Attachment 8 – ZMA2021-00001 Willow Glen Amendment

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	There are pedestrian facilities provided throughout the site. However, most of the sidewalks are adjacent to large expanses of parking. Considerate landscaping at the site planning stage, along with appropriate heights and locations of retaining walls, will be important to provide greater pedestrian orientation in this development. A sidewalk along the southwestern Dickerson Road frontage has been proposed, which will help provide connections to the designated center at Town Center Drive. A grading easement has been proposed for construction of the remainder of the sidewalk when the adjacent property develops. However, no sidewalk has been provided along the northwestern Dickerson Road frontage of the site. This principle has mostly been met. (Considerate landscaping along the sidewalks at the site planning stage will be important.)
Mixture of Uses	The application provides for only one type of housing in Phase 2, reducing the mix from the existing greater range of housing types that are approved for this property. With Phase 1 included, there are additional housing types, but still a reduction from what is currently approved for the site with ZMA2006-00019. This property is designated as Urban Density Residential, so residential is the primary use recommended. This principle has mostly 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. Trails and sidewalks have largely been provided to connect the various residential buildings with the open space and recreational facilities of the development. In the greater area, the intersection of Dickerson and Town Center is a designated Neighborhood Service Center. A sidewalk along the Dickerson Road frontage has been proposed, which will help provide connections to the designated center at Town Center Drive. This principle has been met.
Mixture of Housing Types and Affordability	The proposal does provide multiple types of housing when including Phase 1. However, it reduces the mix of housing types in Phase 2, which currently includes a wide range of types, including condos, single-family detached,

	townhouses, and duplexes, to only multi-family housing. The overall mix of housing types is being reduced. The applicant is proposing to provide 20% affordable housing of the total number of units constructed in Phase 2, at 80% of AMI for 15 years. This principle has mostly been met.
Interconnected Streets and Transportation Networks	This application proposes to sever the approved vehicular connection between Phase 1 and Phase 2 of this development, which is proposed as public right-of-way. Interconnected streets are an important feature to provide access and reduce congestion on the surrounding road networks, especially in the development areas, as full streets promote several modes of transportation with both streets for vehicles and transit, and sidewalks for pedestrians (along with the potential for bike lanes for cyclists). At this time, Shannon Glen Court has not yet been accepted into the road maintenance system by VDOT. The applicant is currently working through the process toward acceptance by VDOT; however, staff has not received confirmation at this time that it will be accepted, as there are several steps still required. If it is not accepted by VDOT, it would have to become a private street. Private streets are not recommended for the development areas, and this street was not previously approved as private. Without this previously proffered connection, all traffic heading toward Town Center Dr. will have to go through its intersection with Dickerson Road, instead of directly southeast toward Town Center. No vehicular inter-parcel connections are proposed with the other adjacent parcels, several of which are currently undeveloped or may be redeveloped in the future, providing the opportunity for future interconnections. Although trail connections are provided, trails can be limited in their promotion of interconnectivity depending on ownership and type of construction. A sidewalk along the Dickerson Road frontage has been proffered along the property's southwestern side, which will help provide connections to the designated center at Town Center Drive. In addition, a grading and construction easement is proposed to allow for further extension of the sidewalk when the adjacent property develops. No sidewalk has been proposed along the property's northwestern frontage with Dickerson. This principle has been partially addressed and could be strengthened.
Multi-modal Transportation Opportunities	This development appears to be mostly automobile-centric. There are internal sidewalks among the buildings. Bike racks and trails that can accommodate bikes are also proposed throughout the development. Although transit does not currently serve this site, a location for a future transit stop has been proposed for the front of the property. A sidewalk is proffered along the southwestern Dickerson Road frontage of this property, with an easement provided to accommodate its further extension

	when the neighboring property develops. However, there is no sidewalk provided along Dickerson Road on the northwestern edge of the property. Inter-parcel trails are provided, allowing for both walking and biking; however, their method of construction and the ownership of right-of-way will be important considerations in determining whether they will be successful in promoting their use as an alternative to only vehicles. This principle has been mostly addressed but could be strengthened.
Parks, Recreational Amenities, and Open Space	The recreational and open spaces in this plan are not centrally located and connected along a common axis as they were in the originally approved plan from 2007. Instead, they are scattered around the site and mostly located along the edges of the property. The proposed recreational facilities are largely on the south side of the development, with residents of the north and northwest part of the development farther away from these areas than other residents. However, connections are provided among the open space areas, in an effort to connect the pond area at the rear and the community building at the front with all of the buildings around the development. In addition, pocket parks or courtyard spaces are located near every building to provide some open space area for each. More open space than the 25% that is required is provided throughout the development. Trails are also provided to connect with adjacent parcels. This principle has mostly been addressed.
Buildings and Space of Human Scale	Two of the proposed buildings, B9 and B10, appear to be close to existing single-family homes in the Deerwood subdivision. A 20-ft. landscape buffer is proposed for the boundary between these buildings and the adjacent subdivision. However, there are several exceptions permitted within that buffer, so it is unclear how substantial the buffering may end up being at the site planning stage. Large areas of parking also do not contribute to spaces of human scale. Considerate landscaping at the site planning stage will be important to help address these issues. This principle has largely been met but could be strengthened.
Relegated Parking	There continues to be significant areas of surface parking, scattered throughout the project area. The parking appears to be mostly relegated from the Dickerson Road right-of-way. Considerate landscaping at the site planning stage, to help break up the expanses of parking, will be important to help address these issues. This principle has mostly been met. (Considerate landscaping design at the site planning stage will be important.)

Redevelopment	The requested rezoning would permit redevelopment of the property, which is currently largely vacant, with a few older houses located on it. This principle appears to be met.
Respecting Terrain and Careful Grading and Re-grading of Terrain	The property contains areas within the Managed 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 disturbance includes grading and the construction of future buildings, parking areas, retaining walls, and other improvements. Compliance with this section of the ordinance will be reviewed by the County Engineer at the site planning stage if this rezoning request is approved. This principle appears to be met at this time.
Clear Boundaries with the Rural Area	Although adjacent properties are zoned Rural Areas, the subject property does not border the Rural Areas as designated in the Comprehensive Plan. All surrounding properties are located within the Community of Hollymead of the Places29 Master Plan area. This principle does not apply.