

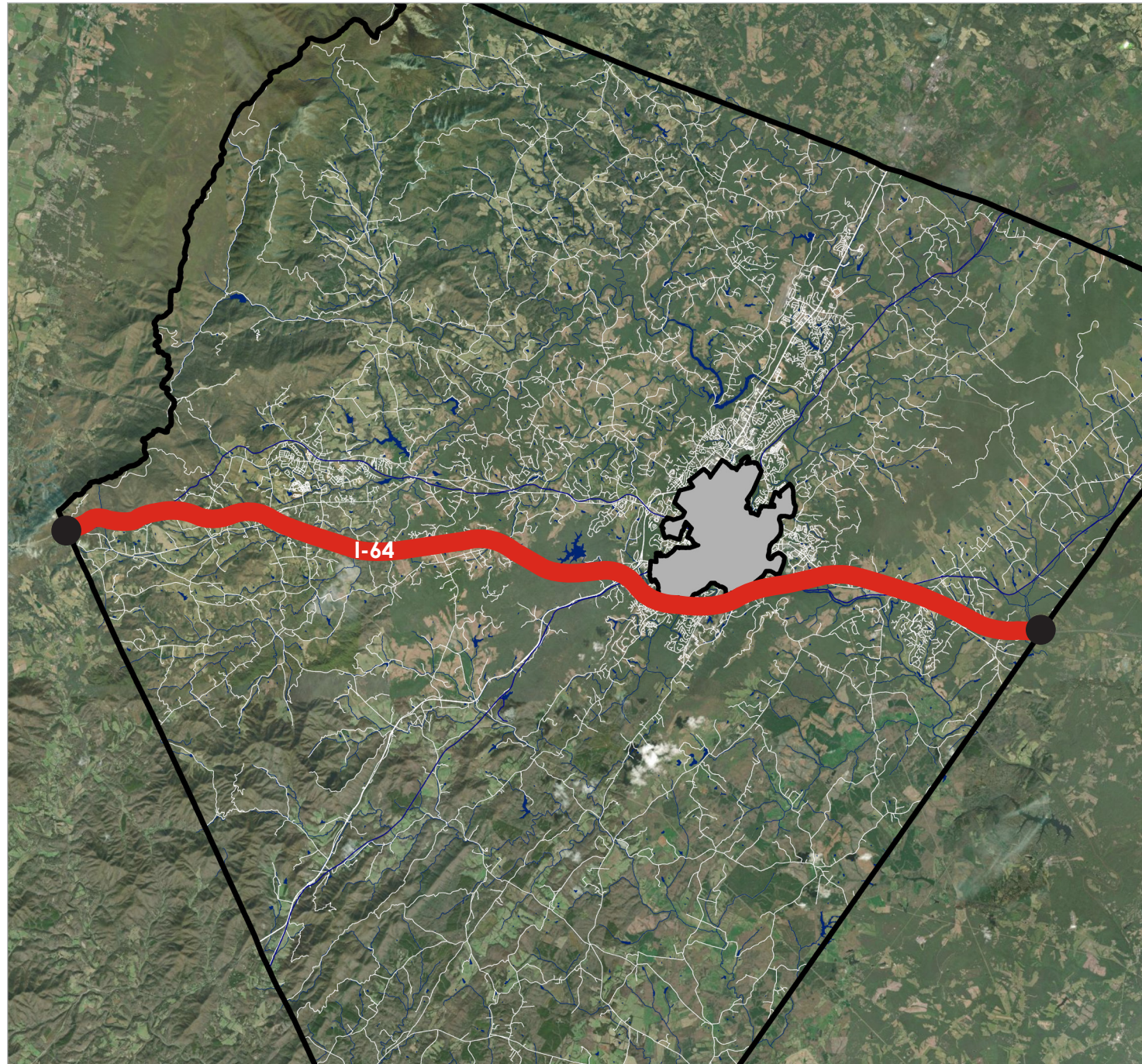
Entrance Corridor: Interstate 64

From the western County line to the eastern County line

DRAFT



Last updated: 8.30.2022



LENGTH: 29.6 MILES

HISTORY

The construction of I-64 through Albemarle County was completed in 1970 from Rt. 250 in Crozet to the eastern Albemarle County line. In 1972 the segment from Crozet to Afton Mountain was completed.* The interstate diverted traffic from Rt. 250, helping to maintain the historic scale and character of that road. The route chosen for the interstate, set into the mountainside with a tree-lined buffer, helped to reduce visual impacts on the surrounding rural area. Non-commercialized interchanges at Yancey/Crozet, Ivy and Black Cat Road assist in maintaining this character. I-64 was designated an Albemarle County Entrance Corridor in 1990.

*Kozel, Scott M. (2007) *Interstate 64 in Virginia. Roads to the Future.*

GENERAL CHARACTERISTICS OF PROGRESSION

The I-64 corridor bisects the County at about its middle, allowing travelers access to the City of Charlottesville as it skirts the southern boundary of the city. Close to the city, the corridor passes through or along several of the County's Development Areas. As the corridor extends further from the city both to the east and west, development becomes more rural in nature.

West of the Rt. 29/Rt. 250 Bypass interchange (Exit 118) the corridor is bordered mostly by woods, with intermittent rock outcroppings closer to Afton and Scott Mountains. Distant mountain and pastoral views are often visible and characteristic of the corridor at topographic high points along the roadway and where tree stands allow. Views to the west are available beginning at the Rt. 708 (Dry Bridge Rd.) overpass, and beginning approximately 1.5 miles east of the Ivy interchange (Exit 114). The view opens briefly to the north at Mechum's River and is more sustained to the west and southwest at Greenwood Rd.

Away from the Development Areas, development

is mostly residential and minimally visible from the interstate. Several personal wireless services facilities have been constructed along the corridor. Those built according to County policy successfully blend with the surrounding wooded area while those that predate the policy or fall short of design standards are more visible and in blunt contrast to the natural landscape.

Near or within the County's Development Areas, larger commercial, residential, and institutional buildings and developments become more visible along the I-64 corridor. Visibility is generally dependent on the depth of wooded buffers along the corridor and can change with the seasons. Buildings in these areas are typically oriented away from the corridor and towards local streets.

Distinct areas along the corridor include the following:

- The VDOT memorial overlook, approximately 1000 feet west of Greenwood Rd., with an expansive view to the south.
- The Greenwood-Afton National Register Historic District, from the western County line to Yancey Mills.

ZONING & LAND USE

Rural Areas (RA) zoning predominates along western and eastern areas of the I-64 corridor away from the city. Exceptions to the west exist at the historic community of Yancey Mills, which is zoned Village Residential, and at Peacock Hill (located west of the Ivy interchange and rest stop), which is zoned Planned Unit Development. Exceptions to the east include the Monticello Historic District Zoning District located generally between Rt. 20 and Pantops, and a few commercial- and industrial-zoned parcels south of 64 at Pantops, Shadwell, Moose Ln. and Black Cat Rd. A mix of residential and commercial zoning begins just west of the Rt. 29/Rt. 250 Bypass interchange, extending north of the interstate at the Pantops interchange.

Entrance Corridor: Interstate 64

From the western County line to the eastern County line

The predominance of RA zoning and mountainous topography eliminate much of the corridor from EC design review. Application of the ECDG is focused primarily on the multi-family residential and commercial developments located toward the central section of the corridor, near the City of Charlottesville.

STRUCTURES

- Wooded borders, rock outcroppings and berms limit visibility of development in the western segment.
- Earth tones help minimize visual intrusions and maintain prominence of wooded borders and mountain views.

PREDOMINANT LANDSCAPE FEATURES

- Wooded borders frame mountain views
- Wooded borders reduce visibility of development that is not oriented toward the corridor

UNIFYING ORDERLY ELEMENTS

- Landscape and views predominate
- Structures are secondary

CHARACTERISTICS TO AVOID

- Obstructed mountain views
- Thin wooded borders

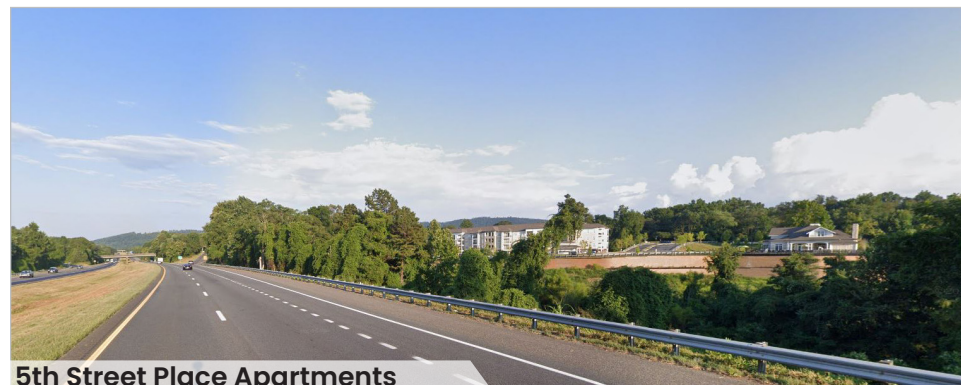
PRECEDENT IMAGES



Rock outcroppings and wooded slopes characterize much of the west end of I-64.



The wooded borders of the interstate frame distant mountain views to the west beginning approximately 1.5 miles east of the Ivy interchange.

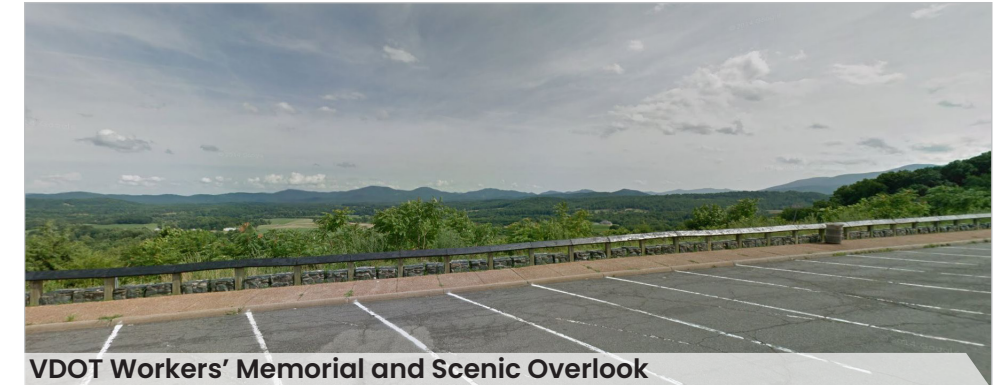


5th Street Place Apartments

Multifamily residential developments have varying degrees of visibility from I-64. With little wooded buffer remaining, this development gains a prominent place in the streetscape.

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VDOT Workers' Memorial and Scenic Overlook

Scenic views from the VDOT Workers' Memorial at the western end of I-64.



5th Street Station

Commercial development in the central segment of the corridor has its back to the interstate. A wooded buffer, though thin in this instance, helps reduce visual impacts.



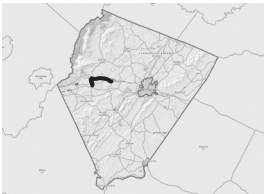
Near Avon St. Ext. Overpass

Monticello Mountain rises beyond the wooded borders that limit visibility of much of the development beyond the interstate.

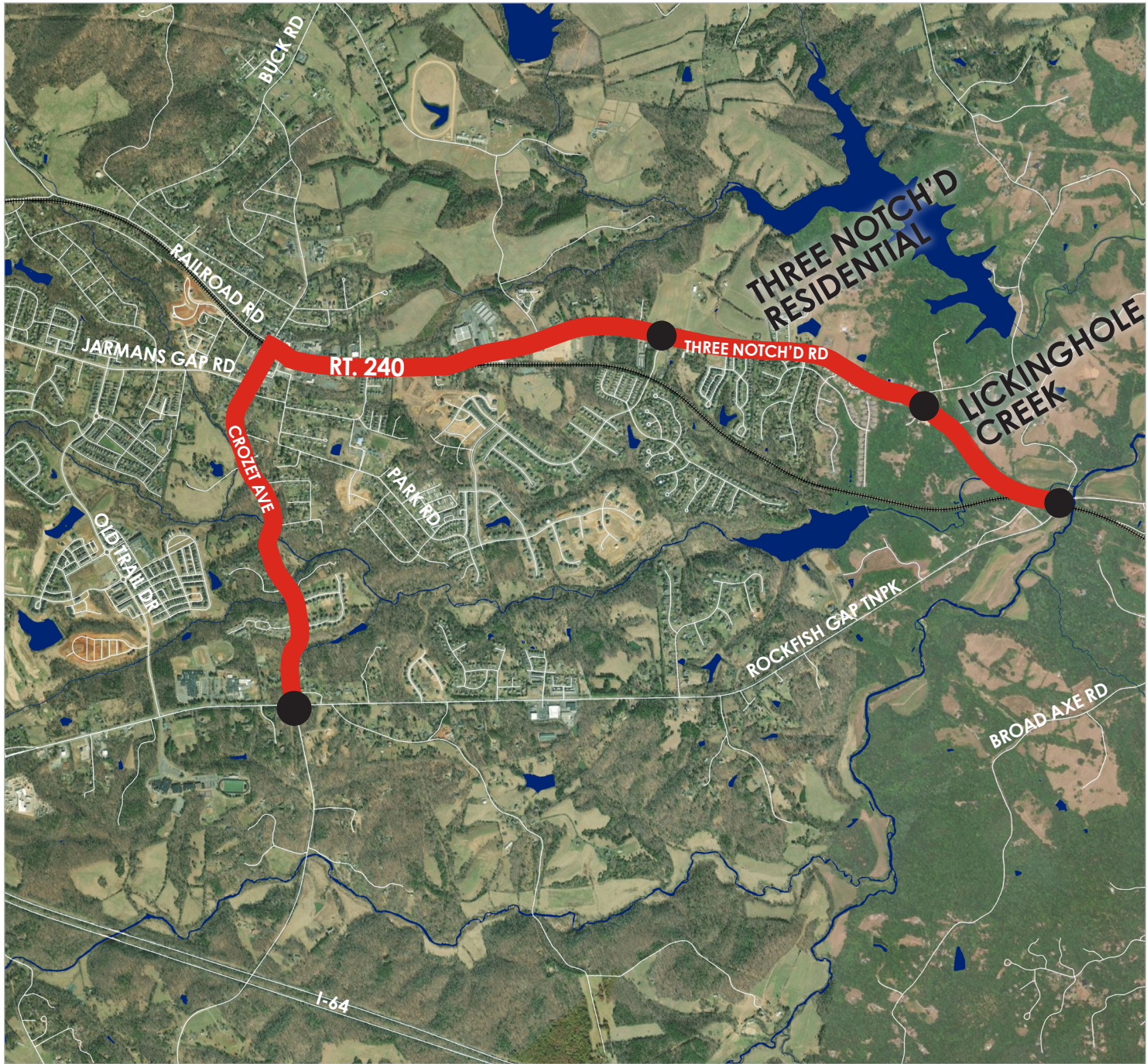
Entrance Corridor: Route 240 (Three Notch'd Rd. and Crozet Ave.)

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

DRAFT



Last updated: 8.30.2022



LENGTH: 4.5 MILES

HISTORY

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

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

GENERAL CHARACTERISTICS OF PROGRESSION

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

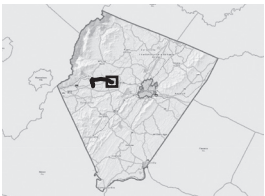
ZONING & LAND USE

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

Entrance Corridor: Route 240: Lickinghole Creek

Between Plains Dr. to the west and Rt. 250/Rt. 680 (Brown's Gap Tnpk.) intersection to the east

DRAFT



Last updated: 8.31.2022



LENGTH: 0.6 MILES

GENERAL CHARACTERISTICS

The Rt. 250 crossing of the Mechums River and southward turn as Rockfish Gap Tpke. under a scenic deck-on-truss railroad bridge marks the gateway to Rt. 240 and the westward continuation of the Three Notch'd Road. Overall, this easternmost segment of Rt. 240 is predominately rural in nature, with open fields and floodplains proximate to Lickinghole Creek gradually giving way to rolling, and then steeper, wooded areas. The roadway itself is characterized by narrow lanes and wooded borders. Development here is largely residential and unseen due to deep setbacks and wooded areas. Residential driveways, some lined with four-board fences, form a few intermittent breaks in the wooded buffers. One exception to this development pattern is a recently completed commercial building at the intersection of Rt. 250 which incorporates architectural details that reference the long railroad and industrial history of the area.

STRUCTURES

- Most buildings have minimal visibility from the street
- Visible buildings have simple rectangular forms and small scale
- Wood and brick predominate in natural, neutral earth tones

PREDOMINANT LANDSCAPE FEATURES/UNIFYING ORDERLY ELEMENTS

- Wooded borders along the street
- Four-board fences mark boundaries

CHARACTERISTICS TO AVOID

- Lack of wooded or landscaped borders

PRECEDENT IMAGES



Rt. 240/Rt. 250 intersection

Looking west from the Mechum's River at the Rt. 240/Rt. 250 intersection, with the railroad bridge and Mechum's River visible at the left.



4461 Three Notch'd Rd.

A residential driveway lined with four-board fences.



West of 4492 Three Notch'd Rd.

The roadway in this segment is characterized by a narrow road having dense wooded borders.

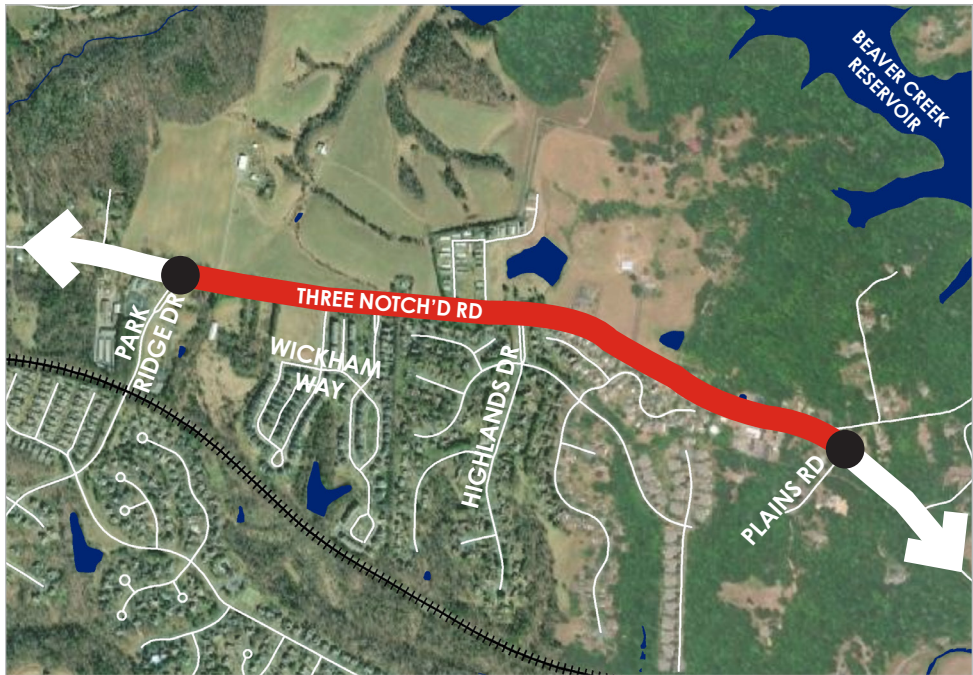
Entrance Corridor: Route 240: Three Notch'd Residential

Between Park Ridge Dr. to the west and Plains Dr. to the east

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Last updated: 8.30.2022



LENGTH: 0.6 MILES

GENERAL CHARACTERISTICS

A variety of residential development characterizes this segment. More recent, higher-density suburban neighborhoods are oriented away from the corridor on the south side of the road. On the north side, houses are older, smaller, occupy larger lots, and have deeper setbacks, some of which offer more open views. Four-board fences are found on both sides, but board-on-board fences, sometimes supplemented with a heavy mix of evergreen and deciduous trees, are also used to buffer the residential developments on the south side. As the heavy wooded border lightens near the Highlands subdivision, views of the mountains open to the north and west. The water treatment plant at the east end of the segment and the Beaver Hill retirement village near the center are atypical developments in this segment, although more recent buildings at the water treatment plant incorporate forms and materials that reference the industrial and agricultural history of the area.

STRUCTURES

- Form: Simple rectangles, gabled and hipped roofs
- Scale: Mostly 1 and 2 stories; 3-story heights and larger footprints are mitigated with landscaping
- Materials: Brick, wood, asphalt shingles
- Colors: Clay, brown, gray, white; white trim

PREDOMINANT LANDSCAPE FEATURES

- Mountain views, rolling topography
- Planted vegetative screens mitigate developments oriented with their backs to the corridor
- Some natural vegetative screens

UNIFYING ORDERLY ELEMENTS

- Board fences
- Hedgerows

CHARACTERISTICS TO AVOID

- Backs of buildings facing the corridor without trees to filter the view

PRECEDENT IMAGES



4529 Old Three Notch'd Rd., Mt. Plain Baptist Church

Glimpses of the gabled metal roof, pointed-arch windows and simple form of an historic church are available through the trees.



4774 Three Notch'd Rd.

Four-board fencing, deep setback, lawns with large trees, and vegetative screening help minimize the impact of buildings that aren't oriented toward the corridor.



1024 Beaver Hill Lake Dr.

Development patterns allow views of rolling topography and distant mountains to the northwest which open further in the vicinity of Park Ridge St.



5505 Three Notch'd Rd.

Four-board fence, stone gateway and hedgerow screen the White Gate farm property.