

**CROZET  
ALBEMARLE COUNTY, VA**

# **Historic Preservation Strategies Report**



Historic Image from *Crozet: A Pictorial History* by Steven G. Meeks



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### Historic Preservation Strategies Report

Community of Crozet  
Architectural Resources Study  
Albemarle County, Virginia

Prepared by:  
Arcadia Preservation, LLC

for  
Albemarle County, VA  
Community Development Department

and  
The Virginia Department of Historic Resources

RFP No. 2007-001

July 2008

Amended with minor corrections April 2009

*Acknowledgements:*

This report is part of a community supported architectural resource study that was funded by a Cost-Share agreement between Albemarle County (with the Piedmont Environmental Council) and the Virginia Department of Historic Resources. Arcadia Preservation would like to thank the residents and property owners in Crozet for their assistance in the survey and documentation of Crozet's historic resources. It is also important to recognize the efforts of County staff and the Department of Historic Resources staff for bringing this important project to fruition. Additionally, the historic photographs in *Crozet: A Pictorial History* by Steven Meeks were particularly helpful in providing a context for this study.

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# **Crozet Historic Preservation Strategies Report**

## **INTRODUCTION**

The community of Crozet has reached an important juncture in its developmental history. Selected by the Albemarle County Board of Supervisors as the county's first community to implement a local Master Plan, Crozet is currently being transformed from a hamlet with an appealing historic character to a vibrant and economically-viable self-supporting community.

The Crozet Master Plan recommends the establishment of a National Register historic district in Crozet and the development of guidelines for renovating historic structures and for new buildings. The plan also makes numerous recommendations regarding zoning, transportation, recreation and community facilities, commercial development and redevelopment. This strategies report provides guidance for balancing these varied goals of the master plan. It outlines strategies for retaining Crozet's unique character and historic integrity while creating an urban-form community with upgraded infrastructure and supporting commercial development. This report also clarifies the role that a National Register historic district can play in the retention of Crozet's sense of place and in its economic viability. Through careful planning and balance it is possible to guide Crozet into a vibrant future based on its unique past.

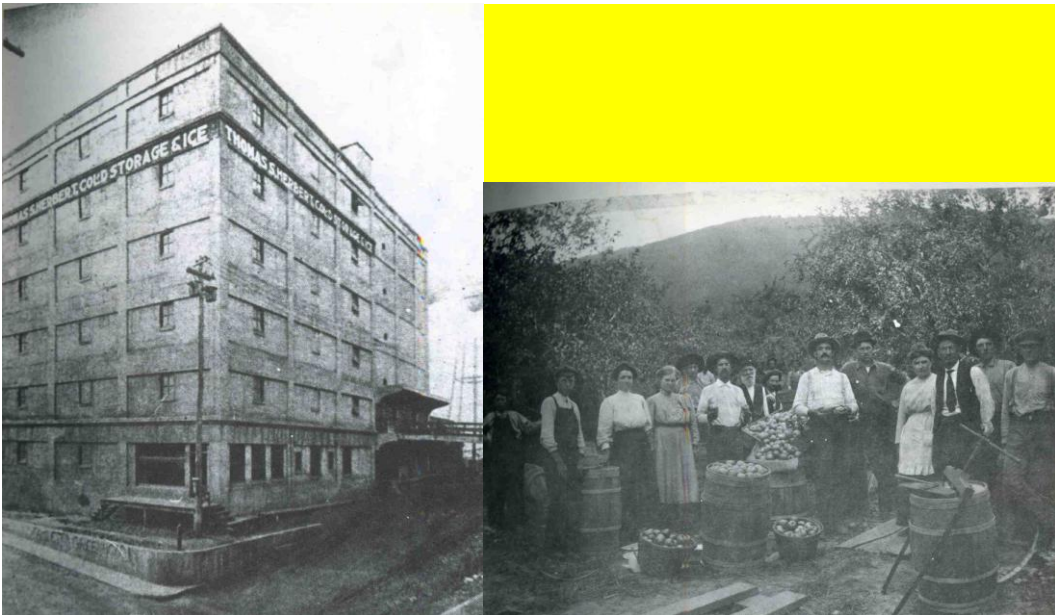
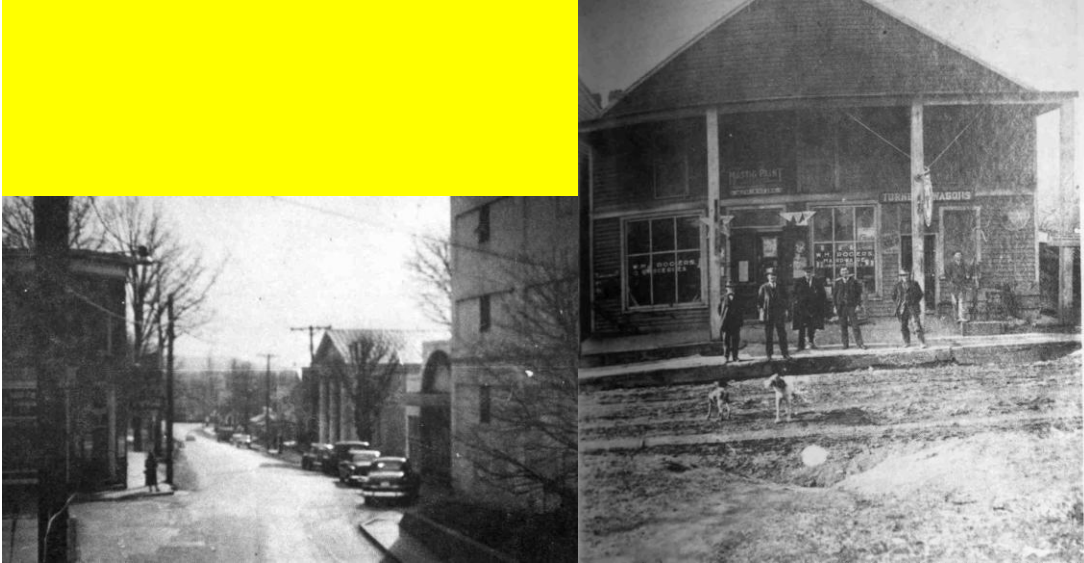
This report is part of a larger Cost Share project entitled *Community of Crozet Architectural Resources Study (RFP 2007-001)* that was developed as a cooperative effort between Albemarle County and the Virginia Department of Historic Resources. The project is in response to the Master Plan recommendation of a Crozet Historic Resources Study. Arcadia Preservation of Keswick, VA was hired as the consultant for the project. The project included a preliminary study to determine if Crozet qualified as a potential National Register Historic District through the preparation of a Preliminary Information Form (PIF), which was approved by the Department of Historic Resources at the State Review Board meeting in March 2008. This exploratory eligibility process included an on-site architectural resource survey of Crozet, general historical research about the community's development, determination of a potential historic district boundary, and resource inventory. The results of this on-site resource survey were used to form the basis of this planning report, the final phase of the Cost Share project.

*The following documents should be consulted for a full understanding of the concepts addressed in this report. All documents are available at the Albemarle County Community Development Office.*

- Crozet Master Plan
- The Neighborhood Model: Building Block for the Development Areas
- Albemarle County Comprehensive Plan, including the Historic Preservation Plan
- Architectural Review Board: A Guide to Development along the Entrance Corridors
- Albemarle County Zoning Ordinance
- Crozet Downtown Zoning Report by Community Planning and Design, LLC (Draft, September 2007)

## SECTION I.

### Crozet's Historic Context and Potential Historic District



Historic Images from *Crozet: A Pictorial History* by Steven G. Meeks

Insert Potential Historic District Boundary Map. Will be fold out 11x17 in final printed version

# Map 1

*Insert Historic Context Period Map*

## MAP 2



## **Crozet's Historical Background**

*Organized by Historic Context Period (See Appendix for full understanding of Context Periods in Virginia)*

### **Settlement to Society (1607-1750), Colony to Nation (1750-1789), and Early National Period (1789-1830)**

The area of western Albemarle County, Virginia that became settled as Crozet was originally part of a 1737, 1,300-acre land patent granted to Michael Woods and a 1744 land patent of 3,000 acres given to Charles Mills. Located in the wilderness of western Albemarle, the land was fairly inaccessible until the construction of several roads in the early 19<sup>th</sup> century. By 1814, Reverend Benjamin Ficklin owned a 1,300-acre tract known as Pleasant Green, which encompassed most of the present-day village of Crozet.<sup>1</sup> The Pleasant Green property was divided in 1832 with Jeremiah Wayland purchasing the portion with an existing log dwelling dating to circa 1815. An additional 191 acres were purchased by William Covington and another large tract was purchased by William Rothwell, who added it to his large land holdings. These large farm tracts encompassed the area later known as Crozet.

### **Antebellum Period (1830-1860), Civil War (1861-1865) and Reconstruction and Growth (1865-1917)**

In 1875, one year prior to the founding of Crozet with the establishment of a rail stop, the land that would become the village of Crozet is shown on Peyton Green's map of Albemarle County.<sup>2</sup> Most tracts on the map appear to be fairly large-sized rural farms with no semblance of a village. The map depicts the Crozet area with all of the land south of the railroad owned by Wayland and Rothwell. An unnamed mill is also depicted on the site, presumably Powell's Mill, based on tax assessment records.<sup>3</sup> North of the railroad line, land is shown as owned by Jarman, Woods, Harris, Ballard, Early, and also includes Toomb's Distillery and Nursery. Although most of the farms raised wheat and tobacco, Toomb's Nursery, established in 1856, was one of the first apple and peach orchards in the area, which was later defined by its fruit production. At this time, the railroad traversed the rural farm area, but the nearest stops were located at Mechums River and Greenwood.

In 1876, with the establishment of the Crozet rail stop on the C&O line at Wayland's (later Crozet), and the construction of the accompanying depot, the village of Crozet

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<sup>1</sup> Dames and Moore. "Historic Architectural Survey of Albemarle County Villages." Report for VDHR. October 1995, page 6-80.

<sup>2</sup> Peyton Green. "A Map of Albemarle County, Virginia." 1875.

<sup>3</sup> Albemarle County Tax Assessment Records. Albemarle County Courthouse, Charlottesville, VA.

began to be established. One of Albemarle County's youngest towns, most of the historic resources in Crozet date to the post-1876 era since only a few rural farms, mills, and nursery/distillery buildings existed prior to that time. Many of the earliest dwellings and commercial resources were constructed near the new railroad whistle stop, built to serve the nearby Miller Manual School that was established in 1876 between Crozet and Batesville (about four miles south of Crozet). The Miller School was soon connected to the rail stop via the county's first macadamized road, a private venture paid for by the school. By 1877, local Crozet farmers had raised enough money to build a depot at the stop, an impetus for the establishment of the Crozet village. Although local residents wanted to call the new stop "Farmers," Colonel William Wickham, a C&O railroad official, named the new stop "Crozet" in honor of Claudius Crozet, the French railroad engineer who was responsible for the construction of four tunnels through the Blue Ridge Mountains. According to tax records, a number of one-acre lots were established at this time near the depot, as was a post office.<sup>4</sup> Due to the dominant presence of the railroad tracks in downtown Crozet, the village grew organically with centers of commercial activity along both sides of the tracks. Significantly, the location of the depot and railroad tracks also included a major crossroads, further adding to the non-linear development of the central village. However, by 1888, Crozet still remained a small hamlet with little development, as shown in *Chataigne's Virginia Gazetteer and Business Directory*, which includes only six principal farmers and two merchants.<sup>5</sup> One of the important farms was the Wayland Brothers Nursery, begun at Pleasant Green, which was the first commercially established orchard in Crozet. The success of the operation, which began producing fruit in 1890, encouraged other similar businesses in the area. The 1893-1894 *Gazetteer* lists J.M. Ellison as a general merchant, seven principal farmers, and E.W. Robertson as a nurseryman and seedsman.<sup>6</sup> Although the Miller School provided the first impetus for growth in Crozet, it was not until the orchard business began to boom in the early 1900s that Crozet began to prosper and grow, with many of the village's historic resources dating to the circa 1900 to 1930 period. While the commercial center continued to develop near the crossroads and depot, a growing residential neighborhood was established along St. George Avenue and southward along Miller School Road (now Crozet Avenue).

The late 1800s and early 1900s saw the establishment of a number of churches, businesses, a hotel, and a school in Crozet, attesting to the village's rapid growth and prosperity once commercial orcharding gained momentum. Significantly, in 1902, the Crozet Cooperage Company was founded by R.E. Wayland, H.B. Wayland of Coveseville and Russell Bargamin of Richmond.<sup>7</sup> In 1906, the company was described as

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<sup>4</sup> Albemarle County Tax Assessment Records. Albemarle County Courthouse, Charlottesville, VA.

<sup>5</sup> J.H. Chataigne. *Chataigne's Virginia Gazetteer and Classified Business Directory*. Richmond, VA: J.H. Chataigne, 1888-1889.

<sup>6</sup> Chataigne. J.H. *Chataigne's Virginia Gazetteer and Classified Business Directory*. Richmond, VA: J.H. Chataigne, 1893-1894.

<sup>7</sup> Meeks, Steven. *Crozet, A Pictorial History*. Meek Enterprises, Crozet, VA, 1983

“manufacturers of high grade apple and flour barrels...nearly all the material used in the factory is bought in the immediate vicinity, and this, added to the fact that a large force of workmen is constantly employed...makes the enterprise one of great benefit to the thriving little town in which it is located.”<sup>8</sup> Wayland served as the cooperage’s general manager, an official at the new Bank of Crozet (1905), and as the Secretary and Treasurer of the Crozet Cider Company, one of the area’s most extensive businesses.

The early 1900s saw the establishment of Crozet’s commercial center along the area south of the depot and along Railroad Avenue. In 1905, the bank was expanded with the construction of a large porticoed building (now demolished) that also housed a post office, medial offices, and an auditorium. A drugstore, hardware store, barber shop, shoe repair shop, print shop, and other businesses soon followed suit. The residential neighborhoods, located along Tabor Street, Blue Ridge Lane, and St. George Avenue also prospered at this time, reflecting the growing wealth of the area. In 1907, a large brick school was constructed on St. George Avenue to accommodate the expanding population that had outgrown the existing two-room school (date unknown).

By 1911, according to *Chataigne’s Gazetteer*, the village had significantly expanded with a population of 250 people.<sup>9</sup> Businesses in Crozet included the Crozet Hardware Company, the Bank of Crozet, numerous orchard-related businesses including the Crozet Cider Company and Crozet Cooperage Company, Taylor and Sneed’s brick plant, a power company, a butcher, a barber, three blacksmiths, two carpenters/builders, two carriage/wagon makers, a druggist, two fruit growers, a furniture dealer, nine general merchants, three livery stables, three corn and flour mills, three saw mills, two railroad tie and wood dealers, three churches (Baptist, Methodist, and Episcopal), two hotels (the Liberty Hall Hotel and the Crozet Hotel), three notaries, a painter, a shoemaker, a watchmaker/jeweler, an undertaker, a realtor, a land speculator, four physicians, an attorney, and two teachers. In 1908, a library was established. In the early 1910s, several local fruit growers cooperatively attempted to build a cold storage plant for fruit storage. Initially the venture failed, although it was successful after a takeover by William Fitzhugh Carter, who constructed the concrete cold storage tower in central Crozet in 1912. He also constructed a water tower to produce ice and supply electricity to the town. The facility was expanded in 1919 and had a storage capacity of 40,000 barrels. Other Crozet businesses established in the early 1910s included a furniture store, an undertaker, and a gas station. Several fruit packing sheds, a Presbyterian Church, and an African-American church and school were also established.<sup>10</sup>

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<sup>8</sup> Dames and Moore. “*Historic Architectural Survey of Albemarle County Villages.*” Report for VDHR. October 1995, page 6-80.

<sup>9</sup> Chataigne. J.H. *Chataigne’s Virginia Gazetteer and Classified Business Directory.* Richmond, VA: J.H. Chataigne, 1911.

<sup>10</sup> Dames and Moore. “*Historic Architectural Survey of Albemarle County Villages.*” Report for VDHR. October 1995, page 6-80.

## World War I to World War II (1917-1945)

The 1920s and 1930s also continued to see prosperity, primarily associated with the fruit production industry. Located in the “heart of the best flavored fruit-producing section of the world,” a Richmond newspaper described Crozet as “a place where its citizens could enjoy the conveniences found only in large cities, including splendid schools, churches, stores, and thriving businesses.”<sup>11</sup> The prosperous orchard and railroad businesses also gave rise to the working-class residential area, along Railroad Avenue. A large new brick school was constructed on Crozet Avenue in 1923 and further expanded in 1934.<sup>12</sup> The 1920s also saw the appearance of a number of social organizations, including the Women’s Club, the Dramatic Club, the United Daughters of the Confederacy, the Modern Woodmen of America, the Volunteer Fire Department, and the Crozet Citizens Association.<sup>13</sup>

The mid-1920s also saw an increase in the fruit business with orchards expanded by 500,000 new trees and a new cold storage facility constructed in 1929.<sup>14</sup> Apple production was dominated by the Albemarle Pippin and Winesap varieties. In 1925, Albemarle led the state’s commercial peach production with 125 orchards planted with 151,186 trees. By 1937, Albemarle still held first place with 113 orchards with 305,621 trees. The most popular peach variety was the Elberta. Called the “peach capital of Virginia,” Crozet was known to have had one grower ship as many as sixty-two rail cars full of peaches in a single day.<sup>15</sup> The expanding economy was supplemented with the establishment of a utility pole pin factory and a woodworking plant. *Gazetteer* entries in 1924 reveal Crozet featured a cider mill, ten general merchandise shops, a drug store, a hardware store, five garages and car sales agencies, a tin and plumbing shop, two restaurants, a clothing store, two liverys, an undertaker, a print shop, a barber shop, and a motion picture house.<sup>16</sup> Local improvements in the 1920s also included the hard surfacing of one of Crozet’s main streets (Route 240). In 1923, the depot was enlarged with the construction of a new brick passenger station, which was converted into the library in 1983. The original building served as a freight depot until 1956. A second cooper shop, known as Higgs and Young, opened on Railroad Avenue in 1923 and served the community until 1957 when it burned.<sup>17</sup>

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<sup>11</sup> Meeks, Steven. *Crozet, A Pictorial History*. Meek Enterprises, Crozet, VA, 1983. page 43.

<sup>12</sup> Meeks, Steven. *Crozet, A Pictorial History*. Meek Enterprises, Crozet, VA, 1983.

<sup>13</sup> Meeks, page 21.

<sup>14</sup> Virginia Department of Agricultural and Works Progress Administration of Virginia. “Survey of Commercial Apple and Peach Orchards in Virginia.” Richmond, VA: State Department of Agriculture, 1938.

<sup>15</sup> Meeks, page 43.

<sup>16</sup> Dames and Moore. Final Report: Historic Architectural Survey of Albemarle County Villages. October, 1995.

<sup>17</sup> Meeks, Steven. *Crozet, A Pictorial History*. Meek Enterprises, Crozet, VA, 1983.

## **The New Dominion (1945-present)**

By the early to mid-1950s Crozet's economy began to change.<sup>18</sup> Orchard trees began to reach the end of their life expectancies and American's tastes for apples began to change. Additionally new large-scale businesses began to provide employment for Crozet's residents, including Acme Visible Records (1950) and the Morton Frozen Foods Company (1953) which took over the 1929 cold storage plant, which had been converted into a quick-freeze plant during World War II.<sup>19</sup> Many of the packing sheds and apple barns were destroyed or converted into apartments or commercial structures by the mid-1950s. Additionally, the 1950s saw the attempt at a subdivision of half-acre lots near The Square in Ellison's Grove. While the venture failed, the two original speculative buildings remain. After the mid-1950s, many of the orchards in and around downtown Crozet were cleared and developed into housing subdivisions, including Ballard Hills and Wayland Park, as well as the large recreational center of Claudius Crozet Park. Additionally, in 1953, the Crozet school was closed due to consolidation into Albemarle High School. The 1960s, 1970s and 1980s continued to witness expanded growth and change in downtown Crozet with the construction of strip-mall shopping, more residential suburban subdivisions, and the adaptation of the Crozet Cold Storage building into a retirement home. Although many changes have taken place over the last forty years in Crozet, including the loss of some of Crozet's prominent historic buildings, such as the Bank of Crozet in 1981 and the fire at the cooper shop on Railroad Avenue, the expansion of some historic churches, and the conversion of the depot into a library, the historic character and integrity of Crozet remains intact. This is evident through the continued prominence of key historic buildings and streetscapes and a central commercial core surrounded by residential neighborhoods. Additionally, Crozet's move from an agricultural-based rural area to a more suburban village reflects a mid-twentieth century ideal fueled by the increased use of the automobile and changing economic trends, as evidenced in historic communities throughout the United States.

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<sup>18</sup> The New Dominion Period marks the end of the Period of Significance (1876-1955) for a proposed National Register Historic District.

<sup>19</sup> Moore, John Hammond. *Albemarle: Jefferson's County 1727-1976*. University Press of Virginia, Charlottesville, VA, 1976, 410.

## **Overview of the Proposed Crozet Historic District**

The potential Crozet Historic District is located in western Albemarle County at the crossroads of U.S. Route 240 (Three Notched Road) and Crozet Avenue, along the route of the CSX (formerly C&O) railroad line. One of the last areas of Albemarle County to be settled as a town (unincorporated), Crozet never featured a formal plat or development plan. Instead, the rural farming community grew organically as needed as a crossroads community following the establishment of a rail stop in 1876. Surrounded by rural farmland, the depot site was chosen due to its proximity to the nearby Miller Manual School, which was established in 1874 about four miles to the south. An impetus for growth in the area, a depot building was constructed in 1877. The depot and the macadamized road to the Miller School helped prompt further development in the area, which was soon named Crozet in honor of the engineer Claudius Crozet who was responsible for tunnels through the nearby Blue Ridge Mountains. Commercial, governmental (a post office), and residential buildings were slowly constructed to support the newly formed village. Although no formal plans for the village were ever developed, Crozet grew linearly along the major transportation routes, forming a crossroads of commercial and residential activity with commercial buildings at the core and residential neighborhoods at the perimeters, primarily along St. George Avenue, Crozet Avenue, Blue Ridge Avenue, and Tabor Street.

The cohesive village contains a diverse collection of building types and architectural styles that reflect the town's growth and development from its early settlement to the present. Although many changes have taken place over time, Crozet continues to reflect its early town form by maintaining a building tradition that sites commercial structures close to the streets at the core, while larger residential lots exhibit setbacks due to the existence of large grassy lawns. Most residential lots feature driveways, and there are only a few outbuilding types other than garages. The larger, more complex properties are primarily located along the perimeters of the district, in spaces that were initially more rural and became residential. Over time these semi-suburban areas slowly became more urbanized as the central village expanded to meet them. In these cases, larger collections of supporting outbuildings are found, but are not particularly common.

Today, Crozet is defined by a variety of architectural styles and building types, including commercial, governmental, ecclesiastical, agricultural, and residential resources, ranging in date from the early 19<sup>th</sup> century to the present. The resources reflect the community's steady growth, displaying stylistic interpretations of the time in which they were constructed, including, albeit often vernacular or folk interpretations, the Greek Revival, Gothic Revival, Queen Anne, Italianate, Late Victorian, Colonial Revival, Dutch Colonial Revival, Bungalow/Craftsman, Colonial Craftsman and Tudor Revival, as well as commercial styles which include stylistic influences primarily from the Italianate and

Colonial Revival styles. The 159.2-acre potential Crozet Historic District consists of 174 properties with 258 total resources, with only thirty-four non-contributing primary resources.

Potentially eligible for listing on the National Register of Historic Places, the potential Crozet Historic District meets Criterion A (for association with events that have made a significant contribution to the broad patterns of our history) and Criterion C (for embodying the distinctive characteristics of a type, period, or method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction) under the areas of agriculture, architecture, commerce, and transportation. The potential district retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to be considered for designation.

As defined by the National Park Service, the features or resources within a potential historic district are evaluated for their historic and architectural significance. Resources are identified as either *contributing* or *non-contributing* to the context of the historic district. A contributing resource is defined as a building, site, structure, or object adding to the historic significance of a property or district. A non-contributing resource is defined as a building, site, structure, or object that does not add to the historic significance of a property or district. Each resource in Crozet was evaluated for its contribution to the overall significance of the historic district. The physical integrity of each resource was then assessed to determine if the essential features to convey that significance were present at the time of the architectural survey. An inventory (included as part of the historic district evaluation process and within the appendix of this report) records the contributing/non-contributing status of all the resources in the historic district and can be found in the Appendix.<sup>20</sup> Contributing resources are those that are potentially eligible for tax credit projects. Note that only primary resources are noted on the map. The Appendix also includes a discussion of Virginia's Historic Context Periods that accompany the Crozet Historic Context Period map.

## **National Register Historic District Designation**

### ***What it Means (and Doesn't Mean) to be Designated as a National Register Historic District***

Listing in the National Register of Historic Places is an honorary designation bestowed on eligible properties by the state and federal governments. As explained by the Virginia Department of Historic Resources in *Virginia's Historic Registers: A Guide for Property Owners*, registration recognizes the historic value of an individual property or historic

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<sup>20</sup> The inventory included in the Appendix is an abbreviated form of the inventory available from the Virginia Department of Historic Resources, which includes architectural descriptions for primary resources.

district and encourages present and future owners to continue to exercise good stewardship to maintain this historic value. Significantly, and contrary to popular belief, historic designation does not restrict or prevent an owner from altering, tearing down, or otherwise disposing of the property. While not encouraged, only existing local building codes or zoning requirements must be satisfied if such actions are proposed. Listing recognizes the property's value and invites its preservation, but does not impose any restrictions. However, if a property or district is altered in a manner that impacts its historic integrity, the property or district can be removed from the Register if it no longer meets requirements for Register eligibility. Owners of registered properties may donate historic preservation easements to preserve their property in perpetuity, for which there may be tax advantages, qualify for state and federal rehabilitation tax credits, receive technical assistance from the Virginia Department of Historic Resources for maintenance and restoration projects, and purchase plaques that mark the properties as officially designated.

The National Register of Historic Places was established in 1966 as part of the National Historic Preservation Act (NHPA). The National Register was specifically created to be non-regulatory in order to identify and document the largest possible number of buildings, structures, sites, objects, and districts that, according to the National Park Service, embody the "historical and cultural foundations of the nation." Individual properties and historic districts receive the same benefits, with historic districts generally comprising a collection of properties important as a group, and therefore Register eligible as part of a collective district. Listing can help reinvigorate commercial and residential areas by preserving the spirit and character that make them special places. Over the long run, preservation can help maintain or restore the economic viability of a community. In urban centers, many downtown historic districts flourish with a balance of old and new uses. The act of registration itself encourages owners to maintain their properties, thereby keeping property values stable and making an area a desirable place in which to live and work. Listing also informs local, state, and federal governments that significant historic resources exist. In keeping with Section 106 of the NHPA, federal agencies are required to consider the effects of their actions on historic properties. If a federally-supported project is proposed it must be reviewed by the State Historic Preservation Office for any potential effect on properties listed in, or eligible for listing in, the National Register (Project-by-project review is sometimes addressed through agreements with federal agencies). Under the NHPA only consultation, not necessarily preservation, is required. The review process involves weighing the benefits of a proposed project against its potential to adversely affect historic properties. A significant feature of the review and consultation process is to avoid adverse effects on historic properties if at all possible. The decision to proceed with the project, after review, rests with the lead federal agency. Listing in the National Register can speed up the review process by providing vital information for consideration by all parties entitled to comment on the project.



## **Tax Credit Benefits**

Federal and State rehabilitation tax credit programs are available for qualified National Register or Virginia Landmarks Register-listed properties. For the State tax-credit program properties individually eligible for, but not listed on, the Virginia Landmarks Register may qualify. Both programs are administered in Virginia through the Department of Historic Resources. State tax credits are available for owner-occupied, as well as income-producing buildings. Owners of income-producing properties may also be able to take advantage of the Federal tax credits. Federal rehabilitation tax credits are equal to twenty percent of the owner's eligible costs of rehabilitating listed income-producing properties. Conversely, the State rehabilitation tax credits are equal to twenty-five percent of the owner's eligible costs of rehabilitating a listed property, whether income-producing or an owner-occupied residence. All rehabilitations must adhere to the *Secretary of the Interior's Standards for Rehabilitation* and are reviewed for eligibility by the Virginia Department of Historic Resources. Rehabilitations seeking Federal tax credits are also reviewed by the National Park Service. Significantly, federal and state tax credits can be piggy-backed, resulting in a total of a forty-five percent credit for income-producing properties. The use of rehabilitation tax credits can be a significant tool in implementing the Master Plan's goals of creating a vibrant, economically viable community with a distinct sense of place and authenticity. The tax credit program has been extremely influential in the revitalization of numerous locales throughout the state. A recent publication by the Virginia Department of Historic Resources entitled *Prosperity through Preservation* illustrates this in depth. A copy of the report is available online at:

[http://www.dhr.virginia.gov/pdf\\_files/Prosperity%20through%20Preservation.pdf](http://www.dhr.virginia.gov/pdf_files/Prosperity%20through%20Preservation.pdf)

*For further information about Historic District Designation, Tax Credit Applications, and Other Economic Incentives see Section IV and the Appendix of this report.*

## **Discussion of Crozet's Historic and Non-Historic Resources**

An inventory of properties that have been documented in Crozet is located in the Appendix. The inventory provides an approximate date of construction, a brief architectural description, the status of the property as contributing or non-contributing, its address, and overall architectural style and form for each resource within the potential historic district boundaries. The following discussion of architectural styles provides a context for understanding Crozet's historic development and can be a useful reference for determining what is compatible in terms of infill development.

INSERT Contributing and Non-contributing Primary Resources Map

## MAP 3

## Crozet's Prevalent Architectural Styles

### Vernacular



5851 McComb Street



5866 St. George Street



6046 Railroad Avenue



1171 Carter Street

Vernacular, or folk, buildings are not designed to follow stylistic building trends, but result from indigenous building practices. Vernacular buildings are generally constructed with locally available materials by local craftsmen and using regionally popular forms. Vernacular designs are simple in form and detail, and generally void of stylistically popular ornamentation. These simple, modest buildings are generally of wood-frame construction and are usually clad with weatherboard siding. Examples of noteworthy vernacular architecture in Crozet result from the rise of workers' housing for the orchard and railroad businesses. These primarily wood-frame, one- or two-story structures are largely non-stylistic in detailing and form. Examples in Crozet usually span two or three bays across the main façade; featuring a porch as a common design element.

## **Gothic Revival**



*1156 Crozet Avenue*



*5804 Tabor Street*

Evolving from the English picturesque movement, the Gothic Revival style is dominated by the use of steep cross-gables, decorative scroll-sawn vergeboard, and Gothic-inspired lancet arches. Many buildings were constructed in the style, which was particularly popular for both residences and churches, although the style was primarily used for ecclesiastical buildings in Crozet, as noted on the historic Methodist Church on Crozet Avenue. In many cases elements of the Gothic Revival style were combined with other stylistic elements in a single building and Gothic Revival style features and treatments sometimes appear on otherwise vernacular buildings.

## *Queen Anne*



*1171 Crozet Avenue*



*5834 St. George Avenue*

The Queen Anne style is defined by variety in both form and detailing with strong influences from the Victorian era. Characteristics include varying roof shapes and patterns often with steep roof slopes, projecting bays, and turrets. Most examples include wrap-around porches and textured wall surfaces of varying materials. Exuberant ornamental detailing further defines the style, including carved brackets, balusters, and spindlework. The vernacular interpretation of the Queen Anne style is generally less ornate, but usually features shingled gables, asymmetrical massing and some decorative detailing.

## Late Victorian



1155 Crozet Avenue



1284 Crozet Avenue



1306 St. George Street



5855 St. George Avenue

A vernacular approach to architectural detailing in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, Late Victorian designs often use a modified Queen Anne or Italianate form, or a combination of a few stylistic details from both styles. In Crozet, otherwise vernacular dwellings often include one or two stylistic details, such as turned porch posts, decorative eave brackets or turned balusters dating to the period of construction. These elements are primarily applied ornamentation that gives a vague stylistic reference to the building. Sometimes elements from multiple architectural styles are included on a single period building.

## ***Colonial Revival***



*5803 Tabor Street*



*1108 Crozet Avenue*



*5835 St. George Avenue*



*5753 St. George Avenue*

The Colonial Revival style draws on America's Colonial past. Although constructed on a more exaggerated scale, the detailing of Colonial Revival style architecture is rooted in Georgian and Federal forms. Characteristic of this fashionable style include a symmetrical façade, central entry, and side gabled or hipped roofs. Other defining details include columns and pilasters, gabled porticos, pediments, and decorative door surrounds with fanlights and sidelights. A variation of the style is the popular Dutch Colonial Revival, which employs a distinguishing gambrel roof. The Cape Cod form is considered an additional subset of the style typified by 1 ½-story height and a side-gabled roof, often with symmetrically placed front gabled dormers.

## **Bungalow/Craftsman**



*5797 Dunvegan Lane*



*5865 Jarman's Gap Road*



*1254 Blue Ridge Avenue*



*5940 Railroad Avenue*

Popularized by the move of middle-class families to newly established suburban communities and the availability of mail-order designs (often Sears or other company manufactured kit houses), the inexpensive Bungalow form dominated the American scene in the second quarter of the 20<sup>th</sup> century. Small, often one-story dwellings, they typically feature a large overhanging side-gabled roof with exposed rafter tails or eave brackets, massive inset porches supported by battered piers, a variety of building materials, and large central front dormers. A subset of the style is the Colonial Craftsman style, which combines the bungalow form with Colonial Revival detailing.



## **Tudor Revival**



*5755 Apple Grove Lane*

Characterized by steeply pitched gable roofs, the Tudor Revival style draws on Medieval precedents, mostly English. Typical features include exterior half-timbering, prominent cross-gables, multi-light casement windows, large chimneys, and a variety of wall surface materials, including brick, stone, and stucco cladding. Popular during the early 20th century, the style was rivaled only by the Colonial Revival at its zenith. In Crozet, a suburbanized form of the style is seen with Tudor Revival style detailing applied to an otherwise Colonial Revival dwelling.

## Commercial Architecture



5799 The Square



5783 The Square



5794 Three Notched Road



1200 Crozet Avenue

By the turn of the 20<sup>th</sup> century, Crozet had quickly grown into a thriving commercial and residential village, with the first quarter of the 20<sup>th</sup> century marking a rich period of architectural expansion. A large number of commercially significant buildings remain intact within the potential district, recalling Crozet's success as a commercial center. The village's prosperity continued due to its prominent position along western Albemarle's important vehicular and railroad transportation corridors, and its growth was catapulted with its burgeoning orchard industry. In response to the success of the town's economy numerous commercial buildings were constructed. Hotels and inns were among the most prevalent early commercial ventures in the village, followed by blacksmith shops, carriage/wagon makers, and druggists, butchers, millers, and carpentry shops, among other businesses, which were primarily located near the central crossroads. Other early-20<sup>th</sup>-century commercial structures included general stores, automobile dealerships, auditoriums, banks, apple-packing sheds, and other enterprises that helped boost the local

economy throughout the early 20<sup>th</sup> century. One of the first commercial enterprises was J.M. Ellison's general store, constructed in the late 1880s on The Square near his hotel. Although the commercial buildings in Crozet collectively adhered to a general commercial style, elements of popular styles at the time of construction were often applied, particularly the use of Italianate and Colonial Revival detailing, resulting in a commercial core with a rich architectural evolution.

## **Crozet's Significant Buildings by Theme**

The architectural historic resources survey that was prepared in tandem with this report provides an inventory of all historic and non-historic resources located within the proposed historic district boundaries. Additionally, the survey was expanded to document the historic resources located near the perimeter of the district boundaries (including Three Notched Road, Buck Road, and portions of Jarman's Gap Road). The information gleaned from this documentation process can provide guidance when evaluating the significance of these resources. An inventory is provided in the Appendix. The following maps represent areas of significant interest to the Master Plan implementation projects, organized by theme or building type.

INSERT BUILDING TYPES MAP

# MAP 4

INSERT APPLE INDUSTRY BUILDINGS MAP  
**MAP 5**

INSERT PRE 1900 Bldgs Map

# Map 6

## SECTION II.

### **Historic Preservation and the Crozet Master Plan**

The Crozet Master Plan is based on Albemarle County's Neighborhood Model, a 2001 amendment to the Comprehensive Plan. The Neighborhood Model describes an urban form of development and establishes twelve principles for development that, if followed, will establish this urban form. The Crozet Master Plan recommends a number of specific projects that should be implemented to establish Crozet as a Neighborhood Model community. This section of the strategies report outlines potential impacts of those recommended projects on Crozet's historic resources and, by analyzing design concepts related to the principles of the Neighborhood Model from a historic preservation perspective, provides a system for understanding and evaluating Crozet's historic properties and a framework for Crozet-specific design guidelines that, if implemented, can balance historic preservation with new development in the community.

Route 240 (Crozet Avenue and Three Notched Road) is a designated Entrance Corridor (EC) in the county. The Architectural Review Board (ARB) is responsible for regulating the design of development in the county's ECs. The purpose of the ARB's review is to ensure that development in these corridors reflects the traditional architecture of the area and that development within the corridors is orderly, attractive, and enhances the community's quality of life. Although the EC guidelines allow for the consideration of local context in the review and approval of development proposals, the creation of design guidelines that are more specifically focused on preserving the unique character of Crozet would clarify expectations and help ensure the desired results. The information included in this section of the report can act as an initial outline for such design guidelines.



**INSERT Commercial/Nonresidential Properties Map**

# Map 7

## **Key Preservation and Design Concepts in Crozet**

This section of the strategies report discusses a variety of site, building and streetscape design concepts. For each concept, related historic treatments and patterns of development are explained then recommendations are provided for retaining those historic patterns in Crozet while moving forward with new development.

### **1) SITE DESIGN**

The way in which structures occupy their site, including setbacks, directional orientation, scale, and spacing, contributes significantly to the look and feel of streets and neighborhoods. Site features help to define both individual sites and the relationship between public and private space within the overall neighborhood. A continuity of compatible site design sets the stage for a cohesive and pleasant neighborhood. In Crozet, establishing compatibility can be a challenge because traditional residential and non-residential site design patterns are inherently different. The following section of this strategies report addresses individual characteristics of site design as they pertain to Crozet and outlines recommendations for maintaining the historic character that is derived from these historic use and design patterns.

### **Design Concept: Setback**



*1155 Crozet Avenue*



*5880 St. George Avenue*



*1186 Crozet Avenue*



*5773 The Square*

## **Overview**

Setback is the area or distance between the facade of a building and its property line or adjacent building. The purpose of a setback is to establish and maintain uniformity of building locations along the street, creating an appropriately ordered sense of spatial organization along a street or within a neighborhood.

## **Historic Use/Character**

Consistent setbacks that follow historic precedent are critical to maintaining Crozet's historic character. The retention of historic setbacks is important in defining the community's distinct neighborhoods and enhancing both the urban feel of the commercial core and the open character of the landscaped residential lots. Residential and commercial areas are dramatically different in their use of setbacks, both historically and currently. The spatial relationship between buildings and the street is generally consistent throughout Crozet, based on use. Commercial buildings in the historic district are typically built very close to the street, often set back only the width of the sidewalk. Residential buildings typically have deeper setbacks (such as those on Railroad Avenue), and some of residential properties have *very* deep setbacks (like those at the south end of Crozet Avenue). Commercial structures are generally set close to the street to allow continuity and walkability. Residential areas generally feature larger setbacks to accommodate grassy lawns and a buffer between public and private spaces. While Crozet's downtown core was historically a mix of residential and commercial uses, development and building use over time have separated the two types of neighborhoods.

## **Opportunities/Challenges**

- While creating a dense mixed-use core in Crozet, the retention of historic setback patterns for commercial and residential properties will help to retain the historic character. However, the retention of historic residential setbacks may be contrary to the Comprehensive Plan and the Downtown zoning district on parcels where future commercial land uses are planned.

## **Recommendations**

- Setbacks for infill and revitalization projects should be consistent with the predominant setback of the block.
- Large setbacks within the commercial core and little or no setbacks within the residential sections of Crozet should be avoided.
- Parcels that were historically residential, but have been converted to commercial use, should retain their larger residential setbacks. This is particularly important along Crozet Avenue and Tabor Street, where there is a distinct visual differentiation between the two historic property types.
- Zoning changes should provide for consistency with historic setbacks, maintaining the predominant setback of the block, regardless of use.

## Design Concept: Spacing



5799-5783 The Square



1260-1266 Crozet Avenue

### Overview

Spacing is defined as the distance between buildings. Consistent spacing helps to establish an overall rhythm of building (or solid) and space (or void) along the streetscape.

### Historic Use/Character

Crozet features residential buildings spaced on large to medium sized lots, as well as commercial structures either abutting each other or located individually on medium-sized lots. The rhythm created by the open space between buildings is one of the most visible and important character-defining features of the residential sections of Crozet, while more closely spaced buildings historically have defined the commercial core. The commercial core of Crozet also historically featured mixed uses, with some residential development alongside the commercial structures on Crozet Avenue. While most of these residential structures have been converted to commercial space or demolished, it is important to note the mixed-use precedent from the village's inception. While residential lots range from the large acreage at Pleasant Green, to large-to-medium-sized lots along Crozet Avenue, Blue Ridge Avenue, Tabor Street, and St. George Street, smaller lots with minimal setbacks were developed along Railroad Avenue and McComb Street. Despite infill development and the subdivision of lots in certain areas, the rhythm of open spaces between buildings is maintained on most blocks and is one of the most visible character-defining features of the community.

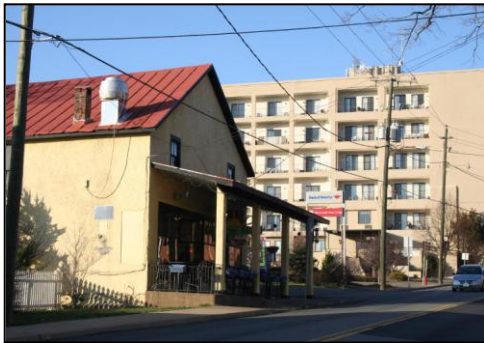
### Opportunities/Challenges

- A return to the historic spacing of buildings fronting Crozet Avenue between the railroad tracks and Tabor Street would help to create a dense commercial core, as called for in the Master Plan.

## Recommendations

- Infill development should be sensitively designed to not overwhelm the existing historic structures in size.
- New or infill development should follow the existing spacing patterns created by Crozet's historic buildings. Commercial areas should feature a mix of attached and freestanding buildings.
- Centrally locate residential buildings on large lots following historic spacing patterns.
- Retain historic residential spacing for residential buildings that have been converted to commercial use.

## Design Concept: Building Size: Massing, Scale, and Height



1200-1220 Crozet Avenue



5782-5796 Three Notched Road

## Overview

The size of a building and its relationship to its site and neighboring buildings is an important element in defining an historic streetscape. The form, or overall shape of a building, is similarly important.

## Historic Use/Character

Compatible and appropriate building size is an important element in the general character of Crozet which creates an overall continuity of streetscape derived from similar massing, scale and height. One to three stories is the dominant height of buildings in Crozet, although the apple cold storage plant is six stories tall.

## Opportunities/Challenges

- When incorporating new infill development to maximize allowable buildable space in Crozet it is important to address the building's size and form to avoid negative impacts on nearby historic resources.

## Recommendations

- Take size cues from existing historic buildings along the block or street when designing compatible new infill construction or additions to historic buildings.
- Re-zoning initiatives should consider and respect the historic precedent of the street or block rather than giving blanket height or size allowances. For example, a four-story (adopted height restriction) building located on a street of small single-story dwellings would not be appropriate.
- Architectural design of large buildings should incorporate broken facades, complex rooflines, stepbacks, and other mass-minimizing techniques.
- Additions to historic buildings should not be of a scale or height larger than the existing building and should incorporate similar massing.

## Design Concept: Orientation



*1189-1205 Crozet Avenue*

### Overview

Orientation is the relationship of a building's primary façade to the street.

### Historic Use/Character

Many historic buildings, particularly in Crozet, face the street with direct access to the main entrance, usually via a walkway. Outbuildings such as garages and sheds are generally oriented in the same direction as the primary building.

### Opportunities/Challenges

- By maintaining the historic orientation for existing and proposed buildings in Crozet, a pedestrian friendly streetscape will be maintained.

## Recommendations

- A new building should respect the dominant orientation of its neighbors.
- An addition to a historic building should typically maintain the same orientation as the building to which it is attached.

## Design Concept: Parking



5773-5771 The Square



5762-5764 St. George Avenue

## Overview

Parking includes the use of space devoted to the parking of vehicles.

## Historic Use/Character

Parking can have a significant impact on walkability, visual compatibility, and the aesthetic appeal of Crozet. Historically, private or residential parking was located on the rear or side of a lot with access from a small driveway. Non-historic residential properties have included the use of small parking pads set just inside the lot line, but these are generally later alterations and do not represent traditional parking patterns in Crozet. Commercial parking was historically located along Crozet Avenue (street parking) or to the rear of properties, accessed by small alleyways. Large and small parking areas created to the front of commercial lots are later alterations to traditional parking patterns, and have often resulted in a negative impact on both the historic resources and the overall integrity of the streetscape.

## Opportunities/Challenges

- The creation of a dense mixed-use core with adequate parking facilities can be compatible with the historic character of Crozet. Large parking areas such as at the Crozet Avenue Post Office/Senior Living site and The Square, which were not historically present in Crozet, could be redeveloped to minimize the visual impact of parking on the overall streetscape as well as help enact the Master Plan's goals of creating a dense urban core.

- Rear lot parking in Crozet can help with the envisioned walkability of the community and help to avoid the demolition of historic buildings for parking space.

**Recommendations**

- Parking should be compatible with the historic streetscape by including appropriate sized parking lots located to the rear of buildings, accessed by small alleyways or driveways. Doing so will help to retain the historic setbacks and rhythm of the streetscape.
- The creation of large parking lots is generally not appropriate. Parking in smaller lots is more appropriate.
- Parking in the front of a building or in a yard is inappropriate, including small curb cut parking spaces, and should be avoided or minimized to the extent feasible. However, some parking in front of buildings may be necessary to meet Americans With Disabilities Act (ADA) and loading requirements.
- If the creation of a parking garage is proposed, its design should be compatible with the surrounding streetscape. The size, scale, height, materials, location, and massing should be carefully considered during the design phase.

**Design Concept: Sidewalks and Retaining Walls**



5787 St. George Avenue



5799 The Square



Crozet Avenue at Tabor Street



1155-1171 Crozet Avenue



## **Overview**

Sidewalks provide walkability within the downtown core and residential neighborhoods, while retaining walls define sloping lots and help buffer public and private spaces.

## **Historic Use/Character**

In Crozet, historically sidewalks were not widespread and were often limited to one side of the street. In commercial areas, such as The Square, sidewalks abut the front of buildings, providing walking access between buildings and defining public space. In residential areas, some public sidewalks exist, but the more prevalent use of walkways is the perpendicular access between the street and a private porch or entrance. Most historic walkways are constructed on concrete or stepping stones. Crozet also features a number of small historic retaining walls along the street frontage of individual properties, along Crozet Avenue and Jarman's Gap Road. Materials used for the construction of the historic walls include stone and rock-faced concrete blocks.

## **Opportunities/Challenges:**

- Creating a walkable downtown with access to residential neighborhoods is one of the goals of the Master Plan. For enhancement projects currently underway see Section II: *Historic Preservation and the Master Plan* beginning on page 51.
- New sidewalks that incorporate and compliment existing retaining walls can help maintain historic character.

## **Recommendations:**

- To retain the historic character of Crozet, new walkways should be designed to reflect the location, pattern, size, and materials of existing walkways.
- New sidewalks should be simple and traditional, reflecting the neighborhood's period of construction and historic character.
- The overall character of individual sites should be retained when installing sidewalks where none previously existed. In particular new sidewalks should minimize the impact to historic frontage conditions to the extent feasible.
- The demolition of existing retaining walls to allow for new sidewalks and other streetscape improvements is discouraged. Existing walls should be preserved to the greatest extent feasible.
- The design, scale, and materials of any new retaining walls should be consistent with what was historically present.
- Re-grading and the introduction of new retaining walls are discouraged.
- Other elements of the historic fabric of Crozet, including building entrances, porches, and historic landscape elements, should also be preserved during sidewalk enhancement and streetscape projects.

## Design Concept: Landscaping



*5757 Tabor Street*



*1108 Crozet Avenue*



*1186 Crozet Avenue*



*1220 Crozet Avenue*

### **Overview**

#### **Historic Use/Character**

The overall character of Crozet is defined by more than its buildings. Landscape features, in both public and private spaces, are important elements in defining the character of the community. While rigid planned landscaping is not widespread, the overall landscaping in Crozet creates a uniform visual context. In residential areas, lawns with foundation plantings, gardens, and mature trees define individual parcels, while commercial areas feature few plantings to the front of the lot. While hedges or small fences do often define side yards, few are located to the front of a lot, allowing direct visual access to the properties from the street.

#### **Opportunities/Challenges**

- The revitalization of downtown Crozet may include the use of planted medians, street trees, pocket parks, and a town green to create an appealing and usable

downtown. The use of decorative benches, bike racks, and historically appropriate litter receptacles are also planned.

### **Recommendations**

- Traditional residential landscaping patterns, including front lawns with foundation plantings and mature trees, should be maintained.
- Existing landscape features, including street trees, should be retained.
- Hedges demonstrate that landscape elements can be as effective as fences in creating screening and should be utilized. Views should not be obstructed where it is not characteristically appropriate.
- Avoid landscaping that can be potentially detrimental to the historic fabric of Crozet, including the use of ivy and other vines on buildings and the planting of trees too close to a building.
- Materials, scale, and design of modern landscape elements should be in keeping with the historic nature of Crozet. The absence of historic precedent for overall landscaping in Crozet allows for creativity in implementing new concepts. However, appropriate traditional landscaping should be employed. Historic landscaping or modern landscaping solutions for similar-sized historic communities should be researched for guidance.
- While well-designed pocket parks, street trees and a town green are not expected to negatively impact the historic character of Crozet, widening of streets to create lane separating medians (ex. Boulevard type of street) should be avoided as they will adversely impact the scale of the streetscapes and setbacks of the historic village. Medians should only be provided for necessary safety improvements such as turn lane transitions. Planting these needed medians can reduce hardscape, soften its appearance and provide pedestrian refuge.
- The use of an unobtrusive color for street furniture should be used to help minimize the effect of introducing modern elements that did not exist historically, including trash receptacles, bike racks, and benches. The design of these elements should also be appropriate for the historic community and solutions for similar-sized historic communities should be researched for guidance.
- A landscape survey should be undertaken to determine existing plant types, locations, and sizes. This could be accomplished as part of a Green Infrastructure Study.

## 2) OTHER DESIGN ELEMENTS

### Design Concept: Lighting

#### Overview

Lighting can have a dramatic effect on the character and general feeling of a neighborhood. The absence of lighting can create an unwelcoming feeling at night, as does the use of overly bright lights.

#### Historic Use/Character

The absence of historic precedent for overall street lighting in Crozet allows for creativity.

#### Opportunities/Challenges

- The addition of street lights chosen to appropriately reflect the district's historic character is an enhancement that can significantly improve the Master Plan goal of creating a pedestrian-friendly atmosphere.

#### Recommendations

- Lighting on buildings should be compatible with the style, scale, and use of the building and should not obscure or damage any architectural features.
- Street lamps should be designed in a scale, style, and color that does not negatively impact the historic character of the community.
- Light emissions should be minimized and concentrated through the use of shaded down-lighting to reduce light pollution.
- Historic lighting and/or modern lighting solutions used in similar-sized historic communities should be researched for guidance.

### Design Concept: Signage

#### Overview

The use of signs is important to the usability of a commercial area.

#### Historic Use/Character

Both successful and inappropriate signage has been incorporated into the historic community. Historically signage appears to have been constructed with traditional building materials in a size and scale that is appropriate for the community.

### **Opportunities/Challenges**

- Creating signage that is easy to read but appropriate for the historic character of Crozet is a challenge. However, by looking at existing historic signage, appropriate models can be developed.

### **Recommendations**

- Signage should not obscure or damage any architectural features of historic buildings.
- The design of new signs should incorporate the historic styles, materials, placement, colors, detailing, and sizes of existing historic signs in order to avoid a negative impact on the historic character of the community.
- Existing historic signage should be retained if appropriate for the building's current use.
- Undertake a survey of existing signage in Crozet. This information is vital for the development of sign guidelines.

## **Design Concept: Additions and Alterations**

### **Overview**

Alteration of, or additions to, historic buildings can have a dramatic effect on the overall character of both an individual building and an entire street or community. Alterations typically involve the addition or replacement of architectural features, dormers, porches, or windows, or replacing existing materials such as siding or roofs, while additions increase the overall size or building footprint. See Appendix for *The Secretary of the Interior's Standards for Rehabilitation* and information about the Preservation Briefs, which are helpful references for determining what is appropriate when altering an historic structure.

### **Historic Use/Character**

A significant number of historic buildings within Crozet have undergone some type of alteration or addition over time.

### **Opportunities/Challenges**

- A compatibly designed alteration or addition would reduce the possibility of creating a negative impact on an historic resource. If located within an historic district, an appropriate alteration would be important in maintaining the resource's contributing status.

### **Recommendations**

- Additions and alterations that are compatible with historic buildings are acceptable if they do not compromise the building's historic character, destroy

significant features or materials, or in the case of an addition, will not visually overpower the original building. The original form of the building should be preserved.

- By placing additions or alterations on inconspicuous elevations and limiting the size and height of additions, the integrity of the original building can be maintained. There should be a clear differentiation between an addition and the original building so that an understanding of the original form is retained. This can be accomplished in a variety of ways including material choice, placement, and overall design.
- Additions or alterations should be designed so that they could be removed in the future without significant damage to the historic building or loss of historic materials or architectural detailing.
- Replacements should be made with in-kind materials and designs, while new elements should not overwhelm the existing building in size. An alteration or addition should preserve and complement the historic character of the structure. New material use should be consistent with historic materials; for example, vinyl siding is not a suitable choice when replacing wood siding, and vinyl windows are not suitable replacements for historic wood windows.
- A false sense of history should not be created by the addition of non-historic architectural details during renovation or new construction projects.
- Character-defining features of historic buildings should be retained. For instance, multi-light wood windows should not be replaced with single-light vinyl windows. Retention of historic windows is encouraged. Porches and dormers should not be removed or added where they were not present historically.

## **Design Concept: Materials/Decorative Details**

### **Overview**

Historic building materials and stylistic architectural details are some of the more important character-defining features of a building. Materials and detailing often help to distinguish older buildings from newer ones. The Architectural Styles discussion in Section II of this report provides a general understanding of what is historically appropriate in Crozet and it should be consulted when undertaking a rehabilitation project or during the design phase of new infill construction. See Appendix for *The Secretary of the Interior's Standards for Rehabilitation* and information about the Preservation Briefs, which are helpful references for determining what is appropriate when altering an historic structure.

### **Historic Use/Character**

Brick, stone, horizontal wood siding, stucco, and wood shingles are common finish materials found on Crozet's historic structures. Architectural detailing throughout Crozet is also commonly constructed of wood.

### **Opportunities/Challenges**

- There is tremendous pressure brought by contemporary builders to use inappropriate modern materials for both new construction and repairs or renovations.
- Using materials found historically in Crozet helps to retain the historic character and also encourages the development and retention of skilled craftsmen in the community.

### **Recommendations**

- Original historic finish materials and detailing should be preserved and repaired rather than replaced.
- Non-historic finishes, including vinyl siding and PermaStone, added to historic buildings should be removed if removal will not harm the original building.
- If replacement is necessitated by irreparable condition of historic materials, it should be done in-kind.
- The introduction of architectural details that give a false sense of history is inappropriate.
- Masonry cleaning and repair should employ the gentlest means possible. Replacement mortar should match original mortar in composition and color.

## **Design Concept: New Construction**

### **Overview**

New construction, or infill development, can be an important and welcome aspect of retaining an historic neighborhood's vitality. However, designs incompatible with historic buildings can have a significant negative impact on the entire neighborhood. Compatibility is determined by similarities in siting, size, scale, massing, roof form, building materials, setbacks, architectural design, and use. *The Secretary of the Interior's Standards* and information about the Preservation Briefs, included in the Appendix, address these issues.

### **Historic Use/Character**

Historically new construction in Crozet has followed the traditional building practices of the community as described above. However, contemporary new construction in Crozet has more often not followed historic building patterns. This has occurred due to incompatible zoning codes, economic conditions in the second half of the 20<sup>th</sup> century,

the availability of new buildings materials, and a lack of an ordinance to require new construction to be compatible with the traditional architecture of Crozet.

### **Opportunities/Challenges**

- Appropriate new construction is one of the most important elements to consider in terms of implementing the Crozet Master Plan. New construction can significantly impact Crozet's commercial core by increasing density, an objective of the Master Plan. As long as the development follows the *Secretary of the Interior's Standards* and any existing historic architectural fabric is retained, an increased density is not expected to have a negative impact on Crozet's historic resources. With the economic advantages of building rehabilitation, the goals of the Master Plan can be sympathetically implemented within the historic community.

### **Recommendations**

- New construction and additions shouldn't be identical to their historic counterparts, but compatibility is required.
- New commercial architecture should include cornice lines, fenestration patterns and proportions, materials, and scale similar to surrounding historic buildings.
- Residential architecture should be similar in height, scale, and materials to the surrounding neighborhood.

## **Design Concept: Demolition**

### **Overview**

The demolition of an historic building or structure in Crozet could potentially have a dramatic effect on the historic integrity of the community or potential eligibility of the potential historic district if many contributing buildings are removed. Demolition is an irreversible action and should be discouraged.

### **Historic Use/Character**

In the second half of the 20<sup>th</sup> century a number of commercial buildings along Crozet Avenue were demolished and replaced with parking lots and new buildings. These changes had a major and irreversible negative impact on the historic character of Crozet.

### **Opportunities/Challenges**

- The establishment of a local historic district with design guidelines could include a "no demolition" clause which would facilitate the retention of historic buildings.



## Recommendations

- Demolition shouldn't be considered until all other avenues of preservation have been exhausted. Preservation considerations include adaptation for an appropriate new use or the transfer of ownership to someone willing to use the old building. Relocation to an appropriate site within the historic area is not encouraged but should be considered as an alternative to demolition.
- The effect of a proposed demolition on other historic buildings or the overall character of Crozet must also be considered.
- Demolition should not be undertaken when no subsequent use has been proposed for the site. If demolition is necessary, substantial documentation of the building should be prepared. The "intensive-level" documentation, as defined by the Virginia Department of Historic Resources, would be appropriate and would include a detailed architectural survey of the building's interior and exterior, floor plans, site plans, photographs and a statement of the building's history and significance.
- If designated as a National Register historic district, federal and state historic rehabilitation tax credits and other available economic incentives should be utilized to preserve rather than demolish Crozet's historic properties.

## Design Concept: Outbuildings/Supporting Buildings and Structures



6078 Railroad Avenue



5803 Tabor Street



5821 St. George Avenue



1194 Blue Ridge Avenue

## **Overview**

The presence of supporting resources is an important character-defining feature of a community.

## **Historic Use/Character**

Garages, sheds, and other supporting structures, often contemporary to a property's primary building, are common in Crozet's residential areas. The proposed historic district includes numerous secondary resources, many of which were constructed within the proposed district's period of significance, and retain sufficient integrity to contribute to the historic district. Generally, the historic outbuildings mimic the architectural style, form, materials, and scale of the primary dwellings. These structures are typically visible from the street, but set to the rear of the property.

## **Opportunities/Challenges**

- Outbuildings and supporting buildings often relate directly to the historic use of a property and help to define the historic character of individual lots.
- Historic outbuildings and supporting buildings can be sensitively rehabilitated for new uses needed to support a property's primary building (storage, workspace, additional office space, etc.).
- Contributing outbuildings can qualify for historic rehabilitation tax credits.

## **Recommendations**

- Secondary resources should be retained and incorporated into any new site development.
- Any changes to, or demolition of, secondary resources should also be included in any future design control district. However, because outbuildings and supporting buildings are often secondary structures on the site, a broader range of changes and alterations should be considered.

## **Master Plan Implementation Projects**

This part of the strategies report highlights specific Crozet Master Plan-recommended projects that are currently under way in the central core of Crozet, as well as projects that are planned for the future. A brief overview of each project is provided, together with a summary of potential impacts to historic resources. It is fully recognized that there are many goals and objectives recommended for implementation in the County's Comprehensive Plan and master plans that can complement or compete with historic preservation goals and objectives. For example, promoting infill development and revitalization of downtown, provision of multi-modal transportation and comprehensive storm water management can all support or conflict with ideal preservation practice.

The assessment of impacts and recommendations included in this section of the report are provided from an historic preservation perspective. They are intended to outline the potential impacts to Crozet's historic resources and the recommendations generally call for the most desirable outcome for ideal historic preservation of the area. The users of this technical document will need to weigh the cumulative needs of the area and the recommendations outlined herein with other community and county goals to arrive at unique solutions that will work best for Crozet. For example, while it may be desirable from a preservation standpoint to not add bike lanes on Crozet Avenue so that the historic narrow roads of Crozet are maintained in support of overall historic character, the greater community interest may call for roads to be designed to accommodate bikes to satisfy important transportation and pedestrian access needs. Also, some of the comments in this section are provided for projects that have already been approved by the County. In these cases, the recommendations will be helpful if the county considers expanding the boundaries of already-approved project areas and in situations where approval has been granted, but design and/or construction are not yet complete. For a full discussion of each project and its current status, visit the county's website at [www.albemarle.org](http://www.albemarle.org).

Insert Map—Downtown Zoning District Map

# Map 8

## **PROJECT: Crozet Rezoning Initiative**

### **Overview**

The Crozet Downtown Rezoning initiative, adopted in June 2008 at the end of this historic resources study, initiated new regulations for building setbacks, building height, parking, land uses, landscaping, sidewalks, and lighting in the existing downtown area along Route 240. The purpose of the new regulations is to facilitate the creation of a pedestrian-friendly environment, to facilitate infill and redevelopment in downtown, to increase both the utility of the land and employment downtown, and to maintain the uniquely diverse character of Crozet. (For a complete understanding of the rezoning initiative, the *Crozet Downtown Zoning Report* prepared by Community Planning and Design (September 4, 2007) should be consulted.) The zoning regulations in place prior to the adoption of the Downtown District regulations did not provide strong support for the historic character of the Crozet community and, in general, the adoption of Crozet-specific zoning regulations in the downtown core of Crozet could help deter non-compatible development. However, the new zoning regulations could have a negative impact on historic resources by encouraging their demolition in order to take advantage of the revised regulations and maximize allowable buildable area. Also, if focused on commercial development, the new regulations could overlook the significance of the nearby residential development. In this way, the revised setbacks, building heights, parking requirements and other building and site regulations, and even the boundaries of the zoning district itself, could gradually erode the historic character of Crozet. The Downtown District zoning regulations are available online at:

[http://www.albemarle.org/upload/images/forms\\_center/departments/county\\_attorney/forms/Albemarle\\_County\\_Code\\_Ch18\\_Zoning20b\\_Downtown\\_Crozet.pdf](http://www.albemarle.org/upload/images/forms_center/departments/county_attorney/forms/Albemarle_County_Code_Ch18_Zoning20b_Downtown_Crozet.pdf)

## **ISSUE: SETBACKS**

### **Rezoning**

**Requirement:** Establishing a 1' minimum (10' maximum) front setback in the commercial core of Crozet will help to create a pedestrian-friendly, walkable commercial core with a dense "urban" form that is consistent with the historic patterns of development.

### **Historic Preservation Concerns**

#### **Background**

- The historic character of the overall historic area needs to be considered when establishing boundary lines for the new zoning district. One of Crozet's important character-defining features is the juxtaposition of commercial, ecclesiastical, and residential architecture along Crozet Avenue, south of the railroad tracks. Historically, The Square and Crozet Avenue (from the railroad

tracks south to almost Tabor Street) featured commercial structures set right on the street with minimal setbacks, street parking, and minimal spacing between buildings. This created a distinct sense of “downtown” Crozet. The eastern end of Railroad Avenue and the westernmost end of Three Notched Road featured a similar design.

- Over time, the demolition of some historic structures, the creation of parking lots in front of buildings, and the construction of non-historic infill development have partially changed the character of this central core.

### **Potential Impact**

- From an historic preservation standpoint, the zoning regulations for this central commercial core do not appear to have a negative impact on Crozet’s historic commercial resources. However, for historically residential properties, particularly along Tabor Street and Crozet Avenue, a significantly reduced setback would have a severely detrimental impact on the historic character of Crozet.
- The reduced setback would serve as an incentive for developers to build to the property line on an historically residential lot where the building was originally sited significantly back from the road with a large yard. This would greatly diminish the historic rhythm of the streetscape. While fulfilling the Master Plan goal of creating a commercial core, it would be at the expense of the character of the historically mixed-use neighborhood and would jeopardize historic district eligibility.

### **Recommendations**

- Updated zoning regulations should follow the historic setbacks of the parcels or streets.
- It is recommended that the 1’ setbacks be limited to the historically commercial properties along Crozet Avenue, Three Notched Road, and Railroad Avenue. Residential properties along the same streets, even those that have been converted to commercial use, should retain their historic site layout. This includes the property along the east side of Crozet Avenue north of Tabor Street, all residential properties south of Tabor Street, and along Tabor Street.
- The library site on Crozet Avenue, which is in the process of being converted from a residential property to a library, should continue to retain a large setback recalling the site’s residential past.
- The residential area of Crozet Avenue north of the railroad tracks should also remain residential in character. While these buildings have smaller setbacks than those located south of Tabor Street, their set-back buildings and grassy lawns contribute to the residential character of the community and should remain.

- The side and rear setback regulations should follow the historic use of the property as well. The 0' to 20' setbacks allowable for the non-residential core appear to be compatible with Crozet's historic development. The 200' façade break appears to be acceptable for historically commercial buildings and infill development on core non-residential lots.

## **ISSUE: BUILDING HEIGHT**

### **Rezoning**

**Requirement:** New zoning regulations include the minimum requirement of two stories (30') and a maximum four stories (50'). Special Use permits could extend the height limit to six stories (70'). Fifteen foot setbacks would be required for the façade above three stories. The goal of the rezoning of building height requirements is to create a dense downtown core that maximizes buildable space. The maximum four-story height will preserve the apple cold storage/Mountainside Living structure as the tallest central landmark.

### **Historic Preservation Concerns**

#### **Background**

- Part of Crozet's historic character is defined by the relationship of the building to the street in terms of its height and scale. Historically, most of the commercial buildings range from one-to three-stories in height with the apple cold storage facility an exception at six stories.
- The small-scaled commercial buildings create an accessible and human-scaled commercial corridor.
- Residential properties are similarly scaled with the majority of properties featuring one- or two-story buildings.

#### **Potential Impact**

- The requirement for a building height of two stories does not follow historic precedent as there are a number of existing one-story commercial structures in Crozet.
- Applied to new construction the requirement is not expected to have a significant negative effect on the historic resources within the commercial core of Crozet. However, the requirement could be detrimental to Crozet's historic fabric because it has the potential to encourage the demolition of one-story buildings and/or to compromise existing architecture with the addition of a second story where none was historically present.
- The zoning includes an incentive to demolish the existing historic commercial buildings in order to redevelop the site to include taller buildings with more available square footage.

- The proposed 15' minimum step back for structures over three stories will help to retain a sense of scale within the district, but could still jeopardize the integrity of existing architecture.

### **Recommendations**

- New height regulations should be limited to new construction on lots that not destroy the integrity of historic buildings through demolition or additions.
- It is recommended that the four-story height allowance be limited to empty lots in the historically commercial areas along Crozet Avenue, The Square, Three Notched Road, and Railroad Avenue.
- Residential properties, even those that have been or will be converted to commercial use, should retain their general historic height. Therefore, significant height increases are inappropriate.
- The creation of a local design control district is recommended to mitigate the incentive to demolish or alter historic buildings important to Crozet's history. A no demolition clause should be included.

## **ISSUE: PARKING**

### **Rezoning**

**Requirement:** The relegation of parking to the rear of building sites should help to create an aesthetically appealing, pedestrian-friendly commercial core, as promoted in the Crozet Master Plan.

### **Historic Preservation Concerns**

#### **Background**

- Historically, parking was located along the street on Crozet Avenue, but this has been changed over time. The non-historic creation of parking areas on the lot in front of some commercial structures has reduced the overall integrity of the historic streetscape and the relationship between a building and the street. Additionally, two key parcels, including the community parking lots at the cold-storage/retirement community site and at The Square, have been compromised with the introduction of these large non-historic public parking areas that are out of scale with the existing historic architecture and landscape.

#### **Potential Impact**

- The requirement to relegate parking to the rear of a lot would increase the aesthetic appeal of the community and help to retain historic setbacks.



## **Recommendations**

- Potential redevelopment of parking lots at the The Square and at the cold-storage/retirement community should have parking relegated to the rear of new buildings.
- As the requirements for parking spaces and buffers may make relegated parking unfeasible, exceptions should be allowable on a case-by-case basis looking at the overall cumulative impact.
- Screening of parking areas with hedges and other landscape elements should be utilized.

## **ISSUE: LAND-USE/MIXED-USE**

### **Rezoning**

**Requirement:** The requirement of mixed-use within the commercial core, for buildings over 5,000 square feet, is expected to help to promote a diverse downtown community with residential and commercial development existing in tandem.

### **Historic Preservation Concerns**

#### **Background**

- A mixed-use concept is consistent with the historic mixed-use model in downtown Crozet, although multiple uses were not generally located within the same building.

#### **Potential Impact**

- The rehabilitation of existing historic structures into mixed-use properties is not expected to have a negative impact on the historic character of Crozet as long as the new use does not require changes that would compromise the integrity of the historic architecture.

### **Recommendations**

- The mixed-use approach to historically residential (but currently zoned for commercial use) properties could be allowed if the residential character of the property and neighborhood are preserved with respect to size, scale, height, setback, form, and landscaping.
- Adaptive reuse of historically residential properties into commercial use is appropriate if the new use is compatible with the existing building, site, and neighborhood.
- Multi-use infill development is not expected to create a negative impact on the historic fabric of Crozet if the development follows the historic building patterns

with respect to size, scale, façade rhythm, and historic siting and landscape patterns.

## **ISSUE: LANDSCAPING AND STREET TREES**

### **Rezoning**

Requirement: The rezoning does not include a buffer requirement. However, 20' high vegetative screening (same as current zoning) or 4' high fencing is a zoning requirement between commercial and residential properties. Parking lots with more than five spaces also require landscaping or a seating wall as well as canopy trees. Parking areas with more than twenty-five spaces include internal landscaping of one tree per ten parking spaces with planting islands and perimeter areas (same as current zoning).

Street trees are to be spaced 25' to 40' on center, although entrance corridor regulations require 35' spacing. The new spacing is expected to create a more humanly-scaled streetscape within the district as opposed to the 50' requirement under current zoning regulations.

### **Potential Impact**

- The rezoning of street tree planting regulations is not expected to negatively impact Crozet's historic resources. However, an overly planned landscape scheme with medians, inappropriate planter boxes, and a contrived planting pattern could create a false sense of history.

### **Recommendations**

- Minimize the use of modern materials and large planter boxes.
- The creation of planted medians should be avoided.
- Street tree species should be in keeping with what was historically present in Crozet.

### **Historic Preservation Concerns**

#### **Background**

- The overall character of Crozet is significantly enhanced by its landscape features, in both public and private spaces. While rigid planned landscaping is not widespread, the overall landscaping in Crozet creates a uniform visual context. In residential areas, lawns with foundation plantings, gardens, and mature trees define individual parcels, while commercial areas feature few plantings to the front of the lots. While hedges or small fences do often define side yards, few are located to the front of a lot, allowing direct visual access to the properties from the street. Parking areas are currently devoid of landscaping.

A designed street tree plan was not historically part of Crozet's development, although a number of mature trees do line Crozet's streets.

### **Potential Impact**

- The use of required landscaping to screen between commercial and residential uses or to screen parking areas is not expected to detract from the historic integrity of Crozet.
- The aesthetic quality of required landscaping is expected to enhance the overall feel of the historic community and provide screening for non-historic developments such as parking areas.
- The planting of regularly spaced street trees is not historically accurate in Crozet. The absence of historic precedence for regularly spaced street trees allows for creativity; the overuse of street trees could promote a false sense of history.

### **Recommendations**

- Landscaping should be designed to be compatible in scale with the surrounding properties.
- Trees and hedges should be used as "fencing" between commercial and residential properties, which would alleviate the need for incompatible privacy fences.
- Street trees should be used in moderation and the species chosen should be appropriate for Crozet's historic neighborhoods. Guidance should be taken from similar-sized mixed-use historic communities.

## **ISSUE: SIDEWALKS**

### **Rezoning**

**Requirement:** Sidewalks are to be a minimum of ten feet wide along Crozet Avenue, Three Notched Road, and the new "Main Street." Eight-foot minimums are included for other locations. The inclusion of sidewalks within the Master Plan and rezoning initiative will help promote Crozet as a walkable community.

### **Historic Preservation Concerns**

#### **Background**

The existence of sidewalks is not historically widespread in Crozet. While some sidewalks exist in the commercial core and residential neighborhoods, they are often limited in size, relegated to one side of the street, and constructed of concrete.

### **Potential Impact**

- The introduction of sidewalks is expected to promote the walkability of the community.
- The significant widening of streets to accommodate sidewalks (as well as bike lanes, medians, street trees, and turn lanes) will have a detrimental effect on the character of the community, the integrity of Crozet's historic resources, and the potential eligibility of the proposed historic district.

### **Recommendations**

- While the implementation of sidewalks will increase the pedestrian-friendly nature of downtown Crozet, as specified by the Master Plan, the width of new sidewalks should be minimized to limit negative impacts on the character of the frontage (yards) of historic properties, including building setback to the road, significant landscaping and other important features.
- Demolition of historic streetscape elements, such as retaining walls or existing landscaping to allow for new sidewalks should be discouraged. Should demolition be unavoidable, historic elements should be reconstructed or restored consistent with what was historically present.
- Existing sidewalk patterns should be retained and new sidewalk construction should use traditional sidewalk building materials.

*For further information see the Historic Crozet Streetscape Enhancement Project beginning on page 61 of this report.*

## **ISSUE: LIGHTING**

### **Rezoning**

**Requirement:** Lighting plans for ground level uses must allow for coordination of exterior lighting plans to permit spill-over lighting with consent of the neighboring property owner. Specific exterior lighting fixtures may be waived to the extent adequate lighting is provided from points off-site.

### **Historic Preservation Concerns**

#### **Potential Impact**

- The introduction of spillover lighting allowances is expected to be compatible with the historic resources in Crozet.

#### **Recommendations**

- A minimized light output and appropriately designed fixtures should be used.
- As street lights were not historically part of the Crozet streetscape, design cues should be taken from historic communities of similar size and age.

## **PROJECT: Historic Crozet Streetscape Enhancement - Phase 2**

### **Project Overview**

Phase 2 of the Streetscape Enhancement project includes a focus on pedestrian friendly improvements including sidewalks, landscaping, and lighting along Crozet Avenue to Tabor Street. It also includes relocation of overhead electric and utility lines along Crozet Avenue and installation of a new stormwater drainage system. The project also includes the initial stages of construction for the new “Main Street,” which will provide access to the proposed Downtown Crozet Library from Crozet Avenue. The architectural and design services contract has been awarded to Kimley-Horn & Associates. This project is being funded in part by a federal Transportation Enhancement Program grant through the Virginia Department of Transportation. Consequently, review of the project or proposed work under Section 106 of the National Historic Preservation Act will be required. Consultation should be initiated early in the project before design is underway. If consultation occurs later, the opportunity for meaningful comment would be precluded and the Section 106 process would be improperly followed. As a result of the federally required consultation process, modifications to the project may be needed to avoid negative impacts on properties eligible for listing in the National Register. This process seeks to protect the significant historic and cultural characteristics of properties in or near the project area. More information about this review process is available from the Virginia Department of Historic Resources.

Insert PDF, Attached as Crozet Streetscape Conceptual Design

## Map 9

## Historic Preservation Concerns and Potential Impact

- The Phase 2 Streetscape Enhancement Project has the potential to significantly impact the historic fabric in downtown Crozet, specifically by expanding the transportation network (vehicle, bicycle and pedestrian), reducing the historic setbacks/large front yards of residential dwellings, and impacting the historic retaining walls. However, conscientious planning and mitigation as discussed below can lessen the impact of this project and in turn help implement the Plan while being sensitive to preservation issues.



*Crozet Avenue at Tabor Street*



*5803 Tabor Street*



*The Square*



*1171-1183 Crozet Avenue*

## **Specific projects within the Phase 2 Streetscape Enhancement include:**

### **1) Relocation of Utility Lines**

#### **Historic Preservation Concerns and Potential Impact**

- No negative impact on historic resources is expected. Although the lines were not historically buried, the relocation of the lines is expected to enhance the aesthetic quality of the district and is not expected to impact any standing historic resources.

#### **Recommendations**

- An archeological investigation of the project area should be implemented prior to the project's commencement to insure that no archaeological resources are disturbed during the implementation of the project. The Section 106 process will require checking for known sites and may require testing for sites not yet identified. Guidance from the Virginia Department of Historic Resources must be sought to comply with Section 106 of the NHPA.

### **2) Installation of Stormwater Drainage System**

#### **Historic Preservation Concerns and Potential Impact**

- No negative impact on historic resources is expected.

### **3) Construction of portion of "Main Street"**

#### **Historic Preservation Concerns and Potential Impact**

- The creation of a new "Main Street" could significantly compromise the integrity of the historic character of Crozet. Specific negative impacts include modification of the historic transportation patterns (new road segment) and the historic streetscape appearance within the community. *However, only a small portion of this road is planned within the central core and the potential historic district boundaries.* The creation of this road, if sensitively designed, can reduce the need to further widen historic roads within the community in order to relieve traffic problems.
- It is possible that the historic district could be deemed ineligible for listing on the National Register of Historic Places, or delisted if already designated, if a new road destroys historic transportation patterns and disrupts the historic streetscape appearance of the district.
- Any use of federal funds for this project will require review pursuant to Section 106 of the Historic Preservation Act by the involved agency. A compatible design would probably be considered to have little negative impact on the district and the project would continue. A finding of adverse effect would require additional consultation and mitigation coordinated with the Virginia Department of Historic Resources.



## **Recommendations**

- Minimizing the street width would help to preserve the historic fabric and scale of the central historic district. A successful design of “Main Street” from Crozet Avenue to the Barnes Lumber site should include a minimized intersection so as to not negatively impact the existing historic resources in downtown Crozet.
- Turn lanes at the intersection should be provided only when necessary to assure public safety and designed to minimize impacts to historic resources.
- As it is within walking distance of the downtown core, more intense development of Main Street outside the historic district boundary to the east as envisioned by the Master Plan is more appropriate. The visual impact of development outside the potential district should also be considered by limiting the size and scale of development projects adjacent to the historic district boundary.
- The use of the name “Main Street” for the new road should be avoided so that it does not create a false sense of history. Historically, Crozet Avenue served as the Main Street of Crozet and should remain as such. A more appropriate name might be taken from the history of the historic properties that were demolished for the creation of the library and “Main Street.”
- The “Main Street” project should be designed sensitively to avoid a finding of adverse effect during the Section 106 process.
- Modern treatments for urban traffic management should be avoided. Successful solutions for traffic issues in similar-sized historic communities should be researched for guidance.

## **4) Pedestrian, vehicular and streetscape enhancements from The Square to Tabor Street**

### **SIDEWALKS**

#### **Overview**

Sidewalks are an important feature in the implementation of the Crozet Master Plan. The Crozet Streetscape Project addresses this issue by implementing a multi-phase streetscape improvement initiative. The project includes adding sidewalks along Crozet Avenue where none currently exist to improve walkability of the neighborhood, replacing painted street crossings with brick sidewalks, and expanding existing narrow sidewalks, such as those along The Square. Additionally, sidewalks are proposed in front of existing businesses where vehicular parking lots currently define the space, but as mentioned previously these were later alterations and do not represent traditional parking patterns in Crozet. Sidewalks along Jarman’s Gap Road are also being constructed. These streetscape improvement plans will considerably improve the visual appearance

of the downtown commercial core, as well as provide safe walkable routes connecting residential neighborhoods to the downtown.

### **Historic Preservation Concerns and Potential Impact**

- The construction of sidewalks, while often not following historic precedent, will help restore a walkable downtown community, a priority of the Master Plan.
- In order to accommodate sidewalks, the existing streets will need to be widened. Use materials historically appropriate for Crozet. The setbacks of the historic residential dwellings along Crozet Avenue are a significant feature in Crozet. The creation of sidewalks could compromise these setbacks.
- The widening of streets may require the demolition and reconstruction of existing historic retaining walls along Crozet Avenue. The loss of these historic landscape features would negatively impact the integrity of Crozet's historic character.
- Expanding existing sidewalks along The Square and in front of businesses and using brick to replace painted crosswalks is not expected to have a detrimental impact on any historic resources in Crozet as long as the size of the sidewalks is in keeping with those historically located in Crozet and no historic resources are negatively impacted by the project.
- Curbing and guttering should be historically appropriate for Crozet.

### **Recommendations**

- The width of sidewalks should be minimized to avoid the loss of historic fabric and to retain the historic scale of the streetscapes.
- Demolition of historic streetscape elements, such as retaining walls or existing landscaping, to allow for new sidewalks should be discouraged. Should demolition be unavoidable, historic elements should be reconstructed or restored consistent with what was historically present.
- If new retaining walls are constructed, they should be built in a size, scale, and materials (stone and rock-faced concrete block) of the historic walls within the community. Original materials should be retained. If replacement of any original material is necessary, it should be done in-kind.

## **ROAD WIDENING AND “MAIN STREET” CONSTRUCTION**

### **Historic Preservation Concerns and Potential Impact**

- The widening of Crozet Avenue and Jarman’s Gap Road to accommodate the vehicular and pedestrian improvements (bike lanes, medians, and turn lanes) proposed by the Phase 2 Streetscape Enhancement project could negatively impact the historic integrity of Crozet if the size and scale of the project is overscaled.
- Medians were not a part of the historic streetscape of Crozet. Medians could be out of scale with the existing streetscape and adding medians could project a false sense of history.
- A multi-lane, large-scale street may jeopardize Crozet’s historic district eligibility, while a smaller human-scale streetscape enhancement with sidewalks, street tree plantings, and needed turn lanes for “Main Street” may considerably enhance the district by maintaining Crozet Avenue’s historic scale and diverting through-traffic to the new “Main Street.”
- With the construction of the new “Main Street,” a significant widening of Crozet Avenue may not be needed as most through-traffic will be diverted from the historic street corridors.

### **Recommendations**

- The width of the road widening should be minimized so that the character of the historic streetscape is retained. This includes the elimination of medians proposed on Crozet Avenue for aesthetic purposes only. Construct medians only where necessary for vehicular and pedestrian safety, such as for turn lanes. Minimize the size of the median to the greatest extent feasible for its purpose and any landscaping should be consistent with the historic character of the area.
- Historic porches, landscaping, and existing retaining walls should be maintained to the extent feasible, or replaced with in-kind materials.
- A phased implementation process should be undertaken.

## **FUTURE PHASES OF THE STREETScape PROJECT**

### **PROJECT: Create a downtown Community Green at The Square.**

#### **Historic Preservation Concerns and Potential Impact**

- The creation of a community green at The Square is a potential future use proposed in the Crozet Master Plan. While this area was not historically a green space, the conversion of the current parking lot area at The Square into a central park or “Town Green” would be a compatible use of the currently undeveloped gravel parking lot space.

- Abutting the railroad tracks, the site has historically been open space and a park-like use would retain that character.
- An aesthetically appealing scheme would enhance the historic architecture on The Square, which currently faces the community parking area.
- The creation of a community green space would create a pedestrian friendly atmosphere and would help to aesthetically enhance the commercial core, both goals of the Master Plan.

### **Recommendations**

- The design of a community green or park should be kept simple in order to remain in character with the adjacent historic community, including the commercial buildings along The Square.
- Landscaping, tree plantings, and benches would be appropriate but should be designed to not detract from the historic open plan of the site. The result should not appear “designed” but organic looking using plants historically appropriate for Crozet.
- Modern elements such as benches, trash receptacles, and lighting should be designed to appropriately fit the site. Muted colors should be used to allow the modern features to recede into the landscape. Design cues should be taken from successful solutions in historic communities of similar size and age.

### **PROJECT: Create bike lanes to and within downtown Crozet.**

#### **Historic Preservation Concerns and Potential Impact**

- Similar to the impacts and recommendations for sidewalks and other street widening projects, the creation of bike lanes presents the problem of creating a wide street corridor that is not in keeping with the general character of Crozet.

#### **Recommendations**

- The addition of bike lanes should be accomplished without changing the historic scale of the street or reducing the existing historic setbacks, if possible, particularly in residential areas. If bike lanes are to be installed, every effort should be made to minimize the impact of the installation on historic frontage conditions. (Possible strategies: use narrower road lane and bike lane widths; use one 8-10’ multipurpose trail/path instead of a 5’ sidewalk and two 4’ bike lanes, for a total of 13’.)

### **PROJECT: Develop signage for greenway trails.**

#### **Historic Preservation Concerns and Potential Impact**

- Appropriately designed signs with respect to the size, style, and placement should not negatively impact Crozet’s historic resources or potential district eligibility.

### **Recommendations**

- Over-scaled signs constructed with colors or materials that were not historically used would be inappropriate and should be avoided.

### **PROJECT: Create a pedestrian railroad crossing in downtown core (below or above grade).**

#### **Historic Preservation Concerns and Potential Impact**

- The creation of a pedestrian railroad crossing in Crozet would introduce a non-historic element to the central core which could negatively impact Crozet's character and historic resources if not appropriately designed.

#### **Recommendations**

- An appropriate design of the railroad crossing in terms of scale, style, and location should be implemented to lessen any negative impact.
- Research of other modern pedestrian railroad crossings in historic areas of similar size should be undertaken during the project's initial design phase.
- If the proposed location requires the loss of, alteration to, or impact on any historic resources it would not be appropriate and an alternate location should be sought.
- A preliminary archaeological survey should be undertaken as part of the planning process to insure that no archaeological resources will be impacted by the project. This would be part of a Section 106 process.

### **PROJECT: Explore alternatives to current underpass at Crozet Avenue.**

#### **Historic Preservation Concerns and Potential Impact**

- The historic impact of this project is indeterminable until more specific concepts are conceived. In general, the creation of a new underpass in central Crozet introduces a non-historic element to the historic core.

#### **Recommendations**

- An appropriate design, in terms of size, scale and location, would lessen any possible negative impact and should be implemented.
- Research of other modern railroad underpass designs in historic areas of similar size should be undertaken prior to the project's design. If the proposed location requires the loss of, alteration to, or negative impact on any historic resources it would not be appropriate and a new location should be sought.
- A preliminary archaeological survey should be undertaken as part of the planning process to insure that no archaeological resources will be impacted by the project.

**PROJECT: Continue construction of “Main Street” east from Crozet Avenue, including pocket parks in block development.**

**Historic Preservation Concerns and Potential Impact**

- Comments on the portion of “Main Street” located within the potential historic district can be found on page 64 of this report. Development of “Main Street” outside the historic district boundary to the east should be able to fulfill the goals of the Master Plan while reducing the negative impact on Crozet’s historic character and resources.
- The creation of “Main Street” would potentially help alleviate through-traffic concerns in central Crozet. The reduction of through-traffic and trucks could enhance the overall feeling of the historic community.

**Recommendations**

- “Main Street” should maintain the character of Crozet’s historic landscape and historic resources as it will serve as a gateway to the community and portions will be visible from the historic core of Crozet. Therefore, the design of “Main Street,” in terms of width, scale, landscaping and potential development should be appropriate to complement the historic core.

## **PROJECT: The Crozet Library**



*1183-1185 Crozet Avenue*

### **Overview**

The Crozet Master Plan identifies a new and expanded public library in downtown Crozet as a critical priority. Based on input during the master planning process, citizens strongly preferred to place the new library in the heart of downtown to provide a focal point for community activity and expand opportunities for economic vitality for existing and new downtown businesses. The planned 20,000 foot library building will be sited within the commercial core but on an historically residential lot. Portions of the new library site have been cleared, including demolition of the buildings at 1183-1185 Crozet Avenue (002-5101/002-5087-0173 and 002-2108/002-5087-0172) in March 2008. The remaining residential structure at 1171 Crozet Avenue will be demolished once the county gains full access to the property by 2009. The architecture firm of Grimm and Parker has been selected to design the project which will begin after completion of the zoning and streetscape phases of the project.

### **Historic Preservation Concerns and Potential Impact**

- New construction of this scale (20,000 square feet) will have a significant impact on the historic character of Crozet and the potential historic district's integrity.
- The construction of the library includes the demolition of three historic properties that have been identified as contributing to the potential Crozet Historic District. As a majority of the potential historic district's properties were found to be contributing to the district, the loss of a few contributing buildings is not going to adversely effect the overall eligibility of the potential district. However, additional projects resulting in the loss of other contributing properties may create a dramatic negative impact and potential historic district designation would be jeopardized. The loss of multiple contiguous historic

buildings, as proposed, can break the continuity of an historic district and may lead to a “donut” appearance, where eligibility is typically questioned by the National Park Service.

- The old library site (Crozet Depot) will be vacant.

### **Recommendations**

- The new library design should respect the residential feel of the historic site through the building’s massing, scale, height, and landscaping. Minimizing the overall size of the building is an important design strategy to keep the building compatible with the character of the surrounding historic community. For example, a flat-roofed mass of a building with a flush façade set right on the street would be inappropriate. A design that features a broken façade, larger setback, stepbacks, and a complex roof line could give a more residentially appropriate scale and form to the building and lessen its impact on the character of the historic community. It should be recognized that this site and the immediately surrounding area are located in the downtown business district and are subject to future commercial development.
- Intensive-level documentation, as prescribed by the Virginia Department of Historic Resources, should be undertaken prior to the demolition of the resources at 1171 Crozet Avenue. The county documented the properties at 1183-1185 Crozet Avenue to these specifications prior to their demolition.
- The vacancy of the historic depot that currently houses the library could have a negative impact on the historic district because vacant buildings can fall into disrepair. A compatible use should be found for the Crozet depot building and any rehabilitation work should be done according to the *Secretary of the Interior’s Standards*, to retain the building’s historic integrity and contributing status in the potential Crozet Historic District. Examples of appropriate use for the building include a museum, coffee shop or other small business. Preserving the building as a publicly accessible space is recommended as it would retain its general historic function, which has included use as a both a depot and library.



## **PROJECT: Crozet Old School Site Reuse**



*1408 Crozet Avenue*

### **Overview**

During the master planning process and in more recent public meetings, Crozet residents have expressed a strong desire that the County find acceptable and productive alternative uses for the vacant historic school building. The County has formed an Old Crozet School Reuse Committee to select a qualified architecture firm to undertake the reuse project. The project will involve significant public input regarding potential future uses of the building.

### **Historic Preservation Concerns and Potential Impact**

- The rehabilitation and compatible reuse of the Old Crozet School is a positive historic preservation initiative that shows a commitment to Crozet's significant historic resources.

### **Recommendations**

- While residents have expressed interest in many possible uses for the site, the chosen use should be compatible with the existing historic building, including the architectural design and detailing on both the interior and exterior. The demolition of the non-historic 1960s rear wing would not be detrimental to the building's integrity as it is not in keeping with the original style and design of the structure; however, keeping the wing may also be an acceptable option.
- The project could utilize property surrounding the school to serve the community as outdoor green space, a goal of the Master Plan. A community center with community gardens and athletic fields might be an appropriate use of the building for this purpose.

- Reuse as an apartment building, government satellite office, or private office that provides needed local employment facilities could also be suitable choices if the architectural integrity of the building is preserved.
- Any renovation/rehabilitation of the building should respect its architectural integrity by not compromising the original structure. The *Secretary of the Interior's Standards* should be followed.
- Tax credits should be sought for the building's rehabilitation. As a contributing resource to the potential historic district, the building could potentially be eligible for rehabilitation tax credits worth 25-45% of the project cost (depending on the ultimate use and ownership) if the district is listed. The *Secretary of the Interior's Standards* should be followed.

## **PROJECT: Master Plan for Western Park**

*Located outside the central Crozet core/potential historic district boundary area*

### **Overview**

As identified in the Crozet Master Plan, the creation of Western Park in Old Trail is an essential part of the network of public parks and greenways envisioned for the Crozet Development Area. Rieley and Associates, a local landscape architecture firm, has been selected to develop the Western Park Master Plan.

### **Historic Preservation Concerns and Potential Impact:**

- Western Park is located outside Crozet's central core/potential historic district boundaries, but the design of the park could support and enhance the historic character of the greater Crozet area.

### **Recommendations:**

- Designs for the park should utilize local historic materials, maintain historic landscaping patterns and include native plant specimens, minimize the size of new buildings, and reduce light emissions. Any signage should be appropriate in design, size, and materials.

## **Other Areas of Interest Identified in the Master Plan**

### **Overview**

According to the Master Plan, the creation of a strong sense of place will require the concerted effort of local government, the business community, and local residents. The Plan states that “sustaining that effort will entail literally building and rebuilding *places*, delivering services to *people*, and establishing *connections* between people and places,” as specified by the following:

### **PROJECT: Fire and Rescue, Police Service, and Other Community Services**

Community Services currently provided in Crozet include a fire station and rescue station, as well as elder care through the Meadows, Mountainside Living, and local schools. As the projected population in Crozet increases, the County will need to consider augmenting these services, including a satellite police station, and perhaps creating a location within the central core where these services can be accessed.

#### **Historic Preservation Concerns and Potential Impact**

- The accessibility of police, fire, and rescue services, as well as elder care and other social services, is an important aspect of the Master Plan in creating a vibrant, livable community. Currently, the fire station is located on Three Notched Road outside the central core/proposed historic district boundaries, while a rescue station occupies an historic station within the downtown area on Crozet Avenue, just north of Three Notched Road. No police facilities are currently located in Crozet. As the community grows the need for an expansion of these community services is inevitable.

#### **Recommendations**

- If relocated or expanded services are to be housed in existing buildings, the chosen structures should be ones that can accommodate the new use without significant interior or exterior alterations so that the historic fabric of the building can be retained.
- If new construction is required, the design of the building and its location should be in keeping with the existing historic character of the community, following the design guidelines set forth in this report.
- If the creation of community center is proposed, the Old Crozet School should be considered as a feasible site.

**PROJECT: Affordable Housing**

The Master Plan recommends the development of a comprehensive Affordable Housing Ordinance to foster a broad demographic mixture of residents within the Crozet Development Area.

**Historic Preservation Concerns and Potential Impact**

- More information on the specifics of an ordinance is required to accurately assess any historic impact. In general, the use of tax credits for the rehabilitation of existing buildings has been shown to dramatically increase the success of integrating affordable housing into communities.

**Recommendations**

- If new construction is required, the location and design of new buildings should be in keeping with the existing historic fabric of the community. The new design should follow the design guidelines set forth in this report.

**PROJECT: Local Governance and Community Development**

The Albemarle County Board of Supervisors has specified that local governance is an important aspect of a Development Area once a Master Plan has been adopted, as in Crozet. This includes the creation of a designated Neighborhood Planner and a Board-appointed Community Council to help increase the vitality of the downtown, provide employment opportunities, meet residents' needs for goods and services, and reduce increasing traffic impacts. A local business/economic development program that includes the creation of vibrant, walkable neighborhoods and job creation and proximity is also recommended by the Plan.

**Historic Preservation Concerns and Potential Impact**

- The appointed Neighborhood Planner should be familiar with historic preservation policies and incentives in order to successfully balance the goals of the Master Plan with historic preservation concerns.

**Recommendations**

- If the Neighborhood Planner is unable to fulfill the role of preservation coordinator, the county should appoint an Historic Preservation Planner to Crozet.

**PROJECT: Fairs, festivals and local celebrations**

County staff should serve as a resource for local organizations engaged in the planning and funding of local celebrations, festivals and community-oriented events that support the local market and tourist activities in the Crozet area. Assignment of a Neighborhood Planner will assist community members by directing them to the appropriate departments

and programs within local government, and helping them identify other resources that can support their efforts.

**Historic Preservation Concerns and Potential Impact**

- The offering of historic preservation information through exhibits, presentations, materials and other means in Crozet’s fairs, festivals, and local celebrations, can serve as an important vehicle to educate the public about the importance of Crozet’s historic past.

**Recommendations**

- Education about Crozet’s history should be included in local fairs, festivals, and other appropriate events. An increased awareness of economic incentives and historic preservation in general can help to positively implement the Master Plan with respect to Crozet’s historic resources.

**PROJECT: Schools**

The Master Plan recommends that a new elementary school be developed in the eastern portion of Crozet by 2011. Expansions to existing schools are also projected as Crozet’s population expands.

**Historic Preservation Concerns and Potential Impact**

- None of the existing Crozet schools are located within the central Crozet core or potential historic district boundaries. As presented, the plan would have no known negative historic preservation impact on central Crozet.

**Recommendations**

- The design and construction of a new elementary school in eastern Crozet should be compatible with any historic resources located in or around the chosen site.
- The Old Crozet School should be looked at for possible reuse as a school.

**PROJECT: Parks/Greenways and Recreation**

The Master Plan proposes to create a network of public parks and greenways within the Crozet area in order to protect sensitive natural water systems, preserve public areas of topographical, historical, or cultural interest, create recreational areas, and to create natural links between neighborhoods, downtown, schools, and parks.

**Historic Preservation Concerns and Potential Impact**

- The creation of public parks and greenways in and around Crozet is an important strategy to help retain the more rural areas during this time of significant development. The conversion of the open space on The Square to a

community green and the proposed links to downtown are important to the aesthetic quality of a walkable community, as proposed by the Master Plan.

### **Recommendations**

- The creation of these greenways and open spaces should be designed to be compatible with the existing historic fabric of Crozet, through appropriate landscaping, scale, and location, and should not create a false sense of history.
- The Old Crozet School site should be considered in terms of its potential to provide space for community gardens, parks, and athletic fields within the central core or potential historic district.

### **PROJECT: Historic District Designation (Crozet and Yancey Mills)**

In order to preserve the historic fabric of the Crozet Development Area, the Master Plan recommends placing Crozet and Yancey Mills on the National Register of Historic Places. This report has stemmed from the Master Plan's recognition of Crozet's important historic resources.

Yancey Mills falls outside the direct area encompassed by this report, but has been determined eligible for listing on the National Register as part of the Greenwood Rural Historic District. The nomination process for the district is scheduled to begin in the Fall of 2008.

### **Historic Preservation Concerns and Potential Impact**

- Though primarily honorary in nature, listing on the National Register will encourage planning staff to consider the historic nature of Crozet as development proposals are reviewed.
- The establishment of the proposed Crozet Historic District could play a significant role in the Master Plan's revitalization efforts through economic incentives and the preservation of Crozet's authentic historic character.
- Crozet has been documented and recommended for listing in the National Register of Historic Places as an historic district.

### **Recommendations**

- It is recommended that the preparation of a full National Register nomination for the Crozet Historic District be undertaken. Once completed, the district should be officially listed on the National Register of Historic Places.
- Gaining a thorough understanding of the economic benefits of listing and their implementation should be a priority of County officials and staff once the district is listed. The use of rehabilitation tax credits can be a significant tool in revitalizing the area, one of the goals of the Master Plan.
- Educational seminars and meetings should be established as part of the nomination process to ensure that citizens and County officials are provided

with a clear understanding of what it means and does not mean to be listed on the National Register. That information is also provided within this report.

**PROJECT: Utilities**

**Solid Waste, Recycling, Water, and Wastewater**

The growth of the Crozet area is not expected to significantly change the overall needs for solid waste and recycling within the county. However, a new recycling center is recommended by the Master Plan. Expanded water and wastewater facilities have been approved to accommodate the projected population growth in and around Crozet.

Solid Waste

**Historic Preservation Concerns and Potential Impact**

- No negative impact on historic resources is currently known or expected.

Recycling

**Historic Preservation Concerns and Potential Impact**

- The reuse of (or inclusion within) the existing Crozet Avenue rescue squad property for a recycling drop-off center could impact the historic integrity of the potential historic district and the general character of the community. If located on another property, the center could also impact nearby historic resources.

**Recommendations**

- If located at the rescue squad property, the center should be located to the rear of the buildings and should be compatible with the residential neighborhood to the west and north in terms of screening, noise pollution, hours of operation, and traffic.
- If located on another property, the size, design, and scale of such a center should also be considered in terms of its compatibility with the historic character of the area. A site-appropriate location should be chosen. Screening options, noise pollution, hours of operation, and traffic are issues that should be considered in site selection.

Water and Wastewater

**Historic Preservation Concerns and Potential Impact**

- Current plans for a water treatment plant and wastewater pump station are conceptual and therefore the possible impact on historic resources is not known.

**Recommendations**

- A new sewer treatment plant should be located outside the potential historic district boundaries and should be compatible with the surrounding landscape in terms of location, scale, and design. The new location should not be adjacent to any historic resources.



**PROJECT: Bus Transit**

**Historic Preservation Concerns and Potential Impact**

Expanded public transportation options are encouraged by the Master Plan in order to increase public access to downtown Crozet and to alleviate traffic and parking problems.

- The implementation of transit improvements to Crozet will potentially help fulfill the Master Plan's goal of a revitalized, pedestrian-friendly downtown core. Inappropriately designed or out of scale, these improvements would negatively impact the historic character of downtown Crozet.

**Recommendations**

- The location and design of bus stops, bus turning lanes, and other associated transit improvements should consider the effect on Crozet's historic resources and on the potential historic district's integrity. The general design guidelines and transportation recommendations throughout this report should be referenced during the planning process.

### SECTION III.

## **Historic Preservation Challenges and Opportunities in Crozet**

Although the potential Crozet Historic District has been determined eligible for listing on the National Register of Historic Places, it is important to understand that changes to the historic district have the potential of jeopardizing that eligibility or subsequent designation. If historic designation is ultimately sought, an understanding of the impact of certain changes is imperative. Regardless of Register listing, historic preservation is an important tool in retaining Crozet's unique character, an important concept proposed by the Master Plan. However, the implementation of the Master Plan calls for a number of redevelopment and infill development strategies within the core downtown area, some of which could negatively impact Crozet's historic integrity. While the impact of the Master Plan on Crozet as a whole has been discussed throughout this report, there are specific areas of concern and potentially threatened significant properties that should be acknowledged. A sensitive approach to these areas can fulfill the goals of the Master Plan without negatively impacting Crozet's historic integrity or jeopardizing its historic district status. While all of the properties that contribute to the significance of the historic district are important in the creation of a cohesive historic community, some particularly significant properties and sites to consider include:

### **Library Site**



*1171-1185 Crozet Avenue*

As previously discussed in this report, the new Crozet Library project has the potential to significantly impact a number of Crozet's historic resources and the community's historic district eligibility. The proposed library project includes the demolition of three historic

properties on the site, the vacancy of the depot building, and the construction of a new “Main Street” adjacent to the site. The design of the new library is also an important factor in retaining the area’s historic integrity. See page 71 of this report for further discussion of the library project.

### **Cooperage Company Warehouse and Office**



*5794-5796 Three Notched Road*



*5796 Three Notched Road, Rear Elevation*

As some of the most significant buildings in downtown due to their association with Crozet’s historic fruit production industry, the retention of the cooperage warehouses and office at the corner of Crozet Avenue and Three Notched Road should be carefully considered during any redevelopment project. This property is currently being considered as a redevelopment site. The designation of Crozet as a National Register Historic District could provide significant financial incentives for rehabilitating the existing structures. The loss of integrity of these buildings could jeopardize the eligibility of the historic district for register listing. Redevelopment of the site, including additions to the buildings, should respect the existing historic value of these buildings by minimizing changes to their overall size, form, and historic character. While non-historic and non-compatible changes have occurred over time, these reversible actions should not be considered as having compromised the existing buildings. Demolition should be discouraged.

## Apple Storage Shed



*5824 Railroad Avenue*

Associated with Crozet's history as one of Albemarle County's most important areas for fruit production is the apple packing warehouse at 5324 Railroad Avenue. Later used as a laundromat and for apartments, the building is threatened because it is currently vacant and in disrepair. Its historic association with the apple industry gives it significance in Crozet despite the changes that have occurred to the building. This building is another example of an historic resource that could significantly benefit from rehabilitation tax credits. Successful rehabilitation of the building will contribute to the Master Plan's goal of creating an authentic sense of place. Demolition should be discouraged.

## **Significant Potential Rehabilitation Sites in Central Crozet**

### **Old Crozet School**



*1408 Crozet Avenue*

The rehabilitation of the Old Crozet School is important to retaining integrity within the central core of Crozet and the potential historic district. Any renovation or rehabilitation of the building or site should not alter its historic architectural fabric. As a contributing resource to the potential historic district, the building could be eligible for rehabilitation tax credits. See page 73 of this report for further discussion of the Crozet School site.

### **Apple Cold Storage/Mountainside Living**



*1220 Crozet Avenue*

The historic apple cold storage tower located at 1220 Crozet Avenue is one of the most significant buildings in downtown Crozet due to its association with Crozet's history with

successful fruit production. Currently used as a privately owned senior living facility, the building and its prime location should be carefully considered if the current tenant vacates the site in the future. Finding a compatible use for the building should be a priority and any renovations or additions should respect the historic integrity of the building. Rehabilitation tax credits could serve as an economic incentive for the building's preservation and rehabilitation.

### **Central Parking Lot/Post Office/Bank Site**



*1220 Crozet Avenue*



*1200 Block of Crozet Avenue*

The site adjacent to the Mountainside Living/Cold Storage facility currently features a post office, a large central parking lot, and a private bank. These resources are non-historic and therefore non-contributing to the potential historic district. Historically, the site featured a number of commercial buildings fronting Crozet Avenue, including the Bank of Crozet and a grocery store. The site also featured open space to the rear that was historically used for public events. While privately owned, the site is located in the center of Crozet's commercial core and could be reclaimed and incorporated into a successful redevelopment project. Incompatible development would significantly impact the integrity of Crozet and the eligibility of the potential historic district, while a successful redevelopment would be in keeping with the goals of the Master Plan.

### **Barnes Lumber Site**



*5755 The Square*



*5755 The Square*

Similar to the central parking lot/post office/bank site discussed above, the Barnes Lumber Company site is a privately owned property in central Crozet. While currently used as an industrial lumber company, the future of the site is of particular importance to the implementation of Crozet's Master Plan. The site is adjacent to the potential historic district boundary, but its central location fronting The Square makes its possible redevelopment important in terms of historic preservation and district integrity, as well as its potential for dense "urban" development in central Crozet. A non-compatible design or use of the property could potentially compromise the historic character of downtown Crozet. While no specific plans for the site are under consideration, it is important to note the site's critical role in future planning. The general design guidelines discussed in this report should be considered.

### **Crozet Depot**



5791 Three Notched Road



5781 Three Notched Road

As noted in the discussion of the Library project, the Crozet Depot is one of the most significant historic resources in Crozet. Although a 1920s replacement of Crozet's original depot, the depot originally served as the impetus for the establishment and growth of Crozet. Housing the library since 1983, the current depot building will be vacated with the construction of a new library on Crozet Avenue. Any new use of the building should be compatible with its historic use and should keep additions or further alterations to a minimum. The Master Plan's proposed use as a museum would be appropriate. However, if the Old Crozet School is used as a community center, that site might serve as a more appropriate location for a museum. A small office, business or coffee shop could also be a good use for the depot. A publicly accessible use is encouraged as it is in keeping with the building's history.

## Con Agra/Acme Visible Records



*5391-5400 Three Notched Road*



*5391-5400 Three Notched Road*

Although located outside the potential historic district boundaries, the large industrial building sites formerly known as Con-Agra and Acme Visible Records provide a significant potential reuse opportunity for large-scale employment within the downtown Crozet area, as recognized in the Master Plan. The historic industrial buildings should be reused as part of any future potential redevelopment of the sites. Currently, the Con Agra building is newly housing Music Today and Starr Hill brewery, which appear to be compatible uses as few changes have been made to the buildings.



## SECTION IV.

### **Economic Incentives for Historic Preservation**

#### *Why Historic Preservation Works*

Numerous national and local programs and statistics attest to the fact that historic preservation works. Historic Preservation can be compatible with the goals and initiatives of the Crozet Master Plan for creating a vibrant, walk-able, mixed-use community. With a little planning and forethought historic preservation can be the ultimate tool in implementing the Crozet Master Plan and its guiding principles. Incorporating available local, state, and national economic incentives for historic preservation into the planning process can help make this concept a reality. Although there are a plethora of historic preservation economic incentives available, two of the most successful are State and Federal rehabilitation tax credits and Main Street designation.

The Virginia Department of Historic Resources (DHR), as have other state agencies and the National Park Service, have concluded through rigorous studies that preservation of historic buildings greatly benefits communities. Historic places connect us to our heritage and enrich the quality of our lives in countless intangible ways, but their preservation also provides demonstrable economic benefits. DHR's website ([www.dhr.virginia.gov](http://www.dhr.virginia.gov)) provides a multitude of supporting documents and statistics to define this point. In sum, DHR reports that through the Federal and State Rehabilitation Tax Credit programs, property owners are given substantial incentives for private investment in preservation, resulting in enormous advantages to the public. Since the federal tax credit program's inception in 1976, over 1,400 deteriorated historically significant buildings in Virginia have been returned to productive service, representing a private investment of over \$1 billion. The state program was initiated in 1997 and has already generated over \$125 million of economic activity independent of the federal program. This money represents costs paid into the design profession and construction industry for architects, contractors, craftsmen, and suppliers, with a corresponding increase in local employment. The capital improvements made to the buildings result in increases in local property revenues, as well as a general enhancement in commercial activity. The rehabilitated buildings provide desperately needed housing (in many cases, low- and moderate-income housing), and office, retail, and other commercial space. The communities benefit from property improvement, blight removal, and increased occupancy of buildings in historic core neighborhoods.

Both the federal and state tax credit programs are administered in Virginia through the Department of Historic Resources. State tax credits are available for owner-occupied, as well as income-producing buildings. Owners of income-producing properties may also

be able to take advantage of the federal tax credits. Federal rehabilitation tax credits are equal to twenty percent of the eligible owner's costs of rehabilitating listed income-producing properties. Conversely, the state rehabilitation tax credits are equal to twenty-five percent of the eligible owner's costs of rehabilitating a listed property, whether income-producing or an owner-occupied residence. All rehabilitations must adhere to the *Secretary of the Interior's Standards for Rehabilitation* and are reviewed for eligibility by the Virginia Department of Historic Resources. Rehabilitations seeking federal tax credits are also reviewed by the National Park Service. Significantly, federal and state tax credits can be piggy-backed, resulting in a total of a forty-five percent credit for income-producing properties.

In Crozet, the establishment of a National Register historic district is a viable option in implementing the Crozet Master Plan. While the Master Plan calls for an exploration of the community's eligibility for National Register Listing (eligibility approved March 2008), the benefits must be weighed against the possible changes that the Master Plan's implementation may bring to the community. While a designated historic district can support significant revitalization, particularly for commercial buildings through the use of tax credits, and can balance some new construction or other changes, too many non-compatible changes can adversely affect the district resulting in its loss of historic integrity and ultimate delisting. While the creation of a false sense of history is discouraged, an understanding of the historic architectural fabric of Crozet can be an important tool in creating compatible infill design and rehabilitating existing resources within the potential historic district, resulting in a vibrant and authentic historic community.

## **Facts About Virginia's Historic Rehabilitation Tax Credits**

*Written by the Virginia Department of Historic Resources with updates from VDHR's new economic study Prosperity through Preservation, which is available online at [http://www.dhr.virginia.gov/pdf\\_files/Prosperity%20through%20Preservation.pdf](http://www.dhr.virginia.gov/pdf_files/Prosperity%20through%20Preservation.pdf)*

The state Rehabilitation Tax Credit has been in effect since 1997. Modeled on the highly successful federal rehabilitation tax credit, it has spurred private investment of over \$952 million (with a \$1.5 billion total economic impact) in the rehabilitation of more than 1,200 landmark buildings. But the benefits of the rehabilitation tax credit extend far beyond historic preservation. The credit is responsible for:

- Economic benefits, including new jobs, increased household income, and enhanced local revenue;
- Smart growth and sustainable development, by promoting urban revitalization and efficient redevelopment and contributing to the conservation of open space and natural resources;

- Significant social benefits such as restoration of community fabric, improved housing stock (including a substantial number of low and moderate income housing units), inner-city economic development, community preservation, and economic integration.
- Other benefits, including educational resources, promotion of a sense of community and stewardship, and preservation of a vital part of Virginians' identity.

### **Economic Benefits of Rehabilitation**

- *Job creation: Prosperity through Preservation* reveals that by 2008 the total economic impact of the tax credit program was \$1.5 billion with 10,769 jobs created, \$444 million in labor wages and salaries, and \$46 million in state tax revenue.
- *Increase in household income:* The 2008 study showed that household earnings in Virginia increased by nearly \$467,000 for every million dollars spend on the rehabilitation of Virginia's historic buildings.
- *Enhanced local revenues:* Rehabilitation activity, and the increased property value that results, enhances local property tax revenue. Studies from various localities have shown that property values in historic districts often rise significantly faster than property values in the community as a whole.
- *Business and retail activity:* Rehabilitation of historic buildings in downtown areas results in enhanced retail and business activity. Through the Virginia Main Street program, over 1,763 new businesses and 4,182 new jobs have been created in historic Virginia communities, and through investment of over \$141 million tracked through the program, some 3,000 buildings have been rehabilitated.
- *Catalyst effect:* Rehabilitation activity serves as a catalyst for additional economic development. The rehabilitation of a single prominent building is in some cases sufficient to galvanize the revitalization of an entire area. In other cases, a series of smaller rehabilitations can ultimately result in the "critical mass" necessary to bring the neighborhood back to prosperity. The dynamics vary from case to case, but examples abound of historic neighborhoods that were once unfashionable, depressed, and dangerous but are now among the most vibrant and desirable real estate in the Commonwealth.
- *Tourism:* A study by the Virginia Division of Tourism has shown that visitors who stop at historic attractions stay longer, visit twice as many places, and spend, on average, over 2 ½ times more money than do other visitors. Through the use of the rehabilitation tax credits, these destination attractions are supported by historic neighborhoods where visitors can stay in bed and breakfast inns, shop in restored commercial areas, dine in creatively adapted buildings, and stroll through living neighborhoods showcasing a wealth of historic architecture and settlement patterns.
- *Infrastructure:* Rehabilitation projects make use of existing infrastructure, eliminating the need for taxpayer dollars to construct new roads, water and sewer lines, and gas, electrical, and telephone lines.
- *Stabilization effect:* There is evidence that rehabilitation activity is often a counter-cyclical activity that can stabilize local economies during slow times. There are a number

of reasons for this. For example, the majority of rehabilitation projects are modest in scale, making them affordable when large-scale new construction is not. In addition, rehabilitation projects can be done in stages, making them more feasible during times of short cash flow. Finally, because local laborers and suppliers tend to get a larger share of the total expenditure in rehabilitation projects than in new construction, the benefits tend to be more concentrated locally.

### **Sustainable Development and Smart Growth**

- *Urban revitalization*: Rehabilitation represents one of the most potent tools available for urban revitalization and inner-city redevelopment. Healthy and vibrant cities serve as a check on sprawl and the loss of urban population.
- *Efficient development*: Rehabilitation of historic buildings focuses on the reuse of existing assets, both infrastructure and buildings. Use of existing infrastructure, which has already been paid for with taxpayer dollars, represents a fiscally responsible policy. In addition, especially if demolition costs are figured in, the cost of rehabilitation is often less than new construction, resulting in more efficient development.
- *Open space preservation*: Rehabilitation of historic buildings for new uses reduces sprawl and the destruction of open space and agricultural resources.
- *Reduced automobile dependence*: Historic districts are typically located in or adjacent to downtown areas. By concentrating business, commercial, and residential uses in a limited area, redevelopment projects reduce dependence on automobiles, thereby conserving energy resources, enhancing air quality, reducing traffic congestion, and often improving quality of life for local residents.
- *Conservation of resources*: Because rehabilitation projects require fewer new materials, and fewer energy resources for transportation of materials, rehabilitation is a more environmentally friendly development approach than new construction.
- *Reduced pressure on landfills*: A growing concern for Virginia localities is the high cost, both economic and environmental, of solid waste disposal. By preventing demolitions, rehabilitation projects significantly reduce pressure on landfills.

### **Social Benefits**

- *Inner-city revitalization*: The poor, the elderly, small business owners, and single parents are disproportionately located in older, inner-city neighborhoods. Historic preservation and rehabilitation of older buildings often directs economic activity where it is most urgently needed.
- *Improved housing stock*: The National Park Service reports that during Fiscal Year 2000, 5,740 housing units were rehabilitated nationwide, and 11,530 new housing units were created using the federal tax credit. Although numbers specific to Virginia are not available, it should be pointed out that in the northeast region, of which Virginia is a part, 62% of projects specified housing as a final use.
- *Affordable housing*: The National Park Service's report further states that 6,668 low and moderate income housing units were produced using the federal credit, the highest

number since 1986. This is 38% of the total housing units completed. Investors often combine other incentives such as low-income housing credits with the rehabilitation credits to make their projects more financially attractive.

- *Leveraging of private investment*: Economic incentives are an excellent way to catalyze private investment for considerable public benefit. Particularly when rehabilitation tax credits are combined with other incentives such as low-income housing credits or enterprise zone credits, major public policy goals are met using private dollars.
- *Community preservation*: Rehabilitation projects tend to preserve social networks and traditional community ties by keeping older neighborhoods intact. Furthermore, by focusing on a variety of neighborhoods and resource types, rehabilitation projects represent an effective response to the challenges presented by a diverse multicultural society.
- *Economic integration*: Historic districts typically contain mixed uses and a variety of building types. They are also often located near public transportation lines, and social infrastructure – churches, schools, and neighborhood groups – are in place. As a result historic districts can, and often do, accommodate residents and property owners of all socioeconomic classes.

### **Other Benefits**

- *Sense of community*: Rehabilitation of historic neighborhoods promotes a general sense of community – of who we are and who we have been. By preserving the tangible evidence of past generations, we allow people to be a part of something bigger than themselves.
- *Educational resources*: Historic buildings represent a primary document for the study of history, architecture, art, and culture. Rehabilitation preserves unique information.
- *Stewardship*: Rehabilitation represents good stewardship. Preservation of cultural resources for future generations is an investment in the future.
- *Virginia's identity*: Respect for the past has been a hallmark of the Commonwealth's citizens for generations, and is a defining characteristic of Virginia's identity. Our heritage is rich and diverse, and we continue to feel passionate about preserving it.

For more information about the Tax Credit programs contact:

*Virginia Department of Historic Resources*

*2801 Kensington Avenue*

*Richmond, VA 23221*

*(804) 367-2323*

[www.virginia.dhr.gov](http://www.virginia.dhr.gov)

## SECTION V.

### Appendix

#### **Crozet Historic District Inventory Report**

*This inventory report was generated by the Virginia Department of Historic Resources' Data Sharing System. A full comprehensive inventory with architectural descriptions is available from the Virginia Department of Historic Resources.*

##### Apple Grove Lane

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Tudor Revival, 1935*  
**5755 Apple Grove Lane 002-5087-0002**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Individual Resource Status: Shed Contributing Total: 2*

*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1935*  
**5756 Apple Grove Lane 002-5087-0001**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Individual Resource Status: Garage Contributing Total: 1*

*Individual Resource Status: Secondary Dwelling Contributing Total: 1*

##### Blue Ridge Avenue

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1910*  
**1194 Blue Ridge Avenue 002-5008**

*Individual Resource Status: Garage Contributing Total: 2*

*Individual Resource Status: Shed Contributing Total: 2*

*Individual Resource Status: Barbecue Pit Contributing Total: 1*

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1910*  
**1201 Blue Ridge Avenue 002-5007 Other DHR Id #: 002-5087-0056**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1908*  
**1216 Blue Ridge Avenue 002-2200 Other DHR Id #: 002-5087-0058**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Individual Resource Status: Garage Contributing Total: 1*

*Individual Resource Status: Workshop Contributing Total: 1*

*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Craftsman, 1941*  
**1227 Blue Ridge Avenue 002-5087-0055**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1963*  
**1231 Blue Ridge Avenue 002-5087-0054**

*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Individual Resource Status: Carport Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1920*  
**1233 Blue Ridge Avenue 002-5087-0053**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1983*  
**1243 Blue Ridge Avenue 002-5087-0052**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1920*  
**1246 Blue Ridge Avenue 002-5087-0061**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1903*  
**1251 Blue Ridge Avenue 002-2139 Other DHR Id #: 002-5087-0051**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1922*  
**1254 Blue Ridge Avenue 002-5087-0062**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1940*  
**1261 Blue Ridge Avenue 002-5087-0050**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

### **Buford Street**

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1950*  
**1071 Buford Street 002-5087-0063**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

### **Carter Street**

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Craftsman, 1925*  
**1171 Carter Street 002-5023**  
*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1917*  
**1182 Carter Street 002-5009 Other DHR Id #: 002-5087-0039**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 2001*  
**1234 Carter Street 002-5087-0043**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

### **Crozet Avenue**

*Primary Resource Information: Bridge, , Style: Other, 1920*  
**Crozet Avenue 002-2188 Other DHR Id #: 002-5087-0104**  
*Individual Resource Status: Bridge Contributing Total: 1*

*Primary Resource Information:* **Single Dwelling, Stories 1.00, Style: Colonial Revival, 1936**  
**989 Crozet Avenue 002-5087-0003**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Individual Resource Status:* **Garage Contributing Total: 1**

*Individual Resource Status:* **Shed Contributing Total: 1**

*Individual Resource Status:* **Secondary Dwelling Contributing Total: 1**

*Primary Resource Information:* **Multiple Dwelling, Stories 1.00, Style: Other, 1950**  
**1100 Crozet Avenue 002-5087-0015**

*Individual Resource Status:* **Multiple Dwelling Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 1.00, Style: Other, 1940**  
**1105 Crozet Avenue 002-5087-0008**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Individual Resource Status:* **Well/Well House Non-Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 1.50, Style: Craftsman, 1915**  
**1107 Crozet Avenue 002-2110 Other DHR Id #: 002-5087-0007**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Individual Resource Status:* **Shed Non-Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 2.00, Style: Colonial Revival, 1900**  
**1108 Crozet Avenue 002-2103**

*Individual Resource Status:* **Garage Non-Contributing Total: 1**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 2.00, Style: Other, 1905**  
**1118 Crozet Avenue 002-2102 Other DHR Id #: 002-5087-0017**

*Individual Resource Status:* **Shed Contributing Total: 1**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900**  
**1122 Crozet Avenue 002-2101**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Primary Resource Information:* **Service Station, Stories 1.00, Style: Colonial Revival, 1928**  
**1146 Crozet Avenue 002-2100**

*Individual Resource Status:* **Service Station Contributing Total: 1**

*Individual Resource Status:* **Shed Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 2.50, Style: Victorian, Folk, 1905**  
**1155 Crozet Avenue 002-2106 Other DHR Id #: 002-5087-0021**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**

*Primary Resource Information:* **Church/Chapel, Stories 1.00, Style: Gothic Revival, 1899**  
**1156 Crozet Avenue 002-2099**

*Individual Resource Status:* **Church/Chapel Non-Contributing Total: 2**

*Individual Resource Status:* **Shed Non-Contributing Total: 1**

*Primary Resource Information:* **Single Dwelling, Stories 2.50, Style: Victorian, Queen Anne, 1910**  
**1171 Crozet Avenue 002-2107 Other DHR Id #: 002-5087-0022**

*Individual Resource Status:* **Single Dwelling Contributing Total: 1**



*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1882*

**1183 Crozet Avenue 002-2108**

*Individual Resource Status: Single Dwelling Demolished Total: 1*

*Individual Resource Status: Office/Office Building. Demolished Total: 1*

*Individual Resource Status: Barbecue Pit Demolished Total: 1*

*Individual Resource Status: Animal Shelter/Kennel Demolished Total: 1*

*Individual Resource Status: Chicken House/Poultry House Demolished Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1948*

**1185 Crozet Avenue 002-5101 Other DHR Id #: 002-5087-0173**

*Individual Resource Status: Single Dwelling Demolished Total: 1*

*Individual Resource Status: Garage Demolished Total: 1*

*Primary Resource Information: Commercial Building, Stories 2.00, Style: Colonial Revival, 1925*

**1186 Crozet Avenue 002-2097 Other DHR Id #: 002-5087-0024**

*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Commercial Style, 1946*

**1189 Crozet Avenue 002-5091 Other DHR Id #: 002-5087-0023**

*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Office/Office Building., Stories 1.00, Style: Commercial Style, 1945*

**1191 Crozet Avenue 002-5087-0029**

*Individual Resource Status: Office/Office Building. Contributing Total: 1*

*Primary Resource Information: Commercial Building, Stories 1.50, Style: Commercial Style, 1910*

**1200 Crozet Avenue 002-2096**

*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Commercial Style, 1953*

**1205 Crozet Avenue 002-5087-0030**

*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Office/Office Building., Stories 1.00, Style: Colonial Revival, 1939*

**1207 Crozet Avenue 002-5087-0031**

*Individual Resource Status: Office/Office Building. Contributing Total: 1*

*Primary Resource Information: Post Office, Stories 1.00, Style: Other, 1983*

**1210 Crozet Avenue 002-5087-0026**

*Individual Resource Status: Post Office Non-Contributing Total: 1*

*Primary Resource Information: Bank, Stories 1.00, Style: Other, 1981*

**1214 Crozet Avenue 002-5087-0027**

*Individual Resource Status: Bank Non-Contributing Total: 1*

*Primary Resource Information: Warehouse, Stories 6.00, Style: Other, 1912*

**1220 Crozet Avenue 002-2082**

*Individual Resource Status: Warehouse Contributing Total: 1*

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Other, 2000*

**1248 Crozet Avenue 002-5087-0080**

*Individual Resource Status: Commercial Building Non-Contributing Total: 1*

*Primary Resource Information: Rescue Squad Station, Stories 1.00, Style: Other, 1950*  
**1257 Crozet Avenue 002-5087-0081**  
*Individual Resource Status: Rescue Squad Station Contributing Total: 2*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1920*  
**1260 Crozet Avenue 002-2088**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Victorian, Queen Anne, 1900*  
**1266 Crozet Avenue 002-2089 Other DHR Id #: 002-5087-0083**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1870*  
**1278 Crozet Avenue 002-2090**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Foundation Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1961*  
**1282 Crozet Avenue 002-5087-0086**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1900*  
**1284 Crozet Avenue 002-5087-0085**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1913*  
**1286 Crozet Avenue 002-2092**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1890*  
**1292 Crozet Avenue 002-2091 Other DHR Id #: 002-5087-0089**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1876*  
**1302 Crozet Avenue 002-2093**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Barbecue Pit Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Individual Resource Status: Secondary Dwelling Contributing Total: 1*

*Primary Resource Information: School, Stories 1.00, Style: Colonial Revival, 1923*  
**1408 Crozet Avenue 002-2142**  
*Individual Resource Status: School Contributing Total: 1*

## **Dunvegan Lane**

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1912*  
**5797 Dunvegan Lane 002-2114**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1930*  
**5814 Dunvegan Lane 002-5087-0004**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1910*  
**5812 Dunvegan Lane 002-5087-0006**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 2*  
*Individual Resource Status: Carport Non-Contributing Total: 1*

## **Jarman's Gap Road**

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Craftsman, 1930*  
**5853 Jarman's Gap Road 002-5087-0040**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1930*  
**5857 Jarman's Gap Road 002-5087-0041**

*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1928*  
**5865 Jarman's Gap Road 002-2118 Other DHR Id #: 002-5087-0042**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

## **Jeremiah Lane**

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1930*  
**5906 Jeremiah Lane 002-2137**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1956*  
**5909 Jeremiah Lane 002-5087-0059**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

## **McComb Street**

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1945*  
**5845 McComb Street 002-5087-0044**

*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 2*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1920*  
**5851 McComb Street 002-5087-0045**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1920*  
**5855 McComb Street 002-5087-0046**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1920*  
**5859 McComb Street 002-5087-0047**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1920*  
**5865 McComb Street 002-5087-0048**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1948*  
**5869 McComb Street 002-5087-0049**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

### **Pleasant Green Street**

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Greek Revival, 1815*  
**1330 Pleasant Green Street 002-0252 Other DHR Id #: 002-5087-0065**  
*Individual Resource Status: Dairy Contributing Total: 1*  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Cemetery Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 4*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1917*  
**1335 Pleasant Green Street 002-5087-0064**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Theater Non-Contributing Total: 1*  
*Individual Resource Status: Chicken House/Poultry House Non-Contributing Total: 1*  
*Individual Resource Status: Barn Non-Contributing Total: 1*

### **Railroad Avenue**

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Commercial Style, 1940*  
**5820 Railroad Avenue 002-5087-0066**  
*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Commercial Building, Stories 2.00, Style: Commercial Style, 1920*  
**5824 Railroad Avenue 002-5087-0067**  
*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900*  
**5826 Railroad Avenue 002-5087-0068**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Craftsman, 1932*  
**5830 Railroad Avenue 002-5087-0069**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Craftsman, 1940*  
**5860 Railroad Avenue 002-5087-0070**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1940*  
**5878 Railroad Avenue 002-5087-0071**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Other, 1926*  
**5882 Railroad Avenue 002-5087-0072**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1971*  
**5888 Railroad Avenue 002-5087-0073**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1996*  
**5892 Railroad Avenue 002-5087-0171**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1996*  
**5896 Railroad Avenue 002-5087-0170**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1940*  
**5926 Railroad Avenue 002-5087-0169**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1946*  
**5930 Railroad Avenue 002-5087-0168**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1950*  
**5934 Railroad Avenue 002-5087-0167**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1925*  
**5940 Railroad Avenue 002-5087-0166**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Mobile Home/Trailer, Stories 1.00, Style: Other, 1980*  
**5944 Railroad Avenue 002-5087-0165**  
*Individual Resource Status: Mobile Home/Trailer Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1950*  
**5960 Railroad Avenue 002-5087-0164**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1900*  
**5982 Railroad Avenue 002-5087-0163**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1947*  
**6000 Railroad Avenue 002-5087-0162**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1947*  
**6006 Railroad Avenue 002-2077**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1965*  
**6014 Railroad Avenue 002-5087-0160**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1996*  
**6026 Railroad Avenue 002-5087-0159**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1900*  
**6034 Railroad Avenue 002-2076**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*  
*Individual Resource Status: Workshop Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1900*  
**6038 Railroad Avenue 002-5087-0157**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1905*  
**6046 Railroad Avenue 002-5087-0156**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1910*  
**6054 Railroad Avenue 002-5087-0155**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1926*  
**6072 Railroad Avenue 002-2072**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Office/Office Building. Non-Contributing Total: 1*  
*Individual Resource Status: Shed, Wood Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900*  
**6078 Railroad Avenue 002-2073 Other DHR Id #: 002-5087-0153**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Barn Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*  
*Individual Resource Status: Barbecue Pit Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1916*  
**6086 Railroad Avenue 002-2074 Other DHR Id #: 002-5087-0152**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

### **St. George Avenue**

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1952*  
**5724 St. George Avenue 002-5087-0097**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Smoke/Meat House Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1955*  
**5734 St. George Avenue 002-5087-0098**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Craftsman, 1900*  
**5742 St. George Avenue 002-2193**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1930*  
**5743 St. George Avenue 002-5087-0096**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1950*  
**5752 St. George Avenue 002-5087-0100**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Dutch, 1912*  
**5753 St. George Avenue 002-2196**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1940*  
**5762 St. George Avenue 002-5087-0101**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1890*  
**5763 St. George Avenue 002-2197 Other DHR Id #: 002-5087-0094**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1935*  
**5772 St. George Avenue 002-2199 Other DHR Id #: 002-5087-0102**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900*  
**5773 St. George Avenue 002-2192 Other DHR Id #: 002-5087-0093**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Post Modern, 1957*  
**5787 St. George Avenue 002-5087-0092**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Carport Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1950*  
**5792 St. George Avenue 002-5087-0103**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Pool/Swimming Pool Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900*  
**5797 St. George Avenue 002-2189**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Barn Contributing Total: 1*

*Primary Resource Information: Church/Chapel, Stories 2.00, Style: Colonial Revival, 1983*  
**5804 St. George Avenue 002-5087-0113**  
*Individual Resource Status: Church/Chapel Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1903*  
**5821 St. George Avenue 002-2190**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1906*  
**5829 St. George Avenue 002-5087-0115**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1903*  
**5830 St. George Avenue 002-5087-0117**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Queen Anne, 1903*  
**5834 St. George Avenue 002-5087-0118**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1905*  
**5835 St. George Avenue 002-2191 Other DHR Id #: 002-5087-0116**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1880*  
**5848 St. George Avenue 002-5087-0119**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1950*  
**5852 St. George Avenue 002-5087-0120**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1948*  
**5854 St. George Avenue 002-5087-0121**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*



*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1906*  
**5855 St. George Avenue 002-5087-0122**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1954*  
**5862 St. George Avenue 002-5087-0123**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1900*  
**5866 St. George Avenue 002-5087-0124**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1930*  
**5871 St. George Avenue 002-5087-0125**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1920*  
**5874 St. George Avenue 002-2198 Other DHR Id #: 002-5087-0127**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1923*  
**5877 St. George Avenue 002-2195 Other DHR Id #: 002-5087-0126**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1954*  
**5880 St. George Avenue 002-5087-0128**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Queen Anne, 1875*  
**5888 St. George Avenue 002-2194 Other DHR Id #: 002-5087-0129**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Queen Anne, 1868*  
**5892 St. George Avenue 002-5087-0130**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1948*  
**5903 St. George Avenue 002-5087-0131**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 2003*  
**5920 St. George Avenue 002-5087-0132**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1969*  
**5923 St. George Avenue 002-5087-0133**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Mobile Home/Trailer Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1950*  
**5933 St. George Avenue 002-5087-0134**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1936*  
**5936 St. George Avenue 002-5087-0135**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1930*  
**5941 St. George Avenue 002-5087-0136**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1972*  
**5946 St. George Avenue 002-5087-0137**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1972*  
**5954 St. George Avenue 002-5087-0138**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1920*  
**5955 St. George Avenue 002-5087-0139**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1992*  
**5961 St. George Avenue 002-5087-0140**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1910*  
**5964 St. George Avenue 002-5087-0141**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 2005*  
**5969 St. George Avenue 002-5087-0142**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1989*  
**5972 St. George Avenue 002-5087-0143**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Other, 1957*  
**5973 St. George Avenue 002-5087-0144**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1989*  
**5978 St. George Avenue 002-5087-0145**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1989*  
**5984 St. George Avenue 002-5087-0146**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Post Modern, 1975*  
**5999 St. George Avenue 002-5087-0147**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1966*  
**6000 St. George Avenue 002-5087-0148**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1978*  
**6003 St. George Avenue 002-5087-0149**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Other, 1988*  
**6012 St. George Avenue 002-5087-0150**  
*Individual Resource Status: Single Dwelling Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1940*  
**6025 St. George Avenue 002-5087-0151**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

### **St. George Street**

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1932*  
**1285 St. George Street 002-5087-0112**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1953*  
**1291 St. George Street 002-5087-0111**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1951*  
**1300 St. George Street 002-5087-0110**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1927*  
**1306 St. George Street 002-5087-0109**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1890*  
**1307 St. George Street 002-2079**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Garage Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1906*  
**1309 St. George Street 002-5087-0106**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Barn Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1955*  
**1312 St. George Street 002-5087-0107**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Barbecue Pit Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1900*  
**1318 St. George Street 002-5087-0105**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

### **Tabor Street**

*Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1929*  
**5757 Tabor Street 002-5087-0011**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Contributing Total: 1*  
*Individual Resource Status: Carport Non-Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1900*  
**5780 Tabor Street 002-2105 Other DHR Id #: 002-5087-0012**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1915*  
**5799 Tabor Street 002-2111 Other DHR Id #: 002-5087-0010**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Shed Non-Contributing Total: 2*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1935*  
**5800 Tabor Street 002-5087-0013**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1910*  
**5803 Tabor Street 002-2109 Other DHR Id #: 002-5087-0009**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*  
*Individual Resource Status: Ice House Contributing Total: 1*  
*Individual Resource Status: Well/Well House Contributing Total: 1*

*Primary Resource Information: Church/Chapel, Stories 1.00, Style: Gothic Revival, 1910*  
**5804 Tabor Street 002-2104**  
*Individual Resource Status: Church/Chapel Contributing Total: 1*

### **The Square**

*Primary Resource Information: Commercial Building, Stories 1.00, Style: Other, 1940*  
**5761 The Square 002-5087-0036**  
*Individual Resource Status: Commercial Building Contributing Total: 1*

*Primary Resource Information: Single Dwelling, Stories 1.00, Style: Other, 1940*  
**5769 The Square 002-5087-0037**  
*Individual Resource Status: Single Dwelling Contributing Total: 1*

*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Commercial Style, 1960  
5771 The Square 002-5087-0035**

*Individual Resource Status:* **Commercial Building Non-Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Commercial Style, 1947  
5773 The Square 002-5087-0034**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Commercial Style, 1910  
5783 The Square 002-2081**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Hotel/Inn, Stories 2.00, Style: Italianate, 1909  
5799 The Square 002-2080**

*Individual Resource Status:* **Hotel/Inn Contributing Total: 1**

### **Three Notched Road**

*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Colonial Revival, 1920  
5784 Three Notched Road 002-2085**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Commercial Style, 1920  
5786 Three Notched Road 002-2084**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 1.50, Style: Commercial Style, 1940  
5790 Three Notched Road 002-5087-0077**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Depot, Stories 1.00, Style: Colonial Revival, 1923  
5791 Three Notched Road 002-2083**

*Individual Resource Status:* **Depot Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Colonial Revival, 1920  
5792 Three Notched Road 002-5087-0076**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Commercial Style, 1902  
5794 Three Notched Road 002-2095 Other DHR Id #: 002-5087-0075**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Commercial Style, 1902  
5796 Three Notched Road 002-2086**

*Individual Resource Status:* **Commercial Building Contributing Total: 1**

**Total Number of Resources: 174**

Inventory Created by DHR 6/10/2008

## **The Secretary of the Interior's Standards for Rehabilitation**

*Written by the National Park Service*

Available online at <http://www.nps.gov/history/hps/tps/tax/rehabstandards.htm>

*The Secretary of the Interior's Standards for Rehabilitation* are ten basic principles created to help preserve the distinctive character of an historic building and its site, while allowing for reasonable change to meet new needs. The *Standards* (36 CFR Part 67) apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The *Standards* also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. In addition to their use as a means of evaluating the appropriateness or compatibility of a proposed change to an historic resource, the *Standards* are used by the Federal government and local jurisdictions to evaluate "certified rehabilitations" eligible for applicable rehabilitation tax credits. *The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.*

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

## **Preservation Briefs**

The National Park Service has prepared a series of forty-four brochures that give specific technical guidance for rehabilitation projects. These concise pamphlets, known as *Preservation Briefs*, are available online (free download) at <http://www.nps.gov/history/hps/tps/briefs/presbhom.htm> or in hard-copy (fee) by calling the National Park Service at (866) 512-1800.

The following Preservation Briefs are available:

- 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings
- 2: Repointing Mortar Joints in Historic Masonry Buildings
- 3: Conserving Energy in Historic Buildings
- 4: Roofing for Historic Buildings
- 5: The Preservation of Historic Adobe Buildings
- 6: Dangers of Abrasive Cleaning to Historic Buildings
- 7: The Preservation of Historic Glazed Architectural Terra-Cotta
- 8: Aluminum and Vinyl Siding on Historic Buildings: The Appropriateness of Substitute Materials for Resurfacing Historic Wood Frame Buildings
- 9: The Repair of Historic Wooden Windows
- 10: Exterior Paint Problems on Historic Woodwork
- 11: Rehabilitating Historic Storefronts
- 12: The Preservation of Historic Pigmented Structural Glass (Vitrolite and Carrara Glass)
- 13: The Repair and Thermal Upgrading of Historic Steel Windows
- 14: New Exterior Additions to Historic Buildings: Preservation Concerns
- 15: Preservation of Historic Concrete: Problems and General Approaches
- 16: The Use of Substitute Materials on Historic Building Exteriors
- 17: Architectural Character - Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character
- 18: Rehabilitating Interiors in Historic Buildings - Identifying Character-Defining Elements
- 19: The Repair and Replacement of Historic Wooden Shingle Roofs
- 20: The Preservation of Historic Barns
- 21: Repairing Historic Flat Plaster - Walls and Ceilings
- 22: The Preservation and Repair of Historic Stucco
- 23: Preserving Historic Ornamental Plaster
- 24: Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches
- 25: The Preservation of Historic Signs
- 26: The Preservation and Repair of Historic Log Buildings
- 27: The Maintenance and Repair of Architectural Cast Iron
- 28: Painting Historic Interiors
- 29: The Repair, Replacement, and Maintenance of Historic Slate Roofs
- 30: The Preservation and Repair of Historic Clay Tile Roofs
- 31: Mothballing Historic Buildings



- 32: Making Historic Properties Accessible
- 33: The Preservation and Repair of Historic Stained and Leaded Glass
- 34: Applied Decoration for Historic Interiors: Preserving Historic Composition Ornament
- 35: Understanding Old Buildings: The Process of Architectural Investigation
- 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes
- 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing
- 38: Removing Graffiti from Historic Masonry
- 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings
- 40: Preserving Historic Ceramic Tile Floors
- 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront
- 42: The Maintenance, Repair and Replacement of Historic Cast Stone
- 43: The Preparation and Use of Historic Structure Reports
- 44: The Use of Awnings on Historic Buildings: Repair, Replacement and New Design

## **Virginia's Historic Context Periods**

*Text prepared by the Virginia Department of Historic Resources*

Based on survey and planning work accomplished in Virginia since the Virginia Department of Historic Resources initiated statewide comprehensive preservation planning, the following sequence of time periods have been broadly defined as a basis for understanding prehistoric and historic cultural developments. Crozet's primary historic resources, organized by Context Period are noted on the map on page 8 in order to give a broad understanding of the community's development. Section I of this report details Crozet's history and is organized by Historic Context Period.

### **Prehistoric Native American Settlement**

Archaeologists have divided prehistoric Native American settlement in Virginia into three general periods. They include the Paleo-Indian period from ca. 9,500-10,000 B.C. to 8,000 B.C., the Archaic period from ca. 8,000 B.C. to 1,000 B.C., and the Woodland period from ca. 1,000 B.C. to A.D. 1,600. The Archaic and Woodland eras can be further sub-divided into early, middle and late periods. Representing the initial occupation by Native Americans of Virginia, Paleo-Indian lifeways were characterized by nomadic bands displaying a heavy emphasis on hunting supplemented by general foraging. Climatic conditions substantially cooler than those associated with subsequent periods greatly influenced Paleo-Indian adaptations. While Paleo-Indians are known to have lived in all regions of Virginia, well preserved archaeological sites dating to this time period are extremely rare. This is a result of both the great age of such sites (being more than ten thousand years old) and very low population density likely characteristic of Virginia during this initial period of settlement. In spite of such rarity, two complexes of Paleo-Indian sites, Flint Run and neighboring sites in Warren County and Williamson and neighboring sites in Dinwiddie County, have proven to be nationally significant for archaeological studies on early man in the New World. Recent archaeological discoveries at the Cactus Hill site in Sussex County indicate that Native Americans may have been in Virginia as early as 15,000 -16,000 years ago. While such early settlement has not yet been identified at other Paleoindian sites, this possibility should be considered for any discussion of the Paleoindian period.

During the seven thousand years encompassing the Archaic Period, Native American populations greatly increased, adapting to the many differing and changing environmental zones found in Virginia. While still dependent on wild plants and animals to meet subsistence needs, there also is evidence of increasing sedentism as estuarine and floodplain locales are more intensively utilized. Archaeological sites are substantially more common than for the earlier Paleo-Indian period, representing a complex mosaic of settlement types across Virginia over this long period of time. While such changes are not unique to Virginia, the effects of environmental diversity on hunting and gathering

adaptations as well as the causes of the rise of sedentism are, nevertheless, areas of national significance in archaeological research.

Early Archaic Period (8,000 B.C. - 6500 B.C.)

Middle Archaic Period (6,500 B.C. - 3,000 B.C.)

Late Archaic Period (3,000 B.C. - 1,000 B.C.)

During the Woodland Period, substantial changes occur in the life ways of Native Americans in Virginia. Populations continue to rise, being associated with increased sedentism. By ca. A.D. 1,000, agriculture is supplementing subsistence needs formerly met solely through the use of wild plants and animals. Settlements become larger with semi-sedentary villages encompassing as many as a hundred or more people now appearing throughout Virginia. As populations increase, new means of organizing societies are required. Thus, tribes appeared in portions of Virginia replacing bands. While similar to bands found in earlier periods in that leadership was typically based on ability, tribes, nevertheless, involved a larger number of kinship groups with new means developed to better unite these groups. This was followed in restricted areas by chiefdoms where economic, socio-political, and religious offices were coordinated through a central authority based on formal rules of inheritance. Such a centralization of inherited authority appears to be closely related to continued population increases. Most noted is the Powhatan chiefdom, which by the beginning of the seventeenth century A.D. had a population of probably over 13,000 persons and encompassed most of the Coastal Plain. Other chiefdoms likely occurred in southwest Virginia and possibly other areas of the commonwealth. Archaeological research on chiefdoms has proven to be of national significance for studies on cultural evolution.

Early Woodland (1,000 B.C. - 300 A.D.)

Middle Woodland (A.D. 300-1000)

Late Woodland (A.D. 1,000 - A.D. 1600)

### **Settlement to Society (1607-1750)**

#### **A. Contact Period**

By the early seventeenth century A.D., following the establishment at Jamestown of the first permanent English settlement in America, the character of the Virginia landscape began to change dramatically as the result of European habitation. Over the next four centuries, this change is associated with events often of national significance across Virginia, clearly manifested in surviving archaeological, historical, and architectural resources in the commonwealth. Virginia's role as England's first permanent settlement in the New World is well known. Enduring hardships and hostile elements beyond the imagination of modern Virginians, a small group of settlers laid the foundations of a new civilization in Virginia's tidewater. Closely intertwined with the growth and expansion of the English in Virginia were interactions with indigenous Native Americans, contacts that were to eventually destroy traditional life ways that had slowly evolved over some ten thousand years of Native American settlement here; the rest are now a scattering of

archaeological sites as is the case for contemporaneous Native American communities so adversely affected by contact with English society.

During the contact period a small band of European adventurers laid the foundations of a new civilization in Virginia's Tidewater. As in any frontier society, most settlers lived simply, and little visible evidence of their first century of occupation remains. Their original rough wooden houses, often constructed on posts driven directly into the ground, have not survived. Only a few exceptionally well-built structures such as Bacon's Castle in Surry County and St. Luke's Church in Isle of Wight County stand today.

#### B. Rise of the plantation system and the peculiar institution of slavery

Both the plantation system and the institution of slavery that sustained it evolved from rudimentary beginnings in the early seventeenth century. The first blacks who appeared in Virginia in 1619 most likely were not slaves but indentured servants. The concept of slavery took hold gradually in English America during the course of the century. The culture of tobacco required great amounts of labor, which at first was available as economic conditions in England prompted emigration to the New World. As the century wore on, however, conditions in the mother country improved somewhat and this factor, coupled with the availability of cheap land in Virginia, meant that Englishmen were less available or inclined to work for another. As the flow of indentured servants slowed, the number of blacks stolen or purchased from their captors in Africa increased. Cultural differences and racism combined to encourage the replacement of temporary servitude with permanent slavery. By the end of the century the institution was well established. Although the cultivation of tobacco was a complex process, using it to achieve economic success relied on a simple formula: a large tract of land planted in tobacco and cultivated with a large labor force resulted in more money for the planter than a small amount of land and a small labor force. The byproduct of this formula was the plantation system, which evolved in Tidewater Virginia in the seventeenth and eighteenth centuries. Large plantations, each with its own dock for ocean-going vessels, sprawled along the shores of the many navigable rivers and streams that fed into Chesapeake Bay. A few towns were necessary to serve courthouse complexes and tobacco warehouses, but by and large each plantation was a nearly autonomous entity. The resulting economic ascendancy of Virginia in the early and mid-eighteenth century is illustrated most conspicuously by its great colonial plantations and by the larger number of more modest houses as well as surviving examples of colonial churches and courthouses. Most people, of course, lived far more plainly and in more perishable dwellings. The surviving large mansions and their associated dependencies, outbuildings, and gardens, situated along the great tidal rivers, represent some of the nation's finest achievements in colonial design and craftsmanship. Being in the forefront of the development of the American southern plantation system, Virginia's surviving resources of this period possess outstanding archaeological, historical, and architectural value. Simultaneous with the evolution of the plantation system and slavery during the seventeenth century, the colonists developed other institutions that supported the society they had created. These included the

ecclesiastical structure of the established church and a system of self-government that included the House of Burgesses and local courts that exercised executive as well as judicial powers.

### C. Pioneer Era of Western Virginia

Beginning in the seventeenth century and continuing through the eighteenth century, Virginia played a leading role in early English efforts to extend the frontier westward into the interior of North America. In Virginia, this process involved the emigration of settlers from the Tidewater into the Piedmont and Valley regions. Though smaller in scale than Virginia's large coastal plantations, the frontier farms and their associated historic resources document a significant and crucial phase of our history.

Just as the first settlers at Jamestown brought with them the culture and institutions of England, the pioneers of Piedmont expansion sought to transplant the basic units of government, society, and economy that had evolved in Tidewater. Those institutions included representative government in the House of Burgesses, a county court system that possessed executive as well as judicial powers, an established religion with an ecclesiastical structure epitomized by churches and glebe houses, stores and workshops, and small villages centered on tobacco warehouses and tradesmen.

As the English settlers and their institutions moved progressively westward from the Tidewater through the Piedmont and into the Valley, they encountered substantial numbers of German and Scotch-Irish and Germans pioneers. These settlers had moved into the Valley and backcountry of the Piedmont mostly from Pennsylvania, and had brought with them non-English services of worship and non-Tidewater forms of domestic and farm architecture. The Germans established farms and villages in the Shenandoah Valley by the mid-eighteenth century. Unlike the English and Scotch-Irish settlers, who preferred brick and wood frame for their buildings, the Germans made extensive use of stone and log construction and continued to use room arrangements employed by their Continental forebears. Evidence of German influence survives especially in the central Shenandoah Valley in Augusta, Page, Rockingham, and Shenandoah counties, and in Wythe County in Southwest Virginia.

### **Colony to Nation (1750-1789)**

This period saw the emergence of Virginia's planter-statesmen as founders of the Commonwealth and of the United States.

The diversity of cultures in the Virginia colony, as well as the colonists' experience with self-government, eventually resulted in a parting of the ways with the mother country. This Revolution, as John Adams later wrote, occurred in the hearts and minds of the people long before the first shot was fired.

Virginians played essential roles in both the political and military phases of the war, including the struggle for nationhood that followed the conflict. Many of the nation's founding fathers called Virginia home: George Washington, Thomas Jefferson, Patrick Henry, the Lees, James Madison, George Mason, Carter Braxton, George Wythe, and

Benjamin Harrison. Fortunately, the homes of nearly all the leading Revolutionary figures remain standing. Many of these houses are impressive works of architecture in their own right, and they only gain significance as the personal habitations of the men who forged a new nation. Perhaps the most momentous of Virginia's Revolutionary-era places is the Yorktown Battlefield, where American victory over British rule was achieved. Offshore from the battlefield lies the scuttled fleet of British ships, a unique concentration of maritime archaeological sites.

### **Early National Period (1789-1830)**

The end of the eighteenth century saw Virginia changing from a society almost exclusively agrarian, containing counties with only the smallest villages or none, to one gradually beginning to accommodate urban centers. Once direct British restraints on trade were removed (a process that was not completed until the War of 1812), such river ports as those located along the fall line (Alexandria, Fredericksburg, and Petersburg, for example) became thriving commercial centers with impressive concentrations of domestic and commercial structures. The period also saw the development of numerous towns and villages in the Piedmont and in western Virginia, particularly along the migration route extending south and west through the Valley of Virginia. The Piedmont centers of Charlottesville, Warrenton, and Leesburg, and such principal western communities as Winchester, Staunton, Lexington, and Abingdon, all began as county seats that prospered in this period. This period also saw the emergence of the large, Classically styled county courthouse as the central architectural feature of the rural county seats of the Piedmont region.

For most of Virginia's rural areas, the period that succeeded the Revolution has been called the "Great Rebuilding." The once commonplace one- or two-room colonial dwellings of the small farmers were either replaced or expanded as living standards improved. The I-house became a prevailing domestic type in Piedmont and the Valley beginning in this period. At the same time, the post-Revolutionary migration of members of wealthy Tidewater families to lands they owned farther west resulted in the transplantation of the Tidewater-style plantation house to parts of the north and west. The disestablishment of the Anglican church coincided with the rise of other religious denominations and the construction of new churches in cities, towns, and the countryside. Thomas Jefferson, with the designing and building of the Virginia State Capitol, Monticello, and the University of Virginia, synthesized a diversity of influence to create a building style suitable for a young, essentially agrarian republic. Virginia's population began to decline at the end of the period relative to the population of the nation as a whole.

### **Antebellum Period (1830-1860)**

During this period the state's internal improvement system, which first received public funding in 1816, hit full stride. The Virginia Board of Public Works cooperated with private joint stock companies to construct a transportation network of canals, turnpikes,

railroads, and navigable rivers to provide farmers and merchants access to markets. Despite such setbacks as the Panic of 1837, the construction campaign succeeded in opening the West and Southwest to settlement and in creating a new prosperity for the towns and counties through which the improvements passed. During the period for the first time roads and railroads began to challenge the dominance of waterways as the principal means of transportation. Several of Virginia's towns emerged as urban and commercial centers. They include Richmond, Norfolk, Alexandria, and Petersburg, among others. Manufacturing activities, which during the colonial period had been diffused in pockets throughout the countryside, became concentrated in towns and cities. Richmond, for example, became a center of ironmaking and milling. Slavery as an institution reached its peak during this period. It was, in fact, the growing controversy over slavery that dominated the minds and emotions of Virginians and characterized the era, which essentially began in 1831 with Nat Turner's Rebellion in Southampton County. The bloody enterprise, which realized the slave owners' worst fears, resulted in the passage of harsh laws by the General Assembly regarding slaves and free blacks, in the suppression of public debate over the abolition of slavery, and in a general hardening of Southern public opinion in favor of retaining the institution. Although the Civil War that concluded the period was not fought--at least initially--to abolish slavery, the emotions aroused by the slavery question contributed to the belligerent attitudes of the people in both the North and the South.

### **Civil War (1861-1865)**

Much of the Civil War was fought on Virginia soil, and throughout the commonwealth are battlefields, fortifications, earthworks, military headquarters, and other places that figure in the events of that bloody war. Richmond, as the former capital of the Confederate States, contains the official residence of President Jefferson Davis as well as a variety of other surviving buildings and sites identified with the government. Virginia's main Civil War battlefields--Manassas, Spotsylvania Court House, the Wilderness, Petersburg, Richmond, and Appomattox--along with associated buildings and structures, are preserved by the National Park Service as outstanding, if poignant, historic resources. Many other examples remain preserved through private and local governmental efforts, clearly documenting the unparalleled fascination with which Virginians, and indeed most Americans, view this event.

### **Reconstruction and Growth (1865-1917)**

With the defeat of the South and its associated economic deprivation, major changes occurred in Virginia, the effects of which greatly influenced Virginia well into the 20th century. During this period the foundations were laid for modern America as an industrialized, urban nation.

The expansion of Virginia's cities as commercial and industrial centers continued after the war as the state struggled to emerge from the ruins of the Confederacy. The late nineteenth century in particular became a time of enormous growth as Virginians found

new wealth the mining of coal and mineral resources, the exploitation of forest products, the manufacturing of tobacco, and the expansion of railroad and shipping lines. Most of this prosperity accrued to white Virginians, not blacks. Although freedmen benefited from military Reconstruction, during which schools, suffrage, and land ownership became available to them at last, their new-found freedom was quickly circumscribed by a new phenomenon--racial segregation. The white-dominated political and economic power structure ensured that black laborers were paid less than white, that black schools received less funding than white, that black access to public facilities remained inferior to that of whites, and that blacks (with the adoption of the 1902 Constitution) lost the franchise. Blacks responded to segregation by creating their own institutions. During this period blacks established independent black churches, corporations, and educational institutions, as well as fraternal and social self-help organizations. Despite their best efforts, however, the lack of equal access to public facilities and programs resulted in a lower degree of economic and political success for blacks.

### **World War I to World War II (1917-1945)**

During this period the city triumphed over the countryside in the struggle for population growth, as America became a truly urban nation and the number of operating farms began to decline. This change is explained partly by the continuing movement of manufacturing facilities and service industries into and around the cities, and partly by the increased efficiency in food production resulting from better farm machinery and fertilizers. Blacks followed the jobs to cities. Often concentrated by unfair housing practices in particular sections of the cities, blacks found strength in numbers and began at mid-century to defeat the system of racial segregation that had hampered them since the Civil War.

As the country urbanized and its population experienced dramatic growth, two events occurred that transformed the roles and power of the national and state governments: the Depression and World War II. The existing political and economic structure was inadequate to deal with the economic consequences of the Depression, so the size and scope of government programs expanded to treat them. Likewise, the logistical and organizational problems presented by the war resulted in an increase in the number and size of government agencies to overcome them. State government grew similarly. These changes had several effects upon the landscape of Virginia and upon its historic resources. During the Depression, the federal government sponsored public works programs that improved highways and constructed parks in the state. These programs also served to halt the decline of the state's population. Synthetic textile industries were planted in many areas of the state. The war brought thousands of servicemen and servicewomen to the Virginia suburbs of Washington, D.C. and to the Norfolk area, many of whom remained in Virginia after the war.



### **The New Dominion (1945-present)**

Since World War II, the growth of government and related industries in Washington and Richmond has affected the adjacent counties as farmlands have been developed into housing and service facilities. A related phenomenon--the transportation route as development corridor--has occurred in the last few years of the century. Although in previous periods some towns and villages were created or grew along the routes of internal improvements, such development remained fairly localized. Today, however, not only do large communities spring into being near such highways as Route 95, but a correspondingly elaborate system of support facilities are established with them: schools, shopping centers, office parks, airports, and additional roads. These transportation and support facilities presently exert the most significant pressures on historic resources and the natural environment of Virginia.

These changes have been more a consequence than a cause of Virginia's exploding population growth since 1945. By 1955, Virginia had more urban than rural dwellers, since which time the state has ranked fourteenth in population among the states. By 1990, most Virginians, like most Americans, lived in suburbs on the edges of the state's historic urban centers and rural hinterlands.

The major themes of the Commonwealth's recent history--the end of segregation and the victory of the civil rights revolution, the end of the Byrd machine and the rise of a state two-party political system, the increasing complexity of federal-state-local government relations in health, education, housing, community development and welfare, and the challenge of promoting both economic development and environmental protection--all indicate that Virginia has entered a pivotal period of change and transformation from which there is no turning back.

## **Further Information**

This report is intended to serve as a basic guide for understanding Crozet's historic resources and the potential benefits of implementing sound historic preservation practice into the planning and implementation of Crozet's Master Plan. In order to provide more in-depth information about the topics addressed in this report, the following list has been compiled.

### **General Information or Questions:**

County of Albemarle  
Community Development Department  
401 McIntire Road, North Wing  
Charlottesville, VA 22902  
(434) 296-5832  
[www.albemarle.org](http://www.albemarle.org)

Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221  
(804) 367-2323  
Contact: Ann Andrus, Director of Capital Region Office  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

*For information regarding specific aspects of the Crozet Master Plan  
Visit [www.albemarle.org](http://www.albemarle.org) > *Community Development* > *Crozet Development Area**

Downtown Rezoning Initiative  
Rebecca Ragsdale, Senior Planner  
Albemarle County Community Development Department  
(434) 296-5832, extension 3439  
[rragsdale@albemarle.org](mailto:rragsdale@albemarle.org)

Crozet Streetscape Project  
Jack Kelsey, Project Manager  
Albemarle County Department of Facilities Management  
(434) 872-4501, extension 3376  
[jkelsey@albemarle.org](mailto:jkelsey@albemarle.org)

Crozet Library Project  
Bill Letteri, Director  
Albemarle County Department of Facilities Management  
(434) 296-5822  
[bleteri@albemarle.org](mailto:bleteri@albemarle.org)

Crozet Historic Resources Study  
Margaret Maliszewski, Principal Planner  
Albemarle County Community Development Department  
(434) 296-5832  
[mmaliszewski@albemarle.org](mailto:mmaliszewski@albemarle.org)

Crozet Old School Site Reuse Project  
George Shadman, Director  
Albemarle County Department of General Services  
(434) 296-5816  
[gshadman@albemarle.org](mailto:gshadman@albemarle.org)

Western Park Plan  
Pat Mullaney, Director  
Albemarle County Parks and Recreation Department  
(434) 296-5844  
[pmullan@albemarle.org](mailto:pmullan@albemarle.org)

### **National Register of Historic Places Listing**

Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221  
(804) 367-2323  
Contact: Ann Andrus, Director of Capital Region Office  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

A helpful brochure prepared by the Virginia Department of Historic Resources, *Virginia's Historic Registers: A Guide for Property Owners*, is available online at [http://www.dhr.virginia.gov/pdf\\_files/Virginias\\_Historical\\_Registers.pdf](http://www.dhr.virginia.gov/pdf_files/Virginias_Historical_Registers.pdf)

National Park Service  
National Register of Historic Places  
1201 I "Eye" St., NW  
8th Floor (MS 2280)  
Washington, DC 20005  
(202) 354-2213 or online at [www.nps.gov/nr/index.htm](http://www.nps.gov/nr/index.htm)

## **State and Federal Rehabilitation Tax Credits**

Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221  
(804) 367-2323  
[www.dhr.virginia.gov/tax\\_credits/tax\\_credit](http://www.dhr.virginia.gov/tax_credits/tax_credit)

National Park Service  
Heritage Preservation Services  
1201 Eye Street, NW (2255)  
Washington, DC 20005  
(202) 513-7270  
[www.nps.gov/history/hps/tps/tax/index](http://www.nps.gov/history/hps/tps/tax/index)

## **Main Street Programs**

National Trust for Historic Preservation  
1785 Massachusetts Avenue, NW  
Washington, DC 20036  
(202)588-6219  
[www.mainstreet.org](http://www.mainstreet.org)

Virginia Main Street Program  
Virginia Department of Housing and Community Development  
[www.dhcd.virginia.gov/CommunityDevelopmentRevitalization/VirginiaMainStreet](http://www.dhcd.virginia.gov/CommunityDevelopmentRevitalization/VirginiaMainStreet)  
(804) 371-7030.  
[mainstreet@dhcd.virginia.gov](mailto:mainstreet@dhcd.virginia.gov)

## **Links to Additional Online Resources**

Virginia Department of Historic Resources General Publications  
[http://www.dhr.virginia.gov/homepage\\_general/publications.htm](http://www.dhr.virginia.gov/homepage_general/publications.htm)

National Park Service Preservation Briefs  
<http://www.nps.gov/history/hps/tps/briefs/presbhom.htm>

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