

Attachment IV – ZMA202000007 RST Residences

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

Pedestrian Orientation	<p>Pedestrian facilities are provided throughout the site, along the internal streets and travel-ways, as well as in between the facing pairs of “two-over-two” style townhouse units. A pedestrian connection is also proposed parallel to Ashwood Boulevard, on the property currently owned by the Commonwealth of Virginia, if permitted by VDOT, providing a connection from the Ashland Townhomes development over to the existing multi-use path along Route 29.</p> <p>In areas where the sidewalk is adjacent to retaining walls, such as the central pool recreation area, the retaining walls are proposed to be terraced, with landscaping in the intervals, in order to promote a more pedestrian friendly experience and prevent the walls from overwhelming the pedestrian. In addition, both a staircase and a ramp are proposed to connect this recreation area with the street, providing several different options to allow easier accessibility for all residents to the pool area from the Road C sidewalk.</p> <p><u>This principle has been met.</u></p>
Mixture of Uses	<p>The Places29 Master Plan designates most of this property as Urban Density Residential, which recommends a primary use of residential, with multiple dwelling types, and commercial or institutional uses as secondary. A small portion of this property is designated for privately-owned open space.</p> <p>The applicant is proposing residential for this project, including two housing types – rental multi-family apartments and for-sale “two-over-two” style townhouse units anticipated to be sold as condominiums. In addition, approximately 32% of the site is proposed to be privately-owned open space, which is more than the 25% minimum required. No commercial, institutional, or other uses are proposed with this project.</p> <p><u>This principle has been met.</u></p>
Neighborhood Centers	<p>Strategy 2f in Chapter 8 of the Comprehensive Plan identifies neighborhood centers as having four components: 1) a centralized park or outdoor amenity which is surrounded by 2) a ring of commercial or mixed uses with 3) surrounded by medium to high density residential uses and a final 4) outer ring of low density residential.</p> <p>This project provides both a centralized triangular recreational area with a pool adjacent to the multi-family units, as well as a “T”-shaped recreational area directly across Private Road C, central to the townhouse section of the development. This set of recreational areas provides a centralized amenity area, providing a cohesive center that helps to connect the two sections of the</p>

	<p>development. These areas are further connected by terracing the adjacent retaining walls, with both a sidewalk and a ramp to allow ease of access for pedestrians to cross from one to the other. This area also provides a more visually defined center for the development, as it provides a larger recreational space which helps to connect the multi-family apartments with the two-over-two townhouses visually across Road C through these shared areas.</p> <p>In addition, the tallest residential structures, which are the two central apartment buildings, depicted on the application plan as five stories, are proposed for the center of the site, adjacent to the pool amenity area. The other residential structures, which, at four stories (the other apartment buildings and most of the two-over-two townhouses), are shorter than the two central buildings and are located on the outskirts of the site. The farthest townhouse units from the central area, the ones at the end of each townhouse row and nearest the existing Ashland Townhomes community, are proposed to be three stories, further stepping down the heights of the residential structures.</p> <p><u>This principle has been met.</u></p>
Mixture of Housing Types and Affordability	<p>The Application Plan proposes two different housing types – rental multi-family apartment buildings, at 254 units, and anticipated for-sale “two-over-two” townhouse condo units, at 78 units, for a total of 332 units.</p> <p>The applicant is also proposing that at least 75% of the 254 multi-family units will be designated as affordable housing for 30 years for those earning between 30% and 80% of AMI, with an average income of 60% of AMI, as determined by the U.S. Department of Housing and Urban Development.</p> <p><u>This principle has been met and exceeded.</u></p>
Interconnected Streets and Transportation Networks	<p>The internal roadway network of this proposed development is largely interconnected, although there are no direct constructed interconnections proposed to be constructed with adjacent properties. A public access easement that is 50-ft. wide has been provided in the northeast corner of the development that would allow for a future connection of some type to the currently undeveloped properties to the north. The master plan shows a connection for either bike, pedestrian, or vehicular modes in approximately this location. In addition, the proposed entrance into the development from Ashwood Blvd. is aligned opposite the future Archer Avenue intersection, which will be constructed as Brookhill is built out. The Commonwealth of Virginia owns property between Ashwood Blvd. and the subject parcels, so that the site does not have direct frontage on Ashwood at this time. The applicant will have to follow all appropriate VDOT processes at the site planning/subdivision stage to ensure that this entrance via Ashwood can be constructed. (See Attachment I.8 for more information and the processes outlined by VDOT that would have to be done at site planning to allow this entrance to be constructed.)</p>

	<p>The development is proposed to be served by all private roadways. The road designated as "Private Road C," which runs from the proposed Ashwood entrance north to the easement mentioned above for a future interconnection, will be a private street, built to private street standards. All other roadways in the development will be designated as internal travelways serving the residents of the development. The applicant, however, is proposing to place public access easements across Travelways A and B and Private Road C to allow the public to use these roadways as well.</p> <p>This development provides an interconnected network of public access (but not public streets) with surrounding areas. As a proposed apartment and condo community, all amenities and features would be under common ownership, and the public access easements would allow public travel on the roadways.</p> <p>The application plan also depicts a proposed new pedestrian path parallel to Ashwood Blvd., promoting better connections from Route 29 east into the Forest Lakes neighborhood, as well as pedestrian ways internally throughout the development.</p> <p><u>This principle has mostly been met.</u></p>
Multi-modal Transportation Opportunities	<p>This development is mostly automobile-centric, with one large expanse of parking proposed for the southwest area of the property between Travelway B and the cemetery.</p> <p>However, there are pedestrian facilities provided throughout the site, alongside the internal roadways, as well as a proposed pedestrian pathway parallel to Ashwood Blvd.</p> <p>Although transit service to this area of the County does not currently exist, there are discussions to eventually expand such service in this vicinity. In anticipation of this potential future transit service, the applicant has identified three potential locations throughout the site to accommodate bus stops, with the final location to be determined in consultation with the transit service provider, such as CAT or JAUNT, when transit is expanded to the area.</p> <p>No bike lanes are provided throughout the site, although there are existing or proposed multi-use paths around the perimeter of the development.</p> <p><u>This principle has been met.</u></p>
Parks, Recreational Amenities, and Open Space	<p>The proposal provides approximately 32% of open space, which is more than the minimum of 25% that is required for open space in the PRD, including vegetative buffers, recreational amenity areas, and other open space areas. The applicant has submitted a substitution request (see Attachment VIII) that identifies the proposed amenities and recreational facilities that will be provided in the development to meet the recreational requirements of 18-4.16 of the Zoning Ordinance. Proposed recreational facilities include a pool and a</p>

	<p>dog park, as well as tot lot and general asphalt areas, which could be used for basketball courts or other amenities.</p> <p>There is a 100-ft. forested buffer proposed to screen the site from Route 29. The applicant is also proposing a 20-ft. buffer along the northern and southern property lines of the site, parallel to undeveloped parcels and Ashwood Boulevard, respectively. A 40-ft. buffer is proposed for the eastern-southeastern side of the development, adjacent to the Ashland Townhomes community. This buffer has been increased to 40-ft. from the 20-ft. buffer that was proposed in the previous iteration of this application. In addition, the preserved slope areas are within open space and not proposed to be disturbed.</p> <p>As mentioned previously, this project provides both a centralized triangular recreational area with a pool adjacent to the multi-family units, as well as a “T”-shaped recreational area directly across Private Road C, central to the townhouse section of the development, helping to create a more cohesive central open space and recreational area that connects the two sections of the development.</p> <p><u>This principle has been met.</u></p>
<p>Buildings and Space of Human Scale</p>	<p>The maximum recommended height for residential buildings in the Urban Density Residential land use designation in the Places29 Master Plan is four stories or 45 feet.</p> <p>Most of the structures in this development are proposed to be four stories. The six townhouse structures on the eastern side of the property, near the existing two-story Ashland Townhomes structures, are proposed to be four stories – a two-story unit on top of a two-story unit. However, the end unit of each of these townhouse rows (the unit closest to the common property line with Ashland Townhomes) is proposed to be only three stories, providing a transition from the proposed community to the existing neighborhood.</p> <p>In addition, the three multi-family apartment buildings that are located closest to Route 29 are also proposed to be four stories. The two central buildings of this proposed development are proposed to be five stories tall. However, the applicant is proposing that the fifth stories will be stepped back from the adjacent travelways, to reduce their intensity of scale.</p> <p>The apartment buildings are all proposed to front on either Travelway A or Travelway B, with most parking relegated. There is one large expanse of parking between Travelway B and the cemetery; however, it is proposed to be screened from Ashwood Blvd. by an existing berm and a 20-ft. buffer.</p> <p>The two-over-two structures have their sides facing Private Road C, with pairs of the structures facing each other either over a small plaza area with grass and sidewalks or over a larger recreational courtyard-like area at the center of the townhouse section of the development. The rears of these structures face</p>

	<p>travelways, acting like alleys with access to parking spaces and garages serving the units.</p> <p>The final architectural design of these buildings has not been completed at this time. This property is located within the Entrance Corridor Overlay District and will be reviewed by the Architectural Review Board at the site planning stage if this rezoning is approved.</p> <p><u>This principle has mostly been met.</u></p>
Relegated Parking	<p>The parking as shown on the application plan is largely either on-street parking or has been relegated behind the buildings from the internal travel-ways and roads. The one exception is the large expanse of parking lot located in the southwest corner of the property, between the cemetery and Travelway B. However, the applicant has indicated that an existing berm along Ashwood Boulevard will be retained, which would help to screen this parking lot from the Ashwood right-of-way. In addition, an expanded area of open and recreational space is proposed between the parking lot and Ashwood, providing further screening and setback from the right-of-way.</p> <p><u>This principle has mostly been met.</u></p>
Redevelopment	<p>The two parcels that make up this project include an existing motel and an existing mobile home community. It is proposed that these existing structures will be removed and the site redeveloped with other dwelling unit types, including multi-family apartments and “two-over-two” style townhouse units.</p> <p><u>This principle has been met.</u></p>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<p>There are areas of both managed and preserved steep slopes on this property. The applicant is not proposing to disturb any of the preserved slopes and has included all of those slopes within proposed open space areas. Any grading or disturbance of the managed slopes on the property will be reviewed by the County Engineer at the site planning/subdivision stage for compliance with state and County code requirements.</p> <p><u>This principle has been met.</u></p>
Clear Boundaries with the Rural Area	<p>This property lies within the Community of Hollymead Development Area, although designated Rural Areas are located to the west of the subject property, across U.S. Route 29. However, Route 29 acts as an existing barrier delineating a clear boundary between this proposed project and the Rural Areas. In addition, the applicant is proposing a 100-ft. forested buffer along the subject property’s Route 29 frontage, providing significant natural screening to help act as a transition between the Rural Areas and this project.</p> <p><u>This principle has been met.</u></p>