

Attachment 7 – ZMA201900003 Royal Fern

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	The applicant is providing sidewalks, crosswalks, and street trees along the streets around the perimeter of the property, on Old Lynchburg, Mountainwood, and Country Green roads and 5 th Street, and along interior streets. The applicant has provided cross-sections to show what is proposed along the streets. A multi-use path will be provided along the frontage of 5 th Street as shown in the application plan. <u>This principle has been addressed.</u>
Mixture of Uses	The Southern and Western Urban Neighborhoods Master Plan calls for this area to be developed as both Community Mixed Use and Urban Density Residential. The Urban Density Residential designation intends for a variety of unit types to be provided. The application proposes a maximum of 300 dwelling units, with a mix of townhouses and multi-family. Within the community mixed-use areas, the application proposed commercial and service uses, including office, retail, service, hotel, and self-storage, as well as a mix of dwelling units. This creates an overall mixture of uses within the development. <u>This principle has been addressed.</u>
Neighborhood Centers	There is no designated neighborhood center shown on the application plan for this development. However, the intention of this PUD is to act as more of a center for the surrounding area, by including a commercial component to the project, which there is little of in the vicinity. In addition, the County Office Building – 5 th Street across the street is designated as a center in the master plan. Providing commercial uses will complement the designated center. <u>This principle has been mostly addressed.</u>
Mixture of Housing Types and Affordability	The applicant has stated in the application plan that there will be a mixture of townhouses and multi-family, providing different housing types. Also, the application plan includes a section on affordable housing for both for-rent and for-sale units, with 15% designated as affordable. <u>This principle has been addressed.</u>
Interconnected Streets and Transportation Networks	The applicant proposes a new street through Blocks 2-5 to connect Wahoo Way and Old Lynchburg Road, creating a simple grid pattern. <u>This principle has been addressed.</u>
Multi-modal Transportation Opportunities	A multi-use path is provided along 5 th Street in the application plan, and sidewalks are provided along the interior streets within the development and along the existing perimeter streets, creating better opportunities for biking and walking. The applicant has also indicated that there is a CAT bus stop across

	the street from this development at the COB-5 th Street, providing some access to public transit. <u>This principle has been addressed.</u>
Parks, Recreational Amenities, and Open Space	Open space has been included in the application plan, with no less than 20% of the residential areas to be designated as such. At least 7% of the open space will be included on either side of Old Lynchburg Road. Sidewalks and a multi-use path are also being provided. Although the exact locations and amenities to be provided have not been identified at this time, the application plan indicates that the recreational requirements of the Zoning Ordinance will be met. In addition, the applicant has indicated that two large municipal parks, Azalea Park and Biscuit Run Park, are each within a half-mile of this project. <u>This principle has been addressed.</u>
Buildings and Space of Human Scale	The buildings have not been designed at this time. However, the setbacks and stepbacks will meet the requirements for commercial and residential areas as stated in the Zoning Ordinance. In addition, the applicant has indicated on the application plan that there will be a maximum height of 50'. Sidewalks and landscaping strips have been included along the streets to provide space for pedestrians. <u>This principle has been addressed.</u>
Relegated Parking	The application plan shows areas designated as "restricted parking areas" that prohibit open-air surface parking lots adjacent to the existing roads, pushing parking lots back away from the roads to allow for other uses in that space, which includes buildings or landscaping. However, depending on final site design, parking could still be placed in front of some buildings. <u>This principle has been mostly addressed.</u>
Redevelopment	There are no existing structures on these parcels, so there is no redevelopment that can occur. However, all of the surrounding parcels are currently developed, so the development of these parcels would be counted as infill development. <u>This principle has been addressed.</u>
Respecting Terrain and Careful Grading and Re-grading of Terrain	There are managed steep slopes on this property. However, there are no preserved slopes or water protection ordinance buffers. Any grading that occurs on this property must be approved by the County Engineer at the site plan/subdivision plat stage. <u>This principle has been addressed.</u>
Clear Boundaries with the Rural Area	The proposed development is centrally located along the 5 th Street corridor in the Southern and Western Urban Neighborhoods development area and does not share any boundaries with the rural areas. <u>This principle is not applicable.</u>