Development Areas Land Use & Transportation

Draft Goals and Objectives

This document includes the draft Goals and Objectives for the updated Development Areas Land Use and Transportation chapter (previously two chapters - Development Areas and Transportation) and provides additional context and background on this topic. The document is organized by the following sections:

- **Overview:** Brief introduction to this topic.
- **Draft Goals and Objectives:** The draft updated Goals and Objectives for this chapter. This is the section we're asking for community input on in early 2024. For this chapter, recommended updated draft future land use designations, community design guidelines, and activity centers are also included.
- **Phase 2 Community Input Themes:** Major themes from community input heard on this topic during the first two rounds of Phase 2 engagement (January - July 2023) and more recent input from the third round of Phase 2 engagement (October - December 2023).
- **Topic Report and Connections to the AC44 Framework:** Information on challenges, opportunities, recent trends, and data on this topic, as previously provided in the 'topic reports' at the beginning of Phase 2. Summary of how this topic is connected to the AC44 Framework for an Equitable and Resilient Community.

Development Areas Land Use and Transportation Overview

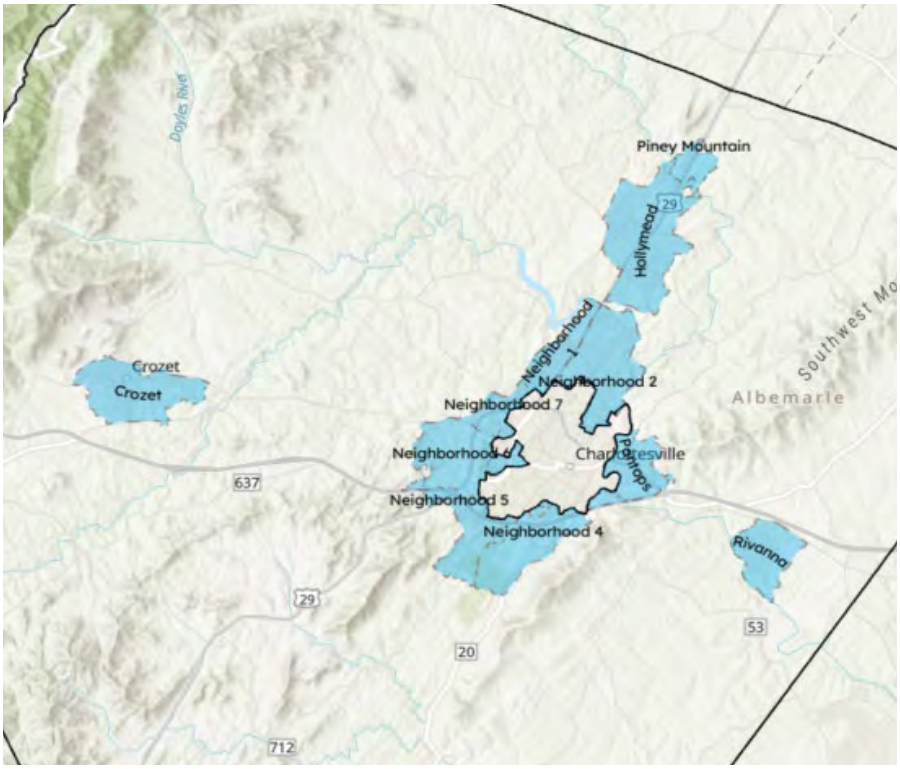
Coordinated land use and transportation planning is a key aspect of the Comprehensive Plan update. Recommendations for land use help decide how and where Albemarle County will grow over time and are intended to reflect the needs of both current and future community members, including accommodating demand for housing, businesses, and recreation. Multimodal transportation planning supports transportation choice and providing transportation options in addition to driving, which helps reduce greenhouse gas emissions and traffic congestion. Multimodal planning links neighborhoods, centers, schools, parks, and other important destinations. Land use recommendations guide the mix of uses, variety of housing types, and site design and layout, which contribute to the pedestrian experience walking through an area and to the feasibility of providing transportation options (such as the density needed for transit to be viable).

The Growth Management Policy is strongly tied to land use and transportation. The Policy designates the Development Areas (which are currently approximately 5% of the county's land area) and the Rural Area (which is currently approximately 95% of the county's land area).

Albemarle County's Development Areas are currently approximately 37 square miles and are intended to accommodate the majority of residential (housing) and non-residential (office, retail, commercial, industrial) growth. To accommodate this growth, the Development Areas are expected to promote density and mixed-use areas that are supported by multimodal transportation networks, public parks and trails, and other infrastructure.

According to the 2020 Census, the Development Areas and the Town of Scottsville had a total estimated population of 64,682 people. Although the Development Areas account for approximately 5% of the total land mass in Albemarle County, they contain about 57.5% of the population. The estimated population for the Rural Area is 47,713 people. Within the Development Areas overall, this equates to an estimated population density of 1,678 people per square mile. For comparison, the population density of Charlottesville is 4,532 people/square mile and is 4,032 people/square mile in Richmond, Virginia.

Each Development Area also has its own Master Plan with recommendations for land use, transportation, parks/recreation, and natural areas. General development guidelines for all Development Areas are contained in the Community Design Guidelines (formerly Neighborhood Model Principles).



The County's current Development Areas (shown in blue)

Draft Updated Growth Management Policy

Albemarle County is a welcoming community that will grow equitably and sustainably, supporting the needs of current and future community members for housing, jobs, and a healthy environment.

The County will use designated Development Areas (the growth area) and the Rural Area to guide land use, capital projects, and public service provision. The **Development Areas** will have a variety of housing types, a mix of land uses, and high-quality public infrastructure and services to support the majority of residential and business growth in the county. The **Rural Area** will provide land for agriculture, forestry, and conservation of ecosystems, the natural environment, and cultural resources, with small-scale businesses and limited public services and infrastructure that support existing communities without generating significant additional residential development. The Development Areas and the Rural Area will have distinct boundaries, without low-density transition areas.

Recommendations for Development Areas land uses and service provision are intended to help implement the Growth Management Policy by encouraging growth and density in the Development Areas and protecting important Rural Area features. For example, the Comp Plan defines where public infrastructure and utilities, such as public water and sewer and public schools, should be provided. The Plan also provides different expectations for transportation planning in the Development Areas and Rural Area. The majority of new public facilities and utilities are expected to be located and provided in the Development Areas.

By using Development Areas land effectively and efficiently, including by promoting density and mixed-use areas that are supported by multimodal transportation networks, public parks and trails, and other infrastructure, the County can continue to preserve land for agriculture, forestry, and the natural environment in the Rural Area. Concentrating development and avoiding sprawl supports climate action goals and tends to make service delivery more efficient. Ensuring an equitable transportation system also requires high-quality infrastructure so that people who do not own cars or cannot drive have a positive experience moving about the community.

Draft Goals and Objectives

These draft Goals and Objectives were developed based on input from community members, County staff and partner agencies, the Planning Commission, and the Board of Supervisors, the AC44 Framework for an Equitable and Resilient Community, best practices, and the current Comp Plan. They will inform the Action Steps that will be developed in Phase 3.

Development Areas Land Use

Goal 1: The county's Development Areas will be vibrant, walkable, and mixed-use, with a variety of housing types that are connected to goods, services, employment opportunities, and parks and trails.

Objective 1.1: Encourage the growth of housing and jobs in designated **Activity Centers** in the Development Areas and coordinate with the private sector to support development with the appropriate infrastructure and amenities that will create vibrant Centers that benefit community members and the local environment.

Objective 1.2: Use a **Multimodal Systems Planning** approach to coordinate land use and transportation planning in the Development Areas, including connecting Activity Centers, Employment Districts, dense residential development, schools, parks, and other key destinations.

Objective 1.3: Use Master Plans and Small Area Plans to guide more detailed recommendations for land use, transportation, parks, and other infrastructure improvements in the Development Areas.

Objective 1.4: Throughout the Development Areas, encourage developments that are consistent with the **Future Land Use** designations and **Community Design Guidelines**, in order to use Development Areas land efficiently, prevent expanding the Development Areas earlier than necessary, accommodate projected housing and employment needs, and to achieve climate action and resilience goals.

Objective 1.5: Increase the preservation of existing tree coverage in the Development Areas with new development through updated regulations and incentives, balancing the need to use Development Areas land efficiently with climate resilience (including but not limited to reducing the heat island effect, providing shade for walkability comfort, and reducing energy consumption) and providing high quality open and recreational spaces.

Objective 1.6: Coordinate on regional issues of shared importance with the City of Charlottesville, the Town of Scottsville, the University of Virginia, the TJPDC, and surrounding localities.

Objective 1.7: Monitor the capacity of the Development Areas to estimate if there is sufficient land available for estimated future demand for housing, commercial, retail, office, and light and heavy industrial land uses using a land use buildout analysis and other data sources and projections.

Objective 1.7 **Policy to guide potential future Development Areas Expansion:**

The following steps and factors should be used to guide potential future Development Areas expansion, including potential locations, addressing impacts from new development, connecting to the current Development Areas, and the form of new development, if a Development Areas expansion is found to be needed in the future. An expansion was found **not** to be needed with this Comprehensive Plan update (AC44).

This policy and the potential need for a Development Areas expansion should be evaluated with each 5-year Comprehensive Plan update. Additionally, the estimated capacity of the Development Areas should be monitored with regular updates to the land use buildout analysis and tracking of development. Consideration should be given to planning well in advance for a potential future expansion through a Small Area Plan process, even if an expansion may not be needed for 5 to 10 or more years in the future.

If a Development Areas expansion is found to be needed:

1. Use the factors related to location to develop a generalized map of broad potential locations for future Development Areas expansion. Priority should be given to protection of the natural environment and public water supply watersheds, ability to create multimodal connections with the adjacent existing Development Area, and cost and feasibility of needed infrastructure connections and improvements.
2. Use the factors related to timing to develop possible timeframes for future expansion and identify needed infrastructure upgrades and connections, in collaboration with relevant service providers, County departments, and partner agencies.
3. Develop a Small Area Plan or similar long-range plan to include recommendations for land uses, transportation networks, community facilities, parks, and preservation of natural areas and environmental features, using the recommended factors below for guidance.

Consideration should be given to minor Development Areas boundary changes and/or ACSA jurisdictional area boundary changes in locations that are adjacent to the Development Areas with existing non-residential development to recognize where development in the Rural Area has already occurred and where connections to public water/sewer and guidance for additional development would better protect the natural environment and watersheds. A Small Area Plan may not be needed for this type of Development Areas boundary adjustment or for adjustments for existing public facilities.

Factors	Impacts and Standards to Assess and Connections to Existing Development Areas
Transportation	• Current level of service (LOS) for road network that new development would access and how potential new development would impact and address LOS. • Current safety issues for road network that new development would access and how potential new development would impact and address safety. • How any planned transportation projects could be integrated with potential new development. • Ensure potential new development provides road, sidewalk, shared-use path, and trail connections to the existing road and bike/pedestrian network.
Public Schools	• Current and projected schools capacity for the school districts for potential new development and how potential new development would impact and address school capacity. • Coordinate with ACPS to assess possible locations within potential new Development Areas for future school sites. Sites need to be of an adequate acreage for ACPS' needs and should be walkable for as many nearby neighborhoods as feasible.
Public Water and Sewer	• Ability to be served by public water and sewer, either currently or feasibly in the future. • Coordinate with RWSA and ACSA to plan for future infrastructure needs and develop an estimated timeframe for when public water and sewer could feasibly be provided to new development in potential new Development Areas, in collaboration with the private sector.
Community Facilities and Services	• Assessment of adequacy of service provision for community facilities, services, and infrastructure, including Fire/Rescue and Police. • Assessment of proximity to existing community centers, libraries, schools, and other facilities, and what additional facilities/services/infrastructure may be needed in potential new Development Areas. • Coordinate with service providers and partner agencies to plan for future community facilities and services needs and possible timeframes and siting considerations.
Environmental Stewardship	• Natural boundaries should be used to guide the boundaries for potential new Development Areas and for identifying areas to protect and avoid, such as significant areas in steep slopes, protected stream buffers, and floodplain. These environmental features should be identified and mapped. • Assessment of the presence of areas identified in County policies and plans for enhanced protection and avoidance, such as important forest blocks and conservation areas identified in the County's Biodiversity Action Plan and the mountain protection areas.
Form, Density, and Redevelopment in the Development Areas	• Prior to potential Development Areas expansion (beyond minor adjustments), assess the extent to which the current Development Areas are meeting the Comprehensive Plan recommendations for a mix of uses, density toward the higher ranges of land use designations, walkable Activity Centers, multimodal transportation options, redevelopment and infill, and access to parks and trails.

Factors	Impacts and Standards to Assess and Connections to Existing Development Areas
If potential area is located in a water supply watershed	• Evaluation of whether the area is undeveloped/vacant or already has existing development. • Areas with no or very limited existing development or without underlying by-right zoning that would allow development (beyond typical Rural Area uses) should be avoided if there are feasible alternative locations. • Areas with existing development that is inconsistent with Rural Area chapter recommendations may be considered, as these areas have already been impacted by development. Assessment of whether connections to public water/sewer and some additional development would have potential beneficial effects, especially to replace older or failing well and septic and to comply with updated stormwater management and other regulations.
Land Use and Expected Form of Development	• New development in expanded areas is expected to meet the Community Design Guidelines and other chapter recommendations for the Development Areas, including having a mix of land uses, a variety of housing types, parks, trails, multimodal transportation options, and employment and business opportunities. • Single-use areas may be appropriate with relatively minor boundary changes or for possible new Employment Districts, such as an employment center. • Expanded Development Areas should be adjacent to existing Development Areas, prioritizing the 'urban ring' (the Development Areas that are adjacent to the City of Charlottesville).
Access to Public Parks, Recreation, and Trails	• Assessment of potential access to existing public parks, recreation opportunities, open space, and trails. • Coordination with ACPR to evaluate parks and recreation needs generated by potential new development in potential new Development Areas and to develop an estimated timeframe for when new public parks and trails could feasibly be provided, in collaboration with the private sector.
Potential Impacts to and Opportunities for Nearby and Adjacent Areas	• Assessment of potential impacts to and opportunities for nearby and adjacent development. • For any new Development Areas/Rural Area boundary, the relevant recommendations from the Development Areas Land Use and Transportation and Rural Area Land Use and Transportation chapters should be followed, including having a 'hard edge' between the two areas. • Evaluate opportunities to connect existing neighborhoods in the existing Development Areas with new Activity Centers, neighborhoods, parks/trails, employment opportunities, and other amenities. • Plan for land use and transportation in a coordinated manner between existing and new Development Areas, including evaluating compatible land uses and multimodal transportation connections.

Goal 2: Albemarle County will invest in existing neighborhoods in the Development Areas, including through increased connections to Activity Centers, parks, open space, and services, and infrastructure improvements where needed.

Objective 2.1: Add public parks and trails in existing Development Areas neighborhoods to bring greater and more equitable access to green space and resilience to climate change, prioritizing areas that currently do not have safe and convenient walking or biking access to parks and open space and higher density residential areas.

Objective 2.2: Increase tree coverage and new native landscaping in existing neighborhoods to increase climate resilience (including but not limited to reducing the heat island effect, providing shade for walkability comfort, reducing energy consumption) and provide high quality open and recreational spaces. Prioritize neighborhoods with tree coverage below the County's Development Areas average tree coverage and neighborhoods with significant impervious surface, using quantitative benchmarks in tools such as Tree Equity Score.

Objective 2.3: Improve stormwater management and drainage where needed and as opportunities arise, incorporating low impact development stormwater management practices as feasible.

Objective 2.4: Increase equitable access to community facilities and public gathering places, including community centers and libraries, that are accessible by multiple transportation options and that prioritize under-served communities.

Development Areas Transportation

Goal 1: In coordination with multiple partners, Albemarle County will design, invest in, implement, and support a balanced transportation network that meets the mobility needs of all roadway users. The Multimodal Plan will serve as the guiding document for the design of streets and other public rights-of-way.

Objective 1.1: Recognize walking as a component of every trip and enhance Albemarle County's pedestrian network to support safe, comfortable, and convenient walking trips for people of all ages and abilities on all roadways throughout the Development Areas.

Objective 1.2: Enhance Albemarle County's bicycle network to support short- and long-distance trips for people of all ages and abilities, prioritizing physical separation of bicyclists from higher speed motor vehicle traffic and other low-stress facilities.

Objective 1.3: In collaboration with the City of Charlottesville, local transit providers, and the Regional Transit Partnership, Albemarle County will plan for, invest in, and support reliable and frequent regional transit service.

Objective 1.4: Effectively manage the supply and demand of vehicle parking, prioritizing efficient land use and safety of users.

Objective 1.5: Increase the connectivity and efficiency of the County's transportation network.

Objective 1.6: Collaborate with local, state, and regional partners to plan for, invest in, and support infrastructure projects that provide regionally significant transportation improvements for goods movement.

Objective 1.7: Collaborate with local, state, and regional partners to improve the efficient use of County, State, and Federal funds to construct and improve multimodal transportation infrastructure.

Goal 2: In collaboration with local, regional, and state partners, Albemarle County will support and invest in systemic changes to the built environment and local safety culture to reduce traffic-related deaths and serious injuries, prioritizing the safety of the most vulnerable road users (pedestrians, bicyclists, and transit users).

Objective 2.1: Use safety data (crashes, crash severity, etc.) to identify and prioritize locations for potential infrastructure improvements, recognizing that data that identifies safety concerns for the most vulnerable road users differs from the data available for vehicle users in type and availability.

Objective 2.2: Collaborate with the Albemarle County Police Department and VDOT to respond to speeding complaints and proactively reduce speeds to improve safety, where appropriate.

Objective 2.3: Ensure that infrastructure improvement projects equitably foster safety and comfort for all road users.

Goal 3: Albemarle County will support and invest in transportation infrastructure that provides for multimodal travel to vital destinations, creates a sense of place that elevates the human experience, and supports mode shift through place-making.

Objective 3.1: Support and invest in infrastructure projects and streetscapes that are attractive, comfortable, and accessible, while highlighting the unique nature of a community or area.

Objective 3.2: Reduce total Vehicle Miles Travelled (VMT) to support the County's Climate Action Plan target of reducing greenhouse gas emissions by 45% from 2008 levels by 2030.

Objective 3.3: Investigate development of an ongoing walkway, bicycle, and greenway construction fund in the Capital Improvements Program (CIP).

Goal 4: Albemarle County will incorporate emerging technology into the transportation network, especially to reduce single-occupancy vehicle use and reduce greenhouse gas emissions.

Objective 4.1: Increase the number of both privately and publicly owned low and no-emissions vehicles in Albemarle County.

Objective 4.2: Support the expansion of micromobility devices and programs that improve mobility and access for all users.

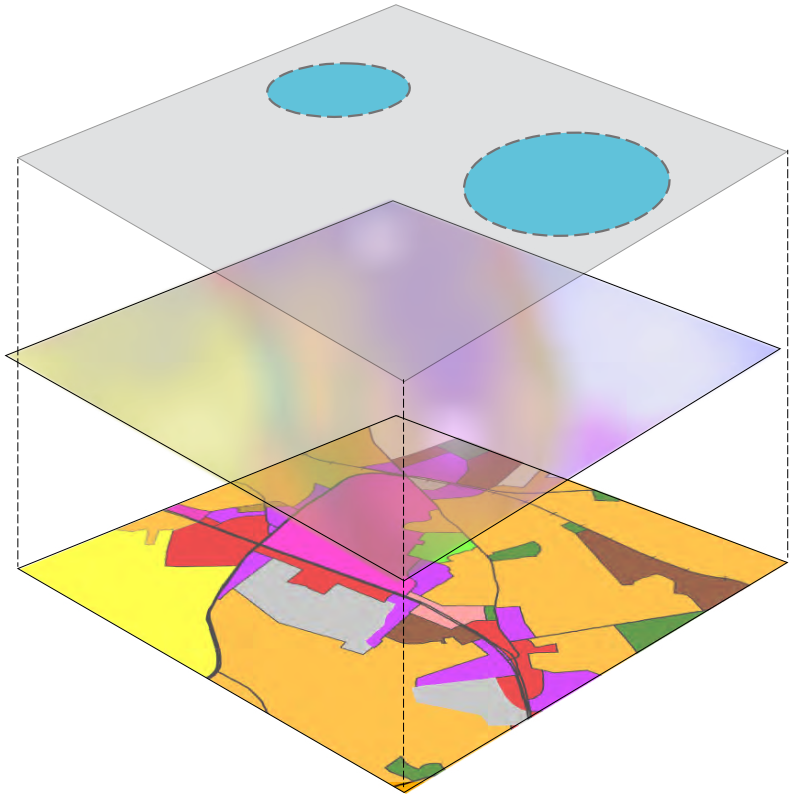
Objective 4.3: Encourage relevant development projects and rezonings (for example, event spaces) to incorporate curb management strategies that appropriately consider use by Transportation Network Companies (TNCs).

Additional Guidance for this Chapter

Along with Goals, Objectives, and Action Steps, there are a variety of tools and maps that are used to guide land use and transportation planning. These include future land use designations, community design guidelines (currently 'neighborhood model principles), activity centers, and multimodal systems planning. Draft recommendations for these tools are included on the following pages and are intended to support community priorities heard during the Comprehensive Plan update process, including:

- Housing choice
- Walkable and mixed-use developments
- Safe and comfortable multimodal transportation options
- Access to employment opportunities
- High-quality open and recreational space
- Opportunities for redevelopment and infill
- Protecting and restoring the natural environment
- Equitable access to goods, services, and jobs.

The graphic below shows how each of the land use tools work together to provide guidance for new development and redevelopment.



ACTIVITY CENTERS: Act like a land use 'overlay' to encourage more mixed-use and higher intensity development than underlying land use designations(s) in identified centers.

COMMUNITY DESIGN GUIDELINES: General guidance for all new development and redevelopment in the Development Areas. Intended to encourage connected and mixed-use development throughout the Development Areas.

LAND USE DESIGNATIONS: Recommended future land uses and general form and scale of development. Applied to each property in the Development Areas.

Draft Future Land Use Designations

Purpose:

Future land use designations are applied to each property in the Development Areas to provide a guiding vision for the future use of each property. These designations are intended to implement the community priorities heard through AC44.

Future land use designations provide guidance when property owners submit applications to change the zoning of their property (rezoning) or applications for uses only allowed by special use permit. Each future land use designation is realized through a variety of zoning districts, and each future land use designation can align with several zoning districts.

There are 10 draft future land use designations being shared through AC44 Phase 2. Each future land use designation is described with the following elements:

- **Description:** An overview of the general intent of the designation.
- **Primary Land Uses:** The predominant land uses that are encouraged.
- **Secondary Land Uses:** Supporting uses that may be included.
- **Building Form:** The general heights of buildings and relevant form and scale guidance, such as recommended block lengths and mixed-use buildings.
- **Ground Floor:** Some of the designations include descriptions of how the ground floor is encouraged to be designed and used.

These elements are intended to provide general guidance on the future look and feel of areas in the County's Development Areas. The future land use designations are recommendations, and therefore differ from the Zoning Ordinance, which has requirements for development. To implement the Comprehensive Plan, these updated land use designations should be used to help guide the County's Zoning Ordinance update - the Zoning Modernization project. For example, these updated land use designations could inform updated zoning districts and updated site design requirements.

Future land use guidance is a key aspect of rezoning and special use permit review, though it is only one of a number of important recommendations for implementing the Comprehensive Plan. A variety of projects and tools, implemented by both the public and private sectors, are also needed to achieve the Plan's vision and goals, including updates to the Zoning Ordinance and other code requirements, transportation improvements, park and open space projects, and economic development programs.

In Phase 3, these future land use designations will be applied to an updated future land use map for the Development Areas in a one to one 'matching' approach. For example, a property designated Neighborhood Residential would remain Neighborhood Residential. There may be some changes made during AC44 to reflect existing development – such as re-designating a parcel for residential instead of industrial if there is already an existing apartment building, or to reflect the intended future use of County-owned properties.

It should be noted that some Master Plans may have unique designations for specific areas that are not more broadly applied in the Development Areas. These designations include Downtown Crozet in the Crozet Master Plan and Neighborhood Density (Low) in the Crozet and Village of Rivanna Master Plans. Guidance for those unique land use designations is found (and would remain) in the Master Plans.

Recommended Density Ranges:

Many of the future land use designations provide recommended density ranges for residential uses. It should be noted that these are recommendations, and density above the recommended range may be considered, especially in cases involving infill sites where the site acreage is smaller and therefore the calculated density is relatively high (compared to a greenfield site that may have significant acreage in open space/ natural areas) and to accommodate additional designated affordable units (beyond the Housing Policy).

The draft recommendation through AC44 is that density should be calculated based on the full acreage of the site, using **gross density**. This approach is consistent with the Zoning Ordinance. Clustered development and careful protection and restoration of sensitive environmental features is encouraged regardless of how density is calculated.

Relationship to Community Design Guidelines:

The future land use designations include form, scale, and site design recommendations that are specific to each designation. The Community Design Guidelines provide general guidance for mixed-use development, housing choice, multimodal transportation, site design, and parks and open space throughout the Development Areas.

Recommendations that are specific to the site design or appropriate mix of uses (or preference for single-uses) for a particular land use designation are noted in the recommendations for that land use designation. In those cases, additional flexibility is expected with the corresponding Community Design Guidelines. For example, development in the Industrial designation may not have a mix of uses or significant publicly-accessible open and recreational space.

Neighborhood Residential

Description:

Primarily residential with some neighborhood-scale commercial, retail, and institutional uses.

Primary Land Uses:

Residential, typically at a density of 3-6 units/acre. Encouraged housing types: townhomes, single-family attached, single-family detached, accessory dwelling units.

Secondary Land Uses:

Neighborhood-scale non-residential uses such as schools and child care, commercial, retail, religious assembly, and institutional uses.

Building Form:

Buildings are generally 1 to 3 stories. Building square footprints for non-residential uses are typically less than 20,000 square feet. Non-residential uses are encouraged to be located within smaller-scale buildings or as part of mixed-use buildings with small shop-fronts along streets.

Ground Floor:

Not applicable.

Missing Middle Residential

Description:

Primarily residential with some neighborhood-scale commercial, retail, and institutional uses. Intended to encourage a variety of housing types to promote housing choice and affordability.

Primary Land Uses:

Residential, typically at a density of 6-12 units/acre. Encouraged housing types: small and medium multiplexes, live-work units, bungalow courts, two over twos, single-family cottages, townhomes, single-family attached, accessory dwelling units.

Secondary Land Uses:

Single-family detached housing units.

Neighborhood-scale non-residential uses such as schools and child care, commercial, retail, religious assembly, and institutional uses.

Building Form:

Buildings are generally 1 to 3 stories. Building square footprints for non-residential uses are typically less than 20,000 square feet. Non-residential uses are encouraged to be located within smaller-scale buildings or as part of mixed-use buildings with small shop-fronts along streets.

Smaller housing units on smaller lots are encouraged to increase affordability and housing choice.

Ground Floor:

Not applicable.

Missing Middle Residential

Housing Choice:

The following guidance is intended to encourage additional housing choice and affordability for the Missing Middle Residential land use designations. Using the following guidance increases the recommended density range to **up to 18 units/acre**.

Additional housing units provided that are over the higher end of the standard recommended ranges for Missing Middle Residential (6-12 units/acre) should be considered to accommodate additional designated affordable units (beyond the Housing Policy) or to allow for 'missing middle' housing types, such as:

- **Medium Multiplexes:** A multiple-family structure containing approximately 7-12 units, which may be arranged side by side and/or stacked. Units typically share an entrance along the street. Typical unit size 800 to 1,500 sq ft.
- **Small Multiplexes:** A multiple-family structure containing approximately 2-6 dwelling units, which may be arranged side by side and/or stacked, such as a duplex, triplex, or quadruplex. Typical unit size 800 to 1,200 sq ft.
- **Single-family Cottages:** A smaller single-family detached unit (may also be arranged in a bungalow or cottage court layout around a shared amenity space) that is typically 800 to 1,500 sq ft per unit.
- **Live-Work Units:** A dwelling unit that is 'paired' with a small-scale non-residential use, typically a dwelling unit that is above or behind a fire-separated ground floor space. The residential and non-residential uses typically have separate street entrances. Typical unit size 1,000 to 3,000 sq ft.
- **Accessory Dwelling Units (ADU):** A secondary dwelling that shares the building lot of a larger/primary house. ADU's can be internal/attached or external/detached and are typically 800 to 1,200 sq ft.
- **Tiny House:** A dwelling unit that is typically less than 400 sq ft (state building code).

Example scenario for Missing Middle Residential that would meet the above guidelines:

- Density provided with rezoning: 18 units/acre
- Total dwelling units: 90 units
- Housing types: 60 units that are townhouses/single-family detached units and 30 units that meet the missing middle housing types (including small multiplexes, a cottage court, and ADUs).
- Affordable units: 18 out of the 90 total (20% of the total).

Urban Residential

Description:

Primarily residential supported by commercial, retail, office, and institutional uses.

Primary Land Uses:

Residential, typically at a density of 12-34 units/acre. Encouraged housing types: multifamily, multiplexes, live-work units, bungalow courts, two over twos, single-family cottages, townhomes, single-family attached, accessory dwelling units.

Non-residential uses such as schools and child care, institutional, and religious assembly.

Secondary Land Uses:

Single-family detached housing units.

Non-residential uses such as commercial, retail, and office.

Building Form:

Buildings are generally 1 to 4 stories. Building square footprints for non-residential uses are typically less than 25,000 square feet. Non-residential uses are encouraged to be located within smaller-scale buildings or as part of mixed-use buildings with small shop-fronts along streets.

Ground Floor:

Not applicable.

Community Mixed Use

Description:

Mixed-use development that provides convenient access to goods and services for nearby community members.

Primary Land Uses:

Residential, typically at a density of 6-34 units/acre. Encouraged housing types: multifamily, multiplexes, live-work units, two over twos.

Non-residential uses such as commercial, retail, offices, hotels, conference facilities, schools and child care, institutional, and religious assembly.

Secondary Land Uses:

Single-family attached, townhomes, accessory dwelling units.

Non-residential uses such as existing auto-commercial sales and services and Office/ R&D/Flex/Light Industrial.

Building Form:

Buildings are generally 2 to 5 stories. Block-scale development encouraged for walkability/pedestrian-orientation and a mix of uses, with block lengths typically 300 to 500 feet.

Non-residential uses are encouraged to be located within multi-story mixed-use buildings with shop-fronts along streets.

Flex and light industrial activities that could impact nearby and adjacent residential uses should be located inside of buildings.

Stepbacks and facade breaks can be used to support pedestrian-oriented development and are encouraged if any areas have been identified for viewshed protection.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Corridor Mixed Use

Description:

Mixed-use development along major corridors, envisioned for pedestrian and transit-oriented development with goods, services, and jobs that are conveniently accessible for nearby community members.

Primary Land Uses:

Residential, typically at a density of 18-60 units/acre. Encouraged housing types: multifamily, larger-scale multiplexes, live-work units, two over twos. Higher density encouraged for infill sites paired with quality public open/green space.

Non-residential uses such as commercial, retail, offices, hotels, conference facilities, schools and child care, institutional, and religious assembly.

Secondary Land Uses:

Single-family attached, townhomes, accessory dwelling units.

Non-residential uses such as existing auto-commercial sales and services and Office/ R&D/Flex/Light Industrial.

Building Form:

Buildings are generally 2 to 6 stories. Block-scale development encouraged for walkability/pedestrian-orientation and a mix of uses, with block lengths typically 200 to 400 feet.

Non-residential uses are encouraged to be located within multi-story mixed-use buildings with shop-fronts along streets.

Flex and light industrial activities that could impact nearby and adjacent residential uses should be located inside of buildings.

Stepbacks and facade breaks can be used to support pedestrian-oriented development and are encouraged if any areas have been identified for viewshed protection.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Commercial Mixed Use

Description:

Development that is primarily car-oriented destinations for retail and services. Infill and mixed-use development encouraged where feasible. While uses and sites are generally car-oriented, streets are designed to accommodate safe and comfortable travel by all modes of travel.

Primary Land Uses:

Non-residential uses such as commercial, retail, auto-commercial sales and services, wholesale businesses, offices, hotels, conference facilities, schools and child care, and religious assembly.

Secondary Land Uses:

Residential, typically at a density of 6-34 units/acre. Encouraged housing types: multifamily, live-work units.

Non-residential uses such as Office/R&D/ Flex/Light Industrial and institutional.

Building Form:

Buildings are generally 1 to 4 stories. Block-scale development encouraged for walkability/pedestrian-orientation, with block lengths typically 300 to 600 feet.

Flex and light industrial activities that could impact nearby and adjacent residential uses should be located inside of buildings.

Ground Floor:

Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Office/Flex/Research & Development/Light Industrial

Description:

Vibrant employment centers and mixed-use areas with employment-generating uses and basic industries that are supported by secondary commercial/retail and residential uses.

Primary Land Uses:

Non-residential uses such as offices, research and development, flex spaces/ uses, and light industrial.

*Note: Heavy industrial and heavy manufacturing uses are **not** permitted under this land use designation.

Secondary Land Uses:

Residential, typically at a density of 6-34 units/acre. Encouraged housing types: multifamily, live-work units.

Non-residential uses such as commercial, retail, and institutional.

Light manufacturing, warehousing, and distribution activities are acceptable uses provided they are combined with office, research and development, or flex space.

Building Form:

Buildings are generally 1 to 5 stories. Block-scale development encouraged for walkability/pedestrian-orientation, with block lengths typically 300 to 500 feet.

Light industrial uses must demonstrate that noise, light, and other impacts to surrounding properties will be minimized. Flex and light industrial activities that could impact nearby and adjacent residential uses should be located inside of buildings.

Stepbacks and facade breaks can be used to support pedestrian-oriented development and are encouraged if any areas have been identified for viewshed protection.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Industrial

Description:

Employment areas that typically include uses such as manufacturing, processing, fabrication, assembly, packaging, storage, and distribution, that may not be compatible with mixed-use or residential development.

Primary Land Uses:

Industrial/employment uses such as manufacturing, storage, distribution, warehousing, processing, assembly, fabrication, and recycling.

Non-residential uses related to industrial/employment uses such as related commercial activities, offices, and research and development.

Secondary Land Uses:

Non-residential uses such as larger auto-commercial service uses, wholesale, flex uses/spaces, light industrial, and institutional.

Building Form:

Buildings are generally 1 to 4 stories. Long, continuous buildings may be found within the Industrial designation.

While blocks are typically longer, a safe internal pedestrian network is expected to navigate parking areas and internal streets.

Industrial uses should be buffered from any nearby residential uses and the public realm (e.g. nearby public streets, open/recreational space).

All modes of transportation should be supported, with a priority for larger/delivery vehicles.

The layout of buildings, parking areas, and open spaces should recognize the unique needs of industrial users. Open space areas are typically designed to be used by employees. Relegated parking provided as feasible.

Ground Floor:

Not applicable.

Institutional

Description:

Development consisting primarily of government buildings, schools, public safety facilities, public utilities, and major healthcare facilities, or unprogrammed government property.

Primary Land Uses:

Institutional uses such as schools, colleges, universities and ancillary facilities, fire stations, hospitals, libraries, public facilities, and major utilities, with associated non-residential uses such as research and development.

Secondary Land Uses:

Offices supporting primary uses and nursing homes, assisted living facilities, and convalescent homes.

Residential may be considered when compatible with surrounding areas **and** to provide affordable housing consistent with the County's Housing Policy.

Building Form:

Buildings are generally 1 to 5 stories.

Building form/type is dependent on use, with mixed-use buildings/areas encouraged where appropriate.

Stepbacks and facade breaks can be used to support pedestrian-oriented development and are encouraged if any areas have been identified for viewshed protection.

Ground Floor:

Not applicable.

Public Land

Description:

Publicly-owned or publicly-accessible parks, greenway systems, recreational areas, and natural areas for active, passive, or social recreational use and restoration and protection of the natural environment.

Primary Land Uses:

Parks, greenways, recreational areas, and natural areas that are publicly-owned or publicly-accessible.

Secondary Land Uses:

Not applicable.

Building Form:

Buildings/structures should be associated with public recreational uses, such as community centers, picnic shelters, and public restrooms.

Building design and placement guidance should be vetted through a park master plan or similar process.

Natural areas and environmental features, including but not limited to preserved steep slopes, stream buffers, floodplain, and important sites/forest blocks in the Biodiversity Action Plan should be protected and restored.

Ground Floor:

Not applicable.

Draft Community Design Guidelines

Purpose:

The Community Design Guidelines are an update to the 12 Neighborhood Model Principles in the 2015 Comprehensive Plan. They provide guidance for rezoning and special use permit applications in the Development Areas. They are intended to encourage development throughout the Development Areas that is mixed-use, walkable, and dense, with multimodal transportation options and access to quality parks and open space. This form of development is important for using Development Areas land efficiently, which supports the Growth Management Policy. The Community Design Guidelines may also be used to guide relevant updates to the County's Zoning Ordinance and other local regulations.

Four Guidelines:

There are four Guideline categories, which consolidate the 12 Neighborhood Model Principles: Land Use, Transportation, Site Design, and Parks/Recreational Amenities/ Open Space.

Elements:

Elements are anticipated to be provided with most new development and redevelopment in the Development Areas, with some of the possible exceptions noted. The Guidelines are intended to provide flexibility based on the characteristics of each proposed development and the surrounding context.

Relationship to Future Land Use Designations:

The future land use designations include form, scale, and site design recommendations that are specific to each designation. The Community Design Guidelines provide guidance for mixed-use development, housing choice, multimodal transportation, site design, and parks and open space throughout the Development Areas. The Guidelines are intended to apply to all development in the Development Areas, with some of the possible exceptions noted depending on the context of the site and proposed uses. For example, not every individual development is expected to be mixed-use, though each development should contribute to a mix of uses throughout a larger area.

Guideline: Land Use

Intent: A mix of land uses (residential and non-residential) and a variety of housing types.

Elements:

- New development and redevelopment should contribute to the overall mix of uses in an area. Single use proposed projects (entirely residential or entirely non-residential) should be evaluated based on the proximity of other types of uses and if they are contributing to the overall mix of uses in an area.
- Projects proposing one housing type only should be evaluated based on the proximity of other types of housing units and if they are contributing to the overall mix of housing types in an area.
- Dedicated affordable housing units should be reviewed based on the County's Housing Policy and the recommendations in the Housing Chapter.
- There should be hard boundaries between the Development Areas and Rural Area, with mixed-use, dense, and compact development encouraged up to the Development Areas/Rural Area boundary. Development in the Development Areas should be consistent with the applicable future land use designations and Activity Center place types and should not be reduced or be 'transitional'/ suburban at the Development Areas edges.

Guideline: Transportation

Intent: Safe, comfortable, accessible multimodal transportation options and a connected transportation network.

Elements:

- A safe and comfortable pedestrian network, including sidewalks on both sides of streets, crosswalks where needed for safe access, and walking paths and trails. Access to nearby/on-site recreation, commercial areas, schools, and other destinations.
- Walking infrastructure should be separated and protected from vehicles.
- Safe and secure bicycle parking should be provided in commercial/employment areas and for housing units without garages. Guidance may be found in the Association of Pedestrian and Bicycle Professionals' Essentials of Bike Parking guide.
- Safe and convenient multimodal transportation connections and infrastructure based on recommendations in the Multimodal Plan (modal emphasis) and applicable Master Plan for all levels of users.
- Streets should be designed to encourage traffic calming and slower driving speeds.
- Continue to require that streets are interconnected in the Development Areas and ensure that exceptions occur rarely and not routinely. New neighborhoods should be connected to existing neighborhoods, Activity Centers, and parks/recreational areas. If road connections are found not to be feasible, bike/pedestrian connections should be provided.
- Cul-de-sacs are discouraged, and permeability throughout the site is encouraged. Where cul-de-sacs are necessary, they should include pedestrian and bicycle connections to nearby streets.

Guideline: Site Design

Intent: Site design should create spaces that are enjoyable to walk and travel through. Site design should consider the protection and restoration of the natural environment. Design elements that support the goals in the Environmental Stewardship Chapter of the Comp Plan and the County's Climate Action Plan are strongly encouraged.

Elements:

- Street trees at regular intervals within landscape buffers between the sidewalk and road on all streets, with sufficient lateral and vertical space for trees to survive and thrive.
- For mixed-use and commercial areas: site design that prioritizes the pedestrian experience, including buildings and spaces of human-scale with pedestrian-orientation.
- Parking should be relegated to the side or rear of buildings. Garages should be recessed behind the line established by the front façade.
- Primary building entrances should face the street (or amenity for amenity-oriented lots).
- Parking lots/parking areas should have landscaping and trees and should be screened from residential/commercial/mixed-use/office development.
- Development that respects natural terrain, especially slopes over 25% grade and slopes along waterways.
- Re-graded slopes should be smooth rather than abrupt or steep grades that are difficult to vegetate and maintain.
- Preserve and enhance on-site historic and cultural resources, including through adaptive reuse as feasible and appropriate.

Guideline: Parks, Recreational Amenities, and Open Space

Intent: Equitable and expanding access to public parks, trails, natural areas, and open space. Design elements that support the goals in the Parks and Recreation Chapter of the Comp Plan and the County's Climate Action Plan are strongly encouraged.

Elements:

- Access to parks, trails, and open space with new development, especially residential and mixed-use development.
- Trails should be used to connect neighborhoods to parks, natural areas, Activity Centers, and other destinations. For these types of connections, Class A Type 1 or Class A Type 2 trails are appropriate. Class B trails can also be appropriate on-site, provided that trail locations and alignments are sustainable.
- In coordination with ACPR, trails and parks planning should achieve appropriate balance between providing recreational opportunities with conserving and/or restoring habitat cores, wildlife corridors, and other significant natural areas and environmental features identified in the Biodiversity Action Plan.

Reference: Best Practices

The following best practices are intended to serve as a **reference** for the development community and have been organized by the four Design Guideline categories. These best practices may also be implemented through future Zoning Ordinance updates.

Land Use:

- Missing middle housing types are strongly encouraged throughout the Development Areas, including but not limited to: small and medium multiplexes (including duplexes/triplexes/quadruplexes), single-family cottages/bungalows, live-work units, accessory dwelling units, and tiny houses.

Transportation:

- Where transit stops are provided, enhanced transit stops are encouraged, with elements such as benches, shelters, and bicycle parking.
- Biking infrastructure should be separated and protected from vehicles.
- EV charging infrastructure, especially for multifamily, commercial, office, and mixed-use developments.

Site Design:

- Redevelopment and use of existing infrastructure where feasible.
- Shared parking and parking reductions are encouraged.
- Public art and wayfinding may be incorporated into building and site design, especially in mixed-use and commercial areas.
- Mixed-use and commercial areas: shade and weather protection for pedestrians; transparent windows along the first floor of buildings; benches and trash cans; outdoor patio spaces; public restrooms.
- Mixed-use and commercial areas: Lighting for transit stops and sidewalks/ pedestrian paths/pedestrian crossings.
- Use of native plant/tree species.
- Low-impact development (LID) best practices for stormwater management, such as bioswales, permeable pavement, rain gardens/bioretention swells, green roofs, and tree preservation.
- Renewable energy sourcing on site, such as rooftop and parking lot solar.

Parks, Recreational Amenities, and Open Space:

- Native canopy trees installed and maintained along streets and within open space areas.
- Creative on-site recreational amenities, including but not limited to natural playscapes, outdoor fitness equipment, obstacle course / “ninja” play equipment, solar-powered outlets/stations, and climbing walls or other climbing equipment.
- Designate areas in steep slopes, floodplain, and stream buffers as common or public open space, instead of having these environmental features on individual lots.
- Designed clusters or “groves” of native canopy trees are encouraged in order to maximize the cumulative environmental benefits. Existing forested land cover should be conserved and/or restored where possible and appropriate.

Draft Activity Centers

Purpose:

Activity Centers are places in the Development Areas that have (either now or in the future) **a variety of businesses, services, and housing options** that are connected by **multimodal transportation options** with access to high quality open and recreational space.

Activity Centers were identified by estimating the current and future number of jobs and people per acre in the Development Areas (activity intensity analysis) and by reviewing the Development Areas Master Plans. Centers will continue to be refined with community, Planning Commission, and Board input. Some Activity Centers already have approved mixed-use development and are built out or will build out, while others have yet to develop or redevelop.

Identifying Activity Centers is also a key aspect of **Multimodal Systems Planning (MMSP)**. The MMSP links Activity Centers and other key destinations by multimodal networks. To follow the MMSP Guidelines, which have also been reviewed and accepted by VDOT, the MMSP must show Multimodal (Activity) Centers and modal emphasis mapping.

These are important locations that deserve special attention to ensure that land use planning, transportation planning, public projects, and policy recommendations align to support thriving places that accommodate future residential and non-residential growth.

Three Center Place Types:

There are three draft Activity Center place types: Neighborhood, Town, and Destination. All centers are expected to be mixed-use and walkable, though they differ in scale and intensity of development. Recommendations for building height, parking, and open space are intended to distinguish between the different scales of each Center type. Guidance for each place type is provided on the following pages.

Activity Center Boundaries:

Activity Center boundaries are approximate, and properties that are shown just outside of Center boundaries should be considered for development consistent with the designated Center Place Type as appropriate.

Relationship to Future Land Use Designations:

All properties in the Development Areas are assigned a future land use designation, and some properties additionally fall within identified Activity Centers. For properties in Activity Centers, the center place types are used to provide additional guidance on building form and scale, land uses, and open/recreational spaces, and to encourage a higher intensity of development beyond the underlying land use designation(s). The Activity Centers are essentially an overlay where a convergence of land uses and additional people and jobs are expected.

Relationship to the Master Plans:

In the five Master Plans, there are currently 50 centers identified across the Development Areas. Many of these areas are small and primarily single-use, such as a trailhead or a single commercial building, and are not anticipated to meet the definition of an Activity Center in the future. To consolidate the centers and provide more clear guidance for future development and public projects and investments, **the updated Comprehensive Plan is anticipated to have an updated set of Activity Centers (approx. 20-30) that replace the current 50 centers.** The Activity Center place type recommendations would be used to guide development and redevelopment, though additional supporting text in the Master Plans related to specific areas would remain and would be updated with future Master Plan updates.

Neighborhood Center

Description:

Smaller-scale areas of activity that support walkability to neighborhood-scale goods and services for surrounding residential areas.

Walkshed and Center:

Walkshed is the same as the center area and is typically 1/4 mile radius from the center, or about 10 minutes walking end to end.

Land Uses:

Mix of uses (residential and non-residential) expected. Land uses should generally be consistent with underlying land use designations. Additional development intensity and infill encouraged with appropriate form and scale for Neighborhood Centers.

Recommended Building Height:

At least 2 and up to 4 stories.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Multimodal Transportation:

Bike and pedestrian connections to adjacent neighborhoods, Activity Centers, and Employment Districts. Transit stops are encouraged along transit routes.

Parking:

Parking relegated to the side or rear of buildings or on-street parking encouraged.

Public Civic and Open Space:

Publicly-accessible spaces encouraged, such as small or medium-scale plazas and parks with active or passive recreational amenities.

Town Center

Description:

A focal point for commercial and cultural activities that are accessible by a variety of transportation options for surrounding neighborhoods and areas.

Walkshed and Center:

Walkshed typically 1/2 mile radius from the center. The center area is generally a 1/4 mile radius from the middle of the Activity Center; however, the center may also be oriented toward a major multimodal corridor (e.g. Route 29 or Route 250).

Land Uses:

Mix of uses (residential and non-residential) expected. Land uses should generally be consistent with underlying land use designations. Vertical mixed-use buildings are encouraged. Additional development intensity and infill encouraged with appropriate form and scale for Town Centers.

Recommended Building Height:

At least 2 stories and up to 6 stories. Taller buildings may be considered depending on the surrounding context. The effects of heights, lighting, structured parking, and service and loading areas on neighboring properties also should be considered and mitigated, particularly when buildings are located adjacent to smaller-scale residences.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active ground story uses.

Multimodal Transportation:

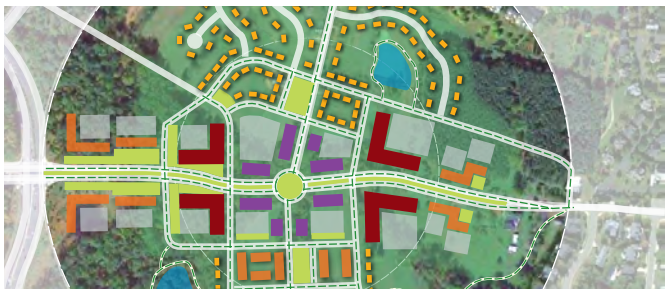
Bike and pedestrian connections to adjacent neighborhoods, Activity Centers, and Employment Districts. Enhanced transit stops are encouraged along transit routes. Wider sidewalks/pedestrian connections are encouraged in commercial and mixed-use, including to provide space for outdoor seating.

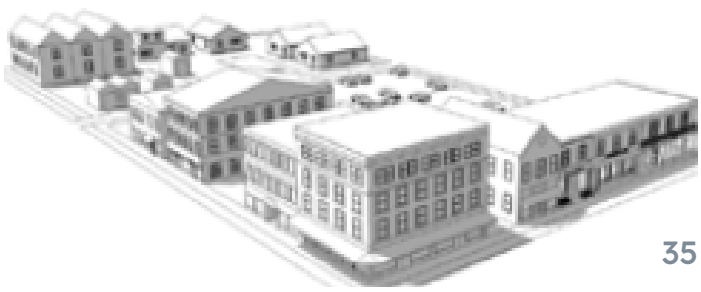
Parking:

Parking should be relegated to the side or rear of buildings or be provided as on-street parking. Structured parking encouraged.

Public Civic and Open Space:

Interconnected publicly-accessible spaces encouraged, such as medium-scale plazas and parks with active recreational amenities. These spaces should be linked to other public open spaces and ideally be located along the public right of way frontage for easy access and visibility.





Destination Center

Description:

A vibrant and urban area with goods, services, and entertainment activities that are accessible by a variety of transportation options for surrounding neighborhoods and that may serve as a regional destination.

Walkshed and Center:

Walkshed typically 1/2 mile radius from the center. The center area is generally a 1/4 mile radius from the middle of the Activity Center; however, the center may also be oriented toward a major multimodal corridor (e.g. Route 29 or Route 250).

Land Uses:

Mix of uses (residential and non-residential) expected. Land uses should generally be consistent with underlying land use designations. Vertical mixed-use buildings are encouraged. Additional development intensity and infill encouraged with appropriate form and scale for Destination Centers.

Recommended Building Height:

At least 3 stories and up to 8 stories. Taller buildings may be considered depending on the surrounding context. The effects of heights, lighting, structured parking, and service and loading areas on neighboring properties also should be considered and mitigated, particularly when buildings are located adjacent to smaller-scale residences.

Ground Floor:

Active ground story uses are encouraged. Buildings that start out as single-use are encouraged to be constructed to allow for future conversion to active groundstory uses.

Multimodal Transportation:

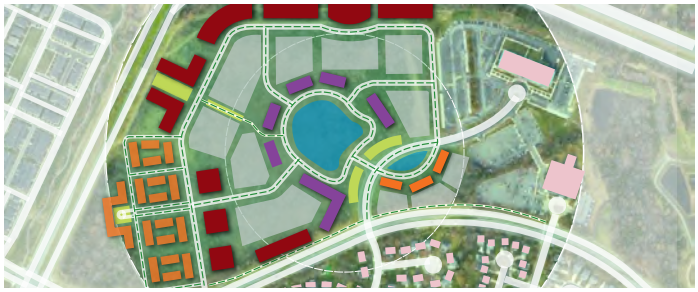
Bike and pedestrian connections to adjacent neighborhoods, Activity Centers, and Employment Districts. Enhanced transit stops are encouraged along transit routes. Wider sidewalks/pedestrian connections are encouraged in commercial and mixed-use areas, including to provide space for outdoor seating.

Parking:

Parking should be relegated to the side or rear of buildings or be provided as on-street parking. Structured parking encouraged.

Public Civic and Open Space:

Interconnected publicly-accessible spaces encouraged, such as large-scale plazas and parks with active recreational amenities. These spaces should be linked to other public open spaces and ideally be located along the public right of way frontage for easy access and visibility.



Employment Districts

While many places in the Development Areas that have or are expected to have high levels of activity (jobs and people) are also anticipated to be mixed-use, some active areas of importance may not have a variety of land uses and may be more geared toward one primary land use. These include public and institutional areas of importance, such as parks, schools, campuses, and clusters of community facilities that serve a broader area. They also include employment areas that support the Economic Development goals of the Comprehensive Plan.

Draft Employment Districts identified include the concentrated Office/Flex/R&D/ Light Industrial land use areas and some surrounding areas in the following locations:

- Martha Jefferson Hospital and surrounding area in Pantops
- Starr Hill/Music Today/and surrounding area in Crozet
- Woolen Mills and surrounding area in Southern/Western
- Fontaine Research Park and surrounding area in Southern/Western
- Old Blue Ridge Hospital site and surrounding area in Southern/Western
- Area designated Office/Flex/R&D/LI and Industrial along Avon St Ext in Southern/Western
- Areas designated Industrial along Southern Parkway and Avon St Ext in Southern/Western
- North Fork Research Park in Places29
- Rivanna Station in Places29
- Charlottesville Albemarle Airport

Just like Activity Centers, these Employment Districts are identified as key destinations for the Multimodal Plan, and should be connected by a variety of transportation options. Additionally, these are areas where a higher intensity of development is encouraged. Supporting text for these specific areas may be found in the Master Plans, with opportunities to add more guidance as Master Plans are updated. These areas may also have opportunities for public private partnerships or other incentives and investments.

Phase 2 Community Input Themes

The following summary highlights the major themes from community engagement heard to date during AC44 Phase 2.

Development in the Development Areas: walkable, mixed-use, variety of housing types

- Encourage infill and adaptive reuse of structures, including currently underutilized commercial areas; use Development Areas land efficiently to avoid expanding Development Areas earlier than necessary
- Avoid strip mall developments and large parking lots; reduce parking requirements and consider structured parking and solar panels/trees in parking lots
- Connect neighborhoods with retail, dining, and neighborhood services within walking distance
- Locate affordable housing near employment areas
- Support higher density development along transit routes
- Encourage a variety of housing types throughout the Development Areas, including multifamily, accessory dwelling units, cottage/bungalow courts

Activity Centers and Multimodal Systems Plan

- In Activity Centers, encourage a variety of housing types that are walkable to employment centers and goods/services (including shopping, restaurants, laundry services, childcare, health care)
- Desire for placemaking and amenity features in Centers such as green spaces, street trees, benches, public restrooms, and pocket parks
- Encourage more mixed-use development within existing centers and infill and redevelopment
- Need multimodal transportation connections between Centers
- All bike emphases should also be pedestrian emphases
- Show park and rides for transit modal emphasis
- Consider how scooters and e-bikes fit in and safety for sharing shared-use paths
- Consider bike modal connections to nearby Rural Area where feasible
- Connect to more parks and trails (and provide more of both)
- Significant barriers for bike/ped include high-speed roads (e.g. Rt 29 N), bridges over I-64 (narrow for bike/ped infrastructure), and railroad tracks
- Bike infrastructure needs to be separated from vehicles to feel safe
- Connect to both public and private schools; support for walking and biking to school

Investing in Existing Neighborhoods

- Address parks and trails gaps in existing neighborhoods; add more green spaces and small/pocket parks
- Provide incentives or requirements to protect tree coverage and to provide replacement tree coverage with native species
- Address food deserts and partner locally to increase access to affordable and healthy food
- Provide sidewalks, shared-use paths, and bike lanes to connect existing neighborhoods to parks/amenities, employment centers, shopping areas, and Activity Centers

Safe, Comfortable, and Connected Transportation Options

- Bike and pedestrian infrastructure needs to be separated from vehicles, otherwise people will not be/feel safe (e.g. separated bike lane compared with a sharrow)
- Some high-volume and high-speed roads are major barriers for walking and biking, especially Route 29 N and Route 250 E
- Provide more and safer crosswalks, especially in high-volume areas
- Ensure transportation impacts from new development are addressed/mitigated; concern about infrastructure keeping up with growth, especially traffic and congestion
- Road networks should be connected - fewer cul-de-sacs
- Address road safety and speeding vehicles, especially at major intersections; use more traffic calming measures
- Support for Safe Routes to School - more bike and pedestrian connections to be able to walk and bike to school
- Encourage more attractive streetscapes and provide more street trees
- Add more street lights along key road corridors for safety
- More bike parking is needed, especially at access points and destinations (like shopping areas)
- Need better maintenance of bike and shared use paths (including debris removal)
- Provide more electric vehicle charging stations
- Consider incentives for ride-sharing

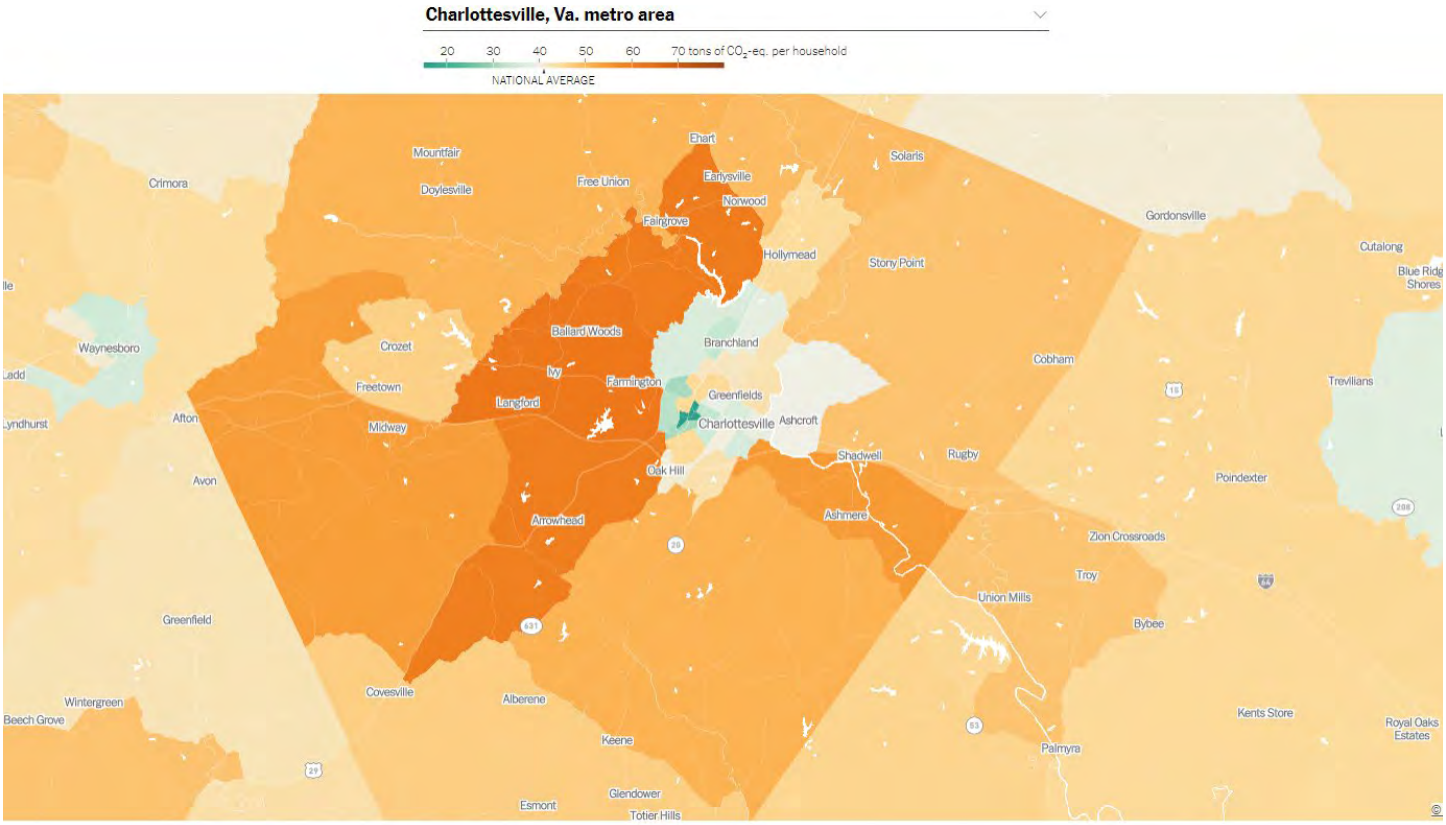
Q2: Preferred mode of travel in future (Avg. ranked priority order, 1=highest)	
Walk	1
Bike, e-bike, or bikeshare service	2
Primarily drive alone	3
Use transit (CAT, JAUNT)	4
Use shared services (carshare, rideshare, bikeshare, scootershare)	5
Electric personal mobility device (scooter, one wheel, other)	6
Carpool	7

Transit

- Need more frequent and reliable transit; consider bus rapid transit and dedicated transit lanes
- Bus stops should have covered bus shelters with benches
- Offer more on-demand transit service
- Improved transit service supports aging in place

Coordinated Land Use and Transportation Planning in the Development Areas

How a community grows and uses the land available to it has significant implications for human wellbeing, local environmental quality, and climate change. For example, recent research has shown that urban areas with denser development exhibit significantly lower greenhouse gas emissions per household than more sprawling suburbs and exurbs. The research also found that, on average, suburban-style developments tend to exhibit larger, detached homes that cost more than homes in areas of greater density, where multifamily dwellings and a greater variety of housing types are more common. One implication of these research findings is that as our community grows, encouraging greater density within the existing Development Areas will likely lead to a lighter environmental footprint per household and more housing affordability and choice, as compared with less compact and more sprawling developments.



Estimated average household emissions for census tracts in Albemarle County. Dark blue census tracts have lower average emissions than the national average, while dark orange census tracts have higher average emissions than the national average.

Source: Nadja Popovich, Mira Rojanasakul and Brad Plumer, "The Climate Impact of Your Neighborhood, Mapped," The New York Times, December 13, 2022

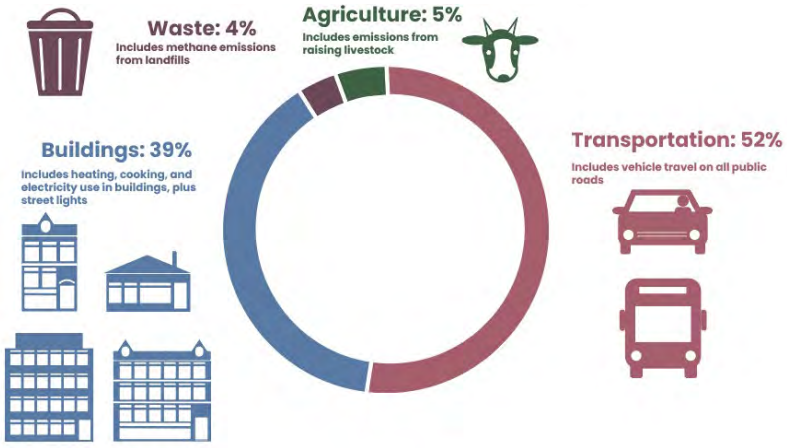
Multimodal Transportation Planning

Multimodal transportation planning refers to the development of a transportation system that supports a variety of transportation options for residents and visitors of all ages and abilities to access employment, educational, and other opportunities safely and efficiently. Transportation options may include walking, biking, transit, and using a personal vehicle. Measures of safety may include crash statistics, such as crash severity, crash type, and whether vulnerable road users were involved in the crash. Measures of efficiency may include traffic volumes and vehicle/person throughput for an intersection or roadway segment.

There are several reasons to provide a variety of transportation options, especially related to equity and climate action. With respect to equity, transportation systems connect people to opportunities such as employment, education, medical care, recreation, and social connections. Individuals of all ages, abilities, and income levels should have equal access to these opportunities through the publicly-funded transportation system. Multimodal transportation planning fosters equity by ensuring that being able to own and operate a personal vehicle are not prerequisites for full participation in our community.

Multimodal transportation planning should be cognizant of the negative impacts of transportation infrastructure, where transportation infrastructure is placed, and who is being most significantly impacted by that placement. Transportation infrastructure featuring high volumes of vehicles worsens air quality for adjacent communities and increases health risks, such as childhood asthma rates. Transportation infrastructure that allows for high speeds results in more fatal crashes for all road users.

Multimodal transportation planning is also critical for addressing climate change. In 2018, greenhouse gas emissions from transportation accounted for approximately 52% of Albemarle County's calculated emissions total. Between 2015 and 2019, three quarters of county residents commuted to work by driving alone, while less than 6% walked, bicycled, or used public transit. These numbers illustrate the significant room for improvement in transportation infrastructure and behavior.



Estimated sources of greenhouse gas emissions from the County's 2018 Greenhouse Gas Emissions Inventory

Multimodal Systems Plan (MMSP)

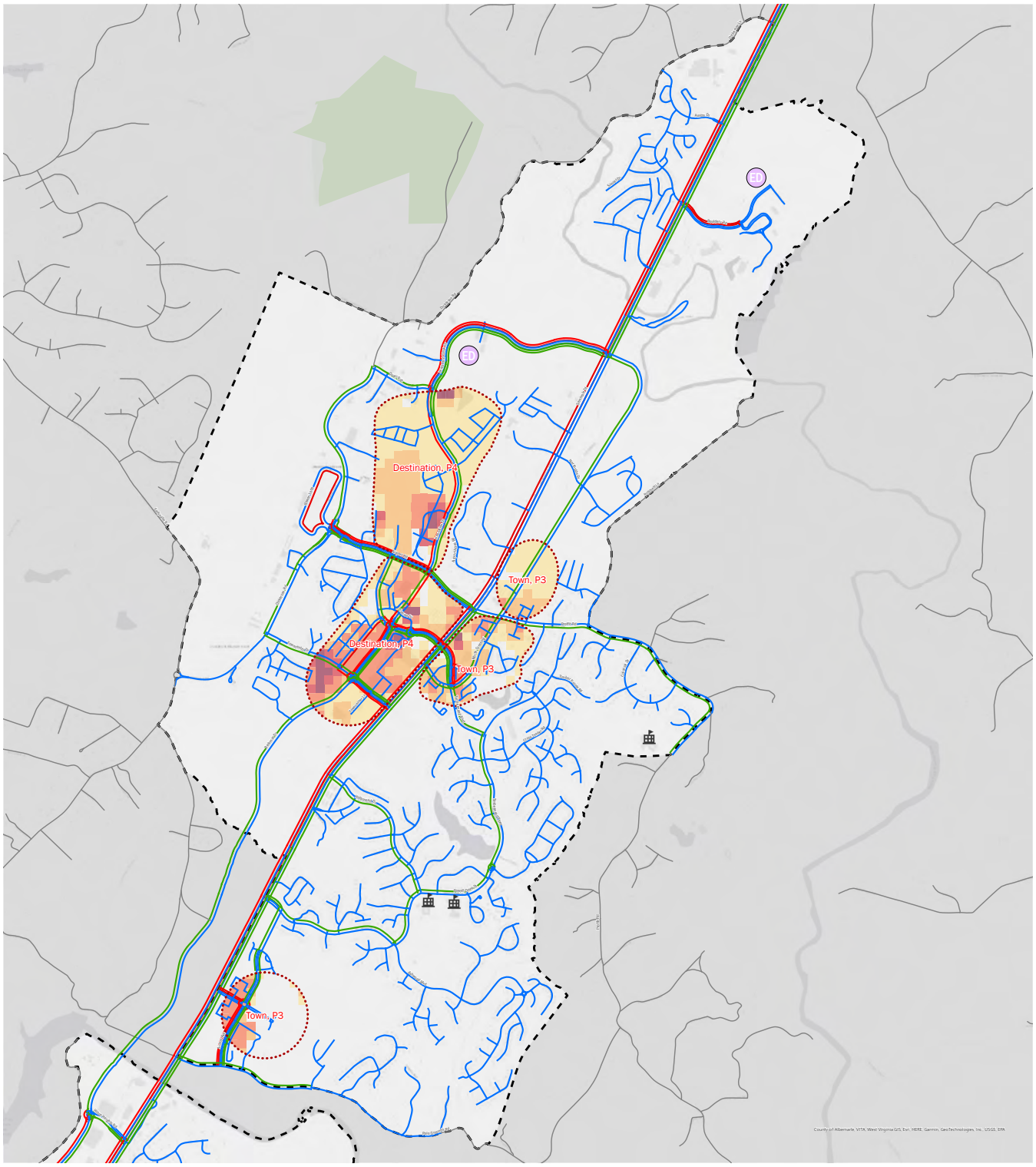
Multimodal systems planning is used by localities across Virginia and is based on guiding documents from the Virginia Department of Rail and Public Transit (DRPT). These Multimodal Systems Guidelines have been vetted by VDOT, and following this approach can improve coordination on future projects with VDOT and provide more focused guidance for future projects and infrastructure.

The outcome of the MMSP is a coordinated land use and transportation plan that **connects Activity Centers and other key destinations such as schools, parks, and employment districts.** Modal emphasis mapping is used to indicate where one or more travel modes (walking, biking, or transit) should be emphasized in the design of a street, either through improvements to existing streets or through the development review process when new streets are proposed. Cars are assumed to be accommodated on every street, though not necessarily prioritized. Detailed guidance for each modal emphasis and corridor type is provided in the DRPT Multimodal Guidelines, which was approved by VDOT.

Draft Activity Center and modal emphasis maps are provided on the following pages for each of the County's Development Areas. These maps will be updated and shared again during AC44 Phase 3. The draft Activity Centers were identified through estimated numbers of future jobs and people and a comparison with the Development Areas Master Plans. The draft modal emphases have been identified through a review of existing infrastructure and relevant local and regional plans, including the Master Plans and the TJPDC Regional Bicycle and Pedestrian Plan. All streets in the Development Areas have been identified as **pedestrian emphasis**, as walkability is expected throughout the Development Areas. **Bicycle emphasis** was identified based on major connections needed between and through Centers and other areas of importance, such as parks and schools. **Transit emphasis** was identified through existing transit routes and the unconstrained vision in the Regional Transit Vision Plan for the Charlottesville area. Community input will help identify gaps and needed connections.

As the DRPT guidelines note, achieving these networks will take place over years or even decades, with efforts from both the public and private sectors. One of the primary intents behind the guidelines is to allow communities to establish a blueprint for this transformation over time. It is ultimately **a long-term vision that is implemented incrementally as funding is available and opportunities arise.** It should also be noted that modal emphasis mapping does not preclude additional transportation projects or infrastructure. For example, even if a street is not identified as a bike modal emphasis, it could still be a good future candidate for a bike lane.

Places 29 North - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads
- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/Bicycle
- No Modal Emphasis

- ED Employment District
- ID Institutional District
- RD Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density
- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

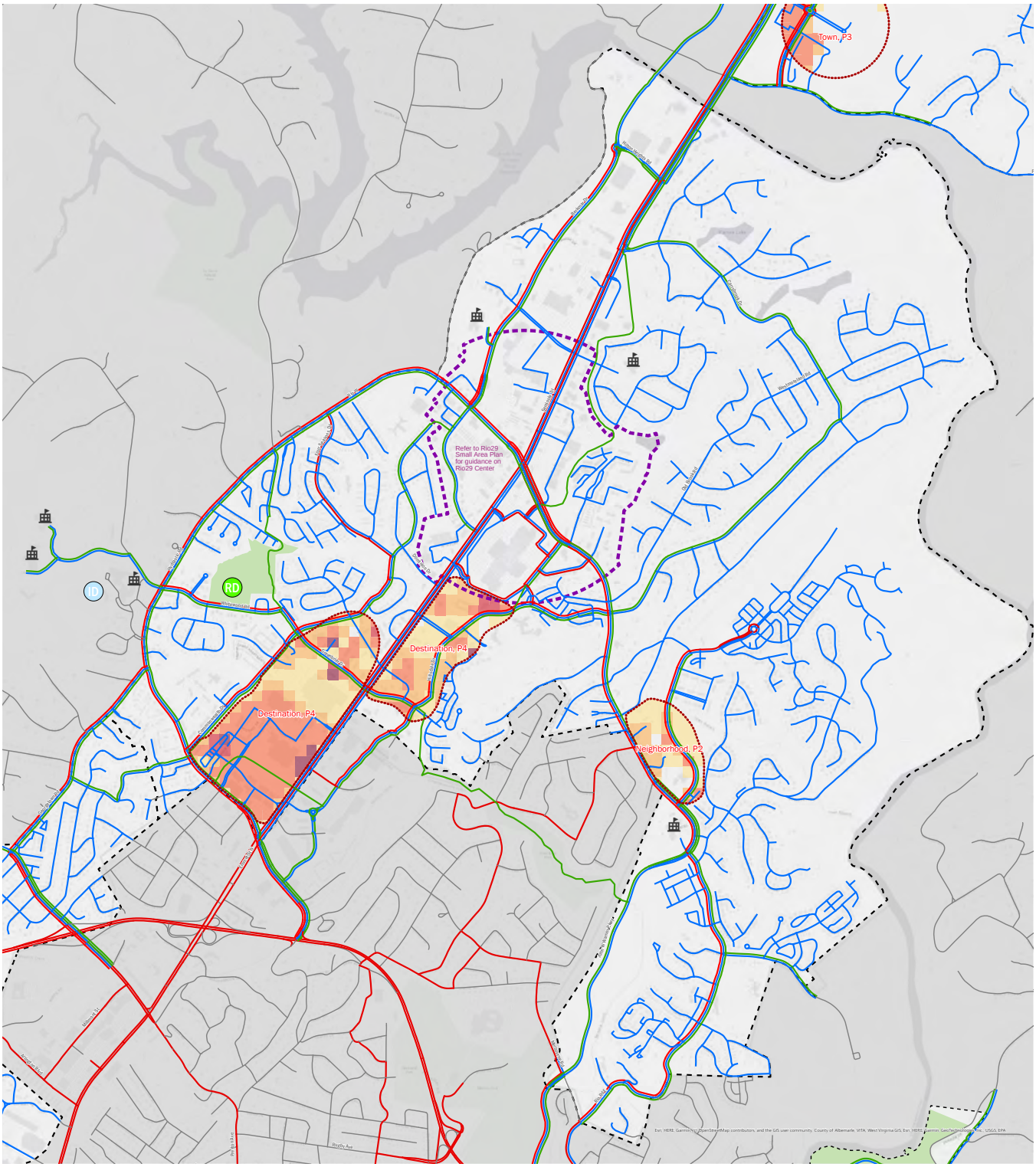
NOTES:

DRAFT DECEMBER 2023 - This a draft map for public review and comment and does not represent finalized County policy.

Activity Density is the sum total of people plus jobs per acre.

The modal emphasis map shows a vision for 2044, it does not represent existing county facilities.

Places 29 South - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Refer to Rio Small Area Plan for guidance on Rio Center
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

NOTES:

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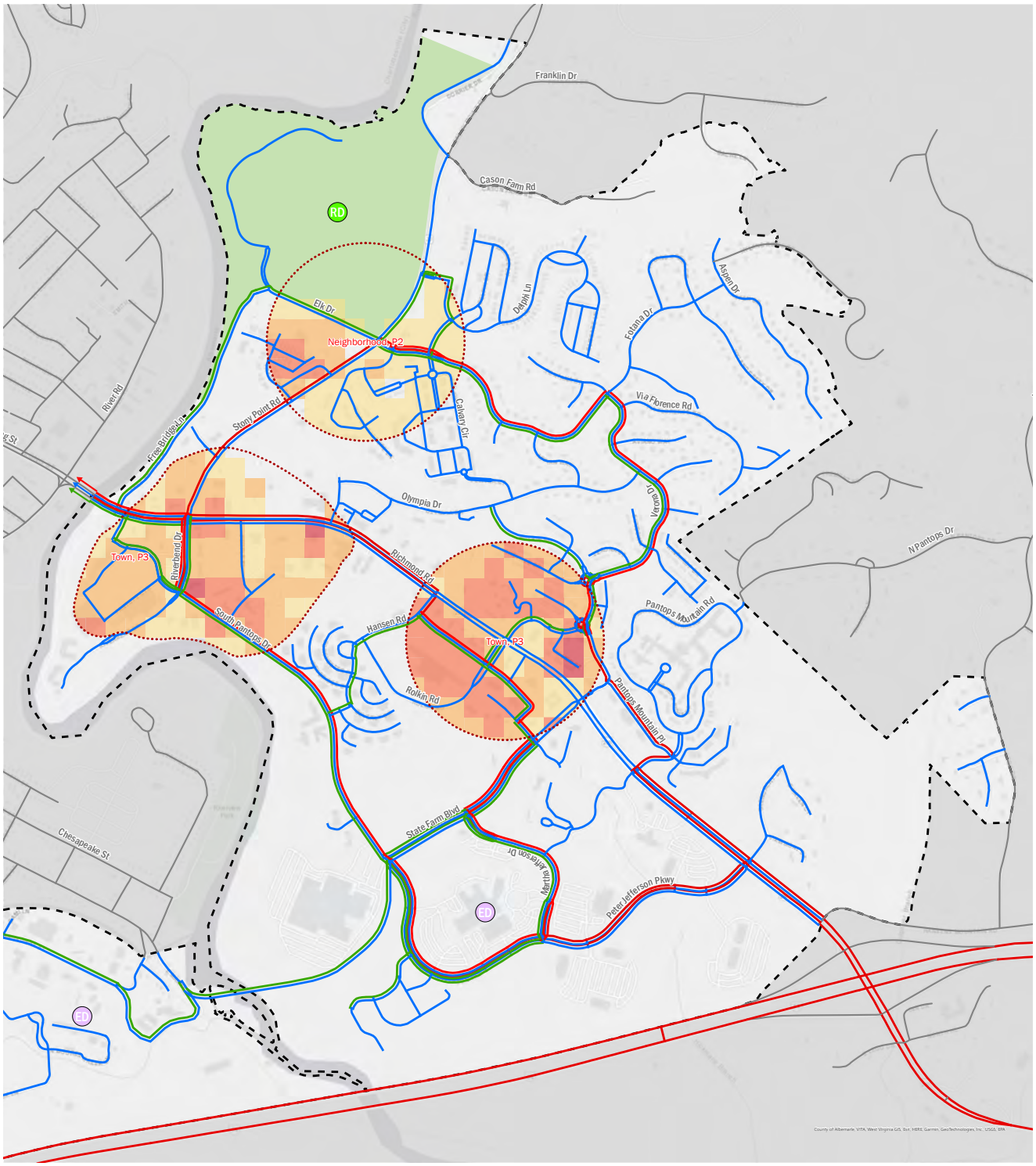
Pantops - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

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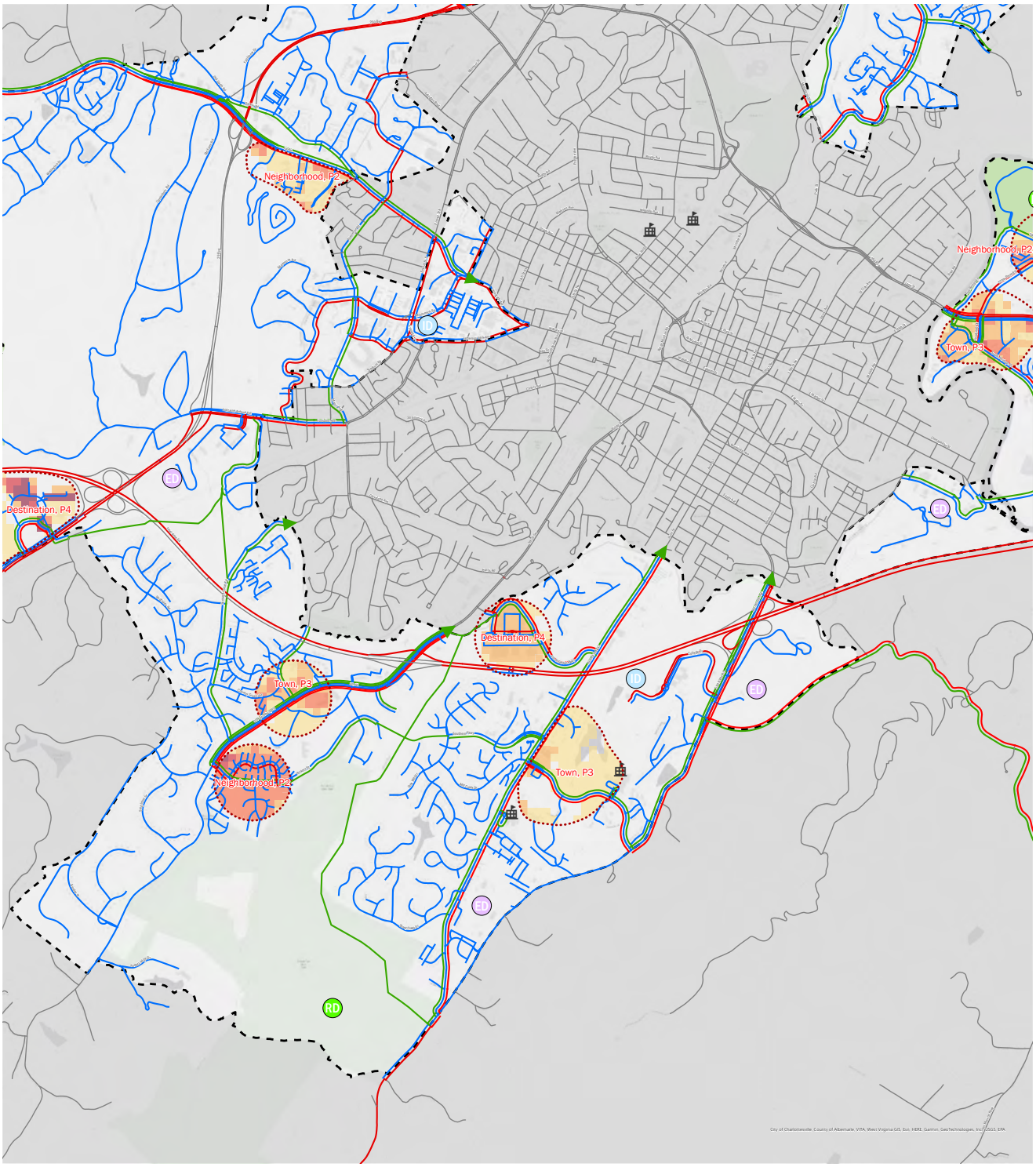
Southwest - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Bicyle/Transit
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

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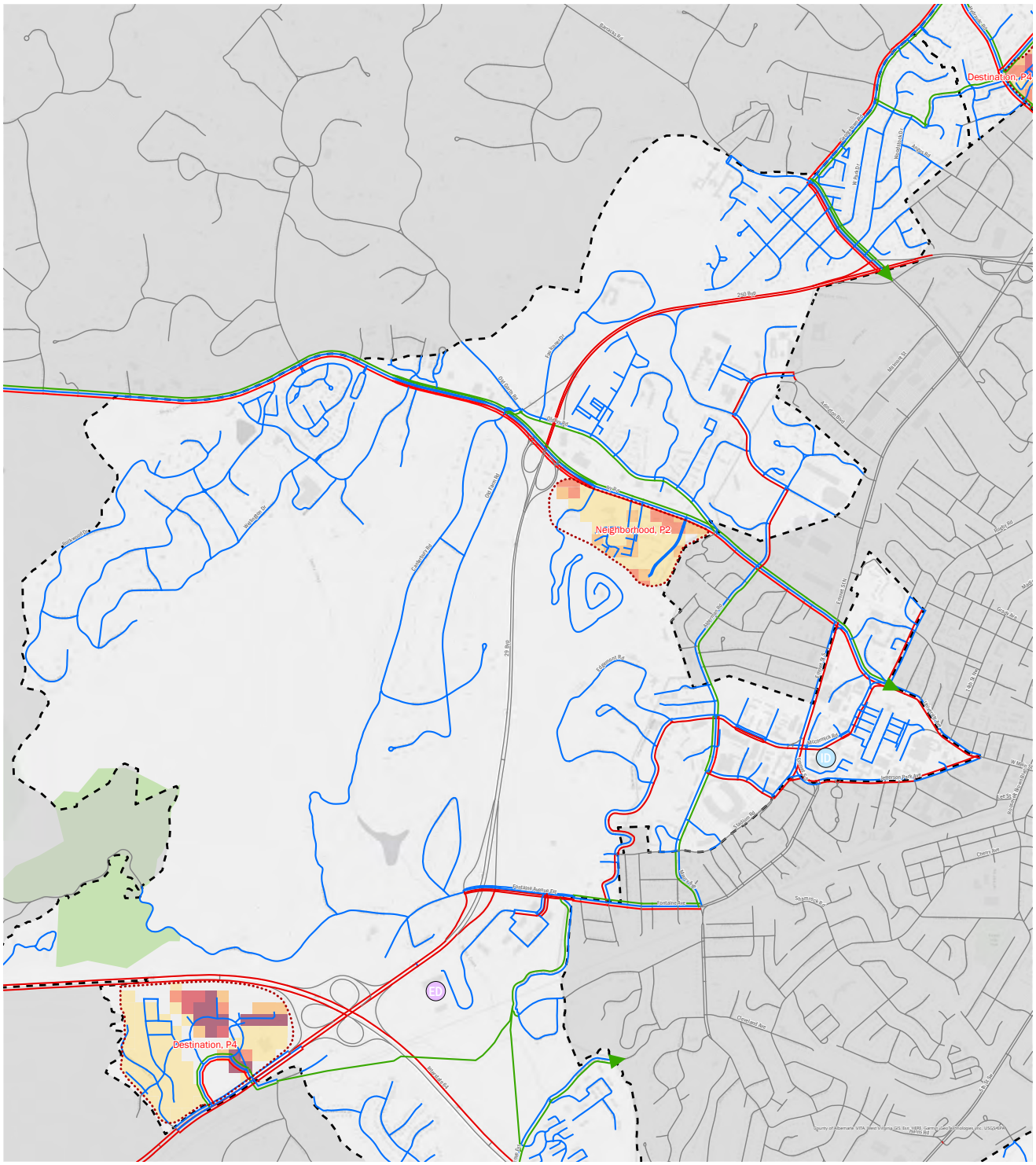
Southwest - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Bicyle/Transit
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- ED Employment District
- ID Institutional District
- RD Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

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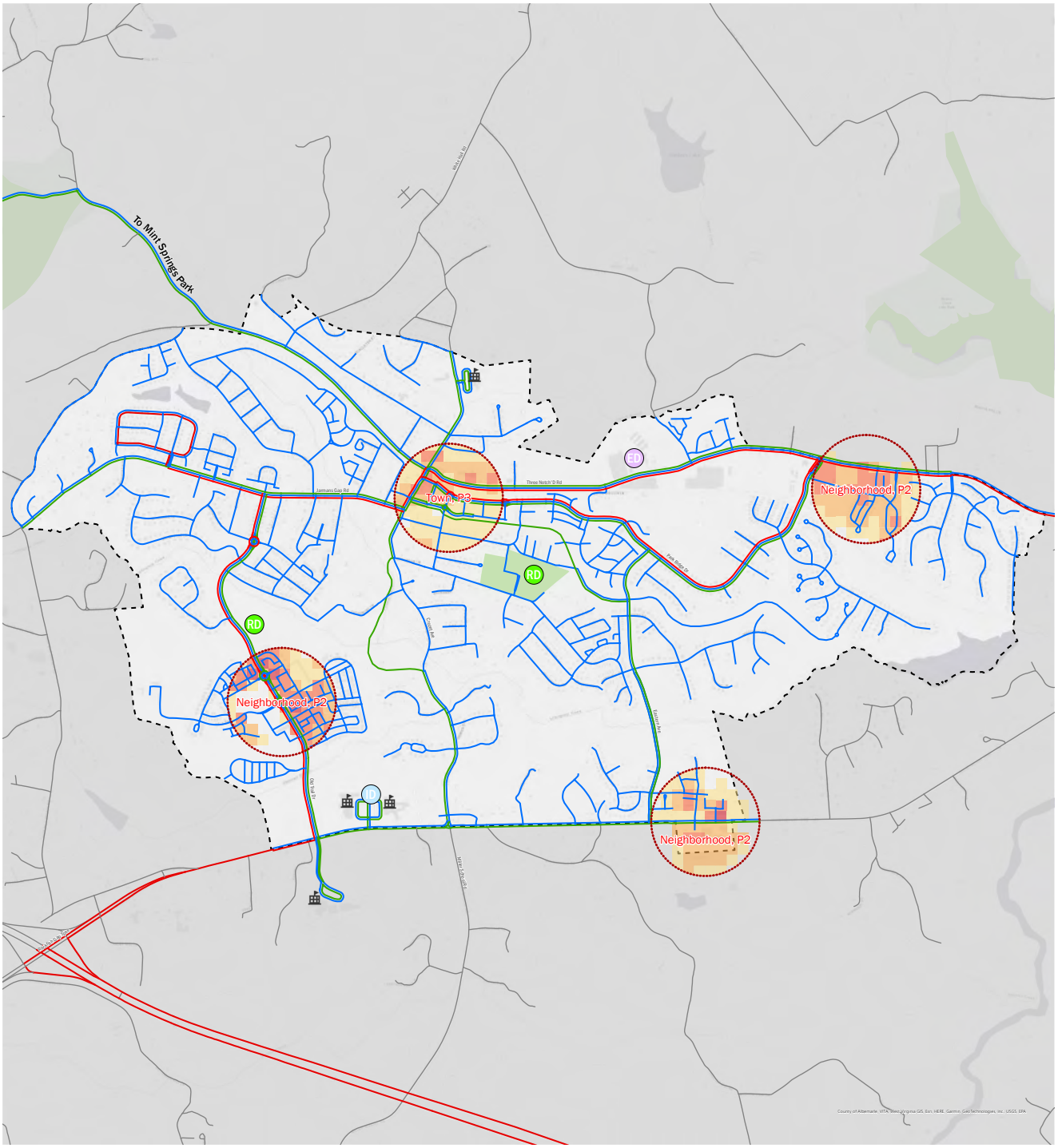
DRAFT Map for AC44

Crozet - Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.6 1 Miles

NOTES:

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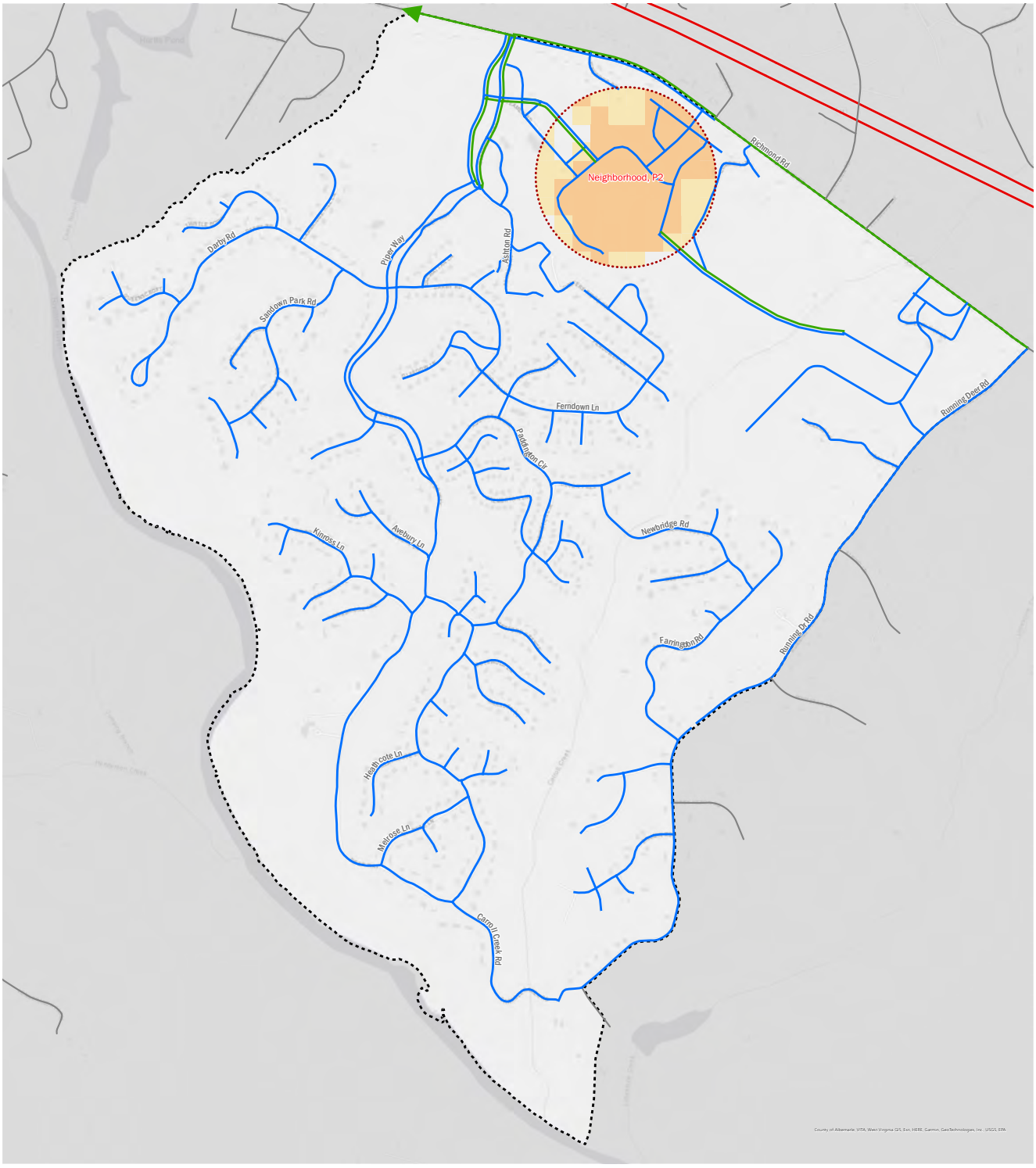
Village of Rivanna - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 Miles 1

NOTES:

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Transportation and Household Costs

The national **Housing and Transportation Affordability Index** considers the average combined cost of housing and transportation. In Albemarle County, combined housing and transportation costs account for 47% of a household's annual income, on average. Transportation alone accounts for 20% of household income, or $14,756 on average annually.

Average housing and transportation costs in Albemarle County as a percent of household income and average annual transportation costs for Albemarle County households. Source: Housing and Transportation Affordability Index 2023

Census and ACS data also quantifies the number of vehicles available to each household. Households may have no working vehicle available for a variety of reasons – lack of affordability, a disability that prevents driving, or personal choice. Regardless of the reason, the lack of a working vehicle limits opportunities for members of the household when transportation infrastructure doesn't support other travel options. The table below shows the proportion of Albemarle County households that currently have no working vehicle available. The proportion of Albemarle County households that do not have access to a working vehicle appears to have increased slightly over the previous decade, but it remains low relative to state and national proportions. Nonetheless, it should be noted that 5.5% translates to an estimated 1,984 households impacted by a lack of a working vehicle.

Vehicles Available per Household			
	Albemarle County 2011 ACS 5-Yr Est.	**Virginia 2011 ACS 5-Yr Est.**	**U.S. 2011 ACS 5-Yr Est.**
No vehicles available	5.1 %	6.2 %	8.9 %
Three or more vehicles available	22.5 %	25.1 %	19.8 %
	Albemarle County 2021 ACS 1-Yr Est.	**Virginia 2021 ACS 1-Yr Est.**	**U.S. 2021 ACS 1-Yr Est.**
No vehicles available	5.5 %	6.1 %	8 %
Three or more vehicles available	23 %	25.8 %	21.9 %

Number of vehicles available per household in Albemarle County, Virginia, and the U.S. Source: Census, ACS Table B08201

How Community Input Provides Context to Data

Community input provides essential context to statistics and analytical models. Community feedback can reinforce quantitative findings or offer new insights on challenges and opportunities otherwise missed by the data. For example, do 0.5% of Albemarle County commuters bike to work because 99.5% of commuters don't like biking? Or do a significant portion of that 99.5% choose not to bike because there isn't continuous, safe bike infrastructure between their home and work? Or do they choose not to bike because they couldn't afford a home (mortgage or rent) within a reasonable biking distance from work? Public feedback illuminates answers to questions like these and contributes to the "big picture" of how well our transportation infrastructure is working for most people.

Census and American Community Survey (ACS) data describe how people are traveling in Albemarle County. This data changes over time and can be compared to state and national numbers. The table below shows commute mode choice (how people chose to travel to work most often) using ACS 5-year data.

Commute Data				
Travel Mode	**Albemarle County 2012-2016 ACS 5-yr Estimates**	**Albemarle County 2017-2021 ACS 5-yr Estimates**	**Virginia 2017-2021 ACS 5-yr Estimates**	**U.S. 2017-2021 ACS 5-yr Estimates**
Drove Alone	78.6 %	69.9 %	72.7 %	73.2 %
Carpool	8.2 %	8.7 %	8.5 %	8.6 %
Transit	2.2 %	1.9 %	3.4 %	4.2 %
Walk	2.6 %	2.6 %	2.2 %	2.5%
Bike	0.4 %	0.5 %	0.3 %	0.5 %
Work from Home	7.3 %	15.5 %	11.4 %	9.7 %
Other	0.8 %	1.0 %	1.4 %	1.4 %

Mode of commuting for Albemarle County, Virginia, and the U.S.
Source: Census, ACS Table S0801

Looking at ACS 1-year data, driving alone was the most popular mode choice in both 2011 (77.5%) and 2021 (62.5%), although the percentage of individuals driving alone decreased significantly. This decline (14.5 percentage points) is mirrored by the increase (16.1 percentage points) in individuals who work from home. Additionally, there was a small decline in carpooling to work and a significant decline in transit commutes; both shifts are likely explained by a desire to social distance during the pandemic. Whether or not this trend continues will depend on how many workers continue to work remotely and if commuters are able to increasingly shift to transportation options other than driving alone.

Prioritizing Transportation Projects

Once transportation challenges and opportunities have been identified, transportation planning staff must prioritize potential projects based on their expected benefit to the community. Limited financial and administrative resources mean that Albemarle County cannot immediately and simultaneously address every transportation challenge and pursue every opportunity.

Projects are scored on metrics such as: safety, congestion, economic development, accessibility, land use, whether projects enhance bike/ped/transit opportunities, whether projects help reach the County's Climate Action Plan goals, avoiding sensitive environmental areas, whether projects are located in (and positively serve) an area identified as underserved, and whether projects improve access to employment areas.

Albemarle County transportation planning staff aim to proceed through the list of prioritized projects by addressing the most highly ranked projects first, but there are additional factors to consider. At times, projects that are (locationally) close to each other may be grouped together, as hiring a single consultant to complete the preliminary engineering or construction can result in significant overall cost savings. This may mean that projects ranked #1, #5, and #17 are grouped together and completed before projects #2-4 and #6-16.

Additionally, each funding mechanism is not appropriate for every potential project. This means that a lower ranked project that fits the parameters of a funding opportunity may be pursued before a higher ranked project that does not fit those parameters. The table below shows some of the more common funding opportunities for Albemarle County transportation projects. It should be noted that some of these funding opportunities have long gaps between the date funding is awarded and the date when that funding becomes available for use.

Transportation Project Funding Opportunities					
Funding Opportunity Name	**Fund Source**	**Maximum Funding**	**Opportunity Frequency**	**Delay Between Award and Funding Availability**	**Competetive?**
RAISE	Federal	$25 million; no local match required	Annual	~ 1.5 years	Extremely Competitive
Smart Scale	State	Varies depending on availability; no local match required	Every 2 years (even years)	~ 6 years	Highly Competitive
Revenue Sharing	State	$10 million/project; 50% local match required	Every 2 years (odd years)	~ 6 years	Moderately Competitive
Capital Improvement Program	Local	N/A	Annual	Following fiscal year	Requires Board of Supervisors support

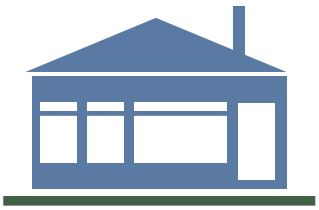
Examples of transportation project funding opportunities

Recent Development Trends

In 1971, when the first Growth Management Policy was adopted, approximately 60 percent of new houses constructed were in the Rural Area. But that percentage has changed drastically over the decades, in large part due to the effectiveness of the policy. From 2012 through 2021, about 84 percent of new homes were built in the Development Areas and only 16 percent in the Rural Area.

Development Areas

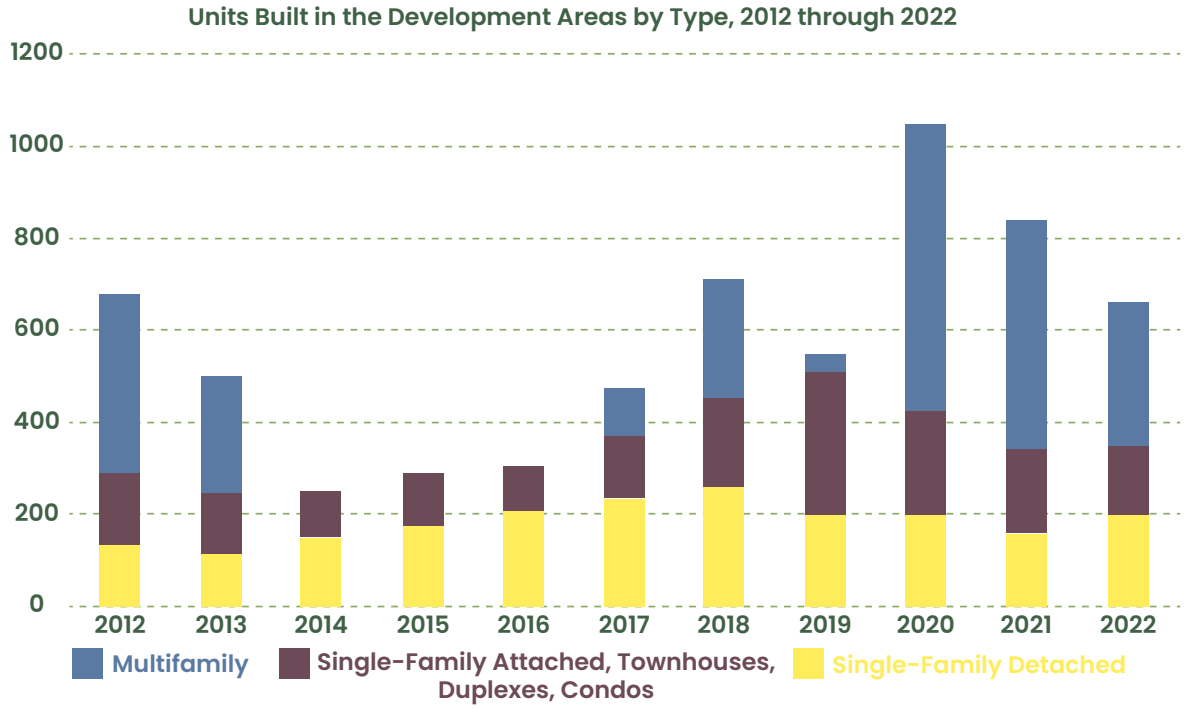
Est. units built past 10 years: 5,669
84 % of total units



Rural Area

Est. units built past 10 years: 1,090
16 % of total units

Between 2012 and 2022, approximately 39 percent of the total housing units built in the Development Areas have been multifamily units, followed by single-family detached (32 percent) and single-family attached/townhouses (28 percent).



Land Use Buildout Analysis

To accommodate projected growth in Albemarle County, sufficient developable land area needs to be available within the Development Areas. One tool that we can use to assess remaining developable land in the Development Areas is the land use buildout analysis, which was most recently completed in 2022. The land use buildout analysis is an estimate, using a series of assumptions, of the theoretical maximum number of additional homes ('dwelling units') and square feet of non-residential land uses (such as office, commercial/retail, and industrial) that could be built within the county's Development Areas.

Assumptions are used to identify land within the Development Areas that is vacant or has the potential to redevelop. The future land use designation of each identified property is used to create a potential future buildout of each property.

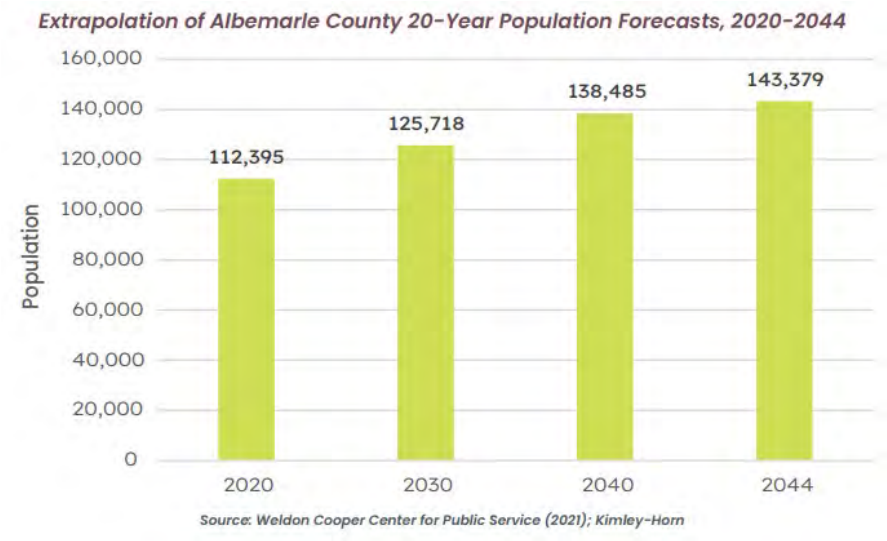
Some key takeaways from the 2022 buildout analysis include:

- Based on the assumptions used in the buildout analysis, the buildable acres comprise only about **6.9% of the Development Areas** land mass and slightly more than 0.3% of the county's total land mass.
- There appears to be sufficient land available to accommodate 20 years of estimated growth and demand in the existing Development Areas when considering the future land uses recommended in the Comprehensive Plan.
- However, achieving 'full buildout' is dependent on development at the high end of recommended density/intensity of uses.
- Additionally, constraining factors will limit buildout, such as the cost of land, physical site constraints, and site location and infrastructure access.

While in theory there is sufficient capacity based on development at the higher ends of recommended densities and land uses, the constraining factors, when left unchecked, will limit the actual buildout of the Development Areas. Therefore, it is important to consider possible options for using Development Areas land more effectively and efficiently to match future population projections and business and employment needs through the Comprehensive Plan update process.

Potential constraining factors

The buildout allows us to compare estimated population growth in the next 20 years with the estimated Development Areas land that is available for development or redevelopment. Based on data projections from the Weldon Cooper Center, Albemarle County's population in 2044 will be approximately 143,379. This is an additional 31,000 residents compared with 2020 (Census baseline year).



Based on the results of the land use buildout analysis and dwelling units that are in the pipeline, the theoretical maximum number of additional units in the Development Areas is **24,133**. This number adds together the theoretical maximum residential land use buildout (9,252), the approved pipeline (9,377), and the under review pipeline (5,504). The pipeline includes the maximum totals approved and under review and does not make any adjustments based on likely buildout. There are several known developments that are expected to build out below their approved maximums, including Old Trail (estimated 1,000 units below maximum) and Southwood Phase 1 (estimated 115 units below maximum).

The land use buildout and residential pipeline varied throughout the Development Areas. In Neighborhood 6, there were no units in the approved pipeline. In Neighborhood 6, Piney Mountain, and Village of Rivanna, there were no units in the under review pipeline. Over 40% of the land use buildout units and the approved pipeline units were in Hollymead.

The non-residential land use buildout estimates also vary significantly by Development Area. Neighborhoods 6, 7, and the Village of Rivanna have the least potential for non-residential development. Hollymead, Neighborhood 5, and Crozet all have industrial buildout estimates over 500,000 square feet.

Phase 1 Engagement – Recap

Community input shared during Phase 1 reflected the following challenges and opportunities for the Development Areas:

- There is a desire to balance growth with climate action and resilience. For example, encouraging an enhanced tree canopy.
- Infrastructure needs to keep up with growth.
- Encourage more infill and adaptive reuse to meet growth projections and demand.
- Avoid sprawl and concentrate development to preserve the natural environment.
- Encourage mixed-use developments with a variety of housing types that have safe and accessible multimodal transportation options. More walkability can be provided by allowing more mixed use development and connecting existing neighborhoods to parks, schools, employment areas, retail, and other destinations.
- The combined cost of housing and transportation is a significant part of household budgets, and transportation affordability overlaps with housing affordability. There are higher commuting costs associated with living further from work, school, and daily needs, even though the cost of housing may be lower.
- There is a need for walking and biking options that are both safe and accessible. It is not enough to have connections for walking and biking; those connections also need to be safe and separated from cars as much as possible. This supports climate action goals, reduces greenhouse gas emissions, and reduces car-dependence.
- Public transit needs to be more frequent, reliable, and have more routes. Access to transit needs to be equitable and affordable. Some comments noted that higher density housing makes providing transit more feasible.
- The County should continue to engage in regional transportation planning and coordination, and enhance opportunities for coordination where possible.
- There should be reduced parking requirements and more EV charging stations in more parking areas.

AC44 Framework

The Framework for an Equitable and Resilient Community was developed during Phase 1 of AC44. The Framework presents a snapshot of what Albemarle County aspires to be in the year 2044, which is a community that has centered equity and resilience in its policies, plans, and actions. The Framework was developed based on input from community members, the AC44 working group, the Planning Commission and the Board of Supervisors, and by incorporating equity and climate action considerations, reviewing goals in the current Comprehensive Plan, and researching best practices. Moving forward, the Framework will be used to guide updating Plan recommendations, including Plan Goals, Objectives, and Action Steps.

Relevant guidance from the **Framework for an Equitable and Resilient Community** for this chapter includes:

- Green and resilient designs should be incorporated into new neighborhoods, including compact, mixed-use developments with parks, trails, and energy-efficient design.
- Existing neighborhoods should have parks, trails, and new landscaping and tree canopy added to them to bring greater access to green space and resilience to climate change and environmental challenges.
- Neighborhoods should be inclusive and incorporate a mix of uses, green spaces, and a variety of housing types that are accessible and affordable to all income levels and abilities.
- New developments should be designed as "complete communities" where possible with a core of amenities and services within or adjacent to a wide choice of housing types and connected trails and green spaces.
- Older single-use commercial centers should be redeveloped as vibrant mixed-use communities that are compatible with surrounding neighborhoods. These new centers may be standalone mixed-use centers or provide a complementary mix of uses to adjacent residential or commercial uses.
- County policies and investment should support the revitalization of older residential neighborhoods to incorporate accessible amenity spaces and community services.

- The County will work to become more equitably connected and accessible with safe, affordable, and comfortable multimodal transportation options for all ages and abilities.
- Fast, reliable, public transit should be available along major corridors connecting key nodes of the County, and many community members should be able to safely travel throughout the County without needing a personal vehicle.
- In existing and new neighborhoods, there should be a network of trails, parks, streets, and greenways that serve all ages and abilities.
- This connectivity needs to be achieved by proactively using public funds and by leveraging private improvements through development practices that build better connections for people and nature in our communities. The County should partner regionally to improve access and connections beyond its boundaries to enhance livability and connectedness for all residents and businesses.
- The County should ensure that there is substantial land and infrastructure to support new industries, while supporting and expanding existing businesses and local entrepreneurs.
- The County's workforce should have...a supportive system that includes affordable housing, flexible transportation options, and accessible community services.

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U.S. Census, 2012-2016 ACS 5-year: Table S0801: Commute Mode

U.S. Census, 2017-2021 ACS 5-year: Table S0801: Commute Mode

U.S. Census, 2011-2015 ACS 5-year: Table B08201: Vehicles Available per Household

U.S. Census, 2021 ACS 1-year: Table B08201: Vehicles Available per Household

Virginia Department of Transportation, Virginia Roads Open Data Portal, https://www.virginiaroads.org/