

Phase 2 – Step 2

Engagement Summary



PHASE 2

Goals, Objectives & Planning Toolkits

Phase 2: Goals & Objectives + Planning Toolkits

PHASE 2

STEP 1
Questionnaire 1
Pop-ups
Working Group
Community Chats

STEP 2
Questionnaire 2
Open House
Working Group

STEP 3
Questionnaire 3
Open House
Working Group

Step 2: Planning Toolkits

Phase 2, Step 2 involves "Planning Toolkits," a consolidated approach to land use and transportation planning. The toolkits will guide growth management for the Comprehensive Plan update. The AC44 project involves four different applications of the Planning Toolkits. The first toolkit topic is Activity Centers in the Development Areas. The Activity Centers will identify locations within the Development Areas suited for higher density development and activity. These mixed use areas will incorporate both residential and employment uses with a multimodal transportation design. The second topic is Criteria for Development Areas Expansion. Although the County Development Areas do not currently have plans for expansion, this topic explores the criteria that should be considered if and when expansion occurs in the future. Many of the infrastructure considerations associated with development expansion such as roads and water/sewer facilities must be planned decades in advance. The third toolkit topic is Rural Crossroads Communities - places in the Rural Area that have included a historic, small scale commercial center, typically at a road

Planning Toolkits

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

crossing . The current Comprehensive Plan designates 7 Crossroads Communities. Within this topic, we are exploring whether to designate additional historic areas as Crossroads Communities. We are also exploring how to address adaptive reuse within historic structures, the possible inclusion of additional non-residential uses at these locations, and potentially establishing community hubs to serve the surrounding area. The last toolkit topic is Rural Interstate Interchanges. There are four total rural interchanges along I-64 that are being considered for potential non-residential uses.

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 subject. A total of 148 people responded to the questionnaire. Participants shared their thoughts on toolkit applications, important considerations and priorities and how AC44 should incorporate these topics.

148
questionnaire respondents

Open House Events

The AC44 team held a series of four open house events to present Planning Toolkits to the public and acquire feedback. Posters containing the four applications of the toolkits were displayed for context and explanation with staff volunteers present to explain the content and acquire feedback from attendees. The AC44 team also held a virtual Open House event online with county Community Advisory Committees (CACs). Participants rotated between four separate breakout groups to share feedback for each toolkit topic with staff facilitators. 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.





Community members shared feedback on Planning Toolkits at Open House Events

Working Group

The Phase 2 Working Group received information on Planning Toolkits at their second meeting of the year. After staff presentation on toolkit applications, Working Group members shared feedback on the toolkits. The AC44 team also presented a 'Field Notes' activity, which offers an opportunity for Working Group members to visit various activity centers within the Development Areas and evaluate features and components that constitute successful activity centers. Feedback from the Field Notes will be incorporated into refinement of the Planning Toolkits.

Phase 2, Step 2: Engagement Summary

Questionnaire + Open House Events

Feedback from the Phase 2, Step 2 online questionnaires has been combined with community input from Open House events, the CAC Open House, Open House chat kits, and Working Group members. The feedback is organized by each toolkit topic and major themes. Repeated responses are noted by numbers in parentheses.

Activity Centers in the Development Areas

Activity Centers

- Support for mixed-use activity centers with options to live, work, and shop (8)
  - » 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
  - » Take measures to support small businesses; e.g. challenging to have 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 (4)
  - » 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 (4)
  - » 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 (2)
  - » Concern will add congestion even if walkable/bikeable
- Centers should have amenities, open space, parks, and events (3)
  - » Protected green spaces and landscapes
  - » Trees for shade, including street trees
  - » Built in seating, public benches
  - » Proactive parks and trails planning
  - » Playgrounds
  - » Dog parks
  - » Consider community gardens to bring people together and build community
  - » Community events, concerts, especially in Town and Destination Centers
- Support for redevelopment in Centers (4)
  - » Support for redevelopment (e.g. shopping malls). Would like to see residential and mixed-use. Better than greenfield development and Development Areas expansion.
  - » Incentives needed to encourage redevelopment.
  - » Rio Road E and Berkmar Drive as examples; need enough businesses in same area to have an activity center
- Places29 Centers
  - » Show Rio29 more clearly and as one center instead of four.
  - » What are plans for Rivanna Station area? It's an area that 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 meet Places29 master plan
- Crozet Centers
  - » Densify Crozet village center
  - » Increase employment uses in Crozet centers (2)
  - » 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
  - » Rt 250 should be 4 lanes near Crozet to provide adequate connections
- 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 (2)
- 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 (2)

Multimodal Transportation

- Support for traffic calming
- Safe options for walking and biking, including to parks, schools, Centers, and neighborhoods. (8)
  - » 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
  - » Require with new development/redevelopment
- Consider expanding the walkshed area to ¾ mile especially if there are interesting areas along routes
- Provide more detailed transportation maps
- Use shuttles (and/or electric buses) to connect centers (5)
- Encourage parking decks (structured parking) to reduce parking surface area
- More frequent and reliable transit/bus service is needed (8)
  - » 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)
- Not feasible to connect Charlottesville to rural/outlying areas

Criteria for Future Development Areas Expansion

Criteria for How and Where

- Protect tree cover (3)
  - » Require developers to minimize clear cut, preserve big old trails, plant native species, and replace tree canopy
  - » Avoid environmentally sensitive areas and protect natural resources (6)
  - » 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 (3)
  - » 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 (4)
  - » 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
- Agree with criteria listed (2)
- 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
- Development Areas expansion should not be considered at this time (9)
  - » Expansion should not occur for climate action reasons

  - » County residents do not want N VA type sprawl
- 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 areas (4)
  - » Concern that Village of Rivanna does not have transportation capacity or sufficient commercial/nonresidential areas for additional growth area (4)
  - » 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.

Criteria for When

- Infrastructure in place before additional growth (11)
  - » Especially multimodal transportation options
  - » Growth overburdens schools/roads (2)
  - » 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
  - » Utilize 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 Development Areas
- 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 (2)
- Support affordable housing (7)
  - » 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 (NYS cited as example)
  - » 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
  - » Also 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

  - » Perhaps one consideration is monitoring and being aware of anomalies or noteworthy changes in the pipeline, particularly 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

Comments supporting small-scale services or businesses

- Community centers (8)
  - » Greenwood and Yancey cited as 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
- Country stores (10)
  - » 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
  - » Grab milk and eggs on way home
- Gas station (3)
- Auto repair (2)
- Grocery stores (10)
  - » Small-scale
  - » Fresh food
- Farmers market (2)
- General retail (5)
  - » Basic hardware, auto, household goods, basic needs

  - » ATM/Banking
- Historic preservation of existing buildings (3)
  - » Use current footprint for community needs
- Provide equitable service (general) to the rural area
- Medical services and health care (13)
  - » 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 (3)
  - » Flu shots
  - » Small-scale
  - » Doctors and dentists (2)
- Professional offices (3)
  - » 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
- Fire Rescue/EMS (5)
- Parks (5)
  - » Walnut Creek example of great park
  - » Playgrounds
  - » Trails
  - » Private parks with public access
  - » Exercise opportunities
- Libraries
- Child care options (4)
  - » Current options in Southern Albemarle are expensive and/or have very limited hours
- Restaurants (5)
  - » Coffee shop (2)
- Veterinary services (2)
- Public restrooms (would support long bike trips and bike tourism)

- Post offices (7)
  - » Less needed than other uses, though appreciate historic preservation of them
  - » Good examples cited – Greenwood, Keswick
- Warehouses/Light industrial
- Need reliable internet access. (6)
- Broadband/cell coverage (2)
- More support and resources for businesses (3)
- Employment options generally (3)
  - » Needed in Southern Albemarle, or at least transportation to jobs in other places
- Workforce training
- Have 'working groups' for each crossroads community to learn what the community members there want; direct engagement; may differ by crossroads community (3)
- Housing that is affordable in the Rural Area (3)
  - » Rethink density requirements to allow more affordable units to be built in the Rural Area
  - » Multi-unit instead of all single-family detached
  - » I think the 'village residential' designation could be expanded to allow for some more housing 'infill' without too much uncontrolled growth. I do think some flexibility with housing closer together around these crossroads communities to a limited extent would increase affordability, especially if you designated as affordable housing. No one wants a repeat of fast growth or development without necessary infrastructure; however there are areas throughout the county that could use a different designation/zoning classification to allow for some limited increase in housing.
- Live-work units
- Uses in crossroads communities should be small-scale; 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
- Do not want franchise businesses; support small/local businesses
- New buildings should have to have same footprint as previous buildings (if torn down and not salvageable for adaptive reuse)
- Consider a checklist for by-right uses – no need for public water/sewer, not a significant traffic impact
- Need community gathering spaces (5)

  - » 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.
- Service expansion would require assessment of needs for each community
- Things to either 1. Allow folks to stay in the community for social meet up -like play dates for kids without having to "go into town" or 2. Minimize the need to "go into town" for last minute/small necessities. Things like full scale grocery stores are not necessary but small mom/pop general stores where you can grab milk last minute are great
- Concern with crossroads communities is expansion of development (even if starts out small)
- Businesses or services not needed (3)
  - » Businesses and services would harm rural character of these communities and encourage development

Natural or cultural resources that should be protected

- Streams, stream buffers, and waterways; water quality, water sources (18)
  - » Example of Mechums River/feeder streams
  - » Use nature-based solutions, including riparian buffer overlay district in Stream Health Initiative
  - » Stream buffers should be expanded
- Habitats (13)
  - » Mountains and ridge tops
  - » Old growth forests or unique areas
  - » Aquatic habitats
  - » Open space (2)
  - » Protect through land conservation
  - » Ecotourism
  - » Wildlife corridors (2)
  - » Prioritize Biodiversity Action Plan resources
  - » Carbon sinks (green areas, forests)
- Protect farmland
- Species protection
  - » Pollinators

  - » No toxic sprays/chemicals
  - » Remove invasive species (2)
- Historic buildings/areas/landmarks (12)
  - » Cultural opportunities unique to the area
  - » Local history of community
  - » Historic charm – town center feel with small scale development nearby
  - » Support and advertise historic significance of these areas
  - » Support for historic general stores
  - » Artisan trails
  - » Historical markers and preservation or recognition of points of cultural significance
  - » Black Freetowns should be protected
- Mountain/scenic views (6)
  - » Have large setbacks for homes/businesses to preserve views
- Hiking trails
- Protect rural and undeveloped areas (4)
- Evaluate land use taxation benefits for purposes of open space and protecting wildlife; not just farming hay
- Simpson Park river access

Transportation in the Rural Area

- How to make the community more walkable? Opportunities for sidewalks and crosswalks; traffic calming (4)
  - » Walking/biking between Scottsville and Charlottesville
  - » Dedicated bike lanes on routes connecting the crossroad communities.
- Public transportation (6)
  - » 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
- Transportation is vital to access medical care
  - » 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
  - » Wide shoulders (6+ ft preferred) on roads or dedicated trails to connect to crossroads communities
  - » Places for slower trucks to pull over to let people pass
  - » Roundabouts needed at uncontrolled intersections

Comments on recommended additional crossroads communities

- » Alberene
- » Batesville (4)
- » Black Cat Road area
- » Bungletown
- » Earlysville (8)
- » Esmont (15)
- » Free Union
- » Howardsville (2)
- » Ivy (3)
- » Keene (5)
- » North Garden (9)
- » Nortonsville
- » Porters
- » Red Hill
- » Scottsville (10)
- » Simone
- » South Garden
- » Stony Point (3)

- General comments:
  - » Recognize Black and African American communities in the rural area; should utilize the UVA Finding Freetowns project
  - » Remove Advance Mills as crossroads community; does not have a sufficient density of commercial or community-oriented buildings or service facilities to

warrant its inclusion on this list

- » 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
- » Consider historic Free Towns and how to better share their histories and engage with community members
- » Recognizing additional crossroads communities should not be considered – will add development pressure

Recommendations for community resilience hubs

- Medical services (1)
- Places for information-sharing (2)
  - » Board of Supervisors meeting sites
- Internet access (5)
- Cell coverage (especially when internet is out) (5)
- Places to go during power outages (4)
- Mentoring/education (5)
  - » Classes for education/mentoring
  - » Mentor centers
  - » Expanded/continued learning
- Community centers (9)
  - » Recreational classes/activities
  - » Theater/performances
  - » Rental options for private events or community meetings
  - » Arts programs
  - » Community events, e.g. picnics on holidays
  - » Tool libraries and maker spaces
  - » Group meeting spaces
  - » Mini-library
  - » Community gardens
- Yancey School is a good model
- Parks and trails (3)
- Nature preservation areas

- Health and wellness (2)
  - » Classes for health
- Food access (7)
  - » No food deserts!
  - » Farmers markets
  - » Community gardens
  - » Food pantries
- Childcare (2)
- Transportation/transit stops
- Senior or youth centers (5)
  - » Need services for specific populations
  - » Safe places for kids to play
  - » Aging in place support (e.g. JABA)
- Emergency shelter (5)
  - » Road clearing
  - » Emergency fuel options
  - » Heating and cooling shelters
  - » Showers
  - » Ability to take pets to shelters
  - » Livestock emergency support – food, water, shelter
- Fire/Rescue and EMS (2)
- Equity is access; not just having something, but being able to get to it.
  - » Bridge areas with services (e.g. Esmont and Keene)
- No change/nothing needed (6)
  - » Schools are sufficient for this need
  - » Don't want trees to be cut down for more buildings

Rural Interstate Interchanges

Should changes be made to current recommended land uses at some rural interstate interchanges? (Questionnaire results)

- Yes: 22 (survey)

  - » + 9 from open houses
- No: 15 (survey)
  - » + 10 from open houses

Comments on no or minimal change

- Exit 107 Yancey Mills
  - » No change – keep as is
  - » Concern with additional pollution from increased cars/trucks
  - » Concern would add pressure for more growth around Crozet
  - » If we want to preserve Route 250 as a scenic highway, why would we add more growth?
  - » Concern with big box stores and with development pulling business away from Downtown Crozet
  - » Commercial growth should occur in center of Crozet
  - » Already high traffic
- Exit 124 Shadwell
  - » In viewshed of important historic site. Traffic in area continues to be an issue.
- Exit 114 Ivy
  - » Should remain undeveloped; keep as is
  - » Topography challenges
  - » Keep rural character
- Exit 129 Black Cat Rd
  - » Main concern is the amount of traffic and water shortage in the Black Cat Road interchange for future development.
  - » Should remain undeveloped.
  - » Keep rural character
  - » Local residents opposed; traffic and water usage not desired
- Preserve scenic resources and biodiversity; natural resources
- Keep the rural area rural
- Already traffic/congestion issues; don't want to create more
- Encourage sprawl
- 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 (2)
- Current Comp Plan strikes the proper balance for non-residential development at the Rural Interstate Interchanges. Oppose increased commercial development at these interchanges, except in the designated growth/development areas.

Comments on potential changes

- Comments on encouraging development at specific rural interstate interchanges
  - » 10 comments supported development at all four rural interstate interchanges
  - » 15 comments supported development specifically at Exit 124/Shadwell
  - » 9 comments supported development specifically at Exit 107/Yancey Mills
  - » 4 comments discouraged development at Exit 114/Ivy and Exit 129/Black Cat Road
- Recommended land uses at rural interstate interchanges
  - » Gas stations/convenience stores (5)
  - » Light industrial (4)
  - » Heavy industrial
  - » Warehousing/distribution (2)
  - » General commercial/retail (4)
  - » Food processing
  - » Restaurants (2)
  - » Restaurants at interchange would encourage tourists to exist and perhaps go further into Crozet
- Target Industries and employment generating industries (7)
  - » Comment to 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.
- Hotels (4)
- Tourism
  - » Should re-think uses for tourism at interchanges – people spend money and leave. Would support campgrounds, outdoor activities, things consistent with values of Rural Area

- Additional general considerations
  - » Consider water/sewer (3)
  - » Make sure groundwater/wells in surrounding area are not impacted
  - » Need to define exact boundaries
  - » Minimize clear cutting to protect forest canopy. 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
- Comments on development at Exit 107 Yancey Mills
  - » The areas around and primarily east of the Yancey Mills Interchange have long since passed the threshold of being commercially focused. We should simply accept that fact as it isn't going to change. Then, focus our planning in that area to ensure the commercial develop and road improvements are well-planned to anticipate, recognize, and accept that this area (along 250 between about a 1/2 mile west of the Interstate interchange and Cardinal Builders Supply/Harris Teeter area) is for commercial development. We should also drop the emphasis on ag/forestry related uses for this area as that isn't in alignment with the needs of the significantly expanded population density in the area. The area should be refocused 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