



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 11th** 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 11th 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 11th 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 or reed@dialogueanddesign.com.

Small Group 1 – Design and Feedback Notes

Facilitator: Selena Cozart O'Shaughnessy 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.

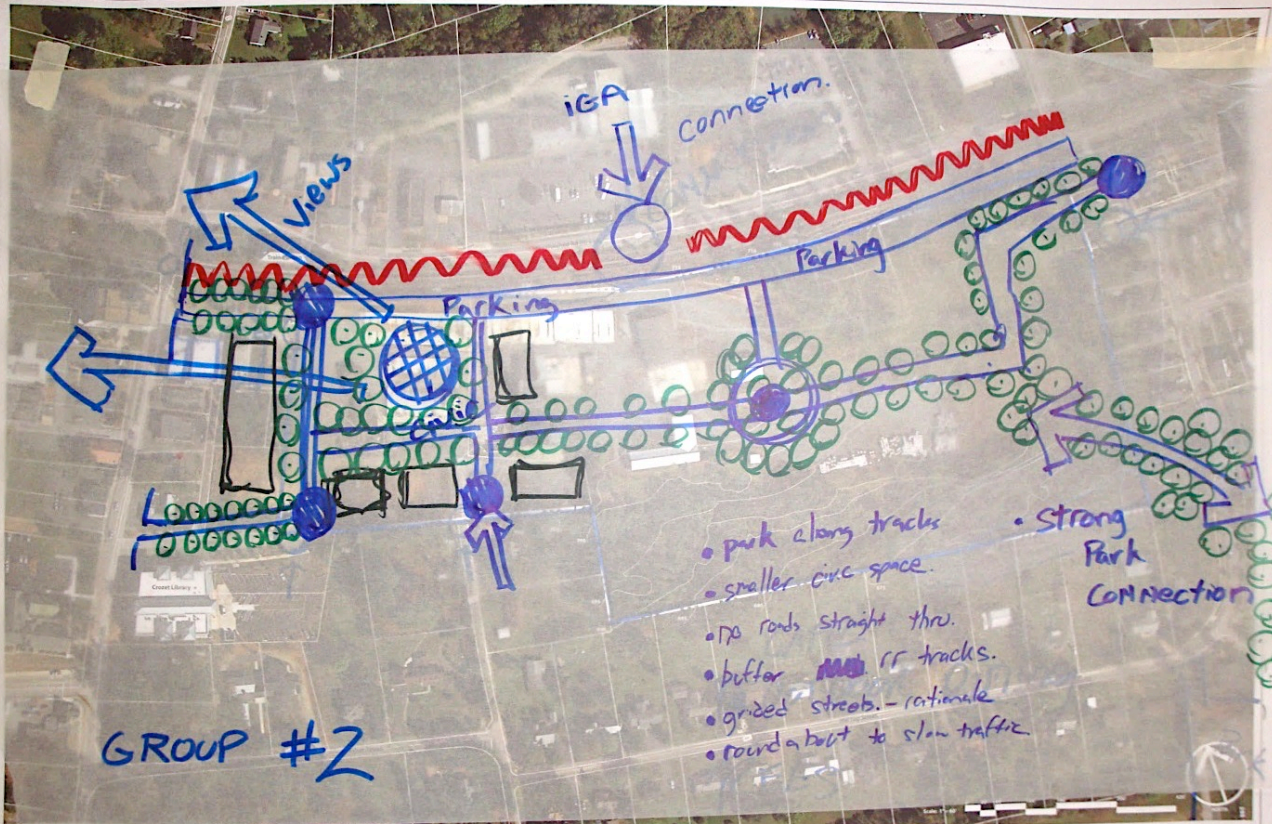
Commercial and Built Space

- 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.

Facilitator: Emily Heymann Designer: Mark Lieberth

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.

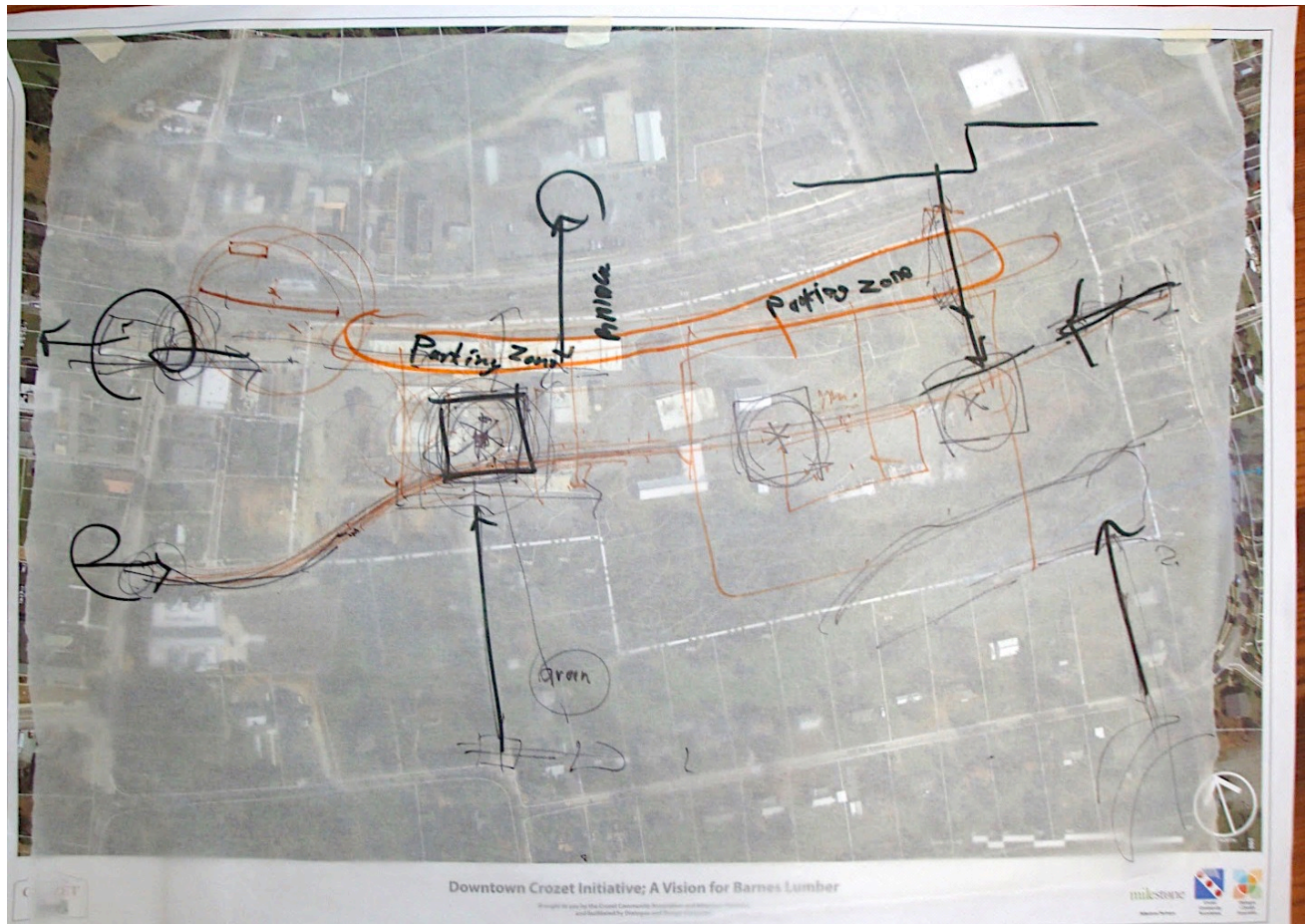
- Collaborate with groups such as Habitat for Humanity to accomplish this aspect of the project.
- Use a 'green design' framework.
- Provide community garden space to further support the residents.

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

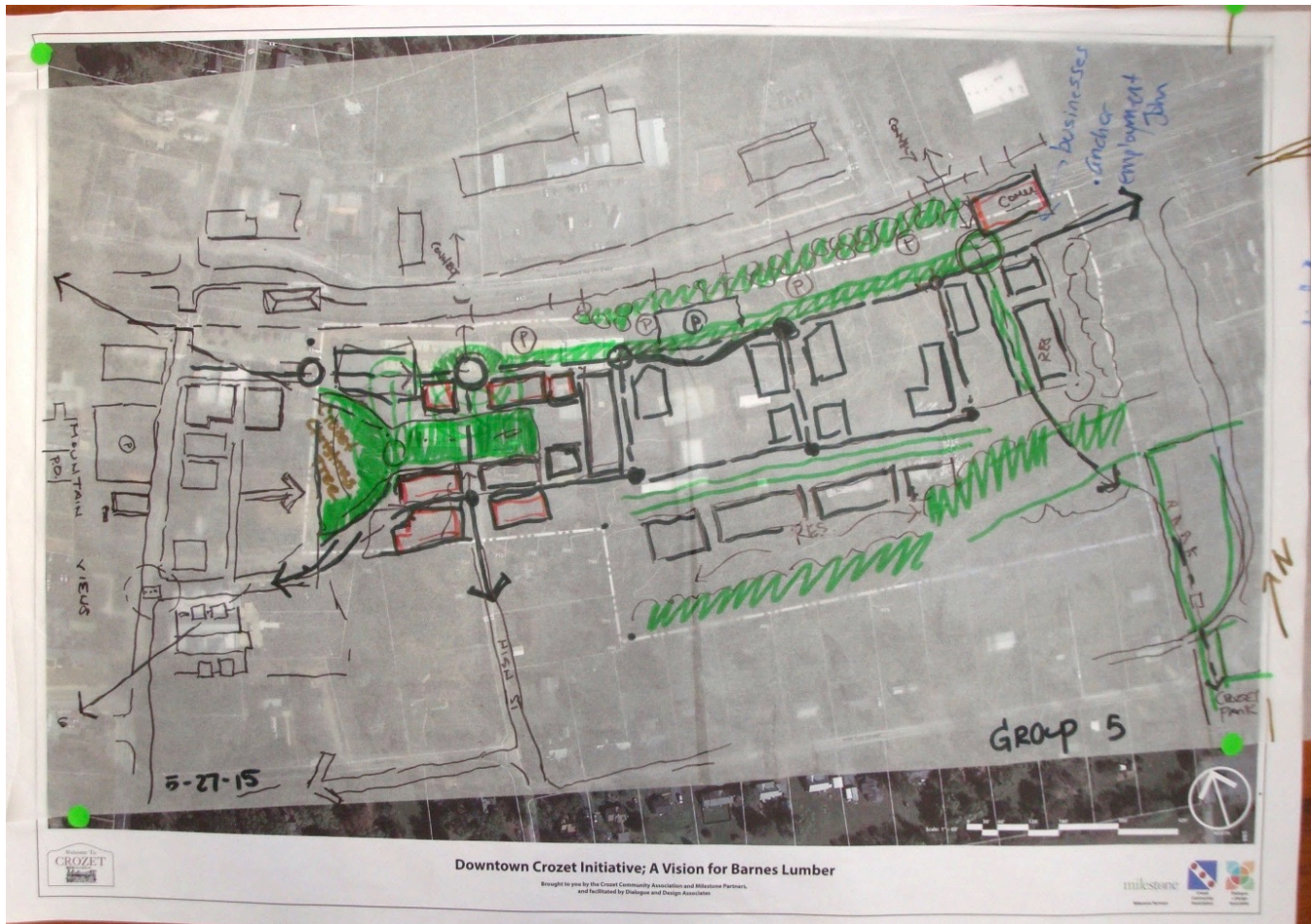
- There is need for a space surrounded by small, local retail shops and professional offices.
- Mountain views should be protected.

- 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.

	Top Ideas for the Barnes Lumber Site (especially around greenspace, civic space, and streets and infrastructure; Numbers represent one individual person's feedback.)			
	Idea #1	Idea #2	Idea #3	Additional Ideas
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, and questions about the process may be sent to Christine Gyovai, a facilitator for the effort with Dialogue + Design Associates at: 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*