

Scottsville Planning Commission

Regular Meeting
Tuesday, September 6, 2022, 7:00 p.m.
Victory Hall
401 Valley Street
Scottsville, Virginia

Members:
Molly Angevine
Lisa Caltabiano, *chair*
Matthew Johnson
Dan Gritsko, *Council liaison*
Shannon Strassner, *vice-chair*

Agenda

1. Call to order, establish a quorum, and agree to agenda 7:00 p.m.
2. Review and approval of past meeting minutes: August 1
3. Report on relevant actions by the Town Council 7:05 p.m.
4. Matters from the public 7:10 p.m.
5. New business 7:20 p.m.
 - a. Zoning map amendment, 530 Valley Street,
 - Downtown Residential to Commercial
 - b. Zoning map amendment and special use permit, 800 Bird Street
 - Industrial to Commercial, with special use permit for multi-family residential
 - c. Comprehensive Plan update, Land Use Goals
6. Old business 8:30 p.m.
 - a. Preliminary subdivision review, parcel ID 130-43D, being 36 houses on Bird Street
 - Discussion and comments to the applicant
 - b. Zoning text amendment, Planned Unit Development
 - Discussion and action
7. Adjournment 9:00 p.m.

Public Access: Access [online at this link](#) or call 301-715-8592, then enter meeting ID 895 5443 5233 and pass code 1744.

Staff Reports

5a. Zoning map amendment, parcel ID 130 A2-120, Town initiated

This parcel is the side yard on Valley Street between the historic mixed-use Stinson House and the home of Ms. Dena Radley, which also has mixed-use history. In the course of other work with the owner, Town staff identified an error in the zoning map. Ms. Radley successfully petitioned for the Commercial rezoning of the primary lot in 1997, and the Planning Commission recommended rezoning this side lot, as well. The zoning map shows both lots as Commercial, which is the intent of the Comprehensive Plan. However, the 1997-98 staff and Town Council never formalized the rezoning of the side yard. Staff request an update, and the owner Ms. Radley agrees that Commercial options are desirable in the long term.

Recommendation: call a public hearing on the rezoning for October 3rd.



5b. Zoning map amendment and special use permit, parcel ID 130 – 43, Echelon Resources

A longer staff report follows as a separate attachment.

From 1944 to 2009, the tire factory was Scottsville's economic engine and largest employer. When it closed, the Town tried to recruit another large employer to the site, but years of efforts failed, and experts determined it obsolete for heavy industry. Town strategy shifted to reuse and renovation, using several grants to study the site.

The applicant proposes a renovation for apartment homes in the building. Understanding some community concerns, the applicant offers \$200,000 to build sidewalks and trails downtown. There are also offered conditions for native plants, dark sky light fixtures, electric car chargers, bicycle facilities, and a commitment to workforce affordable pricing. Traffic impacts may be the most sensitive issue on this application. Both VDOT and private studies are in progress.

Recommendation: call a public hearing on the rezoning for October 3rd.



5c. Comprehensive Plan Update, Land Use Goals

The Town's comprehensive plan guides strategy and policy, looking ahead 20 years or more. The plan is updated every five years, a process beginning now. Commissioners held a special meeting on August 22 to plan their work, deciding to begin with the vision statement and goals for Land Use.

The vision statement is open to change, as are the goal statements. With two goals, five objectives, and 18 strategies, priority setting can be difficult. The strategy generally lack accountability in terms of who does the work, in what timeframe. Two major issues missing from the plan are the relationship with Albemarle County's development area, and the potential for changing the town's boundaries, with a large adjustment in 1994 and a minor one in 2019.

Recommendation: discuss goal statements and prioritize changes.

6a. Preliminary subdivision review, parcel ID 130-43D, being 36 houses on Bird Street

This site is the upper hillside portion of the old factory in town. Town Council rezoned this parcel from Light Industrial to Village Residential in 2021, in accordance with the Comprehensive Plan. Council then approved a special use permit for this parcel in March of 2022, for 36 houses and open space as a cluster development in a Village Residential zone. The next step toward construction is to divide the large parcel into smaller lots, as planned in the rezoning.



The Town has a Subdivision Ordinance which guides this process. It is similar to the site plan review process for commercial construction, with engineered plans at a finer level of detail than the concepts shown at the special use permit stage. Staff and Planning Commission share responsibility for technical review: the new lots cannot be legally divided until the details of the street, open space, drainage, and other matters are confirmed to be safe and sound.

This meeting is the second reading only, and the commission will hear presentations from the applicant and the Town's consultant plan review expert. Agency partners such as VDOT will share their technical advice.

Recommendation: approve the preliminary subdivision plan, or respond with comments.

6b. Planned Unit Development

Commissioners have worked to refine the draft PUD ordinance. The current draft reflects staff work by professional planners, as well as community engagement efforts over the course of four years. The PUD provides a high level of Town Council control over development, but it also opens broad flexibility for creative design. This appears to be the best answer for complex sites such as the tire factory. Staff recommend the draft for approval.

PUD Ordinance Goals

- a. Provide for developments, especially those of mixed use, designed to function as cohesive and unified projects contributing to the balanced and sustainable growth of the town
- b. Cluster the development for more efficient use of land and preservation of open space
- c. Promote a variety of uses and a variety of housing types, or a variety building sizes, which extends the town's traditional character
- d. Enable commercial, office, and light industrial development appropriate to the site and beneficial to the community as a whole, creating jobs and bolstering the local economy
- e. Promote pedestrian, bike, and public transit travel for trips within the development and to other areas of town, using design elements to reduce automotive traffic
- f. Encourage developments of equal or higher density than otherwise possible by strict application of the zoning district regulations that would otherwise govern
- g. Provide housing at a range of price points which are accessible to different ages, lifestyles, and family types, showing progress towards goals in the region's adopted housing strategies
- h. Protect the environment and water quality, and scenic assets and natural features such as dark sky, trees, streams, floodplain, topography, and overall reduction of carbon impacts
- i. Provide a variety of open space and ecological functions including parks, ponds, and plazas
- j. Provide coordinated linkages among internal buildings and uses, and external connections at a scale appropriate to the development and adjacent neighborhoods
- k. Encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible, and environmentally sensitive design
- l. Coordinate architecture within the development as well as in relationship to the architecture of the town, with variation in lot size, density, and frontage

Relevant Comp. Plan Land Use Goals

Promote a walkable mix of housing, businesses, and recreational uses in new development through creative application of zoning and subdivision of land.

Encourage developers of large sites to include open space for physical activity and recreation, connecting sidewalks and trails into a network across town and in the greater Scottsville region.

Pedestrian emphasis, alternative routes/access points, or creative solutions are recommended

Ensure that the size, height, and appearance of new structures are compatible with existing Town structures, and include a mixture of housing styles and prices as well as lot sizes to provide a diverse community.

Protect important natural resources, including soils, groundwater, surface water, and the air.

When improving secondary roads to accept greater traffic flows, protect the rural character of these roads. This can be accomplished by minimizing street lighting, within the bounds of public safety, and maintaining a vegetated buffer of meadow or forest at all points along the roadway.

Provide adequate parking for residential and commercial growth, while relegating such parking to align with traditional neighborhood design standards and preserve the historic aesthetic of the town.