

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, October 10, 2023 at 5:30 P.M. Hybrid Meeting

I. Commission Pre-Meeting (Agenda discussion(s))

Beginning: 5:00 p.m.

Location: (NDS Conference Room, 610 East Market Street, Charlottesville, VA 22902)

II. Commission Regular Meeting

Beginning: 5:30 p.m.

Location: (Council Chambers, 605 E. Main Street, Charlottesville, VA 22902 and Electronic/Virtual)

A. COMMISSIONERS' REPORTS

B. UNIVERSITY REPORT

C. CHAIR'S REPORT

D. DEPARTMENT OF NDS

E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENDA

F. CONSENT AGENDA

(Items removed from the consent agenda will be considered at the end of the regular agenda)

1. Minutes – August 8, 2023 – Regular Meeting
2. Minutes – April 12, 2022 – Regular Meeting

III. JOINT MEETING OF COMMISSION/ COUNCIL

Beginning: 6:00 p.m.

Continuing: until all public hearings are completed

Format: (i) Staff Report, (ii) Applicant, (iii) Hearing

1.ZM23-0005 - 630 Cabell Avenue – On October 10, 2023, the Planning Commission and City Council will conduct a Joint Public Hearing for a Rezoning application for property located at 630 Cabell Avenue and identified in the City’s land records as Tax Map and Parcel (“TMP”) No. 050155000 (the “Subject Property”). Following the Joint Public Hearing, it is the intention of the Planning Commission to vote on whether to recommend approval of the Rezoning. The owner, Neighborhood Investments CA LLC, has submitted a Rezoning application pursuant to Charlottesville City Code Section 34-41 to change the existing zoning of the Subject Property from Multifamily Residential (“R-3”) and Two-Family Residential University (“R-2U”) to Multifamily Residential (“R-3”) only.

The applicant is proposing a multifamily building with up to five units through new construction. The Subject Property is approximately 0.62 acres with road frontage on Cabell Avenue. The Comprehensive Land Use Map designates the Subject Property area as Higher Intensity Residential. Additional information pertaining to this application (ZM23-0005) may be viewed online at www.charlottesville.gov/agenda. Persons interested in this application may also contact NDS Planner Dannan O’Connell by email at (connelld@charlottesville.gov) or by telephone (434-970-3991).

2.CP23-00002 – VERVE Charlottesville PUD - Code of Virginia, § 15.2-2232 Review: 409 Stadium Road
The applicant is requesting an amendment to the November 4, 1996 vacation of the Woodrow Street Right of Way (ROW) along with a request to zone the closed portion to PUD. Woodrow Street is an unimproved paper street that bisects the Subject Property and is used mainly for off-street parking for the existing residential units.

Several public utility lines such as sanitary, water, and gas run through Woodrow Street and will need to be relocated as part of the proposed development. Pursuant to Virginia Code Section 15.2-2232 and Charlottesville City Code Sec. 34-28, the Planning Commission will review these facilities and public street vacation to determine if the general location, character and extent of the proposed alterations are substantially in accord with the City's currently adopted Comprehensive Plan or part thereof.

3.ZM23-00004, ZT23-09-02, P23-0055, P23-0058 – VERVE Charlottesville PUD – Subtext Acquisitions, LLC (“Applicant”), on behalf of Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC, (“Owner”) is requesting a Zoning Map Amendment and Zoning Text Amendment pursuant to Sections 34-41 and 34-490 – 519 of the Code of the City of Charlottesville (“Code”) for properties (“Subject Property”):

Parcel Number: 160008000, 1705 Jefferson Park Avenue, Charlottesville, VA 22903

Parcel Number: 160005000, 106-114 Stadium Road, Charlottesville, VA 22903

Parcel Number: 160004000, 100 Stadium Road, Charlottesville, VA 22903

Parcel Number: 160003000, 102 Stadium Road, Charlottesville, VA 22903

Parcel Number: 160002000, 104 Stadium Road, Charlottesville, VA 22903

Parcel Number: 160001000, 409 Stadium Road, Charlottesville, VA 22903;

The applicant is proposing to rezone the Subject Property from Multifamily Residential (“R-3”) to Planned Unit Development (“PUD”) with a Development Plan and removal of the Individually Protected Property (IPP) designation from 104 Stadium Road. The application and development plan includes a commitment to affordable housing; parking requirements; a use matrix including a maximum dwelling units per acre (“DUA”); yard and height regulations; open space; and landscaping. The applicant is proposing to redevelop the Subject Property and replace the existing (62) residential units (spread between nine different buildings) with one building containing between (524) to (550) residential units. The proposed building will have a height range of (75) feet to (135) feet and stories that range from (5) to (12). In addition, the proposed PUD includes improved pedestrian and bicycle circulation along Stadium Road, Emmet Street, and Jefferson Park Avenue and road improvements to Montebello Circle.

The Subject Property is approximately 3.3 acres with road frontage on Jefferson Parke Avenue, Stadium Road, Emmet Street, and Montebello Circle. The Comprehensive Land Use Map designates this area in the Urban Mixed Use Corridor. The Subject Property is zoned Residential Multifamily (R-3) (104 Stadium Road is zoned R-3H and is an IPP) with an Entrance Corridor Overlay. This application may be viewed online at <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services> or a copy is on file in the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this SUP request may contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

In order for the applicant to implement the PUD Plan, they will need additional approvals from City Council. These approvals include:

Application P23-0055 - A Critical Slope Waiver per City Code Section 34-516(c) (P23-0055). Critical Slopes exist on the Subject Property along the Montebello Circle frontage and will be impacted by the proposed development.

Application P23-0058 - A Sidewalk Waiver per City Code Section 29-182(j)(5) for a portion of Montebello Circle (P23-0058). The applicant’s development plan calls for fire access improvements to Montebello Circle, but due to site constraints is requesting a waiver for sidewalk along approximately 300 feet of frontage.

Amendment to “An Ordinance Authorizing the Sale of Certain City-Owned Property Located at 409 Stadium Road” adopted May 2, 2011 – The applicant is proposing to amend the ordinance authorizing the sale of city-owned property located at 409 stadium road to allow for development.

IV. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded.

1. Charlottesville Development Code and Zoning Map Deliberation (if needed)

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday November 14, 2023 – 5:00 PM	Pre-Meeting	
Tuesday November 14, 2023 – 5:30 PM	Regular Meeting	<u>Minutes</u> Zoning Ordinance Update <u>Rezoning, SUP, Critical Slope Waiver - 108 Lankford Avenue</u>

Anticipated Items on Future Agendas

Rezoning and SUP – 0 Carlton Road, 108 Lankford Avenue

Site Plan – Flint Hill PUD, 240 Stribling Ave, 1613 Grove Street Extended, MACAA – Park Street

Subdivision – Belmont Condominium

Rezoning/PUD – 2117 Ivy Road

Preliminary Site Plan – 0 East High Street

Critical Slopes Waiver – 108 Lankford Avenue

Preliminary Discussion – Dairy Central Phase 3

Future Entrance Corridor

- 1801 Hydraulic Road – revised Comp Sign Plan, (*Hillsdale Place*, Riverbend)
- Review of 2117 Ivy Road for compatibility with Entrance Corridor prior to Rezoning request.

CIP Work Session – November 28, 2023 and CIP Hearing – December 12, 2023

PLEASE NOTE: THIS AGENDA IS SUBJECT TO CHANGE PRIOR TO THE MEETING.

PLEASE NOTE: We are including suggested time frames on Agenda items. These times are subject to change at any time during the meeting.

Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call the ADA Coordinator at (434) 970-3182 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48 hour notice so that proper arrangements may be made.

Planning Commission premeeting and regular meetings are held in person and by Zoom webinar. The webinar is broadcast on Comcast Channel 10 and on all the City's streaming platforms including: Facebook, Twitter, and www.charlottesville.gov/streaming. Public hearings and other matters from the public will be heard via the Zoom webinar which requires advanced registration here: www.charlottesville.gov/zoom. You may also participate via telephone and a number is provided with the Zoom registration or by contacting staff at 434-970-3182 to ask for the dial in number for each meeting.

**LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY
7/1/2023 TO 9/30/2023**

1. Preliminary Site Plans

2. Final Site Plans

- a. 1000 Monticello Road (Belmont Heights) - August 8, 2023
- b. 1150 5th Street SW (Gas Station) – September 7, 2023

3. Site Plan Amendments

4. Subdivision

- a. BLA – 1701 Chesapeake Street – August 29, 2023
- b. BLA – 14 & 16 Mobile Lane – September 12, 2023
- c. BLA – 106 & 108 Park Lane W – September 19, 2023

August 8, 2023 and April 12, 2022 Planning Commission
Minutes are included as the last documents in this packet.

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



JOINT CITY COUNCIL AND PLANNING COMMISSION PUBLIC HEARING
APPLICATION FOR A REZONING OF PROPERTY
APPLICATION NUMBER: ZM23-00005
DATE OF HEARING: October 10, 2023

Project Planner: Dannan O’Connell

Date of Staff Report: November 27, 2023

Applicant: Mitchell Matthews Architects and Planners

Applicant’s Representative(s): Kevin Riddle

Current Property Owner: Neighborhood Investments-CA, LLC

Application Information

Property Street Address: 630 Cabell Avenue

Tax Map & Parcel: 050155000

Total Square Footage/ Acreage Site: **Approx.** 0.626 acres (27,268 square feet)

Comprehensive Plan (General Land Use Plan): Higher Intensity Residential

Current Zoning Classification: Multifamily Residential (R-3) and University Two-Family Residential (R-2U)

Proposed Zoning Classification: Multifamily Residential (R-3)

Overlay District: No

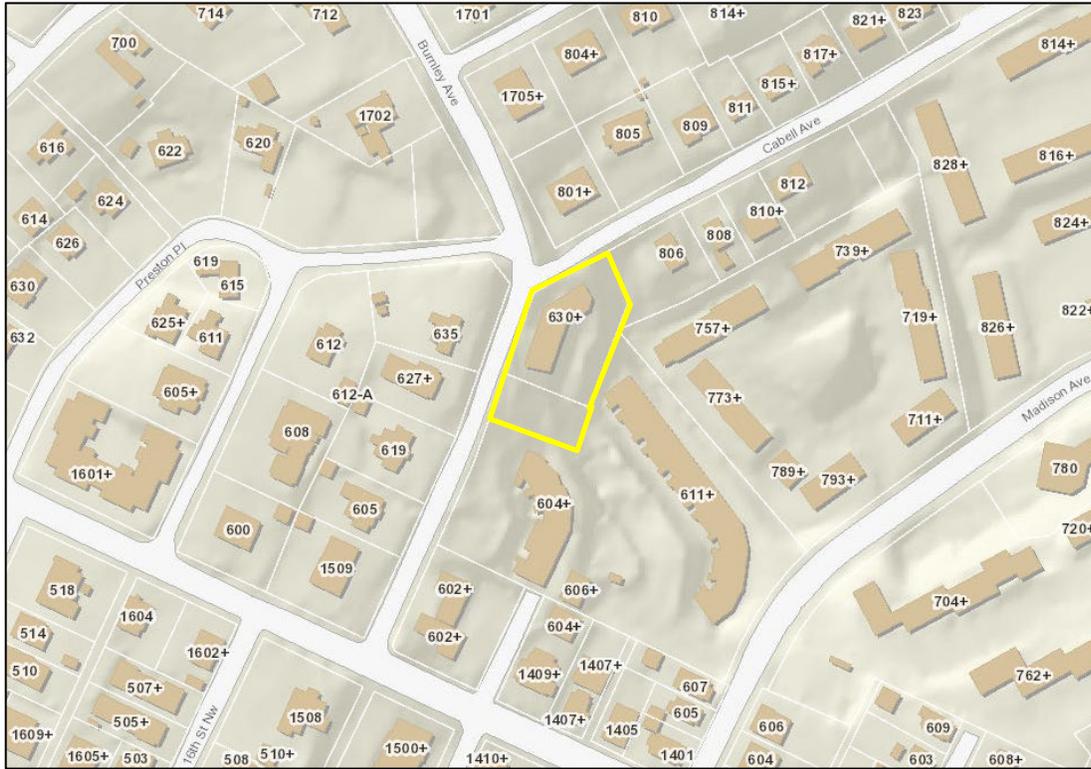
Completeness: The application generally contains all the information required by Zoning Ordinance (Z.O.) Sec. 34-41.

Other Approvals Required:

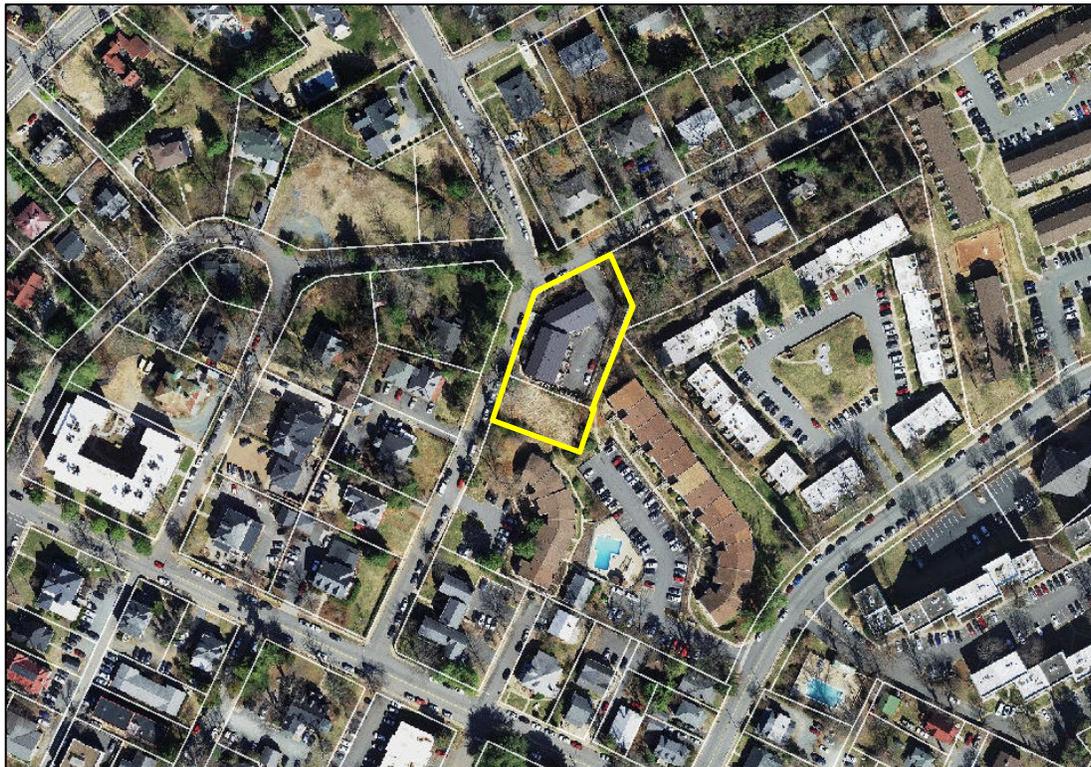
Purpose of Meeting and Applicant’s Request (Summary)

Neighborhood Investments-CA, LLC (Owner and Applicant) has submitted an application pursuant to City Code 34-490 seeking a zoning map amendment to change the zoning district classifications of the above parcels of land. The Subject Property was recently expanded via a Boundary Line Adjustment to incorporate 1,200 additional square feet from a neighboring property that is zoned University Two-Family Residential (R-2U). The applicant is proposing to rezone this additional area from R-2U to Multifamily Residential (R-3), making the entire Subject Property a uniform R-3 zoning.

Vicinity Map



Context Map 1



Rezoning Standard of Review

City Council may grant an applicant a rezoning request, giving consideration to a number of factors set forth within Z.O. Sec. 34-41. The role of the Planning Commission is and make an advisory recommendation to the City Council, as to whether or not Council should approve a proposed rezoning based on the factors listed in Z.O. Sec. 34-42(a):

- (a) All proposed amendments shall be reviewed by the planning commission. The planning commission shall review and study each proposed amendment to determine:
- (1) Whether the proposed amendment conforms to the general guidelines and policies contained in the comprehensive plan;
 - (2) Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community;
 - (3) Whether there is a need and justification for the change; and
 - (4) When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the proposed district classification.

For the applicant's analysis of their application per Sec 34-42 & Sec. 34-41(d) see Attachment B.

Sec. 34-42(a)(1): Whether the proposed amendment conforms to the general guidelines and policies contained in the comprehensive plan.

Below are specific areas of the Comprehensive Plan for which the request is in compliance:

a. Land Use, Urban Form, Historic and Cultural Preservation

- i. **Goal 3 – Balancing Preservation with Change:** Protect and enhance the existing distinct identities of the city's neighborhoods and places while promoting and prioritizing infill development, housing options, a mix of uses, and sustainable reuse in our community.

b. Housing

- i. **Goal 2 – Citywide Diverse Housing:** Support a wide range of rental and homeownership housing choices that are integrated and balanced across the city, and that meet multiple City goals including community sustainability, walkability, bikeability, ADA accessibility, public transit use, increased support for families with children and low-income households, access to food, access to local jobs, thriving local businesses, and decreased vehicle use.

Below are specific areas of the Comprehensive Plan for which the request may not be in compliance:

- a. **Land Use, Urban Form, Historic and Cultural Preservation**
 - i. **Goal 2 – Future Land Use Vision:** Guide implementation of the Future Land Use vision contained in this Comprehensive Plan, including support for existing neighborhoods and preventing displacement.

Comprehensive Plan:

The 2021 Comprehensive Plan’s Future Land Use Map designates 630 Cabell Avenue as Higher Intensity Residential. Higher Intensity Residential is described as allowing multi-unit housing with thirteen (13) or more units per lot. Development may include large and/or smaller-scale buildings, and limited ground floor commercial uses are encouraged. Heights of up to five (5) stories are allowed, although highest building heights are to be determined by neighborhood context. The intent of this designation is to provide opportunities for higher density, multifamily focused development.

The proposed use does conform to the categories identified in the 2021 Future Land Use Map. An additional five-unit multifamily building would increase the number of dwelling units on the Subject Property to thirteen (13), which is the minimum target of the Higher Intensity Residential land use designation. The new building has a proposed height of five (5) stories, which is acceptable under this designation given the height of surrounding structures and the extreme change in grade from street level to the rear of the parcel.

Streets that Work Plan

The Subject Property has frontage on Cabell Avenue, which is designated a “Local Street” in the Streets That Work Plan. Local streets have no defined typology, given the diversity of size and condition of rights-of-way within this category. South of the intersection with Burnley Avenue, Cabell Avenue is currently developed as a one-lane unstriped roadway with a width of thirty (30) feet. East of this intersection, Cabell Avenue is developed as a two-lane unstriped roadway with a width of forty (40) feet. No changes are suggested to the Cabell Avenue right-of-way as part of this rezoning.

Bicycle and Pedestrian Master Plan:

The Subject Property’s frontage on Cabell Avenue is developed with curb and sidewalk. This sidewalk continues south to connect the Subject Property to the intersection with Grady Avenue. The eastern portion of Cabell Avenue is only partially developed with curb and sidewalk between the Subject Property and the Preston Avenue intersection. There is currently no bike infrastructure along Cabell Avenue. A City bus stop (CAT Route 8) is located on Preston Avenue, approximately 1200 feet east of the Subject Property.

Sec. 34-42(a)(2): Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community.

Staff finds that a land use change from R-3 and R-2U to R-3, as described in the application materials, could benefit the surrounding community by providing a small increase in the amount of multifamily residential units available in this area.

Sec. 34-42(a)(3): Whether there is a need and justification for the change.

The proposed rezoning, if approved, would permit a multifamily infill development with one unit above what is currently allowed by-right for this lot. This would fulfill the objectives of the 2021 Comprehensive Plan for more diverse housing types, in proximity to pedestrian infrastructure and mass transit lines.

Sec. 34-42(a)(4): When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the proposed district classification.

Any development on the Subject Property would be evaluated during site plan review and need to meet all current regulations related to public utilities and facilities. Due to the location of the Subject Property, staff believes all public services and facilities would be adequate to support any development contemplated by the Comprehensive Plan for this area.

The purposes set forth per Z.O. Sec. 34-350(b) and (c) are:

Two-family (R-2). The two-family residential zoning districts are established to enhance the variety of housing opportunities available within certain low-density residential areas of the city, and to provide and protect those areas.

[...]

R-2U ("university"), consisting of quiet, low-density residential areas in the vicinity of the University of Virginia campus, in which single-family attached and two-family dwellings are encouraged;

Multifamily. The purpose of the multifamily residential zoning district is to provide areas for medium- to high-density residential development. The basic permitted use is medium-density residential development; however, higher density residential development may be permitted where harmonious with surrounding areas. Certain additional uses may be permitted, in cases where the character of the district will not be altered by levels of traffic, parking, lighting, noise, or other impacts associated with such uses.

[...]

R-3, consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged;

The applicant is proposing to rezone approximately 1,200 square feet of the Subject Property from R-2U to R-3, to accommodate a new multifamily building. Multifamily residential density of up to 21 dwelling units per acre (DUA) is allowable in the R-3 district by-right; density of 22 to 87 DUA is allowable with an approved Special Use Permit. Multifamily development is not allowed within the R-2U district.

Because multifamily developments are not allowed within the R-2U district, the 1,200 square foot portion of the Subject Property cannot be used to calculate allowable residential DUA. The maximum number of units permitted by-right in the R-3 zoned portion of the Subject Property would be twelve (12). Rezoning the R-2U zoned portion would increase the lot’s acreage enough to permit one additional multifamily unit by-right on the Subject Property. The applicant is proposing to construct a five (5) unit multifamily building on the Subject Property adjacent to the existing eight (8) unit apartment complex. This would give the Subject Property a total of thirteen (13) units, equal to a residential DUA of 21.

Zoning History of the Subject Property

Year	Zoning District
1949	A-1 Residential
1958	R-3 Residential, R-2 Residential
1976	R-3 Residential, R-2 Residential
1991	R-3 Residential, R-2 Residential
2003	R-3 Residential, R-2U Residential

The Subject Property is bordered by:

Direction	Use	Zoning
North	Single Family Residential	R-2U, R-1U
South	Multifamily Residential	R-3, UHD, UMD
East	Multifamily Residential	UHD
West	Multifamily Residential, Fraternity/Sorority House	R-3

Staff finds a rezoning of the Subject Property would be consistent with existing patterns of development to the south, east and west, and an acceptable transition to the existing single-family dwellings to the north.

Public Comments Received

Community Meeting Required by Z.O. Sec. 34-41(c)(2).

On September 6, 2023 the applicant held a community meeting in-person at 630 Cabell Avenue from 6:00pm to 7:00pm. An NDS planner was able to attend this meeting. One member of the public attended the meeting. No comments or concerns were raised regarding the proposed rezoning.

Other Comments

As of the date of this report staff has not received any comments from the public. Should any comments come in after the report is posted, those comments will be forwarded to Planning Commission and City Council.

Staff Recommendation

Staff finds the proposed zoning change could contribute to the goals of the City's Comprehensive Plan, such as increasing the City housing stock, within the bounds of the City's existing Zoning Ordinance. Staff recommends approval of the rezoning request.

Suggested Motions

1. I move to recommend approval of this application to rezone the Subject Property from R-3 and R-2U to R-3, on the basis that the proposal would service the interests of the general public and good zoning practice.

OR,

2. I move to recommend denial of this application to rezone the Subject Property from R-3 and R-2U to R-3, on the basis that the proposal would not service the interests of the general public and good zoning practice.

Attachments

- A. Rezoning Application dated August 25, 2023
- B. Narrative dated September 19, 2023



City of Charlottesville

Application for Rezoning

Project Name: 630 Cabell Avenue

Address of Property: 630 Cabell Avenue

Tax Map and Parcel Number(s): 050155000

Current Zoning: R-3 & R-2U (multiple zones)

Proposed Zoning: R-3

Comprehensive Plan Land Use Designation: RX-3

Applicant: Kevin Riddle, c/o Mitchell Matthews Architects & Planners

Address: 300 Twin Sycamores Lane, Charlottesville

Phone: 434-979-7550

Email: kscottriddle@gmail.com

Applicant's Role in the Development (check one):

Owner Owner's Agent Contract Purchaser

Owner of Record: Neighborhood Investments LLC - CA, LLC

Address: 810 Catalpa Court, Charlottesville Va 22903

Phone: 434-971-8000

Email: richard@neighborhoodprops.com

(1) Applicant's and (2) Owner's Signatures

(1) Signature KS Riddle Print Kevin Riddle Date 8/25/2023

Applicant's (Circle One): LLC Member LLC Manager Corporate Officer (specify) _____
Other (specify): architects

(2) Signature R.T. Spuzem Print R.T. SPUZEM Date 8/25/23

Owner's (Circle One): LLC Member LLC Manager Corporate Officer (specify) _____
Other (specify): _____



City of Charlottesville

Pre-Application Meeting Verification

Project Name: _____

Pre-Application Meeting Date: _____

Applicant's Representative: _____

Planner: _____

Other City Officials in Attendance:

The following items will be required supplemental information for this application and must be submitted with the completed application package:

1. _____

2. _____

3. _____

4. _____

5. _____

Planner Signature: Danna O'Connell



City of Charlottesville

Personal Interest Statement

Project Name: 630 Cabell Avenue

I swear under oath before a notary public that:

A member of the City of Charlottesville Planning Commission (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Planning Commissioner(s): _____

Or

No member of the City of Charlottesville Planning Commission, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

And

A member of the City of Charlottesville City Council (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

City Councilor(s): _____

Or

No member of the City of Charlottesville City Council, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Applicant: Kevin Riddle

By:

Signature KS Riddle Print Kevin Riddle Date 8/25/2023

Its: _____ (Officer, Member, Trustee, etc.)

Commonwealth of Virginia

City of Charlottesville

The foregoing instrument was subscribed and sworn before me this 25 day of August, 2023 by Kevin Riddle

Notary Signature Haley Bryanne Jones

Registration #: 2026423 Expires 01/31/2026





City of Charlottesville

Owner's Authorizations

(Not Required)

Project Name: 630 Cabell Avenue

Right of Entry- Property Owner Permission

I, the undersigned, hereby grant the City of Charlottesville, its employees and officials, the right to enter the property that is the subject of this application, for the purpose of gathering information for the review of this rezoning application.

Owner: NEIGHBORHOOD INVESTMENTS - CA, LLC Date: 8/25/23

By (sign name): [Signature] Print Name: R.T. SPURZEM

Owner's: LLC Member LLC Manager Corporate Officer (specify): _____

Other (specific): _____

Owner's Agent

I, the undersigned, hereby certify that I have authorized the following named individual or entity to serve as my lawful agent, for the purpose of making application for this rezoning, and for all related purposes, including, without limitation: to make decisions and representations that will be binding upon my property and upon me, my successors and assigns.

Name of Individual Agent: RICHARD T. SPURZEM

Name of Corporate or other legal entity authorized to serve as agent: _____

Owner: NEIGHBORHOOD INVESTMENTS - CA, LLC Date: 8/25/23

By (sign name): [Signature] Print Name: R.T. SPURZEM

Circle one:

Owner's: LLC Member LLC Manager Corporate Officer (specify): _____

Other (specific): _____



City of Charlottesville

Disclosure of Equitable Ownership

Project Name: 630 Cabell Avenue

Section 34-8 of the Code of the City of Charlottesville requires that an applicant for a special use permit make complete disclosure of the equitable ownership "real parties in interest" of the real estate to be affected. Following below I have provided the names and addresses of each of the real parties in interest, including, without limitation: each stockholder or a corporation; each of the individual officers and directors of a corporation; each of the individual members of an LLC (limited liability companies, professional limited liability companies); the trustees and beneficiaries of a trust, etc. Where multiple corporations, companies or trusts are involved, identify real parties in interest for each entity listed.

Name RICHARD T. SPREZEM Address 810 CATALPA COURT, CHARLOTTESVILLE, VA 22903

Name _____ Address _____

Name _____ Address _____

Name _____ Address _____

Attach additional sheets as needed.

Note: The requirement of listing names of stockholders does not apply to a corporation whose stock is traded on a national or local stock exchange and which corporation has more than five hundred (500) shareholders.

Applicant: Kevin Riddle

By:

Signature KS Riddle Print Kevin Riddle Date 8/25/2023

Its: _____ (Officer, Member, Trustee, etc.)



City of Charlottesville

Fee Schedule

Application Type	Quantity	Fee	Subtotal
Rezoning Application Fee		\$2000	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			

Office Use Only

Amount Received: _____ Date Paid _____ Received By: _____

630 CABELL AVE

rezoning application

MITCHELL MATTHEWS ARCHITECTS

**PROGRESS
DRAFT**

34-157(a)(2) + 34-157(1)(4)	REZONING NARRATIVES	3
34-158(a)(6)	ZONING & SURVEY INFORMATION	4 - 10
34-158(a)(6)	SITE & NEIGHBORHOOD PHOTOGRAPHS	11 - 12
34-158(a)(6)	PROPOSED NEW BUILDING	13 - 24
	AFFORDABLE DWELLING UNIT WORKSHEET	25

**PROGRESS
DRAFT**

REQUEST FOR REZONING

LOCATION: 630 Cabell Avenue, Charlottesville, Virginia.

CURRENT ZONING: R-3 & R-2U

PROPOSED ZONING: R-3

USE: Multi-family Residential

INTRODUCTION: 630 Cabell Avenue is a 0.6+ acre parcel. Currently, it's split zoned. Most of the parcel is R-3, but a small portion is R-2U. An apartment building-- and the surface parking behind it-- occupies roughly two-thirds of the site.

REASON FOR REQUEST: The owner seeks to consolidate the zoning classification on this site. Currently only a tiny fraction of the property is R-2U. The greater part is R-3. A single classification-- R-3-- applied to the entire site would simplify density calculations and potentially avoid any yard, building height or other discrepancies that could result from the current split zoning. This rezoning request also aligns well with the proposed future zoning map, which classifies this entire side of Cabell Avenue as RX-3, the nearest counterpart to the current R-3. The owner realizes that the enactment of a new zoning ordinance may allow the same potential for site improvements pursued in this request. However, because of uncertainties about when the new ordinance will take effect, the owner requests the rezoning described here to allow improvement plans to proceed sooner rather than later.

PROPOSED BUILDING: This document concludes with drawings of a possible small apartment building to be constructed on the south end of the site. The direction indicated here could undergo changes as the design process unfolds. Material choices, among other characteristics, could evolve. Drawings of the proposed building should be taken as illustrative, not definitive. They reflect current intentions, but revisions are possible. The property is *not* located in a Design Control District, Historic Conservation District or Entrance Corridor. Architectural approvals are not required.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP: The future land use map, adopted in November 2021, envisions this neighborhood as *Higher Intensity Residential*. This designation emphasizes development patterns-- relatively dense residential uses within multi-family buildings-- already evident in this neighborhood, much of which has long been zoned R-3. The rezoning requested here adheres to these patterns, facilitating the construction of new multi-family dwellings. The proposed new dwellings will take better advantage of the total site area, reaching maximum allowable by-right DUA while observing current height restrictions.

POTENTIAL ADVERSE IMPACTS: We anticipate no adverse impacts. There is already an apartment building on the property. Multifamily housing is common and appropriate in this neighborhood. Uses and densities proposed are by-right. The new building will likely introduce changes to the landscape and hardscape that will improve the street edge and benefit the public realm. New parking spaces will be located in the rear yard, unseen from the primary street. New spaces will be accessed from the existing driveway, requiring no additional curb cuts, no reduction in street spaces and no disruption of the sidewalk.

**PROGRESS
DRAFT**



630 CABELL AVE
Charlottesville VA

09.19.2023

AERIAL VIEW

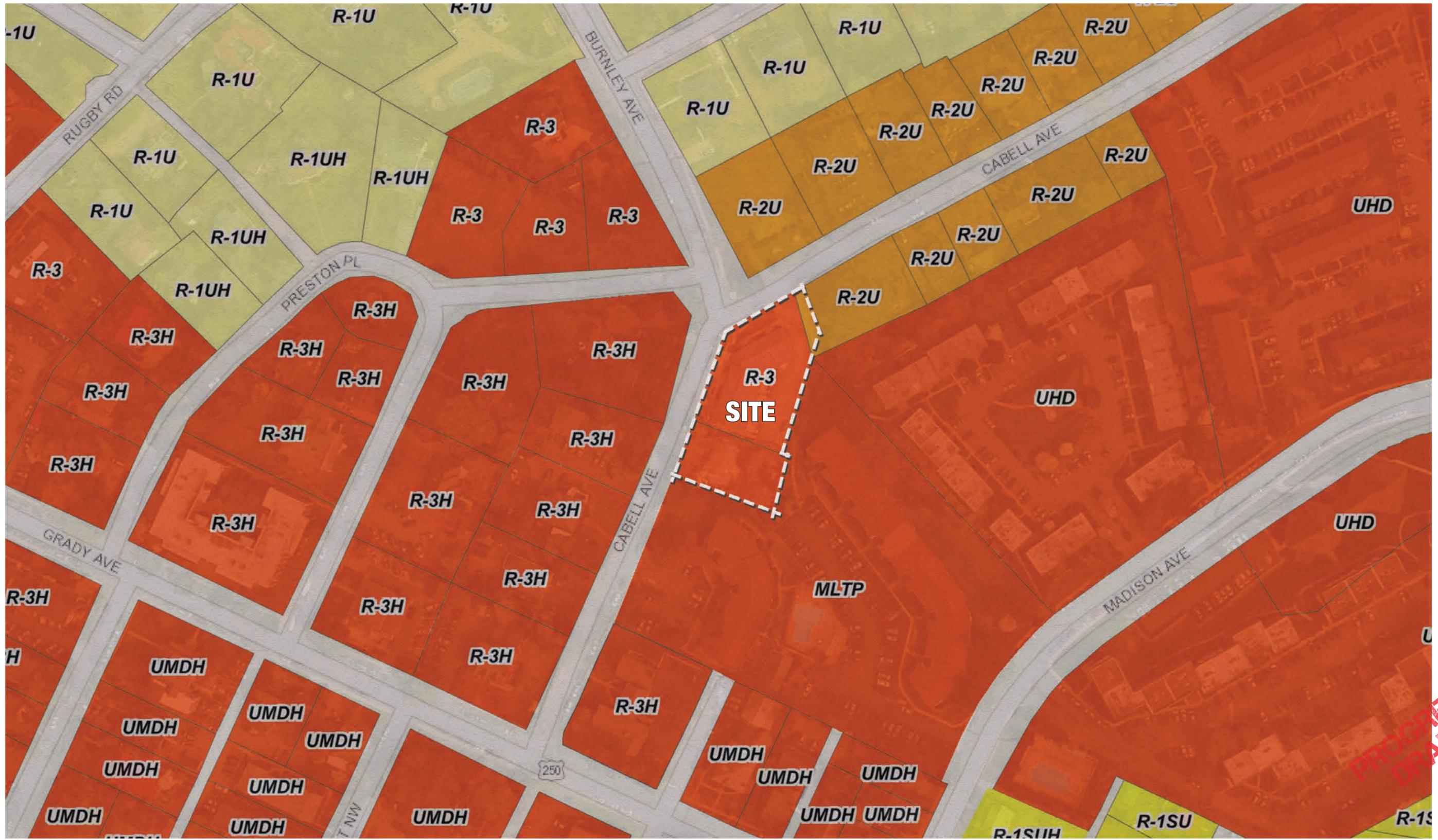
All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS

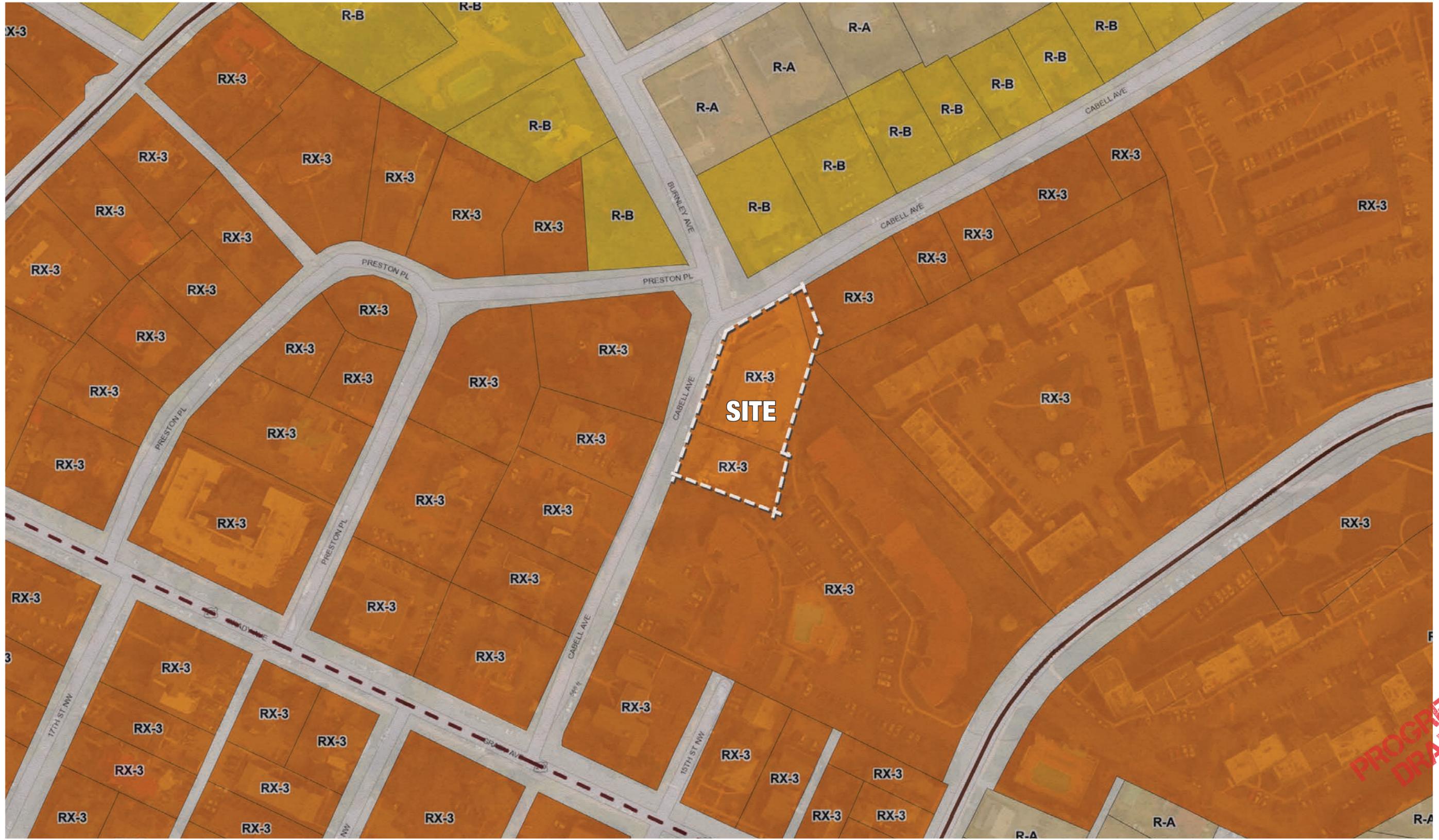
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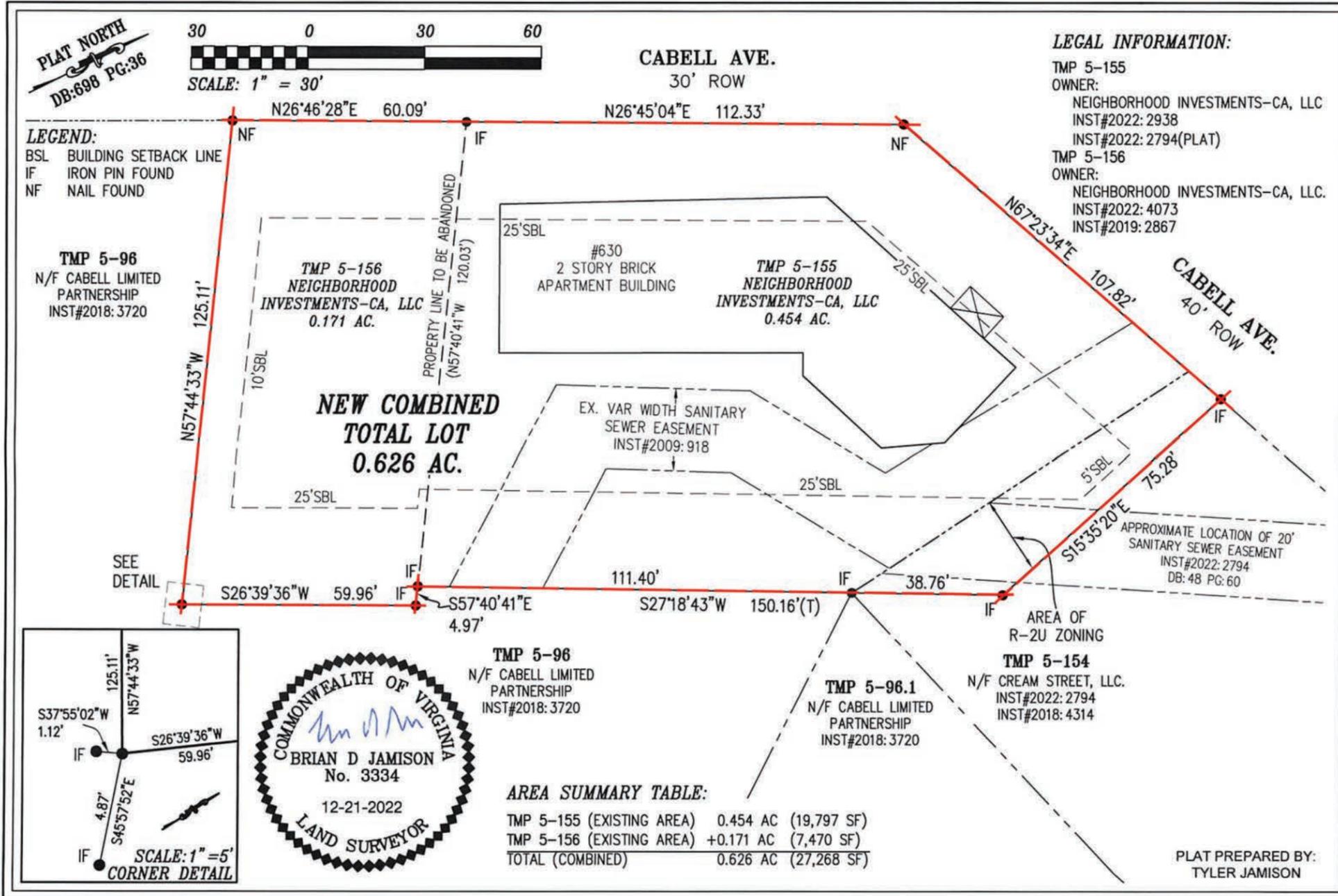
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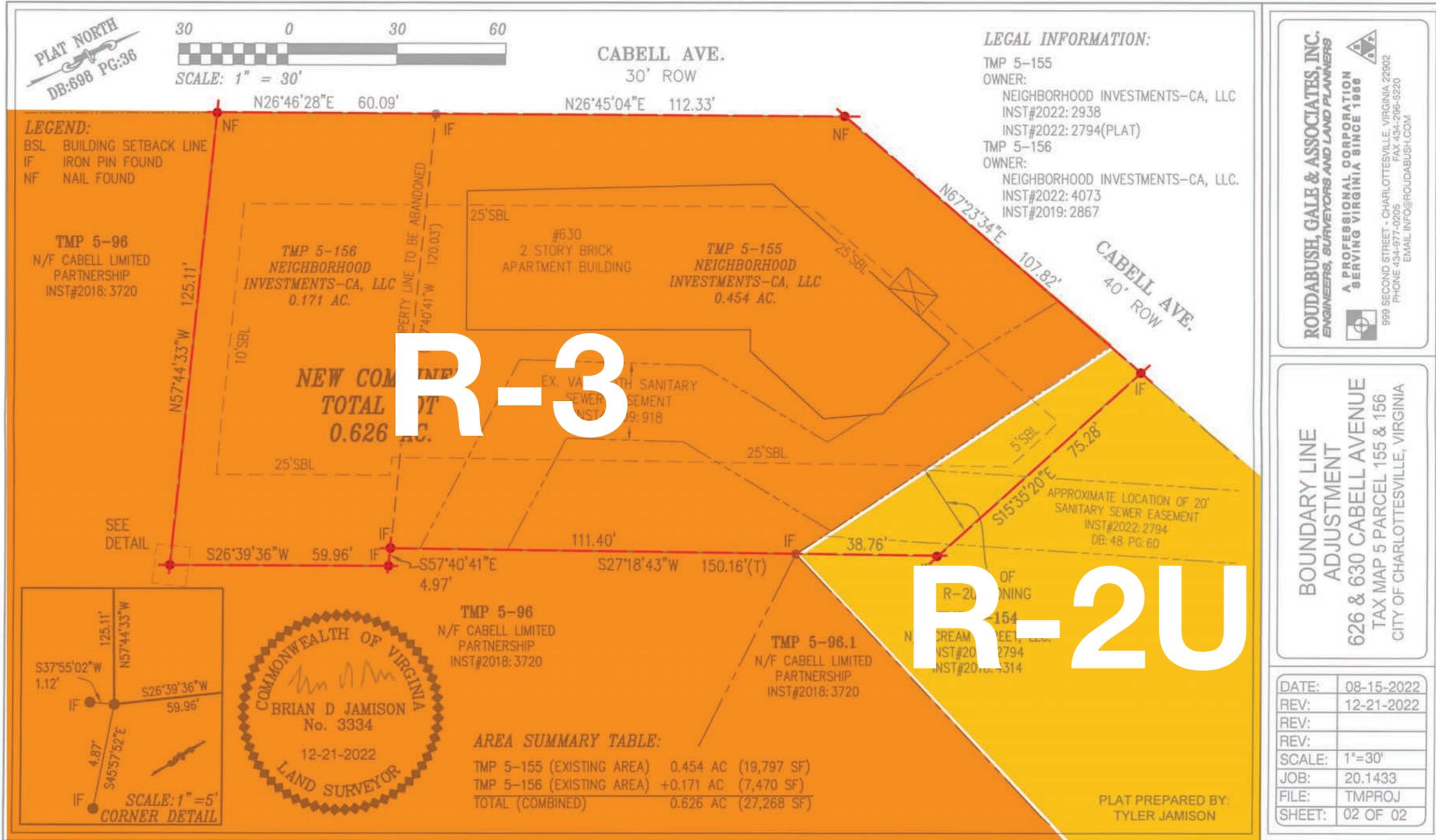
BOUNDARY LINE ADJUSTMENT
 626 & 630 CABELL AVENUE
 TAX MAP 5 PARCEL 155 & 156
 CITY OF CHARLOTTESVILLE, VIRGINIA

DATE:	08-15-2022
REV:	12-21-2022
REV:	
REV:	
SCALE:	1"=30'
JOB:	20.1433
FILE:	TMPROJ
SHEET:	02 OF 02

Multiple Zones	R-2U & R-3
Land Area (Combined)	0.625 acres

PROGRESS DRAFT

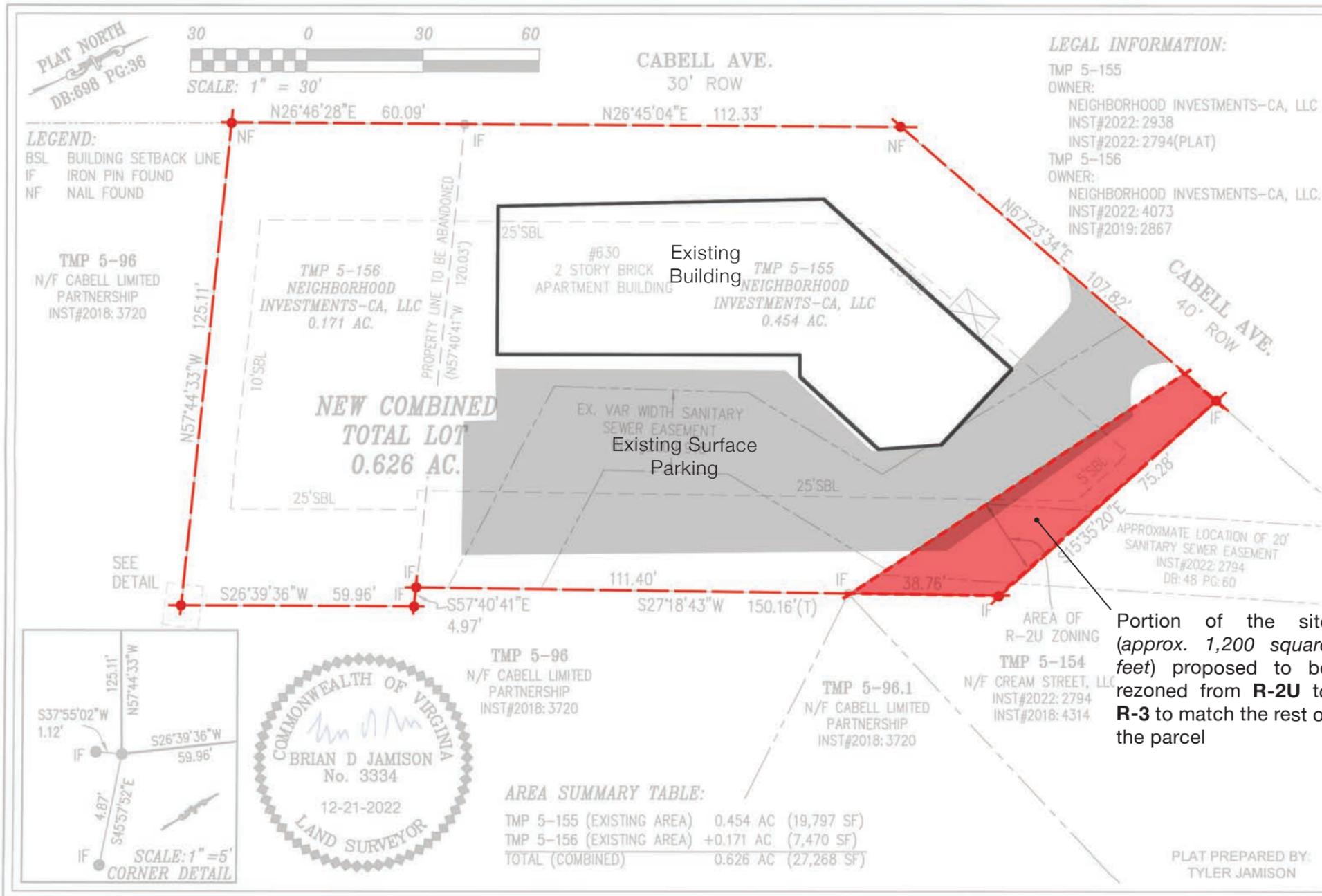
All grades, counts and quantities are approximate and will change as design proceeds.



Multiple Zones	R-2U & R-3
Land Area (Combined)	0.625 acres

Most of this parcel-- as well as most parcels adjacent to it-- is zoned R-3. A small sliver of the parcel-- roughly 1,200 square feet-- is zoned R-2U.

PROGRESS DRAFT



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Multiple Zones **R-2U & R-3**

Land Area (Combined) **0.625 acres**

The part of the parcel filled in red is currently classified **R-2U**. We request this small area be rezoned to **R-3**, so it matches the rest of the parcel. This will avoid multiple zones on a single parcel. It will simplify density calculations, allowing them to be consistently applied using R-3 parameters.

Portion of the site (approx. 1,200 square feet) proposed to be rezoned from **R-2U** to **R-3** to match the rest of the parcel

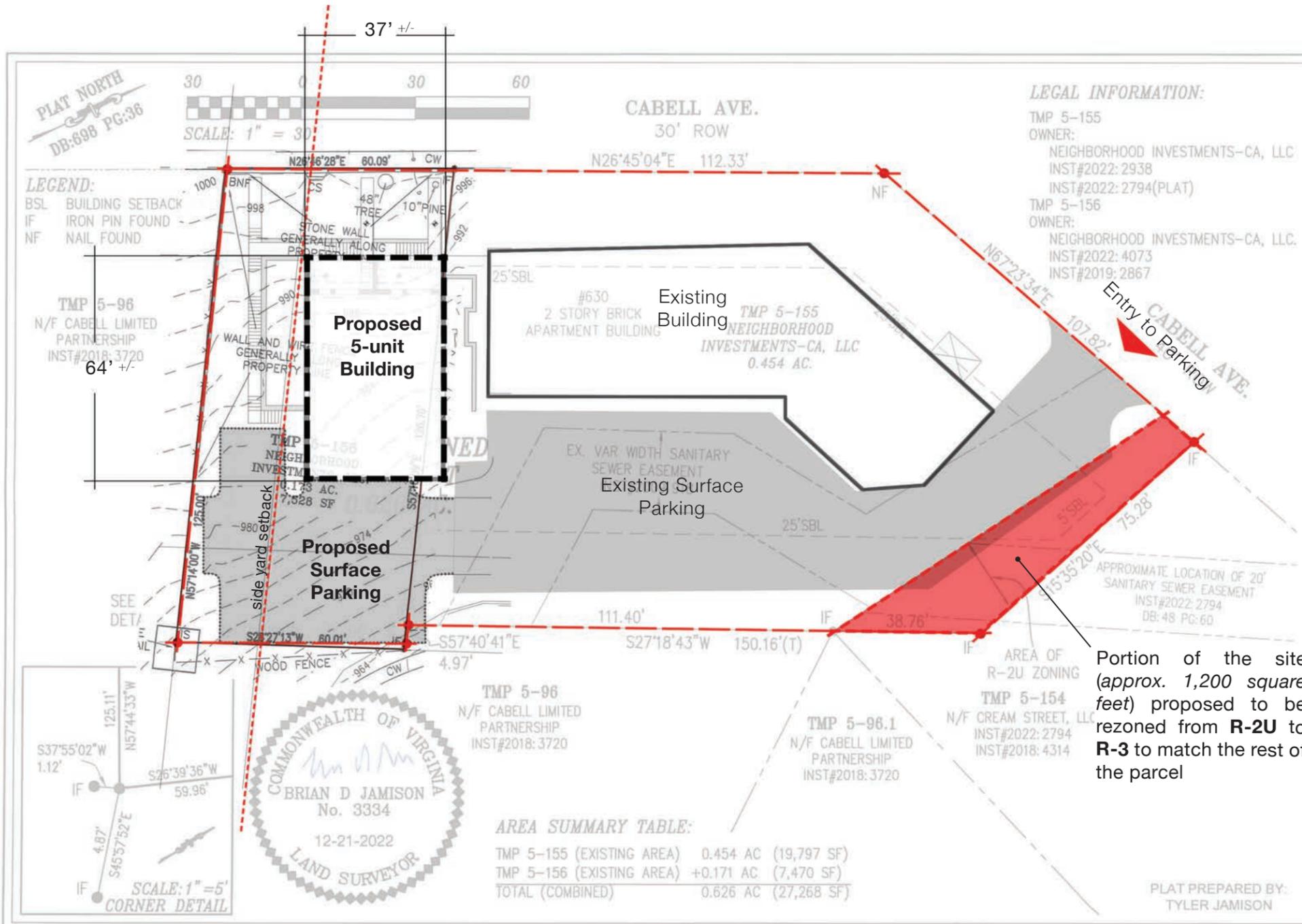
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With red area rezoned to R-3, the number of dwellings allowed by right

13
@ 21 DUA

AREA TO BE REZONED

All grades, counts and quantities are approximate and will change as design proceeds.



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 EMAIL INFO@ROUDABUSH.COM

Multiple Zones	R-2U & R-3
Land Area (Combined)	0.625 acres

The approximate location and footprint of a new building is outlined in black dashes. It will require new parking spaces, currently proposed to be surface parking behind the building. The new lot will be connected to the existing parking area to its north, essentially extending it. The existing driveway at the north corner of the site will serve both parking lots.

The proposed building will likely be a four-story structure-- a pair of stacked townhouses-- over a basement apartment level. The **building height** will not be more than **45'** above average grade, as permitted by right.

Portion of the site (approx. 1,200 square feet) proposed to be rezoned from **R-2U** to **R-3** to match the rest of the parcel

PROGRESS DRAFT

With red area rezoned to R-3, the number of dwellings allowed by right

13
@ 21 DUA

PROPOSED LOCATION AND FOOTPRINT OF NEW BUILDING

All grades, counts and quantities are approximate and will change as design proceeds.



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SITE PHOTOS

All grades, counts and quantities are approximate and will change as design proceeds.



801



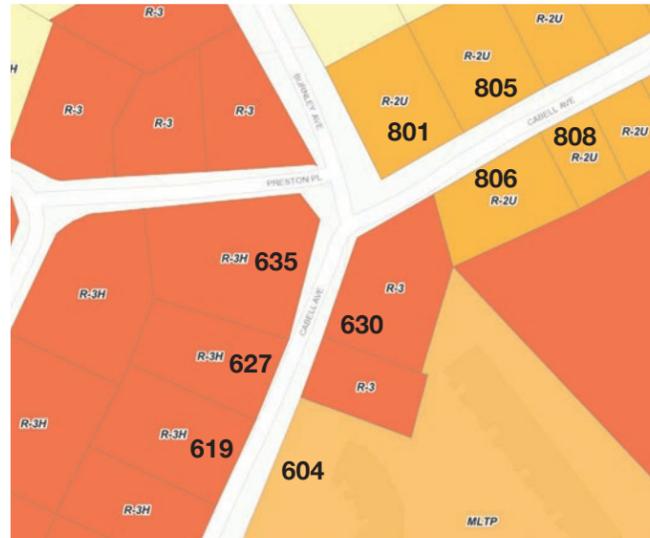
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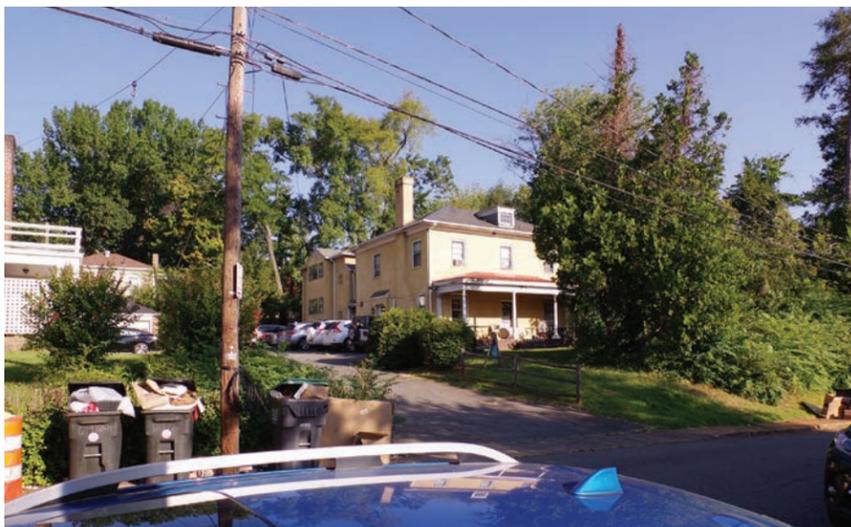
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806



635



627



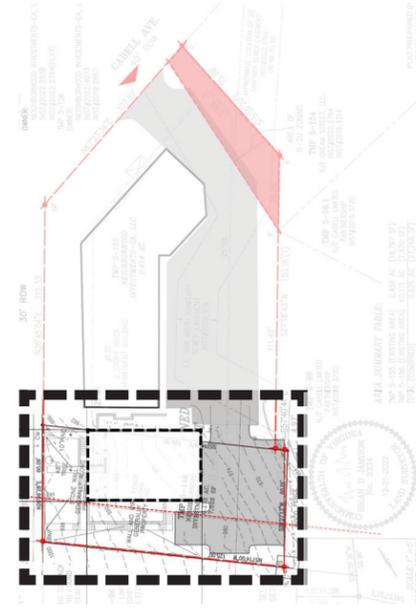
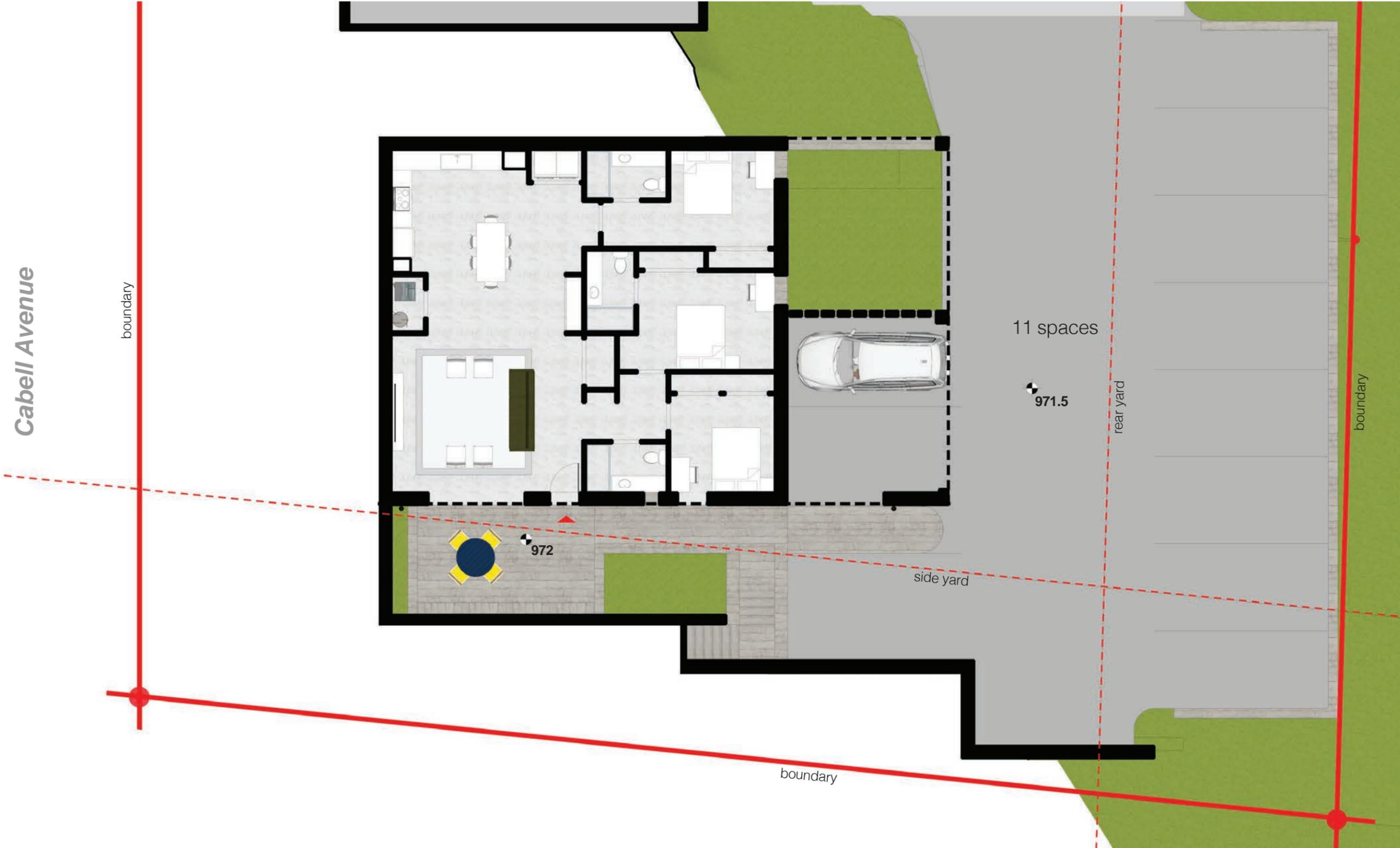
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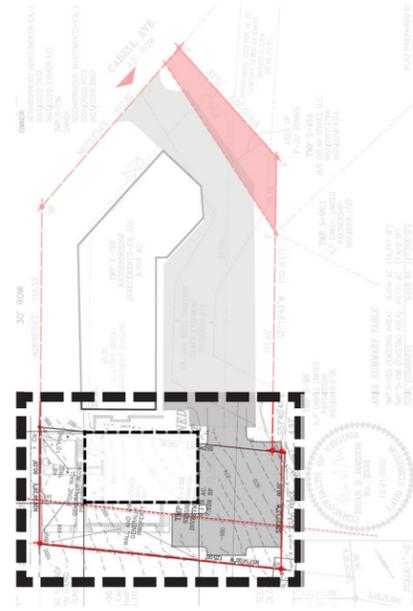
604

Cabell Avenue

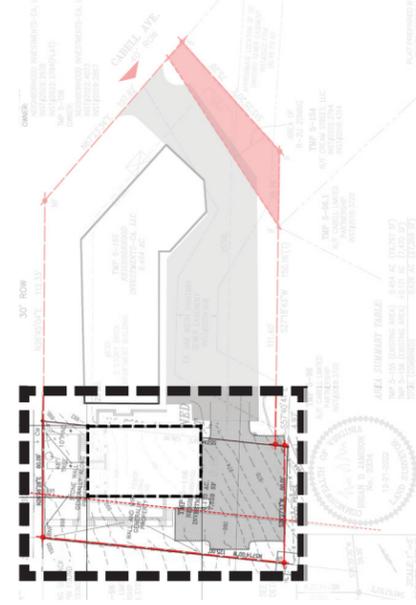
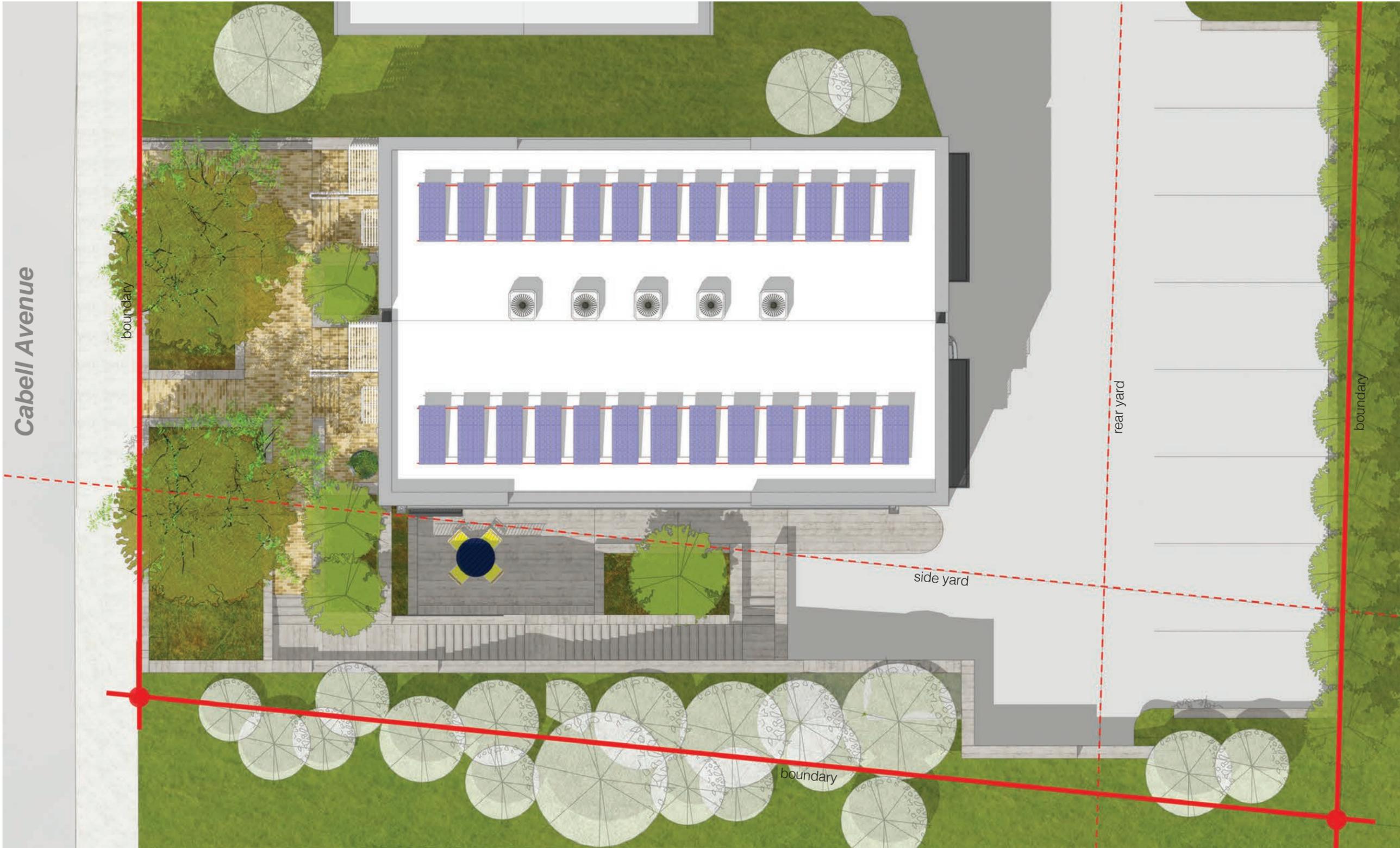
boundary



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BUILDING SECTION

All grades, counts and quantities are approximate and will change as design proceeds.

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ELEVATION - CABELL AVENUE

All grades, counts and quantities are approximate and will change as design proceeds.



ELEVATION - NORTH

All grades, counts and quantities are approximate and will change as design proceeds.



ELEVATION - REAR

All grades, counts and quantities are approximate and will change as design proceeds.



630 CABELL AVE
Charlottesville VA

09.19.2023

ELEVATION - SOUTH

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SITE - EXISTING

All grades, counts and quantities are approximate and will change as design proceeds.



SITE - PROPOSED

All grades, counts and quantities are approximate and will change as design proceeds.



SITE - EXISTING

All grades, counts and quantities are approximate and will change as design proceeds.



630 CABELL AVE
Charlottesville VA

09.19.2023

SITE - PROPOSED

All grades, counts and quantities are approximate and will change as design proceeds.

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Affordable Dwelling Unit Ordinance Worksheet

Step 1: Total Floor Area Ratio (FAR) of Site

- A. Total size of development site: 0.63 acres
- B. Total square footage of site: $\frac{0.63}{\text{(# of acres)}} \times 43,560.00 = \underline{27,268.56}$ square feet (sf)
- C. 1.0 Floor Area Ratio (FAR): $\underline{27,268.56}$ (total sf of site)
- D. Gross Floor Area (GFA) of **ALL** buildings/uses: 21,920.00 sf GFA Existing Bldg: 12,500.00 GFA Proposed Bldg: 9,420.00
- E. Total site FAR: $\frac{21,920.00}{\text{(total GFA of site)}} \div \frac{27,268.56}{\text{(1.0 FAR)}} = \underline{0.80}$
- F. Is E greater than or equal to 1.0 FAR? **NO: Your proposed development does not trigger the ADU ordinance.**
- YES: Proceed to Step 2 or Step 3.

AFFORDABLE DWELLINGS: Total floor area of both buildings combined will not exceed the total site area, therefore the Affordable Dwelling Unit Ordinance is not applicable.

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CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



JOINT CITY COUNCIL AND PLANNING COMMISSION PUBLIC HEARING
APPLICATION FOR A REZONING OF PROPERTY AND COMPREHENSIVE PLAN COMPLIANCE
APPLICATION NUMBERS: ZM23-00004, ZT23-09-02, AND CP23-00002
DATE OF HEARING: October 10, 2023

Project Planner: Matt Alfele, AICP

Date of Staff Report: September 27, 2023

Applicant: Subtext Acquisitions, LLC (Contract Purchaser)

Applicants Representative: Dylan Lambur (Subtext Acquisitions, LLC)

Current Property Owners: Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC (collectively the “Owners”)

Application Information

Property Street Address: 106 – 114 Stadium Road, 409 Stadium Road, 104 Stadium Road, 102 Stadium Road, 1705 Jefferson Park Avenue, and 100 Stadium Road (the “Subject Properties”)

Tax Map & Parcel/Tax Status: Parcel Number: 160008000, 160005000, 160004000, 160003000, 160002000, and 160001000 (real estate taxes paid current - Sec. 34-10)

Total Square Footage/ Acreage Site: Approx. 3.3 acres (approximately 144,002 square feet)

Comprehensive Plan (General Land Use Plan): Urban Mixed Use Corridor

Current Classification: R-3 (Residential Multifamily) (104 Stadium Road is zoned R-3H and is an Individually Protected Property IPP)

Proposed Zoning Classification: Planned Unit Development (“PUD”)

Overlay District: Entrance Corridor

Completeness: The application generally contains all of the information required by Zoning Ordinance (Z.O.) Sec. 34-41 and (Z.O.) Sec. 34-490.

Other Approvals Required: Sidewalk waiver (P23-0058) for a portion of Montebello Circle (City Council)

Applicant’s Request (Summary)

Subtext Acquisitions, LLC (“Applicant”), on behalf of Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC, (“Owner”) is requesting a Zoning Map Amendment and Zoning Text Amendment pursuant to Sections 34-41 and 34-490 – 519 of the Code of the City of

Charlottesville (“Code”) for the Subject Property. (“Subject Property”). The applicant is proposing to rezone the Subject Property from Multifamily Residential (“R-3”) to Planned Unit Development (“PUD”) with a Development Plan and remove the Individually Protected Property (IPP) designation from 104 Stadium Road. The application and development plan includes a commitment to affordable housing; parking requirements; a use matrix including a maximum dwelling units per acre (“DUA”); yard and height regulations; open space; and landscaping. The applicant is proposing to redevelop the Subject Property and replace the existing (62) residential units (spread between nine different buildings) with one building containing between (524) to (550) residential units. The proposed building will have a height range of (75) feet to (135) feet and stories that range from (5) to (12). In addition, the proposed PUD includes improved pedestrian and bicycle circulation along Stadium Road, Emmet Street, and Jefferson Park Avenue and road improvements to Montebello Circle. In order for the applicant to implement the PUD Plan, they will need additional approvals from City Council. These approvals include:

Application P23-0055 - A Critical Slope Waiver per City Code Section 34-516(c). Critical Slopes exist on the Subject Property along the Montebello Circle frontage and will be impacted by the proposed development.

Application P23-0058 - A Sidewalk Waiver per City Code Section 29-182(j)(5) for a portion of Montebello Circle (P23-0058). The applicant’s development plan calls for fire access improvements to Montebello Circle, but due to site constraints is requesting a waiver for a sidewalk along approximately 300 feet of frontage.

An amendment to “An Ordinance Authorizing the Sale of Certain City-Owned Property Located at 409 Stadium Road” adopted May 2, 2011 – The applicant is proposing to amend the ordinance authorizing the sale of city-owned property located at 409 stadium road to allow for development.

Application CP23-00002 – VERVE Charlottesville PUD - Code of Virginia, § 15.2-2232 Review: 106 – 114 Stadium Road, 409 Stadium Road, 104 Stadium Road, 102 Stadium Road, and 100 Stadium Road - The applicant is requesting an amendment to the November 4, 1996 vacation of the Woodrow Street Right of Way (ROW) along with a request to zone the closed portion to Planned Unit Development (“PUD”). Woodrow Street is an unimproved paper street that bisects the Subject Property and is used mainly for off-street parking for the existing residential units. Several public utility lines such as sanitary, water, and gas run through Woodrow Street and will need to be relocated as part of the proposed development.

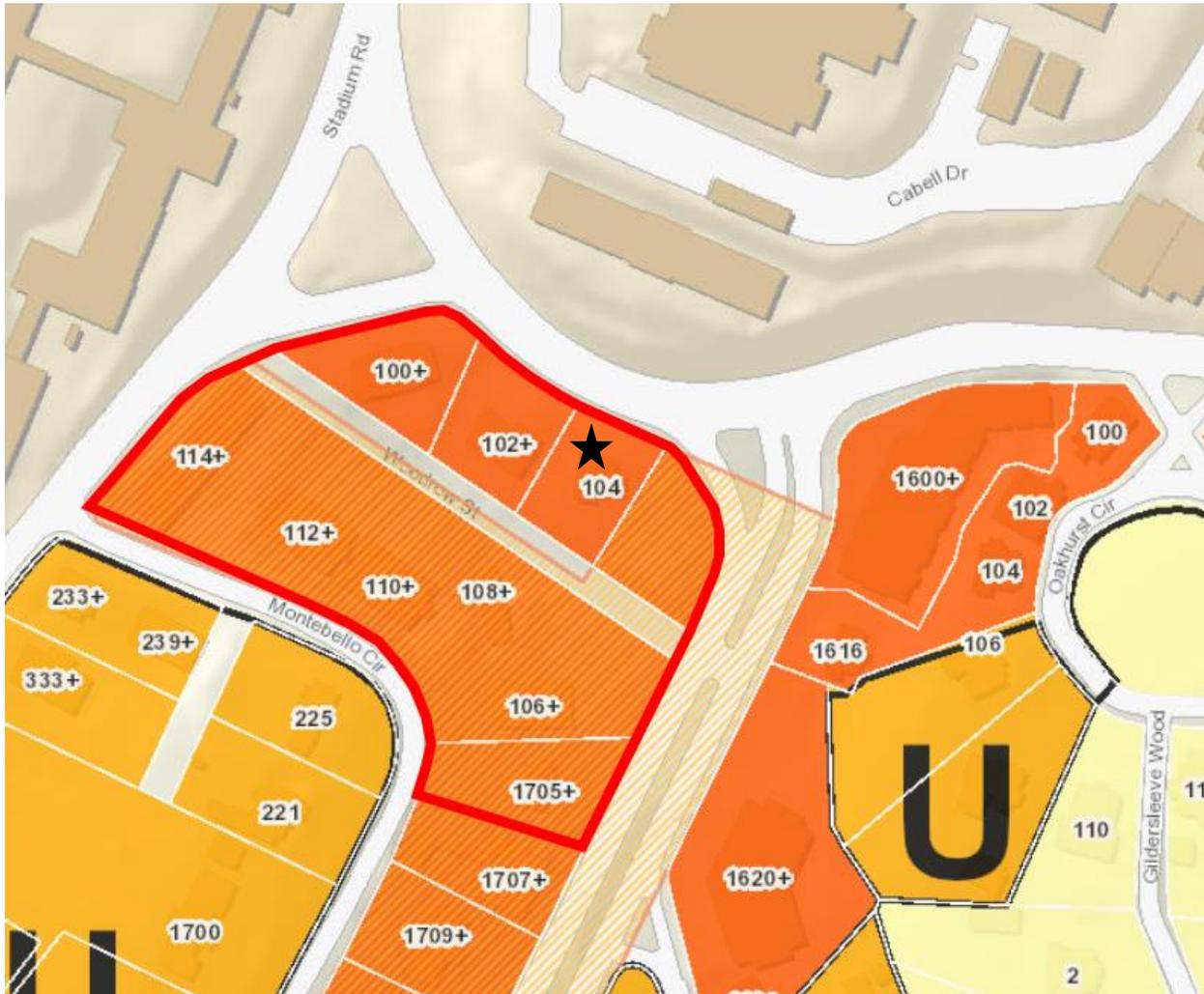
Vicinity Map



Context Map 1



Context Map 2- Zoning Classifications



KEY – Light Orange: R-2U, Dark Orange: R-3, Orange Hatching: Entrance Corridor Overlay, Yellow: R-1, Not shaded: UVA, Star: Individually Protected Property

Context Map 3- Future Land Use Map, 2021 Comprehensive Plan

KEY: Light Brown: Medium Intensity Residential, Dark Brown: Higher-Intensity Residential, Purple: Urban Mixed Use Corridor, Hatch: UVA

Rezoning Standard of Review

Under Section 34-41, City Council may grant an applicant a rezoning request and should consider several factors set forth within Section 34-42. The role of the Planning Commission is to make an advisory recommendation to the City Council, as to whether or not Council should approve a proposed rezoning based on the factors listed in Section 34-42(a):

- (a) All proposed amendments shall be reviewed by the planning commission. The planning commission shall review and study each proposed amendment to determine:
- (1) Whether the proposed amendment conforms to the general guidelines and policies contained in the comprehensive plan;
 - (2) Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community;
 - (3) Whether there is a need and justification for the change; and
 - (4) When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding

property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the proposed district classification.

Planned Unit Development (PUD) Standard of Review

When evaluating a proposed PUD, in addition to the general considerations laid out in Section 34-42, City Council and the Planning Commission should also consider certain factors specific to the construction of a PUD.

Section 34-490. - In reviewing an application for approval of a planned unit development (PUD) or an application seeking amendment of an approved PUD, in addition to the general considerations applicable to any rezoning the city council and planning commission shall consider whether the application satisfies the following objectives of a PUD district:

1. To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern;
2. To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design.
3. To promote a variety of housing types, or, within a development containing only a single housing type, to promote the inclusion of houses of various sizes;
4. To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;
5. To provide for developments designed to function as cohesive, unified projects;
6. To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;
7. To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;
8. To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development; and
9. To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;
10. To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.

For applicant's analysis of their application per Sections 34-42, 34-41(d), and 34-490 see Attachment B and C.

Sec. 34-42(a)(1): Whether the proposed amendment conforms to the general guidelines and policies contained in the comprehensive plan.

Below are specific areas of the Comprehensive Plan with which the request may be in line:

a. Land Use, Urban Form, and Historic & Cultural Preservation

Objectives for Mixed-Use Areas: Support the redevelopment of “underutilized” gray-field sites along community corridors.

Goal 2: Future Land Use Vision.

Guide implementation of the Future Land Use vision contained in this Comprehensive Plan, including support for existing neighborhoods and preventing displacement.

Goal 7: Entrance Corridors.

Ensure that the quality of development in Charlottesville’s designated Entrance Corridor Overlay Districts is compatible with the City’s requirements and standards, and with the adjacent neighborhood’s historic, architectural, and cultural resources, while allowing for reuse of structures and evolution of uses in these areas.

b. Housing

Goal 2: Diverse Housing Throughout the City.

Support a wide range of rental and homeownership housing choices that are integrated and balanced across the city, and that meet multiple City goals including community sustainability, walkability, bikeability, ADA accessibility, public transit use, increased support for families with children and low-income households, access to food, access to local jobs, thriving local businesses, and decreased vehicle use.

c. Transportation

Goal 1: Complete Streets

Create and maintain a connected network of safe, convenient, and pleasant accommodations for pedestrians, bicyclists, and transit riders, including people of all ages and abilities.

Goal 2: Coordination with Land Use & Community Design

Improve quality of life and promote active living by reducing automobile use and congestion and supporting multimodal options for safe and convenient travel in conjunction with implementation of the Future Land Use Vision.

Below are specific areas of the Comprehensive Plan with which the request may not comply:

a. Land Use, Urban Form, and Historic & Cultural Preservation

Objectives for Mixed-Use Areas: Promote and encourage design elements that enhance community livability such as active uses at the ground floor level

along key street frontages. Encourage compact block and street networks and a built environment that facilitates walking, biking, and bus riding.

Goal 3: Balance Conservation and Preservation with Change.

Protect and enhance the existing distinct identities of the city's neighborhoods and places while promoting and prioritizing infill development, housing options, a mix of uses, and sustainable reuse in our community.

Goal 7: Entrance Corridors.

Ensure that the quality of development in Charlottesville's designated Entrance Corridor Overlay Districts is compatible with the City's requirements and standards, and with the adjacent neighborhood's historic, architectural, and cultural resources, while allowing for reuse of structures and evolution of uses in these areas.

b. Environment, Climate, and Food Equity

Goal 6: Tree Canopy

Contribute to the creation, protection, and expansion of robust urban forests.

Comprehensive Plan- Staff Analysis:

The applicant is requesting a rezoning of the Subject Property to Planned Unit Development ("PUD") to accommodate a type of development (multifamily) that is permitted within the existing R-3 zoning district, but not at the density or height allowed by the current code. The proposal does meet some goals of the Comprehensive Plan by providing additional housing options within the neighborhood and within close proximity to the University of Virginia, the University hospital, and the West Main commercial district. Staff finds the proposed density of the Subject Property (up to 550 residential dwelling units with a variety of bedroom count) is appropriate for this location. However, staff is concerned with an inconsistency in the plan that could allow up to 660 residential dwelling units within the development. This inconsistency comes from the "Use Matrix" (page T2 of Attachment C) that would allow a by-right density of 200 Dwelling Units per Acre ("DUA"). This conflicts with the stated (page T1 Attachment C) maximum density of 550 units. In addition, staff is concerned with the scale of the project and how it transitions to the established lower density residential neighborhood along Montebello Circle. Additional height may be appropriate along the Stadium Road, Emmet Street, and JPA, but staff would like to see more of a reduction in height and additional screening along Montebello Circle.

The City's 2021 Future Land Use Map of the Comprehensive Plan calls for the Subject Property to be Urban Mixed Use Corridor. The description for this land use category calls for higher intensity mixed use developments arranged along corridors between employment, commercial, and civic hubs of the City. The form for Urban Mixed Use Corridor should

respond to existing residential, environmental, and historic context. Building heights of five (5) stories, or up to eight (8) at key intersections, such as intersections of Streets That Work, Downtown, Industrial, Mixed Use, or Neighborhood corridors are recommended. Uses within the Urban Mixed Use Corridors should include commercial, employment, residential and include an inclusionary zoning mechanism to support housing affordability.

Nothing in the application materials indicates the proposed development would not conform to the City's Future Land Use Map or the Land Use chapter of the Comprehensive Plan as it relates to use and density but may not conform as it relates to height. The City's Comprehensive Plan envisions a maximum height of eight (8) stories along Stadium Road and Emmet Street that transitions down to five (5) stories within the High-intensity Residential area along Montebello Circle. It should be noted that the City's Comprehensive Plan addresses height in stories and not feet. Additional height may be allowable through a future "bonus" system, but that process, and standards are yet to be determined. Under the current zoning, maximum height allowed within the R-3 district is one hundred and one (101) feet with approval of a Special Use Permit ("SUP"). The by-right maximum height in the R-3 district is forty-five (45) feet.

This Project does trigger the City's Affordable Dwelling Units ("ADU") ordinance, and ADU Ordinance Worksheet was submitted with the applicant's rezoning application. As the applicant's ADU Ordinance Worksheet demonstrates, Office of Community Solutions (OCS) staff also determined the required number of ADUs, as the Project's gross floor area exceeds 1.0 FAR. Please refer to Sec. 34-12(c) and (d) of the Charlottesville, Virginia ordinances for further guidance. The applicant has chosen not to provide a proffer statement, but they have indicated a commitment to affordable housing within their development plan. On the cover sheet of the PUD Development Plan the applicant has stated: *"The applicant shall make a cash contribution to the City's affordable housing fund in the amount equal to double that which would be required under City Code Section 34-12(d)(2) based on the approved final site plan. Such cash contribution shall be delivered to the City prior to the issuance of the first Certificate of Occupancy for the Project."* If the rezoning is approved OCS will review any required site plan to insure it complies to applicable affordable housing code sections, but based on the information provided to OCS from the applicant, a full analysis cannot be provided at this time.

Despite the discrepancy in the application materials as it relates to maximum density, staff finds the uses and density of the Subject Property would conform to the City's Comprehensive Plan. By contrast, staff finds the proposed height would not conform to the City's Comprehensive Plan. It should be noted that nothing within the application(s) to

rezone the Subject Property will remove the Entrance Corridor overlay (EC). Any future site plan submitted for review will require a Certificate of Appropriateness (COA) from the Planning Commission serving in the role of Entrance Review Board (ERB). This process should ensure a final design that meets the EC standards and could mitigate some of the height and transition concerns that staff has.

As part of the process to rezone the Subject Property from R-3 to PUD, the applicant will also need to remove the Individually Protected Property (IPP) designation from 104 Stadium Road. More detail on 104 Stadium Road can be found in the staff report that went to the Board of Architectural Review (BAR) on September 19, 2023, but below are some key elements related to the IPP and BAR recommendation:

The MacLeod house (or Stone House) at 104 Stadium Road was constructed in 1927 and designated as an IPP on September 19, 2011. The IPP designation was contingent on the sale of 409 Stadium Road from the City to Woodrow Too, LLC which transpired on May 2, 2011. Conditions related to the sale of 409 Stadium Road were codified in an ordinance (Attachment G) with the following conditions:

1. The Property shall be landscaped and maintained as a green space area;
2. The Purchaser shall consent to the adjoining property (Tax Map Parcel 160002000) being designated as an Individually Protected Property (IPP) under City Code Section 34-274; and
3. There shall be no further development or permanent structures placed upon the property, including parking facilities.

As part of the proposed PUD development, the applicant requested a COA from BAR to demolish the Stone House and gardens at 104 Stadium. BAR voted 6-0 to recommend denial of the requested COA. On June 5, 2023, City Council passed a resolution (Attachment E) granting approval of the COA with conditions. These conditions include:

1. Building and gardens be documented thoroughly through photographs and measured drawings according to the Historic American Building Standards, information should be retained by City of Charlottesville's Department of Neighborhood Development Services and Virginia Department of Historic Resources;
2. Approval of a design-review CoA for new construction on the parcel as a contiguous element of the proposed multi-lot development to ensure that the building is not demolished without an appropriate and City-approved replacement, and issuance of site plan and building permit for construction of such replacement.
3. After the foregoing conditions are accomplished, if the IPP designation has not previously been removed by appropriate action of Council, whether before or after

demolition, but no later than 30 days after demolition, applicant request City Council initiate a zoning ordinance amendment per City Code § 34-274 to delete the property from the protected property list by zoning text and map amendment.

On September 19, 2023, BAR held a meeting related to the zoning map amendment (ZMA) and zoning text amendment (ZTA) request as it relates to 104 Stadium Road and the IPP. BAR voted 6-0 to recommend that City Council deny the request to remove the IPP designation of 104 Stadium Road. Furthermore, the BAR suggested two considerations, should Council approve the request to remove IPP designation. These conditions include:

1. A condition that within six (6) months or, if sooner, prior to application for a demolition permit, the property and building will be documented thoroughly through photographs and measured drawings according to the Historic American Building Standards, with that documentation submitted to staff for the BAR archive.
2. Council explore a mechanism to restore [if the building is not razed] or retain [until demolition is certain] the IPP status, should the proposed development not move forward as planned.

As part of the PUD rezoning request, the applicant is also petitioning City Council amend the May 2, 2011, ordinance related to the sale of 409 Stadium Road. The requested amendment is to remove the three (3) conditions stated in the ordinance.

Woodrow Street Comprehensive Plan Compliance per Virginia Code Section 15.2-2232

As part of the larger development being proposed, the applicant is requesting an amendment to the November 4, 1996, ordinance vacating (Attachment F) the Woodrow Street Right of Way (ROW) along with a request to zone the closed portion to Planned Unit Development (“PUD”). Woodrow Street is an unimproved paper street that bisects the Subject Property and is used mainly for off-street parking for the existing residential units. Several public utility lines such as sanitary, water, and gas run through Woodrow Street and will need to be relocated as part of the proposed development. Pursuant to Virginia Code Section 15.2-2232 and City Code Section 34-28, the Planning Commission may review the proposed amendment to the vacation ordinance as it impacts public facilities and determine if these amendments are general in accord with the City’s adopted Comprehensive Plan or part thereof. The Planning Commission shall communicate their findings to the City Council, with written reasons for approval or disapproval.

In 1937 the City of Charlottesville acquired an easement conveying to it the right to “lay, construct and maintain, together with the right of ingress and egress, a storm sewer line” through the Subject Property in what is labeled as “Woodrow Street”. This information can

be found in Charlottesville Circuit Court land records in Deed Book 94 Page 398. On September 10, 1996, Planning Commission held a joint Public Hearing related to a request from Stadium Road Limited Partnership to vacate Woodrow Street and the petition was granted by City Council, through an ordinance, on November 4, 1996. City Council directed that the ordinance and plat vacating the street should not be record in the land records unless and until two conditions had been fulfilled. These conditions included:

1. The adjoining property owners, excluding the City of Charlottesville, shall provide for storm water connections to Jefferson Park Avenue from the east side of Woodrow Street as part of the Jefferson Park Avenue sidewalk construction.
2. All adjoining property owners, excluding the City, shall enter into a joint access and maintenance agreement with respect to the vacated area. Such agreement shall preclude the building of additional units on the vacated area.

To date these conditions have not been fulfilled and the required plat has not been recorded. The applicant for the VERVE Charlottesville PUD project is requesting City Council amend the approved ordinance to remove the two conditions allowing Woodrow Street to be closed in accordance with the November 4, 1996 action.

Should City Council find the proposed PUD development plan, as proposed, would service the interests of the general public and is good zoning practice, the vacation of Woodrow Street approved in 1996 must be completed. Although condition #1 could be met as it relates to relocating utilities, the manner in which the applicant will achieve this relocation is dependent on current site plan requirements that differ from what is stated in the condition. Regardless of the conditions from November 4, 1996 ordinance, any site plan related to the PUD submitted for review must account for relocating public infrastructure out of Woodrow Street; and do so in accordance with the City's Utilities Department and the City's Standards and Design Manual (SAMD). Condition #2 is more onerous in regard to allowing development within the vacated ROW. This condition would prevent the development from moving forward as the condition states the vacated area would need an overlaying easement to allow access and maintenance; and would prevent "units" (staff takes this to mean residential units) within the vacated area. Under the proposed PUD Development Plan a majority of residential units and amenities would be located within the Woodrow Street ROW.

The City's 2021 Future Land Use Map does indicate Woodrow Street should remain a Public ROW. It is also called out as a "Local" street in the City's Streets that Work Plan and is included as a "street" in the City's 2015 Bicycle and Pedestrian master Plan (although no improvements are called for). Staff finds that vacating Woodrow Street would not be consistent with the City's Comprehensive Plan or supporting documents, but staff also has

to consider City Council's action from November 4, 1996, that did vacate the ROW, with conditions. Should the vacation of Woodrow Street ROW be completed as stated in the original ordinance, higher density development could still happen on the site, but it would be bisected by an access and maintenance agreement (easement) that would not permit "the building of additional units on the vacated area". Staff is not sure what could be constructed within the vacated area that could also accommodate the required access and maintenance easement; but if the November 4, 1996, ordinance stays unamended the most likely development of the site would involve residential density pushed towards Emmet Street and Montebello Circle with parking and/or stormwater facilities in the vacated area.

Streets that Work Plan- Staff Analysis:

The PUD Development Plan proposes improvements to Stadium Road, Emmet Street, Jefferson Park Avenue, and Montebello Circle.

The 2016 Streets that Work Plan labels Jefferson Park Avenue (JPA), Stadium Road, and Emmet Street as *Mixed Use B* typology. *Mixed Use B* streets are characterized as able to support high levels of walking, bicycling, and transit as they connect important destinations within the City and surrounding county. The Streets that Work Plan recommends a minimum clear zone width of seven (7) feet for sidewalks, which are noted along with a curbside buffer zone (the area between the curb and sidewalk) as the highest priority items in the *Mixed Use B* typology. The next level (high) priority items for *Mixed Use B* typology are five (5) to seven (7) foot bike lanes, turn boxes, ten (10) foot shared use paths, and bicycle parking in curbside buffer zones or on-street.

The existing conditions for JPA include 4.5 foot wide sidewalks with no buffer, on street parking, a marked bike lane, and a signalized crosswalk at the intersection of JPA and Emmet Street. As part of the PUD development, per attachment C, the applicant will provide an 8 foot sidewalk, a 6 foot raised bike lane, some planted buffering between the sidewalk/bike lane and the street, an upgraded bus stop, and bicycle parking. Access to the parking garage and service ingress/egress are also planned for the JPA frontage. Due to the height of the building, the bus stop, and the ingress/egress locations, some on street parking will need to be removed from JPA. The exact location and number of spaces to be removed will be determined by the City's Traffic Engineer and Fire Department during site plan review.

The existing conditions for Emmet Street include a 4.5 foot wide sidewalk with no buffer, no on street parking, shared roadway with bicycles, and unsignalized crosswalks at JPA and Stadium Road. In addition, there are no sidewalks on the north side of Emmet Street. As

part of the PUD development, per attachment C, the applicant will provide an 8 foot sidewalk, a 6 foot raised bike lane, and some planted buffering between the sidewalk/bike lane and the street. Pedestrian only access to the development is also provided off Emmet Street.

The existing conditions for Stadium Road include a 4.5 foot wide sidewalk with no buffer, on street parking, no markings for bicycles, and unsignalized crosswalks at Emmet Street and Montebello Circle. In addition, there are no sidewalks on the west side of Stadium Road in relation to the Subject Property. As part of the PUD development, per attachment C, the applicant will provide an 8 foot sidewalk, a 6 foot raised bike lane, a planted buffering between the sidewalk/bike lane and the street, and bicycle parking. The main vehicular drop off/pick-up, and accessible parking spaces are located on the Stadium Road frontage. As with the JPA and Emmet Street side, Stadium Road will also have direct pedestrian access points to the development from the sidewalk. And, as with the JPA side, some on street parking may need to be removed for fire access. The exact location and number of spaces to be removed will be determined by the City's Traffic Engineer and Fire Department during site plan review.

The Streets that Work Plans labels Montebello Circle as "Local". Local streets are found throughout the city and provide immediate access to all types of land uses. Although local streets form the majority of the street network, there is no specific typology associated with them. This is due in part to the many variations in context and right-of-way width, as well as the community's expressed desire to replicate as nearly as possible the feel of older local streets that do not meet current engineering and fire code standards.

The existing conditions for Montebello Circle include one-way vehicular travel entering from Stadium Road, a small variable width sidewalk on a portion of the north side of Montebello Circle starting approximately 300 feet from the intersection of Stadium Road, and on street parking (south side from Stadium Road for about 400 feet). As part of the PUD development, per attachment C, the applicant will be providing an 8 foot sidewalk from Stadium Road for approximately 200 feet with pedestrian access to the development. In addition, as part of sidewalk waiver request (application P23-0058) the applicant will be improving Montebello Circle to bring it up to the City's Fire Department standard. This includes widening the paved portion of Montebello Circle that fronts on the development to a minimum of 20 feet and relocating overhead utility lines.

Staff finds that the redevelopment of the Subject Property, as presented above, will achieve many of the City's Street That Work goals. These streets are heavily traveled by pedestrians,

bicyclist, and motor vehicles. In addition, this portion of the City is seeing a dramatic rise in the use of micro mobility such as e-scooters and e-bikes. Large buffered sidewalks and raised bike lanes will provide a much need public improvement for these corridors. Staff also supports limiting access to pedestrian use only off Montebello Circle as even with improvements the street, it could not accommodate an influx of vehicular traffic entering and exiting the development.

Bicycle and Pedestrian Master Plan- Staff Analysis:

The 2015 Bicycle and Pedestrian Master Plan designates JPA and Emmet Street for buffered or separated bike lanes. Stadium Road is designated as being a shared roadway. No designation is provided for Montebello Circle. The Master Plan also recommends sidewalk installation on the north side of Emmet Street and intersection improvements for Emmet Street at JPA and Stadium Road.

Sec. 34-42(a)(2): Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community.

Staff finds that a zoning change from R-3/ R-3H Multifamily Residential to PUD, as described in the application materials, could benefit the community by providing additional housing within close proximity of the University of Virginia.

Sec. 34-42(a)(3): Whether there is a need and justification for the change.

According to the City's 2021 Future Land Use Map, this portion of the City should be Urban Mixed Use Corridor and offer higher intensity mixed use developments. The PUD is proposed to be 100% residential with no commercial aspect. Although not all developments within the Urban Mixed Use Corridor should, or can be, mixed use, staff is concerned that such a large development (over 3 acres) will be dedicated to one land use category. In addition, staff finds that the proposed rezoning does not align with the 2021 Future Land Use Map as it relates to height.

Sec. 34-42(a)(4): When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the proposed district classification.

Any development on the Subject Properties would be evaluated during site plan review and need to meet all current regulations related to public utilities and facilities. Due to the location of the Subject Properties, staff believes all public services and facilities would be adequate to support any development contemplated by the Comprehensive Plan for this

area. Staff will note that a site plan for the development being proposed could not be approved until a series of additional approvals are granted. These include:

- Approval of a Sidewalk Waiver Resolution.
- Approval of a Critical Slope Waiver Resolution.
- Amending the November 4, 1996 Ordinance vacating Woodrow Street ROW.
- Amending the May 2, 2011 Ordinance authorizing the sale of City-owned property located at 409 Stadium Road.
- Receiving a Certificate of Appropriateness (COA) for demolition of the House and Gardens at 104 Stadium Road. (granted by City Council on June 5, 2023)
- Receiving a COA from the Entrance Review Board.

The Subject Property and most of the surrounding properties are currently zoned R-2U Two-Family Residential University and R-3 Multifamily Residential with Entrance Corridor overlay (EC). The R-2U district was established to enhance the variety of housing opportunities available within certain low-density residential areas of the city near the University of Virginia, and to provide and protect those areas. The R-2U district are low-density residential areas in the vicinity of the University of Virginia campus, in which single-family attached and two-family dwellings are encouraged.

The purpose of the multifamily residential zoning district is to provide areas for medium- to high-density residential development. The basic permitted use is medium-density residential development; however, higher density residential development may be permitted where harmonious with surrounding areas. Certain additional uses may be permitted, in cases where the character of the district will not be altered by levels of traffic, parking, lighting, noise, or other impacts associated with such uses. The R-3 zoning districts consist of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

The entrance corridor overlay district (EC) is intended to implement the comprehensive plan goal of protecting the city's historic, architectural and cultural resources, by ensuring a quality of development compatible with those resources through design control measures. The purposes of this article are to stabilize and improve property values; to protect and enhance the city's attractiveness to tourists and other visitors; to sustain and enhance the economic benefits accruing to the city from tourism; to support and stimulate development complimentary to the prominence afforded properties and districts having historic, architectural or cultural significance; all of the foregoing being deemed to advance and promote the health, safety and welfare of the general public.

In addition to the surrounding zoning districts of R-2U and R-3, several developments in the area have received Special Use Permits (SUP) for additional density and height over the past few years. These include 1707, JPA, 1713 JPA, 1725 JPA, 112 Montebello Circle, 1718, JPA, 1620 JPA, and 100 Oakhurst Circle.

Zoning Comparison Chart: Physical Characteristics

Current R-3 Zoning		Proposed PUD Zoning
Physical Characteristics		Physical Characteristics
Front Setback	25' min	5' min (Emmet Street)
Side Setback	5' min (Single Family Detached) 10' min (Single Family Attached) 10' min (Two-family) 50' min (Non-residential) 20' min (Corner Street Side)	5' min (Stadium Road) 6' min (Jefferson Park Avenue)
Rear Setback	25' min (Residential) 50' min (Non-residential)	45' min (Eastern Portion of Montebello Circle) 18' min (Western Portion of Montebello Circle)
Land Coverage	75% max	61.3% max
Height	45' max	135' max
Min Lot Size	6,000sqft (Single Family Detached) 2,000sqft (average of 3,600sqft) (Single Family Attached) 7,200sqft (Two-family) 2,000sqft (Townhouse) Multifamily (No requirement) Non-residential (No requirement)	None specified
Road Frontage	50' (Single Family Detached and Two-family) 20' (Single Family Attached) Multifamily (Must have frontage, but min not specified.) Non-residential (Must have frontage, but min not specified.)	None specified
Parking	759 spaces per Section 34-984	401 (no calculation. This is a set number for the development.)
Screening	22-43 DUA 50' between the facade of the multifamily dwelling and the boundary of any low-density residential district 44-87 DUA 75' between the facade of the multifamily dwelling	None specified

	and the boundary of any low-density residential district	
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Zoning Comparison Chart: Uses (For a full list see Sheet T2 of attachment B. This chart is only showing uses that differ from R-3 and the PUD for By-right uses)

Residential Use (By Proposed Allowances)	R-3	PUD
Accessory apartment, internal	B	
Adult assisted living (1-8 residents)	B	
Amateur radio antennas, to a height of 75 ft.	B	
Dwellings - Single-family attached	B	
Dwellings - Single-family detached	B	
Dwellings - Two-family	B	
Dwellings – Multifamily	B	
Family day home 1 – 5 children	B	
Family day home 6 – 12 children	B	
Home occupation	P	B
Residential Density: 22-43 DUA	S	B
Residential Density: 44-64 DUA	S	B
Residential Density: 65-87 DUA	S	B
Residential Density: 88-200 DUA		B
Residential treatment facility: 1 -8 residents	B	

Key- A: Ancillary Use, B: By-Right, GFA: Gross Floor Area, P: Provisional Use Permit, S: Special Use Permit, T: Temporary Use Permit

Non-Residential Use (By Proposed Allowances)	R-3	PUD
House of worship	B	
Clinics: Health clinic (up to 4,00 SF, GFA)	B	
Clinics: Public health clinic	B	
Daycare facility	B	
Offices: Business and professional		B
Offices: Medical		B
Offices: Philanthropic institutions/agencies		B
Offices: Property management	A	B
Offices: Other offices (non-specified)		B
Parking: Parking garage	A/S	B
Parking: Surface parking lot	A	B
Parking: Surface parking lot, 20 or more spaces	A	B
Parking: Temporary parking facilities		T
Recreational facilities: Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers; etc. (on City=owned, City School Board-owned, or other public property)	B	

Recreational facilities: Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers; etc. (on private property GFA 4,000 SF or less)	A	B
Recreational facilities: Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers; etc. (on private property GFA up to 10,000 SF		B
Recreational facilities: Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers; etc. (on private property GFA more than 10,000 SF		B
Restaurants: Fast Food		B
Restaurants: Full service		B

Key- A: Ancillary Use, B: By-Right, GFA: Gross Floor Area, P: Provisional Use Permit, S: Special Use Permit, T: Temporary Use Permit

Non-Residential Uses: Retail and Industrial(By Proposed Allowances)	R-3	PUD
Consumer service businesses: Up to 4,000 SF, GFA	A	B
Grocery stores: Convenience		B
Grocery stores: General, up to 10,000 SF, GFA		B
Temporary sales, outdoor (flea markets, craft fairs, promotional sale, etc.)		T
Other retail stores (non-specified): Up to 4,000 SF, GFA		B
Other retail stores (non-specified): Up to 20,000 SF, GFA		B
Construction storage yard		T

Key- A: Ancillary Use, B: By-Right, GFA: Gross Floor Area, P: Provisional Use Permit, S: Special Use Permit, T: Temporary Use Permit

Zoning History of the Subject Properties

Year	Zoning District
1949	A-1 Residence
1958	R-3 Residential
1976	R-3 Residential
1991	R-3 Residential
2003	R-3 Residential

The Subject Properties are bordered by:

Direction	Use	Zoning
North	University of Virginia	-
South	Single family/ Two-family/Multifamily	R-2U and R-3
East	Multifamily/Commercial	R-3H
West	University of Virginia	-

Staff Analysis: Staff finds the Subject Property footprint takes up virtually an entire city block and is surrounded by a variety of uses and dwelling types. Directly to the south, across Montebello Circle, is the location of small to medium multifamily apartments buildings and single family detached dwellings. To the north and east of the Subject Property are the Grounds of the University of Virginia (UVA). The topography rises quickly in these directions and is capped by the three (3) and five (5) story buildings of Thornton Hall and Kerchof Hall. To the east of the Subject Property are two (2) four (4) story multifamily apartment buildings and a small coffee shop.

The uses surrounding the Subject Property consist of single family, two-family, small multi-family, medium multi-family residential, small commercial, and educational (UVA). Although there is some small commercial in the area, the overwhelming use type for this location, and surrounding neighborhood, is residential and educational. Within the residential use, the majority of units are rentals, but owner occupied units still exist south of the Subject Property on Montebello Circle. It should also be noted that although a majority of the dwelling “type” is single family detached, this is only referencing the structure and not the use. Due to the proximity to UVA many of the single family detached units are functioning as small apartments or two-family dwellings. This is a product of bedroom count and allowable unrelated inhabitants per Sec. 34-420.

The by-right density for the Subject Property could create a residential development with a maximum of sixty-nine (69) residential units. The proposed rezoning would increase that density and could have a maximum unit count of six hundred and sixty (660) residential units per the PUD Development Plan Use Matrix. Although this number is listed in the Use Matrix, the cover sheet of the PUD Development Plan indicates the maximum unit count would be five hundred and fifty (550) residential units. Taking the maximum provided on the cover sheet, this would be an increase of four hundred and eight-one (481) residential units over that of a by-right development. Under R-3 regulations, each unit within a residential development can have up to four (4) unrelated persons living in the unit (Sec. 34-420). This would mean a by-right development could have as many as two hundred and seventy-six (276) bedrooms. The PUD

development plan indicates the maximum bedroom count would top out at fifteen hundred (1,500) bedrooms. These numbers are consistent with the applicant's Traffic Impact Analysis (attachment D).

Overall staff finds the proposed design presented in the PUD is suitable for the site and for transitioning to UVA and the JPA corridor. Staff believes the majority of the height issues may be mitigated through the use of multiple towers (as depicted in the PUD Development Plan) of differing heights and through the COA process with ERB. Staff is concerned that the proposed physical characteristics of the PUD (the listed characteristics, not the graphical information) generally do not align with the characteristics of the surrounding R-3 Multifamily Residential District. The proposed maximum height does not align with the allowable maximum height in the R-3 district or the City's Comprehensive Plan. Staff is also concerned that the setbacks for the PUD are unclear as to if there is a minimum and a maximum that creates a "build-to-zone", or if the setbacks are just a range with multiple minimums.

The City Traffic engineer has reviewed the traffic study provided by Timmons Group. The proposed development is situated in a way to easily access alternate modes of transportation, and the target residents will be students at the University of Virginia. It will have access to both the CAT and UTS bus systems and will be working with the city to install a better bus facility along JPA for which its residents and the surrounding community will benefit. Due to the proximity to the JPA/Emmet signal, only a right-in/right out entrance will be provided on the JPA side from the main parking garage. Pick-up/Drop-off and visitors will utilize an entrance off of Stadium Road. The City's Public Works Traffic Department does acknowledge that JPA is already a very congested street, particularly at morning and evening rush hours. The nature of university housing provides peaks that do not coincide directly with normal city peak times, so although there will be increased traffic overall, there will be acceptable increases during the current peak hours.

Based on the surrounding uses, staff believes the "use" of multifamily residential on the Subject Property (or the other uses proposed within the PUD Development Plan Use Matrix) will not have an adverse impact/effect on the property itself, surrounding property, public services, or facilities. By contrast, staff believes the scale of the development could have an impact on the surrounding neighborhood, more specifically to the south of the Subject Property. Staff would like to see more of a transition from the proposed development to the neighborhood scale buildings along Montebello Circle, and a more robust screening within that transition. Overall staff is not concerned with the Uses being proposed within the PUD Development Plan Use Matrix, but there are a few inconsistencies that should be addressed prior to final approval.

- Residential density is not consistent throughout the Development Plan.

- House of Worship is not permitted in the Use Matrix. This most likely runs counter to state and federal regulations.

Other concerns staff has in regard to the PUD Development Plan are related to the lack of parking standard being provided. The plan states four hundred and one (401) spaces will be provided, but nothing indicates allotment per unit or what would happen if a different “use” was permitted on site (as indicated in the PUD Development Plan Use Matrix). Staff is also concerned that the “Implementation of Planned Unit Development Regulations” stated on the PUD Development Plan Cover Sheet may not be enforceable above what is already provided for in code Section 34-518 and 34-519. See attachment H for code language.

Planned Unit Development Standard of Review

Section 34-490. - In reviewing an application for approval of a planned unit development (PUD) or an application seeking amendment of an approved PUD, in addition to the general considerations applicable to any rezoning the city council and planning commission shall consider whether the application satisfies the following objectives of a PUD district:

- 1. To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern;**

While the proposed development would not be permitted at this height and density within the R-3 Multifamily Residential Zoning District, staff finds the development of multifamily residential units, at this density, would be comparable in quality to multifamily residential developments located in other areas of the City that are by-right or through a Special Use Permit (SUP). The proposed PUD will allow a height that is 34’ higher than the maximum height allowed (101 feet) within any of the City’s zoning districts. Nothing within the application materials indicate the proposed development would not be equal to other developments within the City.

- 2. To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design.**

Staff does not find the proposed development to be designed in a particularly innovative arrangement with regard to building placement, open space, or environmentally sensitive design. Staff does find the design layout creates more interaction with the surrounding streets and will create a better pedestrian and bicyclist experience. Staff also finds that although the project is one building, it is designed in such a way as to create varying height and interest and the development will not present as a monolithic structure. Although these features are appreciated, they are not unique to the PUD and could be achieved through utilizing existing zoning districts or SUP.

3. To promote a variety of housing types, or, within a development containing only a single housing type, to promote the inclusion of houses of various sizes;

The applicant proposes up to five hundred and fifty (550) multifamily residential units within one building but will offer a mix of bedroom counts. These include approximately sixty-four (64) studios, forty-six (46) one-bedroom, one hundred and fifty-six (156) two-bedroom, forty-eight (48) three-bedroom, and two hundred and ten (210) four-bedroom units. The applicant is also proposing that the units will have a mix of internal and external access.

4. To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;

Single-family dwellings are not proposed as part of the PUD, but they are a permitted use according to the PUD Development Plan Use Matrix.

5. To provide for developments designed to function as cohesive, unified projects;

As this is a multifamily residential development, nothing indicates it would not function as a cohesive project. Nothing in the development plan indicates this to be a phase development.

6. To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;

The proposed uses and building are harmonious with the surrounding neighborhood along JPA and as it transitions to UVA, but it is not harmonious with the residential patterns of development along Montebello Circle. Staff would like to see more of a transition from the larger building(s) to the neighborhood scale buildings along Montebello Circle, and a more robust screening within that transition. This specifically includes the twelve (12) story tower on Stadium Road. Staff would like to see a better transition from height of that tower along Stadium Road as it approaches the intersection with Montebello Circle. The PUD Development Plan and elevations indicate the building will not step down and will be eleven (11) stories above grade as it approaches to within eighteen (18) feet of Montebello Circle. Staff does find the five (5) story tower in the center of the development (abutting Montebello Circle) will transition well due to the grade change from the site to the existing residential dwellings. Staff would like to see additional screening in this area but is aware of the Fire Department's need for clear access to this tower.

7. To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;

No streams are located on the property and the proposed development will require the removal of large existing trees. The application does not specify preservation of existing features but notes the proposed landscaping plan will provide a minimum 5,697sqft of tree canopy. The applicant will also need to provide Streetscape Trees as required in Section 34-870. In addition, the applicant is pursuing a Critical Slope waiver (application P23-0055) and may be required to provide replacement trees at a 3:1 ratio for trees removed within the Critical Slope area.

8. To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development;

The application materials (Attachment C) include renderings and elevations that do not provide detailed information regarding architectural style but do indicate façade differentiation and the placement of windows, and variation in tower heights throughout the development. The proposed PUD is also within the City's Entrance Corridor Overlay district. The applicant has not requested to be removed from this overlay district and according to the June 5, 2023 City Council Resolution (Attachment E) granting a COA to demolish the stone house and gardens at 140 Stadium Road, the applicant shall:

- Receive approval of a design-review COA for new construction on the parcel as a contiguous element of the proposed multi-lot development to ensure that the building is not demolished without an appropriate and City-approved replacement, and issuance of site plan and building permit for construction of such replacement.

9. To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;

Coordinated pedestrian linkages among internal buildings and open space are provided and to scale with the neighborhood. The applicant is proposing street improvements to Jefferson Park Avenue, Emmet Street, Stadium Road, and Montebello Circle. More detail on these improvements can be located under the Streets That Work section of this report, but in general the applicant will be improving the pedestrian and bicycle linkages around the site and to the adjacent neighborhood.

The applicant has applied for a sidewalk waiver (application P23-0058) for a portion of Montebello Circle due to challenging grade changes along the northern portion of the street. The sidewalk waiver request will be heard by City Council along with the rezoning

application(s). In general staff is supportive of the waiver request due to the physical constraints and one-way nature of the street. During site plan review the applicant will be required to widen Montebello Circle to insure it is a minimum of 20 feet wide along the entirety of the frontage with the Subject Property. This is required to ensure adequate fire access to the internal buildings on site that cannot be accessed from JPA, Stadium Road, or Emmet Street.

10. To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.

As part of the PUD Development Plan and application, the applicant will improve the existing Charlottesville Area Transit (CAT) bus stop that is located on JPA. This stop is also served by the University Transit Service (UTS). The improvements include a new shelter and concrete pad. In addition, the applicant will be providing a 6 foot raised bike lane and improved sidewalks along the perimeter of the site (excluding a portion of Montebello Circle). It is anticipated that a majority of residents within the development will utilize alternative forms of transportation on a daily basis, such as walking, biking, e-scooters, and public transit. Staff does not believe these alternatives forms will completely remove the need for residents to have motor vehicles, but the location of the Subject Property and the public improvements will reduce their daily use.

Proffers

The applicant is only offering a PUD Development Plan with this rezoning request and is not proposing a Proffer Statement at this time.

Public Comments Received

Community Meeting Required by Z.O. Sec. 34-41(c)(2)

On June 12, 2023, the applicant held a community meeting in the Fellowship Hall of St. Mark Lutheran Church from 6pm to 8pm. The format of the meeting was Open House with posters and the application team in attendance to answer questions and receive feedback.

Approximately seven to eight members of the public attended the meeting and provided the following:

- Concern with the quantity of multifamily residential units proposed.
- Increase in vehicular traffic and distribution of vehicular traffic.
- Availability of parking within the development and potential parking spill-over onto neighborhood streets.
- Architectural quality of the built development.
- Concern with who will manage the building once it is finished.

- Concerns about how the development will impact longtime residents of the neighborhood.
- The building is too tall and will tower over the neighborhood.

Any comments received after the completion of this staff report will be directly sent to Planning Commission and City Council.

Staff Recommendation

Staff finds the proposed development, as presented in the application(s) materials, would contribute to some goals within the City's Comprehensive Plan such as providing increased residential density at an ideal location within the City, support a wide range of rental and homeownership housing choices that promote, walkability, bikeability, ADA accessibility, public transit use, and creating a connected network of safe, convenient, and pleasant accommodations for pedestrians, bicyclists, and transit riders. However, staff's cannot recommend approval as the proposed scale of the development does not align with the Future Land Use Map of the Comprehensive Plan and City Council's previous actions through ordinances indicate lower density, and preservation within the Subject Property. Staff also finds the proposed development does not meet the higher standards and objectives outlined for a Planned Unit Development.

Suggested Motions

Staff is providing a series of suggested motions in the order they should be considered.

Action One

Comprehensive Plan Compliance for Woodrow Street **CP23-00002**

The applicant is requesting an amendment to the November 4, 1996, vacation of the Woodrow Street Right of Way (ROW) along with a request to zone the closed portion to Planned Unit Development ("PUD").

1. I move to approve the attached resolution affirming that amending the November 4, 1996, ordinance vacating Woodrow Steet Right of Way would be in substantial accord with the City's adopted Comprehensive Plan.
OR,
 - a. By motion, request changes to the attached resolution, and then move to approve.
- OR,**
2. I move to approve the attached resolution affirming that amending the November 4, 1996, ordinance vacating Woodrow Street Right of Way would not be in substantial accord with the City's adopted Comprehensive Plan.

OR

- a. By motion, request changes to the attached resolution, and then move to approve.

Action Two

Zoning Text Amendment to remove 104 Stadium Road as an Individually Protected Property (IPP) from the City of Charlottesville's Zoning Code **ZT23-09-02**

1. I move to recommend that City Council should approve ZT23-09-02 to remove 104 Stadium Road from the list of Individually Protected Property within the City of Charlottesville's Zoning Code Article II, Division 2, Section 34-273(b) on the basis that approval is consistent with the City adopted Comprehensive Plan and will serve the public necessity, convenience, general welfare, and good zoning practice.

OR,

2. I move to recommend that City Council should deny approval of ZT23-09-02 to remove 104 Stadium Road from the list of Individually Protected Property within the City of Charlottesville's Zoning Code Article II, Division 2, Section 34-273(b) on the basis that approval is not consistent with the City adopted Comprehensive Plan and will not serve the public necessity, convenience, general welfare, and good zoning practice.

Action Three

Zoning Map Amendment to rezoning the Subject Property from R-3 Multifamily Residential to Planned Unit Development (PUD) with a Development **ZM23-00004**

1. I move to recommend that City Council should approve **ZM23-00004**, on the basis that approval of the proposed PUD Development is consistent with the City's adopted Comprehensive Plan and will serve the public necessity, convenience, general welfare and good zoning practice.

OR,

2. I move to recommend that City Council should deny approval of **ZM23-00004** on the basis that approval of the proposed PUD Development is not consistent with the City's adopted Comprehensive Plan and will not serve the public necessity, convenience, general welfare and good zoning practice.

Attachments

- A. Rezoning Application / Community Engagement Meeting Information / Statement from Public Utilities and Fire per Section 34-517
- B. PUD Narrative / Sidewalk Waiver / Affordable Dwelling Unit Worksheet

- C. PUD Development Plan Dated September 27, 2023
- D. Traffic Impact Analysis Dated August 14, 2023
- E. 104 Stadium Road Demolition Resolution Approved June 5, 2023
- F. Woodrow Street Vacation Ordinance Approved November 4, 1996
- G. 409 Stadium Road Sale Ordinance Approved May 2, 2011
- H. Code Sections 34-518 and Section 34-519 (Approval and Amendments to PUDs)
- I. Woodrow Street Comprehensive Plan Review Resolution IN accord (CP23-00002)
- J. Woodrow Street Comprehensive Plan Review Resolution NOT in accord (CP23-00002)
- K. 104 Stadium Road ZTA BAR Action September 19, 2023



City of Charlottesville

Application for Rezoning

Project Name: VERVE Charlottesville

Address of Property: 100, 102, 104, 106-114, and 409 Stadium Road and 1705 Jefferson Park Avenue

Tax Map and Parcel Number(s): 160001000, 160002000, 160003000, 160004000, 160005000, 160008000

Current Zoning: R-3 and IPP with Entrance Corridor Overlay

Proposed Zoning: PUD with Entrance Corridor Overlay

Comprehensive Plan Land Use Designation: Urban Mixed Use Corridor

Applicant: Subtext Acquisitions, LLC

Address: 3000 Locust Street, St. Louis, MO 63103

Phone: 314-721-5559

Email: dlambur@subtextliving.com

Applicant's Role in the Development (check one):

Owner

Owner's Agent

Contract Purchaser

Owner of Record: Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA, LLC

Address: PO Box 5306, Charlottesville, VA 22905

Phone: 434-293-6069 ext. 405

Email: tsteigman@msc-rents.com

(1) Applicant's and (2) Owner's Signatures

(1) Signature

Print Brandt Stiles

Date

8/18/2023

Applicant's (Circle One): LLC Member LLC Manager Corporate Officer (specify) _____

Other (specify): _____

(2) Signature

Print RICHARD H. JONES

Date

8-7-2023

Owner's (Circle One): LLC Member LLC Manager Corporate Officer (specify) _____

Other (specify): _____



City of Charlottesville

Pre-Application Meeting Verification

Project Name: _____

Pre-Application Meeting Date: _____

Applicant's Representative: _____

Planner: _____

Other City Officials in Attendance:

The following items will be required supplemental information for this application and must be submitted with the completed application package:

1. _____

2. _____

3. _____

4. _____

5. _____

Planner Signature: *Danna O'Connell*



City of Charlottesville

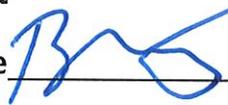
Application Checklist

Project Name: VERVE Charlottesville

I certify that the following documentation is ATTACHED to this application:

- 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- 34-157(a)(4) Narrative statement identifying and discussing any potential adverse impacts, as well as any measures included within the development plan, to mitigate those impacts
- 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- Completed proffer statement
- All items noted on the Pre-Application Meeting Verification.

Applicant

Signature  Print Brandt Stiles Date 8/8/2023

By Its: Manager

(For entities, specify: Officer, Member, Manager, Trustee, etc.)



City of Charlottesville

Community Meeting

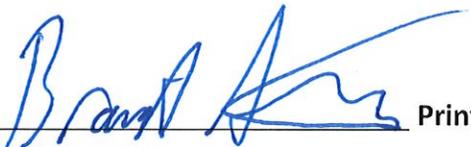
Project Name: VERVE Charlottesville

Section 34-41(c)(2) of the Code of the City of Charlottesville (adopted October 19, 2015) requires applicants seeking rezonings and special use permits to hold a community meeting. The purpose of a community meeting is to provide citizens an opportunity to receive information about a proposed development, about applicable zoning procedures, about applicable provisions of the comprehensive plan, and to give citizens an opportunity to ask questions. **No application for a rezoning shall be placed on any agenda for a public hearing, until the required community meeting has been held and the director of neighborhood development services determines that the application is ready for final review through the formal public hearing process.**

By signing this document, the applicant acknowledges that it is responsible for the following, in connection to the community meeting required for this project:

1. Following consultation with the city, the applicant will establish a date, time and location for the community meeting. The applicant is responsible for reserving the location, and for all related costs.
2. The applicant will mail, by U.S. mail, first-class, postage pre-paid, a notice of the community meeting to a list of addresses provided by the City. The notice will be mailed at least 14 calendar days prior to the date of the community meeting. The applicant is responsible for the cost of the mailing. At least 7 calendar days prior to the meeting, the applicant will provide the city with an affidavit confirming that the mailing was timely completed.
3. The applicant will attend the community meeting and present the details of the proposed application. If the applicant is a business or other legal entity (as opposed to an individual) then the meeting shall be attended by a corporate officer, an LLC member or manager, or another individual who can speak for the entity that is the applicant. Additionally, the meeting shall be attended by any design professional or consultant who has prepared plans or drawings submitted with the application. The applicant shall be prepared to explain all of the details of the proposed development, and to answer questions from citizens.
4. Depending on the nature and complexity of the application, the City may designate a planner to attend the community meeting. Regardless of whether a planner attends, the City will provide the applicant with guidelines, procedures, materials and recommended topics for the applicant's use in conducting the community meeting.
5. On the date of the meeting, the applicant shall make records of attendance and shall also document that the meeting occurred through photographs, video, or other evidence satisfactory to the City. Records of attendance may include using the mailing list referred to in #1 as a sign-in sheet (requesting attendees to check off their name(s)) and may include a supplemental attendance sheet. The City will provide a format acceptable for use as the supplemental attendance sheet.

Applicant: Subtext Acquisitions, LLC

By: 

Signature Brandt Stiles Print Brandt Stiles Date 8/18/2023

Its: Manager (Officer, Member, Trustee, etc.)



City of Charlottesville

Personal Interest Statement

Project Name: VERVE Charlottesville

I swear under oath before a notary public that:

A member of the City of Charlottesville Planning Commission (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Planning Commissioner(s): _____

Or

No member of the City of Charlottesville Planning Commission, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

And

A member of the City of Charlottesville City Council (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

City Councilor(s): _____

Or

No member of the City of Charlottesville City Council, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Applicant: Subtext Acquisitions, LLC

By: **Reference Attached Personal Interest Statement**

Signature _____ Print _____ Date _____

Its: _____ (Officer, Member, Trustee, etc.)

Commonwealth of Virginia

City of Charlottesville

The foregoing instrument was subscribed and sworn before me this _____ day of _____, 20____ by _____.

Notary Signature _____

Registration #: _____ Expires _____



City of Charlottesville

Personal Interest Statement

Project Name: VERVE Charlottesville

I swear under oath before a notary public that:

A member of the City of Charlottesville Planning Commission (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Planning Commissioner(s): _____

Or

No member of the City of Charlottesville Planning Commission, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

And

A member of the City of Charlottesville City Council (identified below), or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

City Councilor(s): _____

Or

No member of the City of Charlottesville City Council, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Applicant: Subtext Acquisitions, LLC

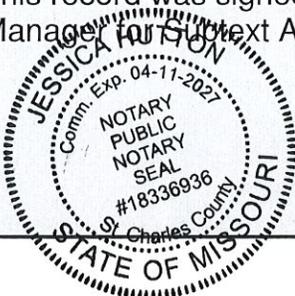
By:

Signature  Print Brandt Stiles Date 8/11/2023

Its: Manager (Officer, Member, Trustee, etc.)

STATE OF Missouri)
) ss.
County of St. Charles)

This record was signed before me on August 11, 2023 by Brandt Stiles as
Manager for Subtext Acquisitions, LLC.





City of Charlottesville

Owner's Authorizations

(Not Required)

Project Name: VERVE Charlottesville

Right of Entry- Property Owner Permission

I, the undersigned, hereby grant the City of Charlottesville, its employees and officials, the right to enter the property that is the subject of this application, for the purpose of gathering information for the review of this rezoning application.

Owner: Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA, LLC Date 8/7/2023

By (sign name): [Signature] Print Name: RICHARD H. JONES

Owner's: LLC Member LLC Manager Corporate Officer (specify): _____

Other (specific): _____

Owner's Agent

I, the undersigned, hereby certify that I have authorized the following named individual or entity to serve as my lawful agent, for the purpose of making application for this rezoning, and for all related purposes, including, without limitation: to make decisions and representations that will be binding upon my property and upon me, my successors and assigns.

Name of Individual Agent: _____

Name of Corporate or other legal entity authorized to serve as agent: Subtext Acquisitions, LLC

Owner: Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA, LLC Date: 8-7-2023

By (sign name): [Signature] Print Name: RICHARD H. JONES

Circle one:

Owner's: LLC Member LLC Manager Corporate Officer (specify): _____

Other (specific): _____



City of Charlottesville

Disclosure of Equitable Ownership

Project Name: VERVE Charlottesville

Section 34-8 of the Code of the City of Charlottesville requires that an applicant for a special use permit make complete disclosure of the equitable ownership ("real parties in interest") of the real estate to be affected. Following below I have provided the names and addresses of each of the real parties in interest, including, without limitation: each stockholder or a corporation; each of the individual officers and directors of a corporation; each of the individual members of an LLC (limited liability companies, professional limited liability companies); the trustees and beneficiaries of a trust, etc. Where multiple corporations, companies or trusts are involved, identify real parties in interest for each entity listed.

Name Richard H. Jones Address 100, 102, 104, 106-114, & 409 Stadium Rd and 1705 Jefferson Park Ave, Charlottesville, VA 22903

Name Douglas E. Caton Address 100, 102, 104, 106-114, & 409 Stadium Rd and 1705 Jefferson Park Ave, Charlottesville, VA 22903

Name _____ Address _____

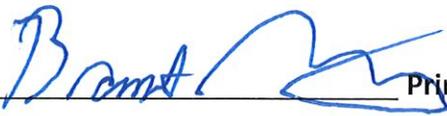
Name _____ Address _____

Attach additional sheets as needed.

Note: The requirement of listing names of stockholders does not apply to a corporation whose stock is traded on a national or local stock exchange and which corporation has more than five hundred (500) shareholders.

Applicant: Subtext Acquisitions, LLC

By:

Signature  Print Brandt Stiles Date 8/8/2023

Its: Manager (Officer, Member, Trustee, etc.)



City of Charlottesville

Fee Schedule

Application Type	Quantity	Fee	Subtotal
Rezoning Application Fee		\$2000	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			

Office Use Only

Amount Received: _____ Date Paid _____ Received By: _____

Attachment A

AFFIDAVIT
COMMONWEALTH OF VIRGINIA

Under penalty of perjury, I, the undersigned affiant swear or affirm that:

Fourteen (14) calendar days prior to the scheduled neighborhood meeting for the project titled "Verve Charlottesville" the city approved notice of community meeting with attached application review materials was mailed via USPS to the attached mailing list.

The neighborhood meeting is scheduled for June 12th, 2023, at 6pm.

The statements above are true and accurate to the best of my knowledge and belief.

MEGAN NEDOSTUP
Name of Affiant (Printed)

[Signature]
Signature of Affiant

Subscribed and Sworn to before me this day.

5/30/23; 2:20pm
Date and Time

For Notary Public's Use Only

State of VIRGINIA City [] County of CHARLOTTESVILLE

Acknowledged, subscribed and sword to before me this 30th day of May 20 23

7971590
Notary Registration Number

[Signature]
Notary Public

(My commission expires: 8/31/25)



May 26, 2023

Re: Notice of Neighborhood Open House | VERVE Charlottesville

Dear Neighbor,

Subtext invites you to attend an informational neighborhood open house on **Monday, June 12th, 2023, anytime between 6:00pm and 8:00pm at St. Mark Lutheran Church Fellowship Hall** to learn more about a future development application that will be submitted to the City of Charlottesville. The proposal is for the redevelopment of the property into a multi-family residential project located on approximately 3.31-acres between Stadium Road, Emmet Street, and Jefferson Park Avenue, parcel numbers 160004000, 160003000, 160002000, 160001000, 160005000, and 160008000.

Enclosed in this letter is a context map identifying the property and a draft conceptual plan of the proposal that will be submitted with the development application.

We invite you to ask questions and share comments about the proposed project at this informational neighborhood open house. For your convenience, the open house will take place on **Monday, June 12th between 6:00 pm and 8:00pm at St. Mark Lutheran Church Fellowship Hall** located at **100 Alderman Road, Charlottesville, VA 22903**. Directions to Fellowship Hall and a map are attached to this letter, the parking lot is located adjacent to the church.

In addition, you can learn more about this project, share your comments, or ask questions by contacting the lead City reviewers directly: Matt Alfele, alfelem@charlottesville.gov, 434-970-3182.

Please note: Records of the open house and attendance shall be made to certify that the meeting was held, which will be submitted to the City of Charlottesville with the development application.

We look forward to your participation and hearing from you.

Sincerely,

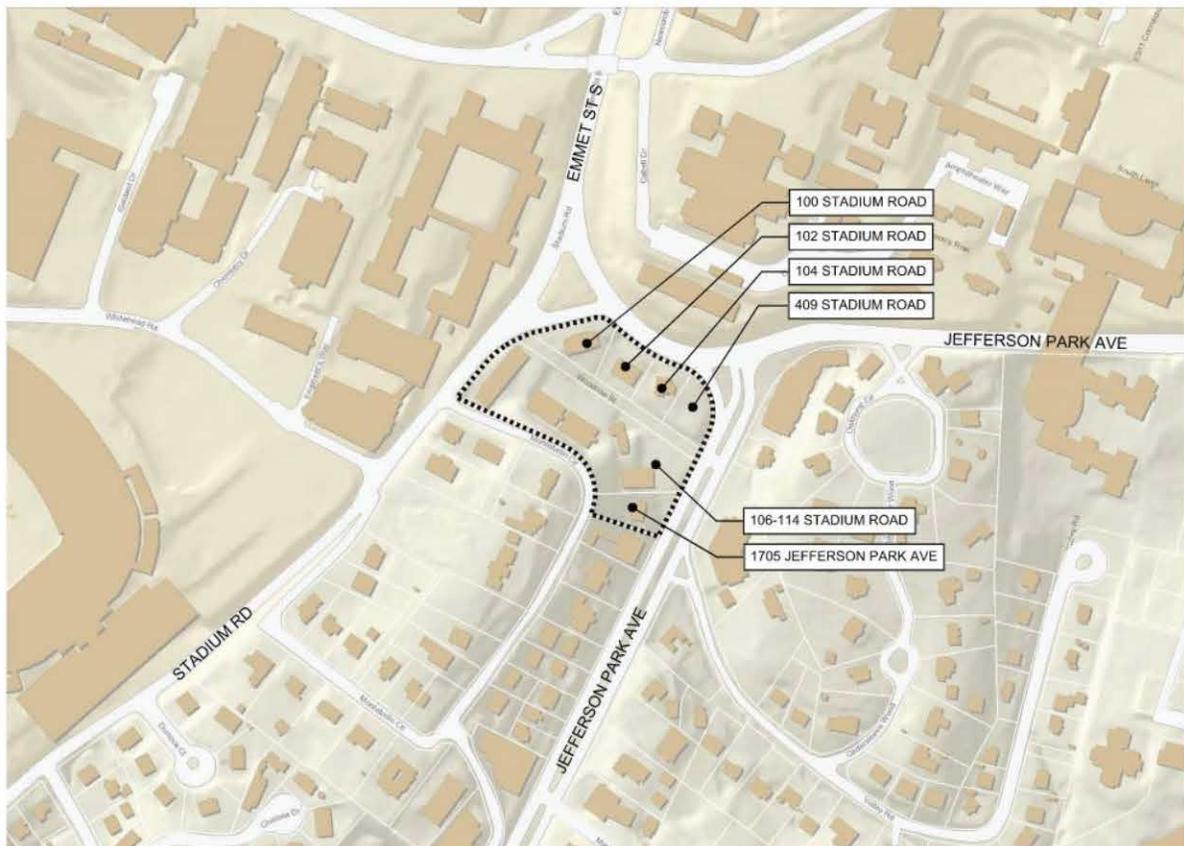
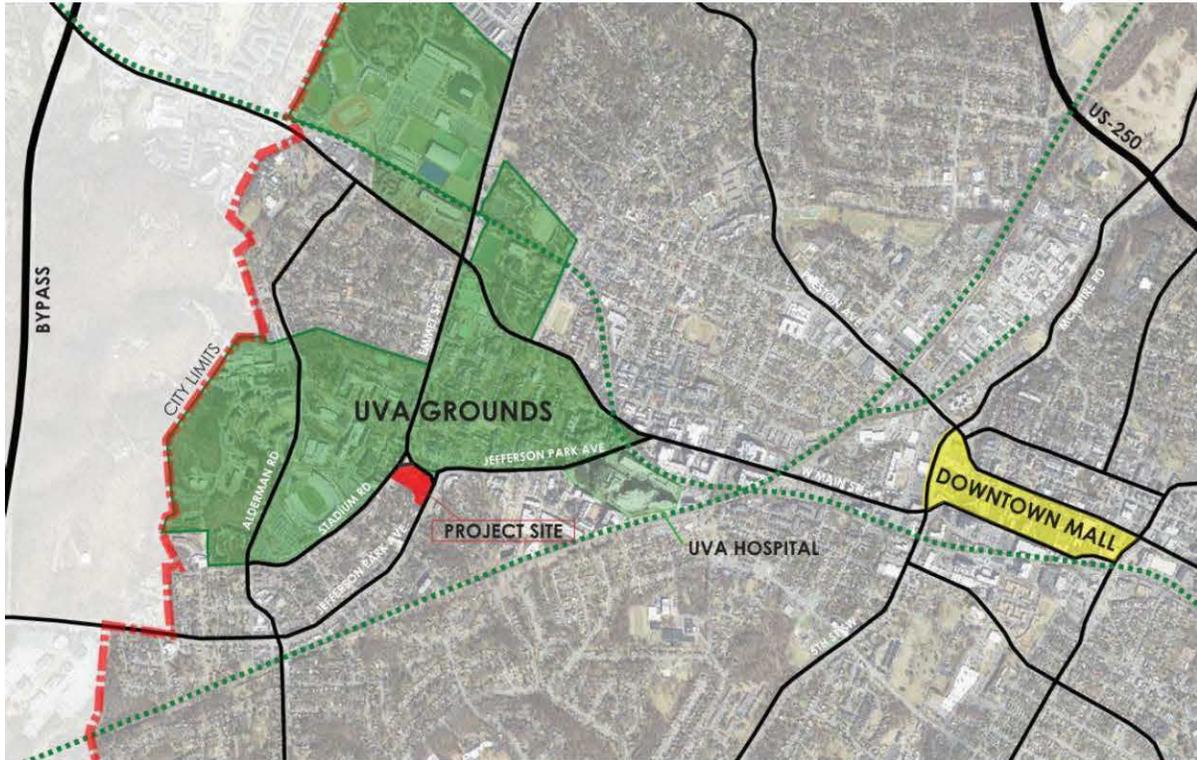


Dylan Lambur
Subtext

Attachments: Context Maps, Draft Conceptual Plan, and Open House Location Map

Cc: Matt Alfele and Dannan O'Connell, City of Charlottesville, Neighborhood Development Services
Jefferson Park Ave. Neighborhood Association: Nina Barnes – Dennis_barnes@mindspring.com

Context Maps



Draft Conceptual Site Plan — (not for submission)



Open House Location Information

DIRECTIONS TO FELLOWSHIP HALL:

From church parking lot, take the sidewalk to the first red door on the right by the mailbox. There is a small sign on the door that reads “Office/Fellowship Hall Entrance”. There will be a sign for the meeting posted on the door as well.

Take the elevator down to the bottom level/Fellowship Hall.



Attachment A

OwnerName	Owner Address	OwnerCityState	OwnerZipCode
TENTH AND MAIN, LLC	100 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
OAKHURST CIRCLE COMMON AREA	100 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
JEFFERSON PARK PARTNERS LC	3 GILDERSLEEVE WOOD	CHARLOTTESVILLE, VA	22903
106 OAKHURST CIRCLE LLC	65 W MEADOW RD	SETAUKET, NY	11733
WILLIAMS, PEYTON R, JR & BOBBIE B, TRUSTEES	108 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
BREIT SH JEFFERSON COMMONS LLC	999 S SHADY GROVE RD STE 600	MEMPHIS, TN	38120
105 VALLEY, LLC	24501 LENA H TRAILS PL	ALDIE, VA	20105
STANLEY, RICHARD A & COURTENAY T	110 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
MC CALLUM, BENNETT T & SALLY H	140 D ST SE	WASHINGTON, DC	20003
PUSSER, BRIAN & FOSTER, REBECA HART	3160 DUNDEE RD	EARLYSVILLE ,VA	22936
BISHOP, KATHERINE L, TRUSTEE	PO BOX 2534	CHARLOTTESVILLE, VA	22902
VELIKY, LC	201 15TH ST NW STE 1A	CHARLOTTESVILLE, VA	22903
BARNES, DENNIS W & NINA S, TRUSTEES	12 GILDERSLEEVE WOOD	CHARLOTTESVILLE, VA	22903
KEYSER, ARTHUR B & HELEN S	1 GILDERSLEEVE WOOD	CHARLOTTESVILLE, VA	22903
HAYNES, NANCY J, TRUSTEE	114 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
REILLY, KEVIN M & BONNIE B	116 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
OSTEEN, J MICHAEL, TRUSTEE	100 OAKHURST CIR	CHARLOTTESVILLE, VA	22903
MCNITT, DOUGLAS & TOWNSEND	26 FRANKLIN ST	ANNAPOLIS, MD	21401
TURNER, COURTENAY M & KATHLEEN V	2034 BROWNSTONE LN	CHARLOTTESVILLE, VA	22901
MYERS, JAMES E & KAREN A	1700 JEFFERSON PARK AVE	CHARLOTTESVILLE, VA	22903
SNELL, WILLIAM B OSTENSOE, KAREN A	1708 JEFFERSON PARK AVE	CHARLOTTESVILLE, VA	22903
WINCHESTER, JOHN R	554 VALLEY RD	CHARLOTTESVILLE, VA	22903
DJLA-3, LLC	3125 DUNDEE ROAD	EARLYSVILLE, VA	22936
STADIUM ROAD LIMITED PARTNERSHIP	MSC BOX 5186	CHARLOTTESVILLE, VA	22905
1705 JPA, LLC	P O BOX 5186	CHARLOTTESVILLE, VA	22905
TRACKSIDE PROPERTIES II, LLC	400 LOCUST AVE STE 3	CHARLOTTESVILLE, VA	22902
ALPHA KAPPA HOUSING CORPORATION	1713 JEFFERSON PARK AVE	CHARLOTTESVILLE, VA	22903
NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE, VA	22903
BLUE RIDGE PROPERTY MANAGEMENT LLC	2615 WARWICK PL	EARLYSVILLE, VA	22936
STULTZ, LLC	PO BOX 1414	CHARLOTTESVILLE, VA	22902
DUNOVA LLC	355 MALLARD LANE	EARLYSVILLE, VA	22936
WARD, BENJAMIN T	19 ORCHARD RD	CHARLOTTESVILLE, VA	22903
WARD, RICHARD N & CAROL A	7 ORCHARD RD	CHARLOTTESVILLE, VA	22903
THE RECTOR & VISITORS OF THE UNIVERSITY OF VIRGIN U OF VA		CHARLOTTESVILLE, VA	22903
KING, BRIAN J & JENNIFER L	221 MONTEBELLO CIR	CHARLOTTESVILLE, VA	22903
MORAVA, JACK & ELLEN L CONTINI-MORA	225 MONTEBELLO CIR	CHARLOTTESVILLE, VA	22903
MONTEBELLO CIRCLE, LLC	PO BOX 5603	CHARLOTTESVILLE VA	22905
MMR #2 LLC	1988 MARTIN FARM LN	CHARLOTTESVILLE, VA	22901
MORLEY, WILLIAM J & NANCY H	2515 N UPLAND ST	ARLINGTON, VA	22207
CAMPER, BETTY SUE H	321 COURTHOUSE MTN LN	MADISON, VA	22727
TODAY'S PROPERTY MANAGEMENT II LLC	P O BOX 430	EARLYSVILLE, VA	22936
MINOR, STANLEY GILL	2510 GUILFORD AVENUE	WILMINGTON, NC	28403
Nina Barnes	12 Gildersleeve Wood	Charlottesville, VA	22903 neighborhood representative

Attachment A

Parcel Number	Owner Name	Address_2	City_State	Zip	Property_Address	OWNED_BY_OCCUPANT
110001000	TENTH AND MAIN, LLC	100 OAKHURST CIR	CHARLOTTESVILLE VA	22943	100-104 OAKHURST CIR	NO
110001100	OAKHURST CIRCLE COMMON AREA	100 OAKHURST CIR	CHARLOTTESVILLE VA	22942	0 OAKHURST CIR	NO
110004000	JEFFERSON PARK PARTNERS LC	3 GILDERSLEEVE WOOD	CHARLOTTESVILLE VA	22944	1600 JEFFERSON PARK AVE	NO
110005000	106 OAKHURST CIRCLE LLC	65 W MEADOW RD	SETAUKET NY	22907	106 OAKHURST CIR	NO
110006000	WILLIAMS, PEYTON R, JR & BOBBIE B, TRUSTEES	108 OAKHURST CIR	CHARLOTTESVILLE VA	22908	108 OAKHURST CIR	
110007000	BREIT SH JEFFERSON COMMONS LLC	222 S RIVERSIDE PLZ STE 2000	CHICAGO IL	22909	1620 JEFFERSON PARK AVE	NO
110008000	105 VALLEY, LLC	24501 LENA TRAILS PL	ALDIE VA	22914	105 VALLEY RD	NO
110009000	STANLEY, RICHARD A & COURTENAY T	110 OAKHURST CIR	CHARLOTTESVILLE VA	22911	110 OAKHURST CIR	
110010000	MC CALLUM, BENNETT T & SALLY H	140 D ST SE	WASHINGTON DC	22913	2 GILDERSLEEVE WOOD	NO
110014000	VELIKY, LC	201 15TH ST NW STE 1A	CHARLOTTESVILLE VA	22919	111 VALLEY RD	NO
110014100	VELIKY, LC	201 15TH ST NW STE 1A	CHARLOTTESVILLE VA	22920	113 VALLEY RD	NO
110052000	TURNER, COURTENAY M & KATHLEEN V	2034 BROWNSTONE LN	CHARLOTTESVILLE VA	22924	552 VALLEY RD	NO
110053000	MYERS, JAMES E & KAREN A	1700 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22916	1700 JEFFERSON PARK AVE	
110053100	SNELL, WILLIAM B	1708 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22918	1708 JEFFERSON PARK AVE	
110053200	WINCHESTER, JOHN R	554 VALLEY RD	CHARLOTTESVILLE VA	22922	554 VALLEY RD	
110054000	VELIKY, LC	201 15TH ST NW STE 1A	CHARLOTTESVILLE VA	22923	1712 JEFFERSON PARK AVE	NO
160001000	WOODROW TOO, LLC	P O BOX 5306	CHARLOTTESVILLE VA	22906	409 STADIUM RD	NO
160002000	WOODROW TOO, LLC	P O BOX 5306	CHARLOTTESVILLE VA	22926	104 STADIUM RD	NO
160003000	WOODROW, LLC	P O BOX 5306	CHARLOTTESVILLE VA	22925	102 STADIUM RD	NO
160004000	STADIUM ROAD LIMITED PARTNERSHIP	MSC BOX 5186	CHARLOTTESVILLE VA	22905	100 STADIUM RD	NO
160005000	STADIUM ROAD LIMITED PARTNERSHIP	MSC BOX 5186	CHARLOTTESVILLE VA	22905	106-114 STADIUM RD	NO
160008000	1705 JPA, LLC	P O BOX 5186	CHARLOTTESVILLE VA	22931	1705 JEFFERSON PARK AVE	NO
160009000	TRACKSIDE PROPERTIES II, LLC	400 LOCUST AVE STE 3	CHARLOTTESVILLE VA	22932	1707 JEFFERSON PARK AVE	NO
160010000	ALPHA KAPPA HOUSING CORPORATION	1713 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22935	1713 JEFFERSON PARK AVE	
160010100	NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22912	1709 JEFFERSON PARK AVE	NO
160011000	BLUE RIDGE PROPERTY MANAGEMENT LLC	2615 WARWICK PL	EARLYSVILLE VA	22937	1715 JEFFERSON PARK AVE	NO
160012000	STULTZ, LLC	PO BOX 1414	CHARLOTTESVILLE VA	22917	1717 JEFFERSON PARK AVE	NO
160013000	NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22940	1719 JEFFERSON PARK AVE	NO
160013100	NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22939	206 MONTEBELLO CIR	NO
160014000	NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22941	1721 JEFFERSON PARK AVE	NO
160014100	DUNOVA LLC	355 MALLARD LANE	EARLYSVILLE VA	22921	204 MONTEBELLO CIR	NO
160018000	WARD, RICHARD N & CAROL A	7 ORCHARD RD	CHARLOTTESVILLE VA	22938	205 MONTEBELLO CIR	NO
160018100	WARD, RICHARD N & CAROL A	7 ORCHARD RD	CHARLOTTESVILLE VA	22936	207 MONTEBELLO CIR	NO
160019000	THE RECTOR & VISITORS OF THE UNIVERSITY OF VIRGINIA	U OF VA	CHARLOTTESVILLE VA	22915	0 MONTEBELLO CIR	NO
160020000	KING, BRIAN J & JENNIFER L	221 MONTEBELLO CIR	CHARLOTTESVILLE VA	22930	221 MONTEBELLO CIR	
160021000	MORAVA, JACK & ELLEN L CONTINI-MORA	225 MONTEBELLO CIR	CHARLOTTESVILLE VA	22929	225 MONTEBELLO CIR	
160022000	MONTEBELLO CIRCLE, LLC	PO BOX 5603	CHARLOTTESVILLE VA	22927	233-235 MONTEBELLO CIR	NO
160023000	MMR #2 LLC	1988 MARTIN FARM LN	CHARLOTTESVILLE VA	22928	333-335 STADIUM RD	NO
160024000	THE RECTOR & VISITORS OF THE UNIVERSITY OF VIRGINIA	PO BOX 400726	CHARLOTTESVILLE VA	22910	1700 STADIUM RD	NO
160025000	MORLEY, WILLIAM J & NANCY H	2515 N UPLAND ST	ARLINGTON VA	22934	323 MONTEBELLO CIR	NO
160025100	CAMPER, BETTY SUE H	321 COURTHOUSE MTN LN	MADISON VA	22933	325 MONTEBELLO CIR	NO
	NINA BARNES	12 GILDERSLEEVE WOOD	CHARLOTTESVILLE VA	22903	12 GILDERSLEEVE WOOD	



2023-02-23

Attn: Campbell Bolton
Timmons Group
Charlottesville, VA 22901
Re: Water and Wastewater Availability – 100 Stadium Rd
Via: E-mail

Dear Campbell,

This letter is to advise you that natural gas, water, and wastewater services will be available to the proposed project known as the Woodrow Apartments at 100, 102, 104, 106-114, and 409 Stadium Rd and 1705 Jefferson Park Avenue, Charlottesville, VA. These services are based on the following projected demands for the project:

Water demand – 120,000 GPD
Sewer demand – 120,000 GPD

These services will be subject to the execution of the approved final site plan and in addition to any other documents or fees that are required.

Please note that this letter should not be interpreted as an indefinite reservation of capacity for this project.

If you have any comments or questions, please feel free to call me at 970-3908.

Sincerely,

Roy K. Nester, P.E.
Utilities Engineer

Cc: File

Attachment A

From: [Walton, Stephen](#)
To: [Alfele, Matthew](#)
Subject: Re: VERVE Charlottesville Fire Test Report
Date: Tuesday, September 26, 2023 2:56:46 PM
Attachments: [image001.png](#)

The test report is fine. Just to let you that I am out of the office on vacation until October 9th.

Sent from my iPhone

On Sep 26, 2023, at 10:50 AM, Alfele, Matthew <alfelem@charlottesville.gov> wrote:

Steve,

Can you respond to this email and let me know if the attached Fire Hydrant Test Report for VERVE Charlottesville PUD is acceptable. Thank you.

<[image001.png](#)>

Matt Alfele, AICP

City Planner

Neighborhood Development Services

City of Charlottesville

(434) 970-3636 |

alfelem@charlottesville.gov

www.charlottesville.gov

<06527 - 1600 Jefferson Park Ave Map 2023.pdf>

<06527 - 1600 Jefferson Park Ave 2023.pdf>

Attachment A

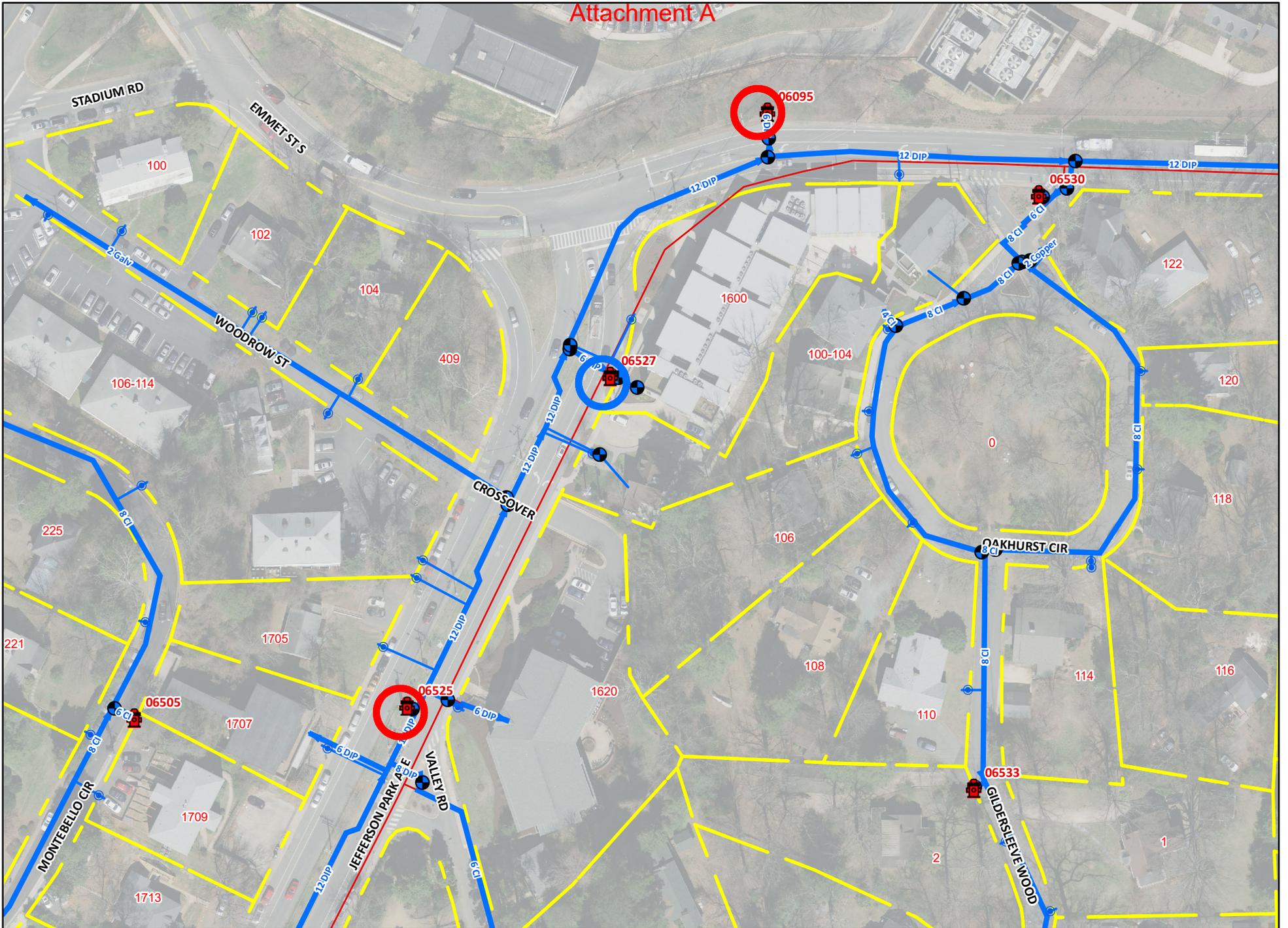
Fire Hydrant Test Report

SAP Notification:

Location: 1600 Jefferson Park Ave								
Date of Test: 8/22/2023						9:00 am		
Performed by: (list all) J. Scott, T. Herring, E. Lawson								
	Hydrant ID:	Location:	Pipe Size	Nozzle Size (in)	Pressure		Flow (gpm)	Duration (min:sec)
					Static	Res.		
Residual Hydrant:	0627	<i>1600 Jefferson Park Ave</i>	12	2.5	65	56		
Flow Hydrant #1	06095	<i>E of JPA and Emmet intersection</i>	12	2.5			698	5.00
Flow Hydrant #2	0625	<i>JPA Median at Valley Road</i>	12	2.5			800	5.00
Flow Hydrant #3				2.5				
Flow Hydrant #4				2.5				
Flow Hydrant #5				2.5				
Special Instructions:								

Please attach GIS map with all hydrant locations shown and labeled.

Attachment A



This map was generated in an effort to provide personnel from City of Charlottesville, Albemarle County Service Authority, University of Virginia, Riverside Water & Sewer Authority, and the Falls Church, a reference for locations and operations for utilities surrounding the Charlottesville Entry.

Note: This map is for reference purposes, and all utilities must be field verified



 Flow Hydrant

 Pressure Hydrant

VERVE Charlottesville

Stadium Road & Jefferson Park Avenue

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PUD Narrative

Zoning Summary

Current Zoning: R-3 (Multifamily); Individually Protected Property

Current Zoning Overlay(s): Entrance Corridor Overlay

Comprehensive Plan Designation: Urban Mixed-Use Corridor

Draft Zoning Designation: CX-8 and CX-5 (Community Mixed Use)

Proposed Zoning: Planned Unit Development (“PUD”)

Proposed Zoning Overlay(s): Entrance Corridor Overlay

Proposed Use: Multifamily

The Property is bordered by:

Direction	Use	Zoning
North	University	N/A
South	Single-Family Detached	R-2U
East	Multifamily	R-3H
West	University	N/A

Project Description

The approximately 3.3-acre project site (“Property”) is located at the corner of Stadium Road, Emmet Street, and Jefferson Park Avenue and includes 100 Stadium Road, 104 Stadium Road, 409 Stadium Road, 106-114 Stadium, and 1705 Jefferson Park Avenue, all of which are under common ownership. The Property currently contains multi-family residential with approximately 62 units and 130 bedrooms and surface parking.

Subtext Acquisitions, LLC (the “Applicant”) is seeking to develop the Property with a high-quality multi-family residential community (the “Project”). The Project will not displace any existing single-family housing or commercial uses. The Property is immediately adjacent to the Central Grounds and is pedestrian to Scott Stadium, University Hospital, and W. Main Street. Additionally, with a combined Charlottesville Area Transit (“CAT”) and University Transit Service (“UTS”) stop located at the Property, the Project will have convenient access to Downtown Charlottesville, the North Grounds, Barracks Road Shopping Center, and more. The Project has the potential to provide much needed additional housing in a location appropriate for taking pressure off Charlottesville’s single-family neighborhoods. The Project will anchor a key intersection in the Entrance Corridor while also furthering the goals of the Citywide Comprehensive Plan, the Draft Zoning Ordinance, Streets That Work Plan, and the Bicycle and Pedestrian Master Plan.

There are several unique constraints associated with the Property, including, but not limited to, heavy grade changes throughout, and numerous frontage types and contexts. To achieve the envisioned Project, the following requests are necessary:

1. Rezoning to PUD
2. Zoning Text Amendment (104 Stadium Road)
3. Critical Slope Waiver
4. Sidewalk Waiver

Attachment B

5. Woodrow Street Closure
6. Modification of Development Restriction (409 Stadium Road)

The Project proposes a 5- to 12-story building containing approximately 14,000 square feet of interior amenity space, 20,000 square feet of outdoor amenity space, structured parking, and a maximum of 550 multi-family residential dwelling units. The ample amenity spaces envisioned for the Project are intended to meet the day-to-day needs of its residents, and anticipated uses include co-working and study spaces, fitness and wellness center, smart package systems, and active and passive outdoor courtyards.

The Project utilizes the heavy grade change throughout the Property to step the building height based on the surrounding context. The Project is 12-stories along the most active frontages of Stadium Road and Emmet Street and steps down to 8-stories along Jefferson Park Avenue, responding to the single-family neighborhoods along and behind JPA while creating an urban street edge. The Project is 5-stories at the southwest area of the Property but is only 3.5-stories above Montebello Circle due to the grade change.

The Project proposes a significantly enhanced streetscape with active uses along the entire frontage, except where vehicular access points are located. Streetscape improvements will include a landscape buffer between the Project and sidewalk, widened sidewalks, landscape buffer between the sidewalk and bicycle lane, and widened and raised bicycle lanes. The streetscape is further activated with a porte-cochère outside the main entrance, public landscape terrace fronting the corner of Emmet Street and Stadium Road, and walk-up units at the ground level in various locations around the Property.

The location of the Project will naturally encourage alternative transit methods, however additional measures are proposed to further promote its use. The Project proposes reduced onsite parking at approximately 0.92 parking spaces per unit with several spaces as EV parking. In-lieu of more onsite parking, the Project will provide a minimum of one (1) long-term bicycle parking space per unit, one (1) short-term bicycle parking space per 10 units and construct a new bus pad and bus shelter for the Jefferson Park Avenue transit stop. Additionally, the Applicant will seek to implement a micro-mobility solution such as a bike-share program.

Additional details related to the proposed Project are included in the enclosed PUD Narrative and PUD Development Plan.

Rezoning Standard of Review (Zoning Ordinance Sec. 34-42)

(a) All proposed amendments shall be reviewed by the planning commission. The planning commission shall review and study each proposed amendment to determine:

(1) Whether the proposed amendment conforms to the general guidelines and policies contained in the comprehensive plan;

See Conformity with the Citywide Comprehensive Plan.

(2) Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community;

The proposed land use change from R-3 to PUD, with proffers, as described herein, could benefit the surrounding community by allowing a high-quality development that is specifically tailored to this prominent intersection. The Project will provide additional housing, increased community open space, and improved pedestrian, bicycle, transit, and vehicular access in a heavily trafficked location.

Attachment B

(3) Whether there is a need and justification for the change; and

The Future Land Use Map designated the Property as Urban Mixed-Use Corridor, which calls for higher intensity mixed use development along corridors between employment, commercial, and civic hubs of the city. The Draft Zoning Map designates the Property as CX-5 and CX-8, which allows for unlimited density. The proposed PUD will allow for a high-quality development that will transform this prominent intersection into a destination within the Entrance Corridor.

(4) When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the proposed district classification.

See Impacts on Public Facilities and Infrastructure. The Project would be evaluated during site plan review and would be required to meet all current regulations related to public utilities and facilities.

PUD District Objectives (Zoning Ordinance Sec. 34-490)

(1) To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern;

The current zoning district of R-3 does not allow for the type of urban, pedestrian-friendly development that is envisioned by the Comprehensive Plan and Draft Zoning. This is a unique location that has the ability to be a prominent part of the Entrance Corridor and contribute to the fabric of Charlottesville. Rezoning of the Property to PUD facilitates a comprehensive approach that is guided by the various citywide planning initiatives and Draft Zoning. Additionally, it allows for the balance of high-quality urban design that is also contextual to the surrounding areas and neighborhoods.

(2) To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design.

The Project utilizes grade change and an arrangement of building heights to create an active urban street edge along the primary frontages with contextually sensitive scale adjacent to the neighborhoods along Montebello Circle and Jefferson Park Avenue. The Project is arranged to also allow for significant outdoor amenity space and an active and vibrant pedestrian realm.

The Applicant is actively working with the City on a street improvement plan, which could improve traffic and pedestrian conditions at this location. These offsite improvements are not part of this application, but the Applicant is continuing to work with the City on the design and funding for the contemplated improvements.

(3) To promote a variety of housing types, or, within a development containing only a single housing type, to promote the inclusion of houses of various sizes;

The Project includes a diverse unit mix, as well as ground-floor walk-up units to provide housing for a wide demographic.

(4) To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;

The Project does not include single-family dwellings; however, it achieves efficient land use in concentrating density where appropriate and addresses the City's housing needs.

Attachment B

- (5) *To provide for developments designed to function as cohesive, unified projects;*

The Project is designed as a cohesive, unified community with thoughtful and functional programming.

- (6) *To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;*

The Project is uniquely located and is designed to anchor this prominent intersection and place scale along the appropriate frontages based on adjacent uses and elevations.

- (7) *To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;*

The Project includes redevelopment of 104 Stadium Road, which is designated as an Individually Protected Property. The City Council previously approved a Certificate of Appropriateness for the demolition of 104 Stadium Road. Additionally, the Planning Commission previously approved initiation of the Zoning Text Amendment process.

The Project will comply with the conditions of the Certificate of Appropriateness, which include completing a Historic American Buildings Survey to be retained by the Department of Neighborhood Development Services and Virginia Department of Historic Resources and approval of a design-review Certificate of Appropriateness for the Project. Additionally, materials from the existing structure at 104 Stadium Road will be reused and incorporated into the Project.

While the Applicant cannot commit to preserving trees in accordance with City standards due largely to existing building and hardscapes within the Tree Protection Zones, the Applicant will engage local arborists in an effort to protect as many trees as feasible along Montebello at the top of the slope during construction. Trees removed from the critical slopes will be replaced at a 3:1 ratio in accordance with City guidelines.

- (8) *To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development; and*

The Project's architectural design, in its materiality and massing, will be consistent and complimentary of the Entrance Corridor Design Guidelines as well as the Central Grounds. The design is using a transitional contemporary style that aims to create an architectural aesthetic that links to the past but does not replicate the architectural history directly. The architectural styles within the Project are cohesive but look to differentiate themselves from one another in color and detailing. Each façade draws upon the materiality, scale, and rhythm of its adjacent properties while seeking to improve and redefine the public realm of which it directly fronts.

- (9) *To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;*

The Project provides enhanced streetscapes along the Stadium Road, Emmet Street, and Jefferson Park Avenue frontages that will significantly improve pedestrian connectivity between neighborhoods, the Central Grounds, University Hospital, and nearby retail.

- (10) *To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.*

There is an existing public transit stop located at the Property servicing Charlottesville Area Transit (“CAT”) and the University Transit Service (“UTS”). The Project includes improvement of this transit stop and the construction of a new shelter and pad. The proposed transit stop is included in the PUD Development Plan.

Attachment B

The Project will also improve the pedestrian environment by creating wider sidewalks and dedicated bicycle lanes with a landscape buffer between these uses and vehicular traffic. Additionally, a micro mobility program will be implemented, such as a bicycle or e-scooter share platform to further promote alternative transportation.

Conformity with the Citywide Comprehensive Plan

The Project conforms with the Citywide Comprehensive Plan in the following areas:

Chapter 4: Land Use, Urban Form, and Historic & Cultural Preservation

The Future Land Use Map designated the Property as Urban Mixed-Use Corridor, which calls for higher intensity mixed use development along corridors between employment, commercial, and civic hubs of the city.

The Project will redevelop an underutilized site into an exciting and prominent part of the Entrance Corridor. The Project will provide much-needed housing and increase housing diversity, create new pedestrian amenity spaces, and encourage alternative transportation options such as walking, cycling, and public transit. Specifically, the Project supports the following Goals, Objectives, and Strategies within the Land Use Chapter:

Goal 2: Future Land Use Vision

Mixed-Use Area Objective: Support the redevelopment of “under-utilized” gray-field sites along community corridors.

Mixed-Use Area Objective: Provide opportunities to develop a variety of housing options near employment and community services.

Mixed-Use Area Objective: Develop buildings and public spaces that are human-scaled and contribute to placemaking & Charlottesville’s authentic community identity.

Mixed-Use Area Objective: Promote and encourage design elements that enhance community livability such as active uses at the ground floor level along key street frontages.

Mixed-Use Area Objective: Encourage compact block and street networks and a built environment that facilitates walking, biking, and bus riding.

Goal 7: Entrance Corridors – Ensure that the quality of development in Charlottesville’s designated Entrance Corridor Overlay Districts is compatible with the City’s requirements and standards, and with the adjacent neighborhood’s historic, architectural, and cultural resources, while allowing for reuse of structures and evolution of uses in these areas.

Strategy 7.1: Within Entrance Corridors, encourage placemaking elements and look for opportunities to support community-centered destinations.

Chapter 5: Housing

The Project will provide much needed additional housing and increase housing diversity in a location well-suited for this type of density. Additionally, the Project will not diminish the stock of other housing types, as the site is currently used as multi-family apartments with approximately 100 residents. Specifically, the Project supports the following Goals and Strategies within the Housing Chapter:

Attachment B

Goal 2: Diverse Housing Throughout the City – Support a wide range of rental and homeownership housing choices that are integrated and balanced across the city, and that meet multiple City goals including community sustainability, walkability, bikeability, ADA accessibility, public transit use, increased support for families with children and low-income households, access to food, access to local jobs, thriving local business, and decreased vehicle use.

Strategy 2.1: Encourage mixed-use and mixed-income neighborhoods and housing developments throughout the city and support zoning changes to allow them by-right.

Strategy 2.2: Promote housing redevelopment and infill development that supports bicycle and pedestrian-oriented infrastructure improvements and robust public transportation to better connect residents and jobs and commercial activity.

Strategy 2.4: Target a city-wide residential vacancy rate of at least 5 percent in order to assure a well-functioning, liquid housing market.

Sub-strategy: Explore strategic support for developments to increase the supply of homes if the target is not met.

Goal 4: Energy and Water Efficiency – Increase the energy performance, water efficiency, and environmental sustainability of housing throughout the city.

Strategy 4.4: Encourage solar-ready and EV-ready building standards in all new housing and extensive retrofit projects.

Chapter 6: Transportation

The Property is located along main thoroughfares and experiences significant daily pedestrian, cyclist, and vehicular traffic. The existing conditions consist of narrow sidewalks abutting quick-moving vehicular traffic.

The Project will improve the pedestrian environment by creating wider sidewalks and dedicated bike lanes with a landscape buffer between these uses and vehicular traffic. The improvement of the public transit stop located at the Property will further promote public and alternative transit methods. Additionally, the Applicant is actively working with the City on a plan that could improve the street network around the Property and create additional city greenspace. Specifically, the Project supports the following Goals and Strategies within the Transportation Chapter:

Goal 1: Complete Streets – Create and maintain a connected network of safe, convenient, and pleasant accommodations for pedestrians, bicyclists, and transit riders, including people of all ages and abilities.

Strategy 1.1: Continue to implement projects from the City’s Bicycle and Pedestrian Master Plan, Streets that Work Design Guidelines, Safe Routes to School planning, and small areas plans, prioritizing underserved neighborhoods, locations lacking connectivity to key destinations in the city, and improvements needed within Future Land Use Map nodes, corridors, and other areas of increased development.

Strategy 1.2: Consistently apply universal design features, included ADA (Americans with Disabilities) standards as outlined in the Public Right of Way Accessibility Guidelines (PROWAG), and ensure that sidewalks are free of obstructions and that accessible curb ramps exist at all pedestrian crossings where conditions allow.

Goal 2: Coordination with Land Use & Community Design – Improve quality of life and promote active living by reducing automobile use and congestion and supporting multimodal options for safe and convenient travel in conjunction with implementation of the Future Land Use Vision.

Strategy 2.2: Through development processes, implement and incentives improved facilities and amenities for non-motorized travelers, including those needed to support multimodal travel by residents, workers, and visitors.

Attachment B

Goal 3: Efficient Mobility and Access – Maintain a safe and efficient transportation system to provide mobility and access.

Strategy 3.4: Create centers for shared mobility (e.g. bike share, car share) and transit in the Downtown and University areas and eventually a network of neighborhood nodes.

Strategy 3.5: Promote pedestrian and bicyclist safety and convenience by reviewing crossing distances and facilities, adjusting signal timing, optimizing speed limits, and reconfiguring lanes (where appropriate).

Goal 4: Parking Supply and Management – Provide a balanced approach to parking that supports economic vitality, achieves urban form goals, minimizes environmental impacts, and accommodates pedestrians, bicycles, transit users, and disabled individuals.

Goal 5: Transit System – Support a robust and convenient transit system that increases local and regional mobility and provides a reliable and efficient travel option for Charlottesville’s residents, workers, and visitors.

Strategy 5.4: Explore innovative approaches, including partnerships with employers and businesses, to increasing ridership of public transit, especially for first time riders.

Strategy 5.7: Identify locations along bus routes needing additional bus stops, enhanced quality and comfort of bus stops, connectivity via walking/biking, and safer crossings, particularly near schools, parks, and other amenities.

Goal 8: Infrastructure Funding – Identify and seek new sources of sustainable funding mechanisms for the maintenance of existing multimodal infrastructure and facilities and future development of the transportation system.

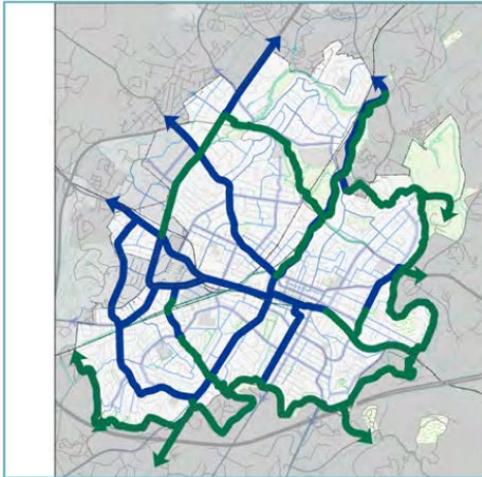
Conformity with the Streets That Work Plan

The Property is located between Stadium Road, Emmet Street, and Jefferson Park Avenue, all of which are designated as Mixed-Use B Framework Streets. The following is a review of the Project in accordance with the Streets That Work Plan:

<u>Major Design Elements</u>	<u>Recommended</u>	<u>Proposed PUD</u>
Sidewalks	>7’ clear walk zone	7’ – 8’
Curbside Buffer Zone	3’ – 6’	5’ – 8’
Bicycle Facilities	5’ – 6’ bike lanes	5’ – 6’
Transit Stop Facilities	Shelters, benches, etc.	One (1) bus shelter
Curbs	Vertical curb	Vertical curb
Gutters	Comb. curb & gutter	Comb. curb & gutter

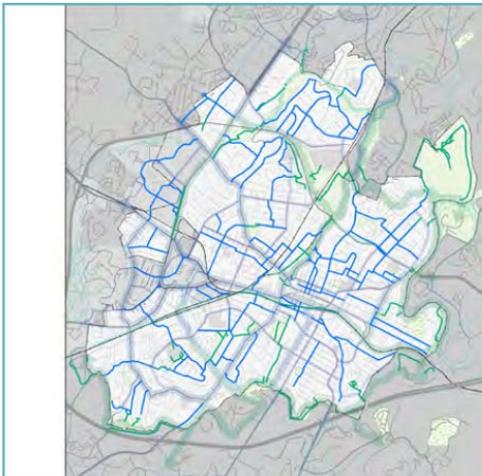
Conformity with the Bicycle and Pedestrian Master Plan

The 2015 Bicycle and Pedestrian Master Plan calls for bicycle arterial routes on Jefferson Park Avenue and Emmet Street along the Property, and a bicycle local route on Stadium Road along the Property. Additionally, the Master Plan recommends Stadium Road as a Shared Roadway along the Property. The Project will create new bicycle lanes along the Stadium Road, Emmet Street, and Jefferson Park Avenue frontages, which will be raised from the street to facilitate low-stress routes.



Bicycle Arterial Routes

These routes will carry the highest number of bicyclists and provide direct routes across the City. These routes will become the spine of the network. In many cases, separated bicycle facilities will be needed to ensure these routes are low-stress. The blue lines represent the important on-street bicycling routes and the green lines represent the important trail routes.



Bicycle Local Routes

These routes will provide bicycle connections within an individual neighborhood and build on the existing low-stress routes. The use of traffic calming measures, signage, and pavement markings to reinforce safe driving speeds and community ownership of neighborhood streets will make these routes more bicycle friendly.



Shared Roadways

Shared Roadways are bicycle facilities that designate a vehicular travel lane as a shared space for people to drive and bicycle. This designation is demonstrated to all users through on-road pavement markings, known as "sharrows" or street signage indicating that people bicycling may use the full lane. These facilities do not provide any separation between people driving and bicycling and are best used on neighborhood streets or streets with a low level of bicyclist traffic stress.

Impacts on Public Facilities and Infrastructure

Public Transportation Facilities:

Included in this application is a Traffic Impact Analysis prepared by Timmons Group. The scope of the study was developed in conjunction with the City at a scoping meeting and confirmed in writing on March 1, 2023. Data collection was conducted on March 1, 2023. The Traffic Impact Analysis is subject to review by the City and complete findings are included within the report.

Other Public Transportation and Multi-Modal Infrastructure:

There is an existing public transit stop located at the Property servicing CAT and UTS. The Project includes improvement of this transit stop and the construction of a new shelter and pad.

The Project will promote other forms of alternative transit by providing substantial bicycle parking, with a mix of private enclosed spaces and public spaces, and by providing a limited scale micro-mobility solution, such as bikeshare or scooter share. Additionally, the Project includes dedicated ride-share pick-up and drop-off spaces.

Schools:

The Project will have minimal impact on the City's school system. Based on the Property location, the primary resident demographic is anticipated to consist of UVA students, faculty, staff, and young professionals.

Fire/Rescue/Safety:

The Project will be served by the nearby Fontaine Fire Station on Jefferson Park Avenue. The Project is subject to review by the City Fire Department.

Public Parks:

The Project will include a variety of private and public outdoor amenity spaces, including both hardscape and landscape.

Impacts on Environmental Features

Currently, the Property is largely covered by hardscape. Due to the large grade change from the Property to Montebello Circle, the Project will require a Critical Slope Waiver. As further detailed within the Application for a Critical Slope Waiver, the reduction in slope will have minimal impact to erosion, stormwater, and groundwater recharge.

While the Applicant cannot commit to preserving trees in accordance with City standards due largely to existing building and hardscapes within the Tree Protection Zones, the Applicant will engage local arborists in an effort to protect as many trees as feasible during construction. Trees removed will be replaced at a 3:1 ratio in accordance with City guidelines.

Affordable Housing

The Project will comply with Section 34-12 of the Charlottesville Code of Ordinances at a minimum and intends to provide 200% of the cash-in-lieu payment outlined by the affordable dwelling unit ordinance worksheet based on the final Project size and number of units. Specific details related to affordable housing commitments will be included in the PUD Development Plan.

Historic Resources

See Zoning Text Amendment below. Other than the Individually Protected Property at 104 Stadium Road, there are no other historic resources on the Property.

Zoning Text Amendment

The Project includes redevelopment of 104 Stadium Road which is currently designated as an Individually Protected Property. The City Council previously approved a Certificate of Appropriateness for the demolition of 104 Stadium Road. Additionally, the Planning Commission previously approved initiation of the Zoning Text Amendment process.

The Project will comply with the conditions of the Certificate of Appropriateness, which include completing a Historic American Buildings Survey to be retained by the Department of Neighborhood Development Services and Virginia Department of Historic Resources and approval of a design-review Certificate of Appropriateness for the Project. Additionally, materials from the existing structure at 104 Stadium Road will be reused and incorporated into the Project.

Enclosed within you will find a copy of the City Council and Planning Commission resolutions.

Attachment B

#R-23-086

RESOLUTION OF APPROVAL OF A CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION OF THE HOUSE AND GARDENS AT 104 STADIUM ROAD

WHEREAS, on January 27, 2023, Subtext Acquisitions, LLC (Applicant) on behalf of Woodrow Two, LLC, the owner of certain land identified within City real estate assessment records by Parcel Identification numbers 160002000 and currently addressed as 104 Stadium Road (Property), requested a Certificate of Appropriateness (CoA) for the demolition of the house and gardens on the Property (Requested CoA);

WHEREAS, per City Code §34-273 and §34-274, in 2011 the Property was designated by City Council an Individually Protected Property (IPP), therefore, per City Code §34-277, its demolition is subject to review by the City's Board of Architectural Review (BAR) and requires approval of a CoA, and;

WHEREAS, on February 22, 2023, in a motion approved 6-0, the BAR denied the Requested CoA, stating it had "considered the standards set forth within the City Code, including the BAR's design guidelines and the standards for considering demolitions" and "the proposed demolition of the house and gardens at 104 Stadium Road does not satisfy the BAR's criteria and guidelines and is not compatible with this property" and, in its discussion, stating the reasons for denial, and;

WHEREAS, on March 9, 2023, as permitted by City Code §34-285(b), the Applicant appealed to City Council the BAR's denial of the Requested CoA (Appeal), and;

WHEREAS, on May 15, 2023, per City Code §34-314(c), following a review of the Appeal, the Project, and the Application, and having considered relevant information and opinions, including the BAR's determination, the City Staff Report, and the City's ADC District design guidelines and the City's standards for considering demolitions (City Code §34-278), this Council determined the requested demolition at 104 Stadium Road satisfies the design guidelines and review criteria, and is compatible with this property.

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia that, pursuant to the conditions below, a Certificate of Appropriateness is hereby approved for the requested demolition at 104 Stadium Road.

Approval of certificate of appropriateness is expressly conditioned upon the occurrence of the following before issuance of a demolition permit:

1. Building and gardens be documented thoroughly through photographs and measured drawings according to the Historic American Building Standards, information should be retained by City of Charlottesville's Department of Neighborhood Development Services and Virginia Department of Historic Resources;

Attachment B

2. Approval of a design-review CoA for new construction on the parcel as a contiguous element of the proposed multi-lot development ~~the building's replacement~~ to ensure that the building is not demolished without an appropriate and City-approved replacement, and issuance of site plan and building permit for construction of such replacement.

3. After the foregoing conditions are accomplished, if the IPP designation has not previously been removed by appropriate action of Council, whether before or after demolition, but no later than 30 days after demolition, applicant will ~~petition the~~ request City Council initiate for a zoning ordinance amendment per City Code § 34-274 to ask ~~that delete the property be deleted~~ from the protected property list by zoning text and map amendment.

	<u>Aye</u>	<u>No</u>
Payne	_____	<u> x </u>
Pinkston	<u> x </u>	_____
Puryear	<u> x </u>	_____
Snook	<u> x </u>	_____
Wade	<u> x </u>	_____

Approved by Council
June 5, 2023



Kyna Thomas, MMC
Clerk of Council



Application for a Sidewalk Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Tax Map and Parcel Number(s) 160001000, 160002000, 160003000, 160004000,
160005000, 160008000

Address(es) 100, 102, 104, 106-114, and 409 Stadium Road and 1705 Jefferson Park
Avenue, Charlottesville, VA

Note: This application is only for a "waiver" to the City's sidewalks, curbs and gutters regulations. Applicants wishing to contribute funds to a sidewalk improvement fund in an amount equivalent to the cost of dedication of land for and construction of the required sidewalk, curb and gutter must use the Funds In Lieu of Sidewalk Application.

Applicant Contact Information

Name Dylan Lambur
Company Subtext Acquisitions, LLC
Phone 314-721-5559
Email dlambur@subtextliving.com

Owner Contact Information

Name Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA, LLC
Address PO Box 5306, Charlottesville, VA 22905
Phone 434-293-6069 ext. 405
Email tsteigman@msc-rents.com

Owner's Signature:

Tsteinigman, Manager Member 8-7-2023
Owner Date

Required application materials and fee:

- All required materials. Contact City Planner for more information.
- Correct application fee. Checks payable to "City of Charlottesville".

Note: Incomplete applications will not be processed.

Date Received: _____	Received by: _____
Fee: _____	Cash/Check # _____

Sidewalk Waiver

The Project is requesting a Sidewalk Waiver for a portion of the south frontage along Montebello Circle. The Project includes construction of a new sidewalk on the north side of Montebello Circle, from Stadium Road to approximately where the existing sidewalk on the south side of Montebello Circle begins as depicted on **Exhibit A**. The waiver is being requested for the remaining frontage due to the narrow condition of Montebello Circle at approximately 18' which is already being served by an existing sidewalk.

Variations; exceptions (Zoning Ordinance Sec. 29-36)

(a) Whenever this chapter contains provisions for variation or exception to a requirement, the agent or commission in considering the request for a variation or exception, shall consider whether, because of unusual size, topography, shape of the property, location of the property or other unusual conditions (excluding the proprietary interests of the subdivider) the requirement that is proposed to the varied or excepted would result in substantial injustice or hardship and would not forward the purposes of this chapter or serve the public interest.

(1) In approving any such request, the agent or commission shall find that adherence to the requirements would result in substantial injustice or hardship, and that granting the waiver would not be detrimental to the public health, safety or welfare or to the orderly development of the area.

Constructing a sidewalk along the entirety of the Project's south frontage is not feasible due to environmental constraints.

(2) Prior to varying or granting an exception to a provision of this chapter, the agent or commission shall obtain a written opinion of the city's fire code official as to whether the requested waiver can be accommodated within the applicable requirements of the Virginia Statewide Fire Prevention Code (VSFPC).

The Project is subject to review by the Fire Department.

(3) Prior to varying or granting an exception to a provision of this chapter involving utilities, the agent or commission shall obtain a written opinion of the city's director of public works as to whether the requested waiver can be accommodated within applicable regulations, specifications and ordinances governing utilities.

The requested waiver does not involve utilities.

Standards for Streets and Alleys (Zoning Ordinance Sec. 29-182)

(i) Whether a surface other than concrete is more appropriate for the subdivision because of the character of the proposed subdivision and the surrounding neighborhood;

The type of surface is not applicable to the requested waiver. The sidewalks that are proposed by the Project will meet all current regulations and guidelines and be compatible with the surrounding area.

(ii) Whether sidewalks on only one (1) side of the street may be appropriate due to environmental constraints such as streams, stream buffers, critical slopes, floodplain, tree cover, or wetlands, or because lots are provided on only one (1) side of the street;

Currently, there is only a sidewalk on one (1) side of Montebello Circle due to a significant slope. The existing sidewalk does not connect to Stadium Road. The Project proposes a sidewalk from Stadium Road and along the portion of Montebello Circle that is not impacted by the slope.

Attachment B

- (iii)** *Whether the sidewalks reasonably can connect into an existing or future pedestrian system in the area;*

The requested waiver is in response to environmental constraints that limit existing and would limit future pedestrian systems at this location.

- (iv)** *Whether the length of the street is so short and the density of the development is so low that it is unlikely that the sidewalk would be used to an extent that it would provide a public benefit;*

The Property includes frontage on Montebello Circle; however, the Project will not have pedestrian frontage on Montebello Circle due to the existing slope. The sidewalk proposed for a portion of Montebello Circle would benefit existing pedestrian traffic.

- (v)** *Whether an alternate pedestrian system including an alternative pavement could provide more appropriate access throughout the subdivision and to adjoining lands, based on a proposed alternative profile submitted by the subdivider;*

The requested waiver is in response to environmental constraints limiting sidewalks and therefore alternate pedestrian systems were not considered.

- (vi)** *Whether the sidewalks would be publicly or privately maintained;*

This standard is not applicable as the requested waiver would waive the requirement for a sidewalk along a portion of the south frontage.

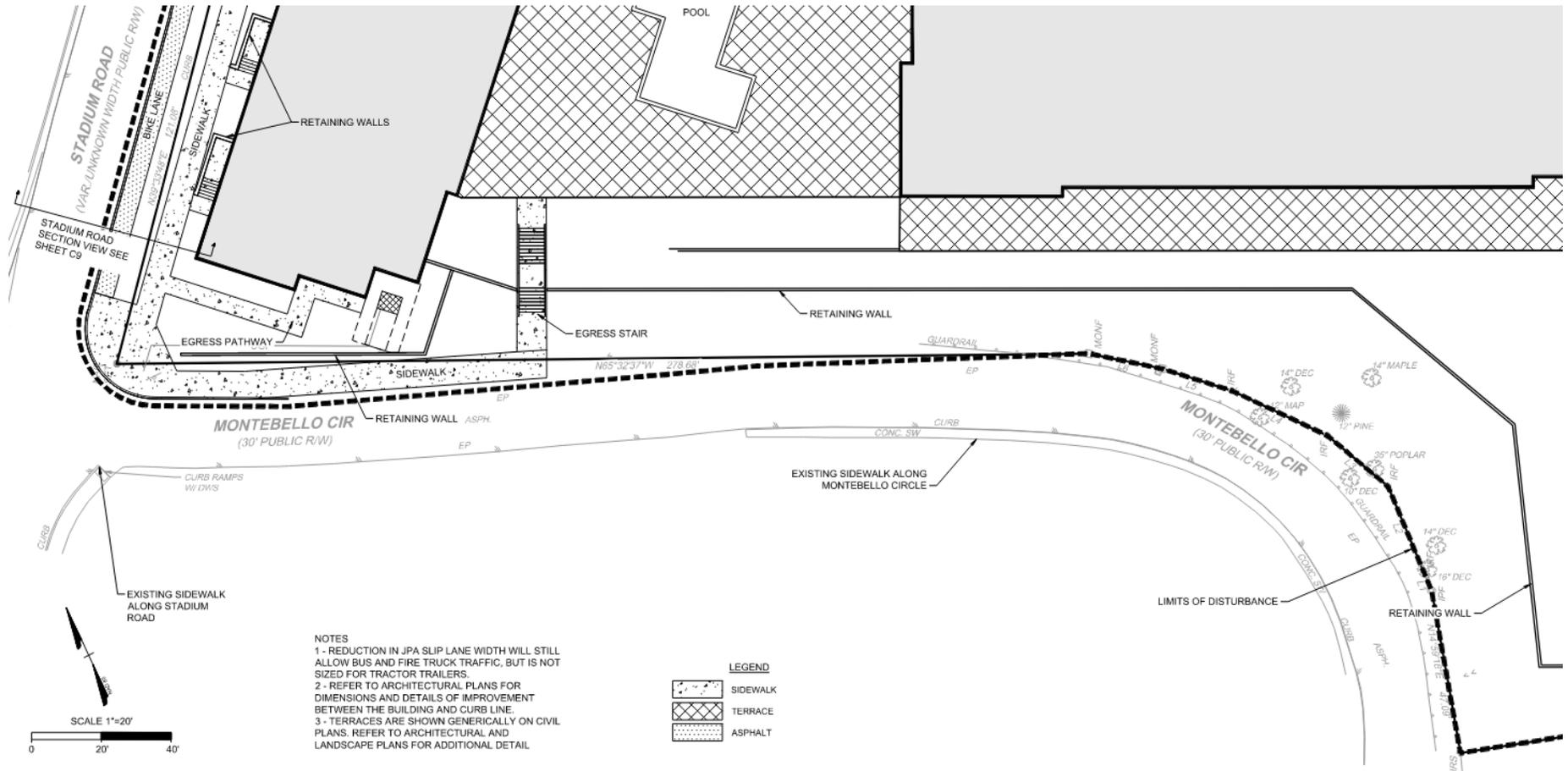
- (vii)** *Whether the waiver promotes the goals of the comprehensive plan, including the applicable neighborhood plan; and*

The requested waiver is in response to environmental constraints. The Project proposes a sidewalk where feasible in order to promote the goals of the Comprehensive Plan.

- (viii)** *Whether waiving the requirement would enable a different principle of the neighborhood plan to be more fully achieved.*

The requested waiver is in response to environmental constraints. The Project proposes a sidewalk where feasible in order to promote the goals of the Comprehensive Plan and Neighborhood Plan.

Exhibit A



Woodrow Street Closure

The Project includes redevelopment of all properties fronting, accessing, and utilizing Woodrow Street. The City Council previously approved the closure, vacation, and discontinuation of Woodrow Street, however the required conditions were not fulfilled, and the process was not completed. The conditions of the Ordinance are as follows:

- (1) The adjoining property owners, excluding the City of Charlottesville, shall provide for storm water connections to Jefferson Park Avenue from the east side of Woodrow Street as part of the Jefferson Park Avenue sidewalk construction.
- (2) All adjoining property owners, excluding the City, shall enter into a joint access and maintenance agreement with respect to the vacated area. Such agreement shall preclude the building of additional units on the vacated area.

The Project will naturally satisfy these conditions. New utility connections and the relocation of any existing utilities would be evaluated during site plan review and required to meet all current regulations related to public utilities and facilities. A joint access and maintenance agreement will not be applicable, as the Project will vacate Woodrow Street.

Enclosed within you will find a copy of the Ordinance Closing, Vacating, and Discontinuing Woodrow Street.

**AN ORDINANCE
CLOSING, VACATING AND DISCONTINUING
WOODROW STREET**

WHEREAS, proper notice was duly posted and advertised that Stadium Road Limited Partnership would request the City Planning Commission to initiate street closing procedures to close Woodrow Street, 30 feet in width, between Stadium Road and Jefferson Park Avenue, shown on City Real Estate Tax Map 16, running a distance of approximately 478 feet;

WHEREAS, owners along the street proposed to be vacated have been duly notified;

WHEREAS, a joint public hearing by the Planning Commission and City Council was held on September 10, 1996, and comments from the City staff, the Planning Commission and the public were made and heard; and

WHEREAS, the Planning Commission recommended closure of said portion of Woodrow Street with certain conditions; now, therefore,

BE IT ORDAINED by the Council of the City of Charlottesville, Virginia that Woodrow Street, described as follows, is hereby closed, vacated and discontinued as a public thoroughfare of the City of Charlottesville, Virginia, said street not being needed for public use and travel:

All of the Woodrow Street right-of-way, approximately 30 feet in width, from its intersection with Stadium Road to its intersection with Jefferson Park Avenue, running a distance of approximately 478 feet, as shown on the attached sketch.

PROVIDED, that the City of Charlottesville hereby reserves unto itself a perpetual easement ten feet in width on either side of the center line of any water, gas, sanitary or storm sewer mains presently located in the area being vacated, including the perpetual right of ingress and egress over the vacated area for the purpose of installing, maintaining, repairing or replacing such utility lines or mains; and

PROVIDED FURTHER, that the following conditions are fulfilled:

- (1) The adjoining property owners, excluding the City of Charlottesville, shall provide for storm water connections to Jefferson Park Avenue from the east side of Woodrow Street as part of the Jefferson Park Avenue sidewalk construction.
- (2) All adjoining property owners, excluding the City, shall enter into a joint access and maintenance agreement with respect to the vacated area. Such agreement shall preclude the building of additional units on the vacated area.

Note: →
↓

BE IT FURTHER ORDAINED that the Clerk of the Council shall send a copy of this ordinance with plat attached to the Clerk of the Circuit Court for recordation in the current street closing book at such time that the City Attorney advises that the conditions have been fulfilled.

Approved by Council
November 4, 1996

Jaune Cox
CLERK OF CITY COUNCIL

Modification of Development Restriction

The Project includes redevelopment of 409 Stadium Road, which was previously a City-owned lot and is subject to conditions associated with its sale to a private party in 2011. The conditions of the ordinance authorizing the sale of 409 Stadium Road are as follows:

- (1) The Property shall be landscaped and maintained as a green space area;
- (2) The Purchaser shall consent to the adjoining property (Tax Map Parcel 16-2) being designated as an Individually Protected Property (IPP) under City Code Sec. 34-274; and
- (3) There shall be no further development or permanent structures placed upon the Property, including parking facilities.

The 2011 Deed from the City to the current owner of 409 Stadium Road includes these restrictions and notes that they may not be subsequently modified or released without the City's written consent. These restrictions are inconsistent with the significant priority of the new Comprehensive Plan (including the Housing Plan) places on housing. It is requested that these conditions be modified or repealed in order to achieve the envisioned project. Currently, there is very little usable open and green space on the Property. The Project will include a significant amount of active and usable open space as well as high-quality green space. The Project will include permanent structures on what is currently 409 Stadium Road to create an active and urban streetscape environment as well as conform to the Comprehensive Plan and the guidelines of the Draft Zoning Ordinance.

Enclosed within you will find a copy of the Ordinance Authorizing the Sale of Certain City-Owned Property Located at 409 Stadium Road as well as a copy of the 2011 Deed.

Attachment B

AN ORDINANCE AUTHORIZING THE SALE OF CERTAIN CITY-OWNED PROPERTY LOCATED AT 409 STADIUM ROAD.

WHEREAS, the City of Charlottesville issued a Request for Proposals (RFP) for development of a City-owned lot at 409 Stadium Road, identified as Parcel 1 on City Real Estate Tax Map 16, hereinafter the "Property"; and

WHEREAS, in accordance with Virginia Code Sec. 15.2-1800(B), a public hearing was held on December 20, 2010, and an additional public hearing was held on February 7, 2011, to give the public an opportunity to comment on the proposed conveyance of the Property; and

WHEREAS, after the public hearing on December 20, 2010, Richard Jones and Douglas Caton, on behalf of Woodrow Too, LLC, submitted a response offering to pay \$250,000 for the Property, and agreeing to leave the subject Property a landscaped area; now, therefore,

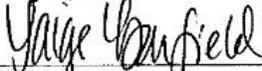
BE IT ORDAINED by the Council of the City of Charlottesville, Virginia that the City Manager is hereby authorized to execute a sales/purchase agreement, in form approved by the City Attorney, to convey the above-described Property to Woodrow Too, LLC for the purchase price of \$250,000 with restrictions on the development of the subject Property as follows:

- (1) The Property shall be landscaped and maintained as a green space area;
- (2) The Purchaser shall consent to the adjoining property (Tax Map Parcel 16-2) being designated as an Individually Protected Property (IPP) under City Code Sec. 34-274; and
- (3) There shall be no further development or permanent structures placed upon the Property, including parking facilities.

BE IT FURTHER ORDAINED that the Mayor is hereby authorized to execute a deed of conveyance, in form approved by the City Attorney, for the above-described transaction.

Approved by Council

May 2, 2011


Clerk of Council

Link 1

2011 3378

Prepared by Charlottesville City Attorney's Office
Tax Map Parcel 160001000 (409 Stadium Road)

This deed is exempt from recordation taxes imposed by Va. Code Sec. 58.1-802 pursuant to Va. Code Sec. 58.1-811(C)(4)

THIS DEED made this 20th day of September, 2011, by and between the CITY OF CHARLOTTESVILLE, VIRGINIA, a municipal corporation and political subdivision of the Commonwealth of Virginia, GRANTOR, and WOODROW TOO, LLC, a Virginia limited liability company, GRANTEE, whose address is P.O. Box 5306, Charlottesville, Virginia 22905.

WITNESSETH:

THAT for and in consideration of the sum of TWO HUNDRED AND FIFTY THOUSAND DOLLARS (\$250,000.00), the receipt and sufficiency of which are hereby acknowledged, GRANTOR does hereby GRANT, BARGAIN, SELL and CONVEY with SPECIAL WARRANTY OF TITLE unto the GRANTEE the property described herein on Exhibit A, attached hereto and made a part hereof ("Property").

As a condition of the sale of the Property, the following restrictive covenants, which shall run with the land and shall not be subsequently modified or released without the written consent of the GRANTOR, are hereby placed on the Property:

There shall be no further development or structures placed upon the Property, meaning anything constructed or erected, the use of which requires permanent location on the ground, or attachment to something having a permanent location on the ground, including parking facilities, and the Property shall be left and maintained as treed green space.

Attachment B

Instrument# 2011003378 Page 2

GRANTOR makes no guarantee, representation or warranty regarding the condition of the Property herein conveyed and expressly disclaims any and all obligation and liability to GRANTEE regarding any physical or environmental defects which may exist with respect to the property, including warranties, whether express or implied, concerning the absence of any "hazardous substances" (as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42. U.S.C. Section 9601 *et seq.*, as amended).

This conveyance is made expressly subject to all easements, conditions, restrictions, reservations, and other matters contained in duly recorded deeds, plats, and other instruments constituting constructive notice in the chain of title to the property herein conveyed, which have not expired by a time limitation therein contained or otherwise become ineffective.

By ordinance adopted May 2, 2011, the Mayor of the City of Charlottesville was authorized to sign this deed on behalf of the City of Charlottesville.

WITNESS the following signatures and seals.

[This space intentionally left blank]

GRANTOR:

CITY OF CHARLOTTESVILLE, VIRGINIA

By: *Dave Norris*
Dave Norris, Mayor

COMMONWEALTH OF VIRGINIA
CITY OF CHARLOTTESVILLE

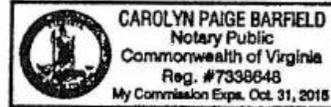
The foregoing instrument was acknowledged before me, a Notary Public in and for the aforesaid City and Commonwealth, by Dave Norris, Mayor of the City of Charlottesville, Virginia, on this 20th day of September, 2011.

Carlyn Paige Barfield
Notary Public
Registration #: 7338648

My Commission Expires:



[This space intentionally left blank]



GRANTEE:

WOODROW TOO, LLC

By: *Douglas E. Caton*
Douglas E. Caton, Manager

By: *Richard H. Jones*
Richard H. Jones, Manager

COMMONWEALTH OF VIRGINIA

City/County of Charlottesville, to-wit:

The foregoing instrument was acknowledged before me, a Notary Public in and for the aforesaid City and Commonwealth, by Douglas E. Caton, Manager, on behalf of Woodrow Too, LLC, on this 16th day of September, 2011.

Nancy E. Gibson
Notary Public
Registration #: 305098

NANCY E. GIBSON
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #305098
My Commission Expires May 31, 2013

COMMONWEALTH OF VIRGINIA

City/County of Charlottesville, to-wit:

The foregoing instrument was acknowledged before me, a Notary Public in and for the aforesaid City and Commonwealth, by Richard H. Jones, Manager, on behalf of Woodrow Too, LLC, on this 16th day of September, 2011.

Nancy E. Gibson
Notary Public
Registration #: 305098

NANCY E. GIBSON
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #305098
My Commission Expires May 31, 2013

EXHIBIT A
Property Description

All that certain parcel of land situated in the City of Charlottesville, Virginia, known as 409 Stadium Road, and designated as Lot No. Thirty-Six (36) on the map of the subdivision of Montebello, of record in the Clerk's Office of the Circuit Court of Albemarle County in Deed Book 159, page 293; being the same property in all respects conveyed to the City of Charlottesville, Virginia by deed from Lewis Littlepage Holladay and Elizabeth D. Holladay, dated July 2, 1931, of record in the Charlottesville Circuit Court Clerk's Office in Deed Book 74, page 9.

Attachment B

Instrument# 2011003378 Page 6

STATE TAX	\$	_____	(059)	Admitted to Record in the Clerk's Office of the
CITY TAX	\$	_____	(214)	Circuit Court of the City of Charlottesville,
TRANS	\$	1.00	(212)	Virginia, on the <u>22nd</u> day of <u>SEPT</u> , 20 <u>11</u> .
FRCH. FEE	\$	5.00	(108)	at <u>2:15</u> o'clock <u>P.</u> M., and recorded in
CLERK'S FEE	\$	1.50	(301)	Deed Book No. _____ Page _____
VSLF	\$	1.50	(145)	The taxes imposed by §§53.1-301 and 53.1-
STATE FEE	\$	_____	(035)	302 of the Virginia Code have been paid.
SEB 53.1-301	\$	_____	(039)	<u>Paul C Garrett</u> Clerk
STATE TAX	\$	_____	(220)	
LOCAL TAX	\$	_____	(223)	
LOCAL TAX	\$	_____		
TOTAL \$		<u>22.00</u>		

Affordable Housing Data

Current Affordable Dwelling Unit Ordinance Worksheet*

*Market rents outlined in Step 4 are solely estimations at this time and subject to change.

Affordable Dwelling Unit Ordinance Worksheet (09/18/2023)

Step 1: Total Floor Area Ratio (FAR) of Site

A. Total size of development site:	<u>3.31</u>		acres		
B. Total square footage of site:	<u>3.31</u>	x	43,560.00	=	<u>144,183.60</u> square feet (sf)
	(# of acres)				
C. 1.0 Floor Area Ratio (FAR):	<u>144,183.60</u>		<i>(total sf of site)</i>		
D. Gross Floor Area (GFA) of ALL buildings/uses:	<u>774,700.00</u>		sf		
E. Total site FAR:	<u>774,700.00</u>	÷	<u>144,183.60</u>	=	<u>5.37</u>
	<i>(total GFA of site)</i>		<i>(1.0 FAR)</i>		
F. Is E greater than or equal to 1.0 FAR?	NO: Your proposed development does not trigger the ADU ordinance.				
	YES: Proceed to Step 2 or Step 3.				

Step 2: Number of ADUs Required

G. GFA in excess of 1.0 FAR:	<u>774,700.00</u>		<u>144,183.60</u>		<u>630,516.40</u>
	<i>(D: total site GFA)</i>	-	<i>(B: total SF of site)</i>	=	
H. Total GFA of ADUs required:	<u>630,516.40</u>	x	<u>0.05</u>	=	<u>31,525.82</u>
	<i>(G: GFA in excess of 1.0 FAR)</i>				
I. Equivalent density based on Units Per Acre:					
i. Dwelling Units per Acre (DUA) approved by SUP:	<u>158.00</u>				
ii. SF needed for ADUs:	<u>31,525.82</u>	÷	<u>43,560.00</u>	=	<u>0.7237332</u> acres
	<i>(H: Total GFA of ADUs)</i>				
iii. Total number of ADUs required:	<u>0.7237332</u>	x	<u>158.00</u>	=	<u>114.35</u>
	<i>(ii: ADU acreage)</i>		<i>(i: DUA approved)</i>		

Step 3: Cash-in-Lieu Payment

J. Cash-in-Lieu Amount Residential:	<u>774,700.00</u>		\$2.685		<u>\$2,080,069.50</u>
		x		=	
K. Cash-in-Lieu Amount Mixed-Use:					
Total GFA of development site:	<u>774,700.00</u>				
GFA Occupied Commercial Space:	<u>0.00</u>				
GFA Occupied Residential Space:	<u>493,425.00</u>				
Total GFA Occupied Space:	<u>493,425.00</u>		% Residential:	<u>1.00</u>	
GFA Non-Occupied Space*:	<u>281,275.00</u>		Proportionate amount of non-occupied space GFA for residential use:	<u>281,275.00</u>	
Amount of Payment:	<u>774,700.00</u>	x	\$2.685	=	<u>\$2,080,069.50</u>

**GFA of non-occupied space shall include: (i) basements, elevator shafts and stairwells at each story, (ii) spaces used or occupied for mechanical equipment and having a structural head room of six (6) feet six (6) inches or more, (iii) penthouses, (iv) attic space, whether or not a floor has been laid, having a structural head room of six (6) feet six (6) inches or more, (v) interior balconies, and (vi) mezzanines. GFA shall not include outside balconies that do not exceed a projection of six (6) feet beyond the exterior walls of the building; parking structures below or above grade; or and roof top mechanical structures.*

Source: U.S. Bureau of Labor Statistics, South Urban Region for Housing

Attachment B

Step 4: Minimum Term of Affordability

L. Residential Project

i. Households earning up to 80% AMI:

Unit Type	Eff.	1BR	2BR	3BR	4BR	5BR	6BR
Number of Units	6	5	16	5	21	0	0
Market Rent	\$1,625.00	\$1,925.00	\$2,800.00	\$3,900.00	\$5,000.00	\$0.00	\$0.00
HUD Fair Market Rents	\$1,165.00	\$1,172.00	\$1,401.00	\$1,742.00	\$2,159.00	\$2,483.00	\$2,808.00
HUD Utility Allowance	\$60.00	\$81.00	\$104.00	\$128.00	\$162.00	\$0.00	\$0.00
Difference per Month	\$520.00	\$834.00	\$1,503.00	\$2,286.00	\$3,003.00	\$0.00	\$0.00
Annual Cost of ADU	\$3,120.00	\$50,040.00	\$288,576.00	\$137,160.00	\$756,756.00	\$0.00	\$0.00

Total Annual Cost of ADUs: 1,235,652.00 (Sum of Annual Cost of ADU)

Minimum Term of Affordability*: 1.68 (Cash-in-lieu payment / Total annual cost of ADUs)

***If answer is less than 5, then minimum term of affordability will be 5 years.**

M. Mixed-Use Project

i. Households earning up to 80% AMI:

Unit Type	Eff.	1BR	2BR	3BR	4BR	5BR	6BR
Number of Units	6	5	16	5	21	0	0
Market Rent	\$1,625.00	\$1,925.00	\$2,800.00	\$3,900.00	\$5,000.00	\$0.00	\$0.00
HUD Fair Market Rents	\$1,165.00	\$1,172.00	\$1,401.00	\$1,742.00	\$2,159.00	\$2,483.00	\$2,808.00
HUD Utility Allowance	\$60.00	\$81.00	\$104.00	\$128.00	\$162.00	\$0.00	\$0.00
Difference per Month	\$520.00	\$834.00	\$1,503.00	\$2,286.00	\$3,003.00	\$0.00	\$0.00
Annual Cost of ADU	\$3,120.00	\$50,040.00	\$288,576.00	\$137,160.00	\$756,756.00	\$0.00	\$0.00

Total Annual Cost of ADUs: 1,235,652.00 (Sum of Annual Cost of ADU)

Minimum Term of Affordability*: 1.683378087 (Cash-in-lieu payment / Total annual cost of ADUs)

***If answer is less than 5, then minimum term of affordability will be 5 years.**

Source: HUD FY2023 Fair Market Rents

Version 5/17/23

VERVE CHARLOTTESVILLE

100 Stadium Rd, Charlottesville VA



PROJECT METRICS

ALL FIGURES ARE APPROXIMATE AND SUBJECT TO CHANGE

PROJECT SUMMARY			
LOT AREA (SF)	144,002		
BUILDING FOOTPRINT (SF)	SEE CHARTS ON T3		
LOT COVERAGE (%)	SEE CHARTS ON T3		
DENSITY (UNITS / ACRE)	167 *		
*THIS DENSITY AMOUNT LISTED ABOVE REFLECTS THE MAX DENSITY OF 550 UNITS			
FLOOR AREA SUMMARY			
RESIDENTIAL GSF	615,470		
LEASING / AMENITY GSF	14,760		
PARKING GSF	144,470		
EXTERIOR AMENITY GSF (APPROX)	25,000		
TOTAL BUILDING AREA (GSF)	799,700		
UNIT MATRIX			
UNIT TYPE	# UNITS	% OF TOTAL	
STUDIO	64	12%	
ONE BEDROOM	46	9%	
TWO BEDROOM	156	30%	
THREE BEDROOM	48	9%	
FOUR BEDROOM	210	40%	
TOTAL	524	100%	
PROPOSED MAX UNITS	550		
APPROXIMATE BEDROOMS	1,300-1,500		
PARKING REQUIRED (CURRENT ZONING)			
UNIT TYPE	SPACE / UNIT	UNIT TOTAL	BED TOTAL
STUDIO	1	64	64
ONE BEDROOM	1	46	46
TWO BEDROOM	1	156	156
THREE BEDROOM	2	48	96
FOUR BEDROOM	2	210	420
TOTAL REQUIRED PARKING SPACES			782
TOTAL PROVIDED PARKING SPACES			401

DRAWING INDEX

DRAWING INDEX - PUD		PUD - 9/25/2023		
DRAWING NUMBER	DRAWING NAME			
A9	Unnamed			
GENERAL INFORMATION				
T1	TITLE SHEET & METRICS	•		
T2	ZONING INFORMATION	•		
T3	ZONING INFORMATION	•		
T4	SITE DIAGRAMS	•		
CIVIL				
C1.1	ALTA SURVEY	•		
C1.2	ALTA SURVEY	•		
C1.3	ALTA SURVEY	•		
C1.4	ALTA SURVEY	•		
C2	PEDESTRIAN NETWORK PLAN	•		
C3	NATURAL ENVIRONMENTAL & CULTURAL FEATURE MAP	•		
C4	CRITICAL SLOPE SITE OVERLAY	•		
C5	PUD DEMOLITION PLAN	•		
C6	PUD SITE DEVELOPMENT PLAN	•		
C7	PUD UTILITY PLAN	•		
C8	PUD GRADING AND STORMWATER MANAGEMENT PLAN	•		
C9	PUD ROAD SECTIONS	•		
LANDSCAPE				
LS01	LANDSCAPE PLAN	•		
ARCHITECTURAL				
A0	CONCEPT PLAN	•		
A1	FLOOR PLANS	•		
A2	FLOOR PLANS	•		
A3	EXTERIOR ELEVATIONS	•		
A4	EXTERIOR ELEVATIONS	•		
A5	EXTERIOR ELEVATIONS	•		
A6	BUILDING SECTIONS	•		
A7	BUILDING SECTIONS	•		
A8	EXTERIOR RENDERINGS	•		



NOT FOR CONSTRUCTION

PROJECT LOCATION

Vicinity

Site Location

PROJECT TEAM

OWNER/DEVELOPER: Subtext Acquisitions, LLC
3000 Locust Street
St. Louis, MO 63101
Ph: 314-502-1709

ARCHITECT: ESG Architecture & Design, Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508
Fx: 612-339-5382

CIVIL ENGINEER: Timmons Group
608 Preston Avenue Suite 200
Charlottesville, VA 22903
Ph: 434-295-5624

LANDSCAPE ARCHITECT: AJC Design Group, LLC
1991 Woodland Way
Dunwoody, GA 30338
Ph: 770-330-0814

IMPLEMENTATION OF PLANNED UNIT DEVELOPMENT REGULATIONS

Consistent with Sections 34-518 and 34-519 of the City Zoning Ordinance in effect September, 2023:

- any change in use, increase in density/intensity, any substantial decrease in the amount of open space, substantial change in the location of permitted uses or streets, and any other substantial change from what is shown on the approved development plan shall be deemed a substantial deviation requiring an amendment of the PUD approval as specific in paragraph 3(b) below. Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.
- Following approval of this PUD development plan, preliminary and final site plan approvals (and if applicable, preliminary and final subdivision plan approvals) shall be required. All such plans shall conform to the approved PUD development plan. No building or structure shall be erected, and no building permit(s) issued, unless: (1) a final site plan has been approved; (2) any required dedications, reservations or required improvements have been made in accordance with the final site plan; and (3) sufficient financial guarantees for completion of required improvements have been received by the city, as applicable. Following approval of this PUD development plan, the owner of the development may amend the development plan only as follows:
 - The owner may submit a written request for a proposed minor change to the approved development plan the director of neighborhood development services. The request shall be supported by graphic, statistical and other information necessary in order for the director to evaluate the request. The director may approve the request upon a determination that it involves only a minor deviation from the layout or design contemplated within the approved development plan. For the purpose of this section the terms "minor change" and "minor deviation" mean and refer to changes of location and design of buildings, structures, streets, parking, recreational facilities, open space, landscaping, utilities, or similar details which do not materially alter the character or concept of the approved development plan.
 - Should the director determine that the requested change constitutes something more than a minor change or deviation from the approved development plan, then the owner may seek an amendment by applying to city council for permission to amend the approved development plan, following the same procedure as for the original approval.

AFFORDABLE HOUSING

The applicant shall make a cash contribution to the City's affordable housing fund in the amount equal to double that which would be required under City Code Section 34-12(d)(2) based on the approved final site plan. Such cash contribution shall be delivered to the City prior to the issuance of the first Certificate of Occupancy for the Project.

PUD
9/27/2023

ORIGINAL ISSUE:
REVISIONS
No. Description Date

222534
PROJECT NUMBER
ESG
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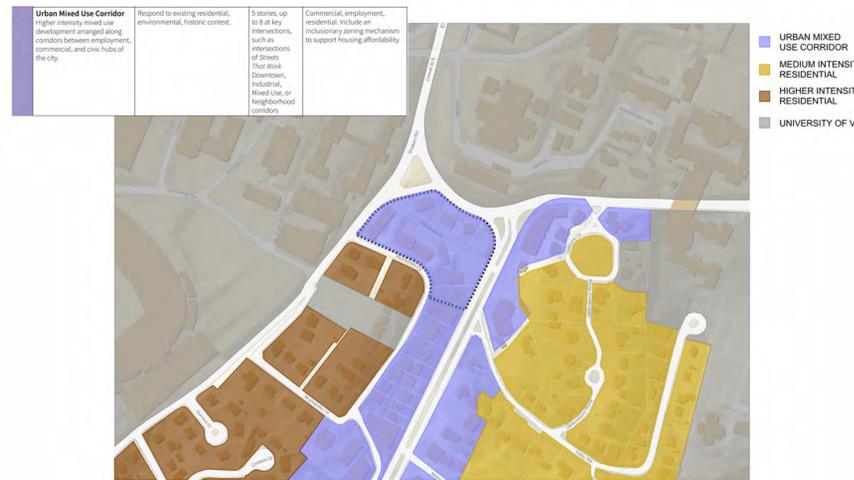
KEY PLAN

100 STADIUM ROAD

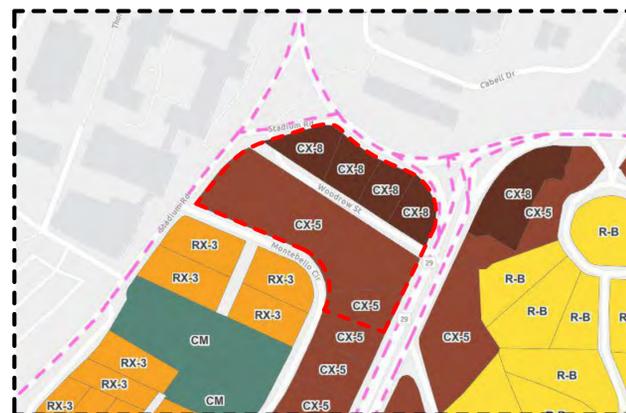
TITLE SHEET & METRICS
T1

Use Matrix (Existing Zoning Ordinance)		
B = By-Right Use; () = Use Not Allowed; P = Provisional Use Permit; S = Special Use Permit; T = Temporary Use Permit; A = Ancillary Use; A/C = Ancillary or Special Use Permit		
	R-3	Proposed PUD
RESIDENTIAL AND RELATED USES		
Accessory apartment, internal	B	
Accessory apartment, external	P	
Accessory buildings, structures and uses	B	B
Adult assisted living		
1-8 residents	B	
Greater than 8 residents	S	
Adult day care	S	
Amateur radio antennas, to a height of 75 ft.	B	
Bed-and-breakfast:		
Homestay	B	B
B & B	B	B
Inn	S	
Boarding: fraternity and sorority house	S	
Boarding house (rooming house)	S	
Convent/monastery	S	
Dwellings:		
Multifamily	B	B
Single-family attached	B	
Single-family detached	B	
Townhouse	B	
Two-family	B	
Family day home		
1-5 children	B	
6-12 children	B	
Home occupation	P	B
Nursing homes	S	
Occupancy, residential		
3 unrelated persons	B	B
4 unrelated persons	B	B
Residential density (developments)		
1-21 DUA	B	B
22-43 DUA	S	B
44-64 DUA	S	B
65-87 DUA	S	B
88-200 DUA		B
Residential treatment facility		
1-8 residents	B	
8+ residents	S	
Shelter care facility	S	
Single room occupancy facility	S	
Temporary family health care structure	T	
NON-RESIDENTIAL: GENERAL and MISC. COMMERCIAL		
Access to adjacent multifamily, commercial, industrial or mixed-use development or use	B	B
Accessory buildings, structures and uses	B	B
Houses of worship	B	
Temporary (outdoor church services, etc.)	T	
Cemetery	S	
Clinics:		
Health clinic (up to 4,000 SF, GFA)	B	
Public health clinic	B	
Clubs, private	S	
Communication facilities:		
Attached facilities utilizing utility poles as the attachment structure	B	B
Attached facilities not visible from any adjacent street or property	B	B
Daycare facility	B	
Educational facilities (non-residential)		
Elementary	B	B
High schools	B	B
Colleges and universities	B	B
Funeral home (without crematory)		
GFA 4,000 SF or less	S	
GFA up to 10,000 SF	S	
Funeral homes (with crematory)		
GFA 4,000 SF or less	S	
GFA up to 10,000 SF	S	
Laundromats	A	
Libraries	B	B
Municipal/governmental offices, buildings, courts	S	
Offices:		
Business and professional		B
Medical		B
Philanthropic institutions/agencies		B
Property management	A	B
Other offices (non-specified)		B
Parking:		
Parking garage	A/S	B
Surface parking lot	A	B
Surface parking lot (more than 20 spaces)	A	B
Temporary parking facilities	A	T
Recreational facilities:		
Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers, etc. (on City-owned, City School Board-owned, or other public property)	B	
Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios; skating rinks; recreation centers, etc. (on private property)		
GFA 4,000 SF or less	A	B
GFA up to 10,000 SF		B
GFA more than 10,000 SF		B
Outdoor: Parks, playgrounds, ball fields and ball courts, swimming pools, picnic shelters, etc. (city owned), and related concession stands	B	B
Outdoor: Parks, playgrounds, ball fields and ball courts, swimming pools, picnic shelters, etc. (private)	S	
Restaurants:		
Fast food		B
Full service		B
Utility facilities	S	
Utility lines	B	B
NON-RESIDENTIAL USES: RETAIL		
Consumer service businesses:		
Up to 4,000 SF, GFA	A	B
Grocery stores:		
Convenience		B
General, up to 10,000 SF, GFA		B
Temporary sales, outdoor (flea markets, craft fairs, promotional sales, etc.)		T
Other retail stores (non-specified):		
Up to 4,000 SF, GFA		B
Up to 20,000 SF, GFA		B
NON-RESIDENTIAL: INDUSTRIAL		
Construction storage yard		T

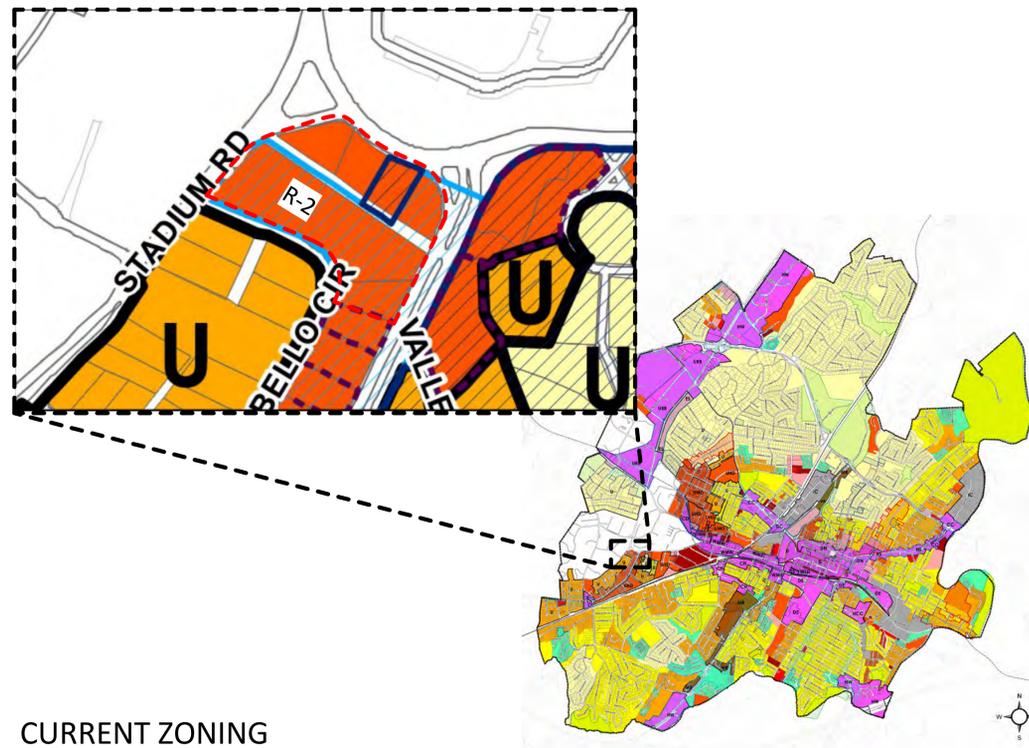
Use Matrix (Draft Zoning)			
P = By-Right Use; S = Special Use Permit; (*) = Use Standards Apply; (-) = Use Not Allowed			
	CX-8	Proposed PUD	
RESIDENTIAL USES			
Household Living			
General household living	P	P	
Manufactured home park	-	-	
Group Living			
General group living (up to 8 residents)	P	P	
General group living (8+ residents)	P	P	
Adult assisted living (up to 8 residents)	P	-	
Adult assisted living (8+ residents)	P	-	
Residential treatment facility (up to 8 residents)	P	-	
Residential treatment facility (8+ residents)	P	-	
PUBLIC AND INSTITUTIONAL USES			
Civic			
General civic	P	-	
Religious assembly	P	-	
Shelter	P	-	
Criminal justice facility	-	-	
Day Care			
Day care center (1 to 12 persons)	P	-	
Day care center (12+ persons)	P	-	
Education			
General Education	P	P	
College, university or vocational school	P	P	
Parks & Open Space			
General parks and open space	P	P	
Cemetery	-	-	
Utilities			
Utility, major	S	S	
Utility, minor	P	P	
Communication facility, attached (utility pole or not visible)	P*	P*	
Communication facility, attached (visible)	-	P*	
Communication facility, tower	-	-	
COMMERCIAL USES			
Entertainment & Recreation			
General indoor entertainment and recreation (up to 4,000 SF)	P	P	
General indoor entertainment and recreation (4,000+ SF)	P	P	
General outdoor entertainment and recreation	S	S	
Club, private	P	-	
Electronic gaming café	-	-	
Golf course	-	-	
Golf driving range	-	-	
Food & Beverage			
General food and beverage (up to 4,000 SF)	P	P	
General food and beverage (4,000+ SF)	P	P	
Micro-producer	P	P	
Small brewery	P	P	
Lodging			
General lodging (up to 10 guest rooms)	P	P	
General lodging (10+ guest rooms)	P	P	
Medical			
General medical (up to 4,000 SF)	P	-	
General medical (4,000+ SF)	P	-	
Hospital	S	-	
Medical laboratory (up to 4,000 SF)	P	-	
Medical laboratory (4,000+ SF)	-	-	
Office			
General Office (up to 4,000 SF)	P	P	
General Office (4,000+ SF)	P	P	
Parking			
Commercial surface parking	P*	P*	
Commercial structured parking	P*	P*	
Remote parking	P*	P*	
Personal Service			
General personal service (up to 4,000 SF)	P	P	
General personal service (4,000+ SF)	P	P	
Animal Care, outdoor	P	-	
Gym or studio	P	P	
Retail			
General retail (up to 4,000 SF)	P	P	
General retail (4,000+ SF)	P	P	
Artisan workshop	P	P	
Farmer's market	P	-	
Greenhouse or nursery	-	-	
Transportation			
Passenger terminal	P	P	
Helipad	-	-	
Vehicle Sale & Service			
Vehicle repair or service (up to 1 acre)	-	-	
Vehicle repair or service (1+ acres)	-	-	
Vehicle sale or rental	-	-	
Fueling station	-	-	
INDUSTRIAL USES			
Industrial & Manufacturing			
Bakery, wholesale (up to 4000 SF)	P	P	
Bakery, wholesale (4000+ SF)	-	-	
Low-impact industrial and manufacturing (up to 4000 SF)	-	-	
Low-impact industrial and manufacturing (4000+ SF)	-	-	
High-impact industrial and manufacturing	-	-	
Research and development	-	-	
Warehouse & Distribution			
General warehouse and distribution (up to 25,000 SF)	-	-	
General warehouse and distribution (25,000+ SF)	-	-	
Data center	P*	-	
Distribution storage yard	-	-	
Recycling drop-off center	-	-	
Self-service storage	-	-	
Vehicle storage yard	-	-	
ACCESSORY USES			
Alcohol sales for on-premise consumption	P	P	
Drive-through	-	-	
Family day home	P	-	
Home occupation	P*	P*	
Homestay	P*	P*	
Outdoor dining	P*	P*	
Outdoor display	P*	P*	
Outdoor entertainment	P*	P*	
Outdoor storage	P*	P*	
TEMPORARY USES			
Temporary outdoor assemblies	P*	P*	
Temporary outdoor sales	P*	P*	
Amusement enterprises	P*	-	
Mobile food unit	P*	P*	
Temporary family health care structures	P*	-	
Temporary construction yard	P*	P*	
Temporary surface parking lot	P*	P*	



LAND USE MAP



PROPOSED DRAFT ZONING



CURRENT ZONING

100 STADIUM ROAD

Charlottesville, VA



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

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PUD		
9/25/2023		
ORIGINAL ISSUE: 08/11/23		
REVISIONS		
No.	Description	Date
222534 PROJECT NUMBER		
Author	Checker	
DRAWN BY	CHECKED BY	
KEY PLAN		
100 STADIUM ROAD		
ZONING INFORMATION		
T2		

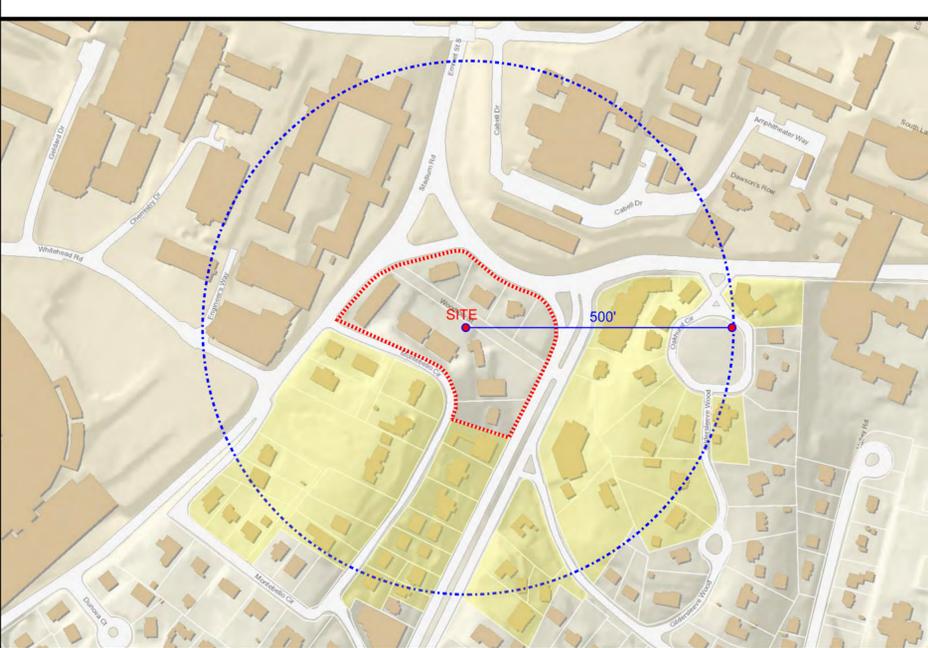


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Dimensional Regulations (Existing Zoning Ordinance)		
	Current R-3 Zoning: Consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.	PUD: To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations that would otherwise govern.
Physical Characteristics		
Height	45'	75' - 135'
Front Yard	25' min.	5'-22'(Emmet)
Side Yard	1' per 2' height, 10' min.	5'-19'(Stadium), 6'-16'(JPA), 8' - 19' (southeast)
Rear Yard	25' min.	45'-75' (Montebello, east), 18'-29' (Montebello, west)
Land Coverage	75% max.	61.3%
Density	Up to 21 DUA	132 DUA
Required Amenities - Laundry Facilities	1 washer and 1/2 dryer per 8 units, plus 1 additional dryer per 16 units	1 washer and 1 dryer per unit
Required Amenities - Storage Facilities	4,359 SF (3 SF per bedroom)	6,000 - 9,000 SF
Required Amenities - Recreational Areas	104,860 SF (100 SF per Studio unit; 200 SF per 1BR unit; 220 SF per 2BR unit; 240 SF per 3BR unit; 260 SF per 4BR unit)	32,644 SF
Parking	759 spaces (1 space per Efficiency-2BR unit; 2 spaces per 3BR-4BR unit)	401

Zoning Lot Regulations (Draft Zoning)		
	CX-8	Proposed PUD
1. Size for Subdivision		
Area (min)	None	N/A
Width (min)		
Front access	40'	504' width at Emmet frontage
Side/rear access	15'	+/- 300' width at Stadium frontage 334' width at JPA frontage
2. Density		
Dwellings per zoning lot (max)	Unlimited	132
3. Coverage		
Building coverage (max)	None	+/- 61.3%
Outdoor amenity space	10%	+/- 39.7% (Greater % if space on top of Building Areas is included at ~15,000 SF)
4. Building Setbacks		
Primary street lot line (min/max)	0' / 10'	5' - 22'(Emmet)
Side street lot line (min/max)	0' / 10'	5'-19'(Stadium), 6'-16'(JPA)
Side lot line (min)	0'	8' - 19' (southeast)
Rear lot line (min)	0'	45'-75' (Montebello, east), 18'-29' (Montebello, west)
Alley lot line (min)	5'	N/A
5. Build-To		
Build-to width (min)		
Primary street	75%	80% - 95% at Emmet frontage 80% - 95% at JPA frontage
Side street	45%	80% - 95% at Stadium frontage 10% - 20% at Montebello frontage
6. Transition		
Transition type	Type X	N/A
7. Parking Location		
Front yard	Not allowed	N/A
Side street yard	Not allowed	N/A
Side yard	Allowed	N/A
Rear yard	Allowed	N/A

TAX PARCEL



NOT FOR CONSTRUCTION

PUD
 9/25/2023

ORIGINAL ISSUE: 08/11/23

Revisions	No.	Description	Date

222534
 PROJECT NUMBER

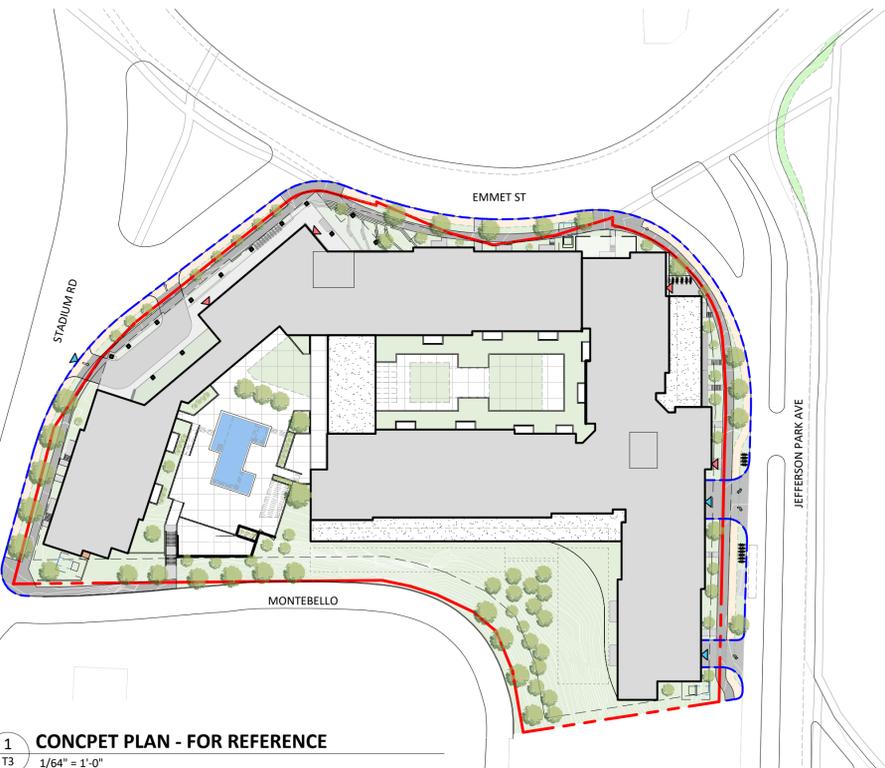
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KEY PLAN

100 STADIUM ROAD

ZONING INFORMATION

T3



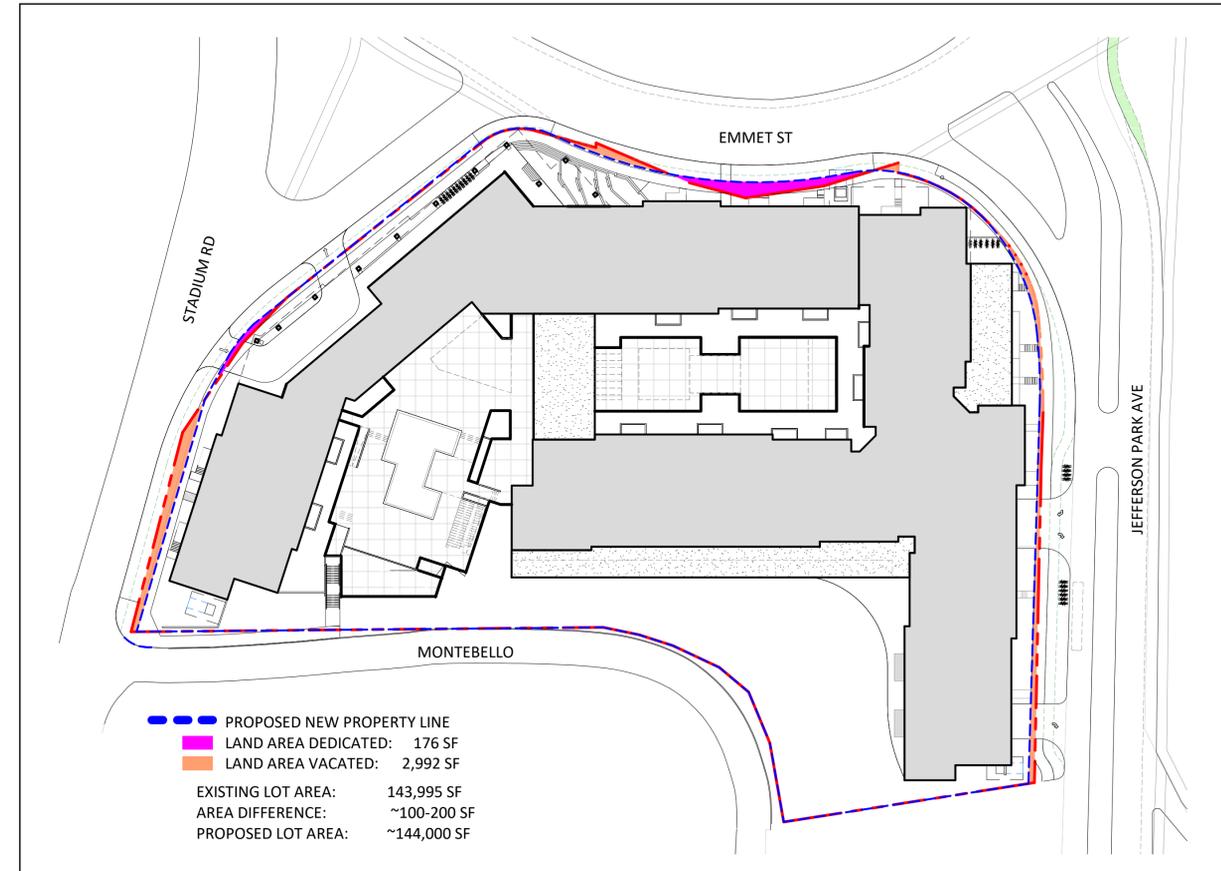
Building Regulations (Draft Zoning)				
	CX-8		Proposed PUD	
1. Height				
Overall height (max stories/feet)	Base	Bonus		
Stories (max)	8	10	8 - 12	
Height (max)	114'	142'	75' - 135'	
2. Massing				
Width (max)	275'			
Active depth (min)				
Primary street	15'		20'-25' (active depth at street levels)	
Side street	9'		20'-25' (active depth at street levels)	
3. Ground Story				
Story height (min)				
Residential	10'		12'	
Nonresidential	14'		N/A	
Finished floor elevation (min/max)				
Residential	2' / 5'		1' / 4'	
Nonresidential	-2' / 5'		N/A	
4. Transparency				
	Primary Street (Emmet St)	Side Street (Stadium Rd & JPA)	Primary Street (Emmet St)	Side Street (Stadium Rd & JPA)
Ground story (min)				
Residential	35%	30%	40% - 50%	25% - 40%
Nonresidential	50%	30%	N/A	N/A
Upper story (min)	20%	20%	25% - 40%	25% - 40%
Blank wall width (max)	15'	25'	18'	38'
5. Entrances				
	Primary Street (Emmet St)	Side Street (Stadium Rd & JPA)	Primary Street (Emmet St)	Side Street (Stadium Rd & JPA)
Street-facing entry spacing (max)	40'	60'	50'	50'
Entry feature	Yes	Yes	YES	YES (both)
6. Walls & Fences				
Front yard height (max)	4'		7' (TBD)	
Side street yard height (max)	6'		15'-20' (TBD)	

Parcel Number	Owner Name	Owner Address	City / State	Zip	Property Address
110001000	TENTH AND MAIN, LLC	100 OAKHURST CIR	CHARLOTTESVILLE VA	22943	100-104 OAKHURST CIR
110001100	OAKHURST CIRCLE COMMON AREA	100 OAKHURST CIR	CHARLOTTESVILLE VA	22942	0 OAKHURST CIR
110004000	JEFFERSON PARK PARTNERS LC	3 GILDERSLEEVE WOOD	CHARLOTTESVILLE VA	22944	1600 JEFFERSON PARK AVE
110005000	106 OAKHURST CIRCLE LLC	65 W MEADOW RD	SETAUKET NY	22907	108 OAKHURST CIR
110006000	WILLIAMS, PEYTON R, JR & BOBBIE B, TRUSTEES	108 OAKHURST CIR	CHARLOTTESVILLE VA	22908	108 OAKHURST CIR
110007000	BRETT SH JEFFERSON COMMONS LLC	222 S RIVERSIDE PLZ STE 2000	CHICAGO IL	22909	1620 JEFFERSON PARK AVE
110008000	105 VALLEY, LLC	24501 LENA TRAILS PL	ALDIE VA	22914	105 VALLEY RD
110009000	STANLEY, RICHARD A & COURTENAY T	110 OAKHURST CIR	CHARLOTTESVILLE VA	22911	110 OAKHURST CIR
110010000	MC CALLUM, BENNETT T & SALLY H	140 D ST SE	WASHINGTON DC	22913	2 GILDERSLEEVE WOOD
110011000	PUSSEY, BRIAN & FOSTER, REBECCA HART	5160 DUNDEE RD	EARLYSVILLE VA	22936	6 GILDERSLEEVE WOOD
110012000	BISHOP, KATHERINE L, TRUSTEE	PO BOX 2534	CHARLOTTESVILLE VA	22902	8 GILDERSLEEVE WOOD
110014000	VELIKY, LC	201 15TH ST NW STE 1A	CHARLOTTESVILLE VA	22919	111 VALLEY RD
110015000	BARNES, DENNIS W & NINA S, TRUSTEES	12 GILDERSLEEVE WOOD	CHARLOTTESVILLE VA	22903	12 GILDERSLEEVE WOOD
110020000	KEYSER, ARTHUR B & HELEN S	1 GILDERSLEEVE WOOD	CHARLOTTESVILLE VA	22903	1 GILDERSLEEVE WOOD
110022000	HAYNES, NANCY J, TRUSTEE	114 OAKHURST CIR	CHARLOTTESVILLE VA	22903	114 OAKHURST CIR
110023000	REILLY, KEVIN M & BONNIE B	116 OAKHURST CIR	CHARLOTTESVILLE VA	22903	116 OAKHURST CIR
110026000	OSTEEN, J MICHAEL, TRUSTEE	100 OAKHURST CIR	CHARLOTTESVILLE VA	22903	122 OAKHURST CIR
110051000	MCNITT, DOUGLAS & TOWNSEND	26 FRANKLIN ST	ANNAPOLIS MD	21401	550 VALLEY RD
110052000	TURNER, COURTENAY M & KATHLEEN V	2034 BROWNSTONE LN	CHARLOTTESVILLE VA	22904	652 VALLEY RD
110053000	MYERS, JAMES E & KAREN A	1700 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22916	1700 JEFFERSON PARK AVE
110053100	SMELL, WILLIAM B	1708 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22918	1708 JEFFERSON PARK AVE
110053200	WINCHESTER, JOHN R	554 VALLEY RD	CHARLOTTESVILLE VA	22922	554 VALLEY RD
110055000	DJLA-3, LLC	3125 DUNDEE ROAD	EARLYSVILLE VA	22936	1714 JEFFERSON PARK AVE
160001000	WOODROW TOO, LLC	PO BOX 5306	CHARLOTTESVILLE VA	22906	409 STADIUM RD
160003000	WOODROW, LLC	PO BOX 5306	CHARLOTTESVILLE VA	22925	102 STADIUM RD
160004000	STADIUM ROAD LIMITED PARTNERSHIP	MSC BOX 5186	CHARLOTTESVILLE VA	22905	100 STADIUM RD
160008000	1705 JPA, LLC	PO BOX 5186	CHARLOTTESVILLE VA	22931	1705 JEFFERSON PARK AVE
160008000	TRACKSIDE PROPERTIES II, LLC	400 LOCUST AVE STE 3	CHARLOTTESVILLE VA	22932	1707 JEFFERSON PARK AVE
160010000	ALPHA KAPPA HOUSING CORPORATION	1713 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22905	1713 JEFFERSON PARK AVE
160010100	NEIGHBORHOOD INVESTMENTS, LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22912	1709 JEFFERSON PARK AVE
160011000	BLUE RIDGE PROPERTY MANAGEMENT LLC	2615 WARWICK PL	EARLYSVILLE VA	22937	1715 JEFFERSON PARK AVE
160012000	STULTZ, LLC	PO BOX 1414	CHARLOTTESVILLE VA	22917	1717 JEFFERSON PARK AVE
160014100	DUNOVA LLC	355 MALLARD LANE	EARLYSVILLE VA	22931	204 MONTEBELLO CIR
160015000	NEIGHBORHOOD INVESTMENTS LLC	810 CATALPA CT	CHARLOTTESVILLE VA	22903	1723 JEFFERSON PARK AVE
160017000	WARD, BENJAMIN T	19 ORCHARD RD	CHARLOTTESVILLE VA	22903	301 MONTEBELLO CIR
160018000	WARD, RICHARD N & CAROL A	7 ORCHARD RD	CHARLOTTESVILLE VA	22938	205 MONTEBELLO CIR
160019000	THE RECTOR & VISITORS OF THE UNIVERSITY OF VIRGINIA	U OF VA	CHARLOTTESVILLE VA	22915	0 MONTEBELLO CIR
160020000	KING, BRIAN J & JENNIFER L	221 MONTEBELLO CIR	CHARLOTTESVILLE VA	22930	221 MONTEBELLO CIR
160021000	MORAVA, JACK & ELLEN I CONTINI-MORA	225 MONTEBELLO CIR	CHARLOTTESVILLE VA	22929	225 MONTEBELLO CIR
160022000	MONTEBELLO CIRCLE, LLC	PO BOX 5603	CHARLOTTESVILLE VA	22927	233-235 MONTEBELLO CIR
160023000	MMR #2 LLC	1988 MARTIN FARM LN	CHARLOTTESVILLE VA	22928	333-335 STADIUM RD
160024000	THE RECTOR & VISITORS OF THE UNIVERSITY OF VIRGINIA	PO BOX 480726	CHARLOTTESVILLE VA	22910	1700 STADIUM RD
160025000	MORLEY, WILLIAM J & NANCY H	2516 N UPLAND ST	ARLINGTON VA	22934	323 MONTEBELLO CIR
160025100	CAMPER, BETTY SUE H	321 COURTHOUSE MTN LN	MADISON VA	22933	325 MONTEBELLO CIR
160026000	TODAY'S PROPERTY MANAGEMENT II LLC	PO BOX 430	EARLYSVILLE VA	22936	311 MONTEBELLO CIR
160027000	MINOR, STANLEY GILL	2510 GUILFORD AVENUE	WILMINGTON NC	28403	315 MONTEBELLO CIR

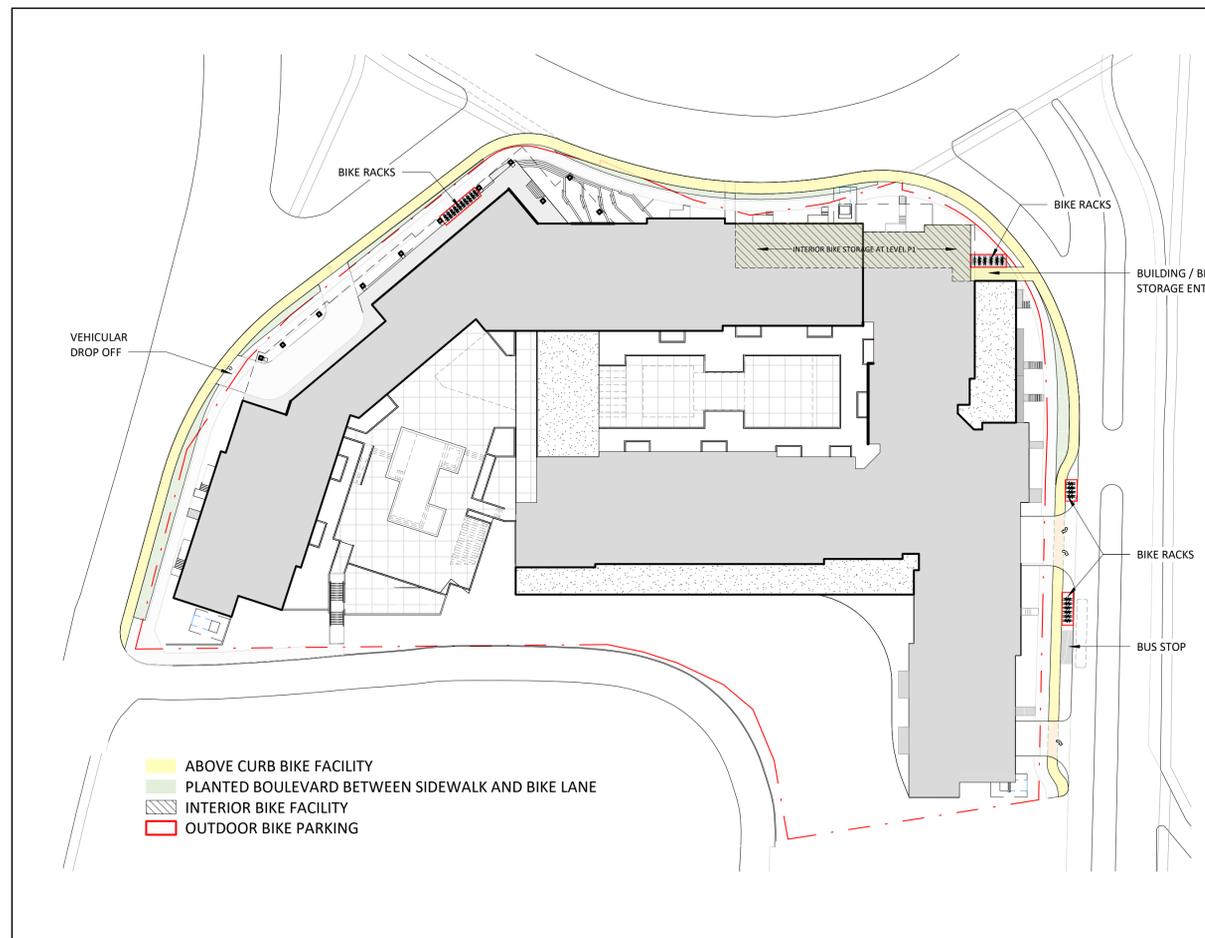
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1 CONCPET PLAN - FOR REFERENCE
 T3 1/64" = 1'-0"

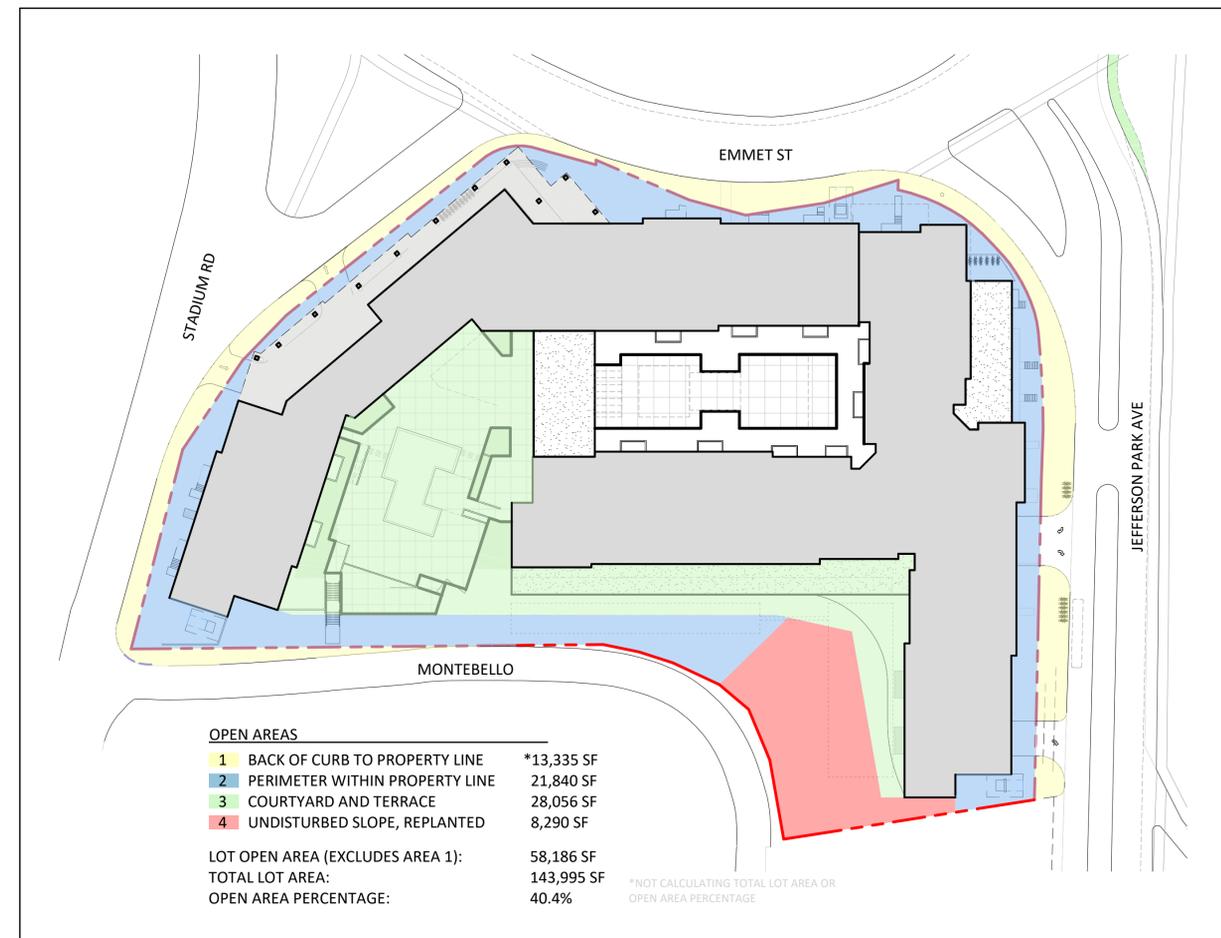
PROPOSED OPTION FOR PROPERTY LINE REALIGNMENT / SIMPLIFICATION



PEDESTRIAN AND BIKE FACILITY DIAGRAM



OPEN SPACE DIAGRAM



NOT FOR CONSTRUCTION

PUD
9/25/2023

ORIGINAL ISSUE: 07/27/23

REVISIONS No.	Description	Date

222534
PROJECT NUMBER

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DRAWN BY	CHECKED BY

KEY PLAN

100 STADIUM ROAD

SITE DIAGRAMS

T4



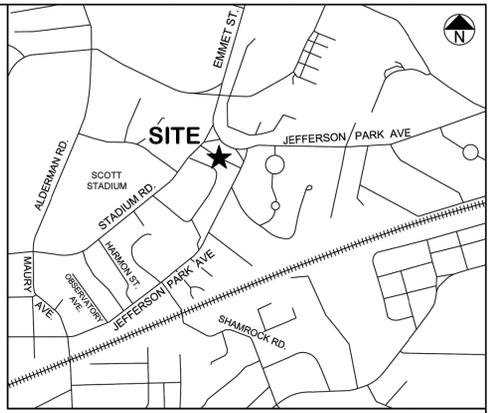
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____
Typed or Printed Name _____
License # _____ Date _____

NOT FOR CONSTRUCTION

PUD 08/15/2023		
ORIGINAL ISSUE: 08/15/23		
REVISIONS		
No.	Description	Date
1	PUD REVISIONS	9/25/23
58108 TIMMONS JOB NUMBER		
U.V.N DRAWN BY	E.C.B CHECKED BY	
KEY PLAN		
104 STADIUM ROAD		
ALTA SURVEY (1 OF 4)		
C1.1		



VICINITY MAP
1"=1000'

**'ALTA/NSPS LAND TITLE SURVEY'
OF 2.986 ACRES**
FRONTING
STADIUM ROAD
JEFFERSON PARK AVENUE
EMMET STREET
BEING
TAX MAP NUMBERS 16-1, 16-2, 16-3,
16-4, 16-5, 16-8
IN THE CITY OF CHARLOTTESVILLE, VIRGINIA

CITY OF CHARLOTTESVILLE	ALBEMARLE COUNTY, VA
Date: December 16, 2022	Scale: N/A
Sheet 1 of 4	J.N.: 56566
Drawn by: DGT/TEB	Checked by: JCM
Last Revised: April 14, 2023	



ALTA/NSPS SURVEYOR'S CERTIFICATION

TO: FIRST AMERICAN TITLE INSURANCE COMPANY, SUBTEXT ACQUISITIONS, LLC, A MISSOURI LIMITED LIABILITY COMPANY, _____ AND _____

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS. JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a-b), 7(a), 8, 9, 11(a), 11(b), 13, 14, 16, 17, 18, & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 14, 2022.

DATE OF PLAT OR MAP: APRIL 14, 2023

COMMITMENT NO. NCS-1151403E-STLO (TAX MAP #16-1)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CHARLOTTESVILLE CITY, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT NO. THIRTY-SIX (36), AS SHOWN ON THE MAP OF THE SUBDIVISION OF MONTEBELLO, OF RECORD IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF ALBEMARLE COUNTY IN DEED BOOK 159, PAGE 293.

LESS AND EXCEPT THEREFROM ALL THAT PORTION OF SAID LOT NOW LYING WITHIN EMMET STREET SOUTH AND JEFFERSON PARK AVENUE.

COMMITMENT NO. NCS-1151403F-STLO (TAX MAP #16-8)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF CHARLOTTESVILLE, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF LOT 23 OF MONTEBELLO SUBDIVISION, ON A PLAT BY B. AUBREY HUFFMAN & ASSOCIATES, LTD., DATED JUNE 4, 1984, AND RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF CHARLOTTESVILLE, VIRGINIA, IN DEED BOOK 451, PAGE 728, TOGETHER WITH THAT PORTION OF AN ALLEY, LYING BETWEEN MONTEBELLO CIRCLE AND JEFFERSON PARK AVENUE, ADJACENT TO THE NORTHERLY BOUNDARY OF LOT 23, CLOSED BY ORDINANCE DATED SEPTEMBER 15, 1975, AND RECORDED IN THE AFORESAID CLERK'S OFFICE IN STREET CLOSING RESOLUTION BOOK 2, PAGE 10.

LEGAL DESCRIPTIONS

COMMITMENT NO. NCS-1151403A-STLO (TAX MAP #16-4)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF CHARLOTTESVILLE, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PARCEL OF LAND CONTAINING 0.322 ACRES, MORE OR LESS, AS SHOWN ON PLAT PREPARED BY ROGER W. RAY & ASSOC., INC., ENTITLED "PLAT SHOWING ALTA/ACSM LAND TITLE SURVEY, 1.714 ACRES (74,671 S.F.) AND 0.322 ACRES (14,019 S.F.), KNOWN AS WOODROW APARTMENTS, LOCATED ON JEFFERSON PARK AVENUE, MONTEBELLO CIRCLE, STADIUM ROAD, & WOODROW STREET, CHARLOTTESVILLE, VIRGINIA, DATED JUNE 25, 1997, REVISED JULY 1, 1997, RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF CHARLOTTESVILLE, VIRGINIA, IN DEED BOOK 698, PAGES 382-385.

COMMITMENT NO. NCS-1151403B-STLO (TAX MAP #16-3)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF CHARLOTTESVILLE, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF LOT 34, MONTEBELLO, AS SHOWN AND DESCRIBED ON PLAT THEREOF PREPARED BY ROGER W. RAY & ASSOC., INC., DATED APRIL 23, 1998, ENTITLED "PLAT SHOWING ALTA/ACSM LAND TITLE SURVEY, LOT 34, MONTEBELLO, KNOWN AS 102 STADIUM ROAD, LOCATED ON EMMET STREET & WOODROW STREET, CHARLOTTESVILLE, VIRGINIA", RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF CHARLOTTESVILLE, VIRGINIA, IN DEED BOOK 720, PAGES 530 THROUGH 533.

COMMITMENT NO. NCS-1151403C-STLO (TAX MAP #16-2)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF CHARLOTTESVILLE, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF LOT 35, AS SHOWN ON PLAT OF HOLLADAY'S MONTEBELLO ADDITION, RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF ALBEMARLE COUNTY, VIRGINIA, IN DEED BOOK 159, PAGE 293.

COMMITMENT NO. NCS-1151403D-STLO (TAX MAP #16-5)

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN CITY OF CHARLOTTESVILLE, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PARCEL OF LAND CONTAINING 1.714 ACRES, MORE OR LESS, AS SHOWN ON PLAT PREPARED BY ROGER W. RAY & ASSOC., INC., ENTITLED "PLAT SHOWING ALTA/ACSM LAND TITLE SURVEY, 1.714 ACRES (74,671 S.F.) AND 0.322 ACRES (14,019 S.F.), KNOWN AS WOODROW APARTMENTS, LOCATED ON JEFFERSON PARK AVENUE, MONTEBELLO CIRCLE, STADIUM ROAD, & WOODROW STREET, CHARLOTTESVILLE, VIRGINIA", DATED JUNE 25, 1997, REVISED JULY 1, 1997, RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF CHARLOTTESVILLE, VIRGINIA, IN DEED BOOK 698, PAGES 382-385.

*NOTE: SEE SCHEDULE B, PART I, ITEM 8.

SUBSURFACE UTILITY DESIGNATION NOTES:

- UG UTILITY DESIGNATION PERFORMED BY TIMMONS GROUP AND COMPLETED IN DECEMBER OF 2022.
 - ALL UG UTILITIES FOUND ON-SITE ARE DESIGNATED AS QUALITY LEVEL B UNLESS OTHERWISE NOTED.
 - ALL SIZES AND TYPES OF UG UTILITIES HAVE BEEN TAKEN FROM PLANS AND AS-BUILTS.
- EOL = END OF INFORMATION FOR CONDUCTIVE UTILITY FIELD SIGNALS.

AREA TABULATION:

TAX MAP #16-01:	9,410 SQ. FT.	OR	0.216 AC.
TAX MAP #16-02:	10,234 SQ. FT.	OR	0.235 AC.
TAX MAP #16-03:	9,565 SQ. FT.	OR	0.220 AC.
TAX MAP #16-04:	14,026 SQ. FT.	OR	0.322 AC.
TAX MAP #16-05:	74,527 SQ. FT.	OR	1.711 AC.
TAX MAP #16-08:	12,302 SQ. FT.	OR	0.282 AC.
PROJECT TOTAL:	130,064 SQ. FT.	OR	2.986 AC.
EXISTING WOODROW ST. ±	13,980 SQ. FT.	OR	0.321 AC.
(PROPOSED FOR VACATION)			
TOTAL W/ WOODROW ST.	144,044 SQ. FT.	OR	3.307 AC.

SURVEY NOTES:

1. PROPERTY & ZONING INFORMATION:

SUBJECT PROPERTY 1:
OWNER: WOODROW TOO, LLC
VESTING DEED: INSTRUMENT #2011003378
TAX MAP NUMBER: 16-3
PROPERTY ADDRESS: 409 STADIUM ROAD
AREA: 0.216 ACRES (AS SURVEYED)
ZONED: R-3 (RESIDENTIAL)

SUBJECT PROPERTY 2:
OWNER: WOODROW TOO, LLC
VESTING DEED: INSTRUMENT #2008004957
TAX MAP NUMBER: 16-3
PROPERTY ADDRESS: 104 STADIUM ROAD
AREA: 0.235 ACRES (AS SURVEYED)
ZONED: R-3H (RESIDENTIAL)

SUBJECT PROPERTY 3:
OWNER: WOODROW TOO, LLC
VESTING DEED: DEED BOOK 720, PAGE 527
TAX MAP NUMBER: 16-3
PROPERTY ADDRESS: 102 STADIUM ROAD
AREA: 0.220 ACRES (AS SURVEYED)
ZONED: R-3 (RESIDENTIAL)

SUBJECT PROPERTY 4:
OWNER: WOODROW APARTMENTS, LLC, SUCCESSOR BY CONVERSION TO STADIUM ROAD LIMITED PARTNERSHIP
VESTING DEEDS: DEED BOOK 480, PAGE 740
DEED BOOK 396, PAGE 679
TAX MAP NUMBER: 16-4
PROPERTY ADDRESS: 100 STADIUM ROAD
AREA: 0.322 ACRES (AS SURVEYED)
ZONED: R-3 (RESIDENTIAL)

SUBJECT PROPERTY 5:
OWNER: WOODROW APARTMENTS, LLC, SUCCESSOR BY CONVERSION TO STADIUM ROAD LIMITED PARTNERSHIP
VESTING DEEDS: DEED BOOK 480, PAGE 740
TAX MAP NUMBER: 16-5
PROPERTY ADDRESS: 108 STADIUM ROAD
108 STADIUM ROAD
110 STADIUM ROAD
112 STADIUM ROAD
114 STADIUM ROAD
AREA: 1.711 ACRES (AS SURVEYED)
ZONED: R-3 (RESIDENTIAL)

SUBJECT PROPERTY 6:
OWNER: 1705 JPA, LLC
VESTING DEEDS: INSTRUMENT #201600001920
TAX MAP NUMBER: 16-8
PROPERTY ADDRESS: 1705 JEFFERSON PARK AVENUE
AREA: 0.282 ACRES (AS SURVEYED)
ZONED: R-3 (RESIDENTIAL)

2. NO ZONING REPORT OR LETTER WAS PROVIDED BY THE CLIENT. THE ZONING CLASSIFICATIONS AND DIMENSIONAL REQUIREMENTS SHOWN HEREON ARE PROVIDED FOR INFORMATION PURPOSES ONLY AND ARE NEITHER GUARANTEED TO BE CORRECT NOR INCLUDED WITHIN THE SCOPE OF THE ALTA/NSPS CERTIFICATION PROVIDED HEREON.

DIMENSIONAL ZONING REGULATIONS, PER CITY OF CHARLOTTESVILLE CODE, CHAPTER 34, ARTICLE III, ARE AS FOLLOWS:

- SETBACKS:**
FRONT YARD - 25 FEET MINIMUM
REAR YARD - 25 FEET MINIMUM
SIDE - SEPARATED PER BUILDING CODE

DIMENSIONAL ZONING REGULATIONS SPECIFIC TO ZONE R-3H ARE NOT PROVIDED IN THE CITY OF CHARLOTTESVILLE CODE.

3. EXISTING PARKING: STRIPED / DESIGNATED PARKING SPACES OBSERVED AND DEPICTED HEREON. (74 REGULAR + 0 HANDICAP)

4. THE BOUNDARY SHOWN HEREON IS BASED ON A FIELD SURVEY BY TIMMONS GROUP COMPLETED ON DECEMBER 8, 2022. BEARINGS AND DISTANCES ARE SHOWN AS MEASURED.

5. HORIZONTAL DATUM IS BASED ON NAD83 (NA2011), VIRGINIA STATE GRID, SOUTH ZONE. DATUM ESTABLISHED THROUGH NETWORK GPS (LEICA SmartNET) OBSERVATIONS.

6. BASED ON FEMA FLOOD INSURANCE RATE MAPS (FIRM), MAP NO. 51003C0267D, PANEL 267 OF 575, EFFECTIVE DATE FEBRUARY 4, 2005 AND MAP NO. 51003C0269D, PANEL 269 OF 575, EFFECTIVE DATE FEBRUARY 4, 2005. THE PROPERTIES SHOWN HEREON LIE IN UNSHADED ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

7. THIS PLAT WAS PREPARED BASED ON THE FOLLOWING TITLE COMMITMENTS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY:

- COMMITMENT NO. NCS-1151403A-STLO DATED FEBRUARY 9, 2023 AT 8:00 A.M.
- COMMITMENT NO. NCS-1151403B-STLO DATED FEBRUARY 9, 2023 AT 8:00 A.M.
- COMMITMENT NO. NCS-1151403C-STLO DATED FEBRUARY 6, 2023 AT 8:00 A.M.
- COMMITMENT NO. NCS-1151403D-STLO DATED FEBRUARY 9, 2023 AT 8:00 A.M.
- COMMITMENT NO. NCS-1151403E-STLO DATED FEBRUARY 6, 2023 AT 8:00 A.M.
- COMMITMENT NO. NCS-1151403F-STLO DATED FEBRUARY 6, 2023 AT 8:00 A.M.

8. THE LANDS SURVEYED ARE THE SAME AS DESCRIBED IN THE REFERENCED TITLE COMMITMENTS.

9. NO EVIDENCE OF RECENT BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR EARTH MOVING WORK WAS OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELDWORK.

10. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELDWORK. NO INFORMATION PERTAINING TO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WAS MADE AVAILABLE BY THE CONTROLLING JURISDICTION.

11. NO EVIDENCE OF CEMETERY OR BURIAL GROUNDS WERE OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY FIELD-WORK.

12. REGARDING TABLE A, ITEMS 11(a) AND 11(b), LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON ARE DERIVED FROM THE FOLLOWING METHODS:

- OBSERVED EVIDENCE COLLECTED DURING FIELD PROCEDURES AND SURVEY OF SITE;
- ASCE QUALITY LEVEL "B" UNDERGROUND UTILITY INVESTIGATION BY THIS FIRM.

13. THERE ARE NO EVIDENT GAPS, OVERLAPS, OR GORES CONTIGUOUS WITH THE SUBJECT PROPERTIES' BOUNDARIES.

14. THE PROPERTIES HAVE DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO THE ADJACENT PUBLIC STREETS SHOWN ON THE SURVEY.

15. PORTIONS OF EXISTING STORM DRAINAGE SYSTEMS LOCATED ON THE SUBJECT PARCEL(S) PRESENT LIMITED, OBSERVABLE EVIDENCE OF UNDERGROUND CONNECTIONS. ADDITIONAL MEANS OF INVESTIGATION MAY BE NECESSARY FOR COMPLETE UNDERSTANDING OF BURIED, OBSCURED, AND OTHERWISE UN-LOCATABLE SURFACE AND SUB-SURFACE COMPONENTS.

SCHEDULE B, PART II EXCEPTIONS

EXCEPTIONS A THRU E PERTAIN TO ALL PARCELS

SOME HISTORICAL LAND RECORDS CONTAIN DISCRIMINATORY COVENANTS THAT ARE ILLEGAL AND UNENFORCEABLE BY LAW...

THE POLICY WILL NOT INSURE AGAINST LOSS OR DAMAGE RESULTING FROM THE TERMS AND CONDITIONS OF ANY LEASE OR EASEMENT IDENTIFIED IN SCHEDULE A...

- A. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS BUT WHICH COULD BE ASCERTAINED BY AN INSPECTION OF SAID LAND OR BY MAKING INQUIRY OF PERSONS IS POSSESSION THEREOF.
B. DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER FACTS WHICH A CORRECT SURVEY WOULD DISCLOSE, AND WHICH ARE NOT SHOWN BY PUBLIC RECORDS.
C. ANY LIEN OR RIGHT TO A LIEN FOR SERVICES, LABOR, MATERIAL OR EQUIPMENT, UNLESS SUCH LIEN IS SHOWN BY THE PUBLIC RECORDS AT DATE OF POLICY AND NOT OTHERWISE EXCEPTED FROM COVERAGE HEREIN.
D. ROADS, WAYS, STREAMS OR EASEMENTS, IF ANY, NOT SHOWN BY THE PUBLIC RECORDS, RIPARIAN RIGHTS AND THE TITLE TO ANY FILLED-IN LANDS.
E. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES OF RECORD FOR VALUE THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.

COMMITMENT NO. NCS-1151403A-STLO (TAX MAP #16-4)

- 1. A. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
B. STORMWATER FEES SUBSEQUENT TO SECOND HALF OF 2022.
NOT SURVEY MATTERS.
2. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
3. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
4. RESTRICTION PROHIBITING USE OF THE LAND FOR COMMERCIAL PURPOSES AS SET FORTH IN DEED, DATED FEBRUARY 14, 1917, RECORDED FEBRUARY 16, 1917, IN DEED BOOK 30, PAGE 15 AND IN DEED DATED SEPTEMBER 17, 1921, RECORDED OCTOBER 7, 1921, IN DEED BOOK 39, PAGE 107.
NOT A SURVEY MATTER.
5. EASEMENT GRANTED TO THE CITY OF CHARLOTTESVILLE, VIRGINIA, A MUNICIPAL CORPORATION, DATED AUGUST 12, 1937, RECORDED APRIL 6, 1938, IN DEED BOOK 94, PAGE 398.
AFFECTS SUBJECT PROPERTY AS SHOWN HEREON.
6. MATTERS AS SHOWN ON PLAT ATTACHED WITH DEED RECORDED IN DEED BOOK 159, PAGE 292.
THE PLOTTABLE SURVEY-RELATED MATTERS ARE REFLECTED HEREON.
7. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
8. RIGHTS OF OTHERS IN AND TO THE USE OF THAT PORTION OF THE LAND LOCATED WITHIN ANY ROADWAY.
NOT A SURVEY MATTER.
9. MULTIFAMILY DEED OF TRUST DEED OF TRUST, ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FIXTURE FILING ("DEED OF TRUST") GRANTED BY WOODROW APARTMENTS, LLC TO LISA M. GRAZIANO, AS TRUSTEE, FOR THE BENEFIT OF BARINGS MULTIFAMILY CAPITAL LLC, IN THE PRINCIPAL AMOUNT OF \$7,225,000.00, DATED JULY 10, 2018, AND RECORDED ON JULY 10, 2018, AS INSTRUMENT NO. 20180000267, AS ASSIGNED TO FANNIE MAE BY ASSIGNMENT MULTIFAMILY DEED OF TRUST DEED OF TRUST, ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FIXTURE FILING ("ASSIGNMENT") RECORDED ON JULY 10, 2018, AS INSTRUMENT NO. 201800002670, AS FURTHER SECURED BY:
ASSIGNMENT OF LEASES & RENTS, UNDER A RE-RECORDING OF THE AFORESAID DEED OF TRUST ON JULY 10, 2018, AS INSTRUMENT NO. 201800002668, AS ASSIGNED TO FANNIE MAE UNDER A RE-RECORDING OF THE AFORESAID ASSIGNMENT ON JULY 10, 2018, AS INSTRUMENT NO. 201800002671.
AGREEMENT/FIXTURE FILING, UNDER A RE-RECORDED OF THE AFORESAID DEED OF TRUST ON JULY 10, 2018, AS INSTRUMENT NO. 201800002669, AS ASSIGNED TO FANNIE MAE UNDER A RE-RECORDING OF THE AFORESAID ASSIGNMENT ON JULY 10, 2018, AS INSTRUMENT NO. 201800002672.
NOT A SURVEY MATTER.

COMMITMENT NO. NCS-1151403B-STLO (TAX MAP 16-3)

- 1. A. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
B. STORMWATER FEES SUBSEQUENT TO SECOND HALF OF 2022.
NOT A SURVEY MATTER.
2. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
3. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
4. MATTERS AS SHOWN ON PLAT ATTACHED WITH DEED RECORDED IN DEED BOOK 159, PAGE 292.
THE PLOTTABLE SURVEY-RELATED MATTERS ARE REFLECTED HEREON.
5. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
6. MATTERS AS SHOWN ON PLAT ATTACHED WITH DEED RECORDED IN DEED BOOK 720, PAGE 527.
THE FOLLOWING PLOTTABLE MATTERS ARE NOTED AND REFLECTED HEREON:
PAVED DRIVE POTENTIALLY ENCLOSES ONTO ADJOINING PROPERTY.
WESTERLY CORNER OF PROPERTY EXTENDS INTO EXISTING CONCRETE SIDEWALK.
OVERHEAD TELEPHONE, TELEVISION, POWER LINES AND ASSOCIATED POLES SERVING THE PREMISES CROSSING AND/OR LOCATED ON THE PROPERTY.
WATER AND GAS METERS
BUILDING AND VARIOUS PHYSICAL IMPROVEMENTS
7. DEED OF TRUST FROM WOODROW TOO, LLC, A VIRGINIA LIMITED LIABILITY COMPANY TO JAMES H. HUDSON, III, THOMAS F. CHERRY, JASON E. LONG AND JOHN A. SEAMAN, III, TRUSTEES(S), DATED NOVEMBER 9, 2021, RECORDED NOVEMBER 9, 2021, AS INSTRUMENT NO. 202100005540, SECURING CITIZENS AND FARMERS BANK, AN INDEBTEDNESS IN THE ORIGINAL PRINCIPAL SUM OF \$400,000.00.
ASSIGNMENT OF RENTS FROM WOODROW TOO, LLC, A VIRGINIA LIMITED LIABILITY COMPANY TO CITIZENS AND FARMERS BANK, DATED NOVEMBER 9, 2021, RECORDED NOVEMBER 9, 2021, AS INSTRUMENT NO. 202100005541.
NOT A SURVEY MATTER.
8. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
9. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

COMMITMENT NO. NCS-1151403C-STLO (TAX MAP #16-2)

- 1. A. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
B. STORMWATER FEES SUBSEQUENT TO SECOND HALF OF 2022.
NOT A SURVEY MATTER.
2. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
3. RESTRICTION PROHIBITING USE OF THE LAND FOR COMMERCIAL PURPOSES AS SET FORTH IN DEED DATED JULY 24, 1921, RECORDED MAY 9, 1922, IN DEED BOOK 40 PAGE 217.
THE MATTERS ARE BLANKET IN NATURE; NOT PLOTTABLE.
4. USE AND BUILDING COST RESTRICTIONS AS SET FORTH IN DEED DATED JUNE 25, 1927, RECORDED JULY 13, 1927, IN DEED BOOK 57, PAGE 312, AND IN DEED DATED SEPTEMBER 20, 1954, RECORDED OCTOBER 1, 1954, IN DEED BOOK 179, PAGE 282.
THE MATTERS ARE NO PLOTTABLE SURVEY-RELATED MATTERS.
5. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
6. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
7. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
8. MATTERS SHOWN ON A PLAT RECORDED IN PLAT BOOK 159 PAGE 293.
THE PLOTTABLE SURVEY-RELATED MATTERS ARE REFLECTED HEREON. AS SHOWN ON THE INCLUDED PLAT, LOT 35 MAY EXTEND INTO THE CURRENT RIGHT OF WAY OF CURRENT ADJOINING STREETS.
9. CREDIT LINE DEED OF TRUST FROM WOODROW TOO LLC, A VIRGINIA LIMITED LIABILITY COMPANY TO RESOURCE SERVICE CORPORATION, A UNITED STATES OR VIRGINIA-CHARTERED CORPORATION, TRUSTEE(S), DATED OCTOBER 7, 2008, RECORDED OCTOBER 7, 2008, AS INSTRUMENT NO. 2008004958, SECURING FULTON BANK, AN INDEBTEDNESS IN THE ORIGINAL PRINCIPAL SUM OF \$340,000.00, AS ADDITIONALLY SECURED BY:
ASSIGNMENT OF RENTS FROM WOODROW TOO LLC, A VIRGINIA LIMITED LIABILITY COMPANY TO FULTON BANK, DATED OCTOBER 7, 2008, RECORDED OCTOBER 7, 2008, AS INSTRUMENT NO. 2008004959.
NOT A SURVEY MATTER.
10. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

- 11. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
12. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

COMMITMENT NO. NCS-1151403D-STLO (TAX MAP 16-5)

- 1. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
2. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
3. A. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
B. STORMWATER FEES SUBSEQUENT TO SECOND HALF OF 2022.
NOT SURVEY MATTERS.
4. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
5. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
6. RESTRICTION PROHIBITING USE OF THE LAND FOR COMMERCIAL PURPOSES AS SET FORTH IN DEED, DATED FEBRUARY 14, 1917, RECORDED FEBRUARY 16, 1917, IN DEED BOOK 30, PAGE 15, DEED, DATED JANUARY 23, 1921, RECORDED JANUARY 8, 1922, IN DEED BOOK 39 PAGE 434 AND DEED, DATED JANUARY 9, 1949, RECORDED JANUARY 6, 1949, IN DEED BOOK 142, PAGE 294.
THERE ARE NO PLOTTABLE MATTERS AFFECTING THE SUBJECT PROPERTY.
7. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
8. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
9. EASEMENT GRANTED TO VIRGINIA ELECTRIC AND POWER COMPANY, DATED AUGUST 16, 1960, RECORDED SEPTEMBER 2, 1960, IN DEED BOOK 22 PAGE 371.
AFFECTS SUBJECT PROPERTY AS SHOWN HEREON.
10. EASEMENT GRANTED TO CITY OF CHARLOTTESVILLE, VIRGINIA, DATED JULY 30, 1990, RECORDED AUGUST 7, 1990, IN DEED BOOK 546 PAGE 754.
AFFECTS SUBJECT PROPERTY AS SHOWN HEREON.
11. MATTERS AS SHOWN ON PLAT ATTACHED WITH DEED RECORDED IN DEED BOOK 159 PAGE 292.
THE PLOTTABLE SURVEY-RELATED MATTERS ARE REFLECTED HEREON.
12. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
13. TITLE TO THAT PORTION OF LOT 24 DESIGNATED AS "SEE CITY COUNCIL ORDINANCE VACATING 10' ALLEY DATED SEPT. 15, 1975" ON PLAT ATTACHED TO CERTIFICATE OF PLAT RECORDED IN DEED BOOK 696 PAGE 576. NOTE: REFERENCED ORDINANCE IS NOT OF RECORD AND DEEDS OF RECORD FOR LOT 24 DO NOT PURPORT TO CONVEY ANY PORTION OF SAID ALLEY.
THE FOLLOWING SURVEY-RELATED ITEMS SHOWN ON THE PLAT ARE REFLECTED HEREON:
COMBINING OF LOTS 24, 25, 26A, 26B, 27A, 27B & 28
VACATION OF 10' ALLEY
14. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
15. MULTIFAMILY DEED OF TRUST DEED OF TRUST, ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FIXTURE FILING ("DEED OF TRUST") GRANTED BY WOODROW APARTMENTS, LLC TO LISA M. GRAZIANO, AS TRUSTEE, FOR THE BENEFIT OF BARINGS MULTIFAMILY CAPITAL LLC, IN THE PRINCIPAL AMOUNT OF \$7,225,000.00, DATED JULY 10, 2018, AND RECORDED ON JULY 10, 2018, AS INSTRUMENT NO. 20180000267, AS ASSIGNED TO FANNIE MAE BY ASSIGNMENT MULTIFAMILY DEED OF TRUST DEED OF TRUST, ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FIXTURE FILING ("ASSIGNMENT") RECORDED ON JULY 10, 2018, AS INSTRUMENT NO. 201800002670, AS FURTHER SECURED BY:
ASSIGNMENT OF LEASES & RENTS, UNDER A RE-RECORDING OF THE AFORESAID DEED OF TRUST ON JULY 10, 2018, AS INSTRUMENT NO. 201800002668, AS ASSIGNED TO FANNIE MAE UNDER A RE-RECORDING OF THE AFORESAID ASSIGNMENT ON JULY 10, 2018, AS INSTRUMENT NO. 201800002671.
AGREEMENT/FIXTURE FILING, UNDER A RE-RECORDED OF THE AFORESAID DEED OF TRUST ON JULY 10, 2018, AS INSTRUMENT NO. 201800002669, AS ASSIGNED TO FANNIE MAE UNDER A RE-RECORDING OF THE AFORESAID ASSIGNMENT ON JULY 10, 2018, AS INSTRUMENT NO. 201800002672.
NOT A SURVEY MATTER.

COMMITMENT NO. NCS-1151403E-STLO (TAX MAP #16-1)

- 1. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
NOT A SURVEY MATTER.
2. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
3. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
4. RESTRICTION PROHIBITING USE OF LAND FOR COMMERCIAL PURPOSES AS SET FORTH IN DEED, DATED FEBRUARY 14, 1917, RECORDED FEBRUARY 16, 1917, IN DEED BOOK 30, PAGE 15.
THERE ARE NO PLOTTABLE MATTERS AFFECTING THE SUBJECT PROPERTY.
5. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
6. RESTRICTIVE COVENANTS AS SET FORTH IN DEED, DATED SEPTEMBER 20, 2011, RECORDED SEPTEMBER 22, 2011, AS INSTRUMENT NO. 2011003378.
THERE ARE NO PLOTTABLE MATTERS AFFECTING THE SUBJECT PROPERTY. THE AGREEMENT INCLUDES RESTRICTIONS ON DEVELOPMENT OF THE PROPERTY. VARIOUS PARKING-RELATED IMPROVEMENTS WHICH ARE APPURTENANT TO THE ADJOINING LOT (104 STADIUM RD.), INCLUDING A RETAINING WALL AND SIDEWALK, EXTEND ONTO THE SUBJECT PROPERTY.
7. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

COMMITMENT NO. NCS-1151403F-STLO (TAX MAP 16-8)

- 1. A. TAXES SUBSEQUENT TO SECOND HALF OF 2022 AND ANY AND ALL SUPPLEMENTAL TAXES, A LIEN NOT YET DUE AND PAYABLE.
B. STORMWATER FEES SUBSEQUENT TO SECOND HALF OF 2022.
NOT SURVEY MATTERS.
2. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.
3. EASEMENT GRANTED TO VIRGINIA ELECTRIC AND POWER COMPANY, DATED AS OF JUNE 16, 2015, RECORDED JULY 2, 2015, AS INSTRUMENT NO. 201500002381.
AFFECTS SUBJECT PROPERTY AS SHOWN HEREON.
4. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
5. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
6. ANY CLAIM TO: (A) OWNERSHIP OF OR RIGHTS TO MINERALS AND SIMILAR SUBSTANCES, INCLUDING BUT NOT LIMITED TO ORES, METALS, COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND, AND GRAVEL LOCATED IN, ON, OR UNDER THE LAND OR PRODUCED FROM THE LAND, WHETHER SUCH OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION, OR OTHERWISE; AND (B) ANY RIGHTS, PRIVILEGES, IMMUNITIES, RIGHTS OF WAY, AND EASEMENTS ASSOCIATED THEREWITH OR APPURTENANT THERETO; WHETHER OR NOT THE INTERESTS OR RIGHTS EXCEPTED IN ITEMS (A) OR (B) APPEAR IN THE PUBLIC RECORDS.
NOT A SURVEY MATTER.
7. THIS ITEM HAS BEEN INTENTIONALLY DELETED.
8. RESTRICTION PROHIBITING USE OF THE LAND FOR COMMERCIAL PURPOSES AS SET FORTH IN DEED, DATED FEBRUARY 14, 1917, RECORDED FEBRUARY 16, 1917, IN DEED BOOK 30, PAGE 15.
NOT A SURVEY MATTER.
9. USE AND BUILDING COST RESTRICTIONS AS SET FORTH IN DEED DATED SEPTEMBER 17, 1921, RECORDED JANUARY 7, 1922, IN DEED BOOK 39, PAGE 349, IN DEED DATED JUNE 2, 1944, RECORDED JUNE 8, 1944, IN DEED BOOK 117, PAGE 42 AND IN DEED DATED DECEMBER 10, 1947, RECORDED DECEMBER 16, 1947, IN DEED BOOK 135, PAGE 411.
NOT A SURVEY MATTER.

'ALTA/NSPS LAND TITLE SURVEY' OF 2.986 ACRES

FRONTING STADIUM ROAD JEFFERSON PARK AVENUE EMMET STREET BEING TAX MAP NUMBERS 16-1, 16-2, 16-3, 16-4, 16-5, 16-8 IN THE CITY OF CHARLOTTESVILLE, VIRGINIA

Table with 2 columns: City of Charlottesville, Albemarle County, VA; Date: December 16, 2022; Sheet 2 of 4; Drawn by: DGT/TEB; Last Revised: April 14, 2023.



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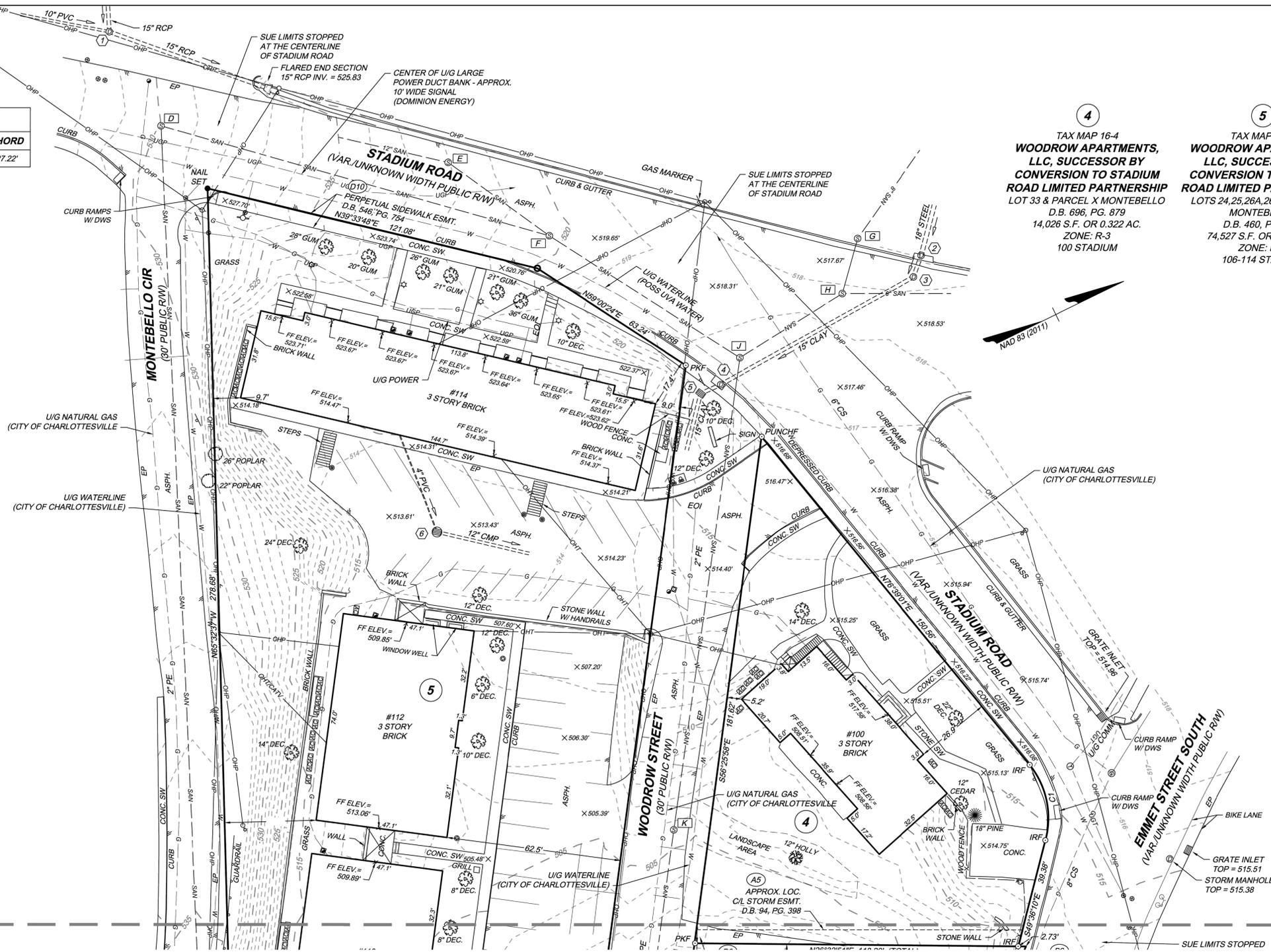


Project information table including PUD 08/15/2023, ORIGINAL ISSUE: 08/15/23, REVISIONS table, KEY PLAN, and 104 STADIUM ROAD ALTA SURVEY (2 OF 4).

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CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C1	30.11'	28.25'	15.26'	53°44'49"	S76°28'34"E	27.22'

- ① STORM MANHOLE
TOP = 532.09
10" PVC INV. IN = 527.34
15" RCP INV. IN = 527.19
15" RCP INV. OUT = 527.09
- ② CURB INLET
TOP = 518.21
18" STEEL INV. IN = 513.81
18" RCP INV. OUT = 513.70
- ③ STORM MANHOLE
TOP = 517.91
15" CLAY INV. IN = 513.95
15" CLAY INV. OUT = 513.91
- ④ CURB INLET
TOP = 517.43
15" CLAY INV. IN = 512.96
15" CLAY INV. OUT = 512.91
- ⑤ GRATE INLET
TOP = 517.44
15" CLAY INV. IN = 512.88
15" CLAY INV. OUT = 512.88
OUTFALL UNKNOWN
- ⑥ GRATE INLET
TOP = 513.34
4" PVC INV. IN = 510.64
12" CMP INV. OUT = 510.56
OUTFALL UNKNOWN
- D SANITARY MANHOLE
TOP = 529.90
8" TC INV. IN = 523.90
8" TC INV. OUT = 523.85
- E SANITARY MANHOLE
TOP = 522.25
12" TC INV. IN = 517.74
12" TC INV. OUT = 517.72
- F SANITARY MANHOLE
TOP = 520.08
8" TC INV. IN = 513.50
12" TC INV. IN = 514.25
8" TC INV. OUT = 513.47
- G SANITARY MANHOLE
TOP = 518.96
8" DIP INV. IN = 515.16
8" DIP INV. OUT = 514.76
- H SANITARY MANHOLE
TOP = 518.33
8" TC INV. IN = 514.23
6" DIP INV. IN = 514.11
6" DIP INV. OUT = 514.08
- J SANITARY MANHOLE
TOP = 517.62
8" TC INV. IN = 512.01
6" DIP INV. IN = 512.12
8" DIP INV. OUT = 511.83
- K SANITARY MANHOLE
TOP = 506.00
8" DIP INV. IN = 496.55
8" DIP INV. OUT = 496.45



④ TAX MAP 16-4
WOODROW APARTMENTS, LLC, SUCCESSOR BY CONVERSION TO STADIUM ROAD LIMITED PARTNERSHIP
 LOT 33 & PARCEL X MONTEBELLO
 D.B. 696, PG. 879
 14,026 S.F. OR 0.322 AC.
 ZONE: R-3
 100 STADIUM

⑤ TAX MAP 16-5
WOODROW APARTMENTS, LLC, SUCCESSOR BY CONVERSION TO STADIUM ROAD LIMITED PARTNERSHIP
 LOTS 24,25,26A,26B,27A,27B,28
 MONTEBELLO
 D.B. 460, PG. 740
 74,527 S.F. OR 1.711 AC.
 ZONE: R-3
 106-114 STADIUM



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PUD
 08/15/2023

No.	Description	Date
1	PUD REVISIONS	9/25/23

58108
 TIMMONS JOB NUMBER
 U.V.N. E.C.B.
 DRAWN BY CHECKED BY

KEY PLAN

104 STADIUM ROAD

ALTA SURVEY (3 OF 4)

C1.3

LEGEND			
□ MONUMENT FOUND	☆ YARD LIGHT	— EDGE OF PAVEMENT	CONC. CONCRETE
⊙ PROPERTY CORNER FOUND	○ LIGHT POLE	— FENCE LINE	ESMT. EASEMENT
● PROPERTY CORNER SET	○ UTILITY POLE	— GUARDRAIL	EP EDGE OF PAVEMENT
— SIGN	◁ GUY WIRE ANCHOR	— STORM PIPE	FND FOUND
✉ MAILBOX	⊖ ELECTRIC BOX	— SAN SANITARY LINE	DWS DETECTABLE WARNING SYSTEMS
⊠ AIR CONDITIONER	⊕ GAS VALVE	— OHP OVERHEAD POWER LINE	IRF IRON ROD FOUND
● BOLLARD	⊕ GAS MANHOLE	— OHT OVERHEAD TELECOMM LINE	IPF IRON PIPE FOUND
⊙ BIKE LANE	⊕ GAS METER	— OHTCATV OVERHEAD TEL. AND CATV LINE	PUNCHF PUNCH HOLE FOUND
⊙ DECIDUOUS TREE	⊕ TELECOMM MANHOLE	— OHU OVERHEAD UTILITY LINE	IRS IRON ROD SET
⊙ CONIFEROUS TREE	⊕ FIRE HYDRANT	— UGP UNDERGROUND POWER LINE	MON MONUMENT
⊙ STORM MANHOLE	⊕ WATER METER	— UGT UNDERGROUND TELECOMM LINE	SW SIDEWALK
⊙ STORM GRATE	⊕ WATER VALVE	— UFO UNDERGROUND FIBER OPTIC LINE	
⊙ SANITARY MANHOLE	⊕ SPIGOT	— UCATV UNDERGROUND CATV LINE	
○ CLEANOUT		— G UNDERGROUND GAS LINE	
		— W UNDERGROUND WATER LINE	
		— RIP RAP	



'ALTA/NSPS LAND TITLE SURVEY'
 OF 2.986 ACRES
 FRONTING
 STADIUM ROAD
 JEFFERSON PARK AVENUE
 EMMET STREET
 BEING
 TAX MAP NUMBERS 16-1, 16-2, 16-3, 16-4, 16-5, 16-8
 IN THE CITY OF CHARLOTTESVILLE, VIRGINIA

CITY OF CHARLOTTESVILLE	ALBEMARLE COUNTY, VA
Date: December 16, 2022	Scale: N/A
Sheet 3 of 4	J.N.: 56566
Drawn by: DGT/TEB	Checked by: JCM
Last Revised: April 14, 2023	

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REVISIONS		
No.	Description	Date
1	PUD REVISIONS	9/25/23

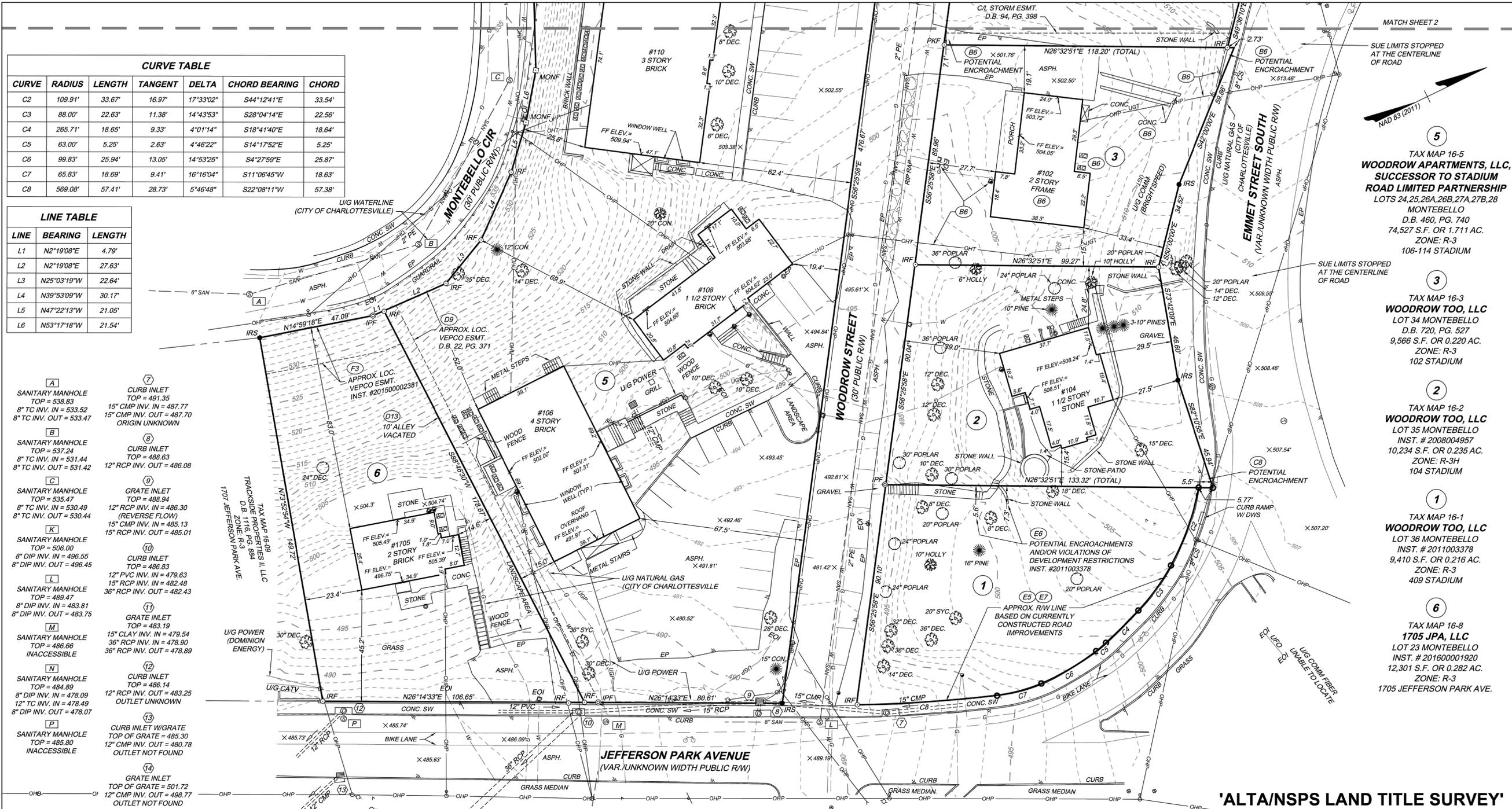
58108
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U.V.N. E.C.B.
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KEY PLAN

104 STADIUM ROAD

ALTA SURVEY (4 OF 4)

C1.4



CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C2	109.91'	33.67'	16.97'	17°33'02"	S44°12'41"E	33.54'
C3	88.00'	22.63'	11.38'	14°43'53"	S28°04'14"E	22.56'
C4	265.71'	18.65'	9.33'	4°01'14"	S18°41'40"E	18.64'
C5	63.00'	5.25'	2.63'	4°46'22"	S14°17'52"E	5.25'
C6	99.83'	25.94'	13.05'	14°53'25"	S4°27'59"E	25.87'
C7	65.83'	18.69'	9.41'	16°16'04"	S11°06'45"W	18.63'
C8	569.08'	57.41'	28.73'	5°46'48"	S22°08'11"W	57.38'

LINE	BEARING	LENGTH
L1	N2°19'08"E	4.79'
L2	N2°19'08"E	27.63'
L3	N25°03'19"W	22.64'
L4	N39°53'09"W	30.17'
L5	N47°22'13"W	21.05'
L6	N53°17'18"W	21.54'

- A** SANITARY MANHOLE
TOP = 538.83
8" TC INV. IN = 533.52
8" TC INV. OUT = 533.47
- B** SANITARY MANHOLE
TOP = 537.24
8" TC INV. IN = 531.44
8" TC INV. OUT = 531.42
- C** SANITARY MANHOLE
TOP = 535.47
8" TC INV. IN = 530.49
8" TC INV. OUT = 530.44
- K** SANITARY MANHOLE
TOP = 506.00
8" DIP INV. IN = 496.55
8" DIP INV. OUT = 496.45
- L** SANITARY MANHOLE
TOP = 489.47
8" DIP INV. IN = 483.81
8" DIP INV. OUT = 483.75
- M** SANITARY MANHOLE
TOP = 486.66
INACCESSIBLE
- N** SANITARY MANHOLE
TOP = 484.89
8" DIP INV. IN = 478.09
12" TC INV. IN = 478.49
8" DIP INV. OUT = 478.07
- P** SANITARY MANHOLE
TOP = 485.80
INACCESSIBLE
- 7** CURB INLET
TOP = 491.35
15" CMP INV. IN = 487.77
15" CMP INV. OUT = 487.70
ORIGIN UNKNOWN
- 8** CURB INLET
TOP = 488.63
12" RCP INV. IN = 486.08
- 9** GRATE INLET
TOP = 488.94
12" RCP INV. IN = 486.30
15" CMP INV. IN = 485.13
15" RCP INV. OUT = 485.01
- 10** CURB INLET
TOP = 486.83
12" PVC INV. IN = 479.63
15" RCP INV. IN = 482.48
36" RCP INV. OUT = 482.43
- 11** GRATE INLET
TOP = 483.19
15" CLAY INV. IN = 479.54
36" RCP INV. IN = 478.90
36" RCP INV. OUT = 478.89
- 12** CURB INLET
TOP = 486.14
12" RCP INV. OUT = 483.25
OUTLET UNKNOWN
- 13** CURB INLET W/GRATE
TOP OF GRATE = 485.30
12" CMP INV. OUT = 480.78
OUTLET NOT FOUND
- 14** GRATE INLET
TOP OF GRATE = 501.72
12" CMP INV. OUT = 498.77
OUTLET NOT FOUND

LEGEND

- MONUMENT FOUND
- PROPERTY CORNER FOUND
- PROPERTY CORNER SET
- SIGN
- MAILBOX
- AIR CONDITIONER
- BOLLARD
- BIKE LANE
- DECIDUOUS TREE
- CONIFEROUS TREE
- STORM MANHOLE
- STORM GRATE
- SANITARY MANHOLE
- CLEANOUT
- YARD LIGHT
- LIGHT POLE
- UTILITY POLE
- GUY WIRE ANCHOR
- ELECTRIC BOX
- GAS VALVE
- GAS MANHOLE
- GAS METER
- TELECOMM MANHOLE
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- SPIGOT
- EDGE OF PAVEMENT
- FENCE LINE
- GUARDRAIL
- STORM PIPE
- SANITARY LINE
- OVERHEAD POWER LINE
- OVERHEAD TELECOMM LINE
- OVERHEAD TEL. AND CATV LINE
- OVERHEAD UTILITY LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELECOMM LINE
- UNDERGROUND FIBER OPTIC LINE
- UNDERGROUND CATV LINE
- UNDERGROUND GAS LINE
- UNDERGROUND WATER LINE
- RIP RAP
- CONC. CONCRETE
- ESMT. EASEMENT
- EP EDGE OF PAVEMENT
- FND FOUND
- DWS DETECTABLE WARNING SYSTEMS
- IRF IRON ROD FOUND
- IPF IRON PIPE FOUND
- PUNCHF PUNCH HOLE FOUND
- IRS IRON ROD SET
- MON MONUMENT
- SW SIDEWALK

'ALTA/NSPS LAND TITLE SURVEY'
OF 2.986 ACRES
FRONTING
STADIUM ROAD
JEFFERSON PARK AVENUE
EMMET STREET
BEING
TAX MAP NUMBERS 16-1, 16-2, 16-3,
16-4, 16-5, 16-8
IN THE CITY OF CHARLOTTESVILLE, VIRGINIA



CITY OF CHARLOTTESVILLE	ALBEMARLE COUNTY, VA
Date: December 16, 2022	Scale: N/A
Sheet 4 of 4	J.N.: 56566
Drawn by: DGT/TEB	Checked by: JCM
Last Revised: April 14, 2023	

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LEGEND

● BUS STOP



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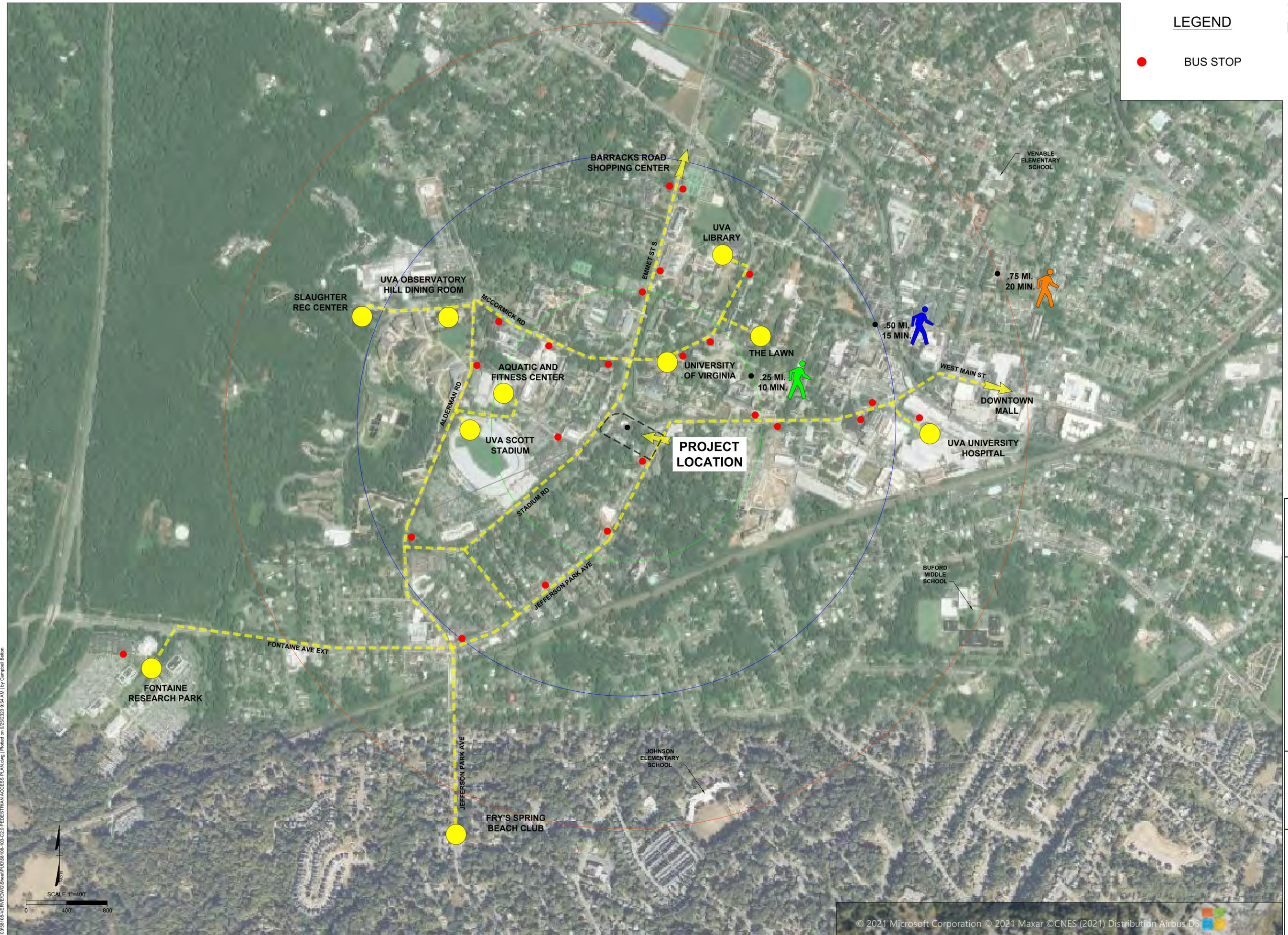
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KEY PLAN

104 STADIUM ROAD

PEDESTRIAN NETWORK PLAN

C2



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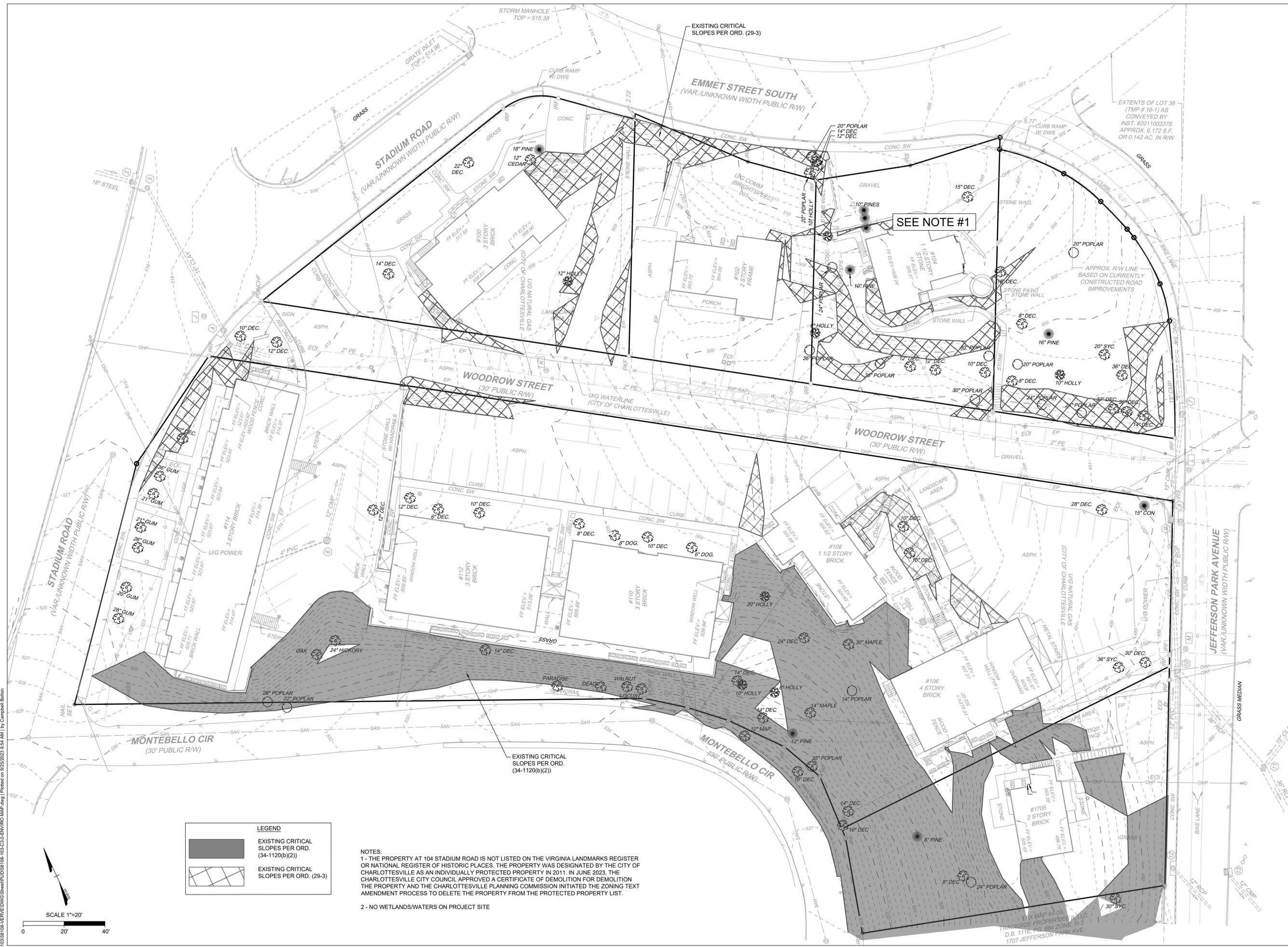
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104 STADIUM ROAD

NATURAL, ENVIRONMENTAL, & CULTURAL FEATURE MAP

C3



LEGEND

- [Solid Grey Box] EXISTING CRITICAL SLOPES PER ORD. (34-1120(b)(2))
- [Cross-hatched Box] EXISTING CRITICAL SLOPES PER ORD. (29-3)

NOTES:
 1- THE PROPERTY AT 104 STADIUM ROAD IS NOT LISTED ON THE VIRGINIA LANDMARKS REGISTER OR NATIONAL REGISTER OF HISTORIC PLACES. THE PROPERTY WAS DESIGNATED BY THE CITY OF CHARLOTTESVILLE AS AN INDIVIDUALLY PROTECTED PROPERTY IN 2011. IN JUNE 2023, THE CHARLOTTESVILLE CITY COUNCIL APPROVED A CERTIFICATE OF DEMOLITION FOR DEMOLITION THE PROPERTY AND THE CHARLOTTESVILLE PLANNING COMMISSION INITIATED THE ZONING TEXT AMENDMENT PROCESS TO DELETE THE PROPERTY FROM THE PROTECTED PROPERTY LIST.

2- NO WETLANDS/WATERS ON PROJECT SITE

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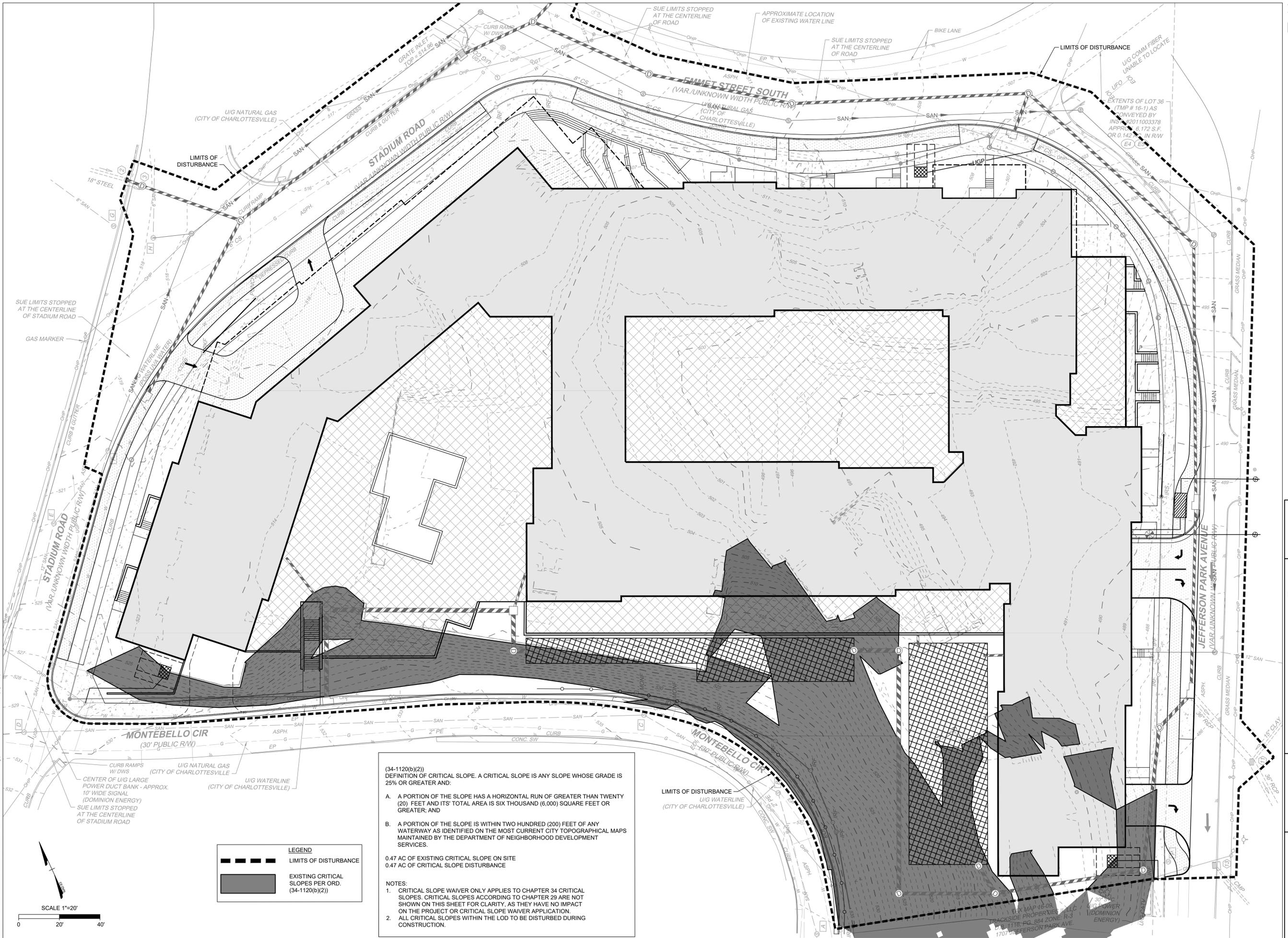
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KEY PLAN

104 STADIUM ROAD

CRITICAL SLOPE - SITE OVERLAY

C4



S:\10318\104-VERIFIED\DWG\SheetPUD058-104-C4-CRITICAL SLOPE OVERLAY.dwg | Plotted on 9/25/2023 9:05 AM by Campbell Bolton

LEGEND

	LIMITS OF DISTURBANCE
	EXISTING CRITICAL SLOPES PER ORD. (34-1120(b)(2))

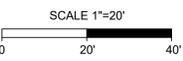
(34-1120(b)(2))
 DEFINITION OF CRITICAL SLOPE. A CRITICAL SLOPE IS ANY SLOPE WHOSE GRADE IS 25% OR GREATER AND:

A. A PORTION OF THE SLOPE HAS A HORIZONTAL RUN OF GREATER THAN TWENTY (20) FEET AND ITS' TOTAL AREA IS SIX THOUSAND (6,000) SQUARE FEET OR GREATER; AND

B. A PORTION OF THE SLOPE IS WITHIN TWO HUNDRED (200) FEET OF ANY WATERWAY AS IDENTIFIED ON THE MOST CURRENT CITY TOPOGRAPHICAL MAPS MAINTAINED BY THE DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES.

0.47 AC OF EXISTING CRITICAL SLOPE ON SITE
 0.47 AC OF CRITICAL SLOPE DISTURBANCE

NOTES:
 1. CRITICAL SLOPE WAIVER ONLY APPLIES TO CHAPTER 34 CRITICAL SLOPES. CRITICAL SLOPES ACCORDING TO CHAPTER 29 ARE NOT SHOWN ON THIS SHEET FOR CLARITY, AS THEY HAVE NO IMPACT ON THE PROJECT OR CRITICAL SLOPE WAIVER APPLICATION.
 2. ALL CRITICAL SLOPES WITHIN THE LOD TO BE DISTURBED DURING CONSTRUCTION.





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PUD
 08/15/2023

ORIGINAL ISSUE: 08/15/23

No.	Description	Date
1	PUD REVISIONS	9/25/23

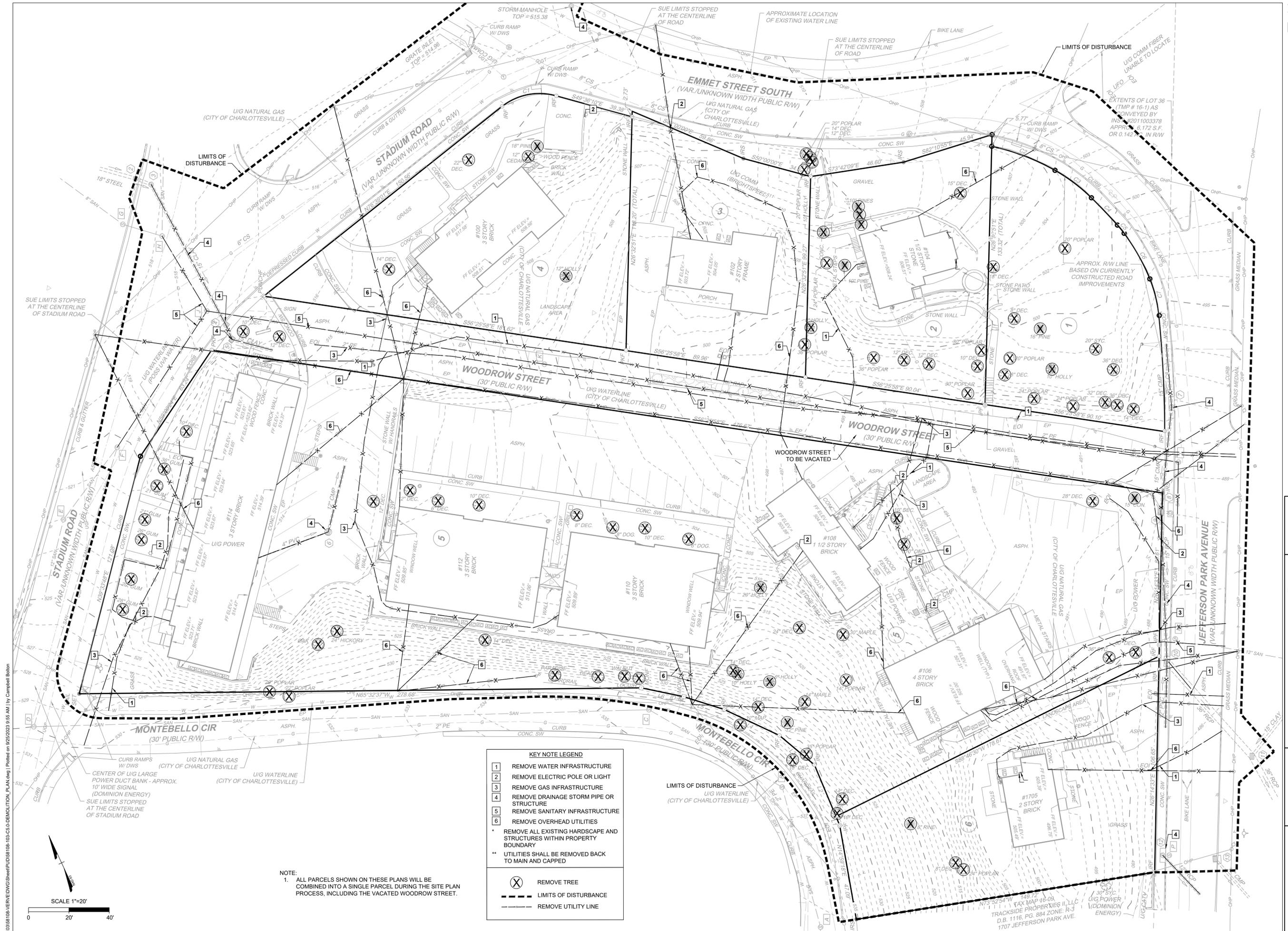
58108
 TIMMONS JOB NUMBER
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KEY PLAN

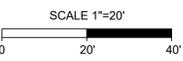
104 STADIUM ROAD

PUD DEMOLITION PLAN

C5



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Revisions No.	Description	Date
1	PUD REVISIONS	9/25/23

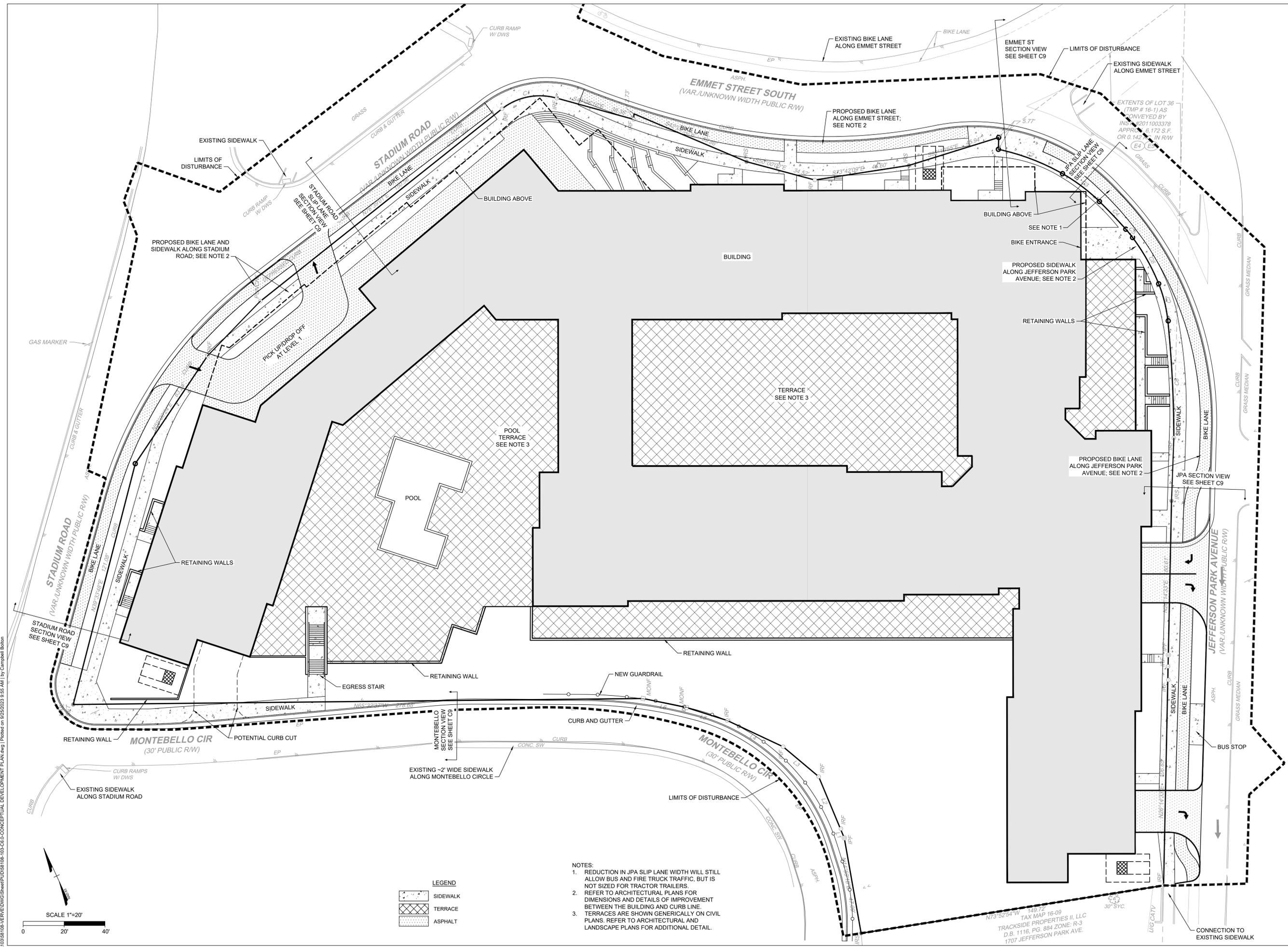
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104 STADIUM ROAD

PUD SITE DEVELOPMENT PLAN

C6



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LEGEND

	SIDEWALK
	TERRACE
	ASPHALT

- NOTES:**
1. REDUCTION IN JPA SLIP LANE WIDTH WILL STILL ALLOW BUS AND FIRE TRUCK TRAFFIC, BUT IS NOT SIZED FOR TRACTOR TRAILERS.
 2. REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS AND DETAILS OF IMPROVEMENT BETWEEN THE BUILDING AND CURB LINE.
 3. TERRACES ARE SHOWN GENERICALLY ON CIVIL PLANS. REFER TO ARCHITECTURAL AND LANDSCAPE PLANS FOR ADDITIONAL DETAIL.

N73°52'54"W 149.72'
 TAX MAP 16-09
 TRACKSIDE PROPERTIES II, LLC
 D.B. 1116, PG. 884 ZONE: R-3
 1707 JEFFERSON PARK AVE.

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REVISIONS	No.	Description	Date
	1	PUD REVISIONS	9/25/23

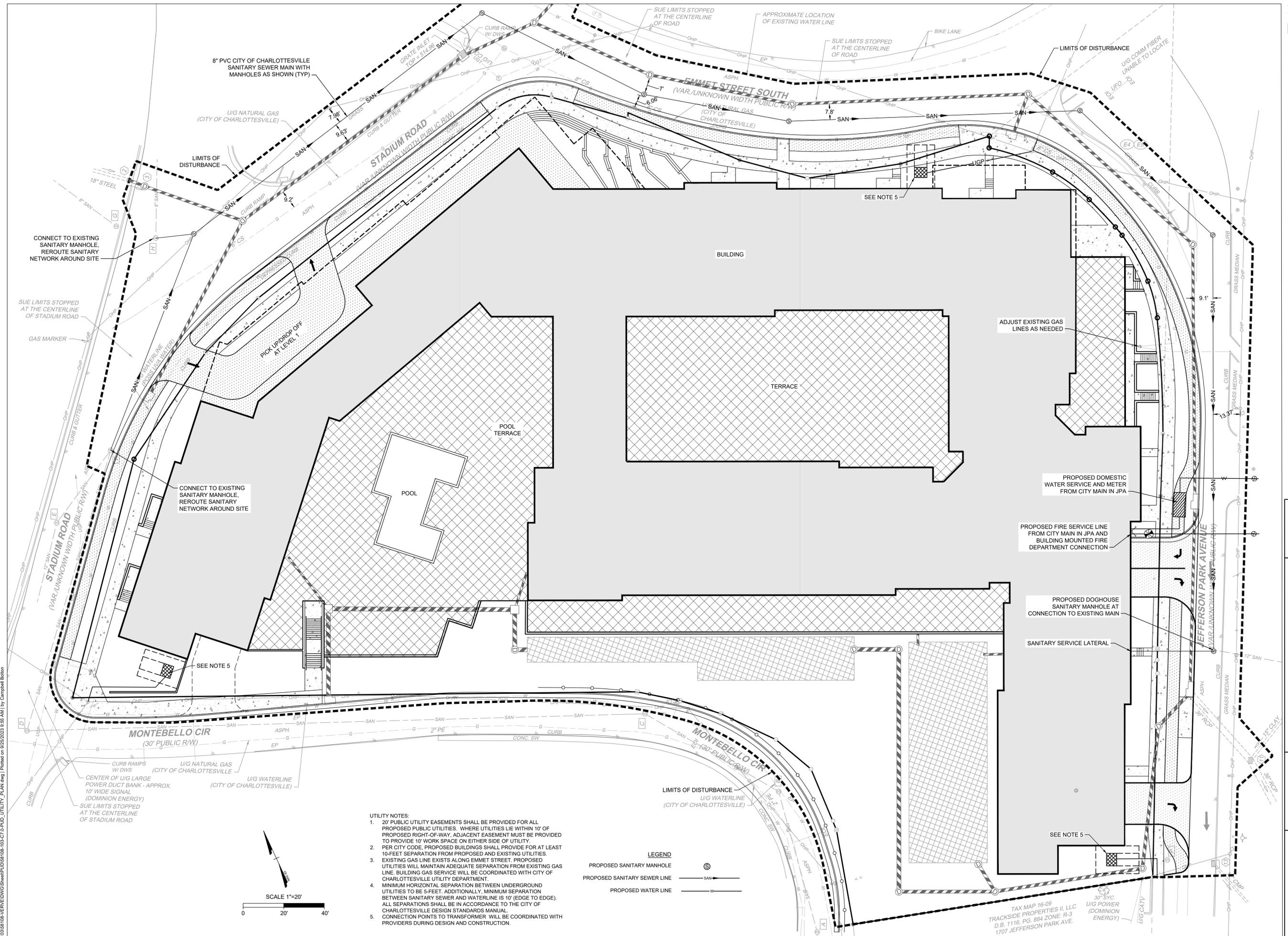
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104 STADIUM ROAD

PUD UTILITY PLAN

C7



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TAX MAP 18-09
TRACKSIDE PROPERTIES II, LLC
D.B. 1116, PG. 884 ZONE: R-3
1707 JEFFERSON PARK AVE.

30" PVC
U/G POWER
(DOMINION ENERGY)



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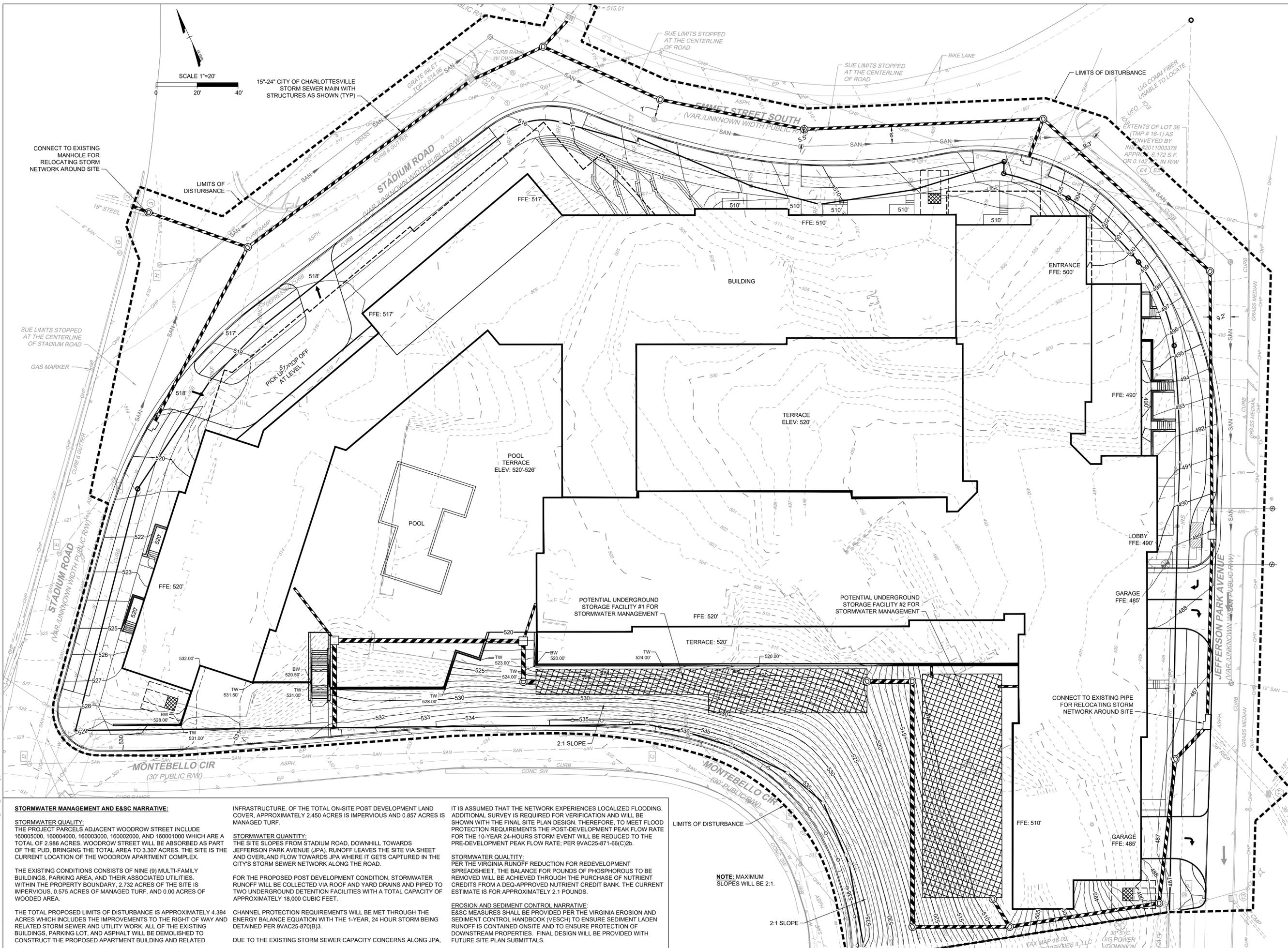
Revisions	No.	Description	Date
1	PUD REVISIONS		9/25/23

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104 STADIUM ROAD
 PUD GRADING AND STORMWATER MANAGEMENT PLAN

C8



STORMWATER MANAGEMENT AND E&SC NARRATIVE:

STORMWATER QUALITY:
 THE PROJECT PARCELS ADJACENT WOODROW STREET INCLUDE 160005000, 160004000, 160003000, 160002000, AND 160001000 WHICH ARE A TOTAL OF 2.986 ACRES. WOODROW STREET WILL BE ABSORBED AS PART OF THE PUD, BRINGING THE TOTAL AREA TO 3.307 ACRES. THE SITE IS THE CURRENT LOCATION OF THE WOODROW APARTMENT COMPLEX.

THE EXISTING CONDITIONS CONSISTS OF NINE (9) MULTI-FAMILY BUILDINGS, PARKING AREA, AND THEIR ASSOCIATED UTILITIES WITHIN THE PROPERTY BOUNDARY. 2.732 ACRES OF THE SITE IS IMPERVIOUS, 0.575 ACRES OF MANAGED TURF, AND 0.00 ACRES OF WOODED AREA.

THE TOTAL PROPOSED LIMITS OF DISTURBANCE IS APPROXIMATELY 4.394 ACRES WHICH INCLUDES THE IMPROVEMENTS TO THE RIGHT OF WAY AND RELATED STORM SEWER AND UTILITY WORK. ALL OF THE EXISTING BUILDINGS, PARKING LOT, AND ASPHALT WILL BE DEMOLISHED TO CONSTRUCT THE PROPOSED APARTMENT BUILDING AND RELATED

INFRASTRUCTURE. OF THE TOTAL ON-SITE POST DEVELOPMENT LAND COVER, APPROXIMATELY 2.450 ACRES IS IMPERVIOUS AND 0.857 ACRES IS MANAGED TURF.

STORMWATER QUANTITY:
 THE SITE SLOPES FROM STADIUM ROAD, DOWNHILL TOWARDS JEFFERSON PARK AVENUE (JPA). RUNOFF LEAVES THE SITE VIA SHEET AND OVERLAND FLOW TOWARDS JPA WHERE IT GETS CAPTURED IN THE CITY'S STORM SEWER NETWORK ALONG THE ROAD.

FOR THE PROPOSED POST DEVELOPMENT CONDITION, STORMWATER RUNOFF WILL BE COLLECTED VIA ROOF AND YARD DRAINS AND PIPED TO TWO UNDERGROUND DETENTION FACILITIES WITH A TOTAL CAPACITY OF APPROXIMATELY 18,000 CUBIC FEET.

CHANNEL PROTECTION REQUIREMENTS WILL BE MET THROUGH THE ENERGY BALANCE EQUATION WITH THE 1-YEAR, 24 HOUR STORM BEING DETAINED PER 9VAC25-870(B)3.

DUE TO THE EXISTING STORM SEWER CAPACITY CONCERNS ALONG JPA,

IT IS ASSUMED THAT THE NETWORK EXPERIENCES LOCALIZED FLOODING. ADDITIONAL SURVEY IS REQUIRED FOR VERIFICATION AND WILL BE SHOWN WITH THE FINAL SITE PLAN DESIGN. THEREFORE, TO MEET FLOOD PROTECTION REQUIREMENTS THE POST-DEVELOPMENT PEAK FLOW RATE FOR THE 10-YEAR 24-HOURS STORM EVENT WILL BE REDUCED TO THE PRE-DEVELOPMENT PEAK FLOW RATE, PER 9VAC25-871-66(C)2b.

STORMWATER QUALITY:
 PER THE VIRGINIA RUNOFF REDUCTION FOR REDEVELOPMENT SPREADSHEET, THE BALANCE FOR POUNDS OF PHOSPHOROUS TO BE REMOVED WILL BE ACHIEVED THROUGH THE PURCHASE OF NUTRIENT CREDITS FROM A DEQ-APPROVED NUTRIENT CREDIT BANK. THE CURRENT ESTIMATE IS FOR APPROXIMATELY 2.1 POUNDS.

EROSION AND SEDIMENT CONTROL NARRATIVE:
 E&SC MEASURES SHALL BE PROVIDED PER THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH) TO ENSURE SEDIMENT LADEN RUNOFF IS CONTAINED ONSITE AND TO ENSURE PROTECTION OF DOWNSTREAM PROPERTIES. FINAL DESIGN WILL BE PROVIDED WITH FUTURE SITE PLAN SUBMITTALS.

NOTE: MAXIMUM SLOPES WILL BE 2:1.

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1	PUD REVISIONS	9/25/23

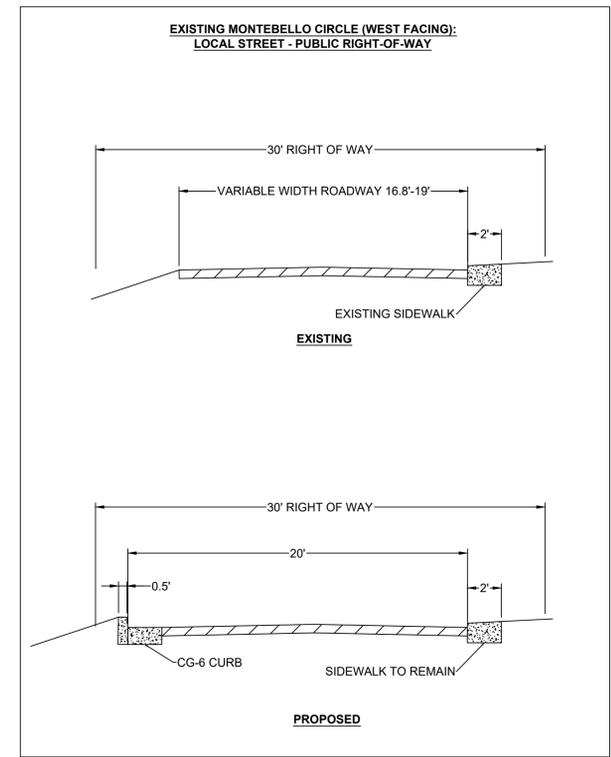
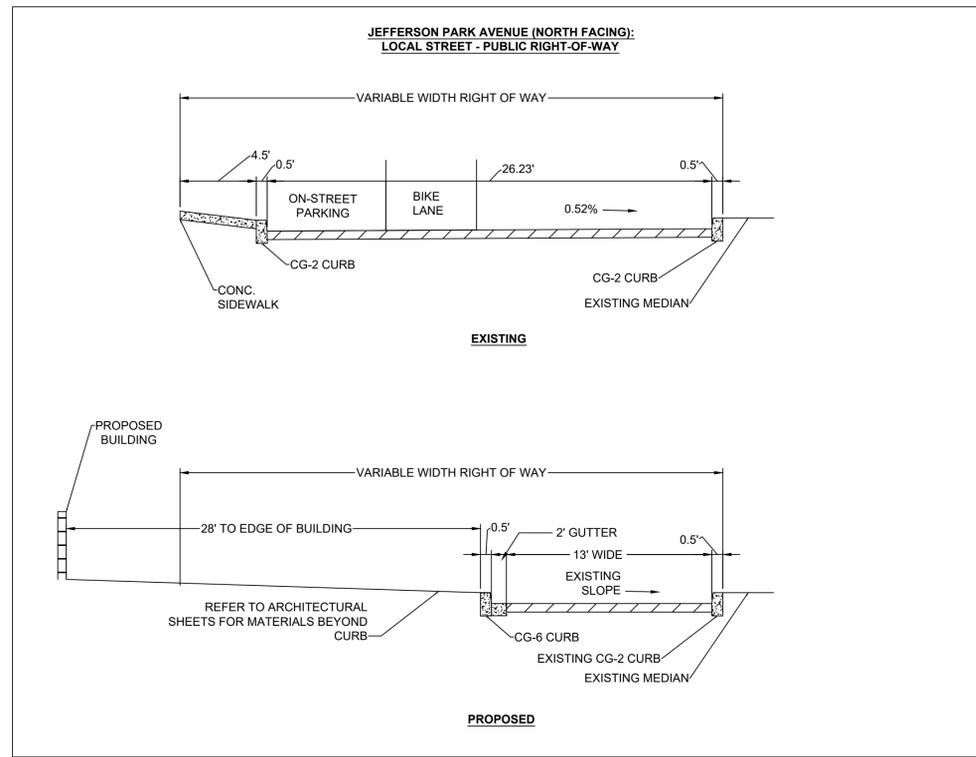
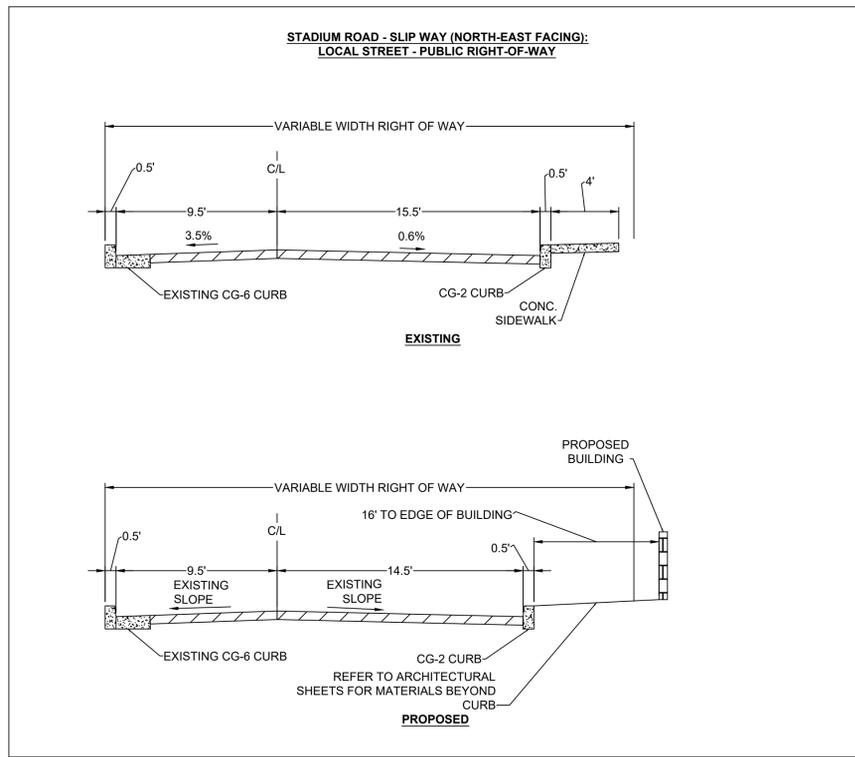
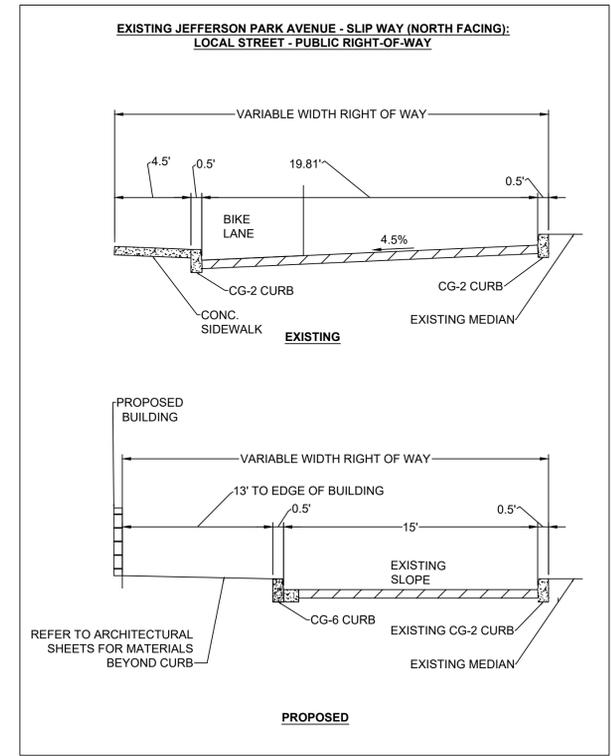
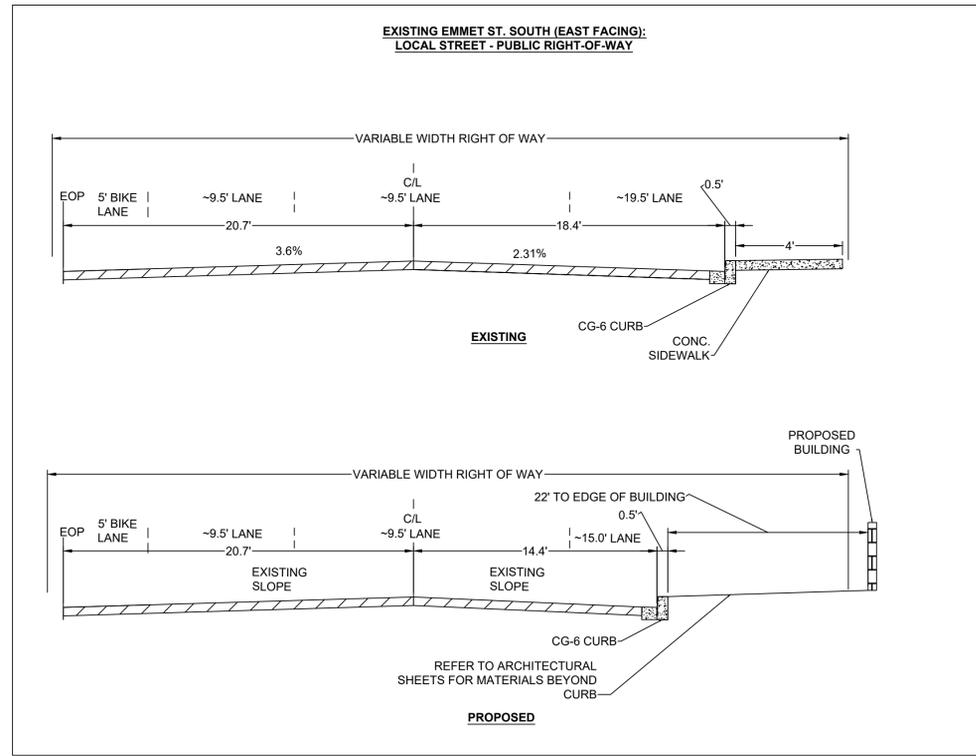
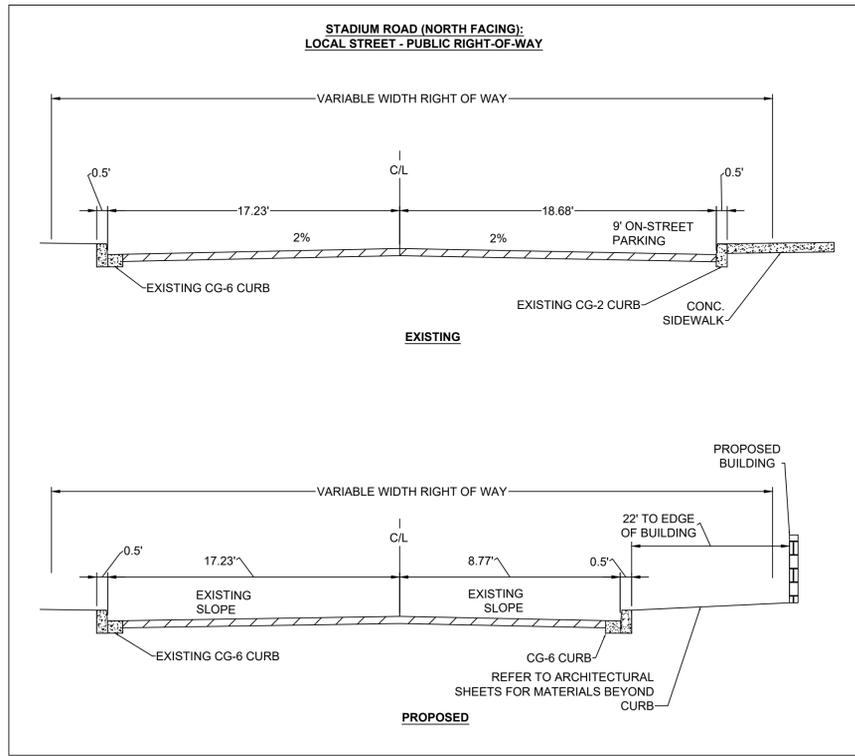
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KEY PLAN

104 STADIUM ROAD

PUD ROAD SECTIONS

C9



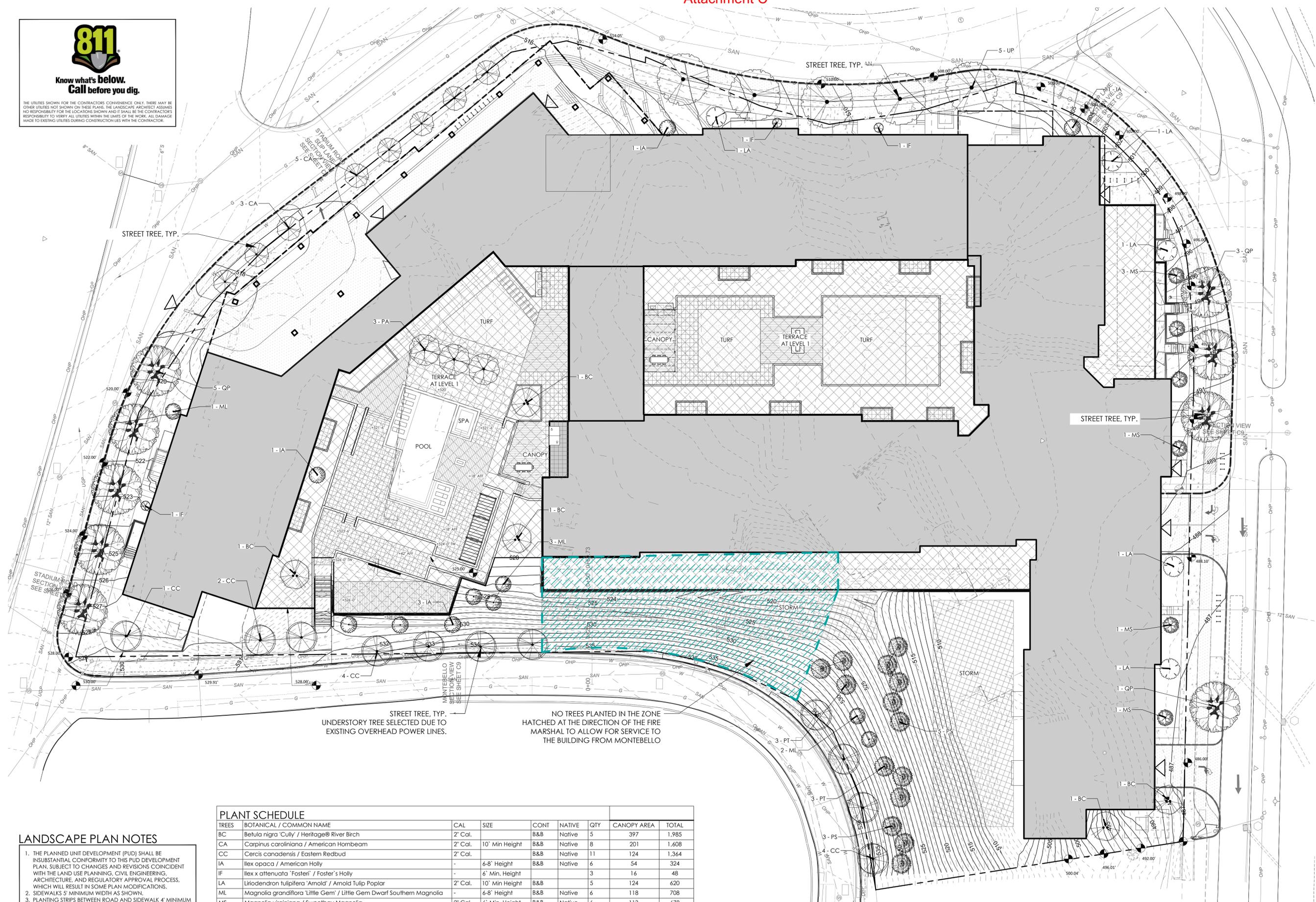
- NOTES:
- PROPOSED ROAD SECTIONS SHOWN ARE CONCEPTUAL AND FINAL DETAILS SUCH AS SLOPES, PLANTING STRIP WIDTHS, AND TOTAL ROW WIDTH ARE SUBJECT TO CHANGE DURING FINAL SITE PLAN DESIGN.
 - STADIUM ROAD, EMMET STREET, MONTEBELLO CIRCLE, AND JEFFERSON PARK AVENUE ARE EXISTING PUBLIC ROADS. ANY ADJUSTMENTS WILL BE DESIGNED IN ACCORDANCE WITH THE LOCAL STREET GUIDELINES IN THE CHARLOTTESVILLE CITY CODE, CHARLOTTESVILLE STANDARDS & DESIGNS MANUAL, AND THE CHARLOTTESVILLE STREETS THAT WORK DESIGN GUIDELINES.

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Know what's below.
 Call before you dig.

THE UTILITIES SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES DURING CONSTRUCTION LIES WITH THE CONTRACTOR.



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KEY PLAN

104 STADIUM ROAD

LANDSCAPE PLAN
L501

LANDSCAPE PLAN NOTES

- THE PLANNED UNIT DEVELOPMENT (PUD) SHALL BE INSUBSTANTIAL CONFORMITY TO THIS PUD DEVELOPMENT PLAN, SUBJECT TO CHANGES AND REVISIONS COINCIDENT WITH THE LAND USE PLANNING, CIVIL ENGINEERING, ARCHITECTURE, AND REGULATORY APPROVAL PROCESS, WHICH WILL RESULT IN SOME PLAN MODIFICATIONS.
- SIDEWALKS 5' MINIMUM WIDTH AS SHOWN.
- PLANTING STRIPS BETWEEN ROAD AND SIDEWALK 4' MINIMUM EXCEPT ADJACENT TO PARALLEL PARKING AND BIKE LANE ENTRY/EGRESS POINTS.
- ALL TREES SHALL BE SELECTED FROM THE CHARLOTTESVILLE MASTER TREE LIST.
- TREES TO BE REMOVED WITHIN EXISTING CRITICAL SLOPE AREA THAT IS PROPOSED TO BE DISTURBED. TREES REMOVED FROM TEH CRITICAL SLOPE AREA SHALL BE REPLACED AT A 3:1 RATION IN ACCORDANCE WITH CITY GUIDELINES. 25 TREES REMOVED, 75 TREES REPLACED.

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CAL	SIZE	CONT	NATIVE	QTY	CANOPY AREA	TOTAL
BC	Betula nigra / Cully / Heritage® River Birch	2' Cal.	-	B&B	Native	5	397	1,985
CA	Carpinus caroliniana / American Hornbeam	2' Cal.	10' Min Height	B&B	Native	8	201	1,608
CC	Cercis canadensis / Eastern Redbud	2' Cal.	-	B&B	Native	11	124	1,364
IA	Ilex opaca / American Holly	-	6-8' Height	B&B	Native	6	54	324
IF	Ilex x attenuata 'Fosteri' / Foster's Holly	-	6' Min. Height	B&B	Native	3	16	48
LA	Liriodendron tulipifera 'Arnold' / Arnold Tulip Poplar	2' Cal.	10' Min Height	B&B	Native	5	124	620
ML	Magnolia grandiflora 'Little Gem' / Little Gem Dwarf Southern Magnolia	-	6-8' Height	B&B	Native	6	118	708
MS	Magnolia virginiana / Sweetbay Magnolia	2' Cal.	6' Min. Height	B&B	Native	6	113	678
PS	Pinus strobus / White Pine	-	6' Min. Height	B&B	Native	8	118	944
PT	Pinus taeda / Loblolly Pine	-	6' Min. Height	B&B	Native	6	207	1,242
PA	Prunus x 'Okame' / Okame Flowering Cherry	2' Cal.	10' Min Height	B&B	Native	3	87	261
QP	Quercus phellos / Willow Oak	2' Cal.	-	B&B	Native	9	272	2,448
UP	Ulmus americana 'Princeton' / Princeton American Elm	3' Cal.	-	B&B	Native	5	397	1,985
GRAND TOTAL						81		14,215



0 20 40 60 FEET
 SCALE: 1" = 20'-0"

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9/25/2023

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KEY PLAN

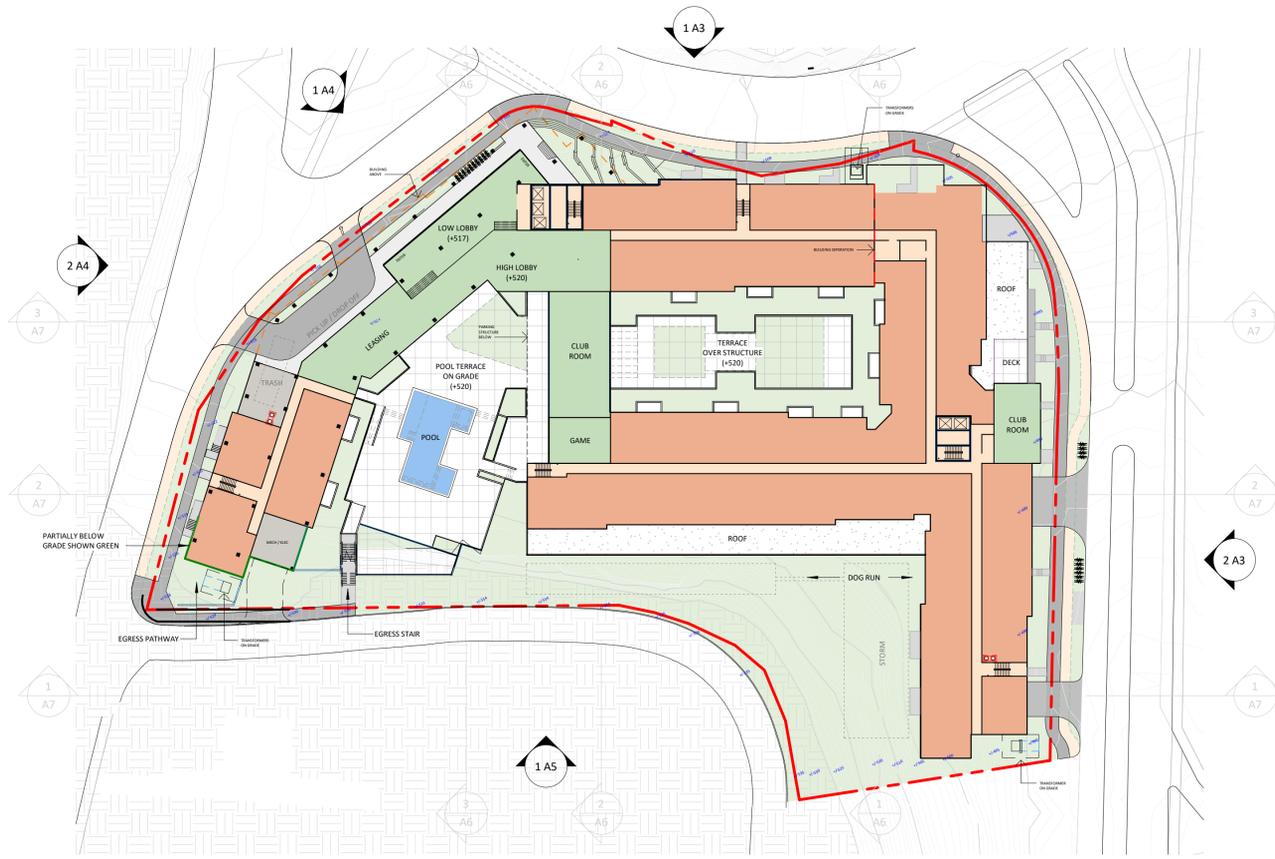
100 STADIUM ROAD

CONCEPT PLAN

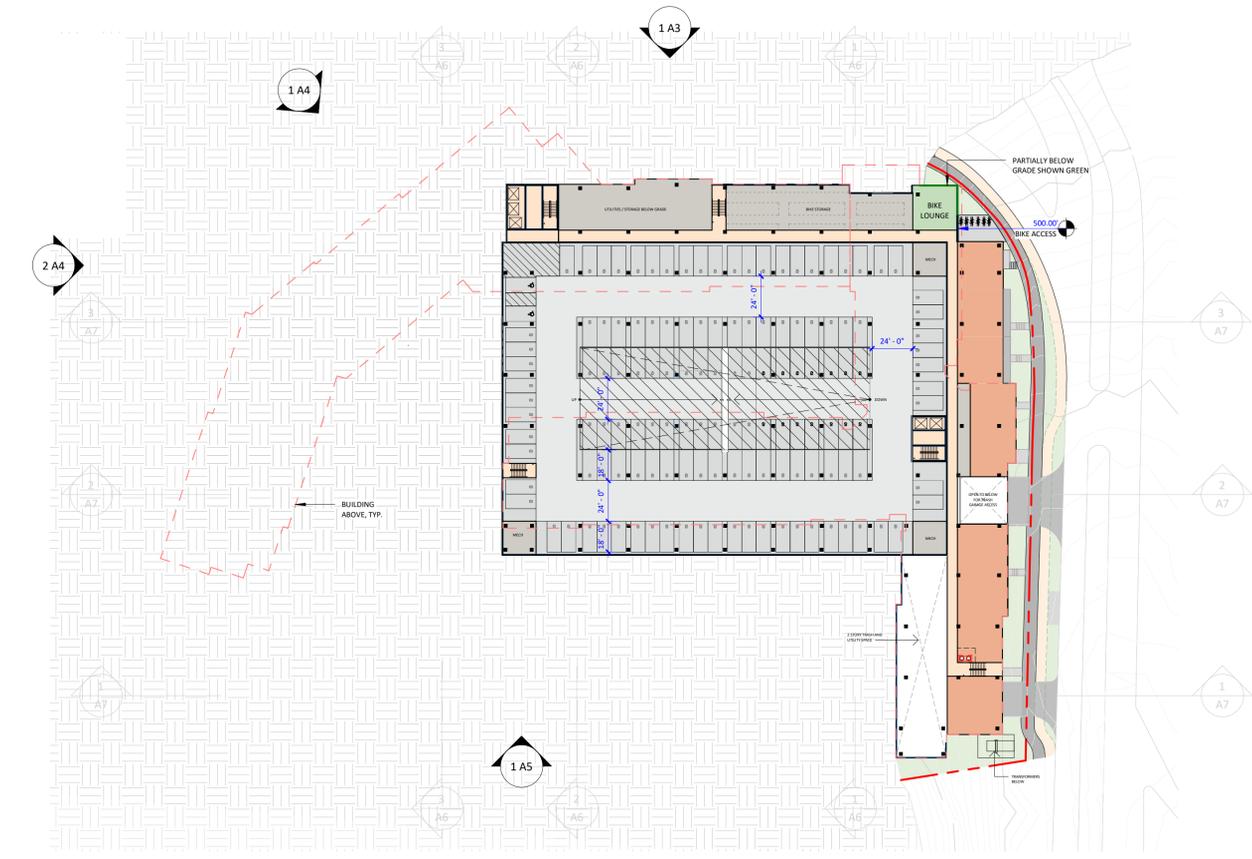
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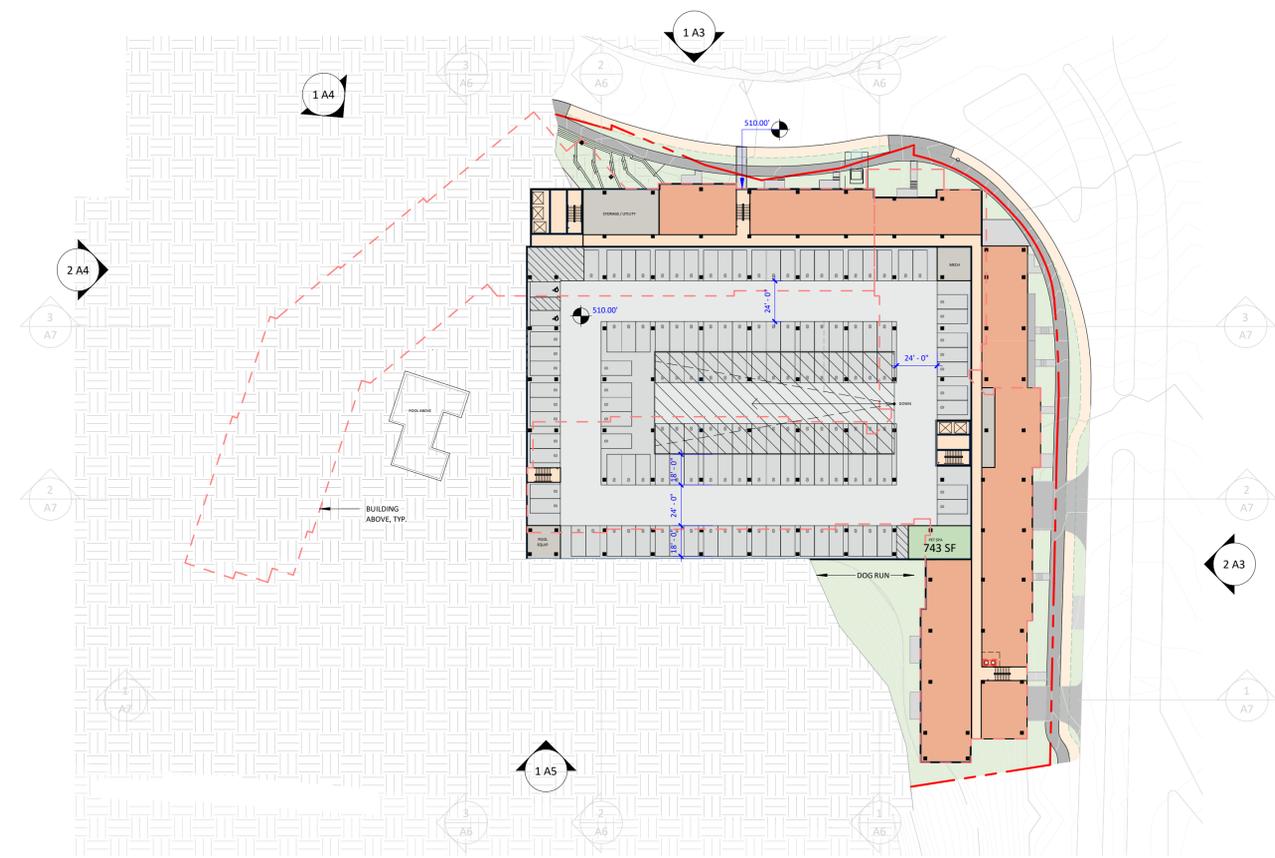
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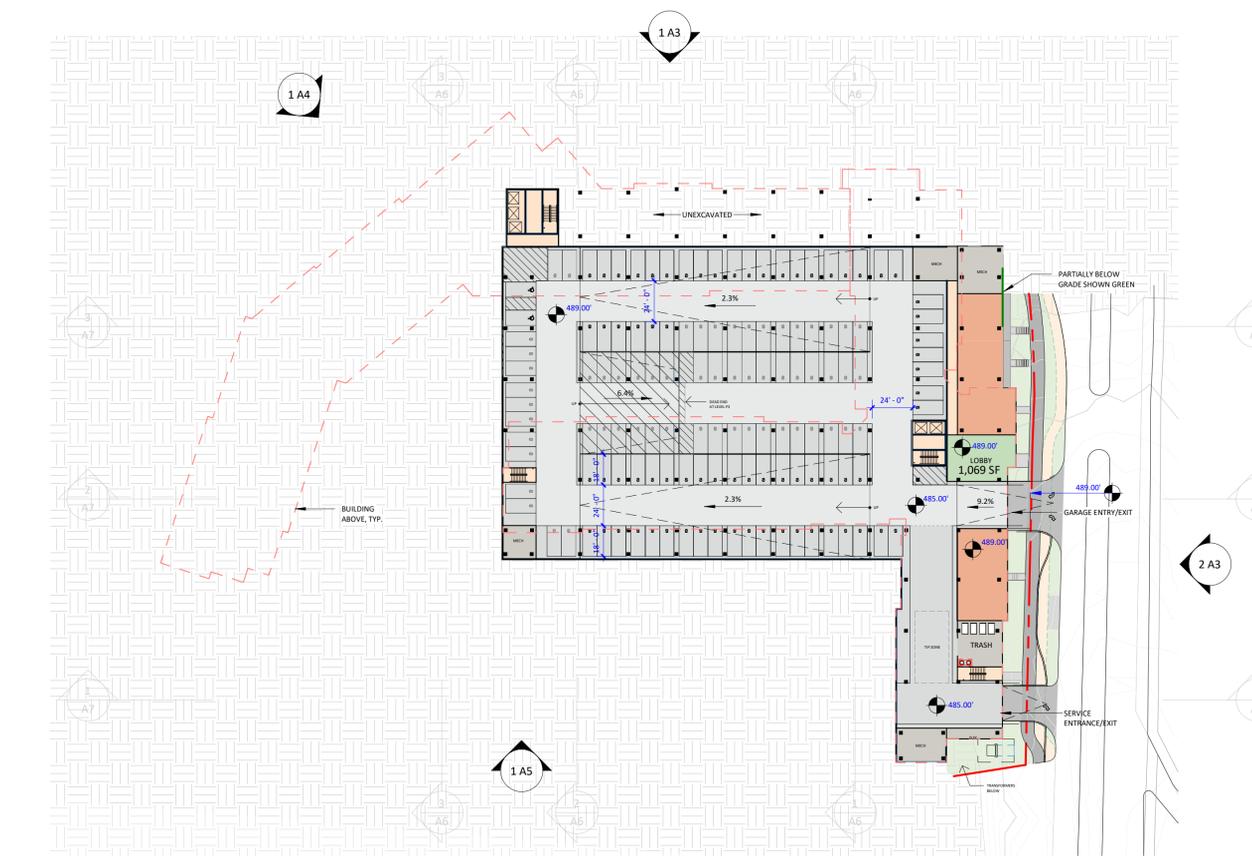
4 LEVEL 1 - PUD
 A1 1" = 50'-0"



2 LEVEL P2 - PUD
 A1 1" = 50'-0"



3 LEVEL P1 - PUD
 A1 1" = 50'-0"



1 LEVEL P3 - PUD
 A1 1" = 50'-0"

PUD 9/25/2023		
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KEY PLAN		
100 STADIUM ROAD		
FLOOR PLANS		
A1		

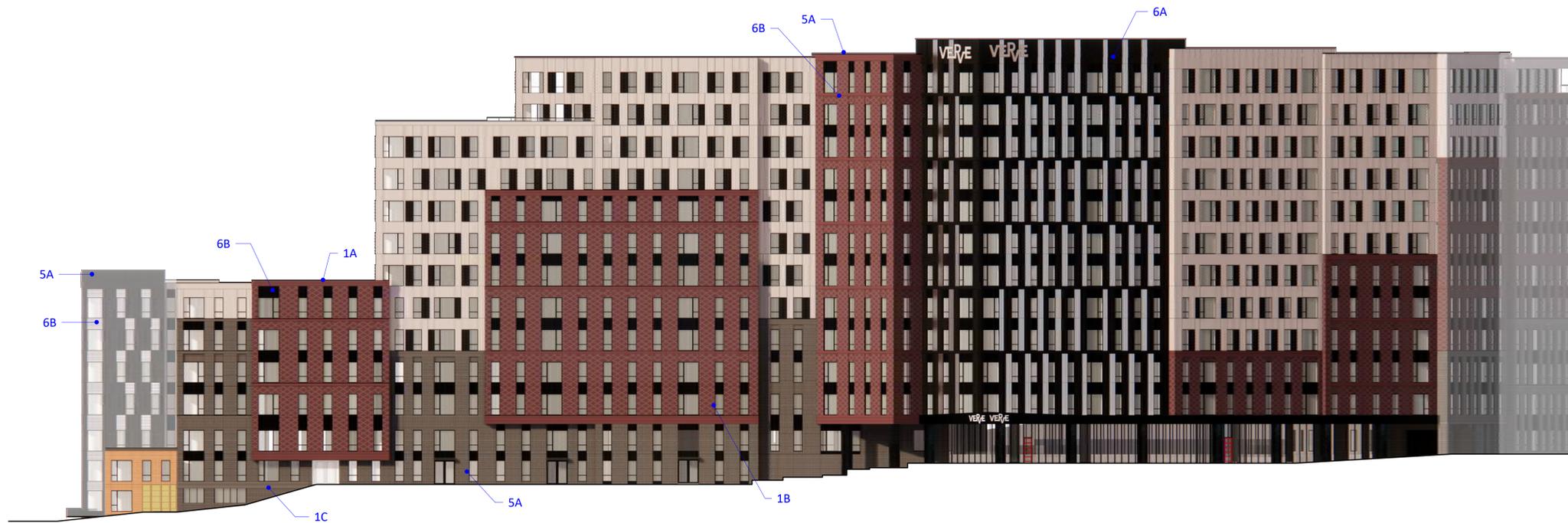
EXTERIOR MATERIALS LEGEND	
1A	MASONRY - COLOR #1
1B	MASONRY - COLOR #2
1C	MASONRY - COLOR #3
5A	FIBER CEMENT - COLOR #1
5B	FIBER CEMENT - COLOR #2
6A	METAL PANEL - COLOR #1
6B	METAL PANEL - COLOR #2
8A	STOREFRONT GLAZING
10A	ENTRANCE CANOPY
16A	OVERHEAD GARAGE DOORS
17A	MECHANICAL LOUVER



ROOF LEVEL	649' - 4"
LEVEL 12	638' - 8"
LEVEL 11	628' - 0"
LEVEL 10	617' - 4"
LEVEL 9	606' - 8"
LEVEL 8	596' - 0"
LEVEL 7	585' - 4"
LEVEL 6	574' - 8"
LEVEL 5	564' - 0"
LEVEL 4	553' - 4"
LEVEL 3	542' - 8"
LEVEL 2	532' - 0"
LEVEL 1	521' - 4"
AVENUE	510' - 0"
LEVEL P1	500' - 0"
LEVEL P2	489' - 0"
LEVEL P3	478' - 0"

2 EAST ELEVATION
A3 3/64" = 1'-0"

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ROOF LEVEL	649' - 4"
LEVEL 12	638' - 8"
LEVEL 11	628' - 0"
LEVEL 10	617' - 4"
LEVEL 9	606' - 8"
LEVEL 8	596' - 0"
LEVEL 7	585' - 4"
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LEVEL 2	532' - 0"
LEVEL 1	521' - 4"
AVENUE	510' - 0"
LEVEL P1	500' - 0"
LEVEL P2	489' - 0"
LEVEL P3	478' - 0"

1 NORTH ELEVATION
A3 3/64" = 1'-0"

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100 STADIUM ROAD

EXTERIOR ELEVATIONS

A3

EXTERIOR MATERIALS LEGEND

1A	MASONRY - COLOR #1
1B	MASONRY - COLOR #2
1C	MASONRY - COLOR #3
5A	FIBER CEMENT - COLOR #1
5B	FIBER CEMENT - COLOR #2
6A	METAL PANEL - COLOR #1
6B	METAL PANEL - COLOR #2
8A	STOREFRONT GLAZING
10A	ENTRANCE CANOPY
16A	OVERHEAD GARAGE DOORS
17A	MECHANICAL LOUVER



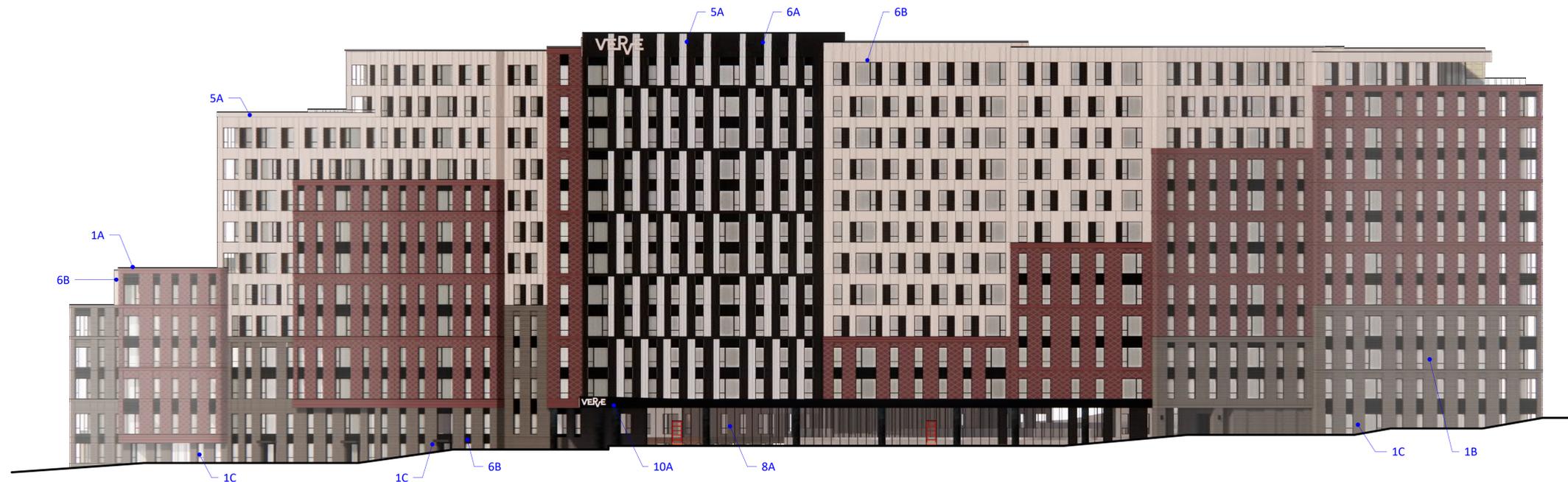
ROOF LEVEL	649' - 4"
LEVEL 12	638' - 8"
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LEVEL 10	617' - 4"
LEVEL 9	606' - 8"
LEVEL 8	596' - 0"
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LEVEL 5	564' - 0"
LEVEL 4	553' - 4"
LEVEL 3	542' - 8"
LEVEL 2	532' - 0"
LEVEL 1	521' - 4"
AVG GRADE	510' - 0"
LEVEL P1	500' - 0"
LEVEL P2	500' - 0"

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ARCHITECTURE & DESIGN

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2 WEST ELEVATION
3/64" = 1'-0"



ROOF LEVEL	649' - 4"
LEVEL 12	638' - 8"
LEVEL 11	628' - 0"
LEVEL 10	617' - 4"
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LEVEL 3	542' - 8"
LEVEL 2	532' - 0"
LEVEL 1	521' - 4"
AVG GRADE	510' - 0"
LEVEL P1	500' - 0"
LEVEL P2	500' - 0"
LEVEL P3	489' - 0"

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100 STADIUM ROAD

EXTERIOR ELEVATIONS

A4

1 NORTHWEST ELEVATION
3/64" = 1'-0"

EXTERIOR MATERIALS LEGEND	
1A	MASONRY - COLOR #1
1B	MASONRY - COLOR #2
1C	MASONRY - COLOR #3
5A	FIBER CEMENT - COLOR #1
5B	FIBER CEMENT - COLOR #2
6A	METAL PANEL - COLOR #1
6B	METAL PANEL - COLOR #2
8A	STOREFRONT GLAZING
10A	ENTRANCE CANOPY
16A	OVERHEAD GARAGE DOORS
17A	MECHANICAL LOUVER

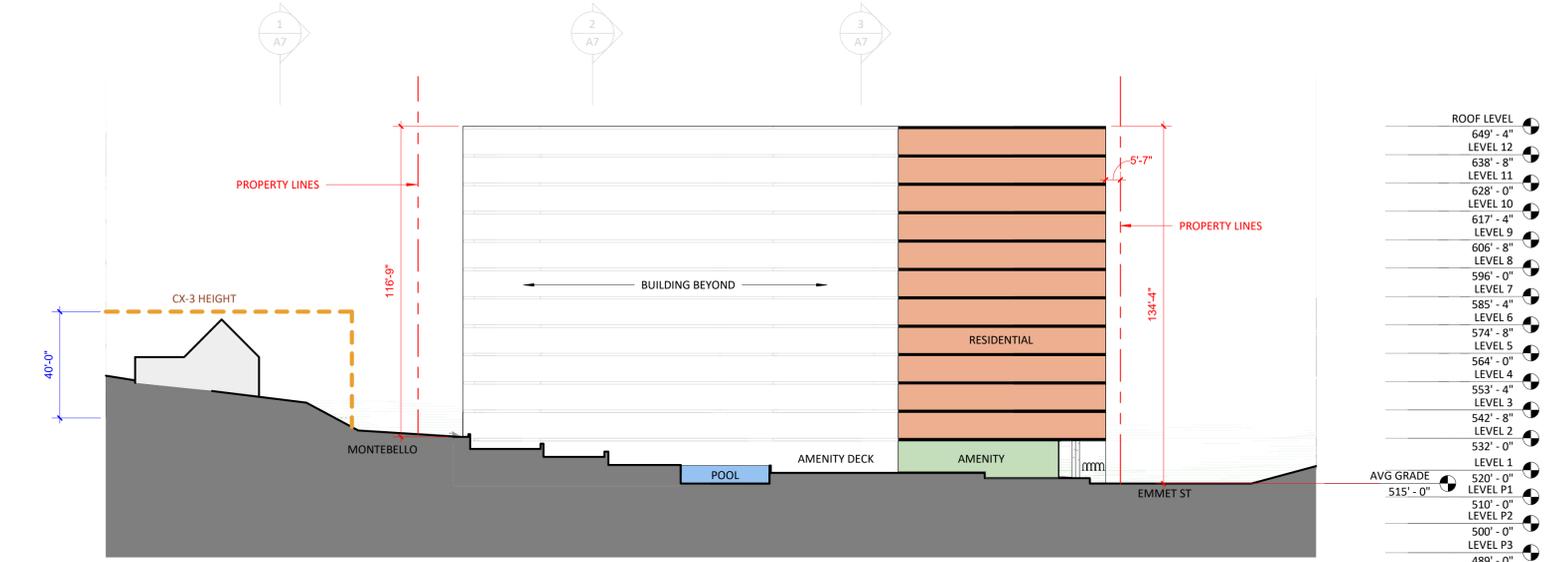
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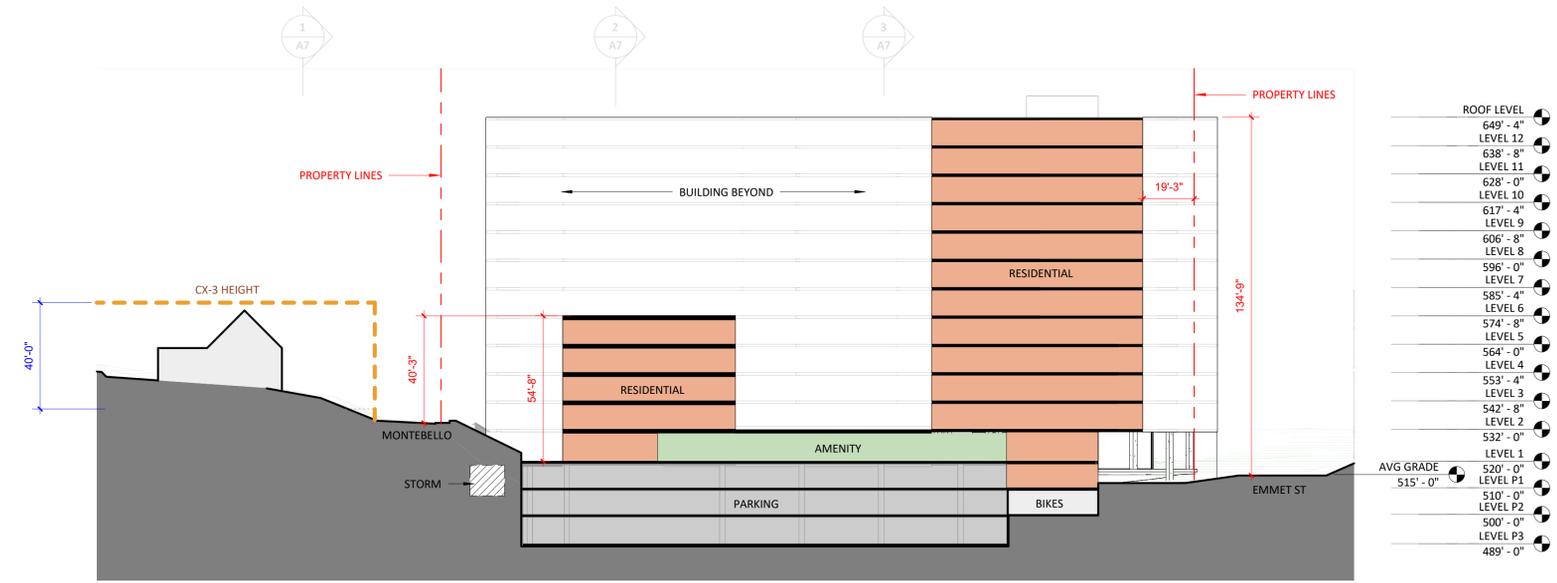
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LEVEL 12	638' - 8"
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LEVEL 3	542' - 8"
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LEVEL 1	521' - 4"
AVG GRADE	510' - 0"
LEVEL P1	510' - 0"
LEVEL P2	500' - 0"
LEVEL P3	489' - 0"

PUD		
9/25/2023		
ORIGINAL ISSUE: 07/26/23		
REVISIONS		
No.	Description	Date
222534 PROJECT NUMBER		
Author	Checker	
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KEY PLAN		
100 STADIUM ROAD		
EXTERIOR ELEVATIONS		
A5		

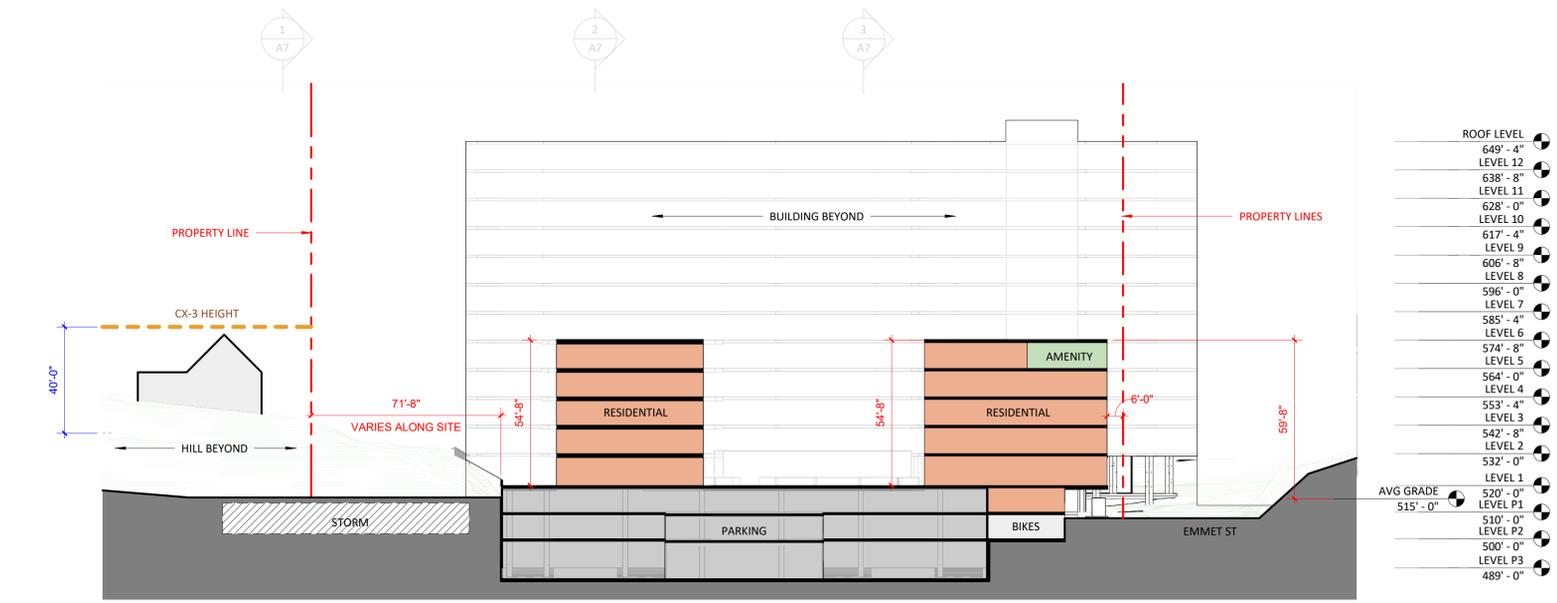
1 SOUTH ELEVATION
A5 3/64" = 1'-0"



3 N/S SECTION THROUGH POOL DECK
1/32" = 1'-0"



2 N/S THROUGH COURTYARD
1/32" = 1'-0"



1 N/S SECTION THROUGH WEST GARDEN
1/32" = 1'-0"

ROOF LEVEL 649' - 4"

LEVEL 12 638' - 8"

LEVEL 11 628' - 0"

LEVEL 10 617' - 4"

LEVEL 9 606' - 8"

LEVEL 8 596' - 0"

LEVEL 7 585' - 4"

LEVEL 6 574' - 8"

LEVEL 5 564' - 0"

LEVEL 4 553' - 4"

LEVEL 3 542' - 8"

LEVEL 2 532' - 0"

LEVEL 1 520' - 0"

AVG GRADE 515' - 0"

LEVEL P1 510' - 0"

LEVEL P2 500' - 0"

LEVEL P3 489' - 0"

ROOF LEVEL 649' - 4"

LEVEL 12 638' - 8"

LEVEL 11 628' - 0"

LEVEL 10 617' - 4"

LEVEL 9 606' - 8"

LEVEL 8 596' - 0"

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LEVEL 2 532' - 0"

LEVEL 1 520' - 0"

AVG GRADE 515' - 0"

LEVEL P1 510' - 0"

LEVEL P2 500' - 0"

LEVEL P3 489' - 0"

NOT FOR CONSTRUCTION

PUD
9/25/2023

ORIGINAL ISSUE: 07/26/23

No.	Description	Date

222534
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Author _____
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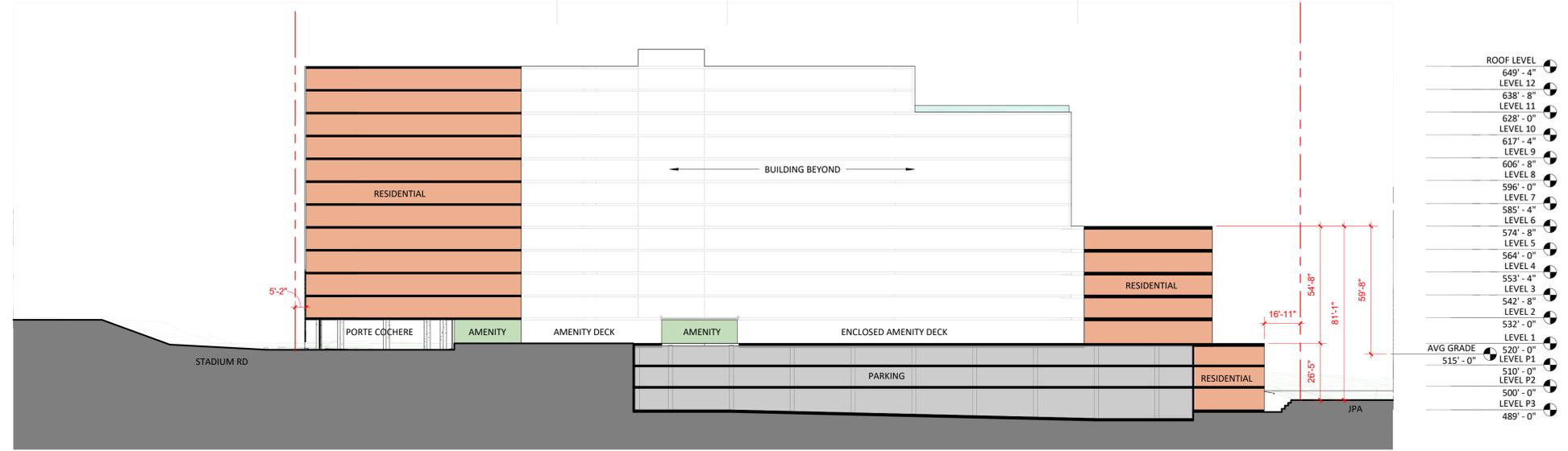
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KEY PLAN

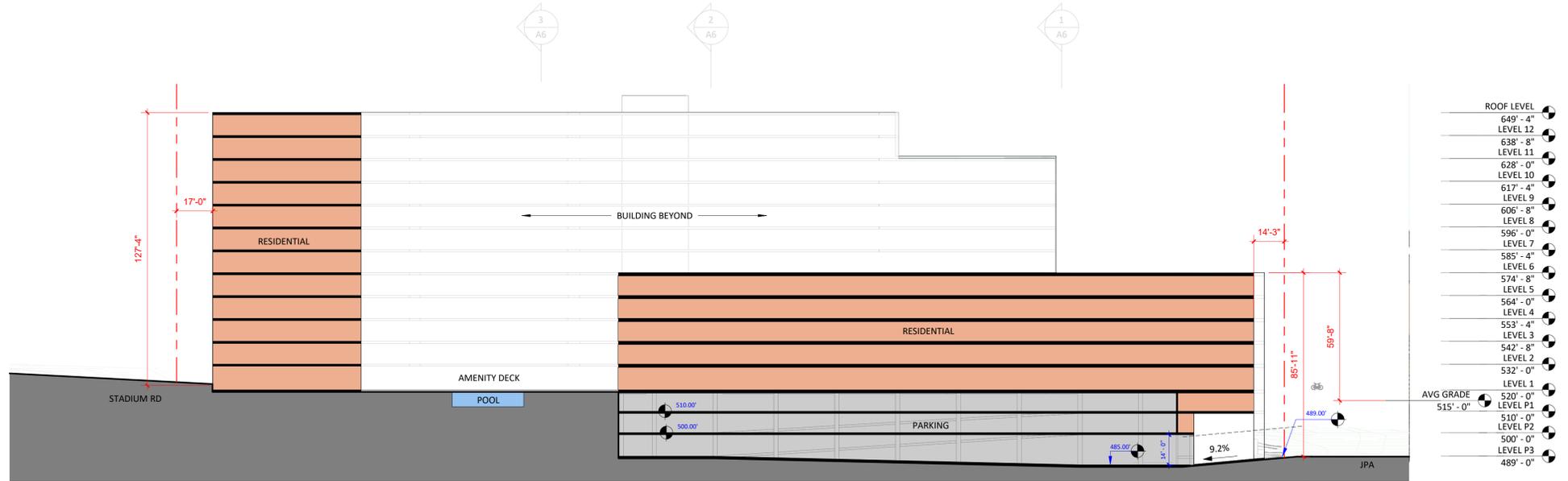
100 STADIUM ROAD

BUILDING SECTIONS

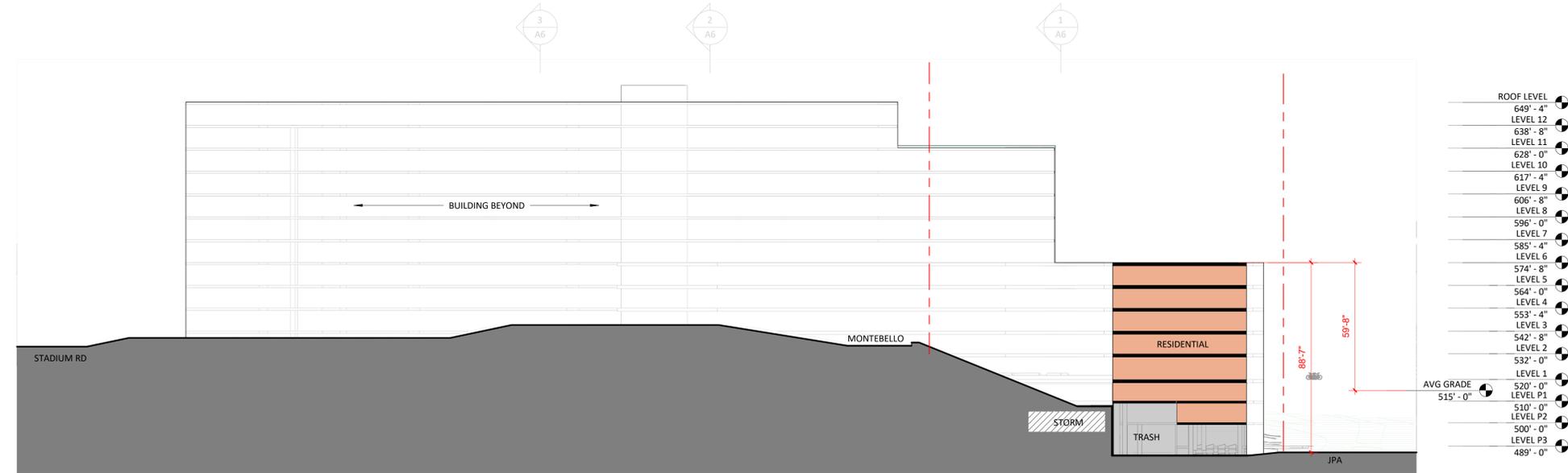
A6



3
A7
EW SECTION THROUGH COURTYARD
1/32" = 1'-0"



2
A7
EW SECTION THROUGH PARKING GARAGE ENTRANCE
1/32" = 1'-0"



1
A7
EW SECTION THROUGH TRASH PICKUP
1/32" = 1'-0"

NOT FOR CONSTRUCTION

PUD
9/25/2023

ORIGINAL ISSUE: 8/15/2023

No.	Description	Date

222534
PROJECT NUMBER

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KEY PLAN

100 STADIUM ROAD

BUILDING SECTIONS

A7



EAST VIEW FROM JEFFERSON PARK AVE



VIEW LOOKING WEST ALONG EMMET STREET



MAIN ENTRY VIEW FROM STADIUM RD AND EMMET ST



NORTHEAST CORNER AT JEFFERSON PARK AVE AND EMMET ST



VIEW LOOKING WEST ALONG EMMET STREET



NORTHEAST CORNER AT STADIUM RD AND EMMET ST



NORTHEAST CORNER AT JEFFERSON PARK AVE AND EMMET ST



MAIN ENTRANCE VIEW FROM EMMET ST



BIRDS EYE VIEW ALONG STADIUM RD AND EMMET ST

**NOT FOR
 CONSTRUCTION**

PUD
 9/25/2023

ORIGINAL ISSUE: 08/03/23

REVISIONS		
No.	Description	Date

222534

PROJECT NUMBER

Author	Checker
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KEY PLAN

100 STADIUM ROAD

EXTERIOR RENDERINGS

A8

Woodrow Apartments

Traffic Impact Analysis

August 14, 2023

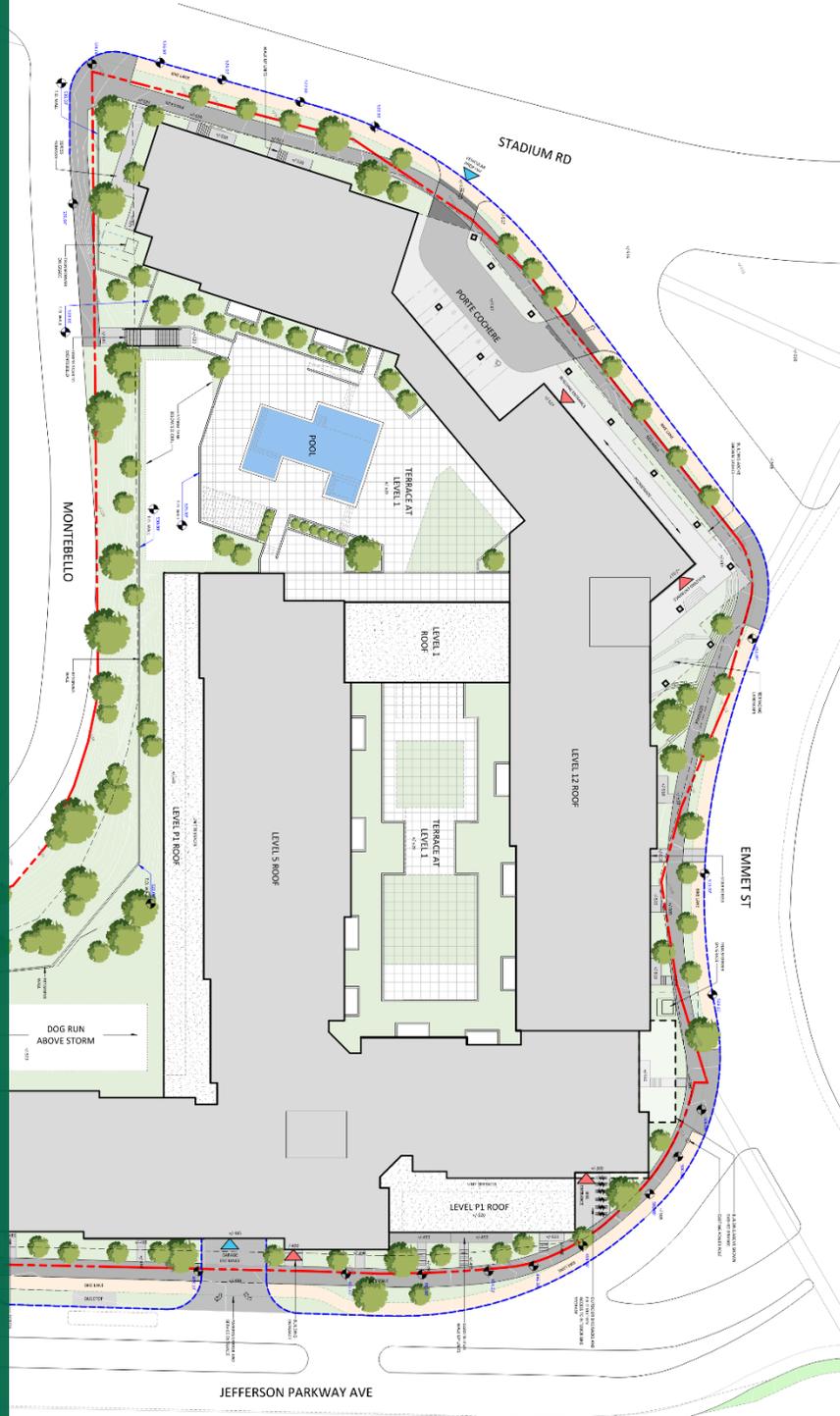


Submitted to:
City of Charlottesville, VA

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Project Manager

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608 Preston Ave, Suite 200
Charlottesville, VA 22903



Woodrow Apartments Traffic Impact Analysis

1705 Jefferson Park Avenue, Charlottesville, VA

Prepared For:

Subtext Acquisitions, LLC

3000 Locust Street
St. Louis, Missouri 63103

Prepared By:

Timmons Group
608 Preston Ave, Suite 200
Charlottesville, VA 22903

Project Manager – Thomas Ruff, PE, PTOE, AICP
Analyst – Evan Robohm, EIT

August 2023



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1 EXECUTIVE SUMMARY

This report presents the findings of the traffic impact analysis prepared for the proposed Woodrow Apartments off-campus student housing development located at 1705 Jefferson Park Avenue in the City of Charlottesville, Virginia.

1.1 PROJECT OVERVIEW

The proposed development is located between Jefferson Park Avenue to the east, Stadium Road to the west, Montebello Circle to the south, and Emmet Street to the north as shown in Figure 1-1 (all figures are located at the end of their respective chapter).

The site is currently zoned R3. The existing off-campus student apartments will be demolished to make way for the proposed development. In order to be conservative for the purposes of this analysis, the proposed development will consist of 1,500 beds (600 units) of off-campus student housing apartments. The applicant is submitting this traffic impact analysis in support of a Special Use Permit (SUP) for the property to allow for the redevelopment.

Access to the site will be provided via one (1) right-in/right-out entrance on Jefferson Park Avenue. A conceptual site plan is shown on Figure 1-2.

For the purposes of this analysis, the development was assumed to be complete and occupied by 2026.

When complete, the proposed development will generate a total of 91 external trips (42 in and 49 out) during the AM peak, 274 external trips (129 in and 145 out) during the PM peak, and 3,354 average weekday daily external trips.

The purpose of this analysis is to determine the impact of the proposed development on the surrounding roadway network. The scope of this study was developed in conjunction with the City of Charlottesville staff at a scoping meeting and confirmed in writing on March 1, 2023.

1.2 STUDY LIMITS

As agreed upon in the scoping meeting, the study limits include the following seven (7) existing intersections:

1. Jefferson Park Avenue and Shamrock Road (signalized);
2. Jefferson Park Avenue and Woodrow Street (signalized);
3. Jefferson Park Avenue and Emmet Street (signalized);
4. Emmet Street and Stadium Road (southern intersection) (unsignalized);
5. Emmet Street and Stadium Road (northern intersection) (unsignalized);
6. Stadium Road and Woodrow Street (unsignalized); and
7. Stadium Road and Shamrock Road (unsignalized).

In addition, one proposed site entrance will be analyzed in 2026 future conditions. A second site entrance is included in the development but is anticipated to be utilized for service vehicles or loading operations. In accordance with the scoping meeting, analyses were completed for the following scenarios:

1. 2023 Existing Traffic Conditions;
2. 2026 Background Traffic Conditions (without development of the site); and
3. 2026 Future Traffic Conditions (with development of the site).

The following steps were taken to determine the potential traffic impacts associated with this project:

1. Data Collection – Existing AM (7-9 AM) and PM (4-6 PM) peak hour traffic counts were collected at the existing study intersections on March 1, 2023 when public schools and UVA were in session.
2. Traffic Growth – In order to be conservative and account for development outside the study area, a 0.2% annual growth rate was applied to the existing vehicle traffic counts and 1.0% annual growth rate was applied to the existing bike and pedestrian volumes at all study intersections for the 2026 background and total analysis scenarios.
3. Trip Generation – Traffic generated by the proposed development was estimated using the 11th edition of the Institute of Transportation Engineers' *Trip Generation Manual*.
4. Traffic Distributions – The distribution of trips generated by the proposed developed was based on the existing traffic volumes, the nature of the use, and local knowledge.
5. Site Traffic Projections – Future traffic volumes were determined by combining the 2026 background traffic volumes with proposed new trips generated by the site to create the 2026 total traffic volumes used in the analysis.
6. Traffic Capacity Analysis – Level of service calculations for existing, background, and future conditions were performed using SYNCHRO Version 11 with SimTraffic for signalized and unsignalized intersections. As agreed to by the City, bicycles were excluded from all analysis scenarios.
7. Queuing Analysis – The 95th percentile queue lengths (Synchro) and maximum queues (SimTraffic) were reviewed at the intersections listed above.

1.3 PRINCIPAL FINDINGS

Under 2023 existing conditions, all intersections operate with acceptable levels of service (LOS C or better) during both peak hours, with the exception of Emmet Street/Stadium Road (int. #6), which operates at LOS E during the PM peak hour. There are minor queueing challenges that generally do not affect operations of the intersections or roadway network.

Under 2026 background conditions, including one approved background development (Aspen Heights), all intersections experience similar levels of service compared to 2023 existing conditions. Any capacity and queueing challenges previously noted will persist but not greatly worsen.

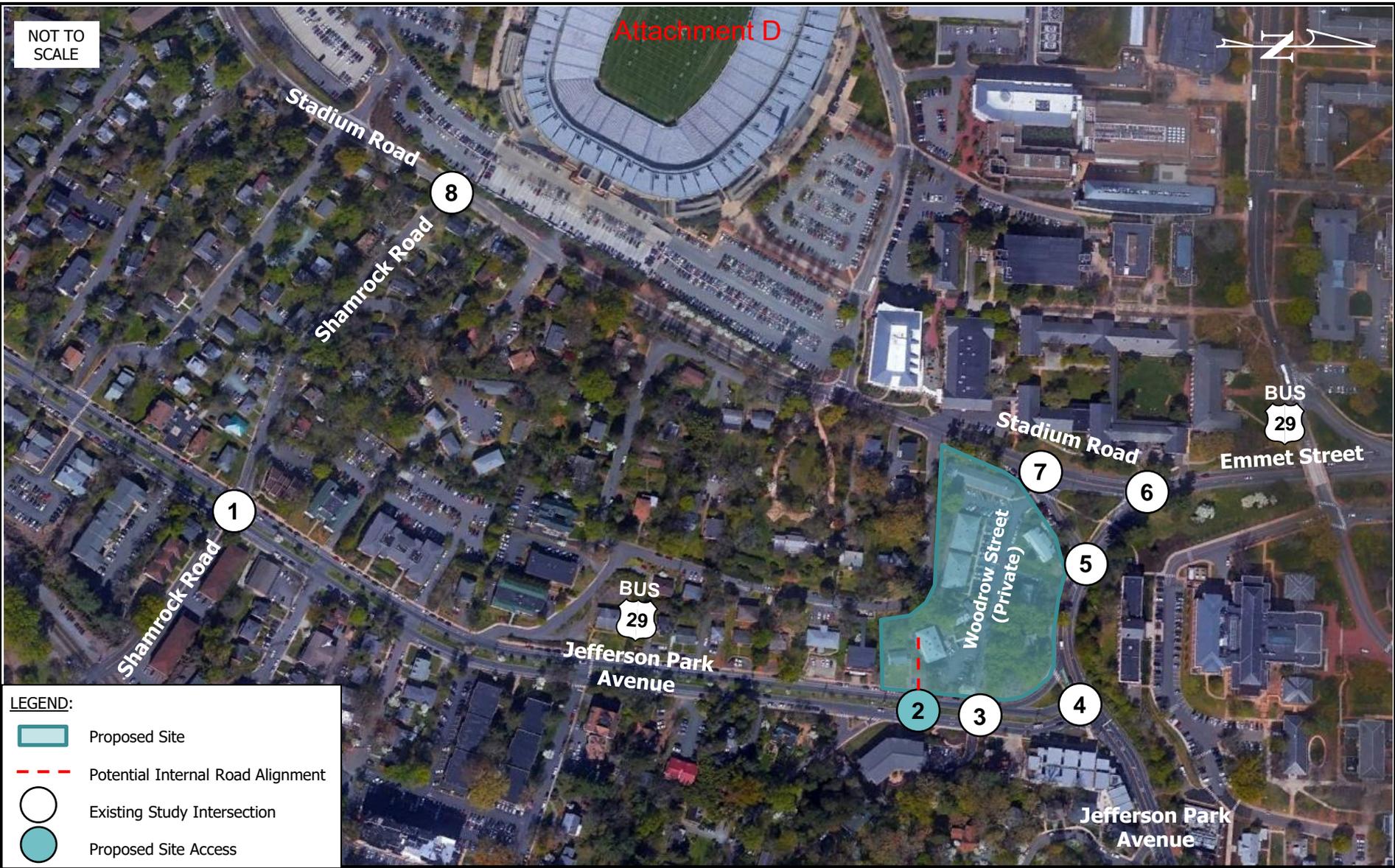
Under 2026 total future conditions, with buildout of the proposed development, all intersections experience similar levels of service compared to 2026 background conditions and are generally able to accommodate the site traffic without degrading operations or worsening queueing challenges. It should be noted that the level of service for the north-eastbound approach at Emmet Street/Stadium Road (int. #6) degrades from a LOS E to LOS F during the PM peak. However, the queuing analysis shows that this approach only increases by 20 feet, which is approximately 1 additional vehicle length.

1.4 RECOMMENDATIONS

Based on the analysis results, the proposed development will install a right-in/right-out entrance on Jefferson Park Avenue for vehicular traffic. The site will also install service entrances on Stadium Road and Jefferson Park Avenue. In addition, the site will install pedestrian connections to the existing sidewalk network and pedestrian entrances on Jefferson Park Avenue, Stadium Road, and Emmet Street.

NOT TO SCALE

Attachment D



LEGEND:



Proposed Site



Potential Internal Road Alignment



Existing Study Intersection



Proposed Site Access



Site Location Map
Woodrow Apartments TIA
City of Charlottesville, Virginia

Figure
1-1

2 BACKGROUND INFORMATION

2.1 DESCRIPTION OF ON-SITE DEVELOPMENT

The proposed development is located between Jefferson Park Avenue to the east, Stadium Road to the west, Montebello Circle to the south, and Emmet Street to the north as shown in Figure 1-1 (all figures are located at the end of their respective chapter).

The site is currently zoned R3. The existing off-campus student apartments will be demolished to make way for the proposed development. In order to be conservative for the purposes of this analysis, the proposed development will consist of 1,500 beds (600 units) of off-campus student housing apartments. The applicant is submitting this traffic impact analysis in support of a Special Use Permit (SUP) for the property to allow for the redevelopment.

Access to the site will be provided via one (1) right-in/right-out entrance on Jefferson Park Avenue. A conceptual site plan is shown on Figure 1-2.

For the purposes of this analysis, the development was assumed to be complete and occupied by 2026.

The purpose of this analysis is to determine the impact of the proposed development on the surrounding roadway network. The scope of this study was developed in conjunction with the City of Charlottesville staff at a scoping meeting and confirmed in writing on March 1, 2023. The scoping documents are included in Appendix A.

2.2 STUDY LIMITS

As agreed upon in the scoping meeting, the study limits include the following seven (7) existing intersections:

1. Jefferson Park Avenue and Shamrock Road (signalized);
2. Jefferson Park Avenue and Woodrow Street (signalized);
3. Jefferson Park Avenue and Emmet Street (signalized);
4. Emmet Street and Stadium Road (southern intersection) (unsignalized);
5. Emmet Street and Stadium Road (northern intersection) (unsignalized);
6. Stadium Road and Woodrow Street (unsignalized); and
7. Stadium Road and Shamrock Road (unsignalized).

In addition, one proposed site entrance will be analyzed in 2026 future conditions. A second site entrance is included in the development but is anticipated to be utilized for service vehicles or loading operations.

2.3 EXISTING ROADWAY NETWORK

Jefferson Park Avenue between Maury Avenue and Emmett Street is a two-lane divided principal arterial with a posted speed limit of 35 mph and services 12,000 vehicles per day (vpd) according to the 2021 VDOT traffic counts. In this segment, there are sidewalks along both sides of the road with an on-street bike lane in both directions.

East of the Jefferson Park Avenue/Emmet Street intersection, the roadway is a two-lane undivided minor arterial with a posted speed limit of 25 mph and services 11,000 vpd according to the 2021 VDOT traffic counts. In this segment, there is a sidewalk and on-street bike lane along the south side of the road. There is an on-street bike lane in only some places on the north side of the road (WB direction).

Emmet Street is a two-lane undivided principal arterial with a posted speed limit of 25 mph. According to the 2021 VDOT traffic counts, Emmet Street services 14,000 vehicles per day. The roadway has a sidewalk along the south/west side through the study area and one on-street bike lane in each direction.

Stadium Road is a two-lane undivided major collector with a posted speed limit of 25 mph. According to the 2021 VDOT traffic counts, Stadium Road services 2,900 vehicles per day. The roadway has sidewalks on the east side through the study area with no on-street bike lanes (only within 500 feet of Emmet Street).

Shamrock Road is a two-lane undivided major collector with a posted speed limit of 25 mph. According to the 2021 VDOT traffic counts, Shamrock Road services 3,000 vehicles per day. The roadway has sidewalks on one side through the study area and no on-street bike lanes.

Note that Woodrow Street is a private road that primarily services the existing development and property. The 2023 existing lane use and traffic control at the study intersections is shown on Figure 2-1.

2.4 FUTURE IMPROVEMENTS

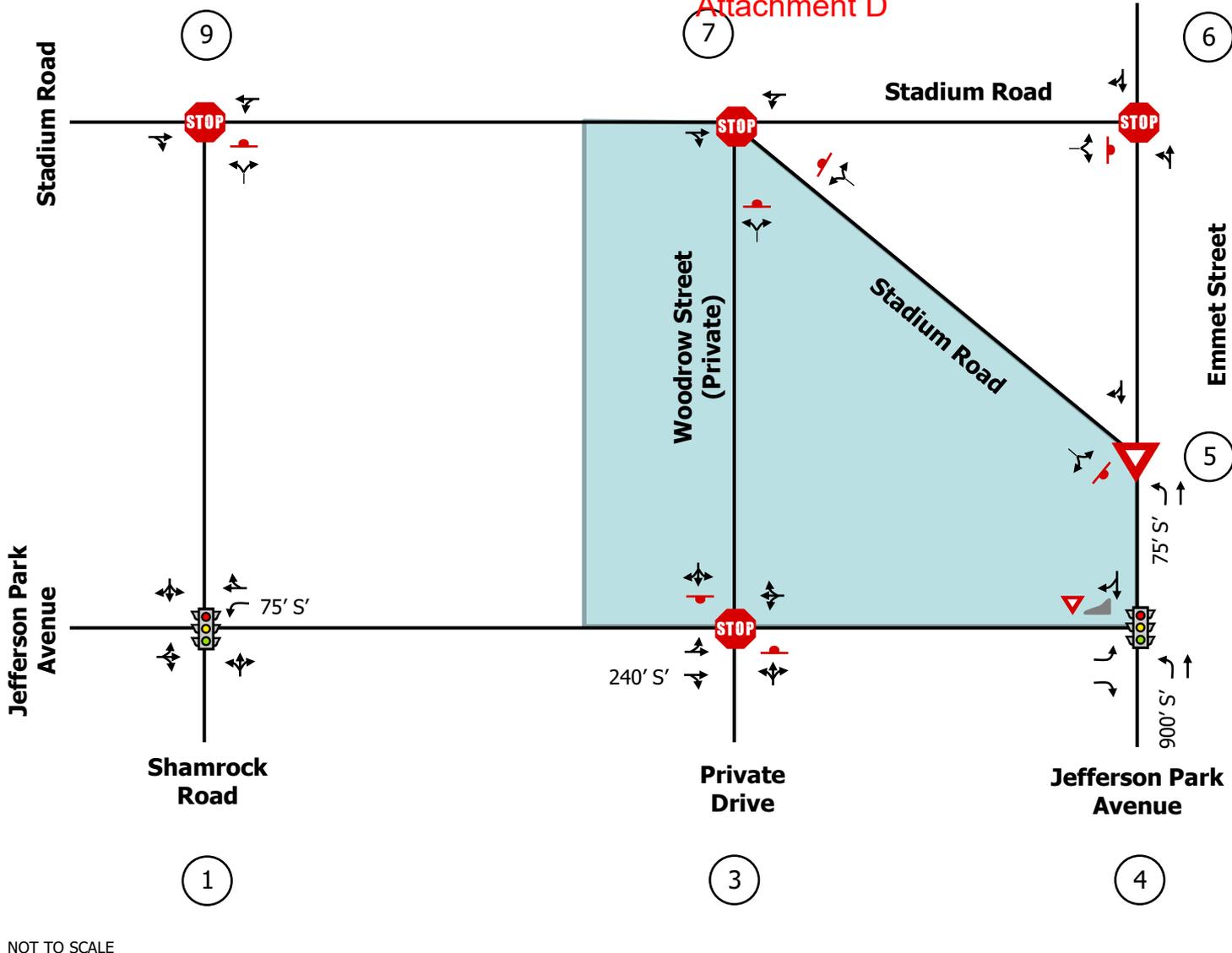
The applicant has committed to provide funding to close the existing median opening at the intersection of Jefferson Park Avenue and Woodrow Street. The 2026 future lane use and traffic control at the study intersections is shown on Figure 2-2.

2.5 OTHER MODES OF TRANSPORTATION

Currently, there are sidewalks and bike lanes throughout the study area that connect the proposed Woodrow Apartments development to the UVA campus and greater Charlottesville. The applicant is proposing to maintain the existing pedestrian facilities with the construction of the site. A map showing the proposed development and City trails and bike lanes is included on Figure 2-3.

It is anticipated that some site trips may be made via walking/biking/transit. In order to capture this, a reduction of 13% was applied for external trips, corresponding with the 13% reduction for parking spaces allowed under City of Charlottesville code for this land use and location.

The Charlottesville Area Transit (CAT) Route T and the UVA Transit Orange Line run along Jefferson Park Avenue with a shared bus stop approximately 125 feet south from the Jefferson Park Avenue/Woodrow Street intersection. The CAT Route 7 runs adjacent to the proposed development on Emmet Street but has no bus stops nearby. Transit routes in the vicinity of the site are shown for CAT and UVA Transit on Figures 2-4 and 2-5, respectively.



* Per TOSAM Guidelines, effective storage (S') equals the full width storage length plus 1/2 the taper length

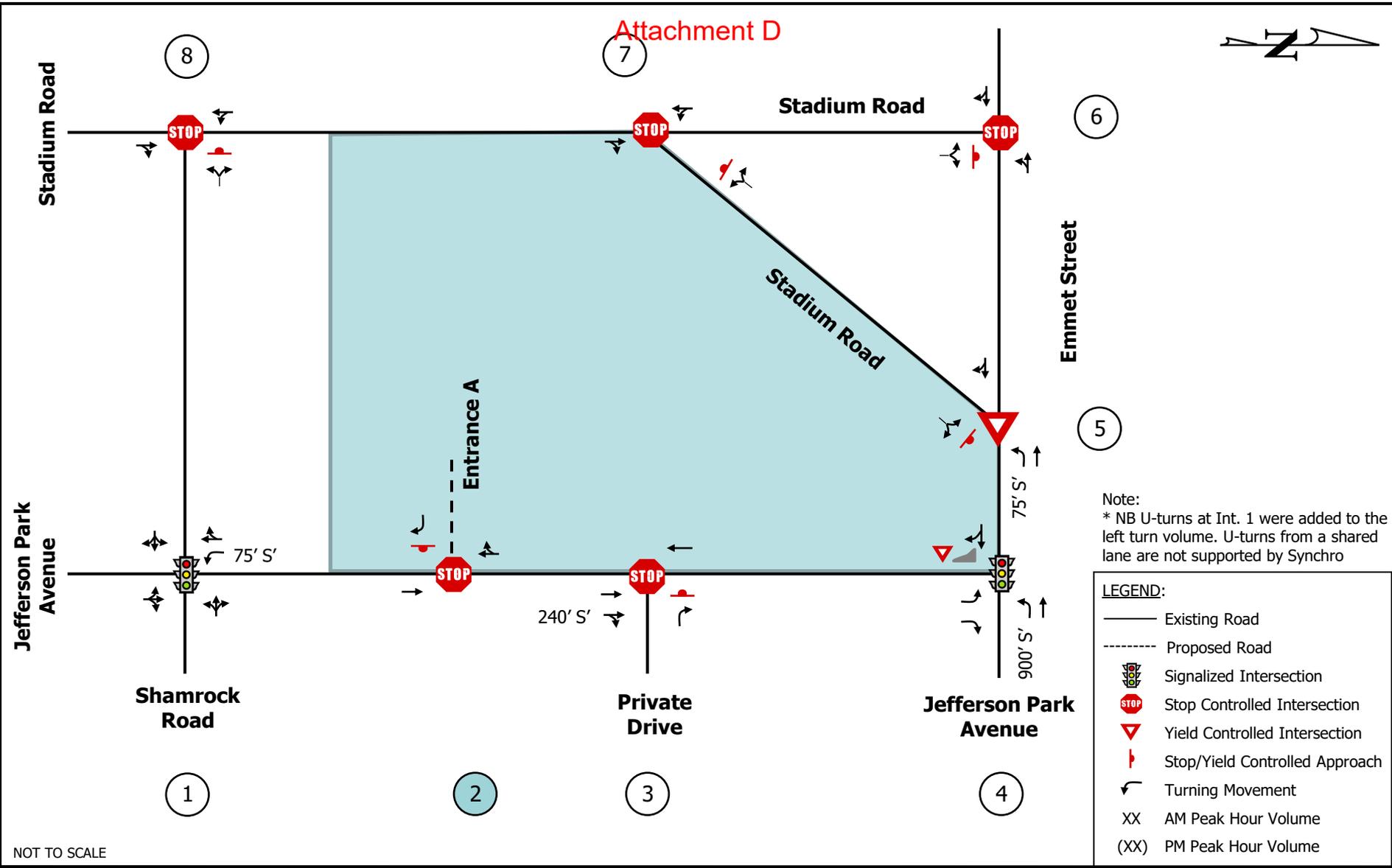
LEGEND:	
	Existing Road
	Proposed Road
	Signalized Intersection
	Stop Controlled Intersection
	Yield Controlled Intersection
	Stop/Yield Controlled Approach
	Lane Configuration
	Channelization
	Yield
	S' Effective Storage (ft)*

NOT TO SCALE



Existing Intersection Geometry and Lane Use
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

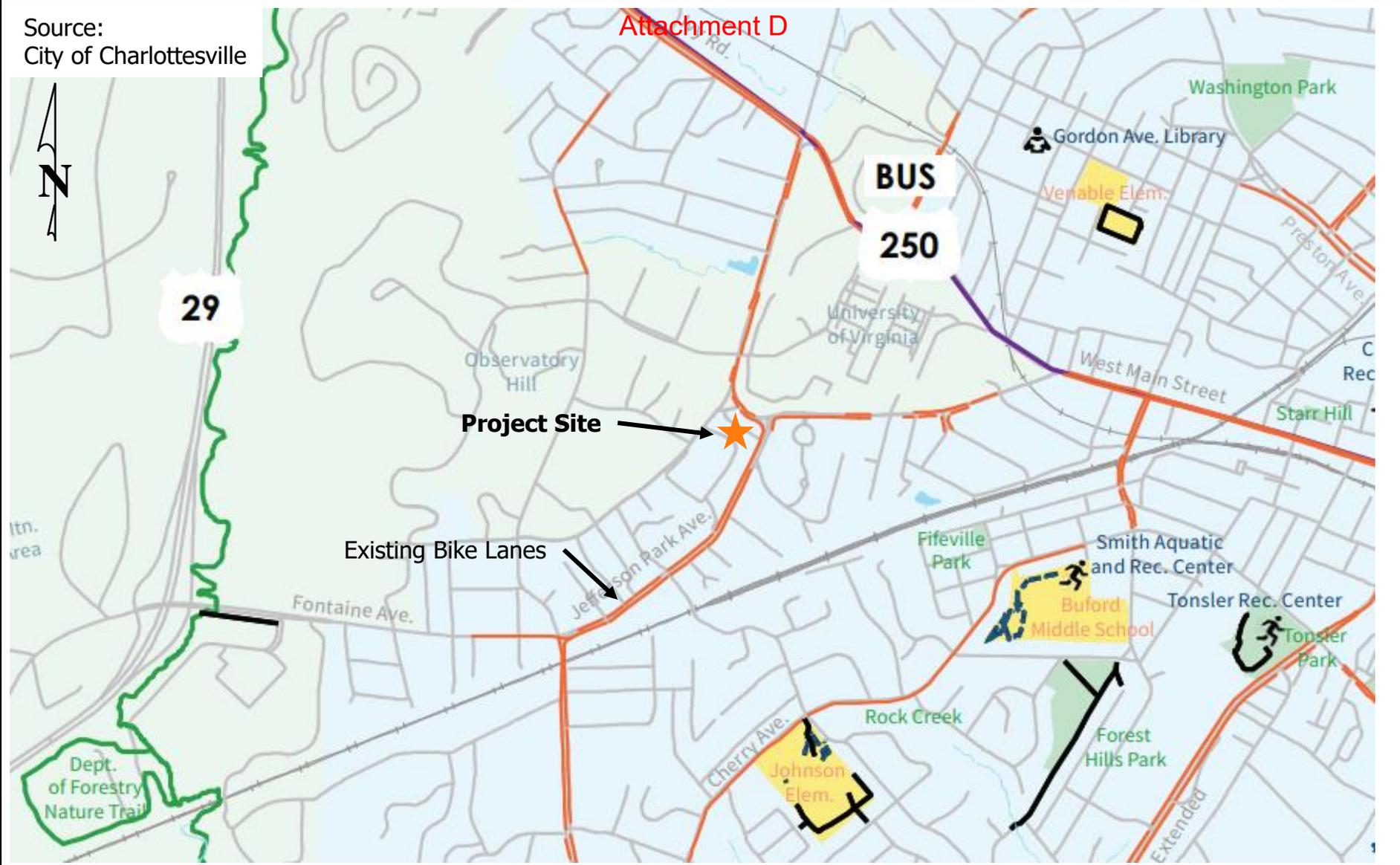
Figure
 2-1



Future Intersection Geometry and Lane Use
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

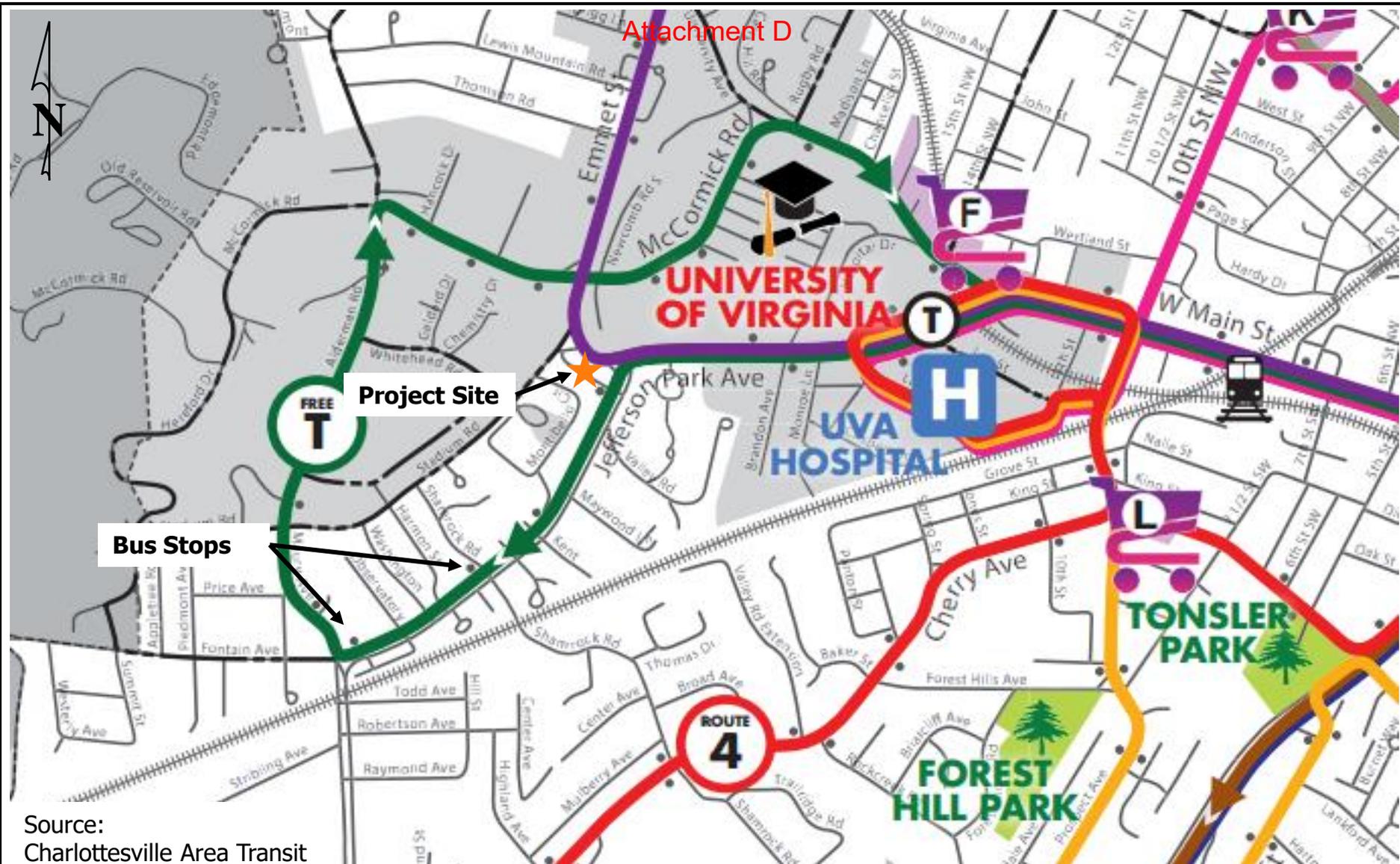
Figure
 2-2

Source:
City of Charlottesville



Charlottesville Trails and Bike Lanes
Woodrow Apartments TIA
City of Charlottesville, Virginia

Figure
2-3

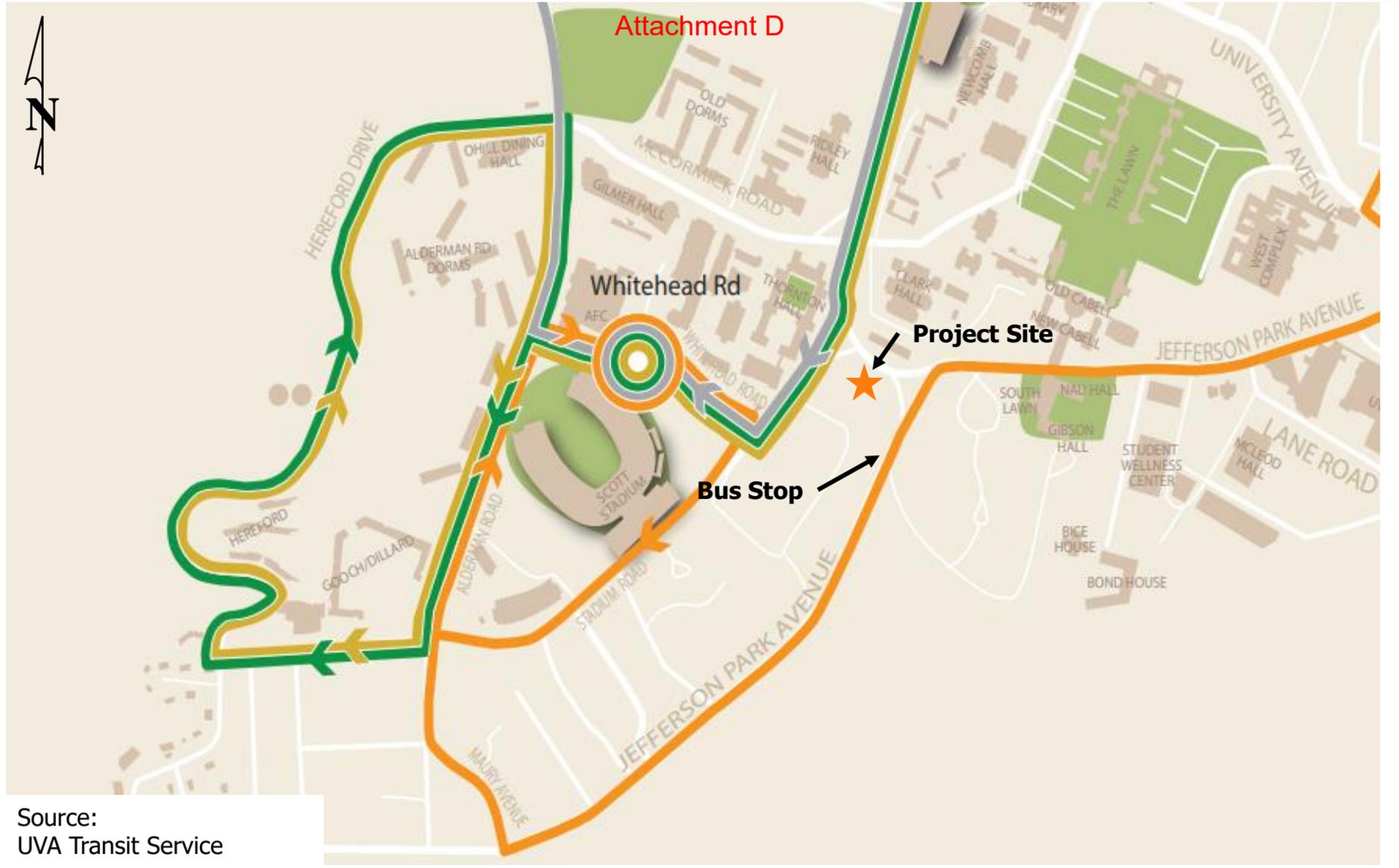


Source:
Charlottesville Area Transit



Charlottesville Area Transit (CAT) Service Map
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 2-4



Source:
UVA Transit Service



UVA University Transit Service Map
Aspen Heights TIA
City of Charlottesville, Virginia

Figure
2-5

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3 2023 EXISTING CONDITIONS

3.1 EXISTING TRAFFIC VOLUMES

Existing peak hour turning movement counts were conducted at each of the study intersections during the AM (7:00-9:00) and PM (4:00-6:00) peak hour timeframes. The counts were conducted on March 1, 2023 on a typical weekday when public schools and the University of Virginia were in session. The counts included heavy vehicles by movement, pedestrians, and bikes.

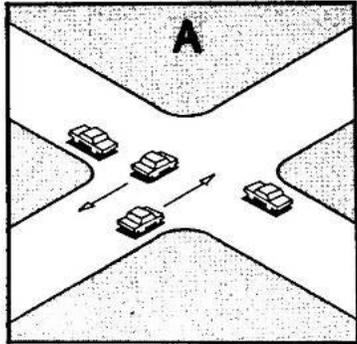
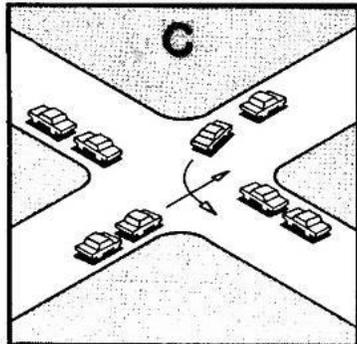
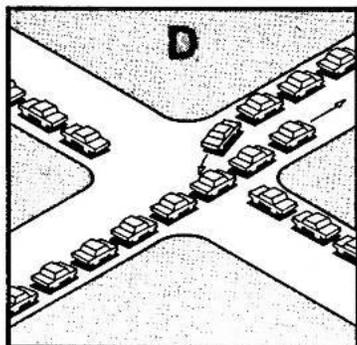
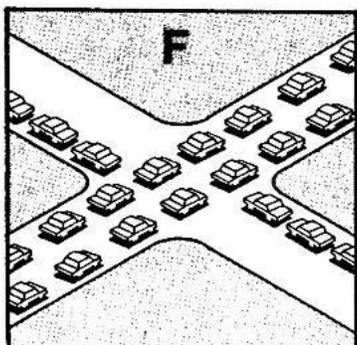
The common peak hours across all study intersections were found to be 7:45–8:45 AM and 4:45–5:45 PM. The existing vehicle traffic counts are shown on Figure 3-1; existing bike and pedestrian volumes are shown on Figures 3-2 and 3-3, respectively. The complete traffic data is included in Appendix B.

Existing signal timings for all intersections were provided by the City of Charlottesville and are included in Appendix C.

3.2 CAPACITY ANALYSIS

Capacity analysis allows traffic engineers to determine the impacts of traffic on the surrounding roadway network. The Transportation Research Board’s (TRB) *Highway Capacity Manual* (HCM) methodologies govern how the capacity analyses are conducted and how the results are interpreted. There are six letter grades of Levels of Service (LOS) from A to F, with LOS A representing the best operating conditions and LOS F the worst operating conditions. Table 3-1 shows in detail how each of these levels of service are interpreted.

Table 3-1: Level of Service Definitions

Level of Service	Roadway Segments or Controlled Access Highways	Intersections	
A	Free flow, low traffic density.	No vehicle waits longer than one signal indication.	
B	Delay is not unreasonable, stable traffic flow.	On a rare occasion motorists wait through more than one signal indication.	
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.	
D	Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.	
E	Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left-turning vehicles.	
F	Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.	

SOURCE: "A Policy on Design of Design of Urban Highways and Arterial Streets" - AASHTO, 1973 based upon material published in "Highway Capacity Manual", National Academy of Sciences, 1965.

For signalized and unsignalized intersections, level of service is defined in terms of **delay**, a measure of driver discomfort, frustration, fuel consumption and lost travel time. Table 3-2 summarizes the delay associated with each LOS category:

Table 3-2: Signalized and Unsignalized Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Level of Service	Control Delay per Vehicle (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤ 10	A	0 to 10
B	> 10 to ≤ 20	B	> 10 to ≤ 15
C	> 20 to ≤ 35	C	> 15 to ≤ 25
D	> 35 to ≤ 55	D	> 25 to ≤ 35
E	> 55 to ≤ 80	E	> 35 to ≤ 50
F	> 80	F	> 50

Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

Capacity analyses were performed to assess existing (2023), background (2026), and future (2026) operational conditions. The signalized and unsignalized intersections were analyzed using SYNCHRO Version 10 based on HCM 2000 methodologies with the following assumptions:

- Level terrain;
- 12-foot lane widths;
- Existing peak hour factor as determined by the traffic counts (by intersection) for existing scenario;
- The higher of the existing peak hour factor as determined by traffic counts (by intersection) or a peak hour factor of 0.92 for the background and total future scenarios.
- Heavy vehicle percentage as determined by the traffic counts (by movement); and
- Traffic signals timing data provided by the City of Charlottesville.

3.3 EXISTING CONDITIONS CAPACITY ANALYSIS RESULTS

Table 3-3 summarizes the 2023 existing intersection LOS, delay, 95th percentile queue lengths (Synchro), and longest queue lengths (SimTraffic) based on the 2023 existing intersection geometry (Figure 2-1) and peak hour traffic volumes shown on Figures 3-1, 3-2, and 3-3. As agreed to by the City, bicycles were excluded from all analysis scenarios.

The corresponding SYNCHRO and SimTraffic reports are included in Appendix D. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

Note that the Stadium Road and Woodrow Street intersection (#7) was modeled as a four-leg intersection. Due to the unusual intersection geometry, the approaches were modified within SYNCHRO to allow for levels of service to be reported. The westbound Woodrow Street approach corresponds to the northbound approach in SYNCHRO. The northbound and southbound Stadium Road approaches correspond to the eastbound and westbound approaches, respectively, in SYNCHRO. The southwest-bound Stadium Road approach remains the same in SYNCHRO.

As shown in Table 3-3, under 2023 existing conditions:

- At the signalized intersections of Jefferson Park Avenue with Shamrock Road and Emmet Street, both intersections operate at an overall LOS B during both peak hours. All turning movements operate at a LOS C or better during both peak hours. At Jefferson Park Avenue/Shamrock Road during both peak hours the SB left maximum queue fills the available storage. At Jefferson Park Avenue/Emmet Street during the PM peak, the EB maximum queue extends through the adjacent intersection with Stadium Road. All other turning movements at both intersections have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At unsignalized intersection #6 of Emmet Street and Stadium Road, the north-east bound Stadium Road approach operates at a LOS C/E during the AM/PM peaks, respectively. During the PM peak, the maximum queue length extends through the Stadium Road/Woodrow Street intersection. All other turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersections 3, 5, 7, and 8, all movements operate at a LOS C or better during both peak hours. All turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.

Table 3-3: 2023 Existing Traffic Intersection Level of Service and Delay Summary

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)	Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)
1. Jefferson Park Ave (N-S) at Shamrock Road (E-W) Signalized	EB L-T-R		20.5	C	21	54	22.7	C	58	84
	<i>EB Approach</i>		20.5	C	--	--	22.7	C	--	--
	WB L-T-R		27.2	C	141	160	25.5	C	96	127
	<i>WB Approach</i>		27.2	C	--	--	25.5	C	--	--
	NB L-T-R		14.8	B	#337	265	11.6	B	197	236
	<i>NB Approach</i>		14.8	B	--	--	11.6	B	--	--
	SB U-Turn/Left	75	6.5	A	m17	76	5.5	A	34	100
	SB Thru/Right		5.9	A	83	151	7.0	A	218	271
<i>SB Approach</i>		5.9	A	--	--	6.7	A	--	--	
Overall			15.1	B	--	--	11.3	B	--	--
3. Jefferson Park Ave (N-S) at Woodrow St/Private Drive (E-W) Unsignalized	EB L-T-R		10.6	B	0	10	20.4	C	1	21
	<i>EB Approach</i>		10.6	B	--	--	20.4	C	--	--
	WB L-T-R		12.3	B	0	24	11.3	B	0	31
	<i>WB Approach</i>		12.3	B	--	--	11.3	B	--	--
	NB U-L-T		†	†	0	71	†	†	1	147
	NB Thru/Right		†	†	0	41	†	†	0	57
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB L-T-R		†	†	0	41	†	†	0	151
<i>SB Approach</i>		†	†	--	--	†	†	--	--	
4. Jefferson Park Ave (N-S) at Emmet Street (E-W) Signalized	EB Thru/Right		15.6	B	158	205	28.0	C	#326	322
	<i>EB Approach</i>		15.6	B	--	--	28.0	C	--	--
	WB Left	900	6.6	A	40	128	14.9	B	#150	176
	WB Thru		5.5	A	51	134	4.7	A	89	169
	<i>WB Approach</i>		6.0	A	--	--	9.2	A	--	--
	NB Left		16.3	B	#148	163	21.9	C	#116	148
	NB Right		14.7	B	71	186	19.6	B	48	134
	<i>NB Approach</i>		15.4	B	--	--	20.7	C	--	--
Overall			12.8	B	--	--	18.3	B	--	--
5. Emmet Street (N-S) at Stadium Road (E-W) (Eastern Intersection) Unsignalized	EB Left/Right		12.2	B	11	89	16.4	C	27	101
	<i>EB Approach</i>		12.2	B	--	--	16.4	C	--	--
	NB Left	75	8.6	A	5	63	9.9	A	11	70
	NB Thru		†	†	0	16	†	†	0	75
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	7	†	†	0	52
<i>SB Approach</i>		†	†	--	--	†	†	--	--	
6. Emmet Street (N-S) at Stadium Road (NE-NW) (Western Intersection) Unsignalized	NB Left/Thru		†	†	0	14	†	†	0	--
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	29	†	†	0	61
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	NEB Left/Right		17.6	C	14	84	38.0	E	64	249
	<i>NEB Approach</i>		17.6	C	--	--	38.0	E	--	--
7. Stadium Road (N-S) and SW at Woodrow Street (E-W) Unsignalized	WB Left/Right		14.8	B	0	24	22.7	C	3	30
	<i>WB Approach</i>		14.8	B	--	--	22.7	C	--	--
	NB Thru/Right		4.5	A	4	91	4.8	A	9	92
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		†	†	0	6	†	†	0	15
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	SWB Left/Right		9.6	A	7	66	11.9	B	17	87
	<i>SWB Approach</i>		9.6	A	--	--	11.9	B	--	--
8. Stadium Road (N-S) at Shamrock Road (E-W) Unsignalized	WB Left/Right		9.6	A	6	58	10.1	B	7	58
	<i>WB Approach</i>		9.6	A	--	--	10.1	B	--	--
	NB Thru/Right		†	†	0	--	†	†	0	3
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		2.2	A	1	35	1.9	A	3	56
<i>SB Approach</i>		†	†	--	--	†	†	--	--	

Note: At Int. #7, the approaches were modified within SYNCHRO to allow for levels of service to be reported. See report text for details.

¹ Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

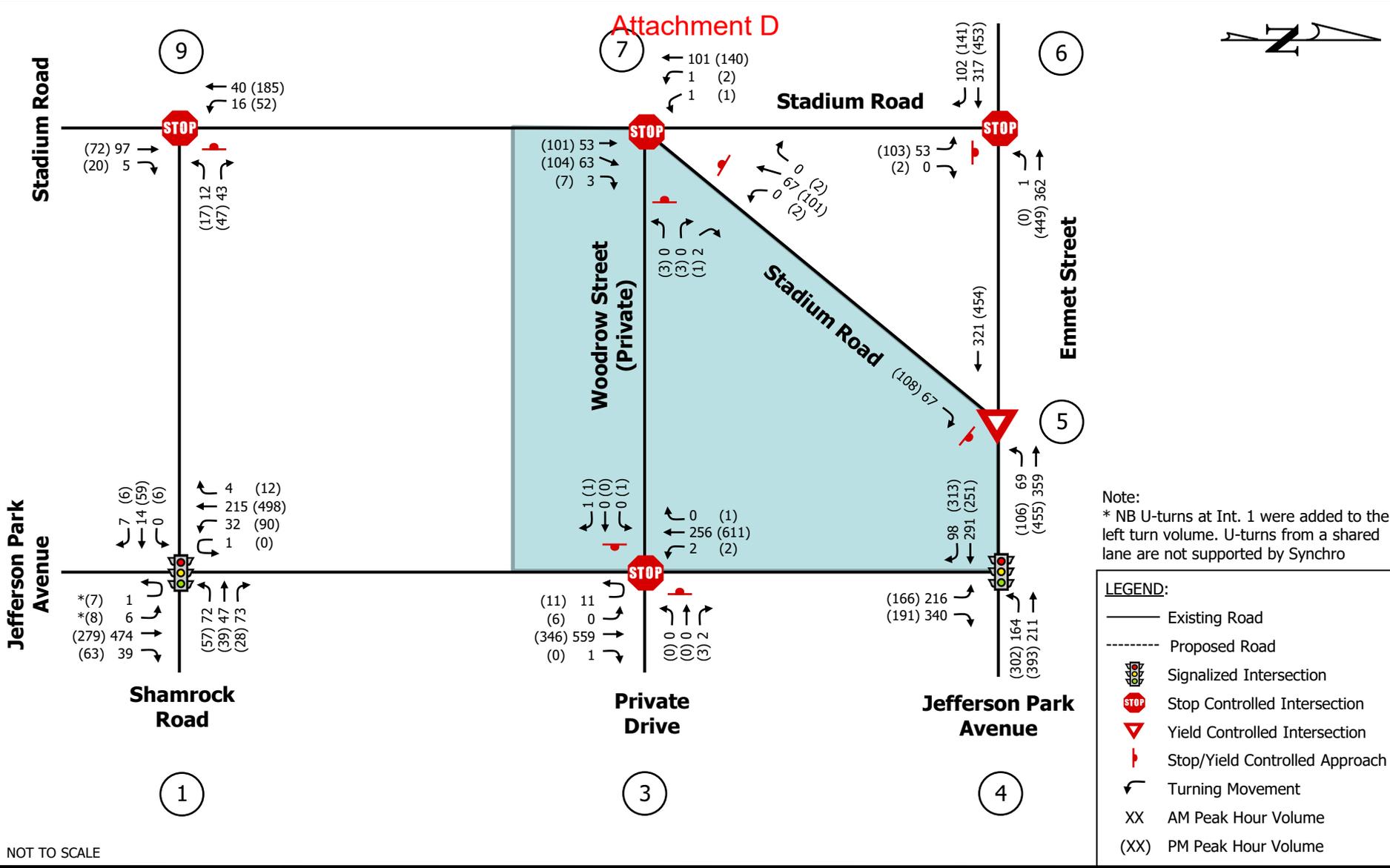
m - Volume for 95th percentile queue is metered by upstream signal.

Attachment D

August 14, 2023

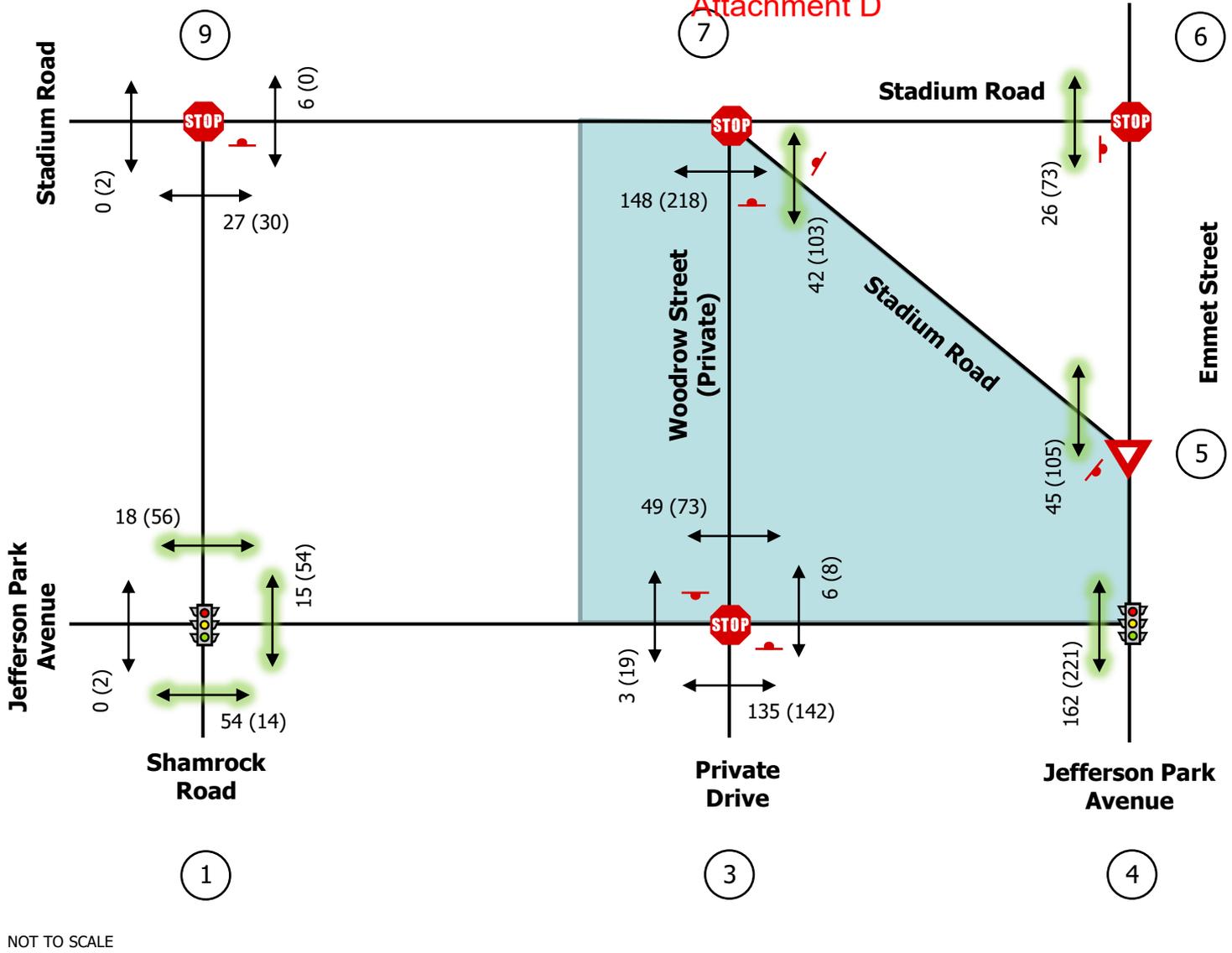
Woodrow Apartments TIA – City of Charlottesville

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2023 Existing Peak Hour Traffic Volumes
Woodrow Apartments TIA
City of Charlottesville, Virginia

Figure
3-1



LEGEND:

- Existing Road
- - - Proposed Road
- Signalized Intersection
- Stop Controlled Intersection
- Yield Controlled Intersection
- Stop/Yield Controlled Approach
- Turning Movement
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Marked Crosswalk

NOT TO SCALE



2023 Existing Peak Hour Pedestrian Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 3-3

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

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4 2026 BACKGROUND CONDITIONS

The background 2026 volumes were analyzed assuming existing intersection geometry in conjunction with projected background traffic volumes, which consists of general traffic growth and growth due to approved, neighboring developments.

The background vehicle volumes were developed based on a 0.2% annual growth rate. The background bike and pedestrian volumes were developed based on a 1% annual growth rate. The existing vehicle turning movement volumes entering/exiting Woodrow Street are below 10 vehicles per hour in both AM and PM peak periods. This low volume of existing traffic provides further evidence that the study area is not anticipated to experience significant growth in the future.

4.1 GENERAL TRAFFIC GROWTH

The 0.2% and 1% annual growth rates discussed above were compounded annually for the three-year period from 2023 to 2026 and was applied to all movements at the study intersections. The resulting 2026 vehicle background (existing + growth) volumes are shown on Figure 4-1; the 2026 bike and pedestrian background (existing + growth) volumes are shown on Figures 4-2 and 4-3, respectively.

4.2 APPROVED BACKGROUND DEVELOPMENTS

Per coordination with the City of Charlottesville, the traffic associated with the approved Aspen Heights student apartments was included in the 2026 background conditions analysis. The approved Aspen Heights TIA is included in Appendix E.

The trip distributions included in the approved Aspen Heights TIA were applied to the study area intersections and are shown on Figure 4-4. Note that the study area for the Aspen Heights TIA is south of the study area for this report. As a result, the distributions were assigned to the study area road network according to existing travel patterns, the nature of the use, the 2023 existing traffic volumes, and local knowledge.

The trips generated by the background development were assigned to the study area road network according to the trip distributions described above and are shown on Figure 4-5. Note that the background development trip generation was calculated with the 10th Edition of the *ITE Trip Generation Manual* and was not updated with 11th Edition rates.

4.3 2026 BACKGROUND TRAFFIC VOLUMES

The 2026 total background traffic volumes were created by adding together the 2026 background (existing + growth) volumes (Figure 4-1) and the approved background development site trips (Figure 4-5). The 2026 total background peak hour volumes are shown on Figure 4-6.

4.4 BACKGROUND 2026 CAPACITY ANALYSIS RESULTS

Table 4-1 summarizes the 2026 background intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the intersection geometry (Figure 2-1), 2026 background peak hour traffic volumes shown on Figures 4-2, 4-3, and 4-6, and optimized signal timings. As agreed to by the City, bicycles were excluded from all analysis scenarios. The corresponding SYNCHRO and SimTraffic reports are included in Appendix F. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 4-1 under 2026 background conditions:

- At the signalized intersections of Jefferson Park Avenue with Shamrock Road and Emmet Street, both intersections will continue to operate at an overall LOS B during both peak hours. All turning movements operate at a LOS C or better during both peak hours. At Jefferson Park Avenue/Shamrock Road during both peak hours the SB left maximum queue fills the available storage. At Jefferson Park Avenue/Emmet Street during the PM peak, the EB maximum queue continues to extend through the adjacent intersection with Stadium Road. All other turning movements at both intersections have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At unsignalized intersection #6 of Emmet Street and Stadium Road, the north-east bound Stadium Road approach will continue to operate at a LOS C/E during the AM/PM peaks, respectively. During the PM peak, the maximum queue length continues to extend through the Stadium Road/Woodrow Street intersection. All other turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersections 3, 5, 7, and 8, all movements will continue to operate at a LOS C or better during both peak hours. All turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.

**Table 4-1: 2026 Background Conditions
Intersection Level of Service and Delay Summary**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)	Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)
1. Jefferson Park Ave (N-S) at Shamrock Road (E-W) Signalized	EB L-T-R		20.6	C	21	48	22.7	C	56	91
	<i>EB Approach</i>		20.6	C	--	--	22.7	C	--	--
	WB L-T-R		27.4	C	141	174	25.2	C	96	124
	<i>WB Approach</i>		27.4	C	--	--	25.2	C	--	--
	NB L-T-R		15.1	B	#380	262	11.8	B	204	248
	<i>NB Approach</i>		15.1	B	--	--	11.8	B	--	--
	SB U-Turn/Left	75	6.5	A	m17	58	5.6	A	34	100
	SB Thru/Right		5.9	A	86	132	7.1	A	224	272
<i>SB Approach</i>		6.0	A	--	--	6.9	A	--	--	
Overall			15.2	B	--	--	11.3	B	--	--
3. Jefferson Park Ave (N-S) at Woodrow St/Private Drive (E-W) Unsignalized	EB L-T-R		10.7	B	0	10	21.3	C	1	14
	<i>EB Approach</i>		10.7	B	--	--	21.3	C	--	--
	WB L-T-R		12.4	B	0	28	11.4	B	0	30
	<i>WB Approach</i>		12.4	B	--	--	11.4	B	--	--
	NB U-L-T		†	†	0	87	†	†	1	152
	NB Thru/Right		†	†	0	45	†	†	0	58
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB L-T-R		†	†	0	50	†	†	0	160
<i>SB Approach</i>		†	†	--	--	†	†	--	--	
4. Jefferson Park Ave (N-S) at Emmet Street (E-W) Signalized	EB Thru/Right		16.1	B	164	212	30.6	C	#345	324
	<i>EB Approach</i>		16.1	B	--	--	30.6	C	--	--
	WB Left	900	6.8	A	41	126	18.1	B	#166	211
	WB Thru		5.5	A	52	124	4.7	A	92	192
	<i>WB Approach</i>		6.1	A	--	--	10.5	B	--	--
	NB Left		16.6	B	#152	163	23.3	C	#131	162
	NB Right		15.0	B	79	182	20.1	C	49	145
	<i>NB Approach</i>		15.6	B	--	--	21.6	C	--	--
Overall			13.1	B	--	--	20.0	B	--	--
5. Emmet Street (N-S) at Stadium Road (E-W) (Eastern Intersection) Unsignalized	EB Left/Right		12.4	B	11	79	17.0	C	30	111
	<i>EB Approach</i>		12.4	B	--	--	17.0	C	--	--
	NB Left	75	8.6	A	6	58	10.0	A	12	73
	NB Thru		†	†	0	22	†	†	0	99
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	2	†	†	0	55
<i>SB Approach</i>		†	†	--	--	†	†	--	--	
6. Emmet Street (N-S) at Stadium Road (NE-NW) (Western Intersection) Unsignalized	NB Left/Thru		†	†	0	20	†	†	0	--
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thr/Right		†	†	0	37	†	†	0	93
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	NEB Left/Right		18.1	C	16	75	43.4	E	78	263
	<i>NEB Approach</i>		18.1	C	--	--	43.4	E	--	--
7. Stadium Road (N-S) and SW at Woodrow Street (E-W) Unsignalized	WB Left/Right		15.1	C	0	27	23.5	C	3	33
	<i>WB Approach</i>		15.1	C	--	--	23.5	C	--	--
	NB Thru/Right		4.5	A	5	71	4.9	A	9	99
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		†	†	0	6	†	†	0	18
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	SWB Left/Right		9.7	A	7	62	12.1	B	18	92
	<i>SWB Approach</i>		9.7	A	--	--	12.1	B	--	--
8. Stadium Road (N-S) at Shamrock Road (E-W) Unsignalized	WB Left/Right		9.6	A	6	63	10.2	B	7	63
	<i>WB Approach</i>		9.6	A	--	--	10.2	B	--	--
	NB Thru/Right		†	†	0	3	†	†	0	12
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		2.0	A	1	32	1.8	A	3	60
<i>SB Approach</i>		†	†	--	--	†	†	--	--	

Note: At Int. #7, the approaches were modified within SYNCHRO to allow for levels of service to be reported. See report text for details.

¹ Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

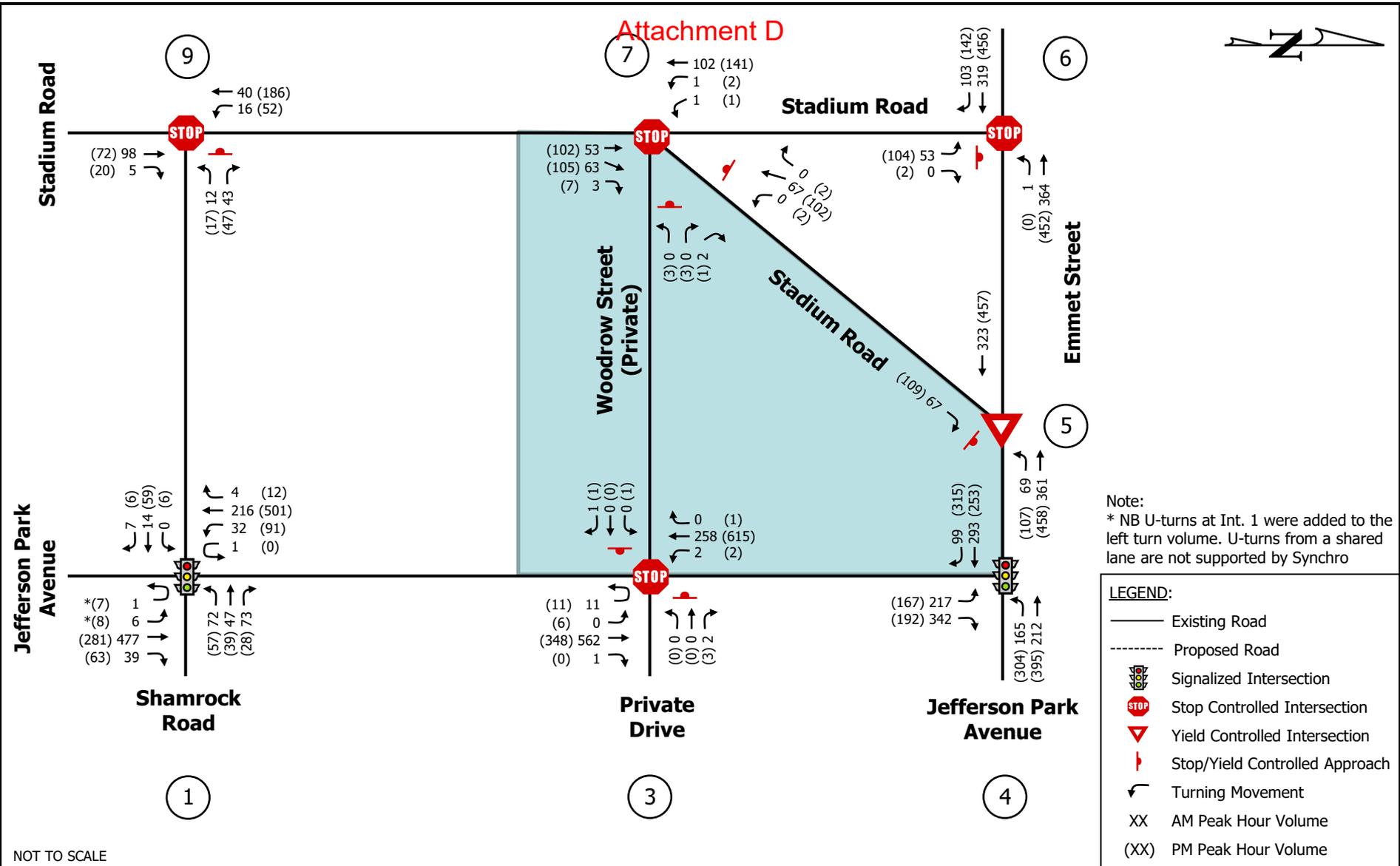
m - Volume for 95th percentile queue is metered by upstream signal.

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

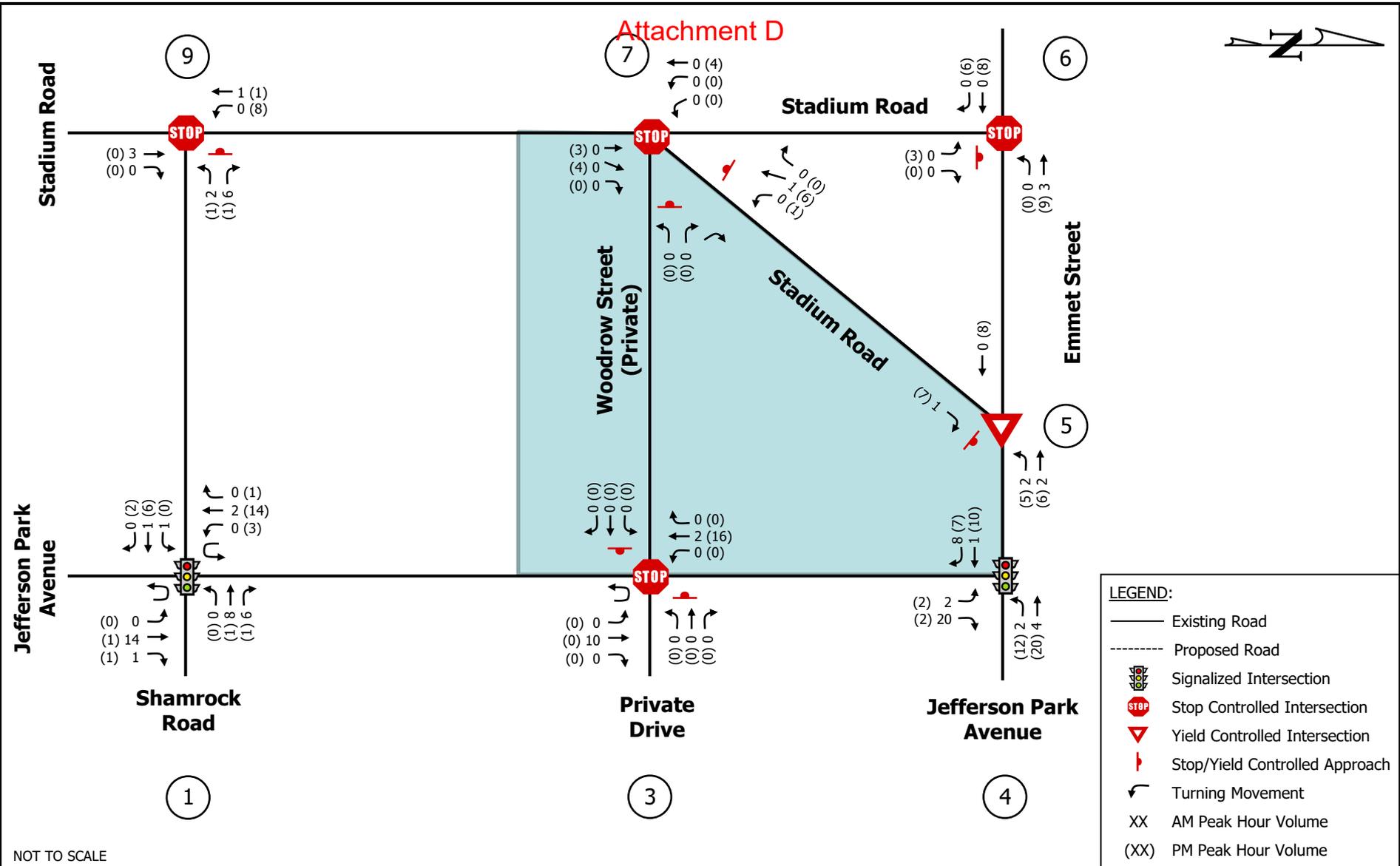
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2026 Background (ex+growth) Peak Hour Traffic Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-1



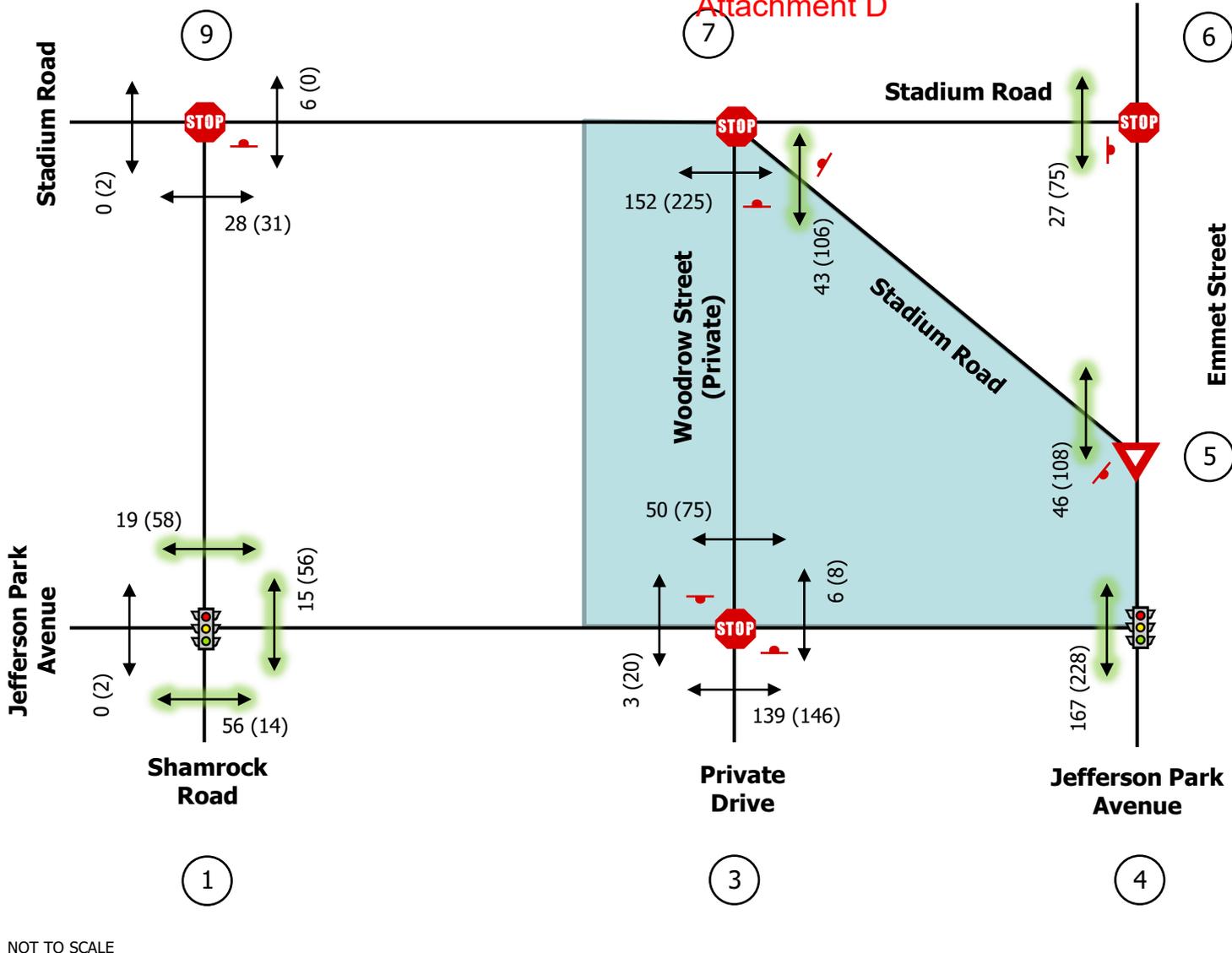


NOT TO SCALE



2026 Total Background Peak Hour Bicycle Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-2



LEGEND:

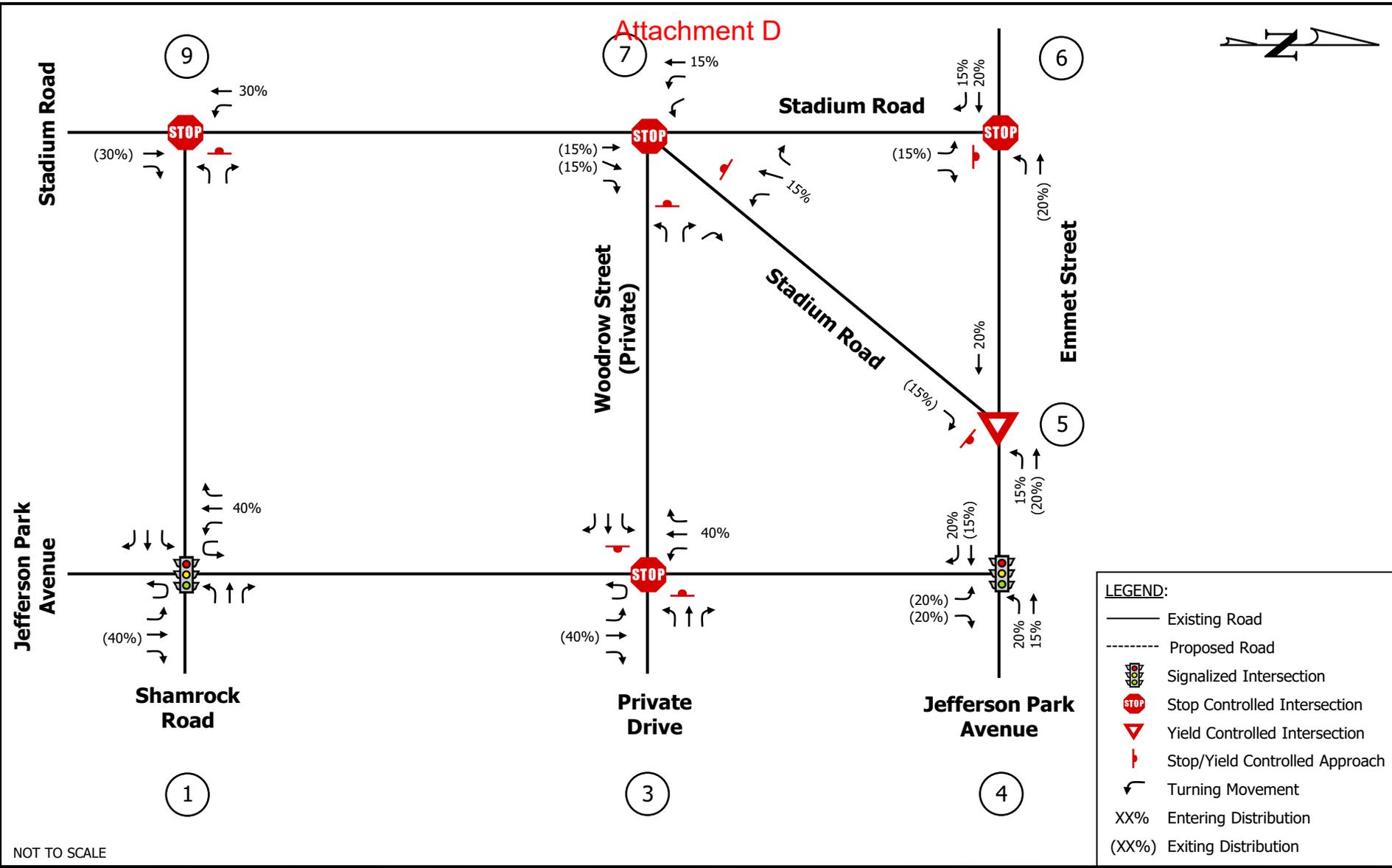
- Existing Road
- - - Proposed Road
- Signalized Intersection
- Stop Controlled Intersection
- Yield Controlled Intersection
- Stop/Yield Controlled Approach
- Turning Movement
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Marked Crosswalk

NOT TO SCALE



2026 Total Background Peak Hour Pedestrian Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-3

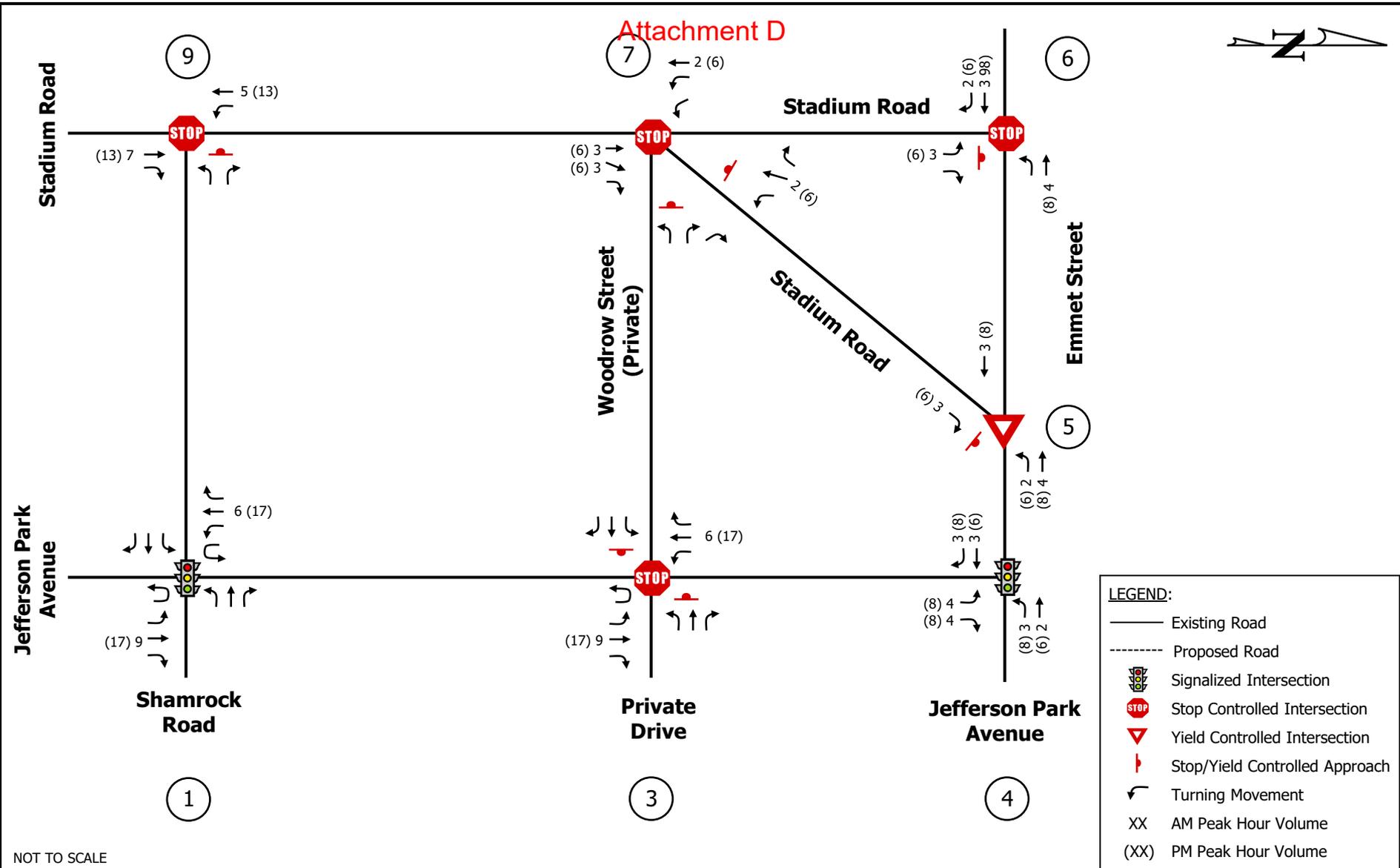


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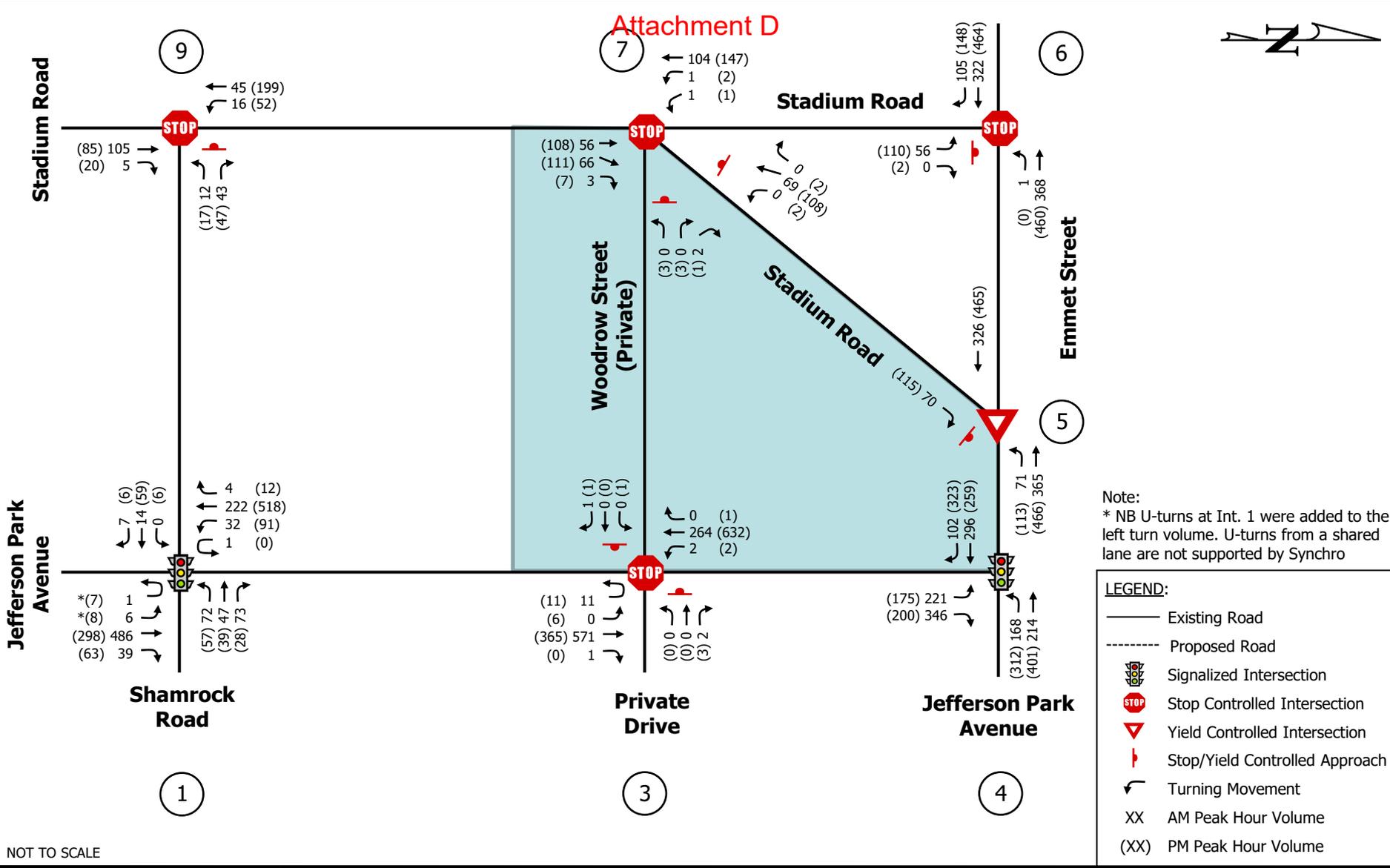
Background Development Trip Distributions
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-4



Background Development Site Trips
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-5



2026 Total Background Peak Hour Traffic Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 4-6



5 TRIP GENERATION

Site traffic for the proposed development was estimated based on the site characteristics and subsequently distributed to the surrounding roadway network. The site is currently zoned R3. The existing off-campus student apartments will be demolished to make way for the proposed development, which will consist of 1,500 beds (600 units) of off-campus student housing apartments. Access to the site will be provided via one (1) right-in/right-out entrance on Jefferson Park Avenue. A second site entrance is included in the development but is anticipated to be utilized for service vehicles or loading operations.

5.1 SITE TRIP GENERATION

The site-generated traffic volumes shown in Table 5-1 were estimated using the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* and were calculated using the number of beds as the independent variable and with "adjacent to campus" subcategory. A reduction of 13% was applied for external trips, corresponding with the 13% reduction for parking spaces allowed under City of Charlottesville code for this land use and location.

Table 5-1: Woodrow Apartments Trip Generation Summary

Buildout Land Use	Size	Units	Land Use Code	AM Peak Hour			Weekday PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
1. ITE Trip Generation⁽¹⁾										
<u>Residential</u>										
Off-Campus Student Housing (Mid-Rise)	1,500	Beds	226	48	57	105	148	167	315	3,855
Total ITE Site Trips Generated				48	57	105	148	167	315	3,855
Trip Reduction	13%			(6)	(8)	(14)	(19)	(22)	(41)	(501)
Total External Primary Trips				42	49	91	129	145	274	3,354

Notes: (1) Based on the Institute of Transportation Engineers Trip Generation Manual, 11th Edition. Assumes "General Urban/Suburban" and "Adjacent to Campus" land use sub-categories.

(2) Trip Reduction based on the same percentage used for the parking reduction and agreed to by the City.

As shown in Table 5-1, the proposed development will generate a total of 91 external trips (42 in and 49 out) during the AM peak, 274 external trips (129 in and 145 out) during the PM peak, and 3,354 average weekday daily external trips.

5.2 EXTERNAL TRIP DISTRIBUTIONS

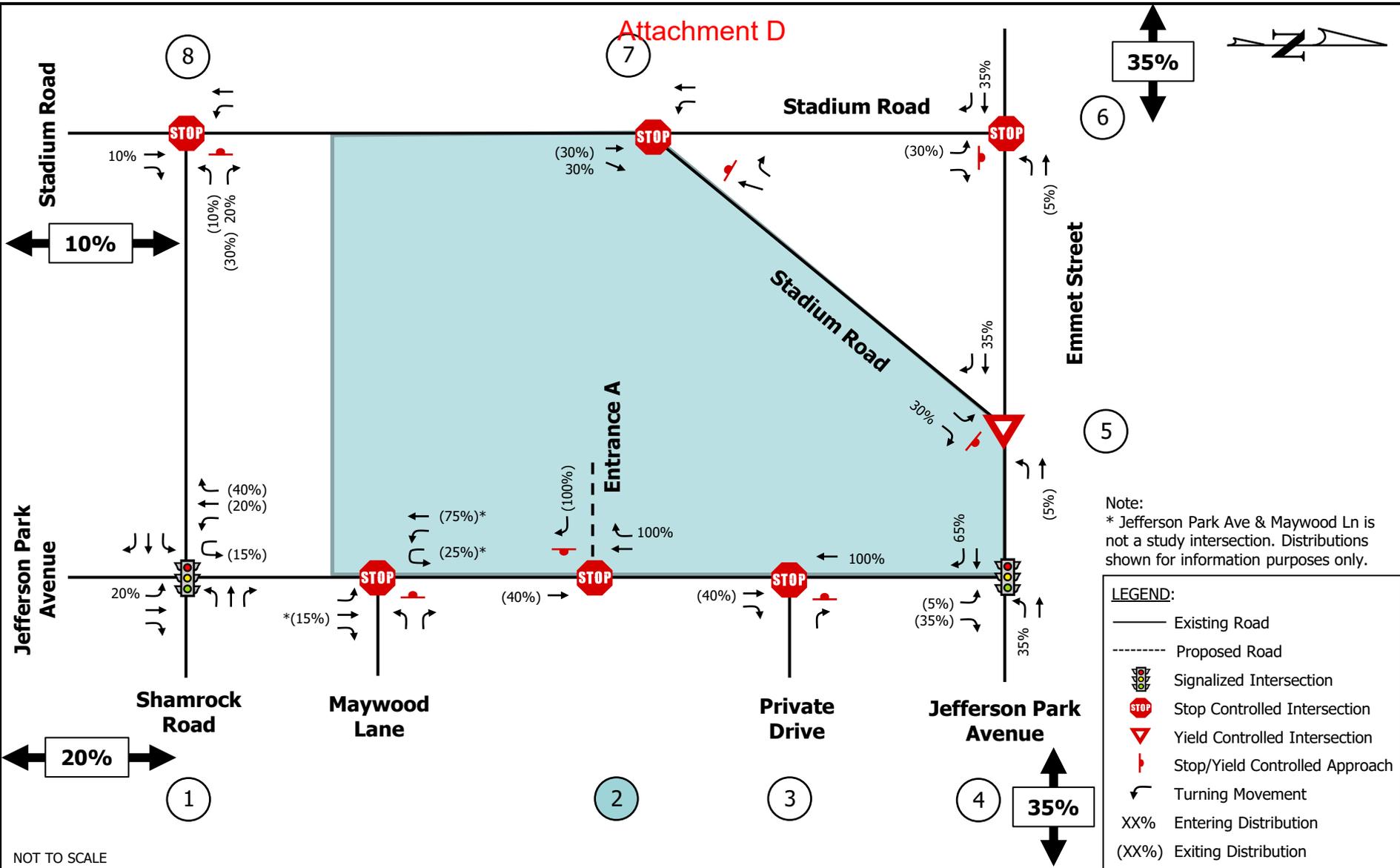
The distribution of external trips generated by the development was based on the existing travel patterns, the nature of the use, the 2023 existing traffic volumes, and local knowledge.

The following directional distributions were assumed for the site and are shown on Figure 5-1:

- 35% to/from the east on Jefferson Park Avenue;
- 35% to/from the north on Emmet Street;
- 20% to/from the south on Jefferson Park Avenue; and
- 10% to/from the south on Stadium Road.

5.3 TRAFFIC ASSIGNMENT

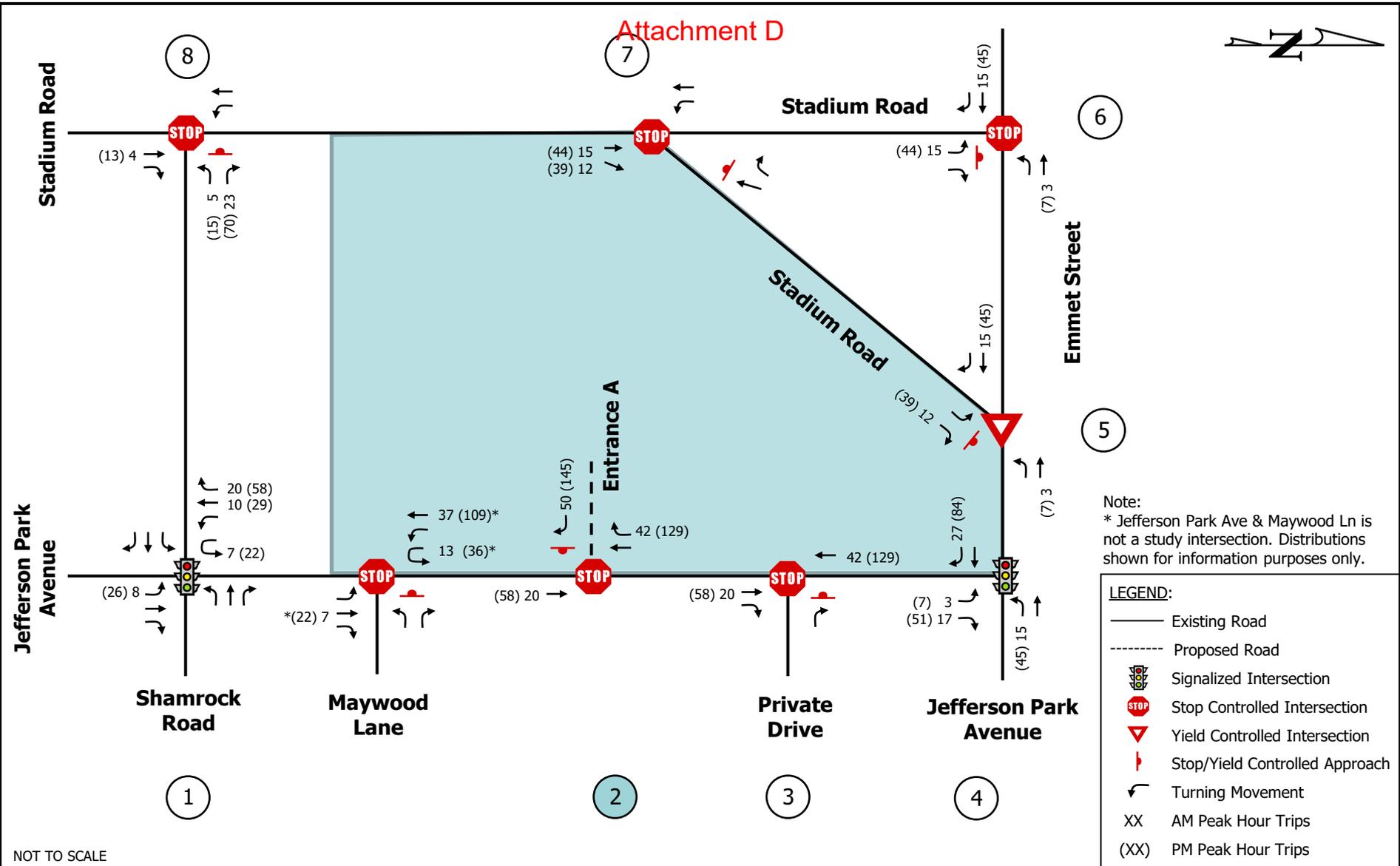
The trip distribution percentages for the external trips from Figure 5-1 were applied to the trip generation table (Table 5-1) to distribute the external trips to the surrounding roadway network. The resulting site generated external trips are shown on Figure 5-2.



Site Trip Distributions
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 5-1





Total Site Trips
Woodrow Apartments TIA
City of Charlottesville, Virginia

Figure
5-2

6 2026 TOTAL FUTURE CONDITIONS

To complete the analysis of 2026 total conditions (with the proposed development), the estimated site trips were added to the background 2026 traffic volumes. The projected volumes were then used to complete the capacity analysis.

6.1 TOTAL FUTURE TRAFFIC VOLUMES

As discussed in Chapter 2, the proposed development will provide funding to close the median at Jefferson Park Avenue and Woodrow Street. As a result, the northbound u-turn and southbound left turn movements at this intersection were rerouted on the roadway network. Additionally, the traffic volumes entering/exiting the existing Woodrow Apartments on Woodrow Street were removed. These traffic volumes are shown on the Figure 6-1. To generate the 2026 total future traffic volumes, the external site trips shown on Figure 5-2, the rerouted traffic volumes shown on Figure 6-1, and the background 2026 vehicle volumes shown in Figure 4-6 were summed. The resulting 2023 total future traffic volumes are shown on Figure 6-2.

6.2 2026 FUTURE CONDITIONS ANALYSIS RESULTS

Table 6-1 summarizes the 2026 total future intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the future intersection geometry (Figure 2-2), 2026 total future peak hour traffic volumes (Figure 6-2), 2026 pedestrian volumes (Figure 4-3), and optimized signal timings. As agreed to by the City, bicycles were excluded from all analysis scenarios. The corresponding SYNCHRO and SimTraffic reports are included in Appendix G. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 6-1, under 2026 total future conditions with development of the site:

- At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the intersection will continue to operate at an overall LOS B during both peak hours. All turning movements operate at a LOS C or better during both peak hours. The SB left maximum queue fills the available storage. All other turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Emmet Street, the intersection will operate at an overall LOS B/C during the AM/PM peaks, respectively. All turning movements operate at a LOS D or better during both peak hours. During the AM peak, the NB maximum queue extends through the adjacent intersection with a private driveway. During the PM peak, the EB maximum queue continues to extend through the adjacent intersection with Stadium Road. All other turning movements at both intersections have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At unsignalized intersection #6 of Emmet Street and Stadium Road, the north-east bound Stadium Road approach will operate at a LOS C/F during the AM/PM peaks, respectively. During the PM peak, the maximum queue length continues to extend through the Stadium Road/Woodrow Street intersection. All other turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersections 2, 3, 5, 7, and 8, all movements will continue to operate at a LOS D or better during both peak hours. All turning movements have adequate storage to accommodate 95th percentile and maximum queue lengths.

**Table 6-1: 2026 Total Future Conditions
Intersection Level of Service and Delay Summary**

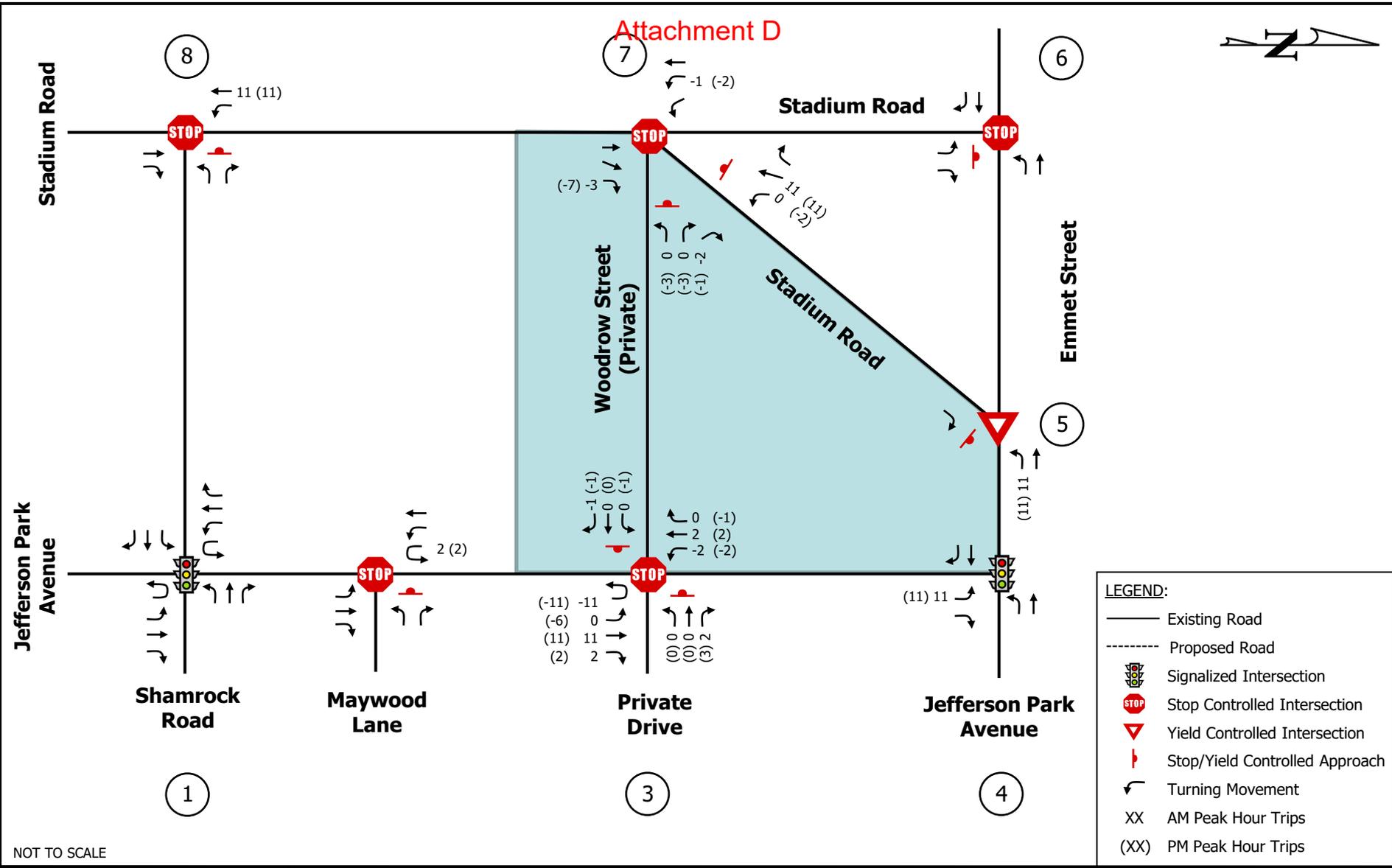
Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)	Delay ¹ (sec/veh)	LOS ¹	HCS 95th Percentile Queue Length (ft)	Simulated Maximum Queue Length ⁽²⁾ (ft)
1. Jefferson Park Ave (N-S) at Shamrock Road (E-W) Signalized	EB L-T-R		21.1	C	21	57	23.1	C	60	82
	<i>EB Approach</i>		21.1	C	--	--	23.1	C	--	--
	WB L-T-R		28.2	C	141	170	25.8	C	100	136
	<i>WB Approach</i>		28.2	C	--	--	25.8	C	--	--
	NB L-T-R		16.3	B	#392	281	13.1	B	234	422
	<i>NB Approach</i>		16.3	B	--	--	13.1	B	--	--
	SB U-Turn/Left	75	6.7	A	20	74	5.7	A	40	100
	SB Thru/Right		6.1	A	99	139	8.5	A	292	385
	<i>SB Approach</i>		6.2	A	--	--	8.1	A	--	--
Overall			15.7	B	--	--	12.1	B	--	--
2. Jefferson Park Ave (N-S) at Site Entrance A (EB) Unsignalized	EB Right		11.5	B	7	50	33.5	D	81	100
	<i>EB Approach</i>		11.5	B	--	--	33.5	D	--	--
	NB Thru		†	†	0	51	†	†	0	67
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	37	†	†	0	109
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
3. Jefferson Park Ave (N-S) at Private Drive (WB) Unsignalized	WB Right		12.6	B	0	28	11.8	B	0	27
	<i>WB Approach</i>		12.6	B	--	--	11.8	B	--	--
	NB Thru/Right		†	†	0	34	†	†	0	49
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	46	†	†	0	197
<i>SB Approach</i>		†	†	--	--	†	†	--	--	
4. Jefferson Park Ave (N-S) at Emmet Street (E-W) Signalized	EB Thru/Right		16.7	B	189	237	42.1	D	#491	288
	<i>EB Approach</i>		16.7	B	--	--	42.1	D	--	--
	WB Left	900	7.7	A	50	151	32.1	C	#238	211
	WB Thru		5.6	A	57	126	4.2	A	98	179
	<i>WB Approach</i>		6.6	A	--	--	17.4	B	--	--
	NB Left		17.9	B	#164	171	36.4	D	m#174	165
	NB Right		16.0	B	95	208	27.1	C	m58	182
	<i>NB Approach</i>		16.7	B	--	--	31.1	C	--	--
	Overall			13.9	B	--	--	29.4	C	--
5. Emmet Street (N-S) at Stadium Road (E-W) (Eastern Intersection) Unsignalized	EB Left/Right		12.8	B	14	101	20.5	C	50	149
	<i>EB Approach</i>		12.8	B	--	--	20.5	C	--	--
	NB Left	75	8.7	A	7	63	10.4	B	15	71
	NB Thru		†	†	0	23	†	†	0	96
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	19	†	†	0	112
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
6. Emmet Street (N-S) at Stadium Road (NE-NW) (Western Intersection) Unsignalized	NB Left/Thru		†	†	0	29	†	†	0	--
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Thru/Right		†	†	0	30	†	†	0	102
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	NEB Left/Right		19.3	C	21	107	84.2	F	159	176
<i>NEB Approach</i>		19.3	C	--	--	84.2	F	--	--	
7. Stadium Road (N-S) and SW Unsignalized	NB Thru/Right		†	†	0	56	†	†	0	284
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		†	†	0	0	†	†	0	6
	<i>SB Approach</i>		†	†	--	--	†	†	--	--
	SWB Left/Right		11.1	B	11	65	16.0	C	29	112
<i>SWB Approach</i>		11.1	B	--	--	16.0	C	--	--	
8. Stadium Road (N-S) at Shamrock Road (E-W) Unsignalized	WB Left/Right		9.9	A	9	60	11.0	B	19	68
	<i>WB Approach</i>		9.8	A	--	--	11.0	B	--	--
	NB Thru/Right		†	†	0	0	†	†	0	9
	<i>NB Approach</i>		†	†	--	--	†	†	--	--
	SB Left/Thru		1.7	A	1	29	1.8	A	3	57
<i>SB Approach</i>		†	†	--	--	†	†	--	--	

¹ Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

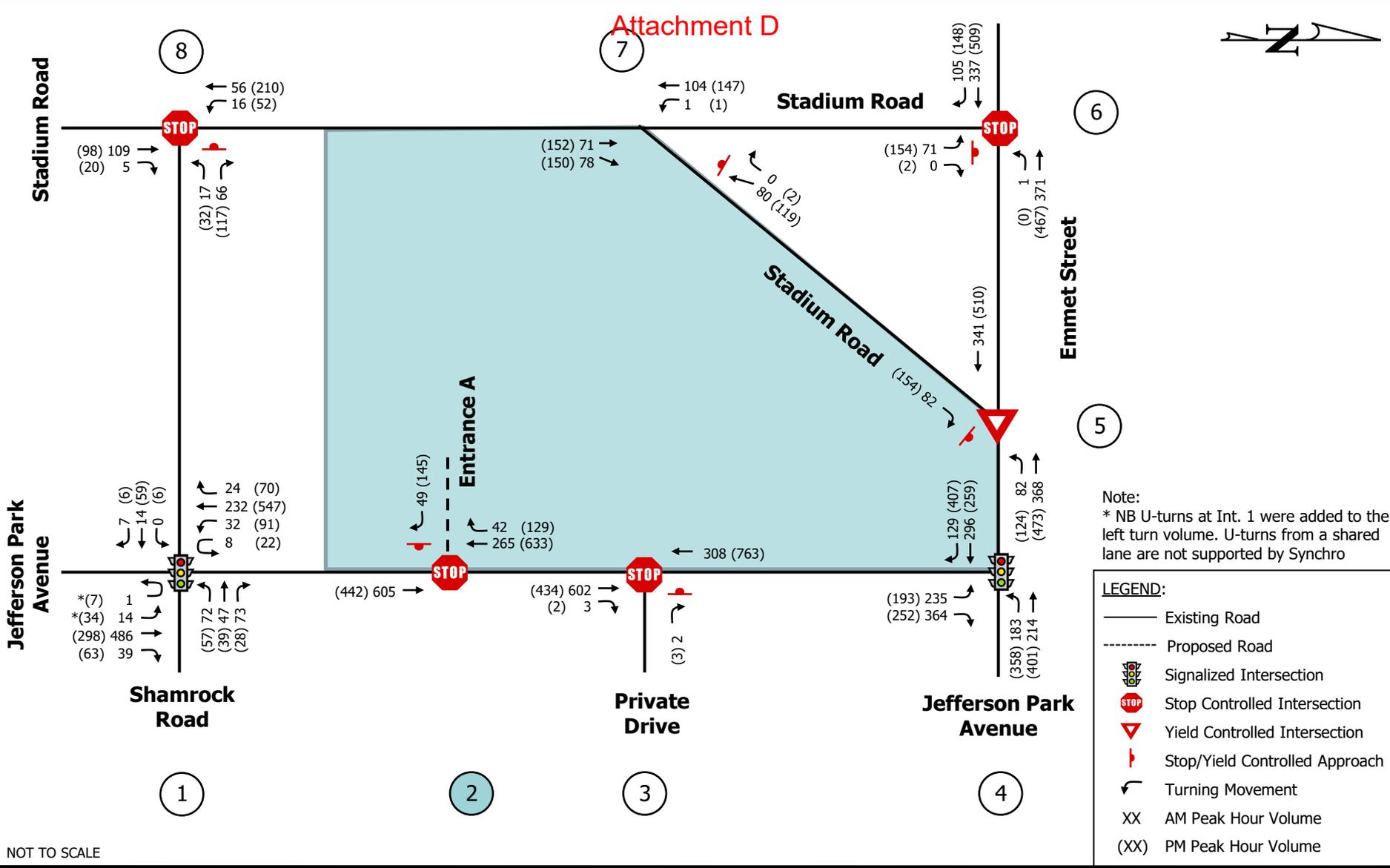
m - Volume for 95th percentile queue is metered by upstream signal.



2026 Total Future Rerouted Trips
Woodrow Apartments TIA
City of Charlottesville, Virginia

Figure
6-1

Attachment D



2026 Total Future Peak Hour Traffic Volumes
 Woodrow Apartments TIA
 City of Charlottesville, Virginia

Figure
 6-2

7 CONCLUSIONS

Analyses were performed for the 2023 existing volumes, the 2026 background volumes (including the approved background development and growth), and the 2026 total future volumes, which includes site traffic generated by the Woodrow Apartments development.

7.1 PRINCIPAL FINDINGS

Under 2023 existing conditions, all intersections operate with acceptable levels of service (LOS C or better) during both peak hours, with the exception of Emmet Street/Stadium Road (int. #6), which operates at LOS E during the PM peak hour. There are minor queueing challenges that generally do not affect operations of the intersections or roadway network.

Under 2026 background conditions, including one approved background development (Aspen Heights), all intersections experience similar levels of service compared to 2023 existing conditions. Any capacity and queueing challenges previously noted will persist but not greatly worsen.

Under 2026 total future conditions, with buildout of the proposed development, all intersections experience similar levels of service compared to 2026 background conditions and are generally able to accommodate the site traffic without degrading operations or worsening queueing challenges. It should be noted that the level of service for the north-eastbound approach at Emmet Street/Stadium Road (int. #6) degrades from a LOS E to LOS F during the PM peak. However, the queueing analysis shows that this approach only increases by 20 feet, which is approximately 1 additional vehicle length.

7.2 RECOMMENDATIONS

Based on the analysis results, the proposed development will install a right-in/right-out entrance on Jefferson Park Avenue for vehicular traffic. The site will also install service entrances on Stadium Road and Jefferson Park Avenue. In addition, the site will install pedestrian connections to the existing sidewalk network and pedestrian entrances on Jefferson Park Avenue, Stadium Road, and Emmet Street.

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

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Appendix A Scoping Agreement

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

Attachment D

Thomas Ruff

From: Duncan, Brennen <duncanb@charlottesville.gov>
Sent: Wednesday, March 1, 2023 2:23 PM
To: Thomas Ruff; Alfele, Matthew
Cc: Craig Kotarski; Campbell Bolton
Subject: Re: 1705 Jefferson Park Avenue - Updated Layout

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thomas,

I believe this covers everything.

Brennen Duncan, PE
City of Charlottesville
Traffic Engineer

****Please update my email address in your records to duncanb@charlottesville.gov****

From: Thomas Ruff <Thomas.Ruff@timmons.com>
Sent: Wednesday, February 8, 2023 10:26 PM
To: Duncan, Brennen <duncanb@charlottesville.gov>
Cc: Kotarski, Craig <craig.kotarski@timmons.com>; Campbell Bolton <Campbell.Bolton@timmons.com>
Subject: 1705 Jefferson Park Avenue - Updated Layout

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brennen,

Please see attached the latest layout for the proposed student apartment project on the corner of Stadium, Emmet, and JPA. I believe this is fairly similar to the layout that was shared with you at the pre-app meeting. The developer is looking at roughly 265 units with roughly 850 beds. We will finalize the number of units/bedrooms and share with the trip generation as things get moving. I just want to get a confirmation on scope for this project and our team can get started with data collection and analysis.

- *Data Collection:*
 - *Conduct peak hour turning movement counts on a typical weekday, while City schools and UVA are in session, during the AM (7-9) and PM (4-6) peak hours at the following locations:*
 1. *Jefferson Park Avenue at Emmet Street*
 2. *Jefferson Park Avenue at Woodrow Street*
 3. *Jefferson Park Avenue at Shamrock Road*
 4. *Emmet Street at Stadium Road*
 5. *Stadium Road at Woodrow Street*
 6. *Stadium Road at Shamrock Road*
- *Perform existing conditions capacity and queuing analysis at the six (6) existing intersections.*
- *Coordinate on the appropriate growth rate and determine if any other developments in the area need to be included in the background analysis of the study.*
- *Perform background conditions (existing volume + projected growth + approved developments) capacity and queuing analysis at the six (6) study intersections for the proposed opening year.*

- *Generate estimated site traffic for the proposed residential development and distribute onto the existing roadway network.*
- *Coordinate with Client and City to finalize entrance locations and access management for the proposed site entrances. It is assumed at this time that one (1) each will be located on Jefferson Park Avenue and Stadium Road.*
- *Conduct a turn lane warrant analysis for the proposed entrances to the site.*
- *Perform a total volume capacity and queuing analysis for the six (6) existing intersections and the proposed site entrances to determine turn lane storage lengths, operations, and other recommended improvements.*
- *Prepare a technical report summarizing the study assumptions, analyses, findings, and recommendations.*

If you need anything else included in the study, please let me know. We are hoping to get counts scheduled shortly and the client is interested in a quick turnaround.

Thanks in advance and feel free to give me a call to discuss as needed.

Thomas B. Ruff, PE, PTOE, AICP

Senior Project Manager – Transportation Planning, Analysis, & Design

TIMMONS GROUP | www.timmons.com

Office: 804.200.6430 | Mobile: 434.774.0023

Thomas.Ruff@timmons.com

Your Vision Achieved Through Ours

To send me files greater than 20MB [click here](#).

Appendix B Traffic Count Data

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

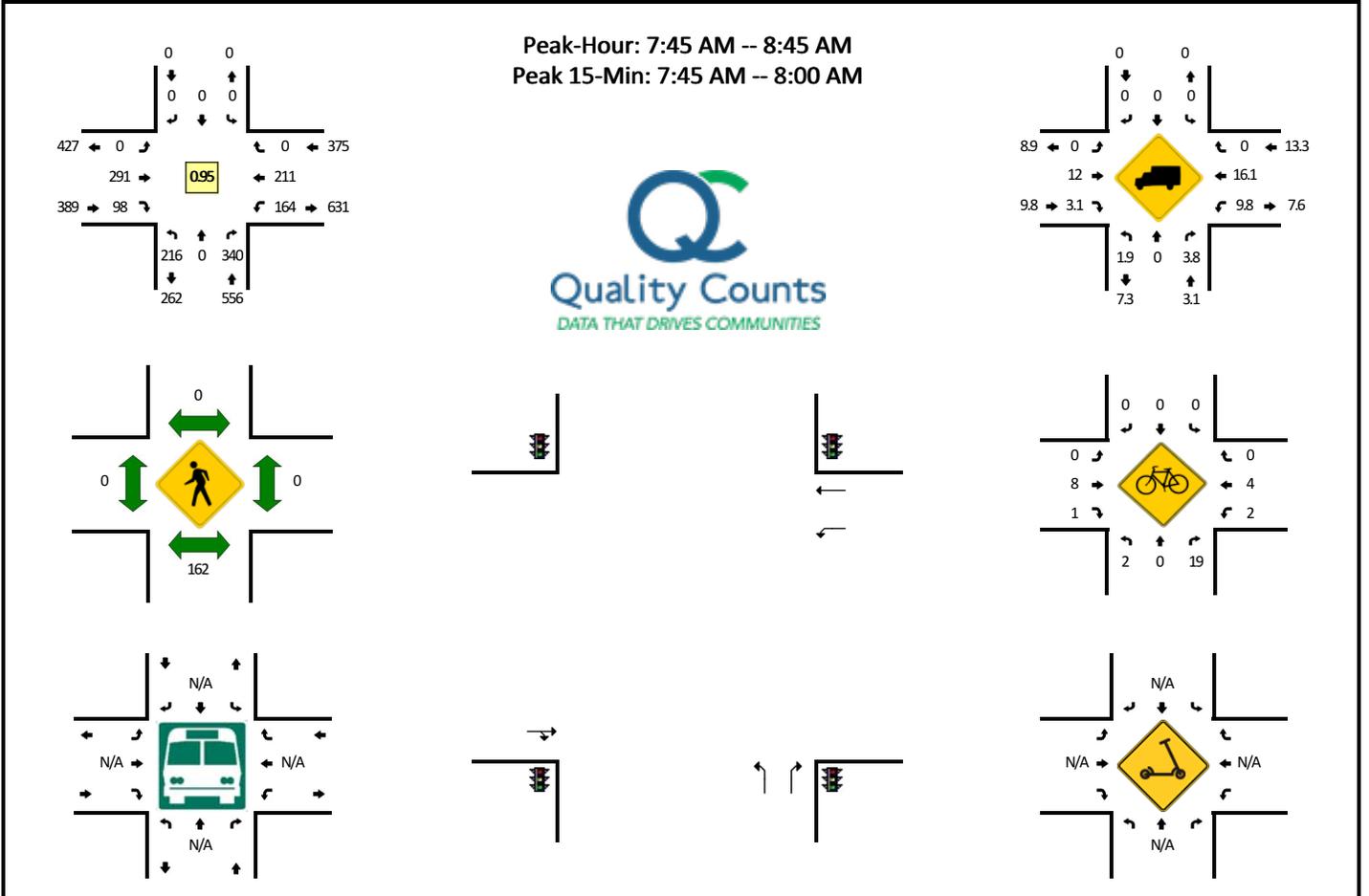
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Emmet St S/Jefferson Park Ave
CITY/STATE: Charlottesville, VA

QC JOB #: 16106601
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Emmet St S/Jefferson Park Ave (Eastbound)				Emmet St S/Jefferson Park Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	29	0	63	0	0	0	0	0	0	50	15	0	22	38	0	0	217	
7:15 AM	47	0	85	0	0	0	0	0	0	62	28	0	42	37	0	0	301	
7:30 AM	50	0	104	0	0	0	0	0	0	71	16	0	34	46	0	0	321	
7:45 AM	60	0	96	0	0	0	0	0	0	72	12	0	54	54	0	0	348	1187
8:00 AM	49	0	78	0	0	0	0	0	0	83	35	0	40	57	0	0	342	1312
8:15 AM	52	0	80	0	0	0	0	0	0	64	27	0	33	52	0	0	308	1319
8:30 AM	55	0	86	0	0	0	0	0	0	72	24	0	37	48	0	0	322	1320
8:45 AM	52	0	71	1	0	0	0	0	0	59	26	0	32	68	0	0	309	1281
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	240	0	384	0	0	0	0	0	0	288	48	0	216	216	0	0	1392	
Heavy Trucks	0	0	12	0	0	0	0	0	0	40	4	0	16	32	0	0	104	
Buses																		
Pedestrians		172				0				0				0			172	
Bicycles	0	0	28		0	0	0		0	8	0		0	0	0		36	
Scoters																		

Comments:

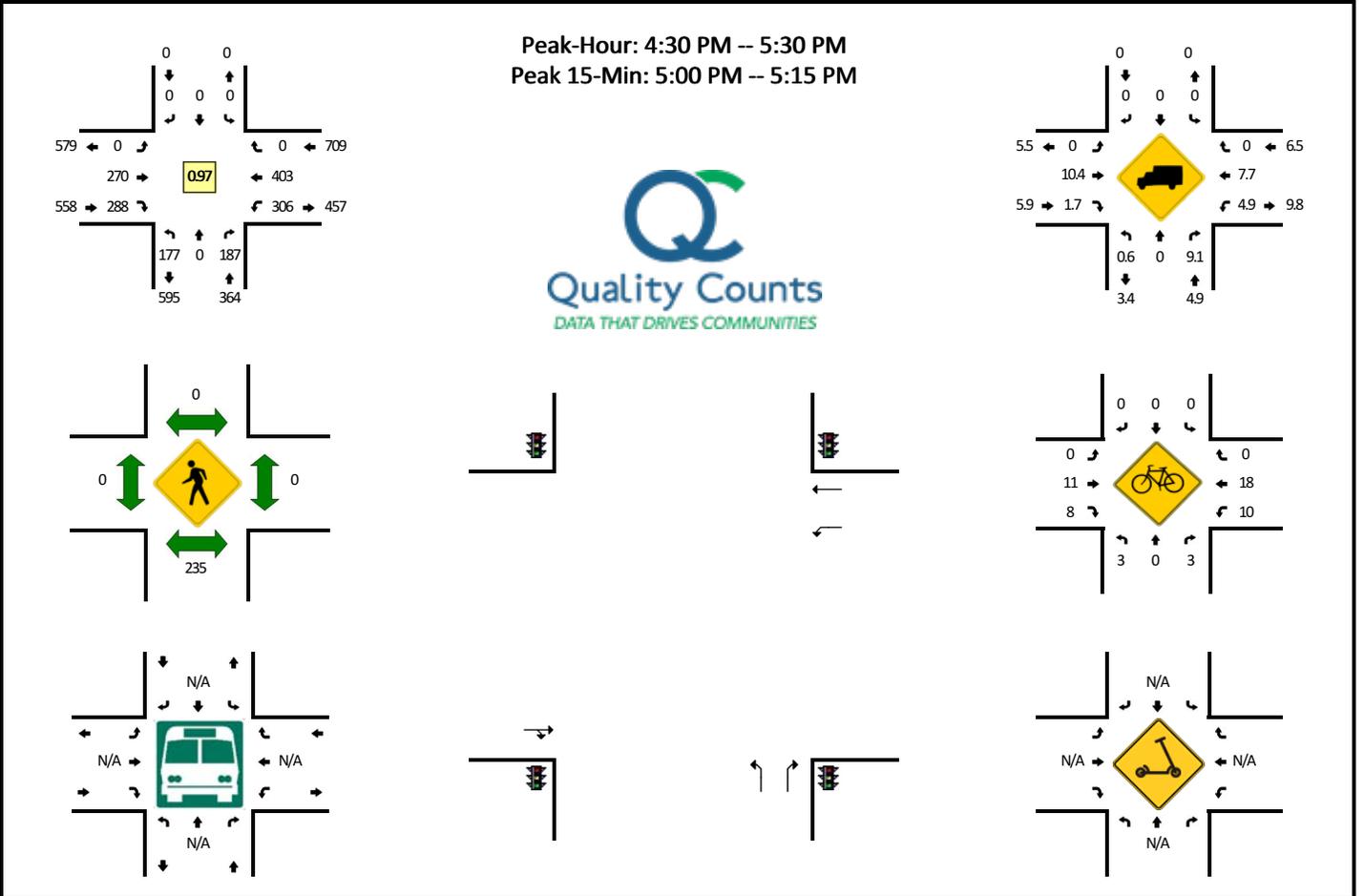
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Emmet St S/Jefferson Park Ave
CITY/STATE: Charlottesville, VA

QC JOB #: 16106602
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Emmet St S/Jefferson Park Ave (Eastbound)				Emmet St S/Jefferson Park Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	39	0	47	0	0	0	0	0	0	58	66	0	76	84	0	0	370	
4:15 PM	27	0	35	0	0	0	0	0	0	53	62	0	86	76	0	0	339	
4:30 PM	54	0	35	0	0	0	0	0	0	79	60	0	82	90	0	0	400	
4:45 PM	43	0	54	1	0	0	0	0	0	70	70	0	79	100	0	0	417	1526
5:00 PM	42	0	46	0	0	0	0	0	0	67	81	0	69	114	0	0	419	1575
5:15 PM	37	0	52	0	0	0	0	0	0	54	77	0	76	99	0	0	395	1631
5:30 PM	44	0	39	0	0	0	0	0	0	60	85	0	78	80	0	0	386	1617
5:45 PM	54	0	51	0	0	0	0	0	0	61	67	0	63	81	0	0	377	1577
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	168	0	184	0	0	0	0	0	0	268	324	0	276	456	0	0	1676	
Heavy Trucks	0	0	12		0	0	0		0	36	12		12	28	0		100	
Buses																		
Pedestrians		168				0				0				0			168	
Bicycles	0	0	0		0	0	0		0	4	8		4	28	0		44	
Scooters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

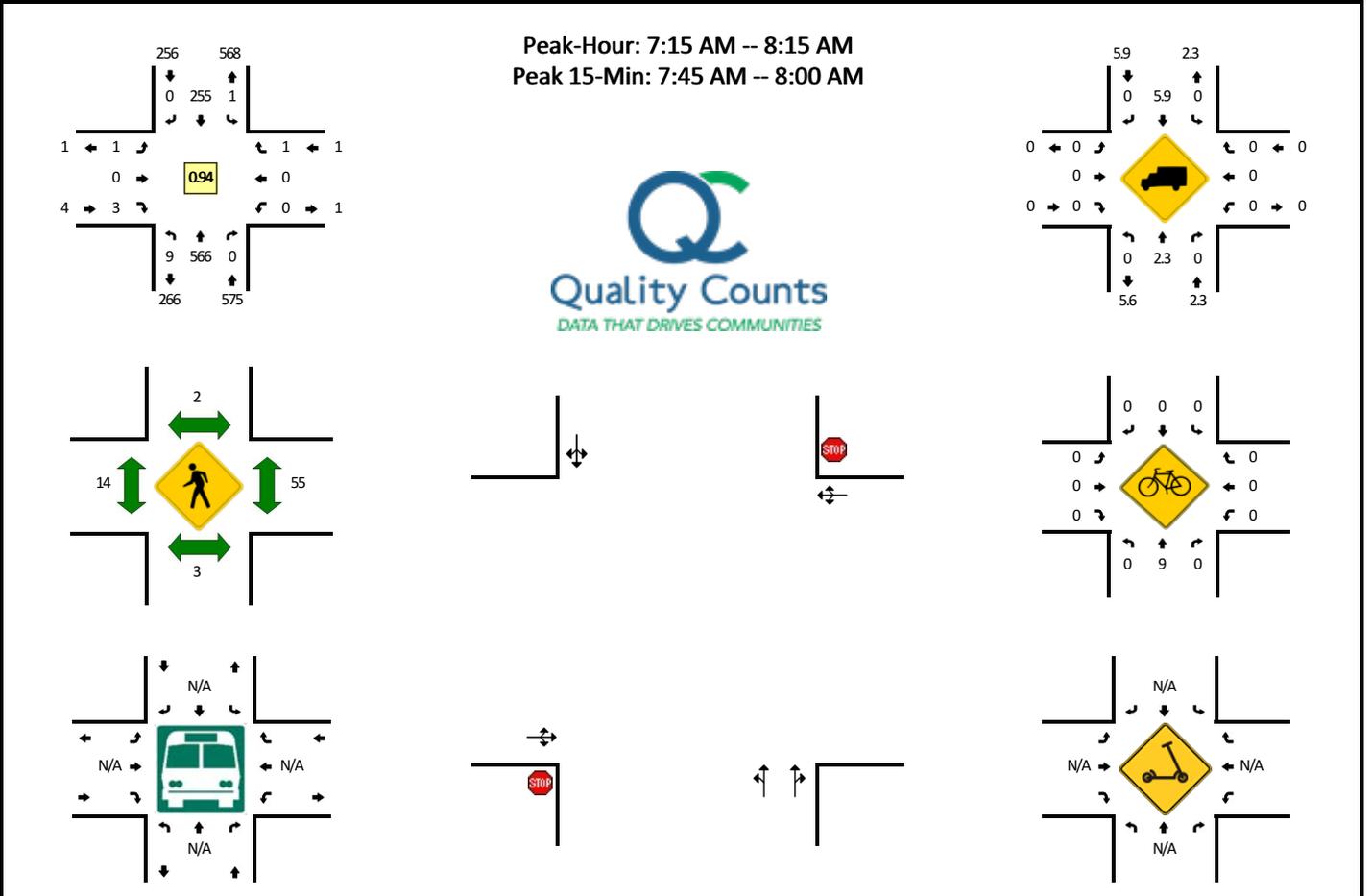
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Woodrow St
CITY/STATE: Charlottesville, VA

QC JOB #: 16106603
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Woodrow St (Eastbound)				Woodrow St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	92	0	1	0	37	0	0	0	0	0	0	0	0	0	0	130	
7:15 AM	1	130	0	1	0	69	0	0	1	0	0	0	0	0	0	0	202	
7:30 AM	0	158	0	2	0	48	0	0	0	0	2	0	0	0	0	0	210	
7:45 AM	0	158	0	0	0	64	0	0	0	0	0	0	0	0	0	0	222	764
8:00 AM	0	120	0	5	1	74	0	0	0	0	1	0	0	0	1	0	202	836
8:15 AM	0	134	0	3	0	58	0	0	0	0	0	0	0	0	1	0	196	830
8:30 AM	0	147	1	3	1	60	0	0	0	0	0	0	0	0	0	0	212	832
8:45 AM	0	118	2	5	0	60	0	0	0	0	0	0	0	0	1	0	186	796
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	632	0	0	0	256	0	0	0	0	0	0	0	0	0	0	888	
Heavy Trucks	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	24	
Buses																		
Pedestrians		0				0				12				88			100	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

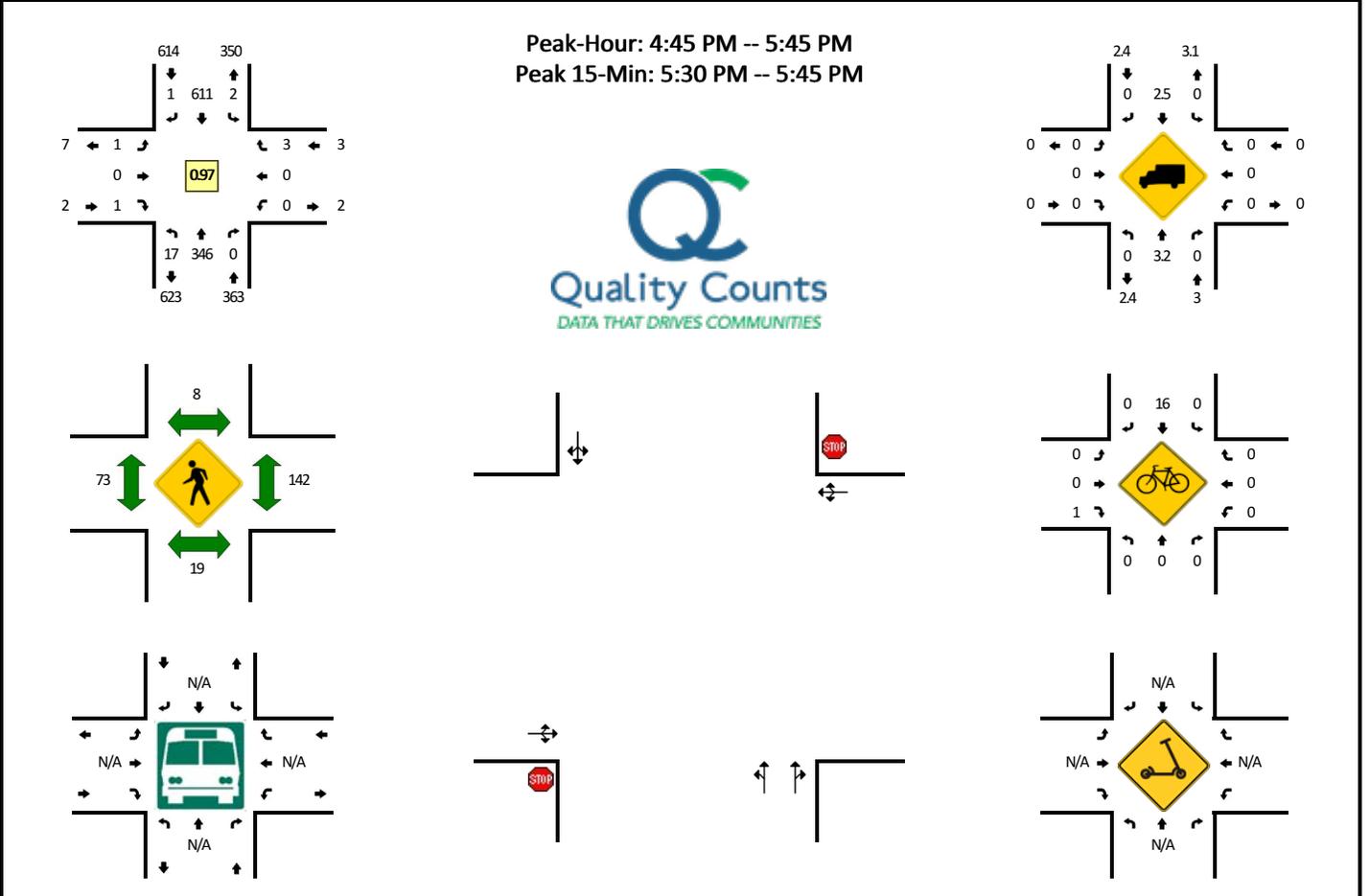
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Woodrow St
CITY/STATE: Charlottesville, VA

QC JOB #: 16106604
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Woodrow St (Eastbound)				Woodrow St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	77	0	2	1	138	0	0	2	0	2	0	0	0	2	0	225	
4:15 PM	1	65	1	3	2	146	0	0	0	0	1	0	0	1	1	0	221	
4:30 PM	1	82	0	1	0	138	1	0	3	0	1	0	0	0	0	0	227	
4:45 PM	0	97	0	4	1	147	1	0	0	0	1	0	0	0	0	0	251	924
5:00 PM	1	87	0	3	0	148	0	0	1	0	0	0	0	0	0	0	240	939
5:15 PM	0	82	0	2	0	154	0	0	0	0	0	0	0	0	1	0	239	957
5:30 PM	5	80	0	2	1	162	0	0	0	0	0	0	0	0	2	0	252	982
5:45 PM	3	101	0	2	0	129	0	0	0	0	1	0	0	0	2	0	238	969
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	320	0	8	4	648	0	0	0	0	0	0	0	0	8	0	1008	
Heavy Trucks	0	4	0		0	8	0		0	0	0		0	0	0		12	
Buses																		
Pedestrians		20				8				68				124			220	
Bicycles	0	0	0		0	12	0		0	0	4		0	0	0		16	
Scoters																		

Comments:

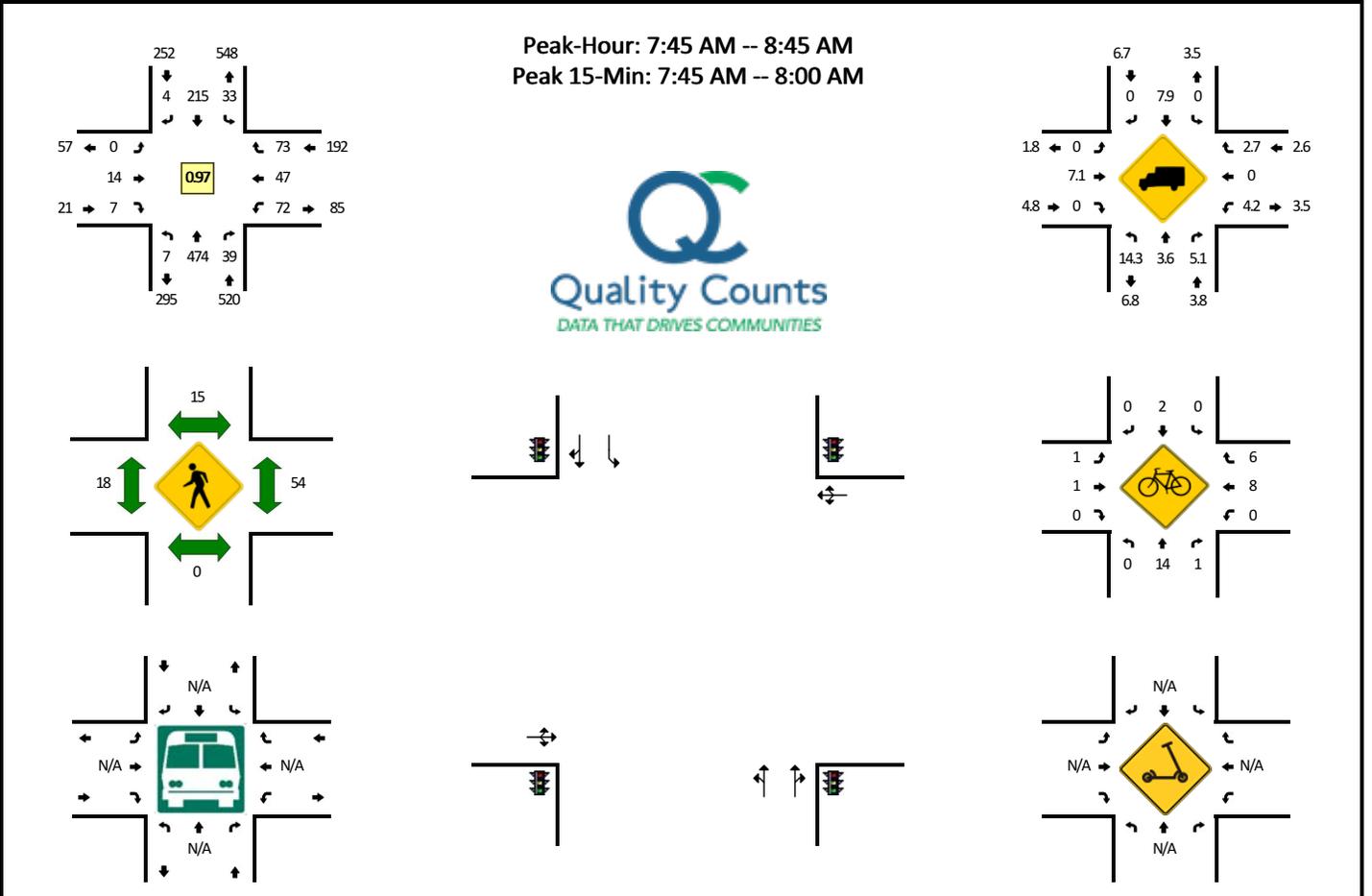
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Shamrock Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106605
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Shamrock Rd (Eastbound)				Shamrock Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	85	2	0	5	31	0	0	0	0	1	0	4	4	6	0	138	
7:15 AM	1	117	8	1	7	54	0	0	1	2	1	0	8	6	15	0	221	
7:30 AM	3	131	3	2	6	54	1	1	0	3	0	0	9	5	18	0	236	
7:45 AM	1	123	8	1	3	58	1	0	0	0	3	0	17	12	26	0	253	848
8:00 AM	1	110	16	0	12	60	0	0	0	4	2	0	21	9	18	0	253	963
8:15 AM	3	111	9	0	10	49	2	1	0	6	1	0	15	15	13	0	235	977
8:30 AM	1	130	6	0	7	48	1	0	0	4	1	0	19	11	16	0	244	985
8:45 AM	0	113	8	2	13	51	0	0	0	7	2	0	19	16	10	0	241	973
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	492	32	4	12	232	4	0	0	0	12	0	68	48	104	0	1012	
Heavy Trucks	0	12	0		0	24	0		0	0	0		0	0	0		36	
Buses																		
Pedestrians		0				4				12				48			64	
Bicycles	0	12	0		0	0	0		0	0	0		0	4	16		32	
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

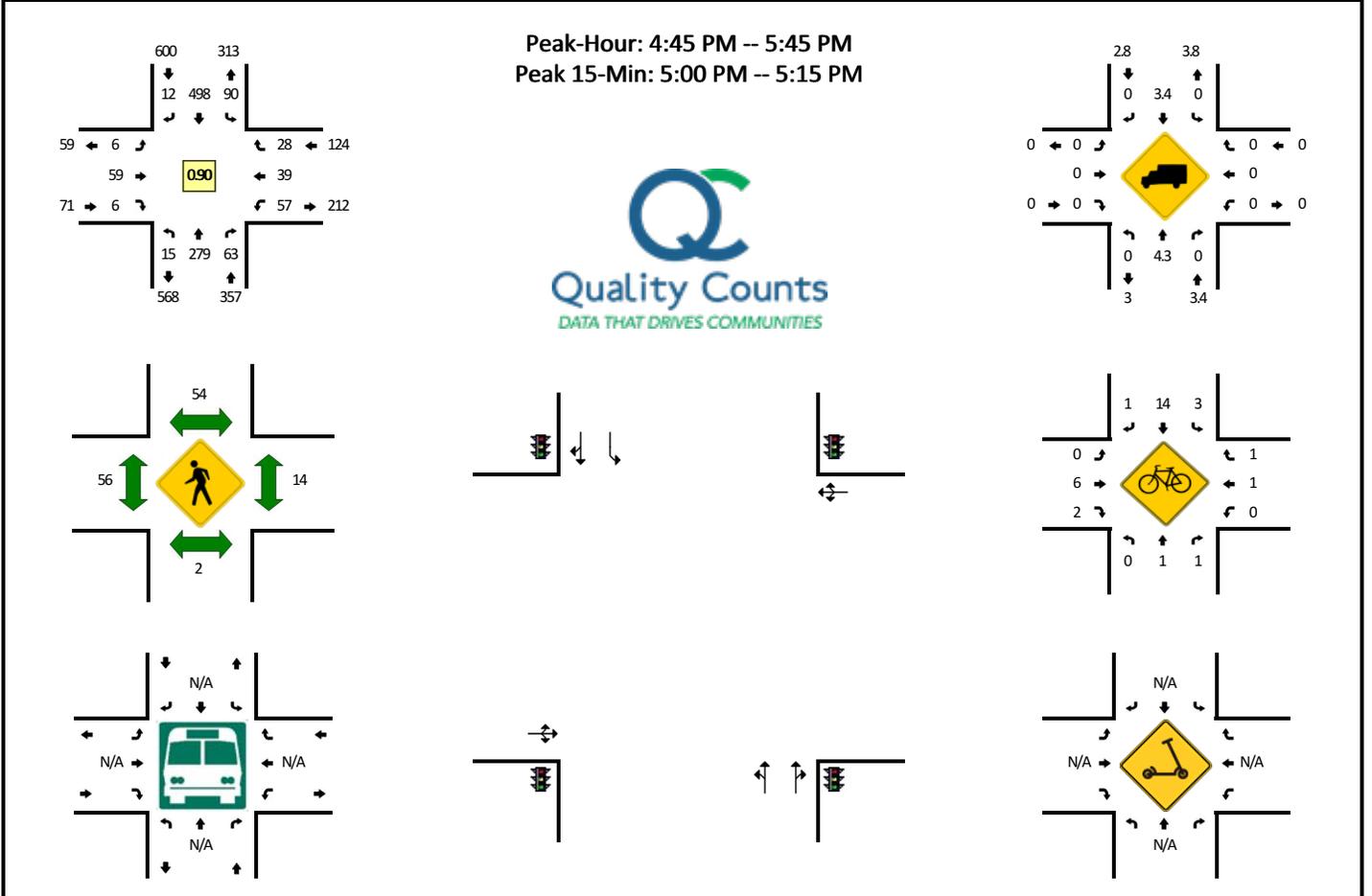
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Jefferson Park Ave -- Shamrock Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106606
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Jefferson Park Ave (Northbound)				Jefferson Park Ave (Southbound)				Shamrock Rd (Eastbound)				Shamrock Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	54	16	2	21	111	0	0	0	7	3	0	13	10	9	0	246	
4:15 PM	4	51	14	0	12	121	1	0	2	11	4	0	14	9	9	0	252	
4:30 PM	2	72	6	0	20	130	0	1	0	10	1	0	11	3	9	0	265	
4:45 PM	2	85	15	1	20	112	2	0	1	12	2	0	11	14	10	0	287	1050
5:00 PM	2	69	19	3	23	146	4	0	1	22	0	0	14	11	5	0	319	1123
5:15 PM	2	59	13	1	23	117	3	0	3	11	2	0	14	7	4	0	259	1130
5:30 PM	2	66	16	2	24	123	3	0	1	14	2	0	18	7	9	0	287	1152
5:45 PM	2	56	12	0	19	106	3	0	2	12	0	0	17	8	14	0	251	1116
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	276	76	12	92	584	16	0	4	88	0	0	56	44	20	0	1276	
Heavy Trucks	0	16	0		0	24	0		0	0	0		0	0	0		40	
Buses																		
Pedestrians		4				76				60				16			156	
Bicycles	0	0	0		0	12	0		0	8	0		0	0	0		20	
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

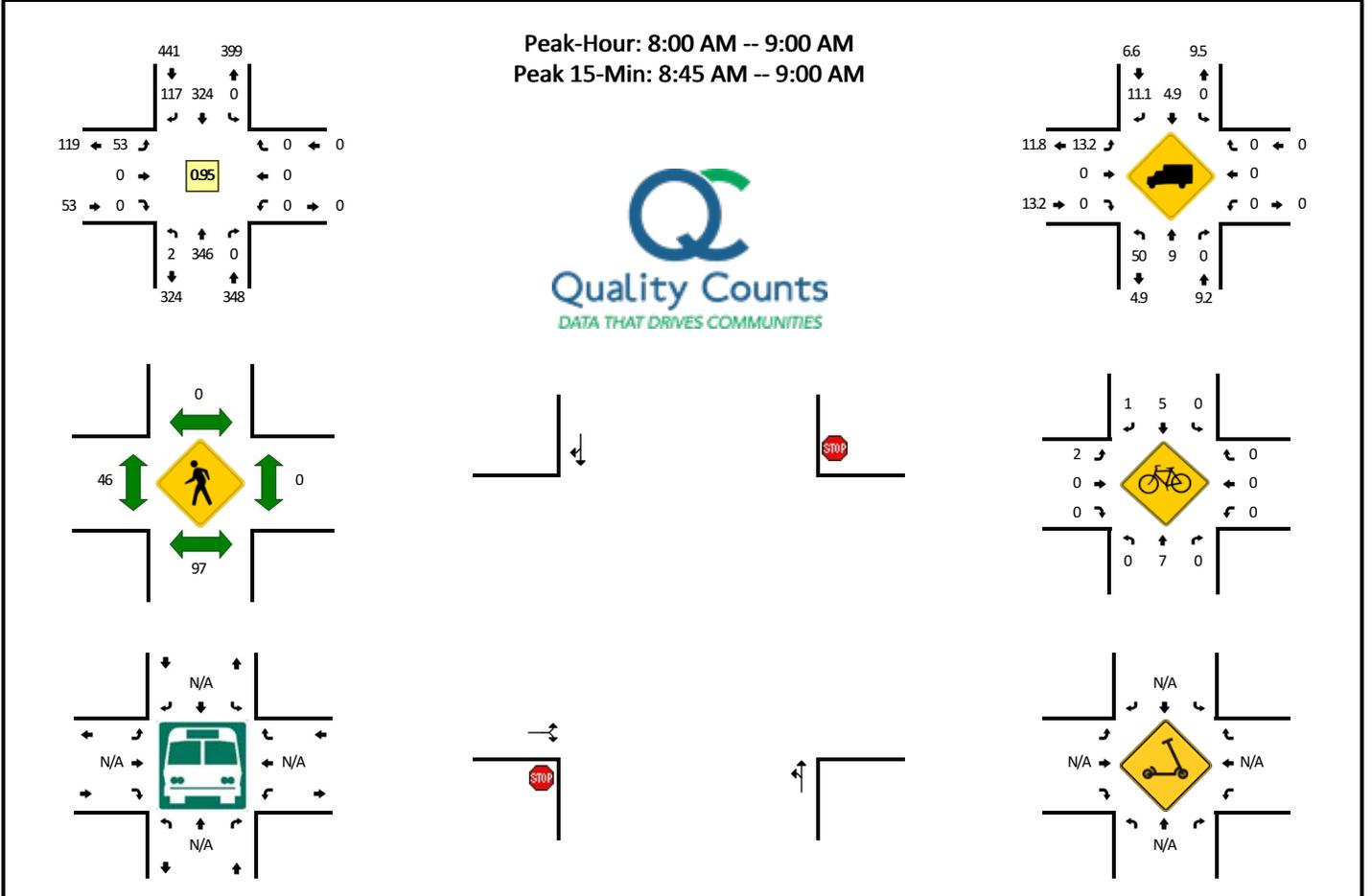
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Emmet St S -- Stadium Rd (North)
CITY/STATE: Charlottesville Virginia, VA

QC JOB #: 16106607
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Emmet St S (Northbound)				Emmet St S (Southbound)				Stadium Rd (North) (Eastbound)				Stadium Rd (North) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	58	0	0	0	50	14	0	3	0	0	0	0	0	0	0	125	
7:15 AM	0	72	0	0	0	83	22	0	6	0	0	0	0	0	0	0	183	
7:30 AM	0	88	0	0	0	72	23	0	10	0	0	0	0	0	0	0	193	
7:45 AM	0	104	0	0	0	69	21	0	21	0	0	0	0	0	0	0	215	716
8:00 AM	0	92	0	0	0	87	29	0	6	0	0	0	0	0	0	0	214	805
8:15 AM	0	79	0	0	0	79	28	0	14	0	0	0	0	0	0	0	200	822
8:30 AM	1	87	0	0	0	82	24	0	12	0	0	0	0	0	0	0	206	835
8:45 AM	1	88	0	0	0	76	36	0	21	0	0	0	0	0	0	0	222	842

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	352	0	0	0	304	144	0	84	0	0	0	0	0	0	0	888
Heavy Trucks	0	28	0	0	0	24	16	0	8	0	0	0	0	0	0	0	76
Buses																	
Pedestrians		192				0				104				0			296
Bicycles	0	16	0		0	20	4		8	0	0		0	0	0		48
Scoters																	

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

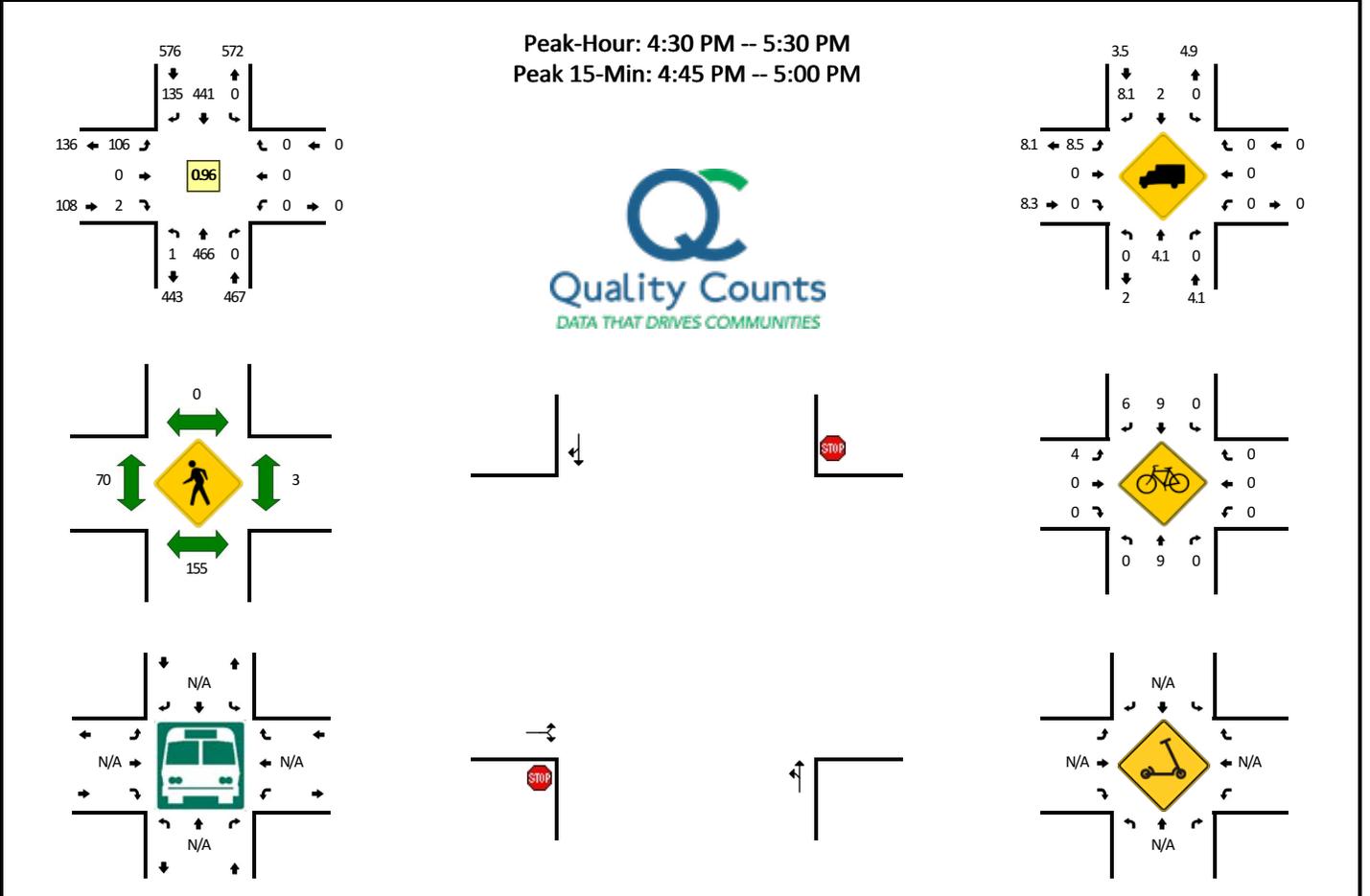
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Emmet St S -- Stadium Rd (North)
CITY/STATE: Charlottesville Virginia, VA

QC JOB #: 16106608
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Emmet St S (Northbound)				Emmet St S (Southbound)				Stadium Rd (North) (Eastbound)				Stadium Rd (North) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	103	0	1	0	103	19	0	26	0	0	0	0	0	0	0	252	
4:15 PM	0	88	0	0	0	92	24	0	19	0	2	0	0	0	0	0	225	
4:30 PM	0	112	0	0	0	105	30	0	24	0	0	0	0	0	0	0	271	
4:45 PM	0	119	0	0	0	109	40	0	32	0	1	0	0	0	0	0	301	1049
5:00 PM	1	128	0	0	0	115	30	0	27	0	0	0	0	0	0	0	301	1098
5:15 PM	0	107	0	0	0	112	35	0	23	0	1	0	0	0	0	0	278	1151
5:30 PM	1	95	0	0	0	117	36	0	21	0	0	0	0	0	0	0	270	1150
5:45 PM	0	101	0	0	0	104	33	0	23	0	0	0	0	0	0	0	261	1110
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	476	0	0	0	436	160	0	128	0	4	0	0	0	0	0	1204	
Heavy Trucks	0	16	0	0	0	12	12	0	8	0	0	0	0	0	0	0	48	
Buses																		
Pedestrians		316				0				124				0			440	
Bicycles	0	16	0		0	12	12		4	0	0		0	0	0		44	
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

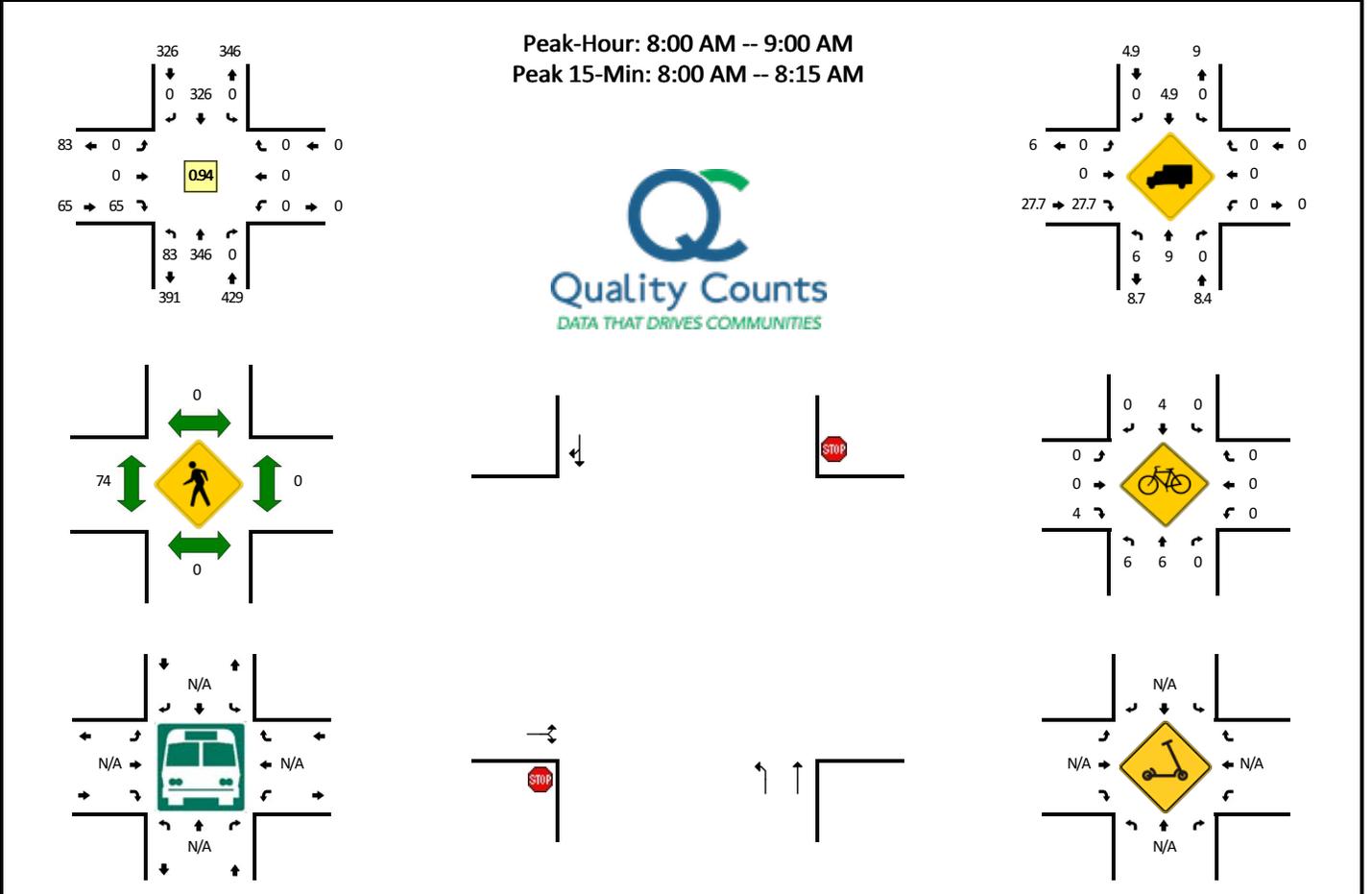
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Emmet St S -- Stadium Rd (South)
CITY/STATE: Charlottesville, VA

QC JOB #: 16106609
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Emmet St S (Northbound)				Emmet St S (Southbound)				Stadium Rd (South) (Eastbound)				Stadium Rd (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	58	0	0	0	50	0	0	0	0	13	0	0	0	0	0	130	
7:15 AM	11	72	0	0	0	83	0	0	0	0	15	0	0	0	0	0	181	
7:30 AM	8	89	0	0	0	67	0	0	0	0	23	0	0	0	0	0	187	
7:45 AM	12	102	0	0	0	68	0	0	0	0	15	0	0	0	0	0	197	695
8:00 AM	15	92	0	0	0	92	0	0	0	0	20	0	0	0	0	0	219	784
8:15 AM	23	78	0	0	0	79	0	0	0	0	15	0	0	0	0	0	195	798
8:30 AM	19	87	0	0	0	82	0	0	0	0	17	0	0	0	0	0	205	816
8:45 AM	26	89	0	0	0	73	0	0	0	0	13	0	0	0	0	0	201	820
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	368	0	0	0	368	0	0	0	0	80	0	0	0	0	0	876	
Heavy Trucks	0	40	0	0	0	8	0	0	0	0	32	0	0	0	0	0	80	
Buses		0				0					52			0			52	
Pedestrians	0	4	0		0	0	0		0	0	0		0	0	0		4	
Bicycles																		
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

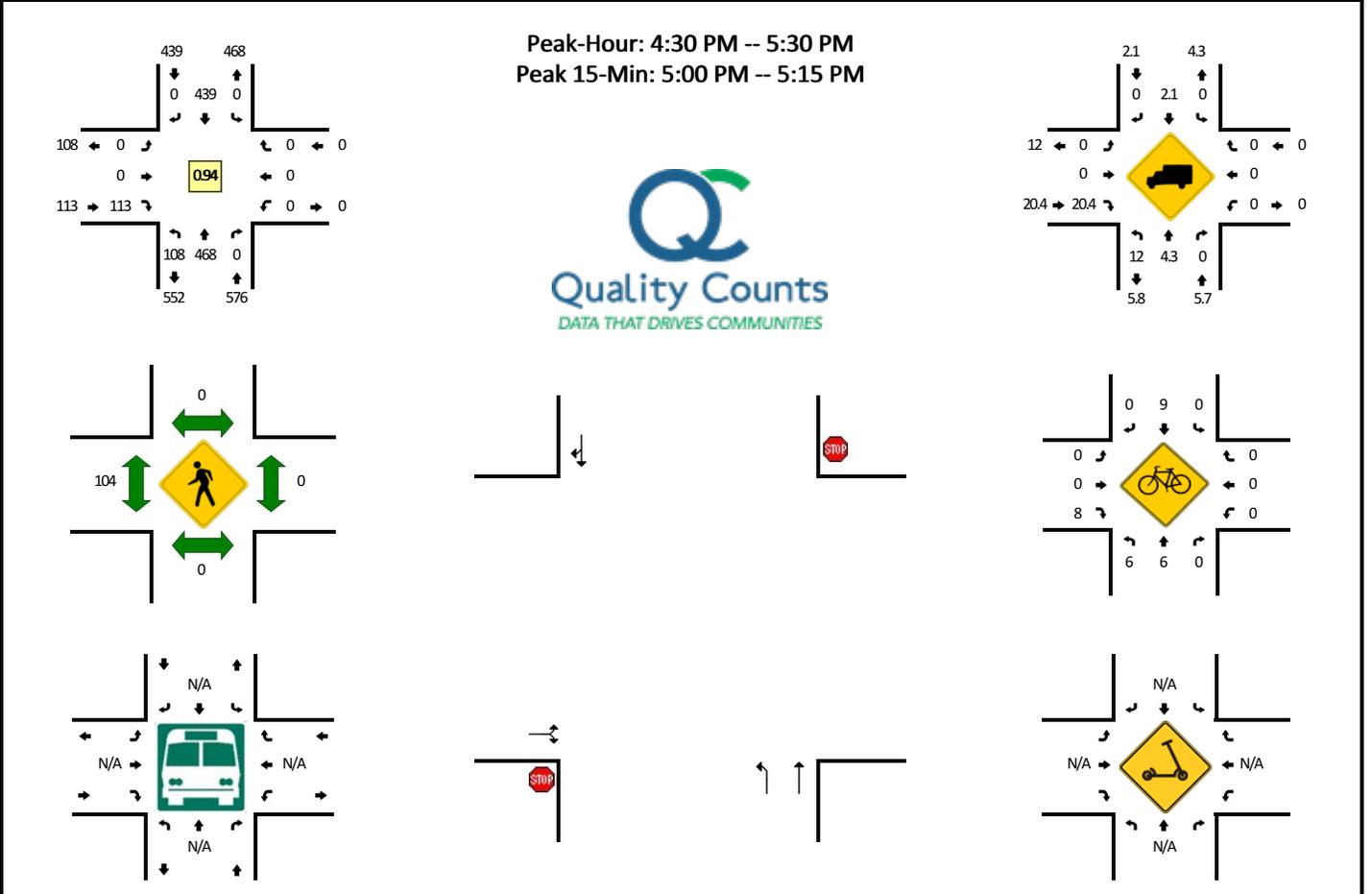
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Emmet St S -- Stadium Rd (South)
CITY/STATE: Charlottesville, VA

QC JOB #: 16106610
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Emmet St S (Northbound)				Emmet St S (Southbound)				Stadium Rd (South) (Eastbound)				Stadium Rd (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	101	0	0	0	104	0	0	0	0	20	0	0	0	0	0	242	
4:15 PM	17	87	0	0	0	91	0	0	0	0	23	0	0	0	0	0	218	
4:30 PM	30	112	0	0	0	103	0	0	0	0	30	0	0	0	0	0	275	
4:45 PM	25	119	0	0	0	109	0	0	0	0	33	0	0	0	0	0	286	1021
5:00 PM	26	129	0	0	0	116	0	0	0	0	28	0	0	0	0	0	299	1078
5:15 PM	27	108	0	0	0	111	0	0	0	0	22	0	0	0	0	0	268	1128
5:30 PM	28	99	0	0	0	118	0	0	0	0	25	0	0	0	0	0	270	1123
5:45 PM	36	99	0	0	0	104	0	0	0	0	24	0	0	0	0	0	263	1100
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	516	0	0	0	464	0	0	0	0	112	0	0	0	0	0	1196	
Heavy Trucks	8	16	0	0	0	16	0	0	0	0	28	0	0	0	0	0	68	
Buses																		
Pedestrians		0				0					84			0			84	
Bicycles	8	12	0		0	8	0		0	0	4		0	0	0		32	
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

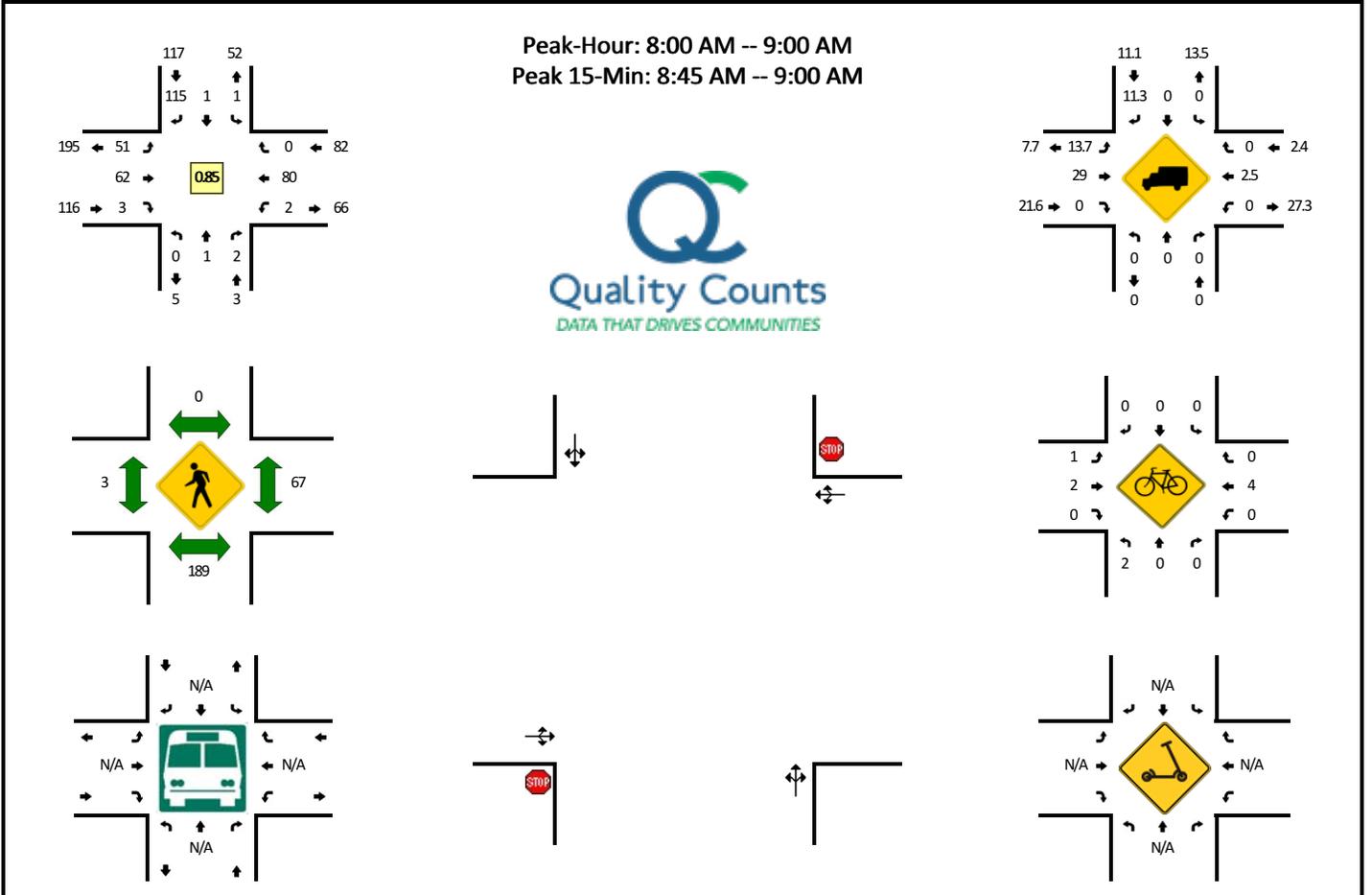
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stadium Rd -- Woodrow St/Stadium Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106611
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Stadium Rd (Northbound)				Stadium Rd (Southbound)				Woodrow St/Stadium Rd (Eastbound)				Woodrow St/Stadium Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	14	0	3	13	0	0	0	9	0	0	39	
7:15 AM	0	0	0	0	0	0	22	0	6	15	0	0	0	11	0	0	54	
7:30 AM	0	0	1	0	0	0	23	0	10	24	1	0	0	9	0	0	68	
7:45 AM	0	0	0	0	0	0	21	0	22	13	0	0	0	12	0	0	68	229
8:00 AM	0	0	1	0	0	0	29	0	5	17	2	0	0	14	0	1	69	259
8:15 AM	0	0	1	0	1	1	26	0	14	15	0	0	0	22	0	0	80	285
8:30 AM	0	0	0	0	0	0	25	0	12	18	1	0	0	19	0	0	75	292
8:45 AM	0	1	0	0	0	0	35	0	20	12	0	0	1	25	0	0	94	318

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	0	0	140	0	80	48	0	0	4	100	0	0	376
Heavy Trucks	0	0	0	0	0	0	12	0	8	16	0	0	0	0	0	0	36
Buses																	
Pedestrians		324				0				8				148			480
Bicycles	8	0	0		0	0	0		4	8	0		0	12	0		32
Scoters																	

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

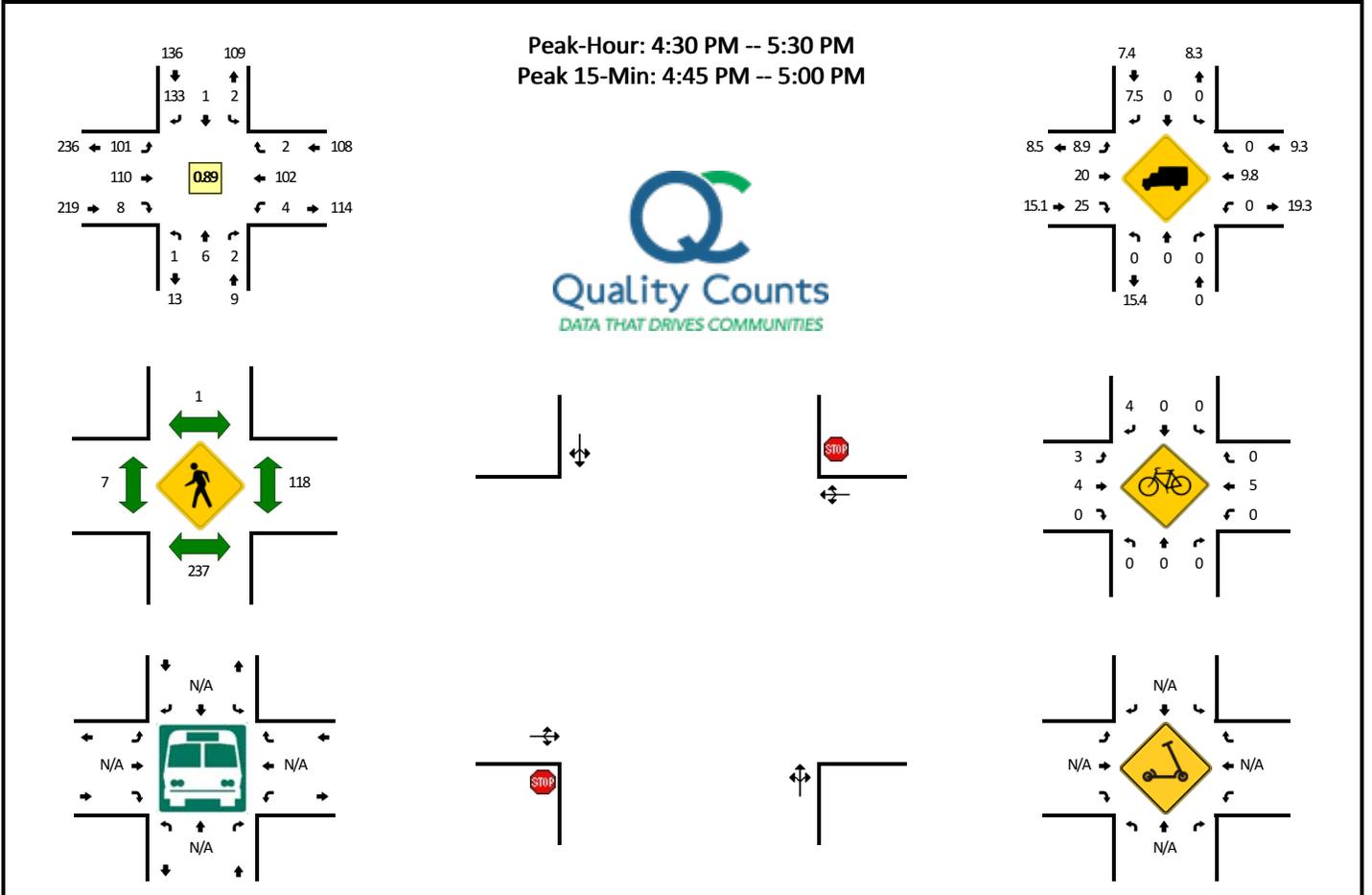
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stadium Rd -- Woodrow St/Stadium Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106612
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Stadium Rd (Northbound)				Stadium Rd (Southbound)				Woodrow St/Stadium Rd (Eastbound)				Woodrow St/Stadium Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	2	0	0	2	16	0	24	21	0	0	0	16	1	0	85	
4:15 PM	0	0	0	0	0	1	22	0	20	20	1	0	1	18	0	0	83	
4:30 PM	1	3	1	0	1	0	29	0	21	28	3	0	2	29	0	0	118	
4:45 PM	0	2	0	0	1	1	37	0	32	33	2	0	2	22	1	0	133	419
5:00 PM	0	1	1	0	0	0	31	0	26	27	2	0	0	26	0	0	114	448
5:15 PM	0	0	0	0	0	0	36	0	22	22	1	0	0	25	1	0	107	472
5:30 PM	3	0	0	0	0	1	36	0	21	22	2	0	0	28	0	0	113	467
5:45 PM	0	0	2	0	0	0	32	0	21	21	3	0	0	35	0	0	114	448
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	8	0	0	4	4	148	0	128	132	8	0	8	88	4	0	532	
Heavy Trucks	0	0	0	0	0	0	12	0	8	28	4	0	0	4	0	0	56	
Buses		360				0				8				208			576	
Pedestrians		0				0				4				4			24	
Bicycles																		
Scoters																		

Comments:

Report generated on 3/8/2023 11:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

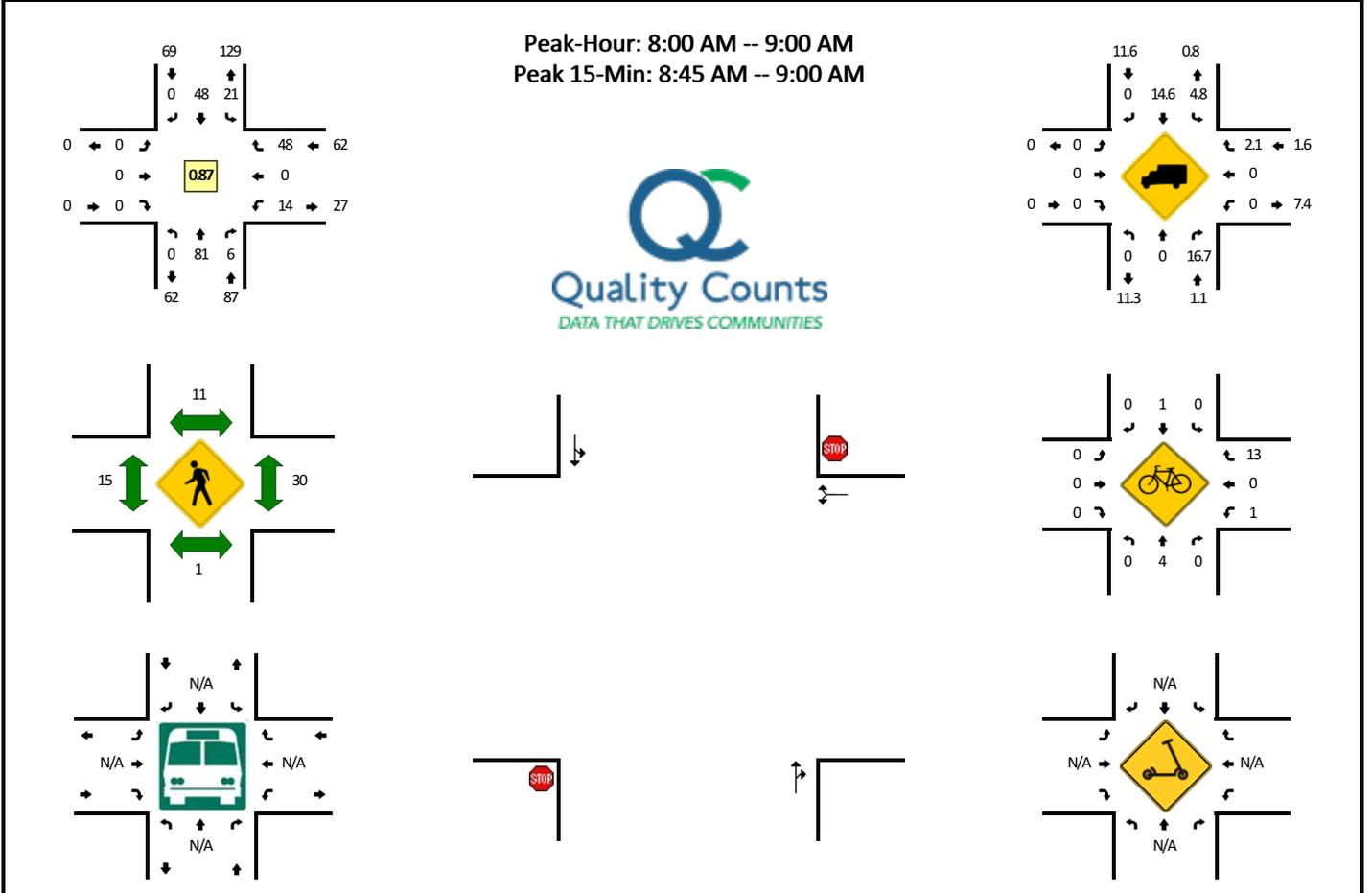
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stadium Rd -- Shamrock Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106613
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Stadium Rd (Northbound)				Stadium Rd (Southbound)				Shamrock Rd (Eastbound)				Shamrock Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	0	15	0	0	1	6	0	0	0	0	0	0	0	0	4	0	26	
7:15 AM	0	24	2	0	0	14	0	0	0	0	0	0	3	0	4	0	47	
7:30 AM	0	27	1	0	2	11	0	0	0	0	0	0	2	0	6	0	49	
7:45 AM	0	33	1	0	4	7	0	0	0	0	0	0	5	0	8	0	58	180
8:00 AM	0	19	2	0	3	13	0	0	0	0	0	0	4	0	6	0	47	201
8:15 AM	0	18	1	0	5	11	0	0	0	0	0	0	3	0	17	0	55	209
8:30 AM	0	27	1	0	4	9	0	0	0	0	0	0	0	0	12	0	53	213
8:45 AM	0	17	2	0	9	15	0	0	0	0	0	0	7	0	13	0	63	218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	68	8	0	36	60	0	0	0	0	0	0	28	0	52	0	252
Heavy Trucks	0	0	4		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		4				24				28				56			112
Bicycles	0	8	0		0	0	0		0	0	0		0	0	28		36
Scoters																	

Comments:

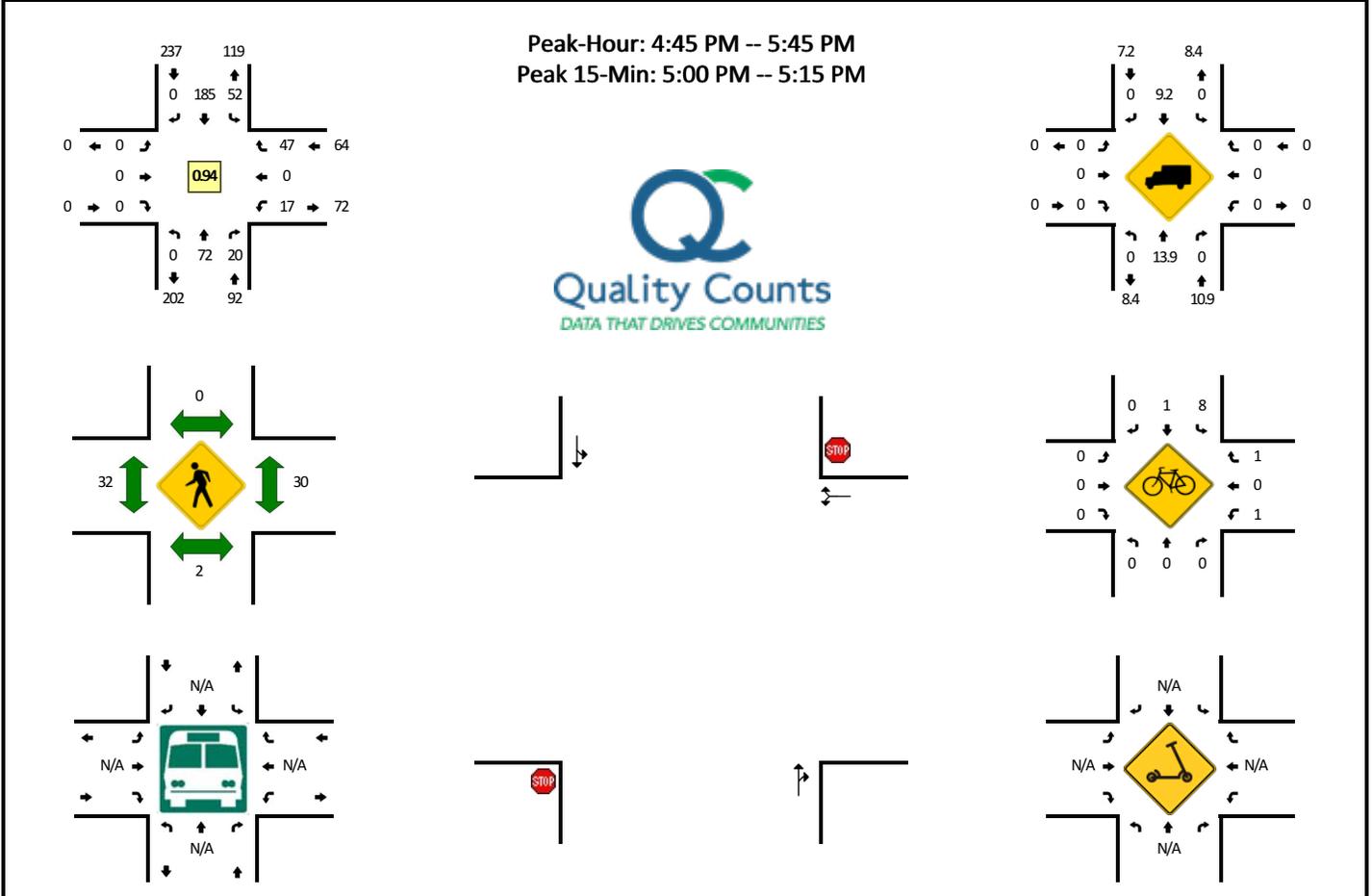
Attachment D

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stadium Rd -- Shamrock Rd
CITY/STATE: Charlottesville, VA

QC JOB #: 16106614
DATE: Wed, Mar 1 2023



15-Min Count Period Beginning At	Stadium Rd (Northbound)				Stadium Rd (Southbound)				Shamrock Rd (Eastbound)				Shamrock Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
4:00 PM	0	9	3	0	10	27	0	0	0	0	0	0	2	0	7	0	58	
4:15 PM	0	12	5	0	9	33	0	0	0	0	0	0	8	0	9	0	76	
4:30 PM	0	14	5	0	7	46	0	0	0	0	0	0	1	0	4	0	77	
4:45 PM	0	18	7	0	9	39	0	0	0	0	0	0	1	0	17	0	91	302
5:00 PM	0	18	5	0	19	47	0	0	0	0	0	0	4	0	12	0	105	349
5:15 PM	0	18	2	0	13	52	0	0	0	0	0	0	6	0	10	0	101	374
5:30 PM	0	18	6	0	11	47	0	0	0	0	0	0	6	0	8	0	96	393
5:45 PM	0	23	3	0	12	34	0	0	0	0	0	0	5	0	8	0	85	387
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	0	72	20	0	76	188	0	0	0	0	0	0	16	0	48	0	420	
Heavy Trucks	0	12	0		0	16	0		0	0	0		0	0	0		28	
Buses																		
Pedestrians		0				0				28				28			56	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Appendix C

Traffic Signal Timings

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

Attachment D

1000056 - Emmet @ JPA
 Table 2 - Overlaps Page 0
 3/9/2023
 8:25 AM

9 + Key			C + F + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Short Power Down	0	4	Page ID	0	0
Long Power Down	1	4	Reserved	1	0
EVA Delay Type	2	0	Reserved	2	0
EVB Delay Type	3	0	Reserved	3	0
EVC Delay Type	4	0	OLA Red	4	0.0
EVD Delay Type	5	0	OLB Red	5	0.0
RR Delay Type	6	0	OLC Red	6	0.0
Ped Inhibit	7	0	OLD Red	7	0.0
OLA Green	8	0.0			12345678
OLA Yellow	9	0.0	Overlap E	8	
OLB Green	A	0.0	Overlap F	9	
OLB Yellow	B	0.0	Red Rest	A	
OLC Green	C	0.0	Max Recall	B	
OLC Yellow	D	0.0	Flash Green	C	
OLD Green	E	0.0	Flash Walk	D	
OLD Yellow	F	0.0	Advance Walk	E	
			Restrictive Phase	F	

D + C + 9 + Key			D + C + B + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Short Power Down	0	0	Page ID	0	1
Long Power Down	1	0	Reserved	1	0
EVA Delay Type	2	0	Reserved	2	0
EVB Delay Type	3	0	Reserved	3	0
EVC Delay Type	4	0	OLA Red	4	0.0
EVD Delay Type	5	0	OLB Red	5	0.0
RR Delay Type	6	0	OLC Red	6	0.0
Ped Inhibit	7	0	OLD Red	7	0.0
OLA Green	8	0.0			12345678
OLA Yellow	9	0.0	Overlap E	8	
OLB Green	A	0.0	Overlap F	9	
OLB Yellow	B	0.0	Red Rest	A	
OLC Green	C	0.0	Max Recall	B	
OLC Yellow	D	0.0	Flash Green	C	
OLD Green	E	0.0	Flash Walk	D	
OLD Yellow	F	0.0	Advance Walk	E	
			Restrictive Phase	F	

Attachment D
 1000056 - Emmet @ JPA
 Table 2 - Overlaps Page 2
 3/9/2023
 8:25 AM

D + D + 9 + Key			D + D + B + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Short Power Down	0	0	Page ID	0	2
Long Power Down	1	0	Reserved	1	0
EVA Delay Type	2	0	Reserved	2	0
EVB Delay Type	3	0	Reserved	3	0
EVC Delay Type	4	0	OLA Red	4	0.0
EVD Delay Type	5	0	OLB Red	5	0.0
RR Delay Type	6	0	OLC Red	6	0.0
Ped Inhibit	7	0	OLD Red	7	0.0
OLA Green	8	0.0			12345678
OLA Yellow	9	0.0	Overlap E	8	
OLB Green	A	0.0	Overlap F	9	
OLB Yellow	B	0.0	Red Rest	A	
OLC Green	C	0.0	Max Recall	B	
OLC Yellow	D	0.0	Flash Green	C	
OLD Green	E	0.0	Flash Walk	D	
OLD Yellow	F	0.0	Advance Walk	E	
			Restrictive Phase	F	

Attachment D
 1000056 - Emmet @ JPA
 Table 3 - Preempts
 3/9/2023
 8:25 AM

C + Key			E + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Year	0	0	EVA Delay	0	0
Month	1	0	EVA Minimum	1	3
Day of Month	2	0	EVB Delay	2	0
		1234567	EVB Minimum	3	3
Day of Week	3		EVC Delay	4	0
		VALUE	EVC Minimum	5	3
Hour	4	0	EVD Delay	6	0
Minute	5	0	EVD Minimum	7	3
Second	6	0	OL Red Revert	8	0.0
Reserved	7	0	RR Delay	9	0
Triggers On In Flash	8	0	RR Clear	A	0
		12345678			12345678
Startup Yellow	9		RR Clear Phases	B	
EVA Phases	A	4	RR Permit	C	
EVB Phases	B	1 6	RR OL Permit	D	
EVC Phases	C	2	NEMA Hold Phases	E	
EVD Phases	D		Reserved	F	
Handicap Ped	E				
Reserved	F				

Attachment D
 1000056 - Emmet @ JPA
 Table 5 - TOD/DOW Events 1-32
 3/9/2023
 8:25 AM

A + Code											
EVENT	1234567	HOUR	MIN	FUNC	CODE	EVENT	1234567	HOUR	MIN	FUNC	CODE
1	1234567	6	0	1	80-83	17		0	0	0	C0-C3
2	1234567	19	0	20	84-87	18		0	0	0	C4-C7
3		0	0	0	88-8B	19		0	0	0	C8-CB
4		0	0	0	8C-8F	20		0	0	0	CC-CF
5		0	0	0	90-93	21		0	0	0	D0-D3
6		0	0	0	94-97	22		0	0	0	D4-D7
7		0	0	0	98-9B	23		0	0	0	D8-DB
8		0	0	0	9C-9F	24		0	0	0	DC-DF
9		0	0	0	A0-A3	25		0	0	0	E0-E3
10		0	0	0	A4-A7	26		0	0	0	E4-E7
11		0	0	0	A8-AB	27		0	0	0	E8-EB
12		0	0	0	AC-AF	28		0	0	0	EC-EF
13		0	0	0	B0-B3	29		0	0	0	F0-F3
14		0	0	0	B4-B7	30		0	0	0	F4-F7
15		0	0	0	B8-BB	31		0	0	0	F8-FB
16		0	0	0	BC-BF	32		0	0	0	FC-FF

Attachment D

1000056 - Emmet @ JPA

Table 6 - Coordination Functions

3/9/2023

8:25 AM

B + 0 + Key			D + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Present Plan	0	0	Floating Ped	2E	0
TOD/DOW Plan	1	0	ID Number	2F	56
Hardwire Plan	2	0	No Coord Ped Recall	3E	0
Modem Plan	3	0	Rest In Walk	3F	0
Mode (0-4)	4	1	Adv Warning EOG	4E	0
Master (0 = Off)	5	0	Adv Warning SOG	4F	0
Master Clock	6	0	RR Red Clear	5E	0
Local Clock	7	0	RR Clear Color	5F	0
Dwell Clock	8	26	Bus Delay	6D	0.0
Reserved	9	0	Bus Free T1	6E	0
Reserved	A	0	Bus Free T3	6F	0
Reserved	B	0	EV Min After Clear	7E	1
		12345678	EV Indicators	7F	1
Reserved	C		NEMA Inputs	66	0
NEMA CNA Phase	D		Reserved		0
Adv Warning Phase	E		Reserved		0
MRI Phase	F				

Attachment D
 1000056 - Emmet @ JPA
 Table 8 - Bus Preemption
 3/9/2023
 8:25 AM

B + A + Key			B + B + Key			B + C + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Bus P1 T1	0	0	Bus P4 T1	0	0	Bus P7 T1	0	0
Bus P1 T2	1	0	Bus P4 T2	1	0	Bus P7 T2	1	0
Bus P1 T3	2	0	Bus P4 T3	2	0	Bus P7 T3	2	0
Bus P2 T1	3	0	Bus P5 T1	3	0	Bus P8 T1	3	0
Bus P2 T2	4	0	Bus P5 T2	4	0	Bus P8 T2	4	0
Bus P2 T3	5	0	Bus P5 T3	5	0	Bus P8 T3	5	0
Bus P3 T1	6	0	Bus P6 T1	6	0	Bus P9 T1	6	0
Bus P3 T2	7	0	Bus P6 T2	7	0	Bus P9 T2	7	0
Bus P3 T3	8	0	Bus P6 T3	8	0	Bus P9 T3	8	0
Perm 2 P1	9	0	Perm 2 P4	9	0	Perm 2 P7	9	0
Perm 2 P2	A	0	Perm 2 P5	A	0	Perm 2 P8	A	0
Perm 2 P3	B	0	Perm 2 P6	B	0	Perm 2 P9	B	0
		12345678			12345678			12345678
Flash Yellow	C	2 6	OL Flash Yellow	C		Coordinated Max	C	
Flash Circuit	D		OL Flash Clear	D		TOD Red Rest	D	
TOD/DOW Max	E		TOD/DOW Ped	E		OLA Switchpack	E	
OLB Switchpack	F		OLC Switchpack	F		OLD Switchpack	F	

Attachment D

1000056 - Emmet @ JPA

Table 9 - Input Reassignments Page 0

3/9/2023

8:25 AM

A + 4 + Key			A + 5 + Key			A + 6 + Key		
C1 PIN	KEY	VALUE	C1 PIN	KEY	VALUE	C1 PIN	KEY	VALUE
39	0	0	55	0	0	67	0	0
40	1	0	56	1	0	68	1	0
41	2	0	57	2	0	69	2	0
42	3	0	58	3	0	70	3	0
43	4	17	59	4	0	71	4	0
44	5	0	60	5	0	72	5	0
45	6	15	61	6	0	73	6	0
46	7	0	62	7	0	74	7	0
47	8	0	N/U	8	0	75	8	0
48	9	0	N/U	9	0	76	9	0
49	A	0	N/U	A	0	77	A	0
50	B	0	N/U	B	0	78	B	0
51	C	0	63	C	0	79	C	0
52	D	0	64	D	0	80	D	0
53	E	0	65	E	0	81	E	0
54	F	0	66	F	0	82	F	0

Attachment D

1000056 - Emmet @ JPA

Table 10 - Output Reassignments Page 0

3/9/2023

8:25 AM

A + 0 + Key			A + 1 + Key			A + 2 + Key			A + 3 + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
04 D/W	0	99	08 D/W	0	0	02 Ped Yellow	0	0	01 D/W	0	0
04 Walk	1	99	08 Walk	1	0	06 Ped Yellow	1	0	01 Walk	1	0
04 Red	2	0	08 Red	2	0	04 Ped Yellow	2	99	OLB Red	2	0
04 Yellow	3	0	08 Yellow	3	0	08 Ped Yellow	3	0	OLB Yellow	3	0
04 Green	4	0	08 Green	4	0	03 Ped Yellow	4	0	OLB Green	4	0
03 Red	5	0	07 Red	5	0	01 Ped Yellow	5	0	OLA Red	5	0
03 Yellow	6	0	07 Yellow	6	0	Flash	6	0	OLA Yellow	6	0
03 Green	7	0	07 Green	7	0	Watchdog	7	0	OLA Green	7	0
02 D/W	8	0	06 D/W	8	0	03 D/W	8	0	Reserved	8	0
02 Walk	9	0	06 Walk	9	0	03 Walk	9	0	SD	9	0
02 Red	A	0	06 Red	A	0	OLD Red	A	0	LTT	A	0
02 Yellow	B	0	06 Yellow	B	0	OLD Yellow	B	0	ID (MSB)	B	0
02 Green	C	0	06 Green	C	0	OLD Green	C	0	Group 1	C	0
01 Red	D	0	05 Red	D	0	OLC Red	D	0	Group 2	D	0
01 Yellow	E	0	05 Yellow	E	0	OLC Yellow	E	0	Group 3	E	0
01 Green	F	0	05 Green	F	0	OLC Green	F	0	Group 4	F	0

Attachment D

1000056 - Emmet @ JPA

Table 11 - Extended Outputs Page 0

3/9/2023

8:25 AM

D + B + 0 + Key			D + B + 1 + Key			D + B + 2 + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
05 D/W	0	0	OLE Green	0	0	Cycle 2	0	0
05 Walk	1	0	OLF Green	1	0	Cycle 3	1	0
OLL Red	2	0	OLE Yellow	2	0	Offset 1	2	0
OLL Yellow	3	0	OLF Yellow	3	0	Offset 2	3	0
OLL Green	4	0	Adv Warning	4	0	Offset 3	4	0
OLK Red	5	0	RR Flash Yellow	5	0	Reserved	5	0
OLK Yellow	6	0	Detector Reset	6	0	Free	6	0
OLK Green	7	0	RR On	7	0	Flash	7	0
07 D/W	8	0	EVA On	8	12	Coord Plan 1,2,3	8	0
07 Walk	9	0	EVB On	9	11	Coord Plan 4,5,6	9	0
OLJ Red	A	0	EVC On	A	53	Coord Plan 7,8,9	A	0
OLJ Yellow	B	0	EVD On	B	0	Coord Plan 10,11,12	B	0
OLJ Green	C	0	Ring 1, Bit B	C	0	Coord Plan 13,14,15	C	0
OLH Red	D	0	Ring 1, Bit C	D	0	Coord Plan 16,17,18	D	0
OLH Yellow	E	0	Ring 2, Bit B	E	0	Reserved	E	0
OLH Green	F	0	Ring 2, Bit C	F	0	Reserved	F	0

Attachment D
 1000056 - Emmet @ JPA
 Table 13 - Additional Overlaps
 3/9/2023
 8:25 AM

D + 9 + 0 + Key			D + 9 + 3 + Key			E + F + Key		
FUNCTION	KEY	12345678	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Overlap H	0		OLH Green	0	0.0	RR Max II	0	0
Overlap J	1		OLH Yellow	1	0.0	Ped Perm Plan 1	1	0
Overlap K	2		OLH Red	2	0.0	Ped Perm Plan 2	2	0
Overlap L	3		OLJ Green	3	0.0	Ped Perm Plan 3	3	0
OLH Switchpack	4		OLJ Yellow	4	0.0	Ped Perm Plan 4	4	0
OLJ Switchpack	5		OLJ Red	5	0.0	Ped Perm Plan 5	5	0
OLK Switchpack	6		OLK Green	6	0.0	Ped Perm Plan 6	6	0
OLL Switchpack	7		OLK Yellow	7	0.0	Ped Perm Plan 7	7	0
Reserved	8		OLK Red	8	0.0	Ped Perm Plan 8	8	0
Reserved	9		OLL Green	9	0.0	Ped Perm Plan 9	9	0
Reserved	A		OLL Yellow	A	0.0	Long Power Outs	A	0
Reserved	B		OLL Red	B	0.0	Short Power Outs	B	0
Reserved	C		Reserved	C	0	Failed Detectors	C	0
Reserved	D		Reserved	D	0	Max II On	D	0
Reserved	E		Reserved	E	0	No Daylight Savings	E	0
Reserved	F		Reserved	F	0	Revision Level	F	48

Attachment D

1000056 - Emmet @ JPA

Table 14 - Command Box Sheet 2

3/9/2023

8:25 AM

D + 9 + Key1 + Key2							
KEY1 = C		KEY1 = D		KEY1 = E		KEY1 = F	
KEY2	VALUE	KEY2	VALUE	KEY2	VALUE	KEY2	VALUE
0	0	0	0	0	0	0	0
1	0	1	0	1	0	1	0
2	0	2	0	2	0	2	0
3	0	3	0	3	0	3	0
4	0	4	0	4	0	4	0
5	0	5	0	5	0	5	0
6	0	6	0	6	0	6	0
7	0	7	0	7	0	7	0
8	0	8	0	8	0	8	0
9	0	9	0	9	0	9	0
A	0	A	0	A	0	A	0
B	0	B	0	B	0	B	0
C	0	C	0	C	0	C	0
D	0	D	0	D	0	D	0
E	0	E	0	E	0	E	0
F	0	F	0	F	0	F	9

Attachment D

1000066 - JPA @ Shamrock
 Table 2 - Overlaps Page 0
 10/6/2021
 4:51 PM

9 + Key			C + F + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Short Power Down	0	4	Page ID	0	0
Long Power Down	1	4	Reserved	1	0
EVA Delay Type	2	0	Reserved	2	0
EVB Delay Type	3	0	Reserved	3	0
EVC Delay Type	4	0	OLA Red	4	0.0
EVD Delay Type	5	0	OLB Red	5	0.0
RR Delay Type	6	0	OLC Red	6	0.0
Ped Inhibit	7	0	OLD Red	7	0.0
OLA Green	8	0.0			12345678
OLA Yellow	9	0.0	Overlap E	8	
OLB Green	A	0.0	Overlap F	9	
OLB Yellow	B	0.0	Red Rest	A	
OLC Green	C	0.0	Max Recall	B	
OLC Yellow	D	0.0	Flash Green	C	
OLD Green	E	0.0	Flash Walk	D	
OLD Yellow	F	0.0	Advance Walk	E	
			Restrictive Phase	F	

Attachment D

1000066 - JPA @ Shamrock
 Table 3 - Preempts
 10/6/2021
 4:51 PM

C + Key			E + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Year	0	0	EVA Delay	0	0
Month	1	0	EVA Minimum	1	5
Day of Month	2	0	EVB Delay	2	0
		1234567	EVB Minimum	3	5
Day of Week	3		EVC Delay	4	0
		VALUE	EVC Minimum	5	5
Hour	4	0	EVD Delay	6	0
Minute	5	0	EVD Minimum	7	5
Second	6	0	OL Red Revert	8	0.0
Reserved	7	0	RR Delay	9	0
Triggers On In Flash	8	0	RR Clear	A	0
		12345678			12345678
Startup Yellow	9		RR Clear Phases	B	
EVA Phases	A		RR Permit	C	
EVB Phases	B		RR OL Permit	D	
EVC Phases	C		NEMA Hold Phases	E	
EVD Phases	D		Reserved	F	
Handicap Ped	E				
Reserved	F				

Attachment D

1000066 - JPA @ Shamrock
 Table 6 - Coordination Functions
 10/6/2021
 4:51 PM

B + 0 + Key			D + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Present Plan	0	0	Floating Ped	2E	0
TOD/DOW Plan	1	0	ID Number	2F	66
Hardwire Plan	2	0	No Coord Ped Recall	3E	1
Modem Plan	3	0	Rest In Walk	3F	0
Mode (0-4)	4	0	Adv Warning EOG	4E	0
Master (0 = Off)	5	0	Adv Warning SOG	4F	0
Master Clock	6	0	RR Red Clear	5E	0
Local Clock	7	0	RR Clear Color	5F	0
Dwell Clock	8	0	Bus Delay	6D	0.0
Reserved	9	0	Bus Free T1	6E	0
Reserved	A	0	Bus Free T3	6F	0
Reserved	B	0	EV Min After Clear	7E	1
		12345678	EV Indicators	7F	1
Reserved	C		NEMA Inputs	66	0
NEMA CNA Phase	D		Reserved		0
Adv Warning Phase	E		Reserved		0
MRI Phase	F				

Attachment D

1000066 - JPA @ Shamrock
 Table 8 - Bus Preemption
 10/6/2021
 4:51 PM

B + A + Key			B + B + Key			B + C + Key		
FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Bus P1 T1	0	0	Bus P4 T1	0	0	Bus P7 T1	0	0
Bus P1 T2	1	0	Bus P4 T2	1	0	Bus P7 T2	1	0
Bus P1 T3	2	0	Bus P4 T3	2	0	Bus P7 T3	2	0
Bus P2 T1	3	0	Bus P5 T1	3	0	Bus P8 T1	3	0
Bus P2 T2	4	0	Bus P5 T2	4	0	Bus P8 T2	4	0
Bus P2 T3	5	0	Bus P5 T3	5	0	Bus P8 T3	5	0
Bus P3 T1	6	0	Bus P6 T1	6	0	Bus P9 T1	6	0
Bus P3 T2	7	0	Bus P6 T2	7	0	Bus P9 T2	7	0
Bus P3 T3	8	0	Bus P6 T3	8	0	Bus P9 T3	8	0
Perm 2 P1	9	0	Perm 2 P4	9	0	Perm 2 P7	9	0
Perm 2 P2	A	0	Perm 2 P5	A	0	Perm 2 P8	A	0
Perm 2 P3	B	0	Perm 2 P6	B	0	Perm 2 P9	B	0
		12345678			12345678			12345678
Flash Yellow	C	2 6	OL Flash Yellow	C		Coordinated Max	C	
Flash Circuit	D		OL Flash Clear	D		TOD Red Rest	D	
TOD/DOW Max	E		TOD/DOW Ped	E		OLA Switchpack	E	
OLB Switchpack	F		OLC Switchpack	F		OLD Switchpack	F	

Attachment D

1000066 - JPA @ Shamrock
Table 9 - Input Reassignments Page 0
10/6/2021
4:51 PM

A + 4 + Key			A + 5 + Key			A + 6 + Key		
C1 PIN	KEY	VALUE	C1 PIN	KEY	VALUE	C1 PIN	KEY	VALUE
39	0	34	55	0	0	67	0	0
40	1	32	56	1	12	68	1	0
41	2	0	57	2	0	69	2	0
42	3	0	58	3	11	70	3	0
43	4	0	59	4	0	71	4	0
44	5	0	60	5	0	72	5	0
45	6	0	61	6	0	73	6	0
46	7	22	62	7	0	74	7	0
47	8	0	N/U	8	0	75	8	0
48	9	18	N/U	9	0	76	9	0
49	A	0	N/U	A	0	77	A	0
50	B	0	N/U	B	0	78	B	0
51	C	0	63	C	0	79	C	0
52	D	0	64	D	0	80	D	0
53	E	0	65	E	0	81	E	0
54	F	0	66	F	0	82	F	0

Attachment D

1000066 - JPA @ Shamrock
 Table 13 - Additional Overlaps
 10/6/2021
 4:51 PM

D + 9 + 0 + Key			D + 9 + 3 + Key			E + F + Key		
FUNCTION	KEY	12345678	FUNCTION	KEY	VALUE	FUNCTION	KEY	VALUE
Overlap H	0		OLH Green	0	0.0	RR Max II	0	0
Overlap J	1		OLH Yellow	1	0.0	Ped Perm Plan 1	1	0
Overlap K	2		OLH Red	2	0.0	Ped Perm Plan 2	2	0
Overlap L	3		OLJ Green	3	0.0	Ped Perm Plan 3	3	0
OLH Switchpack	4		OLJ Yellow	4	0.0	Ped Perm Plan 4	4	0
OLJ Switchpack	5		OLJ Red	5	0.0	Ped Perm Plan 5	5	0
OLK Switchpack	6		OLK Green	6	0.0	Ped Perm Plan 6	6	0
OLL Switchpack	7		OLK Yellow	7	0.0	Ped Perm Plan 7	7	0
Reserved	8		OLK Red	8	0.0	Ped Perm Plan 8	8	0
Reserved	9		OLL Green	9	0.0	Ped Perm Plan 9	9	0
Reserved	A		OLL Yellow	A	0.0	Long Power Outs	A	0
Reserved	B		OLL Red	B	0.0	Short Power Outs	B	0
Reserved	C		Reserved	C	0	Failed Detectors	C	0
Reserved	D		Reserved	D	0	Max II On	D	0
Reserved	E		Reserved	E	0	No Daylight Savings	E	165
Reserved	F		Reserved	F	0	Revision Level	F	60

Attachment D

Appendix D
SYNCHRO & SimTraffic Reports for
2023 Existing Conditions

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	21	197	536	34	226
v/c Ratio	0.06	0.59	0.64	0.07	0.25
Control Delay	17.0	30.2	17.6	6.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	30.2	17.6	6.8	7.7
Queue Length 50th (ft)	4	57	109	5	35
Queue Length 95th (ft)	21	141	#337	m17	83
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	634	605	918	463	1170
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.33	0.58	0.07	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Attachment D

Woodrow Apartments TIA 1: Jefferson Park Ave & Shamrock Rd

2023 Existing - AM Peak Hour
HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT		
Lane Configurations		↕			↕			↕			↕	↕		
Traffic Volume (vph)	0	14	7	72	47	73	7	474	39	1	32	215		
Future Volume (vph)	0	14	7	72	47	73	7	474	39	1	32	215		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0			6.0			6.0	6.0		
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00		
Frbp, ped/bikes		1.00			0.98			0.99			1.00	1.00		
Flpb, ped/bikes		1.00			1.00			1.00			0.99	1.00		
Frt		0.95			0.95			0.99			1.00	1.00		
Flt Protected		1.00			0.98			1.00			0.95	1.00		
Satd. Flow (prot)		1560			1697			1608			1783	1580		
Flt Permitted		1.00			0.87			1.00			0.35	1.00		
Satd. Flow (perm)		1560			1500			1603			663	1580		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Adj. Flow (vph)	0	14	7	74	48	75	7	489	40	1	33	222		
RTOR Reduction (vph)	0	6	0	0	0	0	0	3	0	0	0	1		
Lane Group Flow (vph)	0	15	0	0	197	0	0	533	0	0	34	225		
Confl. Peds. (#/hr)	15						15	18		54	15	54		
Heavy Vehicles (%)	0%	7%	0%	4%	0%	3%	17%	4%	5%	0%	0%	8%		
Parking (#/hr)		0						0				0		
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	pm+pt	NA		
Protected Phases		4			8			2		1	1	6		
Permitted Phases	4			8			2			6	6			
Actuated Green, G (s)		13.6			13.6			31.9			39.2	39.2		
Effective Green, g (s)		13.6			13.6			31.9			39.2	39.2		
Actuated g/C Ratio		0.21			0.21			0.49			0.60	0.60		
Clearance Time (s)		6.0			6.0			6.0			6.0	6.0		
Vehicle Extension (s)		3.0			3.0			3.0			2.0	3.0		
Lane Grp Cap (vph)		327			314			789			423	955		
v/s Ratio Prot		0.01									0.00	c0.14		
v/s Ratio Perm					c0.13			c0.33			0.05			
v/c Ratio		0.05			0.63			0.68			0.08	0.24		
Uniform Delay, d1		20.4			23.3			12.5			6.6	5.9		
Progression Factor		1.00			1.00			1.00			0.98	0.97		
Incremental Delay, d2		0.1			3.9			2.3			0.0	0.1		
Delay (s)		20.5			27.2			14.8			6.5	5.9		
Level of Service		C			C			B			A	A		
Approach Delay (s)		20.5			27.2			14.8				5.9		
Approach LOS		C			C			B				A		
Intersection Summary														
HCM 2000 Control Delay			15.1									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.67											
Actuated Cycle Length (s)			64.8								18.0			
Intersection Capacity Utilization			62.2%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	4
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	18
Heavy Vehicles (%)	0%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Attachment D

Woodrow Apartments TIA 3: Jefferson Park Ave & Woodrow St/Private Drive

2023 Existing - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

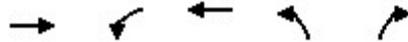
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	2	11	0	559	1	2	256
Future Volume (Veh/h)	0	0	1	0	0	2	11	0	559	1	2	256
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	1	0	0	2	0	0	595	1	2	272
Pedestrians		49			135				3			6
Lane Width (ft)		12.0			12.0				12.0			12.0
Walking Speed (ft/s)		3.5			3.5				3.5			3.5
Percent Blockage		5			13				0			1
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												242
pX, platoon unblocked							0.00					
vC, conflicting volume	630	1056	324	1010	1056	439	0	321			731	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	630	1056	324	1010	1056	439	0	321			731	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	100	100	100	100	0	100			100	
cM capacity (veh/h)	303	188	644	148	188	495	0	1192			769	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	1	2	298	298	274							
Volume Left	0	0	0	0	2							
Volume Right	1	2	0	1	0							
cSH	644	495	1192	1700	769							
Volume to Capacity	0.00	0.00	0.00	0.18	0.00							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	10.6	12.3	0.0	0.0	0.1							
Lane LOS	B	B			A							
Approach Delay (s)	10.6	12.3	0.0		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			33.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Attachment D

Woodrow Apartments TIA
3: Jefferson Park Ave & Woodrow St/Private Drive

2023 Existing - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (Veh/h)	0
Sign Control	
Grade	
Peak Hour Factor	0.94
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	409	173	222	227	358
v/c Ratio	0.67	0.44	0.26	0.54	0.58
Control Delay	17.5	8.5	5.9	24.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	8.5	5.9	24.2	8.2
Queue Length 50th (ft)	83	20	26	56	8
Queue Length 95th (ft)	158	40	51	#148	71
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	893	394	1236	447	634
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.44	0.18	0.51	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

Woodrow Apartments TIA 4: Jefferson Park Ave & Emmet St

2023 Existing - AM Peak Hour
HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	291	98	164	211	216	340
Future Volume (vph)	291	98	164	211	216	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.96		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.98	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600		1608	1638	1770	1553
Flt Permitted	1.00		0.31	1.00	0.95	1.00
Satd. Flow (perm)	1600		529	1638	1770	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	306	103	173	222	227	358
RTOR Reduction (vph)	25	0	0	0	0	248
Lane Group Flow (vph)	384	0	173	222	227	110
Confl. Peds. (#/hr)		162	162			
Heavy Vehicles (%)	12%	3%	10%	16%	2%	4%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	16.7		25.4	25.4	10.9	10.9
Effective Green, g (s)	16.7		25.4	25.4	10.9	10.9
Actuated g/C Ratio	0.36		0.55	0.55	0.24	0.24
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	577		376	898	416	365
v/s Ratio Prot	c0.24		c0.04	0.14	c0.13	
v/s Ratio Perm			0.22			0.07
v/c Ratio	0.67		0.46	0.25	0.55	0.30
Uniform Delay, d1	12.5		6.3	5.5	15.5	14.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2		0.3	0.1	0.8	0.2
Delay (s)	15.6		6.6	5.5	16.3	14.7
Level of Service	B		A	A	B	B
Approach Delay (s)	15.6			6.0	15.4	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			12.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			46.3		Sum of lost time (s)	15.0
Intersection Capacity Utilization			56.7%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

Attachment D

Woodrow Apartments TIA 5: Emmet St & Stadium Rd (Eastern)

2023 Existing - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	67	69	359	321	0
Future Volume (Veh/h)	0	67	69	359	321	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	72	74	386	345	0
Pedestrians	45					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	4					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	341					
pX, platoon unblocked						
vC, conflicting volume	924	390	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	924	390	390			
tC, single (s)	6.4	6.5	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.6	2.3			
p0 queue free %	100	87	93			
cM capacity (veh/h)	269	570	1083			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	72	74	386	345		
Volume Left	0	74	0	0		
Volume Right	72	0	0	0		
cSH	570	1083	1700	1700		
Volume to Capacity	0.13	0.07	0.23	0.20		
Queue Length 95th (ft)	11	5	0	0		
Control Delay (s)	12.2	8.6	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.2	1.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	1.7					
Intersection Capacity Utilization	34.9%			ICU Level of Service	A	
Analysis Period (min)	15					

Attachment D

Woodrow Apartments TIA
6: Stadium Rd & Emmet St

2023 Existing - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	362	317	102	53	0
Future Volume (Veh/h)	1	362	317	102	53	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	373	327	105	55	0
Pedestrians					26	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		550				
pX, platoon unblocked						
vC, conflicting volume	458				780	406
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	458				780	406
tC, single (s)	5.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	3.1				3.6	3.3
p0 queue free %	100				84	100
cM capacity (veh/h)	716				339	634
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	374	432	55			
Volume Left	1	0	55			
Volume Right	0	105	0			
cSH	716	1700	339			
Volume to Capacity	0.00	0.25	0.16			
Queue Length 95th (ft)	0	0	14			
Control Delay (s)	0.0	0.0	17.6			
Lane LOS	A		C			
Approach Delay (s)	0.0	0.0	17.6			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			33.5%	ICU Level of Service		A
Analysis Period (min)			15			

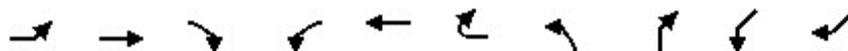
Attachment D

Woodrow Apartments TIA

2023 Existing - AM Peak Hour

7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

HCM Unsignalized Intersection Capacity Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕↕			↕↕		↕↕		↕↕	
Traffic Volume (veh/h)	63	53	3	1	101	1	0	2	0	67
Future Volume (Veh/h)	63	53	3	1	101	1	0	2	0	67
Sign Control		Free			Free			Stop		Stop
Grade		0%			0%			0%		0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	69	58	3	1	111	1	0	2	0	74
Pedestrians							148		42	
Lane Width (ft)							12.0		12.0	
Walking Speed (ft/s)							3.5		3.5	
Percent Blockage							14		4	
Right turn flare (veh)										
Median type		None			None					
Median storage (veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	154			209			533	502	502	154
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	154			209			533	502	502	154
tC, single (s)	4.4			4.1			7.1	6.5	6.5	6.2
tC, 2 stage (s)										
tF (s)	2.5			2.2			3.5	4.0	4.0	3.3
p0 queue free %	94			100			100	99	100	91
cM capacity (veh/h)	1226			1180			299	369	369	852
Direction, Lane #	EB 1	WB 1	NB 1	SW 1						
Volume Total	130	113	2	74						
Volume Left	69	1	0	0						
Volume Right	3	1	0	74						
cSH	1226	1180	369	852						
Volume to Capacity	0.06	0.00	0.01	0.09						
Queue Length 95th (ft)	4	0	0	7						
Control Delay (s)	4.5	0.1	14.8	9.6						
Lane LOS	A	A	B	A						
Approach Delay (s)	4.5	0.1	14.8	9.6						
Approach LOS			B	A						
Intersection Summary										
Average Delay			4.2							
Intersection Capacity Utilization			38.4%		ICU Level of Service				A	
Analysis Period (min)			15							

Attachment D

Woodrow Apartments TIA 8: Stadium Rd & Shamrock Rd

2023 Existing - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	43	97	5	16	40
Future Volume (Veh/h)	12	43	97	5	16	40
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	47	105	5	17	43
Pedestrians	27				6	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	212	140			137	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212	140			137	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	95			99	
cM capacity (veh/h)	752	879			1386	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	60	110	60			
Volume Left	13	0	17			
Volume Right	47	5	0			
cSH	848	1700	1386			
Volume to Capacity	0.07	0.06	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	9.6	0.0	2.2			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	2.2			
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			22.4%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	UL	TR
Maximum Queue (ft)	54	160	265	76	151
Average Queue (ft)	14	85	120	20	51
95th Queue (ft)	42	143	217	52	111
Link Distance (ft)	798	617	748		756
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	1
Queuing Penalty (veh)				0	0

Intersection: 3: Jefferson Park Ave & Woodrow St/Private Drive

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	ULT	TR	LTR
Maximum Queue (ft)	10	24	71	41	41
Average Queue (ft)	0	2	8	3	2
95th Queue (ft)	5	13	40	22	21
Link Distance (ft)	466	241	218	218	165
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	205	128	134	163	186
Average Queue (ft)	95	55	45	81	87
95th Queue (ft)	168	105	99	142	159
Link Distance (ft)	277		1139	165	165
Upstream Blk Time (%)				0	1
Queuing Penalty (veh)				1	2
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	89	63	16	7
Average Queue (ft)	24	19	0	0
95th Queue (ft)	67	51	8	5
Link Distance (ft)	173		277	127
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 6: Stadium Rd & Emmet St

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	14	29	84
Average Queue (ft)	0	1	29
95th Queue (ft)	11	15	62
Link Distance (ft)	127	520	190
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

Movement	EB	WB	NB	SW
Directions Served	LTR	LTR	LR	<LR
Maximum Queue (ft)	91	6	24	66
Average Queue (ft)	16	0	3	31
95th Queue (ft)	62	4	16	57
Link Distance (ft)	1360	190		173
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	58	35
Average Queue (ft)	27	2
95th Queue (ft)	54	15
Link Distance (ft)	798	1360
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	80	138	397	100	566
v/c Ratio	0.27	0.52	0.51	0.18	0.55
Control Delay	23.1	30.8	14.6	6.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	30.8	14.6	6.0	9.7
Queue Length 50th (ft)	25	49	95	12	100
Queue Length 95th (ft)	58	96	197	34	218
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	643	579	878	571	1201
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.24	0.45	0.18	0.47
Intersection Summary					

Attachment D

Woodrow Apartments TIA 1: Jefferson Park Ave & Shamrock Rd

2023 Existing - PM Peak Hour
HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Volume (vph)	6	59	6	57	39	29	15	279	63	90	498	12
Future Volume (vph)	6	59	6	57	39	29	15	279	63	90	498	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frbp, ped/bikes		1.00			0.98			0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.99			0.97			0.98		1.00	1.00	
Flt Protected		1.00			0.98			1.00		0.95	1.00	
Satd. Flow (prot)		1670			1760			1599		1798	1651	
Flt Permitted		0.96			0.81			0.97		0.43	1.00	
Satd. Flow (perm)		1616			1467			1553		821	1651	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	66	7	63	43	32	17	310	70	100	553	13
RTOR Reduction (vph)	0	5	0	0	0	0	0	9	0	0	1	0
Lane Group Flow (vph)	0	75	0	0	138	0	0	388	0	100	565	0
Confl. Peds. (#/hr)	54		2	2		54	56		14	14		56
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Parking (#/hr)		0						0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		11.1			11.1			30.4		39.5	39.5	
Effective Green, g (s)		11.1			11.1			30.4		39.5	39.5	
Actuated g/C Ratio		0.18			0.18			0.49		0.63	0.63	
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		2.0	3.0	
Lane Grp Cap (vph)		286			260			754		566	1041	
v/s Ratio Prot										0.01	c0.34	
v/s Ratio Perm		0.05			c0.09			0.25		0.10		
v/c Ratio		0.26			0.53			0.51		0.18	0.54	
Uniform Delay, d1		22.2			23.4			11.0		5.5	6.5	
Progression Factor		1.00			1.00			1.00		0.99	0.98	
Incremental Delay, d2		0.5			2.1			0.6		0.1	0.6	
Delay (s)		22.7			25.5			11.6		5.5	7.0	
Level of Service		C			C			B		A	A	
Approach Delay (s)		22.7			25.5			11.6			6.7	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			11.3								HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			62.6							18.0		
Intersection Capacity Utilization			75.0%								ICU Level of Service	D
Analysis Period (min)			15									
c	Critical Lane Group											

Attachment D

Woodrow Apartments TIA 3: Jefferson Park Ave & Woodrow St/Private Drive

2023 Existing - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

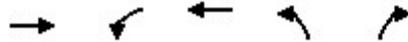
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔				↕			↕
Traffic Volume (veh/h)	1	0	1	0	0	3	11	6	346	0	2	611
Future Volume (Veh/h)	1	0	1	0	0	3	11	6	346	0	2	611
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	1	0	0	3	0	6	357	0	2	630
Pedestrians		73			142				19			8
Lane Width (ft)		12.0			12.0				12.0			12.0
Walking Speed (ft/s)		3.5			3.5				3.5			3.5
Percent Blockage		7			14				2			1
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												242
pX, platoon unblocked								0.00				
vC, conflicting volume	910	1219	723	1166	1220	328	0	705			499	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	910	1219	723	1166	1220	328	0	705			499	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	99	100	100	100	100	99	0	99			100	
cM capacity (veh/h)	181	145	341	108	145	578	0	840			930	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	2	3	184	178	634							
Volume Left	1	0	6	0	2							
Volume Right	1	3	0	0	2							
cSH	236	578	840	1700	930							
Volume to Capacity	0.01	0.01	0.01	0.10	0.00							
Queue Length 95th (ft)	1	0	1	0	0							
Control Delay (s)	20.4	11.3	0.4	0.0	0.1							
Lane LOS	C	B	A		A							
Approach Delay (s)	20.4	11.3	0.2		0.1							
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			48.6%		ICU Level of Service		A					
Analysis Period (min)			15									

Attachment D

Woodrow Apartments TIA
3: Jefferson Park Ave & Woodrow St/Private Drive

2023 Existing - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (Veh/h)	2
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	2
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	587	315	409	173	199
v/c Ratio	0.89	0.78	0.36	0.54	0.46
Control Delay	30.0	23.1	5.6	29.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	23.1	5.6	29.8	8.1
Queue Length 50th (ft)	137	38	52	59	0
Queue Length 95th (ft)	#326	#150	89	#116	48
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	740	411	1253	321	432
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.77	0.33	0.54	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

Woodrow Apartments TIA 4: Jefferson Park Ave & Emmet St

2023 Existing - PM Peak Hour
HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	251	313	302	393	166	191
Future Volume (vph)	251	313	302	393	166	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.85		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.99	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1406		1715	1759	1805	1509
Flt Permitted	1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)	1406		355	1759	1805	1509
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	261	326	315	409	173	199
RTOR Reduction (vph)	79	0	0	0	0	163
Lane Group Flow (vph)	508	0	315	409	173	36
Confl. Peds. (#/hr)		221	221			
Heavy Vehicles (%)	12%	1%	4%	8%	0%	7%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	23.6		36.4	36.4	10.1	10.1
Effective Green, g (s)	23.6		36.4	36.4	10.1	10.1
Actuated g/C Ratio	0.42		0.64	0.64	0.18	0.18
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	587		416	1133	322	269
v/s Ratio Prot	c0.36		c0.10	0.23	c0.10	
v/s Ratio Perm			0.38			0.02
v/c Ratio	0.87		0.76	0.36	0.54	0.13
Uniform Delay, d1	15.0		8.1	4.7	21.1	19.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	13.0		6.9	0.1	0.9	0.1
Delay (s)	28.0		14.9	4.7	21.9	19.6
Level of Service	C		B	A	C	B
Approach Delay (s)	28.0			9.2	20.7	
Approach LOS	C			A	C	
Intersection Summary						
HCM 2000 Control Delay			18.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.77			
Actuated Cycle Length (s)			56.5		Sum of lost time (s)	15.0
Intersection Capacity Utilization			75.2%		ICU Level of Service	D
Analysis Period (min)			15			

c Critical Lane Group

Attachment D

Woodrow Apartments TIA 5: Emmet St & Stadium Rd (Eastern)

2023 Existing - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	108	106	455	454	0
Future Volume (Veh/h)	0	108	106	455	454	0
Sign Control	Yield			Free		Free
Grade	0%			0%		0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	115	113	484	483	0
Pedestrians	105					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	10					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	341					
pX, platoon unblocked	0.94					
vC, conflicting volume	1298	588	588			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1286	588	588			
tC, single (s)	6.4	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.3			
p0 queue free %	100	73	87			
cM capacity (veh/h)	135	431	850			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	115	113	484	483		
Volume Left	0	113	0	0		
Volume Right	115	0	0	0		
cSH	431	850	1700	1700		
Volume to Capacity	0.27	0.13	0.28	0.28		
Queue Length 95th (ft)	27	11	0	0		
Control Delay (s)	16.4	9.9	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	16.4	1.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay	2.5					
Intersection Capacity Utilization	46.5%			ICU Level of Service		A
Analysis Period (min)	15					

Attachment D

Woodrow Apartments TIA
6: Stadium Rd & Emmet St

2023 Existing - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	449	453	141	103	0
Future Volume (Veh/h)	0	449	453	141	103	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	473	477	148	108	0
Pedestrians					73	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		550				
pX, platoon unblocked					1.00	
vC, conflicting volume	698				1097	624
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698				1096	624
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				49	100
cM capacity (veh/h)	845				213	455
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	473	625	108			
Volume Left	0	0	108			
Volume Right	0	148	0			
cSH	845	1700	213			
Volume to Capacity	0.00	0.37	0.51			
Queue Length 95th (ft)	0	0	64			
Control Delay (s)	0.0	0.0	38.0			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	38.0			
Approach LOS			E			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			46.0%	ICU Level of Service		A
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA

2023 Existing - PM Peak Hour

7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	104	101	7	2	140	1	3	1	3	2	2	101
Future Volume (Veh/h)	104	101	7	2	140	1	3	1	3	2	2	101
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	118	115	8	2	159	1	3	1	3	2	2	115
Pedestrians							218				103	
Lane Width (ft)							12.0				12.0	
Walking Speed (ft/s)							3.5				3.5	
Percent Blockage							21				10	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	263			341			852	840	337	625	844	262
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	263			341			852	840	337	625	844	262
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	89			100			98	99	99	99	99	83
cM capacity (veh/h)	1081			974			132	193	562	256	192	683
Direction, Lane #	EB 1	WB 1	NB 1	SW 1								
Volume Total	241	162	7	119								
Volume Left	118	2	3	2								
Volume Right	8	1	3	115								
cSH	1081	974	211	638								
Volume to Capacity	0.11	0.00	0.03	0.19								
Queue Length 95th (ft)	9	0	3	17								
Control Delay (s)	4.8	0.1	22.7	11.9								
Lane LOS	A	A	C	B								
Approach Delay (s)	4.8	0.1	22.7	11.9								
Approach LOS			C	B								
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			59.3%		ICU Level of Service					B		
Analysis Period (min)			15									

Attachment D

Woodrow Apartments TIA 8: Stadium Rd & Shamrock Rd

2023 Existing - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	47	72	20	52	185
Future Volume (Veh/h)	17	47	72	20	52	185
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	50	77	21	55	197
Pedestrians	30		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	3		0			
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	426	118			128	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	426	118			128	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			96	
cM capacity (veh/h)	549	913			1428	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	68	98	252			
Volume Left	18	0	55			
Volume Right	50	21	0			
cSH	777	1700	1428			
Volume to Capacity	0.09	0.06	0.04			
Queue Length 95th (ft)	7	0	3			
Control Delay (s)	10.1	0.0	1.9			
Lane LOS	B		A			
Approach Delay (s)	10.1	0.0	1.9			
Approach LOS	B					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			29.8%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	84	127	236	100	271
Average Queue (ft)	36	61	106	49	137
95th Queue (ft)	72	111	195	103	232
Link Distance (ft)	798	617	748		756
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	11
Queuing Penalty (veh)				1	10

Intersection: 3: Jefferson Park Ave & Woodrow St/Private Drive

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	ULT	TR	LTR
Maximum Queue (ft)	21	31	147	57	151
Average Queue (ft)	1	3	31	4	17
95th Queue (ft)	11	18	97	30	82
Link Distance (ft)	466	241	218	218	165
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	270	176	169	148	134
Average Queue (ft)	119	89	67	68	57
95th Queue (ft)	226	152	135	127	108
Link Distance (ft)	277		1139	165	165
Upstream Blk Time (%)	0			0	0
Queuing Penalty (veh)	2			0	0
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	101	70	75	52
Average Queue (ft)	39	34	4	3
95th Queue (ft)	83	67	35	25
Link Distance (ft)	173		277	127
Upstream Blk Time (%)	0			0
Queuing Penalty (veh)	0			0
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		1	0	

Intersection: 6: Stadium Rd & Emmet St

Movement	SB	NE
Directions Served	TR	LR
Maximum Queue (ft)	61	157
Average Queue (ft)	5	58
95th Queue (ft)	33	119
Link Distance (ft)	520	190
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

Movement	EB	WB	NB	SW
Directions Served	LTR	LTR	LR>	<LR
Maximum Queue (ft)	92	15	30	87
Average Queue (ft)	26	1	6	44
95th Queue (ft)	72	9	26	74
Link Distance (ft)	1360	190	466	173
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	3	56
Average Queue (ft)	29	0	8
95th Queue (ft)	54	3	35
Link Distance (ft)	798	440	1360
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 16

Attachment D

Appendix E
Approved Aspen Heights TIA

Attachment D

August 14, 2023

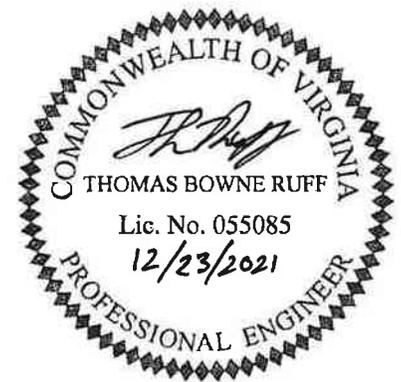
Woodrow Apartments TIA – City of Charlottesville

ASPEN HEIGHTS

CITY OF CHARLOTTESVILLE, VIRGINIA

Traffic Impact Analysis

December 23, 2021



Prepared For:
Aspen Topco II Acquisitions, LLC

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1 EXECUTIVE SUMMARY

This report presents the findings of the traffic impact analysis prepared for the proposed Aspen Heights off-campus student housing development in the City of Charlottesville, Virginia.

The proposed development is located between Observatory Avenue and Washington Avenue to the east and west and Jefferson Park Avenue to the south as shown in Figure 1-1 (all figures are located at the end of their respective chapter).

The site is currently zoned R3. The proposed development will consist of 390 beds (119 units) of off-campus student housing apartments. The applicant is submitting this traffic impact analysis in support of a Special Use Permit (SUP).

Access to the site will be provided via one (1) full movement entrance on Washington Avenue. A conceptual plan is shown on Figure 1-2.

For the purposes of this analysis, the development was assumed to be complete and occupied by 2023.

When complete, the proposed development will generate a total of 38 trips (16 in and 22 out) during the AM peak, 55 trips (26 in and 29 out) during the Midday peak, 84 trips (42 in and 42 out) during the PM peak, and 1,070 average weekday daily trips.

The purpose of this analysis is to determine the impact of the proposed development on the surrounding roadway network. The scope of this study was developed in conjunction with the City of Charlottesville staff at a scoping meeting held (virtually) on August 23, 2021.

As agreed upon in the scoping meeting, the study limits include the following seven (7) existing intersections:

1. Jefferson Park Avenue and Shamrock Road (signalized);
2. Jefferson Park Avenue and Harmon Street (unsignalized);
3. Jefferson Park Avenue and Washington Street (unsignalized);
4. Jefferson Park Avenue and Observatory Avenue (unsignalized);
5. Jefferson Park Avenue and Fontaine Avenue/Maury Avenue (Signalized);
6. Maury Avenue/Alderman Road and Stadium Road (unsignalized); and
7. Stadium Road and Washington Avenue (unsignalized)

In addition, the site entrance will be analyzed in future conditions (2023 and 2028).

In accordance with the scoping agreement, analyses were completed for the following scenarios:

1. 2021 Existing Traffic Conditions;
2. 2023 Background Traffic Conditions (without development of the site);
3. 2028 Background Conditions (without development of the site);
4. 2023 Future Traffic Conditions (with development of the site); and
5. 2028 Future Traffic Conditions (with development of the site).

The following steps were taken to determine the potential traffic impacts associated with this project:

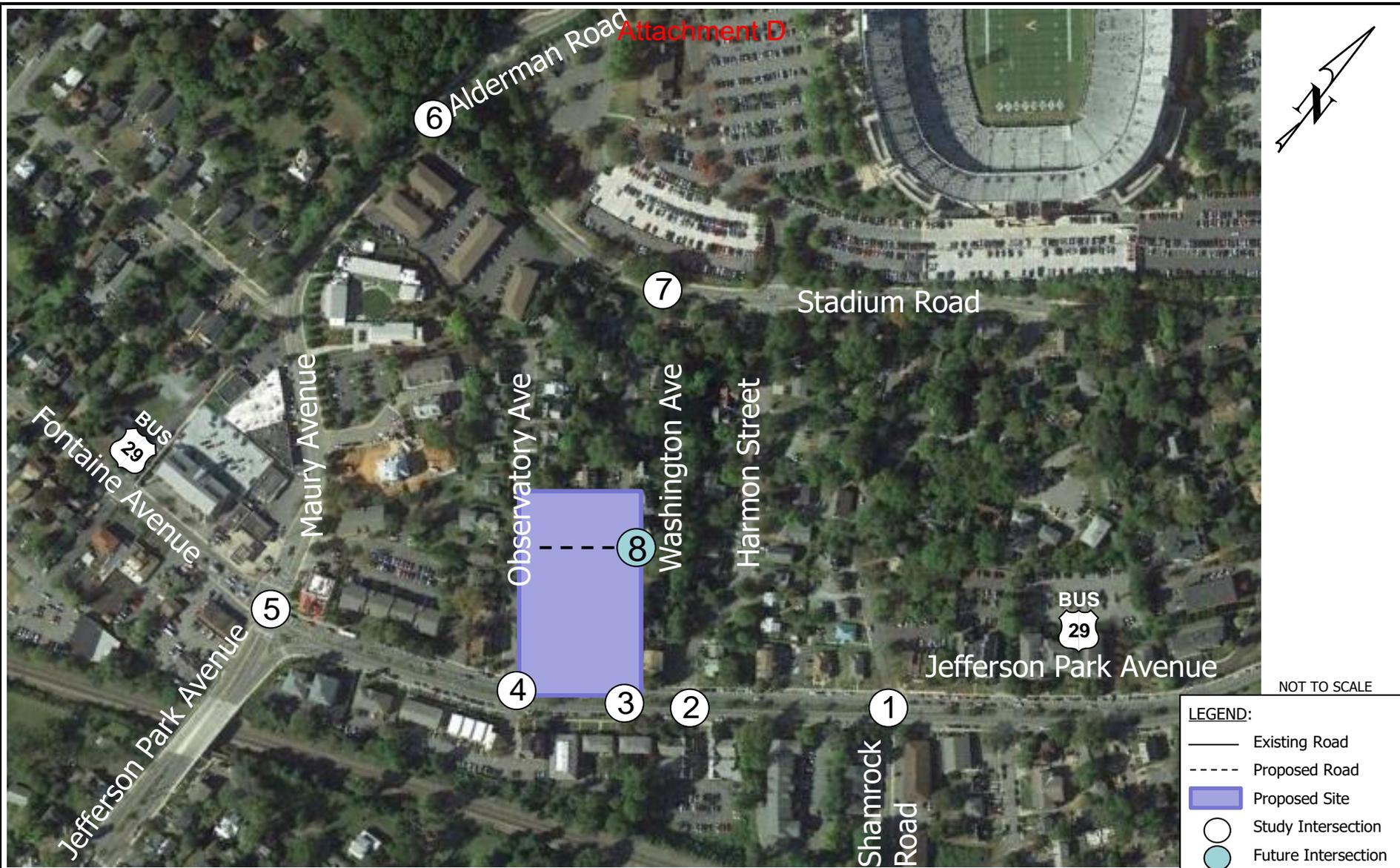
1. Data Collection – Existing AM, Midday, and PM peak hour traffic counts were collected at the existing study intersections on August 28, 2021. A 12-hour turning movement count was also conducted at Jefferson Park Avenue/Washington Avenue on the same date.
2. Traffic Growth – In order to be conservative and account for development outside the study area, a 0.2% annual growth rate was applied to the existing vehicle traffic counts and 1.0% annual growth rate was applied to the existing bike and pedestrian volumes at all study intersections for the 2023 and 2028 analysis scenarios.
3. Trip Generation – Traffic generated by the proposed development was estimated using the 10th edition of the Institute of Transportation Engineers' *Trip Generation Manual*.
4. Traffic Distributions – The distribution of trips generated by the proposed developed was based on the existing traffic volumes, the nature of the use, and local knowledge.
5. Site Traffic Projections – Future traffic volumes were determined by combining the 2023 and 2028 background traffic volumes with proposed new trips generated by the site to create the 2023 and 2028 total traffic volumes used in the analysis.
6. Traffic Capacity Analysis – Level of service calculations for existing, background, and future conditions were performed using SYNCHRO Version 10 with SimTraffic for signalized and unsignalized intersections.
7. Queuing Analysis – The 95th percentile queue lengths (Synchro) and maximum queues (SimTraffic) were reviewed at the intersections listed above.

Based on the operational analyses the following is offered:

- Across 2023 and 2028 background conditions during the PM peak, the westbound approach to the intersection of Jefferson Park Avenue/Maury Avenue experiences operational issues with congestion on the westbound approach and the queue extends through Observatory Avenue, Washington Avenue, and Harmon Street intersections. Under 2023 and 2028 total volume conditions, with the addition of the proposed Aspen Heights development site traffic, the westbound approach is expected to experience minimal increases with the proposed development over the 2023 and 2028 background conditions.
- The results of the signal warrant analysis at Jefferson Park Avenue/Washington Avenue under 2028 total build conditions indicate that none of the traffic volume thresholds in Warrants 1 through 3 were met. None of the other warrants were considered at this time.
- Under 2021 existing conditions:
 - All movements at unsignalized intersections within the study area on Jefferson Park Avenue and Stadium Road operate at level of service (LOS) C or better during the AM, Midday, and PM peak hours. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the overall intersection operates at a level of service (LOS) B during the AM/Midday/PM peak hours. All turning movements and approaches operate at a LOS C or better during the AM/Midday/PM peaks. All turn bays have adequate storage to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection operates at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. All turning movements and approaches generally operate at a LOS C or better during the AM/Midday/PM peaks. The westbound left queue fills the available storage (AM/Midday) and backs up into the through lane (PM). During the PM peak, the westbound approach queues through the adjacent intersection with Observatory Avenue. During the PM peak, the southbound through queue backs up through the adjacent intersection with Clark Court.
- Under 2023 and 2028 background conditions (without the proposed development):
 - Levels of service at the study intersections do not change significantly from 2021 existing to 2023 or 2028 background conditions. All unsignalized intersections continue to operate at LOS C or better during all peak hours. All signalized intersections continue to operate with LOS B or C during all peak hours.
 - There are no queuing concerns within the study area, with the exception of the westbound approach of Jefferson Park Avenue at Maury Avenue during the PM peak hour. The queues extend to intermittently block the intersections of Observatory Avenue, Washington Avenue, and Harmon Street.

- Under 2023 and 2028 total future conditions (with the proposed development):
 - Levels of service at the study intersections do not change significantly from background to total future conditions in 2023 or 2028.
 - All movements at unsignalized intersections within the study area on Jefferson Park Avenue and Stadium Road operate at level of service (LOS) C or better during the AM, Midday, and PM peak hours. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the overall intersection operates at a level of service (LOS) B during the AM/Midday/PM peak hours. All turning movements and approaches operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound left fills the available storage. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection operates at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. All turning movements and approaches generally operate at a LOS C or better during the AM/Midday/PM peaks. The westbound left queue fills the available storage (AM/Midday) and backs up into the through lane (PM). During the PM peak, the westbound approach queue backs up through the adjacent intersection with Observatory Avenue. During the PM peak, the southbound through queue backs up through the adjacent intersection with Clark Court.

Based on the results of the operational analysis, there are no vehicular and roadway network improvements required based on the additional development traffic volumes. The site will increase the residential density in the area and add to the pedestrian, bicycle, and transit volumes. To address the additional pedestrian, bicycle, and transit volumes, the applicant plans to install sidewalks along the entire frontage of the property.



Surrounding Roadway Network and Site Location
Aspen Heights TIA
City of Charlottesville, Virginia

Figure
1-1

Attachment D



P.0. / R.1. Parking Level 0 / Residential Level 1	
Floor Area:	45,838 GSF
MEP & Services:	471 GSF
Storage & Bike:	1,353 GSF
Gross Res. Area:	3,965 GSF
Circulation:	2,498 GSF
Net Res. Area:	3,630 NSF
Parking:	33,507 GSF
Total Parking:	93 Spaces
Standard Parking	91 Spaces
Compact Parking	0 Spaces
HC Parking	2 Spaces

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Conceptual Site Plan
Aspen Heights TIA
City of Charlottesville, Virginia

Figure
1-2

2 BACKGROUND INFORMATION

This report presents the findings of the traffic impact analysis prepared for the proposed Aspen Heights residential development in the City of Charlottesville, Virginia.

2.1 DESCRIPTION OF ON-SITE DEVELOPMENT

The proposed development is located north of Jefferson Park Avenue, between Observatory Avenue and Washington Avenue. The proposed development will consist of 388 bedrooms of off-campus student housing apartments (119 units).

Access to the site is proposed via one (1) full movement entrance on Washington Avenue. A conceptual plan is shown on Figure 1-2.

For purposes of this analysis, the development was assumed to be complete and occupied by 2023.

2.2 STUDY LIMITS

As agreed upon in the scoping agreement, the study limits include the following seven (7) existing intersections:

1. Jefferson Park Avenue and Shamrock Road (signalized);
2. Jefferson Park Avenue and Harmon Street (unsignalized);
3. Jefferson Park Avenue and Washington Street (unsignalized);
4. Jefferson Park Avenue and Observatory Avenue (unsignalized);
5. Jefferson Park Avenue and Fontaine Avenue/Maury Avenue (Signalized);
6. Maury Avenue/Alderman Road and Stadium Road (unsignalized); and
7. Stadium Road and Washington Avenue (unsignalized)

In addition, the proposed site entrance will be analyzed in future conditions (2023 and 2028)

2.3 EXISTING ROADWAYS NETWORK

Jefferson Park Avenue between Maury Avenue and Emmett Street is a two-lane divided principal arterial with a posted speed limit of 35 mph. According to the 2019 VDOT traffic counts, Jefferson Park Avenue services 12,000 vehicles per day. The roadway has one bike lane in each direction with on-street parking and sidewalks on both sides through the study area. Jefferson Park Avenue south of Fontaine Avenue is a two-lane divided minor arterial with a posted speed limit of 30 mph. According to the 2019 VDOT traffic counts, Jefferson Park Avenue services 11,000 vehicles per day. The roadway has one bike lane in each direction with on-street parking and sidewalks on both sides through the study area.

Fontaine Avenue is a two-lane undivided principal arterial with a posted speed limit of 35 mph. According to the 2019 VDOT traffic counts, Fontaine Avenue services 13,000 vehicles per day. The roadway has sidewalks on both sides through the study area.

Maury Avenue is a two-lane undivided minor arterial with a posted speed limit of 25 mph. According to the 2019 VDOT traffic counts, Fontaine Avenue services 6,200 vehicles per day. The roadway has sidewalks on one side through the study area.

Alderman Road is a two-lane undivided minor arterial with a posted speed limit of 25 mph. According to the 2019 VDOT traffic counts, Alderman Road services 6,200 vehicles per day. The roadway has sidewalks on one side through the study area.

Stadium Road is a two-lane undivided major collector with a posted speed limit of 25 mph. According to the 2019 VDOT traffic counts, Stadium Road services 3,800 vehicles per day. The roadway has sidewalks on one side through the study area.

Shamrock Road is a two-lane undivided major collector with a posted speed limit of 25 mph. According to the 2019 VDOT traffic counts, Shamrock Road services 3,500 vehicles per day. The roadway has sidewalks on one side through the study area.

Observatory Avenue is a two-lane undivided local road with a posted speed limit of 25 mph. The roadway has sidewalks on one side in some locations through the study area.

Washington Avenue is a two-lane undivided local road with a posted speed limit of 25 mph. The roadway has sidewalks on one side in some locations through the study area. Currently, it is not possible to walk from Jefferson Park Avenue to Stadium Road using a sidewalk.

Harmon Street is a two-lane undivided local road with a posted speed limit of 25 mph. The roadway has sidewalks on one side through the study area.

The 2021 existing lane use and traffic control at the study intersections is shown on Figure 2-1.

2.4 FUTURE IMPROVEMENTS

Fontaine Avenue from the west city limits to Jefferson Park Avenue is proposed to have streetscape improvements. The proposed typical section is expected to consist of two travel and two bike lanes (one in each direction) and sidewalks on both sides. The project is not expected to change the existing lane configuration of the eastbound approach to the Fontaine Avenue/Jefferson Park Avenue intersection. Construction is tentatively scheduled to start in Fall 2023.

The applicant has committed to install new sidewalks along the frontage of the property on Observatory Avenue and Washington Avenue. In addition, a new north-south marked pedestrian crossing will be installed at the intersection of Observatory Avenue and Jefferson Park Avenue. This will provide access to the UVA Transit bus stop at the SE corner of the intersection.

2.5 OTHER MODES OF TRANSPORTATION

Currently, there are sidewalks and bike lanes throughout the study area that connect the proposed Aspen Heights development to the UVA campus and greater Charlottesville. The applicant is proposing to maintain the existing pedestrian facilities with the construction of the site and to add sidewalks along the frontage of the property on Washington and Observatory Avenues. A map showing the proposed development and City trails and bike lanes is included on Figure 2-2.

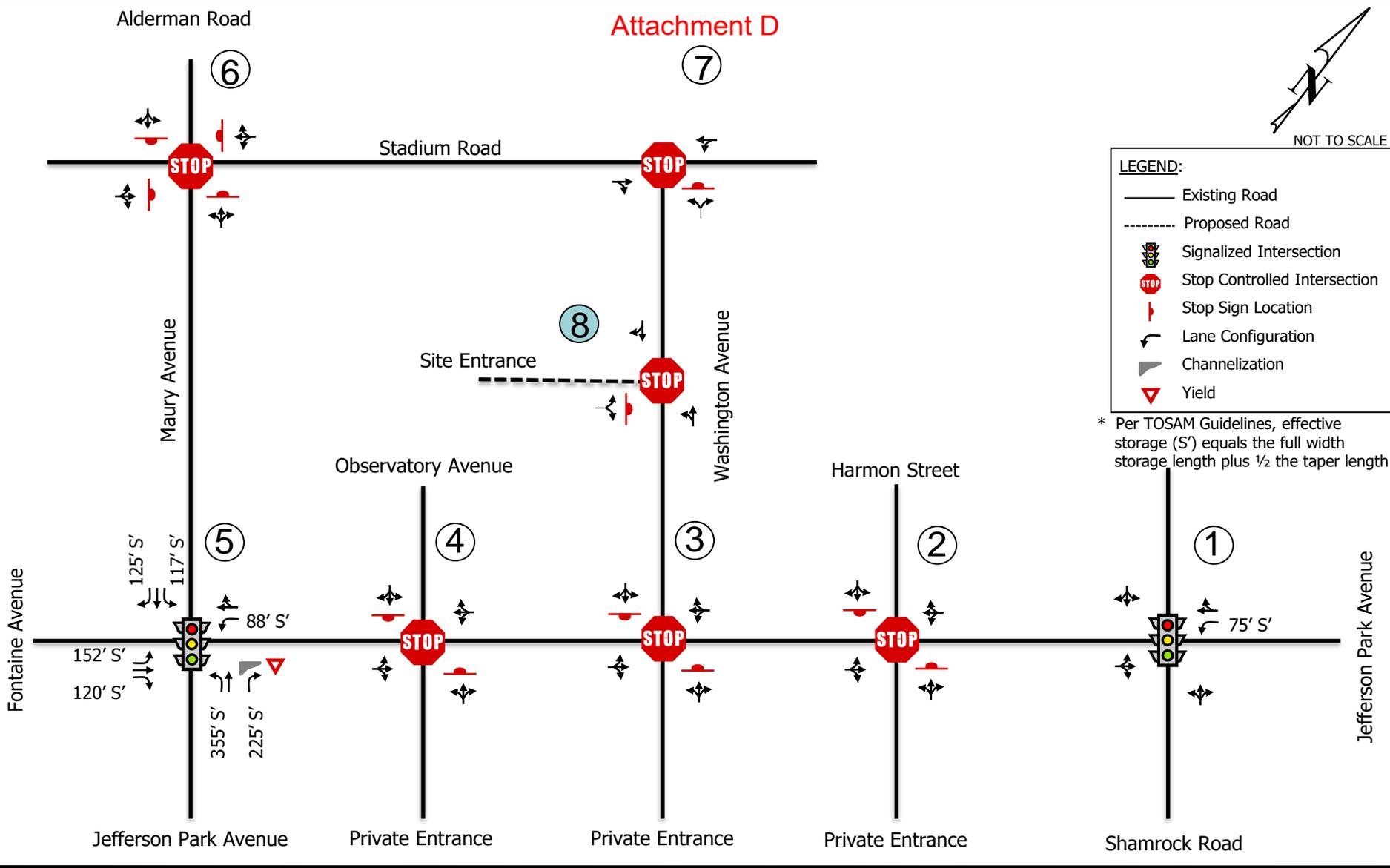
It is anticipated that some site trips may be made via walking/biking/transit, however, a reduction from the vehicular trip generation rates provided by the ITE *Trip Generation Manual, 10th Edition*.

The Charlottesville Area Transit (CAT) Route T runs along Jefferson Park Avenue with a bus stop approximately 500 feet away from the proposed development at Jefferson Park Avenue/Maury Avenue. The UVA Transit Orange Line runs along Jefferson Park Avenue, with bus stops approximately 200 feet (Jefferson Park Avenue/Observatory Avenue) and 500 feet (Jefferson Park Avenue/Maury Avenue) away from the proposed development. Transit routes in the vicinity of the site are shown for CAT and UVA Transit on Figures 2-3 and 2-4, respectively.

Attachment D



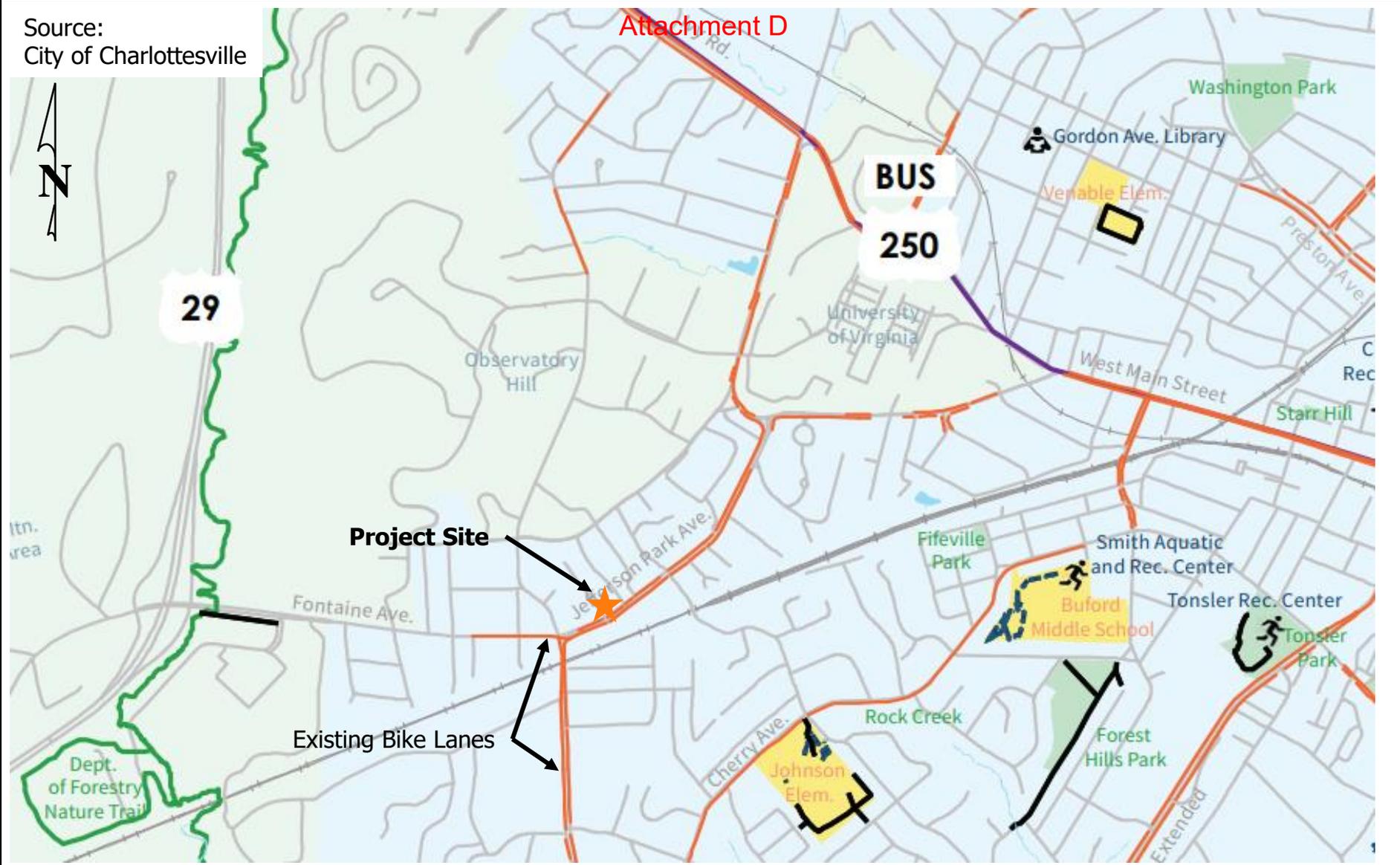
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Existing Intersection Geometry
 Aspen Heights TIA
 City of Charlottesville, Virginia

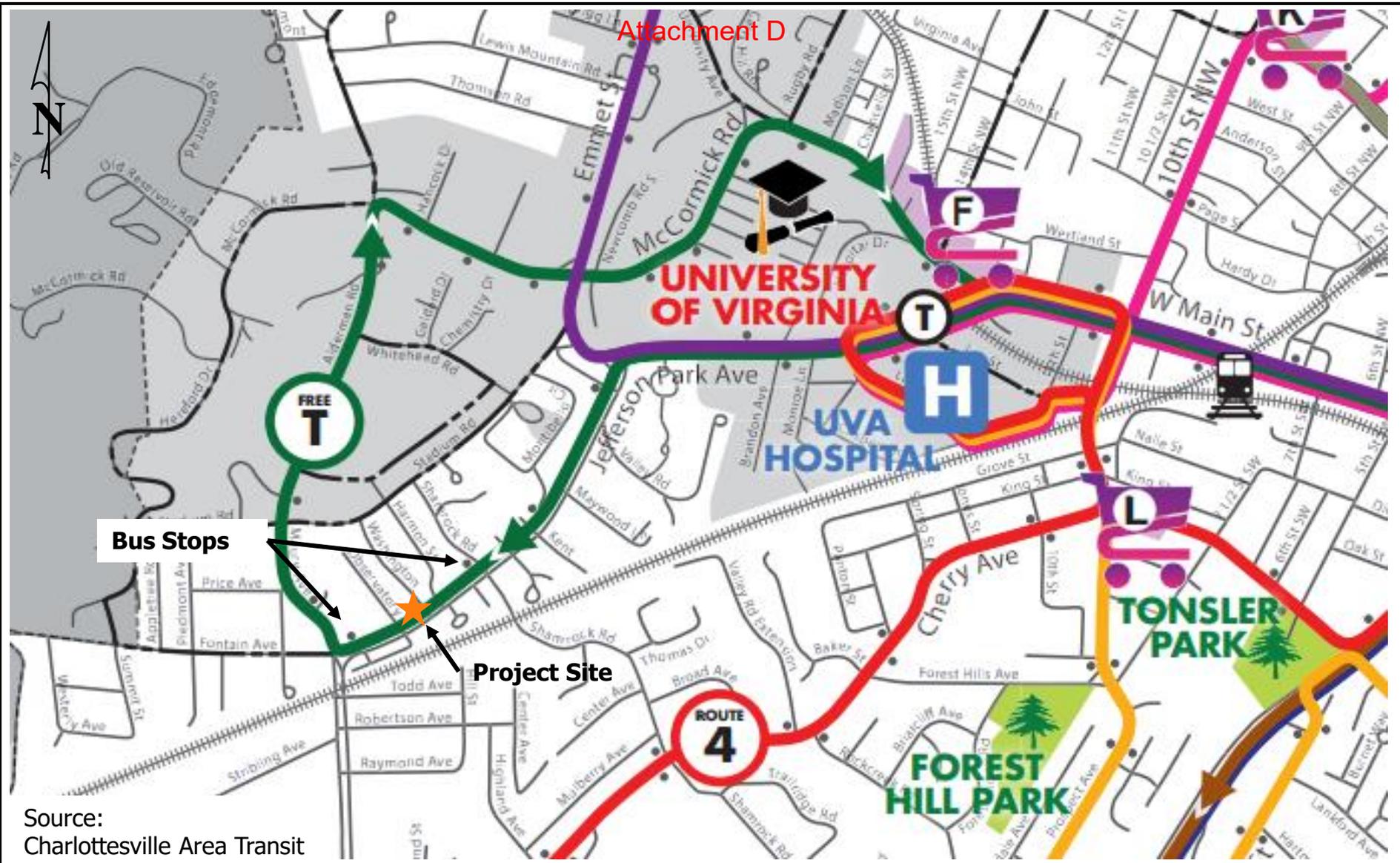
Figure
 2-1

Source:
City of Charlottesville



Charlottesville Trails and Bike Lanes
Aspen Heights TIA
City of Charlottesville, Virginia

Figure
2-2

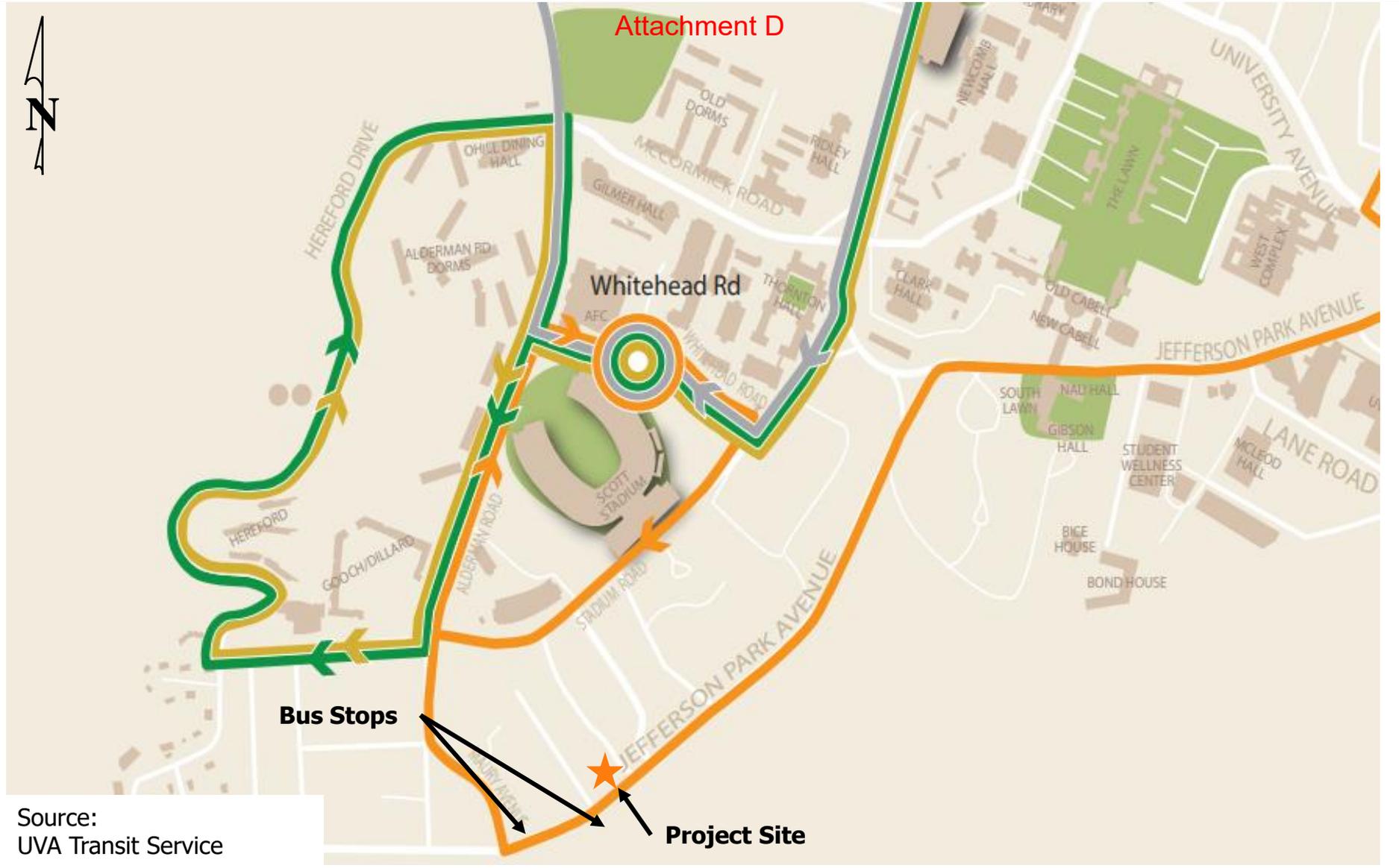


Source:
Charlottesville Area Transit



Charlottesville Area Transit (CAT) Service Map
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 2-3



Source:
UVA Transit Service



UVA University Transit Service Map
Aspen Heights TIA
City of Charlottesville, Virginia

Figure
2-4

3 2021 EXISTING CONDITIONS

3.1 EXISTING TRAFFIC VOLUMES

Existing peak hour turning movement counts were conducted at each of the study intersections during the AM (7:00-9:00), Midday (11:00-1:00), and PM (4:00-6:00) peak hour timeframes. The counts were conducted on August 28, 2021 on a typical weekday when public schools and the University of Virginia were in session. The counts included heavy vehicles by movement, pedestrians, and bikes.

The common peak hours across all study intersections were found to be 7:30–8:30 AM, 12:00–1:00 PM, and 4:45–5:45 PM. The existing vehicle traffic counts are shown on Figure 3-1; existing bike and pedestrian volumes are shown on Figures 3-2 and 3-3, respectively.

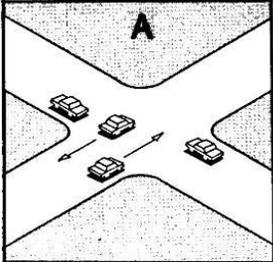
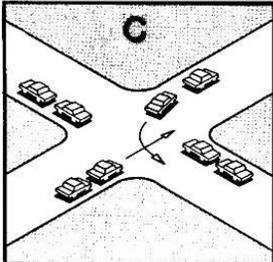
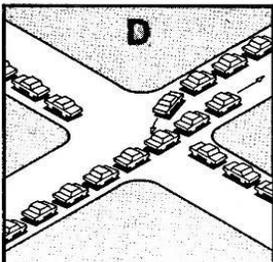
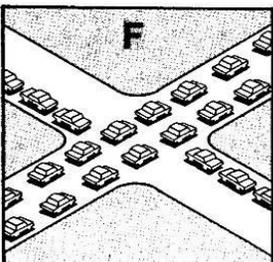
In addition, a 12-hour count at the intersection of Jefferson Park Avenue and Washington Avenue was conducted to support a traffic signal warrant analysis. The complete traffic data is included in Appendix A.

Existing signal timings for all intersections were provided by the City of Charlottesville and are included in Appendix B.

3.2 CAPACITY ANALYSIS

Capacity analysis allows traffic engineers to determine the impacts of traffic on the surrounding roadway network. The Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM) methodologies govern how the capacity analyses are conducted and how the results are interpreted. There are six letter grades of Levels of Service (LOS) from A to F, with LOS A representing the best operating conditions and LOS F the worst operating conditions. Table 3-1 shows in detail how each of these levels of service are interpreted.

Table 3-1: Level of Service Definitions

Level of Service	Roadway Segments or Controlled Access Highways	Intersections	
A	Free flow, low traffic density.	No vehicle waits longer than one signal indication.	
B	Delay is not unreasonable, stable traffic flow.	On a rare occasion motorists wait through more than one signal indication.	
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.	
D	Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.	
E	Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left-turning vehicles.	
F	Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.	

SOURCE: "A Policy on Design of Design of Urban Highways and Arterial Streets" - AASHTO, 1973 based upon material published in "Highway Capacity Manual", National Academy of Sciences, 1965.

For signalized and unsignalized intersections, level of service is defined in terms of **delay**, a measure of driver discomfort, frustration, fuel consumption and lost travel time. Table 3-2 summarizes the delay associated with each LOS category:

Table 3-2: Signalized and Unsignalized Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Level of Service	Control Delay per Vehicle (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤ 10	A	0 to 10
B	> 10 to ≤ 20	B	> 10 to ≤ 15
C	> 20 to ≤ 35	C	> 15 to ≤ 25
D	> 35 to ≤ 55	D	> 25 to ≤ 35
E	> 55 to ≤ 80	E	> 35 to ≤ 50
F	> 80	F	> 50

Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

Capacity analyses were performed to assess existing (2021), background (2025), and future (2031) operational conditions. The signalized and unsignalized intersections were analyzed using SYNCHRO Version 10 based on HCM 2000 methodologies with the following assumptions:

- Level terrain;
- 12-foot lane widths;
- Existing peak hour factor as determined by the traffic counts (by intersection) for existing scenario;
- The higher of the existing peak hour factor as determined by traffic counts (by intersection) or a peak hour factor of 0.92 for the background and total future scenarios.
- Heavy vehicle percentage as determined by the traffic counts (by movement); and
- Traffic signals timing data provided by the City of Charlottesville.

3.3 EXISTING CONDITIONS CAPACITY ANALYSIS RESULTS

Table 3-3 summarizes the 2021 existing intersection LOS, delay, 95th percentile queue lengths (Synchro), and longest queue lengths (SimTraffic) based on the 2021 existing intersection geometry (Figure 2-1) and peak hour traffic volumes shown on Figures 3-1, 3-2, and 3-3. The corresponding SYNCHRO and SimTraffic reports are included in Appendix C. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 3-1, under 2021 existing conditions:

- At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the overall intersection operates at a LOS B during the AM/Midday/PM peak hours. During the AM/Midday/PM peaks, the mainline (east-west) approaches and movements operate at a LOS B or better; the side street (north-south) approaches operate at a LOS C. All turn bays have adequate storage to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Harmon Street, the mainline (east-west) approaches operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches operate at a LOS C or better during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Washington Avenue, the mainline (east-west) approaches operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound approach maximum queue length (79 feet) fills the distance to the adjacent intersection with Harmon Street (77 feet away). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Observatory Avenue, the mainline (east-west) approaches operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches operate at a LOS B during the AM/Midday peaks and a LOS C during the PM peak. During the PM peak, the westbound maximum queue (157 feet) fills the distance to the adjacent intersection with Washington Avenue (174 feet away). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection operates at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. The north- and southbound approaches and movements generally operate at a LOS C during the AM/Midday/PM peaks. The east- and westbound approaches and movements generally operate at a LOS C or better during the AM/PM peaks and LOS B during the Midday peak.

- During the AM/Midday peaks, the westbound left maximum queue (87 feet) fills the available storage (88 feet), spilling back into the through lane sometimes. During the PM peak, the 95th percentile queue (178 feet) exceeds the available storage (88 feet), spilling back into the through lane 20% of the time. During the PM peak, the westbound approach maximum queue (445 feet) backs up through the adjacent intersection with Observatory Avenue (432 feet away). Factoring in space for the intersection width, the queue continues past Observatory Avenue a further 157 feet. During the PM peak, the southbound through maximum queue (339 feet) effectively blocks the left and right turn lanes (125 feet max. storage) and backs up through the adjacent intersection with Clark Court (275 feet away). All other turn bays have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Maury Avenue/Alderman Road and Stadium Road, all approaches operate at a LOS B or better during the AM/Midday peaks. During the PM peak, the east- west- and northbound approaches operate at a LOS C or better. The southbound approach operates at a LOS D. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Stadium Road and Washington Avenue, all approaches operate at a LOS A during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

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**Table 3-3: Intersection Level of Service and Delay Summary
2021 Existing Peak Hour Traffic**

Intersection and Type of Control	Movement and Approach	Effective Turn Lane Storage (ft)	AM PEAK HOUR				MIDDAY PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)
1. Shamrock Road (N-S) and Jefferson Park Avenue (E-W) <i>Signalized</i>	<i>EB Approach</i>		13.8	B	320	299	11.8	B	272	248	14.4	B	212	253
	WB Left	75	6.4	A	18	66	6.6	A	25	74	8.7	A	47	74
	WB Thru - Right		5.9	A	46	140	6.8	A	147	199	10.5	B	296	354
	<i>WB Approach</i>		6.0	A	--	--	6.8	A	--	--	10.2	B	--	--
	<i>NB Approach</i>		31.4	C	157	197	28.8	C	93	146	28.0	C	113	152
	<i>SB Approach</i>		27.1	C	31	63	27.0	C	32	65	26.4	C	63	96
	Overall			15.2	B	--	--	11.9	B	--	--	14.2	B	--
2. Harmon Street (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	68	8.2	A	0	67	9.1	A	0	52
	<i>WB Approach</i>		8.5	A	0	56	8.4	A	0	78	8.2	A	0	159
	<i>NB Approach</i>		15.4	C	0	27	15.4	C	0	27	11.1	B	0	33
	<i>SB Approach</i>		15.8	C	0	31	12.6	B	2	33	18.7	C	6	66
3. Washington Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.4	A	0	65	8.7	A	0	68	9.2	A	0	80
	<i>WB Approach</i>		8.6	A	0	38	8.4	A	0	14	8.3	A	0	79
	<i>NB Approach</i>		12	B	0	22	16.9	C	2	62	11	B	0	25
	<i>SB Approach</i>		0	A	0	0	14.3	B	2	35	19.8	C	4	42
4. Observatory Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	55	8.2	A	0	11	9.3	A	0	91
	<i>WB Approach</i>		9.2	A	0	61	8.3	A	0	46	8.5	A	0	157
	<i>NB Approach</i>		14.3	B	0	31	14.4	B	0	35	19.1	C	2	41
	<i>SB Approach</i>		14.9	B	0	29	10.8	B	0	14	21.3	C	4	46
5. Maury Avenue/Jefferson Park Ave (N-S) and Fontaine Avenue (E-W) <i>Signalized</i>	EB Left	152	20.2	C	77	133	16.3	B	53	117	27.7	C	35	90
	EB Thru		25.2	C	275	292	19.9	B	226	237	24.5	C	58	210
	EB Right	120	9.2	A	19	120	11.3	B	20	120	16.8	B	48	120
	<i>EB Approach</i>		20.1	C	--	--	16.8	B	--	--	18.8	B	--	--
	WB Left	88	16.7	B	52	87	15.2	B	97	87	29.8	C	178	87
	WB Thru - Right		15.7	B	186	211	11.7	B	178	241	23.9	C	294	445
	<i>WB Approach</i>		15.9	B	--	--	12.9	B	--	--	26.1	C	--	--
	NB Left	355	34.1	C	#319	269	29.5	C	126	153	32.9	C	174	187
	NB Thru		27.5	C	215	221	28.0	C	86	113	30.8	C	101	133
	NB Right	200	0.0	A	53	111	0.0	A	32	0	0.0	A	15	0
	<i>NB Approach</i>		31.2	C	--	--	28.9	C	--	--	32.2	C	--	--
	SB Left	117	31.7	C	31	67	27.6	C	40	86	27.8	C	57	117
	SB Thru		32.3	C	59	93	29.4	C	111	157	36.9	D	284	339
	SB Right	125	31.6	C	0	66	27.9	C	0	107	28.1	C	0	125
	<i>SB Approach</i>		32.1	C	--	--	28.7	C	--	--	34.7	C	--	--
Overall			24.2	C	--	--	19.6	B	--	--	27.8	C	--	--
6. Maury Avenue/Alderman Road (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		11.7	B	31	101	8.5	A	4	42	10.4	B	6	63
	<i>WB Approach</i>		9.8	A	8	73	9.0	A	10	72	15.1	C	55	127
	<i>NB Approach</i>		14.6	B	74	224	9.1	A	20	103	11.4	B	25	122
	<i>SB Approach</i>		11.4	B	20	101	9.4	A	23	88	30.4	D	168	310
7. Washington Avenue (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		†	†	--	3	†	†	--	6	†	†	--	--
	<i>WB Approach</i>		7.6	A	0	--	7.5	A	0	12	7.6	A	0	28
	<i>NB Approach</i>		9.5	A	0	30	9.8	A	0	39	9.5	A	0	33

¹ Overall intersection LOS and delay cannot be reported for unsignalized intersections.

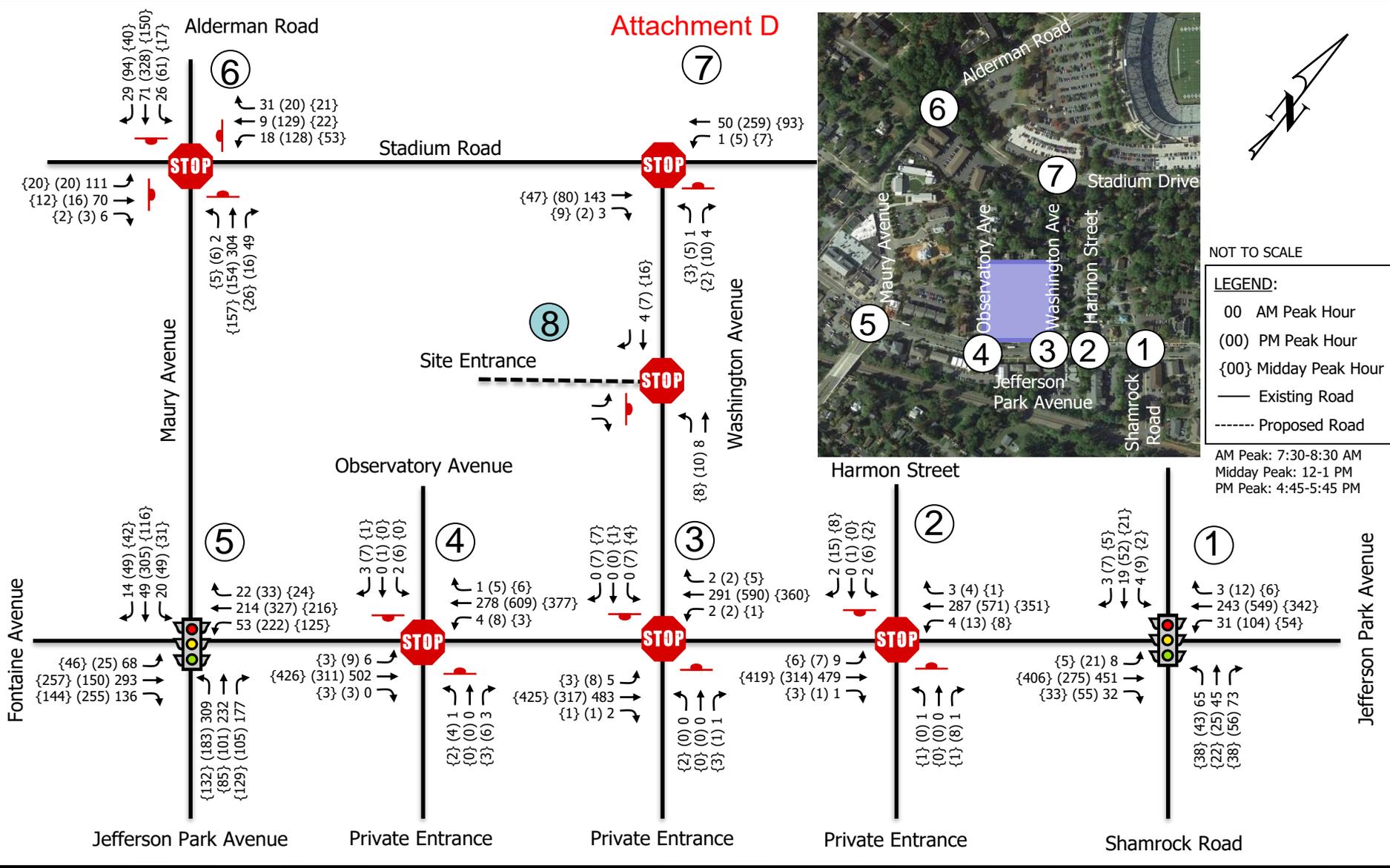
† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

SimTraffic queues are average maximum queues after 10 runs of 60 minutes each.

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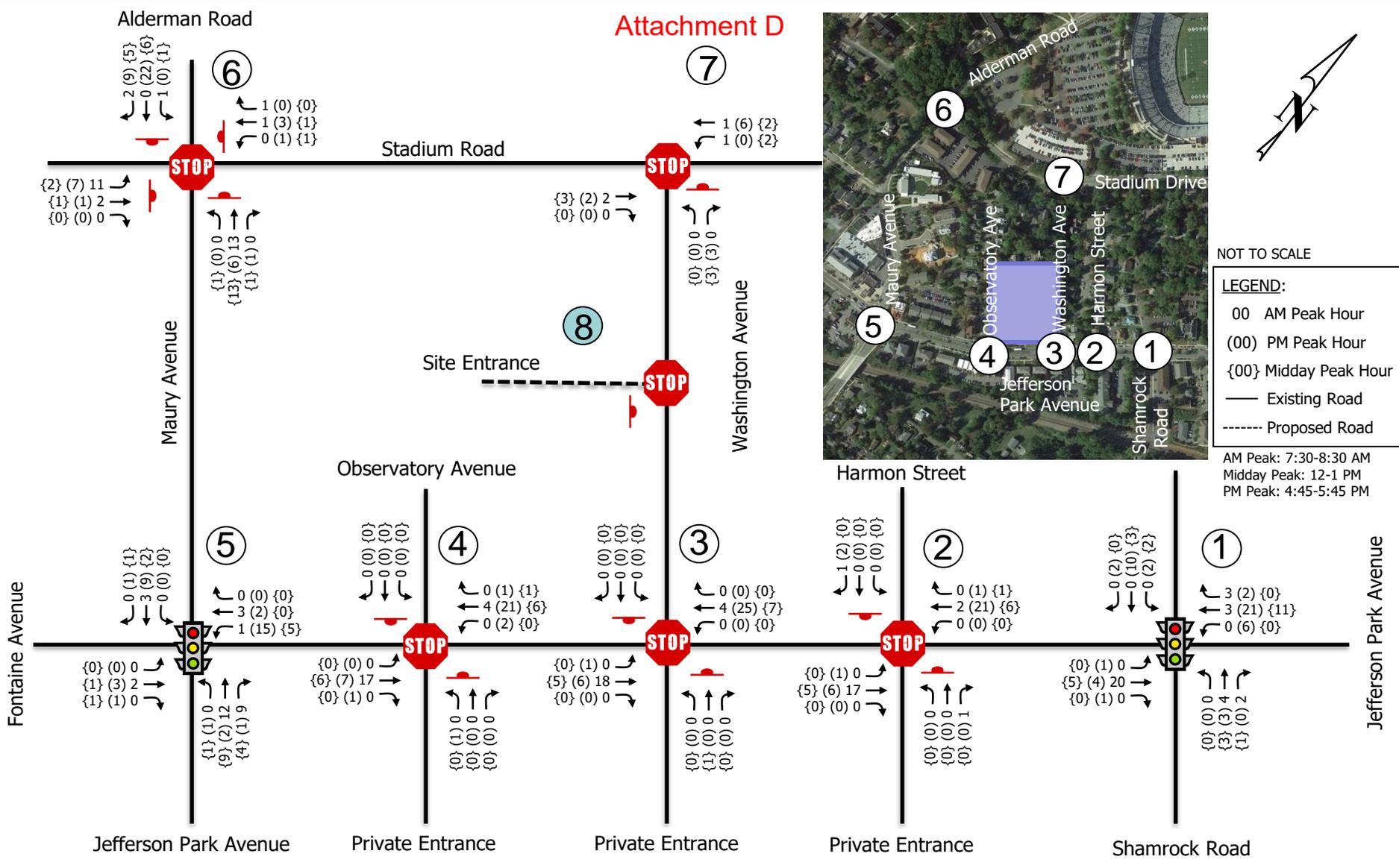
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2021 Existing Peak Hour Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

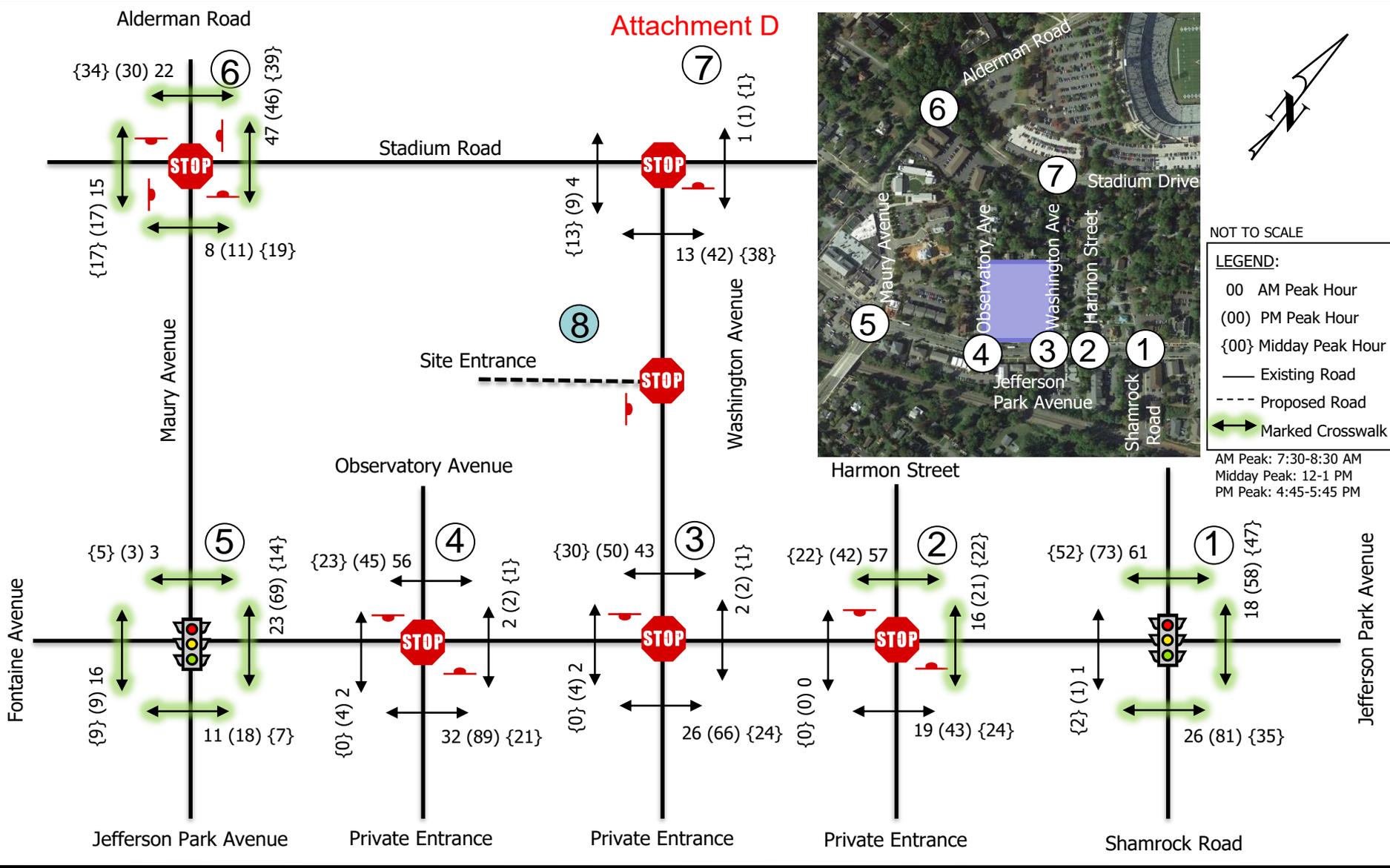
Figure
 3-1

Attachment D



2021 Existing Bicycle Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 3-2



2021 Existing Pedestrian Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 3-3

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4 2023 BACKGROUND CONDITIONS

The background 2023 volumes were analyzed assuming existing intersection geometry in conjunction with projected background traffic volumes.

The background vehicle volumes were developed based on a 0.2% annual growth rate. The background bike and pedestrian volumes were developed based on a 1% annual growth rate.

4.1 2023 BACKGROUND TRAFFIC VOLUMES

The 0.2% and 1% annual growth rates discussed above were compounded annually for the two-year period from 2021 to 2023 and was applied to all movements at the study intersections. The resulting 2023 vehicle background (existing + growth) volumes are shown on Figure 4-1; the 2023 bike and pedestrian background (existing + growth) volumes are shown on Figures 4-2 and 4-3, respectively.

4.2 APPROVED BACKGROUND 2023 DEVELOPMENTS

Per coordination with the City of Charlottesville, no background developments are expected to be completed within the vicinity of the proposed development.

4.3 BACKGROUND 2023 CAPACITY ANALYSIS RESULTS

Table 4-1 summarizes the 2023 background intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the intersection geometry (Figure 2-1) and 2023 background peak hour traffic volumes shown on Figures 4-1, 4-2, and 4-3. The corresponding SYNCHRO and SimTraffic reports are included in Appendix D. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 4-1 under 2023 background conditions:

- Levels of service at the study intersections are not expected to change significantly from 2021 existing to 2023 background conditions.
- At the signalized intersection of Jefferson Park Avenue and Shamrock Avenue, the overall intersection continues to operate at a LOS B during the AM/Midday/PM peak hours. During the AM/Midday/PM peaks, the mainline (east-west) approaches and movements continue to operate at a LOS B or better; the side street (north-south) approaches continue to operate at a LOS C. During the PM peak, the westbound left maximum queue (74 feet) fills the available storage (75 feet). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Harmon Street, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Washington Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound approach maximum queue length

(78 feet) fills the distance to the adjacent intersection with Harmon Street (77 feet away). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

- At the unsignalized intersection of Jefferson Park Avenue and Observatory Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS B during the AM/Midday peaks and a LOS C during the PM peak. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection continues to operate at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. The north- and southbound approaches and movements continue to generally operate at a LOS C during the AM/Midday/PM peaks. The east- and westbound approaches and movements continue to generally operate at a LOS C or better during the AM/PM peaks and LOS B during the Midday peak.
 - During the AM/Midday peaks, the westbound left maximum queue (87 feet) fills the available storage (88 feet), spilling back into the through lane sometimes. During the PM peak, the 95th percentile queue (179 feet) exceeds the available storage (88 feet), spilling back into the through lane 20% of the time. During the PM peak, the westbound approach maximum queue (442 feet) backs up through the adjacent intersection with Observatory Avenue (432 feet away). Factoring in space for the intersection width, the queue continues past Observatory Avenue a further 166 feet. During the PM peak, the southbound through maximum queue (350 feet) effectively blocks the left and right turn lanes (125 feet max. storage) and backs up through the adjacent intersection with Clark Court (275 feet away). All other turn bays have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Maury Avenue/Alderman Road and Stadium Road, all approaches continue to operate at a LOS B or better during the AM/Midday peaks. During the PM peak, the east- west- and northbound approaches continue to operate at a LOS C or better. The southbound approach operates at a LOS D. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Stadium Road and Washington Avenue, all approaches continue operate at a LOS A during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

**Table 4-1: Intersection Level of Service and Delay Summary
2023 Total Background Peak Hour Traffic**

Intersection and Type of Control	Movement and Approach	Effective Turn Lane Storage (ft)	AM PEAK HOUR				MIDDAY PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)
1. Shamrock Road (N-S) and Jefferson Park Avenue (E-W) <i>Signalized</i>	<i>EB Approach</i>		13.9	B	321	293	11.9	B	274	284	14.5	B	212	261
	WB Left	75	6.5	A	18	61	6.6	A	25	68	8.7	A	47	74
	WB Thru - Right		5.9	A	105	144	6.9	A	147	207	10.6	B	298	326
	<i>WB Approach</i>		6.0	A	--	--	6.9	A	--	--	10.3	B	--	--
	<i>NB Approach</i>		31.4	C	157	200	28.8	C	93	133	28.0	C	114	159
	<i>SB Approach</i>		27.1	C	31	63	27.0	C	32	53	26.4	C	63	111
	Overall			15.3	B	--	--	11.9	B	--	--	14.2	B	--
2. Harmon Street (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	73	8.2	A	0	63	9.1	A	0	62
	<i>WB Approach</i>		8.5	A	0	37	8.4	A	0	82	8.2	A	0	199
	<i>NB Approach</i>		15.4	C	0	21	15.5	C	0	21	11	B	0	33
	<i>SB Approach</i>		15.9	C	0	33	12.6	B	2	35	18.1	C	6	55
3. Washington Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.4	A	0	93	8.7	A	0	32	9.2	A	0	119
	<i>WB Approach</i>		8.6	A	0	35	8.4	A	0	11	8.3	A	0	78
	<i>NB Approach</i>		12	B	0	22	16.9	C	2	55	11	B	0	19
	<i>SB Approach</i>		0	A	0	0	14.4	B	2	38	19.6	C	4	44
4. Observatory Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	37	8.2	A	0	29	9.3	A	0	77
	<i>WB Approach</i>		9.2	A	0	26	8.4	A	0	51	8.5	A	0	166
	<i>NB Approach</i>		14.1	B	0	30	14.4	B	0	33	18.6	C	2	46
	<i>SB Approach</i>		14.7	B	0	31	10.8	B	0	9	20.7	C	4	42
5. Maury Avenue/Jefferson Park Ave (N-S) and Fontaine Avenue (E-W) <i>Signalized</i>	EB Left	152	20.8	C	77	143	16.3	B	53	141	27.9	C	35	80
	EB Thru		26.1	C	276	306	20.0	B	227	282	27.2	C	143	198
	EB Right	120	9.6	A	19	120	11.3	B	20	120	16.9	B	50	120
	<i>EB Approach</i>		20.9	C	--	--	16.8	B	--	--	21.2	C	--	--
	WB Left	88	17.2	B	52	87	15.2	B	98	87	36.6	D	179	88
	WB Thru - Right		16.4	B	187	203	11.7	B	178	256	24.0	C	295	442
	<i>WB Approach</i>		16.5	B	--	--	12.9	B	--	--	28.8	C	--	--
	NB Left	355	35.1	D	#320	269	29.5	C	127	145	32.9	C	175	190
	NB Thru		28.0	C	216	225	28.0	C	86	105	30.8	C	101	129
	NB Right	200	0.0	A	53	156	0.0	A	33	0	0.0	A	15	0
	<i>NB Approach</i>		32.1	C	--	--	28.9	C	--	--	32.2	C	--	--
	SB Left	117	31.4	C	31	65	27.6	C	40	95	27.8	C	57	117
	SB Thru		32.0	C	59	96	29.4	C	111	174	37.0	D	285	350
	SB Right	125	31.3	C	0	67	28.0	C	0	92	28.2	C	0	125
<i>SB Approach</i>		31.7	C	--	--	28.8	C	--	--	34.8	C	--	--	
Overall			24.9	C	--	--	19.6	B	--	--	28.9	C	--	--
6. Maury Avenue/Alderman Road (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		11.0	B	25	97	8.4	A	4	49	10.5	B	6	59
	<i>WB Approach</i>		9.4	A	6	78	8.9	A	10	7	15.2	C	55	133
	<i>NB Approach</i>		13	B	59	222	9	A	20	120	11.4	B	23	135
	<i>SB Approach</i>		10.8	B	18	105	9.3	A	23	119	30.8	D	170	294
7. Washington Avenue (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		†	†	--	3	†	†	--	6	†	†	--	11
	<i>WB Approach</i>		7.6	A	0	8	7.5	A	0	15	7.6	A	0	20
	<i>NB Approach</i>		9.3	A	0	30	9.8	A	0	46	10.0	A	2	40

¹ Overall intersection LOS and delay cannot be reported for unsignalized intersections.

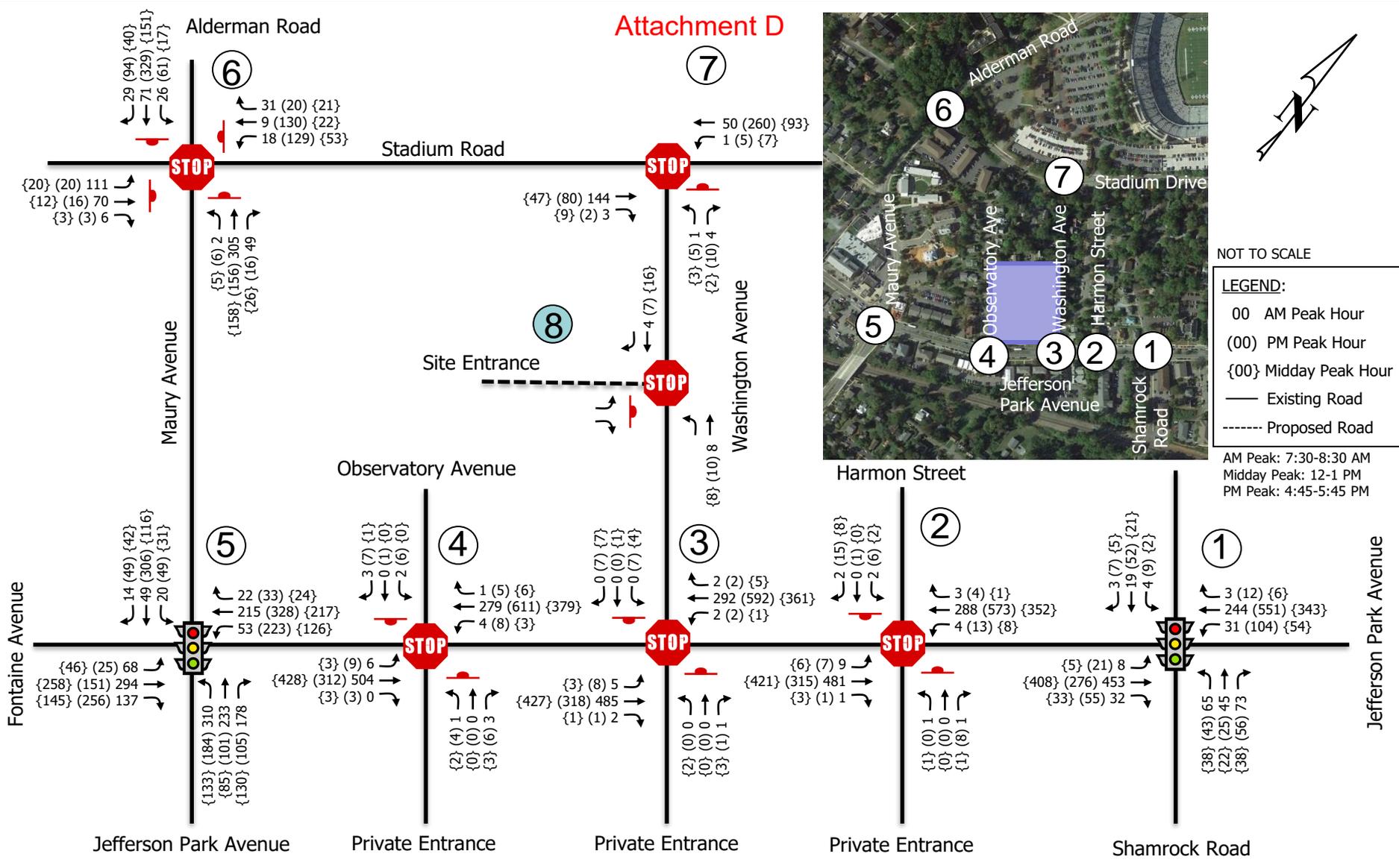
† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

SimTraffic queues are average maximum queues after 10 runs of 60 minutes each.

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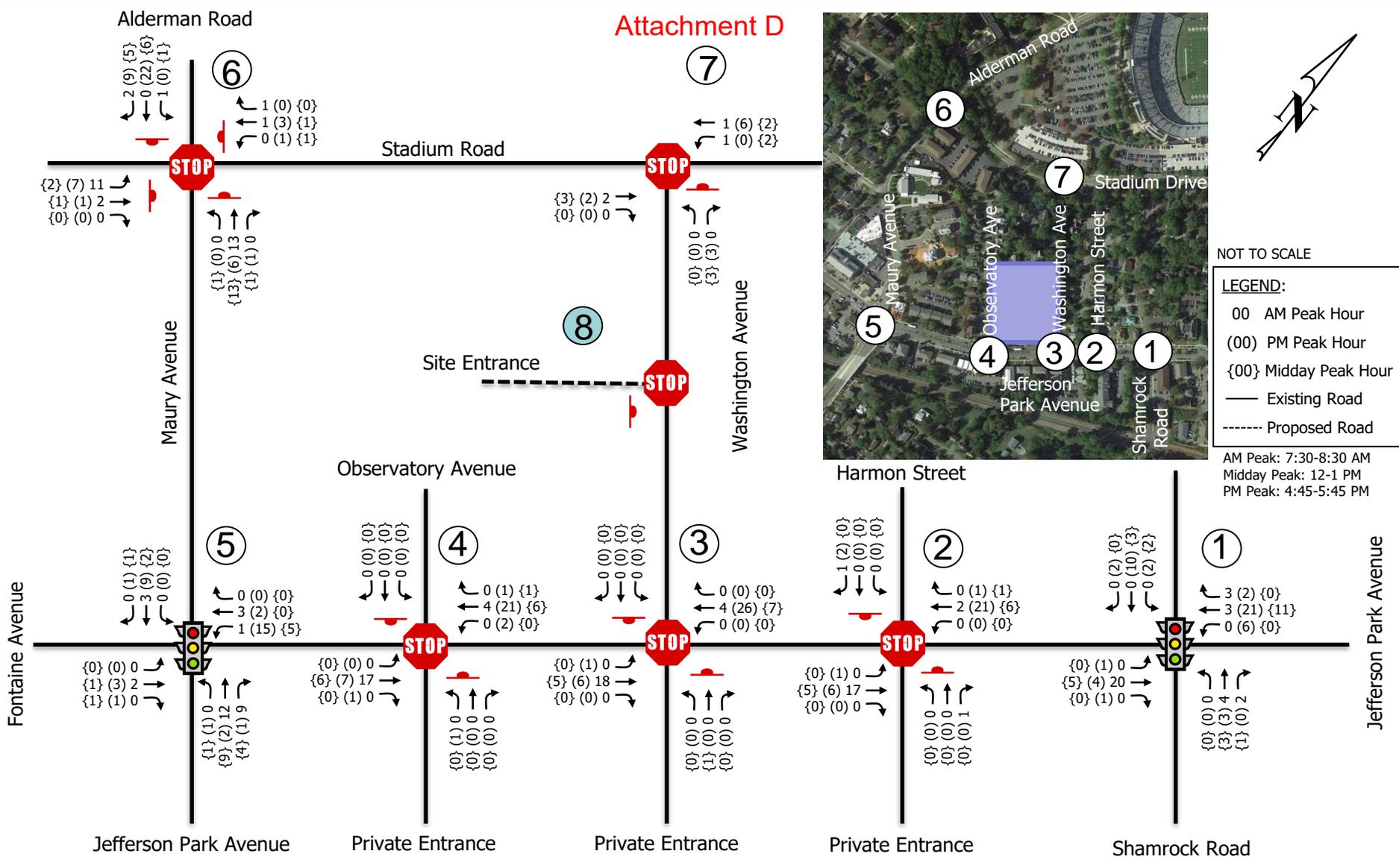
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2023 Background Peak Hour Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

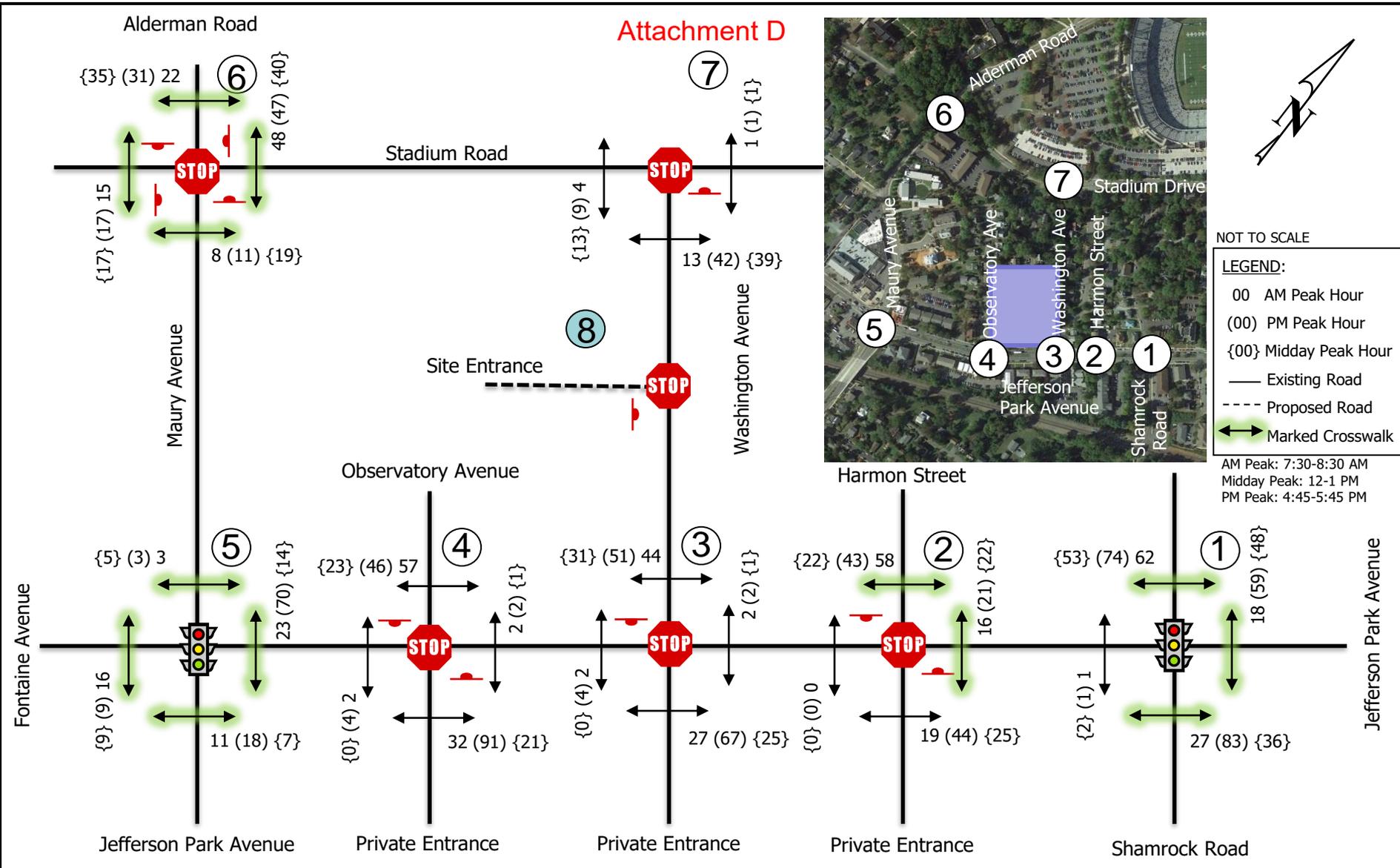
Figure
 4-1

Attachment D



2023 Background Bicycle Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 4-2



2023 Background Pedestrian Volumes

Aspen Heights TIA

City of Charlottesville, Virginia

Figure
4-3

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5 2028 BACKGROUND CONDITIONS

The background 2028 volumes were analyzed assuming existing intersection geometry in conjunction with projected background traffic volumes.

The background vehicle volumes were developed based on a 0.2% annual growth rate. The background bike and pedestrian volumes were developed based on a 1% annual growth rate.

5.1 2028 BACKGROUND TRAFFIC VOLUMES

The 0.2% and 1% annual growth rates discussed above were compounded annually for the 7-year period from 2021 to 2028 and was applied to all movements at the study intersections. The resulting 2028 vehicle background (existing + growth) volumes are shown on Figure 5-1; the 2028 bike and pedestrian background (existing + growth) volumes are shown on Figures 5-2 and 5-3, respectively.

5.2 BACKGROUND 2028 CAPACITY ANALYSIS RESULTS

Table 5-1 summarizes the 2028 background intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the intersection geometry (Figure 2-1) and 2028 background peak hour traffic volumes shown on Figures 5-1, 5-2, and 5-3. The corresponding SYNCHRO and SimTraffic reports are included in Appendix D. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 5-1 under 2028 background conditions:

- Levels of service at the study intersections are not expected to change significantly from 2021 existing to 2028 background conditions.
- At the signalized intersection of Jefferson Park Avenue and Shamrock Avenue, the overall intersection continues to operate at a LOS B during the AM/Midday/PM peak hours. During the AM/Midday/PM peaks, the mainline (east-west) approaches and movements continue to operate at a LOS B or better; the side street (north-south) approaches continue to operate at a LOS C. During the PM peak, the westbound left maximum queue (74 feet) fills the available storage (75 feet). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Harmon Street, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Washington Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound approach maximum queue length (82 feet) backs up through the adjacent intersection with Harmon Street (77 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

- At the unsignalized intersection of Jefferson Park Avenue and Observatory Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS B during the AM/Midday peaks and a LOS C during the PM peak. During the PM peak, the westbound approach maximum queue (184 feet) backs up through the adjacent intersection with Washington Avenue (174 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection continues to operate at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. The north- and southbound approaches and movements continue to generally operate at a LOS C during the AM/Midday/PM peaks. The east- and westbound approaches and movements continue to generally operate at a LOS C or better during the AM/PM peaks and LOS B during the Midday peak.
 - During the AM/Midday peaks, the westbound left maximum queue (87 feet) fills the available storage (88 feet), spilling back into the through lane sometimes. During the PM peak, the 95th percentile queue (182 feet) exceeds the available storage (88 feet), spilling back into the through lane 24% of the time. During the PM peak, the westbound approach maximum queue (446 feet) backs up through the roadway network at Observatory Avenue (432 feet away), Washington Avenue (606 feet away) and Harmon Street (683 feet away). During the PM peak, the southbound through maximum queue (384 feet) effectively blocks the left and right turn lanes (125 feet max. storage) and backs up through the adjacent intersection with Clark Court (275 feet away). All other turn bays have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Maury Avenue/Alderman Road and Stadium Road, all approaches continue to operate at a LOS B or better during the AM/Midday peaks. During the PM peak, the east- west- and northbound approaches continue to operate at a LOS C or better. The southbound approach operates at a LOS D. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Stadium Road and Washington Avenue, all approaches continue operate at a LOS A during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

**Table 5-1: Intersection Level of Service and Delay Summary
2028 Total Background Peak Hour Traffic**

Intersection and Type of Control	Movement and Approach	Effective Turn Lane Storage (ft)	AM PEAK HOUR				MIDDAY PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)
1. Shamrock Road (N-S) and Jefferson Park Avenue (E-W) <i>Signalized</i>	<i>EB Approach</i>		14.1	B	325	298	12.1	B	278	283	14.7	B	216	262
	WB Left	75	6.5	A	18	58	6.7	A	26	73	8.9	A	47	74
	WB Thru - Right		6.0	A	106	146	7.1	A	149	188	10.8	B	303	326
	<i>WB Approach</i>		6.0	A	--	--	7.0	A	--	--	10.5	B	--	--
	<i>NB Approach</i>		31.5	C	160	187	28.7	C	95	138	28.0	C	115	162
	<i>SB Approach</i>		27.1	C	31	59	26.9	C	32	63	26.3	C	64	97
	Overall			15.4	B	--	--	12.1	B	--	--	14.4	B	--
2. Harmon Street (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	64	8.2	A	0	69	9.1	A	0	61
	<i>WB Approach</i>		8.6	A	0	44	8.4	A	0	82	8.2	A	0	201
	<i>NB Approach</i>		15.6	C	0	27	15.8	C	0	21	11.1	B	0	31
	<i>SB Approach</i>		16.1	C	0	33	12.8	B	2	31	18.4	C	6	61
3. Washington Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.4	A	0	48	8.8	A	0	39	9.2	A	0	97
	<i>WB Approach</i>		8.6	A	0	17	8.4	A	0	3	8.4	A	0	82
	<i>NB Approach</i>		12	B	0	21	17.2	C	2	60	11.1	B	0	21
	<i>SB Approach</i>		0	A	0	0	14.5	B	2	31	19.9	C	4	42
4. Observatory Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	58	8.3	A	0	28	9.3	A	0	97
	<i>WB Approach</i>		9.2	A	0	39	8.4	A	0	52	8.5	A	0	184
	<i>NB Approach</i>		14.3	B	0	31	14.6	B	0	31	18.9	C	2	54
	<i>SB Approach</i>		14.9	B	0	33	10.9	B	0	20	21	C	4	55
5. Maury Avenue/Jefferson Park Ave (N-S) and Fontaine Avenue (E-W) <i>Signalized</i>	EB Left	152	21.1	C	78	141	16.5	B	55	132	28.3	C	35	68
	EB Thru		26.7	C	280	358	20.3	C	230	295	27.5	C	144	195
	EB Right	120	9.8	A	19	120	11.4	B	20	120	16.9	B	52	119
	<i>EB Approach</i>		21.3	C	--	--	17.0	B	--	--	21.3	C	--	--
	WB Left	88	17.5	B	52	87	15.5	B	98	87	37.6	D	181	87
	WB Thru - Right		16.7	B	188	219	11.9	B	180	237	24.4	C	299	446
	<i>WB Approach</i>		16.9	B	--	--	13.1	B	--	--	29.4	C	--	--
	NB Left	355	35.7	D	#326	312	29.5	C	129	145	33.0	C	176	206
	NB Thru		28.1	C	218	293	27.9	C	86	102	30.8	C	102	144
	NB Right	200	0.0	A	54	133	0.0	A	34	0	0.0	A	15	0
	<i>NB Approach</i>		32.4	C	--	--	28.9	C	--	--	32.2	C	--	--
	SB Left	117	31.4	C	31	75	27.6	C	40	98	27.9	C	59	117
	SB Thru		32.0	C	60	118	29.5	C	113	174	37.5	D	#289	384
	SB Right	125	31.4	C	0	65	28.0	C	0	99	28.2	C	0	125
	<i>SB Approach</i>		31.8	C	--	--	28.9	C	--	--	35.2	D	--	--
Overall			25.3	C	--	--	19.8	B	--	--	29.2	C	--	--
6. Maury Avenue/Alderman Road (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		11.1	B	27	87	8.4	A	4	41	10.5	B	6	60
	<i>WB Approach</i>		9.5	A	6	78	8.9	A	10	81	15.4	C	57	161
	<i>NB Approach</i>		13.2	B	60	225	9	A	20	100	11.5	B	25	150
	<i>SB Approach</i>		10.9	B	18	102	9.3	A	23	94	32.2	D	178	422
7. Washington Avenue (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		†	†	--	3	†	†	--	6	†	†	--	12
	<i>WB Approach</i>		7.6	A	0	6	7.5	A	0	20	7.6	A	0	18
	<i>NB Approach</i>		9.3	A	0	30	9.8	A	0	46	10.0	A	2	35

¹ Overall intersection LOS and delay cannot be reported for unsignalized intersections.

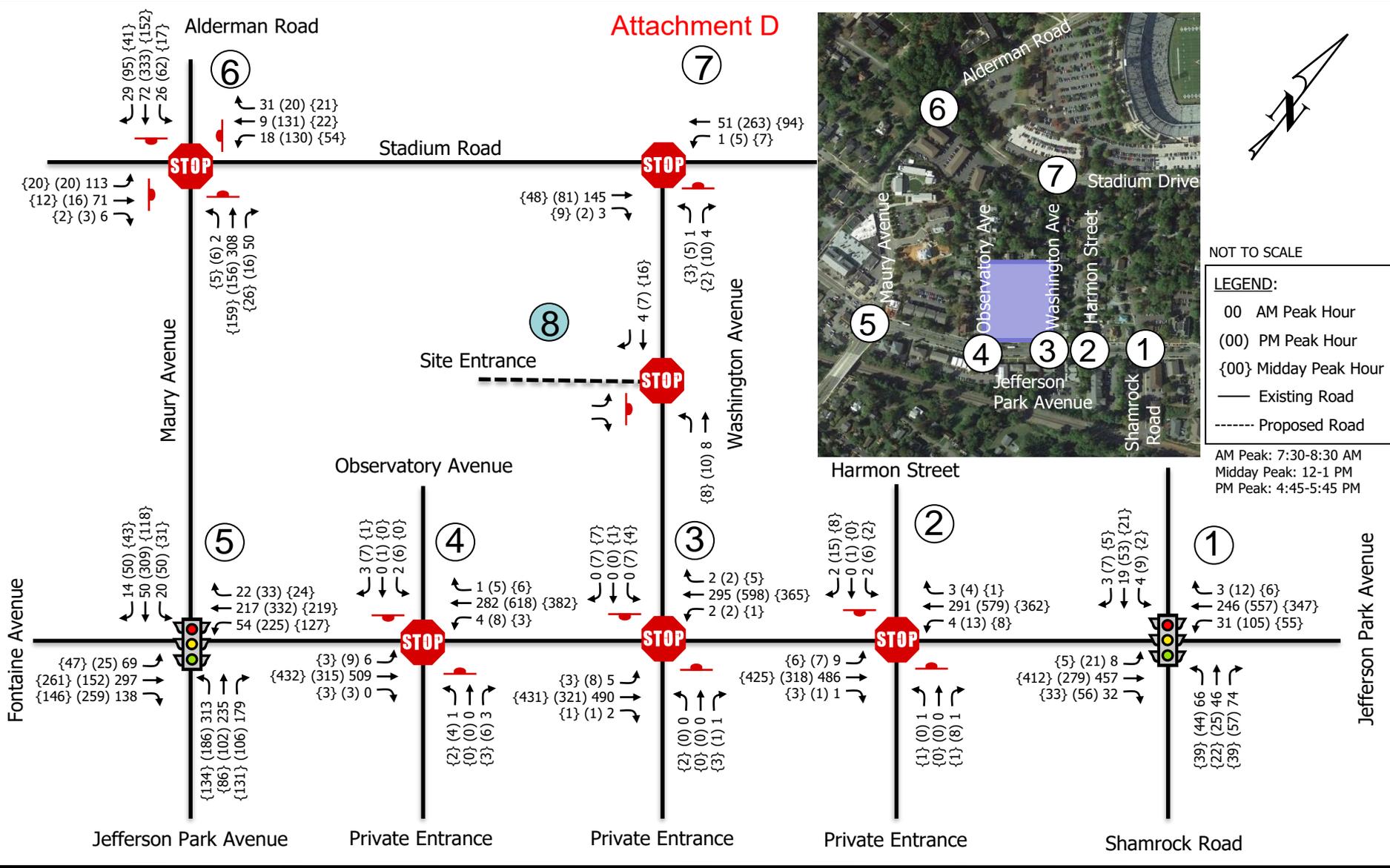
† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

SimTraffic queues are average maximum queues after 10 runs of 60 minutes each.

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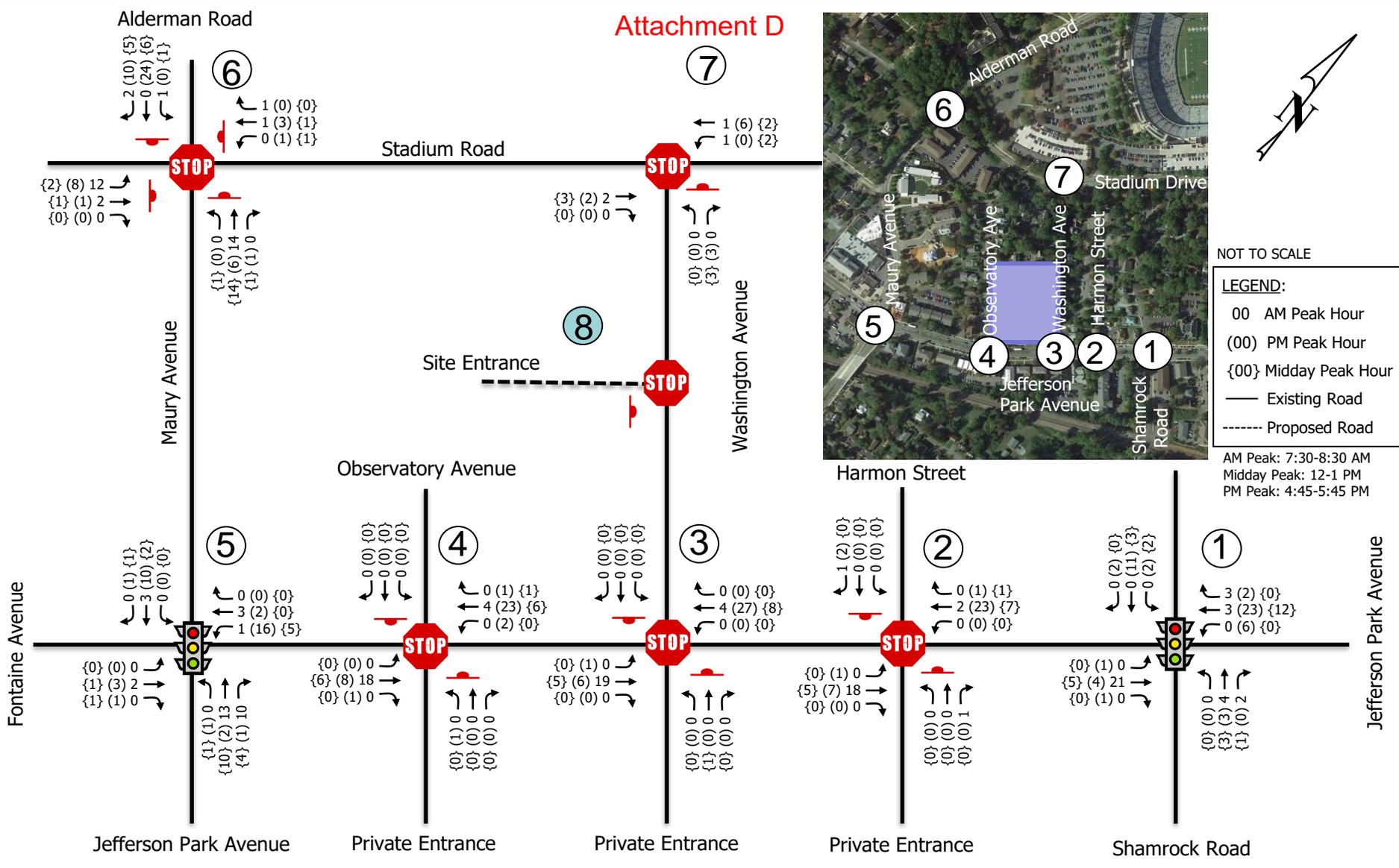


2028 Background Peak Hour Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia



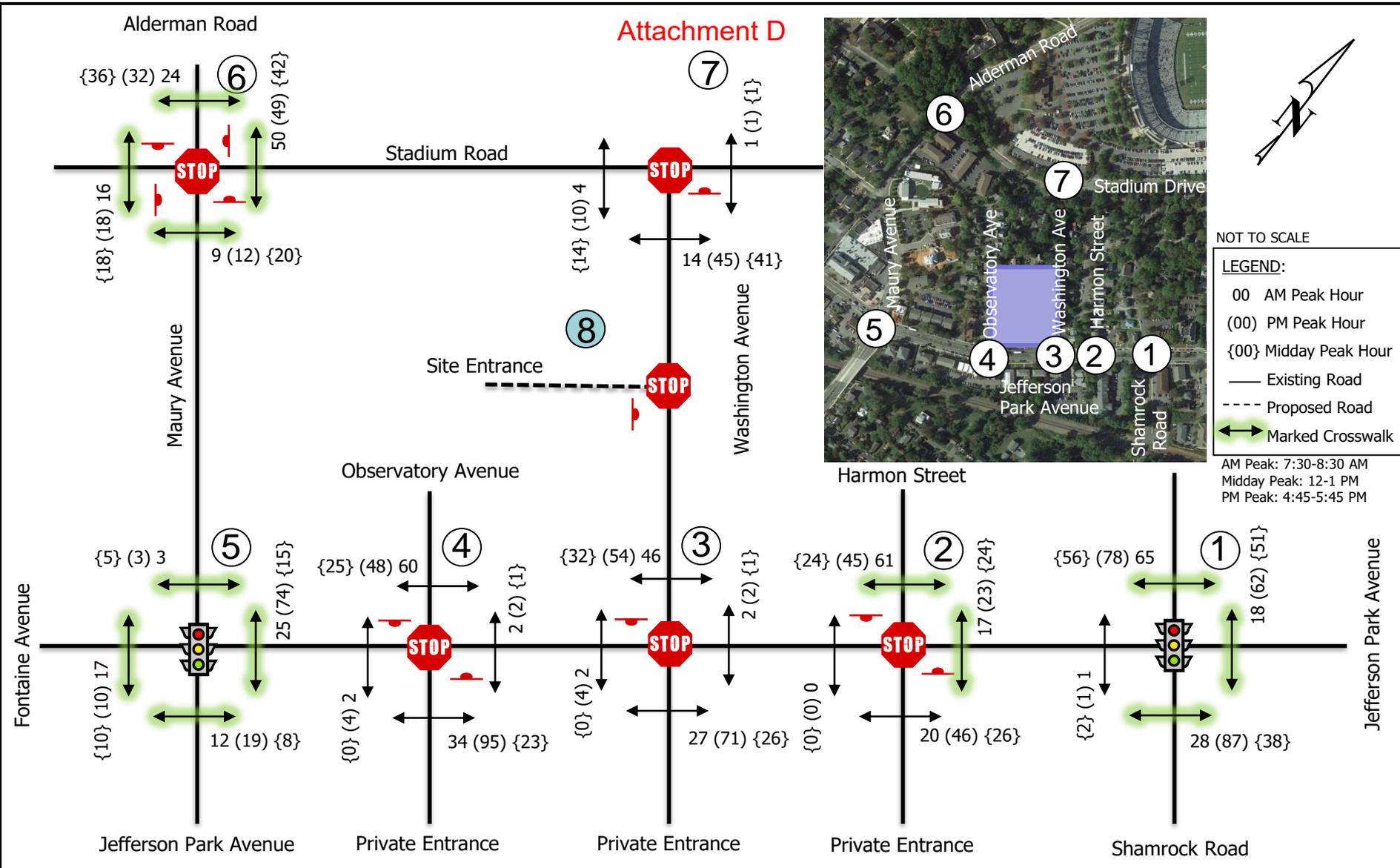
Figure
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Attachment D



2028 Background Bicycle Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 5-2



2028 Background Pedestrian Volumes
Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
5-3

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6 TRIP GENERATION

Site traffic for the proposed development was estimated based on the site characteristics and subsequently distributed to the surrounding roadway network.

The site is currently zoned R3. The proposed development will consist of 388 beds (119 units) of off-campus student housing apartments. The applicant is submitting this traffic impact analysis in support of a Special Use Permit (SUP) to allow for the additional density beyond the existing zoning. Access to the site is proposed via one (1) full movement entrance on Washington Avenue.

6.1 SITE TRIP GENERATION

The site-generated traffic volumes shown in Table 6-1 were estimated using the 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* and were calculated using the number of beds as the independent variable and with "adjacent to campus" subcategory. A reduction of 13% was applied for external trips, corresponding with the 13% reduction for parking spaces allowed under City of Charlottesville code for this land use and location. The midday peak hour trips were calculated using Appendix A of the ITE *Trip Generation Manual*, time of day distributions for the midday peak hour (12:00 – 1:00 PM).

Table 6-1: Aspen Heights Trip Generation Summary

LAND USE	ITE CODE	AMOUNT (X)	UNITS	WEEKDAY VEHICULAR TRIPS										
				ADT	AM PEAK HOUR		MIDDAY PEAK HOUR ⁽¹⁾			PM PEAK HOUR				
				TOTAL	IN (41%)	OUT (59%)	TOTAL	IN (48%)	OUT (52%)	TOTAL	IN (50%)	OUT (50%)	TOTAL	
Proposed Development														
Off Campus Student Apartment	225	388	Beds	1,230	18	26	44	30	33	63	48	48	96	
Trip Reduction	13%			(160)	(2)	(4)	(6)	(4)	(4)	(8)	(6)	(6)	(12)	
Total External Primary Trips				1,070	16	22	38	26	29	55	42	42	84	

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 10th Edition (2017)

(1) Midday peak hour based on the ITE *Trip Generation Manual* 10th Edition, Appendix A time of day distributions for the hour beginning at 12:00 PM

(2) Trip Reduction based on the same percentage used for the parking reduction and approved by the City.

As shown in Table 6-1, the proposed development will generate a total of 38 trips (16 in and 22 out) during the AM peak, 55 trips (26 in and 29 out) during the Midday peak, 84 trips (42 in and 42 out) during the PM peak, and 1,070 average weekday daily trips.

6.2 EXTERNAL TRIP DISTRIBUTIONS

The distribution of external trips generated by the development was based on the existing travel patterns, the nature of the use, the 2021 existing traffic volumes, and local knowledge.

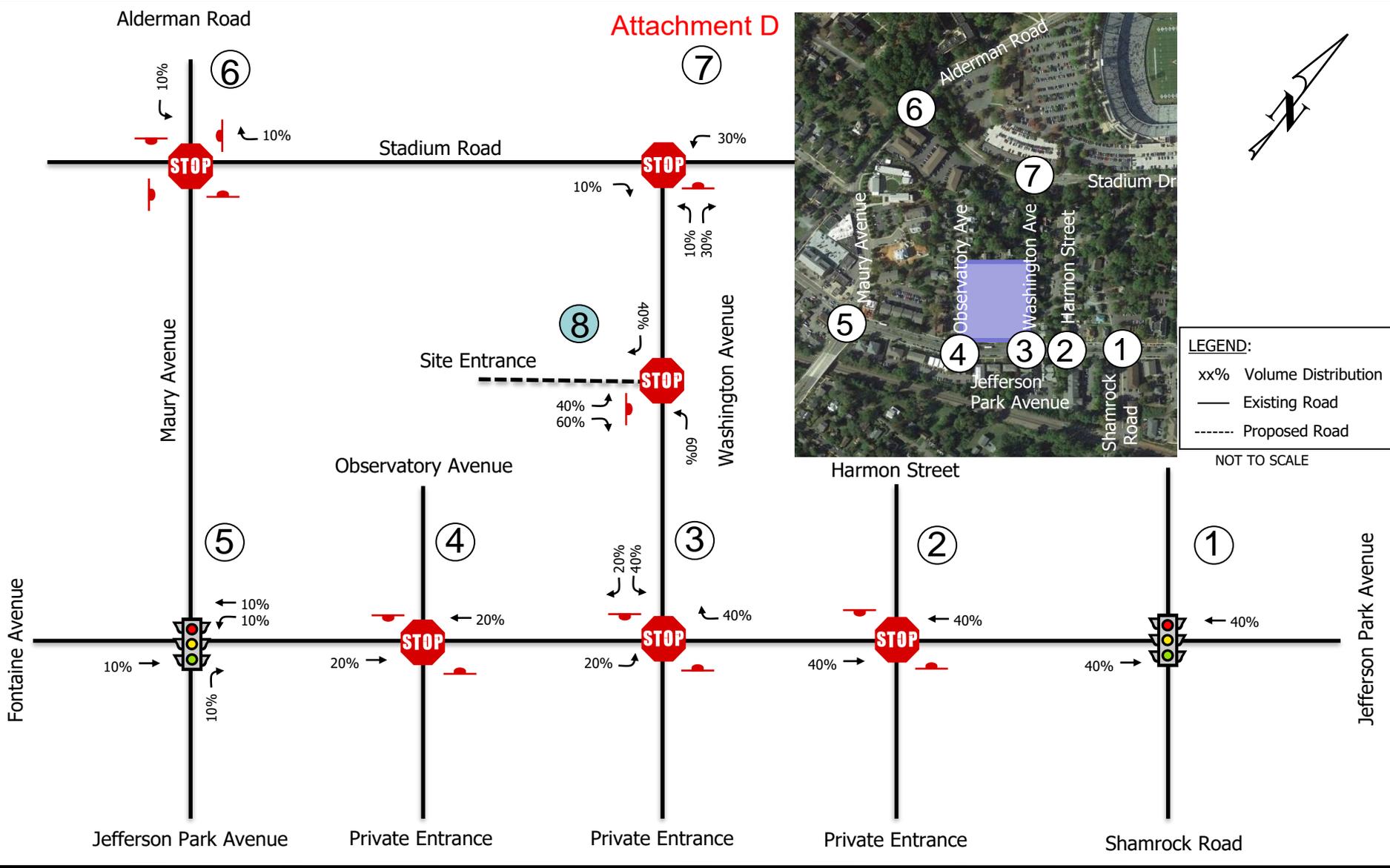
The following directional distributions were assumed for the site and are shown on Figure 6-1:

- 40% to/from the east on Jefferson Park Avenue;
- 30% to/from the east on Stadium Road;
- 10% to/from the west on Fontaine Avenue;
- 10% to/from the north on Alderman Road; and
- 10% to/from the south on Jefferson Park Avenue.

6.3 TRAFFIC ASSIGNMENT

The trip distribution percentages for the external trips from Figure 6-1 were applied to the trip generation table (Table 6-1) to distribute the external trips to the surrounding roadway network. The resulting site generated external trips are shown on Figure 6-2.

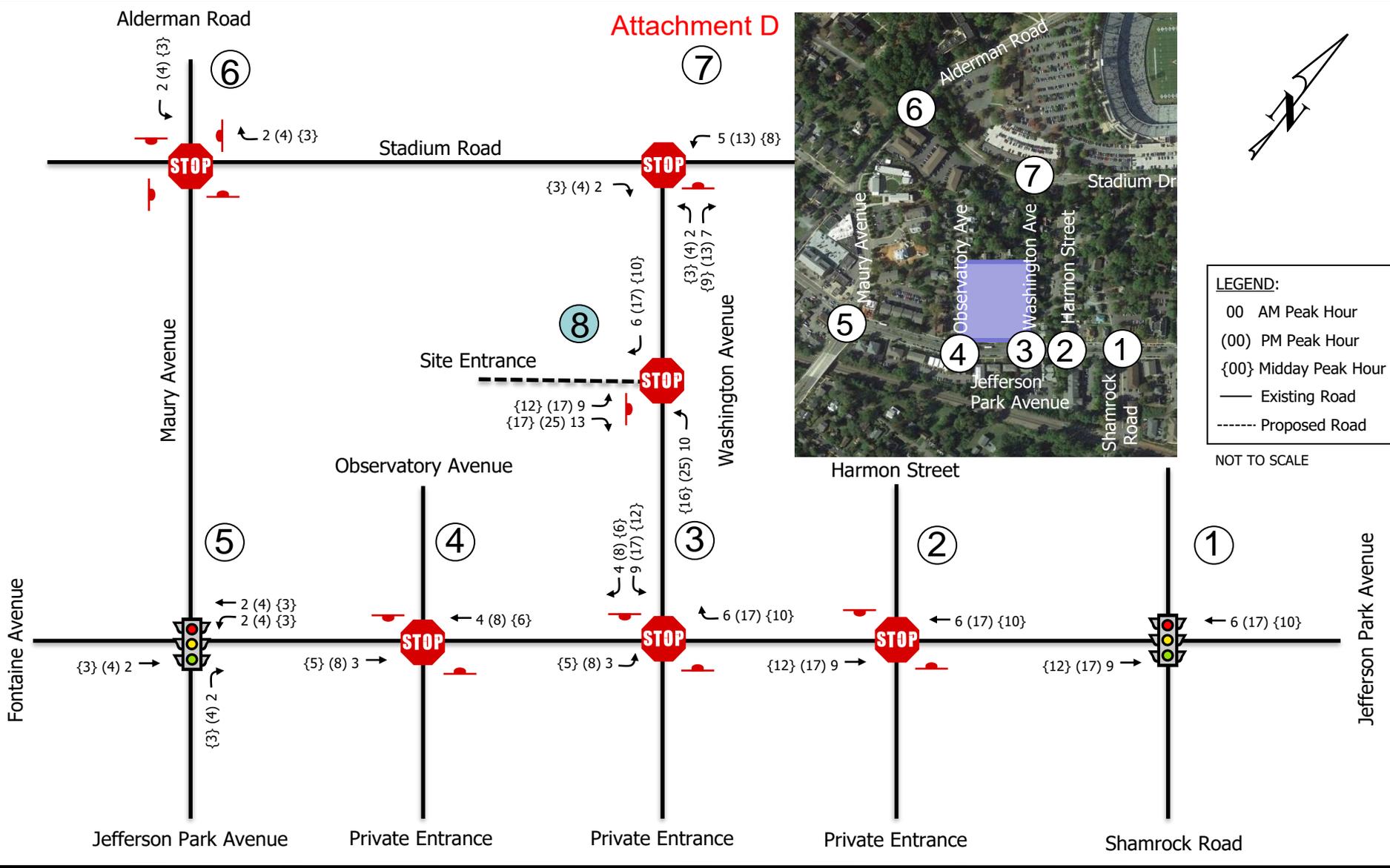
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Site Peak Hour Trip Distributions
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 6-1

Attachment D



Total External Site Peak Hour Trips
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 6-2

7 2023 TOTAL FUTURE CONDITIONS

To complete the analysis of 2023 total conditions (with the proposed development), the estimated site trips were added to the background 2023 traffic volumes. The projected volumes were then used to complete the capacity analysis.

7.1 TOTAL FUTURE TRAFFIC VOLUMES

To generate the 2023 total future traffic volumes, the external site trips shown on Figure 6-2 and the background 2023 vehicle volumes shown in Figure 4-1 were summed. The resulting 2023 total future traffic volumes are shown on Figure 7-1.

7.2 2023 FUTURE CONDITIONS ANALYSIS RESULTS

Table 7-1 summarizes the 2023 total future intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the intersection geometry and 2023 total future peak hour traffic volumes shown on Figures 2-1 and 7-1, respectively. The corresponding SYNCHRO and SimTraffic reports are included in Appendix E. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 7-1, under 2023 total future conditions with development of the site:

- Levels of service at the study intersections are not expected to change significantly from 2023 background to 2023 total future conditions.
- At the signalized intersection of Jefferson Park Avenue and Shamrock Avenue, the overall intersection continues to operate at a LOS B during the AM/Midday/PM peak hours. During the AM/Midday/PM peaks, the mainline (east-west) approaches and movements continue to operate at a LOS B or better; the side street (north-south) approaches continue to operate at a LOS C. During the Midday/PM peaks, the westbound left maximum queue (75 feet) fills the available storage (75 feet). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Harmon Street, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the eastbound approach maximum queue (75 feet) fills the distance to the adjacent intersection with Washington Avenue (77 feet away). All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Washington Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound approach maximum queue length (85 feet) backs up through the adjacent intersection with Harmon Street (77 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

- At the unsignalized intersection of Jefferson Park Avenue and Observatory Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS B during the AM/Midday peaks and a LOS C during the PM peak. During the PM peak, the westbound approach maximum queue (184 feet) backs up through the adjacent intersection with Washington Avenue (174 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection continues to operate at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. The north- and southbound approaches and movements continue to generally operate at a LOS C during the AM/Midday/PM peaks. The east- and westbound approaches and movements continue to generally operate at a LOS C or better during the AM/PM peaks and LOS B during the Midday peak.
 - During the AM/Midday peaks, the westbound left maximum queue (87 feet) fills the available storage (88 feet), spilling back into the through lane sometimes. During the PM peak, the 95th percentile queue (182 feet) exceeds the available storage (88 feet), spilling back into the through lane 24% of the time. During the PM peak, the westbound approach maximum queue (447 feet) backs up through the roadway network at Observatory Avenue (432 feet away), Washington Avenue (606 feet away) and Harmon Street (683 feet away). During the PM peak, the southbound through maximum queue (326 feet) effectively blocks the left and right turn lanes (125 feet max. storage) and backs up through the adjacent intersection with Clark Court (275 feet away). All other turn bays have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Maury Avenue/Alderman Road and Stadium Road, all approaches continue to operate at a LOS B or better during the AM/Midday peaks. During the PM peak, the east- west- and northbound approaches continue to operate at a LOS C or better. The southbound approach operates at a LOS D. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Stadium Road and Washington Avenue, all approaches continue operate at a LOS A during the AM/Midday/PM peaks, the exception being the northbound approach changing from a LOS A (10.0 seconds) to LOS B (10.1 seconds) during the PM peak. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of the Site Entrance and Washington Avenue, all approaches will operate at a LOS A during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

**Table 7-1: Intersection Level of Service and Delay Summary
2023 Total Future Traffic**

Intersection and Type of Control	Movement and Approach	Effective Turn Lane Storage (ft)	AM PEAK HOUR				MIDDAY PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)
1. Shamrock Road (N-S) and Jefferson Park Avenue (E-W) <i>Signalized</i>	<i>EB Approach</i>		14.1	B	330	297	12.0	B	285	268	14.8	B	226	265
	WB Left	75	6.5	A	18	63	6.6	A	25	75	8.8	A	47	74
	WB Thru - Right		6.0	A	108	142	7.0	A	152	213	10.8	B	312	402
	<i>WB Approach</i>		6.0	A	--	--	6.9	A	--	--	10.5	B	--	--
	<i>NB Approach</i>		31.4	C	157	189	28.7	C	93	124	28.0	C	114	151
	<i>SB Approach</i>		27.1	C	31	64	27.0	C	32	58	26.4	C	63	90
	Overall			15.3	B	--	--	12.0	B	--	--	14.4	B	--
2. Harmon Street (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	60	8.2	A	0	64	9.1	A	0	75
	<i>WB Approach</i>		8.6	A	0	62	8.4	A	0	89	8.3	A	0	225
	<i>NB Approach</i>		15.7	C	0	31	15.8	C	0	26	11.2	B	0	35
	<i>SB Approach</i>		16.1	C	0	31	12.8	B	2	35	18.7	C	6	61
3. Washington Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.5	A	0	72	8.8	A	0	73	9.3	A	0	139
	<i>WB Approach</i>		8.6	A	0	31	8.4	A	0	11	8.3	A	0	85
	<i>NB Approach</i>		12	B	0	12	17.3	C	2	58	11	B	0	22
	<i>SB Approach</i>		17.7	C	2	38	16.6	C	6	51	24.2	C	14	92
4. Observatory Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	34	8.2	A	0	15	9.3	A	0	114
	<i>WB Approach</i>		9.2	A	0	52	8.4	A	0	59	8.5	A	0	184
	<i>NB Approach</i>		14.2	B	0	31	14.5	B	0	31	19	C	2	53
	<i>SB Approach</i>		14.8	B	0	29	10.9	B	0	14	20.9	C	4	84
5. Maury Avenue/Jefferson Park Ave (N-S) and Fontaine Avenue (E-W) <i>Signalized</i>	EB Left	152	20.8	C	77	149	16.3	B	53	133	28.0	C	35	73
	EB Thru		26.3	C	279	289	20.1	C	230	268	27.3	C	146	201
	EB Right	120	9.7	A	19	120	11.3	B	20	120	16.9	B	50	120
	<i>EB Approach</i>		21.0	C	--	--	16.9	B	--	--	21.3	C	--	--
	WB Left	88	17.3	B	53	87	15.4	B	99	87	37.6	D	182	87
	WB Thru - Right		16.4	B	188	211	11.8	B	180	246	24.2	C	298	447
	<i>WB Approach</i>		16.6	B	--	--	13.0	B	--	--	29.3	C	--	--
	NB Left	355	35.1	D	#320	289	29.5	C	127	160	32.9	C	175	208
	NB Thru		28.0	C	216	221	28.0	C	86	109	30.8	C	101	129
	NB Right	200	0.0	A	53	111	0.0	A	35	0	0.0	A	18	0
	<i>NB Approach</i>		32.1	C	--	--	28.9	C	--	--	32.2	C	--	--
	SB Left	117	31.4	C	31	71	27.6	C	40	92	27.8	C	57	117
	SB Thru		32.0	C	59	96	29.4	C	111	146	37.0	D	285	326
	SB Right	125	31.4	C	0	61	28.0	C	0	108	28.2	C	0	125
	<i>SB Approach</i>		31.7	C	--	--	28.8	C	--	--	34.8	C	--	--
Overall			24.9	C	--	--	19.6	B	--	--	29.0	C	--	--
6. Maury Avenue/Alderman Road (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		11.0	B	25	102	8.4	A	4	40	10.5	B	6	51
	<i>WB Approach</i>		9.5	A	6	75	8.9	A	10	80	15.4	C	57	160
	<i>NB Approach</i>		13	B	60	208	9	A	20	106	11.5	B	25	135
	<i>SB Approach</i>		10.9	B	18	106	9.3	A	23	101	31.9	D	176	290
7. Washington Avenue (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		†	†	--	3	†	†	--	6	†	†	--	10
	<i>WB Approach</i>		7.6	A	0	24	7.5	A	0	24	7.6	A	0	35
	<i>NB Approach</i>		9.4	A	2	30	9.8	A	2	64	10.1	B	2	44
8. Washington Avenue (N-S) and Site Entrance (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.6	A	2	35	8.7	A	2	40	8.8	A	2	52
	<i>NB Approach</i>		7.2	A	0	--	4.9	A	0	12	7.3	A	2	25
	<i>SB Approach</i>		†	†	--	--	†	†	--	--	†	†	--	--

¹ Overall intersection LOS and delay cannot be reported for unsignalized intersections.

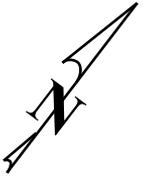
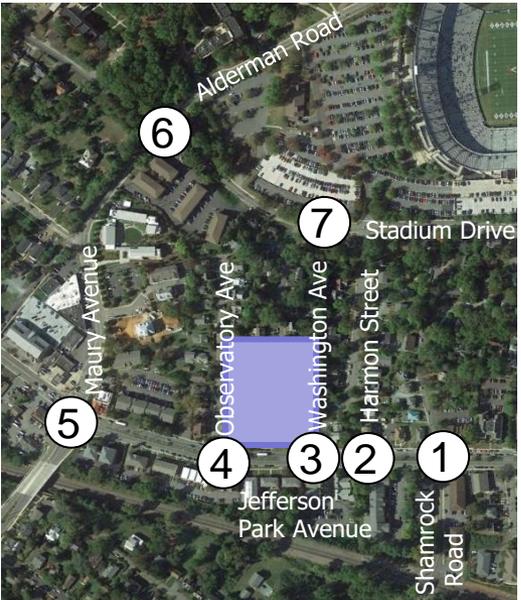
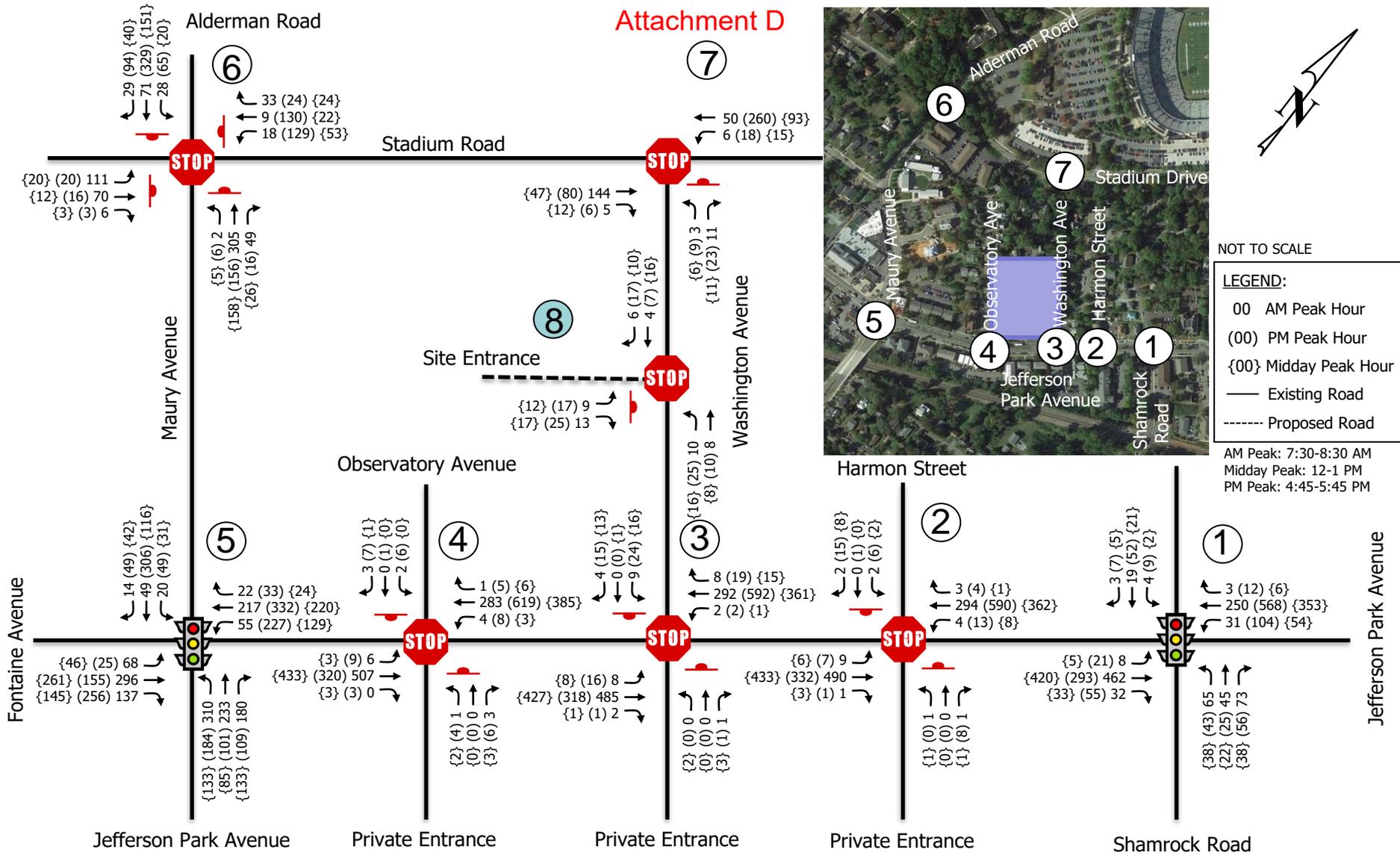
† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

SimTraffic queues are average maximum queues after 10 runs of 60 minutes each.

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Attachment D



2023 Total Future Peak Hour Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
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8 2028 TOTAL FUTURE CONDITIONS

To complete the analysis of 2028 total conditions (with the proposed development), the estimated site trips were added to the background 2028 traffic volumes. The projected volumes were then used to complete the capacity analysis.

8.1 TOTAL FUTURE TRAFFIC VOLUMES

To generate the 2028 total future traffic volumes, the external site trips shown on Figure 6-2 and the background 2028 vehicle volumes shown in Figure 5-1 were summed. The resulting 2028 total future traffic volumes are shown on Figure 8-1.

8.2 2028 TOTAL FUTURE CONDITIONS ANALYSIS RESULTS

Table 8-1 summarizes the 2028 future intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the intersection geometry and 2028 future peak hour traffic volumes shown on Figures 2-1 and 8-1, respectively. The corresponding SYNCHRO and SimTraffic reports are included in Appendix E. Note that the intersection numbers shown on the LOS, delay, and queue length summary tables correspond with the intersection numbers used in the SYNCHRO models and report figures.

As shown in Table 8-1, under 2028 future conditions with development of the site:

- Levels of service at the study intersections are not expected to change significantly from 2028 background to 2028 total future conditions.
- At the signalized intersection of Jefferson Park Avenue and Shamrock Avenue, the overall intersection continues to operate at a LOS B during the AM/Midday/PM peak hours. During the AM/Midday/PM peaks, the mainline (east-west) approaches and movements continue to operate at a LOS B or better; the side street (north-south) approaches continue to operate at a LOS C. During the PM peaks, the westbound left maximum queue (74 feet) fills the available storage (75 feet). All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Harmon Street, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Jefferson Park Avenue and Washington Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound approach maximum queue length (82 feet) backs up through the adjacent intersection with Harmon Street (77 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

- At the unsignalized intersection of Jefferson Park Avenue and Observatory Avenue, the mainline (east-west) approaches continue to operate at a LOS A during the AM/Midday/PM peaks. The side street (north-south) approaches continue to operate at a LOS B during the AM/Midday peaks and a LOS C during the PM peak. During the PM peak, the westbound approach maximum queue (160 feet) fills the distance to the adjacent intersection with Washington Avenue (174 feet away). This queue is most often caused by the westbound approach queue at Jefferson Park Avenue/Maury Avenue. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection continues to operate at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. The north- and southbound approaches and movements continue to generally operate at a LOS C during the AM/Midday/PM peaks. The east- and westbound approaches and movements continue to generally operate at a LOS C or better during the AM/PM peaks and LOS B during the Midday peak.
 - During the AM/Midday peaks, the westbound left maximum queue (87 feet) fills the available storage (88 feet), spilling back into the through lane sometimes. During the PM peak, the 95th percentile queue (184 feet) exceeds the available storage (88 feet), spilling back into the through lane 22% of the time. During the PM peak, the westbound approach maximum queue (444 feet) backs up through the adjacent intersection with Observatory Avenue (432 feet away). During the PM peak, the southbound through maximum queue (402 feet) effectively blocks the left and right turn lanes (125 feet max. storage) and backs up through the adjacent intersection with Clark Court (275 feet away). All other turn bays have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Maury Avenue/Alderman Road and Stadium Road, all approaches continue to operate at a LOS B or better during the AM/Midday peaks. During the PM peak, the east- west- and northbound approaches continue to operate at a LOS C or better. The southbound approach operates at a LOS D. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of Stadium Road and Washington Avenue, all approaches continue operate at a LOS A during the AM/Midday/PM peaks, the exception being the northbound approach changing from a LOS A (10.0 seconds) to LOS B (10.1 seconds) during the PM peak. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
- At the unsignalized intersection of the Site Entrance and Washington Avenue, all approaches will operate at a LOS A during the AM/Midday/PM peaks. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.

**Table 8-1: Intersection Level of Service and Delay Summary
2028 Total Future Traffic**

Intersection and Type of Control	Movement and Approach	Effective Turn Lane Storage (ft)	AM PEAK HOUR				MIDDAY PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	Synchro 95th Percentile Queue Length (ft)	SimTraffic Max Queue Length (ft)
1. Shamrock Road (N-S) and Jefferson Park Avenue (E-W) <i>Signalized</i>	<i>EB Approach</i>		14.2	B	335	293	12.3	B	288	275	15.0	B	230	294
	WB Left	75	6.5	A	18	56	6.7	A	26	72	8.9	A	47	74
	WB Thru - Right		6.0	A	109	150	7.2	A	154	215	11.1	B	318	356
	<i>WB Approach</i>		6.1	A	--	--	7.1	A	--	--	10.7	B	--	--
	<i>NB Approach</i>		31.5	C	160	193	28.7	C	95	118	28.0	C	115	154
	<i>SB Approach</i>		27.1	C	31	59	26.9	C	32	57	26.3	C	64	87
	Overall			15.4	B	--	--	12.1	B	--	--	14.6	B	--
2. Harmon Street (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	68	8.2	A	0	68	9.2	A	0	69
	<i>WB Approach</i>		8.6	A	0	52	8.5	A	0	31	8.3	A	0	149
	<i>NB Approach</i>		15.8	C	0	24	16	C	0	27	11.2	B	0	37
	<i>SB Approach</i>		16.3	C	0	31	12.9	B	2	31	19	C	6	56
3. Washington Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.5	A	0	58	8.8	A	0	76	9.4	A	2	130
	<i>WB Approach</i>		8.6	A	0	38	8.4	A	0	22	8.4	A	0	88
	<i>NB Approach</i>		12	B	0	22	17.6	C	2	57	11.1	B	0	18
	<i>SB Approach</i>		18	C	4	40	16.8	C	6	49	24.7	C	14	67
4. Observatory Avenue (N-S) and Jefferson Park Avenue (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.2	A	0	29	8.3	A	0	19	9.3	A	0	110
	<i>WB Approach</i>		9.2	A	0	71	8.4	A	0	35	8.6	A	0	160
	<i>NB Approach</i>		14.4	B	0	31	14.7	B	0	31	19.3	C	2	33
	<i>SB Approach</i>		15	B	0	26	10.9	B	0	20	21.4	C	4	48
5. Maury Avenue/Jefferson Park Ave (N-S) and Fontaine Avenue (E-W) <i>Signalized</i>	EB Left	152	21.2	C	78	143	16.5	B	55	129	28.6	C	35	76
	EB Thru		26.8	C	281	302	20.3	C	233	292	27.6	C	147	240
	EB Right	120	9.8	A	19	120	11.4	B	20	120	17.1	B	53	120
	<i>EB Approach</i>		21.4	C	--	--	17.1	B	--	--	21.4	C	--	--
	WB Left	88	17.6	B	53	87	15.7	B	100	87	38.6	D	184	87
	WB Thru - Right		16.7	B	190	234	12.0	B	182	259	24.6	C	304	444
	<i>WB Approach</i>		16.9	B	--	--	13.2	B	--	--	30.0	C	--	--
	NB Left	355	35.7	D	#326	259	29.5	C	129	148	33.0	C	176	188
	NB Thru		28.1	C	218	211	27.9	C	86	110	30.8	C	102	125
	NB Right	200	0.0	A	54	110	0.0	A	37	0	0.0	A	15	0
	<i>NB Approach</i>		32.4	C	--	--	28.9	C	--	--	32.2	C	--	--
	SB Left	117	31.4	C	31	74	27.6	C	40	93	27.9	C	59	117
	SB Thru		32.0	C	60	101	29.5	C	113	156	37.5	D	#289	402
	SB Right	125	31.4	C	0	55	28.0	C	0	101	28.3	C	0	125
<i>SB Approach</i>		31.8	C	--	--	28.9	C	--	--	35.2	D	--	--	
Overall			25.3	C	--	--	19.8	B	--	--	29.4	C	--	--
6. Maury Avenue/Alderman Road (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		11.1	B	27	90	8.5	A	4	47	10.6	B	6	59
	<i>WB Approach</i>		9.5	A	8	74	8.9	A	10	84	15.6	C	57	163
	<i>NB Approach</i>		13.2	B	60	210	9	A	20	111	11.6	B	25	143
	<i>SB Approach</i>		11	B	18	106	9.4	A	23	101	33.4	D	176	366
7. Washington Avenue (N-S) and Stadium Road (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		†	†	--	6	†	†	--	1	†	†	--	14
	<i>WB Approach</i>		7.6	A	0	21	7.5	A	0	25	7.6	A	0	37
	<i>NB Approach</i>		9.4	A	2	35	9.8	A	2	67	10.1	B	2	47
8. Washington Avenue (N-S) and Site Entrance (E-W) <i>Unsignalized</i>	<i>EB Approach</i>		8.6	A	2	38	8.7	A	2	44	8.8	A	2	47
	<i>NB Approach</i>		7.2	A	0	--	7.3	A	0	9	7.3	A	2	19
	<i>SB Approach</i>		†	†	--	--	†	†	--	--	†	†	--	--

¹ Overall intersection LOS and delay cannot be reported for unsignalized intersections.

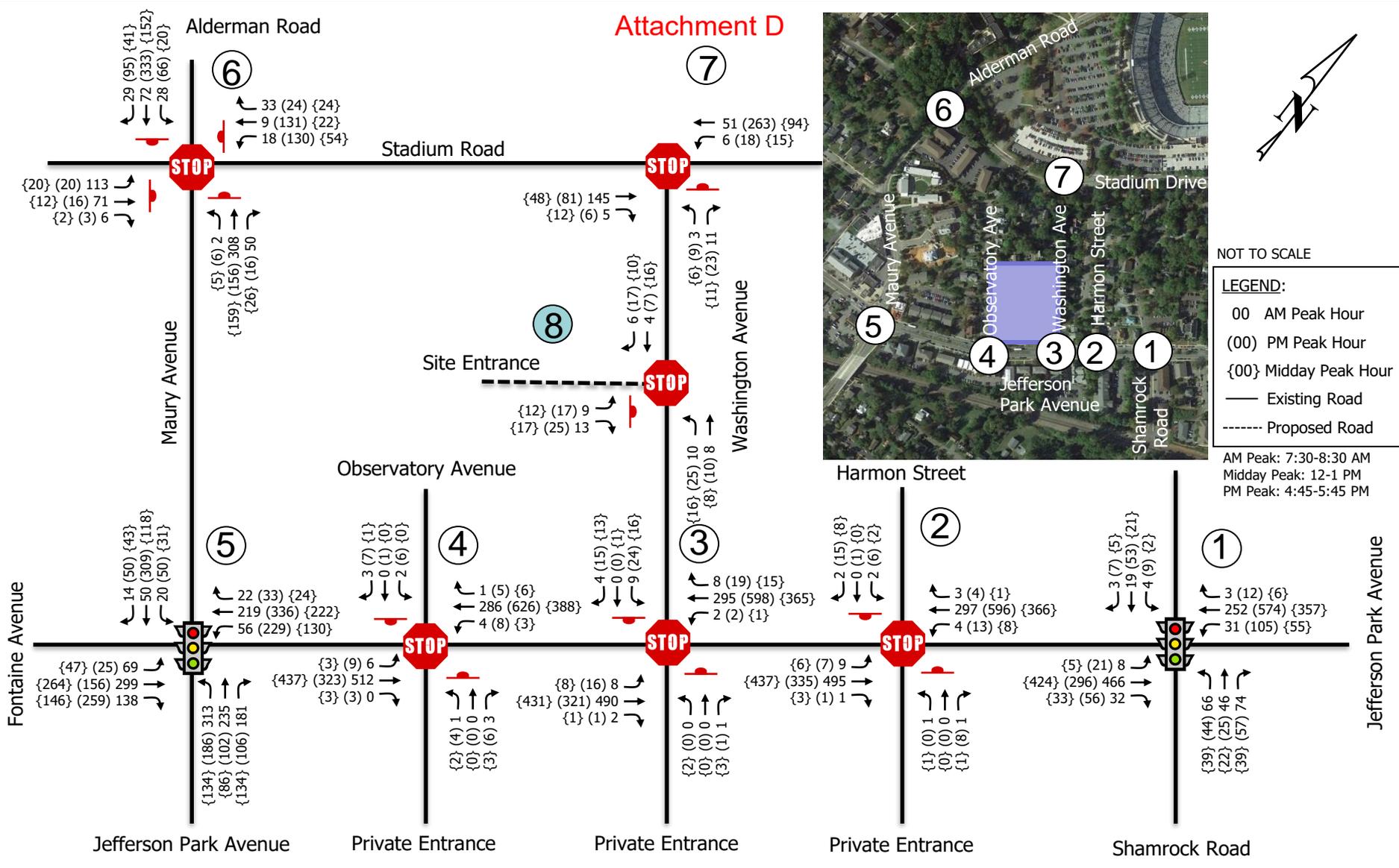
† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

SimTraffic queues are average maximum queues after 10 runs of 60 minutes each.

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Attachment D



2028 Total Future Peak Hour Volumes
 Aspen Heights TIA
 City of Charlottesville, Virginia

Figure
 8-1



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9 TRAFFIC SIGNAL WARRANT ANALYSIS

Signal warrant analyses were completed at the intersection of Jefferson Park Avenue and Washington Avenue using the 2028 total volumes from Figure 8-1. The warrant analyses were conducted following procedures from the 2009 edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) and the hourly volumes from 7:00 AM to 7:00 PM. In accordance with VDOT standards, Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) outlined in the 2009 MUTCD was considered for the analyses and are described in detail below.

The MUTCD contains both 100% and 70% volume thresholds that can be used in the signal warrant analysis. The 100% volume thresholds were used to complete the analyses as the conditions for using the 70% volumes are not met in this case.

As noted above, this section of Jefferson Park Avenue has one (1) through travel lane in each direction. The lane geometry used in the traffic signal warrant analysis for the major street is assumed to be one (1) lane and the minor street as one (1) lane.

It is specifically noted in all hours of the warrant analysis that the higher minor street volume is on Washington Avenue. At no time does the traffic from the northbound approach from the private entrance opposite Washington Avenue have higher hourly volumes than the southbound approach from Washington Avenue.

9.1 WARRANT 1 (EIGHT-HOUR VEHICULAR VOLUME)

According to the MUTCD, “the need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day”:

Condition A:

This warrant is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal is considered when, for each of any eight (8) hours of an average day, a minimum of **500** vehicles per hour exist on the major street approaches and **150** vehicles per hour are present on the higher-volume minor street approach. These are the 100% volume thresholds for a one-lane major street approach and a one-lane minor street approach from the 2009 MUTCD Table 4C-1.

The analysis results indicate the required vehicle volume on the minor street approach was present for zero (0) of the eight (8) required hours under the 100% volume thresholds for the one-lane minor street approach. Therefore, this warrant is **not** considered met.

Condition B:

This warrant is intended for application at locations where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

The need for a traffic control signal is considered when for each of any eight (8) hours of an average day, a minimum of **750** vehicles per hour exist on the major street approaches and **75** vehicles are present on the higher-volume minor street approach. These are the 100% volume thresholds for a two-lane major street approach and a two-lane minor street approach from the 2009 MUTCD Table 4C-1.

The analysis results indicate the required vehicle volume on the minor street approach was present for zero (0) of the eight (8) required hours under the 100% volume thresholds. Therefore, this warrant is considered **not** considered met under the 100% volume thresholds.

Combination of Conditions A and B

This warrant reduces the volume thresholds found in Conditions A and B by 20% and considers both conditions simultaneously.

The need for a traffic control signal is considered when for each of any eight (8) hours of an average day, a minimum of **400** vehicles are present on the major street approaches and **120** vehicles are present on the higher volumes minor street approach (Condition A) and a minimum of **600** vehicles are present on the major street approaches and **60** vehicles are present on the higher volumes minor street approach (Condition B). These are the 100% volume thresholds for a one-lane major street approach and a one-lane minor street approach from the 2009 MUTCD Table 4C-1.

The analysis results indicate the required vehicle volume on the minor street approach was present for zero (0) of the eight (8) required hours for Condition A and zero (0) of the eight (8) required hours for Condition B under the 100% volume thresholds. Therefore, this warrant is **not** considered met.

9.2 WARRANT 2 (FOUR-HOUR VEHICULAR VOLUME)

This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic control signal can be considered when, for each of any four (4) hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor street approach all fall above the applicable curve (on MUTCD Figures 4C-1 and 4C-2) for the existing combination of all approach lanes.

The analysis results indicate the required vehicle volumes were present for zero (0) of the four (4) required hours under the 100% volume thresholds. Therefore, this warrant is **not** considered met.

9.3 WARRANT 3 (PEAK-HOUR VEHICULAR VOLUME)

This warrant is intended to be applied at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers due to undue delay when entering or crossing the major street. The need for a traffic control signal can be considered when, the following two categories are met:

Condition A:

For the same one hour (any four consecutive 15-minute periods) of an average day, the following conditions exist:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one lane approach of five vehicle hours for a two-lane approach; and
2. The volume on the same minor-street approach (one direction only) equals or exceeds **100** vehicles per hour for one moving lane of traffic or **150** vehicles per hour for two moving lanes; and
3. The total entering volume serviced during the hour equals or exceeds **650** vehicles per hour for intersections with three approaches or **800** vehicles per hour for intersections with four or more approaches.

Condition B:

The plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in the 2009 MUTCD Figure 4C-3 for the existing combination of approach lanes.

The analysis results indicate the required volumes were present for zero (0) of the one (1) required peak hour under the 100% volume thresholds. Therefore, this warrant is **not** considered met.

9.4 SIGNAL WARRANT ANALYSIS SUMMARY

The total volumes used in the traffic signal warrant analyses, along with the results, are summarized in Table 9-1. The analysis indicates a traffic signal is not warranted using Warrant 1 (8-hour), Warrant 2 (4-hour), or Warrant 3 (peak hour) for any of the 12 hours analyzed between 7 AM and 7 PM.

The proposed Aspen Heights development does not warrant a traffic signal at the intersection of Jefferson Park Avenue and Washington Avenue.

**Table 9-1– Traffic Signal Warrant Analysis
Jefferson Park Avenue/Washington Avenue Intersection**

Time Period	Major Street Volume	Minor Street Volume (Highest Approach)	100% WARRANTS					
			#1 (8-hour)				#2 (4-hour)	#3 (Peak Hour)
			Condition A	Condition B	Combination			
					Condition A	Condition B		
07:00 - 08:00	674	13						
08:00 - 09:00	772	15						
09:00 - 10:00	735	22						
10:00 - 11:00	721	20						
11:00 - 12:00	669	19						
12:00 - 13:00	800	29						
13:00 - 14:00	754	24						
14:00 - 15:00	774	27						
15:00 - 16:00	856	29						
16:00 - 17:00	901	29						
17:00 - 18:00	926	39						
18:00 - 19:00	799	35						
# of Hours Warrant is Met			0	0	0	0	0	0
# of Hours Warrant is Required to be Met			8	8	8	8	4	1
Is Warrant Satisfied?			No	No	No		No	No

10 CONCLUSIONS

Based on the operational analyses the following is offered:

- Across 2023 and 2028 background conditions during the PM peak, the westbound approach to the intersection of Jefferson Park Avenue/Maury Avenue experiences operational issues with congestion on the westbound approach and the queue extends through Observatory Avenue, Washington Avenue, and Harmon Street intersections. Under 2023 and 2028 total volume conditions, with the addition of the proposed Aspen Heights development site traffic, the westbound approach is expected to experience minimal increases with the proposed development over the 2023 and 2028 background conditions.
- The results of the signal warrant analysis at Jefferson Park Avenue/Washington Avenue under 2028 total build conditions indicate that none of the traffic volume thresholds in Warrants 1 through 3 were met. None of the other warrants were considered at this time.
- Under 2021 existing conditions:
 - All movements at unsignalized intersections within the study area on Jefferson Park Avenue and Stadium Road operate at level of service (LOS) C or better during the AM, Midday, and PM peak hours. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the overall intersection operates at a level of service (LOS) B during the AM/Midday/PM peak hours. All turning movements and approaches operate at a LOS C or better during the AM/Midday/PM peaks. All turn bays have adequate storage to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection operates at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. All turning movements and approaches generally operate at a LOS C or better during the AM/Midday/PM peaks. The westbound left queue fills the available storage (AM/Midday) and backs up into the through lane (PM). During the PM peak, the westbound approach queues through the adjacent intersection with Observatory Avenue. During the PM peak, the southbound through queue backs up through the adjacent intersection with Clark Court.
- Under 2023 and 2028 background conditions (without the proposed development):
 - Levels of service at the study intersections do not change significantly from 2021 existing to 2023 or 2028 background conditions. All unsignalized intersections continue to operate at LOS C or better during all peak hours. All signalized intersections continue to operate with LOS B or C during all peak hours.
 - There are no queuing concerns within the study area, with the exception of the westbound approach of Jefferson Park Avenue at Maury Avenue during the PM peak hour. The queues extend to intermittently block the intersections of Observatory Avenue, Washington Avenue, and Harmon Street.

- Under 2023 and 2028 total future conditions (with the proposed development):
 - Levels of service at the study intersections do not change significantly from background to total future conditions in 2023 or 2028.
 - All movements at unsignalized intersections within the study area on Jefferson Park Avenue and Stadium Road operate at level of service (LOS) C or better during the AM, Midday, and PM peak hours. All approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Shamrock Road, the overall intersection operates at a level of service (LOS) B during the AM/Midday/PM peak hours. All turning movements and approaches operate at a LOS C or better during the AM/Midday/PM peaks. During the PM peak, the westbound left fills the available storage. All other approaches have adequate distance to accommodate 95th percentile and maximum queue lengths.
 - At the signalized intersection of Jefferson Park Avenue and Maury Avenue/Fontaine Avenue, the overall intersection operates at a LOS C during the AM/PM peaks and a LOS B during the Midday peak. All turning movements and approaches generally operate at a LOS C or better during the AM/Midday/PM peaks. The westbound left queue fills the available storage (AM/Midday) and backs up into the through lane (PM). During the PM peak, the westbound approach queue backs up through the adjacent intersection with Observatory Avenue. During the PM peak, the southbound through queue backs up through the adjacent intersection with Clark Court.

Based on the results of the operational analysis, there are no vehicular and roadway network improvements required based on the additional development traffic volumes. The site will increase the residential density in the area and add to the pedestrian, bicycle, and transit volumes. To address the additional pedestrian, bicycle, and transit volumes, the applicant plans to install sidewalks along the entire frontage of the property.

Appendix F
SYNCHRO & SimTraffic Reports for
2026 Background Conditions

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

Attachment D

2026 Background - AM Peak Hour
1: Jefferson Park Ave & Shamrock Rd

2026 Background - AM Peak Hour
Queues



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	21	197	548	34	233
v/c Ratio	0.06	0.60	0.65	0.07	0.26
Control Delay	17.1	30.4	18.1	6.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	30.4	18.1	6.8	7.7
Queue Length 50th (ft)	4	57	114	5	37
Queue Length 95th (ft)	21	141	#380	m17	86
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	632	603	915	458	1166
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.33	0.60	0.07	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Attachment D

2026 Background - AM Peak Hour 1: Jefferson Park Ave & Shamrock Rd

2026 Background - AM Peak Hour HCM Signalized Intersection Capacity Analysis

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT		
Lane Configurations														
Traffic Volume (vph)	0	14	7	72	47	73	7	486	39	1	32	222		
Future Volume (vph)	0	14	7	72	47	73	7	486	39	1	32	222		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0			6.0			6.0	6.0		
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00		
Frb, ped/bikes		1.00			0.98			0.99			1.00	1.00		
Flpb, ped/bikes		1.00			1.00			1.00			0.99	1.00		
Frt		0.95			0.95			0.99			1.00	1.00		
Flt Protected		1.00			0.98			1.00			0.95	1.00		
Satd. Flow (prot)		1560			1697			1608			1784	1580		
Flt Permitted		1.00			0.87			1.00			0.35	1.00		
Satd. Flow (perm)		1560			1500			1603			654	1580		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Adj. Flow (vph)	0	14	7	74	48	75	7	501	40	1	33	229		
RTOR Reduction (vph)	0	6	0	0	0	0	0	3	0	0	0	1		
Lane Group Flow (vph)	0	15	0	0	197	0	0	545	0	0	34	232		
Confl. Peds. (#/hr)	15						15	19		56	15	56		
Heavy Vehicles (%)	0%	7%	0%	4%	0%	3%	17%	4%	5%	0%	0%	8%		
Parking (#/hr)		0						0				0		
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	pm+pt	NA		
Protected Phases		4			8			2		1	1	6		
Permitted Phases	4			8			2			6	6			
Actuated Green, G (s)		13.6			13.6			32.2			39.5	39.5		
Effective Green, g (s)		13.6			13.6			32.2			39.5	39.5		
Actuated g/C Ratio		0.21			0.21			0.49			0.61	0.61		
Clearance Time (s)		6.0			6.0			6.0			6.0	6.0		
Vehicle Extension (s)		3.0			3.0			3.0			2.0	3.0		
Lane Grp Cap (vph)		325			313			792			419	958		
v/s Ratio Prot		0.01									0.00	c0.15		
v/s Ratio Perm					c0.13			c0.34			0.05			
v/c Ratio		0.05			0.63			0.69			0.08	0.24		
Uniform Delay, d1		20.6			23.5			12.6			6.6	5.9		
Progression Factor		1.00			1.00			1.00			0.98	0.97		
Incremental Delay, d2		0.1			3.9			2.5			0.0	0.1		
Delay (s)		20.6			27.4			15.1			6.5	5.9		
Level of Service		C			C			B			A	A		
Approach Delay (s)		20.6			27.4			15.1				6.0		
Approach LOS		C			C			B				A		
Intersection Summary														
HCM 2000 Control Delay			15.2									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.68											
Actuated Cycle Length (s)			65.1								18.0			
Intersection Capacity Utilization			62.8%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Attachment D

2026 Background - AM Peak Hour
1: Jefferson Park Ave & Shamrock Rd

2026 Background - AM Peak Hour
HCM Signalized Intersection Capacity Analysis

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	4
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Heavy Vehicles (%)	0%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Attachment D

2026 Background - AM Peak Hour 3: Jefferson Park Ave & Woodrow St/Private Drive

2026 Background - AM Peak Hour HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	2	11	0	571	1	2	264
Future Volume (Veh/h)	0	0	1	0	0	2	11	0	571	1	2	264
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	1	0	0	2	0	0	607	1	2	281
Pedestrians		50			139				3			6
Lane Width (ft)		12.0			12.0				12.0			12.0
Walking Speed (ft/s)		3.5			3.5				3.5			3.5
Percent Blockage		5			13				0			1
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												242
pX, platoon unblocked							0.00					
vC, conflicting volume	646	1082	334	1036	1082	449	0	331			747	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	646	1082	334	1036	1082	449	0	331			747	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	100	100	100	100	0	100			100	
cM capacity (veh/h)	294	181	634	141	181	486	0	1181			755	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	1	2	304	304	283							
Volume Left	0	0	0	0	2							
Volume Right	1	2	0	1	0							
cSH	634	486	1181	1700	755							
Volume to Capacity	0.00	0.00	0.00	0.18	0.00							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	10.7	12.4	0.0	0.0	0.1							
Lane LOS	B	B			A							
Approach Delay (s)	10.7	12.4	0.0		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			33.8%	ICU Level of Service	A							
Analysis Period (min)			15									

Attachment D

2026 Background - AM Peak Hour
 3: Jefferson Park Ave & Woodrow St/Private Drive

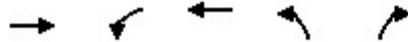
2026 Background - AM Peak Hour
 HCM Unsignalized Intersection Capacity Analysis

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (Veh/h)	0
Sign Control	
Grade	
Peak Hour Factor	0.94
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Attachment D

2026 Background - AM Peak Hour
4: Jefferson Park Ave & Emmet St

2026 Background - AM Peak Hour
Queues



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	419	177	225	233	365
v/c Ratio	0.69	0.46	0.26	0.55	0.60
Control Delay	17.9	8.8	5.9	24.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	8.8	5.9	24.8	9.0
Queue Length 50th (ft)	87	21	27	58	11
Queue Length 95th (ft)	164	41	52	#152	79
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	887	388	1229	445	627
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.18	0.52	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

2026 Background - AM Peak Hour 4: Jefferson Park Ave & Emmet St

2026 Background - AM Peak Hour HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	296	102	168	214	221	347
Future Volume (vph)	296	102	168	214	221	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.98	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1596		1609	1638	1770	1553
Flt Permitted	1.00		0.30	1.00	0.95	1.00
Satd. Flow (perm)	1596		516	1638	1770	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	312	107	177	225	233	365
RTOR Reduction (vph)	25	0	0	0	0	242
Lane Group Flow (vph)	394	0	177	225	233	123
Confl. Peds. (#/hr)		167	167			
Heavy Vehicles (%)	12%	3%	10%	16%	2%	4%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	16.9		25.6	25.6	11.0	11.0
Effective Green, g (s)	16.9		25.6	25.6	11.0	11.0
Actuated g/C Ratio	0.36		0.55	0.55	0.24	0.24
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	578		370	899	417	366
v/s Ratio Prot	c0.25		c0.04	0.14	c0.13	
v/s Ratio Perm			0.22			0.08
v/c Ratio	0.68		0.48	0.25	0.56	0.34
Uniform Delay, d1	12.6		6.4	5.5	15.7	14.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6		0.4	0.1	0.9	0.2
Delay (s)	16.1		6.8	5.5	16.6	15.0
Level of Service	B		A	A	B	B
Approach Delay (s)	16.1			6.1	15.6	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			46.6		Sum of lost time (s)	15.0
Intersection Capacity Utilization			57.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Attachment D

2026 Background - AM Peak Hour
5: Emmet St & Stadium Rd (Eastern)

2026 Background - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	70	71	365	326	0
Future Volume (Veh/h)	0	70	71	365	326	0
Sign Control	Yield			Free		Free
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	75	76	392	351	0
Pedestrians	46					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	4					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	341					
pX, platoon unblocked						
vC, conflicting volume	941	397	397			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	941	397	397			
tC, single (s)	6.4	6.5	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.6	2.3			
p0 queue free %	100	87	93			
cM capacity (veh/h)	262	564	1075			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	75	76	392	351		
Volume Left	0	76	0	0		
Volume Right	75	0	0	0		
cSH	564	1075	1700	1700		
Volume to Capacity	0.13	0.07	0.23	0.21		
Queue Length 95th (ft)	11	6	0	0		
Control Delay (s)	12.4	8.6	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.4	1.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	1.8					
Intersection Capacity Utilization	35.4%			ICU Level of Service	A	
Analysis Period (min)	15					

Attachment D

2026 Background - AM Peak Hour
6: Stadium Rd & Emmet St

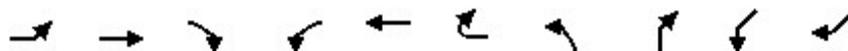
2026 Background - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	368	322	105	56	0
Future Volume (Veh/h)	1	368	322	105	56	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	379	332	108	58	0
Pedestrians					27	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		550				
pX, platoon unblocked						
vC, conflicting volume	467				794	413
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	467				794	413
tC, single (s)	5.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	3.1				3.6	3.3
p0 queue free %	100				83	100
cM capacity (veh/h)	709				333	627
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	380	440	58			
Volume Left	1	0	58			
Volume Right	0	108	0			
cSH	709	1700	333			
Volume to Capacity	0.00	0.26	0.17			
Queue Length 95th (ft)	0	0	16			
Control Delay (s)	0.0	0.0	18.1			
Lane LOS	A		C			
Approach Delay (s)	0.0	0.0	18.1			
Approach LOS			C			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			33.9%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment D

2026 Background - AM Peak Hour
7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

2026 Background - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Volume (veh/h)	66	56	3	1	104	1	0	2	0	69
Future Volume (Veh/h)	66	56	3	1	104	1	0	2	0	69
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	61	3	1	113	1	0	2	0	75
Pedestrians							152		43	
Lane Width (ft)							12.0		12.0	
Walking Speed (ft/s)							3.5		3.5	
Percent Blockage							14		4	
Right turn flare (veh)										
Median type		None			None					
Median storage (veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	157			216			549	518	518	156
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	157			216			549	518	518	156
tC, single (s)	4.4			4.1			7.1	6.5	6.5	6.2
tC, 2 stage (s)										
tF (s)	2.5			2.2			3.5	4.0	4.0	3.3
p0 queue free %	94			100			100	99	100	91
cM capacity (veh/h)	1222			1168			289	359	358	848
Direction, Lane #	EB 1	WB 1	NB 1	SW 1						
Volume Total	136	115	2	75						
Volume Left	72	1	0	0						
Volume Right	3	1	0	75						
cSH	1222	1168	359	848						
Volume to Capacity	0.06	0.00	0.01	0.09						
Queue Length 95th (ft)	5	0	0	7						
Control Delay (s)	4.5	0.1	15.1	9.7						
Lane LOS	A	A	C	A						
Approach Delay (s)	4.5	0.1	15.1	9.7						
Approach LOS			C	A						
Intersection Summary										
Average Delay			4.2							
Intersection Capacity Utilization			38.9%		ICU Level of Service				A	
Analysis Period (min)			15							

Attachment D

2026 Background - AM Peak Hour
8: Stadium Rd & Shamrock Rd

2026 Background - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	43	105	5	16	45
Future Volume (Veh/h)	12	43	105	5	16	45
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	47	114	5	17	49
Pedestrians	28				6	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	150			147	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	150			147	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	95			99	
cM capacity (veh/h)	735	867			1373	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	60	119	66			
Volume Left	13	0	17			
Volume Right	47	5	0			
cSH	835	1700	1373			
Volume to Capacity	0.07	0.07	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	9.6	0.0	2.0			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	2.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			22.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	UL	TR
Maximum Queue (ft)	48	174	262	58	132
Average Queue (ft)	13	82	123	19	52
95th Queue (ft)	40	144	214	48	106
Link Distance (ft)	798	617	748		756
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					1
Queuing Penalty (veh)					0

Intersection: 3: Jefferson Park Ave & Woodrow St/Private Drive

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	ULT	TR	LTR
Maximum Queue (ft)	10	28	87	45	50
Average Queue (ft)	0	2	10	2	4
95th Queue (ft)	5	15	46	19	29
Link Distance (ft)	466	241	218	218	165
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	212	126	124	163	182
Average Queue (ft)	97	61	47	80	88
95th Queue (ft)	171	105	102	143	156
Link Distance (ft)	277		1139	165	165
Upstream Blk Time (%)	0			1	1
Queuing Penalty (veh)	0			2	2
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	79	58	22	2
Average Queue (ft)	24	17	0	0
95th Queue (ft)	63	48	11	2
Link Distance (ft)	173		277	127
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 6: Stadium Rd & Emmet St

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	20	37	75
Average Queue (ft)	1	2	29
95th Queue (ft)	12	18	61
Link Distance (ft)	127	520	190
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

Movement	EB	WB	NB	SW
Directions Served	LTR	LTR	LR	<LR
Maximum Queue (ft)	71	6	27	62
Average Queue (ft)	14	0	2	31
95th Queue (ft)	50	3	14	57
Link Distance (ft)	1360	190		173
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	3	32
Average Queue (ft)	29	0	3
95th Queue (ft)	55	3	17
Link Distance (ft)	798	440	1360
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4

Attachment D

2026 Background - PM Peak Hour
1: Jefferson Park Ave & Shamrock Rd

2026 Background - PM Peak Hour
Queues



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	78	136	408	99	576
v/c Ratio	0.26	0.52	0.52	0.18	0.56
Control Delay	23.0	30.7	14.8	6.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	30.7	14.8	6.0	9.8
Queue Length 50th (ft)	24	48	99	12	101
Queue Length 95th (ft)	56	96	204	34	224
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	644	579	882	564	1201
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.46	0.18	0.48
Intersection Summary					

Attachment D

2026 Background - PM Peak Hour 1: Jefferson Park Ave & Shamrock Rd

2026 Background - PM Peak Hour HCM Signalized Intersection Capacity Analysis

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	6	59	6	57	39	29	15	298	63	91	518	12		
Future Volume (vph)	6	59	6	57	39	29	15	298	63	91	518	12		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0			6.0		6.0	6.0			
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00			
Frb, ped/bikes		1.00			0.98			0.99		1.00	1.00			
Flpb, ped/bikes		0.99			1.00			1.00		1.00	1.00			
Frt		0.99			0.97			0.98		1.00	1.00			
Flt Protected		1.00			0.98			1.00		0.95	1.00			
Satd. Flow (prot)		1669			1758			1602		1798	1651			
Flt Permitted		0.96			0.82			0.97		0.43	1.00			
Satd. Flow (perm)		1614			1467			1559		807	1651			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	7	64	7	62	42	32	16	324	68	99	563	13		
RTOR Reduction (vph)	0	5	0	0	0	0	0	8	0	0	1	0		
Lane Group Flow (vph)	0	73	0	0	136	0	0	400	0	99	575	0		
Confl. Peds. (#/hr)	56		2	2		56	58		14	14		58		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%		
Parking (#/hr)		0						0			0			
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA			
Protected Phases		4			8			2		1	6			
Permitted Phases	4			8			2			6				
Actuated Green, G (s)		11.1			11.1			30.4		39.5	39.5			
Effective Green, g (s)		11.1			11.1			30.4		39.5	39.5			
Actuated g/C Ratio		0.18			0.18			0.49		0.63	0.63			
Clearance Time (s)		6.0			6.0			6.0		6.0	6.0			
Vehicle Extension (s)		3.0			3.0			3.0		2.0	3.0			
Lane Grp Cap (vph)		286			260			757		558	1041			
v/s Ratio Prot										0.01	c0.35			
v/s Ratio Perm		0.05			c0.09			0.26		0.10				
v/c Ratio		0.26			0.52			0.53		0.18	0.55			
Uniform Delay, d1		22.2			23.3			11.1		5.5	6.5			
Progression Factor		1.00			1.00			1.00		0.99	0.99			
Incremental Delay, d2		0.5			1.9			0.7		0.1	0.6			
Delay (s)		22.7			25.2			11.8		5.6	7.1			
Level of Service		C			C			B		A	A			
Approach Delay (s)		22.7			25.2			11.8			6.9			
Approach LOS		C			C			B			A			
Intersection Summary														
HCM 2000 Control Delay			11.3									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.62											
Actuated Cycle Length (s)			62.6								18.0			
Intersection Capacity Utilization			76.5%										ICU Level of Service	D
Analysis Period (min)			15											
c	Critical Lane Group													

Attachment D

2026 Background - PM Peak Hour 3: Jefferson Park Ave & Woodrow St/Private Drive

2026 Background - PM Peak Hour HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1	0	0	3	11	6	365	0	2	632
Future Volume (Veh/h)	1	0	1	0	0	3	11	6	365	0	2	632
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	1	0	0	3	0	6	376	0	2	652
Pedestrians		75			146				20			8
Lane Width (ft)		12.0			12.0				12.0			12.0
Walking Speed (ft/s)		3.5			3.5				3.5			3.5
Percent Blockage		7			14				2			1
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												242
pX, platoon unblocked							0.00					
vC, conflicting volume	943	1266	748	1212	1267	342	0	729			522	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	943	1266	748	1212	1267	342	0	729			522	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	99	100	100	100	100	99	0	99			100	
cM capacity (veh/h)	170	135	327	99	135	564	0	821			908	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	2	3	194	188	656							
Volume Left	1	0	6	0	2							
Volume Right	1	3	0	0	2							
cSH	223	564	821	1700	908							
Volume to Capacity	0.01	0.01	0.01	0.11	0.00							
Queue Length 95th (ft)	1	0	1	0	0							
Control Delay (s)	21.3	11.4	0.4	0.0	0.1							
Lane LOS	C	B	A		A							
Approach Delay (s)	21.3	11.4	0.2		0.1							
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			49.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Attachment D

2026 Background - PM Peak Hour
3: Jefferson Park Ave & Woodrow St/Private Drive

2026 Background - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (Veh/h)	2
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	2
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Attachment D

2026 Background - PM Peak Hour
4: Jefferson Park Ave & Emmet St

2026 Background - PM Peak Hour
Queues



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	606	326	418	182	209
v/c Ratio	0.91	0.82	0.37	0.58	0.48
Control Delay	32.5	27.1	5.6	31.6	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	27.1	5.6	31.6	8.3
Queue Length 50th (ft)	147	42	54	62	0
Queue Length 95th (ft)	#345	#166	92	#131	49
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	724	404	1230	315	436
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.81	0.34	0.58	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

2026 Background - PM Peak Hour 4: Jefferson Park Ave & Emmet St

2026 Background - PM Peak Hour HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	259	323	313	401	175	201
Future Volume (vph)	259	323	313	401	175	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.84		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.99	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1395		1716	1759	1805	1509
Flt Permitted	1.00		0.19	1.00	0.95	1.00
Satd. Flow (perm)	1395		340	1759	1805	1509
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	270	336	326	418	182	209
RTOR Reduction (vph)	78	0	0	0	0	172
Lane Group Flow (vph)	528	0	326	418	182	37
Confl. Peds. (#/hr)		228	228			
Heavy Vehicles (%)	12%	1%	4%	8%	0%	7%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	24.5		37.4	37.4	10.1	10.1
Effective Green, g (s)	24.5		37.4	37.4	10.1	10.1
Actuated g/C Ratio	0.43		0.65	0.65	0.18	0.18
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	594		410	1144	317	265
v/s Ratio Prot	c0.38		c0.11	0.24	c0.10	
v/s Ratio Perm			0.41			0.02
v/c Ratio	0.89		0.80	0.37	0.57	0.14
Uniform Delay, d1	15.2		8.5	4.6	21.7	20.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	15.4		9.6	0.1	1.6	0.1
Delay (s)	30.6		18.1	4.7	23.3	20.1
Level of Service	C		B	A	C	C
Approach Delay (s)	30.6			10.5	21.6	
Approach LOS	C			B	C	
Intersection Summary						
HCM 2000 Control Delay			20.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81			
Actuated Cycle Length (s)			57.5		Sum of lost time (s)	15.0
Intersection Capacity Utilization			77.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Attachment D

2026 Background - PM Peak Hour
5: Emmet St & Stadium Rd (Eastern)

2026 Background - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	115	113	466	465	0
Future Volume (Veh/h)	0	115	113	466	465	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	122	120	496	495	0
Pedestrians	108					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	10					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				341		
pX, platoon unblocked	0.94					
vC, conflicting volume	1339	603	603			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1329	603	603			
tC, single (s)	6.4	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.3			
p0 queue free %	100	71	86			
cM capacity (veh/h)	125	421	836			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	122	120	496	495		
Volume Left	0	120	0	0		
Volume Right	122	0	0	0		
cSH	421	836	1700	1700		
Volume to Capacity	0.29	0.14	0.29	0.29		
Queue Length 95th (ft)	30	12	0	0		
Control Delay (s)	17.0	10.0	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	17.0	2.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			47.9%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment D

2026 Background - PM Peak Hour
6: Stadium Rd & Emmet St

2026 Background - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	460	464	148	110	2
Future Volume (Veh/h)	0	460	464	148	110	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	484	488	156	116	2
Pedestrians					75	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		550				
pX, platoon unblocked					1.00	
vC, conflicting volume	719				1125	641
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	719				1124	641
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				43	100
cM capacity (veh/h)	828				205	444
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	484	644	118			
Volume Left	0	0	116			
Volume Right	0	156	2			
cSH	828	1700	207			
Volume to Capacity	0.00	0.38	0.57			
Queue Length 95th (ft)	0	0	78			
Control Delay (s)	0.0	0.0	43.4			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	43.4			
Approach LOS			E			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			47.5%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment D

2026 Background - PM Peak Hour 7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

2026 Background - PM Peak Hour HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	111	108	7	2	147	1	3	1	3	2	2	108
Future Volume (Veh/h)	111	108	7	2	147	1	3	1	3	2	2	108
Sign Control		Free			Free		Stop				Stop	
Grade		0%			0%		0%				0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	121	117	8	2	160	1	3	1	3	2	2	117
Pedestrians							225				106	
Lane Width (ft)							12.0				12.0	
Walking Speed (ft/s)							3.5				3.5	
Percent Blockage							21				10	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	267			350			870	859	346	637	862	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	267			350			870	859	346	637	862	266
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	89			100			98	99	99	99	99	83
cM capacity (veh/h)	1074			959			125	185	551	248	184	677
Direction, Lane #	EB 1	WB 1	NB 1	SW 1								
Volume Total	246	163	7	121								
Volume Left	121	2	3	2								
Volume Right	8	1	3	117								
cSH	1074	959	201	631								
Volume to Capacity	0.11	0.00	0.03	0.19								
Queue Length 95th (ft)	9	0	3	18								
Control Delay (s)	4.9	0.1	23.5	12.1								
Lane LOS	A	A	C	B								
Approach Delay (s)	4.9	0.1	23.5	12.1								
Approach LOS			C	B								
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			59.8%		ICU Level of Service				B			
Analysis Period (min)			15									

Attachment D

2026 Background - PM Peak Hour
8: Stadium Rd & Shamrock Rd

2026 Background - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	47	85	20	52	199
Future Volume (Veh/h)	17	47	85	20	52	199
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	50	90	21	55	212
Pedestrians	31		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	3		0			
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	456	132			142	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	132			142	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	94			96	
cM capacity (veh/h)	527	896			1410	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	68	111	267			
Volume Left	18	0	55			
Volume Right	50	21	0			
cSH	756	1700	1410			
Volume to Capacity	0.09	0.07	0.04			
Queue Length 95th (ft)	7	0	3			
Control Delay (s)	10.2	0.0	1.8			
Lane LOS	B		A			
Approach Delay (s)	10.2	0.0	1.8			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			30.5%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	91	124	248	100	272
Average Queue (ft)	37	60	113	47	139
95th Queue (ft)	75	107	204	98	237
Link Distance (ft)	798	617	748		756
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	12
Queuing Penalty (veh)				1	11

Intersection: 3: Jefferson Park Ave & Woodrow St/Private Drive

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	ULT	TR	LTR
Maximum Queue (ft)	14	30	152	58	160
Average Queue (ft)	1	2	33	4	17
95th Queue (ft)	10	16	107	27	83
Link Distance (ft)	466	241	218	218	165
Upstream Blk Time (%)			0		0
Queuing Penalty (veh)			0		2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	269	211	192	162	145
Average Queue (ft)	116	95	71	74	60
95th Queue (ft)	222	167	141	141	115
Link Distance (ft)	277		1139	165	165
Upstream Blk Time (%)	1			1	0
Queuing Penalty (veh)	3			2	0
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	111	73	99	55
Average Queue (ft)	42	34	5	3
95th Queue (ft)	87	67	46	28
Link Distance (ft)	173		277	127
Upstream Blk Time (%)	0		0	0
Queuing Penalty (veh)	0		0	0
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		1	0	
Queuing Penalty (veh)		2	0	

Intersection: 6: Stadium Rd & Emmet St

Movement	SB	NE
Directions Served	TR	LR
Maximum Queue (ft)	93	164
Average Queue (ft)	9	64
95th Queue (ft)	49	129
Link Distance (ft)	520	190
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Woodrow St & Stadium Rd & Stadium Rd (Eastern)

Movement	EB	WB	NB	SW
Directions Served	LTR	LTR	LR>	<LR
Maximum Queue (ft)	99	18	33	92
Average Queue (ft)	29	1	5	45
95th Queue (ft)	77	8	24	75
Link Distance (ft)	1360	190	466	173
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	12	60
Average Queue (ft)	31	0	8
95th Queue (ft)	55	7	35
Link Distance (ft)	798	440	1360
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 22

Attachment D

Appendix G
SYNCHRO & SimTraffic Reports for
2026 Total Conditions

Attachment D

August 14, 2023

Woodrow Apartments TIA – City of Charlottesville

Attachment D

Woodrow Apartments TIA
1: Jefferson Park Ave & Shamrock Rd

2026 Total - AM Peak Hour
Queues



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	21	197	556	41	264
v/c Ratio	0.06	0.62	0.69	0.09	0.28
Control Delay	17.8	32.5	20.4	6.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	32.5	20.4	6.8	7.7
Queue Length 50th (ft)	5	72	177	6	42
Queue Length 95th (ft)	21	141	#392	20	99
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	611	583	876	460	1117
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.34	0.63	0.09	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

Woodrow Apartments TIA 1: Jefferson Park Ave & Shamrock Rd

2026 Total - AM Peak Hour
HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	0	14	7	72	47	73	15	486	39	8	32	232
Future Volume (vph)	0	14	7	72	47	73	15	486	39	8	32	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	6.0
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frbp, ped/bikes		1.00			0.98			0.99			1.00	0.99
Flpb, ped/bikes		1.00			1.00			1.00			0.99	1.00
Frt		0.95			0.95			0.99			1.00	0.99
Flt Protected		1.00			0.98			1.00			0.95	1.00
Satd. Flow (prot)		1560			1697			1604			1784	1564
Flt Permitted		1.00			0.87			0.99			0.34	1.00
Satd. Flow (perm)		1560			1500			1588			645	1564
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	14	7	74	48	75	15	501	40	8	33	239
RTOR Reduction (vph)	0	6	0	0	0	0	0	3	0	0	0	4
Lane Group Flow (vph)	0	15	0	0	197	0	0	553	0	0	41	260
Confl. Peds. (#/hr)	15						15	19		56	15	56
Heavy Vehicles (%)	0%	7%	0%	4%	0%	3%	17%	4%	5%	0%	0%	8%
Parking (#/hr)		0						0				0
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	pm+pt	NA
Protected Phases		4			8			2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		13.6			13.6			32.3			40.4	40.4
Effective Green, g (s)		13.6			13.6			32.3			40.4	40.4
Actuated g/C Ratio		0.21			0.21			0.49			0.61	0.61
Clearance Time (s)		6.0			6.0			6.0			6.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0			2.0	3.0
Lane Grp Cap (vph)		321			309			777			431	957
v/s Ratio Prot		0.01									0.00	c0.17
v/s Ratio Perm					c0.13			c0.35			0.06	
v/c Ratio		0.05			0.64			0.71			0.10	0.27
Uniform Delay, d1		21.0			23.9			13.2			6.7	6.0
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.1			4.3			3.1			0.0	0.2
Delay (s)		21.1			28.2			16.3			6.7	6.1
Level of Service		C			C			B			A	A
Approach Delay (s)		21.1			28.2			16.3				6.2
Approach LOS		C			C			B				A
Intersection Summary												
HCM 2000 Control Delay			15.7									B
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			66.0						18.0			
Intersection Capacity Utilization			69.3%									C
Analysis Period (min)			15									
c Critical Lane Group												

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	24
Future Volume (vph)	24
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	25
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Heavy Vehicles (%)	0%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Attachment D

Woodrow Apartments TIA 2: Jefferson Park Ave & Entrance A

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis



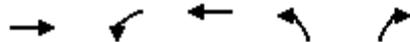
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↓	
Traffic Volume (veh/h)	0	49	0	605	265	42
Future Volume (Veh/h)	0	49	0	605	265	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	53	0	658	288	46
Pedestrians	50			3		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	5			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					336	
pX, platoon unblocked						
vC, conflicting volume	690	364	384			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	690	364	384			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	365	606	1129			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	53	329	329	334		
Volume Left	0	0	0	0		
Volume Right	53	0	0	46		
cSH	606	1700	1700	1700		
Volume to Capacity	0.09	0.19	0.19	0.20		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	11.5	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.5	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			28.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 3: Jefferson Park Ave & Private Drive

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕↖			↗
Traffic Volume (veh/h)	0	2	602	3	0	308
Future Volume (Veh/h)	0	2	602	3	0	308
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2	640	3	0	328
Pedestrians	139		3		6	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	13		0		1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						242
pX, platoon unblocked						
vC, conflicting volume	1112	466			782	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1112	466			782	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100				100	
cM capacity (veh/h)	178	473			733	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	2	427	216	328		
Volume Left	0	0	0	0		
Volume Right	2	0	3	0		
cSH	473	1700	1700	1700		
Volume to Capacity	0.00	0.25	0.13	0.19		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	12.6	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	12.6	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			28.6%	ICU Level of Service		A
Analysis Period (min)			15			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	448	193	225	247	383
v/c Ratio	0.71	0.51	0.25	0.57	0.63
Control Delay	18.7	10.4	6.2	25.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	10.4	6.2	25.6	10.3
Queue Length 50th (ft)	96	23	28	66	17
Queue Length 95th (ft)	189	50	57	#164	95
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	930	375	1252	499	660
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.51	0.18	0.49	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Attachment D

Woodrow Apartments TIA 4: Jefferson Park Ave & Emmet St

2026 Total - AM Peak Hour
HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	296	129	183	214	235	364
Future Volume (vph)	296	129	183	214	235	364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	0.94		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.98	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1572		1611	1638	1770	1553
Flt Permitted	1.00		0.29	1.00	0.95	1.00
Satd. Flow (perm)	1572		491	1638	1770	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	312	136	193	225	247	383
RTOR Reduction (vph)	30	0	0	0	0	236
Lane Group Flow (vph)	418	0	193	225	247	147
Confl. Peds. (#/hr)		167	167			
Heavy Vehicles (%)	12%	3%	10%	16%	2%	4%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	18.8		27.5	27.5	11.8	11.8
Effective Green, g (s)	18.8		27.5	27.5	11.8	11.8
Actuated g/C Ratio	0.38		0.56	0.56	0.24	0.24
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	599		357	913	423	371
v/s Ratio Prot	c0.27		c0.04	0.14	c0.14	
v/s Ratio Perm			0.26			0.09
v/c Ratio	0.70		0.54	0.25	0.58	0.40
Uniform Delay, d1	12.9		6.8	5.6	16.6	15.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8		0.9	0.1	1.3	0.3
Delay (s)	16.7		7.7	5.6	17.9	16.0
Level of Service	B		A	A	B	B
Approach Delay (s)	16.7			6.6	16.7	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			49.3		Sum of lost time (s)	15.0
Intersection Capacity Utilization			61.3%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

Attachment D

Woodrow Apartments TIA 5: Emmet St & Stadium Rd (Eastern)

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	82	82	368	341	0
Future Volume (Veh/h)	0	82	82	368	341	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	88	88	396	367	0
Pedestrians	46					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	4					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)	341					
pX, platoon unblocked						
vC, conflicting volume	985	413	413			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	985	413	413			
tC, single (s)	6.4	6.5	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.6	2.3			
p0 queue free %	100	84	92			
cM capacity (veh/h)	243	552	1061			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	88	88	396	367		
Volume Left	0	88	0	0		
Volume Right	88	0	0	0		
cSH	552	1061	1700	1700		
Volume to Capacity	0.16	0.08	0.23	0.22		
Queue Length 95th (ft)	14	7	0	0		
Control Delay (s)	12.8	8.7	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.8	1.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			37.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 6: Stadium Rd & Emmet St

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	371	337	105	71	0
Future Volume (Veh/h)	1	371	337	105	71	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	382	347	108	73	0
Pedestrians					27	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)		550				
pX, platoon unblocked						
vC, conflicting volume	482				812	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482				812	428
tC, single (s)	5.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	3.1				3.6	3.3
p0 queue free %	100				78	100
cM capacity (veh/h)	698				325	615
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	383	455	73			
Volume Left	1	0	73			
Volume Right	0	108	0			
cSH	698	1700	325			
Volume to Capacity	0.00	0.27	0.22			
Queue Length 95th (ft)	0	0	21			
Control Delay (s)	0.0	0.0	19.3			
Lane LOS	A		C			
Approach Delay (s)	0.0	0.0	19.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			35.3%	ICU Level of Service		A
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 7: Stadium Rd & Stadium Rd (Eastern)

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

	↑	↖	↗	↓	↙	↘
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↖			↗	↘	
Traffic Volume (veh/h)	71	78	1	104	80	0
Future Volume (Veh/h)	71	78	1	104	80	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	85	1	113	87	0
Pedestrians					43	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			205		278	162
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			205		278	162
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		87	100
cM capacity (veh/h)			1322		679	851
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	162	114	87			
Volume Left	0	1	87			
Volume Right	85	0	0			
cSH	1700	1322	679			
Volume to Capacity	0.10	0.00	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.0	0.1	11.1			
Lane LOS			A			B
Approach Delay (s)	0.0	0.1	11.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			23.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 8: Stadium Rd & Shamrock Rd

2026 Total - AM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	66	109	5	16	56
Future Volume (Veh/h)	17	66	109	5	16	56
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	72	118	5	17	61
Pedestrians	28				6	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	244	154			151	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244	154			151	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	92			99	
cM capacity (veh/h)	720	863			1368	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	90	123	78			
Volume Left	18	0	17			
Volume Right	72	5	0			
cSH	830	1700	1368			
Volume to Capacity	0.11	0.07	0.01			
Queue Length 95th (ft)	9	0	1			
Control Delay (s)	9.9	0.0	1.7			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			24.1%	ICU Level of Service		A
Analysis Period (min)	15					

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	UL	TR
Maximum Queue (ft)	57	170	281	74	139
Average Queue (ft)	13	80	131	21	60
95th Queue (ft)	42	141	233	51	113
Link Distance (ft)	798	617	748		755
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	1
Queuing Penalty (veh)				0	0

Intersection: 2: Jefferson Park Ave & Entrance A

Movement	EB	NB	NB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	50	19	51	37
Average Queue (ft)	27	1	3	2
95th Queue (ft)	49	10	23	16
Link Distance (ft)	202	123	123	40
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Jefferson Park Ave & Private Drive

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	T
Maximum Queue (ft)	28	34	33	46
Average Queue (ft)	3	2	3	2
95th Queue (ft)	17	17	19	22
Link Distance (ft)	241	40	40	168
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		1	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	237	151	126	171	208
Average Queue (ft)	108	66	48	85	94
95th Queue (ft)	193	122	101	151	167
Link Distance (ft)	277		1139	168	168
Upstream Blk Time (%)	0			1	1
Queuing Penalty (veh)	1			3	4
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	101	63	23	19
Average Queue (ft)	28	22	1	1
95th Queue (ft)	76	55	11	12
Link Distance (ft)	143		277	127
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 6: Stadium Rd & Emmet St

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	29	30	107
Average Queue (ft)	1	2	38
95th Queue (ft)	15	25	80
Link Distance (ft)	127	520	167
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Stadium Rd & Stadium Rd (Eastern)

Movement	NB	SW
Directions Served	TR	LR
Maximum Queue (ft)	56	65
Average Queue (ft)	4	29
95th Queue (ft)	33	53
Link Distance (ft)	1361	143
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	29
Average Queue (ft)	33	2
95th Queue (ft)	55	15
Link Distance (ft)	798	1361
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 10

Attachment D

Woodrow Apartments TIA
1: Jefferson Park Ave & Shamrock Rd

2026 Total - PM Peak Hour
Queues



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	78	134	437	123	671
v/c Ratio	0.27	0.52	0.60	0.22	0.66
Control Delay	23.9	31.6	16.6	6.2	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	31.6	16.6	6.2	11.8
Queue Length 50th (ft)	24	47	113	15	131
Queue Length 95th (ft)	60	100	234	40	292
Internal Link Dist (ft)	783	571	700		737
Turn Bay Length (ft)				100	
Base Capacity (vph)	638	574	803	563	1164
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.54	0.22	0.58
Intersection Summary					

Attachment D

Woodrow Apartments TIA 1: Jefferson Park Ave & Shamrock Rd

2026 Total - PM Peak Hour
HCM Signalized Intersection Capacity Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	6	59	6	57	39	28	41	298	63	22	91	547
Future Volume (vph)	6	59	6	57	39	28	41	298	63	22	91	547
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	6.0
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frbp, ped/bikes		1.00			0.98			0.99			1.00	0.99
Flpb, ped/bikes		0.99			1.00			1.00			1.00	1.00
Frt		0.99			0.97			0.98			1.00	0.98
Flt Protected		1.00			0.98			0.99			0.95	1.00
Satd. Flow (prot)		1669			1762			1599			1798	1614
Flt Permitted		0.96			0.81			0.89			0.42	1.00
Satd. Flow (perm)		1614			1467			1434			798	1614
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.92	0.92
Adj. Flow (vph)	7	64	7	62	42	30	45	324	68	24	99	595
RTOR Reduction (vph)	0	5	0	0	0	0	0	7	0	0	0	5
Lane Group Flow (vph)	0	73	0	0	134	0	0	430	0	0	123	666
Confl. Peds. (#/hr)	56		2	2		56	58		14		14	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	3%
Parking (#/hr)		0						0				0
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	pm+pt	NA
Protected Phases		4			8			2			1	6
Permitted Phases	4			8			2			1	6	
Actuated Green, G (s)		11.0			11.0			31.2			40.3	40.3
Effective Green, g (s)		11.0			11.0			31.2			40.3	40.3
Actuated g/C Ratio		0.17			0.17			0.49			0.64	0.64
Clearance Time (s)		6.0			6.0			6.0			6.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0			2.0	3.0
Lane Grp Cap (vph)		280			254			706			557	1027
v/s Ratio Prot											0.01	c0.41
v/s Ratio Perm		0.05			c0.09			0.30			0.13	
v/c Ratio		0.26			0.53			0.61			0.22	0.65
Uniform Delay, d1		22.6			23.8			11.6			5.6	7.1
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.5			2.0			1.5			0.1	1.4
Delay (s)		23.1			25.8			13.1			5.7	8.5
Level of Service		C			C			B			A	A
Approach Delay (s)		23.1			25.8			13.1				8.1
Approach LOS		C			C			B				A

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	63.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	70
Future Volume (vph)	70
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	76
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	58
Heavy Vehicles (%)	0%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Attachment D

Woodrow Apartments TIA 2: Jefferson Park Ave & Entrance A

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

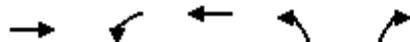
							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations				 			
Traffic Volume (veh/h)	0	145	0	442	633	129	
Future Volume (Veh/h)	0	145	0	442	633	129	
Sign Control	Stop			Free		Free	
Grade	0%			0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	158	0	480	688	140	
Pedestrians	75			20			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	3.5			3.5			
Percent Blockage	7			2			
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (ft)						336	
pX, platoon unblocked							
vC, conflicting volume	1073	853	903				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1073	853	903				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	43	100				
cM capacity (veh/h)	203	279	707				
Direction, Lane #	EB 1	NB 1	NB 2	SB 1			
Volume Total	158	240	240	828			
Volume Left	0	0		0			
Volume Right	158	0		140			
cSH	279	1700		1700			
Volume to Capacity	0.57	0.14	0.14		0.49		
Queue Length 95th (ft)	81	0		0			
Control Delay (s)	33.5	0.0		0.0			
Lane LOS	D						
Approach Delay (s)	33.5	0.0		0.0			
Approach LOS	D						
Intersection Summary							
Average Delay			3.6				
Intersection Capacity Utilization			60.8%		ICU Level of Service		B
Analysis Period (min)	15						

Attachment D

Woodrow Apartments TIA 3: Jefferson Park Ave & Private Drive

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↖
Traffic Volume (veh/h)	0	3	434	2	0	763
Future Volume (Veh/h)	0	3	434	2	0	763
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	3	447	2	0	787
Pedestrians	146		20		8	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	14		2		1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	242					
pX, platoon unblocked						
vC, conflicting volume	1401	378			595	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1401	378			595	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	113	534			853	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	3	298	151	787		
Volume Left	0	0	0	0		
Volume Right	3	0	2	0		
cSH	534	1700	1700	1700		
Volume to Capacity	0.01	0.18	0.09	0.46		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	11.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.8	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	52.5%		ICU Level of Service		A	
Analysis Period (min)	15					



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	694	373	418	201	263
v/c Ratio	0.97	0.90	0.34	0.72	0.58
Control Delay	42.5	39.1	5.0	46.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	39.1	5.0	46.0	9.8
Queue Length 50th (ft)	240	78	61	89	1
Queue Length 95th (ft)	#491	#238	98	m#174	m58
Internal Link Dist (ft)	261		1092	162	
Turn Bay Length (ft)		900			
Base Capacity (vph)	742	413	1280	297	468
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.90	0.33	0.68	0.56

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Attachment D

Woodrow Apartments TIA 4: Jefferson Park Ave & Emmet St

2026 Total - PM Peak Hour
HCM Signalized Intersection Capacity Analysis

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	259	407	358	401	193	252
Future Volume (vph)	259	407	358	401	193	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	0.78		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		0.99	1.00	1.00	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1292		1719	1759	1805	1509
Flt Permitted	1.00		0.18	1.00	0.95	1.00
Satd. Flow (perm)	1292		327	1759	1805	1509
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	270	424	373	418	201	262
RTOR Reduction (vph)	76	0	0	0	0	222
Lane Group Flow (vph)	618	0	373	418	201	41
Confl. Peds. (#/hr)		228	228			
Heavy Vehicles (%)	12%	1%	4%	8%	0%	7%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	36.6		51.6	51.6	11.4	11.4
Effective Green, g (s)	36.6		51.6	51.6	11.4	11.4
Actuated g/C Ratio	0.50		0.71	0.71	0.16	0.16
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	647		421	1243	281	235
v/s Ratio Prot	c0.48		c0.12	0.24	c0.11	
v/s Ratio Perm			0.50			0.03
v/c Ratio	0.95		0.89	0.34	0.72	0.17
Uniform Delay, d1	17.4		13.1	4.1	29.3	26.7
Progression Factor	1.00		1.00	1.00	1.00	1.01
Incremental Delay, d2	24.7		19.0	0.1	7.0	0.1
Delay (s)	42.1		32.1	4.2	36.4	27.1
Level of Service	D		C	A	D	C
Approach Delay (s)	42.1			17.4	31.1	
Approach LOS	D			B	C	
Intersection Summary						
HCM 2000 Control Delay			29.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.90			
Actuated Cycle Length (s)			73.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			86.5%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

Attachment D

Woodrow Apartments TIA 5: Emmet St & Stadium Rd (Eastern)

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	154	124	473	510	0
Future Volume (Veh/h)	0	154	124	473	510	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	164	132	503	543	0
Pedestrians	108					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	10					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)	341					
pX, platoon unblocked	0.95					
vC, conflicting volume	1418	651	651			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1414	651	651			
tC, single (s)	6.4	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.3			
p0 queue free %	100	58	84			
cM capacity (veh/h)	109	395	802			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	164	132	503	543		
Volume Left	0	132	0	0		
Volume Right	164	0	0	0		
cSH	395	802	1700	1700		
Volume to Capacity	0.42	0.16	0.30	0.32		
Queue Length 95th (ft)	50	15	0	0		
Control Delay (s)	20.5	10.4	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	20.5	2.2		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			53.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 6: Stadium Rd & Emmet St

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	467	509	148	154	2
Future Volume (Veh/h)	0	467	509	148	154	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	492	536	156	162	2
Pedestrians					75	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					7	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		550				
pX, platoon unblocked					0.99	
vC, conflicting volume	767				1181	689
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	767				1179	689
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				14	100
cM capacity (veh/h)	795				189	417
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	492	692	164			
Volume Left	0	0	162			
Volume Right	0	156	2			
cSH	795	1700	190			
Volume to Capacity	0.00	0.41	0.86			
Queue Length 95th (ft)	0	0	159			
Control Delay (s)	0.0	0.0	84.2			
Lane LOS			F			
Approach Delay (s)	0.0	0.0	84.2			
Approach LOS			F			
Intersection Summary						
Average Delay			10.2			
Intersection Capacity Utilization			52.3%	ICU Level of Service		A
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 7: Stadium Rd & Stadium Rd (Eastern)

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

	↑	↖	↗	↓	↙	↘
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↖			↗	↘	↘
Traffic Volume (veh/h)	152	150	1	147	119	2
Future Volume (Veh/h)	152	150	1	147	119	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	165	163	1	160	129	2
Pedestrians						106
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						10
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			434		514	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			434		514	352
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			100		72	100
cM capacity (veh/h)			1022		455	625
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	328	161	131			
Volume Left	0	1	129			
Volume Right	163	0	2			
cSH	1700	1022	457			
Volume to Capacity	0.19	0.00	0.29			
Queue Length 95th (ft)	0	0	29			
Control Delay (s)	0.0	0.1	16.0			
Lane LOS			A			C
Approach Delay (s)	0.0	0.1	16.0			
Approach LOS			C			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			33.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Attachment D

Woodrow Apartments TIA 8: Stadium Rd & Shamrock Rd

2026 Total - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	117	98	20	52	210
Future Volume (Veh/h)	32	117	98	20	52	210
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	34	124	104	21	55	223
Pedestrians	31		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	3		0			
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	480	146			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	480	146			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	86			96	
cM capacity (veh/h)	510	880			1394	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	158	125	278			
Volume Left	34	0	55			
Volume Right	124	21	0			
cSH	761	1700	1394			
Volume to Capacity	0.21	0.07	0.04			
Queue Length 95th (ft)	19	0	3			
Control Delay (s)	11.0	0.0	1.8			
Lane LOS	B		A			
Approach Delay (s)	11.0	0.0	1.8			
Approach LOS	B					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			36.2%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection: 1: Jefferson Park Ave & Shamrock Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	UL	TR
Maximum Queue (ft)	82	136	422	100	385
Average Queue (ft)	32	61	170	58	172
95th Queue (ft)	66	111	351	113	299
Link Distance (ft)	798	617	748		755
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	16
Queuing Penalty (veh)				2	18

Intersection: 2: Jefferson Park Ave & Entrance A

Movement	EB	NB	NB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	100	67	61	109
Average Queue (ft)	51	6	6	20
95th Queue (ft)	84	33	32	74
Link Distance (ft)	202	123	123	40
Upstream Blk Time (%)		0		2
Queuing Penalty (veh)		0		13
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Jefferson Park Ave & Private Drive

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	T
Maximum Queue (ft)	27	47	49	197
Average Queue (ft)	2	7	7	30
95th Queue (ft)	15	31	31	118
Link Distance (ft)	241	40	40	168
Upstream Blk Time (%)		0	0	1
Queuing Penalty (veh)		1	1	5
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Jefferson Park Ave & Emmet St

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	288	211	179	165	182
Average Queue (ft)	158	110	73	80	75
95th Queue (ft)	292	180	144	141	139
Link Distance (ft)	277		1139	168	168
Upstream Blk Time (%)	2			0	0
Queuing Penalty (veh)	12			1	1
Storage Bay Dist (ft)		900			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Emmet St & Stadium Rd (Eastern)

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	149	71	96	112
Average Queue (ft)	63	35	4	11
95th Queue (ft)	127	67	49	59
Link Distance (ft)	143		277	127
Upstream Blk Time (%)	1			0
Queuing Penalty (veh)	2			1
Storage Bay Dist (ft)		75		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		2	0	

Intersection: 6: Stadium Rd & Emmet St

Movement	SB	NE
Directions Served	TR	LR
Maximum Queue (ft)	102	176
Average Queue (ft)	8	102
95th Queue (ft)	49	189
Link Distance (ft)	520	167
Upstream Blk Time (%)		11
Queuing Penalty (veh)		18
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Stadium Rd & Stadium Rd (Eastern)

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	284	6	112
Average Queue (ft)	77	0	44
95th Queue (ft)	356	4	85
Link Distance (ft)	1361	167	143
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Stadium Rd & Shamrock Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	68	9	57
Average Queue (ft)	40	0	7
95th Queue (ft)	60	9	33
Link Distance (ft)	798	440	1361
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 75

RESOLUTION OF APPROVAL OF A CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION OF THE HOUSE AND GARDENS AT 104 STADIUM ROAD

WHEREAS, on January 27, 2023, Subtext Acquisitions, LLC (Applicant) on behalf of Woodrow Two, LLC, the owner of certain land identified within City real estate assessment records by Parcel Identification numbers 160002000 and currently addressed as 104 Stadium Road (Property), requested a Certificate of Appropriateness (CoA) for the demolition of the house and gardens on the Property (Requested CoA);

WHEREAS, per City Code §34-273 and §34-274, in 2011 the Property was designated by City Council an Individually Protected Property (IPP), therefore, per City Code §34-277, its demolition is subject to review by the City’s Board of Architectural Review (BAR) and requires approval of a CoA, and;

WHEREAS, on February 22, 2023, in a motion approved 6-0, the BAR denied the Requested CoA, stating it had “considered the standards set forth within the City Code, including the BAR’s design guidelines and the standards for considering demolitions” and “the proposed demolition of the house and gardens at 104 Stadium Road does not satisfy the BAR’s criteria and guidelines and is not compatible with this property” and, in its discussion, stating the reasons for denial, and;

WHEREAS, on March 9, 2023, as permitted by City Code §34-285(b), the Applicant appealed to City Council the BAR’s denial of the Requested CoA (Appeal), and;

WHEREAS, on May 15, 2023, per City Code §34-314(c), following a review of the Appeal, the Project, and the Application, and having considered relevant information and opinions, including the BAR’s determination, the City Staff Report, and the City’s ADC District design guidelines and the City’s standards for considering demolitions (City Code §34-278), this Council determined the requested demolition at 104 Stadium Road satisfies the design guidelines and review criteria, and is compatible with this property.

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia that, pursuant to the conditions below, a Certificate of Appropriateness is hereby approved for the requested demolition at 104 Stadium Road.

Approval of certificate of appropriateness is expressly conditioned upon the occurrence of the following before issuance of a demolition permit:

1. Building and gardens be documented thoroughly through photographs and measured drawings according to the Historic American Building Standards, information should be retained by City of Charlottesville’s Department of Neighborhood Development Services and Virginia Department of Historic Resources;

Attachment E

2. Approval of a design-review CoA for new construction on the parcel as a contiguous element of the proposed multi-lot development ~~the building's replacement~~ to ensure that the building is not demolished without an appropriate and City-approved replacement, and issuance of site plan and building permit for construction of such replacement.
3. After the foregoing conditions are accomplished, if the IPP designation has not previously been removed by appropriate action of Council, whether before or after demolition, but no later than 30 days after demolition, applicant will ~~petition the request~~ City Council initiate ~~for~~ a zoning ordinance amendment per City Code § 34-274 to ~~ask that delete the property be deleted~~ from the protected property list by zoning text and map amendment.

	<u>Aye</u>	<u>No</u>
Payne	_____	<u> x </u>
Pinkston	<u> x </u>	_____
Puryear	<u> x </u>	_____
Snook	<u> x </u>	_____
Wade	<u> x </u>	_____

Approved by Council
June 5, 2023



Kyna Thomas, MMC
Clerk of Council

Attachment F

**AN ORDINANCE
CLOSING, VACATING AND DISCONTINUING
WOODROW STREET**

WHEREAS, proper notice was duly posted and advertised that Stadium Road Limited Partnership would request the City Planning Commission to initiate street closing procedures to close Woodrow Street, 30 feet in width, between Stadium Road and Jefferson Park Avenue, shown on City Real Estate Tax Map 16, running a distance of approximately 478 feet;

WHEREAS, owners along the street proposed to be vacated have been duly notified;

WHEREAS, a joint public hearing by the Planning Commission and City Council was held on September 10, 1996, and comments from the City staff, the Planning Commission and the public were made and heard; and

WHEREAS, the Planning Commission recommended closure of said portion of Woodrow Street with certain conditions; now, therefore,

BE IT ORDAINED by the Council of the City of Charlottesville, Virginia that Woodrow Street, described as follows, is hereby closed, vacated and discontinued as a public thoroughfare of the City of Charlottesville, Virginia, said street not being needed for public use and travel:

All of the Woodrow Street right-of-way, approximately 30 feet in width, from its intersection with Stadium Road to its intersection with Jefferson Park Avenue, running a distance of approximately 478 feet, as shown on the attached sketch.

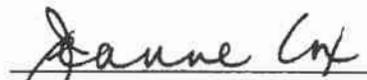
PROVIDED, that the City of Charlottesville hereby reserves unto itself a perpetual easement ten feet in width on either side of the center line of any water, gas, sanitary or storm sewer mains presently located in the area being vacated, including the perpetual right of ingress and egress over the vacated area for the purpose of installing, maintaining, repairing or replacing such utility lines or mains; and

PROVIDED FURTHER, that the following conditions are fulfilled:

- (1) The adjoining property owners, excluding the City of Charlottesville, shall provide for storm water connections to Jefferson Park Avenue from the east side of Woodrow Street as part of the Jefferson Park Avenue sidewalk construction.
- (2) All adjoining property owners, excluding the City, shall enter into a joint access and maintenance agreement with respect to the vacated area. Such agreement shall preclude the building of additional units on the vacated area.

BE IT FURTHER ORDAINED that the Clerk of the Council shall send a copy of this ordinance with plat attached to the Clerk of the Circuit Court for recordation in the current street closing book at such time that the City Attorney advises that the conditions have been fulfilled.

Approved by Council
November 4, 1996


CLERK OF CITY COUNCIL

Attachment G

**AN ORDINANCE
AUTHORIZING THE SALE OF CERTAIN CITY-OWNED PROPERTY LOCATED
AT 409 STADIUM ROAD.**

WHEREAS, the City of Charlottesville issued a Request for Proposals (RFP) for development of a City-owned lot at 409 Stadium Road, identified as Parcel 1 on City Real Estate Tax Map 16, hereinafter the "Property"; and

WHEREAS, in accordance with Virginia Code Sec. 15.2-1800(B), a public hearing was held on December 20, 2010, and an additional public hearing was held on February 7, 2011, to give the public an opportunity to comment on the proposed conveyance of the Property; and

WHEREAS, after the public hearing on December 20, 2010, Richard Jones and Douglas Caton, on behalf of Woodrow Too, LLC, submitted a response offering to pay \$250,000 for the Property, and agreeing to leave the subject Property a landscaped area; now, therefore,

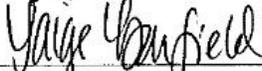
BE IT ORDAINED by the Council of the City of Charlottesville, Virginia that the City Manager is hereby authorized to execute a sales/purchase agreement, in form approved by the City Attorney, to convey the above-described Property to Woodrow Too, LLC for the purchase price of \$250,000 with restrictions on the development of the subject Property as follows:

- (1) The Property shall be landscaped and maintained as a green space area;
- (2) The Purchaser shall consent to the adjoining property (Tax Map Parcel 16-2) being designated as an Individually Protected Property (IPP) under City Code Sec. 34-274; and
- (3) There shall be no further development or permanent structures placed upon the Property, including parking facilities.

BE IT FURTHER ORDAINED that the Mayor is hereby authorized to execute a deed of conveyance, in form approved by the City Attorney, for the above-described transaction.

Approved by Council

May 2, 2011


Clerk of Council

Attachment H

Sec. 34-518. - Approval.

- (a) Approval of the rezoning application establishes the maximum density/intensity, height and other dimensional requirements, the general location of each use and locations for streets and utilities shown on the development plan. Together with any approved proffers, the approved development plan shall establish the zoning requirements applicable to the PUD. Approval of a PUD does not relieve the applicant from its obligation to comply with all local, state, and federal laws and regulations. Any change in use, increase in density/intensity, any substantial decrease in the amount of open space, substantial change in the location of permitted uses or streets, and any other substantial change from what is shown on the approved development plan shall be deemed a substantial deviation requiring an amendment of the PUD approval. Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.
- (b) Following approval of a PUD development plan, preliminary and final subdivision and site plan approvals shall be required. All such plans shall conform to the approved PUD development plan. No building or structure shall be erected, no building permit(s) issued, and no final subdivision plat(s) recorded, unless:
 - (1) A final site plan has been approved;
 - (2) Any required dedications, reservations or required improvements have been made in accordance with the final site plan and PUD phasing schedule; and,
 - (3) Sufficient financial guarantees for completion of required improvements have been received by the city.
- (c) Where phased development has been approved, applications for subdivision and site plan approvals may, at the developer's option, be submitted for each individual phase.

(9-15-03(3); 9-16-13)

Sec. 34-519. - Amendment.

Following approval of a plan of development for a planned unit development, the owner of the development may amend the plan of development only as follows:

- (1) The owner of a PUD may submit a written request for a proposed minor change to the approved plan of development to the director of neighborhood development services. The request shall be supported by graphic, statistical and other information necessary in order for the director to evaluate the request. The director may approve the request upon a determination that it involves only a minor deviation from the layout or design contemplated within the approved plan of development. For the purpose of this section the terms "minor change" and "minor deviation" mean and refer to changes of location and design of buildings,

Attachment H

structures, streets, parking, recreational facilities, open space, landscaping, utilities, or similar details which do not materially alter the character or concept of the approved plan of development. Should the director determine that the requested change constitutes something more than a minor change or deviation from the approved plan of development, then the owner may seek an amendment pursuant to paragraph (2), below.

- (2) The owner of a planned unit development may apply to city council for permission to amend the approved plan of development, following the same procedure as for the original approval.

(9-15-03(3))

Attachment I

**RESOLUTION
OF THE CHARLOTTESVILLE PLANNING COMMISSION
COMMUNICATING ITS WOODROW STREET (CP23-00002) COMPREHENSIVE PLAN REVIEW
FINDINGS TO THE CHARLOTTESVILLE CITY COUNCIL IN ACCORDANCE WITH CODE OF VIRGINIA
15.2-2232**

WHEREAS, this Planning Commission held a public hearing on October 10, 2023, to conduct a Code of Virginia 15.2-2232 review of the applicant's request to amend the November 4, 1996 ordinance vacating Woodrow Street Right of Way (ROW) which was requested as part of a Zoning Map Amendment (ZMA) and Zoning Text Amendment (ZTA) application (ZM23-00004 and ZT23-09-02), application, which was submitted to the Planning Commission for this specific 2232 review on September 26, 2023, proper notice of this 2232 review was published as required by law, including, but not limited to, Code of Virginia 15.2-2204.

NOW THEREFORE,

AND BE IT FURTHER RESOLVED that this Planning Commission confirms that amending the November 4, 1996 ordinance vacating Woodrow Street ROW to permit the proposed Planned Unit Development (PUD) as described in ZMA application ZM23-00004 and ZTA application ZT23-09-02 **is substantially in accord** with the City's Comprehensive Plan or parts thereof, as amended:

NOW, THEREFORE,

Upon adoption of this Resolution, the Planning Commission's findings with written reasons therefore on October 10, 2023, in accordance with Code of Virginia 15.2-2232(B), are hereby communicated to the Charlottesville City Council on October 10, 2023. The Secretary of this Planning Commission shall transmit this Resolution to the Charlottesville City Council.

Adopted by this Planning Commission, this 10th day of October 2023.

Attest: _____
Secretary, Charlottesville Planning Commission

**RESOLUTION
OF THE CHARLOTTESVILLE PLANNING COMMISSION
COMMUNICATING ITS WOODROW STREET (CP23-00002) COMPREHENSIVE PLAN REVIEW
FINDINGS TO THE CHARLOTTESVILLE CITY COUNCIL IN ACCORDANCE WITH CODE OF VIRGINIA
15.2-2232**

WHEREAS, this Planning Commission held a public hearing on October 10, 2023, to conduct a Code of Virginia 15.2-2232 review of the applicant's request to amended the November 4, 1996 ordinance vacating Woodrow Street Right of Way (ROW) which was requested as part of a Zoning Map Amendment (ZMA) and Zoning Text Amendment (ZTA) application (ZM23-00004 and ZT23-09-02), application, which was submitted to the Planning Commission for this specific 2232 review on September 26, 2023, proper notice of this 2232 review was published as required by law, including, but not limited to, Code of Virginia 15.2-2204.

NOW THEREFORE,

AND BE IT FURTHER RESOLVED that this Planning Commission confirms that amending the November 4, 1996, ordinance vacating Woodrow Street ROW to permit the proposed Planned Unit Development (PUD) as described in ZMA application ZM23-00004 and ZTA application ZT23-09-02 **is not substantially in accord** with the City's Comprehensive Plan or parts thereof, as amended:

NOW, THEREFORE,

Upon adoption of this Resolution, the Planning Commission's findings with written reasons therefore on October 10, 2023, in accordance with Code of Virginia 15.2-2232(B), are hereby communicated to the Charlottesville City Council on October 10, 2023. The Secretary of this Planning Commission shall transmit this Resolution to the Charlottesville City Council.

Adopted by this Planning Commission, this 10th day of October 2023.

Attest: _____
Secretary, Charlottesville Planning Commission

Attachment K

From: [Werner, Jeffrey B](#)
To: [Afele, Matthew](#)
Subject: 104 Stadium Road
Date: Friday, September 29, 2023 12:38:34 PM

Recommendation to City Council – Request to remove IPP designation.

BAR 23-09-01

104 Stadium Road, TMP 160002000

Individually Protected Property

Owner: Woodrow Too, LLC

Applicant: Subtext Acquisitions, LLC

Project: Rezoning Application

The above referenced request was reviewed by the City of Charlottesville Board of Architectural Review on September 19, 2023. The following action was taken:

Motion to recommend Council deny the ZMA/ZTA by Mr. Gastinger. Birle second. Vote 6-0. Motion passed 6-0.

Having reviewed the criteria under City Code Section 34-274, I move the BAR recommend that City Council deny the request to remove the IPP designation of 104 Stadium Road. Furthermore, the BAR has two considerations, should Council approve the request [to remove IPP designation] the BAR recommends:

1. A condition that within six (6) months or, if sooner, prior to application for a demolition permit, the property and building will be documented thoroughly through photographs and measured drawings according to the Historic American Building Standards, with that documentation submitted to staff for the BAR archive.
2. Council explore a mechanism to restore [if the building is not razed] or retain [until demolition is certain] the IPP status, should the proposed development not move forward as planned.

Discussion begins at approx. 01:30:00. Motion at approx. 02:00:00.

<https://boxcast.tv/channel/vabajtzezuuv3iclkx1a?b=jhtl4flziy6hdh2qzi6f>

Jeff Werner, AICP
Historic Preservation and Design Planner
City of Charlottesville
Neighborhood Development Services
City Hall | P.O. Box 911
610 East Market Street
Charlottesville, VA 22902
Phone: 434.970.3130
Email: wernerjb@charlottesville.gov

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION REGULAR MEETING
APPLICATION FOR A CRITICAL SLOPE WAIVER
APPLICATION NUMBER: P23-0055
DATE OF MEETING: October 10, 2023

Project Planner: Matt Alfele, AICP

Date of Staff Report: September 26, 2023

Applicant: Subtext Acquisitions, LLC (Contract Purchaser)

Applicant's Representative(s): Timmons Group and ESG Architecture & Design

Current Property Owner: Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC

Application Information

Property Street Address: 106 – 114 Stadium Road, 409 Stadium Road, 104 Stadium Road, 102 Stadium Road, 1705 Jefferson Park Avenue, and 100 Stadium Road

Tax Map & Parcel/Tax Status: Parcel Number: 160008000, 160005000, 160004000, 160003000, 160002000, and 160001000 (real estate taxes paid current - Sec. 34-10)

Total Project Area (Limits of Disturbance): 3.33 acres

Total Area of Critical Slopes on Parcels: 0.47 acres | 14%

Area of Proposed Critical Slope Disturbance: 0.47 acres | 100% of total critical slopes area

Comprehensive Plan (General Land Use Plan): Urban Mixed Use Corridor

Current Zoning Classification: R-3 (Residential Multifamily) (104 Stadium Road is zoned R-3H and is an IPP)

Proposed Zoning (ZM23-00004) Planned Unit Development (PUD)

Overlay District: Entrance Corridor

Applicant's Request (Summary)

Subtext Acquisitions, LLC ("Contract Purchaser and Applicant"), on behalf of Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC, ("Owner") is requesting a waiver from Section 34-112(b) of the City's Critical Slope Ordinance as part of a plan to redevelop 106 – 114 Stadium Road, 409 Stadium Road, 104 Stadium Road, 102 Stadium Road, and 100 Stadium Road ("Subject Property"). The applicant is proposing to redevelop the Subject Property and replace the existing (62) residential units (spread between nine different buildings) with one building

containing between (524) to (550) residential units. The proposed building will have a height range of (75) feet to (135) feet and stories that range from (5) to (12). In addition, the proposed PUD includes improved pedestrian and bicycle circulation along Stadium Road, Emmet Street, and Jefferson Park Avenue and road improvements to Montebello Circle. The majority of the Critical Slopes on the Subject Property run along the southern boundary of the property that front on Montebello Circle. The proposed development's impact to Critical Slopes will include built structures (footprint of the building and structured parking), pedestrian circulation, and grading. In conjunction with a Critical Slope Waiver, the applicant is also pursuing a series of City Council approvals to permit the proposed development. These include rezoning application (ZM23-00004), zoning text amendment (ZT23-09-02), Woodrow Street closure comprehensive compliance (CP23-00002), sidewalk waiver (P23-0058), and an amendment to an ordinance authorizing the sale of City owned property 409 Stadium Road (from May 2, 2011).

Existing critical slopes areas located on this Property include 0.47 acres or 14 percent of the site. The applicable definition of "critical slope" is as follows:

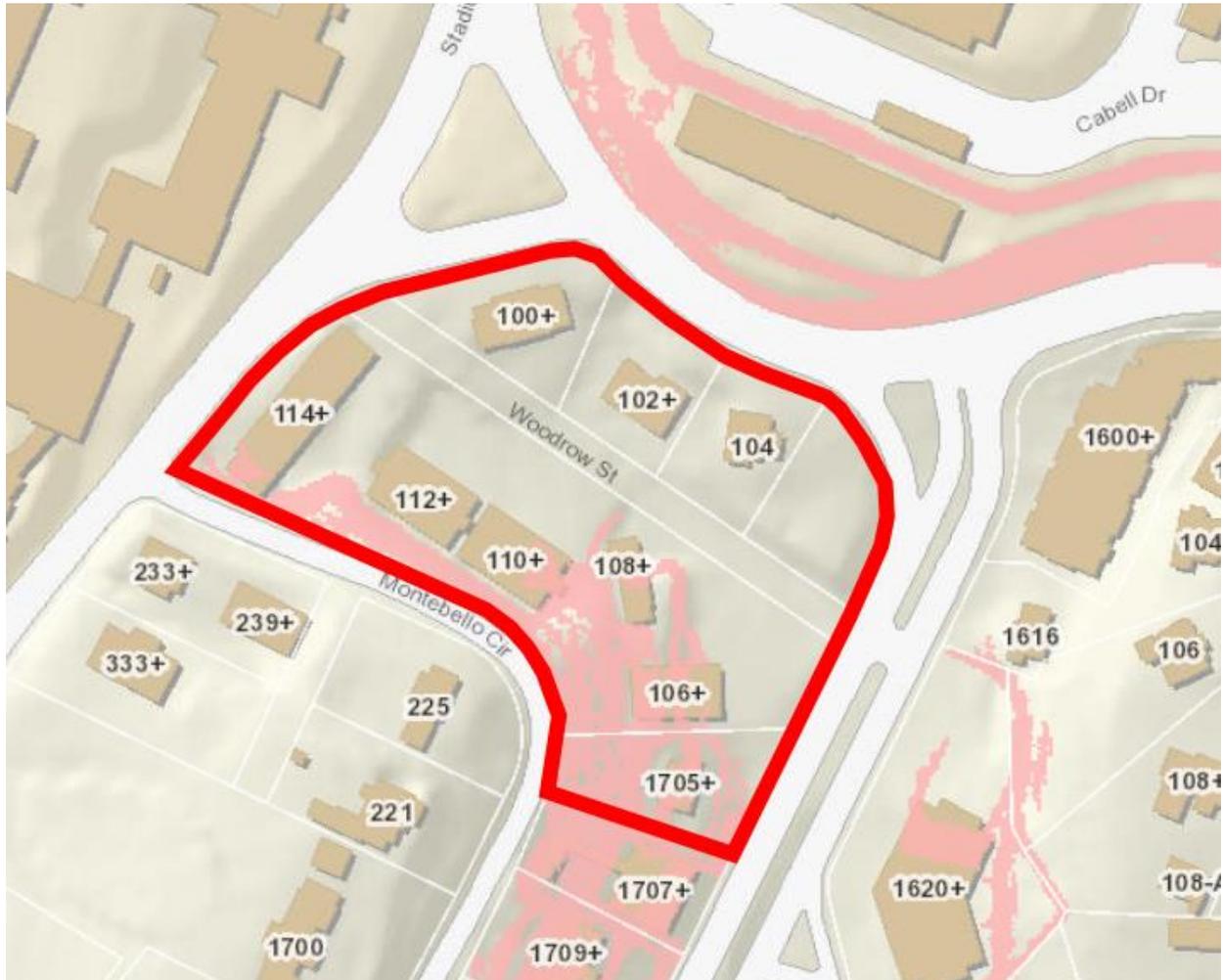
Any slope whose grade is 25% or greater, **and** (a) a portion of the slope has a horizontal run of greater than 20 feet, and its total area is 6,000 SF or greater, **and** (b) a portion of the slope is within 200 feet of a waterway. See City Code Sec. 34-1120(b)(2).

Based on the information presented within the application materials, staff verifies that the area for which this waiver is sought meets all the above-referenced components of the definition of "critical slope".

Vicinity Map



Critical Slopes per the Zoning Ordinance



Standard of Review

Per Sec. 34-1120(6)(d): The planning commission shall make a recommendation to city council in accordance with the criteria set forth in this section, and city council may thereafter grant a modification or waiver upon making a finding that:

- (i) The public benefits of allowing disturbance of a critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes); or
- (ii) Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or

redevelopment of such property or would result in significant degradation of the site or adjacent properties.

If the recommendation is for City Council to grant the requested waiver, the Planning Commission may also make recommendations as to the following: In granting a modification or waiver, city council may allow the disturbance of a portion of the slope, but may determine that there are some features or areas that cannot be disturbed. These include, but are not limited to:

- (i) Large stands of trees;
- (ii) Rock outcroppings;
- (iii) Slopes greater than 60%.

City council shall consider the potential negative impacts of the disturbance and regrading of critical slopes, and of resulting new slopes and/or retaining walls. City council may impose conditions as it deems necessary to protect the public health, safety or welfare and to insure that development will be consistent with the purpose and intent of these critical slopes provisions. Conditions shall clearly specify the negative impacts that they will mitigate. Conditions may include, but are not limited to:

- (i) Compliance with the "Low Impact Development Standards" found in the City Standards and Design Manual.
- (ii) A limitation on retaining wall height, length, or use;
- (iii) Replacement of trees removed at up to three-to-one ratio;
- (iv) Habitat redevelopment;
- (v) An increase in storm water detention of up to 10% greater than that required by city development standards;
- (vi) Detailed site engineering plans to achieve increased slope stability, ground water recharge, and/or decrease in stormwater surface flow velocity;
- (vii) Limitation of the period of construction disturbance to a specific number of consecutive days;
- (viii) Requirement that reseeded occur in less days than otherwise required by City Code.

Project Review and Analysis

Each applicant for a critical slopes waiver is required to articulate a justification for the waiver, and to address how the land disturbance, as proposed, will satisfy the purpose and intent of the Critical Slopes Regulations, as found within City Code Sec. 34-1120(b)(1). The applicant has provided information in the attached critical slopes waiver narrative (**Attachment A**) for Application Finding #1 and Finding #2.

Staff Analysis 34-1120(b)(d)(i) Application Finding #1 and #2:

The City's Future Land Use Map of the Comprehensive Plan calls for the Subject Property to be Urban Mixed Use Corridor. The description for this land use category calls for higher intensity mixed use development arranged along corridors between employment, commercial, and civic hubs of the City. The form for Urban Mixed Use Corridor should respond to existing residential, environmental, historic context and building heights according to context with heights of 5 stories, or up to 8 at key intersections, such as intersections of Streets That Work, Downtown, Industrial, Mixed Use, or Neighborhood corridors. Uses within the Urban Mixed Use Corridors should include commercial, employment, residential and include an inclusionary zoning mechanism to support housing affordability.

Nothing in the application indicates the proposed development would not conform to the City's Future Land Use Map or the Land Use chapter of the Comprehensive Plan as it relates to use and density but may not conform as it relates to height. The City's Comprehensive Plan envisions a maximum height of eight stories along Stadium Road and Emmet Street that transitions down to five stories within the High-intensity Residential area along Montebello Circle. It should be noted that the City's Comprehensive Plan addresses height in stories and not feet. Additional height may be allowable through a future "bonus" system, but that process, and standards are yet to be determined. Under the current zoning, maximum height allowed within the R-3 district is 101 feet with approval of a Special Use Permit ("SUP"). The by-right maximum height in the R-3 district is 45 feet. In addition to the Critical Slope Waiver the applicant is pursuing a rezoning (to PUD) that would allow a maximum height of 135 feet.

Finding #1 (The public benefits of allowing disturbance of a critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes.)

Staff finds that nothing in the application materials suggest development of the site would not meet the minimum requirements for stormwater and erosion & sediment controls, but final determination cannot be made until a final site plan has been reviewed. It should be noted that regardless of any information submitted for a Critical Slope Waiver, all development plans over 6,000 square feet must meet VSMP minimum requirements and additionally, any project over an acre must obtain a Stormwater Pollution Prevention Plan (SWPPP). Due to the site being 3.3 acres this project will require a SWPPP along with a state coverage letter. Staff recommends the project be held to the replacement of trees within the Critical Slope area to the 3:1 ratio offered within the application if the waiver is approved.

Finding#2 (Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.)

Staff finds that finding #2 is not applicable as the Subject Property could be developed by-right without impacting Critical Slopes. Only 14% of the site contains Critical Slopes which leaves over 86% that could be developed with little or no impact. This analysis is based on the applicant presenting the development in whole and not on an individual lot basis. Staff's conclusion would be different for finding #2 if 1705 Jefferson Park Avenue was developed independently as much of that lot is constrained by Critical Slopes.

Staff Recommendation

Staff recommends the Planning Commission consider the following when making a recommendation to City Council:

Purpose and Intent of the Critical Slope Provisions

The purpose and intent of the critical slope provisions in Section 34-1120(b)(1) are to protect topographic features whose disturbance may cause negative impacts:

Staff believes the Critical Slopes on site are a mix of undisturbed slopes and man-made slopes. The majority of Critical Slopes on site were created during the construction of Montebello Circle. These slopes were initially disturbed in 1960, prior to the Critical Slopes ordinance, to allow construction of the multifamily dwellings. As presented in the application materials and observed on site visits, the Critical Slopes contain a mix of hardwoods and conifers trees. These include some large specimens of (20 to 26 inch) poplars. In contrast there are also a large number of invasive trees and vines within the Critical Slopes. Although staff does not believe finding #2 is appropriate for granting a Critical Slope Waiver, finding #1 may be appropriate should Planning Commission determine the "public benefit" of the PUD (see applicant ZM23-00004) design outweighs keeping the Critical Slopes in the current state.

Recommended Conditions:

Should Planning Commission recommend approval to City Council, staff recommends the following conditions:

1. The applicant shall work with the City's Urban Forester to identify, remove, and mitigate invasive plant materials within the Critical Slopes.

2. The applicant will work with a local arborist to study and document trees within the Critical Slope area to determine if any can be preserved.
 - a. These documents shall be provided to the City's Urban Forester and the Neighborhood Development Services' Planner.
 - b. Should the study identify any tree(s) for preservation, the applicant shall work with the City's Urban Forester during site plan review to create a tree protection/preservation plan. The applicant shall perform all protection/preservation measures as identified in this plan. The tree preservation/protection plan will include a monitoring program to ensure compliance throughout the construction period. The plan shall also include provisions, such as easements, deed restrictions, or other legally binding measures to ensure preservation of the trees in perpetuity.
3. Any tree with a six inch or greater caliper that is removed from the Critical Slope area shall be replaced at a 3:1 ratio. The replacement tree(s) shall:
 - a. Have a two inch or greater caliper at planting.
 - b. Be in the general area from where the original tree was removed. Allowances for alternative locations may be granted by the Site Plan Agent if:
 - i. The planting location will interfere with fire safety as identified by the Assistant Fire Marshal; or
 - ii. The planting location will restrict establishment of a healthy mature tree canopy as determined by the City's Urban Forester.

The applicant will provide a document, within the final site plan, illustrating how the requirements of condition #3 are fulfilled.

Suggested Motions

1. "I move to recommend approval of the critical slope waiver for Tax Map and Parcels 160008000, 160005000, 160004000, 160003000, 160002000, and 160001000 as requested, with no reservations or conditions, based on a finding that **[reference at least one finding]**:
 - Finding #1: The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)
 - Finding #2: Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)
2. "I move to recommend approval of the critical slope waiver for Tax Map and Parcels 160008000, 160005000, 160004000, 160003000, 160002000, and 160001000 as requested, with conditions, based on a finding that **[reference at least one finding]**:

- Finding #1: The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)
- Finding #2: Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)

Recommended Conditions:

1. The applicant shall work with the City's Urban Forester to identify, remove, and mitigate invasive plant materials within the Critical Slopes.
 2. The applicant will work with a local arborist to study and document trees within the Critical Slope area to determine if any can be preserved.
 - a. These documents shall be provided to the City's Urban Forester and the Neighborhood Development Services' Planner.
 - b. Should the study identify any tree(s) for preservation, the applicant shall work with the City's Urban Forester during site plan review to create a tree protection/preservation plan. The applicant shall perform all protection/preservation measures as identified in this plan. The tree preservation/protection plan will include a monitoring program to ensure compliance throughout the construction period. The plan shall also include provisions, such as easements, deed restrictions, or other legally binding measures to ensure preservation of the trees in perpetuity.
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 - a. Have a two inch or greater caliper at planting.
 - b. Be in the general area from where the original tree was removed. Allowances for alternative locations may be granted by the Site Plan Agent if:
 - i. The planting location will interfere with fire safety as identified by the Assistant Fire Marshal; or
 - ii. The planting location will restrict establishment of a healthy mature tree canopy as determined by the City's Urban Forester.

The applicant will provide a document, within the final site plan, illustrating how the requirements of condition #3 are fulfilled.
 4. ...
 5. ...
3. "I move to recommend denial of the critical slope waiver for Tax Map and Parcels 160008000, 160005000, 160004000, 160003000, 160002000, and 160001000.

Attachments

- A. Application, Narrative, and Critical Slope Exhibit

Attachment A



Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Tax Map and Parcel Number(s) 160001000, 160002000, 160003000, 160004000,
160005000, 160008000

Address(es) 100, 102, 104, 106-114, and 409 Stadium Road and 1705 Jefferson Park
Avenue, Charlottesville, VA

Applicant Contact Information

Name Dylan Lambur
Company Subtext Acquisitions, LLC
Phone 314-721-5559
Email dlambur@subtextliving.com

Owner Contact Information

Name Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA, LLC
Address PO Box 5306, Charlottesville, VA 22905
Phone 434-293-6069 ext. 405
Email tsteigman@msc-rents.com

Owner's Signature:

Owner Date

Required application materials and fee:

- All materials requested during the preapplication meeting with the City Planner.
- Correct application fee. Checks payable to "City of Charlottesville".

Note: Incomplete applications will not be processed.

Date Received: _____	Received by: _____
Fee: _____	Cash/Check # _____



Application for a Critical Slope Waiver

Department of Neighborhood Development Services

P. O. Box 911, City Hall

Charlottesville, VA 22902

Telephone: (434) 970-3182

Critical Slopes Wavier and Modification Supplement Requirements

Please review City Zoning Ordinance Section 34-1120(b) and submit a completed Application using this form, Supplement, and *Critical Slope Exhibit.

**Critical Slope Exhibit: Survey indicating location and area of critical slopes and what portion of critical slopes are proposed to be disturbed. Survey shall be prepared, sealed, signed, and dated by a professional engineer or land surveyor licensed to practice within the Commonwealth of Virginia.*

Project Narrative and Description of Proposed Development:

The proposed Project includes the redevelopment of six (6) parcels, under common ownership and located directly across Emmet Street from the Central Grounds, into a high-quality multi-family residential project with improved pedestrian and transportation infrastructure and substantial open space.

Existing Conditions:

The property currently consists of multi-family apartments, surface parking, and one vacant parcel.

Total Site Area: Acres +/- 3.33 **Square Feet** +/- 145,055

Current Zoning R-3 **Proposed Zoning (if applicable)** PUD

Any SUP or other Waivers being requested:

The proposed Project is also requesting a Planned Unit Development (PUD), Zoning Text Amendment (104 Stadium Road), Sidewalk Waiver, Street Closure (Woodrow Street), and Modification of Development Restriction (409 Stadium Road).

Note: Incomplete applications will not be processed.

Date Received: _____ Received by: _____



Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Percentage of Area that is made up of Critical Slopes– meets criteria set forth in Section 34-1120(b)(2) *Definition of Critical Slope*: greater than or equal to 25% slopes and (a) portion of the slope has a horizontal run of greater than twenty (20) feet and its area is six thousand (6,000) square feet or greater; and (b) a portion of the slope is within two hundred (200) feet of any waterway:

Note: Critical Slope extends beyond property line. The total area of the contiguous slope is approximately 1.78 acres (as per County GIS).

Total Critical Slope Area:

Critical Slopes make up 0.47 acres of the site's 3.33 acres, or 14% % of the site area.

**If critical slopes extend beyond property line, quantify total critical slope area as well as provide area of critical slope that falls within site area.*

Critical Slope Area Disturbed:

0.47 acres of the total critical slope area identified above will be disturbed, or 100% % of the total critical slope area. Proposed critical slope area to be disturbed is 14% % of the site area.

This application should be used to explain how the proposed project meets some or all of the requirements as described in Section 34-1120(b)(6) "Modification or waiver." The applicant is expected to address finding #1 and/or finding #2 and justify the finding by utilizing the "Critical Slope Provisions" as a guide. Completing this application will help staff make their recommendation to the Planning Commission and City Council.

City Council may grant a modification or waiver, upon making one or more of the following findings:

Note: Incomplete applications will not be processed.

Date Received: _____ Received by: _____



Application for a Critical Slope Waiver

Department of Neighborhood Development Services

P. O. Box 911, City Hall

Charlottesville, VA 22902

Telephone: (434) 970-3182

Finding #1:

The public benefits of allowing disturbance of Critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes)

Disturbance of critical slopes is required to make this development feasible. The largest public benefit of allowing disturbance of the critical slopes on this property is to provide needed student housing close to the center of Grounds and relieve pressure on surrounding neighborhoods. In addition, the existing slopes are covered in invasive plants which will be mitigated. Stormwater controls will be installed to reduce the overall flows and velocities of the water coming from the slopes towards JPA.

Finding #2:

Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these Critical Slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property of would result in significant degradation of the site or adjacent properties.

The Critical Slope would unreasonably restrict the ability for the Project to provide many of the public benefits proposed as well as sufficient open space and parking for its residents.

Note: Incomplete applications will not be processed.

Date Received: _____	Received by: _____
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Application for a Critical Slope Waiver

Department of Neighborhood Development Services

P. O. Box 911, City Hall

Charlottesville, VA 22902

Telephone: (434) 970-3182

Please address how Finding #1 and/or Finding #2 will be met utilizing the “Critical Slope Provisions” noted in 1—6

1. Erosion affecting the structural integrity of those features:

During construction, erosion and sediment control (ESC) measures will be utilized to protect slopes and downstream properties. Diversions dikes and similar measures will be used to divert upstream around the slopes and prevent upstream runoff from flowing over disturbed slopes. Following construction, the area of slopes greater than 25% on the site will be reduced. New slopes along Montebello will be created by benching them into the existing grade and plantings will be installed with inhibiting erosion in mind. Upstream runoff will be diverted away from the new slopes with the installation of a curb and gutter along Montebello. Once the slopes are re-established, the post developed condition should be less susceptible to erosion the the existing slopes.

2. Stormwater and erosion-related impacts on adjacent properties:

The critical slopes slope down from Montebello and direct water into JPA. Adjacent properties have similar facing critical slopes. The disturbed critical slopes will not impact the adjacent parcels, as all flow is captured by the storm sewer system prior to crossing adjacent properties. During construction, ESC measures will be installed to protect adjacent and downstream properties. On-site stormwater detention measures will be designed and installed to minimize the impact to the downstream roadways and storm sewer systems following construction.

3. Stormwater and erosion-related impacts to environmentally sensitive areas such as stream and wetlands:

There are no streams or wetlands on-site and the project does not propose any disturbance to these areas. On-site ESC and stormwater management measures will be designed to protect downstream waterways.

Note: Incomplete applications will not be processed.

Date Received: _____ Received by: _____

Attachment A



Application for a Critical Slope Waiver

Department of Neighborhood Development Services

P. O. Box 911, City Hall

Charlottesville, VA 22902

Telephone: (434) 970-3182

4. Increased stormwater velocity due to loss of vegetation:

The upstream area which could potentially flow across Montebello Circle and onto the slopes on the project site is approximately 1.2 acres distributed over approximately 440 linear feet. Survey spot elevations show Montebello has a crown, and therefore, we don't anticipate the majority of this runoff making it's way across the roadway and onto the slopes. However, to ensure upstream runoff is minimized, during construction temporary ESC measures, such as diversion dikes, will be installed to direct runoff around the slopes until they are re-established. For the permanent condition, curb and gutter with appropriately sized curb inlets along the north side of Montebello has been proposed to intercept the upstream runoff before it flows over the newly established slopes. In general, the slopes on this property are located on the uphill side of the development, meaning stormwater from the development itself will not flow over the critical slopes during or following construction.

5. Decreased groundwater recharge due to changes in site hydrology:

Given the size of the parcel, the existing hardscapes, and surrounding steep slopes, there is likely minimal existing infiltration on the site allowing groundwater recharge. The proposed development is anticipated to have a negligible impact on the groundwater recharge in this area of the City.

6. Loss of natural or topographic features that contribute substantially to the natural beauty and visual quality of the community such as loss of tree canopy, forested areas and wildlife habitat:

The trees within the critical slopes are covered with several species of invasive vines. If these vines were removed and the trees kept, the trees would provide little screening and many would not contribute positively to the overall visual quality of the area. Removing the trees along with the vines will allow for replanting with species that provide better screening, are better at inhibiting erosion, and provide a more integrated solution with the surrounding areas. Trees removed from the critical slopes will be replaced at a 3:1 ratio in accordance with City guidelines.

List all attachments supporting this application and Provisions 1—6:

Exhibit 1 - Critical Slope Map

Exhibit 2 - Upstream Drainage Area Map

Note: Incomplete applications will not be processed.

Date Received: _____ Received by: _____

Attachment A

(34-1120(b)(2))
DEFINITION OF CRITICAL SLOPE. A CRITICAL SLOPE IS ANY SLOPE WHOSE GRADE IS 25% OR GREATER AND:

- A. A PORTION OF THE SLOPE HAS A HORIZONTAL RUN OF GREATER THAN TWENTY (20) FEET AND ITS' TOTAL AREA IS SIX THOUSAND (6,000) SQUARE FEET OR GREATER; AND
- B. A PORTION OF THE SLOPE IS WITHIN TWO HUNDRED (200) FEET OF ANY WATERWAY AS IDENTIFIED ON THE MOST CURRENT CITY TOPOGRAPHICAL MAPS MAINTAINED BY THE DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES.

0.47 AC OF EXISTING CRITICAL SLOPE ON SITE
0.47 AC OF CRITICAL SLOPE DISTURBANCE

NOTE: CRITICAL SLOPES AS DEFINED BY SECTION 29-3 OF THE CITY CODE ARE NOT SHOWN ON THIS EXHIBIT AS THEY ARE NOT RELEVANT TO THE CRITICAL SLOPE WAIVER.

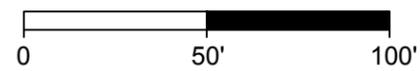


LEGEND

-  LIMITS OF DISTURBANCE
-  EXISTING CRITICAL SLOPES PER ORD. (34-1120(b)(2))



SCALE 1"=50'



CRITICAL SLOPE WAIVER EXHIBIT 1

58108 - VERVE - September 25, 2023

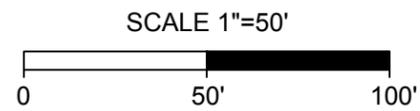


UPSTREAM DRAINAGE AREA TO
CRITICAL SLOPES:
~1.2 ACRES OVER 440 LINEAR FEET

LEGEND

--- DRAINAGE DIVIDE

EXISTING CRITICAL SLOPES PER ORD.
(34-1120(b)(2))



SCALE 1"=50'



CRITICAL SLOPE WAIVER EXHIBIT 2 - DA MAP

58108 - VERVE - September 25, 2023

Planning Commission/City Council Work Session

August 29, 2023 5:00 PM to 7:00 PM

Hybrid Meeting – City Space Conference Room

Commissioners Present: Commissioner Schwarz, Commissioner Stolzenberg, Commissioner Palmer, Chairman Solla-Yates, Commissioner D’Oronzio, Commissioner Mitchell, Commissioner Habbab

Councilors Present: Councilor Puryear, Mayor Snook, Councilor Payne, Vice-Mayor Wade (Arrived 5:47 PM)

Staff Present: Patrick Cory, Remy Trail, James Freas, Missy Creasy, Kyna Thomas, Sam Sanders, Jay Stroman, Maxicella Robinson, Alex Ikefuna, Carrie Rainey, Ashley Marshall

1. Topics of Review in Association with Zoning Ordinance Update
 - a. Zoning Ordinance Approval Process

Chairman Solla-Yates called the Planning Commission to order at 5:00 PM
Mayor Snook called Council to order.

James Freas, NDS Director – This evening’s meeting derives from a request that was made by the Planning Commission some time ago to do a work session focused on our process for adopting this zoning ordinance so that you have an opportunity for us to explain that process, for you to ask questions, get clarity on how we’re going to move forward on this, and for all to be effectively available so that the public can understand the process that we’re looking at that gets us from a draft ordinance today to something that may be adopted at some point in the future.

I am going to start with a rundown of that basic process. I am going to dive into some issues that have recently arisen and see where we end up. Our very first event coming up is the public hearing with the Planning Commission. This will be a Planning Commission public hearing. I want to distinguish this from our normal joint City Council/Planning Commission public hearing. This is a Planning Commission public hearing alone. Council is welcome to attend. The intent here is for the Planning Commission to conduct a public hearing on Thursday, September 14th. That hearing will be in Council Chambers. Please note the change in venue. It will begin at 4 PM. Planning Commission may choose to act on that night. You will make a call whether you are prepared and ready to act that night. If you are not ready to act that night, we have set aside additional dates for your use, as necessary.

Commissioner Mitchell – With the public hearing, that is not a work session. That is not a back-and-forth session. That is a listening session?

Mr. Freas – That is an opportunity for you guys to hear from the public. As we discussed at a prior meeting, one of the things that we’re trying to set up is the opportunity for you to collect all the public comment and public feedback, so you can introduce that into your deliberations, questions, and concerns as you move forward, and consider your recommendation you will make to Council.

Commissioner Mitchell – It is important that the public knows that this is not a work session. We should not be expected to answer questions and go back-and-forth with the public. There are a couple of things that will drive that document.

Mr. Freas – As we have done on several other topics, we anticipate in this meeting, given the anticipated volume of comments and people, who will be in attendance, we will probably go with the 2-minute comment period.

Missy Creasy, NDS Deputy Director – We’re probably seeing the onslaught of additional comments because over 15,000 mailings went out. I am talking to a lot of the people in the community and helping them to understand the materials. The notices are out there. Individuals are engaging; many that I haven’t talked to before. People are reading their mail and trying to figure out what is happening.

Mr. Freas – We have set aside two additional dates, as necessary, for the purposes of deliberation on the zoning ordinance. Those are September 19th in Council Chambers beginning at 5 PM and September 26th beginning at 5 PM. You have a regularly scheduled Planning Commission meeting on October 10th at 5:30 PM if necessary, that could be the night where you guys prepare your formal recommendation to Council. It is the standard process. For the benefit of those listening, you have 3 options at the point where you are making a recommendation to Council: recommend approval, recommend approval with a set of recommended changes, or recommend effectively denial.

Ms. Creasy – On the 19th, we will be Council Chambers. The BAR will be in City Space. On the 26th, we will be back in Chambers.

Mr. Freas – Council is also preparing for their own ‘deep dive’ into select topics. We’re still working with Council on what that range of topics will be and ultimately how many meetings there will be. We’re anticipating a series of work sessions focused on a range of topics within the zoning ordinance.

Commissioner Habbab – Are we anticipating talking about this at our next regular meeting on the second Tuesday of September?

Mr. Freas – The next zoning ordinance item will be on September 14th. Your next regular meeting is on September 12th. There will be regular agenda items at that meeting on the 12th. At this point, you are going to hear feedback and comments from the public and use those as you enter into your deliberations. You can end your process at any time. We’re anticipating, that following the recommendation of the Planning Commission and following City Council’s additional work sessions on specific topics within the zoning ordinance, we will adjust the draft document and prepare a document to present to Council and for them to consider for advertisement and a City Council public hearing.

Commissioner D’Oronzio – I presume that we can do that. There is a lot that we can edit before we get to the point where the City Attorney says we have a different zoning code, and we have to restart the clock. Do you know when that is?

Mr. Freas – I can’t say that is a bright line. What we have discussed is that the City Attorney’s office, our outside legal counsel, and staff will look at everything that is proposed and make determinations based on what we’re seeing as to whether it requires a re-advertisement or public hearing.

Jay Stroman, City Attorney – We should probably set aside a bit of time at your September 14th meeting to have a brief closed meeting where we can perhaps get into those topics in a bit more depth. I will talk with Mr. Freas about that. That is an important topic. You can’t advertise ‘a horse and adopt a camel.’ That is probably worth a brief discussion. We will plan to do that in a closed meeting in a way that won’t disturb your receipt of comments on the evening of the 14th. I will talk with Mr. Freas about that. Our goal is to have a closed meeting with Council on that topic and any other legal issues that we may need to

address before you get into the process in earnest. We will get back to you on that. It looks like we are on the same page in terms of getting you what will be helpful for legal advice.

Mr. Freas – The Council will do their public hearing. We will move forward into the adoption process. There will be two readings of the zoning ordinance with City Council. Those of you who have read the first article of zoning ordinance, there is going to be an effective date. There is going to be the adoption date by Council. There will be an effective date of the ordinance. That's to allow us the time to put together the administrative tools or processes that we need in order to, when the zoning ordinance becomes effective, immediately be implementing it and administering it appropriately. The most salient example of that is our new permitting software. It will need to be updated. That is scheduled to go live in November. We will need to update it based on any change reflected in the zoning ordinance.

Commissioner Habbab – What was the intention on how it will affect site plans under review or submitted? Where is the cutoff?

Mr. Freas – That's a good question. As I have been briefed on it, strictly speaking, a site plan that hasn't been acted on at the point that the zoning ordinance becomes effective would then be subject to the new zoning ordinance. What we have available to us as an option is, as part of the adoption process, to provide a list of site plans that are in the review process at some stage. We are going to compile that list. We're going to figure out where these various site plans are in the adoption process. We would basically identify those and allow them to continue forward under the existing zoning ordinance.

Commissioner Habbab – Those would be ones that have had a first round of comments back from the city?

Mr. Freas – We must choose a fair line. I am inclined to do it at the earlier end. It is fairer. If each of those site plans represents an investment by that applicant in a set of designs and plans that are based on the existing zoning ordinance, to change course would be unfair.

Commissioner Stolzenberg – Do you anticipate that being a blanket amnesty for everything past a certain point?

Mr. Freas – That will likely be how it will present. We have been advised that we need to list each of those site plans.

Commissioner Stolzenberg – That seems to open the opportunities like picking and choosing the site plans.

Mr. Freas – I don't know if that is a good direction, I would recommend going in.

Commissioner Habbab – My only other concern is that we might get a flood of applications right now to get under the wire.

Ms. Creasy – We're already 'in the tsunami.'

Mr. Freas – Please understand that comes with the territory when making a change to zoning. For a property owner and developer, it often makes sense to get an application in under the existing zoning, even if you might feel that the new zoning might be beneficial to you. It gives you a choice and options.

Commissioner D’Oronzio – We’re anticipating a certain number. Part of this ‘tsunami,’ once they see a new ordinance land, drop back and say, ‘never mind.’

Mr. Freas – One of the things that you have heard me say several times is that I don’t anticipate this being Charlottesville’s final zoning ordinance. What I mean by that is that we will be considering changes to this ordinance regularly. From my perspective, a zoning ordinance needs to be something of a dynamic document, recognizing that we need to be able to adjust as we understand different changes that are occurring within the community. We are potentially about to hit a big reset on our zoning ordinance and establish effectively a new baseline. I anticipate changes from there. One of those that I am looking to put into place is an annual cleanup. It is something that I have done in prior communities. It identifies ‘here are places where, in the course of doing our work, we have identified frequently that this number is the wrong number.’ It is a relatively simple change. Recently, we went through and changed the state agency that had changed a decade ago but hadn’t been reflected in the zoning ordinance. It is a whole range of corrections or minor changes that we would like to do on an annual basis and come forward. As that would be presented, you guys can go through that list. You might say that you’re ready to vote on these as a package deal except for item #5, which we want to kick out for a more in-depth discussion.

Commissioner Habbab – Is this something we want to codify?

Mr. Freas – It doesn’t need to be codified. It is a matter of practice.

Commissioner Habbab – I only say that because I have heard comments where people are concerned. They feel like this is a final thing and not a living document. Announcing at the beginning of every meeting that what we have is a living document and that we will be checking.

Commissioner D’Oronzio – I would think that the first year’s cleanup is going to be substantial.

Mr. Freas – You have heard me note in various instances, as we have been collecting comments on this, there have been issues that have come up that we have said that is minor and address that within the ordinance as we’re moving forward. An example of that is lighting. We have a bunch of comments about lighting. We believe that we have addressed those concerns in the latest draft before you. We felt that was a relatively simple issue to address. I mention this because one of the changes we have made was about short-term rentals. We have gotten substantial comments. In conversations with my various colleagues and others in the community, we believe that this is a larger issue than what we might have anticipated and one that we would recommend that we kick out of this process and take up after the zoning ordinance is adopted. There is a lot of nuance to it. I will say that is something I have worked on this issue in the past in other communities. I do recognize the range of issues at play. I am interested in feedback on that idea. One of our earlier drafts of the zoning ordinance had our existing short-term rental section carried forward. What we would suggest is that we go back to that version and carry it forward again.

Commissioner Mitchell – That is the way to go. The one thing that worries me about this is that if we do this retroactive, we may have a taking issue. We’re talking about Airbnb and the short stays. We have people who have built their financial lives around being able to do this. We say that you can’t do this anymore.

Mr. Stroman – The law is clear that should the Planning Commission in its recommendation and Council in its enactment make changes, that would not constitute a taking. However, there are some significant policy issues of which you have illustrated several. There would certainly be some economic dislocation that would be related to investments that have been made. The best advice our office can give you is to

simply make those decisions based on what you believe is the best policy decision. I do believe that you would be insulated from any issue of a taking simply because this is part of a general rezoning.

Mayor Snook – With a general rezoning, is that the saving concept here?

Mr. Stroman – Yes. Typically, in another context, you get into issues like whether you had a nonconforming use or something of that nature. The law is particularly favorable to localities when there is a general rezoning like the one that is going on here. I won't say that someone might not talk about threatening a taking. I don't believe that those cases would lie because of the general rezoning that Council is undertaking.

Ms. Creasy – In addition, short-term rentals are provisional uses. They require yearly permits to be active. Each January, a person who chooses to do this activity, must be evaluated each year.

Mayor Snook – I ask this question because I received one impassioned email on the topic. If somebody has an Airbnb use that, under the new version, would not end up being permitted, do they get a 'grandfathered' right to continue to use that? If so, can that be conditioned upon them being properly licensed and registered and continuing to maintain that proper licensure and registration?

Mr. Stroman – I believe that the answer is 'no.' I would like to have the opportunity to do some research. I will provide a memorandum to Council and Planning Commission on that.

Mayor Snook – It would depend on what we end up doing eventually.

Commissioner Mitchell – We ought to be able to structure a deal that allows this thing to be 'grandfathered in' to some degree.

Mayor Snook – But only if they are licensed, registered, and paying their taxes.

Commissioner D'Oronzio – I don't want to say that there are intractable issues. There are things moving it forward in different directions on how to regulate this. Let's extract that trend now and come back to it as a separate thing.

Commissioner Habbab – There is no issue if it is outside of a general rezoning, which it would be at that point?

Mr. Stroman – Because this is a general rezoning, I think both the Planning Commission and Council's latitude is broad. I do want to do a little research, provide you an answer, and we will discuss this at the closed meeting.

Commissioner Stolzenberg – The question is, if we were not to do it as part of this zoning rewrite process and do it as a separate process next year. Does that make us lose that protection? Does a general rezoning mean anything that applies citywide?

Mr. Stroman – I don't believe that is going to hamper. I think that is a question we would like to brief you on.

Commissioner D'Oronzio – If we look at this and say, 'lets kick x, y, and l out of this because we need to look at these three pieces in isolation,' if we reference that in the ordinance, these 3 matters will have to be dealt with by a certain date?

Mr. Stroman – We will be prepared to address those when we meet with you on the 12th.

Mr. Freas – I was getting, based on nods, a consensus that this is an item we prefer to take out of the overall zoning rewrite and address separately, independently post-adoption of the new zoning ordinance. This section probably does need some changes to it just to ease our enforcement.

Commissioner Schwarz – Is there a possibility of not allowing any new licenses while we're considering it?

Mr. Freas – What I would prefer to do is to leave the status quo. Leave our existing program in place and talk about this wholistically later. There are two types of violations that we deal with broadly. One is an unpermitted short-term rental and the other one is permitted short-term rentals that aren't following the requirements of the ordinance. I don't know the exact percentages of both. It is close. A lot of them are the permitted ones now following the conditions and requirements of the ordinance. That's the hardest issue and why we need to make some changes to the ordinance. On the unpermitted ones, sometimes the solution is to make them permitted. They are following the conditions. They just didn't go through the process. They can 'come in the door' and go through the process. I don't want to close that door right now in this interim period. It is a ready solution to the problem right now. Remember, the existing condition is that short-term rentals are not meant to be a primary use on any property. They are meant to be an accessory use with the owner of the short-term rental being the primary resident of the unit.

The other topic we have heard several comments about is sensitive communities. I believe that we had prior conversations about this. We have not moved forward with an overlay or zoning specific to sensitive community areas. I would note that several of the recommendations that are in the sensitive community area recommendation page have been incorporated into the general zoning ordinance. Things like allowing for additional units to be built citywide, making changes within the subdivision to minimal lot sizes were identified as part of this sensitive community 'toolkit' and have been incorporated into the general zoning ordinance. As far as a specific overlay or something similar, as previously outlined in the plan, we have not moved forward with it at this time. When we talked about this, it was with concern about the notion of potentially taking value away from those neighborhoods, with the concern being, if the displacement was a result of rising taxes, there are other ways to addressing that issue as well.

Councilor Payne – I don't support that change. I would expect that this will be one of the topics that we need to have a work session about. I know it was integral into the original plan and strategy in the connection to the affordable housing strategy. In the past weeks, this has been of particular interest to the 10th and Page Neighborhood Association and the Fifeville Neighborhood Association. This requires a lot more deliberation among Council.

Mr. Freas – I look forward to that.

Chairman Solla-Yates – Something with the Fifeville process, was that there was a lot of discussion about affordable housing and displacement prevention. A lot of that was kicked to the Comp Plan discussion. The thinking was that we will do it in the Comp Plan. We didn't. There might be some 'circle-back.'

Mr. Freas – One of the recommendations in the Comprehensive Plan in the sensitive community's area is a note that says that recognizes how we treat sensitive community areas may need to be tailored to the individual neighborhoods or communities. The more I have researched this topic and I have spent a lot of time on this topic and looking at what other communities are doing, talking to other places and reading

what is out there, the direction everyone is providing is that you need to do that tailoring. That is the recommendation of how to approach this. There is frankly not an easier ‘off the shelf’ answer to the question of displacement. I don’t believe there is a community out there that has solved for this issue. It is a difficult issue. At the end of the day, you need to make sure that you’re having an informed and engaged conversation in those communities. There are big ramifications either way you choose to approach the issue. If you allow the greater development potential, you’re increasing value and creating an opportunity for people to be able to take advantage of that, who live within the neighborhood. If you build systems of support and empowerment that allow people to do that, you have created an avenue for wealth building within that community. The reverse side is if you don’t allow that, you take an approach that says that we’re going to restrict development in this area to prevent outside investors, you’re preventing all investors, and reducing the value that property owners within the neighborhood can potentially achieve. It is a difficult issue, particularly when we look at neighborhoods like 10th and Page and Fifeville, which are subject to displacement today under our existing zoning ordinance driven by the desirability of building large, expensive single-family homes in those neighborhoods, relative to the existing housing stock. We can’t remove that option from the zoning ordinance. That’s going to be an option in the zoning ordinance.

Commissioner Schwarz – There is the issue of what happens in those neighborhoods. There is the issue of what happens around those neighborhoods.

Mr. Freas – It is not addressed in the Comprehensive Plan. I believe it is an integral part of that conversation.

Commissioner Schwarz – I think there could be some zoning solutions to some of the corridors (Cherry, West Main, and Preston) that we could mitigate. If we could discuss before this whole thing goes through, it might prevent some unintended consequences.

Mr. Freas – That is why there is absolute value in that conversation.

Councilor Payne – Certainly a lot more conversation. This is a policy decision for Council to make. I will note that the 10th and Page Neighborhood Association has a high degree of concern about this change.

Mayor Snook – I have been talked to by several people recently, who have suggested that 10th and Page be declared a historic preservation district, which may end up creating a bunch of protections that we maybe don’t entirely have figured out right now. Is that something that is moving forward?

Mr. Freas – I would not say it is something that is moving forward right now. What I would say is that I wouldn’t take that tool out of the toolkit. What I have been saying for a long time is that once we get this project done and we move into doing small area plans, my first one would be 10th and Page. That is the type of tool that I wouldn’t want to impose without doing that level of engagement. I understand how that tool can be used towards that purpose. I still recognize that would need to be tailored.

Mayor Snook – I would add that a lot of the emails that I have been getting in the past week complaining that the sensitive communities discussion has been taken out have been coming from people who are not in 10th and Page, in a sensitive community, but simply opposed to the plan.

Mr. Freas – I hope that there is recognition that the city is certainly not silent or absent on the issue of displacement. Council has put in place several programs that are addressing the issue of displacement within the city, not the least are the tax abatements and rent relief. Significantly, there is the affordable housing plan’s investment of \$10 million a year towards affordable housing. The city is well vetted on the

issue of the displacement. I will also continue to note that I think those types of tools and others that particularly get at land ownership are important, if not more important than zoning, in terms of addressing displacement.

Commissioner Schwarz – With this process, it sounds like you set up some topics. There are going to be some topics that Council is going to discuss with staff. Where does the Planning Commission fall into that? If the Planning Commission has thoughts, do we send them like a citizen would to the rest of Council?

Mr. Freas – From a formal perspective, the Planning Commission is going to be providing your recommendations to Council. I am sure that will contribute to and be a part of the deliberations of Council. That's the formal pathway. I don't know if there have been any other decisions about the structure of those work sessions as we go forward. In your role as citizens and Planning Commissioners, you can continue to make recommendations.

Commissioner Mitchell – It would be helpful for you (Mr. Freas) and Chairman Solla-Yates to get together and figure out exactly what the structure of the deliberation will look like. I can see the deliberations going on and on with every line item unless you structure that before we have the meeting.

Mr. Freas – We have our structure that we need to put in place for the Planning Commission's deliberations.

Commissioner Stolzenberg – Is the structure not what we're here to talk about tonight to lay out a general agenda for the post-public hearing work sessions?

Mr. Stroman – That is something we would defer this evening. I believe that it will be more productive to address that issue later.

Commissioner Mitchell – Organizing the structure of the deliberations is better done by a small group as opposed to the whole group.

I have a couple of things that I do want to talk about. I can wait until after we begin our deliberations.

Mr. Freas – What I am encouraging is that the Planning Commission conduct its public hearing, get feedback and then engage in deliberations.

Commissioner Habbab – I have a question on zoning. This is a question like the process that we talked about with site plan. On form-based code, such as transparency and active depth, how are those going to be checked? Is it during the building review? They're not part of the site plan process.

Mr. Freas – That would be part of the building permit review, which is where we also check height.

Commissioner Stolzenberg – I wonder if there are a couple of items that people might have that aren't so much policy decisions as things that I think need further clarification in the ordinance. I haven't done a full in-depth review. Things like the new height based on the number of units and whether that is based on the number of units on the zoning lot or in a structure and how that is defined. I didn't see any clarification on that topic. It is something that could use clarification. Code Studio is going to have to draft something up for us.

Mr. Freas – Based on the context and what it is attempting to do, I would say that it is within the structure as opposed to on the lot. The height allowance is there to accommodate additional units in the building.

Commissioner Stolzenberg – That was my guess. You get an ambiguity of: do townhouses count for structures?

Mr. Freas – We can get clarity on that point.

Councilor Payne – In reading the critical slopes portion, my understanding in reading that is that it is substantive change to our existing critical slope waiver process. I had a hard time figuring out what if anything substantive changes, in terms of Council's discretionary role. What substantively changed?

Mr. Freas – The intention there was to keep substantively the same but take out the extraneous language in the existing ordinance. The only thing that we have clarified is that the practice of Council has been, when you're considering a critical slope waiver that you have considered public benefits, we have made sure that is clearly stated within the language. Other than that, it is carrying forward the existing process. It is still Planning Commission and City Council. The critical slopes are defined the same way. The standards of review are the same.

Councilor Payne – The thing that I couldn't figure out is whether there has been substantive change in terms of the zoning administrator's role in approval or evaluating critical slope waivers from our existing ordinance.

Mr. Freas – No.

Commissioner Habbab – I have a question on Comp Plan amendment process. There are some changes to that. Any person can bring a Comp Plan amendment. Can you speak to that change?

Mr. Freas – I may need to investigate that. I am not remembering that specific detail.

Commissioner Stolzenberg – I believe that in the current ordinance you're allowed to do it in November and December. I don't think there is a time restriction. It is odd though that in the new wording, the intent is that it is for the parcel that you own on the Future Land Use Map. It just says Comprehensive Plan Amendment. It could mean changing anything in the Comprehensive Plan arguably.

Commissioner Schwarz – I have a question about rezonings. There are still special use permits. They refer to certain uses. If somebody wanted to rezone a property, is that process different or more difficult than our current SUP processes? Is that the way someone could try and get additional height?

Mr. Freas – I suppose one could seek a rezoning route. It is the same process as we have today for rezoning. That is defined at the state level what a rezoning process looks like.

Commissioner Schwarz – I don't know what happens behind the scenes if it is more strenuous than going through an SUP.

Mr. Freas – I would argue that the standard for reviews is more difficult. I think it is more difficult today as well.

Mayor Snook – More difficult to do what?

Mr. Freas – A rezoning as opposed to an SUP. That is more of my philosophical feeling about it. I feel that a rezoning ought to be more difficult than an SUP.

Mayor Snook – That discussion with an SUP raises another question. I don't see anything in the current version here that mentions the process or the standards for SUPs.

Mr. Freas – That should be in there. There is a process spelled out for SUPs.

Councilor Payne – Staying on the topic of SUPs, one of the thoughts that I have had is that I still think there might be a role for the SUP process outside of purely uses for residential in two areas. Let's say you have a nonprofit that has a project like the Park Street MACAA project. It seems like we would want some flexibility for something like that to happen if it wasn't allowed under the existing zoning definitions. Even if they pursued a rezoning, my concern is that they may have less flexibility than what a special use permit might offer them. I don't want us to lose that opportunity. It is going to be rare when nonprofits happen to get a parcel or a couple parcels. I want us to have flexibility in allowing them to build up. I don't say that to say that we should reduce any base by right allowances, just an SUP to maybe go above it.

Mr. Freas – We would call that a special exception process. It would mirror the SUP process. It would be the same Planning Commission/Council process. That's something we would be happy to talk about. We obviously wouldn't be able to restrict to just nonprofits. It would have to be something available to all property owners.

Councilor Payne – I am comfortable with that. I think Council can make discretionary decisions. The other element of the SUP, which is a bigger topic, you (Commissioner Schwarz) referenced the commercial corridors, abutting what used to be the sensitive area communities, being a concern. I could envision an SUP being one tool to figure out what substantive changes we want to see in those corridors. I think there should be some. I don't know if there is a majority on that. I can see there being a role for an SUP process to 'square that circle' and address the concerns that I and others have. I understand the tradeoffs. I don't think we're going to see SUPs be as common as they are now. I don't want that to be the goal. I still see there being some value to it.

Commissioner Schwarz – It could be just down-zoning those corridors and having an SUP process. That's our sensitive area portion of the zoning code.

Mr. Freas – You wouldn't have to necessarily down-zone it. You could simply say that you want to set it at 5 stories. You could say that projects along these corridors greater than 5 stories require a special exception.

Commissioner Stolzenberg – Why is that better than down-zoning them to dash 5 and saying that you need a rezoning if you want something else?

Mr. Freas – I suppose that you could do it either way. The advantage to a special exception or special use permit type process is that you can say that this is something you're open to. There's a process and a set of conditions that we're looking for.

Councilor Payne – At this point, I would favor the special exception process for the flexibility. I am not thinking of a down-zoning from the existing zoning, but certainly a down-zoning from the proposed draft in terms of by right allowance.

Commissioner D’Oronzio – As a general, philosophical proposition, you’re right particularly that we might be encountering things in the next year or two that we’re going to budge a little bit because of integrating the new zoning.

Commissioner Stolzenberg – On that first one for MACAA, are you thinking a waiver of the form standards? What are you thinking would need that special exception?

Councilor Payne – I am unsure how practically often it would come up. Let’s say there is a nonprofit. They need to have a lot of flexibility in terms of how they design and finance a project where they run into a situation where they need some flexibility in terms of density, height, and physical design of some elements of the building. I want us to have flexibility for that potential.

Commissioner Stolzenberg – Like Friendship Court needing the change to CX instead of NX so they wouldn’t have to do more height?

Councilor Payne – Things akin to that. I feel that a special exception process would add more flexibility for accommodating those concerns in a rezoning.

Commissioner Stolzenberg – In general, it makes sense on a lot of these form standards. It is not yet clear how well they will work in practice all together on real life lots. Right now, the only way to get around them is a variance through the BZA, which has a hardship standard rather than a ‘this way would probably be better for the community’ standard. It is potentially not a huge impact. You know things like transparency being a little lower or active depth being less could make or break a project. Building in an exception process to have that flexibility, to have a relief valve to know how it works until it is tried in practice for a while.

Councilor Payne – That’s where I am coming from. It would be a huge policy mistake to pair that with down-zoning in residential areas.

Commissioner Habbab – Separate to that, I agree that we need something like that. The zoning administrator has some wriggle room at 10 percent. I think that is covering specific topics. There is some wriggle room built in to approve stuff.

Commissioner Stolzenberg – The issue is that 10 percent is a lot on some things. Some things are like 8 feet and 10 percent is 0.8 feet. I don’t know if it makes sense to change how that was defined based on the standard.

Mr. Freas – Those things where it is 8 feet or 5 feet or whatever it tends to be things where seemingly small changes are a big deal. Where it is 100, it is a different story.

Commissioner D’Oronzio – Parallel and complimentary processes there; a lot of those small things that happen at the administrative level need to be done without getting ‘into the weeds.’

Mr. Freas – That kind of flexibility is in there to adjust things. It is to present a pathway to simple solutions.

Councilor Payne – With the floodplain regulations, there is a lot of great stuff in there. There is a lot more work to be done. A small thing that would be very important to include, similar to the critical slopes waiver, is that Council is final decision maker and discretionary role in approving the waiver/variance. It

should be like the critical slope waiver where Council decides on approving development in those floodplain areas. I don't know if that is something that can be easily added in.

Mr. Freas – We will have to look. I don't know what constraints the existing floodplain ordinance is operating under that arrived at the process that is laid out there. We can investigate that. The floodplain ordinance, other than formatting, consistency, and language, we carried it forward. As part of that broader range of environmental regulations, floodplains are stream buffer programs, critical slopes, stormwater. We want to look at those collectively with the benefit of some environmental, technical assistance.

Councilor Payne – There might be no good way around it. It is a fair argument. If you're upzoning the entire city, you probably want to get ahead of the environmental regulations before that. I understand doing that full 'deep dive' is not practical. I wonder if there is even a small change in terms of giving Council a discretionary role in approving it that can address some of that.

Mr. Freas – All we can do is investigate it and see what is allowed under the floodplain. I don't know the answer to that right now.

Commissioner Mitchell – With the development review process, it looks like we're taking out the need for the developer to meet with the neighborhood.

Mr. Freas – Where we have presented that is in the administrative manual. That was partly on advice of our legal counsel, who said to follow strictly what is in the state regulations in the ordinance. Anything that is beyond the state code, we should establish as process.

Commissioner Mitchell – That need does not go away. I can see Dairy Market happening again and again.

Mr. Freas – Please review what we put in the manual. If you feel that it meets what you're looking for, we have achieved it.

Commissioner Mitchell – Does the need go away? Is the need still there that they must meet with the neighborhoods?

Mr. Freas – We are requiring neighborhood meetings for all discretionary permitting processes and recommending it for site plan. Dairy Market was a discretionary meeting. On site plans where the transportation demand management requirement is triggered, we're also saying that they must do a community meeting so they can collect data. The transportation demand management requirement says that projects over 50,000 square feet need to demonstrate to the city how they're going to address their transportation impacts, particularly the impacts on the adjacent neighborhood. Our theory is if you're going to do that, you need to have a conversation with the community. We're requiring that conversation for any project that triggers the transportation demand management and project that triggers a discretionary review.

Commissioner Stolzenberg – That is around 50 units.

Commissioner Mitchell – I am going to recommend that we brace ourselves when these projects present themselves and they're by right and the developer hasn't had to meet with the neighborhood.

Commissioner Stolzenberg – I sent an email asking about residual or recreational lots. You see them often in a PUD to meet stormwater requirements and just for common area. It seems to me in the

subdivision ordinance that we wouldn't allow that unless there was a lot conveyed to the city or it met the standard lot dimension requirements.

Ms. Creasy – I am not sure where we landed in the current draft or the draft that we're working on currently. Any lot that is created must be buildable unless there is a limited number of circumstances.

Councilor Payne – I have two comments on the inclusionary zoning piece of it. I know there was a change in the calculation. I prefer the old way of doing it.

Mr. Freas – Let me clarify what the change is. It was round up as soon as you cleared 0.1. That creates a lot of 'monkeying' with the numbers. What we did was round up at 0.5, which is traditional. Anything between 0.1 and 0.5, they make a payment into the CAHF.

Councilor Payne – I still prefer erring on the old way. I do understand the argument. The other component was that it should comply with the affordable housing strategy and Comprehensive Plan. I think it will be important for Council to make an amendment to the affordable housing plan to clarify that payments from inclusionary zoning are above and beyond our \$10 million commitment and don't count towards that. That's an important thing that we need to do.

Commissioner Stolzenberg – I had another section that needs clarification on the components of what makes affordable rent. One of those things is one parking space. It would seem to say that my building (20 units and no parking) would have to build 2 parking spaces for affordable units or buy them a space in the garage.

Mr. Freas – I don't believe that is what that language is saying. Any cost associated with the unit, including a cost of parking, must be factored in to determining what is 30 percent of household income.

Commissioner Stolzenberg – If we can come up with some new language that says, 'if provided.'

Mayor Snook – There was one thing I noticed as I was reading through; that we have several purposes of our current zoning ordinance that are not reflected in the new statements of purpose. One of them that is not stated there is 'to regulate and restrict the location of trades and industries in residences.' Another is 'to protect and enhance the character and stability of the neighborhoods.' I wonder if those omissions were intentional and if they reflect a broader policy that we ought to be publicly acknowledging.

Mr. Freas – I don't have a specific answer on those. I know a lot of the purpose statements were inserted with pulling language from the Comprehensive Plan. The purpose statements that we built were pulling language from the Comprehensive Plan and from the state code. I don't know about those issues. We can certainly look at that.

Commissioner D'Oronzio – Aren't those preserving the character of the neighborhood? Those were used as dog whistles.

Mayor Snook – That's right. There is obviously a desire not to whistle if one doesn't need to whistle. On the other hand, it is a whistle either way. Do we intend to be saying something different? Do we intend to be saying 'we no longer care about preserving and enhancing the character and stability of neighborhoods?' Is the answer 'no we don't intend to say that?'

Mr. Freas – Was that purpose statement in the overall of the entire zoning ordinance or tied to a specific section?

Mayor Snook – Overall. Page 1-2 in the new book. It was section 1.1.3.

Commissioner Stolzenberg – Those, specifically, unlike the others, are not in the state code.

Mr. Freas – The overall purpose statements were lifted wholesale from the state code. I can take that back as a comment.

Chairman Solla-Yates – Broadly, my sense on that is that the Comprehensive Plan is the overall statement.

Commissioner Palmer – Is it the case as this moves through the public comment process, the draft as presented is not going to change on the website?

Mr. Freas – This draft will stay the same on the website. The recommendations of the Planning Commission and any other changes will be compiled. Anything that arises out of conversations with Council will also be compiled. A new draft will be presented for first consideration, for advertisement, and for a new public hearing. That new document will be posted. We're not going to be doing iterative changes to this draft.

Adjournment

The meeting was adjourned at 6:09 PM.

Public Comments

Public Comments were provided through notecards (in person) or via email (Zoom attendees). The public comments submitted during the meeting are attached below.

(none were received for this meeting)

Minutes

PLANNING COMMISSION REGULAR MEETING
April 12, 2022 – 5:30 P.M.
Virtual Meeting

I. COMMISSION PRE-MEETING (Agenda discussion(s))

Beginning: 5:00 PM

Location: Virtual/Electronic

Members Present: Commissioner Stolzenberg, Commissioner Russell, Chairman Solla-Yates, Commissioner Lahendro, Commissioner Mitchell, Commissioner Habbab, Commissioner Palmer

Members Absent: Commissioner Dowell

Staff Present: Patrick Cory, Missy Creasy, Erin Atak, Matt Alfele, Dannan O’Connell, James Freas, Remy Trail, Javi Gomez Jacome, Alex Ikefuna, Sam Sanders

Chair Solla-Yates called the meeting to order at 5:00pm. He provided the following statement concerning the 2005 JPA applications: The applicant for 2005 JPA EC and SUP has requested deferral of the applications at this time and a formal review will not take place this evening. As this was advertised for public hearing and it is anticipated that public will be here for that purpose, an opportunity will be provided following the actionable items. Following the three remaining public hearings, there will be an opportunity for public members to share comments up to 3 minutes regarding the 2005 JPA applications. Commissioner Stolzenberg asked why the deferral was requested and staff noted that the applicant would like to consider additional feedback on their application. Commissioner Russell asked if there was a charge for a deferral and it was noted that there is not.

Chair Solla-Yates returned to review of remaining items on the agenda. He asked if there were questions concerning CDBG/HOME. Commissioner Russell asked for information on the Community Solutions office. Ms. Creasy provided information. With no additional questions on that item, discussion moved to the Maury application. Commissioner Stolzenberg asked for additional information on the sidewalk buffer and whether bike facilities could be added – perhaps by widening the right of way. Mr. Alfele noted there is limited right of way and the recommendation provided is what is outlined in the Streets that Work Plan for this type of roadway. Widening the right of way would be a challenge.

Commissioners moved the questions on the 14th Street application. This site came forward for an SUP in 2010 and background on that process and outcome was provided. Clarification was also provided as to how the assessment of the property is listed in the on line system as the current site is condominium. Commissioner Stolzenberg asked for clarification on the definition of an Inn and that was provided. It was confirmed that a manager must be on site in that circumstance.

II. COMMISSION REGULAR MEETING – Meeting called to order at 5:30 PM by the Chairman

Beginning: 5:30 PM

Location: Virtual/Electronic

A. COMMISSIONER'S REPORT

Commissioner Russell – No Report

Commissioner Stolzenberg – It was a busy month. We had our MPO Technical Committee meeting. That was an interesting meeting. We discussed our upcoming work plan for FY23. A couple of interesting things are in that plan. One will be our 2050 long-range transportation plan to set the stage for the projects that we're going to pursue over the next couple decades: the One Map Project is to create a unified map for the city and county, a boundary analysis because the census could change the MPO boundaries, and a transit governance study that will look at ways we can have a regional transportation authority; hopefully getting the General Assembly to give it taxing power since we already have the authorization to do it but no power to raise revenue. That will be a study to set the stage for regional governance of CAT and JAUNT. At MPO Tech, we made a recommendation for an alignment on the Rivanna River bike/ped crossing MPO submission for smart scale. We recommended that it cross at Chesapeake near Riverview Park with nice sidewalk facilities and bike facilities to get downtown. I believe that the stakeholder committee made the same recommendation. Our elected decided not to do that. MPO policy pushed for the Woolen Mills or wool factory alignment. We also had a HAC allocation subcommittee meeting where we reviewed staff committee responses to the Charlottesville Affordable Housing Fund notice funding availability and allocated some funds to some good organizations. We had a HAC policy subcommittee meeting where we discussed various tax relief programs in the city. We have General Assembly authority for but do not use yet. We're starting to get boards eventually making a recommendation to Council on ways that we can improve that. Apparently, Council has reformulated the HAC. I am no longer on it. We do not have a Planning Commission representative. I guess I will not be participating in any future discussions on that policy proposal if they continue.

Commissioner Dowell – Not Present

Commissioner Habbab – The Citizen Transportation Advisory Committee met on March 16th. We elected a Chair and Vice-Chair. The Chair is Lee Condor and the Vice-Chair is Paulo Chen. We went over some updates from the MPO Policy Board. The updates were the projects that we were applying for smart scale. The MPO is applying for 4 projects. The first is the 5th Street Extended project at the Harris Street area. The second is the Avon Street bike and pedestrian infrastructure. The third is the roundabout at District Avenue, which is at the intersection of Hydraulic and Cedar Hill. The last project is the Rivanna River bike path bridge.

Commissioner Mitchell – I attended a couple of meetings. One of the meetings was with the LUPEC group. LUPEC is Charlottesville, Albemarle County, Rivanna Sewage Authority, UVA, and UVA Foundation. Our focus is to discuss land use issues and environmental planning issues. There were two presentations and two conversations that took place. One was related to the removal of clean fill/dirt. It seems that the removal of dirt is quite a problem for developers when developers are doing new construction. They need to find a place to put it. The Rivanna Solid Waste Authority is running a pilot program to help them think through how we might best do this. This pilot program is happening at the Ivy Landfill. What they want to do is figure out how best to address the challenges and make a little money on

addressing the challenges that they have. The pilot program started at the end of January. It runs until the end of May. By March 15th, about 15,000 tons of dirt had been deposited at the landfill. Between January and May, they're busy. They have generated about \$50,000 in revenue from tipping fees by allowing developers in the area to deposit dirt in the landfill. They are projecting, by the time the pilot program ends, 50,000 tons landfill dirt will have been moved from one point into the Authority's landfill. They have estimated that this could probably generate over \$1 million over the next 5 years in revenue for the Solid Waste Authority. There was an interesting question that was posed in the meeting. We're taking all this dirt in. Should we sell the dirt to people who want to buy the dirt? The question was unanswered. It is something that people are thinking about. The other piece was also interesting. We had a conversation with Albemarle County about their planning and community development organization and their work plan for next year. Our team is incredibly busy and understaffed. We are not unique. If you guys read through the PowerPoint presentation that I sent you, you will see that they have a lot of stuff going on. We don't need to feel sorry for ourselves. They are also challenged with staffing issues and the amount of work that they have. There were a couple of things that interested me that we might want to think about doing. They did a force stabilization program. That resulted in them recognizing the need for 75 FTEs. Those FTEs have been approved. They onboarded 71 of those FTEs. The other thing that they talked about is that they are going through a re-engineering of their processes. They're going to 'marry' a new software to these re-engineered processes. The objective is to reduce the number of touches that an application must have before it gets to the Planning Commission and goes to the Board of Supervisors. The other objective is to increase the input. They expect to have significant gains and more touches by installing this new software. The overall project is called the Camino Project. What they're doing is replacing the software and processes that have been in place for 20 years. I think Ms. Creasy and Mr. Freas have something like this on deck for us. The other meeting was with Parks and Recreation. You have been reading about the community engagement at Tonsler Park. You are aware of what is happening at Darden Towe. We have funded a significant amount of the Capital Budget to the improvement of Darden Towe. We're waiting for the CAP from the county. We're looking to improve the facilities at Belmont Park. The replastering of the pool is underway. A bid went out in mid-March to allow us to use the pool and use it in a way that is safe. We should be getting responses to the bid by the end of March. The most interesting thing was the Dogwood Festival. The Dogwood Festival has been moved. It is now going to be in the K-Mart parking lot.

Commissioner Lahendro – I attended two committees. The Board of Architectural Review met on March 15th. We had two Certificate of Appropriateness applications approved. We had many preliminary discussions of potential projects. Those projects are the new residential building at 1301 Wertland Street, window replacements at 32 University Circle, a rear addition at 1901 East Market Street, and a mural at 111 14th Street. Mr. Freas joined us to discuss the zoning ordinance revision process. At the Tree Commission meeting, we did get news that a new urban forester has been hired for the city. Steve Gaines will be joining the Parks & Recreation as the urban forester in a week or so. The final tree canopy study was submitted. We will be sharing that with the Cville Plans Together consultants and steering committee. Our RELEAF subcommittee has arranged an environmental career day at Charlottesville High School on April 21st. There will be about 25 professionals and vendors associated with the environmental issues there. It will be held outside. On Arbor Day (April 29th), there will be a program around the elm tree at Sojourner's Church (corner of Monticello and Elliott) in Belmont. We had a presentation by city utilities staff on its energy saving trees program. Mr. Freas came to the Tree Commission meeting. Laura

Hildebrand was also there from Utilities. The two of them were very gracious and generous in sharing their time with the Tree Commission to discuss issues of tree preservation and protection.

B. UNIVERSITY REPORT

Commissioner Palmer – My month has been busy. I don't have a whole lot to report. I mentioned a few months back that my colleague, Mary Hughes, had retired as long-time landscape architect for UVA. She started in 1996. The reason that I am mentioning her publicly is because tomorrow is a celebration on The Lawn to plant a Founder's Day tree in her honor in front of Pavilion III. I wanted to publicly acknowledge that, having worked with her for many years.

C. CHAIR'S REPORT

Chairman Solla-Yates – The Thomas Jefferson Planning District Commission met on April 7th. The issue most relevant to this body was that we allocated \$1.8 million in grant funds for affordable housing, \$640,000 for three Habitat for Humanity chapters for 32 new units to be built throughout the Thomas Jefferson Planning District Commission region, \$660,000 to the Charlottesville Redevelopment and Housing Authority for 48 units at the second phase of the South First Street Redevelopment, and \$500,000 for Virginia Supportive Housing for 80 new permanent supportive housing units as part of the Premier Circle project. I would like to note that there was a Code Committee meeting this morning talking about possibly allowing some missing middle housing in Virginia requested by Lyle Solla-Yates, which is going to committee.

D. DEPARTMENT OF NDS

Mr. Freas – We are doing a project looking at the 5th Street Corridor and making safety improvements for that corridor, hoping to culminate with a smart scale application this summer. There is an upcoming workshop public meeting on April 25th from 11AM to 1PM and 5PM to 7PM. There will be two opportunities for people to join and participate in that meeting. On May 24th, the Planning Commission will be hosting a work session on this topic in conjunction with City Council. That will go back to Council at the end of June and then onto smart scale application. The other big project is our zoning project. We are probably about 2 weeks behind schedule at this point. There are a variety of reasons for that, with our consulting team in terms of getting their analysis and data and the work that they're doing together. We anticipate that by the next meeting, we will probably have released the first report. Before then, we will have shared with you guys what we anticipate the schedule looking like going forward. We met this morning to walk through this. I am still processing news that is fresh 'off the press.' We will be releasing new schedule information to get this back or keep it on track for our overall goal of seeing the zoning adopted by roughly this time next year. Hopefully, by March of next year, we're fully adopted. That's what we have been aiming for. I don't see any reason to push that back.

Ms. Creasy – I wanted to let you know that at Council's 4PM meeting on April 18th, which is next Monday, there will be a presentation on the Climate Action Plan. We know that is something a lot of you have quite a bit of interest in. There will be some good information presented. I am sure that we will be intertwined in that in different ways as we move forward. I will note that meeting on April 18th with Council is going to be hybrid meeting. They are trying out some new technologies and methods of

moving forward. We will be shortly behind them with moving towards that. I don't have details for you quite yet because we will be doing some regroup following the Council meeting. As soon as we have something set, we're going to let you know and let the public know how we will be moving forward.

Mr. Freas – Potentially, if this plan comes together, we would be looking at a hybrid meeting for the Planning Commission for the May meeting.

E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENDA

Bill Emory – On March 3, 2008, following an interview for the Planning Commission, the Council asked me if there was anything I wanted to mention. I argued for the usage of maps specifically GIS, advocating for the city to integrate data into the city's GIS system to track items like where CIP monies were being spent, where was the population density, where was the affordable housing, and where were the sidewalks. I advocated for harder use of GIS being a Planning Commission priority. GIS mapping is a tool for planners, policymakers, and city staff to acquire an up-to-date portrait of the city. GIS provides a means to drive strategic planning based on existing ground conditions. GIS can provide a graphical representation of need and accomplishment like radar and weather. I trust that you heard Mr. Sander's reflections regarding tracking outcomes from the \$47 million spent on affordable housing in the past decade. How much money has gone to who? How many of the units are still affordable? City records are a hot mess. Mr. Sanders mentioned more than a half dozen deficiencies listed by the \$165,000 HR&A report, when corrected will enable more accurate tracking of our affordable housing in the future. The final report from HR&A will be delivered April 20th. I would add the urgent need for a map with GIS functionality.

F. CONSENT AGENDA

No Items

(Items removed from the consent agenda will be considered at the end of the regular agenda)

III. JOINT MEETING OF COMMISSION AND COUNCIL

Mayor Snook called City Council to order for the three public hearings.

Beginning: 6:00 PM

Continuing: Until all public hearings are complete

Format: (i) Staff Report, (ii) Applicant Presentation, (iii) Public Hearing, (iv) Commissioner Discussion and Motion

- 1. Community Development Block Grant (CDBG) and HOME funding** – 4th Year Action Plan, FY 22-23: The Planning Commission and City Council are considering projects to be undertaken in the 4th Year Action Plan of the multi-year Consolidated Plan utilizing CDBG & HOME funds for the City of Charlottesville. In Fiscal Year 22-23 it is expected that the City of Charlottesville will receive about \$433,471 in Community Development Block Grant funds and about \$84,576.88 in HOME funds from the Department of Housing and Urban Development HUD. CDBG fund's will be used in the City to address neighborhood improvements in the Ridge Street neighborhood, economic

development activities, housing activities, and public service projects that benefit low and moderate income citizens. HOME funds will be used to support the housing needs of low and moderate-income citizens through homeowner rehabilitation. Report prepared by Erin Atak, Grants Coordinator

i. Staff Report

Erin Atak, Grants Coordinator – As an entitlement community, the city receives grant funding from the US Department of Housing and Urban Development each year. We received the two federal grants: the CDBG and Home Grants. For FY22, the CDBG program has an estimated total of \$433,471. The Home Program has an estimated \$84,576.88. Right now, we won't know the exact grant amount until May 2022, when HUD sends us the grant award for the city. On September 21, 2021, City Council set priorities for FY22 for the CDBG and Home Program, which included the following:

- Access to affordable housing
- Workforce development
- Micro enterprise assistance
- Access to quality childcare
- Homeowner rehabilitation
- Down payment assistance

This year's request for proposals were based on City Council's priorities for CDBG and Home 2018 to the 2022 consolidated plan, which is a game plan for CDBG and Home, Charlottesville's Affordable Housing Plan, and HUD CDBG and Home national priorities. It is important to note that the RFP this year went through an extensive review by the CDBG and Home Task Force. Today's discussion will be focusing on the following areas that the CDBG and Home Task Force reviewed as a result of the competitive RFP process. The three umbrellas that the Task Force looked at:

- Public services
- Economic development
- Housing

In September 2021, City Council approved funding and projects for the Ridge Street neighborhood. It is recommended that funds be awarded again for Ridge Street so that these activities, sidewalks, sidewalk improvements for 6th Street Southeast, and Ridge Street can continue in those areas. Council also approved the administrative and planning portion of the budget during that same time period to be set at the 20 percent of the entitlement grant. That portion of that budget pays for all the CDBG and Home citizen participation, environmental reviews, staffing, studies like the HR&A housing review, and design to be carried out under the grant. Under the competitive RFP process, all applicants were required to undergo a technical assistance meeting with me prior to applying to the city. During these sessions, applicants were able to meet with the grants coordinator, walk through the grant requirements, and talk about the CDBG and Home programs. Under the Home portion of the grant, I met with six potential applicants. For the CDBG, I met with eleven interested applicants. For the Home side, we ended up receiving two applications. For the CDBG side, we ended up receiving six applications. We did impose some new restrictions this year for the RFP process, with regards to timeliness and having shovel-ready projects. Anyone, who did not have a shovel-ready activity, or had outstanding balances with CDBG and Home funds was considered ineligible to apply. These two new restrictions were shared with the CDBG and Home Task Force during the deliberation process. The reason why we imposed these restrictions was that in the past we had several difficulties with sub-recipients having problems finishing their activities with their contractual obligations. In order to maintain compliance with HUD regulations, new contractual

and compliance standards have been put in place under HUD guidance to bring the city and sub-recipients up to standards with other Virginia entitlement agencies. During the deliberation process, CDBG and Home Task Force recommended the following activities for funding. Under the CDBG grants for the economic development umbrella, two sub-recipients were recommended for funding: Community Investment Collaborative and the Local Energy Alliance program for Workforce development and the Micro-Enterprise Scholarship program. Under the public service umbrella for CDBG, the Literacy Volunteers of Charlottesville-Albemarle and Public Housing Association of Residents were recommended for funding. Under the housing umbrella, Local Energy Alliance Program was also recommended for funding for their solar home energy maintenance program. For the Home grants, Local Energy Alliance Program (LEAP) was also recommended for funding for the assisted home performance program. Once the city receives the actual entitlements award towards May, all funding recommendations will be adjusted accordingly for the pro-rated percentage of the actual award. No agency will increase more than their initial funding request. Because several sub-recipients are in the process of completing their 2021 contracts, if they have trouble completing their 2021 contracts by the end of June 30, 2022, their 2022 contract awards may be subject to reprogramming if they are not able to fulfill their HUD obligation by the end of this year.

Commissioner Mitchell – I have served on this board these guys are representing. I have walked through all the applications. It is a thorough process. It would be a mistake for us to second guess anything they recommended. We should approve what they're asking us to do. They have gone through every application and vetted them thoroughly.

Commissioner Habbab – Is there a risk that some organizations won't be able to receive the funding?

Ms. Atak – Right now everyone is on track. As far as the 2021 contracts right now, everyone did meet their 65 percent spend goal. Everyone is on track for spending right now. I am not worried for this year. We did a good job with making sure everyone is meeting their timeliness spending.

Commissioner Stolzenberg – What is the LEAP solar roof program?

Ms. Atak – They are going to benefit approximately 7 beneficiaries in the CDBG priority neighborhoods. They're going to be patching up leaks, holes, and any rotten sheathing on roofs. They're going to be placing solar rooftop installations on roofs.

ii. Public Hearing

No Public Comments

iii. Commissioner Discussion and Motion

Motion – Commissioner Russell – I move that the Planning Commission recommend that City Council approve the CDBG and Home funding fourth year action plan FY22/23 as presented by staff. Second by Commissioner Lahendro. Motion passes 6-0.

2. **SP22-00002 – 209 Maury Avenue** – FMC Investments, LLC (Owner) has submitted a Special Use Permit (SUP) Application for the following properties: Tax Map and Parcels (TMP) 170018002, 170018000, 170018001, 170018600, 170018500, and 170018400 (Subject Properties). Pursuant to City Code Sec. 34-420 and 34-162(a) an application has been submitted requesting increased density from a by-right 21 Dwelling Units per Acre (DUA) to 43 DUA, modifications to yard requirements to match the layout proffered in ZM19-00002 and approved by City Council on December 2, 2019, and reduction to required onsite parking to ½ the spaces required under Sec. 34-984. The applicant is proposing to modify a site plan currently under review to allow more residential units without altering the footprint or layout of the development under review. The Subject Properties are approximately 1.60 acres with road frontage on Maury Avenue and Stadium Road. The properties are zoned R-3 Medium Density Residential. The Comprehensive Land Use Map for this area calls for Higher-Intensity Residential which recommends multi-family developments up to 5 stories in height, 13 plus units per lot, and affordable units depending on zoning allowances. Information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit applications may contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

i. Staff Report

Matt Alfele, City Planner – The applicant is requesting a Special Use Permit (SUP) pursuant to Code Sec. 34-420 and Sec. 34-162, which allows residential density up to 43 Dwelling Units per Acre (DUA). The Subject Properties have street frontage on Maury Avenue and Stadium Road and a by-right density of 21 DUA. In addition to requesting increased density, the applicant is also requesting modifications to yard requirements to match the layout proffered in ZM19-00002 and approved by City Council on December 2, 2019, and reduction of onsite parking by ½ the spaces required under Sec. 34-984. The applicant is proposing to modify a site plan currently under review (attachment D) to allow more residential units without altering the footprint or layout of the development. The Subject Properties were rezoned from R-2U (Residential Two-Family University) to R-3 with Proffers in December 2019. The original plan called for a residential development with 33 units. The new proposal calls for the same configuration but removes the parking under building 2 to accommodate additional units. The total units on site would not exceed 64 units. Staff recommends approval with conditions. These conditions can be found on page 16 of the staff report.

Commissioner Habbab – I have a question about the possibility of a crosswalk at the southern end of the property and if that is something that goes against the traffic engineer’s recommendation.

Mr. Alfele – That would be considered a mid-block cross, which is not recommended.

Commissioner Lahendro – Could Mr. Alfele discuss the staff recommendation about requiring a sidewalk and planting buffer along Maury Avenue as well as what is already being proposed on Stadium?

Mr. Alfele – On Stadium Avenue, there is no sidewalk. Under the original site plan that is under review, the applicant is being required to put in a sidewalk. The sidewalk typology for Stadium at that location is a 7-foot sidewalk with a 3-foot planting buffer. As the original development was a by right development, there was a section of sidewalk being proposed to be replaced on Maury to match. They weren’t replacing all the sidewalk. Staff’s condition for the SUP stems from the planning document Streets That Work.

There is a typology for Maury Avenue there. That typology makes sheltered sidewalks with a buffer 7-foot-wide sidewalks the highest priority for this type of street. What staff wants to do is make sure that the sidewalk going in on Stadium, which would go in under a by right project, would match and go into the same type of sidewalk and buffer on Maury Avenue.

Commissioner Lahendro – Is it fair to say that the pedestrian traffic on Maury Avenue is greater than that on Stadium?

Mr. Alfele – Yes. I think that is a fair statement.

Mayor Snook – I was not on Council in December 2019. I am curious. What is being proposed or requested here any significant deviation from what was approved in December 2019? Are we getting suckered by having had the first approval one time and come back two years later and change the deal?

Mr. Alfele – With the original rezoning, one of the proffers was to proffer the layout. The layout is not changing. The only thing changing is that there was going to be parking under Building 2. The applicant is now turning that parking into residential units. The density is increasing. The location of the buildings, all the proffered language (includes keeping the existing manor house), the landscaping, the affordable dwelling unit proffer is all staying in place. The only change is parking. Parking is now changing to residential units. The density would probably not be as high as the 68 units for the mere fact that the bedroom count will probably change a little bit. You're probably going to have closer to the same units but maybe less bedrooms in this configuration.

Commissioner Lahendro – The amount of parking is reduced. It is not being put somewhere else?

Mr. Alfele – Correct. The parking is being requested to be reduced. You are losing that parking that was going to be sheltered parking.

Mayor Snook – Was the amount of the parking an issue 2.5 years ago?

Mr. Alfele – Parking in this area of the city is an issue. That is one of staff's recommendations; that a detailed parking plan, which would include the condition: "The applicant will work with the city traffic engineer to develop a master parking plan for the site. This plan will be kept on file with the city and maybe updated from time to time with the authority of the traffic engineer. The plan will indicate how the developer will distribute available parking spots on site, how potential residents conform to their parking opportunities in any possible parking agreement for residents." We're suggesting a condition that a parking plan be worked out and that plan be kept on file.

Councilor Magill – There is an SUP with this?

Mr. Alfele – That's correct.

Councilor Magill – With the increase in units, will that cause more affordable units?

Mr. Alfele – It won't through our code section because it doesn't trigger the 1 FAR. The original proffer called for a percentage. I believe that it was 15 percent. That would still go with it.

Councilor Magill – If I recall, this proffer also said that they didn't have to be on this site. I remember this meeting back in 2019. As I recall, they could provide those units in other places. I want to make sure those aren't being considered in places that proffers have already come to us and we're not double counting some of the affordable housings to 2 separate projects.

Alex Ikefuna, Community Solutions Director – That's correct. They are proffering 6 units for up to 80 percent AMI. The Habitat units would be at 60 percent AMI or below what is proposed. They are looking at accomplishing this off-site at Flint Hill. If you recall the Flint Hill development, it is a PUD. They are looking at providing these 6 units at the Flint Hill development.

Commissioner Mitchell – These off-site units are going to be inside the city?

Mr. Ikefuna – That's correct.

Commissioner Mitchell – They will not be inside UVA's complex. What has always worried about this project is that these students don't need affordable units. We need more affordable units in the city. These affordable units would be in the city where we need more affordable units.

Mr. Ikefuna – That's correct.

Councilor Magill – How many units are being proffered with the Flint Hill project outside of these 6 units?

Mr. Ikefuna – I think Flint Hill is 8 units.

Councilor Magill – Eight units is what was proffered for the Flint Hill approval?

Mr. Ikefuna – That's correct.

Councilor Magill – There should be a total of at least 14 units at Flint Hill to meet both proffers?

Mr. Ikefuna – That's correct.

Commissioner Mitchell – With the CRHA, are we happy with that?

Councilor Magill – As long as there are at least 14 units. There are so many moving parts.

Commissioner Habbab – I want to ask Mr. Ikefuna if they had anything to share with us. I read their concerns in the packet. What is the status of the Flint Hill PUD? Is there any information from Habitat that we have regarding an agreement? One of the options that they could exercise is cash in lieu for the affordable units in the proffer. It said \$2 per square foot based on the habitable area of the development. I was wondering how many units that gets us if they decide to go that route. A general thing I am

considering is that we can't adjust the proffer at this point. Is that correct? They can't come back and adjust it.

Mr. Ikefuna – Once it is approved and acted upon, they can't come back and adjust it.

Commissioner Mitchell – We still have some power here when it comes to the site plan.

Mr. Alfele – When you say site plan, are you talking about the SUP? Are you talking about the actual site plan?

Commissioner Mitchell – I am talking about both. Your power is the SUP. You still have powers to make this thing work for the city?

Mr. Alfele – If City Council were to approve the SUP, the applicant would need to amend the site plan under review. There currently is the by right site plan that is very close to final approval. When you say make it work, they would need to meet all regulations under site plan regulations. I want to make sure I am not missing what you're wanting answered.

Ms. Creasy – I am not 100 percent. We will move forward with whatever is approved, the outcome of this. We will move forward with the site plan review. It will have to adhere to the guidelines and the requirements that come forth as part of this as well as those that are already in place for the rezoning.

Commissioner Habbab – I would still like to know what how many units the cash payment would yield.

Commissioner Stolzenberg – I might have some information that would be helpful to Councilor Magill and Commissioner Habbab. It is \$2 per square foot with no inflation adjustment. The documents say 65,000 square feet. That would be \$130,000. We received some information from Habitat as part of the housing advisory committee allocation subcommittee review. They indicated that they are planning on 16 units at Flint Hill. I should mention that they are asking for CAHF funds to purchase those lots to build those units. They would then build with other funds. The developer has 3 choices. They can do on-site affordable units for 15 percent of floor area at 80 percent AMI, off-site for sale ADUs at 80 percent AMI, they can give it to Habitat, or they can give us \$130,000. Those are the choices here.

Mr. Ikefuna – With the cash in lieu of actual units, it is never enough to build the actual units. The amount of money is never enough to build the actual units. When the state granted the city the authority to enact this proffer policy, the state was very rigid in terms of giving the city the flexibility to prefer actual units in lieu of cash payments. The cash payment is never enough to develop the conventional units. Based on the Maury Avenue proffer, the project would be completed before the proffered units are developed. You need to know that. The proffer was designed such that once the developer gives Habitat the units, they are fulfilled, they are proffered. With the Planning Commission and City Council, I want you to understand that this project can be completed without the completion of the proffered units.

Commissioner Mitchell – This application can be developed before any of the proffers are delivered?

Mr. Ikefuna – That's correct.

Commissioner Mitchell – If this application is developed for the proffers that are developed, how do we go back and retain the proffers that people have offered us for affordable housing?

Mr. Ikefuna – The proffer will eventually be developed. Because it is not being developed on site on Maury Avenue, it is being developed offsite.

Commissioner Mitchell – There is this proffer out there. They said that they are going to develop in Charlottesville affordable housing. How do we enforce that housing gets developed after the site is built?

Mr. Ikefuna – We will have to monitor the development to make sure the development of the proffer is developed. That's why we have staff. We also have some kind of covenant right now that has been developed with the City Attorney's Office.

Commissioner Stolzenberg – They must fulfill the proffer. We're talking about different things. They must fulfill the proffer. The only way they can finish without building the units is to fulfill the proffer by selling or transferring the lots to Habitat. Habitat still must own the lots. Habitat could sit on the lots for a long time. That will have fulfilled the proffer?

Mr. Ikefuna – That's correct. They will build the proffer. That proffer may not be completed when the Maury Avenue development is completed. That's what I wanted to bring up to the Planning Commission and City Council.

Commissioner Habbab – The building permit is tied to the proffer. The proffer could be considered complete once they give Habitat land.

Commissioner Stolzenberg – If the lots are transferred to Habitat, that is pretty good. The worry would be if the Habitat deal falls through, they would have to provide other on-site units or build their own 80 percent AMI offsite units or give us cash. What I am hearing is that if they were to do that, they would have to do that before their building permit was approved.

Mr. Ikefuna – Unless it was part of the approved proffer.

Commissioner Stolzenberg – We have learned a lot since 2019 on how to frame these proffers correctly. We got to a 'yes' in 2019 because the lot is being transferred to Habitat and trusting that Habitat will build them because Habitat's whole charitable mission is to build houses. Nothing really changes in it based on whether we get a few more affordable units. The percentage stays the same. I am not any more worried about it than I was in 2019. It is not the worst written proffer that we have seen.

ii. Applicant Presentation

Charlie Armstrong, Applicant – The issue before you tonight is pretty straightforward. We're going back into the zoning issue that was debated at length over several meetings in 2019. The Commission and City Council, at that time, decided that the proffer was good and approved the rezoning. The answer to some of the specific questions is 'yes.' It will create more units by approving this SUP if we have more

density on this site. It does create more affordable units. Those would be off-site. We like the idea of doing them with Habitat at Flint Hill. We need to get Flint Hill through the approval process and built. That is something that is in process now. That is the way to create the most impact with these affordable units. We're going to do as many there as we can. The math earlier was correct that Flint Hill has 8 required affordable units. We are doing 16 with Habitat there. These would partially fulfill that depending on how many units we end up with at this site. We may need to find more sites for more units than the additional 8 that we have available at Flint Hill. That's a possibility. What we're asking about here for this SUP is not changing any of the zoning that we talked about and decided in 2019; just the ability to put more units in the same buildings that we proposed with our plan in 2019. Removing that parking structure creates more space for those units. Students don't drive as much and don't have as much of a demand for parking. We agree with staff's suggested condition about making sure there is a defined parking plan for that. It does not change any of the layouts that were approved with the zoning. It is the same mass; just creating more opportunity for residential space and less opportunity for car storage in those same buildings. We also agree with staff's recommendation for the 7-foot sidewalk and buffer strip along Maury Avenue. That is heavily pedestrian traveled for 6 days a year during football season but at other times too. We also agree with the conditions about the maximum density there and the yard requirements, which I think are in keeping with what was proposed with the rezoning.

Commissioner Russell – I am assuming that you must have more bedrooms and that means more studios or two bedrooms. Do you still plan on having a mix of units available?

Mr. Armstrong – We do. It would be an increase in the number of one-bedroom and two-bedroom units and probably fewer of the larger units. That's not fully resolved yet. We're working on that architecture now. Overall, I don't think it changes the bedroom count. Staff mentioned that.

Commissioner Russell – I was thinking that more studio apartments might be more expensive, a little less efficient.

Commissioner Stolzenberg – I am confused why it doesn't increase the bedroom count. What is the extra square footage being used for? Can it increase the bedroom count?

Mr. Armstrong – It can increase the bedroom count. We will look at what we can fit in there. The only additional residential square footage that we're adding is what was that parking structure. The rest of the residential square footage is staying pretty much the same. That's really the only opportunity to increase occupiable space. That's what it will be. We will fit as many as we can in there.

Commissioner Stolzenberg – You're filling in what was the parking garage with more units or more habitable space. Is it reasonable to say that will all be new and added? Separately, with the rest of the space, you're already build, you might make them smaller units so the unit count will go up.

Mr. Armstrong – That's a fair possibility.

Commissioner Habbab – I went there today. There are a lot of existing trees. Some of it is bamboo. I don't know if it is on this property. It did create a nice, shaded sidewalk. Are we planning on shade trees along that?

Mr. Armstrong – The bamboo is on this property. Our intent is to fully eradicate that as much as we can on our property. It is badly invasive. There will be a lot of new landscaping per the requirements of the zoning and anything else we can fit. There will be a lot of buildings occupying the space. It won't be woods by any means. It will meet and exceed the landscape requirements of the site plan or the zoning ordinance. Wherever we can fit stuff like that, and it provides shaded sidewalks, we will. There are some utility conflicts there that I know of. We would have to work around those.

Commissioner Lahendro – Looking at the landscape plan in the submittal package, they're calling for maples and scarlet oaks along the sidewalk. They are canopy trees along the streets and some of them at the property line.

Commissioner Palmer – I was curious if the applicant had thought about how you're going to use the existing structure there, the historic house.

Mr. Armstrong – We're under construction renovating that house right now. One of the proffers that we made with the zoning in 2019 was that the house be preserved and that it not be demolished. It needed some TLC. It had seen a lot of years of partial occupancy. It is getting renovated right now. It will be at least one residential apartment on the upper floor and some communal space for the residents on the lower floor as well. There are other limited uses that are allowed in R3. That's our intent right now.

Commissioner Lahendro – In 2019, you were proposing or thinking about doing this as an investment tax credit project with the Department of Historic Resources. Is that still the case?

Mr. Armstrong – We haven't completely ruled anything out. It looks hard to do. We have gotten it nominated or qualified to be one of those projects. The requirements about some of the interior spaces are very stringent. I don't know that we can fully accommodate those. The exterior won't have any major changes in any case. I would love to get that tax credit money. I'm not sure we can.

Commissioner Lahendro – I was very optimistic. I was on the state review board when you got it deemed eligible for the national register for the purpose of doing the tax credit project. I was delighted to see that and hopeful that was going to go through. There are some good safeguards to protecting the interiors of the house with those tax credits. I am a little worried about the interior of the house.

Commissioner Stolzenberg – I had a question about the crosswalk at Price. Mr. Alfele, you mentioned that it was a mid-block crosswalk because the property doesn't go all the way to Price. Is it feasible to get a crosswalk at Price? Is that an off-site improvement that we couldn't do as part of this?

Mr. Alfele – That would be an off-site improvement.

iii. Public Hearing

Brent Lee – I am the owner of 2307 Price Avenue, which is the south side adjacent property. I have met with the developers. My concern is about the privacy issue and security. We are adjacent to this property. The building will be elevated looking directly into our backyard. I understand from what I just heard that

this request does not increase the bed count. It is not going to change the density of the apartments. I would like to request that we put in some natural evergreen screening. We have proactively put in 12 trees in our backyard to hopefully build that up over time. I am concerned about the privacy issue and noise with the increasing density if there are going to be more people residing in the spaces.

Joy Johnson – I am a public housing resident and the chair of PHAR. I want to express about the proffers and where the affordable housing may be built. Defining affordable needs to happen. Even with Habitat, and Habitat works very well with our public housing residents, we still have a lot of residents, who will not be able to live in the units that you build by that proffer. Even with a Section 8 Voucher, they would not be able to do that. I won't name the developments that have been built that was supposed to provide affordable housing. Even with trying to relocate some of our residents from the flood, they weren't even eligible to be able to even use the vouchers to rent those units. There is a population of people, even when you build those units in the city, they will not be able to afford it. You need to define affordable so that we can have people from 0 to 50 percent. I have spoken with the applicant about affordability several times. He said that it doesn't work. There is no way that it can work to be deeply affordable.

iv. **Commissioner Discussion and Motion**

Motion – Commissioner Mitchell – I move to recommend approval of this application for a Special Use Permit in the R-3 zone at 170018002, 170018000, 170018001, 170018600, 170018500, and 170018400 collectively 209 Maury Avenue to permit additional density with the following listed conditions.

- 1. Up to forty-three (43) dwelling units per acre (DUA) are permitted on the Subject Properties.**
- 2. Yard requirements shall be:**
 - a. Front yard: thirty-one (31) feet.**
 - b. Side yard (Corner along Maury Avenue): twenty (20) feet.**
 - c. Side yard (western side): twenty-two (22) feet.**
 - d. Rear yard: Twenty-five (25) feet.**
- 3. A new seven (7) foot sidewalk with three (3) foot curbside buffer shall be constructed along Maury Avenue in accordance with the City's Streets That Work Plan.**
- 4. The applicant will work with the City's Traffic Engineer to develop a Master Parking Plan for the site. This plan will be kept on file with the City and may be updated or altered from time to time with authorization of the City's Traffic Engineer. The plan shall indicate how the developer will distribute available parking spots on site, how potential residents are informed of their parking opportunities, and any possible offsite parking arrangements for residents, etc....**

Second by Commissioner Stolzenberg.

Discussion following Motion

Commissioner Stolzenberg – To the question from Mr. Lee about a landscaping buffer, am I correct in understanding that according to the screening section of the code, a S3 buffer would be required here because we rezoned to R3, and it is on the border of low density?

Mr. Alfele – That is correct. There is a S3 buffer that is required when a multi-unit development abuts a low-density residential district.

Commissioner Stolzenberg – With the landscaping plan with a bunch of trees there, that is a S3 buffer?

Mr. Alfele – I would need to doublecheck on the plan. The one drawback to R3 is that you can do a fence as opposed to the screening as one of the options.

Commissioner Stolzenberg – Given that the only thing we’re considering here is replacing some of the parking with more units, which proportionally increases the property. It is a ‘no-brainer’ that it must be done. Across the street, we have student housing with no parking. I don’t think the parking reduction is concerning. I would say that it is desirable to limit the number of cars that students can have. I would rather see there be more bedrooms here so that more students can fit here than for space to be filled with the extra kitchens because they don’t have the share units anymore.

Motion passes 6-0.

3. **SP22-00003 – 207 14th Street Northwest** - William Chapman (Contract Purchaser/Applicant) is requesting a Special Use Permit (SUP) pursuant to City Code Sec. 34-158, to authorize a specific land use (Hotel) at 207 14th Street NW (“Subject Property”) having frontage on 14th Street NW and 15th Street NW. The Subject Property is further identified on City Real Property Tax Map 9 as Parcel 701 (City Real Estate Parcel ID 090070100). The property is currently developed with a 21-unit multi-family residential building. The Subject Property is zoned Business (B-1). The applicant proposes to redevelop the existing residential building into a 19-unit hotel with one residential apartment (4 dwelling units per acre). In the B-1 Business zoning district, hotel uses with 100 or fewer rooms are allowed with an approved Special Use Permit, while multi-family residential units are allowed by-right with residential density up to 21 dwelling units per acre (DUA). The Future Land Use Map for this area calls for Higher Intensity Residential, and no density range is specified by the Comprehensive Plan. Information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in this Special Use Permit may contact NDS Planner Dannan O’Connell by e-mail (oconnell@charlottesville.gov) or by telephone (434-970-3182)

i. Staff Report

Dannan O’Connell, City Planner – William Chapman (Applicant and Contract Purchaser) is requesting a Special Use Permit (SUP) pursuant to City Code Sec. 34-158 to allow for a hotel use on the Subject Property. The Subject Property is currently developed with a 21-unit multi-family condominium use. The Applicant wishes to renovate the existing building to accommodate a 19-unit hotel with one residential apartment.

The Subject Property is currently zoned B-1 (Business). Under the B-1 zoning classification, hotel uses with 100 or fewer rooms are allowed with an approved Special Use Permit, while multifamily residential units are allowed by-right with residential density up to 21 dwelling units per acre (DUA). The current condominium apartment use is a legal non-conforming use, with a DUA of 84. The conversion from apartments to a hotel use would reduce the DUA to 4.

The surrounding area is a mix of residential apartments, single-family detached dwelling units, and hotel uses, predominantly serving as student housing and lodging for nearby UVA, along with commercial retail and restaurant uses. Staff does find that the proposed use is harmonious with the existing patterns of use within the neighborhood. The recently adopted 2021 Future Land Use Map designated 207 14th Street for higher intensity residential. Higher intensity residential is described as multi-unit housing with 13 or more units per lot along with limited ground floor commercial uses with building form and height determined by historic and neighborhood context. Affordability and increased intensity in this district are emphasized to meet the affordable housing plan goals. The proposed redevelopment does meet some of the 2021 Comprehensive Plan goals regarding sustainable reuse of existing buildings, protecting the existing identity of city neighborhoods, and retaining successful businesses and jobs. The proposed new residential density does not easily fit within the future land use category of higher intensity residential, which is geared towards multi-family apartments and mixed-use. The proposed change of use would also result in a reduction of available rental housing within the city in this area. However, the existing apartment use is non-conforming in nature and located in an area of dense residential apartments geared towards short-term student housing. For parking and traffic, the subject property currently has 15 off street parking spaces, which does not meet the current zoning requirement of 21 spaces for the 21 condominium uses. The applicant is proposing to remove 6 off-street parking spaces fronting 14th Street, replacing them with a drop-off and loading area for hotel use. Valet parking would be provided via the nearby 14th Street parking garage for the hotel guests. City code does require one off-street parking space per guest room for commercial hotel users. The code does allow for off-street parking to be used to meet this requirement. Given the requirements of our ordinance, the existing site can provide the required parking spaces for the hotel use and one residential unit via the existing 9 off-street parking spaces combined with off-site valet parking. Although trip generation figures were not provided, the change of use is not expected to generate significantly more traffic than the existing residential use. Overall, staff believes this change of use, the hotel would be appropriate for a transitional district that is B1 business and would eliminate an existing non-conformity for the established apartment use. We recommend that a request for hotel use could be approved with the following conditions.

1. The applicant shall submit an amended site plan depicting parking, landscaping, and utility line changes.
2. Automatic fire sprinklers, alarms, and appropriate means of egress shall be provided within the building in accordance with applicable requirements of the Virginia Uniform Statewide Building Code.
3. The applicant shall submit a signed lease agreement verifying off-site parking to Neighborhood Development Services prior to site plan approval.

Commissioner Mitchell – Losing housing units is hard for me. I would like to understand from staff why we approve this downsizing in housing and approve the hotel? Why is this a legal, non-conforming use as it is today? I don't want to get involved in a taking issue. If they have a right to do this, let's help them do this. Why is this a good thing for them to switch from an apartment where the rent is being paid to a hotel?

Mr. O'Connell – I cannot comment on the last SUP that was passed over 10 years ago. I believe there was some concern about losing housing units downtown at the time that was approved. I believe there was one consenting commissioner to the approval of that SUP. However, it is a matter of 21 total units. It is a relatively small number of dwelling units given the size and the density of the area. The applicant can

probably speak more to the context of the building. The property is a historic structure that was originally built as a motel use in the 1950s. At some time in the past, it was converted to condominiums. The applicant is proposing to change that use back to a hotel use. It is a challenge because the zoning and the Future Land Use Map are not in concert with this. That was brought up in the staff report. This is an area of high-density housing. It is also an area of several hotel uses, including one directly adjacent to it. It is in a transactional commercial district. There are arguments to be made both ways on whether this use is appropriate zoning-wise.

Commissioner Stolzenberg – I have a question about the standards of review in the staff report for the SUP. The staff report says that items reduction in the availability of affordable housing in the neighborhood. The report says no affordable dwelling units currently exists within the subject property. I am looking at the assessment for these condos. They range from \$136,000. One of them is \$250,000. I am looking at the current owner’s website, Alcova. It says the rent for one of these one bedroom are truly studios. The studio rents for \$770 a month. That includes utilities. I look at what that is in terms of AMI, it is around the 45 percent AMI range for a one-person household. Aren’t those affordable housing units?

Mr. O’Connell – They could be based on a definition of AMI. That line was put in after consulting with the applicant, who said that there were no affordable units. I believe the intent was that there were no units participating in any kind of affordable housing program within that structure. They were all being offered at whatever rate rents were being offered in the markets. That does not capture that actual market rate is. If they were being offered below AMI, they would fit that definition of affordable.

Commissioner Stolzenberg – You can say these are naturally occurring affordable housing units.

Commissioner Mitchell – What do you mean naturally occurring affordable housing units?

Commissioner Stolzenberg – They’re not in a formal affordable program that regulates the income of people who can live there or require the rent to be that low. They are by virtue of the rent that they’re able to charge for these units affordable to people at very low income below 50 percent AMI.

Commissioner Russell – I want to echo that. The reason these units are affordable is because they’re older. People can afford to live in them.

Commissioner Lahendro – You (Mr. O’Connell) said that this is a historic building. What is that based on? Is this contributing member in a historic district?

Mr. O’Connell – Yes, it is. It is part of the Architectural Control District. I believe that the BAR did review this SUP and agreed to use permits that it would not substantially impact the neighborhood. However, the applicant does propose to remodel the façade, although not changing the structure of the building. Those changes would need to go to the BAR for approval.

Commissioner Lahendro – This was 12 years ago?

Mr. O’Connell – That was part of a separate request. The current request is basically changing the use and applying some cosmetic updates to the existing structure.

Commissioner Lahendro – The prior BAR approval was back in 2010 when the SUP was approved?

Mr. O’Connell – That was for a different request. I believe that it was substantially expanding the existing building.

Commissioner Mitchell – I wanted to ask Commissioner Lahendro how that question factors into our adjudication of this SUP.

Commissioner Lahendro – It doesn’t impact me. It will once it comes to the BAR. It doesn’t have anything to do with my evaluation and our evaluation at this point.

Commissioner Russell – I want to make sure there wasn’t a misunderstanding between what Commissioner Lahendro was asking. This was reviewed at the February 15, 2022, meeting. It is not dating back to the prior SUP. It is current.

Commissioner Palmer – In talking about losing the housing, which I agree that it is not ideal, if this was converted into a hotel, how hard would it be to potentially convert it back to housing someday? Is that possible?

Commissioner Lahendro – It was originally constructed as a hotel. It was converted to condominiums. It is now going back to hotel. One would hope that the market conditions will determine if they are such that they can’t make a living as hotel then they can easily convert back to a condominium.

Commissioner Stolzenberg – It is illegal by zoning. It is non-conforming for density.

Mr. O’Connell – That’s correct. The permissible density would be way too low to allow this building to exist as multi-family without an approved special use permit.

ii. Applicant Presentation

Bill Chapman, Applicant – I am in the business of historic preservation and hospitality. I have used conversion to hotels as a tool to fund historic preservation. My partners and I own 9 buildings on the south side of UVA and Oakhurst Gildersleeve Historic District. Some are apartments, private homes, and hotel rooms. They all took extensive renovation. We have transformed one or two streets over there from the way they looked 10 years ago. I would plan to do that at this new location, the block down the hill from this property on 14th Street. It is one of the dirtiest blocks in the whole city in terms of trash. I would like to transform that a bit because it would be in the hospitality. It needs to look good. When I first learned about the units, they did look affordable because the rents were low. I did the math later. They’re the same price on a per square foot basis with some new apartments in town. I own a building on JPA that I built 7 years ago. It rents for about \$2.30 per square foot per month or something like that. That’s the same price as the rents here on 14th Street. They’re cheap. They are also very small. It is basically people living in rundown hotel rooms. They’re not appropriate apartments. It was built as a hotel and have operated that way for a few years. It is going to be a great example of mid-century, modern architecture and preservation that doesn’t happen in Charlottesville that often. I see the conversion as a tool to

renovate. You could renovate this property and try to operate it as an apartment building. I am not sure what the financial feasibility of that would be. It is why the current owner, who has had it for 35 years, hasn't done it because it is not feasible. By the time you shut it down, renovate it for a year, and bring it back, the rent for a 300-foot apartment would be slightly above where they are currently. I don't think you could ever get that financed. There are some economic problems to this building continuing as an apartment building because it is terminal. It goes downhill forever until somebody renovates it. I do think that it could be converted back to housing one day. I am not changing the layouts. I am freshening up everything and adding new plumbing, electrical, sprinkler system. They could make apartments in the future. I am in the apartment business.

Commissioner Mitchell – What you're trying to do is admirable. I will try to get behind you. I chuckle when you say that they're not appropriate apartments when you think of the rooms that the kids live on The Lawn and on The Range with the size of those apartments and they must use bathrobes and walk to the shower to take a shower. I also think that kids at that age don't need what myself and Chairman Solla-Yates need. It is not an aggressive pushback. I can get behind this.

Mr. Chapman – I can see how there would be an argument for them serving as apartments. I was echoing what I have heard about why we can't turn the Landmark Hotel into an affordable apartment building. I often hear that those aren't good apartments. I don't know the detail behind that. They could make good apartments. My statement about the economics of doing that stands. Most or all of what I am planning to do would be necessary to bring them back as renovated, safe, and modern apartments. You would still be trying to pay for that by renting out a 300-foot apartment. I don't know what the economics of that would be.

Commissioner Mitchell – I can get behind this. My concern is losing 21 units to hotels. I also hear from the football fans and the VAF that there is a positive for hotels.

Commissioner Russell – I wouldn't bet that this is all students living in these apartments. What I noticed walking around and spending some time on site is that there seemed to be a lot of people that work. We must remember that these are not just students who live in the area around the University. It seems like a great proximity to UVA Health System, UVA. So many people can't live in this community, let alone close to UVA. I caution being cavalier about it just serving students. I don't think that's the case. I hear you on the economics. I wish that this was a conversation about what we could do to make this a viable apartment.

Mr. Chapman – I agree that there is a mix of people living there. 20 to 30 years ago, it was a student apartment building that was probably the business that the owner wanted to get into when they converted it away from hotel use. I would say it is a mix of people. I don't have a lot of demographic information. Every other building, I see on the streets is a student apartment building. This one looks a little different. I don't like the future of this building because it gets older and older, there is no money being put into it. It needs it. It takes an event like this to make it happen. I feel bad about these apartment leases coming to an end. It is a terminal situation. It's probably been 35 years since it has been renovated.

Commissioner Stolzenberg – Are you suggesting that this building is in imminent need of condemnation or that there are egregious building code violations that make it unlivable? Are you saying that they aren't appropriate apartments because they are small and outdated? Will they become unlivable over some time?

Mr. Chapman – It is probably the last thing that you said is what I was thinking. I don't know anything about condemnation standards. They are extremely inefficient. There is one antique boiler in the basement cranking away, blasting out heat, very little control within the apartments, and open windows. I have run into this before with old buildings on Oakhurst Circle. They are much safer now that I have added sprinkler systems, modern wiring, and plumbing. In some cases, that came with a change of use, in some cases it didn't. This property was built as a motel. It is best operated as a hotel, especially since it needs this 'new life' brought to it for renovation. Could it go for a few more years as an apartment building? Yes. Could it go for 20 more years as an apartment building? No, not without a massive renovation.

Commissioner Palmer – I was looking at the Google Maps Street view. There is a hospitality house that the health system runs next door. It is a hoteling function. In some ways, this is complementary to that. If people were going to the hospital, they might be able to utilize the shuttle that runs between that facility and the hospital. That might be a good thing.

Mr. Chapman – I am in touch with the management of the hospitality house and told them about my plans. The woman I talked to seemed excited. They have a 2-week limit there. That's a subsidized hotel-stay paid for by the hospital. There is a limit on it. She said that people often want to stay longer. I do have one residential apartment that I am going to have furnished. There might be a good use for that.

iii. Public Hearing

No Public Comments

iv. Commissioner Discussion and Motion

Commissioner Russell – My take on it is that even if the use intensified and it was redeveloped perhaps to mixed use. I can't really support a hotel here when what we really need is affordable housing. I don't think it is a great street for a hotel. It seems wrong to me.

Commissioner Lahendro – It occurs to me that I would rather have this building be used as a hotel and take some of the pressure/the temptation a way of making residences close to the University, turning them into AirBnbs. If it would help reduce that temptation and that market, I would much rather see a building that was designed as a hotel be used as a hotel. Let our residents stay residents.

Commissioner Russell – Wouldn't we just fix the Airbnb ordinance?

Commissioner Lahendro – That's a legal question.

Commissioner Habbab – I want to echo Commissioner Russell's thoughts. I appreciate the applicant's dedication to historic preservation and to modernizing the building systems. This is currently the missing

middle housing that we're trying to develop in the city. Given our affordable housing issue, I cannot see how this would help with that.

Commissioner Mitchell – I would argue that I appreciate Commissioner Russell's and Commissioner Habbab's sentiments. Is this where we want to fight our battle? This is UVA. These UVA students are going to live there. They're not helping to offset the problem in areas where we need that problem offset.

Commissioner Habbab – I would argue that UVA students also deserve affordable housing. If they don't live there, they're going to find somewhere else to live. That's going to move them to other areas where we don't want them to be.

Commissioner Stolzenberg – Ordinarily for a hotel project, I go along with Commissioner Lahendro's point. It is beneficial to have purpose-built hotels to take off pressure on the Airbnb stock. For a hotel that's coming to us, something like a Gallery Court, if they want to come and want 5 extra stories and have even more rooms, that is great. 19 units/rooms in a hotel are not going to appreciably affect the overall hotel market in the area. There are large new hotels going up all over the urban ring. The difference between this property and The Landmark is that The Landmark is an empty husk that will take \$20 million to complete. 207 14th Street Northwest is the home to 21 people, who have a place to live, and it is affordable. Commissioner Russell earlier mentioned that it is affordable because it is old. That's true. It is also affordable because these units are small. Even if you were to renovate it, you're not going to be able to get that much more rent out of it. There is a long tradition in American society and history of housing of hotels, as they age and become less fashionable, being converted into SROs or efficiencies, and becoming that lowest tier of housing stock that can't charge that much in rent, in many cases becoming the housing of last resort. We have outlawed that over time. That has, perhaps most directly, created our homelessness crisis. In this case, I think it would be a mistake to approve the removal of these 21 homes. I commend Mr. Chapman on his work elsewhere. I don't think that this is appropriate to do it. I would also call out, to the extent that this is approaching un-livability or deteriorating over time. We do have programs for rehabilitation of structures like this. In our last CAP allocation, there was a large allocation to LEAP for renter occupied units to get energy retrofits to things like replacing that boiler and weatherizing those windows at no cost to the landlord with the only condition that there be a time where the rents don't increase because of it. That's why we have programs like that; to keep housing stock like this in livable shape. To remove 21 units at less than 50 percent AMI without a dime of government subsidy would be a big mistake.

Commissioner Mitchell – I have fought this battle. 'This is a hill that I am not willing to die on.' We do need more hospitality space in Charlottesville no matter who and understanding how hard it is with who is in town. This space is not going to negatively impact affordable housing in Charlottesville. I am not sure what we're gaining as it relates to supporting the people I care deeply about and the mission to get more hotel capacity in Charlottesville for people who are coming for UVA athletic events.

Commissioner Russell – Is that in our Comp Plan? I am not aware of it. Is the mission to provide housing for people coming in for football games a priority in our Comprehensive Plan? I don't think it is.

Commissioner Mitchell – It is part of Economic Development.

Motion – Commissioner Stolzenberg – I move to recommend denial of this application for a Special Use Permit in the B-1 zone at 207 14th Street. Second by Commissioner Russell. Motion passes 4-2.

Discussion Following Motion

Councilor Payne – I would concur with the points that people have made. This would be putting the 21 people who live there, into other neighborhoods or probably out of the community. I know that our Future Land Use Map calls for higher intensity residential. It would seem to be counter to the goals of our Future Land Use Map, Comprehensive Plan, and our affordable housing strategy. I would raise a question of whether building new hotel units would reduce the number Airbnbs in the community. From my perspective, a lot of people, especially younger people who go to Airbnbs, almost see that as a different thing than a hotel. They want an Airbnb for a specific reason beyond it being a lodging unit. I would question what impact it would have on Airbnbs, particularly with the number of lodging units.

Commissioner Lahendro – I did send you all an email clarification from Jeff Werner (Preservation Planner). This building is not a contributing member to the historic district. It can be torn down. It can be demolished without BAR approval. The only reason it came in front of the BAR was because there were improvements being proposed. Those are reviewable by the BAR within a historic district.

Commissioner Stolzenberg – Commissioner Mitchell’s point is valid. I don’t agree with Councilor Payne’s point. Airbnbs and hotels are substitutes even if they are not perfect substitutes. We’re not flooding the zone with hotel rooms with this marginal project. If Oakhurst came in and wanted to be 9 stories tall with a lot of rooms, I would have voted for it for those reasons. They are not particularly compelling to me here. To bring it back to our standards of review for special use permits, see displacement of existing residents or businesses. The proposed renovations would displace any tenants, replace 21 multifamily units and reduction in the availability of affordable housing in the neighborhood. To me those are the most important standards of review if I am allowed to rank them. This clearly has an adverse impact.

4. SP22-00001 – 2005 and 2007 Jefferson Park Avenue and 104 Observatory Avenue – Aspen Topco II Acquisitions, LLC (Contract Purchaser/Applicant) and Mitchell Matthews Architects (Applicant’s Representative) have submitted an application seeking approval of a Special Use Permit (SUP) for the following properties: Tax Map and Parcels (TMP) 170104000, 170103100, and 170103000 (owners, Norman Lamson, Trustee of the Gadiant Land Trust Agreement) (Subject Properties). Pursuant to City Code Sec. 34-420, 34-353(3), and 34-162(a) an application has been submitted requesting increased density from a By-Right 21 Dwelling Units per Acre (DUA) to 70 DUA, increased height from a By-Right 45 feet to 75 feet, reduction of rear yard setback from a required 75 feet to 36 feet, and a reduction of the onsite parking by 22% from the requirements stated in Sec. 34-984. The applicant is proposing a multifamily building with 119 units and underground parking. The Subject Properties are approximately 1.71 acres with road frontage on Jefferson Park Avenue, Observatory Avenue, and Washington Avenue and falls within the City Entrance Corridor. The properties are zoned R-3 Medium Density Residential. The Comprehensive Land Use Map for this area calls for Urban Mixed Use Corridor which recommends higher intensity mixed use developments up to 5 stories in height, up to 8 stories in height at key intersections and affordable units depending on zoning allowances. Information pertaining to this application may be viewed

online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit application may contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

i. Staff Report

Matt Alfele, City Planner – There is a proposal in under review. You're going to hold a public hearing for a special use permit at 2005 Jefferson Park Avenue for increased density, reduction rear setback, and reduction in parking. The applicant has reviewed staff's report: both the SUP report and the entrance corridor report and has requested to defer so they can address some of the issues in those reports. This is passed along to the Planning Commission, so you were made aware of the advertisement had already gone out. I know there are many members of the public here who are expecting a public hearing tonight.

ii. Public Hearing

No Public Comments

IV. Commission's Action Items

Continuing: until all action items are concluded.

V. Adjournment

The meeting was adjourned at 7:40 PM.