

# 2017 Crozet Community Survey: Findings Related to Master Plan

## *2010 Crozet Master Plan Vision*

### 2010 Master Plan Guiding Principles covered in survey:

- 1) Preserve Crozet's small town feel, even while experiencing further development
- 2) Don't alter the current Growth Area Boundary
- 3) Ensure Downtown Crozet is the center of development
- 4) Limit commercial development along Route 250, and regarding any development at the I-64 interchange that: [to be discussed at CCAC]
- 5) Expand transportation options, especially biking and pedestrian options



Principle 1: Preserve Crozet's small town feel,  
even while experiencing further development.

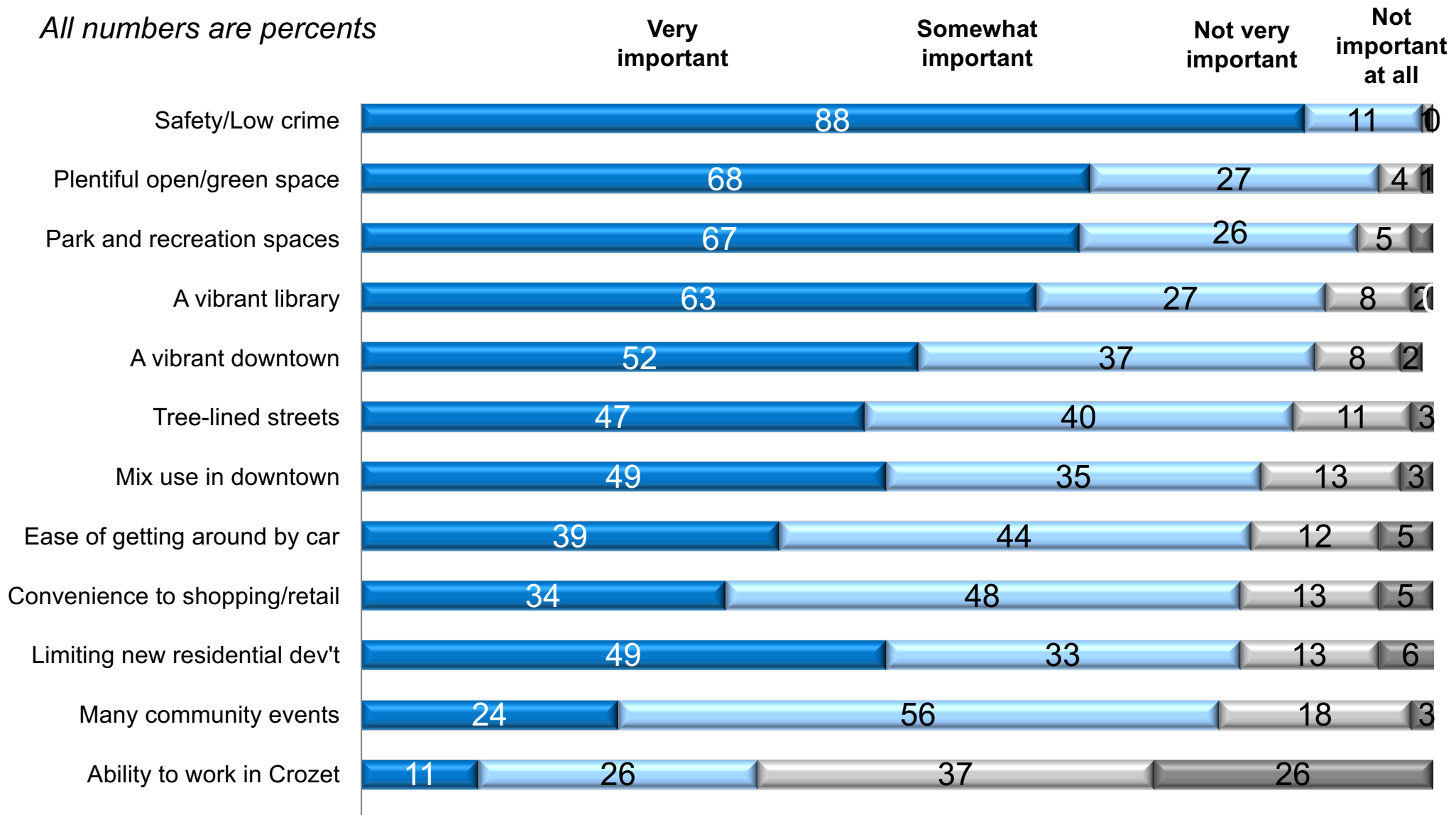
## 2010 Crozet Master Plan

**Page 7:** *“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 spaces 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.”*



*Q: Crozet has often been said to have a “small town feel.” How important is each of the following to you?*

*All numbers are percents*



## Principle 2: Don't alter the current Growth Area Boundary

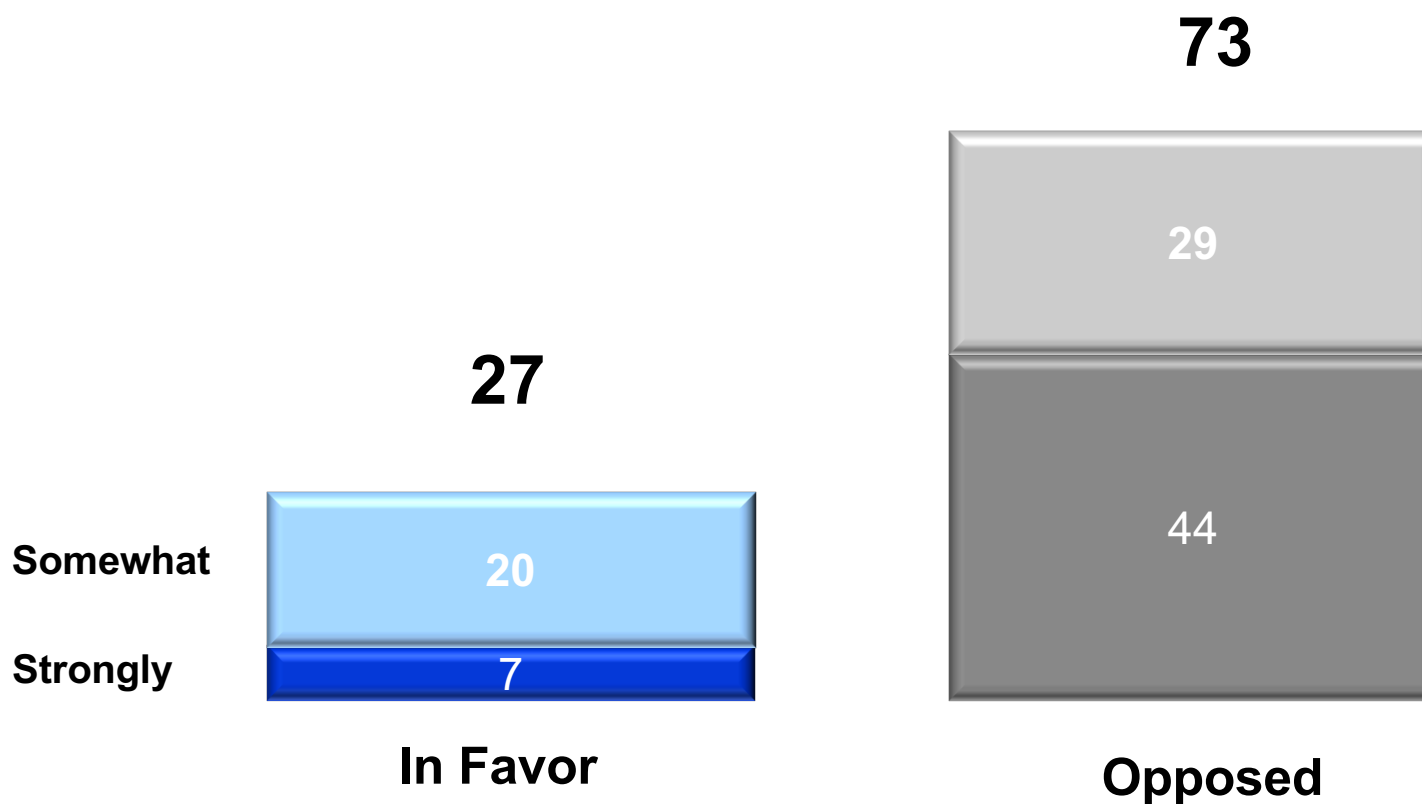
### 2010 Crozet Master Plan

**Page 5:** *“... achieve the goals of compact, livable development in designated development areas and keeping the Rural Areas rural.”*

**Page 32:** *“This Master Plan update recommends that the Rural Areas outside of the Community of Crozet remain rural, . . . additional commercial or industrial development of the fringe areas is not recommended.”*



*Q: Do you favor or oppose having the Crozet Master Plan's current development area boundaries expanded, thereby creating more and new areas available for residential and/or commercial development?*



## Principle 3: Ensure Downtown Crozet is the center of development

### 2010 Crozet Master Plan

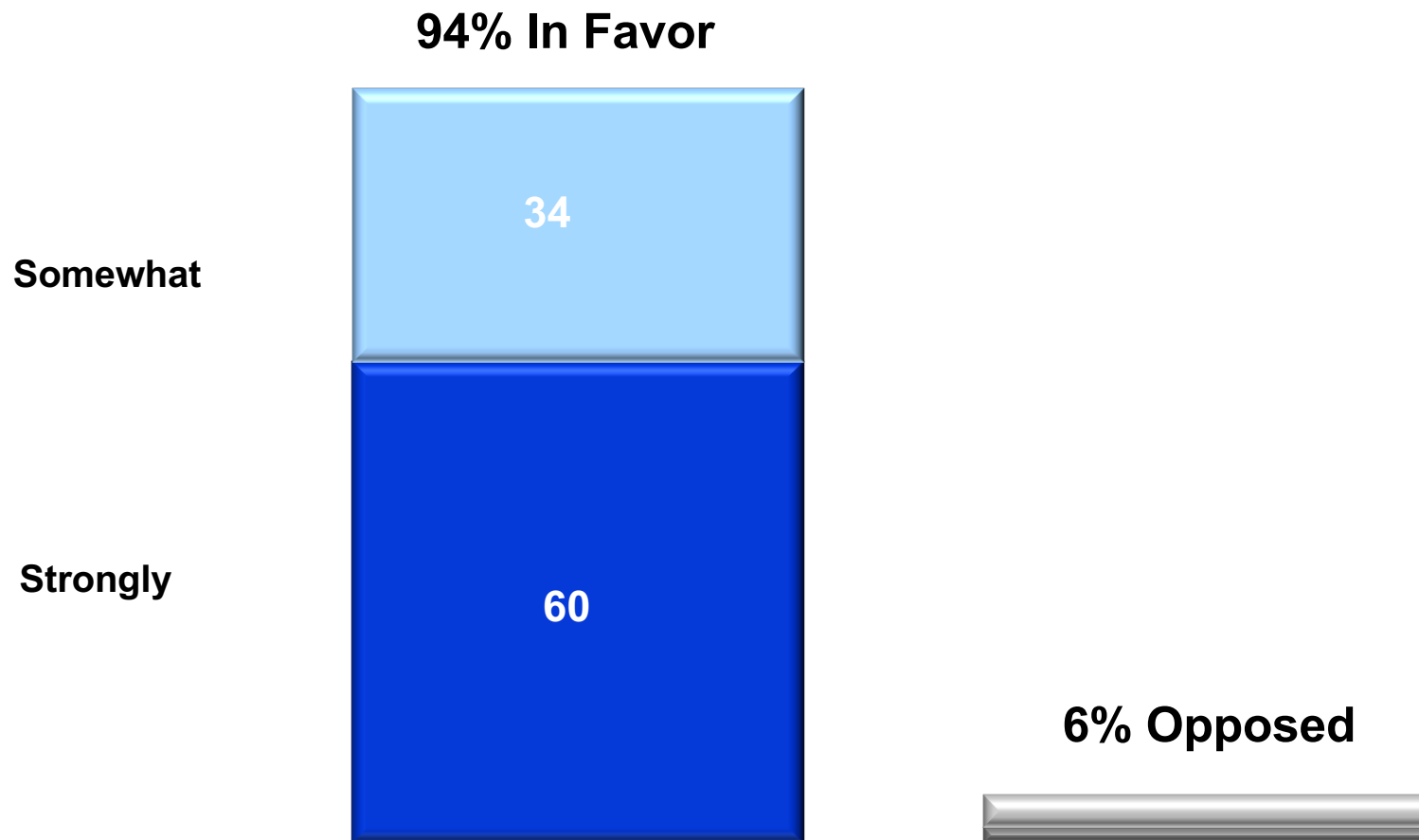
**Page 21:** *“The primary and most important center in Crozet is the Downtown Area.”*

**Page 24:** *“The Master Plan recommends that Downtown continue to serve as the focal point for cultural and commercial activities in Crozet.”*

**Page 25:** *“Recommendations for Downtown: Direct new commercial and employment growth Downtown. Include a mixture of residential, commercial, and office, R&D, flex/light manufacturing in the redevelopment of the lumber yard property.”*

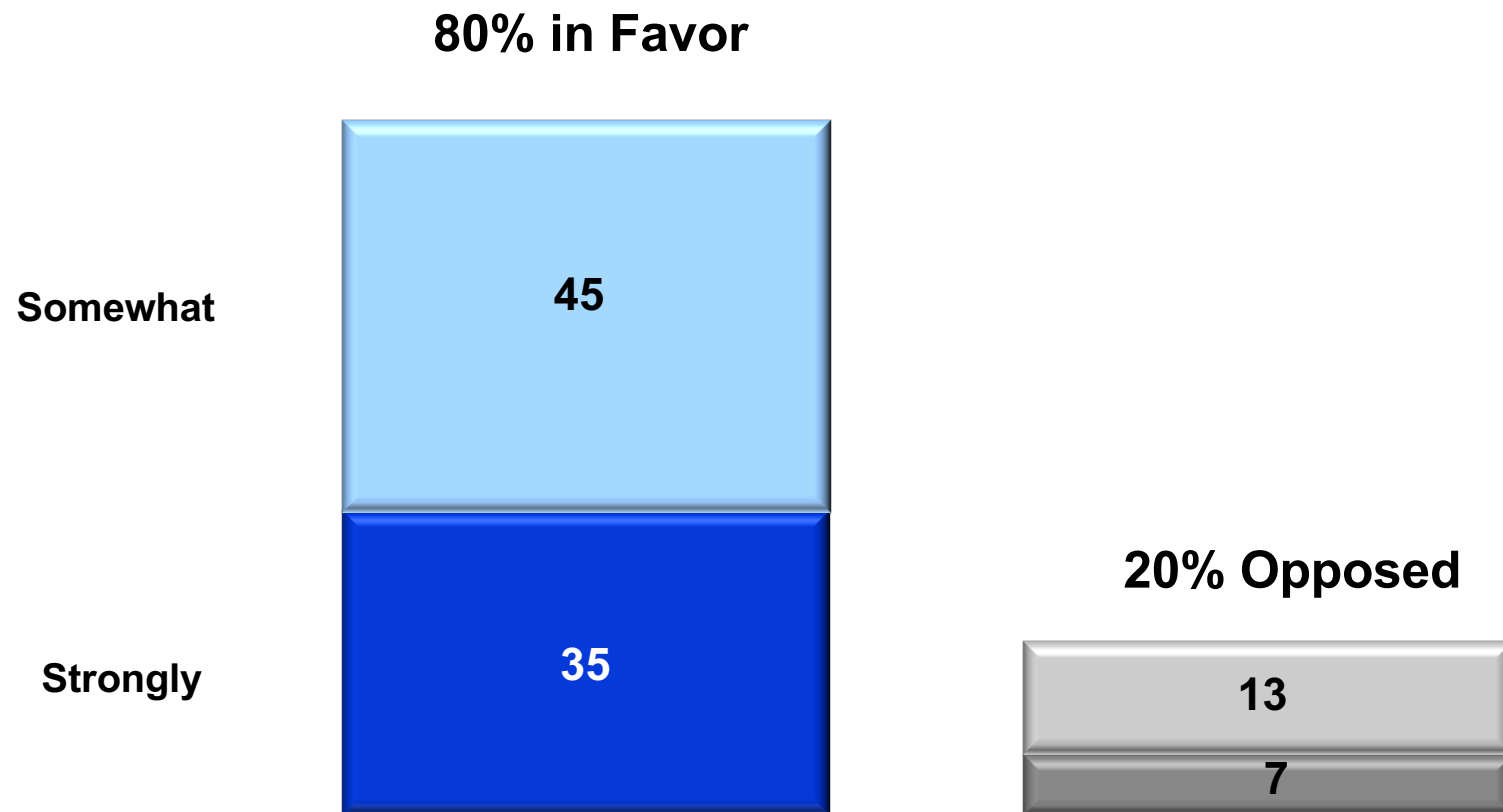


*Q: Do you favor or oppose a main principle of the Crozet Master Plan that the downtown area should be the social and business center of Crozet?*





*Q: Do you favor or oppose the principle that the downtown Crozet area should be the top priority for new mixed commercial/residential development?*



Principle 4: Limit commercial development along Route 250, and regarding any development at the I-64 interchange: [to be discussed at CCAC]

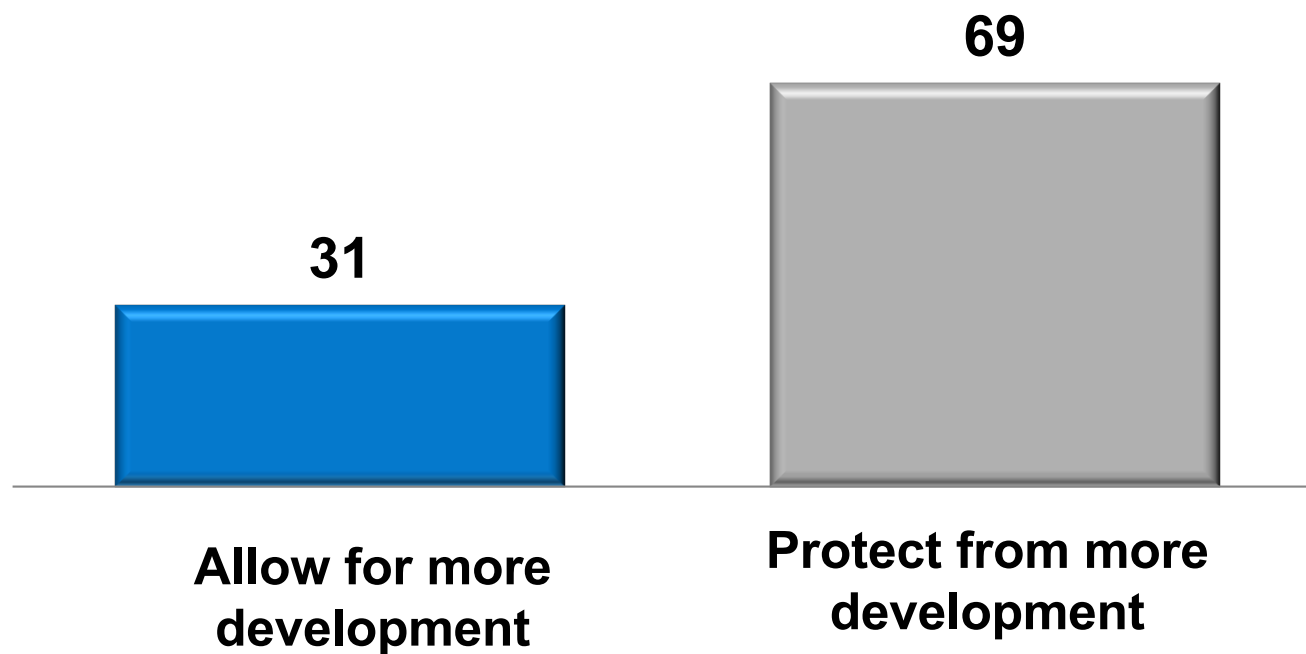
## 2010 Crozet Master Plan

**Page 30:** *“Limit new development on Route 250 West. Protect Route 250 West as a Scenic Byway.”*

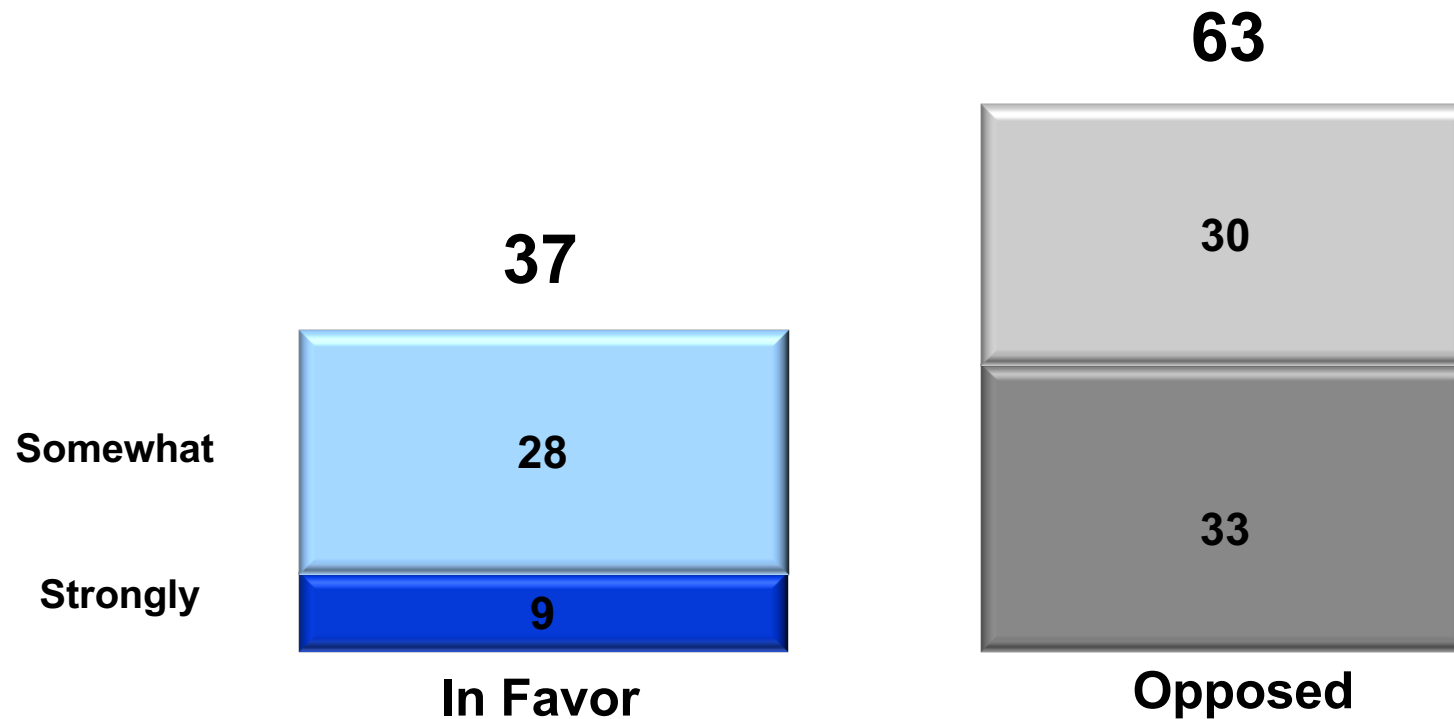
**Page 37:** *“... the County must limit the amount of development on properties adjacent to Route 250 West from I-64 to US 240 as shown on the Land Use Plan. The primary and most important center in Crozet is the Downtown Area.”*



*Q: The Crozet Master Plan states that Route 250 from Fox Chase to Pro Re Nata should stay as it is—that is, largely protected from more residential and commercial development. Some people say the Master plan should be changed to allow for more residential and commercial development. Which of the two statements is closer to your own view?*



*Q: Do you favor or oppose additional commercial and residential development along Route 250?*



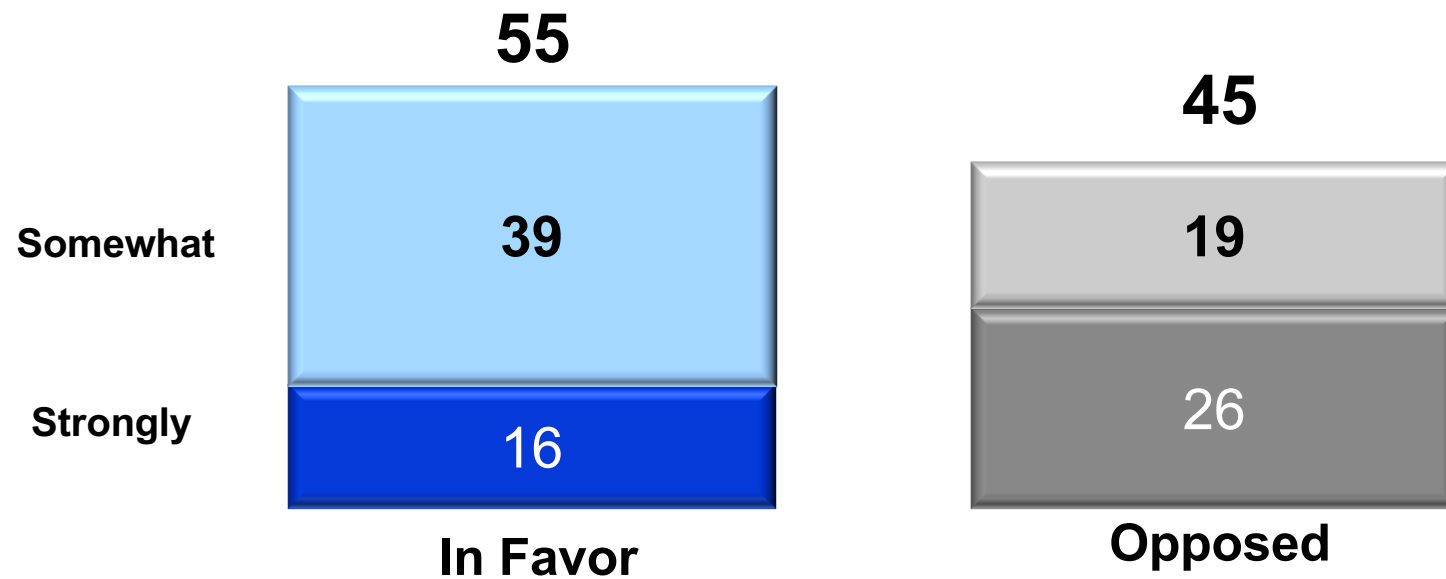
Principle 4: Limit commercial development along Route 250, and regarding any development at the I-64 interchange: [to be discussed at CCAC]

## 2010 Crozet Master Plan

**Page 32:** *“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 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.”*



*Q: Do you favor or oppose commercial or industrial development near the Route 250 and I-64 interchange?*



## Principle 5: Expand transportation options, especially biking and pedestrian options

### 2010 Crozet Master Plan

**Page 41:** *“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.”*



*Q: Below is a list of possible transportation needs facing Crozet. Please indicate how important each one is to you.*

*All numbers are percents*

