Attachment 8 – ZMA202200012 Arbor Oaks Townes

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	Within the development proposal, there are sidewalks and asphalt paths that connect the development and provide access to the amenity and green spaces. The applicant has submitted a request to waive the planting strip requirements for the internal private street, which would act more like a parking lot than a street. Staff is supportive of this request, as parking lot landscaping would be provided instead. A new sidewalk, with a planting strip that does not currently exist, is provided along the Hydraulic Road frontage of the parcel. This principle has been met.
Mixture of Uses	Only residential uses, with associated green space and amenities, are proposed. The proposal remains consistent with the Places29 land use recommendation for Urban Density Residential, with housing as the primary use. There are other uses nearby, including commercial properties and the Lambs Lane school campus. This principle has been met.
Neighborhood Centers	The proposal is not located in a center; however, it is near several Neighborhood Service Centers along Hydraulic Road. In addition, Stonefield, a Destination Center, is approximately ½ mile away. There is also open space located in the development that could act as a center or gathering space for the residents. This principle has been met.
Mixture of Housing Types and Affordability	A mixture of housing types is not proposed in this development, since it is all single-family attached. However, this development will lead to a greater mixture in the surrounding area, which already includes multi-family and single-family detached, as well as other attached units. The applicant is providing 15 percent affordable housing, per the housing policy being administered. This principle has been met.
Interconnected Streets and Transportation Networks	This development proposes one dead-end private street to serve the units. A future inter-parcel connection is not being provided to the parcel to the east. Additional sidewalk is being provided for connections along Hydraulic Road. This principle has been partially met but could be strengthened by allowing for an interconnection to adjacent parcel.

Multi-modal Transportation Opportunities	The proposal is providing sidewalks throughout the development. There are also bus stops on Route Number 5 of CAT within walking distance of this development, located near the intersection of Hydraulic Road and Georgetown Road. This principle has been met.
Parks, Recreational Amenities, and Open Space	Two areas of green and amenity space are proposed for the northwestern and northeastern corners of the development, along with smaller areas adjacent to the Hydraulic Road frontage of the property. These areas are all connected with sidewalks or asphalt paths. The applicant proposes to preserve some of the existing trees in the largest open space area. Because the development proposes less than 30 units, the ordinance does not require recreational facilities. However, the concept plan provides for 25% open space along with amenities such as a grill and picnic tables in Greenspace Area B. Proffers require 25% of the site to be designated as open space. There is concern that the road frontage open spaces may not be of a sufficient size to accommodate landscaping that meets the design guidelines of the EC Overlay District. The size and design of these areas will be important to consider at the site planning stage. This principle has mostly been met; however, appropriate design of the green spaces and provision of amenities, will be important to ensure these areas can provide buffering and screening for the Entrance Corridor frontage.
Buildings and Space of Human Scale	The proposal is consistent with the character of nearby developments and although the district allows a building height of up to 65', townhouse units are proposed to be a maximum of 25' in height. This property is located within the Entrance Corridor Overlay District and will be reviewed by the Architectural Review Board at the site plan stage. The layout does not meet all EC design guidelines. Building fronts should be oriented to the street. Side and rear elevations visible from the street will require sufficient architectural detail to establish an appropriate appearance along the EC. The planting areas in the front of the property appear to be of an insufficient size to meet EC design guidelines. This principle has been partially met but could be strengthened. Appropriate design of the residential building elevations that face Hydraulic Road and appropriate landscaping will be important for this development to be in compliance with the Entrance Corridor guidelines.
Relegated Parking	There is one proposed parking lot located in the center of the development, with the spaces shared among all the residential units. The dwelling units are

	located on either side of this parking lot, so it is not situated at the front of the parcel. This property is located within the Entrance Corridor Overlay District, so it will be reviewed by the Architectural Review Board at the site plan stage. Landscape screening will be important for parking lot perimeters to provide an appropriate buffer from the EC. This principle has mostly been met; however, considerate design of the landscaping and buffering will be important to screen the parking lot from the view of Hydraulic Road.
Redevelopment	The subject property is currently vacant, with scattered trees around the site. This principle has been met.
Respecting Terrain and Careful Grading and Re-grading of Terrain	There are no preserved or managed slopes on this site. This principle has been met.
Clear Boundaries with the Rural Area	The area across Hydraulic Road from the subject property is located in the Rural Areas. The boundary formed by Hydraulic Road creates a clear boundary with the Rural Areas. This principle has been met.