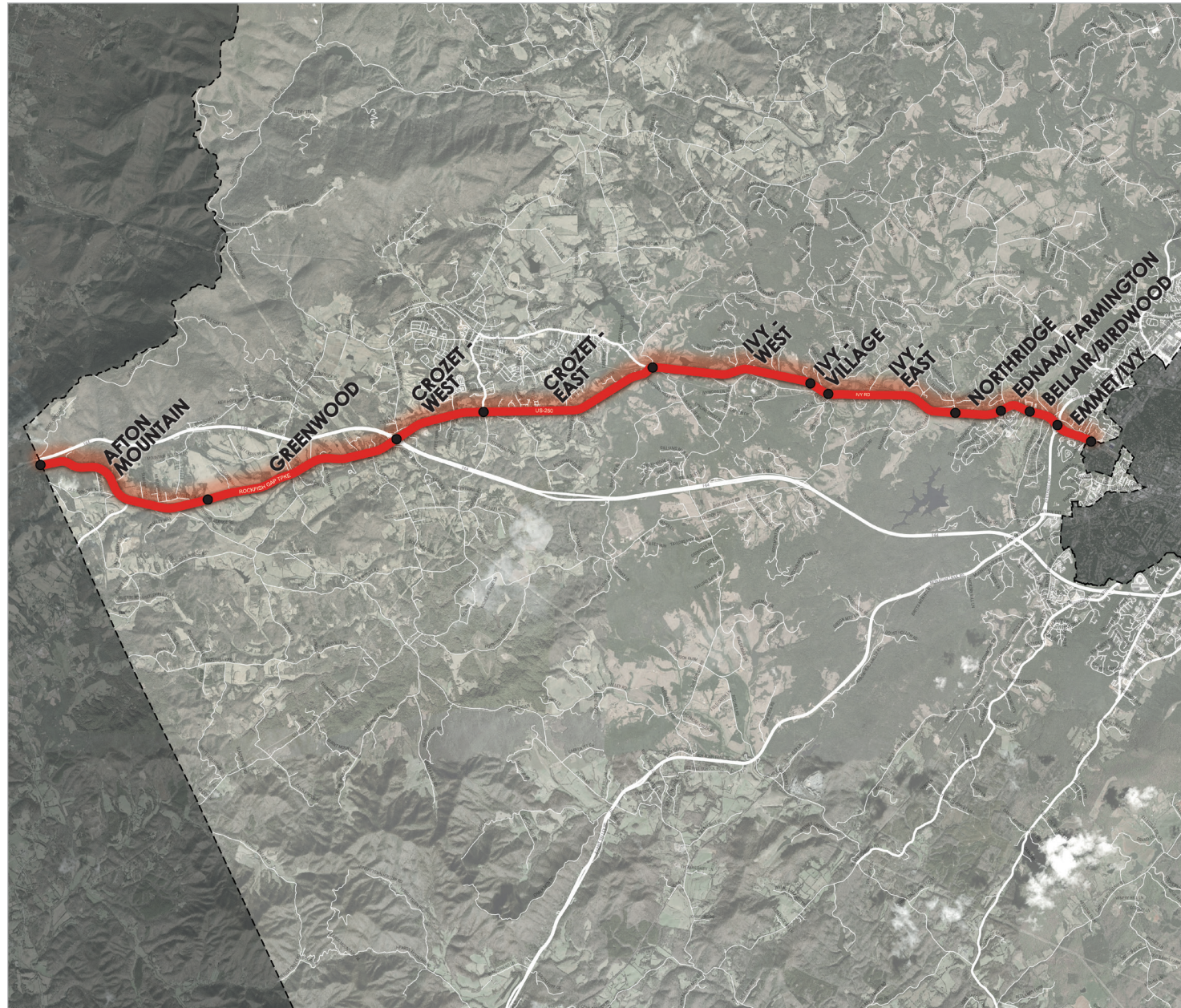
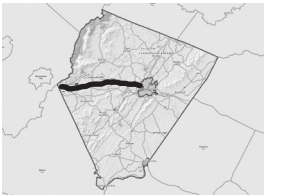


Entrance Corridor: Route 250 West (Rockfish Gap Tpke. and Ivy Rd.)

From the western County line to Charlottesville City near the intersection with Old Ivy Rd.



HISTORY

The current alignment of Rt. 250 West was established in the early 1940s, in part by using the alignment of Rt. 39, and in part by by-passing it. Fragments of Rt. 39 remain in today's Morgantown Road, Brownsville Road, and Hillsboro Lane. Although Rt. 39 was significantly straightened and flattened, narrow width, curves, wooded borders, and inclines/declines still characterize travel along Rt. 250, and the rhythm of tunneled tree enclosures alternating with open vistas across rolling pastures with distant mountain views remain the primary experience of travel along this corridor. Route 250 West was established as an Albemarle County Entrance Corridor in 1990.

**Portions of this history were taken from "Route 250 West: landscape patterning, spatial dynamics, and adjacent transitions," a document prepared in the Albemarle County Department of Community Development in 2006.*

GENERAL CHARACTERISTICS OF PROGRESSION

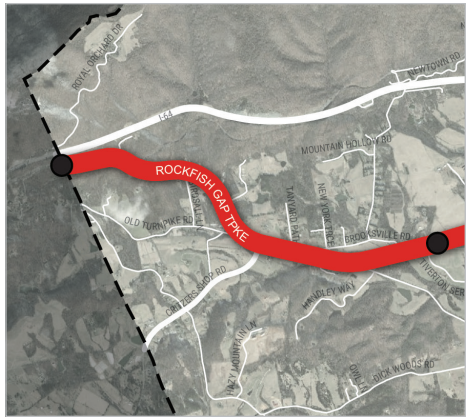
At its west end, the Rt. 250 West corridor traverses the Greenwood-Afton National Register Historic District, which includes the historic communities of Afton, Greenwood, New Town, Free Town and Yancey Mills. This portion of the corridor is rural in character with expansive pastoral and wooded landscapes that afford sweeping views of the Blue Ridge Mountains. East of the Interstate 64 overpass at Yancey Mills, along the central stretch, periodic areas of commercial development appear, as seen in areas around Crozet and in Ivy Corner. East of Broomley Rd, the corridor exhibits progressively increasing urban development patterns, displayed in both denser commercial and residential developments, with the corridor ultimately giving way to a consistent urban form as it crosses over Interstate 64 and approaches the Charlottesville city line where University of Virginia-owned land predominates. At its eastern terminus, Rt. 250 West enters the City of Charlottesville.

ZONING & LAND USE

Rural Areas (RA) zoning predominates along the Rt. 250 West Entrance Corridor. Exceptions exist along the Crozet segments (where Rt. 250 is adjacent to a County-designated Development Area), in central Ivy, and at the east end of the corridor. The Crozet segments include Village Residential (VR) zoning in the historic community of Yancey Mills, Light Industrial (LI) zoning at the Yancey Mills lumber yard, and scattered pockets of Highway Commercial (HC) and Planned Development Mixed Commercial (PDMC) zoning within a mix of residential zones on the north side of the road. The Ivy Corner area has Village Residential (VR) and Commercial (C1) zoning. East of Verdant Lawn Ln. on the south side is a small pocket of Commercial (C1) zoning. Beginning approximately at the Broomley Rd. intersection, mixed commercial zoning occupies the north side of the road into the City, and a mix of residential and commercial zoning is on the south side from Boars Head Ln. eastward.

The predominance of Rural Areas (RA) and low-density residential zoning along this corridor eliminates much of the corridor from Entrance Corridor design review. Application of the Entrance Corridor Design Guidelines is focused primarily on the pockets of commercial zoning scattered along the length of the corridor and concentrated at its eastern end.

LENGTH: 22 MILES

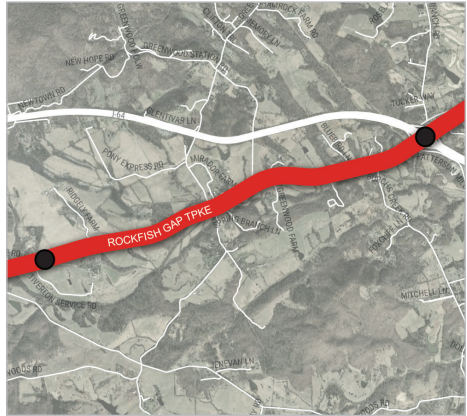
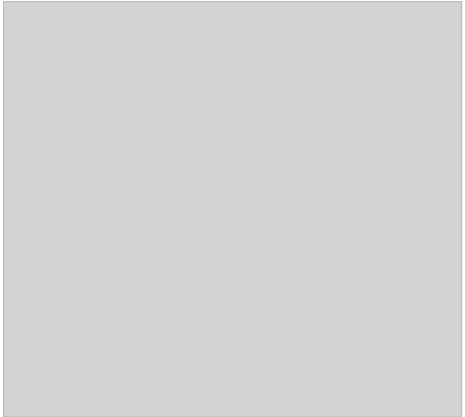


AFTON MOUNTAIN

The Afton Mountain segment has a rural character; wooded buffers have occasional breaks offering views of the mountains to the south. Pockets of commercial development predate the establishment of the EC; the tree line is pushed back for deep building setbacks and wide-open vehicular entrances. Buildings have simple forms reflecting agricultural influences (gabled roofs, porches) and limited height (1-2 stories). Although the scale of buildings with large footprints is mitigated by the deep setback, without the landscaping, siting and screening required by the ECDGs, parking and storage dominate the appearance of some properties. Few single-family detached residences are visible from the road. Approaching Rt. 750 (Old Turnpike Rd.) and Rt. 151 (Critzers Shop Rd.), more wooded area has been cleared and views begin to open to expansive, fenced pastures.

SEGMENT NAME

Description



GREENWOOD

This segment is characterized by expansive, intact landscapes.

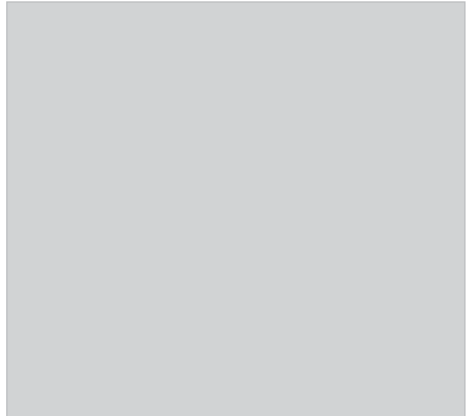
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Description



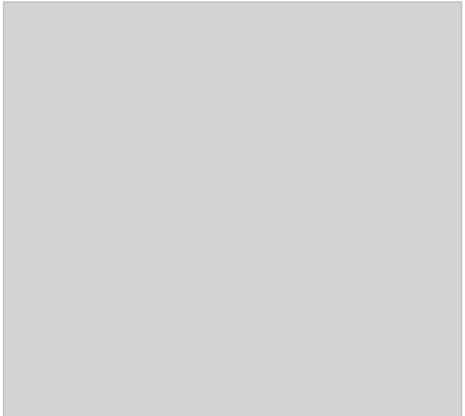
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Description



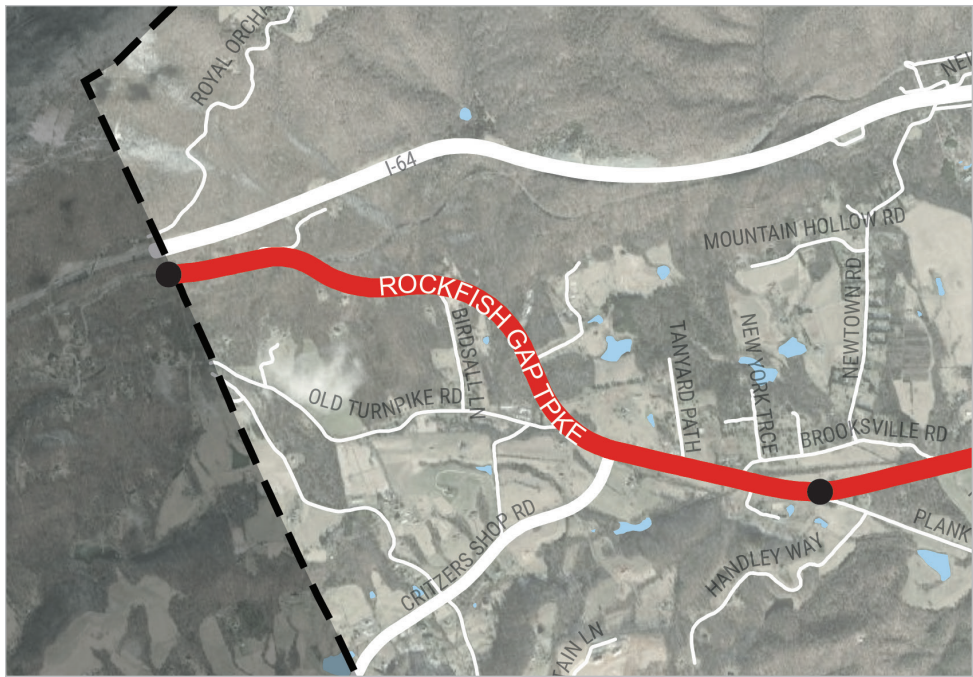
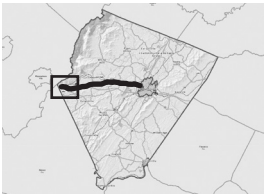
SEGMENT NAME

Description



Entrance Corridor: Route 250 West: Afton Mountain Segment

Western County line to the eastern terminus of Plank Rd. (Rt. 692)



LENGTH: 2.4 MILES

GENERAL CHARACTERISTICS

The Afton Mountain segment has a rural character; wooded buffers have occasional breaks offering views of the mountains to the south. Pockets of commercial development predate the establishment of the EC; the tree line is pushed back for deep building setbacks and wide-open vehicular entrances. Buildings have simple forms reflecting agricultural influences (gabled roofs, porches) and limited height (1-2 stories). Although the scale of buildings with large footprints is mitigated by the deep setback, without the landscaping, siting and screening required by the ECDGs, parking and storage dominate the appearance of some properties. Few single-family detached residences are visible from the road. Approaching Rt. 750 (Old Turnpike Rd.) and Rt. 151 (Critzers Shop Rd.), more wooded area has been cleared and views begin to open to expansive, fenced pastures.

STRUCTURES

- Form: Simple vernacular with agricultural influence. Rooflines are typically gabled, prominent and facing the road.
- Scale: 1-2 stories; buildings typically appear diminutive in the landscape; secondary buildings can establish a larger combined footprint.
- Materials: Wood and masonry, some metal; weathered
- Colors: Mostly neutral colors that blend into the surrounding landscape; some agricultural influence (red roofs); muted by weathering

PREDOMINANT LANDSCAPE FEATURES

- Narrow road with wooded borders
- 3- and 4-board fences mark boundaries; black 4-board variety most typical
- Landscapes are generally large, continuous woods or pastures
- Hedgerows mark some boundaries

UNIFYING/ORDERLY ELEMENTS

- Setbacks from the road help reduce the perceived scale of buildings
- Buildings are typically screened from the EC by woods, hedgerows, or deep setback in pasture or lawn
- Views of structures are secondary to landscapes

CHARACTERISTICS TO AVOID

Many buildings and uses predate the establishment of the EC and lack some elements required by the ECDGs, namely landscaping and relegated parking and storage.

PRECEDENT IMAGES



9660 Rockfish Gap Tpke

Simple building form, gabled roof, stone walls in a palette that blends with the landscape



9100 Rockfish Gap Tpke

Deep setback from the road limits visual impacts



9077 Rockfish Gap Tpke

Simple building form; gabled roof; parking and vehicles dominate this pre-ECDGs site



8860 Rockfish Gap Tpke

Simple building form; agricultural influences seen in roof details and porch



8720 Rockfish Gap Tpke (Tanyard Path intersection)

Simple building forms; weathered industrial materials; parking and vehicles dominate this pre-ECDGs site

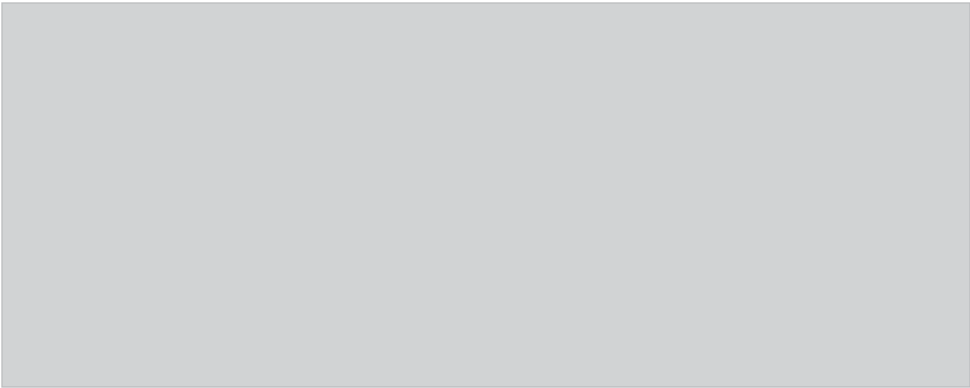
Entrance Corridor: Route 250 West: Afton Mountain Segment

Western County line to the eastern terminus of Plank Rd. (Rt. 692)

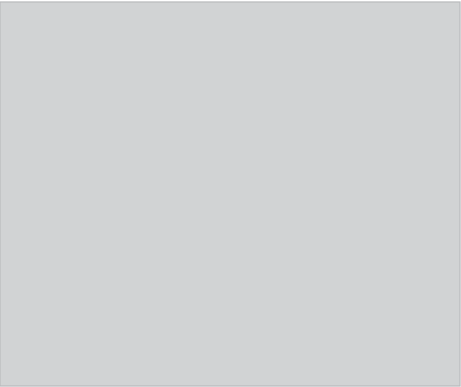
PRECEDENT IMAGES



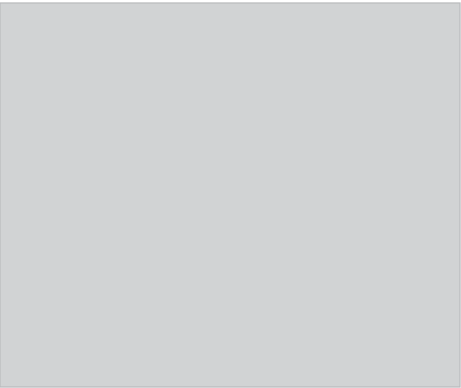
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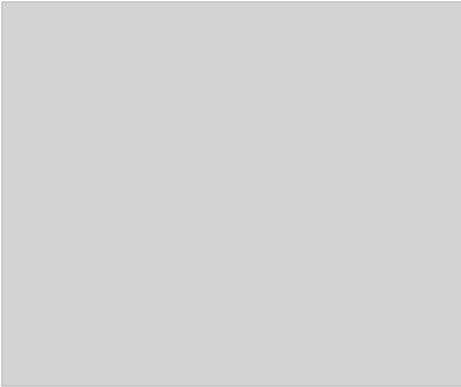
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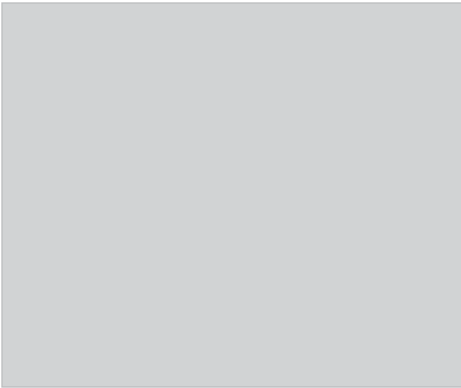
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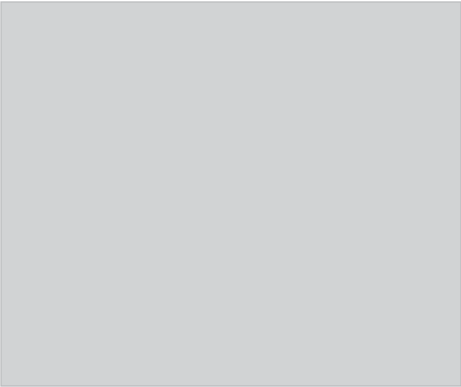
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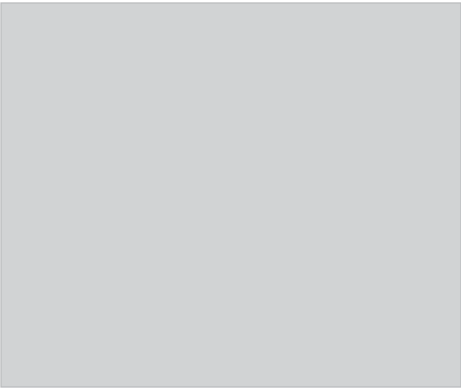
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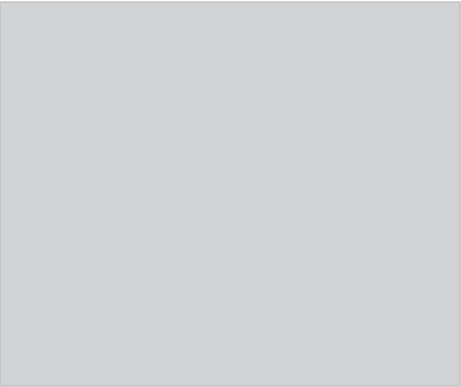
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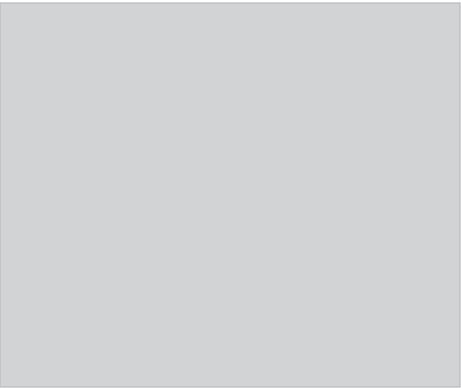
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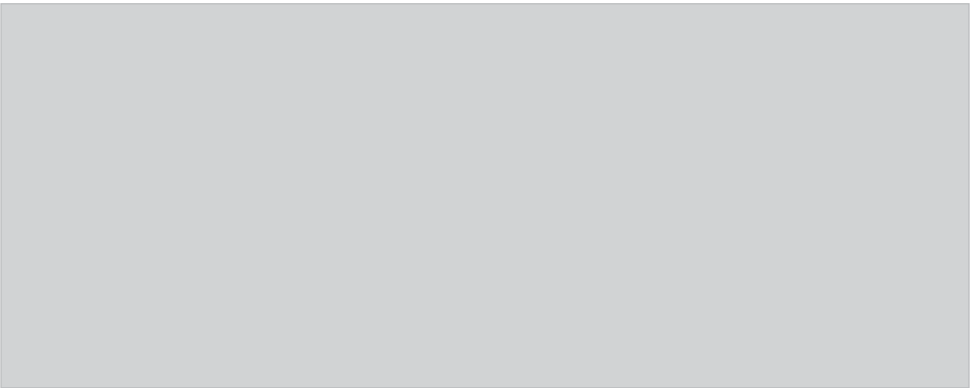
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