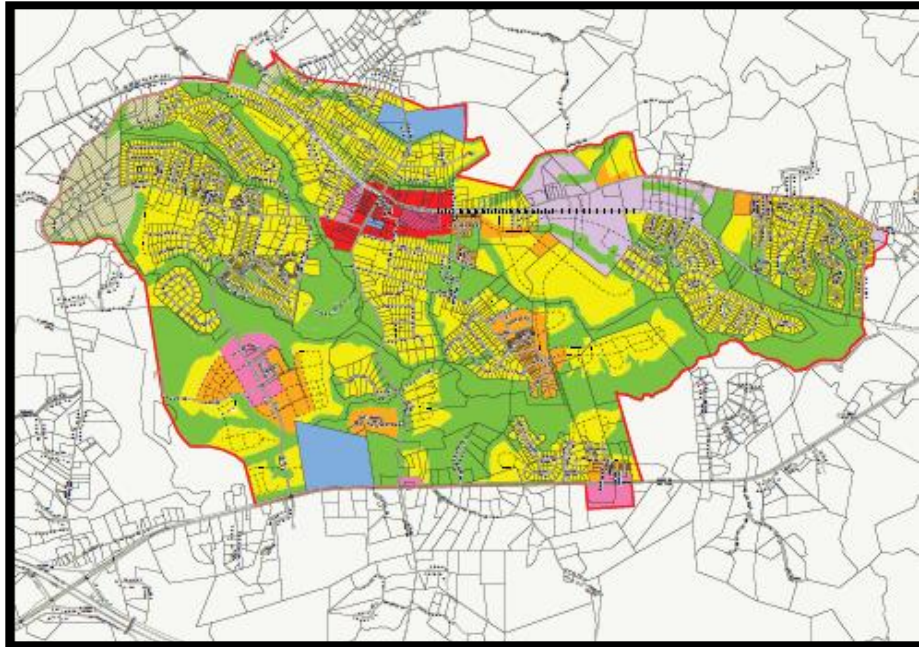


CROZET MASTER PLAN



ADOPTED OCTOBER 13, 2010

CROZET MASTER PLAN 2010

PREPARED BY:

Albemarle County Department of Community Development

With

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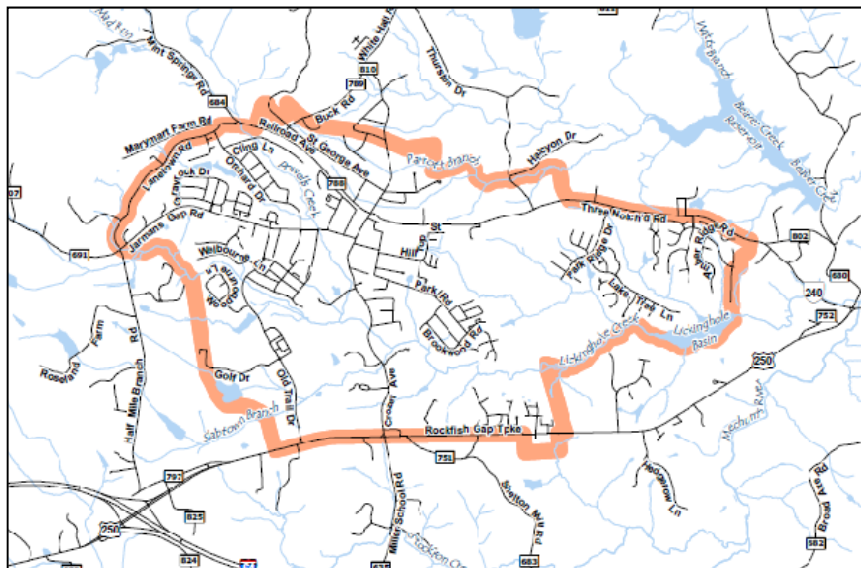
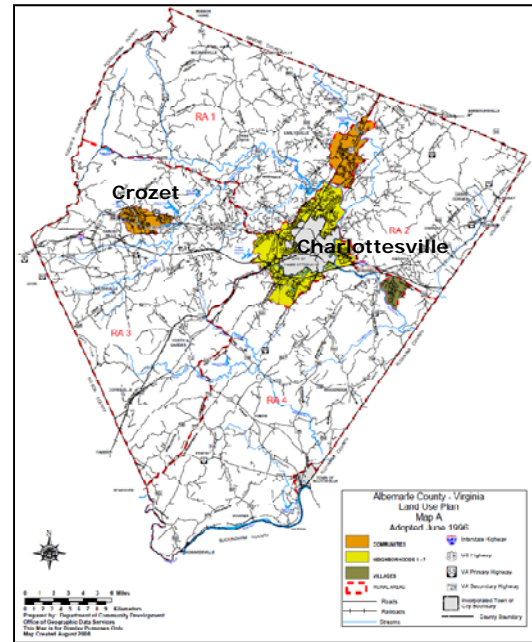
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Chapter 1 Introduction

The Community of Crozet is located in western Albemarle County between the City of Charlottesville and the Blue Ridge mountains. It contains approximately 2,914 acres or 4.6 square miles. The Development Area is almost entirely within the Lickinghole Creek watershed, with the exception of a small northern strip containing portions of the old Downtown commercial and residential area and the Blue Ridge Builder Supply area south of Route 250 West.

The watershed boundary is primarily the basis on which the Crozet Development Area boundary was established. The southern boundary extends west from the Lickinghole Basin dam along the south side of Lickinghole Basin and Creek, intersecting the Rockfish Gap Turnpike east of the Clover Lawn development, and continuing west along the north side of the highway. The eastern boundary is the ridgeline for two streams which flow into the Lickinghole Creek sedimentation basin. The boundary follows this stream system north to Three Notch'd Road, crosses it, and, from a point opposite the Acme property, heads north to the south side of Parrot Creek. From there, the boundary continues west, turning north to parallel the eastern boundary of the new Crozet Elementary School parcel to its north property line, then angling west to the south side of Old Ballard Road. At that point it continues in a westerly direction through the Weston subdivision across Buck Road (Route 789) to take in the water tank, then south to Railroad Avenue. This northern boundary to the Development Area is defined as containing the area draining to a series of proposed stormwater facilities located along Parrot Creek. The western boundary runs along Route 684 to its intersection with Route 691. At this point, the boundary line turns eastward and follows a stream system until it reaches Rockfish Gap Turnpike. (See inset below.)



COMMUNITY OF CROZET Development Area boundaries

Crozet was designated as an area for development in the 1971 Albemarle County Comprehensive Plan. In 1980, there were several amendments to the Development Area boundaries and recommendations for Crozet. There is a history of major infrastructure investments to accommodate future growth in Crozet, including the Beaver Creek Reservoir, which was constructed in 1965. Other

significant infrastructure investments were made with the decision to build the Crozet Interceptor in 1979, its completion in 1988, and construction of the sedimentation basin in 1993. The first master plan for future development of the community was approved in 2004. Prior to development of the Master Plan, the neighborhood study for the Crozet Community was completed in 1993 by the County and a Board-appointed committee. The purpose of that study was to assist the County in establishing policy to help guide public and private activities as they relate to land use and resource utilization within Crozet. The recommendations of the 1993 study were considered and incorporated in the Master Plan and the carry-over of many of the original recommendations demonstrates the residents' commitment to guiding principles, such as downtown revitalization, adequate public facilities, and historic preservation.

Purpose of the Plan

This plan represents a refinement of the 2004 Crozet Master Plan and relies on the guiding principles and recommendations in that Plan. This update of the 2004 Plan is intended to provide guidance on a form of development that is preferable to conventional suburban development. This Plan directs where and how new residential and nonresidential uses should develop. Further, it makes recommendations on the future transportation improvements and capital projects. Finally, its purpose is to guide the timing of public investments, as well as the timing of new development in the Community.

Planning in Albemarle County's Development Areas

Albemarle County has a long-standing goal of directing development into designated development areas. To further County growth management goals, the current development area concept remains a critical planning tool. The Land Use Plan of the Comprehensive Plan, including the Neighborhood Model, presents mechanisms that provide the best opportunity for the County to achieve the goals of compact, livable development in designated development areas and keeping the Rural Areas rural.

The Comprehensive Plan establishes three types of development areas: Urban Areas (Neighborhoods 1 – 7), Communities (Crozet, Hollymead, and Piney Mountain) and Villages (the Village of Rivanna).

Crozet is designated a Community. Communities consist of smaller urban centers that are geographically removed from the Urban Areas around the City of Charlottesville. Communities are expected to be more town-like than city-like in character with less density, smaller scale of development, and may still rely on nearby urban areas for regional services. Communities are to be supported by a full range of public utilities, facilities, services, and amenities. Communities consist of:

- A full range of residential uses and densities and the full range of non-residential uses described in the Land Use Designations section of this plan.
- A Community core of mixed service and residential uses, including community and/or regional services.
- Regional employment centers.
- A network of major intra-County roadways linked to the Urban Area.
- Well-defined residential areas supported by an integrated and interconnected system of streets; pedestrian and bicycle circulation systems; neighborhood commercial, professional, business, and public service uses; and public water and sewer.
- Public facilities supporting the Community and surrounding County areas.

Communities should reflect the principles of the Neighborhood Model. The Neighborhood Model is a County policy and a component of the Comprehensive Plan. The Neighborhood Model seeks to change the form of development from a pattern of sprawling, isolated buildings to a more compact and interconnected design, relying on 12 principles for new development:

1. Pedestrian orientation- Sidewalks or paths that connect houses to each other and to centers and common areas will be the norm. Walks will connect sidewalks to front doors and main entrances.
2. Neighborhood friendly streets and paths- Accommodates walkers, bikers, and public transportation so that mobility can be a reality for the elderly, the young, and those with limited access to automobiles.
3. Interconnected streets and transportation networks- Requires interconnected streets within developments and between developments so that pedestrians can walk easily to many destinations, traffic has alternative routes, and car trips are reduced in number and length.
4. Parks and open space- Makes open space integral to overall design so that residents and workers can walk to a public park, experience preserved natural areas, and enjoy public gathering spaces
5. Neighborhood centers- Provides for neighborhoods to have a designated center to bring diverse and continuous activity to a neighborhood.
6. Buildings and spaces of human scale-. Keeps buildings and spaces at a human scale so that street views are attractive and pedestrian friendly.
7. Relegated parking- Moves off-street parking out of sight and encourages on-street parking.
8. Mixture of uses- Contains a mixture of residential and non-residential uses so residents have convenient access to work, to services, and to entertainment.
9. Mixture of housing types and affordability- Mixes housing types and markets so that a full range of housing choices is offered within the neighborhood.
10. Redevelopment- Emphasizes re-use of sites.
11. Site planning that respects terrain- Adapts development to site terrain so that natural topography can be preserved
12. Clear boundaries with Rural Areas- Maintains a clear boundary between development areas and Rural Areas.

Another key element of the Neighborhood Model is that the master planning process guides growth in the development areas and that a Master Plan should be developed for each development area. Through the master planning process, the Neighborhood Model principles should be adapted to meet the needs of the particular place. This has been done through the Crozet Master Plan process.

The Planning Process and Public Involvement

The first Crozet Master Plan was adopted in 2004 after considerable public involvement. This 2010 plan represents the first five-year update. The update officially began in October 2009. Five community forums were held in 2009 and early 2010 to consider changes to the 2004 plan. After the community meetings, the Crozet Community Advisory Council provided guidance on changes to the 2004 plan. The Planning Commission reviewed those changes and other recommendations by staff. Following several worksessions in the spring and summer, as well as a public hearing, the Commission recommended approval of the Master Plan on July 27, 2010.

Chapter 2 Vision Statement & Guiding Principles

The visioning process was the first step toward recognizing the community's desires for Crozet and setting the direction for the Master Plan. The vision builds on existing planning work and on County policy, such as the Neighborhood Model. Residents and property owners developed the vision as well as the seven guiding principles, which capture what is most important for Crozet and what Crozet residents value most about their community.

Vision

Crozet is and will continue to be a small town with a “small town feel.” It will have distinct neighborhoods, a historic downtown area, and industries that support the County, state, and nation. Downtown will be a vibrant place with a library, employment area, shops, and housing. Parks and open space will be key features of the community. Trails and greenways will link other important centers to provide ways for people to walk and bicycle throughout the community.

Guiding Principles

1. Existing neighborhoods and the Downtown area will be preserved; new or infill development will be appropriate in scale and type to these existing growth patterns.
2. Multiple transportation options and multimodal infrastructure will be provided to support access throughout the community. Pedestrian and bicycle options should be provided for as alternative transportation choices.
3. The housing stock in Crozet should continue to provide choices in affordability and building types, as it attracts people from many social and economic backgrounds.
4. Locally grown businesses are supported for their contributions in providing both jobs and an enhanced quality of life for residents.
5. Crozet values and will protect its natural resource assets through a variety of cultivation, recreation, and conservation efforts.
6. Crozet will continue to encourage a sense of community through its history, diverse activities, institutions, and interests.
7. Community facilities and services must accommodate the changing needs of the community as it grows over time.

Chapter 3 Existing Conditions

This chapter provides a snapshot of the natural and built environment in Crozet. It examines the existing demographics and the trends in Crozet. Existing land uses, the transportation network, and current and planned infrastructure are discussed as well.

Natural, Scenic, and Historic Assets

Natural Resources

Located in the western part of Albemarle County, Crozet is part of the South Fork Rivanna River watershed. The South Fork of the Rivanna River supplies the drinking water for Charlottesville and the urban areas in the County around Charlottesville. Topographically, the Crozet area varies from gently rolling to steeply rolling terrain. Lickinghole Creek flows through the center of Crozet and is fed by numerous creeks and tributaries. Steep slopes line many of the creeks, and other slopes are scattered in the southern portion of this Development Area. Wooded areas are present throughout the Community.

The majority of the Crozet Development Area drains into Lickinghole Creek. The Lickinghole Creek sedimentation basin was constructed to reduce nonpoint discharge from Crozet. The basin serves as an erosion, sedimentation and runoff control device. It will also be operated as a public park in the future.

One-hundred year floodplain designations occur along Powell's Creek, Lickinghole Creek, Slabtown Branch and the Parrot Branch drainage. In addition to the floodplain designation, all streams in Crozet are protected by the County's Water Protection Ordinance because Crozet is in the drinking water supply watershed. Other resources are protected through the County's floodplain, steep slopes, and stream buffer regulations

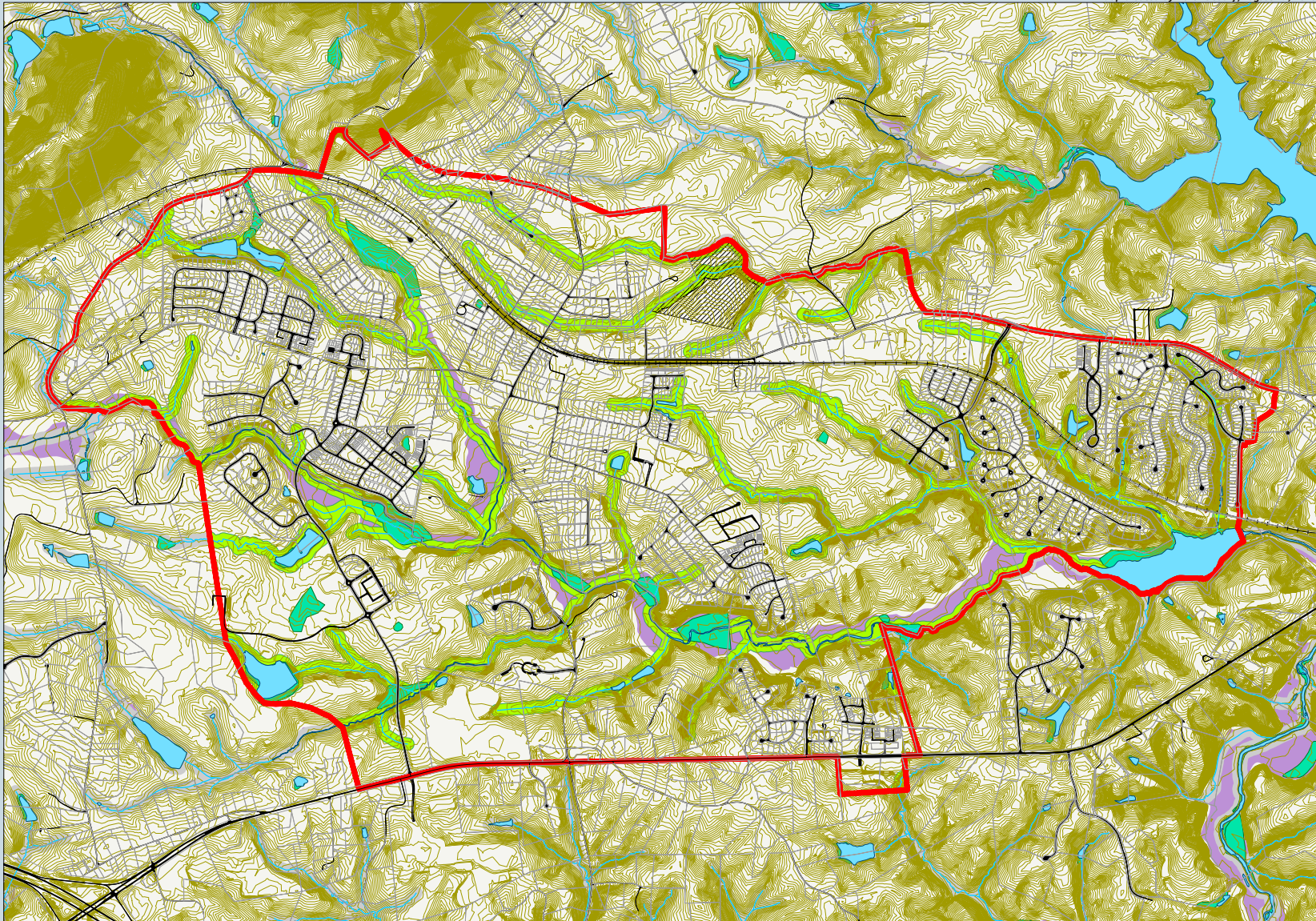
Because of these important natural resources in Crozet and the goal of protecting them, some properties with important environmental features have been placed in conservation easements both in the Crozet Development Area and the immediately adjacent Rural Areas. There are two properties under conservation easement in the Crozet Development Area, including Canary Cottage and Eaglehurst Farm. The Environmental & Natural Resources map on the following page identifies all of these important assets.















Parks

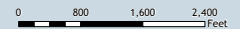
Parks and open space are important features of Crozet. Crozet has small neighborhood and pocket parks that have been provided with residential development. It has community parks, district parks and regional parks outside of Crozet that serve Crozet and the larger Western Albemarle area. The list of larger parks by type is provided in the table on the following page.

Crozet Master Plan Environmental & Natural Resources

Prepared by Albemarle County | Office of Geographic Data Services(GDS).
Map created by Derek Bedarf, August 19, 2010.



-  Road
-  Parcels
-  Railroad
-  Water Feature
-  Stream
-  Contour (4 Ft./1200T)
-  Critical Slope (1200T)
-  Floodplain (100 Yr.)
-  Wetland (NWI)
-  Stream Buffer (100 Ft.)
-  Critical Slope (1200T) & Stream Buffer (100 Ft.)
-  Outside Development Area
-  Crozet Development Area
-  Development Area Removal



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only.

Crozet Parks 2010

Park	Acreage	Type	Facilities
Old Crozet Elementary School	8 acres	Neighborhood	1 60' baseball/softball field; 1 outdoor basketball court
Meadows Community Center	1 acre	Neighborhood	Community meeting space
Claudius Crozet Park	22 acres	Community	2 60' baseball/softball fields; 1 T-ball field; 1 full size soccer field; 2 basketball courts 2 picnic shelters; 2 playgrounds; 1 outdoor swimming pool; <i>Planned park amenity: Running Trail around perimeter of Crozet Park</i>
Brownsville Elementary School	12.5 acres	Community	1 60' baseball/softball field; 1 junior multiuse field; 1 7000 sq. ft. gymnasium; 2 playground areas; 1 outdoor basketball court; 1 90' baseball field
Henley Middle School	50 acres	District	2 full size multiuse fields; 1 7,150 sq. ft. gymnasium; 2 outdoor basketball courts
Western Albemarle High School	75 acres	District	2 60' baseball/softball fields; 4 full size multiuse fields; 2 gymnasiums totaling 24,000 sq. ft.; 6 tennis courts; 1 stadium field with track
Crozet Elementary School	21.1 acres	Community	1 60' baseball/softball field; 1 junior multiuse field; 1 4700 sq. ft. gymnasium 2 playground areas 1 outdoor basketball court
Western Park (<i>Future Park</i>)	35.8 acres	Community	<i>Land is dedicated to the County Future improvements: Multi-Use Fields, Open Space Play Areas, Trails System through preserved natural areas, pavilion, picnic shelters, and promenade</i>

Source: Albemarle County Department of Community Development 2010

Crozet Development Area residents also have convenient access to recreational facilities just outside the Development Area at Mint Springs Park, Beaver Creek Park and the Greenwood Community Center. These nearby County park properties total 757 acres including 112 water acres.

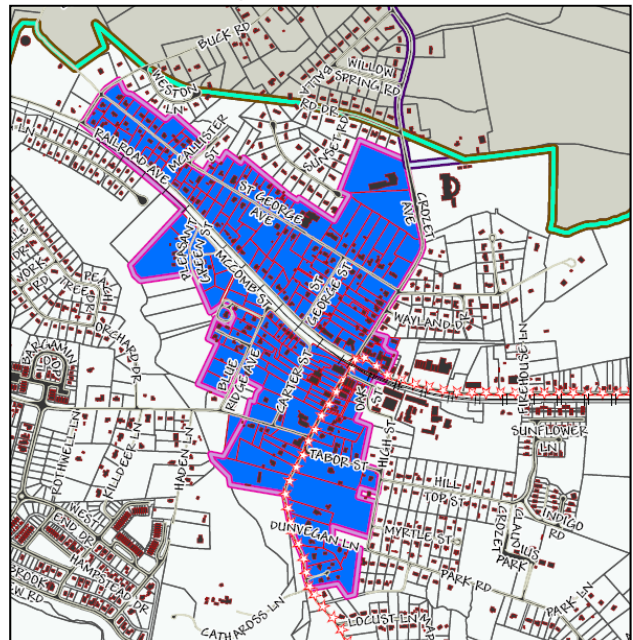
Standards for parks are provided in the Albemarle County Community Facilities Plan. According to those standards, parks and recreational resources are sufficient to serve existing residents of Crozet and the western part of Albemarle County. The Parks & Green Systems chapter and map show new parks and improvements to accommodate future residents.

Historic and Cultural Resources

Crozet was named for Colonel B. Claudius Crozet (1789 -1864) who was a French-born civil engineer and artillery officer under Napoleon. He is best remembered as the chief engineer for the 17-mile-long railroad tunnel through the Blue Ridge Mountains near the Community of Crozet. The Community of Crozet began as a whistle-stop on the Chesapeake and Ohio Railroad in 1876. The train stop was established at the request of the Miller Manual Labor School (the Miller School), which was founded that year. Since its inception, Crozet has functioned as a distinct settlement with a unique agricultural history, small business enterprises, and a dynamic civic spirit. Over time, Crozet became known for its fruit industry. In the 1930s, it led the state in the production of Albemarle Pippin and Winesap apples. It also was known as the Peach Capital of Virginia. With the arrival of Acme Visible Records and Morton Foods (ConAgra) in the 1950s, year-round employment was available to balance the area’s seasonal economy. Although these businesses closed in the 1990s, technology-related enterprises and other small contracting firms are now occupying portions of the old plant buildings, with space still available for future adaptive re-use.

In 2007-2008, an architectural resources study was completed for the Community of Crozet as a joint effort of the County of Albemarle, the Virginia Department of Historic Resources (VDHR) and the Piedmont Environmental Council. Survey work done as part of this study resulted in VDHR approving part of Crozet as a potential National Register Historic District. The historic buildings in Downtown and the residential areas extending from Downtown together illustrate the history and development of Crozet and mark it as a unique place in Virginia. The map to the right shows the potential National Register Historic District boundaries.

To help protect the scenic and historic resources of the Crozet area, the Board of Supervisors established Route 250 and Route 240 as Entrance Corridors. Entrance Corridors are streets that lead to and through historic areas. Route 250 is a primary east-west road through Albemarle



Boundaries of potential Crozet National Register Historic District as identified by Virginia Department of Historic Resources (Map prepared by Albemarle County GDS)

County and Route 240 is a north-south thoroughfare. The purpose of Entrance Corridor designations is to ensure that development and redevelopment of property is compatible with the County's historic and cultural resources.

Scenic Resources



View west of the Blue Ridge Mountains from Crozet

The most scenic resource in Crozet is the Blue Ridge Mountains located west of the community. These mountains are visible from most parts of Crozet and are one of the reasons new residents are attracted to Crozet. The County's Rural Area policies help to preserve this scenic resource through policies and programs like the Mountain Protection Plan, conservation easements and agricultural and forestal districts.

Within and near Crozet, Route 250 West functions as a scenic resource and has been designated a Virginia

Byway. A Virginia Byway is an existing road with significant aesthetic and cultural values, leading to or lying within an area of historic, natural, or recreational significance. The primary purpose of this designation is to give formal recognition to deserving roads and to further the creation of a system of roads to promote tourism and public appreciation of natural and historic resources.

Demographics

Population

Crozet's population has seen steady growth since the 1990s with the number of residential units in Crozet more than tripling from about 600 in 1990 to an estimated 2,192 units in the Development Area today (March 2010 estimate). Based on the current number of units, the current estimated population is between 4,723 and 5,501 residents, depending on the multiplier used to calculate the number of people per dwelling unit. The table below shows growth in the Crozet Community over the last 20 years.

Residential Units and Population Growth 1990-2010

Year	Units	Population
1990	599	1733
2000	1051	2753
2010*	2192	5501

Source: US Census and Albemarle County Department of Community Development, Office of Geographic Data Services, March 2010

*The number of units is based on parcel data in Albemarle County's CountyView Development Tracking System. The average number of persons per household from the 2000 Census of Population and Housing is used as the multiplier. Population in Group Quarters (dormitories, fraternities and sororities, and elderly care facilities) is based on actual residents in these facilities at time of estimate.

The population of Crozet has grown at a higher rate than the County as a whole. While the County has grown at a rate of approximately two percent a year over the last ten years, Crozet has experienced a ten percent annual growth rate. The population of Crozet represents about five percent of the County's overall population and about approximately ten percent of the population in the County's development areas.

Housing

In March 2010, there were 2,192 dwellings in Crozet. At present there have been approvals through rezonings for up to 2,836 more dwellings if maximum densities are achieved for approved developments. The rezonings have included a greater number of attached housing and apartments than in the past, which will increase housing choices and affordability in Crozet. With the existing zoning on properties, there is the potential of between 1,368 and 1,982 additional units. If maximum densities are achieved under developments already approved and zoned, this could result in a potential estimated population range of 13,837-16,628.

Employment

Historically, Crozet's economic base was agricultural, which expanded to include food processing in the mid-to-late Twentieth Century. Other economic activities include records storage and a lumber company. Today, the largest business is MusicToday, an entertainment marketing company that runs fan clubs and handles ticket sales and merchandising for clients in the entertainment industry. Music Today, Starr Hill microbrewery, and other smaller users operate out of the old food processing facility (Con-Agra Foods). US Joiner, a ship interiors company, also provides employment. The other major employers in Crozet are Mountainside Senior Living Facility, the public schools, and two grocery stores – Great Valu and Harris Teeter.

Crozet's surrounding rural agricultural areas also help support the community's economy. Vineyards and orchards bring travelers to Crozet. Hops farming supports local breweries. The Yancey Lumberyard processes lumber, which is used in Crozet, Albemarle County, and the region.

The County's source for employment data is the Virginia Employment Commission (VEC). Employment data for Crozet is not available for just the area within the Crozet Development Area boundaries because of the way employment data is reported to the VEC. According to Crozet area estimates, which are based on zip codes and include some employers outside the Development Area, there are presently 1,638 employees. The 2004 Crozet Master Plan projected 5,000 jobs for a population of 12,000, which would result in an employee-to-population ratio of nearly 0.5. A more conventional approach and what the County typically uses, compares jobs to housing or jobs to dwelling units.

As a whole, the County has a jobs-housing ratio of 1.22 jobs per dwelling, which represents more jobs than houses in the County. In contrast, Crozet has more housing than jobs with a ratio of 0.74 jobs per dwelling. This information suggests that Crozet is a bedroom community to Charlottesville and the urban areas of Albemarle County. A goal from the 2004 Master Plan for Crozet was to have a higher jobs housing ratio of between 0.8 and 0.9:1. If achieved, this ratio would represent a greater number of jobs in Crozet, reduce dependency on Charlottesville for employment, and reduce commuting traffic on Route 250 West.

Existing Land Use

Most of the 2900 acres in Crozet has been developed residentially or is undeveloped/open space. Industrial land comprises approximately five percent of the land area and commercial or mixed use takes up approximately three percent of the area. Over time, more commercial/mixed use growth is expected.

Residential Use

The predominant land use in Crozet is residential. Of the roughly 2200 units, 72 percent are single-family detached; 21 percent are townhouses, single-family attached or duplexes; four percent are multifamily; and four percent are mobile homes. Townhouses provide the majority of the newest housing stock.

The historic or older neighborhoods of the Tabor/Hilltop area, Carter Street area, and the northern neighborhoods on St. George Avenue and Waylands Drive surround Downtown. Mountainside Senior Living is an assisted living facility in Downtown, which has 105 residents. The Meadows is a senior housing complex south of Downtown with 96 units. Other older neighborhoods include the Crozet Mobile Home Park, Brookwood, and Orchard Acres. Newer neighborhoods are Western Ridge, Cory Farm, Grayrock Orchard, Wayland's Grant, Highlands at Mechums River, and Crozet Crossing. Parkside Village, Old Trail, Westhall, Wickham Pond, Liberty Hall and Foothill Crossing are the newest residential developments in Crozet.

Commercial and Office Use

Commercial and office uses outside of Downtown comprise less than two percent of the land area in Crozet. Most of the older commercial buildings are located on Crozet Avenue and Three Notch'd Road, while newer commercial areas are located in Old Trail or on Route 250 West.

In terms of square footage, the largest commercial area is the new Blue Ridge Shopping Center, which totals 56,267 square feet and includes a grocery store, shops and a bank. Blue Ridge Building Supply Company, which is located adjacent to the Blue Ridge Shopping Center on Route 250 West, has approximately 48,000 square feet. The next largest building is the Great Valu Shopping Center with 29,502 square feet. The Crozet Commons building constructed in 2005 on Three Notch'd Road in Downtown provides 23,110 square feet of office space and is headquarters to US Joiner. This building also houses physical therapy and fitness businesses and a medical office. Adjacent to that building is an additional 19,500 square feet of approved office space and a 3,000 square foot bank in the Birchwood Place development.

Industrial Use

Industrial buildings and associated zoned land that may be undeveloped comprise about five% of the land area of Crozet. Included are three large industrial buildings: the former Con Agra building (464,821 square feet), Acme Visible Records (286,187 square feet) and the J. Bruce Barnes Lumber Company. The first two buildings are located on Route 240 (Three Notch'd Road); the lumber yard is located adjacent to the Square in Downtown. At present, the lumber company is the only industrially used property.

The former Con-Agra building is part of a mixed commercial and industrial area. It is the primary employment center for Crozet and is divided by the Route 240 Corridor and the railroad tracks.

Mixed Use

Mixed use occupies around one percent of the land area of Crozet. The largest mixed use area of residential and nonresidential use is the Square in Downtown. The Square provides 13,427 square feet of commercial and residential area. A newer mixed use area is Clover Lawn on Route 250 West with 33,000 square feet of commercial uses and 29 residential units. Commercial areas in the Old Trail development provide for approximately 25,000 square feet of mixed commercial uses with residential units above. Old Trail is approved for up to 250,000 square feet of commercial uses, 192,000 of which may be retail uses, and 2200 potential dwellings. However, Downtown historically has been and is intended to be Crozet's "district-wide" focal point for cultural and commercial activities. It is the largest and most important center in Crozet

Downtown

In addition to its function as the largest mixed use center in Crozet, Downtown is and is intended to be the commercial core and to provide many opportunities for employment. The area is bisected by the railroad tracks and is zoned Downtown Crozet District (DCD) and Heavy Industrial. North of the railroad tracks, the DCD includes the Great Valu Shopping Center and the Dairy Queen. An existing stream drainage ditch north of Downtown divides the commercial area from the residential neighborhoods along St. George and Wayland Drive. This stream is protected because it feeds into Crozet's drinking water supply at the Beaver Creek Reservoir and is subject to the County's Water Protection Ordinance.

The Downtown Crozet District zoning was a significant recent zoning change in Crozet. The DCD was adopted by the County with a Zoning Ordinance and Zoning Map amendment in June 2008. The DCD establishes zoning regulations unique to Crozet to encourage traditional downtown development. It provides for flexibility and variety of development for retail, service, and civic uses with light industrial and residential as secondary uses. The regulations for the DCD are intended to promote the economic and social vitality and diversity of Downtown Crozet.

Community Facilities and Services

Existing community facilities and services are described here. More information can also be found in the Chapter 7 of the Master Plan.

Water and Sewer

The Rivanna Water and Sewer Authority is an independent public body, which provides impoundment, treatment, storage, and transmission of potable water as well as transport and treatment of wastewater for the citizens of Charlottesville and Albemarle County. The Authority is the wholesale agency with the Albemarle County Service Authority as its customer and agency that provides service to individual retail customers in Albemarle County including Crozet.

The County's policy is to provide water and sewer service to properties within the development areas. As a development area, the community of Crozet is to be provided with water and sewer. Most of the developed portions of Crozet are currently served with these utilities. The Albemarle County Service Authority (ACSA) will provide service to all of Crozet as new development occurs.

Raw Water

Currently, the Beaver Creek Reservoir (BCR) serves as the sole raw water source for the Crozet Development Area. The Beaver Creek Dam (BCD) and Reservoir was constructed in 1963 by the United States Department of Agriculture, Natural Resources Conservation Services (NRCS). The dam was designed with both a water storage and flood control component on the design of the sediment storage volume, theoretical sedimentation documentation rates, and anecdotal evidence, there does not appear to be a current problem with sediment accumulation within the BCR drainage basin. The 2007 BCR Safe Yield Study indicated that during the drought of record (2001-2002), the maximum constant demand that could be supplied from BCR is 1.8 million gallons per day (mgd). Currently, the raw water pump station at BCD houses two pumps at 1.0 mgd each. Although more than one pump can be operated, the firm pumping capacity of the pump station is 1.0 mgd. Currently a 12" main conveys water from the BCD to the Crozet WTP. The raw water pipeline capacity is approximately 1.3 mgd.

Finished Water

Potable water for the Development Area is currently produced at the Crozet Water Treatment Plant located on Rt. 240. Currently, the water treatment plant is capable and permitted to treat 1.0 mgd. When demand at the water treatment plant reaches 80% of the permitted capacity, RWSA and ACSA will begin design of a plant and raw water conveyance expansion. The size of the expansion will be dependent on the projected demands and uses. Current water demand for the Crozet area is approximately 0.4 mgd.

Sewer

Wastewater treatment is provided at the Moore's Creek Treatment Plant, which conveys sewage from Crozet via the Crozet interceptor line. Generally, flow passes through a series of gravity mains. Four pumping stations are located between Crozet and the Ivy Road/Route 250 West interchange where the flow discharges into the Morey Creek & Moore's Creek interceptor, which lead to the wastewater treatment plant.

Solid Waste Management

The Rivanna Solid Waste Authority (RSWA) is a regional authority established to manage solid waste disposal originating in the City of Charlottesville and the County. Solid waste collection service to all County residents and businesses, including Crozet, is provided by private haulers. The RSWA operates the Ivy Materials Utilization Center (at the old Ivy Landfill), the McIntire Recycling Center in the Charlottesville, a paper sorting facility (as a result of a public-private partnership), and the Zions Crossroads transfer and disposal facility (in partnership with Allied Waste). The McIntire Road Recycling Center in Charlottesville provides primary recycling services to the Crozet Area. There is also a drop-off center located in the Pantops Shopping Center.

The RSWA is currently developing a new strategic plan for solid waste management. The plan is still under development as of the writing of this Master Plan.

Schools

There are four public schools located in, or adjacent to, and serve Crozet: Crozet Elementary, Brownsville Elementary, Henley Middle, and Western Albemarle High School. There are numerous private schools in Crozet and the surrounding area, including the Field School and the Miller School. Albemarle County School's Long Range Planning Committee is responsible for monitoring residential development in the area and, either through

redistricting or by providing additional facilities, ensuring that the capital needs of the school children will be met. At present, school facilities and teacher-to-student ratios are met.

Police

The Albemarle County Office Building on Fifth Street contains the Albemarle County Police Department (ACPD), although police patrol all areas of the County. Current policy for police services recommends a response time of five minutes or less 85 percent of the time in the development areas.

On average, ACPD has one officer working the West End (including the Crozet area) per shift. ACPD allocates shift resources throughout the County based on crime, traffic, and special problem patterns. A satellite office is located at the Meadows. (A satellite office is used by officers to perform administrative tasks and keep them in their assigned areas of patrol. It is not a “manned” office.) ACPD current data reflects that ACDP is not meeting the standard of a five-minute response 85 percent of the time. Instead, ACPD is meeting this standard 65 percent of the time.

Fire Rescue

Albemarle County has a unique emergency services system. Volunteer and career personnel cooperatively provide fire, rescue, and emergency medical services to the community while partnering with other local and regional emergency services. Albemarle County maintains a centralized headquarters to coordinate the provision of fire, rescue, and emergency medical services. Commonly referred to as ACFR, these staff members handle administrative tasks, training, volunteer programs, fire prevention and life safety programs, and provide career operations staffing to supplement volunteer staffing. However, in Crozet, fire suppression services, are provided by the all-volunteer Crozet Volunteer Fire Department. This station serves an 184-square mile area of Western Albemarle County, which includes the Ivy area, Afton Mountain, and areas that extend north of Whitehall to south of Batesville. Ambulance/rescue service is provided by the Western Albemarle Rescue Squad, which is also all-volunteer and covers most of the same areas of Western Albemarle as the Crozet Volunteer Fire Department.

Library

Public library service is provided through the Jefferson-Madison Regional Library (JMRL) system. Crozet currently has one branch library of 1,864 square feet. The facility is already inadequate to serve the community’s needs based on the County standards and State Standards (Library of Virginia).

Property has been purchased in Downtown Crozet for a new 20,000 square foot library to serve Crozet and Western Albemarle. The new library will be built within the heart of Downtown on Crozet Avenue and is a high priority of the Master Plan. The library will provide an anchor and focal point for community activity and serve as an economic catalyst in Downtown. Locating the library in Downtown is expected to result in fewer car trips, more opportunity for community interaction, promotion of pedestrian safety and access, and additional Downtown parking. As part of the project, the County will build a portion of the new “Main Street”, which was identified in the 2004 Plan. The new space will also have public meeting rooms and community space. However, due to current funding constraints, this project has been pushed back several years in the County’s Capital Improvements Program.

Social Services

Social service programs are provided in Crozet to low-to-moderate income families and also to senior citizens. Mountainside Senior Living and the Meadows are housing for low-to-moderate income older adults. Reduced-cost lunch and other programs are provided through the County schools.

Stormwater Management

The County implements a number of programs to protect water resources of the County. These programs include education, ensuring proper maintenance of stormwater management facilities, enforcing the prohibition of illicit discharges, responding to citizen inquiries regarding drainage issues, and designing and building capital projects. The initiatives are especially important in Crozet as it is part of the drinking water supply watershed.

The Lickinghole basin is a large sediment control facility that helps to protect the watershed by detaining sediment from new construction before runoff makes its way downstream into the Mechums River and ultimately the South Fork Rivanna Reservoir. In addition to its functional role, this protective environmental measure is a public amenity.

Existing Transportation Network

US250 West (Rockfish Gap Turnpike) and US240 (Crozet Avenue and Three Notch'd Road) are the primary roads serving the Development Area and are part of the County's Entrance Corridor Overlay District. Other major streets and roads are Jarman's Gap Road and Old Trail Drive. The table on the next page provides information on daily vehicle traffic on these main streets and roads based on VDOT's 2008 Average Annual Daily Traffic (AADT) Volume Estimates.

Route 250 West (Rockfish Gap Turnpike)

This street, referred to by the public as "Route 250" or "250 West," is a rural section road forming the southern Development Area boundary except for the portion across from the Clover Lawn development. Portions of the new commercial area on Route 250 West, east of Crozet Avenue, have curb and gutter. The remainder of the road is a wide two-lane road with a center turn lane.

Route 250 West is also a state designated Scenic Byway. This program identifies road corridors containing aesthetic or cultural value near areas of historical, natural or recreational significance. By designating certain roads as Virginia Byways, the program encourages travel to interesting destinations and away from high-traffic corridors.

Three Notch'd Road (Route 240)

Three Notch'd Road extends from the northern part of the V-intersection with Route 250 West (east of Crozet) to its intersection with Crozet Avenue. It is a rural section road until it reaches the Music Today/Starr Hill area. From there it is an urban two-lane street with narrow sidewalks on the northern side into Downtown. At the railroad overpass, it becomes Crozet Avenue.

Crozet Avenue (also Route 240)

Crozet Avenue, which is Route 240, connects the northern part of Crozet with Route 250 West. The northernmost section has curb or curb/gutter and sidewalks. The central section is undergoing a streetscape improvement program to widen sidewalks and place utilities underground.

Annual Average Daily Trips on Streets and Roads in Crozet in 2008

Street/Road	From	To	AADT
US 250	I-64 near Yancey Mills	Rt. 240/Crozet Ave.	10,000
US 250	Rt. 240/Three Notch'd Rd.	Rt. 240/Crozet Ave.	7,100
US 250	Rt. 240/Three Notch'd Rd.	Dick Woods Road	13,000
Rt. 240/Crozet Ave.	US 250/Rockfish Gap Turnpike	Rt. 810/Three Notch'd Rd.	7500
Route 240/Three Notch'd	Rt. 810/Crozet Avenue	Rt. 802/Old Three Notch'd Rd	6700
Route 240/Three Notch'd	Rt. 802/Old Three Notch'd	US 250/Ivy Rd.	6700
Rt. 810/Crozet Ave.	Rt. 240/Three Notch'd	Rt. 811/N. Jones Mill Rd.	2500
Rt. 691/Jarman's Gap	Rt. 611/Greenwood Rd	Rt. 1215/Killdeer Lane	1100
Rt. 691/Jarman's Gap	Rt. 1215/Killdeer Lane	Rt. 240/Crozet Ave.	2800

Source: VDOT's 2008 Average Annual Daily Traffic (AADT) Volume Estimates.

Jarman's Gap Road

Route 684 (Jarman's Gap Road) is a substandard design to support proposed development, and is scheduled for upgrading including widening, alignment improvements, bike lanes, and a sidewalk on the north side by VDOT. It connects Crozet Avenue with Half Mile Branch Road in western Crozet. It is a narrow, two-lane rural road, will be improved to an urban road with sidewalk on one side over the next few years. It is the major street carrying traffic from western Crozet to Downtown. Its intersection with Crozet Avenue is offset from Tabor Street; however, this offset is not expected to be corrected and provides for traffic calming near Downtown.

Old Trail Drive (previously referred to as Western Avenue)

Old Trail Drive connects Jarman's Gap Road with Route 250 West through the Old Trail development. It is a two-lane urban street with an asphalt trail on one-side, which functions as a multi-use path. Sidewalks will be constructed on the other side of Old Trail Drive as development occurs. The multi-use path will transition to a wide sidewalk in the higher density and commercial center of the Old Trail development. Street trees will separate the pavement from the sidewalks and path.

Other Accessibility

Accessibility to portions of the Development Area south of Three Notch'd Road and east of

Crozet Avenue is restricted due to lack of public roads in these areas. In the central portion of the Development Area, alignment and sight distance pose problems along both Three Notch'd Road and Crozet Avenue, especially in the Downtown area.

Pedestrian and Bicycle Networks

Sidewalks and pedestrian pathways exist in some neighborhoods in Crozet such as St. George Avenue, Three-Notch'd Road from the former ConAgra building to Downtown, and Downtown along Crozet Avenue to Field School/Old Crozet School of the Arts. The existing Downtown sidewalk system is not interconnected and some portions are in need of maintenance. Implementation of the Downtown streetscape project will address this need and provide additional parking for Downtown revitalization.

Bicycle facilities are inadequate within the community; however, construction of these facilities is anticipated with road and new development projects. Greenway development is underway from Lickinghole basin and Western Ridge to Claudius Crozet Park as well as in the area west of Crozet Avenue in conjunction with the Old Trail development.

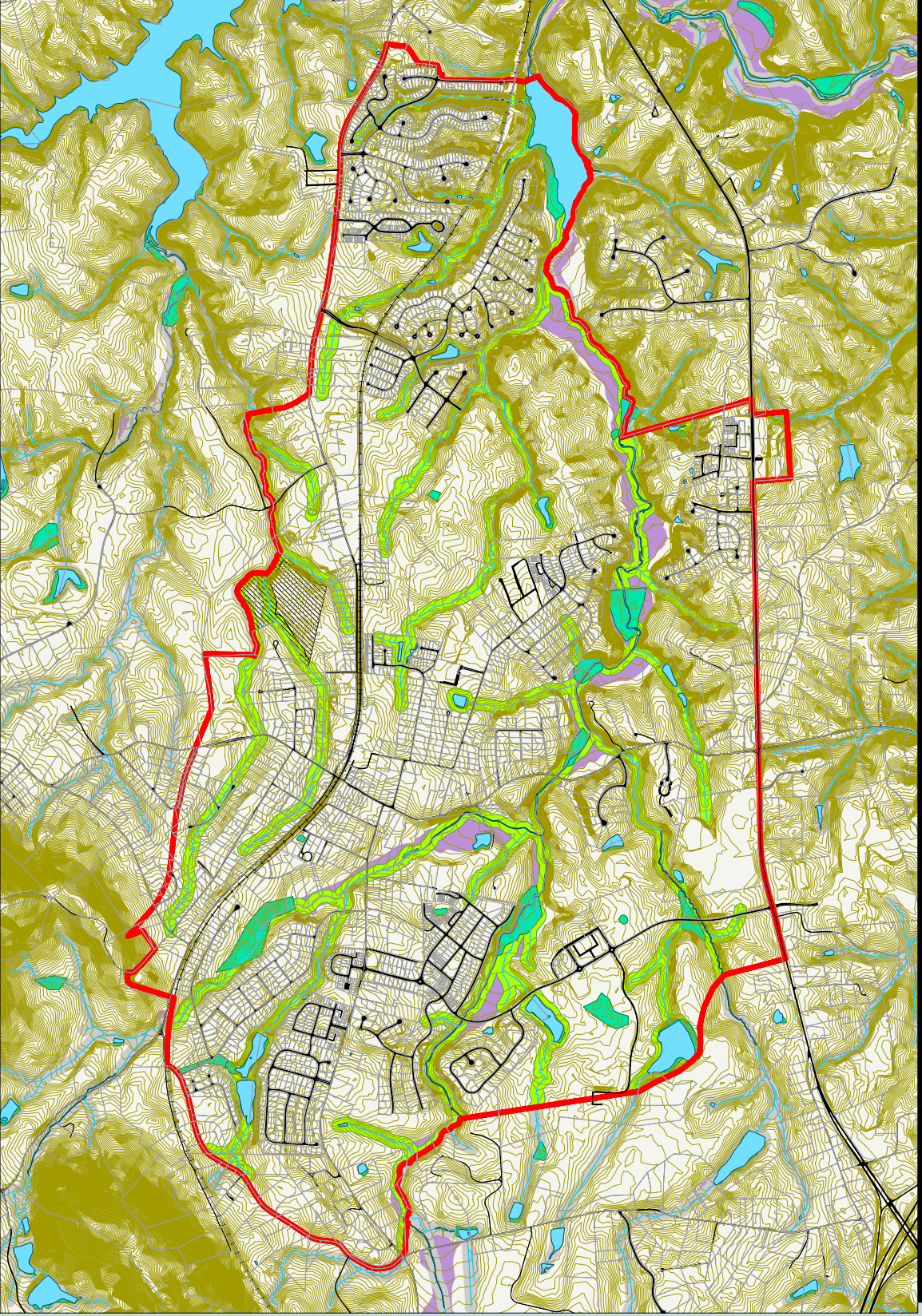
Transit

Jaunt

JAUNT, Inc. is a regional transportation system that was organized in 1975 and provides service to the citizens of Charlottesville and the nearby Counties of Albemarle, Fluvanna, Louisa, Nelson, Buckingham, and Amherst. This public transportation system makes over 270,000 trips each year, carrying riders to work, doctor's appointments, shopping, and leisure activities. JAUNT is owned by the local governments it serves and uses federal, state, and local funding to supplement fares and agency payments. JAUNT on-demand transit service is currently available in the Crozet area.

Crozet Master Plan Environmental & Natural Resources

Prepared by Albemarle County | Office of Geographic Data Services (GDS).
Map created by Derek Becharf, August 19, 2010.



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only.

Chapter 4 Future Land Use

Centers

The Crozet Master Plan Future Land Use Plan is organized around centers—distinctive places in Crozet that are oriented toward the pedestrian. Pedestrian-oriented place-making involves a combination of focal points and boundaries in which the ideal distance from focal point to boundary is approximately a 1/4 mile radius (i.e., a five minute walk). The center is the most intensely developed, while the middle and edge bands around the center become progressively more residential, less mixed use, and less dense.

The primary and most important center in Crozet is the Downtown area. There is one major employment center in the Crozet Development Area: Music Today (the former Con Agra facility). Other important mixed use centers include Old Trail/Western Park and the Clover Lawn commercial and residential area. Schools also serve as important focal points in Crozet. In addition to the centers noted above, Claudius Crozet Park, Western Park, and the future Eastern Park are also centers.

Economic Development Policy and the Master Plan

The County's Economic Development Policy, updated in March 2009, recommends that the County maintain a strong and sustainable economy. Economic growth and vitality are required to sustain and enhance the human, economic, cultural, and natural characteristics of any community. An economic development policy should be based on planning efforts which support and enhance the strengths of the County. This policy has also been incorporated into recommendations throughout the Master Plan, including the Future Land Use Plan, which identifies where new economic growth should occur in Crozet. The Master Plan puts a strong emphasis on maintaining a jobs-housing balance to help Crozet become less of a "bedroom community" to Charlottesville.

Future Land Use Plan

The Future Land Use Plan is provided on the following page. This plan shows areas designated for development, the type of development desired, and what should be preserved as important natural features in Crozet. A major premise of the Master Plan is the protection of the Rural Areas and Route 250 West surrounding Crozet. The desired future uses are shown in colors on this plan. The non-park centers are represented by the darkest colors on the map. The most intensely developed area is and will continue to be Downtown. Lighter colored shades radiate out from the darker colors to illustrate where lower intensity development is expected.

Land Use Designations (Refer to Crozet Master Plan Land Use Plan on next page)

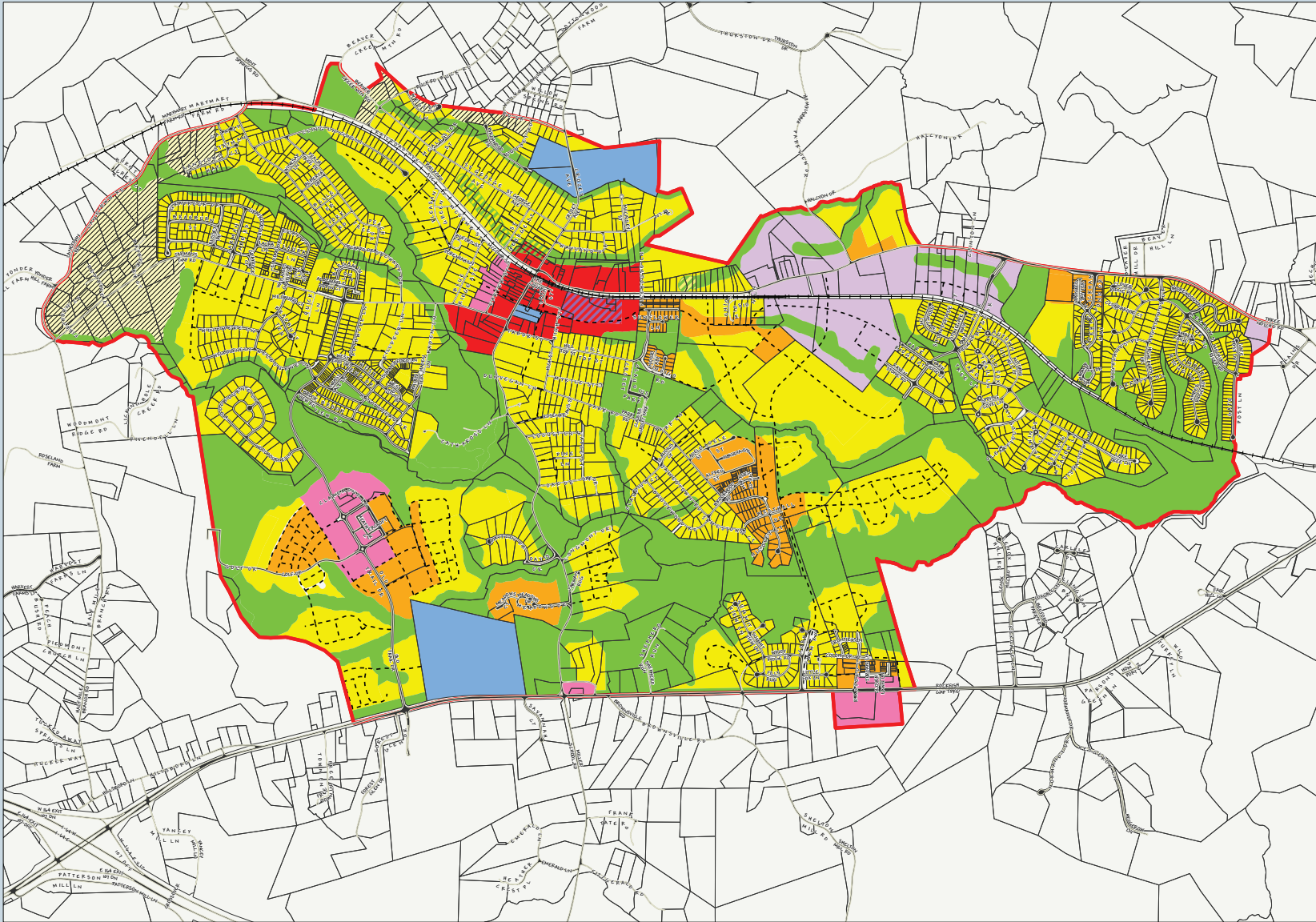
Greenspace





This designation refers to all existing and proposed public parks, public open space, environmental features and active park areas. It includes public greenways and park-related institutional uses. It also contains important environmental features and privately owned park and recreational areas which may be active or passive. The Parks & Green Systems map and Chapter 5 of the Master Plan further define expectations for the Greenspace shown on the Land Use Plan. Sensitive environmental features including stream buffers, flood plains, and adjacent slopes are included in this category. Typically, only passive recreation and greenway trails will occur in the sensitive environmental areas, while active recreation is planned for other areas.

Crozet Master Plan Land Use Plan

Prepared by Albemarle County | Office of Geographic Data Services(GDS).
Map created by Derek Bedarf, September 16, 2010.




-  Railroad
-  Crozet Development Area
-  Parcels
-  Greenspace *
-  Neighborhood Density Residential (Low)
-  Neighborhood Density Residential
-  Urban Density Residential
-  Mixed-Use
-  Downtown
-  Institutional
-  Light Industrial
-  See Crozet Master Plan Text
-  Potential Roads/Connections
-  Potential Stream Buffer Reduction **


* Refer to Parks & Green Systems Map
** Refer to Text



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only.

Institutional 


This designation represents areas for civic use such as schools, libraries, parks, recreational facilities, water treatment facilities, and other similar uses on County or publicly-owned property. It may also include facilities such as community centers, clubs, lodges, and civic and fraternal facilities.

Neighborhood Density-Low 

This designation represents residential areas where a density of 2 residential units per acre or less is expected. Housing is expected to be single-family detached. Non-residential neighborhood uses, such as places of worship, public and private schools, religious institutions, daycare facilities, parks, and private schools, may also be present in these areas.

Neighborhood Density 

This designation represents residential areas with a desired density of 3 – 6 residential units per acre. It also represents existing residential areas within or below this range. Housing in this area is primarily single-family detached with some single-family attached/townhouses. Non-residential uses include institutional uses, such as places of worship, public and private schools, and early childhood education centers (daycare centers and preschools). Neighborhood-serving retail/commercial areas and office uses of less than 5,000 square feet may be allowed by exception only in Neighborhood Density Residential areas located within half a block of Downtown along Blue Ridge Avenue and east of Firehouse Lane.

Urban Density 

This designation represents primarily residential areas with a density of 6 – 12 residential units per acre. All housing types are found in this category, including single-family detached, townhouses, and apartments. Urban Density residential areas include places of worship, public and private schools, and early childhood education centers (daycare centers and preschools). Urban Density residential areas also accommodate small scale office and commercial uses. Neighborhood-serving commercial buildings of less than 5,000 square feet and office uses of less than 20,000 square feet per site may be allowed by exception only.

Mixed Use 

This designation represents areas with a mixture of residential, commercial, and office uses. Residential density does not exceed 18 dwelling units per acre, mostly as apartments or townhouses. This designation is used inside mixed use centers -- such as Old Trail and Clover Lawn and as transition areas around Downtown. In centers, it includes a balanced mix of retail, housing, commercial, employment, and office uses along with some institutional uses. The types of retail and services, as well as dwelling unit types, vary depending upon the nature of the center. Specific recommendations for the Mixed Use (Transition) areas surrounding Downtown are provided in the *Mixed Use Areas near Downtown* section of this chapter starting on Page 24.

Downtown 

This designation is applied to the most intensely developed area in Crozet. It is a mixed use area, which promotes commercial, employment, and office uses and allows up to 36 residential units per acre in the form of multifamily/mixed use buildings. Institutional uses, such as libraries and County offices, as well as limited amounts of office, research, and development (R&D) uses are present in this area.

Mixed Office/Research & Development (R & D)/Flex and Commercial

This designation, which is a subcategory of Downtown, represents a mixture of employment, retail, and service uses. Retail and service uses that would occur in Downtown are expected in this category of use as well as office, research and development (R&D), and flex uses. Examples of office/R&D uses include research and development of computer software, information systems, communication systems, geographic information systems, and multi-media and video technology. Development, construction, and testing of prototypes may be associated with this use. Such a business does not involve the mass manufacture, fabrication, processing, or sale of products.

Flex describes businesses that may include several uses such as a manufacturing facility with warehouse space for components and completed products, a showroom for sale of the products, and office space where administrative duties for the business take place.

Light industrial uses are secondary. They are expected to have limited impacts on surrounding uses (e.g., noise, vibrations, odors), although a use may have a greater traffic impact due to the number of employees.

Residential uses are also secondary uses, up to 36 units per acre in the form of upper story apartments. Open space and institutional uses constitute additional secondary uses.

Light Industrial

This designation represents uses that involve manufacturing, predominantly from previously prepared materials, of products or parts. It may include processing, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of these products. It does not include basic industrial processing. Light Industrial areas provide a place for employment and commercial uses that need to be segregated from residential uses and other commercial uses because of their impacts. Primary uses are light manufacturing, storage, and distribution. Secondary uses include related office and retail activities (particularly wholesale), research and development (R&D), flex, other commercial uses that are associated with the primary uses in the area, larger auto commercial service uses, open space, and institutional uses.

Recommendations by Geographic Sector

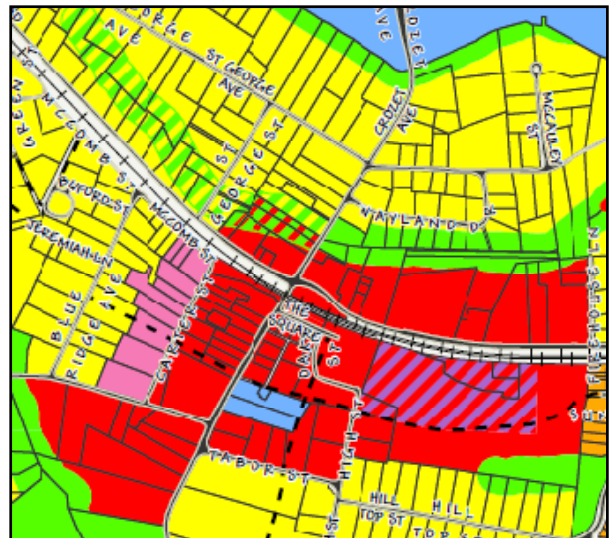
For this section of the Master Plan, the Community of Crozet has been divided into six geographic sectors in which future development and redevelopment projects or preservation efforts are focused. The areas are Downtown, the Route 240 Corridor (Downtown to Music Today), the Music Today (formerly ConAgra) area, Western Crozet, the Crozet Avenue Corridor, and Eastern Crozet. Each area has unique characteristics and challenges. This section identifies land use recommendations and priority implementation strategies for each area.

Downtown Area

The Downtown Area contains five different land use designations and this Master Plan recommends that the area continue to serve as the focal point for cultural and commercial activities in Crozet. It designates the existing commercial core of Downtown for infill and

redevelopment for commercial and mixed uses. The Downtown Crozet Zoning District (DCD) has been placed on properties designated for the Downtown use. This zoning district provides for flexibility and variety of development for retail, service, office/R&D/flex/light industrial, and civic uses. Within the zoning district, light industrial and residential uses are secondary uses. New buildings are expected to be two to three stories in height, although the zoning regulations allow up to four stories by-right and up to six stories by special use permit. Shared parking that is on-street or in parking lots is expected. Redevelopment of existing viable structures is encouraged.

Locations for office/R&D/flex/ provide primary employment uses in Downtown and are considered necessary and are a high priority in addition to retail, residential, and service uses. Flexibility exists in where and how these uses are provided in Downtown. While office/R&D/flex/light industrial uses could be provided in one or more different locations in the Downtown, the location of the current J. Bruce Barnes Lumber Company has particular opportunities due to its historic industrial use and its location adjacent to the rail line. Care should be taken in redevelopment of Downtown so that access to the rail line is not precluded.



Land Use Plan - Downtown area

Some County projects to improve the Downtown are in process and others are proposed. A new library site and right-of-way for a portion of the new “Main Street” have been secured. Construction will occur when funding is available. Additional temporary parking to serve Downtown will be provided on the library site that will be supplanted by permanent parking after the library is constructed.

Recommendations for Downtown

- Direct new commercial and employment growth to Downtown.
- Complete Downtown infrastructure projects, which have a major implementation priority:
 - Construct the new Western Albemarle/Crozet Library when funding is available.
 - Complete Downtown stormwater project in south Downtown and develop it as a community greenspace amenity.
 - Complete Crozet Avenue streetscape improvements.
 - Complete construction of the first segment of “Main Street” from Crozet Avenue to High Street.
 - Continue construction of “Main Street” east from Crozet Avenue through public and private development activities.
 - Provide additional public parking in Downtown.
- Include a mixture of office, research and development (R&D), flex uses, retail, and service uses in redevelopment of the lumber yard property. Residential and light industrial uses are secondary uses for this area.
- Reuse viable buildings within the Downtown. Where buildings cannot be preserved, new construction should reflect the vernacular architecture in Crozet.

- Consider recommendations from the Community of Crozet Architectural Resources Study and Strategies Report for properties located within the potential Crozet Historic District.
- Encourage a “block” form of development in undeveloped areas of the Downtown.
- Create a Downtown community green.
- Include pocket parks in block development and redevelopment.
- Continue business development and marketing programs for the Downtown such as:
 - Public private partnerships/dialogue.
 - Expansion of existing and development of new businesses.
 - Community led fairs, festivals, and celebrations.
- Continue programs to support the business community, which include the work of the County’s Business Development Facilitator in business development and growth.
- Consider creating a Downtown redevelopment website.
- Develop guidelines for renovating historic structures and for new buildings (scale, materials, and setbacks).
- Look for new opportunities to promote or take advantage of agritourism, heritage tourism, and other tourism initiatives in Western Albemarle such as the Artisan Trail, Monticello Wine Trail, and Brew Ridge Trail.
- Create destinations in the Downtown that support tourism initiatives.

Mixed Use Areas Near Downtown

The area west of Carter Street is designated Mixed Use. This area provides a transition between Downtown and existing residential neighborhoods near Downtown. The role of this mixed use area is to support Downtown and provide opportunities for less intensive commercial and residential uses. Redevelopment of existing viable structures is encouraged.

Recommendations for Mixed Use Areas Near Downtown

- Uses in this category include low-impact neighborhood-scale uses like office with limited service and retail uses that would not have adverse impacts to adjoining neighbors, e.g., 24-hour convenience store commercial, office, townhouses and multifamily buildings, and mixed use buildings with residential on upper floors.
- Residential density in these areas should not exceed Neighborhood Density.
- Smaller scale commercial and office activities should be directed to these areas. Total square footage per building for commercial uses should not exceed 5,000 square feet, and office uses should not exceed 10,000 square feet total building square footage per site.
- A mix of uses is encouraged in these areas that results in about 50 percent residential uses and 50 percent non-residential uses by each block area.
- Reuse of existing viable structures for commercial and service activities should be encouraged. Recommendations of the “Community of Crozet Architectural Resources Study and Strategies Report” should be considered for properties located within the potential Crozet Historic District.
- Uses should generate significantly less traffic than uses allowed in Downtown.
- New buildings should be compatible in scale and massing with surrounding residential structures. There should be consistent building heights and setbacks. Features of existing streetscapes should be retained or incorporated into new development projects.
- Generally, buildings should not be taller than three (3) stories; they may be taller by exception.

- Signage and lighting should be unobtrusive to surrounding residences.
- Hours of operation should be compatible with surrounding residences.
- Small parking areas (less than 5 spaces) and shared parking and access is encouraged. Parking areas must be landscaped and screened.
- Allowance for limited stream buffer reductions on already developed properties where no buffer exists can be made. (See hatching on Land Use Plan). These reductions shall be limited and only in exchange for reclamation/additional plantings or other measures to mitigate runoff and improve watershed protection.

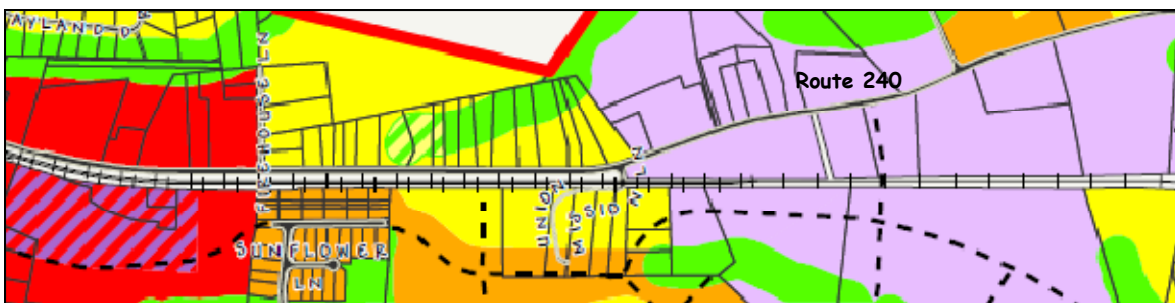
Residential Properties North of Downtown

The residential area north of Downtown is separated from the Downtown Crozet Zoning District by a stream and associated stream buffer. Closest to Downtown, redevelopment of existing residential uses may occur at higher densities than in neighborhoods further away from the Downtown. All residential areas north of Downtown are shown for Neighborhood Density Residential development.

The hatched pattern over the Neighborhood Density designation indicates the presence of a stream and its associated stream buffer. (See Future Land Use Plan.) Over time, the stream closest to Three Notch'd Road and west of Crozet Avenue north of Downtown has been impacted by development such that a true stream no longer exists. In places the stream is piped; in other places, the streambed is just a swale. The County's requirement for a 100-foot stream buffer limits some use of this area. To allow for reuse and redevelopment in the area where a true stream does not exist, consideration should be given to a reduction in the stream buffer. However, should be mitigated with additional plantings onsite which will help improve water quality as runoff occurs and help protect the Beaver Creek Reservoir.

Route 240 Corridor (Downtown to Music Today)

The corridor between Downtown (Firehouse Lane) and Music Today is currently a residential area with small houses on deep lots. Its location provides an area for future redevelopment and opportunities for uses that support both the Downtown and the employment uses to the east. In the near term, redevelopment and new development are encouraged within the existing Downtown before expansion into this adjacent area.



Land Use Plan - Route 240 Corridor (Downtown to Music Today) Area

As with the Neighborhood Density area north of Downtown, there is a stream and associated buffer across many of the lots in this corridor shown as green on the above Land Use Plan. In some places the buffer is wooded and should continue to be protected. A portion of the property previously designated Neighborhood Density Residential is recommended for removal from the Development Area. An alternative development concept for the property is to permit the total

number of units allowed under the current RA zoning to be clustered in a more dense form and served by utilities (water and sewer) if the remainder of the property is left in greenspace. The purpose of this adjustment is to reduce the amount of new development in the Beaver Creek watershed.

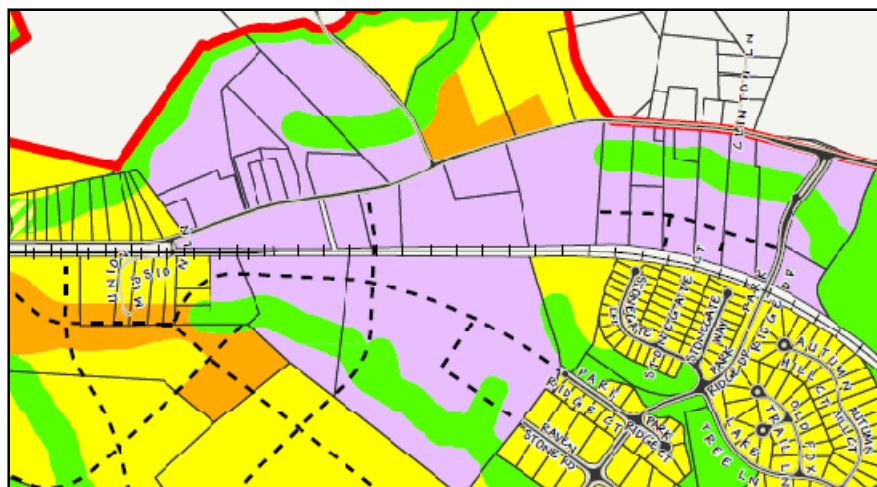
While not reflected by land use designations at this time, this area is anticipated to transition to Mixed Use in the future. It should be studied with the next update of the Master Plan to see if it is ready for a Mixed Use designation. If an opportunity for redevelopment occurs before the 5-year update, Comprehensive Plan Amendment (CPA) requests could be considered in advance of the update. When it is time for redevelopment of this area, consideration should be given to reducing the stream buffer closest to Three Notch'd Road, where a wooded buffer currently does not exist. Any reductions should be mitigated with additional plantings.

Recommendations for Route 240 Corridor (Downtown to Music Today):

- Retain existing residential uses until the area is ripe for redevelopment.
- When ready for redevelopment, designate the properties adjacent to Firehouse Lane and along the Three Notch'd Road Corridor for mixed use or other designations which will provide effective transition from the Downtown to the employment center. Redevelopment of this area should provide for stream and water supply protection. Existing wooded stream buffers and vegetation should remain undisturbed.
- Allow for limited stream buffer reductions on already developed properties where no buffer exists. (Refer to Land Use Plan). These reductions shall be limited and only in exchange for reclamation/additional plantings or other measures to mitigate runoff and improve watershed protection.

Music Today (formerly Con Agra) Area

This area represents the primary employment center for Crozet and a small residential area north of Three Notch'd Road. Over the past five years, existing manufacturing buildings have undergone some renovation in support of the microbrewery and music merchandising center.



Land Use Plan - Music Today (formerly Con Agra) Area

It is anticipated that the buildings will continue to be used by a combination of employers. Light industrial uses and other employment generators are expected with new development. Existing and new retail, office, and service uses are expected to serve this employment center.

Residential uses are suggested adjoining this employment area on several sides. In the northeast corner of Parkview Lane and Three Notch'd Road, the Master Plan designates residential uses on currently undeveloped land in support of the employment center, and a residential development is approved along Parkview Lane.

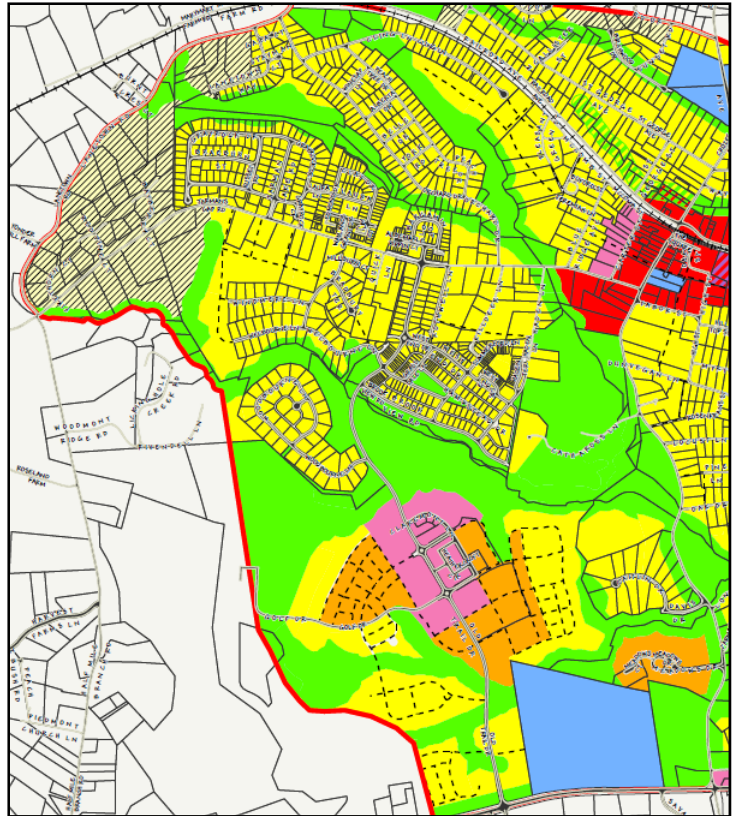
Recommendations for Music Today (formerly Con Agra) Area:

- Support existing industries to retain existing employers.
- Attract new employers to the undeveloped areas.
- Support residential developments that create a live/work neighborhood. Encourage only office, retail, and services that directly support industry in this area.

Western Crozet

This sector of Crozet is located west of Crozet Avenue and north of Route 250 West. It includes the existing neighborhoods of Jarman's Gap Estates, Orchard Acres, Gray Rock, Waylands Grant, Bargamin Park, Haden/Killdeer, and Old Trail. A mixed use development center in Old Trail under development will include retail uses and offices. Other focal points in this part of Crozet include Western Park and the school complex located on the southern boundary of the Development Area (Route 250 West).

The emphasis for this part of Crozet is on preservation of existing neighborhoods, preservation of Route 250 West, development of Western Park, and transportation improvements. Development of Western Park will occur as funds are available.



Land Use Plan - Western area of Crozet

Transportation improvements include widening Jarman's Gap Road, including sidewalks on one side. The street that will connect the Old Trail development to the school complex should be built to help provide other options for cars and school busses. Greenway paths are needed to provide easy access to natural areas and to Downtown. No commercial use is recommended on Route 250 West in order to retain Route 250 West as a Scenic Byway. Additional commercial uses will add traffic to this road, which would damage the rural character of Route 250 West.

Recommendations for Western Crozet:

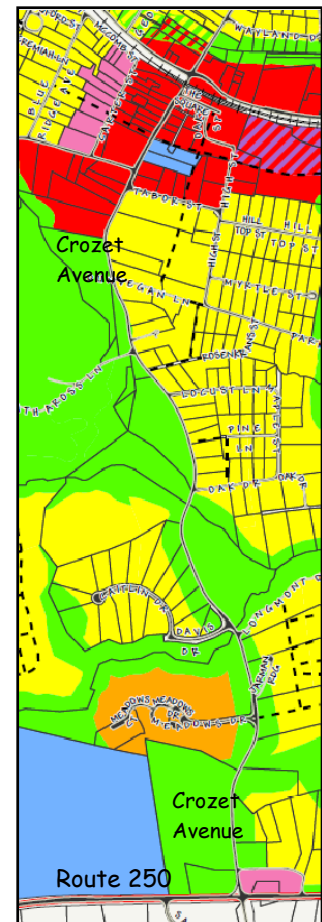
- Start and complete improvements to Jarman's Gap Road. No additional developments in this area of Crozet should be approved by rezoning or special use permit until the Jarman's Gap Road improvement project is completed.
- New residential development adjacent to existing neighborhoods should be compatible with housing types and have comparable densities.
- Build greenway paths to provide pedestrian and bike linkages from the Western area to Downtown and the schools. Construction of these paths is a high priority, and portions can be constructed by volunteers.
- Limit new development on Route 250 West.
- Protect Route 250 West as a Scenic Byway.
- Build Western Park improvements according to the park Master Plan and look for ways to complete the park with public/private collaboration.
- In addition to building the street from Old Trail Drive to the school complex, find methods to improve traffic flow to the school complex from Route 250 West.
- Limit other improvements on Jarman's Gap Road to Half Mile Branch Road to site distance and safety improvements. Encourage use of Western Avenue for access from Jarman's Gap Road to Route 250 West.
- Explore opportunities to connect greenway trails for pedestrian and bike linkages to Mint Springs.

Crozet Avenue Corridor

Crozet Avenue is a winding rural scenic road providing access from the interstate to Downtown Crozet. It includes properties from Dunvegan Lane south of Downtown to the intersection with Route 250 West. A wide vegetated buffer on a majority of the corridor is present on both sides of the street. It includes land preserved in conservation easements, the cemetery, streams and floodplains. The land use goals for this corridor are to maintain the rural character of this entry into Downtown Crozet.

Because of safety concerns and limitations on widening Crozet Avenue, Neighborhood Density development is shown outside of the buffer area. Neighborhood Density is also shown south of Downtown. A key recommendation for this corridor is to provide a multipurpose path along the western side of the road within the existing road right-of-way, to the greatest extent possible.

Existing zoning along the corridor is not totally consistent with the Land Use Plan for this area. The Land Use Plan recommends that wide swaths of rural land continue to exist as Greenspace. However, some properties in the corridor are zoned R1 and R2 Residential which allows one and two dwellings per acre, respectively. There is also existing Highway Commercial zoning at the northeast corner of Crozet Avenue and Route 250 West. Because of this zoning and because a redevelopment plan is approved at this location, the Land Use Plan shows the corner as available for commercial development. However, no further commercial development is recommended at this intersection.



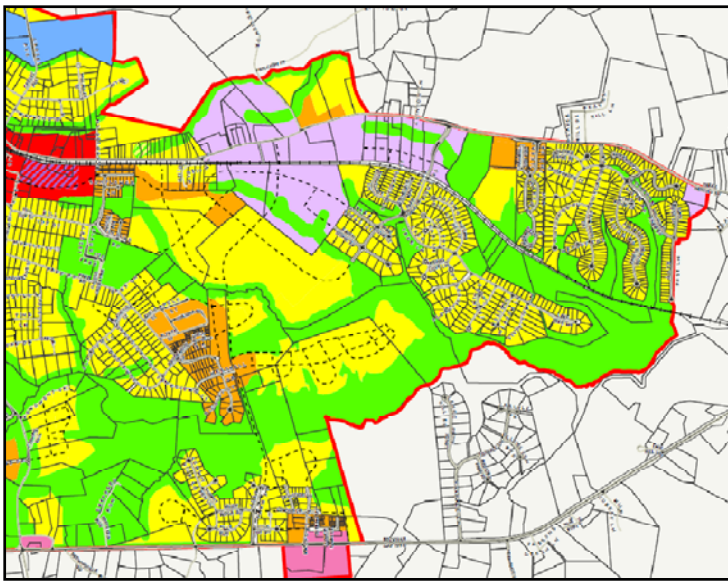
Land Use Plan - Crozet Avenue Corridor

Recommendations for the Crozet Avenue Corridor:

- Preserve environmental features and the rural scenic qualities of the corridor.
- Encourage conservation easements on properties designated as Greenspace, if they meet the qualifications for conservation easements.
- To the greatest extent possible, provide a multipurpose path along the western side of the road or where feasible, within the existing road right-of-way.
- A trailhead park is recommended at a central location along the Crozet Avenue corridor.
- Further development along this corridor is discouraged. No additional development above what can occur under existing “by-right” zoning should be approved unless environmental protection and transportation safety priorities are addressed.

Eastern Crozet

Eastern Crozet is the area east of Crozet Avenue and includes the neighborhoods of Hilltop/Myrtle, Parkside Village, Westhall, Western Ridge, Wickham Pond, The Highlands, Clover Lawn, Cory Farms, and the future developments Liberty Hall and Foothill Crossing. There are also undeveloped properties in this portion of Crozet. The future Eastern Avenue is intended to provide key linkages between neighborhoods and centers.



The Lickinghole Creek sedimentation basin not only provides water quality protection, but also offers future passive recreational opportunities. Existing focal points within this area include Crozet Park, the Clover Lawn/Blue Ridge Shopping Center, and the future Eastern Park. Development for the area east of Crozet Avenue should focus on greenway development, key pedestrian/bike linkages, the construction of public amenities such as schools and parks, and creation of roads and bridges.

Land Use Plan - Eastern Crozet

Specific recommendations and tasks for Eastern Crozet include the following:

- Construct Eastern Avenue, “Main Street”, and primary neighborhood streets within the two or three major properties available for new development.
- Construct a crossing of the CSX tracks between the Acme and Con Agra buildings (below or above-grade options).
- Construct Lickinghole bridge on a timeline appropriate to demand.
- Establish a multipurpose path in the right-of-way that has been reserved for the future Eastern Avenue to provide bike and pedestrian connectivity.
- Aside from construction traffic, truck traffic should not be allowed on Eastern Avenue.

- Establish a greenway trail (for pedestrians and bikes) from Lickinghole Creek basin to Crozet Park and Downtown.
- If needed, construct a new neighborhood elementary school on a timeline appropriate to demand in the general location shown on the Plan.
- Explore and develop potential access points to Lickinghole Creek basin.
- Establish Eastern Park with public/private collaboration.

Fringe Areas and the Route 250 West Corridor

Crozet has notable agricultural history and was once known as the Peach Capital of the state. Today, the Development Area, which includes areas historically farmed, is designated for future growth, but orchards and other agricultural activities continue in the surrounding Rural Area. During the development of this Master Plan update, a review took place of the fringe areas to determine whether any conditions had changed since adoption of the prior Master Plan. Specifically, the eastern quadrant of the I-64 and Route 250 West interchange was studied to consider whether the boundary of the Crozet Development Area should be expanded to allow for a business and industrial park. After study, as well as input from residents, it was determined that an expansion of the Development Area is not warranted at this time and that all new buildings for office, retail, and industrial uses should be located within the existing Community of Crozet. This Master Plan update recommends that the Rural Areas outside of the Community of Crozet remain rural, including the stretch of Route 250 West between the Development Area boundary and the interstate interchange.

The edges of the Crozet Development Area are surrounded with important Rural Area and scenic resources, including Route 250 West a designated Byway, and properties under easement or used for agricultural activities. In keeping with the County's policies to have commercial and industrial development occur only within the designated development areas, additional commercial or industrial development of the fringe areas is not recommended.

The fringe areas of Crozet are designated as Rural Areas in the County Land Use Plan and changes to County policy to allow for further commercial and industrial development are not supported by this plan. Commercial and industrial development in these areas are discouraged for several reasons, most importantly water supply watershed protection. Commercial and industrial users can be large water users and potentially impact groundwater supplies. Similarly, they can require larger septic systems, which are not appropriate in the County's Rural Area. Commercial and industrial uses bring traffic to the Route 250 West corridor. In addition, commercial uses draw users away from Downtown and can negatively affect efforts to revitalize Downtown. Additional recommendations for the land use in these areas are found in the Rural Areas Plan.

While the policy goals are to protect the Route 250 West corridor and Rural Area from further development, the existing zoning in these areas permits commercial and other uses "by-right." By-right uses do not require approval by the Board of Supervisors. By-right uses are approved administratively by the staff because the zoning ordinance allows them. Special uses, on the other hand, require Board of Supervisors' approval because they represent a potentially more intensive development that can have negative impacts on an area. When requested for approval, the only special uses that should be approved are those that have minimal impacts on the Rural Areas, environmental resources, and transportation systems; improve the form of development in the fringe area; or better achieve the goals of the Comprehensive Plan than uses which are allowed by right.

In addition to transportation and potential environmental impacts, preservation of the rural scenic character of Route 250 West is important to retain its status as a Virginia Byway. Preservation of the rural scenic character of this area is important because it contributes to the quality and physical character of the Crozet community. Byways are also important tourist routes, drawing visitors to destinations and stimulating the local economy. For these reasons, inside the Development Area, most properties along the corridor are shown as Greenspace or with a vegetated buffer.

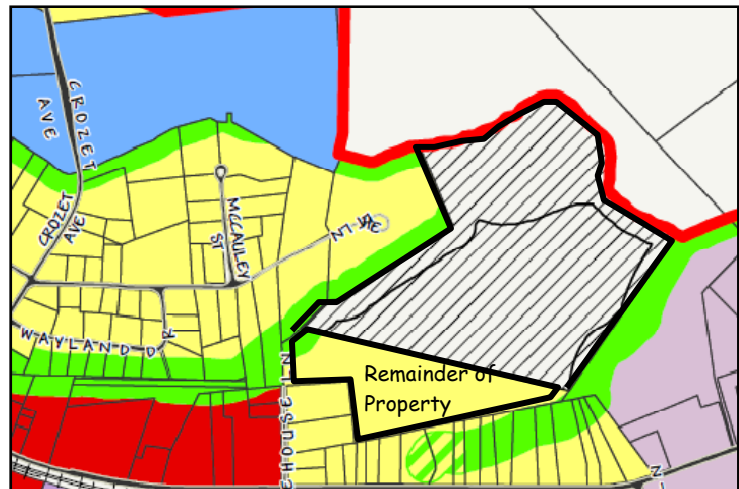
As previously mentioned Route 250 West is an Entrance Corridor. Throughout the County, Entrance Corridor design guidelines are not corridor-specific and more work is needed to develop corridor-specific guidelines. Corridor-specific guidelines will help the County achieve unity and coherence, while recognizing the uniqueness of Crozet.

Specific Recommendations for Route 250 West:

- Do not approve any rezoning for new development along the Route 250 West Corridor.
- Preserve the rural scenic character of Route 250 West.
- Develop corridor-specific design guidelines for Route 250 West in and near Crozet.
- Where special use permits or waivers to requirements are allowed, only approve uses which have the least impact on the Rural Areas, environmental resources, and transportation systems.

Northern Boundary of Crozet Development Area

The 2010 Master Plan reflects the removal of a portion of a property located to the north of the Route 240 corridor, which was added to the Development Area in 2004 (see hatched pattern on map to the right). The goal for the remainder of the property, which is shown as Neighborhood Density, is to permit the total number of units allowed under the current RA zoning to be clustered and served by public utilities (water and sewer). The purpose of this adjustment is to reduce the amount of new development in the Beaver Creek watershed.



Historic Districts

The Community of Crozet Architectural Resources Study and Strategies Report made recommendations for designation of a historic district within Crozet. Other initiatives are underway to establish a rural historic district west of Crozet in the Greenwood, Afton, and Yancey Mills area. To preserve the historic fabric of the Crozet Development Area, the Master Plan recommends that community residents begin the process of applying for historic landmark status for Downtown by listing it with the National Register for Historic Places. Though mostly honorary in nature, the status of listing in the National Register encourages and requires local, state and federal government staff to consider the historic nature of Crozet's historic resources when weighing options for publicly-funded improvements. Listing on the National Register

allows for economic incentives for preservation in the form of significant state and federal tax credits. The Master Plan recommends:

- Support a community-led National Register nomination for Downtown Crozet and the potential Greenwood-Afton Historic District.
- Encourage protection of buildings and sites that are contributing structures to potential and listed National Register Historic Districts.
- Consider the recommendations of the Crozet Architectural Resources Strategies Report for projects in the report study area.

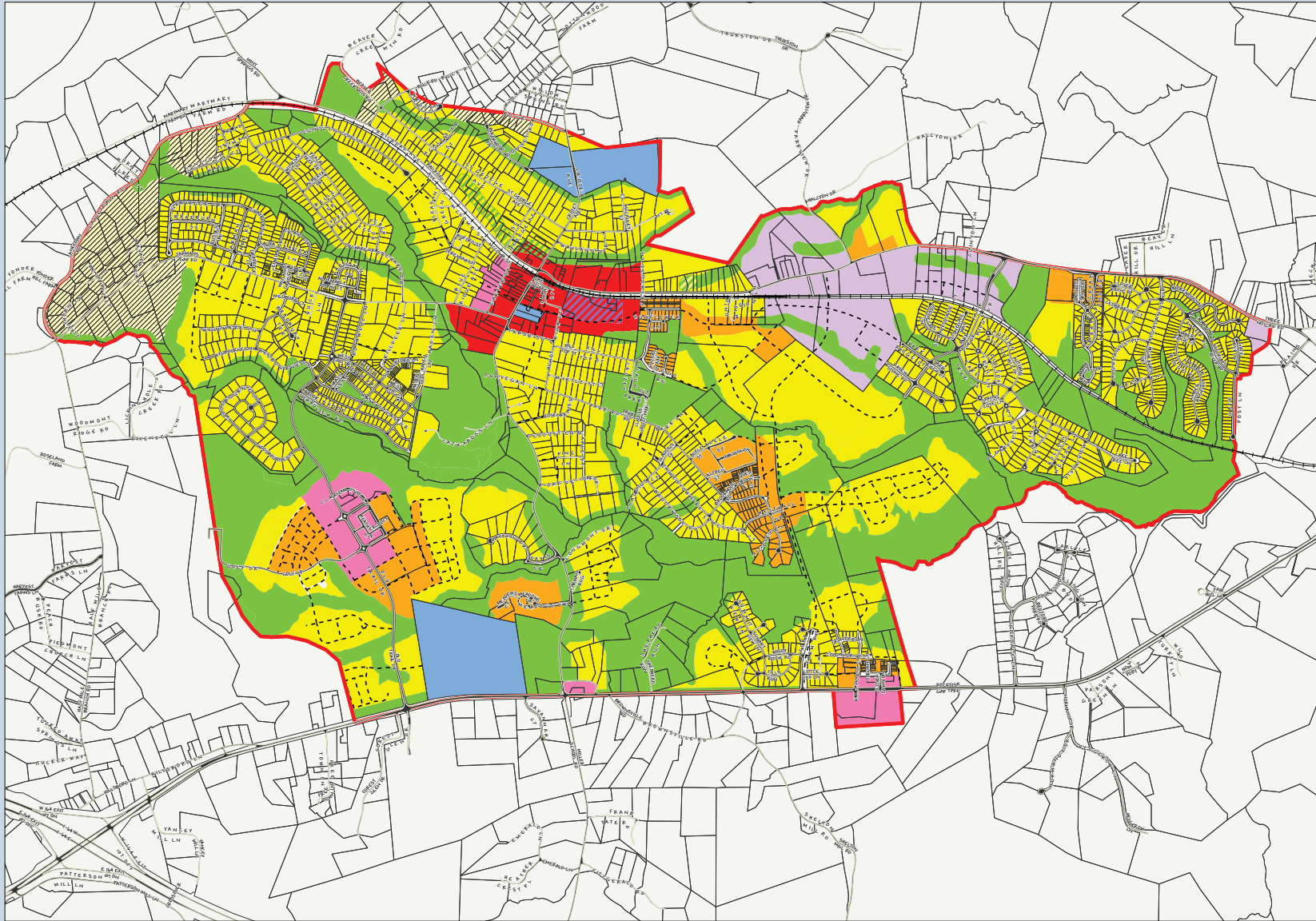
Relationship Between the Land Use Plan and Zoning




The Future Land Use Plan shows the community's desired future uses by location. As mentioned previously, the Zoning Map and the Future Land Use Plan are not identical. In some cases, the existing zoning represents a lower density or different use than the Future Land Use Plan recommends. This is deliberate. If a property owner wishes to have a more compact development, greater density, or a more intense use than the current zoning allows, the owner is expected to mitigate the impacts of the development in return for the greater density or intensity. Generally during a rezoning, the owner makes a commitment to mitigate impacts of the development using proffers.

There are times that owners desire to develop their property as it is currently zoned rather than asking for a rezoning. Most of these instances involve property shown for Greenspace that has underlying low-density residential zoning. In one instance, land shown as Downtown on the Future Land Use Plan is zoned industrially. While it is hoped that the future land use will be in accordance with the Master Plan, the future land use use may not be the same as what is shown on the Future Land Use Plan.

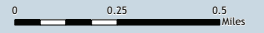
Crozet Master Plan Land Use Plan

Prepared by Albemarle County | Office of Geographic Data Services(GDS).
Map created by Derek Bedarf, September 16, 2010.



-  Railroad
-  Crozet Development Area
-  Parcels
-  Greenspace *
-  Neighborhood Density Residential (Low)
-  Neighborhood Density Residential
-  Urban Density Residential
-  Mixed-Use
-  Downtown
-  Institutional
-  Light Industrial
-  See Crozet Master Plan Text
-  Potential Roads/Connections
-  Potential Stream Buffer Reduction **

* Refer to Parks & Green Systems Map
** Refer to Text



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only.

Chapter 5 Future Transportation

The Future Land Use Plan identifies the desired land use designations. The land uses desired for Crozet depend, in large part, on the success of the transportation system, which is described in this chapter. Recommended transportation improvements are shown on the Transportation Plan on the following page and also described in this chapter. Strategies for implementation and details regarding transportation priorities can be found in Chapter 8-Implementation. This chapter divides the transportation network into three sections: vehicular, transit, and pedestrian/bicycle.

Vehicular Travel

Vehicular travel is and will likely continue to be the major mode of transportation in Crozet. The 2004 Crozet Master Plan included a detailed traffic study which was not updated with this Master Plan. The traffic modeling and the assumptions from the 2004 plan are still valid and no new road recommendations are part of the 2010 update. Detailed information regarding the traffic study that was part of the 2004 Master Plan is contained in the Appendix of the 2004 Master Plan.

The increased employment opportunities recommended in an earlier chapter of this Master Plan and the added roadway network of the Master Plan can combine to minimize congestion in and around the Crozet Development Area. With these two changes, moderate congestion levels are anticipated only on Route 240, east of Downtown Crozet and on Route 250 West, east of the Development Area. If development occurs under current zoning and no additional roadway improvements are made in the area except for Eastern Avenue, significant congestion is expected on Route 240, Route 250 West, and on Crozet Avenue.

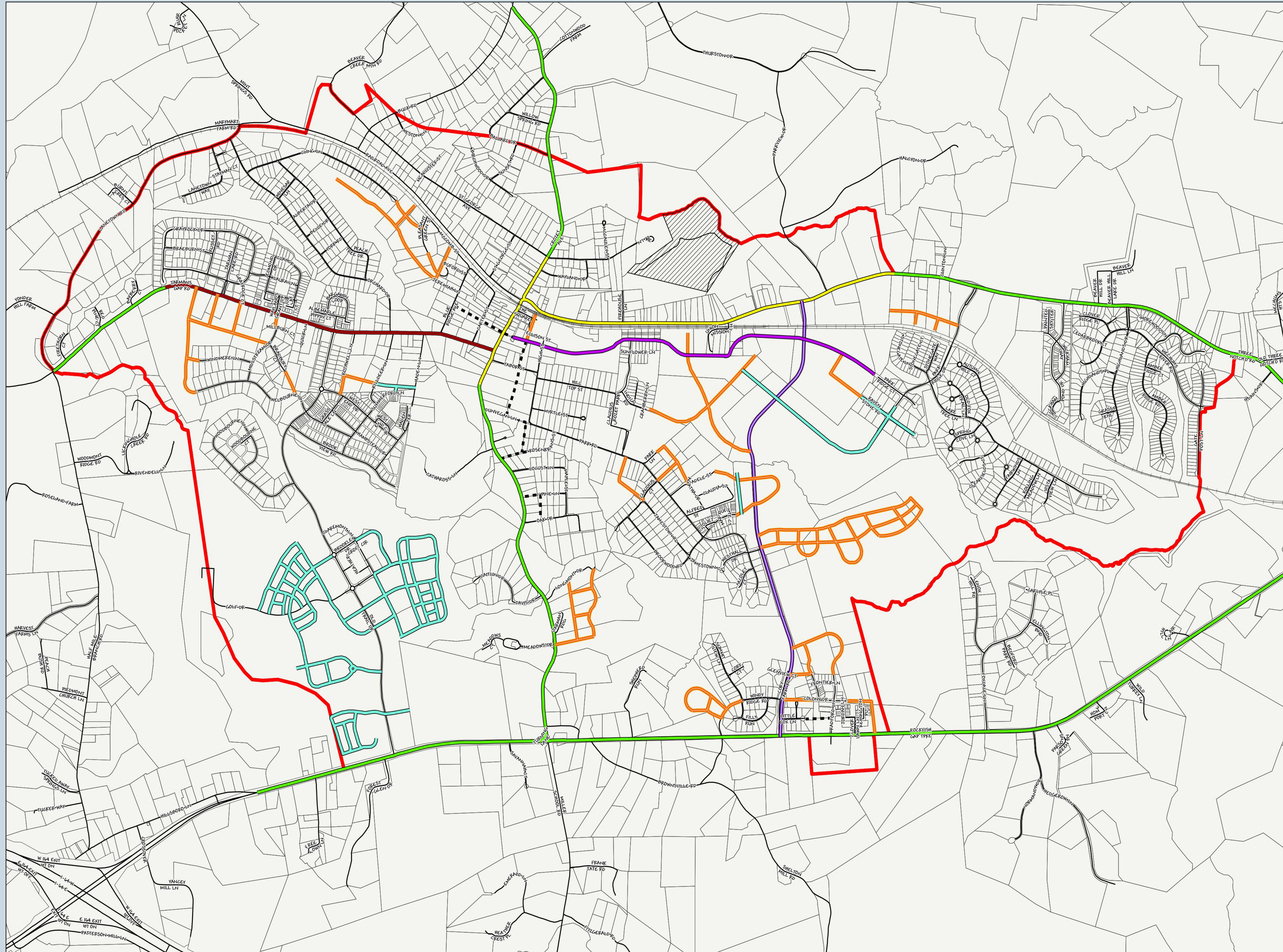
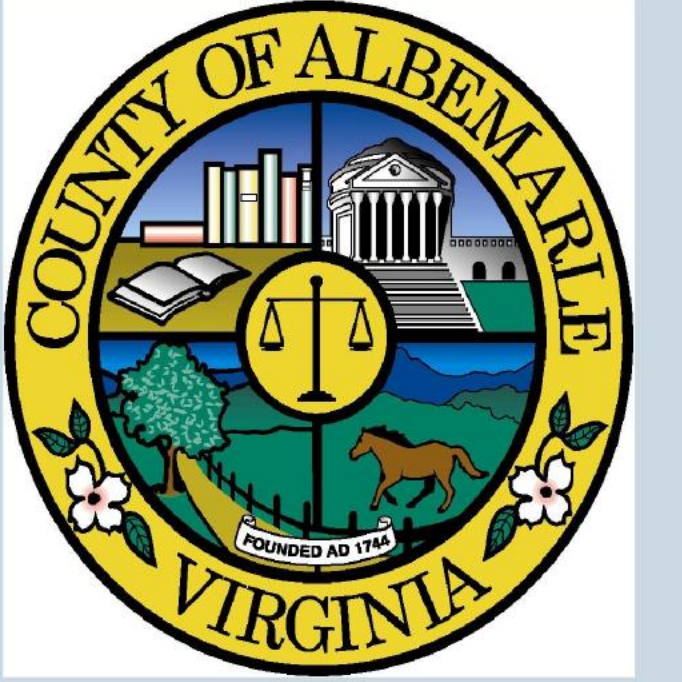
In order to support the vision for Crozet, transportation should:













- Better integrate new and existing residential areas located east of Route 240 (Crozet Avenue).
- Improve connections to Downtown from new and existing neighborhoods east of Crozet Avenue.
- Better distribute traffic to all roads, thereby reducing the ultimate design of any one road;
- Provide an alternative route to relieve traffic on Route 240 (Crozet Avenue and Three Notch'd Road), particularly to Downtown.
- Provide better access, particularly emergency access, to those residents living east and south of Route 240 (Crozet Avenue).
- Emphasize improvements to roads that provide for pedestrian and bike facilities.

As indicated in Chapter 3, the existing major streets in Crozet are Route 250 West (Rockfish Gap Turnpike), Crozet Avenue (US 240), Three Notch'd Road (also US 240), Jarman's Gap Road, and Old Trail Drive. The location of these streets is shown on the Transportation Plan. The Transportation Plan also shows two new major streets. One of the streets is a "Main Street" for Crozet, which is expected to help provide access to Downtown from the eastern part of Crozet and which does not require a railroad crossing. The other new major street is "Eastern Avenue", which will connect Three Notch'd Road to Route 250 West.

Crozet Master Plan Transportation Plan

Prepared by Albemarle County | Office of Geographic Data Services (GDS).
Map created by Derek Bedarf, August 23, 2010.



 Railroad
 Crozet Development Area
Roads (Proposed Master Plan 2004):
 Street (To Be Built)
 Street (Conceptual Location)
 Avenue (Proposed)
 Eastern Ave. (Proposed)
Roads (Existing or Improvements Expected):
 Avenue
 Drive/Rural Road
 Improvements Expected
 Street
 Potential Connection *
 Development Area Removal

* Pedestrian, Bicycle or Vehicular

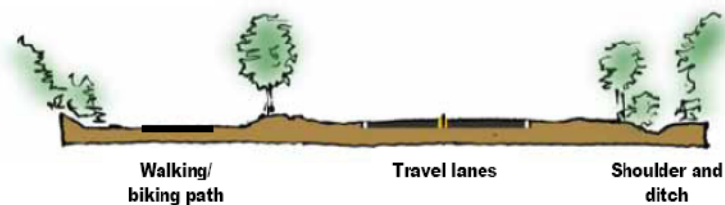
Streets indicated in Orange are illustrative of the block pattern expected in new development where terrain allows. They do not represent exact locations of new streets and not all streets shown in this color may be needed. The streets show that interconnections are expected both within new development and new streets will connect to existing streets in Crozet.

Note: This map shows existing streets, streets approved but not yet built, and many remaining streets from the 2004 Master Plan. Some streets from the 2004 Master Plan have been removed to reflect recommended land use changes, to date, from community forums.



Route 250 West (Rockfish Gap Turnpike)

The existing traffic volume of Route 250 West is around 13,000 vehicles trips per day (VPD) in the most heavily traveled road segment of the road way between Crozet and Ivy. Because of its scenic and historic character and its location primarily in the Rural Areas, the County's policy is to maintain the existing cross-section of the roadway from the US 29 Bypass at Bellaire to the I-64 interchange at Yancey Mills. The County opposes recommendations in the Virginia Department of Transportation's (VDOT) *Route 250 West Corridor Study*, which included recommendations for widening Route 250 West. Route 250 West is expected to retain its state designation as a Scenic Byway and to continue as a rural road section. Except where turn lanes/passing lanes are provided, it will have two travel lanes and a walking or bike path on the northern side for portions of Route 250 West that run parallel to the Crozet Development Area boundaries. No medians are planned.



Typical Section for a Rural Road

To maximize capacity and retain its rural appearance, the County must limit the amount of development on properties adjacent to Route 250 West from I-64 to US 240 as shown on the Land Use Plan. This strategy will keep the number of entrances to a minimum and reduce pressure for traffic signals (and slowdowns) beyond those which exist at Crozet Avenue, Three Notch'd Road, and Old Trail Drive.

Recommendations for Route 250 West:

- Limit widening of Route 250 West and maintain it as a rural road.
- Provide a walking/biking path on the north side of Route 250 West within the Crozet Development Area.
- Future signalization is recommended for the intersection of Route 250 West with "Eastern Avenue".

Crozet Avenue (US 240/Route 810)

Crozet Avenue, which is US 240, is a two-lane street that connects the northern part of Crozet with Route 250 West. North of Downtown, Route 810 is also named Crozet Avenue. It is an urban section street with curb, gutter, and sidewalks on two of its three sections. Where designated on the Transportation Plan, it is expected to have an improved streetscape with wider sidewalks and street trees. Although it is narrow and winding, the rural section between Dunvegan Lane and Route 250 West is not recommended for widening. A multi-use path is recommended for this street on one side where right-of-way is available or can be obtained.

Recommendations for Crozet Avenue:

- A two-lane urban street section is recommended for portions of Route 240 in Downtown and Route 810 north of Downtown.

- A two-lane rural street section is recommended for portions of Route 240 south of Dunvegan Lane with a multipurpose path on one side.

Three Notch'd Road (also US 240)

Three Notch'd Road is a two-lane road that extends from the V-intersection with Route 250 West, east of Crozet, to its intersection with Crozet Avenue at the four-way stop sign in Downtown. In places it is and will continue to be an urban section road as illustrated below. An urban section with curb, gutter, sidewalks, and street trees is expected with redevelopment between Park Ridge Drive and Downtown inside the Development Area. Turn lanes are not expected on this street.



Typical Section for an Urban Street

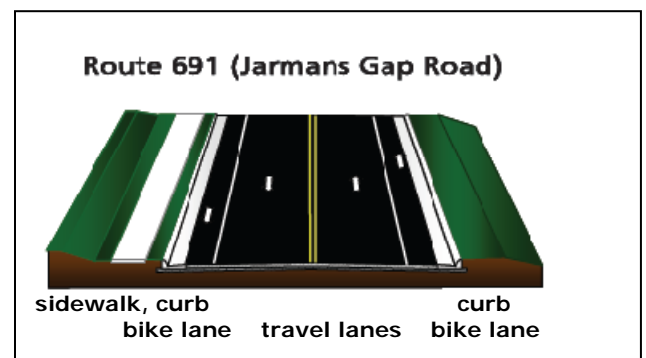
On the north side of Three Notch'd Road, an urban section is expected from the Development Area boundary to Downtown. Where indicated on the plan, the street is recommended to continue as a rural section Road. A multi-use path is recommended on both sides of the street in the Development Area to Park View Lane.

Recommendations for Three Notch'd Road:

- A rural section is recommended for the portions of Three Notch'd Road in the Development Area from the eastern boundary to Parkview Drive across from Acme.
- The segment of Three Notch'd Road from Parkview Drive to its intersection with Crozet Avenue should be an urban street.

Jarman's Gap Road

Jarman's Gap Road connects Crozet Avenue with Half Mile Branch Road. It has both urban and rural sections. There is a VDOT project underway that will make upgrades to the existing road. From Half Mile Branch to Jarman's Lane, it is expected to be a two-lane rural section with shoulder widening to five- feet. From Old Trail Drive to Crozet Avenue, it will be an urban section with two travel lanes and some turn lanes, including shared bicycle lanes, curb and gutter and a five - foot sidewalk on the north side.



Recommendations for Jarman's Gap Road:

- Ensure that the Jarman's Gap Road project remains a high priority road project for completion in Crozet.

Old Trail Drive

Old Trail Drive connects Jarman’s Gap Road with Route 250 West. It has been constructed as a two-lane urban section street with an asphalt trail on one side where sidewalks have yet to be constructed. The expected improvements to Old Trail are sidewalks with street trees on both sides of the street. Sidewalks will be wider in the higher density area and commercial center of the Old Trail development.

Recommendations for Old Trail Drive:

- Require completion of Old Trail Drive to an urban section street with street trees and sidewalks.

“Main Street”

“Main Street” is a new two-lane urban avenue expected in Crozet. It will connect Park Ridge Road with Crozet Avenue. (See Avenue illustration below.) In some portions of the road, where right-of-way or other constraints limit the ability to achieve a typical Avenue section, the road may transition from an avenue to a street section. Construction phasing should begin from the west (Crozet Avenue) eastward. A portion of the street will be constructed with the new library project. This will ensure critical linkages between Downtown and new development to the south and east.

Recommendations for “Main Street”:

- Plan and initiate the first stages of a new “Main Street” parallel to and south of the CSX tracks running from Crozet Avenue eastward.
- Require construction of “Main Street” with redevelopment of the J. Bruce Barnes Lumber Company parcels.

“Eastern Avenue”

“Eastern Avenue” is also a new street expected in Crozet. “Eastern Avenue” will extend from Three Notch’d Road to Route 250 West through the existing Cory Farm development and will involve a bridge over Lickinghole Creek, a bridge or underpass to cross the CSX tracks to the north, and numerous connections to neighborhood streets. “Eastern Avenue” has been recommended in County plans for over 30 years, and right-of-way for this street has been dedicated or reserved in some places. It is expected to be built by developers during construction of their projects, except for the bridge over Lickinghole Creek. Aside from construction, truck traffic should not be allowed on this road which will function as an avenue. Construction phasing is prioritized to begin at the northern end of the project, connecting to the new “Main Street”.



Typical Section for an Avenue

Recommendations for “Eastern Avenue”:

- Plan and initiate the first stages of a new “Eastern Avenue”.
- Truck traffic should not be permitted on “Eastern Avenue”.

Other streets

New Streets

There are several areas on the Transportation Plan where a proposed gridded neighborhood street pattern is shown for future new streets in Crozet. This pattern is intended to emphasize the expectation that interconnections will be a part of future neighborhood block and street design. New streets should have two lanes and be built with the features of an urban street.

Existing Streets

There are many existing streets in Crozet that are not specifically addressed with recommendations on the Transportation Plan. Future improvements to existing streets in Crozet connecting to Downtown should provide features of a two-lane urban street, such as Carter Street and Blue Ridge Avenue. Streets that are located on the edge of the Development Area, such as Lanetown Road, or Parkview Drive, may continue as rural section roadways.

Potential Connections

“Potential Connections” is an additional category shown on the Transportation Plan. This category depicts possible locations for a future pedestrian, bicycle, and possibly vehicular connections. Where shown on the Transportation Plan, this term does not indicate a desired public street connection. Instead, the Plan shows connections between public streets which should be made to support the existing and proposed uses for that area. Connections might be a walking path, bike path, or drive. Because they are not proposed as a public street connection or public greenway trail, construction is expected to be provided by developers when property is developed or redeveloped.

Transit/Rideshare

As indicated earlier in this Master Plan, the only transit system operating in Crozet is JAUNT, which provides transportation to area elderly and disabled residents who request and qualify for this service. Future transit opportunities include light rail and Bus Rapid Transit.

Light rail is often considered the preferable form of transit for commuters. Funding and sufficient density of ridership make it impractical for Crozet in the planning horizon of this Master Plan. Such a system could be part of a larger system that begins west of the Blue Ridge and ends in eastern Charlottesville. It is not recommended with this plan because of the cost. While it is possible to reduce construction costs by using the freight rail tracks from Crozet to Charlottesville, it has proven extremely difficult to reach agreements with private railroad companies for the use of their tracks because of safety and other concerns. Furthermore, operating costs, borne mostly by state and local government, are high in relation to the anticipated ridership. Ridership would have to be a minimum of 10,000 riders per day in order for this type of system to be economically feasible.

The other potential transit service is Bus Rapid Transit. Travel via Interstate 64 appears to be the most economically viable service given the ridership potential. The route could begin in Downtown Crozet and provide service to the University of Virginia, Downtown Charlottesville and other strategic bus transfer locations including strategic park-and-ride locations along the

way. With the rising cost of gasoline and increasing travel demands, this service should be considered by the County. It is recognized as a longer-term goal for Crozet.

In the shorter term, ridesharing would be the most cost-effective means of reducing vehicle trips on Route 250 West to Charlottesville. Ridesharing usually takes place from a park-and-ride parking lot. There is a 10-space park-and-ride lot located at Mountainside Senior Living in Downtown Crozet. Constructing additional park-and-ride facilities to serve the community and surrounding areas would enhance the opportunities for ridesharing.

Recommendations for Transit and Rideshare::

- Maintain and upgrade the existing Downtown park-and-ride lot.
- Establish a park and-ride lot on Route 250 West, preferably near the I-64 interchange.
- Establish a park-and-ride lot on Three Notch'd Road in or near the old Con-Agra/Music Today site.

Pedestrian/Bicycle Transportation

The centers designated on the Land Use Plan are destinations for many residents. Both walking and bicycling are modes of transportation that are supported by the Master Plan. This Master Plan incorporates recommendations for Crozet included in the *Jefferson Area Bicycle, Pedestrian, and Greenways Plan*. This publication provides recommendations for a coordinated and safe multimodal system to serve citizens and visitors in the region with access to most common destinations, services within communities, and links between towns, villages, and the Charlottesville urban area.

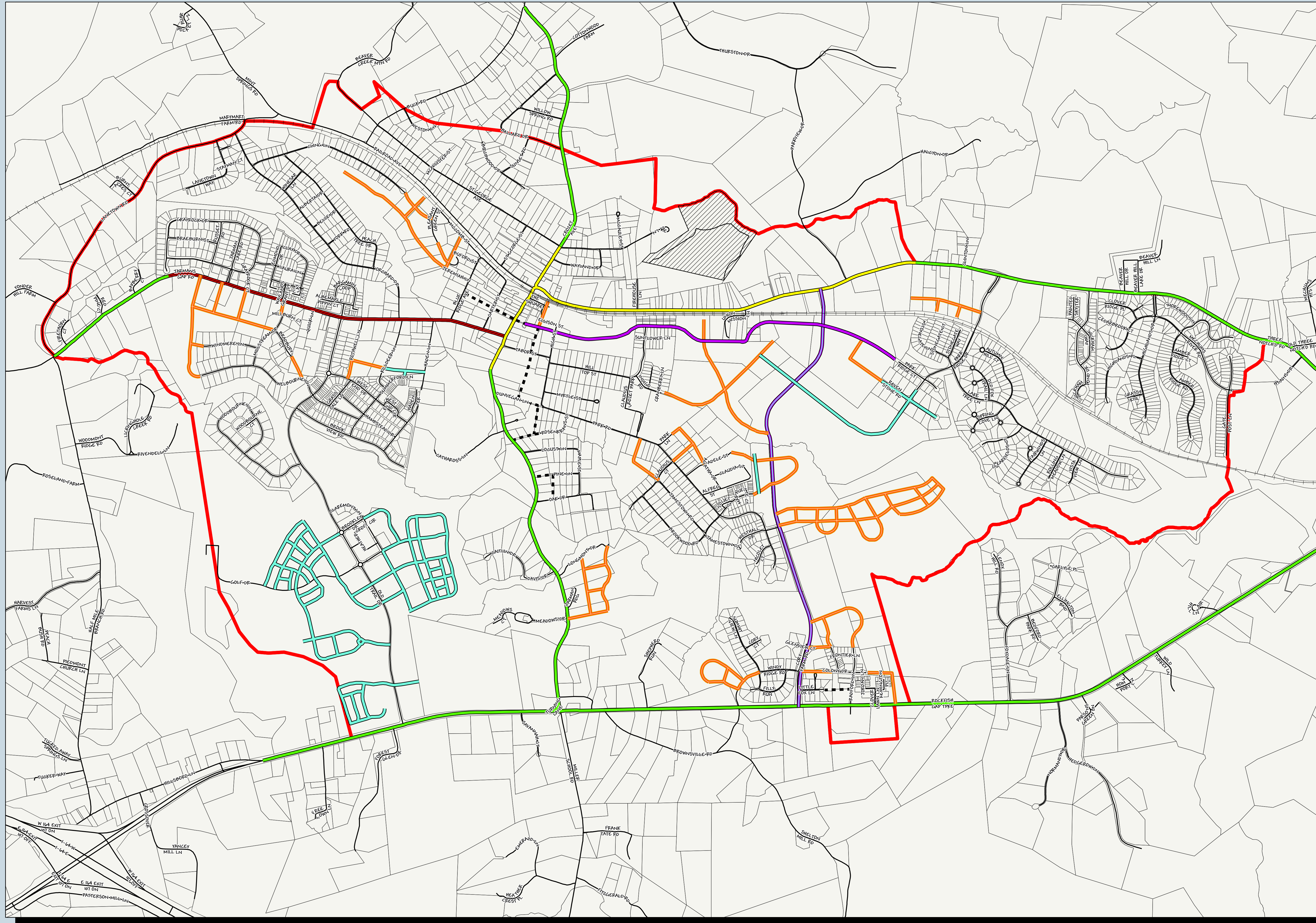
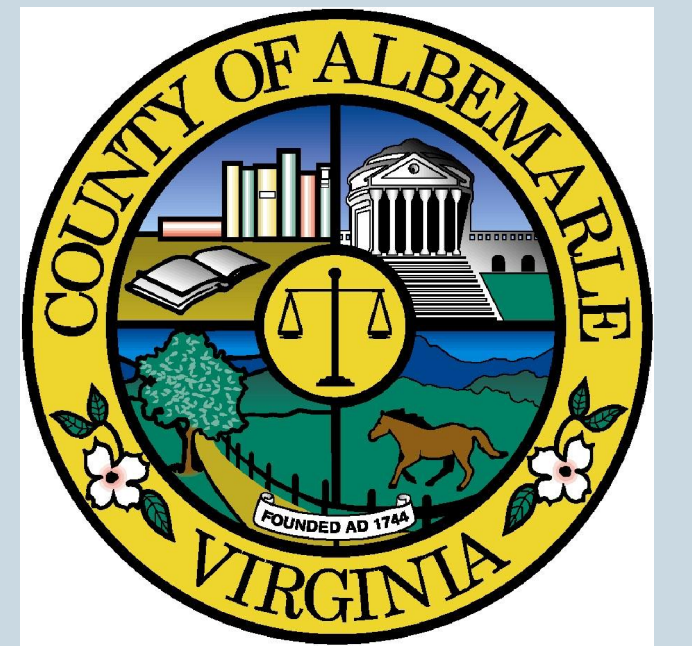
All new urban streets in Crozet will have curb or curb and gutter, sidewalks, and street trees. "Eastern Avenue" and Jarman's Gap Road are expected to have designated bike lanes. For existing neighborhoods, which have rural section roads, paths are needed to connect neighborhoods to Downtown and to each other. Planned bikeway/walkways are shown on the Parks and Green Systems Map and are described in that chapter. Pedestrian and bike linkages to Downtown are especially important, and the Master Plan makes recommendations for specific improvements to enhance mobility.

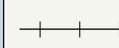

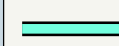

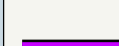
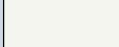
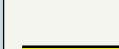
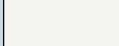
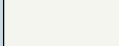


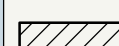
Recommendations for Pedestrian/Bicycle Transportation:

- Create pedestrian connections and bike lanes to and within Downtown.
- Create pedestrian connections and bike lanes to schools.
- Provide bike lanes or bike facilities/multipurpose paths on the following roads to provide key linkages in Crozet:
 - "Eastern Avenue"
 - Jarman's Gap Road
 - "Main Street"
 - Crozet Avenue
 - Route 810
 - Route 684/Mint Springs Road
 - Three Notch'd Road
- Explore alternatives to the current underpass at Crozet Avenue. (long-term)
- Create a pedestrian railroad crossing in the Downtown core (below or above grade). (long-term)

Crozet Master Plan Transportation Plan

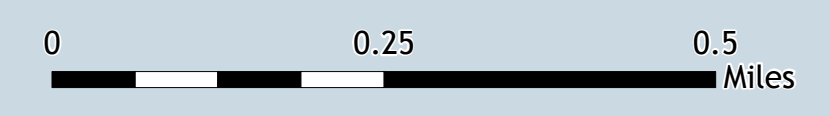
Prepared by Albemarle County | Office of Geographic Data Services(GDS).
Map created by Derek Bedarf, August 23, 2010.



 Railroad
 Crozet Development Area
Roads (Proposed Master Plan 2004):
 Street (To Be Built)
 Street (Conceptual Location)
 Avenue (Proposed)
 Eastern Ave. (Proposed)
Roads (Existing or Improvements Expected):
 Avenue
 Drive/Rural Road
 Improvements Expected
 Street
 Potential Connection *
 Development Area Removal

* Pedestrian, Bicycle or Vehicular

Streets indicated in Orange are illustrative of the block pattern expected in new development where terrain allows. They do not represent exact locations of new streets and not all streets shown in this color may be needed. The streets show that interconnections are expected both within new development and new streets will connect to existing streets in Crozet.



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only. Note: This map shows existing streets, streets approved but not yet built, and many remaining streets from the 2004 Master Plan. Some streets from the 2004 Master Plan have been removed to reflect recommended land use changes, to date, from community forums.

Chapter 6-Parks & Green Systems Plan

Retaining green systems and building new parks and greenways are essential to the quality of life expected for Crozet. Green systems refer to undeveloped land or open space with important environmental features such as lakes, streams, floodplains, and adjacent slopes, and active and passive recreational areas. Green system areas are shown on the Land Use Plan as Greenspace. On the Parks and Green Systems map, they are identified by type of open space.

Residents expect the green systems to provide for key linkages, such as a greenway from Lickinghole basin to Crozet Park, neighborhoods to Downtown and neighborhoods to schools. These systems also help residents enjoy the natural features of the area. However, the strategy in the Master Plan is to preserve and nourish a system integral to the community rather than account for minimum standards for parks and associated facilities. The existing and proposed open space system can mitigate stormwater runoff, nourish the plant and animal communities of Crozet, create new pedestrian and bike routes, and attract tourism.

For Parks and Green Systems, the goals of the community are to:

- Protect sensitive natural systems (centered on the Lickinghole Creek drainage system).
- Reserve public areas of topographic, historic, or cultural interest that contribute to the character of Crozet.
- Create areas for structured and unstructured recreation.
- Link neighborhoods to Downtown, schools, parks, squares, greens, and the larger region.
- Protect and preserve Crozet's exceptional mountain views from light pollution.
- Link rural area trails to Downtown destinations.
- Protect areas shown, as well as identify the location of existing/new parks and greenways on the Parks & Green Systems Plan.



Lickinghole Sedimentation Basin

The Parks and Green Systems Plan is shown on the following page. The categories are described as follows.

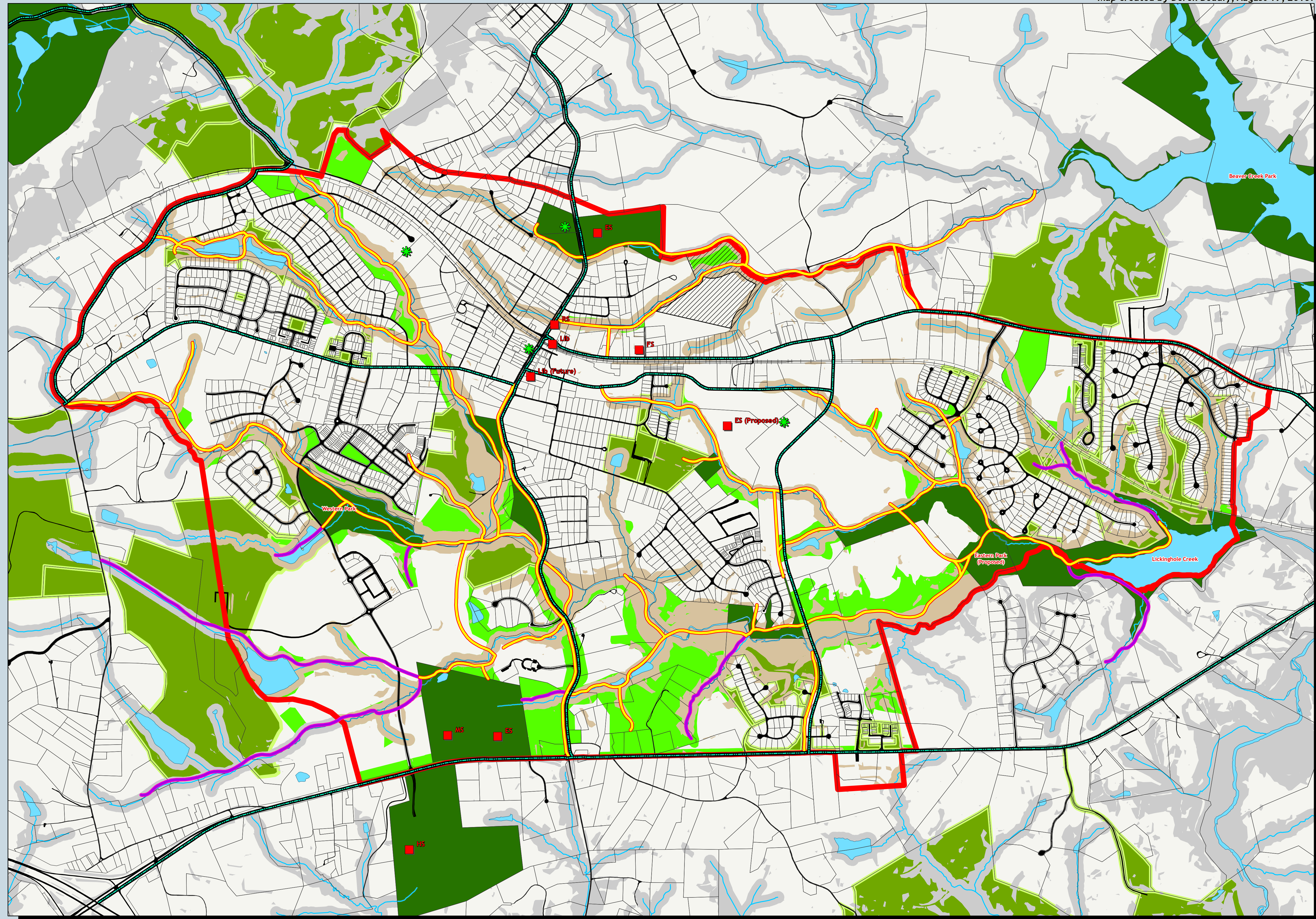
Environmental Features

Due to the rolling terrain and dendritic stream patterns of Crozet, a large portion of the Development Area is floodplain with steep slopes proposed to be preserved or used as potential greenways. Areas intended for environmental preservation are shown as Environmental Features on the Parks and Green Systems Plan.

Existing County regulations provide many protections for these critical environmental features. The Water Protection Ordinance requires a 100-foot stream buffer on all streams in Crozet. Steep slopes and wetlands are adjacent to many of those streams. Little disturbance is allowed where an overlap of a stream buffer and steep slopes exists. Disturbance of steep slopes (slopes in excess of 25%) requires consideration by the County prior to approval. Slopes designated for preservation on County plans are given the most protection.

Crozet Master Plan Parks & Green Systems Plan

Prepared by Albemarle County | Office of Geographic Data Services(GDS).
Map created by Derek Bedarf, August 19, 2010.



- ES = Elementary School
- MS = Middle School
- HS = High School
- FS = Fire Station
- RS = Rescue Squad
- Lib = Library
- ✱ Future Civic Space
- Proposed Bike Lane
- Major Greenway or Trail
- Connecting Greenway or Trail
- Parcels
- Crozet Development Area
- Road
- Railroad
- Water Feature
- ~ Stream
- Privately Owned Open Space
- Parks and Public Open Space
- Other Open Space
- Environmental Features
- Environmental Features (outside Development Area)
- Development Area Removal

Privately Owned Open Space is land owned by civic associations and/or homeowners associations.

Other Open Space is land designated specifically for preservation or to achieve other stated goals of the Crozet Master Plan.

Environmental Features are comprised of stream buffers, critical slopes and flood plains.

Alignments of trails are conceptual and provided to identify connections critical to the greenway and trail network.



Note: The map elements depicted are graphic representations and are not to be construed or used as a legal description. This map is for display purposes only.

While the Water Protection Ordinance is intended to protect streams feeding into the water supply, it is sometimes applied to swales or where there is no daylighted stream. A daylighted stream is one that is exposed, not piped. Sometimes, stream buffer protection requirements on swales or non-daylighted streams conflict with recommendations for redevelopment in Crozet. Such is the case in an area north of Downtown and another area east of Downtown between the Fire Station and the old Con Agra/Music Today area. These areas are identified on the Future Land Use Plan with the hatched patterns shown below:



*Land Use Plan
Stream Buffer North of Downtown*



*Land Use Plan
Stream Buffer Between Fire Station and Music Today Area*

In order to allow for redevelopment of properties in these areas affected by the stream buffer requirement, modifications to the stream buffer requirements are proposed. These modifications would allow encroachment in the buffer with mitigation/additional plantings. The modifications should only be allowed in these areas where there is no existing vegetated buffer.

Slopes and stream buffers are not the only features protected by existing regulations. Disturbance of wetlands requires permits from the US Army Corps of Engineers. Floodplain regulations in the County zoning ordinance also help protect these important environmental resources.

Tree preservation and planting is also important in Crozet. Trees help protect streams as well as mitigate air and water pollution, reduce glare, reduce energy costs, absorb noise, create microclimates, increase property values, create character, and help attract new businesses. It is recognized that an urban forestry plan is a long term goal and that it might be developed in the context of an urban forestry plan for the County's development areas.

Open Space

Privately Owned Open Space

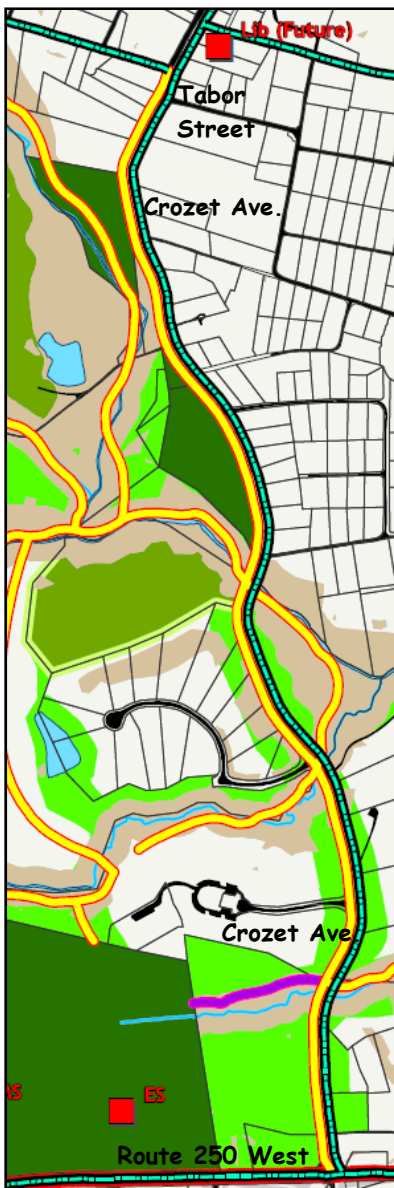
Some environmental features in Crozet are already preserved in properties owned by homeowner associations and civic groups. Land, which is not shown with the environmental features and is owned privately by an organization is designated on the Parks and Green Systems Plan as Privately Owned Open Space. This designation includes Crozet Park and properties, which are in conservation easements.

Other Open Space

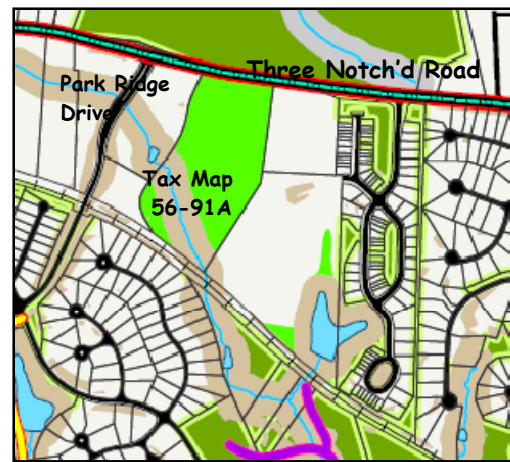
Other Open Space is shown on the Parks and Green Systems Plan in the lightest color of green. The designation represents properties that are to be preserved in the future that are not part of environmental systems. These properties meet other goals of the Master Plan as further described on the following page.

Recommendations for Other Open Space

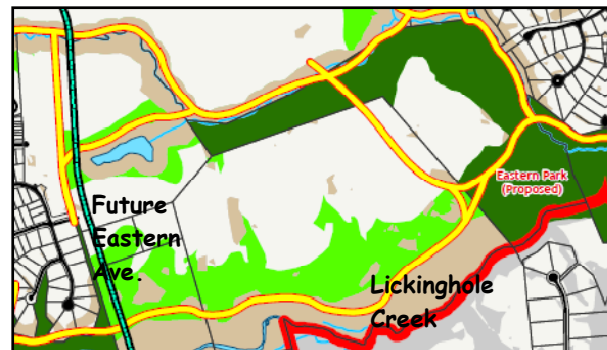
- Vegetated buffers along Crozet Avenue south of Downtown are intended to help retain a rural appearance along these corridors.
- Property east of Park Ridge Drive (Tax Map 56 Parcel 91A) is intended to remain rural and undeveloped to help break up the appearance of continuous development along Three Notch'd Road.
- Properties east of Eastern Avenue and north of Lickinghole Creek have a system of slopes that fall off towards Lickinghole Creek. This area is intended to provide for private open space for new development on Tax Map 56 Parcels 95A.
- Properties along Route 250 West that are west of Crozet Avenue and east of the School complex are intended to retain their rural character and agricultural activities and reinforce the goal for no new commercial activities in this corridor.



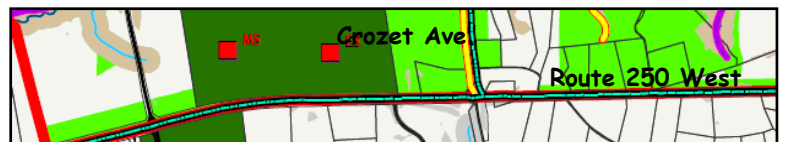
*Parks and Green Systems Plan
Crozet Corridor*



*Parks and Green Systems Plan
East of Park Ridge Drive*



*Parks and Green Systems Plan
East of Eastern Ave., North of Lickinghole Creek*



*Parks and Green Systems Plan
Properties along Route 250 West*

Community Facilities

Existing and proposed schools, libraries, fire stations, rescue squad stations, and future civic spaces are shown on the Parks and Green Systems Plan. Future civic spaces are not identified in an exact location. They are shown in the general location where a park or open space should be, with one exception. The old Crozet Elementary School is currently leased to a private middle school for boys. In the future, it is expected to function as a community building for civic activities.

Parks and Public Open Space

Existing and proposed areas for parks and public open space are shown on the Parks and Green Systems Plan in an olive color. This designation includes school grounds, the Lickinghole basin, the future Eastern Park, and other publicly owned lands. The color on the plan does not separate out environmental features from the designation as public open space. It should be noted that some of the publicly owned lands include important environmental features such as steep slopes, streams, stream buffers, and floodplain. The parks are further described in the section below.



Parks

Western Park

Western Park (in Old Trail) is a new 35.8 acre County park. Land for the park was given in conjunction with the adjacent Old Trail development. The County has developed a plan for this park that has recreational facilities of multi use field, pavilion, playground, small amphitheatre, open space play areas, and natural areas with trails. The park will be developed in phases as funding allows. Construction funding has been delayed in the most recently approved Capital Improvements Program.

Eastern Park

Eastern Park is located on a high point on the eastern side of the Development Area. When established, this park will provide views of the Blue Ridge Mountains and Downtown Crozet and will have multiple trail access points. The expectation for the park is that it will be similar in size to Western Park and have a similar relationship to surrounding neighborhoods. It should have a mix of recreational uses including sports fields, trails, picnicking, and preserved areas.

Other Parks

Other parks are expected with new development and some redevelopment. The addition of a new elementary school on the eastern side of the Development Area will bring additional field space if the school site is acquired and developed. A three-acre trailhead park centrally located on Crozet Avenue is recommended to provide parking and access to the greenway system although its exact location is not yet determined. Other small pocket parks and greens, averaging one acre in size, will serve new and old neighborhoods. These neighborhood parks would be created through private funding or by developers fulfilling their open space requirements.

Greenway Trails

The greenway system, a linear network of open space and streams shown on the Parks and Green Systems Plan, offers an opportunity to connect neighborhoods with each other and Downtown. Public paths in greenways are identified separately from expected privately

owned pathways. The Greenways follow the stream corridors within the 100-foot wide stream buffer through both public and private land. In situations where the Greenways access urban areas, they connect with the urban infrastructure of sidewalks and bike lanes. Bike facilities, as described in Chapter 5-Transportation, are also shown on the Parks and Green Systems Plan. The plan identifies priority segments for completion based on providing key linkages to Downtown, schools, parks, and centers.

Implementing and maintaining a greenway system will require a public/private partnership involving many different people, volunteer groups, and possibly businesses. Access to and use of these areas would have to be negotiated. It is expected that large sections of the greenway system would be built, as opportunities arise, by civic groups and/or members of the development community. There is an active group of citizens in Crozet who have organized to help construct trails, plan for future trails, and conduct other trail-related activities. Where parks are public, the County is primarily responsible for maintenance of the system. However, to minimize cost, portions of the system could be adopted by volunteer groups under an Adopt-A-Trail program. Greenway trail construction standards are identified in the *Albemarle County Design Standards Manual*.

Not only do trails connect to important centers in Crozet, but there are also opportunities to connect to nearby parks outside the Development Area, such as Mint Springs and Beaver Creek. There is also an initiative underway, spearheaded by the Three Notched Trail Foundation, to create a scenic and safe walking and biking route from the Rivanna River near Monticello to the Blue Ridge Mountains along the historic Three-Notched Road.

Parks and Greenways Recommendations:

- Create a multipurpose path along the west side of Crozet Avenue or where feasible along the corridor.
- Create a multipurpose path in right-of-way acquired for Eastern Avenue to provide pedestrian and bike connections before the road is completed.
- Construct key trail linkages as public trails:
 - Crozet Connector Trail (Lickinghole basin to Crozet Park).
 - Trails to Downtown, schools, and other centers.
- Establish a not-for-profit Crozet Trails Foundation (like the Rivanna Trails Foundation) for design, construction, and maintenance.
- Create an Adopt-a-Trail program.
- Gather and distribute information on tax incentives for landowners to donate easements for greenways (floodplains).
- Develop signage for greenways trails.
- Complete Western Park according to the park plan as funding is available.
- Create a Downtown community green.
- Build a trailhead park at a central location along the Crozet Avenue corridor.
- Establish Eastern Park with public/private collaboration.
- Explore potential access points to Lickinghole Creek basin.
- Organize the gathering of GPS data for mapping these routes. by groups such as students, Boy Scouts and other volunteers.

Dark Skies

Protection from light pollution is recommended in this Master Plan. Outdoor lighting should be minimized in areas that are widely visible from other parts of the community, such as upland areas or flat expanses that do not have the benefit of a visual buffer created by topography,

vegetation, or existing structures. Where used, street lights should be chosen, which avoid lighting up the sky.

Chapter 7 Plan for Community Facilities & Services

Crozet is served by numerous County facilities and services, some of which are located within the Development Area. These facilities and services are described in detail in Chapter 3 -- Existing Conditions. During development of the Master Plan, residents of the area identified the need to maintain or improve the provision of services, especially for library, police, schools, and passive and active recreational space. Location of existing and proposed facilities is shown on the Parks and Green Systems Plan, as indicated in the previous chapter. The provision of facilities and services is the responsibility of several different entities depending on the service or facility. The Albemarle County Community Facilities Plan is the primary component of the Comprehensive Plan that governs planning for community facilities and services and includes the following goals:

- Community facilities should be equitably provided for all County residents based on cost-effectiveness.
- Development areas should receive higher levels of service.
- The location of new public facilities should be within the County's development areas.

This chapter of the Master Plan identifies the specific future community facilities or services needed for Crozet.

Water and Sewer

Water

Water supply is adequate for the existing and future population of Crozet. At present, usage is approximately 0.4 million gallons day (mgd) while the maximum constant demand that could be supplied from Beaver Creek Reservoir is 1.8 mgd. The water treatment plant can process 1.0 mgd. Recommendations for future water service provision are below.

Water Recommendations:

- Continue to monitor water usage in Crozet to ensure that capacity is adequate for the future population.
- When demand at the water treatment plant reaches 80 percent of the permitted capacity, begin design for expansion of the plant and raw water conveyance system. The size of the expansion will be dependent on the projected demands and uses.

Wastewater

Wastewater is processed at the Moore's Creek Sewage Treatment Plant, which is planned for expansion to serve all of the development areas except the Village of Rivanna, which is served by a separate plant. Planning and modeling information has shown that the need to expand/upgrade the Crozet sewer lines is highly dependent on the development of the Old Trail project. In order to provide service for the full buildout of Old Trail, construction of replacement mains on the Lickinghole Creek and Slabtown Branch lines will be needed. At this time, the Old Trail developer has committed to the design and construction of the southern (Slabtown) branch. The Old Trail developer also has an agreement with ACSA for future construction of the northern branch of Lickinghole Creek.

The construction of a flow equalization tank, pump station and odor control facility downstream of Old Trail but upstream of pump station number 4 will also be needed. This

project may also be completed with private developer contributions. Improvements are needed to the sewer interceptor line through Ivy. Within the 60-year planning horizon of the sewer analysis, all gravity lines and pump station will require upgrading. In the near term the following projects are anticipated.

Wastewater Recommendations:

- Construct replacement mains on the Lickinghole and Slabtown Branch sewer lines (by developer).
- Construct a flow equalization tank, pump station, and odor control facility downstream of Old Trail and upstream from pump station 4 (may be by developer).
- Upgrade a section of gravity sewer near the Boars Head Inn.
- Continue long-term planning for sewer improvements based upon sewer system studies currently being conducted by the ACSA and the RWSA. New sewer connections would be based on the ACSA's first-come first-served basis policy.

Solid Waste Management

As indicated in Chapter 3, solid waste management and recycling takes place on a countywide basis. Needs for Crozet are considered as part of the overall program. The growth of the Crozet area is not expected to significantly change the overall needs for solid waste and recycling with the County, unless a large industrial user locates in Crozet. The desire for greater recycling opportunities in Crozet is recognized in the recommendations below.

Solid Waste Management Recommendations:

- Monitor Crozet solid waste management needs in conjunction with countywide solid waste management.
- Provide greater opportunities for recycling in Crozet in conjunction with countywide planning efforts.

Schools

Facility planning for schools is done by the Albemarle County School's Long Range Planning Committee. As identified in Chapter 3, school standards are presently being met in the Crozet schools. Ongoing capital improvements at the schools ensure that the facilities are adequate for students. A new elementary school may be needed in the County within the next ten years. The site for this school will be one of three locations in the County based on need/demand: Crozet, the southern urban area, or the Northern Development Areas. In keeping with future school needs, the following recommendations are made.

Schools Recommendations:

- Monitor the annual *Albemarle County Schools Long Range Planning Process* to assess the need for additional school facilities in Crozet.
- If an additional elementary school is needed for Crozet, it should be located in the eastern portion of Crozet as generally shown on the Parks and Green Systems Plan.
- Continue with planned expansions and upgrades identified in the Capital Improvements Program for existing schools.

Emergency Services

Albemarle County Police Department (ACPD)

As indicated in Chapter 3, police service is provided through the sector/beat system. Service does not meet County standards of a five-minute response time 85 percent of the

time. Instead, police response in Crozet is within five minutes 65 percent of the time. Officers also provide assistance to the community for crime prevention programs.

Police Service Recommendations:

- Relocate the police satellite office from The Meadows to a more central location in Crozet, such as in Downtown.
- Continue community crime prevention programs, such as Neighborhood Watch.
- Work to achieve a five-minute response 85% percent of the time.

Fire Rescue Services

Fire Rescue service provided by volunteers is important to Crozet. However, the County's financial contribution for equipment purchase is essential to the service. Because of the County's role in providing funding for capital expenditures, the following recommendations are made.

Fire Rescue Recommendations:

- Continue to provide County funding for capital purchases for Fire Rescue.
- Continue to support volunteer programs.

Library

As indicated in Chapter 3, the need for a new library has been well established. A plan has been developed and property has been purchased in Downtown Crozet for the new facility. When funding is available, construction of a 20,000 square foot library building will begin. Construction will include the first block of the new "Main Street." The facility will include space for complementary uses such as public meeting rooms and community space. The building will be constructed to LEED specifications. (LEED stands for Leadership in Energy and Environmental Design and is a nationally accepted rating system for designing and building green buildings.) The new Western Albemarle/Crozet Library will be the County's first new building designed to be LEED certified. The most recent schematic design of the facility is shown below:



Schematic Design Approved by the Board of Supervisors July 3, 2009

Library Recommendations:

- Until a new library can be constructed, maintain the existing library in Crozet.
- Construct the new library when funding is available.

Old Crozet School Reuse

Crozet residents have expressed a strong desire that the County continue stewardship and reuse of the former elementary school on Crozet Avenue across the street from the current Crozet Elementary School. This facility is commonly known as the Old Crozet School building. A valued institution in the Crozet community since 1924, the Old Crozet School served as a combined elementary and high school until the completion of Albemarle High School in 1954. After the high school students were moved, the school was renamed Crozet Elementary and used by the County for another 35+ years, until studies finally determined that a new school building was needed and completed in 1990 across the street. The school is a contributing building and is included in the boundaries of the potential Crozet Historic District. The Virginia Department of Historic Resources considers this area as eligible for nomination as a historic district on the Virginia Landmarks Register and National Register of Historic Places.

In 2008, the County contracted with a planning consultant to study acceptable and productive alternative uses for the school. The *Old School Reuse Study Final Report* summarizes the public participation process, community comments and preferences, history and condition of the building, consultants' recommendations for next steps, and estimated costs for renovation of the building. Residents clearly expressed a preference for a community center to provide performance and assembly space in the old auditorium. In addition, residents supported using the former classrooms for satellite county offices, dance classes, arts spaces, community movies, and programs for youth and the elderly.

In the fall of 2008, the Board of Supervisors sought tenants for the Old School until a decision on the permanent use of the building could be made. Currently, the building is leased to two tenants, the Field School, a private middle school for boys, and Old Crozet School Arts (OCSA). OCSA is a non-profit school for arts instruction.

Social Services

Social service providers and programs are important to the community. At a County level, services are provided through schools, in conjunction with countywide assistance programs, and to seniors at Mountainside Senior Living and the Meadows. Although no specific separate recommendations are made, the County needs to keep a watch on Crozet's social service needs. As growth occurs, the County will need to consider augmenting the services it provides and, perhaps, creating a central location within Crozet where these services can be accessed.

Social Service Recommendations

- Continue to monitor social service needs in Crozet.
- Consider providing services at a County facility to be located in Crozet.

Stormwater Management

As indicated in Chapter 3, controlling the quantity and quality of runoff is essential to maintaining a safe and adequate drinking water supply. Redevelopment of Downtown is tied to a County stormwater project, which has been engineered but not yet built. Development of the area north of Downtown and north of Three Notch'd Road has the potential to affect the Beaver Creek Reservoir, so more intensive stormwater management is needed.

The County should also look for opportunities to further protect the drinking water reservoirs by promoting innovative stormwater management. Stormwater management should be emphasized in areas adjacent to impervious surfaces such as roofs, parking lots and paved roads. Permeable paving, porous asphalt and modular pavers allow increased water infiltration

and should be considered for any impervious surface. Use of native grasses, shrubs and trees in retention ponds and swales can help provide excellent holding areas for water quality improvement while providing diverse wildlife habitats.

Stormwater Recommendations:

- Construct the Downtown stormwater project improvements.
- Look for opportunities to further protect the Beaver Creek Reservoir through innovative stormwater management techniques.

Chapter 8 Implementation

Introduction

The implementation projects of the Crozet Master Plan are found in the tables in the Appendix. They have been prioritized based on needs identified by residents and stakeholders during the Master Plan process. Implementation of these initiatives will take place in several different forms: with private sector investment, as part of land use decisions, through programs and services provided by the County, through County capital expenditures, and by community initiatives.

County capital expenditures are identified in the County's Capital Improvements Program (CIP) which is based on a two-year financial cycle. The CIP represents the County's funding policy, including funding level, timing, and sources of money associated with specific improvements. As occurs throughout the County, the actual programming of Crozet projects in the CIP will be based on priority needs of the County and the availability of funding. Capital costs and funding sources are also identified in the table at the end of this chapter.

Community facilities and service standards have been established in the County's Community Facilities Plan for many of the public services/facilities. With rezonings for new development, community services and facilities are evaluated to determine the adequacy of services and impacts of the proposed development in relation to the service standards.

Population Capacity and Future Rezonings

The Crozet Land Use Plan provides for a long-term population capacity of approximately 18,000. Based on actual growth trends in Crozet, it is estimated that the population of Crozet will be approximately 12,000 in 2030. It could go lower or higher depending on the actual rate of growth. This implementation chapter describes the improvements needed in order to support the long-term population capacity of Crozet. The timing of improvements to support new development is discussed in the section below.

Priority Areas

The Crozet Development Area has received steady and consistent growth over the past ten years. To focus improvements in the areas of Crozet where they are most needed, priority areas have been established to guide public efforts and resources over the next five to ten years. The priority areas are Downtown including the surrounding Mixed Use areas, "Main" Street and the new library and the Music Today/Starr Hill area. In the long term, redevelopment of the area between these Downtown and the Music Today/Starr Hill area hubs will be needed to better support both areas. The Priority Areas are shown on the map on the following page. Other areas of Crozet will not be the primary focus of public capital investment or resource allocation during in next ten years.

Priority areas and improvement projects have been established to guide decisions in the near future. The boundaries of these areas will be reevaluated with the next five-year review of the plan. While decisions regarding private development proposals/investments should not be based solely on these priority areas, decisions on development proposals should be made with an understanding of where public investments are being focused. Land use decisions should be consistent with the priority areas established in the Master Plan. New proposals outside of the priority areas should not be approved if planned facilities are not in place to support the project and the existing neighborhood. Projects outside the priority areas will need to provide more

significant levels of improvements to ensure adequate infrastructure and services are available to the area.

The implementation projects are grouped into six categories: (1) Community Life, (2) Transportation, (3) Land Use, (4) Community Facilities and Services, (5) Parks and Green Systems, and (6) Business Development. The Neighborhood Planner for Crozet, as recommended in the 2004 Plan, will continue to assist with Plan implementation.

Community Life

Civic participation and dialogue between the County and the Crozet community on Master Plan and Crozet issues should be an on-going process. The Crozet Community Advisory Council (CCAC), which is appointed by the Board of Supervisors, should be continued to the extent that County resources can provide support to all advisory councils formed for the Development Areas. It is anticipated that the CCAC may meet on a less frequent basis in the future. Other community-led initiatives that create a sense of unique community identity should be continued, such as the current local fairs and celebrations.

Community Life Priorities:

- Continue the Crozet Community Advisory Council in the role determined by the Board of Supervisors.
- Support community efforts to continue with community fairs, festivals, and events.

Transportation

Transportation improvements in the plan focus on making important road connections and improvements. These include bike and pedestrian improvements on existing collector or main routes in Crozet, such as Jarman's Gap Road, Crozet Avenue, and Three Notch'd Road. Completion of the future east-west road referred to as "Main" Street in the plan and other new roads will provide for bike/pedestrian improvements along with key vehicular linkages in Crozet. "Main Street" will provide an alternate route to the four-way stop sign and underpass in Downtown Crozet. Construction of "Eastern" Avenue will provide an important north-south alternative route to Crozet Avenue.

Transportation Priorities:

- Complete Jarman's Gap Road improvements.
- Complete Downtown streetscape project.
- Complete first segment of "Main Street" from Crozet Avenue to High Street, then continue eastward.
- Establish the "Eastern" Avenue road alignment and adopt an official map designating the road and right-of-way location.

Land Use

The Land Use recommendations of the plan will be implemented in several ways, including rezonings, zoning text amendments, and by-right development. For many years, Albemarle County has implemented its Land Use Plan through developer initiated rezonings. If this practice continues on a site-by-site basis, properties would be rezoned consistent with the Master Plan and with increased opportunities for design flexibility offered by the Neighborhood Model.

The Future Land Use Plan in Chapter 4 governs land use and development decision-making for new development in Crozet. As each zoning map amendment and special use permit is

reviewed for approval, the recommendations in this Master Plan will be applied. As such, there are fewer individual projects listed in the Land Use & Development Projects sections of the Implementation Table than there are, for example, under Transportation. Instead, as developers bring forward new proposals, the proposed developments will be evaluated according to the Future Land Use Map and Tables, Parks & Green Systems Map, the principles of the Neighborhood Model, and other parts of the Comprehensive Plan. The County's Zoning Ordinance may need to be amended to designate a transitional zoning district near Downtown. Another ordinance amendment, which may be needed, would allow for reductions of the stream buffer in support of redevelopment north of Downtown.

The Entrance Corridor ordinance is significant because it is an existing tool that can assist in implementing the types of design regulations set forth in the Crozet Master Plan. For the existing corridors, corridor-specific design guidelines should be created in compliance with the Crozet Master Plan for each Entrance Corridor.

As assets to the County, historic resources in and near Crozet should be protected and preserved. To educate residents and visitors on these historic assets, interpretive areas could be designed and put in place. New development and redevelopment in the potential Crozet Historic District should be designed in a manner that is sensitive to its historic significance. Community residents are encouraged to pursue inclusion of the historic district on the state and national register. This will allow property owners to take advantage of significant state and federal tax credits.

The Crozet Master Plan includes a network of public parks and greenways structured around the streams within the Lickinghole Creek watershed. Portions of the open space system within the Lickinghole Creek floodplain are already owned by the County; others will be acquired or donated for community parks. Some portions of the greenway system that are integrated into development projects may remain in private ownership. These areas could be designated voluntarily as conservation easements.

Land Use Priorities:

- Ensure implementation of the Master Plan through review of development projects, especially in priority areas.
- Monitor capacity of infrastructure to support new development.
- Consider ordinance amendments to support recommendations in the Master Plan, such as a transitional zoning district, revised industrial standards, and modifications of the water protection ordinance.
- Support a community-led National Register nomination for Downtown Crozet and the potential Greenwood-Afton Historic District.
- Encourage protection of buildings and sites that are contributing structures to potential and listed National Register Historic Districts.
- Consider the recommendations of the Crozet Architectural Resources Strategies Report for projects in the report study area.
- Encourage easements on properties to protect important environmental, scenic, or other resources and to allow rights of access for greenways.
- Develop corridor-specific design guidelines for Entrance Corridors in Crozet.

Parks & Green Systems

Crozet's existing and proposed parks, trails, greenways, and open spaces are shown on the Parks & Green Systems Plan in Chapter 6. In some cases, the proposed open space needs will

be addressed as new developments are planned and constructed. In others, the County will provide open spaces as the need for them arises and funds are available.

Parks & Green Systems Priorities:

- Preserve environmental systems in new development projects.
- Complete the Crozet connector trail system between Downtown and Eastern Crozet as a public trail.
- Complete trails that lead to schools and parks and other centers as public trails.
- Complete Western Park Improvements.
- Incorporate the Downtown stormwater wetland into the parks/greenway system as a passive park and trail hub.

Business Development and Support

Successful redevelopment of Downtown and provision of job opportunities in Crozet requires public/private collaboration. Expansion of existing and development of new small businesses in Crozet is essential to increase the vitality of the downtown. Jobs in Crozet help to reduce traffic impacts to Routes 240 and 250 and help Crozet to be more than a “bedroom community” to the City of Charlottesville.

After adoption of the 2004 Master Plan, the County hired a Business Development Facilitator to assist with economic development in Crozet as well as other parts of the County. The Business Development Facilitator is responsible for coordinating and responding to business inquiries and assessing options and incentives. This position can be critical to achieving the desired vision for Downtown. Adaptive reuse of the Acme property is another area where the Business Development Facilitator’s role will be critical to success.

Business and Development Support Priorities:

- Continue dialogue with and support of the business community through involvement of the Business Development Facilitator.
- Collect and monitor employment and economic data for Crozet.
- Promote infill development in the Downtown and employment opportunities in Crozet that are consistent with the Master Plan.

Plan Monitoring and Master Plan Review

Good planning practice includes the periodic review and update of plans after they are adopted. An important part of this review is an ongoing monitoring program that keeps tabs on how well implementation is proceeding and what additional issues or information have arisen since the plan was prepared.

This Plan should be reviewed and updated as necessary every five years. Five-year reviews are envisioned as the time to adjust the plan, based on any changes in conditions or new information.

The Implementation Table in the Appendix lists the various projects necessary to achieve the vision for Crozet. It categorizes the projects by type, provides cost estimates for each project and expected sources of funding. The table identifies the individual, department, or agency which will take the lead in implementation. Where necessary, it identifies where the County will be a liaison if it is not the lead agency on the project. The Implementation Table should be used as a guide and is a general reference tool to help direct the allocation of available resources to implement the Master Plan.

Crozet Implementation Projects

Implementation Strategy	Estimated Cost/Funding	Responsible Department/ Division	Issues to Be Addressed Actions Required	Milestones	Timing Short-term (FY11 to FY14) Mid-term (FY15 to FY19) Long-term (FY19 and out)
COMMUNITY LIFE					
Crozet Community Advisory Council	Included in Community Relations/CDD budget for staff time	Crozet Planner/Community Relations	<ul style="list-style-type: none"> Continue community-County dialogue and community involvement in master plan implementation 	<ul style="list-style-type: none"> Periodic meetings of CCAC 	Ongoing
Crozet Neighborhood Planner	Included in CDD budget for staff time	CDD	<ul style="list-style-type: none"> Monitor plan implementation Staff facilitates plan implementation initiatives (ZTAs, studies, capital project planning, etc.), as necessary Staff pursues new federal, state, and other funding sources for transportation projects and other projects, as needed Staff conducts five-year plan review and update, in conjunction with the Planning Commission and the CCAC. Staff monitors development review projects for conformity with the Plan. 	<ul style="list-style-type: none"> Administration/management begins when Master Plan is adopted Periodic written reports on progress will be prepared for the Planning Commission Planning for five-year review will begin in year 4 of each five-year cycle 	Ongoing
Fairs/Festivals/Events	Community initiative	Community	<ul style="list-style-type: none"> Continue community tradition of events Celebrate Crozet history 	<ul style="list-style-type: none"> Ongoing 	Ongoing
Historic/Cultural Resources programs Interpretation Opportunities	not known at this time	Community/Historic Pres Committee	<ul style="list-style-type: none"> Evaluate opportunities for interpretation of area history 	<ul style="list-style-type: none"> Investigate support to provide locate history interpretation at local institutions 	Short to mid-term
TRANSPORTATION					
Jarman's Gap Road	\$16 million	VDOT and County-OFD	<ul style="list-style-type: none"> Provide a safer & efficient vehicle, bicycle, and pedestrian corridor between Crozet Avenue and Old Trail Drive Improvements include curb, gutter, bike lanes, and sidewalks on north side only 	<ul style="list-style-type: none"> Design/ROW complete Utility relocation Bid Construct 	<i>UNDERWAY</i> Short-term-Advertisement date January 2011
Crozet Streetscape Enhancement Project-Phase 2 Includes Main Street at Crozet Avenue	\$3. million (\$550,000 VDOT grants) \$ 760,000	County-OFD	<ul style="list-style-type: none"> Relocation of overhead utilities New Stormwater drainage system A portion of New Main Street to library entrance, design to High Street Pedestrian/Vehicular improvements to Crozet Avenue from the Square to Tabor Street This project will include alley improvements between Main Street and The Square. 	<ul style="list-style-type: none"> Design Bid Construct 	<i>UNDERWAY</i> Short-term Construction – mid to long term; construction prior to improvement to US 250 in Pantops
Crozet North Sidewalk	\$610,000 (\$190,000 grant)	County-OFD and VDOT	<ul style="list-style-type: none"> Pedestrian safety and drainage improvements on west side of Crozet Avenue from St. George Avenue to Crozet Elementary School and continue to Ballard Drive (crosswalks at school) Safe Routes to School grant received to extend to Ballard Drive (\$190,000) 	<ul style="list-style-type: none"> Final Design plans under review Design completion Construct Expect to Fall 2010 	<i>UNDERWAY</i> Short -term
Eastern Avenue-Alignment	Currently unfunded	County-OFD	<ul style="list-style-type: none"> Location and cross-section concept completed Refine the alignment and cross-section for the north-south connector road "Eastern Avenue" Explore funding opportunities for the road, including proffer funds 	<ul style="list-style-type: none"> Hire surveyor to provide boundary and topographic survey as basis for official map of road alignment 	Short-mid-term

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Implementation Strategy	Estimated Cost/Funding	Responsible Department/ Division	Issues to Be Addressed Actions Required	Milestones	Timing Short-term (FY11 to FY14) Mid-term (FY15 to FY19) Long-term (FY19 and out)
Eastern Avenue Construction	\$9.5million ('04)	Private Development/ County-OFD	<ul style="list-style-type: none"> Evaluate function/capacity benefit of roundabout over signal 	<ul style="list-style-type: none"> Periodic monitoring and evaluation of intersection 	Long - term
Crozet Plaza Streetscape Study <i>Provides for recommended Downtown Community Green</i>	\$350,000 <i>(design and construct)</i>	Private Development/ County-OFD	<ul style="list-style-type: none"> Provides Downtown community green/plaza 	<ul style="list-style-type: none"> Location Design study Construct Improvements 	Short-term-mid-term
Main Street Extensions	\$2.5 million ('04 estimate)	County/Private development	<ul style="list-style-type: none"> Determine alignment from library site/alley to connect to Park Ridge Drive (Foothill Crossing Roads) Provide additional east-west access in Downtown area as an alternative to Three Notch'd Road 	<ul style="list-style-type: none"> Design for road sections Construct 	Design – mid-term Construction – mid to long term; depends on pace of new development
Crozet Avenue walkway/bikeways	Unfunded	OFD/Private Development	<ul style="list-style-type: none"> Improve pedestrian and bicycle safety 	<ul style="list-style-type: none"> Design Obtain any needed easements Construct 	Long-term
Bike Network All new streets include bike facilities or accommodate bike travel Priority upgrades to existing streets: -Crozet Avenue -Railroad Avenue -Route 810/Crozet Avenue -Three Notch'd Road -Route 684/Mint Springs	Variable	Private development/VDOT/ OFD	<ul style="list-style-type: none"> Add/upgrade bike lanes and sidewalks as components of all new and expanded public road projects. Correct existing gaps in bicycle and pedestrian facilities and improve existing crosswalks Require construction of bike and pedestrian connections with development projects 	<ul style="list-style-type: none"> Completed segments of bike improvements 	Ongoing
Park and Ride Lots -Upgrade Downtown lot -Route 250 West/near I-64 -Three Notch'd Road near employment area	Variable depending on location, property ownership, etc.	RideShare/TJPDC/ County-Crozet Planner	<ul style="list-style-type: none"> Lots provide an option for single occupant vehicle travel/commuting Reduces demand on existing road networks 	<ul style="list-style-type: none"> Identify new locations Establish as designated park/ride lot 	Short to mid-term-Provide additional park and ride lots Ongoing-Rideshare
“Regional” Transit-Express Bus (to CTS) - Regional – but includes Village	Capital: \$305,000 to \$575,000 Operation: \$200,000 to \$400,000/yr	County/CTS/possibly JAUNT or future Transit Authority or equivalent organization	<ul style="list-style-type: none"> Provide alternatives to auto travel, reduce future auto trips on Rt 250 	<ul style="list-style-type: none"> Establish RTA or an equivalent planning/management organization Implement service Pursue commuter service through JAUNT when viable 	Short term – establish regional planning/management process (RTA) Short to Mid-term priority (w/in next 5-10 years), next regional transit plan update. Long-term Implementation (after 2017) depending on study results.
PARKS AND GREEN SYSTEMS					
Greenway completion -Connections to Downtown -Connections to Schools -Connections to Parks	Variable	Private developer contributions with rezonings Parks & Rec./Planning/Crozet volunteer trailbuilders/ neighborhood assoc.'s	<ul style="list-style-type: none"> Provide passive recreation opportunity & alternate pedestrian-bike route. Interpret cultural and natural sites 	<ul style="list-style-type: none"> Identify more precise location for trail connections Design and consider with development proposals. Easements/property obtained Complete Trail Construction Complete Connections made between neighborhoods and to greenway/public lands 	Short and mid-term timeframe. Ongoing planning/ acquisition/construction throughout length of corridor in strategic locations
Western Park	\$4.1 million total (construction will be phased; \$50,000 proffered for park improvements)	County/private developer contributions	<ul style="list-style-type: none"> Provide community park consistent with Western Park Master Plan 	<ul style="list-style-type: none"> Acquire additional land or easements Construction Western Park according to master plan for park 	Mid-term
Neighborhood Parks	Unfunded	Private Development	<ul style="list-style-type: none"> Provide amenities and greenspace within new developments in Crozet 	<ul style="list-style-type: none"> Ongoing 	Ongoing
Trailhead Park	Unfunded	County Parks & Rec/Private Development.	<ul style="list-style-type: none"> Provide access point to greenways network 	<ul style="list-style-type: none"> Determine location Design Construct 	Long-term
Neighborhood Trails	Not known at this time/variable	Private developer contributions with rezonings P&R/Planning/ neighborhood assoc.'s	<ul style="list-style-type: none"> P & R/ Crozet planner to coordinate assistance to neighborhoods to construct trails 	<ul style="list-style-type: none"> Connections made between neighborhoods and to greenway/public lands 	Ongoing, initiative; trails may be public or private

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Implementation Strategy	Estimated Cost/Funding	Responsible Department/ Division	Issues to Be Addressed Actions Required	Milestones	Timing Short-term (FY11 to FY14) Mid-term (FY15 to FY19) Long-term (FY19 and out)
Eastern Park	\$4 million	Private development/ Planning/Parks & Rec.	<ul style="list-style-type: none"> Provide additional public community park to serve eastern Crozet 	<ul style="list-style-type: none"> Acquire property Design Construct 	Mid-term to Long-term
LAND USE & DESIGN					
Master Plan Implementation	Included in CDD budget for staff time	County	<ul style="list-style-type: none"> Implements land use recommendations of master plan 	<ul style="list-style-type: none"> Ongoing 	Ongoing
New Development	Included in CDD budget for staff time	Private Developments/Crozet Planner/PC/BOS	<ul style="list-style-type: none"> Monitor capacity of infrastructure to support new development 	<ul style="list-style-type: none"> No additional residential units until transportation improvements are made 	Short and mid-term
"Transition" Zoning District for Mixed Use Areas	Included in CDD budget for staff time	Crozet Planner	<ul style="list-style-type: none"> Consider creating new zoning district to allow for transitional mixed use areas around Downtown Crozet 	<ul style="list-style-type: none"> Resolution of Intent Amend Zoning Ordinance 	Long-term
Water Protection Ordinance Amendment	Included in CDD budget for staff time	County Engineer/Water Resources/Crozet Planner	<ul style="list-style-type: none"> WPO amendment to allow for stream buffer modifications in certain areas identified on land use map only Allows redevelopment and reclamation/replanting of buffers 	<ul style="list-style-type: none"> Resolution of Intent Amendment process WPO Amended 	Short-term
LI Zoning Text Amendments	Included in CDD budget for staff time	BDF/County	<ul style="list-style-type: none"> Supports Crozet LI uses/employers 	<ul style="list-style-type: none"> Resolution of Intent Amend Ordinance 	Underway/Short-term
Crozet Historic District	Community initiative	Community	<ul style="list-style-type: none"> Listing potential Crozet Historic District on the State and National Register 	<ul style="list-style-type: none"> Submit for listing Listing approved 	Short-term
ARB Corridor Specific Design Guidelines		Design Planner/ARB	<ul style="list-style-type: none"> Provide design guidelines specific to Crozet's uniqueness for Route 250 and Route 240 	<ul style="list-style-type: none"> Study Design Guidelines developed Adopted 	Mid-term
Easements		Crozet Planner	<ul style="list-style-type: none"> Monitor protection of environmental, scenic, and historic resources in Crozet 	<ul style="list-style-type: none"> ID easements Develop monitoring program 	Ongoing/Long-term
BUSINESS DEVELOPMENT					
Business Development Facilitator (BDF)	Included in CDD budget for staff time	BDF	<ul style="list-style-type: none"> Continue dialogue with business community in Crozet, including CBNG and DCA, Nelson and Charlottesville-Albemarle Chambers of Commerce 	<ul style="list-style-type: none"> Ongoing 	Ongoing
Employment/ Business Tracking Attract new employers to areas designated on master plan	Included in CDD budget for staff time	BDF	<ul style="list-style-type: none"> Maintain data that is updated annually to determine business employment trends and needs in County, including Crozet Ensures jobs/housing balance and economic vitality in Crozet 	<ul style="list-style-type: none"> Ongoing 	Ongoing
Downtown/Priority Areas: Infill/New Business Downtown (including adjacent Mixed Use Area) Evaluate need to designate Three Notch'd Corridor Mixed Use	Included in CDD budget for staff time	Private developers/BDF Crozet Planner/County	<ul style="list-style-type: none"> Improve Downtown economic vitality Allows for future additional area to provide for new business development in support of Downtown and employment area 	<ul style="list-style-type: none"> Economic measures Vacancy rate/etc. Increased revenue Consider with update of master plan in 5 years 	Short-term Mid-term
Tourism/Agribusiness	Included in CDD budget for staff time	BDF/Private Developers/CBNG/DCA/Convention-Visitors Bureau	<ul style="list-style-type: none"> Expansion and promotion of tourism in Crozet and Western Albemarle 	<ul style="list-style-type: none"> Identify new products, such, emphasis on Crozet history, destinations/tours (Current Ex. Brew Ridge and Artisan Trails) 	

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Implementation Strategy	Estimated Cost/Funding	Responsible Department/ Division	Issues to Be Addressed Actions Required	Milestones	Timing Short-term (FY11 to FY14) Mid-term (FY15 to FY19) Long-term (FY19 and out)
Water and Wastewater Expansion of water treatment plant	Need estimate from RWSA	ACSA/RWSA	<ul style="list-style-type: none"> ▪ Monitor water usage in Crozet to ensure capacity is adequate for future population ▪ When demand reaches 80% of capacity, begin design for expansion; size of the WTP expansion will be dependent on the projected demands and uses. ▪ Ensure adequate water supply for Crozet 	<ul style="list-style-type: none"> ▪ Capacity of existing water treatment plant reaches 80% ▪ Design ▪ Bid ▪ Construct 	Long-term
Wastewater	Need estimate from RWSA	ACSA/RWSA	<ul style="list-style-type: none"> ▪ Ensures adequate waste water capacity to serve Crozet. ▪ Continue long-term planning for sewer improvements based upon sewer system studies currently being conducted by the ACSA and the RWSA. New sewer connections would be based on the ACSA's first come first served basis policy. 	<ul style="list-style-type: none"> ▪ Study/Monitor ▪ Design ▪ Construction 	Mid-term-long term Mid-term
Eastern Crozet Elementary School site Construction	\$12.3 million ('04)	Crozet Planner/Dept of Ed., Facilities staff	<ul style="list-style-type: none"> ▪ To address future school capacity needs in Crozet 	<ul style="list-style-type: none"> ▪ Acquire site through proffers ▪ Determine need ▪ Design ▪ Build 	Long-term
Fire/Rescue Service	Region is served by Crozet Volunteer Fire Department and Western Albemarle Rescue Squad	Crozet Planner/Fire Rescue/ Facilities staff	<ul style="list-style-type: none"> ▪ Monitor any needs/support from County 	<ul style="list-style-type: none"> ▪ Ongoing 	Ongoing
Police Service Police Office in Downtown Area	Undetermined	Crozet Planner/Police/OFD	<ul style="list-style-type: none"> ▪ Provides improved work space for beat officer ▪ Improve response times to meet Development Area standards ▪ Provides for improved police service to Crozet/Western Albemarle 	<ul style="list-style-type: none"> ▪ Identify office space ▪ Locate police in satellite office 	Ongoing yearly evaluation of population growth and facility needs.
Recycling Programs	\$250,000-\$500,000 – to be determined on revised regional solid waste plan	RSWA/County (General Services, Planning)	<ul style="list-style-type: none"> ▪ Provide convenient drop center. RSWA Solid Waste Mgt Plan ▪ Review may indicate different approach to recycle (curbside may be considered) 	<ul style="list-style-type: none"> ▪ Review w/ RSWA during update of Solid Waste Plan. Funding requested in CIP. ▪ Construction 	Dependent on implementation recommendations of Solid Waste plan as recommended in adopted plan

- ACSA – Albemarle County Service Authority
- ARB – Architectural Review Board
- BDF – Business Development Facilitator
- BOS – Board of Supervisors
- CBNG – Crozet Business Networking Group
- CCAC – Crozet Community Advisory Council
- CDD – Community Development Department
- CTS – Charlottesville Transit Service
- DCA – Downtown Crozet Association
- JMRL- Jefferson Madison Regional Library
- OFD – Office of Facilities Development
- P&R – Parks and Recreations
- PC – Planning Commission
- RTA – Regional Transit Authority
- RWSA – Rivanna Water and Sewer Authority
- TJPDC – Thomas Jefferson Planning District Commission
- VDOT – Virginia Department of Transportation
- WPO – Water Protection Ordinance
- WTP – Water Treatment Plant
- WWTP – Wastewater Treatment Plant
- ZTA – Zoning Text Amendment