Neighborhood Model Principles Analysis
ZMA202100013 – Southwood Phase 2

Pedestrian Orientation	All Framework Streets street sections include a 5-foot sidewalk with adjacent 6-foot planting strip. Other pedestrian and trail connections are provided throughout. This principle has been addressed.
Mixture of Uses	A mixture of residential and non-residential uses is proposed with this development. The blocks vary in intensity of permitted uses and density, with the highest density and intensity in Blocks 25-34, which include the designated Center ('Neighborhood Center Special Area'). The intensity and density transition from the Center to the less dense residential blocks along the edges of the site. The proposed uses were developed and vetted by current Southwood residents, who also decided to locate more intense uses in the designated Center area. While the Code of Development allows for a mix of uses, no commitment to a minimum non-residential square footage has been made. This principle has been partially addressed.
Neighborhood Centers	The Code of Development includes special designations, such as neighborhood centers and placemaking locations, which were identified either in the Comprehensive Plan or by Southwood residents. The Southern and Western Neighborhoods Master Plan identifies a Center at the Hickory Street entrance into Southwood. This area is labeled "Neighborhood Center Special Area" in the Code of Development and has its own set of regulations. A mixture of uses is proposed for this area, as well as adjacent and nearby blocks. This area is intended to have the highest intensity of uses and highest density. The uses are intended to primarily serve the residents of Southwood. As discussed in the Mixture of Uses section, no commitment to minimum non-residential uses has been made. This principle has been partially addressed.
Mixture of Housing Types and Affordability	A variety of housing types are allowed in the Code of Development, including single-family attached and detached, and multifamily. This application meets the County's housing policy for 15% of all units developed under rezonings to be affordable a range of 23% up to 47% of the units will be affordable, depending on the build-out range of 527-1,000 units. Staff still has some remaining clarifications and questions related to affordable housing. This principle has been partially addressed.
Interconnected Streets and Transportation Networks	The Application Plan shows the proposed road network, which consists of Framework Streets. Additional roads and alleys may be proposed at the site planning stage, which will primarily serve to enhance connectivity and provide parking access for residential units within the Southwood community. The proposed road network provides interconnectivity and does not contain cul-de-sacs within Southwood.

	The primary access to Southwood is via Hickory Street and the section within Southwood will be upgraded to a public road. The section beyond Southwood to Oakhill Drive has not been adequately addressed. This principle has been partially addressed.
Multi-modal Transportation Opportunities	There are pedestrian networks through proposed sidewalks and trails throughout the development. Sidewalks are at least 5-feet wide, and trails must meet County standards. The trail will meet County standards. The majority of the proposed Framework Streets are local streets where bicyclists would be able to safely ride within the travel lane. Bike lanes are optional on these streets and may be provided at the site planning stage. Bike lanes have not been provided along Hickory Street and staff recommends they be required in the Code of development. This principle has partially addressed.
Parks, Recreational Amenities, and Open Space	Blocks are dedicated to green space. These blocks include protected and preserved environmental features, including preserved slopes, stream buffer, and floodplain. There will be a trail network provided through these blocks, creating connectivity through the development and with a possible future connection to Biscuit Run Park. This trail will be located within ¼ mile of all residential units in this Phase. The Code of Development provides for 21% of the gross acreage of the site in Greenspace and Amenities, as the NMD district requires a minimum of 20%. This principle has been addressed for parks and amenities to be provide within Southwood. However, a development of this size also generates impacts to County parks facilities, specifically Biscuit Run, that have not been completely addressed.
Buildings and Space of Human Scale	The Code of Development regulates building standards by block and Pages 18-19 include comprehensive built form regulations along with illustrative diagrams and sections. Building height, setbacks, stepbacks block length, and, building entrances, and maximum building footprints are addressed. Buildings transition through the Blocks, with the greater intensity of use and density concentrated in the Blocks closest to Hickory Street. Where buildings will be up to 4 or 5 stories in height, stepbacks are required. An internal ARB will be established, to provide residents with continued input into the form of development and architectural standards. This principle has been addressed.
Relegated Parking	A variety of methods to achieve parking requirements are permitted in the Code of Development, including standalone, street, alley, shared, and garage parking. Framework street facing garages must be side-loaded or relegated to the rear of the building, and garages are not permitted to face Framework Streets. A parking reduction has been submitted. However, staff believes it is more appropriate to be reviewed at the site plan stage. This principle has been addressed.

Redevelopment	Southwood is an existing mobile home community with aging housing on failing septic. It is proposed that these existing structures will be removed, and the site redeveloped with new dwelling unit types, including multi-family apartments and “two-over-two” style townhouse units. This principle has been addressed.
Respecting Terrain and Careful Grading and Re-grading of Terrain	Disturbances to preserved steep slopes should be avoided whenever possible. All development must meet the standards of Section 18-30.7 of the Zoning Ordinance. The road network has been designed based on the existing grades on the site and to preserve natural areas at the edges of the site. This principle has been addressed.
Clear Boundaries with the Rural Area	This proposal is not adjacent to the Rural Area. This principle is not applicable.