

Attachment 5– ZMA201900007 Hyland Park

Staff Analysis of Application’s Consistency with Neighborhood Model Principles

Pedestrian Orientation	<u>This principle is not applicable to the request.</u>
Mixture of Uses	<u>This principle is not applicable to the request.</u>
Neighborhood Centers	<u>This principle is not applicable to the request.</u>
Mixture of Housing Types and Affordability	While this development is not directly contributing to the stock of affordable housing units, Proffer #3, which was previously approved with ZMA2004-18, provides cash proffers in lieu of affordable housing units. Proposed revisions to Proffer #3 are clerical in nature, to use consistent terminology, and will not substantively change the approved cash contributions. <u>This principle is met.</u>
Interconnected Streets and Transportation Networks	<u>This principle, which seeks to ensure the continued development of connected vehicular transportation networks within Development Areas, is not applicable to this request.</u>
Multi-modal Transportation Opportunities	The approved road plans for Phase 4C of the Fontana Subdivision, SUB2017-102 Hyland Park Final Road and Utility Plan, provides sidewalks on both sides of each new street, which is consistent with the intent of this Neighborhood Principle. There is one area where a sidewalk will not be provided. This is along an existing street, Via Florence Rd. Via Florence Rd does not currently offer pedestrian facilities, however the approved road plans for Phase 4C will require the provision of a pedestrian path along the street when TMP 78E-A4 is developed. Staff felt the provision of pedestrian facilities along Via Florence Rd constituted a harmonious improvement to the conditions that exist there today. <u>This principle is partially met.</u>
Parks, Recreational Amenities, and Open Space	The “Fontana Subdivision Pedestrian Path Plan”, adopted with the replacement of Proffer #10 in ZMA2011-01, approved a system of secondary pedestrian and bicycle paths. These secondary connections support the Pantops Master Plan’s vision of creating integrated trail systems that promote active transportation, provide recreational opportunities, and increase area connectivity. In a community meeting held on June 24, 2019, local residents raised concerns that current Class B trails have not held up well under frequent use by cyclists. Staff is unable to confirm that the surface material proposed in revised Proffer #5 will be adequate for supporting use by pedestrians and cyclists. However, since this system is secondary to sidewalk facilities provided in the approved road plans, SUB2017-102, staff felt this network acted more

	as a neighborhood amenity than the sole means of travel for pedestrians and cyclists. <u>This principle is partially met.</u>
Buildings and Space of Human Scale	<u>This principle is not applicable to the request.</u>
Relegated Parking	<u>This principle is not applicable to the request.</u>
Redevelopment	<u>This principle is not applicable to the request.</u>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<u>This principle has been met by satisfying the requirements of Proffer #8.</u> Note: Since Proffer #8 has been satisfied, the applicant is requesting that it be omitted in the revised proffer statement. Any future grading on the parcels will have to meet the requirements of Albemarle County Code either during the site plan stage of any potential development plan or as part of the building permitting process.
Clear Boundaries with the Rural Area	<u>This principle is not applicable to the request.</u>