

WRITTEN NARRATIVE

SDP 201400006

BACKGROUND

Dickerson Ridge, LLC (the “Applicant”), requests a Special Exception Amendment to the existing Willow Glen project. The current zoning for this project is Planned Residential Development (PRD). The request in this Application includes the following parcels (collectively, the “Property”):

32-49K	4.61 (phase 1)
32-49F	3.63 acres
32-49I	4.57 acres
<u>32-49J</u>	<u>11.07 acres</u>
Total:	23.88 acres (approximately)

There was a tax map parcel (32-49G) that was part of the Property but we believe it was combined with Tax Map Parcel 32-49I and no longer exists, pursuant to that certain subdivision plat entitled “Plat Showing Parcels C, E, and F, a Boundary Line Adjustment between Parcels C, E, F and Lot 1, Located on Dickerson Road, Rio Magisterial District, Albemarle County, Virginia,” prepared by Lincoln Surveying, dated May 20, 2013, last revised November 25, 2013, and recorded in the Clerk’s Office of the Circuit Court of the County of Albemarle, Virginia in Deed Book 4462, at page 679. The County GIS does not show Tax Map Parcel 32-49G either but we wanted to note such parcel in case there is a discrepancy.

This Application does include the portion of Willow Glen that has already been developed to be consistent with the original rezoning. This portion is comprised of the parcels that have been subdivided from what was previously identified as TMP 32-49K (the “Phase 1 Lots” or “Phase 1”).

The Willow Glen community is located along Dickerson Road (State Route 606), and Phase 1 includes an interparcel connector to Towncenter Boulevard. In 2006 the Board of Supervisors approved a Comprehensive Plan Amendment to designate the Property (including Phase 1) for Urban Density Residential use (CPA-2006-00003, the “2006 CPA”). The Board of Supervisors also approved a rezoning application to rezone the Property (including Phase 1) to Planned Residential Development (ZMA 2006-00019, the “2006 ZMA”) to permit 234 residential dwelling units, or 9.88 dwelling units per acre (“DUA”). Final site plans were approved in October of 2008, and construction of Phase 1 with thirty-six (36) lots began shortly thereafter. At this time all but four (4) of the Phase 1 lots have been developed.



The residents of Phase 1 have been very happy with the development and are supportive and excited for the completion of the future phases of Willow Glen as proposed by this Application. Due to market changes, the completion of future phases has been delayed. In the meantime,

however, the Applicant has worked with the Phase 1 owners to design and build a temporary playground to provide an amenity until the remainder of the community and its associated amenities could be completed. The Applicant also organized a group to represent the Phase 1 residents so that the Applicant can easily communicate with them and address their concerns in a timely fashion.

PROJECT PROPOSAL

Within this special exception, the Applicant is proposing the following changes to the plan in accordance with Chapter 18, Section 8.5.5.3a.

	Requested Variation	Zoning Reference to 8.5.5.3.a
1.	Modification to the overall unit types and their arrangement; Reduction to approved density	8.5.5.3.a(2)
2.	Modification to the existing setbacks and yard regulations; Modification to the perimeter setback	8.5.5.3.a(1)
3.	Removal of double-frontage lots in several blocks	8.5.5.3.a(2)
4.	Minor adjustments to the private road layout	8.5.5.3.a(5)
5.	Flexibility within Block 6 of the recreational amenities	8.5.5.3.a(2), (4)
6.	Modification to the interparcel connections	8.5.5.3.a(5)
	No Variation Required	
7.	Modification to the overall project Phasing	8.5.5.3.a(3)

REASONS BEHIND THE REQUESTED VARIATIONS

The primary reason for this request is in direct response to market changes and an attempt by the Applicant to successfully adapt the Willow Glen community to these changes.

One major adaptation proposed is to eliminate the remaining condominium buildings from the community that were approved as part of the 2006 ZMA. At the time of the original rezoning condominium projects were very successful, but the market for such properties has essentially evaporated since then in our area. Since then, in our 2014 Minor Site Plan Amendment, we successfully removed twenty-eight (28) condominium units for twelve (12) townhomes which are located in Block 2. As result of eliminating the remaining condominiums in this request we shall reduce and amend our unit types and overall project density to 7.13 Du/Ac (Request #1); and make minor adjustments to the private road layout that will respond to the new lot configuration (Request #4).

In addition, this adjustment to the private road layout will create double-frontage lots in some areas, specifically in Block 3, given the depth between the rear lot and the right-of-way along Trudeau Court (Road E) will be less than twenty (20') feet (Request #3).

Our justification for this new condition is because we want to remove the condominiums (labeled as Lot 112 on the Approved Final Site Plan) and reduce our stream impacts found in the new Block 4. When replacing the condominiums with townhomes (labeled C on the Application Plan) this causes changes to the overall plan. As a result, we shifted Trudeau Court to the northwest so it could align better with the other section of the Trudeau Court which caused us to remove the set of townhomes backing up to the ones (labeled Lots 99-111 on the Approved Final Site Plan) along Heathrow Glen Circle. These townhomes were flipped to the northeast side of

Tradeau Court (now shown in Block 4). To offset this double-frontage condition we have shown how we intend to buffer the rear of the lots in Block 3 from Tradeau Court in our application by including a detail found on V5.

Over the last eleven years, the County has grown and evolved. With this time, changes have been made to the County ordinances that were not available to the Applicant. Additionally, restrictions were imposed that are no longer necessary. An example of this is the perimeter setback (Request #2). This is another variation we wish to make so the application plan is cleaner and allows for fewer restrictions on buildable areas.

As for interparcel connections (Request #6), there are two proposed “future” connections- one on the north to TMP 32-49H and the other to TMP 32-56 on the west. We wish to only remove the “future” interparcel connection to TMP 32-56 for several reasons:

First, we believe this is not really necessary for the Willow Glen community given that the Shannon Glen Drive (Road D) connection now exist to Towncenter Drive and can connect the project easily to the development located in the Hollymead Towncenter;

Second, the connection needed to be made to TMP 32-56 looks good on paper; but in reality, creates hardship and can't be built without unnecessary and costly impacts to the density and the existing stream. In addition, the grading associated with the road will necessitate a fill condition and adding walls possibly in excess of fifteen feet in height to maintain a consistent streetscape. We believe this would significantly degrade the “orderly” development of the area (i.e. project and natural buffer) via sound engineering practices per 14-203.1.3.ii.

Third, TMP 32-56 (and 56A) are approximately twelve acres and currently zoned R-15. This yield could result in upwards of 180 units or when accounting for trips per day and at the peak times equates to 809 average weekend trips, 61 AM peak trips and 72 PM peak trips through our development if left in place (according to use type 203 from ITE data). Furthermore, TMP 32-56 is located at the intersection of Towncenter Drive and Dickerson Road and can easily propose independent connections to these roadways for access and do not need Willow Glen to act as a cut-thru to save 1/8 mile or two minutes on their trips. Together the developer, the existing residents of Willow Glen and the future purchaser do not wish for this connection to exist given it serves no purpose to our community.

Nonetheless, we respect the need for interparcel connections within the development area. In lieu of a vehicular connection, we are willing to provide a pedestrian connection between our development and TMP 32-56 should it ever be necessary. We have also made accommodations to provide a mid-block pedestrian “cut-thru” in Block 7 that will tie the trail and the street sidewalk system together. For the same reasons stated above we feel a vehicular/emergency connection is not necessary along with the shown pedestrian route to TMP 32-56 from our development.

Lastly, the Applicant has recently received a commitment from a local builder to grow and complete the Willow Glen community. In responding to this opportunity, we will need to allow greater flexibility in our original yard regulations and make adjustments to our overall project phasing strategies (as found in our original approved site plans- SDP 2008000086 and SDP 201400006) and the flexibility in our amenities and their locations (Request #2). We are hoping that through this request we find a solution that can avoid bringing these items back to the

Board of Supervisors in the future if we feel the need to make additional changes and avoid another Variation request.

PROPOSED PROFFERS TO ADDRESS IMPACTS

A proffer amendment statement has been submitted separately by the offices of Williams Mullen, which addresses Affordable Housing. According to Mrs. Valerie Long, her office has not received any comments back from the County Attorney. If you could look into this we would appreciate it.