

January 22, 2018

Albemarle County
Department of Community Development
401 McIntire Road, Room 227
Charlottesville, VA 22902

RE: Hollymead Town Center Area A2 – (ZMA 2007-001) Request for Variation
Variation to Community Street Connection b/w Area A2 & Hollymead Shopping Center

This letter is to accompany the Variation Request Application for the proposed variation to the Hollymead Towncenter A2 project and General Application Plan. The following information is a description of the variation being sought and the reason for the variation. Also included with this information are exhibits for the proposed variation request.

Variation– Modification to the Community Street Connection between Area A2 and the existing Hollymead Shopping Center

A variation is being proposed for the Hollymead Towncenter A2 project to update the Community Street connection between A2 and the existing Hollymead Shopping Center. Community Street was originally planned to run parallel with Towncenter Drive and extend from the A2 development area and connect to the existing shopping center that has been constructed within Hollymead Town Center. This existing shopping center includes the Target, Harris Teeter, and other retail commercial shops. The proposed Community Street connection, as shown on the application plan, was planned for a vehicular and pedestrian connection. Access easements have been recorded on the existing shopping center to allow for this connection. There is, however, a grade elevation difference of 22 feet between these two roads (Berkmar Drive is at a 586 elevation, and the access drive in the shopping center is at a 564 elevation). The distance between these (2) points is approximately 250 linear feet.

Exhibit A, attached, illustrates the approved Community Street vehicular and pedestrian connection as shown in the approved rezoning application plan. Exhibit B illustrates the road profile design for the Community Street connection between Berkmar Drive and the existing shopping center. In order to provide this connection and meet VDOT and Albemarle County road design requirements, the majority of the roadway would need to be installed at a 12% slope. This design includes the required landings at Berkmar Drive and the existing access road within the shopping center.

A variation is being proposed for this project to terminate Community Street within the parking lot for Area A2, and provide a pedestrian/bicycle access from Area A2 to the existing shopping center, in lieu of the proposed vehicular connection. The pedestrian/bicycle access would include an 8' wide paved / concrete ADA accessible pathway between the existing shopping Center and Berkmar Drive, along with a 5' concrete sidewalk and steps for pedestrians. These connections, as shown on Exhibit C, will provide a much better pedestrian and bicycle connection between the two development areas than the 12% roadway. If Community Street is

extended between the two developments, as currently designed, it will primarily be a vehicular connection only. A 12% roadway is not a pedestrian or bicycle friendly connection. The intent of this connection is to promote access between the residential development of Hollymead Town Center and the existing shopping center. However, with grade elevations along the 12% roadway, this will promote more vehicular traffic than pedestrian/bicycle traffic between the areas. A 12% roadway is not safe for bicycles as a connection between the developments and is not a desirable slope to walk up or down for pedestrians who may be pushing a stroller, carrying groceries, or just out an enjoyable walk.

As shown in the attached variation, an ADA accessible pathway could be installed between Area A2 and the existing shopping center. The cost for the proposed construction of the accessible ramp and concrete steps is comparable to the roadway connection; however, it promotes pedestrian/bicycle access between the developments in lieu of a vehicular access. Towncenter Drive would serve as the vehicular access between the developments, and this roadway connection is approximately 500 linear feet to the south of Community Street.

The intent of the Neighborhood Model is to promote pedestrian walkability within a community. Due to existing connections, the current design of Community Street focuses on a vehicular connection and is a challenging pedestrian and bicycle connection between the (2) developments. This variation would allow for a pedestrian and bicycle friendly connection which would also be ADA accessible between the (2) development areas. The value of this type of ADA connection as opposed to a steep roadway connection is a much more desirable connection for the community, which also helps promote the walkability of the development over the vehicular access.

Thank you again for the consideration of this variation for the Hollymead Towncenter project, and please contact me if you have any questions or require any further information.

Sincerely,

Scott Collins

BERKMAR DRIVE



PVI STA:11+00.75
PVI ELEV:584.93
K:11.25
LVC:112.50



