



Phase 2 – Step 2

Engagement Summary

April – July 2023



Phase 2: Goals & Objectives + Planning Toolkits

PHASE 2

STEP 1

Questionnaire 1
Pop-ups
Working Group
Community Chats

STEP 2

Questionnaire 2
Open Houses
Working Group
Community Chats

STEP 3

Questionnaire 3
Open Houses and/
or Office Hours/
Pop-Ups
Working Group

Step 2: Planning Toolkits

The most recent round of Phase 2 engagement focused on the Planning Toolkit Topics: Activity Centers, Development Area expansion considerations, Crossroads Communities, and Rural Interstate Interchanges. These are topics that were first discussed during Phase 1 (‘growth management options’) that could be used to support coordinated land use and transportation planning, build on current Comp Plan recommendations including the Growth Management Policy, and implement the AC44 Framework. These toolkit topics need significant community input and guidance from the Planning Commission and Board of Supervisors prior to drafting updated Goals, Objectives, and Action Steps for these topics.

Planning Toolkits

1. Activity Centers in the Development Areas
2. Factors for Future Development Areas Expansion
3. Rural Crossroads Communities
4. Rural Interstate Interchanges

Step 2 Questionnaires

[Phase 2 Step 2 questionnaires](#) included a separate questionnaire for each of the four Planning Toolkit topics: Activity Centers in the Development Areas, Criteria for Development Areas Expansion, Crossroads Communities and Rural Interstate Interchanges. Open-ended questions for each topic allowed participants to share feedback about each. There were a total of 148 responses across the four questionnaires, with 19 responses for Activity Centers, 52 responses for Criteria for Development Areas Expansion, 39 responses for Crossroads Communities, and 38 responses for Rural Interstate Interchanges.

Open House Events

The AC44 team held a series of four in-person open house events to share Planning Toolkits with the community and ask for feedback. Posters showing the applications of the toolkits were displayed for context with the AC44 team present to explain the content and answer questions. The AC44 team also held a fifth virtual Open House event (and all-CAC meeting). Participants rotated between four separate breakout groups to share feedback for each toolkit topic with staff facilitators. There were approximately 36 total attendees at the in-person open houses and approximately 50 attendees at the online open house.



Working Group

The Phase 2 Working Group heard a staff presentation on toolkit applications at their second meeting, similar to the overview that was given to the Planning Commission at their April 25 meeting. The AC44 team also presented a draft ‘Field Notes’ activity, which offers an opportunity for community members to visit mixed-use or community gathering locations in the County and evaluate features that constitute successful placemaking. It is anticipated that the Field Notes Activity will be available in late summer through late fall and feedback from the Field Notes will be incorporated into refinement of the Planning Toolkits (centers and crossroads communities).

The AC44 team also created an Open House chat Kit, posted on the project website, allowing individual facilitators to host a discussion with other community members on the Planning Toolkits. Two Working Group members held a total of four meetings with approximately 40 total attendees. Two meetings were held at Yancey Community Center, one meeting was held within the Village of Rivanna, and one meeting was held at Spring Hill Baptist Church.

Phase 2, Step 2: Engagement Summary

The following engagement summary includes community input from the online questionnaires, open houses, and community chats. The feedback is organized by each toolkit topic and major themes.

Activity Centers in the Development Areas

Community members were asked to consider the following questions on Activity Centers at the open houses and through the online questionnaires:

What feedback do you have on the recommended scale, form, level of development, public spaces, and multimodal transportation for the draft Activity Center types (Neighborhood, Town, Destination)?

What feedback do you have on the draft Activity Center locations and how the draft Center types have been applied?

Are there transportation connections that you would add or change for any of the draft Centers?

Activity Centers

- Support for mixed-use activity centers with options to live, work, and shop
 - » Employment uses should be a priority in centers
 - » Make it easier for small businesses to open/start up to support the desire for mixed-use centers; rent can be prohibitively expensive; requirements can be challenging e.g. having to move a food truck every two hours; reduce restrictions for home occupations
 - » More restaurants, grocery stores, laundry facilities, childcare options, and healthcare options in centers
 - » Address food deserts
 - » Activity center model responsible planning; supports growth management and transportation options
 - » More neighborhood centers; people want to be able to walk/bike
 - » Want to participate in place-making in centers; should have community input
- Need housing that is affordable in/connected to activity centers
 - » Also supports mixed-use and multimodal transportation; being able to live close enough to work to walk
 - » Blend residential uses at edges of centers and protect older neighborhoods
 - » Senior housing is needed
- Not sure that mixed-use will be feasible
 - » Many of the centers are single-purpose activity centers and not amenable to live/work/play (and probably won't be in foreseeable future)
 - » Many empty storefronts and lack of foot traffic in some existing areas
- Do not want this type of development
 - » Concern will add congestion even if walkable/bikeable
- Centers should have amenities, open space, parks, and events
 - » Protected green spaces and landscapes; trees for shade; built in seating/public benches; proactive parks and trails planning; playgrounds; dog parks; green stormwater management
 - » Consider community gardens to bring people together and build community
 - » Community events, concerts, especially in Town and Destination Centers
- Support for redevelopment in Centers
 - » Would like to see residential and mixed-use. Better than greenfield development and Development Areas expansion.

- » Incentives needed to encourage redevelopment
- » Encourage/incentivize rooftop solar on big box stores/empty malls
- Places29 Centers
 - » Rivanna Station area will have significant future activity, though mostly non-residential. Will also have transportation impacts.
 - » Rio Road East seems a bit under-served
 - » Bike/pedestrian connections needed between Rivanna Station, North Fork, and Hollymead Town Center
 - » Stonefield needs more mixed-uses and variety of commercial uses
 - » Destination Centers seem appropriate for Stonefield, Comdial area, and Hollymead Town Center
 - » Redevelop aging commercial areas to achieve Places29 master plan
- Crozet Centers
 - » Densify Crozet village center
 - » Increase employment uses in Crozet center
 - » Crozet locations support planned downtown development and fit well with surrounding neighborhoods.
 - » Bike/pedestrian connections needed to Ivy and Charlottesville.
 - » The Neighborhood Center along Rt 250 W should be a Town Center instead – there is enough residential to support greater commercial activity
 - » Old Trail makes sense
 - » Additional bike/ped infrastructure in Crozet before additional development
- Pantops Centers
 - » Agree with proposed Center place types
 - » Concern with existing traffic issues especially Free Bridge area
 - » Encourage better use of land around the river
- Southern and Western Centers
 - » Town Center between Avon St Ext and Scottsville Rd seems more than necessary for that area; should be smaller
- Village of Rivanna Centers
 - » Continue footpath along river from Pantops to greenway in Glenmore so can walk from Glenmore to Darden Towe Park.
 - » Mixed-use doesn't seem to be working in Rivanna Village Center; no frontage on Route 250 East and is primarily residential

Multimodal Transportation

- Support for traffic calming
- Safe options for walking and biking, including to parks, schools, centers, and neighborhoods
 - » Options for walking, biking, and transit should have equal priority to vehicle traffic
 - » Address gaps in sidewalks and trails
 - » Consider car-free areas in centers
 - » Safe ways to cross busy roads like Route 29 (e.g. above grade)
 - » Connect activity centers to each other
- Consider expanding the walkshed area to $\frac{3}{4}$ mile especially if there are interesting areas along routes
- Encourage parking decks (structured parking) to reduce parking surface area
- More frequent and reliable transit/bus service is needed; connect to centers
 - » Use park and ride facilities, which support access for the Rural Area to Activity Centers
 - » Transit needs to run frequently and late at night/weekends to allow rural communities to participate
 - » Use express buses (e.g. along Route 250 and Route 29)
 - » Use electric buses
- Not feasible to connect Charlottesville to rural/outlying areas

Factors for Future Development Areas Expansion

Community members were asked to consider the following questions on factors or criteria for future Development Areas expansion at the open houses and through the online questionnaires:

What factors should be considered for how, when, and where to expand the Development Areas to meet future housing and employment needs?

Are there considerations for 'how' and 'where' to expand that you would change? What's missing?

Are there considerations for 'when' to expand that you would change? What's missing?

Considerations for How and Where

- Avoid environmentally sensitive areas and protect natural resources
 - » Require developers to minimize clear cut, preserve big old trees, plant native species, and replace tree canopy
 - » Protect steep slopes and mountains
 - » Protect the conservation focus areas in the Biodiversity Action Plan
 - » Protect wildlife corridors
 - » Add preservation of viewsheds
 - » Consider existing use of land – e.g. if it’s already been cleared for ag/grazing/ views compared with mature wooded areas
- Encourage rooftop solar and improved waste management, recycling, and composting
- Protect water resources
 - » Including areas in water supply watersheds; water quality is already an issue and more development increases impervious surface/runoff
 - » Preserve/enhance stream buffers
 - » Consider impervious surface impacts on flooding and avoid development in the floodplain
 - » Ensure groundwater is not impacted for surrounding properties if there is an expansion; no adverse impacts to existing septic/well
- Ensure emergency services are adequate for new development
- Assess school capacity
- Transportation networks
 - » Spread out traffic/transportation impacts – e.g. other areas besides Route 29; build new road networks
 - » Transportation impacts should be a top priority; concern it hasn’t been in the past
 - » Walkability (especially to access services/daily needs) is key
 - » Use traffic counts and road capacity measurements
- Types of open space/parks/amenities
 - » Benches; easy access to trails; handicapped parking; dog parks
- Include an action plan for each item for where/how criteria with a timeline; who is accountable and how being held responsible
- Use large parcels for expansion areas

- Preserve the rural area
 - » Consider transfer of development rights to the Development Areas and down-zoning to protect the Rural Area
 - » Should cease land use tax subsidy if DA expansion occurs and rural land protection is no longer a priority
- Nearby access to public water and sewer
- Create a priority order for the criteria
- Prioritize expansion around interstate interchanges
- Cost of expanding/improving these services and infrastructure and timing related to already planned improvements
- If housing is going to be affordable in expanded areas will need to require it
- Comments on specific areas:
 - » Consider Route 20 South and Scottsville as possible future growth area
 - » Concern that Village of Rivanna does not have transportation capacity or sufficient commercial/nonresidential areas for additional growth area
 - » There should be more growth in the City of Charlottesville
 - » Expand now away from 29N and Crozet as congestion in these areas is overwhelming to available resources

Considerations for When (Timing)

- Infrastructure in place before additional growth
 - » Especially multimodal transportation options
 - » Growth can overburden schools/roads
 - » Assess infrastructure impacts/needs more frequently
- Encourage density and mix of uses in the Development Areas before expanding the Development Areas; build up rather than build out
 - » Use tax incentives for increased density development
 - » Require redevelopment in underdeveloped areas
 - » Encourage/require parking decks (structured parking)
 - » If expand earlier than needed, will not achieve recommended densities and use of existing commercial and residential areas
 - » Address local opposition to housing density increase
 - » Consider if goals in Comp Plan/Master Plans for a mix of uses and walkability are being met before expanding
 - » Supports climate action to avoid expansion and use Development Areas efficiently; development patterns should be walkable and mixed-use
 - » Infill and redevelopment should be exhausted before expanding Dev. Areas

- Development Areas expansion should not be considered at this time
 - » Expansion should not occur for climate action reasons
 - » Avoid sprawl
- Need to have conversation now because it will take decades to plan for
- Should only expand if residents of the new growth area agree to expansion
- Residential growth and development
 - » Require affordable housing with new development
 - » Consider sustainable growth rate for our area – maybe 2%
 - » Consider and prepare for ‘climate change refugees’ who may move here from coastal Virginia
- Consider changing commercial/office needs
 - » Increase commercial and retail to balance housing growth
 - » Adjust to changing commercial/retail climate; more remote work may affect office vacancy rates/needs
 - » Consider needs for accommodating new businesses
- Timing policy should be fluid not fixed due to criteria factors, given how uncertain the future is
- Support affordable housing
 - » Housing costs are a concern, especially with rising with assessments (increases taxes and housing costs)
 - » Consider the types of housing and a variety of housing needed to accommodate community needs
 - » Encourage smaller housing units and missing middle housing
 - » Consider tax incentive programs for encouraging multifamily housing development with more affordable units and limited rent increases
 - » Affordable housing should be in the current Development Areas, where services/ infrastructure are already in place
 - » Housing costs will skyrocket if expansion is not considered in the next 40 years
 - » It seems like even with higher density, housing that is being built is not affordable
 - » Preserve existing affordable units
 - » More programs for affordable housing and support for successful affordable housing developers (e.g. Habitat)
- Buildout analysis
 - » Density assumptions seem to be too low

- » Developers should be involved in a revised buildout analysis to more accurately estimate capacity
- » Not sure percentage of remaining land is useful; supposed to be high density/ mixed-use
- » Monitoring and being aware of anomalies or noteworthy changes in the pipeline, especially reductions in new submissions or dropouts that might indicate developer attitudes or comfort levels with the remaining “developable” space in the development areas

Rural Crossroads Communities

Community members were asked to consider the following questions on crossroads communities at the open houses and through the online questionnaires:

<p>What small-scale services or businesses are most needed in crossroads communities for nearby community members?</p>	<p>What natural or cultural resources do you feel the County’s conservation programs should focus on protecting?</p>
<p>Along with Advance Mills, Batesville, Covesville, Free Union, Greenwood, Proffit, and White Hall, are there other places in the Rural Area that you would consider crossroads communities?</p>	<p>If the updated Comp Plan has recommendations for community ‘hubs’ in the Rural Area, in part to prepare for and respond to weather events and other potential events/emergencies, what other uses of these spaces would you hope to see?</p>

Comments supporting small-scale services or businesses in crossroads communities, with recommended small-scale services/businesses in order of most frequently cited in comments

- Medical services and health care
 - » Health care is needed, especially for those who have chronic illnesses and can’t easily get to a primary care provider
 - » Emergency clinics/urgent care; after-hours care; first aid crew; flu shots
 - » Small-scale
 - » Doctors and dentists
- Country stores
 - » Can be a community hub
 - » Need more flexibility

- » Country stores lack healthy food and have no competition because nothing else is nearby
- » Small-scale
- » Fuel options and grab milk and eggs on way home
- Grocery stores
 - » Small-scale, fresh food
- Need reliable internet access and broadband/cell coverage
- Community centers
 - » Greenwood and Yancey cited as good examples
 - » Should be low or no cost to use
 - » Public-private local grassroots partnerships. More access to resources and connecting people together
 - » Yancey Community Center is great, but need more than one space for surrounding area
 - » Events, community gardens, youth programs
 - » Incorporate local history into any community center
- Post offices
 - » Less needed than other uses, though appreciate historic preservation of them
 - » Good examples cited - Greenwood, Keswick
- Fire Rescue/EMS
- Parks
 - » Walnut Creek example of great park
 - » Playgrounds; trails; exercise opportunities
 - » Private parks with public access
- General retail
 - » Basic hardware; auto; household goods; basic needs; ATM/Banking
- Child care options
 - » Current options in Southern Albemarle are expensive and/or have limited hours
- Need community gathering spaces
 - » Example: in the past Boyd Tavern (historic) was a community gathering space, now need more of those places and they should be public

- » Supports not having to always drive into town
- » Allow folks to stay in the community for social meet up -like play dates for kids without having to “go into town”
- Restaurants and coffee shops
- Businesses or services not needed
 - » Businesses and services would harm rural character of these communities and encourage additional development
 - » Population would not support additional commercial or industrial development
 - » Do not want historic character of these communities to be negatively impacted
- Housing that is affordable in the Rural Area
 - » Rethink density requirements to allow more affordable units to be built in the Rural Area; ‘village residential’ designation could be expanded to allow for some more housing ‘infill’ without too much uncontrolled growth (especially if designated as affordable units)
 - » Multi-unit and live-work units instead of all single-family detached
- Gas stations
- Professional offices
 - » Places to work for remote workers who need to get out for a bit but don’t want to drive downtown.
 - » Co-working areas with mixed use re-purposing, (grocery on ground floor, commercial above).
 - » Work centers with internet and tech support
- Employment options generally
 - » Needed in Southern Albemarle, or at least transportation to jobs in other places
 - » Consider zoning for workforce/small business opportunities that residents have interest in (specific to each crossroads community)
 - » Workforce development/training
- Auto repair
- Farmers market
- Veterinary services
- Libraries
- Public restrooms (would support long bike trips and bike tourism)
- Warehouses/Light industrial

- General comments
 - » Historic preservation of existing buildings: new buildings should have to have same footprint as previous buildings (if torn down and not salvageable for adaptive reuse)
 - » Have ‘working groups’ for each crossroads community to learn what the community members there want; direct engagement; may differ by crossroads community
 - » More support and resources for businesses
 - » Provide equitable service (generally) to the rural area
 - » Uses in crossroads communities should be small-scale and local businesses; keep rural but not negating the fact that people have needs; support surrounding residents
 - » Concern with environmental monitoring of businesses, especially possibility of underground storage tanks to leak and contaminate groundwater
 - » Consider a checklist for by-right uses – no need for public water/sewer, not a significant traffic impact
 - » Concern with crossroads communities is expansion of development (even if starts out small)

Natural, cultural, recreational, or other rural area resources that should be protected, in order of most frequently cited in comments

- Streams, stream buffers, and waterways; water quality, water resources
 - » Use nature-based solutions, including riparian buffer overlay district in Stream Health Initiative
 - » Stream buffers should be expanded
 - » Simpson Park river access
- Habitats and wildlife
 - » Mountains and ridge tops; old growth forests or unique areas; aquatic habitats; open space; wildlife corridors; carbon sinks
 - » Protect through land conservation
 - » Promote Ecotourism
 - » Prioritize Biodiversity Action Plan resources
 - » Protect pollinators and remove invasive species
- Historic buildings/areas/landmarks
 - » Black Freetowns should be recognized and protected
 - » Cultural opportunities unique to the area; local history

- » Historic charm – town center feel with small scale development nearby
- » Support and advertise historic significance of these areas
- » Support for historic general stores and artisan trails
- » Historical markers and preservation or recognition of points of cultural significance
- » Recognize Spring Hill Baptist Church as historic landmark and repurpose to be a community center with access to local government and health services
- Mountain/scenic views
 - » Have large setbacks for rural homes/businesses to preserve views
- Protect rural and undeveloped areas
- Hiking trails
- Parks and rec facilities needed in Buck Island; should have input of nearby community members
- Protect farmland
- Evaluate land use taxation benefits for purposes of open space and protecting wildlife; not just farming hay

Transportation in the Rural Area

- Make communities more walkable with opportunities for sidewalks and crosswalks; traffic calming
 - » Walking/biking between Scottsville and Charlottesville
 - » Dedicated bike lanes on routes connecting the crossroad communities; wide shoulders (6+ ft preferred) on roads or dedicated trails
- Public transportation
 - » Needed even if only runs every hour or even every 2-3 hours (e.g. Scottsville to Charlottesville); transportation access to larger urban areas
 - » Scottsville needs transit to Charlottesville
 - » Keep JAUNT active; important for aging community members and accessing daily needs
- Transportation is vital to access medical care with telemedicine for people who can't drive
- Consider transportation impacts of people living in rural area, including people commuting to Charlottesville/urban areas
 - » Aging in place is challenging in the rural area; no one is willing to drive out for care-taking

- » One concern with community centers is traffic (impact on folks nearby); though love community centers
- » Concern with increasing traffic volumes and safety on some rural roads (e.g. Route 20, Route 6, Route 53)

Comments on recommended additional crossroads communities, in order of most frequently cited in comments

- Recommended additional crossroads communities:
 - » Esmont
 - » Scottsville
 - » North Garden
 - » Earlysville
 - » Keene
 - » Ivy
 - » Stony Point
 - » Howardsville
 - » Crossroads communities with one comment each: Alberene, Black Cat Road area, Bungletown, Free Union, Nortonsville, Porters, Red Hill, Simone, South Garden
- General comments:
 - » Recognize Black and African American and historic Freetown communities in the rural area; should use the UVA Finding Freetowns project; how to better share their histories and engage with community members
 - » Remove Advance Mills as crossroads community; does not have a sufficient density of commercial or community-oriented buildings or service facilities
 - » Recognize historic and cultural areas throughout the Rural Area (which may or may not be in crossroads communities), including historic cemeteries and the area of Howardsville
 - » Prevent rural gentrification and displacement of historic communities
 - » Recognizing additional crossroads communities should not be considered - will add development pressure

Recommendations for community resilience hubs (in order of most frequently cited in comments)

- Community centers
 - » Recreational classes/activities; theater/performances; arts programs; mini library; health and wellness

- » Rental options for private events or community meetings
- » Community events, e.g. picnics on holidays
- » Tool libraries and maker spaces
- » Community gardens
- » Yancey is a good model
- Food access
 - » No food deserts!
 - » Farmers markets; community gardens; food pantries
- No change/nothing needed/use existing buildings
 - » Existing schools are sufficient for this need
 - » Don't want trees to be cut down for more buildings
- Senior or youth centers
 - » Need services for specific populations (especially younger and older)
 - » Safe places for kids to play
 - » Aging in place support (e.g. JABA)
- Mentoring/education
 - » Classes for education/mentoring; expanded/continued learning
- Emergency shelter
 - » Road clearing
 - » Emergency fuel options
 - » Heating and cooling shelters
 - » Showers
 - » Ability to take pets to shelters
 - » Livestock emergency support – food, water, shelter
 - » Place to go during power outage
 - » Development of community member teams to lend aid in emergencies; provide help for at-risk households
 - » Aging/increasing populations increasing need for emergency assistance; some older community members are also socially isolated
 - » Rural churches could also be places for emergency shelters (and community centers)
- Internet access and cell coverage (especially when internet is out)

- Parks and trails; nature preservation areas
- Childcare
- Fire Rescue/EMS
- Places for information-sharing, e.g. Board of Supervisors meeting sites
- Medical services
- Transportation/transit stops
- Equity is access; not just having something, but being able to get to it.
 - » Bridge nearby areas with services (e.g. Esmont and Keene)

Rural Interstate Interchanges

Community members were asked to consider the following question on rural interstate interchanges at the open houses and through the online questionnaires:

Should changes be made to the current recommended land uses at some rural interstate interchanges?

NO CHANGE –OR– MINIMAL CHANGE
Share why you prefer this approach.

YES
Share what land uses and/or businesses you would like to see. Include the rural interstate interchange location(s) in your comments.

- Responses (from both the online questionnaire and at the open houses) specific to the question ‘Should changes be made to current recommended land uses at some rural interstate interchanges?’
 - » Yes: 31
 - » No: 26

Comments on no or minimal change

- Exit 107 Yancey Mills
 - » No change – keep as is
 - » Concern with additional pollution from increased cars/trucks and increased traffic
 - » Concern would add pressure for more growth around Crozet
 - » Concern would detract from Scenic Highway designation
 - » Concern with big box stores and with development pulling business away from Downtown Crozet; commercial growth should occur in center of Crozet

- Exit 124 Shadwell
 - » In viewshed of important historic site
 - » Traffic in area continues to be an issue
 - » Prefer no change, but if there are going to be changes, this is the only interchange that should be considered (and only the developed portions)
- Exit 114 Ivy
 - » Should remain undeveloped; keep as is with rural character
 - » Topography challenges
- Exit 129 Black Cat Rd
 - » Main concern is the amount of traffic and potential impacts to groundwater availability with new development
 - » Should remain undeveloped; keep rural character
- Preserve scenic resources and biodiversity; natural resources
- Keep the rural area rural
- Already traffic/congestion issues; don't want to create more
- Discourage sprawl (this seems to encourage)
- Could inhibit being able to quickly get off/on interstate
- Identify profitable uses consistent with rural values to keep these areas rural
- There are already under-performing commercial areas in the Development Areas where new development could go, and businesses should be encouraged to go to the urban areas
- Current Comp Plan strikes the proper balance for non-residential development at the Rural Interstate Interchanges

Comments on potential changes to land uses at rural interstate interchanges

- For comments on encouraging development at specific rural interstate interchanges (in support of land use changes), the most frequently mentioned interchange was Shadwell, followed by all four rural interchanges, then Yancey Mills. Several comments specifically discouraged development at Ivy and Black Cat Rd while encouraging development at Shadwell/Yancey Mills.
- Specific recommended land uses at rural interstate interchanges, in order of most frequently cited in comments
 - » Employment-generating uses; high paying/quality jobs
 - » Gas stations/convenience stores

- » Light industrial
- » Hotels
- » General commercial/retail
- » Warehousing/distribution
- » Restaurants; could encourage tourists to exit and go to other businesses nearby
- » Heavy industrial
- » Food processing
- Target Industries and employment generating industries
 - » Allow high-paying industries by-right at all interchanges
 - » Interchanges could also be good for industrial and warehousing type uses that need interstate access and are not good mixed in with residential. These should be allowed in areas that could be easily served with utilities.
- Tourism: would support campgrounds, outdoor activities, things consistent with values of Rural Area
- Additional general considerations
 - » Consider water/sewer feasibility and needs
 - » Make sure groundwater/wells in surrounding area are not impacted
 - » Need to define exact boundaries
 - » Minimize clear cutting; protect large old trees; require developer to plant native tree replacement somewhere nearby
 - » These uses are better at interchanges than in the Development Areas
 - » Suggestion for zoning category for agricultural support or even agriculture/light industrial; could prevent 'sprawl' of those uses moving outward
 - » Would provide more certainty to community (specific uses) and industry
 - » These are already high-traffic areas; better to keep the traffic volumes contained compared with all over the rural area
- Comments on development at Exit 107 Yancey Mills
 - » Area is already commercial/industrial; focus planning on road improvements (along 250 between about a 1/2 mile west of the Interstate interchange and Cardinal Builders Supply/Harris Teeter area) and on commercial uses that support the needs of the residents (retail, restaurants, entertainment, etc.)
 - » Exit 107 would benefit from allowing some different limited commercial uses
 - » Add more businesses, appropriate considering existing uses, consistent with character of lumber mill
 - » Any development should be focused north/east of the interchange, leaving south/west rural

- » Crozet needs more job centers – light industrial and employment centers; need to diversify beyond Route 240
- Comments on development at Exit 124 Shadwell
 - » Multiple comments that Shadwell interstate should be rezoned to allow for commercial and industrial uses and that Shadwell should be the priority rural interstate interchange for development
 - » Make sure future development does not disturb access to future Milton trail; avoid north and east areas
 - » Exit 124 is no longer truly rural and would be a good area to consider restoring part of the growth area lost with the creation of Biscuit Run park and its placement in the rural area
- Comments on development at Exit 114 Ivy
 - » Tourism industries (e.g. camping, outdoor recreation) could be appropriate