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April 17, 2014

Ms. Lory Markham
Secretary to the Planning Commission
Department of Community Development
900 East Broad Street, Room 511
Richmond, Virginia 23219

RE: Exceptions Request – Archer Springs Tentative Subdivision
        10502 Duryea Drive, et al (the "Property")
        File #9432B

Dear Ms. Markham,

Archer Springs Investment Company, LLC, the owner of the Property requests an exception from Section 94-145 of the Code, which requires a terminus diameter of 50 feet for any alley which does not permanently connect to streets or other alleys within the subdivision. The Property was rezoned to R-5C pursuant to Ordinance 2012-72-2013-132, and during the lengthy zoning process, the owner proffered a conceptual site plan which included the use of alleys and generally depicted the alley layout which is proposed today. An additional outcome of the zoning process was that the owner proffered a tree preservation plan and grading plan, which provide the developer of the Property is to preserve trees to the extent possible within the approved conceptual layout. The desire for rear loaded parking in this area and the desire to maximize tree preservation and limit grading is reflected in the approved conceptual plan and the proposed subdivision layout and represents an extraordinary or exceptional circumstance which is contradictory to or incompatible with the requirements within Section 94-145 of the Code.

The section of alley in question is a short stub alley to the rear of lots 4 and 5 in Block C connected to Alley B. This alley section varies in depth from 32 to 59 feet and serves as access to the rear of lots 3, 4 and 5, with the remainder of Alley B connected to Corley Home Place and Corley Home Drive. Absent this stub alley, lot 4 would require a curb cut and access from Archer Springs Place. Alley access for parking in this area and this general layout were specifically requested during the review of the rezoning and were incorporated into the approved conceptual plan.

In addition, the provision of a 50' diameter turn-around/cul-de-sac at the terminus is incompatible with the tree preservation and grading goals associated with the approved rezoning. The alley configuration and lot layout has been designed to save several mature trees in the vicinity. Adding a 50' turn around would require the layout to be modified substantially and would offer an additional constraint in the ability to layout the site with sensitivity to existing trees and grading. The provision of this additional right-of-way would result in the

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loss of common area at the periphery of the layout where trees could be saved and could potentially require the removal of mature trees in the immediate vicinity.

Finally, the language associated with this code section suggests the intent is to allow vehicles to turn within the alley without backing out on to a street. In this instance given the shallow depth of the alley, the provision of a large turnaround appears unnecessary – the alley works as designed. Drivers can easily see the terminus of the alley and will not typically enter unless accessing one of the three lots. In those instances, vehicle maneuvering area for turn-around is available utilizing the parking provided on those lots. In the context of tree preservation and sensitive grading it is difficult to reconcile the notion of providing an additional paved area with a 50' cross section in this instance.

This request does not represent a special privilege or convenience that is being sought by the developer. The proposed stub alley is only being contemplated in this request based on the extraordinary and exceptional circumstances related to maximizing the intent of the proffered conditions within the approved conceptual layout.

Thank you for your time and consideration of this request.

Sincerely,

Jennifer D. Mullen