

Neighborhood Model Principles Analysis
ZMA201800003 – Southwood Phase 1

Pedestrian Orientation	All setbacks and building regulations are measured from both framework streets (proposed streets) and Old Lynchburg Road. Buildings at or over 40 feet in height in Blocks 6-12, and buildings at or over 3 stories or 45 feet in the Neighborhood Center Special Area, must have a stepback of at least 15 feet. A stepback is not required for buildings with a front setback of at least 15 feet. Additional building regulations are included to provide a pedestrian-accessible and pedestrian-scaled environment, including maximum building footprints and maximum building lengths, with air passage regulations. All Framework Streets street sections include a 5-foot sidewalk with adjacent 6-foot planting strip. In locations with access to the trail network, it may be appropriate to only have sidewalks on one side of the Framework Street. The proposed trail in Blocks 1 and 2 will provide additional pedestrian connectivity and meet the County's standards for a Class B-type 2 pedestrian path. Pedestrians have both sidewalks and trails as options to navigate the development.
Mixture of Uses	A mixture of residential and non-residential uses is proposed with this development. The Blocks vary in intensity of permitted uses and density, with the highest density and intensity in Blocks 10-12, which include the designated Center ('Neighborhood Center Special Area'). The intensity and density transition down through the Blocks. A variety of uses are permitted in Blocks 3-12, with Blocks 1 and 2 reserved for green space and natural areas. The proposed uses were developed and vetted by current Southwood residents, who also decided to locate more intense uses in the designated Center area.
Neighborhood Centers	The Code of Development includes special designations, such as neighborhood centers and placemaking locations, which were identified either in the Comprehensive Plan or by Southwood residents. The Southern and Western Neighborhoods Master Plan identifies a Center at the Hickory Street entrance into Southwood. This area is labeled "Neighborhood Center Special Area" in the Code of Development and has its own set of regulations. A mixture of uses is proposed for this area, as well as adjacent and nearby blocks. This area is intended to have the highest intensity of uses and highest density. There will be an identifying and placemaking feature in this Center, such as a soccer field. The uses are intended to primarily serve the residents of Southwood.
Mixture of Housing Types and Affordability	A variety of housing types are allowed in the Code of Development, including single-family attached and detached, and multifamily. The residential and mixed-use blocks (Blocks 3-12) vary in density. All housing types are permitted in Blocks 3-12. At least two (2) different housing types must be provided in Blocks 3-11. This application meets the County's housing policy in the Comprehensive Plan (Housing Chapter, Strategy 6b) for 15 percent of all units developed under rezonings to be affordable. There is also a separate performance

	agreement, approved by the Board of Supervisors, for additional affordable units and requirements for the affordable units that above those required under the County policy.
Interconnected Streets and Transportation Networks	The Application Plan shows the proposed road network, which consists of Framework Streets. Additional roads and alleys may be proposed at the site planning stage, which will primarily serve to enhance connectivity and provide parking access for residential units. The proposed road network provides interconnectivity and does not contain cul-de-sacs. Proposed future road connections to the existing Southwood neighborhood are shown in the Code of Development. These include Hickory Street, Wharton Drive, and Pliny Road. Blocks 6, 7, 8, and 9 are considered 'Neighborhood Places' in the Code of Development and provide pedestrian connections from the street network to the trail network. The trail network is proffered and the Biscuit Run Park master plan shows eventual connections into Southwood.
Multi-modal Transportation Opportunities	There are pedestrian networks through proposed sidewalks and trails throughout the development. Sidewalks are at least 5-feet wide, and trails must meet County standards. The trail will meet County standards. The majority of the proposed Framework Streets are local streets where bicyclists would be able to safely ride within the travel lane. Bike lanes are optional on these streets and may provided at the site planning stage. A 5-foot bike lane will be added to Hickory Street on the climbing side, with the option to also add a bike lane to the downhill side or provide a sharrow pavement markings. There is an existing bus stop located within the Southwood neighborhood. Additional opportunities should be explored for another bus stop to be located within Phase 1.
Parks, Recreational Amenities, and Open Space	Blocks 1 and 2 are dedicated to green space. These blocks include protected and preserved environmental features, including preserved slopes, stream buffer, and floodplain. There will be a trail network provided through this Blocks, creating connectivity through the development and with a possible future connection to Biscuit Run Park. This trail will be located within $\frac{1}{4}$ mile of all residential units in this Phase. Blocks 5-11 require six (6) pedestrian connections from the Framework Streets to the trail network. These Blocks also require 8,200 square feet of recreational amenities distributed through the Blocks, with 4,900 square feet in Blocks 5-8 and 3,300 square feet in Blocks 9-11. Block 12 includes a 6,500 square foot active use recreational amenity. This amenity must include a soccer facility. Existing residents identified the existing soccer field in Southwood as an important feature.
Buildings and Space of Human Scale	The Code of Development regulates building standards by Block. The maximum building height has been revised to 50 feet or 4 stories, to be more consistent with a neighborhood service center. Buildings are

	encouraged to be set close to the street and sidewalk. Larger setbacks are permitted to allow for additional pedestrian uses and amenities, such as a patio, courtyard, or plaza. Buildings transition through the Blocks, with the greater intensity of use and density concentrated in the Blocks closest to Hickory Street. Buildings adjacent to Framework Streets are required to have at least one primary entrance facing the Framework Street. An internal ARB will be established, to provide residents with continued input into the form of development and architectural standards. Parking areas with five (5) or more spaces must be relegated from Framework Streets. Garages in Blocks 5-12 are not permitted to face Framework Streets. This is consistent with a pedestrian-oriented development.
Relegated Parking	Parking areas with five (5) or more spaces must be relegated from Framework Streets and provided at the rear of lots whenever possible. These parking areas must at least be behind the front face of the building and must be screened. A variety of methods to achieve parking requirements are permitted in the Code of Development, including standalone, street, alley, shared, and garage parking. There are opportunities for reduced parking requirements. All garages in Blocks 5-12 must be side-loaded or relegated to the rear of the building, and garages are not permitted to face Framework Streets. While street-facing garages are permitted in Blocks 3-4, the wall plane of these garages must be set back at least three (3) feet from the primary building façade. This arrangement provides for a pedestrian-oriented environment.
Redevelopment	This first phase of redevelopment for Southwood is located on property that is currently not developed, therefore, for Phase I, this principle does not apply. A general concept plan is shown for future phases, including potential road connections, densities, green space, and uses.
Respecting Terrain and Careful Grading and Re-grading of Terrain	Disturbances to preserved steep slopes should be avoided whenever possible. All development must meet the standards of Section 18-30.7 of the Zoning Ordinance. The road network has been designed based on the existing grades on the site and to preserve natural areas at the edges of the site.
Clear Boundaries with the Rural Area	This proposal is not adjacent to the Rural Area. However, Old Lynchburg Road has existing natural characteristics and is tree-lined in this area. A 30-foot trail buffer is provided along Old Lynchburg Road where it is adjacent to this proposal. The trail buffer will contribute to the existing character of the street and replace landscaping that will need to be removed for development. The trail buffer provides an additional setback from this street, which has a significant traffic volume and is different in character from the Framework Streets.