



AC44 Phase 2:

Drafting Recommendations to Implement the Plan Framework



Intro

Phase 2 of the Comprehensive Plan update includes updating the Plan's **Goals and Objectives** and developing '**planning toolkits**' for coordinated land use and transportation planning. A Comprehensive Plan goal is defined as a high-level and long-term direction to fulfill the Vision and Framework of the Plan. A Plan objective is defined as a specific outcome or target that accomplishes a goal. The goals and objectives developed in Phase 2 will inform the action steps that will be drafted in Phase 3. More information on each of the Comp Plan topics is available on the project website, including topic reports on data and trends, challenges, opportunities, and equity and climate action considerations: engage.albemarle.org/phase2.

Planning toolkits provide more detailed Comp Plan recommendations to implement coordinated land use and transportation planning and to support the Growth Management Policy. The toolkits will help build guidelines for development patterns and land use, the built environment, multimodal transportation networks, and centers of activity that foster a sense of community. They are also important to consider along with the Growth Management Policy. Coordinated land use and transportation planning supports new homes, businesses, and industry in the designated Development Areas while connecting new and existing neighborhoods to jobs, parks, shopping, schools, and other needs and amenities. While development and services are at a very different scale in the Rural Area, coordinated land use and transportation planning can provide ways to connect residents in the Rural Area with services, amenities, and spaces for community gathering.

Although the focus of the planning toolkits is on land use, transportation, and growth management, they also impact many other Comp Plan topics; for example, recommendations for how and where the county grows affects protection of natural resources, including those identified in the County's Biodiversity Action Plan. Continuing to encourage compact and mixed-use development in the Development Areas and drafting criteria for protecting important natural resources in any potential future Development Areas expansion would be ways to incorporate natural resource protection into the planning toolkits.

The Comp Plan update has three project goals:

1. Update plan content to reflect recent County-wide strategic initiatives including climate action, economic development, and multi-modal transportation planning.
2. Ensure that equity is integrated into the engagement process and the updated plan content, consistent with the County’s “Community” organizational value.
3. Improve Plan usability by articulating clearly prioritized goals, incorporating metrics for tracking progress, and applying a modern, streamlined document design.

Equity and climate action will be incorporated throughout the Comp Plan. They are relevant and essential for each Plan topic, and therefore do not have their own standalone chapters. Their importance is reflected within the Comp Plan project goals.

Equity is defined as ‘the continuous process of action, reflection, and analysis of what is fair and just for all. This term is distinguished from equality: whereas equality means providing the “same to all”, equity is a process that begins by acknowledging an unequal starting place and continues to correct and address the imbalance.’

Achieving more equitable outcomes requires understanding existing disparities in our community; maximizing access to public services and program benefits for all community members, especially those most in need; engaging members of historically underrepresented groups; and updating policies and practices to remove barriers and provide more equitable access to resources and services.

Climate Action is defined as actions by individuals, businesses, and governments to reduce greenhouse gas emissions and to prepare for impacts in our community as a result of climate change.

The County’s Climate Action Plan has two greenhouse gas emissions targets: to reduce community-wide greenhouse gas emissions by 45 percent from 2008 levels by 2030 and to achieve net zero emissions by 2050. Achieving these targets will need action by both community members and local government. Actions by local government can enable community members to reduce emissions, such as the provision of safe, affordable, and accessible green transportation options, including biking, walking and transit. Evaluating AC44 with a climate action lens means asking, “how can we affect systems in the County to make it easier, not more difficult, for people to live more sustainably?”

Read more about equity and climate action with the following resources:

- [Albemarle County Equity Profile \(2021\)](#)
- [Albemarle County Climate Action Plan \(2020\)](#)
- [Albemarle County Greenhouse Gas Emissions Inventory \(2018\)](#)

Current Growth Management Policy

The County's current Growth Management Policy found within the 2015 Comprehensive Plan designates both Development Areas (which are currently approximately 5% of the county, or 37 square miles) and the Rural Area (which is currently approximately 95% of the county, or 689 square miles).

Current Growth Management Policy

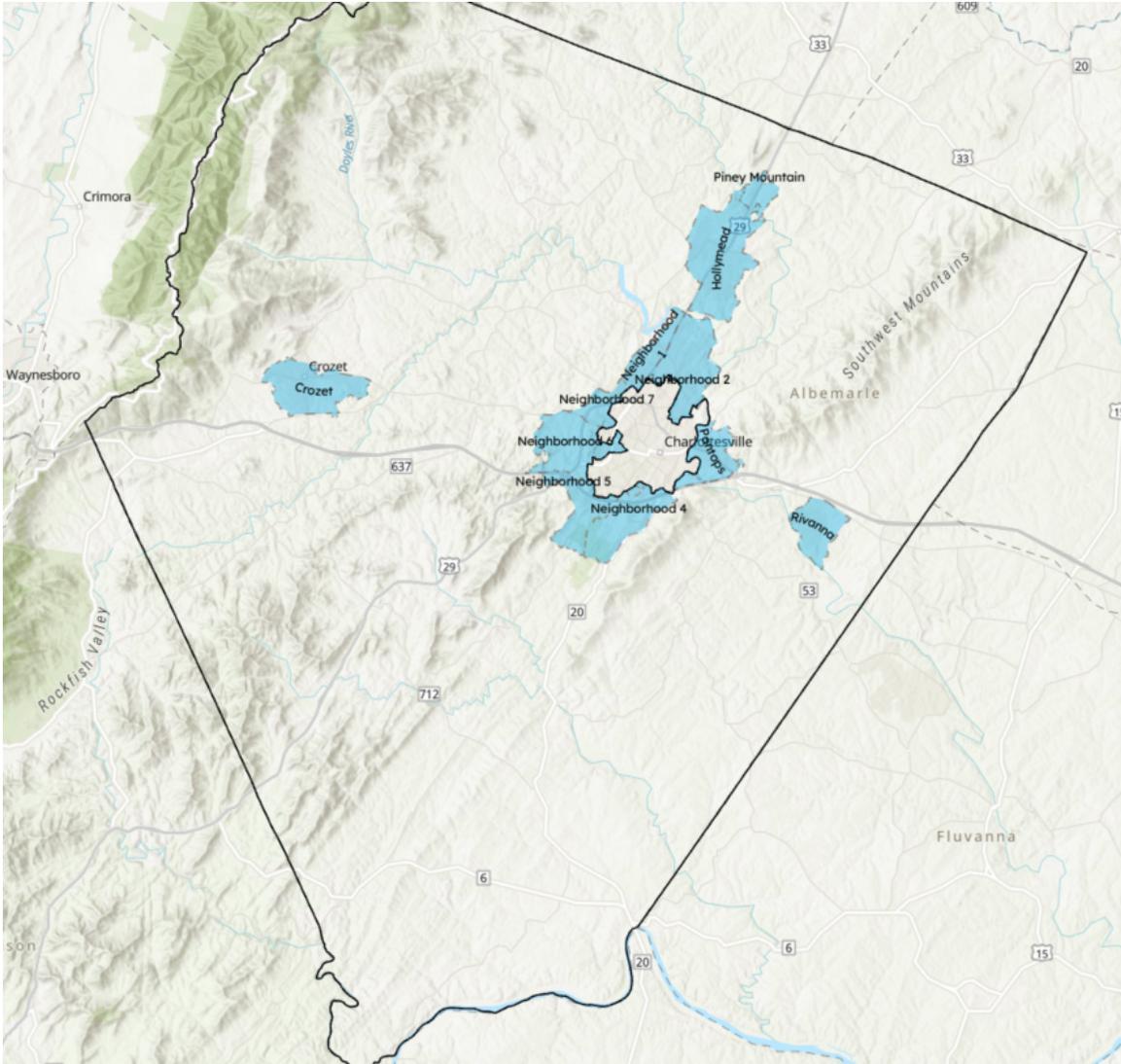
Promote the efficient use of County resources through a combination of:

protecting the elements that define the **Rural Area**: agricultural resources, forestry resources, land preservation, land conservation, water supply resources, natural resources, scenic resources, historic, archaeological, and cultural resources; and

promoting the **Development Areas** as the place where a variety of land uses, facilities, and services exist and are planned to support the County's future growth, with an emphasis placed on density and high-quality design in new and infill development.

The Development Areas 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 include higher density and mixed-use areas supported by multimodal transportation networks, public parks and trails, and other infrastructure.

The Rural Area is intended to provide land for agriculture, forestry, and natural resource conservation. With the Growth Management Policy, the county has prioritized the preservation of agricultural, forestal, historic, cultural, scenic, and natural resources in the Rural Area. These resources are important for water and air quality, biodiversity, agricultural and silvicultural economic development, and climate resilience. The Rural Area is envisioned to have limited residential development, and commercial and employment areas are intended to support existing rural communities.



Current Development Areas (blue) and Rural Area Boundaries

In Phase 1 of AC44, we reviewed the current Growth Management Policy and shared [several possible options](#) for updating the Policy. We also shared the results of the [2022 land use buildout analysis](#), which provides an estimate, using a series of assumptions, of the theoretical maximum number of additional homes (‘dwelling units’) and square feet of nonresidential land uses (such as office, commercial/ retail, and industrial) that could be built within the county’s Development Areas. More information about the land use buildout analysis is also available in [Part 3 of the Planning for Growth Background Report](#).

In Phase 2, we will continue to ask for input on growth management with the planning toolkits. We will also continue to use the land use buildout analysis as a dataset and reference. Community input in Phase 2 will build upon the feedback we heard during Phase 1 and on the [Framework for an Equitable and Resilient Community](#).



Planning Toolkits

The following sections highlight some of the major components of the planning toolkits: what form and scale of development to encourage in our Development Areas; how to connect areas of activity and neighborhoods; how to consider future housing and employment needs; and what types of businesses and services should be considered in our Rural Area. Significant community input is needed for each of these topics to inform updated Plan recommendations. Additional planning toolkit topics will be discussed during fall engagement this year, including consolidating land use designations, calculating density, and updated Neighborhood Model Principles.

As we develop planning toolkits, we are using the key features of the current Growth Management Policy as a foundation, including the expectation that future growth will occur primarily within the Development Areas. We will also explore how the Comp Plan can support existing communities in the Rural Area.

To date, we've heard that our community should have a variety of housing types, housing that is affordable, safe and accessible transportation options, workforce development opportunities, protected natural resources, and a network of parks and trails. Now, we need community input on ways to implement the Plan Framework. The Goals, Objectives, and other recommendations developed during this Phase will lay the groundwork for drafting Action Steps in Phase 3.

As you read through this report, consider the following questions:

- How can we plan for vibrant, mixed-use Activity Centers connected by a safe and accessible multimodal transportation network?
- What factors should be considered for how, when, and where to expand the Development Areas to meet future housing and employment needs?
- Should there be updated recommendations for crossroads communities in the Comp Plan?
- Should changes be made to the current recommended land uses at some rural interstate interchanges?

Vibrant and Mixed-Use Activity Centers with Multimodal Transportation Networks

To accommodate future residential and non-residential growth, the Development Areas should have compact form, infill, and redevelopment. Development is expected to follow the Neighborhood Model Principles and include a variety of housing types, a mix of uses, multimodal transportation networks, access to trails and parks, and placemaking elements. The Policy is important for protecting natural resources and for providing services and infrastructure in an efficient and cost-effective manner.

The **current Comp Plan** includes the following recommendations:

- Development Areas Objective 4: Use Development Area land efficiently to prevent premature expansion of the Development Areas.
- Development Areas Objective 5: Promote density within the Development Areas to help create new compact urban places.
- Development Areas Strategy 5b: Encourage developers to build at the higher end of the density range, on greenfield sites, provided that development will be in keeping with design recommendations in the Neighborhood Model.
- Development Areas Strategy 2o: Promote redevelopment as a way to improve and take advantage of existing investment in the Development Areas.
- Development Areas chapter text: Albemarle County’s Growth Management Policy relies on development within the density ranges recommended for the Development Areas.
- Housing Albemarle Objective 1: Increase the supply of housing to meet the diverse housing needs of current and future Albemarle County residents.
- Transportation Objective 3: Continue to improve, promote, and provide regional multimodal and accessible transportation options.



Neighborhood Model Principles

- Pedestrian Orientation
- Mixture of Uses
- Neighborhood Centers
- Mixture of Housing Types and Affordability
- Interconnected Streets and Transportation Networks
- Multimodal Transportation Opportunities
- Parks, Recreational Amenities, and Open Space
- Buildings and Space of Human Scale
- Relegated Parking
- Redevelopment
- Respecting Terrain and Careful Grading and Re-grading of Terrain
- Clear Boundaries with the Rural Area

While each Development Area has its own corresponding Master Plan, the Neighborhood Model Principles in the Comprehensive Plan are recommended for development across all Development Areas. These Principles support the Growth Management Policy by encouraging compact and connected neighborhoods within the Development Areas.

To plan for land use and transportation in a coordinated manner, and to support the Growth Management Policy and the Neighborhood Model Principles, the updated Comp Plan will use a multimodal systems plan approach (or MMSP) in the Development Areas. This MMSP approach will identify activity centers and a multimodal transportation network for safe and accessible transportation options both within and between centers. **Activity Centers** are places that have a variety of businesses, services, and housing (either now or in the future) where community members can gather, shop, stroll, and go to meet daily needs. They should be walkable and bikeable; ideally it should take 10 minutes to walk from end to end.

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.



Example of separated bike lanes (also called cycle tracks) in Arlington County, VA
Photo credit: VDOT

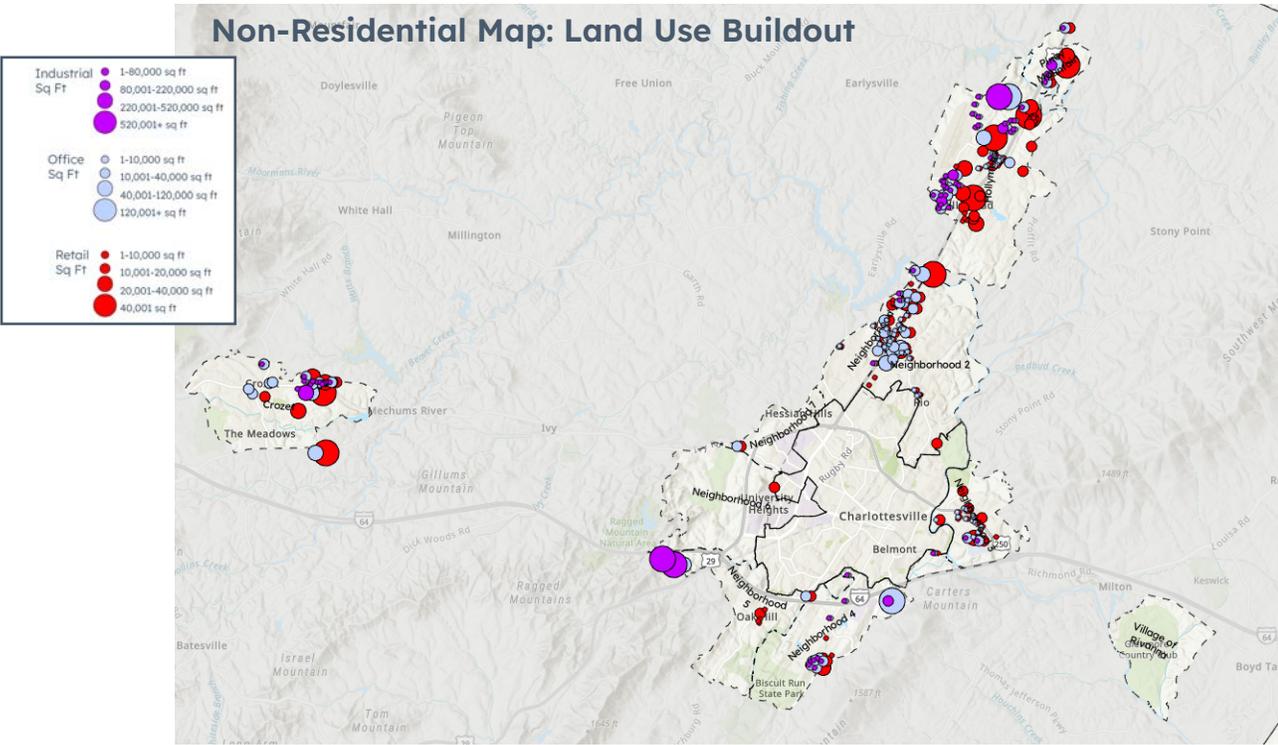
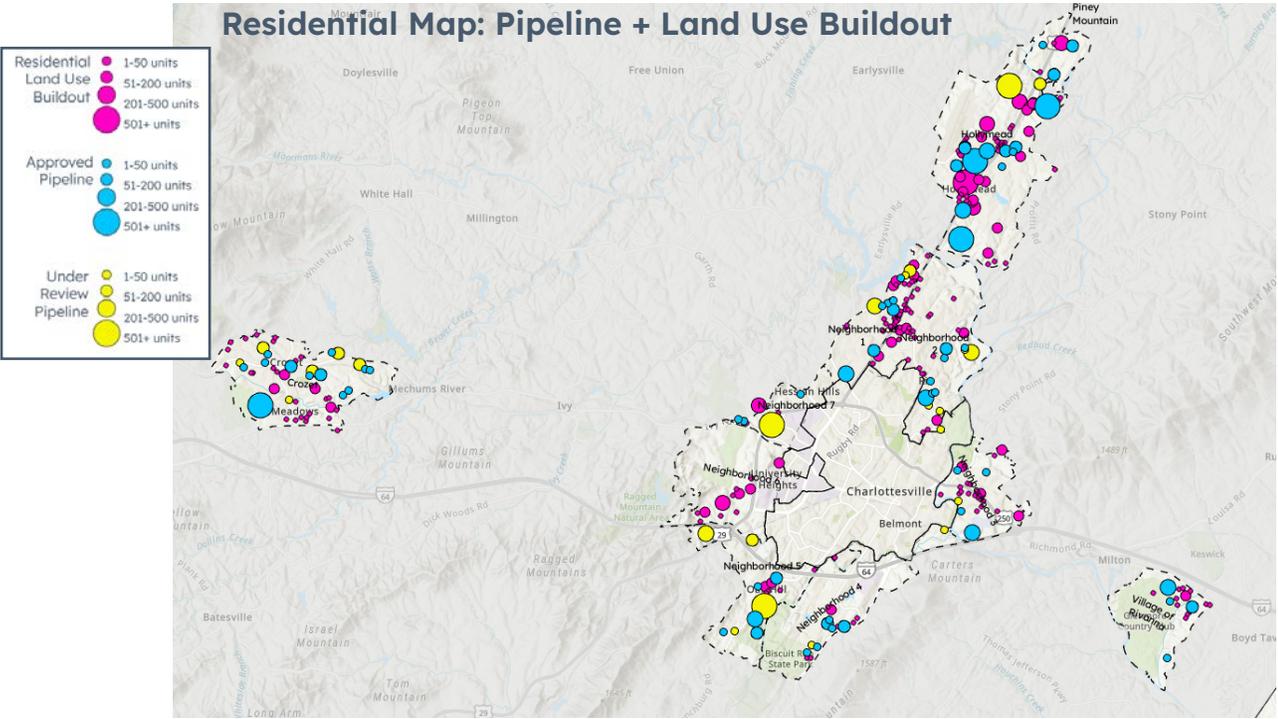
There are several steps for building the multimodal systems planning approach in the Development Areas:

- An activity intensity analysis is used to identify current areas of activity. The analysis estimates the number of people and/or jobs per acre across the county and shows the results using a heat map of activity intensity. The heat map of current activity intensity is then updated with potential future areas of activity by reviewing current centers in the Master Plans, the future land use buildout analysis, and known development in the pipeline.
- Potential activity centers are identified based on existing development patterns, known planned projects (development pipeline), Master Plans, and current and future activity levels (jobs and people). Centers are expected to have both residential and non-residential uses, either currently or in the future.
- Potential activity centers are then refined with staff/stakeholder review and community input. Centers are expected to be areas of higher activity and intensity of uses than the underlying land use designation(s). Each activity center is assigned an activity center type, ranging from Neighborhood to Destination Center. The center type informs recommendations for building height, form and scale, parking options, multimodal transportation, and open space.
- The multimodal transportation network starts with the current pedestrian, bike, transit, and road network. It then incorporates future recommendations from the Master Plans, other local plans, and relevant regional plans. Community input will be used to help identify major gaps in the network and provide recommendations for what types of transportation improvements are needed (e.g. a protected bike lane to feel safe).
- The result is a coordinated land use and transportation plan that supports connected neighborhoods and centers, a mix of uses, and multimodal transportation options.



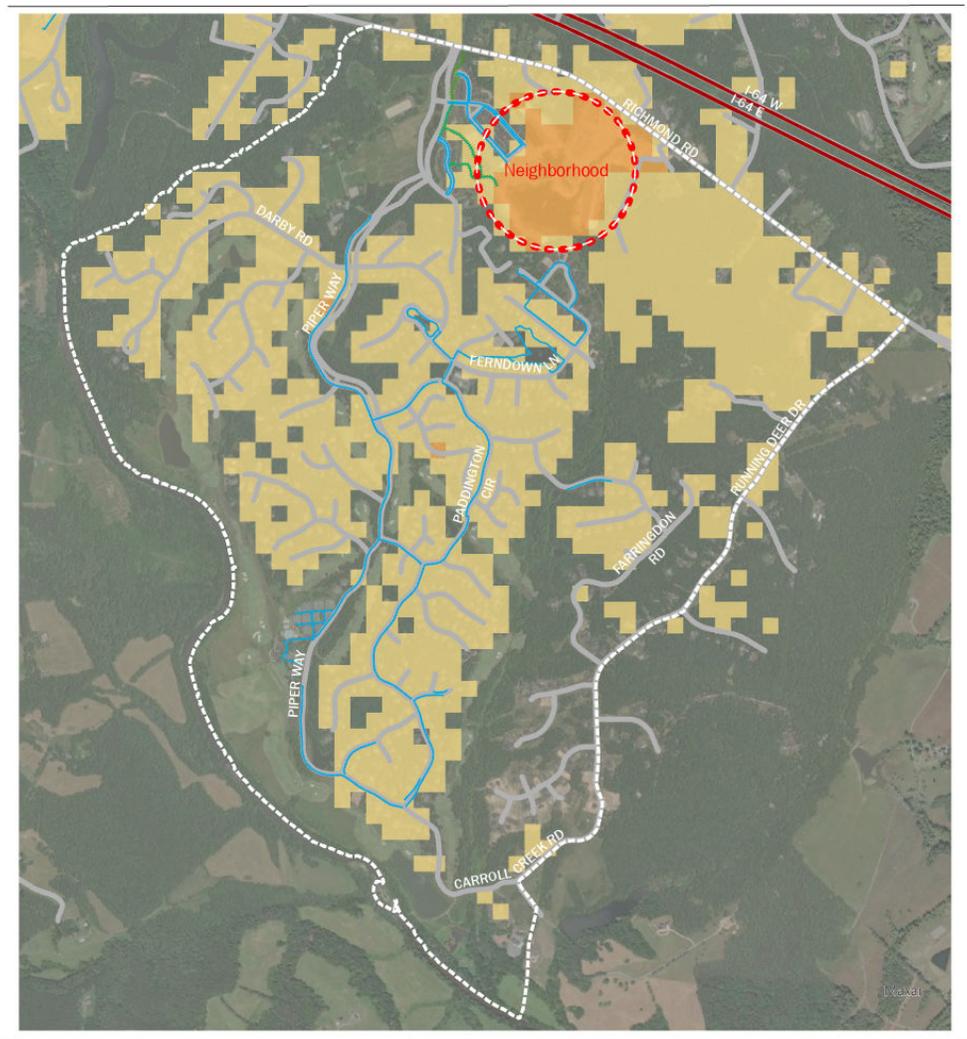
Examples of future activity centers with approved developments in the county, with Southwood shown on the left (photo credit: Southwood Code of Development) and Brookhill shown on the right (photo credit: LPDA)

The following maps show the results of the 2022 land use buildout analysis, with residential potential buildout shown in pink (along with the residential pipeline in yellow and blue) and non-residential potential buildout shown in dark purple (industrial), light purple (office), and red (retail). Areas with clusters of potential buildout or with potential for significant buildout capacity are places that could be identified as future centers. These places include both undeveloped sites and properties with potential for redevelopment and infill.



The following maps show the draft activity centers and multimodal transportation network in the Development Areas. These draft activity centers are based on the existing activity analysis (people and jobs per acre), review of centers in the Master Plans, the development pipeline, and the 2022 land use buildout analysis. These centers will be refined based on community input and further study of each area. Draft centers are shown as dotted red circles, and the Development Areas boundaries are outlined in white dashed lines. Each draft activity center is labeled with its draft activity center type as either a Neighborhood, Town, or Destination Center. The draft center types are shown after the maps, and have recommendations for building height, street networks, parking options, form and scale of development, public open space, and connections for walking and biking.

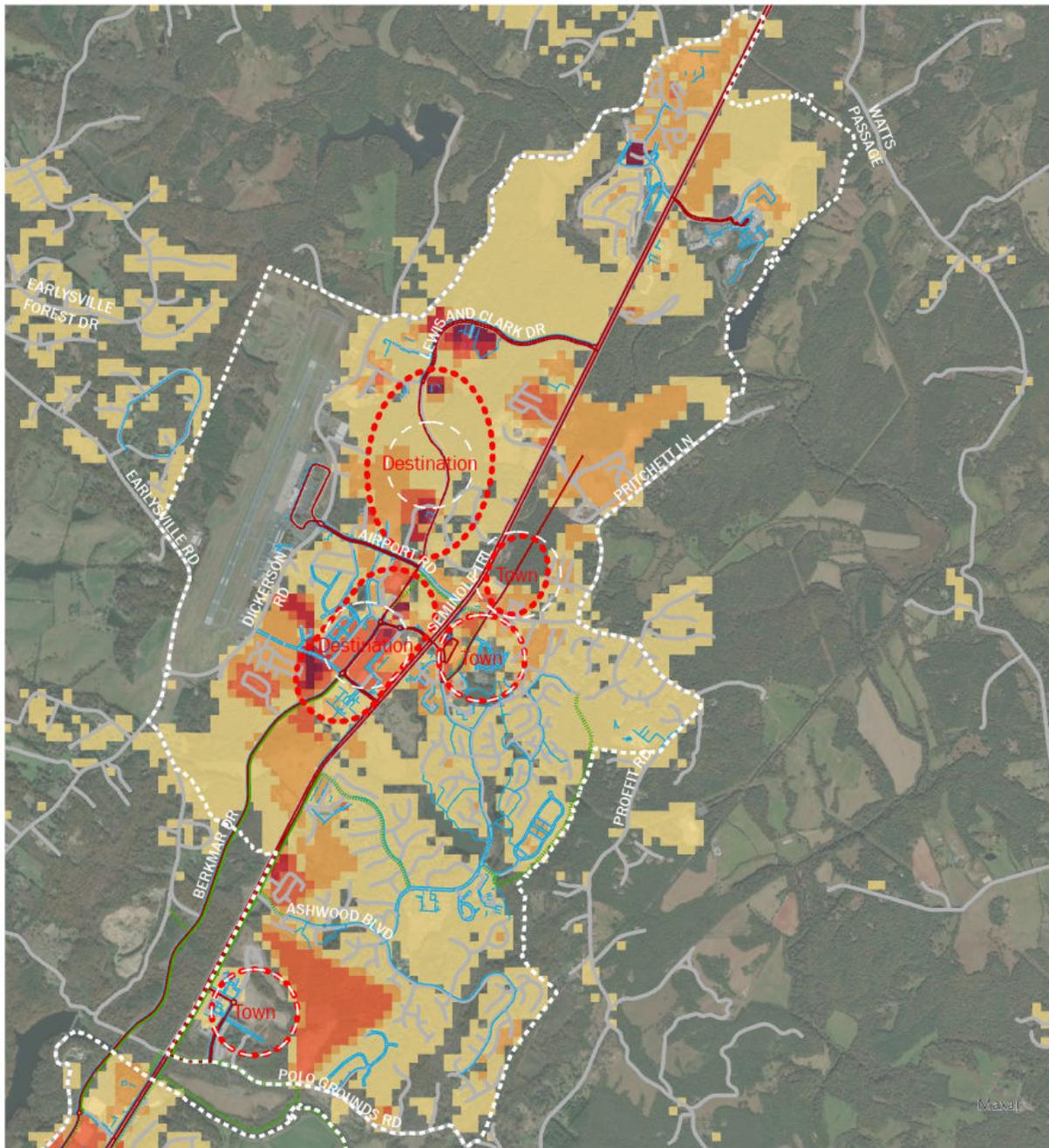
Current + Potential Activity Density and Potential Activity Centers - Village of Rivanna



LEGEND		Activity Density		Multimodal System	
	Existing Features		Current + Potential Activity Density		Sidewalks
	Master Plan Boundary	T1 <=1			Existing Shared Use Paths
	Potential Activity Centers	T2 <=10			Planned Shared Use Paths
	Walkshed (1/2 mile diameter)	T3 <=25			Potential Transit Route (Vision Plan)
		T4 <=60			
		T5 <=100			
		T6 100+			

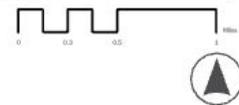
NOTES:
 DRAFT MAY 25, 2023. This is a draft map for public review and comment and does not represent final Albemarle County policy.
 Activity Density is the sum total of people plus jobs per acre.
 Current Activity Density was determined using existing all areas points and employment data. Potential Activity Centers, based on the Land Use Buildout Report, which projected potential population, approved developments, and employment for the next twenty years.
 Potential Activity Centers based on Master Plan centers and areas with capacity for growth.

Current + Potential Activity Density and Potential Activity Centers - Places 29 North



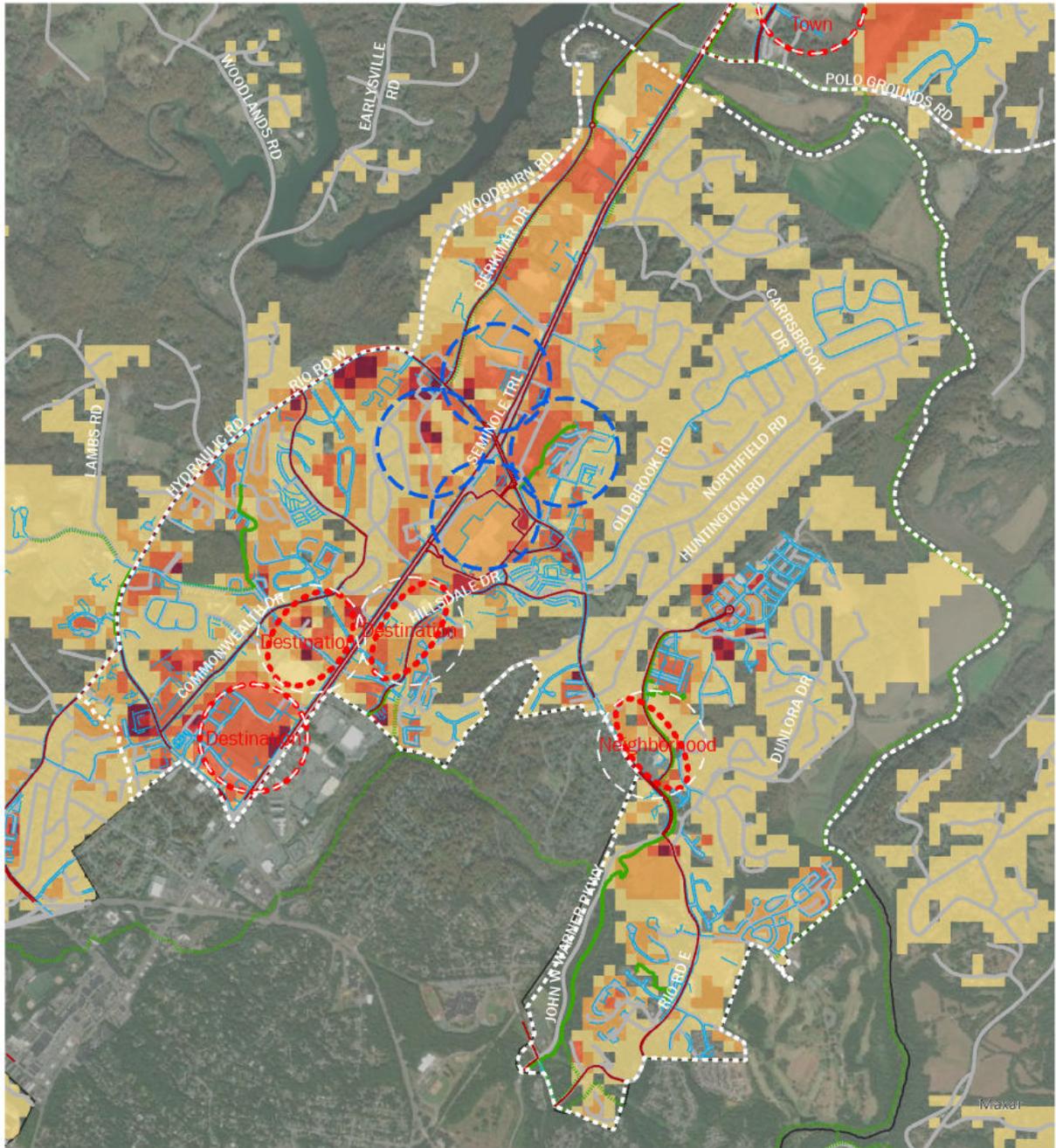
LEGEND

Existing Features	Activity Density	Multimodal System
Road Centerlines	Current + Potential Activity Density	Sidewalks
Master Plan Boundary	T1 <=1	Existing Shared Use Paths
Potential Activity Centers	T2 <=10	Planned Shared Use Paths
Walkshed (1/2 mile diameter)	T3 <=25	Potential Transit Routes (Vision Plan)
	T4 <=60	
	T5 <=100	
	T6 100+	



NOTES:
DRAFT MAY 15, 2023 - This is 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.
Current Activity Density was determined using existing address points and employment data. Potential Activity Density used the Land Use Buildout Report which projected potential population, approved developments, and employment for the next twenty years.
Potential Activity Centers based on Master Plan centers and areas with capacity for growth.

Current + Potential Activity Density and Potential Activity Centers - Places 29 South

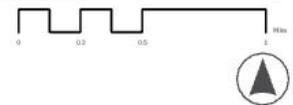


LEGEND

- Existing Features
- Road Centerlines
 - Master Plan Boundary
 - Potential Activity Centers
 - Walkshed (1/2 mile diameter)
 - Small Area Plan Quadrants - Refer to SAP for form/scale guidance

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

- Multimodal System
- Sidewalks
 - Existing Shared Use Paths
 - Planned Shared Use Paths
 - Potential Transit Routes (Vision Plan)



NOTES:

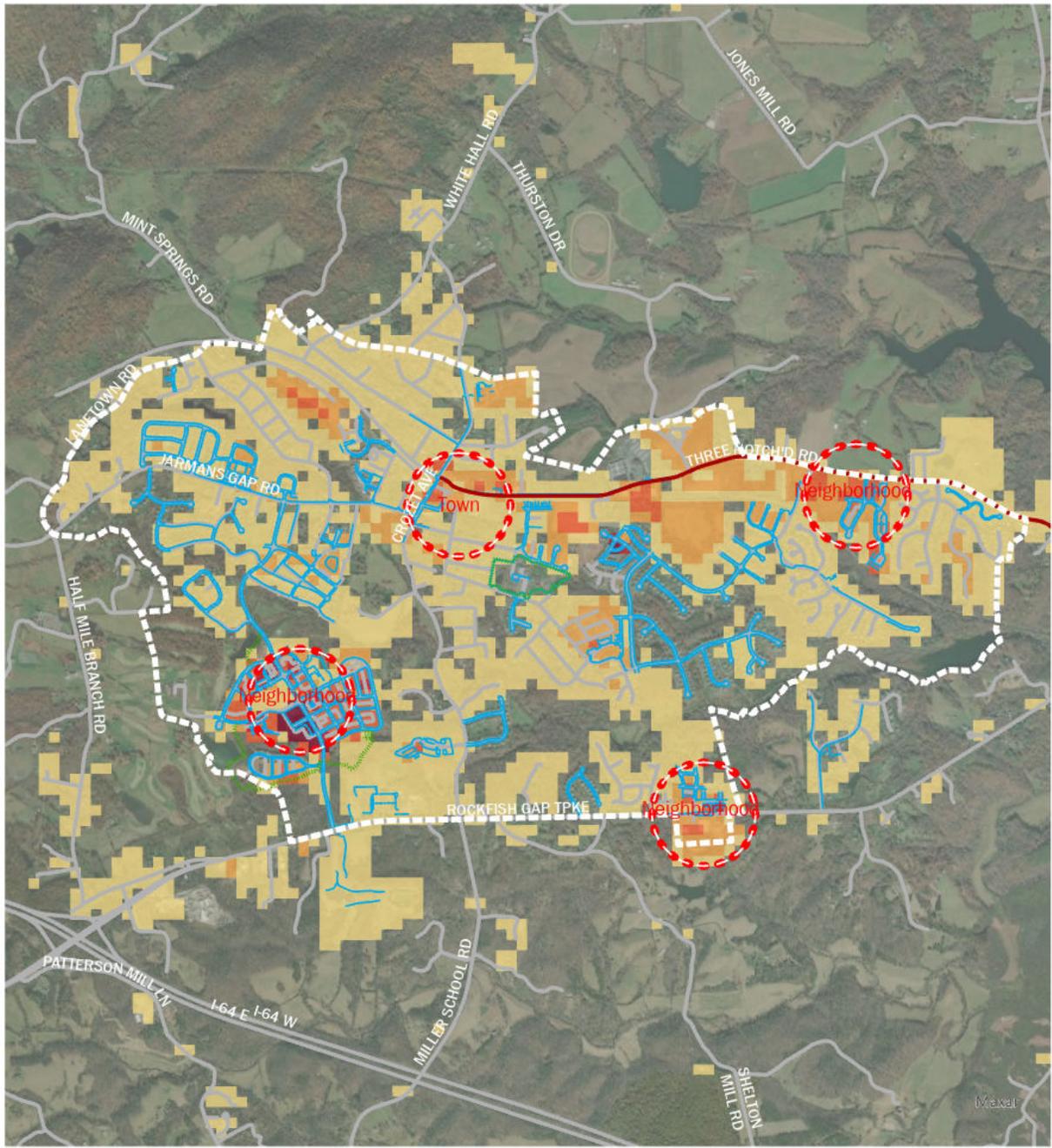
DRAFT MAY 15, 2023 - This is a draft map for public review and comment and does not represent finalized County policy.

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

Current Activity Density was determined using existing address points and employment data. Potential Activity Density used the Land Use Buildout Map which projected potential population, approved developments, and employment for the next twenty years.

Potential Activity Centers based on Master Plan centers, and areas with capacity for growth.

Current + Potential Activity Density and Potential Activity Centers - Crozet

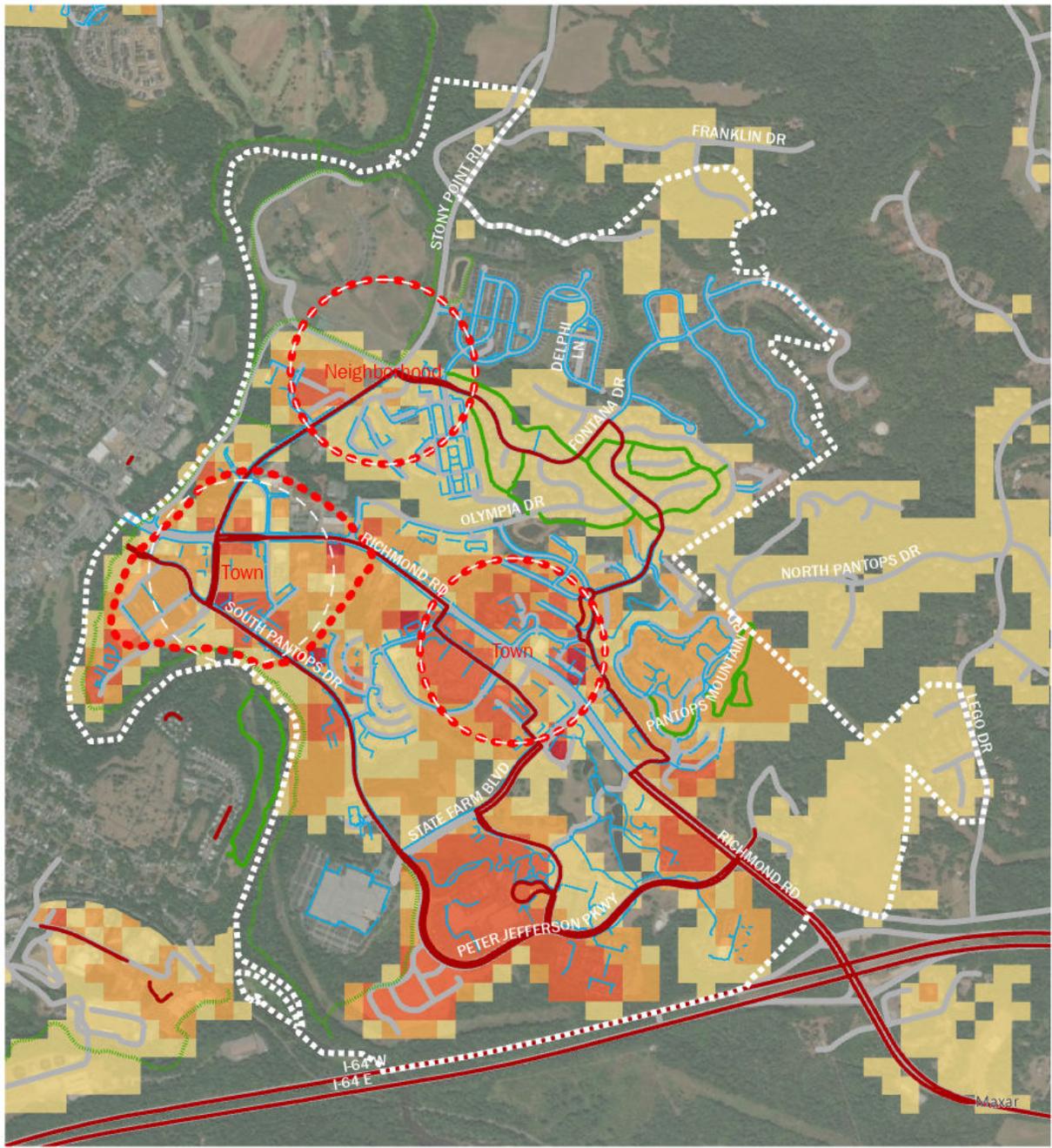


LEGEND

Existing Features	Activity Density	Multimodal System
— Road Centerlines	Current + Potential Activity Density	— Sidewalks
Master Plan Boundary	T1 <=1	— Existing Shared Use Paths
Potential Activity Centers	T2 <=10	— Planned Shared Use Paths
Walkshed (1/2 mile diameter)	T3 <=25	— Potential Transit Routes (Vision Plan)
	T4 <=60	
	T5 <=100	
	T6 100+	

NOTES:
DRAFT MAY 15, 2023 - This is 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.
Current Activity Density was determined using existing address points and employment data. Potential Activity Density used the Land Use Buildout Report which projected potential population, approved developments, and employment for the next twenty years.
Potential Activity Centers based on Master Plan centers and areas with capacity for growth.

Current + Potential Activity Density and Potential Activity Centers - Pantops

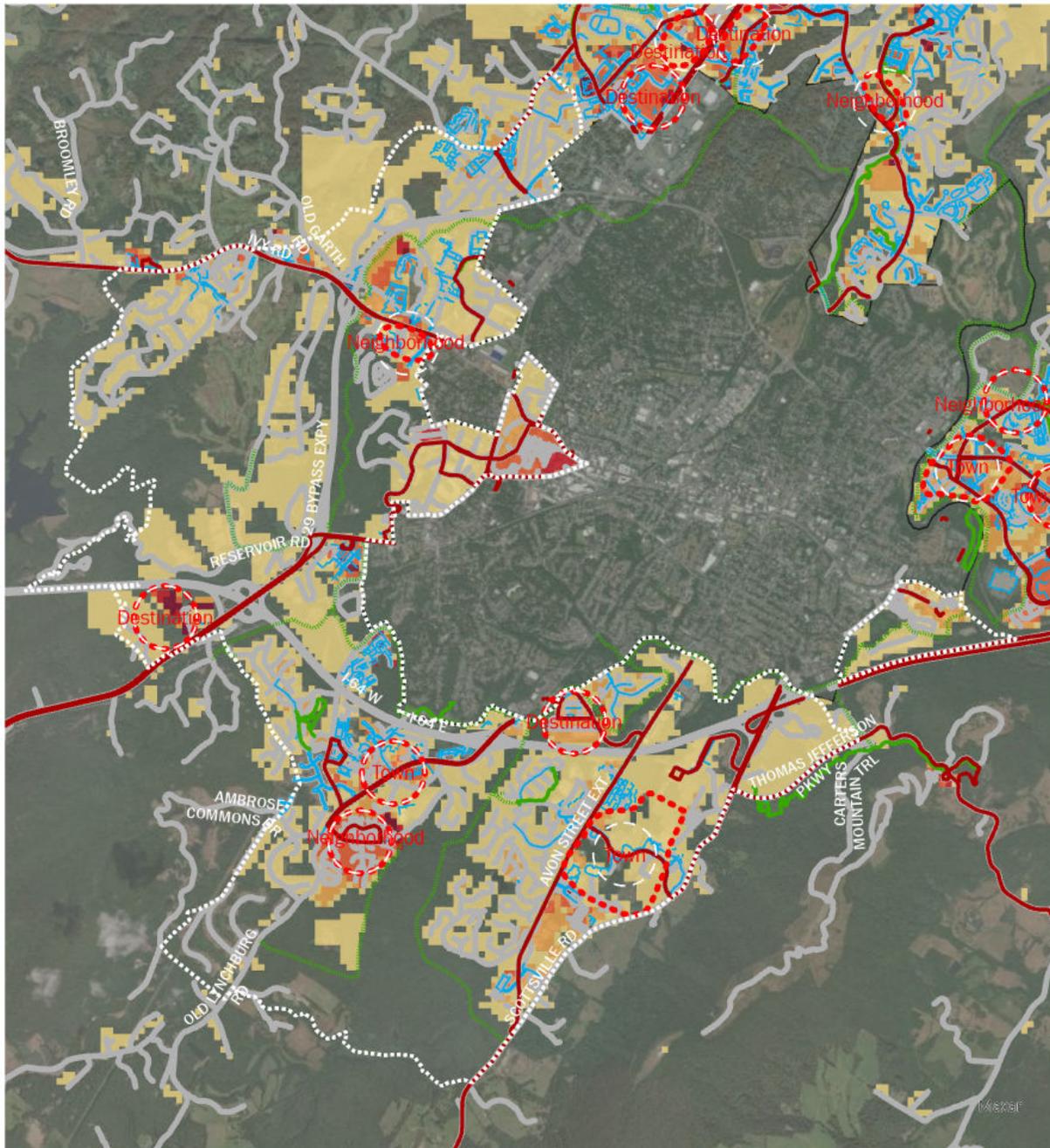


LEGEND

- | Existing Features | Activity Density | Multimodal System |
|------------------------------|---|---------------------------------------|
| Road Centerlines | Current + Potential Activity Density | Sidewalks |
| Master Plan Boundary | T1 <=1 | Existing Shared Use Paths |
| Potential Activity Centers | T2 <=10 | Planned Shared Use Paths |
| Walkshed (1/2 mile diameter) | T3 <=25 | Potential Transit Route (Vision Plan) |
| | T4 <=60 | |
| | T5 <=100 | |
| | T6 100+ | |

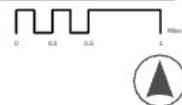
NOTES:
 DRAFT MAY 15, 2023: This is a draft map for public review and comment and does not represent finalized County policy.
 Activity Density is the sum total of people plus jobs per acre.
 Current Activity Density was determined using existing address points and employment data. Potential Activity Density used the Land Use Buildout Report which projected potential population, approved developments, and employment for the next twenty years.
 Potential Activity Centers based on Master Plan centers and areas with capacity for growth.

Current + Potential Activity Density and Potential Activity Centers - Southwest Area



LEGEND

Existing Features	Activity Density	Multimodal System
Road Centerlines	Current + Potential Activity Density	Sidewalks
Master Plan Boundary	T1 <=1	Existing Shared Use Paths
Potential Activity Centers	T2 <=10	Planned Shared Use Paths
Walkshed (1/2 mile diameter)	T3 <=25	Potential Transit Routes (Vision Plan)
	T4 <=60	
	T5 <=100	
	T6 100+	



NOTES:
 DRAFT MAY 15, 2023 - This is 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.
 Current Activity Density was determined using existing address points and employment data. Potential Activity Density used the Land Use Buildout Report which projected potential population, approved developments, and employment for the next twenty years.
 Potential Activity Centers based on Master Plan centers and areas with capacity for growth.

NEIGHBORHOOD CENTER

Neighborhood Centers are intended to 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), as they are generally serving a smaller area than the other types of Centers.

KEY FEATURES

- 1** SAFE CONNECTIONS FOR WALKING AND BIKING
- 2** ACTIVE GROUND-STORY USES WITH WINDOWS
- 3** PUBLIC CIVIC AND OPEN SPACES, SUCH AS SMALL OR MEDIUM PLAZAS AND PARKS WITH ACTIVE RECREATIONAL AMENITIES
- 4** VERTICAL MIXED-USE BUILDINGS
- 5** STREET TREES AND LANDSCAPING



AT A GLANCE

BUILDING HEIGHT
2-4 stories

GROUND STORY
Buildings should be constructed to allow ground-story commercial/retail along main street frontages

STREET NETWORK
Connected street network to safely walk throughout the center

MULTIMODAL TRANSPORTATION
Bike/ped connections to adjacent neighborhoods/areas; transit stops encouraged where feasible

PARKING
Relegated parking (to the side and behind buildings) encouraged

LAND USES
A mix of land uses is expected within activity centers, and land uses should be generally consistent with underlying land use designation(s)

DEVELOPMENT
For areas in Neighborhood Centers, additional intensity of development and infill is encouraged, with the appropriate form and scale for Neighborhood Centers



Above: Example of a potential Neighborhood Center, with a mix of uses and housing types



Above: Examples of the typical scale and building types for Neighborhood Centers. from the DRPT Multimodal Systems Guidelines

TOWN CENTER

Town Centers are intended to 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 an approximately quarter-mile radius of the middle of the center (about 10 minutes walking distance end to end).

KEY FEATURES

- 1** SAFE CONNECTIONS FOR WALKING AND BIKING
- 2** ACTIVE GROUND-STORY USES WITH WINDOWS
- 3** PUBLIC CIVIC AND OPEN SPACES, SUCH AS SMALL OR MEDIUM PLAZAS AND PARKS WITH ACTIVE RECREATIONAL AMENITIES
- 4** VERTICAL MIXED-USE BUILDINGS
- 5** STREET TREES AND LANDSCAPING



AT A GLANCE

BUILDING HEIGHT

2-4 stories; up to 6 stories in the core area (approx. 1/4 mile radius)

GROUND STORY

Buildings should be constructed to allow ground-story commercial/retail along main street frontages

STREET NETWORK

Connected street network to safely walk throughout the center

MULTIMODAL TRANSPORTATION

Bike/ped connections to adjacent neighborhoods/areas; enhanced transit stops encouraged; wider sidewalks encouraged in core area

PARKING

Structured parking encouraged
Relegated parking (to the side and behind buildings) expected

LAND USES

A mix of land uses is expected within activity centers, and land uses should be generally consistent with underlying land use designation(s)

DEVELOPMENT

For areas in Town Centers, additional intensity of development and infill is encouraged, with the appropriate form and scale for Town Centers



Above: Example of a potential Town Center, with a mix of uses and housing types



Above: Examples of the typical scale and building types for Town Centers, from the DRPT Multimodal Systems Guidelines

DESTINATION CENTER

Destination Centers are intended to create community focal points with high-density, compact, mixed-use development patterns. The most intense activities tend to be concentrated within approximately a quarter-mile radius of the middle of the center (about 10 minutes walking distance end to end).

KEY FEATURES

- 1** SAFE CONNECTIONS FOR WALKING AND BIKING
- 2** ACTIVE GROUND-STORY USES WITH WINDOWS
- 3** PUBLIC CIVIC AND OPEN SPACES, SUCH AS MEDIUM OR LARGE PLAZAS AND PARKS WITH ACTIVE RECREATIONAL AMENITIES
- 4** VERTICAL MIXED-USE BUILDINGS
- 5** STREET TREES AND LANDSCAPING



AT A GLANCE

BUILDING HEIGHT

3-6 stories; up to 8 stories in the core area (approx. 1/4 mile radius)

GROUND STORY

Buildings should be constructed to allow ground-story commercial/retail along main street frontages

STREET NETWORK

Connected street network to safely walk throughout the center

MULTIMODAL TRANSPORTATION

Bike/ped connections to adjacent neighborhoods/areas; enhanced transit stops encouraged; wider sidewalks encouraged in the core area

PARKING

Structured parking is strongly encouraged
Relegated parking (to the side and behind buildings) expected

LAND USES

A mix of land uses is expected within activity centers, and land uses should be generally consistent with underlying land use designation(s)

DEVELOPMENT

For areas in Destination Centers, additional intensity of development and infill is encouraged, with the appropriate form and scale for Destination Centers



Above: Example of a potential Destination Center, with a mix of uses and housing types



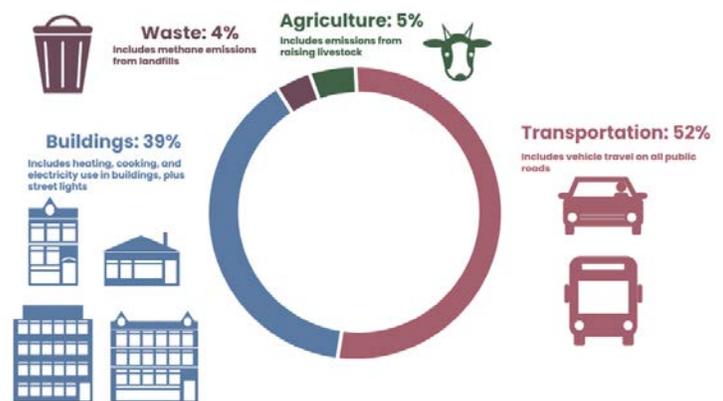
Above: Examples of the typical scale and building types for Destination Centers, from the DRPT Multimodal Systems Guidelines

In the Master Plans, there are currently 50 centers designated across the Development Areas (Crozet, Pantops, Places29, Southern and Western, and Village of Rivanna). Recommendations for centers are not consistent across the Master Plans, as some have been updated more recently than others. For example, the Places29 Master Plan uses the underlying land use designation to define centers, while the Southern and Western Master Plan uses a ‘c’ for general location with text recommendations, and the Crozet and Pantops Master Plans use walksheds with center tables with guidance on form, scale, and multimodal transportation. Some centers, as currently identified in the Master Plans, are very small and may not be mixed-use, such as a single commercial building or a trailhead.

To achieve these consolidated activity centers, the updated Comp Plan looks to have a set of updated center place types (Neighborhood, Town, Destination) that are consistently applied across the Development Areas. Activity centers should be mixed-use and should provide better focus for future public and private investments and development. Center types would provide additional guidance on form, scale, and intensity of uses, and provide focus areas for future multimodal projects. As with the Pantops and Crozet Master Plans, the updated activity centers would encourage additional intensity of development, consistent with the center type’s recommended form and scale. With legislative review applications (rezonings and special use permits), proposed developments in activity centers would be reviewed for general consistency with the underlying land use designation(s) and with the recommended form, scale, transportation, and open space guidance of the applicable activity center type (Neighborhood, Town, or Destination).

For areas of activity that are primarily single-use, such as parks, some employment centers, and institutional/education uses, a district designation could be used. The Crozet and Pantops Master Plans use Employment, Recreational, and Education Districts to provide recommendations for building form and scale and multimodal transportation for areas of activity that do not have the same form and mix of uses as activity centers. For example, Biscuit Run Park could be designated a recreational district, instead of an activity center.

By identifying activity centers and building a future multimodal transportation network, the Comp Plan can encourage efficient use of the Development Areas with areas of activity that are connected, with options for walking, transit, biking, and driving.



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

Density and mixed-use areas should be promoted across the Development Areas and be supported by multimodal transportation networks, public parks and trails, and other infrastructure, in order to continue to preserve land for natural resource conservation, agriculture, and forestry in the Rural Area. Concentrating development and avoiding sprawl supports climate action goals and supports more efficient and cost-effective public service delivery.

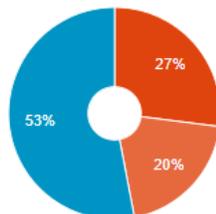
How a community grows and uses available land has significant implications for human wellbeing, local environmental quality, and climate change. For example, recent research has shown that urban areas with denser development exhibit significantly lower greenhouse gas emissions per household than more sprawling suburbs and exurbs. One implication of these research findings is that as our community grows, encouraging a greater density of services, housing, and amenities 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. Encouraging developments that are mixed-use and have a variety of housing types (or that contribute to the mixed-use character and housing choices of a larger area) supports housing choice and affordability, as well as multimodal transportation, and climate action.

A safe, accessible, and affordable transportation system is vital to connect people to opportunities such as employment, education, medical care, recreation, and social connections. Multimodal transportation planning fosters equity by ensuring that the ability to own and operate a personal vehicle is not a prerequisite for full participation within our community. 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, which indicates significant room for improvement in transportation infrastructure and behavior.

Average Housing + Transportation Costs % Income

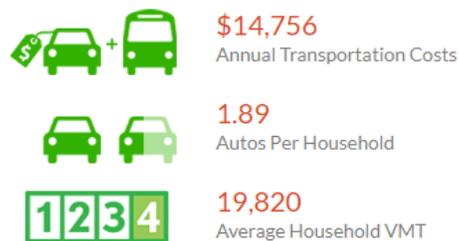
Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



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

Connections to the AC44 Framework



This approach builds on recommendations from the current Comp Plan and the AC44 Framework for an Equitable and Resilient Community. It is also one of the ways that the Framework could be implemented:

Green and Resilient:

- New neighborhoods and redevelopment should incorporate green and resilient design including compact, mixed-use developments with parks/trails
- New development/redevelopment should avoid sensitive environmental features and areas identified for protection

Welcoming and Equitable:

- Activity centers could provide opportunities for a mix of uses, parks, trails, and variety of housing types
- Activity centers could support equitable distribution of access to services, amenities, resources
- Support opportunities for redevelopment for vibrant mixed-use centers

Connected and Accessible:

- New development/redevelopment should have multimodal transportation options and connect to surrounding transportation network
- Activity centers could support feasibility for enhanced public transit

Thriving and Prosperous:

- Activity centers could provide space for new businesses or expanding existing businesses and employment centers and job opportunities

Criteria for Future Expansion of the Development Areas

The current Growth Management Policy encourages compact, mixed-use, and dense development within the current Development Areas in part to avoid expanding the Development Areas earlier than necessary. The **current Comp Plan** has the following recommendations:

Objective 4: Use Development Area land efficiently to prevent premature expansion of the Development Areas

Strategy 4a: Continue to monitor building activity in both the Development Areas and the Rural Area to gain information on the rate of residential and non-residential development in the County.

Building activity reports provide valuable information on the rate of development in the County. Very active homebuilding or commercial development can indicate a need to reexamine the capacity of the Development Area to accommodate future growth. Monitoring growth will help planners know when and how to advise future decision-makers on the timing for changes to the Comprehensive Plan.

Strategy 4b: Update the capacity analysis every two years to ensure adequate residential land exists to meet new housing needs.

As identified in the beginning of this section, sufficient land exists for residential growth and commercially zoned but unbuilt land can accommodate future commercial needs through 2030. Until it is established that the Development Areas cannot accommodate expected future residential and non-residential growth, the boundaries should remain intact, with the exception of minor adjustments that result in no substantial gain in acreage. In order to know when or if the boundaries should be expanded, it is important to monitor building activity and regularly update the capacity analysis.

While the current Comp Plan has these recommendations for potential timing of Development Areas expansion, currently there are no criteria for how to determine where future expansion should occur. The updated Comp Plan is expected to have criteria to evaluate when, where, and how the Development Areas should be expanded. Community input will be used to help inform and refine draft criteria.

Potential criteria for considering **how and where** to expand the Development Areas, should an expansion be found to be needed in the future, could include:

- **Transportation:** Current and future transportation needs and capacity are important factors for potential expansion. Evaluation could include an analysis of traffic volumes, crash data, existing bike/pedestrian/transit access, and planned improvements/projects. New development within an expanded area would have the same expectations for multimodal transportation options and connected street networks as the current Development Areas.
- **School capacity:** Coordination with Albemarle County Public Schools is needed when considering potential expansion areas. This includes school capacity and possible areas for future school sites.
- **Public water and sewer:** An expanded area of the Development Areas would be expected to be served by public water and sewer. The area could either have existing service or have the potential to be served. Coordination with ACSA and RWSA would be essential to determine public water and sewer feasibility so that these agencies can plan for the infrastructure that would be needed to serve any expanded areas. RWSA plans infrastructure needs and improvements decades into the future, so knowing where future development may occur is essential for their planning efforts.
- **Community facilities and services:** An expanded area of the Development Areas would need to be adequately served by Fire/Rescue, Police, and other community services and related facilities. Proximity to community centers, libraries, schools, and other facilities can provide gathering places and access to services and amenities.
- **Natural resources and environmental features:** This would include a review of steep slopes, stream buffers, wetlands, and areas within the floodplain. Other criteria may include whether areas are within conservation focus areas, important forest blocks, or habitat corridors identified in the Biodiversity Action Plan, or located within mountain protection areas. Potential expansion areas should avoid development within sensitive environmental features or fragmentation or disconnection of important forest blocks.
- **Location in a water supply watershed:** Protection of water supply watersheds is a significant aspect of the current Growth Management Policy. If any potential areas for expansion fall within a water supply watershed, there should be an evaluation of whether there is existing development within that area for expansion within the water supply watershed and/or underlying by-right zoning districts that would allow development. Areas with no existing development or underlying by-right zoning that would allow development should be avoided if there are feasible alternative locations.

- **What land uses and form of development are expected:** Consistent with the current Neighborhood Model Principles and Growth Management Policy, development in any expanded areas should be compact and higher density with a range of housing types and mix of uses. Sprawl and low intensity of activity would not be an efficient or effective use of expanded Development Areas land.
- **Access to public parks, recreation, and trails:** Any expanded areas should be evaluated for existing access to parks, recreation, and trails to determine where additional amenities may be needed. Consistent with the Neighborhood Model Principles, parks, recreation, amenities, and open space would be expected in any expanded Development Areas.
- **Potential impacts to and opportunities for nearby and adjacent properties:** Potential impacts to nearby and adjacent properties should be evaluated, along with potential opportunities to connect existing neighborhoods with new centers and neighborhoods.
- **Assessment of existing development and by-right zoning:** There are locations currently outside of the Development Areas with by-right zoning other than Rural Area and locations within the ACSA Jurisdictional Area for public water and/or sewer. These areas can already develop under the current by-right zoning in a way that is typically inconsistent with the Rural Area. An evaluation is needed of the impacts of encouraging continued development in these areas to meet future land use needs, while considering the surrounding Rural Area and associated resources.

To develop **potential criteria** for the **timing** of future Development Areas expansion, or determining the ‘**when**’, the land use buildout analysis and current Comp Plan recommendations could be utilized as a baseline.

In the fall of 2022, an updated [land use buildout analysis](#) (previously named the [capacity analysis](#)) was completed. The land use buildout analysis provides 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 county’s Development Areas that is vacant or has the potential to redevelop. Land that is significantly restricted (e.g. a property that is located entirely within the floodplain) is not included. Once land that could develop or redevelop is identified, additional assumptions are applied to each property based on its future land use designation. The future land use designation was used to create a potential buildout of each property. Applied across the Development Areas, the analysis estimates the theoretical maximum buildout, which may not be achievable due to environmental and economic constraints.

The buildout analysis allows estimated population growth and estimated demand for office, retail, industrial, and hotel land uses in the next 20 years to be compared 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 projection indicates an increase of 31,000 residents compared with 2020 (Census baseline year).

The following table shows the forecasted demand for **non-residential** uses in the county in the next 20 years, compared with the maximum estimated future buildout:

Land Use Type	20-Year Demand Forecast		Maximum Buildout Estimate
	Low	High	
Retail (sq. ft.)	1.0 M	1.3 M	1.9 M
Office (sq.ft.)	750,000	1.0 M	2.7 M
Industrial (sq. ft.)	950,000	1.1 M	5.5 M
Hotel (rooms)	750	900	2,554

The estimated **residential** totals from the land use buildout analysis and the development pipeline (as of February 2022) are shown below. These figures can be compared with the estimated population increase of an additional 31,000 residents by 2044 and an expected 20-year demand of between 11,500 and 13,500 dwelling units.

Development Area	Land Use Buildout	Approved Pipeline	Under Review Pipeline
Neighborhood 1	609	887	360
Neighborhood 2	837	254	707
Neighborhood 3	659	301	40
Neighborhood 4	216	171	98
Neighborhood 5	305	700	1548
Neighborhood 6	901	0	0
Neighborhood 7	309	55	525
Hollymead	4135	4650	1700
Piney Mountain	280	159	0
Crozet	698	1791	526
Village of Rivanna	302	409	0
Total	9,252	9,377	5,504

Based on the buildout analysis, there appears to be sufficient land available to accommodate 20 years of growth and demand in the existing Development Areas when considering the land uses recommended in the Comprehensive Plan. However, achieving “full buildout” is dependent on development at the high end of recommended density and intensity of uses. For example, the land use buildout analysis assumes that properties designated Urban Density Residential are developing at 34 units/acre, which is the upper end of the recommended 6-34 units/acre land use designation. A review of rezonings approved from 2016 to 2021 found that the average residential density approved through these rezonings was approximately **58 percent** of the maximum recommended density per future land use designations for those properties. Based on the assumptions in the buildout analysis, approximately **6.9% of the land in the Development Areas** has capacity for new development or redevelopment (0.3% of total county land).

There are several factors that impact how and at what density and intensity a site ultimately develops, including:



As noted above, recent trends indicate that many projects ultimately build out at less than the maximum recommended density.

Other factors need to be considered for the ability of new and expanding businesses to locate in Albemarle County. One measure is a Tier Analysis, which measures site readiness on a scale from Tier 1 to Tier 5. Tier 1 sites are the least ready for development (raw land) and Tier 5 sites are ready for construction. Only one property in the Development Areas met the description of a Tier 4 site where infrastructure is in place, site challenges have been addressed, and a project could be brought to market in 12 to 18 months. None of the properties met the definition of a Tier 5 site. Staff estimated that nine additional properties could also support development in the 12-18-month timeframe but may require some extension of infrastructure.

As noted in the current Comp Plan, **criteria for the timing** of Development Areas expansion could include monitoring the pace of development, continually updating the land use buildout analysis and continuing to compare it to forecasted demand, as well as monitoring the estimated amount of developable land left in the Development Areas. Other data on the cost of housing and the vacancy rates and space rental rates for non-residential uses could also be considered.

Not realizing full buildout of the Development Areas and limiting the supply of available housing can drive up costs and push new residential growth into surrounding localities. This trend can place the highest burden on lower income community members who work in the county but cannot afford housing in the county. Longer commute times and reduced spending power due to a higher proportion of income spent on transportation costs impact quality of life for these community members. This trend can also exacerbate local traffic issues and generate higher greenhouse gas emissions due to increased commuting.

Providing housing choice, which includes a variety of housing types at a variety of price points, is a critical component of the County’s planning policy. The policy also acknowledges that an inadequate housing supply combined with increased demand and competition for housing can have negative impacts on both long-term and new residents.



Connections to the AC44 Framework



This approach builds on recommendations from the current Comp Plan and the AC44 Framework for an Equitable and Resilient Community. It is also one of the ways that the Framework could be implemented:

Green and Resilient:

- New neighborhoods (either in current Development Areas or future expanded Development Areas, should an expansion occur) should incorporate green and resilient design including compact, mixed-use developments with parks/trails
- New development should avoid sensitive environmental features and areas identified for protection

Welcoming and Equitable:

- New development can provide opportunities for a mix of uses, parks, trails, and a variety of housing types
- Any expanded Development Areas should support equitable access to a range of services and amenities

Connected and Accessible:

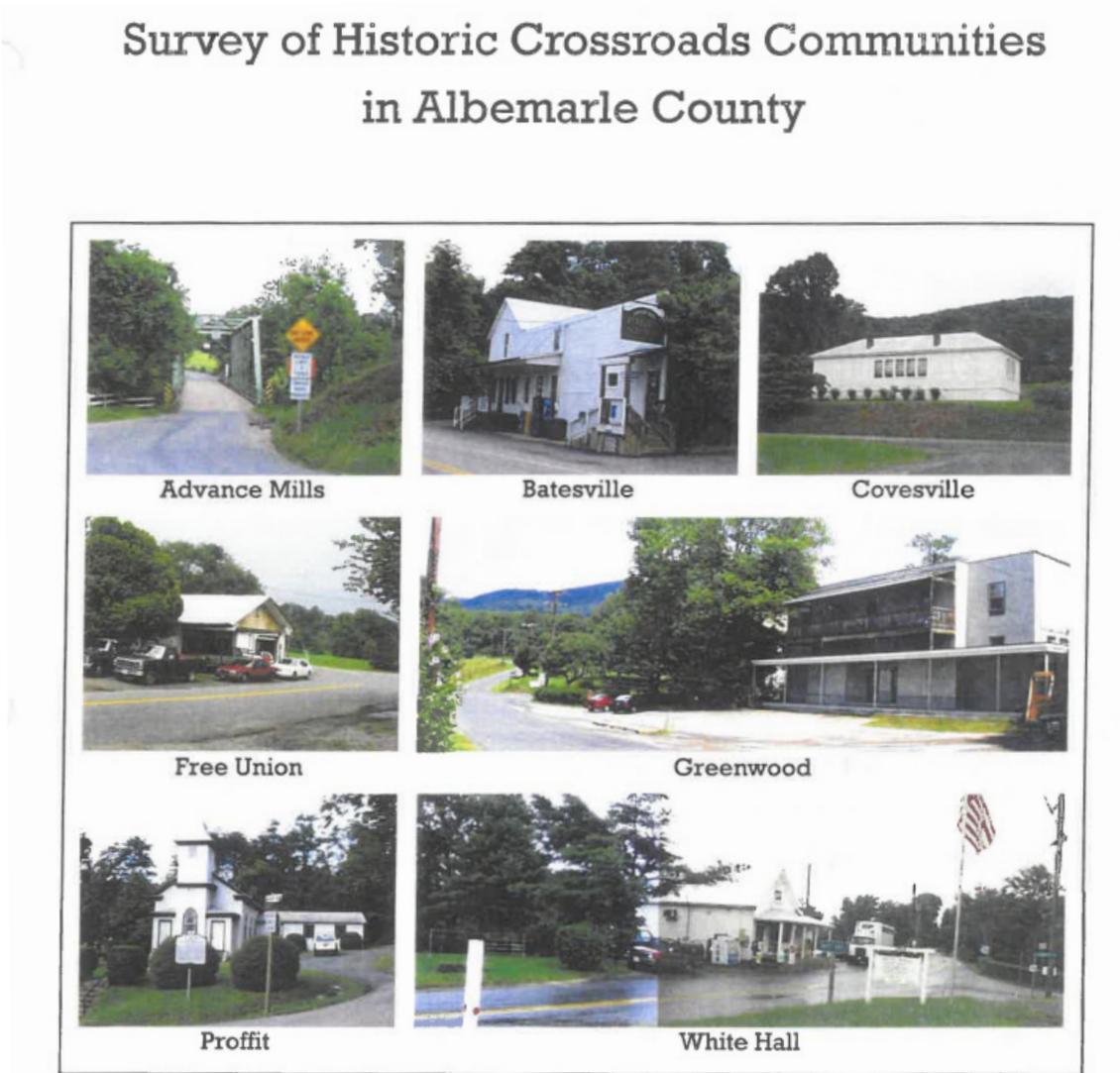
- New development should have multimodal transportation options and connect to surrounding transportation network
- New development could support feasibility for enhanced public transit
- Locations of new development should protect wildlife corridors/habitats and avoid disrupting corridor connections

Thriving and Prosperous:

- New development in expanded Development Areas could provide space for new businesses or expanding existing businesses and employment centers and job opportunities

Rural Crossroads Communities and Services

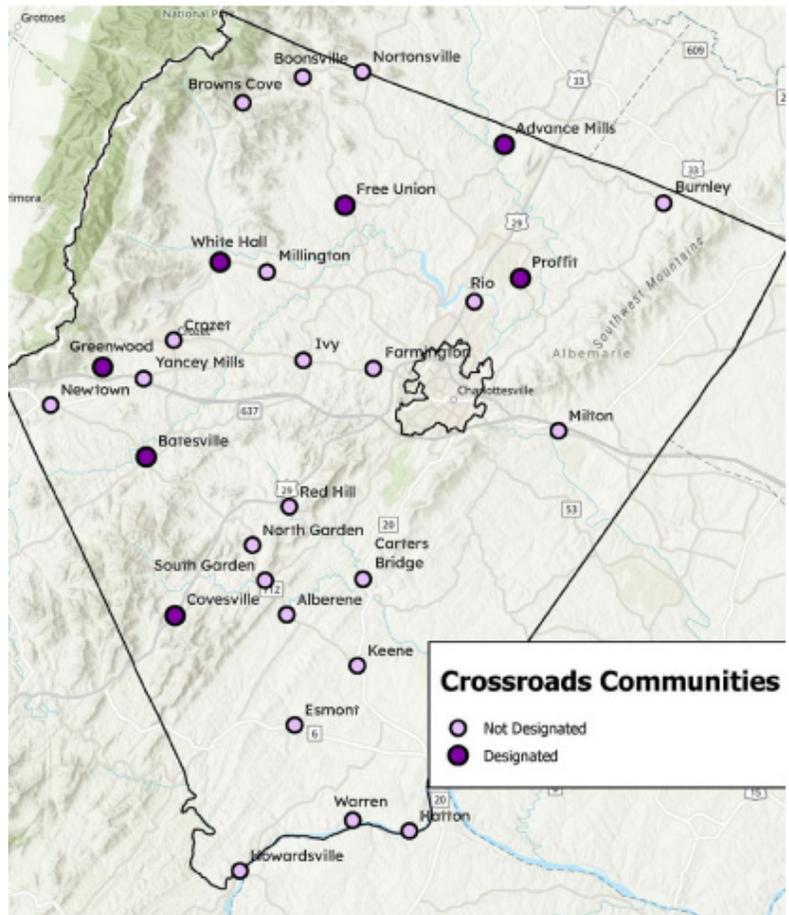
There are many existing communities throughout the county’s Rural Area. While new development is encouraged to occur primarily within the Development Areas, it is important to recognize that there are locations in the Rural Area with existing development, some of which are small-scale activity centers and gathering places. There are also locations with existing zoning districts other than the Rural Area zoning district, including Village Residential, Light Industry, Heavy Industry, Highway Commercial, and C1 Commercial.



Cover of 2003 Survey of Historic Crossroads Communities in the County. These are the seven currently designated crossroads communities.

There are seven crossroads communities designated in the current Comp Plan. These were selected from a 2003 survey of historic crossroads communities, which were previously surveyed in the 1995 report Historic Architectural Survey of Albemarle County Villages. The 1995 report surveyed 12 historic communities and recommended another 17 as historically significant to be further reviewed. Without a clear definition of crossroads communities or a clear rationale for the selection of the number and distribution of the seven identified communities, questions remain about why some communities with documented local histories and existing businesses, gathering places, and historic structures were selected, while others were left off the list. There are many additional communities in the Rural Area that are active and that have gathering places with rural and historic character.

According to the current Comp Plan, designated crossroads communities in the Rural Area are intended to “provide support services and opportunities to engage in community life” for Rural Area community members. The current Comp Plan includes implementation strategies related to Crossroads Communities that would improve access to goods, services, and community spaces for Rural Area residents, but these strategies have yet to be completed. For example, the Zoning Ordinance has not been updated to implement these recommendations by allowing these uses by-right (in existing buildings) in crossroads communities.



The seven designated crossroads communities are shown in dark purple, and the surveyed historic communities that were not designated as crossroads communities are shown in light purple

The **current Comp Plan** includes the following recommendations:

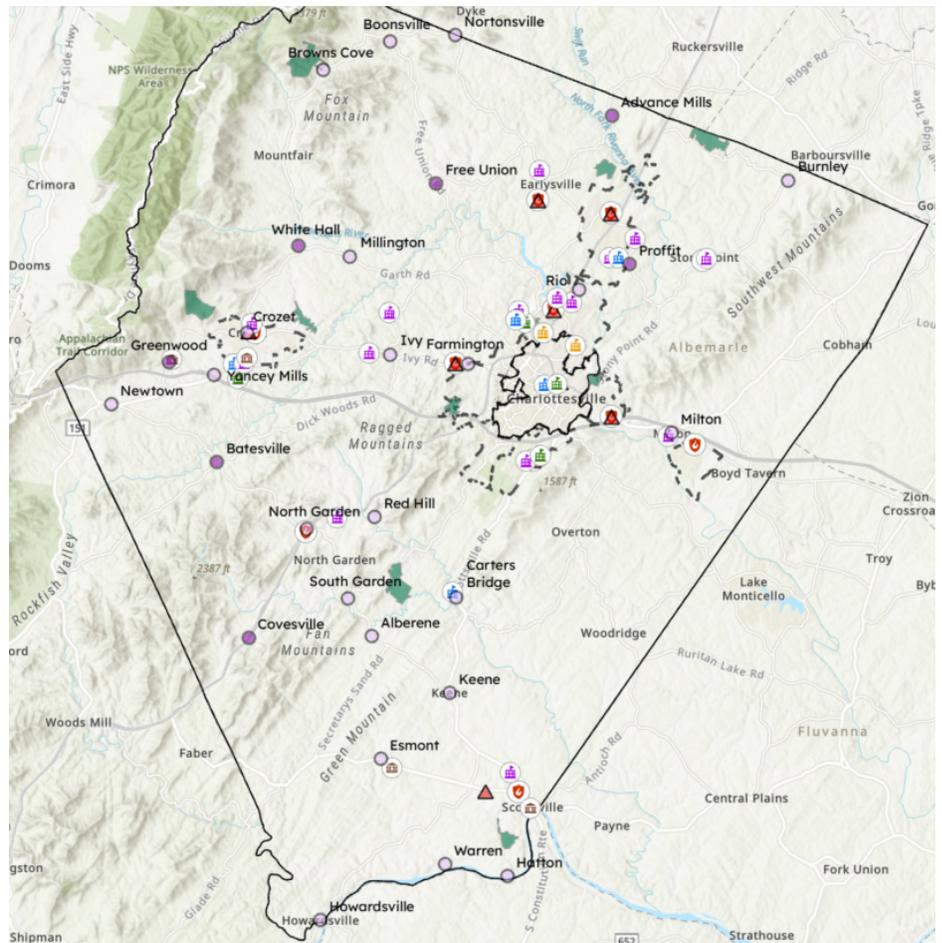
- Rural Area Objective 5: Recognize and support crossroads communities, which serve as rural-scale community meeting places and provide opportunities for residents to take part in community life.
- Rural Area Strategy 3a: Promote reuse of historic structures that support agricultural and forestal uses in the Rural Area.
- Rural Area Strategy 3b: Consider amending the Zoning Ordinance to allow for restaurants in historic buildings, as defined in the Historic, Cultural, and Scenic Resources Chapter of the Plan, in crossroads communities.
- Rural Area Strategy 5a: Identify the geographic limits of a crossroads community by meeting with Rural Area residents.
- Rural Area Strategy 5b: Consider amending the Zoning Ordinance to allow for small-scale, supportive uses in designated crossroads communities. Examples of such uses are country stores, offices, day care facilities, doctor/dentist offices, and public institutional uses, such as post offices.

The Comp Plan update is an opportunity to evaluate both how crossroads communities are designated and what kinds of recommended uses or services (such as healthcare) might be appropriate within them. ‘Rural villages’ may be a more accurate term than crossroads communities, as some areas that could be considered for this designation may not have an actual crossroads. This evaluation will need to address how goods and daily needs may be more equitably provided for existing residents without encouraging additional development of the Rural Area. Allowing more uses that support Rural Area residents and distributing those throughout the Rural Area could reduce the distance residents need to travel for certain activities and services (also reducing greenhouse gas emissions). The strategy may also provide access to key goods and services and places for community activities.



Additionally, the Comp Plan update could look at ways to more equitably distribute services and make more efficient use of existing community facilities and buildings that could be adaptively reused in the future. It may be possible to provide additional services (like health care, job training, and emergency preparedness/response) at existing community facilities, which could also serve as gathering places for community members. The Yancey Community Center is an example of an existing building that was adaptively reused and has become a community hub. Uses include a community garden, community events, and access to food and mobile medical services.

Community input is needed on the recommendations for crossroads communities. The updated Comp Plan could continue current recommendations for these communities and could be updated to provide more clear guidance for adaptive reuse and historic preservation, and/or could be updated to provide guidance for additional development and where it would be appropriate. If additional uses are recommended, standards could be developed for what impacts and infrastructure should be considered, what types of non-residential uses should be encouraged, and what level of service provision is expected. Standards could be applied during the Comp Plan update or through a separate planning effort focused specifically on rural crossroads communities. Input is also needed on what types of services and programs could be offered through community ‘hubs’.



Key:

Surveyed Historic Communities	Schools	Fire/Rescue Station
○ Not Designated	🏫 Elementary	🚒
● Designated	🏫 High	🚒
Community Centers	🏫 Middle	Rescue Squads
🏠	🏫 Vocational	🚒
	Parks	
	🌳	

Map of crossroads communities, surveyed historic communities, and community facilities in the Rural Area. This type of mapping could help identify additional crossroads communities and community gathering places or ‘hubs’.

Connections to the AC44 Framework



This approach builds on recommendations from the current Comp Plan and the AC44 Framework for an Equitable and Resilient Community. It is also one of the ways that the Framework could be implemented:

Green and Resilient:

- New development and adaptive reuse should avoid sensitive environmental features and areas identified for protection
- New or retrofitted buildings should incorporate green and resilient design
- Crossroads communities provide an opportunity to support historic preservation and adaptive reuse of historic resources

Welcoming and Equitable:

- Crossroads communities could support equitable access to more services and amenities in the Rural Area
- Crossroads communities could provide opportunities for efficient use of existing structures/infrastructure

Connected and Accessible:

- Crossroads communities could reduce the distance needed to travel for certain services and activities, also reducing greenhouse gas emissions
- Updated recommendations for crossroads communities could support options for walking, biking, and traffic calming

Thriving and Prosperous:

- Crossroads communities could provide space for new businesses or expanding existing businesses

Rural Interstate Interchanges

Some businesses, including certain light industrial uses, warehousing/distribution, and agribusinesses or food processing/distribution, require access to an interstate. Additionally, some of these businesses may not be suitable for the walkable and compact development that is expected within the Development Areas. These include some of the businesses identified by the current Comprehensive Plan and by [Project ENABLE](#), the County’s economic strategic plan, as target industries for economic development. Allowing non-residential development at some rural interstate interchanges could provide spaces for new or expanding businesses in a way that makes efficient use of land and infrastructure by concentrating these uses adjacent to the interstate.

The list of target sectors is a list of optimal targets and should not be considered to exclude related sectors. It is critical to emphasize that the Target Industry Study supports the cultivation and nurturing of existing businesses and considers employment of current residents as its most important outcome. The targets were selected based on available workforce, alignment with community preferences, and growth potential as well as strong multiplier effects that create jobs across a broad spectrum of skill sets.

The recommended target industries are:

- Bioscience and Medical Devices
- Business & Financial Services
- Information Technology and Defense & Security
- Agribusiness and Food Processing

Complementary targets are:

- Health Services
- Arts, Design and Sports & Media

Target Industries identified in the 2015 Comp Plan and the County’s economic strategic plan (Project ENABLE)

The **current Comp Plan** identifies four rural interstate interchanges: Yancey Mills/Exit 107, Ivy/Exit 114, Black Cat Road/Exit 129, and the southern part of the Shadwell interchange by Exit 124. The current Comp Plan recommends that development adjacent to or in rural interstate interchanges not be served by public water or sewer and that development “should not be used as tourist destinations or tourist ‘stops’”. Any development at interstate interchanges that are located within the Development Areas would be reviewed based on consistency with the Comp Plan and the applicable Master Plan.

The current Comp Plan recommends by-right Rural Area land uses and land uses that support agriculture and forestry at rural interstate interchanges, with a focus on the Shadwell interchange. It should be noted that agribusinesses and food processing are a target industry identified by the current Comp Plan and Project ENABLE.

Strategy 6c: Permit uses at rural interstate interchanges that support agriculture and forestry.

Uses allowed by right in the Rural Area are appropriate at interchanges. Some uses allowed by special use permit may also be appropriate at interchanges because they provide a unique opportunity for agricultural goods to be transported to markets outside of the County. Size, scale, visibility, and function should all be considered for new uses allowed by special use permit. Traffic generated by such uses should be typical of agricultural uses and not large frequent trucking activities on rural roads.

Strategy 6d: Study the infrastructure challenges at the Shadwell interchange to determine the potential level and concentration of operations which are appropriate.

The Target Markets Report, further explained in the Economy Chapter and provided in the [Reference Documents](#) identified the importance of agriculture and agribusiness in balancing the economy in the County. The study identified several local conditions that support both existing agribusiness expansion and attract new agribusiness:

- Growing demand for locally-produced and farm-fresh foods;
- The County’s demonstrated success with farm wineries;
- A positive growth outlook for select target sectors, which are described in the Economic Development Chapter of this Plan;
- Close proximity to large metro consumer markets (Richmond, Washington, D.C., Norfolk, Raleigh-Durham, and other places to the south); and
- Cost savings to processors seeking to be closer to customers.

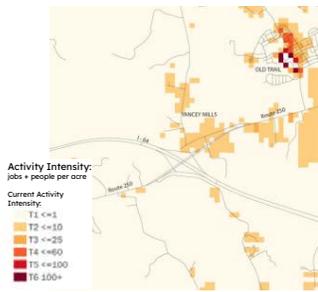
Agribusiness location near interchanges could assist operations that grow ingredients, as well as those producing value-added foods. Supporting industries, such as local food producers, could also benefit from locations with easy access both to local farms and to transportation infrastructure.

To date, the Shadwell interchange is the only one that has been identified as able to support a greater intensity of use and higher concentrations of supporting uses related to agriculture and forestry. Unlike the other rural interchanges, one side of the Shadwell interchange is in the Development Areas, and the Rural Area (south) side has other active uses, such as a motel, an industrial park, and businesses, that are in very close proximity to the interchange. The Shadwell interchange is closer to the Richmond market for shipping than most of the other interchanges.

Two of these interstate interchanges have existing development: Yancey Mills and Shadwell. The following map shows the four rural interstate interchanges, with the activity intensity (jobs/people per acre) and an aerial overview of each:

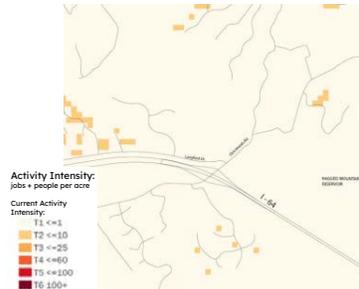
Yancey Mills/Exit 107:

- Existing non-residential development includes Yancey Lumber, a VDOT storage facility, and several gas stations, churches, and small businesses
- Properties on the south side of Route 250 east of the interchange are zoned Heavy Industrial, Highway Commercial, and Rural Area
- Properties on the north side of Route 250 east of the interchange are zoned Village Residential and Rural Area
- Properties west of the interchange are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area



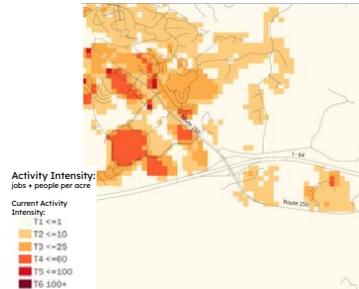
Ivy/Exit 114:

- No existing non-residential development
- All surrounding properties are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area



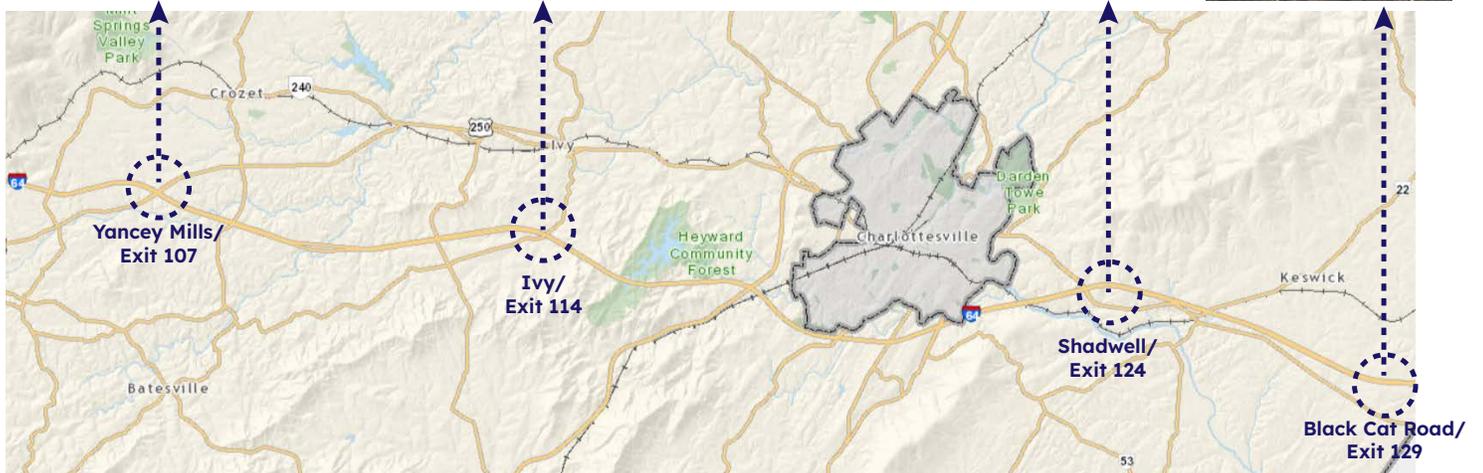
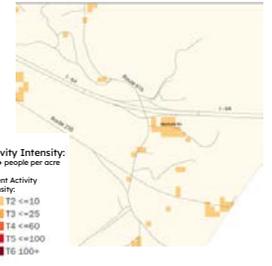
Shadwell/Exit 124:

- Only rural interstate interchange identified by current Comp Plan as having potential to support greater intensity of development
- Existing non-residential development includes light industrial/warehousing, auto service, retail, and hotel uses
- Properties on the north side of Route 250 south of the interchange are zoned Light Industrial, Highway Commercial, and Rural Area
- Properties on the south side of Route 250 south of the interchange are zoned Highway Commercial, Monticello Historic District, and Rural Area
- Properties north of the interchange are in the Development Areas
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area

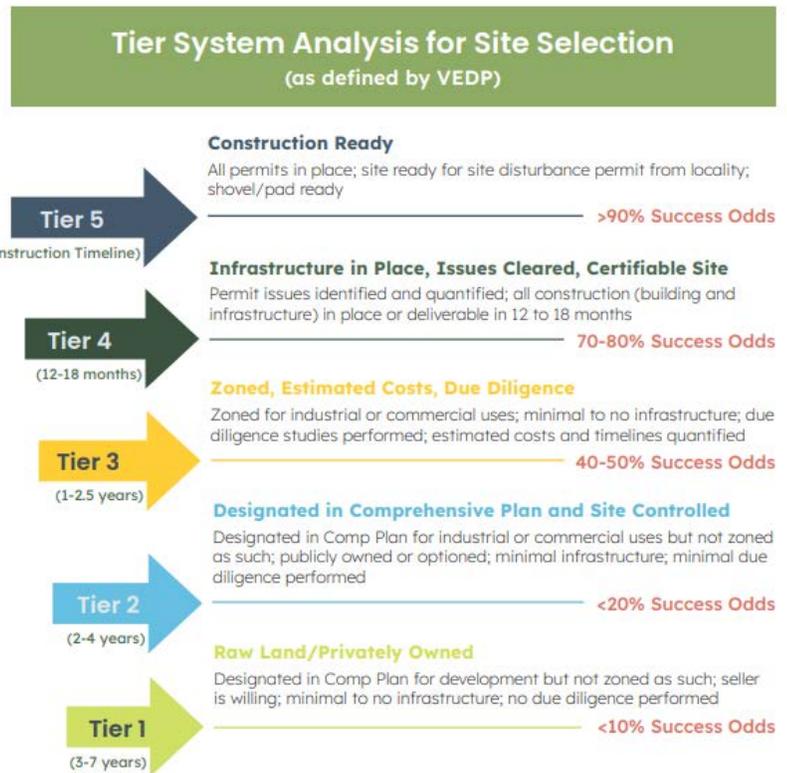


Black Cat Rd/Exit 129:

- No existing non-residential development
- Approximately 4 acres of land zoned C1 Commercial; other surrounding properties are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area



As outlined in the section on the potential criteria for future expansion of the Development Areas, the tier analysis that was completed as part of the land use buildout analysis found that only one property in the Development Areas met the description of a Tier 4 site where infrastructure is in place, site challenges have been addressed, and a project could be brought to market in 12 to 18 months. None of the properties met the definition of a Tier 5 site. Staff estimated that nine additional properties could also support development in the 12–18-month timeframe but may require some extension of infrastructure.



With constant pursuit of development, Tier 1 sites may develop in 3 to 7 years. Tier 5 sites expect to be delivered in one year or less. All of the sites (except one) that were identified as having the potential to support non-residential development in a 12–18-month timeframe are located in the Hollymead Development Area. Having a concentration of most of the County’s ready sites in a singular location could result in constrained buildout due to infrastructure capacity. Furthermore, having concentrated sites undermines the goals of Project ENABLE. One of the foremost goals of Project ENABLE is to retain existing businesses that are expanding in the County. A diversity of sites regarding both size and location is needed to be successful in supporting these goals.

Community input is needed on the recommendations for rural interstate interchanges. The updated Comp Plan could continue to use current recommendations for rural interstate interchanges, or the update could recommend additional non-residential uses at some rural interstate interchanges. If the current recommendations were kept unchanged, a future implementation step could be a Small Area Plan (or similar planning effort) for the Shadwell interchange, based on the current Comp Plan’s recommendations.

If additional uses were recommended, recommendations could be developed for the impacts and infrastructure needs that should be considered and which additional non-residential uses should be encouraged. Recommendations could include transportation needs, public utility feasibility or need, private utility feasibility if public utilities are not feasible, protection of natural resources, potential impacts to surrounding areas, and consistency with the County’s economic development goals and Project ENABLE.

Connections to the AC44 Framework



This approach builds on recommendations from the current Comp Plan and the AC44 Framework for an Equitable and Resilient Community. It is also one of the ways that the Framework could be implemented:

Green and Resilient:

- Rural interstate interchanges have potential to support local food systems and food processing/distribution
- New development (including at rural interstate interchanges) should avoid sensitive environmental features and areas identified for protection

Welcoming and Equitable:

- Uses at rural interstate interchanges may not be suitable for other locations and mixed-use areas, and they could disrupt the walkability and human-scale of neighborhoods
- Development at rural interstate interchanges could provide opportunities for redevelopment of existing structures and uses

Connected and Accessible:

- Updated recommendations for rural interstate interchanges would need to be assessed for potential transportation needs and whether multimodal transportation options would be feasible, as they may not be for the typical uses at interstate interchanges

Thriving and Prosperous:

- Both current and potential updated recommendations for rural interstate interchanges could support having land available for new businesses and expanding existing businesses, and could support job opportunities consistent with the County’s Target Industries

Conclusion

Planning toolkits are areas of the Comp Plan where more of a ‘deep dive’ is needed. In this round of Phase 2 engagement (approximately May - July), we are asking for community input on activity centers in the Development Areas, criteria for Development Areas expansion, rural crossroads communities, and rural interstate interchanges. Community input will be used to inform recommendations on these topics and on related Goals and Objectives, including for land use and transportation. Later this summer, we will be sharing community input and Plan recommendations with the Planning Commission and Board of Supervisors and asking for their feedback and direction.

In the fall this year, we will be moving to the next round of Phase 2 engagement by sharing updated Goals and Objectives for each Comp Plan chapter and additional planning toolkit topics (land use designations, calculating density, and Neighborhood Model Principles). At the end of this year, we expect to have updated Comp Plan Goals and Objectives and draft planning toolkits. In Phase 3, we will continue to refine the planning toolkits and will review, update, and prioritize Action Steps to implement the Goals and Objectives.

Make sure to check out the [AC44 engagement hub](#) for upcoming events and [sign up for email updates](#) on the AC44 Comp Plan project!

