Why the Strategic Investment Area (SIA)?
Why a Form Based Code (FBC)?

City of Charlottesville
Why the SIA?

Equity
Health & Safety
Sense of Place
Income Disparities

• The SIA includes a Qualified Census Tract (QCT) that has less than 20% of the city’s population, but a 25% poverty rate where 50% or more of its households have incomes below 60% of the median income.

• 25% of the SIA housing stock is currently supported assisted housing. City-wide it is 10%.

• In 2010, 55% of the City School division was on the free and reduced lunch program (FRLP), whereas 80% and 71% were in Clark and Jackson Via respectively (i.e. the elementary school districts that include the SIA). Virginia DOE Data,(12/1/10.)

• As of October 2016, 89.7% of students at Clark (10% increase) and 89.5% at Jackson Via (20% increase) were on the FRLP. CCS, (3/8/2017.)
**Income Disparities**

- 30% of Charlottesville families who need public assistance to survive do not make enough to pay for essentials, childcare and transportation. A single parent with two children needs to earn $35,000 to live independently with public assistance. (Orange Dot Study)

- In 2010 the Black Median Family Income was $37,702 or 52% of White at $71,835. In 2012 the Black Median Family Income was $45,654 or 55% of White at $83,811. (U.S. Census)
Housing Disparities
(2010 Wallace Roberts & Todd Study)

- Seven years ago, the public housing on South First and Sixth Streets was found to have:
  - failing exterior finishes;
  - fire and safety hazards;
  - deferred maintenance on kitchens and bathrooms;
  - poorly ventilated attics; and
  - “Many blind areas and poor supervision from the street.”

- Seven years ago, the public housing high rise on Monticello Avenue was found to have:
  - persistent water infiltration problems leading to mold;
  - poor storm-water drainage; and
  - an old, difficult to maintain heating and cooling system.
Health & Safety

Health Disparities

• Since 2008, the heart of the SIA has been a deemed a **medically underserved area**. After securing a Health Resources and Services Administration (HRSA) grant, the **Neighborhood Family Health Center (NFHC)** opened on Preston Avenue in late 2015 to provide quality health care for low income residents. The goal is to eventually be in the SIA.

• The SIA has no public parks and it is a healthy food desert as evidenced by low expenditures for fruits and vegetables. (MAPPS)

• In Charlottesville, 31% of African American 5th graders are obese while 6.5% of White 5th graders are obese. Obesity and diabetes are linked to diet and exercise and the mortality rate for African Americans with diabetes in Virginia is 2x that of Whites. (MAPPS)

• The SIA has **1/3 the households** it needs (1350) to support a 50,000 SF grocery store. (SIA Plan)
Health & Safety

Safety Disparities

Nationwide:

• Lower income areas have some of the worst pedestrian infrastructure. Many low income people live in isolated subsidized housing on large blocks, making natural surveillance against crime difficult.
• Non-whites are 35% of the population but 46% of pedestrian deaths and 65 year olds+ are 50% more likely to be killed by a car when walking.
  (Dangerous by Design, 2016 by the AARP, ASLA and Nelson Nygaard)

In Charlottesville:

• Between 1960-80 the SIA’s network of narrow streets (Diggs, Dice, Oak, Ware, 2nd, Parrot, and Charlevoix) was either truncated or removed to make way for super-blocks and Monticello Avenue. (SIA Plan)
• Monticello/Ridge and Monticello/Elliot were in the top 10 dangerous intersections. (Streets that Work 2016)
• “Shots fired” calls were 10-13 X higher in lower vs higher income areas. (Charlottesville Police Report, 2015)
The Code of Virginia requires:

- Every locality to have a Comprehensive Plan, that’s updated every five years. The City’s 2013 Plan identified 12 small area planning areas where more community engagement, planning and design were needed to diminish disparities in equity, health and safety outcomes and to create a sense of place.

- Every Comprehensive Plan for a high growth rate city like Charlottesville, must designate Urban Development Areas (UDA) that provide:
  - pedestrian-friendly road design,
  - connectivity of road & pedestrian networks,
  - preservation of natural areas, and
  - mixed-use, mixed income neighborhoods, with affordable housing.

- The SIA is both a small area plan and a UDA.
Choice Neighborhood Grant
2010- the City, CRHA and PHA applied for a HUD Choice Neighborhood Grant for the SIA (formerly known as the “Ix Core Neighborhood”) because of the area’s Rising Income Inequality and Disparities in Health and Public Safety.

2012- the City didn’t secure the grant, so it funded its own “transformative planning” process, using the goals of the Choice Neighborhood Program as a guide:
• Rebuild/preserve public and assisted housing;
• Invest in community assets;
• Build viable neighborhoods of opportunity;
• Address the interconnected challenges of;
  • housing decay, crime, and disinvestment,
  • health and educational disparities, and
  • lack of transportation, childcare and job opportunities.

Memorandum of Understanding
WHEREAS, the City of Charlottesville “the City” as the lead applicant, the Charlottesville Redevelopment and Housing Authority “CRHA” as the co-applicant, and Piedmont Housing Alliance “PHA” a local non-profit which owns and manages Friendship Court (a multi-family community) have come together to collaborate and to make an application for a Choice Neighborhood Planning Grant; and

WHEREAS, the entities listed above have ownership rights in public and/or assisted housing in the area known as the “Ix Core Neighborhood” and have identified the same as an area in desperate need of a transformative plan; and

WHEREAS, the partners herein desire to enter into a Memorandum of Understanding (MOU) setting forth agreement on leadership of the planning process, commitment to participate throughout the grant and the roles of each to be provided by the collaborative effort; and

WHEREAS, the application prepared and approved by the collaborative through its partners is to be submitted to the Department of Housing and Urban Development on or before December 9, 2010;

NOW, THEREFORE BE IT RESOLVED, that it is hereby agreed by and between the partners as follows:

1) The City will be the lead agency and named applicant, CRHA will be the co-applicant, and PHA will be a collaborative partner of this application.

2) The City, CRHA, and PHA commit to participate in the Transformative Plan planning process throughout the development and performance period of the grant.

3) The agencies agree to collaborate and provide necessary support in development of the program narrative for the grant application referenced within this MOU.

4) The proposed target planning area, known as the Ix Core Neighborhood, is demarcated in Attachment 6 of the referenced grant application.

We, the undersigned acknowledge our agreement with the above pursuant to our signatures below.

By: [Signature]
City Manager, City of Charlottesville
Date: [Date]

By: [Signature]
Director, Charlottesville Redevelopment and Housing Authority
Date: [Date]

By: [Signature]
Director, Piedmont Housing Alliance
Date: [Date]
How Does the SIA Promote?

Equity
Health & Safety
Sense of Place
Guiding Principles of the SIA Steering Committee
(affirmed 6/28/13)

1. Improve and maintain a high quality of life for the people who live there and those who may in the future by addressing issues surrounding housing decay, crime, health, jobs, adult education, child care, and transportation.

2. Create a healthy neighborhood and a “sense of place” with public parks, libraries, other amenities and excellent food sources with safe and interconnected streets that promote walking, bicycling and efficient public transit and green infrastructure techniques that improve water quality.

3. Promote mixed income residential development without displacing current residents.

4. Focus and coordinate private and public investment in infrastructure, education and community assets so as to increase economic, recreation and housing opportunities.

5. Honor the CRHA Residents Bill of Rights and rebuild and preserve existing public and assisted housing as part of an overall plan to revitalize the area. (The SIA will work in concert with the CRHA redevelopment plan and not supersede or replace it).

6. Develop shared understandings of the issues, challenges, opportunities and desired outcome for the SIA.
Equity, Health & Safety, Sense of Place

These are important plan components:

1. Economic Development
2. Variety of Housing
3. Central Place
4. Community Services
5. Infrastructure
6. Urban Agriculture
7. Water Infrastructure
8. Connectivity

Cunningham | Quill Architects - OCULUS - Bolan Smart - Kittelson & Associates © 2013
Equity

No Displacement & a Commitment to Inclusion

• a “Residents Bill of Rights for Redevelopment” that ensures the one-for-one replacement of all 340 supported affordable units owned by the Charlottesville Redevelopment and Housing Authority (CRHA) and Piedmont Housing Alliance (PHA) within the SIA.

• an “inclusive community development policy” required by HUD’s Fair Housing Rule that breaks down geographic segregation by class and race and safeguards supported affordable housing within the SIA by:
  • adding housing within a mixed income community;
  • providing jobs and workforce development for current residents;
  • improving access to services, public transportation and childcare;
  • creating parks and plazas; and
  • expanding opportunities for new businesses (like grocery stores).
Equity

Housing Improvements:
Phased Introduction of New Mixed-Income Housing and Variety of Housing Types
Townhouse, Small Multi-Family, Mid-Rise Multi-Family Affordable, Mixed Income, Market Rate
Equity

Affordable Housing Expansion:

• According to the SIA Plan an estimated 750 new units will be built over the next 10 years at supported affordable, workforce and market rates. That means that by 2025 there could be about 3000 total units (at all price points) in the SIA.

• Numerical targets for building new supported affordable housing units over and above the 340 existing PHA and CRHA units, have yet to be set.

• Given the 15% supported affordable goal city-wide by 2025, we should consider:
  • Redoubling efforts to complete more Small Area Plans (SAP) by 2025;
  • Establishing target %’s of supported affordable units within each SAP.
  (NOTE: Applying a 20%* goal to the SIA for instance, would mean adding 260 units of new supported affordable housing within the SIA to the 340 existing PHA and CRHA units that are there now, over the next eight to ten years.)

Jobs & Workforce Development:

- If 1.0+ million SF of new mixed-use development is added over the course of the next 10 to 15 years, that means about 110 to 175 construction jobs/year. Under HUD’s Section 3 Program, that’s 33 to 53 new jobs/year for residents.

- A 20,000 to 40,000 SF flex building in the SIA could encourage light industrial/manufacturing uses (similar to the Charlottesville Economic Development Authority-CEDA’s land purchase that paved the way for the National Optronics flex building.) This could generate 50 to 100 new jobs.

- Renewable Energy and Green job creation through stormwater facility construction along Pollock’s Greenway, building “green streets” and solarizing new construction throughout the SIA is possible.

- The Friendship Court Steering Committee is now developing an early childhood development center, a park, green streets and a Workforce Development Plan to take advantage of these opportunities.
Equity, Health & Safety

Non-Profits & Social Service Providers

Recommendations:

- **Clustering**: City should encourage clustering of non-profits by providing incentives for developers to rent spaces to them for an extended period.

- **Peer Network**: CRhA, PHA, and JABA should work together to develop a “peer network” program in order to help direct and guide residents who are in need of services.

- **Start-Up Businesses**: City should encourage developers to rent space to start-up businesses with incentives.

- **Workforce Center**: City should provide a location for a branch of the Workforce Center within the SIA.
City staff are applying for State “Smartscale” funding to implement these pedestrian infrastructure improvements at the intersection of Monticello and Ridge Streets.
Health & Safety, Sense of Place

Infrastructure & Public Amenity Improvements:
2nd St. Streetscape

SECTION
Existing 2nd Street
Between Garrett St and Monticello Ave
Looking North

SECTION
Proposed 2nd Street
Between Garrett St and Monticello Ave
Looking North
Health & Safety, Sense of Place

Uses walkable block dimensions—lengths no greater than 600’, ideally 200’-400’ like Downtown.
Health & Safety, Sense of Place

Park Components: Plaza

Opportunities for water play.
Jane Jacobs spearheaded efforts in the 1960’s to oppose neighborhood clearing and highway building as championed by New York City Parks Commissioner Robert Moses.

Jacobs’ harsh criticism of “slum-clearing” and high-rise housing projects was also instrumental in discrediting these once universally supported planning practices. “Whole communities are torn apart and sown to the winds, with a reaping of cynicism, resentment and despair that must be heard and seen to be believed.” (The Death and Life of Great American Cities, by Jane Jacobs, 1961)
Why FBC: Lessons from Urban Renewal

Vinegar Hill Before Urban Renewal (9 blocks)  Vinegar Hill After Urban Renewal (2 super-blocks)

Source: http://www2.iath.virginia.edu/schwartz/vhill/vhill.html
Why FBC: Lessons from Urban Renewal

Vinegar Hill was a Vibrant Walkable “Place” with Blocks, and Streets Filled with Life

Source: http://www2.iath.virginia.edu/schwartz/vhill/vhill.html
Why FBC: Lessons from Urban Renewal

Public Housing developments, built in the 1960’s and 70’s replaced Vinegar Hill’s vibrant walkable streets & mixed use, mixed income blocks with:

- Barracks-style, apartment buildings;
- Internally oriented and at times “gated” complexes;
- Isolated and disconnected parking lots and super-blocks;
- Single use, single type buildings of one income class;
- Few employment choices within walking distance.
- Poor natural surveillance with “Many blind areas and poor supervision from the street.” (WRT, “Working Paper,” June 5, 2009.)
According to Jacobs, the key to a thriving City is diversity:

- Of land uses—More than two to create places to go to;
- Of blocks—Short w/frequent corners and sidewalks to get people walking;
- Of buildings—Various ages, sizes and conditions to provide a range of affordability;
- Of people—Lots of them and different, to create vibrant and diverse markets.

Why FBC: Lessons from Urban Renewal

Places like Vinegar Hill and the SIA in Charlottesville that were urban renewed, **now need repair**, economically, socially and physically. Reversing that physical harm involves getting the blocks, lots, streets and building form right. Social-economic repair involves other strategies, happening at the same time. That’s the SIA.
What don’t we have today?

*Equity, Health & Safety and Sense of Place* are not baked into our zoning ordinances. Instead current processes and outcomes are:

**Not Equitable because they;**
- Inflate Land and Development Costs,
- Restrict Lot Size and Housing Types, and
- Limit Public Input in Making the Rules.

**Not Healthy or Safe because they;**
- Create Superblocks and Fast Streets, without Street Trees, Sidewalks and Bike Lanes, and
- Do not Promote Natural Surveillance.

**Without a Sense of Place because they;**
- Give Rise to Out-of-Scale, Out-of-Context Buildings and Undesirable Public Spaces, and
- Provide Little to No Transitions.
Without Equity

• Cities are in high demand so there must be intentional public policies and more ways to actually build affordable housing in place to counter gentrification and displacement regardless of the type of zoning used.

• Building more units can deflate housing costs that are high due to a “constrained supply.” (Median city home value is $275,500, up 5.6% over last year. Zillow predicts they will rise 3.3% next year.)

• Building too much too fast however, can jack up the cost of construction materials and labor and ultimately give rise to higher housing costs.

• Two other factors are creating supply challenges within the City which will continue to drive up home prices and rents. They are:
  • The limited supply of undeveloped land available for new development within the City, due to the City’s small area, and extra cost of redeveloping gray-fields.
  • A large affluent population that desires city living and can afford to pay higher prices which will continue to drive up land prices, home values and sales prices.
Without Equity

- In 2017, the average assessment for residential and commercial properties in the City increased 4% and 30% respectively. This was driven by a boom in construction and sales of existing properties and a new assessment system.

- SUPs however, (when used to encourage developers to make cash payments into the affordable housing fund in exchange for more density and/or building height than allowed by right) may inflate land value, due to speculation about future returns on investment. By potentially inflating the underlying value of the land, SUPs may ironically be exacerbating the affordable housing problem, not solving it.

- Other tools besides SUPs could do a better job of getting the private market to build affordable housing if applied consistently and often such as:
  - height bonuses in select areas,
  - reduced parking requirements,
  - quicker application turn-around times provided criteria are met,
  - public assistance in building infrastructure and land preparation of "gray-field" sites which dominate our City’s corridors,
  - public/private development partnerships, etc.
Vinegar Hill’s “urban renewal” ostensibly removed “blight,” but also made room for non-descript fast food and big box retail in super-blocks, surrounded by parking lots and wide streets. That made cars faster and car storage easier, but walking more treacherous.

According to the City’s “Streets that Work” (STW) Plan, some of the highest priorities (where infrastructure improvements would have a significant positive impact on all users) are around Vinegar Hill, namely along Ridge McIntire and the West Main intersection.
Without a Sense of Place

Special Use Permits (SUPs) that provide funds for affordable housing in exchange for more height and density, can also lead to: oversized buildings that are out of scale with the context and tower over adjacent residential areas, because the city lacks transition zones between high and low intensity development areas.

The Flats at West Main Street, adjacent to Fifeville (in spite of Design Guidelines & a BAR)
This SUP for a micro-unit apartment opposite Friendship Court was denied for failing to meet the SIA ‘s design standards for height, or lining its 3-story parking garage with active spaces along Garret street.
Without a Sense of Place

Added discretionary review can lead to the same built outcomes as “by right” development!

11th St. @ Little High ("by right" with no added review. No supported affordable housing built.)

Flats @ West Main (SUP with added Planning Commission, Council, BAR review. No supported affordable housing built.)
Why a Form Based Code?

*Equity, Health & Safety and Sense of Place* become an integral part of our zoning ordinances, i.e. the rules that govern development.

**Equity:**
- Builds Affordable Housing Through Bonuses
- Reduces Overall Development Costs
- Diversifies Lots & Housing Types
- Engages the Community in Crafting the Code

**Health & Safety**
- Creates Walkable Blocks & Streets
- Promotes “Eyes on the Street”

**Sense of Place:**
- Promotes Human Scale and Desirable Spaces
- Provides Transitions
Equity

• Arlington County is well known for having one of most active affordable dwelling unit programs in Virginia (enabled by state legislation applicable to county managers), but it also has a nationally acclaimed Form Based Code program.

• FBCs can incorporate incentives such as: height bonuses, waiving development fees; expediting reviews; offsetting structured parking costs; decreasing on-site parking requirements and facilitating shared parking agreements.

• Other policies, programs and agencies must work with FBCs such as: government and redevelopment authorities land banking and paying for site preparation and infrastructure costs; more land trusts, community development corporations and public-private partnerships to build a multi-income-tiered housing supply.
Equity

• FBCs must be created with community input.

• Existing zoning requires no public engagement, and the baseline in the SIA’s core “Downtown Extended” zoning district is a 101’ tall building with no requirements to activate the street. The public can weigh in during a SUP request, but if the underlying zoning is wrong, few substantial changes.

• FBCs do facilitate by-right development approvals, provided the developers prepare more complete submittals. Real estate professionals say that when demand is high, facilitating development review for excellent projects, allows more units to be built faster. That lowers the cost of development.

• As of January 2015, 344 adopted FBCs nation-wide.
Vary lot (parcel) sizes/ block to diversify uses, *price points* & neighborhoods.

- Townhouse lots=18’-24’
- Single-family Detached=30’-80’
- Mixed Use Attached=30’ min.

Transition between mixed use and residential areas with alleys.
Equity

West Main Street, Charlottesville, VA
Health & Safety

- Use walkable block dimensions- lengths no greater than 600’, ideally 200’-400’.

- Limit curb cuts by using alleys instead of individual driveways to avoid conflict points with cars.
Health & Safety

- The Right of Way (ROW) is public space from outside to outside edge of sidewalk.
- Provide wide sidewalks that fit the context (7’/two people)
- Plant street trees.
- Provide pedestrian-scaled street lighting and signage
- Allow on-street parking.
- Minimize curb cuts w/alleys.
- Minimize crossing distances.
- Minimize car lane width.
- See Charlottesville’s “Streets that Work” Plan,
  http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services/streets-that-work
Health & Safety, Sense of Place

Insular Superblocks to Connected Walkable Streets- Westlawn Gardens, Milwaukee, WI (100% one-for-one replacement)
Health & Safety, Sense of Place

Charlottesville, VA
Health & Safety, Sense of Place

Anonymous Barracks to Individualized Address & “Eyes on the Street” - Westlawn Gardens, Milwaukee, WI (100% one-for-one replacement)
• Place buildings close to the ROW to create a sense of enclosure (1:4 maximum ratio).
• Relegate parking to the rear.
• Prescribe wall %’s dedicated to clear glass and have frequent entries oriented to the public ROW (i.e. “eyes on the street”).
• Vary frontage treatments with storefronts, awnings, stoops, porches, and arcades to activate the street.

https://www.dropbox.com/s/3mqca9z2w3im2pk/Form-o-stat-v2-1-May2013-huston-sm.pdf?dl=0
Sense of Place

Conventional Zoning
City Walk Apartments on Water Street

Design Guidelines
The Flats on West Main Street

Form Based Code Approach
Downtown Mall at East Main Street
SIA residents made it clear three years ago that they wanted better, more transparent and predictable built outcomes, and better transitions between areas of high and low intensity development. Current zoning however, allows buildings to be 101' tall (8-9 stories) regardless of what's next to them.
Sense of Place

Missing Middle Housing in Charlottesville

Townhouses, Small Apartment Buildings, Condominiums
In the right place, at the right scale!
# Sense of Place

Table 1. Building Envelopes and Placement Standards by Transect Zone

<table>
<thead>
<tr>
<th>Transect</th>
<th>Housing Typologies</th>
<th>Building Heights</th>
<th>Street Types</th>
<th>Building Orientation &amp; % Frontage</th>
<th>Private Frontages</th>
<th>Ground Floor Retail, Office Frontages</th>
</tr>
</thead>
<tbody>
<tr>
<td>T6</td>
<td>High Rise Mid Rise</td>
<td>6+ stories</td>
<td>Primary (1st), Limited number of core area Secondary Streets</td>
<td>To street, 80% min.</td>
<td>Storefronts (75% min. glass - merchants, 50% - restaurants) Stoops</td>
<td>Primary Retail</td>
</tr>
<tr>
<td>T5</td>
<td>Mid Rise Low Rise</td>
<td>4-5.5 stories</td>
<td>Primary, Secondary (1st, 2nd)</td>
<td>To street, 80% min. (80% may vary with single family lot size)</td>
<td>Storefronts (75% min. glass - merchants, 50% - restaurants) Stoops, Porches</td>
<td>Primary Retail, Secondary Office/Service Retail, Civic</td>
</tr>
<tr>
<td>T4</td>
<td>Low Rise Townhouses Multiplexes</td>
<td>2-3.5 stories</td>
<td>Secondary, Tertiary (2nd, 3rd)</td>
<td>To street, 80% min.</td>
<td>Storefronts (50% min. glass - all retail types) Stoops, Porches</td>
<td>Secondary Office/Service Retail (where applicable)</td>
</tr>
<tr>
<td>T3</td>
<td>Multiplexes SFD</td>
<td>1-2.5 stories</td>
<td>Secondary, Tertiary (2nd, 3rd)</td>
<td>To street, 80% w/ alley, &lt;80% w/out alley to allow for side drives</td>
<td>Stoops &amp; Porches</td>
<td>NA</td>
</tr>
</tbody>
</table>
### Next Steps-Set Principles for the FBC

<table>
<thead>
<tr>
<th>Component</th>
<th>Existing Downtown Extended</th>
<th>PHAR’s Vision</th>
<th>SIA Plan &amp; FBC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Height</strong></td>
<td>Maximum height, mixed-use building: One hundred one (101) feet (or 8-9 stories), subject to street wall regulations. Any property owner at any time could build an 8 or 9 story building on 6th street for instance, without any public review, or community input or any obligation to provide affordable housing. Maximum height, other buildings: Fifty (50) feet (or 4-5 stories.)</td>
<td>Multi-family apartment buildings should be limited and not higher than 3 stories; Elderly should not be in high rises;</td>
<td>Maximum height in Character Zone: T4 is 4 stories; T5 is 6 stories; and T6 is over 6 stories. FBC would establish and regulate clear transition zones between high and low intensity development.</td>
</tr>
<tr>
<td><strong>Building Placement</strong></td>
<td>No minimum front setback is required; fifteen (15) feet, maximum.</td>
<td>Maximize yard and porch space</td>
<td>No minimum front setback is required; fifteen (15) feet, maximum.</td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td>For mixed use buildings and developments having twenty-five (25) percent to seventy-five (75) percent of the gross floor area designed and occupied for residential use, residential density shall not exceed (43) DUA; however, up to (240) DUA may be allowed by SUP. Residential density shall not exceed forty-three (43) DUA. The minimum density for a multifamily development shall be twenty-one (21) DUA.</td>
<td>20-25% increase in density on some sites is acceptable but must maximize yard and porch space and the increase provide more affordable units (under 40% AMI); NOTE: PHAR’s “Positive Vision for Redevelopment” came out strongly for more affordable housing but against buildings taller than three stories, but this has to informed by solid data about development costs.</td>
<td>Allowable density is “as can fit” within the allowable building envelope. NOTE: FBCs can incorporate height bonuses as well, but this has to be a community decision informed by solid data about development costs.</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>For uses requiring more than twenty (20) off-street parking spaces, no more than fifty (50) percent of the required spaces shall consist of surface parking open to the sky. (NOTE: Existing zoning does not have a provision about liner uses at street level at garages.)</td>
<td>Parking strategies that preserve open spaces, like underground parking, should be considered</td>
<td>Below grade and on-street parking is encouraged. Above grade parking structures shall be concealed from the street by programmed liner elements of retail, residential, or commercial spaces. (NOTE: Existing zoning does not have this provision.)</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td>Mixed Use, Residential and Multifamily</td>
<td></td>
<td>Retail and office spaces are allowed along all primary and secondary street frontages. Secondary street frontages can include daycare centers, employment centers, other public services, meeting rooms, art galleries, (resident entrepreneurial opportunities.)</td>
</tr>
<tr>
<td><strong>Building Types</strong></td>
<td>Not Indicated</td>
<td>Need a variety of townhomes and row houses;</td>
<td>Need a variety of townhomes, row houses, small apartment buildings, etc.</td>
</tr>
<tr>
<td><strong>Building Form</strong></td>
<td>Not Indicated</td>
<td>Subsidized housing should look no different from other housing;</td>
<td>Subsidized housing should look no different from other housing;</td>
</tr>
<tr>
<td><strong>Private Frontages</strong></td>
<td>Not Indicated</td>
<td>Maximize yard and porch space</td>
<td>No minimum front setback is required; fifteen (15) feet, maximum.</td>
</tr>
<tr>
<td><strong>Parks &amp; Open Space</strong></td>
<td>Not Indicated</td>
<td>Centers and playgrounds</td>
<td>Pollock’s Greenway in the SIA Plan</td>
</tr>
</tbody>
</table>
Next Steps - Create the FBC

Phase I: an Urban Development Area (UDA.)

Street and Intersection Improvements within an Urban Development Area (like the SIA) have a better chance of getting funded by the Virginia Department of Transportation (VDOT.)
Next Steps-Beyond the SIA

15% Supported Affordable (SA). In January 2016, the # of SAs was 2,006 out of a total 19,937 units (or 10.06%). City population was 49,070 in 2016 which is about 3 dwelling units/gross acre (or 3.5/net acre) city-wide.

- One population projection estimated 71,500 people in 50 years. That’s 22,400 more people and 10,200 new units. To reach the 15% goal in 50 years, 2500 units out of the new 10,200 (25%) would have to be SA housing at a residential density of 4.7 dwelling units/gross acre (5.4/net acre) city-wide. (AECOM)

- Another population projection estimated 55,500 people in 20 years. That’s 6430 more people and 2923 new units. To reach the 15% goal in 20 years, 1423 units out of the new 2,923 units (50%) would have to be SA housing at a residential density of 3.6 dwelling units/acre (4.0/net) city wide. (Weldon Cooper Center)

Meeting this need means more inclusive infill strategies and small area planning with codes that safeguard a sense of place; not projects that destroy the walkable, authentic character of the neighborhoods we love.
Next Steps-Beyond the SIA

Comprehensive Plan Considerations.

• **Housing Goal 5.7** “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.”

• **Urban Design Goal 1.3** “Facilitate development of nodes of density and vitality in the City’s Mixed Use Corridors, and encourage vitality, pedestrian movement, and visual interest throughout the City.”

Ridership Benchmarks for Public Transportation. Based on a review of 11 TOD design guidelines across the United States (research by Reid Ewing), the following represent reliable benchmarks:

• **7 units per acre (basic bus services);**
• 15 units per acre (premium bus service); and
• 20 to 30 units per acre (rail services).

Even with these 20 and 50 year growth projections, the City’s net density (i.e. total land area less streets and sidewalks) would still barely sustain basic bus service.
COMPLETE more SMALL AREA PLANS (SAP). Given our housing crisis, we must better utilize our limited acreage and establish supported affordable housing targets for each of the 12 SAPs, within the context of inclusive, healthy and safe neighborhoods with beautiful public spaces.