



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 27th meeting as well as a preview of the meeting's agenda. The full summary from the May 27th 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 27th 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 27th 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 ft² but the preferred average is 1 space for every 200 ft².
- *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 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.

Individual Feedback Responses from the June 11th, 2015 Meeting (each number represents one person’s response in each horizontal row)				
	1. What design features appeal to you in each concept? What features are least appealing?	2. What ideas do you have to move the designs forward? Public/private partnerships? What guiding principles are most important to you? Other ideas?	3. What challenges and opportunities do you see for the short-term and long-term for Crozet and the Barnes Lumber site?	4. What are the most important next steps?
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 & 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 -> 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 st floor parking (under building) then 2 nd 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. Candae 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 Kepadchar
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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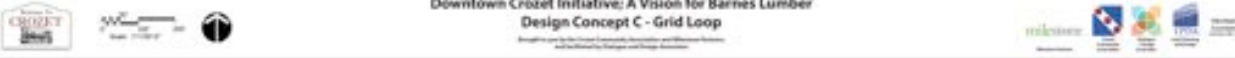
Appendix D – Design Scenarios presented at June 11 meeting







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



Design Concept A - Through Road	Design Concept B - Grid	Design Concept C - Grid Loop	Design Concept D -	Design Concept E -

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

