Attachment 7 – ZMA202300001 1193 Seminole Trail

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Neighborhood Model Principle	Staff Comments
Pedestrian Orientation	The development proposes a system of pedestrian facilities. A shared use path is proposed along Route 29, and internal sidewalks connect new buildings and parking areas to the path. Crosswalks are provided along internal vehicular travelways to ensure that pedestrians can navigate buildings in both blocks safely and conveniently. The Application Plan shows a centralized plaza in front of and between buildings in Block A. Additional amenity spaces are located within and in front of the residential building in Block B. This creates a focal point for future residents and can be accessed easily via internal sidewalks which connect to the shared use path along Route 29. This principle is met.
Mixture of Uses	Both blocks could include non-residential and residential uses as specified by Tables A and B of the Code of Development. This principle is met.
Neighborhood Centers	The Places29 Master Plan designates the 2.12 acres of the parcel as a Neighborhood Service Center with Urban Mixed Use (UMU) as the primary land use classification. The remainder of the property (1.11) acres is designated as Urban Density Residential (UDR) future land use. Residential and non-residential uses are called for in Neighborhood Service Centers and both future land use categories. The building footprints proposed for non-residential uses are consistent with the form recommendations contained in Land Use Table 1 of the Places29 Master Plan. Though the building heights proposed by this ZMA exceed the height recommendations of Land Use Table 1 (maximum of 3 stories), the Planning Commission directed staff to support the proposed 5 story buildings at the October 2022 work session held for this project. The project does exceed the residential density for a Neighborhood Service Center, which is recommended at 3-20 dwelling units/acre. Combined with the 1.11 acres of UDR (6-34 units/acre) the maximum number of dwelling units recommended on the property is 81 units total. Although the Planning Commission endorsed up to 275 dwelling units at the October 2022 work session, staff review of the minutes indicates that this support was based much on the original form of the development, which featured a singular building with no exterior surface parking. This form was consistent with the compact urban

	scale and massing characteristics described in the Zoning Ordinance and Comprehensive Plan for Neighborhood Model Districts. Since the proposal has been revised to feature a more traditional suburban design with surface parking, staff cannot say that the proposal is entirely consistent with this principle. This principle is partially met.
Mixture of Housing Types and Affordability	Neighborhood Model Districts (NMD) are require a minimum of two housing types identified by Section 18-20A.8 (a) of the Zoning Ordinance. The proposal only includes one dwelling unit type called for by the Ordinance. However, the applicant has requested a special exception to waive the mixture of housing types requirement, and staff is supportive of this request. The applicant is offering on the Application Plan to provide 15% affordable units as called for by the County's Housing Policy and Strategy #6b of Chapter 9 in the Comprehensive Plan. This principle is met.
Interconnected Streets and Transportation Networks	The Future Land Use South Map and Parks & Green Systems South Map from the Places29 Master Plan do not recommend that any new streets be built through the parcel. The transportation improvement recommendations from the Master Plan include installation of a shared use path along Route 29 which is provided on the Application Plan. As noted in the staff report, there are no guaranteed interparcel connections between the project and abutting properties. Though it is possible a connection could be established to Hillsdale Drive at a later stage, this is dependent upon the developer obtaining necessary permissions from other property owners, which has not occurred as of the date of the staff report. This principle is not fully met.
Multi-modal Transportation Opportunities	The new 10' wide shared-use path along the development's frontage with Route 29 is a recommended implementation project in the Places29 Master Plan. The Master Plan recommends that the shared use path eventually be installed along Route 29 from Hydraulic Road northward to Polo Grounds Road. Since the subject property is the southernmost parcel on the east side of Route 29 within the jurisdiction of Albemarle County, construction of the shared use path will be a critical step toward establishing the overall recommended network called for by the Places29 Master Plan. This principle is met.

Parks, Recreational Amenities, and Open Space	The Places29 Master Plan does not call for any public parks on the subject property. Land Use Table 1 from the Master Plan does state that one (1) “small green park conveniently located” be provided in Neighborhood Service Centers. The project proposes internal recreation and amenity spaces equal to 20% of the gross site acreage that could include features such as a pool, tot lot, and/or plaza. This is consistent with the Zoning Ordinance regulations for the NMD and future land use recommendations of the Master Plan. This principle is met.
Buildings and Space of Human Scale	The 5-story maximum building height proposed exceeds the Places29 Master Plan recommendations. However, the Planning Commission endorsed structures of 5 stories or taller at the October 2022 work session. Staff also note that surrounding developments already feature buildings much taller than the recommended 3-story height called for in Neighborhood Service Centers by the Master Plan. Therefore, the proposed building heights are not objectionable given the site context. Additional architecture requirements are specified on pages 6-7 of the COD. ARB staff have reviewed these standards and find them generally consistent with the Entrance Corridor Design Guidelines and have no objections. The applicant has committed to providing diversity in architectural massing, scale, and proportion to ensure that building facades will not be tall and monolithic. This principle is met.
Relegated Parking	The project proposes surface parking within the interior of the site. All parking spaces would be relegated to the sides and rear of buildings in Block A which face Route 29. This is consistent with Strategy #2n of Chapter 8 of the Comprehensive Plan. This principle is met.
Redevelopment	Approximately 35% of the total site acreage is currently used solely for storage of vehicles awaiting repair. Another 40% of the site is surface parking for the existing businesses. Virtually all of the parcel is currently impervious surface. The proposed redevelopment would transform the parcel into a mixed-use node and provide housing in close proximity to employment opportunities. This is consistent with Strategy #2o of Chapter 8 of the Comprehensive Plan. Proposed amenity and landscaping areas would add more pervious surfaces to the site than what currently exists, which is beneficial for controlling drainage and stormwater management. This principle is met.

Respecting Terrain and Careful Grading and Re-grading of Terrain	There are no water features or steep slopes on the property. The County Engineer has no objections to the ZMA as proposed. All requirements related to grading and stormwater management of the Water Protection Ordinance will be met at time of site plan review. This principle is met.
Clear Boundaries with the Rural Area	The subject property is not located near the Comprehensive Plan Rural Area. This principle is not applicable to the request.