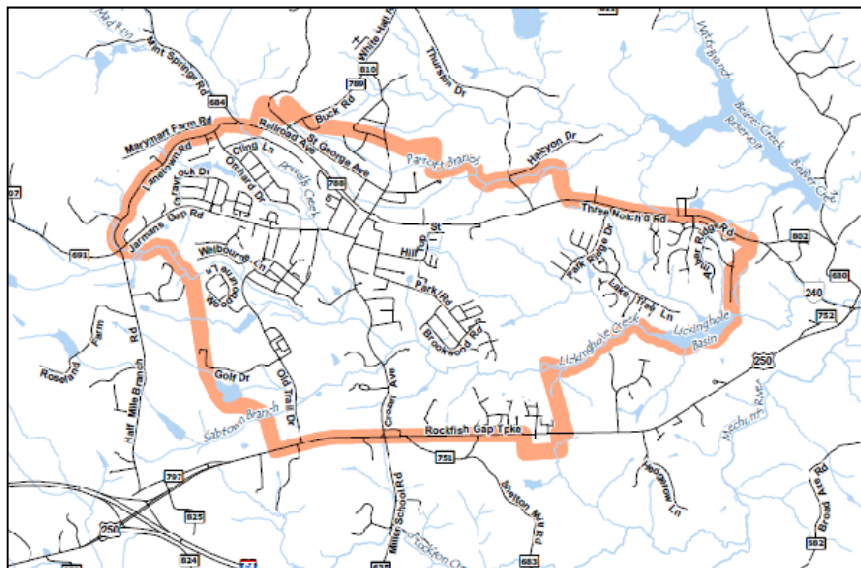
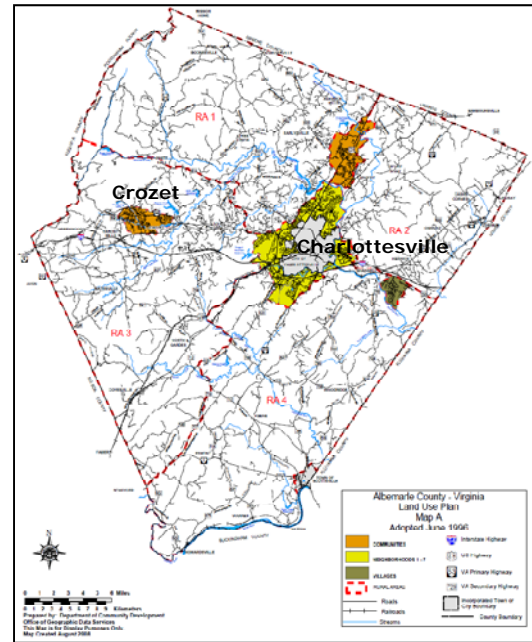


Chapter 1 Introduction

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.