

## Attachment 7 – ZMA2021-00011 The Heritage on Rio

### Staff Analysis of Application’s Consistency with Neighborhood Model Principles

<p><b>Pedestrian Orientation</b></p>	<p>There are several pedestrian facilities provided throughout the site, including a multi-use path along the Rio Road frontage and sidewalks, with planting strips, along Travelways A and B. Sidewalks are also provided to connect the proposed bus shelter directly with the buildings and parking lots of the development.</p> <p><u>This principle has been met.</u></p>
<p><b>Mixture of Uses</b></p>	<p>The application provides for only one type of residential unit. In addition, a portion of this property is designated for Urban Mixed-Use Neighborhood Service Center. No mixture of uses is being promoted or provided for, with the area including portions of the residential buildings and associated parking. However, this portion of the center is only about one acre, and looking at the entire center as a whole, there are commercial uses to the east, including is a plant nursery and garden center. The mixture of uses is accomplished when considering the entire Neighborhood Service Center.</p> <p><u>This principle has been met.</u></p>
<p><b>Neighborhood Centers</b></p>	<p>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.</p> <p>A central amenity area of about half an acre has been provided in the development.</p> <p><u>This principle has been met.</u></p>
<p><b>Mixture of Housing Types and Affordability</b></p>	<p>The proposal provides for only one type of residential unit (multi-family apartments); however, there are other housing types, including single-family detached houses, on nearby parcels, providing a mix in the overall area.</p> <p>The applicant proposes to provide affordable housing consistent with the County’s affordable housing policy, with 15% of the total number of units constructed designated to be affordable, up to 80% of area median income for a period of ten years.</p> <p><u>This principle has been met.</u></p>
<p><b>Interconnected Streets and</b></p>	<p>The internal travelway network is interconnected. In addition, there is an inter-parcel connection currently provided to the property to the south that will remain. There are also two areas designated for future inter-parcel</p>

<b>Transportation Networks</b>	<p>connections, one in the northwest corner and one in the southeast corner, that could be used in the future as neighboring parcels are redeveloped.</p> <p><u>This principle has been met.</u></p>
<b>Multi-modal Transportation Opportunities</b>	<p>This development appears to be mostly automobile-centric.</p> <p>However, there is a multi-use path proposed for the Rio Road frontage of the development. In addition, a transit stop with shelter is proposed to be located along Rio Road. Sidewalks are proposed along the travelways, as well as connecting the bus shelter directly to the buildings and parking lots to the south.</p> <p><u>This principle has been met.</u></p>
<b>Parks, Recreational Amenities, and Open Space</b>	<p>PRD requires a minimum of 25% of the site be designated as open space. The proposal provides the required minimum, which is 2 acres of the site, with two areas for recreation and other open space, including vegetative buffers. These areas will allow for recreational facilities required by Section 4.16 to be provided.</p> <p>The applicant has provided renderings depicting possible programmatic uses of the recreational spaces. Any substitutions of recreational facilities requested at the site planning stage must be comparable or superior to what is required and must be approved by the Planning Director.</p> <p><u>This principle has been met.</u></p>
<b>Buildings and Space of Human Scale</b>	<p>The buildings appear to be consistent with recommended building heights, of three to four stories. A waiver has been requested for the setback requirement on some of the buildings. It does not appear that this requested waiver will have a negative impact on the human scale and experience.</p> <p>Landscaping areas along Rio Road have been provided, generally at a minimum of ten feet wide, to allow the ARB guidelines for landscaping to be met. Such landscaping will be important for creating spaces of human scale for people walking or biking along the Rio Road frontage of this development.</p> <p>There is not a consistent setback line for the four buildings along Rio Road, with some set back farther than others. This design leads to a disorderly face along the Entrance Corridor street and does not promote a comfortable urban space. Appropriate landscaping will be important to help soften this appearance.</p> <p><u>This principle has mostly been met.</u></p>
<b>Relegated Parking</b>	<p>Most of the parking areas appear to be relegated behind buildings from the Rio Road frontage. For the areas that are not, screening landscaping would be</p>

	<p>appropriate to help buffer this parking. The buffer areas have been identified along the frontage with a proposed width.</p> <p>Parking in the Neighborhood Service Center area should be relegated to the rear and not visible from the Rio Road frontage. Screening of a parking area in a Center should be more substantial than other areas.</p> <p>Rio Road is an Entrance Corridor, and compliance with ARB guidelines will also be required at the site planning stage.</p> <p><u>This principle is mostly met, although it will be important that significant landscaping is provided at the site planning stage to screen, from Rio Road, the parking lot proposed for a portion of the center.</u></p>
<p><b>Redevelopment</b></p>	<p>The requested rezoning will permit redevelopment of the property.</p> <p><u>This principle has been met.</u></p>
<p><b>Respecting Terrain and Careful Grading and Re-grading of Terrain</b></p>	<p>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 future buildings and parking areas.</p> <p><u>This principle has been met.</u></p>
<p><b>Clear Boundaries with the Rural Area</b></p>	<p>The subject property is located within Neighborhood 1 of the Places29 Master Plan area. It is adjacent to the Rural Area boundary, which is across Rio Road. Rio Road helps to create a clear boundary with the Rural Areas.</p> <p><u>This principle has been met.</u></p>