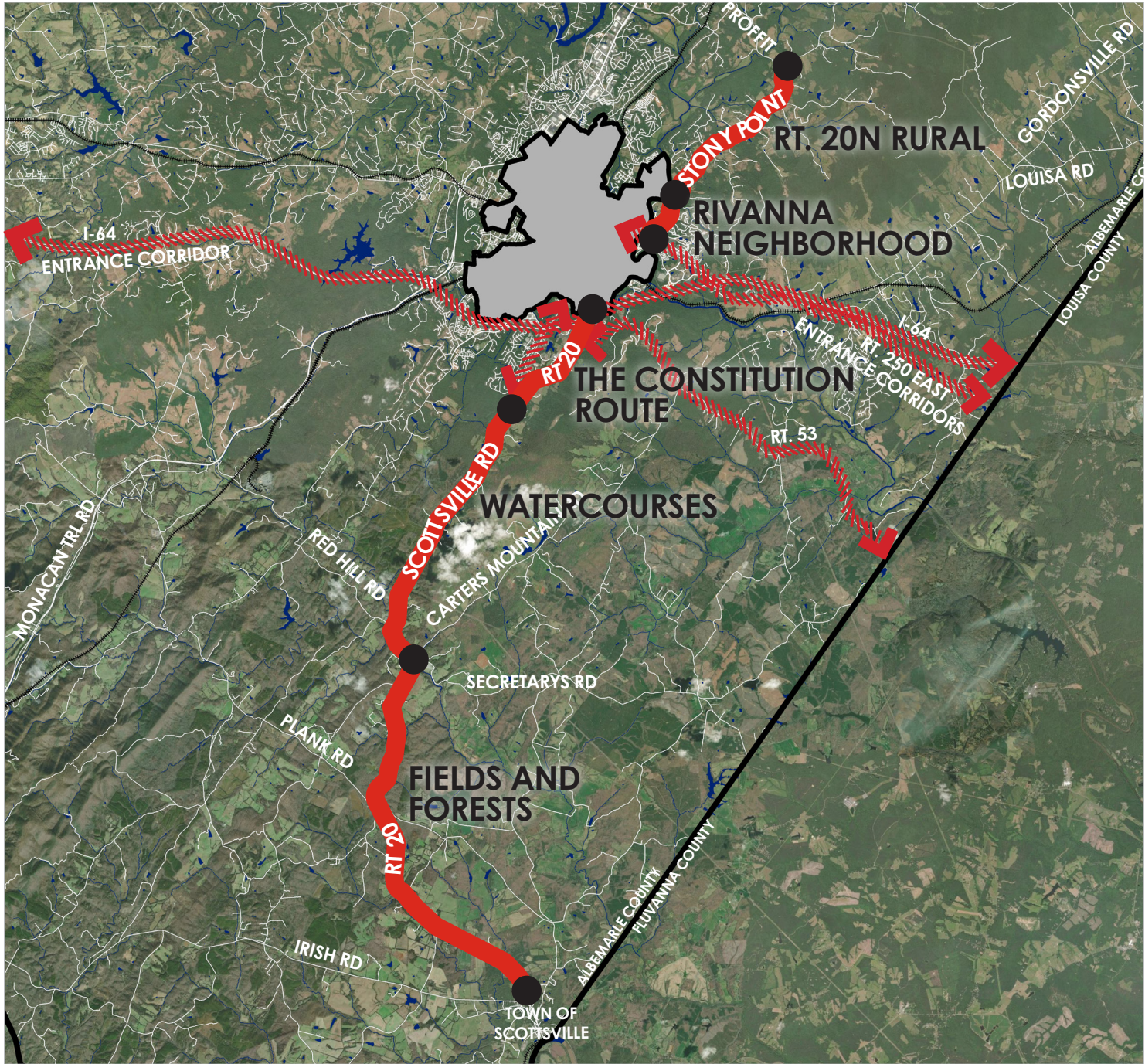


Entrance Corridor // Route 20 North (Stony Point Rd.) and South (Scottsville Rd.)

From Proffit Rd. at the north to the Rt. 250 East intersection, and from the City/County line at Moore's Creek to the Scottsville town limits at the south



Last updated: 03.05.2024



LENGTH: 22.3 MILES

HISTORY

The Southwest Mountains, Carters Mountain, and the Green Mountains influenced the development of roads in the eastern half of Albemarle County, including Rt. 20, extending both north and south of the City of Charlottesville. Coursey's Road, named for overseer William Coursey (a schoolmaster, planter, and surveyor and overseer of road construction), was in place by 1742, running along the western side of the Southwest Mountains and approximating the route of today's Rt. 20. By the Summer of 1827, the Staunton Turnpike was completed, with its southern end approximating the route of today's Rt. 20 from Scottsville to Keene. During this period, Rt. 20 was known as the "Road of the Presidents" because it came close to the homes of Madison, Monroe, and Jefferson. The path of the road changed little through the late 18th and 19th centuries. In 1921, Route 20 was the first road in Albemarle County to be paved using state funds.

Rt. 20 traverses a picturesque part of the rolling Piedmont landscape. The area is known for its pastoral beauty and productive agricultural land. The foothills of the mountain ranges are partly wooded and partly cleared for pasture. The land along the eastern and western sides of the mountain ranges developed primarily as individual farmsteads with a few crossroads communities. Today, many historic place names

remain associated with the land: Eastham, Franklin, Ridgeway, Windi-Knowe, Clark, Keene, Carter's Bridge, Glendower, and Viewmont to name a few. Residential, agricultural, religious and commercial buildings were constructed along Rt. 20 in the full range of architectural styles prevalent from the late 18th century through the early 21st, including both high-style historic estates and buildings in the more common vernacular forms. The area's pride of place is evident in the number of historic properties that remain, and in the continuity of the rural character along the length of the corridor. This character and integrity have been honored in the Southwest Mountains National Register Historic District listing and in Scenic Byway and Scenic Highway designations. Rt. 20 was designated an Entrance Corridor in 1990.

**This history was adapted from the following sources: Land and Community Associates and the Virginia Department of Historic Resources. Southwest Mountains Rural Historic District. National Register of Historic Places Registration Form. July 1991.; Moore, John Hammond, and Albemarle County Historical Society (Va.). Albemarle: Jefferson's County, 1727-1976. Published for the Albemarle County Historical Society by the University Press of Virginia, 1976.; Pawlett, Nathaniel Mason. Albemarle County Roads 1725-1816. Virginia Highway & Transportation Research Council, 1981.*

RT. 20 NORTH

GENERAL CHARACTERISTICS OF PROGRESSION

The northern end of the Rt. 20 North corridor is a curving country road traversing rolling topography with a patchwork of wooded lots mixed with residences and agricultural buildings on large parcels divided by board fences. The southern end of the Rt. 20 North corridor transitions from the mix of rural residential and agriculture to parkland mixed with residences in discernible neighborhoods, then office and commercial buildings close to the Rt. 250 intersection.

ZONING & LAND USE

South of Dorrier Dr. and Cason Farm Rd., the EC overlay falls within the Pantops Master Plan planning area. The higher density development close to the Rt. 250 intersection is consistent with the Plan's recommended development patterns. The Plan identifies a Neighborhood Service Center at the Rt. 20/Elk Dr. intersection. Future development in this Center is expected to be small-scale, mixed-use, and oriented to Darden Towe Park and incorporate walkable connections between the Park, Center, and adjacent neighborhoods. Creative architectural detailing and landscaping will be required to balance this recommended orientation with appropriate appearances along the EC.

RT. 20 SOUTH

GENERAL CHARACTERISTICS OF PROGRESSION

The southern end of the Rt. 20 South corridor passes through agricultural and wooded land, where deep views into sweeping landscapes of rolling fields, wooded areas, and forests, sometimes accented by board fences, are the primary features. Buildings in this area are generally set far back into the landscape, away from the corridor, or hidden from view entirely. Rural commercial buildings at the intersection of Plank and Coles Rolling roads at Keene and the periodic gas stations along the corridor are notable exceptions within the otherwise homogeneous rural setting. North of Carter's Bridge, the mix of fields, woods, and fences continues, but the rural/agricultural character of the corridor shifts to rural residential from Daniel Morris Ln. to Woodchuck Ln. where residences on small lots are positioned closer to the street and dense understories of wood-lined frontages restrict distant views into the landscape. North of the Avon St. intersection, the character of the corridor shifts again from rural/agricultural to residential. There, ca. 1950s residences built on small lots are interspersed among the larger, more recent residential developments of Spring Hill Village, Avinity, Galaxie Farm, and Stone Creek. Between the Rt. 53 intersection and the I-64 interchange, wooded frontages predominate along property owned by the University of Virginia Foundation and Piedmont Virginia Community College. Along most of this corridor, topography and foreground vegetation limit distant views, but mountain views are available intermittently along the length of the corridor.

ZONING & LAND USE

South of the Avon St. intersection, all but two parcels along Rt. 20 are zoned Rural Areas. (The two outliers are zoned Highway Commercial and are located close to the Town of Scottsville.) North of the Avon St. intersection, on the east side of the corridor, Rural Areas zoning continues to the county/city line. On the west side, zoning is primarily a mix of residential districts (R1, R4 and PRD) with a block of Light Industrial zoning and one Neighborhood Model development. The rural zoning results in a landscape of pasture, forest, and rolling fields, with residences mostly spread out and set back from the road.

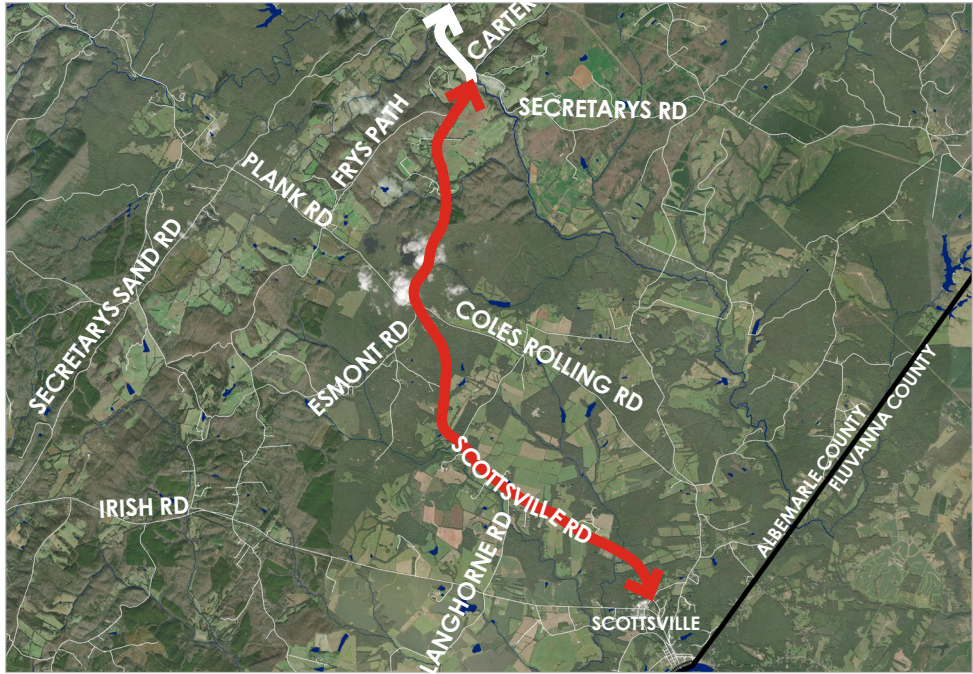
Entrance Corridor // Route 20 South // Fields and Forests

Between Scottsville to the south and Carter’s Bridge to the north

DRAFT



Last updated: 03.13.2024



LENGTH: 8.5 MILES

GENERAL CHARACTERISTICS

This segment of the Rt. 20 South corridor is primarily rural in character with the roadside condition alternating between wooded borders or hedgerows and open views of rolling fields and board fences. The wooded frontages, tree-lined drives, and deep setbacks limit visibility of institutional buildings and residences from the street. Commercial buildings along the corridor are only prominent at the intersection of Plank and Coles Rolling roads at Keene. Carter's Bridge marks the northern end of this segment. A notable structure in the landscape, the bridge features obelisks at each endcap. At times, distant mountain views are available to the north along the corridor.

STRUCTURES – PREDOMINANT FEATURES

- Form: Simple rectangles; gabled and hipped roofs
- Scale: Small to medium; typically, 1- or 2-stories
- Materials: Brick, wood, stone; shingle and metal roofs
- Colors: White, browns, grey, red, green, yellows, blue

LANDSCAPE – PREDOMINANT FEATURES

- Deep views into landscapes of open fields and mature wooded areas
- Large mature trees within open areas
- Forested areas
- Board fences, some with deep setbacks

ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Rolling fields and forests are the primary experience; structures are secondary
- Structures are set back into the landscape or are limited from view entirely

CHARACTERISTICS TO AVOID

- Lawns without large trees
- Highly visible structures
- Development located close to the street without landscaping to mitigate impacts and maintain consistency along the segment.

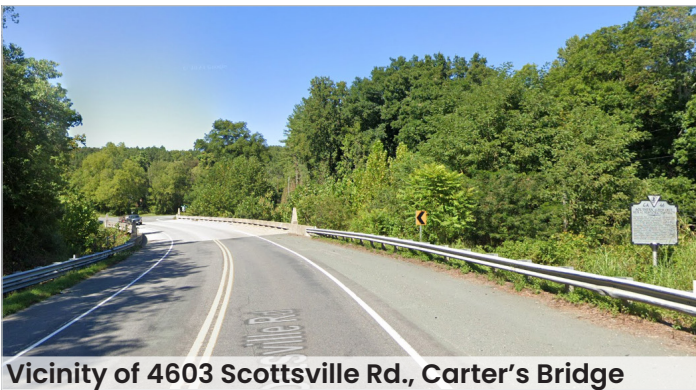
Entrance Corridor // Route 20 South // Fields and Forests

Between Scottsville to the south and Carter’s Bridge to the north

DRAFT

PRECEDENT IMAGES DISPLAYING THE EXPERIENCE ALONG THE SEGMENT

Last updated: 03.13.2024



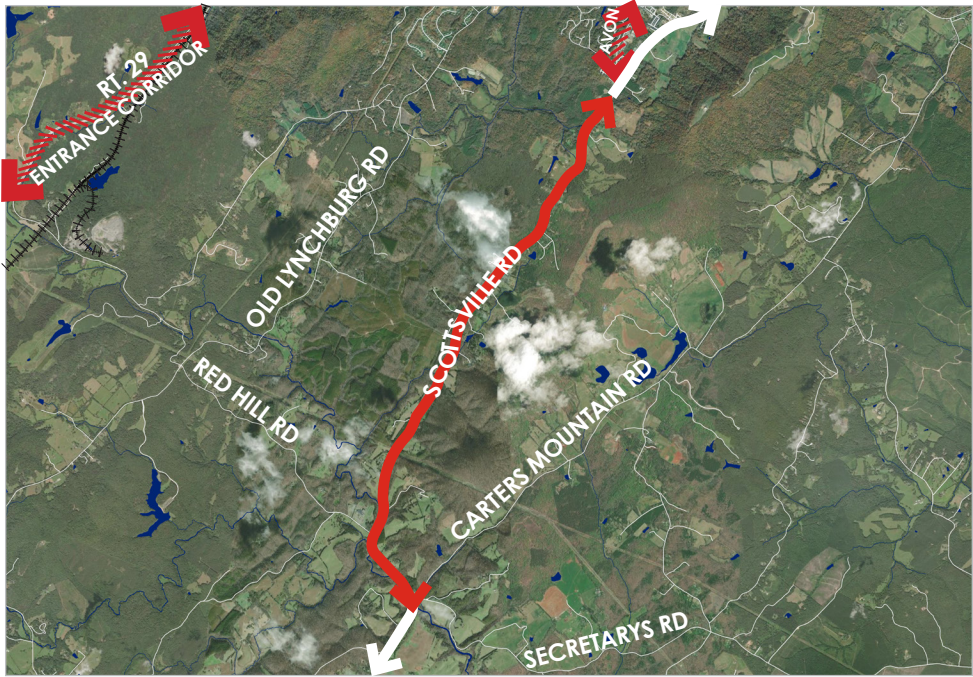
Entrance Corridor // Route 20 South // Watercourses

Between Carter’s Bridge to the south and Avon St. Ext. to the north

DRAFT



Last updated: 03.13.2024



LENGTH: 6.0 MILES

GENERAL CHARACTERISTICS

The middle segment of the Rt. 20 South corridor is rural in character. Fields, forests, and wooded frontages are the predominant features. Several streams also run close to the road in this segment, limiting development along some frontages. Unlike the segment to the south, views are inhibited by dense understory vegetation. North of Hillsdale Farm Lane, fields and woods give way to series of small lots with modest residences readily visible from the street and located closer to the corridor. Agricultural buildings and assorted small structures are also visible at times but set back a distance from the street.

STRUCTURES – PREDOMINANT FEATURES

- Form: Simple rectangles; gabled and hipped roofs
- Scale: Small to medium; typically, 1- or 2-stories
- Materials: Brick, wood; shingle and metal roofs
- Colors: White, browns, grey, red, green, yellows, blue

LANDSCAPE – PREDOMINANT FEATURES

- Narrow road with wooded frontages or hedgerows alternating with open fields and board fences
- Large mature trees on residential lots

ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Wooded or landscaped frontages

CHARACTERISTICS TO AVOID

- Development located close to the street without landscaping to mitigate impacts and maintain consistency along the segment.

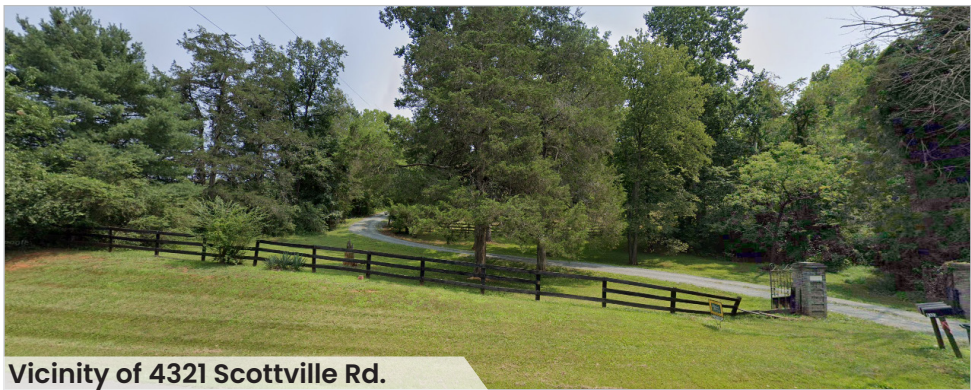
Entrance Corridor // Route 20 South // Watercourses

Between Carter’s Bridge to the south and Avon St. Ext. to the north

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PRECEDENT IMAGES DISPLAYING THE EXPERIENCE ALONG THE SEGMENT

Last updated: 03.13.2024



In winter months, streams and rivers intersecting or running alongside the road are more visible.



There are instances of groups of residences built relatively close to the road, although this condition is not typical of the segment.



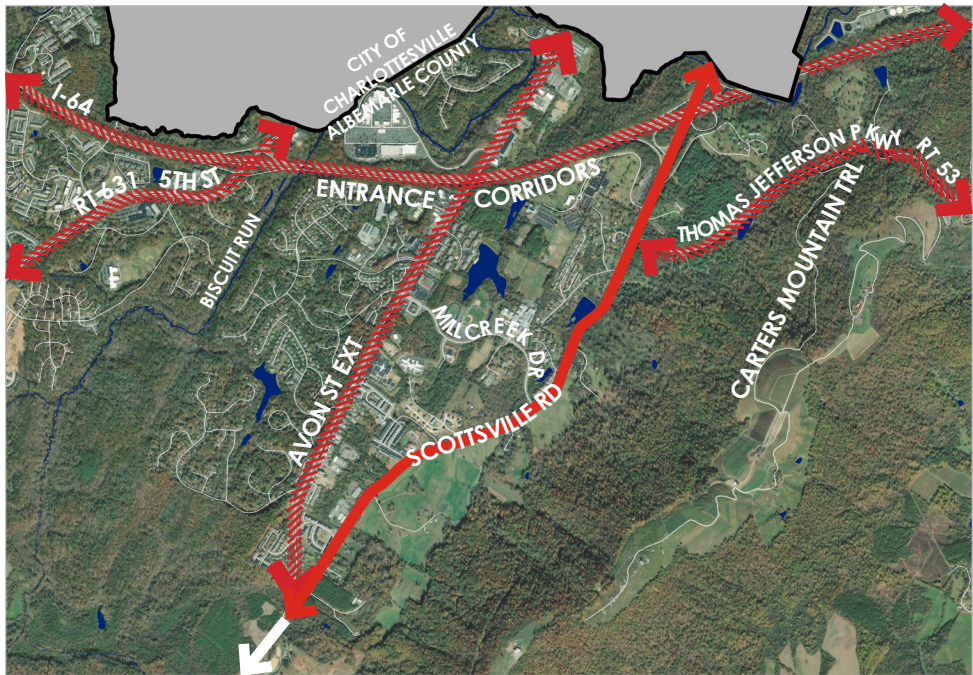
Entrance Corridor // Route 20 South // The Constitution Route

Between Avon St. Ext. to the south and the City line (Moore's Creek) to the north

DRAFT



Last updated: 03.13.2024



LENGTH: 2.9 MILES

GENERAL CHARACTERISTICS

This northern segment of the Rt. 20 South corridor retains some wooded frontages and open fields with mountain backdrop, but the focus shifts to residential development, with single-family residences built ca. 1950s mixed with larger scale townhouse and apartment developments. Some larger buildings have prominent standing on the corridor, including the office/warehouse at 1766 Scottsville Rd. and the Kappa Sigma headquarters at 1610 Scottsville Rd.

STRUCTURES - PREDOMINANT FEATURES

- Form: Simple rectangles; gabled and hipped roofs
- Scale: Small to large
- Materials: Brick, wood, stone, metal; shingle and metal roofs
- Colors: White, browns, grey, red, blue, green

LANDSCAPE - PREDOMINANT FEATURES

- Narrow road with wooded or landscaped frontages
- Mountain views to the east and northeast
- Large mature trees on residential lots

ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Wooded or landscaped frontages

CHARACTERISTICS TO AVOID

- Development located close to the street without landscaping to mitigate impacts and maintain consistency along the segment.

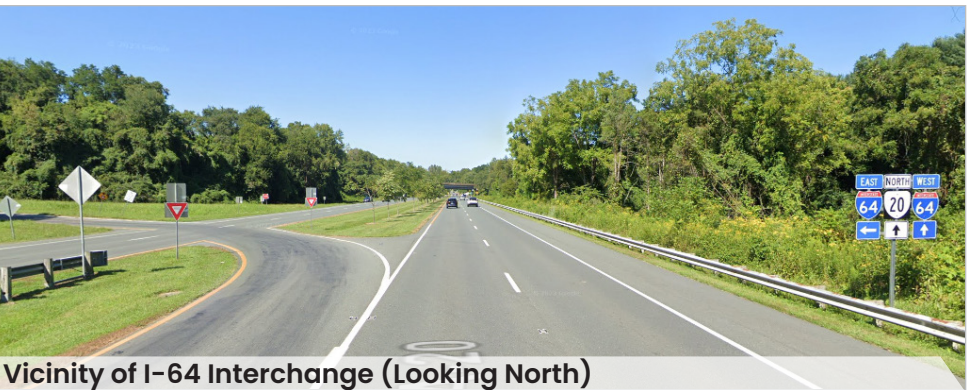
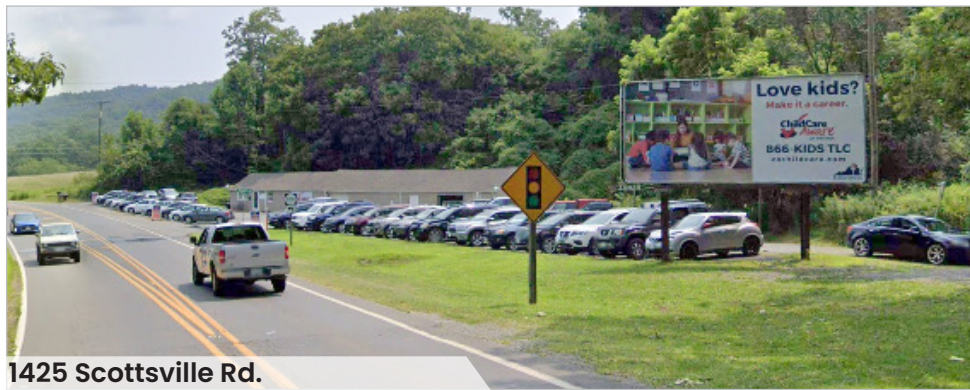
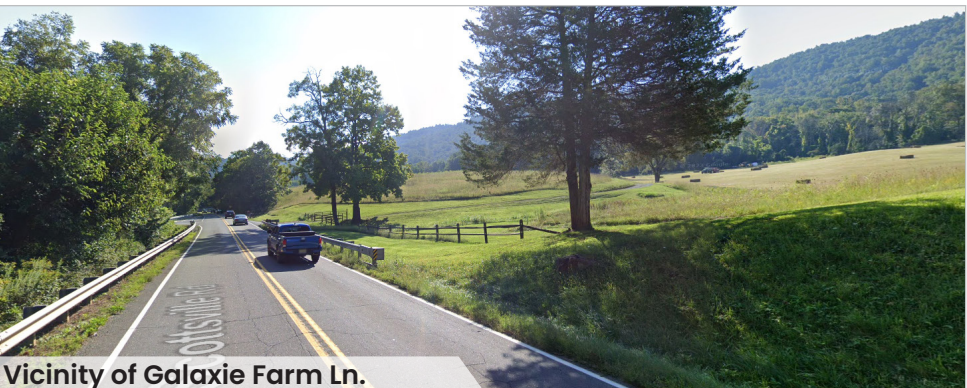
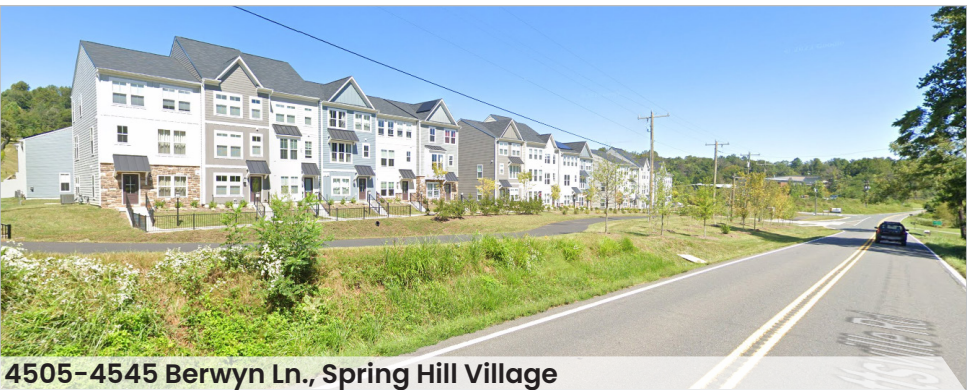
Entrance Corridor // Route 20 South // The Constitution Route

Between Avon St. Ext. to the south and the City line (Moore's Creek) to the north

DRAFT

PRECEDENT IMAGES DISPLAYING THE EXPERIENCE ALONG THE SEGMENT

Last updated: 03.13.2024



1425 Scottsville Rd.
Some development along the segment predates the ECDGs.

Intersection of Stone Creek Ln., Stone Creek Village

Vicinity of I-64 Interchange (Looking North)