



Phase 2

Engagement Summary

January – July 2023



Phase 2: Goals & Objectives + Planning Toolkits

PHASE 2

STEP 1

Questionnaire 1
Pop-ups
Working Group
Community Chats

STEP 2

Questionnaire 2
Open Houses
Working Group
Community Chats

STEP 3

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

Phase 2: Outcomes

The outcomes of AC44 Phase 2 are to:

- Identify the **main topics (chapters)** for the updated Comprehensive Plan and review existing conditions, current trends, challenges, and opportunities for each.
- Develop **‘Planning Toolkits’**: Activity Centers, Factors for Development Areas Expansion, Rural Crossroads Communities, and Rural Interstate Interchanges. These are topics that were first discussed during Phase 1 (‘growth management options’) that could be used to support coordinated land use and transportation planning, build on current Comp Plan recommendations including the Growth Management Policy, and implement the AC44 Framework.
- Update **Goals and Objectives** for each chapter:
 - Goal: high-level and long-term direction to fulfill the Plan Vision and Framework for an Equitable and Resilient Community
 - Objective: specific outcome or target that accomplishes a goal

Step 1: Discovering Challenges & Opportunities

The engagement and feedback for Phase 2, Step 1 is centered on the topics of the Comprehensive Plan. Step 1 engagement (January - March 2023) provided feedback that will help define the challenges and opportunities within each topic area of the Plan. These challenges and opportunities will be used to help inform the updated Goals, Objectives, and Action Steps of the updated Comprehensive Plan. In Step 1, the AC44 team shared topic overviews to provide context for each subject. The [topic overviews published online](#) included a single page brief and a more detailed (multi-page) report for each subject.

- ## Comp Plan Topics
1. Community Facilities
 2. Economic Development
 3. Housing
 4. Land Use
 5. Natural and Historic Resources
 6. Parks & Recreation
 7. Transportation



Transportation and Housing are two of the topic reports

Step 1 Questionnaire

The [Step 1 Questionnaire](#) allowed participants to respond to questions about Comprehensive Plan topics. Topic overview materials provided additional context, data and trends related to each subject. Feedback from community members will be incorporated into revised Goals and Objectives for the comprehensive plan update.

Step 1 Questionnaire at a glance

532 responses **28** questions



Pop-up event at the Crozet Library

Pop-ups

Pop-up events were held in all six Magisterial Districts. These events allowed the AC44 team to promote the questionnaire and discuss the Comprehensive Plan topics with community members. The feedback acquired at the pop-ups were documented and organized by themes, to be added to a summary of themes from all methods of engagement in this step, including the online questionnaire and community chats.

Working Group & Community Chats

The AC44 Working Group is a group of community members who engage with the AC44 project team at a series of meetings to discuss Comprehensive Plan topics and share their insights and feedback. Working Group members also act as community ambassadors, sharing AC44 content and interacting with community members to acquire more feedback. The Phase 2 Working Group features three total meetings, each featuring a different project topic (or focus). The Phase 2, Step 1 meeting covered the Comprehensive Plan topics and the community feedback used to inform updated goals and objectives for the plan. Working Group members provided feedback on the first draft of the Community Chat Kits - a meeting kit with prompts to discuss the Comprehensive Plan topics with others. Members were encouraged to complete their own Community Chats with their local networks and neighbors. The feedback acquired through these chats were also compiled and organized by the AC44 team, to be incorporated with the Phase 2, Step 1 questionnaire and pop-up events.

Phase 2, Step 1: Engagement Summary

Questionnaire + Pop-Ups & Community Chats

Feedback from the Phase 2, Step 1 online questionnaire has been combined with pop-up events and the community chats. Community feedback is organized by Comprehensive Plan topics and summarized to capture the major themes for each topic. The following summary includes question responses from the questionnaire, which are all noted with their question number (e.g. Q2). These question responses provide additional context to the summary of themes.

Question 1: Share one word describing your vision for Albemarle County in 2044.



Transportation

Pedestrian Infrastructure and Walkability

- More crosswalks are needed that are safe for pedestrians and bicyclists, especially at busy intersections. Route 250 in Pantops and Avon Street Extended were cited as examples. Route 29 was also referenced multiple times, with a need for above-grade crossings for pedestrians.
- Slow down cars, especially in areas with people walking and biking, and explore locations that could be car-free zones.
- More sidewalks are needed, including in existing neighborhoods that do not currently have them.
- Improved accessibility (ADA, wheelchairs, strollers) for sidewalks and trails is needed.
- More trails are needed.
- Options for walking and biking can improve the cost of living and provide opportunities for more affordable reaching destinations.
- Some multimodal transportation options like bike/pedestrian may be less important for seniors.
- Improve pedestrian access to schools (e.g. Safe Routes to Schools) and other frequently used destinations.

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

Bike Infrastructure and Bikeability

- Bike lanes need to be properly maintained. There is concern about debris in bike lanes, which is very unsafe for people riding bikes.
- Bike infrastructure should be separated from cars whenever feasible. If not fully separated, bike lanes should at least be protected with a physical barrier from cars. Protected bike infrastructure should be contiguous.
- More bike lanes and a bike lane inventory are needed.
- There should be options for being able to safely bike in the rural area, such as wider shoulders or separated trails and paths.
- Provide park and ride lots that support riding bikes, so that someone in the rural area could park closer to Charlottesville/the surrounding areas of the County and bike the rest of the way.

- More bicycle parking is needed (that is also secure).
- Paved paths should be provided to connect neighborhoods to employment and shopping areas, and transit nodes. The proposed Three Notched Trail between Crozet and Charlottesville was cited as an example.
- Consider small improvements to roads in rural areas for walking and biking – start with small projects and phase over time to keep upgrades affordable. Examples cited were fixing/widening shoulders, including on Route 810.
- Consider a bike/pedestrian bridge over the Rivanna River.
- Explore golf cart paths.

Public Transit

- Designated lanes for public transit should be explored so that buses can move more efficiently. Route 29 was cited as an example.
- Consider the needs of those who want to age in place and may not be able to drive in the future but would still like to stay in their current homes. This includes having transit stops closer to and/or within more neighborhoods.
- Expand where public transit is offered to more areas of the County, including in the Rural Area. Regional transit should be explored as well (e.g. connecting to Greene and Orange counties).
- Park and ride options, include rural area connections, provide access to key areas in the county and Charlottesville.
- Support JAUNT and CAT – establish cost-effective funding.
- Transit needs to be frequent and reliable in order to increase ridership and be preferable to driving.
- Transit should be low cost or free for users.
- Offer fixed route transit or trolleys with transit loops. An example was given of a route to get from Forest Lakes to Hollymead Town Center.
- Transit stops need benches and shelters.
- Provide airport shuttles and ride connections.
- Consider on-demand ride services (including bus, van, car).
- Consider longer distance transit travel options, such as Charlottesville to Richmond.
- Make it easy to put bikes on buses.

Light Rail

- There is interest in exploring options for light rail and bus rapid transit to provide more public transportation options. Light rail between Crozet and Charlottesville was cited as an example.

Driving, Streets, and Road Maintenance

- Concern about infrastructure keeping up with growth , especially traffic and congestion. Some comments thought this indicated that growth should be slower, while other comments thought it was a reason to improve more transportation options so that fewer trips need to be made by driving.
- Provide more connections in the existing road network. Avoid cul-de-sacs as much as possible, as they do not provide connectivity. Provide more options outside of major/main roads (e.g. Rio Road and Berkmar Drive as alternatives to Route 29).
- Consider how autonomous vehicles could impact our roadways and infrastructure.
- Single occupant vehicles will remain important over next 20 years.
- Provide more streetlights on major corridors.
- Safety is a concern, especially drivers exceeding speed limits and going through red lights. Safety was a concern for people walking, biking, and driving.
- For many locations in the rural area, driving is likely to be the only feasible option for most trips.
- Improved road quality desired in the rural area.
- Consider rest areas along rural highways.
- Provide more attractive street corridors with more street trees.

Q3: What options might support your transportation preferences? (Avg. ranked priority order, 1 = highest)

Additional pedestrian infrastructure: all ages & abilities (e.g. sidewalks, crossings, signals, etc.)	1
Additional biking infrastructure: all ages and abilities (e.g. shared use paths, trail connections, protected bike lanes, etc.)	2
Reduced traffic congestion through road/ intersection improvements (e.g. changing traffic signal timings, additional lanes, redesigning intersections)	3
Public transportation that runs more frequently and reaches more areas of county	4
Improved roadway maintenance on existing roadways	5
Large network of parking areas designated to carpooling, ride/carshare, E- vehicle charging	6
Wider range of shared transportation options (e.g. shared bikes, scooters, etc.)	7

Carpooling and Ride-sharing

- Provide more opportunities or incentives for ride-sharing and explore options for volunteer drivers to help other community members access appointments and daily needs.
- Explore on demand ride-share and include e-vehicles.

Electric Vehicles (EV)

- More EV charging stations are needed throughout the county.
- More public transit and JAUNT vehicles should be electric.
- Consider e-vehicle incentives.
- Consider e-bike rebates.

Parking

- Reducing parking requirements would decrease the amount of impervious surface.
- Parking lots should include tree coverage and solar panels to provide shade.
- Some street parking spaces could instead be used for restaurants/outdoor seating.

Land Use and Transportation

- Allowing more dense and mixed use development makes walking, biking, and public transit more feasible. Developments should be well-designed so that walking and biking is safe and accessible and that there are a variety of uses nearby to walk or bike to. If people are going to walk and bike, they need useful destinations to walk and bike to.
- The cost of housing locally leads to commuters needing to live outside of Albemarle County and commute in. More affordable housing options in the county are needed.

Economic Development

Workforce Development & Job Opportunities

- Enhanced job training opportunities are needed, such as:

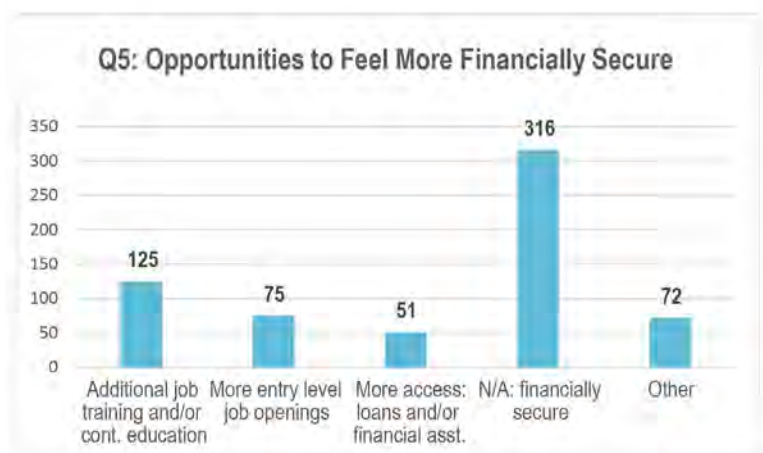
- » Vocational training, and job entry training, especially for trades and technical jobs that do not require four-year degrees. Should include training on new technologies and computer programs.

- » Training for specific groups - career change, senior work force, non-English speakers, disabled adults, etc.

- » Apprenticeship training

- » Employer demand training to meet economic market (example: Vector Space)

- » Career education training in school



- » Financial literacy education in school
- » Linguistics training
- Support PVCC and CATEC.
- Provide better pay for teachers.
- Invest in county public schools and address over-crowding.
- Desire for greater access to entry level and mid-level jobs.
- More livable wage jobs are needed.
- Support career growth and advancement opportunities.
- Need more assistance for people applying for jobs, especially those with a disability.
- Could encourage more trade and technical businesses to locate in the county so that they can provide pathways for learning trade skills.
- Regional coordination is needed for workforce development and training.

Business Support

- Support is desired for specific industries including: agriculture, tourism, tech, bio-tech, artisans, and craft businesses.
- More service businesses are desired, such as restaurants, grocery stores, and entertainment.
- Provide financial support for businesses.
- Support is needed for minority businesses.
- Attract new jobs to the county, including manufacturing jobs.
- Provide space for start-ups, entrepreneurs, incubators, and shared workspaces.
- Provide more support for home businesses/home occupations & reduce restrictions.
- Commercial and business taxes are too high, including tourism and restaurant taxes.
- Provide support and incentives for green and environmentally-friendly businesses.

Q6: What options might support your future career or business needs? (Avg. ranked priority order, 1 = highest)	
Provide support for business growth, including entrepreneurship and startups	1
Provide support for "career ladder" job growth	2
Identify appropriate new locations for light industrial, research & development, flex, office growth	3
Identify appropriate new locations for commercial/retail growth (e.g. shops, restaurants)	4
Provide support for "entry level" job growth	5
Reduce zoning and land use barriers for business expansion and development	6

Development and Land Use

- Facilitate business location and development, including availability of land and infrastructure.
- Support infill and adaptive reuse of buildings, especially vacant commercial and office space.
- Commercial businesses should be clustered & strip development should be avoided.
- Reduce barriers for land development, permitting, and construction.
- Reduce restrictions for some site design requirements, such as parking.
- Streamline the development process (for both businesses and housing).

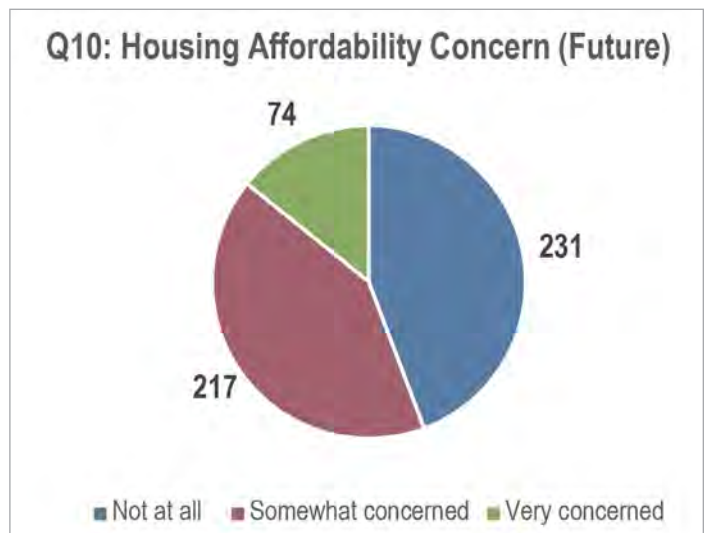
Local Workforce

- Support affordable housing so that workers can reside within county and close to their place of employment. Example cited that local restaurants are having a hard time finding employees.
- Better transportation is needed, including improved pedestrian and bike infrastructure and improved transit.
- There is a need for more childcare options, after school care, and options that are less expensive. Expensive childcare can create a barrier for accessing employment.
- Broadband and internet support is needed for remote working.
- Affordable healthcare options are needed.

Housing

Housing Affordability

- Housing affordability is a significant concern. Some current residents worry that their children will not be able to afford to stay in Albemarle County after they graduate high school if they want to stay. There is also a need for housing that is affordable to people employed in Albemarle County.
- Support programs for first time home buyers.
- Improve affordable housing requirements and better access affordable housing for both renters and buyers.

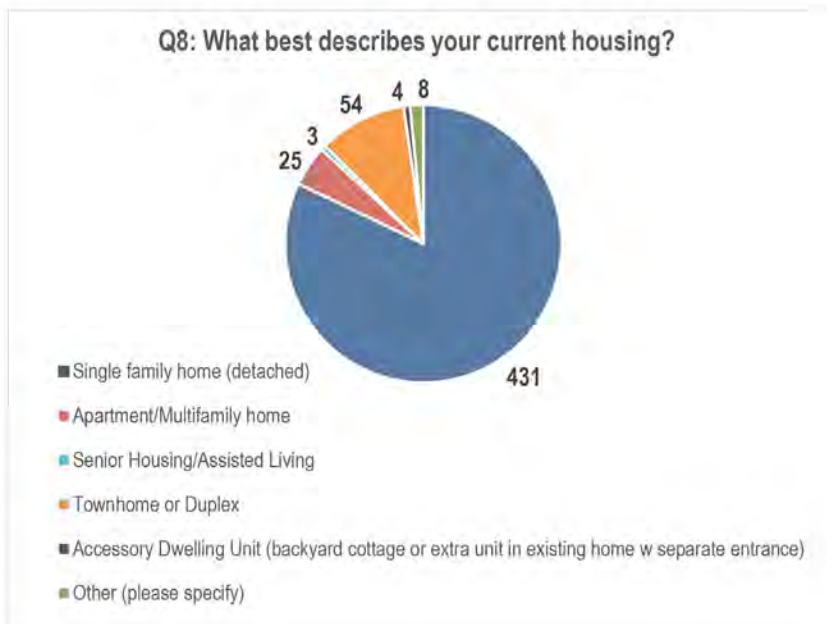


- Provide effective rent control for renters.
- Increasing property assessments (and therefore property taxes) affect housing affordability and the ability to remain in a community.
- Both for sale and for rent affordable options are needed.
- Support repairing and maintaining current homes, especially as community members sometimes cannot afford to move elsewhere.
- Affordable housing should look like market rate housing.
- Concern that investors keep buying and flipping houses.
- New development should have more affordable housing units.
- Higher densities should be allowed around transit nodes to provide more affordable housing options near public transit.
- Partner regionally to address affordable housing.

“My wish for the future is that my children could afford to live in this area too”
–Pop up comment (housing topic)

Need for Different Types of Housing

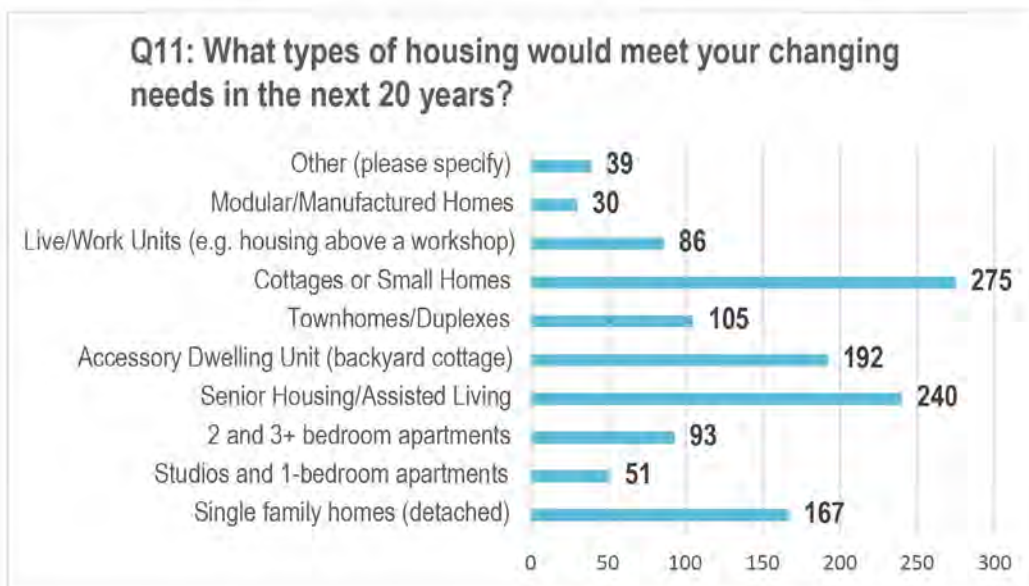
- Tiny houses should be allowed as a housing type.
- Have more neighborhoods with shared spaces and amenities, such as community centers and community gardens.
- There are not enough housing options for smaller household sizes, first time home buyers, and households looking for smaller units (downsizing). Many new units being built are larger and more expensive.



- More multi-family housing and middle housing options are needed.
- More accessory dwelling units are needed.
- Co-housing communities and clustered developments can allow sharing land and common space.
- Need more outdoor space for townhomes and apartments, such as balconies and access to nearby parks and trails.
- There is not enough design variety in housing with too many cookie-cutter developments.

Aging and Housing

- More single level homes that are accessible for those with impaired mobility are needed to allow aging in place.
- Aging in place needs to go beyond housing - include transportation, healthcare, and daily needs.
- Lawn care support for seniors is needed.
- Have rate caps to make housing affordable for seniors.
- Assisted living and retirement communities should be located in walkable areas and should have access to public transportation.
- Support affordable senior housing.
- More assisted living and senior living communities are needed. Many respondents felt they or someone they know would need assisted/senior living in the next 10 years.
- More condos, apartments, and townhouses should have elevators for accessibility needs.



- There should be more small unit housing options for aging in place.
- Accessory dwelling units can provide options for aging in place and having family members be able to help with care and live nearby.
- Concern that tax rebate for qualifying elderly community members is not sufficient; some people make just above the requirement but still struggle to afford housing costs.

Transportation and Housing

- More accessible transit stops are needed near housing, especially for seniors.
- Neighborhoods should have options for safely walking and biking.

Energy Efficiency

- More public EV charging stations are needed, otherwise community members in apartments and townhomes may not have options to charge electric cars.
- New homes should be energy efficient.
- Incentives could help with energy efficient upgrades to existing homes (e.g. solar panels).
- Support lawn care alternatives that are lower maintenance and better for the environment, such as hardscaping to reduce water consumption.

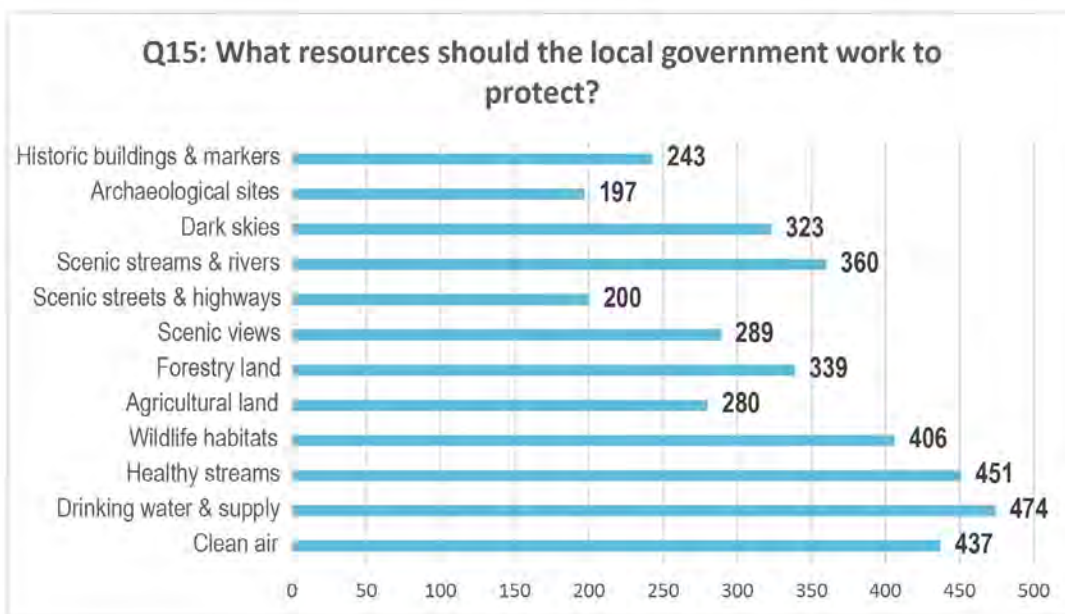
Q12: What options might support your future housing needs? (Avg. ranked priority order, 1 = highest)

More housing in locations that are walkable, bikeable, or have public transit options for accessing services, recreation amenities, & jobs	1
Support for necessary maintenance and energy efficiency upgrades for existing homes	2
More flexibility in neighborhood layout and design to support smaller housing types (e.g. smaller yards, houses closer together, reduced parking requirements, houses built around shared open space)	3
Accessory Dwelling Units in more locations	4

Natural, Historic, Scenic and Cultural Resources

Natural Resources

- Have stronger protections for biodiversity and native species.
- Protect the tree canopy by retaining existing trees (including by using developer incentives), supporting tree replacement, and making sure trees do not conflict with utilities.
- Protect waterways and wetlands, and the public drinking water supply. Improve water quality and stream/riparian buffers.
- Improve stormwater management with more permeable surface options.
- Support conservation easements and provide more land conservation tools.
- Protect natural resources and green spaces in the Development Areas (not just in the Rural Area).
- Support green residential practices, such as rainwater capture, green lawn practices and/or landscaping, and backyard habitat protection.



Scenic Resources

- Preserve dark skies and improve lighting requirements.
- Protect scenic views, scenic streams, and scenic rivers.

Historic Resources

- Increase requirements for historic preservation and provide incentives.
- Improve historic preservation in villages and crossroad communities in the Rural Area.
- Improve entrance corridors.
- Have more historic markers in the county.
- Share more inclusive histories with historic preservation efforts.
- Support tourism with historic preservation.

Climate Resilience

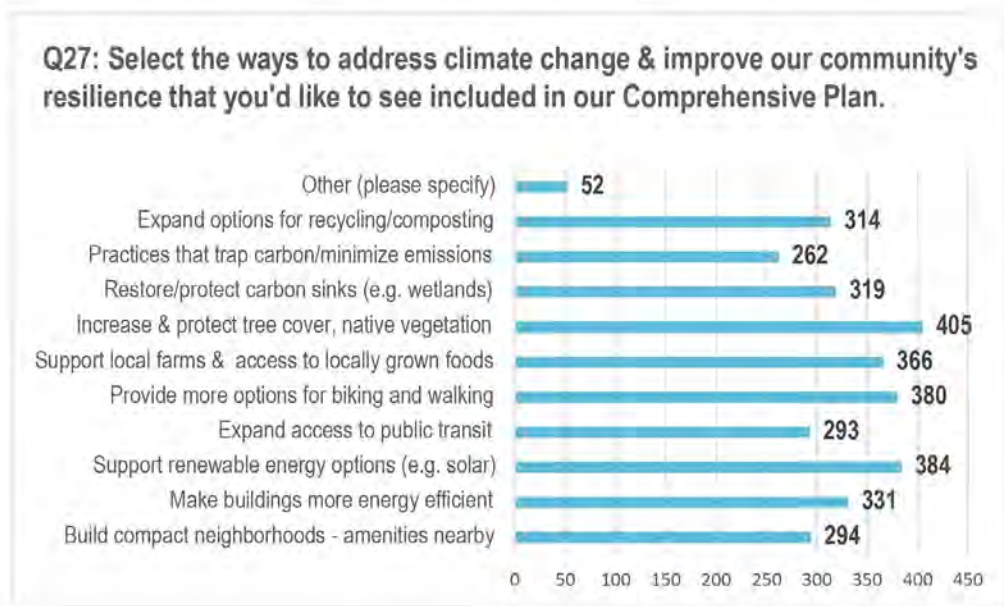
- State and regional cooperation is needed to address climate change.
- Disaster preparedness is essential, including preparing for power outages.
- Protect against flooding, including with improved stormwater management. There is concern about potential future flooding impacts.
- Protect against heat impacts, drought, and forest fires.
- Support solar and renewable energy, including utility scale solar.
- Support sustainable agriculture and forestry practices, local food systems, and community gardens to help mitigate climate impacts.
- Encourage waste reduction (including by providing incentives and through education initiatives) and expand recycling programs.
- Provide energy savings incentives.

Q17: How would you prioritize the following ways to protect our historic and cultural resources? (Avg. ranked priority order, 1 = highest)

Provide additional incentives to property owners to preserve historic and cultural resources.	1
Provide more information about local historic and cultural resources in walkable areas such as parks and along trails.	2
Adopt regulations to protect historic & cultural resources.	3
Expand the types of uses that are allowed in historic structures to support heritage tourism.	4
Require documentation of historic structures prior to demolition.	5
Establish a local historical marker program.	6

Q16: How would you prioritize the following ways to protect natural resources to improve our community's resilience to climate change? (Avg. ranked priority order, 1 = highest)

Restore degraded streams and wetlands to improve habitat and flood resiliency.	1
Reduce stormwater runoff and pollution into waterways through more rain gardens, green roofs, pervious pavement, bioswales, and other green infrastructure.	2
Increase the use of land conservation tools (e.g. conservation easements) to prevent habitat fragmentation and development in natural areas and on agricultural lands.	3
Increase protection of existing trees and/or plant trees in other places to offset where they have been removed.	4
Require the use of native trees and plants with new development.	5

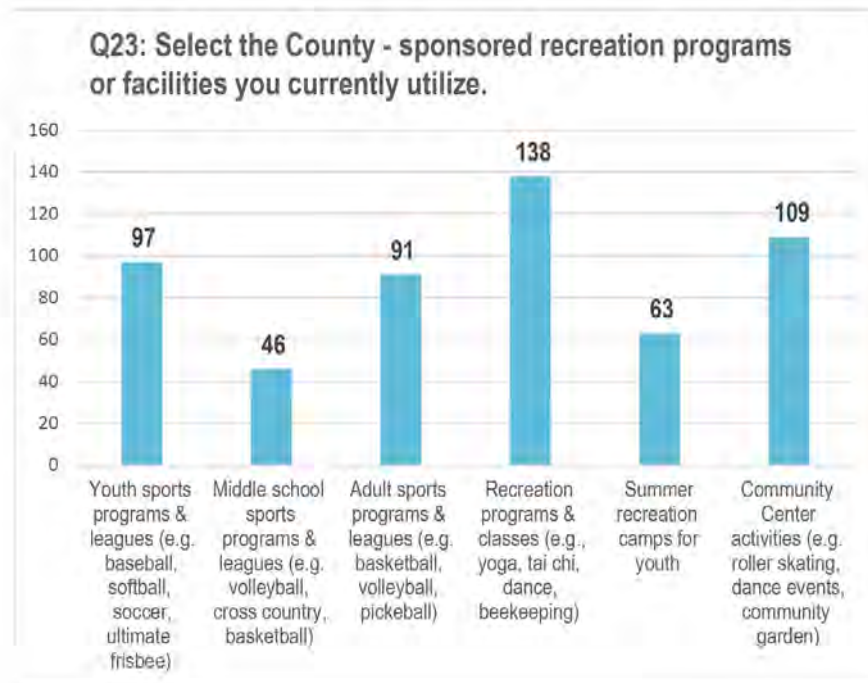


Parks and Recreation

Recreation Programs, Amenities, and Facilities

- Provide more recreational opportunities in the evening (outside school/work hours).
- More recreation areas and programs for teenagers are needed. Crozet was cited as an example, where there are places for young kids but not teenagers. Could look at skate parks, 'ninja warriors' type of parks, and other options.
- Provide more of the following programs, amenities, and facilities:
 - » Indoor recreation options
 - » Sports courts
 - » Splash parks and pools
 - » Parks (throughout the county)
 - » Community gardens
 - » Expanded water access & boat launches (especially for Rivanna River)
 - » Pocket parks (and parks in general) in the Development Areas

Q25: What options might support your recreation needs in the future? (Avg. ranked priority order, 1 = highest)	
Provide more greenways and trails with increased bicycle and pedestrian connectivity to trails and parks from neighborhoods	1
Increase parks and green spaces within the Development Areas	2
Provide equitable access to parks and greenways facilities, including the expansion of facilities in areas where they are currently lacking	3
Increase parks and green spaces within the Rural Area	4
Enhance water recreation opportunities and 'blueways' (water trails for boating or paddling)	5
Expand recreation programs and events/activities in the county	6
Improve accessibility in parks and on trails, including for wheelchair and stroller use	7
Increase summer camp opportunities	8



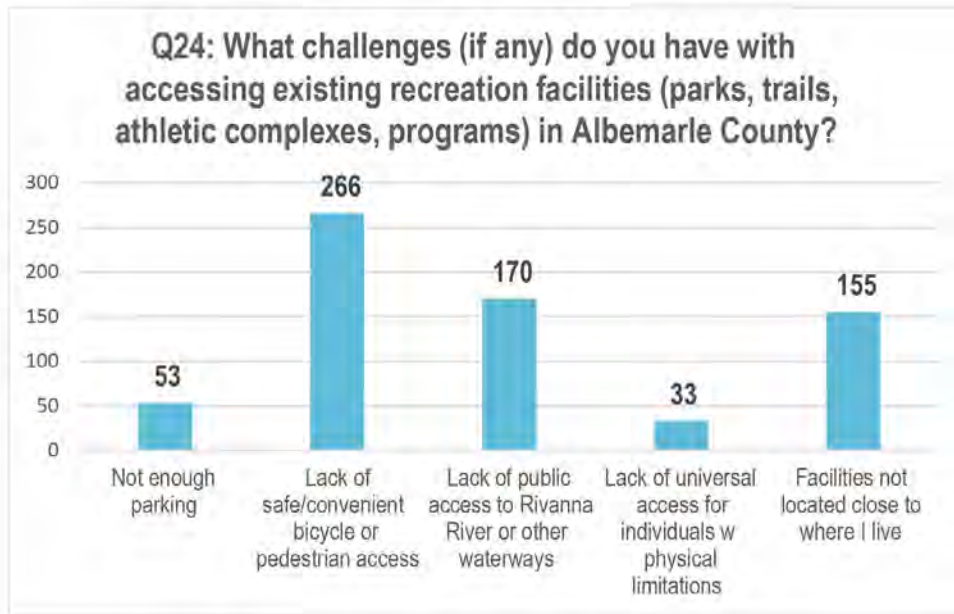
- Preserve more natural and green spaces (without clearing and amenities construction).
- Have more opportunities to access to nature and to view local plant and animal life.
- Have more public places for live music and entertainment.

Greenways and Trails

- Expand the greenways network (Raleigh area noted as example).
- Develop the Three Notched Trail. Comment that, if the Three Notched Trail is built, the National Bike Route should be re-rerouted there.
- Provide more horse trails.
- Improve options in the Development Areas for walking, biking, and taking transit to get to parks and trails.

Parks Access

- Improve accessibility to parks and facilities, especially for wheelchairs and strollers.
- Improve signage and wayfinding on parks and trails.
- Provide better parking options.
- Add more picnic tables and benches.
- Parks are important for supporting more housing.



- Provide more accessible public restrooms at public parks.
- Continue to provide access to school recreation facilities and playgrounds for nearby residents.

Community Facilities and Land Use

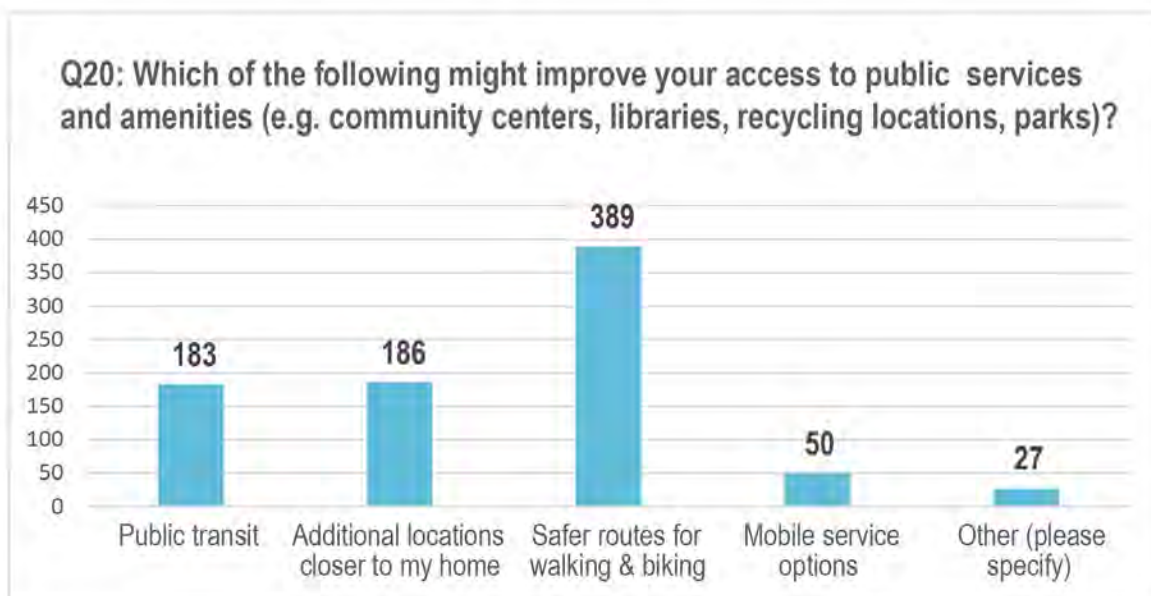
Infrastructure and Service Needs

- Provide and improve broadband and cell service. This is important for accessing jobs as well.
- Provide additional libraries and services at libraries. Example cited of the need for a library in Southern Albemarle.
- Improve emergency services (e.g. fire, rescue/EMS, police).
- Provide more community centers, parks, natural areas, greenways, and trails.
- Improve school capacities, reduce overcrowding, and make sure there are sufficient buses available. Have more coordination between the School Board and the Board of Supervisors.
- There is a need for more affordable pre-school and day care options. More after school activities and care options are needed. The Boys and Girls Club was cited as an example of a strong existing program, but more are needed.
- Provide more recycling centers and more education about recycling options. Recycling options and methods are currently confusing.
- Encourage more farmer's markets.
- Ensure the county has adequate water supply, especially with increasing risks from climate change such as heat and droughts.

- Infrastructure needs to keep up with growth, especially school capacity and transportation.
- More healthcare facilities and supportive services are needed.
- County needs an adequate and resilient power and electrical network to withstand extreme weather storms and the greater demand with less use of fossil fuels.
- Coordinate with Charlottesville and UVA for shared and regional issues.
- Consider that more people may move here from coastal areas of Virginia due to climate change/sea level rise.
- Current agricultural areas in coastal Virginia locations may be lost due to saltwater infiltration and rising sea levels and may have to be re-established further inland.
- Some comments felt that the current level of service in the Rural Area is adequate, and that there is no need for additional services in the Rural Area. There is concern that additional services could lead to additional residential development in the Rural Area.

Accessing Community Facilities

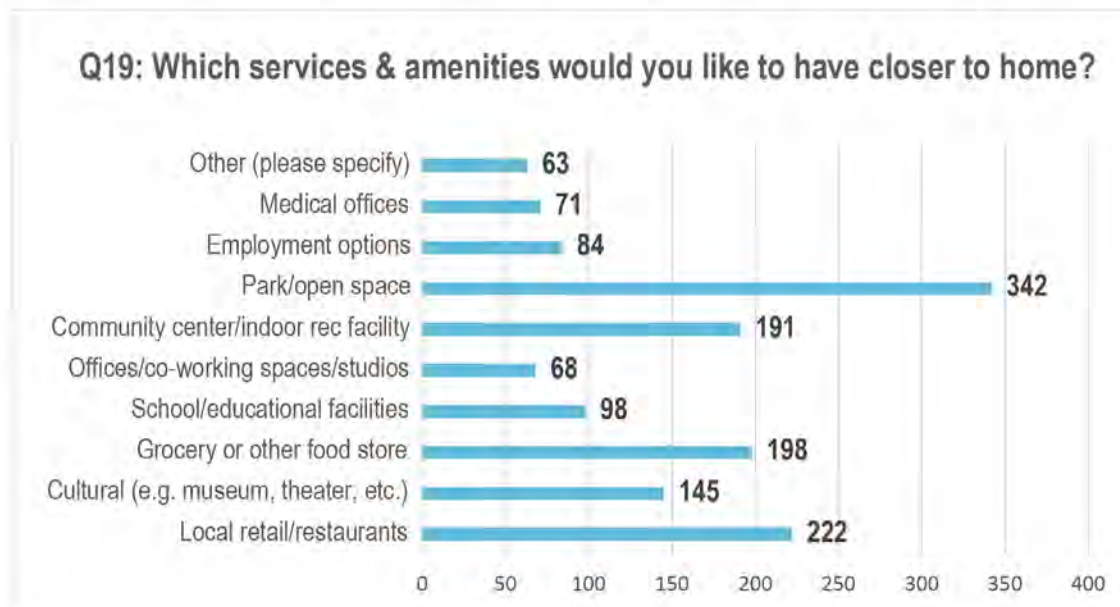
- Provide more transportation options to access public services and facilities, including local and regional transit and safe options for walking and biking.
- Provide more sidewalks, bike lanes, footpaths, and trails to get to these locations.
- Implement road improvements to handle traffic and safe places for walking and biking.



Infill and Redevelopment

- Redevelopment projects allow for use of existing infrastructure and structures in locations that have already been developed. Commercial buildings, shopping malls and office buildings that have closed were cited as examples.
- Avoid having new development or redevelopment that is “a series of disconnected parking lots”.
- Some comments mentioned concerns about gentrification, especially with rising housing costs and assessments.

Land Use and Development Patterns

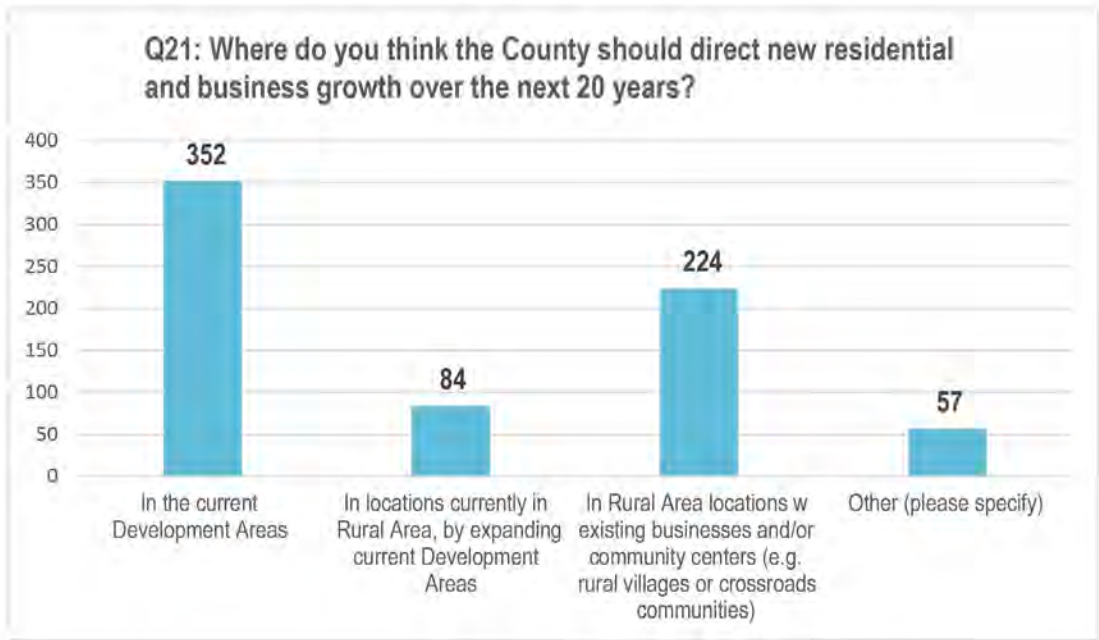
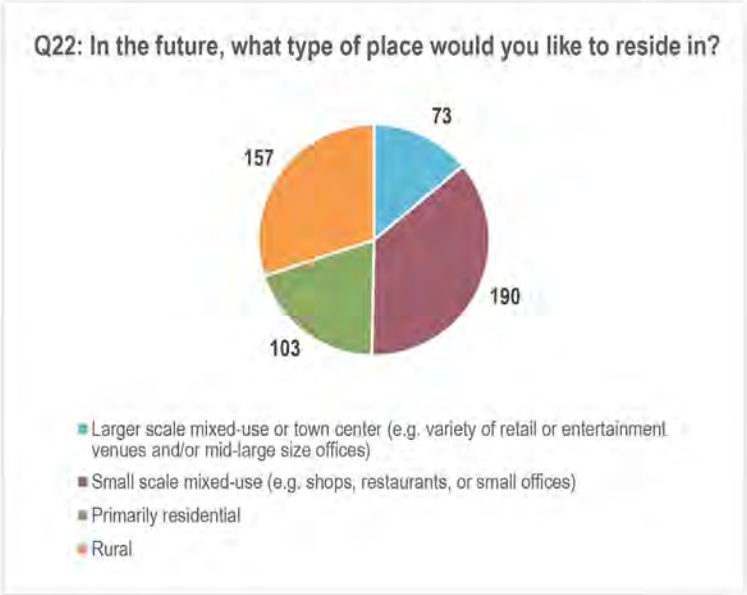


- Consider walkable mixed-use ‘hubs’ throughout the county, not just centered around the City. Some could be similar to the City’s downtown mall to reduce the need to drive into Charlottesville for services and amenities.
- Some comments noted an interest in better access to retail and services (including by walking), such as grocery stores, services for daily needs, day care centers, neighborhood businesses, gyms, dry cleaners, restaurants, coffee shops, pharmacies, and gas stations.
- Avoid strip malls and sprawl.
- Concern with some places having denser development on small lots. Balance higher densities with quality and character of the site and provide open areas/green spaces.
- Allowing taller buildings in some places could provide more opportunities for housing

- Some comments noted an interest in more commercial and recreational options in the Rural Area, such as a place to pick up a cup of coffee or get gas. Others noted concern about potentially encouraging additional residential development as an unintended side effect.

- Some comments expressed a desire to maintain the existing Development Areas/Rural Area boundaries and avoid an expansion of the Development Areas.

- Some comments felt that Board of Supervisors approvals of some development applications are not consistent with Master Plan recommendations.
- Improve the impact analysis for development review, including for schools and roads.
- Have better public access to development applications.



Q28: Select the ways to advance equity that you'd like to see included in our Comprehensive Plan.



Climate action and equity will be incorporated into each Comp Plan topic

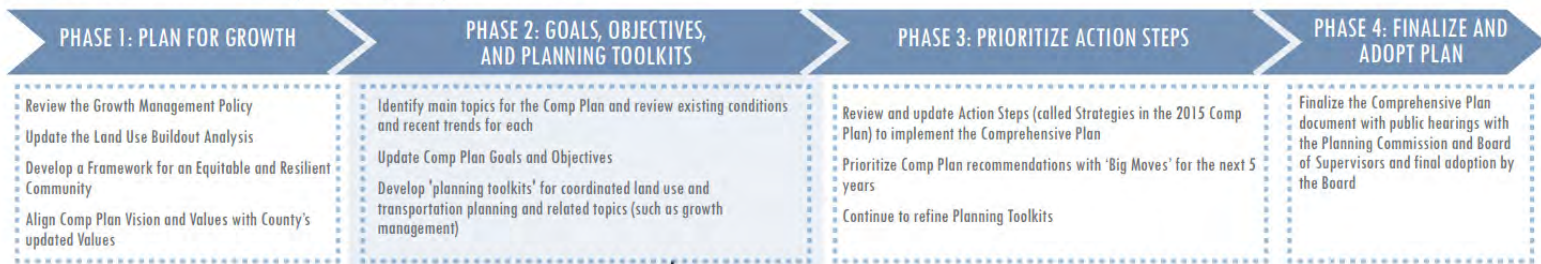
Step 2: Planning Toolkits

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

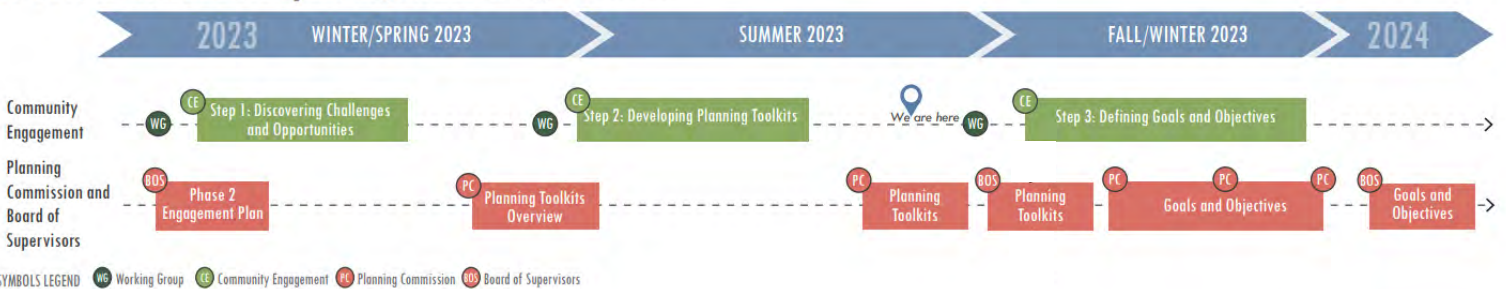
Planning Toolkits

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

AC44 Albemarle County 2044 | Project Phases



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AC44 Project Phases and Phase 2 Timeline

Step 2 Questionnaires

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

Open House Events

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



Working Group

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

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

Phase 2, Step 2: Engagement Summary

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

Activity Centers in the Development Areas

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

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

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

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

Activity Centers

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

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

Multimodal Transportation

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

Factors for Future Development Areas Expansion

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

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

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

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

Considerations for How and Where

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

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

Considerations for When (Timing)

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

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

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

Rural Crossroads Communities

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

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

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

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

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

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

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

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

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

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

Transportation in the Rural Area

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

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

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

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

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

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

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

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

Rural Interstate Interchanges

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

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

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

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

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

Comments on no or minimal change

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

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

Comments on potential changes to land uses at rural interstate interchanges

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

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

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