To: Chair and Members, Nelson County Board of Supervisors

From: Tim Padalino | Planning & Zoning Director

Date: January 5, 2016

Subject: Public Hearing for Four (4) Special Use Permits:
#2015-10, #2015-11, #2015-12, and #2015-13
(“Spruce Creek Resort & Market” / Averitt)

<table>
<thead>
<tr>
<th>Summary of Application(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address / Location:</strong></td>
</tr>
<tr>
<td><strong>Tax Parcel(s):</strong></td>
</tr>
<tr>
<td><strong>Parcel Size:</strong></td>
</tr>
<tr>
<td><strong>Zoning:</strong></td>
</tr>
<tr>
<td><strong>Applicants:</strong></td>
</tr>
<tr>
<td><strong>Request:</strong></td>
</tr>
</tbody>
</table>

On August 26th, the Department of Planning & Zoning received five (5) Special Use Permit (SUP) applications and supporting materials from Mr. Richard Averitt IV and Mr. Dick Averitt III. On November 18th, the co-applicants formally withdrew their application for SUP#2015-14 (for “farm winery permanent remote retail establishment”). As a result, the remaining application materials for BOS review and consideration include the following submittals:

- Four (4) Special Use Permits as follows:
  - **SUP #2015-10** for “neighborhood retail store” (pursuant to §4-1-35a)
    - This requested special use would allow for the construction and operation of “a small grocery/market for the sale of local foods and goods.” Per Zoning Ordinance Article 2, this special use would be limited to a total of 4,000 SF.
  - **SUP #2015-11** for “conference center” (pursuant to §4-1-13a)
    - This requested special use would allow for the construction and operation of “a banquet hall to be used for weddings, meetings, etc and to provide overnight lodging accommodations in cottages.” Per the application materials, this special use would be comprised of an event facility as well as approximately 36 cottages which would accommodate approximately 60-80 guests.
- **SUP #2015-12 for “activity center”** (pursuant to §4-1-44a)
  This special use is being requested to “build a small spa...for guest use and public use.”

- **SUP #2015-13 for “restaurant”** (pursuant to §4-1-34a)
  This requested special use would allow for the construction and operation of a restaurant, which is proposed for the upper tract of the subject property (parcel 36).

### Minor Site Plan

- These drawings, prepared by Nelson Byrd Woltz Landscape Architects, portray the proposed configuration of the multiple special uses. The Minor Site Plan includes the following sheets:
  - L000 – Cover Sheet / Existing Conditions / Notes
  - L100 – Proposed Site Plan (1” = 200’ scale)
  - L101 – Area of Disturbance (1’ = 200’ scale)
  - L200 – Enlarged Plan: Market Buildings (1” = 30’ scale)
  - L201 – Enlarged Plan: Event Building, Reception, and Teahouse (1” = 30’ scale)
  - L202 – Enlarged Plan: Facilities Management (1” = 30’ scale)
  - L203 – Enlarged Plan: Program Sites – Restaurant, Cottages, Spa (1” = 30’ scale)

### SUP Portfolio (supplemental packet)

- This document provides extensive details using both narrative explanations and graphic exhibits. It contains the applicants’ statements about the proposed project’s concept, programmatic components, operations and projected employment, and details of vehicular access and circulation. The portfolio contains the following pages:
  - Project Narrative
  - Illustrative Plan
  - Site Program
  - 100-Year Floodplain Map
  - Circulation Diagram
  - Photographs of Existing Site Conditions

**Subject Property Location, Characteristics, and Comprehensive Plan Designation:**

The subject property is comprised of two vacant, formerly developed parcels located in the Nellysford area on the northwest side of Rockfish Valley Highway, further identified as Tax Map Parcels #21-A-35 and #21-A-36. These two parcels total 98-acres of Agricultural (A-1) zoned property, with an area of General Floodplain overlay district (FP) along Spruce Creek. The subject property is currently vacant, and was formerly the location of Waynesboro Nursery. Remnant ornamental trees and shrubs remain throughout the property(s). Please see maps on pages 7-10.

With regards to the “Future Land Use Plan” in the Nelson County Comprehensive Plan, Nellysford proper is identified as a “Mixed Use Village Development Model,” which “allows for a variety of uses,” and which, “emphasizes a walkable community with many amenities available,” and which “fulfill[s] the diverse needs and interests of nearby residents and visitors to the county.”

Additionally, the South of Nellysford area is designated a “Rural Residential District Model,” which “would allow low density residential and compatible non-residential uses in rural areas where agriculture is not the predominant use.”
Summary of Review Process:

- August 26th – official submission
- September 9th – Site Plan Review Committee meeting
- October 13th – project introduction to Board of Supervisors
- October 28th – Planning Commission public hearing
- November 12th – Board of Supervisors public hearing (applicants requested two-month postponement to January 12th)

Site Plan Review Committee Comments:

The Site Plan Review Committee reviewed the Minor Site Plan (dated August 28) for these SUP applications on September 9th, which produced the following review comments:

- **VDOT:** Mr. Jeff Kessler, Virginia Department of Transportation representative, initially provided review comments in writing on September 3rd. Mr. Kessler’s initial review comments included the following:
  - “In order to access the potential traffic impacts from this proposed development, we will need a Traffic Impact Statement (TIS) in accordance with 24VAC30-155-60.”

After attending the September 9th Site Plan Review Committee, Mr. Kessler then provided written review comments on September 10th. Mr. Kessler noted that the required Traffic Impact Statement can be partially addressed during the SUP review process, and then fully resolved during the Major Site Plan process (subsequent to any SUP approvals the County may grant). Mr. Kessler’s review comments from September 10th are as follows:

  - “While a Traffic Impact Statement will be needed to assess the potential traffic impacts, entrance requirements, and roadway improvements to the state highway system by the proposed development, at a minimum, the following items are [to] be addressed in order for VDOT to provide comments to both the Developer and Nelson County. The remaining items of the Traffic Impact Statement may be delayed to the site plan process.”
    - “ITE Trip Generation and distribution for the proposed development based on the preliminary plan (to include banquet hall traffic).”
    - “Turn lane analysis for entrances onto Route 151 and the Route 151/627 intersection based on the highest peak hour traffic (may be weekend peaks).”
    - “Intersection (ISD) and Stopping Sight (SSD) distances at the proposed entrances on Route 627, and ISD-Right and SSD-NBL for the Horizon Village Road entrance.”
    - “Measured distance in feet between the Horizon Village Road entrance and the proposed development entrance to the north.”

Mr. Kessler and the applicants (through their consultant Mr. Scott Dunn, AICP, PTP, of Timmons Group) then exchanged correspondence during September and October. Most recently, Mr. Dunn provided Mr. Kessler with updated Traffic Impact Statement materials on Tuesday, January 5th; Mr. Kessler has not yet provided his review comments at the time of his report. A detailed update from VDOT should be available by (or before) the BOS review on 1/12.
• **TJSWCD:** Mrs. Alyson Sappington of the Thomas Jefferson Soil & Water Conservation District noted in writing on September 9th that a full Erosion & Sediment Control Plan will need to be included in the Major Site Plan submittal, review, and approval process (subsequent to any SUP approval by the BOS). Mrs. Sappington also noted that the proposed project would also need an approved Stormwater Management Plan and Virginia Stormwater Management Program permit.

• **VDH:** Mr. Tom Eick of the Nelson County Health Department did not attend the meeting and provided written comments as follows:
  
  – “Spruce Creek will need to have an engineered proposal for their sewage needs.”

**Staff Evaluation and Recommendation(s):**

Per Zoning Ordinance Article 12, Section 3-2, the following criteria must be evaluated when reviewing all requests for Special Use Permits:

A. *The use shall not tend to change the character and established pattern of development of the area or community in which it proposes to locate;*

B. *The use shall be in harmony with the uses permitted by right in the zoning district and shall not affect adversely the use of neighboring property;*

C. *The proposed use shall be adequately served by essential public or private services such as streets, drainage facilities, fire protection and public or private water and sewer facilities; and*

D. *The proposed use shall not result in the destruction, loss or damage of any feature determined to be of significant ecological, scenic or historic importance.*

The opinion of Staff is that the proposed project, as detailed in the application materials for SUP #2015-10, #2015-11, #2015-12, and #2015-13 and as depicted on the accompanying Minor Site Plan and in the Portfolio, seems to be satisfactory relative to all four evaluation criteria. Specifically, my evaluation of the proposed project relative to each criterion is as follows:

A. The proposed project’s mixture of uses, as well as the carefully crafted site planning and design concepts, seem highly compatible with the character and established pattern of development in the subject property’s vicinity. The subject property is located in between Nellysford, Beech Grove, and Wintergreen – areas in which tourism and agritourism, transient lodging, events, and retail sales of local products are predominant land uses. The Spruce Creek Resort & Market is both compatible with, and complimentary to, the existing character and patterns of development in the Rockfish Valley and the Central District – including Bold Rock Hard Cider, which is located immediately across Rockfish Valley Highway.

B. The proposed project does not seem to create any inherent conflicts with the surrounding A-1 district, which contains a variety of land uses including a cidery (Bold Rock) and a residential subdivision (Horizons Village). The immediate vicinity also includes a publicly-accessible trailhead (Spruce Creek Park and Rockfish Valley Foundation trails) and natural history center (Spruce Creek Gallery), although those are located on property zoned B-1 and M-1.

The applicant team has thoughtfully planned and designed a project layout which intentionally attempts to minimize any impacts to immediate neighbors. For example, the parking lot is
carefully sited to utilize existing overgrown nursery stock in order to provide significant screening; and the on-site vehicular traffic circulation would be restricted from a major portion of the proposed resort. Additionally, the project would include the restoration and reuse of an existing pond near Horizons Village Road, which the applicant has stated would then become available to Horizons Village as a dry hydrant for firefighting purposes.

C. The applicant team has prepared very thoughtful plans for on-site vehicular and pedestrian circulation and stormwater management practices, and will benefit from the restored pond as a dry hydrant for fire protection.

The proposed project will need to be self-sufficient with regards to private septic systems and private water supply. If the SUP requests are approved, the Major Site Plan process must include careful site-specific resolution of issues such as waste management (as regulated by the Virginia Department of Health), public vehicular access, and emergency vehicle access and service vehicle access (as regulated by Virginia Dept. of Transportation, since the conceptual plan is to restrict vehicles from accessing a large portion of the site and to utilize Spruce Creek Road on a very limited basis for service vehicle access to the restaurant).

D. The proposed project is composed in a very thoughtful configuration: extensive landscape analysis has led to a context-sensitive plan and design that will minimize site alterations and which will maximize the existing qualities and features of the site. If the subject property were to experience “destruction, loss, or damage of any feature determined to be of significant ecological, scenic or historic importance,” it would most likely be a function of the possible construction of the proposed Atlantic Coast Pipeline, which currently is routed directly through the upper tract (parcel 36).

Therefore, with consideration of all of the above factors, the Planning & Zoning Director recommends approval of Special Use Permits #2015-10, #2015-11, #2015-12, and #2015-13. Please also carefully consider the following comments:

- If the applicants obtain BOS approval for their four (4) Special Use Permit applications, they would then have to address numerous important project details through the submission, review, and approval of a Major Site Plan. These details include signage, lighting, landscaping, and other specifications and design details; as well as important regulatory details pertaining to VDOT, VDH, and VDEQ. The applicants are aware of these issues and details, and have conveyed their intentions for all aspects of the proposed project to be appropriate and compliant with all applicable requirements and regulations.

In conclusion, please contact me with any questions, concerns, or requests for assistance leading up to the January 12th Board of Supervisors public hearings for Special Use Permits #2015-10, #2015-11, #2015-12, and #2015-13. Thank you very much for your time and attention to these applications.
NOTICE OF PUBLIC HEARING
NELSON COUNTY BOARD OF SUPERVISORS
SPECIAL USE PERMITS #2015-10, #2015-11, #2015-12, and #2015-13
“SPRUCE CREEK RESORT & MARKET”

In accordance with Volume 3A, Title 15.2, Counties, Cities and Towns, of the Code of Virginia, 1950, as amended, and pursuant to §15.2-2204, and §15.2-1427 the Nelson County Board of Supervisors will hold a public hearing at 7:00 p.m., Tuesday January 12, 2016 in the General District Courtroom on the third floor of the Nelson County Courthouse located at 84 Courthouse Square, Lovingston, Virginia. The purpose of said public hearing is to receive citizen input on Special Use Permits for the Spruce Creek Resort & Market. The subject property is identified as Tax Map Parcels #21-A-35; -36, is zoned Agricultural (A-1) and consists of 98.21 acres located on Rockfish Valley Highway.

The Special Use Permit applications #2015-10 to #2015-13 seek approval to build a small grocery/market for the sale of local foods and goods pursuant to Zoning Ordinance §4-1-35a (“retail store, neighborhood”); build a banquet hall to be used for weddings, meetings, etc.…and provide lodging cottages & provisions for overnight stays pursuant to §4-1-13a (“conference center”); build a small spa with a few cabins for guest use and public use pursuant to §4-1-44a (“activity center”); and build a restaurant on property zoned A-1 pursuant to §4-1-34a (“restaurant”).

Copies of the applications are available for public inspection in the Department of Planning & Zoning, 80 Front Street, and in the Office of the County Administrator, 84 Courthouse Square, Lovingston, VA, 22949, M-F, 9 am to 5 pm. For more information call Planning & Zoning (434) 263-7090, or toll free at 888-662-9400, selections 4 and 1. The items contained in this legal notice will also be available for download on the County Calendar under the meeting event at http://www.nelsoncounty-va.gov/events/category/county-calendar/.

BY AUTHORITY OF NELSON COUNTY BOARD OF SUPERVISORS
Mr. Tim Padalino  
Director of Planning & Zoning  
PO Box 558  
Lovingston, VA 22949  

RE: Spruce Creek Resort and Market Special Use Permit Application  
Route 151 Wintergreen Area, Nelson County

Dear Mr. Padalino,

In response to VDOT’s request for a Traffic Impact Statement for the reference commercial development, the firm of Timmons Group prepared the attached Preliminary Transportation Assessment Report dated December 28, 2015. This report took into consideration the potential transportation impacts from traffic generated by this mixed-use development based on preliminary land use activities and assumed square feet. Both the methodology and approach of this report is acceptable to VDOT, and its conclusions to be taken into consideration as the developer refines the project scope.

It is recognized that the final site plans for this development may vary from this preliminary projection. Therefore, the final transportation requirements will be based on the final site plans and the traffic it will generate.

Please notify me if you have any questions or if I may be of further assistance.

Sincerely,

Jeffery B. Kessler, P.E.  
Area Land Use Engineer  
(434) 856-8293  
jefferyb.kessler@vdot.virginia.gov

Attachments

CC: Scott Dunn, Timmons Group  
    Richard Averitt  
    Dick Averitt

WE KEEP VIRGINIA MOVING
Introduction

The Spruce Creek Resort and Market is a mixed-use project designed to highlight the extraordinary beauty and bounty of Virginia and anchor the southern end of the Rockfish Valley Brew Ridge/Wine trail.

The proposed development consists of the following:

- A destination restaurant featuring local foods;
- A collection of cottages built to highlight various aspects of the natural environment;
- A wellness spa built of small spa cottages for massage and energy work;
- A meeting space designed for both corporate gatherings and small weddings; and
- A market environment that will offer production and/or retail locations for local producers of craft foods, beverages and objects.

All adjacent properties are zoned A-1 Agricultural District. Current neighbors to the south include residents of Horizons Village development. Along Spruce Creek Lane, to the north, parcels include single family residences. Across Rockfish Valley Highway, to the east of the property, is Bold Rock Hard Cider.

Access to the site will be provided via three (3) proposed access points:

- Main Entrance – the main entrance is proposed opposite of the Bold Rock Hard Cider entrance on Route 151, a two-lane undivided roadway with a posted speed limit of 55 mph. It is anticipated that a majority of the site traffic will use this for ingress/egress on a daily basis.
- Spruce Creek Lane – a minor service/secondary entrance is proposed on Spruce Creek lane, a two-lane undivided roadway with a posted speed limit of 35 mph, in the vicinity of Rockfish Heights Road.
- Horizon Village Road – several connections are shown on Horizon Village Road, along the southern edge of the property. It is anticipated that this access will be used primarily by facility staff and maintenance. In addition, off-peak traffic may be sporadically present given the adjacent parking area and proximity to the meeting space/banquet hall.

The preliminary conceptual site layout is shown on Figure 1.

Background Traffic

Background traffic volumes for the study area were estimated using the ADT (4,500), K Factor (0.096) and Directional Distribution (0.504) contained in the 2013 Virginia Department of Transportation (VDOT) Count Book. These estimates are summarized on Figure 2.

The 2013 background volumes were projected ahead to the anticipated opening year of 2017. The volumes were grown using a 1% annual growth rate, compounded annually. The projected 2017 background volumes are shown on Figure 2.
Trip Generation and Distribution

The trip weekday and Saturday peak hour generation estimates for the proposed development are summarized below in Table 1.

Table 1 - Trip Generation Summary

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>ITE CODE</th>
<th>AMOUNT</th>
<th>UNITS</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SATURDAY PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health/Fitness Club</td>
<td>402</td>
<td>3,200 SF (GFA)</td>
<td>105</td>
<td>2</td>
<td>2</td>
<td>5</td>
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<tr>
<td>All Suites Hotel</td>
<td>211</td>
<td>28 Occupied Rooms</td>
<td>175</td>
<td>9</td>
<td>9</td>
<td>13</td>
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<tr>
<td>Specialty Retail Center</td>
<td>325</td>
<td>28,000 SF (GFA)</td>
<td>1,263</td>
<td>--</td>
<td>--</td>
<td>--</td>
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<tr>
<td>Quality Restaurant</td>
<td>931</td>
<td>60 Seats</td>
<td>172</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Recreational Community Center</td>
<td>305</td>
<td>8,000 SF (GFA)</td>
<td>597</td>
<td>11</td>
<td>11</td>
<td>17</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1,992</strong></td>
<td><strong>22</strong></td>
<td><strong>12</strong></td>
<td><strong>37</strong></td>
<td><strong>88</strong></td>
<td><strong>142</strong></td>
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</table>

The estimates above were calculated using available trip data from the Institute of Traffic Engineers (ITE) Trip Generation Manual, 9th Edition.

Please note that the daily (24-hour) traffic for the site is expected to be higher during the week; however, the Saturday peak hour traffic is expected to be higher than the typical weekday.

With respect to traffic distribution, background AM and PM peak volumes show a relatively equal split between northbound and southbound traffic along Route 151. Based on the peak hour volumes it is estimated that site-generated traffic will be distributed as follows:

- 55% will arrive from/depart to the north; and
- 45% will arrive from/depart to the south.

Site traffic was further distributed across the proposed access points based on the location of each access point relative to the proposed uses and anticipated operations as described by the owners/developers. For the purposes of this study the traffic was distributed at follows:

- 85% will enter via the proposed main entrance (opposite Bold Rock Hard Cider);
- 5% will enter via Spruce Creek Lane to the north; and
- 10% will enter via Horizon Village Road to the south.

The estimated site-generated traffic distributions along with site-generated traffic volumes are summarized graphically on Figure 3.

Total Traffic

Total projected traffic along Route 151 at the proposed entrance and two (2) existing adjacent intersections were calculated by combining the 2017 background volumes (see Figure 2) with the projected site-generated traffic volumes (see Figure 3). The total projected 2017 build out volumes are shown on Figure 3.

Please note that for the purposes of this work, it is assumed that the background PM peak traffic is representative of Saturday peak hour traffic.
**Turn Lane Warrant Analyses**

Turn lane warrant analyses were completed using 2017 total volumes (projected background + site traffic) shown on Figure 3. These analyses were completed using the Saturday peak hour volumes (which represents the worst case scenario) in conjunction with the appropriate nomographs from the VDOT *Road Design Manual*, Appendix F.

The turn lane nomographs for each of the three proposed access points – Spruce Creek Lane, the proposed main entrance, and Horizon Village Road – are shown on Figures 4 through 9.

Based on this analysis, the following is indicated:

- Neither left nor right turn auxiliary lanes are warranted at Spruce Creek Lane;
- Neither left nor right turn auxiliary lanes are warranted at Horizon Village Road; and
- A southbound right turn taper and a northbound left turn lane (200’ long) are warranted at the proposed main entrance.

**Intersection Sight Distance and Stopping Sight Distance**

VDOT requested that intersection and stopping sight distance be checked relative to the Route 151/Horizon Village Road and the proposed service entrance/Spruce Creek Lane intersections.

*Route 151/Horizon Village Road*

Timmons Group obtained the as-built plans for Route 151 from VDOT. Based on the K values associated with the adjacent crest vertical curve, it was determined that 55 mph design speed (same as posted) was applicable at this location. Per the VDOT *Road Design Manual*, a 55 mph design speed requires 610’ of intersection sight distance for cars entering Route 151 from Horizon Village Road and 495’ of stopping sight distance for cars approaching the intersection from the south.

Based on field measurements, intersection sight distance right was determined to be 630’ and stopping sight distance for northbound traffic was determined to be 500’. Preliminary indications are that both intersection and stopping sight distance at the Route 151/Horizon Village intersection are sufficient.

*Service Entrance/Spruce Creek Lane*

The VDOT *Road Design Manual* requires 390’ of intersection sight distance for cars entering Spruce Creek from the service entrance and 250’ of stopping sight distance for cars approaching the service entrance on Spruce Creek (based on the posted 35 mph speed limit).

It was determined that the preliminary location of the service road does not provide adequate intersection or stopping sight distance.

Additional field investigation determined that if the proposed service entrance were relocated to approximately 330’ east of Rockfish Heights Road (from centerline), both sight and stopping distance minimums can be met.

A couple other items should be considered with respect to the proposed service entrance –

- There is a steep fill slope along the south side of Spruce Creek Lane;
- There is also a creek located along the south side of Spruce Creek Lane; and
- The installation of this entrance road may be costly given the constraints noted above.
**Entrance Spacing**

Route 151 is functionally classified as a minor arterial and has a posted speed limit of 55 mph.

Based on the provided layouts, the entrance/intersection spacing along the corridor is as follows:

- From Spruce Creek to proposed main entrance/Bold Rock – 1,650’
- Proposed main entrance to Horizon Village – 675’

Current VDOT Access Management Guidelines indicate that 555’ must be provided between a full access entrance and an unsignalized intersection.

The intersection spacing shown on the conceptual plan is in compliance with current VDOT Access Management spacing guidelines.

**Conclusions**

Based on the findings of the transportation assessment, the following is offered:

- The proposed development is anticipated to generate approximately 2,000 daily trips and 200 peak hour trips (107 entering, 89 exiting).
- Auxiliary turn lanes are not warranted on Route 151 at Spruce Creek Lane or Horizon Village Road.
- The site-generated traffic, in conjunction with the estimated background traffic volumes, warrant the installation of a southbound right turn taper and a 200’ northbound left turn lane at the proposed main entrance. It is recommended that additional background traffic data be collected in the vicinity of the proposed entrance to verify the traffic estimates and confirm the need for auxiliary turn lanes. It should be noted that auxiliary lanes are not provided along the Route 151 corridor at other commercial entrances or intersections.
- Preliminary field measurements indicate that both existing intersection sight distance and stopping sight distance at the Route 151/Horizon Village Road intersection are acceptable, assuming a 55 mph design speed.
- Preliminary field measurements indicate that the proposed service entrance on Spruce Creek Lane does not have adequate intersection or stopping sight distance; both may be obtained if the entrance were located approximately 330’ east of Rockfish Heights Road.
- The proposed entrances along Route 151 are spaced in accordance with current VDOT Access Management Guidelines.
Figure 2

Spruce Creek Resort and Market
Background Traffic
Nelson County, VA

2013 Background Traffic

LEGEND:
(00) PM Peak Hour

2017 Background Traffic

LEGEND:
(00) PM Peak Hour
Spruce Creek Resort and Market
Site-Generated/Total Traffic
Nelson County, VA
GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)
FIGURE 3-26 VDOT ROAD DESIGN MANUAL APPENDIX F

LEGEND

--- SAT Peak Hour

NO RIGHT TURN LANE REQUIRED

Spruce Creek Resort and Market
Route 151/Route 627
(SAT Peak Traffic)

Figure 4
WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAYS (60 MPH)

FIGURE 3-17 VDOT ROAD DESIGN MANUAL APPENDIX F

NO LEFT TURN LANE REQUIRED

Spruce Creek Resort and Market
Route 151/Route 627
(SAT Peak Traffic)
GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)
FIGURE 3-26 VDOT ROAD DESIGN MANUAL APPENDIX F

Spruce Creek Resort and Market
Route 151/Main Entrance
(SAT Peak Traffic)

Figure 6
At-Grade Unsignalized Intersections

\[ L = \% \text{ Left Turns in } V_A \]

\[ S = 60 \text{ mph (Design Speed)} \]

\[ L = 20\% \]

Spruce Creek Resort and Market
Route 151/Main Entrance
(SAT Peak Traffic)

200 FT LEFT TURN LANE REQUIRED

WARRANT FOR LEFT-TURN STORAGE LANES
ON TWO-LANE HIGHWAYS (60 MPH)

FIGURE 3-20 VDOT ROAD DESIGN MANUAL APPENDIX F
GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)
FIGURE 3-26 VDOT ROAD DESIGN MANUAL APPENDIX F

LEGEND
- - - SAT Peak Hour

NO RIGHT TURN LANE REQUIRED

Spruce Creek Resort and Market
Route 151/Horizon Village
(SAT Peak Traffic)

Figure 8
WARRANT FOR LEFT-TURN STORAGE Lanes ON TWO-LANE HIGHWAYS (60 MPH)
FIGURE 3-17 VDOT ROAD DESIGN MANUAL APPENDIX F

**At-Grade Unsignalized Intersections**

\[ L = \% \text{Left Turns in } V_A \]

\[ S = 60 \text{ mph (Design Speed)} \]

\[ L = 5\% \]

**NO LEFT TURN LANE REQUIRED**

Spruce Creek Resort and Market
Route 151/Horizon Village
(SAT Peak Traffic)

Figure 9
The Spruce Creek Resort and Market is a mixed-use project designed to highlight the extraordinary beauty and bounty of Virginia and anchor the southern end of the Rockfish Valley Brew Ridge and Wine trail. Spruce Creek Resort is a boutique resort that will help cement the Rockish Valley as the mid-Atlantic's Napa Valley experience.

The development consists of the following:
- A destination restaurant featuring local foods,
- a collection of cottages built to highlight various aspects of the natural environment,
- a wellness spa built of small spa cottages for massage and energy work,
- a meeting space designed for both corporate gatherings and small weddings, and
- A market environment that will offer production and/or retail locations for local producers of craft foods, beverages and objects.

We expect the standard hours of operation to vary somewhat by specific use and vendor but the basic outline will be approximately 10am to between 6-9pm for the market and public services. The resort accommodations, event facility, and resort support services will start as early as 6am and end as late as 12am.

We propose lodging accommodations for between 60 and 80 total individuals with an expected occupancy of approximately 75%. We will employ at least 100 individuals across the spectrum of offerings and this number could swell significantly during peak periods and based on the makeup of vendors and production demands in the marketplace.

The owner hereby applies for preliminary approval in accordance with Zoning Ordinance Section 12-3, toward a comprehensive vision for the property. We seek to create an establishment that promotes the recent and future development of this part of Nelson County as a cultural draw for the enjoyment of natural and recreational attractions and regionally produced farm products, artisanal food, wine, craft beer and spirits. The property would provide small cottage accommodations, a restaurant, spa facilities, a banquet hall, a market complex, and facilities service and management buildings.

Per Nelson County Zoning Ordinance, the property is located in Agricultural District A-1. Special Use Permits for this endeavor include:

1. 4-1-13-A Conference Center (banquet hall, reception and cottages)
2. 4-1-34-A Restaurant
3. 4-1-44-A Activity Center (small spa complex)
4. 4-1-16-A Farm Winery Permanent Retail Establishment
5. 4-1-35-A Retail Store, neighborhood

All adjacent properties are zoned A-1 Agricultural District. Current neighbors to the south include residents of Horizons Village development. Along Spruce Creek Lane to the north, parcels include single family residences. Across Rockish Valley Highway to the east of the property is said Rock Cider brewery.

It is our intention to create an entrance road to the site from State Route 151. A proposed turn lane would be located across from the Rock Cider entrance. This would be a two lane road giving visitors access to the Market, the Banquet Hall and the Reception building. Parking is available at both the Market and Banquet Hall, with one way access out to Horizon Village Road, or an option to exit along the aforementioned 2 way road back out to 151. The reception building serves as a vehicular threshold, at which point a valet service would retrieve the vehicle of a restaurant patron or overnight guest and shuttle guests along one lane width internal roads, likely using a golf cart. Guest vehicles would be parked within the Facilities Management area.

Located at the north boundary of the property is an existing road bed, leading to Spruce Creek Lane. The plat shows a possible easement, also connecting the property to Spruce Creek Lane. Either of these could potentially provide 2 way vehicular access to 627. This 2 way vehicular road would only be used for occasional service purposes. All public access would be processed via State Route 151. Guests staying in the cottages will be encouraged to use proposed foot trails, or golf cart for major circulation. Please see circulation diagram included in our supplementary packet.

The property was formerly used as a nursery, and vestigial specimen trees and plants will be incorporated into the new design.

In addition, we intend to restore two ponds located on the property, and offer them to the community as a resource for fire protection. It is our intention to process storm water via natural means, using permeable paving and rain gardens adjacent to parking areas and low lying areas adjacent to development. We are adopting a 50' setback off of the existing creek, and reinforcing the riparian buffer with native planting. We intend to remove and manage invasive species and create new habitat for native species. We will add new native planting as a buffer along Horizon Village Road, and to augment any existing and proposed wooded areas.

August 28, 2015

Project Narrative
Spruce Creek Resort & Market
Nelson County, VA