

Staff Analysis: Neighborhood Model Principles
ZMA20190001, 999 Rio Road

Pedestrian Orientation	<p>The proposal includes extending the existing multi-use path (MUP) to connect the existing MUP along Rio Road with the MUP along Belvedere Boulevard. This promotes walkability to a mixed-use development. Within the development proposal, there are sidewalks that connect both blocks and provide access to the amenity and green spaces. The applicant has submitted a request for variation or exception to the curb and gutter, sidewalk and planting strip requirements for those dwelling units that front on a proposed private street serving as an amenity space (amenity-oriented lots). Staff is supportive of this request, which also provides pedestrian connectivity and an amenity space.</p> <p><u>This principle is met.</u></p>
Mixture of Uses	<p>Small-scale commercial, retail and office uses are proposed, as well as residential uses. Block 2 is proposed to be entirely residential, while Block 1 is a mixture of residential and retail/commercial/office/institutional potential uses.</p> <p><u>This principle is met.</u></p>
Neighborhood Centers	<p>The proposal is not located in a center, however it is near several Neighborhood Service Centers. There are a variety of scale-appropriate amenity and green spaces in both Blocks.</p> <p><u>This principle is not applicable.</u></p>
Mixture of Housing Types and Affordability	<p>A mixture of housing types is proposed, including multifamily housing and single-family attached and/or detached units. The applicant is providing 15 percent affordable housing, per the Housing Policy in the Comprehensive Plan.</p> <p><u>This principle is met.</u></p>
Relegated Parking	<p>Parking is mostly relegated from Rio Road. A parking reduction will be considered during the site planning stage, which supports the Neighborhood Model principle of reducing parking and sharing parking when possible.</p> <p><u>Staff feels that this principle is adequately met, although at site planning stage the Architectural Review Board may require additional screening or revised placement of parking along Rio Road. Recommendation to relegate parking as best as possible.</u></p>
Interconnected Streets and Transportation	<p>The proposal includes extending the existing multi-use path (MUP) to connect the existing MUP along Rio Road with the MUP along Belvedere Boulevard. Given the size and location constraints of the parcel, there are</p>

Networks	<p>limited opportunities for additional networks.</p> <p><u>This principle is met. It should also be noted that no connection between this proposal and Fowler Ridge Court is proposed at this time. There is an approximately 50-foot right-of-way parcel in between this proposal and the end of the cul-de-sac at Fowler Ridge Court. Although it is County policy to create interconnected street networks, residents at Fowler Ridge Court preferred to not have a connection at this time. Residents in the Dunlora neighborhood can still use the multi-use path along Rio Road to access this development.</u></p>
Multimodal Transportation Opportunities	<p>The proposal includes extending the existing multi-use path (MUP). The proposed development is along existing bus route 11. There are sidewalks provided internally in the site that connect both blocks.</p> <p><u>This principle is met.</u></p>
Parks, Recreational Amenities, and Open Space	<p>The variety of green and amenity spaces contributes to the character of the proposal and provides future residents with multiple options for recreation. The required amount of amenity and green spaces are provided with this application. Block 1 contains a courtyard, while Block 2 features an amenity space for amenity-oriented lots, a natural playscape, and a dog park.</p> <p><u>This principle is met.</u></p>
Buildings and Spaces of Human Scale	<p>The maximum building height per the COD is three (3) stories in both blocks, which is consistent with the scale of the area. The smaller-scale and mixed-use proposal is consistent with the character of developments near centers. The scale of the non-residential structure proposed has been reduced since the Board of Supervisors public hearing on 09/18/19. Double-frontage lots are proposed, however they would front along an amenity space, instead of a street. This contributes to the pedestrian scale and accessibility of the proposal.</p> <p><u>This principle is met.</u></p>
Redevelopment	<p>The existing structures on the property will not be preserved, in order to create a more cohesive development with a density within the Comprehensive Plan (Places 29 Master Plan) recommendation. This can be considered an infill development, given that this is an underutilized parcel surrounded by existing development.</p> <p><u>This principle is met.</u></p>
Respecting Terrain and Careful Grading and Re-grading of	<p>There are no preserved or managed slopes on this site.</p> <p><u>This principle is met.</u></p>

Terrain	
Clear Boundaries between the Development Areas and Rural Area	<p>The proposal is located well within the Development Areas.</p> <p><u>This principle is not applicable.</u></p>