

**ZMA202000011 Premier Circle
Neighborhood Model Principles Analysis
Planning Commission December 15, 2020**

Pedestrian Orientation	<p><u>This principle is partially met.</u> Sidewalks are provided within the development and connect to the existing sidewalk network. Street trees and landscaping are also included. The property is located adjacent to a Neighborhood Service Center to the south. It is located across Route 29 from a Community Center; however, there is not currently a safe way to cross Route 29 to access this Center. Transportation staff and VDOT are currently working with the applicant to see if there is a feasible way to have a crossing at the existing light at Rt. 29 and Branchlands/Premier Circle.</p> <p>The Places29 Master Plan recommends an urban frontage along Route 29 when feasible; otherwise a landscaped frontage may be provided. Given the existing berm and grade at this site, it would be a significant challenge to adjust the existing sidewalk along Route 29. The application plan instead provides a sidewalk through Block 1 above the berm, providing pedestrian access with street trees between the sidewalk and Route 29. This allows for a variation of the urban frontage and provides safer pedestrian access that could eventually connect to the adjacent property.</p>
Mixture of Uses	<p><u>This principle is met.</u> This property is located adjacent to a variety of residential and non-residential uses and provides for a mixture of uses onsite as well.</p>
Neighborhood Centers	<p><u>This principle is met.</u> The development is not located within a Center. It is adjacent to a Neighborhood Service Center and provides for a mixture of uses and green/amenity space onsite. Several potential future interparcel connections are shown to the Center.</p>
Mixture of Housing Types and Affordability	<p><u>This principle is met/under review.</u> The Code of Development requires at least 60 percent (60%) of dwelling units in the development to be affordable, which significantly exceeds the 15 percent (15%) affordable recommendation in Strategy 6b of the Comprehensive Plan. The Housing Planner has reviewed the affordable housing requirements in the Code of Development and has no review comments.</p> <p>The proposal is for one housing type: multifamily. Providing one housing type requires a <u>special exception</u> per 18-20A.8(a). The applicant has submitted a special exception which is under review and requires action by the Board of Supervisors.</p>
Relegated Parking	<p><u>This principle is met.</u> Parking is relegated to the rear and side of buildings. Some parking areas may face Route 29, however landscaping screening and street trees meeting Entrance Corridor guidelines will be required during site</p>

	<p>planning. The buildable area may also be increased along the frontage with Route 29 during buildout.</p>
Interconnected Streets and Transportation Network	<p><u>This principle is met.</u> No new streets are proposed. Several potential future interconnections with adjacent parcels to the south/west are shown on the application plan. Proposed sidewalks through the site and along Premier Circle connect to the existing sidewalk along Route 29. There are pedestrian connections between both Blocks in the site.</p>
Multimodal Transportation Opportunities	<p><u>This principle is met.</u> The development connects to existing sidewalks along Route 29. Bike storage facilities are proposed onsite.</p> <p>The development is located approximately ¼ mile from a CAT bus stop on Commonwealth Drive and there are pedestrian facilities to access this stop. The Code of Development includes a requirement for a bus stop on Premier Circle at the request of the County, in coordination with CAT. Future CAT services may be extended to this site. The applicant is also working with Jaunt to provide service to the site. Staff is recommending that the bus stop be installed at the request of the County, rather than when/if CAT agrees to having a stop at this location. This would allow for Jaunt to service the area and have a stop that would allow the Jaunt bus to easily pick up and drop off riders.</p>
Parks, Recreational Amenities, and Open Space	<p><u>This principle is partially met.</u> The Neighborhood Model District (18-20A.9) requires at least 20 percent greenspace and 10 percent amenity space for properties that are designated office service within the Comprehensive Plan. The application plan for this project meets those requirements.</p> <p>The amenities provided do not include any play areas/spaces for children. While the majority of the units will consist of single adult occupancy, there is potential for families to be in the development and a recreational/amenity space should be included for children. Staff recommends that the Code of Development be updated to include a playground, or other child centered amenity.</p>
Buildings and Spaces of Human Scale	<p><u>This principle is met.</u> The proposed building heights and footprints are consistent with the recommendations in the Places29 Master Plan. A stepback is required for buildings in Block 2 facing the adjacent residential neighborhood to the north. Architectural Review Board approval is required during site planning.</p>
Redevelopment	<p><u>This principle is met.</u> The proposed development would redevelop an existing property with a resulting development that better meets Neighborhood Model Principles. The site is currently used as a motel, and the proposed development would be a mix of non-residential and residential uses. Nearby and adjacent buildings have a range of heights and building footprints. The building heights and footprints of the</p>

	proposed development would be consistent with nearby and adjacent uses.
Respecting Terrain and Careful Grading and Regrading of Terrain	<u>This principle is met.</u> There are no environmental features or significant slopes on this site.
Clear Boundaries between the Development Areas and the Rural Area	<u>This principle is met.</u> The development is located in the Development Areas and is not adjacent to the Rural Area.