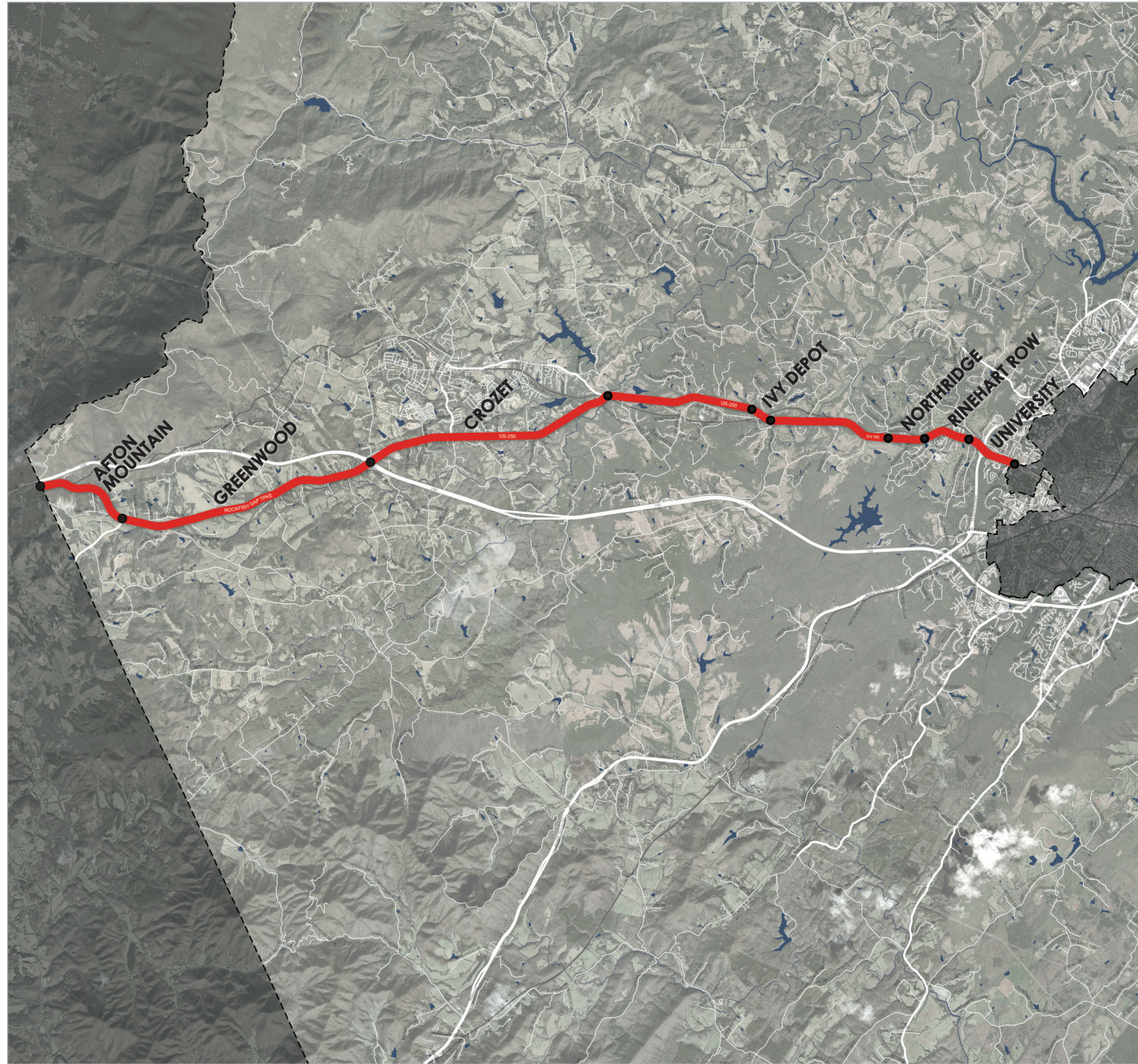


Entrance Corridor: Route 250 West (Rockfish Gap Tpke. and Ivy Rd.)

From the western County line to Charlottesville City near the intersection with Old Ivy Rd.



Last updated: 7.27.2022



LENGTH: 22 MILES

HISTORY

The current alignment of Rt. 250 West was established in the early 1940s, in part by using the alignment of Rt. 39, and in part by bypassing it. Fragments of Rt. 39 remain in today's Morgantown Road, Brownsville Road, and Hillsboro Lane. Although Rt. 39 was significantly straightened and flattened, narrow width, curves, wooded borders, and inclines/declines still characterize travel along Rt. 250, and the rhythm of tunneled tree enclosures alternating with open vistas across rolling pastures with distant mountain views remain the primary experience of travel along this corridor. Route 250 West was established as an Albemarle County Entrance Corridor in 1990.

**Portions of this history were taken from "Route 250 West: landscape patterning, spatial dynamics, and adjacent transitions," a document prepared in the Albemarle County Department of Community Development in 2006.*

GENERAL CHARACTERISTICS OF PROGRESSION

At its west end, the Rt. 250 West corridor traverses the Greenwood-Afion National Register Historic District, which includes the historic communities of Afion, Greenwood, New Town, Free Town and Yancey Mills. This portion of the corridor is rural in character with expansive pastoral and wooded landscapes that afford sweeping views of the Blue Ridge Mountains. East of the Interstate 64 overpass at Yancey Mills, along the central stretch, periodic areas of commercial development appear, as seen in areas around Crozet and in Ivy Corner. East of Broomley Rd, the corridor exhibits progressively increasing urban development patterns, displayed in both denser commercial and residential developments, with the corridor ultimately giving way to a consistent urban form as it crosses over Interstate 64 and approaches the Charlottesville city line where

University of Virginia-owned land predominates. At its eastern terminus, Rt. 250 West enters the City of Charlottesville.

ZONING & LAND USE

Rural Areas (RA) zoning predominates along the Rt. 250 West Entrance Corridor. Exceptions exist along the Crozet segments (where Rt. 250 is adjacent to a County-designated Development Area), in central Ivy, and at the east end of the corridor. The Crozet segments include Village Residential (VR) zoning in the historic community of Yancey Mills, Light Industrial (LI) zoning at the Yancey Mills lumber yard, and scattered pockets of Highway Commercial (HC) and Planned Development Mixed Commercial (PDMC) zoning within a mix of residential zones on the north side of the road. The Ivy Corner area has Village Residential (VR) and Commercial (C1) zoning. East of Verdant Lawn Ln. on the south side is a small pocket of Commercial (C1) zoning. Beginning approximately at the Broomley Rd. intersection, mixed commercial zoning occupies the north side of the road into the City, and a mix of residential and commercial zoning is on the south side from Boars Head Ln. eastward.

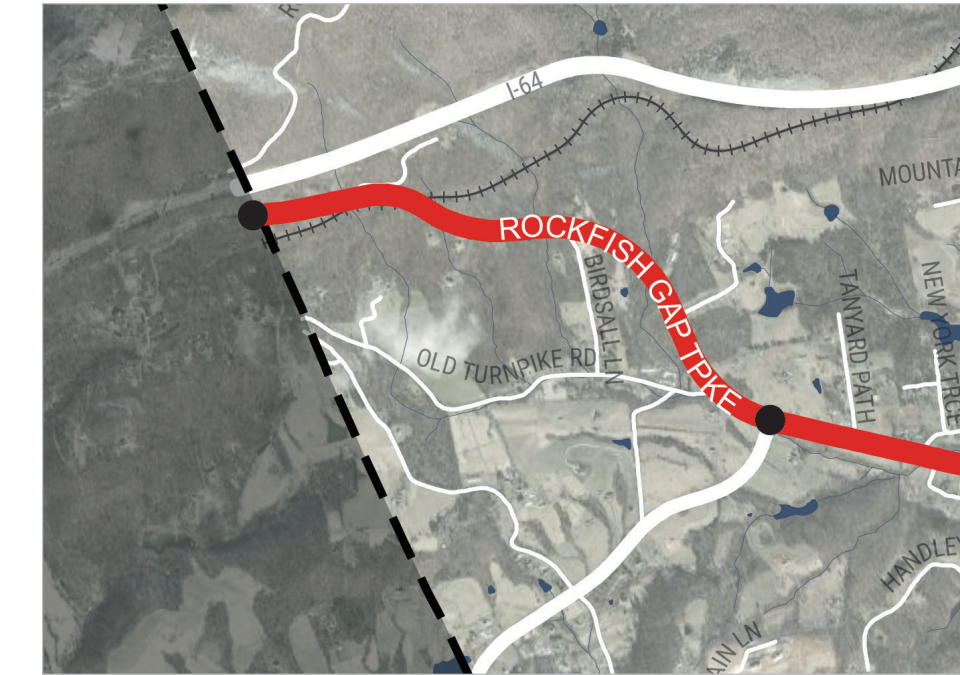
The predominance of Rural Areas (RA) and low-density residential zoning along this corridor eliminates much of the corridor from Entrance Corridor design review. Application of the Entrance Corridor Design Guidelines is focused primarily on the pockets of commercial zoning scattered along the length of the corridor and concentrated at its eastern end.

Entrance Corridor: Route 250 West: Afion Mountain Segment

Western County line to the intersection of Rt. 151 (Critzler's Shop Rd.)



Last updated: 7.15.2022



LENGTH: 1.7 MILES

GENERAL CHARACTERISTICS

The Afion Mountain segment has a rural character; wooded buffers have occasional breaks offering views of the mountains to the south. Pockets of commercial development predate the establishment of the EC; the tree line is pushed back for deep building setbacks and wide-open vehicular entrances. Buildings have simple forms reflecting agricultural influences (gabled roofs, porches) and limited height (1-2 stories). Although the scale of buildings with large footprints is mitigated by the deep setback, without the landscaping, siting and screening required by the ECDGs, parking and storage dominate the appearance of some properties. Few single-family detached residences are visible from the road. Approaching Rt. 750 (Old Turnpike Rd.) and Rt. 151 (Critzler's Shop Rd.), more wooded area has been cleared and views begin to open to expansive, fenced pastures.

STRUCTURES

- Form: Simple vernacular with agricultural influence. Rooflines are typically gabled, prominent and facing the road.
- Scale: 1-2 stories; buildings typically appear diminutive in the landscape; secondary buildings can establish a larger combined footprint.
- Materials: Wood and masonry, some metal; weathered
- Colors: Mostly neutral colors that blend into the surrounding landscape; some agricultural influence (red roofs); muted by weathering

PREDOMINANT LANDSCAPE FEATURES

- Narrow road with wooded borders
- Commercial sites have wooded backdrop but no frontage landscape. As sites develop/redevelop, a consistent landscape frontage will result.
- A few fields with 3- or 4-board fence borders are visible from the road

UNIFYING/ORDERLY ELEMENTS

- Setbacks from the road help reduce the perceived scale of buildings
- Buildings are typically screened from the EC by woods, hedgerows, or deep setback in pasture or lawn
- Descending the mountain, bordered by forest is the primary experience

CHARACTERISTICS TO AVOID

Some commercial uses/buildings predate the establishment of the EC and lack some elements required by the ECDGs, namely landscaping and relegated parking and storage.

PRECEDENT IMAGES



9660 Rockfish Gap Tpke.

Simple building form, gabled roof, stone walls in a palette that blends with the landscape



8860 Rockfish Gap Tpke.

Simple building form; agricultural influences seen in roof details and porch



9100 Rockfish Gap Tpke.

Deep setback from the road limits visual impacts



9077 Rockfish Gap Tpke.

Simple building form; gabled roof; parking and vehicles dominate this pre-ECDGs site



Rockfish Gap Tpke.

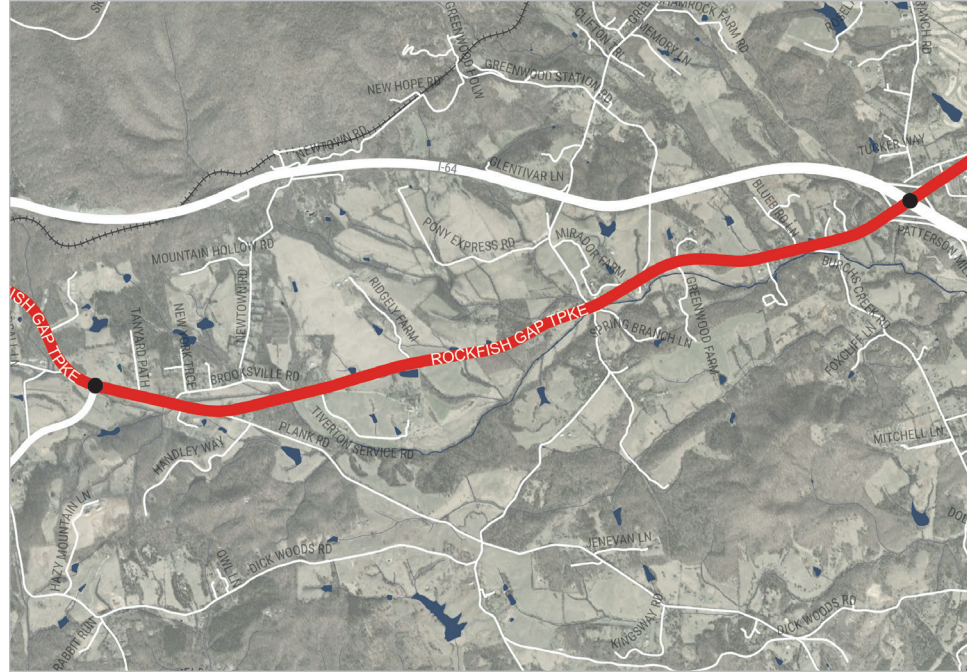
Development is largely screened from view by wooded landscapes or topography.

Entrance Corridor: Route 250 West: Greenwood

Between Rt. 151 (Critzers Shop Rd.) to the west and the I-64 Interchange (Exit 107) to the east



Last updated: 7.15.2022



LENGTH: 4.7 MILES

GENERAL CHARACTERISTICS

The character of the Greenwood segment is that of a well-preserved rural landscape. Rolling fields, forests, farms, historic estates, and panoramic mountain vistas are highlights of the segment. Fields are bounded by 3- and 4-board fences. Several historic estates and a few religious buildings enjoy deep setbacks from the street and often occupy elevated sites. The simple forms of agricultural buildings are grouped on working farms, and a rhythm of wooded borders giving way to expansive views develops along the narrow corridor. Single family detached residences are present but have little to no visual impact on the road. Commercial development is also limited, predates the establishment of the EC, and is concentrated along the approach to the interstate interchange at Crozet, but retains a small scale and a connection to the agricultural traditions of the region.

STRUCTURES

- Form: High-style historic estates are prime examples of the American Country House Movement. Farm buildings have simple forms and pitched roofs.
- Scale: Some buildings have large footprints, but most buildings have deep setbacks from the road and the expansive landscape is visually dominant.
- Materials: Masonry, wood
- Colors: Red brick, white wood, black fences, weathered farm buildings

PREDOMINANT LANDSCAPE FEATURES

- Narrow road with rhythm of wooded borders alternating with expansive views
- Continuous 3- and 4-board fences mark boundaries; black is most typical color for fences in this segment
- Hedgerows mark some boundaries
- Landscapes are generally large, continuous, rolling pastures with mountain backdrop; buildings are secondary and typically screened

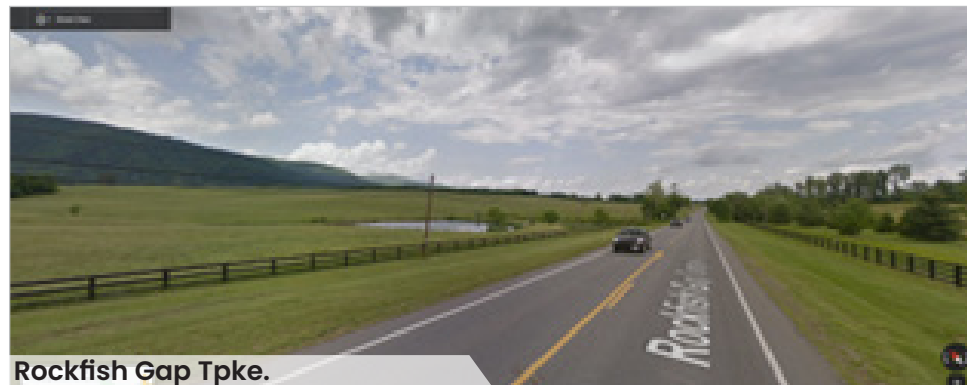
UNIFYING ORDERLY ELEMENTS

- Residential and agricultural buildings generally have deep setbacks from the road
- Views of structures are secondary to landscapes and mountain views
- Fences and grand entrance gates/low walls mark progression
- Natural and informal landscapes predominate

CHARACTERISTICS TO AVOID

- Insufficient screening of parking areas
- Un-relegated storage areas

PRECEDENT IMAGES



Rockfish Gap Tpke.

Remarkably intact landscape, 3- and 4-board fences mark pasture borders, panoramic mountain views



140 Ridgely Farm

Prominent gated entrance with painted stone walls and allee of trees leads to Ridgely, a sprawling Colonial Revival style Country House constructed c. 1910. The house is not visible; the landscape is dominant.



7600 Rockfish Gap Tpke., Emmanuel Episcopal Church

A historic, red brick, picturesque church rebuilt 1911-14 in the Colonial Revival style, sublimated within landscape

Entrance Corridor: Route 250 West: Greenwood

Between Rt. 151 (Critzers Shop Rd.) to the west and the I-64 Interchange (Exit 107) to the east

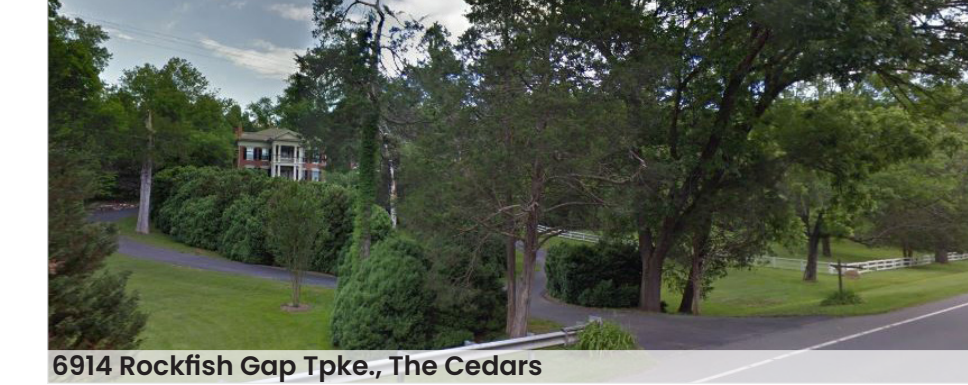
Last updated: 7.20.2022

PRECEDENT IMAGES



Rockfish Gap Tpke.

Representative 3- and 4-board fencing and development screened by pasture and wooded landscape.



6914 Rockfish Gap Tpke., The Cedars

Principal Cedars dwellings represent the Greek Revival style, with the main dwelling perched on a rise, deeply set in the landscape



6701 Rockfish Gap Tpke., Greenwood Gourmet Grocery

Simple gable forms reminiscent of barn roofs, porches invite human occupancy, dark color palette and recessive materials help blend into landscape; site layout predates ECDG (parking isn't relegated).



8799 Rockfish Gap Tpke.

Representative 4-board fence and pasture landscape.



7760 Rockfish Gap Tpke.

Entrance to Ramsay, a Country House built in 1900 and renovated in the Colonial revival style c. 1936. Buildings have deep setback. Landscape is visually dominant.



6767 Rockfish Gap Tpke., Village Market

Traditional mid-20th century roadside stand, a collection of small agrarian vernacular buildings with diminutive scale



Rockfish Gap Tpke.

Wood-lined portions of road open up to expansive rolling pastures and distant mountain hillsides.



7300 Rockfish Gap Tpke.

Mirador Farm Entrance. Principal Mirador dwellings represent the Greek Revival style and the barn complex is a prime example of the agricultural development of the region.



7160 Rockfish Gap Tpke., Seven Oaks Farm Entrance

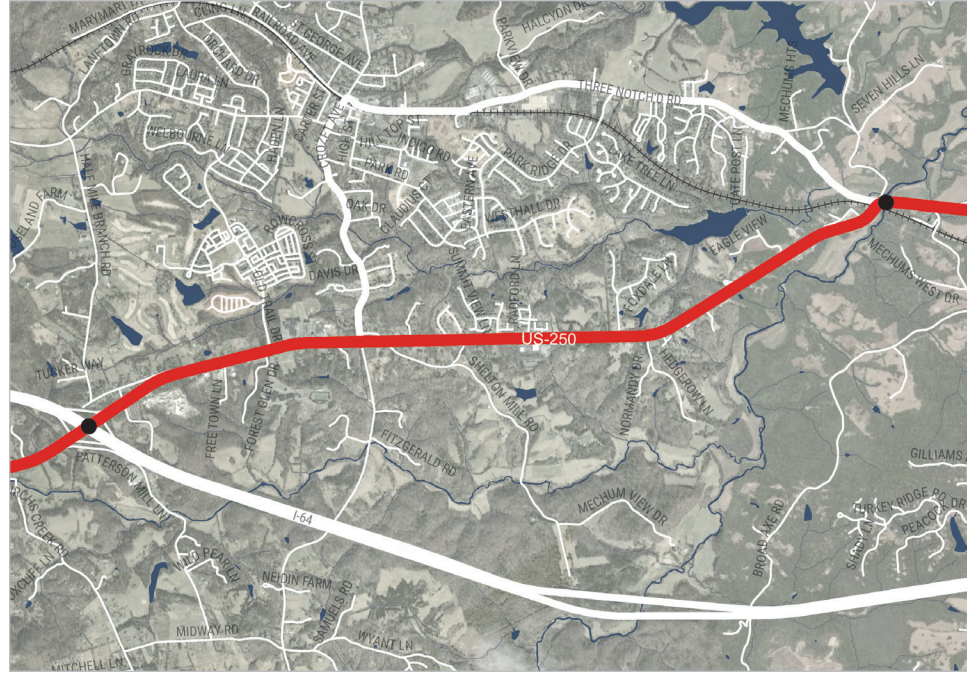
Gated entrance to Seven Oaks Farm, a Country House with Greek Revival, Federal, and Neoclassical elements, and a collection of significant agricultural outbuildings.

Entrance Corridor: Route 250 West: Crozet

Between I-64 Interchange (Exit 107) to the west and Mechum's River to the east



Last updated: 7.15.2022



LENGTH: 7.1 MILES

GENERAL CHARACTERISTICS

The landscape remains the most defining element of the Crozet segment of Rt. 250 West with the narrow road bordered with hedgerows or dense mature trees for most of its length. Throughout the segment, glimpses of single-family residences are available through the wooded borders. The expansive views of fenced rolling fields that were typical in Greenwood are limited here to a few locations, and residential subdivisions, screened to varying degrees by planted buffers, are located near the middle of the segment. Some subdivision entrances (Fox Chase) are enhanced with signs and landscaping, recalling the estate entrances further west. Also near the middle of the segment is a pocket of recent commercial development that exhibits a variety of forms and scales, with some reflective of local residential and agricultural traditions (Clover Lawn) and others representing more contemporary styles in traditional materials and colors (Blue Ridge Shopping Center). In these examples, the EC landscape guidelines have effectively established continuity of character along the corridor. Another pocket of small-scale commercial buildings stands at the western end of the segment. Buildings that predate the ECDG are interspersed with some more recent development. The latter maintains the one- and two-story building heights and the red brick and muted earth-tone building materials of the earlier examples and benefits from frontage planting and screened parking that earlier developments lack. In this area (vicinity of 6185 RGT) dramatic mountain views are available to the north. The intersection with Old Trail Drive offers another view to the north. There, mountains rise above the expansive Old Trail development, and just to the east, planted frontages partially screen spreading public school campuses. Reminders of the history and traditional development patterns of the area remain in the remnants of Rt. 39 found in Hillsboro Lane, Brownsville Road, and Mechum's Depot Lane, at the Hillsboro Baptist Cemetery, at Free Town Road, along which an African American community developed after the Civil War, and at the eastern terminus of the segment, where the simple vernacular buildings of John W. Clayton & Sons, and the railroad bridge over the Mechum's River are found.

STRUCTURES

- Form: Commercial buildings have simple forms, pitched roofs. Institutional buildings have larger footprints offset by deep setbacks. Forms that relate to agrarian precedents are appropriate in this segment.
- Scale: Most buildings have small footprints and do not exceed 2 stories
- Materials: Masonry, wood, metal
- Colors: Red brick, muted earth tones, weathered, some white/off-white

PREDOMINANT LANDSCAPE FEATURES

- Narrow road with wooded borders/hedgerows
- Some dramatic mountain views are available

UNIFYING ORDERLY ELEMENTS

- Landscape predominates; views of structures are secondary, with building size and color helping to minimize prominence
- Planted frontages mitigate loss of hedgerows/wooded borders
- Designed, planted subdivision entrances with integrated signs/fences
- Expansive views show relationship of road to rolling pastures to mountain backdrop

CHARACTERISTICS TO AVOID

- Developments that predate the ECs often present as gaps in the wooded border.
- Avoid insufficient screening/landscaping of parking areas.
- Avoid insufficient buffering of residential subdivisions, particularly when building fronts are not oriented to the EC street

Entrance Corridor: Route 250 West: Crozet

Between I-64 Interchange (Exit 107) to the west and Mechum's River to the east

Last updated: 7.11.2022

PRECEDENT IMAGES



6254 Rockfish Gap Tpke.

Distant mountain view beyond fenced, rolling landscape



6185 and 6185 Rockfish Gap Tpke.

Newer construction at the right reflects the scale, materials and colors of traditional buildings in the area (left).



5870 Rockfish Gap Tpke.

Public school campus and residential properties with mature tree frontages



Across from 5995 Rockfish Gap Tpke.

Distant mountain view beyond fenced, rolling landscape



325 Clover Lawn Ln., Clover Lawn Village

A commercial development that reflects local residential and agricultural traditions.



Foxdale Ln. and Rockfish Gap Tpke.

Subdivision entrance is enhanced with formal landscaping.



Vicinity of 4583 Rockfish Gap Tpke.

Narrow road with wooded borders



Vicinity of 5111 Rockfish Gap Tpke.

Narrow road with wooded borders



545 Radford Ln., Harris Teeter

This development uses topography and setback to reduce impacts of size and form, materials and colors to establish ties to local traditions, and a landscaped frontage to support continuity along the street.



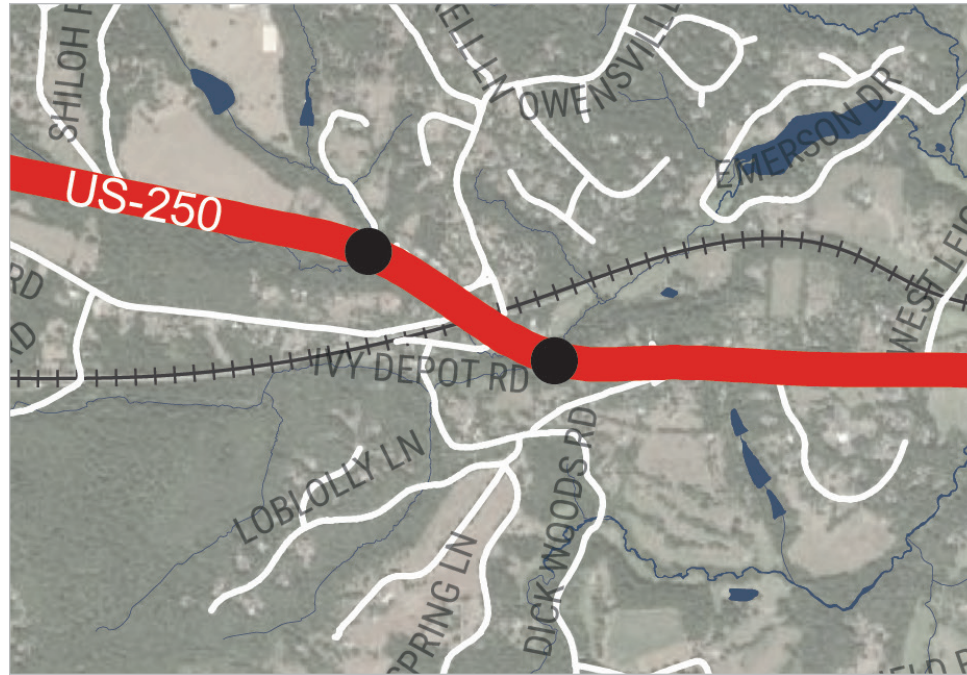
Mature trees screen residences in the Cory Farm subdivision from the EC street.

Entrance Corridor: Route 250 West: Ivy Depot

Between Fields of Boaz Dr. to the west and Little Ivy Creek to the east



Last updated: 7.27.2022



LENGTH: 0.4 MILES

GENERAL CHARACTERISTICS

The crossroad community established at the intersection of Rts. 678 and 738 in western Albemarle was known as Woodville (for the local Wood family) beginning around 1826. The railroad was constructed through the area, paralleling Rt. 738, and the rail stop called Woodville Depot was established there in 1851. By 1859, the name changed to Ivy Depot, likely a reference to Ivy Creek that flows through the area. Focus shifted away from the depot when Rt. 250 was constructed through the community in the early 1930s, and the Ivy Store (established by the Wood family) moved from its site near the depot to the building located south of Rt. 250 and the train bridge in 1939. The bridge, which was constructed ca. 1940 at an angle to the road, remains a dominant feature in the streetscape. By the 1950s the area was simply referred to as Ivy, and several buildings were constructed on the corridor to serve tourists traveling through the area. Mostly completed by 1957 (and predating the ECDG), they typically have simple forms, one-story heights, gabled and hipped roofs, and red brick or weathered, painted walls. Though they typically lack frontage planting and screened parking, the forms, and diminutive scale and colors of these buildings generally sit well in the landscape. Gables, porches and awnings help establish human scale. Of note are the Ivy Commons buildings, originally constructed as the Siesta Motor Court in 1951. These buildings were later renovated for office uses and remain one of the few examples of this building type in the County. The mid-twentieth-century buildings and mature trees screen the early historic residential structures as viewed from the EC. Today's crossroads stands as a relatively flat, open and dynamic break between more rural segments of the corridor.

STRUCTURES

- Form: Simple rectangular footprints, gabled and hipped roofs, porches and awnings
- Scale: Typically 1-story, 2-story forms maintain a small scale
- Materials: Brick, wood, metal
- Colors: Red brick, white/ivory trim, earth-toned roof colors, muted/weathered tones

PREDOMINANT LANDSCAPE FEATURES

- Wooded backdrop

UNIFYING ORDERLY ELEMENTS

- Buildings in this segment are homogenous in scale and materials

CHARACTERISTICS TO AVOID

- Non-relegated parking, un-landscaped frontages

PRECEDENT IMAGES



4383 Ivy Rd.

Office and commercial uses predominate in this segment. Buildings are typically one story tall with simple block forms, gabled and hipped roofs, and walls with red brick or painted siding.



4310 Ivy Rd.

Gables, awnings and porches help establish human scale along this segment of the corridor. This building was home to the Ivy Store in 1939. The store was previously located near the depot, to the west.



4282 Ivy Rd.

Multiple gabled forms, a porch with columns, and board-and-batten siding help minimize the scale of this 2-story building.



Little Ivy Creek

The community of Ivy draws its name from Ivy Creek, which flows through western Albemarle County. Little Ivy Creek flows under the Rt. 250 EC at the east end of the Ivy Depot segment, where the dynamic, open commercial area transitions back to a more rural character.

Entrance Corridor: Route 250 West: Northridge

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



Last updated: 7.27.2022



LENGTH: 0.6 MILES

GENERAL CHARACTERISTICS

Along this segment, the corridor divides a group of commercial and industrial buildings on the north side from rural/residential development on the south side. The commercial and industrial development, which is bounded on the north by the railroad tracks, mostly predates the ECDG and demonstrates a variety of heights, styles, and massing. Most buildings have large footprints or sprawling layouts, range from one to three stories in height, and have deep setbacks (typically 80-100-feet). Masonry walls and shade trees define the frontage of the taller office buildings. The southern edge of the segment is mostly wooded, with a mix of open fields, woods and residential development beyond.

STRUCTURES

- Form: Buildings typically have large, rectangular footprints and deep setbacks (80-100 feet)
- Scale: Typically one- to two- stories, but newer office buildings, mostly in the middle of the segment, have multiple stories
- Materials: Brick, stone, metal, glass
- Colors: Red brick, muted earth tones, white and ivory

PREDOMINANT LANDSCAPE FEATURES/UNIFYING ORDERLY ELEMENTS

- Wooded border on the south side
- Deep setbacks with tree lawns on the north side. Depth of front tree lawns provides a continuous landscaped frontage along the corridor.
- Low masonry walls

CHARACTERISTICS TO AVOID

- Non-relegated parking, un-landscaped frontages
- Wide, open site entrances
- Building fronts that are not oriented parallel to the corridor

PRECEDENT IMAGES



2871 Ivy Rd.

An institutional building that uses red brick and white trim to relate to the historic context of the corridor while maintaining a deep, landscaped setback.



2955 Ivy Rd.

The red brick and rhythm established by the window bays in this renovated medical office building recall architectural traditions of the area. Shade trees in lawns and low stone walls help unify the corridor.



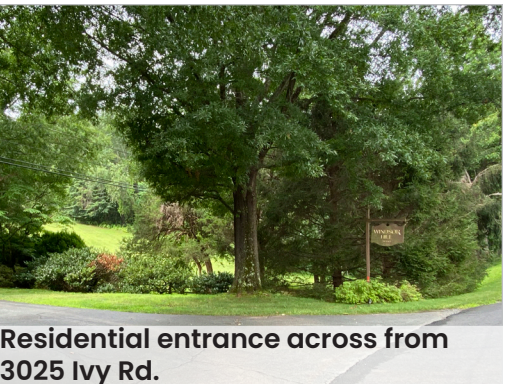
610 Kirtley Ln and 2965 Ivy Rd.

Building scale varies along this segment, but materials, colors, and landscaped frontages provide continuity along the corridor.



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Residential entrance across from 3025 Ivy Rd.

The mature landscaping of this residential property entrance recall the grand entrances of the more rural estates to the west and those of Rinehart Row to the east.

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



Last updated: 7.27.2022



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

- 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

PREDOMINANT LANDSCAPE FEATURES/UNIFYING ORDERLY ELEMENTS

- 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

PRECEDENT IMAGES



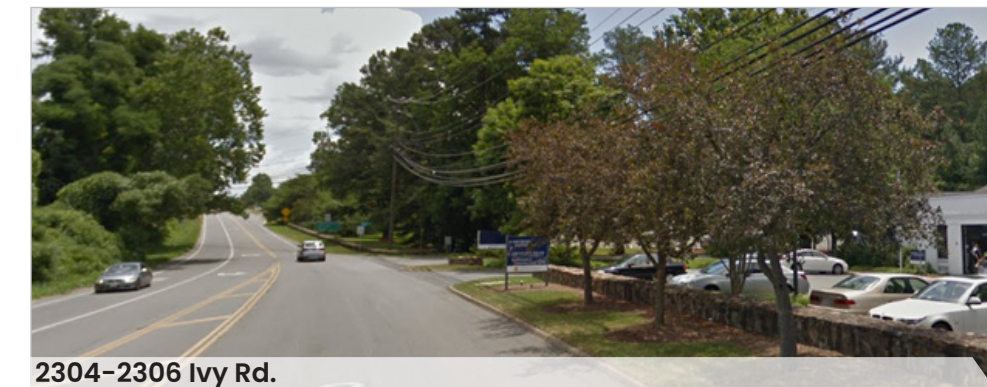
2415 Ivy Rd.

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

Last updated: 7.27.2022

PRECEDENT IMAGES



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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.



...(talk about complementary scale and different setbacks between older and newer development)...



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.



2214 Ivy Rd.

The Townside Shopping Center predates the ECDG 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.



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

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



Last updated: 7.15.2022



LENGTH: 1.2 MILES

HISTORY

The 1875 Peyton map of Albemarle County identifies "Critzler" 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.

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

- 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

PREDOMINANT LANDSCAPE FEATURES

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

UNIFYING ORDERLY ELEMENTS

- 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 (Critzler's Shop Rd.)

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

Last updated: 7.20.2022

PRECEDENT IMAGES



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.



9357 Critzer's Shop Rd.

This church property has a suburban layout that is inconsistent with the ECDG, but the red brick, white trim and traditional forms draw on historic precedents and are compatible with other nearby development.



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

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



Intersection of Dick Woods Rd. (Looking West)

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



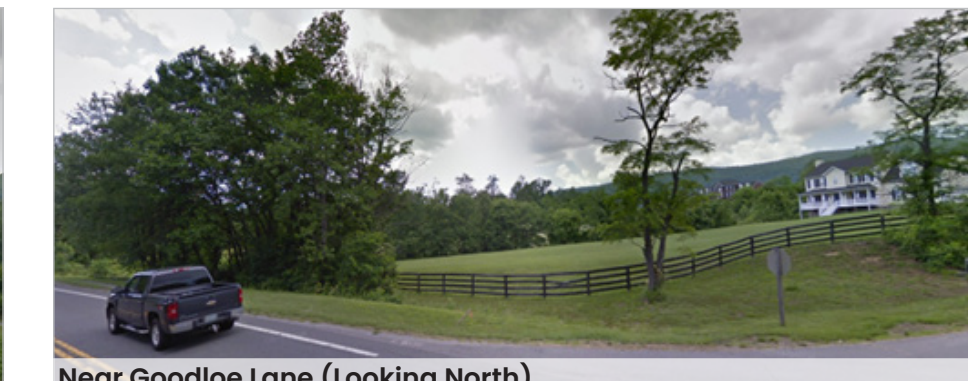
9264 Critzer's Shop Rd., Valley Road Vineyards

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.



Near Goodloe Lane (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.



9519 Critzer's Shop Rd.

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

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

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

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.



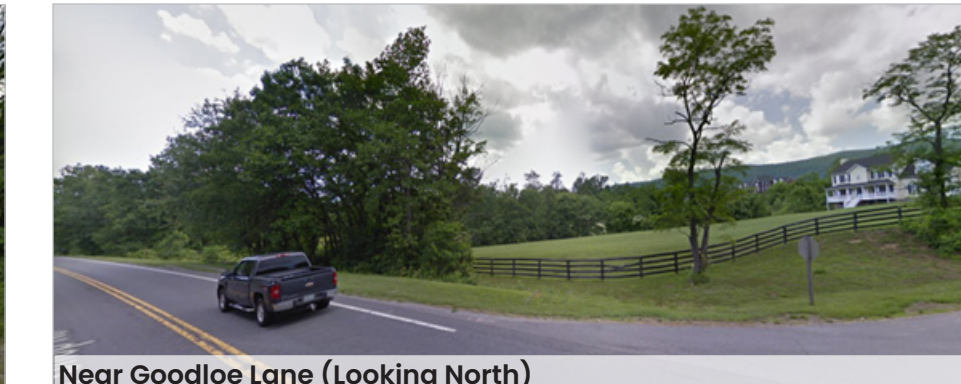
Vicinity of 9357 Critzer's Shop Rd.

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 Lane (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.