BARNES LUMBER PROPERTY

APPLICATION FOR A CERTIFICATE OF APPROPRIATENESS

COUNTYWIDE PROCESS

JANUARY 03, 2025

brw architects
112 fourth street NE
Charlottesville, VA 22902
434 971 7160
kkeesecker@brw-architects.com
https://brw-architects.com

COUNTY WIDE APPLICATION PROCESS

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

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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.

Thank you for considering the following application for the former Barnes Lumber site, which includes a variety of proposed landscape interventions and architectural design elements to guide future development. We trust these planning and design guidelines will reassure the Architectural Review Board that the final character of the portions of the Barnes Lumber site visible from the Route 240 Entrance Corridor will exceed the current provisions of the entrance corridor guidelines and provide an enjoyable experience for each passersby.

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 construction 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.

The property is located in an unique position in relation to the corridor. Separated from Route 240 by the CSX railway, views from the northern edge of the site have historically included a variety of industrial uses, lumber operations, and material storage areas supporting those activities. However, the future development of the property will include new uses and buildings more related to the context of downtown Crozet. The proposed development will enhance the corridor experience and reinforce the views along the corridor edge and toward the active public spaces on the interior. There are 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 show the new public road parallel to 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 public activity toward the new street and center of the site will by definition relegate the northern edge of the property to a secondary 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 that the future development of the property will not 'turn its back' on the corridor, but instead will complement and improve the character of the Downtown Crozet portion of the Route 240 corridor.

This application includes three design elements to accomplish this goal:

1. Site Elements regarding landscape, screening and buffering to be provided by future individual projects along the railroad at the northern edge of the project property.
2. Architectural Design Elements to be applied to buildings visible from the corridor. We offer these in addition to requirements noted in the zoning ordinance.
3. Exceptions and Clarifications to anticipate potential special circumstances that might occur as the redevelopment of the Barnes Lumber site progresses organically in response to market conditions.

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 variation of building types, materials, and design details.

The design elements included in this Application for Certificate of Appropriateness is intended to provide consistency in the broader redevelopment 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 development team.

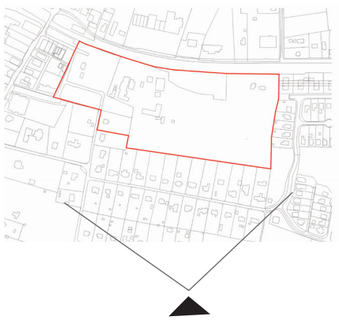
The scope of Countywide review proposed for this project is intended to align with existing reviews of projects from the Entrance Corridor. Portions of buildings and other elements not visible from the Entrance Corridor shall not be subject to review if the lack of visibility can be adequately demonstrated. As development progresses, new buildings will screen future buildings from visibility from the Entrance Corridor. Each future applicant will be required to determine visibility from the corridor at the time their building is proposed.

This application was informed by Albemarle County's "Architectural Review Board - Design Guidelines" (updated February 2, 2011,) particularly as they relate to landscaping and development pattern.

To aid your consideration of our approach, please find the following brief summary of notes related to specific portions of Albemarle County 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.

ENTRANCE CORRIDOR RT 240
CSX RAILWAY

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



AERIAL VIEW - EXISTING SITE LOCATION

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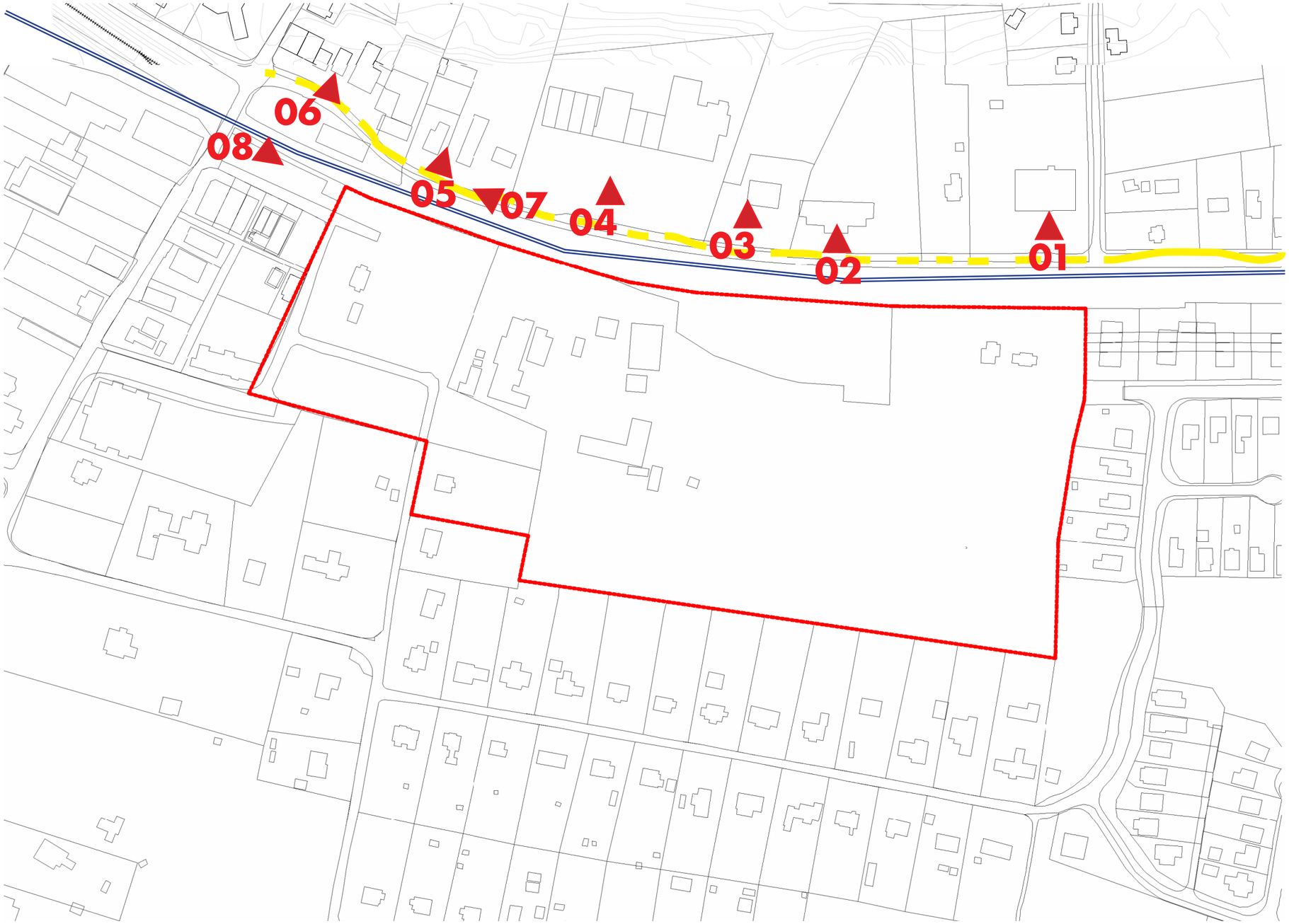

SITE CONTEXT - EXISTING

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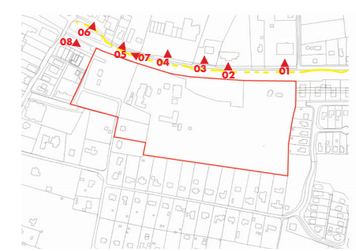

BRW ARCHITECTS

CONTEXT - ELEMENTS OF ENTRY CORRIDOR

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
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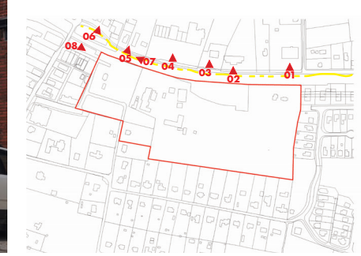

BRW ARCHITECTS

CONTEXT - EXISTING ELEMENTS OF ENTRY CORRIDOR

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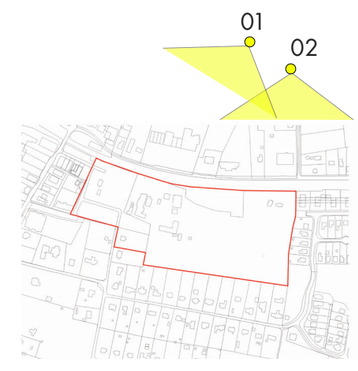
VIEW OF PROPERTY 01

VIEW OF PROPERTY 02



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SITE EXISTING VIEWS

BARNES LUMBER PROPERTY
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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 which balance maintaining the character of the existing corridor with generating aspirational elements for future development to convey an appropriate corridor view of 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.

The plan establishes an urban block pattern and a series of visual connections to the interior of the site in response to 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. Each future building on this property will be subject to the development team's internal review standards and the County's Entrance Corridor Guidelines.

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.

The application provides Architectural Design Elements based on historic downtown precedents and form-based codes used in other portions of the County.

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 Architectural Design Elements included in this application allow the future building designers to address site and program specifics of their building while maintaining a cohesive pattern of building organization and design along the corridor-facing portion of the property.

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.

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 generally devoid of natural landscape given their long previous history of industrial and lumbering operations. A significant landscape feature, albiet not a natural one, is the embankment created by the CSX railway at the eastern portion of the property along the tracks. This embankment begins to establish a tree pattern that is discussed in more detail later in this application.

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 planted Visual Connections to interior portions of the site and future block patterns that reflect general patterns of site development along this and other corridors. Establishing the Visual Connections and a block pattern along the existing tracks 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 with a varied set of conditions and views into and from the property. As a result, we believe this property will 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 Architectural Design Elements that will organize the facades on 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 use-specific contextual design 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 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 are proposed, this application includes a screening fence for a portion of the most visible site area to shield these elements and future parking (if any) from view where required. Combined with plantings at the Visual Connection, sloping site topography, the existing embankment on the north end of the property, and the new screening fence, the 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 diagrammatically shown on page 15. As new buildings are provided along the northern boundary of the Entrance Corridor, compliant walls, plantings, and fencing complying with this document will be provided to screen required elements. Where the existing topography and the railroad embankment naturally restrict views of new buildings,

equipment, service areas or parking, the use of screening plantings, walls, or fences will not be required.

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 strategy for tree planting within Visual Connections along the Entrance Corridor, as well as screening plantings parallel to the street on page 15. Any other trees 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.

As future Countywide applications are presented, flowering ornamental trees compliant with the Entrance Corridor Guidelines or other Albemarle County recommendations will be included as appropriate for the specific property visibility, site development and building design conditions. Where the existing topography and the railroad embankment naturally restrict views of new buildings, parking, or screening measures at the north property boundary, the use of ornamental trees will not be required.

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.

Fencing is included in this application as shown on page 15. Fencing will comply with the Entrance Corridor guidelines and other applicable County guidelines where provided. Where the existing topography and the railroad embankment naturally restrict views of new buildings or parking, the use of decorative or screening fences will not be required.

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.

Given the unique existing configuration of the Entrance Corridor and the existing railroad track right of way in relation to the future development / property areas, the development team does not anticipate utility easements will interfere with any areas needed for screening fencing or plantings.

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.

As future Countywide are presented, parking area landscaping compliant with the Entrance Corridor Guidelines and other Albemarle County recommendations will be included as appropriate for the specific property visibility, site development and building design conditions at the time of the application. Where the existing topography and the railroad embankment naturally restrict views of new buildings, parking, or screening measures at the north property boundary the use of ornamental trees will be eliminated.

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.

The existing context has a variety of building styles, scales, and block/street/building patterns specific to their use, location, and previous development. 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 an regular block pattern instead of an undifferentiated strip development along the length of the corridor.

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.

The unique arrangement of Entrance Corridor, railroad right of way, and north property boundary along with the planned new primary street internal to the future development of the Barnes Property will demand the primary front facades of new buildings will not be oriented to the Entrance Corridor. The facades facing the Entrance Corridor will be oriented parallel to the Corridor and will include Architectural Design Elements as outlined in this application and further demonstrated in future Countywide applications.

c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems.

The unique arrangement of Entrance Corridor, railroad right of way, and property boundary along north property line will not allow pedestrian and vehicular connection from the site to the Entrance Corridor.

d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor.

Based on unique surrounding conditions on the north propoerty line, open spaces will be internal to the development area within the Barnes Lumber site.

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.

The existing railroad embankment is the site's most visible 'natural' feature and will provide a significant amount of screening on the north property line.

f. The placement of structures on the site should respect existing views and vistas on and around the site.

As future Countywide applications for buildings visible from the corridor on the property are presented, views and vistas will be improved by new buildings aligned to the design elements articulated in this Application and the specific response of each future application to the Corridor.

1. SITE ELEMENTS

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

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EXISTING TREE PATTERNS IN COMMERCIAL AREAS

Observations regarding existing trees along this portion of the Entrance Corridor:

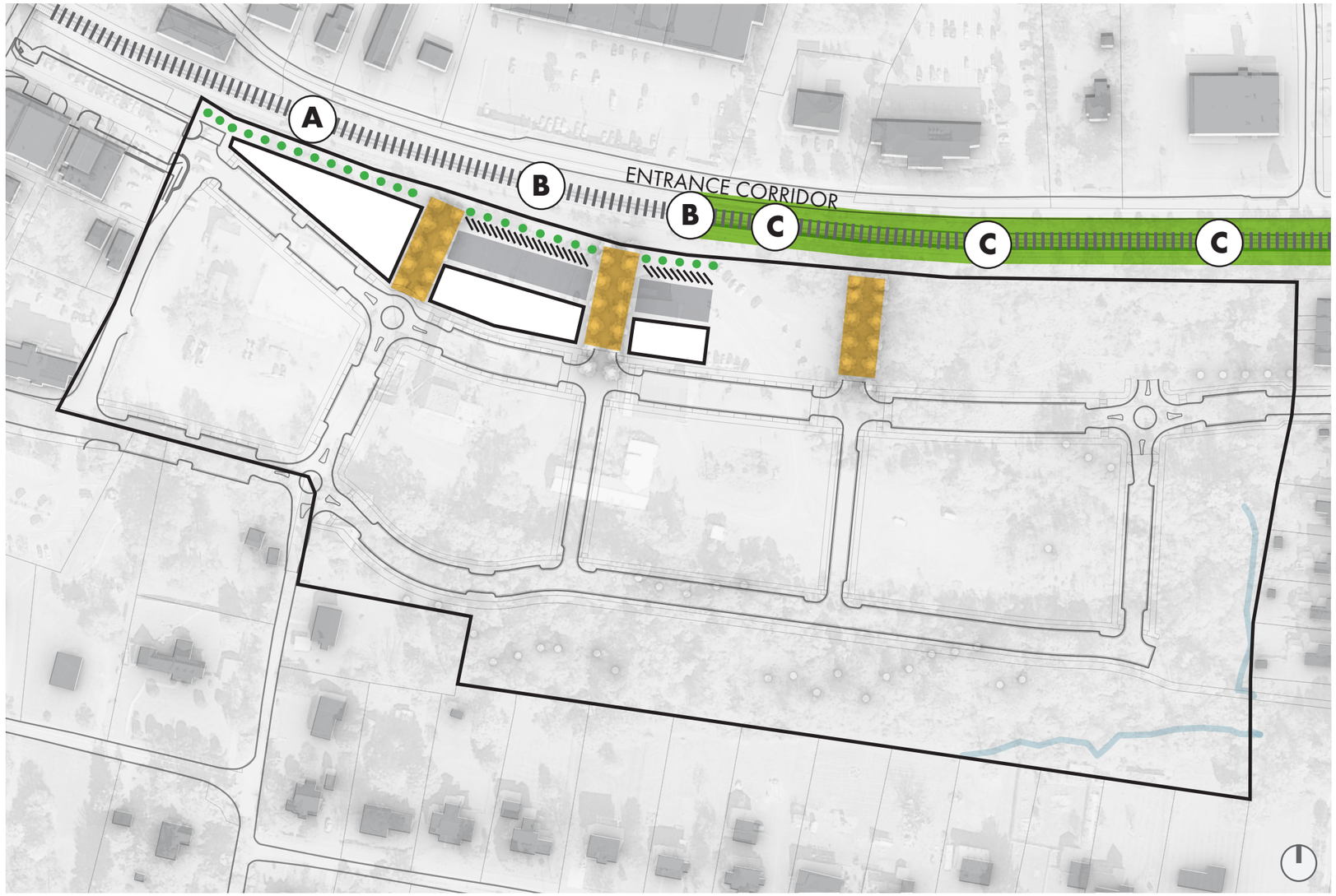
Three distinct patterns of development regarding the tree locations can be identified:

1. Along the railroad tracks and embankment along the corridor, 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 trees 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 within Visual Connections intended to reinforce the future block pattern of the property and maintain views into the property.

TREE PATTERNS ALONG EXISTING CORRIDOR

FUTURE BLOCK PATTERN AND VARIABLE EDGE CONDITIONS



PROPERTY BOUNDARY

NEW VISUAL CONNECTION

Edge conditions will contribute to the character of the Corridor

The edges of the site will be screened in order to comply with the overall intent of the ARB Design Guidelines for Entrance Corridors. The proposed strategy is intended to mitigate the impacts of new development while recognizing that new buildings are intended to address the new public road as the primary center of activity. As such, dumpsters, recycling bins, mechanical equipment, loading docks, and outdoor storage may be relegated to the Entrance Corridor-facing side along the railway.

The proposed edge treatments make use of trees, fencing, and existing topography to address visual impacts.

- Edges along the Entrance Corridor will be screened according to the diagram to the left. Tree plantings and fencing shall comply with Entrance Corridor Design Guidelines
- Edges will be interrupted by Visual Connections. Visual Connections will not include dumpsters, recycling bins, mechanical equipment, loading docks, or outdoor storage.
- Areas marked "C" are obscured by the existing railroad embankment, effectively screening dumpsters, recycling bins, mechanical equipment, loading docks, and outdoor storage from view. The embankment also obscures trees, fencing, and other screening measures from view from the Entrance Corridor. Therefore trees and fencing will only be provided if necessary for each proposed project. See Appendix for documentation of visibility.

LEGEND:

A = EXISTING TRAIN TRACKS, TREES

B = EXISTING TRAIN TRACKS, TREES, FENCING

C = EXISTING EMBANKMENT, EXISTING TRAIN TRACKS

SITE DIAGRAMS

BARNES LUMBER PROPERTY
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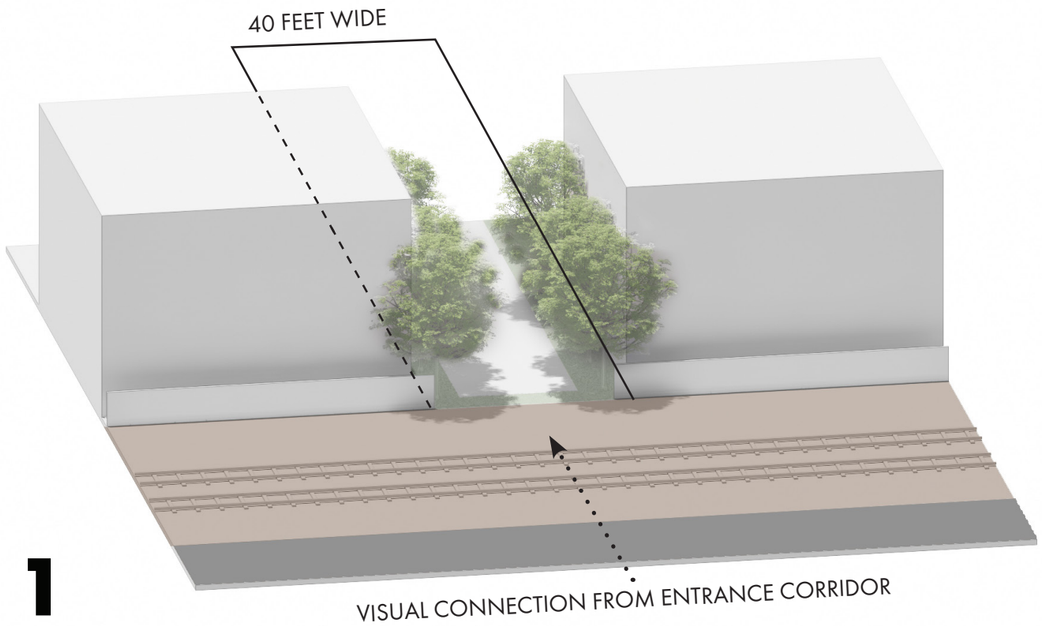
SITE PLAN AND INITIAL VISUAL CONNECTION LOCATION



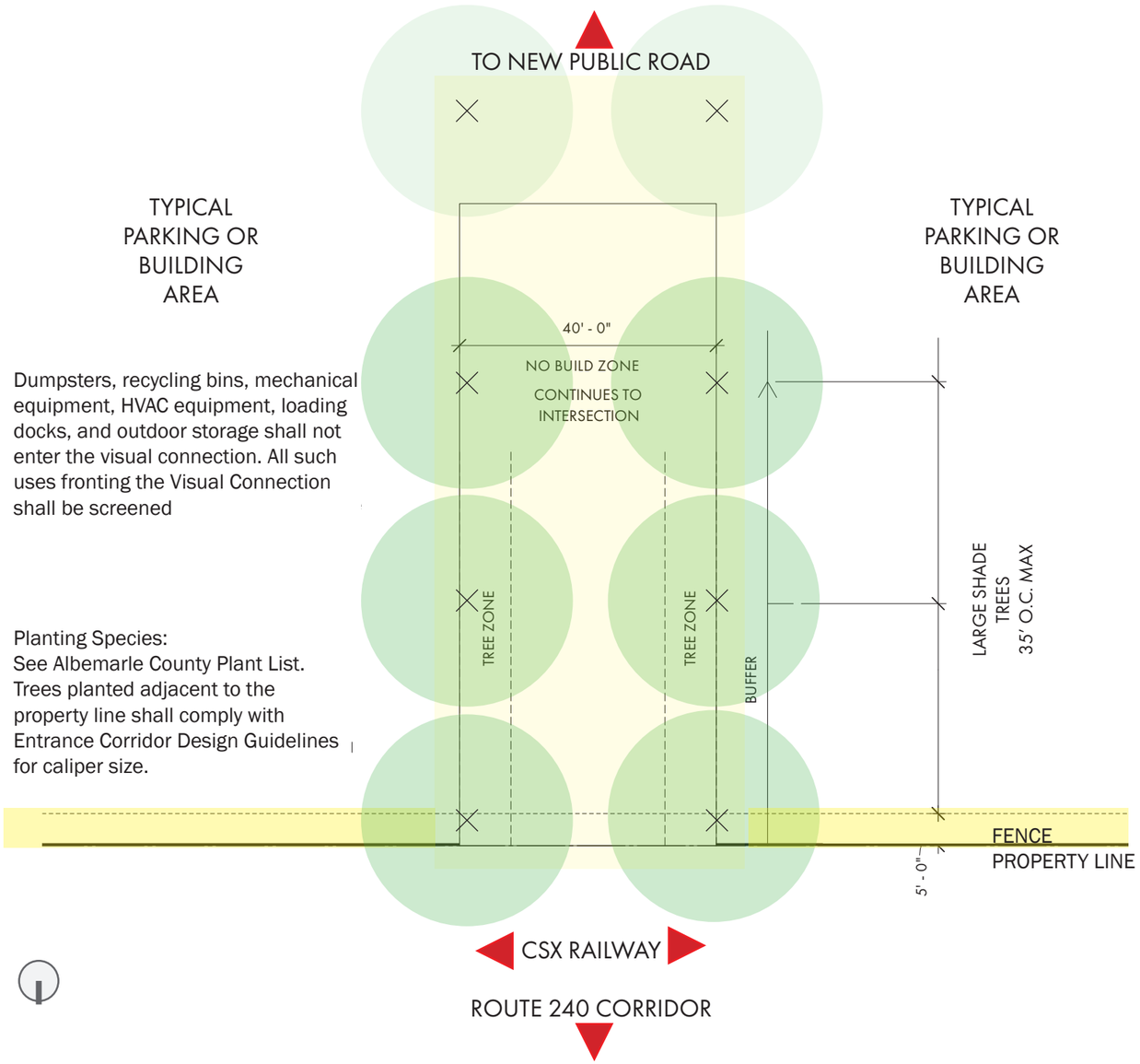
Visual Connections will follow and reinforce the future block pattern

Establishing Visual Connections and reinforcing the new block pattern will help distinguish the redevelopment and benefit the corridor in the following ways:

- Pattern of Visual Connections will establish an urban site organization when viewed from the corridor.
- Establishing 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 Connection.
- 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 on street level or at upper floor levels.
- Visual Connection areas will provide oblique view screening of the site, while also providing visibility for the new businesses and residences on the property.

- Allow views into the site from the Entrance Corridor
- Reflects pattern of street grid within development
- Width of Visual Connection continues to the new public road
- Buildings facades on either side of the Visual Connection, including those of buildings located adjacent to visual connections, will meet facade articulation and transparency requirements
- Fences along the north property line, if any, will not be required at the 'no build' zone of the Visual Connection to allow for better sightlines into the property

VISUAL CONNECTIONS



Dumpsters, recycling bins, mechanical equipment, HVAC equipment, loading docks, and outdoor storage shall not enter the visual connection. All such uses fronting the Visual Connection shall be screened

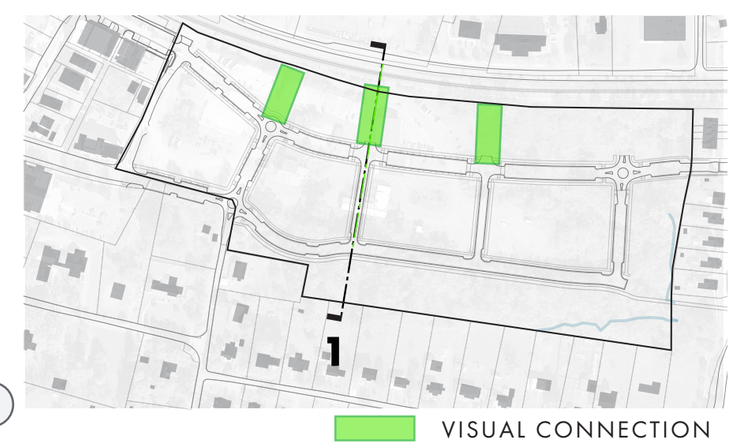
Planting Species:
See Albemarle County Plant List.
Trees planted adjacent to the property line shall comply with Entrance Corridor Design Guidelines for caliper size.

Visual Connections establish a visual language along the Entrance Corridor

Visual Connections will be provided as indicated on the reference map below at minimum. Planting selection and fence designs may differ between Visual Connections.

The initial Visual Connection areas will align with the overall block pattern organization of the property on the centerline of the crossing streets in the redevelopment area.

new fence and plantings to be located within 5'-0" of property line



VISUAL CONNECTION DIAGRAM

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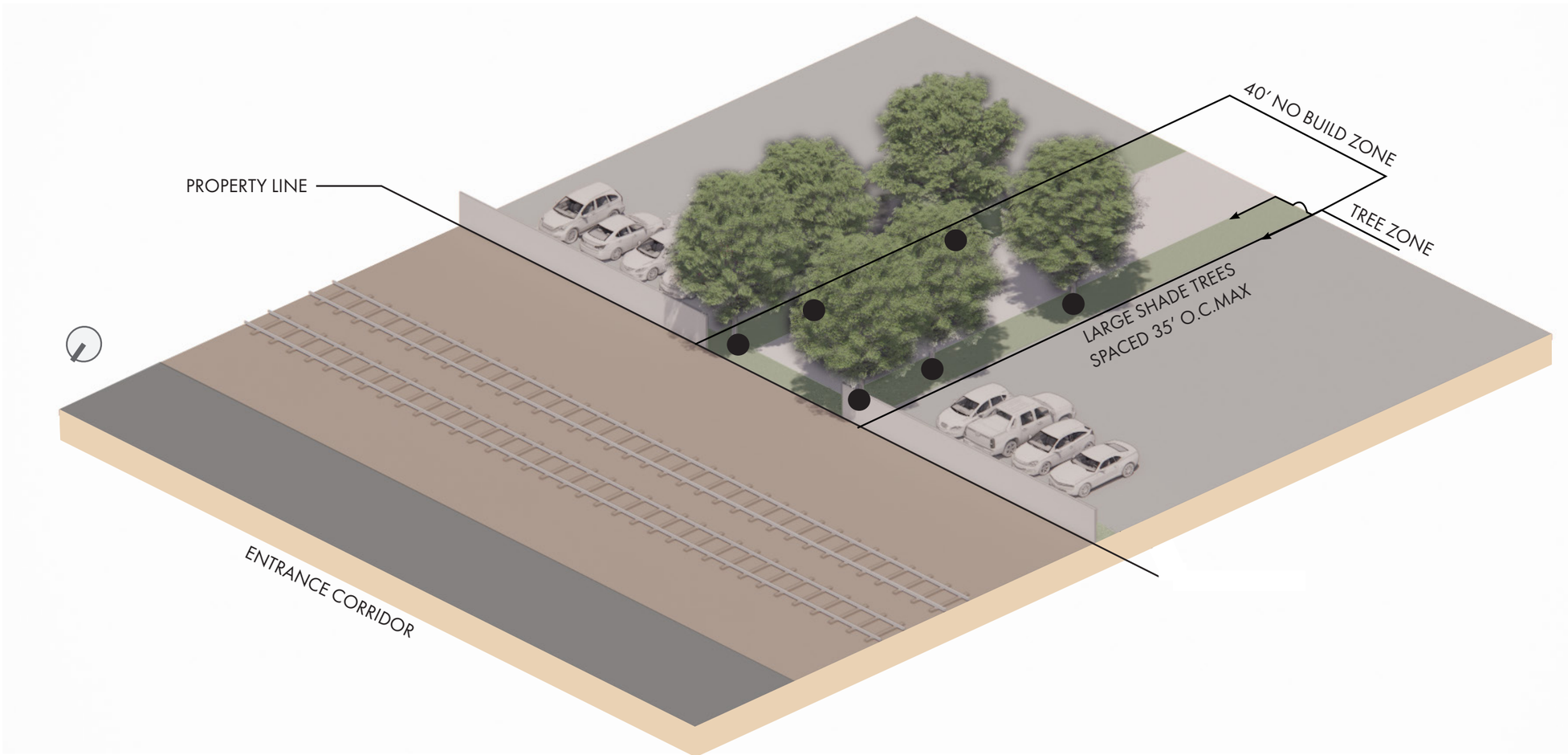
VISUAL CONNECTION



CONCEPT OF SCREENING FENCE AND PARKING AT VISUAL CONNECTION

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2. ARCHITECTURAL DESIGN ELEMENTS

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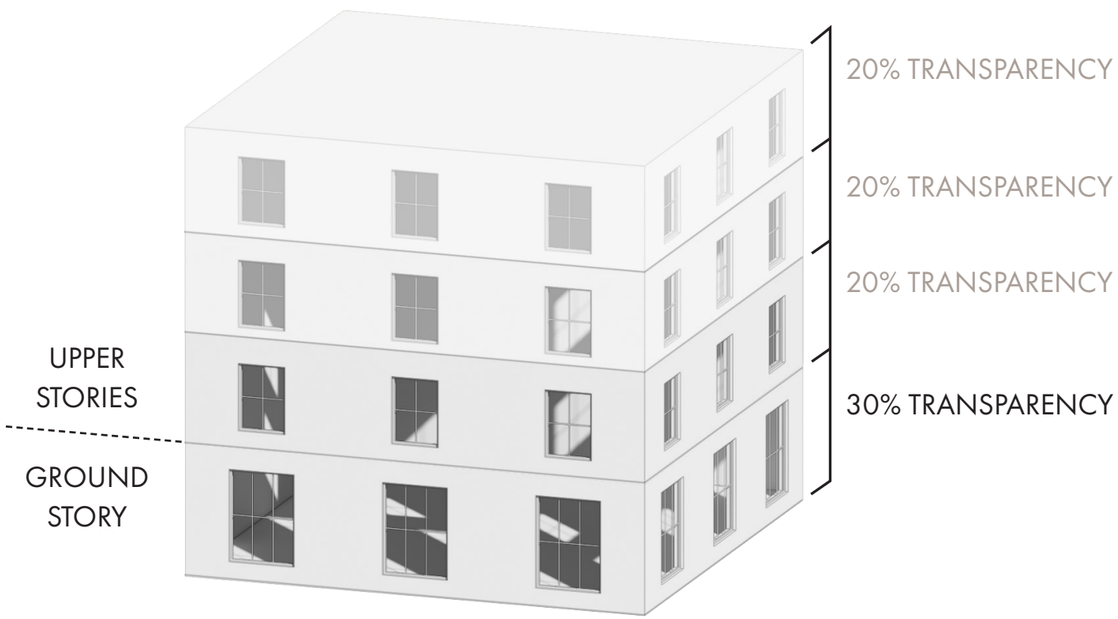
ARCHITECTURAL DESIGN ELEMENTS

This application includes a variety of Architectural Design Elements that will be applied to portions of proposed buildings visible from the Corridor. These Architectural Design Elements are intended to ensure the facades of new buildings visible from the corridor will not be designed or built as 'rear' or blank facades. New buildings visible from the Entrance Corridor shall meet the following transparency, facade articulation, material exclusion, and facade lighting requirements.

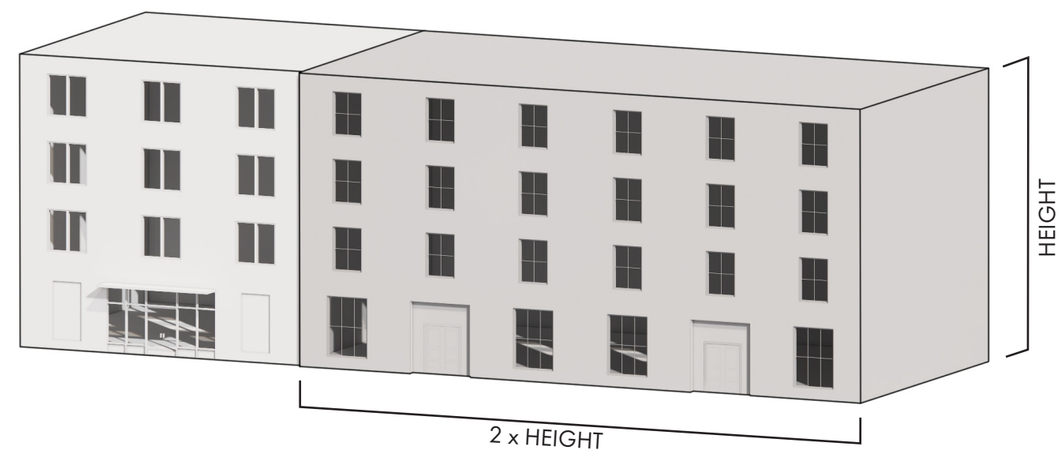
Transparency Requirements



The following minimum transparency standards for facades oriented towards the Entrance Corridor shall apply:

- 30% Minimum ground story transparency (measured 2-12' above grade)
- 20% Minimum upper story transparency (measured from floor-to-floor of each story above the ground story)
- Entrance Corridor Design Guideline glazing requirements for tint and reflectivity.

Facade Articulation



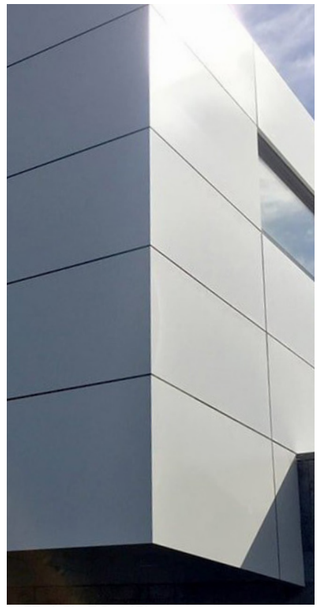
The following facade articulation guidelines are intended to help reduce the perceived scale of new buildings on the property and better relate to existing buildings and enhance the corridor. These guidelines are based on similar guidelines used elsewhere in County.

To comply with this design element, facades must be broken by a physical break or visual break through articulation on an interval of 2x the building height at minimum. Compliant facades shall use two of the following strategies at minimum

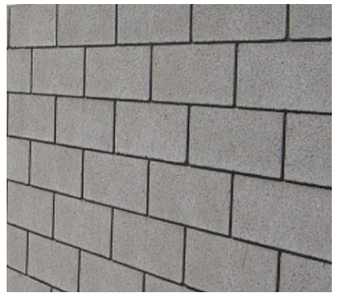
- Physical breaks in the plane of the wall, such as recesses, of 16 inches minimum
- Visual breaks in the plane of the facade include use of different materials.
- Other articulation includes changes in the roof line, parapet breaks, arcades, awnings / canopies.

ARCHITECTURAL DESIGN ELEMENTS

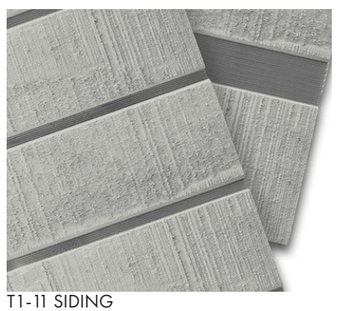
Material Exclusions



METAL FLAT PANEL



UNPAINTED CMU



T1-11 SIDING

VINYL

Although there are a variety of materials present in the current corridor, certain materials will be restricted to better align with the vision of the site's redevelopment. Materials visible from the corridor will comply with the following:

Restricted Materials (no more than 10% by area on facades visible from corridor)

- unpainted concrete masonry units
- large flat format metal panels (30" or greater in any direction) - corrugated panels allowed
- T1-11

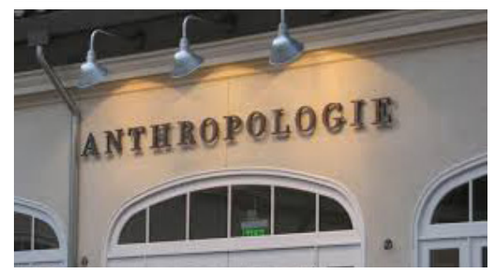
Prohibited Materials (not allowed on facades visible from corridor)

- vinyl siding (horizontal or vertical)

All facades visible from the corridor will comply with Entrance Corridor glazing requirements

See page 27, "Exclusions" where murals are provided.

Facade Lighting



1. Any exterior light fixture on buildings that are located directly adjacent to the Entrance Corridor will be extended from the building facade visibile from the entrance corridor.
2. No backlit signage, box and cabinet style signs, internally illuminated signs, or channel letter signs on building elevations visible from Entrance Corridor are permitted.

ADDITIONAL ELEMENTS

The development at the Barnes Lumber Site is intended to create a vibrant urban district with references to its history as a lumber yard, proximity to the railroad, and rural context.

As such, repurposed industrial equipment, railroad cars, storage containers, and other adaptive reuse of elements related to the site context may be appropriate within areas under ARB review.

3. EXCEPTIONS AND CLARIFICATIONS

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

BRW
BRW ARCHITECTS

ITEMS EXEMPTED FROM REVIEW

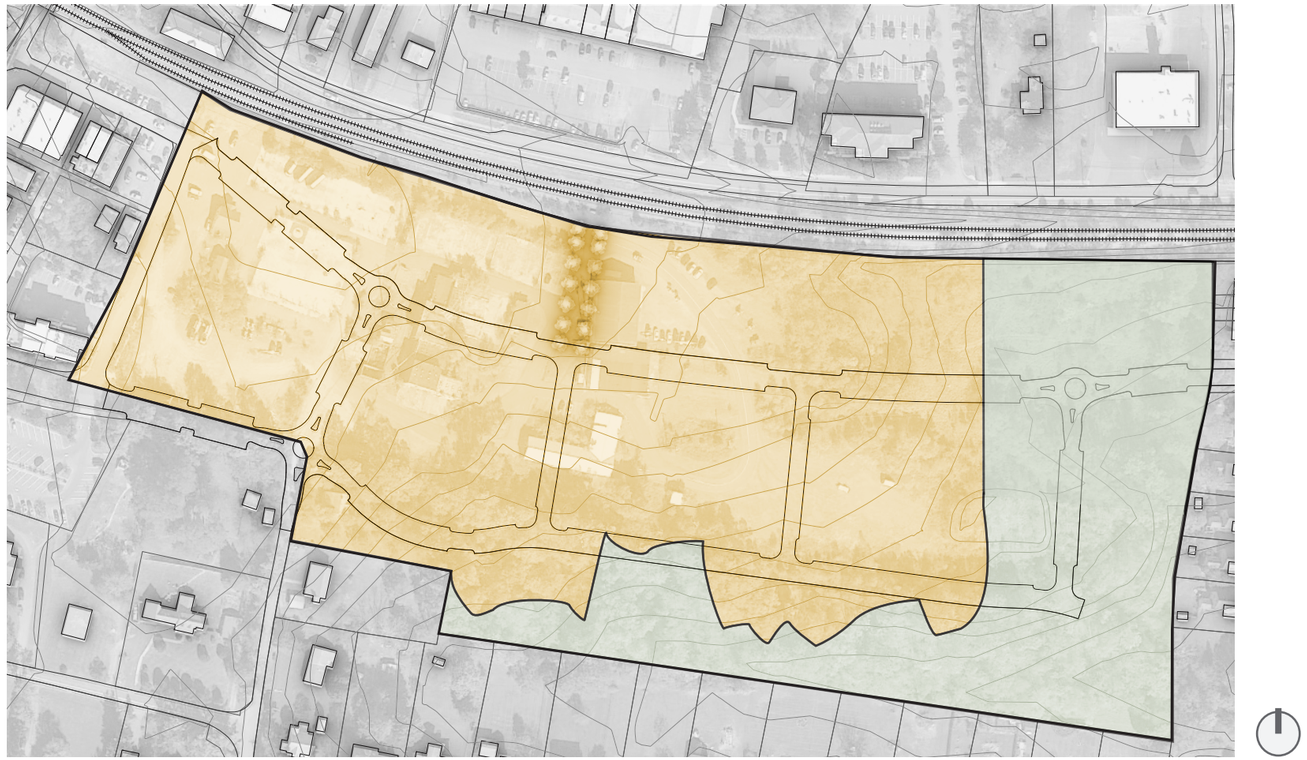
The following design elements shall not require review as they comply with this application's goal of providing a framework for flexible, active uses within the site.

These items include:

- Items not requiring Building Permit Review, Site Development Plan, or a Sign Permit from Albemarle County
- Seasonal shade devices, including umbrellas, tents, temporary canopies
- Food trucks
- Temporary structures as defined by the Virginia Construction Code
- Artistic murals occupying less than 20% of the area of a facade visible from the Entrance Corridor

This section does not exempt the above from other applicable codes and requirements.

VISIBILITY MAP



GENERALLY VISIBLE

LIKELY NOT VISIBLE
BELOW 2 STORIES

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

1. Areas within the Barnes Lumber property that are likely visible from the Entrance Corridor
2. Areas within the Barnes Lumber property that are likely not visible or partially visible from within the Entrance Corridor. Future applicants must verify with Albemarle County staff the level of visibility and the corresponding level of ARB review required, if any.

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.

Any buildings not visible from the Entrance Corridor streets are not subject to ARB review.

DESIGN CRITERIA		Page reference / Notes
VISIBILITY	Development may receive Certificate of Appropriateness if the design's lack of visibility can be demonstrated to Albemarle County staff.	"Visibility Map", page 25
BLOCK PATTERN	Development must follow block pattern as illustrated on page 15	#2, page 9; page 15
VISUAL CONNECTION	Visual Connections will be established in locations illustrated on page 15 with trees planted as illustrated in diagram on page 17. Visual Connections indicated are intended as a minimum, additional Visual Connections may be provided.	#2, page 9; pages 15, 17
LANDSCAPING	Trees are required parallel to the tracks where indicated on page 15. Tree plantings in these areas shall comply with Albemarle County Architectural Review Board Entrance Corridor Design Guidelines (ECDG), #32a-b, including tree caliper requirements, spacing, and interspersing with ornamental flowering trees. Trees shall appear on the Albemarle County Plant List.	Diagram, page 15; EGDG, page 14, #32a and 32b.
	Trees are required within Visual Connections as illustrated in the diagram on page 17. Trees shall appear on the Albemarle County Plant List.	page 17
FENCING	Required at edges where indicated per page 15. Fence design compliant with ECDG	32c, page 11; page 15
BUILDING ORIENTATION	Building facades facing the Entrance Corridor shall be oriented parallel to the EC street; primary fronts may face the interior of the site.	39b, page 12
BUILDING MATERIALS	Excluded materials are: vinyl siding, horizontal or vertical	"Material Exclusions", page 21
	Materials restricted to no more than 10% are: unpainted concrete masonry units; large-flat format metal panels 30" or greater in any one direction; T1-11	"Material Exclusions", page 21
TRANSPARENCY	Elevations facing the EC will have 30% minimum ground story transparency, with transparency measured between 2' and 12' above grade.	"Transparency Requirements", page 21
	Elevations facing the EC will have 20% minimum upper story transparency, measured floor to floor	"Transparency Requirements", page 21
	ECDG glazing requirements apply	"Transparency Requirements", page 21; ECDG, page 11, #9
BUILDING ARTICULATION	Facade segment lengths must be broken by a physical break or visual break through articulation on an interval of 2x building height at minimum. Articulation includes: physical breaks in the plane of the wall, such as recesses, of 16" minimum; visual breaks in the plan of the façade including material change; other changes in roof line, parapet breaks, arcades, awnings/canopies. Compliant facades shall use a minimum of 2 of the above strategies.	"Facade Articulation", page 20
LIGHTING	For buildings along the Entrance Corridor, wall-mounted light fixtures visible from the EC must be mounted on arms extending from the building.	"Facade Lighting", page 21
SIGNS	No backlit signs, no box or cabinet style signs, no internally illuminated signs, no channel letter signs visible from the EC	"Facade Lighting", page 21
PERMISSIBLE ELEMENTS	Repurposed industrial equipment, railroad cars, storage containers, and other adaptive reuse of elements related to the site's industrial, lumber yard, railroad, and rural context.	"Additional Elements", page 22
EXEMPT FROM REVIEW	Seasonal shade devices, including umbrellas, tents, temporary canopies	"Items Exempted from Review", page 24
	Food trucks	"Items Exempted from Review", page 24
	Temporary structures as defined by the Virginia Construction Code	"Items Exempted from Review", page 24
	Artistic murals occupying less than 20% of the area of a facade visible from the Entrance Corridor	"Items Exempted from Review", page 24

APPENDIX / REFERENCE MATERIALS

- previous draft corridor review materials by ARB staff in September 22
- larger copies of images included in this booklet on previous pages
- previous proffer statement - qualifying public/private partnerships
- reference grading exhibit by Timmons
- reference setback diagram based on current Zoning Ordinance

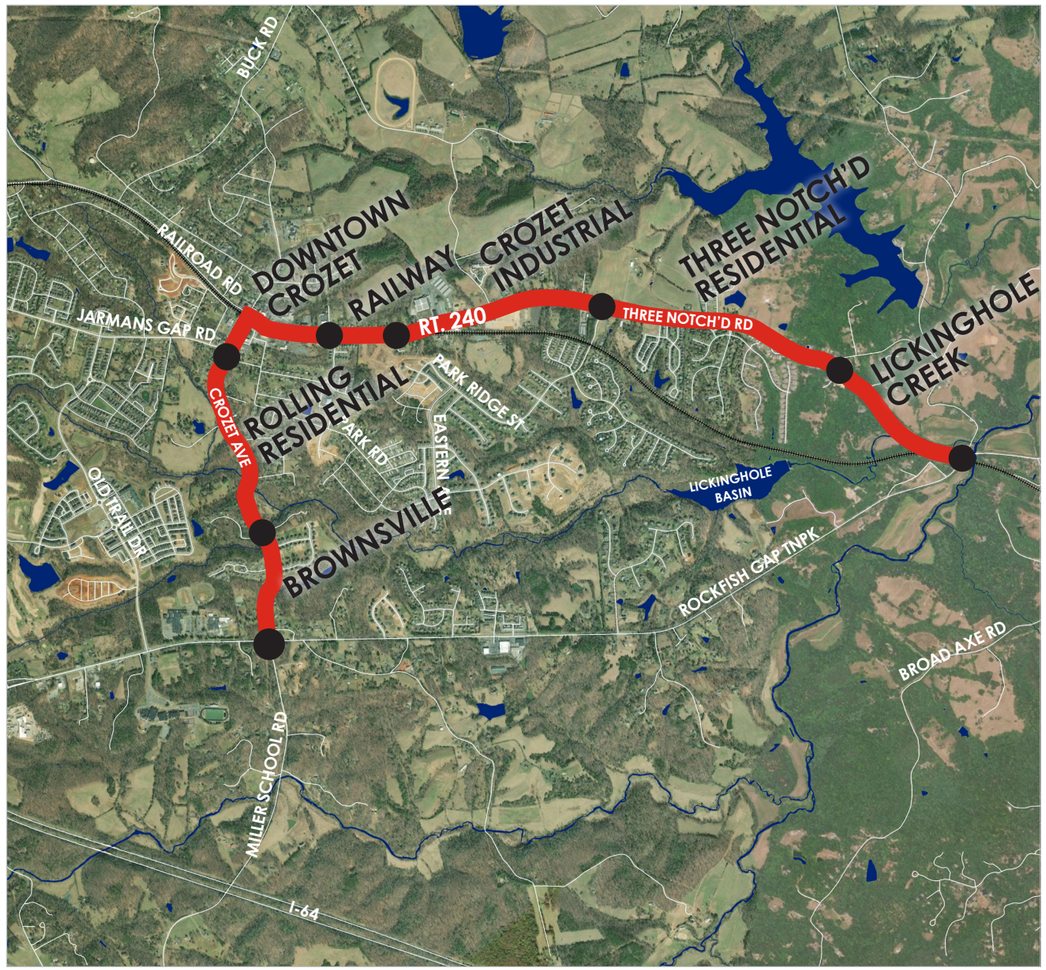
BRW ARCHITECTS

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.

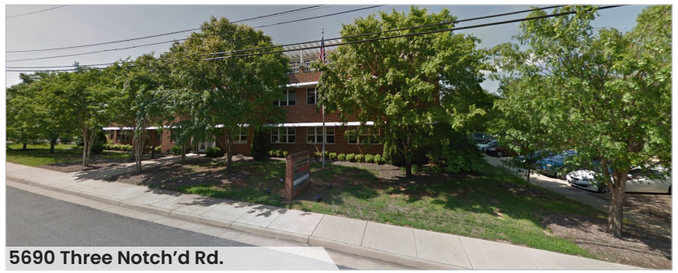
Entrance Corridor: Route 240: **Downtown Crozet**

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.

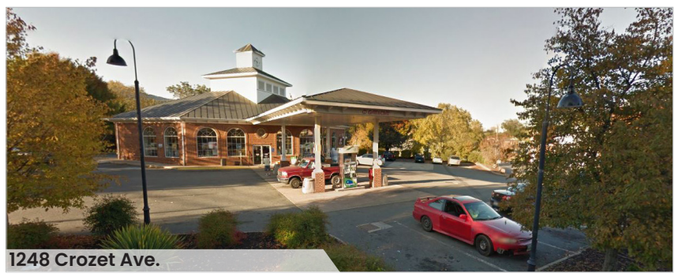
This office building uses traditional materials, architectural detailing, and frontage landscaping to establish an appropriate appearance in the streetscape.

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.).

OBLIQUE SITE VIEWS

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

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

OBLIQUE SITE VIEWS

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

OBLIQUE SITE VIEWS

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

STREET VIEWS

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 may not be visible.

ENLARGED STREET VIEW5

STREET VIEWS

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

STREET VIEWS

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

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

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. <u>Plan of Development</u>
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. <u>Off Site Transportation Contribution.</u>
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

2

all dimensions approximate

Barnes Lumber - Overall Layout & Grading Exhibit

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

SCALE 1"=50'
0 50' 100'

NAD 83

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

BRW ARCHITECTS

OVERALL LAYOUT REGARDING PUBLIC PRIVATE PARTNERSHIPS

BARNES LUMBER PROPERTY
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
REVISED JANUARY, 03, 2025

BRW

BRWARCHITECTS

112 fourth street NE
Charlottesville, VA 22902
434 971 7160
info@brw-architects.com
https://brw-architects.com