

Attachment 8 – ZMA201900008 Parkway Place

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	<p>The application proposes a new 10' wide multi-use path along the entire property frontage of Rio Road E. The trailhead park will provide an additional trail connection leading to the trails inside of the John Warner Parkway greenway. Sidewalks and other pedestrian walkways will be provided inside of the development to connect buildings to outdoor recreation areas.</p> <p><u>This principle is met.</u></p>
Mixture of Uses	<p>The application only provides two uses: residential and open space (including public and private recreation areas). No commercial, retail, office, or institutional uses are proposed.</p> <p><u>This principle is not fully met.</u></p>
Neighborhood Centers	<p>Strategy 2f in Chapter 8 of the Comprehensive Plan identifies neighborhood centers as having four components: 1) a centralized park or outdoor amenity which is surrounded by 2) a ring of commercial or mixed uses with 3) surrounded by medium to high density residential uses and a final 4) outer ring of low density residential.</p> <p>Parkway Place provides a centralized park/outdoor amenity and medium to high density residential uses. However, a commercial/mixed use area is missing from this proposal.</p> <p><u>This principle is not fully met.</u></p>
Mixture of Housing Types and Affordability	<p>The Application Plan allows for any residential uses listed under Section 18-19.3 of the Zoning Ordinance. This includes single-family detached, attached dwellings such as duplexes or townhomes, and multifamily dwellings. However, the applicant has made it clear through the project narrative and public meetings that they only intend to develop multifamily housing within Parkway Place. While the Application Plan does not explicitly preclude development of more than one housing types, it is unlikely that any units other than multifamily will be provided.</p> <p>The applicant is providing 15 percent affordable housing, per the Housing Policy in the Comprehensive Plan.</p> <p><u>This affordability component is met but the mixture of housing types is not. However, considering the mix of residential dwelling types in adjacent neighborhoods, the proposal is generally consistent the Master Plan recommendations in the context of the overall Rio Road E./John Warner Parkway area.</u></p>

Interconnected Streets and Transportation Networks	<p>No new streets are recommended inside the subject parcels according to Figure 4.8 – Future Transportation Network in the Places29 Master Plan.</p> <p>As explained under Strategy #2j of Chapter 8 of the Comprehensive Plan, “at times it may not be possible to make a connection in the short term. In these cases, right-of-way should be reserved for dedication in a manner consistent with planned transportation improvements, and non-roadway connections made, such as walking and bicycle paths.” The Application Plan proposes a 10’ wide multi-use path for bicycles and pedestrians across the entire property frontage of Rio Road E.</p> <p>Furthermore, a public access easement will be granted within the internal travel ways of Parkway Place so that members of the public may access the trailhead park.</p> <p>An inter-parcel easement will be granted allowing access into TMP 06100-00-00-167A0 which could enable construction of a road or other travel way should that property be redeveloped.</p> <p><u>This principle is met.</u></p>
Multi-modal Transportation Opportunities	<p>The Application Plan designates a new transit stop location, complete with a shelter and benches, at the right-in only entrance into Parkway Place. This will provide a much-needed transit stop for buses heading southbound that service CAT’s Route 11. The nearest stop located on the same side of Rio Road is near the intersection of Belvedere Boulevard ¼ mile to the north. The new transit stop is situated in an ideal location for riders that live in any of the existing adjacent neighborhoods, as well as potential residents of Parkway Place.</p> <p><u>This principle is met.</u></p>
Parks, Recreational Amenities, and Open Space	<p>The proposal demonstrates consistency with the recommendations for public parks, recreational amenities, and open space as called for by the Places29 Master Plan.</p> <p>Although the John Warner Parkway greenway currently exists in a dedicated easement on site, Strategy 2l in Chapter 8 of the Comprehensive Plan states that “as more residents move to the Development Areas, public parks will be needed as centers for neighborhoods and the community.” The proposed 1.1 acre park that will be dedicated to public use exceeds the minimum size standards called for by the Places29 Master Plan <i>Table LU1: Land Use and Centers in the Uptown</i>. It is centrally located at the northern corner of the Wetsel properties, immediately adjacent to the intersection of Rio Road/John Warner Parkway and existing trails in the greenway. The applicant has proffered construction and installation of recreational amenities within the 1.1 acre public park. This will include parking, benches, trails, and other amenities. The park will be accessible to all County residents by foot, bicycle, or vehicle.</p>

	<p>Final design will be determined during site plan review stage, but construction of the park will be completed prior to the issuance of the first certificate of occupancy in Parkway Place. Therefore, the new 1.1 acre public park is consistent with Strategy 2l.</p> <p>Additional open space and active recreation areas will be provided inside of the development for the benefit of residents. Planning and Zoning Division staff have verified that the minimum space and recreation facilities required by Section 18-4.16 of the Zoning Ordinance can be provided.</p> <p>Landscaping buffers are provided along the perimeter of the development which will ensure that views of the new buildings are at least partially obscured from view by residents using the greenway.</p> <p>Finally, the proposal strikes a balance between the creation of urban parks and recreation areas and conserving sensitive environmental features in a natural state. Encroachments into the 100-year floodplain, WPO stream buffer, and Preserved Steep Slopes have been almost entirely avoided, except for a small area where disturbance is necessary to extend sanitary sewer and provide storm sewer drainage in the development.</p> <p><u>This principle is met.</u></p>
<p>Buildings and Space of Human Scale</p>	<p>The applicant has reduced their proposed building heights from four (4) stories to three (3) stories. This is consistent with the Places 29 Master Plan form recommendation calling for residential buildings to be a maximum of three (3) stories in height in Neighborhood Service Centers.</p> <p>On Sheet 1A of the Application Plan (Attachment 3), the applicant has provided an architectural detail note stating that that new buildings adjacent to Rio Road and visible from John Warner Parkway “will include a variety of architectural materials and colors, porches and projections, and offsetting or staggering portions of the buildings, in addition to the use of projections and bays, and possibly two-story hyphens, to promote diversity of architectural character, to reduce uniformity among the buildings, to establish human scale, and to break up the mass of the buildings and the roof lines.”</p> <p>That note will ensure that appropriate scale and massing will be provided for structures adjacent to pedestrian walkways. Stories on the new structures will be easily distinguished by pedestrians through windows, porches and other façade details. This is consistent with Strategy 2m of Chapter 8 in the Comprehensive Plan.</p> <p>For reference purposes, the applicant has provided illustrative renderings of what the future building facades could look like (Attachment 9).</p> <p><u>This principle is met.</u></p>

Relegated Parking	<p>The Application Plan demonstrates that parking areas will be relegated behind buildings facing John Warner Parkway and Rio Road. Landscaping notes and buffers drawn on the Application Plan will provide additional screening of vehicular travel ways and parking areas. This is particularly true for near buildings that face John Warner Parkway because a landscaping buffer that varies in width between 30 feet and 50 feet will be provided in front of the buildings, per Architectural Review Board recommendations. The applicant has verified with the City of Charlottesville Parks & Recreation Department that they will allow new landscaping within that buffer where it crosses into the John Warner Parkway greenway easement (Attachment 10).</p> <p><u>This principle is met.</u></p>
Redevelopment	<p>The requested rezoning will permit redevelopment of the property that is consistent with the County's growth management policy.</p> <p><u>This principle is met.</u></p>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<p>The property contains areas within both the Managed and Preserved Steep Slopes Overlay Zoning District. Pursuant to Section 18-30.7.4 of the Zoning Ordinance, Managed Steep Slopes can be disturbed if the design standards of Section 18-30.7.5 are adhered to. This includes future buildings and parking areas.</p> <p>As shown on the Application Plan, areas of Preserved Steep Slopes will be left as open space within the development. The only grading that will occur in areas where Preserved Steep Slopes exist will be to extend a public sewer line to the development. The County Engineer and ACSA staff have reviewed this disturbance and have no objections.</p> <p><u>This principle is met.</u></p>
Clear Boundaries with the Rural Area	<p>The subject property is located within the Places29 Development Area. No improvements or changes in use near any boundaries with the Rural Area are proposed.</p> <p><u>This principle is not applicable to the request.</u></p>