

## 2040 Comprehensive Plan Update

### Written Community Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
1	Requested the City preserve historic skyline and include goal of reducing height maximum in historic downtown from 65' for B-3.5 and 55' for B-3 to a height that would only permit 3 story buildings.	12/16/2018	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
2	Requested that 9075 Euclid Avenue be replanned from Industrial/Suburban to Mixed Use to allow residential development.	1/28/2016 (Per LUC)	Carlos Montenegro, Property Owner Rep.	Land Use	Comment acknowledged - See agenda dated 6/12/19 for additional discussion.
3	Requested the creation of a distinct Old Town land use category.	2/13/2019	Judith Molinelli, Resident	Land Use	Comment addressed - The proposed draft provides separate design principles for the "Downtown Core" and "Downtown Neighborhoods".
4	Requested the City update the zoning ordinance to reduce maximum building heights in Old Town.	2/14/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment. (See email response dated 2/14)

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5	Requested information on how to reduce building height through zoning and the Comprehensive plan.	2/15/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment. (See email response dated 2/18)
6	Voting records on building height, zoning decisions, and the Comprehensive Plan will be made available to the public via the Preserve Historic Manassas website.	2/16/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - Email dated 2/18 provided information on zoning changes and zoning ordinance updates.
7	Requested information on the progress made for the Mathis Avenue Sector Plan and commented that the area does not receive the attention it needs regarding land use improvements; improving the Mathis Corridor should be paramount in any of the city's improvement budgeting.	2/27/2019	Lindsay Simmons, Resident	Land Use	Comment addressed - The Mathis character area description provides additional design principles for this area. Email dated 3/4/2019 provided information on recent and on-going actions (e.g., facade improvement, streetscape standards, Mathis streetscape project, and Opportunity Zones).
8	Requested information on architectural review board and zoning requirements, step backs, height, and shadows in Old Town and in the B-4 zoning district abutting residential. (see email for details)	2/27/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - Matt Arcieri met with Judith and other interested citizens on 2/28 to address questions.
9	Commented on the need to maintain buffer zones between residential and commercial properties and limit businesses in neighborhoods.	2/15/2019	LCMAZZIT (via Let's Talk Manassas)	Land Use	Comment addressed - Transition language added to LU 3.3.4 to improve transition and buffer areas between residential and commercial properties. It should be noted that the character area design principles allow some compatible business uses in residential areas.

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10	Requested building height limit of 35 feet in Old Town.	3/1/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
11	Not supportive of trail along the railroad east of Fairview Ave due to loss of greenspace and loss of yards.	3/4/2019	Mark Hemen, Resident	Mobility	Comment addressed - Trail along railroad is not included in pedestrian or bicycle recommendations.
12	Requested the City provide sidewalk along Center Street.	3/4/2019	Mark Hemen, Resident	Mobility	Comment addressed - The requested sidewalk is included in the pedestrian recommendations.
13	Requested the City provide sidewalk on Quarry, Prescott, and Center Street before considering a trail along the railroad. Trail will remove residential buffer to train tracks. Supportive of greenspace and keeping the residential neighborhood intact.	3/6/2019	Ann Hemen, Resident	Mobility	Comment addressed - The requested sidewalks are included in the pedestrian recommendations.
14	Requested building height limits be reduced in the Historic District and next to old residential neighborhoods and the placement of four, five, and six story buildings needs to be carefully considered.	3/6/2019	Ann Hemen, Resident	Land Use	Comment acknowledged - The draft design principles have been strengthened to discuss step backs, massing, and other building characteristics. Staff does not recommend reducing the building height limit via a zoning text amendment.

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15	<p>Provided compilation and summary of Preserve Historic Manassas Initiative survey results:</p> <ul style="list-style-type: none"> <li>*4 to 1 against more Messenger building itself as not fitting in Old Town.</li> <li>* More than 7 to 1 are against allowing more 65 foot tall buildings in Old Town.</li> <li>* 4 to 1 in favor of keeping existing buildings at their PRESENT HEIGHT.</li> <li>* Most people want to make preserving Old Town an issue when voting (20 to 1), and most indicated that they would not reelect anyone who approved the Messenger Building (although not all surveys had this question on them)</li> </ul>	3/8/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
16	Requested the Winters Branch Trail extension be removed in the 2040 Comprehensive Plan.	3/12/2019	Greg Tsukalas, Resident	Mobility	Comment addressed - The Winters Branch Trail extension is not included in pedestrian or bicycle recommendations.
17	Provided feedback on the Downtown visioning work session, specifically that input on the vision for residential neighborhoods should be limited to the residents that live within that specific community.	3/12/2019	Greg Tsukalas, Resident	Land Use	Comment acknowledged.
18	Requested the Downtown character area be extended to the south along Center Street to include the area referred to as the Madison and Wall Street neighborhood.	3/14/2019	Donn Smith, Property Owner	Land Use	Comment acknowledged - Staff recommends this area be included in the new "Godwin Technology" area per the proposed Character Area map.
19	Stated support for allowing 5 story buildings in Old Town, stating that Messenger Place increases density and provides ground floor retail to make the area more vibrant and that restriction to three stories would discourage investment. The mixed-use higher density creates a unique urban neighborhood character, with Old Town being the unique place within the city where such density, walkability, and vibrancy are feasible.	4/1/2019	Andrew Kovacs, Resident	Land Use	Comment addressed - The proposed Downtown Core building design principles maintain the existing height limits for new construction with additional consideration for setbacks and massing.
20	Requested density at the Manassas Landing area to stimulate further economic growth.	3/29/2019	Drew (via Let's Talk Manassas)	Land Use	Comment addressed - The proposed draft supports planned mixed use development within the Manassas Landing (Godwin Technology) area.

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21	Stated concern over affordable housing and ability for low income families cannot afford to live in Manassas where they work.	3/25/2019	Mikefree43 (via Let's Talk Manassas)	Housing & Neighborhoods	Comment addressed - See objectives and strategies: HOU 4.4, HOU 4.5.2, HOU 4.5.4.
22	Requested more neighborhood connector trails to better connect neighborhoods; Prioritize missing side paths along busier roads; Extend proposed bikeways to the City Limits; Add missing Signed On-Street Bike Routes; Comments on the Proposed Street Typologies and Street Cross Sections (see comments)	4/20/2019	Allen Muchnick, Resident	Mobility	Comments acknowledged and addressed as appropriate in the Objectives and Strategies (MOB 6.1.5, MOB 6.2.2, MOB 6.2.4, MOB 6.3.5, MOB 6.4.1, MOB 6.4.3) and with revisions to the Transportation Master Plan street typology and pedestrian & bicycle networks.
23	Commended the positive efforts in the Transportation Master Plan to create an effective trail network for both recreation and mobility. Encouraged the City to continue looking forward when planning networks for green infrastructure and cultural areas.	5/1/2019	Kim Hosen on Behalf of Prince William Conservation Alliance	Mobility	Comment acknowledged.
24	Recommended a measurable objective for increasing tree canopy, as Washington DC has done. Increasing tree canopy reduces stormwater runoff, improves community appearance, support birds and other wildlife, and minimizes the city's "heat island" effect.	5/1/2019	Kim Hosen on Behalf of Prince William Conservation Alliance	Environment & Health	Comment addressed - See Strategy ESH 8.2.1.
25	Recommended spaces around schools and park boundaries (such as Mayfield Fort) as good candidates for replanting projects. The City should consider replanting a portion of Annaburg Manor.	5/1/2019	Kim Hosen on Behalf of Prince William Conservation Alliance	Environment & Health	Comment addressed - See Strategy ESH 8.2.2.
26	Recommended the City seek to minimize the loss of its existing mature tree canopy, including an inventory of the remaining natural areas within the City. Good candidates include stream corridors, Baldwin Park, Cannon Branch Fort, Stonewall Park, Liberia, Winters Branch, areas near Haydon and George C. Round elementary schools.	5/1/2019	Kim Hosen on Behalf of Prince William Conservation Alliance	Environment & Health	Comment addressed - See Strategy ESH 8.2.3.

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27	The city's greatest unused recreational asset is Lake Manassas. Other jurisdictions allow non-motorized boating and angling on their drinking water reservoirs, providing a scarce recreational opportunity in our urbanizing areas. Lake Manassas is publicly-owned, and should be opened for some public use. Because many users will come from other jurisdictions, PWCA suggests that the city should bargain with Prince William for sharing the benefits and the costs of opening Lake Manassas.	5/1/2019	Kim Hosen on Behalf of Prince William Conservation Alliance	Parks, Recreation, & Culture	Comment acknowledged - The Comprehensive Plan Committee defers to City Council on the use of Lake Manassas for recreation purposes.
28	Requested the new Comprehensive Plan encourage the non-government sector (residents, businesses, non-profits...) to reduce the use of energy and minimize carbon dioxide emissions, and revising the electricity rate structure to encourage use of renewable energy sources should be one strategy to accomplish that objective.	5/9/2019	Mike Freeland, Resident	Environment & Health	Comment addressed - See Objective ESH 8.5 and Strategy ESH 8.5.4. - Comment on consideration of changes to electricity rate structure is generally outside the scope of the Comprehensive Plan and has been provided to the City Utility Department for further consideration.
29	Commented on draft goal statement: Strike "family-oriented" as it does not balance with "residents of all ages and abilities". Leaving it as written is exclusionary. However, if the Committee consensus is to have a targeted approach in development of said opportunities in the statement, an alternative using current and appropriate language would be: "...by developing person- and family-oriented recreational..." Please be aware that "family-oriented" is more a principal which places "families first"; centering on traditional values or mores. Most often it is used in marketing of a specific activity or event.	5/22/2019	Raymond Beverage, Resident	Parks, Recreation, & Culture	Comment acknowledged - Per Planning Commission, the goal was changed from "family-oriented" to "family-friendly".
30	Commented on ESH 8.7: Statement reads as if City Government will be paying for these choices by fixing the cost of the healthy choices. "affordable" has a ton of variable first being one's own fiscal status. Recommend using the HEAL language and restate to: "Transform the community to support health and well-being by promoting healthy choices within eating and active living."	5/22/2019	Raymond Beverage, Resident	Environment & Health	Comment addressed - See Objective ESH 8.7.
31	Commented on ESH 8.7.1: Change "that" to "which" for more active language. This goal is workable given the HEAL Assessment tool which enables policy review & development.	5/22/2019	Raymond Beverage, Resident	Environment & Health	Comment acknowledged - The word "that" is used intentionally as a restrictive clause.

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32	Commented on ESH 8.7.2: Change "conduct" to "participate" with the community health agencies in development of a comprehensive community health needs assessment and add "integrate with HEAL policies & programs" to improve the health of Manassas residents. A Community Health Needs Assessment (CHNA) – is a responsibility for our local Health Systems and so the City Government does not need to expend funding to redo since we are included in the CHNA. Eliminate the duplication of effort. Prince William Health District the lead agency for Population Health. Given the two Health Systems within the Greater Prince William Area (who are required to perform a CHNA), the Community Healthcare Coalition of Greater Prince William was created to bring together the two Systems and all entities – to include this City – in development of the CHNA. Individual persons can also participate. Locally, this is the “Be Healthy Be Happy Prince William County”. Additional information can be provided on request.	5/22/2019	Raymond Beverage, Resident	Environment & Health	Commented addressed - See Strategy ESH 8.7.2.
33	Commented on ESH 8.7.3: Statement blends with others	5/22/2019	Raymond Beverage, Resident	Environment & Health	Comment acknowledged.
34	Commented on ESH 8.7.4: Change the word "problems" to "issues". It will be interesting to see how this is expanded given the broadness of the statement. “safe” is definable with relation to structure integrity; Police & FRS; “sanitary” can be extended to include stormwater, etc.	5/22/2019	Raymond Beverage, Resident	Environment & Health	Comment addressed - See clarified language in Strategy ESH 8.7.4.
35	Commented on ESH 8.7.5: This actually falls more like being under an “action” for ESH 8.7.1 above. Commendable to have this as a separate item to draw attention; tie in with HEAL.	5/22/2019	Raymond Beverage, Resident	Environment & Health	Comment acknowledged. Strategy retained.

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36	Commented that the Bull Run Unitarian Universalists (BRUU) at the corner of Church and Main look forward to making that area more accessible for all, including pedestrians and bikers. We also encourage the city to add more parking spaces for the disabled, so they can participate fully in the events downtown. Even before Church Street is converted so vehicle traffic is directed into one lane, we request that the city add more parking reserved for the disabled near the corner of Church and Main.	5/28/2019	Art Muirhead, President, on behalf of the 211 members of BRUU	Mobility	Comment acknowledged - Recommendations to convert Church Street to one travel lane in order to add parking and bicycle facilities would only occur after completion of the Godwin Drive extension and subsequent decrease in vehicle traffic. Comment on immediate addition of parking reserved for the disabled is outside the scope of the Comprehensive Plan and has been provided to the Department of Public Works for further consideration.
37	Commented that the city's rate structure for electricity is a barrier to sustainable energy and suggests the city's Comprehensive Plan should also encourage a long-term shift to locally-generated renewable energy and encourage the non-government sector to join in the effort. Because the city provides electricity, it has an opportunity to stimulate residents, business, and non-government organizations such as BRUU to reduce the use of electricity generated by fossil fuels. We suggest adding a new objective and implementing strategy: (Objective 7.7) Support energy efficiency and reduction of carbon dioxide emissions within the non-government sector. (Strategy 7.7.1) Revise utility rate structures to incentivize residents, businesses, and non-commercial operations to reduce peak energy use and to install residential- and commercial-scale renewable energy (e.g., solar panels).	5/28/2019	Art Muirhead, President, on behalf of the 211 members of BRUU	Community Facilities	Comment acknowledged - See Objective ESH 8.5 and supporting strategies for non-government sector initiatives. Comment on consideration of changes to electricity rate structure is generally outside the scope of the Comprehensive Plan and has been provided to the City Utility Department for further consideration.
38	Commented against moving customer service activities to the current DMV location, stating that it would divert economic activity from downtown and be more difficult for citizens, especially those who can't drive, to conduct business at this remote, transit-inaccessible location.	6/4/2019	Allen Muchnick, Resident	Community Facilities	Comment acknowledged - As stated in the memo dated 5/8/19, since 2000, Manassas has explored options to expand City Hall and has implemented various staff relocations to optimize existing space. The relocation of the DMV will open critically-needed space that the City intends to backfill as office space.

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39	Commented against building a new public safety and fire station when excess vacant office space will exist in current facilities.	6/4/2019	Allen Muchnick, Resident	Community Facilities	Comment acknowledged - As stated in the memo dated 5/8/19, new public safety facilities are needed to meet space deficits and emergency response times. It is anticipated that existing office space will be back-filled, allowing the City and/or Schools to vacate existing leased space.
40	Questioned a comprehensive, strategic, cost-effective, and publicly vetted plan for the future of City facilities.	6/4/2019	Allen Muchnick, Resident	Community Facilities	Comment acknowledged.
41	Expressed concern for buildings more than 2-3 stories high in the Commercial District and stated that such an action would seriously distract from the historic nature that attracts people to our restaurants and shops. Any such new buildings should not be of the cheaper variety as the Messenger Building but should be of a substantial style representative of the 1900 era. Taller housing can be built on the other side of the tracks. People need and are attracted by open spaces and sun-filled sidewalks.	6/5/2019	Ellen Percy Miller, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
42	Commented on Messenger Place height, lack of setback, and shadows. Requested height limit of 3 stories (or 45 feet) to maintain historic character.	6/10/2019	Philip Lindgren, Business Owner	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.

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43	Expressed concern for buildings more than 2-3 stories high in the Commercial District and stated that such an action would seriously distract from the historic nature that attracts people to our restaurants and shops. Any such new buildings should not be of the cheaper variety as the Messenger Building but should be of a substantial style representative of the 1900 era. Taller housing can be built on the other side of the tracks. People need and are attracted by open spaces and sun-filled sidewalks.	6/10/2019	Ellen Percy Miller, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
44	Requested to prioritize Prince William Street and beautify the road, as well as surrounding buildings and landscaping.  Also requested wider sidewalks or bike lanes for pedestrian/biker transportation. Right now, bikers use sidewalks because there are no bike lanes. This pushes runners and pedestrians into oncoming traffic on the streets, especially when the sidewalks are blocked by fences or walls on one side (i.e. West side of Grant Avenue between Wellington and Prince William, and the South side of Center/Church Street by the cemetery/ Fire station). The sidewalk on Grant street is also so narrow that when car doors are open, the entire sidewalk is blocked.	6/25/2019	Katie Bidinger	Mobility	Comment addressed - The Mobility Chapter recommends wider pedestrian zones and bike lanes as part of the Complete Streets typology. Prince William Street is under construction; the Grant Avenue streetscape project will improve pedestrian and bike lanes along the referenced segment.
45	Expressed support for local initiatives to increase the number and quality of bike lanes in the city and surrounding areas. Specifically, for bike lanes to be added to Godwin Dr. between Rt. 28 and Wellington Rd. Husband bikes on this stretch of road in order to get to work and has often found the lack of bike lanes to be a safety hazard.	7/24/2019	Christine Wood, Resident	Mobility	Comment acknowledged - Bike facilities are an integral component of the Mobility plan. The bike trail along Godwin Drive from the Winters Branch Trail to Wellington Road is a funded project.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
46	Regarding Bicycle and Pedestrian Network Needs on page 12: I disagree with the characterization of a North-South imbalance in the cycling connections within Manassas. While the south has the Winter's Branch Trail, the Wellington Rd sidepath, and sharrow on Hastings Dr, the street grid connectivity on the south side of Manassas is generally inferior to the low-traffic street connections on the north side (except for northeast of Liberia Ave where there is almost no connectivity). I would not characterize one half or the other as being inferior or superior; rather, they are simply distinctly different.	8/19/2019	Allen Muchnick, Resident	Mobility	Comment acknowledged.
47	Similarly, the point about the lack of a north-south route comparable in quality to an east-west route consisting of the poorly maintained Wellington Rd sidepath (overhanging branches in multiple locations) and the Winters Branch Trail (which still lacks basic wayfinding) ignores the fact that a relatively low-stress north-south route already exists with Stonewall Rd (starting at the pool), Weems Rd, Portner Ave, Main St, and South Grant Ave. Generally, the latter route is more comfortable and connects to more destinations (especially downtown).	8/19/2019	Allen Muchnick, Resident	Mobility	Comment acknowledged.
48	Speed limit guidelines on page 43: Some of the recommended posted speed limits in the table are too high. In particular, the posted speed limits on Stonewall Road, Oakshaw Drive, Weems Road, Clover Hill Road, Liberia Avenue north of Rte 28, Godwin Dr south of Rte 28, and the entirety of Grant Ave and Hastings Dr should not exceed 25 MPH. In addition, the posted speed limits on Liberia Ave south of Rte 28 and on Sudley Rd west of Grant Ave should not exceed 30 MPH. The only road in the City where a 35 MPH posted speed limit seems reasonable is Godwin Dr between Rte 28 and Sudley Rd and also the Prince William Parkway at the southeast edge of the City.	8/19/2019	Allen Muchnick, Resident	Mobility	Comment acknowledged.

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49	Missing sidewalk connections to be prioritized (map on page 51): Please recommend adding sidewalks to at least one side on these two blocks to complete a missing sidewalk link between Peabody St and Stonewall Rd, immediately north of the County Courthouse Complex: 1) Robnel Ave between Peabody St and Nelson Ln and 2) Nelson Ln between Robnel Ave and Stonewall Rd. Presently, those two blocks have no sidewalks at all on either side of the roadway.	8/19/2019	Allen Muchnick, Resident	Mobility	Comment acknowledged - This gap is proposed to be addressed through sidewalk gap connection improvements on Beauregard Avenue.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
1	Stated appreciation of affordable senior housing close to Downtown, but feels Messenger Place is too tall and requests restriction of Downtown building height to 3 stories.	2/13/2019	Carol Hillard, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
2	Presented Preserve Historic Manassas initiative and requested that the Committee recommend policies to reduce height within the historic downtown. See written comments for more details.	2/13/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
3	Stated support for the Preserve Historic Manassas initiative and emphasized the need to preserve the City's charm.	2/13/2019	Sheryl Bass, Resident	Land Use	Comment acknowledged - The draft Downtown design principles are intended to preserve the City's charm, protect historic building, and enhance the character and quality of the district.
4	Stated support for the Preserve Historic Manassas initiative and emphasized the need to preserve the City's charm. Recommended that new construction look historic and more integrated with historic buildings.	2/13/2019	Philip Landgrin, Resident	Land Use	Comment acknowledged - The draft Downtown design principles are intended to preserve the City's charm, protect historic building, and enhance the character and quality of the district.

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5	Requested height limit reduction in historic district. Suggested consideration of topography in determining allowable building height.	2/13/2019	Ann Hempen, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
6	Highlighted the City's motto "Historic Heart. Modern Beat." and requested a focus on charm when considering new buildings.	2/13/2019	Lynn Forkell, Resident	Land Use	Comment acknowledged - The draft Downtown design principles are intended to preserve the City's charm, protect historic building, and enhance the character and quality of the district.
7	Requested the City update the policy for utility rate peak charges, as the current policy is burdensome for small businesses.	2/13/2019	Mark Hempen, Resident	Community Facilities	Comment acknowledged - Consideration of changes to utility rate structure is generally outside the scope of the Comprehensive Plan and has been provided to the City Utility Department for further consideration.
8	Requested 3-story height limit along Prescott Ave, including B-4 area currently included as part of Mathis Corridor character area.	2/27/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The subject area is proposed to be incorporated into the Downtown character and be subject to traditional neighborhood design principles. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.

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9	Requested preservation of residential character on Prescott Avenue.	2/27/2019	Eugene Molinelli, Resident	Land Use	Comment addressed - The subject area is proposed to be incorporated into the Downtown character and be subject to traditional neighborhood design principles.
10	Stated support for preservation of the City's historic character. Supports Ms. Molinelli's requests.	2/27/2019	Sheryl Bass, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles are intended to preserve the City's historic character.
11	Stated support for the Preserve Historic Manassas initiative and recommends building height limitation in Old Town.	3/20/2019	Judith Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
12	Stated support for smart growth, density, and reduced parking requirements.	3/27/2019	Coleman Rector, Business/ Property owner	Land Use	Comment addressed - The Downtown design principles provide opportunity for compatible infill and development within the Downtown character area.
13	Stated support for Wellington Road shared use path, but must also recommends addressing lighting conditions and maintenance.	4/10/2019	Greg Tkukalis, Resident	Mobility	Comment addressed - See Strategy MOB 6.2.2 and 6.3.6.
14	Requested more neighborhood connectors be provided between cul-de-sacs (particularly with Manassas Park). Needs for additional bike routes.	4/10/2019	Allen Muchnick, Resident	Mobility	Comment addressed - See Strategy MOB 6.2.5 and revisions to the bicycle recommendations.
15	Stated support for Mathis character area design principles and requested the Commission consider increasing building height in the Mathis character area to make redevelopment financially viable.	4/24/2019	Mike Vanderpool, Resident	Land Use	Comment acknowledged - The plan currently recommends building heights of 4-6 stories.

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16	Summarized comments submitted on 4/20/2019. See written comments for details.	4/24/2019	Allen Muchnick, Resident	Mobility	Comments acknowledged and addressed as appropriate in the Objectives and Strategies (MOB 6.1.5, MOB 6.2.2, MOB 6.2.4, MOB 6.3.5, MOB 6.4.1, MOB 6.4.2, and MOB 6.5.2) and with revisions to the Transportation Master Plan street typology and pedestrian & bicycle networks maps.
17	Does not support height reductions Downtown, citing the impacts of limiting building height and the challenges of redevelopment and infill in Manassas.	5/1/2019	Rich Nishanian	Land Use	Comment addressed - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
18	Stated support for additional density Downtown, citing the advantages of smart growth and residential density near transportation hubs. Does not support height reductions Downtown.	5/1/2019	Coleman Rector, Business/ Property owner	Land Use	Comment addressed - The Downtown design principles provide opportunity for compatible infill and development within the Downtown character area.
19	Commended the City for recognizing environment and protection of natural resources in the plan and recommended that City inventory natural resources, recognize the need to acquire additional park land, and provide access to passive open space. He also commented on the need to align trails and open space resources with County plans.	5/22/2019	Charles Grimes / Prince William Conservation Alliance	Environment & Health	Comment addressed - See Strategy ESH 8.1.1 for natural resources inventory. See parks level of service for park land acquisition. See ESH 8.3 and PCR 9.5 for access to nature/open space and trails.

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20	Provided examples of a mixed use building that his client would like to build on Euclid Avenue and offered the Planning Commission the opportunity to tour the building. Also commented on the draft Downtown character area language stating that the step back provision should be clarified to provide additional specificity.	6/5/2019	Mike Vanderpool, Resident	Land Use	Comment acknowledged.
21	Read an excerpt from the Georgetown Act, and encouraged the Commission to provide a clear and unequivocal commitment to preserving the character of the historic district through City policy.	6/5/2019	Steve Goodwin, Resident	Land Use	Comment acknowledged.
22	Stated his position against changing the character of the City's historic core. Stated that concessions, such as step back provisions, are not sufficient, and reminded the Committee of the survey in which many people stated a preference for a height reduction to 35-45 feet in the Historic Downtown.	6/5/2019	Eugene Molinelli, Resident	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
23	Asked the Committee to preserve the historic district and character of the Downtown core and stated interest in compatible infill development, building height, and massing and asked the Committee to be thoughtful in considering the future of this area.	6/5/2019	Sheryl Bass, Resident	Land Use	Comment acknowledged.
24	Stated that height restrictions are the most important thing for the community and asked the Committee to think strategically and long term. Also stated that more community conversations are needed before the public hearing.	6/5/2019	Lynn Forkell, Resident	Land Use	Comment acknowledged.
25	Stated that if developers are willing to build in the Victorian or Colonial style, that would be preferred. However, if you don't have developers willing to build in that style, the City should not turn others away.	6/5/2019	Ed Spall, Resident	Land Use	Comment acknowledged.

## 2040 Comprehensive Plan Update

### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
1	Get rid of demand charge on businesses	6/26/2019	N/A	Community Facilities	Comment acknowledged - Consideration of changes to electricity rate structure is generally outside the scope of the Comprehensive Plan and has been provided to the City Utility Department for further consideration.
2	Help neighbors promote their history and unique character	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed- PCR 9.2 addresses historic preservation.
3	Please keep baseball fields, we need more green space	6/26/2019	N/A	Parks, Recreation, & Culture	Comment acknowledged - The parks level of service standards set goals for additional green space.
4	Leave the trees – important to our health, more green space	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - Green space and tree canopy is an important component of the Plan. Objective ESH 8.2 addresses tree canopy.
5	Wider sidewalks to accommodate pedestrians in both directions	6/26/2019	N/A	Mobility	Comment addressed - The Mobility Chapter recommends wider pedestrian zones as part of the complete street typology.
6	We need green space and a park near Prescott corridor	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - Prescott corridor is within service area of new park at Annaburg Manor.
7	Mathis Avenue corridor redevelopment will need bus transit improvements	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.3 recommends improving access to local transit services by supporting OmniRide initiatives. OmniRide is currently restructuring its local network and Mathis Avenue is designated as a bus route.

## 2040 Comprehensive Plan Update

### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
8	Limit the height of buildings. New apartments at old Journal Messenger so out of character of Manassas.	6/26/2019	N/A	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
9	Holmes Heights need new street connectivity with any redevelopment	6/26/2019	N/A	Mobility	Comment addressed - The complete streets Map 6.2 includes new street connectivity within this area.
10	Attract small technology companies	6/26/2019	N/A	Economic Development	Comment addressed - The Godwin Technology character area is intended to strengthen the focus on technology companies.
11	Do not take down the forest at Stonewall Park	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - While specific master plan decisions are outside the scope of this Plan, ESH 8.3 provides new strategies to protect natural open space and sensitive environmental areas.
12	Historic properties like Annaburg and Liberia should definitely be preserved and used for historic interest, green space and event centers	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - PCR 9.2 addresses historic preservation and PCR 9.2.1 specifically identifies the need for a master plan for Annaburg.
13	Park at Portner (Annaburg) needs to be developed for public use – gardens, benches, fountain	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - PCR 9.2 addresses historic preservation and PCR 9.2.1 specifically identifies the need for a master plan for Annaburg.
14	Improve viewscape between Liberia and Annaburg Manor	6/26/2019	N/A	Land Use	Comment addressed - Mathis Avenue revitalization is a core component of this plan. In addition, the City is developing a capital project to address the streetscape.

## 2040 Comprehensive Plan Update

### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
15	Connect Winters Branch trail with Old Town and the landings at Cannon Branch despite nimbyism from some people	6/26/2019	N/A	Mobility	Comment acknowledged - The trail extension has been removed from this plan based on community input.
16	Add parking at the south end of Winters Branch Trail	6/26/2019	N/A	Parks, Recreation, & Culture	Comment acknowledged - Comment has been provided to parks division for consideration in Dean Park capital project.
17	Greenways and trails should be considered very important to ensure the health of the community	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - See PCR 9.5, which specifically addresses greenways and trails.
18	Install way finding signs on Winters Branch trail in 2019 not 2029!	6/26/2019	N/A	Parks, Recreation, & Culture	Comment acknowledged - Comment has been provided to parks division for consideration in Dean Park capital project.
19	Please avoid using rubber crumb as padding on playgrounds. The mulch works well and it is not toxic	6/26/2019	N/A	Parks, Recreation, & Culture	Comment acknowledged - Specific materials are outside of the scope of this Plan and have been provided to the Parks and Recreation Division for consideration.
20	Help renters learn how and make connections and plans to own their own place. Focus on non-English populations and those living in affordable housing.	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.4.4 identifies strategy to support homeownership.
21	Limit building height within Old Town. The current Messenger building does not fit the scale.	6/26/2019	N/A	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.

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### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
22	City should be careful about too many tall (5 story buildings in the historic district) could lose the old town historic ambience.	6/26/2019	N/A	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
23	Love the neighborhoods of Manassas!	6/26/2019	N/A	Housing & Neighborhoods	Comment acknowledged.
24	Real Affordable housing! Don't care what they say, we do not have a lot of affordable housing	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.5 addresses housing balance, including affordable housing. HOU 4.5.2 identifies the need to explore an affordable dwelling unit ordinance.
25	Walkability	6/26/2019	N/A	Mobility	Comment acknowledged - Walkability is a key component of the Mobility plan.
26	Encourage community gardens	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - PCR 9.1.11 addresses community gardens through partnerships.
27	We need senior living homes	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.5 addresses housing balance, including senior housing.
28	Consider accessory dwellings, granny flats, but enforce zoning laws	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.5.4 identifies the need to explore accessory dwelling opportunities.
29	Need more executive housing	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.5.3 addresses the need for higher end housing.
30	Senior housing	6/26/2019	N/A	Housing & Neighborhoods	Comment addressed - HOU 4.5 addresses housing balance, including senior housing.

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### Vision Summit Comments

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
31	Some small businesses are struggling with high taxes and high electric demand charge	6/26/2019	N/A	Economic Development	Comment acknowledged - Consideration of changes to the tax or electricity rate structure is generally outside the scope of the Comprehensive Plan.
32	Need to provide better connection to the west portion of downtown, hard to cross the intersection of Grant and 28.	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.2.4 addresses pedestrian connections within Downtown. The existing Capital Improvement Program Project T-021 on Grant Avenue will also address this issue.
33	Tourism – Old Town, stay in character and limit building height (i.e., Messenger)	6/26/2019	N/A	Land Use	Comment acknowledged - The draft Downtown Core design principles recommend that there should be no increase to the height or stories of contributing structures. In addition, the draft text specifies the incorporation of step backs when new buildings are taller than 130 percent of the prevailing building height. Staff does not recommend a goal to reduce Downtown building height via a zoning text amendment.
34	Identify industries and businesses that attract Gen Xers and millennials and start building incubators in the less developed parts of Manassas, like Prince William St and Mathis Corridor	6/26/2019	N/A	Economic Development	Comment acknowledged - the ED chapter does not identify specific industries in order to remain adaptive to market conditions. ED 5.2 and 5.3 address business attraction and redevelopment.
35	Keep government functions/offices centrally located	6/26/2019	N/A	Community Facilities	Comment acknowledged.
36	At home workers have increased over the decade but little attention, services, focus on them – need to grow. Means less demand on roads.	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.5.3 addresses telecommuting.

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### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
37	Need community centers to attract teens etc.	6/26/2019	N/A	Parks, Recreation, & Culture	Comment acknowledged - CFI 7.1.2 recommends new community spaces in all public facilities but a community center is not specifically recommended. Community space is also proposed as part of the museum expansion referenced in PCR 9.6.2.
38	Activities for all ages	6/26/2019	N/A	Parks, Recreation, & Culture	Comment addressed - PCR goal includes "opportunities for residents of all ages and abilities"
39	Look at city owned fiber optic internet network as part of utilities to incentivize tech business and local information via internet	6/26/2019	N/A	Community Facilities	Comment acknowledged - CFI 7.6 recommends implementing new technology to remain competitive and connected but does not specifically call for a city owned fiber optic network.
40	Would like to see a composting facility for yard waste	6/26/2019	N/A	Community Facilities	Comment addressed - Composting added to CFI 7.5.1.
41	More benches to rest for walkers within the City	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.2.2 addresses pedestrian comfort by providing street furniture.
42	Would like to see some traffic circles or roundabouts at for instance Centerville Road at Sudley and Prescott	6/26/2019	N/A	Mobility	Comment addressed - The proposed roundabout at Centerville Road and Sudley Road is included as project #5 in Table 6.1 of the Mobility Chapter.
43	Need to enforce speed limits and other traffic issues. I feel unsafe walking or biking because of the numerous times I have almost been hit!	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.6 recommends updating and adopting a revised traffic calming policy.
44	Bus+Rail	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.3 recommends improving access to regional and local transit services by supporting the expansion of OmniRide and VRE.
45	More frequency bus schedule	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.3 recommends improving access to regional and local transit services by supporting the expansion of OmniRide and VRE.

## 2040 Comprehensive Plan Update

### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
46	Crossing to Annaburg walking	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.2.4 addresses pedestrian connections between the Downtown and the Mathis Avenue character area. The existing Capital Improvement Program sidewalk infill project on Portner Avenue (T-058) will also address this issue.
47	Extend Winters Branch on both ends	6/26/2019	N/A	Mobility	Comment acknowledged - The trail extension has been removed from this plan based on community input.
48	Put more pedestrian trails that lead from/to neighborhoods and downtown	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.2.4 and 6.2.5 address pedestrian connections to Downtown and neighborhoods.
49	Connect airport with trails	6/26/2019	N/A	Mobility	Comment addressed - Map 6.3 in the Mobility Chapter shows future bike connections to the airport.
50	Biking and walking space should be retrofitted in where possible. Also important – local bus system. Some existing crosswalks are not in the best places (on Prescott at Charry and Quarry)	6/26/2019	N/A	Mobility	Comments addressed - The Mobility Chapter includes a complete street typology guide to ensure safety and comfort for all users. MOB 6.1.3 recommends improving access to local transit services by supporting OmniRide initiatives. OmniRide is currently restructuring its local network. MOB 6.2.6 recommends developing and implementing a crosswalk policy.
51	More access to busses for short routes	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.3 recommends improving access to local transit services by supporting OmniRide initiatives. OmniRide is currently restructuring its local network.
52	Safe walkways for pedestrians	6/26/2019	N/A	Mobility	Comment addressed - The Mobility Chapter includes a complete street typology guide to ensure safety and comfort for all users.

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### Vision Summit Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
53	Wider walkways (increase) for pedestrians and carriages	6/26/2019	N/A	Mobility	Comment addressed - The Mobility Chapter recommends wider pedestrian zones as part of the complete street typology.
54	Need more local public transportation, better advertisement, and more frequent. Also handicapped accessible.	6/26/2019	N/A	Mobility	Comment addressed - MOB 6.1.3 recommends improving access to local transit services by supporting OmniRide initiatives. OmniRide is currently restructuring its local network.
55	Reassess the "service road" in front of the post office	6/26/2019	N/A	Mobility	Comment acknowledged.
56	Lucasville and Godwin intersection needs to be improved, present danger of accidents. Lucasville needs to be expanded on that side	6/26/2019	N/A	Mobility	Comment addressed - Map 6.4 of the Mobility Chapter identifies the need for safety improvements at the Lucasville Road and Hastings Drive intersection.
57	City could use a facility for composting yard waste and promoting native plantings	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.2.5 and 8.2.6 address native plants.
58	Plan for the next generation of recycling	6/26/2019	N/A	Community Facilities	Comment addressed - CFI 7.5 addresses waste management and recycling.
59	Establish wild life habitats	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.2.6 and PCR 9.5 address wildlife habitat.
60	Focus on native plants - less care, less water, and better for the environment	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.2.5 and 8.2.6 address native plants.
61	Waste management and sustainable cost-effective recycling should be included	6/26/2019	N/A	Community Facilities	Comment addressed - CFI 7.5 addresses waste management and recycling.
62	Organic agriculture	6/26/2019	N/A	Land Use	Comment acknowledged.
63	City needs a comprehensive, strategic, and measurable energy plan	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.1.1 identifies the need for a comprehensive sustainability plan.
64	The plan should include some positive direction for the use of solar energy by residents, commercial business and local government	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.5.2 and 8.5.4 recommend resources and incentives to improve energy efficiency and renewable energy.
65	Tax incentives for energy efficiency (HVAC, water heater, etc.)	6/26/2019	N/A	Environmental Sustainability & Health	Comment addressed - ESH 8.5.2 and 8.5.4 recommend resources and incentives to improve energy efficiency and renewable energy.

## 2040 Comprehensive Plan Update

### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
1	Goal statements should be more specific and should directly map to plan objectives. Objectives should, in turn map to specific tasks. I think it is important for us to be able to relate any tasks that come out of the plan back to a specific objective and each objective should relate to a specific goal or part of a goal. I have trouble comprehending how we will know when we have reached the goal where "Manassas neighborhoods will be celebrated".	2/11/2019	Ken Johnson	Vision	Comment addressed - See revised goal statements.
2	Goal statements should also be very positive. For example, the land use goal statement "Manassas will retain its character and charm ..." does not inspire. I think it should be recast in terms of "preserving" and "protecting" Manassas' character, charm, identity, or something similar.	2/11/2019	Ken Johnson	Vision	Comment addressed - See revised goal statements.
3	I think the plan should identify "Cross-over issues" such as the role of education in economic development and the role of "mobility" in fostering connectedness among our neighborhoods.	2/11/2019	Ken Johnson	Vision	Comment addressed - See final plan themes that identify crossover issues.

## 2040 Comprehensive Plan Update

### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
4	<p>Land Use - While focusing on residential and commercial uses is important, I think the plan could do more to address issues relating to the role of industry in the City. I think we missed the boat on this in the current plan. I think we need a forward looking vision of modern industry and R&amp;D uses that will encourage high-paying jobs and opportunities for our citizens. We should be able to answer questions such as: What is the future of industrial land uses in the City? Is there a better balance with other commercial uses such as retail and office space? What changes should we consider to our existing character areas and zoning ordinances in order to encourage higher value added industry? Are we making the best use of our I1, I2, and IA land? See the comment about Quarry Rd/Euclid Ave on p A.4 of the "Conversations" report. Would a single set of industrial district ordinances provide more flexibility, make it easier to adapt to market changes? Should we focus on City sectors that encourage a specific type of industrial use-- Sudley--medical research and related technologies; Airport-- Aviation/transit technologies, Others? Or would doing so be too restrictive? Among other issues, I think we should take into account the future of retail and office space in the City. What land uses offer the best opportunities for balanced growth?</p>	2/11/2019	Ken Johnson	Land Use	<p>Comment addressed - See the proposed "Godwin Technology Corridor" character area, the revised Heavy Commercial/Suburban Business character area (formerly Industrial/Suburban Business), and new definitions for "Heavy Commercial" and "Research and Development". The Godwin Technology character area captures the vision for a high-value, technology focused employment center at the City's western gateway. Design principles are based on former Industrial/Suburban Business Area, with added prohibition on heavy commercial uses and outdoor display, sales, and storage.</p>
5	<p>Housing and Neighborhoods - We should recognize neighborhoods are the bedrock of the City and should emphasize they foster a sense of community among diverse groups. This means we need to offer a diverse and sustainable mix of housing choices. We also need to invest in neighborhood quality--regardless of property values. Questions include: Is there a proper mix of diverse "affordable" and "quality" housing for Manassas? Is the City's residential market large enough to sustain such a mix--or should we also look to the County or Manassas Park? Are we "trapped" by the age of the housing stock or does redevelopment offer opportunities to broaden the mix? If so, what tools do we need to encourage a more balanced mix?</p>	2/11/2019	Ken Johnson	Housing & Neighborhoods	<p>Comment addressed - Objective HOU 4.3 addresses investment in neighborhoods through grants and public improvements. Objective HOU 4.5 and supporting strategies address a balanced housing stock. See Housing Plan for more details.</p>

## 2040 Comprehensive Plan Update

### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
6	Economic Development - I think goal should be recast a bit to focus on the City as business friendly, interested in promoting corporate investment. We've had success recently--What can we do to capitalize on this success? Here I think we could focus on what makes Manassas unique in terms of economic development--such as small town atmosphere, close-knit community of business and government leaders. How can we preserve these unique characteristics.	2/11/2019	Ken Johnson	Economic Development	Comment addressed - See revised goal.
7	Mobility - I will hold off until we see the transportation plan, but I think we should cast the goals in terms of promoting access and connectivity of all transportation modes. How can we break down barriers to connectedness? I think one way is by reviewing and improving design standards.	2/11/2019	Ken Johnson	Mobility	Comment addressed - See revised goal.
8	I've begun looking at the comp plans for Leesburg, Winchester, Lynchburg, and Fredericksburg. I like some of the things Leesburg and Winchester say about industrial uses. Chapter 7 of the Winchester plan has some ideas regarding gentrification, incentives for rehabilitation.	2/11/2019	Ken Johnson	Land Use	Comment addressed - See new "Heavy Commercial" and "Research and Development" definitions.
9	Mentioning the Winter's Branch extension, particularly regarding the Jefferson/School neighborhood will very likely generate a lot of criticism and may undermine the credibility of the whole effort. For many in this neighborhood, this issue was settled years ago--there will not be a Winter's branch extension through their back yards. The compromise was to include a bike lane on the new Prince William Street. I recommend we drop this point.	3/3/2019	Ken Johnson	Land Use / Mobility	Comment addressed - The Winters Branch trail extension has been removed from the plan.
10	Neighborhood descriptions - Some minor points that should be fixed: -- The description includes a neighborhood named the "Madison Avenue and Wall Street Residential Neighborhood." I don't believe there is a "Wall" street. -- Another neighborhood is "Quarry Street and Prescott Avenue Neighborhood"--it should be "Quarry Road." This area includes I-1-Heavy Industry. -- Is there a description for the "Grant Avenue North Neighborhood"? I can't seem to find it.	3/3/2019	Ken Johnson	Land Use	Comment acknowledged - Information provided for reference purposes only and not intended for use in the final plan.

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### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
11	Heavy Commercial/ Suburban Business - I came across this objective in the Leesburg comp plan (p. 6-12, #4) and think the highlighted portion may be worth considering in the character area description for Heavy Commercial/Suburban Business areas. Objective 4. New industrial, auto dealership, auto-related, and auto service uses are not appropriate in the Central Planning Area although existing uses can be expanded or updated if the land area is not increased. Small scale, clean, high product value industrial uses such as microbreweries, coffee roasters, and printers that do not have significant noise, emissions, lighting, or outdoor storage areas that will generate low truck traffic may be allowed. When located adjacent to residential areas, these uses must be appropriately mitigated through setbacks, vegetative buffering or site design. These uses should be integrated into an urban scale mixed use community.	3/14/2019	Ken Johnson	Land Use	Comment addressed - See revised Godwin Technology character area and revised Heavy Commercial/Suburban Business character area.
12	Land Use Objectives - I like the format and structure. I would like to see some more objective-oriented strategies for LU1, LU2, and possibly LU4. I don't have any good ideas, perhaps we can discuss. I like the strategies outlined for LU3 and LU5.	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised strategies.
13	Land Uses - After comparing the definitions of land uses with the character areas, it seems "General Mixed Use" is really vague--it seems as some sort of catch-all. None of the character areas include this use so far--will it be included in Mathis or Downtown? My thought, is that it may not be needed, it seems to me the other definitions cover it and are more precise.	3/24/2019	Ken Johnson	Land Use	Comment addressed - "General Mixed Use" land use definition has been removed from the draft plan.
14	Character Area Descriptions - Page 6: "Neighborhood Business, General Business, and Heavy Commercial/Suburban Business": I am not clear we want to characterize these as areas where the "existing character is unclear, transitional, or inconsistent ...." Perhaps it would be better to recognize these as "established commercial areas that offer ample development/redevelopment opportunities in keeping with evolving, modernized commerce." I'm not wedded to that wording, I'm sure there is a better way to convey the thought.	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised description.

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### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
15	Land Use Strategies - Page 9, second bullet--"modern amenities": I'm not sure what these are, and I think we use the phrase a few times. Should we describe/provide some examples the first time the phrase is used?	3/24/2019	Ken Johnson	Land Use	Comment acknowledged - Recommend no change to wording to allow interpretation and creativity based on location and market demands. Modern amenities may refer to shared interior amenities (such as community rooms, game rooms, gyms, sports courts, bike storage and repair stations), outdoor amenities (such as pools, dog runs, gas fired grilles, fire pits), and technology upgrades (such as wifi, USB wall outlets, Bluetooth wall speakers, etc).
16	Land Use Strategies - Page 9, sixth bullet: Insert "to" between "possible" and "improve."	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised strategy.
17	Land Use Strategies - Page 9, fifth bullet under "Buildings": Should we be stronger on this point? Rather than "not recommended" should we use "discouraged"?	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised strategy.
18	Land Use Strategies - Page 20, twelfth bullet: "enhanced access management principles" seems vague and most readers may not know what we are talking about. Can we briefly include examples of what such principles include?	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised MOB 6.3.7 for examples of access management strategies.
19	Land Use Strategies - Page 22, fifth bullet under "General": I know we include accessibility as a focus priority, but think we should also mention it under "General"; suggest inserting "and accessibility are primary concerns" after "Pedestrian safety."	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised strategy.
20	Land Use Strategies - Page 22, first bullet under "Sites": Do you mean "reduce <i>impervious</i> area"?	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised strategy.
21	Land Use Strategies - Pages 23 and 26, Appropriate uses: the lists of uses for Godwin and Airport include "Warehouse/Manufacturing/ Distribution" but the land use definitions and other character areas refer to "Manufacturing/ Wholesale/Distribution."	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised list of appropriate uses.
22	Land Use Strategies - Page 23, Focus Priorities: While we mention energy efficiency and sustainable development, should we also require that hazardous materials be processed using environmentally sound processes?	3/24/2019	Ken Johnson	Land Use	Comment addressed - See revised focus priorities (addressed in both Heavy Commercial/Suburban Business and Godwin Technology Corridor)

## 2040 Comprehensive Plan Update

### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
23	Land Use Strategies - Page 27: It appears the section on "Gateways and Corridors" is not complete--at least on my copy. I assume there will be a section on "Appropriate Uses".	3/24/2019	Ken Johnson	Land Use	Comment acknowledged - A list of appropriate uses is not included, as the appropriate uses are determined by the underlying character area.
24	Downtown Neighborhoods - I want to be on the record expressing my concern for the two contributing houses beside me which were rezoned for office use and now sit empty as well as the empty lots beside them where a fire took out another contributing house after the owners were denied permission to tear it down and the lot beside it where a contributing house was torn down using demotion by neglect. Beside that lot the corner has commercial buildings that don't add much that sit across from the old courthouse--one of the most significant historic buildings in the city and the county. My house has the distinction of having hosted President Taft after his speech at the Peace Jubilee in 1911. Also, near the corner of Grant and Lee is the old white clapboard church that was built on land donated to the city by George Round for the express purpose of building a church. It is now owned by Lacey Compton and is in very bad condition. Beyond that is the Pierce funeral home area and a lot with a swimming pool that has been filled in with dirt. Overall a really sad looking area but a very important historical location. I think we need to be very thoughtful about what happens there and I am sorry I probably won't be around for the meeting on it. Of course I would very much like to see the two contributing residences to the south of me returned to residential and be preserved and prevented from suffering further neglect. Let's don't allow developers to further chip away at the city's showcase residential street.	3/27/2019	Martha Wilson	Land Use	Comment addressed - The contributing houses referenced in the comment are located outside of the proposed Downtown Core. Traditional Neighborhoods principles apply. It should be noted, however, that the Traditional Neighborhood character area does allow some limited business uses.
25	Mobility Key Issues - What does 'Enhanced connectivity is required at the small, medium, and large scales' mean?	4/12/2019	Ken Johnson	Mobility	Comment addressed - See revised Key Issues document.
26	Mobility Strategies - I would like to see a stronger statement of the objective MOB 6.2. I guess I am troubled by the use of the words "Develop" and "provides." In MOB 6.1 and MOB 6.3, we say we will "Maximize," yet here we only intend to "Develop" and "provide." I don't have any suggested changes at this time though.	4/12/2019	Ken Johnson	Mobility	Comment addressed - See revised Objective MOB 6.2.

## 2040 Comprehensive Plan Update

### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
27	Mobility Strategies - I am particularly concerned about the treatment of intersections and their design standards in the "Objectives and Strategies" section. The design of many of the City's intersections puzzles me--the lack of crosswalks at some intersections, only three crosswalks for the box at others, for example--and I think more marked intersections are needed, particularly in our neighborhoods want to emphasize safety and promote connectedness between neighborhoods. I think that many of the barriers to access and safety for pedestrians/bikers occur at intersections. My understanding is that current--well-intentioned--design standards often preclude making improvements to intersections that would help mitigate these issues. These standards, moreover, seem to be based on auto traffic volume, not pedestrian/biker needs.	4/12/2019	Ken Johnson	Mobility	Comment addressed - See revised Strategy MOB 6.2.6.
28	Mobility Strategies - Make MOB 6.2.4 stronger. Again, I think "Develop" is too weak. Perhaps we can say something like "Update and improve crosswalk policies and design standards to provide ... neighborhoods and promote greater pedestrian access and safety."	4/12/2019	Ken Johnson	Mobility	Comment addressed - See revised Strategy 6.2.6. Please note the verb "Develop" is used as the City does not currently have any crosswalk policy and a policy will be developed based on the Transportation Master Plan recommendations.
29	Mobility Strategies - Make sure MOB 6.2.1. relates to MOB 6.2.4: I like the "complete streets" typology, but the cross sections only apply to the streets. What happens at the intersections where these streets meet? Are there examples for the various typologies (urban, mixed use, etc.) showing intersection designs (pedestrian crosswalks, turn lanes for bikers, pedestrian signaling)? For example, what happens, from a design standpoint, when a "Neighborhood Street" intersects with a "Neighborhood Connector Street."?	4/12/2019	Ken Johnson	Mobility	Comment addressed - The treatment of intersections will follow through the development of intersection standards referenced in Strategies MOB 6.2.6 and MOB 6.3.2.

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### Planning Commission Written Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
30	Mobility Strategies - Tie into MOB 6.3.2: This strategy does not specifically call out intersections--if we want to make these typologies the basis for design standards, we should include intersections. Can this be revised to make sure these new design standards also include intersections? This strategy seems redundant to 6.2.4, but I am not sure we should combine them.	4/12/2019	Ken Johnson	Mobility	Comment addressed - See revised Strategies MOB 6.2.6 and MOB 6.3.2.
31	Level of Service - I also have a more general question about the LOS standards used in the presentation. These only apply to vehicular traffic. Are there standards that also include pedestrian/bike traffic? For example, the intersection at Prince William Parkway/Liberia Ave/Wellington LOS in 2040 is listed as F. This is also the connection between the Wellington Rd bikeway and the Prince William Parkway bikeway. It seems to me, the proposed improvement will not affect bike traffic, but if other solutions are considered, will they consider the impacts on bikers? What is the tradeoff between vehicular LOS and LOS for pedestrians/bikers? I think recommendations for intersection improvements, particularly along existing or planned bike routes should explicitly account for the impacts on pedestrians/bikers.	4/12/2019	Ken Johnson	Mobility	LOS Response - See revised Strategy MOB 6.3.3.  Intersection comment addressed - See revised Strategy MOB 6.2.6 and MOB 6.3.2.
32	Prince William Street - What's the plan on Prince William St? I know the city is in the process of fixing the street, but I think the maps you provided list it as a Urban Street (it is a little hard to tell, as some of the colors are very similar.). The street is currently too narrow to take on much additional traffic, and needs proper sidewalks to accommodate pedestrian traffic. Is there a plan to widen the PW street as we fix it? Are we adding proper sidewalks?	4/24/2019	Russ Harrison	Mobility	Comment acknowledged - On the typology map of the Transportation Master Plan, Prince William Street is identified as a Mixed Use Street which recommends a similar cross-section to what is under construction as part of the existing CIP project.
33	Traffic Circle - I am concerned that increases in traffic could regularly gum up the thing. Traffic lights may be inefficient, but they work reliably. Traffic circles work up to a point (assuming drivers know how to use them) but if you exceed their capacity, can become a nightmare. I'm also concerned about pedestrian traffic and the cost.	4/24/2019	Russ Harrison	Mobility	Comment acknowledged - Traffic circles have been proven to be safer for pedestrians, and VDOT recommends that roundabouts be considered when constructing or reconstructing a signalized or an unsignalized intersection and that they should be the preferred alternative if a study shows that they are feasible.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
34	Passive / Active voice should be consistent across Key Issues.	5/1/2019	Russ Harrison	Economic Development	Comment acknowledged - This comment will be addressed to ensure consistency between chapters in future drafts.
35	Objective ED 5.3 - Define "underutilized"	5/1/2019	Russ Harrison	Economic Development	Comment acknowledged - See strategies and character area descriptions that identify areas to be developed or redeveloped.
36	Economic Development - Consider targeted industries or prioritizing types of companies.	5/1/2019	Russ Harrison	Economic Development	Comment acknowledged - As discussed during the 5/1 meeting, Economic Development does not recommend setting a targeted list of industries. The introductory text highlights key strengths and assets.
37	Objective ED 5.4 - The City has limited capability to influence workforce development outside of K-12.	5/1/2019	Russ Harrison	Economic Development	Comment addressed - See new Strategy ED 5.4.3.
38	Strategy ED 5.4.1 - How will the City support the school system to promote economic development.	5/1/2019	Russ Harrison	Economic Development	Comment addressed - See revised Strategies ED 5.4.1 and ED 5.4.3.
39	Strategy 7.4.3 - address the need to upgrade lines in order to reduce loss during transmission and increase system redundancy.	5/12/2019	Ken Johnson	Community Facilities	Comment addressed - See revised Strategy CFI 7.4.3.
40	Strategy 7.4.5 - include the recommendation to encourage industrial users to provide on-site treatment or other measures to reduce sewer impacts.	5/12/2019	Ken Johnson	Community Facilities	Comment addressed - See revised Strategy CFI 7.4.6.
41	Strategy 7.4.8 - address the need to develop creative and cost-effective strategies for implementing best management practices aimed at achieving or exceeding required pollutant load reductions. Develop a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation.	5/12/2019	Ken Johnson	Community Facilities	Comment addressed - See revised Strategy CFI 7.4.7. See also Objective ESH 8.4.
42	We have nearly identical bullet points in the "Downtown Core Sites" section (page 14) and the "Downtown Core Buildings" section (page 14 and 15). The fifth bullet under "Core Sites" and the last bullet under "Core Buildings" both deal with "Overhead Pedestrian Protections." The bullet under "Core Buildings, on page 15, includes the words "Awnings and other ..." I think you ought to add this to the "Core Sites" section. It was not immediately apparent to me what an "overhead pedestrian protection" is, but mentioning awnings first makes it much more clear.	6/6/2019	Russ Harrison	Land Use	Comment addressed - See revised design principles.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
43	Provided editorial comments on the land use chapter. Broader identified included: ensuring land use definitions align with the zoning land use definitions, consideration of transition areas, the elimination of national chains in the downtown, consideration of the E.G. Smith ballfields, and renaming the Sudley medical area. See email dated 7/5/19.	7/5/2019	Russ Harrison	Land Use	Comments addressed as appropriate. Note E.G. Smith ballfields are addressed under Chapter 9 (Parks, Culture, and Recreation) and not in the land use chapter.
44	Provided editorial comments. See email dated 7/7/19.	7/5/2019	Russ Harrison	Housing & Neighborhoods	Comments addressed as appropriate.
45	Provided editorial comments and recommended a strategy to address alternative education paths.	7/5/2019	Russ Harrison	Economic Development	Comments addressed as appropriate.
46	Provided editorial comments. See email dated 7/7/19.	7/7/2019	Russ Harrison	Community Facilities	Comments addressed as appropriate.
47	Identified policy concerns regarding the design principles for hospital/sudley character area.	7/8/2019	Ken Johnson	Land Use	Comments were addressed during Committee worksession on 8/21/19.
48	Provided editorial comments on all chapters. Recommended new mobility strategy to address maintenance. See email dated 7/14/19.	7/14/2019	Ken Johnson	All Chapters	Comments addressed as appropriate.
49	Provided an editorial comment on the chapter goal. See email dated 7/15/19.	7/15/2019	Russ Harrison	Mobility	Comment addressed - See revised goal.
50	Provided editorial comments on the chapter. See email dated 7/16/19.	7/16/2019	Russ Harrison	Parks, Recreation, & Culture	Comments addressed as appropriate.
51	Provided editorial comments on the chapter and expressed concern that the section does not recognize the limitations of environmentally friendly policies. See email dated 7/16/19 for more detail.	7/16/2019	Russ Harrison	Environment	Comments addressed as appropriate.
52	Recommended additional language to Parks, Recreation, and Culture introduction to identify benefits of parks.	8/28/2019	Ken Johnson	Parks, Recreation, & Culture	Comment addressed - See revised introduction.
53	Editorial change to the last paragraph of the Community Facilities introduction to read: "By implementing these proposed strategies and LOS standards, Manassas will provide facilities and services that are accessible and responsive to the fullest range of community needs in a fiscally responsive manner."	8/28/2019	Ken Johnson	Community Facilities	Comment addressed - See revised introduction.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
54	Chapter 1, Introduction, Who Uses the Plan? Recommended businesses be included as a stakeholder.	9/15/2019	Ken Johnson	Introduction	Comment addressed - See revised chapter.
55	Suggested a brief textbox describing the HEAL initiative.	9/15/2019	Ken Johnson	Environment	Comment addressed - HEAL acronym is defined and link to the heal initiative is included.
56	Ch. 1 first para, second sentence--delete "on" following "City Council."	9/15/2019	Ken Johnson	Introduction	Comment addressed - See revised chapter.
57	Ch. 4, third para, final sentence--change "housing cost burden" to "housing cost burdens."	9/15/2019	Ken Johnson	Housing & Neighborhoods	Comment addressed - see revised chapter.

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### Comprehensive Plan Committee Meeting Discussion Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
1	The Committee provided guidance on goals and key issues to be considered as staff prepares draft goals, objectives, and strategies. See meeting notes for additional details.	2/13/2019	PC	Key Issues	Comments acknowledged and incorporated into draft chapters.
2	The Committee provided guidance on Downtown design principles and character as part of the citizen workshop. See meeting notes for additional details.	3/6/2019	PC	Land Use	Comments acknowledged and incorporated into draft Downtown character area.
3	The Committee requested revised definitions to address industrial, heavy commercial, and technology/research uses.	2/27/2019	PC	Land Use	Comments addressed - See new land use definitions for "Heavy Commercial", "Research and Development" and "Manufacturing/Wholesale/Distribution".
4	The Committee provided policy guidance on these areas and supported a new technology-focused character area encompassing portions of the western Industrial/Suburban Business area and Manassas Landing.	2/27/2019	PC	Land Use	Comments acknowledged and incorporated into draft chapters.
5	The Committee suggested the addition of the word "medical" to the "Research and Development" definition.	3/20/2019	PC	Land Use	Comment addressed - See revised definition.
6	The Committee requested adding office and retail to the list of permitted uses and provided guidance on land use and transitions within the Mathis area.	3/20/2019	PC	Land Use - Mathis	Comments addressed - Office and Retail/Service were added as appropriate land uses in the Mathis character area.
7	Renters experience the highest cost burden. What are potential approaches for addressing this?	3/27/2019	PC	Housing & Neighborhoods	Comment acknowledged - The Housing and Neighborhoods section provide a variety of ways to address renter cost burden, including supply (HOU 4.5.1), affordability (HOU 4.5.2), and unit type (HOU 4.5.4).
8	Emphasize open space amenities within new residential development, particularly in areas of increasing density. A community center was also noted as a need.	3/27/2019	PC	Housing & Neighborhoods	Comment addressed - See revised Strategy HOU 4.1.3.
9	Focus on schools as centers of neighborhoods and community, while recognizing that encouraging participation in schools is outside the scope of the Comprehensive Plan.	3/27/2019	PC	Housing & Neighborhoods	Comment addressed - See revised Strategy HOU 4.1.4.
10	Consider ways to support creation of neighborhood organizations, such as a how-to guide for creating a civic association and identifying opportunities for partnerships with local organizations.	3/27/2019	PC	Housing & Neighborhoods	Comment addressed - See revised Strategy HOU 4.2.2.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
11	Consider ways to provide “missing middle” housing, while recognizing that accessory dwelling units may present additional challenges that require further investigation and consideration of appropriate location and context.	3/27/2019	PC	Housing & Neighborhoods	Comment addressed - See revised Strategy HOU 4.5.4.
12	The Commission asked how was the 25% of traffic use assumption made for the proposed connection at the Prince William Pkwy/Liberia Ave/Wellington Road and if there was any on-going coordination with PWC to improve this intersection.	4/10/2019	PC	Mobility	Comment acknowledged and addressed during the meeting.
13	The Commission asked a clarifying question regarding the project limits for the Godwin widening proposed improvements.	4/10/2019	PC	Mobility	Comment acknowledged and addressed during the meeting.
14	The Commission stated that the City should strive for LOS C and D but not LOS E.	4/10/2019	PC	Mobility	Comment acknowledged - Previously addressed in Strategy MOB 6.3.3.
15	Commissioner Thompson asked how safety was considered as part of the plan.	4/24/2019	PC	Mobility	Comment addressed - Safety was an important consideration in the development of the plan. Safety was added to the following strategies: MOB 6.3.1, and 6.3.2. Also previously addressed in MOB 6.2.1, 6.2.2, 6.2.5, 6.4, and 6.4.3.
16	The Commission commented that the proposed Complete Streets Typology does not address the convergence of different travel modes at intersections. Intersection design standards are needed that provide increased safety and access for all modes. Staff clarified that development of intersection standards is a recommended implementation strategy and will note this specifically in the mobility strategies (MOB 6.3.2).	4/24/2019	PC	Mobility	Comment addressed - See revised Strategy MOB 6.3.2.
17	The Commission asked for clarification between the bike plan and the typology map.	4/24/2019	PC	Mobility	Comment acknowledged - Staff clarified that the typology map is the long-term aspiration for the street network. The bike plan is the constrained plan and considers the typology, while also taking into account physical constraints and prioritizing improvements.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
18	Consider the impact of autonomous vehicles and whether we need to begin planning for this technology.	4/24/2019	PC	Mobility	Comment addressed - See new Strategy MOB 6.2.9.
19	Consider ways to encourage electric vehicles by developing electric vehicle charging station policies or requiring them in proffered redevelopment.	4/24/2019	PC	Mobility	Comment addressed - See new Strategy MOB 6.5.2. See also ESH 8.5.6.
20	Address the need for expanded bicycle parking facilities across the City.	4/24/2019	PC	Mobility	Comment addressed - See new Strategy MOB 6.2.8.
21	Revise the overarching goal to address the need to balance all modes.	4/24/2019	PC	Mobility	Comment addressed - See revised goal.
22	Reorganize the strategy for comprehensive parking policies to list "residents" first (MOB 6.2.6).	4/24/2019	PC	Mobility	Comment addressed - See revised MOB 6.2.10.
23	Create high-end housing (potentially LEED Buildings) with access to high-tech and eco-friendly amenities, such as bike share and charging stations, to attract tech-savvy, environmentally conscious residents to the Mathis area.	4/24/2019	PC	Land Use	Comment addressed - See revised focus priorities and building design principles.
24	Consider using investment in a public facility within the Mathis area. Mathis could be a good location for a community center, such as a library or community center.	4/24/2019	PC	Land Use	Comment addressed - A general land use strategy has been added to this effect.
25	Address buffer and transition areas from the high density core to the Liberia Plantation House and Annaburg estate.	4/24/2019	PC	Land Use	Comment addressed - See revised Mathis general strategy for Liberia House. Development surrounding Annaburg Manor is addressed through the Downtown focus priorities and design principles.
26	Consider what incentives are needed to catalyze redevelopment in the Mathis area	4/24/2019	PC	Land Use	Comment addressed - See Map 5.1 for incentive areas and reference to <a href="http://choosemanassas.org">choosemanassas.org</a> for more information.
27	The Commission commented that the objectives and strategies are vague and not very aspirational.	5/1/2019	PC	Economic Development	Comment acknowledged - The Economic Development Strategic Plan provides a detailed approach for City Economic Development policy.
28	The Commission stated that Objective 5.1. should highlight Manassas as a safe, well-educated community that provides a special sense of place.	5/1/2019	PC	Economic Development	Comment addressed - See revised Objective ED 5.1.

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Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
29	The Commission questioned how the incentives offered by the City compare to others in the region.	5/1/2019	PC	Economic Development	Comment acknowledged - During the meeting, staff explained the incentives offered are very competitive in Northern Virginia with an expected 3-5 year return on investment.
30	The Commission commented on the importance of schools to economic development and discussed ways the City can support, expand, and promote existing resources.	5/1/2019	PC	Economic Development	Comment addressed - See revised strategies under Objective ED 5.4.
31	The Commission questioned whether Manassas should specialize in any specific industries and discussed what those might be. The discussion included government contracting, legal services, medical, and supporting businesses to existing industrial users, such as Aurora and Micron.	5/1/2019	PC	Economic Development	Comment acknowledged - During the meeting, staff explained that the Economic Development Dept. does not target specific industries because Manassas welcomes diverse businesses and we are small enough to understand our market niche without a targeted industry study.
32	The Commission suggested that the strategies under Objective 5.3 should note the courthouse and associated legal services as an asset to continue to support and grow.	5/1/2019	PC	Economic Development	Comment addressed - See revised Strategy ED 5.3.4.
33	The Commission questioned what attracted Micron to expand in Manassas and commented that those characteristics should be highlighted in the Comprehensive Plan. Mr. Small stated that key characteristics included the quality of water from Lake Manassas, the airport, the community college, and high level of productivity from the existing Micron plant in Manassas.	5/1/2019	PC	Economic Development	Comment acknowledged - To be addressed in the chapter introduction.
34	The general Community Facilities strategies should state that public facility design should conform to character area design principles.	5/5/2019	PC	Community Facilities	Comment addressed - See revised Strategy CFI 7.1.3.
35	The Community Facilities strategies should note that surplus land and facilities should be evaluated to the best public use. For example, the K-9 area behind the police station that could be considered for park purposes, such as a downtown dog park.	5/5/2019	PC	Community Facilities	Comment addressed - See new Strategy CFI 7.1.9.
36	Strategy 7.1.4 should be reorganized, as it is applicable to administrative services.	5/5/2019	PC	Community Facilities	Comment addressed - This strategy was moved to Strategy CFI 7.1.1 and revised for clarity.

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Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
37	The City needs to begin planning to replace Fire Station #1. Ultimately, three stations are needed to meet the established level of service goals. Strategy 7.3.4 should clarify that a study is needed to determine the optimal location for a <i>third</i> fire station.	5/5/2019	PC	Community Facilities	Comment addressed - See revised Strategy CFI 7.3.4.
38	City fire and rescue staff is trained in basic hazardous materials response but rely on mutual aid partners for more advanced support. The strategies should acknowledge mutual aid partners and recognize their critical support for hazardous material incidents.	5/5/2019	PC	Community Facilities	Comment addressed - See new Strategy CFI 7.3.9.
39	The City recently acquired an Aircraft Rescue and Fire Fighting (ARFF) unit to enhance response at the Manassas Regional Airport. The ARFF is not staffed, but staff is trained to be able to use the equipment should an event occur. The Comprehensive Plan strategies should articulate the importance of fire and rescue facilities at the airport and the need to continue seeking resources and partnerships to support the Aircraft Rescue and Fire Fighting (ARFF) unit.	5/5/2019	PC	Community Facilities	Comment addressed - See new Strategy CFI 7.3.8.
40	Upon completion of the public safety facility, the existing police headquarters will be repurposed for city or school office space.	5/5/2019	PC	Community Facilities	Comment addressed - See new Strategy CFI 7.1.9.
41	The Commission recommended changes to strengthen the Comprehensive Plan strategies for schools, including strategies to: support the Dean replacement and additions of permanent classroom facilities; provide permanent central office facilities; and provide flexible CTE facilities that will prepare students for jobs that do not exist today.	5/5/2019	PC	Community Facilities	Comment addressed - See the following revised strategies: CFI 7.2.2, 7.2.3, and 7.1.1.
42	Commission members suggested the use of land-efficient stormwater management measures, such as underground detention facilities, to conserve space.	5/5/2019	PC	Community Facilities	Comment addressed - See revised Strategy CFI 7.4.7.
43	The Community Facilities chapter introduction should explain that the general principles should be applied as appropriate to all city facilities.	5/5/2019	PC	Community Facilities	Comment acknowledged - To be addressed in the chapter introduction.
44	Stormwater facilities offer opportunities to retrofit and use for open space.	5/22/2019	PC	Parks, Recreation & Culture	Comment acknowledged - Previously addressed through PCR 9.1.7.
45	Expanding the use of school facilities is important, for example the track at Osbourn High School.	5/22/2019	PC	Parks, Recreation & Culture	Comment acknowledged - Previously addressed through PCR 9.1.8.

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Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
46	The area behind the police station represents vacant City-owned property that could be recaptured for park purposes.	5/22/2019	PC	Parks, Recreation & Culture	Comment acknowledged - Previously addressed through PCR 9.1.5, and incorporated into Downtown character area description.
47	Community gardens are a desired amenity that could be added to our parks.	5/22/2019	PC	Parks, Recreation & Culture	Comment addressed - See new Strategy PCR 9.1.11. The city would be supportive of and facilitate the use of park land for a community garden should an interested group come forward.
48	The Commission questioned the status and need for library facilities.	5/22/2019	PC	Parks, Recreation & Culture	Comment addressed - See revised Strategy PCR 9.6.7.
49	The Commission questioned the status and need for expanded museum facilities and other non-profit museums in the City, such as the Freedom Museum and the Fire Museum.	5/22/2019	PC	Parks, Recreation & Culture	Comment addressed - See the following revised strategies: PCR 9.6.2, 9.6.6, and 9.6.8.
50	The Commission discussed level of service and the consideration of park land in neighboring jurisdictions as well as HOA facilities. While the level of service deficit may seem aspirational, the addition of school recreation space and Annaburg Manor will reduce the deficit and create a more achievable goal.	5/22/2019	PC	Parks, Recreation & Culture	Comment acknowledged - Previously addressed through the following strategies: PCR 9.1.4., 9.1.5, and 9.1.8.
51	In response to written comments submitted by Raymond Beverage, the Commission opted to change the term "family-oriented" to "family-friendly".	5/22/2019	PC	Parks, Recreation & Culture	Comment addressed - See revised goal.
52	The natural resources inventory noted in ESH 8.1.1 should identify park areas to be landscaped and those to remain natural areas.	5/22/2019	PC	Environmental Sustainability & Health	Comment acknowledged - Staff suggests this comment be addressed as part of the development of individual park master plans.
53	In strategy ESH 8.1.4, clarify entitlement as land use applications.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.1.3.
54	Strategy ESH 8.4.3 should be revised to note the protection of natural wetlands so as not to be confused with constructed wetlands.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.4.3.
55	Strategy ESH 8.4.6 should be revised to focus on ensuring flood plain maps are updated and maintained.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.4.6.

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#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
56	Under strategy ESH 8.5.3, the Commission debated the need to “diminish reliance” on single-occupancy vehicles. Staff recommended to reword the strategy to “provide alternatives to” single-occupancy vehicles.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.5.3.
57	The Commission discussed the use of renewable energy technology. ESH 8.5.4 should be reworded to “reduce barriers and provide resources”, which may include financial incentives should Council determine to provide them in the future.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.5.4.
58	Strategy ESH 8.5.6 should include promoting the availability of electric charging stations. People plan trips around the availability of charging stations. Manassas should promote this as a resource to visitors.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.5.6.
59	The Commission questioned the term “dark skies” under ESH 8.6.1 and recommended changing the strategy to remove unclear terminology and state that the City will continue to address lighting and noise pollution.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.6.1.
60	Strategy ESH 8.6.3 should include noise mitigation for the airport noise, in addition to railroad noise.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.6.3.
61	The Commission agreed with Mr. Beverage’s comment on objective 8.7 that the term “affordable” connotes a fiscal intervention and that the objective should be revised.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Objective ESH 8.7.
62	The Commission agreed with Mr. Beverage’s comments under ESH 8.7.2 that the City should participate in the Greater Prince William area community health needs assessment rather than conducting a separate assessment.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy ESH 8.7.2.
63	Strategy 8.7.3 should provide opportunities for residents of all “abilities” in addition to all ages and income levels.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See revised Strategy 8.7.3.
64	The Commission agreed to add a strategy under ESH 8.7 to encourage medical and health services to expand in the City, particularly in the Hospital/Sudley character area.	5/22/2019	PC	Environmental Sustainability & Health	Comment addressed - See new Strategy ESH 8.7.6.
65	Downtown Focus Priorities: include restaurants to the list of desired activities and services under focus priorities.	6/5/2019	PC	Land Use	Comment addressed - See revised Downtown focus priorities.
66	Downtown Focus Priorities: Define “transit-oriented” to explain the concept of adding residential density within a half-mile of the VRE.	6/5/2019	PC	Land Use	Comment addressed - See revised focus priorities.
67	Downtown Design Principles: Consider reorganizing the design principles to emphasize the importance of development that respects the Downtown’s historic context.	6/5/2019	PC	Land Use	Comment addressed - See revised design principles.

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### Comprehensive Plan Committee Meeting Discussion Comments

Updated Through: 10/9/2019

#	Comment Summary	Date Submitted	Contact	Relevant Chapter	Staff Response
68	Downtown Core Building principles: Pull out the prohibition on height increases to historic buildings as a separate bullet and define the term "contributing structure."	6/5/2019	PC	Land Use	Comment addressed - See revised design principles.
69	Downtown Core Building principles: Within the retail/entertainment edge, change the text to state that "retail, restaurant, <del>and</del> <u>or</u> entertainment uses" should be included on the first floor.	6/5/2019	PC	Land Use	Comment addressed - See revised design principles.
70	Downtown Core Building principles: Clarify the step back provision to provide additional specificity on how this would be calculated. Piedmont Building and City Hall were provided as examples of the use of step backs in Manassas.	6/5/2019	PC	Land Use	Comment addressed - See revised design principles. The step back provision has been revised. See revised language.
71	Downtown Neighborhood principles: Further clarify how new neighborhood development will be "connected and integrated with the Downtown Core."	6/5/2019	PC	Land Use	Comment addressed - See revised design principles with added reference to mobility chapter.
72	Downtown Neighborhood principles: Reconsider the definition of uses defined as "heavy commercial" within the Comprehensive Plan to provide better correlation to zoning uses.	6/5/2019	PC	Land Use	Comment addressed - See revised definitions of heavy commercial and retail/service.
73	Downtown Neighborhood principles: Add the word "strongly" to indicate that the expansion of heavy commercial uses is "strongly" discouraged.	6/5/2019	PC	Land Use	Comment addressed - See revised design principles.
74	Opportunity Sites: Some members indicated a discomfort with identifying specific properties as Opportunity Sites and questioned staff on the advantages and disadvantages of this approach. A suggestion was made to identify sites by map location instead of by specific address/properties.	6/5/2019	PC	Land Use	Comment addressed per Commission guidance provided at meeting on 6/12/19 (see comment 79).
75	The Committee discussed the removal of a portion of the Winters Branch Trail extension from the bicycle and pedestrian recommendations as drafted and requested by residents of the adjacent neighborhoods. The Committee affirmed that the trail extension should not be included in the draft plan.	6/12/2019	PC	Mobility	Comment addressed - See revised bike network map.
76	Character area transition language: The Commission expressed concern that the language does not provide sufficient protections for residential neighborhoods. The Commission requested the following language be removed: "...and uses and development should be compatible with adjacent character areas."	6/12/2019	PC	Land Use	Comment addressed - See revised design principles.
77	The Committee discussed the designation of a portion of Liberia Avenue as either mixed use, as requested by a property owner, or general commercial. The Committee agreed that the area should be designated General Commercial.	6/12/2019	PC	Land Use	Comment addressed - See revised character area map.

## 2040 Comprehensive Plan Update

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78	The Committee discussed whether the plan should address building height on a case-by-case basis, as drafted, or recommend reducing height limits for buildings within the downtown core. Members of the committee expressed concern that the revised step back language was not sufficiently clear, particularly as applied to full block redevelopment. The Committee agreed to continue refining language regarding building height and massing without recommending a strict reduction in height limits at this time.	6/12/2019	PC	Land Use	Comment addressed - See revised design principles.
79	Opportunity sites: The Committee expressed continued concern for the designation of single properties and discussed concerns with displacement of existing residents in residential areas. The Committee also provided guidance that the opportunity site at the corner of Liberty and Prince William Streets should be limited to residential uses that transition appropriately to the surrounding neighborhood. The Committee agreed to include opportunity sites within the draft plan.	6/12/2019	PC	Land Use	Comment addressed - See revised opportunity sites language and map.
80	Chapter introductions: Provided feedback on the introductions to the draft chapters. Changes were minor in nature.	8/21/2019	PC	All Chapters	Comment addressed - See revised chapter introductions.
81	The Committee recommended changes to the Sudley/Hospital character area and directed that the character area would be renamed Sudley Medical. The Committee provided feedback and recommended changes to the building and site placement language.	8/21/2019	PC	Land Use	Comment addressed - See revised design principles.
82	The Commission provided minor comments on word choice in Chapters 1 and 2. The Commission affirmed the themes identified in Chapter 2.	9/25/2019	PC	Introduction and Community Overview	Comment addressed - See revised chapters.
83	Character area map shows Manassas Medical rather than Sudley Medical.	9/25/2019	PC	Land Use	Comment addressed - See revised character area map.
84	Clarify industrial vs. manufacturing throughout the plan.	9/25/2019	PC	Land Use	Comment addressed - See revised chapter.
85	Update opportunity sites map to remove site names.	9/25/2019	PC	Land Use	Comment addressed - See revised map.
86	The link to the choosemanassas.org should include language that the link can be used to find out more about the incentives in the Economic Development Incentive Areas map.	9/25/2019	PC	Economic Development	Comment addressed - See revised note on Map 5.1.
87	Table 6.1 - Clarify funding source for projects is not fully-funded by local dollars.	9/25/2019	PC	Mobility	Comment addressed - See new narrative on page 3 and note on Table 6.1

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88	Update Grant Avenue streetscape improvements graphic.	9/25/2019	PC	Mobility	Comment addressed - Caption revised to note example complete street.