Attachment 5 – ZMA202000007 RST Residences

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	Pedestrian facilities are provided throughout the site, along most of the internal streets and travel-ways, as well as in between the facing pairs of "two-over-two" style townhouse units. A pedestrian connection is also proposed parallel to Ashwood Boulevard, on the property currently owned by the Commonwealth of Virginia, if permitted by VDOT. There are a couple areas where the pedestrian experience may be compromised because of retaining walls adjacent to proposed sidewalks, such as by the "pool amenity area" and by the large parking area at the intersection of Travelway B and Private Road C. The impact would depend on the final height of the retaining walls constructed at these sites. The applicant is proposing a stairwell from the sidewalk up to the pool amenity area; however, no ramp for people with physical disabilities is depicted, with the retaining walls potentially restricting ease of access to this amenity from the Road C sidewalk. Near the stairwell, the two terraced retaining walls appear to extend for a total height of approximately ten feet based on the conceptual grading plan. This principle has been partially addressed and could be strengthened.
Mixture of Uses	The Places29 Master Plan designates most of this property as Urban Density Residential, which recommends a primary use of residential, with multiple dwelling types, and commercial or institutional uses as secondary. A small portion of this property is designated for privately-owned open space. The applicant is proposing residential for this project, including two housing types – rental multi-family apartments and for-sale "two-over-two" style townhouse units anticipated to be sold as condominiums. There is also the minimum required 25% open space provided, which is proposed to be privately owned. No commercial, institutional, or other uses are proposed with this project. This principle has been met.
Neighborhood Centers	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. This project provides a centralized triangular amenity area with a pool; however, this area is not strongly visually defined and appears to be difficult to access for many residents of the proposed development because it is surrounded by the two central apartment buildings on two sides and terraced

	retaining walls (approximately ten feet tall total) along its road frontage with Private Road C. In addition, the tallest residential structures, which are the two central apartment buildings, depicted on the application plan as five stories, are proposed for the center of the site, adjacent to the pool amenity area. The other residential structures, which, at three stories (the other apartment buildings) or four stories (the two-over-two townhouses), are shorter than the two central buildings and are located on the outskirts of the site. This principle has been partially addressed and could be strengthened.
Mixture of Housing Types and Affordability	The Application Plan proposes two different housing types – rental multi-family apartment buildings, at 254 units, and anticipated for-sale "two-over-two" townhouse condo units, at 108 units. The applicant is also proposing that at least 50% of the total number of units will be designated as affordable housing at 80% of AMI as determined by the U.S. Dept. of Housing and Urban Development. This principle has been met.
Interconnected Streets and Transportation Networks	The internal roadway network of this proposed development is largely interconnected. However, there are no direct interconnections proposed to be constructed with adjacent properties. A public access easement that is 50-ft. wide has been provided in the northeast corner of the development that would allow for a future connection of some type to the currently undeveloped properties to the north. The master plan shows a connection for either bike, pedestrian, or vehicular modes in approximately this location. In addition, the proposed entrance into the development from Ashwood Blvd. is aligned opposite the future Archer Avenue intersection, which will be constructed as Brookhill is built out. However, as the Commonwealth of Virginia owns property between Ashwood Blvd. and the subject parcels, access to the site via Ashwood is not assured at this time and is subject to VDOT's processes (see Attachment 8 for more information). The development is proposed to be served by all private roadways. The road designated as "Private Road C," which runs from the proposed Ashwood entrance north to the easement mentioned above for a future interconnection, will be a private street, built to private street standards. All other roadways in the development will be designated as internal travelways serving the residents of the development. The applicant, however, is proposing to place public access easements across Travelways A and B and Private Road C to allow the public to use these roadways as well. This development does not promote an interconnected network of public streets with the surrounding area, as recommended in the development areas. However, as a proposed apartment and condo community, all amenities and

	features would be under common ownership, and the public access easements would allow public travel on the roadways. The application plan also depicts a proposed new pedestrian path parallel to Ashwood Blvd., promoting better connections from Route 29 east into the Forest Lakes neighborhood, as well as pedestrian ways internally throughout the development. This principle has been partially addressed and could be strengthened.
Multi-modal Transportation Opportunities	This development as proposed is largely automobile-centric, including one large expanse of parking proposed for the southwest area of the property between Travelway B and the cemetery. There are, however, pedestrian facilities provided throughout the site, alongside most of the internal roadways, as well as a pedestrian pathway parallel to Ashwood Blvd. No bike lanes are provided throughout the site. No transit accommodations are provided on the site. This principle is largely not addressed and could be strengthened.
Parks, Recreational Amenities, and Open Space	The proposal provides the minimum 25% that is required for open space in the PRD, including vegetative buffers, recreational amenity areas, and other open space areas. If this rezoning is approved, at the site planning stage, the applicant will be required to meet the recreational requirements of 18-4.16 of the Zoning Ordinance or must submit a substitution request for review by staff with different recreational amenities that are of a similar or greater level than what the ordinance requires. The applicant has not submitted a substitution request at this time, so staff cannot comment on potential amenities. However, the application plan does show a pool area and a dog park. In addition, the applicant has provided the minimum square footage of open space required if the tot lots and basketball courts required by the ordinance are installed instead of submitting a substitution request at the site planning stage. There is a 100-ft. forested buffer proposed to screen the site from Route 29. The applicant is also proposing a 20-ft. buffer around the rest of the perimeter of the site. In addition, the preserved slope areas are within open space and not proposed to be disturbed. Most of the recreational amenities are located on the outskirts of the site, with only the pool recreation area situated as a central feature of the development. However, as mentioned previously, this area appears to be enclosed by the two central apartment buildings on two sides, and a retaining wall, with a stairwell for access, along Private Road C on the third side. The proposed dog park is located on the eastern edge of the property, behind the proposed townhouse units, adjacent to the Ashland Townhomes community. The asphalt

	recreational area and one tot lot spot are situated at the southern edge of the property, near the entrance from Ashwood Blvd., and across the large parking lot from the central apartment buildings. A second tot lot area is situated near the central roundabout of the development, between the two northern apartment buildings. Sidewalks are provided for pedestrian access to all of these recreational areas. This principle has been partially addressed and could be strengthened.
Buildings and Space of Human Scale	The maximum recommended height for residential buildings in the Urban Density Residential land use designation in the Places29 Master Plan is four stories or 45 feet. The two central buildings of this proposed development, adjacent to the pool recreation area, do not appear to conform with this recommendation. The application plan depicts them as being five stories tall, which exceeds the recommendations of the master plan. The other proposed buildings in the development are all four stories or less. The townhouse structures on the eastern side of the property, near the existing two-story Ashland Townhomes structures, are proposed to be four stories – a two-story unit on top of a two-story unit. The other rental multi-family apartment buildings in the development are depicted as being three stories tall. The apartment buildings are all proposed to front on either Travelway A or Travelway B, with most parking relegated. There is one large expanse of parking, however, between Travelway B and the cemetery, which separates one of the recreational areas from the residential buildings. The two-over-two structures have their sides facing Private Road C, with pairs of the structures facing each other over a small plaza area with grass and sidewalks. The rears of the structures face travelways, acting like alleys with access to garages serving the units. In addition, there appear to be several retaining walls around the site that are alongside sidewalks, including a terraced wall, of approximately ten feet total, that is adjacent to the central amenity area, appearing to block easy access from other areas of the site and the adjacent street. There is also one at the intersection of Travelway B and Road C. Depending on their final height and design, they could produce segments of blank walls along sidewalks that are used to reach the development's recreational amenities. The final architectural design of these buildings has not been completed at this time. This property is located within the Entrance Corridor Overlay District and will be reviewed by the Architectural Review Board at the site planning stage if this rezoning is approved. This principle has been partially addressed and could be strengthened.
Relegated Parking	The parking as shown on the application plan is largely either on-street parking or has been relegated behind the buildings from the internal travel-ways and

	roads. The one exception is the large expanse of parking lot located in the southwest corner of the property, between the cemetery and Travelway B. This principle has been partially addressed and could be strengthened.
Redevelopment	The two parcels that make up this project include an existing motel and an existing mobile home community. It is proposed that these existing structures will be removed and the site redeveloped with other dwelling unit types, including multi-family apartments and “two-over-two” style townhouse units. This principle has been met.
Respecting Terrain and Careful Grading and Re-grading of Terrain	There are areas of both managed and preserved steep slopes on this property. The applicant is not proposing to disturb any of the preserved slopes and has included all of those slopes within proposed open space areas. Any grading or disturbance of the managed slopes on the property will be reviewed by the County Engineer at the site planning/subdivision stage for compliance with state and County code requirements. This principle has been met.
Clear Boundaries with the Rural Area	This property lies within the Community of Hollymead Development Area, although designated Rural Areas are located to the west of the subject property, across U.S. Route 29. However, Route 29 acts as an existing barrier delineating a clear boundary between this proposed project and the Rural Areas. In addition, the applicant is proposing a 100-ft. forested buffer along the subject property’s Route 29 frontage, providing significant natural screening to help act as a transition between the Rural Areas and this project. This principle has been met.