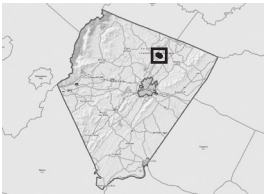


Entrance Corridor // Route 649 (Airport Rd.)

From Dickerson Rd. (Rt. 606) at the west to Seminole Trl. (Rt. 29) at the east

DRAFT



Last updated: 08.25.2023



LENGTH: 0.7 MILES

HISTORY

In 1951, the City of Charlottesville and Albemarle County decided to build an airport near Earlysville. Originally named Albemarle Airport, then Charlottesville Albemarle Airport, the facility was opened in 1955 with service provided by Piedmont Airlines. Aerial maps from 1937 show a road extending west from Rt. 29, approximating the route of today's Airport Rd. At that time the surrounding area was a mix of farmland, woods and cleared fields. Land adjacent to the corridor was gradually cleared through the '60s and '70s, residences built in the '70s and '80s, and commercial and industrial sites were added in the 1990s.

Airport Rd. was designated an Entrance Corridor in 2000.

GENERAL CHARACTERISTICS OF PROGRESSION

Despite its short length, this corridor includes a range of development and frontage conditions. The broad width of the street contributes to an open character along its length. The open character is emphasized by open space near the airport roundabout and the deep setbacks of residential properties in the vicinity of Lewis and Clark Dr. The width of the street, the preponderance of adjacent parking lots and automobile-related businesses, and the lack of trees near the sidewalks establish a strong auto-centric character for the street. A few blocks of wooded area, one west of Timberwood Blvd. on the south side and others in the vicinity of Lewis & Clark Dr., offer periodic visual breaks, and views of the mountains are available to the northwest from Coffey Dr. Distant mountain views are available

to the east and west depending on the path of travel. Most of the development on Airport Rd. predates the establishment of the Entrance Corridor, as evidenced by the un-relegated parking, the lack of frontage landscaping, and the buildings oriented away from the corridor. Notable exceptions include the Church of Jesus Christ of Latter-Day Saints at Timberwood Blvd. and the Sheetz gas station and convenience store at the intersection of Rt. 29.

ZONING & LAND USE

The mix of zoning districts – industrial, residential, commercial, and rural – has allowed for a variety of development along the corridor. The timing of the development – most prior to the establishment of the corridor – has resulted in paving and parking areas dominating the travel experience. As the corridor redevelops, a more consistent and pedestrian-friendly frontage condition can develop.

STRUCTURES – PREDOMINANT FEATURES

- Form: Typically simple, rectangular and linear; Churches have more complicated geometry; Gabled and hipped roofs
- Scale: Small residential and commercial and small to medium institutional and industrial, some with sprawling footprints; 1-2 stories
- Materials: Brick and siding for residential buildings; metal and concrete for industrial buildings
- Colors: Generally muted; red brick and white trim for non-industrial buildings; tan, off-white, red

Entrance Corridor // Route 631 (Rio Rd. East)

From John W. Warner Parkway at the east to Rt. 29 at the west

DRAFT

Last updated: 08.25.2023

LANDSCAPE – PREDOMINANT FEATURES

- The corridor has no street trees, except for newer developments at the intersection of Rt. 29. Including street trees in redevelopment plans should be a priority.
- Vegetation is primarily grass with shade trees dispersed informally across residential properties.
- Some larger groups of trees remain on undeveloped parcels.

ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Sidewalks are provided consistently along the length of the corridor

CHARACTERISTICS TO AVOID

- Un-landscaped frontages
- Un-relegated parking

PRECEDENT IMAGES



Roundabout near Bowen Loop

The entrance to the Charlottesville-Albemarle Airport is marked by a manicured lawn and freestanding sign with landscaping.



Vicinity of Coffey Dr.

A view west to the mountains is available when approaching the airport at Coffey Dr.



Vicinity of 1275 Timberwood Blvd.

The Church of Jesus Christ of Latter-Day Saints uses traditional forms and masonry materials to establish a tie to the architectural traditions of the area. An example of wooded frontages is seen to the right of the road.



3590 and 3595 Grand Forks Blvd.

Development at the Grand Forks Blvd. intersection predates the establishment of the Entrance Corridor, as evidenced by the un-relegated parking.



3640-3655 Lonesome Pine Ln.

The view of single-family residential properties on the corridor is typically screened by mature trees that are dispersed across the deep setback.



1791 and 1792 Airport Rd.

Auto-oriented businesses predominate at the east end of the corridor. The focus on paving and parking, and the lack of frontage planting are a sign that the development predates the establishment of the Entrance Corridor.



3510 Seminole Trl.

This redevelopment of the site at the northwest corner of Airport Rd. and Rt. 29 resulted in a building with a material tie to the architectural traditions of the area, a human scale design, and frontage planting.



Airport Rd./Rt. 29 intersection

Low masonry walls with signage and landscaping establish a formal entrance to the corridor from Rt. 29.