



The Housing Lab
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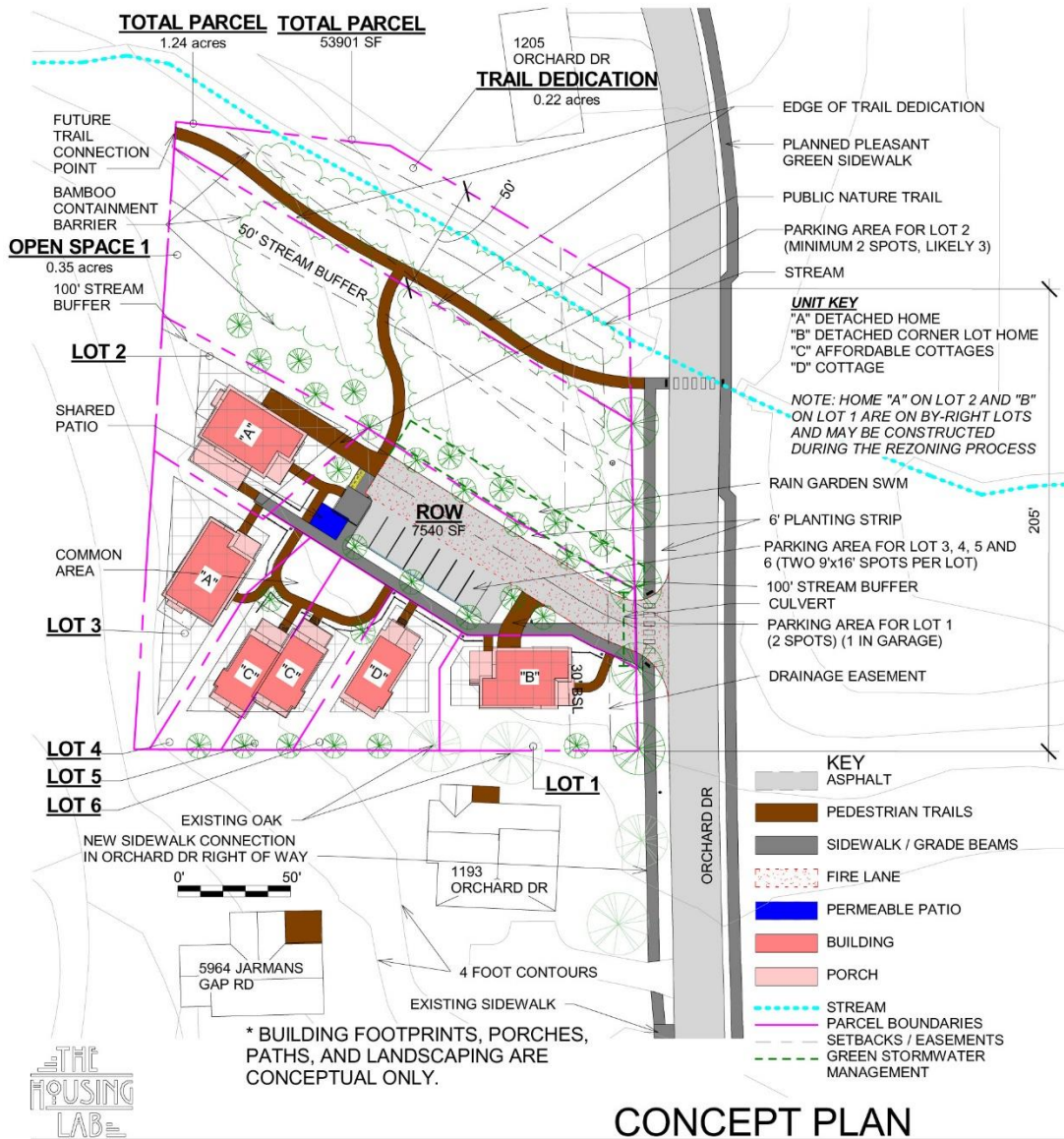
Subject: Bamboo Grove Waivers
Date: May 22, 2020
ZMA#: 2019-00016 Bamboo Grove Rezoning
Tax Map Parcel #: 05500-00-00-068C0 and 05500-00-00-068D0

In order to support the pedestrian oriented design of the Bamboo Grove project, several waivers are being requested. Bamboo Grove is the working title of the project at tax map 55, parcel 68c & 68d in the White Hall district in Albemarle County, Virginia. It is a “cottage court” design, which intends to encourage community through the design of the site by relegating parking, building compact housing, and creating shared amenity spaces between the vehicles and the dwelling units.

1. Private Street Authorization:

We request that the new street shown on the plans be authorized as a private street.

The street will provide vehicle access to the dwelling units, access to relegated parking for some of the dwelling units, “frontage” for subdivision of lots, and for emergency vehicle access. The street is less than 150’ long so will not require a turnaround. The street will not be able to meet the public street standards because it will be attached to stand alone 90° parking. The 90° parking is being provided to separate the vehicles from the common pedestrian amenity space by relegating the vehicles to the edge of the site. This common pedestrian amenity space between the dwelling units and the relegated parking is a significant feature of the “cottage courtyard” site design typology which encourages informal pedestrian interaction championed by the neighborhood model principles.



Conceptual Site Plan

Section 14-233 states: "A private street may be authorized in the development areas under the following circumstances, provided that the findings required by section 14-234(C) are made"

Neighborhood model development. The proposed private street(s) would enable the principles of the neighborhood model to be more fully implemented than could be achieved with a public street, without diminishing other principles of the neighborhood model, in the following circumstances:

- (i) the subdivision would have a streetscape more consistent with the neighborhood model;
- (ii) the subdivision design would allow it to better achieve the density goals of the comprehensive plan

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(iii) rear vehicular access to buildings would be provided so that the buildings may face a common amenity;

(iv) a significant environmental resource would be protected; or (v) relegated parking would be provided to a greater extent than could otherwise be provided.

Section 14-234 states: "A private street may be authorized in the development areas under the following circumstances, provided that the findings required by section 14-234(C) are made"

- 1) "The private street will be adequate to carry the traffic volume which may be reasonably expected to be generated by the subdivision."

The VDOT Subdivision street design guide TABLE 2 states that a 20' width roadway can handle up to 1500 average daily traffic (ADT).

6 Single Family Houses * 10 trips per day = 60 ADT

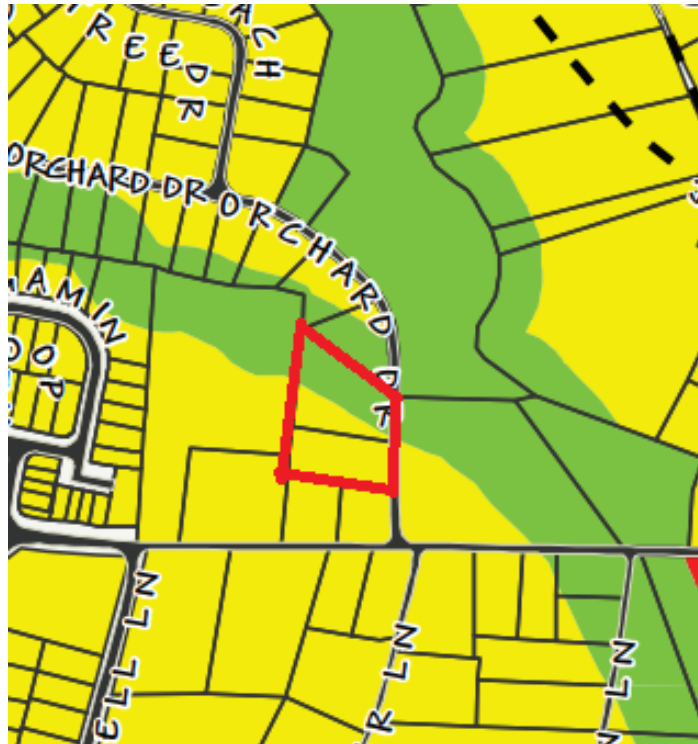
1 Accessory Unit * 7 trips per day = 7 ADT

Total average daily traffic = 67 ADT

A 20' wide street is far more than adequate to handle the expected traffic volume

- 2) "The comprehensive plan does not provide for a public street in the approximate location of the proposed private street."

The comprehensive plan does not contemplate a public street through this parcel.



Crozet Comprehensive Plan Land Use Map

- 3) *"The fee of the private street will be owned by the owner of each lot abutting the right-of-way thereof or by an association composed of the owners of all lots in the subdivision, subject in either case to any easement for the benefit of all lots served by the street;"*

A homeowner's association will be formed upon development of the residential units and such association will bear the cost of maintenance of the private street, parking and the shared amenity spaces.

- 4) *"Except where required by the commission to serve a specific public purpose, the private street will not serve through traffic nor intersect the state highway system in more than one location; "*

The private street does not go through the entire parcel, so will only serve the dwelling units in this project.

- 5) *"If applicable, the private street has been approved in accordance with section 30.3, flood hazard overlay district, of the zoning ordinance and other applicable law."*

The property is not located within a flood hazard overlay district.

2. Waiver of Various Private Street Design Requirements:

We request that the requirement for Sidewalks be waived for the north side of the street. No waivers are requested for the south side of the street.

No dwellings are fronted on the north side of the street as this side is adjacent to the 100' stream buffer and a complete pedestrian network is proposed on the south side of the street. A nature trail is also planned further north of the street, so sidewalks on the north side of the street would be useless.

Curbs will be included as required at plat/site plan stage of the project.

3. Waiver for Offsite Parking:

We request a waiver for the requirement that parking be provided on each lot for each single family detached unit. The proposed parking layout is a stand alone 90° parking area attached to the street in order to reduce impervious area and allow for the creation of a common pedestrian amenity space between the vehicle parking and the dwelling units. The shared parking spaces will be located on the right-of-way parcel immediately adjacent to the single family lots.

This waiver is not requesting that the requirement for two parking spots per lot be waived, but that those two parking spots may be provided as 90 degree parking spots on the adjacent private right-of-way lot.

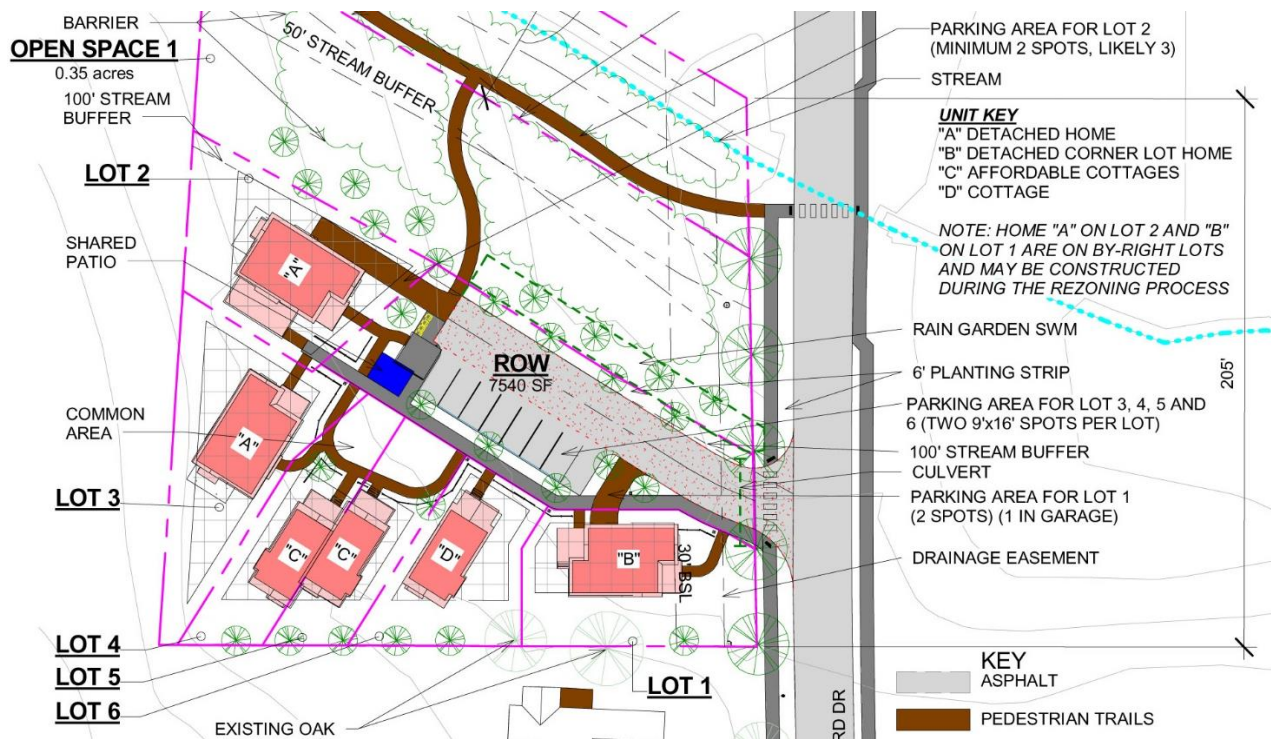
A shared parking easement will be overlaid on the parking area which will be owned and maintained by the homeowners' association. A homeowner's association will be formed upon

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development of the residential units and such association will bear the cost of maintenance of the private street, parking and the shared amenity spaces.

Section 4.12.5 states "Parking areas on same lot as primary use; exception. All parking spaces shall be established on the same lot with the primary use to which it is appurtenant, except as authorized by section 4.12.8."

Section 4.12.8 states "The alternatives described herein are intended to promote more creative design, allow higher density in those zoning districts in the development areas, and reduce impervious area by allowing the parking requirements of this section to be satisfied, in whole or in part, by street parking, shared parking, and off-site stand alone parking."



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