

PLEASANT GREEN SUBDIVISION SPECIAL USE PERMIT APPLICATION

NARRATIVE AND CONDITIONS

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Revision #1: March 28, 2019

Revision #2: May 20, 2019

Revision #3: March 2, 2020

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Prepared By: Collins Engineering

PLEASANT GREEN SUBDIVISION - SPECIAL USE PERMIT

PROJECT NARRATIVE & CONDITIONS

I. PROJECT PROPOSAL

The proposed Pleasant Green Subdivision Special Use Permit is an amendment to the recently approved special use permit for the West Glen Subdivision (SP2016-00003) and the original special use permit affecting the property (SP90-103). The Pleasant Green Subdivision is a proposed by-right R-6 development within the Crozet Growth Area in Albemarle County. The development includes approximately 41.8 acres and incorporates the West Glen Subdivision that was part of the previously approved SPs. Note, the 41.8 acres does not include the 21.8 parcel owned by Vue Realty Partners, which is also included in the special use permit application. The (3) properties included in this Special Use Permit Application are TMP 56A1-01-30A, TMP 55C-03-A1, and TMP 56-115 (parcel owned by Vue Realty Partners). The unit mix within the Pleasant Green development will be single family attached housing, allowing the development to be clustered within a smaller development area on the property and preserve land for pocket parks, open space, and preservation area. Most of the preservation areas will be along the existing Powell's Creek, which is located along the southern boundary of the property.

The proposed special use permit that is being requested is for an amendment to the existing special use permits for the filling within the floodplain for a roadway crossing, under section 30.3 of the Albemarle County Zoning Ordinance. Currently, the properties within the Pleasant Green development have access from Blue Ridge Avenue and Cling Lane. A third point of access, which was proposed with the West Glen Subdivision and is being modified with this proposal, would connect the proposed development to Orchard Drive, approximately 620 feet north of Jarmans Gap Road. The 2016 Special Use Permit application (SP2016-00003) proposed a roadway connection from the development to Orchard drive, extending along Powell's Creek adjacent and within the existing floodplain and stream buffer corridor. This roadway alignment from the approved special use permit application impacted 1.22 acres of stream buffer and 9,660 SF of preserved slopes for the roadway connection to Orchard Drive. The amendment to the special use permit includes a new road alignment which crosses Powell's Creek perpendicular to the stream, substantially reducing the stream and environmental impacts. The new impact to the stream buffer is 0.62 acres, reducing the stream buffer impacts by 50%, and there are no preserved slope impacts with this proposed special use permit application. A Greenway trail along Powell's Creek is also proposed with this special use permit application, which is consistent with the previously approved special use permit.

The SP2016-00003 application was an amendment to an earlier Special use permit (SP1990-103), which required a connection to Orchard drive for additional development along Cling Lane over 30 lots. The proposed Orchard Drive connection requires a crossing of Powell's Creek and filling within the floodway and floodplain for the crossing, as part of section 30.3.13 of the Albemarle County Zoning Ordinance.

With the combination of the West Glen development with the Pleasant Green properties, the overall development has access to Blue Ridge Avenue and Cling Lane. While these (2) access points will be

part of the proposed development, the Crozet neighborhood has expressed their concerns about the increase in traffic on these residential roadways which are currently not in a condition to accommodate the overall traffic from the proposed Pleasant Green development. A connection from the subdivision to Orchard Drive would alleviate these traffic concerns of the neighborhoods as a roadway connection from the development would connect to an existing roadway network in a location that can accommodate the increase in traffic. This proposed connection location would be ideal for the development and would help keep traffic off the smaller residential roadways, such as Cling Lane and Blue Ridge Avenue.

This amendment also decreases the linear footage of roadway and drainage improvements of the original SP2016-0003 from 1200 linear feet to 450 linear feet. This reduction in the length of the connector road also reduces the stream impacts and eliminates the preserved slope impacts, as noted above. The new proposed location of the stream crossing is approximately 925 linear feet downstream of the original crossing, and the same design for the stream crossing is proposed with this application plan. Also, similar to the previous SP, no substantial detriment to adjacent lots is expected with this design, since the proposed fill and stream crossing will be designed to have a minimal impact on the 100-year base flood elevation with no increase of the 100-year flood elevation beyond the limits of the subject project. Any changes to the 100-year flood elevation will need to be reviewed and approved through a CLOMR-F/LOMR process with FEMA.

The public benefits for the proposed special use permit include a roadway connection with the Crozet neighborhood which will improve traffic circulation within the area and a Greenway trail connection. The proposed Greenway trail will be located along Powell's creek, connecting the existing and proposed neighborhoods to a trailway system from Cling Lane to Jarmans Gap Road, with the potential for a future connection and extension to Mint Springs Park. In addition, the property at the corner of Orchard Drive and Jarmans Gap Road has been acquired by the applicant, and a pocket park is being proposed at this location which will tie-in to the proposed trailway system. The Pleasant Green development will also offer a mixture of residential units, creating a variety of housing types and prices throughout the development.

The Pleasant Green special use permit will not change the characteristic of the zoning district, as the proposed neighborhood will be developed under the existing R-6 by-right development standards. The development is proposed to be clustered with smaller lots and attached housing to help mitigate the impacts of the development on the property. Clustering the development will allow for additional buffering of the development from the stream corridor and additional space for the installation of erosion and sediment control measures and stormwater management facilities to help treat the run-off from the site before the outfall into Powell's Creek. The proposed stream crossing and filling of the floodplain for the crossing is consistent with the zoning regulations and requirements for providing roadway connections and pedestrian connections for developments. The requirements for the filling of the floodplain as outlined in Section 30.3 of the zoning ordinance are met with this amendment proposal. The reduction of the impacts to the stream buffer and preserved slopes with this SP amendment is a huge public benefit, and the dedication of the Greenway trail to the County for a trailway connection is consistent with the Crozet Master plan.

II. Consistency with the Comprehensive Plan

The Pleasant Green development is consistent with the goals of the Comprehensive Plan. The property, which is located within the Crozet growth area, allows for a development between 3-6 dwelling units an acre. Under the by-right development standards, the project will be consistent with the density of the comprehensive plan. The area along Powell's creek is designated as Parks and Green System within the comprehensive plan. The applicant is proposing to dedicate a Greenway trail easement through this area to Albemarle County for a trailway connection through the greenway area. While the Crozet Comprehensive plan does not indicate a roadway connection in this location, the connection was contemplated with the special use permit application (SP1990-103). This connection is also consistent with the goals of the comprehensive plan providing interconnected streets and transportation networks in the development community. This connection provides for both a roadway, pedestrian, and bicycle connection from the existing neighborhoods north of Powell's Creek to Jarmans Gap road and the other Crozet neighborhoods. The connection to Cling Lang and Blue Ridge Avenue will still be included with the development, but a roadway connection across Powell's Creek to Orchard Drive will substantially reduce the traffic impact on these (2) roadways and the effects of the development on the existing residential lots along these two roads. Orchard Drive is a substantially better roadway to serve as a main entrance to the development, and the proposed connection is approximately 620 feet north of Jarmans Gap Road.

III. Development Impacts on the Public Facilities & Public Infrastructure

The Pleasant Green development is located within the Albemarle County growth area and within the ACSA jurisdictional area. The development will be served by public water and public sanitary sewer. The overall water infrastructure design will tie-in to the existing 12" water main that runs through the property, which will provide the necessary water pressure for fire flow and water capacity for the residential uses. The existing sanitary sewer will be extended from Jarmans Gap Road to the development. Sewer capacity for the development will need to be requested from RWSA for the proposed build-out of the neighborhood.

IV. Development Impacts on the Environmental Features

The environmental impacts are substantially reduced with the proposed roadway crossing, in comparison to the previously approved road alignment with SP2016-0003. The roadway crossing length is reduced from 1200 linear feet to 450 linear feet (63% reduction), the stream buffer impact is decreased from 1.22 acres to 0.62 acres (50% reduction), and the preserved slope impact is eliminated. The applicant still proposes the following measures to mitigate the impacts on the environmental features with the road crossing and filling of the floodplain:

1. Removal of the Existing Dam in Powell's Creek. The applicant is proposing to remove the concrete dam that impounds water in Powell's Creek as shown on the plan. With the removal of the dam, the applicant shall restore the native stream flow patterns. This will help restore the riparian habitat that has been altered due to the dam construction and allow

aquatic life to travel up and down the stream bed, restoring natural processes currently impacted by the dam.

2. Provide stream bank stabilization with armoring to protect those areas along Powell's Creek on the property with extreme erosion issues.
3. Restoration in areas along Powell's Creek where tree cover is sparse, as shown on the plan. This planting will mitigate for the stream buffer impacts with the roadway.
4. Installation of some onsite water quality measures to help treat the run-off from the site. The stream buffers shall be preserved along the Powell's Creek corridor, except in the location of the roadway and utility crossings.

V. Conclusion

This Pleasant Green SP application greatly reduces the impacts to Powell's Creek and the environmental features along the stream corridor, while still providing a necessary interconnected street, pedestrian and transportation network in the Crozet neighborhood. Additional measures have been incorporated to the design of Pleasant Green and this SP application to protect the stream corridor with the proposed development, including protection of the stream buffer, clustering of the development, and erosion and sediment control measures. Overall, this Special Use Permit amendment is a great improvement over the current approved SP and road alignment for the West Glen portion of the development.

PLEASANT GREEN SPECIAL USE PERMIT CONDITIONS

Date: March 2, 2019

SP #: 2019-002

Tax Map Parcel #: 55C-3-A1, 56A1-1-30A, & 56-115 (the “Property”)

1. The culverts under the proposed Connector Road extension over Powell’s Creek must be in general accord with the attached Concept Plan titled "Pleasant Green Subdivision Special Use Permit Plan" (the “Plan”) prepared by Collins Engineering with a revision date of March 2, 2019. To be in general accord with the plan, development must reflect the general size, arrangement, and location of the culverts, as well as maintaining no increase of the 100 year flood elevation outside of the Pleasant Green property. Modifications to the plan, which do not conflict with the elements above may be approved subject to the review and approval of the County Engineer
2. Prior to final road plan approval or permitting of a land disturbance in the floodplain, the applicant must obtain from the Federal Emergency Management Agency (FEMA) a conditional letter of map revision (CLOMR, or CLOMA), and prior to road acceptance the applicant must obtain from FEMA a letter of map revision (LOMR or LOMA). In addition, the applicant must copy the County Engineer on all correspondence with FEMA. Construction and installation of the culverts must be in compliance with approved road plans and FEMA approved CLOMR or CLOMA.
3. Any residential lots and associated streets located on the Property resulting from a subdivision, with the exception of the stream crossing and roadway identified on the attached plan as Connector Road, must be located outside of the 100 foot stream buffer, Flood Hazard Overlay and preserved slopes on the property. Lots may be permitted to be located within the landward 10 feet of the 100 foot stream buffer only if the lots are adjacent to approved stormwater management facilities located within the landward 50 feet of the stream buffer. Approval of lots located within the stream buffer must be subject Subdivision Agent approval.
4. The net density of the Property must not exceed 6 units per acre, in accordance with the Crozet Master Plan. Net density must be calculated by subtracting the area within the Flood Hazard Overlay District, the 100 foot stream buffer and areas of preserved slopes from the total acreage of the property subject to the special use permit.
5. Prior to issuance of a grading permit to allow installation of the stream crossing or with submittal of the final subdivision plat, whichever comes first, the applicant must submit an easement plat dedicating to the county the area identified for a greenway trail on the attached plan.
6. If the construction of the stream crossing for which this Special Use Permit is issued is not commenced by [insert date 5 years after the date the County Board approval of the Special Use Permit], the permit will be deemed abandoned and the authority granted there under will thereupon terminate.

7. Prior to approval of the first final Virginia Stormwater Management Program (VSMP) plans or the first final subdivision plat, whichever comes first, the applicant shall conduct a Phase II Environmental Site Assessment (ESA) in accordance with ASTM standards. The Phase II ESA shall include sampling and testing of accumulated sediment behind the dam that exists on the Property. The applicant shall be required to comply with all recommendations of the Phase II ESA prior to issuance of the first building permit on the Property. The applicant shall also be required to remove accumulated sediment from behind the dam prior to demolition of the dam and dispose of the sediment, either on site or off site, in accordance with the Phase II ESA recommendations.