Neighborhood Model Principle	Staff Comments
Pedestrian Orientation	The primary internal street within the development initially raised concerns for vehicular and pedestrian safety. The length of road raised concerns with Comprehensive Plan Strategy #2b that states developments should be laid out in grids as opposed to long dead-end cul-de-sacs. Strategy #2b states that maximum block lengths should be 600 feet. The applicant revised the Concept Plan to provide breaks in block length along the internal travelway that make the layout generally consistent with block length recommendations from this principle. Sidewalks and cross walks are provided throughout the development along the travelway and around all parking areas. A pedestrian connection is proposed across Old Ivy Road. A multi-use path is proposed along the property frontage and the Rivanna Trail will be maintained through the proposed development. However, Old Ivy Road has sidewalks in only a few limited locations and is not a safe road for pedestrians. **This principle is met on-site.**
Mixture of Uses	The proposal is providing three housing types (single-family detached residential, single-family attached residential, and multifamily units). Open space areas are also proposed. These use types are generally consistent with the primary uses called for under each future land use classifications recommended by the Southern & Western Neighborhoods Master Plan. The Master Plan does not establish any expectations that non-residential uses must be provided at this location. **This principle is met.**
Neighborhood Centers	The Southern & Western Neighborhoods Master Plan does not recommend any centers on the subject property. The nearest center is located at the Ivy Road Shopping Center, which is located along Route 250 and is not adjacent to the subject properties. **This principle is not applicable to the request.**
Mixture of Housing Types and Affordability	A mix of housing types is provided and the application is consistent with that aspect of Strategy #2g from Chapter 8 of the Comprehensive Plan. However, a commitment to a mix of housing types has not been made on the Concept Plan. The Concept Plan includes Apartment Development Envelopes and Single-Family Development Envelopes. The Single-Family Development Envelopes allow for single-family detached, single-family attached, duplex, or townhouse units. **A commitment to a mix of housing types would strengthen this principle.** The project is not consistent with the affordability component of Strategy #2g, or Chapter 9 Strategy #6b of the Comprehensive Plan. The County's current housing policy recommends that new residential rezonings provide

	15% of the total proposed units as affordable housing. For rental units, the rental rate is 50% AMI. The application currently only proposes to provide 15% affordable units representing the difference between the number that of units that could be developed under current zoning, and the number of units that could be redeveloped following rezoning of the property. This is not consistent with the Comprehensive Plan. **This principle is not met.**
Relegated Parking	Strategy #2n from Chapter 8 of the Comprehensive Plan states that "*A building should never turn its back to the street; the front entry to a building should face the street. Walkways should be provided from the sidewalks along the street to the front entry. Having on-street parking or parking to the side or rear of the building means that pedestrians do not have to cross major parking areas when walking from a sidewalk to a building."* Parking for the multifamily buildings is relegated from Old Ivy Road and the internal travelway. On-street parking is provided along the travelway. ARB will review all units (other than single-family detached units) at the site plan stage and additional screening measures may be needed from the Route 29 Entrance Corridor. **This principle is met.**
Interconnected Streets and Transportation Networks	The County's Zoning Ordinance, Section 18-32.7.2.2, requires all streets and travel ways within a development to be extended to abutting property lines. Per this principle, cul-de-sacs are generally discouraged in within developments. The Concept Plan provides two stub-outs to the east to TMP 60B2-1 Shown on Sheet 8 of the Concept Plan. It is staff's understanding that the applicant is engaging in ongoing discussions with that property owner related to the street stub-outs and potential for additional full interconnections to be made. The applicant has also indicated to staff that they are attempting to contact the University of Virginia for a potential connection to Leonard Sandridge Drive. **This principle is not fully met.**
Multimodal Transportation Opportunities	Page 62 of the Southern & Western Neighborhoods Master Plan contains recommendations for multimodal transportation opportunities in the vicinity of this project. The plan recommends developing "alternatives to provide for safe and convenient access to and through the Lewis Mountain/University Heights area by improving and extending the sidewalk network along the north side of Old Ivy Road" to the intersection of Route 250/Old Ivy Road.

	A 10’ multi-use path is provided along the Old Ivy Road frontage with a 8’ grass buffer. The applicant proffers to extend this path if the owners to the east donate land for the extension. A pedestrian crossing across Old Ivy Road is proposed, which would connect to sidewalks along the frontage of several new UVA buildings. The Concept Plan shows a pull-off for a bus stop along Old Ivy Road on Sheet 8, also in detail Sheet 13. While the applicant has made good faith efforts to make interconnections with abutting property owners, there are no assurances the abutting owners will donate the land for extensions. If extensions cannot be made, the applicant proffers $500,000 towards constructing the multi-use path. **This principle is not fully met.**
Parks, Recreational Amenities, and Open Space	Strategy #2l from Chapter 8 of the Comprehensive Plan states “important environmental features, such as floodplains, critical slopes, and forested areas shown on the Development Area Master Plans form green systems that should be protected.” Per the future land use plan recommendations from the Southern & Western Neighborhoods Master Plan, large areas of this project are recommended as Parks & Green Systems future land use. This is because there are extensive areas of Preserved and Managed Steep Slopes, and a WPO stream buffer located in the western, central, and norther portions of the project. However, the Concept Plan shows development inside of areas designated by that land use category. To be fully consistent with this principle, uses within the project should be consistent with applicable land use designations. As such, lots and travel ways would need to be relocated outside of the Parks & Green Systems future land use designation. However, the applicant believes portions of the site should no longer have that designation because they were intended to provide a buffer along the Western Bypass, which is no longer a potential road project. **This principle is partially met.**
Buildings and Spaces of Human Scale	The narrative states that all buildings will be four stories or less, with some being two-stories. The Concept Plan provides an illustrative plan but does not provide any renderings identifying the architectural details, scale, massing, and form of proposed buildings. The applicant has submitted a waiver request to the 15’ stepback requirement that would apply to building fronts above the third story or 40’ in height, whichever is less. The applicant believes buildings are setback from Old Ivy Road and sufficient space exists between buildings, that a “canyon” effect will be avoided and the stepback is not necessary. **Staff believes minimum setbacks or building separations must be established to fully address this principle**.

	This principle is partially met.
Redevelopment	Currently developed parcels would be redeveloped under this proposal. **This principle is met.**
Respecting Terrain and Careful Grading and Re-grading of Terrain	Strategy #2q from Chapter 8 of the Comprehensive Plan recommends that "Where grading is necessary, site grading should result in slopes that are attractive, functional, and easy to maintain, and promote interconnectivity of parcels. In all instances, developers and builders should work to preserve areas of environmental sensitivity shown on the Master Plans." The request to rezone and allow disturbance of Preserved Steep Slopes on TMPs 60-24C3 and 60-24C4 is not consistent with the future land use classification (Parks & Green Systems) called for on the west side of the project. Sheets 14-18 show conceptual grading on the Concept Plan. Eliminating the cul-de-sac at the north and focusing density in the south and east ends of the project would eliminate the need to disturb Preserved Steep Slopes, and thus the entire request sought through ZMA202100009. However, staff acknowledges the Preserved Slopes are man-made and the Concept Plan aims to preserve the majority of the wooded areas internal to the site. Objective 6 of the Comprehensive Plan identifies several strategies for conserving and protecting wetlands, which includes not allowing them to be disturbed or removed for development purposes. The Concept Plan contains a note on Sheet 8 regarding wetlands and wetlands are Shown on Sheet 3 but non consistently shown on other plan sheets throughout the Concept Plan. **This principle is not met.**
Clear Boundaries Between the Development Areas and the Rural Area	The nearest development area boundary is located approximately 1/3 mile to the northwest on the opposite side of the Route 250/Route 29 bypass. **This principle is not applicable.**