

**COUNTY OF ALBEMARLE
PLANNING STAFF REPORT SUMMARY**

Project Name: ZMA201800019 3226 Proffit Road	Staff: Andy Reitelbach
Planning Commission Public Hearing: May 21, 2019	Board of Supervisors Public Hearing: To Be Determined
Owner: Mermac, LLC	Applicant: Brent Hall
Acreage: 3.198 acres	Rezone from: R-1 Residential to R-15 Residential
TMP: 03200000003500 Location: 3226 Proffit Road	By-right use: Maximum of 47 dwelling units
Magisterial District: Rivanna	Proffers: Yes
Proposal: Request to rezone a 3.198-acre parcel of land from R1 Residential zoning district, which allows residential uses at a density of 1 unit per acre, to R15 Residential zoning district, which allows 15 units per acre. A maximum of 40 units is proposed for a density of 12.5 units/acre. Request for modification of street standards.	Requested # of Dwelling Units: 40 units maximum
DA (Development Area) – Hollymead-Places 29 Master Plan	Comp. Plan Designation: Urban Density Residential in the Hollymead-Places29 Master Plan.
Character of Property: An existing single-family detached residential structure on a 3.198-acre lot.	Use of Surrounding Properties Maple Grove Christian Church, Lighthouse Christian preschool, Lighthouse Worship Center, and undeveloped land to the north across Proffit Road recently rezoned with ZMA2018-00006.
Factors Favorable: 1. The request is consistent with the use and density recommended by the Places29 Master Plan. 2. The request is consistent with the majority of the applicable neighborhood model principles. 3. The proposed development includes dedication of right-of-way and construction of upgrades to Proffit Road recommended by the Places29 Master Plan. 4. The application includes a proffered concept plan that will create a basic street network grid that will allow for future inter-parcel connections and pedestrian facilities beyond what is called for the Places29 Master Plan.	Factors Unfavorable: 1. Technical and substantive revisions to the proffers and concept plan are needed to provide clarification. 2. Additional traffic will be produced along Proffit Road and at its intersection with Route 29 (Seminole Trail).
RECOMMENDATION: Staff recommends approval of ZMA201800019 3226 Proffit Road as proposed provided that the applicant revise the proffer statement and concept plan to provide clarifications. In addition, staff recommends approval of the variation or exception for sidewalks and planting strips in certain areas of the proposed development.	

STAFF PERSON:
PLANNING COMMISSION:
BOARD OF SUPERVISORS:

Andy Reitelbach
May 21, 2019
To Be Determined

ZMA 201800019 3226 Proffit Road

PETITION

PROJECT: ZMA201800019 3226 Proffit Road

MAGISTERIAL DISTRICT: Rivanna

TAX MAP/PARCEL: 03200000003500

LOCATION: 3226 Proffit Road, Charlottesville, VA 22911

PROPOSAL: Rezone a parcel of land from R1 Residential to R15 Residential.

PETITION: Request to rezone a 3.198-acre parcel of land from R1 Residential zoning district, which allows residential uses at a density of 1 unit per acre, to R15 Residential zoning district, which allows 15 units per acre. A maximum of 40 units is proposed for a density of 12.5 units/acre. Request for modification of street standards.

ZONING: R1 Residential – 1 unit per acre.

OVERLAY DISTRICT: Airport Impact Area

PROFFERS: Yes

COMPREHENSIVE PLAN: Urban Density Residential – residential (6.01 – 34 units/ acre); supporting uses such as religious institutions, schools, commercial, office, and service uses, in Hollymead – Places29 Master Plan Area.

CHARACTER OF THE AREA

The subject property is located on the south side of Proffit Road (S.R. 649) approximately one-thousand (1,000) feet east of the intersection of Seminole Trail (Route 29) and Proffit Road (Attachment A – Location Map). The subject property is zoned R-1 Residential and currently features one single-family detached residential structure on 3.198 acres of land. There are no environmental features on this property (Attachment B – Zoning Map).

West of the site is the Lighthouse Worship Center and Lighthouse Christian Pre-school (zoned R1-Residential). East and south of the property is Maple Grove Christian Church (zoned R-1 Residential). The property to the north, across Proffit Road, is largely wooded and currently has one single-family detached residential structure. This property, however, was recently rezoned by the Board of Supervisors on March 20, 2019, to R-15 Residential to allow for a residential development with a minimum of 44 dwelling units and a maximum of 109 dwelling units (ZMA2018-006).

SPECIFICS OF THE PROPOSAL

The applicant is proposing to rezone the 3.198-acre parcel from R-1 Residential to R-15 Residential to allow the parcel to be developed with a maximum of 40 dwelling units. The application does not propose any limitations on the types of residential uses permitted within the development; however, the application does limit the quantity of new dwelling units to a maximum of 40, with no minimum (Attachments C – Project Narrative). Therefore, the property could be developed as single-family detached dwellings, single-family attached dwellings, multifamily dwellings, or a mixture thereof. If the property were developed to the proposed maximum of 40 units, the density of the project would be 12.5 units per acre, which falls within the range of the Urban Density Residential land use designation of 6.01-34 units per acre. The applicant has proposed to proffer a concept plan which identifies the developable portions of the property and areas designated for open space or recreational amenities (Attachment D – Concept Plan).

The concept plan will also proffer the general layout of the future internal private street network, which is designed as a “T” or simple grid, with the potential to expand the grid onto adjacent properties if they were to redevelop in the future. The application proposes to proffer two inter-parcel connections between the subject property and the Maple Grove Christian Church parcel to the east (TMP 32-29D), as well as one connection to the west.

The applicant is proposing to widen Proffit Road through a right-of-way dedication to the County. The concept plan shows that several improvements will be made along the entire property frontage with Proffit Road, including installation of curb and gutter, a multi-use path, and a planting strip. The proposed right-of-way dedication and improvements are consistent with the recommended cross-section for Proffit Road as shown on Figure 4.8 Future Transportation Network and Appendix 3 of the Places29 Master Plan.

The applicant has also submitted a request for private streets, a request for double-frontage lots in the northeastern portion of the development along Proffit Road, and a request for a variation or exception to the requirements for sidewalks and planting strips. The private street and double-frontage lot requests are approved by the Agent. However, the request for a variation or exception to the requirements for sidewalks and planting strips must be approved by the Commission, and this request is analyzed later in this staff report.

APPLICANT’S JUSTIFICATION FOR THE REQUEST

The applicant states that the existing R-1 Residential zoning does not allow for housing types that are consistent with the Comprehensive Plan’s recommended residential densities. The requested R-15 Residential zoning will create a transition zone between the primarily non-residential uses along Route 29 and Proffit Road and the existing low-density residential neighborhoods such as the Springfield and Forest Ridge subdivisions further east, at a density consistent with the Urban Density Residential classification specified in the Master Plan. The proposed R-15 zoning district will also allow for housing types that can diversify the existing housing stock in the area, which largely consists of single-family detached houses and duplexes. A rezoning to R-15 will promote greater residential density in the area that is consistent with the Comprehensive Plan’s designation of this area as Urban Density Residential. Please see Attachment C for a detailed justification statement from the applicant.

COMMUNITY MEETING

The Community Meeting for this project was held on Thursday, January 17, 2019, at the Hollymead Fire Station in conjunction with the Places29-North Community Advisory Committee (CAC) meeting. Attendees representing Albemarle County included Megan Nedostup, Principal Planner; Andy Reitelbach, Senior Planner; and Michaela Accardi, Neighborhood Planner and Places29-North CAC staff liaison. Several members of the public were in attendance, and the issues discussed by attendees focused primarily on the potential increase in traffic that would be generated along Proffit Road and at the intersection of Proffit Road and Route 29. Interconnectivity with adjacent parcels was also discussed, to provide routes to nearby shopping and other amenities along Worth Crossing, as well as a way to take some traffic off of Proffit Road. Although it is not possible to provide those interconnections at this time due to the uses of the adjacent properties and the applicant not owning them, it was stated that stubs would be included in this development to allow for such interconnections in the future if the adjacent parcels redevelop. Some residents brought up the issue of access for firetrucks and school busses, as they could cause a back-up of traffic on Proffit Road. It was stated that any development over 30 dwelling units would require a second access point for use by firetrucks that would have to meet the requirements of the fire code. In addition, the location of bus stops for school busses could not be determined at this time, as it is up to the school system to decide such locations based on where students live. Another item brought up

by community members was parking for the proposed new houses. Any development that occurs on this property would have to meet the County's standards for off-street parking.

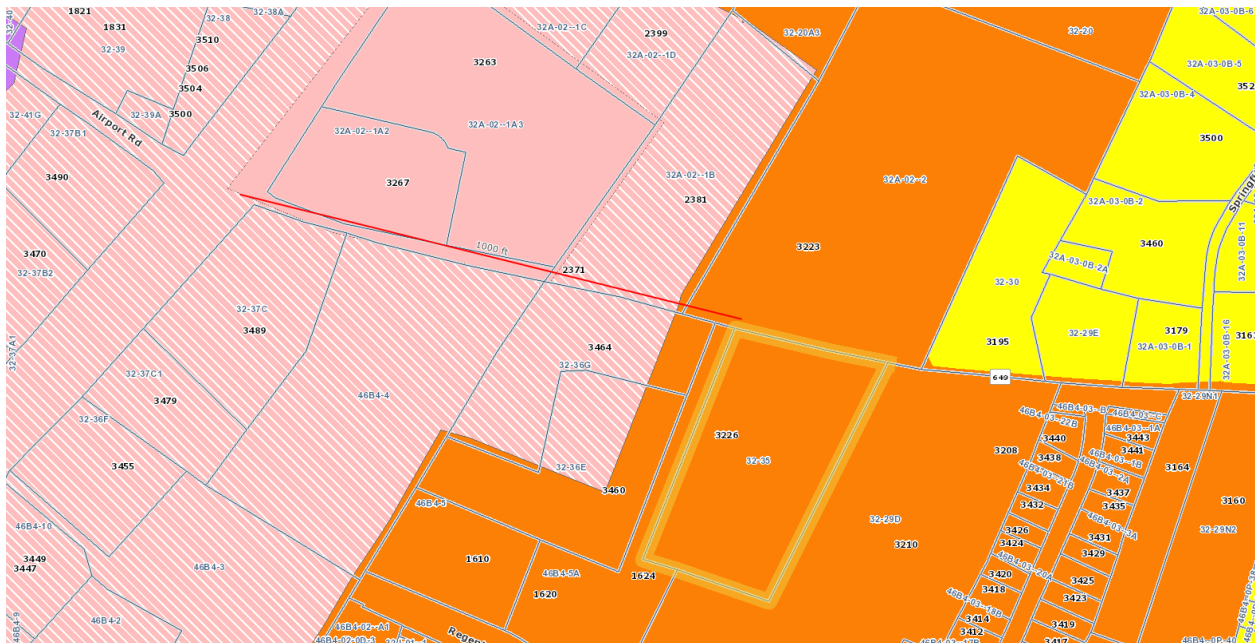
PLANNING AND ZONING HISTORY

There are no prior Special Use Permits or site plans associated with this property. One previous Zoning Map Amendment application for this property was subsequently withdrawn with no action taken by the Board of Supervisors.

COMPREHENSIVE PLAN

The Places29 Master Plan calls for all 3.198 acres of the subject property to be developed in accordance with the Urban Density Residential land use classification (see map inset below; subject property highlighted, with red line showing approximately 1,000 feet to Route 29 intersection):

Urban Density Residential (orange): this designation calls for primarily residential uses with densities between 6.01- 34 dwelling units/acre. All housing types are found in this category, including single family detached, townhouses, and apartments. Properties designated as Urban Density Residential should feature two or more housing types. The classification also allows for retail, commercial, office, and institutional secondary uses provided they are compatible with the surrounding area.



The Neighborhood Model: Staff has reviewed the proposal against the Neighborhood Model Principles and has found that it is consistent with the majority of the principles. The application does not fully meet some aspects of the NMD related to a mixture of uses and housing types within the development. Residential is the only proposed use, and housing type is not specified other than allowing for a maximum of 40 dwelling units on the property. However, it does allow for a greater variety of housing types within the general area of the property. In addition, the proposed plan does not fully meet the principles of relegated parking, though the concept plan does promote it in most areas. The detailed Neighborhood Model analysis can be found in Attachment E.

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

The purpose and intent of the R-15 Residential zoning district is to:

- Provide for compact, high-density residential development;
- Permit a variety of housing types; and
- Provides incentives for clustering of development and provision of locational, environmental and developmental amenities

The Places29 Future Land Use Plan calls for surrounding properties to be developed as the same Urban Density Residential as the subject property, with parcels slightly farther to the west to be developed as Urban Mixed Use around the Centers. A variety of retail stores, commercial service businesses, and outpatient medical offices currently occupy those parcels farther to the west, with churches and residential uses occupying the parcels immediately surrounding the subject parcel. The Master Plan calls for properties farther to the east along Proffit Road to be developed in accordance with the Neighborhood Density Residential land use classification (3-6 units/acre). Staff agrees with the applicant's assertion that the Master Plan intends for the subject property to serve as a transition zone between primarily non-residential uses along Route 29 and Proffit Road, and the existing low-density residential neighborhoods such as the Springfield subdivision farther east.

This rezoning will permit a new residential development that has flexibility in the types of dwelling units and lot configurations permitted by right. The requested R-15 zoning district allows for residential development at densities up to 15 dwelling units/acre, which falls within the density arrange specified for the Urban Density Residential land use designation. The proffer specifying a maximum of 40 dwelling units at a density of 12.5 units per acre is consistent with the Master Plan land use recommendations for this property.

Anticipated impact on public facilities and services:

Streets:

Proffit Road currently provides the sole means of road access to the subject property. The segment of Proffit Road that provides street frontage to TMP 32-35 features two vehicular travel lanes, but there is no curb and gutter or sidewalks on either side. One of the major concerns that residents expressed during the community meeting was the additional traffic that would be generated by this development. Residents were concerned that Proffit Road does not have the capacity to handle the additional vehicle trips that would be generated by new residential units. This application was reviewed by VDOT and the County's Transportation Planner, who have no objections to the rezoning. No off-site transportation improvements are required by this project. In addition, turn lanes into this proposed development are not required; however, a left turn lane is required for the recently-approved rezoning on the property to the north across Proffit Road. With these two zoning map amendments occurring nearly simultaneously, VDOT's main concern was that the entrances for these two proposed developments match up across from each other. The concept plan for this rezoning shows its proposed entrance across from one of the entrances into the property across the street. In addition, the exact locations of the entrances will be determined at the site plan or subdivision plat stage, and VDOT must give its final approval at that time. VDOT has indicated that all applicable road design standards and regulations must be met at the time of subdivision or site plan in order for VDOT to grant its approval.

The applicant is proposing to dedicate right-of-way to public use so that Proffit Road can be widened, curb and gutter can be installed, and a 14' multi-use path can be constructed, along with a landscaping strip between the street and the path. This dedication is proposed along the entire Proffit Road frontage of TMP 32-35 and is consistent with the recommended future cross section specified in Appendix 3 of the Places29 Master Plan. The multi-use path proffer is particularly noteworthy since Proffit Road does not currently feature any pedestrian facilities. This application will

help to lay the foundation for creating a cohesive pedestrian network that will be fully realized once adjacent properties redevelop.

Internally, the development will be served by a new private street network designed as a “T”, with the potential for a grid-like system when adjacent properties redevelop in the future. The applicant proposes to proffer interconnected streets and transportation networks with access easements upon the demand of the County to allow for inter-parcel connections in the event that the adjacent properties redevelop. Staff recommends that the access easements include all of the proposed private streets in the development to facilitate such inter-parcel connection. Should TMPs 32-29D, 46B4-5A, 32-36E, and 32-36G be redeveloped in the future, the proffer of access easements will facilitate creation of a new street network that runs parallel to Proffit Road, with the potential to extend to Worth Crossing, further reducing the amount of vehicle trips on the surrounding street network.

Schools:

Students living in this area would attend Baker-Butler Elementary School, Sutherland Middle School, and Albemarle High School. The school division is aware of the proposed development and is cognizant that Places29 continues to be a growing area. Albemarle County Public Schools have provided calculations that estimate how many students will be generated at each school level by housing type. The table below specifies the yield of students generated at each school level should the subject property be built out to the maximum number of 40 dwelling units possible under the proffered conditions.

Dwelling Type	Elementary	Middle	High	Total
Single family (detached)	6	3.2	4.8	14
Single family (attached)	5.2	2	3.2	10.4
Multifamily	10.4	1.2	2	13.6

The school system has provided annual estimates of student enrollment at all three schools over the next ten academic years. Student enrollment at Sutherland Middle School is currently below capacity, and student enrollment over the next ten years is not projected to exceed its building capacity even if the rezoning is approved and the property is built out to the maximum 40 dwelling units.

Baker-Butler Elementary and Albemarle High schools are currently over capacity. As the Places29 Master Plan is fully realized, growth must be closely monitored since Baker-Butler Elementary and Albemarle High schools do not have the long-term capacity to support additional residential growth expected in this part of the County. That being said, dedication of land for two new elementary schools are proffered commitments of other large developments in the Places29 Development Area. This includes a 7-acre site within Brookhill and a 12.85-acre site within North Pointe. The Brookhill development also has a proffer requiring dedication of an approximately 60-acre site along Berkmar Drive that could be used for a comprehensive public high school. Therefore, there will be increased capacity for elementary school enrollment in this development area that can alleviate pressures at Baker-Butler elementary. The potential for alleviating over enrollment at Albemarle High School also exists but is contingent upon the school division’s long-range capital plans for funding and constructing the new high school on Berkmar Drive.

Fire & Rescue:

The proposed use is not expected to create new demands on Fire & Rescue services. Based on the number of dwelling units that will be possible under the requested R-15 Zoning District, a second point of access along Proffit Road would be required for emergency vehicle access if more than 30

detached or attached single family units or more than 100 multi-family units get constructed. The applicant has addressed this issue by identifying a second point of access along Proffit Road for emergency vehicles. Issues such as adequate access and water availability will be reviewed by Albemarle County Fire-Rescue at the subdivision or site plan stage and will have to meet Fire-Rescue requirements before those plans can be approved by the County. ACFR has reviewed this rezoning application and has no objections.

Utilities:

This project is in the Albemarle County Service Authority (ACSA) water and sewer service jurisdictional area. ACSA and RWSA did not identify any capacity issues with this proposal and water is currently available to the property. The distance to the nearest sewer line is approximately 300 feet, and ACSA has expressed no concerns about this rezoning application.

Anticipated impact on environmental, cultural and historic resources:

There are no known cultural or historic resources on this site. There are also no environmental features identified on this site. Any increase in stormwater runoff will be reviewed by County Engineering Staff during the development phase of the project. Stormwater facilities will be designed in accordance with the Virginia Stormwater Management Program (VSMP) regulations administered by the Virginia Department of Environmental Quality (DEQ).

Anticipated impact on nearby and surrounding properties:

At the Community Meeting for this project, members of the community expressed concerns with the impacts of this development on surrounding properties and the community. These issues are summarized below, with staff comments in italics.

- Additional traffic generated by this development will overwhelm Proffit Road and cause travel delays for cars headed to existing neighborhoods east of the subject property, as well as cars headed west to turn onto Route 29.

VDOT and the County's Transportation Planner have reviewed this application and have no objections to the plan. The Proffit Road upgrades recommended by the Places29 Master Plan are being proffered as part of the application. These improvements will help to minimize travel delays for vehicles using Proffit Road and will create better pedestrian and cycling connections along Proffit Road. Furthermore, the internal street pattern with access easements is a proffered feature of the plans. The proposed interconnections with adjacent properties will allow cars to enter and exit the neighborhood through alternative routes other than Proffit Road, pending redevelopment of adjacent parcels.

- The additional traffic may also have an impact on access for firetrucks and school busses, which may also cause traffic back-ups if they stop on Proffit Road.

Adequate access to this development for use by firetrucks will be required and reviewed at the subdivision and site plan stage. The concept plan depicts a second fire accessway into the development, as there are more than 30 dwelling units proposed. ACFR must grant approval of the final design of the site plan or subdivision plat.

The location of school bus stops and whether one may stop on Proffit Road is not known at this time. The school system will determine the location of any school bus stops in this development, as it depends on the number of enrolled students who live in the area.

- Concerns were raised about parking and whether there would be a sufficient amount of parking within this development.

Parking standards will be reviewed by County staff at the site plan or subdivision plat stage to ensure that all parking requirements have been met. In addition, the applicant has proffered that all parking will be relegated to the side or rear of buildings along Proffit Road, and there will be no individual driveway entrances off of Proffit Road. Parking and driveways serving the dwelling units will be accessed through the internal street network.

- There were concerns about preserving landscaping on the site and buffering between the subject parcel and adjacent parcels.

There is an existing landscape buffer between the subject property and Maple Grove Christian Church. This buffer is on the church's buffer and will not be removed during the development of this property. The development of this property will have to meet all standards of the County regarding landscaping and streetscaping.

Public need and justification for the change:

The County's growth management policy says that new residential development should occur in the designated Development Areas where infrastructure and services are provided, rather than in the Rural Area. This development is adjacent to a Center and is located approximately 1/3 of a mile away from the rural areas boundary. As previously stated, it will provide a residential transition zone between Hollymead and other non-residential land uses located closer to Route 29, with lower density housing to the east as Proffit Road approaches the rural areas boundary. The frontage of this parcel along Proffit Road will be improved to the future cross-section recommended by the Places29 Master Plan. In the short-term, this will improve traffic flow for neighborhoods east of the development traveling toward Route 29. In the long term, the proffered inter-parcel connections will help to create a new street network that provides important pedestrian and vehicular linkages to and from the development to Worth Crossing and Route 29.

PROFFERS

Proffers are contained in the Draft Proffer Statement (Attachment F) and are summarized below. They are in need of both substantive and technical changes as described in the staff comment provided in *italics*.

- **Concept Plan (Proffer #1):** The Draft Proffer Statement states that the property shall be developed in general accord with the Zoning Map Amendment concept plan prepared by Shimp Engineering, dated December 17, 2018, and last revised on May 2, 2019 and shall reflect the major elements shown on the plan.

In addition, the right-of-way dedication cross-section shown on sheet 2 of the concept plan is slightly different from the recommended cross-section depicted in the Places29 Master Plan, Appendix 3. Although the overall width of the right-of-way dedication section is the same as the Master Plan, at 35.5', the widths of each individual element included – one travel lane, the curb, the landscape buffer, and the multi-use path – are not the same. The curb is shown as 2.5' wide, reducing the width of the landscape buffer, which then overlaps with a portion of the multi-use path.

The date of original submittal needs to be changed to December 17, 2018, on sheets 2-5 to be consistent with the cover sheet.

It is unclear why the widths of the roadway section elements shown on sheet 2 of the Concept Plan are different from the section as depicted in the Master Plan, even though the overall width of the section is the same at 35.5'. The right-of-way dedication section on sheet 2 of the Concept

Plan should be clarified, and it is recommended that the widths of the individual elements shown in the concept plan match the widths as shown in the Master Plan.

- **Proffer #2: Interconnected streets and transportation networks.**

This proffer needs to be clarified regarding the reference of access easements. The proffered concept plans show three small hatched areas as “access easements” at the boundaries with adjacent parcels. However, because the street network is proposed to be private, it is unclear whether Proffer #2 applies to only these three small areas or applies to the entire proposed street network. If there is no access easement over the entirety of the private streets, the interconnections may not be useful because there would be not right of access for adjacent property owners to use the private street network.

Request for Variation or Exception to Sidewalk and Planting Strip Requirements

The applicant has made a request for sidewalk and planting strip exceptions (see Attachment G) within certain areas of this development (see exhibit – Attachment H). Section 14-203.1 allows the Commission to vary or except the sidewalk requirements (Section 14-422(E) and planting strip requirements (Section 14-422(F)) subject to the following considerations (*staff analysis in italics*):

14-422(E)2 Variation of or exception to sidewalk requirements.

In reviewing a request to vary or except the requirement for sidewalks, the commission shall consider whether:

(i) a variation or exception to allow a rural cross-section has been granted;

A variation of exception to allow a rural cross-section has neither been requested nor granted.

(ii) a surface other than concrete is more appropriate for the subdivision because of the character of the proposed subdivision and the surrounding neighborhood;

The applicant is not requesting a variation to the material, but an exception to not require sidewalks in certain areas of the proposed development.

(iii) sidewalks on one side of the street are appropriate due to environmental constraints such as streams, stream buffers, steep slopes, floodplain, or wetlands, or because lots are provided on only one side of the street;

There are no environmental constraints on this site, and lots are provided on both sides of the street.

(iv) the sidewalks reasonably can connect into an existing or future pedestrian system in the area;

The sidewalks as proposed in Attachment H connect with one another and offer connections to potential future pedestrian systems should adjacent properties redevelop.

(v) the length of the street is so short and the density of the development is so low that it is unlikely that the sidewalk would be used to an extent that it would provide a public benefit;

Due to the small size of the subject parcel, the proposed streets will be short.

(vi) an alternate pedestrian system including an alternative pavement could provide more appropriate access throughout the subdivision and to adjoining lands, based on a proposed alternative profile submitted by the subdivider;

An alternate pedestrian system is proposed. A multi-use path is proffered along Proffit Road. There is also a recreational space included in the proffered concept plan that proposed dwelling units will front. Sidewalks are proposed on the perimeter and through this recreational space (see Attachment H).

(vii) the sidewalks would be publicly or privately maintained;

The sidewalks would be privately maintained, as the applicant is also requesting private streets.

(viii) the waiver promotes the goals of the comprehensive plan, the neighborhood model, and the applicable neighborhood master plan; and

The sidewalks proposed to be provided promote the goals of the comprehensive plan and the principles of the neighborhood model. All dwelling units where the sidewalk requirement is proposed to be varied or excepted have access to a sidewalk or multi-use path in at least one other location. The sidewalk to be excepted along Road C is proposed for the rear of dwelling units that front a recreational space proposed to have sidewalks. In addition, there will be a sidewalk along the other side of Road C. The sidewalks along Road B are also proposed to be excepted. In this situation, the dwelling units to the north have a multi-use path along Proffit Road, and the dwelling units to the south front the recreational area. In this case, Road B acts more like an alley, with vehicular access along this road, and the sidewalks are not necessary.

(ix) waiving the requirement would enable a different principle of the neighborhood model to be more fully achieved.

The sidewalks are proposed to be excepted for dwelling units that are amenity-oriented, thus already having pedestrian connections at the front of the units.

Taking these elements into consideration, Staff recommends approval of a variation or exception to the sidewalk requirements, in accordance with the Sidewalk and Planting Strip Exceptions Exhibit – ZMA2018-00019, dated May 2, 2019 (Attachment H).

14-422(F)2 Variation of or exception to planting strip requirements.

In reviewing a request to vary or except any requirement for planting strips, the commission shall consider whether:

(i) a variation or exception to allow a rural cross-section has been granted;

A variation of exception to allow a rural cross-section has neither been requested nor granted.

(ii) a sidewalk variation or exception has been granted;

Staff recommends that the Commission grant a variation or exception to the sidewalk requirements, as presented above.

(iii) (iii) reducing the size of or eliminating the planting strip promotes the goals of the comprehensive plan, the neighborhood model, and the applicable neighborhood master plan; and

The planting strips proposed to be provided promote the goals of the comprehensive plan and the principles of the neighborhood model. All dwelling units where the planting strips requirement is proposed to be varied or excepted have a proposed planting strip at the front

of the dwelling unit or they front on a recreational space. The planting strip to be excepted along Road C is proposed for the rear, where driveways or parking would occur, of dwelling units that front a recreational space proposed to have sidewalks and landscaping. In addition, there will be a planting strip along the other side of Road C. The planting strips along Road B are also proposed to be excepted. In this situation, the dwelling units to the north have a planting strips proposed along Proffit Road as part of the right-of-way improvemethe sints, and the dwelling units to the south front the recreational area. In this case, Road B acts more like an alley rather than a road for pedestrians.

- (iv) (iv) waiving the requirement would enable a different principle of the neighborhood model to be more fully achieved.

The planting strips are proposed to be excepted for dwelling units that are amenity-oriented, with parking and driveways relegated to the rear, where pedestrians are less likely to travel.

Taking these elements into consideration, Staff recommends approval of a variation or exception to the planting strip requirements, in accordance with the Sidewalk and Planting Strip Exceptions Exhibit – ZMA2018-00019, dated May 2, 2019 (Attachment H).

SUMMARY

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

1. The request is consistent with the use and density recommended by the Places29 Master Plan.
2. The request is consistent with the majority of the applicable neighborhood model principles.
3. The proposed development includes dedication of right-of-way and construction of upgrades to Proffit Road recommended by the Places29 Master Plan.
4. The application includes a proffered concept plan that will create a basic street network grid that will allow for future inter-parcel connections and pedestrian facilities beyond what is called for the Places29 Master Plan.

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

1. Technical and substantive revisions to the proffers and concept plan are needed to provide clarification.
2. Additional traffic will be produced along Proffit Road and at its intersection with Route 29 (Seminole Trail).

RECOMMENDATION

On the whole, it is staff's opinion that the favorable factors outweigh the unfavorable factors associated with this request. Staff recommends approval of ZMA201800019 3226 Proffit Road, provided recommended revisions are made to the proffers and the concept plan, as described above, prior to the Board of Supervisors meeting. Staff also recommends approval of the request for a variation or exception of the sidewalk requirements and the planting strip requirements in certain areas of the development, in accordance with the Sidewalk and Planting Strip Exceptions Exhibit – ZMA2018-00019, dated May 2, 2019 (Attachment H).

PLANNING COMMISSION MOTION FOR ZMA2018-019:

A. If the ZMA is recommended for approval: Move to recommend approval of ZMA201800019 with proffer revisions as recommended by staff.

B. If the ZMA is recommended for denial: Move to recommend denial of ZMA201800019 with the reasons for denial (state reasons).

PLANNING COMMISSION MOTION FOR SIDEWALK VARIATION:

A. If the Planning Commission recommends approval: Move to recommend approval of Sidewalk Variation as recommended by staff.

B. If the Planning Commission recommends denial: Move to recommend denial of Sidewalk Variation with the reasons for denial (state reasons).

PLANNING COMMISSION MOTION FOR PLANTING STRIP VARIATION:

A. If the Planning Commission recommends approval: Move to recommend approval of Planting Strip Variation as recommended by staff.

B. If the Planning Commission recommends denial: Move to recommend denial of Planting Strip Variation with the reasons for denial (state reasons).

ATTACHMENTS:

A – Location Map

B – Zoning Map

C – Project Narrative / “ZMA2018-00019 Narrative Statement | Pr TMP 32-35,” revised March 18, 2019.

D - Concept Plan / “Zoning Map Amendment – Concept Plan 3226 Proffit Road TMP 32-35, submitted 17 December 2018, Revised 18 March 2019, Revised 02 May 2019.”

E – Staff Analysis of Application’s Consistency with the Neighborhood Model Principles

F – Draft Proffer Statement (*dated May 2, 2019*)

G – Request for Sidewalk and Planting Strip Exceptions (*dated March 18, 2019; Revised May 2, 2019*)

H – Sidewalk and Planting Strip Exceptions Exhibit – ZMA2018-00019 (*dated May 2, 2019*)