

# AC44 Comprehensive Plan

## Revised Development Areas Land Use Chapter and Community Design Guidelines



Board of Supervisors  
April 2, 2025

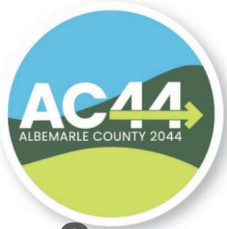
# Work Session Agenda



- Setting the Stage
- Community Design Guidelines
- Revision Discussion – Summary
- Upcoming Schedule



# Direction Topics



**Do the document revisions/additions align with your expectations?**

- Development Areas Land Use
- Community Design Guidelines

**Anything missing?**



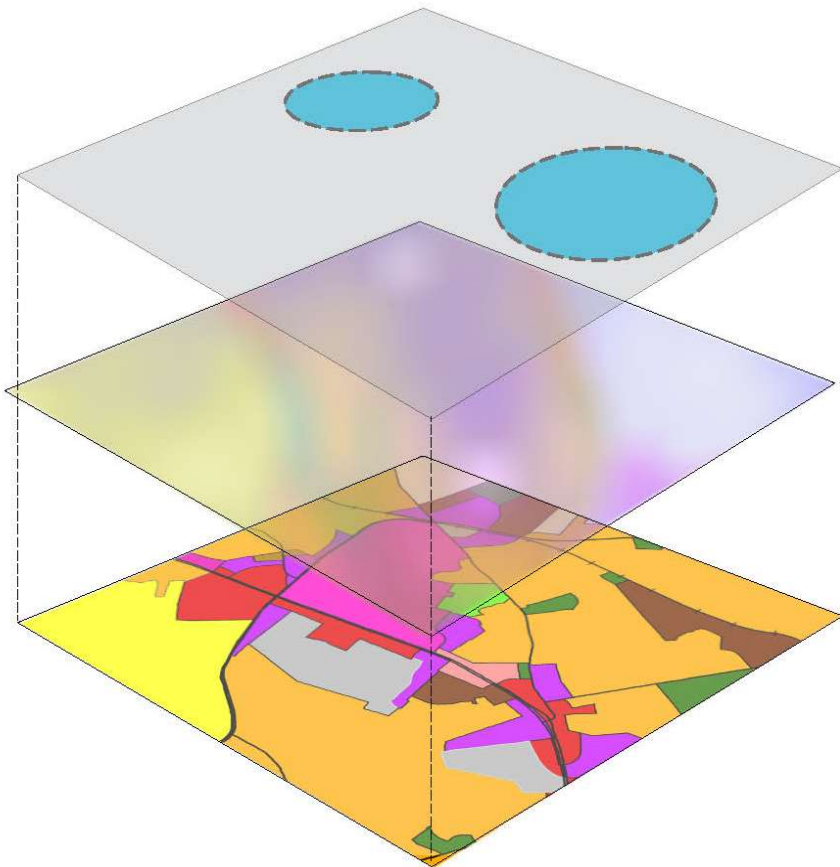
# Development Areas Land Use Goal



- Thriving, walkable, and mixed-use
- Variety of housing types
- Multimodal transportation connections to goods, services, employment opportunities, and parks and natural areas
- Tree coverage and protected natural features
- Redevelopment, infill, and adaptive reuse



# Land Use Tools



## ACTIVITY CENTERS

Overlays that modify the land use designation standards. In most cases, the Activity Centers will recommend more mixed use and high density than the underlying land use designation.

## COMMUNITY DESIGN GUIDELINES

These guidelines apply across all land use designations and recommend best practices for design in areas such as transportation, building design and site layout.

## LAND USE DESIGNATIONS

These are the recommended future land uses for each parcel of land. A table of recommended uses, design standards and densities for each type of land use is provided in the Land Use chapter.



# DA Land Use Chapter Revisions



Summary of changes:

1. Addition of Major Findings and Trends
2. Future Land Use Map (FLUM) – separated publicly accessible parks and open space from private open space.





# DA Land Use Chapter Revisions



## Summary of changes:

1. Included Multimodal Strategic Plan connection as part of Activity Centers.
2. Added “Protecting and Increasing Access to Nature” in the Development Areas chapter.
3. Actions for both chapters were updated as a result of direct feedback from PC and BOS



# Schedule



**CHAPTER REVISIONS**  
**DA Land Use &  
Community Design  
Guidelines**  
BOS: April 2 (today)

**THRIVING ECONOMY**  
PC : March 11  
BOS April 16 (+ CFI)

**COMMUNITY  
FACILITIES +  
INFRASTRUCTURE**  
PC: March 25  
BOS: April 16 (+ TE)

**HOUSING**  
PC: April 8  
BOS: May 7

**TRANSPORTATION**  
PC: May 6  
BOS: May 28

**CULTURAL RES. &  
COMMUNITY  
RESILIENCY**  
PC: May 13  
BOS: June 4



# Direction Topics



**Do the document revisions/additions align with your expectations?**

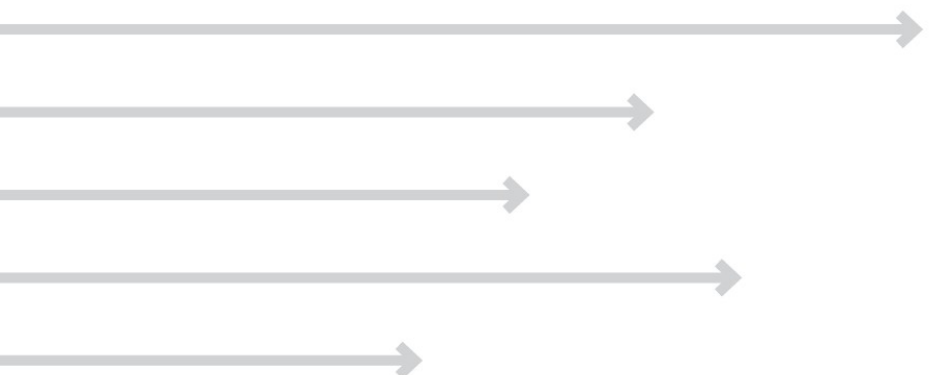
- Development Areas Land Use
- Community Design Guidelines

**Anything missing?**





# Back Pocket Slides



## IMPLEMENTATION

OBJECTIVE	DALU 1: <i>Increase the use of infill, higher density development, adaptive reuse, and redevelopment in the Development Areas.</i>
ACTION	
1.1.	Update the Zoning Ordinance to support infill, adaptive reuse, and redevelopment especially in Activity Centers.
1.2.	Update the Zoning Ordinance to allow residential uses in commercial zoning districts by-right in some locations, especially in Activity Centers.
1.3.	Develop public realm standards for Activity Centers and other identified mixed-use corridors to include elements such as shade trees, bike parking, street furniture, pedestrian-level lighting, and other elements that are consistent with the Community Design Guidelines.
1.4.	Coordinate with VDOT for approval of urban street standards that are consistent with the DRPT Multimodal Design Guidelines.
1.5.	Update the County's lighting requirements to reduce light spillover, glare, and excessive brightness, prioritizing a safe environment for pedestrians and bicyclists, especially in mixed-use areas like Activity Centers.
1.6.	Use equitable and sustainable community and building design guidance to inform updates to standards and requirements, such as the American Institute of Architects' Framework for Design Excellence and Whole Building Design Guide's Green Building Standards and Certification Systems.
1.7.	Establish incentives and identify opportunities for public-private partnerships to support redevelopment of underutilized areas in the Development Areas where infrastructure is already in place, such as for structured parking or connecting to public water and sewer.
1.8.	Update the land use buildout analysis as set under the "Development Area Utilization Review" section in Part II. If estimated supply does not seem to sufficiently exceed estimated demand, consider how other recommendations in this Plan could be leveraged to increase the capacity within the existing Development Areas.
1.9.	Monitor the proportion of development occurring within the Development Areas compared with the Rural Area. If the proportion of residential development begins to increase in the Rural Area, develop options for further encouraging and directing growth to the Development Areas and discourage subdivisions in the Rural Area. [2024 baseline: 17% new dwelling units in the RA]
1.10.	Continue participation in LUEPC and the Three-Party Agreement, including by coordinating with the University of Virginia on recommended land uses for Areas A and B in the Development Areas.



<b>OBJECTIVE</b>	<b>DALU 2: Increase the number of jobs and housing units in designated Activity Centers and Employment Districts.</b>
<b>ACTION</b>	
2.1.	Reduce or eliminate vehicle parking requirements, especially for non-residential land uses and in designated Activity Centers. Investigate parking maximums and shared parking requirements, especially in Regional Centers.
2.2.	Establish a policy that encourages developers to support multimodal transportation infrastructure and program investment in exchange for a reduction in the minimum number of parking spaces needed for a development.
2.3.	Update the County's residential bonus density requirements to remove the minimum lot size and street frontage requirements to allow for additional open/natural/recreational space to be retained and for amenity-oriented lots.
2.4.	Identify and fund Capital Improvement Program (CIP) projects that would support Activity Center development, such as multimodal transportation facilities, public parks and plazas, and other public infrastructure.
2.5.	In Employment Districts, use tools, partnerships, and funding sources such as Capital Funding Grants and CDBG Community Improvement Grants to support employment-generating land uses, especially those that are consistent with the County's Target Industries.
2.6.	Update the Zoning Ordinance to allow data centers in the Development Areas in locations zoned for industrial uses. Use performance standards to address and mitigate potential impacts.
<b>OBJECTIVE</b>	<b>DALU 3: Invest in existing neighborhoods in the Development Areas with increased connectivity and equitable access to Activity Centers, parks, open space, and community facilities and services, and infrastructure improvements that prioritize under-served communities.</b>
<b>ACTION</b>	
3.1.	Allow small-scale commercial uses along major off-road connections and greenways used by pedestrians and bicyclists. Small-scale commercial uses could include kiosks, food/drink stands, mobile libraries, and food trucks.
3.2.	Use a Multimodal Systems Planning approach to coordinate land use and transportation planning in the Development Areas, including connecting Activity Centers, Employment Districts, dense residential development, schools, parks, and other key destinations.
3.3.	Coordinate with the Town of Scottsville on shared areas of interest, including opportunities for transportation improvements, parks and trails, and other public infrastructure projects, as well as opportunities for enhanced social/human services and affordable housing projects.
3.4.	Integrate new public facility location choices with transit route, walking and biking infrastructure development and broadband/digital access capacity.
3.5.	Collaborate with a representative range of community members to identify equitable and accessible locations and services for new public facilities.
3.6.	Incorporate publicly accessible trails and greenspaces and opportunities for contact with native ecosystems in the design of community facilities and public gathering spaces.



	design.
4.7	Explore creating incentives or requirements in zoning and development processes for green infrastructure, including for stormwater management (cross reference Environmental Stewardship Chapter Action 2.2) and for transportation infrastructure (cross reference Transportation Chapter Action 9.1). Prioritize areas with significant impervious surface and higher heat vulnerability from the heat island effect.



OBJECTIVE	DALU4: Increase access to nature, green infrastructure, and tree coverage in the Development Areas.
ACTION	
4.1.	Update the street tree requirements in the Zoning Ordinance to provide appropriate spacing, soil volume, and buffers, and to require native species and increase biodiversity to ensure street trees can thrive and are more resilient to pests and disease.
4.2.	Develop and apply tiered standards for tree coverage that are tiered based on residential density and intensity of non-residential uses.
4.3.	Create grading and tree preservation requirements and/or incentives for new development and update the tree replacement requirements.
4.4.	Collaborate with local partners, community organizations, and property owners to preserve and protect clusters or 'groves' of healthy and native canopy trees and to plant native street trees along corridors with few or significant gaps in street trees. Use data such as existing tree canopy and Tree Equity Score to prioritize tree planting locations.
4.5.	Coordinate with VDOT to minimize the impact of street trees on VDOT infrastructure through the use of appropriate tree species.
4.6.	Evaluate the requirements to join the Biophilic Cities Network and pursue the application to become a member locality. Engage with the City of Charlottesville, the Town of Scottsville and the TJPDC for a regional approach to improving access to nature and integrating nature with urban
OBJECTIVE	Activity Centers, parks, open space, and community facilities and services, and infrastructure improvements that prioritize under-served communities.
ACTION	
3.1.	Allow small-scale commercial uses along major off-road connections and greenways used by pedestrians and bicyclists. Small-scale commercial uses could include kiosks, food/drink stands, mobile libraries, and food trucks.
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3.3.	Coordinate with the Town of Scottsville on shared areas of interest, including opportunities for transportation improvements, parks and trails, and other public infrastructure projects, as well as opportunities for enhanced social/human services and affordable housing projects.
3.4.	Integrate new public facility location choices with transit route, walking and biking infrastructure development and broadband/digital access capacity.
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## LAND USE

### INTENT

Throughout the Development Areas, provide a mix of land uses, a variety of housing types, and maintain a hard edge between the Development Areas and Rural Area.

### CONSIDERATIONS

1. Direct the majority of Albemarle's new residential (housing) and nonresidential (office, retail, commercial, industrial) growth will occur in the Development Areas.
2. Create a mixture of residential and non-residential uses to advance the goals of convenient access to work, to services, and to entertainment. Single use proposed projects will be evaluated on the adjacent types of uses and whether the use contributes to an overall mix of uses in the area.
3. Evaluate projects proposing one housing type only based on the nearby and adjacent housing unit types and whether the type contributes to an overall mix of housing types in the area. Build a full range of housing choices and housing types throughout Development Areas.
4. Review dedicated affordable housing units based on the **County's Housing Policy ('Housing Albemarle')** and the recommendations in the Housing element of AC44.
5. Maintain hard boundaries between the Development Areas and Rural Area, with mixed-use, dense, and compact development encouraged up to that boundary. Development in the Development Areas will be consistent with the applicable future land use designations and Activity Center place types and will not be reduced or be 'transitional'/suburban at the Development Areas edges.
6. Maximize the overall density within new developments, while conserving critical environmental resources, such as steep slopes, stream buffers, and wildlife corridors.
7. Recognize not all circumstances or properties are the same, and thus some of these Guidelines may not be suitable for all future developments.
8. Emphasize the re-use of existing Development Areas sites, especially outdated uses with large parking lots or existing uses with a relatively low residential density/ commercial intensity relative to the Future Land Use Map.



Photo credit:



Photo credit:





## TRANSPORTATION

### INTENT

Deliver safe, comfortable, accessible multimodal transportation options through a connected transportation network.

### CONSIDERATIONS

1. Develop a safe and comfortable pedestrian network including sidewalks on both sides of streets, crosswalks as needed for safe access, share use paths and trails, and connections to nearby or on-site recreation, commercial areas, schools, and other destinations.
2. Include access management strategies when planning improvements to through corridors and arterials and within Activity Centers.
3. Separate pedestrian infrastructure and protect pedestrians from vehicles. Create an urban environment with spatial enclosure along County streets to encourage walkability.
4. Separate bicycle infrastructure from vehicles on higher speed and higher volume roadways.
5. Provide safe and secure bicycle parking in commercial and employment areas and for housing units without garages. See guidance found in the **Association of Pedestrian and Bicycle Professionals' Essentials of Bike Parking guide**.
6. Provide safe and convenient multimodal transportation connections and infrastructure for all levels of users based on recommendations in the Transportation Plan Modal Emphasis maps and applicable small area plans.
7. Design streets to encourage traffic calming and slower driving speeds as outlined in the **National Association of City Transportation Officials (NACTO) Urban Street Design Guidelines**.
8. Connect streets within and between developments so pedestrians can easily bike or walk to many destinations, traffic has alternative routes, and car trips are reduced in number and length.
9. Connect new neighborhoods to existing neighborhoods, Activity Centers, and parks and open space. If road connections are found to be infeasible, provide bike and pedestrian connections.
10. Discourage cul-de-sacs and encourage connections throughout the site. Where cul-de-sacs are necessary, include pedestrian and bicycle connections to nearby streets.
11. Along existing and future transit routes provide transit stops with high-quality and ADA-compliant pedestrian infrastructure and shelters in coordination with transit providers.
12. Link transportation solutions in the Development Areas to land use policies and new development to expand opportunities to walk, bike, or take public transit.
13. Provide safe and secure bicycle parking/storage for multifamily residential, as well as for mixed-uses along the bicycle modal emphasis network and in all Activity Centers and Employment Districts.



Photo credit: City of Austin Transportation website



## SITE DESIGN

### INTENT

Provide spaces that are human scaled and enjoyable to utilize. Balance development with the protection and restoration of the natural environment. Design elements supporting the recommendations of the Environmental Stewardship chapter.

### CONSIDERATIONS

1. Plant street trees from the approved plant list at regular intervals within landscape buffers between the sidewalk and the road on all streets, with sufficient lateral and vertical space for trees to survive and thrive.
2. Relegate parking to the side or rear of buildings. Recess garages behind the line established by the front façade.
3. Primary building entrances will face the street (or amenity for amenity-oriented lots).
4. Screen parking lots/parking areas with landscaping and trees from residential, commercial, office, and mixed-use development.
5. Respect natural terrain especially slopes greater than 25% and slopes along waterways when developing.
6. Smooth out re-graded slopes as abrupt or steep grades are difficult to vegetate and maintain.
7. Preserve and enhance on-site historic, scenic and cultural resources, including through adaptive reuse as feasible and appropriate.
8. Provide lighting within the street right-of-way for transit stops and sidewalks/pedestrian paths/pedestrian crossings in mixed-use and commercial areas.
9. Focus increasingly dense and intense opportunities for a diverse range of housing options, jobs, goods, and services generating continuous activity in the Activity Centers.



Photo credit: Albemarle County Rio 29 Small Area Plan



Photo credit: City of Boston Complete Streets Design Guidelines





## PARKS, RECREATION, AND OPEN SPACE

### INTENT

Provide equitable and expanding access to public parks, trails, natural areas, and open space. Design elements that support the recommendations in the Parks, Recreation, and Open Space chapter and the County's Climate Action Plan are strongly encouraged.

### CONSIDERATIONS

1. Connect neighborhoods via trails to parks, natural areas, Activity Centers, and other key destinations like schools and shopping areas.
2. Balance providing recreational opportunities with conservation and/or restoration of habitat cores, wildlife corridors, and other significant natural areas and environmental features identified in the **Biodiversity Action Plan**.
3. Foster a well-developed open space system including public access to parks, trails, and open spaces so residents and workers can walk and bike to a public park, experience preserved natural areas and enjoy public gathering places.
4. Protect natural, historic, cultural, and environmental resources.



## REFERENCE: BEST PRACTICES

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

### LAND USE

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

### TRANSPORTATION

1. Enhance transit stops with elements such as benches, shelters, and bicycle parking.
2. Implement EV charging infrastructure, especially for multifamily, commercial, office, and mixed-use developments.
3. Construct green streets as a means to enhance the street and manage stormwater.
4. Discourage the vacation/abandonment of public rights-of-way and the construction of privately-owned roadways.
5. Support the expansion of micromobility devices especially in the Activity Centers.
6. Provide and require amenities that enhance the bicycling experience, such as parking, street trees and other shade structures, etc.

### SITE DESIGN

1. Redevelop and re-use existing infrastructure where feasible.
2. Encourage shared parking and parking reductions.
3. Dedicate parking for carpooling and EV charging.

4. Incorporate public art and wayfinding into building and site design, especially in mixed-use and commercial areas.
5. Provide shade and weather protection for pedestrians; transparent windows along the first floor of buildings especially along major corridors; benches and trash cans; outdoor patio spaces; public restrooms in mixed-use and commercial areas.
6. Utilize low-impact development (LID) best practices for stormwater management, such as bioswales, permeable pavement, rain gardens/bioretention swells, green roofs, and tree preservation.
7. Implement pavement options to reduce runoff and/or the heat island effect, such as permeable pavement and reflect/cooling pavements.
8. Implement renewable energy sourcing on site such as rooftop and parking lot solar.
9. Utilize renewable energy storage, e.g. batteries to store solar energy.

### PARKS, RECREATIONAL AMENITIES, AND OPEN SPACE

**Plant trees and plants from the approved plant list to reduce water dependency, increase survivability, and support wildlife.**

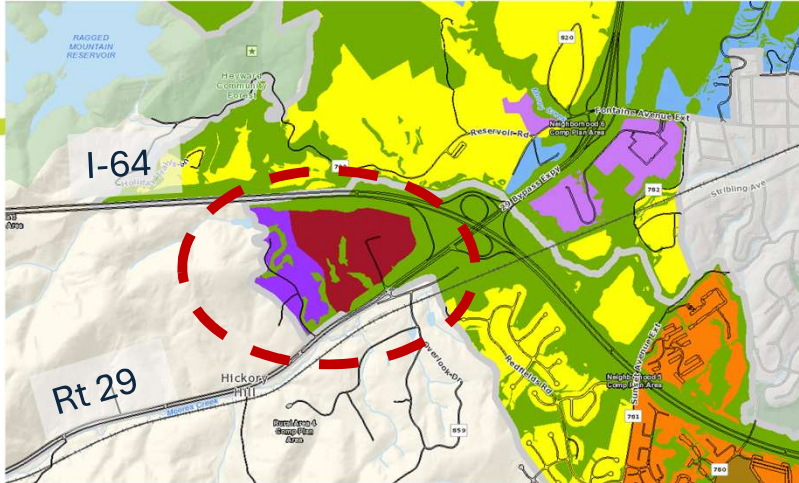
1. Implement creative on-site recreational amenities, including but not limited to natural playscapes, outdoor fitness equipment, obstacle course / "ninja" play equipment, solar-powered outlets / stations, and climbing walls or other climbing equipment.
2. Utilize areas in steep slopes, floodplain, and stream buffers as common or public open space, instead of having these environmental features on individual lots.
3. Design clusters or "groves" of native canopy trees to maximize the cumulative environmental benefits. Existing forested land cover should be conserved and/or restored where possible and appropriate.



## Slide 18

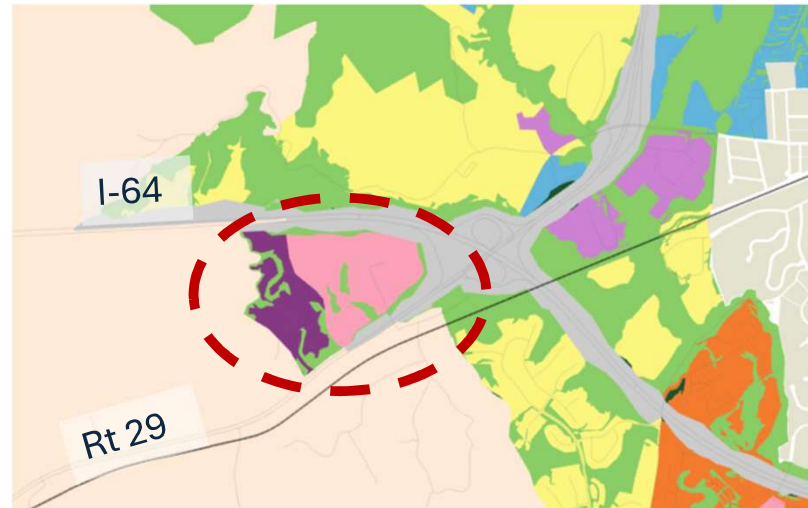
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**TK0** add backup slides for 2015 and AC44 FLUM comparison  
Tori Kanellopoulos, 2025-04-01T15:41:13.959



## Current FLUM (2015)

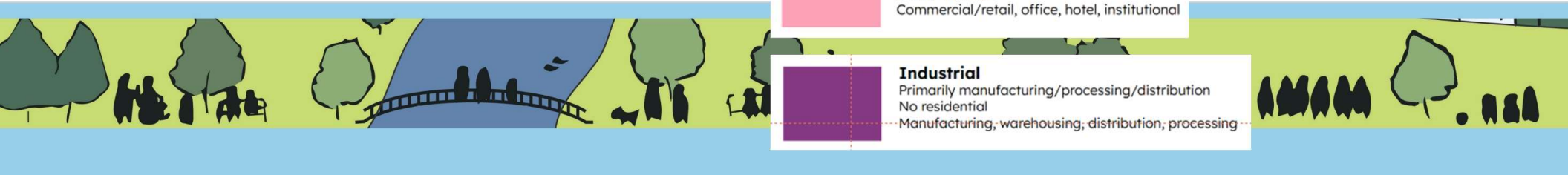
- |                     |  |
|---------------------|--|
| Town/Village Center | Office/Research & Development/Flex/Light Industrial or Employment Mixed Use, or Mixed Office R&D/Flex and Commercial |
| Community Mixed Use | Light Industrial   |
| Mixed Use           | Industrial   |
| Downtown            |  |
| Regional Mixed Use  |  |



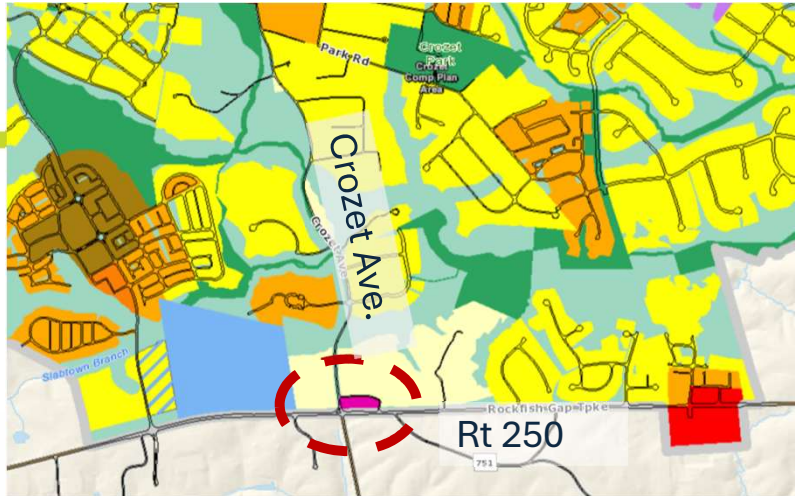
## Proposed FLUM (2025)

- Community Mixed Use**  
Mixed-use  
6-34 units/acre  
Commercial/retail, office, hotel, institutional

- Industrial**  
Primarily manufacturing/processing/distribution  
No residential  
Manufacturing, warehousing, distribution, processing

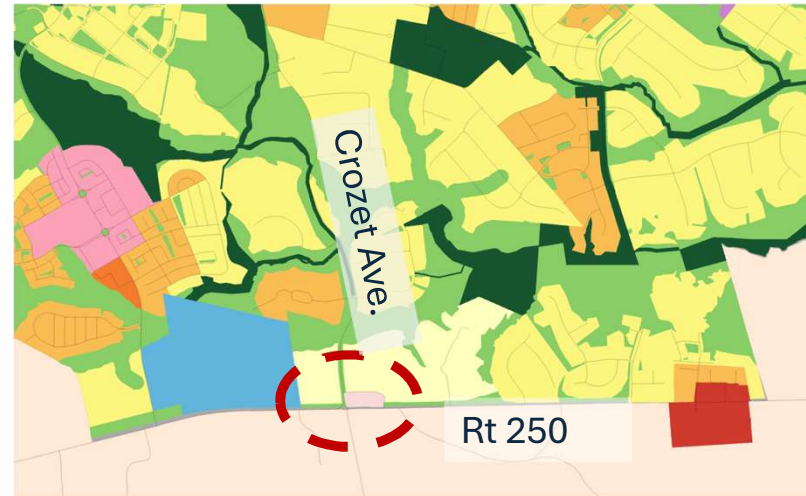






**Current FLUM (2015)**

- |                                      |                     |
|--------------------------------------|---------------------|
| Neighborhood Density Residential Low | Town/Village Center |
| Neighborhood Density Residential     | Community Mixed Use |
| Neighborhood Mixed Use               | Mixed Use           |
| Urban Density Residential            | Downtown            |
|                                      | Regional Mixed Use  |



**Proposed FLUM (2025)**


**Neighborhood Mixed Use**

Mixed-use  
up to 18 units/acre  
Neighborhood retail/institutional/office



## FUTURE LAND USE KEY

### Residential Uses

	<b>Neighborhood Residential</b> Primarily residential 3-6 units/acre Small-scale neighborhood retail/institutional
	<b>Middle Residential</b> Primarily residential 6-12 units/acre (up to 18 units/acre with affordable and MMH housing types) Small-scale neighborhood retail/institutional
	<b>Urban Residential</b> Primarily residential 12-34 units/acre Neighborhood retail/institutional

### Mixed Uses

	<b>Neighborhood Mixed Use</b> Mixed-use up to 18 units/acre Neighborhood retail/institutional/office
	<b>Community Mixed Use</b> Mixed-use 6-34 units/acre Commercial/retail, office, hotel, institutional
	<b>Corridor Mixed Use</b> Mixed-use, transit-oriented development 18-60 units/acre Commercial/retail, office, hotel, institutional

### Commercial & Employment Uses

	<b>General Commercial</b> Primarily auto-oriented retail 6-34 units/acre (secondary) Commercial/retail, auto, office, hotel, wholesale, institutional
	<b>Office/Flex/Light Industrial/R+D</b> Primarily employment generating uses 6-34 units/acre (secondary) Offices, R+D, flex, LI, secondary retail/commercial
	<b>Industrial</b> Primarily manufacturing/processing/distribution No residential Manufacturing, warehousing, distribution, processing

### Other

	<b>Institutional</b> Primarily government/public uses Residential may be considered (primarily affordable) Institutional/public uses with secondary offices
	<b>Recreation/Open Space</b> Parks/greenways No residential Parks, trails, natural areas, community centers

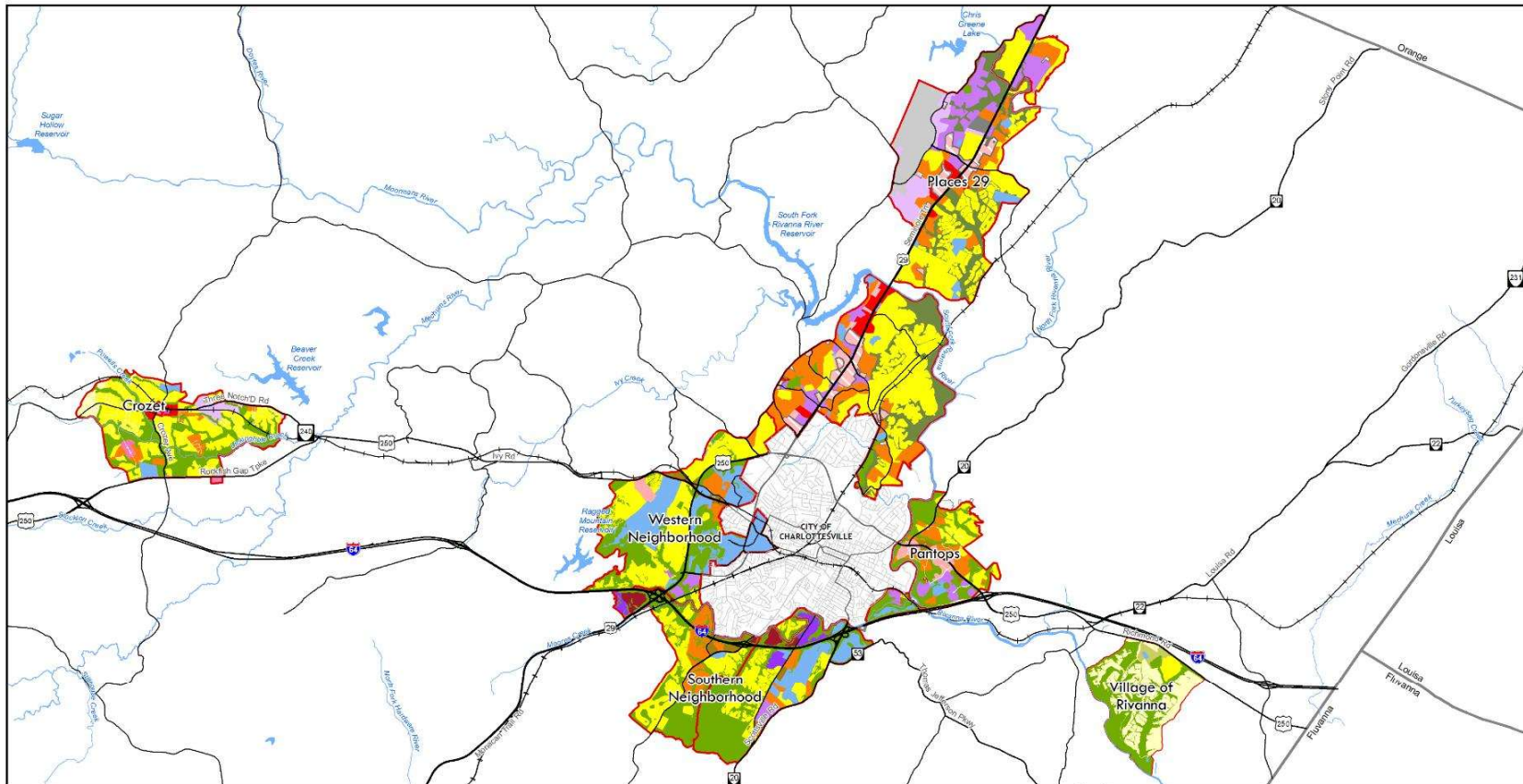


AC44 Land Use	Current Master Plan Designations*	Future Plan Updates - How to Apply
<b>Neighborhood Residential</b>	Neighborhood Density Residential (all Master Plans)	Likely most applicable to already developed lower density areas
<b>Middle Residential</b>	Middle Density Residential (Crozet only currently)	Apply to other Development Areas (not just Crozet) to encourage a variety of housing types and small-scale mixed use
<b>Urban Residential</b>	Urban Density Residential (Crozet, Pantops, Southern Western, Places29)	Apply to areas for higher density primarily residential development
<b>Neighborhood Mixed Use</b>	Neighborhood Mixed Use (Crozet, Southern Western), Neighborhood Service Center (Places29)	Apply to areas for small-scale neighborhood-serving retail and mixed use and to Local Activity Centers
<b>Community Mixed Use</b>	Community Mixed Use (Crozet, Pantops, Southern Western, Places29), Regional Mixed Use (Southern Western), Urban MXU outside Centers (Places29), Community Center (Places29)	Apply to areas for mixed-use development that provides convenient access to goods and services for nearby community members and to Community Activity Centers
<b>Corridor Mixed Use</b>	Community Centers (Places29), Destination Centers (Places29), Uptown Center (Places29), Urban MXU outside Centers (Places29)	Apply to areas for higher intensity mixed-use development along major corridors, envisioned for pedestrian and transit-oriented development with goods, services, jobs, and to Regional Activity Centers
<b>General Commercial</b>	Commercial Mixed Use (Crozet, Pantops, Places29), Regional Mixed Use (Southern Western), Urban MXU outside Centers (Places29)	Apply to areas for development that is primarily car-oriented destinations for retail and services. Primarily for already developed areas
<b>Office/Flex/LI/RD</b>	Office/Flex/Light Industrial/Research and Development (Crozet, Pantops, Southern Western, Places29), Light Industrial (Places29)	Apply to areas for vibrant employment centers and mixed-use areas with employment-generating uses and basic industries that are supported by secondary commercial/retail and residential uses
<b>Industrial</b>	Industrial (Southern Western), Heavy Industrial (Places29)	Apply to employment areas that typically include uses such as manufacturing, processing, assembly, storage, and distribution, that may not be compatible with mixed-use or residential development
<b>Institutional</b>	Institutional (all Master Plans)	Apply to areas for development consisting primarily of government buildings, schools, public safety facilities, public utilities, and major healthcare facilities, or unprogrammed government property
<b>Recreation/Open Space</b>	Various names across all of the Master Plans, e.g. open space, parks, green systems, etc.	Apply to areas for publicly-owned or publicly-accessible parks, greenway systems, recreational areas, and natural areas

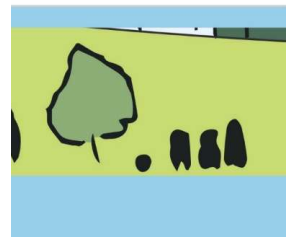
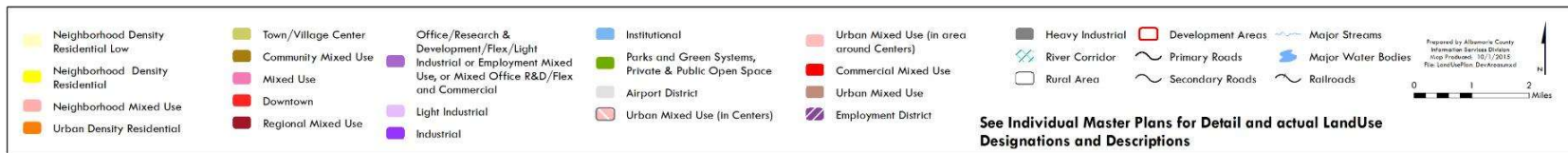
**\*Note:** Some Area Plans have unique designations for specific areas that are not more broadly applied in the Development Areas. These designations include Downtown Crozet (Crozet Area Plan), Neighborhood Density (Low) (Crozet and Village of Rivanna Area Plans), and Village Center (Village of Rivanna). Guidance for those unique land use designations remains in the relevant Area Plans.







**Figure 2: Generalized Land Use Plan for the Development Areas**



## FUTURE LAND USE MAP

### AC44 Future Land Use Categories

- Neighborhood Residential
- Middle Residential
- Urban Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Corridor Mixed Use
- General Commercial
- Office/R & D/Flex/  
Light Industrial
- Industrial
- Institutional
- Public Lands
- Green Systems
- Rural Area

Refer to the applicable plan for the following land uses:

- Crozet Downtown: Refer to Crozet Area Plan
- Neighborhood Density Residential - Low: Refer to Crozet & Village of Rivanna Area Plans
- Town/Village Center: Refer to Village of Rivanna Area Plan
- Rio29 : Refer to Rio 29 Small Area Plan

