

## Narrative

### The Overlook at Tartan Ridge – Amended Final Development Plan

**A. Introduction:** The Overlook at Tartan Ridge is located at the southwestern extreme of the Tartan Ridge Development, northeast of and adjacent to the intersection of McKittrick Road and Hyland-Croy Road. It comprises approximately 24 acres and rezoned the entirety of the former Tartan Ridge Subarea E and Subarea F, and a portion of Tartan Ridge Subarea D1. That rezoning eliminated the townhome residential in the former Subarea E and the neighborhood retail in Subarea F, and allowed for the development of up to 56 single-family patio homes. The development standards for The Overlook at Tartan Ridge being modified with this Amendment are those described below and identified on the attached exhibits.

**B. Proposed Amendments:** This application proposes to modify the development standards of the approved Final Development Plan as follows: For those lots with frontage on the outside radius of curvilinear roadway segments as shown on Exhibit C-3, the 25' maximum front building setback from the adjacent straight segments of the roadway shall extend inline from those straight segments, whereas the minimum front building setback will continue to follow the curvature of the road. Lot width shall be measured at the maximum front building setback and/or building line extension as described above and illustrated on the attached exhibits.

**C. Rationale for the proposed Amendments:** The maximum building setback standard originally approved would not allow for the layout as proposed on plan drawings, and this amendment would reconcile the maximum building setback with the consistent streetscape envisioned for this development. To wit:

The standard for the maximum front building setback approved with the Final Development Plan did not account for a conflict between meeting its standard on outside corners while maintaining the design intent of the development; where the design intent was to align homes up and down each street such that homes on lots fronting on the outside corners of roadways had the same orthogonal orientation relative to the straight segments of roadway as homes on those straight segments, as well as a similar setback from a projection of the straight segment of the roadway, though allowing for modest variation. Meeting a 25' maximum front building setback that follows the curve of the road on those lots at outside corners, which have essentially been deepened and articulated to allow for the siting of a home consistent with the siting of homes on adjacent lots along the approach to that corner, would effectively defeat the intent behind the layout of the those outside corner lots by requiring buildings on those lots to project far forward of the adjacent homes.

The original maximum front building setback standard also did not anticipate an inherent conflict with the minimum side yard building setback on lots having compound side property lines, where such compound side lot lines are necessary to transition the lot layout at street corners without arraying the lots in a “fan” pattern (as described above), and where meeting the requirements of one of the two setbacks with one building element would in some cases require violating the requirements of the other setback with a separate building element.