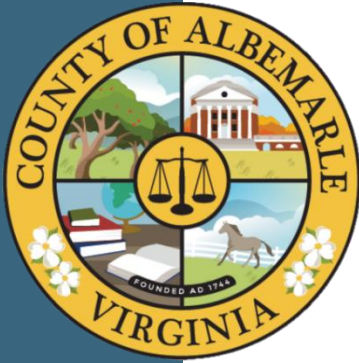


AC44: Coordinated Land Use and Transportation Planning

Overview of draft: Multimodal Plan recommendations, Activity Centers, and future land use designations

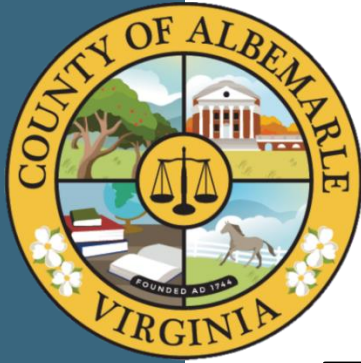




Multimodal Planning: Why this approach?

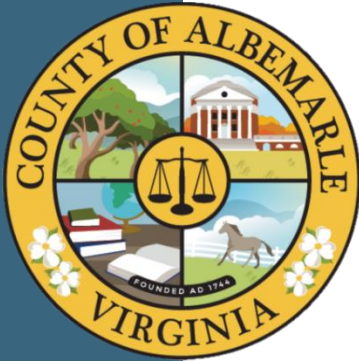
- To support the community input heard to date, the Growth Management Policy, and the AC44 Framework for an Equitable and Resilient Community
- Multimodal planning is used by localities across the state and is based on guiding documents from the Virginia Department of Rail and Public Transit
- These guidelines have been vetted by VDOT and can improve coordination on future projects with VDOT



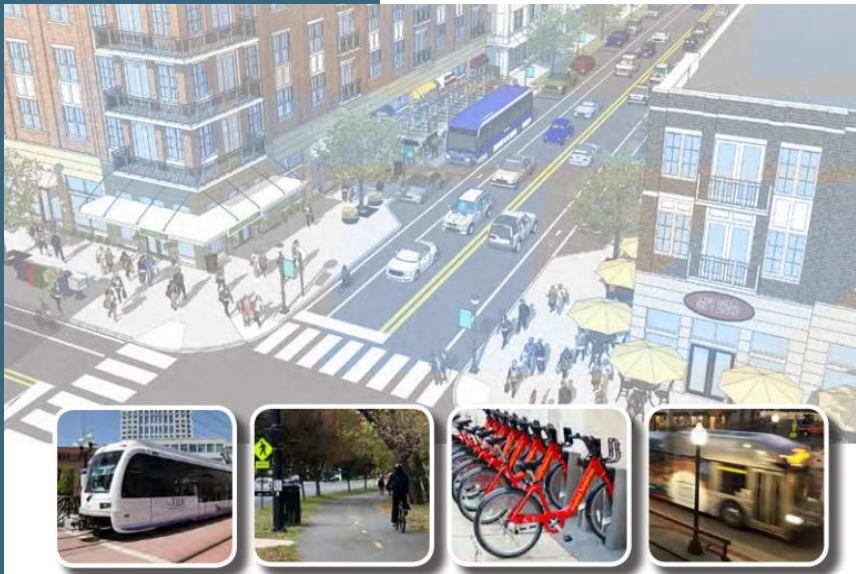


Multimodal Planning: Why this approach?

- The outcome of this approach is a coordinated land use and transportation plan that shows Activity Centers, multimodal corridors, and modal emphasis.
- A coordinated land use and transportation approach is key for transportation choice and for providing other options in addition to driving, which helps reduce greenhouse gas emissions and traffic congestion.
- This also supports transportation options that are less expensive than using a personal vehicle, including walking, biking, and transit.
- This type of planning can also provide more focused guidance for future transportation projects and infrastructure.

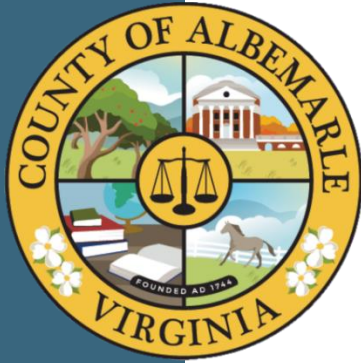


Multimodal Planning Approach - Summary



- Used by localities across Virginia
- Guidance through the VA Dept. of Rail and Public Transit (DRPT) - recognized by VDOT
- Identify activity centers linked by multimodal networks
 - Walking, biking, transit, driving
- Result = multimodal systems plan for coordinated land use and transportation planning





Multimodal Plan Example

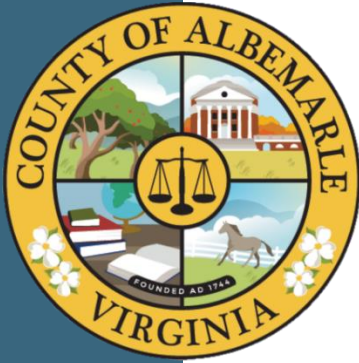
- The following slide shows Norfolk Virginia's completed multimodal systems plan, with Activity Centers shown in dark blue and modal emphasis shown in green, blue, yellow, and red.
- The map shows the **future vision** of a connected network with transportation choice, with gaps to be filled as projects are implemented over time.
- Recommended projects could come from the Comp Plan, Small Area Plans, regional transportation plans, and other long range planning sources.
- The 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. Especially for biking and transit, the modal emphasis is intended to highlight the primary or 'spine' network.



Activity Centers



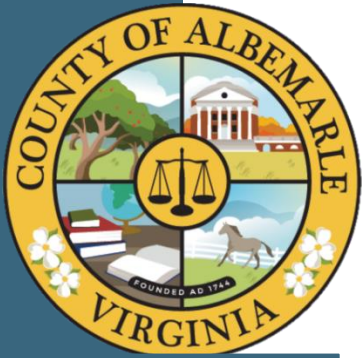
- Variety of businesses, services, and housing options (either now or in the future)
- Located within Development Areas
- Walkable design with quality open/green space
- Using DRPT multimodal guidelines and the Master Plans for guidance
- Three center place types: Neighborhood, Town, Destination
- Intended to consolidate and update the current Master Plan Centers







Step 1: Identify Activity Centers

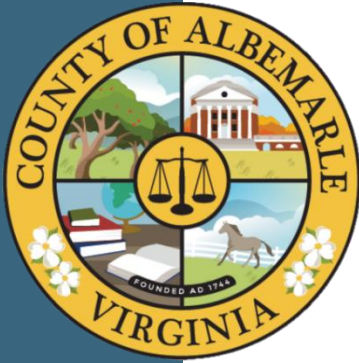
- Activity intensity analysis – estimated current and future number of people and jobs per acre
 - Housing units, number of jobs, land use buildout analysis, and development pipeline
- Compare with current Master Plan centers
 - Many of the 50 centers across the 5 MPs are small and primarily single-use (e.g. a trailhead or a single commercial building)
- Refine with community, Planning Commission, and Board input

'Heat map' of activity intensity analysis across the County



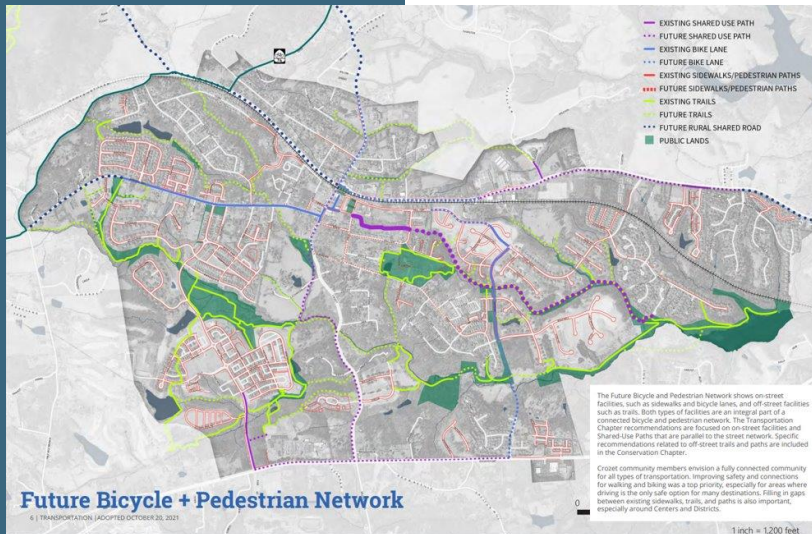
Step 2: Form and Scale Guidance for Activity Centers

	Neighborhood Center	Town Center	Destination Center
Intent	Provide smaller-scale areas of activity that support surrounding neighborhoods. They may not necessarily have a more intense 'core area' (like Town and Destination Centers). They generally serve a smaller area than other center types.	Serve as a focal point for commercial and cultural activities and promote a mix of uses. The most intense activities tend to be concentrated within the core area (approximately a quarter-mile radius).	Create community focal points with high-density, compact, mixed-use development patterns. The most intense activities tend to be concentrated within the core area (approximately a quarter-mile radius).
Core Area	May not have a core area; walkshed typically 1/4 mile radius from center or about 10 minutes walking end to end.	Core area typically in the 1/4 mile radius from center (about 10 minutes walking end to end). Walkshed for multimodal service area about 1/2 mile radius from center (about 20 minutes walking end to end).	Core area typically in the 1/4 mile radius from center (about 10 minutes walking end to end). Walkshed for multimodal service area about 1/2 mile radius from center (about 20 minutes walking end to end).
Building Type	Vertical mixed-uses are encouraged; buildings should be constructed to allow ground story commercial/retail along main street frontages.	Vertical mixed-uses are encouraged; buildings should be constructed to allow ground story commercial/retail along main street frontages.	Vertical mixed-uses are encouraged; buildings should be constructed to allow ground story commercial/retail along main street frontages.
Use and Development	Mix of uses (non-residential and residential) expected; land uses should be generally consistent with underlying land use designations. Additional development intensity and infill encouraged with appropriate form and scale for Neighborhood Centers.	Mix of uses (non-residential and residential) expected; active ground story uses encouraged especially in the core area; land uses should be generally consistent with underlying land use designations. Additional development intensity and infill encouraged with appropriate form and scale for Town Centers.	Mix of uses (non-residential and residential) expected; active ground story uses throughout the Center are encouraged; land uses should be generally consistent with underlying land use designations. Additional development intensity and infill encouraged with appropriate form and scale for Destination Centers.
Form & Site Design Guidance	2-4 stories; street trees and landscaping; bike/pedestrian connections to adjacent neighborhoods/Centers/Districts; transit stops encouraged; parking relegated to side/rear of buildings or on-street parking (encouraged).	2-4 stories, up to 6 stories within core; street trees and landscaping; wide sidewalks within core, bike/pedestrian connections to adjacent neighborhoods/Centers/Districts; enhanced transit stops encouraged; structured parking encouraged, parking relegated to side/rear of buildings or on-street parking (expected).	3-6 stories, up to 8 stories within core; street trees and landscaping; wide sidewalks within core; bike/pedestrian connections to adjacent neighborhoods/Centers/Districts; enhanced transit stops encouraged; structured parking strongly encouraged, parking relegated to side/rear of buildings or on-street parking (expected).
Public Civic & Open Space	Public civic and open spaces encouraged, such as small or medium-scale plazas and parks with active recreational amenities. 	Interconnected public civic and open spaces encouraged, such as small or medium-scale plazas and parks with active and passive recreational amenities, with linkage to other public open spaces and preference for location along public ROW frontage. 	Interconnected public civic and open spaces encouraged, such as medium or large-scale plazas and parks with active and passive recreational amenities, with linkage to other public open spaces and preference for location along public ROW frontage. 
Examples of typical scale & building types			

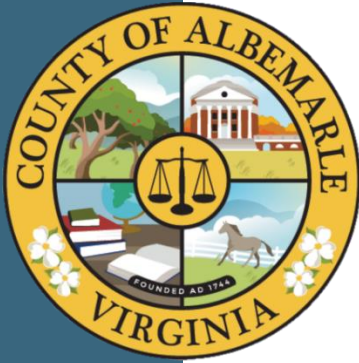


Step 3: Existing Conditions and Future Recommended Projects

- Identify known existing infrastructure and future planned transportation projects, using sources such as:
 - Mapped sidewalks, shared-use paths, bike lanes
 - County's Master Plans
 - Regional transportation plans (e.g. TJPDC Bike and Pedestrian Plan)
- This information is used to build a base layer and starting point for identifying the multimodal corridors and modal emphases



Example: The future bike and pedestrian network from the Crozet Master Plan



Multimodal Plan – Corridors

MULTIMODAL CENTERS & CORRIDORS

Multimodal Centers

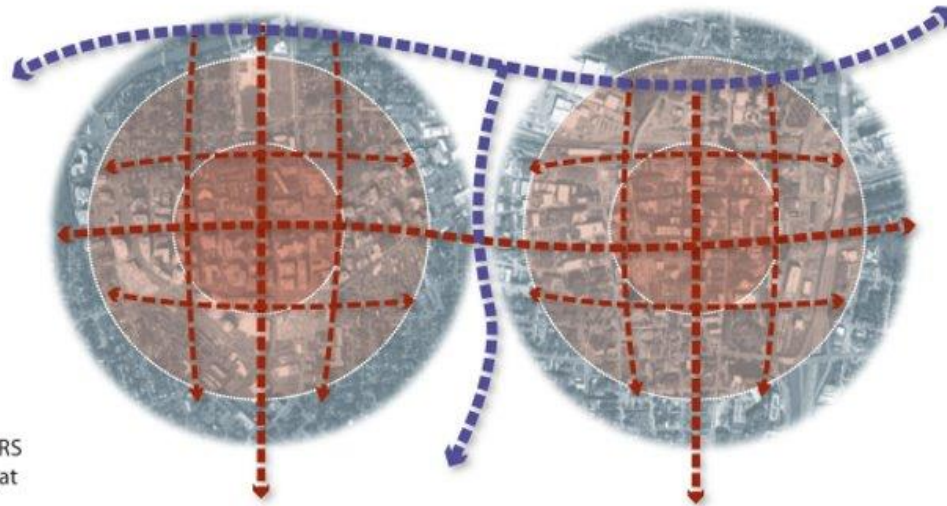


Multimodal Corridors



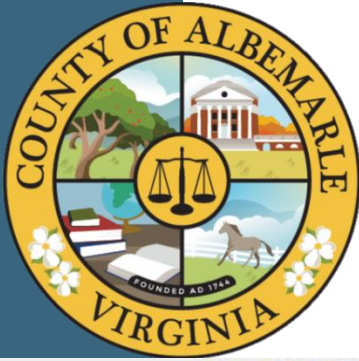
MULTIMODAL THROUGH CORRIDORS
Moderate speed corridors that connect the Multimodal Centers

PLACEMAKING CORRIDORS
Lower speed corridors that connect areas within a Multimodal Center



Multimodal Through Corridors are the higher speed roads that travel between and connect Multimodal Centers in Development Areas, yet still provide safe minimum facilities for non-motorized modes.

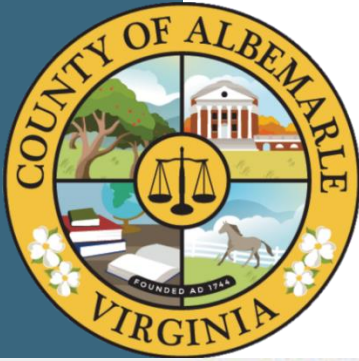
Placemaking Corridors are the slower speed roads that facilitate movement within Multimodal Centers but focus on creating a sense of place where pedestrians and bicyclists of all ages and abilities feel safe and comfortable.



Multimodal Plan – Modal Emphasis



- Designation of one or more travel modes that should be emphasized in the design of a Multimodal Corridor.
- Corridors may carry any combination of modal emphases.
- All streets should at least minimally accommodate all travel modes.
- Modal Emphasis prioritizes more optimal standards for whichever mode is emphasized (bike/ped/transit facilities)

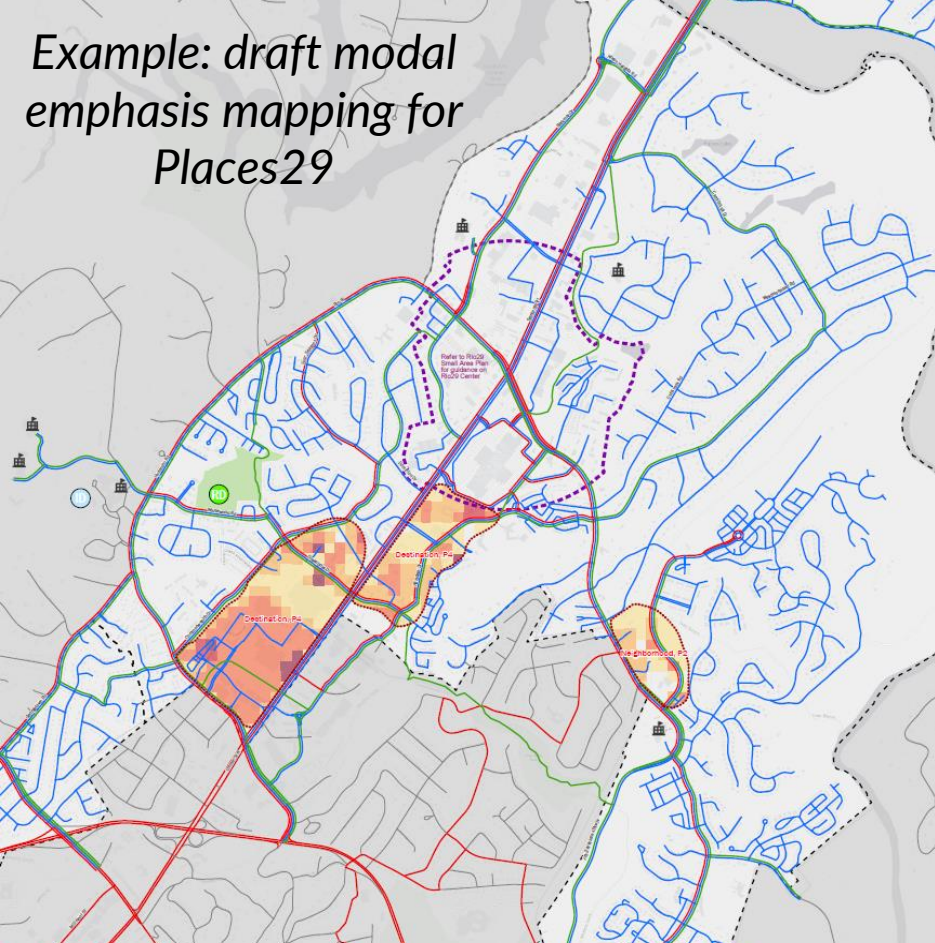


Multimodal Plan – Modal Emphasis



- Modal emphasis networks are identified through local and regional plans, including the Master Plans, and through community, Planning Commission, and Board input.
- As the DRPT multimodal 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 through a clear and consistent design approach and methodology.

Example: draft modal emphasis mapping for Places29



LEGEND

Existing Features		Activity Density
Development Areas/ Multimodal District	Employment District	Multimodal Centers
Pedestrian	Institutional District	Current + Potential Activity Density
Transit	Recreational District	T1 <=1
Bicycle	Refer to Rio Small Area Plan for guidance on Rio Center	T2 <=10
Pedestrian/Transit	Schools	T3 <=25
Pedestrian/Bicycle	Parks	T4 <=60
Pedestrian/Transit/Bicycle		T5 <=100
No Modal Emphasis		T6 100+

Step 4: Draft Modal Emphasis and Activity Center Maps and community, Planning Commission, and Board input

- The modal emphasis mapping is intended to highlight the major spine networks, especially for biking and transit. It does not preclude transportation improvements on streets with other modal emphases.
- The modal networks in the Comp Plan will serve as a basis for targeting future investments in bicycle, pedestrian, and transit facilities.
- With future Master Plan updates for the County's Development Areas, the multimodal systems elements can also be refined in greater detail.

Neighborhood Mixed Use

Intent

Mixed use development with neighborhood-serving retail and service uses for nearby residential areas. Residential development supported by small to medium scale commercial/retail uses.

Primary Uses

- Residential at a density of up to 18 units per acre
- Commercial/retail
- Offices
- Religious assembly uses
- Schools and child care
- Institutional

Secondary Uses

- Auto-commercial sales & services within a building
- Office/R&D/Flex/Light Industrial

Building Type and Form Guidance

Residential: multifamily, townhomes, single-family attached, live/work.

Commercial/retail/office/institutional: uses should be located in small buildings or as part of mixed-use buildings, with small shop fronts along streets.

Flex/Light Industrial activities and uses should be located inside of buildings.

Height and Massing

- 1-3 stories, with 2-3 stories encouraged
- Suggested maximum single use building footprints:
 - Commercial/retail: 15,000 sq. ft.
 - Office/R&D/Flex/LI/Institutional: 25,000 sq. ft.

Prioritized Design Principles

- Human-scaled development.
- Block-scale development within centers and interconnected streets.
- Pedestrian & bicycle connectivity.
- Access to parks, amenities, and green systems.

Updating Future Land Use Designations

- Anticipated outcome of AC44: updated and consolidated future land use designations, applied across the Development Areas in a 'matching' approach
- Purpose: support the Growth Management Policy and provide more clear guidance for future development

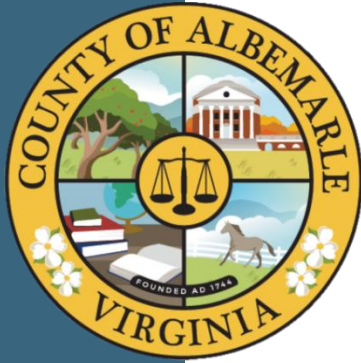
Future Land Use and Zoning

Land Use

- The recommended future use(s)
- Used for legislative review applications (rezonings and special use permits) – for proposed developments not allowed by-right per properties' existing zoning district(s)
- **Recommendations** for uses, density, form and scale, design, connectivity
- Land use designations and future land use map

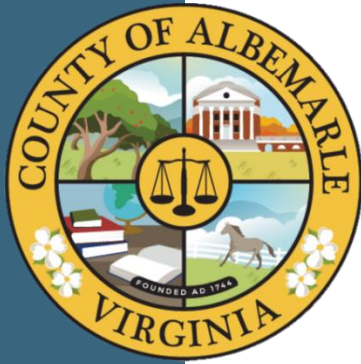
Zoning

- What can be built today: by-right development
- Regulates what uses are permitted
- **Requirements** for building height, setbacks, street design, density, lot size, open and recreational space, landscaping
- Zoning districts and zoning map



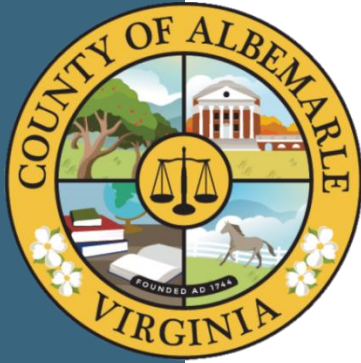
Why update and consolidate Future Land Use Designations?

- Currently 24 land use designations across the 5 Master Plans
- Many designations are very similar but have different names and/or slightly different recommendations
 - Example: Community Mixed Use and Regional Mixed Use: 34 units/acre and mixed-uses
 - Example: Neighborhood Density Residential: 3-6 units/acre with different recommended max building footprints (3,000 sq ft for retail in Southern/Western MP and 5,000 sq ft in Crozet, Places29, and Pantops MPs)



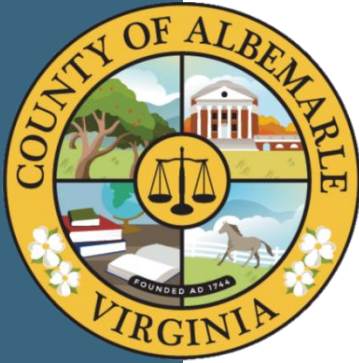
Why update and consolidate Future Land Use Designations?

- **Goal:** An updated and standard set of land use designations applied across the Development Areas in a 'matching' approach.
- **Current (2015) Comp Plan:** "To the extent possible, create uniformity in format and land use categories in Master Plans."
- **Housing Albemarle** (County's current Housing Policy): Strategy 8a: Review the County's Comp Plan to identify barriers to affordable and workforce housing development and remove identified barriers."
 - "Review all Comprehensive Plan land use designations and corresponding densities, unit types, lot sizes, form recommendations, and land use maps to identify barriers."



Process for updating and consolidating Land Use Designations

- Starting with Crozet and Pantops Master Plans – most recently updated with best practices
- Consolidate similar land use designations and land use designations with the same name with slightly different recommendations
- During Phase 3 of AC44, apply draft land use designations to a draft future land use map for the Development Areas in a 1:1 'matching' approach
- Note: 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.



Land Use Designations – Primarily Residential

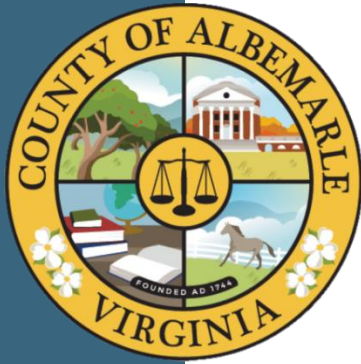
Neighborhood Residential (Low)

Neighborhood Residential

Missing Middle Residential

Urban Residential

- Land use designations that are primarily for residential development, with potential for secondary non-residential uses (e.g. retail, daycare)
- Range in recommended densities and housing types



Land Use Designations – Mixed-Use

Neighborhood Mixed Use

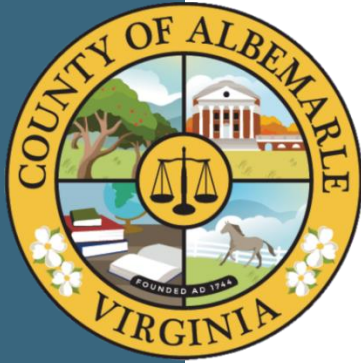
Community Mixed Use

Commercial Mixed Use

Downtown Mixed Use

Urban Mixed Use

- Land use designations that are primarily mixed-use: a mix of residential and non-residential (commercial, retail, office, flex, light industrial, hotels) uses
- Range in recommended densities in form and scale – listed to the left in approximate order of increasing intensity of uses
- Support infill and redevelopment



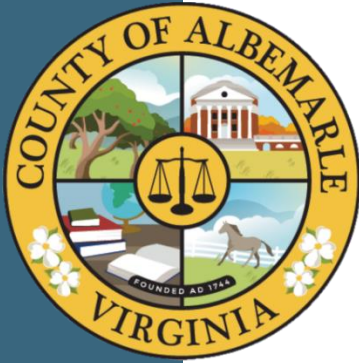
Land Use Designations – Industrial/Employment and Institutional

Office/Research & Development/Flex-
/Light Industrial

Industrial

Institutional

- Office/R&D/Flex/LI and Industrial are primarily employment/industrial land use designations
- Office/R&D/Flex/LI uses tend to be more compatible with other land uses (e.g. commercial or residential) compared with Industrial uses
- Institutional uses are primarily government buildings, schools, public safety facilities, public utilities, and major healthcare facilities

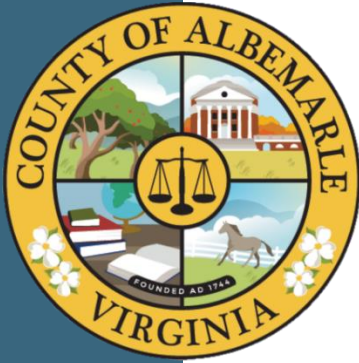


Land Use Designations – Open and Green Space

Public Land

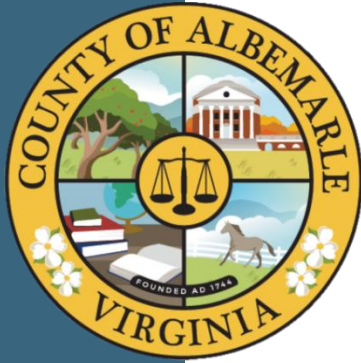
Green Systems

- These two designations are intended to provide more clarity between natural areas and private open space (Green Systems) compared with publicly-accessible parks and open space (Public Land)
- These are areas where few buildings are expected, besides community-serving uses such as recreational amenities



Next Steps

- Continue to share draft Goals and Objectives for each Comp Plan chapter (Phase 2)
- Continue to refine Planning toolkits (Phases 2 and 3)
 - Including the Development Areas-focused Activity Centers and prioritizing efficient use of Development Areas land
 - Possible Action Step (Rural Area): future Small Area Plans for rural interstate interchange exits 124 (Shadwell) and 107 (Yancey Mills) – would be separate planning processes done after updated Comp Plan is adopted
- Draft Action Steps for Plan implementation (Phase 3)



Possible options for prioritizing development in the existing Development Areas

- Encouraging and incentivizing redevelopment and infill in the Development Areas
- Using Activity Centers to encourage additional density/intensity of uses beyond underlying land use designations
- Using gross density to calculate recommended density based on future land use, instead of net density
 - Land use density ranges are recommendations – max not always feasible, including due to terrain/waterways