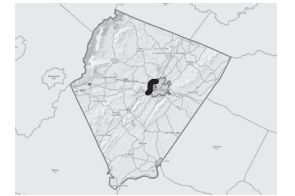


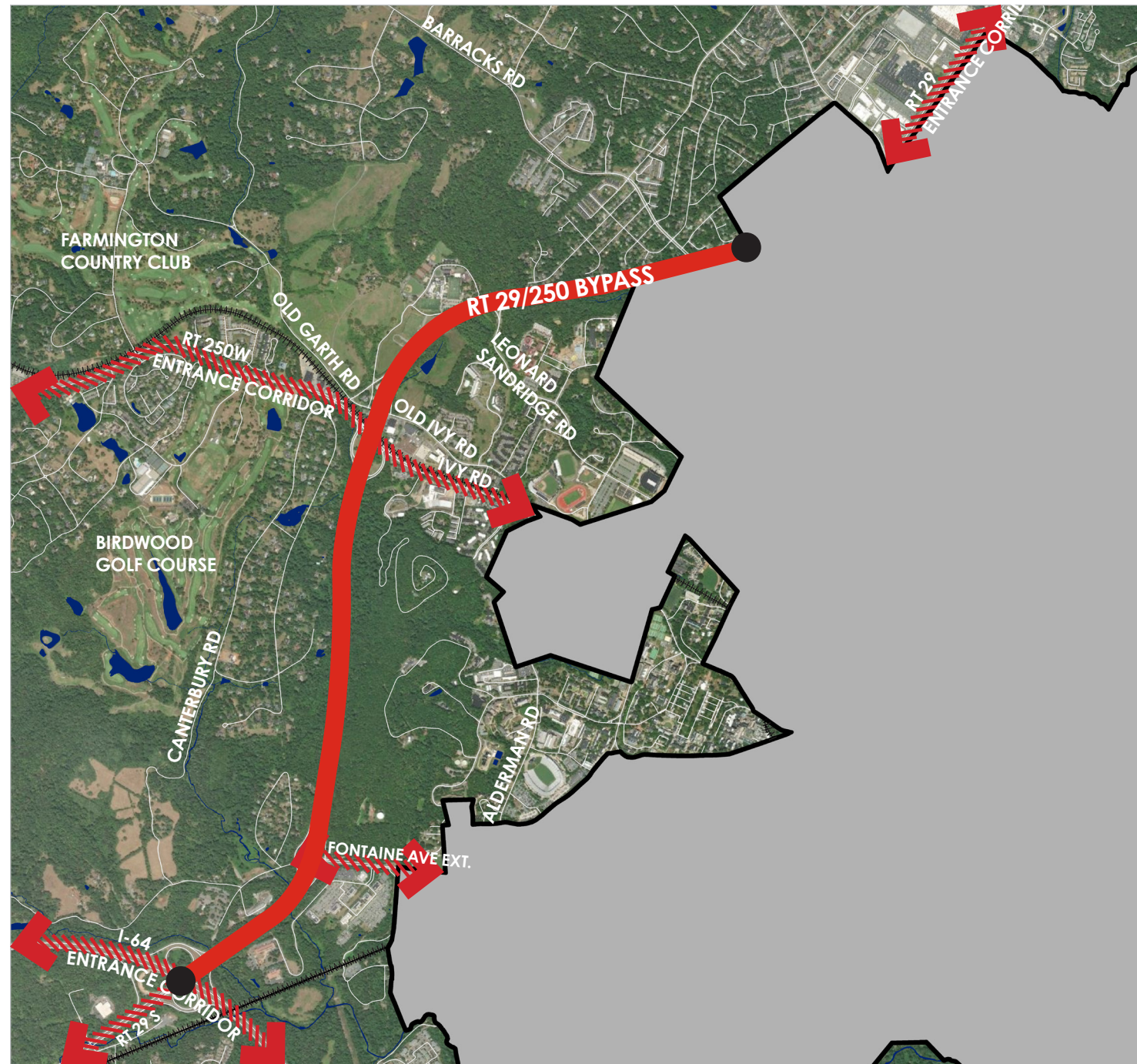
Entrance Corridor: Route 29/250 Bypass

From the intersection of I-64/Rt. 29 S to the City/County line (including the westbound on- and off-ramps at Barracks Rd., and the ramps at Ivy Rd., Fontaine Ave., and I-64)

DRAFT



Last updated: 9.27.2022



LENGTH: 3.7 MILES

HISTORY

The original Rt. 29/250 Bypass was completed by 1962. An extension to I-64, and ramps at Barracks Rd. and Fontaine Ave. were completed after 1966. A connection to Leonard Sandridge Rd. was completed in 2006.

GENERAL CHARACTERISTICS OF PROGRESSION

Travel along the Rt. 29/250 Bypass is characterized by wooded buffers on both sides of the road. The buffers successfully limit views of most buildings. Generally, nearby development consists of residential neighborhoods and office buildings which back up to the Bypass, and commercial development clustered around the Barracks and Ivy road interchanges.

At the northern end of the Bypass, near the Barracks Rd. intersection, only the northern side of the Bypass is within the County boundaries. Sound barriers in this area dominate the view. In other areas, dense wooded borders line the Bypass on both sides with extremely limited and fleeting views of adjacent developments. Examples include the 1960s-'70s Canterbury Hills subdivision, University-owned law school buildings and the multi-story University Village buildings beyond, as well as some aspects of St. Anne's Belfield School Campus.

Around the Ivy Rd. interchange, Lewis Mountain rises on the east side of this segment with the 1909-12 residence of the same name perched at the top. The wooded slope stretches westward



Wooded buffers, found on both sides of the Bypass along most of its route, significantly limit views of most buildings.

to the Bypass and to the south, surrounding the McCormick Observatory, which stands at a slightly lower elevation. Narrow wooded buffers towards the southern end of the bypass limit visibility of the Bellair and Buckingham (1950s-'60s) neighborhoods, while almost, if not fully, screening Fontaine Research Park and the Commonwealth of Virginia office buildings just east of the I-64 access ramps.

ZONING & LAND USE

Zoning along the Bypass is mostly low-density residential, but some higher density residential zones mixed with commercial and office districts are concentrated at the Ivy Rd., Fontaine Ave., and I-64 interchanges.

STRUCTURES

- Most structures have extremely limited visibility from the corridor
- Building location, materials and colors blend with wooded buffers

PREDOMINANT LANDSCAPE FEATURES/ UNIFYING ORDERLY ELEMENTS

- Wooded buffers, typically dense, on both sides of the road

CHARACTERISTICS TO AVOID

- Corridor frontage without landscape screening



A rare break in the wooded roadside buffer provides a brief view into the Buckingham neighborhood.