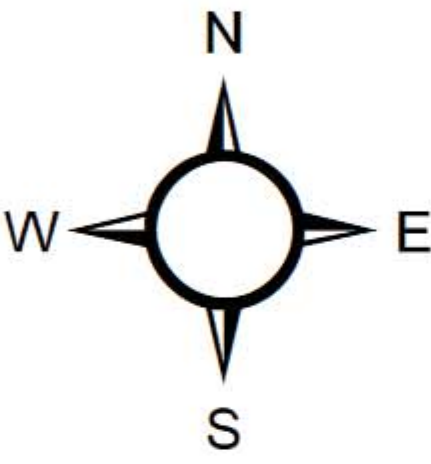
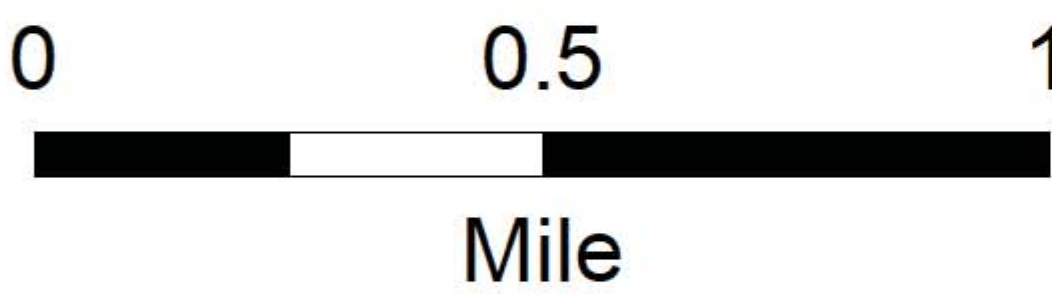


City of Charlottesville
Comprehensive Plan 2018
General Land Use Plan

- Downtown
- Industrial
- Mixed Use A
- Mixed Use B
- Neighborhood A
- Neighborhood B
- Cemetery
- School
- Parks and Preserved Open Space

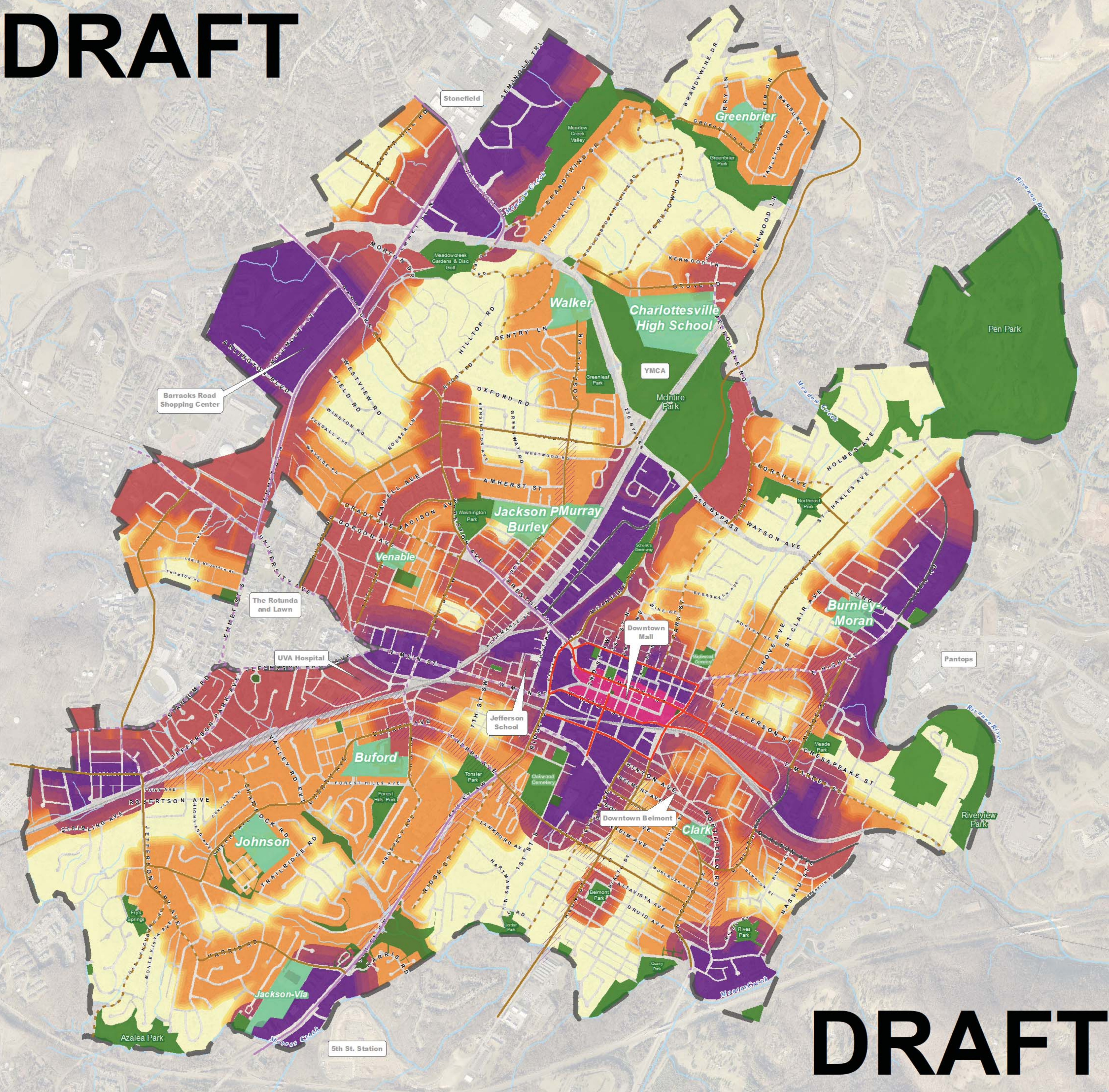


1 inch = 1,000 feet



This product is for general information only and shall not be used for design, modification, or construction. There is no guarantee of completeness or accuracy. The City assumes no liability arising from use of this product.

Map By: NDS, City of Charlottesville 11/28/2018
Data Source: City of Charlottesville Planning Commission and City of Charlottesville SDE 11/2018
Projection Information: Lambert Conformal Conic, NAD83, Virginia State Plane South



DRAFT

Land Use Key Narrative

Downtown	High Intensity				Low Intensity	Neighborhood Amenity
Downtown should be welcoming to all people with developments that accommodate higher densities while respecting and retaining the pedestrian quality, historic character and vitality of the area. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. Activating the streets and enhancing the pedestrian experience is a priority in the Downtown with retail and commercial spaces encouraged on the street level. New developments need to be contextually sensitive to the existing street-grid and urban patterns. Reasonably consistent street level uses along public rights of way within a mixed use development should be encouraged throughout the site, while passive uses that do not create activity at street level should be discouraged. Modes of transportation should be on a human scale and prioritize pedestrians. Parking should be market driven with limited regulations, but not visible from the street. Parking within a building at street level should be discouraged.	These are the most intense, urban areas within the City and allow for the highest density developments. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. In addition, the City should incentivize development to incorporate civic space, such as public meeting space, public parking, or other public needs. Buildings, rather than developments, should provide reasonably consistent street level uses along public rights of way. Mixed use development should be encouraged throughout the site, while passive uses that do not create activity at the street level should be discouraged. These areas should have intense activities that attract large employment centers. New developments should be contextually sensitive to the existing street grid pattern and create buildings that are close together. Areas just inside the City limits should be transit hubs where parking should be integrated into a larger parking plan as part of a regional parking strategy.	These are high density areas with provisions for transitioning to medium high intensity uses that engage and activate the street. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. Urban scale uses are encouraged while passive uses are discouraged. New developments need to be contextually sensitive to the existing street-grid and sited close to the street. Reasonably consistent street level uses along public rights of way should be encouraged to activate the street level experience for pedestrians. On-site parking should be allowed, but not required. Surface parking should not be predominantly visible from the street, and where reasonable, cooperative offsite parking should be encouraged.	These areas allow for low intensity commercial uses that are context sensitive and transition into surrounding lower density neighborhoods. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. The street level of buildings can be either residential or commercial, but residential buildings are encouraged to be constructed with future commercial uses in mind. To enhance the pedestrian experience, active commercial and retail uses should be encouraged at street level. Square footage or floor area ratio should be established for determining a footprint range for nonresidential developments. Parking requirements should be based on the intensity of the use, and where appropriate, should be located behind buildings.	These areas are primarily medium density and residential in nature. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. Multi-family units, such as multiplexes, townhouses, and courtyard apartments are encouraged. Developments are encouraged to use thin frontages and narrow gaps to improve the pedestrian experiences. Parking demand management should be prioritized and shared parking encouraged. Where appropriate, parking should be located behind buildings or below street level and not predominately visible from the street.	These areas are primarily low density and residential in nature. To increase access to housing for all, the City should incentivize on-site affordable dwelling units. Single family, multiplex, townhomes, and other smaller scale residential structures are encouraged. Supportive services and uses, such as smaller scale child care, are encouraged in these areas. Other small scale supportive services such as grocery stores and hair dressers should also be permitted at intersections. Buildings should be no more than four stories in height and shared parking should be encouraged.	Low intensity uses that support residential uses, at a pedestrian scale, should be permitted along neighborhood corridors. Any development within these areas should be neighborhood driven and subject to increased oversight.