

## APPROVED AMENDMENTS

### **1. CHAPTER II: VISION AND GOALS FOR HOPEWELL**

Chapter 2, Page 16 -17

The Pathway:

1. Recognize and incorporate aspects of the Hopewell Cultural Resources Management Plan into future planning and revitalization projects.
2. Determine and implement best strategies to promote, protect and preserve the rich archeological resources identified in the Cultural Resources Management Plan.
3. Continue to implement the City Point Historic District Plan for Development endorsed by City Council in 2015. Incorporate capital projects within the City's Capital Improvement Plan.
4. Work collaboratively with City officials, departments, and citizens to draw a balance for economic development and the preservation of cultural resources as small area plans and redevelopment efforts are proposed.
5. Include rehabilitation and/or replacement of the Woodlawn Learning Center in the Capital Improvement Plan Budget.

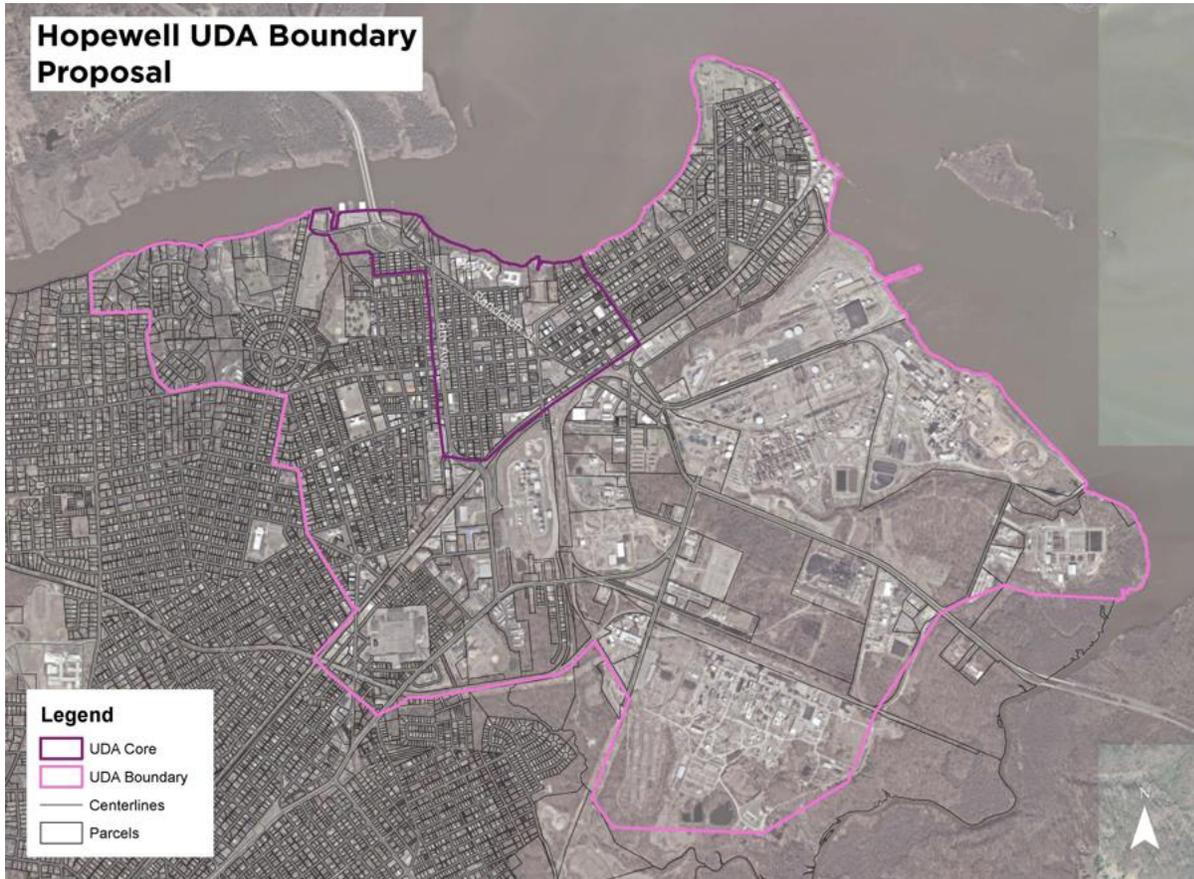
### **2. CHAPTER VI: DOWNTOWN HOPEWELL- PRIORITY PLANNING AREA 1**

Chapter VI, page 15

Remove image shown on this page of the Copeland Tract.

### 3. CHAPTER V. FUTURE LAND USE MAP –The Urban Development Area (UDA)

The Planning Commission discussed adopting the entire City as an Urban Development Area or the adoption of a smaller boundary with a UDA Core. Page 7 of Chapter V, The Future Land Use Plan shows the entire City as a UDA Staff is revising to use the Smaller Boundary. The smaller UDA Boundary was presented to City Council during an update. The smaller boundary is more in keeping with the purpose and requirements of the UDA designation.



The following text would be added in this chapter.

#### **Hopewell UDA**

#### **Comprehensive Plan Chapter Outline and Basic Supporting Text**

##### **1) Introduction**

- a. **In November 2015, the City of Hopewell received approval from the Virginia Office of Intermodal Planning and Investment (OIPI) for the provision of technical planning services to the City of Hopewell focused on the designation of one or more Urban Development Areas (UDA) in that City. Based on this award, the City of Hopewell,**

working with a consultant team from the Virginia firm of Rhodeside & Harwell, analyzed existing conditions based on earlier and current planning efforts, stakeholder interviews and site visits, to determine a UDA boundary. Within this boundary, the City and consultant team devised a conceptual framework aimed at accommodating a minimum of 10 years of projected growth using a model that minimizes the need for new transportation infrastructure while encouraging the establishment of a strong multimodal transportation network through the use of Traditional Neighborhood Development (TND) design principles.

- b. In developing the Hopewell UDA concept, Rhodeside and Harwell coordinated with both the City's planning staff and the consultant team tasked with updating the City's Comprehensive Plan, the Cox Group, to ensure that the UDA plan would fit within the framework of the town's most recent plan update.

## 2) What is an Urban Development Area (UDA)?

As defined by OIPI, Urban Development Areas:

- a. Are areas that may be appropriate for development at a per acre density (on the developable acreage) of, at least, four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by a locality in meeting the intent of this section.
- b. May be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within these areas.
- c. Shall be reexamined and, if necessary, revised every five years in conjunction with the review of the comprehensive plan and in accordance with the most recent available population growth estimates and projections.
- d. Shall incorporate principles of Traditional Neighborhood Design (see description of TND below) which may include but need not be limited to: (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth, (vi) reduction of front and side yard building setbacks, and (vii) reduction of subdivision street widths and turning radii at subdivision street intersections.

The boundaries of each urban development area are to be identified as part of the planning process and must be shown on all future land use maps contained in Hopewell's comprehensive plan.

The Virginia General Assembly has directed that transportation improvements to support UDAs be considered in both the needs assessment contained in the Commonwealth's long-range plan (known as VTrans), as well as in the HB2 statewide prioritization process for project selection. VTrans focuses on a multifaceted strategy that recognizes the importance

of the Corridors of Statewide Significance, Regional Networks, and Urban Development Areas to help maximize the Commonwealth's public transportation investments.

3) *Traditional Neighborhood Development* embodies all of the classic characteristics that have been successful communities throughout the world, such as:

- a. Walkable neighborhood centers
- b. Interconnected streets and blocks
- c. A diversity of land uses
- d. Easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.)

4) *Hopewell's UDA Boundary and Context*

- a. Within the City of Hopewell, the UDA encompasses a land area that extends from the City's eastern border along the Appomattox River to Cavalier Square Shopping Center. It includes Downtown Hopewell, City Point, the John Randolph Medical Center, the marina, and residential housing around the Appomattox Cemetery. In total, the UDA area encompasses about 2,526 acres or 3.95 square miles.
- b. While the overall UDA boundary has been defined to accommodate a mix of growth opportunities in Hopewell over the next one-to-two decades, a "core area" has been identified within this boundary. This "core" represents an area with the greatest likelihood for change within the next decade, and encompasses the City's Downtown and surrounding land uses extending down to the river. The "core area" comprises three specific focus areas:
  - a. The Copeland Development Site in the heart of Downtown
  - b. The Healthcare Expansion Zone on the northwestern edge of Downtown
  - c. The Marina Zone and Riverwalk, along the river

While development within the larger UDA boundary will need to conform to all critical UDA requirements as noted below, the UDA planning process has defined more specific visions and development goals for the three focus areas. These are described in greater detail below.

5) *Hopewell's UDA in terms of DRPT's Multimodal Design Guidelines*

- a. The Commonwealth's Department of Rail and Public Transportation has developed statewide guidelines for multimodal planning and design. This guideline system provides jurisdictions with a process of identifying centers of activity and developing connected networks for multiple modes of travel. OIPI has asked that these guidelines be applied where possible in developing UDA's for Virginia's cities and towns of varying sizes and densities.

**6) Overall UDA Urban Design Framework**

**All development within the overall UDA boundary must, as a minimum, meet the Commonwealth's mandated requirements for Urban Development Areas. These include:**

- a. **Densities per acre on the developable acreage of at least four single-family residences, six townhouses, or 12 apartment/condominium units**
- b. **A Floor Area Ratio (FAR) of at least 0.4 per acre for commercial development**
- c. **A mix of uses within the context of a Traditional Neighborhood Design concept, to include:**
  - a. **Road, street and building locations that create walkable neighborhood centers**
  - b. **Interconnected local streets and roads, both existing and new, in order to form a walkable/bikeable street network**
  - c. **A diversity of land uses as a mixed use concept**
  - d. **Facilities that allow for, and encourage, multimodal access (public transit, biking, walking, jogging) to work, home, shops, and recreation**

**7) Urban Design Framework for the Core UDA**

**The urban design framework for the "core" UDA includes the following recommendations:**

- a. **Improve connections between an expanded hospital, the Downtown, and the riverside trails.**
  - 1. **Expand the John Randolph Medical Center "campus" and include an opportunity for new private medical office space adjacent to it. At the same time, strengthen the pedestrian connections between this facility and Downtown Hopewell.**
  - 2. **Connect the Medical campus to the riverfront through the implementation of a new riverfront trail network (see c.1. below)**
  - 3. **Improve Randolph Road so that it can appropriately serve as the major route to the Downtown, through the consolidation of intersections (see diagram X for intersections identified for future consolidation), the creation of an entry roundabout, and the development of a network of comfortable, attractive sidewalks.**
- b. **Strengthen the Downtown connections to surrounding neighborhoods and the riverside trails.**
  - 1. **Expand and enhance the Downtown sidewalk network in order to facilitate connections between adjacent residential areas and Downtown destinations.**
- c. **Shape the riverfront to become a valuable and accessible community asset with trails, boat launches and other recreational uses.**
  - 1. **Create a new riverfront trail network from City Point to the marina that can be accessed by pedestrians and bicyclists, and can accommodate wheelchairs, strollers, and other special needs. (Note: A more detailed design study will be needed to determine the paving surface, trail widths, and plantings, lighting, and other design elements.)**

2. Connect the riverfront trail network to adjacent residential communities, as well as to City Point, the Downtown, the Copeland site, the Medical campus, and the marina.
- d. Develop the Copeland Site to become an active mixed use center, and a key link between the Downtown and the riverfront for both commercial, residential and leisure activities.
- e. Develop a Downtown Development Code that will maximize walkability and on-street activity in Downtown by pulling buildings up to street-facing lot lines, providing comfortable and beautifully landscaped sidewalks, safe and well-marked intersections, and a mix of uses.
- f. Create a strong gateway sequence to Downtown along Route 10 at the motel and Copeland sites.
- g. Designate Route 10 as a true multimodal gateway and designate and enforce the 6<sup>th</sup> Avenue Bypass as the City's truck route.

8) UDA Focus Area Visions

The UDA Focus Areas offer a "procession" of areas that successfully bring people into the Downtown Core of Hopewell by passing through a series of interesting, active, pedestrian-focused and green areas.

a. The Marina Area

1. This opportunity site will include boating docks, restaurants, hotels, and water-related uses.
2. The Marina will be the first gateway site for those entering Hopewell from the North.
  - a. The proposed art installation at the entrance to the City (along Route 10) will act as the aesthetic introduction to Hopewell and its core/Downtown/Riverfront areas.

b. Healthcare Expansion Area

1. The Healthcare Expansion District comprises the John Randolph Medical Center and includes the blocks north of Davis Street, and east of 6<sup>th</sup> Street, and it continues east to the proposed Copeland Development Site. The HEZ is located on both sides of Randolph Street.
2. The development will support the needs of the expanding John Randolph Medical Center and will provide space adjacent to the current facility for additional office space that can attract and support related private medical uses.
3. These expansion goals are accomplished through the reconfiguration of several smaller, triangular blocks in order to allow space for additional development while, at the same time, providing better pedestrian circulation.
4. The proposed layout, and its accompanying street patterns, provide a strong connection to, and view of, the Appomattox River, thus offering patients a view of nature from the adjacent medical facilities.

- a. Medical facilities across the country, such as hospices and extended-care facilities, have found that these types of views have a strong palliative effect on patients (see the Beacon Hospice in Charlestown, MA as an example).
  5. While Randolph Street will bisect the healthcare expansion area, pedestrian-prioritized crossings will be included to ensure safe crossing in this area.
- c. *Downtown and the Copeland Development Site*
  1. The urban design strategy for Downtown Hopewell is focused on providing an urban design structure that will create additional mixed use density to, and increase vitality and economic energy in, this area. This includes a variety of infill opportunities, creating walkable and visually interesting streets, and connecting the Downtown to both its surrounding neighborhoods and the river.
  2. The Copeland Development Site comprises the northern-most portion of the UDA area and contains most of the undeveloped land north of Downtown Hopewell to the Appomattox River.
  3. The steep slopes of the Copeland Site provide an open space opportunity that can accommodate much-needed gathering space for community events in the Downtown area.
- d. *Riverwalk*
  1. The Riverwalk is the pedestrian connection that runs along the shoreline of Hopewell from City Point to the Marina. It is intended to serve as both a functional corridor – allowing people to experience the waterfront on foot – as well as a pleasant recreational destination.

#### 4. CHAPTER XI, The Environment and the Chesapeake Bay

Per the request of staff from the Department of Environmental Quality

On Page 42 of Chapter XI, Label the areas of erosion along the bank on the image.



*Shoreline inventory map: Green overlay above indicates areas of existing bank cover and Red indicates places where erosion is occurring.*

**Include the following language in Chapter XI regarding commercial fisheries, aquatic resources and recreational fisheries.**

The City of Hopewell has no commercial fisheries or aquatic resources. The City does boast several places to fish recreationally, to include the Hopewell Marina, the City Point Boardwalk and beach and Anchor Point Marina. The Hopewell Marina is located along Route 10 near the convergence of the James and Appomattox River. The City Point Boardwalk and beach are located within the City Point Historic District along the James River. Lastly, the Anchor Point Marina is located in western portion of the City and is a private marina situated on the Appomattox River.