

#2 Comments from January, 2017 Draft

Page	Comment	Consulting Team Response	Name
17	I think it would help if they could further expand on the "big ideas" or "concepts" on this page. It was a little confusing not to be able to find more detail within the document. I think a little more explanation of why they chose to identify big ideas and noting in some way that they won't necessarily be found in the document would be helpful.		
17	"Empower" implies there is an intention to put decision-making authority in the hands of neighborhoods. I don't think that is the intention since the role of government is where all stakeholders come together to make decisions. Being authentic in our word choice will be very important here so we don't create unrealistic expectations.		
18	Connect community parks (and residential and job hubs?) to one another through a network of greenways		
126	the measures of success are not well thought out and are not good measures of overall fiscal health. finance department can provide some suggestions		
127	I would not suggest putting city services into essential vs. nonessential buckets		
127	wrong to assume that all non-essential services are good areas to charge fees		
127	re-word bullet about "city's tax income" to say property tax revenue		
127	bullet about cost recovery in fee system is not well thought out. Does it mean achieve 100% cost recovery? Some services can never achieve this. Appropriate levels of cost recovery are subjective and vary across services.		
127	bullet on city growth - there are no revenues that are dependent on city's population compared to county's		
11	This page is either aspirational or a complete exaggeration. If this is the council vision, it needs to be more clear that this is the aspirational statement for the future.		
18	Revise to be "Strengthen" Urban Transit Corridors. Stronger language than "Encourage", perhaps 'Mandate'. Also, rather than focus on regional bus network (beyond city purview) how about replacing this point with something to make transit corridors less auto-centric via a bold commitment to give major arterials road diets to make room for BRT and bikeways; creating multimodal boulevards. This would not be easy, and NCDOT would fight but the first step is acknowledging that the city wants to move in this direction.		
18	Re: Interwoven equity (bus picture)...Strengthen connections among bicycle, ped, and transit networks (rather than just focus on sidewalks)		
20	How about suggesting that private property re-naturalize away from mowed lawns to more trees and wild flora		
22	It sounds wrong to 'Celebrate Asheville as Climate City' as if climate challenges are a good thing. Better wording to highlight that AVL is promoting climate research, innovation, or something		
19	Increase the density "and variety" of residential neighborhoods		
18	We have created a fair and balanced society		
11	where everyone can participate and has the opportunity to fulfill their potential because they have access to healthy (remove the) affordable food,		
12	population is mis-spelled		
19	Resilient Economy, what are they looking at here, we have Biltmore Village, Biltmore Park, Haywood Road in West Asheville as all major job Hubs		
19	Add item in#3 Built Environment, Provide adequate maintenance to our important existing infrastructure needs.		
19	Add language in Item 4 Built Environment, with increased densities, while being mindful to stormwater concerns.		
19	Implement a shuttle network...also to increase overall awareness/ridership on public transportation		
19	Increase the density of residential neighborhoods...with walkable infrastructure "that provides access to services"		
20	Natural Environment--add Promote water quality and quantity measures.		
22	Stormwater should be one word		
22	Do solar panels make an inviting pedestrian streetscape? Perhaps solar in a public/plaza and/or on city-owned parking garages/buildings.		
36	Is NEMAC and CAPE spelled out what the groups names are prior?		
58	add with in 5 minute 'walk'		
59	Is the central point a transit shelter? Define central point more.		

59	It mentions reduce parking requirements, we have parking issues in various areas of town now, need to be more focused on where this is at in relation to the reduced requirements, another option may be required previous a percentage of pervious parking		
59	On street parking can be challenging when there is not enough room, add were street width allows to the sentence.		
59	When it states design review, does that mean form based code? We have design review now. Clarify more on this one.		
63	stormwater should be one word		
68	Add-- Existing sidewalks in compliance with ADA requirements. under measure of success		
69	Add-- Increase funding for maintenance of existing sidewalk funds		
69	What is the goal with the "integrated strategies" for the streets with split jurisdictional plans, city maintains the sidewalks and DOT maintains roadway in some cases.		
69	in section talking about raised cross walks add "where allowed", DOT does not typically allow those.		
75	Where it mentions preserve historic trees, add unless these trees are a safety hazard.		
77	Where it discusses roadway connections, is this goal to be done by developers or COA staff? If by COA, additional funds should be mentioned here.		
77	Add, work with NCDOT on congestion issues through the Transportation Improvement Program (TIP) process.		
77	Remove the work City where it talks about busy city streets, some of the roadway in the city are DOT		
86	What is LIHTC mean? What does HOME mean?		
104	stormwater should be one word		
105	stormwater should be one word		
106	stormwater should be one word		
106	With all the additional parks, greenways and bike lanes, additional funds will be necessary for maintenance and upkeep of these, we need to mention that in these areas.		
109	The overview seems not to address Flood mitigation and Erosion		
109	100 percent of the floodplain preserved? Stricter ordinances? Public purchase? Billmore Village is almost totally in the floodplain. This could get into property taking issues.		
109	there is existing requirements for buffers in the UDO. (7-12-2)		
109	Hazardous material are not allowed by UDO in ordinance currently 7-12-1.		
111	stormwater should be one word, correct throughout document. Thanks		
112	Cisterns cleaned? This one will be a challenge, who determines this, citizens self reporting or staff?		
113	remove the work prevent and add reduce		
115	remove some of the bullets in first sentence		
129	Raised intersections as allowed		
18	"Responsible Regionalism" would be better said, "Engaging Regional Partners"...the City needs the County and other regional partners and reliable funding to participate in this for it to be successful. Transportation considers this topic as not as important as Environment and Equity.		
18	Intergrate a Car-Free Network: "Built Environment" photo should be a commuter - not recreationalists.		
18	Natural Environments: Connect community parks to one another...THIS DOES NOT REFLECT THE CITY'S DEFINITION OF GREENWAYS BEING TRANSPORTATION CORRIDORS THAT ARE ACHEIVED WITH SEVERAL TYPOLOGIES. AND THEY CONNECT MANY THINGS BESIDES COMMUNITY PARKS!!!! ugh!!!!		
18	#2 Intergrate a Car-Free Green Network Built Environment: expand the sidewalk, greenway and complete street networks, Natural Environment: Connect neighborhoods to parks and greenways. Healthy Communities: Make healthy choices to the easy choice by connecting all of us to all we need (healthy food and other essential community services)		
19	#3 Connect our urban centers should be "STRENGTHN THE URBAN CORE" We should be strengthening our urban center...we have much to improve in working and living in our core		
19	#3: Implement a shuttle network or enhanced transit service for the urban core		
19	#3 Resilient Economy: the picutre of a clothign bouliqque is not our idea of a real job hub. Why are we trying to create another job hub? How about ENCOURAGE URBAN INFILL AND REPURPOSE TO STRENGTHEN AND CONNECT THE URBAN CORE		

	19	#3 Healthy Communities: We are not sure we will be implementing a bikeshare just yet. Better to say" Study the feasibility of a citywide bikeshare program and land uses that support live/work lifestyles."	
	20	#5 Paint and Urban Canvas for Artists & Makers: this whole section is weird and doesn't make sense. Isn't there for-profits doing alot of this	
	20	#6 Innovate Beyond Conservation Natural Environment: this is good! Can we promote this on private property?	
	20	#6 Innovate Beyond Conservation Built environemnt: Can we mention reducing fossil fuels?	
	21	#6 Grow a Thriving Urban Environment: Natural Environment: Develop policies to ensure greenway connectivity.	
	22	#9 Empower Resilient Neighborhoods: Evaluate and develop review standards for neighborhood development	
	22	#9 Empower Resilient Neighborhoods: Work with 2 neighborhoods a year to develop an acknowledgeable plan	
	22	#10 Celebrate Asheville as Climate City USA Built Environment: Create a solar-powered roadway...REALLY??? How about"	
	22	Encourage solar pwered and/or other energy alternative projects throughout the City"	
	23	#11 EXPAND EQUITABLE UPWARD MOBILITY (NO COMMAI)	
	24	Interwoven Equily "Grow Around Local Assets to Bolster the Business Community" ??? Please rephrase to make sense.	
	24	#12 Invest in the Futre of Asheville Built Environment Change photo	
	PART 2		
	56	Currently only a small part of Asheville (Primar...) CLASSIFIES AS ...	
	58	Measures of Success: Number of people living within 5-minute walk of transit STOPS; Number of jobs within 5-minuta walk to transit STOPS; What is "Linear feet of sidewalks within 5 minutes of "potential transit corridor"? This is confusing.	
	58	Measures of success: number of people/jobs within the central business district	
	59	Include central business specific recommendation (It is the most walkable, transit and bike accessible district; adjacent to other residential nodes, appropriate for more commercial and residential density)	
	59	"reduce parking requirements" - there are no parking minimums in the CBD. How to increase capacity in CBD? off site lots?	
	59	Buildings in the CBD are oriented to the street with zero setback requirements. It should be noted that this currently exists in the CBD. CBD zoning extended to other mixed-use/commercial corridors?	
	59	Direct Strategies: "...Asheville in Motion (AIM Plan) or subsequent transportation studies."	
	59	higher dwelling desities than 7 (Vaidila already spoke of this with them)	
	59	Replace "Transit Ready" with "Transit Supportive" THere are several times this occurs.	
General Comment		We NEED to include a visual that identifies and acknowledges the prioritization of safety of vulnerable and underrepresented modes over convenience of motorized vehicles (See this as an idea: http://www.livablememphis.org/assets/2076/complete_streets_order_of_consideration.jpg) This needs to be connected with a direct and specific policy that makes it clear that when trade offs are needed (usually level of service/traffic concerns vs multimodal enhancements), the city will prioritize according to this hierarchy.	
	12	The numbers are just numbers. Readers don't know if these are good or bad, or improving or worsening. How do we compare to the benchmark cities on page 42?	
	11	these sound very optomistic, but not reality - they contradict the goals in part 2	
	13	these sound very optomistic, but not reality - they contradict the goals in part 2	
	37	what is this graphic trying to tell readers?	
General Comment		Measures of Success In Part 2 need to be measurable, comparable to something else, achievable in a reasonable amount of time, and relevant to our community's features and challenges. Basic phrases like "transit ridership" or "property tax revenues" are measurable but meaningless without considering what are we comparing to or noting if are we doing better or worse than before.	
General Comment	63	thank you for recognizing development needs to work with (not against) capacity of utility infrastructure	
General Comment		In Part 2, why do some goals have direct strategies and synergistic strategies, while others have one or the other? Some are missing the Overview section as well.	
General Comment		Part 2 Strategies: please consider maintenance of infrastructure when developing new Ideas. If the newly developed features can't easily be maintained for a high level of service, our community will not value those new/improved features if their condition is poor or their capacity does not meet the needs.	
	93	include enhancements to existing infrastructure including roads, sidewalks, water, parking, signage, stormwater, sanitation service, etc	

	105	green infrastructure is more than trees and greenways, please give due attention to stormwater GI and other green opportunities		
	109	Why does the overview talk about homelessness? This section is about flooding and erosion. Also include educational and maintenance strategies that can help reduce the potential for erosion and flooding.		
	111	protect water assets by enforcing strict rules within hydro buffers and appropriate regulations outside the buffers		
	127	Work with the community to define the community's desired level of services, determine budgetary impacts of those levels, then compromise. Stick to the agreed budget and level of service, or deal with consequences: degradation of infrastructure, increased risk, more costly future repairs, increased taxes to pay for more services, etc.		
General Comment		there are a considerable number of spelling and grammar errors in this document, please make every effort to eliminate these		
General Comment		the maps in Part 3 should at least have major road labels, and perhaps major landmark labels, to help readers navigate the map and associated strategies or recommendations		
	164	Where it mentions setbacks from water bodies and mentions the 500 year floodplain, that is going to be a political challenge. Is the goal to prevent anything from being in the 500 year floodplain? FEMA regulates to the 100 year floodplain as does our current ordinance. We also require new structures to be built 2' above the 100yr base flood elevation. Note that an area that is a focal point for redevelopment is the RAD area is largely within the floodplain and further restrictions would limit the develop in this area.		
Part 3 General		Place map key on each map to identify what the various colors/files represent.		
	172	Grove Park is spelled incorrectly.		
	176	Central avl section: The paragraph about parking utilization is in planner speak. Using "inventory" as a word alone is unclear. If you mean Parking spaces inventory, then say that. End of the sentence: "needing new inventory" should just be "needing new parking".		
	177	Mentions enforce the building and floodplain ordinance in RAD, this implies that we have not been enforcing it? Statement should read, continue to enforce.....		
	176	in the resiliency outlook section, it mentions central as having high risk to land slides? Is this accurate?		
	184	Note: Sweeten Creek is on NCDOT's TIP list for improvements as is Swannanoa River Road		
	188	Note: Patton Avenue corridor is located within the floodplain.		
	188	second paragraph, work "Areas" is floating between two periods.		
	189	Skyland is not in West Asheville		
	62	Measures of Success: the first two bullets contradict transit supportive development. And, the % of housing located near 1/2 mile of open space might be the wrong approach. The better way to say: housing near connections to open space		
	62	Measures of Success: The acres of open space preserved...there is the question of whether this is a conservation goal or are we trying to measure the amount of open space accessible to our citizens?		
	62	Measure of success: Percentage of forest habitat - It will be very important to work with our open space expectations to create wildlife corridors via greenways and open space planning		
	62	Measure of success: Percentage of renewable energy growth		
	62	Measure of success: rate of development/percentage of housing located within 1/2 mile of public open space (also to job centers, amenities i.e. grocery/convenience stores, restaurants) - encouraging walkable neighborhood nodes		
	63	Direct Strategies: Raise zoning changes along transit corridors, pass policy for dedicated easements for greenway development,		
	63	Direct Strategies: Ensure that SSDM raises our design standards need to be high to influence and promote contextually sensitive design decisions		
	64	Parking Strategies: The overview message here should be that we need to reduce demand for parking		
	66	Parking Strategies: parking decks should be integrated into the surrounding contextual design pedestrian level standards. The ground floor of parking decks should be active with businesses. When it is in a flood prone area, design should accommodate that differently.		
	68	Make Streets More Walkable: Walkable streets are ones that encourage		
	68	Measures of Success: Miles of sidewalks in existing residential neighborhoods		
	68	Measures of success: Percentage of roads that are complete streets		
	68	Measures of success - to be more strategic than percentage of streets? Should it be based on hubs of activity and/or making connections that provide access to services?		
	68	Anything about sidewalks being in good condition? Most of the CBD has sidewalks but many are in poor shape in need of maintenance.		

69	Direct Strategies: Continue implementation of Complete Streets Program: We do not have a program, we only have policy		
69	Direct Strategy: Develop Neighborways for places where sidewalks are not feasible		
69	Synergistic Strategies: Reduce sidewalk clutter and obstructions (powerpoles, tree holes, waste bins, etc)		
69	Increase pedestrian comfort and safety... keep sidewalks well maintained (there are currently many tripping hazards on downtown sidewalks)		
70	Increase Accessibility via Biking: Like making streets more walkable Overview reads poorly		
70	Measures of success: How are we going to measure number of jobs and residences that are within 1/4 mile of bike infrastructures?		
70	Many of these measures will be very difficult to achieve		
70	More strategic than miles of facilities? Connections made between residential and commercial and/or job/service generating nodes? Connections between residential and commercial corridors within each sub-area? Improved bike/walk connections at entrances to CBD - better connecting adjacent neighborhoods.		
71	Direct Strategies: ...as outlined in Asheville in Motion Plan		
71	Direct Strategies: off-street paths = greenways		
71	Direct Strategies: Vigorously pursue grant opportunities...Strike it...we already do that as much as possible		
71	Synergistic Strategy: Develop a program to remove gaps in the Remove gaps in the bike network to support greater connectivity		
71	Synergistic Strategy: Promote bicycle education and awareness programs		
76	Improve the Ease of Getting Around: Introduction paragraph is poorly written. Please revise.		
77	Reduce Vehicular Congestion should be called Improve Roadway Efficiency		
77	Reduce Vehicular Congestion Measures of success: Levels of Services...please clarify that the success would be reduced LOS and reduced SOVs		
77	Synergistic Strategies: vehicular wayfinding and street directional marking improvements		
77	Measure of Success: more balanced commuting modes		
78	Measures of success: Add this - percent of upgraded transit facilities		
79	Bullet #1 say "Transit supportive" not transit ready		
79	Bullet #3 Take out the strategy for mini busses. It is not something we will be working on		
79	Direct Strategy: Bullet #5 scratch it		
79	Direct Strategy: Bullet #7 Seek to increase frequency of buses on existing and new routes		
79	Synergistic Strategy: extending Improve transit to lower income...		
79	Synergistic Strategy: Transit Dept. is asking what Transit explore is... https://electrek.co/guides/transit-explore-bus/ ?? Please strike.		
79	synergistic strategy: Explore regional collaboration that is consistent with the transit master plan		
83	Measure of success: # of homeless in AVL - seems too general? I'm wondering if this is to reduce the # of Chronically homeless?		
56	Greenways and Green Infrastructure - The City of Asheville considers greenways transportation corridors. It is more than a part of green infrastructure. And our greenways do more than connect parks. The transportation department does not object to the concept that greenways are help with the built and natural environment connection, it is much more than that by definition at this City. Please make sure to adequately address greenways as part of our multimodal system as well as its connection to nature and parks.		
54	Overview for "Grow Synergies between built and natural environment" mentions the Billmore Estate. This is not a public place it is very much a private business. Strike them from the text.		
56	Measure of success: 90% of citizens should be living within 1 mile off greenways (not 3)		
57	Direct Strategy: add "Create a natural surface trail program in the greenway program		
59	It would be great to revise or include a strategy to minimize conflicts between utility pole placement with maintaining a clear, accessible and usable sidewalk width/path		
68	Perhaps accessibility should be included within the principle of making streets more walkable - to be more "usable" by citizens with varied abilities. A measure of success could be percentage of streets with clear accessible sidewalk widths (eliminating conflicts with utility poles) and detectible ramps at intersections. It's included as a synergistic strategy on pg. 69 but could definitely be called out earlier		

129	First synergistic strategy on safety of the public realm - reference accessibility improvements as a safety measure as well (?) Direct Strategies - We already have zoning in place to allow urban agriculture - there's an urban legend here that we don't allow it. Farmers markets - if they are small, perhaps we should have some zoning change to allow small markets in neighborhoods, but the community garden part is totally enabled.		
133	Generally this is good - but it needs to be made clear that certain areas of the City - Downtown especially, will always require more investment than neighborhoods. The per capita measurement may work for true residential neighborhoods, but the CBD and the RAD are areas of jobs/industry. We have a history of residents not understanding the importance of investing in and maintaining the downtown.		
140	last bullet in "Adjust the zoning definitions overall" - the limited commercial services in neighborhoods should also include		
160	restaurants/cafes?		
143	Measures of Success: # of Neighborhoods with plan completed... 2036 sounds really crazy -- would it not make more sense to do larger multiple neighborhood plans that would allow us to do 1 a year and be done in less than 10 years?		
145	Measures of Success: "# of minorities" can we not just say number of people of color (or number of people of color and women?) instead of minorities? A number of folks including myself find this word offensive. I know it's a demographic term, but it's not needed here. Another way to measure it would be that Boards and Commissions reflect the demographic make up of the community		
15	We don't want to use phrasing like "ensure all local proposals... support the plans of adjacent jurisdictions" as there have been - and may be - times when there are competing interests and the City may have a different view of different proposals or policies when compared to other jurisdictions. Therefore, this phrasing sets unrealistic expectations for agreement and it could be used against us in the future.		
19	In the "Resilient Economy" section, it is noted that a second major jobs hub will be selected and incentives provided. Let's be careful that we don't end up "picking winners and losers" in this instance. Perhaps some approaches would combine planning and competition. Alternatively, it would be interesting to see if there is any traction for a "micro-hubs" concept, especially if it is aligned with other goals like transit-oriented development.		
20	Street art on sidewalks not streets - this issue may require clarification.		
20	In the "Responsible Regionalism" section, it sets the expectation that we will become a Star-rated community. However, becoming a Star-rated community entails some budgetary and staffing resources (confirmed by the Star Communities website), and I don't believe we have funds budgeted at present for such a certification. Further, there are other mechanisms to document the City's commitment to sustainability in all its forms, so perhaps this item could be made more general instead of specifying this particular certification.		
22	In the "Interwoven Equity" section, the phrase "legally binding" should be removed.		
22	In the "Bull Environment" section, it is unclear how neighborhoods would be evaluated against LEED-ND standards and for what purpose. Further, making LEED-ND a requirement for future neighborhoods carries with it significant policy and fiscal ramifications.		
7	2nd colum 9th line remove dash after low		sm
10	include graphic that Stacy sent you		Sm
12	Provide sources for data		Sm
16	Part I organization needs to be reworked - let's discuss this		sm
18	Public Art Board would rather focus limited funding on projects other than expansion of Urban Trail		sm
20	#5 Suggested title change as I heard a few negative comments about the Urban Canvas - Inspire Creative Placemaking		sm
20	Not sure we can do a street art program - maybe just a reference to the public realm		sm
20	Could you incorporate a strategy under the equity theme instead of responsible regionalism?		sm
22	Foster instead of Empower		CAPE and SM
22	#10 Change title to Design with Nature in Mind - to adress concerns I have heard about perception of using Celebrate with Climate		sm
22	Change		sm
22	add "Establish a" to caption under the bear photo, no period		sm
24	Explain how the wholistic measure are more base on desired outcomes		sm
25	should we just say Walkability score for the 1st one?		sm
25	under Resilient Economy - Affordable and Housing- no caps same with Health under Healthy Community		sm
26	I need to verify # of Plans on PAGE		sm

27	2nd paragraph 2nd sentence is super long - can you break it up		sm
27	2nd paragraph 6th line replace considers with acknowledges to avoid 2 considers		sm
27	2nd paragraph line 11 insert scale after larger		sm
30	2nd to last sentence remove out		sm
34	left column line 5 should be leaders with an "s"		sm
34	left column last sentence in 1st paragraph change across nation to nationwide, avoid across twice		sm
36	opening paragraph, third line remove diverse between many voices		sm
36	Plan on a Page - remove annualized from last sentence - we are moving away from this idea		sm
36	Plan Advisors - say City Technical Team, so "s", a cycle not an, Doc Rev, no caps, PED is a sub-committee of City Council		sm
37	right top circle should this be Stakeholder Focus groups?		sm
37	right bottom circle POP should match text - 32		sm
38	Web and Media presence - I don't think we did bus ads, did Sealy do this?		sm
38	Stakeholder groups - As part of the Planning process... - add "and through consultation with the the Advisory Committees"		sm
39	Flash Polling - consider adding - this method provides an opportunity for all those attending to freely voice their opinion, or something that emphasized that it is an attempt to be encourage equitability in the public engagement process		sm
39	Physical Exercises - add that it was refined with input from City planning staff		sm
42	Peer Cities - 7th line explores not explored		sm
42	remove last sentence in left column		sm
43	Should we add something here about existing plans still being applicable and that the Comp Plan does not replace them?		sm
44	Coordination with Environmental Resources - 5th line Assessment not strategy		sm
44	last sentence - remove reference to Climate City brand - after role insert "in this capacity"		sm
44	under Transportation analysis - first sentence replace resources with networks		sm
44	under T.A. last sentence...considerations as intertwined plan themes first..		sm
45	under M, H and E S R add last sentence This report has helped inform strategies outlined in the plan and is included as an Appendix. AND remove Appendix in preceding sentence and just say "a report"		sm
46	I need legal to review the entire document and I have not heard back from them - still need to do this		sm
47	Right side Plan themes - 2nd each of which to "which in turn"		sm
56	5th line change wording to ...Transit-oriented development in that the transit need not be in place..		sm
72	Principle #4 Change to: Enhance Community Character through Historic Preservation and Creative Placemaking		sm
72	Additional narrative: Creative Placemaking is an innovative approach to urban planning and community development that utilizes arts and culture to advance the planning objectives of livability, sustainability and equity with the intention to stimulate the local economy, promote cultural diversity and strengthen civic engagement. Asheville is a city with broad appeal built around its unique identity and authentic character, reflective of its picturesque mountain setting, distinctive historic architecture and rich cultural heritage. The City can continue to build on this legacy through creative place making strategies that both celebrate and honor the best of Asheville's past while forging a vibrant vision for its future.		sm
72	Add as sidebar this definition used by NEA "in creative placemaking, partners from public, private, nonprofit and community sectors strategically shape the physical and social character of a neighborhood, town, tribe, city or region around arts and cultural activities. Creative placemaking animates public and private spaces, rejuvenates structures and streetscapes, improves local business viability and public safety, and brings diverse people together to celebrate, inspire and be inspired." Ann Markusen and Anne Gadwa Nicodemus		sm
73	Number of neighborhood plans completed - strike corridors as this is covered in the in the interwoven Equity section		sm
73	suggest changing goal to Celebrate the Unique Identity of Neighborhoods		sm
73	replace 1st Direct Strategy with Encourage neighborhoods to identify unique design characteristics as part of their neighborhood plans. These can be used to inform new construction on a voluntary basis.		sm
73	Pursue Neighborhood Conservation Overlay Districts where feasible		sm
73	Remove Reduce complexity of downtown development review		sm

	73 synergistic strategies: 1st one change to Create a template and process	sm
	73 We need an overview of this goal	sm
General Comment	74 Change to Elevate the City's Art, History and Cultural Identity	sm
General Comment	The City does a Citizen Survey periodically and we could use that to measure success	sm
General Comment	Could we change the Measures of Success to Possible Measures of Success	
General Comment	Big Ideas need to be explained more and how they came to be	sm
	75 We have legislative to do conservation overlays, but they are limited - I moved a version of this strategy to page 73	sm
	75 Public Art Board would rather focus limited funding on projects other than expansion of Urban Trail	sm
	75 Not sure we can do a street art program - maybe just a reference to the public realm	sm
	75 Incentivise the creation of affordable artist work spaces - remove zoning	sm
	75 Add continue to engage community members in policy decision regarding public art and heritage	sm
	75 Add: Partner with NC DOT on creative placemaking efforts	sm
	Create a new staff position, what we are calling a "Creative Economies Director" or "Coordinator". This position will be the City's dedicated point person for implementing the City's Public Art Policy and its liaison with non-city agencies with complimentary arts, cultural, and creative placemaking missions. Also, although it is included in the Public Art Policy, this position will administer the City's Percent for Arts Program, as well as maintain the Urban Trail, its resources and education components. (currently this function is shared with Parks and Recreation)	sm
	75 Commit to ongoing funding for the proper maintenance of our existing and future public art collection, including the Urban Trail	sm
	Develop a public/private public arts partnership program similar to San Francisco's Privately-Owned Public Open Space and Public Art (POPOS) http://sf-planning.org/privately-owned-public-open-space-and-public-art-nopos	sm
	Update the City's Public Art Policy to reflect the most recent iterations of master plans such as the Comprehensive Plan, the RADTIP, the UDO, etc. Our current policy does not reflect departmental and staff changes, as well as reassignments of program functions within departments. It is clearly outdated.	sm
	75 We may want to separate the strategies of reviewing the public art master plan and developing a Cultural Plan	sm
	That Public Art Cultural and Commission be involved more directly in the City's decisions regarding the creative use and development of public space. We recommend an increased PACC presence where our input is relevant regarding public art, cultural programs, and creative placemaking. For example, we were not consulted during the planning for the RADTIP yet the consultant has made numerous decisions that are clearly within our "scope of services", as it were.	sm
	99 Pursue Growth Strategies to encourage commercial corridor investment...	sm
	88 What is the role for downtown/central business district in being a gathering space for all? Opportunities for equity and promoting diversity in downtown specifically through access to services, entertainment, family-oriented amenities, events, etc.	
	140 Return on investment (tax revenue) for properties in CBD is much higher than other areas in the city. Should consider strategic approach for downtown investment, and the role of downtown in serving greater Asheville and the region.	
	109 Overview paragraph is out of place	sm
	136 Change Equal to Equitable in Title of Principle #1	sm
	140 remove "and Fairly" from title	sm
	140 2nd line of overview - replace "receive" with "have access to" and "funding" to "investments"	sm
	141 Change 1st synergistic strategy to read Ensure each community and or neighborhood accepts its fair share of affordable housing and commercial development, where contextually appropriate	sm
	142 Change Principle # 2 to :Expand Neighborhood and Community Planning	sm
	142 Expand introductory language to take into consideration broader community planning efforts that could include multiple neighborhoods and adjacent corridors	sm
	143 Add: Develop a framework to enable neighborhoods to develop their own plan	sm
	143 Eliminate the three per year - There is concern we will pit neighborhoods against each other and set ourselves up for failure	sm
	eliminate the non-legally binding strategy and replace with Pursue neighborhood conservation overlays where feasible as a tool to implement neighborhood plans	sm
	143 replace last with: Explore opportunities to broaden the role of the Neighborhood Advisory Commission	sm

143	Add: Explore avenue for broader community planning that may include neighborhoods, corridors and other areas of special interest		sm
	What role does the CBD play in opportunities for access? It is accessible by all transit lines, bike network, future greenway network, more parking capacity than any other area of town. What strategies could be considered for the CBD to encourage social equity (i.e., access to Wifi, education, culture, etc.)		
145			
114	In addition to green building programs for new construction - remember the greenest building is the one already built, so provide incentives to encourage more adaptive reuse of existing structures		sm
160	Eliminate all surface parking from downtown Asheville - would be good to include a recommendation (structured parking) - right now many lots are at capacity.		
11	Probably not accurate to say "air quality problems have disappeared"		ja
13	Need to make more clear the following statements are goals for the future-"chronic homelessness is a thing of the past", "housing is affordable", "former public housing have been transformed"		ja
20	Clarification-"street art" vs "public art"-we have this program. "open houses" for local students and regional residents-what mean? "star rated community" what mean?		ja
22	"create a pedestrian only solar powered roadway downtown"-is this really a viable suggestion-other places have made downtown streets into "pedestrian malls" and are now reversing because the "pedestrian mall" was a deadzone-i.e. Downtown Raleigh; first reference to "NEMAC" what is this?		ja
27	use different word than "concoct"		ja
34	"VHB" what does this stand for?		ja
36	word "revolutionarily" awkward; acronyms CAPE and NEMAC may need to be spelled out the first time referenced		ja
37	number of public workshops referenced-on chart shows 3, on p. 39 text states 4		ja
38	word "flying"		ja
39	small "c" on Church; # of public workshops-states 4, lists 3		ja
42	Should list States of comparable places-don't assume someone knows-SC, NC, OR etc.		ja
43	Was original comp plan 1923 or 1925? This page says 1925, later on p. 30 1923		ja
45	Description of relationship with State Legislature-needs revision-politically sensitive, having City Attorney review		ja
63	NC DOT may have to spell out the first time		ja
65	payment in lieu of site specific parking construction-may not be legally feasible-checking		ja
73	cut "zoning" that supports the development of locally focused neighborhood amenities-replace with broader-"planning strategies"-zoning is not a tool that should be used for this-checking with City Attorney		ja
75	Review concept of conservation overlays with Legal; what mean? "work with NCDOT to promote contextually sensitive design decisions"		ja
77	replace "intro" with "introduction"; gondolas-really?		ja
85	zoning for townhouses-what mean? there are residential zoning districts that allow for this type of development. Are you suggesting specific zoning per housing type?		ja
86	Problematic to have award of LIHTC projects as measure of success-City has little control over this very competitive process-Asheville has to compete with other metro areas; similar thoughts on the other references to the LIHTC		ja
87	mentions "inclusionary zoning" which is not currently legal in NC-rephrase-inclusionary housing policies or planning strategies		ja
88	Economic Diversity section-need better picture-i.e. New Belgium, White Labs, Greenman, GE (any of the projects that we have granted Economic Development Incentives to)		ja
90	Measure of success "enrollment in job centers" are County function-not something the City has control over		ja
93	Strategies-occupancy/hotel tax-not something the City currently has any control over and is politically sensitive topic-having City Attorney review		ja
95	City does have an establish Economic Development Incentive Policy for both corporations and small businesses-Plan does not seem to acknowledge		ja
98	Measure of Success-"change in acreage by use" what mean? mean more use of vacant land?		ja
99	Strategy to "identify secondary employment hubs outside of Downtown"-Isnt W. Asheville also zoned a CBD-should we consider it as a current employment hub as well		ja
102	"cities" to "city's"		ja

103	Need better picture of more natural environments-i.e. greenway, bent creek, beaucatcher trail etc.	ja
105	"retroactive planing required for commercial and residential developments" legally problematic-cut	ja
107	We have a Parks Advisory Board-should acknowledge	ja
109	We have a strong stormwater program in place-this Plan does not seem to recognize. Measure of success-is "100% of existing floodplain preserved" even possible? Maybe revise to existing, undeveloped floodplain?	ja
119	States to work with Duke Energy as partner but there are other utility providers to partner with should we name those or just say "major utility providers" and not name Duke	ja
121	Create a "water usage ordinance" what mean? Having City Attorney review-may also be legal issue with requiring MF to have same requirements as SF	ja
126	"Stats" too informal; "spillage" what mean?	ja
127	"spillage" meaning?; Retain control water-politically sensitive-having City Attorney review	ja
128	Enhance Safety of the Public Realm-has no overview	ja
129	mentioning "safety" issues and "buskers" and "homeless"-politically sensitive-maybe don't call out unless this is what the data says	ja
132	Promote Health and Wellness-has no overview	ja
133	Develop "urban agriculture" zoning? We have agriculture as a permitted use in many zoning districts currently-what would this separate zoning accomplish?	ja
138	Community Involvement in Decision-making-needs overview; "more rapid feedback" awkward wording; several references to "Livable" explain; support roles of neighborhood coordinator etc. what mean? we have these positions?	ja
139	Tax Equity-strategies-City does not have control over much of this-County controls property tax valuation; not sure we can do regional tax-share in this State-checking with City Attorney	ja
140	Not sure we can measure city spending per capita by neighborhood?	ja
141	Not sure what means to say "ensure each community/neighborhood "accepts" its share of affordable housing and homeless programs-would depend on zoning and if CZ extent to which neighborhood comes out against	ja
143	Neighborhood Planning-"mandatory overlay to promote affordable housing" legally problematic-City Attorney reviewing	ja
145	Can't establish "more stringent MWBE participation requirements/incentives" without legal basis to do so-we are in middle of disparity study to support the contracting policies we currently have in place	ja
149	Do we currently have any park and rides? May be good to mention what we have	ja
151	transfer development rights-check on use of in this State-think allowed but don't get used much anymore	ja
153	ability to do "fairshare" policy of city growth-like phased development-is limited somewhat by the Sullivan Acts (local act on Asheville) checking with City Attorney	ja
160	Proposed land use adjustments-needs review by City Attorney; urban ag zone not needed in my opinion	ja
170	North Asheville-suggest listing major neighborhoods of each City area	ja
176	Central Asheville-I believe there are strong neighborhoods in this area of the City-I.e. Kenilworth? need to mention; says encourage affordable housing other places but we have relatively little affordable housing in downtown, other than senior developments-all new condos are market rate	ja
180	East Asheville-says Biltmore Village is in East Asheville? but also mentions Biltmore Village in Central Asheville (which is more accurate)	ja
188	West Asheville-mentions Candler? Skyland? these are different towns	ja
45	REMOVE entire section will cause issues and adds nothing-City Attorney Mentioning water issue is definitely a no. If need to describe how municipalities get their authority in NC, we can help work on general language	RC
65	REMOVE reference to payment in lieu of parking-no statutory authority	RC
75	Take out reference to getting legislative authority for conservation overlays (neighborhood?-don't need, we can do	RC
85	zoning on townhouses OK	RC
87	Inclusionary zoning-add language "as the law allows (e.g. density bonus etc.)	RC
95	see JA notes-but ok as written since we may request TDA funds or pursue a local act	RC
105	"retroactive planing requirements"-Can't do anything retroactive-REMOVE	RC

121	Not sure of legality of "water usage ordinance" but REMOVE anything like this because of Sullivan Acts and other water matters. Entire Section must be re-written.		RC
139	Remove Direct Strategies language (re: tax equity)- cannot do, outside our authority		RC
143	"mandatory overlay to promote affordable housing"-REMOVE		RC
145	re "more stringent MWBE requirements" add "as permitted by law" to the end of the sentence after "incentives"		RC
153	Remove "target a fair share policy of city growth" not make sense considering region		RC
160	Do not agree need for "urban eq zone" or special zoning to ensure accommodation of medical facilities, walk in clinics		RC

Draft Comprehensive Plan Outline and Key Principles and Goals

General comments

Page	Comment	Consulting Team Response
21	Strategies, last bullet point, prettifying public space: A good idea, but need to explain how it relates to transit-readiness (or move it if it doesn't)	
23	Strong focus here on open space. Yes, we do like open space – but at the December forum I attended, participants made it clear they were overwhelmingly voting for open space not because they wanted that much more parkland, but because they didn't like any of the other options provided. Preserving land for open space, for those who spoke up (or nodded silently as others spoke up) was less about preserving the natural environment than about roadblocking development attempts that they didn't trust the City to shepherd appropriately. They considered "open space" to be the least-harmful of the options provided, the least likely to result in problematic development that we'd still be recovering from decades later. Land use plans should include clear and effective communication between the City and residents at all stages of development to ensure that development plans meet the needs and goals of affected residents and that residents know they will be respected and engaged during the planning process, that in future they won't need to hear the word	
24	Another strong takeaway from the December forum -- participants did not want ANY one type of land use, open space or not, to take precedence. They made it clear that what they wanted was an option it wasn't possible to vote for – a balanced land use plan that includes a diversity of uses, without any one type of use receiving the lion's share of attention	
24	Parking – this page makes me very happy.	
27	Sidewalks – good, but nothing about cut-throughs? (Where driveways break up the sidewalk – sometimes every few feet)	
31	Design review for ugly building on the hillsides – Nice idea, but seems more appropriate for the land use section than "art & history". If it belongs here, make it clear why.	
31	Should specifically call out preservation for historic areas that are important to our communities or color. We know from history that if the need to do this isn't specifically called out, it won't be done. Yes, there's a separate equity chapter – but "interwoven equity" means we consider it on all pages and at all stages, not tuck the concept away to be considered only at certain times.	
35	Express routes along major corridors are a bad idea all around. They're useful when a bus goes from one major node directly to another, with no "normal" stops along the way and little reason for passengers to get off or on between nodes. For instance, a Downtown-Hendersonville route, stopping only once each in Skyland and Fletcher, might be a good idea for an express route. Along heavily used corridors such as Haywood, Tunnel, or Merrimon, designating some stops as "express stops" while others along the same route aren't makes it much more difficult for passengers to determine which bus to take and which bus stop to use, as well as reducing equity between riders with and without disabilities (since some might be able to walk further to an express stop while others can't without added difficulty)	
41	"Reduce barriers to housing development" – Nol This would just result in even more overly expensive housing. We need to reduce certain types of barriers to certain types of housing development, not reduce barriers across the board without further refinement.	
41	"Incentivize the development" – this seems to contradict the strategies in the land use section. As I said earlier, we need a balance – some large-scale parcels may be appropriate for housing development, others won't be.	
41	The goal here is increase and diversify – but most of these strategies are only about increasing, and that alone is not going to help Asheville. Since this goal is under the Affordable Housing theme, the strategies seem to rely on the assumption that more housing in general will also mean more affordable housing, but the update to the Bowen report shows that assumption is wrong. Trickle-down economics didn't work, and neither will trickle-down housing. There seems to be another assumption between the lines here as well – that affordable housing should be concentrated in the County rather than the responsibility of the City. That is not the attitude I saw on display at the December forum, or indeed, in the theme title	
42	There should be something addressing the concepts of "affordable" and "workforce" housing – that despite government definitions, "workforce housing" seems to mean "housing for the professional workforce, not for working people in general" and that "affordable housing" means "housing that can be afforded only with government subsidies or other assistance." We need housing that is not merely labeled "affordable" but actually is affordable to the majority of residents. There's some measures of success for you: How many units do we have that are affordable to people living at 60% AMI? How does that compare to the number of units affordable to people living at 140% AMI? How many of our renters are cost-burdened?	
43	This section is entirely inappropriate: (1) The lack of affordable housing contributes to homelessness. Homelessness does not contribute to the lack of affordable housing. It might be worthwhile to include this section under Healthy Communities, but it is out of place under Affordable Housing. (2) At which stage were you intending to consult the Homeless Initiative Advisory Committee? (3) "Strategically locate services for the Homeless" is vague wording that does nothing to hide its real translation -- "move them out of the city center so no one has to look at them." Not fooling anybody, will harm a lot of influential agencies that are already successfully and strategically located, and the City ain't gonna get away with it so there's no point trying. (4) "Review policies about black people using public spaces in the Downtown area." Oh, no, wait, that's not what it says, it's "Review policies about Muslims using public spaces in the Downtown area." No, that's not quite right either... Remind me again, what entire class of citizens is it that has less legal right to public space than the rest of the population?	
44	Principle #2: What's in this section is good but insufficient. It's not enough to increase white collar jobs and the success of small business owners. If the new jobs provided aren't living wage jobs, it won't do a thing to foster a resilient economy. Whether employment centers are located downtown or elsewhere is far less important than whether they pay enough for all their staff to live on	
51	There's no mention here of linking greenways to employment, shopping, schools, and other corridors so that they can be used as a practical alternative to vehicular transportation. I'm not sure that doing so is actually a feasible idea – but it is an underlay of the City's Multimodal Transportation concept and one of the justifications for our large greenway budget. The City needs to get its concepts clear and consistent – either greenways are parks, are treated and funded as parks, and handled through Parks & Rec, or they're transportation and treated as such, in ways that require them to include linkages to diverse activity centers	
61	Competition to Duke – Love this idea, but putting it in the Comp Plan isn't exactly diplomatic. Can we afford to officially alienate Duke when the competition is only hypothetical and we need Duke's cooperation in the EITF and other areas?	
61	Creating a panel – wouldn't EITF and/or SACEE already cover this? Why a new panel?	

Hi Stacy,

How are you? It looks like a lot has occurred around the COA Comprehensive Plan (COACP). I have some contributions on subject related to the Energy Innovation Task Force, but as I stated previously the mention of people with disabilities (PwDs) in the COA Comprehensive Plan survey is also a good thing tying into all the questions I sent you in August. PwDs are a large city constituency that naturally struggles with self-advocacy, but are citizens that should most likely appear in every neighborhood.

One nice thing I have seen so far is that the COACP Task 2 Assessment refers to GroWNC, an initiative of which I was a consortium member. On page 62 the COACP refers to PwDs this way under Housing Goals, per the GroWNC Final Plan:

"Increase the supply of new and existing housing stock that is safe, energy-efficient and accessible to the elderly and persons with disabilities."

The COACP survey last year states 80 percent of the survey participants feel that "promoting access for individuals with disabilities" is important or very important. That tells me I am right to ask questions about the inclusion of PwDs in Asheville, with the COACP as a civics case study and of course a vital program and documentation opportunity for entering the local PwD agenda.

As to what the Asheville PwD agenda might be I have found that when contacting three fairly significant local nonprofits that know something of the PwD agenda, I did not get much feedback. I want to change this apparent dynamic of limited exchanges around an unarticulated citywide PwD agenda with a survey of my own. This strategic innovation survey for leaders will go back to some of those questions I asked you, COA council, SOM, and the COACP advisory committee about last year, Stacy.

And it is great that *Interwoven Equity* is a key strategy with the COACP. I agree the COACP is not 'be all and end all' key to solving the dire conditions low income Americans with disabilities experience in most any US municipality and rural area. However it is an opportunity for strategic innovation to uncover exactly what PwDs in decent shape to participate, and certainly the non-PwD population, want to do as to next steps around the concept of promoting PwD access and defining what that means for the majority.

I will work up this survey ASAP and share it with you. Then I hope I can meet with you and any COACP advisory board members who can make a TBD meeting on these matters. I will work to get some of these PwD agenda nonprofits, folks in health industries, academia, and business to participate in these activities, Stacy. Along with the COACP-PwD strategic innovation survey I will cover the nonprofit I have in mind that would take these efforts I indicate further.

By the way, here is a related commentary of mine the Citizen-Times was kind enough to publish in October, Stacy.

How does North Carolina include Americans with disabilities?

<http://www.citizen-times.com/story/opinion/contributors/2016/10/14/guest-columnist-north-carolina-include-americans-disabilities/92046918/>

By all means share the commentary as part of this subject of PwD inclusion in city strategy. Including the breadth of people who make up the larger American community certainly seems to have gotten new focus given the demonstrations / marches that occurred over the weekend, Stacy.

Best wishes,

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