



STAFF REPORT

TO: Planning Commission
FROM: Daniel Galindo, AICP – Senior Planner
SUBJECT: Preliminary Review of Mayfair Final Development Plan
DATE: April 11, 2014

Bowman Consulting Group, Ltd. c/o Christopher M. Mohn, AICP of Leesburg, Virginia has submitted an application, on behalf of Brookfield Autumn Hill, L.L.C, for approval of a final development plan (FDP) for the Mayfair development which has a zoning district designation of Planned Development Housing (PDH)-8. The Mayfair development comprises a 52± acre portion of the parcel identified in the Loudoun County land records as Tax Map Number /35/////////14/ and Parcel Identification Number 487-36-5498, owned by Brookfield Autumn Hill, L.L.C. The Mayfair development is bounded to the west by the Woodgrove High School and Mountain View Elementary School parcel, to the north by the Chestnut Overlook subdivision, to the east by Purcellville Road (Route 611), and to the south by property owned by Brookfield Autumn Hill, L.L.C.

The FDP will be reviewed by the Planning Commission and approved, conditionally approved or disapproved, pursuant to authority granted in Article 11, Section 6.2 of the Purcellville Zoning Ordinance, after a public hearing is held. The FDP constitutes an intermediate step in the plan review process for projects zoned PDH and is intended to ensure design consistency with the concept development plan (CDP) prior to the submission of final engineering plans. Mayfair's proffered CDP was approved by Purcellville Town Council on December 10, 2013 and became effective once the Brookfield Autumn Hill, L.L.C. property was incorporated into the Town's corporate limits on February 12, 2014 via a boundary line adjustment between Purcellville and Loudoun County.

The Mayfair CDP and its associated proffers limited the development to a maximum of 257 residential dwelling units consisting of a mix of single-family detached and townhouse style units. These housing types will be separated by a portion of the Town's planned Northern Collector Road (NCR), to be constructed by the developer, which will bisect the development. Detached single-family homes will be located to the north of the NCR and served by public streets while townhomes will be located to the south and served by private streets. PDH developments are also required to provide active recreational amenities which will be located in the northwest corner of the townhome area.

While the FDP is to be prepared in accordance with the CDP and comply with any applicable zoning requirements, the FDP may contain justified alterations to the layout

displayed on the approved CDP and still be in accordance with the CDP. With this in mind, noteworthy differences between the layout displayed on the submitted Mayfair FDP (revised through 4/7/14) and the layout on the approved CDP are included below:

1. Right and left turn lanes have been removed from Purcellville Road in response to a turn lane warrant analysis submitted to VDOT which indicated that turn lanes are not warranted on Purcellville Road at its intersection with the NCR.

NOTE: Purcellville Road improvements including the turn lanes are proffered in 3(b)(i) of the accepted proffer statement, but 4(a) permits the applicant to provide a cash contribution in lieu of an improvement if it is determined to be an unnecessary improvement by VDOT. Therefore, the Town will ultimately receive the same value whether the turn lanes are constructed or not.

2. The street and lot configuration of the single-family detached area has been revised in response to VDOT review comments to ensure conformance with VDOT "Corner Clearance" criterion and minimum cul-de-sac length requirements. This has resulted in the removal of Public Road "E" shown on the CDP, the conversion of Regent Street (CDP Public Road "C") into a cul-de-sac, and the lengthening of the western cul-de-sac of Berkley Street (CDP Public Road "B"). In response to these changes, the lot layout in this area has been modified while approximately maintaining the number of lots displayed on the CDP. (The FDP contains three fewer lots than the CDP.)

NOTE: The new lot layout also has the added benefit of increasing the provided open space by nearly 1% (.56 acres).

3. Development phasing has been added as recommended by Community Development. Phasing allows the developer to receive approval of final plans and plats by section thereby reducing the amount of infrastructure that must be constructed or bonded at one time. Without phasing, the entirety of the development's infrastructure would have to be in place or bonded before lots could be sold or housing construction started.
4. Off-street parking and townhome locations along Dover Street (CDP Private Road "J") have been slightly reconfigured in response to Community Development's review comments regarding parking lot landscaping. Interior landscaping islands have been added to the layout in applicable areas, and exterior landscaping calculations have been added to Sheet 9 (to be displayed on the final site plan). The incorporation of the landscaping islands on the FDP led the applicant to shift some parking spaces from the southern end of Dover to a new parking area further north on the opposite side of the street. The townhomes along the southern end of Dover have also been shifted northward in conjunction with the parking changes to allow the road to be shortened.