

Attachment 5 – ZMA202100005 1805 Avon Street PRD

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	<p>Pedestrian facilities are provided throughout the site, with sidewalks along at least one side of the internal travel-ways, as well as adjacent to the multi-family buildings and in front of the townhouses. In addition, a sidewalk is provided along the Avon Street frontage of this property, with approximately 1,200 square feet reserved for right-of-way to allow for the future construction of a multi-use path.</p> <p>However, the pedestrian experience may be compromised near the central recreational areas because of retaining walls adjacent to proposed sidewalks, such as by the picnic shelter and sitting gardens. The impact would depend on the final height of the retaining walls constructed at these sites. In addition, there does not appear to be a direct pedestrian connection between these areas on the south side of the travelway and the tot lots on the north side, to promote a more cohesive recreational area that spans both sides of the travelway. For example, crosswalks connecting the two sides of the recreational facilities would help to create a more cohesive area. Facilities like stairs and a ramp connecting the picnic shelter and sitting garden areas with the sidewalk along the travelway, through the steeper areas requiring the retaining wall, would help to reduce the barrier created by the retaining wall and promote better pedestrian orientation.</p> <p><u>This principle has been mostly addressed but could be strengthened in a couple areas.</u></p>
Mixture of Uses	<p>The Southern and Western Urban Neighborhoods (SAWUN) Master Plan designates this property as Urban Density Residential, which recommends a primary use of residential, with multiple dwelling types, and commercial or institutional uses as secondary.</p> <p>The applicant is proposing residential for this project, including multiple housing types – multi-family apartments, townhouses, and other attached units like duplexes or triplexes. There is also the minimum required 25% open space provided, which is proposed to be privately owned. No commercial, institutional, or other uses are proposed with this project.</p> <p><u>This principle has been met.</u></p>
Neighborhood Centers	<p>This project provides a centralized open space area, spanning both sides of the main travelway, with recreational facilities that include a tot lot, a picnic shelter, and benches in sitting gardens. This open space area would act as a center for the development and is approximately equidistant from all residential units. Sidewalks are provided throughout the development to help residents access these areas. Access to the southern recreational area could be improved, however, with stairs and a ramp connecting to the sidewalk along</p>

	<p>the travelway, to reduce the impact of the retaining wall as a barrier, and with crosswalks connecting the two recreational areas across the travelway.</p> <p><u>This principle has been met.</u></p>
Mixture of Housing Types and Affordability	<p>A mixture of housing types is being proposed in this development, including townhouses, multi-family units, and other attached dwelling types like a duplex or triplex. In addition, the application is proposing to designate a minimum of 15% of the units as affordable, as recommended in the County's housing policy. These units will be designated as affordable housing at 80% of AMI as determined by the U.S. Dept. of Housing and Urban Development.</p> <p><u>This principle has been met.</u></p>
Interconnected Streets and Transportation Networks	<p>This development is proposed to be served by all private travelways, owned and maintained for use by the residents of the development, as subdivision of this property is not intended at this time. (If subdivision does occur in the future, then the roadways will need to be constructed to street standards.)</p> <p>Several inter-parcel connections are proposed, including the construction of Accessway B north to the property line to connect with the private streets of Avinity. Bollards are proposed along this property line because the private streets in Avinity are not open to the public for general use. This connection is intended for emergency fire access if needed, however.</p> <p>In addition, the applicant is proposing to reserve areas for future inter-parcel connections, of 30 feet in width, to the parcels both to the northwest and the south, in the case that these parcels might redevelop in the future. Although these connections are not to be constructed at this time, the reservation of land for future connections would promote inter-parcel connectivity if the adjacent parcels are potentially redeveloped.</p> <p>The application plan also depicts a proposed new sidewalk parallel to Avon Street, promoting better connections along this corridor. There is also a reservation of right-of-way to allow for future construction of a multi-use path.</p> <p><u>This principle has mostly been met.</u></p>
Multi-modal Transportation Opportunities	<p>This development as proposed is largely automobile-centric. There are, however, pedestrian facilities provided throughout the site, with sidewalks alongside most of the internal travelways, as well as a sidewalk parallel to Avon Street.</p> <p>No bike lanes are provided on this site; however, a reservation of land is being provided for a future multi-use path along Avon Street, a pathway that would accommodate people on bikes. No transit accommodations are provided on the site.</p>

	<u>This principle has mostly been addressed but could be strengthened.</u>
Parks, Recreational Amenities, and Open Space	<p>The proposal provides the minimum 25% that is required for open space in the PRD. If this rezoning is approved, at the site planning stage, the applicant will be required to meet the recreational requirements of 18-4.16 of the Zoning Ordinance or must submit a substitution request for review by staff with different recreational amenities that are of a similar or greater level than what the ordinance requires. The applicant has not submitted a substitution request at this time. However, the application plan does show a tot lot area of the minimum required size, with several playground facilities located within it. In addition, the applicant has provided the minimum square footage of additional recreational open space needed if the basketball courts required by the ordinance are installed instead of submitting a substitution request at the site planning stage.</p> <p>The recreational facilities are located in the middle of the site, providing a defined central neighborhood area for the development. Access to the southern recreational area could be improved, however, with something like stairs and a ramp connecting to the sidewalk along the travelway, to reduce the impact of the retaining wall as a barrier, and with crosswalks connecting the two recreational areas across the travelway.</p> <p><u>This principle has been mostly addressed but could be strengthened in a couple areas.</u></p>
Buildings and Space of Human Scale	<p>The maximum recommended height for residential buildings in the Urban Density Residential land use designation in the SAWUN Master Plan is three stories, and the proposed development is in accordance with this recommendation, with the application plan stating that the maximum height will be three stories. The multi-family buildings are all proposed to front on the main Accessway A, with the parking lots relegated to the sides.</p> <p>In addition, there is a retaining wall alongside a sidewalk near the central open space areas, which could block easy access from the adjacent street. Depending on their final height and design, retaining walls could produce segments of blank walls along sidewalks that are not of human scale.</p> <p><u>This principle has been met.</u></p>
Relegated Parking	<p>The parking areas are relegated from Avon Street Ext., with some parallel parking spaces provided along the main Accessway A. Internally, the proposed multi-family buildings front on the travelways, with the parking lots relegated to the sides of the buildings; however, the townhouses do have front-loading driveways and garages.</p> <p><u>This principle has been met.</u></p>

Redevelopment	<p>The two parcels that make up this project each has an existing single-family detached house, with additional accessory structures. It is proposed that these existing structures will be removed (except for one building that is proposed to be re-purposed into a two- or three-family dwelling), and the site will be redeveloped with other dwelling unit types, including multi-family apartments and townhouse units.</p> <p><u>This principle has been met.</u></p>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<p>There are areas of managed steep slopes on this property. Any grading or disturbance of the managed slopes on the property will be reviewed by the County Engineer at the site planning stage for compliance with state and County code requirements.</p> <p><u>This principle has been met.</u></p>
Clear Boundaries with the Rural Area	<p>The subject property is not adjacent to the Rural Areas.</p> <p><u>This principle is not applicable to this request.</u></p>