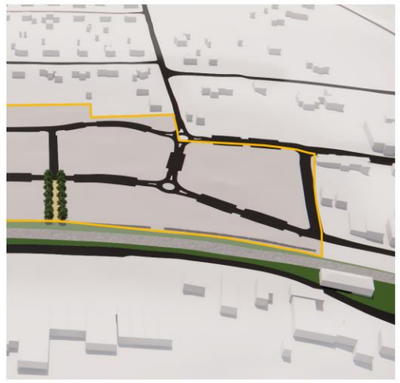






BARNES LUMBER PROPERTY

APPLICATION FOR A CERTIFICATE OF APPROPRIATENESS

COUNTYWIDE PROCESS

NOVEMBER 20, 2023

brw architects
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Charlottesville, VA 22902
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COUNTY WIDE APPLICATION PROCESS

QUALIFYING CRITERIA:
PROPERTIES ON WHICH THE COUNTY HAS ENTERED INTO A PUBLIC/PRIVATE PARTNERSHIP

BRW
BRW ARCHITECTS

Thank you for considering the following application for the former Barnes Lumber site, including a variety of proposed landscape interventions and architectural design elements to guide future development, dedicated buffer areas for screening and 'no structure' areas to preserve views toward the interior of the site. We trust the combination of physical interventions as the site is developed, combined with the measurable planning and design elements to guide future development, will reassure the Board the final character of the portions of the Barnes Lumber site visible from the Route 240 entrance corridor will not only meet, but also exceed the current provisions of the entrance corridor guidelines and provide an enjoyable experience for each passersby.

On behalf of the Crozet New Town Associates, brwarchitects submits this application and supporting materials under the new Countywide Certificate of Appropriateness criteria regarding Properties on Which the County Has Entered Into a Public / Private Partnership. Please refer to the appendix for delineation of the areas on this property which will be guided by the Public / Private partnership. By virtue of the agreement regarding the construcion of a new public road transversing the entirety of the property (and all associated parcels), the entire Barnes Lumber site is eligible for this qualifying criteria.

As shown on the following pages and described below, the property is located in an unique position in relation to the corridor proper. Separated from Route 240 by the CSX railway, views from the northern edge of the site have traditionally included a variety of industrial uses and lumber operations. In the past, views from the corridor to this property have been characterized by the industrial buildings and material storage areas supporting those activities. However, the future development of the property will include buildings supporting neighborhood and business uses. These new uses and buildings, more typical of the downtown setting, will provide an opportunity to enhance the corridor experience and reinforce the views along the corridor edge and to the interior of the site as a background to more active public spaces beyond. It's important to note, at this time, there is no direct pedestrian or vehicular connection between the Route 240 corridor and the site as the railway presents a physical barrier separating the existing roadway and the existing Barnes Lumber property.

To organize the future development of the site, diagrams in this booklet will indicate a future new public roadway (built as part of a public/private agreement developed during a previous rezoning of a portion of the Barnes Lumber site) parallel to and south of the existing railway. This new public road will serve as the primary linking street for the future development on the site and as such, will be bounded by a variety of street facing businesses and building entrances. The future focus of street activity toward the new street and center of the property as a whole will by definition relegate the northern edge of the property to a secondary (or even tertiary) role in the typical hierarchy of site and building design. Simply put, the facades of buildings on the northern edge of the property will be the rear facades of the future buildings on the Barnes Lumber property. However, with this application, we hope to reassure the Board the future development of the property will not 'turn its back' on the corridor, but instead will memorialize a series of landscape and design elements that will complement and improve the existing character of the Downtown Crozet portion of the Route 240 corridor.

This application includes three design elements to accomplish this goal:

1. Commitments to and description of Site Elements regarding landscape, screening and buffering to be reflected on future individual site plan applications for buildings along the northern edge of the project property (north of the future public roadway.)
2. Architectural Design Elements to be applied to buildings visible from the corridor. We offer these Architectural Elements in addition to requirements noted in the zoning ordinance to assist staff development of corridor specific guidelines to form the basis of staff reviews for future buildings on this and other properties in the Route 240 corridor.
3. A series of 'Exceptions and Clarifications' in an effort to anticipate potential special circumstances that might occur in the future as the redevelopment of the Barnes Lumber site progresses organically in response to market conditions. By providing clarity for potential special circumstances, staff will be aided in their review of future buildings regardless of when or where they occur on site.

Please note, the redevelopment of the Barnes Lumber site will be completed during a series of Phases (boundaries of each phase yet to be determined) by the incremental design and construction of a variety of buildings and outdoor spaces. Each new building, structure, or outdoor space could have a different building owner, designer, and builder. We hope and expect the incremental and phased redevelopment of the site by a variety of development teams will provide some variation of building types, materials, and design details. When viewed from the corridor, the Design Elements included in this Application for Certificate of Appropriateness is intended to provide consistency in the broader redevelopment criteria in keeping with the provisions of the corridor guidelines without placing strict limitations on the individual building designs. Flexibility within the design of any given building will ensure each new structure can respond to the specific location on the site, the context of adjacent buildings, and general aesthetic precedents maintained by the property Development Team.

As we considered design elements included in this Application, we are guided by Albemarle County's "Architectural Review Board - Design Guidelines" (updated February 2, 2011, particularly as they relate to Landscaping and Development Pattern. Similar to any application before the Board, our application will meet some of the guidelines more easily than others.

To aid your consideration of our approach, please find the following brief summary of notes related to specific portions of Architectural Review Board Design Guidelines and how our application may address them. An summary outline is provided, along with references to elements and design approach included in this application that meet the intent of the Guidelines.

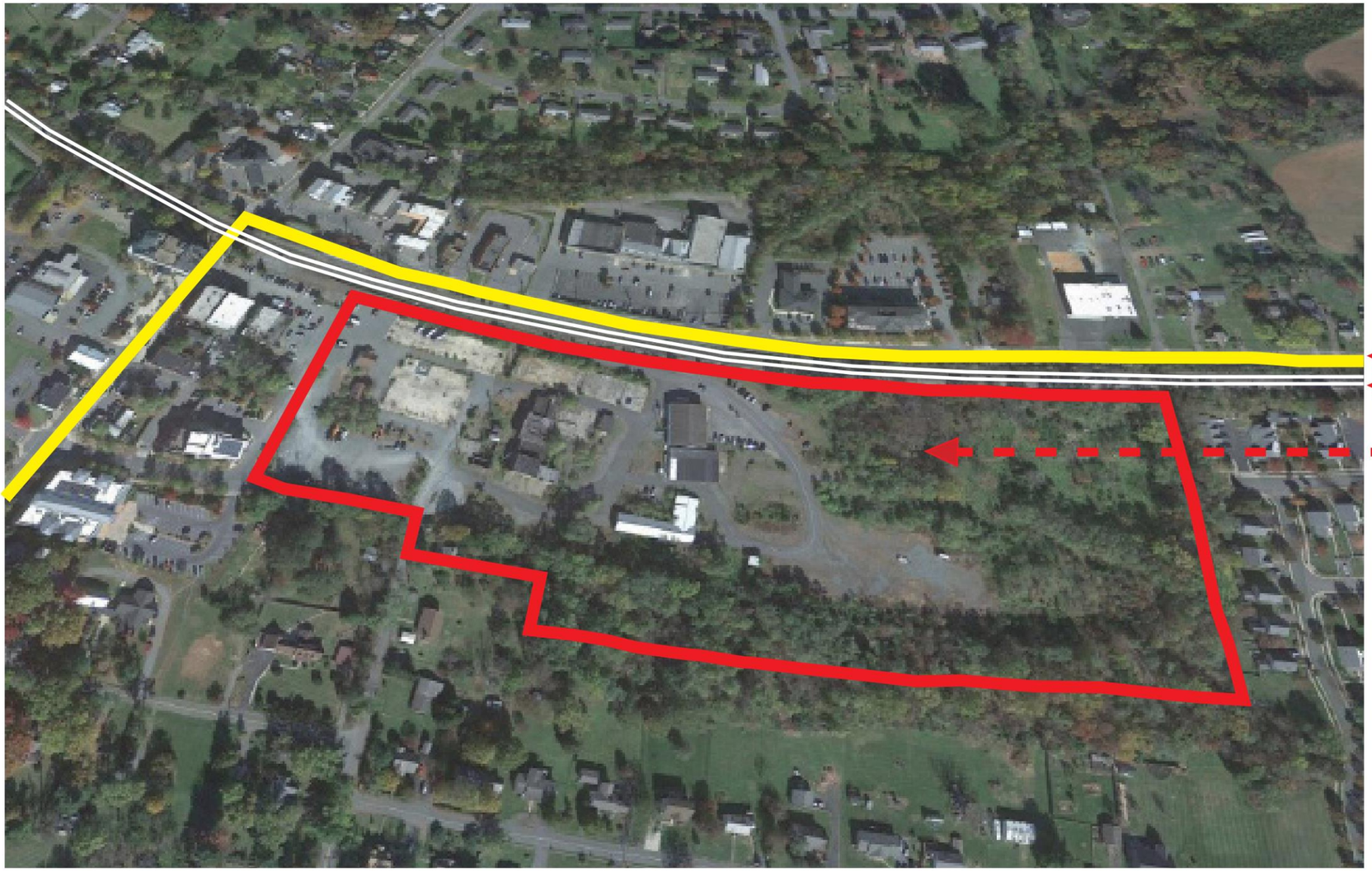






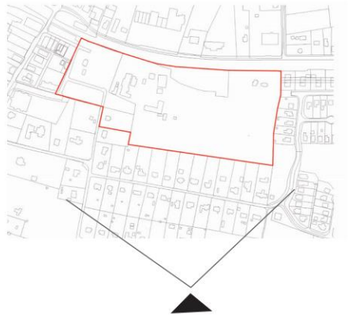
PROJECT NARRATIVE

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023



ENTRANCE CORRIDOR RT 240
CSX RAILWAY

BARNES LUMBER SITE PARCELS
- 56A2-01-71
- 56A2-01-71B
- 56A2-01-25



AERIAL VIEW - EXISTING SITE LOCATION

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
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06
08
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01



01



02



03



04

BRW ARCHITECTS

CONTEXT - ELEMENTS OF ENTRY CORRIDOR

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
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05



05



07



08

BRW ARCHITECTS

CONTEXT - EXISTING ELEMENTS OF ENTRY CORRIDOR

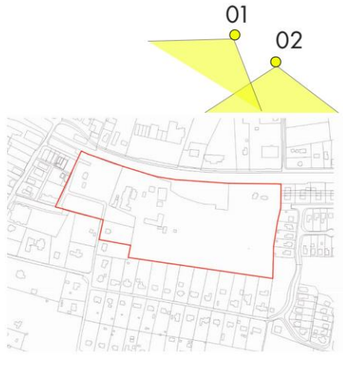
BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
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VIEW OF PROPERTY 01

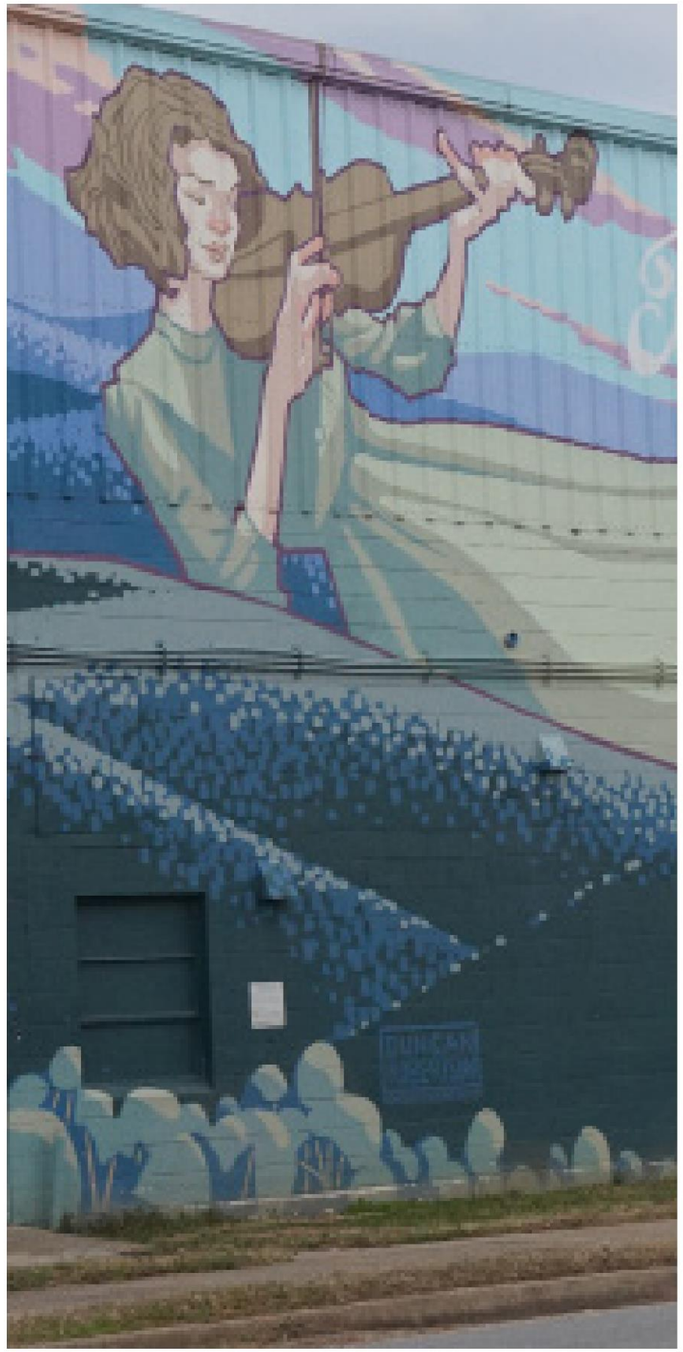


VIEW OF PROPERTY 02



SITE EXISTING VIEWS

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023



Below, please find our notes regarding our application's response to the general guidelines for the Entrance Corridor.

Design Guidelines - General
Purpose

1. The goal of the regulation of the design of development within the designated Entrance Corridors is to insure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.

Within this application, we have included a variety of site, landscape, and design elements that balance maintaining the character of the existing corridor and generating aspirational site organizational elements for future development that will convey an appropriate corridor view of the future Downtown Crozet located on the Barnes Lumber site.

2. Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.

While the details of each future building on this property will be determined by the designers and builders of each parcel (guided by the development team's internal review standards in addition to and conforming with the County's Entrance Corridor Guidelines, when visible) the most significant organizational element to be included in the redevelopment plan is a focus on establishing an urban block pattern and a series of view corridors to the interior of the site along these view corridors. Establishing an urban pattern of development on the property will reinforce the aspirational downtown focus of the zoning, the Crozet Master Plan, and previous community expressed needs including a new public Plaza on the western portion of the property.

Compatibility with significant historic sites:

3. New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix A.

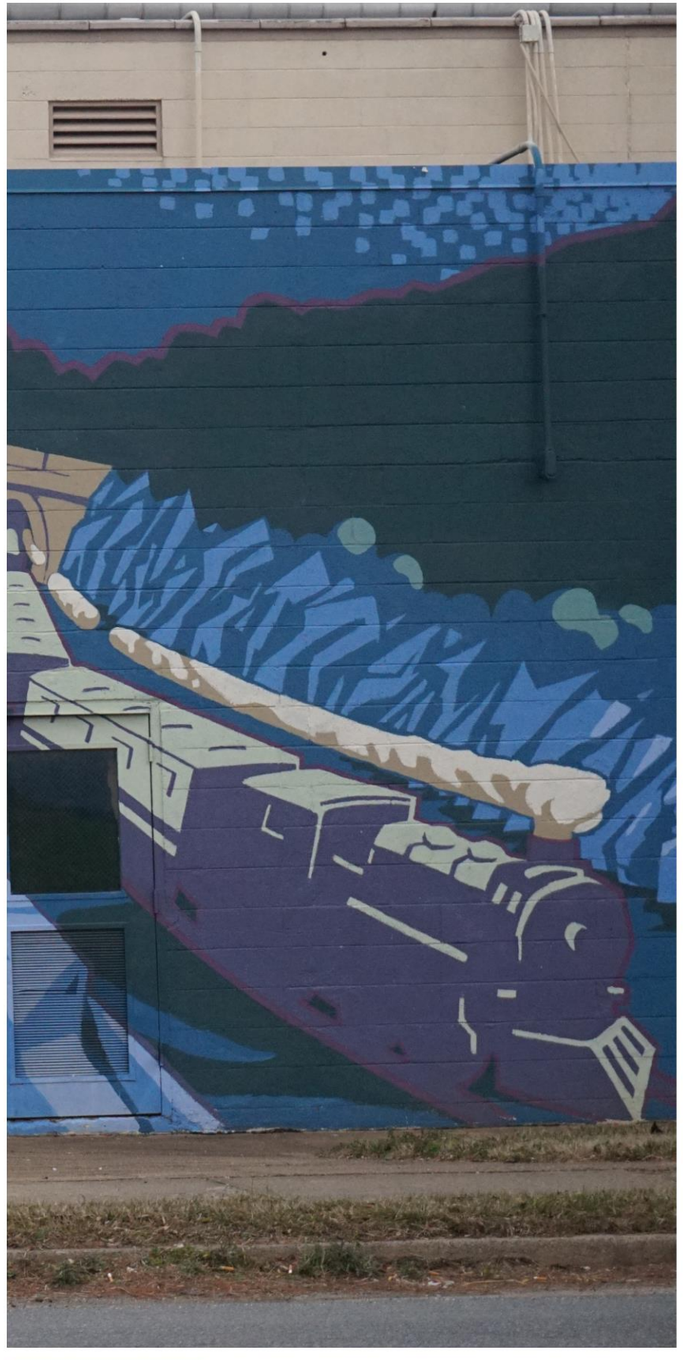
Specific details of future buildings are not included in this application, but measurable architectural elements to enhance transparency and facade articulation are included. These elements are based on historic downtown precedents and Form Based codes used in other portions of the County to establish urban character along corridors.

4. The examples contained in Appendix A should be used as a guide for building design: the standard of compatibility with the area's historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended nor desired. The Guideline's standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements.

The measurable architectural elements included in this application do not demand replication of historic details but allow the future building designers to address site and program specifics of their building while maintaining a general cohesive pattern of building organization and design along the entirety of the corridor facing portion of the property north of the new public road.

Compatibility with the Character of the Entrance Corridor

5. It is also an important objective of the Guidelines to establish a pattern of compatible architectural characteristics throughout the Entrance Corridor in order to achieve unity and coherence. Building designs should demonstrate sensitivity to other nearby structures within the Entrance Corridor. Where a designated corridor is substantially developed, these Guidelines require striking a careful balance between harmonizing new development with the existing character of the corridor and achieving compatibility with the significant historic sites in the area.



Given the existing 'strip' commercial and suburban model development along the corridor (see attached examples in this document), the patterns of development established by our site and design elements will help establish a new precedent for future development along both sides of the corridor in this area. Guidelines.

Site Development and Layout

6. Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.

The existing conditions immediately adjacent to the corridor on this property are

Landscaping

7. The requirements of the Guidelines regarding landscaping are intended to reflect the landscaping characteristic of many of the area's significant historic sites which is characterized by large shade trees and lawns. Landscaping should promote visual order within the Entrance Corridor and help to integrate buildings into the existing environment of the corridor.

The application includes site elements including visual connections and planted view corridors to interior portions of the site that reflect general patterns of site development along this and other corridors. Establishing the view corridors to align with the block pattern of the new development will reinforce an orderly corridor edge on the northern boundary of the site.

8. Continuity within the Entrance Corridor should be obtained by planting different types of plant materials that share similar characteristics. Such common elements allow for more flexibility in the design of structures because common landscape features will help to harmonize the appearance of development as seen from the street upon which the Corridor is centered.

The Barnes Lumber site has a northern border along the corridor of 1,200 feet. While repeating use of common planting materials at the view corridors is suggested, we believe this property will also benefit from a varied palette of new plant materials appropriate to each new building's design, visibility, and placement on the site.

Structure Design

9. Building forms and features, including roofs, windows, doors, materials, colors and textures should be compatible with the forms and features of the significant historic buildings in the area, exemplified by (but not limited to) the buildings described in Appendix A. The standard of compatibility can be met through scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The replication of important historic sites in Albemarle County is not the objective of these guidelines.

This application includes a list of materials that will not be used, as well as identification of a variety of straightforward measurable design elements (facade transparency, facade articulation) that will help organize the facades visible from the corridor.

10. Buildings should relate to their site and the surrounding context of buildings.

The existing context has a variety of building styles, scales, and design expression specific to their use and location. This pattern of individual building design specific to the building's use will be continued in the redevelopment of the Barnes Lumber site, but the pattern of development will be ordered by a block pattern instead of an undifferentiated strip development along the length of the corridor.

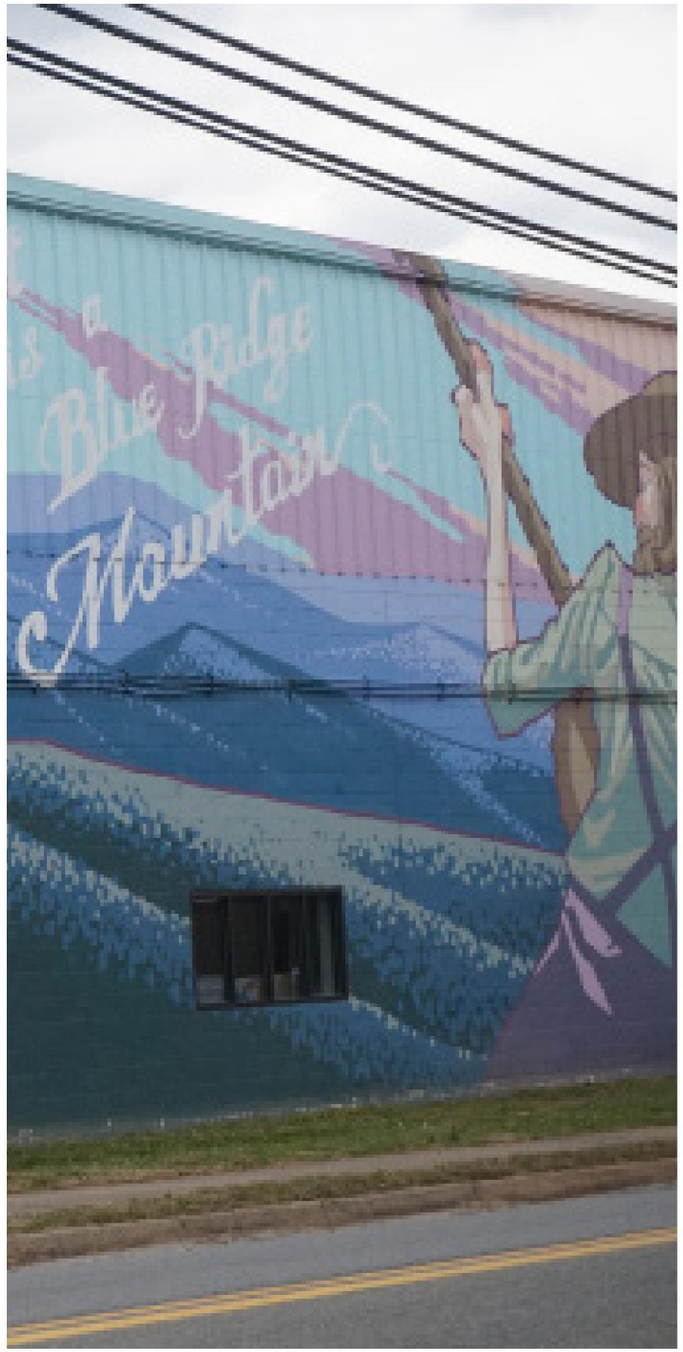
13. Any appearance of "blankness" resulting from building design should be relieved using design details or vegetation, or both.

This application includes design elements defining minimum facade transparency / openings at the facades visible from the corridor to avoid blankness. These facades will likely be 'rear' facades of the new buildings, but the provisions for transparency will be included regardless of the new building's orientation or point(s) of entry.

Accessory structures and equipment

18. Loading areas, services areas, mechanical areas, etc should be located to eliminate visibility from the Entrance Corridor street. If, after appropriate siting, these features will still have a negative visual impact on the Entrance Corridor street, screening should be provided to eliminate visibility.

As new buildings visible from the corridor are proposed on the property, this application includes a 6'-0" high screening fence to shield these elements from view of the Entrance Corridor where required. Combined with plantings at the View Corridors, site topography, and the new screening fence visibility of accessory structures, equipment and parking areas from the Corridor will be limited.



19. Screening devices should be compatible with the design of the buildings and surrounding natural vegetation and may consist of:
    a) Walls,
    b) Plantings, and
    c) Fencing.

Plantings and Fencing are included in this application as new buildings are provided along the northern boundary of the entrance corridor.

Lighting

23. Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures.

This application notes a general style of wall hung light fixture to be used on facades on the northern lots of this property that may be visible from the entrance corridor.

Landscaping

32. Landscaping along the frontage of Entrance Corridor streets should include the following:

a. Large shade trees should be planted parallel to the Entrance Corridor Street. Such trees should be at least 3½ inches caliper (measured 6 inches above the ground) and should be of a plant species common to the area. Such trees should be located at least every 35 feet on center.

This application notes a general strategy for tree planting parallel to the Entrance Corridor on page 26 as buildings located in the 'North Lots' are proposed. The timing and placement of these tress are dependent on the development characteristics of the proposed buildings and will be noted in future building specific Countywide applications for each building visible from the corridor on these lots.

b. Flowering ornamental trees of a species common to the area should be interspersed among the trees required by the preceding paragraph. The ornamental trees need not alternate one for one with the large shade trees. They may be planted among the large shade trees in a less regular spacing pattern.

This application notes a general strategy for tree planting parallel to the Entrance Corridor on page 26 as buildings located in the 'North Lots' are proposed. The timing and placement of these tress are dependent on the development characteristics of the proposed buildings and will be noted in future building specific Countywide applications for each building visible from the corridor on these lots.

c. In situations where appropriate, a three or four board fence or low stone wall, typical of the area, should align the frontage of the Entrance Corridor street.

This application notes a general strategy for tree planting parallel to the Entrance Corridor on page 26 as buildings located in the 'North Lots' are proposed. The timing and placement of these tress are dependent on the development characteristics of the proposed buildings and will be noted in future building specific Countywide applications for each building visible from the corridor on these lots.

d. An area of sufficient width to accommodate the foregoing plantings and fencing should be reserved parallel to the Entrance Corridor street, and exclusive of road right-of-way and utility easements.

This application notes a general strategy for tree planting parallel to the Entrance Corridor on page 26 as buildings located in the 'North Lots' are proposed. The timing and placement of these tress are dependent on the development characteristics of the proposed buildings and will be noted in future building specific Countywide applications for each building visible from the corridor on these lots.

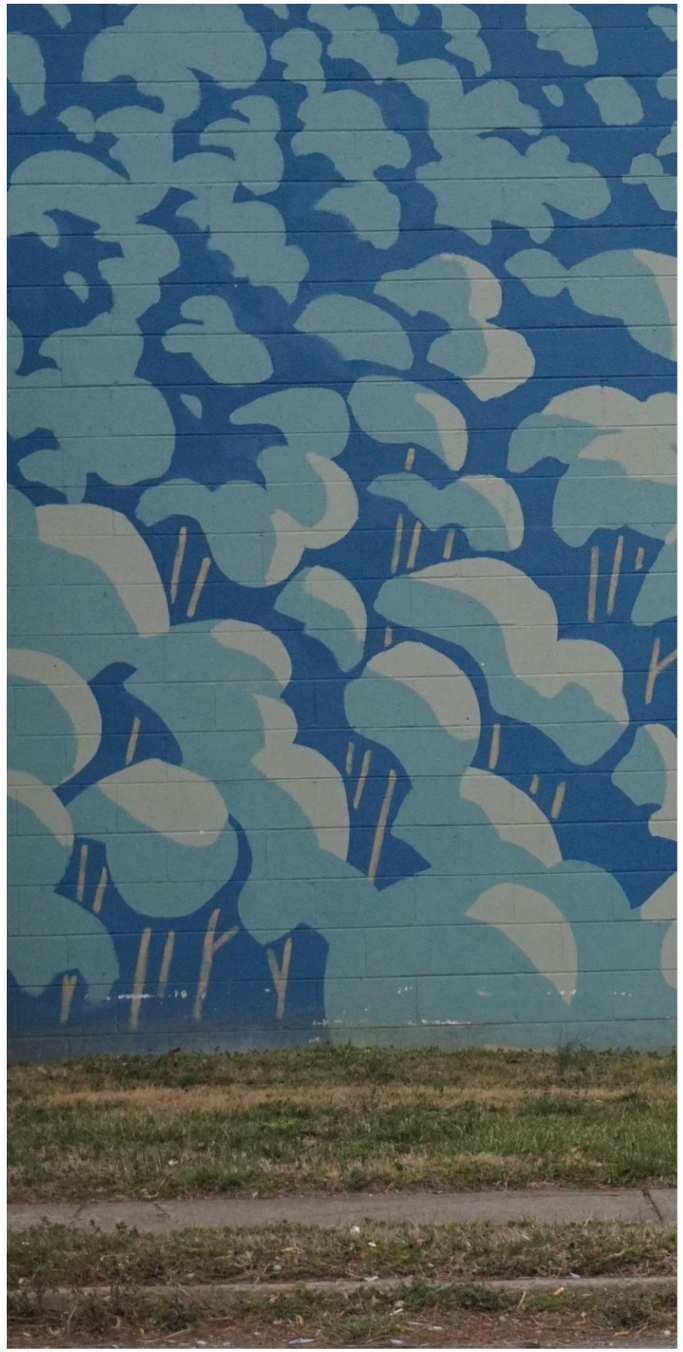
35. Landscaping of parking areas:

a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the interior of parking areas at the rate of one tree for every 10 parking spaces provided and should be evenly distributed throughout the interior of the parking area.

b. Trees required by the preceding paragraph should measure 2½ inches caliper (measured six inches above the ground); should be evenly spaced; and should be of a species common to the area. Such trees should be planted in planters or medians sufficiently large to maintain the health of the tree and shall be protected by curbing.

c. Shrubs should be provided as necessary to minimize the parking area's impact on Entrance Corridor streets. Shrubs should measure 24 inches in height.

This application notes a general strategy for tree planting parallel to the Entrance Corridor on page 26 as buildings located in the 'North Lots' are proposed. The timing and placement of these tress are dependent on the development characteristics of the proposed buildings and will be noted in future building specific Countywide applications for each building visible from the corridor on these lots.



Development pattern

39. The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows:

a. An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site.

b. In general, buildings fronting the Entrance Corridor street should be parallel to the street. Building groupings should be arranged to parallel the Entrance Corridor street.
c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems.
d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor.
e. If significant natural features exist on the site (including creek valleys, steep slopes, significant trees or rock outcroppings), to the extent practical, then such natural features should be reflected in the site layout. If the provisions of Section 32.5.6.n of the Albemarle County Zoning Ordinance apply, then improvements required by that section should be located so as to maximize the use of existing features in screening such improvements from Entrance Corridor streets.
f. The placement of structures on the site should respect existing views and vistas on and around the site.

Note on Project Visibility

One issue to note is that due to the orientation of the new buildings along the new public road, the future buildings will likely be consistently setback from the entrance corridor at a variety of setback dimensions (depending on the size of the parcel and the size off the building.) We trust the inclusion of screening fences, plantings at view corridors aligning with the future block pattern, and measurable requirements for transparency and facade articulation, the Board will be reassured the visibility of the future buildings will be an enhancement to the character of the character of the corridor in the future.

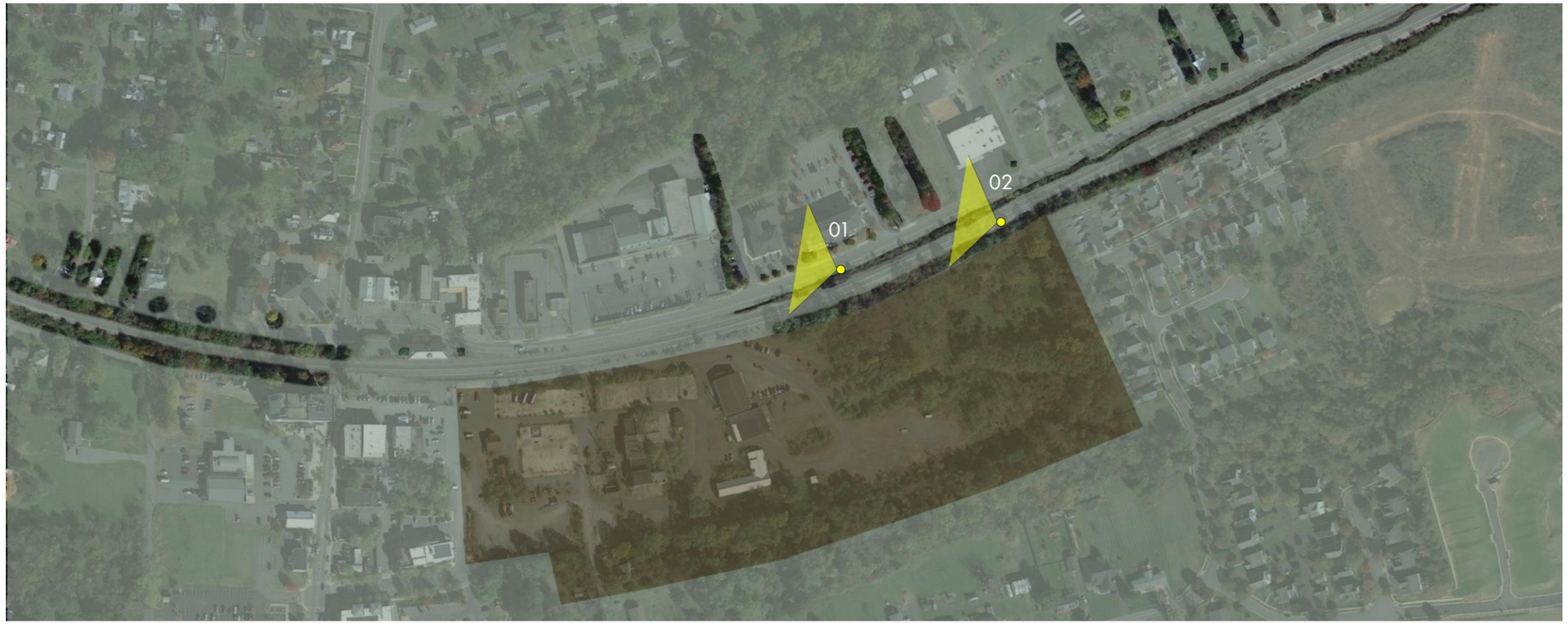
Over time, as new buildings are constructed on the property, fewer and fewer buildings will be visible from the Entrance Corridor. Depending on location and height, future buildings may not require review after demonstrating the lack of visibility from the Corridor. Each future applicant will be required to determine visibility from the corridor at the time their building is proposed.

Future buildings not visible from the corridor are not subject to Review or Guidelines.

1. SITE ELEMENTS

QUALIFYING CRITERIA:
PROPERTIES ON WHICH THE COUNTY HAS ENTERED INTO A PUBLIC/PRIVATE PARTNERSHIP

EXISTING TREE PATTERNS IN COMMERCIAL AREAS







Notes on observations regarding existing trees along this portion of the Entrance Corridor:

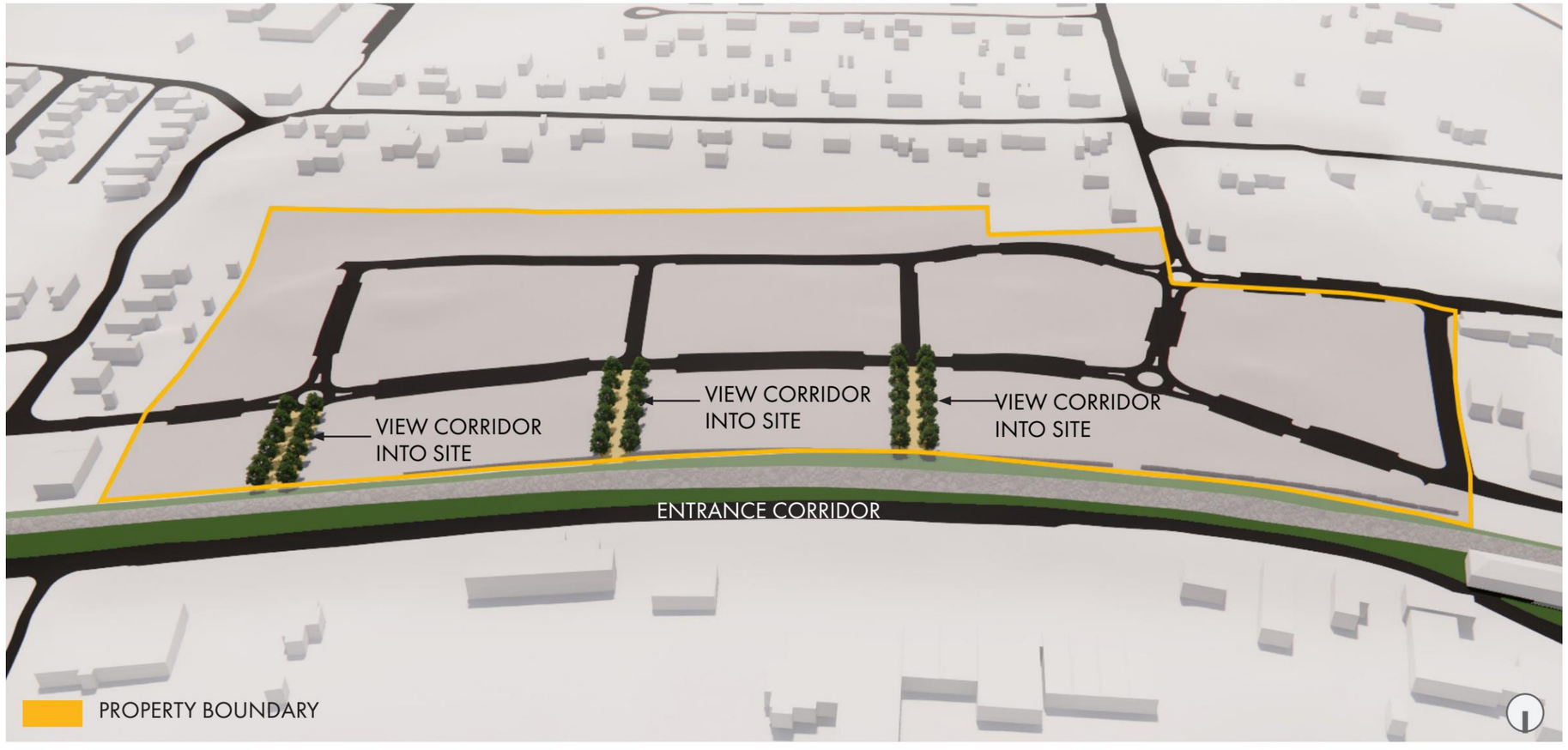
When observed from above and while traveling on the corridor, three distinct patterns of development regarding the tree locations can be identified:

1. Along the tracks / embankment, the tree pattern is a solid screening element associated with the slope of the railway embankment. Visibility beyond the corridor edge is limited.
2. When businesses or homes are located along the corridor, tree patterns 'open up' to allow views into the property. Even where street trees are present, the spacing of trees allow for visibility from the corridor to the building. In these areas, if tress are present, they are not used as screening elements along the corridor.
3. During the development of the residential and commercial properties along the corridor, property owners have used trees perpendicular to the corridor to define and identify property edges in pattern related to parcel shape. These groups of trees along the property lines not only define development patterns, but also enhance views into the each site and maintain visibility from the corridor.

The Barnes Lumber site will reinforce the existing perpendicular tree pattern by providing trees along either side of a series of Visual Connections intended to reinforce the future block pattern of the property and maintain views into the property.

TREE PATTERNS ALONG EXISTING CORRIDOR

PROPOSED VIEW CORRIDORS

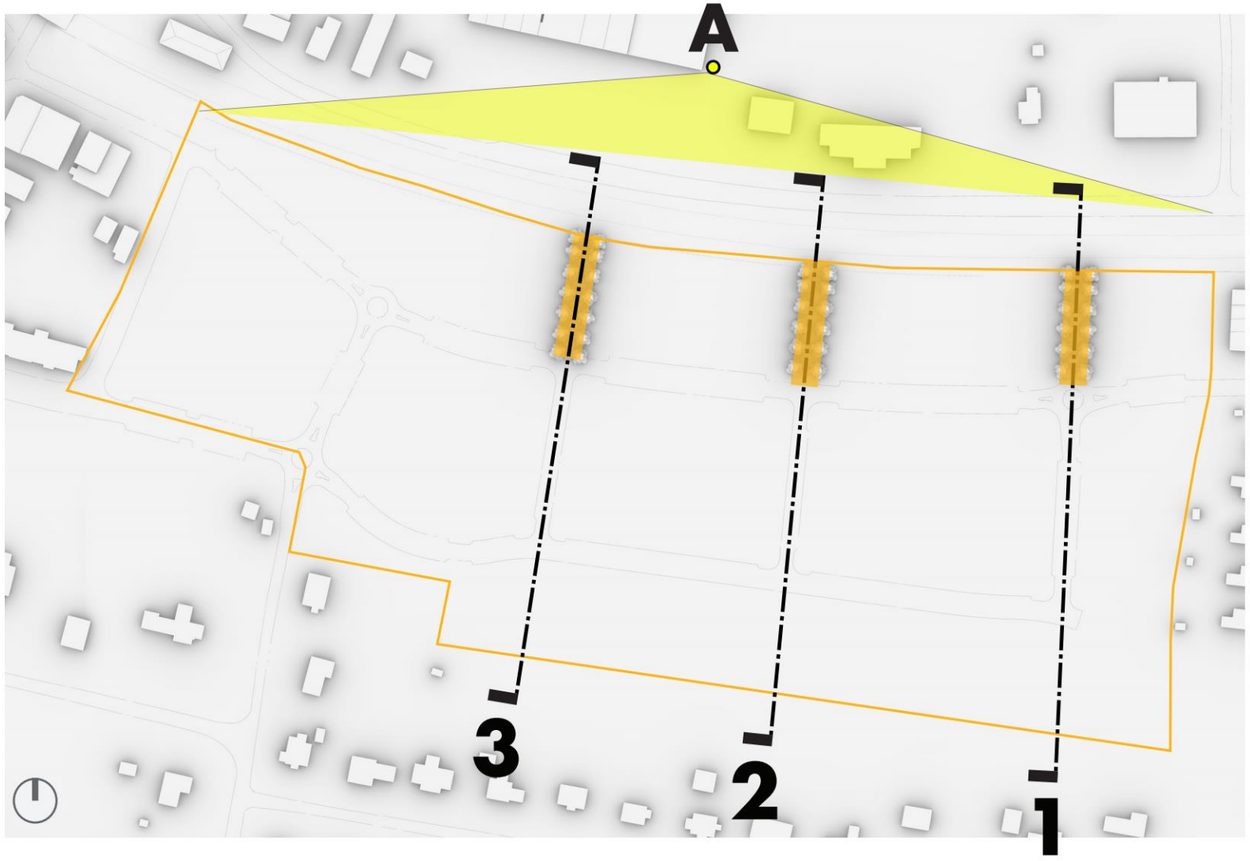


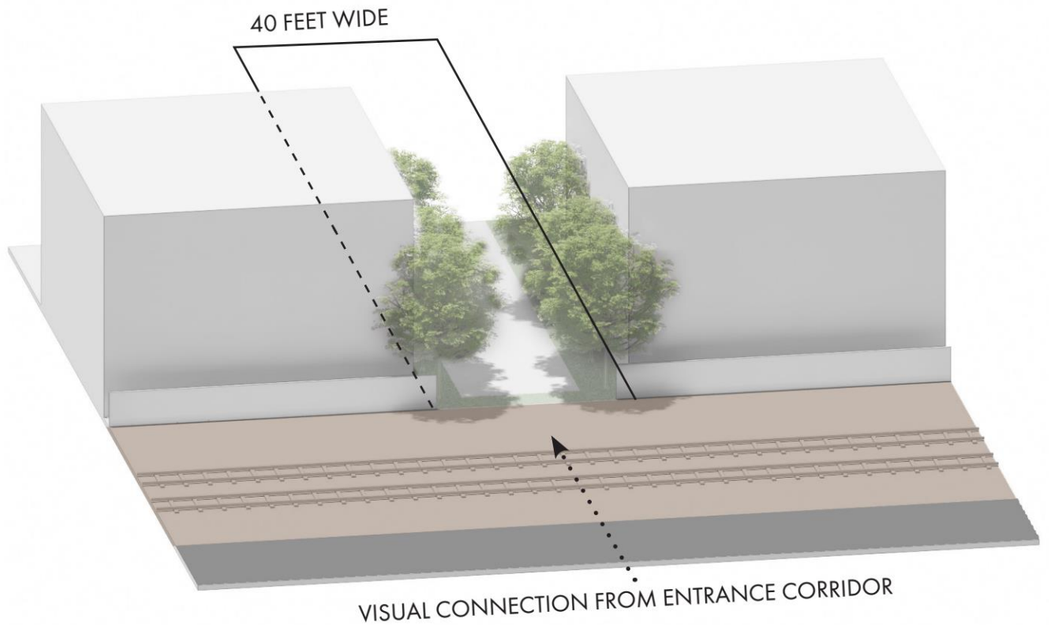
View corridors will follow and reinforce the future block pattern

Establishing a series of Visual Connections along the corridor edge at the north property line of the site will help distinguish the redevelopment area in a variety of ways that will benefit the corridor visitors and the new building occupants including:

- Pattern of Visual Connections will establish and urban site organization when viewed from the corridor.
- Establishing a series of Visual Connections will prevent long, uninterrupted facades along the property and encourage passers-by to glimpse into the redevelopment and new buildings on the property through the 'gaps' provided by the Visual Connections.
- In doing so, activity within the property 'interior' beyond the edge of the property at the North Lots can be viewed, heard, experienced directly and this experience will encourage visitors to explore the new building areas.
- Activities and uses within the site will gain some exposure to the corridor, even if limited to the gaps provided by the Visual Connections.
- Spacing and frequency of Visual Connections aligned with future block pattern will establish a rhythm on the corridor and help establish the new character of downtown Crozet.
- Visual Connection areas will provide oblique view screening of the site, while also providing visibility for the new businesses and residences on the property.

SITE PLAN AND VISUAL CONNECTION LOCATIONS



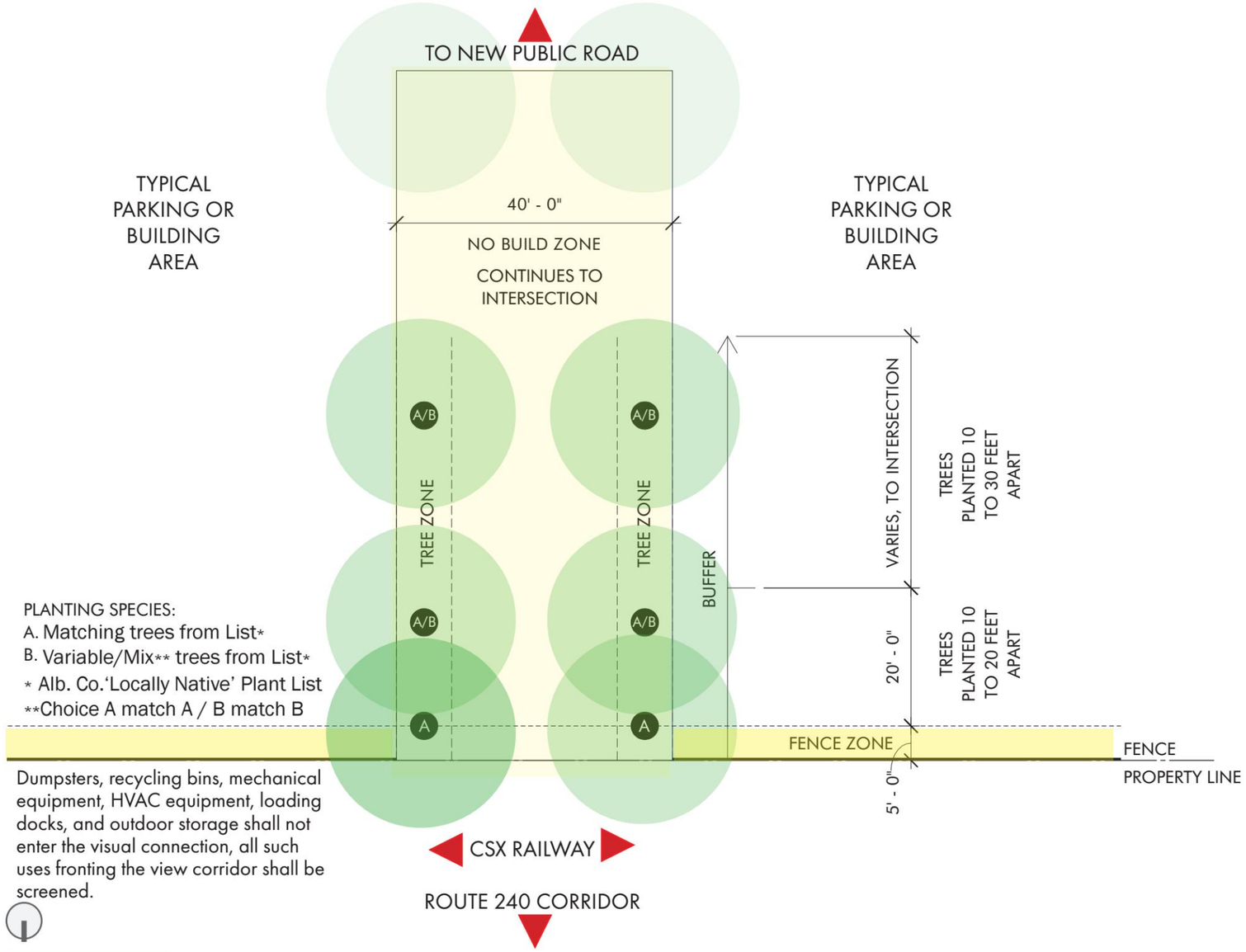


On the following pages, characteristics of the Visual Connections are described, including their location and components. Between the Visual Connections, as new buildings and parking areas are proposed, a six-foot fence will be provided to screened views of the new parking and equipment / loading areas from the corridor along the property line.

In some areas, new buildings will be placed along the north edge of the property without parking areas between the building and the railway / entrance corridor. In those areas, either a limited screen or plantings may be used to screen any mechanical equipment.

- Allow views into the site from the entrance corridor
- Follows pattern of street grid within development
- Width of visual connection continues to the new public road
- Buildings facades on either side of the Visual Connections will meet facade articulation and transparency requirements
- Fences along the north property line, if any, will be omitted at the Visual Connection Area to allow for better visual connection into the property
- Each Visual Connection area will be defined by a zone with building structures. Tree and other landscape plantings may be placed within the defined Tree Zone portions of the No Build Zone, as illustrated on the following pages.

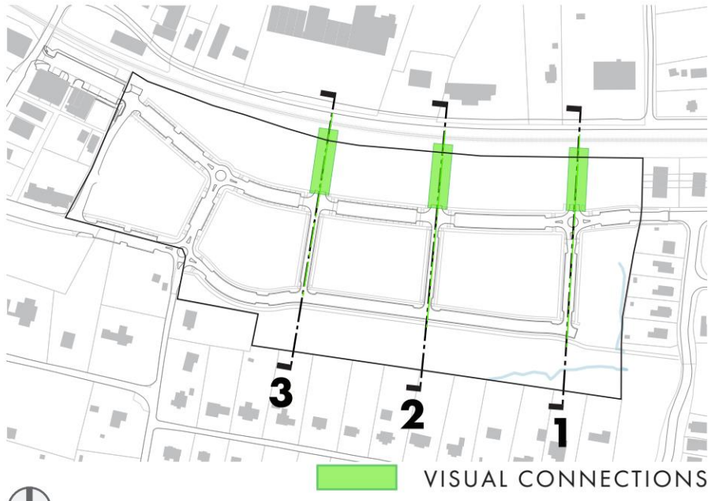
VISUAL CONNECTIONS



Three (3) Visual Connections will be provided, at a minimum, as indicated on the reference map below. Please note, we anticipate the plantings and design of fence (if any) will be different at each Visual Connection location. We do not require each Visual Connection to be exactly the same.

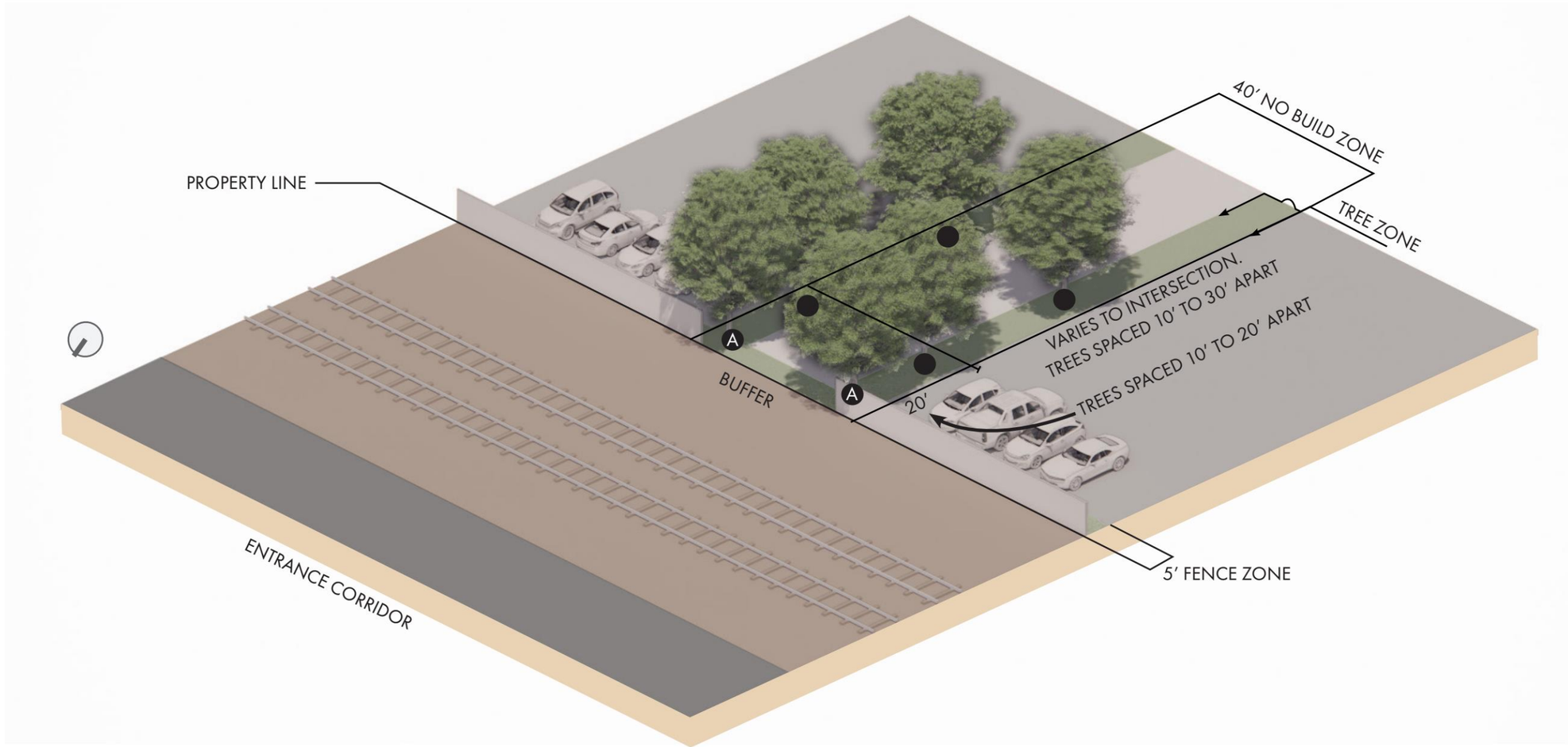
The Visual Connections will align with the future block pattern of the property on the centerline of the crossing streets in the redevelopment area. These centerlines may not be perfectly perpendicular to the Entrance Corridor, but the goals of increasing visibility and establishing a pattern along the corridor will still be accomplished.

One may notice the the western most crossing street does not have a corresponding Visual Connection. The North Lots portion of the site in this area begins to narrow as the new public road connects to existing adjacent street network to the west of the Site. To better define the edge of the future Plaza with building facades, this intersection will likely be occupied by a new building.



ARRANGEMENT OF ELEMENTS WITHIN EACH VISUAL CONNECTION

BUFFER DIAGRAM

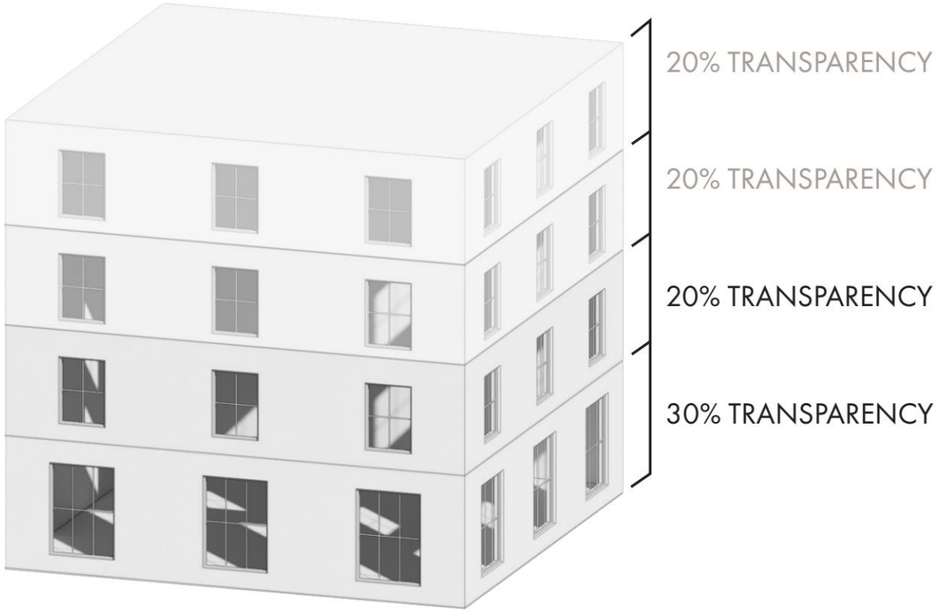


CONCEPT EXAMPLE OF SCREENING FENCE AND PARKING AT VISUAL CONNECTION

2. ARCHITECUTRAL DESIGN ELEMENTS

QUALIFYING CRITERIA:
PROPERTIES ON WHICH THE COUNTY HAS ENTERED INTO A PUBLIC/PRIVATE PARTNERSHIP

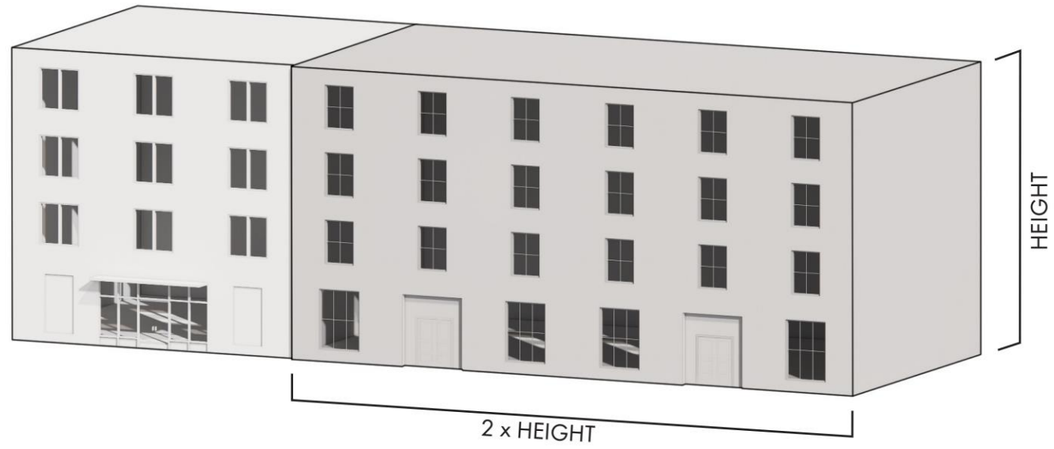
TRANSPARENCY REQUIREMENTS



In an effort to reassure County staff, the Architectural Review Board, Crozet neighbors, and visitors to the Entrance Corridor, this application includes a variety of Architectural Design Elements that will be applied to future proposed buildings visible from the Corridor. We trust these Architectural Design Elements will also aide staff's Countywide review process for future buildings on this property. These Architectural Design Elements are intended to provide an additional layer of measurable design review to ensure the facades of new buildings visible from the corridor will not be designed or built as 'rear' or blank facades. To achieve this goal, the following Minimum transparency standards for facades oriented towards the entrance corridor will be applied:

- 30% Minimum ground story transparency
- Ground story transparency is measured between two feet and twelve feet above the grade.
- 20% Minimum upper story transparency
- Upper story transparency is measured from floor to floor of each story above the ground story

FACADE ARTICULATION



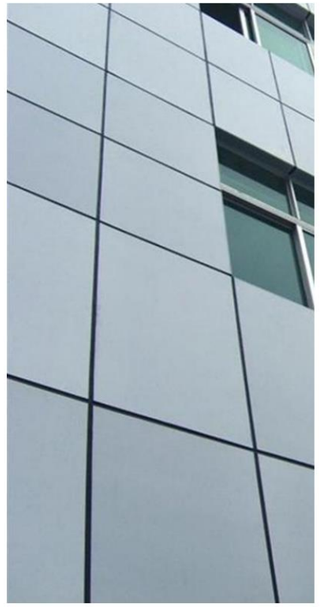
In addition to facade transparency previously noted, proposed buildings on the Site will also be subject to Countywide review based on measurable facade articulation guidelines suggested below. This guideline is intended to help reduce the perceived scale of new buildings on the property in an effort to better relate to existing buildings along this portion of the corridor at present. We recognize the aspirational quality of the new buildings on the Barnes Lumber site, based on the Architectural Design Elements noted below, may well inform a different scale appropriate to the corridor over time. We trust these guidelines, based on similar guidelines used elsewhere in County but modified to this location, will reassure County staff, the Architectural Review Board, Crozet neighbors, and visitors to the Entrance Corridor, the cumulative effect of facade articulation on future buildings will enhance the Corridor. To achieve this goal, the following will be applied:

- Facades segments lengths must be broken by a physical break or visual break through articulation on an interval of 2x the building height at minimum.

Articulation includes:

- Physical breaks in the plane of the wall, such as recesses, of 6" minimum
- Visual breaks in the plane of the facade include use of different materials, texture or detailing.
- Other articulation includes changes in the roof line, parapet breaks, arcades, awnings / canopies.

MATERIAL EXCLUSIONS







Material choices can help define the character of the area when viewed from the corridor. Although there are a variety of materials present in the current corridor, we intend to restrict some material use on the property (when visible from the corridor) to better align with the vision of the site's redevelopment. To that end, material palette visible from the corridor will exclude facades with vinyl siding, unpainted concrete masonry units, and large format (30" or greater) aluminum panels. Limited accessory quantities of these materials are allowed on the facades visible from the corridor if they comprise less than 10% of the facade's gross area.

Notes:

- All facades visible from the corridor will comply with glazing requirements per Entrance Corridor Guidelines.
- The material restrictions above are intended to provide more specificity and be additive / more restrictive than current Entrance Corridor Guidelines might otherwise allow in this Corridor.
- See appendix for exclusions to these provisions where murals are provided.

FACADE LIGHTING













Fixture selection for exterior building mounted lighting, for either general or signage illumination, can help define the character of the area when viewed from the corridor. Although there are a variety of exterior lighting strategies present in the current corridor, we intend to restrict building mounted light fixture choices on the parcels in the North Lots (when visible from the corridor) to certain general light fixture types, as noted below. We will not ask that all buildings have the same fixture, fixture color, or fixture shape and size, but rather we will require they use a specific type of light on these facades.

1. Only facade lighting with armatures will be allowed on facades parallel with entrance corridor in the North Lots area of the site.
2. No backlit signage on facade visible from Entrance Corridor will be allowed.

3. EXCEPTIONS AND CLARIFICATIONS

QUALIFYING CRITERIA:
PROPERTIES ON WHICH THE COUNTY HAS ENTERED INTO A PUBLIC/PRIVATE PARTNERSHIP

REVIEW PROTOCOL MAP



REVIEW AREA*

NO REVIEW AREA

Future buildings or portions of building lots demonstrating lack of visibility from the corridor are not subject to Review or Guidelines.

Conceptual Oblique and Street views of the property from the corridor as shown on the following pages were used to define two distinct areas within the redevelopment area.

1. Areas within the Barnes Lumber property that are likely most visible from the Entrance Corridor and will typically be subject to Albemarle County staff's Countywide review process based on criteria previously noted in Architectural Design Elements within this application.
2. Areas within the Barnes Lumber property that are not visible from the Entrance Corridor and will only require future applicants verify with Albemarle County staff specific future building lots lack visibility and are therefore not subject to review.

New Visual Connections and incremental additional tree plantings, fence screening, and building proposals will modify and reduce visibility of future building lots within the property over time., As new buildings are added to the property, future buildings will be screened from the Entrance Corridor.

*Based on visibility of 30' tall structure from entrance corridor as represented by conceptual color images

OBLIQUE SITE VIEWS



Oblique views of the property from the corridor are partially obstructed by the existing topography and plantings along eastern sections of the property. New plantings within the proposed Visual Connections defining the development's block pattern combined with a screening fence (at parking areas) on western sections of the corridor will further reduce oblique views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not typically require review.

In the example views below, the yellow cylinder represents visibility of a building with a height of 30' above grade, per locations shown on the adjacent reference map. The location of these cylinders helped define the edge of the "No Review Area' as shown on previous page.

(Please see Appendix for enlarged oblique views)



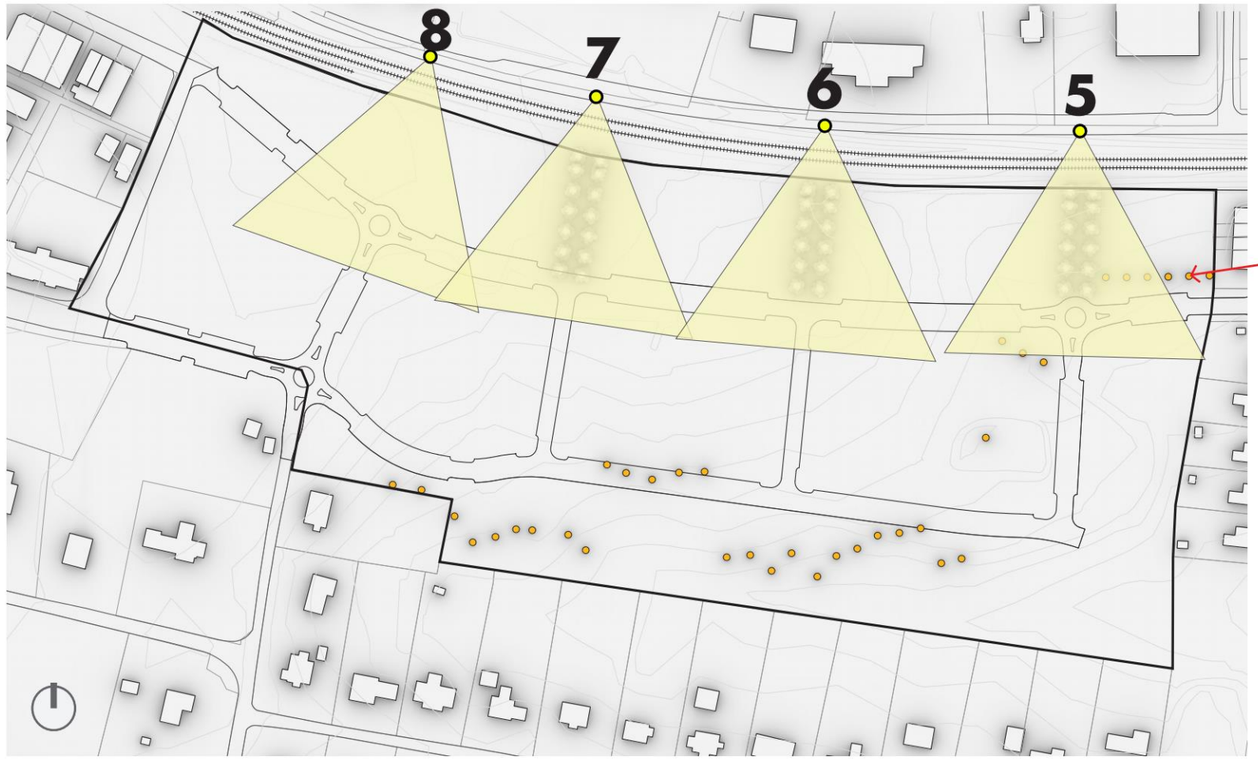






OBLIQUE VIEWS OBSTRUCTED BY NEW VISUAL CONNECTIONS

STREET VIEWS



Street views of the property perpendicular to the corridor are organized and framed by the new Visual Connections into the site's interior. These Visual Connections reinforce the future block pattern as well as provide logical begin and end points for future fenxce screening when parking is present in the entrance corridor adjacent building lots. Views of the site are obstructed by the existing topography and plantings along eastern sections of the property. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not typically require review.

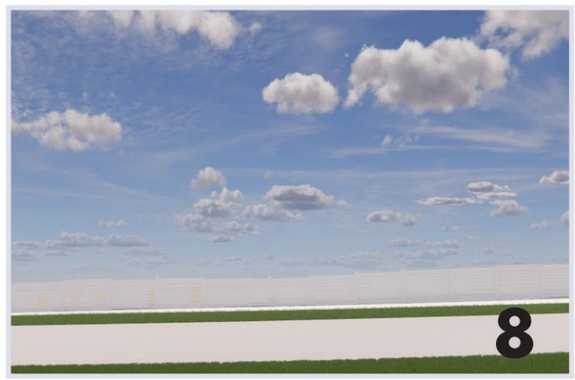
In the example views below, the yellow cylinder represents visibility of a building with a height of 30' above grade, per locations shown on the adjacent reference map. The location of these cylinders helped define the edge of the "No Review Area' as shown on previous page.

(Please see Appendix for enlarged street views)









STREET VIEWS ORGANIZED BY NEW VISUAL CONNECTIONS

CLARIFICATIONS AT TYPICAL CORRIDOR REQUIREMENTS



Future “north lots” are located north of the new road, between the new public road and the railroad right of way.

As new buildings visible from the corridor are proposed along the north lots of the property, street trees complying with entrance corridor guidelines 32a and 32b will be provided along the corridor only on building lots where parking areas are located between the new building and the corridor.

As new buildings visible from the corridor are proposed along the north lots of the property, a screening fence complying with entrance corridor guidelines 32c and 19c will be provided along the corridor only on building lots where parking areas are located between the new building and the corridor.

As new buildings visible from the corridor are proposed along the north lots of the property, parking area tree and shrub planting complying with entrance corridor guidelines 35a and 35b will be provided along the corridor only on building lots where parking areas are located between the new building and the corridor.

Entrance Corridor guidelines regarding street trees and parking trees/plantings will not apply to building lots south of the new public road. Plantings along the parcel edges, parking areas, and building areas south of the new public road will be guided by the development team’s internal review standards and typical Albemarle County site plan requirements.

Future buildings or portions of building lots demonstrating lack of visibility from the corridor are not subject to Review or Guidelines.

ITEMS TYPICALLY EXCLUDED FROM REVIEW



In an effort to encourage visitors and provide dining options, food trucks and associated outdoor dining areas are excluded from Review.





Temporary structures (defined as any structure without permanent footings with no limit on the length of time the structure is installed) are not subject to Review. This exclusion also includes all season tent structures or shading devices attached to decking or directly to grade.

ITEMS TYPICALLY EXCLUDED FROM REVIEW



Train cars converted to new uses are excluded from review. In keeping with the character of historic industrial uses on the property and adjacent railway lines, individual rail cars converted to new uses will not be subject to Review.





As new buildings visible from the corridor are proposed, facades with murals are not subject to Review or transparency requirements previously noted.

APPENDIX / REFERENCE MATERIALS

BRW ARCHITECTS

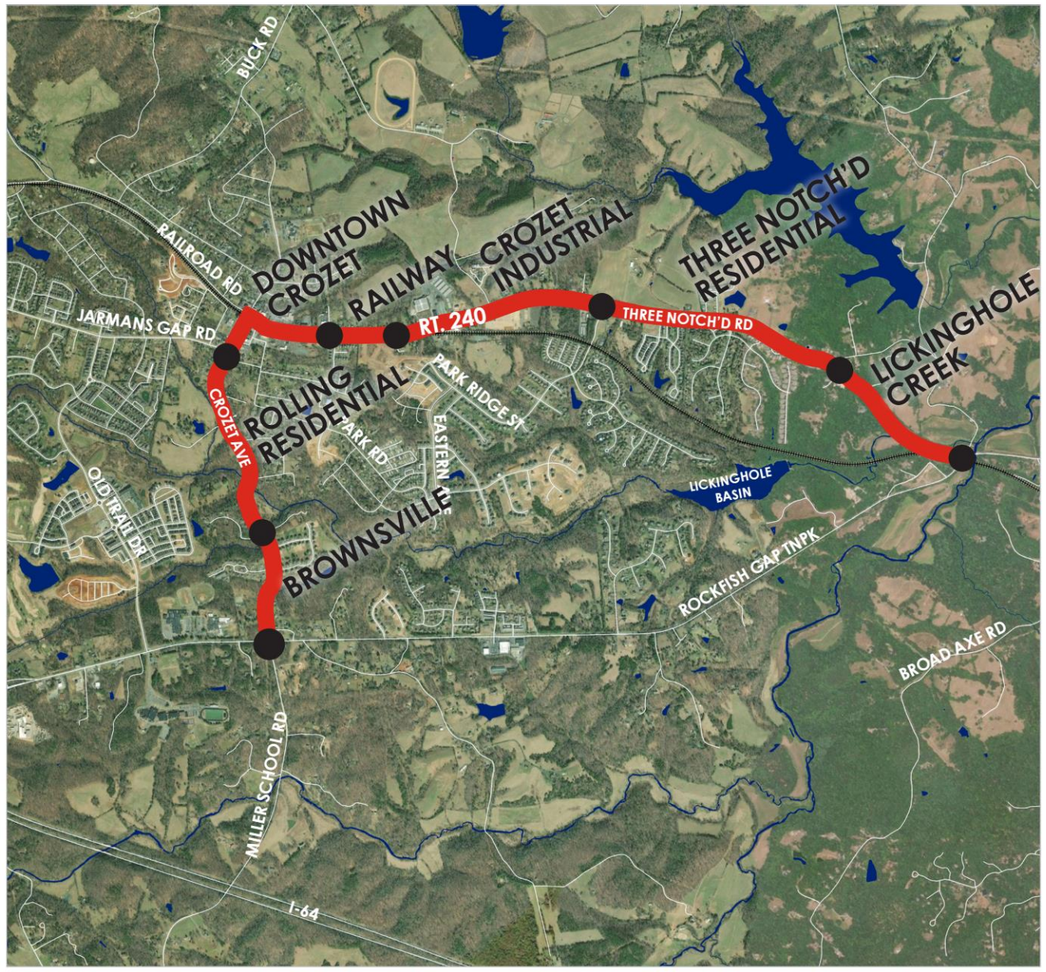
Entrance Corridor: Route 240 (Three Notch'd Rd. and Crozet Ave.)

From Rt. 250 at Brownsville to the south to Railroad Ave. (Rt. 788) at the north and from Railroad Ave. (Rt. 788) at the west to the Rt. 250/Rt. 680 (Brown's Gap Turnpike) intersection at the east

DRAFT



Last updated: 9.12.2022



LENGTH: 4.5 MILES

HISTORY

The Three Notch'd Rd. (also called the Three Chopt Rd. and originally Mountain Rd.) was the principal route between the Shenandoah Valley and Richmond from the 1730s through the mid-1800s (when the Blue Ridge Tunnel was constructed in 1858). It was hard-surfaced in 1921, and remained a prominent transportation route through the 1930s when Rt. 250 was constructed. The construction of Rt. 250 was essentially a straightening of much of the Three Notch'd Rd., but Rt. 250 bypassed Crozet, turning southwest away from the Three Notch'd Rd. at the Mechums River, passing under a scenic deck-on-truss bridge. Rt. 240 follows the Three Notch'd Rd. west of the Mechums to the center of Crozet, then south under the railroad, where the name changes to Crozet Ave., to meet back up with Rt. 250 at Brownsville. A short segment at the very western end of Three Notch'd Rd., and approximately 1400 feet at the northern end of Crozet Ave., are included in the Crozet National Register Historic District. The district is significant for its historic association with the railroad, the Three Notch'd Rd., and the fruit and orchard industries. Rt. 240 was designated an Entrance Corridor in 1990.

**Portions of this history were taken from The Route of the Three Notch'd Road: A Preliminary Report by Nathaniel Mason Pawlett, Faculty Research Historian, and Howard H. Newlon, Jr., Assistant Head, Virginia Highway & Transportation Research Council, Charlottesville, VA, January 1976, Revised September 2003.*

GENERAL CHARACTERISTICS OF PROGRESSION

Rt. 240 reveals its agricultural and industrial roots in an eclectic progression of characteristics along its length. Its easternmost segment at Mechum's River and Lickinghole Creek retains the rural character that predominates further east along Rt. 250. Moving westward, the rural character transitions to more recent residential development, then to a stretch of industrial buildings. Next, a segment of older, small-scale residences transitions to Crozet's historic downtown. South of the historic zone, another segment of small-scale residences again transitions to more recent residential development before joining back up with Rt. 250.

ZONING & LAND USE

The mix of rural, residential, industrial and commercial buildings along Rt. 240 generally conforms to the established zoning districts. With much of the land along the corridor in low-density residential zoning, Entrance Corridor design review is focused primarily on the downtown commercial, industrial, and Neighborhood Model districts.

Entrance Corridor: Route 240: **Railway**

Between Firehouse Ln. to the west and Union Mission Ln. to the east

DRAFT



Last updated: 9.12.2022



LENGTH: 0.3 MILES

GENERAL CHARACTERISTICS

Union Mission Ln. marks the point where the railroad tracks return to the roadside, forming a strong visual boundary as the tracks rise in elevation moving westward. Combined with roadside vegetation, the tracks block most of the view of residential developments to the south. On the north side of the corridor is an undulating row of small-scale, single-family residences of various styles, most built in the first half of the twentieth century.

STRUCTURES

- Form: Rectangular footprints, gabled roofs
- Scale: small scale, 1-2 stories
- Materials: Wood siding, metal and shingle roofs
- Colors: White, green, grey, red

PREDOMINANT LANDSCAPE FEATURES/UNIFYING ORDERLY ELEMENTS

- Lawns with trees
- Vegetated berm along the train tracks

CHARACTERISTICS TO AVOID

- Un-landscaped lawns

PRECEDENT IMAGES



Union Mission Ln Intersection (Looking West)

Just east of Union Run Ln., the Union Run Baptist Church (constructed ca. 1913 of rusticated concrete block) is visible beyond the railroad tracks and a view of the mountains opens up to the west.



5602 Three Notch'd Rd.

Small-scale residences with simple footprints, gabled roofs, porches and front lawns establish a pedestrian-friendly scale along the street.



Firehouse Ln Intersection (Looking East)

At Firehouse Ln. looking east, the railroad and roadside vegetation form a dense visual buffer on the south side. Small-scale residences from the first half of the twentieth century predominate on the north side.

Entrance Corridor: Route 240: **Downtown Crozet**

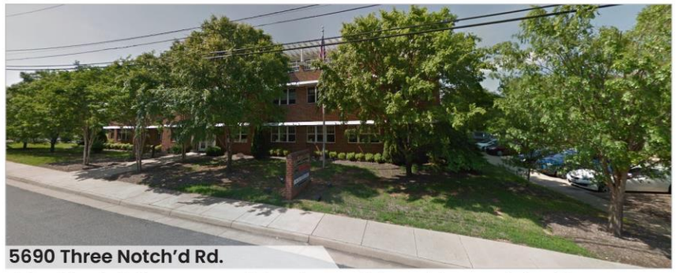
Between Tabor St. to the south and Firehouse Ln. to the east

DRAFT



PRECEDENT IMAGES

Last updated: 9.13.2022



5690 Three Notch'd Rd.

This office building uses traditional materials, architectural detailing, and frontage landscaping to establish an appropriate appearance in the streetscape.



5728-5764 Three Notch'd Rd.

Pre-ECDG development includes the buildings of the former Barnes Lumber Company, visible across the railroad tracks to the south, and a 1960s strip shopping center with brick walls and Colonial Revival details set back from the north side of the road.



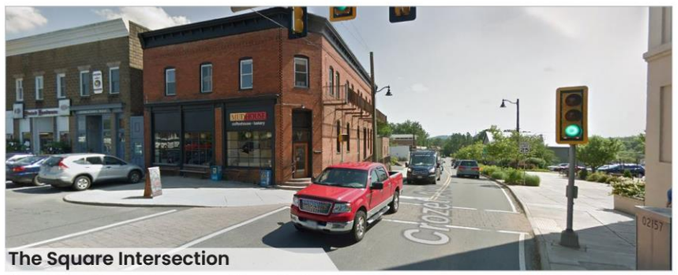
5791 Three Notch'd Rd.

Evidence of Crozet's transportation and agricultural history stand at the Rt. 240/Rt. 810 intersection. The Colonial Revival style Crozet depot (1923) stands between the tracks and Rt. 240, and the Crozet Cooperage Company barrel factory (1902) in two gable-fronted buildings marks the corner of the intersection. Low building heights maintain mountain views to the west.



1248 Crozet Ave.

A gas station constructed in 2000 to replace an earlier station uses traditional materials and details for a coordinated appearance with other structures along Three Notch'd Rd.



The Square Intersection

These buildings showcase historic forms and promote an active pedestrian environment in the downtown by limiting distance between store entrances, transparent ground floors, and engaging corners that entice potential patrons.



2020 Library Ave.

Material changes, projecting window bays and canopies help mitigate the mass and scale of the Crozet Library.



5835 Jarman's Gap Rd.

A view north on Crozet Ave. from Tabor St. reveals a mix of building scales and styles. Masonry materials and neutral colors establish a coordinated appearance. Low masonry walls, sidewalks, and street-side planting create a pedestrian-friendly scale.



1200 Crozet Ave.

A pedestrian-friendly environment is established through building form (canopy for weather protection), function (outdoor seating), and streetscape enhancements (street trees, designed crosswalks, accessible curb ramps, wide walkways, etc.).

Entrance Corridor: Route 240: **Downtown Crozet**

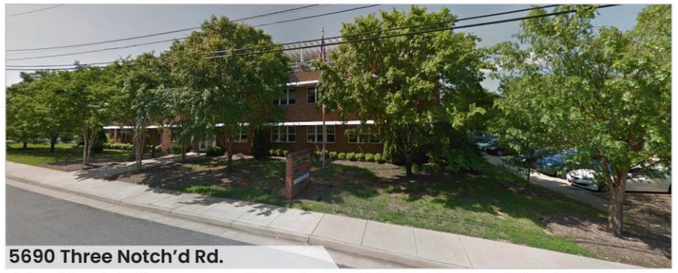
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DRAFT



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Last updated: 9.13.2022



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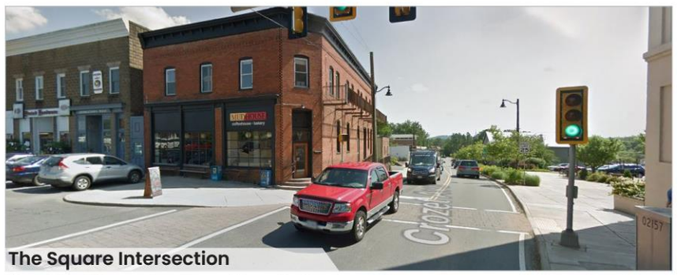
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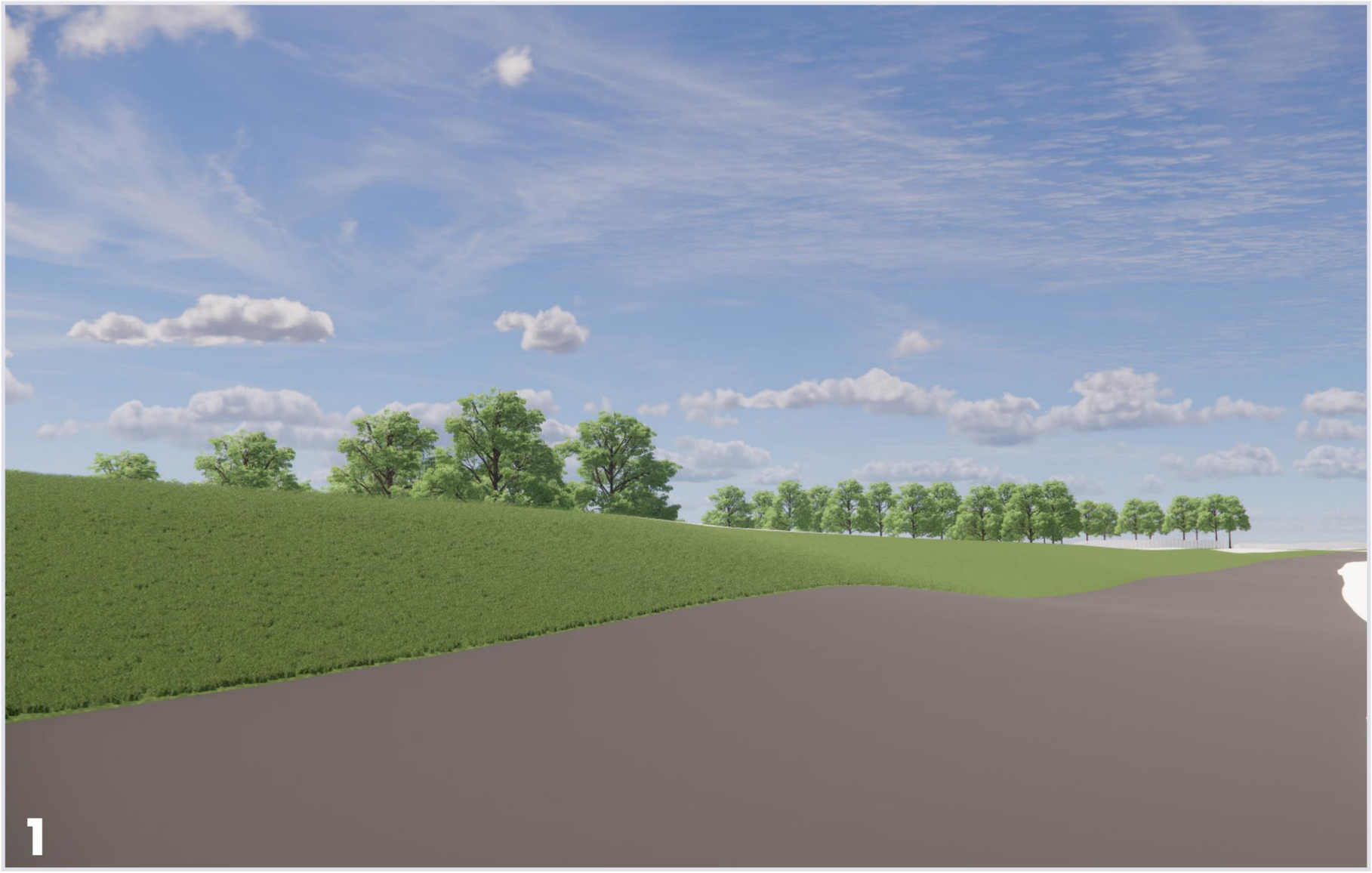


1200 Crozet Ave.

A pedestrian-friendly environment is established through building form (canopy for weather protection), function (outdoor seating), and streetscape enhancements (street trees, designed crosswalks, accessible curb ramps, wide walkways, etc.).

OBLIQUE SITE VIEWS

(SAME IMAGE AS PAGE 23 ENLARGED FOR EASIER VIEWING)





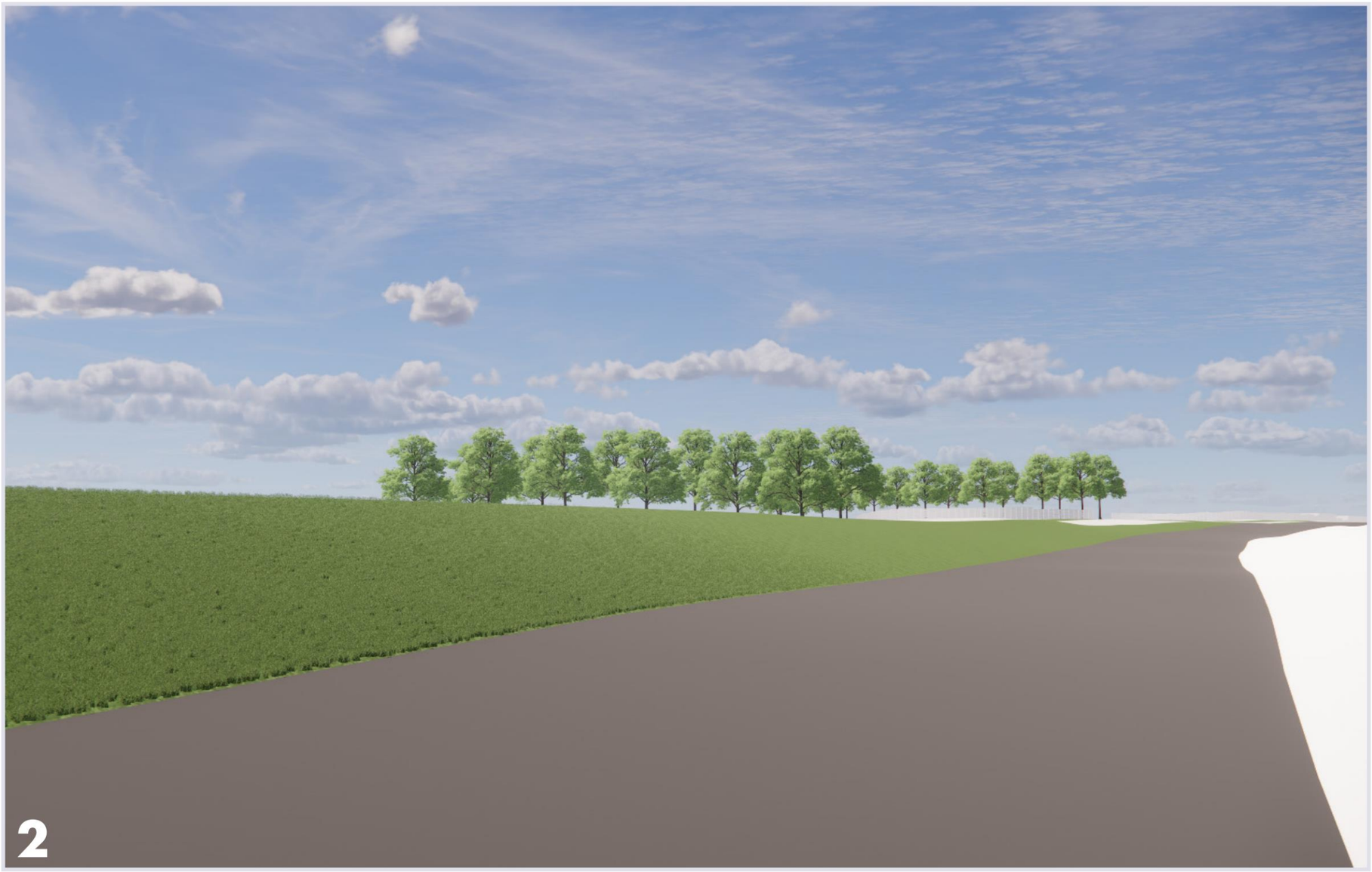
Oblique views of the property from the corridor looking west are significantly obstructed by the existing topography and plantings along this section of the property. New plantings within the proposed Visual Connections defining the development's block pattern will further reduce oblique views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.



ENLARGED OBLIQUE VIEW 1

OBLIQUE SITE VIEWS

(SAME IMAGE AS PAGE 23 ENLARGED FOR EASIER VIEWING)





Oblique views of the property from the corridor looking west are partially obstructed by the existing topography and plantings along this section of the property. New plantings within the proposed Visual Connections defining the development's block pattern combined with a screening fence (at parking areas) will further reduce oblique views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.



ENLARGED OBLIQUE VIEW 2

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

OBLIQUE SITE VIEWS

(SAME IMAGE AS PAGE 23 ENLARGED FOR EASIER VIEWING)





Oblique views of the property from the corridor looking east are partially obstructed by the existing topography in the distance. New plantings within the proposed Visual Connections defining the development's block pattern combined with a screening fence (at parking areas) will further reduce oblique views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.

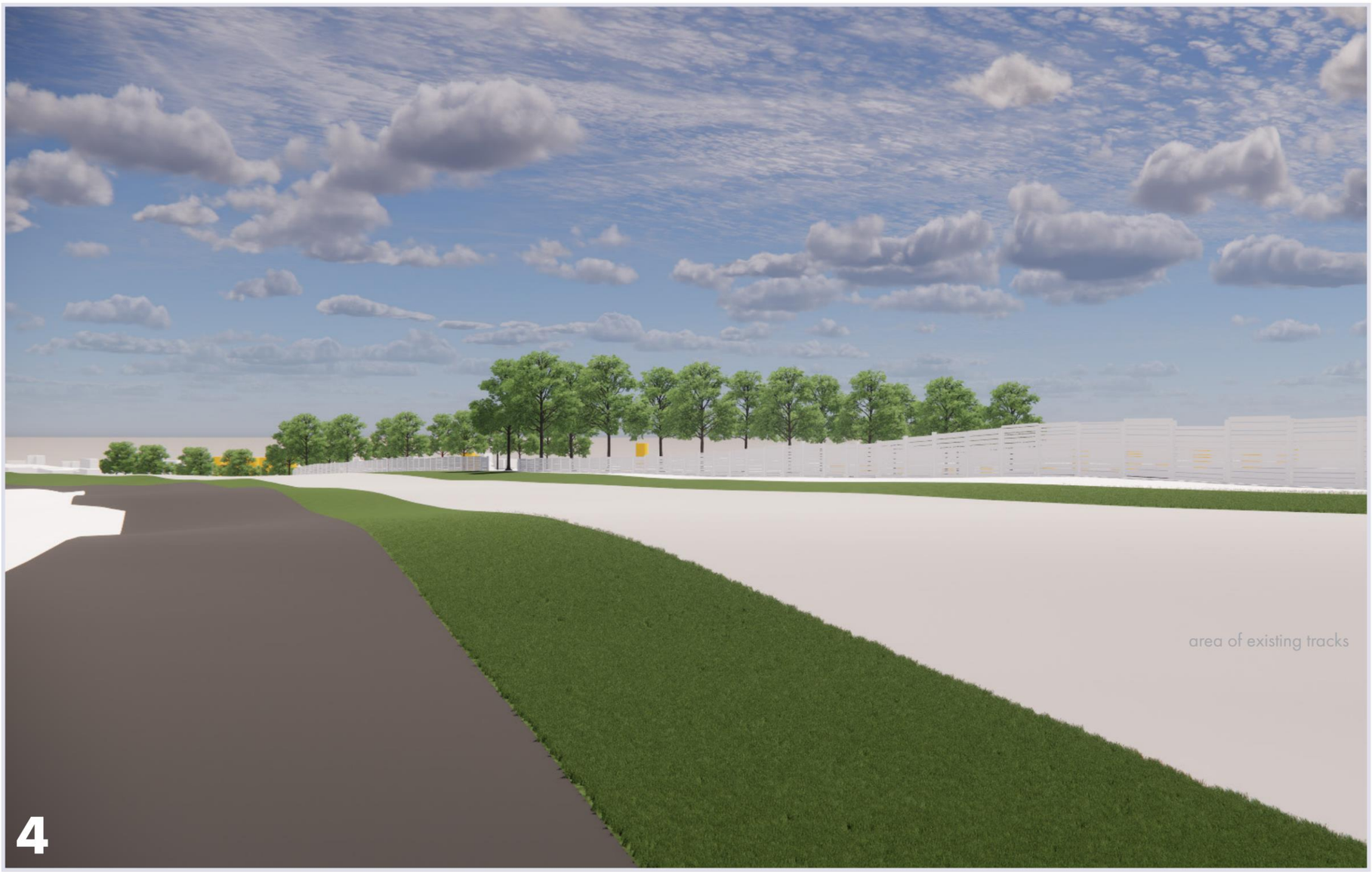


ENLARGED OBLIQUE VIEW 3

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

OBLIQUE SITE VIEWS

(SAME IMAGE AS PAGE 23 ENLARGED FOR EASIER VIEWING)





Oblique views of the property from the corridor looking east primarily be obstructed by at new screening fence or new buildings in this area. New plantings within the proposed Visual Connections defining the development's block pattern combined with the screening fence (at parking areas) will further reduce oblique views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.

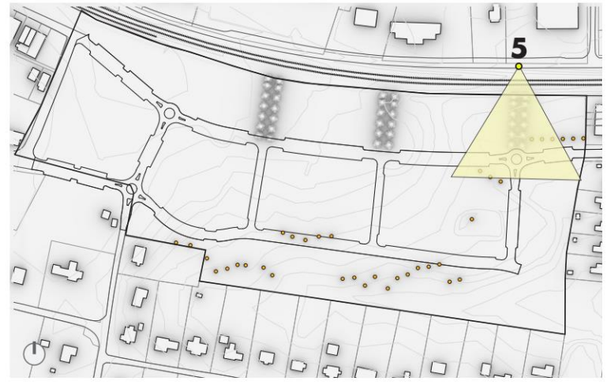


ENLARGED OBLIQUE VIEW 4

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

STREET VIEWS (SAME IMAGE AS PAGE 24 ENLARGED FOR EASIER VIEWING)





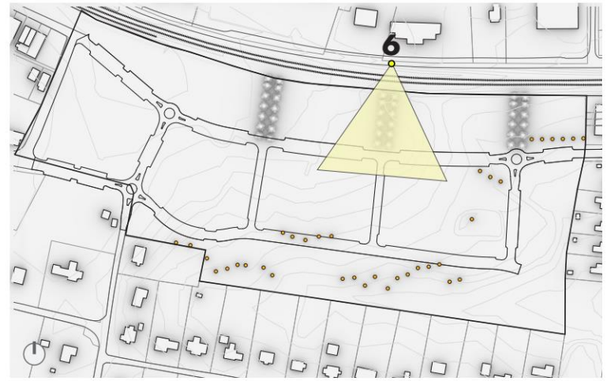
Orthogonal perpendicular street views of the property aligned to the new Visual Connections as seen from likely pedestrian areas along the corridor looking south are significantly obstructed by the existing topography and plantings along this section of the property. New plantings within the proposed Visual Connections defining the development's block pattern will help frame views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.



ENLARGED STREET VIEW5

STREET VIEWS (SAME IMAGE AS PAGE 24 ENLARGED FOR EASIER VIEWING)





Orthogonal perpendicular street views of the property aligned to the new Visual Connections as seen from likely pedestrian areas along the corridor looking south are significantly reduced by the existing topography and plantings along this section of the property. New plantings within the proposed Visual Connections defining the development's block pattern will help frame views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.

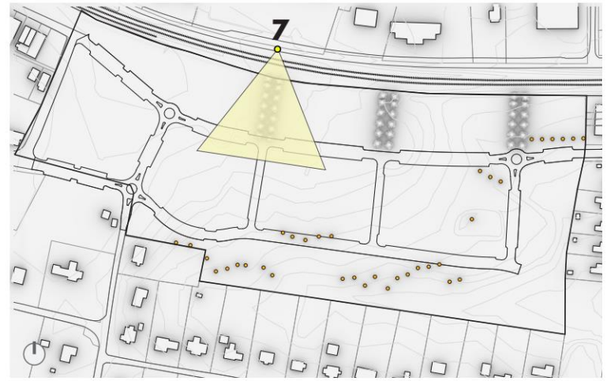


ENLARGED STREET VIEW 6

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

STREET VIEWS (SAME IMAGE AS PAGE 24 ENLARGED FOR EASIER VIEWING)



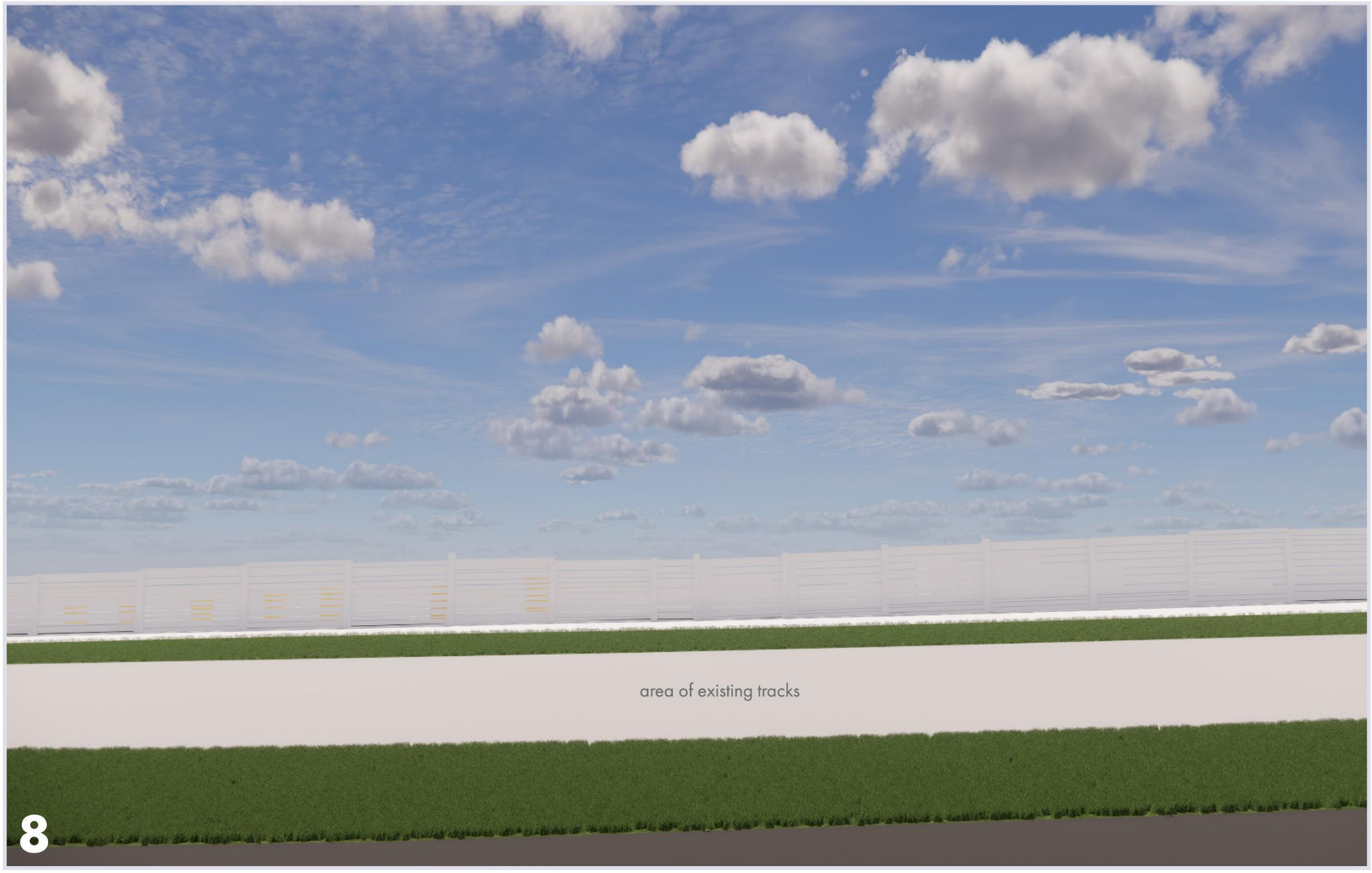


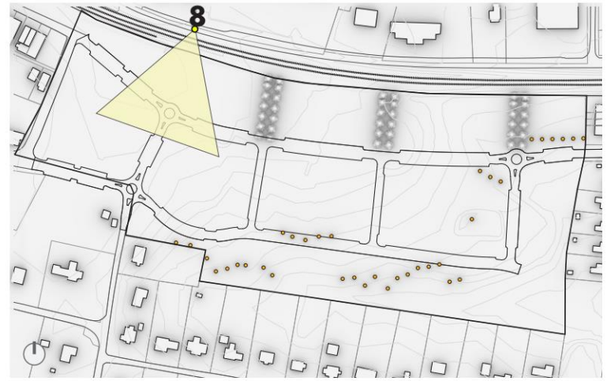
Orthogonal perpendicular street views of the property aligned to the new Visual Connections as seen from likely pedestrian areas along the corridor looking south are reduced by new screening fence and plantings along this section of the property. New plantings within the proposed Visual Connections defining the development's block pattern will help frame views into the property in the future. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review.



ENLARGED STREET VIEW 7

STREET VIEWS (SAME IMAGE AS PAGE 24 ENLARGED FOR EASIER VIEWING)





Orthogonal perpendicular street views of the property as seen from likely pedestrian areas along the corridor looking south are reduced by new screening fence along this section of the property. As a result, views of parking areas will be reduced and many areas in the southern portions of the site will not require review as new buildings are developed.



ENLARGED STREET VIEW 8

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

Original Proffers _____
Amendment _____

PROFFER STATEMENT

Project Name: **Crozet Square (J. Barnes Lumber, Phase 1)**

Date: **August 8, 2019**

ZMA #: ZMA 2010-00018

Tax Map Parcel #: TMP 056A2-01-00-07100 and 056A2-01-00-071B0 (portion) and 056A2-01-00-02500(portion), (the "Property")

Rezone one parcel and portions of two additional parcels totaling 6.2407 acres, more or less, from Heavy Industry (HI) to Downtown Crozet District (DCD) and a portion of one from Commercial (C-1) to Downtown Crozet District (DCD).

Pursuant to Sections 33of the Albemarle County Zoning Ordinance (Chapter 18 of the Albemarle County Code), the Owner hereby voluntarily proffers the conditions listed herein which shall be applied to the Property if the Zoning Map Amendment identified as ZMA 2010-00018 and referred to as "Crozet Square" (hereinafter the "ZMA"), is approved by the County of Albemarle (the "County"). These conditions are proffered as a part of the requested ZMA and the Owner acknowledges that the conditions are reasonable. These conditions are proffered as a part of the requested ZMA and it is agreed that: (1) the ZMA itself gives rise to the need for the conditions, and (2) such conditions have a reasonable relation to the rezoning requested.

The term "Owner" as referenced herein shall mean the owner of record and successors in interest of the Property.

The Phase 1 Plan shall refer to that certain Application Plan prepared by Timmons Group dated October 2, 2017, and revised July 22, 2019, labeled "Barnes Lumber – Phase 1 Concept Plan, Exhibit A" (hereinafter referred to as "Phase 1 Plan").

The headings of the proffers and conditions set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provisions of the proffers.

This proffer statement shall supersede and replace in all respects the proffer statement approved by the Board of Supervisors on December 21, 2016 in connection with ZMA 2016-20, with regard to the Property.

Each signatory below signing on behalf of the Owner covenants and warrants that they are an authorized signatory of the Owner for this Proffer Statement.

1. Plan of Development

The property shall be developed in general accord with Exhibit A, General Plan of Development for the subject property, titled "Barnes Lumber Phase 1 Concept Plan", prepared by the Timmons Group, dated 10/2/17, and revised 7/22/19, and must reflect the following elements as shown and noted on the plan:

- Construction and dedication to the County for public use the civic plaza; and
- Construction of the roads shown on the plan (labeled Primary, High St. Ext, Road A, and the extension of existing Library Avenue to High St Ext.).

Qualifying public / private partnerships

These elements will be constructed in accord with the terms of the Development Agreement between The County Of Albemarle, The Economic Development Authority of the County of Albemarle, And Crozet New Town Associates, LLC signed and executed as of _____, 2019, and/or their respective successors and assigns.

2. Off Site Transportation Contribution.

Upon demand by the County and approval by VDOT of the final road plans as shown in Exhibit A to be constructed under a revenue share agreement between VDOT and Albemarle County, Owner will undertake, or fund an amount not to exceed $48,000 for a traffic study to, A) estimate traffic volumes for the 20 year horizon for Crozet Avenue, Eastern Avenue and Route 240, once the Eastern Avenue connection is made and additional residential density has been constructed, and B) prepare a detailed analysis for the 20 year planning horizon to determine what future road and intersection improvements will be helpful for reducing traffic congestion and improving connectivity. The Owner will contribute $27,000 toward either A), the installation of the required traffic signal if, in the future, warrants are met for a traffic signal at the Crozet Avenue/Library Avenue intersection, or B) other transportation improvements identified that improve the Crozet Avenue/Library Avenue intersection, the Crozet Avenue/Jarmans Gap Road intersection, and/or the intervening section of Crozet Avenue. The contribution shall be paid by Owner when the balance of the funding has been allocated in the County's Capital Improvements Program or VDOT Six Year Improvement Program for either one of the improvements identified in A or B above.

WITNESS the following signature:

Crozet New Town Associates, LLC

By: _____
Frank R. Stoner, Manager



Barnes Lumber - Overall Layout & Grading Exhibit

VDOT UPC#113385 - Library Ave. - June 30, 2023

SCALE 1"=50'
0 50' 100'

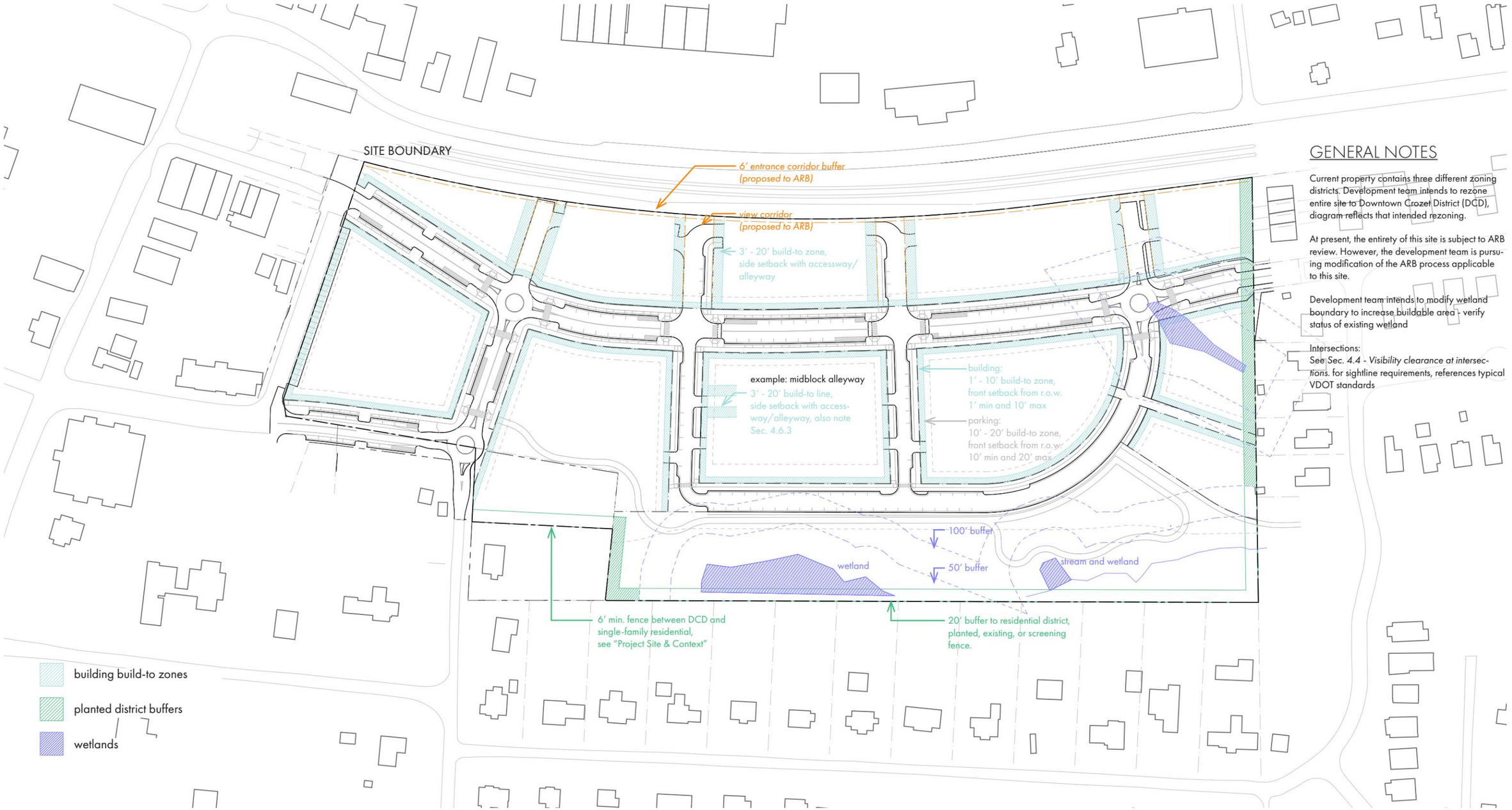
TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

OVERALL LAYOUT REGARDING PUBLIC PRIVATE PARTNERSHIPS

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
NOVEMBER 20, 2023

BRW ARCHITECTS

APPENDIX: SETBACK DIAGRAM



GENERAL NOTES

Current property contains three different zoning districts. Development team intends to rezone entire site to Downtown Crozet District (DCD), diagram reflects that intended rezoning.

At present, the entirety of this site is subject to ARB review. However, the development team is pursuing modification of the ARB process applicable to this site.

Development team intends to modify wetland boundary to increase buildable area - verify status of existing wetland

Intersections:
See Sec. 4.4 - *Visibility clearance at intersections.* for sightline requirements, references typical VDOT standards

REFERENCE DIAGRAM REGARDING PUBLIC PRIVATE PARTNERSHIPS

BRW

BRW ARCHITECTS

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