ALBEMARLE COUNTY PLANNING
STAFF REPORT SUMMARY

Project Name: ZMA201900014 Commercial Development	**Staff:** Michaela Accardi, AICP, Senior Planner
Planning Commission Hearing: February 18, 2020	**Board of Supervisors Public Hearing:** April 1, 2020
Owner: Albemarle Bank & Trust Co. C/O BB&T Tax Compliance	**Applicant**: Scott Collins, PE – Collins Engineering
Acreage: 0.9 acres	**Rezone from:** Planned Development – Shopping Center (PDSC) to PDSC (submission of application plan)
TMP: 06100-00-00-134A0	**Location:** East side of 1400 block of Seminole Trail (US 29), immediately south of Fashion Square Mall
School Districts: Woodbrook – Elementary**,** Jouett – Middle, and Albemarle – High	**By-right use**: Property zoned PDSC, which allows for shopping centers, retail sales, and service uses, as well as residential uses by special use permit (15 units/acre).
Magisterial District: Rio	**Proffers**: No
Proposal: Request for approval of an Application Plan for an undeveloped property within an existing Planned Development Shopping District (PDSC), to allow new commercial development to occur in two phases.	**Requested # of Dwelling Units:** None
DA (Development Area): Neighborhood 2 – Places29	**Comp. Plan Designation:** Places 29 Master Plan; Rio29 Small Area Plan – "Flex" Character Area, which is an area intended to allow a flexibility of uses including residential, commercial, retail, office, institutional, and employment uses. It is intended to have buildings with heights of 2-5 stories, built close to the street with pedestrian access and relegated parking.
Character of Property: Undeveloped, forested parcel	**Use of Surrounding Properties:** Fashion Square Mall to the north; BB&T to the south; 29th Place Shopping Mall across Seminole Trail (US 29); and Courtyard by Marriot to the southeast
Factors Favorable: 1. The proposed Phase 1 use is permissible by right within the existing PDSC zoning district. 2. The proposal would bring this portion of the existing PDSC zoning district into compliance with the requirements of Z.O. Section 8.5, which requires an approved Application Plan for Planned Development districts. 3. The proposed development is consistent or partially consistent with multiple applicable Neighborhood Model Principles. 4. The proposed development provides a 14' shared-use path along Seminole Trail (US 29)	**Factors Unfavorable:** 1. The building height (1.5 stories) in the proposed project is inconsistent with the recommended "Flex" form standards in the Rio29 Small Area Plan (2-5 stories).

consistent with the Rio29 Small Area Plan "Through Corridor" street section and Future Conservation Network Plan. 5. The rear portion of the site (which has a substantially higher elevation than the front portion along US-29 has more of a physical connection to the surrounding Fashion Square Mall property) is reserved for a second future phase of development. This phased development approach enables timely response to redevelopment of the Fashion Square Mall property and future construction of a new Avenue between US-29 and Hillsdale Drive.	
RECOMMENDATION: Staff recommends approval of ZMA201900014 "Commercial Development" with note revisions outlined in the staff report.	

STAFF PERSON: Michaela Accardi, AICP, Senior Planner
PLANNING COMMISSION: February 18, 2020
BOARD OF SUPERVISORS: To Be Determined

PETITION:

PROJECT: ZMA 201900014 "Commercial Development"
MAGISTERIAL DISTRICT: Rio
TAX MAP/PARCEL(S): 06100-00-00-134A0
LOCATION: East side of 1400 block of Seminole Trail (US 29), immediately south of Fashion Square Mall
PROPOSAL: Request for approval of an Application Plan for an undeveloped property within an existing Planned Development Shopping District (PDSC), to allow new commercial development to occur in two phases.
PETITION: The undeveloped 0.9-acre parcel is currently zoned PDSC, which allows for shopping centers, retail sales, and service uses, as well as residential uses by special use permit (15 units/acre). The proposed zoning would remain PDSC. Approval of an Application Plan is requested pursuant to Sections 8.5 and 33.15.A.2 to allow new commercial development to occur in two phases pursuant to Sections 25.2.1, 22.2.1, 23.2.1, and 24.2.1. No residential units are proposed at this time with this proposal.
ZONING: PDSC – Planned Development Shopping Center
OVERLAY DISTRICT(S): Entrance Corridor, Steep Slopes – Managed, and Airport Impact Area
PROFFERS: No
COMPREHENSIVE PLAN: Places 29 Master Plan; Rio29 Small Area Plan – "Flex" Character Area, which is an area intended to allow a flexibility of uses including residential, commercial, retail, office, institutional, and employment uses. It is intended to have buildings with heights of 2-5 stories, built close to the street with pedestrian access and relegated parking.

CHARACTER OF THE AREA

The subject property is an undeveloped, vegetated and forested 0.9-acre parcel located immediately to the south of Fashion Square Mall, with frontage along Seminole Trail (US 29). The adjacent area is the outer perimeter of a large surface parking lot and an internal travel way for Fashion Square Mall.

There is approximately 35 feet of elevation change from the back of the subject property to Seminole Trail (US 29). A block retaining wall is located on the southern boundary of the property adjacent to the existing commercial bank property.

SPECIFICS OF THE PROPOSAL

The property owner and applicant are requesting approval of a Zoning Map Amendment (ZMA) Application Plan for the subject property's portion of an existing Planned Development – Shopping Center (PDSC) zoning district. The proposal is not a request for the County to rezone the subject property or otherwise amend the zoning map. The subject property's existing zoning is PDSC and the proposed zoning is PDSC.

County approval of an Application Plan is a requirement of Zoning Ordinance (ZO) Section 8 ("Planned Development Districts – Generally"), Subsection 8.5.5.5 ("Site plan and subdivision plat requirements when there is no application plan."). Section 8, Subsection 8.5.5.5 requires Board of Supervisors (BOS) approval of a ZMA Application Plan prior to staff review or approval of a Site Plan in circumstances when an existing Planned Development zoning district was previously established by the BOS without an Application Plan showing the conceptual development of all portions of the overall Planned Development zoning district.

The proposal for ZMA201900014 shows the development of the subject parcel in two phases. The first phase utilizes 0.45 acres, along Seminole Trail (US 29), and proposes a one and a half-story retail structure with parking, landscaping and a 14' wide shared-use path. The second phase, in the rear portion of the parcel, behind and above a large retaining wall, is undetermined or undisclosed. It is identified as "Future Development" on the Application Plan. Phase 2 will be subject to a future ZMA application to amend the Application Plan.

The applicant's current intended use of the property is for a mattress store, which is classified as a furniture and home appliances (sales and service) retail use, consistent with PD-SC allowable uses.

APPLICANT'S JUSTIFICATION FOR THE REQUEST

The Project Narrative highlights several potentially beneficial aspects of Phase 1 of the proposed Application Plan. Phase 1 (0.45 acres) preserves the remainder of the property for the opportunity to connect with redevelopment of future Fashion Square Mall properties. In addition, construction of additional floors above the first-floor commercial retail space is an option with Phase II development.

COMMUNITY MEETING

The applicant conducted a Community Meeting for ZMA201900014 on Thursday, January 23rd at 6:00pm at the County Office Building on McIntire Road during the regularly scheduled Places29 Rio Community Advisory Committee meeting. Approximately 15 community members were in attendance. Topics of discussion involving members of the audience and a general summary of answers provided by members of the applicant team are included below:

A. Questions about the topography of the site and how the proposed building relates to the bank next door.

Applicants' answers: Phase 1 construction will be located at the same elevation as the bank located next door. The retaining wall will be 6-feet tall to address Architectural Review Board (ARB) concerns. This building will not have the same aesthetic as the Jeffersonian brick design of the bank next door. Over time the architecture along Route 29 has changed and the new ACME building is a good example of updated architecture that has been well received.

B. Questions and concerns about the conversion or transition of this development over time and its inconsistency with the Rio29 Small Area Plan.

Applicants' answers: The design of the building's footers will allow for additional stories to be added to the building in the future and mixed-use development. Parking will not be located under the building, since there is a limit of 10 parking space according to the Zoning Ordinance. A parking deck is possible in the future with the potential to "tuck under" if additional height is added to the building.

PLANNING AND ZONING HISTORY

There are no prior Zoning Map Amendment applications or Special Use Permits associated with this property. The subject property was zoned Planned District Shopping Center (PDSC) with the adoption of the 1980 Zoning Ordinance.

COMPREHENSIVE PLAN

The "subject property" for this proposal includes one parcel of record identified as Tax Map / Parcel #61-134A. The subject property is an undeveloped, forested 0.9-acre parcel in the Development Area, within an area subject to the recommendations contained in the Places29 Master Plan and the Rio/29

Small Area Plan. The current zoning is “Planned Development – Shopping Center” (PDSC) and is designated for “Flex” Future Place Types in the Rio/29 Small Area Plan.

Character: Form & Site Design Standards – “Flex” Place Type
The “Flex” Future Place Type is “intended to have the highest amount of flexibility in building form and use.” Buildings can have a range of heights and uses, but buildings should be designed to make pedestrians comfortable.

Staff’s analysis of this proposal’s consistency with the “Flex” place type is provided below:

	Rio29 SAP Recommended Standards	Proposal
Height	Buildings should be 2-5 stories tall. Internal buildings of fewer than 2 stories may be acceptable if they are not along street frontages or adjacent to public spaces/amenities.	*Form standard is not met.*
Build-To/Setback	Buildings should be setback 3-10 feet from the edge of right-of-way.	*Form standard is not met to accommodate ARB Design Guideline 32 “Landscaping along the frontage of Entrance Corridor Streets…”* *Due to these constraints, it should not be considered a factor unfavorable.*
Stepback	Buildings along Boulevards should be stepped back above 4 stories or 50 feet.	*Form standard is not applicable.*
Building Size & Location	The Flex areas may consist of a wide range of building types and sizes. Buildings with larger footprints should avoid large, uninterrupted walls along streets and should incorporate façade breaks to promote walkability.	*Form standard is met and will be refined further through ARB review process.*
Parking	All parking should be relegated to the sides and behind the buildings and should be screened from streets and public parks/amenities.	*Form standard is met.*
Block Size	Blocks should be 300-400 feet in length.	*The existing block pattern is not substantially affected by this proposal. Form standard is generally met.*

Connectivity:
The Rio29 Small Area Plan envisions Rio29 as a multi-modal hub that has a connected network of complete streets, designed for all users. The Connectivity Plan shows a future street network and corresponding street typologies for existing and future Rio29 streets.

Seminole Trail (US 29) is designated as a Through Corridor. Though significant changes along this travel way may not be feasible, the Plan recommends a shared-use path along Route 29 to allow for the road to serve as a corridor for commuting bicyclists and pedestrians.

This proposal includes a 14-foot shared-use path and meets the Connectivity recommendations of the Rio29 Small Area Plan.

Conservation:
The Rio29 Small Area Plan envisions Rio29 as a place enhanced through conservation with a network of sustainable and usable public amenity spaces. The Future Conservation Network Plan shows a shared-use path along the subject property's frontage on Seminole Trail (US 29). Shared-use paths are intended to be multi-functional, serving as both recreational amenities and commuter routes to and through Rio29. This proposal meets the Conservation recommendations of the Rio29 Small Area Plan.

The Neighborhood Model: In 2001, the County adopted the Neighborhood Model (NM), which consists of twelve different recommended characteristics to guide the form of proposed development projects within the Development Areas. Staff's analysis of applicable principles of the Neighborhood Model is provided below.

Pedestrian Orientation	The proposal includes a 14' wide shared-use path along Seminole Trail (US 29). *Principle is met.*
Mixture of Uses	The proposal includes two phases. The first phase is for retail commercial use. The second phase and future use is currently undetermined or undisclosed. The possibility exists for a future mix of uses on this small parcel. Staff acknowledges that this proposal is for one small portion of a larger Planned Development – Shopping Center (PDSC) zoning district, which is intended "to permit the development of neighborhood, community and regional shopping centers" and provide "a broad range of commercial and service facilities." *Principle can potentially be met on this parcel in Phase II. Due to larger surrounding context, principle is partially applicable.*
Neighborhood Centers	Due to its size and location, the subject property on the edge of the Rio/29 Small Area Plan area is not likely to play a central or primary role in the establishment of a new neighborhood center. However, adjacent retail commercial uses can support the functionality and vitality of nearby neighborhood centers, which are expected to contain a mixture of uses and a higher concentration of amenities. *Principle is not applicable.*
Mixture of Housing Types & Affordability	*Principle is not applicable.*
Interconnected Streets and Transportation Networks	The subject property's size and location of this parcel limits the ability to connect or construct interconnected streets. There is significant topography across the site and relative to adjoining properties. The proposal includes a shared entrance on US-29. Phase 2 of this proposal should be oriented towards the internal street network recommended in the Rio29 Small Area Plan. This would provide a new street connection between US-29 and Hillsdale Drive. *Principle is not met in Phase 1 and is not directly applicable. Staff recommends this principle be met in Phase 2.*
Multimodal Transportation Opportunities	The proposal includes a 14' wide shared-use path along US 29 / Seminole Trail, which will support pedestrian and bicycle mobility and improve access to nearby transit stops.

	Principle is met.
Respecting Terrain and Careful Grading and Re-grading of Terrain	The subject property includes approximately 35' of elevation change, with the property sloping up and away from US-29. Some portions of the site have a more natural physical relationship with US-29, while other portions of the site have a more natural physical relationship with the adjoining properties uphill (including Fashion Square Mall). The parcel includes Managed Steep Slopes. Due to these conditions, development of this property would require extensive grading and the use of retaining walls. Because this property contains Managed Steep Slopes Overlay areas and is also within the Entrance Corridor Overlay District, the necessary retaining walls would be required by Ordinance to comply with the design standards contained in ZO Section 30.7.5. *Principle is generally not met.*
Parks, Recreational Amenities, Open Space	The proposal includes a 14' wide shared-use path along Seminole Trail (US 29). This is shared-use path is intended to be multi-functional, serving as both a recreational amenity and a commuter route to and through Rio29. It is not clear if any such amenities or open space would be provided in Phase 2 of the proposed development. *Principle is generally met.*
Human Scale	No architectural elevations or other details were provided with this ZMA application. An ARB application for this subject property has been submitted to Community Development for review. *Evaluation pending.*
Relegated Parking	Phase 1 of the proposal includes parking areas located generally to the side and rear of the proposed primary structure, which complies with the minimum and maximum front setback requirements. Much of the area between the primary structure and the public right of way would consist of a 14' wide shared-use path and landscaping. *Principle is met.*
Redevelopment	*Principle is generally not applicable.*
Clear Boundaries with the Rural Area	*Principle is not applicable.*

The parcel characteristics of the subject property (TMP #61-134A), including its size, location and surrounding context, have been taken into careful consideration by staff when evaluating the appropriateness of this Application Plan relative to the recommendations in the Comprehensive Plan, the Places29 Master Plan and the Rio29 Small Area Plan.

The subject property adjoins a large surface parking lot and an internal travel way for Fashion Square Mall. It is a small parcel (0.9 acres) and there is not existing urban context for this proposal to respond and/or relate to, such as an internal street network. It can be anticipated that the adjoining Fashion Square Mall will redevelop in the future.

Given the “pre-redevelopment” status of the adjacent Rio29 area, the location and size of this subject property and a phased approach that does not inhibit redevelopment consistent with the Rio29 Small Area Plan, staff believes the proposed development as shown on the ZMA Application Plan is generally acceptable.

The development of TMP #61-134A can occur prior to the redevelopment of Rio29, without restricting, confining or otherwise negatively impacting development consistent with the Rio29 Small Area Plan.

Staff strongly recommends that Phase 2 of the proposed development have a stronger physical and operational relationship with the infrastructure, development and mixture of uses recommended for adjacent areas in the Rio29 Small Area Plan.

Relationship between the application and the intent and purposes of the requested zoning district:

As specified in Zoning Ordinance Section 25.1, Planned Development – Shopping Centers (PDSC) permit development of neighborhood, community and regional shopping centers in accordance with standards set forth in the Comprehensive Plan. It is intended to encourage planned commercial centers with carefully organized buildings, service areas, parking areas and landscaped areas.

ZMA201900014 is not a request for the County to rezone the subject property or otherwise amend the zoning map. The subject property is already zoned PDSC and this application is for County approval of the proposed Application Plan.

The Application Plan shows a phased development approach. Phase 1 (0.45 acres) consists of a one and a half story retail commercial structure with relegated (side and rear) parking, landscaping and a 14’ wide shared-use path.

Phase 2 is undetermined or undisclosed, identified as “Future Development” on the Application Plan. Phase 2 development will be subject to a future Zoning Map Amendment to amend the Application Plan.

Staff finds that the proposed Application Plan for Phase 1 is consistent with the intent of the PDSC zoning district.

Anticipated impact on public facilities and services:

Streets:
Staff does not anticipate a significant traffic impact on the nearby street network with this application. The proposed commercial retail store is anticipated to generate an average of 19 trips per day (ADT). The improvements proposed with this application will help to improve cyclist and pedestrian connectivity in the Rio29 area.

Schools:
The proposal includes no dwelling units and therefore would create no impacts to, and require no services from, Albemarle County Public Schools.

Fire & Rescue:
This project is located near the Seminole Trail Fire Station and Berkmar Rescue Squad Station. Fire & Rescue has not expressed any concerns with, or objections to, this proposal.

Utilities:
This project is in the ACSA water and sewer service jurisdictional area and both services are available. Neither ACSA, nor RWSA, has not expressed any concerns with, or objections to, this proposal.

Anticipated impact on environmental, cultural and historic resources:

There are no known cultural or historic resources being impacted through this proposal. The proposed project involves the demolition, disturbance and development of one of the only undeveloped forested parcels in the Rio29 area. The subject property includes approximately 35' of elevation change, with the property sloping up and away from Seminole Trail (US 29). The parcel includes some Managed Steep Slopes. Due to these conditions, development of the subject property would require extensive grading and the use of retaining walls.

Anticipated impact on nearby and surrounding properties:

Use of the property as proposed is not anticipated to have significant impacts on adjacent properties. The shared use path proposed along the Seminole Trail (US 29) should provide a benefit to nearby and surrounding properties.

Public need and justification for the change:

The Project Narrative acknowledges that the one and a half story, retail building in Phase 1 is not entirely consistent with the Rio29 Small Area Plan. However, the reservation of the remaining portion of the property allows it to be redeveloped as part of adjoining Fashion Square Mall properties. Reserving the remaining portion of the site can provide space for construction of an Avenue shown on the Rio29 SAP's Future Connectivity Plan. Additionally, building construction of the proposed one and a half story building will provide for additional height to be added in the future.

The proposed application provides a 14' foot shared-use path that improves pedestrian and cyclist connectivity in the greater Rio29 area, with landscaping and relegated parking. These site design elements are consistent with the Rio29 SAP.

PROFFERS

There are no proffers associated with this proposal.

SUMMARY

Staff has identified the following factors which are favorable to this request:

1. The proposed Phase 1 use is permissible by right within the existing PDSC zoning district.
2. The proposal would bring this portion of the existing PDSC zoning district into compliance with the requirements of Z.O. Section 8.5, which requires an approved Application Plan for Planned Development districts.
3. The proposed development is consistent or partially consistent with multiple applicable Neighborhood Model Principles.
4. The proposed development provides a 14' shared-use path along Seminole Trail (US 29) consistent with the Rio29 Small Area Plan "Through Corridor" street section and Future Conservation Network Plan.
5. The rear portion of the site (which has a substantially higher elevation than the front portion along US-29 has more of a physical connection to the surrounding Fashion Square Mall property) is reserved for a second future phase of development. This phased development approach enables timely response to redevelopment of the Fashion Square Mall property and future construction of a new Avenue between US-29 and Hillsdale Drive.

Staff has identified the following factors which are unfavorable to this request:

1. The building height (1.5 stories) in the proposed project is inconsistent with the recommended "Flex" form standards in the Rio29 Small Area Plan (2-5 stories).

Staff recommends the addition of a note on the Application Plan indicating that the proposed Phase 1 building be constructed to support multiple stories. Staff also recommends the removal of Entrance Corridor Notes and Requirements "*1. The proposed landscaping on the Application Plan is proposed to compensate for the negative visual impact of the proposed use from the Entrance Corridor*" from the Application Plan. This will be addressed through the pending ARB application.

RECOMMENDATION

Staff recommends approval of ZMA201900014 "Commercial Development", with the note revisions below:

1. Addition of a note on the Application Plan indicating that the proposed Phase 1 building be constructed to support multiple stories, and
2. Remove Entrance Corridor Notes and Requirements "*1. The proposed landscaping on the Application Plan is proposed to compensate for the negative visual impact of the proposed use from the Entrance Corridor*" from the Application Plan.

PLANNING COMMISSION POSSIBLE MOTIONS – ZMA201700010:

A. Should a Planning Commissioner **choose to recommend approval** of this zoning map amendment:

   Move to recommend approval of ZMA201900014, Commercial Development with the note revisions outlined in the staff report.

B. Should a Planning Commissioner **choose to recommend denial** of this zoning map amendment:

   Move to recommend denial of ZMA201900014, Commercial Development (state reasons for denial).

ATTACHMENTS:

A – Location Map
B – ZMA Application Plan *(dated November 18, 2019)*
C – Project Proposal Excerpt *(dated November 18, 2019)*
D – Rio29 Small Area Plan Excerpt

(ZMA-2019-14): TMP #61-134A Location Map



Legend

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

Parcel Info

- ☐ Parcels



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.

January 2, 2020

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)

GENERAL NOTES:

TAX MAP:	06100-00-00-134A0
APPLICANT:	SOUTHEASTERN RETAIL DEVELOPMENT, LLC 2050 CIRCLE HWY. 30A WEST BLDG. M-1 UNIT 231 SANTA ROSA BEACH, FL
OWNER:	ALBEMARLE BANK & TRUST c/o BB&T PROPERTY TAX COMPLIANCE PO BOX 167 WINSTON-SALEM, NC 27102
ENGINEER:	COLLINS ENGINEERING, INC. 200 GARRETT STREET, SUITE K CHARLOTTESVILLE, VA 22902 (434)293-3719
CURRENT ZONING:	PD-SC - PLANNED DISTRICT - SHOPPING CENTER WITH OVERLAY DISTRICTS (AIRPORT IMPACT AREA, AREAS OF MANAGED AND PRESERVED SLOPES, & ENTRANCE CORRIDOR OVERLAY DISTRICTS)
PROPOSED ZONING:	PD-SC - PLANNED DISTRICT - SHOPPING CENTER WITH AN APPLICATION PLAN AND OVERLAY DISTRICTS
ACREAGE:	TOTAL ACREAGE OF PARCEL IS 0.908± ACRES
ALLOWABLE USES:	THE ALLOWABLE USES FOR THIS DEVELOPMENT SHALL BE IN ACCORDANCE WITH SECTION 18-25.2

SETBACKS:
FRONT BUILDING SETBACK: 10' MIN. & 30' MAX. SETBACK FROM ROUTE 29
REAR BUILDING SETBACK: NONE
SIDE BUILDING SETBACK: NONE
PARKING SETBACK: 10' PARKING SETBACK FROM ROUTE 29

UTILITIES:	PUBLIC WATER AND PUBLIC SEWER
SURVEY:	SURVEY AND BOUNDARY PROVIDED BY ROUDABUSH, GALE & ASSOCIATES, INC.
ACCESS:	THE SITE CURRENTLY HAS AN EXISTING ACCESS ENTRANCE FROM ROUTE 29 SEMINOLE TRAIL THAT SERVES AS THE ACCESS TO THE SITE.

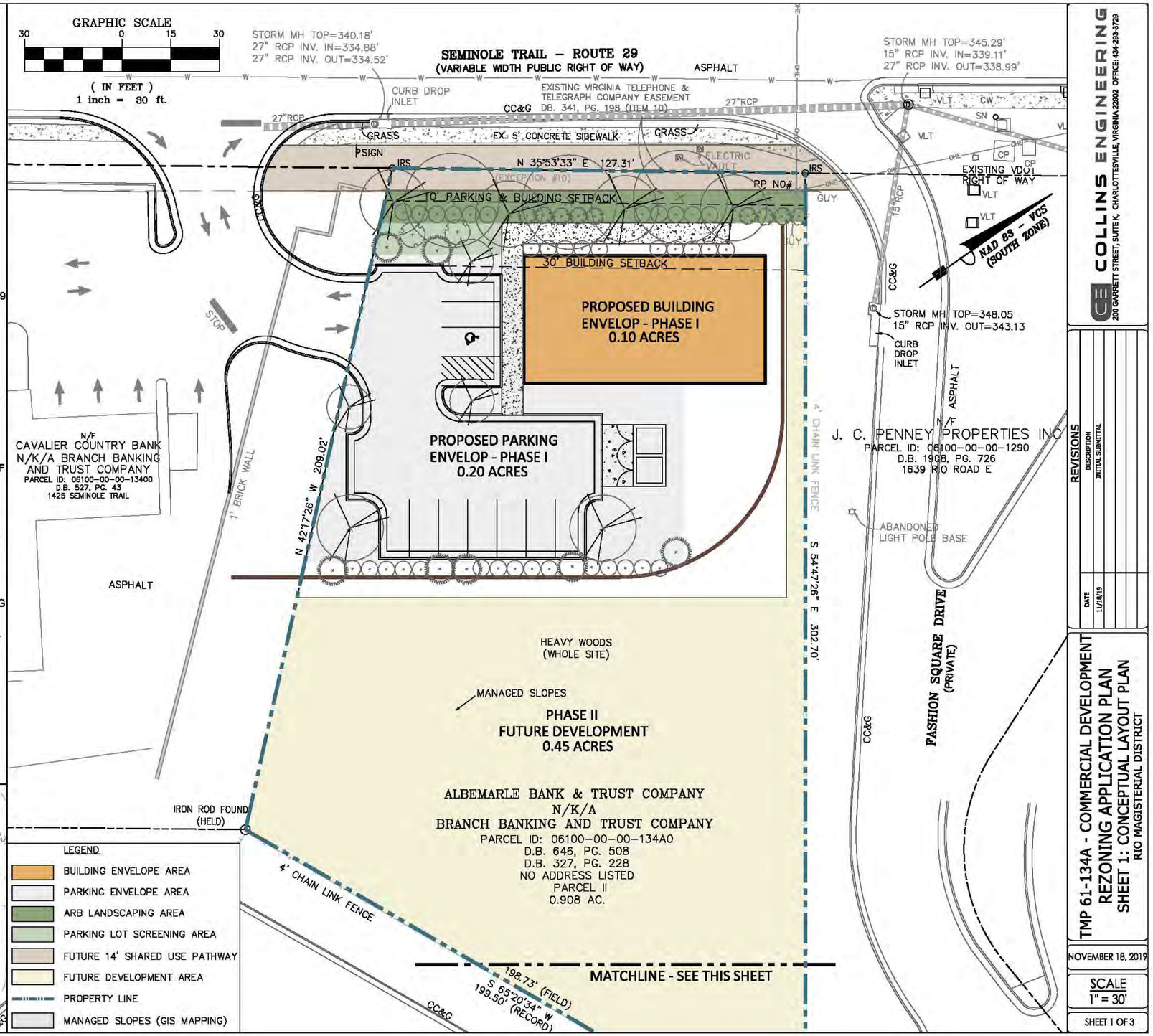
PARKING:
PARKING REQUIRED: (1) SPACE PER 400 SF OF RETAIL SALES AREA
3,000 SF x 1 SPACE/400 SF = 8 PARKING SPACES
PARKING PROVIDED: (10) SPACES (INCLUDING 1 HANDICAP SPACE)

TRAFFIC GENERATION (TRIPS PER DAY):
PHASE I: PROPOSED COMMERCIAL RETAIL STORE (FURNITURE STORE) PER 1,000 SF
ADT: 19 VEHICLES PER DAY
WEEKDAY (A.M. PEAK HOUR): 1 VEHICLE PER PEAK HOUR
WEEKDAY (P.M. PEAK HOUR): 2 VEHICLES PER PEAK HOUR

STORMWATER MGMT:	STORMWATER MANAGEMENT WILL BE ACHIEVED FOR THE SITE WITH AN UNDERGROUND DETENTION FACILITY FOR THE WATER QUANTITY CONTROL AND PURCHASE OF NUTRIENT CREDITS FOR THE WATER QUALITY.
FIRE & RESCUE:	THIS PROJECT SHALL CONFORM WITH ALB. COUNTY FIRE & RESCUE REGULATIONS FOR FIRE PROTECTION AND ACCESS TO THE SITE.
LANDSCAPING AND BUFFERS:	SEE APPLICATION PLAN FOR PROPOSED LANDSCAPING BUFFERS ON THE PROPERTY.
BUILDING HEIGHT:	MAXIMUM HEIGHT 65', PROVIDED THAT ANY STRUCTURE EXCEEDING 35' IN HEIGHT SHALL BE SET BACK FROM ANY STREET R/W. IN ADDITION TO THE MINIMUM YARD REQUIREMENT A DISTANCE OF 2' FOR EACH 1' IN BUILDING HEIGHT.

PROPOSED BUILDING HEIGHT (PHASE I): MINIMUM HT.=20' & MAX. HT.=35'

ENTRANCE CORRIDOR NOTES AND REQUIREMENTS:
1. THE PROPOSED LANDSCAPING ON THE APPLICATION PLAN IS PROPOSED TO COMPENSATE FOR THE NEGATIVE VISUAL IMPACT OF THE PROPOSED USE FROM THE ENTRANCE CORRIDOR.
2. VISIBILITY OF ALL MECHANICAL EQUIPMENT FROM THE ENTRANCE CORRIDOR SHALL BE ELIMINATED.
3. ALL SIGNS FOR THE SITE SHALL BE REVIEWED AND APPROVED BY ARB UNDER A SEPARATE SIGN APPLICATION.



COLLINS ENGINEERING
200 GARRETT STREET, SUITE K, CHARLOTTESVILLE, VIRGINIA 22902 OFFICE: 434-293-3729

REVISIONS

DESCRIPTION	DATE
INITIAL SUBMITTAL	11/18/19

TMP 61-134A - COMMERCIAL DEVELOPMENT
REZONING APPLICATION PLAN
SHEET 1: CONCEPTUAL LAYOUT PLAN
RIO MAGISTERIAL DISTRICT

NOVEMBER 18, 2019

SCALE
1" = 30'

SYMBOL LEGEND

IRS	IRON ROD SET
	SIGN
	UTILITY POLE
	LIGHT POLE
	GUY WIRE
	STORM MH
	ELECTRIC VAULT
RCP	REINFORCED CONCRETE PIPE
CC&G	CONCRETE CURB & GUTTER
	FENCE
OE	OVERHEAD ELECTRIC UTILITY
W	WATERLINE
	MANAGED SLOPES

STORM MH TOP=340.18'
27" RCP INV. IN=334.88'
27" RCP INV. OUT=334.52'

SEMINOLE TRAIL – ROUTE 29
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

ASPHALT

CURB DROP INLET

EXISTING VIRGINIA TELEPHONE & TELEGRAPH COMPANY EASEMENT DB. 341, PG. 198 (ITEM 10)

27"RCP

CC&G

GRASS

EX. 5' CONCRETE SIDEWALK

PSIGN

IRS

N 35°53'33" E 127.31'
(EXCEPTION #10)

ELECTRIC VAULT

PP NO#

GUY

10' PARKING & BUILDING SETBACK

30' BUILDING SETBACK

STORM MH TOP=345.29'
15" RCP INV. IN=339.11'
27" RCP INV. OUT=338.99'

VLT, CW, SN, SL, CP, OHE, OH

EXISTING VDOT RIGHT OF WAY

STRM DI
TOP=478.75
INV IN=472.
OUT=472.10

15" RCP

NAD 83 – VCS (SOUTH ZONE)

STORM MH TOP=348.05
15" RCP INV. OUT=343.13

CURB DROP INLET

ASPHALT

N/F
J. C. PENNEY PROPERTIES INC
PARCEL ID: 06100-00-00-1290
D.B. 1908, PG. 726
1639 R/O ROAD E

ABANDONED LIGHT POLE BASE

FASHION SQUARE DRIVE
(PRIVATE)

N/F
CAVALIER COUNTRY BANK
N/K/A BRANCH BANKING AND TRUST COMPANY
PARCEL ID: 06100-00-00-13400
D.B. 527, PG. 43
1425 SEMINOLE TRAIL

ASPHALT

1' BRICK WALL

N 42°17'28" W 209.02'

S 54°47'26" E 302.70'

4' CHAIN LINK FENCE

HEAVY WOODS
(WHOLE SITE)

MANAGED SLOPES

ALBEMARLE BANK & TRUST COMPANY
N/K/A
BRANCH BANKING AND TRUST COMPANY
PARCEL ID: 06100-00-00-134A0
D.B. 646, PG. 508
D.B. 327, PG. 228
NO ADDRESS LISTED
PARCEL II
0.908 AC.

IRON ROD FOUND (HELD)

198.73' (FIELD)
S 65°20'34" W
199.50' (RECORD)

ASPHALT PARKING AREA

METAL ARROW IRON WITH FENCE POST (0.77' WEST OF

GRAPHIC SCALE
0 15 30
(IN FEET)
1 inch = 30 ft.

COLLINS ENGINEERING
203 GARRETT STREET, SUITE K, CHARLOTTESVILLE, VIRGINIA 22902 OFFICE: 434-293-3719

REVISIONS

DESCRIPTION	DATE
INITIAL SUBMITTAL	11/18/19

TMP 61-134A - COMMERCIAL DEVELOPMENT
REZONING APPLICATION PLAN
SHEET 2: EXISTING CONDITIONS
RIO MAGISTERIAL DISTRICT

NOVEMBER 18, 2019

SCALE
1" = 30'

SYMBOL LEGEND

IRS	IRON ROD SET
	SIGN
	UTILITY POLE
	LIGHT POLE
	GUY WIRE
	STORM MH
	ELECTRIC VAULT
RCP	REINFORCED CONCRETE PIPE
CC&G	CONCRETE CURB & GUTTER
	FENCE
OE	OVERHEAD ELECTRIC UTILITY
W	WATERLINE
	MANAGED SLOPES

STORM MH TOP=340.18'
27" RCP INV. IN=334.88'
27" RCP INV. OUT=334.52'

SEMINOLE TRAIL – ROUTE 29
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

ASPHALT

CURB DROP INLET

EXISTING VIRGINIA TELEPHONE & TELEGRAPH COMPANY EASEMENT DB. 341, PG. 198 (ITEM 10)

27"RCP

GRASS

EX. 5' CONCRETE SIDEWALK

PSIGN

IRS

N 35°53'33" E 127.31'

(EXCEPTION #10)

ELECTRIC VAULT

PIF NO.#

10' PARKING & BUILDING SETBACK

30' BUILDING SETBACK

PROPOSED BUILDING ENVELOP - PHASE I
0.10 ACRES
FFE=346.67

PROPOSED PARKING ENVELOP - PHASE I
0.20 ACRES

STORM MH TOP=345.29'
15" RCP INV. IN=339.11'
27" RCP INV. OUT=338.99'

VLT, CW, SN, SL, CP, OHE, OH, DI

EXISTING VDOT RIGHT OF WAY

STRM DI
TOP=478.75
INV IN=472.
OUT=472.10

NAD 83 – VCS (SOUTH ZONE)

STORM MH TOP=348.05
15" RCP INV. OUT=343.13

CURB DROP INLET

ASPHALT

N/F
J. C. PENNEY PROPERTIES INC
PARCEL ID: 06100-00-00-1290
D.B. 1908, PG. 726
1639 RIO ROAD E

ABANDONED LIGHT POLE BASE

FASHION SQUARE DRIVE (PRIVATE)

S 54°47'26" E 302.70'

N/F
CAVALIER COUNTRY BANK
N/K/A BRANCH BANKING AND TRUST COMPANY
PARCEL ID: 06100-00-00-13400
D.B. 527, PG. 43
1425 SEMINOLE TRAIL

ASPHALT

1' BRICK WALL

STOP

N 42°17'26" W 209.02'

RETAINING WALL MAX. HT.=6'

HEAVY WOODS
(WHOLE SITE)

MANAGED SLOPES

PHASE II
FUTURE DEVELOPMENT
0.45 ACRES

ALBEMARLE BANK & TRUST COMPANY
N/K/A
BRANCH BANKING AND TRUST COMPANY
PARCEL ID: 06100-00-00-134A0
D.B. 646, PG. 508
D.B. 327, PG. 228
NO ADDRESS LISTED
PARCEL II
0.908 AC.

IRON ROD FOUND (HELD)

4' CHAIN LINK FENCE

MATCHLINE - SEE THIS SHEET

198.73' (FIELD)
S 65°20'34" W
199.50' (RECORD)

ASPHALT PARKING AREA

METAL ARROW IRON WITH FENCE POST (0.77' WEST OF

MATCHLINE - SEE THIS SHEET

198.73' (FIELD)
S 65°20'34" W
199.50' (RECORD)

GRAPHIC SCALE
0 15 30
(IN FEET)
1 inch = 30 ft.

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K, CHARLOTTESVILLE, VIRGINIA 22902 OFFICE: 434-293-3719

REVISIONS

DESCRIPTION	DATE
INITIAL SUBMITTAL	11/18/19

TMP 61-134A - COMMERCIAL DEVELOPMENT
APPLICATION PLAN
SHEET 3: GRADING, DRAINAGE & UTILITY PLAN
RIO MAGISTERIAL DISTRICT

NOVEMBER 18, 2019

SCALE
1" = 30'

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1. INTRODUCTION

1.1 Project Narrative

The applicant is seeking a zoning map amendment request to rezone the existing commercial property, located along the southern property line of the Fashion Square mall, from a Planned District Shopping Center (PD-SC) zoning to the same PD-SC zoning with an Application Plan. This ZMA is necessary for any proposed development on the property, even though the proposed use of the property is not changing with the rezoning request. The subject parcel is TMP06100-00-00-134A0 and is a total of 0.908 acres. The property is located along Route 29 between the existing BB&T bank building and the southern entrance to the Fashion Square Mall.

The intent of the rezoning is to provide an application plan for the commercial property with design guidelines for the development of the site in accordance with Albemarle County Zoning Regulations, Comprehensive Plan, and Rio29 Small Area Plan, while allowing for flexibility and creativity in the overall development of the property and future phases of development.

The applicant's current intended use of the property is for a commercial retail building along Route 29 for a mattress store, which is classified as a furniture and home appliances (sales and service) retail use, consistent with PD-SC allowable uses. This proposed commercial retail building for the mattress store shall utilize a phase I area on the property of approximately 0.45 acres, as shown on the attached application plan. The remainder of the site shall remain undeveloped as a future Phase II development area.

The rezoning of the subject property will create a commercial retail store that will provide a retail service for the public community along with employment opportunities for residents in the community.

1.2 Consistency with the Comprehensive Plan & Rio29 Small Area Plan

The Places29 Master Plan is a master plan that was approved and adopted by the Albemarle Board of Supervisors to become a part of the Comprehensive Plan for the Northern portion of the Growth Area of the County. Within the Places29 Master Plan, guiding principles are given for the development of the properties within this Northern Growth Area. In addition, a small area plan, Rio29 Small Area Plan, was recently completed to guide the redevelopment of this central hub location within the Places29 Master Plan. The Rio29 Small area plan emphasizes on (3) vision elements, which are connectivity, character in design, and conservation of community public spaces and natural resources.

This property is located along the southern boundary of the small area plan, adjacent to the Fashion Square Mall. This property extends into the Fashion square mall (as shown on the overall context map), making it an important part of the overall redevelopment of the Fashion Square Mall. The timing of the redevelopment of the mall properties is still an unknown; therefore, this zoning application is proposed to allow a current retail store along Route 29, while still preserving the remainder of the property (as a Phase II development area) to tie-in with the future redevelopment of the Fashion Square Mall. In addition, the construction of a building on the site, as proposed with the current Phase I development, will not preclude a future development of the Phase I area. Construction of additional floors over the 1st floor commercial retail space is an option with the Phase II development. This future construction and development of the property would connect with the future improvements on the mall properties.

While it is acknowledged that the current proposed 1 ½ story retail building in Phase I of the application is not consistent with the Rio29 small area the plan, the reservation of the remaining portion of the property for future development is consistent with the Rio29 small area plan. The ultimate development of this property, which is less than 1 acre) needs to be part of the entire redevelopment of the Fashion Square mall. In addition, as shown in the Comprehensive Plan, an Avenue is planned to be constructed along the northern boundary line of the property as part of the Rio29 small area plan. Reserving the remaining portion of the site will allow the necessary room for the construction of this avenue when the Fashion Square Mall is redeveloped. Along with the redevelopment of the mall properties, a Phase II development can be designed and constructed on the property that will be consistent with the comprehensive plan and the Rio29 small area plan. The Phase II development, as shown in this application plan, can tie-in to the future development improvements on the Fashion Square Mall property, and also be constructed over the existing retail space that is part of the Phase I project area. The Phase II development may also be constructed in conjunction with the new Avenue through the mall properties, fronting the proposed uses on this connector road, activating the streetscape of the roadway. That is not possible at this time, as the current roadway is a private access travelway serving the current uses at Fashion Square Mall.

It is the applicant's commitment to build a retail building as part of Phase I of the project, but to reserve area as part of a Phase II development that will be consistent with the Rio29 Small Area Plan and will tie-in with the future redevelopment of the Fashion Square Mall properties.

1.3 Existing Conditions

The subjection property, as shown in Figure 3 on this page, is located within the Northern Growth Area of Albemarle County and within the recently adopted Rio29 Small Area Plan. The parcel is 0.908 acres in size and is located adjacent to the southern boundary of the Fashion Square Mall. The front of the parcel is located along Route 29 while the back half of the site extends into the parking areas of the mall.

The current zoning of the parcel is Planned District – Shopping Center (PD-SC), and the allowable uses on the site are those uses allowed within the Commercial (C-1), Commercial Office (CO), and Highway Commercial (HC) zoning districts, as noted in the Albemarle County Zoning Ordinance. Under this zoning, commercial retail and offices can be developed by-right on the property.

The topography of the subject property is primarily sloped terrain from the back of the property down to Route 29. There is approximately 35 feet of elevation change from the back of the site to Route 29. The property is primarily wooded with trees and vegetation consisting of the majority of the site. A block retaining wall is located on the southern boundary of the property adjacent to the existing commercial bank property. Fashion Square Mall is located to the north and east of the property and commercial retail is located across Route 29, west of the property.

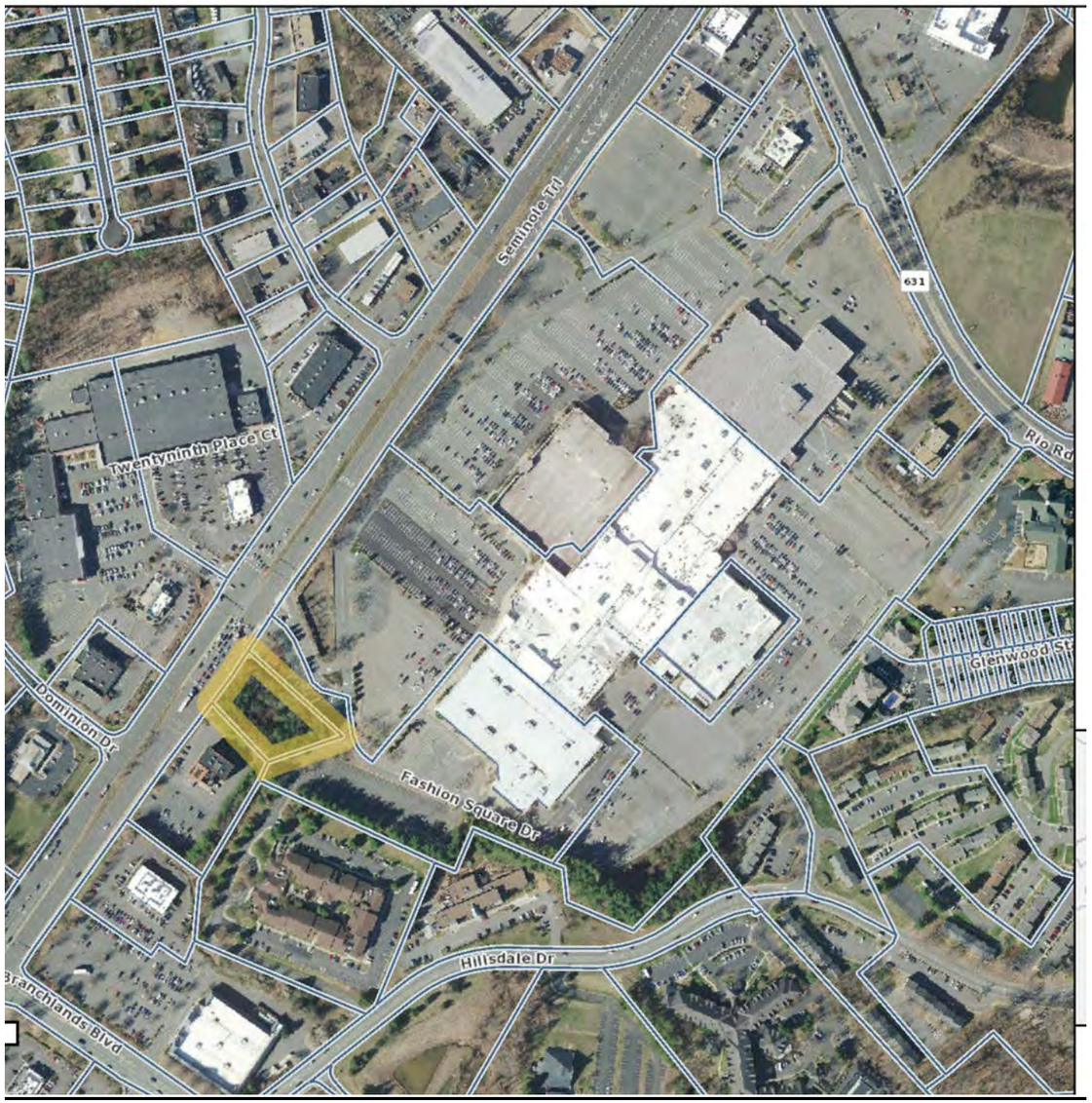


Figure 3: Overall Context Map

1.4 Development Impacts

As stated above, this property is located within the Albemarle County growth area and is part of the Rio29 Small Area plan. The property is also located within the jurisdictional area for County water and sewer service, and has existing water and sewer utilities that service the property. The existing water and sanitary sewer utilities are adequately sized to accommodate the proposed development.

As part of the future development, area has been reserved on the application plan for the future improvements as specified in the Rio29 Small Area plan. Specifically, area has been reserved for the shared use pathway along Route 29, and the area adjacent to the Fashion Square Mall has been included as part of the future development area for the construction of the future avenue with the redevelopment of the mall properties.

1.5 Environmental Impacts

There are no major environmental impacts with the development of the property. Managed slopes do exist on the rear of the site and along the southern property line. These slopes will be minimally impacted with the access to the site for Phase I. Phase II may have some additional impacts to the managed slopes. There are no stream buffers or floodplain areas on the site, and no other critical environmental features. Figure 4 illustrates the Albemarle County Critical Resource Map in this area with the subject property highlighted on the map.

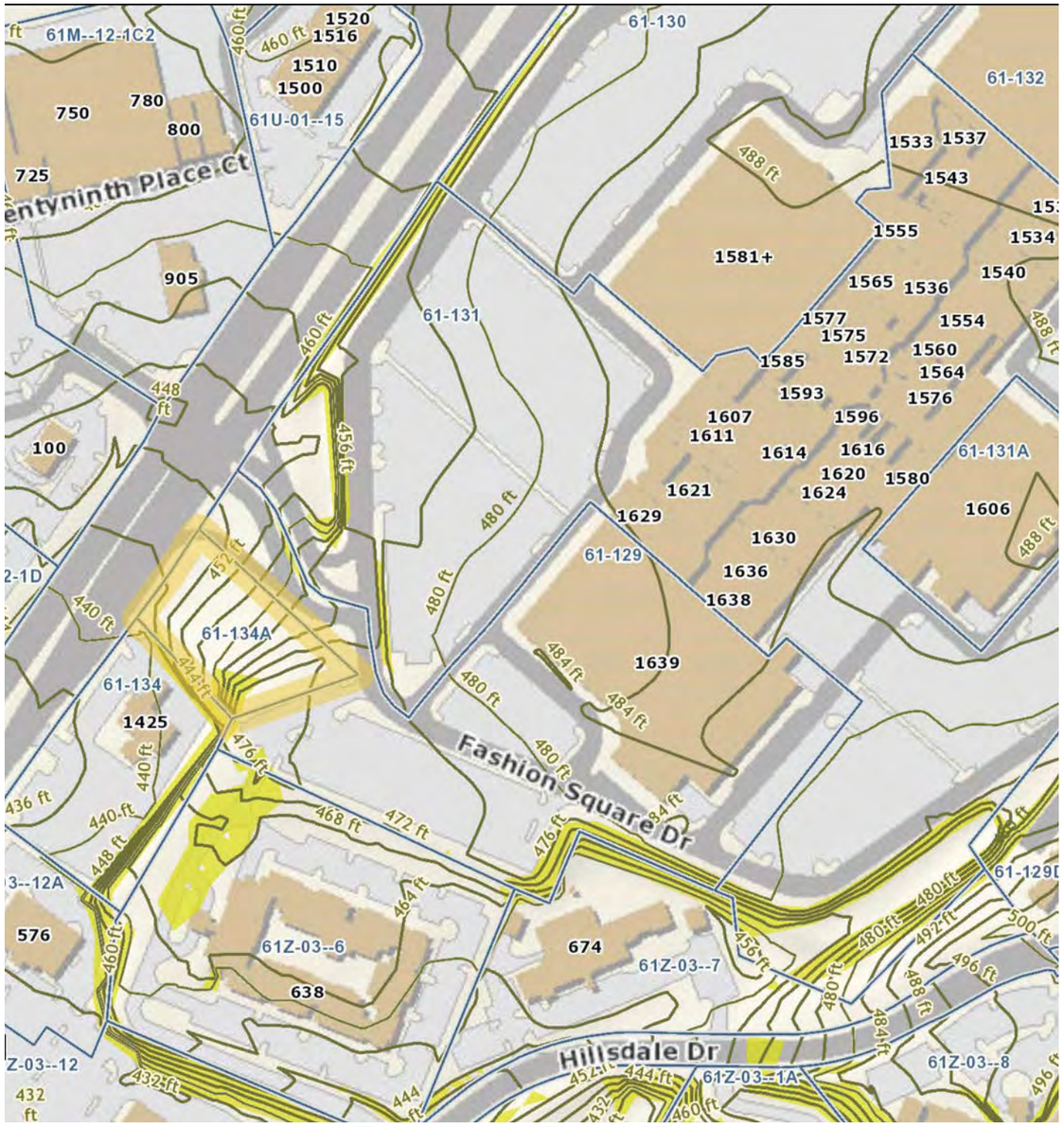


Figure 4: Critical Resource Map

2. DESIGN ELEMENTS

2.1 Application Plan

The Application Plan for the property lays out the framework for the development of the project, while incorporating the flexibility necessary to adapt to the redevelopment of the Fashion Square Mall. The Application plan illustrates the building envelope, parking envelope, landscaping area, shared pathway, and area reserved for future development for the project. The plan illustrates the proposed access to the site and how the site interacts with the adjacent properties for the Phase I development and the future development of Phase II.

2.2 Stormwater Management

All designs and engineering for the development of the property shall adhere to the State Stormwater Management regulations and Albemarle County Water Protection Ordinance. The site will accommodate the stormwater management with an underground detention facility to handle the water quantity and will purchase nutrient credits for the water quality requirements. In addition, rain gardens, water quality swales and other stormwater management features may be utilized to treat the run-off from the roof drains and the parking lot before the run-off is released into the underground detention facility and existing storm sewer system along Route 29.

Protective measures for erosion and sediment control shall be installed to limit any sediment run-off from reaching Route 29 during the construction phases. Additional measures may include, but not be limited to, installation of silt fence with wiring backing, usage of filter socks and floc logs for protection measures, providing additional wet and dry storage area in basins below the disturbed areas, or installation of erosion control matting for all slopes with the use of tackifiers in seeding and soil stabilization applications.

2.3 Grading

Grading of the site shall adhere to the existing topography on the property. Construction the buildings will take into the account elevation changes across the property. The future development will utilize underground parking and multi-level construction to account for grade separations. A retaining wall shall also be installed between the Phase I development and future Phase II development to limit the amount of disturbance with Phase I. The maximum height of the retaining wall shall be six (6) feet.

2.4 Transportation

In accordance with Albemarle County's Rio29 Small Area Plan, this site has reserved an area for the future shared use pathway along Route 29. The existing sidewalk shall remain in place, but with the future development of the site, the sidewalk shall be removed and the shared use pathway shall be installed along Route 29. In addition, area has been reserved for the improvements along the northern property line for the construction of the future avenue with the redevelopment of Fashion Square Mall. The shared use pathway will be installed in conjunction with the shared use pathway across the Fashion Square Mall.

2.5 Parking

Parking shall be provided in accordance with Section 18.4.12 of the Albemarle County Code. Parking lot designs shall include screening from Route 29 and the future avenue by buildings, landscaping, walls, fences, or a combination of various practices. Screening may include landscaping screening, shrubbery, fencing, decorative walls, or other vegetative screening alternatives. All tree canopy landscaping requirements within the parking areas shall conform to the landscaping standards as specified in the Albemarle County Zoning Ordinance Section 32.7.9.

2.6 Spatial Enclosure/Building Heights

The proposed building height of the Phase I building is 1 ½ stories with a minimum height of 20' and maximum height of 35'. This building height is consistent with other retail stores along Route 29. The future development area of the site will adhere to the building heights of the Flex area within the Comprehensive plan and the zoning requirements.

2.7 Phasing

The application plan illustrates the proposed Phase I development plan and the area to be preserved for Future Development (Phase II). Phase I includes the construction of the 1 ½ story retail building along Route 29 on approximately 0.45 acres. The remaining property is being reserved for future development. This area will be developed in conjunction with the redevelopment of Fashion Square Mall. In addition, land area has been reserved for the future transportation improvements, including the proposed Avenue along the northern property line and the shared use path along Route 29.

2.8 Landscaping

All landscaping shall conform to the landscaping standards as specified in the Albemarle County Zoning Ordinance Section 32.7.9. Street trees and landscaping will be provided along Route 29 with the proposed Phase I development, in planting strips, as shown on the application plan. The street trees shall be in accordance with the approved VDOT street trees as outlined in the VDOT design manual and regulations. Spacing of street trees shall be planted in accordance with Section 32.7.9 of the Albemarle County Code for Landscaping and Screening requirements. Street trees along the public streets shall be subject to the approval of the Albemarle County Architectural Review Board and shall meet the requirements outlined in the Architectural Review Board Design Guidelines. All other landscaping shall be subject to Section 32.7.9 of the Albemarle County Code for landscaping and screening requirements.

Character Plan

FUTURE PLACE TYPES IN RIO29



PLACE TYPOLOGIES

Urban Core

Core

Flex

Edge

STREET TYPOLOGIES

BOULEVARD

AVENUE

LOCAL STREET

THROUGH CORRIDOR

Route 29



The **Core** is intended to have the highest intensity of development and the tallest buildings, which are offset by stepbacks. Buildings facing the streets in the **Urban Core** should have active first floor uses.



The Flex area is intended to have the highest amount of flexibility in building form and use. Buildings can have a range of heights and uses, but buildings should be designed to make pedestrians comfortable.



Edges are areas of less-intense development next to existing neighborhoods. Buildings are expected to have lower heights and smaller building footprints.

Form & Site Design Standards

Block Size

CORE



200 - 300 feet
Charlottesville Downtown Mall

FLEX



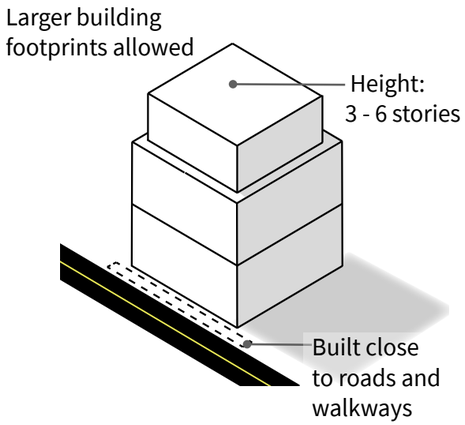
300 - 400 feet
Erie, PA

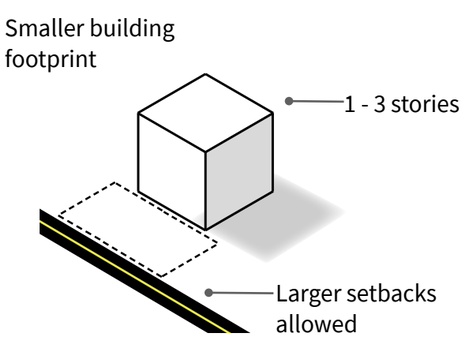
EDGE



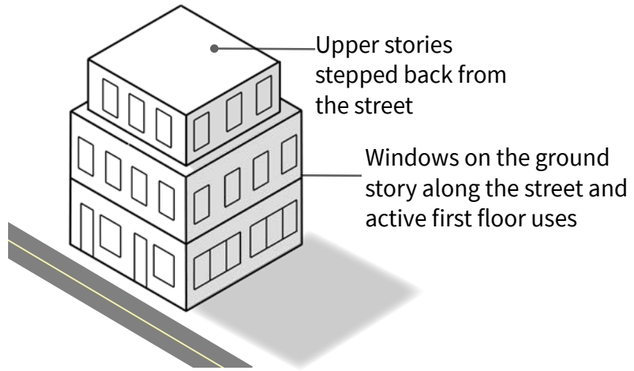
400 - 600 feet
Indianapolis, IN

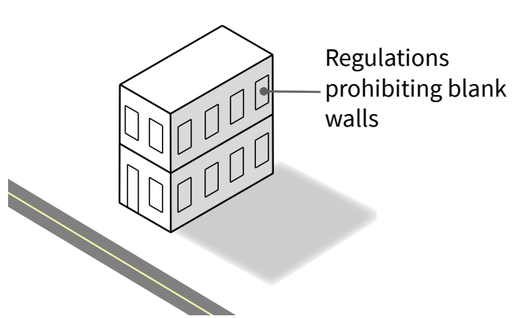
Building Size & Location

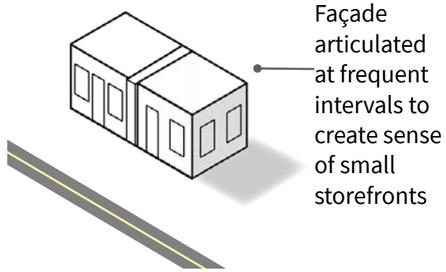




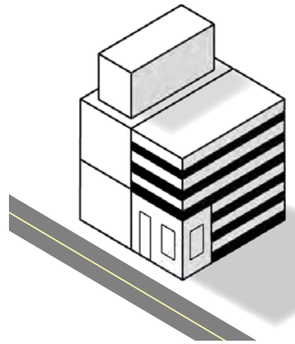
Architectural Standards

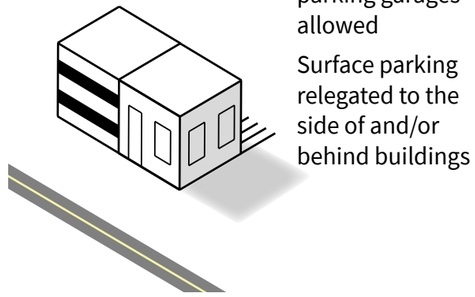






Parking





Form & Site Design Standards

URBAN CORE & CORE

HEIGHT: Buildings should be 3-6 stories tall along street frontages, public spaces, and amenities.

BUILD TO/SETBACK: Buildings should be setback 3 feet from the edge of right-of-way and can be extended up to 10 feet to allow space for patio seating. Right-of-way width is determined by street sections shown in the Connectivity Chapter.

The majority of the street frontage façade should be built to the setback line to 1) establish consistent building forms on both sides of the street and 2) contribute to a sense of spatial enclosure along the street.

STEPBACK: Taller buildings should incorporate stepbacks to help reduce the overall scale of a building and to create an appropriate spatial enclosure ratio. To establish an appropriate spatial enclosure ratio:

- Buildings along Boulevards should be stepped back above 4 stories or 50 feet.
- Buildings along Avenues and Local streets should stepback above 3 stories or 40 feet.

BUILDING SIZE & LOCATION: Building façade breaks should break up large buildings, or a long stretch of buildings, along a street frontage. Façade breaks not only promote walkability but also provide pedestrian/automobile access to the sides and rear of a building.

PARKING: Structured parking should be encouraged in the Urban Core and the County's Zoning Ordinance should be updated to allow structured parking as a by-right use.

When fronting along streets, structured parking should have "liner buildings" along the ground story street frontage. Liner buildings are thin buildings that line the edge of a street or public space, the uses of which promote active street life, such as a coffee shop or an artist's studio.

Off-street surface parking is discouraged in the Urban Core, but may be allowed by exception when screened and relegated to the sides and rear of buildings.

Shared parking between uses is encouraged to reduce the overall amount of parking in the Core areas.

Parking minimums within the Zoning Ordinance should be reduced or eliminated to encourage more compact development, alternative transportation choices, and to facilitate the construction of affordable/workforce housing.

BLOCK SIZE: Blocks of 200 - 300 feet in length should be used in the Core to promote walkability and to provide multiple routes to destinations.

Larger blocks may be allowed by exception if internal circulation is designed to promote walkability, frequent façade breaks are incorporated to allow bicycle/pedestrian circulation throughout the site, and the minimum vehicular connectivity as shown in the Connectivity Plan is established.

FLEX

HEIGHT: Buildings should be 2-5 stories tall. Internal buildings of fewer than 2 stories may be acceptable if they are not along street frontages or adjacent to public spaces/amenities.
Building heights of up to 6 stories may be allowed by exception, especially if the development helps achieve other County initiatives such as the provision of affordable housing, consistency with economic development goals, or if the development is within Opportunity Zone areas.

BUILD TO/SETBACK: Buildings should be setback 3 -10 feet from the edge of right-of-way (right-of-way width should be determined by street sections shown in the Connectivity Chapter).

Most of the street frontage façade should be built to the setback line to 1) establish consistent building forms on both sides of the street and 2) contribute to a sense of spatial enclosure along the street.

STEPBACK: Buildings along Boulevards should be stepped back above 4 stories or 50 feet.

Buildings along Avenues and Local streets should be stepped back above 3 stories or 40 feet.

BUILDING SIZE & LOCATION: The Flex areas may consist of a wide range of building types and sizes. Buildings with larger footprints should avoid large, uninterrupted walls along streets and should incorporate façade breaks to promote walkability.

PARKING: Structured and surface parking are permitted in the Flex areas, and both parking types should be allowed as a by-right use through zoning.

All parking should be relegated to the sides and behind buildings, and should be screened from streets and public parks/amenities.

Shared parking between uses is encouraged to reduce the overall amount of parking needed.

BLOCK SIZE: Blocks should be 300 - 400 feet in length.

Larger blocks may be allowed by exception if internal circulation is designed to promote walkability, frequent façade breaks are incorporated to allow bicycle/pedestrian circulation throughout the site, and the minimum vehicular connectivity as shown on the Connectivity Plan is established.

EDGE

HEIGHT: Buildings should be no more than 3 stories tall.

BUILD TO/SETBACK: Buildings can be set back up to 25 feet in the Edge areas. Features such front porches and stoops are encouraged to foster a pedestrian-friendly atmosphere when larger setbacks are used.

STEPBACK: Buildings are limited to 3 stories in height. Stepbacks are not necessary in Edge areas.

BUILDING SIZE & LOCATION: Buildings should have smaller footprints to encourage consistency with adjacent residential neighborhoods.

PARKING: The majority of the parking in Edge areas will be surface parking and on-street parking.

Structured parking may be allowed by exception for smaller parking structures that are well screened and consistent with the character of the area.

All parking should be relegated to the sides and rear of buildings and should be screened from streets, public parks/amenities, and adjacent residential areas.

Shared parking between uses is encouraged to reduce the overall amount of parking needed.

BLOCK SIZE: Blocks should be 400 - 600 feet in length.

(see "Block Size" in the Flex Zone column for additional details and special exceptions)

STEPBACK DIAGRAMS

URBAN CORE, CORE, & FLEX AREAS

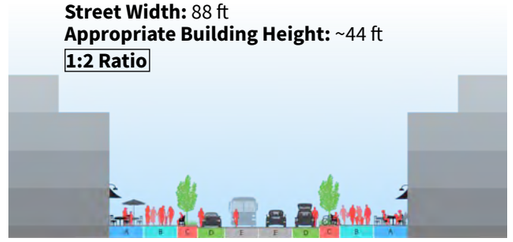
BOULEVARD
Buildings can be up to 6 stories tall in the Urban Core/Core areas and 5 stories tall in the Flex areas. Above the 4th story or 50', the building should be stepped back an additional 15'.



AVENUES
Buildings can be up to 6 stories tall in the Urban Core/Core areas and 5 stories tall in the Flex areas. Above the 3rd story or 40', the building should be stepped back an additional 15'.



LOCAL STREETS
Buildings can be up to 6 stories tall in the Urban Core/Core areas and 5 stories tall in the Flex area. Above the 3rd story or 40', the building should be stepped back an additional 15'.



Spatial enclosure is the relationship of building height to road width. People walking along the streets can feel confined when buildings are too tall and streets are narrow. People can have the opposite feeling of exposure when a street is too wide, structures are short, and buildings are setback far from the street.

To maintain a good sense of enclosure and a comfortable human scale, *The Design Manual for Urban Roads and Streets* recommends a building height to street width ratio between 1:2 and 1:3.

Appropriate Building Heights are calculated using the ratios from *The Design Manual for Urban Roads and Streets*. Buildings above the recommended height should be stepped back to reduce the feeling of confinement while continuing to allow for taller buildings in appropriate locations.