

<b>Neighborhood Model Principle</b>	<b>Staff Comments</b>
<b>Pedestrian Orientation</b>	<p>The length of road raised concerns with Comprehensive Plan Strategy #2b that states developments should be laid out in grids as opposed to long dead-end cul-de-sacs. Strategy #2b states that maximum block lengths should be 600 feet. The applicant revised the Concept Plan to provide breaks in block length along the internal travelway that make the layout generally consistent with block length recommendations from this principle.</p> <p>Sidewalks and cross walks are provided throughout the development along the travelway and around all parking areas. A pedestrian connection is proposed across Old Ivy Road. A multi-use path is proposed along the property frontage and the Rivanna Trail will be maintained through the proposed development. However, Old Ivy Road has sidewalks in a few locations, but there is not a complete pedestrian network outside of the subject properties.</p> <p><b>This principle is met on site.</b></p>
<b>Mixture of Uses</b>	<p>The proposal is providing five housing types (single-family detached residential, single-family attached residential, duplexes, townhomes, and multifamily units). Open space areas are also proposed. These use types are generally consistent with the primary uses called for under each future land use classifications recommended by the Southern &amp; Western Neighborhoods Master Plan.</p> <p><b>This principle is met.</b></p>
<b>Neighborhood Centers</b>	<p>The Southern &amp; Western Neighborhoods Master Plan does not recommend any centers on the subject property. The nearest center is located at the Ivy Road Shopping Center, which is located along Route 250 and is not adjacent to the subject properties.</p> <p><b>This principle is not applicable to the request.</b></p>
<b>Mixture of Housing Types and Affordability</b>	<p>A mix of housing types is provided and the application is consistent with that aspect of Strategy #2g from Chapter 8 of the Comprehensive Plan.</p> <p>15% of the total units proposed within the project will be affordable units, which is consistent with Strategies #2g, #2i and Chapter 9 Strategy #6b of the Comprehensive Plan as well as the Affordable Housing Policy.</p> <p><b>This principle is met.</b></p>
<b>Relegated Parking</b>	<p>Strategy #2n from Chapter 8 of the Comprehensive Plan states that “A building should never turn its back to the street; the front entry to a building should face the street. Walkways should be provided from the sidewalks along the street to the front entry. Having on-street parking or parking to</p>

	<p><i>the side or rear of the building means that pedestrians do not have to cross major parking areas when walking from a sidewalk to a building.”</i></p> <p>Parking for the multifamily buildings is relegated from Old Ivy Road and the internal travelway. On-street parking is provided along the travelway.</p> <p>ARB will review all units (other than single-family detached units) at the site plan stage and additional screening measures may be needed from the Route 29 Entrance Corridor.</p> <p><b>This principle is met.</b></p>
<p><b>Interconnected Streets and Transportation Networks</b></p>	<p>The County’s Zoning Ordinance, Section 18-32.7.2.2, requires all streets and travel ways within a development to be extended to abutting property lines. Per this principle, cul-de-sacs are generally discouraged in within developments.</p> <p>The Concept Plan provides two stub-outs to the east to TMP 60B2-1 Shown on Sheet 8 of the Concept Plan. It is staff’s understanding that the applicant is engaging in ongoing discussions with that property owner related to the street stub-outs and potential for additional full interconnections to be made.</p> <p>The applicant has also indicated to staff that they are attempting to contact the University of Virginia for a potential connection to Leonard Sandridge Drive.</p> <p><b>This principle is partially met.</b></p>
<p><b>Multimodal Transportation Opportunities</b></p>	<p>Page 62 of the Southern &amp; Western Neighborhoods Master Plan contains recommendations for multimodal transportation opportunities in the vicinity of this project. The plan recommends developing “alternatives to provide for safe and convenient access to and through the Lewis Mountain/University Heights area by improving and extending the sidewalk network along the north side of Old Ivy Road” to the intersection of Route 250/Old Ivy Road.</p> <p>A 10’ multi-use path is provided along the Old Ivy Road frontage with an 8’ grass buffer. A pedestrian crossing across Old Ivy Road is proposed, which would connect to sidewalks along the frontage of several new UVA buildings.</p> <p>The Concept Plan shows a pull-off for a bus stop along Old Ivy Road on Sheet 8, also in detail Sheet 13.</p> <p>The applicant proffers to extend the 10’ multi-use path eastward if the neighboring owners donate land to the developer. However, there are no assurances the abutting owners will donate the land. To account for this uncertainty, the applicant is proposing a separate cash contribution proffer</p>

	<p>of \$500,000 that could be used by the County to construct the multi-use path in the future.</p> <p><b>This principle is mostly met.</b></p>
<p><b>Parks, Recreational Amenities, and Open Space</b></p>	<p>Strategy #21 from Chapter 8 of the Comprehensive Plan states “important environmental features, such as floodplains, critical slopes, and forested areas shown on the Development Area Master Plans form green systems that should be protected.”</p> <p>Per the future land use plan recommendations from the Southern &amp; Western Neighborhoods Master Plan, large areas of this project are recommended as Parks &amp; Green Systems future land use. This is because there are areas of Preserved and Managed Steep Slopes, and a WPO stream buffer located in the western, central, and northern portions of the project. The application avoids impacts to the WPO stream buffer and wetlands areas, which is consistent with this principle.</p> <p>To be fully consistent with this principle, the project would need to remove all dwellings and vehicular improvements from portions of the property that are designated as Parks &amp; Green Systems. That said, the applicant has provided sufficient evidence that some areas of Parks &amp; Green Systems do not meet the criteria to be designated as such. For example, the areas of Preserved Steep Slopes proposed to be redesignated as Managed Steep Slopes with ZMA2021-09 would not be designated as Parks &amp; Green Systems if the Master Plan were to undergo an update. Furthermore, other areas designated as Parks &amp; Green Systems were given that classification because that land was anticipated to become part of the Western Bypass, which is no longer moving forward as a capital project.</p> <p>Because the application does avoid impacts to the most critical environmental features on site, and does provide large areas of open space and trails, staff believes that this principle is met even though some development is proposed within the Parks &amp; Green Systems classification.</p> <p><b>This principle is mostly met.</b></p>
<p><b>Buildings and Spaces of Human Scale</b></p>	<p>The narrative states that all buildings will be four stories or less, with some being two-stories. The applicant has submitted a waiver request to the 15’ stepback requirement that would apply to the front facades of multifamily buildings which are proposed to be four stories. Schematic renderings included with the SE2022-11 show that other structures will be of a similar height, if not lower, than existing buildings on neighboring properties. The internal layout of structures along the primary travelway into the project includes several block breaks (areas of open space and travelway connections interspersed between new structures), which will avoid creating a canyon effect as recommended by strategy #2m.</p> <p><b>This principle is met.</b></p>

<p><b>Redevelopment</b></p>	<p>Currently developed parcels would be redeveloped under this proposal.</p> <p><b>This principle is met.</b></p>
<p><b>Respecting Terrain and Careful Grading and Re-grading of Terrain</b></p>	<p>Strategy #2q from Chapter 8 of the Comprehensive Plan recommends that “Where grading is necessary, site grading should result in slopes that are attractive, functional, and easy to maintain, and promote interconnectivity of parcels. In all instances, developers and builders should work to preserve areas of environmental sensitivity shown on the Master Plans.”</p> <p>The applicant has shown that grading necessary for construction of site improvements would avoid disturbing wetland areas and the WPO stream buffer, which is consistent with Objective 6 of the Comprehensive Plan. The majority of wooded areas in the center of the site would also be preserved and not impacted through grading. The applicant has provided evidence that shows the existing Preserved Steep Slopes proposed to be re-designated to Managed Slopes are the result of human activity. Construction activities in these areas would still comply with the Zoning Ordinance design criteria for grading within Managed Steep Slopes (Section 18-30.7.5).</p> <p><b>This principle is met.</b></p>
<p><b>Clear Boundaries Between the Development Areas and the Rural Area</b></p>	<p>The nearest development area boundary is located approximately 1/3 mile to the northwest on the opposite side of the Route 250/Route 29 bypass.</p> <p><b>This principle is not applicable to the request.</b></p>