

**Plan Audit**  
**Suffolk 2035: A Vision for the Future**

This form was completed by:

<b>Chapter 2: Land Use and Growth Management</b>			
<b><i>Theme: Focused Growth and Development</i></b>			
<b><i>Policy 2-1: Keep development focused in designated Growth Areas in the City.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
2-1A	Ensure that the City’s land use regulations support higher density/intensity development in focused Growth Areas.		
2-1B	Continue the policy that there can be no justification for rezonings to residential subdivision uses outside the focused Growth Areas.		
2-1C	Actively pursue expanded growth management authority from the General Assembly.		
2-1D	Consider amending the City’s land use regulations to add guidelines for the review of exceptional development opportunities outside the growth boundaries related to factors such as: the level of overall economic benefit to the City; adequacy of public facilities; net fiscal benefit to the City; compatibility with surrounding land uses; and advancement of the principles, values, and themes of the 2035 Comprehensive Plan.		
<b><i>Policy 2-2: Assure that development occurs in a predictable and orderly manner.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>

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2-2A	Assess the City’s zoning framework to identify locations where the City’s current regulations do not reinforce the intent and spirit of the comprehensive plan, particularly for locations within the Growth Areas.		
2-2B	Develop and maintain incentives in land use regulations that support traditional neighborhood designs.		
2-2C	Continue the use of cluster developments to preserve and protect the natural environment.		
2-2D	Ensure that the cluster development provisions allow for more community-usable open space.		
2-2E	Amend the land use regulations to assure that transportation system planning and the preservation of right-of-way for transit are incorporated into the design and construction of new development projects, particularly large scale developments, in the Mixed Use Core and Core Support Districts.		
2-2F	Ensure the provision of sewer service in the focused Growth Areas. Exceptions can be made for existing developed areas that have a large number of failing septic systems outside the focused Growth Areas.		

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2-2G	Ensure the provision of potable water service in the focused Growth Areas and those properties outside these areas zoned RE (Rural Estate). Exceptions can be made for those areas identified by the City's health department as having significant potable water quality concerns.		
2-2H	Ensure that public infrastructure anticipates future population needs by requiring consideration of available and planned public facilities when reviewing rezonings and plan changes that would increase public service and infrastructure needs. This is crucial to the City's water and sewer system needs.		

***Policy 2-3: Promote a balance of residential and non-residential land uses.***

<b>Actions</b>	<b>Has this happened?</b>	<b>Why or why not?</b>
2-3A	Continue to develop implementation tools that will help achieve an appropriate jobs to housing ratio.	
2-3B	Continue to promote efforts to facilitate the retention and expansion of office, research and development, and manufacturing activity in Suffolk.	
2-3C	Ensure that appropriately located zoned land is available to support the maintenance and continued growth of high technology, office and industrial uses throughout the City.	

***Theme: Enhanced Economic Diversity and Vitality***

***Policy 2-4: Promote compatibility in land use patterns.***

<b>Actions</b>	<b>Has this happened?</b>	<b>Why or why not?</b>
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2-4A	Ensure the ongoing viability of the Suffolk Executive Airport through protection from the encroachment of non-compatible land uses, such as suburban residential.		
2-4B	Continue to develop new and expand existing incentives that promote and encourage mixed use development.		
2-4C	Consider additional studies of land use patterns and compatibility issues along gateway corridors in Suffolk.		
2-4D	Consider allowing higher density residential development than that prescribed in the 2035 Comprehensive Plan in certain areas of the Suburban Use District where transportation corridors and infrastructure are already established and where the proposed use is compatible with adjacent uses and the established development pattern.		

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<b>Chapter 4: Transportation Plan</b>			
<b><i>Theme: Balanced Growth</i></b>			
<b><i>Policy 4-1: Provide opportunities for residents to adopt a lifestyle that is less dependent on auto travel.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
4-1A	Focus development in the two Suburban/Urban Growth Areas based on the densities shown in Chapter 3.		
4-1B	Promote implementation of mixed-use development where facilities, infrastructure and markets will sustain investment.		
4-1C	Discourage strip retail commercial development along major arterial corridors.		
4-1D	Promote the development of an internal transit circulator system within the two mixed use cores.		
4-1E	Continue to tie development approval to the adequacy and funding of public facilities, including roads.		
4-1F	Consider development of a Complete Streets policy to improve mobility options and connectivity throughout the City.		
4-1G	Continue its efforts to secure and construct a passenger rail station in proximity to the current 79 mph route and the anticipated high speed rail route.		
<b><i>Theme: Responsible Regionalism</i></b>			
<b><i>Policy 4-2: Suffolk will be a responsible participant in the regional planning and programming</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>

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4-2A	Develop roadway and transit improvement programs to be consistent with those adopted by the Hampton Roads Planning District Commission.		
4-2B	Planned improvements to facilities crossing jurisdictional boundaries should be coordinated with the neighboring locality.		
4-2C	Expand the type and location of transit service connections between routes within Suffolk and those serving regional destinations. Options for regional cooperation and connectivity should be considered.		
4-2D	In conjunction with the regional Transportation Improvement Program (TIP), annually evaluate the efficiency and need for improvements of those roadways and intersections designated in Map 4-3, Map 4-4, Map 4-5, and Map 4-6.		
4-2E	Cooperate with plans to upgrade Route 460 from Suffolk westward to I-95. Similarly, consideration should be given to upgrading Route 58 from Suffolk westward to I-95.		
4-2F	The City of Suffolk in coordination with the Hampton Roads Planning District Commission (HRPDC), VDOT, and the Virginia Department of Rail and Public Transportation (DRPT) shall cooperate with the Virginia Port Authority on their efforts to plan, build, and maintain efficient transportation systems for the movement of freight and goods through the region.		

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4-2G	Work proactively with the Virginia Port Authority, Commonwealth Railway, Norfolk Southern, and CSXT to improve safety and level of service on the surface transportation network (i.e., at-grade railroad crossings) that traverses the City's street network.		
4-2H	Formally establish, enforce, and periodically update the City's Truck Route designations, and/or Truck Route Ordinance, as well as maintain appropriate signage for the truck routes to ensure compliance.		
4-2I	Consider emergency evacuation needs as part of planning, design and funding of major corridor improvements, specifically for Routes 10, 58, and 460.		
4-2J	Participate in and support the funding and advocacy activities of the HRTAC.		

**Theme: Preserve Rural Character**

***Policy 4-3: Investment in infrastructure will be targeted to areas where need either is or is forecasted to be greatest.***

<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
4-3A	Focus investment of transportation resources on facilities that serve growth areas with higher densities and/or provide adequate service to regional facilities.		
4-3B	Implement the planned bypasses around both of the villages of Chuckatuck and Whaleyville.		
4-3C	Invest in enhancing rural road safety.		

**Theme: Core Area Revitalization**

***Policy 4-4: The City will employ appropriate regulatory and financial incentives to ensure that access to and within the central core area supports private sector initiatives.***

<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>

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4-4A	Prioritize transportation investments to ensure adequate access from Growth Areas to regional markets.		
4-4B	Interconnectivity of the street, sidewalk and trail systems within the Mixed Use Core, the Core Support and the Inner Ring Suburban Districts should be implemented with both public and private resources.		
4-4C	Continue to complete the street network per the adopted initiatives and redevelopment plans, making street connections wherever possible and appropriate.		
4-4D	Maintain the City's commitment to incorporate Transportation System Management Strategies (TSM) and Transportation Demand Management Strategies (TDM) in order to improve operational management and better utilize existing and new roadways.		

**Theme: Enhance Economic Vitality**

***Policy 4-5: Provide facilities and policies that ensure adequate multi-modal access throughout the growth areas of the City.***

<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
4-5A	Promote the prioritization of investment in major regional improvements that are critical to the City's economic development.		
4-5B	Preserve existing capacity on the roadway system by minimizing conflicts between vehicles accessing the local street system and through moving vehicles.		



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4-5C	<p>Increase the minimum allowable spacing between median crossovers to a distance of 1,000 feet on the following facilities:</p> <ol style="list-style-type: none"> <li>1. Bridge Rd (I-664 – Isle of Wight CL)</li> <li>2. Holland Road (Suffolk Bypass – Southampton CL)</li> <li>3. Godwin Boulevard (Suffolk Bypass – Isle of Wight CL)</li> <li>4. Pruden Boulevard (Suffolk Bypass – Isle of Wight CL)</li> </ol>		
4-5D:	<p>Conduct periodic and systematic evaluations of critical intersections to define deficiencies and develop improvements.</p>		
4-5E	<p>Consider options to mitigate impacts of rail traffic through grade separation, new road connections, or rail relocation.</p>		
4-5F	<p>Create, designate and implement a bikeway and trail system serving both recreational and functional purposes.</p>		
4-5G	<p>Assure the incorporation of transit related features in conjunction with design and construction of new roadways and road improvements.</p>		
4-5H	<p>Explore the possibility of designating and protecting scenic roadways within Suffolk.</p>		
4-5I	<p>Develop a “Complete Streets” policy for roadways in growth areas and/or neighborhood communities that are intended to be more pedestrian and bicyclist friendly.</p>		
4-5J	<p>Develop a Bicycle and Pedestrian Master Plan.</p>		





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<b>Chapter 6: Housing</b>			
<b><i>Theme: Balanced Growth and Development</i></b>			
<b><i>Policy 6-1: Encourage development of a balanced and diverse housing stock throughout the City.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
6-1A	Ensure that the City's land use regulations allow for a variety of housing types, such as single-family detached, single-family attached, and multi-family.		
6-1B	Encourage the use of existing residential density bonus provisions.		
6-1C	Establish a comprehensive approach to increasing workforce housing in Suffolk and the ability of consumers to benefit from such opportunities.		
6-1D	Develop incentives to encourage the construction of affordable housing in mixed use communities.		
6-1E	Increase the supply of affordable and workforce housing in new construction and through rehabilitation of existing homes.		
6-1F	Utilize existing housing assistance programs to generate more homeowners.		

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6-1G	Promote greater awareness of the City's affordable housing goals and its incentive and assistance programs.		
6-1H	Research, identify, and pursue a variety of financing strategies to encourage availability of diverse housing types.		
6-1I	Continue to review and update the City's Consolidated Plan to ensure that it conforms to and is consistent with the policies and implementation strategies of the comprehensive plan.		
6-1J	Allow opportunities for retirement housing.		
6-1K	Encourage construction of infill housing in the Mixed Use and Core Support Districts.		
<b><i>Policy 6-2: Provide for suitable development in the City's rural villages.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
6-2A	Utilize the adopted village initiative plans to promote land use patterns within the rural villages which support the construction of affordable and market rate housing units.		

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<b>Chapter 7: Natural and Cultural Resources</b>			
<b><i>Theme: Preserved and Enhanced Character</i></b>			
<b><i>Policy 7-1: Preserve and protect Suffolk's agricultural heritage.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
7-1A	Identify opportunities for the establishment of agricultural preservation programs.		
7-1B	Continue to allow for the establishment of agricultural industrial uses in the Rural Agricultural Conservation area.		
7-1C	Continue to actively support the plans and policies that limit residential development in the Rural Agricultural Conservation area.		
7-1D	Support the development of alternative agricultural economic practices such as community supported agriculture (CSA), cooperative farms, and hobby farms.		
7-1E	Maintain the subdivision and other development regulations that prevent the lining of rural roads with small residential lots.		

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7-1F	Consider amending land use regulations so that the design and location of minor subdivision lots avoid the most valuable agricultural lands and permeable soils.		
7-1G	Actively promote the consideration of agricultural interest in economic development strategies.		

**Theme: Environmental Protection**

***Policy 7-2: Protect the City's natural resources from the negative impacts of development.***

<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
7-2A	Continue to implement and enforce the Chesapeake Bay Preservation Act.		
7-2B	Preserve tidal marshes along City shorelines.		
7-2C	Continue to enforce the provisions of the Floodplain Overlay District and associated Flood Insurance Rate Maps.		
7-2D	Continue to support the implementation of shoreline protection measures.		
7-2E	Promote coastal water quality improvement initiatives for the protection of spawning and nursery grounds.		
7-2F	Encourage "Clean Marina" designation for all marinas.		

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7-2G	Assure the protection of ground water and well water quality and the water quality of areas draining to lakes and reservoirs.		
7-2H	Continue to limit development within drinking water watersheds to low intensity and low density uses.		
7-2I	Continue to explore and implement new and innovative techniques to apply water quality protection measures beyond those of the Chesapeake Bay Preservation Act and Regulations.		
7-2J	Continue to identify, adopt, and implement appropriate measures to protect water quality in the Great Dismal Swamp Wildlife Refuge.		
7-2K	Continue to work with the health department to update septic system regulations to better protect water quality.		
7-2L	Cooperate with the Peanut Soil and Water Conservation District to promote the development and implementation of Farm Conservation Plans.		
7-2M	Continue to work closely with neighboring jurisdictions in efforts to improve the effectiveness of the region's watershed management program.		



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7-2N	Continue to implement and enforce stormwater regulations related to pre and postdevelopment activities.		
7-2O	Continue to promote development activities that implement TMDL action plan requirements.		
<b><i>Policy 7-3: Promote the City of Suffolk as a destination for eco-tourism.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
7-3A	Recognize eco-tourism as a method for continuing the preservation of the City's natural resources.		
7-3B	Ensure that any future pathway system relates to and complements the eco-tourism initiative.		
7-3C	Continue to work with City departments and adjacent jurisdictions to promote ecotourism opportunities.		
7-3D	Support opportunities for expanding the economic benefits of eco-tourism.		
<b><i>Policy 7-4: Preserve the City's Historic Resources.</i></b>			
<b>Actions</b>		<b>Has this happened?</b>	<b>Why or why not?</b>
7-4A	Continue to survey areas of the City for their contribution to the cultural heritage of the City and consider designating new historic districts as they are located.		

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7-4B	Maintain an up-to-date Historic District Design Guidelines for historic buildings.		
7-4C	Promote the understanding and appreciation of the value of preserving historic architecture.		
7-4D	Consider establishing development encroachment protection zones around the City's historical villages and individual properties to better protect and buffer these cultural resources from encroaching non-compatible development.		
7-4E	Actively pursue funding and opportunities for historic preservation.		