

**ZMA202000006 – Spring Hill Village Proffer Amendment**  
**Staff Analysis of Neighborhood Model Principles**  
**Planning Commission July 21, 2020**

<b>Pedestrian Orientation</b>	This principle is met. This area of the Southern and Western Development Area is gradually becoming more walkable and connected. The proposed pedestrian path provides at least the same level of connectivity and access. Sidewalks are provided throughout Spring Hill Village which connect to the proposed multi-use path along Avon Street Extended.
<b>Mixture of Uses</b>	This principle is not applicable. A mixture of uses is provided with the NMD development. This principle was addressed with the approval of ZMA2013-17.
<b>Neighborhood Centers</b>	This principle is not applicable. The development is not located in a Center.
<b>Mixture of Housing Types and Affordability</b>	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
<b>Relegated Parking</b>	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
<b>Interconnected Streets and Transportation Network</b>	This principle is met. The proposed 8' pedestrian pathway provides at least the same level of connectivity as the previously approved sidewalk.
<b>Multimodal Transportation Opportunities</b>	This principle is met. There is pedestrian and vehicular connectivity between Avon Street Extended and Route 20 through Spring Hill Village. There may be a future bus stop at the entrance to Spring Hill Village at Avon Street Extended.
<b>Parks, Recreational Amenities, and Open Space</b>	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17. The proposed multi-use path (instead of sidewalk) is more consistent with the nearby character and with other recently approved developments along Route 20.
<b>Buildings and Spaces of Human Scale</b>	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
<b>Redevelopment</b>	This principle is not applicable.
<b>Respecting Terrain and Careful Grading and Regrading of Terrain</b>	This principle is met. Grading of this area does not involve any steep slopes. The proposed changes to the Route 20 improvements require less grading and no longer require offsite grading. The amount of grading and disturbance is reduced with this request.
<b>Clear Boundaries between the Development Areas and the Rural Area</b>	This principle is met. A pedestrian pathway is more in character with the area and recently approved developments along Route 20, as opposed to a sidewalk.