

February 19, 2024

Kevin McCollum  
Senior Planner II  
Albemarle County  
Department of Community Development  
401 McIntire Road  
Charlottesville, VA 22902

**Regarding: ZMA2023—00010 Granger Development  
Request for Private Street Authorization**

Dear Kevin:

Please allow this letter to serve as a formal waiver request for the authorization of private streets within the Granger Development for ZMA2023-00010. In accordance with Sec. 14-233(A)1, the applicant requests authorization for (1) of the roadways within the Granger Development to be a private street. By allowing the roadway to be a private street, the principles of the neighborhood model can more fully implemented with the design. The proposed design with the use of a private street utilizes more flexible roadway standards on the street design to allow for a streetscape that is more consistent with the neighborhood mode, the street to better achieve the density goals of the comprehensive plan, and a design that helps protect the significant environmental resources (preserved slopes) around the site. By allowing this roadway to be a private street, additional parking is created along the roadway, allowing additional density with the units fronting on the private street. The proposed two family attached units along the eastern portion of the private road utilize a basement design to allow the units to step down with the existing topography. The stepdown of these units allows the design of the development to step down with the current topography of the site and help protect the environmentally sensitive resources around the site. Driveways along this roadway with the two-family attached units would also not allow room for the street trees along the roadway. With the design of a private street with perpendicular parking for the parking spaces for these (2) units on each lot, parking can be provided while still allowing for a sidewalk and street trees between the parking area and the units. These creates a more vibrant streetscape for the pedestrian traffic in the neighborhood. In addition, more parking can be provided along the street under a shared parking scenario allowing for additional density with these proposed units.

The total number of lots served by the proposed private street is approximately 55 to 60 units. The proposed cross section design of the street is shown on sheet 2 of the rezoning application plan. The roadway width shall be adequate to provide adequate access and fire/rescue accessibility to the units along the street. The pavement depths shall meet VDOT requirements for street pavement design requirements. Sheet 5 of the rezoning application plan provides the proposed grading of the private street with the existing conditions and contours. Sheet 3 also shows the existing conditions and environmental protective areas on the site. The private street shall be owned and maintained by the Homeowners association for the development.

As noted above, the street network for this section of the Granger development adheres better toward the guiding principles within the Neighborhood Model with the proposed private street, creating a more pedestrian oriented development with sidewalks, street trees, and adequate parking for the proposed density along the street. The private roads will be constructed to a design width and pavement thickness to adequately serve as access to the single family and two family attached units and will be designed in accordance with VDOT standards. The only variation to the street design is the inclusion of perpendicular parking to provide adequate parking spaces along the street for the proposed density while maintaining a streetscape with street trees and sidewalks on the back side of the parking area. The street design will accommodate the expected traffic volume within this area of the development, and the private street would be owned and maintained by the Granger Neighborhood HOA. No additional traffic or thru traffic is expected to utilize this private road, and there is no public street proposed in this location on the Comprehensive plan. The fees for the private street will be owned by each owners of the Granger HOA.

Please let me know if you have any questions or require any additional information.

Sincerely,  
  
Scott Collins, PE