February 20, 2023
Revised: September 18, 2023
Revised: July 1, 2024

1193 Seminole Trail

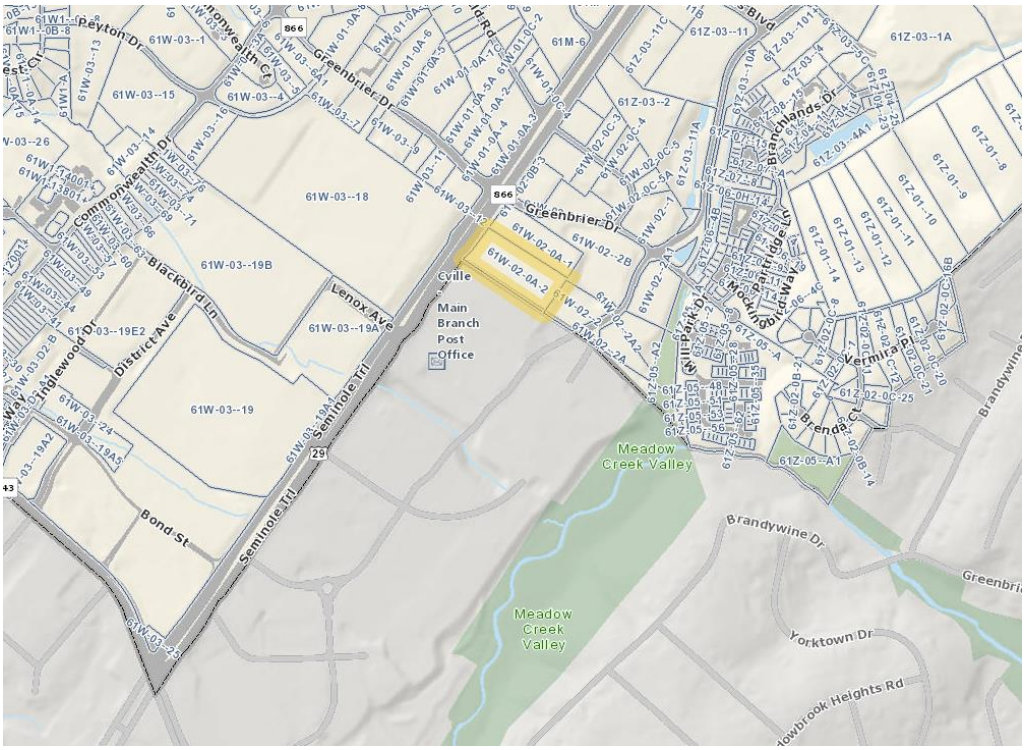
Rezoning Application Narrative
ZMA 2023-0001

Project Description:

RMD Properties, LLC (the "Applicant") is the owner of property located at 1193 Seminole Trail (State Route 29) in the Rio Magisterial District. The Applicant wishes to develop the property as a mixed-use development, with a small retail/commercial space and multi-family apartments (the "Project"). The subject property is further described below (the "Property"):

Tax Map Parcel	Acreage per Assessor's Records	Owner
061W0-02-0A-00200	3.23 ac.	RMD Properties, LLC

The Property is the southern-most County parcel on the east side of Route 29, abutting the boundary with the City of Charlottesville, as shown below:

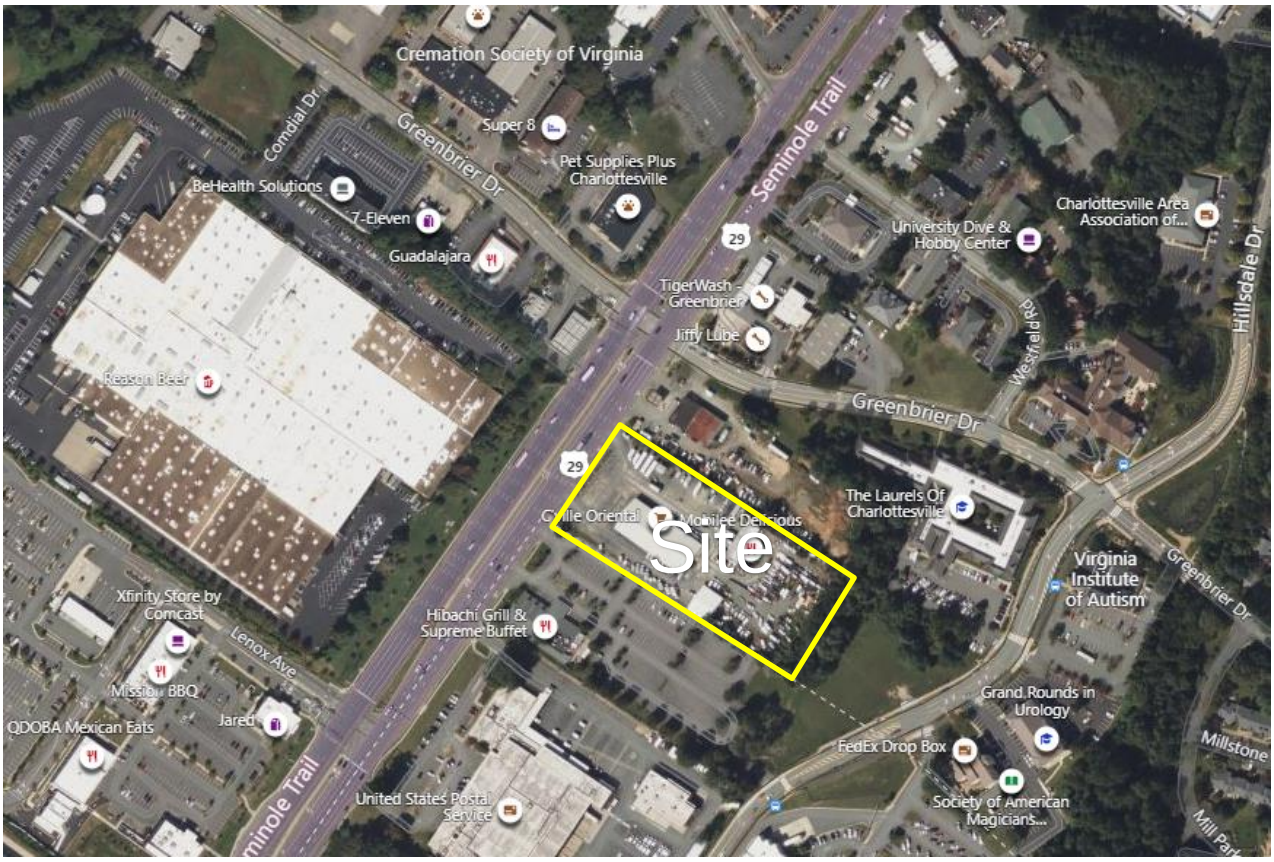


The Property currently contains a grocery store, and car repair shop, is zoned C1 Commercial, and is designated on the Comprehensive Plan and the Places29 Master Plan for Urban Density Residential use. An area comprising approximately 2.4 acres is designated for Neighborhood Service Center on the Places29 Master

Plan. The Applicant proposes to rezone the Property from C1 Commercial to Neighborhood Model District ("NMD") to develop a mixed-use building to include non-residential and multi-family apartments.

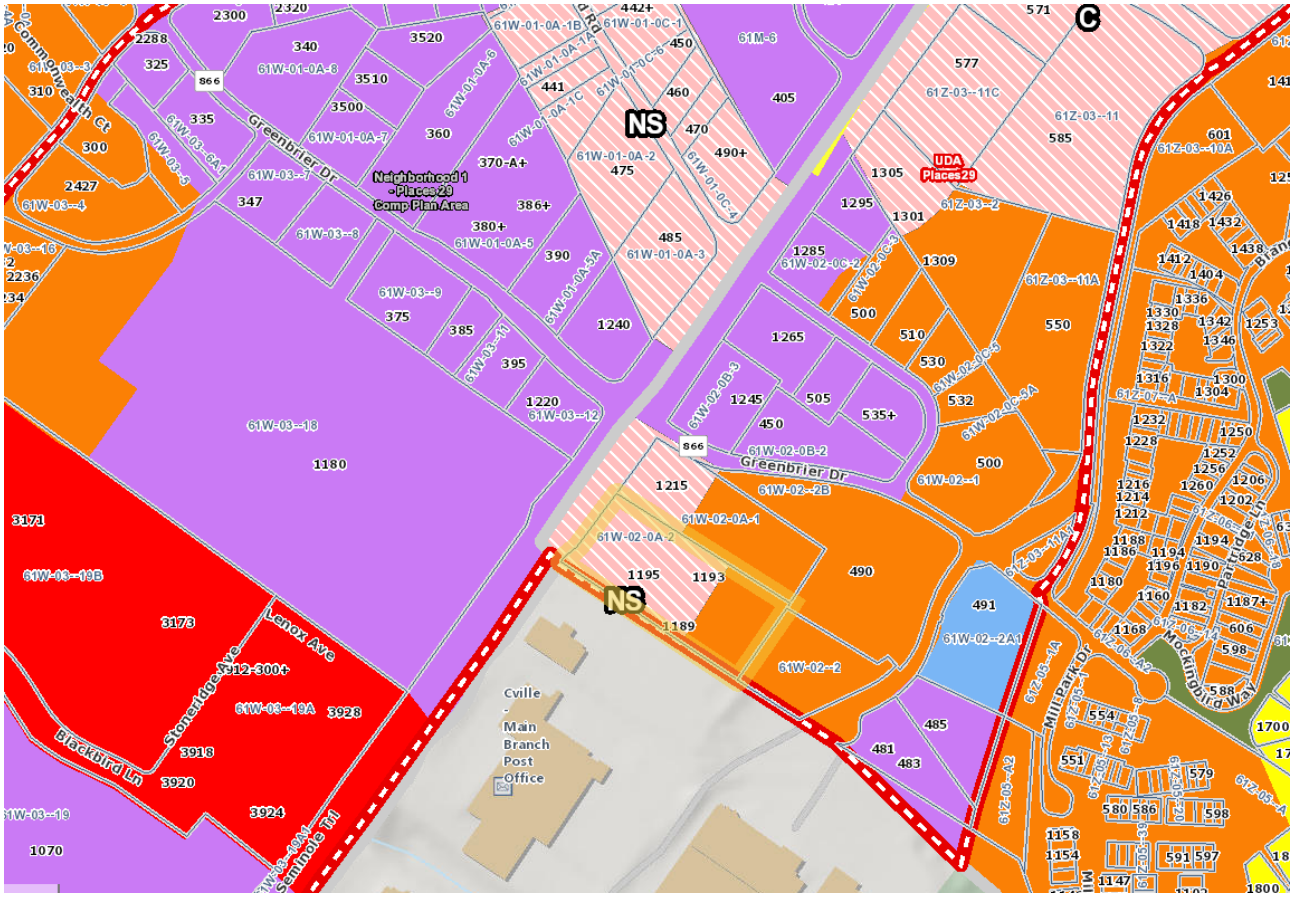
Surrounding Area:

The surrounding area is comprised of a large variety of commercial, retail, and office uses. There is a proposed Wawa gas station under construction to the north (adjacent to Greenbrier Drive); to the south is a City of Charlottesville property which contains an existing restaurant, and the US Post Office is located just south of the restaurant. To the east is a vacant lot proposed to be parking for the Virginia Institute of Autism which is located across Hillsdale Drive. Across Route 29, to the west, is Seminole Place (the former Comdial building) which houses a number of industrial and commercial businesses, as well as Albemarle County High School Center I. Below is a map showing the Property and surrounding area.



Comprehensive Plan Land Use Designations:

The Places29 Master Plan Future Land Use Map designates the Property for Urban Density Residential and Urban Mixed Use, as part of a Neighborhood Service Center. The Property is outlined in yellow on the image below of the Places29 Land Use Map. Urban Density Residential recommends 6-34 dwelling units per acre and a maximum building height of 4 stories or 45 feet. Neighborhood Service Center recommends 3-20 dwelling units per acre and a maximum building height of 3 stories.



Application Plan:

The proposed Application Plan prepared by Timmons Engineering and WDG Architects, dated February 20, 2023, revised September 18, 2023 (the "Application Plan"), and Code of Development dated February 20, 2023, revised September 18, 2023 are enclosed with this application. The Project proposes a mixed use development, with retail/non-residential with a maximum of 5,000 square feet along the frontage of Route 29, and a four-story building multi-family apartment building with a maximum of 130 dwelling units with surface parking and modern amenities. Proposed amenities include a multi-use path across the frontage, modern amenities both inside and outside of the building, and a plaza area outside of the retail/commercial buildings.

There are two entrances proposed: the southernmost entrance is a right-in only entrance, and the northern entrance is a right-out entrance. Travelways and parking areas will be privately owned and maintained, as is typical with all multi-family communities under single ownership.

The Project is located within the Albemarle County Service Authority jurisdictional service area and would thus be served by public water and sewer, and a conceptual points of connection to existing water and sewer lines are shown on the Application Plan.

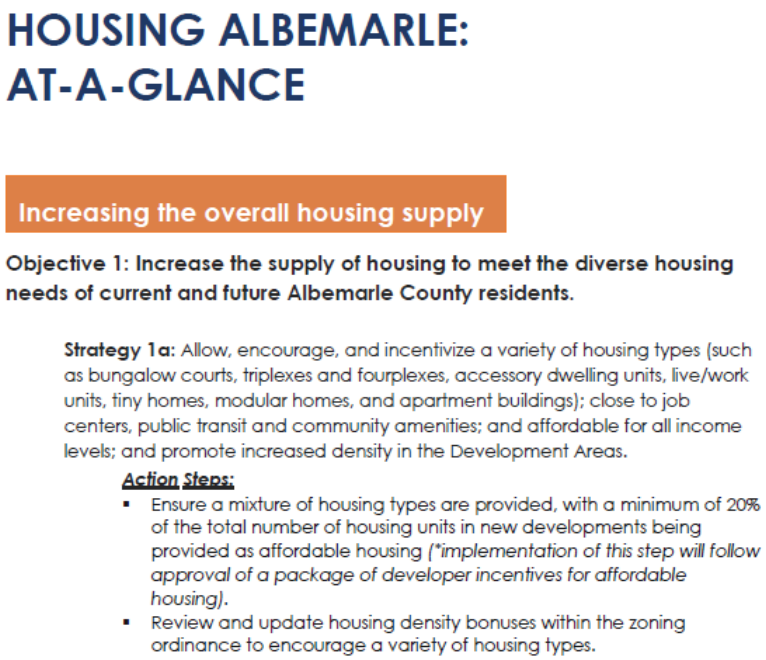
Because Route 29 is a designated Entrance Corridor, the building design and materials, and other elements of the Project such as plantings and signage will be subject to the jurisdiction of the Architectural Review Board. In addition, the Code of Development contains architectural standards that provide for a variety of architectural materials and elements that will create a cohesive appearance and provide articulated features and details to add visual interest and eliminate blank walls.

Consistency with the Comprehensive Plan:

The Comprehensive Plan is a guiding document for growth, development, and investment in Albemarle County. The Comprehensive Plan is a general guide and does not have the status of a zoning ordinance, which allows flexibility in how it is interpreted. The Places29 Master Plan was developed and approved in February 2011, over 13 years ago and is outdated in many respects. For instance, since the adoption of the Places29 Master Plan, the Rio29 Small Area Plan and Rio29 Form Based Code ordinance were adopted which implemented a form-based approach over density limitations. The Project is approximately a half mile south of the designated Rio29 Small Area boundary.

As stated above and as shown on Tables LU-1 and LU-2 within the Places29 Master Plan, Urban Density Residential *recommends* a maximum building height of 4 stories or 45 feet, and 6-34 dwelling units per acre, and Neighborhood Service Center *recommends* a maximum building height of 3 stories and 3-20 dwelling units per acre. However, since the adoption of the Places29 Master Plan in 2011, the Board of Supervisors in 2021 adopted Housing Albemarle as an important component of the Comprehensive Plan, which places heightened emphasis on increasing the amount of housing units in the Development Areas, which by definition requires increasing residential density limits. Specifically, Housing Albemarle states as its first strategy of its first objective:

> ***Allow, encourage, and incentivize a variety of housing types … close to job centers, public transit and community amenities; and affordable for all income levels; and promote increased density in the Development Areas***.



HOUSING ALBEMARLE:
AT-A-GLANCE

Increasing the overall housing supply

Objective 1: Increase the supply of housing to meet the diverse housing needs of current and future Albemarle County residents.

Strategy 1a: Allow, encourage, and incentivize a variety of housing types (such as bungalow courts, triplexes and fourplexes, accessory dwelling units, live/work units, tiny homes, modular homes, and apartment buildings); close to job centers, public transit and community amenities; and affordable for all income levels; and promote increased density in the Development Areas.

Action Steps:

- Ensure a mixture of housing types are provided, with a minimum of 20% of the total number of housing units in new developments being provided as affordable housing *(*implementation of this step will follow approval of a package of developer incentives for affordable housing)*.
- Review and update housing density bonuses within the zoning ordinance to encourage a variety of housing types.

The Project furthers all of these goals, for it is close to job centers, public transit and community amenities, it includes affordable housing, and it utilizes increased density in the Development Area. Housing Albemarle also specifically recommends an action step toward achieving the goal of "review and update housing density bonuses within the zoning ordinance to encourage a variety of housing types." While that has not yet occurred, this application provides an opportunity to implement a version of that action step.

Given that Housing Albemarle was adopted ten years after the Places29 Master Plan, and that it places such a strong priority on increasing the housing supply by **allowing, encouraging, incentivizing, and promoting increased density in the Development Areas**, we contend that the Comprehensive Plan objective of increasing density should be prioritized over outdated recommendations about lower density limits and building heights. Lower building heights functionally and practically limit density.

While the current design for the residential portion of the Project contemplates a maximum of four (4) stories, the Code of Development and Application Plan allows for a maximum height of five (5) stories to allow flexibility in height if the market would support additional height in the future. Similarly, the anticipated density for the residential is 130 dwelling units, which equates to approximately 40 dwelling units per acre, however the Code of Development allows for a maximum of 165 dwelling units (51 DUA) to allow for additional residential over the retail/commercial space, and account for the additional 5th floor if the market would support this increase in the future. This density and height is appropriate for this location adjacent to Route 29, which is a 10-lane divided highway, and in close proximity to a large variety and number of retail, gas stations, offices, and institutional uses (such as the High School Center I location across Route 29 at Seminole Place, the Virginia Institute of Autism on Hillsdale Drive, and the Laurels of Charlottesville Skilled Nursing/Rehabilitation facility at Greenbrier/Hillsdale intersection), among many other nearby destinations, services, and convenience areas.

As required by the Neighborhood Model District regulations, at least 20% of the project area will be set aside as green space and amenity areas. While the precise amenities have not yet been determined, they will likely include a playground/tot lot, pool, fitness area, club room/lounge, and a plaza/outdoor seating area.

The Project would offer needed housing options for County residents and employees of nearby business and employment centers that is close to public transit and community amenities and would significantly contribute to the urban redevelopment of the surrounding area as envisioned by the Rio29 Small Area Plan, including by adding more residents who will support the implementation of the Rio29 Small Area Plan.

As noted above, the property is immediately adjacent to the City of Charlottesville, which recently adopted a new Development Code (Zoning Code and Zoning Map). The property directly to the south of the Project is zoned NX-10, which allows a base height of ten (10) stories, and a bonus height of up to thirteen (13) stories with no restrictions for density. As such, development of the Project on the adjacent parcel at a maximum height of 5 stories, and at a maximum density of 40 units per acre, will not be inappropriately tall or dense, given the City's intentions with its new Development Code.

It is important to remember that the outdated recommendations for low building heights and residential densities are just two recommendations of a single section of the entire Places29 Master Plan, and that the Places29 Master Plan is merely one of many components of the Comprehensive Plan. There are many other components of the Comprehensive Plan that must be considered in connection with review of the Project. Review of the Comprehensive Plan should not be limited to just the land use plan, nor to just the two outdated recommendations of lower building heights and densities.

The Project is consistent with many important elements of the Comprehensive Plan and Places29 Master Plan including:

1. The proposed uses are consistent with the Places29 Master Plan designation of Urban Density Residential and Urban Mixed Use (Neighborhood Service Center), in that the Project proposes a mix of residential dwelling units and retail.

2. Neighborhood Model Principles (further discussed below): Pedestrian Orientation; Mixture of Uses; Neighborhood Center; Interconnected Streets and Transportation Networks; Multi-modal Transportation

Opportunities; Relegated Parking; Redevelopment; Respect Terrain and Careful Grading and Re-grading; Clear Boundaries with the Rural Area.

3. From the Growth Management Section of the Comprehensive Plan:

    a. Objective 1, Strategy 1a: Continue to encourage approval of new development proposals in the Development Areas as the designated location for new residential, commercial, industrial, and mixed-use development.

4. From the Development Areas Section of the Comprehensive Plan:

    a. Objective 2a: Continue to require and provide sidewalks and pedestrian paths in the Development Areas.

    b. Objective 2o: Promote redevelopment as a way to improve and take advantage of existing investment in the Development Areas.

    c. Objective 4: Use Development Area land efficiently to prevent premature expansion of the Development areas.

    d. Objective 5: Promote density within the Development Areas to help create new compact urban places.

    e. Objective 6: Promote infill and redevelopment that is compatible with surrounding neighborhoods and uses.

5. From Housing Albemarle:

    a. Objective 1: Increase the supply of housing to meet the diverse housing needs of current and future Albemarle County residents.

        i. Strategy 1a: Allow, encourage, and incentivize a variety of housing types (such as bungalow courts, triplexes and fourplexes, accessory dwelling units, live/work units, tiny homes, modular homes, and apartment buildings); close to job centers, public transit and community amenities; and affordable for all income levels; and promote increased density in the Development Areas.

There are many elements of the Comprehensive Plan that the Project is clearly consistent with, however, the Project does have higher residential density and height than is recommended by the Places29 Master Plan. When the Applicant originally designed the Project, it relied on working with the property owner to the north to create a shared entrance. Since the original submittal, the adjacent property owner has stated that they do not wish to share an entrance, and therefore the plan had to be revised.

Prior to the original submittal, the Applicant worked with County staff, and a work session with the Planning Commission was held on October 25, 2022, to discuss the proposed height and density at that time. At that meeting the Planning Commission stated their support for increased density and building height in this location, if designed well. In addition, a number of Commissioners encouraged the Applicant to increase the density and height for the Project even further, as well as to incorporate sustainable design elements. The Applicant evaluated the feedback from the Planning Commission regarding increasing the density and height; however, given the inability to share an entrance with the adjacent owner, the Applicant had to pivot the design, reduce density and height which no longer financially supports structured parking. Thus, while the developer has

proposed to go above the maximum number of units that is recommended in the Places 29 Master Plan from 34 units/acre (109 units) to the proposed 51 units/acre (165 units), 275 units (85 units/acre) were discussed at the Planning Commission work session, additional building height or density has not been incorporated into the Project at this time.

Impact on Public Facilities and Infrastructure:

Public Transportation Facilities:
Included with this Application is a Traffic Impact Analysis prepared by Timmons Group (the "Traffic Study"). Traffic counts were conducted on January 26, 2023. The Traffic Study is subject to review and comment by both the County and VDOT, and full details are included in the Traffic Study, but a summary of its key conclusions are as follows:

- With the project only in 2026, the Route 29/Greenbrier Drive intersection maintains similar levels of service to background conditions and would not make the side streets worse. The queuing analysis shows that all existing turn lanes are capable of managing the background volumes.

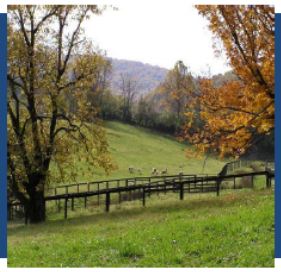
- While the turn lane analysis for both of the two proposed entrances shows that turn lanes are technically warranted, for reasons stated in the Traffic Study, it does not recommend that such turn lanes be installed.

- The required Access Management Exceptions for both proposed entrances are recommended.

Other Public Transportation and Multi-modal Infrastructure:
The Project proposes to replace the existing standard concrete sidewalk along the frontage of the Property with a 10-foot-wide multi-use asphalt path that will improve the existing pedestrian and bicycle infrastructure. This new path will be further supported by a grass strip of land between the curb and the new path with a minimum width of 6 feet, which will provide for an improved pedestrian and bicycling experience over the existing narrow concrete sidewalk immediately adjacent to the curb (without a grass strip in between). In addition, bike racks and internal bike and scooter storage are provided to allow for safe storage of the residents' bikes and scooters, which will further support and enhance multi-modal transportation.

These improvements will further support the existing and enhanced multi-modal transportation opportunities and impacts on the transportation network.

Schools:
School-aged children living at the Project will attend Woodbrook Elementary, Journey Middle School, and Albemarle High School. The Project increases the existing inventory of residences in close proximity to existing transportation networks, places of employment, educational facilities, and nearby services, all as consistent with and recommended by the Comprehensive Plan, including expressly, the Places29 Master Plan and the newly adopted Rio29 Small Area Plan. Most importantly, by providing residential units in the designated Development Area, the Project helps to reduce pressure to subdivide Rural Area land for by-right residential lots, the latter which is in direct conflict with the fundamental tenants of the Comprehensive Plan and the County's Growth Management Policy, which is shown below:



GOAL: Albemarle County's Development Areas will be attractive, vibrant, areas for residents and businesses, supported by services, facilities, and infrastructure. Growth will be directed to the Development Areas and the County's Rural Area with its agricultural, forestal, historic, cultural, scenic, and natural resources will be preserved for future generations.

Growth Management

Objective 1: Continue to consistently use the Growth Management Policy as the basis on which to guide decisions on land use, capital expenditures, and service provision.

Strategy 1a: Continue to encourage approval of new development proposals in the Development Areas as the designated location for new residential, commercial, industrial, and mixed-use development. Only approve new development proposals in the Rural Area that are supported by Rural Area goals, objectives, and strategies.

Strategy 1b: To help promote the Development Areas as the most desirable place for growth, continue to fund capital improvements and infrastructure and provide a higher level of service to the Development Areas.

Strategy 1c: Continue to recognize the shared responsibility between the County and new development to pay for infrastructure and improvements to the Development Areas to address the impacts of new development

Below are the yield rates for the proposal using the "Subdivision Yield Analysis" dated August 23, 2021, which was provided to by the school division:

School	Yield Rate	Apartment/Multi-family
Woodbrook Elementary	0.13	21
Journey Middle	0.06	10
Albemarle High	0.06	10
Total Maximum Number of Units:		165
Total Potential Students:		41

Both Woodbrook Elementary and Journey Middle School have sufficient capacity and Albemarle High School is over-capacity, however, the County (both the School Board and the Board of Supervisors), have planned a new High School Center II which will be located at the Albemarle High School Lambs Lane Campus and is expected to be built and open by the 2026-2027 school year. This high school center will help alleviate the capacity issues at Albemarle High School.

Fire/Rescue/Safety:
This project will be served by the nearby Seminole Trail Volunteer Fire Station on Berkmar Drive, which provides fire and rescue services to this area. The Project includes a right-in and right-out onto Route 29, which provides the two points of access required by Fire/Rescue.

Public Parks:

The Project will include a variety of recreational amenity areas on site, which will likely include a tot lot, plaza, pool, roof-top amenity space, fitness room, and workspace. Given this variety of high-quality on-site amenities, we do not expect there to be a material impact on public parks.

Impacts on Environmental Features:

As proposed, the Project does not create any detrimental impacts to any environmental features. There are no preserved steep slopes on site. While there are managed slopes on the adjacent parcel where emergency access is proposed, the disturbance to these slopes will be minimal and will adhere to the applicable design standards of the zoning ordinance. As noted on sheet C2.0 of the Application Plan, the preliminary stormwater management calculations indicate that channel and flood protection requirements are met through the reduction of impervious cover in the post-developed condition, but that if stormwater detention facilities become necessary, that an underground storage facility will be utilized on site. Regardless, the Project will meet the requirements of the County's Water Protection Ordinance and Department of Environmental Quality.

In addition, by proposing a dense, walkable multifamily community in the heart of the County's designated development area, in walking and easy biking distance of a large and growing number of shops, services, and employment areas, the Project will make it easier for residents to minimize or avoid the use of an automobile, which can reduce traffic congestion and improve regional air quality. The U.S. Environmental Protection Agency has studied this issue and issued a report entitled "Measuring the Air Quality and Transportation Impacts of Infill Development, available at the link below.[1] The Executive Summary of the report includes the following statements:

> *Many regions are struggling to balance transportation needs with community revitalization and environmental protection. The potential for infill development to support all three goals is what sets it apart as a unique strategy. While the positive impact of redevelopment projects may be readily apparent at the community level, their regional transportation and air quality benefits can be harder to quantify.*
>
> *Fundamentally, well designed neighborhoods in more accessible places make walking, biking and transit more convenient options. Therefore, policies that increase the amount of urban and suburban infill development can help more people meet their everyday needs with less driving. In turn, this can reduce traffic and contribute to better regional air quality. Fundamentally, well designed neighborhoods in more accessible places make walking, biking and transit more convenient options. Therefore, policies that increase the amount of urban and suburban infill development can help more people meet their everyday needs with less driving. In turn, this can reduce traffic and contribute to better regional air quality.*

This aligns with the County's adopted Climate Action Plan. In October 2020, the County adopted the Climate Action Plan that recommends a number of strategies and actions for renewable energy and other initiatives. The Project will specifically contribute to the following strategies and actions contained in the Climate Action Plan:

Strategy: Increase opportunities for bicycling, walking, and other alternative forms of personal transportation for daily travel.

Actions:

- *Increase the extent of sidewalks, bike lanes, and shared-use paths in the County's Development Areas, focusing on strategic, high-impact connections and filling gaps in existing networks.*
- *Improve the quality of bicycle and pedestrian infrastructure in the Development Areas to make it safer and more comfortable for users.*

[1] https://www.epa.gov/smartgrowth/measuring-air-quality-and-transportation-impacts-infill-development

Strategy: Through land use planning, provide an urban land-use pattern more conductive to sustainable local and regional travel, and to protecting carbon sequestration in the Rural Area.

Actions:

- *Incentivize denser and more mixed-use development patterns within the Development Areas, including infill development within existing low-density areas and redevelopment of existing underutilized commercial sites.*
- *Increase affordable housing options in areas served by a variety of transportation options.*

Historic Resources:
There are no known historic resources on the Property.

Consistency with the Neighborhood Model Principles:

Pedestrian Orientation. A concrete sidewalk already exists along the entire frontage of the Property adjacent to the Entrance Corridor. The proposed multi-use path that would replace the existing concrete sidewalk along the frontage of the Property will enhance the pedestrian orientation of the Project by widening it and providing a grass strip at least six feet wide, between the path and the curb. The current concrete sidewalk is directly adjacent to the curb, without a grass strip. Sidewalks will be located throughout the interior of the site as well, along travelways and driveways, and sidewalk connections are provided from the site to the multi-use path in multiple areas. These enhancements to the existing pedestrian network will provide residents with enhanced pedestrian access to the nearby schools, library, shopping, and many other areas in and around the Route 29 area.

Mixture of Uses. The Project will include non-residential space that is likely to be general retail space, such that the Project will be a mixed-use project that is fully compatible with this principle. Furthermore, as previously stated, the surrounding area is comprised of a large variety of commercial, retail, institutional, and office uses. There is a proposed Wawa gas station to the north (adjacent to Greenbrier Drive); to the south is a City of Charlottesville property which contains an existing restaurant, and then the US Post Office just south of the restaurant. To the east is a vacant lot proposed to be parking for the Virginia Institute of Autism which is located across Hillsdale Drive. Across Route 29, to the west, is Seminole Place (the old Comdial building) which houses a number of industrial and commercial businesses, as well as Albemarle County High School Center I. Within a half mile of the Project is additional shopping and restaurants at Seminole Square Shopping Center, Stonefield, and 29th Place. As shown by the future land use map in the Places29 Master Plan, the Property is designated for urban density residential use to support an overall mixture of uses in and around the area. Whether considered at the micro-level within the Project itself, or within the macro-level in the broader context of the Project's proximity to these other mixed-use areas, the Project fully satisfies this principle.

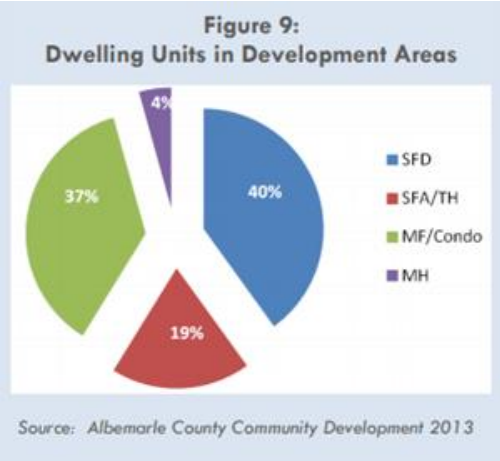
Neighborhood Center. The Property is identified as a Neighborhood Service Center designation within the Comprehensive Plan. The Project includes a retail/commercial space as well as a public plaza which will be accessible from the proposed multi-use path. The Project is a part of a larger neighborhood that is oriented toward, and complementary to other nearby Centers including 29th Place, Seminole Square Shopping Center, and Stonefield, which each provide a large variety of services. Residents would be afforded many benefits by this proximity with its own retail/commercial space, but also the proximity to these nearby Centers, some of which are immediately adjacent, and others which are located approximately a half mile to a mile from the Property. The Project would provide an extraordinarily convenient location for employees of the Virginia Institute of Autism, the Pepsi Cola Bottling Plant, and Seminole Place (including teachers and staff for High School Center I), among many other nearby employers.

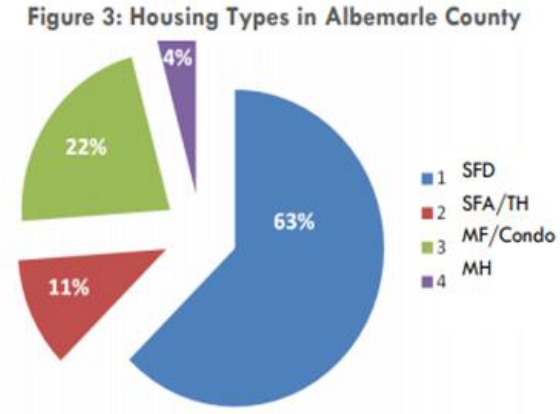
Transit is located along Hillsdale Drive to the east of the Project and will be accessible by the proposed multi-use path along the frontage and the existing sidewalk network. In addition, there are sidewalks and bike lanes

along Hillsdale Drive. The half-mile (or less) distance from the Project to these other Centers is consistent with the Neighborhood Center principle expressed in Strategy 2f (providing that a half mile is an appropriate distance between homes and a Neighborhood Center when connected by transit). In light of the variety of on-site and adjacent or nearby amenities and services, this principle is fully satisfied.

Mixture of Housing Types and Affordability. The Project is proposing multi-family housing type. While the Neighborhood Model District requires a minimum of two housing types, a waiver has been requested with this application given the variety of housing in the area. Within a one-quarter to one-half mile radius of the Project there are single family attached, senior and assisted living, and single-family detached housing. It is appropriate to consider the proposed housing type within the Project in the context of this surrounding development. Objective 2, Strategy 2g of Urban Development Areas provides that ***"(u)less a mixture of housing types already exists in an area****, new development proposals should offer a variety of housing types for different income levels"* (*emphasis added*). Providing multi-family homes in this location will allow for a variety of housing types for the area, and when considered in the context for the large number of other housing types in the area, the broad and fundamental purpose of this principle is met.

Furthermore, the Comprehensive Plan posits a strategy of ensuring that Development Areas provide a variety of housing types, stating that "*a full range of housing types creates choices for residents*." A primary impetus for housing type choice is housing affordability, which apartments are uniquely suited to satisfy. The Comprehensive Plan also notes that "*a mixture of housing types may not be necessary for infill development, depending on the context and location*." As the pie charts accompanying Strategy 2g in the Development Areas chapter and Strategy 4a in the Housing chapter illustrates, the County has a very low stock of multifamily housing overall and within the Development Areas specifically, being only four percent (4%) in both calculations:





The Comprehensive Regional Housing Study and Needs Assessment published by The Central Virginia Regional Housing Partnership of the Thomas Jefferson Planning District Commission reports that only three percent (3%) of the land in Albemarle County is zoned for multifamily housing, while ninety-five percent (95%) is zoned for single-family housing (Table 14. Residential Zoning by Jurisdiction, 2018). The report goes on to explain that *"(u)nder the goal of protecting single-family neighborhoods, such zoning restricts the opportunities for multi-family housing and increases multi-family land prices"* (Id., p. 61).

In addition, the Applicant is proposing that 15% of the units constructed within the Project will be affordable for ten years which will ensure a mix of housing affordability on site, which is the primary goal of this strategy of the Neighborhood Model Principle. In high-cost areas such as Albemarle County, multifamily housing often provides

the best affordable option close to urban development where people work. For these reasons, we contend that this principle is fully satisfied.

Interconnected Streets and Transportation Networks. The Project proposes its main entrance along Route 29 which will be a right-in and right-out entrance. Pedestrians and cyclists will have more options when the Project is completed with its 10-foot multi-use asphalt path and grass strip that will replace the existing narrow concrete sidewalk next to the curb, which will connect to the existing sidewalks along Route 29 and further to connect to Greenbrier Drive and Hillsdale Drive.

Multi-Modal Transportation Opportunities. The application continues existing multi-model transportation opportunities that would allow residents of the Project to access the Property by vehicle, on foot, by bicycle, or by public transit with the existing transit stop along Hillsdale Drive. The Applicant's proposal to enhance the pedestrian and bicycle infrastructure in the immediate vicinity by replacing the existing narrow sidewalk with a 10-foot-wide asphalt multi-use path along the Project's frontage which will further enhance multi-modal transportation opportunities and connections between the Project and the numerous nearby centers and employment areas.

Parks, Recreational Amenities and Open Space. The Project proposes common recreational areas and other amenities for residents that will likely include a tot lot, plaza, pool, fitness room, and workspace. The Applicant's proposed amenities will satisfy the requirements of the zoning ordinance.

Buildings and Spaces of Human Scale. The proposed non-residential buildings along Route 29/Seminole Trail will be one story, and the multi-family apartment building will be a maximum of five stories, which is slightly above the recommendations of the Place29 Master Plan. Since the Project is located within an Entrance Corridor, it will be subject to the design requirements and approval of the Architectural Review Board.

Relegated Parking. The parking for the Project is relegated to the sides and behind the front non-residential building, and not adjacent to Route 29. Any parking will be screened from the entrance corridor as required by the Architectural Review Board.

Redevelopment. This Project proposes an infill redevelopment of an existing underutilized site. The Property is currently used for the C'ville Oriental Asian grocery store, as well as a U-Haul dealership and an automobile repair facility with large numbers of on-site vehicular storage and vehicles awaiting repair. The redevelopment of the Property in this prime location will allow the recommendations of the Places29 Master Plan to come to fruition, as well as providing much needed housing near amenities, shopping, schools, and employment areas.

Respecting Terrain and Careful Grading and Re-grading. The Property is mostly a flat parking lot/storage area with dilapidated buildings, and some grading will need to occur on the Property during construction. The Application Plan accounts for managed slopes on the Property, and no preserved slopes are located within the Property. The Applicant will obtain all required permits and approvals that may be needed to conduct grading on the Property.

Clear Boundaries with the Rural Area. This principle is not applicable given the location of the Project which is not adjacent to the Rural Area.

Summary:

As stated in the Compliance with the Comprehensive Plan section of this narrative, on the whole, this Project will provide much needed housing within the County, adjacent to the City of Charlottesville, in an area where the infrastructure is in place to support the additional housing and retail. In addition, the Project is furthering the

goals of the Comprehensive Plan and Places29 Master Plan including the Neighborhood Model Principles, Housing Albemarle, Growth Management, and Development Areas sections.

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