

Multimodal Systems Planning and Activity Centers

The following maps show draft Activity Centers and draft modal emphasis (transit, bike, pedestrian) for each of the County's Development Areas. Centers and modal emphasis build a Multimodal System Plan, which coordinates land use and transportation planning.

The Virginia Department of Rail and Public Transportation first developed the Multimodal System Design Guidelines in 2013 to provide a set of best practices for planning and designing multimodal streets and places. The Guidelines were updated in 2020 to incorporate the latest design guidance from national industry leaders, such as the National Association of City Transportation Officials, the American Association of State Highway Transportation Officials, the Institute of Transportation Engineers, and the Federal Highway Administration, to address new multimodal mobility trends and technologies, and to reflect the latest funding and policy frameworks in Virginia.

Activity Centers were identified earlier in AC44 Phase 2 based on estimates for current and future number of jobs + people per acre across the Development Areas, using projections and counts for housing units and jobs, the land use buildout analysis, and the development pipeline (projects that are approved or under review). This activity analysis resulted in a heat map that helped identify where current and future centers of activity could be in the Development Areas. The Activity Centers were then refined based on a review of recommendations in the Master Plans and community, Commission, and Board input. The Centers continue to be refined based on this input.

Each Center is assigned a place type: Neighborhood, Town, or Destination. All Centers are expected to be walkable and mixed-use; the place types differ in scale and intensity. The Centers would function similarly to the centers in the Crozet and Pantops Master Plans, where they are used as a land use 'overlay' to provide additional guidance on form and scale, a mix of uses, and open spaces to encourage a higher intensity of development beyond the underlying land use designation.

Districts are areas that also have (or will have) higher levels of activity, but that are not expected to be mixed-use to the same extent as Activity Centers. Districts typically lack a core area and the urban form of a Center, but their regional importance indicates that they should have multimodal connectivity to Centers and amenities. There are three types of Districts: Institutional, Employment, and Recreational. Each District designation

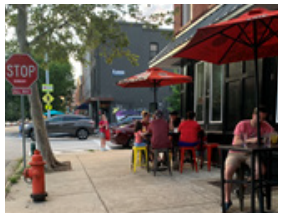
provides additional guidance on form and scale and uses in addition to the underlying land use designation.

Modal Emphasis is used to designate one or more travel modes (transit, biking, walking) that should be emphasized in the design of a street through optimal standards (e.g. wider shared-use path or protected bike lanes). Driving is assumed to be an option on all streets. Modal emphasis prioritizes what transportation infrastructure (e.g. sidewalks, bike lanes, travel lanes) will receive additional space. Streets may have multiple modal emphases.

To identify modal emphasis, existing conditions and infrastructure (e.g. bike lanes, bus routes, sidewalks) and future recommended projects from local and regional plans are identified and reviewed. All streets in the Development Areas were designated as pedestrian modal emphasis (blue), as walkability is expected throughout the Development Areas. Bicycle modal emphasis (green) was identified based on major connections needed between and through Centers and other areas of importance, such as parks and schools. Transit emphasis (shown in red) was identified through existing transit routes and the unconstrained vision in the Regional Transit Vision Plan for the Charlottesville area.

The modal emphasis mapping does not preclude additional transportation projects or infrastructure. Especially for biking and transit, the modal emphasis is really intended to highlight the primary or 'spine' network. Modal emphasis mapping is a multimodal transportation vision for the Development Areas, and therefore shows both current and future connections, which will be implemented over time as funding and opportunities become available.

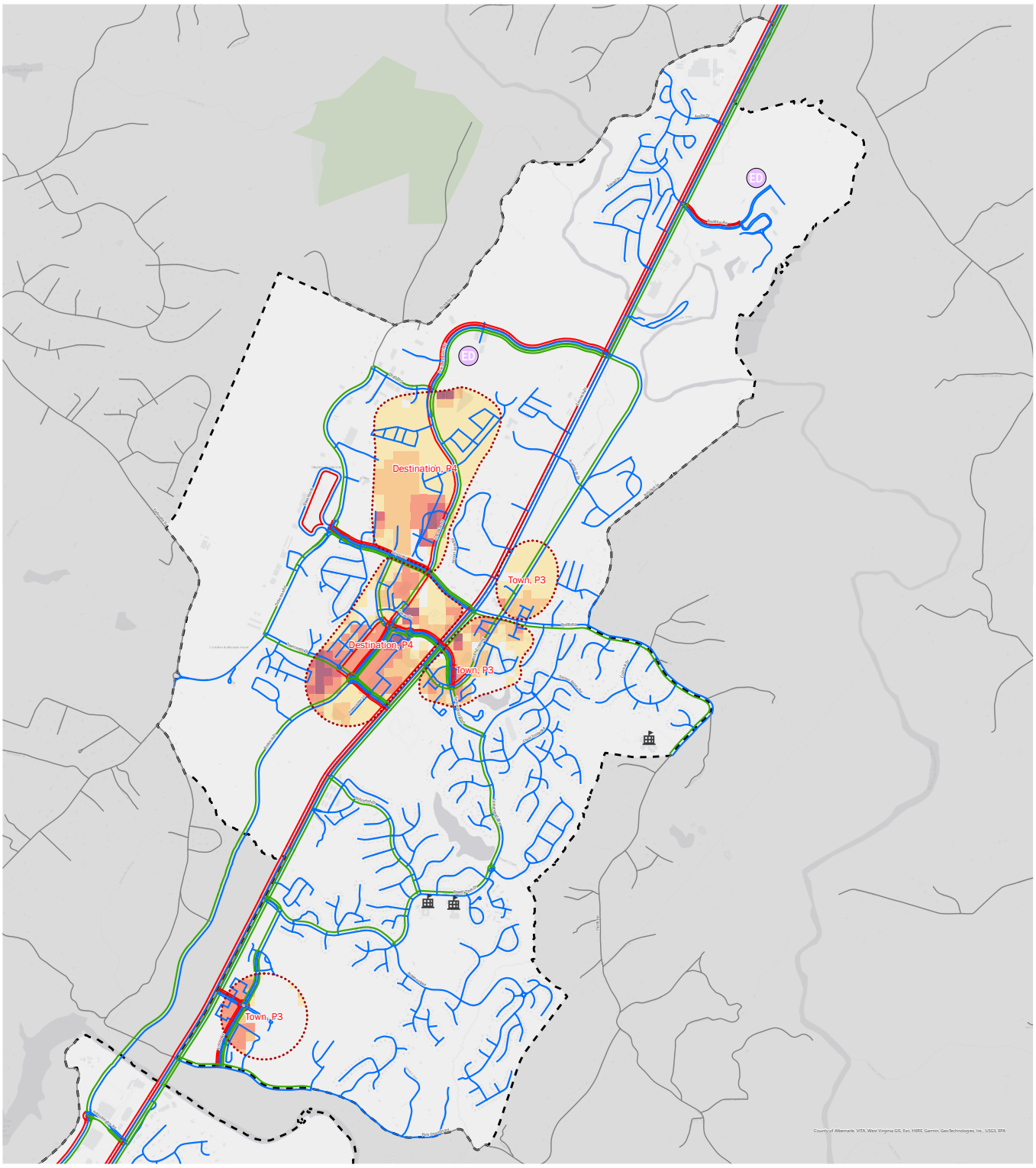
Activity Centers: Draft Place Types

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

Draft District Types

	Recreational District	Employment District	Institutional District
Intent	Designated amenity spaces of regional importance; intended to provide opportunities for active, passive, and social recreation for the community.	An area with employment-generating uses supporting basic industries and economic development goals; secondary residential, commercial, and retail uses that support employees and community members.	A designated school or college campus of regional importance or a cluster of community facilities/public uses. Institutional Districts serve as key community gathering spaces.
Walkshed - Multimodal Service Area	Park boundaries and any adjacent or related greenways, public amenity spaces, or public uses any connected or related employment uses.	Concentrated areas with Office/R&D/Flex/Light Industrial land use designations and School property boundaries or the area including a cluster of community facilities and any adjacent/related public facilities.	School property boundaries or the area including a cluster of community facilities and any adjacent/related public facilities.
Building Type	Few buildings expected. Community centers, indoor recreational centers, and other community-serving buildings may be appropriate.	All Light Industrial activities should be located inside of buildings. Vertical mixed-use buildings encouraged for infill and redevelopment. Horizontal mixed-use buildings permitted if no residential units are proposed.	Building types should be consistent with underlying land use. Single use buildings are expected, but districts often serve as community gathering spaces, including schools outside of school hours; such uses should be allowed and encouraged through building and site design.
Use	Use should be consistent with underlying land use and supportive of goals and recommendations from the following Comp Plan Chapters: Natural, Historic, Cultural and Scenic Resources; Parks and Recreation; Community Facilities.	Use should be consistent with underlying land use. Uses supportive of the County's Economic Development goals are strongly encouraged.	Use should be consistent with underlying land use and supportive of goals and recommendations from the following Comp Plan Chapters: Land Use and Transportation; Community Facilities.
Form & Site Design Guidance	Where development does occur, respecting existing terrain and careful grading/re-grading of terrain is expected. Buildings and amenity areas should avoid critical environmental resources.	2-4 stories (up to 6 by additional consideration). Massing, height, and stepbacks should be consistent with any localized recommendations (such as viewshed protection or screening from adjacent areas, etc.). Relegated and structured parking encouraged.	Bicycle and pedestrian connections between adjacent areas such as existing neighborhoods, adjacent centers or districts should be provided. Massing, height, and stepbacks should be consistent with any localized recommendations (such as viewshed protection or screening from adjacent areas, etc.).

Places 29 North - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads
- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

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

0 0.3 0.5 1 Miles

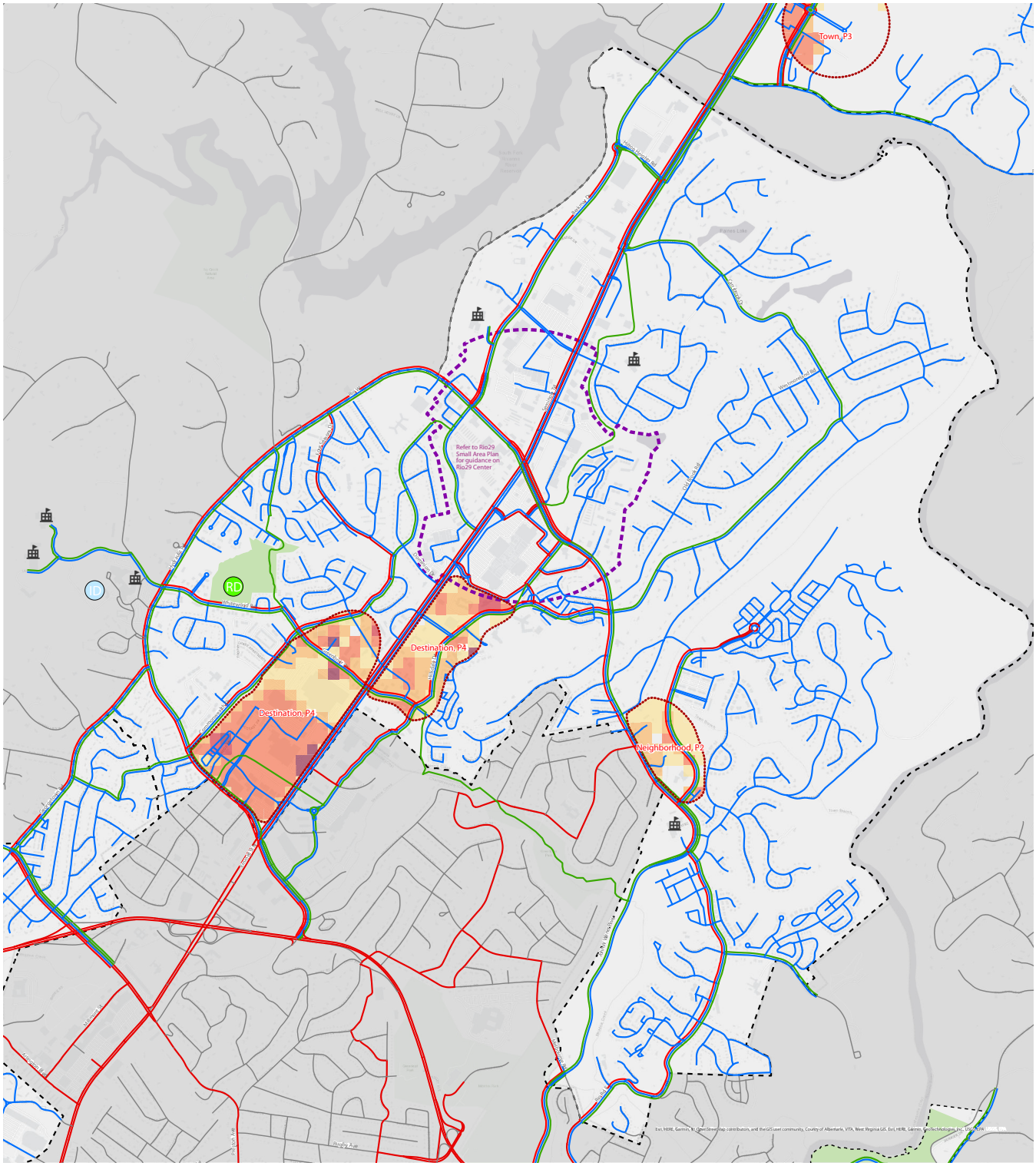
NOTES:

DRAFT DECEMBER 2023 - This a draft map for public review and comment and does not represent finalized County policy.

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

The modal emphasis map shows a vision for 2044, it does not represent existing county facilities.

Places 29 South - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Refer to Rio Small Area Plan for guidance on Rio Center
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 Miles

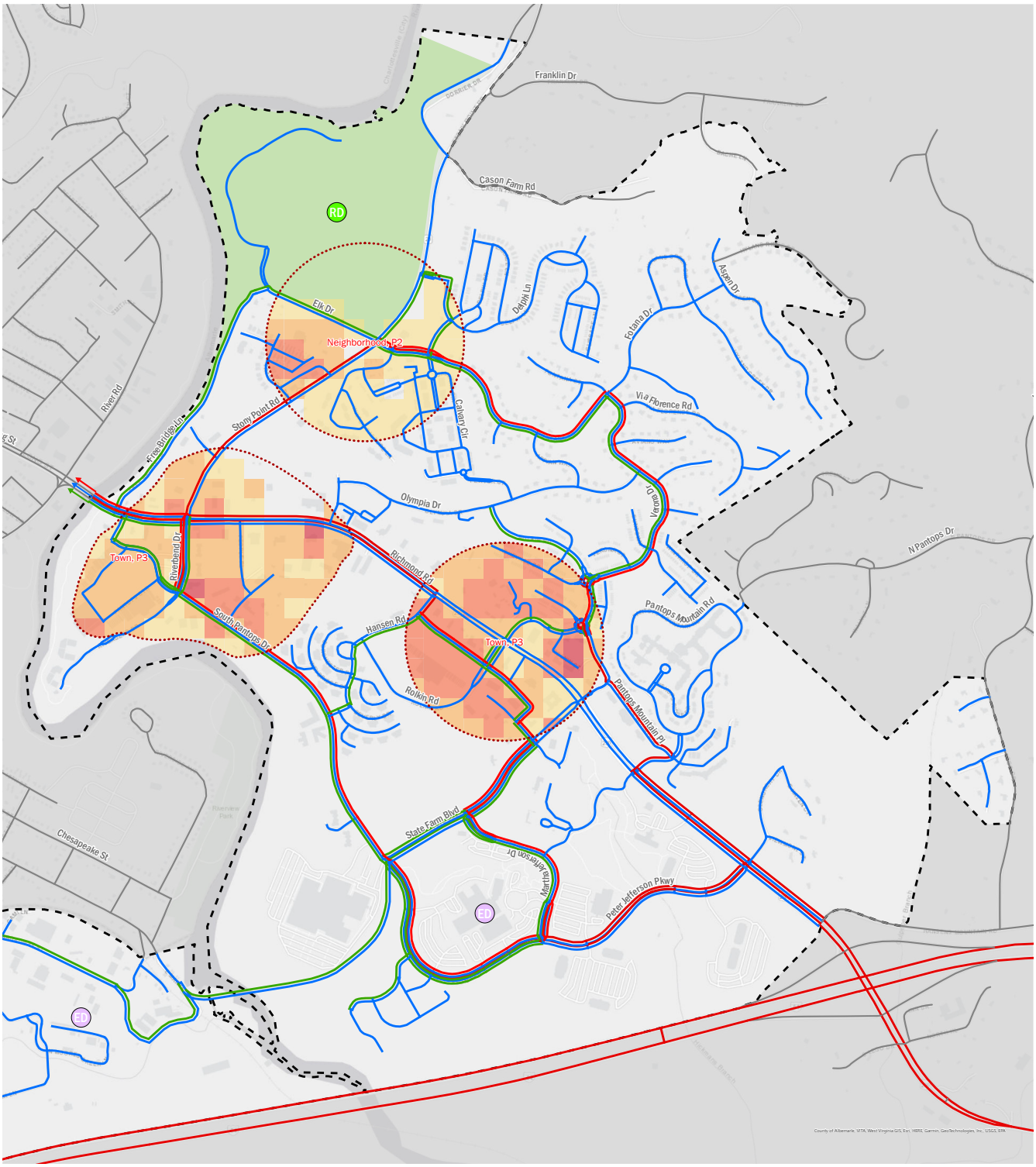
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Pantops - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District

Roads

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

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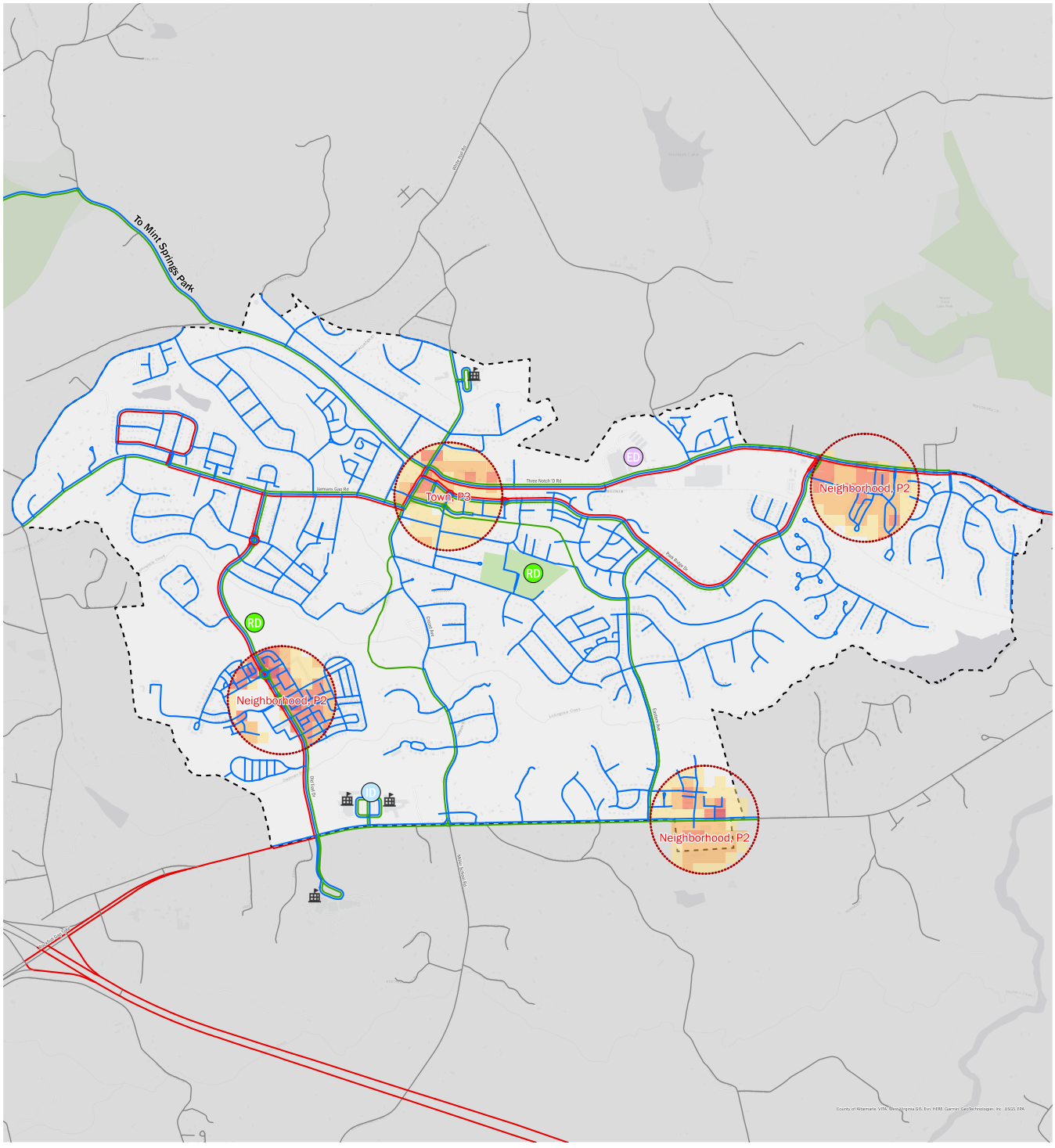
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DRAFT Map for AC44

Crozet - Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

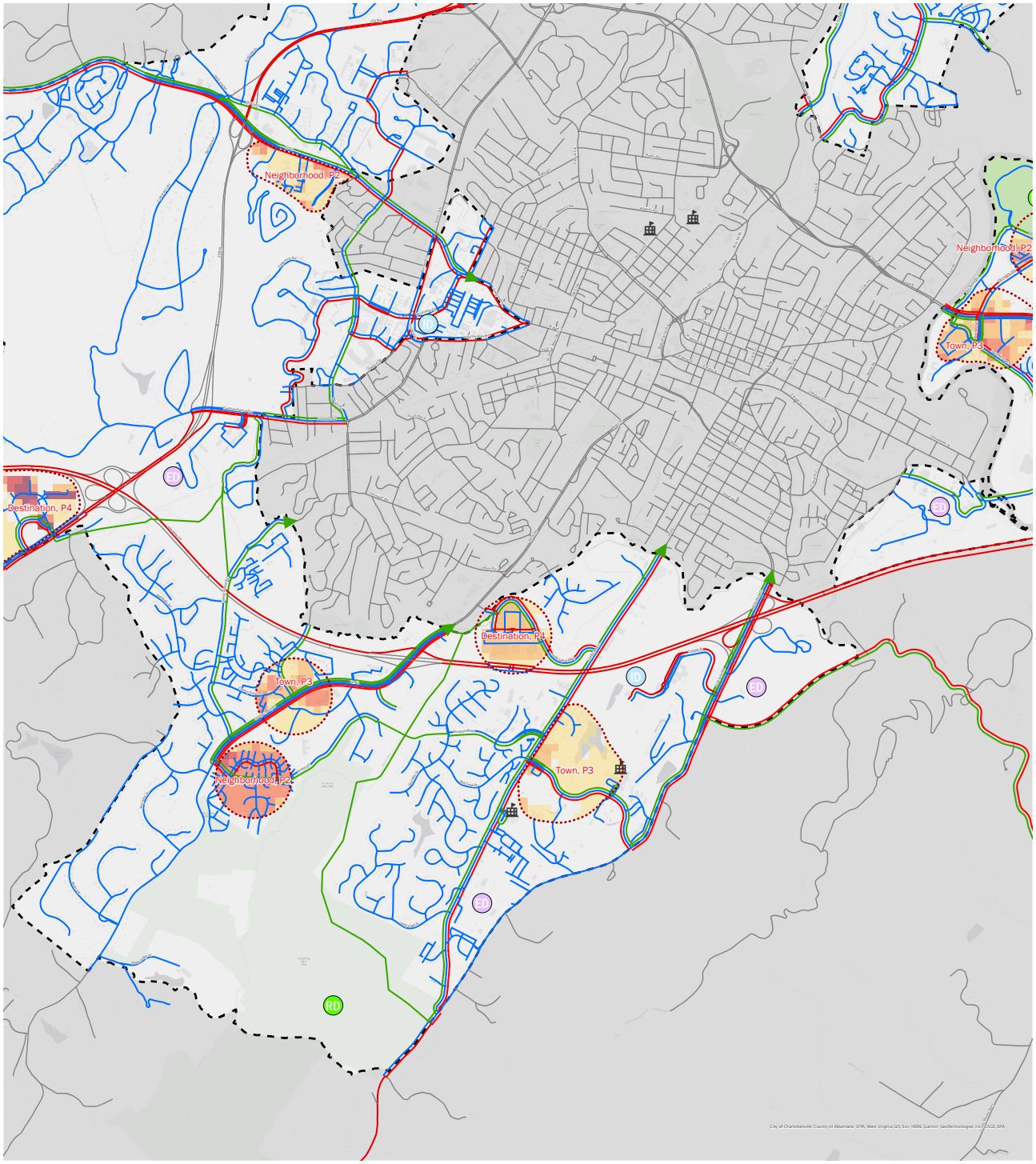
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Southwest - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Bicyle/Transit
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

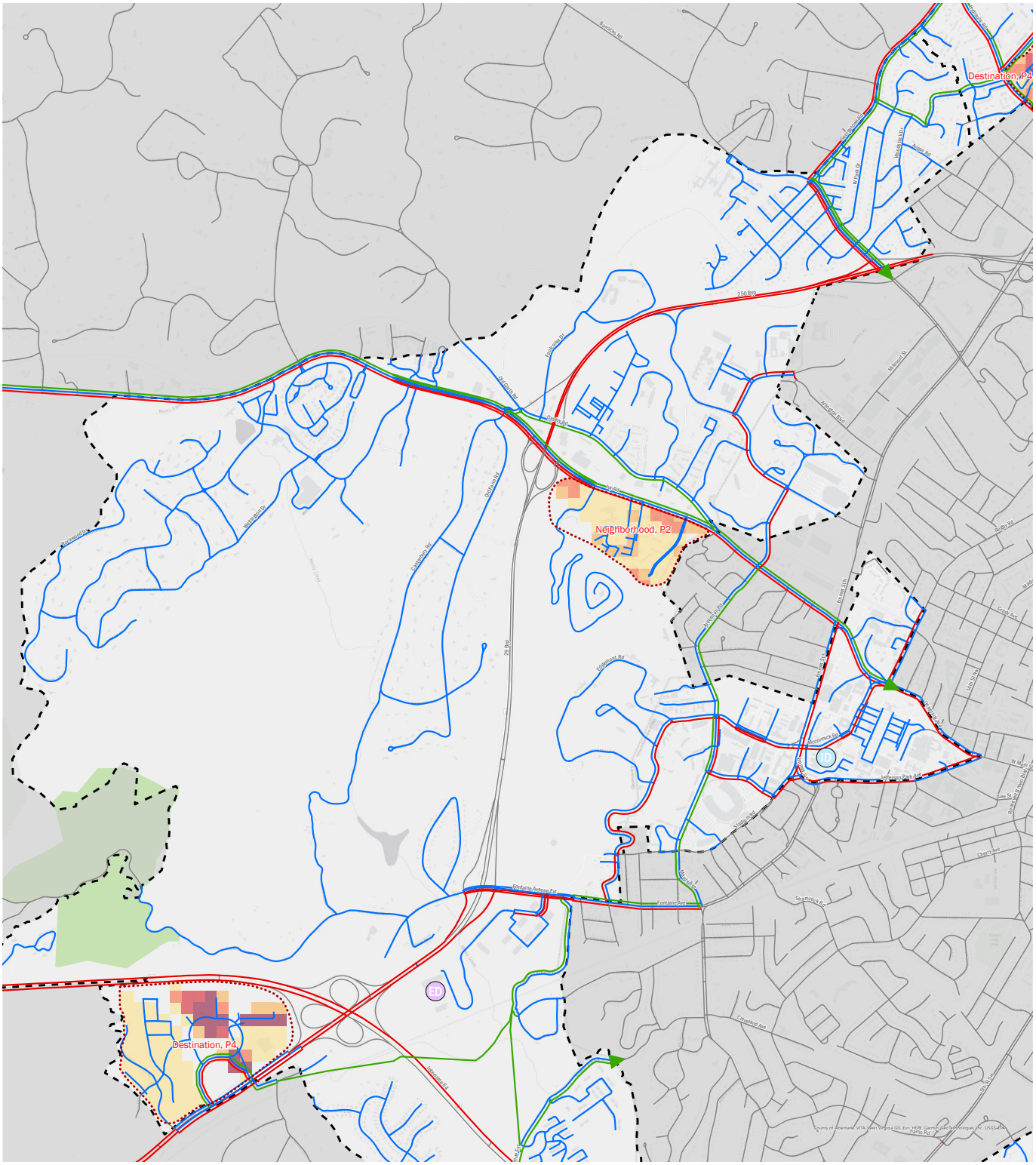
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Southwest - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads

Modal Emphasis

- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Bicyle/Transit
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis

- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

- Multimodal Centers

Current + Potential Activity Density

- T1 <=1
- T2 <=10
- T3 <=25
- T4 <=60
- T5 <=100
- T6 100+

0 0.3 0.5 1 Miles

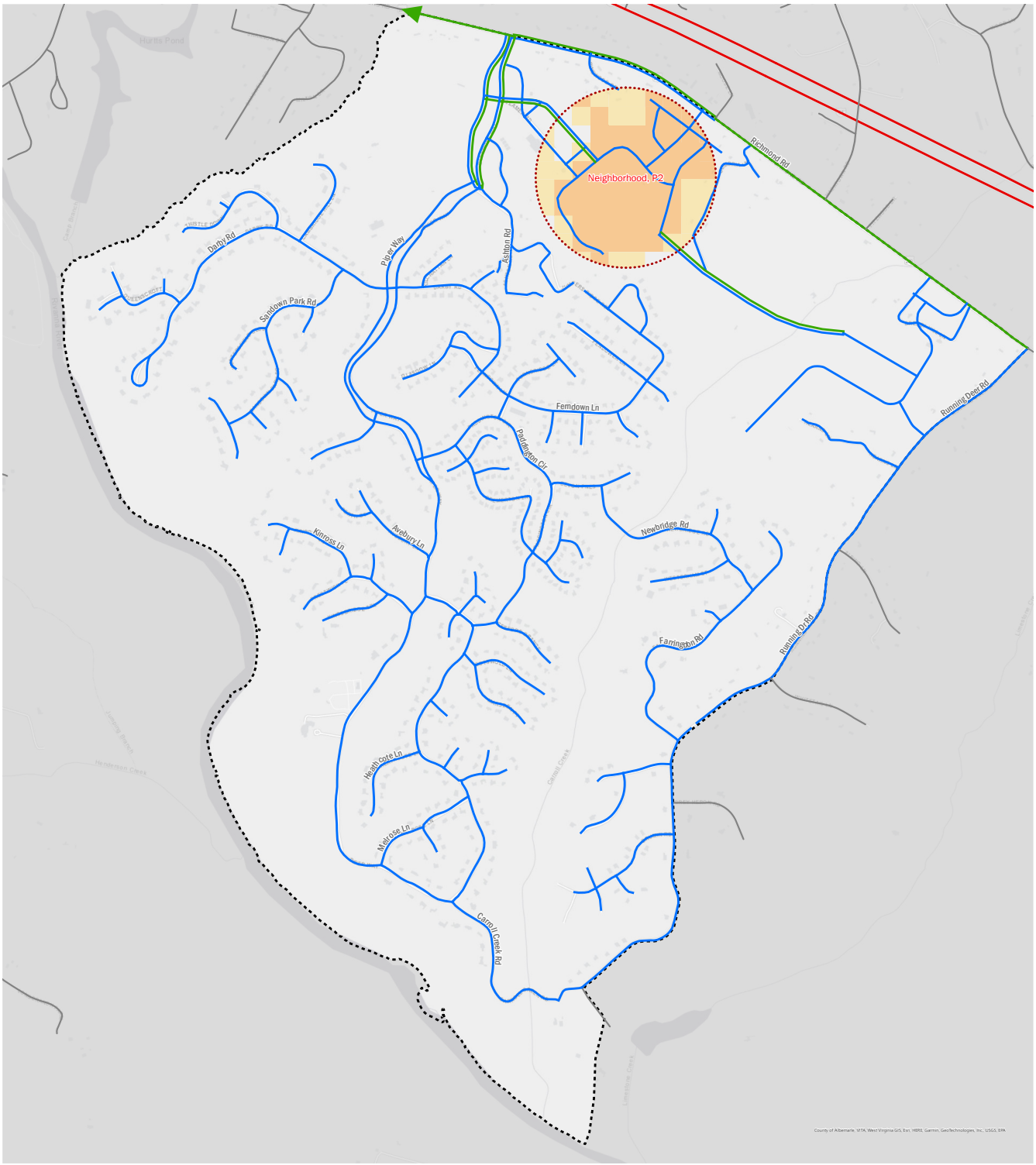
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Village of Rivanna - AC44 Draft Modal Emphasis



LEGEND

Existing Features

- Development Areas/ Multimodal District
- Roads
- *Modal Emphasis*
- Pedestrian
- Transit
- Bicycle
- Pedestrian/Transit
- Pedestrian/Bicycle
- Pedestrian/Transit/ Bicycle
- No Modal Emphasis
- Employment District
- Institutional District
- Recreational District
- Schools
- Parks

Activity Density

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

0 0.3 0.5 1 Miles

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