Rezoning, Conditional Use & Conditional Use Planned Development

An age-restricted multifamily development with a maximum of 97 units is proposed.

The Property  
7420 Ashlake Parkway  

Site Size  
2.31 Acres  

Comprehensive Plan – Land Use Designation

Neighborhood Business

Plan Area  
County Wide Plan

Figures 1 & 2: Images of Request Area & Land Use Plan Map

Summary of Proposal

Rezoning from Community Business (C-3) to Community Business (C-3) with a conditional use to permit multifamily residential uses plus conditional use planned development to permit exceptions relative to development standards. Specifically, exceptions are requested for 1) parking standards, 2) buffer requirements and 3) interior landscaping for paved parking areas. In addition, modifications to typical Multifamily Residential (R-MF) ordinance requirements are requested with the conditional use request for multifamily residential uses.

An age-restricted multifamily residential development with a maximum of ninety-seven (97) units is proposed. Total residential density for the project is 41.99 dwelling units per acre. The applicant’s overall development proposal will include an additional property to the west (GPIN 720-670-3926) that would allow a total of 134 age-restricted dwelling units between two (2) buildings on 5.61 acres. Density for the overall development proposal will be 23.88 dwelling units per acre.
STAFF - APPROVAL

While the proposed age-restricted multifamily development is not consistent with the Comprehensive Plan’s Land Use Plan Designation for Neighborhood Business uses, the Property is located at an intersection where uses would begin to transition from Neighborhood and Community Business uses to Suburban Residential II uses. The proposal would develop age-restricted multifamily dwellings as a transitional use between existing office and commercial uses to the north and single and multifamily uses to the south and southeast. The site’s unique location at an arterial intersection will achieve a well-designed, integrated, and high-quality residential development served by adequate public facilities and infrastructure.

The proposal will provide a senior housing option within walking distance to existing and planned commercial and office uses to the north (Hancock Village). Exceptions requested to typical multifamily residential standards and development standards are consistent with similar multifamily projects providing high quality building design and materials, as well as an integrated network of streets and parking areas, sidewalks, connected open spaces and amenities appropriate for higher density residential projects.

The traffic impact of this request will be addressed through road improvements and road cash proffer payments.

NOTES FOR THE PLANNING COMMISSION AND BOARD OF SUPERVISORS

1. Conditions may be imposed, or the property owner may proffer conditions.
2. Proffered conditions, Textual Statement, a conceptual site plan, and supplemental exhibits have been submitted by the applicant.
3. Both the Planning Commission and Staff recommend acceptance of the proffered conditions.
# Table of Contents

Summary of Proposal .................................................................................................................. 1
Recommendations ......................................................................................................................... 2
Table of Contents .......................................................................................................................... 3
Planning ....................................................................................................................................... 4
Current Zoning Map ....................................................................................................................... 7
Supplemental Analysis ................................................................................................................... 8
  Budget & Management .................................................................................................................. 8
  Community Enhancement ............................................................................................................ 8
  Environmental Engineering ......................................................................................................... 8
  Fire & Emergency Medical Services ............................................................................................. 9
  Libraries ...................................................................................................................................... 9
  Parks & Recreation ..................................................................................................................... 10
  Police ......................................................................................................................................... 10
  Schools ...................................................................................................................................... 10
  Transportation - County Department of Transportation .............................................................. 10
  Transportation - Virginia Department of Transportation ........................................................... 11
  Utilities – Water and Wastewater .............................................................................................. 11
Community Engagement & Public Hearings ............................................................................... 12
Proffered Conditions (12/1/2021) ................................................................................................. 13
Textual Statement - Ordinance Exceptions (12/1/2021) ............................................................ 16
Conceptual Site Plan – Ashlake Project VHDA Exhibit ................................................................. 17
Conceptual Elevations/Exterior Facades – Ashlake Crossing ....................................................... 18
Conceptual Plan for Phases I & II Plan – Informational Only ....................................................... 21
Exceptions to Today’s R-MF Ordinance Standards – Supplemental Exhibit .............................. 22
Case Contacts ............................................................................................................................... 25
Appendix ...................................................................................................................................... 26
  Budget & Management ............................................................................................................... 26
  Community Facilities and Infrastructure .................................................................................... 26
  Fire & Emergency Medical Services ......................................................................................... 26
Planning

Zoning History

92SN0130: Approved (5/1992)
Rezoning from Agricultural (A) to Convenience Business (C-1) of approximately 2.3 acres. No planned use was specified in the zoning request.

95SN0177: Approved (5/1995)
Rezoning from Convenience Business (C-1) to Community Business (C-3) of approximately 2.3 acres. Uses were restricted to C-1 uses as well as a dinner theater use. A dinner theater was planned.

11SN0106: Approved (3/2011)
Amendment of zoning (Case 95SN0177) to modify uses, hours of operation, architectural treatment and access. The request permitted additional (C-2) uses, allow longer hours of operation for a sit-down restaurant, access to Ashlake Parkway, and architectural treatment to meet Ordinance requirements.

Comprehensive Plan – Land Use Plan Designation
The Comprehensive Plan designates the Property for Neighborhood Business, which suggests the Property is appropriate for commercial uses that serve neighborhood-wide trade areas. Typical uses could include grocery stores, clothing stores, medical clinics, hardware stores, restaurants or other uses that primarily serve weekly or bi-weekly household needs.

Proposal
An age-restricted residential community consisting of a maximum of ninety-seven (97) multifamily dwellings is proposed. This development would be zoned Community Business (C-3) with a conditional use to permit multifamily residential uses plus conditional use planned development to permit modifications to development standards, as identified in the Master Plan (Textual Statement and Exceptions to R-MF Ordinance Standards – Supplemental Exhibit). Uses for the Property will be limited to those uses permitted by right, with restrictions, or accessory to the uses in the Multifamily Residential (R-MF) District, as well as a salon use (Proffered Condition 4).

The applicant intends to develop the Property with an adjoining parcel to the west, known as 14500 Ashbrook Parkway (Highlighted on the Current Zoning Map as GPIN: 720-670-3926). This parcel was rezoned in 1983 as part of the neighboring Ashbrook subdivision (Case 83SN0190) to permit residential condominiums. A conceptual plan of how these properties may be developed together is shown in the “Conceptual Plan for Phases I & II Plan – Informational Only” graphic. The applicant’s request has been developed to accommodate the proposed improvements shown on the Conceptual Site Plan, in tandem with the zoning conditions that apply to residential development on 14500 Ashbrook Parkway. In total, two (2) age-restricted multifamily buildings consisting of 134 dwelling units are planned across both properties. The overall development plan will include associated parking areas and recreational amenities (walking trail and fishing pier) for residents who reside in either building.

Design
High quality residential development addresses the Comprehensive Plan goals for strong and sustainable neighborhoods that are visually attractive, well-planned and well-maintained. Further, the purpose and intent of the zoning ordinance to promote the health, safety, convenience and general welfare of the public includes the creation of convenient, attractive and harmonious communities, protection against overcrowding of land, and protection of the natural environment. As such, developments that promote unique, viable and long-lasting places and enhance the community are encouraged.

The design of this community is addressed through the proffered conditions, Textual Statement and Conceptual Site Plan that details the general intent of the development, recreational amenities, and pedestrian facilities. The proposed residential development contains amenities such as internal sidewalks, recreational opportunities for residents, landscaped areas, and new sidewalks along Ashlake Parkway and Ashbrook Parkway. These pedestrian connections will further facilitate pedestrian travel for future residents to existing commercial and office development to the north.
Development proffers for the multifamily buildings include conceptual elevations, reduced setbacks for buildings located along Ashlake and Ashbrook Parkway with parking located to the rear, high-quality building and roof materials (precluding the use of vinyl siding), enhanced exterior elevations (Conceptual Elevations/Exterior Facades), and a building height limitation of four (4) stories. The multifamily buildings as proffered would also have foundation plantings, enhanced mechanical unit screening, and a provision for pathways to facilitate a passive recreational amenity for the development.

**Ordinance Exceptions & Modifications**

With this request, the applicant’s proposal seeks several exceptions to development standards (conditional use planned development) as well as modifications to the typical Multifamily Residential (R-MF) District requirements as part of the conditional use request (Textual Statement & Exceptions to Today’s R-MF Ordinance Standards).

**Development Standards:**

1. **Parking.** Ordinance requires 1.2 parking spaces per dwelling; Proposal would allow one (1) parking space for each dwelling located inside the building located entirely on the Property
2. **Buffers.** Ordinance requires a 75 foot buffer adjoining Residential (R-7) property for property zoned Community Business (C-3); Proposal would eliminate the buffer
3. **Interior Landscaping for Paved Parking Areas.** Ordinance requires 30 square feet of interior landscaping for each parking space, 15 feet is proposed

**Modifications to Typical Multifamily Residential (R-MF) District Requirements:**

1. **Project Size.** Ordinance requires a minimum of 20 acres; Proposal would permit a minimum of 2 acres
2. **Density.** Ordinance permits a maximum of 10 dwelling units per acre; Proposal would permit up 97 dwelling units, which equates to 41.99 dwelling units per acre
3. **Recreational Area.** Ordinance requires 10% of project acreage, but not less than 1.5 acres; Proposal would provide recreational area in the form of internal amenities instead, to include a minimum of 2,000 square feet of community room(s), common balcony areas, an activity room, and if provided, a salon.
4. **Dwelling Units Per Floor.** Ordinance permits a maximum of 10 dwelling units per floor; Proposal would permit up 25 dwelling units per floor
5. **Pavement Width of Access Drives.** Ordinance requires 30 feet in width; Proposed is 26 feet in width
6. **Parcel Coverage for Project.** Ordinance permits a maximum coverage of 40% of acreage; Proposed is a maximum coverage of 50% of acreage
7. **Setbacks for Parking/Buildings on the Western Property Line.**
   a. Ordinance requires a minimum setback of 50 feet from project property lines adjacent to R-7 for buildings and parking areas with landscaping; Proposed is 0 feet with no landscaping. This exception will enable improvements on the Property to tie into the overall development proposal on the adjacent property (GPIN 720-670-3946).
8. **Individual Building Setbacks.**
   a. **Project Property Lines (Adjacent to GPIN 720-670-3946).** Ordinance requires a 50 foot setback; Proposal is a zero (0) foot setback requirement
   b. **Project Property Lines (Ashlake & Ashbrook Parkway).** Ordinance requires a 50 foot setback; Proposal is a 20 foot setback with modified Perimeter Landscape Option 2. Proposal would not require dwellings to front Ashlake or Ashbrook Parkways.
   c. **Interior Private Pavement (Excluding Parking Spaces).** Ordinance requires a 25 foot setback; Proposal is a 10 foot setback
   d. **Parking Spaces.** Ordinance requires a 15 foot setback; Proposal is a 10 foot setback

Staff is supportive of these exceptions and modifications. These variations will allow for flexibility in site design based on the unique constraints of the site, the ability to design both phases of the development across two differently zoned properties, and the applicant’s intent to create an attractive, functional, and cohesive development.
**Findings**

Staff supports this request. The proposal offers a high-quality, well-planned multifamily development that will provide a senior housing option that is visually attractive and amenitized for senior residents. This development will serve as a transitional use between existing residential development to the south (Ashbrook & The Villas at Ashlake) and commercial and office uses to the north (Hancock Village).
Current Zoning Map

Map 1: Subject Property
Case #: 21SN0646
Acreage: 2.31
Address: 7420 ASHLAKE PARKWAY
GPIN: 720-670-7347

GPIN 720-670-3926
Supplemental Analysis

**Budget & Management**

No comment on this request.

**Community Enhancement**

No comment on this request.

**Environmental Engineering**

1. The subject property is located within the Upper Swift Creek Watershed.
2. A Natural Resource Inventory was completed and accepted by the Department of Environmental Engineering.
   a. The project area is located immediately adjacent to Swift Creek Reservoir and contains associated Resource Protection Area (RPA). A vesting determination to permit development within a portion of the RPA was issued on October 26, 2020.
   b. Non-tidal wetlands are present on the property associated with the shoreline of Swift Creek Reservoir. Wetlands extend approximately one to three feet landward from the water’s edge. Wetlands shall not be impacted without prior approval from the U.S. Army Corps of Engineers and/or the Virginia Department of Environmental Quality.
   c. FEMA 100-year floodplain is present along the western portion of the project area.
   d. Soils on-site and within the project area have slow infiltration rates and moderate runoff potential. Well-drained soils are present and limited to the extreme southwestern corner of 14500 Ashbrook Parkway.
3. To address water quality concerns in the watershed, enhanced erosion and sediment control measures above those required by state regulations shall be provided, which include the use of super silt fence or an approved alternative; sediment traps and basins at least 25% larger than the minimum state standard; and the application of Anionic Polyacrylamide (PAM) or an approved equivalent to denuded areas during construction and final stabilization.
   a. The applicant has offered **Proffered Condition 13** to address this impact.
4. The development will be subject to the Part IIB technical criteria of the Virginia Stormwater Management Program Regulations for water quality and water quantity.
Service Area
The Clover Hill Fire Station, Company Number 7

Community Fire Protection Capabilities Assessment*
Insurance Service Office (ISO) Public Protection Classification (PPC) | Class 2

Anticipated Impacts On Fire & EMS
Call Load in Immediate Service Area During Previous Fiscal Year | 2,808
Projected Calls Generated Yearly by Proposed Development | 44
Projected Call Load Increase in Immediate Service Area by Proposed Development | 1.5%

Drive And Response Times
Response Zone/Response Time Goal* | Urban/ 7 Minutes
Road Miles from Closest Fire Station | 1.7 miles
Estimated Drive Time from Closest Fire Station¹ | 2:38 minutes
Estimated Response Time for First Unit on Scene² | 5:38 minutes

Planned Capital Facility Improvements

Additional Information
When the property is developed, the number of hydrants, quantity of water needed for fire protection, and access requirements will be evaluated during the plans review process.

*Additional information relative to Fire & Life Safety’s Mission and Service Profile, Community Fire Protection Capabilities Assessment, and Response Time Goals can be found in the Appendix.

¹ Drive-time estimates are exclusive of potential delays due to weather, traffic, or blockage of response routes.
² Estimates assume response units and personnel are in the station and available to respond at the time of an incident and include 1 min 30 sec for 911 call processing and dispatch, and up to 1 min 30 sec for firefighter turnout.

Libraries
No comment on this request.
No comment on this request.

Division | Beat | District
--- | --- | ---
Swift Creek | 37 | Matoaca

**Additional Information**
This request is anticipated to have minimal impacts on Police.

The applicant has proffered all units will be age-restricted, therefore, no impact to schools expected.

**Transportation - County Department of Transportation**

The applicant has proffered a maximum density of ninety-seven (97) age-restricted dwelling units on the property (Proffered Conditions 5 and 10). Based on those number of units and applying trip generation rates for a senior adult housing (attached) unit, development could generate approximately 370 average daily trips. The Comprehensive Plan, which includes the Thoroughfare Plan, identifies county-wide transportation needs that are expected to mitigate traffic impacts of future growth. The anticipated traffic impact of the proposal has been evaluated and recommendations are detailed in the chart below. The traffic impact of this request will be addressed through road improvements and road cash proffer payments. Staff supports this request.

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Applicant’s Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Cash Proffer Policy (&quot;Policy&quot;)</td>
<td>Proffered Condition 11</td>
</tr>
<tr>
<td>Under the Policy, an applicant may choose to address the development’s impacts on the county’s road transportation network through dedication of property, construction of road improvements, or a cash proffer. In accordance with the Policy, the traffic impact of the proposed development could be valued at $282,658 (97 units x $2,914). The property is located within Traffic Shed 11. The applicant has proffered to make payments of $2,914 for each dwelling unit (senior attached).</td>
<td></td>
</tr>
<tr>
<td>Vehicular Access</td>
<td>Proffered Condition 14</td>
</tr>
<tr>
<td>Limited to one (1) right-in/right-out access to Ashlake Parkway, unless otherwise approved by the Virginia Department of Transportation (VDOT). (Note: This development may also have indirect access to Ashbrook Parkway with development of the adjacent property to the southwest.)</td>
<td></td>
</tr>
<tr>
<td>Road Improvements (prior to issuance of any certificate of occupancy)</td>
<td>Proffered Condition 15</td>
</tr>
<tr>
<td>• Right turn lane at the approved Ashlake Parkway access.</td>
<td></td>
</tr>
<tr>
<td>• Construction of a raised median along Ashlake Parkway to preclude left-in/left-out movements at the Ashlake Parkway access, unless otherwise approved by VDOT.</td>
<td></td>
</tr>
<tr>
<td>• Left turn lane at the approved Ashlake Parkway access, if left-in access is approved by VDOT.</td>
<td></td>
</tr>
<tr>
<td>• Sidewalk along Ashlake Parkway and Ashbrook Parkway property frontage.</td>
<td></td>
</tr>
<tr>
<td>• Dedication of any additional right-of-way/easements for the improvements.</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way Dedication</td>
<td>Proffered Condition 15.f</td>
</tr>
<tr>
<td>Subsequent to site plan approval and within sixty (60) days of request, applicant shall dedicate additional right-of-way for future intersection control (roundabout) at the Ashlake Parkway/Ashbrook Parkway intersection, which is limited to property within the twenty (20) foot building setback.</td>
<td></td>
</tr>
</tbody>
</table>
The zoning case is for the construction of ninety-seven (97) age-restricted apartment homes on the Property. The conceptual plan indicated the development will have privately owned and maintained roads. The proposed access point along Ashlake Parkway shall adhere to the VDOT Access Management regulation for minimum spacing criteria. Any proposed access points that do not meet the minimum spacing criteria for VDOT’s Access Management policy will require an Exception to be submitted by the applicant to VDOT for review, and the Exception must be approved by VDOT in order to permit and construct the access. Any improvements to Ashlake Parkway or Ashbrook Parkway shall be in accordance with the requirements of the VDOT Road Design Manual. All proposed sidewalks and shared use paths proposed in VDOT right-of-way shall be designed in accordance with VDOT standards. VDOT will require trip generations, turn lane warrants analysis, and sight distance requirements for the proposed entrances during the site plan process. More detailed comments regarding the proposed site design will be generated during the site plan review process.

Utilities – Water and Wastewater

1. The request site is within a mandatory water and wastewater connection area for new residential development.
2. The applicant has proffered:
   a. Connection to the public water and wastewater systems.
   b. Dedication of public wastewater easements along Ashbrook Parkway and Ashlake Parkway to facilitate a County Capital Improvement Plan (CIP) project to upgrade the Dry Creek Wastewater Pump Station force main.
3. The Utilities Department supports this request.

The Property

Legend
- County Water
- PMC
- Private Water
- County Wastewater
- Proposed Water
- Private Wastewater
- Proposed Wastewater

Transportation - Virginia Department of Transportation

Sowers Buildings, LLC (Ashlake Crossing)  21SN0646  Page 11 of 28
Community Meeting

10/20/2021 – Discussion Topics:
1. Timeline for construction of the project
2. Type of units to be constructed, pricing for units
3. Future intersection improvements for Ashlake Parkway & Ashbrook Parkway
4. Setbacks of the new buildings on the Property
5. Planned community amenities; management of the property

Planning Commission

12/21/2021: Citizen Comments: No citizens spoke to this request.

Recommendation: APPROVAL AND ACCEPTANCE OF THE PROFFERED CONDITIONS
Motion: Sloan  Second: Hylton
AYES: Freye, Owens, Hylton, Petroski, Sloan
Proffered Conditions (12/1/2021)

Staff Note: Both the Planning Commission and Staff recommend acceptance of the following proffered conditions offered by the applicant.

The property owner and applicant in this rezoning case, pursuant to Section 15.2-2298 of the Code of Virginia (1950 as amended) and the Zoning Ordinance of Chesterfield County, for themselves and their successors or assigns, proffer that the property under consideration (the “Property”) will be developed according to the following proffers if, and only if, the rezoning request submitted herewith is granted with only those conditions agreed to by the owner and applicant. In the event this request is denied or approved with conditions not agreed to by the owner and applicant, the proffers shall immediately be null and void and of no further force or effect.

1. **Master Plan.** The Textual Statement dated December 1, 2021 shall be considered the “Master Plan.” (P)

2. **Conceptual Site Plan.** The site shall be developed as generally depicted on the conceptual site plan entitled “Ashlake Project VHDA Exhibit”, prepared by Townes Site Engineering, dated November 1, 2021. (P)

3. **Elevations/Exterior Facades.** Development of the Property shall be in general conformance with the architectural appearance shown on the elevations attached hereto entitled “Ashlake Crossing”, prepared by Edward H. Winks, James D. Snowa Architects, P.C. dated November 1, 2021, containing 3 sheets. Any substantial modifications shall be approved by the Planning Commission in conjunction with plans review.
   a. Shingles used on sloped roofs shall be, at a minimum, a 30 year architectural/dimensional asphalt composition shingle.
   b. The facade of the building shall have a minimum of fifty (50) percent brick or stone masonry in the aggregate. The height of the brick and stone shall be permitted to vary to allow for a mixture of design features. Measurement of the requirement for masonry façade treatment shall be exclusive of windows, gable vents, dormers, doors, trim, soffit, fascia, balconies and porches.
   c. Other acceptable siding materials shall include composition, Hardiplank, engineered wood (e.g. LP Smartside) and horizontal lap siding. Horizontal lap siding shall be manufactured from natural wood or cement fiber board. Plywood, vinyl and metal siding are not permitted. Painted wood trim is not permitted. (P)

4. **Uses.** Permitted uses for the Property shall be those uses permitted by-right or with restrictions in the Multifamily Residential (R-MF) District, a salon, and other uses accessory to the residential use. (P)

5. **Dwelling Units.** A maximum of ninety-seven (97) dwelling units shall be permitted. (P)

6. **Sidewalks.** Sidewalks and pedestrian paths shall be provided as shown on the Conceptual Site Plan. The treatment and location of these sidewalks shall be approved by the Planning Department at the time of site plan review. (P)

7. **Supplemental Landscaping.** Supplemental landscaping shall be provided around the perimeter of all buildings, between buildings and driveways, within medians, and within common areas not occupied by recreational facilities or other structures. Such landscaping shall be designed to: minimize the predominance of building mass and paved areas; define private spaces; and enhance the residential character of the development. The Planning Department, at the time of site plan review, shall approve the landscaping plan with respect to the exact numbers, spacing, arrangement and species of plantings. (P)
8. **Heating, Ventilation and Air Conditioning (HVAC) Units and Generators.** HVAC units and affixed generators shall be screened initially by landscaping or low maintenance material chosen by the applicant, as approved by the Planning Department. (P)

9. **Utilities.**
   
a. Public water and wastewater shall be used.

   b. In conjunction with site plan review and approval, the owner of the Property shall dedicate to Chesterfield County, free and unrestricted, a 16’ wide permanent public wastewater easement, together with a 10’ wide temporary construction easement, for an upgrade of the existing force main which serves the Dry Creek WWPS, in a location that is generally adjacent to the existing force main easement along to the Property’s frontage on Ashbrook Parkway and Ashlake Parkway. The final location for these easements shall be determined during the plans review process. (U)

10. **Age Restriction.** All units developed on the Property shall qualify as “housing for older persons” in accordance with the criteria set forth in Code of Virginia Section 36-96.7, et al., as amended. Further, the Applicant, prior to construction of the first multifamily building, shall prepare and record restrictive covenants that define the qualification for initial and subsequent occupancy of any age restricted unit associated with the Property and shall further restrict households to include at least one (1) person who is age 55 years or older and have no persons under 19 years of age domiciled therein. This restriction shall be recorded among the land records of Chesterfield County, Virginia and encumber the Property prior to the occupancy of any age restricted unit. (P)

11. **Road Cash Proffers.** The applicant, sub-divider, or assignee(s) shall pay $2,914 for each dwelling unit to Chesterfield County for road improvements within the service district for the property. Each payment shall be made prior to the issuance of a certificate of occupancy for a dwelling unit unless state law modifies the timing of the payment. Should Chesterfield County impose impact fees at any time during the life of the development that are applicable to the property, the amount paid in cash proffers shall be in lieu of or credited toward, but not in addition to, any impact fees, in a manner determined by the County. At the option of the Transportation Department, road cash proffer payments may be reduced for the cost of road improvements, other than those improvements identified in Proffered Condition, provided by the applicant, sub-divider, or assignee(s). (B&M & T)

12. **Paths.** In Common Areas, pedestrian paths and multi-use paths may be natural or hard surface or a combination. In Resource Protection Areas, pedestrian paths and multi-use paths may be located in a meandering manner through the Resource Protection Areas in accordance with the Department of Environmental Quality’s Riparian Buffers Modification and Mitigation Guidance Manual (2006), with the final location, design and material to be approved by the Director of Environmental Engineering at the time of plans review and approval. A multi-use path or pedestrian path may be located within sewer easements located in resource protection areas. The exact location, width, design and material(s) to be used for this path shall be shown on the site plan or subdivision plat submitted and is subject to review and approval by the Directors of Environmental Engineering and Utilities, or their designee. Prior to construction of such a path, the owner shall enter into all applicable agreements necessary to allow the encroachments within any areas of interest to, or regulatory authority of, Chesterfield County. (P & EE)

13. **Environmental Engineering.**
   
a. Super Silt Fence, or an alternative as approved by the Department of Environmental Engineering, shall be provided as a perimeter control in locations where standard silt fence would have been required.

   b. Sediment traps and sediment basins sized at least 25% larger than the minimum Virginia Erosion and Sediment Control Handbook’s standard shall be provided.
c. Anionic PAM, Flexible Growth Medium and/or a County-approved equivalent shall be applied to denuded areas during construction and at final stabilization in the locations shown on plans approved by Environmental Engineering at the time of plans review. (EE)

14. **Access.** Access. Direct vehicular access from the Property to Ashlake Parkway (“Access”) shall be limited to one (1) entrance/exit generally located towards the northern Property line, as generally shown on the Conceptual Plan, with the exact location to be approved by the Transportation Department. (T)

15. **Road Improvements.** Prior to issuance of any certificate of occupancy, the following road improvements shall be completed, with any modifications approved by the Transportation Department.

a. Construction of additional pavement along the southbound lanes of Ashlake Parkway at the Access to provide a separate right turn lane.

b. Construction of a VDOT standard raised median within Ashlake Parkway from its current terminus located north of the Property to south of the Access at a point located approximately 50 feet from the centerline of the Access. If VDOT approves the Access for left-in and/or left-out movements, then the median design shall be modified as approved by the Transportation Department and VDOT.

c. Only if requested by the owner of the Property and VDOT approves a left-in movement at the Access, then the owner shall construct additional pavement along the northbound lane of Ashlake Parkway at the Access to provide a separate left turn lane.

d. Construction of a VDOT standard sidewalk along the Property’s frontage along Ashlake Parkway and Ashbrook Parkway.

e. Dedication to Chesterfield County, free and unrestricted, any additional right-of-way (or easements) required for the road improvements identified above.

f. If requested by the County after site plan approval and within 60 days of such request, the owner/developer shall dedicate free and unrestricted, to and for the benefit of Chesterfield County, right-of-way for future intersection control (roundabout) at the Ashlake Parkway and Ashbrook Parkway intersection with such dedication limited to the land within the 20’ building setback along Ashlake Parkway and Ashbrook Parkway. (T)

16. **Height.** The building height shall not exceed four stories. (P)
This is a request to rezone 2.31 acres of property to C-3 with a Conditional Use for Residential Multifamily uses and with a Conditional Use Planned Development (CUPD) to permit relief from ordinance development standards as follows:

Residential Multifamily uses shall be developed in accordance with the standards set forth in the R-MF zoning district and the other divisions of the zoning ordinance applicable to the R-MF zoning district, except as set forth below.

1. With regard to Project Standards,
   A. Minimum project size of 2 acres;
   B. Density not to exceed 97 dwelling units;
   C. Pavement width of access drives to be a minimum of 26’;
   D. Parcel Coverage not to exceed 50% of acreage;
   E. Eliminate setbacks, planting requirements within setbacks, and buffers along the property line shared with GPIN 720-670-3926; and
   F. Required recreational area may be located internal to the building on the subject property. A minimum of 2,000 square feet of recreational area shall be provided for the Property internal to the building. Recreational amenities internal to the building shall include, at a minimum, community room(s), common balcony areas, an activity room and, if provided, a salon.

2. With regard to Building Standards in the R-MF zoning district,
   A. A.1 - There shall be no individual building setback, interior private drive setback, and parking setback along the property line shared with GPIN 7206703926. There shall be no required perimeter landscaping along this property line as well.
   
   A.2 - The individual building setback from Ashlake Parkway and Ashbrook Parkway shall be a minimum 20 feet. This 20 foot minimum setback shall be planted to Perimeter Landscape Option 2 requirements, except that the required large deciduous tree shall be replaced with an additional small deciduous tree so that there are 2 small deciduous trees every 50 feet, unless otherwise requested and approved at the time of plans review. Buildings constructed along a public road shall not be required to front on the road;

   A.3 - To permit individual building setbacks for interior private drives, excluding parking spaces, to be reduced to a minimum of 10 feet; and

   A.4 - To permit individual building setbacks for parking spaces to be reduced to a minimum of 10 feet.

   B. To permit in excess of 10 dwelling units per floor, not to exceed 25 dwelling units per floor.

3. Architecture shall be controlled by the accompanying proffered conditions.

4. Off-street parking for the building located entirely on the subject property shall be provided on the minimum basis of one parking space per unit.

5. Paved parking areas shall have 15 square feet of interior landscaping for each space.
Conceptual Site Plan – Ashlake Project VHDA Exhibit

NOV. 1, 2021

Sowers Buildings, LLC (Ashlake Crossing) 21SN0646 Page 17 of 28
NOTES:

PHASE I - 9%, 67 UNITS
36 ONE BED ROOMS 54%
31 TWO BED ROOMS 46%

PHASE II - 4%, 67 UNITS
36 ONE BED ROOMS 54%
31 TWO BED ROOMS 46%

TOTAL PARKING: 164
DIvision 12. R-MF Multifamily Residential District

Sec. 19.1-120. Purpose and Intent of R-MF District. Reserved.

Sec. 19.1-121. Required Conditions R-MF District.

In addition to the other requirements of this chapter, the conditions specified in this section shall be met in an R-MF District.

A. Project Standards.

Table 19.1-121.A. R-MF District Project Standards

<table>
<thead>
<tr>
<th></th>
<th>Project Size</th>
<th>20 acres [1]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Density (maximum)</td>
<td>10 units per acre</td>
</tr>
<tr>
<td>C. Number of Accesses to Road [2]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>50 units or fewer</td>
<td>1</td>
</tr>
<tr>
<td>2.</td>
<td>51 to 200 units</td>
<td>2</td>
</tr>
<tr>
<td>3.</td>
<td>More than 200 units</td>
<td>[3]</td>
</tr>
<tr>
<td>D. Recreational Area [4]</td>
<td>10% of project acreage, but not less than 1.5 acres</td>
<td></td>
</tr>
<tr>
<td>E. Pavement Width of Access Drives</td>
<td>30 feet</td>
<td></td>
</tr>
<tr>
<td>F. Pavement Width of Other Drives</td>
<td>24 feet</td>
<td></td>
</tr>
<tr>
<td>G. Parcel Coverage for Project (maximum)</td>
<td>40% of acreage</td>
<td></td>
</tr>
<tr>
<td>H. Private Pavement Setbacks [5]</td>
<td>50 feet</td>
<td></td>
</tr>
</tbody>
</table>

Notes for Table 19.1-121.A.


[2] Access drives shall be those that connect residential clusters to roads. The number of required access points shall be provided prior to occupancy of the specified number of units.

[3] At time of plan review, additional access points may be required.

[4] Recreational facilities shall include active recreation, passive recreation and community buildings, as deemed appropriate during plan review. If facilities are required, a phasing plan for their construction and completion shall be submitted for approval prior to final site plan approval. Construction of facilities shall occur in accordance with the approved phasing plan which may include limitation on the issuance of occupancy permits for multifamily dwelling units.

[5] Perimeter Landscaping C shall be installed within the setback.

[6] This setback may be reduced as provided in 19.1-316.A.2.
B. Other Required Project Standards.

1. Roads and Private Pavement. All roads and private pavement shall have concrete curb and gutter.

2. Sidewalks. Sidewalks shall be provided as required through plan review.

3. Architecture. Buildings shall be designed to impart harmonious proportions and avoid monotonous facades or large bulky masses. Multifamily buildings shall possess architectural variety while at the same time have an overall cohesive residential character. Residential character may be achieved through the creative use of design elements such as, but not limited to, balconies, terraces, articulation of doors and windows, sculptural or textural relief of facades, architectural ornamentation, varied roof lines or other appurtenances such as lighting fixtures and plantings.

RED HIGHLIGHT(S) INDICATE A MODIFICATION OF R-MF STANDARDS IN THE CURRENT REQUEST
C. Building Standards.

Table 19.1-121.C. R-MF District Project Standards

<table>
<thead>
<tr>
<th>A. Individual Building Setbacks (feet) [1]</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project property lines [2]</td>
<td></td>
</tr>
<tr>
<td>a. Adjacent to R-MF</td>
<td>30</td>
</tr>
<tr>
<td>b. Adjacent to other than R-MF</td>
<td>50</td>
</tr>
<tr>
<td>4. Parking spaces</td>
<td>15</td>
</tr>
<tr>
<td>5. Distance between buildings</td>
<td>30 feet plus 5 feet for each story above 3</td>
</tr>
<tr>
<td>B. Dwelling Units per Floor (maximum)</td>
<td>10</td>
</tr>
</tbody>
</table>

C. Principal Building Heights (maximum) [4]

1. Midlothian Core and Chester Corridor East Special Design Districts
   Lesser of 2.5 stories or 30 feet
2. Other Special Design Districts excluding Ettrick
   Lesser of 3 stories or 40 feet
3. Other Areas
   Lesser of 6 stories or 70 feet
D. Accessory Building Requirements
   Subject to Section 19.1-304

Notes for Table 19.1-121.C.

[1] Setbacks may be impacted by Buffer, Setbacks -- Generally, Permitted Yard Encroachments for Principal Buildings, Floodplain, Chesapeake Bay or Upper Swift Creek Watershed regulations.

[2] Within these setbacks, Landscaping C shall be installed.

[3] A multifamily building constructed along a public road shall front the road.

[4] Setbacks for a building with a height of 48 feet or greater which is adjacent to a fire lane may be reduced to 20 feet.

[5] Height limits are subject to Article IV, Division 2.

Editor’s Note: For uses permitted by right, with restrictions, as accessory, by conditional use, by special exception, or by manufactured home permit refer to Article III, Division 2, Uses.


History of Amendments

<table>
<thead>
<tr>
<th>Date</th>
<th>Document #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopted</td>
<td>94269.1</td>
</tr>
<tr>
<td>6/24/2015</td>
<td></td>
</tr>
</tbody>
</table>

Art. III Div.12-3
**Case Contacts**

**Applicant**
- **Applicant’s Agent:**
  Jeffrey Geiger (804-771-9557) jgeiger@hirschlerlaw.com
- **Applicant’s Contact:**
  David Sowers (804-432-3352) stoneharborlll@yahoo.com

**District Planning Commissioner**
- Tommy Owens (804-869-2214) owenstommy@chesterfield.gov

**Staff**
- **Planning Department Case Manager:** Ryan Ramsey (804-751-4474) ramseyrp@chesterfield.gov
- **Budget & Management:** David Oakley (804-706-2586) oakleyd@chesterfield.gov
- **Community Enhancement:** Carl Schlaudt (804-318-8674) schlaudtc@chesterfield.gov
- **Environmental Engineering:** Rebecca Rochet (804-748-1028) rochetr@chesterfield.gov
- **Fire & Emergency Medical Services:** Anthony Batten (804-717-6167) battena@chesterfield.gov
- **Libraries:** Jennifer Stevens (804-751-4998) stevensj@chesterfield.gov
- **Parks & Recreation:** Janit Llewellyn (804-751-4482) llewellynJa@chesterfield.gov
- **Police:** Jim Eicher (804-318-8693) eicherj@chesterfield.gov
- **Schools:** Natalie Spillman (804-748-1370) spillmann@chesterfield.gov
- **Transportation - County Department of Transportation:** Steve Adams (804-751-4461) adamsst@chesterfield.gov
- **Transportation - Virginia Department of Transportation:** Willie Gordon (804-674-2907) willie.gordon@vdot.virginia.gov
- **Utilities:** Randy Phelps (804-796-7126) phelpsc@chesterfield.gov
Appendix

Budget & Management
County finance staff is responsible for managing the finances of the County and making recommendations to the County Administrator regarding the allocation of available resources for the provision of services and capital facilities to serve the citizens of the County. Finance staff will advise the County Administrator if changed economic circumstances require adjustments to the County’s budget or capital improvement program.

Community Facilities and Infrastructure
Review the StratIS Dashboard for additional information regarding the following topics:
- Demand Indicators Report. Highlight of key community indicators and planning for future capital facilities.

Fire & Emergency Medical Services
Mission & Service Profile
The mission of Chesterfield Fire and Emergency Medical Services (CFEMS) is to protect life, property and the environment. This requires a comprehensive portfolio of services aimed at preventing fires, mitigating the impact of fires and disasters on the community, and providing a timely and effective response when fires, medical and other emergencies occur. Community risks, population growth and demographic changes, service demands, and response times are reviewed annually and the need for additional Fire & EMS operating and capital resources in support of the department’s mission is evaluated during the county’s annual budget and 5-year Capital Improvement Plan (CIP) processes.

Community Fire Protection Capabilities Assessment
Chesterfield Fire and EMS participates in the Insurance Services Office (ISO) Public Protection Classification (PPC) program, which rates a community’s fire protection capabilities in accordance with the Fire Suppression Rating Schedule (FSRS). Using the FSRS, the ISO performs a comprehensive evaluation of a community’s fire department, water supply, emergency communications and community risk reduction efforts. The resulting score establishes a PPC rating from 1 to 10, with Class 1 being the best possible rating. Many insurance carriers reference a community’s PPC rating in establishing insurance premiums. Generally, communities with a Class 1 rating enjoy lower insurance premiums than those communities with a Class 10 rating. Chesterfield County has a current community classification of 2/2Y, however some portions are classified as 10 or 10W based on the parameters indicated below.

Class 2 - within 5 miles of a fire station and within 1,000 feet of a fire hydrant.
Class 2Y – within 5 miles of a fire station but not within 1,000 feet of a fire hydrant.
Class 10W – within 5-7 miles of a fire station and within 1,000 feet of a fire hydrant.
Class 10 – outside of 5 miles of a fire station and not within 1,000 feet of a fire hydrant.
Response Time Goals (Urban/Rural Zones)

Urban Zone
Fire and EMS response goal is 7 minutes from receipt of call in the Emergency Communications Center (ECC) to arrival of first responding unit. Fire and EMS facilities should be strategically located to provide 4 minutes or less travel time for the first arriving engine company at a suppression incident, and 8 minutes or less travel time for deployment of an Effective Firefighting Force (first alarm assignment) at a suppression incident.

Rural Zone
Fire and EMS response goal is 12 minutes from receipt of call in the Emergency Communications Center (ECC) to arrival of first responding unit. Fire and EMS facilities should be strategically located to provide 9 minutes or less travel time for the first arriving engine company at a suppression incident, and 13 minutes or less travel time for deployment of an Effective Firefighting Force (first alarm assignment) at a suppression incident.