



## **Downtown Crozet Initiative: A Vision for Barnes Lumber**

# **Final Report**



**Prepared by Dialogue + Design Associates**

**June 29, 2015**

## I. Overview and Background

The Final Report of the **Downtown Crozet Initiative: A Vision for Barnes Lumber** is a compilation of a spring 2015 effort to engage community members for ideas and input to guide the future development of the former Barnes Lumber site in downtown Crozet, Virginia. Dialogue + Design Associates was retained by the Crozet Community Association and Milestone Partners to help facilitate and coordinate community input and initial design concepts for the site, with additional facilitators and designers assisting during and in between community meetings (listed in the Appendix of meeting summaries).

Members from across the community of Crozet attended two community meetings on May 27 and June 11, 2015, and the overall process was guided by a volunteer, consensus-based Planning Committee (additional information about the Planning Committee may be found below). The meetings focused on background information about the Crozet Master Plan, the Downtown Crozet District, the history of the site, and several small and large group discussions around ideas for the future of the site. Discussions focused around civic space, green space and streets and infrastructure.

The information in the Final Report is a compilation of the feedback from community members from the May 27 and June 11 meetings, the Planning Committee, as well as from a design team that helped synthesize community feedback into design concepts which were presented at the second community meeting.

### **Final Report Documents include:**

- **Planning Committee overview;**
- **Design Guidelines and Principles with recommendations for the Barnes Lumber site** from the May 27 community meeting (presented at the June 11 meeting);
- The **May 27 Community Meeting Summary** with a summary of the Visual Preference Survey posters and small town design examples from the meeting; and
- The **June 11 Community Meeting Summary** with Design Guidelines, Design Concepts and Illustrations presented during the community meeting.

The feedback gathered during the two community meetings is just the beginning of the conversation about next steps for the Barnes Lumber site in Crozet – future opportunities for feedback on the design as it moves forward in will be shared by email. Thank you to all of you that shared your thoughts and ideas during the Downtown Crozet Initiative: A Vision for Barnes Lumber. We look forward to your continued involvement and participation.

## II. Planning Committee overview

A volunteer, consensus-based Planning Committee was developed to help give feedback and shape the community engagement process for the Downtown Crozet Initiative: A Vision for Barnes Lumber. Goals and possible process outcomes for the Planning Committee may be found below, as well as Planning Committee members and consultants. More information about the Barnes Lumber site is available at the Crozet Community Association website: [www.crozetcommunity.org](http://www.crozetcommunity.org), and questions about the process may be sent to Christine Gyovai, a facilitator for the effort with Dialogue + Design Associates at: [christine@dialogueanddesign.com](mailto:christine@dialogueanddesign.com).

### **Process Goals and Possible Outcomes**

1. Engage the community in an effort to transform the Barnes Lumber site into an accessible, successful and vibrant center for the town of Crozet.
  - a. Emphasis for community engagement will be placed on ideas for civic and community space and infrastructure for the Barnes Lumber site and the surrounding downtown.
  - b. Identify and develop alignment for community, green space, and civic spaces (including "plaza" area) across whole Barnes site.
  - c. In conjunction with VDOT and the County, identify primary road alignment for Library Avenue and High Street on the Barnes Lumber site.
  - d. Gather input and develop alignment around types of businesses and activities preferred and not preferred in downtown and on the Barnes Lumber site, and reasons for preferred types of businesses and activities.
2. Engage the community in gathering ideas and feedback to help develop a community brand, and for future possible implementation of marketing and development for the downtown area of Crozet (building on the existing vision and planning that has been completed, such as the Crozet Master Plan and existing Downtown Crozet District). This may involve:
  - a. Recommendations for additional consultants, ideas for future collaboration, identification of grants, public/ private partnerships, or resources for idea implementation.
  - b. Development of economic development strategies through ideas generated in the community meetings and next steps for the effort as part of Crozet's continued evolution.
3. Identify and develop possible strategies for the implementation of a downtown marketing and development plan.

### **Planning Committee members**

1. Tim Dodson, *WAHS student*
2. Meg Holden, *Crozet resident*
3. Mike Marshall, *Business owner and Crozet Gazette editor*
4. Brenda Plantz, *Crozet Board of Trade, Parkway Pharmacy business owner*
5. Michelle Simpson, *Resident in adjacent neighborhood*
6. Scott Stinson, *Adjacent Property owner*
7. Dave Stoner, *Crozet Community Advisory Council*
8. Frank Stoner, *Crozet New Town Associates*
9. Tim Tolson, *Crozet Community Association*

### **Consultants/ County Staff**

Christine Gyovai and Reed Muehlman, *facilitators/ designers, Dialogue + Design Associates*  
Mary Beth Bowen, *Communications and Branding*  
Emily Kilroy, *Albemarle County*

### **III. Design Guidelines and Principles** *(presented as a handout at the June 11 meeting)* **Design Guidelines for the Barnes Lumber site from the May 27 Community Meeting**

#### **Development principles and guidelines for the commercial core and overall site**

*(Key ideas that can help guide the evolution of Barnes Lumber)*

1. Authenticity: Development that is true to the nature of Crozet: eclectic, small town. Honor and draw on historic precedents but don't try to copy things that can't be reproduced.
2. Environmentally sensitive and responsible.
3. Vibrant: Create reasons and places for community to gather.
4. Pedestrian and bicycle friendly.
5. Connectivity: the downtown, business, residential and park areas of Crozet.
6. Safety and fun for families, children, and residents with a variety of entertainment options.
7. Orderly infrastructure: streets, sidewalk and building networks.
8. Evolving and flexible: Thoughtful coordination of phasing of site development, access, buildings and parking. Maintain flexibility to take advantage of future opportunities.
9. Inclusive and affordable: Create affordable opportunities for local business to locate and grow in downtown. Create a variety of housing opportunities walkable to downtown. Focus on higher density in the core.
10. Partnership: Developers/community/County committed to implementation.
11. Transparency: No secrets.

#### **Core Design Concepts**

1. Architecture and street scape features that enhance the visual character and unique qualities of Crozet.
2. Incorporate significant environmental features (street trees, stormwater management) utilizing the Best Management Practices (BMPs) for sustainable design.
3. Infrastructure features for pedestrian and cyclist safety.
4. Include a community gathering / civic place that is fun, multi-use and safe that maximizes on viewsheds. Site should be located at the western end of the Barnes Lumber Property.
5. Improve connectivity to existing infrastructure, businesses, neighborhoods and parks in Crozet.
6. Coordinate phasing and scale of development in accordance with market needs and financial resources.



## **Top themes from May 27 Downtown Crozet Initiative: Vision for Barnes Lumber mtg.**

### **Civic Space**

- Public greenspace and town center on the western end of the Barnes Lumber site that is:
  - Multiuse;
  - Adaptable;
  - Maximizes important viewsheds; and has
  - Dedicated community gathering and event space.
- A pedestrian center or square as the hub and heart of downtown Crozet:
  - Incorporate a farmer's market.
  - Public space for music, plays, and movies.
  - Examples of other uses might include a skate park, community theatre, amphitheater, ice cream, pop up shops, and/or dog park.

### **Green space**

- Connectivity in all aspects of site design and to adjacent businesses and green spaces.
- Use of street trees and vegetation throughout the site.
- Use Best Management Practices for stormwater management and reduced environmental impacts of development.

### **Streets and infrastructure**

- Deliberate street layout and parking design with accessibility for all ages.
  - Create thoughtful parking design with capacity for future parking and transit needs.
  - Consider block and grid street pattern.
  - Focus on streets that are accessible to pedestrians and bicycles travel.
  - Accessible streets for all ages with traffic calming safety measures.
  - Foster safe streets that can accommodate slow paces of travel flow.
- Consider access over/under the railroad tracks to businesses along Three-Notched Road.
- Consider permeable paving options.
- Future transit connections or shuttles to Charlottesville and the surrounding community including passenger rail.
  - Improved regional transportation connections.
- Parking ideas to consider:
  - Structured parking on eastern end in conjunction with across over/under the railroad tracks.
  - Parking buffer along the railroad tracks.
  - Consider underground parking options.

### **Overall Barnes Lumber site considerations**

- Affordable housing that is consistent with green building design.
  - Consider a partnership with Habitat for Humanity.
- A mixed-use approach to overall site design as well as the design of specific buildings (e.g., parking, retail, green space/agriculture production).
- Structures should use unique architecture or LEED certified guidelines.
- Environmentally sensitive building and green space development.
- Commercial should include retail and office space.

- Incorporate low-impact development opportunities.
- Locally grown retail and professional retail/office.
  - Prioritize this over housing.
  - Not an emphasis on single family detached housing at the site.

### **Downtown Crozet**

- Connection with greater downtown Crozet area is needed – especially with sidewalks, connected park systems, existing downtown business support, support of new entrepreneurs for new locally-grown businesses.
- Connections within the site and around the site.

### **Businesses and economic development**

- Encourage new job opportunities through a variety of commercial and retail space.
- Develop a small boutique hotel to attract regional travelers people into Crozet.
- Develop enough office and commercial space for companies to grow.
- Foster locally grown businesses and entrepreneurs.

### **Overall Challenges**

- Coordination with the VA Dept. of Transportation & County engineering guidelines.
- Parking – having enough parking and minimizing views of parking.
- Access and traffic: Railroad Track Crossing and connection to Hilltop.
- Construction and maintenance of public spaces.
- Affordable construction for affordable rent.
- Economic development – how do we attract more businesses to Crozet and focus on local businesses?
- There is a need to meet with CSX and understand their willingness to allow a pedestrian overpass, vehicular underpass or other structure involving the railroad tracks.

### **Overall Opportunities**

- Public-private partnerships, as well as examples of other public-private partnerships as well as possible associated pro's and con's.
- Grants for civic space.
- Strong community groups and downtown businesses.

### **Needs and next steps**

- Funding – commercial and residential spaces should be affordable for businesses and community members. It was mentioned that quality spaces will require funding from multiple sources.



## **Community Meeting for the Downtown Crozet Initiative: A Vision for Barnes Lumber**

**Field School in Crozet | May 27, 2015  
Meeting Summary**

### **Welcome and Overview**

Christine Gyovai of Dialogue + Design Associates facilitated the first meeting of the Downtown Crozet Initiative: A Vision for Barnes Lumber, with additional designers and facilitators working with small groups later in the meeting (who are listed below). Before the meeting started, participants browsed posters of past Barnes Lumber site plans and small town examples, and indicated things they liked with green sticky dots and things they didn't like with red stick dots, as well as added post-it notes for comments. The meeting and began by welcoming the 150 participants, a list of whom may be found in Appendix B at the end of the summary. Thank you to Western Albemarle High School students for providing childcare and to Sal's and the Crozet Community Association for food.

Tim Tolson, president of the Crozet Community Association, opened the meeting, introduced the overall effort, welcomed participants, and introduced Jennie More of the Crozet Community Advisory Council. Then, Christine provided an overview of the Downtown Crozet Initiative (DCI) Planning Committee, the brief history of the effort, introduced meeting guidelines, and gave a brief presentation on the highlights from interviews with Crozet Community members Dialogue + Design has been conducted over the previous several weeks.

### **Other highlights of the meeting included:**

- Participants heard presentations from Elaine Echols on the Albemarle County Master Plan, Tom Loach on the Neighborhood Development Model, and Frank Stoner about the Barnes Lumber site.
- Community members broke out into 5 small groups to share ideas and concerns for the Barnes Lumber site around the three key areas of 1) greenspace, 2) civic space, and 3) streets and infrastructure. See below for design images and group summaries.
- Participants also provided individual feedback and concerns. A summary of the comments and ideas received may also be found below.
- **The next Public Meeting will be on Thursday, June 11<sup>th</sup>** to review and provide feedback on draft plans based on community input designs.
- Downtown Crozet Initiative: Growing the Heart of Crozet is the theme of Phase II: Implementation. This is the next step to determine actions and ideas for implementation as determined by the DCI Planning Committee.

### **Crozet Master Plan and Downtown Crozet District - Presentations and Discussion**

Elaine Echols, a planner with Albemarle County, provided an overview of the Master Plan, past planning efforts and the vision for Crozet as developed initially in 2004 and revised in 2010. Highlights of the presentation included:

- The Comprehensive Plan for Albemarle County and Crozet sets the quality and pace of growth.
- Within Albemarle County, 95% of land is designated rural and 5% for growth and development around Charlottesville, Route 29/Hollymead, Glenmore, and Crozet.
- Crozet residents are passionate about the downtown and have a vision for the future. The Barnes Site is pivotal to the character of downtown.

Tom Loach, the White Hall representative on the Albemarle County Planning Commission, gave a visual presentation about what the Downtown Crozet District could look like in a few different scenarios. He also reviewed the Neighborhood Development Model and projected its impact on other areas in the County with different illustrated phases of development. The Barnes Lumber site is located within this district. The downtown can be the catalyst for transformation of Crozet into a vibrant social community. There is a desire for a neighborhood with mixed use residential and commercial development. The Barnes Lumber site is a blank slate.

**Questions with responses from Elaine Echols and Tom Loach from meeting participants included:**

- *What is the height ordinance for the site?* 4 stories by-right or 6 stories with a special use permit.
- *Could there be an Amtrak stop in Crozet?* Though it is not planned for anytime soon, it is an option for the future. Christine asked meeting participants if they were interested in a future rail stop in Crozet, and nearly every participant raised their hand indicating strong support. The group noted that working with CSX can be difficult and may take quite some time.
- *What is the possibility for using the CSX railroad for loading and offloading at the site?* This could be a long-term option but there would be a strong need to make it happen as it would take time and significant effort to try to realize this.
- *What is the potential population density of Crozet?* According to the Master Plan, there is capacity for 18,000 but growth trends predict 12,000 by 2030. High density development and growth is occurring outside of Crozet in designated locations of Hollymead and Stonefield.
- The utilities on the Barnes Lumber site will be buried underground.
- There is interest in sustainable/ LEED certified design for buildings at the site.

**Barnes Lumber Presentation**

Frank Stoner, of Crozet New Town Associates and of Milestone Partners, presented about the history of the Barnes Lumber site, previous design plans and new possibilities. Crozet New Town Associates, LLC owns the Barnes Lumber site and acquired the small CSX property adjacent to the site in December 2014. Crozet New Town Associates is managed by Frank and Jack Stoner of Milestone Investment Group with members L.J. Lopez and Lawrence Howell. Frank Stoner and L.J. Lopez are the founders of Milestone Partners, which has worked on numerous regional infill projects.

- Frank emphasized this project is a public-county-Milestone collaboration. Milestone will move forward with a design that has strong community support.
- Barnes Lumber is 31.6% of the total 59.77 acres designated as the Downtown Crozet District (indicated in red on the Land Use map shown in the presentation). This excludes the 100' stream buffer on the southeastern corner of the site.

- The site is 20 acres total. Currently zoned heavy industrial and has some contamination from uncontrolled dumping. Previous uses include the wood mill, warehouse storage and utility (gas, electric, oil, communication) facilities.
- Low density housing from the 1940s and newer housing developments surround the site. There are 84 homes within a ¼ mile walking distance of the site currently.
- The design will follow Master Plan recommendations for a walkable, mixed use development with a new Main Street and pocket parks. Layout, scale and streetscape should relate to existing developments and the character of Crozet.
- Road access and circulation patterns are key design challenges for the site. There are opportunities to connect the site with Library Ave., High Street and Hill Top Street.
- Previous site plans had push back from the community because residents were dissatisfied with the design layout, proposed uses, and density of development.
- There is opportunity for organic development overtime rather than monolithic development that occurs all at once.

### Questions and Discussion with Frank Stoner

- *What is going to be done about parking?* Parking is a big issue that we will address in small group design break outs. We welcome all ideas and suggestions to solve the parking challenge; there are several options that could be discussed.
- *Who's going to decide what businesses will come into Crozet? How much will bottom line impact the decision?* The commercial spaces will have to be affordably priced to encourage locally-grown entrepreneurs. Meeting participants were vocal about discouraging chains from locating in downtown Crozet and supporting locally-grown and owned businesses.
- *Who is accountable for the final design?* Milestone will put forward a plan to the County for review when it has broad community support. Milestone has the capacity to set architectural and layout guidelines for the site beyond those set forth in the Crozet Master Plan.
- *What are the steps after the community meeting process?* Only a favorable design will move forward, but the next steps and timeline are to be determined. The development itself will occur over many years. Attracting dedicated investors and developers will require a plan and infrastructure guarantee. There are other interested developers that want to get involved with the site. The DCI Planning Committee will plan for next steps for the effort.

### Small Group Design and Discussion and Closing Summary

After presentations and discussion, meeting participants broke out into five small groups to share their ideas and feedback for the site. Discussion was guided by a facilitator and a designer sketched ideas into a drawing of the site. After each of the small groups met, the group reconvened in a large group. Each group presented to the large group their top three ideas for the site. The designers will use these ideas to create design options that will be presented at the June 11<sup>th</sup> public meeting.

Below are summaries from each of the small group designs and discussions. A summary of the individual concerns, feedback and questions from individual participants in a Appendix A, a list of meeting participants in Appendix B, and the Planning Committee overview document that was referred to at the meeting in Appendix C. **The next Public Meeting will be on Thursday, June 11<sup>th</sup> from 6-9 pm to review and provide feedback on draft plans based on community input designs.** Meeting participants are welcome to contact Reed and Christine of Dialogue + Design Associates with any questions or feedback at [christine@dialogueanddesign.com](mailto:christine@dialogueanddesign.com) or [reed@dialogueanddesign.com](mailto:reed@dialogueanddesign.com).



## Facilitator: Selena Cozart O'Shaughnessy      Designer: Reed Muehlman

Designer: Reed Muehlman



The participants of Group 1 were concerned about getting the site design right for a quality addition to Crozet and to set a standard for other development. **Their top 3 ideas include 1) a new town center with mountain views, 2) parking garage on eastern end in conjunction with across over/under the railroad tracks, and 3) building design to encourage new job opportunities.** Public and private funding questions were also brought up, as these projects will require financial commitments. The road situation and walkability to the site was a conversation of key importance. Creative ideas included developing an “export” to take advantage of the railroad or building a bandstand or amphitheater for public events.

Group 1 participants have a vibrant vision for the new space. They would like to attract small businesses to build the employment base. Their design built upon the previous design concept with a roundabout and intersection on the western side of the site. This intersection will be surrounded by new park and plaza space for public use. The bulk of the commercial development should also be on the western end of the site.



### **Greenspace**

- There is a strong desire to take advantage of the viewshed and railroad.
- The design could incorporate a dog park into the park on the site.

### **Civic Space**

- Building heights should be restricted to protect mountain viewsheds.
- A promenade along the railroad tracks was suggested.
- Outdoor seating areas with connections to other building on the site and existing Crozet businesses.
- Inexpensive, creative small business incubators for sustainable development are needed.
- A town square should be able to host public events that connect the community.
- Bandstand or amphitheater is important for multipurpose community use.

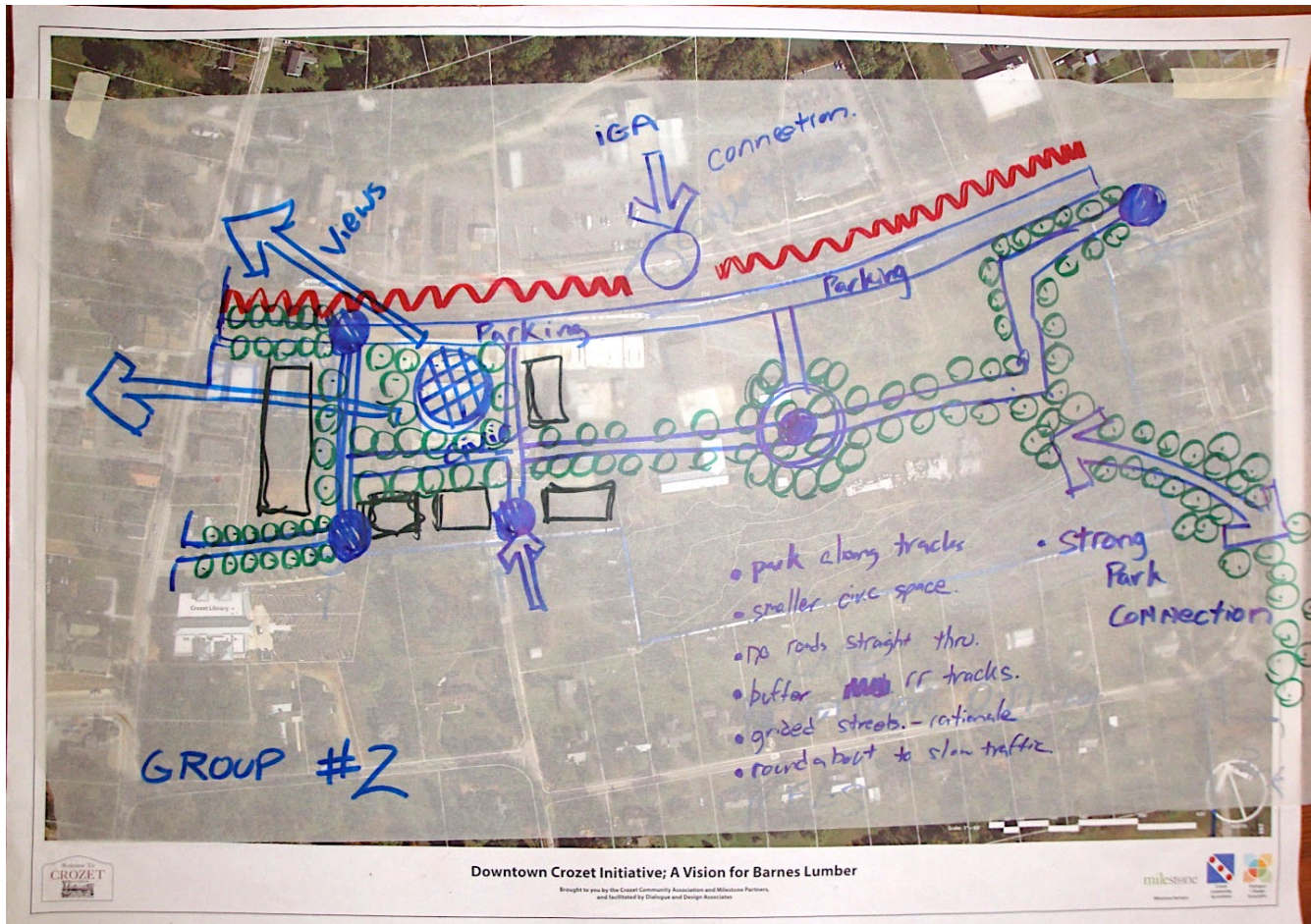
### **Streets and Infrastructure**

- Parking needs can be addressed by 1) taking advantage of nearby surface lots or 2) with the possible construction of a structured lot on an existing lot, such as the library lot.
- A key idea was a parking garage on the eastern end that would take advantage of the grade of the land (due to height of construction or depth of excavation) to facilitate access over or under the railroad tracks (ex. Jefferson School multi-level parking lot).
- This option could provide parking for residents. Possible funding assistance from the county.
- Midpoint access at the tracks is needed to make the Barnes site, Great Value, and Starr Hill within walking distance.
- A roundabout with greenspace was recommended for the intersection between High Street and new public square on the site.
- There is a desire for a block street grid layout that connects with existing road patterns.
- There is a need for thoughtful sidewalk design for pedestrians.

### **Commercial and Built Space**

- The buildings should be mixed-use with first floor commercial and upper level office or residential.
- There should be space between the buildings.
- Develop an “export” to take advantage of the railroad as a part of economic development.
- There is a need for a teen center to bring youth to the area, perhaps with a skatepark.

**Small Group 2 – Design and Feedback Notes**  
Facilitator: Emily Heymann    Designer: Mark Lieberth



The participants of Group 2 represented a broad membership of the Crozet community, including parents and senior citizens, new and lifelong residents. Conversation mainly focused on road design, strengthening connections to existing sites and unfavorable design outcomes. **This groups top 3 ideas include 1) A multiuse, adaptive public greenspace on the western end, 2) parking buffer along the railroad tracks, 3) deliberate road and parking design with accessibility for all ages.** Road design should be deliberate and rational. Roads going straight through the site are not ideal. Roads with a slight grid design that fits into the neighborhood pattern are preferable. Connections with the Claudius Crozet Park are very important. The new space should not compete, but complement the existing park.

The group was hesitant about the previous site plan that designated the main “x-shaped” intersection on the western end as the town center. This was seen by the group as a major

intersection and not a safe, quiet place for families and children. The group liked the idea of separating park space from the roadway with parking or farmer's market structure.

### **Greenspace**

- There needs to be a strong connection to the Claudius Crozet Park (located near the Southeast corner of the Barnes Lumber site) without competition for use.
- There should be shade trees lining the streets, sidewalks, parks and parking areas. Landscaping should utilize environmentally sound design principles and use native plants and stormwater management.
- A fountain in the center plaza area is desirable for children to wade and play in.

### **Civic Space**

- The western end of the site is recommended as the best location for a park and town center. It is closest to the existing businesses and can capitalize on the mountain views.
- This area should include a multiuse space for a dedicated farmer's market, amphitheater and/or other adaptive public uses.

### **Streets and Infrastructure**

- Road crossing under the CSX Railroad Tracks to improve connections to Three Notched Road and the Crozet Great Valu Shopping Center. At-grade crossing may not be feasible because CSX removed one a few years ago due to liability issues.
- Roundabout intersections to calm traffic without the congestion of a stoplight or damage of speed bumps.
- Rationale and deliberate road design. No straight through the site or strict grid pattern. **Block and road pattern** to create quiet, enjoyable streets and pedestrian space.
- Parking buffer along the railroad tracks. Angled parking spaces rather than parallel parking for easy access. Permeable pavement along the roads and parking areas.
- Accessibility for all ages, especially senior citizens and handicapped.
- Delineation between residential and commercial parking. Dedicated residential parking if there are residential parcels or units.
- Smoothed paved surfaces (as opposed to cobblestone or textured cement) to accommodate roller skates, scooters, strollers and walkers.
- Safe bike access and racks for cyclists.

### **Other Ideas for Crozet**

- Diverse indoor commercial spaces that can accommodate various uses. For example, climbing walls, gymnastic centers and bounce houses require higher ceilings. These uses will attract children and teens to the space.
- Crozet is a French name, honor him with French-inspired design.
- Establish a museum on the site that highlights the history of the Crozet community.
- Buildings should include outdoor seating for restaurants and cafés.

### **Small Group 3 – Design and Feedback Notes**

Facilitator: Jamie Reaser     Designer: Steve Von Storch

*This group did not draft a site map during the meeting.*

The participants of Group 3 made it a priority to share their ‘dreams for site use’ (highest priority). Time was insufficient to collectively discuss all of the ideas shared and place them on the map in a mutually-agreeable manner. **The shared priorities included: 1) a pedestrian center or square as the hub and heart of downtown Crozet, 2) affordable housing that is consistent with ‘green’ building design, 3) a small boutique hotel to attract regional travelers people into Crozet, 4) connectivity in all aspects of site design, 5) a balance of artsy/entrepreneurial business and activities with more traditional office space and basic services (e.g., healthcare), and 6) a ‘multi-use’ approach to overall site design as well as the design of specific buildings (e.g., parking, retail, green space/agriculture production).** These are discussed in further detail below. The top three ‘fear factors’ were also determined by the group: 1) too much traffic in the area, 2) poor distribution of traffic (disrupting site values), and 3) single-family residential housing. The group is open to and enthusiastic about creative ideas and innovation. There appeared to be a healthy tension between arts and entrepreneurial business concepts and desire for more traditional office space and community services.

#### **Green and Civic Space**

##### ***‘Heart Space’***

- The pedestrian center needs to be the ‘heart’ of downtown Crozet.
- This is a place for social activities that support the full diversity of Crozet residents across age groups, socio-economic status, etc.
- The center will have a ‘slow time’ atmosphere, enabling people to rest and relax, enjoy coffee/ice cream, play with pets and children, listen to music, read a book, etc.
- It is a safe space for the community.
- It is a beautiful and inspiring location with green space and artwork (e.g., sculptures).

##### ***Environmental/Aesthetic Features***

- Maintain stream/wetland buffers in upper left corner of the site.
- Use landscaping to create green space and enhance aesthetic qualities of the site.

#### **Streets and Infrastructure**

##### ***Traffic***

- Limit auto traffic and prioritize pedestrians and cyclists.
- Provide dedicated residential parking.
- The implications of both perimeter and internal roads need to be considered for their potential impacts on site values/criteria.

##### ***Connectivity***

- ‘Connectivity’ needs to be a theme in all aspects of project design and site use.

- Internal connectivity needs to consider people, roads/paths, buildings, greenspace.
- Connectivity to the rest of the town needs to consider these things, as well as other destinations to draw people from/to.
- Connectivity needs to be explicitly established to regional agriculture, recreation (e.g., Shenandoah National Park), and view sheds (e.g., maintain mountain views on site).
- Use a ‘highline’ approach that is both functional and attractive for the railroad crossing associated with the site.
- Use a ‘grid pattern’ for site design.

### ***Balance***

- The growth process needs to be slow and organic in order to ensure that site values are considered and maintained throughout the process.
- Balance the need to maximize footprint use with maintenance of view sheds.
- There is a need to balance interests in eclectic, arty, entrepreneurial design elements, businesses, and activities with more traditional ‘industrial’ office space and basic community services (e.g., health care).
- The group believes that a healthy tension exists between these desires and that a well-conceived design can accommodate both.

### ***Multi-Use***

- The site design should follow a multi-use model for civic space, green space, retail, and community services.
- Each building is also encouraged to follow multi-use/function design that could include parking, retail, community services, green space/agriculture production.

## **Specific Building Functions**

### **Retail Space**

- Retail space needs to be ‘locally grown.’
- Businesses need to meet community and tourist needs.
- Retail establishments (including restaurants) need to help make Crozet a ‘destination’ location.
- If parcels are to be sold to individual developers, pricing should enable funds to be set aside for green space and agriculture use (e.g., community gardens), as well as parking infrastructure.

### **Art Space**

- There is a strong interest in Crozet being recognized and providing for ‘the arts.’
- Retail and civic space needs to support artists and artistic expression.
- Art classes should be made available for all members of the Crozet community (‘the elderly’ and children were specifically highlighted).

### **Affordable Housing**

- This would help address the overall community need for more affordable housing.
- Employees for business establishment onsite could walk to work.

- Collaborate with groups such as Habitat for Humanity to accomplish this aspect of the project.
- Use a 'green design' framework.
- Provide community garden space to further support the residents.

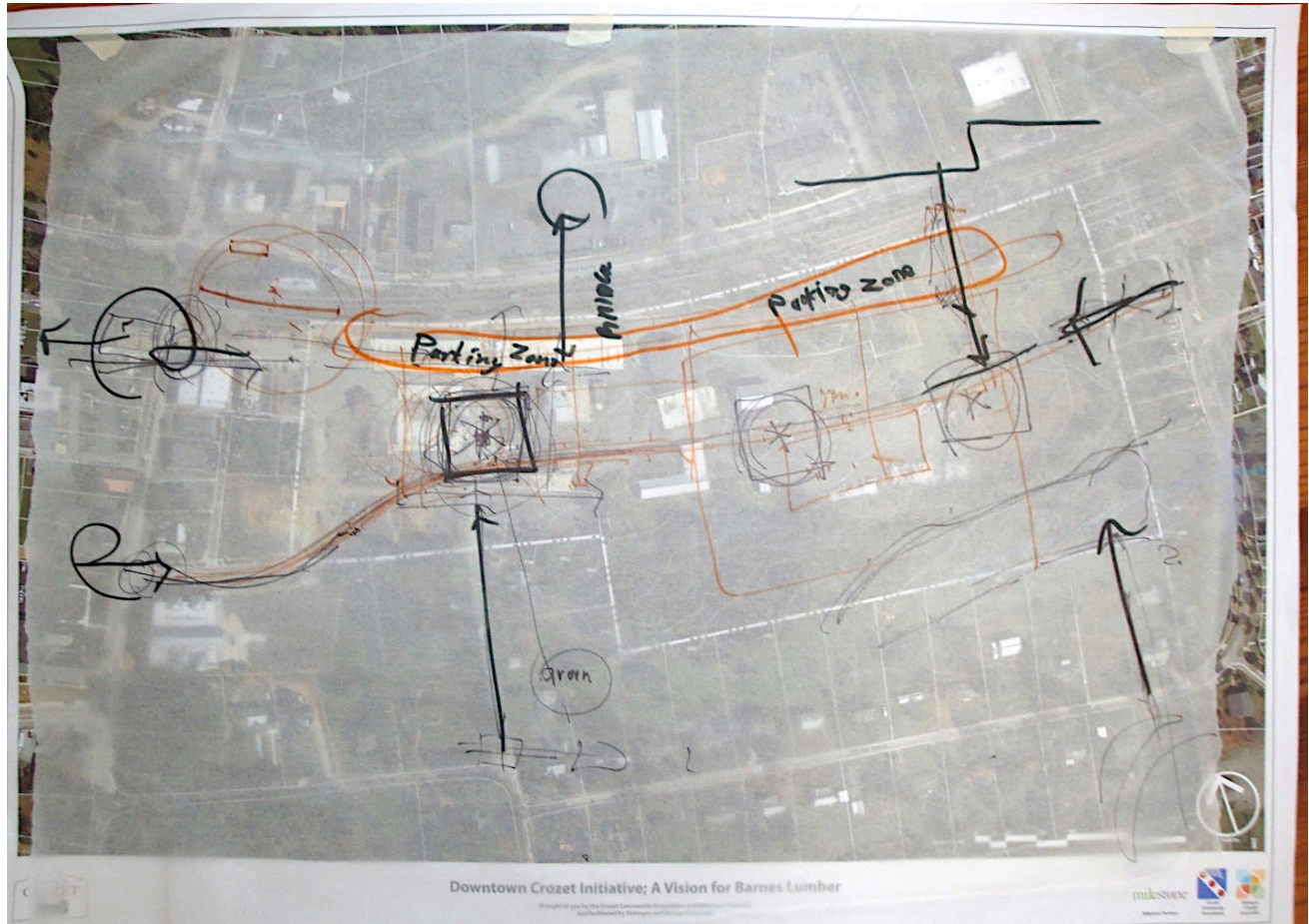
**Boutique Hotel**

- The hotel needs to be a beautiful, small and 'locally grown' rather than be a commercial chain.
- It should be architecturally attractive and a 'destination' location in its own right.
- Pair it with one or more restaurants.



### Small Group 4 – Design and Feedback Notes

Facilitator: Todd Gordon    Designer: Gary Okerlund



Group 4 produced many ideas for the site that are similar to the overarching ideas from the other groups. **Their top 3 ideas include 1) a main public greenspace on the western end, 2) a parking buffer along the railroad, 3) improved regional transportation connections.** Other ideas also included reasonable designs for road layout and parking that encourage good traffic flow with safety for pedestrians. Connection across the railroad track for cars and pedestrians was also seen as important among the group.

#### Greenspace

- A central square should have connections to other parks, including Claudius Crozet Park.
- The group preferred a grassy or landscaped town center rather than a hardscape plaza.
- The greenspace should be multipurpose to soften up the density of development, create quiet area framed off from the streets, and provide a space for community events.

#### Civic Space and businesses

- There is need for a space surrounded by small, local retail shops and professional offices.
- Mountain views should be protected.

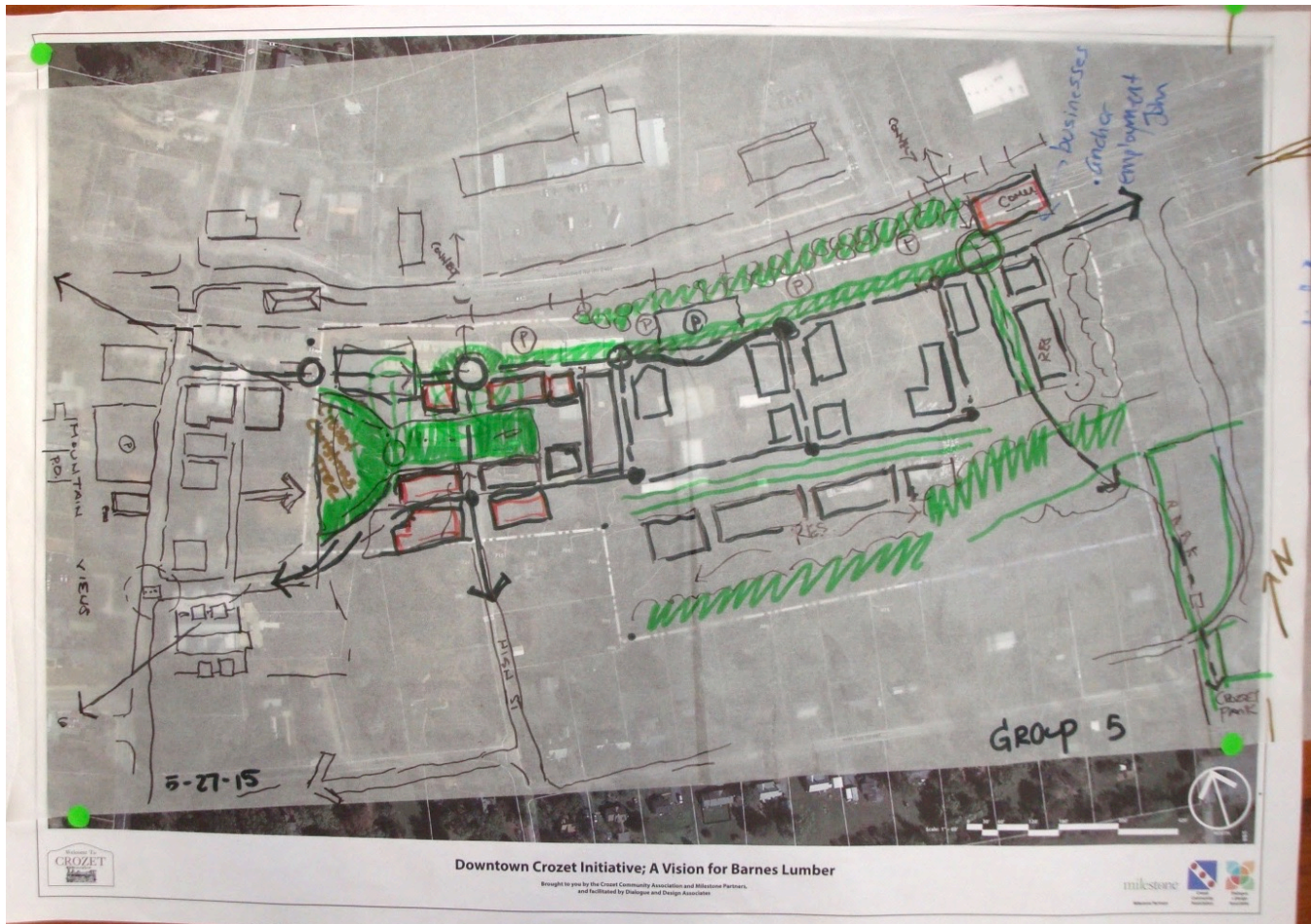
- The group also liked the small boutique hotel idea.

### **Streets and Infrastructure**

- Parking buffer along the railroad and scattered throughout the site.
- Preference for smaller, scattered parking locations rather than one large lot or structure. Allow for future option to develop surface lots into structured parking as demand grows.
- There is a need for a safe pedestrian connection to the Mountainside Senior Living facility across Crozet Ave, as well as for pedestrian facilities throughout downtown that accommodate the needs of elderly users.
- Improved road connections on all sides of the site are needed.
- Pedestrian and vehicular access is needed across the CSX railroad tracks and Three Notched Road to the Great Valu Shopping Center or at the far eastern end of the site.
- Structured parking along the railroad might serve as part of a pedestrian bridge crossing the tracks.
- The site should have a master plan for the future accommodation of local public transit within Crozet, as well as regional public transit connections to Charlottesville.
- A future Amtrak or other rail transit station would also be welcome.



**Small Group 5 – Design and Feedback Notes**  
Facilitator: Christine Gyovai     Designer: John Schmidt



This group is hopeful about the potential of this area, and also expressed a concern about future, “downstream” use and implications of the site design -- it is critical that overall development and timing anticipates future use. **The top 3 ideas from Group 5 are 1) a central park civic space, 2) gridded road and block system with traffic calming measures, and 3) dedicated community gathering space with adaptable uses.** The traffic and block pattern is urgent and should be the first step in design. Road and pedestrian safety was very important to this group. Their draft plan includes a more traditional grid system with a block bump out to curve the road to calm traffic. The adaptable green space is on the western end at the highest elevation for the best views, and office/commercial with residential units above should frame this space. Larger buildings should be placed on the eastern end. Parking lots can create a buffer between the pedestrian areas and the railroad tracks. The group was excited about a small boutique hotel idea, but concern was also expressed about the commercial viability of the hotel if another one is proposed in Old Trail. More information is needed about this. Traffic speed concerns were discussed. A long straight road will encourage speeding. Traffic calming measures including a curving roadway or roundabouts could be built to break up the site. Jarman’s Gap intersection outside Crozet has traffic safety issues that can teach us about how to handle this site. The group also considered using the railroad for job creation.

## **Greenspace**

- There is a strong need for a park space / green space to bring the community together. There is a need for seating and common areas that someone can use without entering a restaurant. A gazebo would be desirable.
- The park should be placed on the highest ground on western end for best mountain views.
- A water feature is desirable, along with a retention pond, natural landscaping.
- Lawn-style greenspace was suggested for the small central gathering area.

## **Civic Space and businesses/ structures**

- There is a strong desire for civic space on the west end of the property.
  - Retain and focus on mountain views. Continue the Square.
  - Have a pedestrian space in the civic space. A place for movie stars to give a speech or a Christmas tree to be lit ☺
  - Should have a naturalistic feel.
  - There is a need for public seating separate from outdoor restaurant seating.
  - Need for dedicated community space with flexible use, such movie nights.
- Design should encourage a variety of small businesses
  - Both office based businesses (doctor, realtor, etc.) and retail (cafés, nurseries) should be present on the site.
- Boutique hotel is desirable.
  - What is happening with the proposed hotel in Old Trail?
  - Are two hotels commercially viable in Crozet?
- The design should flexible space to allow for continuing growth and future needs.
- Strong need for more walking neighborhood connections in conjunction with civic space to connect everything.
- The group suggested larger business spaces on the east end with some townhouse residential backing up to current residential on the south edge of the site.
- Downtown Crozet District would allow for 36 units/ acre (public transit is viable at this density level).

## **Streets and Infrastructure**

- **Grid design with a block pattern** is ideal for the site, and is urgently needed.
  - If there is a boulevard, there should be some bends in the main through-road. Two-way streets will allow for traffic circulation, but design could allow for the possibility of one-way streets in the future and additional connecting streets.
  - Blocks of 200' is ideal.
- Infrastructure, and timing of infrastructure development, is critical to the overall development.
  - The infrastructure should really anticipate future use of the site.
  - There are concerns about downstream implications – infrastructure needs to be planned for how the site will grow and evolve over time.
  - Also concerns about future traffic impacts on the site.
- The layout should accommodate multiple modes of transportation with a design emphasis on bike lanes and pedestrian access rather than the car.

- The site needs to focus on connections, especially walking connections, to the rest of downtown Crozet and to the surrounding neighborhoods.
  - Safe bicycling for kids is strongly needed!
  - Focus on the bike, not the car.
  - Have dedicated bike lanes everywhere.
  - Have a draw for kids! Ice cream stands should be readily available.
- Pedestrian connections should be made within the site and to surrounding neighborhoods.
- Develop a walking bridge over the CSX tracks with a double stack or spiral design. This is key to connect this area with the rest of downtown Crozet.
- Develop additional road access from the south.
- Traffic is a problem. Tabor Street is the only main exit for neighborhoods – traffic can be quite bad here.
  - Additional street crossings are needed here; pedestrian crossings are needed as well.
  - Signal is needed here.
  - There is also an issue with traffic on Jarman's Gap.
- The railroad crossing should be placed closer to the existing 4-way stop at the intersection of Crozet Ave and Three Notched Road. There was concern about the feasibility of this location because of the low grade.
- Connect to rail spur for future job/ economic development possibilities.
  - What would it take to develop a rail stop in Crozet?
- The Barnes Lumber site should be connected with the community garden parcel on Hill Top Street and Claudius Crozet Park.
  - Determine who the owner is.
- Road design should incorporate traffic calming measures such as a roundabout, rather than speed bumps which are not seen as ideal.
  - Safety is a core need and should come first.
  - Break up streets in a grid pattern to slow folks down.
  - How safe would windy roads be?
- Development of infrastructure and businesses should be staged accordingly.
  - Develop infrastructure first and then businesses.
- Parking is needed; multi-level parking should be considered.
  - What would it take for seed funding for a multi-level parking?
  - What is the return on investment?
  - On-street parking is needed.

## **APPENDIX A**

### **Individual Feedback, Ideas and Questions from participants shared at the end of the meeting from a questionnaire.**

The following are the most common ideas and concerns from the 25 comment sheets relating to the three core topics, as well also other notable areas. Numbers in parenthesis below indicate how many times that word was mentioned. Comments are captured below as they were written by participants. The top three ideas from respondents are:

- A central park or plaza that is multiuse and has mountain views.
- Thoughtful road and block layout with capacity for future parking and transit needs.
- Access over/under the railroad tracks to businesses along Three Notched Road.

**Greenspace** – A town center with a greenspace component is desirable among respondents. The stream/creek (3) on the eastern end of the site was not considered as desirable for the only greenspace on the site.

**Civic space** – A town center/plaza was mentioned 14 times. The space should capitalize on viewsheds (6), and perhaps incorporate a farmer's market (5) and/or amphitheater (5) for music (2), plays (4), movies (3). It should be a place for community gatherings (4) and events (2).

**Building design** – Structures should use unique architecture or LEED certified (3) guidelines. Commercial should include retail (8) and office (3) space.

**Streets, Infrastructure and Parking** – 18 of the 25 responses discussed parking (28) in some capacity. Access over/under the railroad (13) was very important to respondents for pedestrian (5) connections and traffic flow. Permeable paving was mentioned twice. Underground parking (3) was also seen as an option. Future transit (3) connections or shuttles to Charlottesville should be designed for.

**Funding** – Commercial and residential spaces should be affordable for all community members. It was mentioned that quality spaces will require funding from multiple sources.

	<b>Top Ideas for the Barnes Lumber Site</b> (especially around greenspace, civic space, and streets and infrastructure; Numbers represent one individual person's feedback.)			
	<b>Idea #1</b>	<b>Idea #2</b>	<b>Idea #3</b>	<b>Additional Ideas</b>
1	Large open plaza area for community gatherings and commercial/sidewalk areas. Mostly hardscape with some	Viewshed is everything – all forms of development must recognize the preservation of mountain viewsheds	Recognize that high quality civic space will not be just developer-funded. Need to find additional sources of funding (county, state,	Transit Center – trolley/ CAT/ space for public transport



	greenspace elements.		private). Same for access (railroad cross) and parking.	
2	Streets – Need access over railroad tracks. It would be nice to have a boardwalk with benches, street lights that give access to stores	Civic space – greenspace with amphitheater; plays/movies/festivals; connect Crozet Park with trails (bike/walking)	Mixed structured – living space above retail; stores that offer diverse options – restaurants, arts, museum/gallery, space to hold functions, frozen yogurt	
3	The heart of Barnes Lumber / Downtown Crozet is the highest land and a view of the railroad and mountains	The heart is a green civic space with room for all ages and persuasions to meet and enjoy shopping, eating and relaxing	The heart of Crozet is locally based commercial and residential center with craft artisans and a celebration of our rural roots	
4	Nearest the square enter through small greenspace. Street parking and walking should align parallel between main entry and back of site	Larger park should separate retail/residential above from lower density housing at back/east of site. This park can double as civic space	Echo statement that residential is necessary to sustain retail	
5	More sidewalks for local folks to get to the site without driving. Bandstand area for live music and family movie nights would bring folks to the restaurants and bars	A place for kids to hang out. There are no places for teens to be safe in Crozet except the library	Community center – meeting town folks can rest outside and have gatherings with air	Drawing of a semicircular shaped bandstand for concerts and plays
6	Make it skate-able. No bans, cobblestone or yellow bumpy plate at crosswalks. Include bike racks	A place for live music – amphitheater, farmer’s market, pocket parking	Outdoor dining	
7	Greenspace not a priority because of the LH creek space	Yes to crossing to Great Valu		Drawing of road Access from Library Ave through the site with a roundabout. Road access to

				Hill Top Street and across tracks to Great Valu
8	Improve green infrastructure design and efficiency. Reduce and/or use county WPO ordinance, reduce stream setback to promote The Dell (UVA) type design as an example of a “sense of place.”	Land should promote primary economic function	Create commercially viable productive greenspace like the east end of Charlottesville Mall but green (grassy BMP)	
9	Must have another way to cross railroad and access Route 240. Library Avenue connection makes sense	Parking is a constraint now – it will become worse with increased activity. Parking must be in place concurrent or prior to opening retail and/or residential areas	Support residential or hotel above retail areas. Allow for shared office spaces – small single offices sharing central reception/administrative area	LEED certification sounds good to the public. The reality of the process is that the expense is unneeded. You can do all the things that are done to be LEED certified but pursue the certification which is very expensive. Idea for the former ACME building – GAF Manufacturing makes roof shingles. They require railroad access which site already has. Process recycles old paper to create asphalt shingles.
10	Underground parking for apartment property	Oak Street to Library Street	Do not want streets to look like tunnels. Trees, brick walks.	

11	I like greenspace, pedestrian friendly architecture that compliments buildings downtown. A continuation in design and function of buildings like Mudhouse, Parkway	Great Valu access, Farmer's market, access to park by foot and bike, family activates – in greenways and retail vision	This property development is crucial to the future identity. Any new roads should be wide enough to maximize parking/ angled parking	-Retail, employment and residential need to be conceived together. -Art and commerce to celebrate outdoor activity culture -Who owns the property between Barnes Lumber and Crozet Park?
12	The eastern portion of the 20 acre site can be primarily residential	I believe we all agree that the western portion should be mixed use with commercial on the east with residential above	Perhaps the County could fund a parking structure or use the proffer \$ to fund	A common area in the center of the commercial area could be very effective
13	Town square where one could host community events (movies, farmers market, concerts, wine festivals)	Square surrounded by businesses, shops, hotel which could support activity	This would then be surrounded by R&D type businesses and be walkable to surrounding neighborhoods	Adequate parking is essential, multi-level parking is preferable to me
14	Roundabouts with no stoplights	Structured parking, on-street parking	Street trees, block street grid with no parking unless underground	
15	The pictures that show the “square” as an intersection are totally just to save money with one crossed road. We need some sort of grid with green between. (also the Licking Hole basin doesn't qualify as greenspace)	Residential only on the second/third story. We do not want development on the highway with a bunch of suburban, low income or single family development	-I don't like roundabouts, people around here don't get the right-away -pleasant farmer's market	-parking near the RR was a good idea (also like to green idea) – at least permeable lots - though my group said make a non-straight road I think that interferes with walkability
16	Connect streets for access (High and Oak?) - RR crossover near Starr Hill or fire station	Multilevel parking from Library property between Tabor and RR	Open greenspace for trees between high structure to break up cement, etc.	Small business office space wouldn't need much parking (affordable), art opportunities

				(coop? display?), teen center or amphitheater
17	Parking development is essential and must make all of the Crozet business community easier to access. The businesses on Three Notched Road are very difficult to reach on foot, and parking there is nearly impossible for much of the day. Best idea I heard all night: overpass across the tracks that connects the square with those businesses			
18	Multiuse civic spaces (amphitheater, greenspace, inside flex space)	Transit center for bikes and to incorporate transit (trolley or CAT) to downtown Charlottesville	Structured parking or a future option	
19	High level of environmental care in both natural and built space. i.e. – water saving plants, catchment ponds, Earthcraft certified residential and light commercial buildings. LEED for larger structures. Solar or wind power	Permeable paving wherever possible		
20	Long, linear parking structure along the railroad, green ivy covered front. 1-2 stories high, but the top is for people with views of mountains, a promenade or Crozet Highline like NYC space. Linear art space	A hotel. Small, boutique, focused on local agriculture (wine, cheese), local recreation (Shenandoah National Park), local weddings	Focus on local ag, food movement, and green businesses	Hurray for process!
21	Civic space/grass town common surrounded by one-way traffic at the height of load	Market pavilion next to the tracks and hotel – multipurpose for community gatherings, dances, art	Parking underneath where possible with grade like Jeff Center.	Consider horizontal mixed use vs. vertical mixed use. A lower cost area for start ups. Container shops
22	Motor vehicle access to 240 or 250	Roundabouts and chicanes to slow traffic		
23	One idea that was not reported from our group was that we did not want parking on both sides of the “main” road – we liked the angled parking and			

	the idea of pull over on the opposite side from parking to facilitate future bus or trolley service			
24	Pedestrian friendly, Not dominated by cars (driving or parking)	Mountain views, ample stream buffers	Not completely guppified/gentrified. Teachers, cops, social workers should be able to afford to live there, not just the wealthy	Explore shuttle bus or other ways of getting people in and out without driving
25	Playground in center location surrounded by restaurants, café, greenspace. (like McGuffey but in the middle)	Pedestrian zone	Theater space or open event space. Innovative architecture like examples	
26	Parking behind, central pedestrian over. Access across railroad, Crozet Ave, Jarman's Gap and Walkable downtown to Starr hill, the bank and 76 Bike Route	Centrally located diverse meeting areas after 6 pm. Fardowners pizza, opportunities. 2- 3 stories to see the mountains.	Small business employers, Willow Tree Apps is expanding in Downtown Charlottesville. Want to attract local employers.	

## **APPENDIX B**

### **Meeting Participants**

- |                              |                        |                          |
|------------------------------|------------------------|--------------------------|
| 1. Alex Brisker              | 53. Frank Stoner       | 105. Meg West            |
| 2. Alice Lucan               | 54. Greg Slater        | 106. Melissa Morrison    |
| 3. Alicia Thornton           | 55. H. Sonen           | 107. Michael Gallagher   |
| 4. Alisa Sposato             | 56. Helena Gallager    | 108. Mike Marshall       |
| 5. Allie Pesch               | 57. Holly Grimm        | 109. Nancy Hackman       |
| 6. Amy Gore                  | 58. Ian D Henry        | 110. Nancy Newell        |
| 7. Andrea Rowanhill          | 59. J. C. Smith        | 111. Nancy Virginia Bain |
| 8. Andrew Quarles            | 60. Jack Little        | 112. Nicole Hilland      |
| 9. Angela Lynn               | 61. James Cathro       | 113. Patricia Cook       |
| 10. Angela Rutherford        | 62. James King         | 114. Patricia Miller     |
| 11. Angie Breving            | 63. Jane Roberts       | 115. Patsy Crosby        |
| 12. Ann Mallek               | 64. Janet Armour       | 116. Paul Compoliello    |
| 13. Art Wollam               | 65. Jennie Moody       | 117. Paul Grady          |
| 14. Bevin Cetta Boisvert     | 66. Jennie More        | 118. Peggy Schrader      |
| 15. Bill Moore               | 67. Jenny Crocker      | 119. Peter Buckingham    |
| 16. Bill Schrader            | 68. Jessica Colledge   | 120. Peter Jones         |
| 17. Bob Dime                 | 69. Jessica Kompeliene | 121. Phil Selmer         |
| 18. Bob Lucan                | 70. Jim Crosby         | 122. Rachael Breving     |
| 19. Bob Newell               | 71. Jim Duncan         | 123. Randy Caldejon      |
| 20. Carmen Nies              | 72. Joe Mikalson       | 124. Rassll Gougir       |
| 21. Carolyn Brauner          | 73. John Anderson      | 125. Rebecca Fields      |
| 22. Chandler Wicliaus        | 74. John Barnes        | 126. Reid Murphy         |
| 23. Charlie Medesian         | 75. John Stoner        | 127. Rob Gutkowski       |
| 24. Chip Boyles              | 76. Jojo O'Loughlin    | 128. Robbie Armstrong    |
| 25. Christie Wiggans         | 77. Judith Birbes      | 129. Rosa Simenez        |
| 26. Christina Brown          | 78. June Andrews       | 130. Rosalyn Keesee      |
| 27. Christine Buckingham     | 79. Kamraw Pimsteh     | 131. Ryan Miracle        |
| 28. Christopher Brement      | 80. Karen Christiansen | 132. Sam Craig           |
| 29. Cindy Moore              | 81. Karl Pomeroy       | 133. Scott Stinson       |
| 30. Claudette Grant          | 82. Katelyn Sevin      | 134. Scotty Lynn         |
| 31. Cliff Fox                | 83. Katie Armstrong    | 135. Sharon Tolczyk      |
| 32. Craig Kompeliene         | 84. Kevin Pap          | 136. Sylvia Hallock      |
| 33. Cuener Ghattenbauer      | 85. Kieran O'Loughlin  | 137. Stephen Rutherford  |
| 34. Cynthia Chase            | 86. Kirsten Gelsdorf   | 138. Steve Kostiw        |
| 35. Cynthia Curnow Armstrong | 87. Laura DeNunzio     | 139. Steve Rock          |
| 36. Daniel Shea              | 88. Leslie Barns       | 140. Steve Tharp         |
| 37. Danny Wilson             | 89. Linda Rock         | 141. Sue Munson          |
| 38. Dave Stoner              | 90. Lisa Marshall      | 142. Susan Craig         |
| 39. David Femill             | 91. Margot Diaz        | 143. Teri Kostiw         |
| 40. David West               | 92. Marie Mierzeyewski | 144. Thomas Adajian      |
| 41. Debbi Meslar-Little      | 93. Mark Cosgrove      | 145. Tim Dodson          |
| 42. Denise Field             | 94. Mary Beth Bowen    | 146. Tim Tolson          |
| 43. Dirk Nies                | 95. Mary Gallo         | 147. Tod Allen           |
| 44. Drew Holzwarth           | 96. Mary Lyman         | 148. Tom Hackman         |
| 45. Drew Valentine           | 97. Mary Mikalson      | 149. Tom Loach           |
| 46. Elaine Echols            | 98. Mary Miller        | 150. Valerie W Long      |
| 47. Eleanor Von Achen        | 99. Mary Beth Bowen    | 151. Vicki Jones         |
| 48. Elise Oyona              | 100. Marybeth Cerrone  | 152. Vito Cetta          |
| 49. Ellen King               | 101. Matt Humphrey     | 153. Wendy Valentine     |
| 50. Emily Kilroy             | 102. May Sligh         |                          |
| 51. Fanny Brisker            | 103. Maynard Davis     |                          |
| 52. Frank Cerrone            | 104. Meg Holden        |                          |



**Designers and Facilitators**

1. Mark Lieberth, *Land Planning and Design*
2. John Schmidt, *Land Planning and Design*
3. Steve Von Storch, *Stoneking VonStorch Architects*
4. Todd Gordon, *Cox Company*
5. Gary Okerlund, *Okerlund Associates*
6. Selena Cozart O'Shaughnessy
7. Jaime Reaser, *Congruence, LLC*
8. Emily Heymann, *Dialogue + Design Associates*
9. Christine Gyovai, *Dialogue + Design Associates*
10. Reed Muehlman, *Dialogue + Design Associates*



## APPENDIX C

### Planning Committee meeting for the Downtown Crozet Initiative: A Vision for Barnes Lumber

May 6, 2015

A volunteer, consensus-based Planning Committee has been developed to help give feedback and shape the community engagement process for the Downtown Crozet Initiative: A Vision for Barnes Lumber. Goals and possible outcomes for the Planning Committee may be found below, as well as Planning Committee members and consultants. More information about the Barnes Lumber site is available at the Crozet Community Association website: [www.crozetcommunity.org](http://www.crozetcommunity.org), and questions about the process may be sent to Christine Gyovai, a facilitator for the effort with Dialogue + Design Associates at: [christine@dialogueanddesign.com](mailto:christine@dialogueanddesign.com).

#### **Draft Process Goals and Possible Outcomes**

1. Engage the community in an effort to transform the Barnes Lumber site into an accessible, successful and vibrant center for the town of Crozet.
  - a. Emphasis for community engagement will be placed on ideas for civic and community space and infrastructure for the Barnes Lumber site and the surrounding downtown.
  - b. Identify and develop alignment for community, green space, and civic spaces (including "plaza" area) across whole Barnes site.
  - c. In conjunction with VDOT and the County, identify primary road alignment for Library Avenue and High Street on the Barnes Lumber site.
  - d. Gather input and develop alignment around types of businesses and activities preferred and not preferred in downtown and on the Barnes Lumber site, and reasons for preferred types of businesses and activities.
2. Engage the community in gathering ideas and feedback to help develop a community brand, and for future possible implementation of marketing and development for the downtown area of Crozet (building on the existing vision and planning that has been completed, such as the Crozet Master Plan and existing Downtown Crozet District). This may involve:
  - a. Recommendations for additional consultants, ideas for future collaboration, identification of grants, public/ private partnerships, or resources for idea implementation.
  - b. Development of economic development strategies through ideas generated in the community meetings and next steps for the effort as part of Crozet's continued evolution.
3. Identify and develop possible strategies for the implementation of a downtown marketing and development plan.

#### **Planning Committee members**

1. Tim Dodson, *WAHS student*
2. Meg Holden, *Crozet resident*

3. Mike Marshall, *Business owner and Crozet Gazette editor*
4. Brenda Plantz, *Crozet Board of Trade, Parkway Pharmacy business owner*
5. Michelle Simpson, *Resident in adjacent neighborhood*
6. Scott Stinson, *Adjacent Property owner*
7. Dave Stoner, *Crozet Community Advisory Council*
8. Frank Stoner, *Crozet New Town Associates,*
9. Tim Tolson, *Crozet Community Association*

**Consultants/ County Staff**

Christine Gyovai and Reed Muehlman, *facilitators/ designers, Dialogue + Design Associates*

Mary Beth Bowen, *Communications and Branding*

Emily Kilroy, *Albemarle County*



# Community Meeting for the Downtown Crozet Initiative: A Vision for Barnes Lumber

Crozet Elementary School | May 27, 2015





## Visual preference survey and Small Town Design Examples





### Summary of Posters with community member comments and feedback

*Please note: - green sticky dots indicated areas of support/ things people liked;  
red sticky dots indicated things people didn't like.*



*This was used just to gain a "snapshot" about elements of each image community members preferred.*

## Fairhaven District in Bellingham, WA






	Photo	# of Dots	Comments
1		9 green 1 red	1) Do we want to limit building story number?  2) Two stories, step back upper stories for daylighting, open feeling.
2		8 green	1) Outdoor community space is a must! Keep it small business. Love the shaded spots. Solar panels?
3		1 green	1) Also need parking spaces
4		15 green	1) Skate-able 2) Woodstock, GA is another great example (small downtown along the railroad) 3) Shade structures (pergolas with vine cover) are necessary for year round use


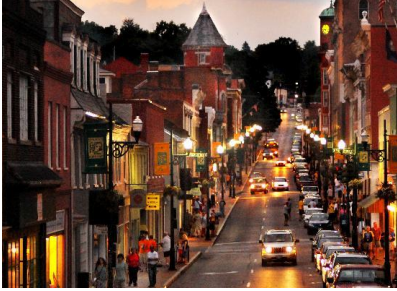



5			
6		9 green	
7		4 green	1) I like the outdoor gathering space...we need more of those! yes!
8		11 green	

### Other Example Towns (Locations listed with Photo)

	Photo	# of Dots	Comments
1	Scottsville, VA 	3 green	1) Upscale feel
2	Scottsville, VA 	1 green	1) Protect green viewshed



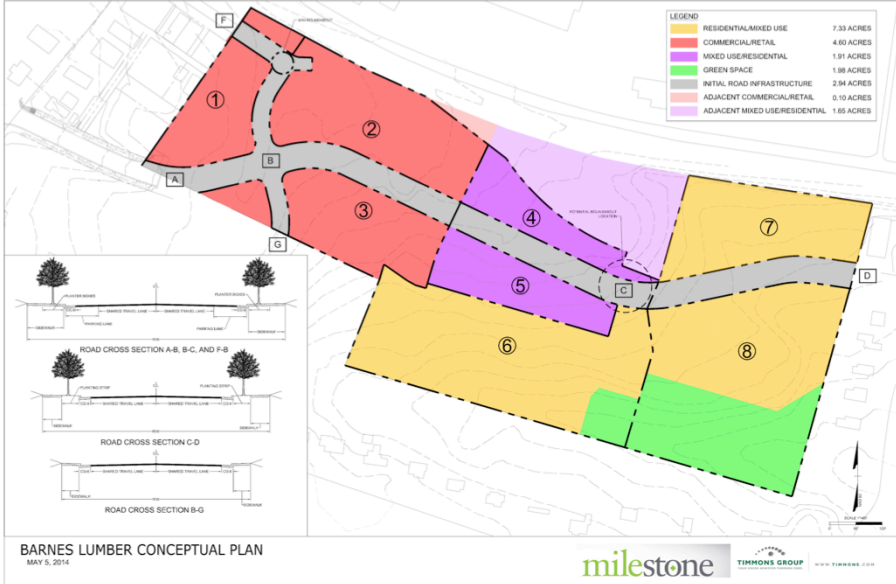

			
3	<p>Carytown in Richmond, VA</p> 	17 green	
4	<p>Warrenton, VA</p> 	14 green 1 red	
5	<p>Helen, GA</p> 	4 green 10 red	<p>1) Also love the idea of paved square with outdoor restaurant seating</p> <p>2) What is nice is the common eating area in the middle</p>
6	<p>Helen, GA</p> 	1 green 10 red	1) Fake

7	<p>Staunton, VA</p> 		
8	<p>Staunton, VA</p> 	<p>6 green 5 red</p>	<p>1) Staunton is nice, but I don't like the big main road  2) This looks very nice. I think people want to see a walking mall type area.  3) Positive: Old buildings, varying look of buildings, street lamps perpendicular to street business signage  Negative: Parking should be behind businesses – street should be pedestrian with green space</p>
9	<p>Staunton, VA</p> 	<p>5 green</p>	<p>1) I love the amount of green and trees in this picture, yes!  2) Ditto to the above comment</p>
10	<p>Staunton, VA</p> 	<p>9 green 5 red</p>	<p>1) Not enough greenspace  2) You are underestimating the willingness of the people of Crozet to walk when you speak of "walkability"</p>
11	<p>Arlington, VA</p> 	<p>7 green 8 red (several on "big box" store</p>	<p>1) Like the courtyard  2) Lived here, the traffic was terrible, not safe for pedestrians and kids. Plus gridlock.</p>



12	<p>Arlington, VA</p> 	16 green	<p>1) Would love to see more restaurants with outdoor seating</p> <p>2) Outdoor seating</p> <p>3) Nice mix of seating, retail</p>
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## Previous Proposals

1	 <p>BARNES LUMBER CONCEPTUAL PLAN MAY 5, 2014</p> <p>milestone TIMMONS GROUP</p>		
2		<p>7 green 10 red</p>	<p>1) Make it skate-able</p> <p>2) Don't like cross intersection</p> <p>3) No cross street</p> <p>4) Too auto centric</p> <p>5) No connections across streets and greenspace</p> <p>6) No green spaces</p> <p>7) This is gibberish without a key</p>



## **Community Meeting for the Downtown Crozet Initiative: A Vision for Barnes Lumber**

**Crozet Elementary School | June 11, 2015**

### **Community Meeting Summary**

#### **Welcome and Overview**

The second meeting of the **Downtown Crozet Initiative: A Vision for Barnes Lumber** was held on June 11, 2015 at the Crozet Elementary School, with the first meeting being on May 27, 2015. Thanks to Sal's Pizza and the Crozet Community Association for helping to provide food and babysitting during the meeting!

Tim Tolson, president of the Crozet Community Association (CCA), opened the meeting by introducing the overall effort and welcoming participants. Then Board of Supervisor member Ann Mallek provided updates about upcoming community events. Christine Gyovai of Dialogue + Design Associates facilitated the meeting, and additional designers and facilitators—listed below—worked with small groups during the meeting as well. The meeting began by welcoming the approximately 115 participants, which are listed at the end of the summary in Appendix B. Christine then reviewed meeting guidelines, and gave a recap of the May 27<sup>th</sup> meeting as well as a preview of the meeting's agenda. The full summary from the May 27<sup>th</sup> meeting can be found on the CCA website: <http://cca.avenue.org/dci/Barnes>.

Frank Stoner of Crozet New Town Associates and Milestone Partners then gave a brief overview of the Barnes Lumber site, as well as hopes for the design process and the meeting. He acknowledged that without public input and support, the redevelopment will not be successful. Hopes for the meeting included:

- 1) Constructive dialogue on the development principles (below);
- 2) Consensus on public space programming and use; and
- 3) Thoughtful feedback on road alignment.

He discussed the challenges for the site including the linear layout, affordable and inclusive commercial space, and the need for organic, long-term development. He noted that while Crozet New Town Associates will be transparent and accountable to the community, they also need active and constructive feedback from the public. Frank also presented draft Design Guidelines for the site and the core design concepts developed based on the community input generated during the May 27<sup>th</sup> meeting (the full set of development principles may be found in Appendix C). These included:

#### **Development principles and guidelines for the commercial core and overall site**

*(Key ideas that can help guide the evolution of Barnes Lumber)*

1. Authenticity: Development that is true to the nature of Crozet: eclectic, small town. Honor and draw on historic precedents but don't try to copy things that can't be reproduced.
2. Environmentally sensitive and responsible.
3. Vibrant: Create reasons and places for community to gather.

4. Pedestrian and bicycle friendly.
5. Connectivity: the downtown, business, residential and park areas of Crozet.
6. Safety and fun for families, children, and residents with a variety of entertainment options.
7. Orderly infrastructure: streets, sidewalk and building networks.
8. Evolving and flexible: Thoughtful coordination of phasing of site development, access, buildings and parking. Maintain flexibility to take advantage of future opportunities.
9. Inclusive and affordable: Create affordable opportunities for local business to locate and grow in downtown. Create a variety of housing opportunities walkable to downtown. Focus on higher density in the core.
10. Partnership: Developers/community/County committed to implementation.
11. Transparency: No secrets.

### **Core Design Concepts**

1. Architecture and street scape features that enhance the visual character and unique qualities of Crozet.
2. Incorporate significant environmental features (street trees, stormwater management) utilizing the Best Management Practices (BMPs) for sustainable design.
3. Infrastructure features for pedestrian and cyclist safety.
4. Include a community gathering / civic place that is fun, multi-use and safe that maximizes on viewsheds. Site should be located at the western end of the Barnes Lumber Property.
5. Improve connectivity to existing infrastructure, businesses, neighborhoods and parks in Crozet.
6. Coordinate phasing and scale of development in accordance with market needs and financial resources.

### **Presentation of Design Concepts**

Reed Muehlman of Dialogue + Design Associates and Mark Lieberth of Land Planning and Design Associates (LPDA) presented design concepts for the site that were developed with a design team synthesizing ideas into three design concepts for the June 11 meeting (including Gary Okerlund, Frank Stoner and LJ Lopez from Milestone Partners, and Reed, Mark and Christine). These design concepts were developed based on the feedback from the May 27<sup>th</sup> community meeting. The design concepts were briefly presented in a large group format with a PowerPoint presentation, and then and were available in poster-sized print outs in three small groups after the large group presentation. Copies of the design concepts may be found in Appendix D. Presentation highlights included:

- The Downtown Crozet District (DCD) and the Crozet Master Plan were both discussed.
- VDOT regulations apply to this site in regard to road alignment, block size and intersection layout.
- There are some challenges that will need to be addressed between what community members would like to see in downtown Crozet, what is outlined in the DCD, and what is allowable by VDOT. More research and design work is needed to figure out how to address these challenges in the next iteration of designs.

- These design concepts focus on the civic space and road alignment on the western end of the site.

**Design Concept A – Through Street:** In this concept, Library Street curves through the site as the primary street with a secondary street to the south. A public green on the western end promotes mountain views and connects to existing structures in Crozet. In the perspective drawing, the public green is an adaptive space that draws on elements from Fairhaven Village in Bellingham, WA design example (which was available as a design precedent in the first community meeting). The space is bounded by mixed-use commercial buildings with low building heights. There is pedestrian bridge, a stage and outdoor dining areas. Parking is located between the railroad tracks and buildings along the new main street.

**Design Concept B – Grid:** The street and block layout is in a more traditional grid system. Library Ave is still a primary street, yet access road by the Square stays strongly connected the new town center. The plaza is surrounded on three sides by the streets, but with building frontage on one. In the perspective drawing, the town center has a formal arrangement with both grass and hardscaping. Mixed use buildings with low heights and outdoor dining space surround the town center. Draft civic space designs could be incorporated into any of the designs ultimately.

**Design Concept C – Grid Loop:** The primary road begins at Library Ave and aligns on a north-south axis with High Street. A roundabout is also incorporated into the traffic scheme. The plaza is bounded on one side by buildings and the other side by the roadway. Other elements of the design concepts are similar to the ones in the other design concepts.

#### **Questions with responses about the Design Scenarios from designers Reed Muehlman, Mark Lieberth, Gary Okerlund and developer Frank Stoner**

- *What are the comparative sizes of the plaza?* While still in draft form, Concept B has the largest plaza of 200' x 200'. The Crozet Elementary School cafeteria is approximately 60' x 75' by way of reference.
- *How many vendors are at the Crozet Farmer's Market?* About 15-20, in comparison to 120 at the Charlottesville Farmer's Market.
- *Does the developer have a minimum square footage to make the public space financially feasible?* Preliminary estimates for a "generic" public space are approximately \$2 million and higher for additional features. The site has an inherent financial challenge. Public-private partnerships are needed to develop the public space while keeping commercial spaces affordable.
- *Is there a connection to the Crozet Park in all schemes?* Yes, the parcel between Barnes Lumber and the park is owned by the Parkside Homeowners Association. It could be utilized as a connection between the two spaces.
- *How many parking spaces are shown in the design concepts?* The computations are rough but the design concepts shown are under capacity for parking. The county requires 1 space per every 2,000 ft<sup>2</sup> but the preferred average is 1 space for every 200 ft<sup>2</sup>.
- *Could a building be taller than four (4) stories?* It would require a special use permit.
- *Is it possible to create 3D models and virtual tours of the design scenarios?* Yes, modelling will be used to share and explore design options later in the design process.
- *Does the public-private partnership imply the acquisition of county or state money?* Milestone Partners is exploring all available options to fund civic infrastructure including

VDOT funding for the roads. It is not practical for the developer to solely absorb the cost of the public space because they alone cannot recover the funds. In order to create a quality public space including the features the community would like to see, there will need to be community support and public-private investment.

- *What percent of public funds would be needed?* That is a difficult number to compute because it is hard to gauge the interest level among other businesses and developers at this time; additional research would be needed around this item.
- *What are the challenges and opportunities associated with structured parking?* All schemes allow for the future development of a parking garage as a possibility – however funding for a parking garage is a current challenge.
- *Should the pedestrian bridge on the western edge of the concepts be moved farther from the existing underpass on Crozet Ave and closer to Great Valu on the eastern end of the site?* There is an opportunity for that arrangement of pedestrian access.

## **Small Group Discussions**

After the design concept presentation, meeting participants broke into three small groups, each with a facilitator and designer, to discuss the benefits and drawbacks of the design concepts and ideas for next steps. A series of questions were posed to small group participants including what they liked and didn't like about the design scenarios, their ideas for next steps, and opportunities and challenges they see for moving forward. After each small group discussion, participants came back together as a large group to report out their key highlights of each of the small group discussions and then discuss ways for moving forward. Below are highlights of each of the small group discussions.

### **Small Group #1**

Facilitator: Christine Gyovai

Designer: Gary Okerlund

Group 1 discussed that roads, civic space and commercial uses should be prioritized over housing for the Barnes Lumber site at this point in the design process. Overall, this group had the greatest preference for Concept A, followed by Concept B, then with some support for Concept C. Group 1 preferred the civic space in Concept A, though the more formal plaza in Concept B also had desirable elements as well. A few participants noted that the traffic pattern of Concept A might be better with a roundabout. There was also concern about roundabout and traffic pattern and pedestrian safety, as well as noise in the adjacent civic space. The participants would like the public space to be buffered from the roadway, while maintain a visual connection to draw visitors in, while being connected to local businesses. Specific ideas, comments and questions from the group included:

### **Civic Space**

- The town center should include a farmer's market space that is easily accessible for vendors. The group liked the trellis and arbor design in the civic space of the Concept A perspective drawing; consider permeable paving use under the trellis so it can be multi-use for farmer's market and other community events.
- Noise from vehicular traffic could dampen the ambience of the space and should be managed with a buffer area.

- The civic space needs to be distinct from Crozet park and to be its own destination to attract people. Trees need to be included in the civic space.
- Design the public space to be multi-use and accommodate events such as a microbrew beer festival and other community events.
- Consider having buildings on three sides of the civic space to act as a buffer from noise.

### **Streets Infrastructure and Access**

- The pedestrian crossing, while needed, at far western end in the designs could impede the mountain views from the civic space.
- There was an idea to connect with the new Artisan group at the train depot to create a design for the pedestrian bridge that is a symbol of Crozet's craft heritage and made by Crozet artisans.
- Maintain an orientation to and relationship with the railroad tracks and train depot.
- The most important pedestrian connection will be between the new town center and Mountainside Senior Living and Post Office across Crozet Ave.
- Roundabout placement, if it is used, should be sufficiently researched so it is safe for pedestrians and does not increase car speed. Some participants liked the idea of a roundabout in the designs; others had concerns about roundabouts.
- There is a strong need to have the civic space safe and vibrant; there was concern about having cars passing right by the civic space (especially if cars are moving at a higher speed; traffic calming was seen as desirable). There was a desire to not have significant noise from cars in the civic space as well.
- Develop a plan for a parking structure that can support all of Crozet's parking needs downtown. Placement near the railroad tracks would be ideal.
- The main entry/exit should be along Library Ave to reduce congestion near the existing railroad underpass (not near the Square).
- Parking at the Square is currently overloaded.

### **Other Ideas**

- The right balance of lighting is important. Preserving nighttime views was important to the group, while also having lighting to see to walk at night.
- Utilizing street trees as a buffer from traffic and noise is important.
- A designated Park & Ride location is needed. Parking currently is overflowing in lots in downtown Crozet.
- Paving the gravel parking lot at Tabor Presbyterian Church in exchange for shared use of the parking spaces on days without Church events could be considered.
- Housing options should be researched and considered for the transition space between the existing single-family homes surrounding the site. A group member had a question about what housing looked like in the designs over time.

### **Small Group #2**

Facilitator: Jamie Reaser

Designer: Mark Lieberth

Group 2 focused their feedback on the plaza and roads. There is an overwhelming shared interest in the plaza that is pedestrian and bike friendly. The road pattern of Concept B was preferable to the participants. Concept C allowed for a visual connection to the public square. This group did not like Concept A because it did not connect the public space with the road network. Overall

this group favored a combination of the road system from Concept B and visual connection to the square of Concept C. This group considered an alternative placement of the secondary street system alongside the railroad tracks rather than the southern end of the site as depicted in Concept B. Specific ideas, comments and questions from the group included:

### **Civic Space**

- The civic space should have an open concept with roughly 75% greenspace and 25% hardscaping.
- This group preferred a larger, greenspace that has a casual, non-formal feel and appearance.
- A secondary park on the eastern end of the site would be an asset to add in later phases of the project.
- The plaza should connect to the historic square existing in Crozet.
- This space should have an open concept layout that connects to the streets.
- It should maximize mountain views and natural lighting with appropriate building size.
- The design should consider that skateboarders and other recreationalists will want to use the site. Proactive planning for such uses is needed.
- The plaza should be a public use space that is attractive to youth, pedestrians and cyclists. This means that the plaza should be owned by the city of Crozet, not by the boutique hotel or any other commercial entity.
- The design should also take into consideration the financial interests of the business that would want to locate there – it should draw customers to these business rather than impede their commercial operations.
- The entire plaza needs to be designed a safe space at all hours of the day/night, with proper lighting and sightlines. However, the lighting should not interfere with views of the night sky (stars).
- Several people in the group have a strong affinity for water features and strongly desire a fountain as a focal point within the town center.

### **Streets and Infrastructure**

- A one-way loop at the perimeter of the site should be considered as an alternative “through way” road pattern.
- There is concern that four-way stop signs/intersections will be confusing for drivers as well as pedestrians and cause traffic backups.
- There is an interest in brick or stone rather as sidewalk materials rather than the standard concrete pavement.
- The road design should consider how to make businesses visible, attractive, and accessible to people entering and moving through the area.
- Accessibility for the handicapped and seniors should be incorporated into the design.
- The interconnected network of streets should necessitate slow traffic and be “neighborhood-like.”
- If there is a strong interest in attracting tourists and business will need to take large deliveries, then access for RVs and other large vehicles needs to be built into the road/parking design.
- A lighted pathway could connect the site to Crozet Park. “Intelligent lighting” design principles should be used to protect night sky views (stars).



### **Small Group #3**

Facilitator: Selena Cozart O'Shaughnessy

Designer: Reed Muehlman

There was a general preference among Group 3 participants for the grid pattern and large plaza of Concept B. Concepts A and C were least appealing to this group because they have awkward street plans. The "X-shaped" intersection in Concept A raised concerns for safety and traffic flow as it was reminiscent of the unfavorable Stonefield development. The group acknowledged that more parking is needed but no one wants more. There were opposing views about the possible over/underpass for the railroad crossing. Moving the pedestrian bridge (depicted in all 3 concepts) to the east near the Great Valu Shopping Center was discussed as an alternative. Specific ideas, comments and questions from the group included:

#### **Civic Space**

- The rectilinear plaza was favored because it is larger and was viewed as having the safer traffic scheme.
- The plaza could be modeled after Lee Park in Charlottesville with the tree lined green space and views of the mountains.

#### **Streets and Infrastructure**

- There are concerns the location and access to the primary road through the site.
- A parking structure can benefit the site and meet future traffic demand.
- Vehicle volume through the site should be researched.
- There is concern about the main entrances and exits from the site onto Crozet Ave.
- Pedestrian connections should consider accessibility for seniors and handicapped persons.

#### **Other Ideas**

- A different plan for vehicles to cross the railroad tracks could be considered.
- The area could be a pedestrian mall, parking on basement levels. The group questioned whether the plan should be a boulevard or a main street, or to consider flipping the primary and secondary street locations.

#### **Clarifying Question for the Small Group presenters:**

*Did each group prefer the formal (Perspective B) or less formal (Perspective A) greenspace depiction?* Group 3 liked the plaza as a greenspace with the option of more hardscaping in the future. Group 2 preferred a greenspace and emphasized that it should be publicly owned. Group 1 liked both options but the less formal option was more preferable.

#### **Final Questions, Comments and Next steps**

After the small group discussion presentations, the large group had questions about next steps as well as specific questions and comments which included:

- Invite CSX to a future meeting to look into options for connections over/ under the railroad in the future. Invite VDOT to future meetings as well to clarify regulations and answer questions.
- Research on other examples of public-private partnerships, as well as pro's and con's would be helpful in the future.

- *Will the Planning Committee continue to seek grants?* Their scope is just around these two meetings currently. They will meet one more time to review this process and discuss possible next steps. The CCAC, CCA, and the Downtown Business Association are the long-term home for civic engagement in Crozet.
- *If Albemarle County has designated this a growth area, what kind of funding can help make that happen? There is a need for funding from the County to support the infrastructure needed to keep pace with the effects of growth.* There is a strong need for funding. The County has submitted a CDBG planning grant to the Dept. of Housing and Community Development for this conversation to continue on behalf of Crozet.

## **Meeting conclusion**

All community members were encouraged to talk with their neighbors and leaders, share information and feedback with your organizations to discuss ideas for future of the Barnes Lumber site. Dialogue + Design will send out meeting summary and final report from the effort to the email list. Future possible meeting notification will be sent out via email to the group as well, and see the CCA [www.crozetcommunity.org](http://www.crozetcommunity.org) website for additional details about the site.

The Appendices below contain additional detail provided by community members about the design concepts, includes a list of participants that attended the meeting, the Design Guideline handout from the meeting, as well as the Design Concept images.

## **APPENDIX A**

### **Individual Feedback, Ideas and Questions from participants shared at the end of the meeting from a questionnaire.**

The following are the most common ideas and concerns from the 25 comment sheets relating to the feedback questions and design concepts.

- There is a need for more research on public/private partnerships and funding opportunities.
- Design Concepts A and B had the most favorable features, however there were hesitations about individual design aspect such as plaza size and road layout.
- There is a need for concrete action and understanding of parking and road phasing.

**Concept A** – 2 found this design the least appealing.

**Concept B** – 9 people were in support of this plan, and only 1 had concerns.

**Concept C** – Only 1 person mentioned this design concept.

**Public/private partnerships** – Respondents viewed the partnership as an opportunity for the developer to profit at the taxpayers' expense. There is concern about how the partnership will function. There is a need for examples of successful partnerships.

**Guiding Principles** – Walkability and safety for pedestrians and cyclists is paramount. Parking is also a concern that needs to be appropriately addressed and further researched. There is interest in a plaza with both green space and hardscaping.

**Challenges and Opportunities** – There is concern about adequate parking, logical road design and feasibility of the railroad crossing.

**Next Steps** – There is a need for a specific phased plan and concrete action on the site. A few respondents would like to see the remaining structures and foundations removed from the Barnes Lumber site.

<b>Individual Feedback Responses from the June 11<sup>th</sup>, 2015 Meeting</b> (each number represents one person's response in each horizontal row)				
	<b>1. What design features appeal to you in each concept? What features are least appealing?</b>	<b>2. What ideas do you have to move the designs forward? Public/private partnerships? What guiding principles are most important to you? Other ideas?</b>	<b>3. What challenges and opportunities do you see for the short-term and long-term for Crozet and the Barnes Lumber site?</b>	<b>4. What are the most important next steps?</b>
1	Only 'B', the grid design is worth pursuing	A & C = too small civic area. Also awkward street arrangements. No public-private		

		partnerships.		
2	<p>Only B is representative to what people wanted at the first meeting. I'm wondering why the designer was so negative about Plan B always bringing up issues.</p> <p>Least appealing: Design A with the original street design that has a plaza that's one side of the intersection. All 3 of them seem to be elaborations of the original F. Stoner plan</p>	<p>Will the railroad cooperate with the town as far as a crossing? They probably won't allow a vehicle crossing – they took one out. It doesn't seem practical and would be very expensive.</p> <p>Public/private partnerships: Not really, just about expense. Will the developer share profits with the public sector or is the profit all for Milestone? Sounds like the public helps the developer to make money with less risk (or even investment)</p> <p>Guiding principles: grid &amp; block. Dedicated plaza that is not part of an intersection.</p> <p>Design A is my least favorite.</p> <p>Traffic alternatives in Plan B.</p>	<p>It seems like you (Milestone) need to find tenants. It's your investment and the property wasn't expensive (relatively). The boulevard concept could just be one primary street – not a divided road.</p>	<p>The team did a nice job but I don't want to see any more county money spent on meetings – so much waste and rehash. No more charrettes with grant money. I feel that I am being led to pay for what the developer doesn't want to do, although I applaud his desire/willingness to get public input.</p>
3	<p>Walkability, integrate a farmer's market feel into the new civic space. I like the pedestrian crosswalk over the railroad. But move it east away from the underpass that exists. I realize the desire to connect to the Depot.</p>	<p>The community raised \$1 million for the library, can we get this kind of commitment and buy in from local philanthropy (big donors?, downtown development effort)</p> <p>Guiding principles: vibrant, authentic, flexible, transparent, partnership</p>	<p>Identifying and attracting the right kind of businesses (market analysis)</p>	
4	<p>Most appealing - Location of civic space in "A"</p> <p>Connection to Crozet Park Phasing</p> <p>Connection to 240 under RR tracks</p> <p>Least appealing – Location B pedestrian RR crossing.</p> <p>Further to the east? Perhaps east side of the old Crozet library</p>	<p>Partnerships – County is/may be investigating districts crowd sourcing? I support the County investing public funds in this project, foods, sidewalks, etc. Raise my taxes!</p> <p>Guiding principles – walkability, viewshed, community, safety</p> <p>Other ideas – what will the phase 2 and 3 space be used for or look like in the interim?</p> <p>Parking? Walking trails to connect to Crozet Park and nearby neighborhoods to phase 1?</p>	<p>Challenge – this public proves. I like it. I agree with the approach and appreciate the effort by Milestone but I don't want to see it derail or cause us to plan for years.</p>	<p>Taking one! (Sorry, couldn't resist)</p>
5	<p>Support of Plaza A or B.</p> <p>Larger simple space, pavilion for farmer's market. (roads truck access) Want twists and turns for traffic calming.</p> <p>Mountain views for all.</p> <p>Least appealing- square is shut off from rest. A: street is too inviting for speed.</p>	<p>Roads one-way loop good. 25 mph max. Make a phased list, 5 year intervals. Plan for transitions over time. Park -&gt; building or garage.</p> <p>Guiding principles- connectivity, inclusive and affordable. B- Better choices in road network.</p> <p>Other ideas- seed examples of public-private partnerships</p>	<p>Need a pioneer business to commit and others will follow</p>	<p>Continue to seek funding from many sources. Break down costs for civic space.</p>

6	<p>Parking in rear, railroad crossing even if it is pedestrian only; trees, trees! Pedestrian friendly; want traffic flow to highlight downtown current businesses.</p> <p>Least appealing- The roads shown going into the Hilltop neighborhood. The parking garage is very unappealing. Narrow roads are the least appealing.</p>	<p>Move forward on design B. Public/private- very, very carefully. Public partnership on transportation/pedestrian issues. Guiding principles- green space that is not bordered by buildings. Like the ideas of Lee Park. Other ideas- keep the scale + height of buildings as low as is economically feasible. Two story; diverse is best.</p>	<p>The pressure to have this site included in residential. I think residential would be OK on upper floors, but not on ground floors.</p>	<p>Continued community input. Lots of notice for public hearings.</p>
7	<p>Plaza: 1) prefer plan B with larger space but not more formal in design/designed more like Plan A. Green 75%, Hardscape 25%</p>	<p>Roads: 1) Nothing straight through. 2) Prefer Plan A. Because it comes to a point or triangle and give a natural route for traffic in and out.</p>	<p>Guiding principles – connectivity and options</p>	
8	<p>Larger civic space, flat, green grass, some trees. Less cars zooming by. Do not like plan with the concrete plaza design. Least- do not like the plan with the formal hardscape design (B). Not usable during winter.</p>	<p>Staying open minded, getting the infrastructure nailed down, give a name to the civic space to stand behind and rally, “the block.”</p> <p>public/private- Yes I am loving these meetings and getting input. Principles – pedestrian/bicycle friendly</p>		<p>Could there be a rough plan presented, example</p> <p>Step 1- roads and plaza</p> <p>Step 2- Business within 2 blocks of plaza</p> <p>Step 3- residential, etc.</p>
9	<p>Civic area “</p> <p>Least- Hilltop access and/or dead-end street</p>			
10	<p>Smooth road connection, medium green space</p>	<p>Virtual reality</p> <p>Public/private- VDOT, County, Federal Main Street, Fund drive, business commitment</p> <p>Guiding principles- integrate with current space</p>		
11	<p>Connections to other streets in Crozet. Outdoor dining along the plaza.</p> <p>Least- creation of a thru street that could make high speed traffic possible.</p>	<p>Guiding principles- Affordability and practicality are most important. Least important consistent visual design.</p>	<p>The danger of creating a “camel” i.e. a horse designed by committee. Let the developer and designer do their job. They know better than “majority rules” what is feasible and workable.</p>	<p>Most significant concern/recommendation re: plaza and road. Plaza- should feel open and safe, not like only people who live these or shop these are open. Open areas for outdoor dining.</p> <p>Roads – should encourage slow for driving, and parking not necessarily adjacent to shops</p>

				give people opportunity to walk
12	My favorite → Design Concept C. Don't like the southern access to Hilltop Street. There's already enough traffic funneled through Tabor Street. Prefer a rail crossing, but I know that would be expensive.			
13	Concept B. Ease of access through area to avoid back up at railroad trestle- so no left hand turns to go north on Crozet Ave, right at library and right onto Three Notch'd Road			
14	Walkability, green Least- over paved, roads	Distinct target market in small phases. Public/private- yes? Principles- balance between community input and pragmatic usefulness. Other ideas- plan for one large structure, vertical expansion over time		Solid/timely first phase that is profitable
15	Like grid pattern Concept B Least appealing- Concept A	Make 1 <sup>st</sup> floor parking (under building) then 2 <sup>nd</sup> floor commercial and upper floor residential Public/private- this is a private development. No tax dollars. Guiding principles- Master Plan & Downtown Master Plan should be guideline		
16	Largest plaza possible (Concept B). Crossover railroad tracks to connect pieces of town Least- buildings taller than 4 stories are a bad idea	If you will build it, they will come Public/private- County should pay for crossover tracks Principles- large, attractive civic space cross over the tracks	Forget the driving tunnel under the tracks	Develop Concept B
17	Concept B is best, big square. Leapt- demolition derby stole X-shaped intersection, tiny plaza, move pedestrian railroad crossing to near Great Valu.	Demo lumber site ASAP. Make Mountainside into a parking ramp or tear it down (eyesore) Public/private- developers need to find own sources of funding. I'm not lining their pockets. Principles- walkability, environmentally responsible. Other ideas- one screen movie theater, traditional town square, Norman Rockwell, Back to the Future style	Challenge – current site is an eyesore and hazard.	Demo lumber site
18	More parking- buildings that fit the civic scape least- high buildings, parking on 2 sides of the street. One-way streets, open spaces	Money and patrons to build and stay and live in the news areas public/private- yes but where does the public money come	Get something started regardless of what, just to show the public that something is indeed happening, style of things	At least clean up the site. Remove all the old buildings and concrete

		from, get the County Principles- All should get as a whole- too much or many styles does not fit the small space		footings. The whole area is very “war-like”
19	Plaza with park-like feel. Trees, plants, etc. Some curve instead of all straight lines (roads, paths, etc.) Least- lack of parking	Principles – adequate parking		
20	Park space/fountain/farmer’s market Least- track crossing		Train stop/ sitting area	
21	Railroad/pedestrian crossing. Public space on western end. 36’ wide street Least- layout is confusing as Stonefield	Public/private- funding should have been established prior to purchasing property		
22	2 Plans set? Building us green space?	Perimeter main roads with pedestrian mall. Easy access by car and exiting.	Small stores, family restaurants, free parking garage.	
23	Large Plaza in Concept B Least- NO traffic circles as in Concept C. Block view from square bad idea.	Public/private partnerships- NO way, No how!! Principles- Stay under master plan		VDOT and railroad approval
24	Concept B – its okay to have 2 blocks that are downtown. Grid system is key. Parking along tracks all the way. Least- The plaza in A is a waste, small, next to tracks, view is blocked restaurant in that triangular building seems unfeasible. Street system awkward in both A and C. The X-shape intersection is terrible	Public/private- Limited, maybe Pedestrian X-shaped intersection  Principles- grid, useable plaza		
25	Concept B is best with all things considered. Least- who is going to pay for this?	Public/private- Who is going to pay for this?		Who is going to pay for this?
26	Least- “Main Street” = congestion to me. Maybe a circular roadway.	Public/private- not really a choice, right!? Principles- open, democratic space, green, safety for pedestrians/cyclists/cars, 75% green, 25% hard space	Challenges- parking, increased traffic, congestion in the square Opportunities- walk/bike-ability, play space, farmer’s market, trail shops	Defining a road plan and heart space plan. Build to fit after.



## **APPENDIX B**

### **Meeting Participants**

1. Andrew Quarles
2. Angie Breving
3. Ann Mallek
4. Anna E Peter Thomas
5. Anna Rossberg
6. Anne DeVault
7. Arthur J Wollam
8. Barbara Westbrook
9. Besh Bassett
10. Bevin Boisvert
11. Bill Dister
12. Bill Schrader
13. Bob Helt
14. Candace Mason
15. Carolyn Brauner
16. Charles Shieffelt
17. Chris Holden
18. Christie Wiggans
19. Claudette Grant
20. Dan Mahon
21. David Coats
22. Deborah Ferreira
23. Denise Field
24. Denise Wilcox
25. Dirk and Carmen Nies
26. Don Hillambhoro
27. Elanor Vroeger
28. Elliot B Tyler
29. Erika Priddy
30. Gathirs W
31. Gene Locke
32. Hank Weil
33. Helena Gallagher
34. Ian Henry
35. Janet Armour
36. Jennie Moody
37. Jennie More
38. Jim Duncan
39. JoAnn Perkins
40. Joe Mikalson
41. John Oprandy
42. John Savage
43. John Smith
44. Jon Sievers Mahon
45. Jonathan Kauffman
46. Kamran Pirasteh
47. Kim Connolly
48. Kim Guenther
49. Kim Kepdchar
50. Koby More
51. Kurt Vroeger
52. Lisa Marshall

53. Lou Loper
54. Margot Diaz
55. Mary Beth Bowen
56. Mary Gallo
57. Mary Mikalson
58. Mary Minor Henderson
59. Mary Rice
60. Mary Rose Serafiui
61. Meg Holden
62. Michael Gallagher
63. Michelangelo Loving
64. Michele Campolieto
65. Mike Wyson
66. Minal Mustry
67. Nancy Hackman
68. Paul Campolieto
69. Paul Grady
70. Paul Stadig
71. Peggy Schrader
72. Phil Selmer
73. Rachel Breving
74. Rob Gutkowski
75. Robin Miksad
76. Roger W Lehr
77. Rosalyn Keese
78. Sam Craig
79. Sharon and Pete Ekstrand
80. Sharon Tolczyk
81. Stephanie Grice
82. Stephen & Angie Rutherford
83. Steve von Storch
84. Sue Munson
85. Susan Craig
86. Susan Stimert
87. Sy Hallock
88. Teri & Steve Kostiw
89. Terri Miyamoto
90. Terry Hogan
91. The Armstrongs
92. Tod Allen
93. Todd Gordon
94. Tom Hackman
95. Tom Loach
96. Troy B Hamilton
97. Welledan

### **Planning Committee members present at the meeting**

98. Tim Dodson, WAHS student
99. Meg Holden, Crozet resident
100. Mike Marshall, Business owner and Crozet Gazette editor
101. Brenda Plantz, Crozet Board of Trade, Parkway Pharmacy business owner

- 102. Michelle Simpson, Resident in adjacent neighborhood
- 103. Dave Stoner, Crozet Community Advisory Council
- 104. Frank Stoner, Crozet New Town Associates
- 105. Tim Tolson, Crozet Community Association

**Consultants / staff**

- 106. Christine Gyovai, Dialogue + Design Associates
- 107. Reed Muehlman, Dialogue + Design Associates
- 108. Emily Heymann, Dialogue + Design Associates
- 109. Gary Okerlund, Okerlund Associates
- 110. Mary Lieberth, LPDA
- 111. Mary Beth Bowen, Communications and Branding
- 112. Emily Kilroy, Albemarle County
- 113. LJ Lopez, Crozet New Town Associates

## **Appendix C – Design Guidelines as presented at June 11 meeting**



### **Top ideas for possible Design Guidelines for the Barnes Lumber site from the May 27 Community Meeting**

#### **Downtown Crozet Initiative – A Vision for Barnes Lumber**

**June 11, 2015**

#### **Development principles and guidelines for the commercial core and overall site**

*(Key ideas that can help guide the evolution of Barnes Lumber)*

1. Authenticity: Development that is true to the nature of Crozet: eclectic, small town. Honor and draw on historic precedents but don't try to copy things that can't be reproduced.
2. Environmentally sensitive and responsible.
3. Vibrant: Create reasons and places for community to gather.
4. Pedestrian and bicycle friendly.
5. Connectivity: the downtown, business, residential and park areas of Crozet.
6. Safety and fun for families, children, and residents with a variety of entertainment options.
7. Orderly infrastructure: streets, sidewalk and building networks.
8. Evolving and flexible: Thoughtful coordination of phasing of site development, access, buildings and parking. Maintain flexibility to take advantage of future opportunities.
9. Inclusive and affordable: Create affordable opportunities for local business to locate and grow in downtown. Create a variety of housing opportunities walkable to downtown. Focus on higher density in the core.
10. Partnership: Developers/community/County committed to implementation.
11. Transparency: No secrets.

#### **Core Design Concepts**

1. Architecture and street scape features that enhance the visual character and unique qualities of Crozet.
2. Incorporate significant environmental features (street trees, stormwater management) utilizing the Best Management Practices (BMPs) for sustainable design.
3. Infrastructure features for pedestrian and cyclist safety.
4. Include a community gathering / civic place that is fun, multi-use and safe that maximizes on viewsheds. Site should be located at the western end of the Barnes Lumber Property.
5. Improve connectivity to existing infrastructure, businesses, neighborhoods and parks in Crozet.
6. Coordinate phasing and scale of development in accordance with market needs and financial resources.

## **Top themes from May 27 Downtown Crozet Initiative: Vision for Barnes Lumber mtg.**

### **Civic Space**

- Public green space and town center on the western end of the Barnes Lumber site that is:
  - Multiuse.
  - Adaptable.
  - Maximizes important viewsheds.
  - Dedicated community gathering and event space.
- A pedestrian center or square as the hub and heart of downtown Crozet.
  - Incorporate a farmer's market.
  - Public space for music, plays, and movies.
  - Examples of other uses might include a skate park, community theatre, amphitheater, ice cream, pop up shops, and/or dog park.

### **Green space**

- Connectivity in all aspects of site design.
- Best Management Practices for stormwater management and reduced environmental impacts of development.

### **Streets and infrastructure**

- Deliberate street layout and parking design with accessibility for all ages.
  - Create thoughtful parking design with capacity for future parking and transit needs.
  - Consider block and grid street pattern.
  - Focus on streets that are accessible to pedestrians and bicycles travel.
  - Accessible streets for all ages with traffic calming safety measures.
  - Foster safe streets that can accommodate slow paces of travel flow.
- Consider access over/under the railroad tracks to businesses along Three-Notched Road.
- Consider permeable paving options.
- Future transit connections or shuttles to Charlottesville and the surrounding community including passenger rail.
  - Improved regional transportation connections.
- Parking ideas to consider:
  - Structured parking on eastern end in conjunction with across over/under the railroad tracks.
  - Parking buffer along the railroad tracks.
  - Consider underground parking options.

### **Overall Barnes Lumber site considerations (including around buildings)**

- Affordable housing that is consistent with green building design.
  - Consider a partnership with Habitat for Humanity.
- A mixed-use approach to overall site design as well as the design of specific buildings (e.g., parking, retail, green space/agriculture production).
- Structures should use unique architecture or LEED certified guidelines.
- Environmentally sensitive building and green space development.

- Commercial should include retail and office space.
- Incorporate low-impact development opportunities.
- Locally grown retail and professional retail/office.
  - Prioritize this over housing.
  - Not emphasis on single family detached housing at the site.

### **Downtown Crozet**

- Connection with greater downtown Crozet area is needed – especially with sidewalks, connected park systems, existing downtown business support, support of new entrepreneurs for new locally-grown businesses.
- Connections within the site and around the site.

### **Businesses and economic development**

- Encourage new job opportunities through a variety of commercial and retail space.
- Develop a small boutique hotel to attract regional travelers people into Crozet.
- Develop enough office and commercial space for companies to grow.
- Foster locally grown businesses and entrepreneurs.

### **Overall Challenges**

- Coordination with VDOT & County engineering guidelines.
- Parking.
- Access and traffic: Railroad Track Crossing and connection to Hilltop.
- Construction and maintenance of public spaces.
- Affordable construction for affordable rent.
- Economic development – how do we attract more businesses to Crozet?

### **Overall Opportunities**

- Public private partnership for enhanced public realm and affordability.
- Grants for civic space.
- Strong community groups and downtown businesses.

### **Needs / next steps**

- **Funding** – commercial and residential spaces should be affordable for businesses and community members. It was mentioned that quality spaces will require funding from multiple sources.

# **SAMPLE DESIGN GUIDELINES MASTER**

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*Developed by Okerlund Associates*

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## Appendix D – Design Scenarios presented at June 11 meeting



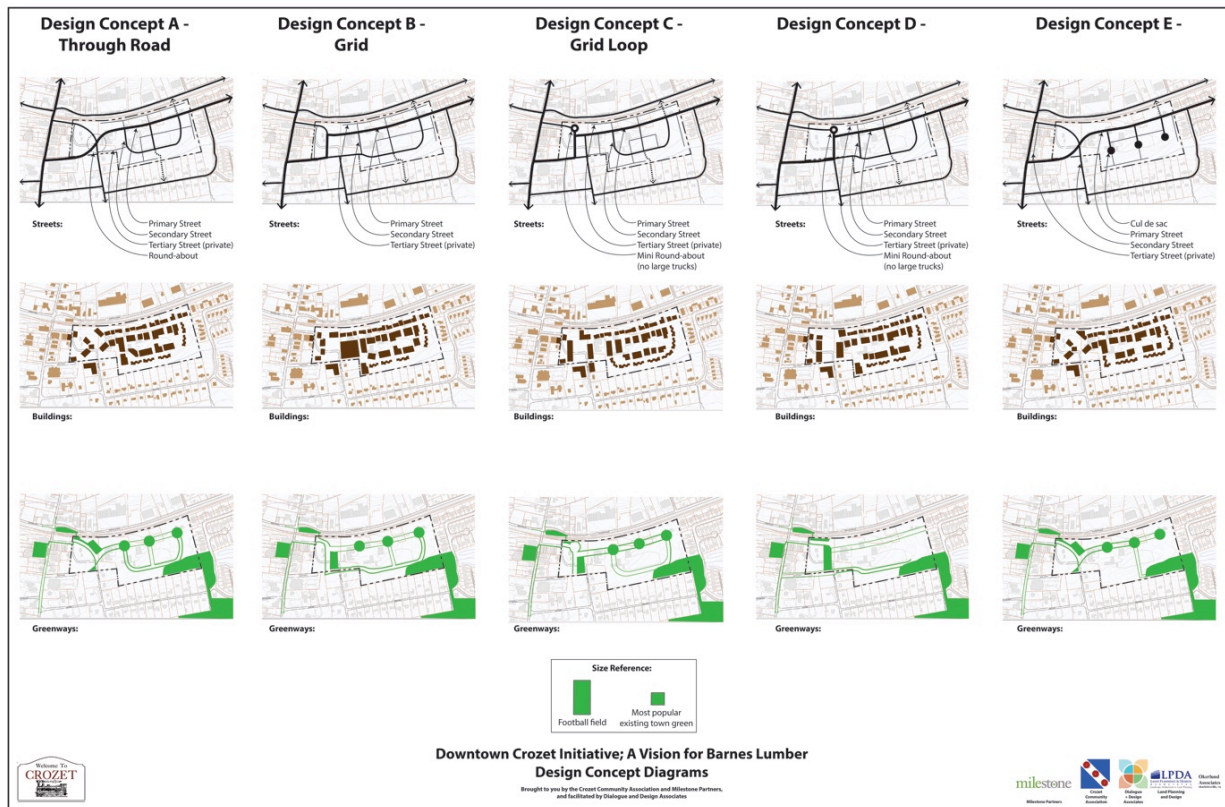


Scale: 1"=100' 0"



### Downtown Crozet Initiative: A Vision for Barnes Lumber Design Concept C - Grid Loop

Brought to you by the Crozet Community Association and Milestone Partners, and facilitated by Dialogue and Design Associates



### Downtown Crozet Initiative: A Vision for Barnes Lumber Design Concept Diagrams

Brought to you by the Crozet Community Association and Milestone Partners, and facilitated by Dialogue and Design Associates





