Attachment 8 – ZMA202100014 Albemarle Business Campus

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	The applicant is providing sidewalks, crosswalks, and planting strips along the streets around the perimeter of the property, on Old Lynchburg, Mountainwood, and Country Green roads and 5th Street, and along interior streets. The applicant has provided cross-sections to show what is proposed along the streets. A multi-use path will be provided along the frontage of 5th Street as shown in the application plan and code of development (COD). Additional pedestrian paths are provided in the interiors of the blocks, especially blocks 2-5, allowing for interconnections among the various blocks. This principle has been addressed.
Mixture of Uses	The Southern and Western Urban Neighborhoods Master Plan calls for the subject portion of the NMD (blocks 2-4) to be developed as Community Mixed Use. Within the community mixed-use areas, the application proposes a variety of non-residential uses, including office, retail/restaurant, service, hotel, and self-storage, as well as allowing for dwelling units. This range creates an overall mixture of uses within the whole NMD. This principle has been addressed.
Neighborhood Centers	The application plan shows two park areas, called Pocket Park (formerly Central Park) and ABC Park, near the center of Blocks 2-5, which act as a central gathering and pedestrian intersection space for the district, providing connections among the various blocks and connecting the multi-use path along 5th Street to the rear portion of the property. With this proposed amendment, Pocket Park is reduced in size, and ABC Park is increasing in size, shifting the main park of the development closer to the planned multi-use path along 5th Street, connecting the multi-use path with the "Transport Plaza" along the development's central street, Vision Lane. In addition, all pedestrian interconnections remain with the reorganization of the green space and amenities. This principle has been addressed.
Mixture of Housing Types and Affordability	No changes to the residential portions of the Albemarle Business Campus NMD are proposed with this amendment. This principle has been addressed.
Interconnected Streets and Transportation Networks	The applicant continues to propose a new street through Blocks 2-5 to connect Wahoo Way and Old Lynchburg Road, creating a simple grid pattern. This street is called Vision Lane and is being constructed with the development of the self-storage building on Block 5.

	This principle has been addressed.
Multi-modal Transportation Opportunities	A multi-use path continues to be provided along 5th Street in the application plan, and sidewalks are provided along the interior streets within the development and along the existing perimeter streets, creating better opportunities for biking and walking. Additional walking paths are proposed for the interior of the property to connect the different uses. The applicant has also proffered to construct a bus shelter at the location of an existing CAT stop, where there is currently only a sign, allowing for better transit service for this area. This principle has been addressed.
Parks, Recreational Amenities, and Open Space	Green space and amenities, such as parks and paths, have been included in the code of development and application plan, with at least 20% designated across the property. Blocks 2-5 will together have 20% green space and amenities. A multi-use path is proposed to be constructed along 5th Street. There are three park areas, the dog park in the rear of Block 2, the "pocket park" in the center of the development, and the main ABC Park, straddling blocks 3 and 4. There are also paths and sidewalks connecting all of these parks with one another. This principle has been addressed.
Buildings and Space of Human Scale	The buildings have not been designed at this time. However, the building footprints generally meet the recommendations of the master plan. Although the footprint for office/R&D/flex/light industrial buildings could be larger than what is recommended in the master plan, the overall maximum footprint for any building in Block 2 has been reduced by 10,000 feet, to 30,000 feet, which is half the maximum of 60,000 square feet recommended in the master plan. In addition, information about architectural treatments was included in the COD. Sidewalks and landscaping strips have been included along the streets to provide space for pedestrians. A 20-ft. buffer with landscaping and a sidewalk would be provided along the property line between Block 2 and the property to the north-northeast for any building constructed on Block 2 that is 50 feet or taller. This buffer will help to lessen impacts of such a building on the adjacent property. This property is also subject to review by the Architectural Review Board at the site plan stage and will be reviewed against Entrance Corridor guidelines for a Certificate of Appropriateness. This principle has been mostly addressed.
Relegated Parking	The proposed new use of a parking structure would be limited to Block 2, which is an interior block of the NMD, farthest from both Old Lynchburg Road and 5th Street, which is also an Entrance Corridor. In addition, the COD

	requires that any parking structure be relegated by the main building on Block 2, as well as no taller than the main building. The application plan continues to show areas designated as “restricted parking areas” that prohibit open-air surface parking lots adjacent to the existing roads, pushing parking lots back away from the roads to allow for other uses in that space, which includes buildings or landscaping. The application plan depicts parking lots to be largely behind or to the side of the proposed buildings. However, depending on final site design, parking could still be placed in front of some buildings in limited areas. This principle has been addressed.
Redevelopment	There is no existing structure on this parcel, so there is no redevelopment that can occur. However, all of the surrounding parcels are either currently developed or under development, so the development of this property would be considered as infill development. This principle has been addressed.
Respecting Terrain and Careful Grading and Re-grading of Terrain	There are managed steep slopes on this property. However, there are no preserved slopes or water protection ordinance buffers. Any grading that occurs on this property must be approved by the County Engineer at the site plan/subdivision plat stage. This principle has been addressed.
Clear Boundaries with the Rural Area	The proposed development is centrally located along the 5th Street corridor in the Southern and Western Urban Neighborhoods development area and does not share any boundaries with the rural areas. This principle is not applicable.