

Parkway Place

Zoning Map Amendment Application Narrative

Original Submission: June 17, 2019

Revised Narrative for Resubmission: September 3, 2019

Revised Narrative for Resubmission: **November 18, 2019**

Project Proposal

On behalf of Kotarides Developers, LLC ("Kotarides" or the "Applicant"), we hereby request the approval of a Zoning Map Amendment ("ZMA") for Tax Map Parcels 06100-00-00-16700 and 06100-00-00-167C0 (the "Property"). We specifically request for the 27.31 acres comprising the Property, located at the intersection of Rio Road East and John Warner Parkway, to be rezoned from R-4 Residential to Planned Residential Development - PRD with proffers. The purpose of this ZMA is to allow for the development of a multi-family apartment community to be known as "Parkway Place" (the "Project"). The development will also include a publicly-accessible trailhead park to provide a community recreational amenity and access to the existing Rivanna Trail system on the Property along John Warner Parkway. Enclosed as Attachment A is the Project's concept plan, entitled, "Parkway Place Development," dated November 18, 2019, prepared by Collins Engineering (the "Concept Plan"). The Project layout is depicted on Sheet 1, which is referred to herein as the "PRD Plan." **The PRD Plan (Sheet 1 of 3), the Entrance Frontage Improvements (Sheet 2 of 3), and the Grading, Stormwater Management, & Utility Plan (Sheet 3 of 3) together comprise the three-page "Application Plan."** Following the Application Plan and Existing Conditions sheet is a set of Illustrative Exhibits prepared by LPDA.

The Applicant:

Kotarides was founded in 1963 by Alex and O. Pete Kotarides as a small home builder in Virginia Beach. The company has been family-owned and operated for the past 56 years. Kotarides built its first apartment community in 1969 in Virginia Beach, and it continues to own and manage the community. The company develops, builds, and manages all its properties, thus maintaining the quality of facilities and service, and is very focused on being a good neighbor in the communities in which its properties are located.

Existing Uses:

As shown on Sheet 4 ("Existing Conditions") of the Concept Plan, TMP 61-167C (25.73 acres) contains open fields, several agricultural outbuildings, and the Rivanna Trail; TMP 61-167 is the site of a single-family residence. Both parcels are zoned R-4. The Property is designated for Urban Density Residential and Urban Mixed Use (in Center) in the Comprehensive Plan. The large parcel is subject to a permanent easement on an approximately 5.890 acre area for a public park and trail. A copy of the instrument establishing the easement is included in the application materials.

Proposed Uses:

Kotarides proposes developing the Property into a multi-family housing community containing 328 dwelling units, which would have a gross density of 12.01 dwelling units per acre (DUA). The PRD Plan shows the location of the building envelopes, travelways/parking envelopes, and greenspace. An illustrative plan of the Project and Landscaping are also attached. As shown on Attachment B ("Allowable Density Analysis"), the Property contains 5.89 acres of Public Open Space (the existing city park easement) and 1.14 acres of Private Open Space (which includes all steep slopes, stream buffers, and flood plains). The net density of the proposed development, after subtracting the acreage of the Public Open Space, Private Open Space, WPO stream buffer, preserved slopes, and flood plain would be **16.17 DUA: 328 / (14.95 acres + 5.33**

acres). See Attachment B: net density calculations include the 14.95 orange area (Urban Residential Density) + 5.33 striped area (Urban Mixed Use in Center) and exclude the 5.89 Public Open Space/city park and 1.14 Private Open Space.

The Applicant will dedicate approximately 1.1 acres in the northeast corner of the Property at the intersection of Rio Road and John Warner Parkway as a public park. The Applicant will work with the County Parks and Recreation Department to design a Neighborhood Service Center consisting of a trailhead park, which will provide parking for those accessing Rivanna Trail (the “Trailhead Park”). The Trailhead Park will include gateway monumentation, a gazebo with trail maps or other small structure, and public art; the exact amenities will be determined in conjunction with county and city parks and recreation departments, and the park design will be informed by recommendations from the Architectural Review Board. The Applicant believes that this proposed park amenity providing connectivity to the existing trail system is a more appropriate use for this Neighborhood Service Center than mixed use development that would bring additional traffic to the area. As further beautification of the area and to increase the enjoyment of the Trail, Kotarides also proposes extending the County’s wildflower meadow planting project planned for City property at the northeast corner of the Rio intersection onto the eased area along John Warner Parkway, stretching along the western boundary of the Property.

As shown and noted on the PRD Plan, 12.99 acres of the 27.31 total acreage would be used for private common open space, open space dedicated to public use for the proposed Trailhead Park, active recreation areas for the apartment community, a greenway continuation of the Rivanna Trail, and the existing public open space conservation area.

Surrounding Properties:

The Property is located within the urban ring just on the edge of the Charlottesville city limits. A number of residential neighborhoods have been developed on surrounding properties, including Belvedere, The Reserve at Belvedere, Dunlora, Dunlora Forest, and Shepherd’s Ridge at Dunlora to the north and east off Rio Road West; and Riverrun, Treesdale, Stonehenge, and Stonewater off Rio Road East southeast of the Property. Several institutional uses are in close proximity to the Property as well, including Charlottesville Albemarle Technical Education Center (CATEC) immediately northeast across John Warner Parkway, several churches on Rio Road, and Charlottesville Waldorf School and Charlottesville Catholic School to the south. Please refer to the enclosed Vicinity Maps for the location of the project in the context of existing roadways and walking trails, neighborhoods, parks, and institutional uses and businesses.

Consistency with the Comprehensive Plan



Land Use Designations

The Future Land Use South Map designates the Property as **Urban Density Residential** (orange), **Urban Mixed Use (in Centers)** (pink/white stripe), **Public Open Space** along John Warner Parkway (green), and **Privately Owned Open Space; Environmental Features** in the western corner (dark green) where the stream and WPO stream buffer and 100-year flood plain are located, along with Preserved Slopes, none of which will be disturbed by the development.

The Places29 Master Plan for the Northern Development Areas (the “Master Plan”) land use plan designates 14.95 acres of the Property for Urban Density Residential and 5.33 acres in the northeast corner as Urban Mixed Use (in Centers). Please see the Comprehensive Plan Land Use Map (page 1 of the Illustrative Exhibits) and the Allowable Density Analysis attached as Attachment B. The Urban Density Residential designation “is used in areas around Centers where multifamily housing with a gross density range between 6.01 and 34 units per acre is desired.” (See Master Plan, Ch. 4, “Land Use Designations”). The 14.95 acres of the Property within the UDR designation could be developed with between 89 units (minimum) to 508 units (maximum) based on desired density. The existing zoning, R-4, is inconsistent with the Comprehensive Plan because it permits only four dwelling units per acre, not the medium density desired in this location. Primary uses within UDR areas are multifamily and single-family residential. As further detailed in the “Primary and Secondary Uses” section of Chapter 4, residential buildings should not be taller than four (4) stories or 45 feet unless by exception. The Project fits squarely within the desired primary use for areas designated as Urban Density Residential as it will be a multi-family residential development with proposed gross density of twelve (12) DUA. All buildings are proposed as three-story buildings no greater than 45’ tall.

In the Neighborhood Service Center area, residential uses with density of 3-20 DUA and three stories, retail and office uses, institutional uses, and open space are permitted. With 5.33 acres in this designation, the Property could support 15 to 106 units in the Neighborhood Service Center Area. As discussed below, the Applicant believe that an open space use is most appropriate in this area of the Property based on context.

A public park easement held by the City of Charlottesville comprises 5.89 acres of the Property along John W. Warner Parkway. Private Open Space designation covers 1.14 acres of the Property.

Neighborhood Model Principles

Mixture of Uses

In the Urban Density Residential areas, secondary uses may include retail, commercial, and office uses that support the neighborhood, open space, and institutional uses. However, retail use is not permitted within the PRD district. (Office use would be permitted with an approved special use permit.) The eastern corner of the Property at the intersection of Rio and John Warner Parkway is designated Urban Mixed Use (in Centers), which means a location where a Neighborhood Service Center is desirable. Table LU 1: *Land Uses in Centers and Uptown* indicates that a Neighborhood Service Center (NS)¹ should have a minimum of one (1) small green park conveniently located and intended to be a central focal point of the center with additional open space as necessary, depending on the intensity and mix of uses. Table LU I further recommends, with regard to Open Space, that each Center needs a minimum of 10% usable open space and that the minimum size of the park should be ¼ to ½ acre. The proposed Trailhead Park, which will comprise approximately 1.1 acres, will serve as a gateway to the Rivanna Trail that runs along the Parkway side of the Property, providing parking to those beyond walking distance and a green area and information center for trail visitors.

In discussions with the former Director of Community Development and Parks & Recreation about use of the Neighborhood Service Center portion of the Property, the Applicant determined that commercial or mixed use would be less desirable at this intersection than a public trailhead park. The proposed Trailhead Park is particularly appropriate in this location because the existing trail along John Warner Parkway comes to an abrupt stop from the southwest and has no connection point from the northeast. Objective 4 of the

¹ Places29: A Master Plan for the Northern Development Areas, adopted February 2, 2011, amended June 10, 2015, Chapter 4.

Parks and Recreation, Greenways, Blueways, Green Systems Chapter of the Comprehensive Plan is to “(p)rovide access points to greenways and blueways.” As Strategy 4(a) explains, “(a)ccess points are important because they make it possible for residents and visitors to get to community destinations by trail.”² The Places29 Master Plan also recommends to “(p)rovide for trail connections from adjacent and nearby neighborhoods to the Greenway network).³ By contrast, commercial development at this intersection would be undesirable as it would increase traffic levels to the Property. “With infill and redevelopment, not all Neighborhood Model Principles may be applicable depending on the context of the site.”⁴ Considering this Center within its context, the Applicant suggests that a public park providing access to the existing trail and conserved public open space as well as a connection to the multi-use sidewalk to be extended southeast on Rio Road is more desirable than commercial uses. Given that office use is the only non-residential use permitted in PRD zoning, there is no loss in potential street-level amenities, such as coffee shops or other retail establishments, which would not be permitted in the district and would only increase traffic in the area.

The Project will be a focal point of a Residential Neighborhood. Parkway Place will be organized around both privately-owned Common Open Space and Public Open Space. Common Open Space will be located in the center of the community in the form of passive recreation areas and active recreational amenities, and privately-owned Open Space is located in the southern portion of the Property where environmental features will be preserved and stormwater management facilities will be installed. Public Open Space will be along John Warner Parkway and at the intersection with Rio Road in the form of the proposed Trailhead Park, which will provide to the surrounding community a connection to a public open space and a Center...with “convenient pedestrian and bicycle connections to the Center.”⁵

Neighborhood Centers

The Applicant is not proposing any buildings within the portion of the Property designated as Urban Mixed Use (in Centers). The Project will “maintain the visual integrity”⁶ of the Rio Road and John Warner Parkway Entrance Corridors by continuing the character of the John Warner Parkway Entrance Corridor as rolling natural open space with tree and flower plantings. Within the Landscape Buffer shown on the Application Plan, the Applicant will either retain the existing natural undisturbed vegetation and/or plant a mix of deciduous and evergreen trees and shrubs locally native to Virginia at a depth of thirty feet (30’) within the fifty foot (50’) buffer and at a depth of twenty feet (20’) within the thirty foot (30’) buffer. The buffer will achieve a naturalistic arrangement of trees and shrubs in a mix of deciduous and evergreen species and will include large trees. The installation of the Trailhead Park with tree plantings and landscaping along the EC and intersection will enhance the viewshed from both Rio Road and John Warner Parkway. As described in the Mixture of Use principle section above with respect to the portion of the property designated as Urban Density Residential, the Applicant has determined that the Project would not be strengthened by adding non-residential buildings within the Urban Mixed Use (in Centers) portion of the Property. Such mixed uses would increase the traffic in the area and would take away from the area needed for the public Trailhead Park area.

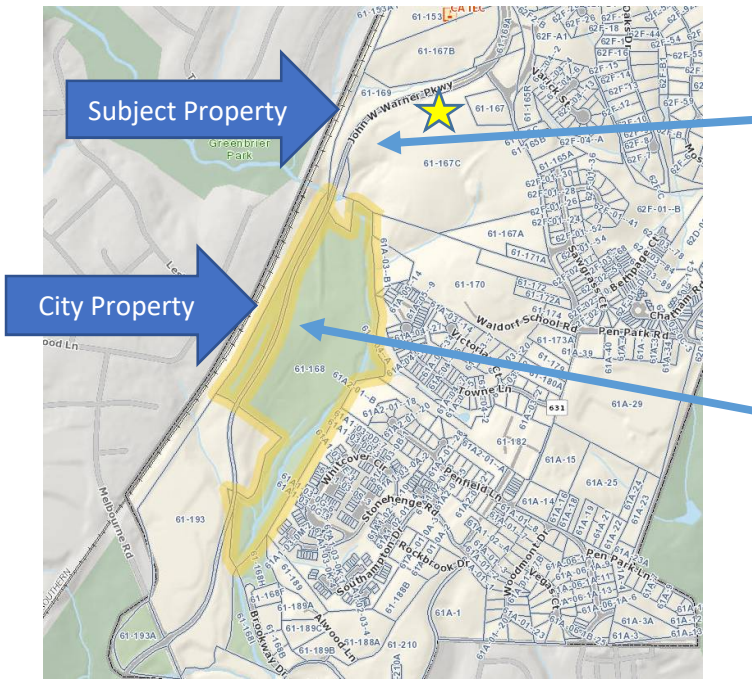
² Albemarle County Comprehensive Plan, adopted June 10, 2015, Chapter 11, Parks and Recreation, Greenways, Blueways, Green Systems, p. 11.21.

³ Places29: A Master Plan, Chapter 6, Community Facilities and Services, p. 6-3.

⁴ Id., Chapter 8, Development Areas, Objective 6, p. 8.32.

⁵ Id., Chapter 5, Place Types, p. 5-2.

⁶ Albemarle County Comprehensive Plan, 2015, Plan Summary, Historic, Cultural, and Scenic Resources, Objective 8, p. 5-19.

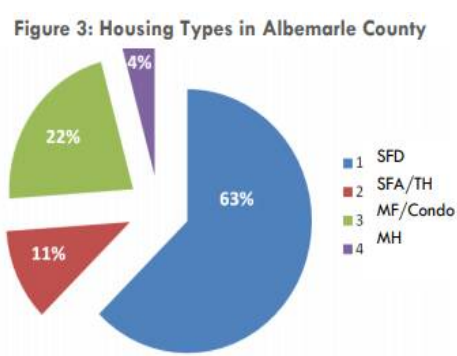
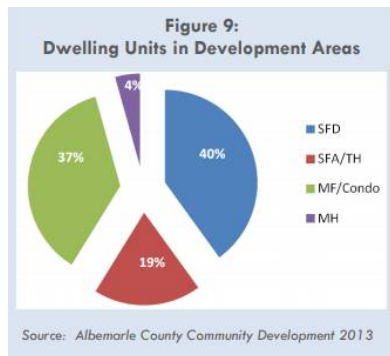


As shown on the Landscaping exhibit prepared by LPDA, within the existing city park located within a 5.89-acre easement on the Property along John Warner Parkway, the existing trees will remain, and the Applicant will plan new shade trees.

Further, as was noted by the ARB in its August 19, 2019 meeting, the property immediately southwest of the Property on John Warner Parkway is owned by the City of Charlottesville, which will help to continue the unbroken greenscape along the road and the bike/pedestrian trail.

Mixture of Housing Types and Affordability

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.” As the pie charts accompanying Strategy 2g in the Development Areas chapter and Strategy 4a in the Housing chapter illustrates, the County has a very low stock of multifamily housing overall and within the Development Areas specifically, being only four percent (4%) in both calculations:



The *Comprehensive Regional Housing Study and Needs Assessment* published by The Central Virginia Regional Housing Partnership of the Thomas Jefferson Planning District Commission reports that only three percent (3%) of the land in Albemarle County is zoned for multifamily housing, while ninety-five percent (95%) is zoned for single-family housing (Table 14. Residential Zoning by Jurisdiction, 2018). The report goes on to explain that “(u)nder the goal of protecting single-family neighborhoods, such zoning restricts the opportunities for multi-family housing and increases multi-family land prices” (*Id.*, p. 61).

The areas surrounding the development are heavily developed with single-family detached homes, single-family attached homes, and condominiums. As we have seen in a number of recent developments (e.g. Rio

West and Greenfield Terrace Apartments), in such context of existing residential development, it is appropriate to consider the proposed housing type in the context of 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”⁷ (emphasis added.) In its July 30, 2019 work session for ZMA201900004 Breezy Hill, the Planning Commission discussed the question posed by staff, “Should a variety of housing types (such as townhomes and single-family detached) be provided within the development, or should only single-family detached dwellings be provided?” Staff reported that “considering the proximity of this proposed development to the existing Running Deer neighborhood, which is listed as being ‘expected to retain their low-density character,’ Staff believes it would not be inappropriate for only single-family detached dwelling units to be provided in Breezy Hill.” The Commission discussed the various possibilities and the pros and cons of multiple housing types in relation to open space and affordable housing.

The Applicant does not propose to provide two or more housing types within this development for several reasons. The Urban Density Residential designation calls for medium density in this location, there is a range of housing types in multiple developments in close proximity to the Project, the development of single-family or townhome units on the property would not be an efficient use of the property and, further, would not enhance the housing mix in the area, which already includes townhome, condominium, and single-family options. Further, the Applicant is proposing 15% affordable units within the Project for ten years, as described in the paragraph below, which will ensure a mix of housing affordability on site, which is the primary goal of this strategy of the Neighborhood Model Principle as is indicated by the following statement: “Unless 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).⁸

Affordable Housing:

Multifamily housing often provides the best affordable option in high-cost areas close to urban development where people work. The Applicant will offer 15% of the units at Housing and Urban Development (HUD) Fair Market Rents, making them affordable for those earning 80% of regional Area Median Income (AMI), based on family size; such affordable rates shall be offered for at least ten (10) years following issuance of the Certificate of Occupancy for the Project.

Relegated Parking

This principle is met because all parking is relegated to the rear or sides of buildings. None of the parking areas will be visible from the Entrance Corridors. In its August 19, 2019 advisory hearing, the ARB decided to review illumination and parking lot landscape buffering as part of the site plan review. The Project will have sufficient parking space for the proposed use.

Interconnected Streets and Transportation Networks

See the section entitled, “Road Infrastructure” below and the enclosed TIA analysis. The Project will include an approximately one-acre land dedication for Rio Road improvements. The Applicant is proffering road widening and improvements to Rio Road. The Project will provide public access into the new Trailhead Park and an interparcel vehicular connection to TMP 61-167A to the south.

Multimodal Transportation Opportunities

As shown on the Application Plan, the Project includes interior sidewalks, a connector to the existing trail along John Warner Parkway, and a new 10’ bicycle/pedestrian pathway along Rio Road.

⁷ Albemarle County Comprehensive Plan, Chapter 8, Development Areas, Objective 2, p. 8.18.

⁸ Albemarle County Comprehensive Plan, Objective 2, Strategy 2g, p. 8.18.

Parks, Recreational Amenities, and Open Space

As discussed above, the Applicant will dedicate approximately 1.1 acres for use as a public park abutting the existing City park. The Applicant will construct the improvements within the Trailhead Park as planned in conjunction with the County Parks & Recreation Department with advice from the ARB during the site planning phase of the Project. The Application Plan notes commit to specific types of recreational options, and the proffers guarantee construction of the amenities within the Trailhead Park.

As noted on the Plan, the Applicant will plant additional trees and shrubs within a Landscape Buffer within the existing 5.9 acre public park trail easement. The Buffers note was developed with input from the ARB planner and captures the comments from the ARB's advisory meeting on August 19, 2019. Charlottesville Department of Parks & Recreation has provided a letter (see enclosed November 12, 2019 letter from Todd Brown) confirming that it has no objections to the additional grading and planting within the City's easement area. The Applicant will maintain all plantings within the Landscape Buffer.

Buildings and Spaces of Human Scale

The Architectural Review Board considered a series of 14 questions from ARB staff at its August 19, 2019 meeting. In response to the question "(i)s human scale exhibited in the proposal, or is it anticipated that human scale will be easily achievable in the proposed development," the landscape architect on the ARB commented that the six-acre park and trailhead park and porches contributed to the satisfaction of this principle. The ARB as a whole answered that, yes, this principle had been met by the proposal. The ARB was fine with proposed three-story buildings, recommending that the massing be "broken up" by (a) reducing uniformity in materials and color, (b) staggering or setback of portions of the buildings and use of projections and bays, and (c) the proposed landscaping. Though a mix of heights would help, it noted, such as two-story "hyphens," it did not find them necessary for satisfying the desire for human scale. The Application Plan includes a Building Architecture note, developed in conjunction with the ARB Planner, to address all recommendations regarding building massing and architecture.

Respecting Terrain and Careful Grading and Regrading of Terrain

The project has been designed to respect the existing terrain and to protect the existing natural resources of the property. All grading activity for the project will be outside of the preserved slopes, greenways, floodplain, and stream buffers, as shown on the Application Plan. Private utilities have been designed outside of the natural resource areas to protect these areas on the site. The public utility connections have been designed to limit the impacts to the natural resources on the property.

Impacts on Public Facilities & Public Infrastructure

This Project has been designed to have a minimal effect on the existing public infrastructure.

Water/Sewer:

The Property is located within the jurisdictional area for County water and sanitary sewer service. There is an existing 12" waterline along Rio Road that will provide water and fire flow protection to accommodate the proposed density and use of the Property. A sanitary sewer extension will be installed across Meadow Creek and the city property to the south of the Property. The existing water and sanitary sewer utilities are adequately sized to accommodate the Project. An alternate sanitary sewer connection is being explored

across the properties to the east of the project. Both alignments are feasible, and both alignments have a minimal impact to the preserved slopes on the site.

Road Infrastructure:

The proposed frontage improvements along Rio Road are designed to mitigate the additional traffic from the proposed development and help address some existing traffic issues with the Dunlora and Rio Road intersection created by existing development. A Traffic Impact Analysis report is included with this Application. The report includes the analysis and distribution of the traffic generated from the proposed development. The report also outlines the proposed roadway improvements to mitigate the traffic impacts from the fully-completed development. Four movement points are highlighted where wait times are undesirably high. These delays will increase over time with or without Parkway Place, but the proposed improvements will lessen the increased times in some locations. Most notably, the lane delay turning left out of Dunlora Drive, without road improvements, is expected to increase to an extremely high level without this Project. With the Project’s proposed road improvements, the wait time will decrease over today’s levels and will be a dramatic improvement over the level that would be experienced without the Project. The reason for the improvement is because of the proposed left median acceleration lane heading south toward the Project’s full-movement driveway. Please see Attachment E - Traffic Impact Analysis for further details. All planned or proposed traffic improvements are subject to change based on direction from VDOT. The proposed traffic improvements are shown on Sheet 2 (“Entrance Frontage Improvements”) of the Application Plan.

Fire Rescue:

The Application Plan includes information regarding Fire & Rescue and shows 26’ fire lanes, as required for the height of the proposed buildings. Shawn Maddox indicated in the Fire Rescue Review Comments that Fire Rescue has no objections to the Project.

Schools:

Students living within the Project would be within the current school districts for Agnor-Hurt Elementary School, Burley Middle School, and Albemarle High School. According to planning staff, “(w)ith current enrollment, Agnor-Hurt Elementary and Burley Middle School are under capacity; however, Albemarle High School 2018-19 enrollment was over capacity by 126 students.”⁹ The total impacts of the apartment complex on the school system is minimal, due to the total number of 3-bedroom units within the development. Less than 10% of the total number of units will be 3-bedroom units, and one third of the units will be one-bedroom units.

The County Schools¹⁰ provided the following matrix and estimates:

OFFICAL CALCULATOR

Type of Dwelling Unit	Elementary	Middle	High	Total
Single Family (Detached)	0.15	0.08	0.12	0.35
Single Family (Attached) (162)	0.13 (21)	0.05 (8)	0.08 (13)	0.26 (42)
Town Home	0.15	0.06	0.08	0.29
Multi-Family (328 Units)	0.12 (40)	0.03 (10)	0.05 (16)	0.21 (68)

⁹ Planning Commission Staff Report for ZMA201800013 Rio West, June 18, 2019.

¹⁰ Email from Rosalyn Schmitt, Chief Operating Officer, Albemarle County Public Schools.

However, using the actual transportation data provided by County Schools¹¹, the total number of expected school students per year from this Project is 18 students, based on data for comparable projects provided by the Albemarle County Public Schools and the relatively small proportion of larger units:

Transportation Data from Albemarle County Schools (School Year 2019-20)

		Pre-K	Elem	Middle	High	
Reserve at Belvedere	(294 Units)	1	7	2	4	
Arden Place	(212 Units)	0	4	2	4	
Parkway Place	(328 Units)	0	6	5	7	= 18 students

Impacts on Environmental Features

The Project proposes dedication of approximately 1.1 acres of open space to public use at the intersection of Rio Road and John Warner Parkway. This property would be used for a Trailhead Park, providing parking and other amenities to the existing 5.89 acre park easement already dedicated on the Property for a bicycle and pedestrian trailway. The resulting aggregate 6.99+ acre public open space dedication would commit one quarter of the Property to open space public use. In addition, there are existing preserved steep slopes along the stream banks and adjacent to Meadow Creek that will be preserved with this development. These preserved steep slopes will be protected as common open space on the property and will not be disturbed. Upland pocket park areas are also proposed within the development for active recreational amenities. These amenities include a pool, a clubhouse, and an active recreational field. Finally, a 10’ pedestrian/bike trail will extend the existing Rivanna Trail on the north side of the Property along Rio Road on the east side of the Property. The total amount of proposed open space, which includes open space dedicated to public use (Trailhead Park), active recreation areas, the conservation area, the greenway, and common open space, is approximately 49.47% of the Property’s total acreage (less the acre to be dedicated for the Rio Road improvements). Please see the locations and acreage calculations of open space on the Application Plan.

There are no proposed impacts to the existing streams or wetlands on the property. The Property is being clustered with this development, and all proposed development will be limited to the areas outside of the critical slopes, including the preserved and managed slopes, and outside of the existing floodplain, streams, and wetland areas on the Property. Please see Sheet 3 of the Application Plan, entitled “Grading, Stormwater Management, & Utility Plan.”

Proposed Proffers to Address Impacts

Please see the attached Proffer Statement.

¹¹ Email from Renee DeVall, Routing and Planning Manager, Albemarle County Pupil Transportation.

Attachments

- A ***Parkway Place Development Concept Plan***, prepared by Collins Engineering:
- (1) **PARKWAY PLACE APPLICATION PLAN:**
 - Sheet 1 of 3: PRD Plan**
 - Sheet 2 of 3: Entrance Frontage Improvements**
 - Sheet 3 of 3: Grading, Stormwater Management & Utility Plan**
 - (2) Sheet 4: Existing Conditions (ILLUSTRATIVE ONLY - NOT PART OF APPLICATION PLAN)
- Parkway Place Development Illustrative Attachments, prepared by LPDA***
- Zoning Maps (Existing Zoning; Comprehensive Plan Land Use Map)
 - Vicinity - Walking Radius
 - Vicinity - Driving Radius
 - PRD - Illustrative Plan
 - Sections; Transverse Sections (3 sheets)
 - Landscaping
 - Public Spaces
- B Parkway Place Allowable Density Analysis (ZMA-2019-00008)
- C City of Charlottesville Parks and Recreation Letter, dated November 12, 2019
- D Albemarle County Schools Emails regarding Student Enrollment Expectations and Transportation
- E Traffic Impact Analysis and Response Letter prepared by Ramey Kemp & Associates, dated November 14, 2019

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