Sieg Rezoning Narrative

Project Description:

September 16, 2024

This proposal is for the rezoning of multiple properties near the intersection of I-64 and Route 29. The properties, listed in the table below (herein the Property), range from .9 acres to over 82 acres with a combined total acreage of approximately 62.46 acres. The existing zoning of the Property is R-1 and HC, and the intent of this proposal is to rezone the included properties to Neighborhood Model District (NMD).

The project will include a mix of residential and commercial uses, as anticipated by the Comprehensive Plan for this location. Approximately 1,100 residential units are proposed (maximum residential units 1,365 units), which are primarily multifamily units. The proposal also includes a congregate care facility, office buildings, a hotel and approximately 300,000 square feet of commercial development (maximum 350,000 sf of commercial development). (See attached trip generation information in the TIA report).

TMP	Owner	Owner Address	Acreage	Current Zoning
75-53	RBD Gold Eagle, LLC	455 2nd Street SE, 5th Floor, Charlottesville, VA 22902	43.813	R-1
75-56	THE PINES GROUP	PO BOX 1467 CHARLOTTESVILLE, VA 22902	10.795	HC
75-54A	RBD Gold Eagle, LLC	455 2nd Street SE, 5th Floor, Charlottesville, VA 22902	1.484	HC
75-54	THE PINES GROUP	PO BOX 1467 CHARLOTTESVILLE, VA 22902	1.502	HC
75-55	J W SIEG & COMPANY INC	1180 SEMINOLE TRAIL SUITE 290 CHARLOTTESVILLE VA, 22901	2.2694	HC
75-55C	J W SIEG & COMPANY INC	1180 SEMINOLE TRAIL SUITE 290 CHARLOTTESVILLE VA, 22901	0.90	HC
Ex. Gold Eagle r/w	VDOT Right of Way		1.7	N/A
			62.46+/-	

Description of Surrounding Properties:

Route 29 and I-64 form two of the site boundaries. To the east of Gold Eagle Drive, the existing site access, is the Virginia Eagle Distributing Company. The area to the southwest of the properties, the Sweetspot property, is primarily wooded and undeveloped.

Public Need & Benefit:

While Albemarle County continues to grow, no new land will ever be available. Therefore, it is important to plan carefully, especially in the case of larger parcels, such as the Sieg property. At 62.46 acres, the Sieg property is strategically positioned at the crossroads of Interstate 64 and Route 29 and within the growth area of Albemarle County. This land is ideally situated for a new mixed-use community with a variety of housing options, office sites, aging in place and retail destinations. Site accessibility is key for the Sieg

property, making it well suited for a variety of use types to serve local residents. In addition to a healthy balance of uses, the property will also include new affordable housing opportunities within the County, in close proximity to Charlottesville proper.

In designing the conceptual layout of the Sieg Property, our team closely followed the Neighborhood Model Principles.

Sieg is a community focused on Pedestrian Orientation. An ample network of sidewalks, trails and connections are provided throughout and around the property. Green spaces and Civic Spaces are located throughout the property to allow for outdoor experiences and the enjoyment of all residents. The Application plan includes extensive trails that easily accommodate a future connection to the Hedgerow Park trails and beyond. The trails provided on this site are just one puzzle piece of a much larger regional network of trails.

While Sieg is a mixed-use center and includes a Mixture of Uses throughout the site. The proposed application plan allows for a healthy mix of housing, retail and office space. A regional Mixed Use Center is centrally featured in the site to allow for easy access from all other areas of the rezoning to the site amenities.

Sieg is an integral part of a mixed-use center that can also serve as a Neighborhood Center.

A Mixture of Housing Types and Affordability are proposed within this development. We anticipate a variety of unit types and sizes, such as various sizes of apartments, 2 over 2 units, and affordable housing on site. Affordable housing is addressed within the application plan and code of development included with this submittal.

The site is designed with the principle of Interconnected Streets and Transportation Networks. The design includes two connections to Route 29 and a connection point to the Sweetspot of Albemarle property that is directly adjacent. This site has the potential to be part of a larger bike and pedestrian trail network that would provide interconnection to various sites in the County and in the City of Charlottesville.

By being a part of a mixed-use center, the site is set up well for Multi-modal Transportation Opportunities, as they become available, especially along Route 29.

A series of Parks, Recreational Amenities, and Open Space are incorporated throughout the site to provide a variety of open space experiences and green space that will be well utilized.

While the specific buildings have not yet been designed, the site is conceptually designed to support Buildings and Space of Human Scale. Site topography favors smaller buildings that step with the land versus larger buildings and massive footprints.

Relegated Parking- All parking within Sieg will be well buffered from the Entrance Corridors with landscape buffers and buildings emphasized.

Redevelopment- The site is currently vacant, so this principle does not apply, but the property is part of an overall commercial development.

Respecting Terrain and Careful Grading and Re-grading of Terrain the Sieg property will require ample grading for any development to occur, however, the proposed road network and building sites are carefully designed to work with the grades of the site so retaining walls are minimized as much as possible.

The Sieg property, as designed, supports Clear Boundaries with the Rural Area as it is a responsible use of land within the development areas, with a healthy mix of uses and preservation of sensitive areas of the site.

Comprehensive Plan Land Use Designation:

The properties within this rezoning proposal are all designated Regional Mixed Use in the Albemarle County Comprehensive Plan. This designation represents a mixture of residential and retail uses and services that serve the region. Residential density up to 34 units per acre is allowed. A mixture of uses within buildings is encouraged with retail/office on ground floor and residential or office on upper floors.

The proposed Land Use Diagram (in the Code of Development) demonstrates the designations as they would apply to the Property, ensuring an appropriate mix of commercial and non-commercial uses that complement one another and are sensitive to the existing topography of the site.

Primary Uses: Regional serving retail and service, and office uses. Residential uses as townhouses, apartments, and attached housing units. Non-industrial employment centers.

Secondary Uses: Auto-commercial sales and services, office/R&D/flex/light industrial uses.

Project Impacts:

TRAFFIC

The applicant is currently coordinating with VDOT regarding traffic impacts and analysis. The project TIA shows no significant impacts with this development. A conventional light signal has been approved by VDOT for access at Route 29 for the development.

PUBLIC FACILITIES & INFRASTRUCTURE

Because a lower density of housing is provided overall, no considerable impacts to public facilities and infrastructure are anticipated. With the maximum possible residential density of 1200 units over 62.46 acres, a density per acre of 19.2 units could be achieved, however, the projected density within the development is between 6 units – 15 units per acre with the mixed use component of the project. This density is low for a site that could accommodate up to 34 dwellings per acre, however, much of the land is dedicated to other use types such as hotels, offices and retail spaces, all of which benefit the County through tax revenues.

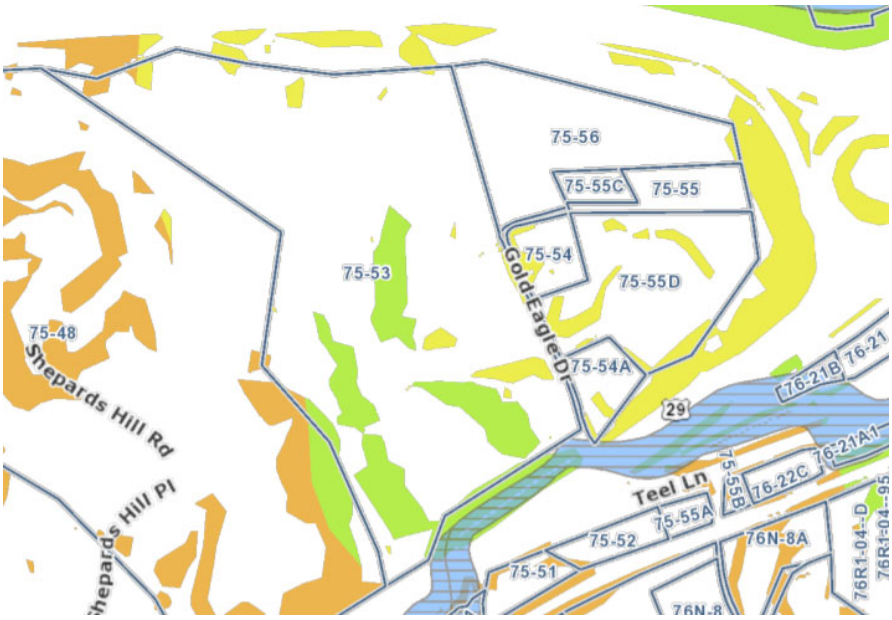
The developer is extending water and sanitary sewer utilities to the Sieg property for the proposed development. The utilities will cross Route 29 and route through the development blocks. In addition, a booster pump and second water connection may be required for the development, if necessary for fire and water demands. All utility infrastructure shall be reviewed, approved, and accepted by VDH and ACSA. ACSA will own and maintain all water and sewer infrastructure, including any booster pumps to service the development.

A flow capacity certification will be requested from RWSA during the review and approval process for each proposed phase of development. All proposed dwelling units shall be served by gravity sewer laterals, connecting to the public sanitary sewer lines.

A utility master plan will be submitted to the Albemarle County Service Authority for review and approval, prior to the approval of the first initial site plan or subdivision plat.

ENVIRONMENTAL FEATURES

The Sieg property includes preserved steep slopes, managed steep slopes, critical slopes, and areas of flood hazard overlay. In all cases, we are following Comprehensive Plan guidance on preservation of slopes, except in the one area where the plan allows for disturbance to accommodate the site entrance road. The proposed concept also avoids impacts to the flood hazard overlay.



SCHOOLS

Families in the Sieg Development will utilize the schools available in Southern Albemarle or private options. No additional school facilities are planned with this development. Per the Albemarle County Public Schools Subdivision Yield Analysis, the Sieg Development will yield:

	Average Students per unit	Projected # of Students
Red Hill Elementary	1200 x 0.09	108 elementary school students
Walton Middle School	1200 x 0.06	72 middle school students
Monticello High School	1200 x 0.08	96 high school students
Total projected New Students		276 students

Even though the some of the schools are projected to be over capacity if the property is developed primarily with residential development, the County and the school board are working to resolve these issues and several school sites are available through previous rezoning applications that would help to address capacity issues through construction of new schools and redistricting. This is not an issue that can be solved in a piecemeal fashion, and we understand that the School Board is looking at this from a broader perspective.

Analysis of Consistency with the Comprehensive Plan:

The full text of the Comprehensive Plan, as it relates to the parcels included in the proposed zoning, is included for reference below. As stated previously, the land use designation for the Property is Regional Mixed Use, which contemplates a mix of residential and non-residential uses. The property adjacent to this rezoning already includes a beverage distribution business and is currently zoned HC will be excluded from our proposal, however it remains part of this Regional Mixed Use area and allows for additional commercial or industrial development at this center that could support relocation of target industries to Albemarle County.

While the Comprehensive Plan notes that the southwest quadrant of Route 29 South and the I-64 interchange is well suited for a variety of industries, after close analysis of the land, the topography, and the sensitive areas on site, our team has concluded that there are a few key areas where such development might occur. Otherwise, the topography of the site lends itself to much smaller building types that can be incorporated into the landscape versus larger uses that would require extensive grading and massive retaining walls. Smaller building types allow greater protection of the site terrain and natural areas. Forested buffers will also be retained to maintain the character of the Entrance Corridor along Route 29 South, and open space amenities are provided throughout the site.

ALBEMARLE COUNTY COMPREHENSIVE PLAN

The southwest quadrant of the Route 29 South and I-64 interchange contains a future Center which is shown for Regional Mixed Use, land with an Industrial designation, and areas shown for Parks and Green Systems. At present, part of the Center contains a beverage distribution business. Commercial and residential uses are allowed on the property shown for Regional Mixed Use, although this area may also be used for industrial uses. The Industrially designated area is expected to support the County's target industries that need a location near an interstate interchange and/or close proximity to downtown Charlottesville and/or the University of Virginia, but are not adaptable to a mixed-use environment. This location is particularly suited for the following industries and employment activities, and development activities should be in keeping with advancement of the County's overall economic development goals:

- Research and development with associated light assembly
- Specialty food production and distribution
- Adult beverage production and distribution
- Other small distribution facilities ancillary to a production operation
- Business and financial processing operations.

The terrain in this area is hilly and, at present, is covered mostly in deciduous forest. Moore's Creek crosses the front of the properties designated for Regional Mixed Use along Route 29 South. Some of the area shown as Parks and Green Systems contains environmentally sensitive systems including steep slopes, streams, and vegetation that forms a stream buffer. Protection of these features is important for habitat protection within Hedgerow Park and the Ragged Mountain Natural Area.

Passive recreation and trails may be appropriate in areas designated for Parks and Green Systems and a public greenway is proposed to extend from the Redfields neighborhood across Route 29 South, through the Regional Mixed Use Area, westward to Hedgerow Park. The Parks and Green Systems designation also includes forested buffer to the Rural Area on the southwestern edge of the Development Area and along the Entrance Corridors of Route 29 South and I-64. These forested buffers should be preserved and maintained to protect the quality and character of these roads and to help minimize the visual impacts to the Entrance Corridors.

Because of the terrain and this area's location along two Entrance Corridors, building and site appearance are important. Creativity in building design is desirable. To the extent possible, buildings should be designed to fit into the terrain rather than require extensive grading. Tall retaining walls are discouraged. Minimal removal of tree cover is expected.

Industrial uses have the potential to produce noise and odors; however, the proximity to nearby residential and employment areas requires that new uses at this location have minimal noise and odor impacts.

Improvements to the Route 29 South/I-64 interchange are called for in this region's Long Range Transportation Plan (LRTP). While the project has the highest priority in the LRTP, the scope and timing of the improvements have not yet been determined. Timing for the improvements may affect or be affected by development of land in this quadrant. Ensuring the safety of residential, commuting, shopping, and employment traffic is essential. Any future improvements to the interchange could physically impact some of the properties at the interchange and developers should coordinate with the Virginia Department of Transportation (VDOT) on future plans for interchange improvements.

When improving route 29 to support development at this quadrant, consideration should be given to the importance of the following:

- Preserving left turn movements from the residential areas served by Teel Lane onto Route 29 going south,
- Preventing left turn movement from the Regional Mixed Use area served by Gold Eagle Drive onto Route 29 going north towards I-64,
- Improving the ability of truck traffic to make left turns to travel west on I-64, and
- Finding alternatives to accommodate truck movements onto Route 29. It is preferred that truck movements going both north and south are safe and convenient without the need for a traffic signal.

Vehicular, pedestrian, and bicycle connections should be made between the Regional Mixed Use area and the Industrially designated area to help create a vibrant, active Center. These connections will help to minimize conflicts with local traffic on Route 29 South between employment areas, commercial services, and residential areas. Entrances to the properties will need to be sufficiently spaced from I-64 to meet VDOT safety standards. Depending on site distance and access management requirements, slopes designated for preservation may need to be disturbed to build entrance roads to the properties.

Extension of public water and sewer lines to this area will be needed. Along with these utilities, infrastructure improvements should be provided concurrent with or in advance of development of the Industrial and Regional Mixed Use areas.

