

CITY OF CHARLOTTESVILLE

Department of Neighborhood Development Services

City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org



August 20, 2019

TO: Charlottesville Planning Commission, Neighborhood Associations & News Media

Please Take Notice

A Work Session of the Charlottesville Planning Commission will be held on **Tuesday, August 27, 2019 at 5pm in the Water Street Center (407 E Water Street)**

AGENDA

1. 240 Stribling Avenue Rezoning Proposal
2. Public Comment

cc: City Council
Dr Tarron Richardson
Paul Oberdorfer
Alexander Ikefuna
Planners
Jeff Werner
Lisa Robertson

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PRELIMINARY DISCUSSION: REZONING

DATE OF PLANNING COMMISSION MEETING: August 27, 2019
APPLICATION NUMBER: ZM19-00003

Project Planner: Matt Alfele

Date of Staff Report: August 19, 2019

Project Name: Rezoning of 240 Stribling Avenue

Property Owner: Carrsgrove Properties, LLC

Applicant's Representative: Charlie Armstrong, Southern Development Group, Inc.

RE: Planning Commission Work Session for a proposed rezoning of 240 Stribling Avenue

Background

Charlie Armstrong, (Southern Development Group, Inc.) owner's agent for Carrsgrove Properties, LLC (owner), has submitted a rezoning application for the following property: 240 Stribling Avenue, Tax Map and Parcel (TMP) 18A025000 (Subject Property) pursuant to City Code Sec. 34-41. The application proposes to change the current zoning of the subject property from dual R-2 (Two-family) fronting on Stribling and R-1S (Residential Small Lot) in back to all R-2 (Two-family) with Proffered conditions. The Subject Property is approximately 12.07 acres with road frontage on Stribling Avenue. The Comprehensive Land Use Map for this area calls for Low Density Residential.

The Proffered Conditions include: (See Attachment A)

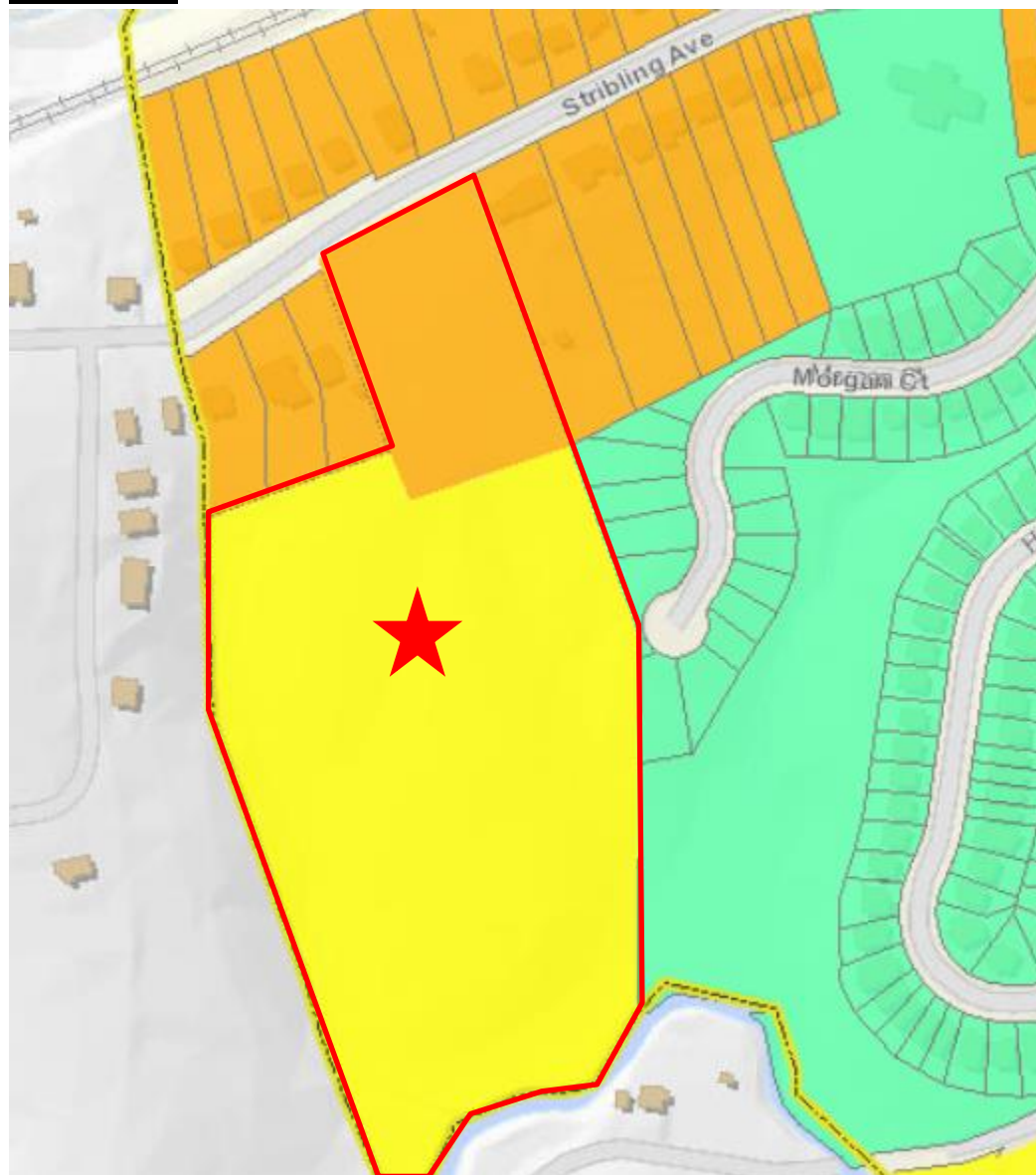
1. The Developer shall dedicate a permanent 20-foot-wide trail easement to the City on the Subdivision Plat, at no cost to the City, along the entire length of the existing informal trail system on the Subject Property. The new easement shall run from the Huntley subdivision open space southwest to the Albemarle County line and then northwest more or less parallel to the Albemarle County line to the boundary of neighboring parcel 18A024100.
2. The Developer shall construct a new trail connection from the new subdivision road (labeled "Road B" on the submitted concept) to the existing trail, generally in the area labeled "Connect to Ex. Primitive Trail" on the submitted concept. The new trail connection shall be built prior to issuance of the Certificate of Occupancy for the latter of the two homes between which the new trail connection is to be constructed.

3. The Developer shall cause a minimum of ten percent (10%) of the units built on site to be affordable dwelling units (ADUs), as defined in City Code §34-12 (c) and §34-12(g), with affordability to be maintained over a term of not less than ten (10) years. The ADU requirement shall be recorded as a deed restriction on each ADU lot.
 - a. During home construction ADUs shall be provided incrementally such that at least one (1) incremental ADU shall either:
 - i. be under construction prior to the issuance of every tenth certificate of occupancy, or
 - ii. at the Landowner's option, any ADU lot(s) may be conveyed by recorded deed to a non-profit affordable housing provider for construction of an ADU by the non-profit entity, and, if any ADU lot(s) are so conveyed to a non-profit entity in accordance with the timing requirement specified in 3.b.i., above, then the transfer of the lot shall be deemed to be "under construction" as of the date of the recordation of the deed of conveyance containing the required ADU restriction.

Vicinity Map

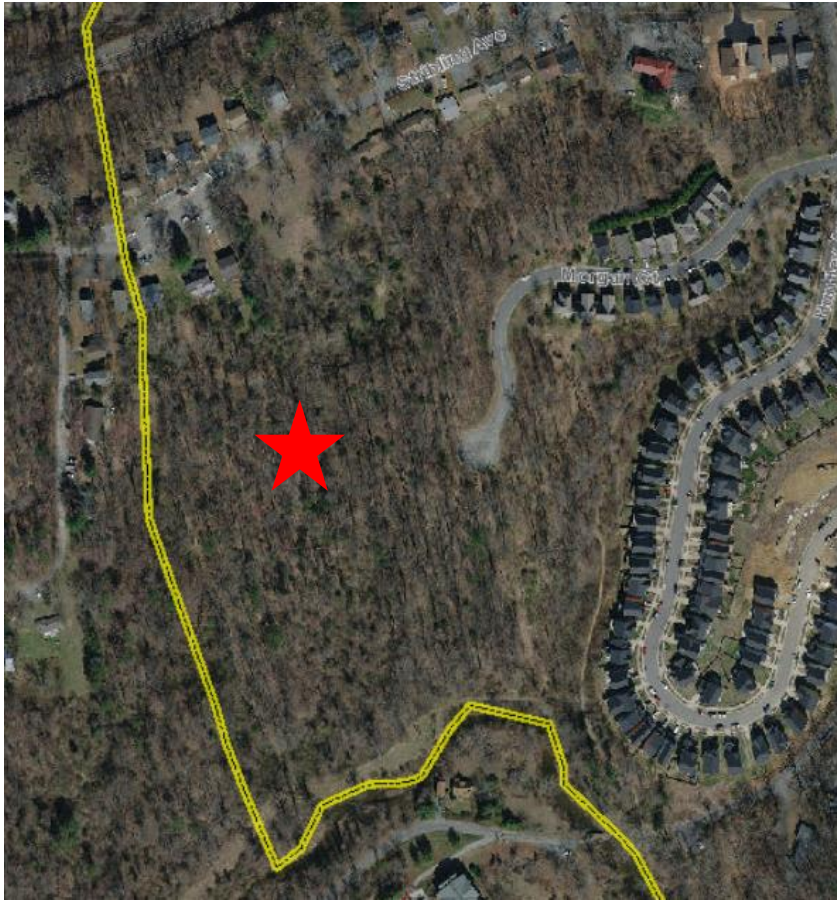


Zoning Map

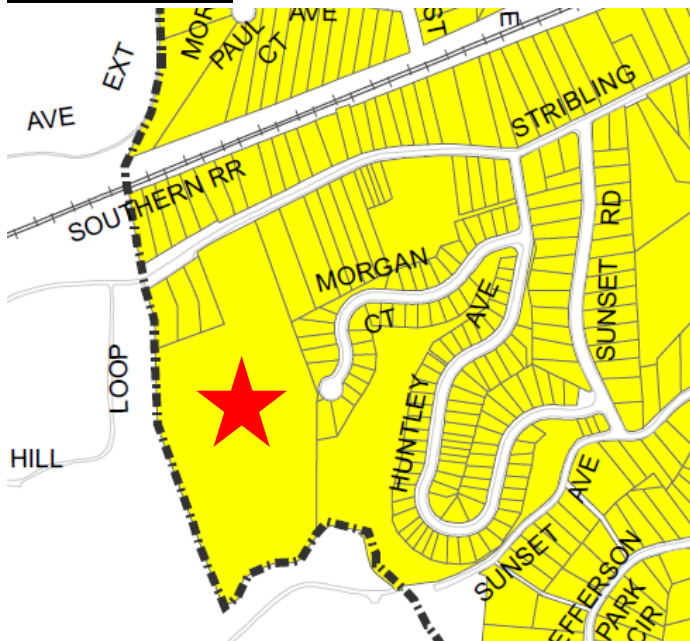


Orange: R-2 (Two-family), Yellow: R-1S (Single-Family), Green: Huntley PUD

2016 Aerial



2013 Comp Plan



Yellow: Low Density Residential

Preliminary Analysis

The layout of the streets are suburban in nature and do not provide connectivity needed for an urban street network per Section 29-181(b) of the City Code. Staff is concerned the development will only have one entrance off of Stribling and should Road A become blocked, near Stribling Avenue, emergency response could be impacted for the rest of the development. Although any development in this location (by-right or through rezoning) will have impacts to existing City and County infrastructure, the change in density from R-1S to R-2 is appropriate in staff's view. (The potential density numbers below are very general and do not take into consideration road layout or critical slopes.)

- By-right development under current R-1S and R2 = 24 Single Family Attached and 64 Single Family Detached for a total of 88 units.
 - (Existing) 2 acres = 87,120sqft / 3,600sqft (minimum lot size) = 24 Single Family Attached.
 - (Existing) 9 acres = 392,040sqft / 6,000sqft (minimum lot size) = 64 Single Family Detached
- Rezoning the subject property to R2 could create 133 units.
 - 11 acres = 479,160sqft / 3,600sqft (minimum lot size) = 133 Single Family Attached.
- The plan being proposed would create 68 units.

Using the proposed layout, but current zoning, the most likely unit buildout would be:

- 16 Single Family Attached and 26 Single Family Detached for a total of 42 units by-right.
- By rezoning the property to R-2 the sum difference would be a total of 26 units.

The City Land Use Map calls for this area to be Low Density Residential. Low Density Residential is defined as up to 15 DUA. This location could support 165 units and still be considered Low Density Residential. The proposed plan would have a DUA of 6.1.

Questions for Discussion

- Is the proposed density appropriate for this location of the City?
- Would an additional 26 residential units in this location impact City infrastructure?
- Are the proposed proffers in line with the City's needs as outlined in the 2013 Comprehensive plan?
- Is the proposed road layout consistent with the goals of the City?
- Is there any additional feedback the Planning Commission can give the applicant?

Attachments

- A. Application and supporting documents
- B. Comment letter to applicant dated August 12, 2019



City of Charlottesville

Application for Rezoning

Project Name: 240 Stribling

Address of Property: 240 Stribling Ave

NEIGHBORHOOD DEVELOPMENT SERVICES

Tax Map and Parcel Number(s): 18A025000

Current Zoning: R15/and R2

Proposed Zoning: R-2

Comprehensive Plan Land Use Designation: Low Density Residential

Applicant: Southern Development Group, Inc

Address: 170 S Pantops Dr, Charlottesville, VA 22911

Phone: 434-245-0894 Email: CHARLESA@SOUTHERN-DEVELOPMENT.COM

Applicant's Role in the Development (check one):

Owner Owner's Agent Contract Purchaser

Owner of Record: Carrsgrove Properties, LLC

Address: 503 Summit Ave, Maplewood, NJ 07040

Phone: 973-275-0416 Email: N/A

(1) Applicant's and (2) Owner's Signatures

(1) Signature [Signature] Print Charlie Armstrong Date 6/7/19

Applicant's (Circle One): LLC Member LLC Manager Corporate Officer (specify) Vice President
Other (specify): _____

(2) Signature See page 6 Print Charlie Armstrong Date 6/7/19

Owner's (Circle One): LLC Member LLC Manager Corporate Officer (specify) _____
Other (specify): Agent

SITE DATA

OWNER: CARRSGROVE PROPERTIES, LLC
503 SUMMIT AVENUE
MAPLEWOOD, NJ 07040-1307

DEVELOPER: SOUTHERN DEVELOPMENT
170 S PANTOPS DRIVE
CHARLOTTESVILLE, VA 22911

PLAN PREPARER: ROUDABUSH, GALE, & ASSOCIATES
914 MONTICELLO ROAD
CHARLOTTESVILLE, VA. 22902
(434)-977-0205

TAX MAP PARCEL No: 18A-25

PARCEL AREA: 11.37 ACRES (AREA BASED UPON BOUNDARY SURVEY)

BOUNDARY: BASED UPON FIELD-RUN SURVEY PERFORMED BY TIMMONS GROUP ON APRIL 27 - MAY 11, 2017 AND DOCUMENT FOUND AT BOOK 871 PAGE 944 IN THE CLERKS OFFICE OF CHARLOTTESVILLE, VIRGINIA.

DATUM: HORIZONTAL NAD83, VIRGINIA STATE GRID
VERTICAL NAVD 88

TOPOGRAPHY: FIELD SURVEY PERFORMED BY TIMMONS GROUP, ON APRIL 27-MAY 11 2017

CRITICAL SLOPES: GENERATED FROM ANALYSIS OF FIELD-RUN TOPOGRAPHY

CURRENT ZONING: R-2 AND R1-S

PROPOSED ZONING: R-2

PROPOSED USE: RESIDENTIAL

THEORETICAL MAXIMUM NUMBER OF LOTS: 137 (W/ 3,600 SF AVERAGE LOT SIZE). THIS NUMBER DOES NOT TAKE INTO ACCOUNT THE SITE CONSTRAINTS SUCH AS FLOODPLAIN, CRITICAL SLOPES OR LAND THAT WILL BE OCCUPIED BY ROADS, TRAILS, OR UTILITY RIGHT-OF-WAY. THE LOT COUNT GRAPHICALLY REPRESENTED HEREIN IS A MORE LIKELY REPRESENTATION OF THE NUMBER OF LOTS THAT IS ACTUALLY ACHIEVABLE.

AREA SUMMARIES:

ROW	1.2 AC
LOTS	6.4 AC
OPEN SPACE	3.7 AC

AVERAGE DAILY TRIPS: 647 VEHICLES PER DAY, AM PEAK 51, PM PEAK 68
(BASED UPON NUMBER OF LOTS IN THE CONCEPTUAL LOT LAYOUT AND THE ITE TRIP GENERATION RATES - 9TH EDITION)

FLOODPLAIN: THE FLOODPLAIN AND FLOODWAY LIMITS SHOWN ARE FROM THE FLOOD INSURANCE MAP COMMUNITY PANEL 51003C0269D. EFFECTIVE DATE: FEBRUARY 4, 2005.

STORMWATER MANAGEMENT: PRELIMINARY NUMBERS FOR LAND COVER INDICATE A LEVEL II EXTENDED DETENTION WILL SATISFY WATER QUALITY AND QUANTITY BASED ON DEQ VRRM SPREADSHEET. FINAL DESIGN MAY VARY BASED ON REGULATORY REVIEW COMMENTS AND/OR LAYOUT REVISIONS

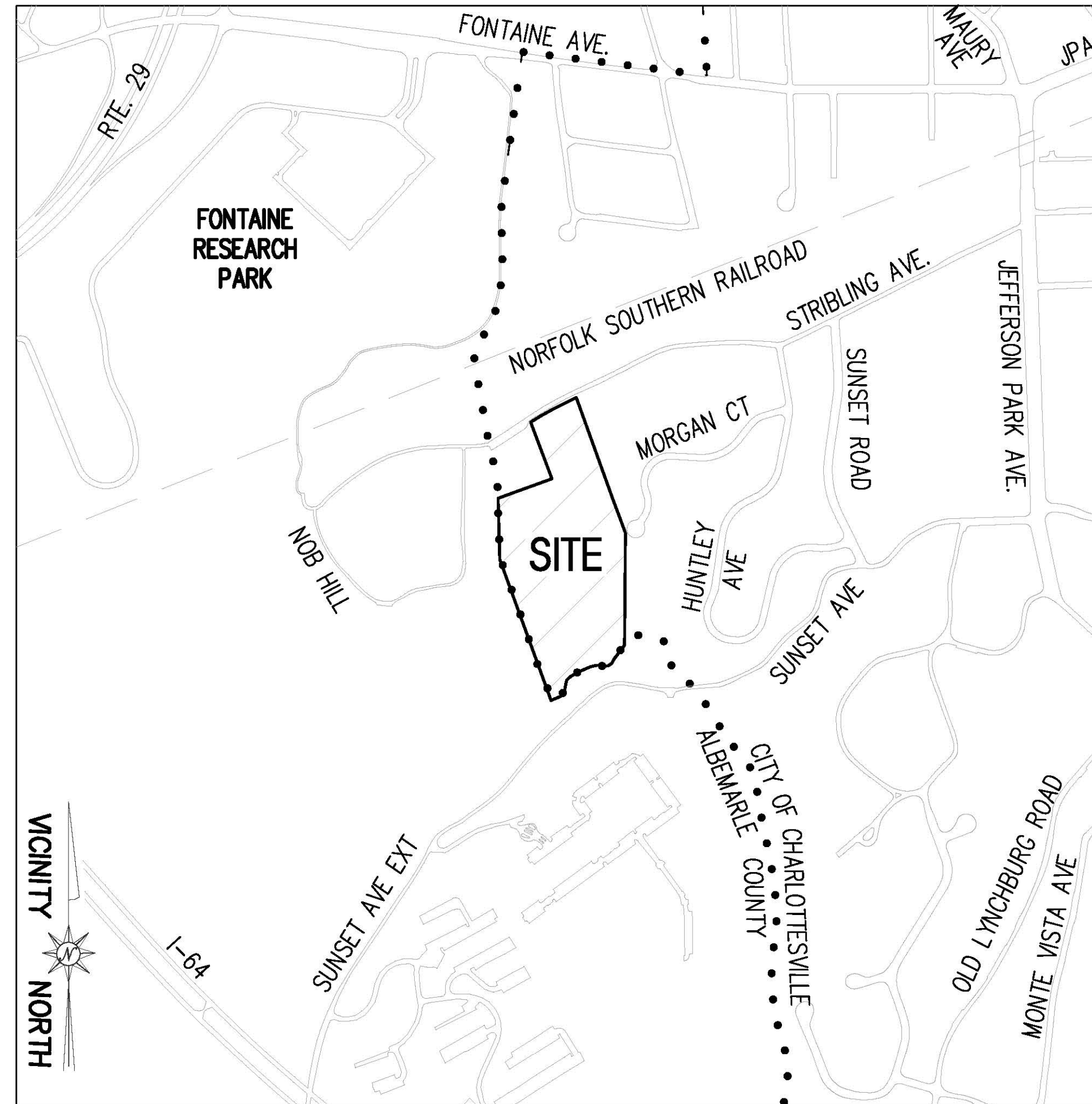
NO EVIDENCE OF A BURIAL SITE WAS FOUND ON THIS PORTION OF PARCEL

THE STREAM BUFFER SHOWN WILL BE MANAGED PER CITY OF CHARLOTTESVILLE WATER PROTECTION ORDINANCE

REZONING PLAN

240 STRIBLING AVENUE

CITY OF CHARLOTTESVILLE



VICINITY MAP
SCALE: 1"=500 FEET

SHEET INDEX

- SHEET 1 ----- COVER SHEET
- SHEET 2 ----- EXISTING CONDITIONS PLAN
- SHEET 3 ----- CONCEPTUAL SITE LAYOUT
- SHEET 4 ----- GRADING PLAN
- SHEET 5 ----- LANDSCAPE PLAN

ROUDABUSH, GALE & ASSOCIATES, INC.
ENGINEERS, SURVEYORS AND LAND PLANNERS
A PROFESSIONAL CORPORATION
SERVING VIRGINIA SINCE 1956
914 MONTICELLO ROAD - CHARLOTTESVILLE, VIRGINIA 22902
PHONE 434-977-0205 - FAX 434-296-5220 - EMAIL INFO@ROUDABUSH.COM

REVISIONS

DATE
JUNE 18, 2019

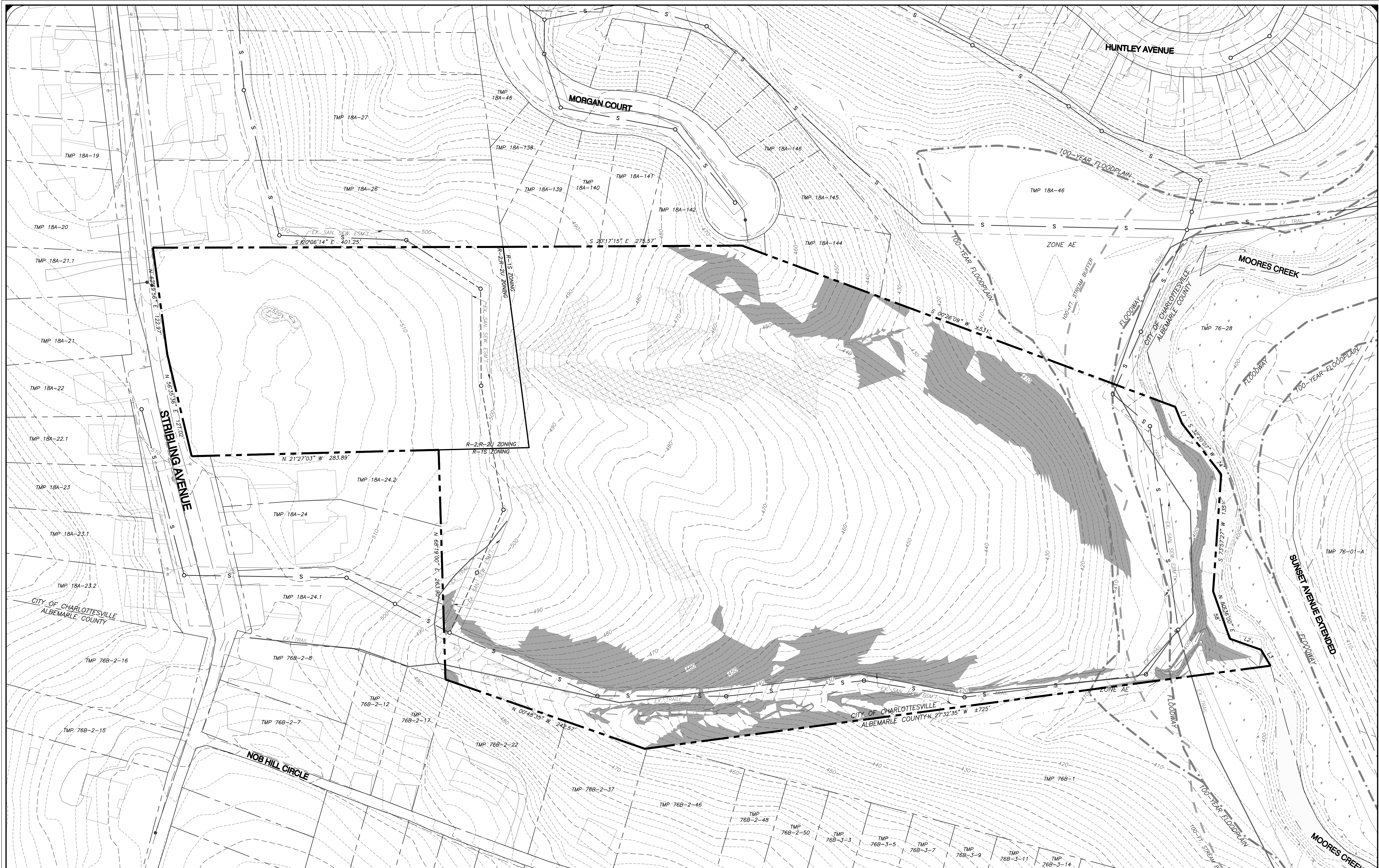
SCALE
AS SHOWN

CONTOUR INTERVAL
AS SHOWN

COVER SHEET
REZONING PLAN
240 STRIBLING AVENUE
CITY OF CHARLOTTESVILLE

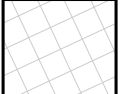

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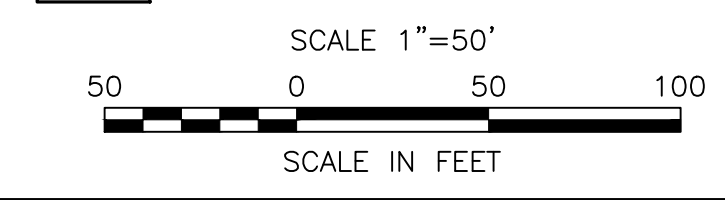
SHEET
1 of 5



LINE	BEARING	DISTANCE
L1	S 47°58'11" W	21'
L2	S 00°35'43" E	38'
L3	S 39°19'41" W	21'

LEGEND

-  STEEP SLOPES
-  CRITICAL SLOPES



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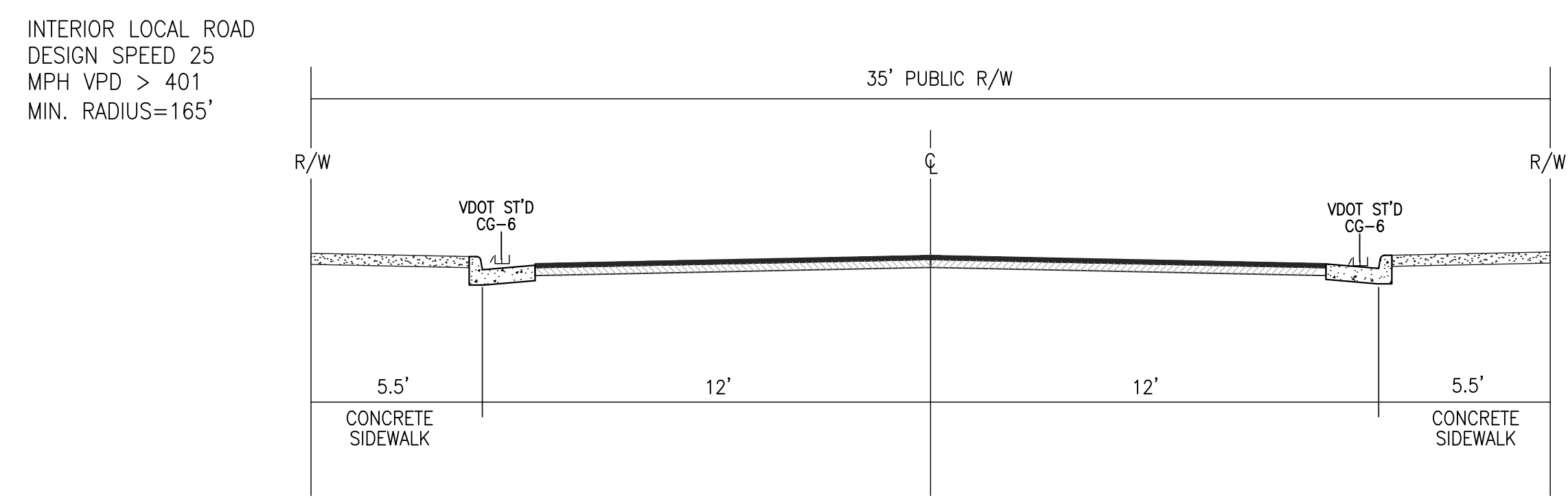
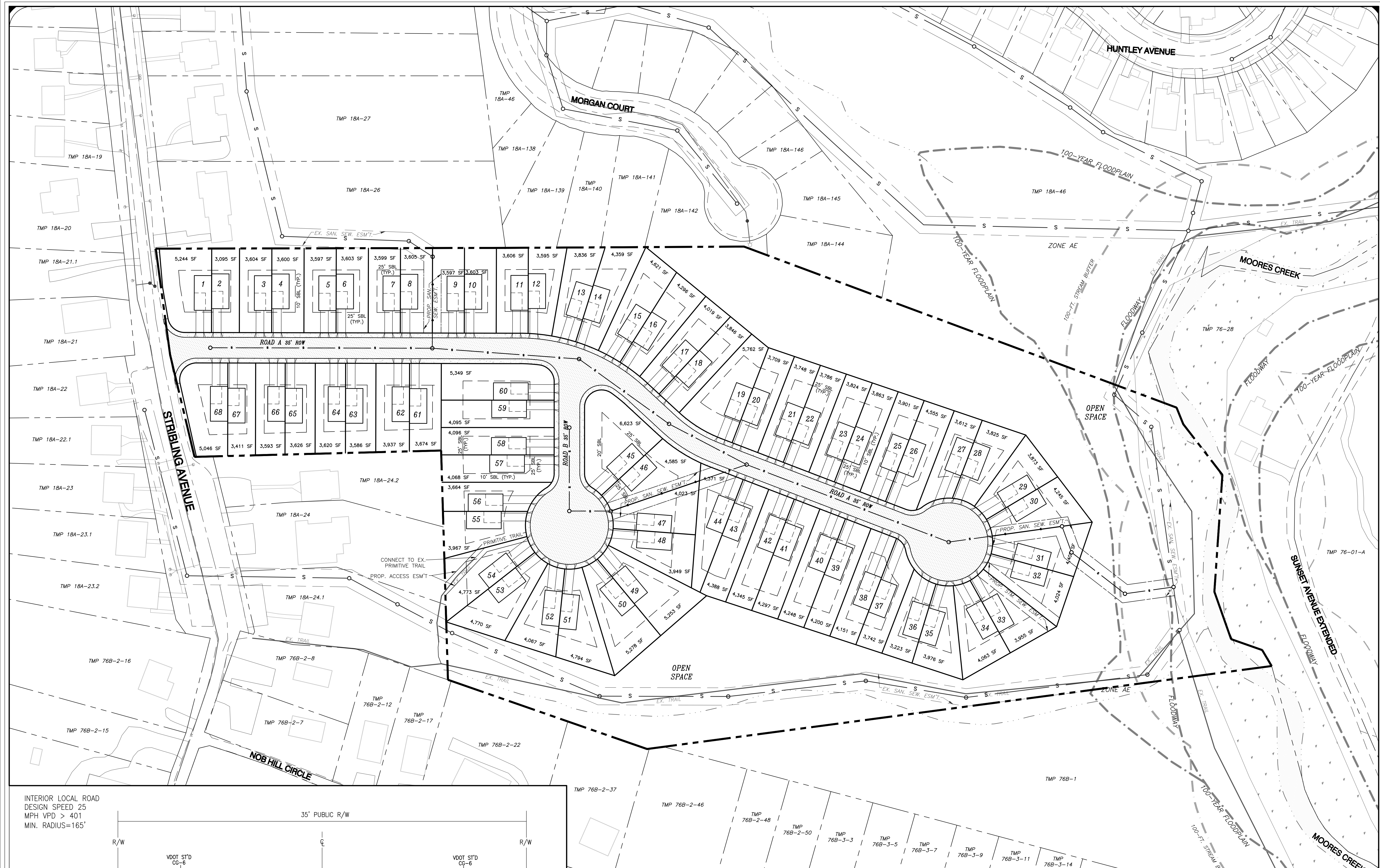
SCALE
 1" = 50'

CONTOUR INTERVAL
 2 FEET

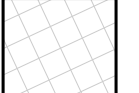

**EXISTING CONDITIONS PLAN
 REZONING PLAN
 240 STRIBLING AVENUE**
 CITY OF CHARLOTTESVILLE

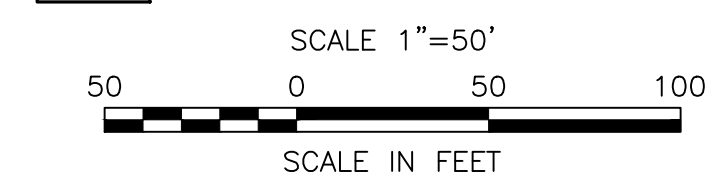
FILE NUMBER
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SHEET
 2 of 5



LEGEND

-  STEEP SLOPES
-  CRITICAL SLOPES



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REVISIONS

NO.	DATE	DESCRIPTION

DATE
JUNE 18, 2019

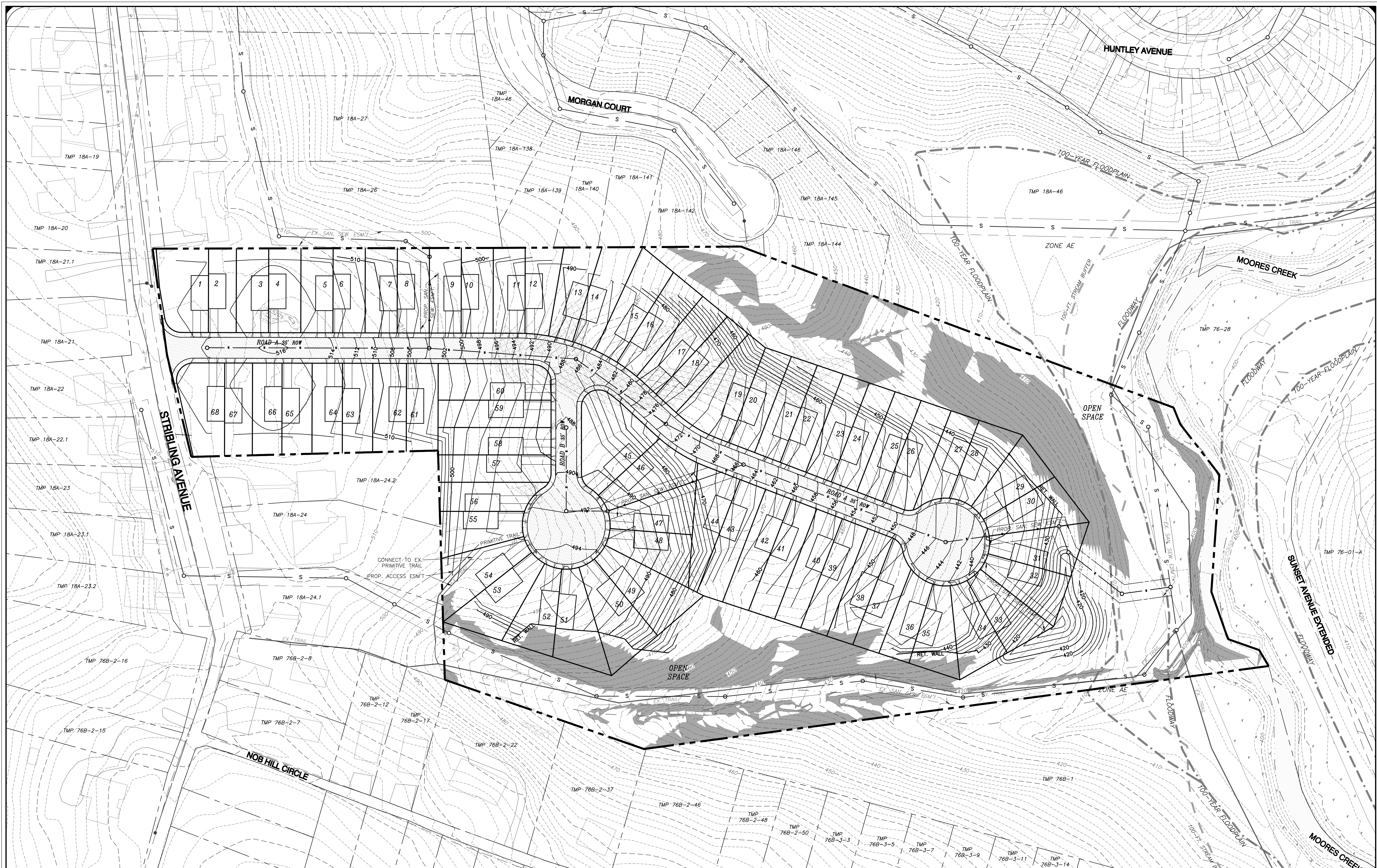
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CONTOUR INTERVAL
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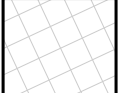

**CONCEPTUAL SITE LAYOUT
 REZONING PLAN
 240 STRIBLING AVENUE**
 CITY OF CHARLOTTESVILLE

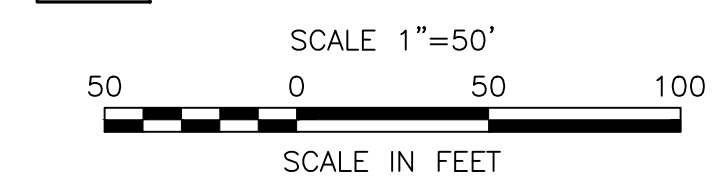
FILE NUMBER
8738

SHEET
3 of 5



LEGEND

-  STEEP SLOPES
-  CRITICAL SLOPES



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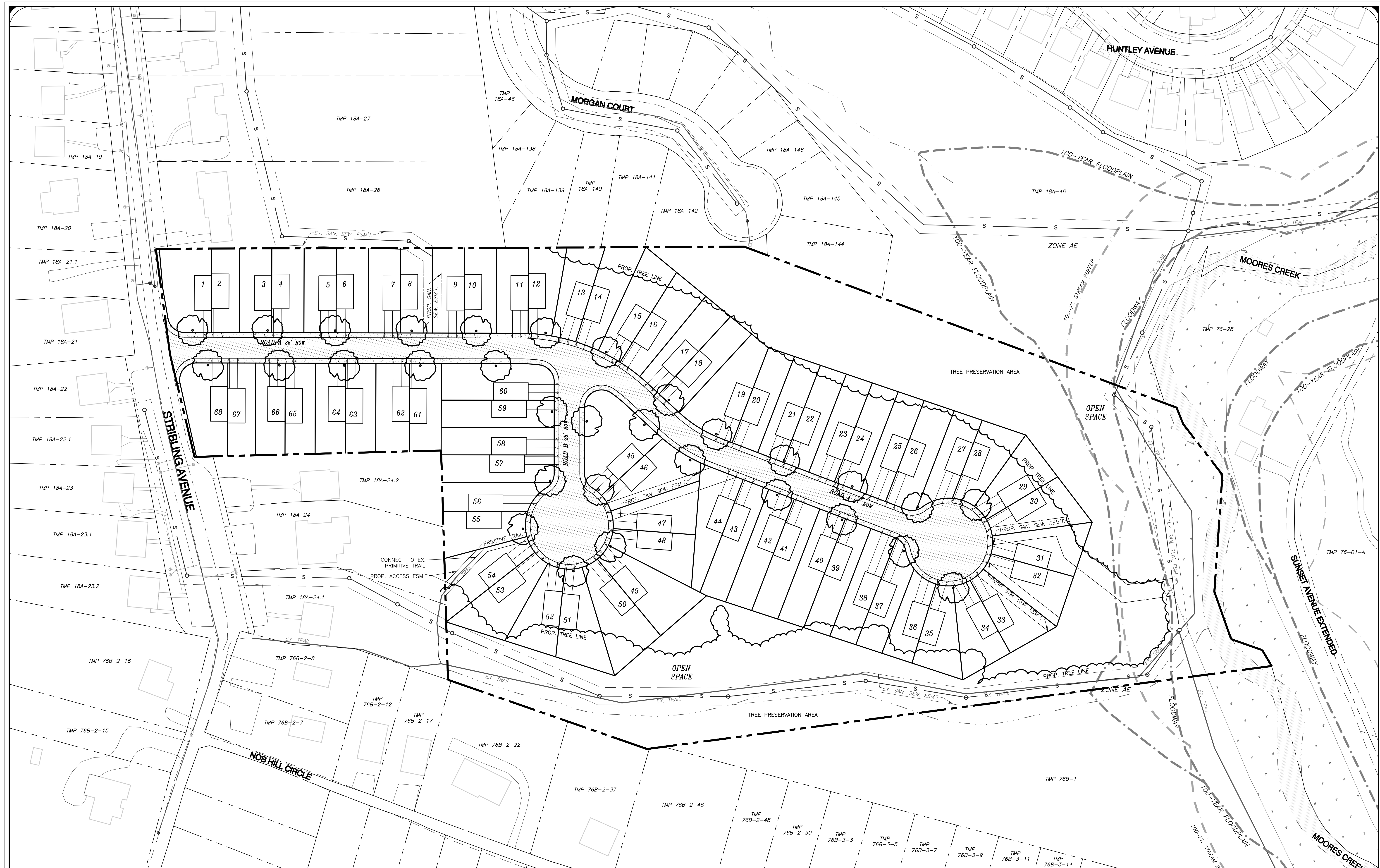
SCALE
1" = 50'

CONTOUR INTERVAL
2 FEET

**GRADING PLAN
 REZONING PLAN
 240 STRIBLING AVENUE**
 CITY OF CHARLOTTESVILLE

FILE NUMBER
8738



SHEET
4 of 5

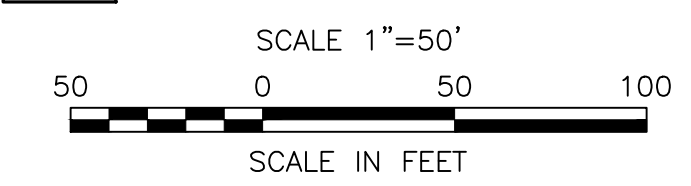


NOTE:
 PROP. TREE LINE/TREE PRESERVATION AREA IS
 CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE WITH
 THE FINAL DESIGN OF THE PROJECT.



LEGEND

-  STEEP SLOPES
-  CRITICAL SLOPES



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REVISIONS

DATE
JUNE 18, 2019

SCALE
1" = 50'

CONTOUR INTERVAL
N/A

**CONCEPTUAL SITE LAYOUT
 REZONING PLAN
 240 STRIBLING AVENUE**
 CITY OF CHARLOTTESVILLE

FILE NUMBER
8738

SHEET
5 of 5

BEFORE THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA
IN RE: PETITION FOR REZONING (City Application No. ZM-19-xxxxxx)
STATEMENT OF **draft** PROFFER CONDITIONS FOR TMP 18A025000
Dated as of **June 18th, 2019**

TO THE HONORABLE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF CHARLOTTESVILLE:

The undersigned limited liability company is the owner of land subject to the above-referenced rezoning petition (“Subject Property”). The Owner/Applicant seeks to amend the current zoning of the property subject to certain voluntary development conditions set forth below.

The Owner/Applicant hereby proffers and agrees that if the Subject Property is rezoned as requested, the rezoning will be subject to, and the Owner will abide by, the following conditions:

1. The Developer shall dedicate a permanent 20-foot-wide trail easement to the City on the Subdivision Plat, at no cost to the City, along the entire length of the existing informal trail system on the Subject Property. The new easement shall run from the Huntley subdivision open space southwest to the Albemarle County line and then northwest more or less parallel to the Albemarle County line to the boundary of neighboring parcel 18A024100.
2. The Developer shall construct a new trail connection from the new subdivision road (labelled “Road B” on the submitted concept) to the existing trail, generally in the area labelled “Connect to Ex. Primitive Trail” on the submitted concept. The new trail connection shall be built prior to issuance of the Certificate of Occupancy for the latter of the two homes between which the new trail connection is to be constructed.
3. Affordable Housing:
 - a. The Developer shall cause a minimum of ten percent (10%) of the units built on site to be affordable dwelling units (ADUs), as defined in City Code §34-12 (c) and §34-12(g), with affordability to be maintained over a term of not less than ten (10) years. The ADU requirement shall be recorded as a deed restriction on each ADU lot.
 - b. During home construction ADUs shall be provided incrementally such that at least one (1) incremental ADU shall either:
 - i. be under construction prior to the issuance of every tenth certificate of occupancy, or
 - ii. at the Landowner’s option, any ADU lot(s) may be conveyed by recorded deed to a non-profit affordable housing provider for construction of an ADU by the non-profit entity, and, if any ADU lot(s) are so conveyed to a non-profit entity in accordance with the timing requirement specified in 3.b.i., above, then the transfer of the lot shall be deemed to be “under construction” as of the date of the recordation of the deed of conveyance containing the required ADU restriction.

WHEREFORE, the undersigned Owner(s) stipulate and agree that the use and development of the Subject Property shall be in conformity with the conditions hereinabove stated, and requests that the Subject Property be rezoned as requested, in accordance with the Zoning Ordinance of the City of Charlottesville.

Respectfully submitted this **18th day of June**, 2019.

Owner:
Carrsgrove Properties, LLC

Owner's Address:
503 Summit Ave
Maplewood, NJ 07040

By: _____

Narrative Project Description
~11 Acres at 240 Stribling Avenue

The Applicant proposes to rezone approximately 11.37 acres at 240 Stribling Avenue, consisting of tax map parcel 18A025000, from R-2 and R-1S to R-2.

1. Project Proposal Narrative:

This proposal is to rezone the above-listed parcel from R-2 and R-1S to R-2. The parcel currently has split zoning, with approximately 2 acres zoned R-2 and the remaining 9 acres zoned R-1S. R-1S zoning accommodates Single Family Detached homes on relatively large lots. There is a dire need for more density in appropriate locations in the City to enable production of more affordable housing than would otherwise be possible on Single Family Detached lots zoned R-1S. Rezoning the entire to R-2 helps accomplish this goal.

The current zoning of the subject property does not match existing and planned residential uses of any of the adjacent properties. Adjacent properties are as follows:

North: Three City parcels zoned R-2

East: Albemarle County Nob Hill Subdivision, Comp Planned for 3-6 units per acre

West: 110 unit Huntley PUD

South: Albemarle County, one residential lot and the Eagles Landing Apartment Complex (zoned R-fifteen)

2. Comprehensive Plan Analysis:

The 2013 Comprehensive Plan future land use map shows these parcels as low-density residential. Though a revision to the Comprehensive Plan has not yet been completed, all draft land use maps published during the revision process have indicated a likely desire by the Planning Commission for this location to remain Low Intensity.

R-2 is defined in the zoning ordinance as: “consisting of quiet, low-density residential areas in which single-family attached and two-family dwellings are encouraged.” R-2 zoning is low-density residential.

In unadopted draft comp plan revisions, “Low Intensity” is the lowest intensity land use proposed for the City and has been defined as “These are low-density residential areas made up of single family detached units, duplexes, townhomes, and other small-scale residential structures.” R-2 is low intensity land use.

Generally, R-2 zoning at this location appears to fit precisely with all existing and proposed comprehensive plan land use maps.

Other comprehensive plan goals support a shift from R-1S to R-2 at this location. Chapter 1, for example, calls for the City to pay special attention to increasing the supply of affordable housing. Rezoning this parcel from R-1S to R-2 will allow slightly denser housing, potentially in the duplex style, which is naturally more affordable than Single Family Detached, and also proffers some guaranteed affordable units.

Finally, the Fry’s Spring Bicycle Pedestrian Master Plan calls for a trail in the location we propose to grant a permanent City trail easement

3. Impacts on Public Facilities and Infrastructure:

Rezoning from R-1S to R-2 has no direct impact to public facilities or infrastructure. Slightly higher density on the parcel would potentially be accompanied by higher traffic once the property is developed, but the proximity to the University tends to favor occupancy by University faculty and staff, which may favor pedestrian or bicycle traffic. Improvements to sidewalks and transportation infrastructure would be governed by a site plan submittal once a specific development is proposed. Adequate sanitary sewer and water infrastructure already exist on the parcels and storm sewer infrastructure would be implemented during site planning per state and local VSMP ordinances.

CITY OF CHARLOTTESVILLE
“A World Class City”

Neighborhood Development Services
610 East Market Street
Charlottesville, VA 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org



August 12, 2019

Charlie Armstrong
Southern Development Group, Inc.
170 S. Pantops Dr.
Charlottesville, VA 22911

RE: Rezoning Application for 240 Stribling Avenue

Dear Charlie,

The above referenced rezoning application was submitted to the office for an initial round of review on **July 11, 2019**. Please find below a list of required documents and suggested comments. The application will not be considered complete until all required documents are received and reviewed. Once these documents have been received and reviewed the application will be deemed complete and placed on a Planning Commission agenda for a Public Hearing. In addition to the required documents, staff has reviewed the plan and is offering suggestions and guidance to consider in any updates to the plan. These comments are not mandates to change the plan in any way, but be advised these comments will be reflected in any future staff report that accompanies this proposal.

1. Comments from Brennen Duncan, Traffic, are attached.
2. Comments from Matt Alfele, Planning, are attached.
3. Comments from Carrie Rainey, Urban Design, are attached.
4. Comments from Amanda Poncy, Bicycle and Pedestrian, are attached.
5. Comments from Roy Nester, Utilities, are attached.
6. Comments from Steve Walton, Fire, are attached.
7. Comments from Michael Ronayne and Chris Gensic, Parks, are attached.
8. Comments from Susan Elliott and Dan Frisbee, Environmental, are attached.

Please review and provide the required documents. If you wish to meet and discuss any of staff's suggestions, you can contact me 434-970-3636 or alfelem@charlottesville.org to setup a meeting

Respectfully,



Matt Alfele, AICP

C: Southern Development Group, Inc., Attn: Charlie Armstrong, CharlesA@southern-development.com
Missy Creasy
Brennen Duncan
Carrie Rainey
Amanda Poncy
Roy Nester
Steve Walton
Mike Ronayne
Chris Gensic
Susan Elliott
Dan Frisbee

Traffic:

Brennen Duncan

1. A Traffic Study along the Stribling Corridor (ending at JPA) which includes information related to multimodal, speed, pedestrian, and potential intersection improvements is required. Please contact the City Traffic Engineer for more detailed information. **(This is the only required document/s all remaining comments in this letter are only suggestions.)**

Planning

Matthew Alfele

2. The layout of the streets are very suburban in nature and do not provide connectivity needed for an urban street network. (See Section 29-181(b))
3. Staff is concerned the development only has one entrance off of Stribling. Should Road A become blocked near Stribling, emergency response could be impacted for the rest of the development.
4. Although any development in this location will have impacts to existing City and County infrastructure, the change in density from R-1S to R-2 is appropriate. (The number below are very general and do not take into consideration road layout or critical slopes.)
R-1S and R2 existing conditions by-right = 24 Single Family Attached and 64 Single Family Detached for a general total of 88 units.
R2 could create 133 units.
The plan being proposed would create 68 units.
Using the proposed layout, but current zoning, the most likely unit buildout would be: 16 Single Family Attached and 26 Single Family Detached for a total of 42 units by-right. By rezoning the property to R-2 the sum difference would be a total of 26 units.
5. The City Land Use Map calls for this area to be Low Density Residential. Low Density Residential is defined as up to 15 DUA. This location could support 165 units and still be considered Low Density Residential. The proposed plan would have a DUA of 6.1.

Housing:

NA (Matt Alfele)

- a. The affordable housing proffer might run into the same problems as the one for Flint Hill PUD. You might want to consider revising it.

Urban Design:

Carrie Rainey

6. The layout of the Rezoning Plan to orient development around two cul-de-sacs and a single point of access does not align with the vision of the 2013 Comprehensive Plan and the 2016 Streets that Work Plan (Amendment to the 2013 Comprehensive Plan)

to create connectivity within the new development, or with the surrounding community. Specifically, the layout does not align with:

- a. Goal 2.2 of the Transportation Chapter of the 2013 Comprehensive Plan: *Encourage new street connections and alternate traffic patterns where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, and vehicles.*
 - b. Goal 1.2 of the Historic Preservation and Urban Design Chapter of the 2013 Comprehensive Plan: *Develop pedestrian-friendly environments in Charlottesville that connect neighborhoods to community facilities, to commercial areas and employment centers, and that connect neighborhoods to each other, to promote a healthier community.*
7. The lack of a curbside buffer, minimum sidewalk width, and driveway layout of the Rezoning Plan require pedestrians walk immediately adjacent to vehicular traffic and to cross the sloped driveway aprons frequently in the proposed development. This does not create a pedestrian-friendly environment, and specifically does not align with:
- c. Goal 2.3 of the Transportation Chapter of the 2013 Comprehensive Plan: *Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.*
 - d. The Guiding Principle *Safe and Accessible* of the 2016 Streets that Work Plan that states the *safety, accessibility, and comfort of pedestrians, bicyclists, and transit users will be prioritized while planning and designing Charlottesville streets.*
 - e. Chapter 3 of the 2016 Streets that Work Plan, which states Local Streets (following the Neighborhood B typology) are recommended to have a curbside buffer of three to six feet wide. In addition, the Plan states Local Streets that *in neighborhoods with driveways and off-street parking, space within the public right-of-way should be used for wider sidewalks and planted buffers.*
 - f. Chapter 4 of the 2016 Streets that Work Plan guidance on driveways, which states the *design of driveways should provide a continuous and level clear walk zone across the vehicular path and encourage vehicles to yield to pedestrians on the sidewalk.*
8. The inclusion of a curbside buffer, in alignment with 2016 Streets that Work Plan as stated above, would also provide the opportunity to meet the Guiding Principle Healthy, Green and Sustainable of the Plan: Charlottesville will promote health and long-term natural function of the built environment by utilizing sustainable and green design elements in all public and private developments. Chapter 4 of the 2016 Streets that Works Plan further discusses benefits and uses of the curbside buffer zone.

Bicycle and Pedestrian:

Amanda Poncy

9. The Bicycle and Pedestrian Master Plan (amended to the Comprehensive Plan in 2015) calls for a Bicycle Arterial along Moore's Creek. Any proffers to improve the proposed trail along Moore's Creek or connect to the trail should be 10-12' in width and meet ADA standards.
10. The Bicycle and Pedestrian Master Plan also highlights missing sidewalk along Stribling Avenue.
11. Connections to Nob Hill and Morgan Court would enable better dispersal of traffic throughout the neighborhood

Public Utilities

Roy Nester

12. When the final site plan is prepared, Utilities will request a water line loop connect to the cul-de-sac of Morgan Court. This will require the disturbance of a critical slope but the loop is needed for overall system reliability and better fire flows.
13. Utilities has no other comments on the rezoning as it appears we have adequate capacity overall for this development.

Fire

Steve Walton

14. Please provide a separate and remote water supply for fire protection for the proposed development.
15. Recommendation: If possible, please provide a 2nd roadway into and out of the development and connected to Morgan Court.

Parks

Michael Ronayne and Chris Gensic

16. More clarification on the trail would be helpful. Will it be paved, shared...? A dedication of land in fee simple would be preferable to an easement, but an easement is still acceptable.
17. The street trees should be at least 2' from paved surfaces to limit heaving
18. Street trees outside should be on private property and not in the ROW.

Environmental

Susan Elliott and Dan Frisbee

19. The project narrative provided does not address environmental impacts of the proposed development of the site (Section 34-41 (5)). In general, I'd like them to reference the steep slopes and critical slopes. (They do appear to mostly avoid these, based on their conceptual site plan).
20. In regards to the Comprehensive Plan, the Plan states desire for green building, including energy and water efficiency. The proposed project narrative does not reference this.
21. The supposition that increased traffic could be mitigated by University faculty and staff who might use bicycle or pedestrian modes of transportation may hold true for

commuting to/from UVA, but it is unclear how true that will hold for other destinations. Additionally, anticipated increases in bicycle and pedestrian use of Stribling should be considered in context of existing conditions of Stribling for those travel modes.

- a. Including improvements on Stribling for these modes and to connect to the Trail within the development could be worth considering
22. Protection of the property's considerable environmental features, including critical slopes, streams, riparian stream buffers, floodplains, and tree canopy, should not be jeopardized as a result of the rezoning and higher density.