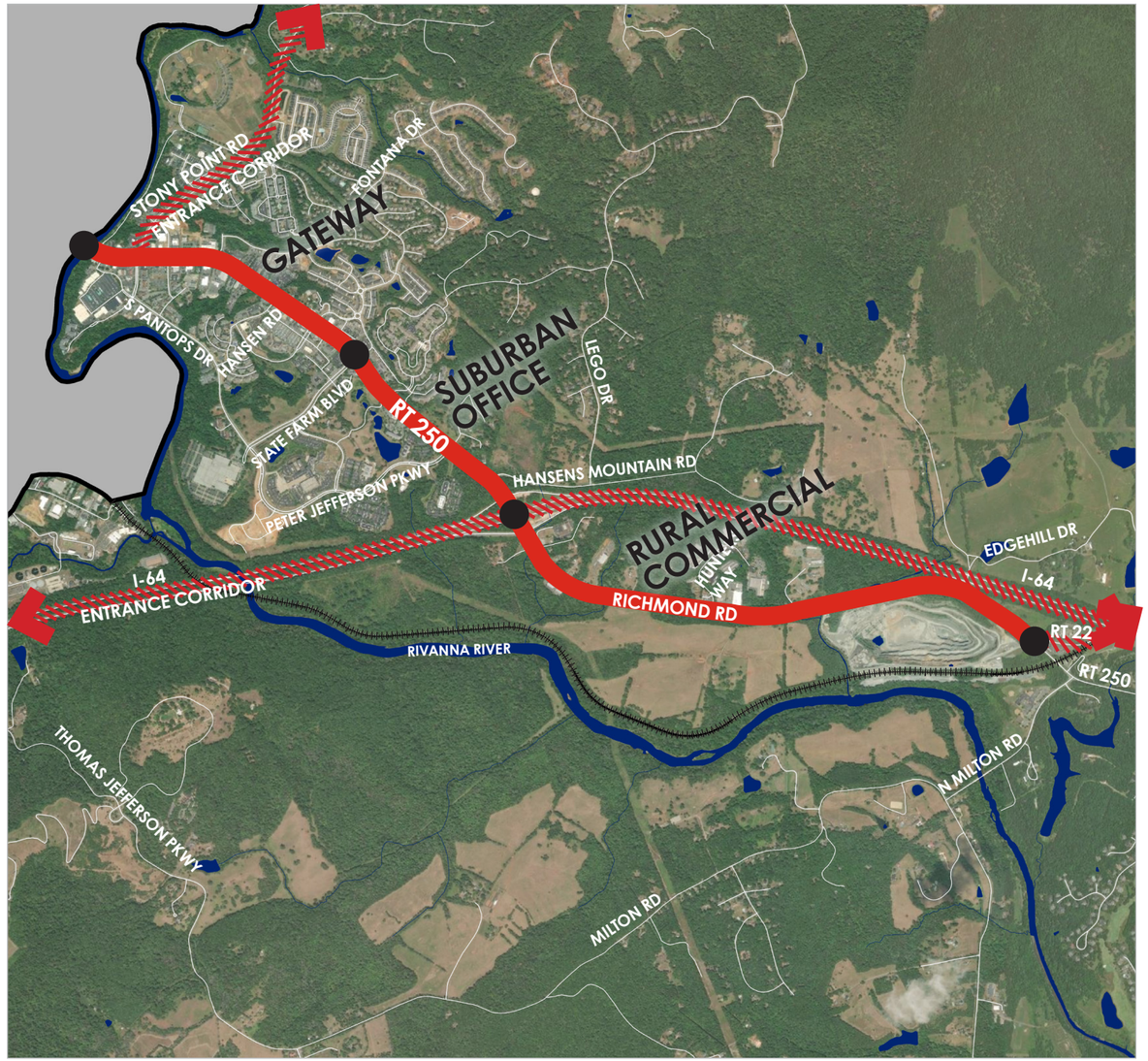
# Entrance Corridor: Route 250 East (Richmond Rd.)

From the City/County line at Free Bridge to Rt. 22 (Louisa Rd.)

DRAFT



Last updated: 10.25.2022




LENGTH: 4.0 MILES

## HISTORY

Rt. 250 East roughly follows the route of the Three Notch'd Road (also called Three Chopt Rd.), a primary east-west route connecting Richmond and the Shenandoah Valley. Much of the land along the 250 East corridor was owned and settled by Peter Jefferson. Peter Jefferson moved his family to the farm called Shadwell by 1741, and his son Thomas was born there in 1743. The Shadwell fields were located north and south of today's Rt. 250. Peter acquired land west of Shadwell in 1746. Thomas later inherited it, added to it, and named it "Pantops" meaning "all seeing" – a reference to the views available from the property. Thomas also added farms at Lego, Monticello, and Tufton. Much of this property is visible from the Rt. 250 East, I-64, and Rt. 53 Entrance Corridors.

Rivanna River, the landmark demarking the boundary between the County and City jurisdictions, was a critical waterway to the agricultural economy of the County in the late 18th through early 20th centuries. By the early 1800s the ford on the Rivanna River known as Moore's Ford or Lewis's Ferry was bridged and a toll bridge was in place by 1828. A 1934 replacement bridge required no toll, and the name Free Bridge has since remained associated with the crossing. The current Free Bridge was constructed in 1992.

The area east of the river remained primarily agricultural and undeveloped into the 1930s, then post-war suburban development boomed and Rt. 250 East developed as a commercial strip, with auto-related businesses – service stations, auto dealerships, and motels – flourishing in the 1950s and '60s. The Stanislaw Makielski-designed Town and Country Motor Lodge, its gold-domed restaurant, and the White House Motel were examples of popular mid-20th-century roadside architecture on the north side of the street. The motels were later demolished and replaced with a strip shopping center and an auto dealership. The restaurant has been altered and remodeled as an automobile showroom. On the south side of the street, auto dealerships emerged beginning in the mid-20th century, resulting in the nickname "Dealership Row" for the corridor. The auto dealerships continue to dominate the corridor in the early 21st century.

In the late 1970s suburban residential neighborhoods were established in the area and the 1980 Zoning Ordinance, designated the Pantops area for mixed commercial uses and dense residential development south of Rt. 250 East, highway commercial development along Rt. 250 East, and primarily low-density residential uses north of Rt. 250 East. After 1980, large planned commercial developments were completed south of Rt. 250 East, some on land that was once part of Jefferson's Pantops farm. These included Peter Jefferson Place/Martha Jefferson Hospital, which was built up around the Pantops Farm buildings, which had been occupied by a school in the early twentieth century. North of Rt. 250 East, more intensive residential development began in the 1990s and early 2000s and continues today. Some farmhouses and related buildings remain in the vicinity dating to the 19th and early 20th centuries, including Punch Bowl Farm, Edgehill, and Locust Hill on the north side of the corridor. National Register Historic Districts have been established north and south of the Rt. 250 East/22 intersection.

Rt. 250 East was designated an Albemarle County Entrance Corridor in 1990.

**Portions of this history were based on the Pantops Master Plan, adopted June 19, 2019, Albemarle County, VA.*

# Entrance Corridor: Route 250 East (Richmond Rd.)

## From the City/County line at Free Bridge to Rt. 22 (Louisa Rd.)

DRAFT

Last updated: 10.25.2022

### GENERAL CHARACTERISTICS OF PROGRESSION

The legacy of suburban highway development is still evident along the Rt. 250 East corridor, particularly near the City of Charlottesville, where the buildings of "Dealership Row" dominate the view and the design of older retail buildings and strip shopping centers focus on parking.

Natural features are notable aspects of travel along this corridor. The Rivanna River and Free Bridge act as gateways at the west end of the corridor. Gentle slopes in this area give way to steep changes in elevation, approximately 210 feet, between Stony Point and Rolkin Roads. This topography results in wooded slopes and retaining walls between developments, and significant grading adjacent to the frontage to bring developments level with the road. The topography also affords some unparalleled scenic views of Charlottesville and the Blue Ridge Mountains to the west. At the intersection with Rolkin Rd., the grade reaches a plateau, providing views to the south, as well.

East of the Department of Motor Vehicles, as the corridor descends towards the I-64 interchange, commercial development gives way to suburban office parks that are largely inward-facing with significant vegetative buffers along the corridor. Landscaping meeting the EC guidelines is typically seen on both the north and south sides of the road in this area.

The I-64 interchange marks the transition from urban to rural character, moving west to east on the corridor. East of the interchange, rolling hills and gently curving roadways have wooded buffers interrupted by a few rural commercial establishments.

### ZONING & LAND USE

The western end of the corridor is dominated by a mix of commercial zoning districts. This has resulted in buildings that are mostly oriented towards the corridor, uses that draw high levels of activity, and businesses with recognizable branding. Setbacks from the street vary. East of Hansen Rd., zoning transitions to a mix of Planned Development districts, both commercial and residential. This has resulted in more linear buildings (some fronting the corridor, others buffered by smaller frontage buildings) and inward-facing, multi-story office buildings. Residential zoning north of the commercial strip has resulted in neighborhoods that are screened from the street by wooded buffers or commercial development. East of the I-64 interchange, Monticello Historic District zoning occupies most of the south side of the corridor. The remainder is mostly Rural Areas zoning, with interspersed pockets of Highway Commercial and Light Industry forming breaks in the trees along the roadside.

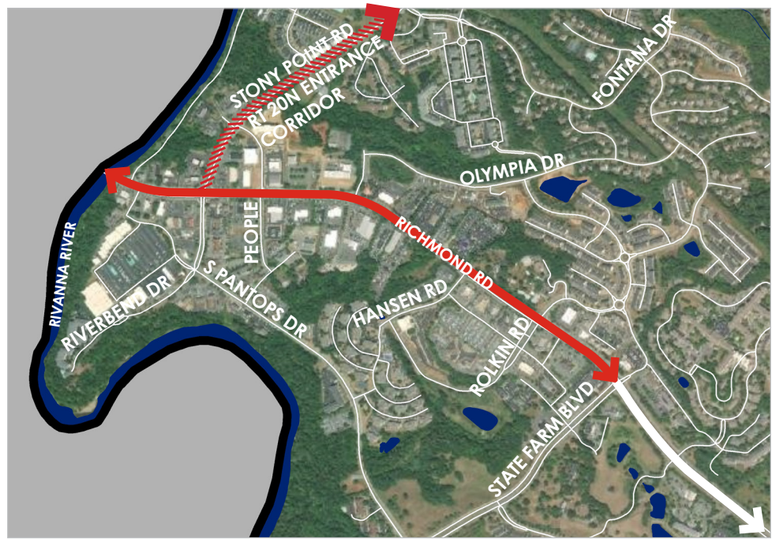
# Entrance Corridor: Route 250 East: **Gateway**

## Between Rivanna River to the west and State Farm Blvd. to the east

DRAFT



Last updated: 10.26.2022




LENGTH: 1.1 MILES

### GENERAL CHARACTERISTICS

This commercial segment of Rt. 250 East gradually slopes up in elevation moving west to east, with uses transitioning from general mixed commercial (fast food, services), to auto-centric commercial (gas stations, car wash, auto dealers), to suburban commercial (banks, restaurants, professional offices). The elevation and road alignment in the vicinity of Hansen Rd. offer views of the city and the Blue Ridge Mountains to the west.

Much of the development in this segment predates the establishment of the EC overlay and does not typically display the building forms, site layout, or site landscaping that is consistent with the EC Guidelines. Overhead and underground utilities make conformity with the guidelines a significant challenge, but renovations to some of the original developments, since reviewed and approved by the ARB, are bringing those sites more in line with EC design requirements.

### STRUCTURES – PREDOMINANT FEATURES

- Form:  Building mass is typically in simple rectangular forms; roofs are flat, gabled, and hipped
- Scale: Most buildings are 1-story tall; a few are 2-stories; the Virginia National Bank is 4-stories and well-suited to the width of the corridor
- Materials: Brick walls: mostly red, but also browns, grays and white; metal and asphalt shingle roofs; metal wall cladding and glass for auto showrooms; stucco accents; some wood siding and fiber cement panels
- Colors: Shades of red, white and off-white; tan, gray, green, brown, black

### LANDSCAPE – PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Street trees along EC frontage; trees and shrubs along parking lot perimeters

### CHARACTERISTICS TO AVOID

- Utilities that limit landscaping
- Development that blocks views
- Vast parking areas adjacent to the EC street
- Un-landscaped frontages

# Entrance Corridor: Route 250 East: **Gateway**

Between Rivanna River to the west and State Farm Blvd. to the east

DRAFT

## PRECEDENT IMAGES

Last updated: 10.26.2022



**1420 Richmond Rd.**

The Tip Top restaurant building was constructed during the mid-20th-century period that saw a boom in commercial roadside architecture – buildings constructed to meet the range of needs of the growing automobile age. Its single-story height and hipped roofs are typical of early development in the corridor.



**1295 Richmond Rd.**

This ARB-approved design for an automobile showroom uses building forms, repetition, and distribution of materials to establish an appropriate appearance and a tie to local historic architecture and layered mountainous landscapes.



**404 People Pl**

One of the taller buildings in the corridor at four (4) stories, the Virginia National Bank building is appropriately scaled to the width of the 6-lane road. The distribution of materials, textures and detailing successfully mitigate the building's mass and scale.




**Vicinity of 1389 Richmond Rd.**

The elevation of the western segment of this corridor provides views of the Blue Ridge Mountains to the west.




**1357 Richmond Rd.**

Renovations to a pre-EC auto dealership use building forms, detailing, and color to mitigate mass and scale.



**101–103 Free Bridge Ln.**

A building addition uses building materials, forms, and details to coordinate with an older structure.



**1430–1434 Rolkin Ct.**

The Luxor development relegates parking to the rear of the buildings as viewed from the Entrance Corridor and provides fully designed fronts with windows and doors to maintain an appropriate appearance.



**1240 Rolkin Rd.**

Consistent street trees and shrubs mitigate the visual impacts of paving, parking, equipment, and lighting.



**820 Pantops Corner Way**

Street trees and building colors, materials, and detailing mitigate the scale of large buildings and structures in the Pantops Corner development and provide cohesion with other developments along the corridor.

# Entrance Corridor: Route 250 East: **Suburban Office**

Between State Farm Blvd. to the west and the I-64 Interchange to the east

DRAFT



Last updated: 10.26.2022




LENGTH: 0.8 MILES

## GENERAL CHARACTERISTICS

This segment is characterized by significant frontage plantings along the roadway, in some places nearly eliminating visibility of the development beyond. Many of the buildings have large footprints and deep setbacks. Single family residential developments are screened from view. This segment acts as a soft transition zone to rural areas and developments located east of the I-64 Interchange.

## STRUCTURES – PREDOMINANT FEATURES

- Form: Simple, but often large, rectangular footprints with minor recesses and projections
- Scale: Typically 1-4 stories
- Materials: Brick, stucco, stone
- Colors: Red, white and off-white, grey

## LANDSCAPE – PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Substantial, mature frontage planting

## CHARACTERISTICS TO AVOID

- Un-landscaped frontages

## PRECEDENT IMAGES



**1460-1490 Pantops Mountain Pl.**

From the Rt. 250 East corridor, these medical office buildings are mostly screened by frontage landscaping, The senior living development beyond is not visible from this corridor but is visible from distances on other corridors.



**Vicinity of 220 Wayles Ln.**

A consistent row of street trees and shrubs helps harmonize buildings with varying scales and setbacks.



**Vicinity of 1793 Richmond Rd.**

Landscaping set within wide landscape buffers is a consistent condition along this segment of the Rt. 250E corridor.

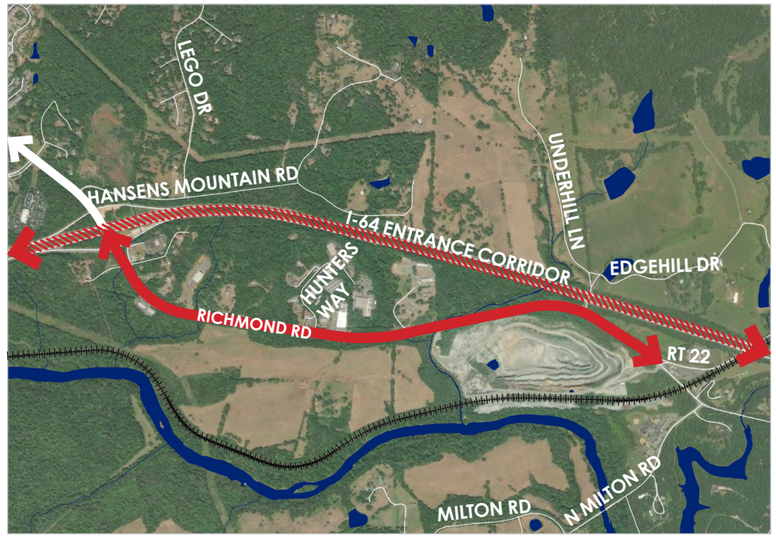
# Entrance Corridor: Route 250 East: **Rural Commercial**

Between the I-64 Interchange to the west and Rt. 22 to the east

DRAFT



Last updated: 10.26.2022




LENGTH: 2.1 MILES

## GENERAL CHARACTERISTICS

Most of this segment retains a rural character with rolling hills and gently curving roadway. Intermittent commercial uses interrupt the fairly consistent wooded border. Developments that predate the ECDG have un-relegated parking and typically lack landscaping at the street. Towards the eastern end of the segment the Luckstone Quarry occupies a significant length of the frontage but is screened by landscaped berms and mature trees. At the eastern end of the corridor the design of a convenience store and gas station responds to the unique geometry of the Rt. 250/22 intersection and showcases local masonry.

## STRUCTURES – PREDOMINANT FEATURES

- Form: Gabled and hipped roofs on more recent structures; flat roofs on older buildings
- Scale: 1-2 stories
- Materials: Metal siding and roofs, brick, painted concrete block, stucco
- Colors: Grey, brown, tan, brick red

## LANDSCAPE – PREDOMINANT FEATURES

- Deep wooded buffers, berms with mature trees

## ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Frontage landscaping/buffers

## CHARACTERISTICS TO AVOID

- Un-relegated parking
- Frontage without landscaping

## PRECEDENT IMAGES



**2151–2153 Richmond Rd.**

Simple building forms and materials reference local agricultural precedents.



**101 Shadwell Heights Rd.**

Renovations at a development that predates the establishment of the EC overlay include the addition of frontage trees which help integrate the site into the streetscape.



**Vicinity of 2422 Richmond Rd.**

A historical marker commemorates Shadwell, birthplace of Thomas Jefferson, though views of the property are mostly blocked by roadside buffers.



**3008 Richmond Rd.**

This gas station uses stone to relate to the local context and standing seam metal for both the fuel pump canopy and the store building to achieve an overall coordinated appearance. The cupola emphasizes the unusual form, which responds to the geometry of the intersection.

# Entrance Corridor: Route 250 West: **Rural Areas West & East of Ivy Depot**

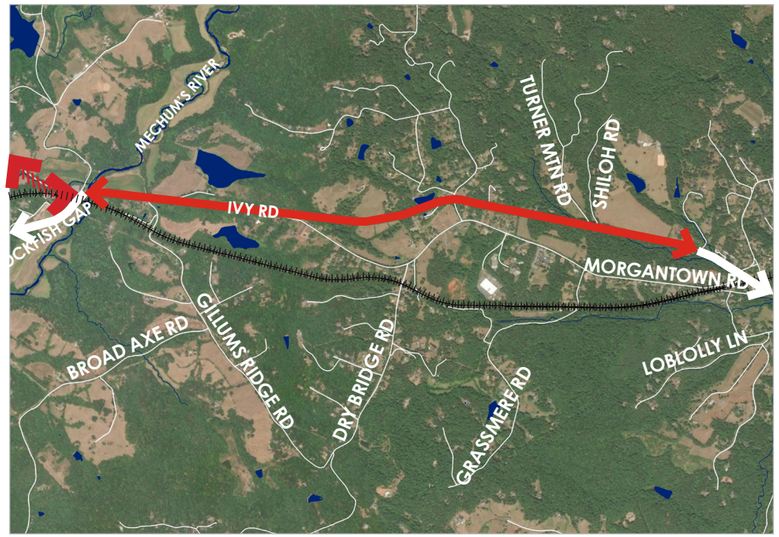
Between Mechum's River at the west and Fields of Boaz Dr. at the east &
Little Ivy Creek at the west and Broomley Rd. at the east

DRAFT



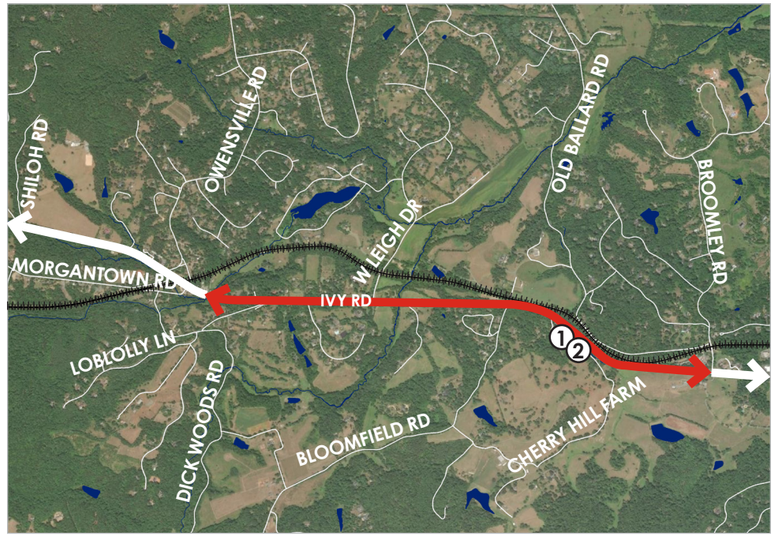
Last updated: 10.31.2022

## WEST OF IVY DEPOT




LENGTH: 2.6 MILES

## EAST OF IVY DEPOT




LENGTH: 2.2 MILES

### GENERAL CHARACTERISTICS

These rural areas of Rt 250 W are characterized by a narrow road with wooded borders. Intermittent fields, lawns, and residential driveways, some marked by board fences, are visible along the segment while residences are set back from the road. Wooded buffers, mature trees, and hedgerows provide screening, resulting in little visual impact from development. Wooded borders and landscape views retain prominence.

### STRUCTURES – PREDOMINANT FEATURES

- Deep setbacks, frontage trees and hedgerows limit visibility of structures, allowing for flexibility in form and materials
- Scale and color help maintain minimal visual impact

### LANDSCAPE – PREDOMINANT FEATURES

- Narrow road with wooded borders/hedgerows predominates
- Some rolling pastures and expansive floodplain are visible from the street
- Landscaped and wooded entrances

### ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Landscape predominates; views of structures are secondary
- Board fences provide consistency along the corridor
- Landscaped entrances

### CHARACTERISTICS TO AVOID

- Avoid roads and driveways without traditional intersection embellishments (trees, board fences, traditional sign styles)
- Avoid insufficient screening/landscaping of entrances and parking areas.
- Don't eliminate frontage trees/hedgerows
- Don't block distant views

# Entrance Corridor: Route 250 West: **Rural Areas West & East of Ivy Depot**

DRAFT



Between Mechum's River at the west and Fields of Boaz Dr. at the east &
Little Ivy Creek at the west and Broomley Rd. at the east

PRECEDENT IMAGES

Last updated: 10.31.2022




**3470 Ivy Rd.**

Historic buildings still stand in this area, establishing the context of small-scale structures of wood and masonry materials.




**3448 Ivy Rd.**

A pocket of commercial development in renovated historic buildings includes the D.S. Tavern, noted as the location of the zero milepost of the Three Notched Rd.



**Vicinity of 748 Verdant Lawn Ln.**

Rolling pastures visible beyond a hedgerow.



**3316 Ivy Rd.**

A dramatic view of rolling topography, board fences, and farm buildings opens for travelers eastbound near Broomley Rd.



**East of 5274 Ivy Rd. (Looking East)**

A narrow road with wooded borders characterizes most of these extents.



**Intersection with Turner Mtn. Rd.**



**Intersection with Fields of Boaz Dr.**

Board fences and mature trees bordering roads intersecting with the corridor help blend those roads into the streetscape.

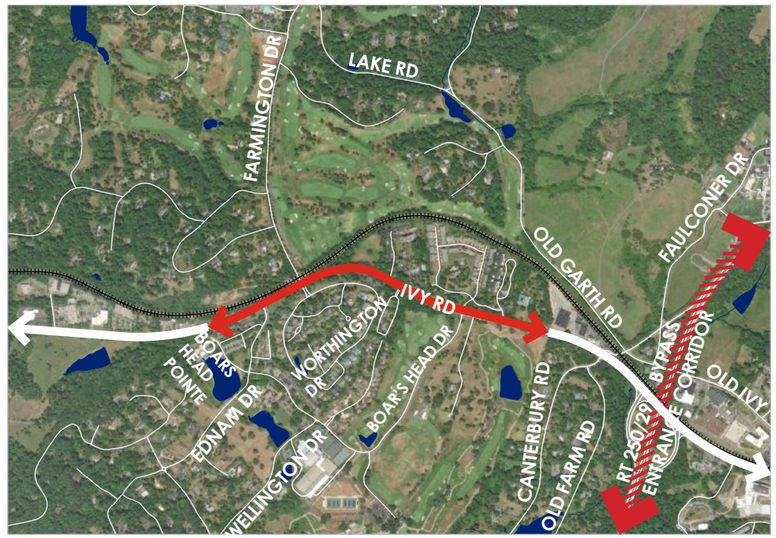
# Entrance Corridor: Route 250 West: **Rinehart Row**

Between the vicinity of Boars Head Pointe to the west and 2421 Ivy Rd. to the east

DRAFT



Last updated: 10.31.2022




LENGTH: 0.9 MILES

## GENERAL CHARACTERISTICS

Few buildings in this segment are clearly visible from the street. Deep wooded frontages and landscaped lawns screen the buildings from view. Low stone walls along the street and grand entrances with integrated signs are a consistent theme. The formal design of the site entrances hints at the high-style "country" homes beyond, including the historic Ednam (1901-05), White Gables, Kenridge and Boxwood (all ca. 1922) houses that stand as centerpieces amidst new residential developments. Two golf courses along this segment, Farmington and Birdwood, feature additional grand homes and present a more manicured version of the rolling topography found elsewhere on the corridor. A broad view to the south is available from the street beyond the Birdwood house (1819-1830 and 1909) and course. The Boar's Head development at the west end of the segment contains a broad mix of buildings with varying sizes and scales. This includes a group of residential-scaled buildings that strongly references Colonial forms and styles, with slightly greater visibility from the street.

## STRUCTURES – PREDOMINANT FEATURES

- Buildings have minimal visibility from the street
- New development on historic sites maintains the prominence of the historic resources

## LANDSCAPE – PREDOMINANT FEATURES

- Narrow road with rhythm of wooded borders alternating with expansive, manicured, designed lawns with rolling topography
- A variety of mature trees and shrubs along the frontage

## ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Low stone walls, signs (typically simple and restrained) and landscaping are integrated at formal, grand site entrances
- Deep front setbacks with mature landscaping

## CHARACTERISTICS TO AVOID

- Highly visible development (including parking areas)

## HISTORIC NOTES

- Hollis Rinehart Sr., a local engineer and partner in the Rinehart and Dennis construction firm, owned Birdwood for a period of time and was responsible for building Kenridge and Boxwood.
- This segment is referred to as "Rinehart Row" to acknowledge the guiding role of Hollis Rinehart Sr. in the construction of several significant buildings along this portion of Ivy Rd.
- The Farmington house (begun in 1785 with later additions, including one designed by Thomas Jefferson) is set well back from the corridor; the golf course is barely visible beyond the railroad tracks.

## PRECEDENT IMAGES

**Low stone site walls, retained as historic properties redevelop, establish a coordinated appearance along the street.**



Kenridge property



White Gables property




Ednam property

# Entrance Corridor: Route 250 West: **Rinehart Row**

Between the vicinity of Boars Head Pointe to the west and 2421 Ivy Rd. to the east

DRAFT

## PRECEDENT IMAGES

Last updated: 10.31.2022

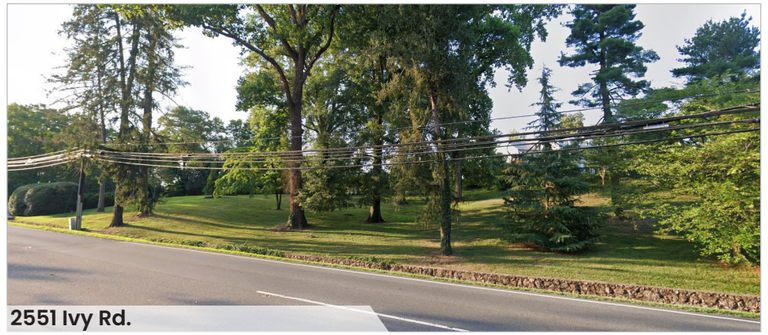
**Most buildings in this segment have little visibility from the street due to deep lawns with mature landscaping.**



Kenridge Entrance

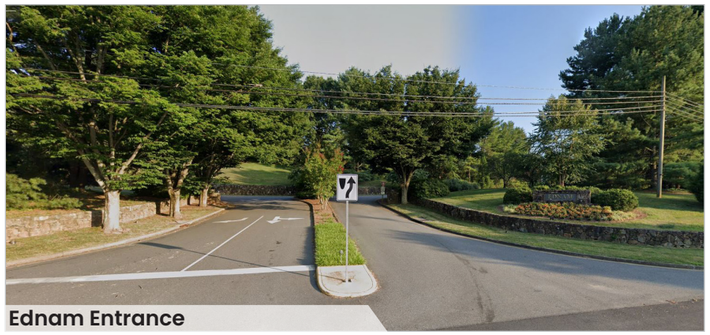


2421 Ivy Rd.

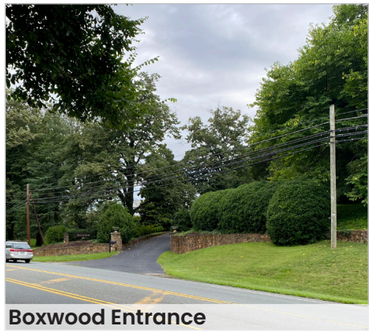


2551 Ivy Rd.

**Site entrances typically integrate signage with low stone walls and/or extensive landscaping.**



Ednam Entrance



Boxwood Entrance



White Gables Entrance



Farmington Entrance




Boar's Head Resort Western Entrance



Boar's Head Resort Eastern Entrance



Birdwood Entrance

# Entrance Corridor: Route 250 West: **University**

**Between 2421 Ivy Rd. to the west (just east of White Gables Ln.) and the City/County line at Old Ivy Rd. to the east**

DRAFT



Last updated: 10.31.2022




LENGTH: 1.3 MILES

## GENERAL CHARACTERISTICS

Approaching the University of Virginia, this easternmost segment of Rt. 250 West features a greater proportion of commercial and office buildings. At the west end, commercial buildings that predate the ECDG are single-story brick structures situated relatively close to the road, and a 3-board fence and sign with stone piers (like those in the more rural sections of the corridor) mark the Bellair subdivision, whose residences are screened from the corridor by mature trees. East of Canterbury Rd., University-owned office buildings are visible beyond the railroad tracks to the north. In these buildings, simple forms and red brick predominate; more recent buildings rise to 3 stories in height. East of the Bypass interchange, the south side of the corridor has a mix of buildings, including one- and two-story brick structures that predate the ECDG, and larger footprint multi-story office buildings of more recent construction. A low stone wall defines a portion of the south side of the corridor, and railroad tracks maintain a presence along the north side.

## STRUCTURES – PREDOMINANT FEATURES

- Form: simple rectangular/block forms, gabled and hipped roofs
- Scale: 1-3 stories, smaller footprints closer to the road
- Materials: brick predominates, some stone and wood
- Colors: traditional brick colors, white trim, roofs in green, grey, tan, brown

## LANDSCAPE – PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Vegetated berm along railroad tracks
- Low stone walls
- Frontage planting
- Brick used as primary building material

## CHARACTERISTICS TO AVOID

- Wide-open site entrances
- Frontages and parking without landscaping

## HISTORIC NOTES

- The corridor transitions to University Avenue in the City of Charlottesville, passing by the Rotunda and the University of Virginia National Register Historic District.

## PRECEDENT IMAGES



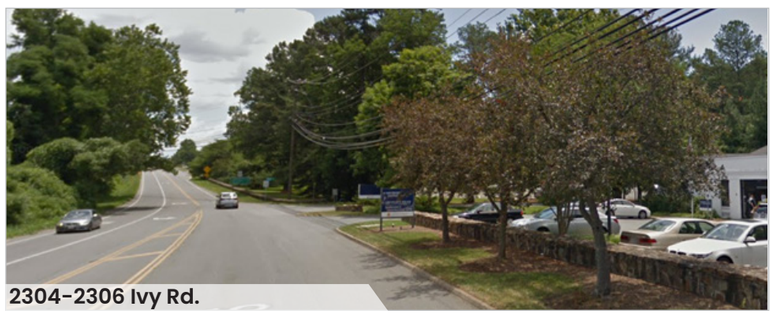
**2415 Ivy Rd.**

This successful building renovation maintains the basic building form, scale, red brick material, and metal accents of the original 1950 John Deere dealership.



**2496 Old Ivy Rd.**

A 3-story office building in traditional materials and colors viewed across the railroad tracks.



**2304–2306 Ivy Rd.**

A low stone wall borders a portion of the south side of the street.

# Entrance Corridor: Route 250 West: **University**

Between 2421 Ivy Rd. to the west (just east of White Gables Ln.) and the City/County line at Old Ivy Rd. to the east

DRAFT

## PRECEDENT IMAGES

Last updated: 8.8.2022



**Vicinity of 2260 Ivy Rd.**

Mature trees on the north side and the vegetated berm of the railroad on the south side establish a sense of enclosure along portions of this segment.



**2206 Ivy Rd.**

A renovated gas station building exhibits the small scale, simplicity of form, and materials that are characteristic of traditional architecture along the corridor.



**2214 Ivy Rd.**

The Townside Shopping Center predates the EDCG and has a larger footprint than most buildings of its era on this corridor, but its use of red brick, alternating pedimented bays, and a colonnade tie it to the traditional architecture of the area.



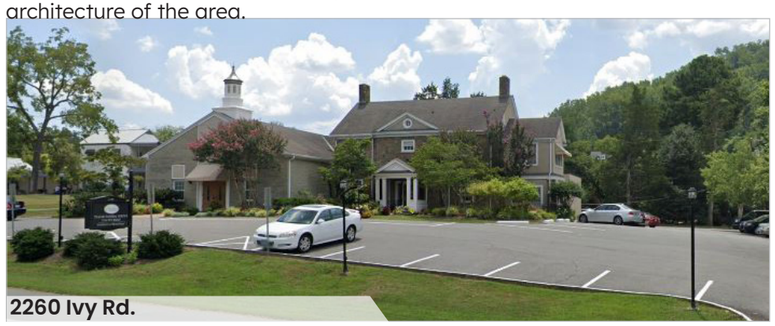
**2250 Ivy Rd.**

A contemporary style medical office building continues the masonry building tradition of the area.



**2250 – 2260 Ivy Rd.**

The 1930s residence (right), 1980s funeral home addition (middle), and 2022 medical office building (left) mark decreasing building setbacks over time.



**2260 Ivy Rd.**

A 1930s Colonial Revival residence is partly overshadowed by a large 1980s addition.



**2280 Ivy Rd.**

2021 University-constructed medical office building adopts a contemporary aesthetic while continuing the tradition of using red brick as a primary building material and setting the building in a lawn with mature trees, defined by a low stone wall.



**310–350 Ivy Way**

The view along the north side of this segment of Ivy Rd. is dominated by the railroad tracks, which rise in elevation moving west to east, and the trees, shrubs and undergrowth along the tracks. Some brief, intermittent views of the office buildings accessed from Old Ivy Rd. are visible along the corridor beyond the tracks. Red brick and white trim predominate.



**2420 Old Ivy Rd.**

University-owned buildings, mostly screened from the corridor by the railroad's vegetated berm, continue the red brick tradition of the area with larger footprints and taller heights.

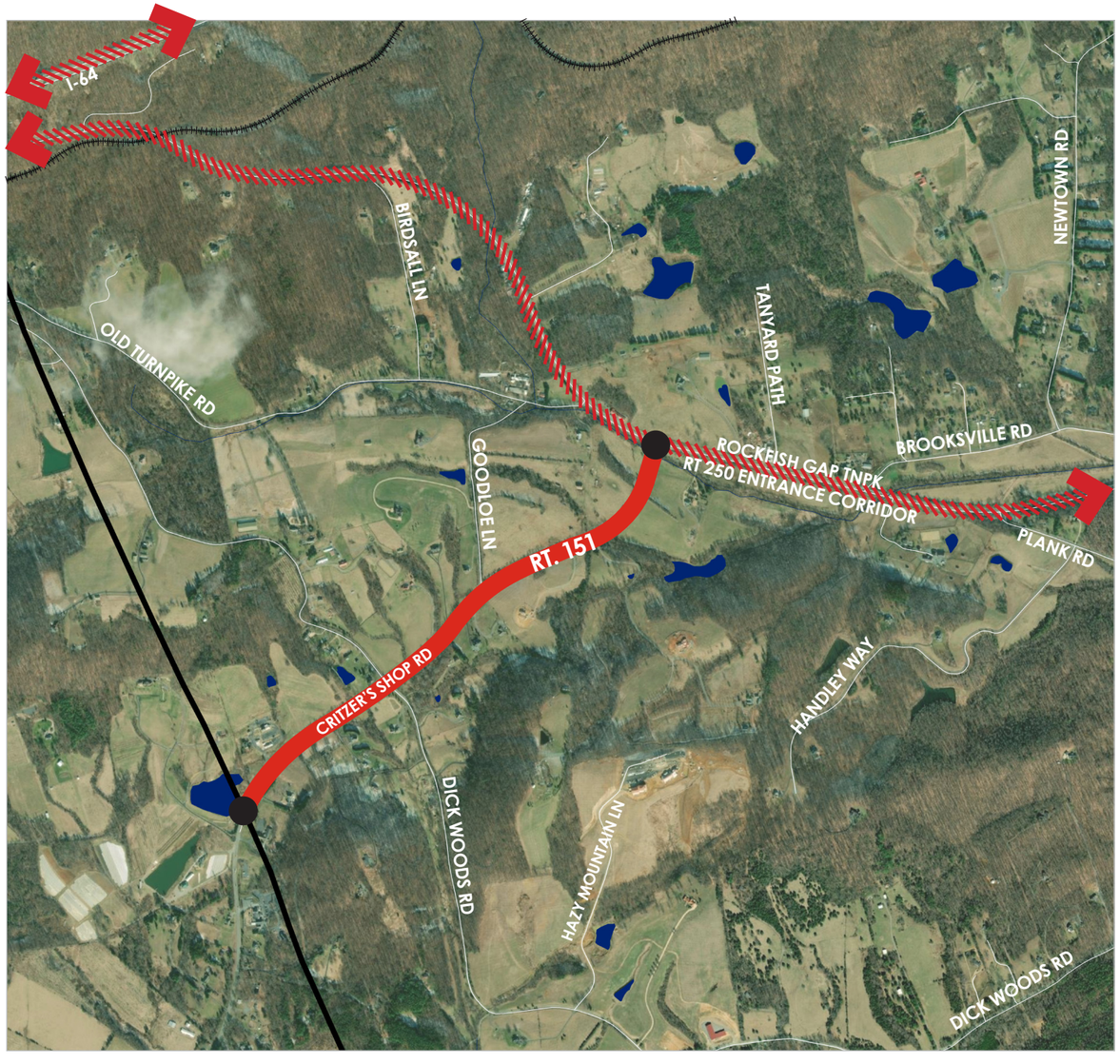
# Entrance Corridor: Route 151 (Critzer's Shop Rd.)

From the western County line to Rt. 250 West (Rockfish Gap Tnpk.)

DRAFT



Last updated: 10.25.2022




LENGTH: 1.2 MILES

## HISTORY

The 1875 Peyton map of Albemarle County identifies "Critzer" as a property owner along a road corresponding to the alignment of today's Rt. 151. A short distance to the south it also shows a "shop". The 1907 Massie map identifies a "Jos. Critzer's Shop" in the same vicinity. The store no longer stands, but the road name retains the historical association. Rt. 151 is a designated Virginia Scenic Byway from its northern terminus at Route 250 to the intersection with Crabtree Falls Highway in Nelson County. The corridor has seen an increase in tourist traffic as buildings are renovated or constructed to house wineries and breweries in both Albemarle and Nelson Counties. A roundabout under construction in 2022 marks the northern terminus of the corridor. Rt. 151 was designated an Albemarle County Entrance Corridor in 1990.

## GENERAL CHARACTERISTICS OF PROGRESSION

Most of this short corridor falls within the Greenwood-Afton National Register Rural Historic District. The full length of the corridor is rural in character and features rolling topography and dramatic mountain views interspersed with farm structures and single-family residences in a mix of historic and more modern suburban styles. A rhythm of wooded borders alternating with open views develops along the narrow road.

## ZONING & LAND USE

Properties along the full length of Rt. 151 are zoned Rural Areas (RA). This zoning eliminates much of the corridor from EC design review. As tourism-related activities continue to develop, a focus on maintaining viewsheds, wooded frontages, and rolling topography would help maintain the rural character.

## STRUCTURES – PREDOMINANT FEATURES

- Form: Traditional residential forms with pitched roofs; simple vernacular agricultural forms
- Scale: Residences are typically 2-stories; farm buildings – individuals or in groups – can have larger footprints and/or sprawling layouts
- Materials: Wood, metal, some brick
- Colors: Grays and neutrals; red farm structures

## LANDSCAPE – PREDOMINANT FEATURES

- Rolling topography visible from the street
- Dramatic mountain views
- Wooded borders along the road

## ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Most buildings have deep setbacks from the road
- Some properties have 3- or 4-board fences

## CHARACTERISTICS TO AVOID

- Bare street frontage
- Development that blocks mountain views

# Entrance Corridor: Route 151 (Critzer's Shop Rd.)

From the western County line to Rt. 250 West (Rockfish Gap Tnpk.)

DRAFT

PRECEDENT IMAGES

Last updated: 7.20.2022




**Vicinity of 8872 Critzer's Shop Rd. (Looking North)**

Traveling northbound and approaching the intersection with Rt. 250, the wooded borders along the narrow road open up to a dramatic view of the mountains.



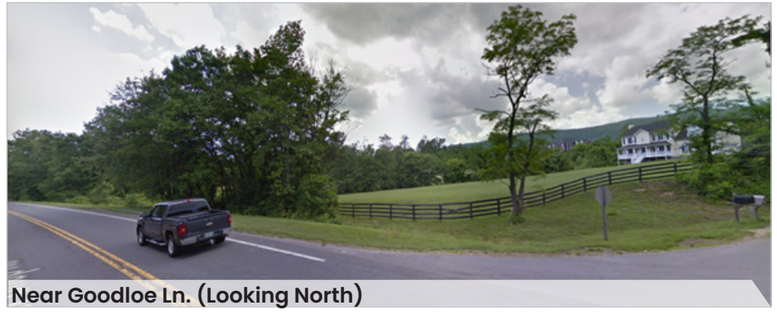

**Vicinity of 9357 Critzer's Shop Rd.**

Dramatic mountain views traveling southbound and approaching Nelson County.



**Intersection of Dick Woods Rd. (Looking West)**

Historic farmhouse at intersection with Dick Woods Rd. (Rt. 637).



**Near Goodloe Ln. (Looking North)**

Recent residential development, though suburban in style, retains a deep setback, wooded border, and 4-board fencing that are characteristic of the rural area.



**Near the intersection of Dick Woods Rd. (Looking Northwest)**

Historic farmhouse at intersection with Dick Woods Rd. (Rt. 637).



**9264 Critzer's Shop Rd., Valley Road Vineyards**

Buildings with simple agricultural forms spread within the rolling topography.



**9388 Critzer's Shop Rd.**

At the Critzer Farm, located just over the Nelson County line, a mix of agricultural and residential buildings stand in planted fields with a dramatic mountain backdrop.



**9519 Critzer's Shop Rd.**

A Nelson County brewery retains traditional agricultural forms, board fencing, and a planted frontage.

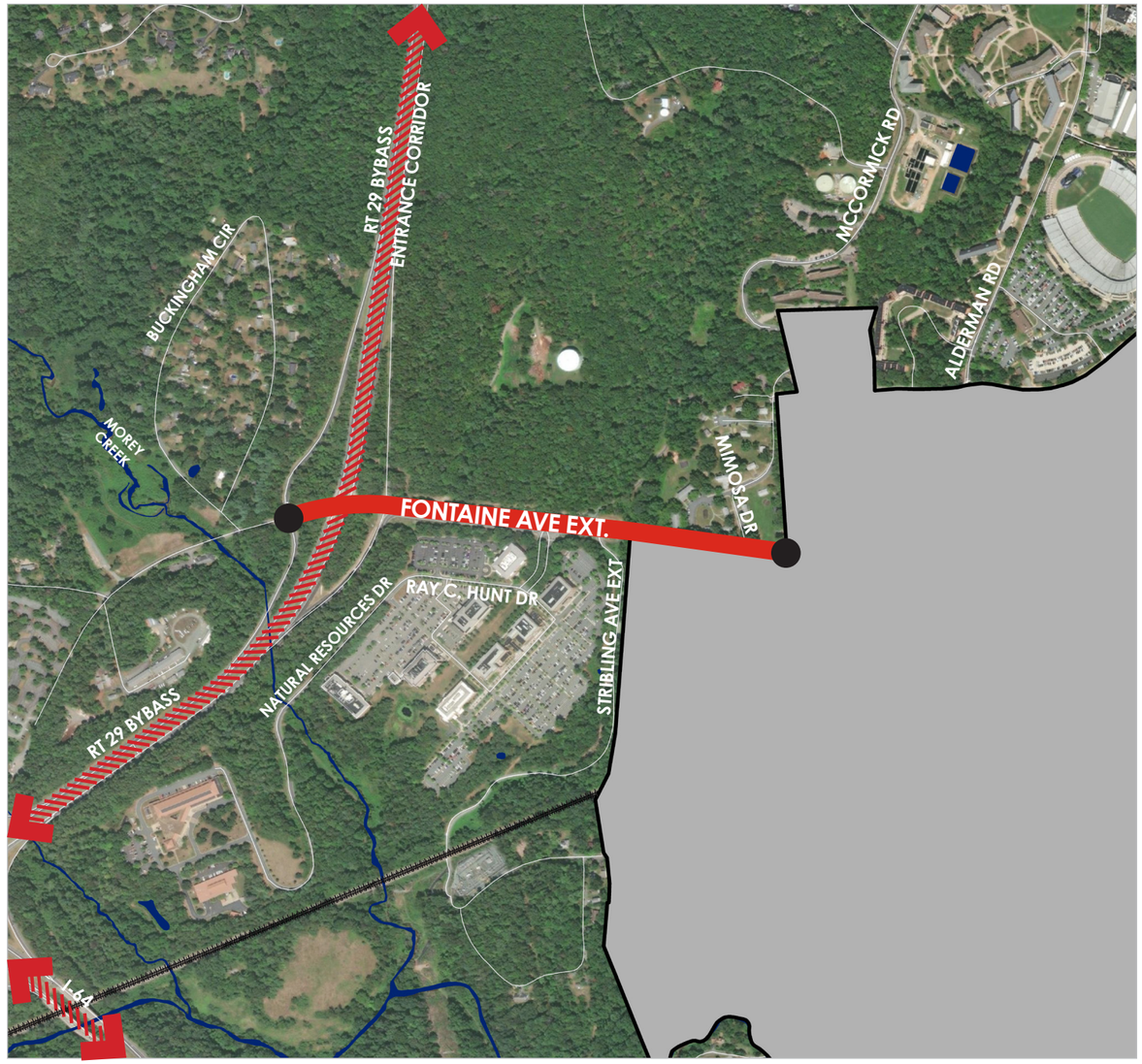
# Entrance Corridor: Fontaine Ave. (U.S. Rt. 29 Business)

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: 10.25.2022




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 – PREDOMINANT FEATURES

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.

## LANDSCAPE – PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

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)

DRAFT

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)

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 form the corridor.



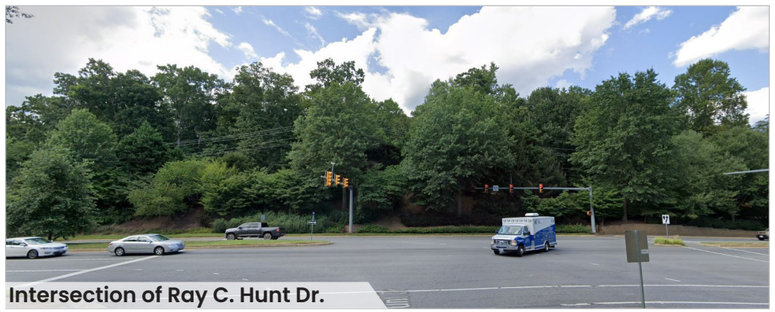
**Fontaine Research Park Entrance**

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.

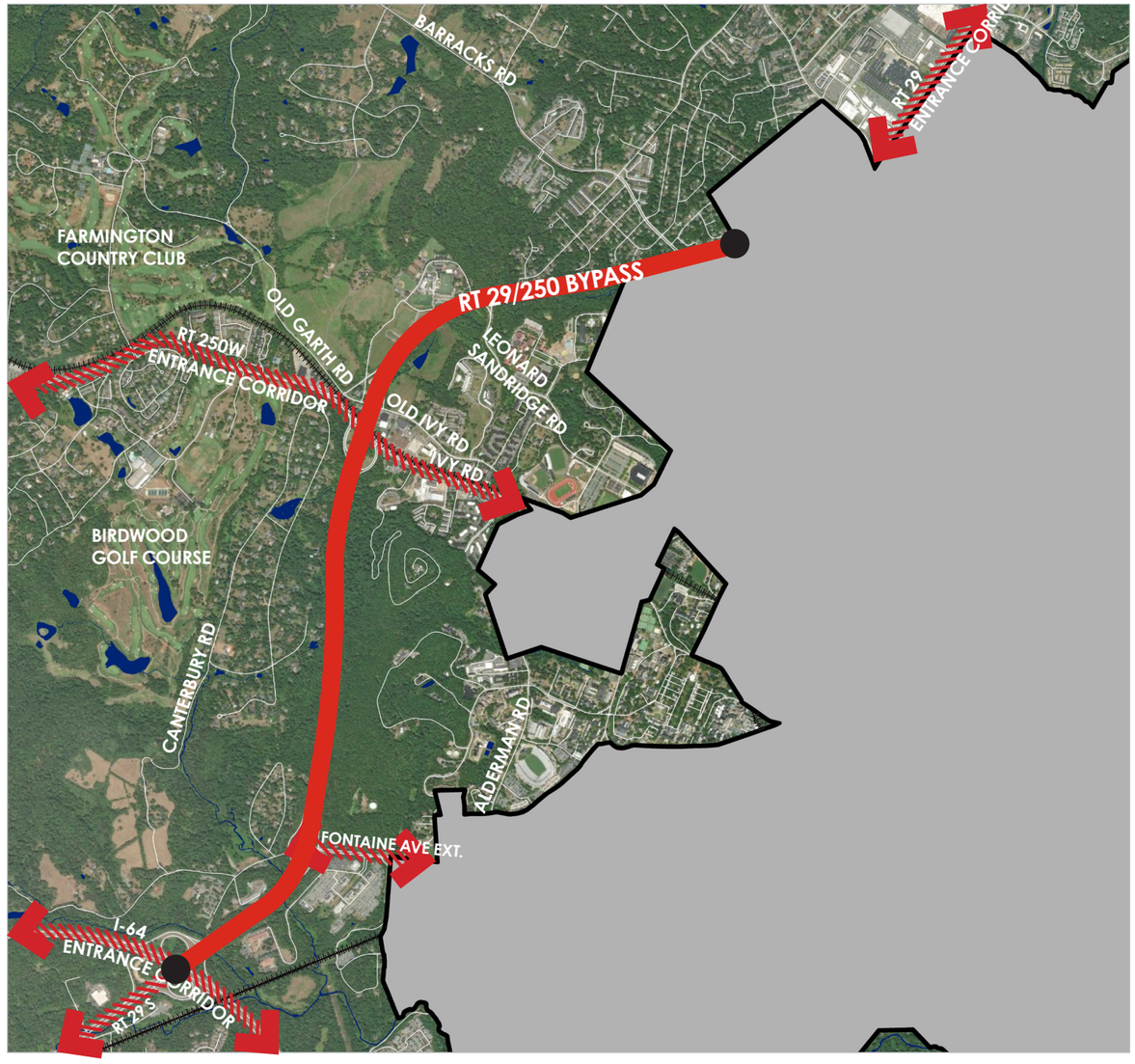
# Entrance Corridor: Route 29/250 Bypass

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: 10.25.2022




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 a 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 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 – PREDOMINANT FEATURES

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

## LANDSCAPE – PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

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

## CHARACTERISTICS TO AVOID

- Corridor frontage without landscape screening

# 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

PRECEDENT IMAGES

Last updated: 10.25.2022




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



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




Sound barriers dominate the view north of the Barracks Rd interchange. If used, future sound barriers should coordinate with existing ones in texture and variation and should have increased landscape buffers.

PLACEHOLDER FOR WINTER SEASON VIEW OF STAB CAMPUS FROM THE CORRIDOR

In winter months, school buildings and ballfields associated with St. Anne's-Belfield School Campus are visible to the north.