

CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

Amendments adopted by City Council March 7, 2011



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CHARLOTTESVILLE

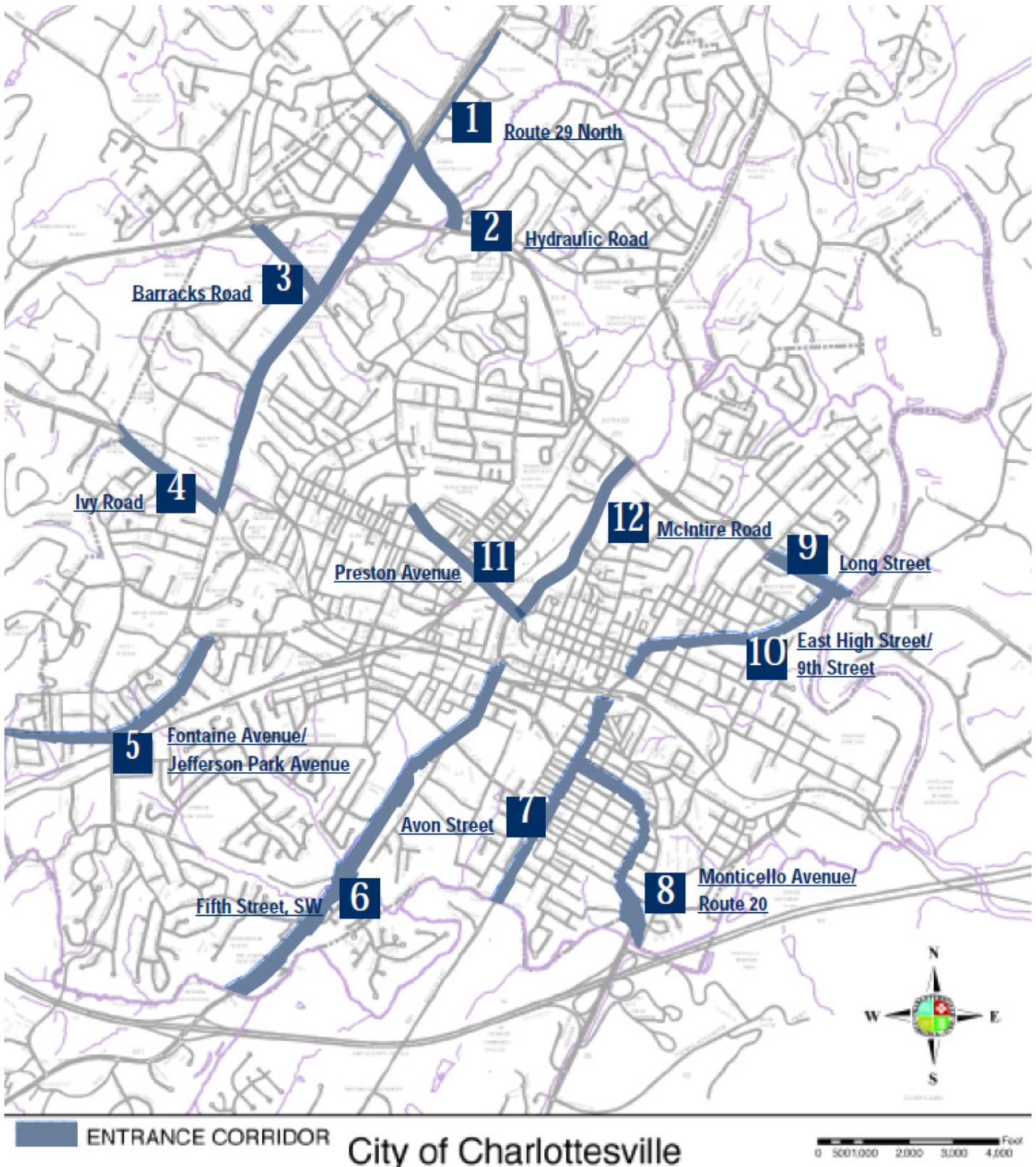
ENTRANCE CORRIDOR DESIGN GUIDELINES

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V

CORRIDORS

A. DESIGNATED ENTRANCE CORRIDORS IN CHARLOTTESVILLE



B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD



Sub-Area A:
From the northern corporate limits to the 250 Bypass



Sub-Area B:
250 Bypass to Barracks Road



Sub-Area C:
Barracks Road to Ivy Road

OVERALL DESCRIPTION

Route 29 North is the major corridor from the north and is the region's "Retail Boulevard." Historically it was the two-lane U. S. highway that connected the communities of the Piedmont. Recently expanded, the route now has the character of a suburban arterial highway providing opportunities for redevelopment. A series of suburban style office buildings, occupied in part by the University of Virginia, complete the ensemble, as well as small, dated motels, dormitories and the eastern edge of the University's North Grounds.

Positive Aspects

- Major retail corridor of the city
- Potential for much redevelopment
- Opportunity to create a major visual upgrade to a heavily traveled corridor
- Attractive street trees and other plantings along Barracks Road Shopping Center
- New buildings have a setback between 5 and 30 feet to create a stronger street-wall

Vision

While much of the growth of this corridor is expected to be within Albemarle County's section as it extends north, there is great opportunity to redevelop Charlottesville's parts with more intense retail and mixed uses. Scale of development will go from large to medium as you move south towards the City. More pedestrian scaled, mixed-use infill opportunities exist in the Barracks Road area as opposed to the auto-oriented north end.

SUB-AREA A:

NORTHERN CORPORATE LIMITS TO 250 OVERPASS

Description

The U.S. Post Office, Seminole Square Shopping Center, and the older K-Mart Shopping Plaza occupy most of the land area north of Hydraulic Road and east of Route 29. South of Hydraulic Road both sides of Route 29 contain older retail businesses and motels, a grocery store complex, and a big box retail store that recently replaced an older motel.

Streetscape: Landscaped edges, significant street trees and plantings, overhead utilities, cobra-head lights, numerous curb cuts, auto-oriented, 4 lanes + 1-2 turn lanes

Site: Pole and monument backlit signs, sites below road and many buildings set deeply back on lots, individual site lighting, post office with parking in front.

Buildings: Hotels, gas stations with canopies, retail chains, large retail, 1-story, national chains, some roof equipment visible, some outparcels developed. Differing scale, architectural forms, materials, and varying setbacks.

B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD

Vision

As Route 29 traffic enters the City this area should serve to calm traffic and create a transition from auto-oriented, suburban development to more pedestrian friendly, urban scale development. Planting and maintaining street trees along the existing Route 29 sidewalks, and locating buildings close to the road will assist in this effort. Although wide roads and large traffic volumes discourage pedestrian crossings, a pedestrian environment can be encouraged within developments. Providing walking and driving linkages between developments and providing for transit will also create alternatives to having to drive on Route 29. Individual building designs should complement the City's character and respect the qualities that distinguish the City's built environment. This corridor is a potential location for public way-finding signage.

Recommended General Guidelines

- Larger scale commercial retail development
- Limited residential and mixed-use
- Auto-oriented
- Surface or structured parking behind buildings
- Pedestrian connectivity within developments
- Articulated building forms to reduce mass
- Divided and planted parking lots to reduce visual impact

Guidelines Specific to the Zoning

(HW) Highway Corridor district: The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto-oriented than the mixed-use and neighborhood commercial corridors. Development in these areas has been traditionally auto-driven and the regulations established by this ordinance continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

- Height regulation:
Maximum height: 7 stories, recommend one to three stories.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet, maximum.
Linking street frontage: 5 feet, minimum; 20 feet, maximum.
Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.
- Buffer regulations:
Adjacent to any low-density residential district, side and rear buffers shall be required, 10 feet, minimum.

SUB-AREA B:

BYPASS TO BARRACKS ROAD

Description

The Emmet Street corridor, between the bypass and Barracks Road is characterized by aging suburban-style development on small lots.

Streetscape: Grass median, grass sidewalk strip, overhead utilities, cobra-head lights, concrete sidewalks with numerous curb cuts.

Site: Limited landscaping surrounding visible parking areas, pole-mounted signs.

Buildings: "Restaurant Row," smaller scale aging structures, stucco, masonry materials, hipped, gable, or flat roofs.

Vision

It is expected that the small scaled restaurants and businesses of this central section of the corridor will redevelop, either individually or on larger, consolidated parcels. The natural buffer of Meadow Creek at the rear of many of the existing lots on the east side creates an opportunity for outdoor eating areas or other amenities. Building designs that reflect community character are preferred over franchise design and corporate signature buildings. There are opportunities for unified landscaping along the corridor that would help enhance the pedestrian connection and the character of this area as it redevelops.

B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD

Recommended General Guidelines

- Mid Scale
- Mixed-use
- On site/shared parking
- Consolidation of smaller parcels
- Upgrade existing building and site elements

Guidelines Specific to the Zoning

(URB) Urban Corridor: The intent of the Urban Corridor district is to continue the close-in urban commercial activity that has been the traditional development patterns in these areas. Development in this district is both pedestrian and auto-oriented, but is evolving to more of a pedestrian center development pattern. The regulations provide for both a mixture of uses or single use commercial activities. It encourages parking located behind the structure and development of a scale and character that is respectful to the neighborhoods and University uses adjacent.

- Height regulation:
1 to 5 stories; recommend 2 to 4 stories.
- Setbacks:
Primary street frontage: 5 feet minimum; 30 feet maximum, recommend 5 to 10 feet.
Linking street frontage: 5 feet minimum; 20 feet maximum.
Side and Rear, adjacent to any low-density residential district: 10 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.

- Buffer regulations:
Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 5 feet, minimum.

SUB-AREA C: BARRACKS ROAD TO IVY ROAD

Description

North of Arlington Boulevard, this sub-area is dominated by the very successful Barracks Road Shopping Center on the west side and University offices on the east. Between Arlington Boulevard and Ivy Road, two motels, a hotel, two restaurants, and other University related structures predominate. The University has a new sports arena on Massie Road and plans to develop a new arts center on the northwest corner of Emmet Street at Ivy Road. A new pedestrian bridge over Emmet Street, between the existing CSX railroad bridge and Massie Road, has also been constructed to connect the Central Grounds to the North Grounds.

Streetscape: Overhead utilities, 4 lanes, grass median, cobra-head lights, row of magnolia street trees along shopping center, heavily landscaped wooded edge, pedestrian and railroad bridges, University planted street trees at southern end, creek bed plantings.

Site: Parcels dominated by front site parking with buildings to rear, monument signs, concrete and brick retaining walls.

Buildings: Franchise retail buildings, shopping center, landscaped slope to east with elevated University-related office structures, multi-family residential, restaurants, motels,

and University offices in former commercial buildings. Heights vary from 1 to 4 stories, and there is a variety of architectural scales, forms and materials.

Recent past: bank buildings on the northwest corner of Emmet Street and Arlington Boulevard and on the southwest corner of Emmet Street and Barracks Road.

Vision

Emmet Street has the potential to become more of an urban boulevard, with lively pedestrian activity and a greater mix and integration of uses. Both Barracks Road Shopping Center and Meadowbrook Shopping Center may redevelop with retail, office, hotels, housing, and structured parking. The attractive magnolia street trees along Emmet Street should be retained and new landscaping added to the streetscape as redevelopment occurs. There are opportunities for unified landscaping along the corridor that would help enhance the pedestrian connection. If possible, character-defining architecture should be incorporated into redevelopment plans. As the University redevelops its property on the southern end of the sub-area, including the University Arts Center, there may be opportunities to include student housing and community-related facilities in mixed-use projects that front on Emmet Street.

B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD

Recommended General Guidelines

- Mid-scale
- Mixed-use and University use
- On site/shared/structured parking
- Consolidation of smaller parcels
- Limited setbacks

Guidelines Specific to the Zoning

Zoning (West side of street)

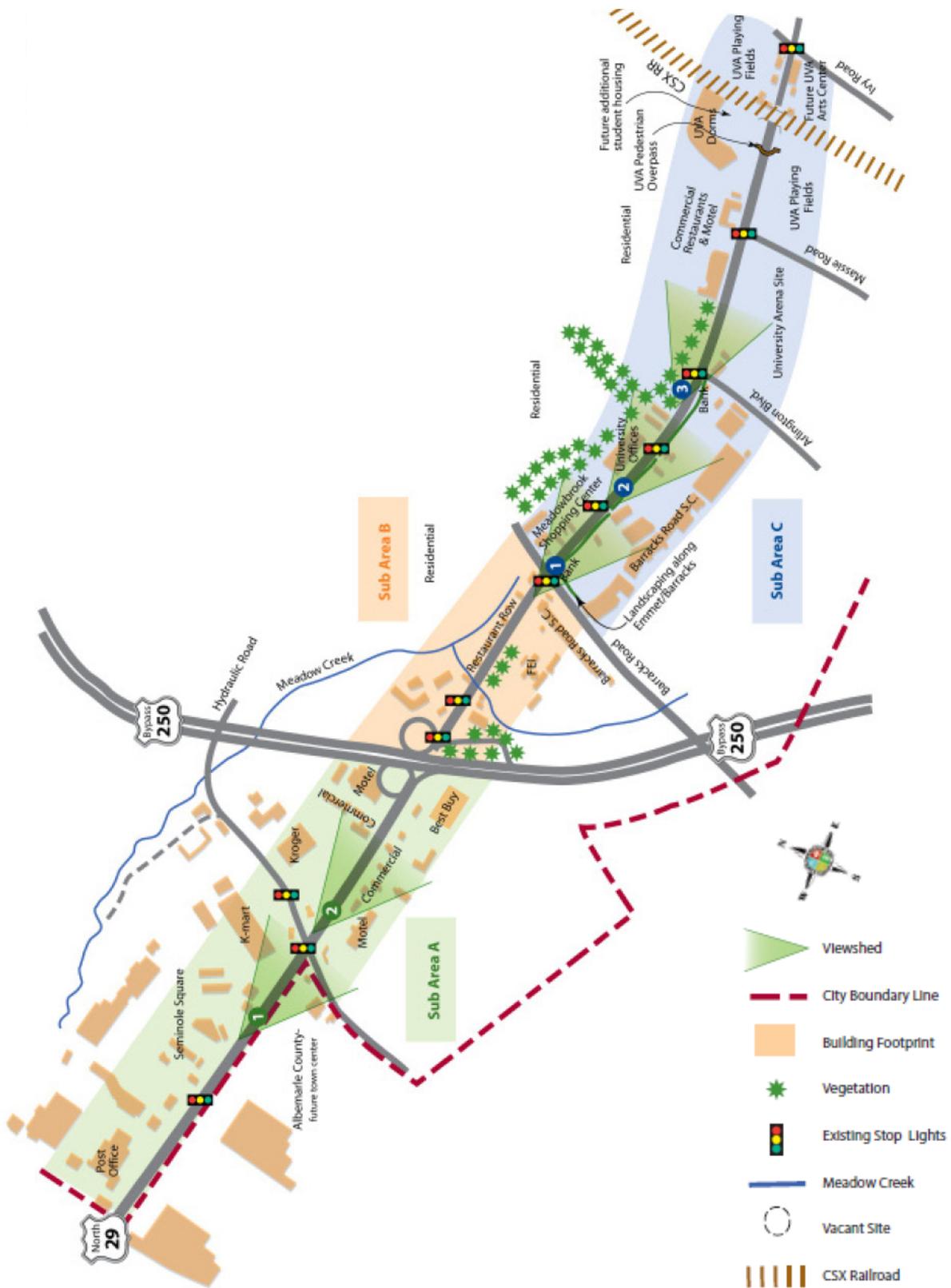
Urban Corridor (URB): Same provisions as in previous section for Sub-Area B

Zoning (East side of street)

Emmet Street Commercial Corridor (ES): The Emmet Street Corridor district is established to allow areas for low-intensity commercial development along Emmet Street adjacent to the Barracks Road shopping center, recognizing the shallow depth of lots in this area. Areas included within this district are those adjacent to, or in the immediate vicinity of, the eastern side of Emmet Street, from Barracks Road to just south of Massie Road.

- Height regulation:
3 stories, maximum.
- Setback:
5 feet, minimum.

B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD



C. CORRIDOR 2: HYDRAULIC ROAD FROM THE CORPORATE LIMITS TO THE 250 BYPASS

OVERALL DESCRIPTION

Hydraulic Road functions as a connector between the 250 Bypass and Emmet Street at the northern edge of the city. On the north side of the road, the streetscape is dominated by the aging strip retail K-Mart shopping center and a vacant movie theater. On the southern side, between the bypass and the entrance to the Kroger shopping center, a Dominion Power installation dominates the corridor.

Streetscape: Cobra-head lights, overhead utilities, 4 lanes + turn, concrete median, concrete sidewalks, steep slope.

Site: Landscaped parking lot edges at Kmart site, vacant sites on north, cell towers, large power transformers, parking lot edges, wooded edges.

Buildings: 1-2 stories, auto-oriented block and brick large structures of minimal architectural quality or design. Recent Past: Terrace Theatre

Positive Aspects

- Great potential for redevelopment
- Excellent location
- Meadow Creek/greenway

Vision

There is potential for redevelopment of the older sites along the corridor including K-Mart Plaza and Dominion Power. Large new buildings should be designed to reduce mass. Opportunities include: building closer to Hydraulic Road, adding landscaping along the streets and in parking lots, and creating pedestrian and auto connectivity within and between developments. A new road could provide access to sites to the north. Preserving a stream buffer and

extending a greenway along Meadow Creek are additional needs. West of Rt. 29 pedestrian connections would be important if older commercial and residential properties along Hydraulic Road are redeveloped.

Recommended General Guidelines

- Large scale commercial development with limited setbacks
- Auto-oriented
- Screened surface parking
- Pedestrian connectivity within developments
- Articulated building forms to reduce mass
- Divided and planted parking lots to reduce visual impact

Guidelines Specific to the Zoning

(HW) Highway Corridor district: The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto-oriented than the mixed-use and neighborhood commercial corridors. Development in these areas has been traditionally auto-driven and the regulations established by this ordinance continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

- Height regulation:
Maximum height: 7 stories, recommend 1-3 stories.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet, maximum.
Linking street frontage: 5 feet

minimum; 20 feet, maximum.

Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.

Side and Rear, adjacent to any other zoning district: none required.

- Buffer regulations:
Adjacent to any low-density residential district, side and rear buffers shall be required, 10 feet, minimum.



Hydraulic Road near its intersection with Emmet Street.



Hydraulic Road between Brandywine Drive and the 250 Bypass.

C. CORRIDOR 2: HYDRAULIC ROAD FROM THE CORPORATE LIMITS TO THE 250 BYPASS



D. CORRIDOR 3: BARRACKS ROAD FROM THE CORPORATE LIMITS TO MEADOWBROOK ROAD

OVERALL DESCRIPTION

Barracks Road serves as a connector for traffic between the 250 Bypass to Emmet Street, as well as Barracks Road and Meadowbrook shopping centers. While typical auto-oriented retail uses dominates this corridor, there is a large, University-owned residential site east of the bypass on the south side of the road that provides a wooded edge and park-like setting to part of this corridor.

Streetscape: Planted and concrete median, overhead utilities, cobra-head lights, no sidewalk in front of University-owned parcel on south side of road.

Site: Wooded bank, tree-lined edge to south, parking lot edges and pole-mounted signs to north.

Buildings: Variety of scale and setbacks, 1-2 stories, masonry, typical commercial corridor retail uses; deeply setback one-story shopping center to north, building's side elevation to south.

Positive Aspects

- Wooded edge on south side
- Grassy median
- Easy access to Barracks Road Shopping Center

Vision

There is some potential for redevelopment of the strip retail and the shopping centers. Pedestrian activity that is generated from residential areas both east and west on Barracks Road should be encouraged. The attractive magnolia street trees along Barracks Road should be retained and new landscaping added

to the streetscape as redevelopment occurs. There are opportunities for unified landscaping along the corridor that would help enhance the pedestrian connection and better define an entry gateway at the western end of the corridor.

Recommended General Guidelines

- Mid-scale
- Retail uses
- On site/shared parking
- Consolidation of smaller parcels
- Upgrade existing building and site elements

Guidelines Specific to the Zoning

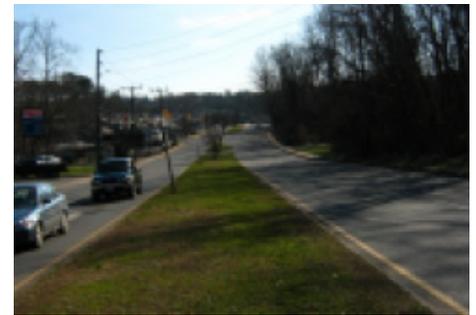
(URB) Urban Corridor: The intent of the Urban Corridor district is to continue the close-in urban commercial activity that has been the traditional development patterns in these areas. Development in this district is both pedestrian and auto-oriented, but is evolving to more of a pedestrian center development pattern. The regulations provide for both a mixture of uses or single use commercial activities. It encourages parking located behind the structure and development of a scale and character that is respectful to the neighborhoods and University uses adjacent.

- Height regulation:
1 to 5 stories, recommend 1 to 3 stories.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet maximum
Linking street frontage: 5 feet, minimum; 20 feet, maximum.
Side and Rear, adjacent to any low-density residential district: 10 feet,

minimum.

Side and Rear, adjacent to any other zoning district: none required.

- Buffer regulation:
Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 5 feet, minimum.



Barracks Road near the corporate limits.



North wing of Barracks Road Shopping Center.



Barracks Road between Millmont and Emmet Streets.

D. CORRIDOR 3: BARRACKS ROAD FROM THE CORPORATE LIMITS TO MEADOWBROOK ROAD



E. CORRIDOR 4: IVY ROAD FROM THE CORPORATE LIMITS TO EMMET STREET

OVERALL DESCRIPTION

Ivy Road is the principal entrance corridor to the city from the west and is the link between the University's facilities near Birdwood, the Kluge Children's Center, and the community of Crozet in Albemarle County. Within the City, Ivy Road is mainly occupied by small retail businesses with parking lots disconnected from one another. This lack of connectivity results in a large number of curb cuts, which frustrates traffic flow in this area. Ivy Road is an important shopping area for the Lewis Mountain neighborhood as well as adjacent communities in the county.

Streetscape: Numerous curb cuts, varying street width, overhead utilities, cobra-head lights, underground utilities in front of parking garage.

Site: Landscaped hillside, minimal plantings. Large, mature trees, pole-mounted signs, backlit signs.

Buildings: Aging retail buildings, some franchise designs, mixed-scale, residential with wooded edges, 1-3 stories, large parking garage. Recent Past: Foods of All Nations as cultural landmark, historic significance of its sign.

Positive Aspects

- Opportunity for streetscape elements to unify corridor
- Strongly defined neighborhood to south of corridor
- Opportunity to create lower scale infill in front of UVA garage

Vision

This corridor is shared by pedestrians, bicyclists, runners, and autos. Safe crosswalks and other pedestrian amenities should be a primary objective. As commercial parcels redevelop, auto and pedestrian connections should be increased

within and between developments. There is opportunity for new, denser mixed use development to complement neighborhood fixtures like the international grocery. The integrity of the Lewis Mountain neighborhood to the south should be protected. There are opportunities for unified landscaping along the corridor that would help enhance the pedestrian connection and define this entrance to the City. University development on this corridor should maximize mixed use, pedestrian-friendly development at the street level. This corridor is a potential location for public way-finding signage.

Recommended General Guidelines

- Residential scale and design along corridor to complement neighborhood
- Consolidated and connected parcels for new mixed-use development
- Upgraded franchise designs
- Stronger edge to better define corridor
- Improved pedestrian connections

Guidelines Specific to the Zoning

R1 (R-1): The single-family residential zoning districts are established to provide and protect quiet, low-density residential areas wherein the predominant pattern of residential development is the single-family dwelling. There are four categories of single-family zoning districts:

- Height regulation: 35 feet, maximum.
- Setback: 25 feet, minimum.

Urban Corridor (URB): The intent of the Urban Corridor district is to continue the close-in urban commercial activity that has been the traditional development patterns in these areas. Development in this district is both pedestrian and auto-

oriented, but is evolving to more of a pedestrian center development pattern. The regulations provide for both a mixture of uses or single-use commercial activities. It encourages parking located behind the structure and development of a scale and character that is respectful to the neighborhoods and University uses adjacent.

- Height regulation:
Maximum height: 1 to 5 stories; however, up to 7 stories may be allowed by special permit; recommend 1 to 3 stories.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet maximum. Linking street frontage: 5 feet, minimum; 20 feet, maximum. Side and Rear, adjacent to any low density residential district: 10 feet, minimum. Side and Rear, adjacent to any other zoning district: none required.
- Buffer regulations:
Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 5 feet, minimum.



Ivy Road near its intersection with Alderman Road



University-owned parking garage facing Ivy Road near its intersection with Emmet Street

E. CORRIDOR 4: IVY ROAD FROM THE CORPORATE LIMITS TO EMMET STREET



F. CORRIDOR 5: FONTAINE AVENUE/JEFFERSON PARK AVENUE FROM THE CORPORATE LIMITS TO EMMET STREET



Sub-Area A: Corporate limits to Lewis Street



Sub-Area B: Lewis Street to Maury Avenue



Sub-Area C: Maury Avenue to Emmet Street

OVERALL DESCRIPTION

Fontaine Avenue is known locally and historically as the Fry's Spring area of Charlottesville. Fontaine continues west as an extension of the road named Jefferson Park Avenue (JPA), while JPA turns south toward Fry's Spring Beach Club. The Fontaine section of the corridor is one of the gateways to the City and University, and its commercial sections serve as a neighborhood village center. The JPA section serves as a concentration of multi-unit apartment buildings for University students.

Positive Aspects

- Largely intact residential corridor serving as gateway
- Core of commercial uses to serve the area
- Mature street trees and planted median along much of corridor
- Well-defined and landscaped gateway at Fontaine research park entry
- Comprehensive transportation network with divided corridor, bus routes, bike paths, and sidewalks

Vision

This corridor transitions quickly from accommodating highway speed autos to more congested auto, transit, pedestrian and bicycle traffic. Foremost considerations are traffic calming, provisions for pedestrian safety, and pedestrian amenities such as sidewalks, landscaping and transit stops. The neighborhood center, Maury Avenue intersection, is currently a bustling, mixed use pedestrian activity area that newer developments strive to emulate. The pedestrian and mixed use characteristics of this neighborhood

intersection should not be lost as redevelopment occurs. New mixed use and apartment project design should reflect the character and importance of this major entrance to the City and the University. Historic assets to be protected include the JPA median that formerly accommodated a trolley line, the Fry Spring's Service Station, and the Oakhurst-Gildersleeve Neighborhood. This corridor is a potential location for public way-finding signage.

SUB-AREA A: CORPORATE LIMITS TO LEWIS STREET**Description**

Streetscape: canopied effect, planted slopes, overhead utilities, cobra-head lights, intermittent sidewalks, some on-street parking.

Site: Wooded edges, pole-mounted signs, mature landscaping, large trees, low stone walls, chain link fences.

Buildings: Post-war, small-scale residences with deep setbacks - colonial revival, bungalows, English cottages, Cape Cod.

Recommended General Guidelines

- Retain tree canopy at gateway
- Maintain residential uses and character
- Add sidewalks on Fontaine Avenue per the Fontaine Avenue Plan
- Upgrade older retail parcels as opportunity arises

Guidelines Specific to the Zoning

B-2: The B-2 business district is established to provide for commercial uses of limited size, primarily serving neighborhood needs for convenience goods. The intent of the B-2 regulations is to encourage clustering of these neighborhood-serving commercial uses. The uses permitted

F. CORRIDOR 5: FONTAINE AVENUE/JEFFERSON PARK AVENUE FROM THE CORPORATE LIMITS TO EMMET STREET

within this district are those which will generate minimal traffic originating outside the neighborhood areas served and that will generate minimal noise, odors and fumes, smoke, fire or explosion hazards, lighting glare, heat or vibration.

- Height regulation:
Maximum height: 45 feet.
- Setback:
20 feet, minimum.

R-2U (“university”): Consisting of quiet, lowdensity residential areas in the vicinity of the University of Virginia campus, in which single family attached and two-family dwellings are encouraged.

- Height regulation:
Maximum height: 35 feet.
- Setback:
25 feet, minimum.

SUB-AREA B: LEWIS STREET TO MAURY AVENUE

Description

Streetscape: Mixed-use, auto-oriented on three corners, curb cuts, overhead utilities, cobra-head lights, road widens, no crosswalks, no streetscape amenities.

Site: Pole-mounted signs, front yards used for parking.

Buildings: 1-2 story houses converted to commercial uses, restaurants, 3-story new infill.

Recommended General Guidelines

- Develop commercial sites into higher density mixed-use projects
- Upgrade streetscape amenities with underground utilities, streetlights and plantings

Guidelines Specific to the Zoning

(NCC) Neighborhood Commercial Corridor district: The intent of

the Neighborhood Commercial Corridor district is to establish a zoning classification for the Fontaine and Belmont commercial areas that recognize their compact nature, their pedestrian orientation, and the small neighborhood nature of the businesses. This zoning district recognizes the areas as small town center type commercial areas, and provides for the ability to develop on small lots with minimal parking dependent upon pedestrian access. The regulations recognize the character of the existing area and respect that they are neighborhood commercial districts located within established residential neighborhoods.

- Height regulation:
Maximum height: 1 to 3 stories; however, up to 5 stories may be allowed by special permii, subject to streetwall regulations; recommend 2 to 4 stories.
- Stepback:
The maximum height of the street wall of any building or structure shall be 3 stories. After 3 stories, there shall be a minimum stepback of 15 feet along at least 50% of the length of the streetwall.
- Setback:
Primary street frontage: no minimum required; 10 feet, maximum.
Linking street frontage: none required.
Side and Rear, adjacent to low-density residential district: 10 feet, minimum.
Side and Rear, adjacent to any other zoning districts: none required.
- Buffer regulations: Adjacent to any low-density residential district, side and rear buffers (S-1 type) shall be required, 5 feet, minimum.

SUB-AREA C: MAURY AVENUE TO EMMET STREET

Description

Streetscape: Overhead utilities, cobra-head

lights, planted median, on-street parking, bike lanes, concrete sidewalks, canopy of trees.

Site: Large mature site trees, some front site parking, sloped, block and wood retaining walls, split rail and chain link fences.

Buildings: Student housing, residential large scale, multi-family, materials include wood, stone, brick and stucco, majority of structures are of traditional designs, some smaller dwellings remain among the large scale infill buildings. Recent Past/Historic: Fry Spring Service Station

Recommended General Guidelines

- Put utilities underground that are now located within median
- Ensure that off street parking areas are well defined and screened as needed
- Design new apartment buildings to break up their large scale and use traditional materials

Guidelines Specific to the Zoning

R-UHD (“university high density”): Consisting of areas in the vicinity of the University of Virginia campus, in which high-density residential developments, including multi-family uses, are encouraged.

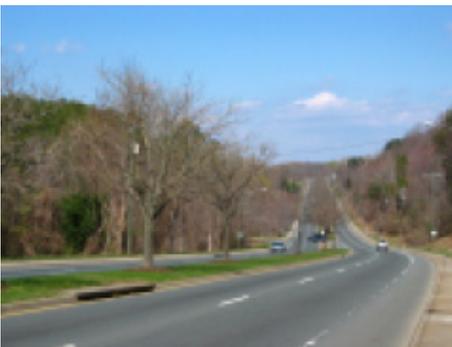
- Height regulation:
Maximum height: 60 feet
- Setback:
15 feet, minimum.

R-2U (“university”): Consisting of quiet, lowdensity residential areas in the vicinity of the University of Virginia campus, in which single family attached and two-family dwellings are encouraged.

- Height regulation:
Maximum height: 35 feet
- Setback:
25 feet, minimum.



Sub-Area A:
From the corporate limits to Harris Road



Sub-Area B:
Harris Road to the Ridge Street Design
Control District

OVERALL DESCRIPTION

Fifth Street is a major downtown gateway to the city from I-64, and from development areas of Albemarle County in the south. This new street travels relatively parallel to the old Ridge Road but is comprised of four traffic lanes and a wide median. The corridor is lined with street trees and contains wooded hillsides and some small scale townhouses. Highway oriented commercial uses dominate the southern end of the corridor.

Positive Aspects

- Street trees and planted median
- Wooded hillsides and much open space
- Opportunity to develop a stronger architectural image at a major gateway

Vision

This major southern entry leads to the Ridge Street historic district. It is auto-oriented and relatively undeveloped. The opportunity is to create an attractive boulevard leading to the downtown area. Additional landscaping along the corridor, including median flowers beds, will help define this entrance to the City, and will help make walking a more pleasant experience. Interior road connections should preclude excessive curb cuts along 5th Street. The Moore's Creek buffer area and wooded steep slopes should be maintained to emphasize a green gateway. Individual building designs should complement the existing residential fabric of the Ridge Street historic neighborhood. This corridor is a potential location for public wayfinding signage.

Station, and the Oakhurst-Gildersleeve Neighborhood. This corridor is a potential location for public wayfinding signage.

SUB-AREA A: CORPORATE LIMITS TO HARRIS ROAD

Description

Streetscape: Interstate-oriented, turn lanes, overhead utilities, cobra-head lights.

Site: Planted banks, planted sites, gas station canopies, elevated sites, parking lots.

Buildings: Mixed-use with retail, strip, national chains, one-story, deep setbacks.

Recommended General Guidelines

- Retain auto-oriented uses geared to I-64
- Upgrade franchise designs as opportunities arise
- Create stronger gateway presence with plantings
- Maintain 100 foot Moore's Creek buffer

Guidelines Specific to the Zoning

(HW) Highway Corridor district: The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto-oriented than the mixed-use and neighborhood commercial corridors. Development in these areas has been traditionally auto-driven and the regulations established by this ordinance continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

- Height regulation:
Maximum height: 1 to 7 stories, recommend 1 to 3.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet, maximum
Linking street frontage: 5 feet minimum; 20 feet, maximum
Side and Rear, adjacent to any low density residential district: 20 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.
- Buffer regulations:
Adjacent to any low density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

SUB-AREA B: HARRIS ROAD TO CHERRY AVENUE**Description**

Streetscape: Boulevard residential zone, street trees, hilly slope east to west, planted hillside, existing wooded edge, 4 lanes, bike path, planted median, patterned crosswalk at Ridge Street, sidewalk only in front of townhouses.

Site: Extensive plantings, front site parking, overhead utilities, cobra-head lights.

Buildings: Small residential, one-story frame vernacular, two-story multi-family townhouse units.

Recommended General Guidelines

- Medium-density multifamily residential uses
- Maintain buffers along major streams

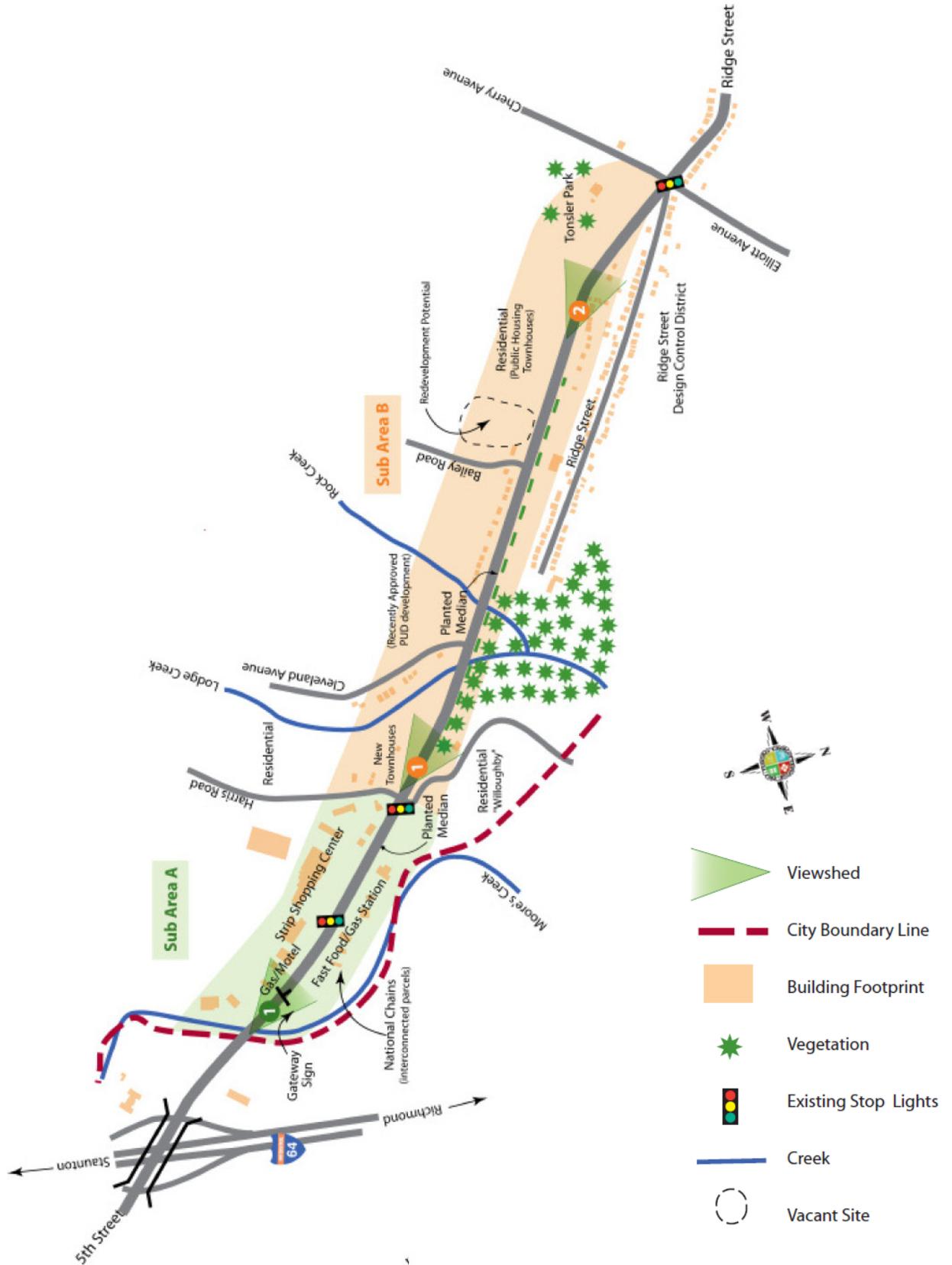
Guidelines Specific to the Zoning

R-1(S) (“small lot”): Consisting of low-density residential areas characterized by small-lot development.

- Height regulation:
Maximum height: 35 feet.
- Setback: 25 feet, minimum.

McIntire/Fifth Street Residential Corridor: The purpose of this district is to encourage redevelopment in the form of medium-density, multi-family residential uses in a manner that will complement nearby commercial uses and be consistent with the function of McIntire Road/Fifth Street Extended as a gateway to the city’s Downtown Area.

- Height regulation:
2 stories, minimum; 5 stories maximum.
- Setbacks:
10 feet, minimum; 25 feet, maximum.



H. CORRIDOR 7: AVON STREET FROM THE CORPORATE LIMITS TO THE CSX RAILROAD TRACKS



Sub-Area A:
Corporate limits to Druid Avenue



Sub-Area B:
Druid Avenue to Monticello Avenue



Sub-Area C:
Monticello Avenue to Avon Street Bridge

OVERALL DESCRIPTION

The Avon Street Corridor extends north from Moore's Creek, through a stable neighborhood, and across Belmont bridge to downtown Charlottesville. It has been identified as a 'secondary' access to downtown as well as a carrier of local traffic. From Monticello Avenue north, it serves as a primary tourism entrance into the City. It is also an important link between the historic Belmont neighborhood and downtown. Several convenience retailers and service businesses also are scattered along the corridor and serve the surrounding neighborhood.

Positive Aspects

- Opportunity to better define gateway at corporate limits
- Potential historic district in the North Belmont area
- Much of the residential area remains intact and has a high degree of design integrity

Vision

The scale and character of the Belmont neighborhood should be respected as infill and redevelopment occurs. The North Belmont neighborhood is a potential historic district. If possible, landmarks such as the neighborhood stores should be preserved. The Charlottesville Form Book will be helpful to property owners contemplating changes to individual residences. As opportunities arise, additional corridor landscaping would assist in defining the Avon Street entrance to the City, and would provide needed buffers between the residences and this heavily traveled corridor. The area between

Monticello Avenue and Belmont Bridge experiences significant visitor traffic from I-64 and Monticello. There are opportunities to improve the visual integrity of this section, including a unified approach to street furniture, while maintaining the strong individualistic character of the Belmont neighborhood. The existing residential fabric of the Ridge Street historic neighborhood.

SUB-AREA A: CORPORATE LIMITS TO DRUID AVENUE

Description

Streetscape: Pipe railing, sidewalks on east side only, overhead utilities, cobra-head lights.

Site: Front site parking, wooded edges.

Buildings: Mid-twentieth-century infill townhouses.

Recommended General Guidelines

- Follow Form Book guidelines in residential areas

H. CORRIDOR 7: AVON STREET FROM THE CORPORATE LIMITS TO THE CSX RAILROAD TRACKS

Guidelines Specific to the Zoning

R-1(S) (“small lot”): Consisting of low-density residential areas characterized by small-lot development.

- Height regulation:
Maximum height: 35 feet.
- Setback:
25 feet, minimum.

B-2: The B-2 business district is established to provide for commercial uses of limited size, primarily serving neighborhood needs for convenience goods. The intent of the B-2 regulations is to encourage clustering of these neighborhood-serving commercial uses.

- Height Regulation:
Maximum height: 45 feet.
- Setback:
20 feet, minimum.

SUB-AREA B: DRUID AVENUE TO MONTICELLO AVENUE**Description**

Streetscape: Overhead utilities, cobra-head lights, narrow concrete sidewalks.

Site: Small lots, minimal setbacks, hedges, privacy fences, picket and chain-link fences.

Buildings: Turn-of-the-century one-to-two story residences, many with front porches; mixture of styles includes I-houses, bungalows, Colonial Revival, Cape Cod, foursquare, and more recent ranch examples; materials range from asbestos shingles, stucco, and wood siding to brick; roof forms include hipped, gable, and complex, many with large dormer windows.

Recommended General Guidelines

- Follow Form Book guidelines in residential areas

Guidelines Specific to the Zoning

Same as Sub-Area A: R-1(s) and B-2.

SUB-AREA C: MONTICELLO AVENUE TO CSX/AVON STREET BRIDGE**Description**

Streetscape: Overhead utilities, cobra-head lights, concrete sidewalks, patterned crosswalks, grass strip with some street trees, onstreet parking.

Site: Mature landscaping, chain-link fences, parking lots.

Buildings: Turn-of-the-century residential with front porches, neighborhood stores.

Recommended General Guidelines

- Follow Form Book guidelines in residential areas

Guidelines Specific to the Zoning

Same as Sub-Area A: R-1(s) and B-2; and:

Downtown Extended Corridor (DE): Historically, the areas within the Downtown Extended district contained manufacturing uses dependent upon convenient access to railroad transportation.

In more recent times, use patterns within this area are similar to those within the Downtown district. The intent of this district is to encourage an inter-related mixture of high-density residential and commercial uses harmonious with the downtown business environment, within developments that facilitate convenient pedestrian and other links to the Downtown area.

- Height regulation:
Minimum height: 2 stories
Maximum height, mixed-use building: 9 stories, subject to street wall regulations, recommend 3 to 5 stories.
Maximum height, other buildings and structures: 4 stories.
- Stepbacks:
The maximum height of the streetwall of any building or structure shall be 4 stories. After 4 stories, there shall be a minimum setback of 15 feet along at least 70% of the length of such streetwall.
- Setbacks:
Front Primary Street: No min required; 15 feet, maximum.

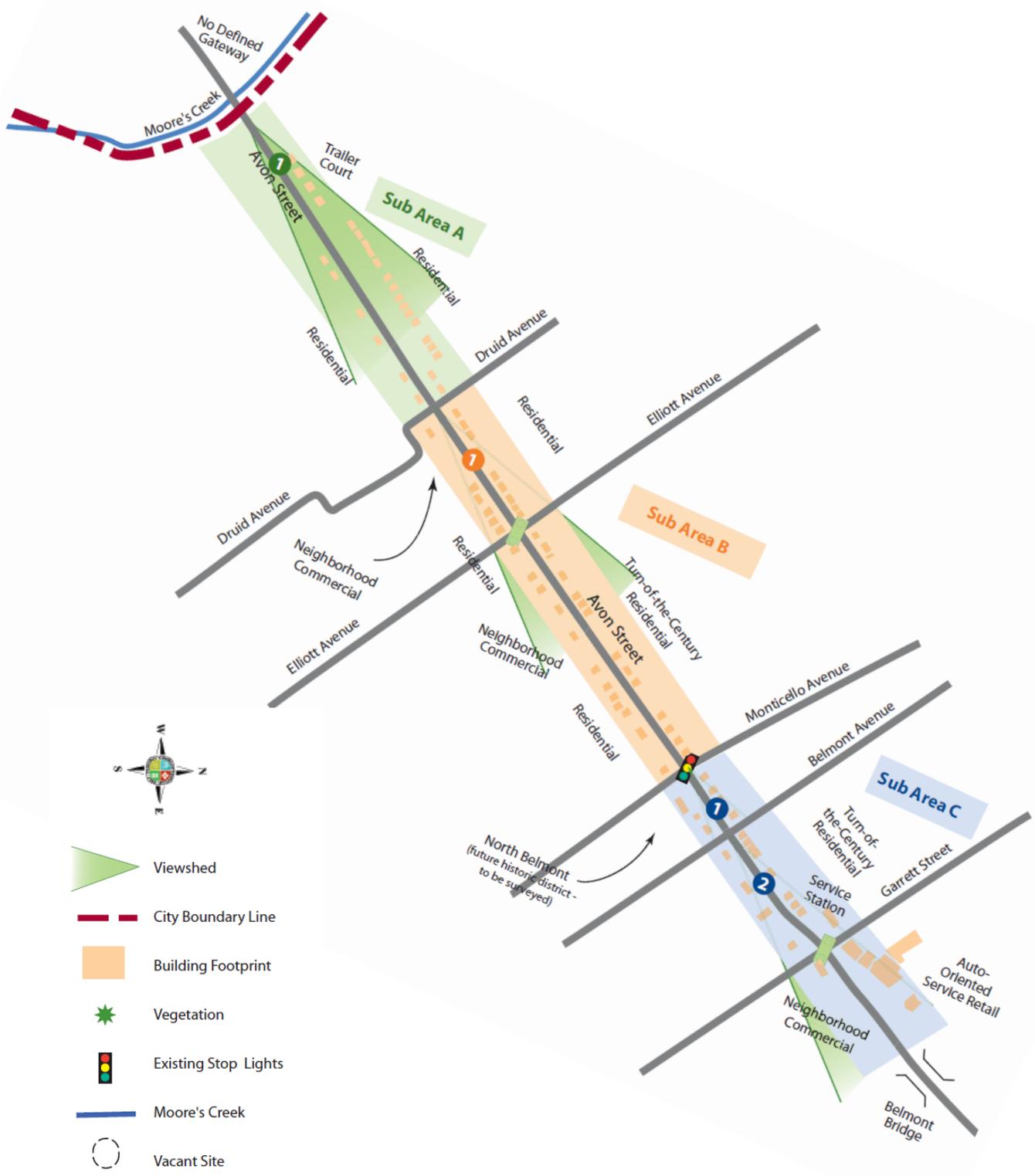


Sub-Area A: Viewshed #1 - Sloping lots line the east side of Avon Street near its intersection with Rockland Avenue.

V

CORRIDORS

H. CORRIDOR 7: AVON STREET FROM THE CORPORATE LIMITS TO THE CSX RAILROAD TRACKS



I. CORRIDOR 8: MONTICELLO AVENUE/ROUTE 20 FROM THE CORPORATE LIMITS TO AVON STREET



Sub-Area A:
Corporate limits to Druid Avenue



Sub-Area B:
Druid Avenue to Avon Street

OVERALL DESCRIPTION

Monticello Avenue/Route 20 extends from I- 64 and Moore's Creek to Avon Street and serves as a major tourist gateway to the City. This corridor also serves as a primary route into Downtown from the historic Belmont neighborhood and from southern parts of Albemarle County. This portion of Monticello Avenue is a neighborhood street, lined with single-family houses, churches and a public elementary school.

Positive Aspects

- Major tourist entrance from Monticello
- Integrity of neighborhoods on both sides of Monticello Avenue
- Possible future historic designation
- Attractive gateway with wooded slopes and planted median and scenic vistas

Vision

This is an important entry corridor for visitors from I-64 and Monticello. The opportunity is to preserve and augment this attractive boulevard leading to the downtown area. Near the City boundary the Moore's Creek buffer area and attractive, wooded steep slopes should be maintained to emphasize a green gateway. The importance of this tourist gateway should be acknowledged in the careful design of new mixed use developments sites and landscaping. Individual building designs should complement the downtown area character and respect the qualities that distinguish the downtown area built environment. Closer to downtown, stable neighborhoods line this corridor and their scale and integrity should be protected. The North Belmont neighborhood is a potential historic

district. Safe crosswalks and other pedestrian amenities should be a primary objective between Carlton Road and Avon Street. This corridor is a potential location for public wayfinding signage.

SUB-AREA A: CORPORATE LIMITS TO DRUID AVENUE

Description

Streetscape: 4 lanes, planted median with monument gateway sign, no sidewalks, metal guard rail.

Site: Wooded sloped edges.

Buildings: Auto-oriented, below grade at gateway; new townhouse infill at top of hill.

Recommended General Guidelines

- Ensure that any new commercial development contributes to the gateway
- Strengthen gateway with additional plantings and enhanced streetscape

I. CORRIDOR 8: MONTICELLO AVENUE/ROUTE 20 FROM THE CORPORATE LIMITS TO AVON STREET

Guidelines Specific to the Zoning

Highway Corridor district (HOW): The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto-oriented than the mixed-use and neighborhood commercial corridors. Development in these areas has been traditionally auto driven and the regulations established by this ordinance continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

- Height regulations:
Maximum height: 7 stories, recommend 2 to 4 stories.
- Setbacks:
Primary street frontage: 5 feet, minimum; 30 feet, maximum.
Linking street frontage: 5 feet, minimum; 20 feet, maximum.
Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.
- Buffer regulations:
Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

SUB-AREA B: DRUID AVENUE TO AVON STREET**Description**

Streetscape: 2 lanes, on-street parking, overhead utilities, cobra-head lights, narrow concrete sidewalks, planted triangle at intersection with Avon Street.

Site: Predominantly chain-link fencing, plastic privacy fence, stone walls, wood fencing, mature landscaping.

Buildings: Small-scale late-19th and early-20th century residences, I-houses, vernacular, bungalows; materials include brick and frame, stucco, asbestos shingles, aluminum siding; school and churches provide anchors to the neighborhood.

Recommended General Guidelines

- Use guidelines from Form Book for residential areas.

Guidelines Specific to the Zoning

R-1(S) (“small lot”): Consisting of low-density residential areas characterized by small-lot development.

- Height regulation:
Maximum height: 35 feet.
- Setback:
25 feet, minimum.

I. CORRIDOR 8: MONTICELLO AVENUE/ROUTE 20 FROM THE CORPORATE LIMITS TO AVON STREET



J. CORRIDOR 9: LONG STREET FROM THE CORPORATE LIMITS TO ST. CLAIR AVENUE



Sub-Area A:
Long Street at its intersection with High Street.



Sub-Area B:
Long Street at its intersection with St. Clair Avenue.

OVERALL DESCRIPTION

This eastern gateway to the City begins at the attractively designed Free Bridge and extends on Long Street to St. Clair Avenue. After crossing the Rivanna River, the major gateway intersection is at Long and High streets. A planted median extends west up the slope of Long Street that is framed with large concrete retaining walls. Highway-oriented, recently redeveloped commercial sites line the north side of the corridor, and there is a school and a neighborhood to the south.

Streetscape: Landscaped edges and median, auto-oriented, concrete retaining wall topped with chain-link fence, steep hill, overhead utilities, cobra-head lights, narrow concrete sidewalks, 4 lanes + turn lanes.

Site: Parking dominates many lots that have landscaped buffers; gas canopies and monument signs.

Buildings: New chain trademark architecture, 1-story masonry commercial.

Positive Aspects

- Strong gateway element of the bridge
- Opportunity to enhance streetscape to strengthen gateway at High Street
- Rivanna River and associated greenway offers public amenity

Vision

There is opportunity to significantly enhance the only eastern entrance to the City. The Rivanna River provides a dramatic gateway that should be used to its greatest advantage. Examples would be maintaining an attractive green buffer area, giving prominence to the greenway trails entrance, and incorporating the river as an amenity in site designs. After leaving the suburban County and crossing the

river into the City, the architecture should signal arrival at an urban place. Building to the street with mixed use, multi-story buildings would create the necessary scale. New and redeveloped sites should also include parking in the rear, and more unified, formal landscaping along the corridor. There are opportunities for public art. Riverdale is a historic property that contributes to the character of this gateway. This corridor is a potential location for public way-finding signage.

Recommended General Guidelines

- Follow guidelines in Form Book for residential areas
- Limit setbacks on any new construction
- Strengthen street edge of parcels with planting areas and low walls
- Extend banners and distinctive streetlights into corridor from bridge

J. CORRIDOR 9: LONG STREET FROM THE CORPORATE LIMITS TO ST. CLAIR AVENUE

Guidelines Specific to the Zoning

R-2: Consisting of quiet, low-density residential areas in which single-family attached and two-family dwellings are encouraged.

- Height regulations:
Maximum height: 35 feet.
- Setbacks:
25 feet, minimum.

B-1: The B-1 business district is established to provide for service-type businesses and office uses of a limited size, which are open primarily during daytime hours. The intent of the B-1 regulations is to provide a transitional district between residential areas and other commercial areas of the city. The uses permitted within this district are those which will have only minimal traffic impacts and only minimal noise, odors, smoke, fumes, fire or explosion hazards, lighting glare, heat or vibration.

- Height regulations:
Maximum height: 45 feet.
- Setbacks:
20 feet, minimum.

B-2: The B-2 business district is established to provide for commercial uses of limited size, primarily serving neighborhood needs for convenience goods. The intent of the B-2 regulations is to encourage clustering of these neighborhood-serving commercial uses.

- Height regulations:
Maximum height: 45 feet.
- Setbacks:
20 feet, minimum.

Central City Corridor (CC): The intent of the Central City Corridor district is to facilitate the continued development and redevelopment of the quality medium scale commercial and mixed use projects currently found in those areas. The district allows single use development, but encourages mixed-use projects. The regulations are designed to encourage use of and emphasize proximity to natural features or important view sheds of natural features. Development allowed is of a scale and character that is appropriate given the established development that surrounds the district.

- Height regulations:
Minimum height: 2 stories.
Maximum height: 4 stories. Additional height, up to 7 stories, may be allowed pursuant to a special permit issued by city council, subject to streetwall regulations.
- Setbacks:
The maximum height of the street wall of any building or structure shall be 3 stories. After 3 stories, there shall be a stepback of at least 15 feet along 70% of the length of the street wall.
When any facade of a building or structure faces an adjacent low-density residential district the maximum height of such facade shall be three (3) stories. After 3 stories there shall be a minimum stepback of 15 feet along at least 70% of the length of such facade.
- Setbacks:
Primary street frontage: no minimum required; 15 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer, S-1 type.
Linking street frontage: 5 feet, minimum; 20 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a

landscaped buffer, S-1 type.

Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.

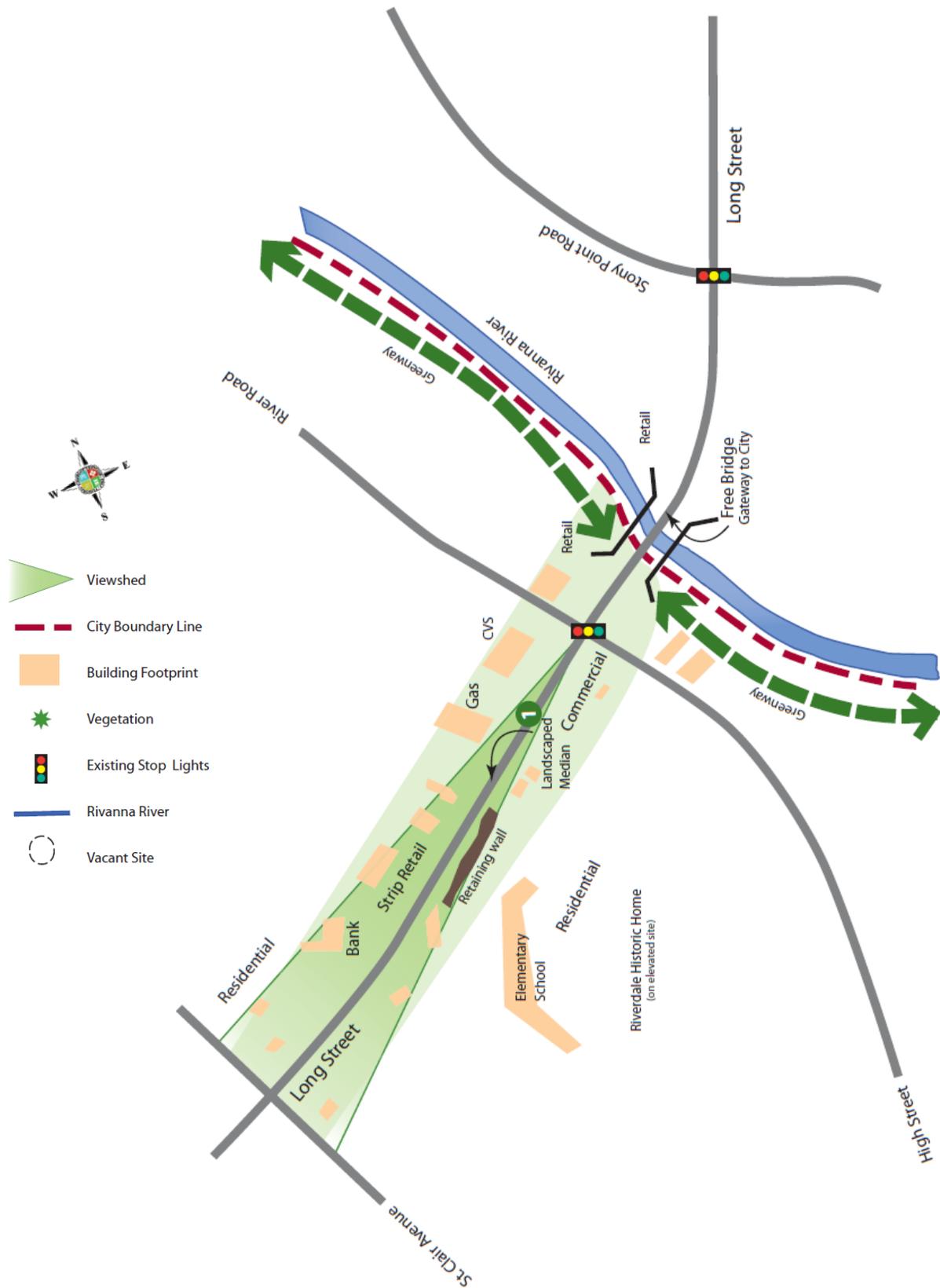
Side and Rear, adjacent to any other zoning district: none required.

- Buffer Regulations:
Adjacent to any low density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

V

CORRIDORS

J. CORRIDOR 9: LONG STREET FROM THE CORPORATE LIMITS TO ST. CLAIR AVENUE



K. CORRIDOR 10: EAST HIGH STREET - 9TH STREET FROM LONG STREET TO EAST MARKET STREET



Sub-Area A: Long Street to Gillespie Avenue



Sub-Area B: Gillespie Avenue to 9th Street



Sub-Area C: 9th Street between High and Market Streets

OVERALL DESCRIPTION

High Street is the traditional downtown entry corridor from I-64 and Route 250 east and the growth areas of the eastern part of Albemarle County. Its character changes as one goes up the hill west towards downtown. The lower parts of the corridor have older, small retail and auto-oriented service establishments with no streetscape improvements. Small scale dwellings begin at Gillespie Street and continue up the hill. Older, larger and more historic residences dominate the closer one gets to the downtown. Newer medical office infill structures are mixed in with residences along much of this section of the corridor due to the proximity of Martha Jefferson Hospital.

Positive Aspects

- Hillside corridor provides views and vistas
- Proximity of Rivanna River offers opportunities for new, more intense uses
- Older residential sections provide transition to downtown historic districts

Vision

The southeast side of High Street from Long Street to the light at Meade Avenue shares similar characteristics with the Long Street corridor. Properties here have potential to be redeveloped at an urban scale with shallow setbacks, higher density, and mixed uses. The natural character of the river should be preserved, and riverfront properties may incorporate the river as a site amenity. Future infill and redevelopment on the northwest side of High Street from Riverdale Drive to Locust Avenue and on the

southeast side of High Street from Meade Avenue to 10th Street should complement the smaller scale of the abutting residential neighborhoods on either side. The retail areas of this part of the corridor will continue to provide basic service-business functions until redeveloped into a mix of uses including residential. This area may be considered for nearby offsite or shared parking in the future, due to the small parcel sizes and convenience to transit and the downtown area. From Locust Avenue to Market Street there will be opportunities for denser development. The area surrounding Martha Jefferson Hospital is a potential historic district. A pedestrian environment should be encouraged along the entire corridor with sidewalks, landscaping and transit stops.

SUB-AREA A: LONG STREET TO GILLESPIE AVENUE

Description

Streetscape: Minimum curbs, no curb cuts, no sidewalks, typical strip, overhead utilities, cobra-head lights, intermittent narrow concrete sidewalks

Site: Large asphalt lots, no landscaped edge, billboards, minimal landscaping, numerous signs, pole-mounted signs

Buildings: Mixed commercial uses, auto-oriented businesses, service-oriented retail, masonry construction, pre-fabricated buildings, brick boxes, lack of design integrity, some remaining block cottage residences. Recent Past: Art Deco building - Richmond Camera, Imperial Gas Station, AT&T building

K. CORRIDOR 10: EAST HIGH STREET - 9TH STREET FROM LONG STREET TO EAST MARKET STREET

Recommended General Guidelines

- Upgrade existing retail/service parcels with better defined parking, plantings and signs
- Upgrade existing buildings as opportunities arise
- Consolidate parcels for larger new developments
- Make new streetscape improvements to better define street edge

Guidelines Specific to the Zoning

Central City Corridor (CC): The intent of the Central City Corridor district is to facilitate the continued development and redevelopment of the quality medium scale commercial and mixed use projects currently found in those areas. The district allows single use development, but encourages mixed-use projects. The regulations are designed to encourage use of and emphasize proximity to natural features or important view sheds of natural features. Development allowed is of a scale and character that is appropriate given the established development that surrounds the district.

- Height regulations:
Minimum height: 2 stories.
Maximum height: 4 stories. Additional height, up to 7 stories, may be allowed pursuant to a special permit issued by city council, subject to streetwall regulations.
- Stepbacks:
The maximum height of the street wall of any building or structure shall be 3 stories. After 3 stories, there shall be a stepback of at least 15 feet along 70% of the length of the street wall.
When any facade of a building or structure faces an adjacent low-density residential district the maximum height of such facade shall be three (3)

stories. After 3 stories there shall be a minimum stepback of 15 feet along at least 70% of the length of such facade.

- Setbacks:
Primary street frontage: no minimum required; 15 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer, S-1 type.
Linking street frontage: 5 feet, minimum; 20 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer, S-1 type.
Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.
- Buffer Regulations:
Adjacent to any low density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

SUB-AREA B: FROM GILLESPIE STREET TO 9TH STREET**Description**

Streetscape: Numerous curb cuts, steep hill, concrete sidewalks, overhead utilities, cobrahead lights

Site: Setbacks with lawns, hedges, stone and brick wall edges, sloped sites, some mature landscaping, uniform setbacks, some in-front parking

Buildings: Historic residences used for professional services, cinder block cottage row, four-squares, bungalows, larger and older dwellings closer to hospital, in-scale infill, flat-roof infill, contemporary office infill, post-war cinder cottages, 1-2 story

Recommended General Guidelines

- Respect the character of the older existing dwellings when designing infill buildings
- Place site parking behind buildings when converting residences to offices

- Maintain landscaped edge of private sites

Guidelines Specific to the Zoning

High Street Corridor: The areas included within this district represent a section of High Street that has historically developed around medical offices and support services, as well as neighborhood-oriented service businesses such as auto repair shops and restaurants. The regulations within this district encourage a continuation of the scale and existing character of uses established within this district, and are intended to facilitate infill development of similar uses

- Height regulations:
Maximum height: 2 stories.
- Setbacks:
Primary street frontage: 15 feet, minimum; 30 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer.
Linking street frontage: 20 feet, minimum; 30 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer.
Side and rear buffer, adjacent to any low density residential district: Adjacent to any low density residential district, side and rear buffers (S-1 type) shall be required, 10 feet, minimum.

K. CORRIDOR 10: EAST HIGH STREET - 9TH STREET FROM LONG STREET TO EAST MARKET STREET

SUB-AREA C: 9TH STREET FROM HIGH TO MARKET STREET**Description**

Ninth Street between High and Market Streets delineates the northern edge of the central downtown area. Gas stations are located at both ends of the corridor. Early-twentieth-century residences converted to professional use for either the adjacent court complex or Martha Jefferson Hospital are intermingled with offices and banks of more recent construction.

Streetscape: Mixed-use, mixed-scale, mixedsetback, concrete median, 4 lanes, overhead utilities, cobra-head lights, concrete sidewalks.

Site: Parking in front of several structures, large trees on private sites, some edge landscaping, mixed private site lighting. Tree planting and consistent sidewalks in this area have started to create a more pedestrian-oriented environment.

Buildings: 1-3 stories, several older residences, 2 gas stations.

Recommended General Guidelines

- Provide streetscape improvements to give this section of corridor better definition as it meets the downtown
- Improve edge conditions of site with plantings
- Relate new infill architectural design more to existing character of older buildings

Guidelines Specific to the Zoning

North Downtown Corridor: The Downtown North Corridor district is the historic center of the City of Charlottesville and contains many historic structures. In more recent years, this area has also developed as the heart of the city's legal community, including court buildings and related

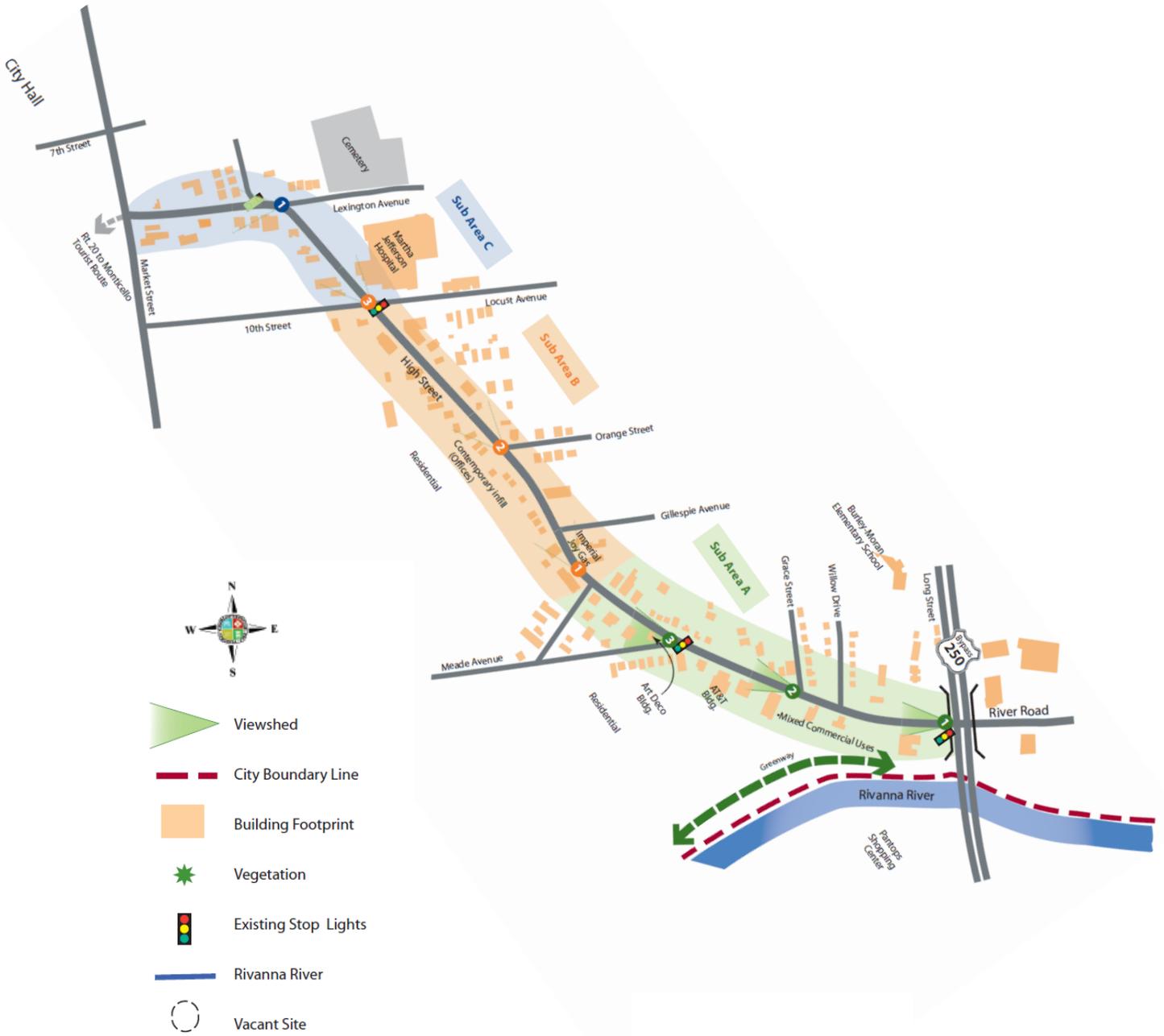
law and professional offices, and commercial and retail uses supporting those services. Within this area, residential uses have been established both in single-use and in mixed-use structures. Many former single-family dwellings have been converted to office use. The regulations for this district are intended to continue and protect the nature and scale of these existing patterns of development.

- Height regulations:
Minimum height: 2 stories.
Maximum height: see street wall regulations.
- Streetwall regulations:
Building height—streetwall: Primary street frontage: 5 stories, maximum.
Linking street frontage: 3 stories, maximum. Corner lots (when one frontage is a linking street): 3 stories, maximum.
- Setbacks:
Primary street frontage: No minimum; 15 feet, maximum. Linking street frontage (30-foot width): 10 feet minimum; 20 feet, maximum. Fifty percent (50%) of any setback shall be planted with an S-1 type landscaped buffer.
Side and Rear, adjacent to any low density residential district: 20 feet, minimum. Side and Rear, adjacent to any other zoning district: none required.
- Stepback:
When any facade of a building or structure faces an adjacent low-density residential district, the maximum height of such facade shall be three (3) stories. After 3 stories there shall be a minimum stepback of 15 feet along at least 70% of the length of such facade.
- Buffer regulations:
Adjacent to any low density residential district, side and rear buffers (S-1 type) shall be required, 10 feet, minimum.

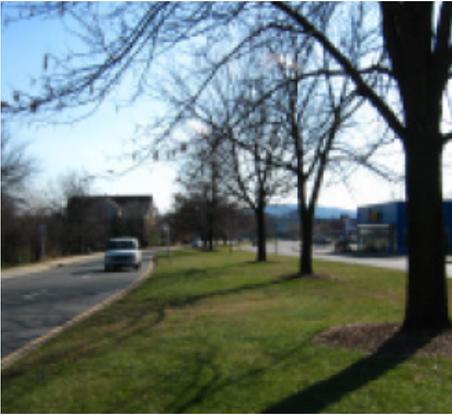
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CORRIDORS

K. CORRIDOR 10: EAST HIGH STREET - 9TH STREET FROM LONG STREET TO EAST MARKET STREET



L. CORRIDOR 11: PRESTON AVENUE FROM MCINTIRE ROAD TO ROSSER AVENUE



The wide, planted median is a dominant feature of the Preston Avenue Corridor.



The County Office Building is located at the McIntire Road terminus of the Preston Avenue Corridor.

OVERALL DESCRIPTION

Preston Avenue Corridor extends from Rosser Avenue on the west end to McIntire Road in the east. It is a major corridor that connects Barracks Road Shopping Center and the University community with the downtown. Currently lined with a mixture of warehouse and light industrial facilities, small-scale suburban-style neighborhood retail and former auto dealerships, the corridor presents an uneven image despite attempts at landscaping the road's wide median and the presence of sidewalks throughout the corridor. Many lots on the north side of the roadway have steep slopes resulting from re-grading of Preston Avenue. On the south side, Preston Avenue is comprised of large buildings and even larger parcels of land. Washington Park anchors the northwest edge of this corridor.

Streetscape: Planted triangle, planted median, complex street systems, overhead utilities, cobra-head street light, concrete sidewalks, auto-oriented, curb-cuts

Site: Chain-link fences, planted edges, heavily planted banks at the overpass

Buildings: Plain brick one-story commercial, large display windows, converted industrial, metal buildings and former car dealership structures, newer office and retail infill, gas station; historic Coca-Cola plant

Positive Aspects

- Potential historic district near Preston Avenue, 10th & Page
- Landscaped median
- Located near the downtown
- Large older structures are serving as incubators for many new, small businesses

Vision

The vision for Preston Avenue is to create a variety of new, mixed-use, larger scale projects that would replace some existing structures. These new uses should transition in scale to the residential areas located on both sides of Preston Avenue behind the commercial uses (Rose Hill neighborhood to the north, and the 10th & Page neighborhood to the south). The 10th & Page neighborhood is a potential historic district. On Preston Avenue several of the larger structures (auto showrooms, bottling plants, and industrial buildings) are also historic assets. The generous landscaped median is an amenity that should be maintained, but strategies should be used to reduce the scale and perceived width of the avenue and to unify both sides of Preston. These may include additional landscaping, and pedestrian amenities such as benches and safe pedestrian crosswalks, especially near Washington Park. Additional pedestrian and human-scale features may include sidewalk cafes, pocket parks and public art.

Recommended General Guidelines

- Carefully study historic significance of large older structures before demolition
- Continue to encourage partitioning of industrial structures into smaller leased spaces
- Use streetscape elements like lighting and banners to add definition to corridor

L. CORRIDOR 11: PRESTON AVENUE FROM MCINTIRE ROAD TO ROSSER AVENUE

Guidelines Specific to the Zoning

R-1(S) (“small lot”): Consisting of low-density residential areas characterized by small-lot development.

- Height regulation:
Maximum height: 35 feet.
- Setback: 25 feet, minimum.

McIntire/Fifth Street Residential Corridor: The purpose of this district is to encourage redevelopment in the form of medium-density, multi-family residential uses in a manner that will complement nearby commercial uses and be consistent with the function of McIntire Road/Fifth Street Extended as a gateway to the city’s Downtown Area.

- Height regulation:
2 stories, minimum; 5 stories maximum.
- Setbacks:
10 feet, minimum; 25 feet, maximum.

B-3: The B-3 business district is to provide for major commercial uses, of a type that is likely to generate significant amounts of traffic from points within as well as external to the surrounding neighborhood, and that may generate moderate noise, odors or fumes, smoke, fumes, fire or explosion hazards, lighting glare, heat or vibration.

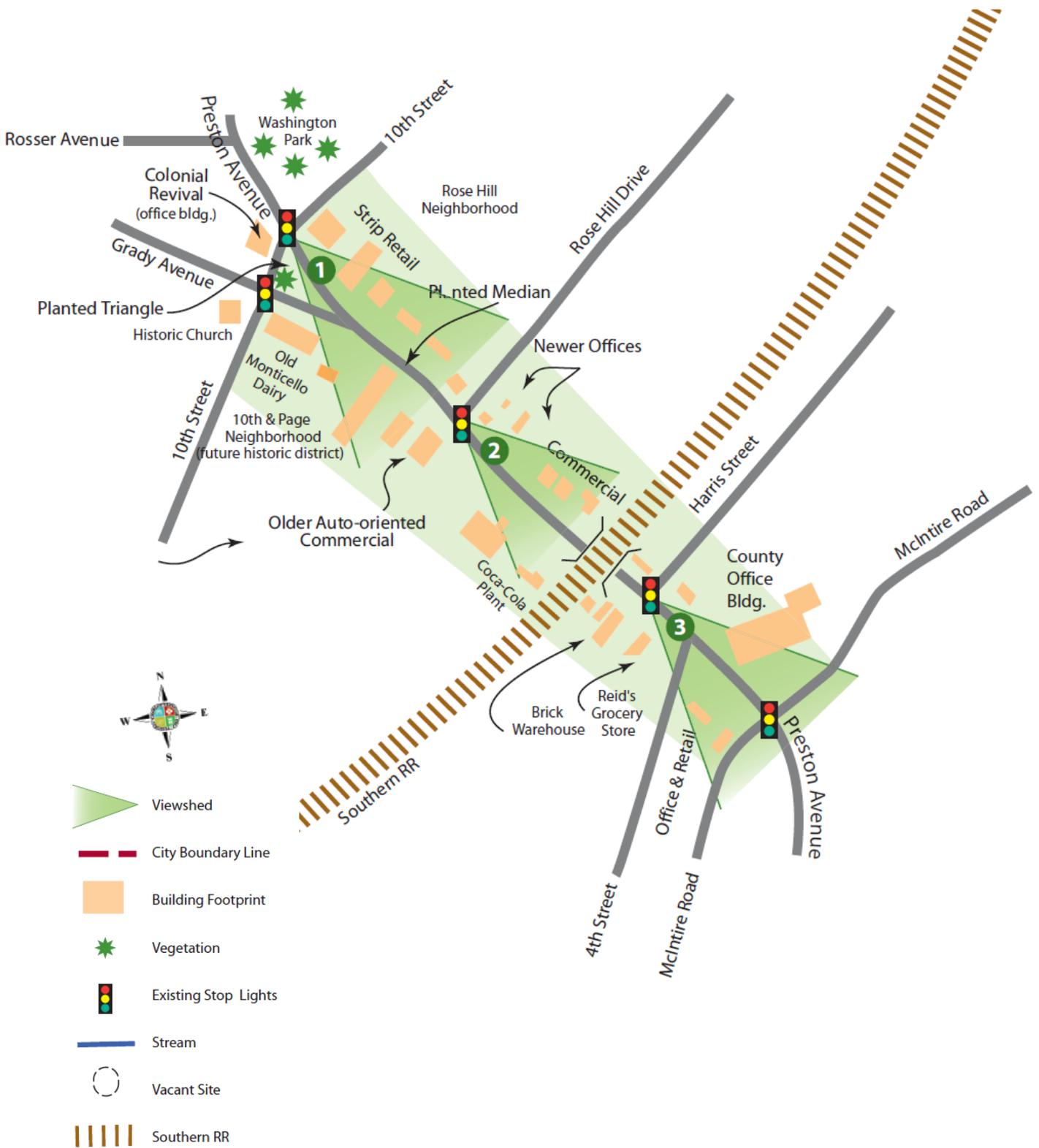
- Height regulation:
Maximum height: 70 feet.

Central City Corridor (CC): The intent of the Central City Corridor district is to facilitate the continued development and redevelopment of the quality medium scale commercial and mixed use projects currently found in those areas. The district allows single use development, but encourages mixed-use projects. The

regulations are designed to encourage use of and emphasize proximity to natural features or important view sheds of natural features. Development allowed is of a scale and character that is appropriate given the established development that surrounds the district.

- Height regulations:
Minimum height: 2 stories.
Maximum height: 4 stories. Additional height, up to 7 stories, may be allowed pursuant to a special permit issued by city council, subject to streetwall regulations.
- Stepbacks:
The maximum height of the street wall of any building or structure shall be 3 stories. After 3 stories, there shall be a stepback of at least 15 feet along 70% of the length of the street wall.
When any facade of a building or structure faces an adjacent low-density residential district the maximum height of such facade shall be three (3) stories. After 3 stories there shall be a minimum stepback of 15 feet along at least 70% of the length of such facade.
- Setbacks:
Primary street frontage: no minimum required; 15 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer, S-1 type.
Linking street frontage: 5 feet, minimum; 20 feet, maximum. Fifty percent (50%) of the area within any such setback shall consist of a landscaped buffer, S-1 type.
Side and Rear, adjacent to any low-density residential district: 20 feet, minimum.
Side and Rear, adjacent to any other zoning district: none required.
- Buffer Regulations:
Adjacent to any low density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

L. CORRIDOR 11: PRESTON AVENUE FROM MCINTIRE ROAD TO ROSSER AVENUE



M. CORRIDOR 12: McINTIRE ROAD FROM PRESTON AVENUE TO ROUTE 250



McIntire Road as it approaches the 250 Bypass



McIntire Road as it nears the County Office Building

OVERALL DESCRIPTION

McIntire Road is a primary gateway to downtown from the 250 by-pass with its meandering two-lane road. It flanks a park highlighted by Lane Field along much of its western edge. The eastern edge is lined with blocks of single-family homes atop an escarpment. Its northern end is composed of a parking lot, a skateboard park, and a rescue squad facility. Screened parking lots and the Albemarle County Office Building anchor the southern end.

Streetscape: Abundant landscaping, 2-3 lanes, sidewalks only on east side, park on west with creek and landscaping, Art in Place, planted gateway at both ends of corridor, bike lanes.

Site: Nicely screened parking lots, athletic fields, wooded edge, cinder/stone retaining walls, aging tennis/skateboard courts.

Buildings: Residences on hill, institutional large scale, large infill apartment complex, rescue squad, retail, mid-20th century, 1-story ranch, frame and brick.

Positive Aspects

- Much of corridor has a linear park-like setting on the west side and a contiguous attractive neighborhood on the east
- Termination of southern end has nicely planted triangle and imposing County Office Building

Vision

The parkway quality of this entrance corridor should be maintained. The linear park along Schenk's Branch could be replanted and made more attractive. From Schenk's Branch to the County Office building unified landscaping would be an asset. The current patterns of stable institutional, residential, and recreational uses should be continued. Individual

building designs should complement the downtown area character, and respect the qualities that distinguish the downtown area built environment. In the future the County should be encouraged to include structured parking in its government office complex. If Meadowcreek Parkway is constructed in the future, this corridor should serve to calm traffic and create a transition to a more pedestrian-friendly, urban scale environment. This corridor is a potential location for public way-finding signage.

Recommended General Guidelines

- Maintain the residential east side of corridor
- Maintain the linear park on the western edge
- Limit urban streetscape elements to maintain the current character of the corridor

M. CORRIDOR 12: McINTIRE ROAD FROM PRESTON AVENUE TO ROUTE 250

Guidelines Specific to the Zoning

R-1: Consisting of low-density residential areas.

- Height regulation:
Maximum height: 35 feet.
- Setback: 25 feet, minimum.

R-1(S) (“small lot”): Consisting of low-density residential areas characterized by small-lot development.

- Height regulation:
Maximum height: 35 feet.
- Setback: 25 feet, minimum.

R-3: Consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

- Height regulation:
Maximum height: 45 feet.
- Setback: 25 feet, minimum.

McIntire/Fifth Street Residential Corridor: The purpose of this district is to encourage redevelopment in the form of medium-density, multi-family residential uses in a manner that will complement nearby commercial uses and be consistent with the function of McIntire Road/Fifth Street Extended as a gateway to the city’s Downtown Area.

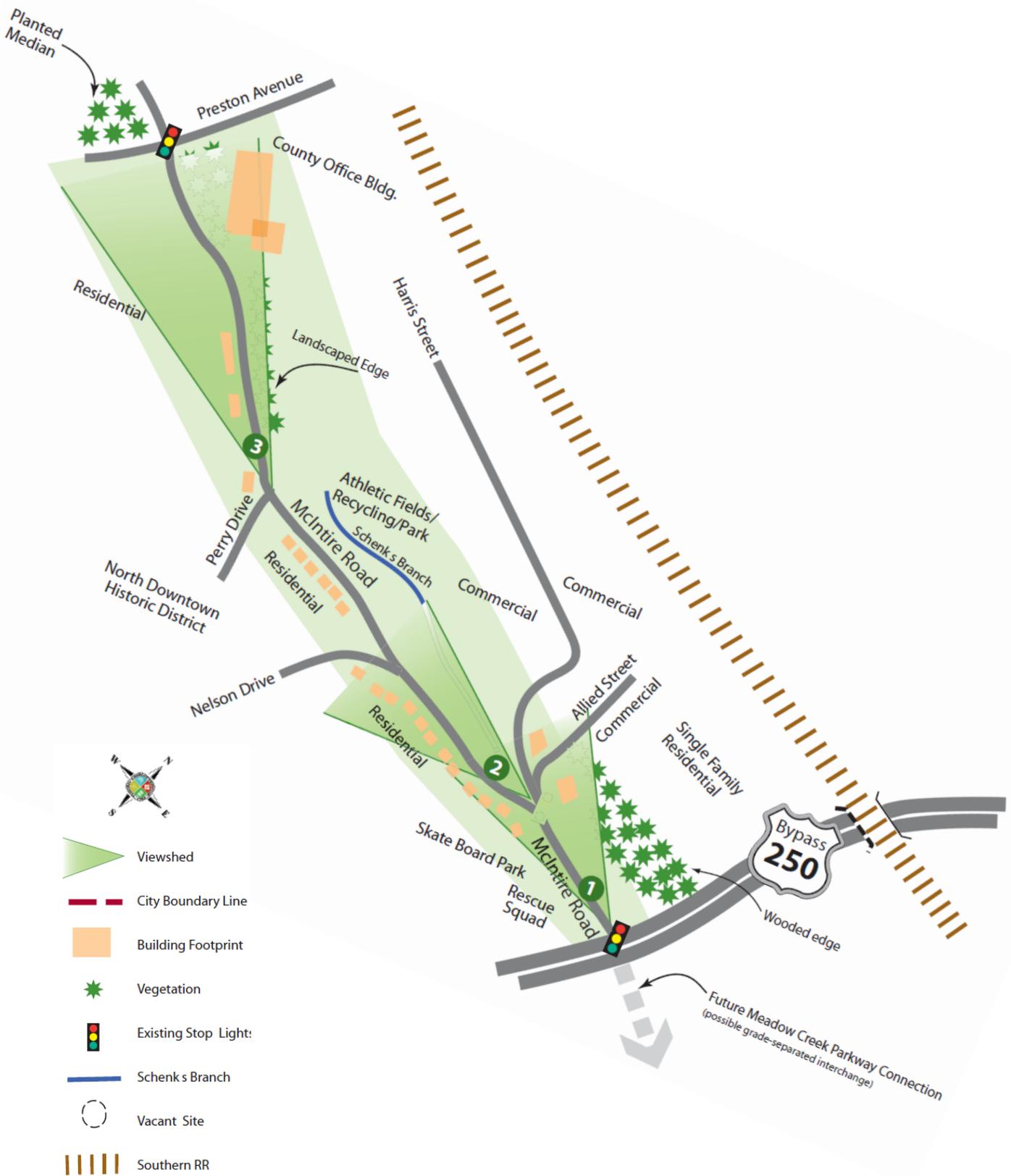
- Height regulation:
2 stories, minimum; 5 stories maximum.
- Setbacks:
10 feet, minimum; 25 feet, maximum. Additional building height, up to 7 stories may be allowed pursuant to a special use permit authorized by city council. 5 feet of the required front yard shall be landscaped. Where the side or rear of a lot adjoins a low-density residential district, there shall be a minimum setback of 20 feet. 10 feet of

such required yards shall be planted with an S2-type landscaped buffer.

V

CORRIDORS

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AVAILABLE GUIDELINES SECTIONS

These entrance corridor design guidelines have been divided into the following sections so that you need only read those pertinent to your project.

I. Introduction

II. Streetscape

III. Site

IV. Buildings

V. Individual Corridors

Guideline sections are available from the Charlottesville Department of Neighborhood Services. Online they may be accessed through <http://www.charlottesville.org> at the Planning Commission home page.

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