



DEPARTMENT OF HISTORIC RESOURCES

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PRELIMINARY INFORMATION FORM HISTORIC DISTRICT

An historic district is defined as a significant concentration of buildings, structures, or sites that are united historically and aesthetically by plan or physical development. The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a historic district to the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that the district is being nominated to the registers at this time. Rather, it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the staff's and the State Review Board's recommendations.

Contact the Virginia Department of Historic Resources Archivist to determine if previous survey material for this proposed district is on file, and if the district has been previously evaluated by DHR. Obtaining previously recorded information could save a significant amount of time in preparing this Preliminary Information Form (PIF). The archivist may be reached by phone at (804) 367-2323, ext. 124, or by email at Quatro.Hubbard@dhr.virginia.gov. The archivist will also give you the address of the regional office to which you should send your completed PIF materials.

Please type this form and, if additional space is needed, use 8½" x 11" paper. If an electronic version of this PIF is available, it would be helpful if it could be submitted on a disc, or via email to the archivist. Note: All submitted materials become the property of the Virginia Department of Historic Resources and will not be returned.

Photographs: Please provide at least four (4) black and white (B&W) photographs of general streetscapes and four (4) B&W photographs showing a sample of individual buildings within the proposed district. The inclusion of photographs is essential to the completion of this application. **Without photographs, the application cannot be evaluated.** Photographs should be labeled on the reverse side in soft pencil or china marker (not with adhesive labels), and are not to be mounted or affixed in any way.

Digital Images: We cannot accept digital photographs in lieu of 35 mm B&W prints, however we welcome them as supplements.

Maps: Please include two (2) maps showing the location of the proposed district:

- A copy of a USGS Quad map with name of county/city printed on the map and with the name of the proposed district indicating its location (USGS Quadrangle maps can be printed free of charge from www.topozone.com or can be bought from many surveying or engineering supply stores), and
- A map showing a closer picture of the proposed boundaries with street names and/or routes and possible building footprints would also be helpful. Please include a "North" arrow on this map.

Before submitting this form, please make sure that you have included the following:

- Labeled USGS Quadrangle map
- Proposed district boundary map
- 4 labeled B&W general photos
- 4 labeled B&W individual building photos
- Completed Resource Information Sheet, including
 - Applicant contact information and signature
 - City or county official's contact information

Thank you for taking the time to submit this Preliminary Information Form. Your interest in Virginia's historic resources is helping to provide better stewardship of our cultural past.

Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information	For Staff Use Only DHR ID #: 002-5087
District Name(s): <u>Crozet Historic District</u>	
District or Selected Building Date(s): <u>Circa 1815-1955</u> <input checked="" type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post Open to the Public? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Main District Streets and/or Routes: <u>Crozet Avenue, Three Notched Road, St. George Avenue, Railroad Avenue</u> City: <u>Crozet</u> Zip: <u>22932</u>	
County or Ind. City: <u>Albemarle County</u> USGS Quad(s): <u>Crozet</u>	

Physical Character of General Surroundings	
Acreage: <u>159.2</u> Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Town <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor	
Site Description Notes/Notable Landscape Features/Streetscapes: <u>Crozet is an urban village with a central commercial core and surrounding residential development. The commercial areas feature buildings set close to the roads, while the residential areas tend to have larger setbacks with grassy lawns. Developed at a crossroads with a central railroad, the commercial center of Crozet developed organically creating a linear development pattern along several streets and The Square.</u>	
Ownership Categories: <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Public-Local <input checked="" type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal	

General District Information	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc... <u>Dwelling, Commercial Building, Garage, Agricultural-related (Apple and Peach), School, Church, Depot,</u>	
What are the current uses? (if other than the historical use) <u>Library, Multiple Dwelling</u>	
Architectural styles or elements of buildings within the proposed district:	<u>Vernacular, Greek Revival, Gothic Revival, Queen Anne, Italianate, Late Victorian, Colonial Revival, Dutch Colonial Revival, Bungalow/Craftsman, Colonial Craftsman and Tudor Revival, as well as the commercial styles.</u>
Architects, builders, or original owners of buildings within the proposed district:	<u>N/A</u>

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

SUMMARY DESCRIPTION

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

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

Today, Crozet is defined by a variety of architectural styles and building types, including commercial, governmental, ecclesiastical, agricultural, and residential resources, ranging from the early century to the present. The resources reflect this steady growth, displaying stylistic interpretations of the time in which they were constructed, including, albeit often vernacular, the Greek Revival, Gothic Revival, Queen Anne, Italianate, Late Victorian, Colonial Revival, Dutch Colonial Revival, Bungalow/Craftsman, Colonial Craftsman and Tudor Revival, as well as the commercial styles. The 159.2-acre potential Crozet Historic District consists of 174 properties with 258 total resources, with only thirty-four non-contributing primary resources.

Architectural Analysis

Early development in Crozet (1737-1876)

Extremely rural in nature, mountainous western Albemarle County remained rural well into the late 19th century. Early settlement occurred as early as 1737 with a land patent to Michael Woods, although no known domestic farms were established until circa 1815 with the establishment of Pleasant Green by

Benjamin Ficklin. Ficklin purchased 1,300-acres of land, which encompassed most of present-day Crozet. One of the first dwellings in the area, Pleasant Green (002-0252/002-5087-0065) included a small log house. Although the dwelling was significantly expanded over time, the core log structure stands as the oldest building in the district. Expanded in the mid-1830s, the dwelling also reflects the only example of the Greek Revival style in Crozet. Expanded to a three-bay I-house, the dwelling is dominated by a center gable and central three-bay hipped porch with chamfered Tuscan posts. The porch shelters a single-leaf door with one-light transom and three-light sidelights. Expanded again in the 1880s, the dwelling also features some Gothic Revival inspired details, including a lancet-arched balustrade on the porch and porch roof. Each stylistic update reflects the growing wealth and prosperity of the community.

Three other extant dwellings were constructed in Crozet prior to the establishment of the rail stop, including the circa 1868 dwelling at 5892 St. George Avenue (002-5087-0130), the circa 1870 house at 1278 Crozet Avenue (002-2090/002-5087-0084), and the circa 1875 house at 5888 St. George Avenue (002-2194/002-5087-0129), all late Victorian-inspired vernacular farm dwellings. Among the attractions generating considerable interest at the 1876 Centennial Exhibition in Philadelphia were several English buildings designed in the Queen Anne style, which would prove to be widely influential in America from the 1870s until the turn of the 20th century. The facades showed a great variety of forms, featuring projecting oriels, bay windows, varied rooflines, rich textures, ornamental gables, multi-light windows, turrets, large wrap-around porches and an open, asymmetrical plan. In America, the Queen Anne style was favored for everything from urban rowhouses to sprawling seaside retreats to rural farm dwellings. The style found an exuberant expression in wood and featured patterned shingles, turned spindles, carved brackets, large verandas, turrets, and sleeping porches, frequently incorporating columns and decorative motifs borrowed from the nation's colonial architectural heritage. The architectural detailing of the Queen Anne style was also easily manipulated by applying only selected embellishments, making the fashionable style adaptable to many building types. Displaying the Queen Anne architectural style, the dwelling at 5892 St. George Avenue features a three-bay gable-front-and-wing form. Queen Anne detailing is noted in the saw-tooth shingle gable peak, the spindled porch screen, and the turned and bracketed posts that support the porch. Other detailing includes operable louvered shutters, a molded cornice with returns, a decorative round vent in the gable peak, turned balusters, and square-edged door and window surrounds with lipped lintels. There is a rear one-story addition to a gabled ell. The two-story wood-frame I-house at 1278 Crozet Avenue sits on a stone foundation and is capped by a side-gabled roof. The three-bay double-pile dwelling features a five-bay hipped porch supported by turned posts and balusters. There is a one-story rear gabled ell. Detailing includes decorative gable cornice returns, square-edged door and window surrounds with a molded backband, decorative scrolled brackets, and two interior-end brick chimneys. The house at 5888 St. George Avenue is a two-story wood-frame dwelling with a gable-front-and-wing form with Queen Anne styling, including a three-side projecting two-story gabled bay. Three bays wide, the single-pile dwelling features a hipped-roof porch with off-center gabled projection. Five bays wide, the porch features turned posts with scroll-sawn brackets. Detailing includes a two-story gabled ell, square-edged wood door and window surrounds with lipped lintels, and a gable peak decorative round vent, a detail later seen throughout the district.

Establishment of Crozet (1876-1900)

The establishment of a rail stop along the C&O railroad route to service the newly established Miller Manual School (four miles south) was the impetus for growth in central Crozet. Prior to 1876, the area was primarily a farm community with a few scattered farm houses, barns, and a distillery/orchard. The establishment of the rail stop, the construction of a depot in 1877 and post office, and the macadamizing of the road between the Miller School and the depot created significant momentum in the establishment of a proper village. Small one-acre lots on land south of the depot began to be sold, residential construction along Crozet Avenue, St. George Avenue, and St. George Street slowly progressed, and by 1899 the

village included two churches (Methodist and Episcopal), a hotel, and two mercantile stores; a testament to the growing population of the area. Based on the architectural survey of Crozet, there are seven residences and a church still standing that represent this early growth in Crozet. Primarily vernacular in design, some references to architectural styles are evident, including the Gothic Revival and the Italianate, but vernacular forms remain dominant.

One of the non-stylized vernacular examples of early domestic architecture in Crozet is the circa 1880 dwelling at 5848 St. George Avenue (002-5087-0119). Set on a poured random rubblestone foundation, the three-bay I-house stands two stories in height and is capped by a center-gable hipped standing-seam metal roof. Clad in asbestos shingle siding, the dwelling features a hipped three-bay one-story porch supported by wood posts and a modern Chippendale railing. The porch shelters a central single-leaf door with one-light transom and two 2/2 flanking windows. Three similar 2/2 windows pierce the second story. Each opening is detailed with square-edged wood door and window surrounds with lipped lintels. Two bays deep, the dwelling also features two interior-center chimneys, a hipped two-story rear addition and a shed one-story rear addition.

The circa 1890 dwelling at 5763 St. George Street (002-2197/002-5087-0094) is also representative of the pre-1900 vernacular domestic form in Crozet. Set on a poured concrete foundation, the two-story wood-frame dwelling presents a gable-front-and-wing form. A hipped one-story porch stretches across the wing sheltering a single-leaf door and a 1/1 window. A similar 1/1 window is located on the projecting gable's first story. The second story is similarly fenestrated with 2/2 windows piercing each of the same openings. The porch is four bays wide and supported by bracketed turned posts and a decorative screen with turned spindles. The gable peaks are detailed with sawtooth shingles and molded cornice returns, as well as decorative round vents. The dwelling features a two-story off-center ell with side elevation center gable. Other detailing on the dwelling includes a wide cornice fascia, fixed louvered shutters, a brick porch foundation, a one-light door transom, and square-edged wood door and window surrounds with lipped backbands. There are modern rear additions.

Similarly vernacular in design is the circa 1900 dwelling at 5797 St. George Avenue (002-2189/002-5087-0091). Set on a poured concrete foundation, the two-story wood-frame dwelling features an I-house form with an L-shaped footprint. The facade is dominated by a gabled portico with a hipped five-bay first story and central three-bay gabled second story. The portico is supported by chamfered posts. The facade, sheltered by the porch, is three bays wide with a central single-leaf entry with three-light transom flanked by 2/2 wood windows. Two 2/2 wood windows light the second story, also flanking a central single-leaf door. Detailing includes a two-story rear ell, a molded wood cornice, square-edged door and window surrounds with lipped lintels, and decorative cornice returns. There is a flush fascia, a decorative round vent in the porch peak, turned balusters, and two central-interior brick chimneys. The dwelling is supported by one of the few remaining barns in Crozet.

The Italianate style emerged in the 1830s along with the Gothic Revival style and in general proved to be more popular throughout the nation, lasting well into the 1880s. With square towers, asymmetrical plans, broad roofs, and generous verandas, the rambling Italianate houses that began to appear in both the American suburbs and countryside were romanticized interpretations of rural Italian villas. During the mid-1800s, the Italianate style was enthusiastically adapted for urban rowhouse designs, characterized by ornately molded door and window surrounds, bracketed cornices, and decorative cupolas. However, like the Gothic Revival, the style also lent itself well to the rural "picturesque" landscape. Although no longer standing, the original depot building employed the use of the Italianate style, reflected in its wide overhanging eaves, and large decorative cornice brackets. The dwelling at 1183 Crozet Avenue (002-2108/002-5087-0172), dating to circa 1882, is an example of one of the early dwellings constructed south

of the railroad depot as a vernacular structure. However, the dwelling was expanded and updated numerous times, reflecting the growing prosperity of the owner. Originally constructed circa 1882 as a $\frac{3}{4}$ -Georgian side-hall plan, the dwelling at 1183 Crozet Avenue was expanded with a central kitchen ell soon after construction (circa 1885). The main block was expanded to the south with the addition of a main block wing/parlor circa 1906. Circa 1910-15 the dwelling was expanded again with the addition of a second ell and a rear shed attached bathroom addition. The dwelling represents a vernacular interpretation of the Italianate/Queen Anne style of architecture, which was popular in Albemarle County between about 1860 and 1910. The transitional Italianate/Queen Anne style is represented through the use of scrolled cornice brackets and a projecting three-sided bay window. Circa 1960, the dwelling was divided into two two-story apartments and all interior-access between the two (north and south) sides was sealed. The dwelling at 1284 Crozet Avenue (002-5087-0085) also reflects Italianate-style detailing. The circa 1900 two-story foursquare dwelling sits on a poured concrete foundation and is capped by a hipped standing-seam metal roof with center gable. Detailed with Italianate-style cornice brackets, the two-bay wide and two-bay deep dwelling features an off-center single-leaf door with one-light transom and $\frac{2}{2}$ wood windows. Detailing includes a round light in the center gable, a boxed cornice, square-edged door and window surrounds with lipped lintels, and a three-bay porch with turned posts.

The Gothic Revival style was the first of the Victorian-era styles to challenge the symmetry and ordered reason of classicism. Brooding and romantic, it was a picturesque mode with vaulted ceilings, battlements, lancet-arched windows, and tracery, all suggesting the mysterious architectural vocabulary of the medieval past. Popular between 1840 and 1880, the Gothic Revival style was often seen in rural communities as it was considered particularly compatible with the open landscape. The vernacular interpretations of the style are identified by steeply-pitched roofs, decorative vergeboard, and the use of Gothic, or lancet, arches. The style was popular for domestic as well as ecclesiastical architecture, which accounts for two examples of the style in Crozet. The Crozet Methodist Church (002-2099/002-5087-0020) and the St. George Episcopal Church (no longer standing) were both one-story wood-frame structures with gabled roofs and lancet-arched windows and entries. The Methodist church features a three-bay canted entry with double-leaf doors and lancet-arched transoms, while the Episcopal church featured a side elevation entry with lancet-arched porch entry. The lancet-arch balustrades at Pleasant Green also reflect the applied use of stylistic detailing to an existing dwelling.

The late-19th century is a period characterized by the rapid adoption of industrialization and the growth of the railroads. Both of these factors led to considerable changes in house design and construction. Mass production of doors, windows, roofing, siding, and decorative detailing in large factories allowed merchandise to be shipped at relatively low costs. Located directly on the railroad line, Crozet most certainly took advantage of this opportunity as early as the late 19th century. By the early 20th century, the use of mass produced detailing was ubiquitous throughout much of the nation, with Crozet being no exception.

Crozet's Architectural Development (1900-1955)

By the turn of the 20th century, Crozet had quickly grown into a thriving commercial and residential village, with the first quarter of the 20th century marking a rich period of architectural expansion. A large number of commercially-significant structures remain intact within the potential district, recalling Crozet's success as a commercial center. The village's prosperity remained in response to its prominent position along western Albemarle's important vehicular and railroad transportation corridors, although its growth was catapulted with its burgeoning orchard industry. In response to the success of the town's economy, commercial, agricultural, residential, ecclesiastical, and educational buildings were constructed. Therefore, hotels and inns became one of the most prevalent early commercial ventures in the village,

followed by blacksmiths, carriage/wagon makers, and druggists, butchers, millers, and carpentry shops, among other businesses, which were primarily located near the central crossroads. Other early-20th-century commercial structures include the general stores, automobile dealerships, auditoriums, banks, apple-packing sheds, and other enterprises that helped boost the local economy throughout the early 20th century. One of the first commercial enterprises was J.M. Ellison's general store, constructed in the late 1880s on The Square near his hotel. Although no longer standing, the two-story wood-frame commercial building was a three-bay structure with a shed roof and weatherboard cladding. A two-story wing and a one-story wing, each housing commercial interests flanked the main structure, which remained in operation through the 1920s.

Within the potential district boundaries, there are approximately sixty-eight extant properties with primary resources constructed between 1900-1920. Due to its rural setting, many architectural styles were late to come to Crozet, with examples of the Queen Anne and Italianate reaching well into the first decade of the 20th century. This is particularly evident with commercial architecture, including the 1909 Crozet Hotel (002-2080/002-5087-0032). The two-story, three-bay-wide, seven-bay-deep brick hotel building, located at one of the most prominent corners in the village, sits on a solid parged foundation and is capped with a flat roof with decorative cornice parapet. The wide metal cornice is detailed with brackets and modillions, representative of the Italianate style. The building has a beveled corner with main entrance, including a single-leaf eight-light wood door and single-light transom, set beneath a decorative panel with double-row brick arched lintel. Two additional entrances are on the west side. A metal balcony runs across the second story of the east elevation, although only the frame remains. It is detailed with decorative metal scrolled brackets. Windows have segmental arches with 1/1 sash, and square-edged lug sills. A dentiled brick cornice extends across the north and west elevations. The Italianate style was also applied to the circa 1923 depot building (002-2083/002-5087-0079), which replaced the earlier depot structure. Wide overhanging eaves and large eave brackets are representative of the style.

Crozet, surrounded by apple and peach orchards, was a prime location for commercial packing and selling of the apple and peach crops, particularly once trucking overtook railroad shipping in the 1920s. Albemarle County's success in the commercial orchard business is particularly well-reflected in two buildings that remain standing in central Crozet, including a cooper shop and associated office. By 1912, the establishment of a cold storage facility in central Crozet also defined the Crozet landscape. Other examples of more vernacular or "commercial style" architecture were also significant in Crozet during the early 20th century. Illustrative examples of this type of architecture are located throughout the district, including the circa 1902 Crozet Cooperage Company (002-2086/002-5087-0074) and the associated cooperage office (002-2095/002-5087-0075), the circa 1910 commercial store (002-2096/002-5087-0025) at 1200-1202 Crozet Avenue, and the circa 1910 building at 5783-5785 The Square (002-2081/002-5087-0033).

The Cooperage Company at 5796 Crozet Avenue is composed of two gable-fronted two-story warehouses joined by a hyphen. The commercial building stretches six bays wide. Clad in corrugated metal and capped with a standing-seam metal roof, the building sits on a stone pier foundation that has been infilled with concrete block. A central loft entry has been infilled. Although modern fenestration has been added, the original integrity of the building remains intact and is readable as a commercial warehouse structure. Other detailing on the building includes overhanging eaves, a wood cornice, and square-edged wood door and window surrounds with lipped lintels. This building, which stands as evidence of the vast commercial success of Crozet's orchard industry, remains as one of the most significant commercial dwellings in Crozet. The associated office at 5794 Three Notched Road is a one-story wood-frame structure with a shed roof, weatherboard cladding, and a five-bay facade. Symmetrically fenestrated, the building is pierced with two single-leaf doors with two-light transoms. The doors are flanked by and

separated by three windows. Detailing includes an exterior rear brick chimney, a molded wood cornice, square-edged wood door and window surrounds with lipped lintels, and square cornerboards.

The circa 1910 two-story front-gabled stucco building features a gable-end entrance and one-story front porch. There are two commercial spaces within the main building, including a large store space and smaller side barber shop. The store space features an inset entry with beveled display windows and a single-leaf door. The barber shop space features an off-center single-leaf entry and four-light fixed windows. There are three-light transoms and 2/2 second story windows (and some on the side elevation that have been blocked). Overhanging eaves, a boxed wood cornice, an interior-end brick chimney, and a one-story three-bay porch with stucco-clad posts further define the building.

The building at 5783-5785 The Square is a two-story rock-faced concrete block building capped with a flat roof with concrete-capped parapet. A character-defining wide molded cornice extends across the seven-bay facade. Two inset single-leaf primary entrances pierce the facade, featuring beveled fixed-light display windows and one-light transoms. There is an additional entry to a stair to the second floor. Two windows on the east end are boarded up. The second floor consists of six symmetrically placed windows with wide, splayed, lug concrete lintels and square-edged door and window surrounds.

The large cold-storage plant (002-2082/002-5087-0028), located in central Crozet on the south side of the railroad tracks, is a six-story concrete structure with flat roof. Industrial in design, the cold storage facility (expanded in 1929) included a water tower for ice production. The structure has been converted into a retirement home. A second cold storage facility, located just outside the eastern boundaries of the district on Three-Notched Road, was constructed circa 1929, and later converted into a frozen foods processing facility. An original fruit packing shed remains standing in central Crozet, although it has been converted into apartments and has been neglected (002-5087-0067). Constructed as a fruit packing shed, the two-story concrete block structure is capped by a side-gabled standing-seam metal roof. Converted into a Laundromat and later an apartment building, the structure features a seven-bay facade pierced with single-leaf and sliding double-leaf doors. Six 1/1 windows plus two infilled window openings are located on the second floor. A one-story flat-roof porch extends across most of the first story supported by metal posts and some added wood posts. A side-elevation exterior metal stair accesses the second story. Other detailing includes corrugated metal gable peaks, a wood cornice, and a rear gable portico. Although numerous modern alterations have occurred, the basic form of the packing shed is intact.

Residential architecture during the early 20th century ranged primarily from the vernacular I-house to more elaborate Colonial Revival-style dwelling. Vernacular examples were widespread, from small one-story cottages to more elaborate gable-front-and-wing farmhouses. The most popular early-20th-century vernacular design in Crozet appears to have been the I-house with a central gable. Some examples show faint references to the Colonial Revival style, with the addition of Tuscan post supported porches, which were sometimes added later. These representative examples of the vernacular early 20th century dwelling are located throughout the district. The dwelling at 1216 Blue Ridge Avenue (002-2200/002-5087-0058) was constructed circa 1908. The wood-frame I-house sits on a poured concrete foundation and is capped by a center-gabled roof with pressed metal shingles. Clad in stucco, the three-bay-wide single-pile dwelling features a gabled two-story ell, a full-width hipped front porch with Tuscan columns, and 1/1 windows. The central single-leaf entry is detailed with a three-light transom and two-light-and-panel sidelights. There is projecting three-sided bay window. Interestingly, the property is supported by a circa 1910 print shop. The gable-front 1.5 story three-bay-wide structure features a central double-leaf entry flanked by 2/2 wood windows. A shed overhang supported by triangular brackets shelters the fenestration. A 2/2 wood window also pierces the front gable peak. Other detailing on the structure includes overhanging eaves and exposed rafter tails. The commercial building is one of the few

commercial structures in Crozet not located within the central core of the district. Another example of the early 20th century vernacular center-gabled I-house dwelling is located at 1335 Pleasant Green Street (002-5087-0064). Dating to circa 1917, the two-story wood-frame I-house dwelling is set on a rock-faced concrete block foundation and capped by a side-gabled standing-seam metal roof with center gable. Clad in weatherboard siding, the single pile three-bay dwelling is symmetrically fenestrated with central door and flanking 2/2 wood windows. A five-bay half-hipped porch extends across the first story, supported by Tuscan columns. A two-story gabled ell extends from the main block. Detailing includes square-edged wood door and window surrounds with lipped lintels, a single-light transom on the door, a decorative center gable round vent, and a central-interior brick chimney. A slightly later example of the center-gabled I-house can be seen at 1306 St. George Street (002-5087-0109). The circa 1927 I-house is a two-story, wood-frame dwelling with a parged foundation and a center-gabled standing-seam metal roof. Clad in weatherboard siding, the three-bay dwelling is symmetrically fenestrated with a central single-leaf door and 2/2 wood windows. A three-bay hipped porch set on a concrete block foundation shelters the first story, supported by turned posts and balusters. The single-pile dwelling is further detailed with a central-interior brick chimney, square-edged wood door and window surrounds with lipped lintels, overhanging eaves, and a molded wood cornice. There is a decorative round vent in the façade's central gable peak.

The gable-front-and-wing form dwelling, as seen in the circa 1890 examples, is also a representative example of the vernacular dwelling constructed in Crozet during the early 20th century. The dwelling at 1309 St. George Street is a representative example of the form (002-5087-0106), which occurs fairly frequently throughout the district. The two-story wood-frame dwelling is a two-bay gable-front and wing dwelling with a two-story one-bay wing extension. Set on a poured concrete foundation, the asbestos shingle clad dwelling is capped by a gabled standing-seam metal roof. A hipped one-story porch extends across the two-bay main block. It is a two-bay porch supported by Tuscan posts and square balusters. The dwelling features a single-leaf door with one-light transom on the main block wing, while 2/2 wood windows pierce the opening on the projecting gable and each of the two second-story openings. A single 2/2 window pierces the first story of the wing addition. Other detailing includes square-edged wood door and window surrounds with lipped lintels, a boxed wood cornice with decorative applied returns, a central-interior hooded brick chimney, and a rear one-story gabled addition with one-story gabled wing.

Following on the heels of America's Centennial celebrations in 1876, the Colonial Revival style emerged strongly in the early 1880s throughout America. The style, which borrowed heavily from early American architecture, was largely an outgrowth of a new nationwide pride in the past. In the early phase, the Colonial Revival style remained the exclusive domain of fashionable architectural firms and was favored for the large residences of wealthy clients. Designs incorporated characteristic features of Colonial buildings, including Palladian windows, gambrel roofs, pedimented porticoes, columns, and classical detailing such as swags and urns, and crisp white trim. This new building type was larger than its historic counterparts, with details also enlarged and plans laid out on a grandiose scale. As the style spread to rural areas, it was re-interpreted to reflect a more conservative design and scale, and was often applied to modest residences. Identifying features of the style commonly include accentuated main entry doors, symmetrically balanced facades, single and paired double-hung sash windows, and side-gable or gambrel roofs. Despite its frequent use for domestic buildings, the style also lent itself well to religious and institutional buildings such as churches, schools, and municipal buildings, as evidenced by the 1907 (razed) and 1923 Crozet schools and the Crozet Bank (razed).

In Crozet, the Colonial Revival style was wholeheartedly embraced with almost one-quarter of the existing building stock constructed in a form of the style. The style was popular in Crozet beginning about the turn of the 20th century and has continued to the present in variations of the form. The Colonial Revival style was also often mixed with other popular styles or used in small scale applied stylistic

elements added to otherwise vernacular dwellings. Although used in Crozet for both school and commercial architecture, the style was more prolific on residential examples.

One of the most high-style examples of the Colonial Revival style in Crozet is noted at 5803 Tabor Street (002-2109/002-5087-0009). The dwelling is a 2-1/2-story, five-bay, double-pile, wood-frame, weatherboard-clad dwelling with a side-gable pressed metal shingle roof, two gabled dormers, and four interior-end brick chimneys. The full-width front porch and side-elevation gabled porch feature Tuscan columns and dentiled cornices. The main entrance includes eight-light sidelights and a central fanlight. A Palladian window is set in each gable end within a closed tympanum. Other detailing includes a turned balustrade, operable louvered wood shutters, and a parged foundation. The front porch is set on brick piers. The rear elevation has a 2.5-story, gabled three-bay projecting ell and a one-story hipped roof addition. The property is enhanced with an historic stone ice house and well. Now a separate property, a Colonial Revival style garage now serves as a dwelling (002-2111/002-5087-0010).

The dwelling at 5835 St. George Avenue (002-2191/002-5087-0116) also stands as a representative of high-style Colonial Revival architecture in Crozet. Set on a solid foundation, the 2.5 story rock-faced concrete block dwelling is capped by a hipped roof with flared eaves, wide overhanging eaves, and pressed metal shingles. The facade is three bays wide with a central double-leaf door with transom and flanking 1/1 wood windows. Three similar 1/1 windows pierce the second story. Each window is detailed with a wide square-edged concrete sill and splayed stone lintels with keystone, which the entrance door also features. A hipped one-story porch stretched across the facade five bays and is supported by Ionic columns and no railing. A large hipped dormer projects from the roof on the front and sides, pierced with a bank of five 1/1 windows. The rear features a hipped two-story porch clad in vertical board and featuring 2/2 windows. The first story of the rear porch is screened.

The circa 1910 dwelling at 5812 Dunvegan Lane was also constructed in the Colonial Revival style. The two-story Colonial Revival dwelling is a two-bay side-gabled structure set on a solid foundation with asphalt-shingle roof. Clad in asbestos shingles, the dwelling features one-story wings and a rear full-width shed porch. One wing features a gable-on-hip roof connected to the main block via a side-gabled hyphen, while the second wing is directly attached and features a flat-capped half-hipped roof with mechanical access and roof balustrade. The primary facade features an off-center entry sheltered by a flat-roofed stylistic portico with roof balustrade, fluted Tuscan posts, and a dentiled entablature. Other detailing includes a single-leaf door with three-light transom and decorative screen, 6/1 and 4/1 wood windows on the main block, and a boxed wood cornice with molding. Paneled operable wood shutters, lipped lintels, and a front deck with brick posts further detail the dwelling. A fixed one-light window with 4/4 sidelights pierces the hipped wing.

A less elaborate example of the Colonial Revival style includes the dwelling at 1201 Blue Ridge Avenue (002-5007/002-5087-0056). The 2.5-story circa 1910 brick dwelling features a foursquare form and Colonial Revival detailing. Set on a parged concrete foundation, the stretcher brick dwelling features a two-bay facade with off-center single-leaf entry and 8/1 arched wood windows with brick lintels. The single-leaf entry is detailed with an arched brick lintel, three-light transom and two-light and panel sidelights. The first story is sheltered by a four-bay full-width hipped porch with standing seam metal roof and Tuscan columns. Wide overhanging eaves and a boxed wood cornice detail the hipped roof with pressed metal shingles. A central hipped dormer with pair of 4/1 wood windows caps the roof, while a central-interior brick chimney rises from the peak. The dwelling is two bays deep and features an inset two-story rear porch.

Another example of the Colonial Revival-style dwelling, dating to circa 1935, is the house at 5772 St. George Avenue (002-2199/002-5087-0102). The two-story wood-frame dwelling features a three-bay I-

house form and is capped by a side-gabled roof. The central entry consists of a gabled portico with Tuscan posts, a dentil course, and a molded cornice with returns. It shelters a single-leaf door that is flanked by triple four-light casement windows on each side. The second story is pierced with three 6/6 symmetrically placed windows. Each upper window is detailed with operable louvered shutters with a moon motif. A square-edged surround with lipped lintel and square sills also marks the windows. A one-story recessed one-bay wing projects to one side and features a multi-light window. A hipped side porch extends from the other side. It features Tuscan post supports and a single-leaf entry. Two gabled dormers with wide cornice returns and arched four-light paired casement windows crown the roof. The gable peaks feature round casement windows.

A variation of the Colonial Revival dwelling in Crozet, is the Dutch Colonial Revival design; distinguished by its gambrel roof. Popular throughout the nation in the first half of the 20th century, the only example in Crozet is located at 5743 St. George Avenue. Constructed circa 1912, the three-bay-wide dwelling is a 1.5 story wood-frame house with a side-gambrel roof, weatherboard siding, and a central gabled portico. The portico features an arched entry, Tuscan column supports, and a molded boxed wood cornice. The sheltered central door is detailed with three-light sidelights. The entry is flanked by 8/8 wood windows on the first story, each with a square-edged wood door and window surrounds with lipped lintel. A shed dormer extends to the front and rear on the upper story. A hipped one-story screened porch projects from the SE elevation, while a 1-story shed addition extends to the rear. Two bays deep, the dwelling also features a molded wood cornice, a diamond-shaped louvered vent in the central gable peak, and a poured concrete foundation. There is an exterior-end brick chimney with corbeled cap. Some reports note this as a Sears Roebuck and Company kit house, although this has not been verified.

A more moderate example of the use of Colonial Revival detailing, primarily limited to one example of applied ornament, can be noted at 5880 St. George Avenue. The one-story wood-frame dwelling sits on a solid concrete foundation and is capped by a side-gabled asphalt-shingle roof. Clad in asbestos shingles, the three-bay dwelling features a central gabled portico with paired Tuscan posts that shelters a single-leaf entry. The entry is flanked on one side by a 2/2 horizontal wood window and on the other by a tripartite window with fixed one-light center light and flanking 2/2 horizontal sidelights. Additional detailing on the small dwelling includes weatherboard-clad portico peak and thin square-edged wood door and window surrounds. A central-interior brick chimney rises from the roofline.

Also typical of the mid-20th century suburban expression of the Colonial Revival style is the circa 1950 dwelling at 5752 St. George Avenue (002-5087-0103). The one-story wood-frame dwelling sits on a brick foundation and is capped by a side-gabled asphalt-shingle roof. Currently clad in vinyl siding, the three-bay wide dwelling features a central single-leaf door with a Colonial Revival surround. It is flanked by a 6/6 vinyl window and a one-light fixed window with 1/1 sidelights. A central interior chimney rises from the roofline. The main block is flanked by a one-bay recessed wing with 6/6 window and an elongated wing addition with hyphen and garage. The hyphen features a three-bay inset porch with arched openings and wood posts, two 6/6 windows, a pair of French doors and two roll-up arched vinyl garage doors. Other details include fixed louvered shutters, a concrete stoop, and a rear shed addition. There are square aluminum door and window surrounds and a boxed aluminum cornice. This is an example where the applied stylistic ornament is primarily limited to the door surround.

Crozet's location at a crossroads of two of western Albemarle's more traveled transportation routes led to the influence of automobile traffic on the architectural fabric of the village. By the early to mid 1900s, several motor dealers and gas stations were located in downtown Crozet. Today, the service station known as the Bickers Tea Room (002-2100/002-5087-0019) is the only remaining historic auto-related commercial building. The building is a one-story, five -bay, early-twentieth-century service station with a steeply pitched roof, porte cochère, and flared eaves. The stucco-clad building features sunburst-pattern

caps, Tuscan posts, a molded cornice, 1-light and 12/2 windows, multi light transoms, and single-leaf multi-light doors. The main block features a slightly off-center door flanked by windows under the porte cochère and two closed-up door to the south. Windows and doors feature round heads and multiple panes. Pumps located in porte cochère still operate. The main building features three concrete block garage additions and rear extensions. There is a central-interior brick and a concrete block chimney.

The Colonial Revival style was also used for some of the more elaborate architectural projects in Crozet, including the Crozet Bank (circa 1907, razed) and the Crozet School. The bank was a gable-fronted concrete block building located on the west side of Crozet Avenue. It featured a large full-height gabled portico with closed tympanum, molded cornice, Ionic columns, large splayed lintels with keystones, and a modillion course. Similarly elaborately designed, the circa 1923 Crozet School (002-2142/002-5087-0087) is located along Crozet Avenue. Set on a poured concrete foundation, the American bond brick school is detailed in the Colonial Revival style. Capped by a flat on hipped roof with partial tile shingles, the school features a dominant central gable portico with closed tympanum and Tuscan columns on concrete piers. The portico, with central half-round louvered vent, shelters a triple entry with central double-leaf doors and flanking single-leaf doors. Each is paneled with lights and capped by a transom (4-light central and 2-light on sides). A decorative brick panel caps the entrance, including a soldier bond brick panel with square corner blocks and central diamond motif. Flanking the portico are two pairs of 6/6 windows. Decorative brick pilasters, rowlock sills, square-edged wood door and window surrounds, a boxed wood cornice, and a soldier bond watertable further define the central block. Six-light wood windows pierce the basement level. The five-bay main block is flanked by two-bay wings, each pierced with two pairs of paired 4/4 wood windows. A modern 1960s rear addition projects to the rear.

After the turn of the 20th century, domestic forms began to be re-interpreted for economic and convenience reasons. One resulting form was the bungalow. Bungalows were originally derived from an English form inspired from small Indian dwellings. Early bungalows often mimicked the fashionable Queen Anne style, although the style elements were applied to a one-and-a-half-story cottage. Overwhelmingly known as a form rather than a style, the bungalow eventually came to be inspired by the Craftsman aesthetic and predominantly featured a low-pitched roof, irregular open plan, and a wrap-around porch. The Bungalow/Craftsman is typically one of the most popular early-20th-century styles and building forms noted throughout Virginia, as the form tends to lend itself well to more suburban environments. Stylistic elements include battered wood posts on brick piers, full-width, gable-front porches, exposed rafter tails, eave brackets, and multi-light windows. The proliferation was enhanced by the mass availability of kit-houses, often purchased through mail-order catalogs. Although not widespread in Crozet, the overwhelmingly popular bungalow form is represented by almost ten percent of the extant primary resources. These resources are found scattered throughout the district and not concentrated in one residential area.

An early example of the bungalow melded with the Queen Anne style is noted at 1266 Crozet Avenue (002-2089/002-5087-0083). The circa 1900 one-story Queen Anne-style dwelling is a wood-frame asbestos shingle-clad bungalow structure capped by a hipped roof with pressed metal shingles. The five-bay structure faces SE and features an off-center projecting gable with three-sided bay. An inset porch supported by turned wood posts extends across the remaining wing of the facade. A single-leaf door with one-light transom is located on each side of the porch's interior corner. Detailing on the porch includes turned balusters, scrolled posts, brackets, and a spindle work screen. The facade is further pierced with 2/2 wood windows. Other detailing includes a boxed wood cornice, rear corner inset porch with Queen Anne detailing, and a side elevation projecting boxed bay. The dwelling sits on a brick pier foundation that has been infilled with concrete.

An elaborate example of the Bungalow/Craftsman dwelling in Crozet is located at 5865 Jarman's Gap Road. Dating to circa 1928, the 1.5-story stucco-clad dwelling is capped by a side-gabled roof with pressed metal shingles. The facade is dominated by a double gabled dormer with hyphen that is centrally located on the roof. A shed porch with battered posts on brick piers shelters the first story, which features a central single-leaf door and flanking three-part windows, including a central 4/1 with 3/1 sidelights. The upper story features a pair of 3-light casements in each dormer and three three-light casements in the hyphen. Other detailing includes wide overhanging eaves, exposed rafter tails, triangular eave brackets on the dormers, square-edged door and window surrounds with squared raised backbands, and triangular louvered dormer vents. A central-interior and exterior end brick chimney both rise from the roofline. A rear deck extends to the south, as does a shed boxed bay, while a modern wood-frame addition with basement garage and upper story screened porch projects to the west. This dwelling is also reported to be a Sears kit house by previous reports, although this has not been verified.

The dwelling at 1254 Blue Ridge Avenue (002-5087-0062) is a circa 1922 example of the Craftsman/bungalow. Set on a poured concrete foundation, the 1.5-story bungalow features wood-frame construction, asbestos shingle siding, and a side-gabled asphalt-shingle roof. A gabled one-bay porch supported by Craftsman posts on brick pier supports shelters the central single-leaf entry detailed with a three-light transom and two-light sidelights. The entry is flanked by paired eight-light vertical casement windows with vinyl fixed shutters. The roof features a central shed dormer with three one-light windows. Other details include overhanging eaves, exposed porch rafter tails, triangular eave brackets, square-edged door and window surrounds with lipped lintels, and a rear wood deck. The dwelling is three bays wide and two bays deep.

A similar example is located at 5797 Dunvegan Lane (002-2114/002-5087-0005). Dating to circa 1912, the 1-1/2-story, three-bay, rock-faced-concrete-block, Craftsman-style single dwelling features a side-gable asphalt-shingle roof, two brick chimneys (one exterior-end and one central-interior) and a rear shed porch that is partially enclosed. The three-bay front porch is supported with battered posts on concrete piers. It shelters a central entry door. Other details include symmetrical fenestration, 6/1 and 4/4 wood windows, a large front gabled dormer, mitered square surrounds, and a slate porch deck. There is a rear bulkhead cellar entry. The exterior-end brick chimney sits on a rock-faced concrete block base.

The vernacular building tradition, which adhered to no stylistic fashions, continued during the early to mid 20th century in Crozet. Examples of this dwelling type are exemplified by the worker's housing found throughout the district, particularly along Railroad Avenue. Many of the dwellings along this corridor face the railroad tracks and were constructed for railroad and orchard workers, a significant portion of Crozet's early 20th century population. An early example dating to circa 1900 is located at 5982 Railroad Avenue (002-5087-0163). Set on a stucco foundation, the two-story stucco-clad dwelling is two bays wide and capped by a side-gabled standing-seam metal roof. The symmetrically fenestrated dwelling features an off-center single-leaf door and 6/6 wood windows on the first and second floor. A hipped one-story two-bay porch extend across much of the facade and is supported by wood posts. Detailing includes a one-story gabled ell with a side porch, square-edged wood door and window surrounds with molded backbands, a boxed wood cornice, and an exterior-end stucco-clad chimney and a central-interior brick chimney.

The dwelling at 6006 Railroad Avenue (002-2077/002-5087-0161), dating to circa 1947, is another example of the small worker's cottage. The one-story wood-frame dwelling sits on a concrete block foundation and is capped by a hipped asphalt-shingle roof. Clad in vinyl siding, the three-bay-wide dwelling features a hipped screened porch with central door. The porch shelters the central single-leaf door and flanking windows. Two bays deep with a rear hipped addition on a concrete block pier foundation, the dwelling also features a central interior brick chimney and square aluminum surrounds.

Another worker's housing example is located at 6034 Railroad Avenue (002-2076/002-5087-0158). Dating to circa 1900, the three-bay wood-frame two-story dwelling is clad in aluminum siding and capped by a side-gabled standing-seam metal roof. The single-pile structure features a central single-leaf entry flanked by 6/6 vinyl windows. The second story is pierced with two 6/6 windows. A shed-roofed enclosed screened porch shelters the first-story fenestration. There is a breezeway connecting the main block to a small workshop/dwelling. Other detailing includes a one-story rear shed addition, thin aluminum surrounds, and slightly overhanging eaves.

Outbuildings

Reflecting the influence of the automobile, many of the dwellings within the Crozet district have freestanding garages. The structures are typically built of wood frame or concrete block, often matching the cladding of the primary structure. A number of properties also have sheds and carports, although most are non-historic and date to the last quarter of the 20th century. Some of the original garages have been expanded into rental apartments or home offices. There are a small number of wood-frame barns that also remain within the district. A stone icehouse stands as one of the more rare outbuilding types.

Crozet's Development After 1955

By the early-to mid-20th century Crozet had assumed much of the appearance it has today. The 1950s marked a shift in Crozet's economic development with the influx of large businesses such as Morton Frozen Foods and Acme Visible Records and the decline of the widespread orchard business. While apple and peach orchards do remain on the periphery of the district, many were lost to suburban residential development at this time. Since 1955 little development has occurred within the potential Crozet Historic District boundaries. As a result only thirty-four of 174 primary resources in the district are non-contributing. Primarily infill development on lots previously established, the modern structures, both residential and commercial are, in general, consistent or smaller in massing, material, and scale with that of their historic neighbors. This trend reflects the typical mid-20th century trend for buildings constructed on a smaller scale with more modest detailing.

The boundaries of the potential Crozet Historic District have been carefully drawn to reflect the most intact historic core of the village. Therefore, the western portion of Three-Notched Road has been excluded from the district. While the area contains a number of historic resources, an historically working-class and African-American community, as well as the location of the second cold storage facility, the streetscape includes modern development that continues at present, greatly diminishing the integrity of the historic village.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Summary Statement

Crozet, located in western Albemarle County, Virginia, was originally settled in 1737, although it remained rural farmland until the late 19th century. With the establishment of the Crozet rail stop in 1876, Crozet grew and prospered into a thriving village. Supported by the railroad and a growing fruit industry, the town was improved with numerous late-nineteenth and early-twentieth century dwellings, religious buildings, and commercial establishments, largely vernacular in design, that were constructed to serve the increasing population.

Evolving along both the railroad and a crossroads, the central village of Crozet is non-traditional in design, although a commercial core remains supported by outlying residential development. Over time, the original plan and architectural fabric has been modified as street improvements and railroad obstacles were incorporated, although the original historic development patterns remain discernible. Crozet is important for its evolution of architectural resources, its settlement patterns, and community development, its dependence on both vehicular and railroad transportation, and its transformation from a rural farming crossroads to a thriving village with strong agricultural ties. Crozet is eligible for the National Register of Historic Places under Criterion A and C with a period of significance from circa 1815 to circa 1955 within the areas of agriculture, architecture, community planning and development, and transportation. There are 174 properties located within the district boundaries with 258 total resources, including only thirty-four non-contributing primary resources.

Historical Background

The area of western Albemarle County, Virginia that became settled as Crozet was originally part of a 1737 1300-acre land patent granted to Michael Woods and a 1744 land patent of 3,000 acres given to Charles Mills. Located in the wilderness of western Albemarle, the land was fairly inaccessible until the construction of several roads in the early 19th century. By 1814, Reverend Benjamin Ficklin owned a 1,300-acre tract known as Pleasant Green, which encompassed most of the present-day village of Crozet. The Pleasant Green property was divided in 1832 with Jeremiah Wayland purchasing the portion with the existing log dwelling dating to circa 1815. However, 191 acres was also purchased by William Covington and another large tract was purchased by William Rothwell, who added it to his large land holdings. These large farm tracts encompassed the area later known as Crozet.

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

In 1876, with the establishment of the Crozet rail stop on the C&O line at Wayland's, and the construction of the accompanying depot, the village of Crozet slowly began to be established. One of

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

The late 1800s and early 1900s saw the establishment of a number of churches, businesses, a hotel, and a school in Crozet, reiterating the village's rapid growth and prosperity once commercial orcharding gained momentum. Significantly, in 1902, the Crozet Cooperage Company was founded by R.E. Wayland, H.B. Wayland of Covesville and Russell Bargamin of Richmond. In 1906, the company was described as "manufacturers of high grade apple and flour barrels...nearly all the material used in the factory is bought in the immediate vicinity, and this, added to the fact that a large force of workmen is constantly employed...makes the enterprise one of great benefit to the thriving little town in which it is located." Wayland served as the cooperage's general manager, an official at the new Bank of Crozet (1905), and as the Secretary and Treasurer of the Crozet Cider Company, "a concern that is doing a very extensive business."¹ The early 1900s saw the establishment of Crozet's commercial center along the area south of the depot and along Railroad Avenue. In 1905, the bank was expanded with the construction of a large porticoed building (now demolished) that also housed a post office, medial offices, and an auditorium. A drugstore, hardware store, barber shop, shoe repair, print shop, and other businesses soon followed suit. The residential neighborhoods, located along Tabor Street, Blue Ridge Lane, and St. George Avenue also prospered at this time, reflecting the growing wealth of the area. In 1907, a large brick school was constructed on St. George Avenue to accommodate the growing population that had outgrown the existing two-room school.

By 1911, according to *Chataigne's Gazetteer*, the village had significantly expanded with a population of 250 people. Businesses in Crozet included the Crozet Hardware Company, the Bank of Crozet, numerous orchard-related businesses including the Crozet Cider Company and Crozet Cooperage Company, Taylor and Sneed's brick plant, a power company, a butcher, a barber, three blacksmiths, two carpenters/builders, two carriage/wagon makers, a druggist, two fruit growers, a furniture dealer, nine general merchants,

three livery stables, three corn and flour mills, three saw mills, two railroad tie and wood dealers, three churches (Baptist, Methodist, and Episcopal), two hotels (the Liberty Hall Hotel and the Crozet Hotel), three notaries, a painter, a shoemaker, a watchmaker/jeweler, an undertaker, a realtor, a land speculator, four physicians, an attorney, and two teachers. In 1908, a library was created. In the early 1910s, several local fruit growers cooperatively attempted to build a cold storage plant for fruit storage. Initially the venture failed, although it was successful after a takeover by William Fitzhugh Carter, who constructed the concrete cold storage tower in central Crozet in 1912. He also constructed a water tower to produce ice and supply electricity to the town. The facility was expanded in 1919 and had a storage capacity of 40,000 barrels. Other Crozet businesses established in the early 1910s included a furniture store, an undertaker, and a gas station. Several fruit packing sheds, a Presbyterian Church, and an African-American church and school were also established.

The 1920s and 1930s also continued to see prosperity, primarily associated with the fruit production industry. Located in the “heart of the best flavored fruit-producing section of the world,” a Richmond newspaper described Crozet as “a place where its citizens could enjoy the conveniences found only in large cities, including splendid schools, churches, stores, and thriving businesses.”² The large orchard and railroad businesses also gave rise to the more working-class residential area, along Railroad Avenue. A large new brick school was constructed on Crozet Avenue in 1923 and further expanded in 1934. The 1920s also saw rise to numerous social organizations, including the Women’s Club, the Dramatic Club, the United Daughters of the Confederacy, the Modern Woodmen of America, the Volunteer Fire Department, and the Crozet Citizens Association.³

The mid-1920s also saw an increase in the fruit business with orchards expanded by 500,000 new trees and a new cold storage facility constructed in 1929. Apple production was led by Albemarle Pippins and Winesaps. In 1925, Albemarle led the state’s commercial peach production with 125 orchards plated with 151,186 trees. By 1937, Albemarle still held first place with 113 orchards with 305,621 trees. Peach varieties were led by the Elberta. Known as the “peach capital of Virginia, Crozet was known to have had one grower ship as many as sixty-two rail cars full of peaches in a single day.”⁴ The expanding economy was supplemented with the establishment of a utility pole pin factory and a woodworking plant. *Gazetteer* entries in 1924 reveal Crozet featured a cider mill, ten general merchandise shops, a drug store, a hardware store, five garages and car sales agencies, a tin and plumbing shop, two restaurants, a clothing store, two liverys, an undertaker, a print shop, a barber shop, and a motion picture house. Local improvements in the 1920s also included the paving of one of Crozet’s main streets (Route 240). In 1923, the depot was enlarged with the construction of a new brick passenger station, which was converted into the library in 1983. The original building served as a freight depot until 1956. A second cooper shop, known as Higgs and Young, opened on Railroad Avenue in 1923 and served the community until 1957 when it burned.

By the early to mid-1950s Crozet’s economy began to change, marking the end of the period of historic significance for the town. Orchard trees began to reach their life expectancy and Americans tastes for apples began to change. Additionally new large-scale businesses began to provide employment for Crozet’s residents, including Acme Visible Records (1950) and the Morton Frozen Foods Company (1953) which took over the 1929 cold storage plant, which had been converted into a quick-freeze plant during World War II.⁵ Many of the packing sheds and apple barns were destroyed or converted into apartments or commercial structures by the mid-1950s. Additionally, the 1950s saw the attempt at a subdivision of half-acre lots near The Square in Ellison’s Grove. While the venture failed, the two original speculative buildings remain. After the mid-1950s, many of the orchards in and around downtown Crozet were cleared and developed into housing subdivisions, including Ballard Hills and Wayland Park, as well as the large recreational center of Claudius Crozet Park. Additionally, in 1953, the Crozet school was closed due to consolidation into Albemarle High School. The 1960s, 1970s and 1980s

continued to witness expanded growth and change in downtown Crozet with the construction of strip-mall shopping, more residential suburban subdivisions, and the adaptation of the Crozet Cold Storage building into a retirement home. Although many changes have taken place over the last forty years in Crozet, including the loss of some of Crozet's prominent historic buildings, such as the Bank of Crozet in 1981 and the fire at the cooper shop on Railroad Avenue, the expansion of some historic churches, and the conversion of the depot into a library, the historic character and integrity of Crozet remains intact.

The Apple and Peach Industry in Albemarle County and Crozet

Although Virginia colonists planted apple trees from grafted rootstock as early as 1650, often as part of the requirements for seating a land grant, large orchards were not officially recorded in Albemarle County until Thomas Jefferson's were noted in 1773. However, residents of the county maintained many established orchards by this time. The prevalence of orchards in the county is testified to in the remembrances of Thomas Anburey, who wrote in 1779 that "At every plantation you pass, the peach trees present their fruit, to allay the parching thirst the heat occasions....The peaches of this country are of various sorts...in such abundance that they feed the hogs with them."⁶ Even with the large numbers of fruit trees in the county, commercial orchards did not appear until the second half of the 19th century.

Much of the success of the late-19th century large-scale commercial orchards, including Crozet's, was due to the development of pesticide sprays, more effective farming methods, and better exportation techniques, all of which arose in the 1870s and 1880s. The pesticides allowed more fruit from each tree to be harvested, thereby increasing the total yield without also increasing the number of trees. Similarly, the introduction of fertilizers also allowed the crop yield to increase. Finally, improved exportation and transportation techniques allowed the crops to be shipped farther and faster than ever before, opening up new and more profitable markets. When refrigeration and cold storage facilities were being fully utilized, the lifespan of each crop was extended, which allowed the apples to be sold gradually throughout the year at optimum profit.

Several other factors specifically contributed to the development of the commercial orchard industry in Albemarle County. First of importance was the establishment of commercial nurseries in the region. These nurseries allowed commercial growers to quickly and efficiently plant large-scale orchards in a very short time. The first commercial nursery in Virginia began circa 1850 and is credited to Franklin Davis of Rockbridge County. Particularly important to the establishment of the Covesville apple industry was the Dollins nursery, which was also known as Old Yellow Mountain Nursery and, later, the Albemarle Apple Nursery. The Dollins nursery was operating near Batesville in Albemarle County in the 1850s and eventually served as the supplier for many of the region's commercial orchards. Sales catalogues from Dollins nursery dated 1871 stated "My stock of trees is large, embracing the finest tested kind of apples to ripen in succession," suggesting a marketing campaign toward commercial growers.⁷

The second factor for the success of Albemarle's apple industry was the development of the Albemarle Pippin variety. The Albemarle Pippin was one of the most prized apples ever grown in Virginia. It originated in New York circa 1700 as the Newtown Pippin. Scions (the dormant budwood of a fruit tree) from the Newtown Pippin were first transported to Albemarle County by Colonel Thomas Walker of Castle Hill in Keswick after the Battle of Brandywine in 1777. By the late 1700s, the variety had gained popularity and was grown widely across the state by the state's leading agriculture enthusiasts, including Thomas Jefferson, John Hartwell Cocke, and George Washington.⁸ The value of the Albemarle Pippin was described in an 1843 editorial which brooded on the importation of apples from other states in Richmond's *The Southern Planter*. The writer, who was arguing against the importation of apples from outside of Virginia, states that "the very best pippin we know is grown in the county of Albemarle."

⁹Acclaimed for its crisp texture, juicy, sweet and tart flavor and excellent keeping qualities, the Albemarle Pippin was widely popular throughout Virginia in the late 18th century. However, the apple was catapulted into international renown in 1838 when Albemarle County resident Andrew Stevenson, the American minister to Great Britain, presented Queen Victoria with a barrel of the fruit from Enniscorthy, his southern Albemarle County farm. In appreciation of both the gift and the apple, the taxes for importing the Pippin into England were abolished which caused the fruit to become a popular, and profitable, export.

The 1860 agricultural census records reveal that Albemarle County was developing a small commercial orchard presence with the total value of orchard products being \$16,686, which compared to Isle of Wight County, the state's largest producer, with \$32,145 in products.¹⁰ However, it was not until after the close of the Civil War that the apple, and later peach, industry exploded in Virginia. Evidence of this success can again be seen in the census records. By 1879, according to Federal agricultural statistics, the total value of Albemarle County's orchard crops was \$53,239 and was the state's third largest producer (led only by Augusta [\$56,053] and Fairfax [\$64,589] counties). By 1890, Albemarle boasted 134,660 apple-bearing trees that produced 153,219 bushels of fruit. In contrast, the peach orchards, which had not been commercialized, only reported 11,300 trees and 1,166 bushels of fruit.¹¹ By 1890, over 5,000 acres were devoted to apple orchards. Three of the most prominent and productive early commercial orchards in the state at this time were Royal Orchards near Afton, Lupton's Orchards near Winchester, and the Boaz Orchards in Covesville. According to the 1938 *Survey of Commercial Apple and Peach Orchards in Virginia*, the planting of apple trees in Virginia continued to increase after 1890, but the establishment of new trees reached its peak between 1910 and 1925.¹²

After 1925, the number of apples trees began to decline and by 1935, the number of trees statewide had dropped by twenty-five percent, due to drought, import taxes, and a change to motor truck transportation from the railroad. However, the largest orchard crops as a whole were noted in 1926, 1931, and 1937, suggesting that while there were fewer trees, advances in orchard management had enabled the producers to maintain crop levels.

The development of large packing sheds, industrial graders, and the food safety laws governing the removal of pesticides has also helped to industrialize the industry. These changes resulted in an increased gulf between large-scale commercial orchards and small, family-run farms due to the greater efficiency of the larger operations. To combat this trend, Albemarle orchard owners appear to have formed a cooperative to compete with the larger, out-of-state orchards. Their cooperative, which was formed by 1922, was called "Crest Orchards" and included E.M Wayland of Heards, J.N. McBride of Charlottesville, J.A. O'Neill of Crozet, C.A. Green of Ivy, and W.H. Boaz of Covesville on its Board of Directors. Even with the formation of the cooperative, by 1938, according to the *Survey*, Albemarle County's orchards had slipped to second in the state with 413,466 trees. By this time Albemarle was well behind Frederick County, which boasted a nearly double 795,027 trees. Albemarle's orchards had also become dominated by the more popular Winesap, with the Pippin falling to a very distant second. In 1938, the variety of apple trees in Albemarle County included 68,258 Albemarle Pippin, 4,172 Ben Davis, 4,897 Black Twig, 2,849 Bonum, 24,346 Delicious, 876 Gano and Black Ben, 2,312 Golden Delicious, 5,499 Grimes Golden, 5,039 Jonathan, 839 King David, 1,284 Lowry, 876 Rome Beauty, 26,801 Stayman, 238,131 Winesap, 3,652 Yellow Transparent, 15,081 York, and 8,554 miscellaneous others.¹³

Toomb's Nursery, established in 1856, was one of the first apple and peach orchards in area, although the first commercial orchard in the Crozet area was the Wayland Brothers Nursery. The success of the operation, which began bearing fruit in 1890, encouraged other similar businesses in the area with numerous orchards of all sizes soon following suit. Crozet's importance and long-standing success in the national apple industry is testified to by the awards won by the Crozet orchards at statewide fairs and

exhibitions. In 1929, Albemarle orchards were awarded thirty-nine awards at the Virginia State Fair in Richmond. Awards to Crozet growers that year included the Consolidated Orchard Company (second premium barrel Albemarle Pippins), Blair Park Orchard (first premium plate Senator), C.T. Wiley (second premium plate Senator), and T.E. Wiley and Sons (third premium plate Senator).¹⁴ Historic photographs in *Crozet: A Pictorial History* reveal the everyday life at various orchards around the turn of the 20th century. Examples include a field barn with horse carts carrying bushels of apples, orchard workers picking and spraying apples, fields of apples trees in bloom, wagon carts during harvest, barrel making, packaged barrels of apples, and cold storage plant workers.¹⁵

The success of the international markets for Virginia-grown apples began to wane in 1932 when France tripled the duties on imported apples and instituted quarantine regulations to stop the San Jose scale, an infectious and debilitating insect. The new duties and extended quarantine meant that apples from Virginia would not only be more expensive, but also not as fresh. Similarly, increased shipment prices imposed by the Southern Railway to increase profits also affected the success of the Albemarle apple industry by again increasing the cost of the apples to the consumer. Another major blow to the apple industry in Virginia came after World War II, when taxes were again levied on Pippins imported into Britain. These facts, coupled with the difficulties inherently involved in growing the variety and the rise in large-scale, industrialized food production, caused the apple's popularity to further decline. Additionally, the taste for the varieties such as the Pippin that were grown in Albemarle greatly declined with the rise of the Red and Golden Delicious varieties.

Based on U.S. agricultural statistics from 2000, Virginia currently ranks sixth in the nation's apple producing states, following Washington, New York, Michigan, California, and Pennsylvania.¹⁶ Virginia's orchards include approximately 18,600 acres producing approximately 350 million pounds of apples per year, with the most production occurring in the western part of the state. Frederick County is the largest producer with 6,466 acres devoted to orchards, while Albemarle County ranks sixth in acreage with 703 acres. The five leading varieties of apples produced in the state are Red Delicious, York, Golden Delicious, Rome, and Fuji with a five-year average crop value estimated at thirty-one million dollars and accounting for 2.6 percent of the national apple production. Crown Orchards, which owns the Chiles Peach Orchards in Crozet, is Albemarle County's largest producer of apples and peaches. Their current holdings include 650 acres of apple orchards and 350 acres of peach orchards located in seven orchards spread throughout a fifteen-mile radius. Although most of the original orchards are no longer used for commercial production, Crozet continues to produce high-quality peaches and still serves to support the local economy. The historic cold storage building, some of the original scenic orchards, and continued commercial success continue to be a mainstay of the historic Crozet community, both visually and economically.

Applicant Information (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input checked="" type="checkbox"/>		
Ms. <input type="checkbox"/>	Miss <input type="checkbox"/>	Jennifer Hallock	Arcadia Preservation, LLC
		(Name)	(Firm)
PO Box 138	Keswick	VA	22947
(Address)	(City)	(State)	(Zip Code)
jbh@arcadiapreservation.com		434-293-7772	
(Email Address)		(Daytime telephone including area code)	
ORIGINAL SIGNED			
Applicant's Signature:		Date: October 31, 2007	

Notification			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
Miss <input type="checkbox"/>	Ms. <input type="checkbox"/>	Hon. <input type="checkbox"/>	
		Robert W. Tucker	County Executive
		(Name)	(Position)
Albemarle County	401 McIntire Road		
(Locality)	(Address)		
Charlottesville	VA	22902	434-296-5800
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district.

Crozet was evaluated in 1995 after the completion of the Historic Architectural Survey of Albemarle County Villages. Focused on the commercial core of the village, Crozet was found to be eligible for listing as an historic district. A nomination was never prepared. This PIF expands the area to also include the historic residential neighborhoods that were established simultaneously. Currently, Crozet is under tremendous growth pressure and historic resources need to be part of the equation. The establishment of an historic district is essential to Crozet's historic survival.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No

Would you be interested in the easement program? Yes No

ENDNOTES

- ¹ Dames and Moore. "Historic Architectural Survey of Albemarle County Villages." Report for VDHR. October 1995, page 6-80.
- ² Meeks, Steven. *Crozet, A Pictorial History*. Meek Enterprises, Crozet, VA, 1983. page 43.
- ³ Meeks, page 21.
- ⁴ Meeks, page 43.
- ⁵ Moore, John Hammond. *Albemarle: Jefferson's County 1727-1976*. University Press of Virginia, Charlottesville, VA, 1976, 410.
- ⁶ Virginia Works Progress Administration. *Jefferson's Albemarle: A Guide to Albemarle County and the City of Charlottesville Virginia*. (Charlottesville, VA: Charlottesville and Albemarle County Chamber of Commerce, 1941), 15.
- ⁷ John Dollins. *Descriptive Catalogue of the Albemarle Apple Nurseries*. Charlottesville, VA: Chronicle Printing and Stationary House, 1871.
- ⁸ It is interesting to note that Jefferson, Cocke, and Walker were all members of the Albemarle Agriculture Society in 1817.
- ⁹ Peter Hatch. "Newtown Pippin: The Prince of Apples." Twinleaf Journal Online, www.twinleaf.org/articles/pippin.html. Viewed 6/24/2004.
- ¹⁰ Report on the Social, Agricultural and Manufacturing Census, Record Group 287, National Archives at College Park, Department of the Interior, Census Office, Washington, D.C.: Government Printing Office, 1840-1870. Agricultural Census, 1860.
- ¹¹ Peach orchards would eventually be commercialized as well and by 1925 Albemarle was the state's largest peach producer with 113 orchards containing 305,621 trees.
- ¹² Virginia Department of Agricultural and Works Progress Administration of Virginia. "Survey of Commercial Apple and Peach Orchards in Virginia." Richmond, VA: State Department of Agriculture, 1938.
- ¹³ U.S. Bureau of the Census. The Census of 1790-1930, Albemarle County, VA. Washington, D.C.: National Archives.
- ¹⁴ Fruit Awards Go To Albemarle Men. *The Washington Post*. Nov. 6, 1929. page 24.
- ¹⁵ Meeks, various pages.
- ¹⁶ "Virginia Apple Page." [Available Online Virginia Tech Department of Entomology. Accessed 7 October 2004], Available from www.ento.vt.edu/Fruitfiles/VirginiaAppleSite.html]; Internet.

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22 of 24

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APPENDICES

- 1) Inventory of Properties
- 2) Map of Historic District labeled with Tertiary Numbers
- 3) USGS Map of Crozet Historic District Boundaries
- 4) Photograph List
- 5) Black and White 35mm Photographs