

**ZC-17-03 (1346 Thorpe Lane) Zoning Change Review (By Comp Plan Element)**

**LAND USE – Preferred Scenario Map / Land Use Intensity Matrix**

	YES	NO (map amendment required)
Does the request meet the intent of the Preferred Scenario Map and the Land Use Intensity Matrix?	<b>X</b>	

**ECONOMIC DEVELOPMENT – Furthering the goal of the Core 4 through the three strategies**

STRATEGY	SUMMARY	Supports	Contradicts	Neutral
Preparing the 21 <sup>st</sup> Century Workforce	Provides / Encourages educational opportunities			<b>Applicant has not indicated that educational facilities will be included.</b>
Competitive Infrastructure & Entrepreneurial Regulation	Provides / Encourages land, utilities and infrastructure for business			<b>Applicant has not indicated that infrastructure will be extended.</b>
The Community of Choice	Provides / Encourages safe & stable neighborhoods, quality schools, fair wage jobs, community amenities, distinctive identity			<b>Applicant has not indicated that opportunities for jobs and services will be included.</b>

**ENVIRONMENT & RESOURCE PROTECTION – Land Use Suitability & Development Constraints**

	1 (least)	2	3 (moderate)	4	5 (most)
Level of Overall Constraint			<b>X</b>		
Constraint by Class					
Cultural	<b>X</b>				
Edwards Aquifer	<b>X</b>				
Endangered Species	<b>X</b>				
Floodplains	<b>X</b>				
Geological	<b>X</b>				
Slope	<b>X</b>				
Soils	<b>X</b>				
Vegetation	<b>X</b>				
Watersheds					<b>X</b>
Water Quality Zone	<b>X</b>				

**ENVIRONMENT & RESOURCE PROTECTION – Water Quality Model Results**

Located in Subwatershed:	<b>Sewell Park</b>				
	0-25%	25-50%	50-75%	75-100%	100%+
Modeled Impervious Cover Increase Anticipated for watershed	<b>X</b>				

Notes: The Sewell subcatchment will have a higher overall impervious cover within the Preferred Scenario (58%) compared to the trend scenario (53%). Most of the changes within the Preferred Scenario will occur on previously developed urban areas. This means that developments for the Preferred Scenario, such as the Midtown area, will have a high amount of impervious cover. The increase in impervious cover with the Preferred Scenario could result in a 7 percent increase of Total Suspended Solids (TSS) with a similar increase in bacteria (8.8%) generally during rain events. Note, the maximum impervious cover for both OP and CC zoning is 80%. Furthermore, future development on the site must be reviewed as part of a Complete Site Preparation Permit and Watershed Protection Plan process.

**NEIGHBORHOODS** – Where is the property located

CONA Neighborhood(s):	Millview West
Neighborhood Commission Area(s):	7
Neighborhood Character Study Area(s):	N/A

**PARKS, PUBLIC SPACES AND FACILITIES** –Availability of parks and infrastructure

	YES	NO	
Will Parks and / or Open Space be Provided?		X	
Will Trails and / or Green Space Connections be Provided?		X	
<b>Maintenance / Repair Density</b>	Low (maintenance)	Medium	High (maintenance)
Wastewater Infrastructure	X		
Water Infrastructure	X		
Public Facility Availability	YES	NO	
Parks / Open Space within ¼ mile (walking distance)?		X	
Wastewater service available?	X		
Water service available?	X		

**TRANSPORTATION** – Level of Service (LOS), Access to sidewalks, bicycle lanes and public transportation

	A	B	C	D	F
Existing Daily LOS Thorpe Lane	X				
Existing Peak LOS Thorpe Lane	X				
Preferred Scenario Daily LOS Thorpe Lane	X				
Preferred Scenario Peak LOS Thorpe Lane		X			
The Transportation Demand Model shows that Thorpe Lane remains at a level of service A for the Daily LOS, however, it drops from an A to a B LOS in the Preferred Scenario Peak LOS.					
	N/A	Good	Fair	Poor	
Sidewalk Availability		X			
There are existing sidewalks along the frontage of the subject property.					
	YES	NO			
Adjacent to existing bicycle lane?	X				
Adjacent to existing public transportation route?	X				
Notes: The property is located adjacent to 2 CARTS stops on either side of the property. One stop is located at the Uptown Square Apartments and one stop is located at the Summit Apartments. The stops serve both the Umland Road route and the Post Road route.					

