LINE AND GRADE

Narrative

TO: J.T. Newberry
Senior Planner II
Community Development Department Planning Division

FROM: Kendra Moon, PE
Anna Lou Bernstein
Line and Grade

DATE: July 17, 2026

RE: Airport Road Commercial
ZMA-2025-00010

PROJECT PROPOSAL

Introduction

This project proposes a rezoning of six parcels to Highway Commercial (HC): TMPs 32A-01-0B-4, 32A-01-0B-3, 32A-01-0B-2, 32A-01-0B-1A, 32-20D, and 32-20E (referred to as the 'subject parcels'). The first four parcels are zoned R-1 Residential, and the remaining two are already zoned HC but are included in this proposal to remove the existing proffers on the property from ZMA-03-09[1]. See image 1, below, and the accompanying Existing Conditions Plan for a diagram showing all parcels included in this rezoning request, along with their current zoning and proposed zoning. The parcel of the existing Airport Auto business (TMP 32-40) and the existing VDOT stormwater basin (TMP 32-39B) are not proposed to be rezoned, though they are considered in the potential site development diagram because they are interrelated to the subject parcels included in this rezoning request and are expected to be under the same ownership as the subject parcels at the time of development. See image 2 and the accompanying Site Development Diagram for a blocking diagram of the proposed site.

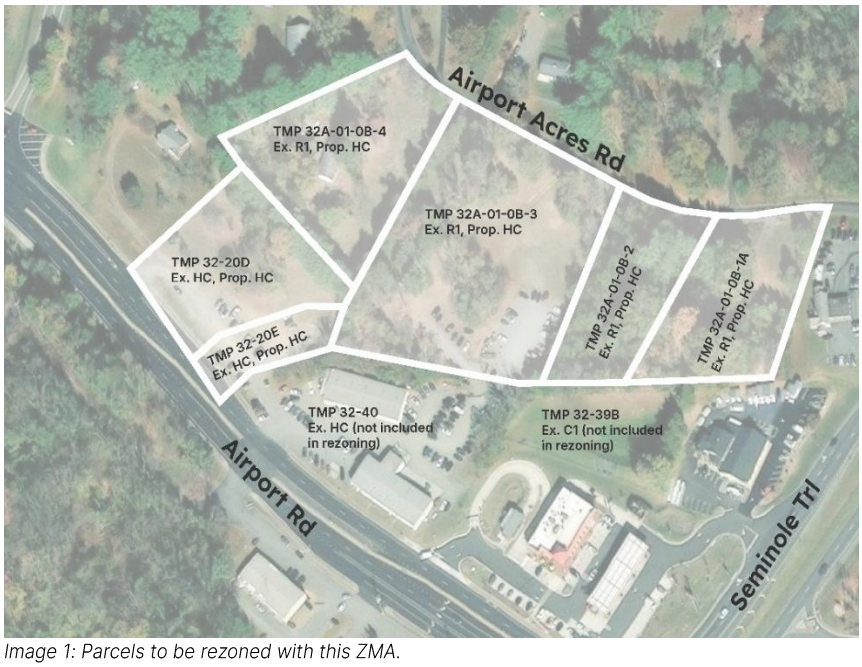


Image 1: Parcels to be rezoned with this ZMA.

[1] Note that TMP 32-20D also has a portion zoned R1 residential, due to a recently approved BLA (SUB-2025-00014).

Background / Existing Conditions

The subject property is situated in northern Albemarle County, just off of US 29 Seminole Trail between Airport Road and Airport Acres Road. All parcels are within the entrance corridor and airport impact area overlay districts, and there are small areas of managed steep slopes throughout. The parcels are surrounded by a mix of uses, including single-family residential uses to the northwest and commercial uses to the south and east such as a used car dealer, a gas station, a tobacco shop, and a U-Haul dealer. See Attachment A for the current zoning of parcels in this vicinity.

The subject property is currently underutilized and unorganized. See Attachment B for the existing conditions of this site. The existing Airport Auto site on TMP 32-40 has several vehicle storage lots that are sprawled onto multiple surrounding parcels that have historically been in zoning violation. Part of the vision for redevelopment in this area includes bringing order to the layout of the Airport Auto business and its accompanying vehicle storage lots.

As noted in the introduction, TMPs 32-20D and 32-20E are included in this rezoning request to remove existing proffers on the properties from ZMA-03-09 as they are no longer appropriate for this area. The existing proffers severely limit the use of these parcels, with only auto shops, utility facilities, public uses, and temporary construction uses allowed by right. Stand-alone parking and parking structures are allowed by special use permit (note SP-03-61 was approved for stand-alone parking in this location).

Project Overview

This proposed rezoning to highway commercial is tied to the Site Development Diagram shown in image 2, below. A major element of the site layout is a proposed connector road between Airport Acres Road and Airport Road. See additional details on the elements of this diagram in the sections below.

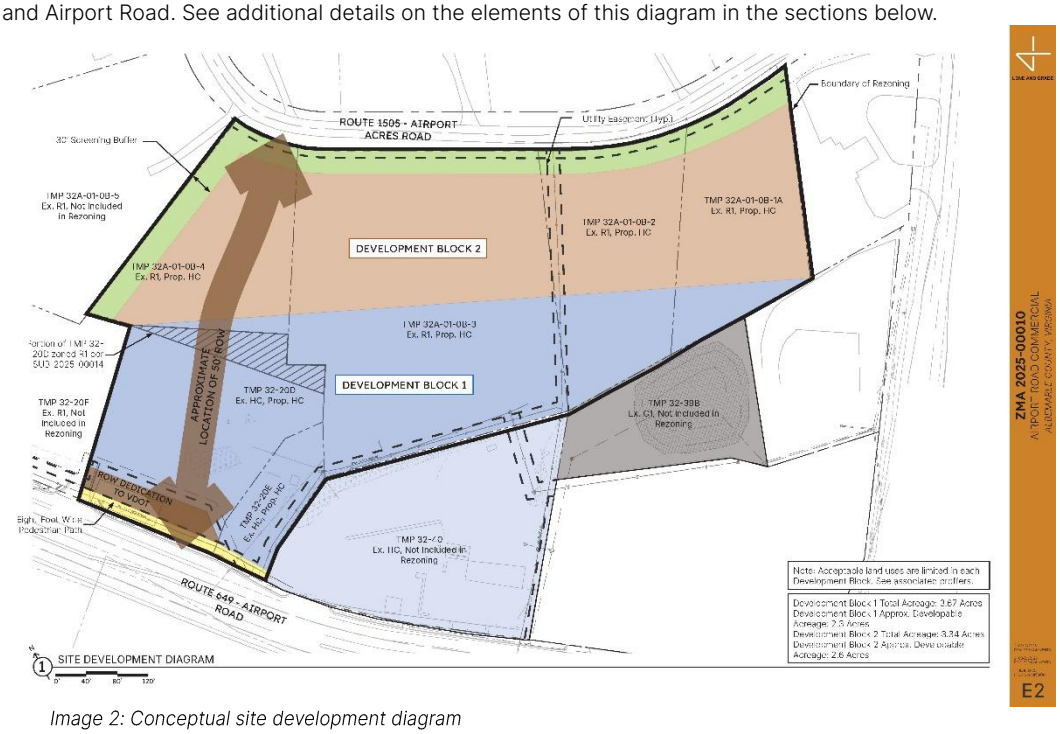


Image 2: Conceptual site development diagram

PROPOSED ROADWAY CONNECTION

The proposed road through the subject parcels will be public, with a 50-foot right-of-way dedication to VDOT. This proposed road offers a benefit to the County by connecting the Airport Acres Subdivision to a lighted, controlled intersection at US 29 via a new roundabout at the intersection of Airport Road and Innovation Drive (and the future Berkmar Drive extension) that VDOT is installing. This roadway connection in this approximate location was identified in the Places 29 Master Plan as a "Proposed Roadway Network," see Attachment C. The proposed road also provides a pedestrian

connection from Airport Acres Subdivision to this development and others along Airport Road, as this roadway section will include a five-foot sidewalk with a six-foot planted buffer on the eastern side of the road. In lieu of a proposed sidewalk on the western side, a proposed eight-foot-wide Class A trail is proposed within the 30-foot screening buffer adjacent to TMP 32A-01-0B-5. This pedestrian route will further connect to Airport Road with an eight-foot-wide buffered pedestrian path along TMPs 32-20D and 32-20E.

DEVELOPMENT BLOCKS

As illustrated in the Site Development Diagram, the front and back areas of the site are delineated as two distinct areas of development. These areas are referred to as "development blocks." While this project does not propose specific uses for each development block, it establishes a vision for development of the site as a whole. This area is expected to see growth due to the location of North Fork to the north along Innovation Drive and the planned extension of Berkmar Drive to connect to Innovation Drive. Potential uses envisioned for development block 1 include a small grocery store or hotel, and potential uses for development block 2 include self-service storage facilities or flex office space.

Acceptable land uses are limited in each development block per the accompanying proffer statement. Please note that development block 2 is more limited in its acceptable uses (compared to development block 1) because it is situated nearest to the adjacent Airport Acres Subdivision and abuts an R1 zoned parcel. Development block 2 also has proffered limitations on the building size, which shall not exceed 20,000 square feet footprint or a height of three stories. A 30-foot screening buffer is to be proffered along Airport Acres Road to further minimize impacts on residential properties and to create a natural transition between different zoning districts. This buffer is continuous across TMPs 32-A-01-0B-4, 32A-01-0B-3, 32A-01-0B-2, and 32A-01-0B-1A, aside from where the proposed road connects to Airport Acres Road. These proffers are intended to mitigate any potential impacts to adjacent properties of potentially objectionable uses.

Please note that TMPs 32-40 and 32-39B are shown on the conceptual site development program but they are not included in this rezoning request. TMP 32-40 is proposed to be part of development block 1, as it is under the same ownership, and the current Airport Auto business may eventually be relocated for the redevelopment of the site. TMP 32-39B is not proposed to be in a development block, as it is currently a VDOT-owned stormwater pond. However, the owner of the subject parcels is in negotiations with VDOT about purchasing this property, with the potential of this parcel being included in the overall development plan once an agreement is reached.

CONSISTENCY WITH COMPREHENSIVE PLAN

Please note that AC44 updated and consolidated the land use categories for the Future Land Use Map (FLUM); when there are conflicts on land use designations between the Master Plans and FLUM, the FLUM governs. See quote below from AC44 detailing this relationship.

"Due to the consolidation of Land Use Categories, the FLUM published in AC44 shall be the governing document for land use. Where parcels designated in the FLUM conflict with parcels designated in the adopted Master Plans, the FLUM designations shall govern. The County's online GIS Viewer provides access to the FLUM" (AC44 – Development Areas Land Use pg. 25).

Based on these new Land Use Categories, included in Attachment D, the subject parcels zoned R1 (TMPs 32-A-01-0B-4, 32A-01-0B-3, 32A-01-0B-2, and 32A-01-0B-1A) are designated as Neighborhood Residential and the subject parcels zoned HC (TMPs 32-20D and 32-20E) are designated as Neighborhood Mixed Use.

NEIGHBORHOOD RESIDENTIAL

Neighborhood Residential is described as "primarily residential with some neighborhood-scale commercial, retail, and institutional uses" and secondary uses include neighborhood scale non-residential uses such as commercial and retail (AC44 - Development Areas Land Use pg. 11). This designation also calls for buildings to be between one and three stories, with non-residential building footprints typically under 20,000 square feet. The uses proposed for development block 2 and the accompanying proffers for development block 2 are consistent with this designation; the proffers for development block 2 limit the acceptable land uses, set a maximum building footprint area of 20,000 square feet, and set a maximum height of three (3) stories.

The parcels included in development block 1 include portions of parcels designated as Neighborhood Residential. While the proposed uses and building size limitations for these areas are not proposed to be as restrictive as development block 2, it is important to note that the context of the surrounding uses (largely commercial) changes the character of these portions of the parcels.

NEIGHBORHOOD MIXED USE

The proposed rezoning of the HC parcels (TMPs 32-20D and 32-20E) in development block 1 is consistent with the land use designation of Neighborhood Mixed Use. The Neighborhood Mixed Use designation is described as "mixed-use development with neighborhood-oriented retail and smaller employers, providing a transition between primarily residential areas and higher intensity mixed-use areas" (AC44 – Development Areas Land Use pg. 16). Primary land uses include non-residential uses such as commercial/retail and offices, and secondary land uses include non-residential uses such as auto-commercial sales and services and office/research & development/flex/light industrial uses. Buildings are between one and three stories and non-residential building footprints tend to be under 25,000 square feet. The uses allowable in highway commercial are consistent with this description, and the proposed road provides pedestrian access through the development to connect residential to commercial.

See below for further details on this project's consistency with the Comprehensive Plan.

Development Areas Land Use Objective 1: Increase the use of infill, higher-density development, adaptive reuse, and redevelopment in the Development Areas.

The proposed development of the R1 parcels in development block 2 would provide infill development of currently underutilized space in the Development Areas. The proposed development of the HC parcels in development block 1 would be a redevelopment that brings order and neighborhood-friendly uses to currently underutilized space. The development as a whole would transform this area into a mixed-use development serving the surrounding neighborhood, while the 30-foot screening buffer will support a natural transition between residential and non-residential uses.

Development Areas Transportation Objective 2: Improve pedestrian and bicycle infrastructure and connectivity to support future land use policies and support safe, comfortable, and convenient walking travel for people of all ages and abilities.

The proposed road included in this project will create a safe pedestrian connection between the Airport Acres Subdivision and businesses along Airport Road, including this proposed development. This pedestrian connection will tie into the proffered eight-foot buffered sidewalk along Airport Road in front of TMPs 32-20D and 32-20E, and the proposed Class A trail further connects the existing Airport Acres subdivision to existing bicycle facilities along Airport Road.

Development Areas Transportation Objective 4: Increase the efficiency and connectivity of the transportation network.

The proposed road was identified in the Places29 Master Plan as a proposed roadway network (included in the 2015 Comp Plan) and would increase both the efficiency and connectivity of transportation networks in this area. There is currently no stoplight at the entrance/exit of Airport Acres and this road provides a connection to an intersection on Route 29 with a stoplight, allowing for controlled left turns onto Route 29 from Airport Road.

Places 29 "Key Subareas": The Airport Road Corridor & the Uptown

This area continues to have substantial investment, with housing developments nearby such as North Pointe and transportation investments such as Lewis and Clark Drive. Also in this area is the planned extension of Berkmar Drive at the planned roundabout, which will connect this area to Hollymead Town Center and all the way into Charlottesville via Rio Road to Berkmar Drive.

IMPACTS ON ENVIRONMENTAL FEATURES

This site has no significant environmental features, such as waterways or preserved slopes. Much of the proposed development area has already been heavily cleared, though the remaining pockets of

vegetation will likely be disturbed as this site requires regrading to be developed. The perimeter of the site will be heavily replanted.

IMPACTS ON PUBLIC FACILITIES AND PARKS

The proposed development will have minimal impacts on public facilities and parks. There is potential for increased ridership on public transportation to this commercial area. Line and Grade is currently coordinating with VDOT to ensure that this development will not have a negative impact on the level of service of the planned roundabout at Airport Road and Innovation Drive. The parcels are not located near any public parks or school facilities and will have no impact on them.

CONCLUSION

The proposed rezoning of TMPs32A-01-0B-4, 32A-01-0B-3, 32A-01-0B-2, 32A-01-0B-1A, 32-20D, and 32-20E to HC Highway Commercial with the associated proffers is consistent with surrounding land uses and meets the goals and objectives of the Comprehensive Plan. The proposed development will not adversely impact public facilities and will be consistent with Entrance Corridor guidelines.

Sincerely,

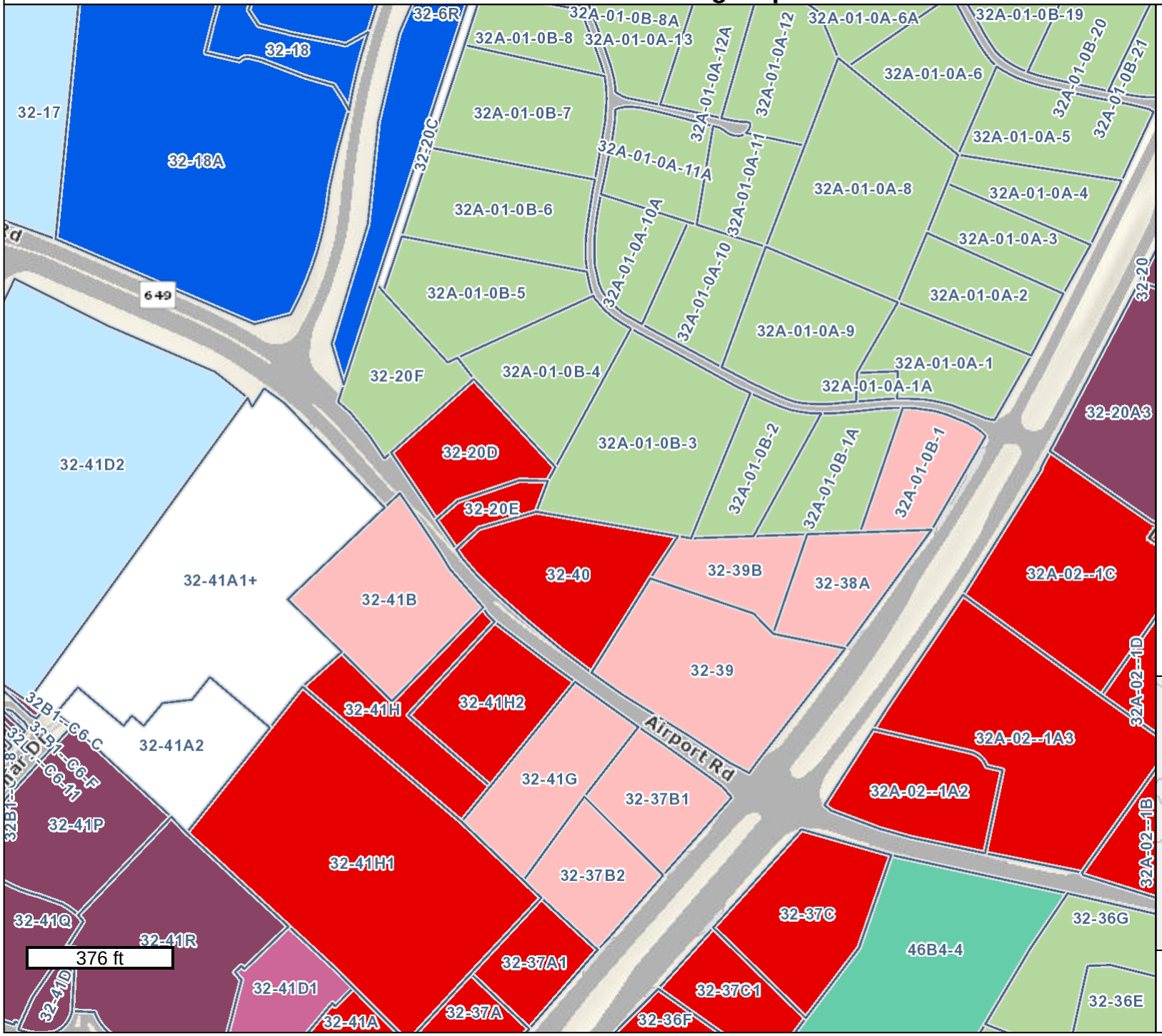
Kendra G. Moon, PE

Anna Lou Bernstein

List of Attachments:

Attachment A: Zoning Map
Attachment B: Existing Conditions Plan
Attachment C: Places 29 Master Plan Transportation Maps
Attachment D: Comprehensive Plan Future Land Use Map (AC44)

Zoning Map



Legend

(Note: Some items on map may not appear in legend)

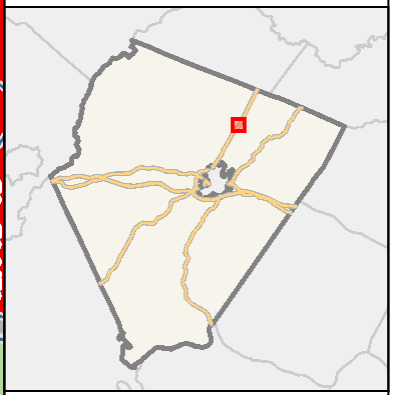
Parcel Info

- Parcels

Zoning Info

Zoning Classifications

- Rural Areas
- Village Residential
- R1 Residential
- R2 Residential
- R4 Residential
- R6 Residential
- R10 Residential
- R15 Residential
- Planned Unit Development
- Planned Residential Development
- Neighborhood Model District
- Monticello Historic District
- C1 Commercial
- Commercial Office
- Highway Commercial
- Planned Development Shopping Ctr.
- Planned Development Mixed Comm.
- Downtown Crozet District
- Light Industry
- Heavy Industry
- Planned Development Industrial Par
- Town of Scottsville

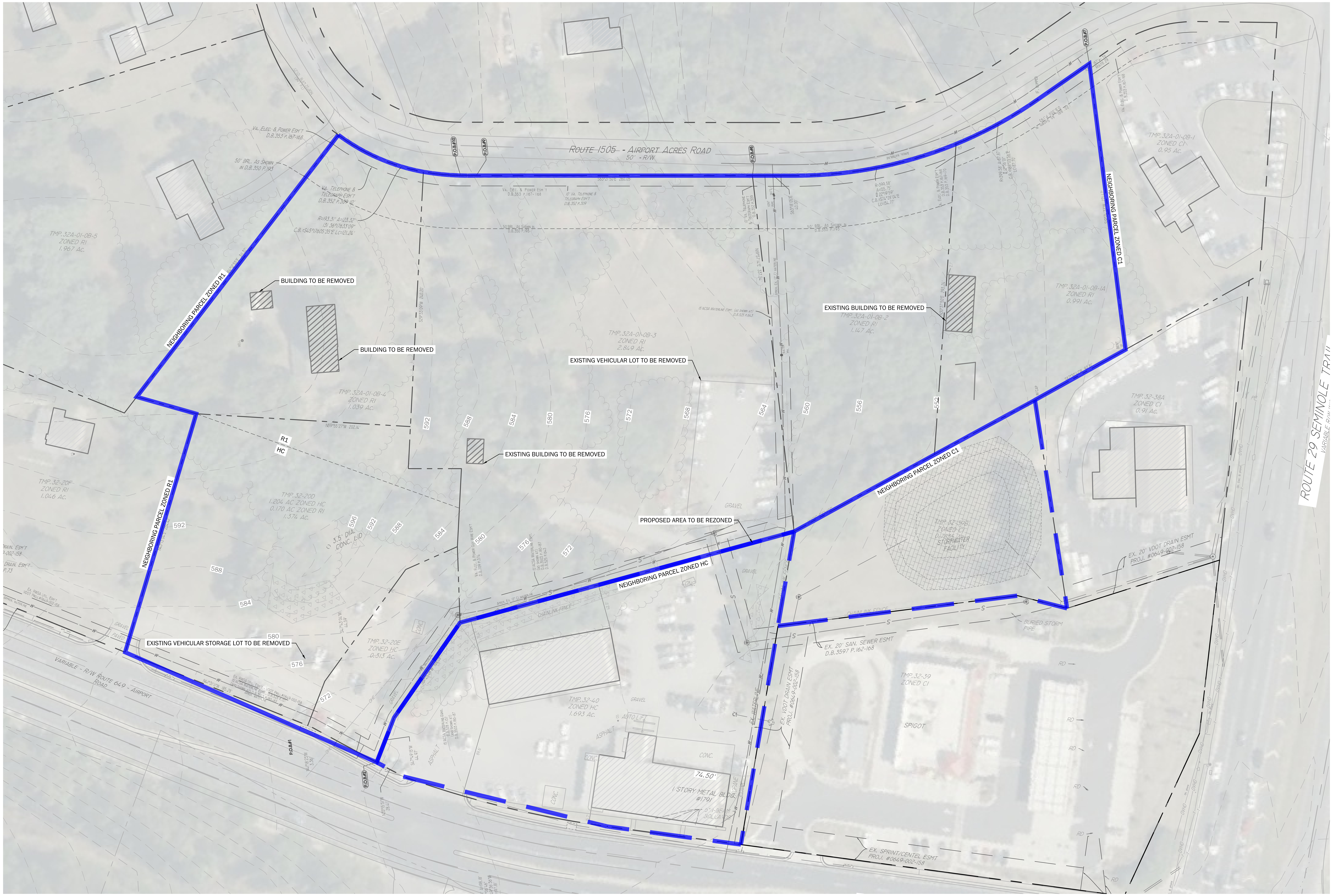


GIS-Web
Geographic Data Services
www.albemarle.org/gis
(434) 296-5832

Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

April 9, 2025

Map elements may scale larger than GIS data measured in the map or as provided on the data download page due to the projection used. Map Projection: WGS84 Web Mercator (Auxiliary Sphere) (EPSG 3857)



EXISTING CONDITIONS AND DEMOLITION PLAN

1" = 40': 0 40 80

LINE AND GRADE

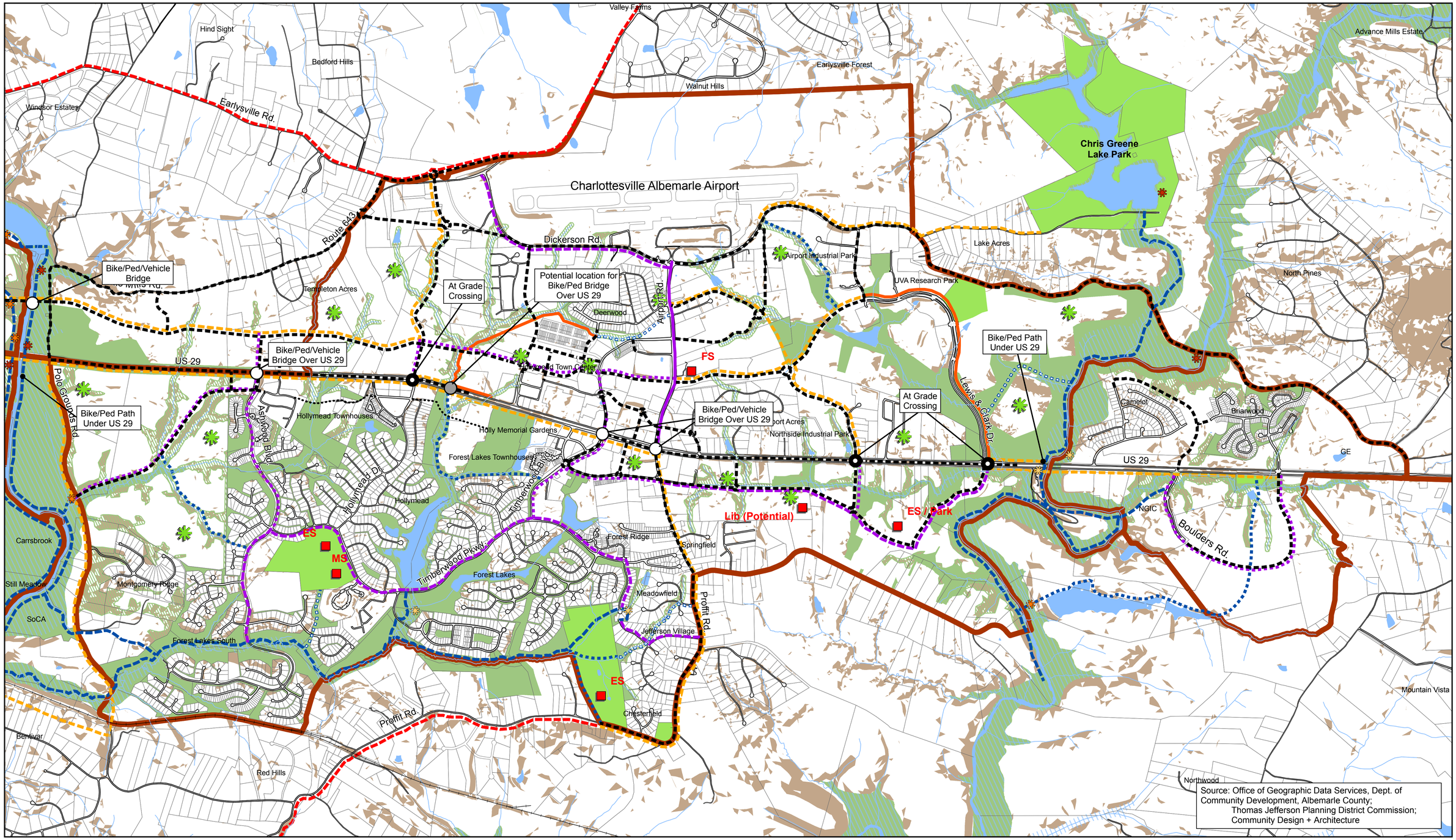
ZMA 2025-00010

AIRPORT ROAD COMMERCIAL

ALBEMARLE COUNTY, VIRGINIA

07.17.2026

E1



Source: Office of Geographic Data Services, Dept. of Community Development, Albemarle County;
Thomas Jefferson Planning District Commission;
Community Design + Architecture

TRANSPORTATION STUDY

Thomas Jefferson Planning District Commission
Virginia Department of Transportation

Consulting Team:
Meyer Mohaddes Associates, Inc.
Community Design + Architecture, Inc.
Urban Advantage

MASTER PLAN

Albemarle County

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Meyer Mohaddes Associates, Inc.
ZHA, Inc.
Kathleen M. Galvin, Architect
Timmons Group
Urban Advantage

LEGEND

- Proposed Roadway Network (1)
- Possible Additions to Roadway Network (beyond 2025)
- Potential Connections (Pedestrian, Bicycle, or Vehicular)
- Park
- Semi-Public Open Space
- 100 Year Floodplain
- Critical Slopes > 25%
- Places29 Recommended Greenway Buffer(2)
- Development Area Boundary

- Major Public Access Point (3)
- Minor Public Access Point (3)
- Neighborhood Access Point (3)
- Future Civic Spaces
- Public Facilities
  1. Schools [ES = Elementary School; MS = Middle School; HS = High School; Voc = Vocational School]
  2. Fire Stations [FS]
  3. Library [Lib]

Bicycle Facilities and Trails (4)

- Existing Bike Lane (5)
- Proposed Bike Lane (County) (5)
- Proposed Bike Lane (Places 29) (5)
- Existing Trail
- Proposed Trail (County)
- Proposed Trail (Places 29)
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Proposed Class A Trail (County)
- Proposed Class A Trail (Places 29)
- Proposed Facility Outside of Northern Development Areas (6)

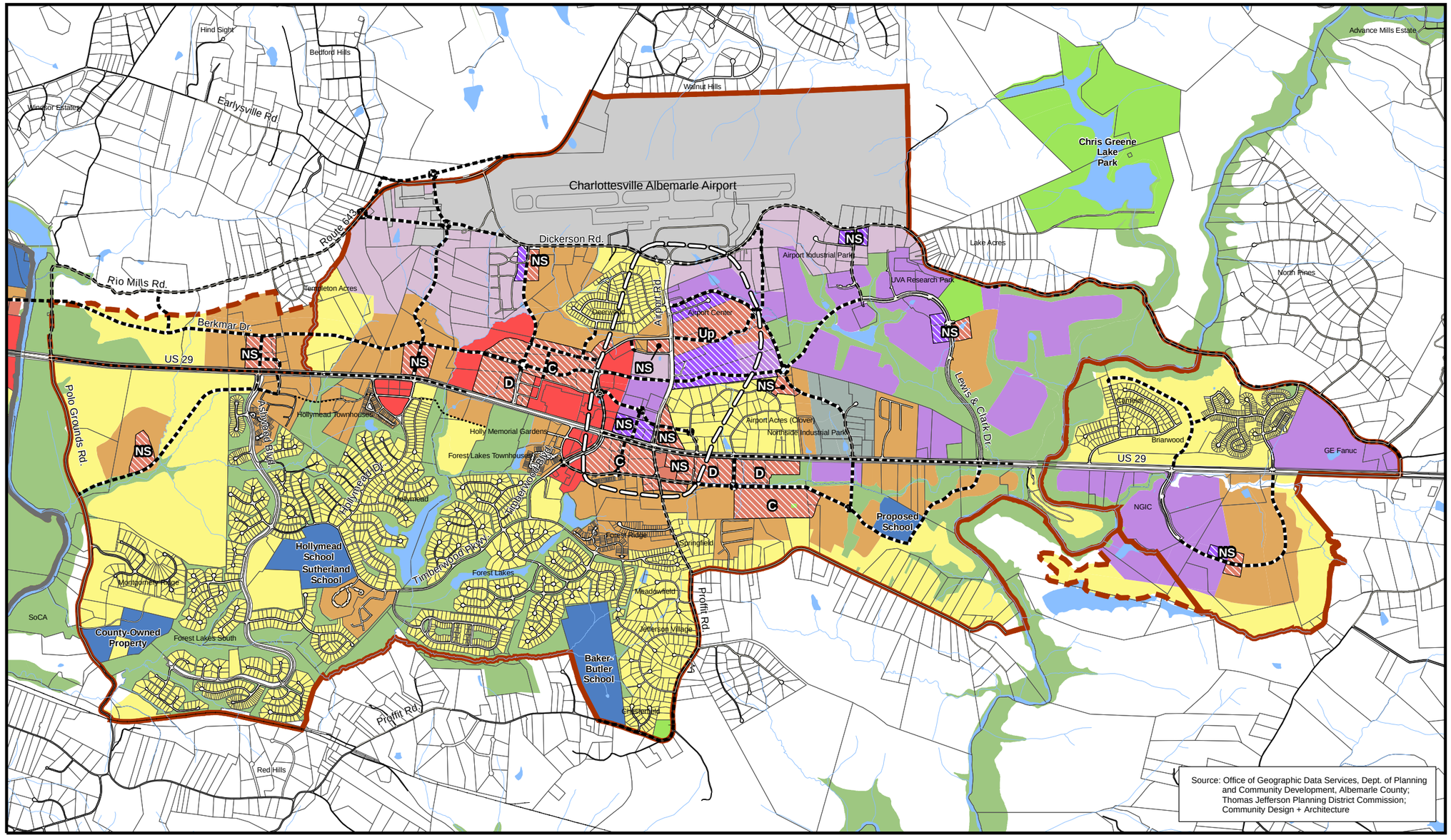
PARKS AND GREEN SYSTEMS MAP
NORTH

PLACES 29 — Creating and Connecting Communities in Northern Albemarle

Date: 12/9/2009

0 500 1,000 2,000 3,000 Feet
0 0.125 0.25 0.375 0.5 0.625 0.75 Miles

(1) FOR BREAKDOWN OF PROPOSED ROADS INTO DIFFERENT CATEGORIES SEE TRANSPORTATION NETWORK DIAGRAM.
(2) INCLUDES POTENTIAL CREEK BUFFERS AND AREAS OF SIGNIFICANT SLOPE.
(3) PER THE 1999 "GREENWAYS PLAN FOR ALBEMARLE COUNTY."
(4) ALIGNMENTS ARE DIAGRAMMATIC AND DO NOT INDICATE WHETHER FACILITIES OCCUR ON ONE OR BOTH SIDES OF THE ROAD.
(5) SOME BICYCLE FACILITIES MAY NOT BE SHOWN WITHIN EXISTING OR PROPOSED SUBDIVISIONS AND RECREATION AREAS.
(6) ALIGNMENTS ARE NOT PART OF THE PLACES29 PLAN AND ARE FOR REFERENCE PURPOSES ONLY.



TRANSPORTATION STUDY

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LEGEND

- Proposed Roadway Network (1)
- Possible Additions to Roadway Network (beyond 2025)
- Potential Connections (Pedestrian, Bicycle, or Vehicular)
- NS Neighborhood Service Center
- C Community Center
- D Destination Center
- Up Uptown

- Existing Development Area Boundary
- Proposed Development Area Boundary
- Small Area Plan Recommended (2)
- Urban Mixed Use (in Centers)
- Urban Mixed Use (in Mixed Use Neighborhood)
- Employment Mixed Use (in Centers)
- Commercial Mixed Use
- Residential - Urban Density

- Residential - Neighborhood Density
- Office/R&D
- Light Industrial
- Heavy Industrial
- Airport
- Institutional
- Public Open Space
- Semi-Public Open Space/Floodplain/Legal Stream Buffers

(1) FOR BREAKDOWN OF PROPOSED ROADS INTO DIFFERENT CATEGORIES SEE TRANSPORTATION NETWORK DIAGRAM
(2) BOUNDARIES ARE FLEXIBLE AND SUBJECT TO CHANGE

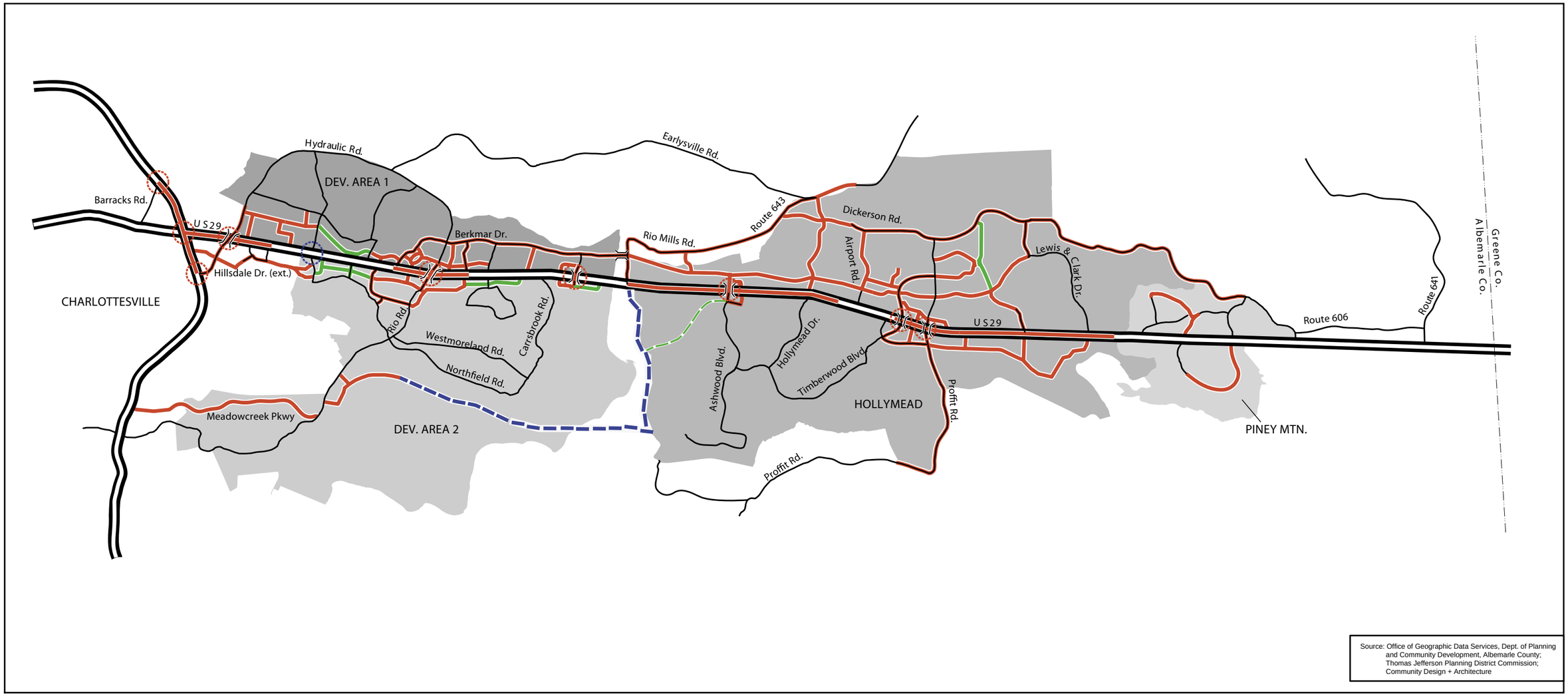
LAND USE FRAMEWORK NORTH

Figure 3A

PLACES 29 Creating and Connecting Communities in Northern Albemarle

Date: 6/11/2007

Feet: 0 500 1,000 2,000 3,000
Miles: 0 0.125 0.25 0.375 0.5 0.625 0.75



TRANSPORTATION STUDY

Thomas Jefferson Planning District Commission
Virginia Department of Transportation

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MASTER PLAN

Albemarle County

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Timmons Group
Urban Advantage

LEGEND

- Existing Roadway Network
- Proposed Roadway Network
- Proposed Improvement of Existing Roadway
- Optional Roadway Neetwork Additions
- Possible Optional Roadway Network Additions
- Possible Additions to Roadway Network (Beyond 2025)
- Grade Separated Over Crossing
- Places 29 Major Intersection Improvement
- Possible Major Intersection Improvement (Beyond 2025)

TRANSPORTATION NETWORK DIAGRAM

June 11, 2007
Figure 4

PLACES 29 Creating and Connecting Communities in Northern Albemarle

Feet
0 500 1,000 2,000 3,000
Miles
0 0.125 0.25 0.375 0.5 0.625 0.75

FUTURE LAND USE - PLACES 29

