

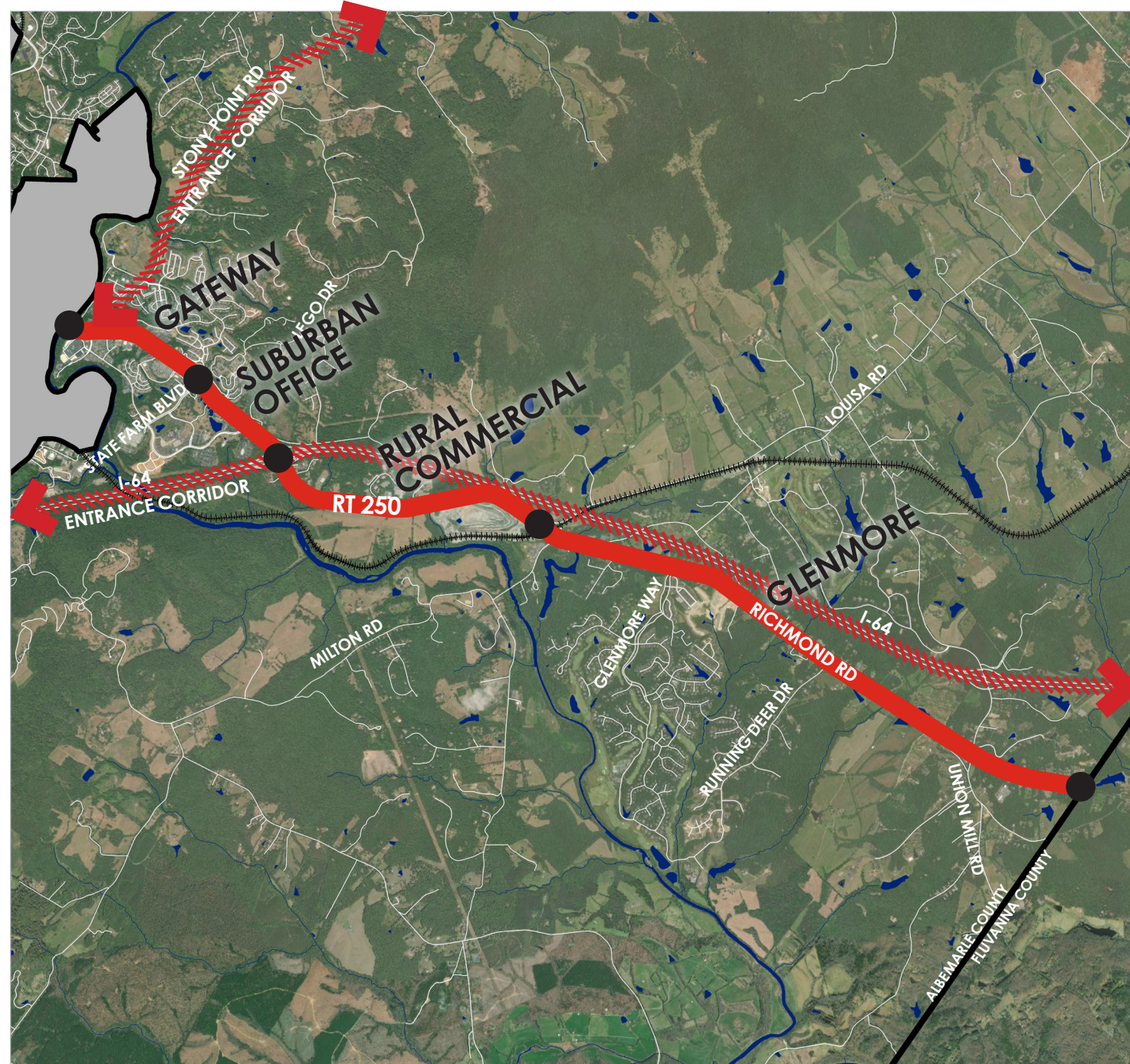
Entrance Corridor // Route 250 East (Richmond Rd.)

From the City/County line at Free Bridge to the Fluvanna County line

DRAFT



Last updated: 02.13.2023



LENGTH: 8.4 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, west of the Rt. 22 intersection, 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 the area 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 the corridor, 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.

Between Rt. 22 and the Fluvanna County line, development along the corridor was more limited through the 20th century. Many parcels remained mostly wooded; some were cleared for agriculture. Some residences were

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constructed, and a limited number of businesses were established on parcels adjacent to the corridor. Beginning in the 1990s, a country club and expansive residential development was planned and began construction around the Glenmore estate. The Glenmore manor house and dependencies were constructed beginning ca. 1750 and much of the agrarian activity in the area occurred on the Glenmore plantation. The main house and some of the outbuildings still stand within the larger development.

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.*

GENERAL CHARACTERISTICS OF PROGRESSION

The legacy of suburban highway development is 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. Still, natural features are notable aspects of travel along the 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 Rolkin Rd., as the corridor descends towards the I-64 interchange, commercial development gives way to suburban office parks that are largely inward-facing with significant landscape 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. East of the Rt. 22 intersection, the rural character continues, with wooded frontages interspersed with open views of older residences with lawns, limited commercial buildings, and growing residential neighborhoods.

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.

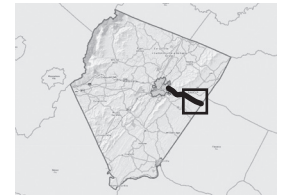
East of the I-6 interchange, Rural Area zoning and land uses predominate along the corridor to the Fluvanna County line. At the west end of the segment, a band of Monticello Historic District zoning supports the rural character with a wooded frontage along the street, and interspersed pockets of Highway Commercial and Light Industrial zoning establish breaks in which buildings of mostly small scale and vernacular styles are visible.

At the middle of the segment, the Glenmore and Village of Rivanna neighborhoods are developing at a suburban scale, consistent with the Village of Rivanna Master Plan which recommends low density residential uses of 2-6 dwelling units per acre in this area. This will appear denser from the corridor compared to the surrounding rural area. The plan also calls for a green strip along most of the village's perimeter at the corridor; this can help filter views of the denser neighborhood. East of Running Deer Dr., the easternmost section of this segment returns to a mix of wooded frontages that filter views of houses and lawns, and more open views of agricultural fields.

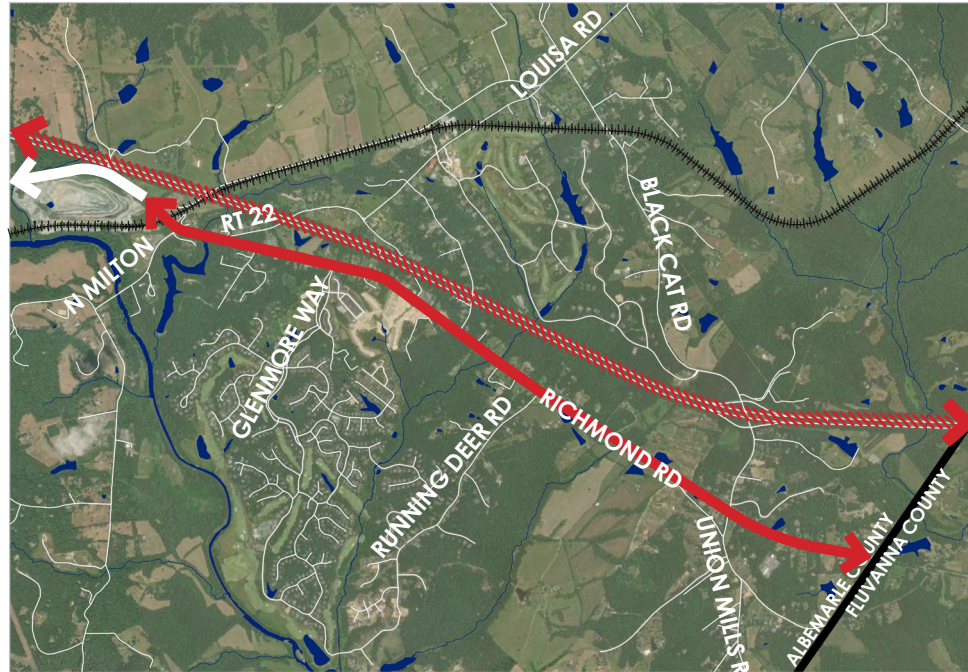
Entrance Corridor // Route 250 East // Glenmore

Between Rt. 22 to the west and the Fluvanna County line to the east

DRAFT



Last updated: 02.09.2023



LENGTH: 4.4 MILE

GENERAL CHARACTERISTICS

This segment is primarily rural in character. Dense wooded frontages alternate with open views of individual residences with lawns, and religious or commercial buildings with parking lots. Near Glenmore Way, denser residential development is under construction and the view from the street is more expansive. The east end of the segment has more open fields, some lined with board fences. Some historic buildings remain on or near this segment, including the Glenmore manor house, Limestone Spring Farm, and Boyd Tavern.

STRUCTURES - PREDOMINANT FEATURES

- Form: Traditional residential forms with pitched roofs; simple vernacular commercial and agricultural forms
- Scale: Residences are 1-3 stories; commercial buildings range from small to multiple larger footprints
- Materials: Brick, wood, metal
- Colors: Red, brown and gray neutrals, white

LANDSCAPE - PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Wooded borders along the road
- Lawns with mature shade trees
- Fields bounded by board fences

CHARACTERISTICS TO AVOID

- Wide site entrances without landscape strips
- Lack of landscaping at the street

Entrance Corridor // Route 250 East // Glenmore

Between Rt. 22 to the west and the Fluvanna County line to the east

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PRECEDENT IMAGES

Last updated: 02.09.2023



Vicinity of N Milton Rd. (Looking East)

Wooded frontages frame the narrow street along much of this segment.



Vicinity of 3400 Richmond Rd.

The wooded road borders break at intervals, allowing more open views of lawns and fields, some of which are bounded by board fences.



Intersection of Glenmore Way

Entrance to a large residential development is softened by landscaping.



3677 Richmond Rd. (Looking South)

More dense residential development is under development and will be visible from the corridor beginning at Glenmore Way moving eastward.



3582-3604 Richmond Rd.

Residences constructed around the mid-20th century along this segment typically have simple forms, brick walls and lawns with mature trees.



5098 Richmond Rd.

Mid-century commercial buildings interspersed along the corridor typically have simple forms and wooded backdrops.



1890 Union Mills Rd., Old Boyd Tavern

The segment ends at the Fluvanna County line in the community of Boyd Tavern. The historic tavern, now renovated, stands nearby on Union Mills Rd.



Vicinity of 4512 Richmond Rd.

Agricultural lands are still present along the segment and provide open, distant views of the landscape.



4842 Richmond Rd.

Older commercial buildings are set near the road with vehicular circulation and parking areas located in front of the building, instead of to the rear or sides of buildings as required with newer developments.

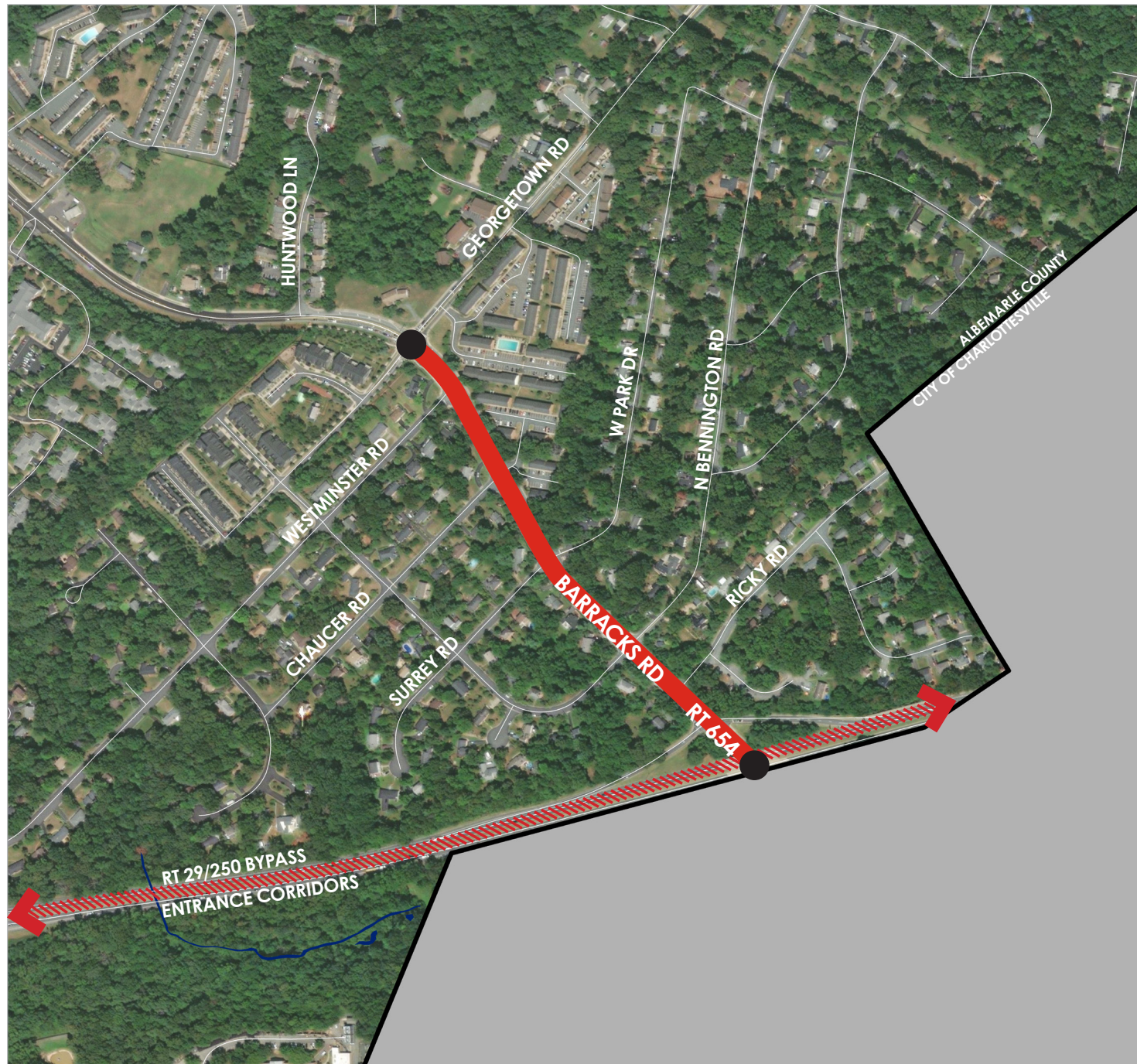
Entrance Corridor // Route 654 (Barracks Rd.)

From Georgetown Rd. to the west to the City line at the Rt. 250/29 Bypass to the east

DRAFT



Last updated: 02.09.2023



LENGTH: 0.4 MILES

HISTORY

Barracks Rd. takes its name from the Revolutionary era prisoner-of-war camp that was established on several hundred acres of land in the vicinity of today's Barracks Farm Rd. Today, an historical marker commemorates the site. In the 1950s, land on the north side of this segment began to be subdivided for single-family residences. Subdivisions on the south side began in the 1960s and '70s. An apartment complex, named Hessian Hills (a reference to the German soldiers that fought for the British in the Revolution), was in place at the northeast corner of Barracks and Georgetown by 1974.

GENERAL CHARACTERISTICS OF PROGRESSION

Travelers on this short corridor view a mix of residential building types, including single-family detached and multifamily apartment structures which are predominantly oriented away from the street or buffered from it by fencing or vegetation. Property on the north side of the street typically sits at a higher elevation than the street, with the transition made by concrete retaining walls. Some residences sit very close to the street and rely on solid fences or vegetation for buffering. Red brick is the primary building material in this corridor.

ZONING & LAND USE

Land along this corridor is residentially zoned (R2, R4, and R15). The Southern and Western Neighborhoods Master Plan recommends density ranging from 3 to 34 dwelling units per acre for this area. This is slightly higher than some existing developments along the corridor. See the Master Plan for more land use recommendations.

STRUCTURES - PREDOMINANT FEATURES

- Form: Simple rectangular footprints, gabled roofs
- Scale: Small – 1-2 stories
- Materials: Brick walls, wood trim, asphalt shingle roofs
- Colors: Red, white, black, weathered wood

LANDSCAPE - PREDOMINANT FEATURES / ELEMENTS OF ORDERLY AND ATTRACTIVE DEVELOPMENT

- Large shade trees, wooded buffers

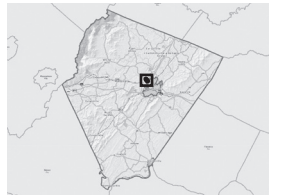
CHARACTERISTICS TO AVOID

- Retaining wall materials that offer no scale or texture
- Parking lots without landscape buffers
- Insufficient transition space between private and public uses

Entrance Corridor // Route 654 (Barracks Rd.)

From Georgetown Rd. to the west to the City line at the Rt. 250/29 Bypass to the east

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PRECEDENT IMAGES



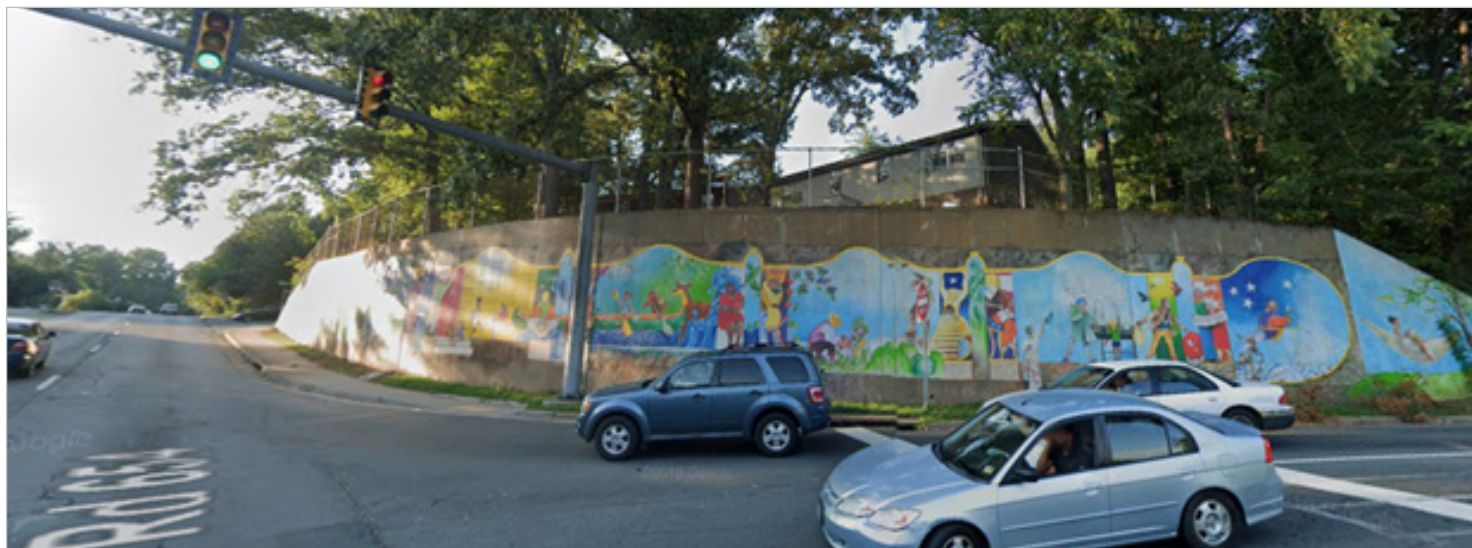
Vicinity of 2405 Barracks Ct.

Much of the property on the north side of this segment is raised above the elevation of the street and the transition is made with concrete retaining walls.



Vicinity of 2400 Bennington Rd.

Residences along this segment are typically buffered from the street and its traffic by weathered wood fences or mature trees.



Murals enliven the retaining wall at the north corner of the Bypass off-ramp.



Subdivision signs use masonry materials that blend with the surroundings.

