

# TERRA

## CONCEPTS, PC

### MEMORANDUM

DATE: August 30, 2017  
TO: Albemarle County Zoning Office  
FROM: Mark Keller – Terra Concepts, PC  
Alan Franklin – Alan Franklin, PE  
RE: **Rivanna Village – ZMA 2013-12 – Variation Request Addition**

The information below is intended to accompany the current Variation request being processed at this time and to act as an addition thereto.

#### **TMP Designations for Rivanna Village:**

07900-00-00-025A0	08000-00-00-04600	08000-00-00-046A0	08000-00-00-046C0
08000-00-00-046D0	08000-00-00-046E0	08000-00-00-05000	08000-00-00-05100
08000-00-00-052A0	08000-00-00-055A0	093A1-00-00-00300	093A1-00-00-00400
093A1-00-00-00200			

#### **Variations Being Sought:**

Applicant wishes to amend Table 7.1 of the Code of Development for Rivanna Village as it pertains to guest parking only. Currently, the Code of Development requires that ALL residential units provide guest parking at the rate of 1 space per 4 units.

The Applicant wishes to maintain the base parking requirement for units, but to change the Code of Development such that guest parking is not required for SFD units or for SFA units where parking is provided in a congregate fashion in parking lots. This would be changing the code for Rivanna Village so that it aligns with current Albemarle County code.

#### **Reasons & Justifications**

When Rivanna Village was conceived it was not designed in any unorthodox configuration that suggested an unconventional parking requirement would be necessary to meet the community's needs. The wording of the guest parking requirement found in Table 7.1 was an unfortunate mistake that, in certain instances, is requiring more parking to be provided than is deemed necessary.

The SFD units proposed for the community are of two types; standard homes with 2-car, front-loaded garages and Neo-Traditional units with 2-car, rear-loaded garages. The standard homes, which are the vast majority of the SFD units, have parking for 4 cars on each lot, so the guest parking issue does not apply to these units. The Neo-Traditional units, of which there will be 26-27, will not have space outside the garage for additional parking for guests so, according to the current COD, guest parking is required for these units. If current Albemarle County code applied, no guest parking would need to be provided for these units.

In terms of SFA units, there are villas, which are large, wide townhouses, as well as more traditional townhomes. All of the villas will have a 2-car garage and parking for two additional cars on each lot. Like the standard SFD units, guest parking is a moot point because four spaces for parking are on each lot. The traditional townhomes will have either a 1-car garage with a second space for parking outside the garage or they will have parking for two cars each in congregate parking lots. According to the current COD, guest

# TERRA

## CONCEPTS, PC

parking is required for all townhouse units. If current Albemarle County code applied, no guest parking would need to be provided for these units when they are served by a parking lot.

There is not a paucity of parking planned for the community. There has always been a requirement for a certain degree of centrally-located, non-residential uses and a large public park is being constructed in the heart of the community. Parking accommodations for these special uses will be achieved through on-street parking on the roads immediately adjacent to these areas. Of course, residential guests are not precluded from using on-street parking so, in effect, there are considerable parking accommodations in the denser portions of Rivanna Village and around the park. The exact number has yet to be determined because sight distance at intersections and final driveway locations dictate the precise yield.

What this change permits the Applicant to do is provide 'balance' so that parking can be provided where it is most needed and not provide excessive parking where it is unnecessary. Specifically, it would permit the Applicant to refrain from providing guest parking for townhomes served by parking lots (where it normally is not required anyway). For townhomes with a garage and driveway, the small number of guest parking accommodations can be met on the street directly in front of the unit. Finally, Neo-Traditional SFD units would no longer require guest parking so 7 fewer on-street spaces would have to be counted as providing guest parking for these residential uses.

August 30, 2017

**Request for Special Exception for a Variation to the Code of Development Regarding  
“Guest Parking Spaces” for ZMA2013-12 Rivanna Village**

**(CURRENTLY APPROVED)**

**Off-Street Parking.** Off-street parking shall be provided according to the following Parking Schedule.

<b>TABLE 7.1 – Parking Schedule</b>	
<b>USE</b>	<b>RATIO</b>
Residential	2 per dwelling unit
Residential guest parking	1 per every 4 dwelling units
Non-Residential	See note 1 in Section 7.1
Notwithstanding the foregoing, parking requirements may be further reduced based upon the recommendation of a Shared Parking Plan approved by the Director of Community Development or designee pursuant to Section 4.12 of the Zoning Ordinance.	

**(PROPOSED)**

**Off-Street Parking.** Off-street parking shall be provided according to the following Parking Schedule.

<b>TABLE 7.1 – Parking Schedule</b>	
<b>USE</b>	<b>RATIO</b>
Residential	2 per dwelling unit
Residential guest parking	1 per every 4 dwelling units *
Non-Residential	See note 1 in Section 7.1
Notwithstanding the foregoing, parking requirements may be further reduced based upon the recommendation of a Shared Parking Plan approved by the Director of Community Development or designee pursuant to Section 4.12 of the Zoning Ordinance.	
*Guest parking is not required for Single Family Detached (SFD) units or for Single Family Attached (SFA) units where parking is provided in parking bays/parking lots.	

---

# ALAN FRANKLIN PE, LLC

Civil Engineering, Site Planning, and Land Development Consulting

## MEMORANDUM

DATE: May 30, 2017  
TO: Albemarle County Zoning Office  
FROM: Alan Franklin, PE  
  
RE: Rivanna Village – ZMA 2013-12 – Variation Request

The information below is intended to accompany the Application for Variations and Approved Plans, Codes and Standards of Development for the above project.

### TMP Designations for Rivanna Village:

07900-00-00-025A0	08000-00-00-04600	08000-00-00-046A0	08000-00-00-046C0
08000-00-00-046D0	08000-00-00-046E0	08000-00-00-05000	08000-00-00-05100
08000-00-00-052A0	08000-00-00-055A0	093A1-00-00-00300	093A1-00-00-00400
093A1-00-00-00200			

### Variations Being Sought:

Applicant wishes to amend Table 3.3 of the Code of Development for Rivanna Village as follows...

1. To remove the words "or alley" from footnote #1 and to change 15' to 10'.
2. To reduce the Minimum Rear Setback for all residential categories from 10' to 5'.
  
4. To reword footnote #4 to better clarify the declaration with new wording to read, "Building envelope for individual lots may vary when a utility or landscape easement encroaches on a lot to a greater degree than the prescribed setbacks."

### Reasons & Justifications

When this community was being planned conventional residential units were the only type being considered and the code was written to accommodate generic development. At this time, in certain locations, neo-traditional single-family detached units, with rear-loaded garages, are scheduled to replace townhomes that were to be served by a relegated parking lot. Items 1 & 2 above will permit garage facades to reside closer to the travelways at the rear of certain lots. Placing the garages closer to the travelway and thereby reducing the paved distance between garage door and travelway will discourage parallel parking outside of the garage.

Item 4 above simply restates in a clearer fashion that on certain lots one may not be able to build right up to the minimum setback line due to encroachments that may be associated with utility or landscape easements.

### 3.3 Lot Regulations. (PROPOSED)

<b>TABLE 3.3 – Lot Regulations</b>					
	Area and Bulk Regulations	Area and Bulk Regulations	Setback Regulations		
	Minimum Lot Size (s.f.)	Maximum Lot Size (s.f.)	Min. Front Setback (ft.)	Min. Side Setback (ft.)	Min. Rear Setback
Single Family Detached	3,000	None	10	5	5
Single Family Attached Villas (e.g. duplex or multiplex)	3,000	None	10	5	5
Single Family Attached Townhouses	1,300	None	10	5	5
Non-Residential, Multifamily and Mixed-Use Buildings	N/A	N/A	0 <sup>(5)</sup>	0 <sup>(5)</sup>	0
<ol style="list-style-type: none"> <li>1. Whenever a unit has a road at its side, the minimum side yard setback is increased to 10 feet.</li> <li>2. There shall be no minimum setback (i.e. zero ft.) along the side property line at the point of attachment of two or more single family dwelling units of any type.</li> <li>3. Intentionally Omitted.</li> <li>4. Building envelopes for individual lots may vary when a utility or landscape easement encroaches on a lot to a greater degree than the prescribed setbacks.</li> <li>5. Build-To Lines: Structures in block D to be built to the property line along the frontage of all public roads except where property lines are radii.</li> </ol>					

### 3.3 Lot Regulations. (CURRENTLY APPROVED)

TABLE 3.3 – Lot Regulations					
	Area and Bulk Regulations	Area and Bulk Regulations	Setback Regulations		
	Minimum Lot Size (s.f.)	Maximum Lot Size (s.f.)	Min. Front Setback (ft.)	Min. Side Setback (ft.) <sup>(1)</sup>	Min. Rear Setback
Single Family Detached	3,000	None	10	5 <sup>(3)</sup>	10 <sup>(4)</sup>
Single Family Attached Villas (e.g. duplex or multiplex)	3,000	None	10	5 <sup>(2)(3)</sup>	10 <sup>(4)</sup>
Single Family Attached Townhouses	1,300	None	10 <sup>(4)</sup>	5 <sup>(2)(3)</sup>	10 <sup>(4)</sup>
Non-Residential, Multifamily and Mixed-Use Buildings	N/A	N/A	0 <sup>(5)</sup>	0 <sup>(5)</sup>	0

1. Whenever a unit has a road or alley at its side, the minimum side yard setback is increased to 15 feet.
2. There shall be no minimum setback (i.e. zero ft.) along the side property line at the point of attachment of two or more single family dwelling units of any type.
3. Intentionally Omitted.
4. Setbacks for individual lots may vary when a utility or landscape easement encroaches on a side yard.
5. Build-To Lines: Structures in block D to be built to the property line along the frontage of all public roads except where property lines are radii.