ALBEMARLE COUNTY
STAFF REPORT

Project Name: ZMA202000006 Spring Hill Village Proffer Amendment	**Staff:** Tori Kanellopoulos, Senior Planner
Planning Commission Hearing: July 21, 2020	**Board of Supervisors Public Hearing:** TBD
Owner: Stanley Martin Companies LLC	**Applicant**: Scott Collins, Collins Engineering, on behalf of Stanley Martin Companies LLC
Acreage: 12.63 acres	**Rezone from:** Amend proffers per ZMA201300017; zoning district remains NMD
TMP: 09000-00-00-02800	**Location:** Parcel is approx. 12.63 acres and has frontage on both State Route 742 (Avon Street Extended) and State Route 20 (Scottsville Road). Parcel is located approx. 1,600 feet to the north of the intersection of SR 742 and SR 20. Parcel is located approx. 330 feet south of the intersection of SR 742 and Stoney Creek Drive.
School Districts: Mountain View (Elementary); Walton (Middle School); Monticello (High School)	**Current by-right use:** Maximum of 100 dwelling units and a maximum of 60,000 square feet of non-residential uses
Magisterial District: Scottsville	**Proffers**: Yes per ZMA201300017
Proposal: Amend previously approved proffers per ZMA201300017 to revise the proposed improvements to Route 20 (Scottsville Road). Specifically, remove the proposed left turn lane on Route 20, and instead construct a right turn in, right turn out, left turn out at the intersection of Dauphin Drive (main road through Spring Hill Village) and Route 20. The applicant is also proposing to construct a pedestrian path along Route 20 instead of the previously approved 8-foot sidewalk. The application plan has been updated to show these changes.	**Requested # of Dwelling Units:** A maximum of 100 dwelling units were approved with ZMA201300017. No additional dwelling units are requested.
DA (Development Area): Southern and Western Urban Neighborhoods	**Comp. Plan Designation:** Community Mixed Use – residential (up to 34 units/acre), community scale

	retail, service and office uses, places of worship, schools, public and institutional uses in the Southern and Western Urban Neighborhoods.
Affordable Housing Provided: ☒ Yes ☐No	**Affordable Housing AMI (%):** 15% affordable units approved with ZMA201300017.
Character of Property: The property is in the process of being graded and developed. A final site plan (SDP201900068) for 100 dwelling units is currently under review.	**Use of Surrounding Properties:** Adjacent properties directly to the south of this property are zoned R-1 residential and each have one single-family dwelling unit. The Avon Park development (zoned R-6) is directly across Avon Street Extended to the west. Properties across Route 20 to the east are zoned RA Rural Area and are within the Rural Area. Adjacent properties directly to the north are zoned LI Light Industrial and are developed with industrial and commercial uses.
Factors Favorable: 1. The rezoning request is consistent with the majority of the recommendations within the Southern and Western Master Plan and Comprehensive Plan. 2. The request is consistent with the majority of the applicable Neighborhood Model Principles. 3. VDOT does not anticipate a significant traffic impact on the nearby street network.	**Factors Unfavorable:** 1. The application plan needs technical changes.
RECOMMENDATION: **Zoning Map Amendment:** Based on the factors identified as favorable with this rezoning, staff recommends approval of ZMA202000006 provided that changes are made as recommended in the staff report.	

STAFF PERSON: Tori Kanellopoulos, Senior Planner
PLANNING COMMISSION: July 21,2020
BOARD OF SUPERVISORS: TBD

PETITION:

PROJECT: ZMA202000006 – Spring Hill Village Proffer Amendment
MAGISTERIAL DISTRICT: Scottsville
TAX MAP/PARCEL: 09000000002800
LOCATION: Parcel is approx. 12.63 acres and has frontage on both State Route 742 (Avon Street Extended) and State Route 20 (Scottsville Road). Parcel is located approx. 1,600 feet to the north of the intersection of State Route 742 and State Route 20. Parcel is located approx. 330 feet south of the intersection of State Route 742 and Stoney Creek Drive.
PROPOSAL: Amend previously approved proffers per ZMA201300017 to revise the proposed improvements to Route 20 (Scottsville Road). Specifically, remove the proposed left turn lane on Route 20, and instead construct a right turn in, right turn out, left turn out at the intersection of Dauphin Drive (main road through Spring Hill Village) and Route 20. The applicant is also proposing to construct a pedestrian trail or path along Route 20 instead of the previously approved 8-foot sidewalk. The application plan has been updated to show these changes.
PETITION: Proffer amendment of ZMA201300017.
ZONING: NMD Neighborhood Model District - residential (3 – 34 units/acre) mixed with commercial, service and industrial uses.
ENTRANCE CORRIDOR: Yes
PROFFERS: Yes (ZMA2013-17)
OVERLAY DISTRICT: Steep Slopes (managed)
COMPREHENSIVE PLAN: Community Mixed Use – residential (up to 34 units/acre), community scale retail, service and office uses, places of worship, schools, public and institutional uses in the Southern and Western Urban Neighborhoods.

CHARACTER OF THE AREA

The subject property has frontage on both Avon Street Extended (State Route 742) and Scottsville Road (State Route 20) (Attachment 1). Route 20 is an Entrance Corridor and a Scenic Byway. The property is currently 12.63 acres and will be subdivided and developed for a maximum of 100 dwelling units and a maximum of 60,000 square feet of non-residential uses, per the Code of Development approved with ZMA201300017. A final site plan (SDP201900068) is under review for 100 dwelling units. The property is in the process of being graded and developed.

Adjacent properties to the south and west are zoned residential and developed with single-family attached and detached units. Properties across Route 20 to the east are in the Rural Area and include residential and agricultural uses. Adjacent properties to the north are zoned Light Industrial and are developed with industrial and commercial uses.

SPECIFICS OF THE PROPOSAL

The applicant is requesting approval of a Zoning Map Amendment (ZMA) to revise proffers and an application plan approved with ZMA201300017. Specifically, the applicant is requesting to revise Proffer #4 to modify the required improvements on Route 20 and to

modify the timing of those improvements. The applicant is also proposing an 8-foot pedestrian path along Route 20 instead of an 8-foot sidewalk. The applicant is requesting modification of the application plan to reflect these proposed changes.

The application plan approved with ZMA201300017 showed both right and left turn lanes into Spring Hill Village on Route 20. The revised proffers and application plan would modify the intersection of Dauphin Drive (proposed main road through Spring Hill Village) and Route 20 to allow for right turn in and right and left turn out. Drivers would not be able to turn left from Route 20 into Spring Hill Village. Instead drivers traveling northbound on Route 20 would turn left onto Avon Street Extended, and then turn right into Spring Hill Village at the intersection of Dauphin Drive and Avon Street Extended. The application plan approved with ZMA201300017 also showed an 8-foot sidewalk along the frontage with Route 20. The revised application plan provides an 8-foot asphalt pedestrian path instead of a sidewalk and sets the path further back from Route 20.

It should be noted that the revised application plan with this proposal (dated June 25, 2020) would replace the previous application plan (dated August 29, 2014). Therefore, staff is recommending that all other required improvements, as shown on the August 29, 2014 application plan, be included on the revised application plan. These are considered technical changes which can be addressed prior to the Board's review of this proposal.

APPLICANT'S JUSTIFICATION FOR THE REQUEST

The applicant has provided a proffer statement (Attachment 2), an application plan (Attachment 3), and narrative (Attachment 4).

COMMUNITY MEETING

The community meeting requirement per 18-33.24 was met in the form of mailed letters with information about the proposal, with response options including contacting staff via email or phone call or using an online input form. The applicant mailed letters to property owners within a 500-foot radius of the proposal. The letters were mailed on June 5, and recipients were given until June 19 to provide feedback. Staff received a total of four (4) individual responses via email and Microsoft Forms.

The following are the main concerns staff has heard:

- Access to the site: There are concerns that drivers traveling northbound on Route 20 will choose to use the adjacent property to the north to make a U-turn to access Spring Hill Village, instead of using Avon Street Extended instead.
- Traffic: There are concerns that Avon Street Extended is already a busy street, and that some amount of traffic will be diverted from Route 20 to Avon Street Extended. There are concerns that the 55 MPH speed limit on Route 20 is high and creates potential for conflict.

These concerns are further discussed in the following sections of this staff report. Written responses from members of the public are included as Attachment 6.

PLANNING AND ZONING HISTORY

ZMA201300017 TMP 90-28 was rezoned from R-1 Residential to NMD Neighborhood Model District. The rezoning was approved with proffers (dated 09-24-14), an application plan (latest revision date 08-29-14), and Code of Development (latest revision date 08-28-14). These documents are included as Attachments 7-9.

ZMA201500018 A proffer amendment was submitted to reduce cash proffers per ZMA201300017. The proffer amendment was denied.

Special Exception #1 The first special exception for this ZMA was approved on December 6, 2017. The special exception approval allowed for minor changes to internal street design and location, block acreages, and open space.

Special Exception #2 The second special exception for this ZMA was approved on May 20, 2020. This special exception approval allowed for minor changes to the road alignment, block sizes, setbacks, phasing, open space, and minor wording updates to the Code of Development.

SUB202000064 A final plat for this property is under review. The preliminary plat was approved per SUB202000013.

SDP201900068 A final site plan for this property is under review. The initial site plan was approved per SDP201800073.

SUB201900158 A road plan for this property is under review.

COMPREHENSIVE PLAN

The proposal is consistent with the relevant chapters and objectives and strategies in the Comprehensive Plan. The Transportation Chapter (10) recommends that transportation improvements in the Development Areas be consistent with the recommendations in the relevant Master Plan. It also recommends multimodal and accessible transportation options. Staff finds that the proposal is consistent with the recommendations in the Southern and Western Master Plan and provides at least the same level of multimodal connectivity as the development approved per ZMA201300017. The Historic, Cultural, and Scenic Resources Chapter (8) Objective 8 states: *"Maintain the visual integrity of Albemarle's Entrance Corridors"*. The proposal shows landscaping and an amenity park with landscaping along Route 20. A Certificate of Appropriateness from the Architectural Review Board will be required prior to final site plan approval.

The property is designated Community Mixed Use in the Southern and Western Master Plan. This designation calls for a mixture of residential and retail uses and services that serve the community, with a residential density of up to 34 dwelling units per acre and non-residential uses including community scale retail, service and office uses, places of worship, schools, and public and institutional uses.

The Master Plan has the following guidance on Route 20:

- *Route 20 and Route 53 are rural section roads which are narrow.*
- *Provide a vegetative buffer along Rt. 20 South of I-64.*

- *Route 20 South Improvements: Improve Rt. 20 South with curb, gutter, sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary.*
- *Construct bicycle and pedestrian facilities along Route 20 to provide access to schools and accommodate increased development in that area.*

The proposal is consistent with the Master Plan and provides the equivalent amount of connectivity and landscaping as was approved with ZMA201300017. Additionally, a pedestrian path instead of a sidewalk is more consistent with the character of Route 20, which divides the Development Area and Rural Area. A pedestrian path, instead of a sidewalk, was recently approved with the Galaxie Farm rezoning (ZMA201800012).

The Neighborhood Model: Staff has reviewed the proposal against the Neighborhood Model Principles and found that it is consistent with the applicable principles. See Attachment 5 for staff's full analysis.

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

The purpose and intent of the Neighborhood Model District (NMD) zoning district is:

- *To "establish a planned development district in which traditional neighborhood development, as established in the county's Neighborhood Model, will occur."*
- *To "provide for compact, mixed-use developments with an urban scale, massing, density, and an infrastructure configuration that integrates diversified uses within close proximity to each other within the development areas identified in the comprehensive plan."*
- *To use the following standards for development: "The particular uses permitted within a particular district, as well as the character, form and density of the development, shall be derived from the comprehensive plan, including the land use plan for the applicable development area, the master plan for the applicable development area, and the Neighborhood Model."*

The NMD is intended to be a flexible zoning district to allow development consistent with the goals of the Future Land Use Plans in the Master Plans and the Neighborhood Model Principles. The property is already zoned NMD and was previously reviewed for consistency with this zoning district and the applicable Neighborhood Model Principles. Staff finds that the form and content of the revised application plan and improvements are consistent with the intent of the NMD.

Anticipated impact on public facilities and services:

Streets:

The applicant provided estimated trip counts in the narrative for drivers traveling northbound on Route 20 that would be traveling to Spring Hill Village. VDOT and County Transportation staff reviewed the application and traffic information and do not anticipate a significant traffic impact on the nearby street network. The applicant estimates that five (5) cars per day would be traveling northbound on Route 20 to Spring Hill Village, and that they would turn left onto Avon Street Extended and then turn right into Spring Hill Village. The applicant is providing pedestrian connectivity along Route 20 as recommended in the Master Plan. The

final road and site plans will need to meet all VDOT standards, including the required length for turn lanes and taper. VDOT requires the right turn lane and taper transition area to be 400 feet in total length. The application plan appears to show a shorter turn lane and taper area and should be updated to reflect VDOT standards.

Schools:
The proposed proffer amendment would not result in any additional dwelling units, and therefore would not result in any additional students.

Fire and Rescue:
The proposal is not expected to create new demands on Fire and Rescue services, as no additional dwelling units are proposed with this request. The applicant has revised the timing of Proffer #4, to state that all improvements for Avon Street Extended must be completed prior to the first Certificate of Occupancy (CO), while all improvements for Route 20 must be completed prior to the 30th CO. Fire/Rescue requires two points of access after the 30th CO for residential developments. Therefore, all Route 20 improvements must be completed prior to the 31st unit.

Utilities:
This project is in the Albemarle County Service Authority (ACSA) water and sewer service jurisdictional area. ACSA and RWSA review was completed with the approval of ZMA201300017, and continues with review of the final plat, final site plan, and road plans.

Anticipated impact on environmental, cultural and historic resources:
There are no known environmental, cultural or historic resources on this site.

Anticipated impact on nearby and surrounding properties:
Staff received feedback from members of the community regarding potential impacts from this proposal, specifically the potential for increased traffic on Avon Street Extended and the potential for drivers to use the adjacent property to the north to make U-Turns.

Staff finds that the proposal is not anticipated to have significant impacts on adjacent and surrounding properties. VDOT and Transportation Planning staff find the applicant's estimate of five (5) northbound trips per day to be a reasonable estimate, which would add five (5) trips per day to Avon Street Extended. VDOT and Transportation Planning staff acknowledge that it is not possible to definitively determine whether drivers would use the adjacent property to the north to make U-Turns. However, staff finds that it is more likely drivers would use Avon Street Extended to access Spring Hill Village. Drivers must either 1) make a left onto Avon Street Extended and then a right into Spring Hill Village, or 2) would have to make a left into the adjacent property, and then turn around, turn right back onto Route 20, and then turn right into Spring Hill Village.

The previously approved Route 20 improvements per ZMA201300017 would have required grading along the frontage of the adjacent property to the south (TMP 90-27), which is no longer required with this proposal. The proposed proffer amendment requires significantly less grading and is a less intensive proposal.

Public need and justification for the change:
The County's growth management policy states that new residential development should occur in the designated Development Areas where infrastructure and services are provided, rather than in the Rural Area. The development of Spring Hill Village was previously approved with ZMA201300017. The proposed changes with this proffer amendment are consistent with the recommendations in the Comprehensive Plan and Master Plan and provide for public pedestrian connectivity along Route 20.

PROFFERS
Proposed proffers are included as Attachment 2. The approved proffers per ZMA201300017 are included as Attachment 7. Only Proffer #4 has been revised.

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

1. The rezoning request is consistent with the majority of the recommendations within the Southern and Western Master Plan and Comprehensive Plan.
2. The request is consistent with the majority of the applicable Neighborhood Model Principles.
3. VDOT does not anticipate a significant traffic impact on the nearby street network.

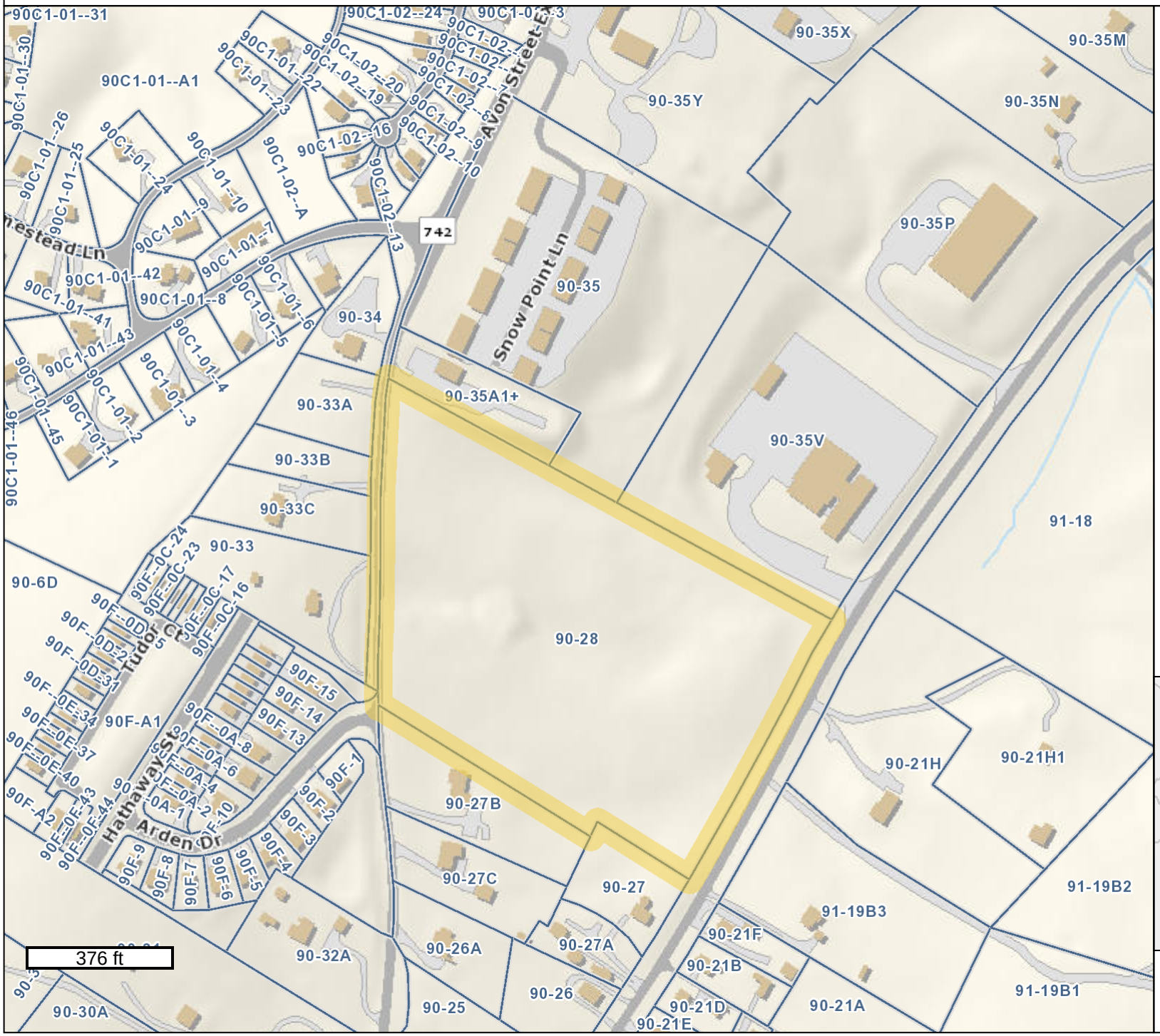
Staff has identified the following factors which are unfavorable to this request:

1. The application plan needs technical changes.

RECOMMENDATION
Based on the factors identified as favorable with this rezoning, staff recommends approval of ZMA202000006 with the changes outlined below:

1. Revise the application plan to include the following requirements, previously approved with ZMA201300017 and application plan dated August 29, 2014:
    a. Convert overhead utilities to underground on both Avon Street Extended and Route 20;
    b. Show and label the 6-foot tall screen fence along southern edge of property;
    c. Label the additional Entrance Corridor landscaping along Route 20; and
    d. Label proposed Route 20 right turn lane.
2. Revise the right turn lane and taper area to meet VDOT length requirements.

ATTACHMENTS:
Attachment 1: Vicinity Maps
Attachment 2: Applicant Proposed Proffers, dated June 25, 2020
Attachment 3: Application Plan, dated June 25, 2020
Attachment 4: Applicant Narrative, dated April 20, 2020
Attachment 5: Staff Analysis of Neighborhood Model Principles
Attachment 6: Public Comment
Attachment 7: Proffers per ZMA201300017, dated September 29, 2014
Attachment 8: Application Plan per ZMA201300017, dated August 29, 2014
Attachment 9: Code of Development per ZMA201300017, last revised April 9, 2020

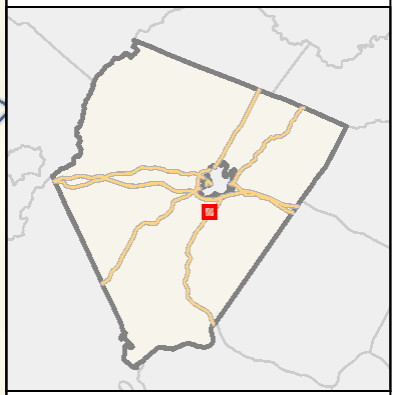


Legend

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Parcel Info

- ☐ Parcels

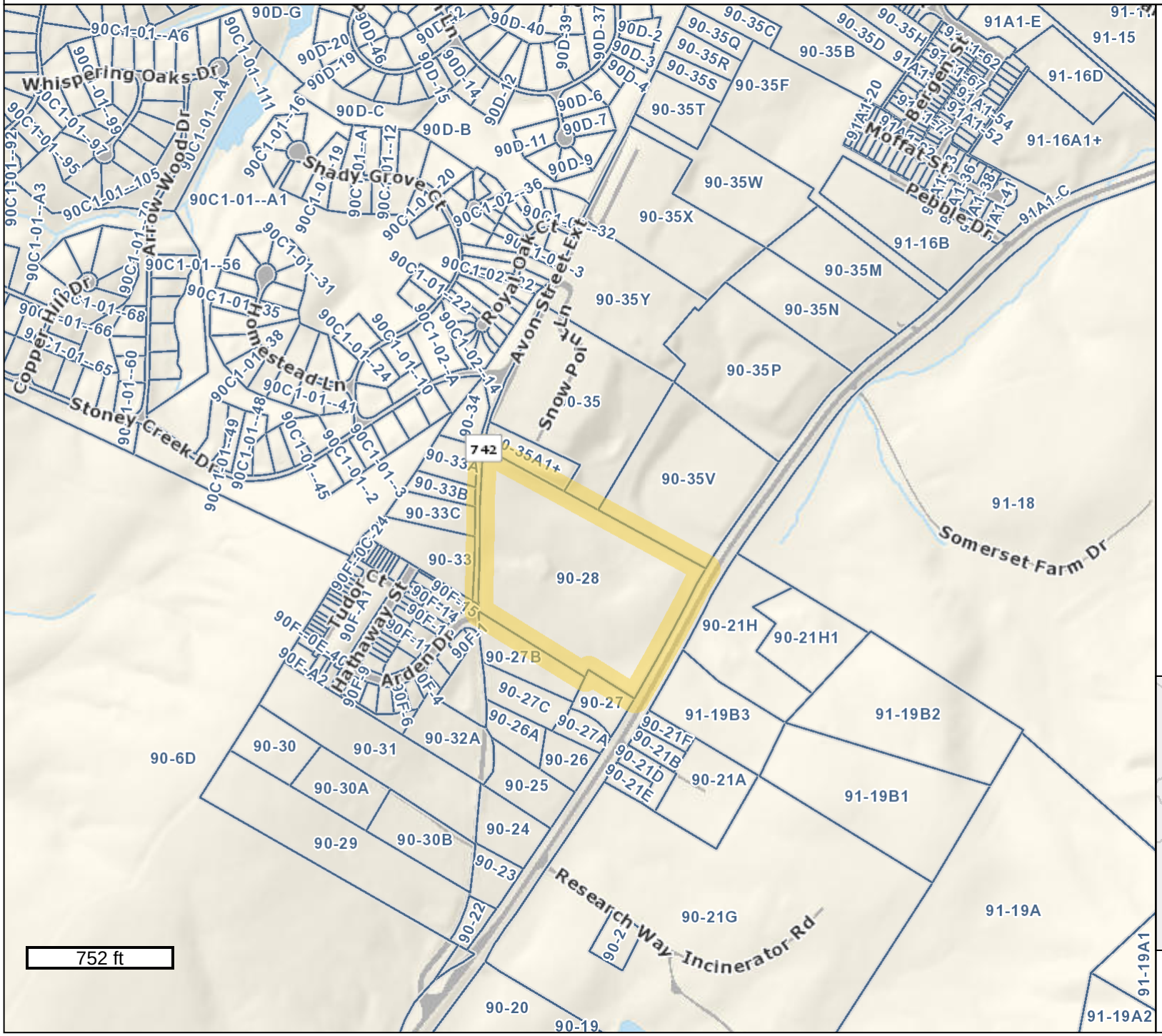


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July 13, 2020

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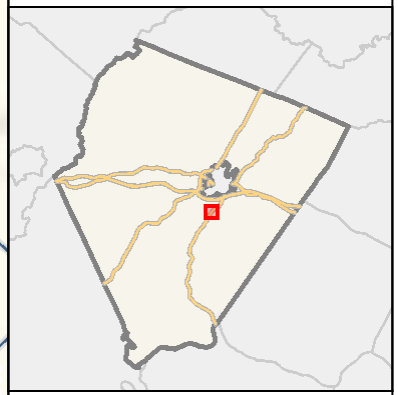


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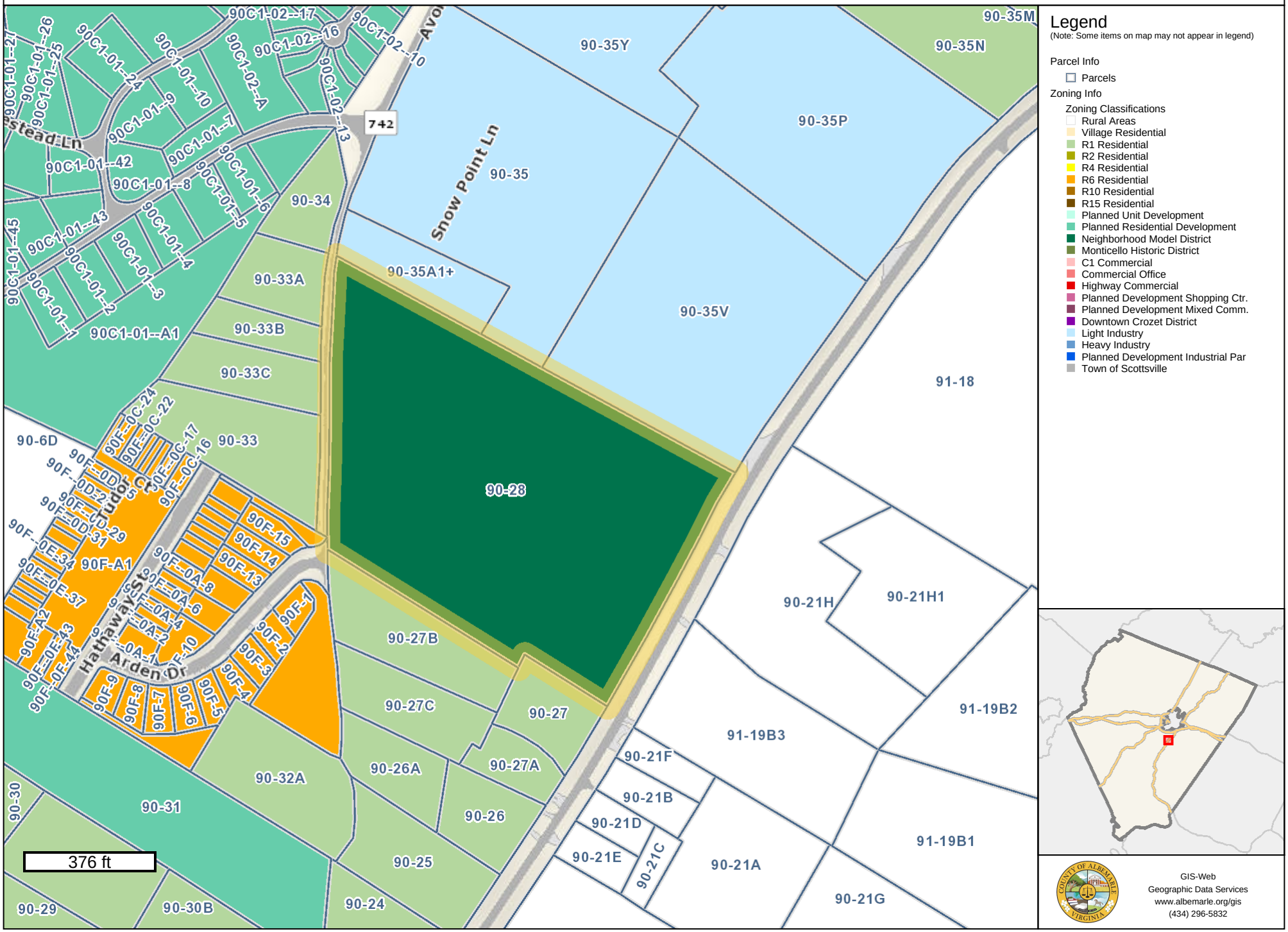


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Parcel Info

- Parcels

Zoning Info

Zoning Classifications

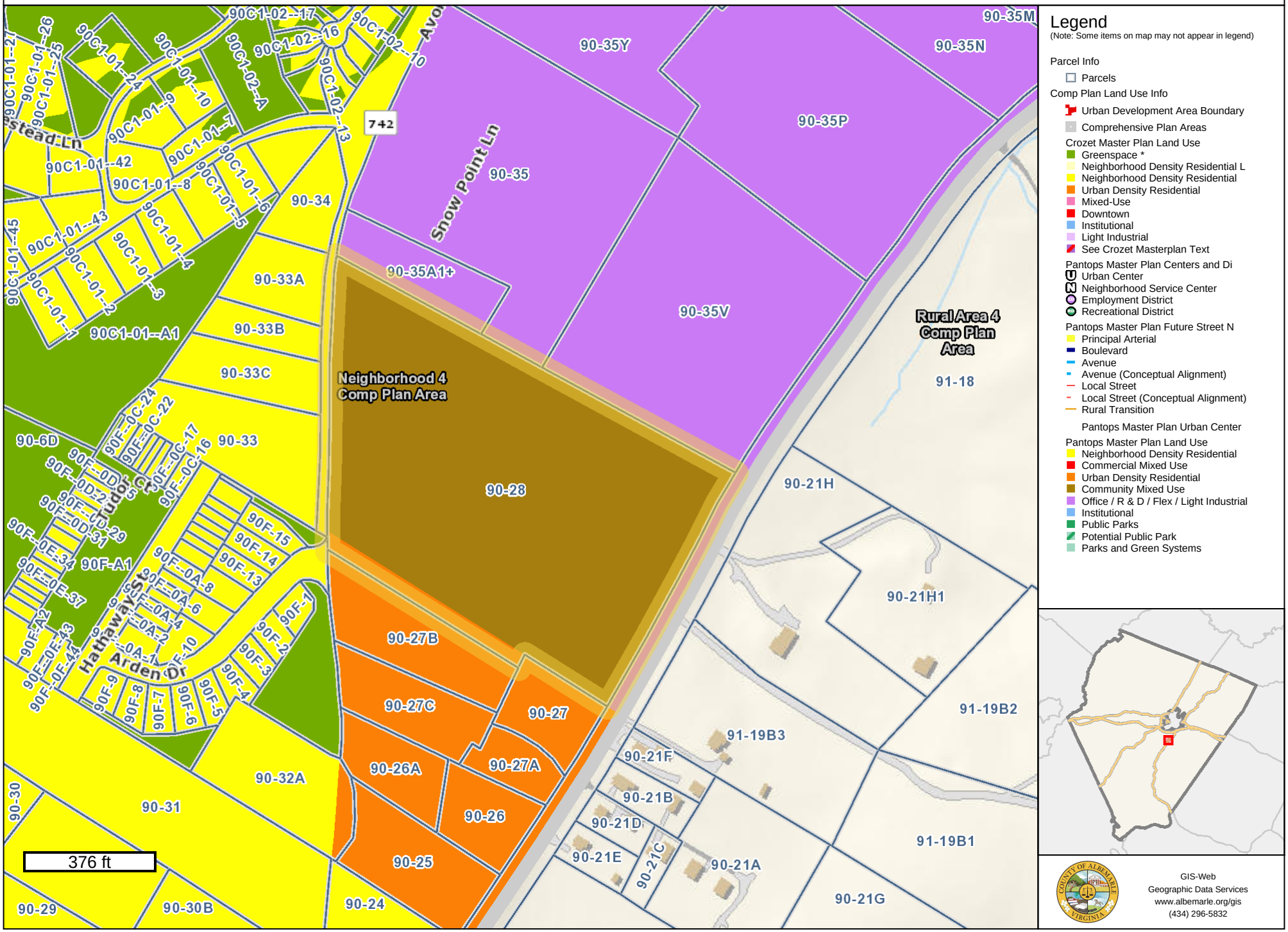
- Rural Areas
- Village Residential
- R1 Residential
- R2 Residential
- R4 Residential
- R6 Residential
- R10 Residential
- R15 Residential
- Planned Unit Development
- Planned Residential Development
- Neighborhood Model District
- Monticello Historic District
- C1 Commercial
- Commercial Office
- Highway Commercial
- Planned Development Shopping Ctr.
- Planned Development Mixed Comm.
- Downtown Crozet District
- Light Industry
- Heavy Industry
- Planned Development Industrial Par
- Town of Scottsville

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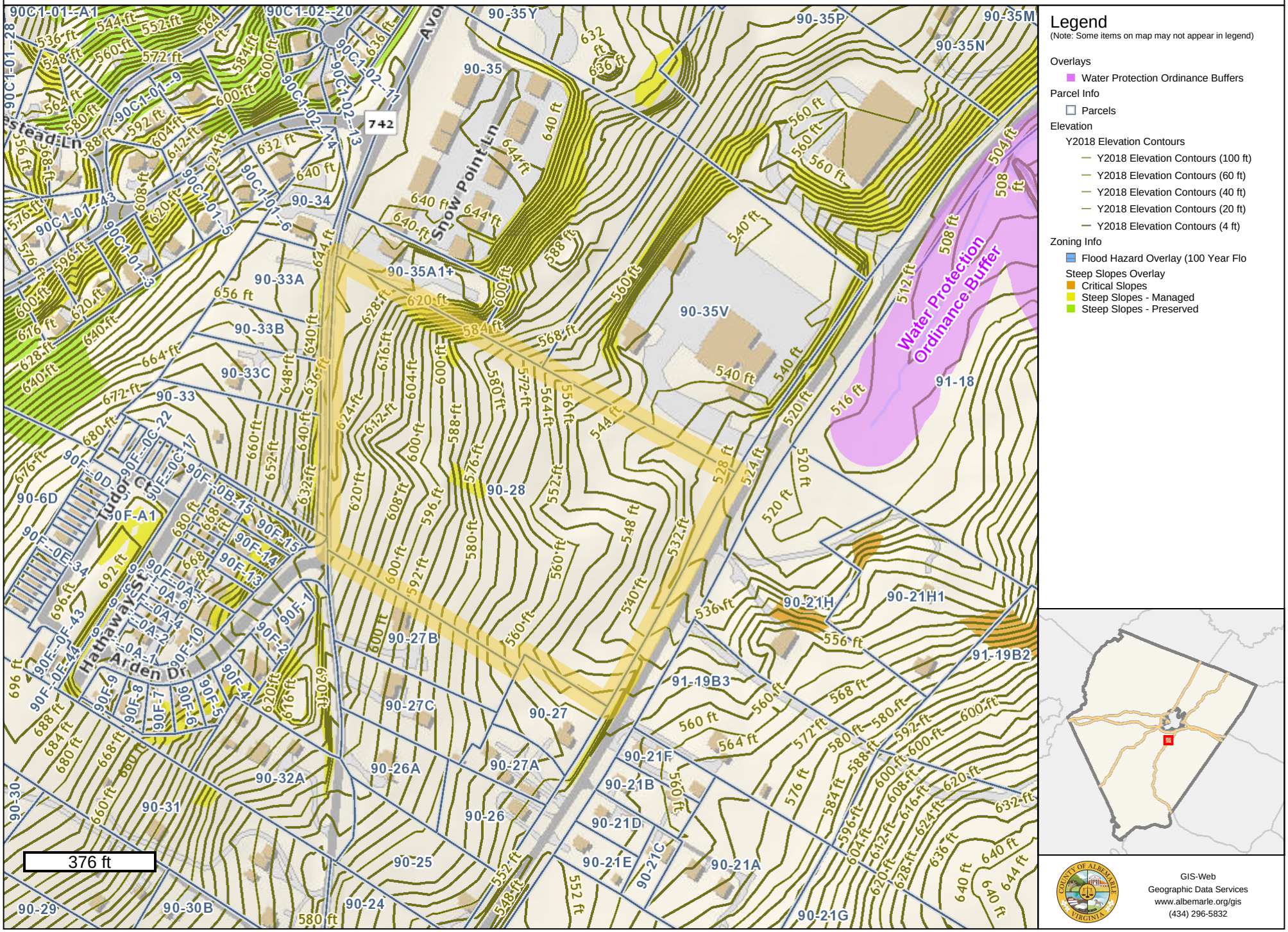
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Original Proffers _ZMA2013-00017

Amendment YES___

Spring Hill Village

PROFFER STATEMENT

Date: **June 25, 2020**

ZMA No. 2020-000__, **Spring Hill Village**

Tax Map and Parcel Number(s): **TMP 09000-00-00-02800**

Owner(s) of Record: **Stanley Martin Companies, LLC**

Project Address: 1776 Scottsville Road

Magisterial District: Scottsville

12.63 Acres to be rezoned from **Neighborhood Model District (NMD)to Neighborhood Model District (NMD)**

The term "Owner" as referenced herein shall include within its meaning the owner of record and successors in interest. The "Application Plan," refers to the Application plan last revised June 25, 2020, prepared by Collins Engineering.

Pursuant to Section 33.7 of the Albemarle County Zoning Ordinance, the Owner hereby voluntarily proffers the conditions listed below which shall be applied to the Property if it is rezoned to the zoning district identified above. These proffers are part of the requested rezoning and the Owner acknowledges that the conditions are reasonable.

1. **Affordable Housing.**
   (The Affordable Housing Units will be provided in the form of for sale or rental units.) The community could have as few as 80 units and as many as 100 dwelling units. The Owner shall provide 15% of the dwelling units constructed as "Affordable Housing Units" within the Project in the form of 2 or 3 story townhomes.

   The Albemarle County affordable housing policy defines affordable housing as the following: Affordable Housing, in general terms means safe, decent housing where housing costs do not exceed 30% of the gross household income. Housing costs for homeowners shall include principal, interest, real estate taxes, and homeowner's insurance (PITI). Housing costs for tenants shall be tenant-paid rent and tenant-paid utilities with maximum allowances for utilities to be those adopted by the Housing Office for the Housing Choice Voucher Program. Affordable Housing is defined, for the purpose of this policy, as those houses affordable to the forty percent of the County population that have household income at or below 80% of the area median income. For 2003, the maximum affordable home purchase (80% median income) would be $172,000 and maximum housing costs (rent and utilities) for tenants would be $787 (50% median income.)

Each Affordable Housing Unit shall be located on a single lot. The Owner shall have offered for rent or sale as provided herein each Affordable Housing Unit within the project. The Owner shall convey the responsibility of constructing the Affordable Housing unites to the subsequent owners of lots designated affordable on the site plans or plats.

A. Rental Rates. The initial net rent for each for-rent Affordable Housing Unit shall not exceed the then-current and applicable maximum net rent rate approved by the County Housing Office. In each subsequent calendar year, the monthly net rent for each for-rent Affordable Housing Unit may be increased up to three percent (3%). For purpose of this proffer statement, the term "net-rent" means that the rent does no include tenant-paid utilities. The requirement that the rents for such for-rent Affordable Housing Units may not exceed the maximum rents established in this paragraph shall apply for a period of ten (10) years following the date he certificate of occupancy is issued by the County for each for-rent Affordable Housing Unit, or until the units are sold as low or moderate cost units qualifying as such under either the Virginia Housing Development Authority, Farmers Home Administration, or Housing and Urban Development, Section 8, whichever comes first (the "Affordable Term".) The Owner of each Affordable Housing Unit shall, at the request of the Albemarle County Office of Housing, provide written reports documenting rental rates and occupancies of the affordable units.
B. For Sale. All purchasers of for-sale Affordable Housing Units shall be approved by the Albemarle County Office of Housing or its designee. The Owner shall provide the County or its designee 180 days to identify and pre-qualify an eligible purchaser for the Affordable Housing Units. The 180- day period shall commence upon written notice from the Owner that the units will be available for sale. This notice shall not be given more than 120 days prior to the anticipated receipt of the certification of occupancy. If the County or its designee does not provide a qualified purchaser during this period, the Owner shall have the right to sell the units without any restriction on sales price or income of purchaser. If these units are sold, this proffer shall apply to the first sale of each unit. The maximum sales price for Affordable Housing Units (65% of VHDA's Maximum Sales Price for First-time Homebuyers.) The calculation currently put the maximum sale price for Affordable Housing units at $211,250.
C. Conveyance of Interest. All deeds conveying any interest in the for-rent Affordable Housing Units during the Affordable Term shall contain language reciting that such unit is subject to the terms of this paragraph 1. In addition, all contracts pertaining to a conveyance of any for-rent Affordable Housing Unit, or any part thereof, during the Affordable Term shall contain a complete and full disclosure of the restrictions and controls established by paragraph 1A. At least thirty (30) days prior to the conveyance of any interest in any for-rent affordable unit during the Affordable Term, the then current owner shall notify the County in writing of the conveyance and provide the name, address, and telephone number of the potential grantee, and state that the requirements of this paragraph 1C have been satisfied.

2. **Cash Proffers for Residential Units.** Beginning with the thirteenth residential unit for which a building permit is obtained, the Owner shall contribute cash for each new residential unit that is not classified as an Affordable Housing Unit. The cash contribution shall be for the purposes of addressing the fiscal impacts of development on the County's public facilities and infrastructure, i.e. schools, public safety, libraries, parks, and transportation. The cash contribution shall be Twenty Thousand Four Hundred Sixty and 57/100 dollars ($20,460.57) cash for each new single-family detached dwelling unit. The cash contribution shall be Thirteen Thousand Nine Hundred Thirteen and 18/100 dollars ($13,913.18) cash for each single family attached or townhouse dwelling unit. The cash contribution shall be paid at the time of the issuance of the certificate of occupancy for each new unit in order to be consistent with current state law.

   Beginning January 1, 2015, the amount of the cash contribution required by this proffer shall be adjusted annually until paid, to reflect any increase or decrease for the proceeding calendar year in the Marshall and Swift Building Cost Index ("MSI".) In no event shall any cash contribution amount be adjusted to a sum less than the amount initially established by this proffer. The annual adjustment shall be made by multiplying the proffered cash contribution amount for the preceding year by a fraction, the numerator of which shall be the MSI as of December 1 in the preceding calendar year, and the denominator of which shall be the MSI as of December 1 in the year preceding the calendar year most recently ended.

3. **Over Lot Grading.** The owner shall submit an over-lot grading plan (hereinafter the "Plan") meeting the requirements of this paragraph 3 with the application for each subdivision phase of this paragraph 3 with the application for each subdivision phase of the Property. The plan shall show existing and proposed topographic features. The Plan shall be approved by the County Engineer prior to approval of an Erosion and Sediment Control plan. No building permit shall be issued for any dwelling on a lot where the County Engineer has determined the lot grading in not consistent with the approved Plan. The plan shall satisfy the following:

   a. The Plan shall show all proposed streets, building sites, setbacks, surface drainage, driveways, trails, and other features the County Engineer determines are needed to verify that the Plan satisfies the requirements of this proffer.
   b. The Plan shall be drawn to a scale not smaller than (1) inch equals fifty (50) feet.
   c. All proposed grading shall be shown with contour intervals not greater than two (2) feet. All concentrated surface drainage over lots shall be clearly shown with the proposed grading. All proposed grading shall be designed to assure that surface drainage can provide adequate relief from the flooding of dwellings in the event a storm sewer fails.
   d. Graded slopes on lots proposed to be planted with turf grasses (lawns) shall not exceed a gradient of three (3) feet of horizontal distance for each one (1) foot of vertical rise or fall (3:1.) Steeper slopes shall be vegetated with low maintenance vegetation as determined to be appropriate by the County's program authority in its approval of an erosion and sediment control plan for the land disturbing activity. These steeper slopes shall not exceed a gradient of two (2) feet of horizontal distance for each one (1) foot of vertical

rise or fall unless the County Engineer finds that the grading recommendations for steeper slopes have adequately addressed the impacts.

e. Surface drainage may flow across up to three (3) lots before being collected in a storm sewer or directed to a drainage way outside of the lots.
f. No surface drainage across a residential lot shall have more than one-half (1/2) acre of land drainage to it.
g. All drainage from streets shall be carried across lots in a storm sewer to a point beyond the rear of the building site.
h. The plan shall demonstrate that an area at least ten (10) feet in width, or to the lot line if it is less than ten (10) feet, from the portion of the structure facing the street, has grades no steeper that ten (10) percent adjacent to possible entrances to dwellings that will not be served by a stairway. This area also shall extend from the entrances to the driveways or walkways connecting the dwelling to the street.
i. Any requirement of this proffer may be waived by submitting a request for special exception with the over-lot grading plan. If such a request is made, it shall include a justification for the request containing a valid professional seal from a Professional Engineer, Landscape Architect or Land Surveyor. In reviewing a waiver request, the County Engineer shall consider whether the alternative proposed by the Owner satisfies the purpose of the requirement to be waived to a at least an equivalent degree.
j. In the event that the County adopts over-lot grading regulations after the date this proffer is approved, any requirement of those regulation that is less restrictive than any requirement of this proffer shall supersede the corresponding requirement of this proffer, subject to the approval of the Director of Community Development.

4. Improvements to Scottsville Rd and Avon Extended

At its sole expense, the Owner shall plan, design, bond and construct the improvements shown on the County approved engineering drawings titled Spring Hill Village – Application Plan, sheet 1 dated 6.25.20 as prepared by Collins Engineering, for both Scottsville Road and Avon Extended. The improvements shall be designed and constructed to the County and VDOT standards, including the design and construction of the related drainage, slope and utility easements as appliable. The improvements along Avon Extended shall be completed and approved by VDOT and the County prior to the first certificate of occupancy for any structure on the Property, and the improvements along Route 20 shall be approved and bonded prior to the first certificate of occupancy, and shall be completed and approved by VDOT and the County prior to the 30th certificate of occupancy. As part of this process, the dedication to public use shall be completed at the same time. The improvements shall be deemed to be complete when they are accepted into the secondary system of highways or the County Engineer determines that the roadway is safe and convenient for travel.

This document shall supersede all other agreements, proffers, or conditions that may be found to be in conflict. These proffers shall be binding to the property, which means the proffers shall be transferred to al future property successors of the land.

WITNESS the following signature:

OWNER(S) of Tax Map Parcel 09000-00-00-02800

By: _____

By: _____

Stanley Martin Companies, LLC, a Virginia limited liability company (Contract Purchaser)

By: _____

, Manager

Date: _____

DENSITY TABLE

NAME	SIZE	PHASE	MIN.	MAX.	MIN.	MAX
BLOCK A	0.6 AC	2[3]	0[1]	12	0[2]	60K SF
BLOCK B	1.4 AC	1	0[1]	48	0[2]	60K SF
BLOCK C	3.3 AC	1	0[1]	30	0[2]	60K SF
BLOCK D	4.6 AC	1	14	40	0	0
BLOCK E	1.2 AC	1	8	16	0	0
BLOCK F	0.6 AC	1	6	16	0	0
BLOCK G	1.3 AC	1	4	12	0	0

[1] PRESUMES DEVELOPMENT AS NON-RESIDENTIAL USE
[2] A MIN. 10,000 SF OF NON RESIDENTIAL IS BEING PROFFERED FOR SPRING HILL VILLAGE
[3] A PORTION OF SITE IMPROVEMENTS FOR PHASE 2 BLOCKS TO BE INSTALLED IN PHASE 1 SITE CONSTRUCTION

AMENITY & GREEN SPACE CALCULATIONS

TOTAL SITE AREA AFTER R.O.W. DEDICATION ON ROUTE 20 AND AVON STREET EXTENDED = 12.94 AC

AMENITY SPACE REQUIREMENT	ACRE
TOTAL SITE ACREAGE	12.94
AMENITY SPACE REQUIREMENT	x20%
AMENITY SPACE REQUIRED	2.59
AMENITY SPACE PROVIDED	2.84

GREEN SPACE REQUIREMENT	ACRE
TOTAL SITE ACREAGE	12.94
GREEN SPACE REQUIREMENT	x20%
GREEN SPACE REQUIRED	2.59
GREEN SPACE PROVIDED	
AMENITY SPACE	2.84
PLUS ADD'L NON-AMENITY, OPEN GREEN SPACE	0.78
TOTAL GREEN SPACE	3.62*

AMENITY SPACE

ADDITIONAL OPEN SPACE (GREEN)

*DOES NOT INCLUDE QUALIFYING GREEN SPACE ON LOTS OR IN R/W

NOTE: THE PEDESTRIAN PATHWAY SHALL BE LOCATED WITHIN A PUBLIC ACCESS EASEMENT AND SHALL BE MAINTAINED BY THE HOA.

SEE TYPICAL ROAD SECTIONS SHEET FOR THE ROAD CROSS DESIGN FOR EACH STREET, AS SHOWN ON THE APPLICATION PLAN

ADDITIONAL OPEN GREEN SPACE (0.57 ACRES)
PLANTING & MAINTENANCE EASEMENT IN BLOCK C TO BE PROVIDED FOR PERIMETER LANDSCAPING ADJACENT TO PROPERTY BOUNDARY
STREET CROSS SECTION F
ALLEY CROSS SECTION F
INNER-CONNECTIVITY TO ADJACENT PROPERTY FOR FUTURE CONNECTION
APPROVED OFFSITE SANITARY SEWER (CURRENTLY UNDER CONSTRUCTION)
LANDSCAPED BUFFER AREA OPEN SPACE A (0.57 ACRES)
AREA OF R.O.W. DEDICATION
ROAD CROSS SECTION J
PRIVATE STREET
BLOCK C 3.2 AC
PRIVATE ALLEY
ALLEY CROSS SECTION G
ROAD CROSS SECTION H
BERWYN LANE PROPOSED VAR. WIDTH PRIVATE STREET
PRIVATE ALLEY
BLOCK A 0.60 AC
EXISTING OVERHEAD POWER LINES AND POWER POLES TO REMAIN
PROPOSED 8' ASPHALT PEDESTRIAN PATHWAY
AREA OF R.O.W. DEDICATION
ROAD CROSS SECTION A
ROAD CROSS SECTION D
SHERIDAN STREET PROPOSED VAR. WIDTH PRIVATE STREET
AMENITY AREA: POCKET PARK #3 DOG PARK (0.19 ACRES)
DAUPHIN DRIVE PROPOSED VAR. WIDTH PUBLIC STREET
PROPOSED RIGHT IN/RIGHT OUT AND LEFT IN ENTRANCE
CONCRETE & GRASS MEDIAN & SPLITTER ISLAND
BLOCK E 1.1 AC
PROPOSED 10' ASPHALT PEDESTRIAN PATHWAY
STATE ROUTE 742 (60') AVON ST. EXT.
ROAD CROSS SECTION B
LOYOLA WAY PROPOSED 49' PUBLIC STREET
BLOCK F 0.70 AC
AMENITY AREA: COMMUNITY PARK (1.00 ACRES)
ROAD CROSS SECTION E
AMENITY AREA: POCKET PARK #1 LINEAR PARK (0.68 ACRES)
BLOCK B 1.40 AC
U.S. RT 20 (80') SCOTTSVILLE ROAD (55 MPH) HWPB.1 PG.354
PROPOSED 8' ASPHALT PEDESTRIAN PATHWAY
Phone Pole
AMENITY AREA: POCKET PARK #4 ENTRANCE PARK (0.14 ACRES)
BLOCK G 1.4 AC
ROAD CROSS SECTION C
BLOCK D 4.5 AC
PROPOSED UNDERGROUND DETENTION FACILITY
EXISTING OVERHEAD POWER LINES AND POWER POLES TO REMAIN
ROAD CROSS SECTION B
AMENITY AREA: POCKET PARK #2: GREENWAY PARK (0.85 ACRES)
LANDSCAPED BUFFER AREA OPEN SPACE B (0.22 ACRES)
AREA OF R.O.W. DEDICATION
PLANTING & MAINTENANCE EASEMENT IN BLOCK D TO BE PROVIDED FOR PERIMETER LANDSCAPING ADJACENT TO PROPERTY BOUNDARY

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
06/25/20
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
04/20/20	INITIAL SUBMISSION OF APPLICATION PLAN WITH ZONING PROFFER AMENDMENT
06/25/20	REVISED APPLICATION PLAN ADDRESSING COUNTY COMMENTS

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K-CHARLOTTESVILLE, VA 22902 -434.293.3719

PROJECT: SPRING HILL VILLAGE - APPLICATION
SHEET: APPLICATION/BLOCK PLAN

JOB NO. 182157
SCALE 1" = 40'
SHEET NO. 1

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SPRING HILL VILLAGE
REZONING AMENDMENT
ZMA 2020-000___

ZONING MAP AMENDMENT
NARRATIVE

COLLINS ENGINEERING

April 20, 2020

I. Project Narrative

Spring Hill Village in a mixed-use development with a total of 12.63 acres located between Route 20 and Avon Street Extended. The project was rezoned in 2013 to a Neighborhood Model District, with proffers. The applicant is submitting a zoning map amendment to amend the proffers, as outlined below.

The original Spring Hill Village Application Plan contemplated a full access intersection at both Avon Street Extended (State Route 742) and Scottsville Road (State Route 20). The full access intersection at Avon Street Extended functions well with the overall traffic on this section of the roadway with the existing conditions of the road and the current speed limit. However, the full access intersection proposed at Route 20 requires significant road improvements for the intersection. Due to the volume of traffic and posted speed limit on the Route 20 roadway, a left turn lane is warranted for any volume of cars turning left into the development. The proposed turn lane improvements extend approximately 1,100 linear feet south along Route 20 from the full access intersection and approximately 800 linear feet north. While the turn lane improvements can be accommodated within the existing right-of-way, the improvements will have a substantial impact on the adjacent properties, especially the properties located to the south of the project.

During the design phase and build-out of the property, the applicant has reassessed the need for a full access intersection at Route 20. The expected left turns into the development along Route 20 from vehicles heading north is minimal, less than 5 cars a day. In addition, these vehicles have the option to turn left at Avon Street Extended and then turn right into the Spring Hill Village neighborhood. Eliminating the left turn on Route 20 would not prohibit these vehicles from safely entering the site from Avon Street Extended. However, removing the ability to turn left into the Spring Hill Village would eliminate a significant amount of roadwork along Route 20, and would drastically reduce the impacts of this development on the adjacent properties.

The attached updated application plan illustrates a proposed right turn in, right turn out, and left turn out at the intersection of Route 20, but eliminates the left turn into the development. Concrete and landscaped islands are proposed at the intersection to channelize the traffic movements and prevent a left turn in movement from Route 20.

Due to the complexity and impacts of a full intersection along Route 20, the original rezoning application and proffers had specific language in regards to the improvements. The applicant is processing a rezoning amendment to remove these improvements from the requirements of the rezoning and proffers, and proceed with the modified intersection design.

In addition to the turn lane improvements along Route 20, an eight feet wide concrete sidewalk was required along the frontage of the property. With the modifications to the intersection and reduction of the turn lane improvements along Route 20, the applicant is proposing an alternative design to the pedestrian connection, similar to other projects recently approved along the Route 20 corridor. In lieu of the concrete sidewalk along the roadway, the applicant it proposing to construct a pedestrian pathway through the linear park along the frontage of the property. This pathway would

move pedestrians further away from Route 20, creating a benefit to the safety of the pedestrian and creating an overall better walking experience.

II. Consistency with the Comprehensive Plan

The property is located within the community mixed-use designation on the Comprehensive Plan and the existing zoning is Neighborhood Model District, which is consistent with the Comprehensive Plan. The proposed changes will not have any effect on the consistency of the project with the Comprehensive plan. The Comprehensive land use map is shown in Figure #1 and the Rezoning Map is shown in Figure 2 of the narrative.

III. Conformance with the Neighborhood Model District Principles

Section 10 of the approved Spring Hill Village Code of Development summarizes the conformance of the project with the Neighborhood Model District Principles. The proposed changes with this rezoning amendment will not affect the consistency of the project with the Neighborhood Model Principles as listed within the approved Code of Development. These principles are also attached to this narrative.

IV. Impacts to Public Infrastructure and Environmental Features.

The proposed amendment to the Spring Hill Village Rezoning plan and proffers will reduce the impacts to the public infrastructure and public facilities. The modification to the full access intersection at Route 20 will reduce the impacts and requirements along Route 20. In addition, the amendment will reduce the environmental impacts by eliminating some significant disturbances to the existing buffers along the Route 20 corridor for many of the adjacent properties.

Figure 1: Comprehensive Plan



Figure 1: Zoning Map



Figure 3: Resource Map

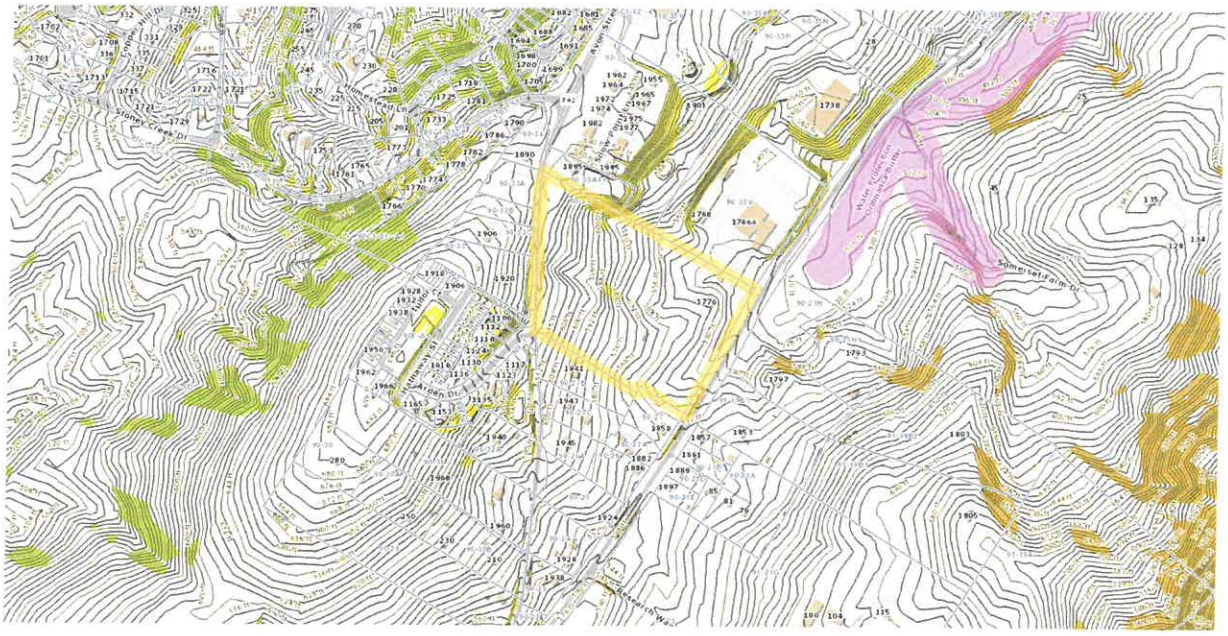


Figure 4: Context Map



Route 20. It can be used for a variety of sports and an area to walk pets. Pocket Park #2 is designed to host a communal vegetable gardening and even a dwarf fruit tree orchard. A garden shed to house tools and a small covered shelter to provide shade are also proposed. Pocket Park #3 is an area adjacent to the main connector road and is a small eddy off of the road where one can sit and relax on a bench amongst trees, shrubs and flowers. Pocket Park #4 is across the street from #3 and is proposed to be set up as a shady retreat within a bosque of trees. Pocket Park #5 is located at the intersection of the connector road and Avon Street Extended. It is envisioned as a possible location for a school bus stop. As such it will provide an alcove with landscaping and seating where children can await the bus and parents can congregate as they wait for kids to be dropped off.

As the community develops and its demographics evolve the uses within these amenity areas may also evolve. It is the Applicant's intent that the central park be developed as described, but that the residents of Spring Hill Village have a say in how the pocket parks are used or further improved.

9. PUBLIC FACILITIES

9.1 Water & Sewer

Water shall be provided through a connection to the public water system located in or along Avon Street Extended. Sanitary sewer service will be extended to the subject site along Route 20 from its current terminus near the Kappa Sigma property. A conceptual layout of the water and sewer systems is shown on the drawings submitted.

9.2 Stormwater

A preliminary layout of the storm sewerage system and stormwater management concept is shown on the drawings submitted.

9.3 Dedications

Areas dedicated to the County for public use, other than streets dedicated by recorded subdivision plat, shall be conveyed to the County only in such manner and form approved by the County Attorney.

10. CONFORMANCE WITH NEIGHBORHOOD MODEL DISTRICT PRINCIPLES

10.1 Pedestrian Orientation

The subject site lies on the outskirts of the growth area designated as Neighborhood 4. This side of town has seen a great deal of new development and a number of projects are underway. The southernmost section of Neighborhood 4 has yet to mature to the point where it is a true "neighborhood." For that reason, and partially due to the challenging terrain, the community at large is not currently considered walkable. Noticeable gaps in infrastructure such as sidewalks are now being filled in by new development, and soon the entire neighborhood will be linked in such a way that the needs for pedestrian and bicycles will be fully met.

Spring Hill Village is proposing to do its part to fill in the gaps with regard to the pedestrian issue. Area along the frontage of Avon Street Extended will be set aside for the installation of such a connection already present in the corridor. The extension of this system will help integrate Spring Hill Village into the fabric of the evolving neighborhood.

Within Spring Hill Village itself, a simple, intuitive system of sidewalks connects the residential buildings to one another and directs residents toward the central community space, which includes a number of recreational and social opportunities. Furthermore, connections between the residential and possible commercial sections of Spring Hill Village are provided.

10.2 Neighborhood-Friendly Streets and Paths

Spring Hill Village is served by a formal system of public streets which connect all internal portions of the community together as well as connect Route 20 with Avon Street Extended. Roadside sidewalks flow throughout the community. On and off-street parking are provided.

An intensive street tree program will compliment the project by providing additional ambiance, welcome shade and serve as a visual foil between the roadways, pedestrians on the sidewalks, and the buildings.

10.3 Interconnected Streets and Transportation Networks

It was difficult due to the native topography of the site, but the plan calls for providing a vehicular connection through the property between Avon Street Extended and Route 20.

Opportunities do exist to provide interconnectivity to adjacent parcels. Some of these properties have been developed and others remain in single-family use. An opportunity to connect to the property(s) north of Spring Hill Village has been accommodated. The residents south of the proposed development have expressed a desire not to have such a connection.

10.4 Parks and Open Space as Amenities

2.83 acres have been set aside for internal community use. It will include improvements directed toward active, as well as passive recreational use, social gatherings and communal gardening.

10.5 Neighborhood Centers

The "neighborhood center" for Spring Hill Village will be the park. Businesses that may choose to locate in Blocks A or B could be of a nature that they too would serve as gathering places within the community. In a broader context, this precinct is anchored by South Side Shopping Center located at the intersection of Avon Street Extended and Mill Creek Drive. A large grocery store and number of convenience-related businesses are located there. A bank, a convenience store with fuel service, and other commercial ventures compliment the food store and retail enterprises. A variety public services and facilities have been constructed. Included are a new high school, a fire/rescue station and a planned branch library. Additional business activity occurs in the Mill Creek community on the west side of Avon Street Extended. The residents of Spring Hill Village will find the existing neighborhood center convenient and a place where they will regularly patronize.

10.6 Buildings and Spaces of Human Scale

Spring Hill Village is intended to be a quality, mixed-use community. Architecture, streetscape, and amenity spaces have been coordinated to create a comfortable and safe environment for residents and their guests.

Buildings fronting on Avon Street Extended will have three or more stories to provide an architectural façade to the community and to ensure that those traveling on the roadway do not consistently look down onto rooftops. The middle of the community may have structures of one or two-stories. Along the Route 20 frontage buildings may again increase in height in response to their intended use. From within the development buildings will appear to diminish in size due to the fact that they are terracing down the hillside. Due to the terrain falling steadily away views of Carter's Mountain will be afforded from almost every vantage point.

10.7 Relegated Parking

Most of the required parking for Spring Hill Village will occur on individual lots or in parking lots adjacent thereto. The remaining required parking will be provided on the public roadways. Blocks A, B and C are where most of the relegated parking is currently proposed.

10.8 Mixture of Uses and Use Types

Spring Hill Village is proposed as a NMD with an opportunity for complementary non-residential uses to develop along the eastern and northern boundaries (Blocks A, B and C). The property enjoys ready access to the neighborhood shopping center, schools, public services, and Interstate 64. It is also an easy commute to downtown Charlottesville. Rather than compete

with this robust development, Spring Hill Village attempts to provide desirable housing in a convenient location while also filling a need for a business location on the south side of the City.

10.9 Mixture of Housing Types and Affordability

Spring Hill Village will offer single-family detached and attached home sites. Apartments may be included in Block B. Fifteen (15) percent of the residences will be designated as "affordable" according to Albemarle County's definition of affordable rental housing.

10.10 Redevelopment

The property is not being redeveloped.

10.11 Site Planning that Respects Terrain

The terrain of the subject property is challenging. The layout of building blocks, travelways, and improvements in Spring Hill Village responds to the topography of the site, which will result in a pleasing and well-organized community. Although considerable grading will take place, the lay of the land within the project will still reflect the original topography of the site.

10.12 Clear Boundaries with the Rural Areas

To the west and north Spring Hill Village is bordered by commercial and industrial development. To the east lies Route 20 which represents a clear boundary between the eastern limits of Neighborhood 4 and the farmland designated as Rural Areas. Immediately south lie several other single-family homes beyond which the character of the corridor changes over to a rural setting and this also represents the southern limits of Neighborhood 4.

ZMA202000006 – Spring Hill Village Proffer Amendment
Staff Analysis of Neighborhood Model Principles
Planning Commission July 21, 2020

Pedestrian Orientation	This principle is met. This area of the Southern and Western Development Area is gradually becoming more walkable and connected. The proposed pedestrian path provides at least the same level of connectivity and access. Sidewalks are provided throughout Spring Hill Village which connect to the proposed multi-use path along Avon Street Extended.
Mixture of Uses	This principle is not applicable. A mixture of uses is provided with the NMD development. This principle was addressed with the approval of ZMA2013-17.
Neighborhood Centers	This principle is not applicable. The development is not located in a Center.
Mixture of Housing Types and Affordability	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
Relegated Parking	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
Interconnected Streets and Transportation Network	This principle is met. The proposed 8' pedestrian pathway provides at least the same level of connectivity as the previously approved sidewalk.
Multimodal Transportation Opportunities	This principle is met. There is pedestrian and vehicular connectivity between Avon Street Extended and Route 20 through Spring Hill Village. There may be a future bus stop at the entrance to Spring Hill Village at Avon Street Extended.
Parks, Recreational Amenities, and Open Space	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17. The proposed multi-use path (instead of sidewalk) is more consistent with the nearby character and with other recently approved developments along Route 20.
Buildings and Spaces of Human Scale	This principle is not applicable. This principle was addressed with the approval of ZMA2013-17.
Redevelopment	This principle is not applicable.
Respecting Terrain and Careful Grading and Regrading of Terrain	This principle is met. Grading of this area does not involve any steep slopes. The proposed changes to the Route 20 improvements require less grading and no longer require offsite grading. The amount of grading and disturbance is reduced with this request.
Clear Boundaries between the Development Areas and the Rural Area	This principle is met. A pedestrian pathway is more in character with the area and recently approved developments along Route 20, as opposed to a sidewalk.

ZMA202000006 Spring Hill Village Proffer Amendment
Responses Received from Microsoft Forms Online Feedback

Note that staff responded separately to questions via email.

1. Name: Thomas Ronayne

Comments: Has the County considered that since there is no left turn for Northbound traffic that they will simply make a "U" turn in the next drive? this is already an issue for the neighbor and will only get worse. Strongly opposed.

Since construction began, there are already major issues and close calls. Has there been consideration to lower the speed limit to 45 mph given the increased volume projections?

2. Name: Roger Schickedantz

Comments: Is it the intent that the changes to the Proffer (eliminating the proposed northbound left turn lane from Route 20 and changing the sidewalk to an 8' asphalt path) will replace the other stipulations of the original Proffer #4? Will the other "improvements" - related to drainage, slope and utilities therefore not be required by the County?

I am in favor of the proposed changes, and do not have concerns about the transportation impacts of those changes. Because the topic of possible regrading along the frontage of my property (TMP 90-27) is not specifically addressed in the Proffer amendment, the concerns raised in my letter of February 23, 2020 remain relevant. I would like to see language stating something to the effect of: "improvements along Route 20 in front of parcel TMP 90-27 are no longer required."

3. Name: Will Retzer

Comments: Will there be a sidewalk installed on the Avon St. side of the project?

I object to the rezoning proposal as written. I believe that there should remain a left hand turning lane on Route 20 for all northbound traffic into Spring Village. By eliminating the left-hand turn lane you are forcing all north bound traffic onto Avon St. Ext. This will make it more difficult for members of the Avon Park community to take a left-hand turn out of our neighborhood onto Avon St Ext.

Unless you're willing to install a traffic light for Avon Park residents to take a left-hand turn onto Avon St. Ext I do not believe that you should be directly additional traffic onto Avon Ext. by eliminating the left-hand turn lane on Route 20 north.

From: Kelly Myles <quietlife242@gmail.com>
Sent: Friday, June 26, 2020 2:57 PM
To: Tori Kanellopoulos <vkanellopoulos@albemarle.org>
Cc: scott@collins-engineering.com <scott@collins-engineering.com>
Subject: Re: Spring Hill Village proffer amendments

CAUTION: **This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.**

Hi, Tori -- Thank you for responding to my question about the impact of the proposed change to the turn lane proffer for Spring Hill. Although the estimated additional traffic load on Avon Extd sounds fairly limited, I'm already concerned by the increasing volume of traffic on that mixed residential/industrial corridor, even prior to Spring Hill being built out. It has become a major thoroughfare all hours of the day.

And thank you for following up about the sidewalk timeline once you hear back from your colleague in Transportation.

Best regards,
Kelly

On Mon, Jun 22, 2020 at 3:12 PM Tori Kanellopoulos <vkanellopoulos@albemarle.org> wrote:

> Good Afternoon Kelly,
>
> Thank you for your email regarding this project, and apologies for the late response! I can let Scott Collins reply if I miss anything, but my understanding is that there would be an estimated five (5) cars per day that would be 'looking' to turn into Spring Hill Village by making a left turn off of Route 20 (heading northbound on Route 20). You are exactly correct - the proposed revision to the application plan would have those cars turn left onto Avon Street Extended instead, and then turn right into Spring Hill Village off of Avon. There will be access to Spring Hill Village from both Avon Street Extended and Route 20.
>
> I have reached out to my colleague in Transportation Planning to see if there is an updated timeline on building that sidewalk connection, so I will follow up once I hear back from them.
>
> Please let me know if you have any other questions or comments as well.

> Best,
>
> Tori

From: Kelly Myles <quietlife242@gmail.com>
Sent: Friday, June 12, 2020 11:31 AM
To: Tori Kanellopoulos <vkanellopoulos@albemarle.org>; scott@collins-engineering.com <scott@collins-engineering.com>
Subject: Spring Hill Village proffer amendments

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Hi, Tori & Scott --

I'm a homeowner in the Avon Park development on Avon Extended across from the Spring Hill Village site. Thank you for reaching out to provide an opportunity to ask questions and provide input.

Regarding the proposed change to the turn lane proffer, I wanted to determine what the impact will be on traffic on Avon Extended from the removal of a left turn lane into Spring Hill Village from Northbound Route 20 -- meaning, will there be ingress/egress from Avon Extended into/out of Spring Hill Village and, if so, would the alternative to a Route 20 left turn lane be that drivers heading North on Route 20 would instead turn onto Avon Extd and then make a right turn into Spring Hill Village?

As for the second proffer amendment, I think it sounds wonderful to replace the proposed sidewalk along Route 20 with a more pedestrian friendly asphalt paveway. I just had one tangentially related question -- what is the latest timeline on the sidewalk that is supposed to be built along Avon Extended from Mill Creek South down to Avon Park?

Many thanks!
Kelly Myles

ZMA2020-06 Spring Hill Village Proffer Amendment Comments

T.J. Ronayne <TRonayne@gropen.com>

Thu 6/18/2020 5:37 PM

To: Tori Kanellopoulos <vkanellopoulos@albemarle.org>
Cc: TJ Ronayne <tjronayne@gmail.com>

1 attachments (125 KB)

DOC151.pdf;

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Good Afternoon Tori,

I hope that this emails finds you doing well amidst these challenging times.
I received the letter attached referencing a change to the property directly adjacent to our operation on Route 20. My property and our company site directly to the north.

After reviewing this requested change with our employees and having been on this site for two years, I must express my **fear and strong opposition** to this requested change. Since we relocated our operations here, my office has a direct view to our entrance. The tire marks, horns and screeches have not gone unnoticed given the 55 mph speed limit and our normal traffic for our business and tenant's operations.

To not allow northbound traffic on route 20 to take a left turn into the only entrance on route 20 to a new development of this size will lead directly to our entrance being the first turnaround for their use, instead of their own as originally approved. This is wholly unacceptable and will lead to many more dangerous instances. There will be no way to prevent this, and it has to be considered that our private drive will be used in this manner which is a completely unnecessary change as requested.

I oppose and would be happy to discuss further.
Respectfully.

T.J. Ronayne

434-295-1924 (102)
tronayne@gropen.com

1766 Scottsville Road | Charlottesville, VA 22902

GROPEN

PROFFER STATEMENT

ZMA No. 2013-00017, **Spring Hill Village**

Tax Map: TMP 09000-00-00-02800

Owner Of Record: **Spring Hill Village Holdings, LLC**

Date Of Proffer: **September 29, 2014**

12.99 Acres to be rezoned from **Residential R 1 to NEIGHORHOOD MODEL DISTRICT (NMD)**

Project Address 1776 Scottsville Road

Contact Person Vito Cetta
1730 Owensfield Drive
Charlottesville, VA. 22901
434-531-2192

Magisterial District: Scottsville

Vito Cetta is the manager of Spring Hill Village Holdings, LLC and will serve as the owner's representative of Spring Hill Village Holdings, LLC which is the owner of Tax Map and Parcel number TMP 09000-00-00-02800. TMP 09000-00-00-02800 is the subject of rezoning application ZMA No. 2013-00017, a project known as Spring Hill Village. The term "Owner" as referenced herein shall include within its meaning the owner of record and successors in interest. The "Application Plan", refers to Exhibit A to the Code of Development last revised August 28, 2014.

Pursuant to Section 33.7 of the Albemarle County Zoning Ordinance, the Owner hereby voluntarily proffers the conditions listed below which shall be applied to the Property if it is rezoned to the zoning district identified above.

These proffers are part of the requested rezoning and the Owner acknowledges that the conditions are reasonable.

1.Affordable Housing. (The Affordable Housing Units will be provided in the form of for sale or rental units). The community could have as few as 80 units and as many as 100 dwelling units. The Owner shall provide 15% of the dwelling units constructed as "Affordable Housing Units" within the Project in the form of 2 or 3 story townhouses.

The Albemarle County affordable housing policy defines affordable housing as the following: Affordable Housing, in general terms means safe, decent housing where housing costs do not exceed 30% of the gross household income. Housing costs for homeowners shall include principal, interest, real estate taxes, and homeowner's insurance (PITI). Housing costs for tenants shall be tenant-paid rent and tenant-paid utilities with maximum allowances for utilities to be those adopted by the Housing Office for the Housing Choice Voucher Program.
Affordable Housing is defined, for the purpose of this policy, as those houses affordable to the forty percent of the County population that have household incomes at or below 80% of the area median income. For 2003, the maximum affordable home for purchase (80% median income) would be $172,000 and maximum housing costs (rent and utilities) for tenants would be $787 (50% median income).

Each Affordable Housing Unit shall be located on a single lot. The Owner shall have offered for rent or sale as provided herein each Affordable Housing Unit within the project. The Owner shall convey the responsibility of constructing the Affordable Housing Units to the subsequent owners of lots designated affordable on the site plans or plats.

(A). <u>Rental Rates.</u> The initial net rent for each for-rent Affordable Housing Unit shall not exceed the then-current and applicable maximum net rent rate approved by the County Housing Office. In each subsequent calendar year, the monthly net rent for each for-rent Affordable Housing Unit may be increased up to three percent (3%). For purpose of this proffer statement, the term "net rent" means that the rent does not include tenant-paid utilities. The requirement that the rents for such for-rent Affordable Housing Units

may not exceed the maximum rents established in this paragraph shall apply for a period of ten (10) years following the date the certificate of occupancy is issued by the County for each for-rent Affordable Housing Unit, or until the units are sold as low or moderate cost units qualifying as such under either the Virginia Housing Development Authority, Farmers Home Administration, or Housing and Urban Development, Section 8, whichever comes first (the "Affordable Term"). The Owner of each Affordable Housing Unit shall, at the request of the Albemarle County Office of Housing, provide written reports documenting rental rates and occupancies of the affordable units.

(B.) For Sale. All purchasers of for-sale Affordable Housing Units shall be approved by the Albemarle County Office of Housing or its designee. The Owner shall provide the County or its designee 180 days to identify and pre-qualify an eligible purchaser for the Affordable Housing Units. The 180 – day period shall commence upon written notice from the Owner that the units will be available for sale. This notice shall not be given more than 120 days prior to the anticipated receipt of the certification of occupancy. If the County or its designee does not provide a qualified purchaser during this period, the Owner shall have the right to sell the units without any restriction on sales price or income of purchaser. If these units are sold, this proffer shall apply to the first sale of each unit. The maximum sales price for Affordable Housing Units (65% of VHDA's Maximum Sales Price for First-time Homebuyers). The calculation currently put the maximum sale price for Affordable Housing Units at $211,250.

(C). Conveyance of Interest. All deeds conveying any interest in the for-rent Affordable Housing Units during the Affordable Term shall contain language reciting that such unit is subject to the terms of this paragraph 1. In addition, all contracts pertaining to a conveyance of any for-rent Affordable Housing Unit, or any part thereof, during the Affordable Term shall contain a complete and full disclosure of the restrictions and controls established by paragraph 1A. At least thirty (30) days prior to the conveyance of any interest in any for-rent affordable unit during the Affordable Term, the then-

current owner shall notify the County in writing of the conveyance and provide the name, address and telephone number of the potential grantee, and state that the requirements of this paragraph 1C have been satisfied.

~~2.~~ **Cash Proffers for Residential Units.** Beginning with the thirteenth residential unit for which a building permit is obtained, the Owner shall contribute cash for each new residential unit that is not classified as an Affordable Housing Unit. This cash contribution shall be for the purposes of addressing the fiscal impacts of development on the County's public facilities and infrastructure, i.e. schools, public safety, libraries, parks and transportation. The cash contribution shall be Twenty Thousand Four Hundred Sixty and 57/100 dollars ($20,460.57) cash for each new single-family detached dwelling unit. The cash contribution shall be Thirteen Thousand Nine Hundred Thirteen and 18/100 dollars ($13,913.18) cash for each single family attached or townhouse dwelling unit. The cash contribution shall be paid at the time of the issuance of the certificate of occupancy for each new unit in order to be consistent with current state law.

Beginning January 1, 2015, the amount of the cash contribution required by this proffer shall be adjusted annually until paid, to reflect any increase or decrease for the proceeding calendar year in the Marshall and Swift Building Cost Index ("MSI"). In no event shall any cash contribution amount be adjusted to a sum less than the amount initially established by this proffer. The annual adjustment shall be made by multiplying the proffered cash contribution amount for the preceding year by a fraction, the numerator of which shall be the MSI as of December 1 in the preceding calendar year, and the denominator of which shall be the MSI as of December 1 in the year preceding the calendar year most recently ended.

3. **Over Lot Grading**: The owner shall submit an over-lot grading plan (hereinafter the "Plan") meeting the requirements of this paragraph 3 with the application for each subdivision phase of the Property. The plan shall show existing and proposed topographic features. The Plan shall be approved by the County Engineer prior

to approval of an Erosion and Sediment Control plan. No building permit shall be issued for any dwelling on a lot where the County Engineer has determined the lot grading in not consistent with the approved Plan. The plan shall satisfy the following:

a) The Plan shall show all proposed streets, building sites, setbacks, surface drainage, driveways, trails and other features the County Engineer determines are needed to verify that the Plan satisfies the requirements of this proffer.
b) The Plan shall be drawn to a scale not smaller than (1) inch equals fifty (50) feet.
c) All proposed grading shall be shown with contour intervals not greater than two (2) feet. All concentrated surface drainage over lots shall be clearly shown with the proposed grading. All proposed grading shall be designed to assure that surface drainage can provide adequate relief from the flooding of dwellings in the event a storm sewer fails.
d) Graded slopes on lots proposed to be planted with turf grasses (lawns) shall not exceed a gradient of three (3) feet of horizontal distance for each one (1) foot of vertical rise or fall (3:1). Steeper slopes shall be vegetated with low maintenance vegetation as determined to be appropriate by the County's program authority in its approval of an erosion and sediment control plan for the land disturbing activity. These steeper slopes shall not exceed a gradient of two (2) feet of horizontal distance for each one (1) foot of vertical rise or fall, unless the County Engineer finds that the grading recommendations for steeper slopes have adequately addressed the impacts.
e) Surface drainage may flow across up to three (3) lots before being collected in a storm sewer or directed to a drainage way outside of the lots.
f) No surface drainage across a residential lot shall have more than one-half (1/2) acre of land drainage to it.
g) All drainage from streets shall be carried across lots in a storm sewer to a point beyond the rear of the building site.
h) The plan shall demonstrate that an area at least ten (10) feet in width, or to the lot line if it is less than ten (10) feet, from the portion of the structure facing the street, has grades no steeper that ten (10) percent adjacent to possible entrances to dwellings

that will not be served by a stairway. This area also shall extend from the entrances to the driveways or walkways connecting the dwelling to the street.

i) Any requirement of this proffer may be waived by submitting a request for special exception with the over-lot grading plan. If such a request is made, it shall include a justification for the request containing a valid professional seal from a Professional Engineer, Landscape Architect or Land Surveyor. In reviewing a waiver request, the County Engineer shall consider whether the alternative proposed by the Owner satisfies the purpose of the requirement to be waved to at least an equivalent degree.

j) In the event that the County adopts overlot grading regulations after the date this proffer is approved, any requirement of those regulations that is less restrictive than any requirement of this proffer shall supersede the corresponding requirement of this proffer, subject to the approval of the Director of Community Development.

4. Improvements to Scottsville Rd and Avon Extended

At its sole expense, the Owner shall plan, design, bond and construct the improvements shown on the County approved engineering drawings titled Development Concept Plan, sheet 4 dated 10.21.13 and revised on 8.29.14 as prepared by Alan Franklin PE, for both Scottsville Road and Avon Extended. The improvements shall be designed and constructed to the County and VDOT standards, including the design and construction of related drainage, slope and utility easements as applicable. These improvements shall be completed and approved by VDOT and the County prior to the first certificate of occupancy for any structure on the Property. As part of this process, the dedication to public use shall be completed at the same time. The Owner shall obtain approval of all road plans and bond prior to the issuance of the first building permit or first approved subdivision plat, whichever comes first, to ensure that these improvements can be completed in a timely manner. The improvements shall be deemed to be complete when they are

accepted into the secondary system of highways or the County Engineer determines that the roadway is safe and convenient for travel. At its sole expense, the Owner shall make the needed improvements, if any are required, to the portion of the lot immediately adjacent to the site south on Route 20 that may be needed as a result of widening Route 20. Should these improvements require a retaining wall and / or a reworking of stairs, these improvements shall be reviewed by the County Architectural Review Board, since Route 20 in an Entrance Corridor road.

This document shall supersede all other agreements, proffers or conditions that may be found to be in conflict. These proffers shall be binding to the property, which means the proffers shall be transferred to all future property successors of the land.

WITNESS the following signature:

SPRING HILL VILLAGE HOLDING, LLC

By: Vito Cetta

Vito Cetta, Manager

COMMONWEALTH OF VIRGINIA
CITY/~~COUNTY~~ OF Charlottesville, to wit:

The foregoing instrument was acknowledged before me this 29th day of September 2014 by Vito Cetta, Manager of Barracks Heights, LLC, a Virginia limited liability company.

My Commission expires: 10-31-15

Margie K. Collins
#100901

Notary Public

MARGIE K. COLLINS
NOTARY PUBLIC
REGISTRATION # 100901
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
10-31-15

NMD REZONING APPLICATION PLAN

SPRING HILL VILLAGE

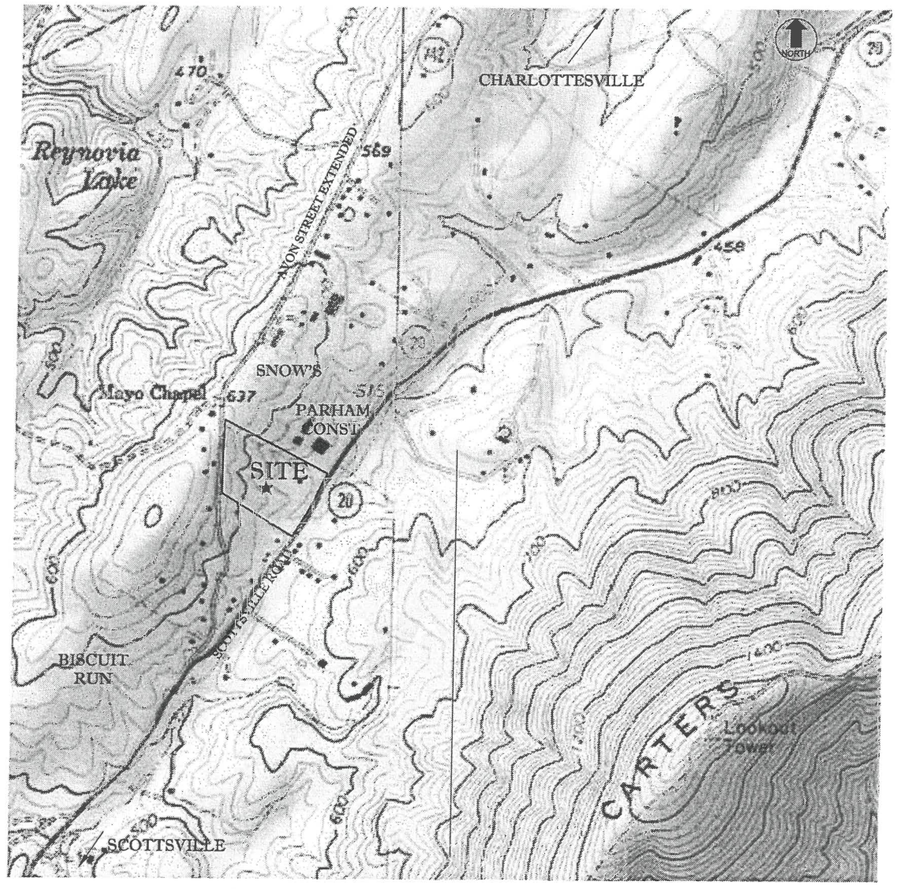
ALBEMARLE COUNTY, VIRGINIA

OCTOBER 21, 2013

Community Development Department
File# ZMA2013-00017
Approved by the Board of Supervisors
Date October 8, 2014 Sheets 1, 2, 3
Claudette Grant
Signature - Planner

VICINITY MAP:

SCALE: 1" = 500'



PROJECT DATA:

DEVELOPER:	VITO CETTA, 1730 OWENSFIELD DRIVE, CHARLOTTESVILLE, VA 22901 (T) 434-531-2192, vitocetta@mac.com
PROPERTY OWNER:	SPRING HILL VILLAGE HOLDINGS, LLC 1730 OWENSFIELD DRIVE CHARLOTTESVILLE, VA 22901
TAX MAP / PARCEL #:	90-28
MAGISTERIAL DISTRICT:	SCOTTSVILLE
PROPERTY ADDRESS:	1778 SCOTTSVILLE ROAD
PROPERTY SIZE:	12.991 ACRES (12.840 ACRES AFTER R.O.W DEDICATION ON ROUTE 20 & AVON ST.)
CURRENT ZONING:	R1 RESIDENTIAL
PROPOSED ZONING:	NMD
DEVELOPMENT AREA:	YES
COMPREHENSIVE PLAN:	URBAN DENSITY RESIDENTIAL
DRINKING WATER WATERSHED:	NONE
WATERSHED:	MOORES CREEK
WATER SOURCE:	ALBEMARLE COUNTY SERVICE AUTHORITY
SANITARY SEWER SOURCE:	ALBEMARLE COUNTY SERVICE AUTHORITY (REQUIRES OFF-SITE EXTENSION)
PROFFERS:	ATTACHED UNDER SEPARATE COVER
WAIVER / VARIANCE REQUESTS:	NONE
SURVEY SOURCES:	PHYSICAL, TOPOGRAPHIC & BOUNDARY: ROBERT LUM, DATED 5/30/03. ADDITIONAL SURVEY WORK PROVIDED BY THOMAS B. LINCOLN LAND SURVEYORS, DATED 5/31/07 & 11/15/07.
DATUM:	USGS VERTICAL DATUM NAVD '88
BENCHMARK:	SURVEY CONTROL POINT T-6, NAIL AND FLASHER; ELEVATION = 649.10

NOTES:

1. THIS REZONING REQUEST PROPOSES TO CHANGE THE ZONING OF TMP 90-28 FROM R1 TO NMD.
2. PLAN SHEETS 1 - 3 ARE TO SERVE AS THE APPLICATION PLAN TO ACCOMPANY THE CODE OF DEVELOPMENT. PLAN SHEETS 4 - 8 DEMONSTRATE THE DEVELOPMENT CONCEPT THAT THE OWNER INTENDS TO EXECUTE UPON REZONING APPROVAL.
3. REFER TO THE CODE OF DEVELOPMENT AND PROFFERS SUBMITTED AS PART OF THIS APPLICATION.
4. TO ACCOMMODATE THE STEEP TOPOGRAPHY OF THE SITE, ALL PROPOSED ROADWAYS WITHIN THE DEVELOPMENT HAVE BEEN DESIGNED USING THE AASHTO GUIDELINES FOR GEOMETRIC DESIGN OF VERY LOW-VOLUME LOCAL ROADS (ADT < 400) IN ACCORDANCE WITH THE NOTES IN TABLE 1 (GS-SSAR) OF THE VDOT SUBDIVISION STREET DESIGN GUIDE. (20 MPH DESIGN SPEED). ROADS 'A' AND 'B' ARE PROPOSED AS PUBLIC ROADS.
5. LAND USE TABLE, AMENITY SPACE, AND GREEN SPACE CALCULATIONS BASED ON CONCEPTUAL DEVELOPMENT PLAN SHOWN ON SHEET 5. ACTUAL DEVELOPMENT PLAN MAY VARY.

SHEET INDEX

SHEET 2	EXISTING CONDITIONS
SHEET 3	APPLICATION/BLOCK PLAN
SHEET 4	DEVELOPMENT CONCEPT PLAN
SHEET 5	ROUTE 20 IMPROVEMENTS/SAN. SEWER EXTENSION
SHEET 6	TYPICAL ROAD SECTIONS
SHEET 7	PRELIMINARY ROAD PROFILES
SHEET 8	PRELIMINARY ROAD PROFILES

VITO CETTA, AIA
Planner and Developer
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vitocetta@me.com

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mkaller@terraconceptspc.com

Alan Franklin PE, LLC
Civil and Site Plan Engineering
427 Cranberry Lane Crozet, VA 22932
434-531-5544
alan@alanfranklinpe.com

ZONING MAP AMENDMENT
SPRING HILL VILLAGE
ALBEMARLE COUNTY, VIRGINIA
COVER SHEET

ISSUED: 10-21-13
REVISIONS:

1. 01-21-14 - STAFF COMMENTS:
2. 03-31-14 - STAFF COMMENTS:
3. 05-19-14 - STAFF COMMENTS:
4. 07-07-14 - STAFF COMMENTS:
5. 08-29-14 - REV. TO SHEET 3:

SHEET 1 OF 8

Community Development Department
File# ZMA2013-00017
Approved by the Board of Supervisors
Date October 8, 2014 Sheets 1, 2, & 3
Claudette Grant
Signature - Planner

PRE-DEV. STORMWATER

RATIONAL METHOD WORKSHEET

Watershed ID: Pre-Development Total
Drainage Area: 12.99 Acres
c-factor: 0.30 (see worksheet)
tc: 13.02 mins. (see worksheet)
Q(2): 14.34 cfs

NOTES:

SURVEY SOURCES: BOUNDARY & TOPOGRAPHIC: THOMAS B. LINCOLN LAND SURVEYOR, INC., MARCH 2007; AERIAL: LOUSIA AERIAL SURVEYS, INC., DATE OF PHOTGRAPHY:2007

DATUM: NAVD '88

BENCHMARK: SURVEY CONTROL POINT T-6 ON THE EAST SIDE OF AVON STREET EXT. NAIL AND FLASHER - ELEV. 649.10

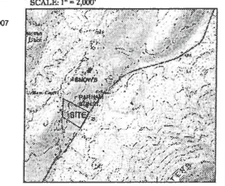
FLOODPLAINS: NONE

DRINKING WATERSHED: NONE

SOILS: USDA: ALBEMARLE COUNTY- SHT. 20
58C = MYERSVILLE SILT LOAM, 7-15%
58D = MYERSVILLE SILT LOAM, 15-25%
72C3 = RABURN CLAY

VICINITY MAP:

SCALE: 1" = 2,000'



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ZONING MAP AMENDMENT

SPRING HILL VILLAGE

ALBEMARLE COUNTY, VIRGINIA

EXISTING CONDITIONS

ISSUED: 10-21-13
REVISIONS:

1. 01-21-14 - STAFF COMMENTS:
2. 03-31-14 - STAFF COMMENTS:
3. 05-19-14 - STAFF COMMENTS:
4. 07-07-14 - STAFF COMMENTS:

SHEET 2 OF 8



LEGEND:

AC HP =AIR CONDITIONER/HEAT PUMP
APP = APPLE
BC = BOTTOM OF CURB
BW/D = BOXWOOD
CED = CEDAR
CHER = CHERRY
CMP= CORRUGATED METAL PIPE
CPP = CORRUGATE PLASTIC PIPE
DV = DOGWOOD
GW = GUY WIRE
IP = IRON PIPE
IF= IRON FOUND
IS= IRON SET
FH= FIRE HYDRANT
LOC = LOCUST
MAG = MAGNOLIA
MH = MANHOLE
OHE= OVERHEAD ELECTRIC
OHT = OVERHEAD TELEPHONE LINE
PV= PIPE FOUND
PS= PIPE SET
PTS = PREPHASE TRANS. BTEM
RB = REDBUD
SPR = SPRUCE
TC = TOP OF CURB
TF = TACK FOUND
TS = TACK SET(CECK UNKNOWN)
TV= OVERHEAD TELEVISION CABLE LINE
UGE= UNDERGROUND ELECTRIC
UP = UTILITY POLE
VDOT = VDOT, DEPT. OF HIGHWAYS MONUMENT FOUND
WV= WATER VALVE
-617.00= SPOT ELEVATION
30'RECAG = 30' TREE WITH 40' CANOPY

NOTE:
THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. UTILITIES ARE LOCATED USING UTILITY COMPANY LOCATIONS, CITY AND UTILITY MAPS, AND FIELD VERIFICATION. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTES:

1. THIS REZONING REQUEST PROPOSES TO CHANGE THE ZONING OF TMP 90-28 FROM R1 TO NMD.
2. PLAN SHEETS 1 - 3 ARE TO SERVE AS THE APPLICATION PLAN TO ACCOMPANY THE CODE OF DEVELOPMENT. PLAN SHEETS 4 - 8 DEMONSTRATE THE DEVELOPMENT CONCEPT THAT THE OWNER INTENDS TO EXECUTE UPON REZONING APPROVAL.
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5. LAND USE TABLE, AMENITY SPACE, AND GREEN SPACE CALCULATIONS BASED ON CONCEPTUAL DEVELOPMENT PLAN SHOWN ON SHEET 5. ACTUAL DEVELOPMENT PLAN MAY VARY.
6. ROAD B MAY BE WIDENED TO PERMIT ON-STREET PARKING.

AMENITY & GREEN SPACE CALCULATIONS

TOTAL SITE AREA AFTER R.O.W. DEDICATION ON ROUTE 20 AND AVON STREET EXTENDED = 12.94 AC

AMENITY SPACE REQUIREMENT	ACRE
TOTAL SITE ACREAGE	12.94
AMENITY SPACE REQUIREMENT	x 20%
AMENITY SPACE REQUIRED	2.59
AMENITY SPACE PROVIDED	2.83

GREEN SPACE REQUIREMENT	ACRE
TOTAL SITE ACREAGE	12.94
GREEN SPACE REQUIREMENT	x 20%
GREEN SPACE REQUIRED	2.59
GREEN SPACE PROVIDED	
AMENITY SPACE	2.83
MINUS PAVING & STRUCTURES	0.28
PERMEABLE AMENITY SPACE	2.55
PLUS ADD'L GREEN SPACE ADJACENT TO AVON STREET EXT.	0.45
TOTAL GREEN SPACE	3.00

AMENITY SPACE — GREEN SPACE

*DOES NOT INCLUDE QUALIFYING GREEN SPACE ON LOTS OR IN R/W

ABOVE NUMBERS BASED ON CONCEPTUAL DEVELOPMENT PLAN SHOWN ON SHEET 4. ACTUAL DEVELOPMENT PLAN MAY VARY.

LAND USE TABLE:

IMPERVIOUS AREA:	SF	AC	%
BUILDINGS:	97,992	2.25	17%
PAVED ROAD/PARKING:	90,576	2.08	16%
SIDEWALKS:	33,341	0.77	6%
ON LOT PARKING/WALKS	32,500	0.75	6%
PERVIOUS AREA:	309,044	7.09	55%
TOTAL SITE ACREAGE:**	563,453	12.94	100%

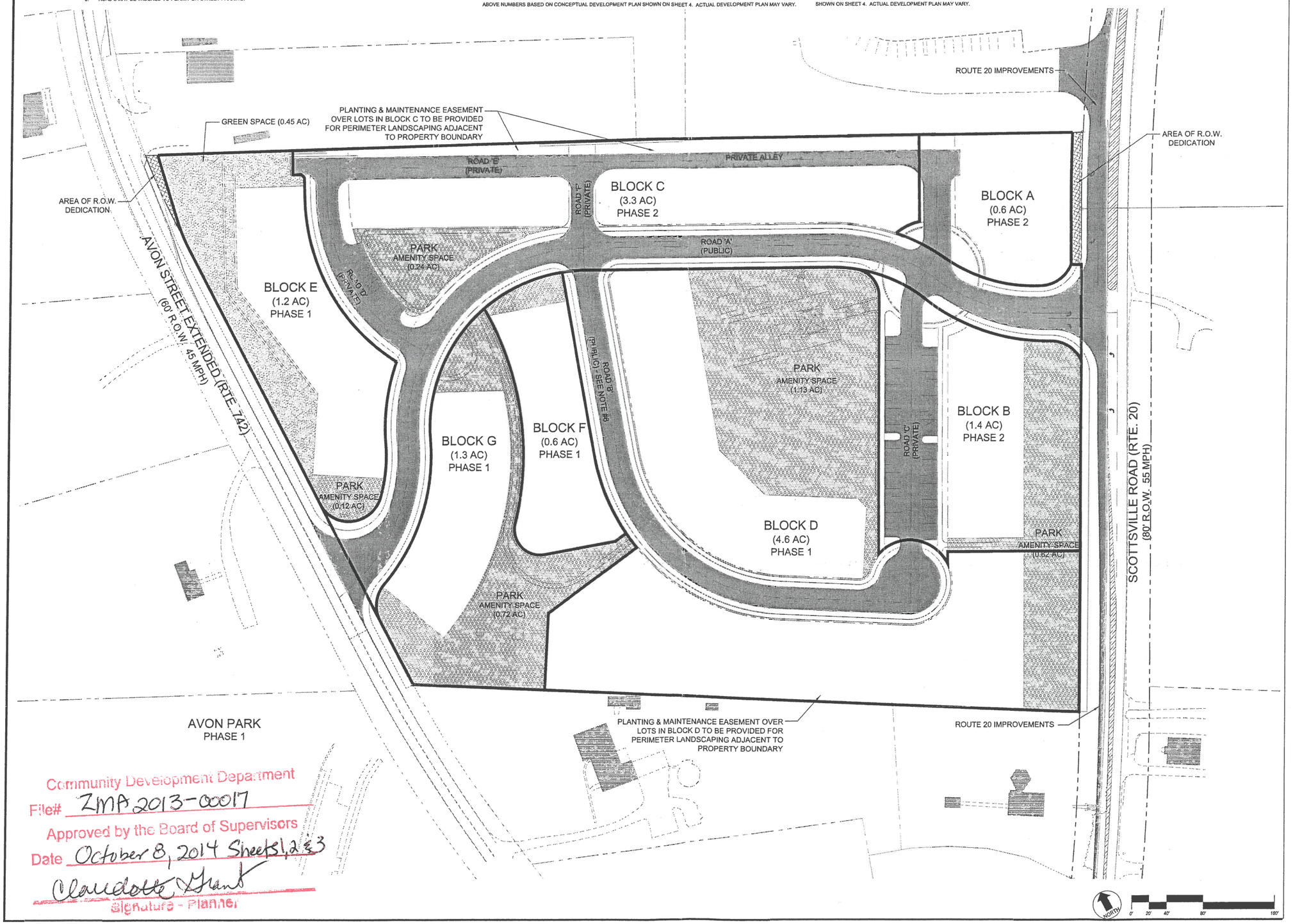
** AFTER R.O.W. DEDICATION ON ROUTE 20 AND AVON STREET

ABOVE NUMBERS BASED ON CONCEPTUAL DEVELOPMENT PLAN SHOWN ON SHEET 4. ACTUAL DEVELOPMENT PLAN MAY VARY.

DENSITY TABLE

			RESIDENTIAL		NON-RESIDENTIAL	
NAME	SIZE	PHASE	MIN.	MAX.	MIN.	MAX.
BLOCK A	0.6 AC.	2	0[1]	12	0[2]	60K SF
BLOCK B	1.4 AC.	2	0[1]	48	0[2]	60K SF
BLOCK C	3.3 AC.	2	0[1]	30	0[2]	60K SF
BLOCK D	4.6 AC.	1	14	40	0	0
BLOCK E	1.2 AC.	1	6	16	0	0
BLOCK F	0.6 AC.	1	6	16	0	0
BLOCK G	1.3 AC.	1	4	12	0	0

[1] PRESUMES DEVELOPMENT AS NON-RESIDENTIAL USE
[2] A MIN. 10,000 SF OF NON-RESIDENTIAL IS BEING PROFFERED FOR SPRING HILL VILLAGE



Community Development Department
File# ZMA 2013-00017
Approved by the Board of Supervisors
Date October 8, 2014 Sheets 1, 2 & 3
Claudette Grant
Signature - Planner

VITO CETTA, AIA
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ZONING MAP AMENDMENT

SPRING HILL VILLAGE

ALBEMARLE COUNTY, VIRGINIA

APPLICATION/BLOCK PLAN

ISSUED: 10-21-13
REVISIONS:

1. 01-21-14 - STAFF COMMENTS:
2. 03-31-14 - STAFF COMMENTS:
3. 05-19-14 - STAFF COMMENTS:
4. 07-07-14 - STAFF COMMENTS:
5. 08-29-14 - REV. TO SHEET 3:

SHEET 3 OF 8

STORMWATER RUNOFF

Watershed ID: Post-Development Total
Drainage Area: 12.99 Acres
c-factor: 0.65 (see worksheet)
tc: 7.65 mins. (see worksheet)
Q(2): 38.31 cfs
Q(10): 49.64 cfs

Weighted c-factor Worksheet

Cover Type	Area	c
Asphalt Roads/Drives/Prking	2.03	0.90
Sidewalks	0.77	0.90
Bldg	2.18	0.90
Other on lot Impervious	0.74	0.90
Developed Open Space	7.27	0.45
c-factor =		0.65

Critical Duration Stormwater Management Volume Estimate
10-yr Storm

DA =	12.99	Acres	(drainage area)
c =	0.65		(developed runoff coefficient)
tc =	7.65	min.	(developed condition time of concentration)
qo =	18.83	cfs	(allowable peak outflow)
a =	161.60		(rainfall constant)
b =	18.73		(rainfall constant)
Td =	30.64	min.	(critical storm duration, Equation 5-5)
I =	3.27	in/hr	(critical storm intensity, Equation 5-2)
Qi =	27.64	cfs	(peak inflow for critical storm)
V =	30160	cf	(required storage estimate, Equation 5-1)

NOTES:

1. TO ACCOMMODATE THE STEEP TOPOGRAPHY OF THE SITE. ALL PROPOSED ROADWAYS WITHIN THE DEVELOPMENT HAVE BEEN DESIGNED USING THE AASHTO GUIDELINES FOR GEOMETRIC DESIGN OF VERY LOW-VOLUME LOCAL ROADS (ADT < 400) IN ACCORDANCE WITH THE NOTES IN TABLE 1 (GS-5SAR) OF THE VDOT SUBDIVISION STREET DESIGN GUIDE. (20 MPH DESIGN SPEED). ROADS 'A' AND 'B' ARE PROPOSED AS PUBLIC ROADS.

LAND USE TABLE:

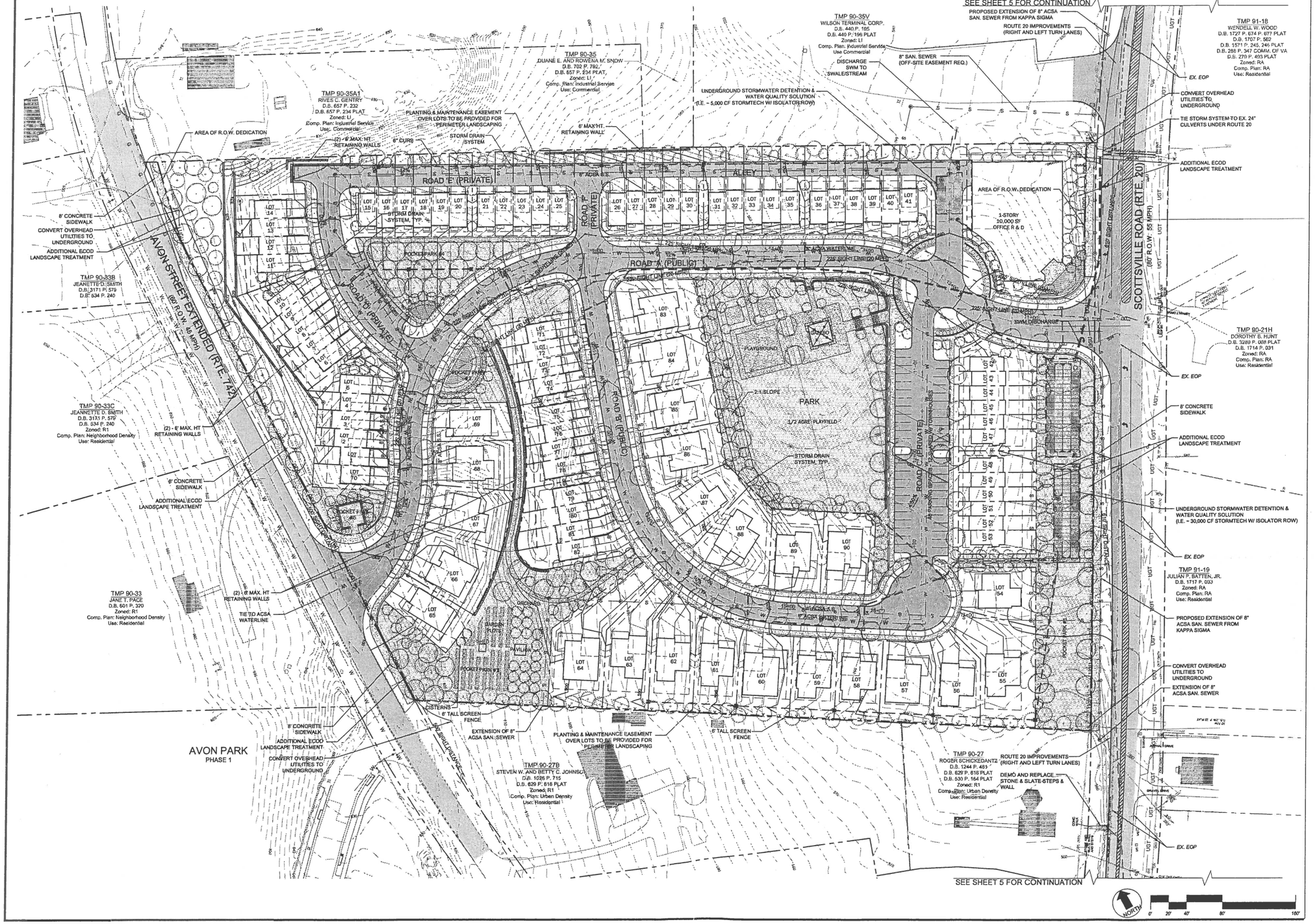
	SF	AC	%
IMPERVIOUS AREA:			
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ON LOT PARKING/WALKS	32,500	0.75	6%
PERVIOUS AREA:	309,044	7.09	55%
TOTAL SITE ACREAGE:**	563,453	12.94	100%

PARKING TABLE

RESIDENTIAL UNIT TYPE	QTY.	PARKING REQUIRED	PARKING PROVIDED ON LOT	
SINGLE-FAMILY DETACHED (2.00 SPACES/UNIT)	24	48	48	
W/ 2-CAR GARAGE & 2-CAR PARKING APRON (UNITS 54-69 % 83-90)				Apron spaces not included in "Provided On Lot"
TOWNHOUSE W/ GARAGE (2.25 SAPACES/UNIT)				
WITH 2-CAR GARAGE & NO PARKING APRON (UNITS 15-41)	27	61	52	
WITH 1-CAR GARAGE & 1-CAR PARKING APRON (UNITS 1-14 & 70-82)	27	61	56	
TOWNHOUSE W/O GARAGE (2.00 SPACES/UNIT)				
CONGREGATE, SHARED PARKING LOT IN BLOCK B (UNITS 42-53)	12	24	24	Located in Block B Parking Lot
TOTAL:		194	180	
			+ 32	Shared/Guest parking spaces in Block B Lot and adjacent to Road 'D'
			212	

NON-RESIDENTIAL UNIT TYPE	SF	PARKING REQUIRED	PARKING PROVIDED	
R&D FLEX OFFICE (PER ZONING REGULATIONS)	TBD	TBD	22	Non-residential uses will be limited by the availability of onsite parking

CONGREGATE PARKING TO BE PROVIDED IN BLOCKS A, B, OR C



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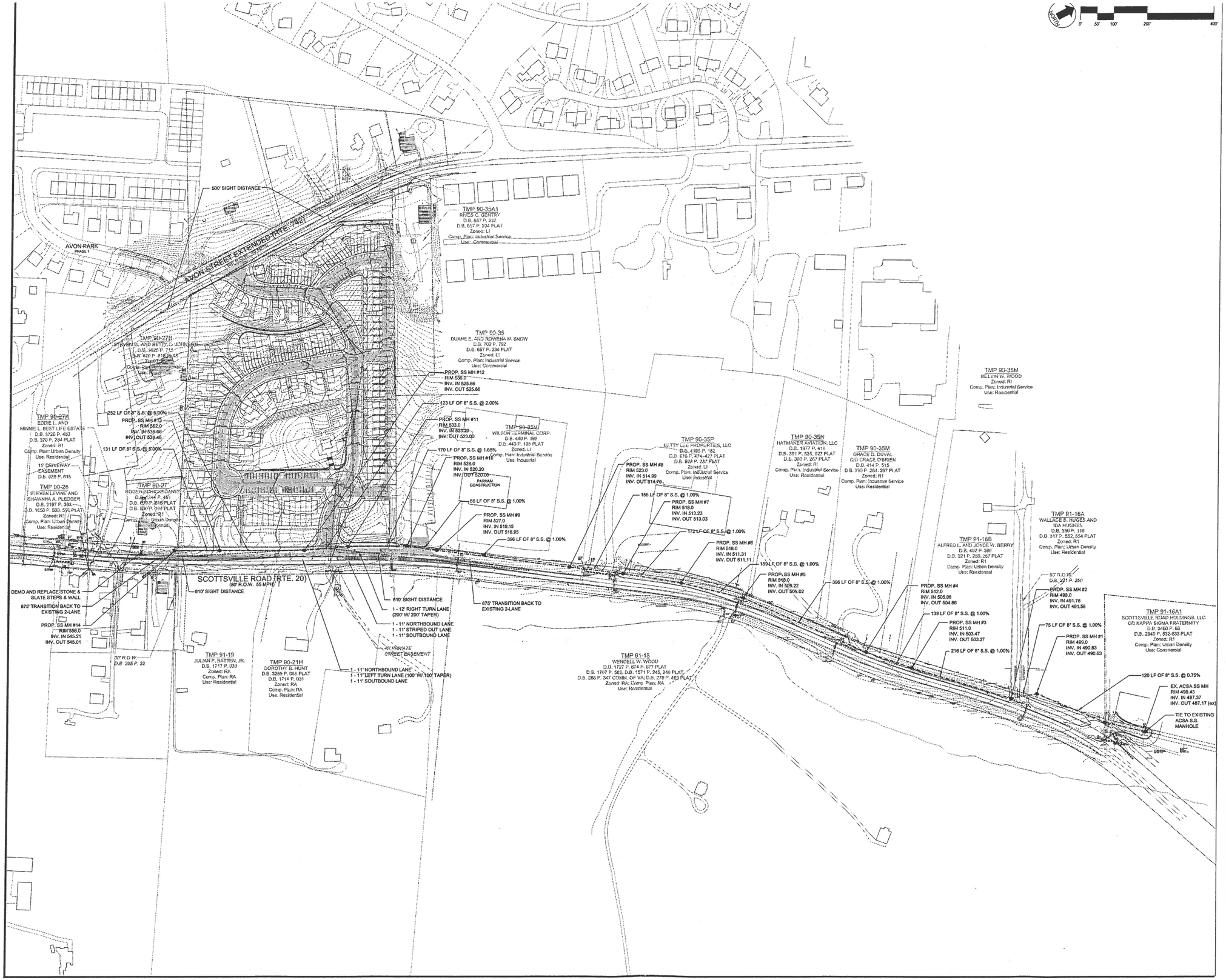
SPRING HILL VILLAGE

ZONING MAP AMENDMENT
ALBEMARLE COUNTY, VIRGINIA
DEVELOPMENT CONCEPT PLAN

ISSUED: 10-21-13
REVISIONS:

1. 01-21-14 - STAFF COMMENTS:
2. 03-31-14 - STAFF COMMENTS:
3. 05-19-14 - STAFF COMMENTS:
4. 07-07-14 - STAFF COMMENTS:
5. 08-29-14 - REV. TO SHEET 3:

SHEET 4 OF 8



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ZONING MAP AMENDMENT

SPRING HILL VILLAGE

ALBEMARLE COUNTY, VIRGINIA

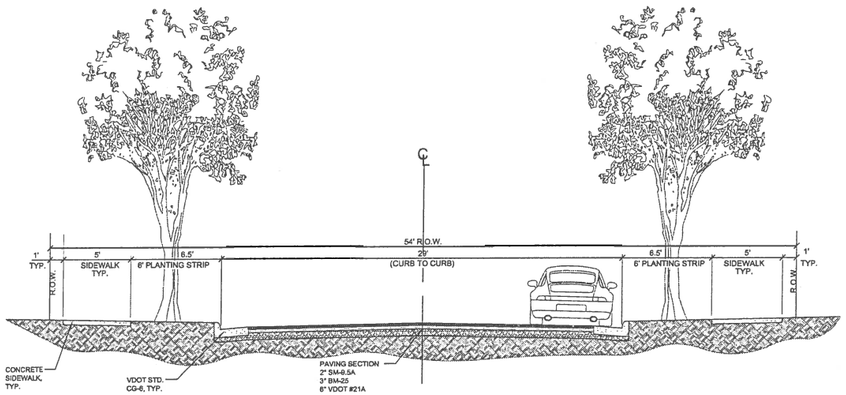
DEVELOPMENT CONCEPT

ROUTE 20 IMPROVEMENTS/SAN. SEWER EXT.

ISSUED: 10-21-13
REVISIONS:

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2. 03-31-14 - STAFF COMMENTS:
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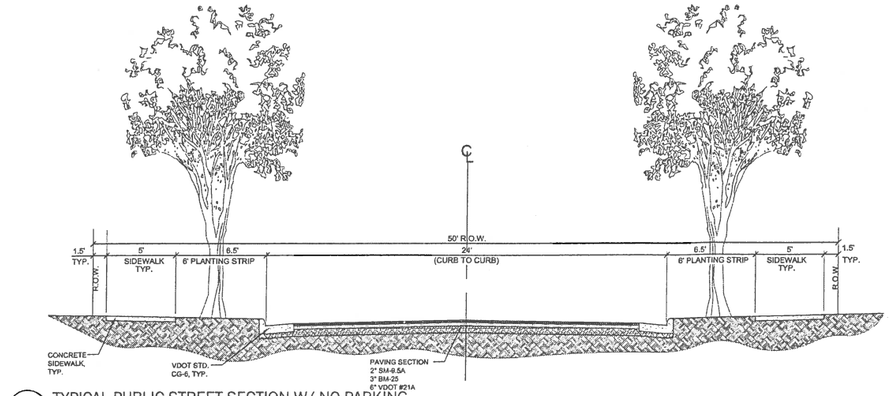
SHEET
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TYPICAL PUBLIC STREET SECTION W/ PARKING ON ONE SIDE ONLY

SPRING HILL VILLAGE (ROAD B OPTION)

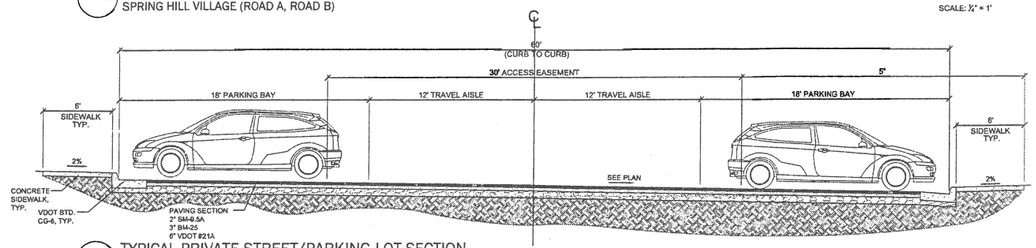
SCALE: ½" = 1'



TYPICAL PUBLIC STREET SECTION W/ NO PARKING

SPRING HILL VILLAGE (ROAD A, ROAD B)

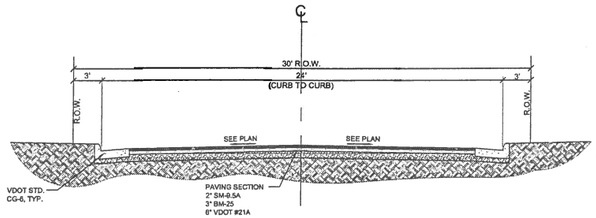
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TYPICAL PRIVATE STREET/PARKING LOT SECTION

SPRING HILL VILLAGE (ROAD C, PARKING COURTS)

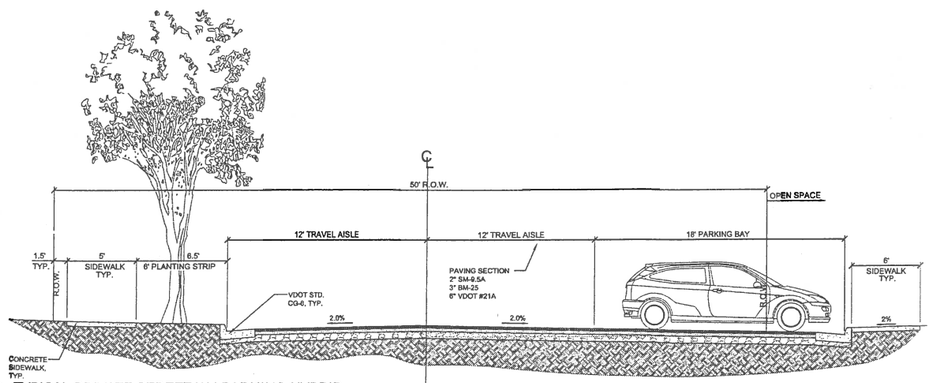
SCALE: ½" = 1'



TYPICAL PRIVATE STREET SECTION W/ NO PARKING

SPRING HILL VILLAGE (ROAD F)

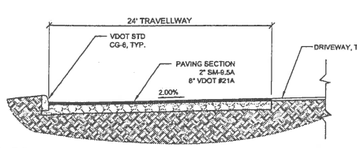
SCALE: ½" = 1'



TYPICAL PRIVATE STREET W/ PARKING HYBRID

SPRING HILL VILLAGE (ROAD D)

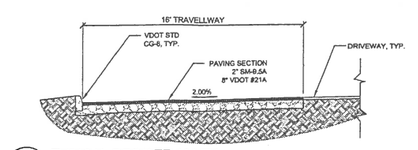
SCALE: ½" = 1'



PRIVATE ROAD E

SPRING HILL VILLAGE

SCALE: ½" = 1'



TYPICAL PRIVATE ALLEY

SPRING HILL VILLAGE

SCALE: ½" = 1'

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ZONING MAP AMENDMENT

SPRING HILL VILLAGE

ALBEMARLE COUNTY, VIRGINIA

DEVELOPMENT CONCEPT

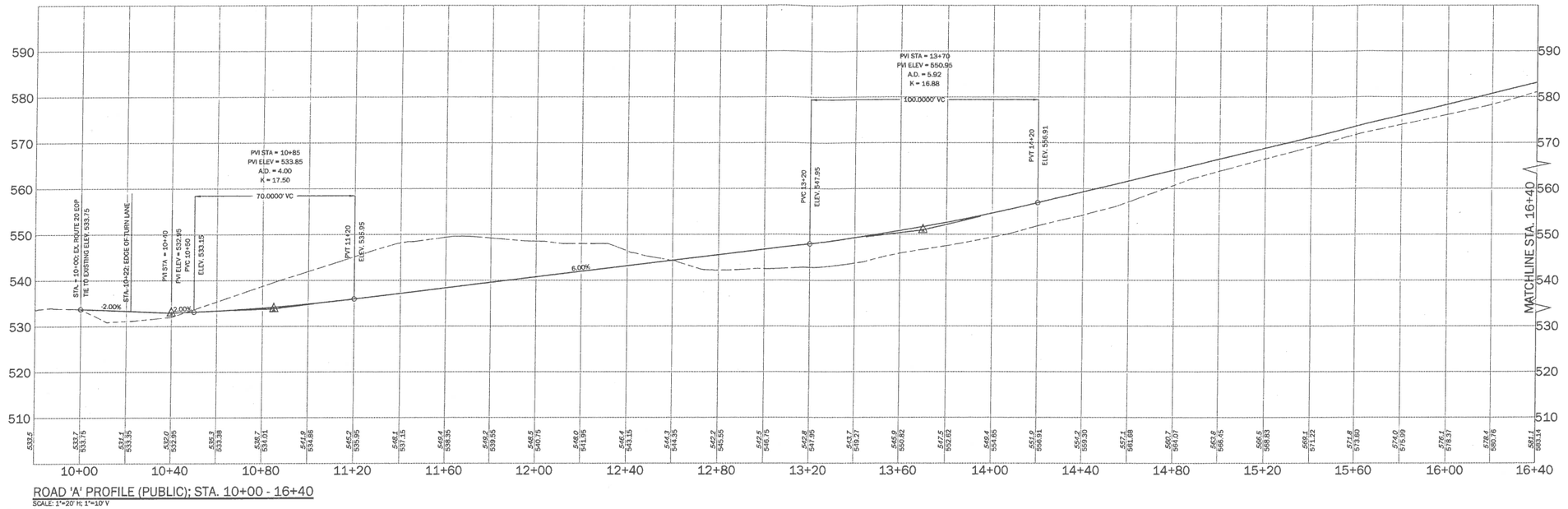
TYPICAL ROAD SECTIONS

ISSUED: 10-21-13

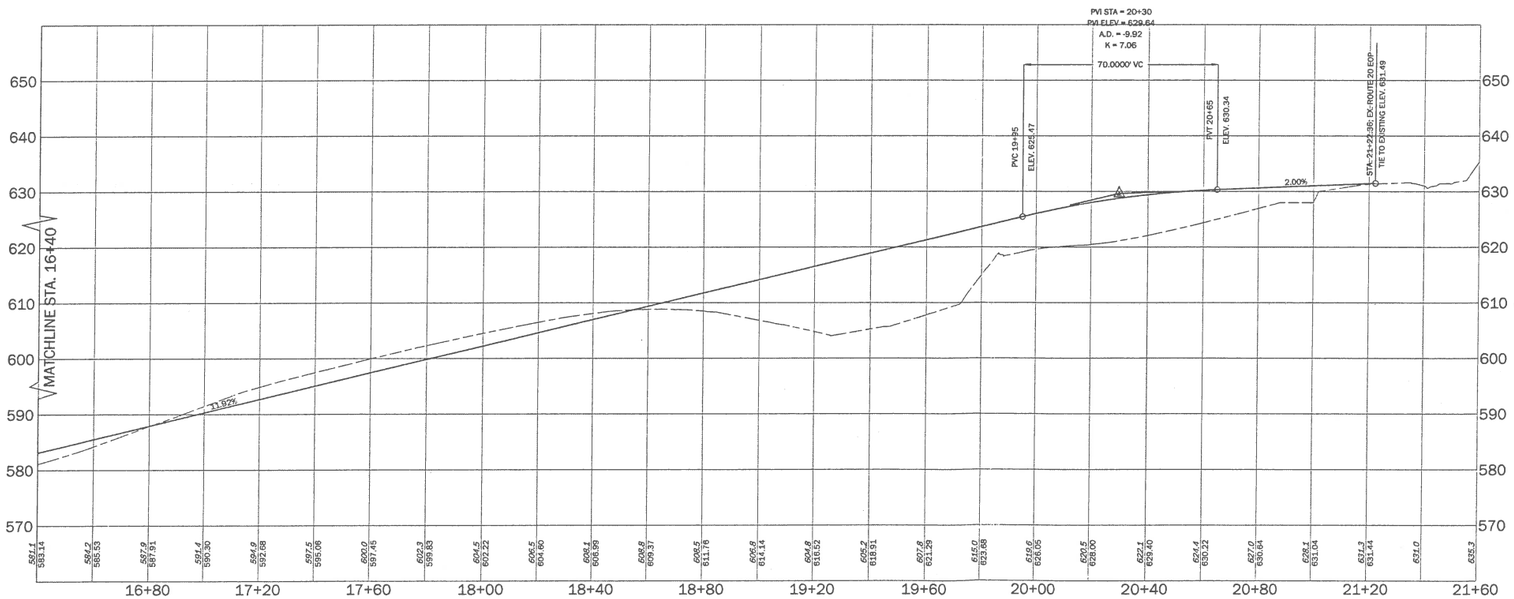
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3. 05-19-14 - STAFF COMMENTS:
4. 07-07-14 - STAFF COMMENTS:

SHEET 6 OF 8



ROAD 'A' PROFILE (PUBLIC); STA. 10+00 - 16+40
SCALE: 1"=20' H; 1"=10' V



ROAD 'A' PROFILE (PUBLIC); STA. 16+40 - END
SCALE: 1"=20' H; 1"=10' V

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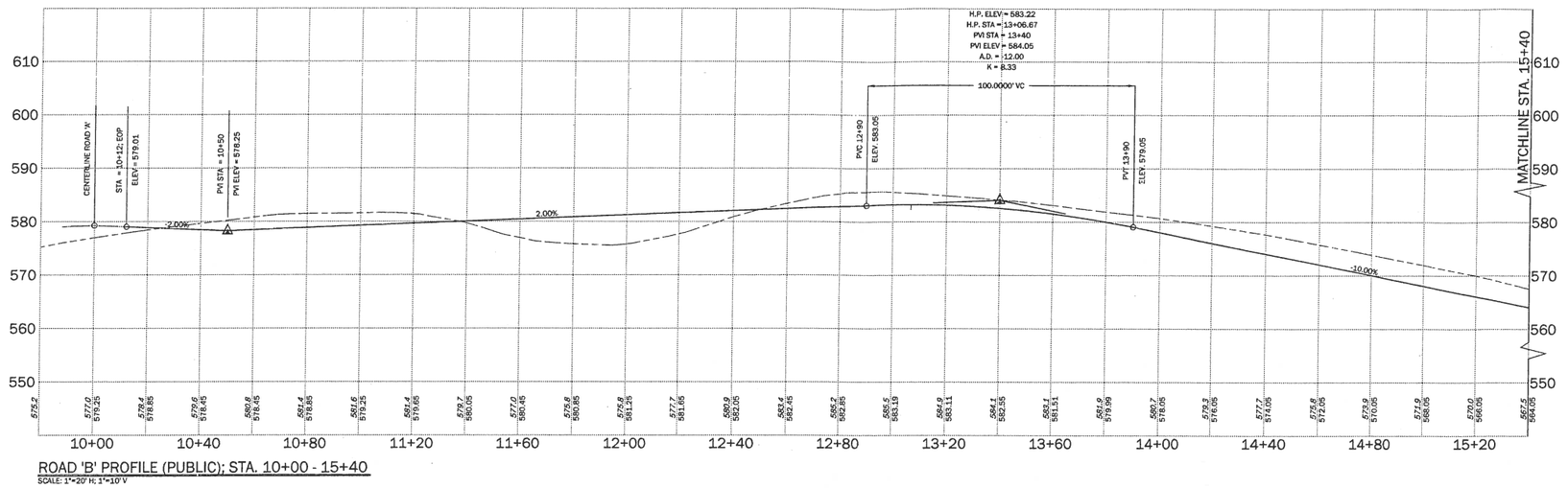
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ZONING MAP AMENDMENT
SPRING HILL VILLAGE
ALBEMARLE COUNTY, VIRGINIA
DEVELOPMENT CONCEPT
PRELIMINARY ROAD PROFILES

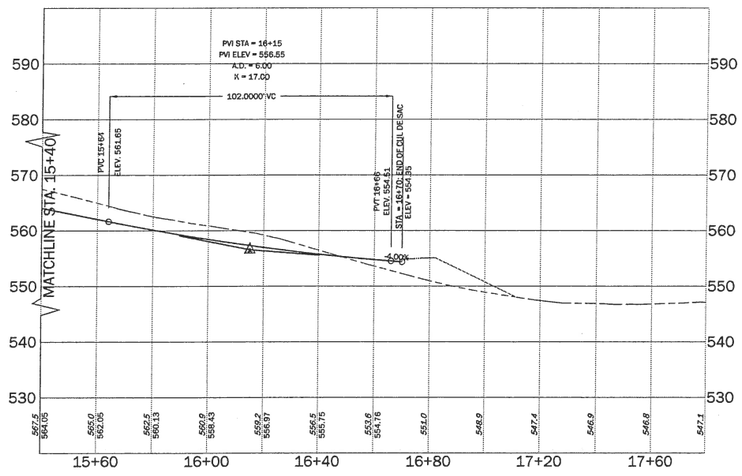
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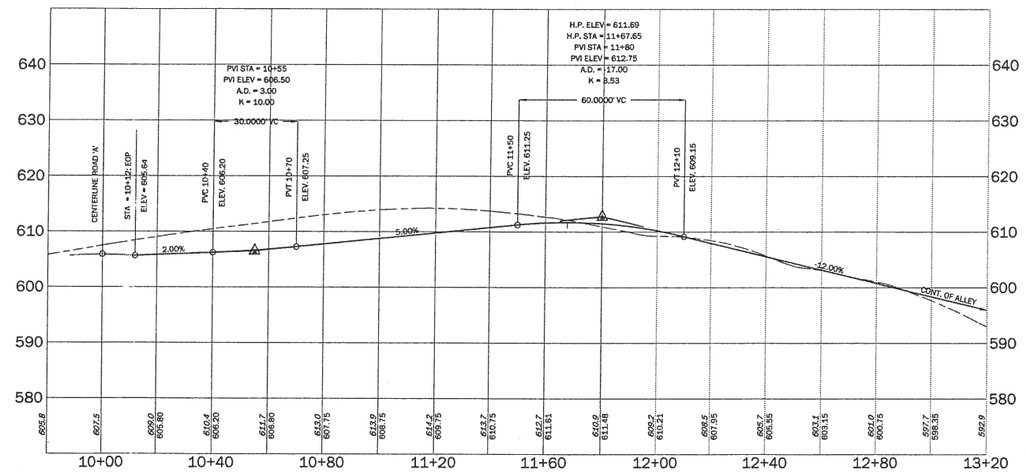
SHEET
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OF 8



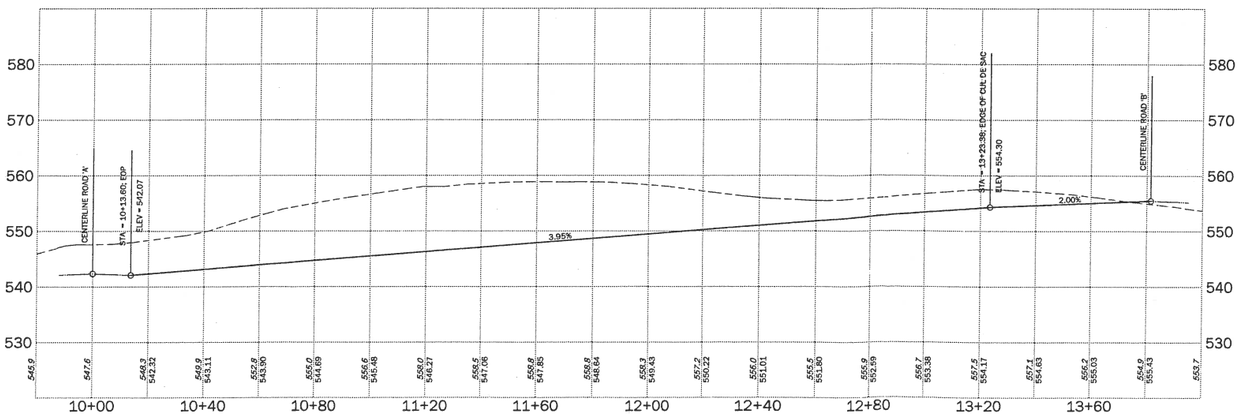
ROAD 'B' PROFILE (PUBLIC); STA. 10+00 - 15+40
SCALE: 1"=20' H; 1"=10' V



ROAD 'B' PROFILE (PUBLIC); STA. 15+40 - END
SCALE: 1"=20' H; 1"=10' V



ROAD 'D' PROFILE (PRIVATE)
SCALE: 1"=20' H; 1"=10' V



ROAD 'C' PROFILE (PRIVATE)
SCALE: 1"=20' H; 1"=10' V

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ZONING MAP AMENDMENT

SPRING HILL VILLAGE

ALBEMARLE COUNTY, VIRGINIA

DEVELOPMENT CONCEPT

PRELIMINARY ROAD PROFILES

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SHEET
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OF 8

SPRING HILL VILLAGE

Code of Development

ZMA # 2013-00017

Dated October 16, 2013

Revised January 21, 2014

Revised March 4, 2014

Revised March 31, 2014

Revised May 16, 2014

Revised July 7, 2014

Revised August 28, 2014

Revised November 8, 2016 - Variation #1

Revised April 9, 2020 - Variation #2

1. INTRODUCTION

1.1 Purpose and Intent

Pursuant to the requirements of the Neighborhood Model District ("NMD"), Section 20.A.5., of the Zoning Odinance of Albemarle County (the "Zoning Ordinance") this "Code of Development", together with the "Application Plan" referenced herein, sets the parameters within which Spring Hill Village is to be developed.

As envisioned by the NMD ordinance, this Code of Development for Spring Hill Village is intended to accomplish the following: (a) to promote flexibility and creativity in establishing the building locations, mixture of uses, bulk requirements, and densities within the subject property, and (b) to establish the regulatory framework and guidelines for each block within Spring Hill Village, as well as the uses, location, building types, and street systems contained therein.

Spring Hill Village is comprised of 12.991 acres, which is owned by Vito Cetta, who, for the purposes of this Code of Development, shall herein be referred to as the "Applicant." The term "Owner" shall refer to XYZ Company, its heirs, successors and assigns.

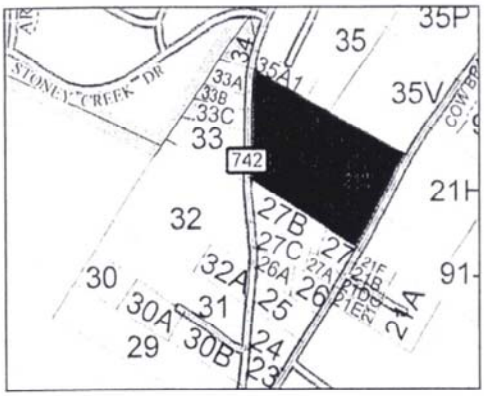
1.2 Existing Conditions

Spring Hill Village is formally known as Tax Map 90 Parcel 28 (1776 Scottsville Road) and has frontage on two of Albemarle County's Entrance Corridors, Route 20 South (Scottsville Road) and Avon Street Extended (Route 742). The current zoning of the parcel is R-1 and the comprehensive plan designation for this site is Urban Density Residential (6.01- 34 DU/AC). It resides within the Neighborhood 4 Growth Area.

It is bounded on the north by Parham Constructions headquarters and commercial development fronting Avon Street. To the south are older single-family detached homes. The majority of the property is comprised of rolling, open areas of moderate topography with some wooded areas and an old home site. No creeks, ponds, wetlands or historic structures occupy the parcel. There are a small amount of critical slopes on the property, all of which appear to be manmade.

Public water mains extend to the property along Avon Street Extended. Public sanitary sewer service currently terminates near the new Kappa Sigma property on Route 20. A preliminary engineering study indicates that extending this line to the site would be a rather simple process. Stormwater management will have to be provided on site and enough land exists to permit the creation of an above-grade facility.

On this and the following pages are contextual images to help you visualize the surrounding area and the site's location.



To the left is a portion of Tax Map 90 with the site highlighted.

Following is an aerial context map.



2. LAND USE

2.1 Application Plan

The Application Plan is the governing plan that serves as the roadmap for the development and depicts the general location of key features of the development, which are referenced in this Code of Development.

2.2 Development Concept Plan

The Development Concept Plan is a conceptual rendition of how the property might develop pursuant to the standards set forth in this Code of Development. It shows roads, sidewalks, lots, structures, landscaping, recreation and amenity features and other aspects of the development. It is provided to demonstrate how the application of the Code of Development could result in a built environment and how key aspects of any development, such as grading, parking, landscaping and building type and density could look. The Development Concept Plan is not a formal part of this submission and is not considered binding in any way.

2.3 Establishment of Blocks

In order to regulate land uses within Spring Hill Village, the project has been divided into seven (7) blocks referred to as Blocks A through G. The blocks are defined graphically by the Application/Block Plan. The acreages and specifics regarding the development restrictions being adopted for each block are presented in several tables that follow.

To promote flexibility as recited in the NMD ordinance, it is recognized that a certain degree of modification is permissible with regard to the final, platted dimensions and land area of individual blocks. Should modifications be subsequently proposed, such changes will be limited such that the size of any Block shall not change more than fifteen percent (15%). For example, a Block that is approved as 1.00 acre may be subsequently altered to be as small as 0.85 acre or as large as 1.15 acre.

Site plans and subdivision plats may be submitted and approved for any portion of an individual block, provided that all requirements of this Code of Development and the County Zoning Ordinance are otherwise met.

Blocks A, B and C are the only blocks where non-residential development may occur. These blocks are adjacent to Route 20 or border the non-residential development immediately north of the site. Like all other blocks within the community, they may also develop residentially. Parking lots, alleys and roadways may serve development of these blocks. Block D is adjacent to the residential neighbors to the south. This block is limited to residential use. Block D also encompasses the area proposed to be set aside for a park. Block E, and to a lesser degree Block G, represent the frontage development along Avon Street Extended. Here again, no non-residential uses are envisioned. Block F is internal to the project and is scheduled for residential development. All blocks have frontage on proposed public roads.

2.4 Permitted/Prohibited Uses By Block

TABLE 2.4 – Permitted/Prohibited Uses By Block

P = Permitted Use By Block; SP = Uses that may be applied for via Special Use Permit; Blank = Uses prohibited within Block.

	Uses	Block									
		A	B	C	D	E	F	G			
Residential Uses	Detached single-family dwellings	P	P	P	P	P	P	P			
	Semi-detached and attached single-family dwellings (e.g. duplexes, triplexes, quadraplexes, townhouses, atrium houses and patio houses)	P	P	P	P	P	P	P			
	Multiple-family dwellings		P								
	Rental of permitted residential uses and guest cottages	P	P	P	P	P	P	P			
	Group homes and homes for developmentally-disabled persons	P	P			P					
	Tourist lodging	P	P								
	Home Occupation (Class A)	P	P	P	P	P	P	P			
	Home Occupation (Class B) **(1)**	P	P	P	P	P	P	P			
	Accessory uses and buildings, including storage buildings	P	P	P	P	P	P	P			
Non-Residential Uses	Assisted living residential facilities	P	P								
	Administrative professional offices	P	P	P							
	Animal Shelter										
	Antique, gift, jewelry, notion and craft shops **(4)**	P	P								
	Auction houses	P	P								
	Automobile laundries										
	Automobile, truck repair shop excluding body shop										
	Automobile service stations (reference 5.1.20)										
	Barber, beauty shops	P	P								
	Body Shop										
	Building materials sales										
	Cemeteries										
	Churches **(4)**	P	P								
	Clothing, apparel and shoe shops **(4)**	P	P								
	Clubs, lodges, civic, fraternal, patriotic (reference 5.1.02) **(4)**	P	P								
	Commercial kennels - indoor only (ref. 5.1.11)										
	Commercial recreation establishments including but not limited to amusement centers, bowling alleys, pool halls and dance halls										
	Community center	P	P								
	Concessions for the serving of food refreshments or entertainment of club members and guests in conjunction with swim, golf, or tennis club.										
	Contractors' office and equipment storage yard			P							
	Convenience stores										
	Day care, child care, or nursery facility (ref. 5.1.06)	P	P	P							
	Department store										
	Drive-in theaters										
	Drive-through windows serving or associated with permitted uses	SP	SP								
	Drug store, pharmacy	P	P								
	Eating establishment (not including fast food restaurant)	P	P	P							
	Educational, technical and trade schools	P	P								
	Electric, gas, oil and communication facilities, excluding tower structures and including poles, lines, transformers, pipes, meters and related facilities for distribution of local service and owned and operated by a public utility. Water distribution and sewerage collection lines, pumping stations and appurtenances owned and operated by the Albemarle County Service Authority. Except as otherwise expressly provided, central water supplies and central sewerage systems in conformance with Chapter 16 of the Code of Albemarle and all other applicable law.	P	P	P	P	P	P	P			
	Factory outlet sales - clothing and fabric	P	P								
	Farmers' market (reference 5.1.36) **(4)**	P	P	P							
Non-	Fast food restaurant										
	Feed and seed stores (reference 5.1.22)	P	P								
	Financial institutions	P	P								
	Fire and rescue squad stations (reference 5.1.09)										
	Fire extinguisher and security products, sales and service	P	P								

	Florist.	P	P								
	Food and grocery stores including such specialty shops as bakery, candy, milk dispensary and wine and cheese shops	P	P	P							
	Funeral homes.	P	P								
	Furniture and home appliances (sales and service)	P	P								
	Hardware store	P	P								
	Health club or spa	P	P								
	Heating oil sales and distribution (reference 5.1.20)										
	Home and business services such as grounds care, cleaning, exterminators, miter repair and maintenance services	P	P								
	Hospitals										
	Hotels, motels and inns **(2)**	P	P								
	Indoor athletic facilities	P	P								
	Indoor theaters										
	Laboratories, medical or pharmaceutical	P	P	P							
	Laundries, dry cleaners	P	P								
	Laundromat (provided that an attendant shall be on duty at all hours during operation)										
	Libraries, museums	P	P								
	Light warehousing	SP	SP	SP							
	Livestock sales										
	Machinery and equipment sales, service and rental										
	Manufacturing/Processing/Assembly/Fabrication/Recycling	P	P	P							
	Medical center **(3)**	P	P	P							
	Mobile home and trailer sales and service										
	Modular building sales										
	Motor vehicle sales, service and rental										
	Musical instrument sales										
	New automotive parts sales										
	Newspaper publishing										
	Newsstands, magazines, pipe and tobacco shops										
	Office and business machines sales and service										
	Optical goods sales										
	Outdoor Amphitheatre **(4)**										
	Outdoor eating establishment or cafe	P	P	P							
	Outdoor storage, display and/ or sales serving or associated with a by-right permitted use, if any portion of the use would be visible from a County-designated Entrance Corridor	SP	SP	SP							
	Outdoor storage, display and/ or sales serving or associated with a by-right permitted use not visible from a County-designated Entrance Corridor	SP	SP	SP							
	Parks, playgrounds and civic spaces	P	P	P	P	P	P	P			
	Photographic goods sales	P	P								
	Private schools	P	P								
	Professional offices, including medical, dental and optical	P	P	P							
	Public and private utilities and infrastructure	P	P	P	P	P	P	P			
	Public uses and buildings, including temporary or mobile facilities such as schools, offices, parks, playgrounds and roads funded, owned or operated by local, state, or federal agencies, public water and sewer transmission, main or trunk lines, treatment facilities, pumping stations and the like, owned and/or operated by the Rivanna Water and Sewer Authority	P	P	P	P	P	P	P			
	Research and development activities including experimental testing	P	P								
	Rest home, nursing home, convalescent home, orphanage or similar institution	P	P								
	Retail sales and service establishments allowed under C. I, permitted as temporary events **(4) (5)**	P	P	P	P	P	P	P			
Non-Residential	Sale of major recreational equipment and vehicles										
	School of special instruction	P	P								
	Septic tank sales and related services										
	Sporting goods sales	P	P								
	Stand-alone parking and parking structures (reference 4.12, 5.1.4.1) **(6)**	SP	SP	SP							
	Stormwater management facilities shown on an approved final site plan or subdivision plat	P	P	P	P	P	P	P			
	Swim, golf, tennis or athletic facility	P	P								

	Tailor, seamstress	P	P								
	Temporary construction uses (reference 5.1.18)	P	P	P							
	Temporary nonresidential mobile homes (reference 5.8)										
	Tier I & Tier II personal wireless service facilities (reference 5.1.40)	P	P	P	P	P	P	P			
	Veterinary Office and Hospital (7)	P	P								
	Visual and audio appliances sales	P	P								
	Warehouse facilities net permitted under section 24.2.1 (reference 9.0)	SP	SP								
	Farm Sales or Farm Stand (4)	P	P								
	Wholesale Distribution	SP	SP								

1. Where permitted, home occupation uses shall be regulated per Section 5.2 of the Zoning Ordinance.

2. Where permitted, "Inn" shall not exceed 45 guest rooms.

3. Where permitted, this use category shall allow an emergency care (i.e., First Med) facility and/or health clinics and small medical offices.

4. Where permitted, outdoor retail sales within this category shall be limited to temporary, seasonal and periodic events supporting the community (no more than ten a year), including, without limitation, holiday festivals, community fairs, artisan and public open markets, weddings, and other pedestrian-related events. During specially permitted events streets may be blocked to vehicular traffic.

5. Where permitted, temporary retail sales events are allowed no more than 15 times per year. In the case of weekend sales, a "sales event" may include Friday, Saturday, and Sunday. An example of a temporary retail sales event would be a craft fair, jewelry show or any similar event that may be sponsored by a resident, group of residents or an organization like the girl scouts where some retail exchange may take place.

6. Stand-alone parking shall be subject to administrative review and approval by the Director of Planning and the ARB to ensure compatibility with adjacent residential uses appropriateness given the Entrance Corridor Overlay Districts.

7. Where permitted, this use is restricted solely to small animal care with no outdoor kennels and for offices for off-site veterinary services, such as for vets tending to horses off the premises.

2.5 Historic Structures and Sites

There are no historic structures or sites located on the Spring Hill Village property.

3. BUILDING FORM STANDARDS

3.1 Purpose

The regulations contained in this section are promulgated (i) with the intent that the form of buildings in Spring Hill Village will foster a vibrant pedestrian-scale neighborhood community, with architectural and landscape elements that complement and enhance building design and (ii) to create a flexible range of density over the designated blocks described herein.

3.2 Density Regulations

Table 3.2 establishes the parameters within which residential and non-residential shall be developed.

For the purposes of interpreting Table 3.2, no site plan or subdivision plat shall be approved unless it conforms to the following standards:

A. For residential uses, there shall be a minimum and maximum of residential dwelling units for Spring Hill Village at full build-out. Within this range, the Owner may adjust the residential unit type and density by block to meet market and design considerations.

B. For non-residential uses, there shall be a minimum and a maximum amount of gross floor area required/permitted. Within this range, the Owner may adjust the non-residential use and density by block to meet market and design considerations.

Density by Block

			Residential		Non-Residential	
Block	Size	Phase	Min.	Max.	Min.	Max.
A	0.6 AC.	2	0[1]	12[2]	0[2]	60,000
B	1.4 AC.	~~2~~ 1	0[1]	48[3]	0[2]	60,000
C	3.3 AC.	~~2~~ 1	0[1]	30[2]	0[2]	60,000
D	4.6 AC.	1	14	40[2]	0	0
E	1.2 AC.	1	8	16[2]	0	0
F	0.6 AC.	1	6	16[2]	0	0
G	1.3 AC.	1	4	12[2]	0	0

[1] Presumes development as non-residential use.

[2] A minimum of 10,000 SF of non-residential use is being proffered for Spring Hill Village.

TABLE 3.2.2 – Density Regulations

Min. Residential Dwelling Units	80 Units
Max. Residential Dwelling Units	100 Units
Min. Non-Residential Gross Floor Area	10,000 SF
Max. Non-Residential Gross Floor Area	60,000 SF

3.3 Lot Regulations

TABLE 3.3 – Lot Regulations

	Area and Bulk Regulations	Setback Regulations (no "Build To" lines proposed)		
	Min./Max. Lot Size (sq. ft.)	Min. Front Setback (ft.)	Min. Side Setback (ft.)*	Min. Rear Setback
Single-Family Detached	3,500 / 7,000	15	5[1]	15
Single-Family Semi-Detached (two units sharing a common wall)	3,000 / 7,000	15	5[1,2]	15
Single-Family Attached (townhouses)	1,000 / 5,000	5[5]	5[1,2,3]	~~15~~[3] 10[5]
Multi-Family, Non-Residential and Mixed-Use Buildings	NA	5	5[1,4]	15[4]

[1]Corner lots abutting two public roads shall have a ~~10'~~ 8' setback adjacent ~~to both streets.~~ to the side street.

[2]There shall be no minimum setback (i.e. zero ft.) along the side property line at the point of attachment of two or more single-family semi-detached or attached dwelling units of any type.

[3]10' Building Separation, per County Code 18-4.11.3. ~~In the case of townhouses served by a rear alley, the setback shall be a minimum of 32'~~.

[4]Except where uses are adjacent to Route 20, where the setback shall be 25'.

[5]~~Accessory structures shall be setback from rear lot lines by a minimum of 5'. There shall be no minimum setback requirement for the side yard~~.

18 feet from the right-of-way or exterior edge of the sidewalk if the sidewalk is outside of the right-of-way.

3.4 Building Height Regulations

The maximum building heights for Spring Hill Village shall be as shown in Table 3.4.

TABLE 3.4 –Building Height Regulations

Block	Residential		Non-Residential & Mixed-Use Buildings	
	Min./Max. # Stories	Maximum Height (ft.)	Min./Max. # Stories	Maximum Height (ft.)
Block A	1 / 4	50	1 / 4	65
Block B	1 / 4	50	1 / 4	65
Block C	1 / 3	40	1 / 4	65
Block D	1 / 3	40		
Block E	1 / 4	50		
Block F	1 / 3	40		
Block G	1 / 3	40	-	-

4. ARCHITECTURAL STANDARDS & ARCHITECTURAL REVIEW COMMITTEE

4.1 Architectural Standards

The following regulations and development guidelines shall be applied to the buildings and lots in Spring Hill Village. This will be accomplished vis-à-vis the establishment of a detailed set of covenants and restrictions that will apply to the property. All development proposals within Spring Hill Village will be processed by an architectural review committee; their goal being to guide development in such a manner that an overall degree of consistency and quality is achieved.

Aside from the review board set up to oversee Spring Hill Village, the development of this property shall also fall under the purview of the Albemarle County Architectural Review Board. Should conflicts arise between architectural standards established by the Spring Hill Village review board and recommendations made by the Albemarle County ARB within its defined purview, the County ARB recommendations shall prevail. Buildings within Spring Hill Village that are subject to ARB review per the existing regulations shall be reviewed by the ARB under the typical Certificate of Appropriateness process.

Prior to the approval of any site plan or subdivision concerning any portion of Spring Hill Village, the Owner shall cause to be recorded in the Clerk's Office of the Circuit Court of the County a Declaration of Covenants, Conditions and Restrictions for Spring Hill Village (the "Declaration") that includes provisions for the following:

- Procedure for creation of an "Architectural Review Committee", which shall include the minimum and maximum number of members and manner of appointment.
- Procedure for review of proposed buildings by the Architectural Review Committee for consistency with requirements of this Code of Development.
- Procedure for amending or supplementing the Architectural Design Standards, which shall include the number of property owners required to approve any such change; provided, however, that any such amendment may not eliminate or lessen the minimum standards of Section 4.1 of this Code of Development absent the written consent of the Director of Community Development.
- Rights of Declarant to enforce the Architectural Design Standards.

4.2 Variance

The Architectural Review Committee may authorize variances from compliance with any of the provisions of the Architectural Design Guidelines when circumstances such as topography, natural obstructions, hardship, aesthetic, or environmental considerations

require, but only in accordance with duly adopted rules and regulations and only when the variance is not in conflict with any Certificate of Appropriateness issued by the Albemarle County ARB.

5. LANDSCAPE STANDARDS

The following standards shall be applied to the buildings and structures in Spring Hill Village. For the purposes of this Code of Development, this Section shall be defined as the "Landscape Standards."

5.1 General Standards

The landscape standards contained in Section 32.7.9.7 of the County Zoning Ordinance shall apply to the Development, except as where the provisions of this Code of Development are more stringent.

Required landscape materials planted within public areas, such as the park system, other common areas, where buffers are required and along public right of ways, shall be chosen from the Albemarle County Recommended Plants List. If it is desired to use plants not included above, then information demonstrating the suitability of the plant materials shall be submitted to the Director of Community Development or designee, who may authorize alternative plant materials.

5.2 Planting Strip and Street Tree Standards

Streetscape plantings are shown on the plans of this submittal. The general regulations pertaining to these plantings are found on the street sections found of this submittal, which shall be supplemented with the following:

- Notwithstanding anything shown on the Application Plan to the contrary, Owner may elect to plant the street trees in wells or grates within Blocks A and B. If tree wells or grates are used in place of a planting strip, they shall be a minimum of thirty-six (36) square feet.

- Planting strips are not required on private travel ways and residential alleys.

- Street trees shall be provided along all streets in accordance with ARB guidelines and planted within the 6-foot wide planting strip located between the curb and sidewalk. Trees shall be installed at an average of forty (40) feet on center. Street tree spacing may vary due to site distance requirements, utility easements, driveway location, important landscape architectural or architectural features, or to permit an important vista. In residential areas, if conflicts arise between street trees and utilities, utility easements or site distance requirements, and if it can be demonstrated that no other economically or physically viable alternative exists, the

Director of Community Development or designee may allow street trees to be placed on the residential lots as close to the street as possible as a replacement for the street tree within the planting strip. Along private travel ways, street trees shall either be provided behind the sidewalk in the parking setback where a parking lot fronts the street or shall not be required where a building is attached to the sidewalk.

5.3 Exterior Screening Standards

Within Spring Hill Village, Mixed-use and non-residential uses shall not be required to be screened from internal residential uses.

5.4 Landscaping/Screening Areas

The perimeter areas of Spring Hill Village require landscape treatments to ensure a reasonable transition between the proposed community and the surrounding land uses and adjacent roadways. For example, the ARB requires extra landscape or fencing measures be taken along entrance corridors to ensure views from the roadways are pleasing. Route 20 and Avon Street Extended are Entrance Corridors and plantings beyond the normal street tree requirement will apply. In addition, screening in the form of both fencing and landscaping will be installed along the southern property boundary to partially mitigate the visual impact of new homes being placed adjacent to the existing residences there. County staff and the ARB approval of a landscape plan will be required.

6. STREETSCAPE STANDARDS

6.1 Streetscape Standards

All streets shall be constructed to VDOT standards as well as any additional, complementary standards included in Section 20A.10 of the NMD section of the Albemarle County Zoning Ordinance. Beyond construction of roadways, sidewalks and utilities, the Owner reserves the right to install within or adjacent to the right of way such items that may be deemed acceptable to VDOT such as MUTCD signing, lighting, landscape treatments, mailboxes, low walls or other features. Streetscapes will be more formal in nature near the central core of the community and less so in other areas. All exterior lighting associated with streets, parking lots and common areas shall be classified as full cut-off, and qualify as Dark Sky. They shall also comply with Albemarle County ordinances and, where applicable, VDOT regulations. Grading of areas between the curb and sidewalk have been proposed as flat to permit unrestricted pedestrian access between on-street parking accommodations and the sidewalk system.

6.2 Street Signage

Non-standard signage may be installed throughout Spring Hill Village at no cost to the County upon approval of a signage plan by the Director of Community Development, or designee.

6.3 Street Materials

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

7. PARKING REGULATIONS

7.1 Regulations

The minimum parking requirements of the Zoning Ordinance shall govern the provision of parking and related improvements within Spring Hill Village.

Parking in General – Required parking may be provided either on-lot, on adjacent lots as stand-alone or shared parking, as on-street parking or a combination thereof. Structured parking up to three stories is also permitted if granted a Special Use Permit. All Single-Family Detached lots shall provide two garage-based parking accommodations as well as two driveway-based parking spots.

On-Street Parking – Spring Hill Village is likely to be a mix of public and private roads. The main road connecting Avon Street Extended with Route 20 (Road A) and Road B, which terminates ~~in a cul-de-sac~~ at the private road are currently envisioned to be public ~~with no on-street parking~~ roads. On-street parking is intended to be permitted and provided for in areas of Spring Hill Village along sections of public or private streets whenever the road width is designed to accommodate it. These spaces will be arranged parallel to the travelway when associated with a public road. When occurring adjacent to private roads they may also be arranged as angled or perpendicular to a travelway. All required guest parking spaces for townhomes are provided in this manner. ~~Ten (10)~~ Seven (7) spaces are proposed adjacent to Road D next to Pocket Park #4. Additional guest parking for townhomes is provided in a congregate parking lot currently shown in Block B. Road B is currently shown with a width that does not accommodate on-street parking. However, this road may be widened to provide for additional on-street parking.

7.2 Shared Parking

A shared parking plan may be submitted by the Owner at the time of submission of a Site Plan and reviewed by the Zoning Administrator in accordance with Section 4.12 of the Zoning Ordinance (a "Shared Parking Plan").

7.3 Stand-Alone Parking

Non-residential uses are permitted in Blocks A, B and C. It is unlikely that this type of development will take place in all three Blocks. Depending upon the nature of the non-residential uses that develop in Spring Hill Village, additional area currently set aside for residential development may have to be allocated to parking accommodations. An example of how this might occur is reflected on the Parking Exhibit, which can be found on the last page of the Code. Should the development of non-residential uses approach the maximum 60,000 SF, structured parking may be required. It should be anticipated that the parking requirement for any non-residential use will require a combination of on-lot, stand-along and shared parking arrangements.

7.4 Alternative parking surfaces may be approved, subject to prior review and approval by

Alternative parking surfaces may be approved, subject to prior review and approval by the Director of Community Development, or designee.

8. OPEN SPACE & AMENITIES

8.1 Parks

The Owner has set aside ~~2.83~~ 2.84 acres of the property as Amenity Space, which is 22% of the total site area after a small area (0.04 acre) of the current site is dedicated to road right-of-way. As the plan for the proposed community evolves certain elements may change size or location in a minor way. Shifts of this nature and magnitude may result in very minor changes in the acreages associated with Green Space and Amenity Space. In all cases, the minimum requirements for Green and Amenity Space shall be met.

Comprising the Amenity Area is a central park of ~~just over~~ 1 acre and ~~five~~ four pocket parks located throughout the proposed community. A conceptual design for the park is reflected within the plan submission. The main park will provide opportunities for both active and passive recreational activities. A tot lot complex with separate areas for dynamic and static play equipment are proposed. The play equipment to be installed shall meet or exceeding the County requirements and will provide safe and age-appropriate activity areas for children. A pavilion surrounded by paved surface will be a place for gatherings, events and shaded observation of the tot lot areas. Along the southern axis of the pavilion a large lawn panel is being set aside for organized sports. This area will also serve as a spectator area should the pavilion host movie nights or live performances. It is large enough to accommodate one or more tents that may be used for special events.

The system of pocket parks is intended to offer a variety of recreational opportunities. Pocket Park #1 is a large, rectangular area taking up most of the property frontage along

Route 20. It can be used for a variety of sports and an area to walk pets. Pocket Park #2 is designed to host a communal vegetable gardening and even a dwarf fruit tree orchard. A garden shed to house tools and a small covered shelter to provide shade are also proposed. Pocket park #2 will extend to the main connector road and shall include a walking trail from the main connector road along the greenway pocket park to the garden area. ~~Pocket Park #3 is an area adjacent to the main connector road and is a small eddy off of the road where one can sit and relax on a bench amongst trees, shrubs and flowers.~~ Pocket Park ~~#4~~ #3 is across the street from ~~#5~~ #2 and is proposed to be ~~set up as a shady retreat within a bosque of trees~~ a dog park for the comunity. Pocket Park ~~#5~~ #4 is located at the intersection of the connector road and Avon Street Extended. It is envisioned as a possible location for a school bus stop. As such it will provide an alcove with landscaping and seating where children can await the bus and parents can congregate as they wait for kids to be dropped off.

As the community develops and its demographics evolve the uses within these amenity areas may also evolve. It is the Applicant's intent that the central park be developed as described, but that the residents of Spring Hill Village have a say in how the pocket parks are used or further improved.

9. PUBLIC FACILITIES

9.1 Water & Sewer

Water shall be provided through a connection to the public water system located in or along Avon Street Extended. Sanitary sewer service will be extended to the subject site along Route 20 from its current terminus near the Kappa Sigma property. A conceptual layout of the water and sewer systems is shown on the drawings submitted.

9.2 Stormwater

A preliminary layout of the storm sewerage system and stormwater management concept is shown on the drawings submitted.

9.3 Dedications

Areas dedicated to the County for public use, other than streets dedicated by recorded subdivision plat, shall be conveyed to the County only in such manner and form approved by the County Attorney.

10. CONFORMANCE WITH NEIGHBORHOOD MODEL DISTRICT PRINCIPLES

10.1 Pedestrian Orientation

The subject site lies on the outskirts of the growth area designated as Neighborhood 4. This side of town has seen a great deal of new development and a number of projects are underway. The southernmost section of Neighborhood 4 has yet to mature to the point where it is a true "neighborhood." For that reason, and partially due to the challenging terrain, the community at large is not currently considered walkable. Noticeable gaps in infrastructure such as sidewalks are now being filled in by new development, and soon the entire neighborhood will be linked in such a way that the needs for pedestrian and bicycles will be fully met.

Spring Hill Village is proposing to do its part to fill in the gaps with regard to the pedestrian issue. Area along the frontage of Avon Street Extended will be set aside for the installation of such a connection already present in the corridor. The extension of this system will help integrate Spring Hill Village into the fabric of the evolving neighborhood.

Within Spring Hill Village itself, a simple, intuitive system of sidewalks connects the residential buildings to one another and directs residents toward the central community space, which includes a number of recreational and social opportunities. Furthermore, connections between the residential and possible commercial sections of Spring Hill Village are provided.

10.2 Neighborhood-Friendly Streets and Paths

Spring Hill Village is served by a formal system of public streets which connect all internal portions of the community together as well as connect Route 20 with Avon Street Extended. Roadside sidewalks flow throughout the community. On and off-street parking are provided.

An intensive street tree program will compliment the project by providing additional ambiance, welcome shade and serve as a visual foil between the roadways, pedestrians on the sidewalks, and the buildings.

10.3 Interconnected Streets and Transportation Networks

It was difficult due to the native topography of the site, but the plan calls for providing a vehicular connection through the property between Avon Street Extended and Route 20.

Opportunities do exist to provide interconnectivity to adjacent parcels. Some of these properties have been developed and others remain in single-family use. An opportunity to connect to the property(s) north of Spring Hill Village has been accommodated. The residents south of the proposed development have expressed a desire not to have such a connection.

10.4 Parks and Open Space as Amenities

2.84
~~2.83~~ acres have been set aside for internal community use. It will include improvements directed toward active, as well as passive recreational use, social gatherings and communal gardening.

10.5 Neighborhood Centers

The "neighborhood center" for Spring Hill Village will be the park. Businesses that may choose to locate in Blocks A or B could be of a nature that they too would serve as gathering places within the community. In a broader context, this precinct is anchored by South Side Shopping Center located at the intersection of Avon Street Extended and Mill Creek Drive. A large grocery store and number of convenience-related businesses are located there. A bank, a convenience store with fuel service, and other commercial ventures compliment the food store and retail enterprises. A variety public services and facilities have been constructed. Included are a new high school, a fire/rescue station and a planned branch library. Additional business activity occurs in the Mill Creek community on the west side of Avon Street Extended. The residents of Spring Hill Village will find the existing neighborhood center convenient and a place where they will regularly patronize.

10.6 Buildings and Spaces of Human Scale

Spring Hill Village is intended to be a quality, mixed-use community. Architecture, streetscape, and amenity spaces have been coordinated to create a comfortable and safe environment for residents and their guests.

may be one to four stories in height and will be set back from the right of way with open space and landscaping between the lots and r/w, screening the units from the road.

along

Buildings ~~fronting on~~ Avon Street Extended ~~will have three or more stories to provide an architectural façade to the community and to ensure that those traveling on the roadway do not consistently look down onto rooftops.~~ The middle of the community may have structures of one ~~or two stories~~ to three stories. Along the Route 20 frontage buildings may ~~again~~ increase in height in response to their intended use. From within the development buildings will appear to diminish in size due to the fact that they are terracing down the hillside. Due to the terrain falling steadily away views of Carter's Mountain will be afforded from almost every vantage point.

10.7 Relegated Parking

Most of the required parking for Spring Hill Village will occur on individual lots or in parking lots adjacent thereto. The remaining required parking will be provided on the public roadways. Blocks A, B and C are where most of the relegated parking is currently proposed.

10.8 Mixture of Uses and Use Types

Spring Hill Village is proposed as a NMD with an opportunity for complementary non-residential uses to develop along the eastern and northern boundaries (Blocks A, B and C). The property enjoys ready access to the neighborhood shopping center, schools, public services, and Interstate 64. It is also an easy commute to downtown Charlottesville. Rather than compete

with this robust development, Spring Hill Village attempts to provide desirable housing in a convenient location while also filling a need for a business location on the south side of the City.

10.9 Mixture of Housing Types and Affordability

Spring Hill Village ~~will offer~~ allows single-family detached and attached home sites. Apartments may be included in Block B. Fifteen (15) percent of the residences will be designated as "affordable" according to Albemarle County's definition of affordable rental housing.

10.10 Redevelopment

The property is not being redeveloped.

10.11 Site Planning that Respects Terrain

The terrain of the subject property is challenging. The layout of building blocks, travelways, and improvements in Spring Hill Village responds to the topography of the site, which will result in a pleasing and well-organized community. Although considerable grading will take place, the lay of the land within the project will still reflect the original topography of the site.

10.12 Clear Boundaries with the Rural Areas

To the west and north Spring Hill Village is bordered by commercial and industrial development. To the east lies Route 20 which represents a clear boundary between the eastern limits of Neighborhood 4 and the farmland designated as Rural Areas. Immediately south lie several other single-family homes beyond which the character of the corridor changes over to a rural setting and this also represents the southern limits of Neighborhood 4.