

**Paul Grady's presentation to the Crozet Community Advisory Committee
on September 16, 2015 about his Barnes Lumber re-development design.
As provided by Paul Grady**

Hi, my name is Paul Grady and I have an Architecture Degree from UVA and I have been an amateur transportation planner since 1988.

First, I'd like to make a few disclaimers:

- This is approximately the same block layout that Warren Byrd used.
- I only colored in those areas that I changed.
- I did not put Library Ave. through to Parkside Village because it would have to cross HOA greenspace.
- Instead I connected one of the side streets south to Hilltop and included townhouses for affordable housing.
- The only surface parking surrounds the central park and as parallel parking on the eastern part of Lib. Ave. and all side streets.
- Instead of a large parking garage, I placed one level parking decks over lots in each block. I use the "Queen Charlotte Square" parking deck model. Frank Stoner built "QCS" in 1987.
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I chose the high ground for the central park because:

- It was the biggest block and allowed Oak St. and the loop street around the park to have double loaded perpendicular parking.
- That allowed the major north-south street to be aligned with High St.
- I located round-abouts at the intersections of Lib. Ave. and High St. and High St. and the other major east-west street which I am calling Main St.
- The centers of the round-abouts would become rain gardens and become part of the stormwater management system.
- High St would continue north through a tunnel under the railroad tracks and Three Notched Rd. and end up where the car wash is today.
- I didn't include the pedestrian overpass over the RR tracks but instead put that money toward the tunnel.
- I use the existing shopping center ramp up to Three Notched Rd.
- I extended High St. to Crozet Ave.

If you have the older design dated Dec. 9, 2010, you will notice that it was done over a topo map.

- Something that has always bothered me is that a small portion of Three Notched Rd. was higher than the railroad tracks.
- As part of the tunnel construction I would move Three Notched Rd. north away from the tracks and lower it. That would allow that part of the tunnel to be built out of the existing traffic lanes.
- This would allow for additional parking for the Train Depot.
- In 1990 I went to Richmond to speak at a public hearing where CSX proposed to abandon the rail line through Crozet. I spoke in favor of keeping the rail line because if we were ever going to have a transit rail system in the future this line was critically

important. CSX was not allowed to abandon the line and six months later CSX's track along the James River was flooded and this line was all they had for a while. Shortly after that, CSX leased the line to Buckingham Branch RR.

- South of the RR tracks, there is a portion of the Barnes property that is also above the elevation of the RR. When Mr. Stone starts construction, I would like to see that area lowered to the level of the RR. Hopefully this can be extended into the Square parking area so that the grade in front of Parkway Pharmacy can be lowered to eliminate a serious flooding problem because the sidewalk is below street level.
- At the same time I would like to see the elevation of the central park raised and surrounded by a retaining wall.

The other reason that I located the park at the western edge of the Barnes property was to allow more property owners to benefit from facing the park, not just Mr. Stoner's partners; a spreading of the wealth so to speak.

- Since the two houses on High St. that Ross Stephens owns are in the DCD, I am confident that property will redevelop at some point so I included it.
- I would recommend that all the developers of the buildings surrounding the park should be incentivized to include underground parking. For example, if a developer were to include one level of underground parking they should get a fifth floor or if they are willing to build two levels of underground parking, then they could receive fifth and sixth floors.
- I believe the buildings surrounding the park should be the tallest buildings in Crozet with the height tapering lower to the east and south.
- I think that one of the most important things that any individual can do to help reduce global warming is to plant trees. I encircled the park on three sides with trees leaving the north side open for the mountain views and so the south wall of the building north of the park could be used as a movie screen.
- I do not believe that the Farmer's Market should be located at the park. The Farmer's Market would not be as visible in the park as it is on Crozet Ave. and if it cannot stay at the Church lot forever, then I would recommend that it be located in front of Mountainside. The Bank and the Post Office are both closed on Sats.
- I also included a deck over the Library's current parking lot and located a COB next to that. If the County doesn't own all of that land now, I would highly recommend that they purchase it ASAP. It could start out as a small modular building for a Police Substation.

In all the other recent designs, the parking has been located in the centers of the blocks aligned east-west. That doesn't work for two reasons.

- First, you end up with less than half the parking you need.
- And second, with the buildings aligned facing the two east-west streets, having buildings on both sides of the block does not provide buildings that are deep enough to accommodate retail. The blocks are approximately 200 feet north-south and 300 feet east-west. If you were to construct 100 foot retail space on an Main Street and then 65 feet of parking east-west behind that, you would end up with only 35 feet and not have enough depth to build anything on Lib. Ave.
- Locating the "Queen Charlotte Square" 65 foot parking decks aligned north-south in the centers of the blocks allows for 100 foot buildings to the east and west with 35 feet left

over. The main drawback to this design is that some of the businesses would only face side streets, but theoretically, their rent should be less, and they could be entered from the parking deck in back.

- This design provides the greatest amount of buildable ground floor square footage of all the designs and the highest number of parking spaces without the need for an expensive multilevel parking garage.
- The “Queen Charlotte Square” parking decks are fairly inexpensive to build and the cost should be shared by all lot purchasers in each block.
- I would highly recommend that the BOS alter the Crozet Master Plan and increase the parking requirements for the DCD ASAP.
- The smaller blocks to the south and east I would recommend be for apartments and because the land slopes dramatically to the south and east, those decks can be conventionally built level.
- The blocks to the north along the railroad tracks are virtually flat and would probably not accommodate the “QCS” deck model.

Parks, greenspace and trees should be a very important part of this development.

- I create an ever widening greenspace with a path from High St. east along the southern border of the DCD to the “Stormwater park” as Mr. Byrd called it.
- I would like to see Stormwater park have a pond with a pier for fishing.
- To make the Square more of a pleasant place to be I closed the Street and replaced the western end of it in front of the Mudhouse and Georgetown West with a mini park with trees and tables and chairs. I do the same in front of Fardowner’s and the Chinese Restaurant. Parking in front of Crozet Hardware would be rotated 90 degrees with a net loss of only 6 parking spaces. I believe that we should protect the businesses in the Square from the crush of thru traffic that will occur with the construction of this big project. Besides I think that VDOT would like this idea.