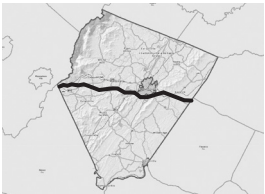


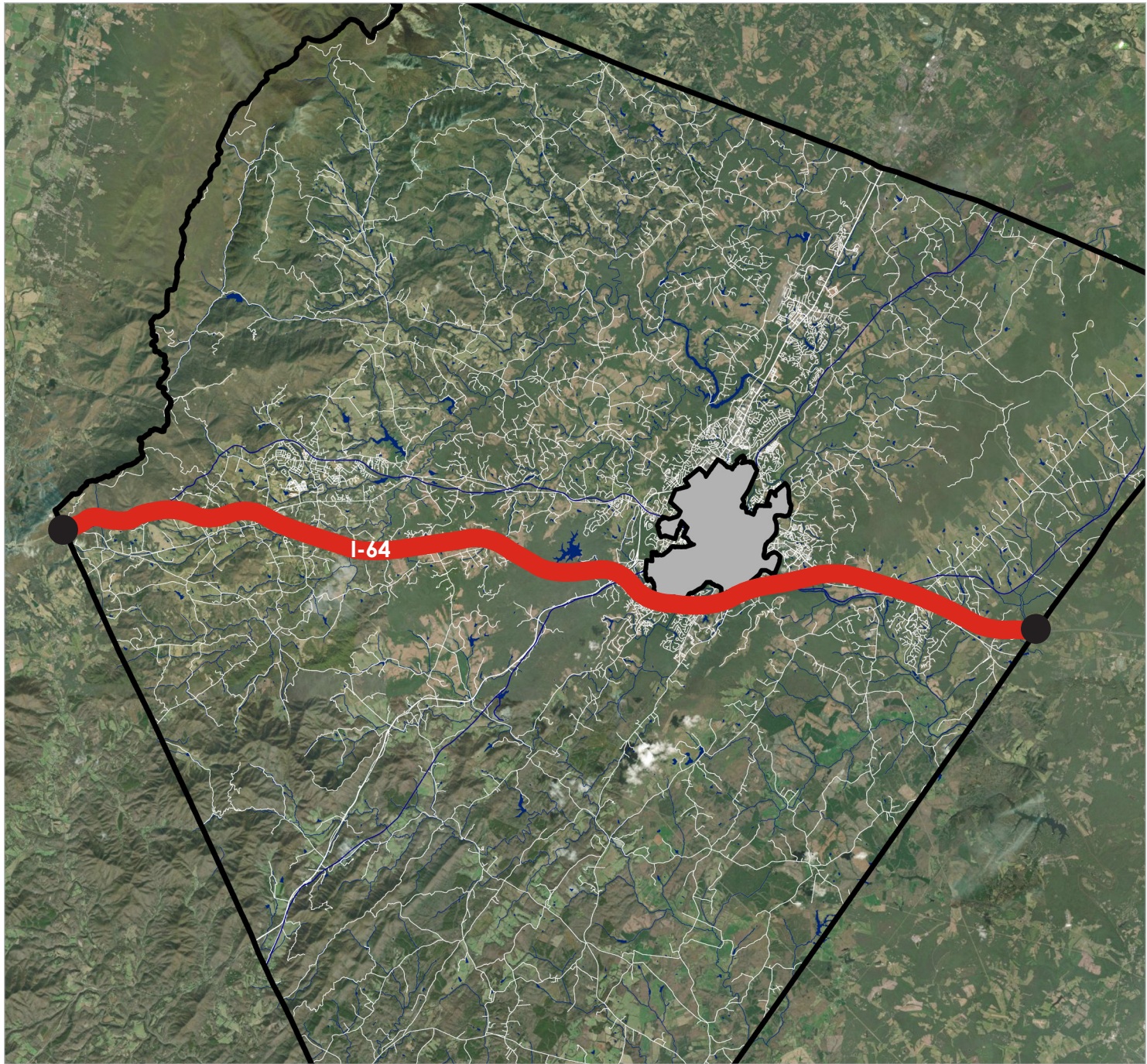
Entrance Corridor // Interstate 64

From the western County line to the eastern County line

DRAFT



Last updated: 04.04.2023



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. It allows access to the City of Charlottesville as it skirts the city's southern boundary, and provides two access points both east and west 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.
 - The view of water and mountains from the bridge over the Rivanna River.

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

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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.

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 – PREDOMINANT FEATURES

- 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.
- Dense wooded borders, berms, and trees in the median significantly limit views of structures along most of the eastern segment. Filtered views increase at interchanges and overpasses.

LANDSCAPE – PREDOMINANT FEATURES

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

ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Landscape and views predominate
- Structures are secondary

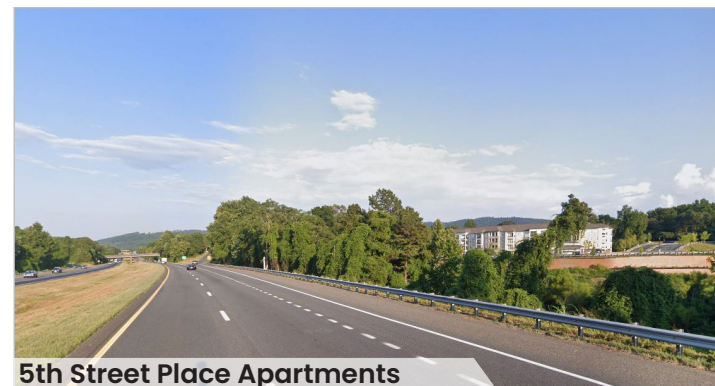
CHARACTERISTICS TO AVOID

- Obstructed mountain views
- Thin wooded borders

PRECEDENT IMAGES



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



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.



A distant view of the mountains to the west becomes available a short distance east of the Rt. 20 interchange.



VDOT Workers' Memorial and Scenic Overlook

Expansive mountain views are available from the VDOT Workers' Memorial at the western end of the I-64 corridor.



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.



View west from the bridge over the Rivanna River.



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



Near Avon St. Ext. Overpass

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



The dense enclosure of trees in the right-of-way breaks at the Edgehill Dr. overpass, revealing a view of fields and mountains to the north.