AC44
ALBEMARLE COUNTY 2044

Community Input Themes: Development Areas Land Use



This document includes an overview of community engagement opportunities and major themes heard through community input related to Development Areas Land Use. These themes, along with direction from the Planning Commission and Board of Supervisors, technical research and best practices, and input from staff and partner agencies, inform the development of Comprehensive Plan recommendations.

PHASE 1 ENGAGEMENT OVERVIEW

We asked for community input on:

- The successes and challenges of the current Growth Management Policy (per the 2015 Comp Plan) and what should be prioritized with a Policy update
- Options for updating the Growth Management Policy to address 1) projected demand and population growth; 2) equitable access to services/resources; 3) implementing the Climate Action Plan and build community resilience
- The draft Guiding Principles and whether they guide us toward a more equitable and resilient community

AC44 Guiding Principles



Engagement opportunities included:

- 3 online questionnaires
- 4 round tables
- 5 pop-ups
- 4 open houses

Phase 1 Engagement Totals:

- **Attendance at in-person and virtual events: 254**
- **Online questionnaire responses: 637**
- **Website visits: 6,964**







PHASE 2 ENGAGEMENT OVERVIEW

We asked for community input on:

- Challenges, priorities, and opportunities for each Comp Plan topic
- What we want our community to be like in 2044, with questions including:
    - How do you want to get around the County in 2044 (e.g. walk, bike, drive, take transit)?
    - What business or job opportunities do you need to ensure you are financially stable and secure in 2044?
    - How might your housing needs change between now and 2044?
    - What types of businesses, amenities, recreational opportunities and housing do you wish you had closer to where you live?
    - How do you think your life will be different in the next 20 years as a result of climate change, and what should local government due to address future climate change impacts?
- Planning toolkits for coordinated land use and transportation planning, with the specific topics of Activity Centers, Development Areas boundaries, Rural Communities, Community Resilience Hubs, and Rural Interstate Interchanges
- Draft Goals and Objectives for each Comp Plan topic

Phase 2 Engagement Totals:

- **Attendance at in-person and virtual events: 443**
- **Online questionnaire responses: 861**
- **Community chat kits and field notes: 52**
- **Website visits: 16,186**

Engagement opportunities included:

- 3 rounds of online questionnaires
- 10 pop-ups
- 6 open houses
- 2 workshops
- 6 Community Advisory Committee (CAC) meetings
- Community chat kits
- Stakeholder meetings with organizations and groups such as the Jefferson Area Board for the Aging (JABA), the County's Economic Development Authority (EDA), Charlottesville Area Developers Roundtable (CADRe), and County Committees including the Natural Heritage Committee, the Architectural Review Board, the Historic Preservation Committee, and the Solid Waste Alternatives Advisory Committee





COMMUNITY INPUT THEMES

The following summary highlights the major themes from community engagement heard to date related to Development Areas Land Use:

Development in the Development Areas should be walkable, mixed-use, and have a variety of housing types

- Encourage infill and adaptive reuse of structures, including currently underutilized commercial areas; use Development Areas land efficiently to avoid expanding Development Areas earlier than necessary
- Avoid strip mall developments and large parking lots; reduce parking requirements and consider structured parking and solar panels/trees in parking lots
- Connect neighborhoods with retail, dining, and neighborhood services within walking distance
- Locate affordable housing near employment areas
- Support higher density development along transit routes
- Encourage a variety of housing types throughout the Development Areas, including multifamily, accessory dwelling units, cottage/ bungalow courts
- Increase tree coverage in the Development Areas
- Avoid sprawl and concentrate development to protect the natural environment
- Encourage mixed-use developments with a variety of housing types that have safe and accessible multimodal transportation options. More walkability can be provided by allowing more mixed use development and connecting existing neighborhoods to parks, schools, employment areas, retail, and other destinations.

Activity Centers

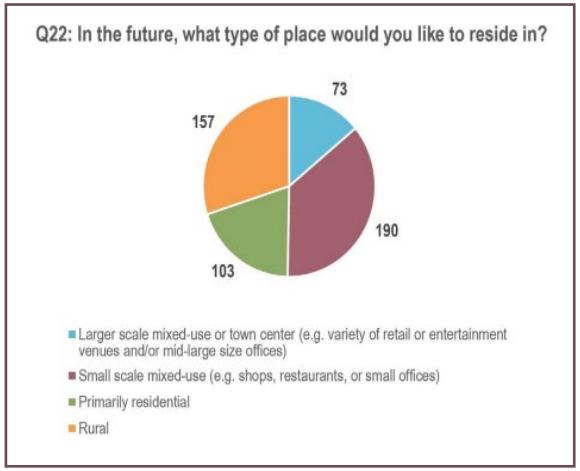
- In Activity Centers, encourage a variety of housing types that are walkable to employment centers and goods/ services (including shopping, restaurants, laundry services, childcare, health care)
- Desire for placemaking and amenity features in Centers such as green spaces, street trees, benches, public restrooms, and pocket parks
- Encourage more mixed-use development within existing centers and infill and redevelopment
- Reduce parking requirements to allow more space for buildings instead of cars

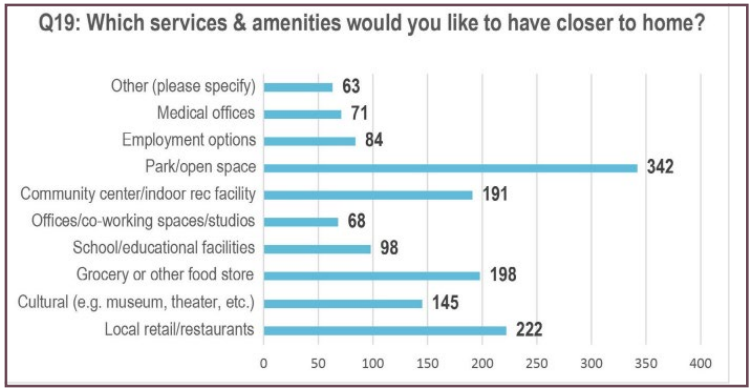
Investing in Existing Neighborhoods

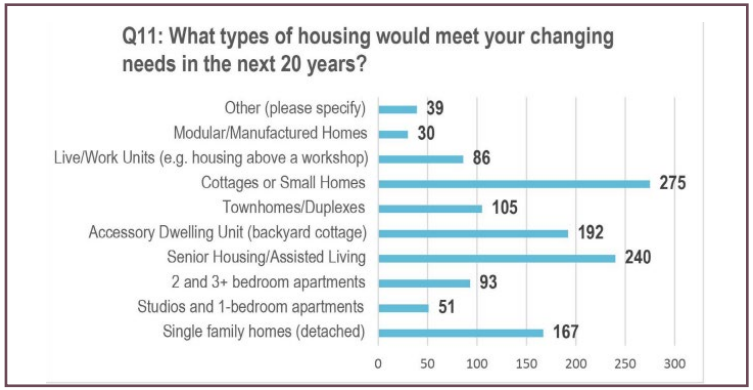
- Address parks and trails gaps in existing neighborhoods; add more green spaces and small/pocket parks
- Provide incentives or requirements to protect tree coverage and to provide replacement tree coverage with native species
- Address food deserts and partner locally to increase access to affordable and healthy food
- Provide sidewalks, shared-use paths, and bike lanes to connect existing neighborhoods to parks/amenities, employment centers, shopping areas, and Activity Centers

Coordinated Land Use and Transportation Planning

- Need multimodal transportation connections between Activity Centers
- Significant barriers for bike/ped include high-speed roads (e.g. Rt 29 N), bridges over I-64 (narrow for bike/ped infrastructure), and railroad tracks
- Bike infrastructure needs to be separated from vehicles to feel safe
- Along with Activity Centers, provide multimodal connections to parks and both public and private schools; support walking and biking to school
- The combined cost of housing and transportation is a significant part of household budgets, and transportation affordability overlaps with housing affordability. There are higher commuting costs associated with living further from work, school, and daily needs, even though the cost of housing may be lower. Without a sufficient supply of housing at a variety of price points in Albemarle County, people employed in the County will have to live further away from their jobs in surrounding localities.
- Provide more and safer crosswalks, especially in high-volume areas
- Ensure transportation impacts from new development are addressed/mitigated; concern about impacts to infrastructure with growth, especially traffic and congestion
- Road networks should be connected - fewer cul-de-sacs
- Add more street lights along key road corridors for safety
- More bike parking is needed, especially at access points and destinations (like shopping areas)
- Need more frequent and reliable transit; consider bus rapid transit and dedicated transit lanes
- Bus stops should have covered bus shelters with benches







Responses to Phase 2 questionnaires. Community input indicated the desire for neighborhoods with different housing choices and activities, parks, and retail within walking distance.