Attachment 5 – ZMA202200002 Sieg Property Rezoning

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Neighborhood Model Principle	Staff Comments
Pedestrian Orientation	The application proposes a new 10' wide multi-use path at the southern/western site entrance on Route 29. A crosswalk would be provided at the new signalized intersection. The shared use path would extend east/northward along the east side of Route 29 and connect to the existing Moore's Creek greenway trail at Teel Lane. This would provide a means for pedestrians and bicyclists to access the development and continue travel into the City near the Fontaine Research Park. Along internal streets, sidewalks would be provided on both sides of all streets. The 10' shared use path is also proposed along one side of the main public streets serving all six blocks. The shared use path termination point would be at the project's northwest corner where a new trailhead parking lot would be located adjacent to Hedgerow Park. As can be seen on Figure 4 of page 11 of the COD, development within each block could be laid out in a block format, and it is possible that no cul-de-sacs would be necessary. This is a primary attribute of a project that meets the intent of the pedestrian orientation principle. This principle is met.
Mixture of Uses	Sieg would have at least two types of residential units at densities consistent with the Comprehensive Plan and Master Plan. It would also allow a regionally-significant amount (up to 440,000 sq.ft.) of non-residential space to be built as office/commercial/service/retail space, which is consistent with the Regional Mixed Use future land use classification that applies to the majority of the site acreage. This principle is met.
Neighborhood Centers	The Southern & Western Neighborhoods Master Plan identifies a Center on the subject properties. Centers can take multiple forms, with the Master Plan stating that a Center "may be a major employment area or shopping area. It may be a mixed-use area. It is a "place" to which people want to walk. Centers provide definition to an area and personalize it. They should be located within a half to one quarter mile walk zone from residences, and one third to one half mile from transit stops."

	Based on the allowable uses, this project meets the definition of a Center. Additionally, the Application Plan proposes a centralized transit stop that would be within a 0.3 mile walking radius of the furthest residential units. A new 10' asphalt shared use path would be installed along the internal public connector roads, thus providing the desired walkability that is called for in land use Centers by the Master Plan. Additionally, the allowable non-residential uses are consistent with the Plan's goals of providing development near the I-64 interchange that would support the County's economic development target industries. This includes wholesale distribution facilities, professional office space, manufacturing/processing/assembly uses, and laboratories/research and development/experimental testing. These use types would be allowed in blocks 1-4, which are located closest to the interstate and away from the primary residential blocks on the western side of the project. This principle is met.
Mixture of Housing Types and Affordability	Dwelling units provided within Sieg could be provided as single-family attached, detached, and multifamily units. This will provide a variety of housing types and affordability levels. The applicant is offering on the Application Plan to provide 20% affordable units (for-sale and/or for-rent) as called for by the County's Housing Policy and Strategy #6b of Chapter 9 in the Comprehensive Plan that was in place when the application was submitted. If the project builds the maximum number of units called for by the COD, this would produce 120 dwelling units between 60%-80% AMI. This principle is met.
Interconnected Streets and Transportation Networks	The project proposes a new public street that would stub-out to the adjacent property to the east, which is also in the Development Areas. The existing Virginia Eagle Distributing Company would be provided with a connection to the internal public streets. The application proposes new sidewalks and walking trails that will be publicly accessible. This will provide a connected pedestrian network through and around the development as recommended by Strategy #2j. Staff from the Albemarle County Department of Parks and Recreation support the locations and design of the proposed multi-use paths and trailhead parking area. New streets would be fully interconnected. Two primary ingress/egress access points would be provided which connect to Route 29. A third interconnection would be possible if the property to the east develops in the future. This would avoid funneling vehicles to a single point of entry/exit to the site.

	This principle is met.
Multi-modal Transportation Opportunities	There are currently no sidewalks along this segment of Route 29. The new 10' wide asphalt multi-use path would cross Route 29, if allowed by VDOT, and extend approximately 900' to the east and north, connecting to the only current pedestrian facilities in the area (greenway trails along Moore's Creek). This path would be installed in the first phase of transportation improvements, which includes a fully signalized intersection at the southern/western site entrance/connector road. Furthermore, a new transit stop is proposed with the project, which provides additional multi-modal options for new residents or visitors to the project. The applicant is also proposing to provide upgrades to the existing park & ride lot at the intersection of Route 29 and Teel Lane, equivalent to the cost of 25-30 parking spaces. Exact details of the improvements will be determined during the site plan process. This principle is met.
Parks, Recreational Amenities, and Open Space	The Southern & Western Neighborhoods Master Plan does not call for a public park within the subject properties. Additionally, the proposed multi-use path is identified as a recommended amenity (greenway trail) within the parcels on the Southern Urban Neighborhoods Parks & Green Systems Plan. The length of path proposed by the ZMA is actually greater than the Plan identifies. An internal trailhead parking lot open to the public is proposed in the northwest corner of the development. This would help visitors to Hedgerow Park in the future. Additional recreational improvements will be installed within the internal open space areas. Examples of these features are identified on page 25 of the COD, and could include playgrounds, outdoor plazas, outdoor pools, community centers with meeting and fitness rooms, outdoor recreational sports fields, natural greenspace, etc. A landscaping buffer would be provided along all sides of the project boundary. On the north and south, the buffer would be a minimum of 30' wide, and on the east and west it would be a minimum of 10' wide. The buffers are consistent with land uses recommended by the Parks & Green Systems future land use designation called for in these areas by the Master Plan. The width of Parks & Green Systems land use classification called for by the Master Plan varies along the north and east side of the site. In some places the Master Plan calls for this land use classification to be wider than the 30' landscaping buffer proposed by the applicant. Nevertheless, the COD and Application Plan would not preclude additional open space being provided throughout each block, and staff will work to ensure that green system land

	uses in those areas are maximized during the site design process should the rezoning be approved. This principle is mostly met.
Buildings and Space of Human Scale	The Land Use Categories and Guidelines Table within the Southern & Western Neighborhoods Master Plan recommends buildings heights between 1-5 stories within the subject parcels, with a minimum of 2 stories preferred. As stated in the COD, all buildings would have a maximum height of 4 stories or 60' which is consistent with the form guidance recommendations of the Master Plan. These heights could be increased to 5 stories or 70' through a Special Exception at time of site plan review. Additional architecture requirements are specified on page 33-34 of the COD. ARB staff have reviewed these standards and find them generally consistent with the Entrance Corridor Design Guidelines. The applicant has committed to providing diversity in architectural massing, scale, and proportion to ensure that building facades will not be monolithic. This principle is met.
Relegated Parking	Residential buildings would front on new local (internal to site) streets and parking lots, with parking areas located behind the surrounding Entrance Corridor streets as recommended by Strategy #2n. Driveways and garages for single-family detached and attached homes would be located to the side or rear buildings adjacent to local streets. Page 21 of the COD identifies five possible relegated parking scenarios for single-family residential units. These are the exact same relegated parking formats that have been approved in the Brookhill project, which is another mixed-use NMD district in Albemarle County. Non-residential parking areas would meet the requirements of Section 18-4.12 of the Zoning Ordinance, which requires vegetative or constructed screening measures for any parking spaces visible from streets (both off-site and internal). This principle is met.
Redevelopment	This principle is not applicable to the request.
Respecting Terrain and Careful Grading and Re-grading of Terrain	It should be acknowledged that the overall site has areas of steep and hilly terrain. Any type of development within TMP 75-53 would likely require disturbances to topography that exceeds 25% slope. On this parcel, slopes are classified as both Managed and Preserved Steep Slopes. Encroachments into the WPO stream buffer have been limited to grading for establishment of the northern/eastern right-in, right-out only street entrance onto Route 29. If these properties were to develop by-right, such disturbances

	would likely be equivalent to what the ZMA proposes. All requirements of the Water Protection Ordinance will be met at time of site plan, road plan, and subdivision plat review. As shown on the Application Plan, the application proposes to disturb some existing areas of Preserved Steep Slopes to allow grading for installation of streets and associated infrastructure, and new buildings within Blocks 1-4 and 6. The southern/western site entrance and internal connector road would require the largest amount of disturbances to Preserved Slopes in Block 1. Staff believe that the disturbances to Preserved Slopes are generally acceptable because they allow for installation of new streets and utility infrastructure, as well as the new shared use path. Furthermore, none of the Preserved Steep Slopes are located within a designated Mountain Protection Area or a Conservation Focus Area by Chapter 4 of the Comprehensive Plan. This principle is mostly met.
Clear Boundaries with the Rural Area	The subject property is located within the Southern Neighborhoods Development Area. The development area boundary is located on the north side of I-64, and south side of Route 29 opposite this project. The widths of these two transportation corridors measure between 250'-600' and mature vegetation exists within both rights-of-way. The additional landscaping buffers proposed along the site perimeter would provide a visual barrier from new development. Although it is possible that portions of some new structures could be visible from the Rural Area, this is expected to be minimal based on existing and proposed tree canopy, as well as elevation changes in terrain between the project and properties in the Rural Area. This principle is met.