



**County of Albemarle
Planning Staff Report**

Project Name: ZMA 2010-00018 Crozet Square (Barnes Lumber, Phase 1)	Staff: David Benish, Interim Planning Director
Planning Commission Hearing: August 6, 2019	Board of Supervisors Public Hearing: August 21, 2019
Owner: Crozet New Town Associates	Applicant: Crozet New Town Associates
Acreage: 6.2407 acres	Rezone from: HI, Heavy Industrial and C-1, Commercial to DCD, Downtown Crozet District
TMP: 56A2-01-00-07100 and 056A2-01-00-071B0 (portion) and 56A2-01-00-02500(portion)	Location: The western portion of the former Barnes Lumber industrial property south of CSX Railroad/Buckingham Branch, east of The Square and Oak Street, northeast of the Crozet Library and at the northern end of High Street.
School Districts: Crozet (Elementary); Henley (Middle School); Western Albemarle (High School)	By-right use: HI with proffers significantly limiting uses and C-1 general commercial uses.
Magisterial District: White Hall	Proffers: Yes
Proposal: Rezone 6.24 acres from HI Heavy Industry (industrial and commercial uses, no residential use) and C-1 Commercial (retail sales and service; residential by special use permit (15 units/acre)) to DCD Downtown Crozet District (commercial, office, service, mixed with residential (up to 36 units/acre), light industrial uses and single family detached dwellings by special use permit) to allow a mixed use development.	Requested # of Dwelling Units: N/A
DA (Development Area): Crozet	Comp. Plan Designation: Downtown - 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 - 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. Light industrial uses are secondary. 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.
Affordable Housing Provided: ☐ Yes ☒ No	Affordable Housing AMI (%): N/A
Character of Property: The area proposed for rezoning was formerly part of the Barnes Lumber operation with access from The Crozet Square, Library Ave. and High St. Perrone Robotics and a bicycle shop operate in buildings that housed the former lumber operations on the eastern side of the property.	Use of Surrounding Properties: Downtown Crozet businesses are adjacent across the railroad to the north and to the west. The recently developed vertically mixed-use Piedmont Place is adjacent to the west. The Crozet Public Library is adjacent to the southwest. Residential neighborhoods exist to the south.
Factors Favorable: 1. The rezoning request is consistent with the recommendations within the Crozet Master Plan and Comprehensive Plan. 2. The rezoning is within the Priority Area of the Crozet Master Plan. 3. The rezoning to the Downtown Crozet District (DCD) zoning district consistent with, and created to implement, the majority of the Neighborhood Model Principles. 4. The project provides for a major road network improvement, in particular the extension of Library Avenue east to connect with the existing/developing road network serving that growing area. 5. A traffic study of central/downtown Crozet will be undertaken or funded by the applicant to inform transportation improvement decisions in the future. 6. The project provides for the construction and dedication of civic plaza dedicated to public use. 7. The rezoning supports the County Board of Supervisors Strategic Plan goal for Revitalizing Aging Urban Neighborhoods.	Factors Unfavorable: 1. The project can be expected to have a significant effect on the transportation system in Crozet with the increase in traffic resulting in the degradation of operations at many of the Crozet Avenue intersections. 2. May create additional demand/pressure for parking in the greater downtown area given the current limited amount of available parking in the area. 3. The rezoning request will add additional students to Crozet Elementary, which is over capacity.
RECOMMENDATION: Based upon the favorable factors, staff recommends approval of the rezoning.	

STAFF PERSON: David Benish

PLANNING COMMISSION: August 6, 2019

BOARD OF SUPERVISORS: August 21, 2019

PETITION:

Rezone 6.24 acres from HI Heavy Industry (industrial and commercial uses, no residential use) and C-1 Commercial (retail sales and service; residential by special use permit (15 units/acre)) to DCD Downtown Crozet District (commercial, office, service, mixed with residential (up to 36 units/acre), light industrial uses and single family detached dwellings by special use permit) to allow a mixed use development.

CHARACTER OF THE AREA

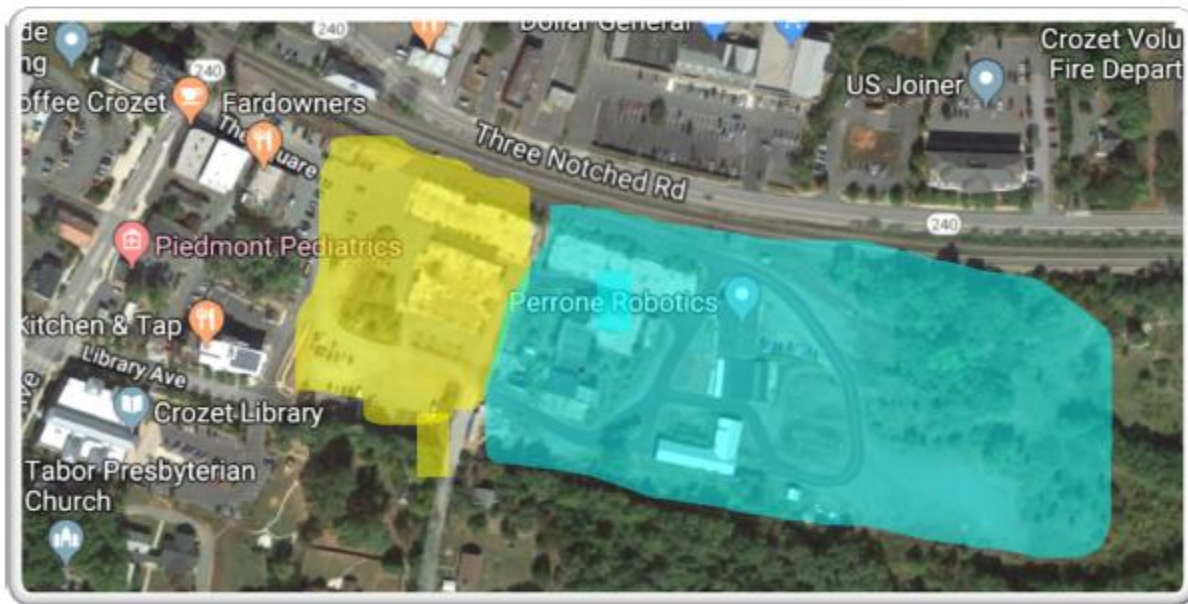
The site subject to this re-zoning request was formerly part of the Barnes Lumber operation and has remnant structures from that operation. Perrone Robotics and the Crozet Bicycle shop operate in several of those structures. Downtown Crozet businesses are adjacent across the CSX/Buckingham Branch railroad line to the north and to the west. The recently developed vertically mixed-use Piedmont Place is adjacent to the west. The Crozet Public Library is adjacent to the southwest. Residential neighborhoods exist to the south.

BACKGROUND

- Proposed for DCD zoning in 2008 as part of County-initiated comprehensive re-zoning of downtown Crozet to reflect recommendations of the Crozet Master Plan. The Barnes Lumber business was actively operating at the time and the owner declined to be re-zoned due to concerns about potential implications to the business.
- The Barnes Lumber business ceased operation in 2011 and the property was foreclosed on.
- The first application for development of this site was submitted in 2010 by a different applicant. That application was deferred by the initial applicant.
- The current applicant purchased the property from the bank and reactivated the rezoning application in 2014 for the whole lumber yard site/property (approximately 18.75 acres). In 2017, the applicant modified the rezoning request to focus on the first phase of the site's development, a 6.24 acre portion including a proposed civic plaza.
- The applicant has been working with the community and the County since making application to develop project concepts that would implement the vision for this area set out in the Crozet Master Plan. In its earlier forms, project concepts have been presented at Planning Commission work sessions and in numerous community meetings with the Crozet Community Advisory Council and Downtown Crozet Initiative.
- Most recently, with the approval of the Board of Supervisors, the applicant, the County Economic Development Authority and the County signed and executed a Development Agreement (Attachment 4) with commitments intended to enable the project concepts to be undertaken should this re-zoning be approved, including the provision of a public plaza and street system connecting Library Avenue and The Square with Park Ridge Drive. The primary connecting street was awarded Revenue Sharing funding from VDOT in 2018.

SPECIFICS OF THE PROPOSAL

The proposal is to rezone a 6.24 acre portion of the Barnes Lumber site, which totals 18.75 acres. This proposal is considered Phase 1 of the potential rezoning of the entire lumber yard site. There is no rezoning proposal submitted, or under review at this time, for the remainder of the site.



Phase I highlighted in yellow

Phase II and III highlighted in aqua

The proposal for the 6+ acre portion of the site will be a mixed use development with a central public plaza and urban street system providing a connection between the existing Library Avenue and The Square on its western boundary and Park Ridge Road on its eastern boundary (see development concept below and attached proffered plan—Attachment 2).



- Envisioned potential development is as follows
 - Retail: 58,000 SF
 - Hotel: 40,000 SF
 - Office: 28,900 SF
 - Residential: 52 Units

The project will be developed consistent with provisions of the DCD zoning district, a type of form based code applied to the Crozet downtown. The DCD establishes development requirements that created a more urban, “downtown” form of development. Page 18-20B-6 and pages 18-20B-12 through 18-20B-13 of the DCD Zoning District regulations (Attachment 5) summary and graphic information regarding the required form of development. Rezoning to DCD will enable this proposed development’s intended form to take place and removes the need for a more detailed proffered plan of development and/or code of development and other development proffers.

COMMUNITY MEETING

Because of the length of time this project has been under review (since 2014), there have been numerous meetings held on the various iterations of the development concepts. Since 2015, the applicant has been engaged on a regular basis with the Crozet community, through the CCAC, the Downtown Crozet Initiative (DCI), and through broader community meetings/events to discuss expectations for downtown and various design concepts for the built environment, the civic plaza and road network related to this development.

COMPREHENSIVE PLAN

Crozet Master Plan (MP)

The MP lists the Crozet downtown as a Priority Area, and the Land Use Plan designates the area proposed for this re-zoning as Downtown and Mixed Office/Research & Development (R & D)/Flex and Commercial. The descriptions of these land use designations are below.

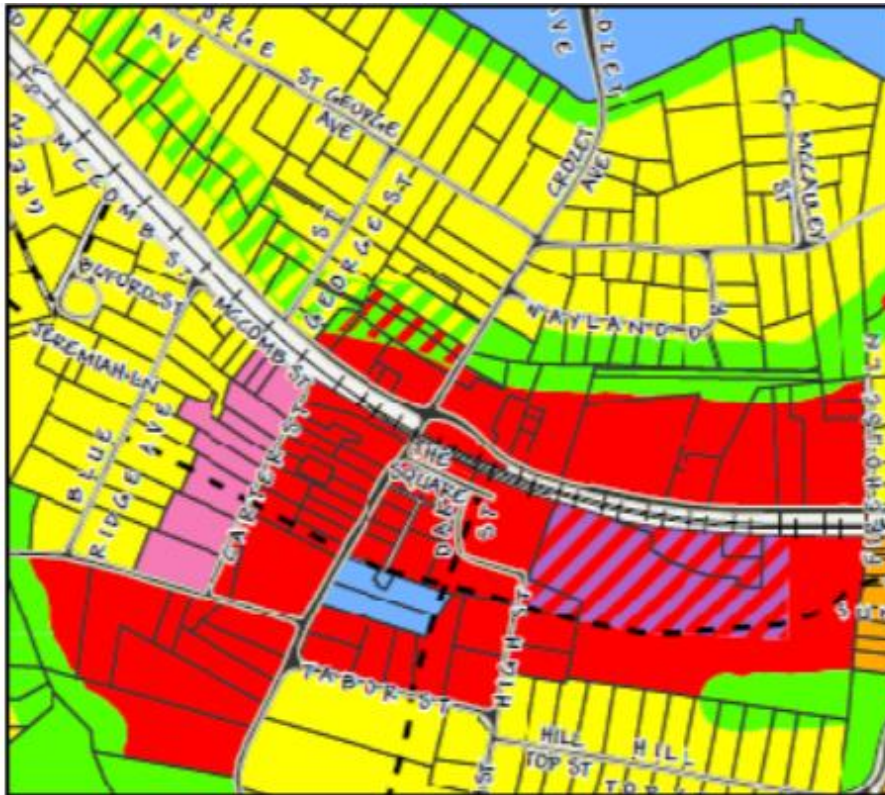
Downtown - This designation is applied to the most intensely developed area in Crozet. It is a mixed use area, which promotes commercial, employment, and office uses and allows up to 36 residential units per acre in the form of multifamily/mixed use buildings. Institutional uses, such as libraries and 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 sub-category 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.

More specifically the Master Plan notes the following regarding the Downtown:

“... 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.”

Priority Areas - ... 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... Priority areas and improvement projects have been established to guide decisions in the near future... 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.



Land Use Plan - Downtown area

The Transportation section of the Master Plan also recommends as a high priority project the construction of “Main Street” as noted below:

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.

Staff Analysis:

Staff has reviewed the proposal to re-zone to DCD, with an Application Plan and proffers, against the recommendations within the Master Plan and Comprehensive Plan and finds it be consistent with those recommendations.

Crozet is a very desirable community with a growing residential population and expanding businesses, schools, recreation facilities and cultural offerings. Crozet's downtown area has been a vital part of the community since its inception. The Crozet community is committed to maintaining and growing the downtown as the focal point and community center of Crozet—a downtown with a true downtown setting and character that encourages people and business to come and stay there; a place where residents, patrons and employees of businesses, tourists, cyclists, and vehicles all are comfortable sharing the space together.

Specifically, the Vision from the Master Plan for Crozet states:

“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.”

Specific design expectations called for in the Comp Plan and Master for downtown are:

- Downtown- The largest and most important center is the Downtown area which will have restaurants, offices, shops, small parks, apartments, and employment opportunities.
- Centers or focal points such as Downtown and the Crozet Park serve as the foundation for walkable neighborhoods.
- Create a Downtown community green/plaza.
- Encourage a “block” form of development in undeveloped areas of the Downtown.

The DCD district permitted uses and proposed development will provide space for retail, office, employment area and housing. The street system as proposed and is currently being designed in cooperation with the County and VDOT is an essential element in achieving the goals of the Crozet Master Plan for the downtown area. The proposed civic (public) plaza is a focal point for a downtown gathering place that will complement other commercial activities in the area generating a high number of pedestrians/patrons/employees to the area, who will be crossing streets, and visiting the plaza for events and using other sidewalk/storefront venues. The road design in concert with the plaza seeks to more equally balance the need for all users to have a safe, comfortable, and inviting environment.

The proposed extension of Library Avenue is an essential high priority transportation improvement recommended in the Crozet MP (the construction of “Main Street.”). The extension of Library Avenue has been awarded State Revenue Sharing Program funds and the project is now under design in conjunction with the County and VDOT. As per the Development Agreement, the applicant will provide County’s required 50 percent match for the cost of the project (\$2.0 million) and the cost for the design of the project. The road cross-section will be two (2) lanes, with on-street parking, bikelanes/facilities, and 10 foot wide sidewalks with street trees as required by the DCD.

The proposed civic plaza implements a specific improvement recommended in the Master Plan for downtown. The proposed civic plaza will be approximately 26,000 sq. ft. and is currently in the early design stage in conjunction with the community and the County as outlined in the approved Development Agreement. The plaza will be dedicated to County for public use. As per the Development Agreement, the applicant will secure a construction loan of \$1.6 million for the plaza, will fund the design and be responsible construction contract management.

The Neighborhood Model

The DCD was enacted as a form-based code type district in 2008 to both specifically implement the MP’s vision for the Downtown area and enable the Neighborhood Model Principles to be realized in those locations so zoned. Therefore, with the application of the provisions of the DCD that would result from this re-zoning, this proposal will be consistent with those principles.

Affordable Housing

No offer of cash for, or construction of, affordable housing has been offered by the applicant since the project was scaled back to this smaller 6+ acre portion of the property, with only a proposal to establish DCD zoning (and no request for Special Use Permit for residential uses).

No other properties that have been rezoned to DCD (under the County initiated rezoning) are subject to cash proffer policy. At the time of the County initiated rezoning of downtown, the intent was for this property to also be rezoned DCD; however, the owner at the time did not want the property rezoned. To subject this property to this policy would put the property/its owners at a competitive disadvantage to other DCD zoned property. The applicant estimates that

approximately 52 residential units could be constructed in this phase of development. Fifteen percent (15%) of that total would yield 8 affordable units.

This rezoning is Phase 1 of development for the entire lumber yard property. The Phase 2 development of the remainder of the property is intended to include a more significant amount of residential development. There will be a greater expectation for a commitment to affordable housing within Phase 2, particularly if it is more significantly focused on residential development.

ZONING ORDINANCE REQUIREMENTS

Relationship between the application and the intent and purposes of the requested zoning district:

The Purpose and Intent of the DCD is “to establish a district in which traditional downtown development, as described in the Crozet master plan, will occur.”

“To these ends, the DCD provides for flexibility and variety of development for retail, service, and civic uses with light industrial and residential uses as secondary uses. The regulations for the DCD are intended to promote a development form and character that is different from typical suburban development allowed by conventional zoning, and are also intended to: (i) promote the economic and social vitality and diversity of downtown Crozet; (ii) implement the Crozet master plan for the downtown area of Crozet so that it may serve as the commercial hub of Crozet and its environs; (iii) provide a greater mix of uses in downtown Crozet, including increased employment; (iv) facilitate infill and redevelopment; (v) increase the utility of the land; (vi) retain the uniquely diverse character of Crozet; and (vii) promote a pedestrian-friendly environment.”

With this rezoning, the proposed development will be subject to all of the provisions of the DCD intended to accomplish this purpose and intent.

Anticipated impact on public facilities and services:

Streets:

A traffic impact analysis was provided by the applicant. Kevin McDermott, Principal Planner for Transportation for the County, has reviewed the proposal and associated traffic impact analysis and has the following comments (his complete set of comments is provided as Attachment 6):

- The 2019 modeled conditions showed worsening delays for left turn movements from Jarmans Gap Rd and Library Ave onto Crozet Ave and Crozet Ave NB traffic approaching Three Notch'd, although service levels were still acceptable at those intersections.
- Traffic generation from the proposed Phase 1, based on a 2016 TIA with uses and density similar to the current proposal, is extremely high. New external site generated trips are 3,450 vehicle trips per day and 353 and 381 trips in the AM and PM peak hours, respectively. This evaluation did not assume a connection between Crozet Ave and Western Ridge to the east, which would provide an alternative option for trips to and from the eastern Crozet Neighborhoods. The developer has now committed to building that connection which, in combination with the road system of the Foothills Development, will provide a more complete network and an alternate route to Route 240 (Three Notch'd Road) which will especially benefit travelers going to and from Charlottesville with an origin or destination in the Eastern Crozet Neighborhoods. This option will remove some level of traffic from Crozet Avenue although may also add additional trips from neighborhoods that have better access to Crozet Avenue. The specific impacts of these changes will not be fully understood until the completion of the proposed Central Crozet Transportation Study which staff believes will be an invaluable benefit to transportation planning in the Crozet area and will inform transportation improvement decisions in the future. The applicant has committed, by proffer, to undertake or fund this study.

- In evaluating the transportation impacts of the Barnes Lumber redevelopment, a number of potential scenarios were examined for improvements and signalization. These will be reevaluated in the proposed Central Crozet Transportation Study. However, based on the results of the 2016 TIA, a number of impacts can be expected from the Barnes Lumber development. These include overall failure of LOS at the Crozet Ave/Three Notch'd Rd intersection in the PM peak hour. Crozet Square is now in design to be rebuilt and will become a right in/right out movement and therefore will operate sufficiently in the future. The Crozet Ave/Library Ave intersection will also fail without improvements because of the heavy traffic attempting to turn left onto Crozet Ave. Crozet Ave/Jarmans Gap intersection will experience failing movements for left turning vehicles onto Crozet Ave in the AM and PM.
- The internal street network, primarily the High street intersections with Library Ave and Crozet Square, will operate efficiently with the proposed roundabouts.

Through the performance agreement, the applicant will fund the \$2.0 million local match for the VDOT Revenue Sharing Program fund project for the construction of the extension/western connection of Library Ave. The applicant has also funded the development of the road plans for the road. By proffer, the applicant will undertake or fund the Central Crozet Transportation Study which staff believes will be an invaluable benefit to transportation planning in the Crozet area and will inform transportation improvement decisions in the future. There is also a proffer to contribute some funding towards signal or other transportation improvements in the downtown area.

In summary, the Barnes Lumber project can be expected to have a profound effect on the transportation system in Crozet with the increase in traffic resulting in the degradation of operations at many of the Crozet Ave intersections. However, the improvements to the transportation system underway, both by the developer and other public projects will be creating a better road network with which to work in creating the ultimate desired network for the community. Future improvements will be necessary to support the impacts of this development and the future overall growth in Crozet, and those should be identified and conceptualized through the proposed Central Crozet Transportation Study, allowing the County to properly plan to meet those future transportation needs.

Schools: As per the requirements of the DCD, by-right residential development will be in a vertical mixed-used form (2nd floor and above). Nominal residential development is anticipated – 52 apartment-type units in concept – so school impact should be minimal. Based on the average student yield rates for this type of dwelling unit, this development could yield a total of 6 elementary, 2 middle, and 3 high school students. There is adequate capacity projected for 2019/20 at Henley Middle School and Western Albemarle High School. Crozet Elementary School is projected to be over capacity for 2019/20 by 40 students. If a special use permit should ever be sought for other than residential allowed by-right, the impact on schools should be reconsidered at that time.

Fire and Rescue: The site is served by the Crozet Fire Station and Western Rescue Squad, both of which are within blocks of where this development will take place. Fire and Rescue staff have not identified any issues with adequate access and water availability at this time, which will also be reviewed at the site planning stage and will have to meet Fire and Rescue requirements. Fire and Rescue has reviewed this rezoning application and has no objection to the proposal.

Utilities:

This project is in the Albemarle County Service Authority (ACSA) water and sewer service jurisdictional area. ACSA and RWSA did not identify any capacity issues with this proposal and public water and sewer are available to the property.

Anticipated impact on environmental, cultural and historic resources:

The site is located within the state designated Crozet Historic District, but there are no contributing structures on the property. A portion of the site is within the Entrance Corridor (EC) District and will be subject to ARB review. The

applicant is in the process of developing design guidelines for the full development, including those areas not within the EC, and has been working with County staff and the community in developing those guidelines. The guidelines are in the early stages of development.

An initial assessment of the site has found soil contamination on the property. The County has received a Virginia Brownfields Restoration and Economic Redevelopment Assistance Program - Planning Grant for further assessment and identification of remediation. The Developer, as per the Development agreement with the County has agreed to pay the local match for this *grant*. The County is in the process of procuring consultant services to undertake this grant.

Anticipated impact on nearby and surrounding properties:

Staff has summarized the following impacts of the proposal to nearby and surrounding properties:

- Compliments existing downtown development and redevelops part of a former industrial site, providing an expansion of the downtown core of Crozet.
- Provides new linkage for downtown to and from developing areas to the east.
- Is being coordinated with improvements to The Square providing better access and improved parking for businesses on The Square.
- Provides downtown community/public plaza.
- Will generate additional traffic impacts to intersections on Crozet Avenue which may create additional access issues to nearby properties.
- May create additional demand/pressure for parking in the greater downtown area given the current limited amount of available parking in the area. As established in the Development Agreement, the County will be undertaking a parking study for the Crozet Downtown area as part of the update of the Crozet Master Plan, beginning this Fall.

Public need and justification for the change:

The County's Comprehensive Plan supports development in the designated development areas that is consistent with the use, density, and form recommended in the Plan. Based upon the analysis provided in this report, staff believes this proposal is in conformity with use, density, and form recommended in the MP and Comprehensive Plan. The proposed DCD zoning designation was originally proposed for this area when County re-zoned downtown properties to DCD in 2008 to implement the recommendations of the Master Plan

The proposal further implements the critical downtown priority area. Both public infrastructure investment and private development are encouraged to be provided to, and located in, priority areas. This proposal both supports development and vibrancy in the downtown. The project is further subject to the Development Agreement approved by the Board of Supervisors on June 19, 2019, which assures that a critical and high priority public road improvement and open space infrastructure improvement/civic green are constructed. Finally, the project has received a high level of community input and support from the Downtown Crozet Initiative (DCI) and CCAC.

The project is also consistent with Project ENABLE which encourages private investment for public good, placemaking and fostering redevelopment opportunities. The project will create office space for value-added jobs and supports retention and expansion of target industries.

PROFFERS

Proffer 1 provides for the Plan of Development, which identifies the construction of the civic green and road network as major elements of the plan. It establishes that these major elements must be consistent with the terms of the development agreement approved by the Board of Supervisors.

Proffer 2 provides for off-site transportation improvements, which include undertaking or funding the Central Crozet Transportation Study and contributing funds toward signal improvements or other transportation improvements identified and funded for the downtown area.

SUMMARY

Staff has identified the following factors which are favorable to this rezoning request:

1. The rezoning request is consistent with the recommendations within the Crozet Master Plan and Comprehensive Plan.
2. The rezoning is within the Priority Area of the Crozet Master Plan.
3. The rezoning to the Downtown Crozet District (DCD) zoning district consistent with, and created to implement, the majority of the Neighborhood Model Principles.
4. The project provides for a major road network improvement, in particular the extension of Library Avenue east to connect with the existing/developing road network serving that growing area.
5. A traffic study of central/downtown Crozet will be undertaken or funded by the applicant to inform transportation improvement decisions in the future.
6. The project provides for the construction and dedication of civic plaza dedicated to public use.
7. The rezoning supports the County Board of Supervisors Strategic Plan goal for Revitalizing Aging Urban Neighborhoods.

Staff has identified the following factors which are unfavorable to this rezoning request:

1. The project can be expected to have a significant effect on the transportation system in Crozet with the increase in traffic resulting in the degradation of operations at many of the Crozet Avenue intersections.
2. May create additional demand/pressure for parking in the greater downtown area given the current limited amount of available parking in the area.
3. The rezoning request will add additional students to Cale Elementary, which is over capacity.

RECOMMENDATION

Based upon the favorable factors, staff recommends approval of ZMA201000018, Crozet Square (Barnes Lumber, Phase 1) with proffers.

PLANNING COMMISSION POTENTIAL MOTIONS FOR ZMA2010-18, Crozet Square (Barnes Lumber) Phase 1:

A. Should a Planning Commissioner **choose to recommend approval** of this zoning map amendment:

Move to recommend approval of ZMA201000018, Crozet Square (Barnes Lumber, Phase 1) with proffers, for the reasons stated in the staff report.

B. Should a Planning Commissioner **choose to recommend denial** of this zoning map amendment:

Move to recommend denial of ZMA201000018, Crozet Square (Barnes Lumber, Phase 1) (state reasons for denial).

Attachments:

Attachment 1: [Location Map](#)

Attachment 2: [Application Plan](#)

Attachment 3: [Proffers](#)

Attachment 4: [Development Agreement \("Performance" Agreement\)](#)

Attachment 5: [DCD Zoning District Zoning Ordinance Section](#)

Attachment 6: [Transportation Planner Comments, Traffic Impact Analysis](#)