



ALBEMARLE COUNTY PLANNING
STAFF REPORT SUMMARY

Project Name: ZMA201700010 "Boar's Head Connector Road"	Staff: Tim Padalino, AICP, Senior Planner
Planning Commission Hearing: June 19, 2018	Board of Supervisors Public Hearing: to be determined
Owner: University of Virginia Foundation (UVAF)	Applicant: University of Virginia Foundation (UVAF)
Acreage: 12.1 acres	Rezone from: HC Highway Commercial to HC (amend ZMA plan)
TMP: 059D2-01-00-01500	Location: Boar's Head Sports Club, 200 Wellington Drive and 450 Berwick Road, Charlottesville, VA
School Districts: Murray – Elementary, Henley – Middle, and Western Albemarle – High	By-right use: Property zoned HC Highway Commercial (ZMA2004-15); permissible uses include clubs, lodges, indoor athletic facilities, hotels, motels, inns, and health spas.
Magisterial District: Samuel Miller	Proffers: Yes
Proposal: Amend ZMA200400015 to construct permanent vehicular and pedestrian connections between the Boar's Head Sports Club property and the adjoining Birdwood property.	Requested # of Dwelling Units: None
DA (Development Area): Neighborhood 6 – Southern and Western Urban Neighborhoods.	Comp. Plan Designation: Neighborhood Mixed Use Center. (Southern and Western Urban Neighborhoods Master Plan)
Character of Property: Boar's Head Sports Club.	Use of Surrounding Properties: Birdwood Golf Course and Birdwood Mansion to the east; Boar's Head Inn to the west; residential neighborhoods to the north (Ednam, Ednam Village) and south (Ednam Forest).
Factors Favorable: <ol style="list-style-type: none"> 1. The proposal would establish a permanent, unrestricted vehicular connection between the Birdwood property and Boar's Head properties, as specifically called for in the Master Plan. 2. The proposal would provide pedestrian interparcel connectivity (sidewalks and crosswalks), which is also called for in the Master Plan. 3. The proposed permanent connector road would improve transportation management during events at Boar's Head properties; would increase safety for people at Boar's Head and surrounding neighborhoods by establishing a second point of ingress and egress, and thereby improving emergency response; and would allow vehicles to travel between Boar's Head properties and Birdwood without using U.S. 250 / Ivy Road. 	Factors Unfavorable: <ol style="list-style-type: none"> 1. The permanent, unrestricted use of the connector road could potentially create negative impacts on nearby residential properties from new traffic patterns and increased traffic levels on Berwick Road and Golf Course Drive; however, this will be partially mitigated through adherence to the Landscaping and Screening Exhibit requirements established by a Special Exception approved on April 4, 2018. 2. There is no commitment to provide a proportionate share of the cost of a traffic signal or other transportation improvements if or when warranted.
RECOMMENDATION: Staff recommend approval of ZMA201700010, provided that the owner/applicant make a commitment for the owner to provide their proportional share of the cost of future traffic signals (or other future transportation improvements that may be determined by VDOT and the County to be appropriate), based on the amount of traffic contributed from the development to the intersection(s) requiring improvement(s).	

STAFF PERSON:
PLANNING COMMISSION:
BOARD OF SUPERVISORS:

Tim Padalino, AICP, Senior Planner
June 19, 2018
To Be Determined

PETITION:

PROJECT: ZMA 201700010 "Boar's Head Connector Road"

MAGISTERIAL DISTRICT: Samuel Miller

TAX MAP/PARCEL(S): 059D2-01-00-01500

LOCATION: Boar's Head Sports Club – 200 Wellington Drive and 450 Berwick Road, Charlottesville, VA 22903

PROPOSAL: Amend ZMA200400015 to construct permanent vehicular and pedestrian connections between the Boar's Head Sports Club property and the adjoining Birdwood property.

PETITION: Amend the approved application plan for ZMA200400015 to allow for the construction and permanent, unrestricted use of a new private street and associated pedestrian infrastructure, which would establish interparcel connectivity between the Boar's Head Inn and Boar's Head Sports Club and the adjoining 544-acre Birdwood property (TMP #07500-00-00-06300).

ZONING: HC Highway Commercial, which allows commercial and service uses by right, and residential by special use permit (15 units per acre).

OVERLAY DISTRICT(S): AIA – Airport Impact Area and Steep Slopes – (Managed).

PROFFERS: Yes

COMPREHENSIVE PLAN: Neighborhood Mixed Use Center in Neighborhood 6 of the Southern and Western Urban Neighborhoods, which allows for a mixture of residential uses (up to 18 units/acre); office, retail, and service uses primarily to serve nearby residential areas; and places of worship, schools, and public and institutional uses.

CHARACTER OF THE AREA

The subject property contains the Boar's Head Sports Club, including the McArthur Squash Center. Boar's Head Inn adjoins the subject property to the west. Several residential neighborhoods are located to the north (Ednam, Ednam Village) and south (Ednam Forest). (Attachment A)

SPECIFICS OF THE PROPOSAL

The University of Virginia Foundation (UVAF), the property owner and applicant, is requesting permission to use the temporary private street ("connector road") that connects the Birdwood property and Boar's Head properties in a permanent unrestricted manner. Currently, the connector road has been permitted and is under construction, but may only be used temporarily between July 22 and August 13 (per SP201700023 condition of approval #7-b, which was approved on December 13, 2017 for the adjoining Birdwood property). (Attachment B)

This proposed permanent connection would include pedestrian infrastructure such as sidewalks, crosswalks, and outdoor lighting. The interconnection is shown in relation to existing improvements and structures on the ZMA application plan (Attachment C); and the road alignment and pedestrian infrastructure are also shown on the SP concept plan detail (Attachment D) that was submitted in conjunction with corresponding application SP201700032, and which was originally submitted in conjunction with previous application SP201700023 that was approved by the Board of Supervisors (BOS) on December 13, 2017.

The particular alignment of the connector road required the applicants to obtain a Special Exception (SE) for a Grading Buffer Waiver, which was approved by the BOS on April 4, 2018. Special Exception Condition #3 requires certain screening and landscaping requirements to be met in areas between the connector road and the adjoining R1 and R4 residential districts. (Attachment E)

APPLICANT'S JUSTIFICATION FOR THE REQUEST

The Project Narrative highlights several potentially beneficial aspects of the proposed permanent, unrestricted use of the connector road. These include improved traffic circulation patterns which will help alleviate traffic levels during peak hours; enhanced public safety through improved capacity for emergency response; and improved visitor and guest experiences at Birdwood and Boar's Head Inn. (Attachment F)

COMMUNITY MEETING

The applicants conducted a Community Meeting for SP201700032 and ZMA201700010 at the Boar's Head Inn on Monday, February 12th at 5:30pm. Approximately 25 neighbors were in attendance. Topics of discussion involving members of the audience *and a general summary of answers provided by members of the applicant team* included:

- A. Questions and concerns about transportation impacts, including questions about possible future intersection improvements at Golf Course Drive and Route 250, and questions about changes to the existing signal at Ednam Drive and Route 250.

Applicants' answers: The decisions about the intersection improvements at either location are ultimately VDOT's decisions to make, and are not decision that we can make as applicants, or even decisions that the County can make. VDOT has expressed their preference that the existing traffic signal at the intersection of Ednam and 250 be removed and relocated to the intersection of Golf Course Drive and 250; however, the traffic impact study that was completed for these projects and which was reviewed by VDOT did not indicate that the changes to the traffic patterns created by the proposed projects would warrant a traffic signal or require other improvements at Golf Course Drive and 250 in order to maintain the same level of service as currently exists.

- B. Questions about the magnitude of the traffic impacts near residential neighborhoods and in the center of the Inn and Sports Club areas.

Applicants' answers: The connector road will create a second entrance and second exit which improves access and safety in the case of an emergency. These projects will help to remove service vehicles from the Inn's pedestrian core. The designs will include traffic calming materials and features and safe crosswalks. The connector road project is being designed as an experiential entrance corridor – not a "break-neck cut through."

- C. Questions and concerns about visual changes and impacts to views from residences associated with the new proposed connector road and the associated increase of traffic on existing Golf Course Drive.

Applicants' answer: These projects will create short-term disruption and a short-term mess; but in the long run these projects will be done well, and will improve the properties, and are necessary in order to improve the experience for residents, guests, and visitors.

- D. Questions about whether the proposal(s) include an increased amount of parking.

Applicants' answers: Yes; including through improved/expanded parking at Clubhouse, and additional parking at Sports Club, and the lighting will be improved at these parking locations.

- E. Questions about outdoor lighting along proposed connector road or Golf Course Drive.

Applicants' answer: outdoor lighting is probable in some locations, including at the entrance to the UVA Golf Facility.

- F. Questions about whether the proposed par 3 short course or the relocated practice facility will involve the removal of trees or other vegetation.

Applicants' answers: The short course will not involve removal of trees along Ednam Village; relocated practice facility will involve the removal/elimination of some trees along Ednam Office Park and Route 250.

- G. Questions about golf course management practices – will use of herbicides and pesticides increase with the relocated and expanded elements of the golf course?

Applicants' answer: The entire Birdwood Golf Course property is a "Certified Audubon Sanctuary" which requires an environmentally-conscious approach to the use of chemicals, the use of water for irrigation, and the management of the property for wildlife habitat.

PLANNING AND ZONING HISTORY

Zoning Map Amendment ZMA200400015 was approved in 2005. Proffers were established during the approval of that application. (Attachment G) Many of those proffers – including the restriction on permissible uses – are carried forward with the proffer statement that has been submitted with this application ZMA201700010.

COMPREHENSIVE PLAN

The Southern and Western Urban Neighborhood Master Plan (S+W Master Plan) designates the subject property as part of a "Neighborhood Mixed Use Center" on the Future Land Use Plan, shown below on page 5 of this report.

The "Neighborhood Mixed Use" future land use designation represents a mixture of retail uses and services (primarily to serve nearby residential areas) and residential uses (up to 18 units/acre). Primary uses may also include office, places of worship, schools, public uses, and institutional uses. This area is also designated as an existing "Center" of neighborhood scale mixed uses, including residential, office, commercial, and recreational uses which serve the neighborhood. A resort and conference center are also located in this area. Centers are focal places where people congregate, and a "place" to which people want to walk. Centers may be a school, park, a major employment area, or a shopping area.

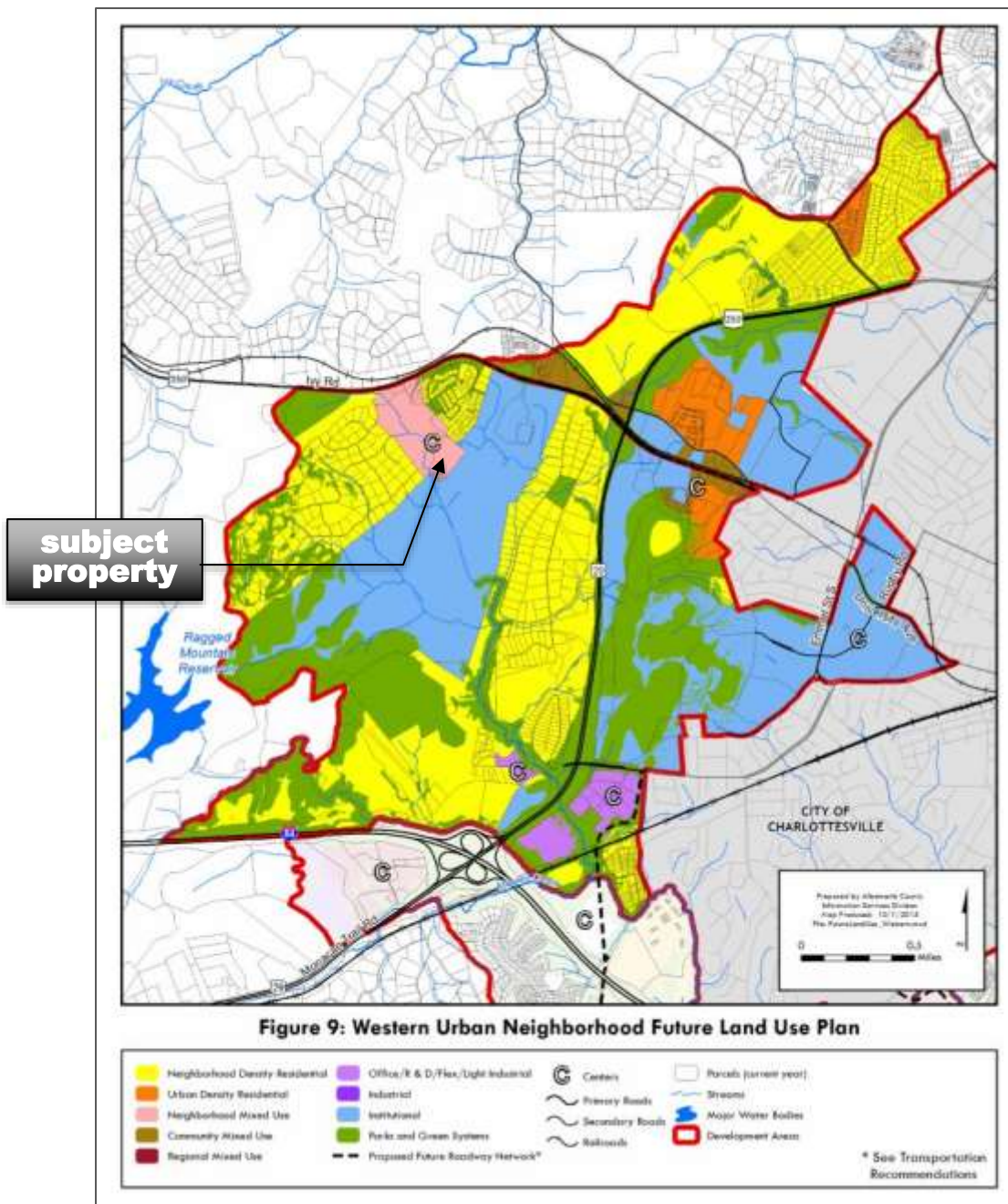


Figure 9: Western Urban Neighborhoods Future Land Use Plan (S+W Master Plan p. 31)

In addition to the Future Land Use Plan (S+W Master Plan p. 31) and Future Land Use Categories and Guidelines Chart (S+W Master Plan p. 33), the S+W Master Plan also contains the following pertinent details for the Boar's Head Center and Birdwood Area of Importance (including an explicit recommendation for an interparcel vehicular connection):

Other Areas of Importance – 1. Birdwood (S+W Master Plan p. 44-45):

- “It is shown for Institutional uses [and] is affiliated with the adjacent Boar's Head Resort.”
- “An interconnection to the Boar's Head property should be provided.”
- “Pedestrian connections to nearby residential developments should also be considered.”

Staff believes that the proposal is in keeping with recommendations in the Master Plan.

The Neighborhood Model: Staff's analysis of applicable principles of the Neighborhood Model is provided below.

Pedestrian Orientation	<p>Pedestrian infrastructure (including sidewalks, crosswalks, and outdoor lighting) is proposed in the areas shown on the application materials, which would provide new pedestrian connections between various locations and destinations on the two subject properties, and which would provide improved, safer conditions for some existing connections.</p> <p><i>Principle is met.</i></p>
Neighborhood Centers	<p>The Boar's Head Area is designated as an existing Center of neighborhood scale mixed use, with residential, office, commercial, and recreational uses which serve the vicinity. The permanent connector road and pedestrian infrastructure would strengthen the physical and experiential relationship between the historic, institutional, and recreational features on the Birdwood property and the Boar's Head Sports Club and Boar's Head Inn. The improved walkability and pedestrian accessibility would enhance this existing Center's identity as a prominent destination in the Western Urban Neighborhood.</p> <p><i>Principle is met.</i></p>
Interconnected Streets and Transportation Networks	<p>Permanent interparcel connection between Boar's Head and Birdwood would significantly improve the current situation, in which all vehicle trips between the properties must exit and travel along U.S. 250 / Ivy Road. With this proposal, such vehicle trips would be able to occur internally on private streets, which would reduce traffic volumes on U.S. 250 / Ivy Road and also reduce vehicle miles travelled and emissions. The interconnection would also satisfy an explicit recommendation for this part of the Development Area. (S+W 45).</p> <p><i>Principle is met.</i></p>
Multimodal Transportation Opportunities	<p>The proposals include sidewalk infrastructure as well as golf cart paths that would be accessible to pedestrians. It is unclear how public transit (CAT and/or UTS) might be incorporated into the use of existing and proposed University athletic facilities, either on a regular basis or in support of event management planning. An opportunity exists to enhance transit services between Boar's Head (a community "center" for the Western Urban Neighborhoods), Birdwood (an increasingly important destination for UVA varsity sports programs), and the University (where student-athletes are generally located).</p> <p><i>Principle is not clearly met; however, multimodal opportunities such as enhanced transit services can be studied and a plan for implementation incorporated into the recently-initiated Area B Study / Birdwood Master Plan process.</i></p>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<p>The specific road alignment was established to connect two existing private streets (and to overcome the significant grade change between the two) with a new private street segment of minimal length and requiring minimal areas of land disturbance. This alignment required the applicants to obtain a Special Exception (SE) for a Grading Buffer Waiver, which was approved by the BOS on April 4, 2018. SE Condition #3 requires certain screening and landscaping requirements to be met in areas between the connector road and the adjoining R1 and R4 residential districts.</p> <p><i>Principle is met.</i></p>

Relationship between the application and the intent and purposes of the requested zoning district:

As specified in Zoning Ordinance Section 24.1, HC Highway Commercial districts permit development of commercial establishments, other than shopping centers, primarily oriented to highway locations rather than to central business concentrations. It is intended that HC districts be established on major highways within the urban area and communities in the comprehensive plan. It is further intended that this district shall be for the purpose of limiting sprawling strip commercial development by providing sites with adequate frontage and depth to permit controlled access to public streets.

The Boars Head property is not a typical HC zoning district, and this ZMA application seeks to amend the currently-approved ZMA application plan to allow for a new (permanent) major element. There is no proposed changes to the existing HC Highway Commercial zoning with this ZMA application.

The proposed proffered ZMA application plan shows existing improvements and uses such as the Boar's Head Sports Club and McArthur Squash Center; outdoor tennis courts; parking lots; and sidewalks. The plan also shows proposed modifications to the site, including the proposed permanent connector road and pedestrian infrastructure; a possible reuse of existing outdoor tennis courts for parking; and an additional "possible future service drive/interparcel connection" between the rear of the existing Boar's Head Sports Club and rear of the proposed UVA Tennis Facility on the Birdwood property.

Anticipated impact on public facilities and services:

Streets:

The permanent, unrestricted use of the connector road, in combination with the proposed new uses being requested in the corresponding application SP201700032, could potentially result in significant changes to traffic patterns at Boar's Head and Birdwood, and along this portion of U.S. 250 / Ivy Road.

In total, the new uses being proposed with corresponding application SP201700032 are estimated to generate an average of 472 new daily trips (or an average of 236 additional vehicles per day). These estimated new daily trips are anticipated to be primarily "off-peak" – with only 19 additional trips anticipated during the AM peak and 41 additional trips anticipated during the PM peak.

In keeping with other SPs and ZMAs, staff believe that it is appropriate for the owner/applicant to provide their proportional share of the cost of future traffic signals (or other future transportation improvements that may be determined by VDOT and the County to be appropriate) on U.S. 250 / Ivy Road, based on the amount of traffic contributed from the development to the intersection(s) requiring improvement(s). The applicant has recently made a verbal commitment to modify the proffer statement to provide such a pro rata commitment.

Although there will be additional traffic on Berwick Road and Golf Course Drive from the additional 472 daily trips that changes current traffic patterns, some positive benefits may be realized by making the connection. For example:

- the dispersed traffic circulation patterns that would be enabled through an interconnected private street network would help to offset the estimated increase in daily vehicle trips, allowing for the same level of service (LOS B) to be maintained at the Ednam Drive and Golf Course Drive entrances during peak hours;
- the permanent interparcel connection is expected to partially offset the estimated increase in daily vehicle trips, by allowing for internal vehicular travel between Boar's Head and Birdwood

- which does not currently exist (and thereby eliminating the necessity for all vehicles to leave one property, travel down Ivy Road, and enter the other property off of Ivy Road); and
- the permanent interparcel connection would provide for a second point of ingress and egress for the Boar's Head properties as well as the surrounding neighborhoods of Ednam Forest and Ednam Village, which presently have only one access point to and from U.S. 250 / Ivy Road (at Ednam Drive).

To date residents in Ednam have not opposed the project or been concerned about the additional daily trips. Instead they have asked about traffic during special events, which are summarized in the Boar's Head Event List provided by the applicants. (Attachment H) To address traffic management and parking management during special events, the applicants have submitted an Event Management Plan as "Exhibit K" with ZMA201700010 and corresponding application SP201700032. (Attachment I) The plan addresses issues such as on-site parking management, shuttle services, event signage, and the use of appropriate personnel to manage event traffic; and contains strategies for managing these issues that have been organized into three tiers corresponding with different event levels (sizes/intensities). The Event Management Plan has been proffered with this ZMA application.

The proposal, including the Traffic Impact Analysis (Attachment J) that was conducted for this application and Event Management Plan (Attachment I), have been reviewed collaboratively by the Virginia Department of Transportation (VDOT), the County's Transportation Planner, and the Director of Planning, with the applicants and their traffic engineering consultants (Vanasse Hangen Brustlin, Inc. / "VHB"). VDOT indicated no objection to the proposal most recently on June 8, 2018.

VDOT has previously recommended that the existing traffic signal at Ednam Drive be relocated to Golf Course Drive; however, Staff are not recommending a signal relocation at this time, provided that additional future traffic analyses are conducted by the applicant at the U.S. 250 / Ivy Road intersections with Ednam Drive and Golf Course Drive at specified time periods (12 months after permanent opening of connector road, and again at 24 months after permanent opening of connector road). Staff do strongly recommend that any future evaluation and decision-making concerning traffic signals and all other transportation management issues be consistent with the STARS Corridor Preservation Study being conducted for U.S. 250 West (between U.S. 29 and VA Route 240).

Schools:

The proposal includes no dwelling units and therefore would create no impacts to, and require no services from, Albemarle County Public Schools.

Fire & Rescue:

The proposed permanent connector road is not expected to create any new demands on Fire & Rescue services, and is expected to potentially benefit emergency response by providing a second point of ingress and egress to Boar's Head and to surrounding residential neighborhoods. In reliance upon field verification by a licensed civil engineer that the existing segment of Golf Course Drive meets applicable private street standards, Fire Rescue has indicated no objection, provided that any permanent gate installed on the connector road be equipped with a Knox box in order to enable emergency access. A note on the application plan satisfies this expectation.

Utilities:

This project is in the ACSA water and sewer service jurisdictional area, and both services are currently being utilized by both Boar's Head and Birdwood. The permanent, unrestricted use of the connector road, in combination with the proposed new uses being requested in the corresponding application SP201700032, requires a replacement and upgrade the water main (from existing 6" line

to a new 10" line). This upgrade is required by ACSA, for the purpose of meeting the applicable minimum requirements on the fire flow test.

There has been some initial discussion of RWSA's interest in the potential future use of the Birdwood property for routing a future raw water transmission pipeline between Ragged Mountain Reservoir and South Fork Rivanna Reservoir. At this time, that potential raw water transmission pipeline project is in the early planning stages, and is not expected to be a capital project in the immediate or intermediate future. It would be appropriate to incorporate the potential raw water transmission pipeline project into the ongoing Area B Study / Birdwood Master Plan.

ACSA has reviewed this application and has indicated no objection. The review and approval of the water main upgrade was conducted through a separate permitting process with the County and ACSA (SUB201700203 – approved on April 5, 2018).

Anticipated impact on environmental, cultural and historic resources:

There are no known environmental, cultural, or historic resources being impacted through this proposal. Construction of the temporary connector road was properly reviewed and permitted through required Road Plans (SUB201700203 – approved on April 5, 2018) and required Water Protection Ordinance / VSMP Plan (WPO201700076 – approved April 30, 2018).

Anticipated impact on nearby and surrounding properties:

Some concerns exist with regards to potential impacts on nearby residential properties from new traffic patterns, increased traffic levels on Berwick Road and Golf Course Drive, and outdoor lighting. Opportunities exist to mitigate potential impacts by making context-sensitive specifications for light poles, outdoor light fixtures/luminaries, screening and landscaping, and other site planning and design details. Site-specific landscaping and screening requirements must be met in areas between the connector road and the adjoining R1 and R4 residential districts, per Special Exception Condition #3 of the Grading Buffer Waiver approved by the BOS on April 4, 2018.

Public need and justification for the change:

The Project Narrative cites several aspects of the proposed permanent, unrestricted use of the connector road that could be beneficial to the public. These include improved traffic circulation patterns through a newly interconnected street network, which will help alleviate traffic levels during peak hours and events; enhanced public safety through the establishment of a second point of ingress and egress, which is expected to provide improved capacity for emergency response; and improved visitor and guest experiences at Birdwood and Boar's Head Inn.

PROFFERS

Proffers are contained in the Proffer Statement (Attachment K) and are summarized below. At multiple points during the ZMA application review process, staff have strongly recommended to the applicant that substantive changes be made regarding the issues addressed in these proffers, as described in the *staff comment* provided in *italics*.

- **Proffer 1: Development of the property shall be in general accord with the Application Plan.**

The Application Plan identifies major elements on the subject property, almost all of which are existing improvements. The Application Plan shows the proposed permanent connector road; the proposed (potential) repurposing of one area of tennis courts into parking; and a proposed (potential) future service drive to provide a second point of inter-parcel connection.

Staff have no major substantive comments on this proffer or the corresponding Application Plan; previous review comments have been addressed and resolved. However, it is important that the following issues be addressed or corrected (as may be necessary):

- The Proffer Statement references “Attachment A” but the Application Plan is also provided as “Exhibit E.”*
- The Proffer Statement references an Application Plan dated March 1, 2018 but the most recent Application Plan is dated April 27, 2018.*

• **Proffer 2: Permissible uses.**

This proffer voluntarily restricts the use of the subject property from certain uses that would otherwise be permissible. This proffer is consistent with the existing proffer statement established with Zoning Map Amendment ZMA200400015 which was approved in 2005.

This proffer is consistent with the existing proffer statement established with Zoning Map Amendment ZMA200400015 which was approved in 2005. Staff have no issues with or objections to this proffer.

• **Proffer 3: Recordation of subdivision plat.**

This proffer was established with Zoning Map Amendment ZMA200400015 which was approved in 2005. This proffer has since been satisfied in full.

• **Proffer 4: Event Management Plan.**

This proffer would require the applicants to submit an Event Management Plan to the County, for approval by the Zoning Administrator, prior to issuance of a certificate of occupancy for the permanent unrestricted use of the connector road. Such an Event Management Plan would address on-site parking management, shuttle services, event signage, and the use of appropriate personnel to manage event traffic.

An Event Management Plan has been submitted as “Exhibit K” with the applications for ZMA201700010 and SP201700032. It contains strategies organized into three tiers corresponding with different event levels (sizes/intensities). (Attachment I)

Additionally, as noted above, and in keeping with other SPs and ZMAs, staff believe that it is appropriate for the owner/applicant to provide their proportional share of the cost of future traffic signals (or other future transportation improvements that may be determined by VDOT and the County to be appropriate) on U.S. 250 / Ivy Road, based on the amount of traffic contributed from the development to the intersection(s) requiring improvement(s). The applicant has recently made a verbal commitment to modify the proffer statement to provide such a pro rata commitment; any such modification would need to be finalized prior to the public hearing with the Board.

SUMMARY

Staff has identified the following factors which are favorable to this request:

1. The proposal would establish a permanent, unrestricted vehicular connection between the Birdwood property and Boar’s Head properties, as specifically called for in the Master Plan.
2. The proposal would provide pedestrian interparcel connectivity (sidewalks and crosswalks), which is also called for in the Master Plan.
3. The proposed permanent connector road would improve transportation management during events at Boar’s Head properties; would increase safety for people at Boar’s Head and surrounding neighborhoods by establishing a second point of ingress and egress, and thereby improving emergency response; and would allow vehicles to travel between Boar’s Head properties and Birdwood without using U.S. 250 / Ivy Road.

Staff has identified the following factors which are unfavorable to this request:

1. The permanent, unrestricted use of the connector road could potentially create negative impacts on nearby residential properties from new traffic patterns and increased traffic levels on Berwick Road and Golf Course Drive; however, this will be partially mitigated through adherence to the Landscaping and Screening Exhibit requirements established by a Special Exception approved on April 4, 2018.
2. There is no commitment to provide a proportionate share of the cost of a traffic signal or other transportation improvements if or when warranted.

RECOMMENDATION

In consideration of favorable factors identified above, **Staff recommend approval of ZMA201700010 “Boar’s Head Connector Road”** – provided that the owner/applicant make technical changes noted in the report and a make a commitment for the owner to pay a proportionate share of the cost of signalization or implementation of other transportation improvements if or when warranted.

PLANNING COMMISSION POSSIBLE MOTIONS – ZMA201700010:

- A. *If the ZMA is recommended for approval:* Move to recommend approval of ZMA201700010 “Boar’s Head Connector Road” with recommended changes from staff.
- B. *If the ZMA is recommended for denial:* Move to recommend denial of ZMA201700010 “Boar’s Head Connector Road.”

ATTACHMENTS:

- A – [Location Map](#)
- B – [Existing SP Conditions of Approval \(SP201700023 – approved December 13, 2017\)](#)
- C – [ZMA Application Plan / “Exhibit E – Application Plan” \(dated April 27, 2018\)](#)
- D – [Connector Road Concept Plan / “Exhibit B – Conceptual Plan Sheet 4 of 4 – Connector Road Detail”](#)
- E – [Grading Buffer Special Exception / “Landscaping and Screening Exhibit” \(dated March 5, 2018; approved April 4, 2018\)](#)
- F – [Project Narrative / “Project Proposal” \(dated April 30, 2018\)](#)
- G – [Existing Proffers \(ZMA200400015 – approved December 8, 2004\)](#)
- H – [Boar’s Head Event List](#)
- I – [Event Management Plan – Boar’s Head Sports Club / “Exhibit K” \(dated April 30, 2018\)](#)
- J – [Traffic Impact Analysis / “Site Traffic Evaluation” \(dated December 18, 2017\)](#)
- K – [Proffer Statement / “Exhibit G” \(dated April 30, 2018\)](#)