

CHAPTER XI

FUTURE LAND USE



FUTURE LAND USE

The Future Land Use element provides direction for how land within Christiansburg will develop and evolve over time. It serves as a guide for the Town's future growth and development patterns, supporting orderly development, strengthening the local economy, enhancing community character, and recognizing the importance of protecting open spaces, sensitive lands, waterways, and historic resources.

Christiansburg continues to experience steady growth due to its strategic location along the Interstate 81 and U.S. Route 460 corridors, its proximity to Virginia Tech, Radford University, and the New River Valley's major employment centers, and its high quality of life. As the Town grows, it must balance new residential, commercial, and industrial development with the efficient use of limited land, the expansion of infrastructure and public services, and the protection of the community character that make Christiansburg an attractive place to live, work, and invest. This element provides the framework for guiding growth in a manner that maintains a vibrant, resilient, and sustainable community.

Current Land Use

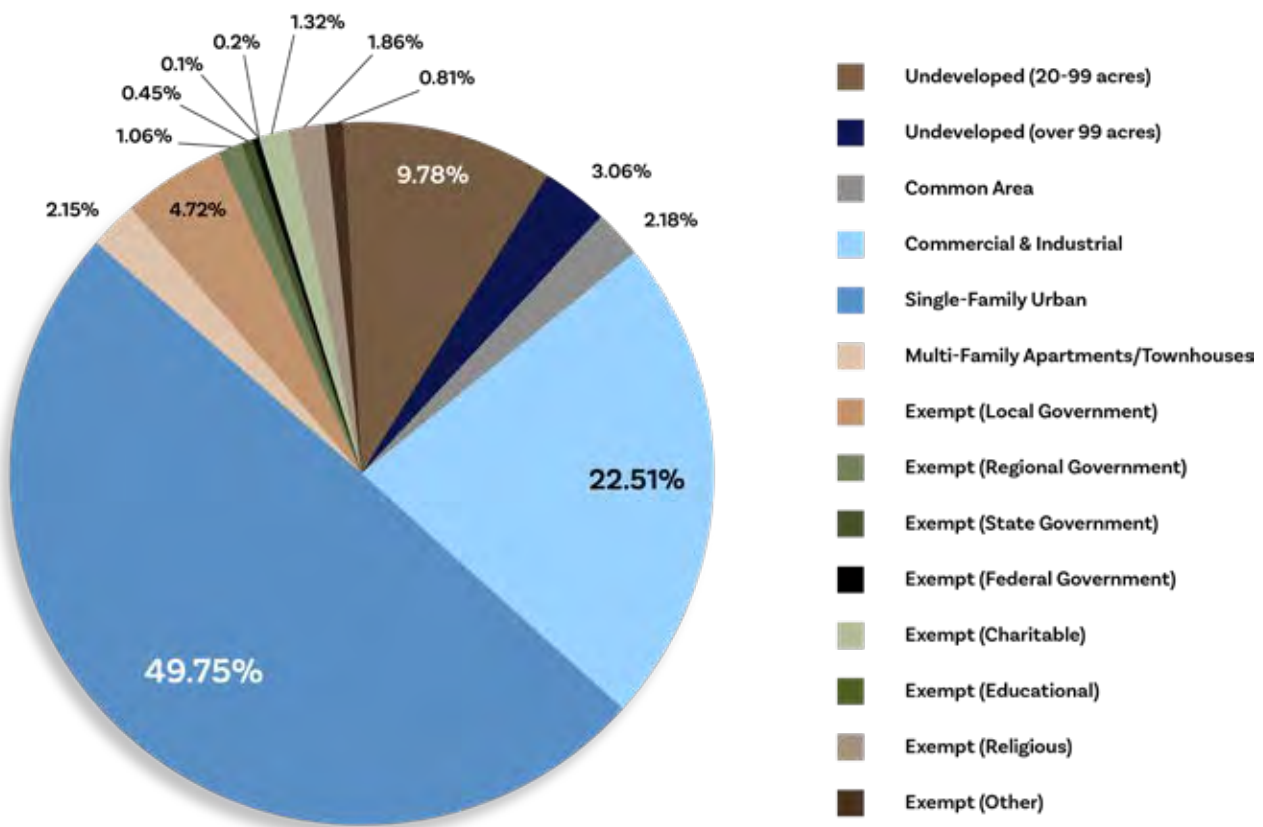
According to the real property assessment land use classifications data, the Town of Christiansburg contains a diverse mix of residential, commercial, industrial, undeveloped, institutional, and public land uses. The distribution of these land uses reflects the Town's history, strategic location, and role as the commercial and employment center of the New River Valley. Single-family residential land uses comprise the largest share of land within Christiansburg, accounting for approximately one-half of the Town's total acreage as illustrated in the graph and table below. Commercial and industrial uses represent the second-largest land use category and are concentrated along the Interstate 81 and U.S. Route 460 corridors, as well as other established commercial

centers throughout the Town. Undeveloped land accounts for approximately 13 percent of the Town's land area and represents opportunities for future growth, redevelopment, and other uses as the community evolves. Government-owned, educational, religious, charitable, and other exempt properties are distributed throughout the Town and support public services, community facilities, and institutional functions that serve both residents and the surrounding region. Multifamily residential development occupies a relatively small portion of the Town's land area and provides additional housing choices.

Zoning

The Town's Zoning Ordinance serves as the primary regulatory tool for implementing the Comprehensive Plan. The ordinance establishes zoning districts and development standards that regulate the location, type, intensity, and design of land uses. The Official Zoning Map shows the location and distribution of zoning districts throughout Christiansburg and identifies the zoning designation assigned to each property.

As shown in the attached Zoning Map, residential zoning districts comprise the largest share of land within the Town and are distributed throughout Christiansburg. Agricultural zoning is primarily located around the periphery of the Town, particularly in areas that remain undeveloped as well.



Percentage of Current Land Use By Category

Commercial zoning is along the Town's primary commercial corridors, including North Franklin Street, Main Street, Roanoke Street, Depot Street, Cambria Street, and Peppers Ferry Road. Industrial zoning is generally located adjacent to Interstate 81 and U.S. Route 460 corridors to provide convenient access to the regional transportation network. Mixed-use zoning districts are located in select areas where residential and commercial uses are intended to coexist.

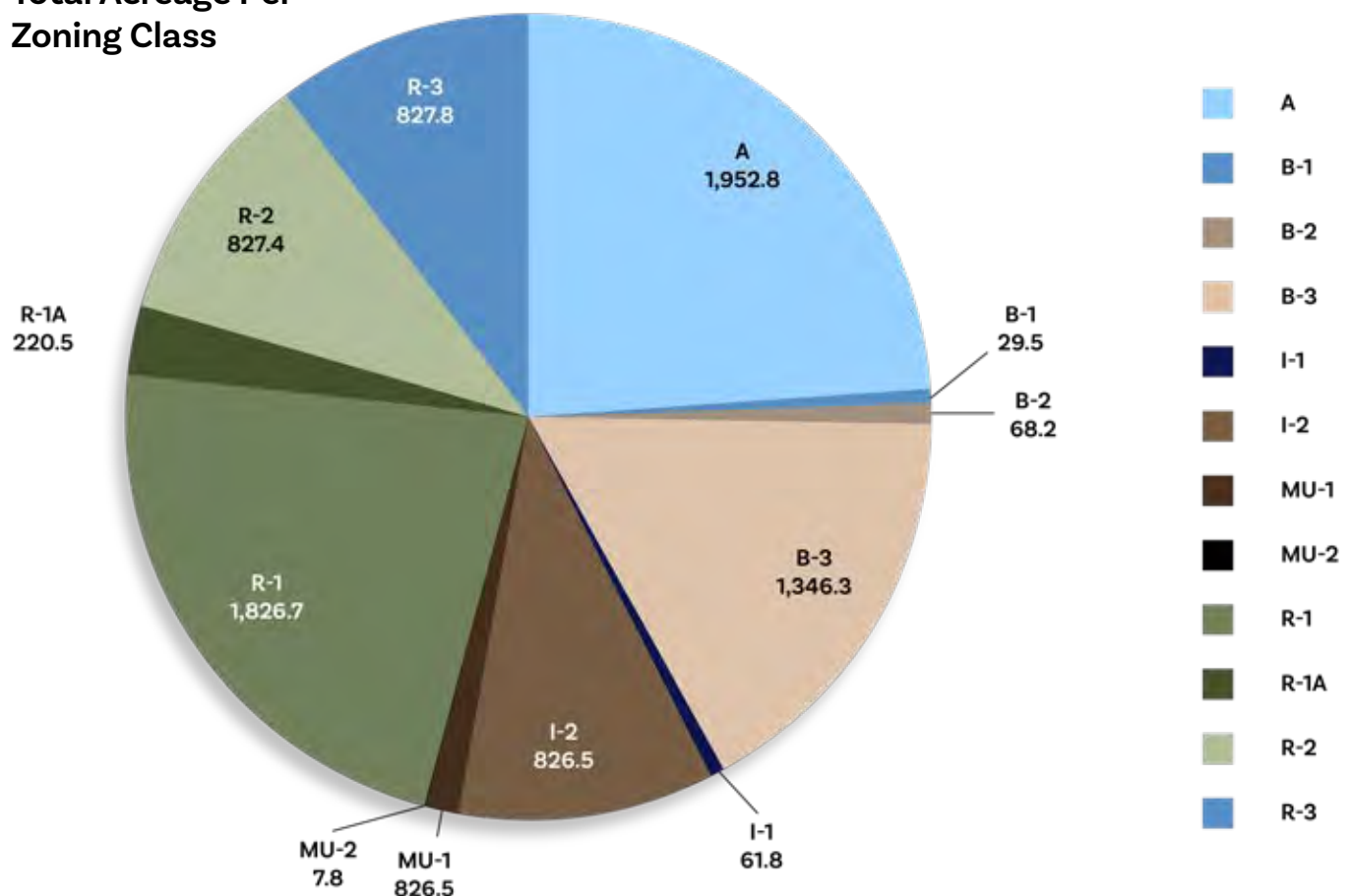
The Town's zoning map includes a variety of zoning districts that support residential, commercial, industrial, and mixed-use development. The approximate distribution of these zoning districts is as follows:

CURRENT LAND USE (CLU)	PERCENTAGE OF CLU
Undeveloped (20-99 acres)	9.8%
Undeveloped (over 99 acres)	3.1%
Common Area	2.2%
Commercial & Industrial	22.5%
Single Family Urban	49.8%
Multi-Family Apartments/ Townhouses	2.1%
Exempt (Local Government)	4.7%
Exempt (Regional Government)	1.1%
Exempt (State Government)	0.5%
Exempt (Federal Government)	0.1%
Exempt (Charitable)	0.2%
Exempt (Educational)	1.3%
Exempt (Religious)	1.9%
Exempt (Other)	0.8%
TOTAL	100%

ZONING DISTRICTS	PERCENTAGE OF TOTAL LAND AREA
Agriculture (A)	24.12%
Residential - Rural (R-1A)	2.72%
Residential - Single Family (R-1)	22.57%
Residential - Two Family (R-2)	10.22%
Residential - Multi-family (R-3)	10.23%
Business - Limited (B-1)	0.36%
Business - Central (B-2)	0.84%
Business - General (B-3)	16.63%
Industrial - Limited (I-1)	0.76%
Industrial - General (I-2)	10.21%
Mixed-Use - Residential - Limited Business (MU-1)	1.23%
Mixed-Use - Residential - Limited Business - Limited Industrial (MU-2)	0.10%

Christiansburg's development pattern has been shaped by its historic role as a crossroads of major transportation routes, a characteristic that continues to influence the Town's growth, economy, and regional importance today. The Town contains a diverse mix of established residential neighborhoods, a downtown, regional commercial centers, industrial areas, and institutional uses that together support both local residents and the broader region. Its strategic location at the intersection of Interstate 81 and U.S. Route 460 has shaped much of the Town's growth, providing excellent regional accessibility while fostering commercial and industrial development along major transportation corridors. As Christiansburg continues to grow, balancing new development with the protection of community character, established neighborhoods, open spaces, sensitive lands, and waterways remains an important consideration.

Total Acreage Per Zoning Class



The Town's future land use pattern also plays an important role in supporting long-term economic competitiveness by providing appropriate locations for commercial, industrial, mixed-use, institutional, and employment-generating development. By maintaining an adequate supply of land for a balanced mix of uses, the Town can support continued job creation, expand its tax base, strengthen its role as the regional commercial center of the New River Valley, and enhance the quality of life for residents.

Mixed-use development provides opportunities to integrate residential, commercial, employment, and civic uses in compact, walkable environments that support economic vitality while reducing the need for automobile trips.

The Future Land Use element builds upon these existing development patterns by providing a framework for orderly growth that encourages compact, connected development where appropriate, promotes the efficient use of existing and planned infrastructure, protects the character and stability of established neighborhoods, and maintains a balanced mix of low-, medium-, and high-density residential, commercial, industrial, and mixed-use areas. It also supports the protection of open spaces,

sensitive lands, and waterways while encouraging development and redevelopment in locations where public services and transportation facilities can be provided efficiently. Together, these principles help ensure that future development supports a strong local economy, enhances quality of life, and preserves Christiansburg's unique character and identity.

Future land use and transportation are closely interconnected. The location, intensity, and design of development influence roadway capacity, pedestrian and bicycle connectivity, transit opportunities, and overall mobility. Likewise, the transportation network shapes where growth and redevelopment can occur and how efficiently people and goods move throughout the community. Together, land use and transportation planning help support a connected, multimodal transportation system that promotes accessibility, mobility, and the efficient use of public infrastructure.

The Future Land Use Map is intended to be read in conjunction with the goals, objectives, and policies contained in this chapter. Together they provide guidance for evaluating future development proposals, infrastructure investments, zoning decisions, redevelopment opportunities, and capital improvements.



Future Land Use Map

The Future Land Use Map establishes the general pattern of future development and redevelopment. It identifies the location and character of future land uses and serves as a guide for land use decisions, including rezonings, special use permits, capital improvements,

and other development-related actions. While the map does not regulate land use, it provides a policy framework for evaluating development proposals and ensuring that future growth is consistent with the goals and objectives of this Comprehensive Plan.

FUTURE LAND USE CATEGORY (2013 COMPREHENSIVE PLAN)	ACRES	PERCENT OF TOTAL LAND AREA
Residential	5,312.7	69.6%
Business/Commercial	929.4	12.2%
Mixed Use w/ Buffer (Industrial)	480.4	6.3%
Industrial	352.0	4.6%
Parks/Open Space	237.0	3.1%
Mixed Use w/ Buffer (Residential/Business)	209.1	2.7%
Downtown/Mixed Use	115.5	1.5%
Total	7,636.1	100%

One refinement to the Future Land Use Map is the replacement of the single Residential land use designation with three residential categories: **Low Density Residential, Medium Density Residential, and High Density Residential** (Refer to Page 130-131 for definitions). These categories were developed by evaluating the Town's existing Urban Development Areas (UDAs) and zoning districts to better distinguish the character and

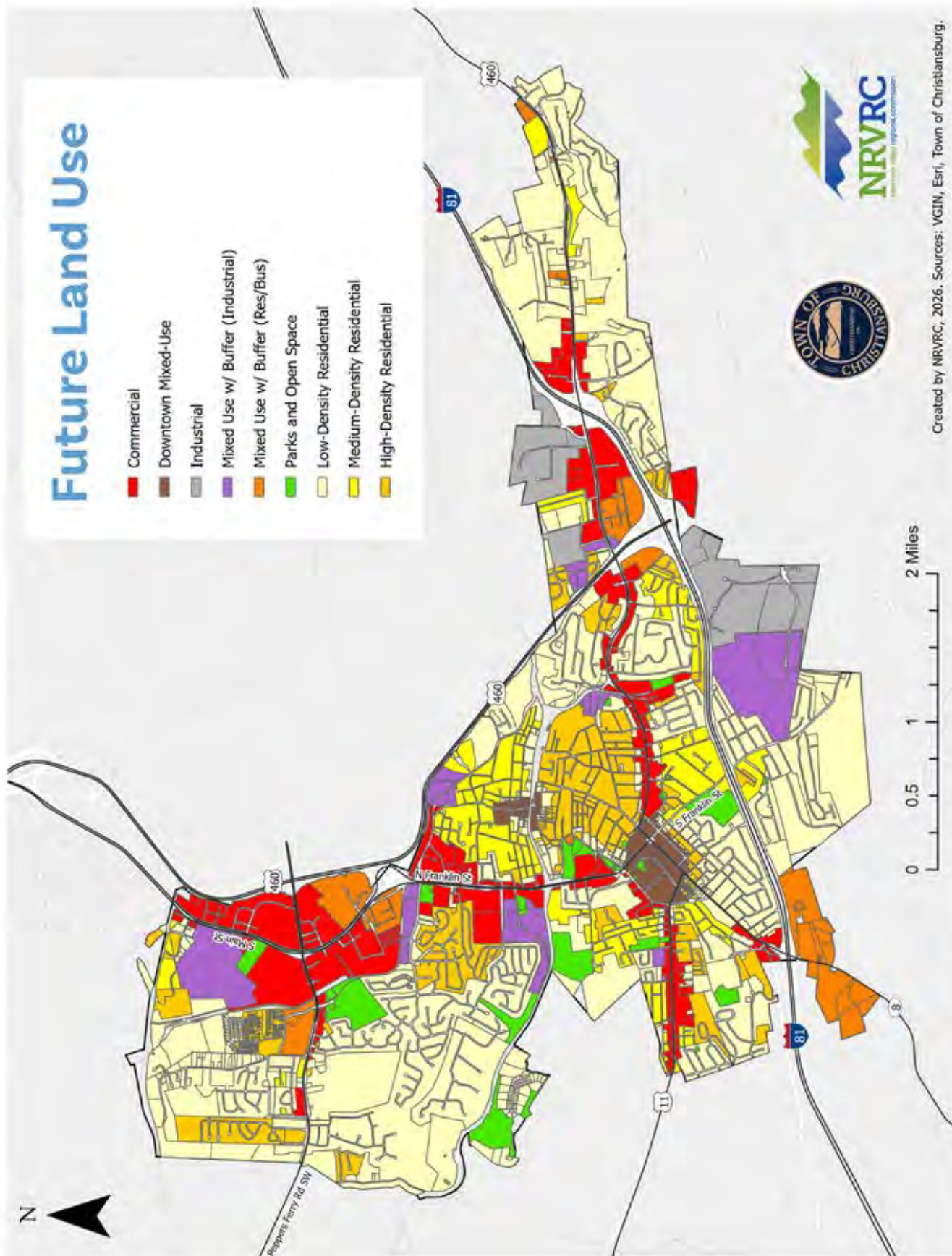
intensity of residential areas. This refinement provides clearer guidance for future residential development while recognizing the diversity of neighborhoods throughout Christiansburg.

Other refinements to the Future Land Use Map consist primarily of minor updates to land use category names to improve clarity.

FUTURE LAND USE CATEGORY	ACRES	PERCENT OF TOTAL LAND AREA
Low-Density Residential	3939.13	49.04%
Medium-Density Residential	628.14	7.82%
High-Density Residential	822.97	10.25%
Commercial	956.64	11.91%
Mixed Use/Buffer (Industrial)	482.34	6.01%
Industrial	419.04	5.22%
Parks & Open Space	282.49	3.52%
Mixed Use w/ Buffer (Residential/Business)	385.85	4.80%
Downtown/Mixed Use	115.53	1.44%
Total	8032.13	100%

Future Land Use

- Commercial
- Downtown Mixed-Use
- Industrial
- Mixed Use w/ Buffer (Industrial)
- Mixed Use w/ Buffer (Res/Bus)
- Parks and Open Space
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential



Created by NRVRC, 2026. Sources: VGIN, Esri, Town of Christiansburg.

Urban Development Areas

Urban Development Areas (UDAs) are designated growth areas intended to accommodate higher intensity development and redevelopment in locations that are well served by existing or planned infrastructure, transportation facilities, and public utilities. Consistent with Section 15.2-2223.1 of the Code of Virginia, these areas support compact, connected development patterns that make efficient use of land and public investments while promoting a mix of land uses, transportation options, and redevelopment opportunities. Christiansburg first established Urban Development Areas in 2016 to help guide future growth into locations capable of accommodating additional residential, commercial, institutional, and mixed-use development. The Town's UDA program was developed following an evaluation of existing development patterns, zoning, transportation facilities, utility availability, redevelopment potential, and long-term growth projections.

The analysis concluded that the designated UDAs contained sufficient development capacity to accommodate projected residential and commercial growth while supporting more efficient infrastructure investments and encouraging traditional neighborhood development principles. Following the completion of the 2016 Urban Development Area (UDA) Study, the Town identified four Urban Development Areas to guide future growth and redevelopment in locations that could capitalize on existing transportation facilities, public infrastructure, and established development patterns while supporting the principles of Traditional Neighborhood Development (TND). The designated UDAs are shown on the Urban Development Areas Map.

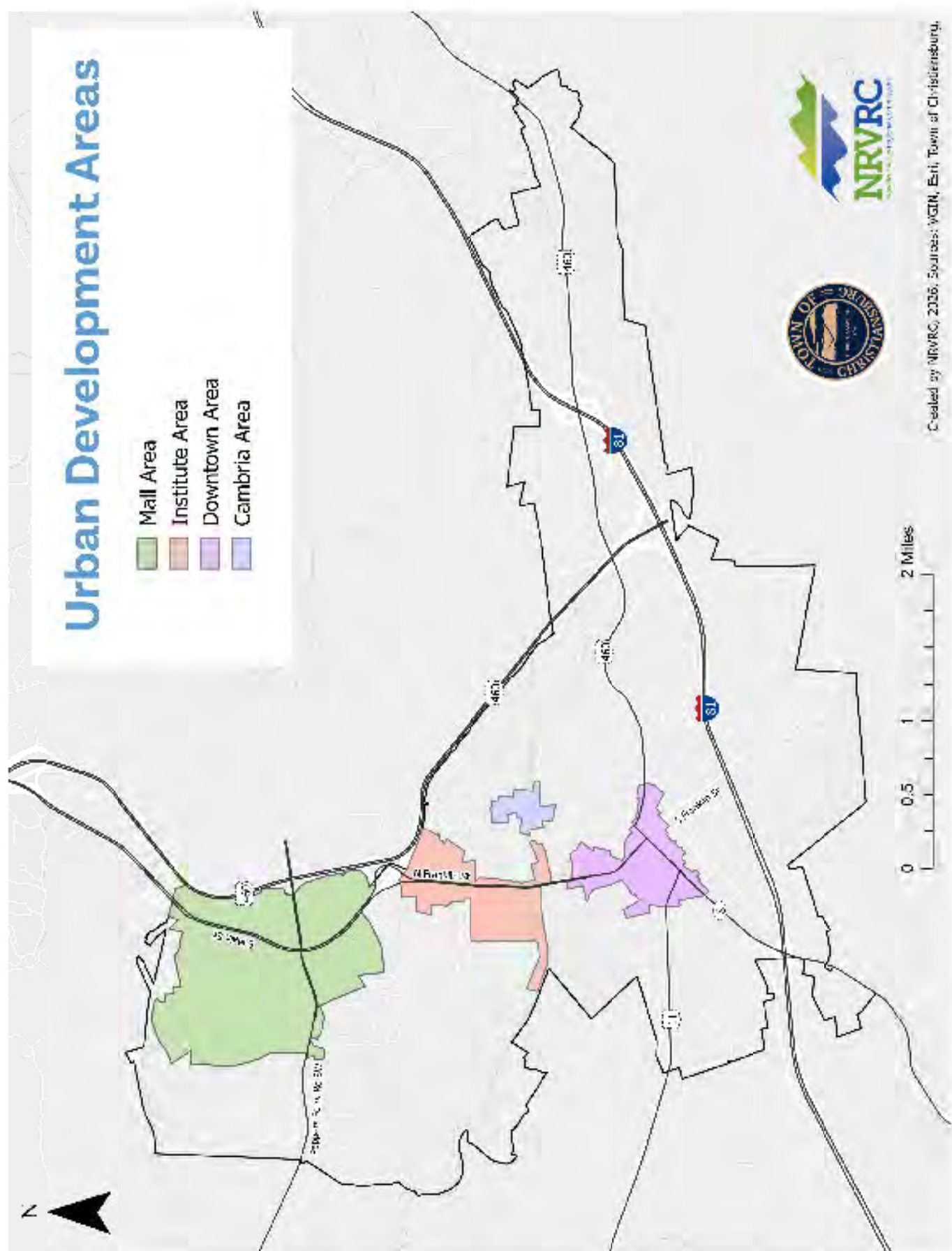
The four Urban Development Areas are:

- Mall UDA
- Institute UDA
- Downtown UDA
- Cambria UDA



Urban Development Areas

- Mall Area
- Institute Area
- Downtown Area
- Cambria Area



Created by NRVRC, 2026, Sources: VGIN, East Town of Christiansburg.

FUTURE LAND USE

Goals, Objectives, & Policies:

Directing Growth and Infrastructure Efficiency

Goal F.1: *Direct growth areas with the greatest opportunity for continued physical and economic development in a manner that makes efficient use of existing and planned infrastructure, supports compact and connected development patterns, and protects established residential neighborhoods from incompatible uses.*

Objective F.1.1: Guide growth and development in a coordinated manner by aligning land use decisions with infrastructure, transportation, and community context to support efficient development, neighborhood compatibility, and a balanced mix of uses that strengthen long-term economic vitality and community well-being.

Policy F.1.1.1:

Regularly evaluate existing and projected development patterns, current land use and zoning, infrastructure capacity, market demand, and community context for all land use categories in order to refine the Future Land Use Map and align it with desired land use patterns, infrastructure capacity, and long-term community needs.

Policy F.1.1.2:

Guide growth and development in a logical and consistent manner by directing them to areas with existing or planned infrastructure.

Policy F.1.1.3:

Protect established residential neighborhoods by ensuring new development is compatible with surrounding uses through the use of buffers and other appropriate techniques.

Policy F.1.1.4:

Encourage the use of design and landscaping to create smooth transitions between areas of different development intensity.

Policy F.1.1.5:

Develop and implement consistent development standards to promote quality development and support orderly growth throughout the community.

Policy F.1.1.6:

Periodically inspect developments for compliance with site plan for signage, stormwater management, and other features.

Policy F.1.1.7:

Revise zoning designations, where appropriate, to align with the Comprehensive Plan and Future Land Use Map, while considering existing land uses and desired future development patterns.

Policy F.1.1.8:

Ensure land use decisions are coordinated with transportation planning to support access, mobility, and avoid future traffic congestion.

Policy F.1.1.9:

Promote connected and walkable neighborhoods that support safe, convenient movement and pathway connections between areas of the community.

Policy F.1.1.10:

Encourage interconnection between commercial developments to allow shared access and internal circulation, reducing the need for vehicles to reenter public streets to reach adjacent businesses.

Policy F.1.1.11:

Maintain a balanced mix of residential, commercial, industrial, and mixed-use development to support a complete and economically resilient community.

Policy F.1.1.12:

Encourage attractive and safe pedestrian-friendly environments through site design landscaping and traffic-calming strategies.

Policy F.1.1.13:

Encourage shared stormwater management and parking solutions among adjacent developments, particularly in redevelopment areas, older neighborhoods, and flood-prone areas to improve efficiency, reduce impacts, and enhance overall aesthetics.



Community Character

Goal F.2: *Promote development that strengthens small-town character, protects civic and open spaces, and supports a high quality of life for all residents.*

Objective F.2.1:

Maintain and enhance the community's small-town character by promoting development that fits its surroundings and reflects the unique identity of individual neighborhoods and areas.

Policy F.2.1.1:

The Town will undertake small area studies and neighborhood plans to establish land use strategies that reflect the unique character and needs of specific areas, particularly those experiencing growth, decline and/or in need of redevelopment.

Policy F.2.1.2:

Strengthen and elevate the community's identity by enhancing aesthetics and promoting a cohesive, attractive image that fosters pride among residents, welcomes visitors, and supports local businesses and employers.

Policy F.2.1.3:

Create visual connections between neighborhoods that reflect the Town's brand and identity while maintaining distinct neighborhood character.

Policy F.2.1.4:

Provide and maintain quality public spaces that serve community needs, support and reinforce Christiansburg's identity by improving gateways, enhancing core areas through consistent streetscaping and landscaping, supporting community-building events, and encouraging flexible community gathering spaces.

Policy F.2.1.5:

Support the continued operation and growth of the farmers' market as valued community amenities that strengthen local business, provide access to local food and community gathering opportunities.

Policy F.2.1.6:

Support educational, cultural, and historic assets that reflect the community's identity and create opportunities for new residents to learn about and connect with the community.

Policy F.2.1.7:

Continue to encourage volunteerism among residents of all ages to strengthen community connection and civic pride.



Economic Opportunity & Employment Centers

Goal F.3: *To support economic growth and job creation by identifying appropriate locations for employment centers and encouraging development intensities and scales that are compatible with surrounding areas, strengthen the local economy, and expand access to employment opportunities throughout the community.*

Objective F.3.1:

Support economic growth and job creation by ensuring suitable locations for employment and commercial uses and encouraging compatible development patterns.

Policy F.3.1.1:

Promote a balanced mix of residential, commercial, and industrial land uses in order to provide adequate support services, quality employers, and a sustainable tax base.

Policy F.3.1.2:

Develop strategies to retain and support existing commercial and industrial uses that provide employment opportunities, economic benefits, and essential services for community members.

Policy F.3.1.3:

Encourage innovative economic development initiatives in suitable land use areas that support job creation while maintaining compatibility with surrounding uses and community character.

Policy F.3.1.4:

Protect designated industrial areas from the encroachment of non-industrial uses and preserve land intended for industrial and related activities. Allow office, business, and commercial uses as complementary uses when they are clearly associated with or serve primary industrial operations.

Policy F.3.1.5:

Ensure the provision of adequate and appropriately located land for commercial and employment uses to support economic growth, job creation, and access to services throughout the community.

Policy F.3.1.6:

Encourage commercial land uses to locate in accessible, compatible, and clustered areas, with priority near other non-residential uses such as employment centers and mixed-use areas.

Policy F.3.1.7:

Support Regional Mixed-Use development that builds on existing mixed-use areas and strengthens the Town's role as a regional retail destination for the New River Valley region.



Infill & Redevelopment

Goal F.4: *To encourage high-quality infill and redevelopment in existing developed areas by reusing underutilized land, strengthening downtowns and neighborhoods, improving connectivity, and supporting reinvestment that is compatible with surrounding development and community character.*

Objective F.4.1:

Promote infill and redevelopment that strengthens sense of place, improves connectivity, and supports reinvestment.

Policy F.4.1.1:

Encourage infill and redevelopment projects to strengthen sense of place through quality design, well-designed public spaces, and connectivity to trail and pedestrian networks.

Policy F.4.1.2:

Direct new development and redevelopment to vacant and underutilized lands within existing developed areas, including downtown and commercial corridors, where infrastructure, facilities, and services are available or can be efficiently provided.

Policy F.4.1.3:

Prioritize redevelopment of aging shopping centers, strip commercial corridors, and large-format retail sites.

Policy F.4.1.4:

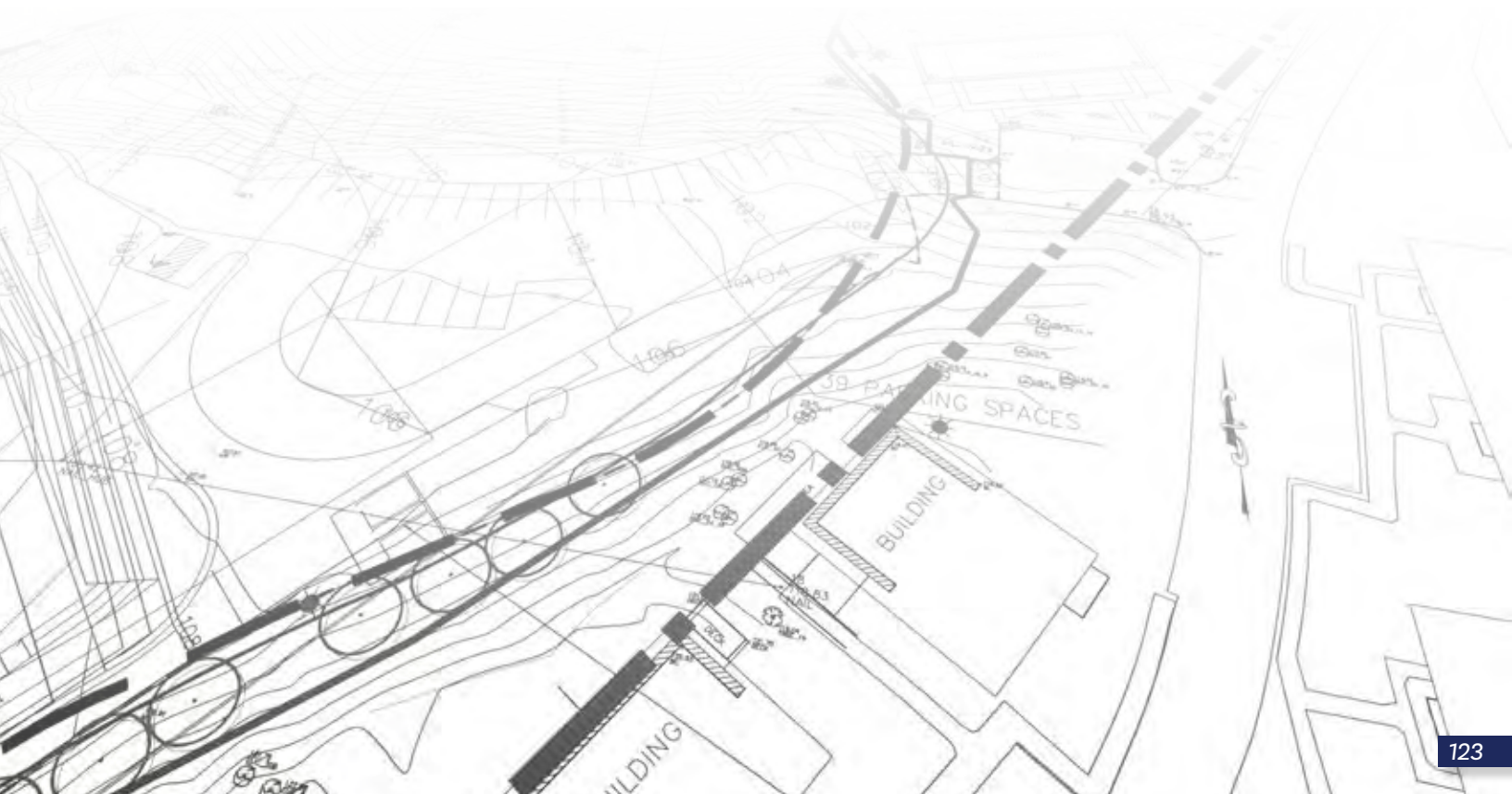
Promote redevelopment that maximizes the use of existing water, sewer, and transportation infrastructure to reduce long-term public costs and improve service efficiency.

Policy F.4.1.5:

Ensure new development within train station areas supports pedestrian-oriented design, compatible land uses, and smart, economically viable development.

Policy F.4.1.6:

Support phased redevelopment strategies that allow sites to transition incrementally from auto-oriented, single-use development to walkable, mixed-use environments with interconnected street networks and reduced reliance on surface parking.



Environmental Quality

Goal F.5: *To enhance natural and scenic resources by protecting open spaces, sensitive lands, and waterways, integrating green infrastructure into development and redevelopment, and supporting environmental quality and community resilience.*

Objective F.5.1:

Ensure development and redevelopment practices protect sensitive environmental features, preserve open space and scenic resources, incorporate green infrastructure, and reduce environmental impacts.

Policy F.5.1.1:

Encourage development in environmentally sensitive areas to be thoughtfully sited and designed, with mitigation measures that protect natural resources.

Policy F.5.1.2:

Protect sensitive environmental features, including floodplains and karst areas, in new development.

Policy F.5.1.3:

Encourage the preservation and integration of scenic views, woodlands, and natural areas into development and redevelopment to support environmental quality.

Policy F.5.1.4:

Encourage the use of green infrastructure and effective stormwater management practices in new development and subdivisions to reduce runoff, and protect waterways.

Policy F.5.1.5:

Promote cluster development that preserves open space and protect natural resources while allowing compatible development.

Policy F.5.1.6:

Encourage the inclusion of community gardens within appropriate open space to support local food access and strengthen environmental stewardship.



Urban Development Areas (UDA)

Goal F.6: Cambria UDA – is approximately 41.89 Acres and its boundary generally follows the contours of the current General Business (B-3) Zoning District. Targeted growth should be focused along Cambria Street through the adaptive reuse or redevelopment of existing buildings and developable parcels to allow for commercial uses along the ground floor with residential above, while developing policies that protect the character of the Cambria neighborhood.

Policy F.6.1:

Develop a Specific Plan for the Cambria UDA that implements the principles of TND through an urban design framework that includes adaptive reuse guidelines for the buildings, identifying potential zoning recommendations and incentives, capital improvement priorities and suggestions for improved linkages to current and planned parks and trail improvements.

Policy F.6.2:

Develop a Streetscape Plan that establishes sidewalk finishes, street trees and associated streetscape details for Cambria Street that are to be implemented by public and private development.

Policy F.6.3:

Develop a managed parking system or specific surface parking facility to provide needed parking for commercial uses and avoid parking impacts on adjacent residential neighborhoods.

Policy F.6.4:

Develop a pedestrian wayfinding signage system that includes a Cambria identification or gateway sign located at a prominent location, as well as retail kiosks, historic district designation identification signs and street banners, as needed, to promote Cambria businesses.

Policy F.6.5:

Partner with organizations, schools and non-profits to promote the arts in Cambria, including locating public art to mark key paths of movement.

Policy F.6.6:

Develop adaptive reuse guidelines for the rehabilitation of historic structures located within the Historic District of Cambria that are based on the Secretary of the Interior's Standards for Rehabilitation, and allow for the possibility of receiving either Federal or State historic preservation tax credits.

Goal F.7: *Downtown UDA – is approximately 191 Acres and is defined by a roadway network that includes N. Franklin, Depot, First and Main streets. Targeted growth should include a mix of infill and new mixed-use development with active commercial use at the ground level.*

Policy F.7.1:

Develop a Specific Plan for the Downtown UDA that implements the principles of TND through an urban design framework that includes a strategy for infill and design guidelines for new development, identifying potential zoning recommendations and incentives.

Policy F.7.2:

Develop a Streetscape Plan for the Downtown UDA, based on recent improvements along Main Street, in order to create a consistent public space. The Streetscape Plan should be based on a Complete Streets approach that promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The Streetscape Plan should identify sidewalk finishes and details, crosswalk designs, street tree typologies and general specifications that implement a consistent public realm experience.

Policy F.7.3:

Develop a pedestrian wayfinding signage system that includes a downtown identification or gateway sign located at a prominent location, as well as retail kiosks and street banners, as needed, to promote downtown businesses.

Policy F.7.4:

Continue to promote downtown as a public event center for the Town, and evaluate the necessary policies and process in-place that facilitates additional street festivals and art events.

Policy F.7.5:

Partner with organizations, schools and non-profits to promote the arts in downtown, including locating public art to mark key paths of movement.

Policy F.7.6:

Study the potential of creating a Special Service District with a value capture model based on future developments within the Downtown UDA that could be used to finance right-of-way improvements.

Policy F.7.7:

Develop adaptive reuse guidelines for the rehabilitation of historic structures located within the Historic District of Downtown that are based on the Secretary of the Interior's Standards for Rehabilitation, and allow for the possibility of receiving either Federal or State historic preservation tax credits.

Policy F.7.8:

Develop a Downtown Parking Management Plan to address future parking challenges in the downtown area as surface parking lots convert to future development, and to serve as a framework for the implementation of parking management and supply strategies in the downtown area. A Downtown Parking Management Plan should support and encourage continued investment in the downtown core; identify, plan, or establish potential reserve of parking supply to facilitate future development; and mitigate spillover parking into residential neighborhoods.



Goal F.8: Institute UDA - is approximately 257.5 Acres, its boundary is centered along N. Franklin Street, and its outer edges are defined by Norfolk and Southern Railway to the south and U.S Route 460 to the north. Targeted growth should reinforce the current institutional, residential and commercial uses, future passenger rail train station and promote connectivity to the Huckleberry Trail.

Policy F.8.1:

Develop a Master Plan for the Institute UDA that implements the principles of TND through an urban design framework that includes a strategy for redevelopment of existing commercial strip malls, design guidelines for new development, development that complements the current institutional uses and future passenger rail train station, and connectivity to the Huckleberry Trail, identifying potential zoning recommendations and incentives.

Policy F.8.2:

In order to implement the principles of traditional neighborhood design, the Institute UDA should have its own Streetscape and Pedestrian Plan, based on an urban design framework that includes **(1) “Complete Streets”** approach that promotes street

designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, and; **(2) a Pedestrian Plan** that safely links the major residential developments to the west with Christiansburg High School, the Recreation Center and the commercial areas located along North Franklin Street.

Policy F.8.3:

Improve public safety, alleviate traffic congestion, and potentially provide economic development enhancements through improvements at the intersection of North Franklin and Cambria streets that include the proposed elimination of the fifth leg, planned entrance consolidation, and provision of pedestrian signalization that should address safety concerns.



Goal F.9: Mall UDA – is approximately 885.5 Acres and is defined by the intersection of N. Franklin Street and Peppers Ferry Road. The Mall UDA can accommodate greater levels of growth due to the availability of sizable developable parcels. Targeted growth over time must address the lack of pedestrian connectivity within and between existing developments and between large street blocks that are separated by wide street corridors. Targeted growth in the Mall UDA should focus on redeveloping existing commercial strip malls into viable mixed-use developments that are walkable and are supported by alternative modes of transportation, in order to maintain and expand the Mall area’s role as the premier regional mixed-use shopping center district and park.

Policy F.9.1:

In order to implement the principles of TND, a Master Plan should be developed for the Mall UDA that includes a strategy for redevelopment or repurposing of existing commercial strip malls with potentially new mixed-use development, design guidelines for such development, pedestrian connectivity within and between large parcels, and to the Huckleberry Trail, identifying capital improvement priorities and potential zoning recommendations and incentives.

Policy F.9.2:

In order to implement the principles of traditional neighborhood design, the Mall UDA should have its own Streetscape and Pedestrian Plan, based on an urban design framework that includes:

- (1) “Complete Streets”** approach that promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, and
- (2) a Pedestrian Plan** that promotes pedestrian pathways and an open space network that links parking with existing and future commercial and/or mixed use residential development that includes pedestrian linkages to the Huckleberry Trail.

Policy F.9.3:

Promote the utilization of the Marketplace Shopping Center that could include using the existing layout or transforming the center into a mixed-use residential development with pedestrian plazas and park promenades.

Policy F.9.4:

Support the possibility of developing a Transit Center located in the Mall UDA. The Transit Center may be studied as part of larger public/private Transit Oriented Development (TOD) opportunity that could potentially include commercial and residential development. Coordinate with VDOT and other Park & Ride facilities currently being planned.

Policy F.9.5:

Study the potential of creating a Special Service District with a value capture model based on future developments within the Mall UDA that could be used to finance right-of-way improvements.

Policy F.9.6:

Promote Huckleberry Trail as a key attraction for attracting new residential and commercial growth to the Mall UDA.

Policy F.9.7:

Improve public safety, alleviate traffic congestion, and potentially provide an economic development impact with the proposed North Franklin Street and Peppers Ferry Road Connector Project that will alleviate congestion at two of the busiest traffic signals in the New River Valley.

Policy F.9.8:

The Town should look for an opportunity for grade separated pedestrian/bike connectivity on both sides of N. Franklin Street.



Future Land Use Classifications

The Future Land Use Map visualizes how the Town may develop and grow in the long term future. In contrast, the Zoning Map is typically utilized as a tool to implement the Future Land Use Map. Explanations of the classifications for the Future Land Use Map are given below.

Residential Low Density:

Areas designated for low-density residential are intended to accommodate a range of housing types consistent with applicable zoning districts, such as Agricultural, Rural Residential, and Single-Family Residential. Development in these areas is characterized by a lower-density, more open residential pattern with larger lots and reduced building coverage, while allowing for a mix of housing types as permitted by zoning.

Residential Medium Density:

Medium density residential areas are intended to accommodate a mix of housing types at moderate densities, consistent with applicable zoning districts such as Single-Family Residential and Two-Family Residential. These areas may include townhouses, duplexes, and small-scale multifamily development.

Residential High Density:

High density residential areas are intended for more compact housing forms at densities within areas that are within the Urban Development Area (UDA) or other areas where such development is appropriate. These areas may include multifamily housing, apartments, and other attached housing types consistent with applicable zoning districts. These areas are generally located near activity centers or mixed-use areas and designed to support walkability while maintaining compatibility with surrounding land uses.

Commercial:

Commercial areas are intended for retail, office, service, and similar commercial activities that provide goods, services, and employment opportunities for local and regional markets. Typical uses include shops, offices, personal and professional services, restaurants, and related commercial activities. Development in these areas should be designed to support accessibility, compatibility with surrounding uses, and efficient use of infrastructure, with supporting elements such as parking, loading, and site amenities that are incidental to primary commercial uses.

Parks and Open Space:

This category includes public and private parks, greenways, recreational facilities, and preserved open spaces intended for active and passive recreation. It may also include cultural, civic, and institutional resources such as cemeteries and museums where appropriate. Dedicated open space within individual subdivisions is not included in this classification.



Downtown Mixed Use:

Downtown Mixed Use areas are intended to accommodate a mix of residential, commercial, office, civic, and entertainment uses in a compact, pedestrian-oriented environment. Development may include vertical or horizontal mixed-use formats and is intended to support vibrant activity, walkability, and a cohesive town center.

Industrial:

Industrial areas are intended for manufacturing, processing, warehousing, distribution, and related industrial activities. Accessory uses such as offices, loading areas, and parking that directly support industrial operations are appropriate within this classification.

Mixed Use with Buffer (Industrial):

These areas are intended to accommodate industrial and industrial-supporting uses with reduced external impacts. Development in these areas should incorporate buffering, transitions, and design considerations to ensure compatibility with adjacent, less-intensive land uses.

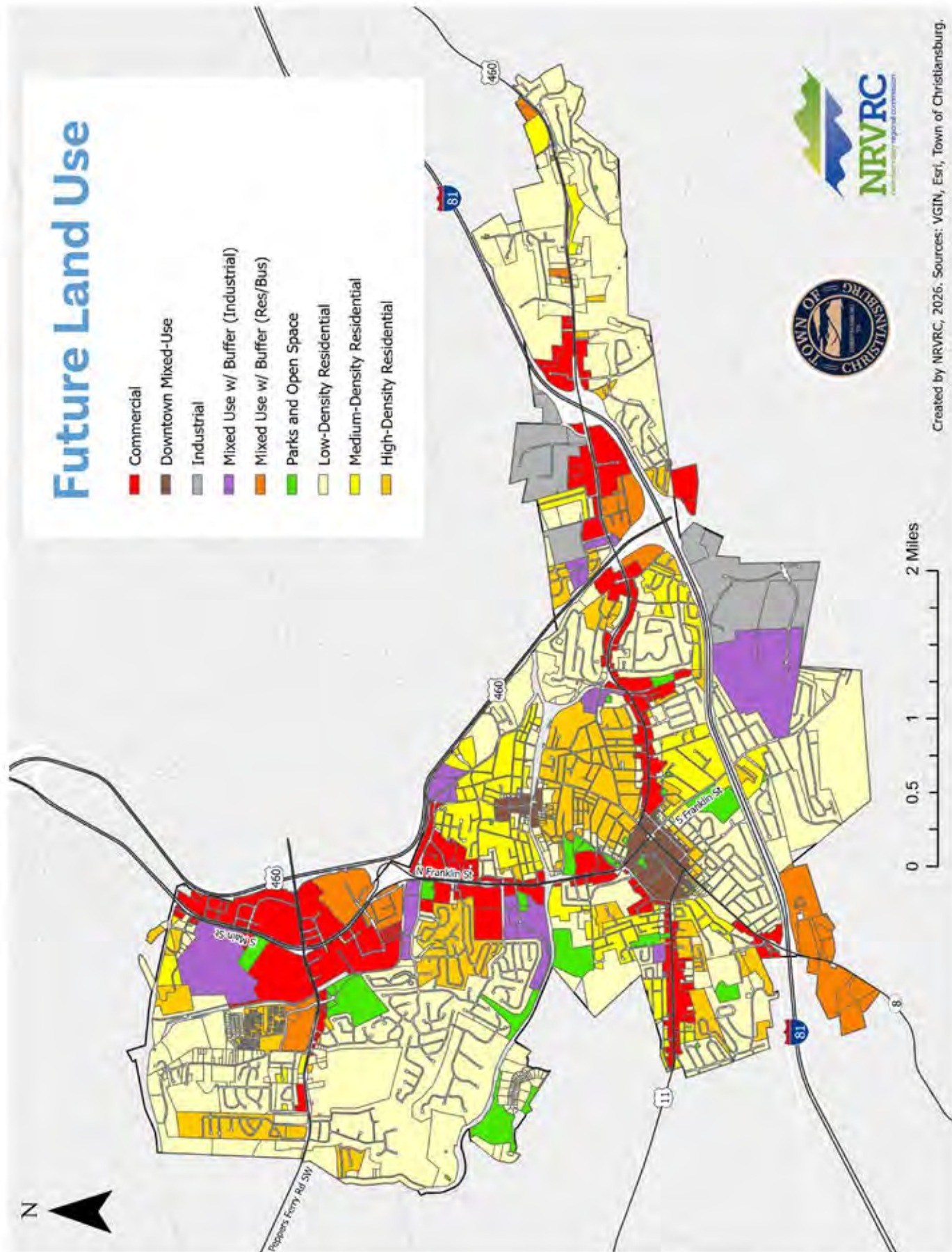
Mixed Use with Buffer (Residential & Business):

This classification allows for higher-intensity residential uses and low-impact commercial, or business uses in areas that transition between residential and commercial environments. Development should include buffering and design strategies to minimize impacts and maintain compatibility with surrounding land uses.



Future Land Use

- Commercial
- Downtown Mixed-Use
- Industrial
- Mixed Use w/ Buffer (Industrial)
- Mixed Use w/ Buffer (Res/Bus)
- Parks and Open Space
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential



Created by NRVRC, 2026. Sources: VGIN, Esri, Town of Christiansburg.