

CITY OF CHARLOTTESVILLE

Department of Neighborhood Development Services

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October 23, 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 October 30, 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
 - c. Public Comment
2. Discussion – 918 Nassau Street - Hogwaller Farm Development -
<http://www.charlottesville.org/home/showdocument?id=6303>
5 (beginning on page 17)
3. Public Comment

Resource links:

Housing Needs Assessment - <http://www.charlottesville.org/home/showdocument?id=62034>

Bonus Height/Affordable Housing Financial Analysis -

<http://www.charlottesville.org/home/showdocument?id=62032>

Comp Plan Phase I – IV data booklet & Fall 2018 Survey – raw data -

<http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services/comprehensive-plan>

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

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Charlottesville Planning Commission
From: Missy Creasy, Assistant Director
Date: October 23, 2018
Re: Comprehensive Plan – October 30 Work Session

The Commission intends to focus on updating the draft of the Land Use Map and Narrative at the October 30, 2018 work session. This discussion should take into account the following:

Draft Land Use Chart - Originally, the commission created a very detailed chart which was used to refine the map. Those details were used to create a general narrative which was used to help explain the categories in the Spring 2018 public meetings. Additional research has shown that height bonuses proposed on this draft chart will not have the outcome thought initially.

The draft chart is attached with comments from the Attorney's office. The overall feedback is that the data on this chart is too detailed for the land use map in the comp plan but will inform the needed data. The following questions need consideration moving forward:

“Intensity” is generally the level of activity at a site

- What does low, medium and high intensity residential mean? Think about this in terms of a description of what each looks like as well as a numeric range (unit of measure). This needs to include absolute minimum, absolute maximum density ranges, and general uses.
- What does low, medium and high intensity commercial mean?
- Would the Commission be willing to consider Floor Area Ratio (FAR) as a potential unit of measure for commercial and high intensity residential areas?

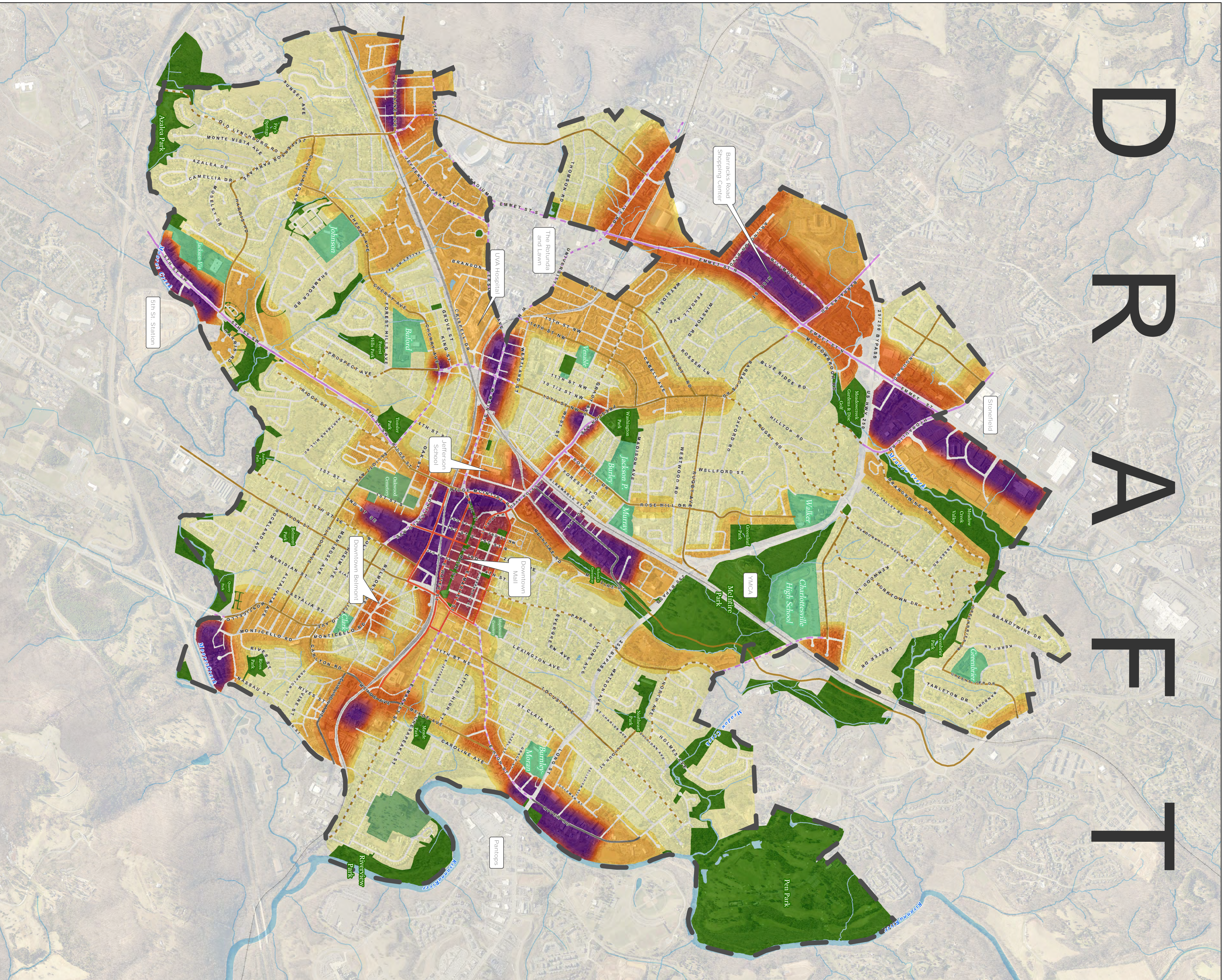
The Attorney's office has provided additional background materials on considerations for basic land use categories, data showing existing height and density and materials from the Washington DC Land Use Plan which will provide helpful background.

Draft Land Use Map - The Commission has expressed interest in many items including the following: 1. Neighborhood Amenity areas, 2. Housing Needs, 3. Areas of Activity with Transportation connections.

- The “neighborhood amenity” circles were removed prior to the Spring 2018 Community meetings. Should this element be placed on the map? What is guidance on the title as well as the general parameters for this element?
- Does the commission continue to support the areas of activity at the main entry points to the City?
- Are the transitions proposed on the map between higher and lower intensity the correct size? If not, what changes are needed?

There is housing data available which presents community needs. This information should be taken into account as the commission reviews the draft map.

DRAFT

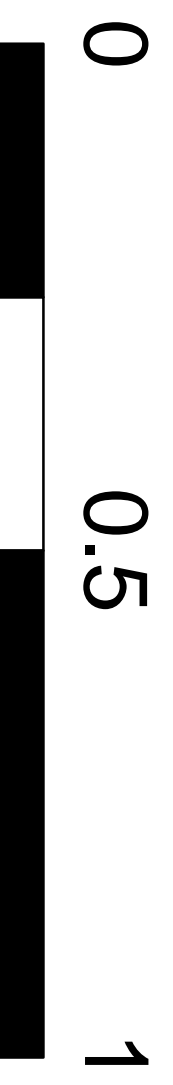


City of Charlottesville

Comprehensive Plan 2018

General Land Use Plan

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



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

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Land Use

- Downtown
- High Intensity
- Low Intensity
- Park and Preserved Open Space
- School
- Cemetery

STW Typology

- Downtown
- Mixed Use B
- Industrial
- Neighborhood A
- Mixed Use A
- Neighborhood B

North Arrow

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>

Future Land Use map Key DRAFT

Updated ~~October 31, 2017~~ ~~November 28, 2017~~ ~~November 29, 2017~~ ~~December 8, 2017~~ December 11, 2017

City Attorney's Office Comments, provided 10/23/2018:

- (1) This chart is too complicated, for purposes of a "key" to a Comp Plan FLUP (Future Land Use Plan) map. It could be a helpful tool, if the task were determining how to write a zoning ordinance to implement a comprehensive plan's Future Land Use Map. If this is the level of detail you're trying to incorporate into the FLUP, it's getting too far down-in-the-weeds.
- (2) The Comp Plan FLUP is supposed to be a general guidance document. It should identify broad categories of development anticipated in coming years, and should have a simple color-code to identify what is meant by the land-use category. Typically: "Residential" refers to residential-only use/ development; "commercial" refers to office, retail, hotel, etc. development; "industrial" refers to high-intensity commercial activity, where something is either being manufactured and trucked in and out, or there is a substantial level of storage, warehousing, shipping, etc. going on; and "mixed use" refers to areas in which combinations of those uses (within an urban context) are anticipated. Mixed Use has become the anticipated type of development in much of the city, outside traditional suburban-type neighborhoods like Greenbrier. Generally, it should NOT show categories with references to any particular zoning districts—ONLY very general categories of uses and GENERAL ranges of intensity.
- (3) For each Land Use category, only a general, BASIC, description of "uses" is needed, and we should be identifying: (a) what do you mean by "intensity", and (b) and a GENERAL range (and unit of measurement) of "intensity". In the FLUP, you do NOT need to decide what's by-right, what's by SUP, and what's a "bonus". You should be looking at the big picture: absolute minimum, absolute maximum density ranges, and GENERAL uses. Later, in establishing updated zoning regulations, you can review your specific use matrix, building heights/ setbacks, etc.
- (4) Use of Dwelling units per acre (DUA) as a measure of intensity for high-density residential and Mixed Use Development has not been working well. The DUA specified in our various zoning districts can't be understood with reference to any provisions in the current Comp Plan. Also, since 2008 (the last time the zoning ordinance was updated) many people have been commenting that DUA is no longer a useful or meaningful measure of the impact developments are having on the built environment. I advise and encourage everyone to begin considering—at least for high-density residential, Mixed Use, and Commercial areas—switching to the use of FAR as an intensity measure/ indicator.

Height	Max Height	Min Height	Max Height	Min Height	Max Height	Min Height	Max Height	Min Height	Max Height	Min Height	Max Height	Min Height	Max Height	Min Height
	High Intensity (was RED)		Downtown (was BROWN)		Moderate Intensity (was BLUE)		Residential ORANGE		Neighborhood Commercial (was GREEN)		Residential YELLOW		Neighborhood Amenity (was PURPLE)	
8	Bonus						The missing Middle							
7	Bonus													
6	Res. Or Comm.		Bonus											
5	Res. Or Comm.		Bonus		Bonus		Bonus							
4	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.		Res. Or Comm.		Bonus		Bonus					
3	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Only		Res. Only		Res. Only			

Future Land Use map Key DRAFT

Updated ~~October 31, 2017~~ ~~November 28, 2017~~ ~~November 29, 2017~~ ~~December 8, 2017~~ December 11, 2017

2	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Or Comm.	Res. Only	Res. Only	Res. Or Comm.		Res. Only		Res. Only	
1 (Ground Floor)	Comm. and Limited Res.	Comm. and Limited Res.	Comm. Only	Comm. Only	Comm. Only	Comm. Only	Res. Only	Res. Only	Res. Or Comm.	Res. Or Comm.	Res. Only	Res. Only	Comm. Only	Comm. Only
Building Footprint Street Wall	A building "could" cover the whole block, but not "required to be shoulder to shoulder. These areas would have a build-to-line. The existing street grid should remain. (street grid is around 400' blocks)		Footprint used to create separation between buildings. Need to have a Build-to-line. Buildings "should" be shoulder to shoulder.		Buildings "should" not cover a whole block but need a build-to-line to get buildings close to the street and "should be shoulder to shoulder. Keep existing street grid.		Buildings – not to cover all the lot. Space between developments. Buildings "could" be shoulder to shoulder		Footprint used to create separation between buildings. Build-to-line. Could be shoulder to shoulder. Keep existing street grid.		Separation between buildings with small footprints. Lots accommodate room for additional green space and trees. Keep existing street grid.		Site specific and part of an application.	
Density Range	Possible minimum DUA and a market driven max. (Highest Density)		(High Density)		(High Density)		Min 21 – Max (above 43 DUA)(High Density)		Something over 21DUA (Medium Density)		(Low Density)		(Low Density)	
	(Current Code: up to 240 DUA)		(Current Code: up to 240 DUA)		(Current Code: up to 120 DUA)				(Current Code: up to 21 DUA)		(Current Code: up to 15 DUA)			
Parking	Parking plan for each development must be integrated into a larger parking plan for the area. Each area will have a master parking plan		No parking requirements. No ground floor parking and cannot be visible from the street.		May provide onsite parking, but not required. Cooperative offsite parking encouraged, but no area wide parking plan. Surface parking permitted, no parking visible from the street.		Some parking should be required and needs to be behind development or underground. NOT visible from street.		Based on intensity of use. Some places might not need onsite parking and some places will.		Onsite parking is required.		Site specific and part of an application.	
Characteristics	High intensity with no residential units on ground level. All ground (street) level uses must contribute to activating the street. Urban environment with building close together. Areas will accommodate large employment centers. Mixes of use should be in the same building and not the development. Areas will be transit hubs. Street level should be built to accommodate "future" commercial uses.		Downtown high density with the highest intensity of uses allowed. Transportation is based around walking. Mixed use should be in the same building but not required. Street level should be built to accommodate "future" commercial uses.		Medium to low intensity of uses. Mixes of use must be within the same building and not the development. Street level must be activated with commercial, office, or other use. No residential uses allowed on street level and no residential only buildings. Street level should be built to accommodate "future" commercial uses.		Low density residential of small multi-family units.		Lowest intensity of use. Residential, Commercial, or office use can be located on the street level, but 3 rd floor must be residential. Street level should be built to accommodate "future" commercial uses. Do not want construction on street level to removes the possibility of further commercial.		Low density residential areas made up of single family detached units.		Low intensity uses. No By-Right Uses. Any request will require an SUP or other type of oversight.	
Examples of appropriate uses and character	<ul style="list-style-type: none"> Hotels Any use that engages and activates the street level 24 Hour uses allowed. 		<ul style="list-style-type: none"> Current uses and characteristics should remain 		<ul style="list-style-type: none"> Any use that engages and activates the street level Small urban scale business / manufacturing (example would be Martin vs. 		<ul style="list-style-type: none"> Missing middle type of housing. Duplex, Triplex & Fourplex, bungalow Court, 		<ul style="list-style-type: none"> Context sensitive and "should" transition to surrounding low density neighborhoods. Live Work Buildings 		<ul style="list-style-type: none"> Single Family Detached and Attached Duplex Townhouse 		<ul style="list-style-type: none"> Context sensitive amenities to the surrounding neighborhood by application. 	

Future Land Use map Key DRAFT

Updated ~~October 31, 2017~~ ~~November 28, 2017~~ ~~November 29, 2017~~ ~~December 8, 2017~~ December 11, 2017

			<p>Lowes.</p> <ul style="list-style-type: none"> • Artisan workshops like the ones by Firefly. 	<p>Townhouses, Courtyard Apartments</p>		<ul style="list-style-type: none"> • Carriage House • Accessory Units 	
Example of inappropriate uses and character	<ul style="list-style-type: none"> • Single Family Detached • Passive uses that DO NOT create activity at street level • Parking garage or decks • Anything with lack of ingress and egress. 	<ul style="list-style-type: none"> • Single Family Detached • Passive uses that DO NOT create activity at street level • Anything that would disrupt the existing street grid. 	<ul style="list-style-type: none"> • Passive uses that DO NOT create activity at street level • 24 Hour uses not allowed. 	<ul style="list-style-type: none"> • Single Family Detached • Block scale apartments • Live Work buildings 	<ul style="list-style-type: none"> • Things that are not context sensitive. 	<ul style="list-style-type: none"> • All housing type not listed above. 	<ul style="list-style-type: none"> • Everything not approved by application.
Type of Bonuses for Affordable Units	<p>Onsite affordable units = Bonus Height Civic Space should be "incentivized" in some way. Civic space is anything (public or private) that provides a "Public Need". Can be things like pocket park, public parking, public meeting space... Main focus is street level or ground floor.</p>	<p>Onsite affordable units = Bonus Height</p>	<p>Onsite affordable units = Bonus Height</p>	<p>Onsite affordable units = Bonus Height Underground parking should give be "incentivized" in some way.</p>	<p>Onsite affordable units = Bonus Height</p>	<p>No Bonuses</p>	<p>No Bonuses</p>

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

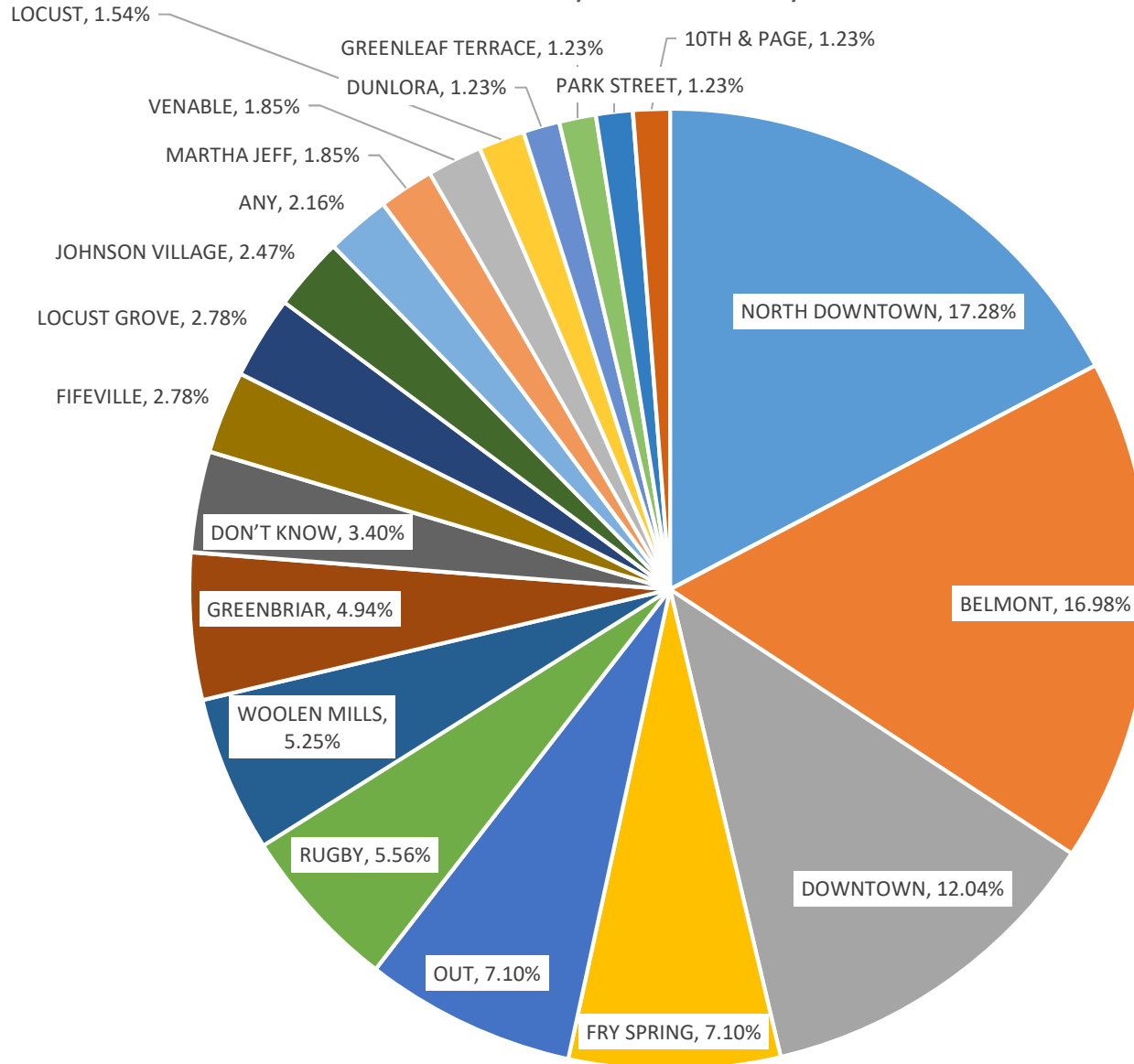
To: Charlottesville Planning Commission
From: Missy Creasy, Assistant Director and Robert Brown, GIS Analyst
Date: October 23, 2018
Re: Fall 2018 Survey Data - updates

At the October 16, 2018 Planning Commission work session, data analysis of the Community survey was provided. The Commission requested additional analysis including:

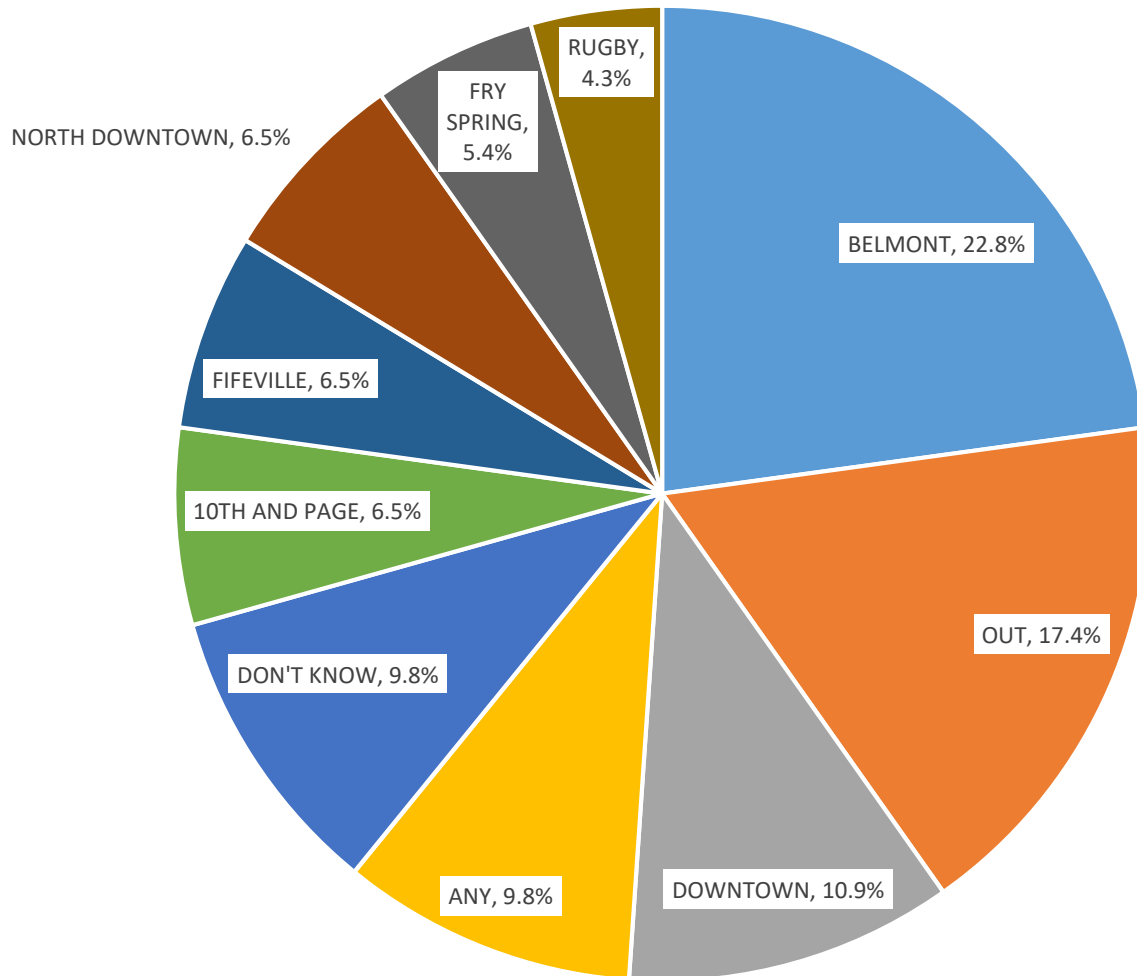
Locations where people want to buy a home by income, age, length of time one lived in city, and race
Compile areas that people do not visit
CAT ridership broken down by income and age

This information is attached

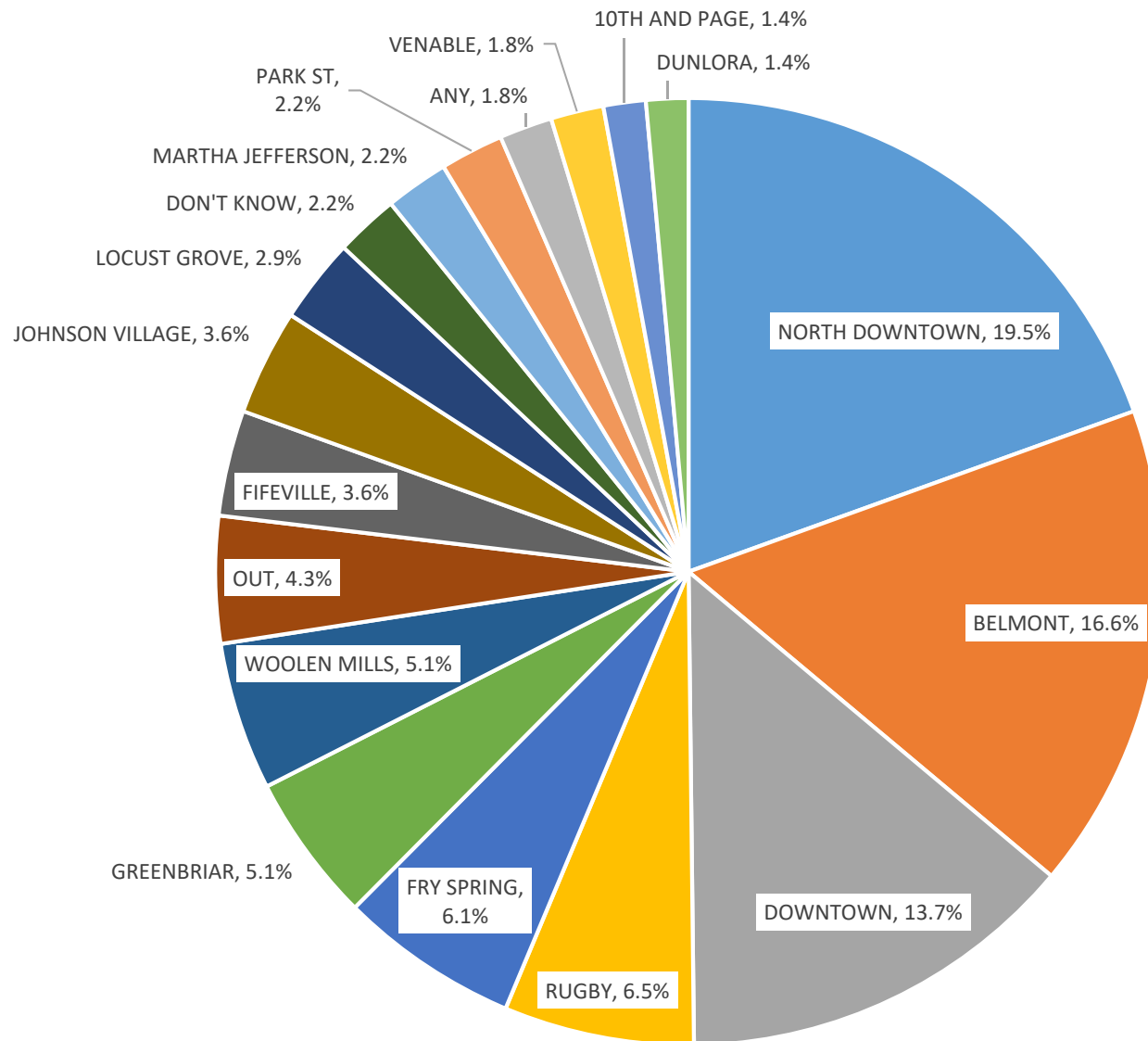
Where do you want to buy - White



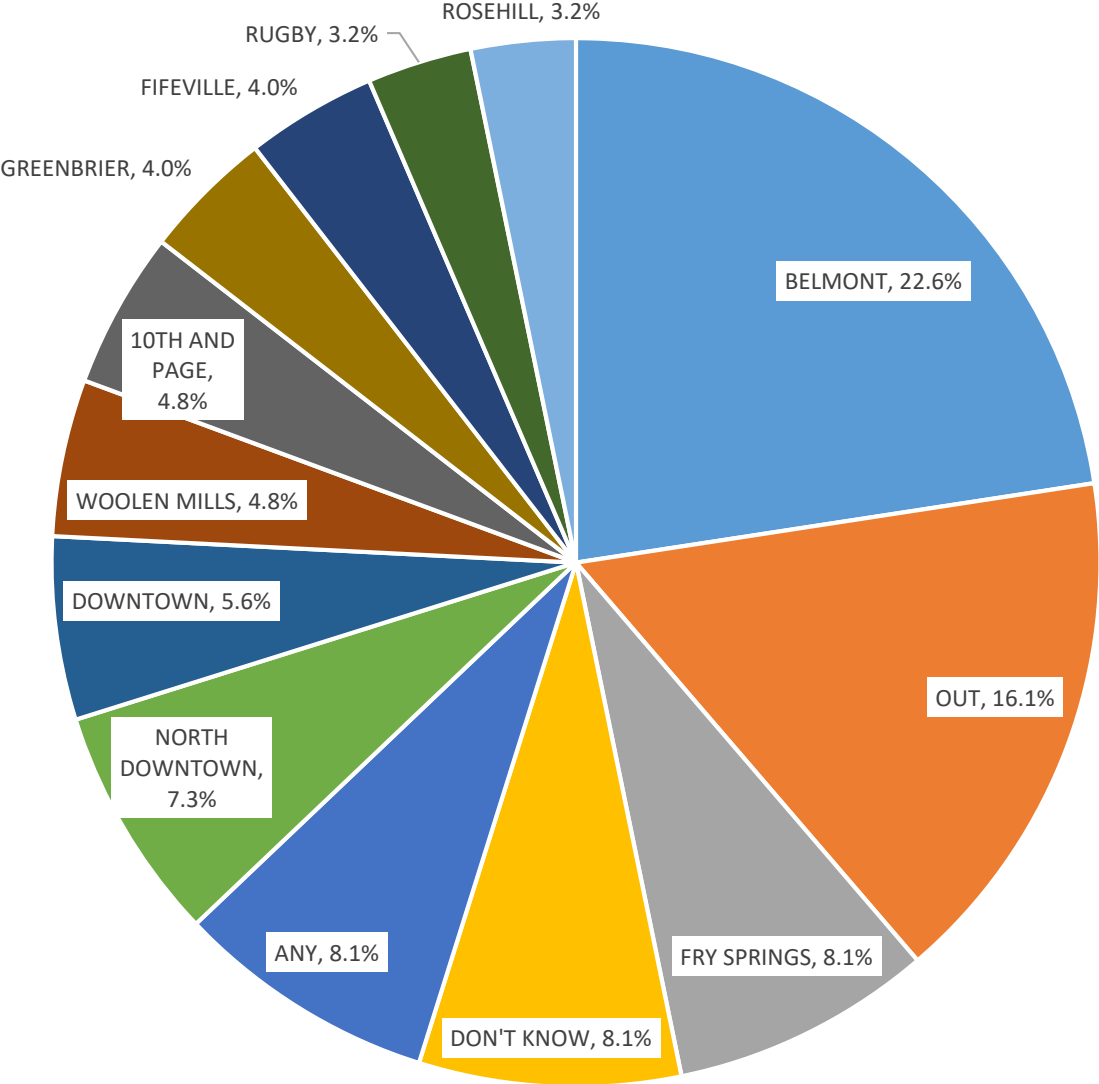
Where do you want to buy - Non White

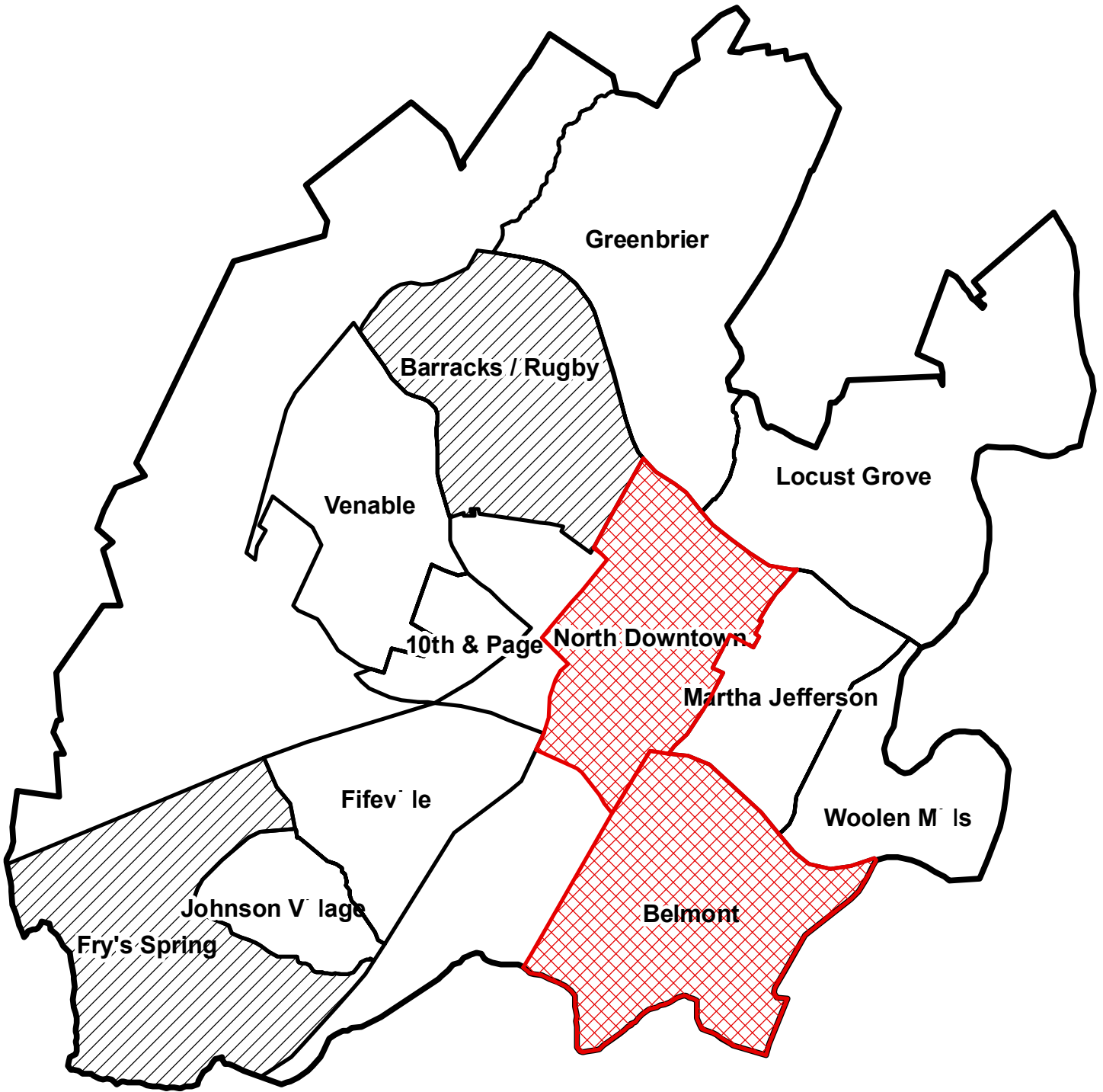


Where do you want to buy - Income over 50k

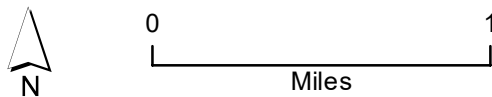


Where do you want to buy - Under 50k





Where Do People Want to Purchase a Home



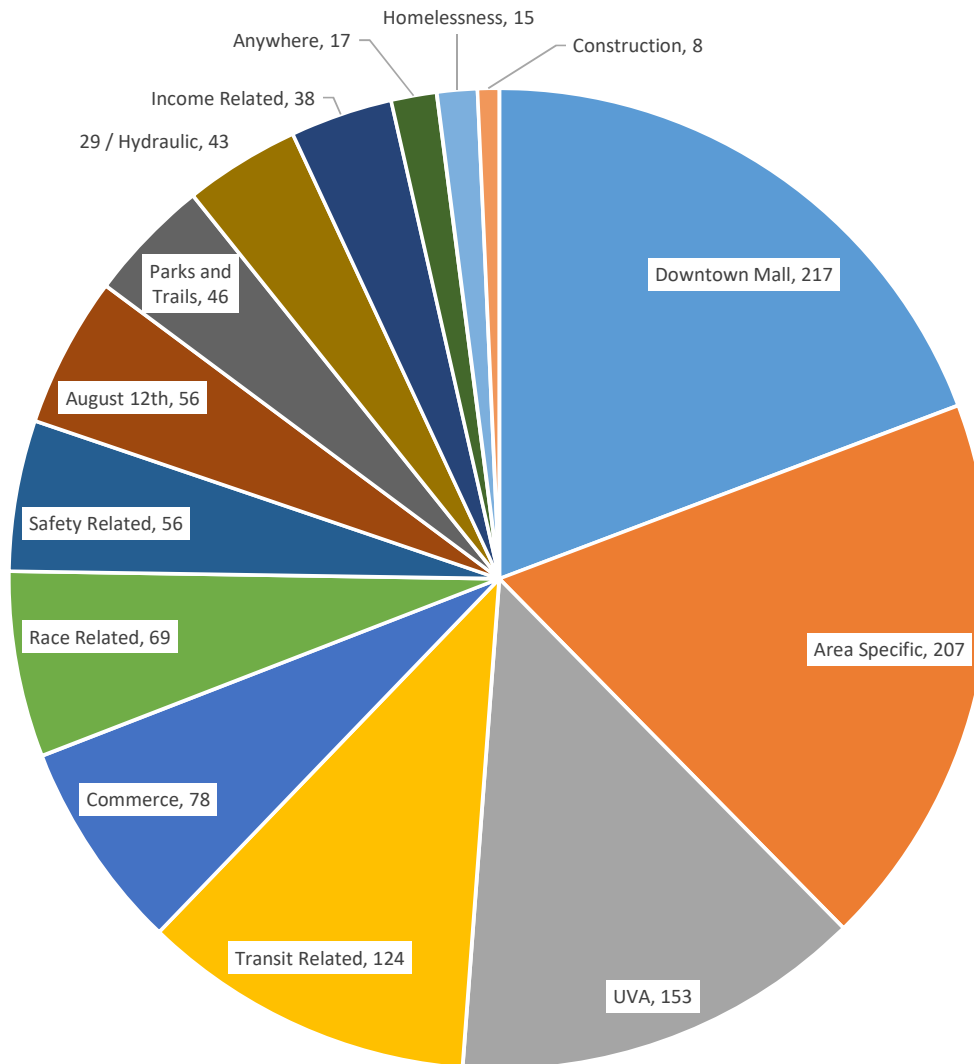
Areas Survey Respondents Want to Buy



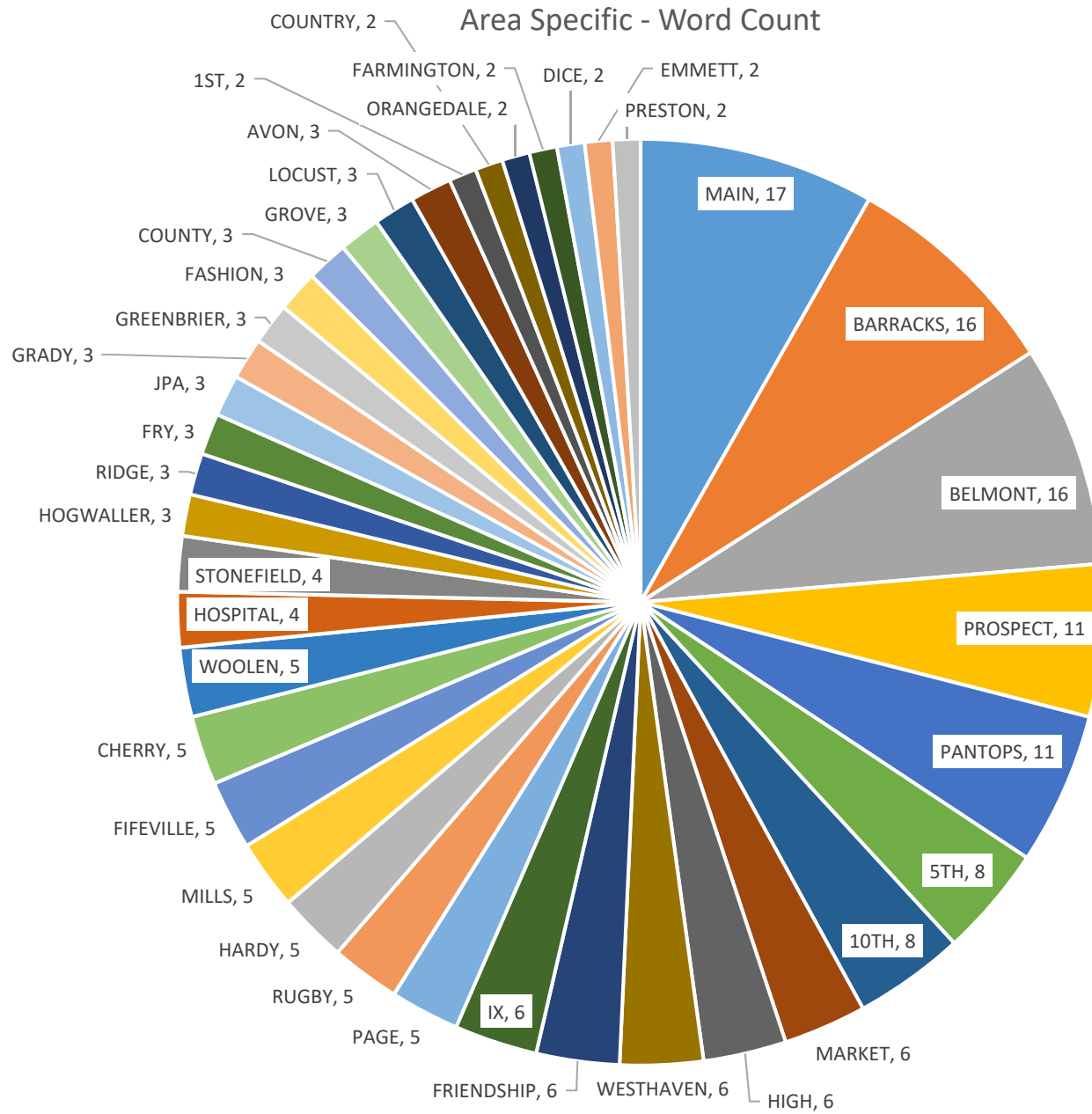
Results are based on the Fall 2018 Comprehensive Plan Survey. Open ended responses were generalized and grouped together, then tallied to form tiers of interest.

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and Charlottesville is not responsible for its accuracy or how current it may be.

What Places do you not visit - Word Count



Area Specific - Word Count

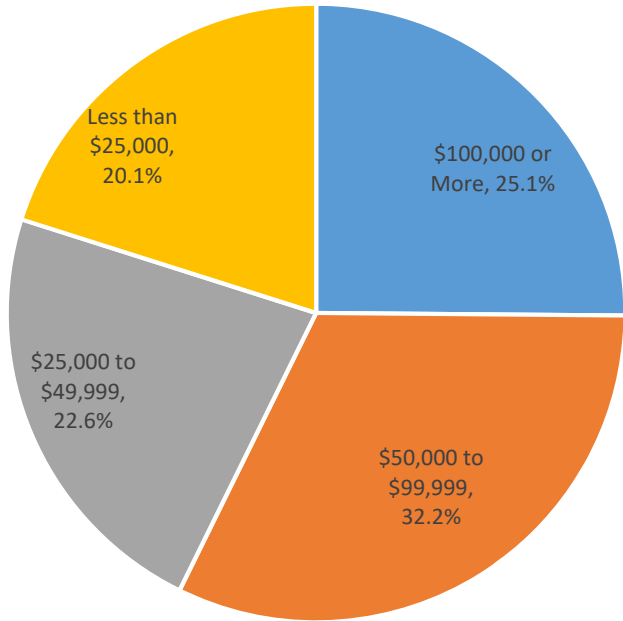


CAT Riders Demographic Analysis

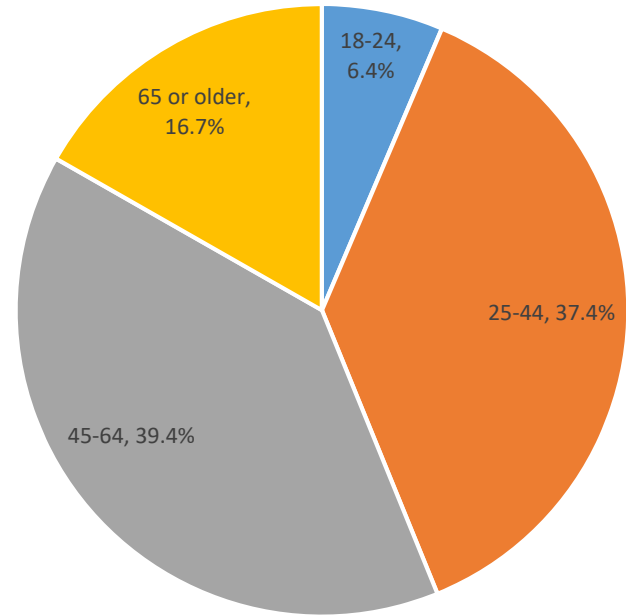
Income	Count	Percent
\$100,000 or More	50	25.1%
\$50,000 to \$99,999	64	32.2%
\$25,000 to \$49,999	45	22.6%
Less than \$25,000	40	20.1%

Age	Count	Percent
18-24	13	6.4%
25-44	76	37.4%
45-64	80	39.4%
65 or older	34	16.7%

CAT Riders - Income



CAT Riders - Age



Data Notes

Where do people want to visit charts and maps were based on open ended responses with 3 words or less and then tallied. If more than one area was listed only the first response was tallied. Results with 4 or more votes were included in the charts. The map only shows neighborhoods with 4 or more tallies. The map is a compilation of all responses and is not broken down by income or race.

Where do people avoid visiting results were combined into similar categories and places that were identified were also tallied.