

Woodbrook Apartments

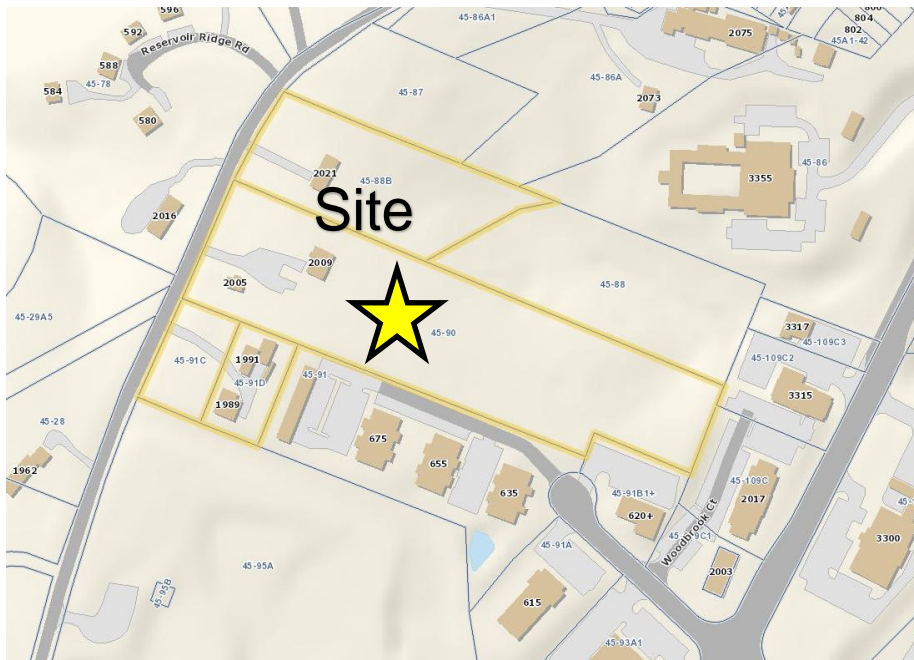
Rezoning Application Narrative

ZMA 2023-006

Project Description

GW Real Estate Partners, LLC (the “Applicant”) is a real estate development and property management company based in Charlottesville. The Applicant proposes a multifamily apartment project to be referred to as “Woodbrook Apartments” on four parcels of land on the west side of Berkmar Drive to be accessed from both Woodburn Road (S. R. 659) and Woodbrook Drive (S. R. 1417), in the Rio Magisterial District (the “Project”). The subject parcels and their size, and owners are as follows (collectively, the “Property”):

Tax Map Parcel	Acreage per Recorded Deeds and Plats / Assessor’s Records	Acreage per Recent Survey	Owner
04500-00-00-09000	5.21 ac.	4.698 ac.	Arthur and Alyson Valente
04500-00-00-091C0	0.41 ac.	0.442 ac.	Arthur and Alyson Valente
04500-00-00-091D0	0.48 ac.	0.484 ac.	Robert Schmunk for Gladys Schmunk
04500-00-00-088B0	1.57 ac.	1.578 ac.	Crystal Hobbs
4 parcels total	7.67 ac. Total	7.202 ac.	



The Applicant is the contract purchaser of each of the parcels that comprise the Property. All of the parcels are zoned R-6 Residential and are designated on the Comprehensive Plan and the Places29 Master Plan for Urban Density Residential use.

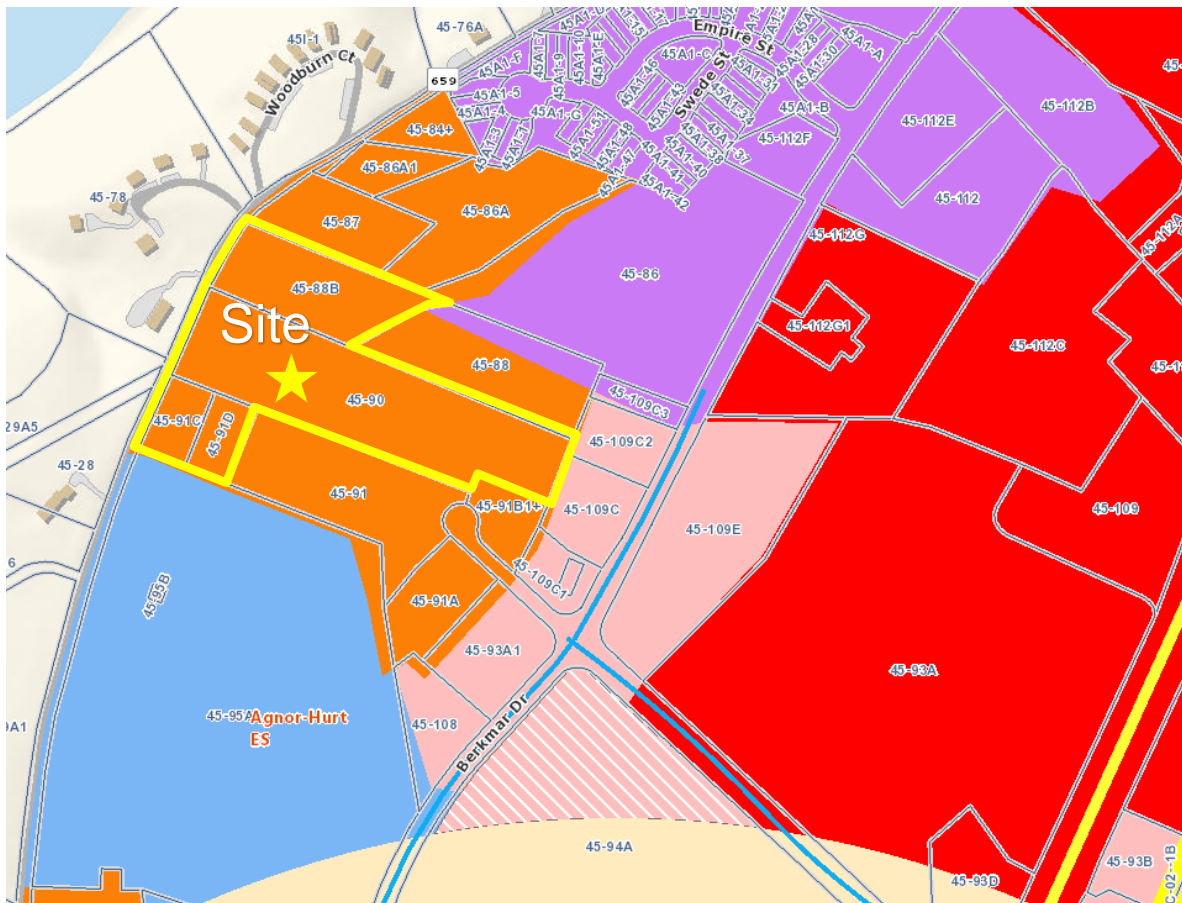
The Applicant proposes to rezone the Property from R-6 Residential to Planned Residential Development (“PRD”) to allow for the development of an apartment community on the Property at a higher density than would be allowed under the existing zoning but is consistent with the recommendation of the Comprehensive Plan. The community would consist of multifamily apartment buildings to serve the County’s need for housing in the Route 29/Rio Road area. The need for housing is reflected in the Comprehensive Plan’s designation of the Property for the future land uses of Urban Density Residential, and in the recently adopted Rio29 Small Area Plan.

Surrounding Area

The surrounding area comprised residential, educational, office, and commercial uses. The Property is on the western edge of the development area; parcels across Woodburn Road to the west are designated Rural Area. Agnor Hurt Elementary School is located adjacent to the southern border of the Property. The proposed community would be within walking distance of Agnor Hurt Elementary School and to many conveniences at Rio Hill Shopping Center and is accessible by transit along Berkmar. The proposed community would offer needed housing options for County residents and would contribute to the urban redevelopment of the surrounding area envisioned by the Rio29 Small Area Plan, including by adding more residents who will support the implementation of the Rio29 Small Area Plan.

Comprehensive Plan Land Use Designations

The Places29 Master Plan’s Future Land Use Map designates the Property for Urban Density Residential. The Property is outlined in yellow, below.



Application Plan

A proposed Application Plan prepared by Collins Engineering dated June 20, 2023, most recently revised December 4, 2023 (the "Application Plan"), is enclosed with this Application. The Project proposes a maximum of 244 dwelling units, for a gross and net density of 34 DUA across the entire 7.202 acres. The Property does not contain any steep slopes or other environmental features. The Application Plan identifies building envelopes for five residential buildings, two of which are located fronting on Woodburn Road, and with the three remaining buildings located behind, internal to the site. A clubhouse building will likely be included in the area shown for Recreational Amenity Space in the middle of the Project, which would be a sixth building, but would not contain any dwelling units. Travelway/parking envelopes are also shown, along with recreational/amenity areas and open space. A sidewalk is proposed to be constructed as an east-west pedestrian corridor through the site, connecting the existing sidewalk within the cul-de-sac termination of the existing Woodbrook Drive to Woodburn Road, which is a recommendation of the Places29 Master Plan.

The existing entrance from Woodbrook Drive to the adjacent commercial office condominium property (TMPs 45-91B1 through 45-91B6) would be modified and would become one of two Project entrances. The condominium parent Parcel 45-91B is subject to a recorded access easement, and the existing driveway will provide access to parcel 45-90. The existing driveway meets VDOT sight distance and access management standards. There are two access points that are provided from the Project to Woodburn Drive, the first is a full access entrance to the north of the Project, and the second is an emergency access only entrance both of which will meet VDOT sight distance and access management requirements.

The Project proposes five residential buildings and envisions a mix of four and five story buildings with a potential of one building being three stories. Building #5 as shown on the application plan, located internal to the site and away from adjacent residents and Woodburn Road, is proposed to be five (5) stories. The proposed club house/amenity area will be either one or two stories.

The Applicant has requested a special exception to modify or waive the requirement under the PRD district regulations that states: "for each story that begins above 40 feet in height or for each story above the third story, whichever is less, the minimum setback shall be a minimum of 15 feet." The proposed plans support a modification or waiver of this requirement. For example, any potential "canyon effect" is mitigated by the existing robust vegetative buffer along Woodburn Road as well as proposed landscaping, which blocks the existing rental homes from the Project. More information about this request is contained in the Special Exception Narrative that is enclosed with the application materials.

The proposed community is located within the Albemarle County Service Authority jurisdictional service area and would thus be served by public water and sewer, and a conceptual layout of water and sewer lines is shown on the PRD plan set. Conceptual stormwater management facilities are also shown on the PRD plan set.

Travelways and parking areas will be privately owned and maintained, as is typical with all multi-family communities under single ownership. As shown on the Application Plan, all existing internal parcel lines would be eliminated, and the project would be developed as a single parcel under common ownership

Affordable Housing:

Affordable Units. Fifteen percent (15%) of the constructed units shall be Affordable to Qualifying Households for a period of (10) years. "Qualifying Household" means a household in which the total annual income of all adults (18+) living in the household, adjusted for household size based on the County-issued *Household Size Adjustment Factors* table below, is 80% or less of the Area Median Income ("AMI") published annually by the Department of Housing and Urban Development. "Affordable" means that the annual rent (not including utilities)

may not exceed 25% of 85% of AMI, adjusted for unit size (i.e. number of bedrooms) based on the County-issued Unit Size Rent Adjustment Factors table below. This calculation accounts for the cost of utilities, meaning that the renters pay utilities separately from rent.

Qualifying Household. The calculation of a household’s income is done solely to ensure that the household qualifies, based on household income and size, to rent an Affordable unit. It does not limit the unit size a Qualifying Household may choose to rent. If a Qualifying Household chooses to rent a unit that would otherwise make its rent-to-income ratio greater than 25%, the property owner is not obligated to adjust the rent of that unit so the rent is equal to or less than 25% of the Qualifying Household’s income. The property owner must ensure that the rent is Affordable based on the calculation described in *Affordable Rents* below.

Household Size Adjustment Factors

# persons in household	Adjustment factor
1	0.7
2	0.8
3	0.9
4	BASE INCOME
5	1.08
6	1.16
7	1.24
8	1.32

Affordable Rents. “Affordable rent” for each unit size (i.e. number of bedrooms) is calculated by multiplying current AMI times the rent factor in the County-issued *Unit Size Rent Adjustment Factors* table below. For example, FY2023 AMI is \$123,300. Maximum monthly rent (not including utilities) for a two-bedroom apartment affordable at 80% AMI is \$123,300 x 0.017708 = \$2,183, based on the County-issued *Unit Size Rent Adjustment Factors* table:

Unit Size Rent Adjustment Factors

Number of Bedrooms	Rent Factor
Efficiency	0.012396
1	0.014167
2	0.017708
3	0.022135
4	0.024792
5	0.028510
6	0.032229
7	0.035948

While the Applicant is providing 15% Affordable units, it should be noted that under the current R-6 zoning a maximum of 43 units could be built without providing Affordable units.

Consistency with the Comprehensive Plan

The proposed community is consistent with the Comprehensive Plan’s designation of Urban Density Residential. The Applicant’s proposed use of the Property will contribute to the urban redevelopment of the surrounding Rio29 area. Surrounding uses include the following:

- Agnor Hurt Elementary School
- Charlottesville Albemarle SPCA
- The Rio Hill Shopping Center
- Lowe's
- Carriage Gate Apartments
- Berkmar Overlook (residential community)
- Numerous retail and service businesses along Woodbrook Drive and Berkmar Drive

The Comprehensive Plan is a guiding document for growth, development, and investment in Albemarle County. The Comprehensive Plan is a general guide and does not have the status of a zoning ordinance, which allows flexibility in how it is interpreted. The Project is approximately a quarter mile north of the designated Rio29 Small Area boundary.

The Project is clearly consistent with many elements of the Comprehensive Plan, as discussed further below. The Master Plan recommends a maximum building height of 4 stories or 45 feet, and up to 5 stories by exception. The Project proposes one five (5) story building internal to the site, which is needed in order to meet the recommendations of the Master Plan regarding density. There have been recent statements by members of both the Planning Commission and the Board of Supervisors regarding rezonings and a recognition that to practically provide sufficient housing in the designated Development Areas, reduce pressure on the Rural Areas, and avoid the need to expand the designated development area, that rezonings would need to be approved at the high end of the recommended density level. Similar statements have been made during meetings and work sessions involving the AC44 project. To realistically meet the goal of providing housing at the high end of the recommended density level, buildings must be taller where possible and particularly in locations such as this one where there are minimal to no impacts to existing neighbors, and the Master Plan allows for this exception. Given the many other aspects of the Comprehensive Plan and Master Plan that this Project meets, as well as meeting the goals of providing housing in the Development Area where there are existing services and where such housing avoids detrimental impacts to transportation, this location is ideal to approve an exception for the recommended height within the Master Plan to allow the high end of the density recommendations to be achieved.

While the Master Plan recommends "two or more housing types" in each development within the Urban Density Residential area, as discussed below, where two or more housing types already exist in an area, an infill site with a single housing type meets the principles of the Neighborhood Model Principles informing the Master Plan. In this case, while the Applicant proposes a single type of housing (apartments), there are residential developments near the Property that provide a variety of housing types for the area including Berkmar Overlook, a by-right townhome community. The Applicant's proposal will help balance other residential developments around the Center that feature a single type of housing and contribute to the mixture of housing types in the general area. In addition, given the relatively small size of the Project, it is economically challenging to provide more than one housing type.

Open space is a recommended secondary use in Urban Density Residential areas around Centers. In keeping with the PRD district regulations, the Applicant proposes to designate 25% of the project area as common open space, to include amenities for residents such as a club house and swimming pool. In addition, the project is located immediately adjacent to Agnor Hurt Elementary School which contains fields and playgrounds for use to the public when the school is not in session.

The Property is located in close proximity to the Rio29 Small Area Plan area, as shown in the image below. The colored areas in the image represent the areas within the Rio29 Small Area plan, which are just a 5-10 minute walk from the Project. As noted previously, the proposed community would offer needed housing options for County residents and employees of nearby business and employment centers, and would significantly contribute

- a. Objective 1, Strategy 1a: Continue to encourage approval of new development proposals in the Development Areas as the designated location for new residential, commercial, industrial, and mixed-use development.
4. From the Development Areas Section of the Comprehensive Plan:
- a. Objective 2a: Continue to require and provide sidewalks and pedestrian paths in the Development Areas.
 - b. Objective 4: Use Development Area land efficiently to prevent premature expansion of the Development areas
 - c. Objective 5: Promote density within the Development Areas to help create new compact urban places
 - d. Objective 6: Promote infill and redevelopment that is compatible with surrounding neighborhoods and uses
5. From Housing Albemarle:
- a. Objective 1: Increase the supply of housing to meet the diverse housing needs of current and future Albemarle County residents.
 - i. Strategy 1a: Allow, encourage, and incentivize a variety of housing types (such as bungalow courts, triplexes and fourplexes, accessory dwelling units, live/work units, tiny homes, modular homes, and apartment buildings); close to job centers, public transit and community amenities; and affordable for all income levels; and promote increased density in the Development Areas.

Impact on Public Facilities and Infrastructure:

Public Transportation Facilities:

There are two entrances proposed into the property, one from Woodbrook Drive, and the other from Woodburn Road. The access from Woodbrook Drive will use the existing entrance for the adjacent property which contains an access easement for this property. All entrances will be subject to Virginia Department of Transportation and County requirements. Trip Generation information for the proposal is provided in the chart below.

**Woodbrook Apartments
 Albemarle County, VA**

ITE Trip Generation – Typical Weekday – 11th Edition

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise – 4 to 9 floors) (221)	244 units	559	559	22	74	58	38
Multifamily Housing (Mid-Rise – 4 to 9 floors) (221)	255 units	585	585	23	78	61	39

A Traffic Impact Analysis is not required for this submittal.

Other Public Transportation and Multi-modal Infrastructure:

The Project proposes a sidewalk from the Woodbrook Drive entrance through the Project, connecting to Woodburn Road. The Project also includes a pedestrian connection to Agnor-Hurt Elementary. There is a mixture of sharrows and bike lanes along Berkmar Drive that will also allow an alternative form of transportation for the residents. In addition, bike racks are provided throughout the development to allow for safe storage of the residents' bikes, as generally shown on the Application Plan.

There are existing Charlottesville Area Transit (CAT) bus stops along Berkmar Drive that are within walking distance from the Project that will allow for the residents to access public transportation. See below from CAT route map (red circle = bus stop).



The Project also includes an opportunity for a future interparcel connection with Tax Map parcel 45-87 to the north in the event that parcel is ever redeveloped. This interparcel connection will help create an interconnected street network that further supports the existing and enhanced multi-modal transportation opportunities and distributes impacts on the transportation network.

To assist with the needed pedestrian and safety infrastructure in the area, the Project has proffered to provide \$10,000 towards the future installation of a crosswalk and pedestrian signal across Berkmar Drive from Woodbrook Drive that is planned with the proposed shared use path on the east side of Berkmar Drive. Further, the Project has also proffered to extend pavement markings, double yellow lines, from the location where they currently end adjacent to Agnor-Hurt Elementary School on Woodburn Road, north to the property line for the Project.

Schools:

School-aged children living at the Project will attend Agnor-Hurt Elementary, Burley Middle School, and Albemarle High School. Agnor-Hurt Elementary School is adjacent the Project and Albemarle High School is also close by. It is critical to evaluate this issue in consideration of the fact that the Property is already zoned R-6 Residential, which would permit 43 units by-right.

Both Agnor-Hurt Elementary and Burley Middle School have sufficient capacity through the 2030/2031 school year, according to the Long Range Planning Advisory Committee's ("LRPAC") 2021 Recommendations report. While there is sufficient capacity at Burley Middle School, the Albemarle County Public Schools are currently conducting a Middle School Facilities Master Plan with the goal of developing a 20-year master plan to address, improve and resolve capacity challenges and renovation needs, specifically for Journey and Henley Middle Schools. ACPS has partnered with VMDO Architects, a local architectural firm specializing in K-12 education, to

conduct the Middle School Facilities Master Plan. Work began in April 2023 and will continue through the end of the 2023 calendar year.

While Albemarle High School is currently above planned capacity, the County school division “has embarked upon a ‘center’ based strategy to address capacity issues at its three comprehensive high schools, in particular Albemarle High School. The LRPAC’s recommendations included the following statements regarding capacity related to the High School Center model: “The Division has embarked upon a “center” based strategy to address capacity issues at its three comprehensive high schools, in particular at Albemarle High School” and “This solution is not only a solution capacity, but it also supports a new instructional model that looks toward the future of learning spaces.” The two “centers” that have been approved by the County will serve 650 students. Center I, which opened in 2018 and is located approximately three and a half miles from the Project, will serve up to 250 students. Center II will serve up to 400 students and the County budget that was approved by the Board of Supervisors in May 2022, included funding for the construction of the High School Center II.

In addition, Albemarle County Public Schools undertook and adopted a Lamb’s Lane [Master Plan](#) study in the Spring of 2022 of the facilities located along Lamb’s Lane including Albemarle High School. High School Center II is proposed to be a part of the Albemarle High School Campus at Lamb’s Lane.

Below are the yield rates for the proposal using the schools provided “Subdivision Yield Analysis” dated August 23, 2021.

	Apartment/Multi-Family	By-Right: Single Family Detached
Agnor-Hurt Elementary (Multi-Family 0.08 Yield Rate; SFD 0.14 Yield Rate)	20	6
Burley Middle (Multi-Family 0.03 Yield Rate; SFD 0.06 Yield Rate)	8	3
Albemarle High (Multi-Family 0.06 Yield Rate; SFD 0.12 Yield Rate)	15	5
Total Units:	244	43
Total Potential Students:	43	14
Net Potential Students:	29	

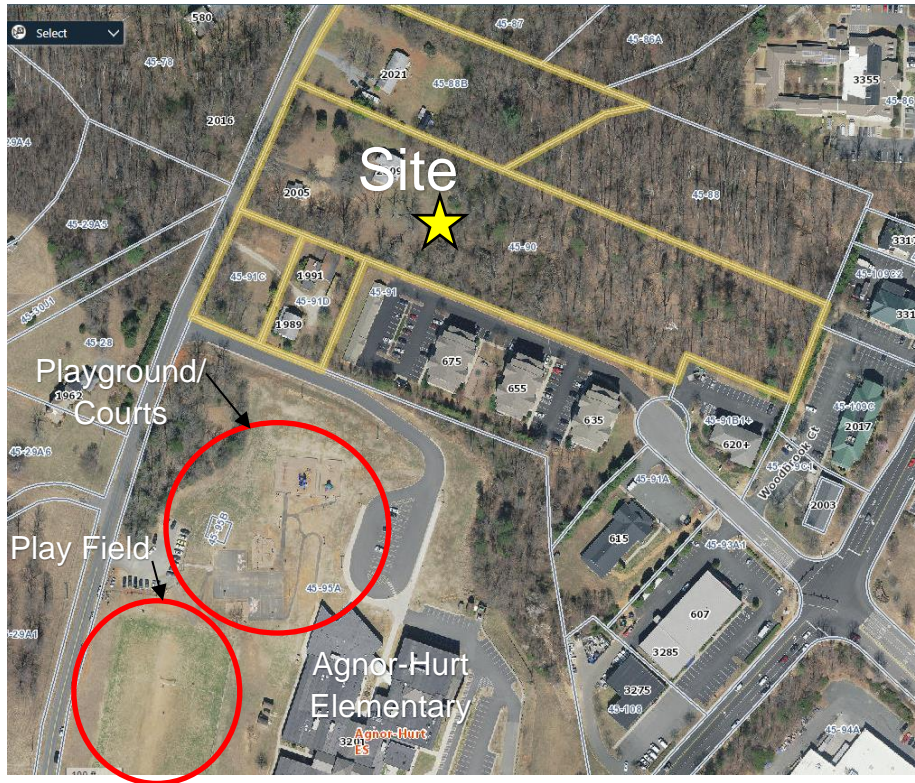
Fire/Rescue/Safety:

This project will be served by the nearby Seminole Trail Volunteer Fire Station on Berkmar Drive which provides fire and rescue services to this area. The proposal includes three entrances, which provide the required second point of access by Fire/Rescue.

Public Parks:

The Project will include a variety of recreational amenity areas on site, which will likely include a club house and swimming pool, a tot lot, and a pocket park, and perhaps additional passive recreation areas. The Project will also provide a pedestrian connection to Agnor-Hurt Elementary which has a variety of playground equipment, fields, and play courts in close proximity to the Project, see map below, which is available to the public outside of school hours and will provide the residents of the Project additional recreation opportunities. Given this variety

of on-site amenities and access to Agnor-Hurt Elementary, we do not expect there to be a material impact on public parks.



Impacts on Environmental Features

As proposed, the Project does not create any detrimental impacts to any environmental features. There are no steep slopes, streams, wetlands, or any environmentally sensitive areas on site.

In addition, by proposing a dense, walkable multifamily community in the heart of the County's designated development area, in walking and easy biking distance of a large and growing number of shops, services, and employment areas, coupled with nearby transit stops and the proposed sidewalk and pedestrian connections, the Project will make it easier for residents to minimize or avoid the use of an automobile, which can reduce traffic congestion and improve regional air quality. The U.S. Environmental Protection Agency has studied this issue and issued a report entitled "Measuring the Air Quality and Transportation Impacts of Infill Development, available at the link below.¹ The Executive Summary of the report includes the following statements:

Many regions are struggling to balance transportation needs with community revitalization and environmental protection. The potential for infill development to support all three goals is what sets it apart as a unique strategy. While the positive impact of redevelopment projects may be readily apparent at the community level, their regional transportation and air quality benefits can be harder to quantify.

Fundamentally, well designed neighborhoods in more accessible places make walking, biking and transit more convenient options. Therefore, policies that increase the amount of urban and suburban infill development can help more people meet their everyday needs with less driving. In turn, this can reduce traffic and contribute to better regional air quality. Fundamentally, well designed neighborhoods in more accessible places make walking, biking and transit more

¹ <https://www.epa.gov/smartgrowth/measuring-air-quality-and-transportation-impacts-infill-development>

convenient options. Therefore, policies that increase the amount of urban and suburban infill development can help more people meet their everyday needs with less driving. In turn, this can reduce traffic and contribute to better regional air quality.

Historic Resources:

There is an existing cemetery in the northeast corner of the Property that will not be impacted by the Project and will be protected while allowing access to the grave sites over the Project's travelway/parking area for any visitors.

Consistency with the Neighborhood Model Principles

Pedestrian Orientation. A concrete sidewalk will be provided from the Project to the existing sidewalk along Woodbrook Drive. Sidewalks will be located throughout the interior of the site as well, along travelways and driveways. The Property has frontage on Woodburn Road, which marks the edge of the County's Development Area and features a rural street section. A sidewalk is provided from Woodburn Road to allow pedestrian connection from Woodburn Road through the site to Woodbrook Drive. Providing a sidewalk connection to the existing pedestrian network will provide residents with enhanced pedestrian access to the nearby schools, Rio Hill Shopping Center, library, and many other areas in and around the Rio29 area. Sidewalk connections between buildings, amenities, as well as the pedestrian connection to Agnor-Hurt Elementary will also support pedestrian orientation.

Mixture of Uses. While the Project will be used entirely for residential uses, it is in very close proximity to other mixed-use properties such as the offices and retail adjacent and along Woodbrook Drive and Berkmar Drive to the south and east including the UVA Credit Union, and dentist office, Rio Hill Shopping Center (including a Kroger) and Lowes to the east, SPCA, Signature Medical Spa, Albemarle Dermatology, Anew Salon, Sam's Club, Walmart, and Foundations Child Development Center to the north, among many other nearby mixed-use properties. As shown by the future land use map in the Places29 Master Plan, the Property is designated for Urban Density Residential use to support an overall mixture of uses in and around the area. When considered in the broader context of the Project's proximity to these other mixed-use areas, Woodbrook Apartments satisfies this principle.

Neighborhood Center. Even though the Project itself is not identified within the Places29 Master Plan as a Center, Woodbrook Apartments is part of a larger neighborhood oriented toward and complementary to the nearest Centers as described in the Place29 Master Plan and Rio29 Small Area Plan. Rio Hill Shopping Center is near the Project and provides a large variety of services, and the offices and retail areas along Woodbrook Drive adjacent to the site provide a smaller, and complementary type of services. Residents would be afforded many benefits by this proximity to these Centers, some of which are immediately adjacent, and others which are located within walking or biking distance from the Property. Woodbrook Apartments would provide an extraordinarily convenient location for employees of Lowes, UVA Credit Union, Walmart, Signature Medical Spa, the many shops at Rio Shopping Center, among many other nearby employers. Similarly, residents of Woodbrook Apartments will have extremely convenient access to services at these employers.

Mixture of Housing Types and Affordability. Portions of the Property have been vacant for many years, and others have contained single-family residences. In addition, the Project contains an affordable housing component, as discussed elsewhere in this narrative. While there is one adjacent apartment development, when considered in the context for the large number of single-family residences nearby along Woodburn Road and within the new Berkmar Overlook community, the broad purpose of this principle is met.

The areas surrounding Woodbrook Apartments are mostly developed with single-family detached homes, townhomes, and non-residential. As such, it is appropriate to consider the proposed housing type withing the

Project in the context of this surrounding development. The Objective 2, Strategy 2g of Urban Development Areas provides that ***“(u)less a mixture of housing types already exists in an area, new development proposals should offer a variety of housing types for different income levels”*** (emphasis added).

Furthermore, the Comprehensive Plan posits a strategy of ensuring that Development Areas provide a variety of housing types, stating that *“a full range of housing types creates choices for residents.”* A primary impetus for housing type choice is housing affordability, which apartments are uniquely suited to satisfy. The Comprehensive Plan also notes that *“a mixture of housing types may not be necessary for infill development, depending on the context and location.”*

The Applicant is proposing that 15% of the units constructed will be affordable for ten years, which will ensure a mix of housing affordability on site, which is the primary goal of this strategy of the Neighborhood Model Principle. Multifamily housing often provides the best affordable option in high-cost areas such as Albemarle County close to urban development where people work.

Interconnected Streets and Transportation Networks. The Project will have entrances from Woodburn Road to the west and Woodbrook Drive to the southeast. It proposes travelways and parking areas in the areas shown on the Application Plan, which will support a system of connections allowing vehicles to access nearby locations with ingress and egress from both Woodbrook Drive and Woodburn Road. The Application Plan also shows an area for a future connection on the northwest corner of the Property, which will facilitate a vehicular and pedestrian interconnection should that property be redeveloped in the future.

Multi-Modal Transportation Opportunities. The application continues existing multi-modal transportation opportunities that would allow residents of Woodbrook Apartments to access the Project by vehicle, on foot, by bicycle, or by public transit with existing transit stops within walking distance of the Project. As noted, there are existing pedestrian and bike facilities along Berkmar Drive that will allow pedestrian and bicyclists to access the numerous nearby centers, public schools, and employment areas.

Parks, Recreational Amenities and Open Space. The Project proposes common recreational areas and other amenities for residents, that will likely include an outdoor swimming pool, a fitness center, and possibly other amenities such as a tot lot and a dog park. The Applicant’s proposed amenities will satisfy the requirements of the PRD zoning district. As noted above, the Project will provide a pedestrian connection to the adjacent Agnor-Hurt Elementary School which contains a number of recreational facilities for use outside of school hours.

Buildings and Spaces of Human Scale. Per Section 19.4 of the Albemarle County Zoning Ordinance, the maximum height permitted in the PRD zoning district is 65 feet. As stated previously, the Project includes a mixture of four and five story buildings. The tallest building is located internal to the site, closer to the existing office building and away from Woodburn Road. In addition, proposed landscaping will help minimize the impacts of new buildings in this area. The proposed buildings will include architectural features and detailing to add visual interest and eliminate blank walls, which will support the principle of buildings of human scale.

Relegated Parking. The Project is located behind existing development and does not front on Berkmar Drive or Woodbrook Drive. For the area of the Project adjacent to Woodburn Road, the Application Plan shows all parking areas relegated either behind the buildings or with very small parking areas to the side of buildings which will be buffered from Woodburn Road with landscaping.

Redevelopment. This application involves the redevelopment of the two parcels (TMP 45-88B/Hobbs and TMP 45-91D/Schmunk) that are currently developed with single family detached units with a type of dense residential housing that is expressly recommend by the Places29 Master Plan, at levels of Urban Density Residential.

Respecting Terrain and Careful Grading and Re-grading. Some grading will need to occur on the Property during construction; however, no steep slopes are located on the Property. The Applicant will obtain all required permits and approvals that may be needed to conduct grading on the Property.

Clear Boundaries with the Rural Area. Directly across Woodburn Road to the west from the Property is the Rural Area. By containing all development within the Property boundaries, and maintaining the clear boundary with that Rural Area, the Project satisfies this principle.

Climate Action Plan

In October 2020, the County adopted the Climate Action Plan that recommends a number of strategies and actions for renewable energy and other initiatives. The Project will specifically contribute to the following strategies and actions:

Strategy: Increase opportunities for bicycling, walking, and other alternative forms of personal transportation for daily travel.

Actions:

- *Increase the extent of sidewalks, bike lanes, and shared-use paths in the County's Development Areas, focusing on strategic, high-impact connections and filling gaps in existing networks.*
- *Improve the quality of bicycle and pedestrian infrastructure in the Development Areas to make it safer and more comfortable for users.*

Strategy: Through land use planning, provide an urban land-use pattern more conducive to sustainable local and regional travel, and to protecting carbon sequestration in the Rural Area.

Actions:

- *Incentivize denser and more mixed-use development patterns within the Development Areas, including infill development within existing low-density areas and redevelopment of existing underutilized commercial sites.*
- *Increase affordable housing options in areas served by a variety of transportation options.*