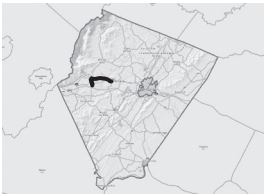


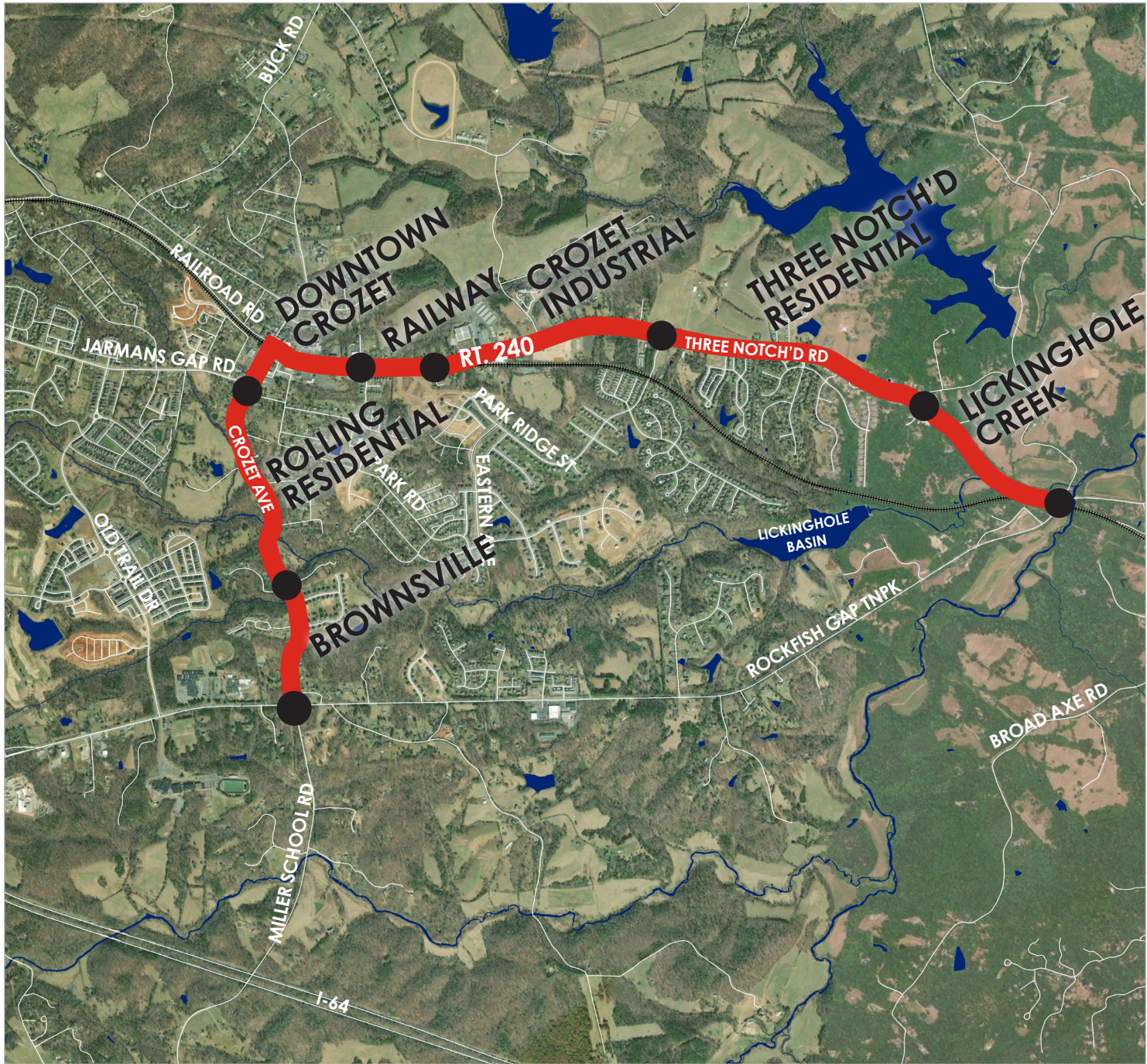
Entrance Corridor: Route 240 (Three Notch'd Rd. and Crozet Ave.)

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

DRAFT



Last updated: 9.12.2022



LENGTH: 4.5 MILES

HISTORY

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

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

GENERAL CHARACTERISTICS OF PROGRESSION

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

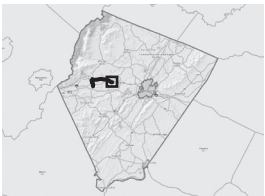
ZONING & LAND USE

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

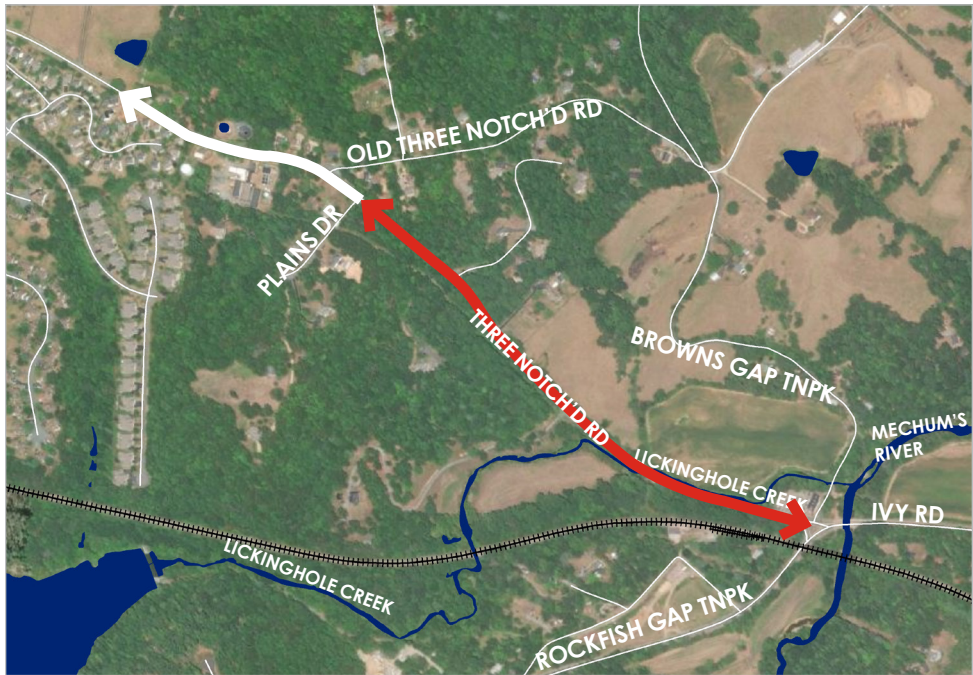
Entrance Corridor: Route 240: Lickinghole Creek

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

DRAFT



Last updated: 9.9.2022



LENGTH: 0.6 MILES

GENERAL CHARACTERISTICS

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/Rt. 680 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 with dense wooded borders.

Entrance Corridor: Route 240: Three Notch'd Residential

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

DRAFT



Last updated: 9.7.2022



LENGTH: 1.0 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.

Entrance Corridor: Route 240: Crozet Industrial

Between Union Mission Ln. to the west and Park Ridge Dr. to the east

DRAFT



Last updated: 9.12.2022



LENGTH: 0.8 MILES

GENERAL CHARACTERISTICS

Industrial development predominates in this segment, but small-scale, single-family residences, most built between 1910 and 1960, are scattered along the eastern end of the segment, with an early-twentieth century service station building among them. The core of the industrial segment is formed by the buildings of the former Con Agra company, which were built in the 1950s and '60s, adding on to a ca. 1929 cold storage facility for apples. The buildings sit very close to the road and are primarily utilitarian in character. Renovations in the mid-2000s (for Music Today and Starr Hill Brewery), however, have introduced colorful murals to relieve the blankness of the industrial buildings and have reintroduced pedestrian activity along the street. On the south side of the road east of Con Agra, chain link fence borders the former Acme Visible Records site which is undergoing environmental remediation. Views to the north reveal a mountain backdrop.

STRUCTURES

- Form: Assemblages of rectangular forms
- Scale: Industrial buildings have large footprints; heights are 1- and 2-stories
- Materials: Brick, wood, metal; painted surfaces
- Colors: Red, white, neutrals; multicolor murals enliven expanses of pre-existing blank walls

PREDOMINANT LANDSCAPE FEATURES

- Street trees at newer development
- Lawns with shade trees

UNIFYING ORDERLY ELEMENTS

- Board fences
- Hedgerows

CHARACTERISTICS TO AVOID

- Chain link fence

PRECEDENT IMAGES



1646 Park Ridge Dr.

A moderate setback, lower elevation, board fence and mature trees help a brick office building sit comfortably in the landscape.



5193 Three Notch'd Rd.

A small-scale service station building stands amidst a stretch of single-family residences.



5390 Three Notch'd Rd.

An office building uses residential forms and detailing to establish compatibility with the area. Topography helps minimize the view of storage buildings and the mountains rise in the distance.



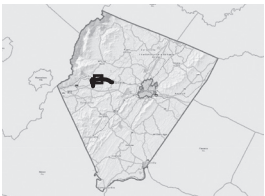
5391 and 5400 Three Notch'd Rd.

Colorful murals and an outdoor café help soften the blankness of warehouses.

Entrance Corridor: Route 240: Railway

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

DRAFT



Last updated: 9.12.2022



LENGTH: 0.3 MILES

GENERAL CHARACTERISTICS

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

STRUCTURES

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

PREDOMINANT LANDSCAPE FEATURES/UNIFYING ORDERLY ELEMENTS

- Lawns with trees
- Vegetated berm along the train tracks

CHARACTERISTICS TO AVOID

- Un-landscaped lawns

PRECEDENT IMAGES



Union Mission Ln Intersection (Looking West)

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



5602 Three Notch'd Rd.

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



Firehouse Ln Intersection (Looking East)

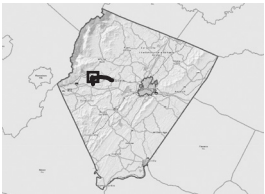
At Firehouse Ln. looking east, the railroad and roadside vegetation form a dense visual buffer on the south side. Small-scale residences from the first half of the twentieth century predominate on the north side.

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Entrance Corridor: Route 240: Downtown Crozet

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

DRAFT



Last updated: 9.12.2022



LENGTH: 0.5 MILES

GENERAL CHARACTERISTICS

The Crozet Volunteer Fire Department building (1985) begins the transition to non-residential development and downtown Crozet on the north side of the east end of this segment. Its red brick, simple form and low height result in a building that coordinates quietly with its surroundings. The Crozet Commons building, though taller and set closer to the road, uses traditional materials, architectural detailing, and frontage landscaping to establish an appropriate appearance in the streetscape. Mid- to late-twentieth century buildings on the north side of the street are typically simple in form, single story in height, and faced in masonry, with some buildings lacking fenestration and architectural detailing to relieve blankness. On the south side of the street, the railroad begins to descend in elevation west of the fire station. As the tracks again reach the elevation of Rt. 240, the site of the former Barnes Lumber Company (established in 1922 as the Crozet Lumber Company) becomes visible beyond the tracks. The Crozet depot marks the eastern boundary of the Crozet National Register Historic District on Three Notch'd Rd. A view of the mountains to the west is available along the full length of this segment.

As Rt. 240 transitions to Crozet Ave. and turns south under the train tracks, the two-story buildings of The Square on the east side and the six-story building originally constructed for cold storage and apple packing on the west side form a gateway to the southern leg of the historic commercial district. The scale of the one- and two-story historic buildings, combined with streetscape upgrades, lend this segment of the corridor more of a pedestrian feel. At the Library Ave. intersection, building mass and scale increase with the Crozet Library and church buildings. The use of masonry materials and street trees helps maintain a harmonious appearance along the corridor.

STRUCTURES

- Form: Mostly simple rectangular forms with flat or gabled roofs
- Scale: Predominantly 1- and 2-stories; institutional buildings are more monumental in mass and scale
- Materials: Masonry, with brick predominating
- Colors: Red, grey, white/off-white

PREDOMINANT LANDSCAPE FEATURES

- Pedestrian ways are enhanced by planting strips with street trees and shrubs between the street and sidewalk
- Landscaped berm screens railroad and industrial sites from the street

UNIFYING ORDERLY ELEMENTS

- Street trees
- Low masonry walls
- Consistent street furniture

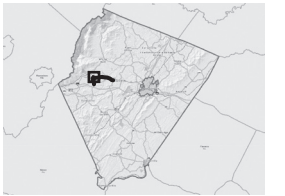
CHARACTERISTICS TO AVOID

- Un-landscaped frontages
- Un-relegated parking
- Blank walls

Entrance Corridor: Route 240: Downtown Crozet

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

DRAFT



Last updated: 9.13.2022

PRECEDENT IMAGES



5690 Three Notch'd Rd.

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



5728-5764 Three Notch'd Rd.

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



5791 Three Notch'd Rd.

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



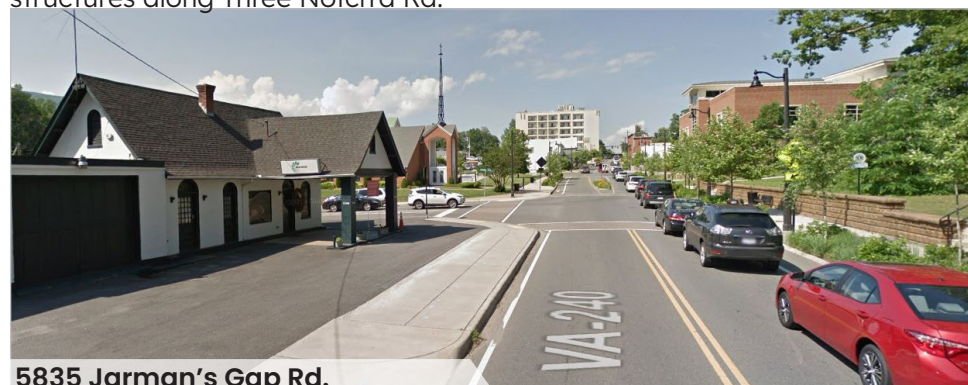
1248 Crozet Ave.

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



The Square Intersection

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



5835 Jarman's Gap Rd.

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



1200 Crozet Ave.

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



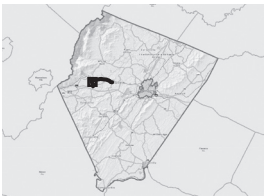
2020 Library Ave.

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

Entrance Corridor: Route 240: Rolling Residential

Between Tabor St. at the north to vicinity of Davis Lane at the south

DRAFT



Last updated: 9.12.2022



LENGTH: 0.8 MILES

GENERAL CHARACTERISTICS

South of Tabor St., Rt. 240 reverts to a more suburban character, with deeper building setbacks and lawns with mature trees. Older residences predominate, though most have little visibility from the street due to wooded borders along the narrow road. Some views of more open, rolling topography are available.

STRUCTURES

- Buildings have minimal visibility from the street

PREDOMINANT LANDSCAPE FEATURES

- Lawns with mature trees
- Wooded borders along the street

UNIFYING ORDERLY ELEMENTS

- Deep setbacks
- Wooded borders
- Low stone walls, four board fences

CHARACTERISTICS TO AVOID

- Non-wooded or un-landscaped frontages
- Blocked mountain views

PRECEDENT IMAGES



This segment of Rt. 240 is characterized by curving road, wooded borders and board fencing.



A mountain backdrop is available looking north near the Rock Gate cemetery.



Deep setbacks, topography and lawns with trees minimize the visibility of residences along this segment. Some older residential developments have deep, well-established tree buffers that limit visibility from the corridor.



Lawns with shade trees give way to hedgerows and wooded frontages south of the historic district.

Entrance Corridor: Route 240: Brownsville

Between vicinity of Davis Lane at the north to Rt. 250 at the south

DRAFT



Last updated: 9.12.2022



LENGTH: 0.4 MILES

GENERAL CHARACTERISTICS

Sections of this southernmost segment of Rt. 240 retain deep building setbacks, lawns with mature trees, and older residences. Some views of fields with rolling topography defined by board fences remain. In several locations, the wooded borders along the road open up to new residential developments where more closely spaced houses are oriented internal to the neighborhood – not to the corridor. Board fences and young trees mark some of the new development boundaries along the street; stone piers and minimal landscaping mark some site entrances.

STRUCTURES

- Small footprints, deep setbacks, mature trees and earth-tone colors reduce the visual impact of buildings on the corridor.

PREDOMINANT LANDSCAPE FEATURES

- Rolling topography
- Lawns with mature shade trees

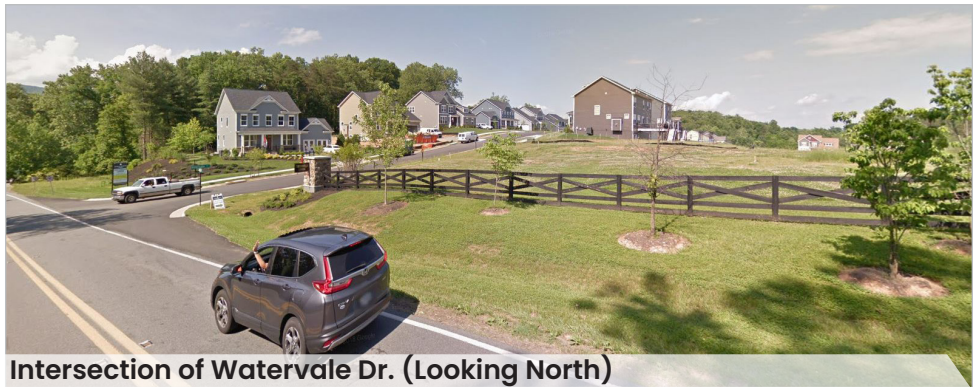
UNIFYING ORDERLY ELEMENTS

- Board fences along street frontage

CHARACTERISTICS TO AVOID

- Non-wooded or un-landscaped frontages

PRECEDENT IMAGES



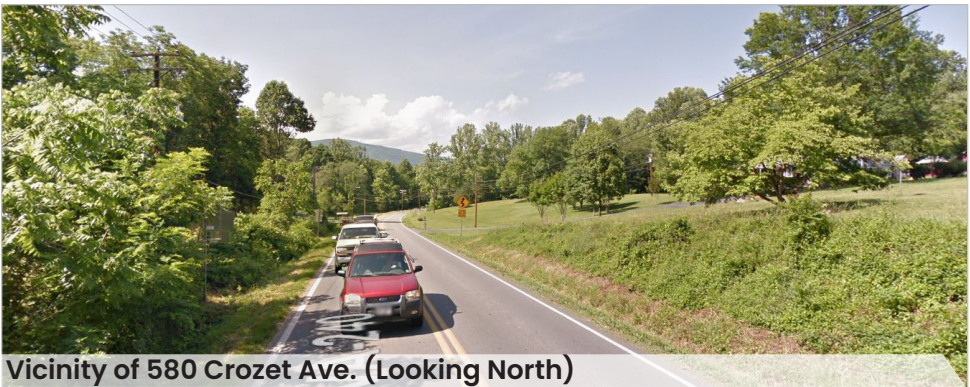
Intersection of Watervale Dr. (Looking North)

Recent residential developments have opened up the wooded borders along the corridor with buildings oriented away from the corridor.



Vicinity of 609 Crozet Ave. (Looking South)

Rolling topography, board fences and mature trees characterize much of this segment of Rt. 240.



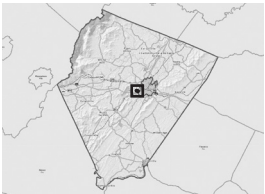
Vicinity of 580 Crozet Ave. (Looking North)

The mountains rise above roadside trees just north of the intersection with Rt. 250 at Brownsville.

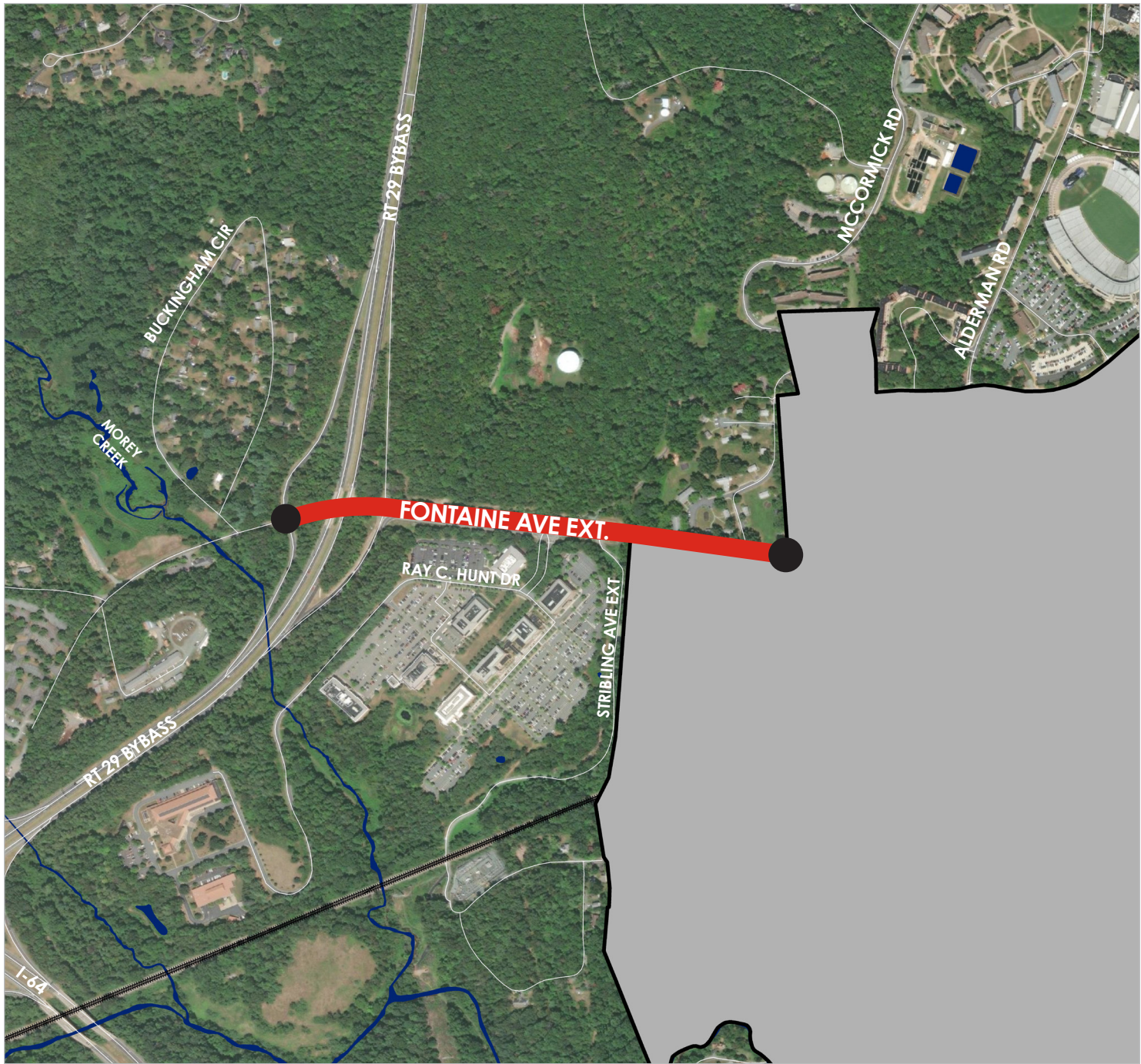
Entrance Corridor: Fontaine Ave. (U.S. Rt. 29 Business)

From the south-bound exit/entrance ramp of Rt. 29 to the City/County line (approximately 165' west of Westerly Ave. in the city on the south side and approximately 220' east of Mimosa Dr. on the north side)

DRAFT



Last updated: 9.12.2022



LENGTH: 0.5 MILES

HISTORY

Fontaine Ave. was the primary route into the City of Charlottesville and the University of Virginia from the south on Rt. 29 prior to construction of the Rt. 29 Bypass.

GENERAL CHARACTERISTICS OF PROGRESSION

Landscaped berms give way to a deep wooded area on the north side of the corridor. On the south side, office buildings of the Fontaine Research Park have limited visibility from the corridor, though visibility changes with the seasons. To accomplish this, the research park employs abundant landscaping with mature trees along the street to screen multi-story brick office buildings and provide a backdrop for the formal site entrance. Landscaped berms screen parking areas from the corridor and Bypass ramps.

ZONING & LAND USE

Property along this corridor is owned by the University of Virginia. The research park is zoned Planned Development Mixed Commercial (PDMC). The north side of the street is zoned residential (R1 and R2).

STRUCTURES

A consistent material and color palette (red brick and off-white trim); rectangular forms; façades broken down into base, middle and top; scale minimized with material changes, recesses and projections; and brick detailing that provides texture all contribute to a coordinated appearance for the research park.

PREDOMINANT LANDSCAPE FEATURES/ UNIFYING ORDERLY ELEMENTS

Landscaping unifies this corridor. Heavily landscaped berms, landscaped site entrances and a median with shade trees establish a consistent appearance along the corridor.

CHARACTERISTICS TO AVOID

- Visible parking lots

Entrance Corridor: Fontaine Ave. (U.S. Rt. 29 Business)

From the south-bound exit/entrance ramp of Rt. 29 to the City/County line (approximately 165' west of Westerly Ave. in the city on the south side and approximately 220' east of Mimosa Dr. on the north side)

DRAFT



PRECEDENT IMAGES

Last updated: 9.12.2022



Near the northbound on/exit ramps of the Rt. 29 Bypass

Approaching the City of Charlottesville, the road progresses along a steady incline that is lined by large, mature trees on both sides, which protect against imposing views of structures or parking areas.



Near the northbound on/exit ramps of the Rt. 29 Bypass

Landscaping on a tall berm eliminates the visibility of parked cars from the corridor.



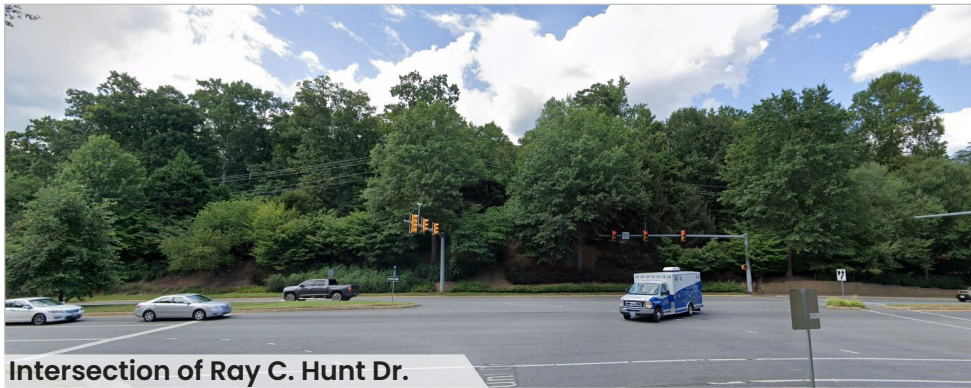
Fontaine Research Park Entrance

The buildings of the Fontaine Research Park are minimally visible through the mature landscaping at the site entrance and along the north side of the corridor.



Along Fontaine Ave. Ext.

Trees in the median help establish landscaping as a predominant characteristic along the corridor.



Intersection of Ray C. Hunt Dr.

The north side of the Fontaine Ave. corridor is formed by a landscaped berm backed by a deep wooded parcel.



Intersection of Stribling Ave. Ext.

A welcome sign to the City of Charlottesville is located in the near the intersection of Stribling Ave. Ext. From this point, Albemarle County continues on the north side of the roadway (shown here on the left) until approximately 220 feet east of Mimosa Dr.