CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

Amendments adopted by City Council March 7, 2011

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CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

I Introduction

A. How to Use the Entrance Corridor Design Guidelines Document

The City of Charlottesville has designated certain significant routes of tourist access as Entrance Corridors to ensure through design review that corridor development is compatible with the City's historic landmarks, buildings, and structures. The Planning Commission has been designated as the Entrance Corridor Review Board (ERB).

The purpose of these entrance corridor design guidelines is to provide a tool for property owners, developers, designers and the ERB to create, review and build quality new buildings or renovate existing structures along Charlottesville's major entrance corridors. The intent of these guidelines and the review process is to ensure a quality of development compatible with the City's historic, architectural, and cultural resources. They are based on general design concepts that came out of the Comprehensive Plan Principles and the City's Vision Statement that is discussed in the next section.

These corridors have several characteristics including:

- wide variety in character and quality
- variety in degree of permanence and potential change
- many opportunities for quality new development
- some opportunities for preservation, rehabilitation and infill
- numerous opportunities to incorporate significant vegetation and natural features
- numerous opportunities for supportive streetscape improvements

These guidelines are organized into four general chapters. Following this introduction section, there are:

Chapter II: Guidelines for Streetscape in which more detailed recommendations are given for landscaping, pedestrian routes, bicycle route, lighting, street furniture, public signage, public art, and utilities and communication equipment.

Chapter III: Guidelines for Site includes sections on connectivity between areas and neighborhoods and between and within sites, building placement, parking, landscaping and open space, lighting, walls and fences, signs, and utilities and service areas.

Chapter IV: Guidelines for Commercial Buildings includes sections on architectural compatibility, building mass, scale and height, facade organization and storefronts, materials and textures, color, details, roof forms and materials, awnings, appurtenances, additions and corridor conversions, franchise design, gas station canopies, civic and institutional buildings and multi-family buildings.

These general guidelines pertain to all of the corridors and are illustrated with various examples that reflect the particular recommendation.

Beyond these four chapters are individual sections on each of the twelve corridors:

Chapter V: Individual Corridors documents and evaluates the existing character of these corridors, break them into distinctive sub-areas and provide more specific guidelines for each of them with text, graphics and maps. They also explain the general zoning categories of each corridor and provide a general vision for them as well.

In addition, all individuals using these guidelines are urged to review the detailed sections of the zoning ordinance for the specific zoning regulations that pertain to a particular project.

These Design Guidelines present general design priorities based on core design principles that can be adapted to individual circumstances of site and building design. While specific examples are provided, the enduring strength of guidelines relies on their flexibility. Not every case and circumstance can be anticipated, nor is the goal to prescribe the design of every development on Charlottesville's corridors. In fact, given the level of sophistication of the market in the area, it is anticipated that developers and their designers will be able to build on these principles and create unique, livable, and viable projects that meet the community's vision. The intent of these design guidelines is not to limit growth or development within the corridors or to dictate specific stylistic designs or restrict creative design solutions.

B. Background for Design Guidelines

Charlottesville is one of the highest-rated places in the United States in which to live, work, play, and raise a family. Charlottesville citizens clearly want the city to continue be a special kind of place and a community. The quality of Charlottesville's physical environment has a direct bearing on its livability, prosperity and its ability to maintain its current status as a world-class small city.

The City has many assets that make it a vibrant, progressive and diverse community. These include an ideal location in the heart of Virginia's piedmont, a lively downtown, a broad range of neighborhoods, home to one of the top public universities in the nation, a recognized commitment to culture and arts, a strong economic position in the region, a long history of planning, an involved citizenry, a history of architectural excellence, a continuing emphasis on high quality development and an extensive network of entrance corridors.

The challenge is to encourage new development that will provide new vitality while preserving and enhancing the community's traditional strength. Entrance Corridor design review is a means to ensure quality of development compatible with the City's historic, architectural, and cultural resources.

Over the past decade, the City of Charlottesville has been investigating ways to grow. The following background information summarizes the history of this effort. These documents and studies form the basis for the design principles found in these guidelines.

1. The 2001 Comprehensive Plan and Community Vision

The City Council and the Planning Commission have been strong leaders in their commitment to solving challenges and building on the community's strengths. In the current comprehensive plan they have clearly stated the City's important mission as they see it in the following vision statement:

"Mindful of our responsibility to future generations, Charlottesville will build a distinctive, world class, small city by insuring the quality of our natural and built environment. Quality of life includes all the tangible and intangible factors that make Charlottesville attractive to live in, to work in, or to visit. The quality of its natural and built environment must be extended and enhanced, its heritage conserved, and new development must be high quality and sensitive to needs. The physical environment should preserve and augment the appearance and richness of the intellectual and sensory experience throughout the city."

Specifically in regard to the city's corridors, there have been several recent initiatives. There has been an in-depth study of these areas in a two-volume report led by Torti Gallas Partners and a subsequent rezoning of many of these designated areas with new corridor mixed-use regulations by the City. While much of the recent focus on corridors comes from these projects, the Comprehensive Plan contains various principles that relate to the design, function and character of its corridors:

- We will actively pursue strategies designed to keep the City a thriving and vital retail center of the region.
- We will support initiatives to increase commercial, retail and residential growth opportunities in our commercial corridors.
- We will encourage quality urban design in the construction of new buildings and the redevelopment of existing ones.
- We will support strategies and incentives to protect and enhance our historic resources.
- We commit to extension and enhancement of the public realm - all those spaces, public and private, we share as a community.
- We will promote and support the ideal of our City as a Park by expanding green space, the urban canopy, and improving access to our waterways.
- We will emphasize public and pedestrian spaces in the architectural fabric of our entrance corridors and throughout the City.

B. Background for Design Guidelines

2. The 2001 Commercial Corridor Study (Torti Gallas)

This study was prepared by Torti Gallas and Partners, CHK in association with Robert Charles Lesser Company and Land Planning and Design. It looked at fifteen commercial corridors and proposed urban design solutions to deal with market realities. The study included a market analysis of the community and projections of future development opportunities. Those market possibilities were then applied to each of the corridors.

For each corridor, the report identified urban design issues, evaluated the potential for re-use of existing buildings, assessed parking requirements, recommended appropriate uses for properties, identified a theme, evaluated the transition from commercial to non-commercial uses, and made recommendations for mitigating any adverse impacts of development and made recommendations for appropriate urban design improvements. It also included a brief set of design guidelines, many of which are incorporated in this document.

3. The 2003 Zoning Ordinance

The City of Charlottesville recently made a number of revisions to the zoning ordinance including the creation of Mixed-Use Corridor Zoning. Its purpose is to create a dynamic street life by encouraging mixed-use development within appropriate areas along significant City corridors.

The creation of these redeveloped corridors is of particular importance since they are intended to serve as vital centers for economic growth and development while at the same time encouraging development that is friendly to pedestrians and alternate modes of transportation characteristic of an urban setting.

This new zoning has various objectives that include encouraging:

- the placement of buildings close to property lines
- the construction of buildings of appropriate scale
- the minimization of the impact of parking facilities and vehicular traffic
- the addition of landscaped spaces available for pedestrian use
- alternate forms of transportation
- neighborhood-enhancing economic activity
- home ownership
- neighborhood participation in the development process

4. The 2007 Comprehensive Plan

Guiding Principles

The following guiding principles were adopted by both the Planning Commission and City Council to guide the 2007 Plan. The principles outlined represent the values and the vision of the people of Charlottesville and what they want their community to be. They show a consistency and a steadfast direction that has led this community to greatness over the past 200 years.

The Charlottesville Community…

- Has safe neighborhoods with identifiable centers with strong social fabric.
- Has accessibility to safe public transportation, alternative modes of transportation and interconnected pedestrian and bicycle access.
- Puts a value on trees, parks, greenspace, stream and biodiversity as adding to the appearance and livability of the City.
- Values and provides quality education for all ages, vocations and abilities.
- Provides housing opportunities with a diversity of style, scale, price, financing and location.
- Has open and accessible government and institutions that cooperate to provide quality services economically and operate through an open democratic process.
- Has a strong diversified economy with opportunities for entrepreneurship and a diversity of jobs.
- Balances the natural and built environments and practices sustainability in its decisions.
- Reaches across jurisdictional lines for regional progress.
- Values mixed use development that promotes 24 hour activity, pedestrian connectivity, and transit use.
- Promotes an intellectual climate that values arts and culture.

Sustainability Principles

The 2007 Comprehensive Plan is also based on principles of sustainability. Sustainability requires meeting the human needs of the present without compromising the ability of future generations to meet their own needs. At the local level, this means striking a balance to meet current needs of this community while also protecting resources so they will remain available and plentiful for future generations. Sustainability is most often linked with the preservation and protection of environmental resources to maintain the health of the streams, wetlands, plants, and animals that make up the ecosystem in which we live. This concept can also be extended to the broader context of protecting the historic context of Charlottesville, our unique and valued quality of life, and the social capital of the people in this community. All policies, goals, objectives and actions in this Comprehensive Plan are evaluated within the context of sustainability and guiding principles that flow from it.

B. Background for Design Guidelines

5. Green Building and Sustainable Design Principles

Sustainability means meeting the needs of the present without compromising the ability of future generations to meet their own needs. Green building means building practices that use energy, water, and other resources wisely. The City of Charlottesville and the Entrance Corridor Review Board (ERB) support the principles of green building and sustainable design in order to create a community that is healthy, livable, and affordable:

- Mixed-use development provides an alternative to sprawl that allows residents to live within walking distance of activities, thereby reducing time spent in the car.
- Infill development is an efficient use of land that can provide diversity in housing sizes and types, and can revitalize neighborhoods.
- Adaptive reuse of a historic building or living in a pre-owned home reduces consumption of land and materials for new construction, and may reduce housing costs.
- Options for walking, bicycling, and transit promote healthy living and reduce dependence on automobiles and energy use.
- Designing buildings for the local climate helps conserve energy.
- Durable building materials such as brick, wood, cementitious siding, and metal roofs are economical and more compatible with the character of the community.
- Locally obtained building materials, rapidly renewable or recycled materials, non-toxic materials and finishes (products with zero or low volatile organic compounds), and wood certified by the Forest Stewardship Council provide sustainable choices.
- Energy efficient construction techniques, such as structural insulated panels (SIPS), careful sealing and insulation, and integration of natural with artificial light sources.
- Low impact development methods (porous pavement, rain gardens, vegetated buffers, green roofs) retain storm water on site and protect street water quality by filtering runoff.
- Use of rating systems such as LEED, Energy Star, and Earth Craft House are encouraged.

Nothing in these guidelines should be construed to discourage green building or sustainable design. If such a design is found to conflict with a specific guideline, the ERB shall work with the applicant to devise a creative solution that meets that applicant's goal for sustainability that is also compatible with the character of the district and the property.

C. Design Principles

Charlottesville's special visual character is defined by the area's natural beauty, historic resources, architectural quality, distinctive building materials, and cultural variety expressed in the built environment. The intent of the entrance corridor guidelines and review process is to protect the City's historic, architectural and cultural resources, by ensuring a quality of development compatible with those resources through design control measures. Charlottesville's Entrance Corridor Guidelines are based on the following ten Design Principles:

- **Design For a Corridor Vision**

  New building design should be compatible (in massing, scale, materials, colors) with those structures that contribute to the overall character and quality of the corridor. Existing developments should be encouraged to make upgrades consistent with the corridor vision. Site designs should contain some common elements to provide continuity along the corridor. New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment.

- **Preserve History**

  Preserve significant historic buildings as well as distinctive architecture from more recent periods. Encourage new contemporary design that integrates well with existing historic buildings to enhance the overall character and quality of the corridor.

- **Facilitate Pedestrian Access**

  Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.

- **Maintain Human Scale in Buildings and Spaces**

  Consider the building scale, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, as it will be experienced by the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale, as does the degree of ground-floor pedestrian access.

- **Preserve and Enhance Natural Character**

  Daylight and improve streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.

- **Create a Sense of Place**

  In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people can interact.

- **Create an Inviting Public Realm**

  Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.

- **Create Restrained Communications**

  Private signage and advertising should be harmonious and in scale with building elements and landscaping features.

- **Screen Incompatible Uses and Appurtenances:**

  Screen from adjacent properties and public view those uses and appurtenances whose visibility may be incompatible with the overall character and quality of the corridor, such as: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, Where feasible, relegate parking behind buildings. It is not the intent to require screening for utilitarian designs that are attractive, and/or purposeful.

- **Respect and Enhance Charlottesville's Character**

  Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales, or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable. Incompatible aspects of franchise design or corporate signature buildings must be modified to fit the character of this community.

I Introduction

D. Role and Purpose of Design Guidelines

1. General Role and Purpose

The Charlottesville Corridor Design Guidelines are intended to serve a number of purposes. They are to:

- Educate property owners, designers, developers, the public, and plan reviewers on what the City of Charlottesville expects and desires for new development along the designated corridors.
- Present clear concepts based on the City's Comprehensive Plan principles for achieving this vision.
- Identify important design concerns and recommend appropriate design approaches.
- Illustrate specific techniques to use when planning and designing developments and individual buildings.
- Provide an objective and fair basis for review of projects by the ERB.

2. How Guidelines Relate to Other Regulations

These guidelines do not reproduce all the specific requirements stated in the Zoning Ordinance, Subdivision Regulations, or other applicable development regulations. Applicants are advised to consult any necessary related documents. In the event that there appears to be differences regulations, the more stringent standard shall apply.

This guidelines publication is an official policy document that expands upon the concepts of the design principles set forth in the Comprehensive Plan. While the guidelines provide specific recommendations for development, they cannot, and are not intended to, cover all circumstances. Rather, the structure and content of the manual are meant to give developers and reviewers the perspective to address the unique conditions of each project and the flexibility to develop designs that meet the intent, principles and spirit of the guidelines.

In the event of a conflict between any provision of these guidelines and the mandatory requirements of an applicable City ordinance, including, without limitation, the City's zoning ordinance and the City's ordinances implementing the state Fire and Building Codes, the mandatory requirement of the City ordinance shall establish what shall be required of the applicant. Except as may otherwise be expressly provided within City Code Chapter 34, Article II, Division 3 (Entrance Corridor Overlay Districts) the ERB, in its application of these guidelines to review of a particular application, shall have no authority to waive the mandatory requirements of any City ordinance.

1. Authority: Zoning Ordinance and State Enabling Legislation

Entry corridor review was first created in the Zoning Ordinance in 1991. The 2003 Zoning Ordinance revisions designated the Charlottesville Planning Commission as the Entrance Corridor Review Board (ERB). The Zoning Ordinance states:

> "The entrance corridor overlay district is intended to implement the comprehensive plan goal of protecting the city's historic, architectural and cultural resources, by ensuring a quality of development compatible with those resources through design control measures. The purposes of this article are to stabilize and improve property values; to protect and enhance the city's attractiveness to tourists and other visitors; to sustain and enhance the economic benefits accruing to the city from tourism; to support and stimulate development complimentary to the prominence afforded properties and districts having historic, architectural or cultural significance; all of the foregoing being deemed to advance and promote the health, safety and welfare of the general public."

Section 15.2-2306 of the Code of Virginia authorizes localities to regulate the design of development along arterial streets or highways that are significant routes of tourist access to the locality or to designated historic landmarks, buildings, structures or districts, to ensure that such development is architecturally compatible with the historic landmarks, buildings, and structures to which these routes lead.

2. Standards for Review

The following features and factors must be considered by the ERB in determining the appropriateness of proposed construction, reconstruction, alteration or restoration of buildings or structures:

- Overall architectural design, form, and style of the subject building or structure, including, but not limited to the height, mass and scale;
- Exterior architectural details and features of the subject building or structure;
- Texture, materials and color of materials proposed for use on the subject building or structure;
- Design and arrangement of buildings and structures on the subject site;
- The extent to which the features and characteristics described within the paragraphs above, are architecturally compatible (or incompatible) with similar features and characteristics of other buildings and structures having frontage on the same EC street(s) as the subject property; and
- Provisions of these Entrance Corridor Design Guidelines.

E. Design Review Authority

3. Design Review Process

The following description summarizes the design review process. Please consult the Zoning Ordinance for specifics. Property owners must apply for and receive a certificate of appropriateness (COA) from the ERB for all development requiring a site plan. The director may grant administrative approval for other new construction, additions or modifications not requiring a site plan, and for signs, windows, doors, roof coverings, and siding. Single or two-family houses are not required to apply under this section.

Some activities that do not require a COA include:

- Interior alterations to a building or structure;
- Construction of ramps and other modifications to serve the handicapped;
- Repair and maintenance of buildings or structures which are non-conforming for failure to comply with the provisions of this article;
- General maintenance of buildings or structures, where no substantial change in design or materials is proposed; and
- Additions or modifications to a building or structure, where no substantial change in design or materials is proposed, as determined by the director of neighborhood development services or his designee.

4. Application

An application for a COA shall be filed with the director of neighborhood development services by the owner or contract purchaser of the subject property. A complete application shall include all plans, maps, studies, reports, photographs, drawings, and other informational materials which may be reasonably required in order make the determinations called for in a particular case. Each application shall also include a narrative description, the building elevations, a landscaping plan, proposed lighting and the required application fee.

5. Order of Review

If Entrance Corridor review is required, it shall take place concurrent with site plan review, if required, and prior to issuance of a building permit. No preliminary or final site plan or site plan amendment shall be approved until the Entrance Corridor Certificate of Appropriateness has first been approved.

When an EC property is the subject of an application for Special Use Permit, the Entrance Corridor Review Board shall recommend to City Council as to whether the proposed use will have an adverse impact on the Entrance Corridor, and if so, shall recommend conditions which , if imposed, would mitigate those impacts.

6. Appeals

Following approval of an application by the ERB, the director of neighborhood development services, or any aggrieved person, may note an appeal of that decision to the city council. Following a denial, the applicant, the director of neighborhood development services, or any aggrieved person may appeal the decision to the city council.

F. Designated Entrance Corridors in Charlottesville

Entrance Corridor Overlay districts have been established on lots and parcels of land contiguous to the streets and highways listed below, from the edge of right-of-way to the full depth of the lot or parcel:

1. **Route 29 North** from the corporate limits to Ivy Road

   Zoning: Highway Corridor (HW), Urban Corridor (URB), Emmet Street Commercial (ES)

2. **Hydraulic Road** from the corporate limits to the 250 Bypass

   Zoning: Highway Corridor (HW)

3. **Barracks Road** from the corporate limits to Meadowbrook Road

   Zoning: Urban Corridor (URB)

4. **Ivy Road** from the corporate limits to Emmet Street

   Zoning: Urban Corridor (URB)

5. **Fontaine Avenue/Jefferson Park Avenue** from the corporate limits to Emmet Street

   Zoning: University High Density, R-2U, Neighborhood Commercial Corridor (NCC), & B-2.

6. **Fifth Street, SW** from the corporate limits to the beginning of the Ridge Street Design Control District

   Zoning: R-1S, McIntire-5th Residential, Highway Corridor (HW)

7. **Avon Street** from the corporate limits to the CSX Railroad tracks

   Zoning: R-1S, B-2, Downtown Extended (DE)

8. **Monticello Avenue/Route 20** from the corporate limits to Avon Street

   Zoning: R-1S, Highway Corridor (HW)

9. **Long Street** from the corporate limits to St. Clair Avenue

   Zoning: Central City Corridor (CC), B-1, B-2, R-2

10. **East High Street/9th Street** from Long Street to East Market Street

    Zoning: High Street Corridor (HS), Central City Corridor (CC), Downtown North Corridor (DN)

11. **Preston Avenue** from McIntire Road to Rosser Avenue

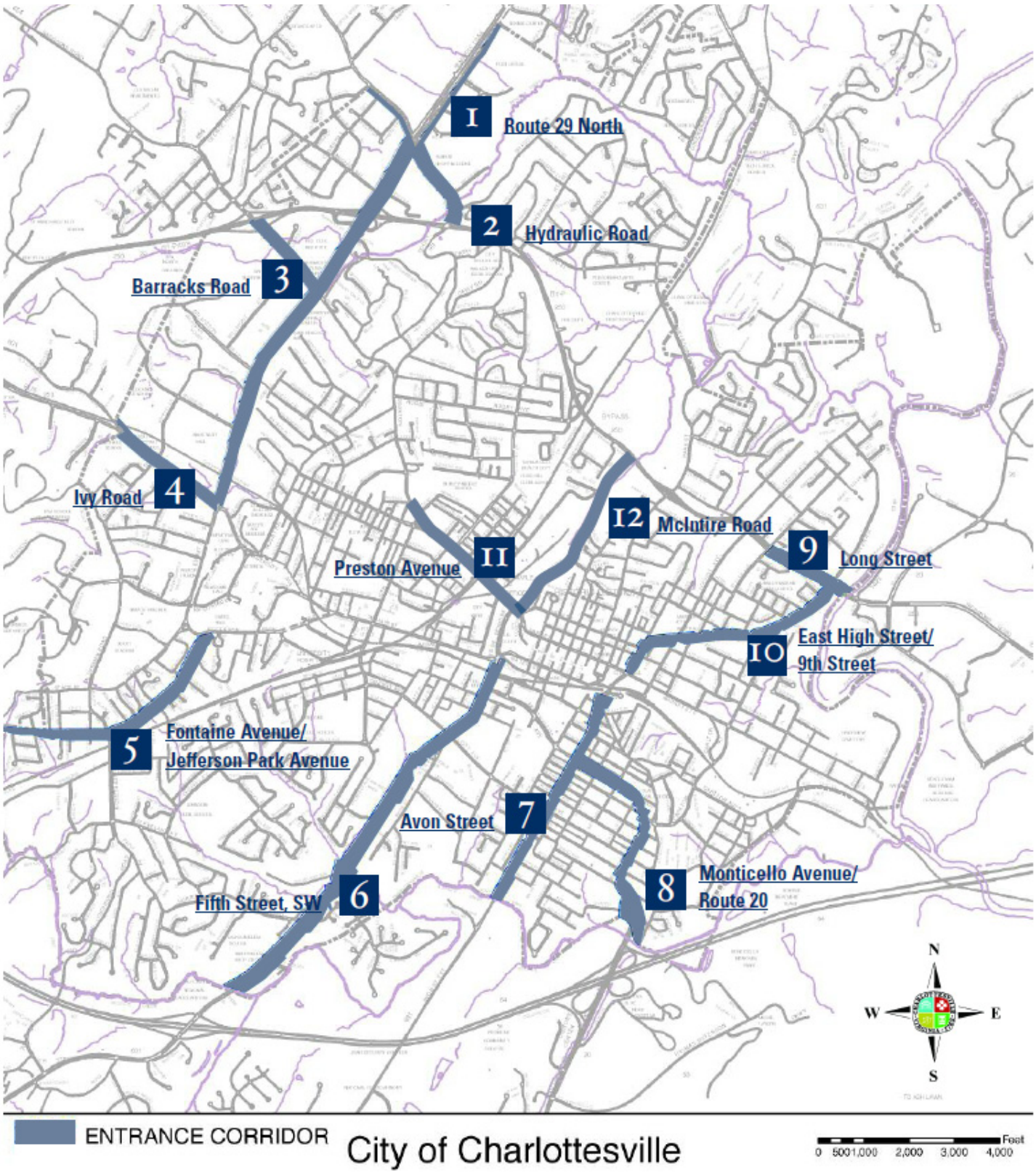
    Zoning: Central City Corridor (CC), B-3, R-1S w/ Public Park Overlay, McIntire-5th Residential

12. **McIntire Road**, from Preston Avenue to Route 250

    Zoning: R-1, R-1S, R-3, McIntire-5th Residential, Public Park Overlay

I Introduction

F. Designated Entrance Corridors in Charlottesville



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.

ACKNOWLEDGEMENTS

This publication was developed for the City of Charlottesville Planning Commission serving as Entrance Corridor Review Board (ERB) by Frazier Associates of Staunton, Virginia.

City of Charlottesville Council Members

David E. Brown, Mayor
Kevin Lynch, Vice Mayor
Blake Caravati
Kendra Hamilton
Rob Schilling

City of Charlottesville Planning Commission Members

Cheri Lewis, Chair
Kevin O'Halloran, Vice Chair
Craig E. Barton
Jon Fink
Karen E. Firehock
Kathy Johnson Harris
William Lucy
Eldon Wood, former member
David Neuman, non-voting

City of Charlottesville Neighborhood Development Services Staff

Jim Tolbert, AICP, Director
Mary Joy Scala, Neighborhood Planner
Jim Herndon, Neighborhood Planner

Project Consultants

Frazier Associates, Architects & Planners
213 North Augusta Street
Staunton, Virginia 24401
(540) 886-6230
www.frazierassociates.com

CHARLOTTESVILLE

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Amendments adopted by City Council March 7, 2011

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ENTRANCE CORRIDOR DESIGN GUIDELINES

II Guidelines for Streetscapes

A. Design Principles

Charlottesville's special visual character is defined by the area's natural beauty, historic resources, architectural quality, distinctive building materials, and cultural variety expressed in the built environment. The intent of the entrance corridor guidelines and review process is to protect the City's historic, architectural and cultural resources, by ensuring a quality of development compatible with those resources through design control measures. Charlottesville's Entrance Corridor Guidelines are based on the following ten Design Principles:

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  New building design should be compatible (in massing, scale, materials, colors) with those structures that contribute to the overall character and quality of the corridor. Existing developments should be encouraged to make upgrades consistent with the corridor vision. Site designs should contain some common elements to provide continuity along the corridor. New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment.

- **Preserve History**

  Preserve significant historic buildings as well as distinctive architecture from more recent periods. Encourage new contemporary design that integrates well with existing historic buildings to enhance the overall character and quality of the corridor.

- **Facilitate Pedestrian Access**

  Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.

- **Maintain Human Scale in Buildings and Spaces**

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- **Preserve and Enhance Natural Character**

  Daylight and improve streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.

- **Create a Sense of Place**

  In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people can interact.

- **Create an Inviting Public Realm**

  Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.

- **Create Restrained Communications**

  Private signage and advertising should be harmonious and in scale with building elements and landscaping features.

- **Screen Incompatible Uses and Appurtenances:**

  Screen from adjacent properties and public view those uses and appurtenances whose visibility may be incompatible with the overall character and quality of the corridor, such as: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, Where feasible, relegate parking behind buildings. It is not the intent to require screening for utilitarian designs that are attractive, and/or purposeful.

- **Respect and Enhance Charlottesville's Character**

  Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales, or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable. Incompatible aspects of franchise design or corporate signature buildings must be modified to fit the character of this community.

1. Use street trees to provide shade, a sense of enclosure and to define edges.

2. Include appropriately scaled trees, shrubs and other plantings to provide beauty as well as shade, within a pedestrian gathering place, and as screening for parking, utilities, and service areas.

3. Maintain existing plantings in all public areas.

4. Use hardy native species that require minimal maintenance.

5. Replace damaged or missing street trees with appropriate species.

6. Avoid over-used species such as Bradford pear.

7. Use larger tree species where appropriate to space and function.

8. Expand use of seasonal color in plantings.

9. Use landscaping to create an identity within a particular corridor or sub-area by selecting specific species, sizes, colors or shape of plants and trees.

10. Use plantings to promote visual order and help integrate buildings into the corridor.

11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual.

12. Encourage day lighting of streams where appropriate.

A green plaza defines the corner and provides open space for pedestrians at this intersection.

This planted median provides a gateway from a corridor into a private development and includes light poles with banners.

A median with appropriately scaled plantings can help integrate a building into a corridor.

Besides screening parking lots, plantings also define the edge of this corridor.

II Guidelines for Streetscapes

C. Pedestrian Routes

1. Provide, where feasible, unbroken pedestrian routes between developments. Place paths in a logical pattern where people will want to walk. Place sidewalks on both sides of streets where feasible and separate them from the curb by a minimum five (5) feet wide landscape zone if possible.

2. Within developments, identify a complete internal pedestrian pathway system linking all buildings, parking and green spaces. Ensure that this network connects to public pedestrian pathways that link schools, recreation areas, and other major destinations.

3. Add designated pedestrian pathways through larger parking lots.

4. Provide crosswalks at intersections, between major pedestrian destinations and in front of building entrances that link to parking.

5. Design crosswalks to highlight their visibility by slightly raising them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.

6. Provide breaks in large building masses to allow pedestrians to pass through, particularly through shopping centers.

7. Place sidewalks throughout residential areas.

8. Avoid excessive curb cuts for vehicular access across pedestrian ways. Where curb cuts are necessary, mark them with a change in materials, color, texture or grade.

9. Design sidewalks appropriately for the site and the expected amount of foot traffic. In commercial areas where foot traffic is expected, sidewalks should be a minimum of (10) ten feet. Sidewalks in residential areas can be five (5) feet, depending on the type of street and size of road.

10. Use brick or patterned concrete, or a combination of these materials, that relates to the existing architectural vocabulary of the corridor or sub-area.

11. Avoid concrete curbing poured in continuous strips.

12. Avoid excessive variation in sidewalk and curb materials.

Paving patterns and delineated crosswalks provide pedestrians with a well-defined, inviting pathway along this busy corridor.

This sidewalk, accented with plantings, provides a safe pathway through a large parking lot.

Brick textures add richness to this inviting sidewalk scene.

D. Bicycle Routes

1. Provide for bicycle traffic along major corridors and between major destinations, with particular emphasis on connecting residential areas to schools, recreation areas, and commercial centers.

2. Provide new bike paths to connect to planned or existing municipal paths or paths of adjoining developments.

3. Provide facilities to store or lock bicycles at appropriate sites, including schools, major recreation areas, office parks, public institutions, and large commercial centers.

4. Develop an easily identifiable graphic system of signs and road markings to designate bicycle routes and crossings.

A number of Charlottesville's entrance corridors have signage to designate bicyle lanes as seen in this West Main Street example.

Several corridors have designated lanes for bicycles as shown here along Jefferson Park Avenue.

Bicycle racks are a welcome addition to the site of this public library.

II Guidelines for Streetscapes

E. Lighting

1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare.

2. Where appropriate, replace modern cobra-head type lamps and poles with painted metal, traditionally designed fixtures that have a base, shaft and luminaire.

3. Consider using a different but compatible style of fixture for each of the corridors.

4. Light pedestrian areas with appropriately scaled poles.

5. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.

6. Provide lighting of intersections in high traffic areas.

7. Include any lighting upgrades as a part of an overall streetscape plan for each corridor.

This planted median includes distinctive street light fixtures to add character to this corridor that leads to a government complex.

Traditional pedestrian-scaled streetlights such as these at Fontaine Research Park help define the street edge and light the sidewalks.

Full cutoff luminaries provide targeted lighting for commercial parking areas.

Light fixtures can also be locations to hang seasonal banners in a sub-area.

1. Develop and use a common palette of colors, materials and design.

2. Coordinate furniture along corridors. While they need not match, they should be compatible and not clash.

3. Place benches at key locations such as transit stops. Use traditional designs constructed of wood and/or painted metal.

4. Avoid placing too many elements on narrow sidewalks.

Consider containers suitable for year-round plantings co-located with other street furniture elements as part of an overall street furniture plan as shown in this example on the downtown mall.

Trash receptacles should be co-located with benches at transit stops.

Furniture placed along the street at transit stop locations provides a welcome rest for pedestrians.

II Guidelines for Streetscapes

G. Public Signs

1. Develop a system of public wayfinding and informational signs to reflect the character of Charlottesville to be used on all corridors.

2. Coordinate the colors and design of signs within a corridor.

3. Keep signs to the minimum number and size necessary for the use.

4. Scale and place signs for both automobile traffic and pedestrians.

5. Avoid placing signposts in locations where they can interfere with the opening of vehicle doors.

6. Consider using decorative color banners within a specific corridor

Many corridors have this type of gateway sign at the edge of the city as seen on Long Street.

Culpeper. Virginia has created a town-wide coordinated public wayfinding sign system to direct visitors from all entrance corridors.

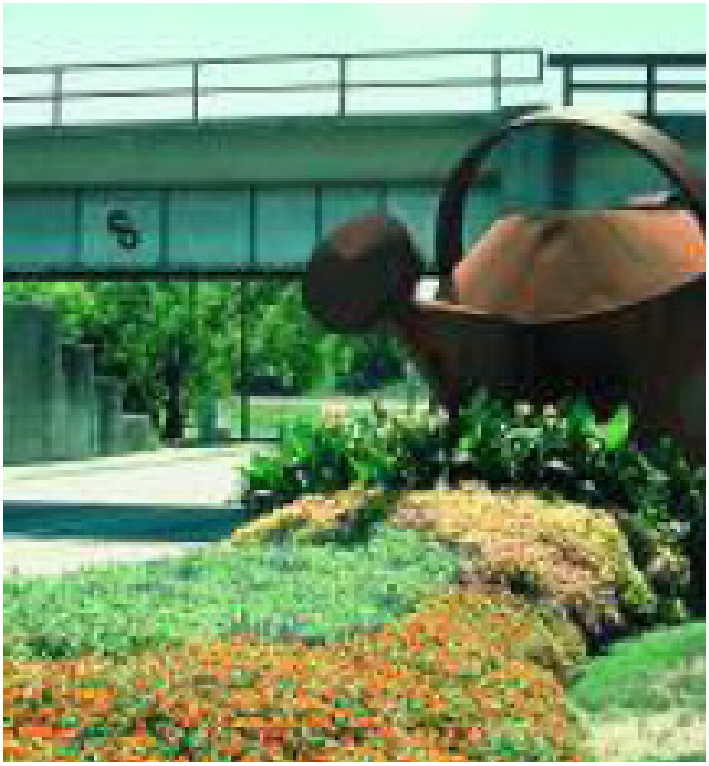
This type of entry corridor sign also serves as a general wayfinding element for downtown as seen on Preston Avenue.

1. Use public art to celebrate or commemorate individuals and events important in the history of Charlottesville.

2. Use sculpture, fountains, murals, paved plaza areas and other similar features to enrich the public environment.

3. Use materials and designs that reflect the character of the corridor.

4. Continue the existing public art program and locate items where they will have the maximum impact in terms of vehicular and pedestrian visibility.



A large watering can creates a sculptural element at one of Staunton, Virginia's gateways.

A metal tree surrounded by base plantings adds a whimsical element to the Preston Avenue corridor.

Charlottesville's public art program includes several corridor locations like this metal steer on 5th Street.

This metal sculpture of books adds interest to the site of this Williamsburg library.

II Guidelines for Streetscapes

I. Utilities and Communication Equipment

1. Locate and screen utilities to limit their visibility from the street and from nearby development.

2. Place existing and proposed utilities underground.

3. Consider integrating cellular communication towers into building design so as to appear visually unobtrusive.

Placing utilities underground reduces visual clutter and allows for the placement of street trees and other plantings.

Cell towers are concealed within the chimneys of this hotel.

Above ground utilities visually dominate this green median on Jefferson Park Avenue.

AVAILABLE GUIDELINES SECTIONS

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Frazier Associates, Architects & Planners
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Staunton, Virginia 24401
(540) 886-6230
www.frazierassociates.com

CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

Amendments adopted by City Council March 7, 2011

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CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

III Guidelines for Sites

A. Design Principles

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  Preserve significant historic buildings as well as distinctive architecture from more recent periods. Encourage new contemporary design that integrates well with existing historic buildings to enhance the overall character and quality of the corridor.

- **Facilitate Pedestrian Access**

  Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.

- **Maintain Human Scale in Buildings and Spaces**

  Consider the building scale, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, as it will be experienced by the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale, as does the degree of ground-floor pedestrian access.

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  Daylight and improve streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.

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  In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people can interact.

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  Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.

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B. Connectivity between Entrance Corridor Areas & Neighborhoods

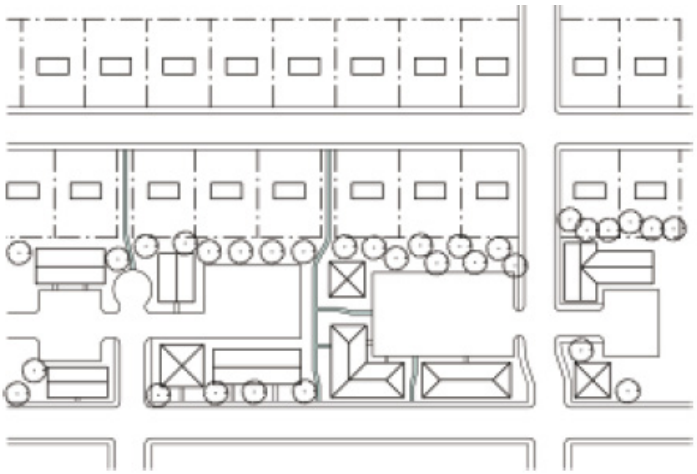
1. Maintain or provide a strong sense of community, by providing pedestrian and vehicular links from a corridor site to nearby neighborhoods, parks, schools and other public destinations.

2. Use common streetscape elements, materials and designs to visually link the corridor areas and neighborhoods.

3. Provide continuous pedestrian routes along corridors where feasible.

4. Site grading should promote connectivity with adjacent sites.

The rear of this large shopping center uses small retail shops (a) to create a pleasing transition to neighboring residential development (b).



Connect commercial developments to surrounding neighborhoods.

This connection to adjoining development of a shopping center also includes an outdoor cafe (a), further encouraging pedestrian activity.

This urban park connects municipal functions to adjacent neighborhoods.

III Guidelines for Sites

C. Connectivity between & within Sites

1. Create a complete pedestrian pathway system within a site and between adjacent sites, linking all buildings, parking areas and green spaces. Ensure that this network connects to any nearby public pedestrian pathway.

2. Design pedestrian and vehicular circulation to maximize the quality and safety of pedestrian experience through:

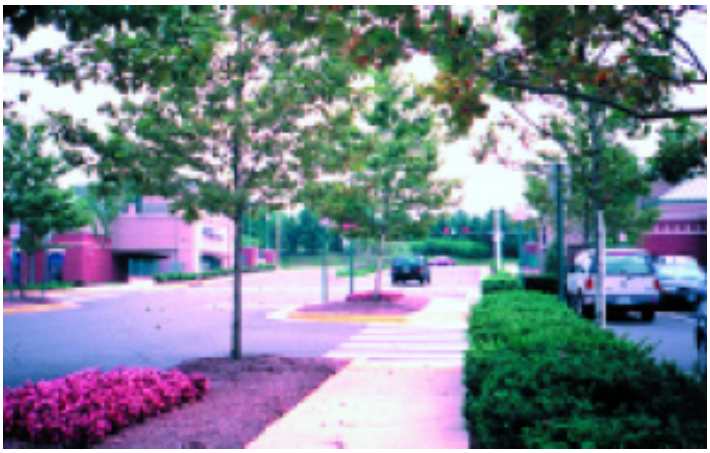
- Design approaches such as "shared space" that slow vehicle speeds and enhance pedestrian experience.
- Designated, separate sidewalks with planted areas through large parking lots.
- Crosswalks at points of vehicular access routes and in front of building entrances.
- Crosswalks designs that highlight their visibility by slightly raisin them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.

3. Ensure that new paving materials are compatible with the character of the area. Scored concrete with broom finishes, colored, exposed aggregate concrete, and brick or unit pavers are examples of appropriate applications. Avoid large expanses of bright white or gray concrete surfaces.

4. Provide passageways within large building masses to allow pedestrians to pass through, particularly through shopping centers.

This brick sidewalk connects a public sidewalk with the deeply setback commercial development. Note the trees and light fixtures lining the walk and the brick crosswalk. The walk is aligned to minimize its visible impact on building features and storefronts. Lastly, note the metal fence, granite piers and planting strip that define the front edge of the development.

These developments are connected with paths through an interior courtyard and highlighted by a fountain plaza with seating.



Use pedestrian friendly crosswalks within commercial developments where sidewalks intersect vehicular access points.

Landscaped walkways provide a pleasant connection between buildings and developments.

D. Building Placement

1. Orient the facade of new buildings to front on the corridor.

2. Limit setback of new buildings according to the zoning of the particular corridor.

3. Limit setbacks at major intersections so that the architecture can help define the area.

4. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.

5. Strive for contiguous building arrangement along the street face, and avoid large breaks between buildings in identified development sites.

6. Ensure that larger developments orient their design to any adjoining neighborhoods and to side streets.

7. Provide breaks in large developments and building masses to allow pedestrian connections between developments.

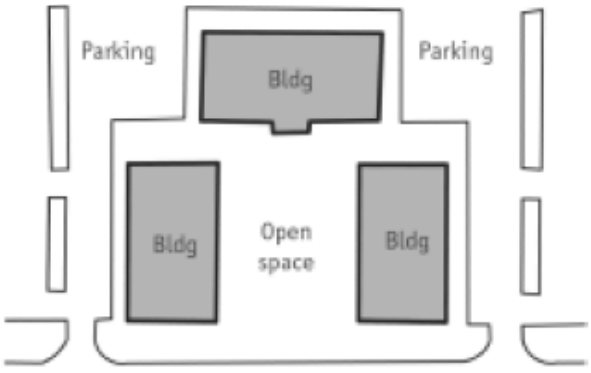
8. Orient service areas to limit their impact on the development and any neighboring areas.

9. Each side of a corner building that faces a street should be considered a facade of the building for design purposes.

The limited setback of these commercial buildings accompanied by trees, projecting signs and pedestrian-scaled lighting all help create a human scale at the Corner.

This new commercial building is placed at the intersection with minimum setbacks to help define the corner.

This restaurant on a corridor is placed close to the front of the street to strengthen the corridor edge.



This arrangement allows for shared open space, parking to the side and rear and buildings facing both the street and common area.

III Guidelines for Sites

E. Parking

1. Reduce the scale of parking lots by:

   a. Dividing parking lots into modules or multiple smaller lots using techniques such as the natural topography, logically placed landscaped pedestrian paths to destinations, and by linear aisles of plantings. Avoid large expanses of asphalt.

   b. Reducing the amount of parking lots through such methods as providing on-street parking, using off-site parking such as municipal lots, sharing parking among complementary uses, providing pull-in spaces in front of shops and creating overflow lots. These techniques may require some flexibility when applying parking standards.

2. Where existing parking lots are located on the street, screen such lots from the street and from adjoining development, using low fences or walls, or year-round plantings.

3. Reduce the visibility of residential garages by:

   a. Not allowing a garage to become the primary architectural feature when a development is viewed from the street, especially for attached housing.

   b. Placing garages behind the building setback, preferably facing to the side or rear of attached housing.

   c. Placing garages and parking in the rear with alley access

4. Accommodate pedestrian needs within parking areas by:

   a. Providing clear pedestrian paths and crossings from parking spaces to main entrances and to the street.

   b. Planning parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.

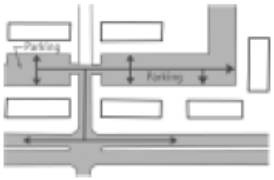
5. Construct parking lots that reinforce the existing street wall of buildings and the grid system of rectangular blocks.

6. The number and width of curb cuts should be the minimum necessary for effective on- and off-site traffic circulation. Whenever possible, curb cuts shall be combined with adjacent entrances.

7. Design any detached parking structures to be architecturally compatible with its setting or to be screened by other buildings or by landscaping. If it fronts on a street or pedestrian path, design the street level facade with storefronts, display windows, bay divisions, and other pedestrian oriented features.

8. Bicycle parking facilities should be provided within areas where significant bicycle traffic is anticipated. They should be located in designated areas close to buildings and pedestrian paths. The design, materials, and color of the bicycle racks should coordinate with other site elements and should be well-lit for night time uses.

Place buildings next to the street, especially at corners.



Use an access street off a major corridor to provide entry to shared parking for several businesses.

Parallel parking along the front of a shopping center can reduce the size of surface parking lots.

The design of this freestanding parking structure uses materials and forms to reflect the architectural character of the adjoining commercial area.

Parking arranged within the interior of a block is appropriate for this office complex.

F. PLANTINGS & OPEN SPACES

1. Provide landscaping within parking areas by:

   a. Separating parking aisles with medians planted with shade trees along the length of the islands.

   b. Including pedestrian walkways with planted medians to reinforce connectivity and separate pedestrians from vehicular traffic.

   c. Avoiding isolated islands of single trees and instead providing landscaped tree aisles between every other row of cars.

   d. Using shade trees of sufficient number and size at maturity to shade a substantial portion of the lot. Consider orientations that would provide the greatest shade during summer months. Smaller, more decorative trees can be used closest to buildings.

2. Planting zones should be consolidated into areas large enough to give a natural character to a site rather than randomly distributed in small and narrow open spaces that do not match the context and scale of the project.

3. Planted areas should be located along the public boundaries of the site to provide screening, within parking areas, along drainage or stormwater management areas, around buildings, and at building entries.

4. The existing topography should be preserved intact as much as possible to minimize disruptions in drainage.

5. Different scales of plantings (trees, shrubs, flowers) should be incorporated into site design to the extent possible and such features as mature woods and riparian areas should be retained.

6. Use species appropriate for site conditions including available sunlight, water and root and canopy space.

7. Use trees, shrubs and other landscaping features to provide screens for service areas, parking and utilities.

8. Use large specimen street trees along pedestrian routes to provide shade and to define edges.

9. In the core of larger commercial and office centers, street trees and more formal urban plantings organized around public open spaces are recommended.

10. Consider using landscaping areas that also provide storm water treatment, such as rain gardens.

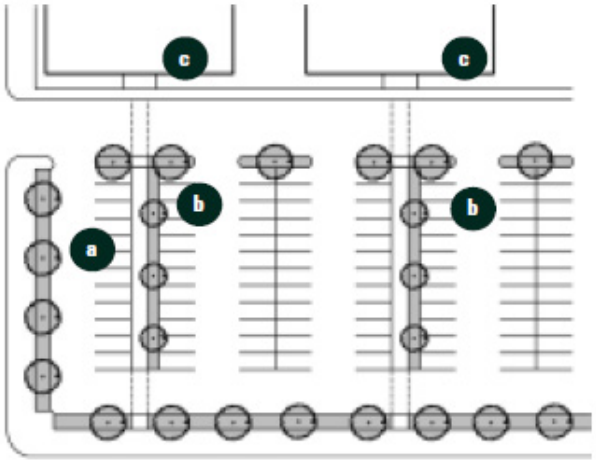
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual.

12. Encourage day lighting of streams where appropriate.

This example shows a planted buffer between the corridor and retail development.

This hedge screens a parking lot and would be appropriate for Charlottesville's corridors.

Plazas with shade, fountains and seating area are welcome additions for shoppers in larger commercial developments.



Plantings are provided at the perimeters (a) and at the intermediate points (b) of the parking lot. Pedestrian paths are part of the planted median (c).

III Guidelines for Sites

G. Lighting

1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare. Lighting should at all times be designed to prevent light pollution in the form of light transmission laterally beyond site boundaries or upward to the sky.

2. Coordinate the lighting plan with the landscape plan to ensure pedestrian areas are well-lit and that any conflict between trees and light fixtures is avoided.

3. Lighting should provide for appropriate and desirable nighttime illumination for all uses on and related to the site to promote a safe environment.

4. Light pedestrian areas with appropriately scaled poles and luminaires. Their heights are typically ten to fourteen feet.

5. Avoid using building accent lighting that is too bright and draws too much attention to the building. Reasonable levels of accent lighting to accentuate architectural character may be appropriate in individual instances when it is shielded and is not aimed towards neighboring properties, sidewalks, pathways, driveways, or public right-of-ways in such a manner as to distract travel.

6. Gasoline station/convenience store aprons and canopies should utilize fully shielded lighting fixtures

7. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.

In this commercial development, smaller pedestrian-scaled light fixtures are placed along the sidewalk while a taller non-decorative light fixture is used for general lighting in the parking areas.

Shielded lighting mounted on pedestrian-scaled poles focuses light on where it it needed - the sidewalk.

Attached to the building, this accent lighting is targeted downward and washes a portion of the facade as well as providing illumination to passing pedestrians. Additional accent lighting is located under the awnings.

1. Choose high-quality materials and designs using materials such as brick, stone, metal, and wood. Avoid untreated wood, vinyl, chain-link, or wire fences or concrete block walls. Consider selecting materials used elsewhere on the property or the structures within the site.

2. Use a scale and level of ornateness of the design of any new walls and fences that relate to the scale and ornateness of the building within the site. Use simpler designs on small lots.

3. Avoid exceeding the average height of other fences and walls of surrounding properties.

4. Fences should be set back from the street right-of-way to allow a clear area for utilities and landscaping.

5. When walls or fences stretch longer than 50 feet, use designs with texture and modulation to provide a regular rhythm without being monotonous. For example, use vertical piers (generally spaced no more than 25 feet apart) of a different material or width or height. Plantings and street trees should be used in conjunction with a wall or fence to break up a long expanse.

6. Use paint or opaque stains on pressure treated or unpainted wooden fences.

7. Fence stringers (the structural framing of the fence) should be located facing the interior of the subject lot, with the finished side facing out away from the subject property.

8. Fences at intersections and driveways should comply with City requirements for site distance. (See Article IX, Division 7 of the Zoning Ordinance for detailed site triangle requirements.)

9. Transitional screening should consist of a densely planted buffer strip to provide an adequate visual screen. The screen should be of appropriate plant materials to form an effective buffer for all seasons. Mature vegetation should be retained in such areas and supplemented as necessary by new vegetation to screen sight lines.

This brick wall and landcaping help define the edge of the sidewalk along a corridor.

Visual interest can be provided by the fence design (above) or the use of appropriate plantings (below).

III Guidelines for Sites

I. Signs

See Article IX, Division 4 of the City of Charlottesville Zoning Ordinance for detailed sign regulation information.

1. Place signs so that they do not obstruct architectural elements and details that define the design of the building.

2. Respect the design and visibility of signs for adjacent businesses.

3. Use colors and appropriate materials that complement the materials and color scheme of the building, including accent and trim colors.

4. Use a minimal number of colors per sign where possible.

5. Exterior illumination of signs shall comply with the City's outdoor lighting requirements. Exterior neon is discouraged.

6. Illumination of any sign shall not be directed toward any residential area or adjacent street.

7. Consider using a comprehensive signage plan for larger developments.

8. Encourage the use of monument signs (rather than freestanding signs) with accent landscaping at the base along corridors.

9. Internally lit signs should use an opaque background so only letters are lit.

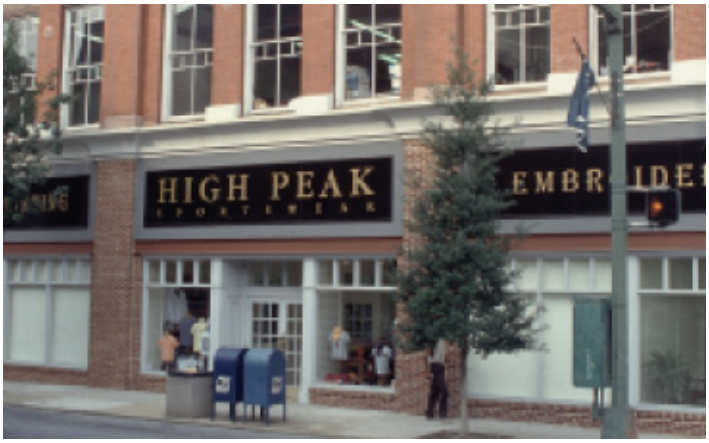
10. Flashing lights are prohibited.

This monument sign set within a planted median serves as the main entrance sign to this commercial development.

These smaller wall-mounted signs are designed to be viewed from vehicles within this shopping center.

Projecting signs are designed for the pedestrian.

Channel set letters such as these at Barracks Road Shopping Center illuminate only the face of the letters and can be fabricated to match logos of individual stores as part of a unified sign plan.



Signs should fit within the architectural framework of the building as do these storefront signs.

J. Utilities, Communication Equipment & Service Areas

1. Locate utilities to minimize their visual impact from the street and adjoining developments.

2. Screen and landscape dumpsters with wood board or solid barrier wall when multiple sides of a building are highly visible.

3. Place utilities underground if at all possible or locate behind buildings.

4. Screen service areas and loading docks that are visible from streets or adjoining development with berms, landscaping, structures or fences.

5. Site noise-generating features away from neighboring properties especially residences, or use noise barriers or other means of reducing the impact.

6. Screen roof-top communications and mechanical equipment.

Plantings and lattice screen this service area for a multi-family residence from the adjacent structures and busy street.

This enclosure coordinates well with surrounding buildings while screening mechanical equipment from view of passing pedestrian and vehicular traffic.

Large evergreen trees work with the grade of the site to obscure the view of utility equipment located behind this building.

Parapet walls and railings shield rooftop equipment from view at Barracks Road Shopping Center.

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CHARLOTTESVILLE

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CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

IV Guidelines for Buildings

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B. Architectural Compatibility

1. Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable.

2. A distinctive identity for each corridor should be created through a combination of materials, forms and features that create a coordinated and inviting mix of buildings and spaces.

3. Encourage a diversity of architectural materials, forms and styles that respect the traditions of architecture in the Charlottesville area including gable or hipped roof forms, standing seam metal roofing, brick, and wood siding.

4. New development should strive to implement the intended vision rather than repeat existing inappropriate development patterns.

5. New development should respect existing historic buildings and excellent examples from the recent past.

6. Existing development should be upgraded as opportunities arise.

Conceptual sketch of possible new mixed-use corridor development at Barracks Road as envisioned in the Torti Gallas Corridor Study.

IV Guidelines for Buildings

C. Building Mass, Scale & Height

Historically, many of Charlottesville's buildings were small an pedestrian scaled. Newer, more recent developments on several of the commercial corridors are more massive with large stores and expansive parking areas. These developments do not reflect the human scale of the community. Many techniques suggested in these guidelines provide tools for allowing large development while reducing their perceived massiveness. While the footprint of new commercial development may remain large, massing, architectural details, ground floor pedestrian access, and organization of building forms can help to retain the human scale of Charlottesville.

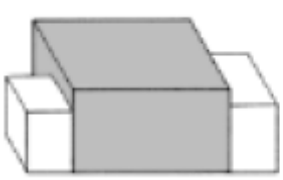
1. Break up the front of a large building by dividing it into individual bays of 25 to 40 feet wide.

2. Use variation in materials, textures, patterns, colors and details to break down the mass and scale of the building.

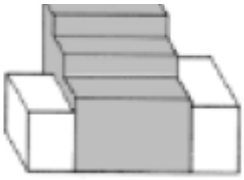
3. Use building mass appropriate to the site. Place buildings of the greatest footprint, massing, and height in the core of commercial or office developments where the impact on adjacent uses is the least. Follow setback requirements for upper story according to zoning classification of the corridor.

4. When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings. Heights can be greater if the mass is modulated and other scale techniques are adopted. Reduce height near lower density uses.

5. Use massing reduction techniques of articulated base, watertables, string courses, cornices, material changes and patterns, and fenestration to reduce the apparent height of a large building. Fake windows and similar details are not appropriate articulation. Floor-to-floor heights of a building can have an impact on the mass of a building. For instance, typical ceiling heights in a residence are 8-9 feet. First floors of office buildings or retail shops can range from 10-15 feet. Upper floors that include residential or office are generally 8-12 feet in height. When actual or implied floor-to-floor heights exceed 15-20 feet on the exterior, then a building may begin to read as more massive than human-scaled. When articulating large buildings, keep these dimensions in mind.

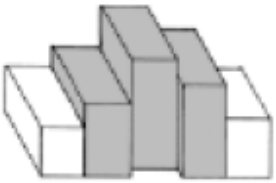


Avoid an unmodulated mass



Use stepped-back height

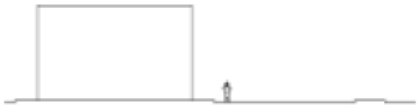
Use varied wall surfaces



Use varied heights with regular width

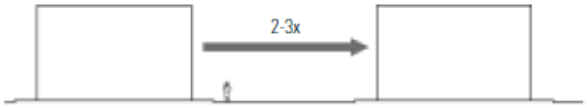
This corner infill building uses a change in materials to reduce its mass.

The use of vertical bay divisions and horizontal bands of masonry patterns visually reduce the mass of this office building.



Space has no closure.

Space is too large as defined by buildings. The most comfortable community spaces are in the ratio of two to three horizontal units to one vertical unit.



Comfortable human scale space is enclosed by buildings.

Comfortable human scale space is enclosed by landscaping and building.

Space
Spaces between buildings can be out of human scale, causing a feeling of being lost in a sea of emptiness. Creating human-scaled spaces that are defined by either buildings or landscape features provide more friendly, inviting places.

The facade of this infill building relates to the scale of the street while upper levels step back.

Avoid This

A large mass without defining architectural elements gives observers no visual reference to themselves.

Do This

Architectural features such as cornices, windows, and vertical divisions such as columns and piers break the same mass down to human scale. The person feels invited to be near and in the spaces created by such buildings.

IV Guidelines for Buildings

D. Facade Organization & Storefronts

1. Orient primary entrances on a building facade to the street or corridor.

2. Use a hierarchy of entry design on any complex, if the building has more than one orientation, and focus main entry on street/corridor facade.

3. Secondary entries may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops.

4. Orient at least part of public elevations of shopping complexes to any adjoining neighborhoods.

5. Provide attractive facade treatments on any elevation that is visible from streets/corridors or from any primary elevations of adjoining developments and avoid use of unadorned blank walls.

6. Consider using the traditional three-part facade of cornice, pattern of upper story windows and a storefront with articulated base when designing a new building or when renovating an existing structure.

7. Use a regular pattern of solids and voids for openings that relate to more traditional building design in the corridor.

8. Use a proportion of openings (vertical or horizontal) that generally is consistent with the context of the building. More traditional designed openings are typically vertically proportioned.

9. Strive for designs and materials that reflect the architectural traditions of the region.

10. Storefronts or large display windows should be used at the street level.

This new bank is located along a corridor, is buffered by a wooded strip and has a modulated facade to reduce its scale.

This library facade has three projecting classical bays to reduce its mass and parking is contained within the first floor of the structure.

Vertical piers create bays and frame large expanses of glass divided into small panes accented with decorative insets. The storefront level is capped by a cast stone cornice.

This storefront design is well detailed with transoms and an integrated sign band.

These storefronts are unified by a visually dominant shingled roof while clear divisions are made with an unusual roof form.

This grocery store uses large storefront display windows at street level, with smaller openings above, to break the facade into bays.

When renovating or designing a new storefront, consider using a traditional three-part facade of cornice, upper story windows and a storefront with an articulated base.

Remodeled facades on simple buildings have articulated cornices and colorful awnings on the storefronts.

IV Guidelines for Buildings

E. Materials & Textures

The choice of materials and texture has great visual significance. Coordinating materials within a development can tie together buildings of different sizes, uses, and forms while contrasting materials or textures within a large building may add visual interest and reduce its apparent scale. Modern construction materials offer choices that can provide many different looks and textures.

1. Use material changes to help reduce mass and provide visual interest.

2. Choose materials that offer texture and avoid monotonous surfaces. For example, use wood or brick or stone, or sustainable synthetic materials, such as cementitious siding, that approximate the look and dimension of these materials.

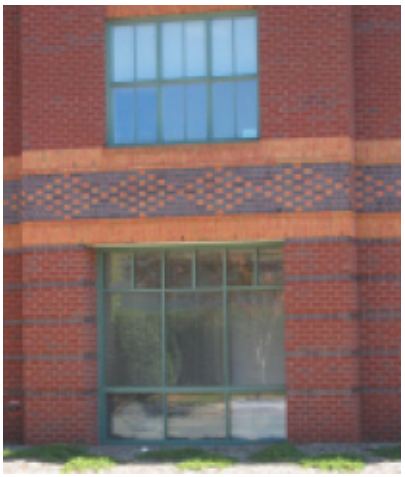
3. Use quality materials consistently on all visible sides of commercial, office and multi-family residential buildings.

4. In Charlottesville, common building materials are brick, wood or stucco siding, and standing-seam metal roofs. Stone is more commonly used for site walls than building walls.

5. Avoid the use of building materials with long-term maintenance problems, such as EIFS (exterior insulation and finishing systems), or vinyl siding. Sustainable, utilitarian building materials such as concrete block, metal siding or cementitious panels may be appropriately used for a contemporary design.

6. Clear glass windows are preferred.

This Charleston, South Carolina hotel uses a decorative stone base, two colors of bricks, a shingle mansard roof, iron balconies and colorful awnings to divide up this monolithic structure.



Multiple colors of brick are used to create a variety of decorative elements on this facade.

Avoid blank walls on sides of buildings, particularly along pedestrian routes.

This facade has a traditional decorative cornice along with cast stone and masonry to divide up its large mass.

F. Color

Color is an integral element of the overall design.

1. A coordinated palette of colors should be created for each development. This palette should be compatible with adjacent developments.

2. Set the color theme by choosing the color for the material with the most area. If there is more roof than wall area in a development, roof color will be the most important color choice and will set the tone for the rest of the colors.

3. Limit the number of color choices. Generally there is a wall color, trim color, accent color, and roof color.

4. Bright accent colors may be appropriate for smaller areas such as awnings and signs on commercial buildings.

5. Use color variation to break up the mass of a building and provide visual interest.

6. Do not use strong color that has the effect of turning the entire building into a sign.

The unified paint scheme at Barracks Road ties in the roof color by using it as an accent color and on cornice bands throughout the development.

A strong palette of harmonious colors coupled with unpainted surfaces was used to differentiate between the feed store and former warehouse while tying the composition together with blue metal awnings.

Yellow and blue rooftop screens accent the silver metal facade of this structure and reinforce its vertical expression by drawing the eye upward.

IV Guidelines for Buildings

G. Details

Architectural details are important tools to create human scale and architectural character. Techniques include highlighting foundations, lintels, sills and cornices with contrasting materials and breaking up the mass of the building with bands at floor levels or projections at entries. These techniques are only a few of the ways to transform a massive building into one of human scale. Consider the façade design of all buildings - even service buildings can have attractive facades.

1. Use articulated elements such as cornices, belt courses, water tables, bay divisions, variations in wall plane and roof features to create designs of interest.

2. Include human-scaled elements such as columns, pilasters and cornices, particularly at street level and on facades with a pedestrian focus.

3. Avoid large expanses of blank walls that are visible from the public right of way or neighboring developments.

4. Avoid decorative elements that do not relate to the architecture but serve to turn the whole building into a sign.

A decorative metal canopy and patterned brickwork help to emphasize the entry of this office building.

A stepped cornice tower, brick corbelling and string courses provide decorative details to this commercial structure.

Look to examples of traditional architecture throughout the City for a vocabulary of appropriate details.

H. Roof Form & Materials

The importance of roof materials depends on its form. Certain roof types result in very visible roof materials. While larger commercial projects may have roofs hidden behind parapet walls, smaller commercial buildings, office parks and multi-family residential developments often have very visible roofs.

1. Use roof forms that complement the building design and contribute to a human scale. Avoid tall roof areas that overwhelm the height of the building's wall. Common Charlottesville roof forms include hipped, gable, flat and gambrel.

2. If a shed roof or flat roof design is used, add a parapet wall to screen the roof.

3. Avoid a visible monolithic expanse of roof on large-scale buildings. Break the roof mass with elements such as gables, dormers, or parapets. Scale these features to the scale of the building.

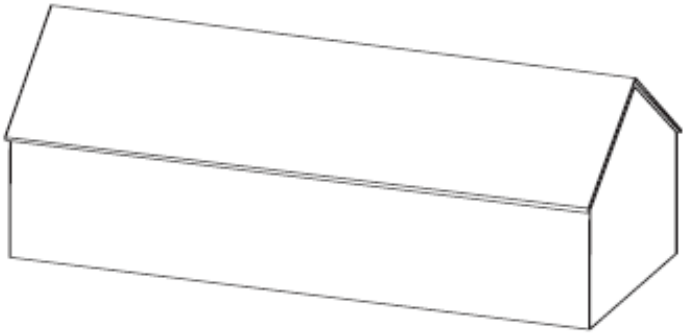
4. Consider using a special roof feature on buildings located at a gateway, a prominent corner or highlight entry bays on larger structures.

5. Steeper forms are associated with more traditional design and can be appropriate when the development adjoins nearby neighborhoods.

6. On roofs that are visible such as gable, hipped or shed designs, use quality materials such as metal or textured asphalt shingles.

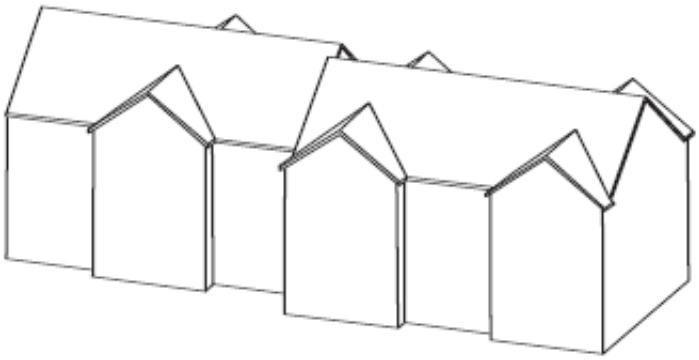
7. Screen from public view any equipment located on a roof.

This stepped roof corner tower serves as a gateway feature and also helps screen the stepped back upper floors of this Richmond hotel.



Avoid long stretches of the same roof form.

This mixed-use residential and office building has gable roof forms which serve it well as a transition building between a downtown area and a nearby neighborhood.



Articulate the roof at frequent intervals, every 30 to 60 feet if possible, depending on the type of building. This recommendation is particularly important in the design of a commercial building that adjoins a residential neighborhood.

IV Guidelines for Buildings

I. Awnings

1. Encourage the use of awnings at the storefront level to shield displays and entry and to add visual interest.

2. Coordinate the choice of colors, as part of an overall color scheme. Solid colors, wide stripes and narrow stripes should be considered as appropriate.

3. Awning forms may be angled or curved.

4. Use of a canopy as an illuminated sign is not appropriate.

5. Awning materials should be appropriate to the overall design of the building. Traditional cloth fabric, as well as standing-seam metal or newer rigid materials may be considered.

Awnings can provide a variety of color, protection, enclosure and interest to a commercial facade.

Curved Fabric Awnings

Standard Sloped Awning

The suspended canopies over these storefronts provide an opportunity to introduce a bold accent color to this facade.

Coordinated awnings highlight the storefronts of this commercial development.

Appurtenances refer to all of the miscellaneous equipment and elements that is necessary for the building to function in its appropriate use. These items, when not properly located, screened, or integrated into the design, can detract from the overall appearance of an otherwise well designed building.

1. Building service, loading, and utility areas should not be visible from public streets, adjacent developments or from access drives within large developments. Such service areas should be located behind the main structure in the least visible location possible.

2. Mechanical equipment on roofs or sides of buildings should not be visible from streets.

3. When the mechanical equipment vents, meters, satellite dishes and similar equipment is ground mounted, screening should include either an opaque fence or wall made of the same material as the building or an evergreen hedge that screens objectionable views.

4. Items such as roof ladders, railings, roll-up doors and service doors should be located on building elevations that are the least visible from public streets/corridors, adjacent developments or from access drives within large developments. Their colors should be coordinated among all these elements and with the rest of the building.

5. In some cases, appurtenances may be integrated into the building design if such integration enhances the compatibility of the overall design with the corridor vision.

This brick wall, constructed of the same brick as the building, screens mechanical equipment from view.

Rooftop screening of mechanical equipment can provide an opportunity to continue design elements at roof level.

Ground level parking accessed from the rear of this mixed use building provides an ideal location for the placement of utility meters.

IV Guidelines for Buildings

K. Additions & Corridor Conversions

Use additions to assist in bringing existing buildings into conformance with goals of creating two or more story buildings with storefronts and limited setbacks.

The following two examples show typical corridor buildings and existing site plans. They also show how these structures can be converted and expanded or replaced to better meet the guidelines.

These sketches are conceptual in nature and actual site conditions, building configurations and zoning requirements may result in different site designs, parking layouts and vehicular entry and building design than shown here.

The design of this commercial corridor building to the left has been integrated with a former garage structure to the right. A pathway between them leads to a larger new residential infill building that unifies the rest of the site.

This development converted an older corridor residence to commercial use and added a new wing with similar forms and materials.

A mix of small professional and specialty retail occupies this converted roadside motel.

In this example, a former service station has been redesigned to serve as the town's chamber of commerce.

In recent years national retail chains have developed more options in their standardized designs. They also will create customized designs in a targeted community if local regulations require it.

1. Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place.

2. Franchise design or corporate signature buildings should not reflect "Anywhere, USA" designs but should follow the same guidelines applicable to other buildings. Architectural transplants from other locales or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable. Incompatible aspects of franchise design or corporate signature buildings must be modified to fit the character of this community.

3. Avoid using false or non-functional design elements to appear compatible with surrounding buildings.

Whole Foods

Taco Bell

McDonald's

Burger King

Rite Aid

Major national chains will customize their designs to fit local guidelines and neighborhood context as these five buildings demonstrate.

IV Guidelines for Buildings

M. Gas Station Canopies

1. Use compatible materials and forms with the building that the canopy serves.

2. Use a complementary scale that relates to the building it serves. Consider designing the canopy to integrate with the rest of the building instead of being a separate element on the site.

3. Do not internally illuminate the canopy cornice.

4. Use fully shielded lighting fixtures.

5. Use colors on the canopy that complement the colors used on the building.

6. Minimize number of logos displayed on the canopy.

This gasoline canopy is integated into the roof of the building and creates a more unified design than would a separate element.

The piers supporting this canopy are clad in the same brick as the surrounding buildings and numerous recessed lights provide adequate lighing.

The symbolism and function of city halls, courthouses, libraries, schools, churches and other civic and institutional buildings usually result in distinctive designs. These structures are the visual landmarks scattered throughout the community. They usually have a larger surrounding site and their architectural design reflects their importance in the life of the community.

This new juvenile and domestic relations courthouse design reflects its civic function.

The Clark School located on Monticello Avenue/Route 20 corridor overlooks the surrounding neighborhood from its large, elevated site with mature plantings.

This federal courthouse uses classical forms reorganized into a more contemporary manner to create a pleasing design.

Several types of masonry along with a metal roof and decorative details create the distinctive design of this fire station.

The bow-shaped addition to a community center continues the brick material, as well as the classical cornice line, while introducing larger more contemporary-sized windows.

IV Guidelines for Buildings

O. Multi-family Buildings

Large-scaled apartment buildings or condominiums may be a part of a mixed-use development along the corridors in future years. These large structures are not appropriate within a single-family residential neighborhood but may be located near them.

1. Follow the other guidelines within this chapter as applicable for the overall design of such buildings in such issues as massing and building footprint, scale, complexity of form, height and width, materials, textures and colors, roof forms and materials, etc.

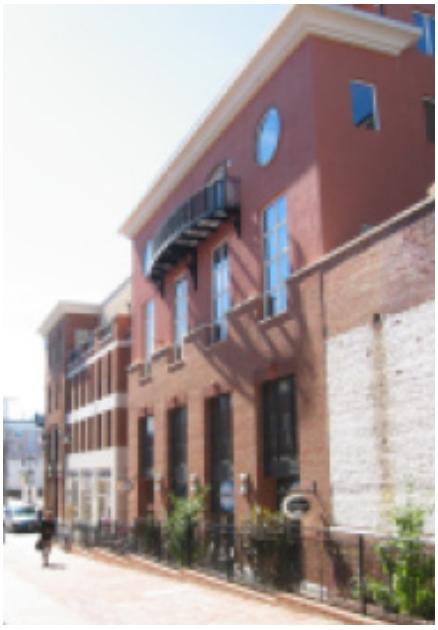
2. Give consideration to placing first floor retail storefronts in multi-family buildings if they face along a commercial corridor or face a pedestrian-oriented street within the downtown.

3. Avoid creating street front facades that are dominated by garage doors.

4. Ensure that the designs of such buildings are consistent with any adjoining neighborhoods and the zoning ordinance.

This mixed-use building on Water Street uses a number of techniques to reduce its overall mass and includes storefronts on tis primary facade (above) and secondary facade (below).

Multi-family housing is setback beyond street-level storefronts to create a mixed-use development.



Complex rooflines, a variety of materials and bay divisions combine with a landscaped buffer for a multi-family building design appropriate to Charlottesville's corridors.

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.

ACKNOWLEDGEMENTS

This publication was developed for the City of Charlottesville Planning Commission serving as Entrance Corridor Review Board (ERB) by Frazier Associates of Staunton, Virginia.

City of Charlottesville Council Members

David E. Brown, Mayor
Kevin Lynch, Vice Mayor
Blake Caravati
Kendra Hamilton
Rob Schilling

City of Charlottesville Planning Commission Members

Cheri Lewis, Chair
Kevin O'Halloran, Vice Chair
Craig E. Barton
Jon Fink
Karen E. Firehock
Kathy Johnson Harris
William Lucy
Eldon Wood, former member
David Neuman, non-voting

City of Charlottesville Neighborhood Development Services Staff

Jim Tolbert, AICP, Director
Mary Joy Scala, Neighborhood Planner
Jim Herndon, Neighborhood Planner

Project Consultants

Frazier Associates, Architects & Planners
213 North Augusta Street
Staunton, Virginia 24401
(540) 886-6230
www.frazierassociates.com

CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

Amendments adopted by City Council March 7, 2011

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CHARLOTTESVILLE

ENTRANCE CORRIDOR DESIGN GUIDELINES

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 limts 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 tothe 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.

V Corridors

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

V Corridors

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

V Corridors

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.

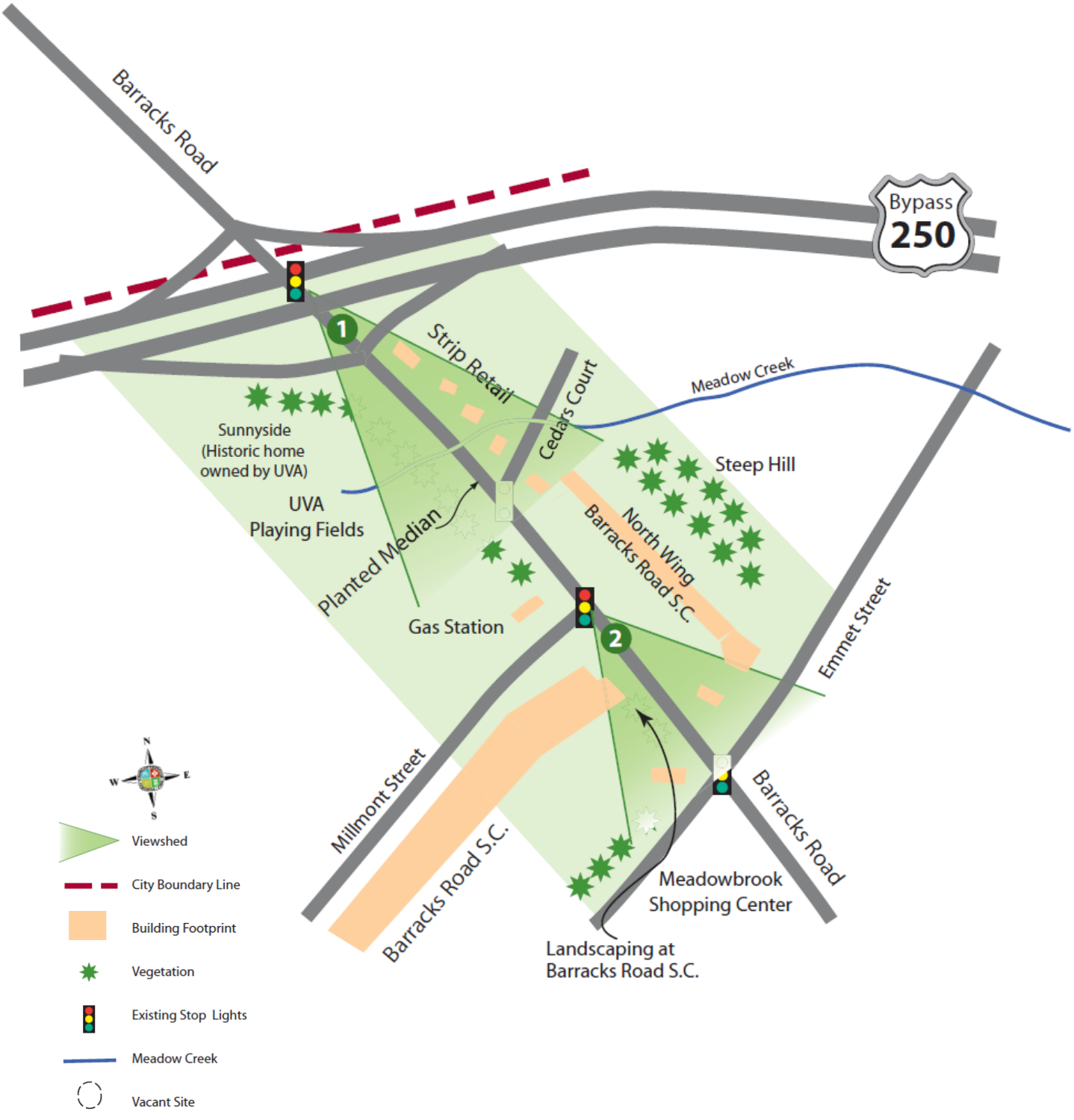
- Height regulation:
  1 to 5 stories, recommend 1 to 3 stories.
- Setbacks:
  Primary street frontage: 5 feet, minimum; 30 feet maximum
  Linking street frontage: 5 feet, minimum; 20 feet, maximum.
  Side and Rear, adjacent to any low-density residential district: 10 feet, minimum.
  Side and Rear,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



V Corridors

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

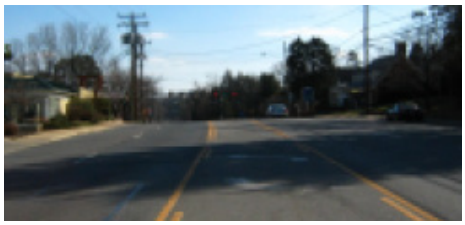
Guidelines Specific to the Zoning

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:

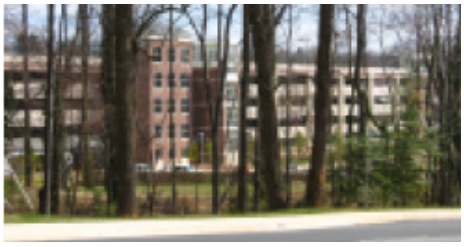
- Height regulation: 35 feet, maximum.
- Setback: 25 feet, minimum.

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.

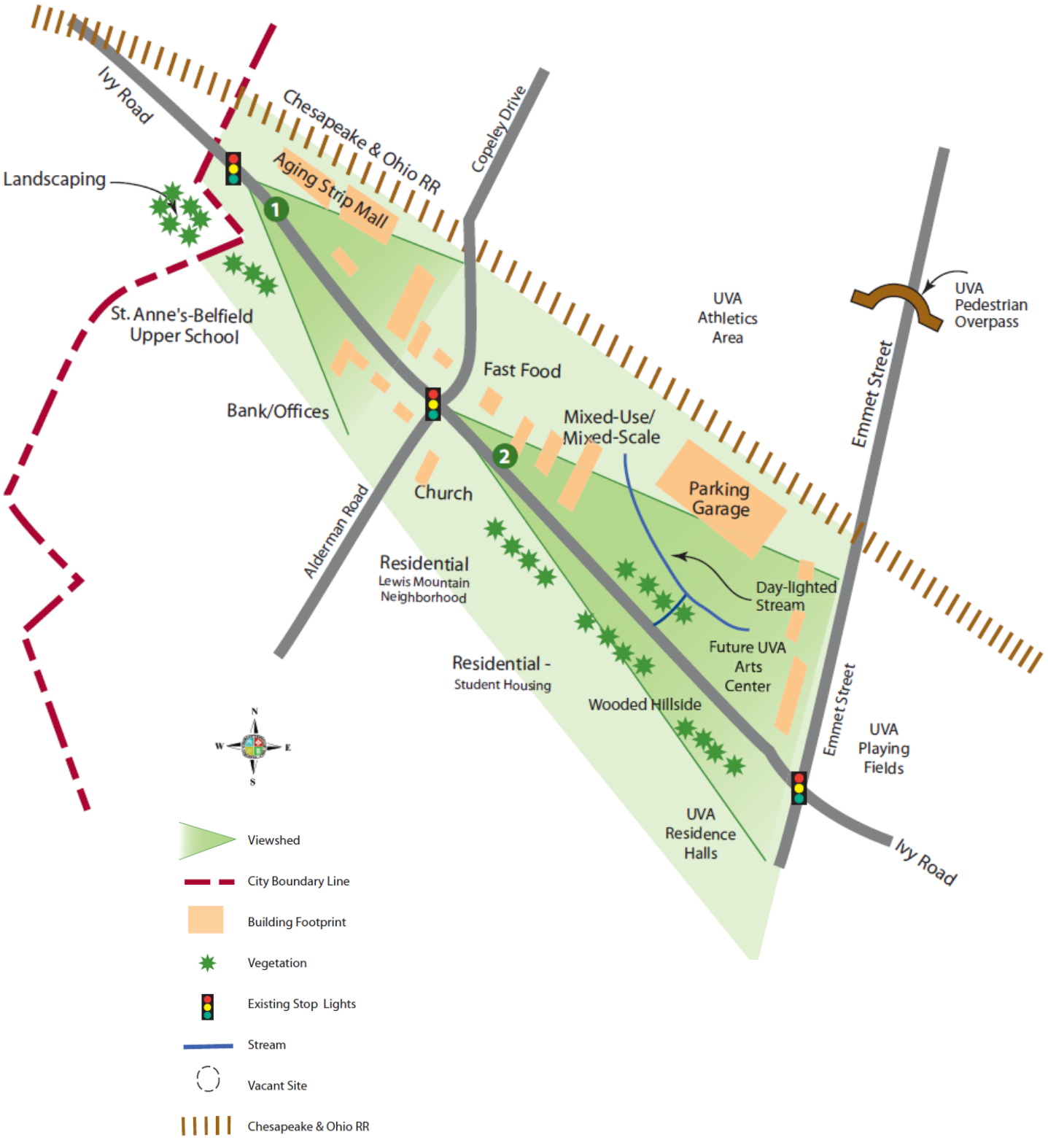


Ivy Road near its intersection with Alderman Road



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



V Corridors

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

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.

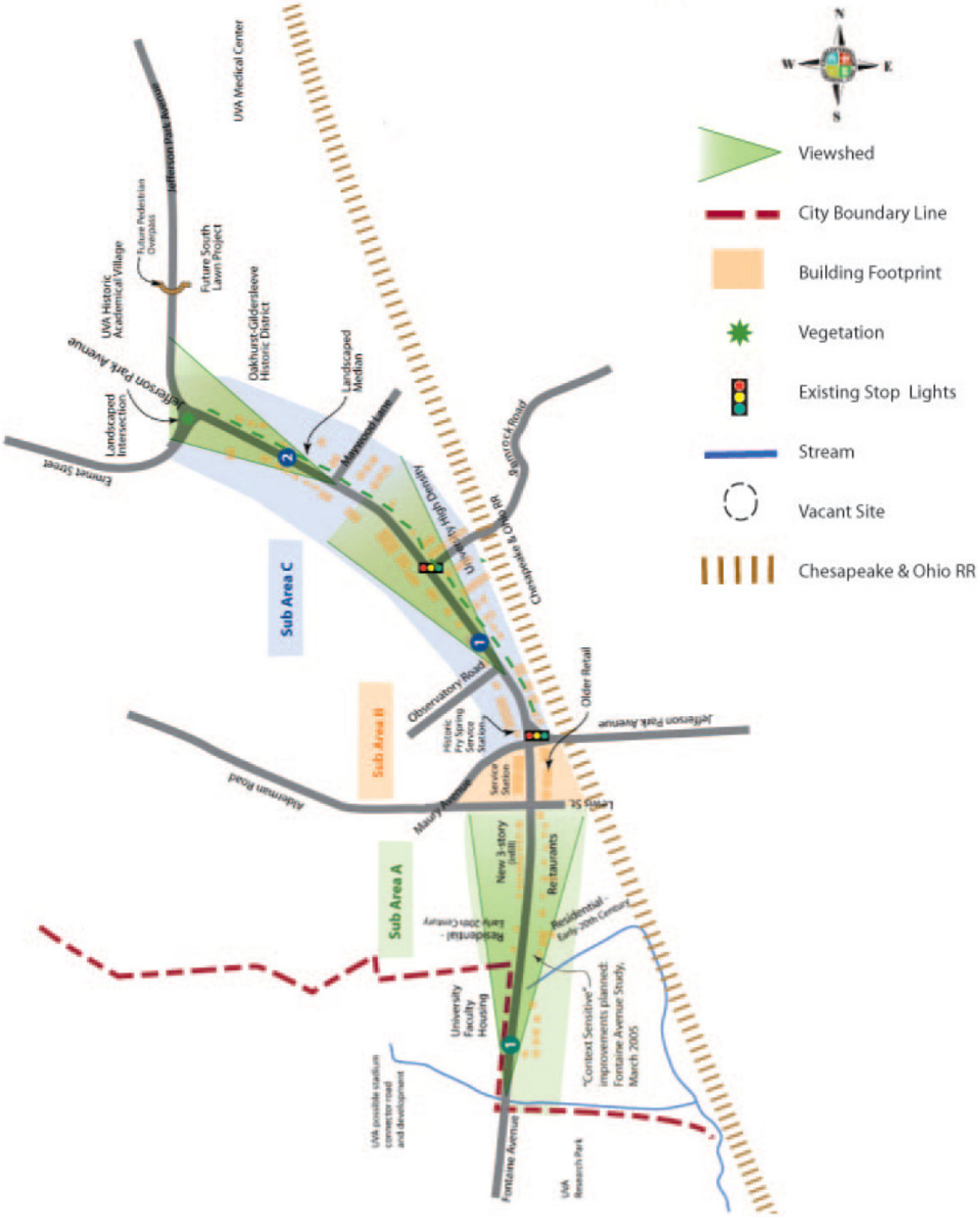
- Height regulation:
  Maximum height: 60 feet
- Setback:
  15 feet, minimum.

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.

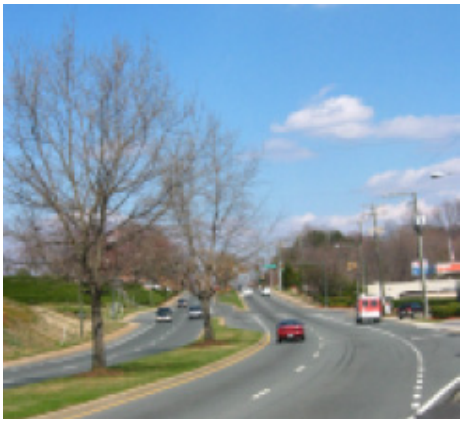
- Height regulation:
  Maximum height: 35 feet
- Setback:
  25 feet, minimum.

V Corridors

F. Corridor 5: Fontaine Avenue/Jefferson Park Avenue from the corporate limits to Emmet Street



G. Corridor 6: Fifth Street from the Corporate Limits to start of Ridge Street Design Control District



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 way-finding 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

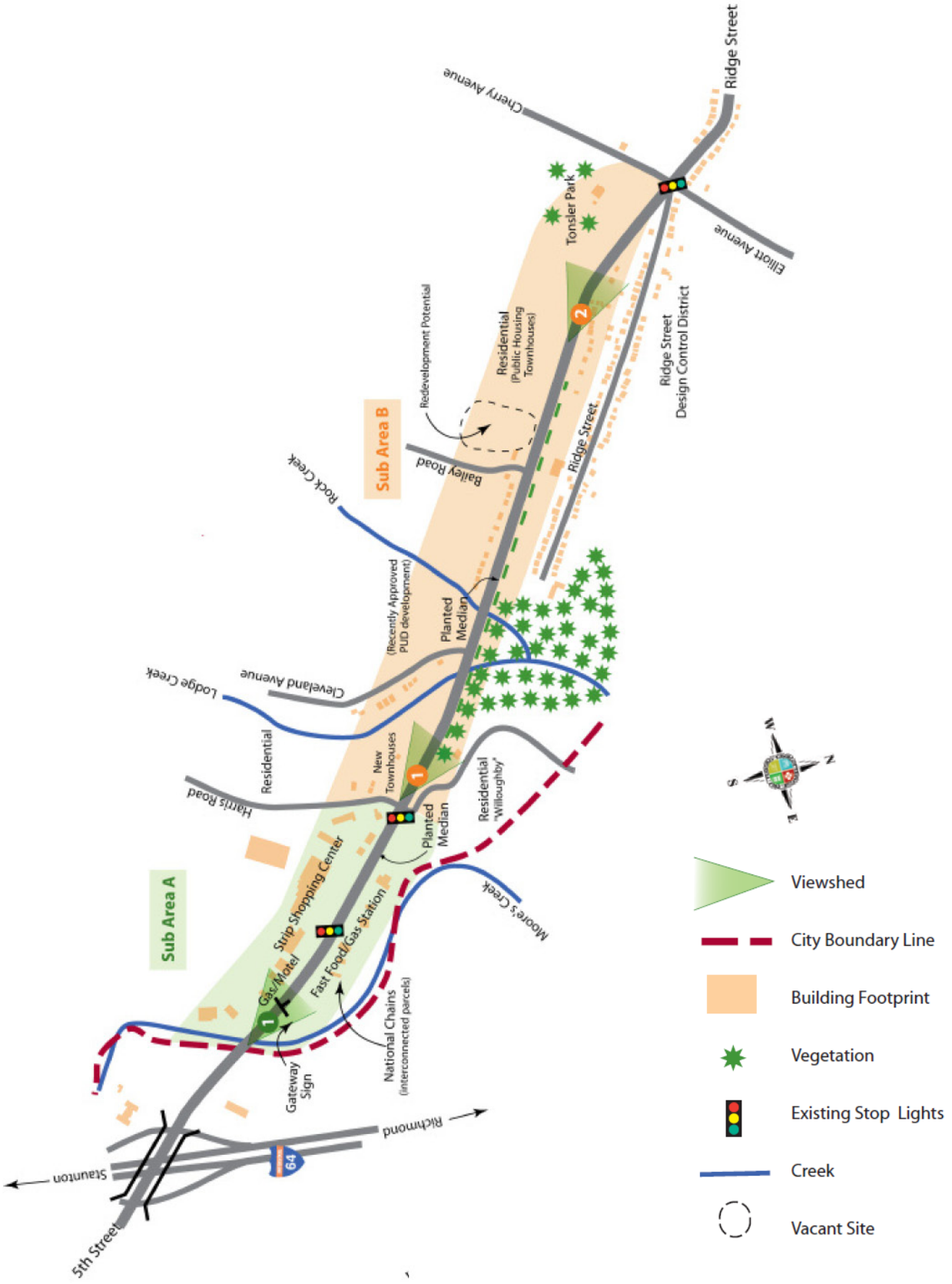
R-1(S) ("small lot"): Consisting of low-density residential areas characterized by small-lot development.

- 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.

G. Corridor 6: Fifth Street from the Corporate Limits to start of Ridge Street Design Control District



V Corridors

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:

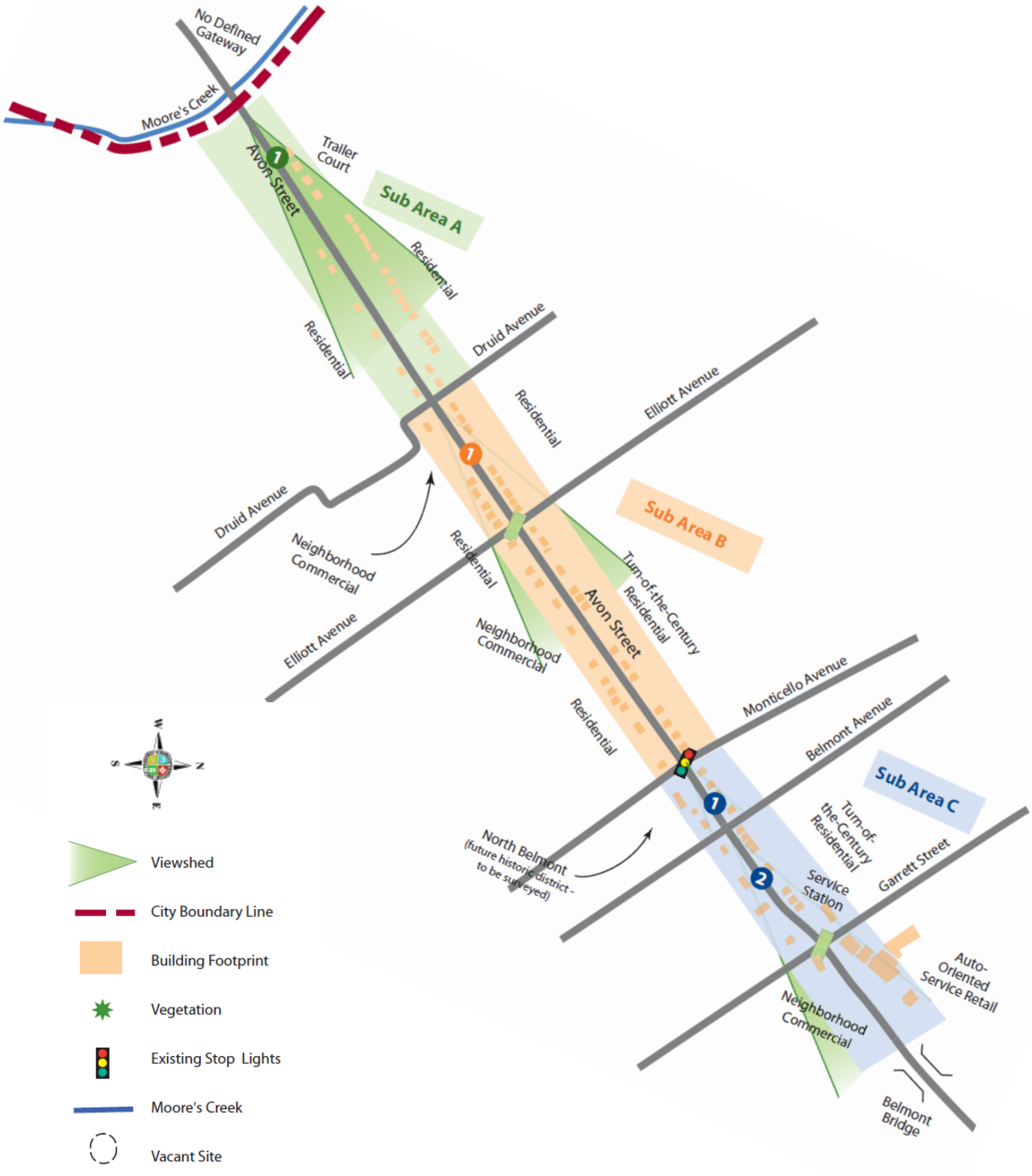
Downtown Extended Corridor (DE): Historically, the areas within the Downtown Extended district contained manufacturing uses dependent upon convenient access to railroad transportation.

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 stepback of 15 feet alon 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.

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

V Corridors

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

V Corridors

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 wtih 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 locationfor 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.

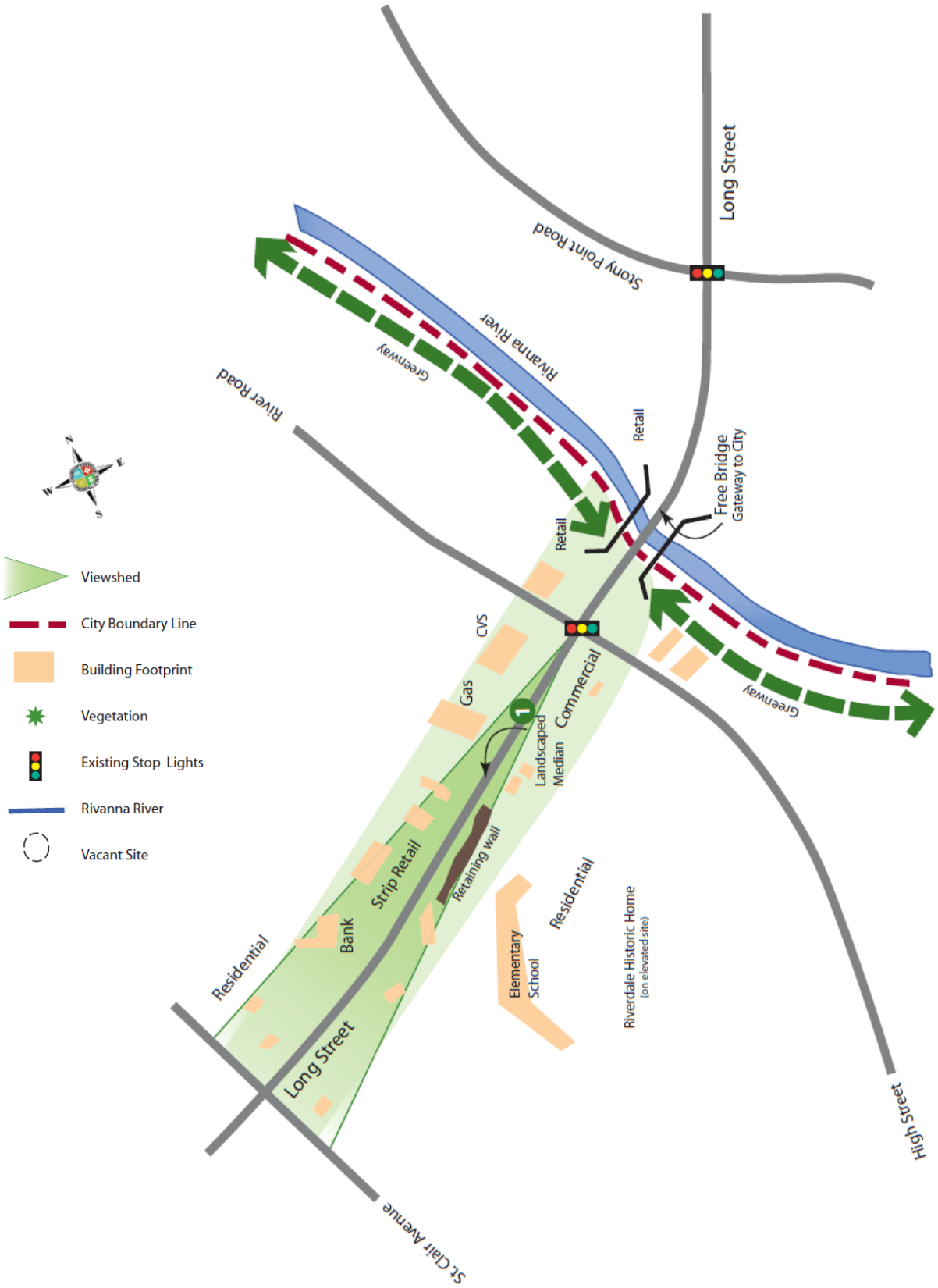
B-2: The B-2 business district is established to provide for commercial uses of limited size, primarily serving neighborhood needs for convenience goods. The intent of the B-2 regulations is to encourage clustering of these neighborhood-serving commercial uses.

- 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.

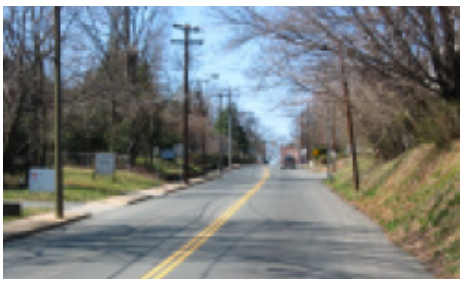
- Height regulations:
  Minimum height: 2 stories.
  Maximum height: 4 stories. Additional height, up to 7 stories, may be allowed pursuant to a special permit issued by city council, subject to streetwall regulations.
- Stepbacks:
  The maximum height of the street wall of any building or structure 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.

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

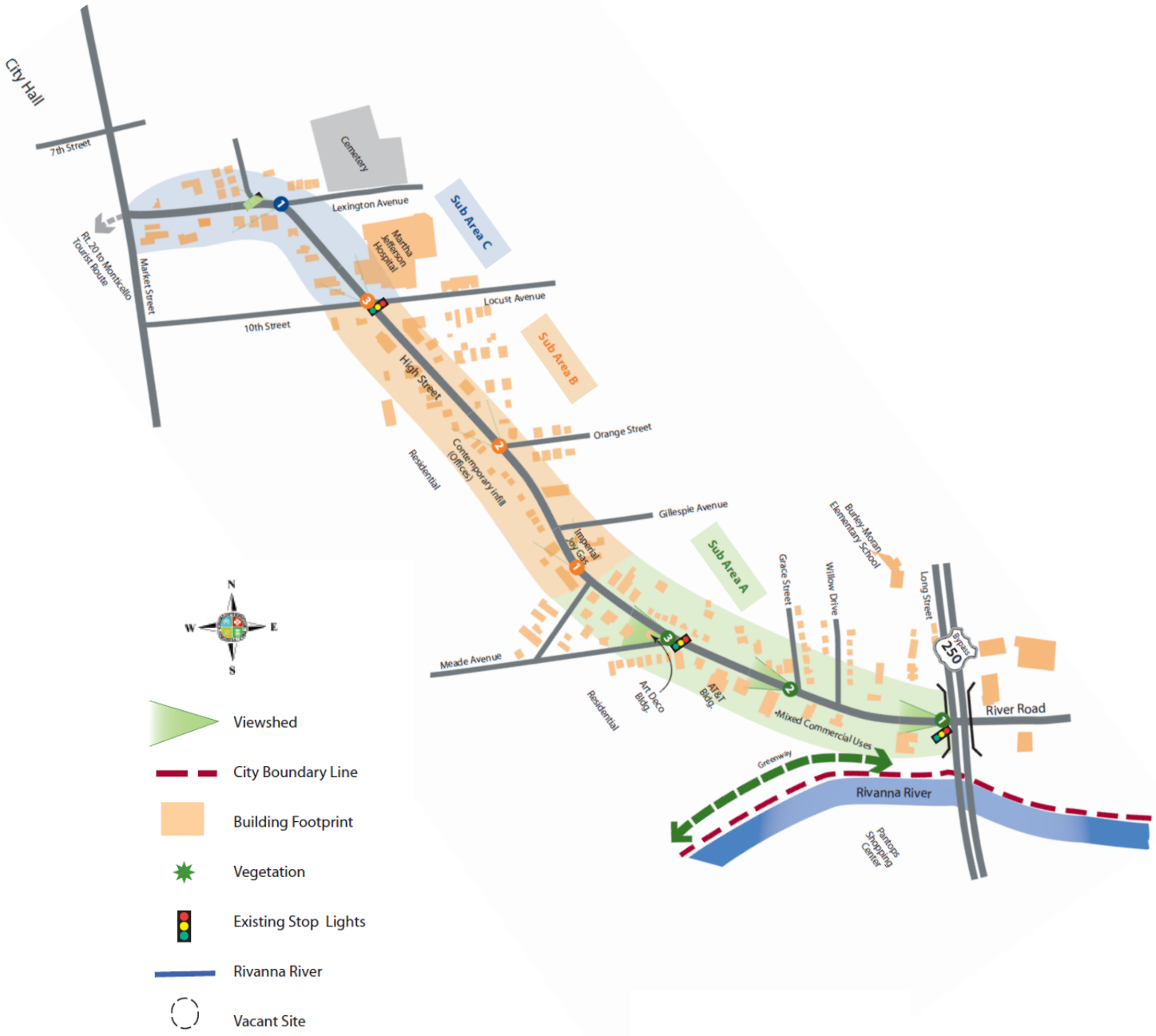
- Provide streetscape improvements to give this section of corridor better definition as it meets the downtown
- Improve edge conditions of site with plantings
- Relate new infill architectural design more to existing character of older buildings

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.

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.

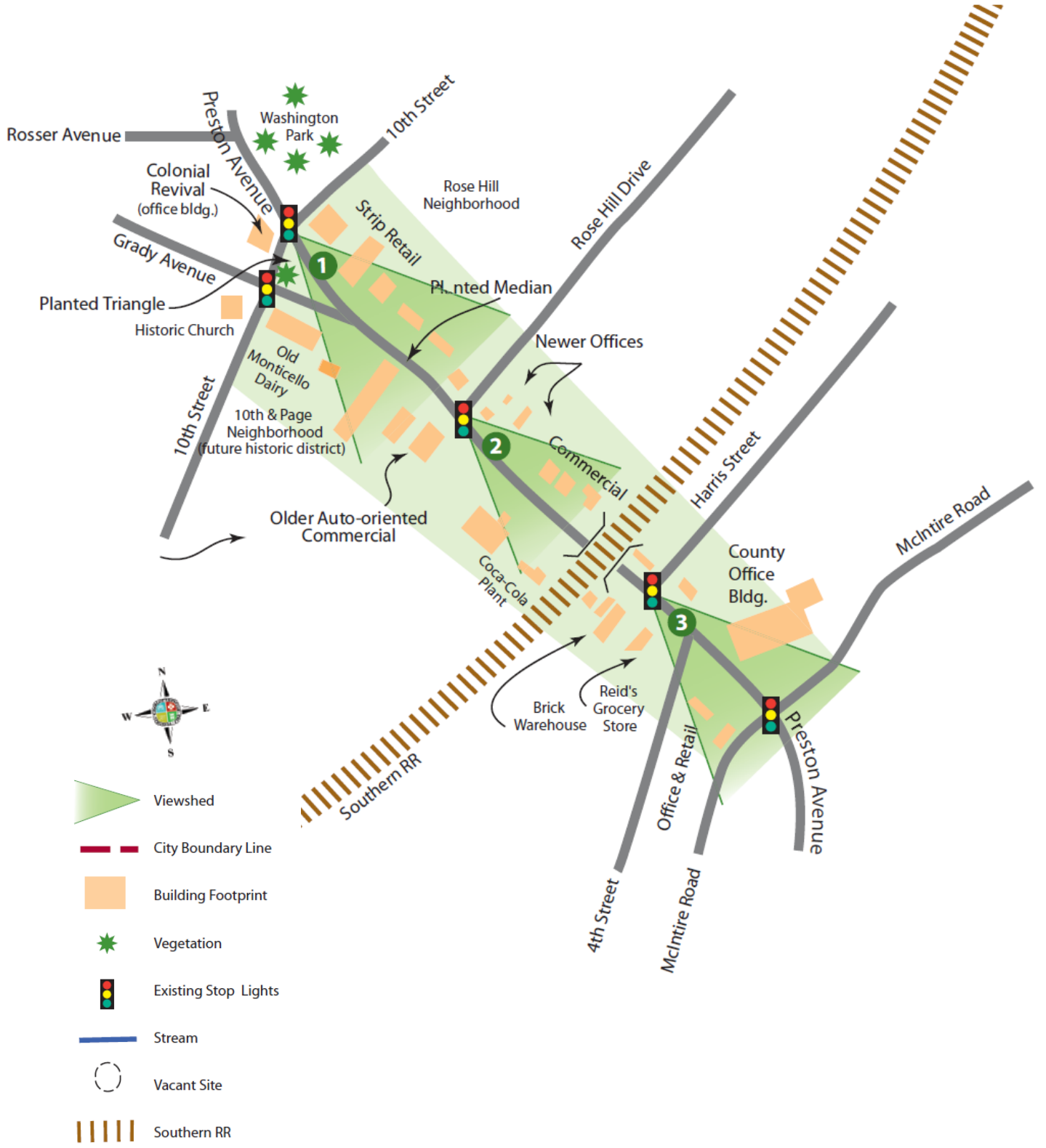
B-3: The B-3 business district is to provide for major commercial uses, of a type that is likely to generate significant amounts of traffic from points within as well as external to the surrounding neighborhood, and that may generate moderate noise, odors or fumes, smoke, fumes, fire or explosion hazards,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

- Height regulation:
  Maximum height: 70 feet.

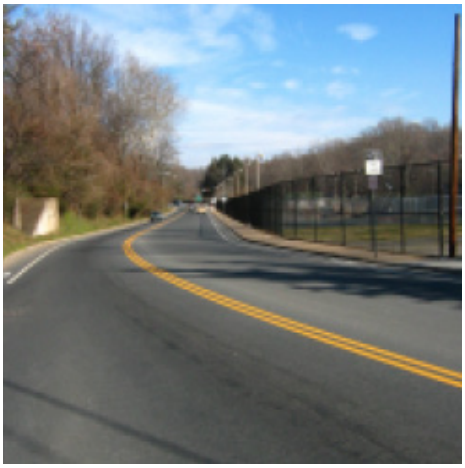
Central City Corridor (CC): The intent of the Central City Corridor district is to facilitate the continued development and redevelopment of the quality medium scale commercial and mixed use projects currently found in those areas. The district allows single use development, but encourages mixed-use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

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.

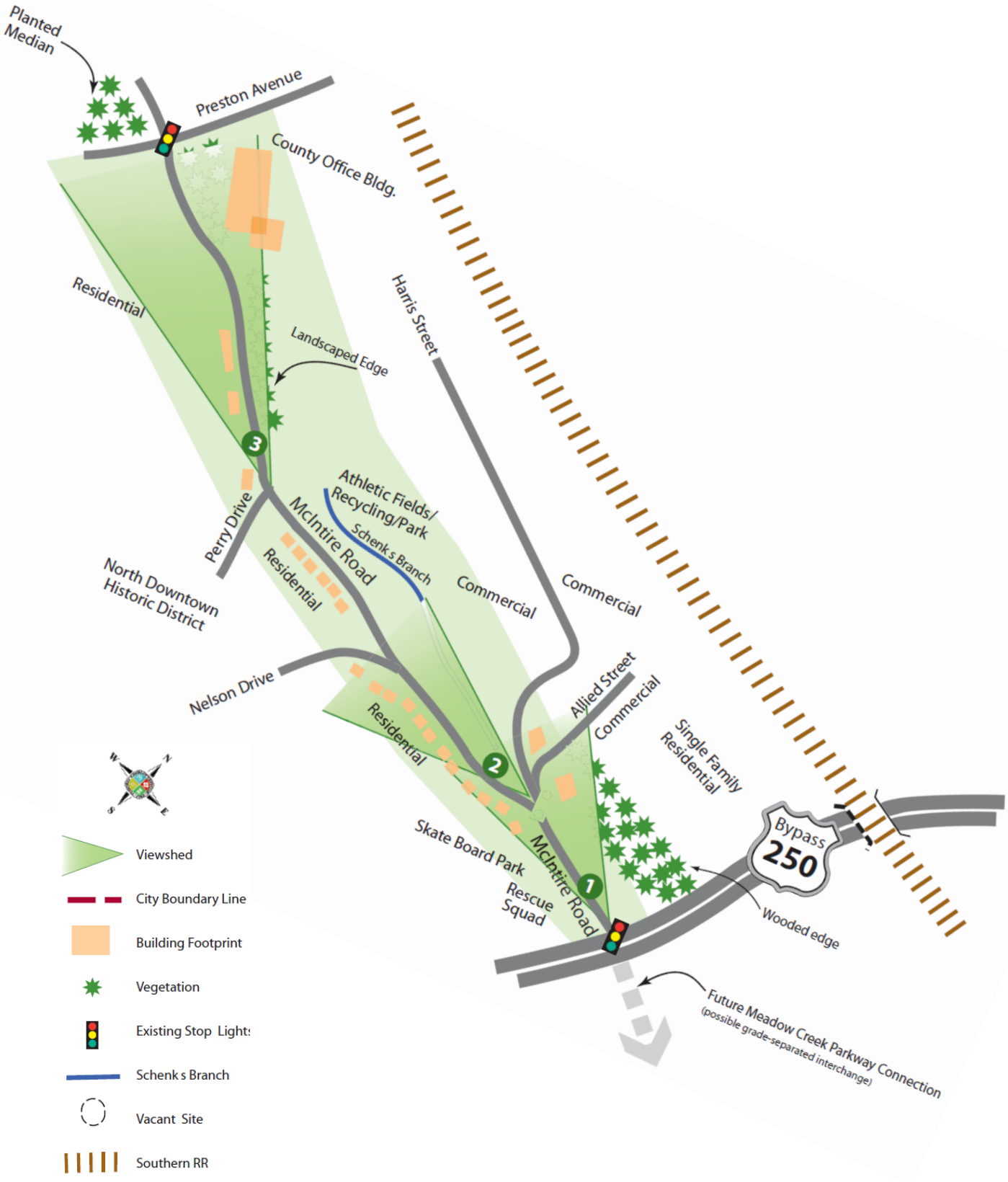
R-3: Consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

- 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.

M. Corridor 12: McIntire Road from Preston Avenue to Route 250



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.

ACKNOWLEDGEMENTS

This publication was developed for the City of Charlottesville Planning Commission serving as Entrance Corridor Review Board (ERB) by Frazier Associates of Staunton, Virginia.

City of Charlottesville Council Members

David E. Brown, Mayor
Kevin Lynch, Vice Mayor
Blake Caravati
Kendra Hamilton
Rob Schilling

City of Charlottesville Planning Commission Members

Cheri Lewis, Chair
Kevin O'Halloran, Vice Chair
Craig E. Barton
Jon Fink
Karen E. Firehock
Kathy Johnson Harris
William Lucy
Eldon Wood, former member
David Neuman, non-voting

City of Charlottesville Neighborhood Development Services Staff

Jim Tolbert, AICP, Director
Mary Joy Scala, Neighborhood Planner
Jim Herndon, Neighborhood Planner

Project Consultants

Frazier Associates, Architects & Planners
213 North Augusta Street
Staunton, Virginia 24401
(540) 886-6230
www.frazierassociates.com