

**Planning Commission Work session**  
**January 22, 2012**  
**Minutes**

**Commissioners Present:**

Ms. Genevieve Keller (Chairperson)  
Mr. Kurt Keesecker  
Mr. Dan Rosensweig  
Ms. Lisa Green  
Ms. Natasha Sienitsky

**Staff Present:**

Missy Creasy  
Mary Joy Scala  
Amanda Poncy  
Richard Harris

Ms. Keller convened the Charlottesville Planning Commission meeting at 5:30 pm and turned the meeting over to Ms. Creasy.

Ms. Creasy announced the three main objectives for the evening and how each objective would be discussed.

**Transportation**

**Amanda Poncy** who is the person delegated to help rewrite and update the transportation section of the comprehensive plan explain that she had taken the comments given to her by the Planning Commission and used those to help her condense the document and incorporate new initiatives.

Ms. Poncy opened up the discussion for questions and comments.

**Discussion**

**Ms. Green** would like Complete Streets to be defined. She feels that we already have them and need to adapt to them since they are already there. Ms. Green feels that goal 1 is the center for all of the other goals. She also feels that there should be more design control related to traffic calming in the appendix. The only example she can think of is Park Street and feels that if everyone knew they had to share the roads that would be the best way to calm traffic. She would like the way we go from one speed to another looked at as well as areas that transition from one lane to two lanes. She just feels that transportation as a whole needs to be defined. She feels Objectives 8.5 and 8.2 could be combined. She wanted to know how a shopkeeper fits into multimodal transportation?

**Ms. Sienitsky** would like to see different standards for residential streets. She feels that 3.1 should include physical aspects. She would like financial incentives and flexible work hours to be added also. She is having a hard time understanding 7.4 and would like clarification on whether we are trying to create new trails. In 8.5 she would like to know if we are referring to environmentally safe products that we use to build the streets or just to protect the streets from such things as snow and ice.

**Mr. Rosensweig** feels that creating specifications for different streets could be hard to do and a lot is riding on Obj. 2.5. He feels for Objective 7.6 that the 29 interchange needs to be added back and for Goal 4 find a way to keep the conversation going about BRT's.

**Mr. Keesecker** asked if there was a cost for applications for standards and design manual review and what criteria are looked at in determining if a new guideline is needed or a street design is appropriate. Could an existing street specification be used as a guideline for a new street? He feels that the site plan might get approved quicker if guidelines were in place that already fit the plan. Maybe there can be a way to harvest solutions like his company does so when same situations come up again there would be something there to relate too. He feels that knowing where things are in the city and their distance would be a nice thing to add to objective 2.1. He wanted to know if every school had a travel plan in the city. He really likes objective 7.4.

**Ms. Creasy** stated that she does not have the details for standards and design manual review but that information can be obtained from engineering. She knows that there are a lot of things that exist that do not meet today's standards. The language that we have is there to support the long range transportation plan and the appendix references things that are covered in the comprehensive plan.

**Ms. Keller** asked if we really knew what guideline worked for each development and what are the current road standards impeding? She would like objective 2.8 broaden to include non physical things. She asked if a certain bullet was not specified in the comprehensive plan, would you need council approval to apply for a grant relating to that bullet? It was noted that as long as an item was covered broadly, that would be sufficient. Ms. Keller feels that objective 7.1 and 7.2 could be combined. She would like objective 8.5 to be broaden to include what is being used to clean and clear the streets.

**Ms. Poncy** stated that adding buffers to the road could require making them wider with the need for more right of way. She noted that a goal should be added to update the pedestrian and bicycle master plan to prepare us in applying for grants since the master plan is 15 years old and that hindered us from a recent grant. The school's travel plans all need to be updated.

**Ms. Keller** ended this portion of the conversation and moved to Historic Preservation. She turned the meeting over to Ms. Mary Joy Scala.

### **Historic Preservation**

Ms. Scala stated that she did not change much from the last version. She did state that she liked the fact an Urban Design section had been added.

### **Discussion**

**Ms. Sienitsky** feels that since Thomas Jefferson used the site from Monticello to view the construction on the Rotunda that we should maintain a site line between the two. She also feels that maintaining the site line should be easy to do. It is possible that some revision is needed for Goal 2 to acknowledge that there are some adjacent properties that influence historic properties.

**Ms. Keller** would like to see the linking of one world heritage site view to another to protect the view. She feels that adding language to urban design 1.2 is not a good idea because there are areas that people do not want preserved. She would like the sentence "continue to protect the world heritage sites" added to the urban design section and would like to see a few more objectives added to the section. She would like to see a policy adopted for promoting design excellence. Ms. Keller noted a few detailed comments for document update.

**Mr. Keesecker** feels that the view from Monticello to the Rotunda is a good one. He does not know of any other views in America like this one. For objective 8.4 he would like to protect the access routes and add “enhance” to the statement. He feels the routes we have now aren’t that great. In objective 1.6, he would like to strike the word “green” and just add public space. He would also like to incorporate the words “meaningful and appropriate” into the Urban Design section.

**Mr. Rosensweig** would like to investigate ways to protect sites and the implication in protecting them. He feels that the word “neighborhoods” in the vision statement should be removed and would like to see something more general. In objective 1.2 he would like to add “desirable” to the language. He would like to see entrance corridors called out as places. In objective 1.3 he wanted to know why we have restricted it to the mixed use corridors and is it worth creating another goal.

**Ms. Scala** stated that we would first need to figure out the height of a building that would affect the view between Monticello and the Rotunda. She stated that we really don’t want language that is unattainable and feel that protecting the view should not be under entrance corridor. In objective 1.2 the statement is really not protecting properties, it’s promoting them. Goals 1, 2 and 3 really break things down and maybe some more language could be added. In the education goal, it is really intended for the entire city and maybe an objective can be added to educate the public about historic preservation.

Ms. Keller turned the discussion over to Ms. Creasy to present the environment update. Ms. Sienitsky left the meeting and will send her comments to Ms. Creasy.

### **Environment Update**

Ms. Creasy stated that Leslie from the Rivanna River Basin Commission sent in some comments and because of those comments, some of the wording in the document has been changed. Goal 4 has additional objectives related to the river. During the last environment chapter work session multiple objectives were added and have been encompassed into the comprehensive plan. Ms. Creasy asked if another work session was needed to discuss the environment or could some of the discussion take place this evening.

Mr. Keesecker feels that it is nice to have urban life and rural life. He would like to find a place to have both. He would like to see the subheading in goal 4 moved to goal 1. Objective 1.2 is easier to define areas by the zoning classifications that we have in place. For objective 2.3, define “what is the system?”.

Ms. Green would like to add clean and healthy air and water to the vision statement.

Ms. Keller would like to see a clean version of the environment chapter once all of the comments are integrated.

### **Public Comment**

Bill Emory, 1604 East Market St, likes the incorporation of urban design into the comprehensive plan. He would like to see the different levels of complete streets defined.

The meeting adjourned at 7:38.

CITY OF CHARLOTTESVILLE  
"A World Class City"

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January 14, 2013

**TO: Charlottesville Planning Commission, Neighborhood Associations & News Media**

# Please Take Notice

A Work Session of the Charlottesville Planning Commission will be held on **Tuesday January 22, 2013 at 5:00 p.m. in the NDS Conference Room in City Hall (610 East Market Street).**

## AGENDA

1. Comprehensive Plan Review
  - a. Transportation Chapter
  - b. Urban Design and Historic Preservation Chapter
2. Public Comment – 15 minutes

**In advance of the meeting, Commissioners have been invited to view the Rivanna River Vortex Project displayed at CitySpace.**

cc: City Council  
Maurice Jones  
Aubrey Watts  
Jim Tolbert  
Neighborhood Planners  
Melissa Thackston, Kathy McHugh  
Mary Joy Scala  
Craig Brown, Rich Harris

**CITY OF CHARLOTTESVILLE  
NEIGHBORHOOD DEVELOPMENT SERVICES**



**MEMORANDUM**

To: Charlottesville Planning Commission and City Council  
From: Missy Creasy, Planning Manager  
Date: January 14, 2013  
Re: January 22, 2013 Work Session - Comprehensive Plan Review

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The Commission will focus on the Transportation and Urban Design and Historic Preservation Chapters at the January 22, 2013 work session.

**Transportation**

At the January 8, 2013 Work session, the commission provided general comments concerning the Transportation Chapter. Ms. Keller provided additional guidance on the Appendix materials. Amanda Poncy has reviewed and made updates to the chapter and appendix based on those comments. The updated materials are attached and she will be available at this meeting

**Urban Design and Historic Preservation**

Chapter materials are located at <http://www.charlottesville.org/index.aspx?page=3366> and the comments memo is attached. Mary Joy Scala will be available at this meeting.

**Other Updates:**

**Environment Chapter**

The Commission signed off on the Environment Chapter at the January 8, 2013 work session. Since that time, Leslie Middleton with the Rivanna River Basin Commission provided comments. Comments from the RRBC, as well as staff's response to those comments, are attached to this memo.

These changes have been made and the updated chapter is available for your review. If you have any concerns, please let me know so we can place back on a work session agenda if needed.

**Attachments:**

Work session Schedule  
Transportation Memo (1/10/13)  
Updated Transportation Chapter (1/10/13) and appendix.  
Transportation comments memo (11/7/12)  
Urban Design and Historic Preservation comments memo  
Environment Comment memo (1/14/13)  
Environment Chapter Update (1/14/13)



## Work Session Schedule (updated 1/14/13)

January 15, 2013 – Joint City County Planning Commission Meeting (5:30-7:30 County Office Building)

January 22, 2013 - Work Session (5-7PM NDS Conference Room City Hall)  
Complete Transportation Chapter review and Urban Design and Historic Preservation

January 31, 2013 – Community Outreach meeting – (4-7PM Water Street Center)  
(February 6<sup>th</sup> weather date)

February 5, 2013 – Work Session (5-8PM NDS Conference Room City Hall)  
Review Economic Sustainability, Housing, and Land Use Chapters - Will reserve additional time for City Council to provide comments on Land Use.

February 12, 2013 – Regular Planning Commission meeting  
Continue Land Use discussion, Review Community Values, Community Characteristics, Implementation, and Glossary.

February 26, 2013 – Work Session (5-7PM NDS Conference Room City Hall)  
Complete any pending discussions, Review Introduction and Community Facilities Chapter

March 5, 12 & 26, 2013 – Complete any pending discussions

The above schedule will be revised as needed based on the pace of chapter review. Commissioners will need to review the draft chapters noted for each session located here <http://www.charlottesville.org/index.aspx?page=3366> and staff will provide chapter update memos in advance of work sessions.



**CITY OF CHARLOTTESVILLE  
NEIGHBORHOOD DEVELOPMENT SERVICES**

**MEMO**

To: Missy Creasy, Planning Manager  
From: Amanda Poncy, Bicycle and Pedestrian Coordinator  
Date: January 9, 2013  
Re: Comprehensive Plan Update-Transportation Chapter

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On January 2, Planning Commission met to review the Transportation and Environment Chapters of the Comprehensive Plan. The Commission provided general comments on the Transportation Chapter. The following summarizes the responses to those comments and updated materials are attached for review. The next discussion for this chapter will take place on January 22, 2013.

**Comments Received**

Additional comments have been received from the following sources:

*Planning Commission 1-8-13*

*Genevieve Keller received 1-8-13*

The detailed comments are attached

**Summary of how comments have been integrated into the Draft**

1. The commission would like you to look at the chapter and attempt to consolidate further – it is too long.  
The 2007 Plan included 15 goals. The 2012 draft reduced the number of goals to 11. I have looked for redundancies and have consolidated the goals down to 9 by eliminating goals 3 (traffic calming) and 9 (technology). Each of the associated objectives have been assumed under Goals 1, 2 and 4. . The commission might further consider removing goal 10 and including it in the community/public facilities chapter as many of the objectives are more facilities related than transportation specific.
2. It was noted that the Transportation supplement document is not as reflective of the City's current transportation focus and opportunity should be taken to provide updates. I noted that this material was updated by a consultant in 2007 and for this plan review we anticipated

updating numbers but not rewriting the materials. They asked that you take a look and update as possible (not all commissioners had read this portion of the document yet).

*Effort was made to strike outdated language in the introduction and revise sections on bicycle and pedestrian access to be more consistent with current planning practice. Additional sections were added to provide more detail on other modes such as Zipcar, Greyhound, etc.*

3. It was felt that Objective 3.1, 3.2 and 3.3 could be combined.  
*Objectives 3.1 and 3.2 were combined and moved to Goal 1. Details about specific traffic calming measures were removed and included in the appendix. Objective 3.3 and 1.3 were virtually the same. These were combined.*
4. The details of traffic calming measures could be outlined in the appendix and those details removed from the objectives  
*See above.*
5. The Chapter needs further organization. The suggestion was to have subheadings in 4 categories: Pedestrian, Bike, Roadways and regional transportation (to include air and rail)  
*Subheaders would be a useful addition to this chapter, however, I think we need to be careful about creating silos for each road user as it goes against our desire to create complete streets. The original goals were written intentionally to highlight the importance of seeing bike/ped as an integral part of roadway projects – not separate from roadway projects. My suggestion is to use the following headers: Complete Streets, Regional Transportation, and Financial.*
6. Contact Meredith Richards for updated rail initiatives.  
*Contacted Meredith via email on 1/10. Awaiting response.*
7. In the vision statement, they would like “transportation network” noted as opposed to “street network” so it is not all about the cars (see copy at your desk).  
*Suggestions incorporated.*





## TRANSPORTATION GOALS

The City's transportation network provides the fundamental framework for creating a safe, livable community. The system connects people to each other and to destinations, fosters economic activity and provides public space for human interaction. As a result, the transportation system should be designed for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. The transportation network is an effective, flexible framework for building community.

### COMPLETE STREETS GOALS AND OBJECTIVES

**goal ONE:** Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and individual neighborhoods.

- 1.1 Continue to implement the City's Bicycle and Pedestrian Master Plan to facilitate bicycle and pedestrian travel within the City.
- 1.2 Provide convenient and safe pedestrian connections within 1/2 miles of all commercial and employment centers, transit routes, schools, and parks by completing the sidewalk network using a priority system of: dual-side routes along all arterial and collector routes; dual-side safe routes to all city schools; dual-side routes to parks and public facilities; completing routes that have less than ¼ mile sections missing; mitigation rain run-off and drainage problems; and citizen requests in neighborhoods.
- 1.3 Provide design features on roadways, such as street trees within buffers, street furniture, sidewalk widths, and buffers, that improve the safety and comfort level of all users and contribute to the city's environmental goals.
- 1.5 Continue to include bicycle and pedestrian accommodations in conjunction with the planning and design of all major road projects, all new development, and road paving projects.
- 1.6 Consistently apply ADA standards to facility design and ensure that accessible curb ramps exist at all pedestrian crossings where conditions allow.
- 1.7 Coordinate with public schools to develop a Safe Routes to School Travel Plan for every public school in the City.
- 1.8 Seek to expand traffic calming where applicable throughout the City in collaboration with neighborhood residents and as part of the development process.
- 1.9 Explore and implement safe, convenient, and visually attractive crossing alternatives to enable pedestrians and bicyclists to cross major thoroughfares.

**goal TWO:** Reduce the demand for automobile travel and improve quality of life through land use and community design techniques.

- 2.1 Encourage a mix of uses in priority locations, such as along identified transit corridors and other key roadways, to facilitate multimodal travel and increase cost-effectiveness of future service.
- 2.2 Encourage new street connections where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, and vehicles.
- 2.3 Provide convenient and safe bicycle and pedestrian connections between new and existing residential developments, employment areas, and other activity centers to promote the option of walking and biking rather than driving
- 2.4 Promote urban design techniques, such as placing parking behind buildings, reducing setbacks, and increasing network connectivity, to create a more pedestrian friendly streetscape to reduce speeds on high volume roadways.
- 2.5 Develop a comprehensive set of street design guidelines based on the Context Sensitive Solutions Approach that balances multimodal transportation options while considering design techniques that allow for urban scale, walkable communities where appropriate.
- 2.6 Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.
- 2.7 Provide financial assistance to efficient and effective Transportation Demand Management (TDM) programs.
- 2.8 Encourage existing and new employment and business uses to support alternative travel modes by providing on-site amenities such as transit shelters, bicycle storage (racks/lockers) and showers as appropriate.
- 2.9 Reduce parking requirements when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.





**goal THREE: Improve mobility and safety of the arterial roadway network.**

- 3.1 Preserve the traffic-moving capacity of the arterial roadway network using Travel Demand Management for local employers including, the University of Virginia, City of Charlottesville, Albemarle County and Charlottesville High School.
- 3.2 Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, communicate emergencies, weather and incidents to drivers.
- 3.3 Develop Access Management standards for new development and redevelopment.
- 3.4 Identify multimodal solutions to reduce single occupancy vehicle use.
- 3.5 Identify additional roadway connections to improve the grid.

**goal FOUR Maintain an efficient transportation system that provides the mobility and access that supports the economic development goals of the City.**

- 4.1 Establish designated truck routes within the City.
- 4.2 Minimize the impact of congestion on commuters and the movement of goods.
- 4.3 Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system.

**goal FIVE: Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, minimizing environmental impacts and accommodating pedestrians, bicycles, transit users, and disabled individuals.**

- 5.1 Provide public parking to maintain the vitality of the City while using prices (including metering) and locations of parking to encourage use of transit, walking and bicycling.
- 5.2 Explore options for park-and-ride lots and examine parking exempt zones. Utilize the zoning regulations to promote sound private parking facility supply and design by private developers.

5.3 Encourage employers to provide incentives for employees who do not drive to work.

5.4 Work with University of Virginia officials to encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

5.5 Explore shared motor vehicle service for the Downtown and University areas.

5.6 Examine investment in municipal, shared surface or structured parking lot or lots on targeted mixed use corridors in an effort to encourage redevelopment.

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

**REGIONAL GOALS AND OBJECTIVES**

**goal SIX: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville citizens.**

- 6.1 Continue to expand transit service and increase ridership.
- 6.2 Evaluate transit services, including attention to Sunday and after dark bus service and route restructuring, and update the City-wide transit plan.
- 6.3 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.
- 6.4 Work closely with state government, regional organizations and adjacent jurisdictions to support transit-oriented and transit-accessible employment throughout the region.
- 6.5 Accommodate the travel needs of all residents and employees, including low-income populations, the elderly and those with disabilities.
- 6.6 Encourage the development of transit-oriented /ready developments.
- 6.7 Explore the development of a dedicated funding source for future transit needs
- 6.8 Work closely with new developments to provide an accessible path from nearby transit stops to an accessible entrance of the site/building.

6.9 Work with appropriate agencies to evaluate the use of ITS/transit signal priority to promote transit efficiency.

**goal SEVEN: Continue to work with appropriate governing bodies to create a robust regional transportation network.**

7.1 Develop a regional transportation network surrounding the City by actively working with VDOT, TJPDC, Albemarle County, and the University of Virginia to plan, design and construct new facilities.



**7.2** Evaluate regional transportation network priorities surrounding the City in MPO Plans.

**7.3** Actively work with the MPO to collect information regarding regional travel patterns, such as origin destination data, bicycle counts, etc., to improve access to destinations within the City and region.

**7.4** Increase communication and cooperation between City, County, University, interest groups, developers and the public for both recreational and transportation trails.

**7.5** Coordinate with the County to ensure consistency of bicycle and pedestrian facilities across City-County boundaries.

**7.6** Continue to work with the TJPDC, Albemarle County and VDOT on design solutions for Route 29 that balance the needs of both local and regional traffic.

**7.7** Encourage existing and new employment and business uses to support alternative travel modes by participating in the region's Rideshare and car/vanpooling programs.

#### FINANCIAL GOALS AND OBJECTIVES

**goal EIGHT** Develop sustainable transportation infrastructure by designing, constructing, installing, using, and maintaining the city's transportation assets and equipment in efficient, innovative, and environmentally responsible ways.

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

**8.2** Develop policies and strategies, including collaboration with partnering organizations, to incorporate green infrastructure alternatives as an integral part of infrastructure planning.

**8.3** Develop strategies to assess the cost-effectiveness of using green infrastructure instead of more traditional alternatives for specific projects and ensure that the multifunctional benefits of green infrastructure are considered in cost-benefit analyses.

**8.4** Continue to perform regular maintenance on existing transportation related equipment and facilities to maximize capital investment and minimize air, water, and noise pollution.

**8.5** Use environmentally safe products.

**8.6** Where feasible, use alternative energy sources to power equipment.

**8.7** Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

**goal NINE** Identify and seek new sources of sustainable funding protocol and mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.

**9.1** Identify additional funding sources for transportation improvements including grants, public-private partnerships, and potential for system operations revenues.

**9.2** Create a regional advocacy that brings all jurisdictions together to push for state-wide changes in transportation funding and to lobby the general assembly for additional funding/enabling authority to do so.

**9.3** Coordinate the funding and development of transportation facilities with regional transportation and land use plans, and with planned public and private investments.

**9.4** Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them.

**9.5** Make developers 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.

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



CITY OF CHARLOTTESVILLE  
NEIGHBORHOOD DEVELOPMENT SERVICES



MEMORANDUM

To: Charlottesville Planning Commission  
From: Michael Smith, Neighborhood Planner  
Date: January 14, 2013  
Re: Environmental Chapter Update – Comments from the RRBC

We received a number of comments from the Leslie Middleton with the RRBC following the work session on January 8, 2013 specific to the Environment Chapter. The following outlines responses to those comments as well the updated chapter with comments addressed. City comments are noted in red.

General Comments

- The Vision Statement has lost its “vision” between the two drafts. It is also missing some important components, specifically recognition of the Rivanna River itself. In addition, the new statement implies that “clean air and water, sustainable neighborhoods, and open space and natural areas” exist to mitigate the effects of increased development rather than have value in and of themselves. Recommendation:  
*Charlottesville will be a “Green City,” with lush green neighborhoods, healthy rivers and streams, clean air and water, energy efficient homes and buildings, and natural areas, including the Rivanna River and its corridor, while accommodating increased density and economic vitality.*  
Staff believes the current vision is comprehensive and straightforward and recommends retaining the current language of the vision.
- We strongly recommend that Goal THREE as previously written be included as a separate goal. The previous Goal THREE (Protect and restore stream ecosystems to improve habitat, watershed health, and water quality) provides a more scientifically accurate and functional way of organizing the Objectives, which is lost in the new organization. For example, Objectives 3.7 and 3.8 would seem to work better under the current Goal Four, but Goal FOUR has been reworded to focus on stormwater infrastructure and stream ecosystems.  
In response to this comment, staff has amended goal FIVE under “Water Resources Protection” to state the following:  
*goal FOUR: Value the Rivanna River as a major asset in the life of our city and region, restore it to a healthy condition within our ecosystem in order to improve habitat, watershed health, and water quality (new)*  
*4.1: Develop a Rivanna River corridor plan in conjunction with Albemarle County and other watershed localities. (new)*  
*4.2: Continue collaboration and cooperation with Rivanna Watershed stakeholders, including Albemarle County, University of Virginia, residents, businesses, and developers on watershed and stormwater management. (Reworded and Relocated. Previously objective 3.8 under “Urban Landscape and Habitat Enhancement”)*  
*4.3: Participate and partner with the Rivanna River Basin Commission on planning, assessment, educational, and outreach efforts related to the Rivanna River, it’s corridor and watershed. (New and Relocated. Previously objective 3.9 under “Urban Landscape and Habitat Enhancement”)*  
Staff believes the wording of goal FOUR adequately addresses this comment. Additionally, previous goal FIVE (“Develop a Rivanna River Corridor Plan”) has been reworded and amended as objective 4.1. Objectives 3.8 and 3.9 have also been relocated and are currently represented as objective 4.2 and 4.3.
- Use of the wording “as well as” diminishes the importance of the second phrase in numerous places. For example, Goal Four (“Improve public and private stormwater infrastructure, as well as protect and restore stream ecosystems”) could be revised to read: *Improve public and private stormwater infrastructure while protecting and restoring stream ecosystems.* This recognizes that these are not two distinct and separate functions but (should) occur simultaneously. Likewise, the current Objective 1.2 could read: *Implement and update the Urban Forest Management Plan to protect*



quality of air, water, and lands; manage stormwater; provide shading; and absorb CO<sub>2</sub>. Each of these functions is distinct and equally important. See also Objective 1.1, 7.2 where the phrase is used.

Added.

- Please note the following strategies specifically listed in the *2012 Rivanna Watershed Snapshot*. We would be pleased to review these with you to see how they can be woven in to the Environment chapter goals and strategies:

Stormwater management: Private landowners and local governments can help reduce the impact of development projects on streams by:

- Installing stormwater management practices at public wherever possible.
- Encouraging private urban stormwater management practices through incentives and other financial tools.
- Planting stream side buffers where possible and protecting and maintaining these buffers as land is developed.
- Ensuring that streets and parking lots do not create impervious cover in excess of that needed for safe and orderly development.
- Limiting construction on steep (or critical) slopes, especially adjacent to streams and creeks.
- Steering higher density development to Urban Growth (or Development) Areas to help maintain rural character and protect natural resources.

We can improve the health of our watershed if we:

- Improve stormwater management parcel-by-parcel, from fields, homes, and businesses, reducing damaging flows to our streams and increasing water resources for all.
  - Identify and protect the landscapes that best protect river and watershed health.
  - Improve forested stream buffers and systematically protect and restore these natural defense systems.
  - Use policies, incentives, and education to create a culture of watershed protection in our community.
  - Establish a water budget for all human and ecological needs and to inform water resource planning.
  - Monitor and plan for the impacts of changing weather patterns on our water resources and natural systems.
  - Develop tools for selecting the most effective and economical strategies for land and water conservation.
- Last but not least, this Chapter appears to be lacking a monitoring and assessment goal or strategy. Perhaps these are to be included in the Implementation Chapter or as part of the annual assessment. However, it seems important to note that the current version does not actually have as a goal to RESTORE impaired waters to aquatic health and safety, noting that the Rivanna and several tributaries that run through or adjacent to the city is impaired for not only aquatic life (due to excessive stormwater), but also for bacteria, which is a public health issue. There may be similar goals for waste reduction, energy efficiency, and air quality that could be cited (as is done in the tree canopy strategy).

Staff recommends the strategies noted above be utilized, as appropriate, as implementation tools for the Environment Chapter.

### Specific Goals and Objectives

- Goal TWO (native plants), while a worthy goal in and of itself, seems better suited to be an objective under the current Goal THREE and/or Goal EIGHT because it is a strategy for achieving both of those goals.  
Added. Former "goal TWO" now represented as objective 2.8.
- Goal TWO (native Plants) could be much stronger: *Utilize native and drought tolerant plants in all public projects and promote their use in private landscapes.* Why not?  
Not added. Too specific.
- 3.1 – What does it mean to "evaluate the development" of a wildlife management plan and policy? Suggestion: *Evaluate how wildlife management plan and policies could protect green space, buffers, and neighborhood amenities.*  
Not added. Too specific.
- 3.2 – Provide an interconnected system of green space and buffers along streams *to improve water quality and provide habitat for wildlife and birds*  
Added.
- 3.3 – Is a strategy for implementing Objective 3.2 and Objective 3.5
- 3.5 – This strategy should include aquatic habitat as one of the results desired, e.g., "Improve stream and vegetated buffer conditions to *improve wildlife and aquatic habitat*, groundwater recharge and stream base flow; decrease sedimentation; and improve environmental aesthetics."  
Added.



- 3.5 – What are environmental aesthetics? Is this trying to get at the value to humans?
- 3.6 – This currently does not mention the critical loss of aquatic habitat that results from piping streams. Suggested revision: *Improve water quality and aquatic and streamside habitats by minimizing additional underground piping of city streams.*  
**Not added. Too specific.**
- 3.9 – Please use this wording: *Continue to participate in the Rivanna River Basin Commission (RRBC) and work with (partner with?) with the RRBC in planning, assessment, and education and outreach for the Rivanna River, the river corridor, and the watershed.*  
**Added. Currently objective 4.3.**
- Goal FOUR – Suggested revision: *Improve public and private stormwater infrastructure while protecting and restoring stream ecosystems.* Please see comments on the need to restore the former Goal THREE.  
**Added. Currently goal THREE.**
- 4.3 - Why use the words “identify or establish funding,” when the objective is to secure funding. Should this not be aspirational?
- 4.5 - This objective is not clear. Is the intent for the City to examine whether it could recreate public (municipal) stormwater facilities for the benefit of multiple development or redevelopment projects that would enable higher FAR, etc.? If so, this is a worthy objective, but not clear in the wording. Also, what are target zones? Is this an accepted planning term?  
**Staff will discuss this comment with staff from the Environmental Sustainability office.**
- 4.6 - Suggested rewording to make this is more positive statement: *Update the subdivision ordinance and standards and design manual to accommodate greater design flexibility that encourages forest and tree protection and more pervious surfaces.*  
**Added.**
- Goal FIVE – Develop a Rivanna River Corridor Plan *in conjunction with Albemarle County and other watershed localities.*  
**Added. Currently objective 4.1.**
- 6.1 – This objective seems very similar to Objective 4.6.
- Goal SEVEN: Suggested reword that is stronger for the City (implement) and less so (promote) for households and businesses. *Implement effective and innovative energy and fuel management in City operations and promote energy efficiency citywide.*  
**Staff will discuss this comment with staff from the Environmental Sustainability office.**
- Objectives 7.3 and 7.4 are very similar. Objective 7.3 seems to be about City operations, though it is not clear. 7.4 appears to be about both the City and the community.
- 7.4 – What is meant by “strategically explore?” Suggested rewrite: Track greenhouse gas emissions in City operations and the community and strategically explore and implement initiatives to achieve emissions reductions.
- Goal EIGHT - Suggested rewrite: *Promote citywide water efficiency and conservation and implement water efficiency and conservation strategies in City buildings and operations.* [This includes citizens and households in the mix.]  
**Added.**
- Goal NINE – Clarify “diversion” as Waste diversion.”  
**Added.**



## ENVIRONMENTAL GOALS

Charlotteville will be a "Green City," with clean air and water, sustainable neighborhoods, and open space and natural areas that mitigate the effects of increased development and density in residential and economic centers *(reworded)*

### Urban Landscape and Habitat Enhancement *\*Replacing the 2007 language "Urban Forest"*

**goal ONE: Promote practices throughout the City that contribute to a robust urban forest. (new)**

- 1.1: Implement and update the Urban Forest Management Plan to protect quality of air, water and lands; manage stormwater, provide shading, and absorb CO2. *\*Rewording of Objective A an existing objective of the 2007 Urban Forest goals.*
- 1.2: Expand the overall tree canopy of the City and increase the canopy of neighborhoods in an effort to achieve American Forests recommendations for urban (25%), suburban (50%) and center business zones (15%). *\*Revamping the 40% canopy goal in the 2007 Urban Forest goal*

1.3: Develop methods, including financial incentives, to support retaining and increasing healthy tree canopy on private lands. *\*Rewording of Objective H, an existing objective of the 2007 Urban Forest goals.*

**goal TWO: Protect green space and buffers that support appropriate habitat for wildlife and birds. Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1. (new)**

- 2.1: Evaluate the development of a wildlife management policy and plan. *(new)*
- 2.2: Provide an interconnected system of green space and buffers along streams to improve water quality and wildlife and bird habitat. *Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1.*
- 2.3: Identify gaps in the system to provide additional habitat corridors and opportunities to implement natural habitat improvements: *Reworded and relocated from Water Resources Protection section, Goal Three, Objective 1.*
- 2.4: Promote and participate in programs to establish conservation or open-space easements of forested stream-side lands to ensure permanent protection. *(reworded)*

- 2.5: Improve stream and vegetated buffer conditions to increase wildlife and aquatic habitat, groundwater recharge and stream base flow, decrease sedimentation, and improve environmental aesthetics. *(reworded)*
- 2.6: Reduce loss of open waterways and habitats by minimizing additional underground piping of city streams. *(reworded)*
- 2.7: Increase public stewardship of city lands and habitats through showcase projects and education. *(reworded)*
- 2.8: Promote use of native and drought tolerant plants. *(New. Formerly, goal TWO under "Urban Landscape and Habitat Enhancement")*

### Water Resources Protection *\*Replacing the 2007 language "Water Quality, Stormwater, and Watershed" Replacing"*

**goal THREE: Improve public and private stormwater infrastructure while protecting and restoring stream ecosystems. (new)**

- 3.1: Create a permanent, dedicated funding mechanism to meet a range of water resources goals and challenges, including regulatory compliance, stormwater infrastructure, drainage and flooding, water quality, and environmental stewardship. *(reworded)*
- 3.2: Assess infrastructure and prioritize solutions for the repair, upgrade, and improvement of the City's stormwater infrastructure, and establish an ongoing program for inspections, operation and maintenance. *(reworded)*
- 3.3: Identify and track stormwater hazards such as flooding and drainage problems that may be threatening people and property and identify or establish funding to repair or prevent safety hazards. *(reworded)*
- 3.4: Reduce and/or eliminate stormwater runoff impacts from sites that lack adequate stormwater treatment by incentivizing reductions in overall imperviousness (i.e., effective imperviousness) and encouraging retrofits on developed properties to address stormwater management. *(reworded)*





3.5: Examine feasibility of municipal, sustainable storm water management facilities such as rain gardens to facilitate higher FAR on urban lots, particularly in or adjacent to target zones such as entrance corridors. **(new)**

3.6: Update the subdivision ordinance and standards and design manual to allow for greater design flexibility that encourages tree protection and pervious surfaces. **(new)**

3.7: Provide technical assistance and educational outreach regarding water quality and land management practices for homeowners and businesses. **(reworded)**

**goal FOUR: Value the Rivanna River as a major asset in the life of our city and region, restore it to a healthy condition within our ecosystem in order to improve habitat, watershed health, and water quality (new)**

4.1: Develop a Rivanna River Corridor Plan in conjunction with Albemarle County and other watershed localities. **(new)**

4.2: Continue collaboration and cooperation with Rivanna Watershed stakeholders, including Albemarle County, University of Virginia, residents, businesses, and developers on watershed and stormwater management. **(Reworded and Relocated. Previously objective 3.8 under "Urban Landscape and Habitat Enhancement")**

4.3: Participate and partner with the Rivanna River Basin Commission on planning, assessment, educational, and outreach efforts related to the Rivanna River, it's corridor and watershed. **(New and Relocated. Previously objective 3.9 under "Urban Landscape and Habitat Enhancement)**

Sustainable Development, Resource Efficiency, Waste Reduction, and Climate Protection **(Added Resource Efficiency and Waste Reduction)**

**goal FIVE: Encourage high performance, green building standards and practices and the use of the U.S. Green Building Council's (USGBC) LEED certification program, Earthcraft, Energy Star, or other similar systems. (reworded)**

5.1: As appropriate, create policy and financial incentives to encourage higher building and site performance. **(new)**

**goal SIX: Promote effective and innovative energy and fuel management in both City and community buildings and operations.**

6.1: Reduce energy demand by an average of 30% in existing building and operations; support and collaborate with local energy efficiency partners and stakeholders (i.e., the Local Energy Alliance Program [LEAP]) **(reworded)**.

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

6.3: Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, anti-idling efforts, and use of alternative fuels (e.g., compressed natural gas, biodiesel, and electric vehicle technology). **(reworded)**

6.4: Track greenhouse gas emissions in City operations and the community and strategically explore and implement initiatives to achieve emissions reductions. **(new. Formerly, Goal Six under "Sustainable Development, Resource Efficiency, Waste Reduction, and Climate Protection)**

**goal SEVEN: Promote citywide water efficiency and conservation and implement water efficiency and conservation strategies in City buildings and operations. (reworded)**

**goal EIGHT: Promote and implement strategies to reduce waste generation and increase recycling and waste diversion to decrease environmental impacts, including greenhouse gas emissions. (reworded)**

Elements for memo to address comments received from the public/staff/ Commissions since the 10/05/12 draft posted on line for comment.

Urban Design and Historic Preservation Chapter  
Updated draft November 2012

**Comments Received**

Comments have been received from the following sources:

Planning Commissioners: Keller (12/03/2012),  
Sienitsky (11/20/2012),  
Osteen (11/05/2012)  
SELC (11/01/2012)  
Charlottesville Tree Commission (11/2/2012)

The detailed comments are attached.

**Summary of how comments have been integrated into the Draft**

*Goals and objectives were modified or new objectives added under appropriate goals.*

**Topics which need additional discussion**

Comments: Maintain the historic views from Monticello to the Lawn at the University of Virginia. Preserve for visitors the integrity of these historic landscapes so that they can be interpreted in their historic contexts.

Protect access land and water routes and views to and from our community's World Heritage Sites, the University of Virginia and Monticello...

Discussion: These comments were made under the Entrance Corridor goal. Entrance Corridors are enabled to allow design review along specific routes of tourist access. The suggested comments are not appropriate in this section.

Potential questions/comments for consideration: It is unrealistic to think that the view from Monticello to the Lawn could ever again appear as it did historically.

Staff Recommendation: Do not include these suggested comments.





## URBAN DESIGN AND HISTORIC PRESERVATION GOALS

Urban design and historic preservation contribute to the character and quality of neighborhoods and the aesthetic value of the entire community. As a result, Charlottesville will be a well-designed community with buildings and public spaces 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 the Downtown Mall, which is the centerpiece of our community.

### URBAN DESIGN *(New goal title)*

**goal ONE: Continue Charlottesville's history of architectural excellence by maintaining existing traditional design features while encouraging creative, context-sensitive contemporary planning and design. *(New goal)***

- 1.1: Emphasize the importance of public buildings, public spaces, and other public improvements as opportunities to promote a sense of place and a welcoming environment for residents and visitors. *\*New Objective*
- 1.2: Promote Charlottesville's diverse architectural and cultural heritage by recognizing, respecting, and enhancing the distinct characteristics of each neighborhood. *\*New Objective*
- 1.3 Facilitate development of nodes of density in the City's Mixed Use Corridors to encourage vitality, pedestrian movement, and visual interest. *\*New Objective*
- 1.4 Develop pedestrian-friendly environments in Charlottesville that interconnect neighborhoods to community facilities and to each other to promote a healthier community. *\*New Objective*
- 1.5: Encourage community vitality and interaction through the incorporation of art in public spaces, neighborhoods, and gateways. *\*New Objective*
- 1.6: *incorporate the protection and addition of public green spaces into urban design efforts. \* New Objective*

### EDUCATION PROGRAMS FOR HISTORIC RESOURCES *(New goal title)*

**goal TWO *\*number change due to goal addition* \* : Educate property owners and potential property owners of historic resources about the history and significance of their properties. *(same goal as the 2007 Comp Plan)***

- 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

tion & Architectural Design Control (ADC) District, or Historic Conservation (CV) District, or is individually designated as an Individually Protected Property (IPP). *\*Rewording of Objective A, an existing objective of the 2007 Education Program goals.*

- 2.2: Continue to support the Historic Resources Committee in efforts to promote understanding and appreciation of local historic resources. *\*Rewording of Objective B, an existing objective of the 2007 Education Program goals.*
- 2.3 Continue to interpret historic 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. *\*New objective replacing Objective E.*

- 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. *\*Replacing of Objective C, an existing objective of the 2007 Education Program goals, with a new and more appropriate third objective.*

- 2.5: Continue to support participation of staff and elected and appointed officials in regional and statewide preservation and design educational opportunities, such as those offered by local historic sites, Preservation Piedmont, the University of Virginia, and Virginia Department of Historic Resources. *\*New objective*  
*(Delete Objective D, as it is no longer relevant)*

### INCENTIVES AND TOOLS FOR HISTORIC PRESERVATION *(Keep same language)*

**goal THREE *\*number change due to goal addition* \* : Continue to identify and make available incentives to encourage historic preservation. *(Same goal as 2007 Comp Plan goal)***

- 3.1: Continue to disseminate information to property owners regarding federal and state rehabilitation tax incentives, including Virginia's rehabilitation tax credit program. *\*Rewording of Objective A, existing objective from 2007 Comp Plan*





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

*\*This objective has been moved from the 2007 Local Protection goal*

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.

*\*Combined Objectives B and C in 2007 Comp Plan*

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

*\*Same as Objective D in 2007 Comp Plan*

*(Delete Objectives E and F from 2007 Comp Plan)*

## INVENTORY OF HISTORIC RESOURCES *(keep same language)*

**goal FOUR** *\*number change due to goal addition\**: Systematically inventory and evaluate all historic resources in the City, and develop context narratives that provide the historical and architectural basis for evaluating their significance and integrity.

*\*Rewording of Goal from 2007 Comp Plan*

4.1: Work with the following neighborhoods to develop interest and participation in documentation of neighborhood buildings and history through architectural and historic surveys: 10th & Page, Starr Hill and North Belmont. *\*Rewording of Objective A, an existing objective of the 2007 Inventory of Historic Resources goal.*

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. *\*Rewording of Objective B, an existing objective of the 2007 Inventory of Historic Resources goal. Eliminate original 4.4 objective as redundant with 4.2*

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 for such studies. *\*New objective*

4.4: Conduct additional survey work as needed to reevaluate existing ADC district boundaries. *\*Rewording of Objective C, an existing objective of the 2007 Inventory of Historic Resources goal.*

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

## NEIGHBORHOOD CONSERVATION *(keep same language)*

**goal FIVE** *\*number change due to goal addition\**: Protect and enhance the existing character, stability and scale of the City's older neighborhoods. *\*same goal as 2007 Comp Plan*

5.1: Monitor the effectiveness of the Conservation District as an alternative, more flexible type of local historic district to prevent inappropriate demolition and incompatible new construction in designated neighborhoods. Monitoring techniques may include: resident surveys and tracking demolition permits. *\*Rewording of Objective A, an existing Objective of the 2007 Neighborhood Conservation goal.*

5.2: Recognize and respect cultural values and human resources within the City's older neighborhoods, as well as built resources. *\*Rewording of Objective B, an existing Objective*

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. *\*New objective.*

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

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

## LOCAL PROTECTION OF HISTORIC RESOURCES *(keep same language)*

**goal SIX** *\*number change due to goal addition\**: Provide effective protection to the City of Charlottesville's historic resources. *\*Rewording of Goal from 2007 Comp Plan Goal.*

6.1: Based on architectural and historic survey results, consider additional neighborhoods and areas for designation as local historic districts (either Architectural Design Control Districts or Historic Conservation Districts). *\*no changes*

6.2: Based on architectural and historic survey results, consider additional properties outside existing ADC Districts for designation as Individually Protected Properties. *\*no changes*

*\*Existing Objective C has been moved to the Incentives and Tools for Historic Preservation section.\**

6.3: Consider expanding the list of Individually Protected Properties to include resources from the more recent past (less than 50 years old), especially those of significant architectural value, and those that are becoming rare surviving examples of their type or their period of construction. *\*no changes*

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





*\*no changes*

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

## COMPREHENSIVE APPROACH TO PRESERVATION *(keep same language)*

**goal SEVEN** *\*number change due to goal addition* **\***: Coordinate the actions of government, the private sector, and non-profit organizations to achieve preservation goals. *\*Same goal as 2007 Comp Plan*

7.1: Facilitate periodic meetings with BAR, City Council, Entrance Corridor Review Board, and PLACE (Place making, Livability, and Community Engagement) Design Task Force to ensure an excellent and consistent design vision for the City. *\*Rewording of Objective A, an existing objective from the 2007 Comp Plan goal for the Comprehensive Approach to Preservation*

7.2: All public decision-making bodies should give due consideration to the impact of their decisions on historic resources. *\*no changes*

7.3: Evaluate transportation decisions for their impact on historic districts, such as the Ridge Street District, and on Individually Protected Properties. *\*no changes*

7.4: Evaluate zoning map districts and amendments to the zoning map for their consistency with preservation goals.. *\*no changes*

7.5: Review the historic preservation plan, historic district ordinance, entrance corridor ordinance, and design guidelines every five years to ensure that goals for preservation and compatible new construction are being addressed. *\*no changes*

7.6: Encourage sustainable and green building designs as complementary goals to historic preservation. *\*no changes*

7.7: Coordinate with other City programs such as affordable housing initiatives to encourage preservation of historic resources. *\*no changes*

7.8: Consider the effects of Public Works and Parks Departments' maintenance and construction on historic features of the city's neighborhoods. Maintain granite curbs, distinctive paving patterns and other features instead of replacing them. Also encourage retaining shade trees in the city's older neighborhoods. *\*Rewording of Objective H, an existing objective from the 2007 Comp Plan Comprehensive Approach to Preservation.*

7.9: Adopt 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 addi-

tions and alterations while also pursuing sustainable and energy conservation goals. *\*no changes*

## ENTRANCE CORRIDOR *(New Goal Title)*

**goal EIGHT**: Ensure quality of development in the City's designated Entrance Corridor Overlay Districts compatible with the City's historic, architectural, and cultural resources. *(New goal)*

8.1: Encourage site designs that consider building arrangements, uses, natural features, and landscaping that contribute to sense of place and character unique to Charlottesville. *\*New objective*

8.2: New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment. *\*New objective*

8.3: Use street trees, landscaping, and pedestrian routes to provide shade, enclosure and accessibility in streetscapes. *\*New objective*

8.4 Protect 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. *\*New objective*

8.5: Consider the designation of additional streets, such as Ridge-McIntire, East Market Street and Meade Avenue, as Entrance Corridor districts. *\*New objective*

8.6 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. *\*New objective*

## SUSTAINABLE REUSE

**goal NINE**: Capture the 'embodied energy' of existing buildings, avoid land consumption, and avoid using new materials by encouraging the adaptive re-use of existing structures.

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

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. *\*New objective*

9.3: Encourage adaptive re-use of historic buildings as a strategy for historic preservation. *\*New objective*