



OLD TRAIL  
VILLAGE  
*Amendment*

*ZMA-2015-00001*  
AMENDED CODE OF  
DEVELOPMENT

March Mountain Properties, LLC  
Draft of: November 2, 2015

# TABLE OF CONTENTS

- I. Introduction and Project History
- II. Code of Development
- III. Architectural and Landscape Standards

## List of Tables

- Table 1: Intentionally Omitted
- Table 2: Intentionally Omitted
- Table 2A: Open Space
- Table 3: Street Specifications
- Table 4: Land Uses Allowed
- Table 5: Density Regulations
- Table 5A: Intentionally Omitted
- Table 6: Maximum Building Height Regulations
- Table 6a: Single Family Detached Minimum Lot Size Regulations
- Table 6A: Intentionally Omitted
- Table 6B: Intentionally Omitted
- Table 7: Minimum and Maximum Setbacks
- Table 8: Intentionally Omitted
- Table 9: Intentionally Omitted

## List of Figures

- Figure 1: Intentionally Omitted
- Figure 2: Intentionally Omitted
- Figure 3: Intentionally Omitted
- Figure 4: Intentionally Omitted
- Figure 5: Application Plan (formerly known as General Block Plan)
- Figure 6: Intentionally Omitted
- Figure 7: Intentionally Omitted

# I. Introduction and Project History

Old Trail Village was originally approved as a Neighborhood Model Zoning District by the Albemarle County Board of Supervisors as ZMA 2004-024, on September 12, 2005. ZMA 2004-024 included a Code of Development prepared by Timmons Group dated September 12, 2005, a proffer statement dated September 14, 2005, and a General Development Plan prepared by Timmons Group containing 9 sheets and dated last revised September 12, 2005. Old Trail Village was subsequently amended by ZMA 2008-05 on November 12, 2008, which allowed for an amendment to Table 4 of the Code of Development to permit rest homes, nursing homes, convalescent and similar homes, and assisted living facilities. ZMA 2008-05 also included revised proffers dated October 23, 2008. A senior living and assisted living facility was subsequently constructed in Block 2, as permitted by ZMA 2008-05. Old Trail Village was further amended by ZMA 2014-00004, approved on March 11, 2015, which allowed for Carriage House units in certain blocks.

In addition, a number of variations to the Code of Development have been approved since 2005, pursuant with Section 8.5.5.3 of the Zoning Ordinance.

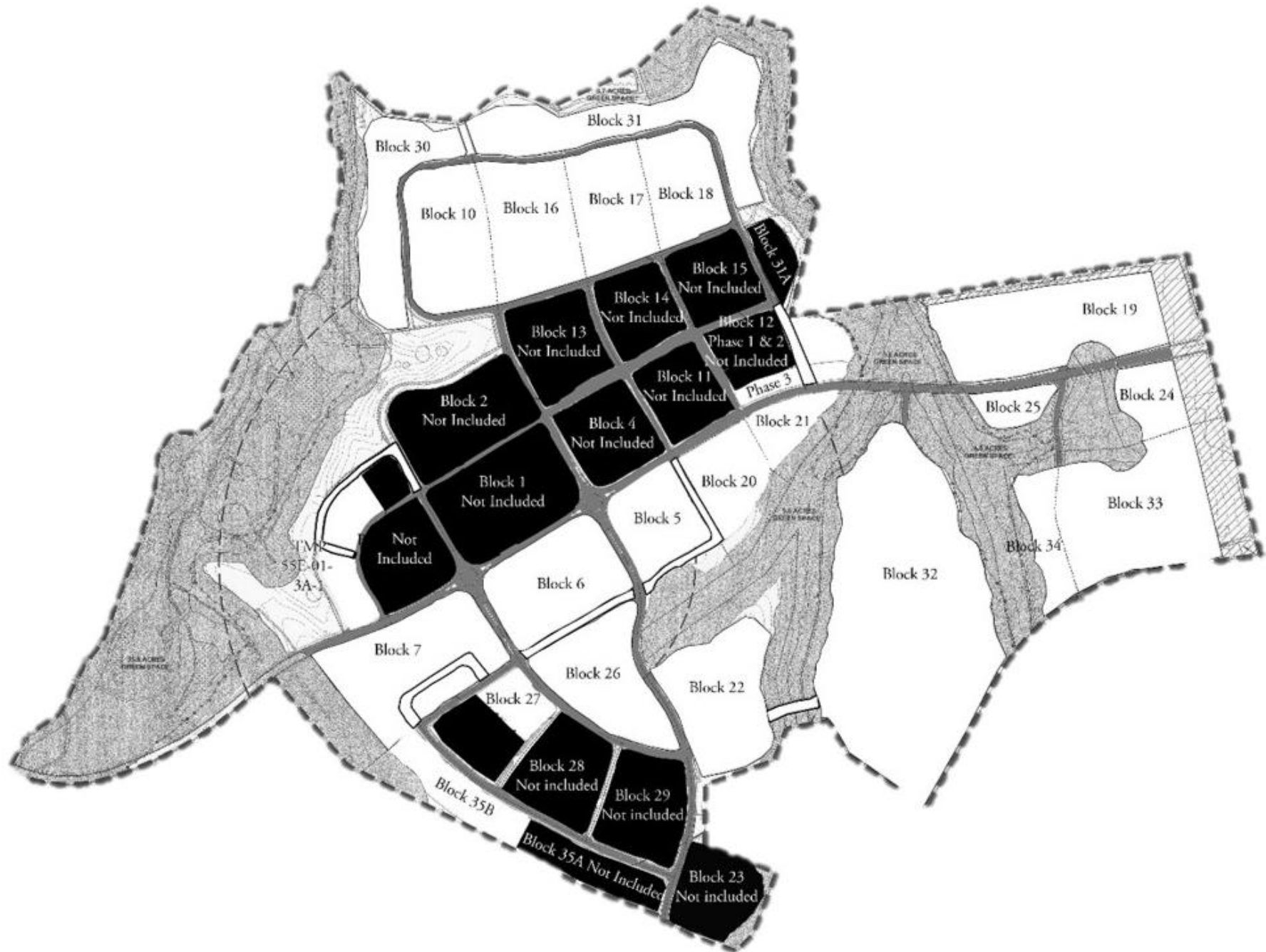
In 2009, Section 20A of the Zoning Ordinance, which regulates Neighborhood Model Zoning Districts such as Old Trail Village, was amended such that the term “General Development Plan” is no longer applicable. Pursuant to the definition of “Application Plan” in Section 3 of the Zoning Ordinance, “a plan designated and approved as a general development plan for a neighborhood model district between March 19, 2003 and October 14, 2009 is an application plan for purposes of this Chapter.” With ZMA 2015-00001, we are revising the approved General Development Plan prepared by Timmons Group. As such, the General Development Plan prepared by Timmons Group, and revised by Roudabush, Gale and Associates with a last revision date of November 2, 2015, and approved as a part of ZMA 2015-00001, is now deemed to be the Application Plan and is referenced as such throughout this Code of Development Amendment.

This Code of Development Amendment updates the original Code of Development, applies variations that were approved for individual blocks to the undeveloped blocks in the Project, and adds clarity in connection with a number of issues that have been raised as the Project has developed.

## II. CODE OF DEVELOPMENT

This Code of Development Amendment (hereinafter, this “Code of Development” or this “Code”) establishes the design guidelines and specific regulations for the development of Old Trail Village and shall replace the original Code of Development in all respects for the following tax map parcels: 55E-01-A1 (to exclude portions of 55E-01-A1 that lie outside the zoning boundary for ZMA 2004-024), 55E-01-A2, 55E-01-A3, 55E-01-A4, 55E-01-A5, 55E-01-3A-1. These parcels represent the unsold, undeveloped portions of the original rezoning boundary approved with ZMA 2004-024.

These tax map parcels include the following blocks: portion of 3, 5, 6, 7, 10, 12 Phase 3, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, portion of 27, 30, portion of 31 (exclude 31A), 32, 33, 34, and the unsold lots in Block 35, specifically Block 35B. Below is a map depicting the areas this Code shall regulate. Refer to Sheet 2 of the Application Plan for a larger version of the following map.



## **Application Plan**

Old Trail Village differs from other more conventional suburban developments, in that it seeks to create an entire village with opportunities for its inhabitants to live, work, conduct business, shop and recreate. The applicant understands that the development of a healthy, thriving town cannot be forced; instead it must be allowed to naturally conform to meet the needs of its ever-changing population. As economic, political and cultural climates change, Old Trail Village will respond with appropriate evolution within the context of the Code of Development.

The Application Plan shows the potential development of individual lots, buildings and parking, however these elements of the Application Plan are illustrative only. Specific development of lots, including the locations and dimensions of buildings, parking, sidewalks, and street trees shall be determined on an individual basis at the time of subdivision plat and site plan submittal and approval for each block. The general parameters for the development of each block are contained within the Code of Development for use as a guideline, but are not intended as specific regulatory criteria. These general parameters will ensure the goals of Old Trail Village are realized, while allowing flexibility for the community to evolve as needed when markets and demands change.

To facilitate this natural process, the Application Plan provides the framework for Old Trail Village through diagrammatic layouts of streets, sidewalks, landscape material, open space configuration, and variations in architectural products/placement, while incorporating the flexibility necessary to adapt to changing needs. The alignments of streets, utilities and sidewalks shall generally conform to the layout provided on the Application Plan, though it is not the intent of the Application Plan to dictate specific street geometrics. Minor variations to the Application Plan shall be permitted under Albemarle Code Section 8.5.5.3. Preliminary grading and stormwater management plans are also provided and minor variations in the direction of flow, location of treatment facilities and acceptable ranges in types of treatment facilities are permitted provided they are in conformance with applicable State and County regulations.

Overall, between 1,000 and 2,200 residential units will be provided at Old Trail Village. Fifteen percent (15%) of total residential units will be constructed as affordable units as detailed in the proffers for Old Trail Village.

Between 100,000 and 250,000 square feet of combined non-residential, mixed use development is planned for the development. The commercial use known as the Lodge at Old Trail shall not count toward the maximum of 250,000 square feet of non-residential development within

the development. Retail uses shall be phased as specified in the proffers for Old Trail Village.

### **Streets**

The design of streets shall comply with the Virginia Department of Transportation (“VDOT”) Standard Street Requirements. For purposes of this Code, the “Transportation Chart,” and the accompanying notes thereto numbered 1-7 and contained on Sheet 4 of the Application Plan, is hereby eliminated as it is duplicative of Table 3 below, which has been revised and included in this Code. Typical alley cross sections are provided within the Application Plan. Where emergency vehicle access is required, alleys shall maintain a 20’ clear travelway.

Street improvements may be constructed using alternative type roadway paving materials upon approval by the County Engineer or the Virginia Department of Transportation, as applicable.

The Developer reserves the right to build additional roads not shown in Table 3 below. These additional roads shall be considered minor roads which are not a part of the major, public road network shown on Sheet 2 and 4 of the Application Plan.

Table 3: Street Specifications

Street	Adjacent Blocks	Public or Private
Road A	1, 2, 4, 5, 6, 13	Public
Road B	5, 6, 20, 26,	Private
Road B	7, 11, 12, 14, 15, 27	Public
Road C	1, 2, 4, 11, 12, 13, 14, 15	Public
Road D	10, 13, 15, 16, 17, 18, 30, 31	Public
Road E	4, 11, 13, 14	Public
Road G	6, 7, 22, 26, 27, 28, 29	Public
Road H	27, 28, 29, 35	Public
Road I	32	Public
Road J	25, 33, 34	Public
Road K	33, 34	Public
Road L	12	Private
Road N	3	Private
Road P	7, 27	Private
Road T	22,32	See Note 3

Notes: 1. Parking shall be provided on both sides of the street for most public roads being constructed after approval of this amended Code unless driveway location, housing product, or other similar factors restrict our ability to do so.

2. The portion of Road B behind Block 6 and the portion of Road B adjacent to Blocks 5 and 20 shall be built as a private road/access easement.

3. The Developer reserves the right but not the obligation to build Road T, connecting Blocks 22 and 32, as an approved public or private road or as a secondary emergency accessway.

### **Amenity-oriented lots**

#### *Amenity-oriented lots*

Notwithstanding Section 4.6.1 and 4.6.2 of the County zoning ordinance, attached and detached residential units fronting on grass malls, parks, open space, or any other similar amenity area (collectively, "Amenity") are permitted throughout the development, provided that the Amenity must be at least thirty feet (30') in width, and an open area, from face of building to face of building must remain at fifty feet (50') in width. In addition, said lots shall be served by a private street. The applicant has requested a waiver of the street standards for roads serving amenity-oriented lots.

### **Sidewalks**

To accommodate bicycle travel, wider sidewalks will be provided as described below:

- "A street" adjacent to blocks 1, 2, 10 and 30 and blocks 4, 13, 16 and 31: 8 foot sidewalk
- "G street" adjacent to block 6: 12 foot sidewalk, including street trees.
- "A street" (Golf Course Access Road) adjacent to Blocks 26 and 29: 8 foot sidewalk to replace the 5 foot sidewalk shown on the approved Golf Access Road plans.

Unless otherwise expressly provided herein, sidewalks shall be a minimum of five feet, provided that sidewalks adjacent to non-residential uses shall be twelve feet, which can include landscaping, so long as a five foot wide clear travelway is maintained for pedestrians.

### **Parking**

Specific parking arrangements shall be designed at the site plan phase of individual blocks. All parking throughout the Project shall be provided in accordance with Section 18.4.12 of the Albemarle County Code.

In block 1 and block 6 when non-residential uses are proposed, the Owner shall relegate off-street parking to the rear and side of buildings, and/or such parking shall be screened by buildings, landscaping, permanent structures or other acceptable measures. For purposes of relegated parking in Block 1 and 6, Old Trail Drive shall be considered the front. Garages for single family residences and townhouses shall be located at the rear of their lots and shall be accessed via alleys or private streets.



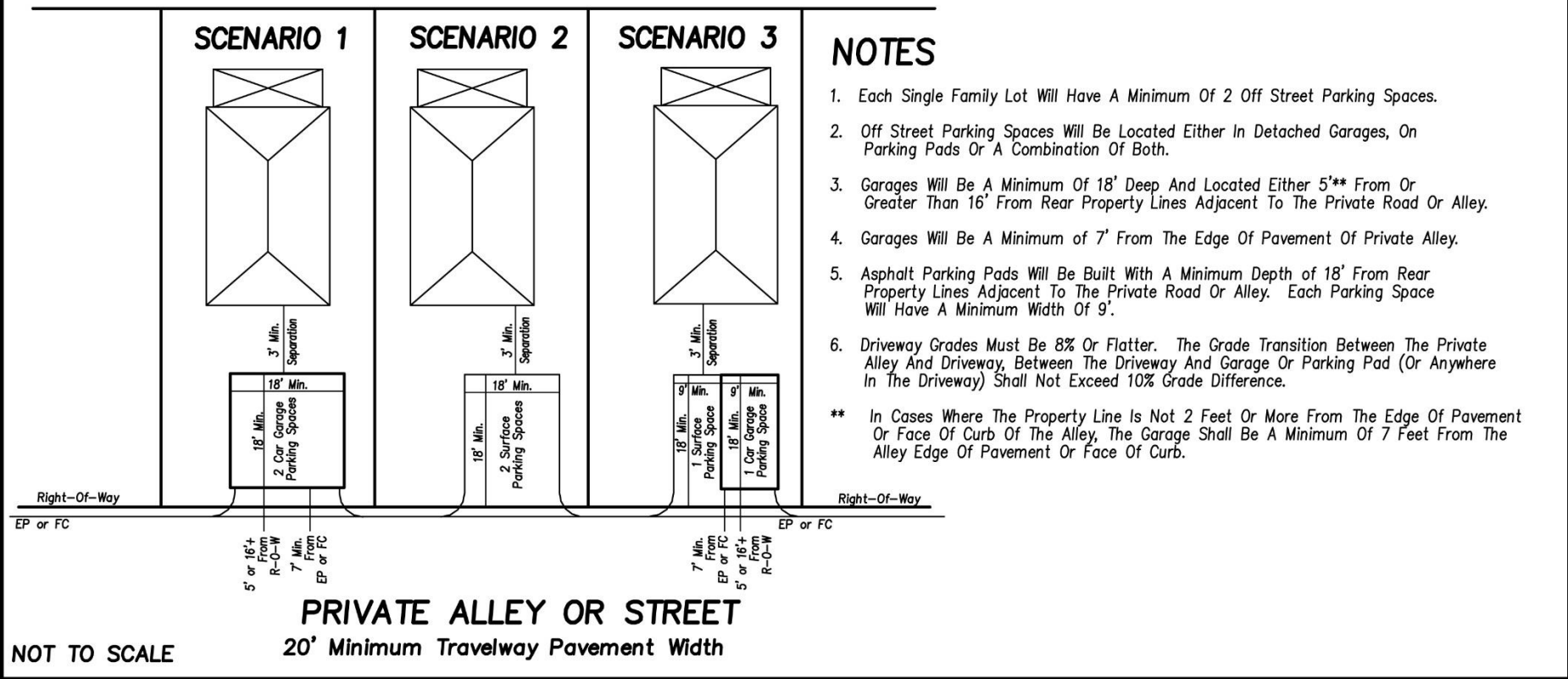
Where no rear access is available, and/or when the Developer can demonstrate that it would make it easier to provide affordable housing units, additional parking, preserve trees, or provide similar benefits to the community, front loaded access is permitted, so long as the garage is set back at least three feet from the primary or principal line of the front façade of the house.

Parking for multi-family, commercial and mixed uses may be located in garages beneath buildings and in lots located to the rear or side of the buildings they serve. Shared parking between uses with opposite operating times shall be encouraged.

On-street parking shall be allowed throughout the development area on one side or both sides of the roadway to reduce the demand for off-street parking.

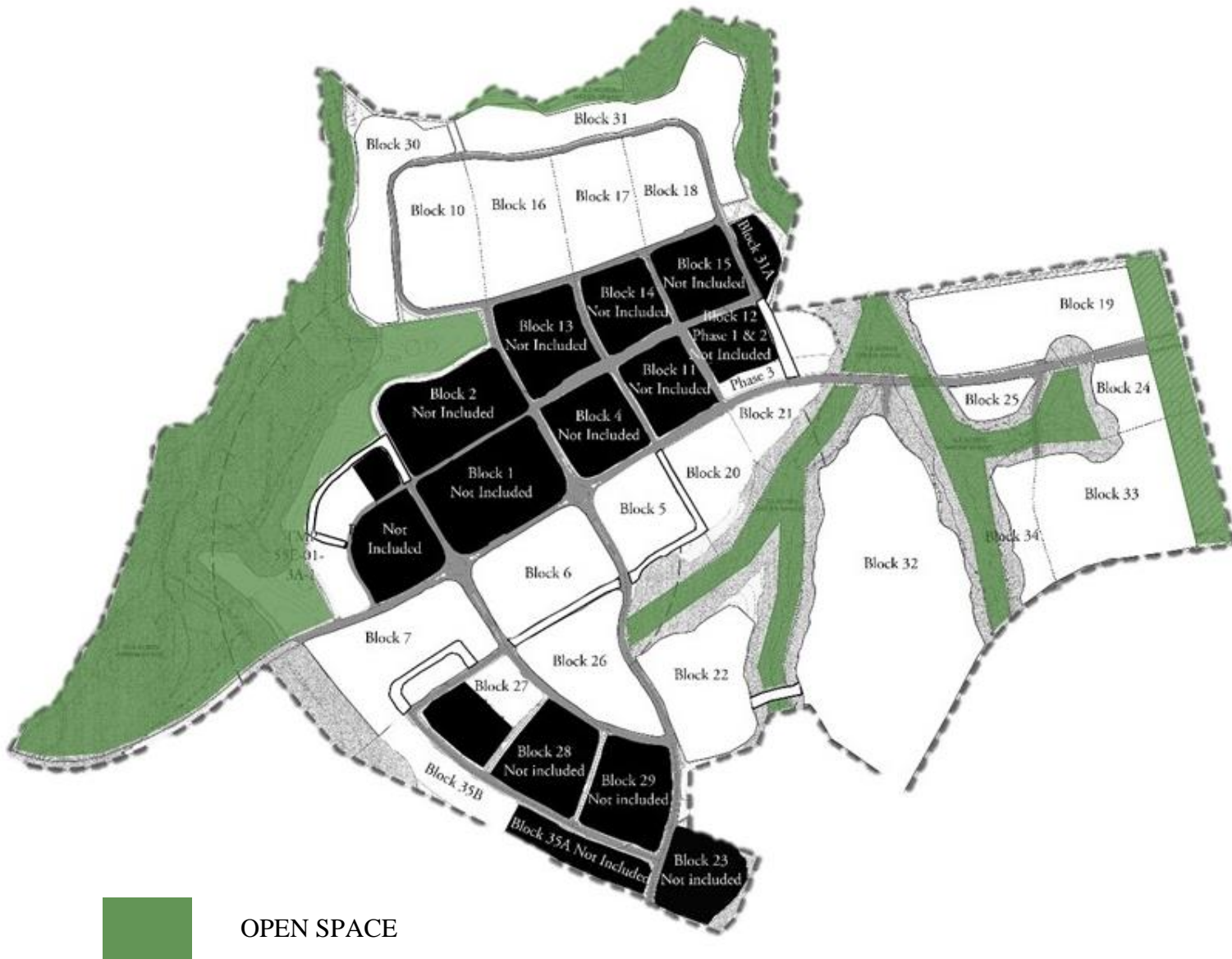
# GARAGE AND DRIVEWAY CONSTRUCTION DETAIL

## PUBLIC ROAD OR GREENSPACE



## Parks and Open Space

A conceptual plan for open spaces is depicted within the Application Plan. These areas will include pocket parks, meeting areas, trails, passive and active recreational areas. At least 20% of the area within the site shall be devoted to green space. Building sites within residential lots shall not be allowed within stream buffers.



Approximately 42.8 acres of land, including stream buffers, greenways and upland areas, at the northern portion of the development area has been dedicated to the County for Western Park (also referred to as Old Trail Park) and the Greenway areas, as designated by the Crozet Master Plan. The boundaries of this property are delineated in plats of record in the Circuit Court Clerk's Office and generally shown on the Application Plan. Western Park shall be developed and maintained by the County, provided however, that the County may pursue other sources of funding for the Western Park, such as grant funds or other contributions, in the County's discretion. Proffers for Old Trail Village specify one source of funding for these improvements. The area contained in Western Park and the Greenway area shall be included in the total area of open space and amenities provided at Old Trail Village.

Pocket parks shall be sited at the time of development of individual blocks. At least three (3) pocket parks totaling at least 1.6 acres shall be developed throughout Old Trail Village. Pocket parks shall be distributed throughout the development area as follows:

- At least one pocket park shall be located among blocks 10, 16 and 13.
- At least one pocket park shall be located among blocks 17, 18, 14, 15, 11, 12, 20, and 21.
- At least one pocket park shall be located among blocks 26, 22, 27, 28, 29, and 23.

Table 2A: Open Space

OPEN SPACE USE		APPROXIMATE AREA (acres)	PERCENT OF TOTAL SITE AREA
<i>Areas to be dedicated to and maintained by <b>Albemarle County</b></i>	Old Trail Park (Western Park)	25.0	10.5%
	Greenway Areas	17.5	7.4%
<i>Areas to be owned and maintained by the <b>Old Trail Village Homeowners Association</b></i>	Pocket Parks	1.6	0.7%
	Passive Meeting Areas (within the commercial core in areas to be determined)	1.6	0.7%
	Passive Recreational Areas (which include trails within the 100 foot stream buffer)	22.8	9.6%
	Buffers	4.6	1.9%
<b>TOTAL</b>		73.1	30.8%

*Note: The above open space shall be designated at the time of site/subdivision plat submittal and shall be dedicated to and maintained by the Old Trail Village Homeowners Association.*

### **Pedestrian Access**

Pedestrian access is paramount at Old Trail Village. Unless otherwise expressly provided to the contrary in this Code, all streets will include sidewalks and/or a combination of street sidewalks, or Amenity access, and trails will be provided throughout the open space parcels. Particular emphasis will be placed on providing adequate pedestrian access, within the plan area, to adjacent school sites. Proffer number 8 for Old Trail Village stipulates the details of the pathway connections. Construction of the pathways will be completed within six (6) months after the approval by the County of the final subdivision plat or final site plan applicable to any portion of a block that either includes or is adjacent to any such connection.

### **Permitted Uses**

Permitted uses for each block are designated on Table 4: Land Uses Allowed.

Table 5: Density Regulations establishes the number of residential units permitted in each block, and the range of non-residential square footage allowed in each block.

### Table 4: Land Uses Allowed

[illegible]

Y = permitted use in designated block

<sup>1</sup> Hotel, motel or inn located in block 24 shall be limited to a maximum of 20 guest rooms and must be permanently occupied by a resident owner

<sup>2</sup> Between 100,000 and 250,000 square feet of non-residential development is planned for the development. Retail uses shall be phased as specified in the proffers for Old Trail Village.

<sup>3</sup> Per ZMA 2014-0004 approved on 3/11/2015

As of the date of approval of this Code of Development, Section 5.1.40 of the Albemarle County Zoning Ordinance, which regulates Personal Wireless Service Facilities ("PWSF"), requires a special use permit for a Tier III PWSF. In the event the PWSF ordinance is ever amended in the future to permit Tier III PWSF by-right in a

NMD zoning district, this Code of Development shall be deemed to have been similarly amended, such that Tier III PWSFs will be permitted in those blocks where they are currently only permitted by Special Use Permi

<sup>5</sup> Lots located in blocks 19, 24, 25, and 33 shall not have direct entrance from Route 250 or Old Trail Drive, but shall have driveway access through internal roads only. These blocks shall be permitted to have secondary access from Route 250 and Old Trail Drive pending VDOT approval.

**Note: Any uses not specified by this table shall be considered unpermitted uses at Old Trail Village**

**Table 5 Density Regulations**

<b>Block</b>	<b>Minimum/Maximum Use Regulations</b>			
	<b>Non-Residential Uses</b>		<b>Residential Uses</b>	
	<b>Minimum Non-Residential (s.f.)</b>	<b>Maximum Non-Residential (s.f.)</b>	<b>Dwelling unit minimum</b>	<b>Dwelling unit maximum</b>
1	20,000	80,000	0	91
2	0	80,000	0	93
3	10,000	80,000	40	122
4	0	30,000	19	59
5	0	30,000	20	100
6	20,000	80,000	0	100
7	0	30,000	50	156
8				
9				
10	0	20,000	20	100
11	0	20,000	25	54
12	0	20,000	20	90
13	0	20,000	32	72
14	0	20,000	18	52
15	0	20,000	14	60
16	0	20,000	20	100
17	0	20,000	22	110
18	0	20,000	12	61
19	0	0	12	90
20	0	20,000	10	80
21	0	20,000	12	60
22	0	20,000	50	149
23	0	20,000	14	61
24	0	20,000	12	40
25	0	20,000	8	24
26	0	20,000	20	150
27	0	20,000	14	80
28	0	20,000	30	66
29	0	20,000	16	70
30	0	0	16	60
31	0	0	24	80
32	0	0	24	417
33	0	0	12	80
34	0	0	10	32
35	0	0	10	80
<b>Minimum and Maximum regulations for overall project</b>	<b>Min. Non-Residential GLA</b>	<b>Max. Non-Residential GLA</b>	<b>Min. Residential Dwelling Units</b>	<b>Max. Residential Dwelling Units</b>
	100,000	250,000	1,000	2,200

Notes:

1. Even though the sum of the maximum units developable for each block exceeds 2200 and the sum of the maximum non-residential and mixed use square footage for each block exceeds 250,000, the developer shall be limited to an overall range of units between 1,000 and 2,200 and an overall range of non-residential and mixed use square footage between 100,000 and 250,000 for the entire development. The commercial use known as the Lodge at Old Trail shall not count



- toward the maximum of 250,000 square feet of non-residential development within the development but will count in the allowable residential units as established above.
2. The non-residential minimum/maximum limitations are based on the building's gross leasable area in square feet.
  3. Retail uses shall be phased as specified in the proffers for Old Trail Village.
  4. The overall size of the primary building footprint in blocks 19, 24 & 25 shall not exceed 8,000 square feet. Multiple buildings with connecting devices shall be used in lieu of massive building footprints.
  5. Any block that contain accessory units (whether attached or detached) shall be permitted to have additional dwelling units within that block than the maximum number of dwelling units identified in Table 5.

## Development Regulations

The tables on Sheet 1 of the Application Plan referring to Minimum Setbacks and Density and Floor Area Ratios are hereby deemed eliminated and shall not apply to development within the Project. Instead, development regulations shall be governed by the following tables.

Maximum story height for single family attached, single family detached, multi-family, and non-residential development shall vary by block according to Table 6, Maximum Building Height Regulations; provided, however that additional height, achieved in the form of a tower, steeple or some other vertical architectural element and extending up to one story over the tallest adjacent building, shall be permitted at the roundabout intersections. In addition, a full fifth story shall be permissible at the roundabout intersections upon approval of a special exception.

Table 6: Maximum Building Height Regulations

<b>Blocks</b>	<b>Single Family Detached</b>	<b>Single Family Attached</b>	<b>Multi-family</b>	<b>Non-residential</b>
5, 6, 7	2.5 or 42 ft.*	4 or 60 ft.	4 or 60 ft.	4 or 60 ft.
10, 16-18	2.5 or 42 ft.	4 or 60 ft.	4 or 60 ft.	3 or 50 ft.
12	2.5 or 42 ft.	4 or 60 ft.	4 or 60 ft.	3 or 50 ft.
19	2.5 or 42 ft.	3 or 50 ft.	n/a	n/a
20 thru 22	2.5 or 42 ft.	4 or 60 ft.	4 or 60 ft.	4 or 60 ft.
24, 25	2.5 or 42 ft.	3 or 50 ft.	n/a	4 or 60 ft.
26	2.5 or 42 ft.	4 or 60 ft.	4 or 60 ft.	4 or 60 ft.
28, 29	2.5 or 42 ft.	3 or 50 ft.	3 or 50 ft.	3 or 50 ft.
32	2.5 or 42 ft.	4 or 60 ft.	4 or 60 ft.	n/a
30, 31, 33 thru 35	2.5 or 42 ft.	3 or 50 ft.	n/a	n/a

Note: \*Single Family Attached and Single Family Detached are not permitted uses in Block 6.

Table 6a: Single Family Detached Minimum Lot Size Regulations

<b>Blocks</b>	<b>Square Feet</b>
5, 7, 12, 16-18, 19-26, 32	4,000
10, 28, 29	5,500
34	3,000
30, 31, and 33	8,000
35	9,000

Minimum lot size shall be 1,000 square feet for single family attached and multi-family uses in all permitted blocks.

Notwithstanding the provisions of Table 6a: Single Family Detached Minimum Lot Size Regulations to the contrary, minimum lot sizes for cluster cottage units and/or affordable housing units shall be 1,000 square feet in all blocks.

The setbacks for single family (attached and detached), multi-family, and non-residential development shall vary by block according to Table 7. The setbacks in Table 7 are both the minimum and maximum setbacks and these setbacks shall also apply to accessory structures. Roof overhangs and eaves shall be allowed to encroach into the 5 foot building setback line up to 1 foot. There shall be no minimum setback (i.e. zero feet) along the side property line at the point of attachment of two or more single family dwelling units of any type.

Attached garages shall be permitted for single family dwelling units in all blocks.

Table 7: Minimum and Maximum Setbacks

<b>Blocks</b>	<b>Single Family Attached and Detached</b>			<b>Multi-family</b>			<b>Non-residential</b>		
	<i>Front</i>	<i>Side</i>	<i>Rear</i>	<i>Front</i>	<i>Side</i>	<i>Rear</i>	<i>Front</i>	<i>Side</i>	<i>Rear</i>
5, 6, 7	0	0	0	0	0	0	0	0	0
10, 12, 16, 17, 18	5	5	5	5	0	5	5	0	5
19	5	5	5	n/a	n/a	n/a	n/a	n/a	n/a
20 thru 22	5	5	5	5	0	5	5	0	5
24, 25	5	5	5	n/a	n/a	n/a	5	5	5
26, 28, 29	5	5	5	5	0	5	5	0	5
32	5	5	5	5	0	5	n/a	n/a	n/a
30, 31, 33 thru 35	7.5	7.5	7.5	n/a	(n/a)	n/a	n/a	n/a	n/a

Note: 1.) Single Family (attached and detached) is not permitted in Block 6.

2.) If such setback conflicts with sight distance, a setback greater than 5' from the right-of-way line may be required.

## Carriage Houses

For the purposes of this Code of Development, the term “carriage unit” shall be defined as follows: A separate, independent, accessory dwelling unit detached from, but located on the same parcel as the structure of and clearly subordinate to a single family detached dwelling, as distinguished from a duplex or other two-family dwelling. Notwithstanding any provisions of Section 5.1.34 of the Albemarle County Code carriage units shall be permitted on lots comprised of detached single-family dwellings within Blocks 5, 10, 12, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 30, 31, 32, 33, and 34 (as detailed in aforementioned Table 4), subject to the following restrictions:

- a. Not more than one (1) carriage unit shall be permitted per detached single-family dwelling.
- b. The gross floor area devoted to a carriage unit shall not exceed thirty five (35) percent of the total gross floor area of the main dwelling.
- c. The gross floor area of a carriage unit shall not be included in calculating the gross floor area of the main dwelling unit for uses such as home occupations as provided in Sections 5.2 and 5.2A of the Albemarle County Code and other similar uses whose area within a dwelling unit is regulated.
- d. All carriage units shall be located in the rear of a lot.
- e. Notwithstanding any other requirements of this Code of Development, carriage house setbacks shall be the same as for the principal building with which it shares a lot, except for the rear yard setback, which shall be a minimum of (5) feet.
- f. A carriage unit shall enjoy all accessory uses availed to the main dwelling, except that no carriage unit shall be permitted as accessory to another carriage unit or accessory apartment.
- g. An accessory apartment, whether attached or detached, shall be deemed to be a dwelling unit for the purposes of Sections 14-234 and 14-410 of the Albemarle County Code.
- h. Notwithstanding any other requirements of this Code of Development, any block that contains a carriage unit shall be permitted to have an additional dwelling unit within that block for every carriage unit incorporated.
- i. Any carriage unit shall count as a separate dwelling unit for purposes of calculating compliance with the overall limit of 1,000-2,200 dwelling units within the Project.
- j. Any single family dwelling containing a carriage unit shall be provided with a minimum of three (3) off-street parking

- spaces, arranged so that each parking space shall have reasonably uninhibited access to the street or alley, as applicable, subject to approval of the zoning administrator.
- k. In blocks where carriage units are permitted, the alley shall be designed and constructed with a clear travel lane having a minimum width of 20 feet.
  - l. Notwithstanding any other requirements contained in this Code of Development, the provisions of the “Carriage Houses” section and any previously approved Variations shall supersede such requirements with regard to carriage units within the Project.

### **Cluster Cottage Units**

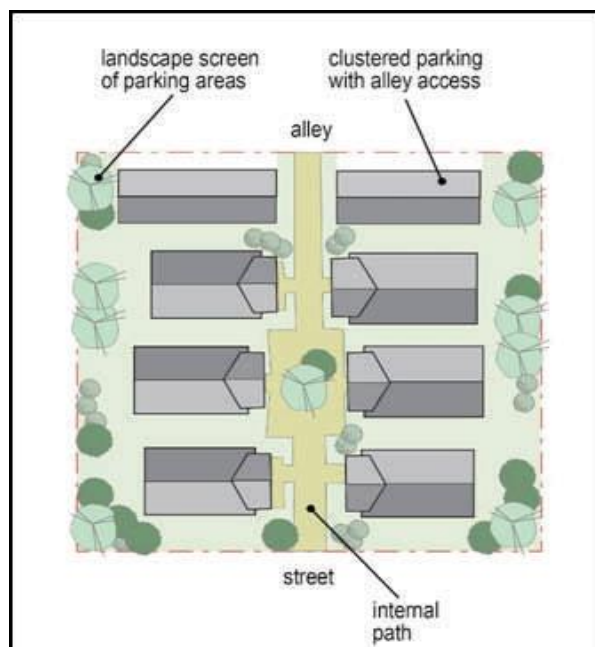
For the purposes of this Code, the term “cluster cottage units” shall be defined as follows: a cluster of small single family detached dwelling units, generally approximately 1,000 square feet, arranged around a common open space, or courtyard with minimal private yards, and with parking arranged in grouped parking or typically located in separate parking areas or common parking structures.

Cluster cottage housing is an innovative style of development based on the idea of “better, not bigger.” Cluster cottage housing makes more efficient use of the land, is more affordable, and offers better energy efficiency than traditional single family detached housing, while providing more privacy than attached housing.

Cluster cottage units are compatible with the principles of the Neighborhood Model as they promote community oriented open space and pedestrian orientation, and they add to the already diverse mixture of housing types within Old Trail Village.

Notwithstanding any other provisions or requirements found in this Code, cluster cottage units shall be permitted within Old Trail Village within the blocks specified in Table 4, and such units shall be regulated by the requirements of the “Cluster Cottage Units” section herein.

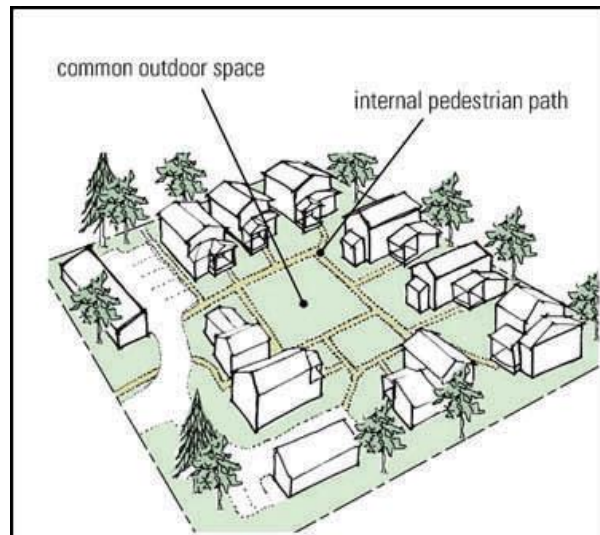
Cluster cottage units shall maintain 15% of the block area as common open space or landscape designated area.



Cluster cottage units shall have a minimum lot size of 1,000 square feet and shall have a minimum 4' side setback and minimum 5' front and 5' rear setback.

Cluster cottage units shall be 2.5 stories or less, and shall provide 1.5 parking spaces per unit. Front loaded or rear-loaded common parking garages shall be permitted for cluster cottage units.

Example exhibits of cluster cottage housing are illustrative only, and are intended to provide a visual representation of an example of how cluster cottage housing might be developed in Old Trail Village.



Note: Cluster cottage units shall be designed in context with the site location in Old Trail Village and shall not be subject to these layout concepts, which are illustrative only.

### **Grading**

Each site plan/subdivision plat application shall include an overlaid grading plan as required by the proffers that apply to Old Trail Village.

### **Stormwater Management**

Existing ponds and drainage facilities will be utilized. Watershed areas and preliminary grading information are provided within the Application Plan. Existing storm sewers have been designed and constructed along Old Trail Drive to collect a significant amount of the runoff from Old Trail Village as shown in the Application Plan. Drainage areas corresponding to each stormwater detention basin have been identified within the Application Plan as well as potential locations for bio-filtration facilities. Additional Stormwater management facilities will be implemented as each site is developed and shall be subject to the approval of Albemarle County Engineering Department. Residential lots shall not be permitted within stream buffers.

### **Signage**

Old Trail Village shall be allowed 2 signs at Route 250, both a subdivision and freestanding commercial sign.

The applicant has requested sign waivers for maximum sign height and maximum sign area.

### **Entrance Corridor Protection**

Albemarle County's goal is to preserve the rural character of Crozet. Therefore regulations have been established which are intended to protect the existing viewsheds along the designated Route 250 Entrance Corridor adjacent to Old Trail Village.

The Route 250 Entrance Corridor buffer, as defined by the 150 ft. deep existing woodland, shall be retained as existing forest. Adjacent to Route 250, trees within existing forested areas shall be preserved and maintained at a minimum depth of one hundred-fifty (150) feet from the edge of right-of-way. Adjacent to Route 250 in areas which are currently unforested, a twenty (20) foot deep hedgerow shall be planted and maintained.

In addition to regulations specified within the Code of Development, the following additional regulations shall be imposed on blocks 19, 24 and 25:

1. Buildable pads for single family housing should be carefully planned to respect the contour of the land designed to best fit the existing land forms. Building color and finishes being earth tone to blend into the natural vegetation. Use of incremental terracing of mass building pads and streets are preferred with multiple terraces rather than expansive single story on one level; landscaped grade differential should be accommodated within building and between the pads; rear-draining lots may be allowed with capture provided in the stormwater management plan. Where cut-and-fill slopes are used, they should be sculpted to blend with the adjacent terrain.
2. Retaining walls visible from Route 250 shall be limited to an exposed height of six (6) ft.
3. Flat roofs are not permitted on any building, unless mechanical equipment is contained within the building envelope.
4. Accessory equipment and structures, which shall only include loading areas, service areas, refuse areas, mechanical equipment, above-ground utilities, security fencing devices and other commercial related accessory equipment and structures, and shall not include residential accessory equipment and structures such as fences, sheds, etc., shall be integrated into the site plan by utilizing buildings or changes in grade for screening. Planting shall not be an acceptable solution for poorly sited equipment or structures. Views of accessory structures and equipment shall be eliminated from the Entrance Corridor.

### **Henley Middle School Buffer**

Adjacent to Henley Middle School, existing trees shall be preserved and maintained at a minimum depth of twenty (20) feet.

### **Guidelines for Tree Preservation**

Preservation measures shall be administered to trees within wooded areas to be maintained within the conservation/ preservation areas delineated in the Application Plan, with particular preservation effort directed toward trees with trunk diameters greater than 18 inches at breast height. Wooded areas to remain shall be fenced off from construction activity with portable chain link fencing no closer than five (5) feet to the trunk. Silt fencing shall be utilized at stream buffers. During the course of final grading, if it becomes necessary to fill within the canopy limits of existing trees, such fills shall not exceed depths greater than six (6) inches to ensure continued saturation of the existing root mat. Prior to grading around the trees, all vegetation shall be stripped from the fill areas and fertilizer shall be applied. Should it become necessary to cut within the canopy limits, all disturbed roots shall be protected from exposure to the air. The crown leaf surface shall be proportionately reduced to balance the reduced root system. The trees shall be fertilized upon completion of grading activities in the area. Any damaged portions of trees within wooded areas to be maintained shall be immediately addressed to promote expedient recovery.

## **III. ARCHITECTURAL AND LANDSCAPE STANDARDS**

### **Introduction and Intent**

A variety of architectural styles and product types currently exist at Old Trail Village. Future development will be in general accord with the current architecture and landscape precedent. The following general guidelines intend to reflect this precedent and implement the development principles outlined in the Neighborhood Model.

### **Summary of Architectural Districts**

For purposes of defining architectural and landscape standards, three districts have been established at Old Trail Village. The following is a description of each district:

(Blocks 1-7)

With appropriate architectural and street scale in place, the center district allows a wide range of uses including side-by-side integration of residential, office and retail uses. Valuable civic spaces are created through variations to building facades, creating plazas and other meaningful spaces for those who work, shop and/ or live in the center district.

Proper proportions, both for the buildings and the relationship of the street to those buildings, permits the district to have such use variation and to successfully integrate the range of uses planned for this district.



(Blocks 10-18, 20-23, 26-29 & 32)

A variety of residential uses, integrated building to building, defines the character of the General District. As in the Center District, architectural attention is the key in making this integration work. Proper apartment and townhome details give the multifamily units the “right” to stand next to stately manor homes.

Open spaces such as commons and pocket parks help relieve any sense of density that the units might create by giving them a public space outlet for outdoor enjoyment.

Street trees and properly designed sidewalks provide a built-in linear park system that connects to the adjacent districts.



(Blocks 19, 24, 25, 30, 31, 33-35)

Comprised almost exclusively of single family residential uses, cluster cottages and attached medium density Villa’s along the trails, the Edge District provides a meaningful transition from the higher densities of the Village center to the surrounding rural land and adjacent properties. Homes with dramatic views of woods, mountains, or the Old Trail Golf Course maintain a walkable distance to the village core.





## Architectural Standards

In general, the architectural standards of Old Trail Village will provide a



sense of place born out of a street and architectural design that is unified, pedestrian in scale and sympathetic to the regional context. General design standards outlined below shall apply throughout the plan area:

1. Entry features that pronounce the building's front façade to help identify the building's predominant front using such features as (but not limited to) colonnades, arcades, porches, stoops and courtyards.
2. Exterior wall and roofing materials preferences at this time include wood, masonry board such as hardiplank or panel, brick, stucco or stone for walls, architectural asphalt-shingles or painted tern metal for pitched roofs.

3. Architecture shall be in scale and compatible with adjacent styles and themes. The ultimate goal is to orient and scale buildings for the pedestrian at street level in order to create an inviting, enlivened streetscape.

4. Streets have sidewalks and street trees in planters or planting strips depending upon their location. In the more urban context, a sidewalk can be integrated into a plaza or urban street character with outdoor seating and landscaping. As

much as possible, in accordance with VDOT regulations, on-street parking is allowed.

5. Species of trees, shrubs, grasses and other vegetation shall be representative of indigenous species of existing plant communities in the area.