

SP201800019: Greenfield Terrace
Planning Commission: March 19th, 2019
Staff: Tori Kanellopoulos, Planner

NEIGHBORHOOD MODEL ANALYSIS

Staff's analysis below addresses the applicable principles of the Neighborhood Model:

Pedestrian Orientation	This principle is met. Sidewalks are provided along both sides of Greenfield Terrace. There are already sidewalks along Berkmar Drive and Rio Road W. The applicant is also proposing bike racks at the site. There are destinations within the Rio29 Small Area Plan that are within walking distance, including Northside Library.
Mixture of Uses	This principle is met. The area around the property is already mixed-use, with residential uses, office uses and a daycare. There are several other uses within a 0.5-mile radius, including a school and commercial and office uses. Providing additional residential units contributes to the live-work goals of the Rio29 Small Area Plan and Neighborhood Model principles. Connectivity in the area is still an issue for pedestrians and cyclists, however as the proposed trail network develops through the Rio29 Small Area Plan, access will likely improve.
Neighborhood Centers	This principle is met. While the property is not in a center, it is only a 6-minute walk to the Northside Library, which is a neighborhood center in the Rio29 Small Area Plan.
Mixture of Housing Types and Affordable Units	This principle is met. The proposal is located near single-family attached and detached units, along with a variety of multi-family and single-family housing throughout the core and flex areas of the Rio29 Small Area Plan. The applicant is proposing greater than the 15 percent affordable housing goal in the Comprehensive Plan, with 6 out of 33 units designated affordable. Market rate and affordable units will be in the same building and will not be architecturally or aesthetically different from each other.
Interconnected Streets and Transportation Network	This principle is met. The property will have access from both Station Lane and Greenfield Terrace. The cul-de-sac must remain in place, as VDOT requires public streets either to end in cul-de-sacs or connect to another public street (Station Lane is private).
Multimodal Transportation Options	This principle is met. There are existing bus stops on Berkmar Drive and Rio Road W, serving CAT Routes 5 and 12. Route 12 has access to major shopping centers along Route 29. Route 5 has access to Barracks Shopping Center. There will be additional pedestrian and bicycle connectivity opportunities as the trails, multiuse paths, bike lanes and sidewalks in the Rio29 Small Area Plan are developed.
Parks, Recreational Amenities and Open Space	This principle is met. The proposal will at a minimum meet the site plan requirements for open space and amenities. The applicant will provide further details at the site planning stage. A variety of amenity options are included in the narrative, and a proposed recreation area is shown on the concept plan. As the green network for Rio29 SAP develops over time, there will be more opportunities to access other recreation and open spaces. There is a proposed natural area on the adjacent parcel owned by the County, and across Berkmar Drive would be the linear park.

Buildings and Spaces of Human Scale	This principle is met. The building has façade breaks and is not one long wall. There is also a varied roof line. There are balconies for added visual interest. There are no blank walls. The building height is within Rio29 SAP recommendations and no stepback is required. Although at an angle, the entrance to the building generally faces the street and is setback relatively close. Topography and the cul-de-sac prohibit the building from being setback closer to the street.
Relegated Parking	This principle is met. The proposed surface parking lot is relegated behind the building and is screened from the street and adjacent uses. There are sidewalks to provide safe access for pedestrians around the parking lot.
Redevelopment	This principle is not applicable to this request.
Respecting Terrain and Careful Grading and Re-grading of Terrain	This principle is met. While there are managed steep slopes on the property, Engineering staff did not have concerns with future grading. The slopes are likely man-made, and the applicant will need to adhere to Engineering standards for managed slopes at the site planning stage. Trees are being conserved where possible, and additional trees are added with this proposal.
Clear Boundaries between Development Areas and Rural Areas	This principle is not applicable to this request.