

## **Attachment 6 – ZMA201900011 2231 Seminole Lane**

### Staff Analysis of Application's Consistency with Neighborhood Model Principles

<b>Pedestrian Orientation</b>	The applicant has demonstrated that sidewalks can be provided within the site should it redevelop in the future. The applicant is also proffering an east/west sidewalk connection that will extend from the existing sidewalk located within the Route 29 right-of-way to the entrance of future buildings. <u>This principle is met.</u>
<b>Mixture of Uses</b>	The Places29 Master Plan calls for this area to be developed for commercial service and Office/R&D/Flex/Light industrial uses. The requested HC zoning district allows for a variety of use types that are consistent with both designations called for by the Master Plan. Furthermore, the uses allowed by-right under the HC zoning district are more consistent with the Master Plan than the uses currently permitted under the existing CO zoning. <u>This principle has is met.</u>
<b>Neighborhood Centers</b>	The Places29 Master Plan does not call for any land use centers near the subject parcel. <u>This principle is not applicable to the request.</u>
<b>Mixture of Housing Types and Affordability</b>	As stated by Strategy #2g of Chapter 8 of the Comprehensive Plan, no residential future land use classifications apply to the property. Providing housing at this site is not a recommendation of the Places29 Master Plan. <u>This principle is not applicable to the request.</u>
<b>Interconnected Streets and Transportation Networks</b>	<p>No new streets are called for within the subject parcels by <a href="#">Figure 4.8 – Future Transportation Network</a> in the Places29 Master Plan.</p> <p>As explained under Strategy #2j of Chapter 8 of the Comprehensive Plan, “at times it may not be possible to make a connection in the short term. In these cases, right-of-way should be reserved for dedication in a manner consistent with planned transportation improvements, and non-roadway connections made, such as walking and bicycle paths.” The proposed sidewalk proffer will ensure the creation of non-roadway connections. Furthermore, there is an existing 18’ access easement that extends across the property to the border of TMP 45B1-05-0A-13. This existing easement will enable a road or travel way interconnection to be made in the future. <u>This principle is met.</u></p>
<b>Multi-modal Transportation Opportunities</b>	The <a href="#">Long Term Transit Network map</a> (Figure 4.9 of the Places29 Master Plan) shows future transit service being provided along Route 29. The plan also calls for a future bus rapid transit (BRT) route along Route 29 to the west of the subject parcel. <u>This principle is met.</u>

<b>Parks, Recreational Amenities, and Open Space</b>	The Places29 Master Plan does not designate any greenspace future land uses or parks on the subject property. <u>This principle is not applicable to the request.</u>
<b>Buildings and Space of Human Scale</b>	<p>Staff has advised the applicant that the application is not fully consistent with aspects of this principle. Although no specific use is known at this point, the application could be strengthened by revising the language of draft proffer #3 proffering language about architectural detailing and materials to ensure that all applicable Entrance Corridor Design Guidelines will be met at the future site plan stage. Right now, it is possible that the ARB may not require certain elements to apply to a future building. Staff suggests some variation of the language below be added to proffer #3 to make the application more consistent with this principle:</p> <ul style="list-style-type: none"> <li>• Building elevations facing Seminole Lane must be a fully designed “front”. Side elevations must not appear blank. Elevations with an overly utilitarian character will not be permitted; or</li> <li>• Any new buildings will be designed such that walls visible from the public street will incorporate transparent windows and/or doors and will not be single, undifferentiated planes.</li> </ul> <p><u>This principle could be met with revisions to the proffer statement.</u></p>
<b>Relegated Parking</b>	No proffers are proposed to relegate parking to the sides and rear of future buildings. The applicant has asserted that based on the size of the property and the current building/parking setbacks in the County Zoning Ordinance, as well as existing utility easements within the property, providing parking to the side or rear of buildings will occur by default. This is likely true, but staff cannot verify with absolute certainty that there is no potential site configuration where parking spaces may still be located in front of buildings on the property. <u>This principle is partially met.</u>
<b>Redevelopment</b>	The requested rezoning will permit redevelopment of the property. <u>This principle is met.</u>
<b>Respecting Terrain and Careful Grading and Re-grading of Terrain</b>	<p>The property contains areas within the Managed Steep Slopes Overlay Zoning District. Pursuant to Section 18-30.7.4 of the Zoning Ordinance, Managed Steep Slopes can be disturbed if the design standards of Section 18-30.7.5 are adhered to. This includes future buildings and parking areas.</p> <p>The applicant has agreed to a proffer that restricts how much grading can take place within the managed Steep Slopes. The 20 feet furthest toward the rear/east property line cannot be disturbed at all, while the remaining area will comply with the design standards specified in the Ordinance. <u>This principle is met.</u></p>

**Clear Boundaries with  
the Rural Area**

The subject property is located within the Places29 Development Area. No improvements or changes in use near any boundaries with the Rural Area are proposed. This principle is not applicable to the request.