

**Crozet Community Advisory Committee – Minutes – Draft  
Wednesday, December 16, 2015 from 7:00 p.m. to 9:00 p.m.  
Crozet Public Library, Crozet, Virginia**

**CCAC members present:** Jennie More (Chair), Phil Best, Beth Bassett, Dave Stoner, Kim Guenther, John Savage, George Barlow, Mary Gallo, Kim Connolly, Brenda Plantz, Leslie Burns, Jon McKeon, Alice Lucan, Ann Mallek (Board of Supervisors), Tom Loach (Planning Commission)

**CCAC members absent:** Lisa Marshall, Susan Munson

**Public attendees:** M. Redinger, Jon Mikalson, Mary Jane Ritchie, Bill Schrader, Trevor Henry, Megan Yaniglos (Albemarle County), Rachel Falkenstein (Albemarle County), Paul Wilkes, Marcia Wilkes, Terri Miyamoto, Sylvia Hallock, Lou Huffman, Andrew Bowman, Kishor Chavda, Jonno Alcaro, Jacqueline Walker, Page M. Marsh, Guanyi Lu, Kevin Rumsey, Joice Wright, Don Wright, Paul Grady, Teresa Pirkey, Troy Hamilton, Kevin Snead, Kathy Castenet, Judith S. Herring, Russell Wooden, Robin Luecke, Andy Wright, Constance Wenger, Cliff Fox, Michael Salerno, Lauren Kramer, Bob Ramsay

**Chair Jennie More called the meeting to order at 6:57 p.m.**

- 1. Agenda Review** (Jennie More – CCAC chair): No changes were made to the agenda.
- 2. Approval of Minutes from the October 21, 2015 meeting and CCAC housekeeping items:** Subject to any corrections communicated to the secretary within the one week from today, John Savage moved to approve the October 21, 2015 minutes, seconded by Kim Connolly, and the October, 2015 minutes were approved by vote of the CCAC.

Jennie then addressed the need for interim leadership for the CCAC because she has been selected to succeed Tom Loach on the Planning Commission. Because CCAC elections will be held in March, the CCAC determined that Dave Stoner (the current Vice Chair) would serve as interim Chair until elections in March. Mary Gallo agreed to serve as acting Vice Chair, and John Savage made a motion to elect her as interim Vice Chair. Dave Stoner seconded the motion and Mary was unanimously elected interim Vice Chair, to serve until March. It was recommended that the CCAC hold any questions about elections until the January meeting.

Jennie then thanked Tom for his service, wisdom, and dedication to our community. Tom then thanked Ann Mallek for appointing him to the Planning Commission eight years ago. Tom thanked the CCAC and noted that working with the CCAC made easier his duties as Planning Commissioner. He said that he always had good feeling about what he was doing, and made no decisions in isolation because he received input from the community. Tom also thanked Tim Tolson and the CCA for the community survey completed several years ago, and appreciated the input from the community through the survey. Tom said that the question “What would Crozet do?” served to guide him. He now expressed concern over efforts to weaken Community Advisory Committees generally, and said that we need to recognize their role in the community, particularly in growing areas. Tom noted that the discussions of the Barnes Lumber

project have demonstrated how important the group is, and he asked that we keep this committee functioning and alive and well. Tom also recommended that the CCAC invite the chairs of other CACs to our meetings and that community groups come up with their own master agenda for the growth areas. He recommended that we maintain this role, especially as we review development projects early in the approval process. Tom closed by thanking everyone for their support.

### **3. Project Updates/Information:**

- Community Meeting - Proposed Special Use Permit for fill in the flood plain/stream crossing - Proposal requires a new special Use Permit to add a road connection out to Orchard Drive. The current owner is Crozet Development Solutions, LLC (Piedmont Housing Alliance) - Keith Lancaster and Charlie Armstrong with Southern Development: Jennie began the discussion by noting that the purpose of this meeting is to allow the developer to give the community the first look at the project and get feedback from the community. There is no expectation that there will be a formal decision because this is a first look at the project. The CCAC will be allowed to meet again and discuss the project further before it goes to the Planning Commission. The CCAC will be asking questions, just like the public. The project concerns a proposed bridge coming off of Orchard Drive. Mr. Lancaster and Mr. Armstrong introduced themselves and said that they are working with Rachel Falkenstein in the Planning Department on the project. They presented a map showing the location of the project in relation to Orchard Drive and Cling Lane. This is a special use permit request for a bridge across Powells Creek. The issue is that a single entrance to a developed area can be used to access no more than 30 units. Fire and rescue services require another access if the developed area will have more than 30 units. So, to develop more units on Cling Lane, they will need another access to Orchard Drive. The access across Powells Creek would leave Orchard Drive just east of the Peach Tree Lane intersection. Their engineers have looked at locations for the bridge to identify the one that would cause the least disturbance. They have also conducted a wetland delineation, which has shown that the proposed location causes the least wetland disturbance.

The proposed development would be a by-right project; all land lying to the northeast is slated for development at 3-6 units per acre. To the southwest, the land would be used for park and greenway areas and they would add a trail system on the southwest side of the Creek. The trails would fit into the Master Trails Plan for Crozet. They have met with Dan Mahon and he supports the trail connections. They are also required to mitigate any wetland and streambank impacts of the bridge construction. There is a dam on Powells Creek that probably was used for irrigation and they could remove that as mitigation for the bridge work impacts. The dam is located near the location of the sewer line crossing. Stream restoration is also possible as part of the mitigation plan; this would entail repairing eroded areas and armoring and replanting the area. The development would include 15% affordable housing (affordability is for persons at 80% of the area's median income), which is not required in a by-right development, but something that the developer wishes to do. In this by-right development they could construct up to 6 units per acre. The layout they presented showed 80 units on 18.126 acres. The maximum permitted density would be 108 units. With 80 units, there would be 12 affordable units. In all, there would be 49 single family units and 31 townhomes. Affordable home prices would be approximately \$240,000 for single family detached and \$211,000 for townhomes. This is about 4.4 houses per acre and so the property would not be developed to its highest use. The

development would require the road to leave Orchard Lane, cross the proposed bridge, join Cling Lane and go back to Orchard.

Concerns were raised by commenters about additional people and traffic in the neighborhood. It was noted that this project is in the growth area, and the growth area is where the County wants to see development occur. What if they did not cross the creek? Mr. Lancaster and Mr. Armstrong explained that they would still need an alternate access point because they would exceed the 30 homes for the existing single access. It was suggested that they access McComb Street, which would not require a stream crossing. The land is zoned R6 now. When asked whether the density includes the non-developable land, Rachel Falkenstein said that they can use whole acreage to determine density, but cannot build in the flood plain. The developers have not yet calculated the density on the buildable land, and were not sure of the number of units they could have if they only used the developable land. They noted that it is generally favored to have open space on part of the property. Must roads be widened to accommodate the new traffic? Traffic will enter Orchard very near the intersection with Jarman's Gap Road, which is an improved intersection. It was noted that Southern Development has a good reputation and they were asked what the quality of the built environment will be. Will it be Earthcraft certified? They responded that the structures would be the same quality as other projects they have built and will respect the environment, but they could not guarantee Earthcraft. Will the floodplain stay wooded? They responded that the only disturbance will be where the bridge will be built across Powell's Creek and the rest will stay wooded.

Concerns were raised about the impact on the schools, and about the speeding and traffic that already exists on the streets. A commenter said that we need a stoplight at Peach Tree and Cling. It was noted that the County plans for growth in this area. VDOT maintains the roads and decides how the roads will be improved, but Mr. Lancaster and Mr. Armstrong said that they could talk with VDOT to see if it could do something. Jennie noted that all new developments raise infrastructure concerns. A question was asked about the Orchard Lane intersection. Have there been any traffic studies? What's line of sight there? Jennie noted that VDOT equates a home to 10 trips a day, which would be 800 trips for these homes. A full traffic study has not yet been completed, and the plan is in its early stages, having only recently been submitted to Planning staff. It was asked that they address the traffic safety issue there. What kind of bridge will it be? Will it daylight the water? The current Cling Lane bridge has six feet of head space and this bridge will be the same. What would it look like at the creek bottom? The developers said that it is possible to countersink the bridge so that it has a gravel stream bed. The bridge would be earthen on top. The development will have six foot sidewalks on both sides of all roads. Cling Lane residents say that there will be a lot more traffic on their street, and some had been told (when they bought their property) that there would not be further development. It was also noted that tractor trailers are cutting through the neighborhood because of the railroad trestle in Crozet. Ms. Falkenstein said that the R6 zoning on this property likely has been in place for about 20 years, but the development itself must still meet all County rules and ordinances.

Again it was noted that the special use permit is for the bridge, not the development itself. If denied, how does that change things? The developers said that they would look for a new second access. Only the 30 units approved in 1990 can use the Cling Lane bridge. Mailings were sent on this matter and will also go out with any further requests. The developers are here

to get feedback and react to that. Phil Best noted that the new road, on west end, does not have to be a cul-de-sac, but could get out on the west end parallel to Cling Lane. Perhaps there are other ways to access the area and not change the character of neighborhood. The planned new road is entirely on this parcel. It was also noted that there are new stormwater regulations and these could affect the number of homes because stormwater facilities tend to take up more acreage. The timeline is probably 18 months to 2 years to start. The timeline to approval is unpredictable, but starts when the application is sent. Ann said that the density could be lower once the setbacks and other factors are taken into account. Ann asked the developers to think about buffers on the north side and below the street. They said that more engineering work will be done before the application stage. The Planning Department asked them to send letters to the neighborhood, but it was noted that once the SUP request is officially filed, they are only required to notify adjoining property owners. It was recommended that interested parties sign up for the CCAC Notify email list and stay in touch with neighbors. The Crozet Gazette will also have information on this matter.

- Community Meeting – Proposed Rezoning for residential development Adelaide. This property is located immediately to the west of Cory Farms on Route 250 - Kyle Redinger: Megan Yaniglos is the lead planner for this project, called Adelaide. Procedurally, the preliminary plan has recently been submitted to the County but it has not yet been sent to VDOT. Mr. Redinger and the project engineer, Justin Shimp, are here early in the process to answer questions. Mr. Redinger said that they would likely resubmit based on feedback from citizens, the CCAC, Ms. Mallek and the Planning Commission. His presentation would be comprised of Background, Comprehensive Plan information, the Development Concept, Layout, and additional information. Mr. Redinger is from Crozet and attended Western Albemarle, and now owns Crossfit Charlottesville.

This property lies west of Cory Farm and the project will be surrounded by green space. He noted that under the Master Plan, this is a designated area for rezoning, so that new developments are located adjacent to existing developments. He is working to adhere to the County's ideas for growth, and trying to develop at a higher density than the adjacent property. Mr. Redinger said that the project has a more urban profile, reflecting the County's plan. It will be pedestrian-friendly and walkable, with open space. Similar communities in the County include Wickham Pond and Dunlora Forest. Mr. Redinger noted that only 5% of the County is developable and working at this proposed density allows for more affordable homes. He said that it is his desire to comply with the Master Plan and provide workforce and affordable housing. He described the design as universal with a community feel, and the development would tie into the Crozet trails system. Mr. Redinger also noted that 1,000 people move here each year, and 75% of those are over 55. For Adelaide, there would be a mix of units, including Villas, Townhomes and Affordables. Fifteen percent of the units must be affordable to a person who makes 80% of the County median county income. He expects finished homes to be priced between \$250,000 and \$400,000. The project will preserve site features, and implement the Master Plan.

Mr. Redinger showed the layout and unit mix of the project, containing a total of 93 units. Thirty-eight percent of the land will be in open space and fourteen of the property's twenty acres will be developed. Stream buffers will be preserved and critical slopes maintained.

Mr. Redinger hopes to set the community back from Route 250 to provide screening and to make the property more safe. There will be walkable sidewalk on all streets and he has been in discussions as to how to dedicate the trail system (the trails will be public). Six hundred fifty feet of roadfront will be preserved along Route 250. Mr. Redinger explained that they could develop detached homes, but these would be too close together and not as affordable. Villa homes provide better access and more apparent room. A traffic study has been completed and it is possible to have two accesses but one would be for fire and emergency only, which is their preference. VDOT would require a tapered entrance into the property and only minimal widening is needed. They would have to stripe a left turn lane. Mr. Redinger said that the traffic study shows that residential development does not add to the traffic cue as much as commercial use. Placing the entrance on the west side would allow more sight line.

The audience raised questions about stormwater management. Mr. Redinger said that this work is expensive and is determined by the Department of Environmental Quality regulations, with which he must comply. He noted that environmental organizations tend to favor denser development. Mr. Redinger is not seeking exemptions from critical slope and stream buffer rules. He also noted that the developer must pay for all roads, utilities, and site improvements, and make cash proffer payments for public resources such as schools. He reported that the Albemarle County Service Authority preliminarily does not see any issues with services for this development.

Tom Loach said he felt that the developers had misread the Master Plan, which seeks to have the edges of the developed area be less dense. Tom said that we have not supported dense development or commercial development on Route 250, and through these efforts had kept the Restor'n Station to a minimum size. He noted for instance that Old Trail was designed to have its commercial area in the center of the development in order to keep it off of Route 250. Over 60 accidents have occurred in this stretch of Route 250 over last four years. Accordingly Tom said that the project should be at a lower density. It was noted that the Watkins Landscaping property was rezoned to Light Industrial because it has less traffic impact. Tom said that the Master Plan calls for centers of development and then taper out from there (Harris Teeter being the center in this area). A nearby resident of a sixteen acre property in the adjacent green area understood the need for dense growth, but asked how far down the slope this project would go. It was also noted that it is already difficult to pull into Route 250 here. Likely the speed limit needs to be reduced, and John Savage commented that a traffic light may be needed too. Several comments were made recommending that the roads be made as safe as possible. A favorable comment was made about the plan's walkway along Route 250.

A member of the Cory Farms Homeowners Association board spoke and raised concerns about the traffic to result from the project, and said that it is not a safe view to westbound traffic. It is also difficult to cross traffic here to make a turn. Western Albemarle High School traffic adds to the volume as well. The stormwater issue was raised, along with the financial burden. There was also concern for the impact on property values by urbanizing the area. It was noted that Liberty Hall and other properties are designated for urban density and so this project should have a lower density. Another Cory Farm resident opposed the project and asked about the current zoning. It is now zoned R-1, as are the parcels behind it. This project would have to be rezoned to build at the buildable area density. If the project were to be zoned to R-3, they would

have more single family use (the same sorts of units, but fewer people). By doing that, the price of homes likely would increase to \$500,000, which would change the type of market they had hoped for. The current owner is Judy Herring. Mr. Redinger said that he would be meeting with the Cory Farm HOA in January. Trevor Henry recommended that they send out the information that they have, and should describe the easements that they will need for the project. Jennie noted that the CCAC will meet again before this project goes to the Planning Commission.

Lastly, it was noted that the Restor'n Station has submitted to the County an application to increase the size of gas station. The application will be public next week after the County staff reviews it.

**4. Items not listed on the Agenda:** None.

**5. Announcements:**

- DCI Steering Committee Update – Tim Tolson and Dave Stoner: The Downtown Crozet Initiative is now a subcommittee of the Crozet Community Association and it will meet tomorrow at noon to talk with Frank Stoner. Information will be on the CCA website, as will the Adelaide information.

**6. Future Agenda Items:**

- Update on former Barnes Lumber Property – Frank Stoner
- Discussion/Information about critical road connections – Phil Best

The meeting adjourned at 8:55 p.m.

George Barlow  
Secretary