

STAFF ANALYSIS

STAFF PERSON: Cameron Langille, Principal Planner
BOARD OF SUPERVISORS: October 5, 2022
PROJECT: SE2022-31 Rio Point Special Exception
PARCEL NOS.: 06100-00-00-16700 and 06100-00-00-167C0

Summary of SE2022-31 Rio Point Special Exception

The Rio Point development is zoned Planned Residential Development (PRD) and is subject to the Application Plan of ZMA2019-08, which was approved by the Board on December 15, 2021. The ZMA allows for development of up to 328 total dwelling units within the subject parcels. The Application Plan also states that parking within the project would be provided in accordance with the minimum number of parking spaces required by County Code § 18-4.12. The Zoning Administrator has the authority to determine whether the minimum required parking spaces for the proposed uses are satisfied. However, alternatives to satisfy these minimum parking requirements are established in § 18- 4.12.8 and § 18-4.12.12. The applicant has requested a special exception for a reduction of the parking standards of County Code § 18-4.12 for multifamily units.

A site plan for the Rio Point project is currently under review and proposes 328 units at full buildout, including multifamily and townhouses. The minimum number of parking spaces required by the Zoning Ordinance for these uses is as follows:

Unit Type	# of Units	Parking Spaces/Unit Required	Total Parking Required
1-bedroom, multifamily	144	1.5	216
2-bedroom, multifamily	134	2.0	268
3-bedroom multifamily	34	2.0	68
Total MF	312		552

The proposed Special Exception seeks to reduce the required parking for the multifamily units from 552 spaces to 483 spaces, which would represent a reduction of 69 spaces, or 12.5% of the total number of required spaces for multifamily units. The applicant would provide a total of 45 parking spaces for the 16 townhouse units. The total amount of parking provided on site for both the multifamily dwelling units and townhouse units would be 528 spaces if approved. The applicant's justification for the reduction is based on the most recent Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition figures for the proposed unit types and the multi-modal options that will be available to this site, such as transit and shared use path for bike/ped options.

ANALYSIS OF PROPOSED SPECIAL EXCEPTION

Proposed special exceptions must be reviewed under the criteria established in County Code § 18-33.9, taking into consideration the factors, standards, criteria, and findings for each request. The Board may grant variations to NMD application plans (which in this case incorporates the County's standard parking requirements) upon a determination that the variation meets the findings under County Code § 18-8.5.5.3(c).

Staff analysis of this application under County Code §18-8.5.5.3(c) is provided below.

(i) Consistent with the goals of the Comprehensive Plan;

The applicant's justification statement in the narrative includes an analysis of the estimated parking needs for the project by using calculations from the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. Based on the number of multifamily units proposed, the ITE manual estimates that the parking demand for the multifamily units would be 339 spaces, or an average of 1.09 spaces per unit. The applicant is proposing 483 total parking spaces for the multifamily units alone, or an average of 1.58 spaces per unit. The Zoning Administrator has reviewed the applicant's analysis and agrees that the amount of parking proposed on site would satisfy parking needs for Rio Point.

The parking reduction request is consistent with the goals of the Comprehensive Plan and the Neighborhood Model. By reducing the amount of parking, the project would maintain consistency with the Relegated Parking (Chapter 8, Objective 2, Strategy 2n). The parking reduction would reduce the required number of spaces needed, and keep all internal parking screened by new buildings and landscaping. If the total parking spaces required by the Zoning Ordinance were to be constructed, the spaces would be pushed closer to existing roads and be visible from nearby properties and streets.

The proposed reduction request would also be consistent with the Transportation chapter (Chapter 10) of the Comprehensive Plan. Objective 9, Strategy 9c states that ridesharing and transportation demand reduction strategies are an important goal to consider in the development areas. The Rio Point ZMA proffer will help bring transit service to the Rio Road Corridor, including a transit stop within the immediate vicinity of the apartment buildings. Reducing parking spaces on site may encourage residents of the project to utilize alternative modes of transportation, which could include the future transit service or the existing sidewalks and shared use paths that will connect Rio Point to the John Warner Parkway greenway system.

(ii) Does not increase the approved development density or intensity of the development;

The density and intensity of the development would be unaffected by the variation.

(iii) Does not adversely affect the timing and phasing of development of any other development in the zoning district;

The timing and phasing of development would not be affected.

(iv) Does not require a special use permit;

A special use permit would not be required.

(v) Is in general accord with the purpose and intent of the approved application.

All major elements of the Rio Point Application Plan would remain in place. These elements include overall size of parking areas and building footprints, density and unit types allowed, and locations of landscaping buffers and open space. The ZMA requires many pedestrian and bicycle facilities within and adjacent to the project that will allow for multimodal transportation opportunities to and from Rio Point. The reduction in parking spaces would be in general accord with the approved ZMA application.

RECOMMENDATION

Staff recommends that the Board adopt the attached Resolution (Attachment D) to approve SE20220003.