives) that will move these properties back into productive uses that will support increased commercial or residential uses.

9.2: Collaborate with local organizations to steward the movement of underutilized properties back into productive and sustainable uses. As appropriate, create policy and financial incentives to encourage this process.

9.3: Encourage adaptive re-use of historic buildings as a strategy for historic preservation. Recognize that historic preservation is the ultimate form of recycling.

9.4: Support the rehabilitation of low income owner-occupied housing for energy efficiency and preservation of neighborhood character.

9.5: Evaluate and incorporate into the **architecture** design guidelines recommendations appropriate for historic structure improvements that increase energy efficiency and promote sustainability.

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Yellow highlight – Changes provided by Commissioners at 10/23/2018 Work Session

Blue highlight – Changes proposed from Commissioners following 10/23/2018 Work Session

Housing Chapter

Vision

~~Charlottesville housing will represent and support will be a city of well-maintained and inclusive neighborhoods that represent and support the reflect social, racial, ethnic and economic diversity of for all current and future city residents of all income levels, and which offer safe, desirable, and affordable housing opportunities for people of all income levels; and that offer a high quality of life and opportunities for all current and future residents.~~

Goal 1: Preserve the City's existing housing stock for residents of all income levels.*

1.1: ~~Preserve and I~~improve the quality and quantity of the existing housing stock through the ~~renovation, redevelopment,~~ rehabilitation and/or expansion of existing units ~~in support of as a means of enhancing~~ neighborhood ~~stability/vitality.~~

1.2: ~~Continue supporting~~ Expand the City's tax relief programs to enhance housing affordability for low-income, senior and disabled homeowners.

1.3: Promote programs that provide financial support for residents to renovate their homes to meet changing family needs.*

1.4: Promote the Design for Life C'ville program that provides a rebate of permit fees for incorporation of visit-ability and live-ability design features.*

Goal 2: Provide new housing options for residents of all income levels.

2.1 : Continue working toward the City's goal of 15% supported affordable housing ~~by 2025 and address the deficiencies identified in the 2018 Housing Needs Assessment.~~

2.2 : Incorporate affordable housing units throughout the City, to enhance community sustainability and diversity ~~and equality of opportunity.~~

2.3 : Encourage creation of new, on-site affordable housing as part of the residential portions of rezoning or special use permit applications with an emphasis on provision of affordable housing for households with incomes no greater than 50% of area median income.*

2.4 : Promote housing options to accommodate both renters and owners at all price points, including moderately priced housing.

2.5 : Explore, develop and implement a program promoting and encouraging the use of accessory dwelling units as affordable housing options.

2.5.2.6 : Permit affordable-scale residential development by-right in all zones. Increase residential unit maximums across the city.

Goal 3: Establish a series of incentives to create new affordable, mixed-income, accessible and environmentally sustainable housing and a variety of housing types beyond the urban corridors and in small area plans.

3.1: Create a landlord risk reduction fund to encourage private market landlords to provide affordable rental housing units.

3.2: Waive developer fees for residential developments including a minimum 15% (of total housing units) on-site affordable housing units.

3.3: Identify, and prioritize the use of, all allowable land use and planning tools, including increased density, in an effort to stimulate affordable housing development.

3.4: Examine the feasibility of implementing a tax credit program for landlords renting affordable housing units in the City of Charlottesville.

3.5: Implement an Affordable Housing Program, a compilation of all allowable land use, zoning and planning tools to promote and support the development of affordable housing, including: increased density, reduced setbacks, an expanded ranges of allowable housing types, and reduced parking requirements.

Goal 4: Explore progressive and innovative zoning regulation and land use reforms to support the development of affordable housing.

4.1: Update the zoning ordinance to include an Affordable Housing Program.

4.2: Evaluate the effectiveness of existing planning and zoning tools, such as Planned Unit Developments and Special Use Permits, in promoting the development of affordable and mixed-income housing.

4.3: Evaluate effects of all land use and zoning regulations on affordable and mixed use housing to ensure they will not unduly restrict mixed-income and mixed-use redevelopment. Provide ongoing evaluations of all policies and ordinance relative to housing.

Goal 5: Establish and/or promote an assortment of funding initiatives to meet the housing needs of households with varying levels of income.*

5.1: Continue supporting the use of Low Income Housing Tax Credit program proposals for the creation of affordable rental units.*

5.2: Continue funding programs providing assistance to those unable to afford market rate housing options in the City including persons who are homeless and at-risk of homelessness.*

- 5.3: Promote long-term affordability of housing units through the use of various tools, such as deed restrictions, deed covenants and community land trusts.
- 5.4: Evaluate the merits of establishing tax deferral programs to encourage the preservation or development of affordable rental housing, as well as lessening financial burdens for homebuyers earning less than 30% of area median income.
- 5.5: Promote the Special Tax Rate program for residential properties that become or are developed as 30% more energy efficient than statewide building code.
- 5.6: Continue offering reduced water and sewer meter connection fees for affordable housing.
- 5.7: Continue-Increase annual allocations of Capital Improvement Funds to the Charlottesville Affordable Housing Fund.

Goal 6: Prevent and end homelessness

- 6.1: Use the best practice approach of housing first, which places people experiencing homelessness into housing as rapidly as possible and provides wrap around services to help them maintain their housing.
- 6.2: Provide permanent supportive housing (PSH) for persons with disabilities who are homeless or at-risk of homelessness
- 6.3: Prevent homelessness through safety net supports and social services to enable residents to maintain their housing.

Goal 7: Support projects and public/private partnerships for affordable housing projects, including moderately priced housing, and mixed-use/mixed-income developments.

- 7.1: Encourage major employers – City of Charlottesville, Albemarle County and University of Virginia -- to create a city-wide Employer Assisted Housing Program to assist the local workforce in obtaining affordable or market-rate housing near their places of work.
- 7.2: Support redevelopment of public and/or other subsidized housing to reconnect those properties into existing neighborhoods. Support the Resident Bill of Rights as formally adopted once the Charlottesville Redevelopment and Housing Authority begins redevelopment efforts.
- 7.3: Work in cooperation with local governments and regional agencies to promote a regional fair share approach to providing affordable housing.
- 7.4: Support housing programs at the local and regional level that encourage mixed-income neighborhoods and discourage the isolation of very low and low income households.

Goal 8: Offer a range of housing options to meet the needs of Charlottesville's residents, including

those presently underserved.

8.1: Ensure affordable housing is similar to market rate housing in design and other physical features, allowing affordable units to blend into existing neighborhoods.

8.2: Encourage the use of the Design for Life C'ville program to promote and expand visit-ability/live-ability features and market inclusion.*

8.3 Evaluate the impact of development on affordable housing opportunities for underserved and vulnerable populations including low-income, elderly, disabled and homeless individuals and families, and implement measures to minimize displacement as the City continues to grow.

8.4: Expand use of supportive housing options, such as rapid rehousing or permanently supportive housing programs, which allow homeless, near homeless and other special needs populations independent living options.*

8.5: Enforce the federal Fair Housing Act to provide equal access to housing and prevent unfair housing practices.

Goal 9: Increase the energy and water efficiency, and environmental sustainability, of the City's housing stock.

9.1: Encourage the incorporation of green sustainable principles (e.g. LEED, EarthCraft Virginia, Energy Star, [Passive House](#), etc.) in all housing development to the maximum extent feasible both as a way to be more sustainable and to lower housing costs.

9.2: Demonstrate the value of energy and water upgrades in residential developments.

9.3: Develop an energy/water improvement program and/or strategies to increase housing affordability for low and moderate income households.

9.4: Create a public outreach /education campaign promoting existing Green Building programs and incentives for multifamily housing.

9.5: Encourage the incorporation of food access avenues (e.g., affordable stores, agriculture space such as greenhouses, school and community, neighborhood farmers markets) in all housing developments to the maximum extent feasible both the increase self-sufficiency and as a way to be more sustainable and to increase access to food.

[9.6: Encourage denser residential development near employment to support environmentally efficient patterns of living.](#)

Goal 10: Ensure the City's housing portfolio offers a wide range of choices that are integrated and balanced across the City, and which meet multiple City goals including: community sustainability, walkability, [bikeability](#), [public transit use](#), [increased support for families with children](#), [fewer pockets of poverty](#), [poverty deconcentration](#), [access to food](#), [access to local jobs](#), [thriving local businesses](#), [and decreased student vehicle use](#), [and a 50% reduction in single-occupancy vehicle trips](#).*

10.1 : Encourage mixed-use and mixed-income housing developments throughout the

City's neighborhoods and allow them by-right.

10.2 : Link housing options, transportation, food access, and employment opportunities in City land use decisions.*

10.3 : Encourage housing development where increased density is desirable throughout the city's neighborhoods and strive to connect these areas new housing to employment opportunities, transit routes and commercial services.*

10.4 : Promote environmentally sustainable patterns of housing development, as well as economic and job creation, in relatively underinvested, financially depressed areas that does not create displacement.

10.5 : Promote redevelopment and infill development that supports bicycle and pedestrian-oriented infrastructure and robust public transportation to better connect residents to jobs and commercial activity.*

10.6 : Through community engagement efforts, and in conjunction with the completion of an Affordable Housing Strategy, develop small-area plans that establish targets for a minimum number of supported affordable housing units that substantially contribute to the City's goals of 15% supported affordable housing 2025 within the context of transportation-oriented, mixed-use and mixed-income neighborhoods.*

10.7: Through public outreach efforts, provide information about the benefits of/opportunities for patterns of urban living, such as more efficient land use, shared public space, smaller more energy efficient units, and walkability. Assess the effectiveness of efforts and examples.*

10.8 : Improve access for lower-income households to adult learning and employment opportunities, job training, healthy food sources, and public amenities, such as parks and recreational facilities, shopping destinations, and libraries with the goals of reducing family isolation, deconcentrating poverty, and enhancing neighborhood and school health, and economic mobility.

Key

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Comments in **RED** are what we heard from the Planning Commission members following the 10/23/2018 Work session

Urban Environmental Sustainability Chapter**Oct 2018****Vision**

Charlottesville will be a “Green City,” with clean and healthy air and water, sustainable neighborhoods, ample open space and natural areas that balance increased development and density in residential and economic centers, and walkable, bikeable, and transit supportive land use patterns that encourage healthy lifestyles.

Urban Landscape & Habitat Enhancement

Goal 1: Pursue healthy, interconnected urban ecosystems that that deliver valuable ecosystem services.

1.1: Use green infrastructure to improve stormwater management, flood mitigation, air and water quality, habitat, connectivity, livability, and aesthetics.

1.2: Improve stream and vegetated buffer conditions to increase wildlife and aquatic habitat, groundwater recharge and stream base flow, decrease stream temperature, provide a food source for aquatic organisms, improve water quality by decreasing sedimentation, and improve environmental aesthetics.

1.3: Promote and participate in programs to establish conservation or open space easements of forested stream-side lands to ensure permanent protection.

Goal 2: Promote practices that contribute to a robust urban forest.

2.1: Continue to implement the Urban Forest Management Plan to protect quality of air, water and lands, manage stormwater, provide shading and absorb CO2 including addressing invasive species, diversity, and distribution.

2.2: Monitor and protect and expand the urban tree canopy cover both at the citywide level and at the neighborhood level and to inform planning and management.

2.3: Include trees, as practicable, in all city priority streetscape plans (e.g., framework streets, safe routes to school, Strategic Investment Areas); work to preserve existing healthy trees whenever streets are modified.

2.4: Develop methods, including financial incentives, to support retaining and increasing healthy tree canopy on private lands.

2.5: Study site plan requirements to update them with increased tree protection elements.

2.6: Use the 2017 Green Infrastructure Possible Planting Areas analysis to inform efforts aimed at tree planning opportunities.

Goal 3: Support diverse native plant communities and wildlife habitats as a core function of the urban landscape.

3.1: Continue public stewardship of city lands and associated habitats through showcase conservation and improvement projects and education.

3.2: Plant and promote use of regionally-adapted, native, and drought tolerant plants, including as part of turf-to-forest conversions and pollinator gardens.*

3.3: Support the conservation of local and regional biodiversity, and promote the protection and enhancement of natural plant communities and wildlife habitat.

3.4: Manage invasive plant and animal species in support of healthy native plant and animal communities.

Water Resources Protection

Goal 4: Protect, enhance, and restore the integrity of the City's water resources.

4.1: Continue to implement the Water Resources Protection Program (WRPP) to meet a range of water resources goals and challenges; including regulatory compliance, stormwater conveyance infrastructure rehabilitation, drainage issues, and water quality stewardship.

4.2: Implement the Water Resources Master Plan capital improvement programs (CIPs) to make drainage and water quality improvements and comply with federal and state-mandated pollutant reductions required as part of the Chesapeake Bay Total Maximum Daily Load (TMDL).

4.3: Repair, enhance, and maintain the City's stormwater management and conveyance infrastructure, utilizing green stormwater infrastructure (GSI) where practicable.

4.5: Explore the appropriateness of watershed scale compliance strategies to meet project and site specific stormwater management regulatory requirements without exacerbating adverse impacts to waterways with existing water quality impairments.

4.6: Reduce loss of open waterways and associated natural habitats by discouraging additional underground piping of city streams; encouraging daylighting of piped streams.

4.7: Educate, encourage, and incentivize property owners to implement water resources stewardship practices, with a focus on retrofitting sites that lack adequate stormwater treatment.

4.8: Provide technical assistance and educational outreach regarding water resources stewardship for private property owners.

4.9: Collaborate and cooperate with Rivanna watershed stakeholders, including Albemarle County, University of Virginia, residents, businesses, developers and community groups focusing on watershed and stormwater management, including education and outreach efforts

4.10: Continue public acquisition of natural areas along waterways to enable management strategies that protect water and habitat quality.

Goal 5: Value the Rivanna River as a major natural asset with unique waterfront opportunities.

5.1: Promote a harmonious balance of riverine ecosystem services, recreation, and development that supports health, safety, and prosperity.

5.2: Restore the Rivanna River to a healthy condition within our ecosystem through improvement of habitat, watershed health and water quality.

5.3: Develop an action-oriented Rivanna River Corridor Plan in conjunction with Albemarle County.*

5.4: Ensure that planning for future land and recreational uses along the Rivanna River adequately protects water quality.

GHG Emissions and Energy

Goal 6: Reduce community greenhouse gas (GHG) emissions and the overall carbon footprint, thereby safeguarding human and planetary health.

6.1: Set an ambitious GHG emissions reduction goal in line with the Paris Climate Agreement; establish intermediate goals to be tracked via regular updates to the GHG emission inventory.

6.2: Per the commitments made by joining the Compact of Mayors (now merged with Global Covenant of Mayors for Climate and Energy) in 2017, publically report GHG inventory data for the city as well as climate hazards and vulnerabilities faced by the city, set a GHG emissions reduction goal, and develop a climate action plan to address climate change mitigation and adaptation.

6.3: Develop a climate action plan and GHG emissions reduction goal that spans community sectors, geographic boundaries, and emissions sources (i.e., energy use, waste, and transportation) and engages a diverse group of stakeholders

6.4: Develop a climate action plan that acknowledges the inherent integration of city and county infrastructure (e.g., transportation planning) and the need for cohesive plans.

6.5: City government should lead by example on implementing emissions reduction strategies and actively engage with key community sectors including residential, commercial, and institutional on action and education strategies.

6.6: Improve energy performance of existing buildings community-wide which, in aggregate, present greater opportunity as compared to new buildings; leverage resources with local partners.

6.7: Promote effective and innovative energy and fuel management in both City and community buildings and operations.

6.8: Pursue and promote cleaner sources of electrical energy (e.g., renewable energy strategies).

6.9: Encourage new development to design, construct, and operate with a reduced emissions footprint by encouraging high performance, green buildings, green sites, and green neighborhood standards and practices such as the U.S. Green Building Council's (USGBC) LEED certification program, Earthcraft, Energy Star, or other similar systems.

6.10: Promote compact block and street networks and a built environment that facilitates walking, biking, and bus riding to diminish reliance on single occupancy vehicles and reduce GHG emissions.

6.11: Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, anti-idling efforts and use of alternative fuel sources.

6.12: As appropriate, create policy and financial incentives to encourage increased building and site performance that reduce GHG emissions and the city's overall carbon footprint.

Water Conservation

Goal 7: Promote and implement citywide water efficiency.

7.1: Continue evaluating water use in city buildings and other operations to identify conservation opportunities.

7.2: Maintain an extensive community focused outreach campaign through education and incentive programs to maintain or further decrease average consumption.

7.3. Explore opportunities with community partners to accomplish water efficiency.

Materials Recovery and Waste Management

Goal 8: Promote and implement strategies for sustainable materials management to decrease environmental impacts, including greenhouse gas emissions.

8.1: Continue to explore opportunities to expand public and private recycling (including appliance collection), composting, source reduction, other waste stream diversion, and other waste management innovations.

8.2: Maintain lines of communication with neighborhood and business associations, major employers and representatives of high density housing districts so that solid waste management services are adaptably delivered to promote economic development, enhanced walkability, public health and safety, landfill diversion, and compliance with all federal and local requirements.

Resilient Local Food System

Goal 9: Increase resiliency of and opportunities for local food systems and urban agriculture.

8.1: Evaluate recommended standards for open space and how those could be implemented to support urban agriculture production and food availability, especially to low income populations.

8.2: Promote and protect green and urban agriculture spaces distributed throughout the city for the sustainable production of locally grown foods or community gardens; leverage resources with local partners.

8.3: Define a process to allow for expanded community and shared gardens.

8.4: Promote sustainable resource strategies for urban agriculture (e.g., nutrient inputs, efficient irrigation).

Goal 10: Support other goals and objectives within the Comprehensive Plan whose co-benefits align with and further Urban Environmental Sustainability priorities and the Green City vision.