

Summary of Differences between the Juniper Hill Master Plan Zoning Requirements and the Zoning Ordinance

Comparison of Section D of the master plan to Article G, Off-Street Vehicle and Bicycle Parking regulations of the ZO

1. The master plan's *Off-Street Vehicle Parking Regulations*, subsection (1) restricts the locations of parking lots and travelways to the designated areas illustrated on the master plan layout.
2. The master plan's *Off-Street Vehicle Parking Regulations*, subsection (2) requires at least 44 percent of the provided parking spaces be regular or accessible spaces, allowing up to 56 percent of provided parking spaces to be designated for compact automobiles. Article G of the ZO allows up to 25 percent of the provided parking spaces to be designated for compact automobiles.
3. The master plan's *Off-Street Vehicle Parking Regulations*, subsection (7) states "[t]here shall be no more than two parking spaces located within 33-feet of the Keezletown Road public street right-of-way, however, no parking spaces shall be located within 15 feet of the Keezletown Road street right-of-way." This prohibits parking lots from being constructed within close proximity to Keezletown Road. Along with subsection (5) of the *Parking Lot Landscaping* regulations section of the master plan, this subsection helps to improve the aesthetics of viewing parking areas from Keezletown Road.
4. The master plan's *Off-Street Bicycle Parking Regulations* with regard to use are the same as Article G of the ZO, except that the list of bicycle parking requirements has been simplified to contain only those uses that are permitted by the master plan. With the eight multi-family (apartment) units and 15 townhouse units proposed in the conceptual site layout and narrative, the applicant would be required to install four bicycle parking spaces.
5. The master plan's *Parking Lot Landscaping* regulations, subsection (2) requires "[p]arking spaces within parking lots located within twenty (20) feet of side and rear exterior property lines of the development shall be separated from such lines by an opaque wall or fence of at least six (6) feet in height," which is more strict than Section 10-3-30.1 (2) of the ZO. The master plan's requirement is intended to provide for fencing to separate adjacent properties from the development's parking areas and to provide fencing where vehicle headlights are likely to be directed towards adjacent properties. The conceptual site layout illustrates two proposed six-foot tall opaque fences along portions of the eastern and western exterior property lines.
6. The master plan's *Parking Lot Landscaping* regulations subsection (4) requires that one (1) small/ornamental deciduous tree or evergreen tree be planted for every 12.5 linear feet of parking lot street frontage. Compared to Section 10-3-30.1 (4) of the ZO, the master plan has removed options to plant large deciduous trees in consideration of the overhead utility lines along Keezletown Road. Additionally, in an effort to improve the aesthetics of viewing parking areas from Keezletown Road, the master plan requires twice as many

trees as Section 10-3-30.1 (4) the ZO at a ratio of one tree for every 12.5 linear feet compared to one tree for every 25 linear feet.

7. The master plan's *Parking Lot Landscaping* regulations subsection (5) establishes that "[f]or every six parking spaces provided, a landscaping island shall be provided either at the terminus of a row of parking bays or within twenty-five (25) feet of the parking lot." Additionally, the master plan's *Parking Lot Landscaping* regulations subsection (6) requires that rows of parking spaces be divided at intervals of no more than 18 parking spaces by a landscaping island, which is less restrictive than Section 10-3-30.1 (6) of the ZO, which requires rows of parking spaces be divided at intervals of no more than 12 parking spaces by a landscaping island. Subsections (5) and (6) of the master plan provide the applicant with more flexibility in laying out the development's parking areas. By increasing the number of parking spaces allowed between landscaping islands, fewer landscaping islands would be provided on the site compared to a site developed under the ZO's requirements. In an attempt to recapture some of the landscaping that would have been provided under the ZO's regulations, the applicant has proposed that landscaping islands be provided either at the terminus or within 25-feet of the parking lot for every six parking spaces provided.
8. A number of sections within Article G of the ZO that are not applicable to the uses permitted by the master plan have been omitted and are not included within Section D.

Comparison of Section E of the master plan to Article T. Modifications and Adjustments of the ZO.

1. The master plan's *General Modifications* section subsection (3) allows terraces, patios, uncovered porches, etc. to project into a required yard setback provided these projections are at least two feet from any adjoining property. This is less restrictive and allows the development more flexibility as Article T requires that projections are at least five feet from any adjoining property.
2. The master plan's *General Modifications* section subsection (4) was added to clarify that front, side, and rear yards are established based on the proposed orientation of the building. Typically, front, side, and rear yards are established using streets for orientation purposes. However, not all dwellings within this community are planned to have their fronts facing streets or travelways.
3. The master plan does not include supplements or modifications to regulations for townhomes. In other words, Section 10-3-113 of the ZO has been omitted. The development would follow the setback regulations of the master plan's Section C regardless of the number of attached units and as long as they meet Building Code requirements.
4. The master plan's *Accessory Buildings* section does not include requirements for accessory buildings to be constructed on property which has been improved with a

principal building or use. Given the nature of this development, where the homeowners association can dictate requirements for accessory buildings, staff is comfortable allowing accessory buildings to be located where there is no principal building or use on the parcel. Except for setback regulations, the master plan does not restrict where accessory buildings can be placed on a parcel. However, the master plan does limit accessory buildings in the open space area to only non-conditioned buildings, such as gazebos and sheds, up to a maximum height of 20-feet.

5. A number of sections within Article T of the ZO that are not applicable to the uses permitted by the master plan have been omitted and are not included within Section E.