Agenda

PLANNING COMMISSION REGULAR and JOINT HEARING WITH CITY COUNCIL DOCKET
TUESDAY, January 9, 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 – May 10, 2022 – Regular Meeting
2. Minutes – October 18, 2023 – Zoning Deliberation Meeting
3. Minutes – November 14, 2023 – Regular Meeting
4. Site Plan – Route 250 Fire Station
5. Subdivision – Friendship Court Phase 2

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. **Charlottesville Capital Improvement Program FY 2025-2029**: Consideration of the proposed 5-year Capital Improvement Program in the areas of Affordable Housing, Education, Public Safety & Justice, Facilities Management, Transportation & Access, Parks & Recreation, and Technology Infrastructure. A copy of the proposed CIP is available for review at: https://www.charlottesville.gov/budget **Report prepared by Krisy Hammill, Office of Budget and Performance Management.**

IV. COMMISSION'S ACTION ITEMS
Beginning: following Joint meeting
Continuing: until all public hearings and action items are completed
Format: (i) Staff Report, (ii) Applicant, (iii) Hearing (as applicable)

1.ZM23-00004 – 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 pursuant to Sections 34-41 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 22093,
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 a Proffer Statement. The application and development plan includes parking requirements; a use matrix including a maximum dwelling units per acre ("DUA"); yard and height regulations; open space; and landscaping. The Proffer Statement indicates the applicant will provide a cash contribution to the City's affordable housing fund in the amount Six Million, Eight Hundred Thousand Dollars ($6,800,00.00). 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 Park 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) with an Entrance Corridor Overlay. This application may be viewed online at www.charlottesville.gov/agenda 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). – **PUBLIC HEARING**

2.ZM23-00003 – 2117 Ivy Road PUD – Williams Mullen ("Applicant"), on behalf of RMD Properties LLC, ("Owner") is requesting a Zoning Map Amendment pursuant to Sections 34-41 and 34-490 through 34-519 of the Code of the City of Charlottesville for property located at 2117 Ivy Road and identified in the City's land records as Tax Map and Parcel ("TMP") No. 070001200 (the "Subject Property"). Following the Public Hearing, it is the intention of the Council to consider adoption of this item. The applicant is proposing to rezone the Subject Property from Urban Corridor ("URB") to Planned Unit Development ("PUD") with a development plan and proffers. The Proffer Statement indicates the applicant will provide a cash contribution to the City's affordable housing fund in the amount equal to Three Million, Two Hundred Fifty Thousand Dollars ($3,250,000), provided that the approved final site plan and approved building permit will permit a minimum of Six Hundred Thirty-Four (634) bedrooms. Otherwise, the amount will be equal to four and one-half (4 ½) times that which would be required under City Code Section 34-12(d)(2). It also modifies their development to include widened pedestrian streetscapes and building step-backs from Ivy Road. The full proffer statement may be viewed in the application materials or by contacting the project Planner. The development plan includes a commitment to affordable housing; a transportation demand management plan; a use matrix; yard and height regulations; parking requirements; open space; and landscaping. The applicant is proposing to redevelop the Subject Property and replace the existing commercial structure with one building containing (287) residential units. The proposed building will have a height of (125) feet and include (10) stories plus rooftop amenity space. In addition, the proposed PUD includes improved pedestrian and bicycle road markings at the intersection of Ivy Road, Copeley Road and Alderman Road.
The Subject Property is approximately 1.027 acres with road frontage on Ivy Road and Copeley Road. The Comprehensive Land Use Map designates this area as Urban Mixed-Use Corridor. The Subject Property is zoned Urban Corridor (URB) with an Entrance Corridor Overlay.
Additional information pertaining to this application (ZM23-00003) 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 (oconnelld@charlottesville.gov) or by telephone (434-970-3991). – **PUBLIC HEARING**

3. **ZM23-0002 and SP23-00003 - 108 Lankford Avenue** – On November 14, 2023, the Planning Commission and City Council conducted a Joint Public Hearing for a Rezoning application and a Special Use Permit Application ("SUP") for property located at 108, 110, 112 Lankford Avenue and identified in the City's land records as Tax Map and Parcel ("TMP") No. 260012000 (the "Subject Property"). Following the Joint Public Hearing, the applicant requested a deferral to make minor modifications to the applications. It is the intention of the Planning Commission to vote on whether to recommend approval of the Rezoning and SUP. The owner, Green Retro Salvage II Holdings, LLC, has submitted a Rezoning application pursuant to Charlottesville City Code Section 34-41 to change the existing zoning of the Subject Property from Single-Family Residential Small Lot ("R-1(S)") to the R-3 Multifamily Residential ("R-3") with proffers. The full proffer statement may be viewed in the application materials or by contacting the project Planner. The owner has also submitted a SUP application to increase the by-right density from 21 dwelling units per acre ("DUA") to 49 DUA along with modifications to the setbacks and screening requirements pursuant to Charlottesville City Code Sections 34-420, 34-158, and 34-162.
The applicant is proposing a multifamily residential development with up to 46 units through new construction. The Subject Property is approximately 0.95 acres with road frontage on Lankford Avenue. The Comprehensive Land Use Map designates the Subject Property area as General Residential.
Additional information pertaining to these applications (ZM23-0002 and SP23-00003) may be viewed online at www.charlottesville.gov/agenda. Persons interested in these applications may also contact NDS Planner Carrie Rainey by email at (raineyc@charlottesville.gov) or by telephone (434-970-3453). NO HEARING TONIGHT

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday January 23, 2023 – 5:00 PM	Work Session	Development Code Follow up
Tuesday February 13, 2023 – 5:00 PM	Pre-Meeting	
Tuesday February 13, 2023 – 5:30 PM	Regular Meeting	Minutes

Anticipated Items on Future Agendas

Rezoning and SUP – 0 Carlton Road,
Site Plan –Flint Hill PUD, 240 Stribling Ave, 1613 Grove Street Extended, MACAA – Park Street
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.

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
11/1/2023 TO 12/31/2023

1. **Preliminary Site Plans**
2. **Final Site Plans**
    a. Preston House – 1117 Preston Avenue – November 15, 2023
3. **Site Plan Amendments**
    a. 310 Main Street - SPA#1 – November 2, 2023
    b. Dominion Energy Landscaping – SPA #3 – November 6, 2023
    c. 1003 Albemarle Street – November 6, 2023
    d. Bennett's Village Treehouse (Pen Park) – December 4, 2023
4. **Subdivision**
    a. CRHA 6th Street SE (715 6th Street SE) – December 18, 2023
    b. Preston Commons (1123 & 1138 Preston Ave, 101, 103 &105 Barbour Drive) – December 18, 2023

May 10, 2022, October 18, 2023 and November 14, 2023 Planning Commission Minutes are included as the last documents in this packet.

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR APPROVAL OF A FINAL SITE PLAN

APPLICATION NUMBER: P23-0016

DATE OF MEETING: January 9, 2024

Project Planner: Dannan O'Connell
Date of Staff Report: December 28, 2023

Applicant: Timmons Group
Applicant's Representative(s): Bryan Cichocki
Current Property Owner: City of Charlottesville
Property Street Address: 345 US 250 Bypass ("Subject Property")
Tax Map & Parcel: 450001000
Current Zoning Classification: R-1 (Single-family Residential)
Overlay District: Public Park Protection Overlay District
Reason for Planning Commission Review: Final site plan reflects the proposed development of a property that is the subject of an approved special permit per Sections 34-820(d) and 34-822

Vicinity Map

Standard of Review

Site plan approval is a ministerial function of Planning Commission in which no discretion is involved. If this final site plan contains all required information, then it must be granted approval. If Planning Commission disapproves this plan, it shall set forth in writing the specific reasons therefor. As per Section 34-823(c), the reasons for disapproval shall identify deficiencies in this plan which cause the disapproval, by reference to specific ordinances, laws, or regulations. If this plan is disapproved, Planning Commission must also generally identify modifications or corrections that will permit approval of this plan.

Applicant's Request (Summary)

Bryan Cichocki of Timmons Group, on behalf of Scott Hendrix and the Charlottesville Public Works Facilities Development Division, is seeking Planning Commission approval for the 250 Bypass Fire Station Final Site Plan. This final site plan proposes the construction of a new City Fire Station #1 on the Subject Property. On February 6, 2023, City Council approved Special Use Permit SP22-00008 authorizing a fire station use at this location. As per the City's Zoning Ordinance, Planning Commission shall review this final site plan because it reflects the proposed development of property that is subject to a Special Use Permit.

Site Plan Requirements

A. Compliance with the City's Erosion and Sediment Control ordinance (Chapter 10)
Staff has determined that this final site plan complies with the City's Erosion and Sediment Control ordinance. An Erosion and Sediment Control plan is required for this project and is included within the proposed Final Site Plan.

B. Compliance with applicable Single-Family Residential (R-1) District zoning regulations (Sections 34-736 thru 34-740A)
The property is zoned Single-Family Residential (R-1). The project complies with all requirements of the R-1 District.

C. Compliance with general standards for site plans (Sections 34-827 thru 34-828)
Staff has determined that this site plan contains the following information as required:

1. General site plan information, including but not limited to project, property, zoning, site, and traffic information: **Found on Sheet C0.0.**
2. Existing condition and adjacent property information: **Found on Sheets C0.0 and C2.1.**
3. Phasing plan: **The project will be constructed in one phase per Sheet C0.0.**
4. Topography and grading: **Found on Sheet C5.0.**
5. Existing landscaping and trees: **Found on Sheet C2.1.**

6. The name and location of all water features: **Found on Sheet C2.0.**
7. One hundred-year flood plain limits: **N/A.**
8. Existing and proposed streets and associated traffic information: **No new streets are proposed.**
9. Location and size of existing water and sewer infrastructure: **Found on Sheet C2.1.**
10. Proposed layout for water and sanitary sewer facilities and storm drain facilities: **Found on Sheet C4.1.**
11. Location of other existing and proposed utilities and utility easements: **Found on Sheet C4.1.**
12. Location of existing and proposed ingress to and egress from the property, showing the distance to the centerline of the nearest existing street intersection: **Found on Sheet C4.0.**
13. Location and dimensions of all existing and proposed improvements: **Found on Sheet C4.0.**
14. All areas intended to be dedicated or reserved for public use: **No new area is proposed to be dedicated for public use.**
15. Landscape plan: **Found on Sheet L1.0.**
16. Where deemed appropriate by the director due to intensity of development:
    a. Estimated traffic generation figures for the site based upon current ITE rates: **Found on Sheet C0.0.**
    b. Estimated vehicles per day: **Found on Sheet C0.0.**

D. Additional information to be shown on the site plan as deemed necessary by the director or Commission in order to provide sufficient information for the director or Commission to adequately review the site plan.

The Special Use Permit granted by City Council on February 9, 2023 includes the following conditions (See Attachment 2), which are provided on **Sheet C1.5** of the final site plan:

1. That the applicant's Critical Slope Waiver filed and accompanying this SUP request be granted; **Critical Slope Waiver granted on February 6, 2023 and found on Sheet C1.5.**

E. Compliance with Additional Standards for Specific Uses (Sections 34-930 - 34-937)

The proposed on-site dumpsters comply with the requirements of Section 34-932. No other improvements regulated by these sections are proposed.

Public Comments Received

Site Plan Conference Required by Z.O. Sec. 34-821

The applicant held a site plan conference on Wednesday, August 16, 2023 beginning at 10:00 AM within City Hall. Property owners and occupants within 500 feet, and all City neighborhood association leaders were notified of the meeting per requirements in Section 34-41(c)(2).

Recommendation

Staff recommends approval of the final site plan.

Attachments

1. Final Site Plan dated October 20, 2023
2. Special Use Permit Resolution dated February 9, 2023
3. Conceptual Site Plan Associated with SUP dated September 20, 2022

CHARLOTTESVILLE BYPASS FIRE STATION

FINAL SITE PLAN

CITY OF CHARLOTTESVILLE, VA

FEBRUARY 14, 2023

SITE DATA:

TAX MAP PARCEL AND OWNER INFO: PARCEL 450001000
CITY OF CHARLOTTESVILLE
PO BOX 911
CHARLOTTESVILLE, VA 22902

TOTAL PARCEL AREA: 145.179 ACRES

EXISTING IMPERVIOUS AREA: 0.16 ACRES

PROPOSED IMPERVIOUS AREA: 0.40 ACRES

LIMITS OF DISTURBANCE: 0.84 ACRES

SOURCE OF SURVEY, BOUNDARY, AND TOPOGRAPHY: LINCOLN SURVEYING
632 BERKMAR CIRCLE
CHARLOTTESVILLE, VA 22901
(434) 974 - 1417
DATE: JULY 30, 2019

HORIZONTAL DATUM REFERENCE: NAD83
VERTICAL DATUM REFERENCE: NAVD88

MISS UTILITY TICKET NUMBER: B304602075 & B304602116

CURRENT USE: UNDEVELOPED PORTION OF MCINTIRE PARK PARCEL

PROPOSED USE: FIRE STATION

RECREATION AREA: NONE

OPEN SPACE: NONE

ZONING: R-1 WITH PUBLIC PARK PROTECTION OVERLAY

ADJACENT AREAS: NORTH - EXISTING FIRE STATION
EAST - UNDEVELOPED, MCINTIRE PARK
SOUTH - UNDEVELOPED, MCINTIRE PARK
WEST - US ROUTE 250

REQUIRED SETBACKS: FRONT: 25 FT
SIDE (NON-RESIDENTIAL): 50 FT
REAR (NON-RESIDENTIAL): NONE

MAXIMUM ALLOWABLE BUILDING HEIGHT: 35 FT

PROPOSED BUILDING HEIGHT: MAX. 30 FT

PARKING REQUIRED: PROPOSED FIRE STATION
EMPLOYEES (5 EMPLOYEES ON STAFF AT A TIME. OVERLAP NEEDED FOR SHIFT CHANGE) = 10 PARKING SPACES
FACILITIES MAINTENANCE = 1 PARKING SPACE
VISITORS = 1 PARKING SPACE

FUTURE USE OF EXISTING FIRE STATION (APPARATUS STORAGE)
2 PARKING SPACES

TOTAL REQUIRED PARKING: 14 PARKING SPACES

PARKING PROVIDED: 14 PARKING SPACES (INCLUDING 1 ADA SPACE)

ACCESSIBLE SPACES REQUIRED: FOR 1-25 TOTAL SPACES, 1 ACCESSIBLE SPACE REQUIRED, 1 OF WHICH SHALL BE VAN-ACCESSIBLE

ACCESSIBLE SPACES PROVIDED: 1 ADA VAN ACCESSIBLE SPACE

LOCATION TO FIRE HYDRANTS: EXISTING HYDRANT (TO BE INSTALLED WITH WATERLINE EXTENSION): ACROSS 250 BYPASS
PROPOSED HYDRANT WITH PROJECT

PROJECT TIMING: THE ANTICIPATED START DATE FOR THE PROJECT IS SPRING 2024. CONSTRUCTION ACTIVITIES ARE ANTICIPATED TO LAST APPROXIMATELY 12 MONTHS.

EASEMENTS: THE SUBJECT PROPERTY IS OWNED BY THE CITY. THEREFORE, NO EASEMENTS ARE REQUIRED FOR ACCESS OR MAINTENANCE OF UTILITY AND/OR SWM/BMP FACILITIES.

PUBLIC UTILITY NOTES:

A. PER THE VIRGINIA DEPARTMENT OF HEALTH WATERWORKS REGULATIONS (PART II, ARTICLE 3, SECTION 12 VAC 5-590 THROUGH 630), ALL BUILDINGS THAT HAVE THE POSSIBILITY OF CONTAMINATING THE POTABLE WATER DISTRIBUTION SYSTEM (HOSPITALS, INDUSTRIAL SITES, BREWERIES, ETC.) SHALL HAVE A BACKFLOW PREVENTION DEVICE INSTALLED WITHIN THE FACILITY. THIS DEVICE SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, SHALL BE TESTED IN REGULAR INTERVALS AS REQUIRED, AND TEST RESULTS SHALL BE SUBMITTED TO THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
B. ALL BUILDINGS THAT MAY PRODUCE WASTES CONTAINING MORE THAN ONE HUNDRED (100) PARTS PER MILLION OF FATS, OIL, OR GREASE SHALL INSTALL A GREASE TRAP. THE GREASE TRAP SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, MAINTAIN RECORDS OF CLEANING AND MAINTENANCE, AND BE INSPECTED ON REGULAR INTERVALS BY THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
C. PLEASE CONTACT THE REGULATORY COMPLIANCE ADMINISTRATOR AT 970-3032 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.

CITY OF CHARLOTTESVILLE-LAND DISTURBANCE MS4 REPORTING CHART

BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
Bioretention	9	1	78°28'48"	38°03'01"	0.59	0.36	0.23	0.49	20802040401	
TOTAL LOD (AC)			0.84							
TOTAL P REMOVED BY BMP'S (LBS)			0.49							
TOTAL P CREDITS PURCHASED (LBS)			0.10							
TOTAL P CREDITED TO PROJECT (LBS)			0.59							
TOTAL P REQUIRED (LBS)			0.59							
***LAND DISTURBING #**										
***SWM BOND RELEASE DATE**										

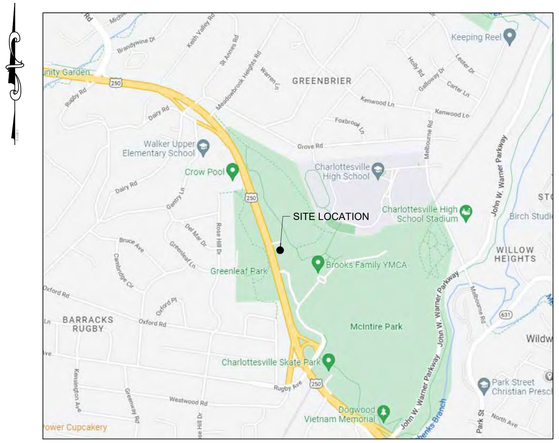
* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

CITY OF CHARLOTTESVILLE - OUTFALL TABULATION CHART

9VAC25-870-66:			EXISTING										PROPOSED									
Outfall Designation	Receiving Channel Type	Compliance Method	Total DA (acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume 1-Year (Vr/RV)	Runoff Volume Units	Total DA (acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume 1-Year (Vr/RV)	Runoff Volume Units
S.O.1	Natural	B.3.a(EB)	0.87	0.08	66	6.8	0.48	0.9	2.47	6.1	0.025	ac-ft	0.89	0.08	81	6	0.41	0.85	6.56	8.94	0.107	ac-ft
S.O.2	Manmade - Concrete Flume	B.1.a	0.05	0	55	6	0.01	0.02	0.10	0.31	0.001	ac-ft	0.03	0	61	6	0.01	0.03	0.09	0.13	0.001	ac-ft
TOTAL			0.92										0.920									

City of Charlottesville Department of Public Works-Engineering Division Version 1.0-10-21-2020

NOTE: Options for column "Receiving Channel Type" include: Manmade, Natural, Restored, Sheet, or Other
The column for "Compliance Method" requires specific code references, options include: B.1.a B.2.a, B.3.a(EB), D



VICINITY MAP

SCALE: 1" = 1000'

OWNER CONTACT:

CITY OF CHARLOTTESVILLE, FACILITIES DEVELOPMENT
305 4TH STREET NW
CHARLOTTESVILLE, VA 22902
CONTACT: SCOTT HENDRIX
TELEPHONE: (434) 906 - 0146
EMAIL: HENDRIX@CHARLOTTESVILLE.GOV

ENGINEER OF RECORD:

TIMMONS GROUP
608 PRESTON AVENUE, SUITE 200
CHARLOTTESVILLE, VA 22903
CONTACT: BRYAN CICHOCKI, P.E.
TELEPHONE: (434) 327-5380
EMAIL: BRYAN.CICHOCKI@TIMMONS.COM

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER
C1.0	NOTES & DETAILS
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C1.2	NOTES & DETAILS
C1.3	NOTES & DETAILS
C1.4	NOTES & DETAILS
C1.5	APPROVED RESOLUTIONS - SUP & CRITICAL SLOPES WAIVER
C1.6	STRUCTURAL NOTES & DETAILS
C2.0	OVERALL EXISTING CONDITIONS
C2.1	SITE EXISTING CONDITIONS & DEMOLITION PLAN
C3.0	EROSION AND SEDIMENT CONTROL - NOTES & DETAILS
C3.1	EROSION AND SEDIMENT CONTROL - NOTES & DETAILS
C3.2	EROSION AND SEDIMENT CONTROL - NOTES & DETAILS
C3.3	EROSION AND SEDIMENT CONTROL - PHASE I
C3.4	EROSION AND SEDIMENT CONTROL - PHASE II
C3.5	EROSION AND SEDIMENT CONTROL - PHASE III
C4.0	LAYOUT PLAN
C4.1	UTILITY PLAN
C5.0	GRADING AND DRAINAGE PLAN
C5.1	DETAILED GRADING PLAN
C6.0	INLET DRAINAGE AREA MAP
C6.1	STORMWATER MANAGEMENT PLAN - ENERGY BALANCE
C6.2	STORMWATER MANAGEMENT PLAN - FLOOD PROTECTION
C6.3	STORMWATER MANAGEMENT PLAN - CULVERT CALCULATIONS
C6.4	STORMWATER MANAGEMENT NOTES & DETAILS
C6.5	STORMWATER CALCULATIONS
C6.6	STORMWATER CALCULATIONS
C7.0	STORM & UTILITY PROFILES
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES AND DETAILS
L2.1	LANDSCAPE NOTES AND DETAILS
ES1.0	PHOTOMETRIC PLAN
ES1.1	LIGHT FIXTURE CUT SHEETS - S1 & S1A
ES1.2	LIGHT FIXTURE CUT SHEETS - W1

TOTAL: 34 SHEETS

UTILITY DEMANDS

WATER FLOW (AVERAGE DAILY DEMAND) - NEW RESIDENTIAL BUILDING
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
FIRE STATION (MOST SIMILAR USE - LIGHT INDUSTRIAL) = 2,000 GALLONS PER DAY PER ACRE

AVERAGE HOUR: 1,600 GPD/24 HOURS = 66.7 GALLONS PER HOUR

MAX HOUR = 300% OF AVERAGE HOUR = 66.7 X 3 = 200 GALLONS

PEAK HOUR = MAX HOUR X 1.5 = 200 X 1.5 = 300 GALLONS

300 GPH = 5 GPM

SEWER FLOW (AVERAGE DAILY FLOW)
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
FIRE STATION (MOST SIMILAR USE - LIGHT INDUSTRIAL) = 2,000 GALLONS PER DAY PER ACRE
= 1,600 GPD

TRIP GENERATION

Trip Generation Calcs

				WEEKDAY						
					AM PEAK HOUR			PM PEAK HOUR		
LAND USE	ITE CODE	AMOUNT	UNITS	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
Fire Station	575	7,400	SF (GFA)	71	3	1	4	1	3	4
			Total	**71**	**3**	**1**	**4**	**1**	**3**	**4**

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 11th Edition (2021)

APPROVALS

DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

THIS DRAWING PREPARED AT THE
CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

REVISION DESCRIPTION
FINAL SITE PLAN RESUBMISSION #1
FINAL SITE PLAN RESUBMISSION #2
FINAL SITE PLAN RESUBMISSION #3
FINAL SITE PLAN RESUBMISSION #4

DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
COVER

JOB NO. 44688
SHEET NO. C0.0

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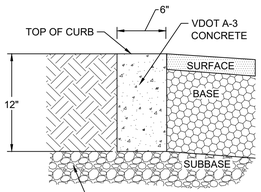
SITE PLAN LEGEND

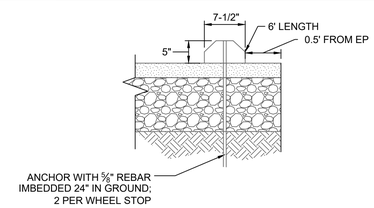
EXISTING		PROPOSED	
PROPERTY LINE		W	WATER
POST/BOLLARD		G	GAS
SIGN			STORM PIPE
BUMPER BLOCK			DIP STORM PIPE
TRAFFIC CONTROL BOX		SAN	SANITARY
UNKNOWN MANHOLE		UGT	COMM DUCT BANK
STORM SEWER		UGP	ELECTRIC DUCT BANK
STORM SEWER MANHOLE			CATCH BASIN
CATCH BASIN		1	STORM MANHOLE
SANITARY SEWER		#	SANITARY MANHOLE
SANITARY SEWER MANHOLE			SANITARY CLEAN OUT
WATER LINE			FIRE HYDRANT
WATER MANHOLE			FDC
WATER VALVE			METER
FIRE HYDRANT			WATER VALVE
GAS LINE			GAS VALVE
GAS METER			BOLLARD
GAS MARKER			STREET SIGN
COMMUNICATIONS/TELEPHONE LINE			GAS METER
TELEPHONE/COMMUNICATIONS MANHOLE			LIMITS OF DISTURBANCE
COMMUNICATIONS VAULT			GUARDRAIL
ELECTRIC LINE		X	FENCE
ELECTRIC MANHOLE		XXX	MAJOR CONTOUR
ELECTRIC PULLBOX		XXX	MINOR CONTOUR
ELECTRIC METER			SITE LIGHT
UTILITY POLE		X	PARKING SPACE COUNT
DECIDUOUS TREE			
GUARDRAIL			
CRITICAL SLOPES (PER CITY GIS)			

GRADING

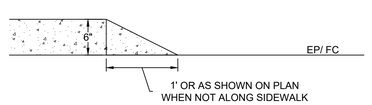
TC = TOP OF CURB
TC-BC = TOP OF CURB/BOTTOM OF CURB
TW = TOP OF WALL
BW = BOTTOM OF WALL
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
GND= GROUND
FFE = FINISHED FLOOR ELEVATION



FLUSH CURB (PARKING LOT)
No Scale



PRECAST CONCRETE WHEEL STOP
No Scale



CURB WIPE DOWN DETAIL
No Scale

GENERAL NOTES:

UTILITIES

1. ANY DAMAGE TO EXISTING UTILITIES CAUSED BY CONTRACTOR OR ITS SUBCONTRACTORS SHALL BE CONTRACTOR'S SOLE RESPONSIBILITY AND REPAIRED AT CONTRACTOR'S EXPENSE.
2. THE CONTRACT DOCUMENTS DO NOT GUARANTEE THE EXISTENCE, NON-EXISTENCE OR LOCATION OF UTILITIES. CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OR THE NON-EXISTENCE OF UTILITIES. AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION, CONTRACTOR SHALL NOTIFY MISS UTILITY (1-800-552-7001) AND/OR THE RESPECTIVE UTILITY COMPANIES FOR GAS, WATER, SEWER, POWER, PHONE AND CABLE. CONTRACTOR SHALL TIMELY ARRANGE TO HAVE THE VARIOUS UTILITIES LOCATED, AND TO HAVE THEM REMOVED OR RELOCATED, OR TO DETERMINE THE METHOD OF PROTECTION ACCEPTABLE TO THE RESPECTIVE OWNER, IF THE METHOD OF PROTECTION IS NOT OTHERWISE SPECIFIED. CONTRACTOR SHALL CONDUCT ITS WORK IN THE VICINITY OF EXISTING UTILITIES IN ACCORDANCE WITH THE RESPECTIVE UTILITY'S RULES AND REGULATIONS. ANY COST INCURRED FOR REMOVING, RELOCATING OR PROTECTING UTILITIES SHALL BE BORNE BY CONTRACTOR UNLESS INDICATED OTHERWISE. CONTRACTOR SHALL EXCAVATE TO LOCATE BURIED UTILITIES FAR ENOUGH IN ADVANCE OF ITS WORK TO ALLOW FOR HORIZONTAL AND /OR VERTICAL ADJUSTMENTS TO ITS WORK AND/OR THE UTILITIES. NO ADJUSTMENT IN COMPENSATION OR SCHEDULE WILL BE ALLOWED FOR DELAYS RESULTING FROM CONTRACTOR'S FAILURE TO CONTACT AND COORDINATE WITH UTILITIES.
3. WHEN THE WORK CROSSES EXISTING UTILITIES, THE EXISTING UTILITIES SHALL BE ADEQUATELY SUPPORTED AND PROTECTED FROM DAMAGE DUE TO THE WORK. ALL METHODS FOR SUPPORTING AND MAINTAINING THE EXISTING UTILITIES SHALL BE APPROVED BY THE RESPECTIVE UTILITY COMPANY AND/OR THE ENGINEER. CONTRACTOR SHALL EXERCISE CARE TO INSURE THAT THE GRADE AND ALIGNMENT OF EXISTING UTILITIES ARE MAINTAINED AND THAT NO JOINTS OR CONNECTIONS ARE DISPLACED. BACKFILL SHALL BE CAREFULLY PLACED AND COMPACTED TO PREVENT FUTURE DAMAGE OR SETTLEMENT TO EXISTING UTILITIES. ANY UTILITIES REMOVED AS PART OF THE WORK, AND NOT INDICATED TO BE REMOVED OR ABANDONED, SHALL BE RESTORED USING MATERIALS AND INSTALLATION EQUAL TO THE UTILITY'S STANDARDS.
4. CONTRACTOR SHALL NOTIFY LANDOWNERS, TENANTS AND THE ENGINEER PRIOR TO THE INTERRUPTION OF ANY SERVICES. SERVICE INTERRUPTIONS SHALL BE KEPT TO A MINIMUM.
5. ALL RECTANGULAR WATER METER BOXES LOCATED IN SIDEWALKS SHALL BE REPLACED WITH ROUND ONES. THE ADJUSTMENT OF ALL MANHOLE TOPS, WATER VALVE BOXES, GAS VALVE BOXES AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF CONTRACTOR.
6. THE CONTRACTOR SHALL NOTIFY THE CITY UTILITIES DIVISION AT LEAST TWO FULL WORKING DAYS IN ADVANCE TO ARRANGE GAS SERVICE LINE ADJUSTMENTS TO BE PERFORMED BY THE CITY.
7. ALL WATER METER, VALVES AND FIRE HYDRANT ADJUSTMENTS/RELOCATIONS SHALL BE COORDINATED OR PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY OF CHARLOTTESVILLE PUBLIC WORKS REQUIREMENTS.

EROSION CONTROL & WORK AREA PROTECTION AND MAINTENANCE

1. ALL FENCES REQUIRED TO BE REMOVED OR DISTURBED BY CONSTRUCTION SHALL BE SALVAGED, STORED, PROTECTED AND RE-INSTALLED BY CONTRACTOR. IF SUCH FENCE MATERIAL CANNOT BE REUSED DUE TO DAMAGE CAUSED BY CONTRACTOR, CONTRACTOR SHALL INSTALL NEW FENCE OF THE SAME TYPE OF MATERIAL. TEMPORARY FENCING REQUIRED BY PRIVATE PROPERTY OWNERS SHALL BE PROVIDED BY CONTRACTOR. CONTRACTOR IS ADVISED TO CONTACT PROPERTY OWNERS AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF REMOVING ANY FENCE IN ORDER TO COORDINATE RELOCATION AND TO ESTABLISH AND CONFIRM WITH THE OWNER THE PRE-CONSTRUCTION CONDITION OF ANY FENCE TO BE REMOVED, DISTURBED OR REPLACED.
2. CONTRACTOR IS PERMITTED TO WORK IN THE PUBLIC RIGHT-OF-WAY AND ANY TEMPORARY OR PERMANENT EASEMENT SHOWN ON THE PLANS. HOWEVER, CONTRACTOR SHALL NOTIFY PROPERTY OWNER(S) FORTY-EIGHT (48) HOURS PRIOR TO WORKING ON ANY PRIVATE PROPERTY TO COORDINATE ACCESS AND TO DETERMINE A STORAGE AREA FOR MATERIALS IF NEEDED. COORDINATION OF ACCESS TO PUBLIC RIGHT-OF-WAY AND STORAGE OF MATERIALS THEREON SHALL BE COORDINATED WITH THE ENGINEER. CONTRACTOR'S FAILURE TO SO NOTIFY AND COORDINATE WITH PROPERTY OWNERS AND/OR THE ENGINEER MAY RESULT IN DELAYS. NO ADDITIONAL COMPENSATION OR TIME FOR PERFORMANCE WILL BE GIVEN FOR ANY SUCH DELAYS.
3. CONTRACTOR SHALL, AT HIS EXPENSE, MAINTAIN THE WORK SITE IN A CLEAN AND ORDERLY APPEARANCE AT ALL TIMES. ALL DEBRIS AND SURPLUS MATERIAL COLLECTED SHALL BE DISPOSED OF OFF THE WORK SITE BY CONTRACTOR, AT HIS EXPENSE.
4. EXISTING LAWNS, TREES, SHRUBS, FENCES, UTILITIES, CULVERTS, WALLS, WALKS, DRIVEWAYS, POLES, SIGNS, RIGHT-OF-WAY MONUMENTS, MAILBOXES AND THE LIKE SHALL BE PROTECTED FROM DAMAGE DURING THE WORK. ANY DAMAGE CAUSED TO SUCH ITEMS SHALL BE REPAIRED OR REPLACED BY CONTRACTOR AT NO ADDITIONAL COST. PROPERTY PINS DISTURBED BY CONTRACTOR THAT ARE NOT SHOWN ON THE PLANS TO BE DISTURBED SHALL BE RESTORED BY A LICENSED SURVEYOR AT CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL EMPLOY EROSION CONTROL DEVICES AND METHODS AS REQUIRED TO MEET THE REQUIREMENTS AND INTENT OF THE CITY EROSION CONTROL ORDINANCE. CONTRACTOR SHALL PROVIDE THE NECESSARY DIVERSION DITCHES, DIKES OR TEMPORARY CULVERTS REQUIRED TO PREVENT MUD AND DEBRIS FROM BEING WASHED ONTO THE STREETS OR PROPERTY. CONTRACTOR'S VEHICLES SHALL BE KEPT CLEAN TO PREVENT MUD OR DUST FROM BEING DEPOSITED ON STREETS. NO AREA SHALL BE LEFT DENUDED FOR MORE THAN SEVEN (7) CALENDAR DAYS.
6. CONTRACTOR SHALL CLEAN UP, RESTORE, PERMANENTLY SEED AND MAINTAIN ALL DISTURBED AREAS IMMEDIATELY UPON COMPLETION OF WORK ON EACH SITE. TOPSOIL, SEED, FERTILIZER AND MULCH SHALL BE PLACED IN ACCORDANCE WITH CITY STANDARDS ON ALL DISTURBED AREAS. A PERMANENT STAND OF GRASS ADEQUATE TO PREVENT EROSION SHALL BE ESTABLISHED PRIOR TO FINAL ACCEPTANCE.
7. AS DETERMINED BY THE ENGINEER, ANY DEFECTIVE, FAULTY, CRACKED, BROKEN OR GRAFFITIED SIDEWALKS, DRIVEWAYS, HANDICAP RAMPS OR CURB & GUTTER SHALL BE REMOVED AND REPLACED PRIOR TO FINAL ACCEPTANCE. NO ADDITIONAL PAYMENT WILL BE MADE FOR SUCH WORK.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ADHERE TO REQUESTS FROM THE CITY'S E&S INSPECTOR TO ADD OR MODIFY E&S MEASURES DURING CONSTRUCTION.

EARTHWORK AND SITE CONDITIONS

1. EXCEPT AS OTHERWISE SHOWN ON THE PLANS, ALL CUTS AND FILLS SHALL MATCH EXISTING SLOPES OR BE NO GREATER THAN 2:1.
2. NO NEW SIDEWALK SHALL EXCEED 2.0% CROSS-SLOPE (PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAFFIC).
3. ALL GRADING AND IMPROVEMENTS TO BE CONFINED TO THE PROJECT AREA UNLESS OTHERWISE INDICATED.
4. ALL MATERIALS AND INSTALLATION DETAILS SHALL CONFORM TO THE CITY OF CHARLOTTESVILLE ENGINEERING DIVISION STANDARDS AND ALL OTHER APPLICABLE CITY ORDINANCES.
5. ANY UNUSUAL OR UNANTICIPATED SUBSURFACE CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
6. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND LOCATIONS PRIOR TO BEGINNING WORK, AND IMMEDIATELY NOTIFY THE ENGINEER IN THE EVENT THERE ARE ANY DISCREPANCIES BETWEEN SUCH CONDITIONS AND THOSE SHOWN ON THE PLANS AND SPECIFICATIONS.

CONCRETE AND ASPHALT

1. ALL FORMS SHALL BE INSPECTED BY THE ENGINEERING INSPECTOR BEFORE ANY CONCRETE IS PLACED. THE ENGINEER INSPECTOR MAY REQUIRE CONTRACTOR, AT NO ADDITIONAL COST, TO REMOVE AND REPLACE CONCRETE PLACED PRIOR TO OR WITHOUT SUCH INSPECTION.
2. ALL MATERIAL INSIDE FORMS SHALL BE CLEAN AND FREE OF ALL ROCKS AND OTHER LOOSE DEBRIS. SUB-BASE MATERIAL SHALL BE COMPACTED BY MECHANICAL MEANS.
3. CONCRETE SHALL NOT BE PLACED UNLESS THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
4. CONCRETE SHALL NOT BE PLACED UNTIL STEEL DOWELS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
5. 1/2" PREMOLDED EXPANSION JOINT MATERIAL SHALL BE PLACED AT A MAXIMUM OF 30' INTERVALS ON NEW SIDEWALK, CURB, CURB & GUTTER, AT EACH END OF DRIVEWAY ENTRANCES, AT EACH END OF HANDICAP RAMPS, SOME POINT ON ENTRANCE WALKS AND STEPS ADJUSTMENTS, AND ALONG BUILDINGS AND WALLS WHERE NEW CONCRETE SIDEWALKS ARE PLACED AGAINST THEM.
6. ALL EXISTING CURBS, CURB & GUTTER, SIDEWALK AND STEPS TO BE REMOVED SHALL BE TAKEN OUT TO THE NEAREST JOINT. DEMOLITION AND DISPOSAL COST TO BE INCLUDED IN OTHER UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
7. DRIVEWAY ADJUSTMENTS ARE TO BE DONE IN GENTLE TRANSITIONS RATHER THAN ABRUPT BREAKS AT THE BACK OF WALKS. GRAVEL DRIVEWAYS ABOVE STREET GRADE SHALL BE PAVED FOR A MINIMUM DISTANCE OF 20' BEYOND THE BACK OF THE SIDEWALK OR CURB & GUTTER APRON WHERE APPLICABLE.
8. EXISTING ASPHALT PAVEMENT SHALL BE SAW CUT AND REMOVED AS PER THE SPECIFICATIONS. REMOVAL SHALL BE DONE IN SUCH A MANNER AS TO NOT TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL, ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAFFIC.
9. DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF CONTRACTOR.

DRAINAGE

1. CONTRACTOR SHALL EXERCISE CARE, ESPECIALLY AT INTERSECTIONS AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. ANY AREAS WHERE WATER IS IMPOUNDED SHALL BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL COST. POSITIVE DRAINAGE OF ALL ROADWAY AREAS TO THE STORM DRAIN INLETS OR OTHER ACCEPTABLE DRAINAGE CHANNELS AS NOTED ON THE PLANS IS REQUIRED.
2. CONTRACTOR SHALL MAINTAIN EXISTING STREAMS, DITCHES, DRAINAGE STRUCTURES, CULVERTS AND FLOWS AT ALL TIMES DURING THE WORK. CONTRACTOR SHALL PAY FOR ALL PERSONAL INJURY AND PROPERTY DAMAGE WHICH MAY OCCUR AS A RESULT OF FAILING TO MAINTAIN ADEQUATE DRAINAGE.
3. ALL PIPES, DI'S AND OTHER STRUCTURES SHALL BE INSPECTED BY THE ENGINEERING INSPECTOR BEFORE BEING BACKFILLED OR BURIED. THE ENGINEERING INSPECTOR MAY REQUIRE CONTRACTOR, AT NO ADDITIONAL COST, TO UNCOVER AND RE-COVER SUCH STRUCTURES IF THEY HAVE BEEN BACKFILLED OR BURIED WITHOUT SUCH INSPECTION.
4. REMOVED PIPE SHALL BE THE PROPERTY OF CONTRACTOR AND IF NOT SALVAGED FOR RE-USE, SHALL BE DISPOSED OF LAWFULLY.
5. ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND ERODED MATERIAL PRIOR TO FINAL ACCEPTANCE.
6. ALL STORM SEWER PIPE JOINTS SHALL BE SEATED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
7. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE SHALL BE TIED INTO NEW PIPE. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT BLOCKED OR DISRUPTED FROM THEIR PRE-CONSTRUCTION DRAINAGE PATTERNS SHALL BE SHORTENED, EXTENDED OR OTHERWISE CONNECTED TO THE NEW WORK USING MATERIALS APPROVED BY THE ENGINEERING INSPECTOR, AND IN SUCH A WAY THAT THE NEW DRAINAGE PATTERNS ARE ACCEPTABLE TO ENGINEER.

VEGETATION

1. PRIOR TO REMOVING ANY VEGETATION, CONTRACTOR SHALL MEET WITH THE PROPERTY OWNERS AND THE ENGINEER TO REVIEW THE LIMITS OF CONSTRUCTION AND OBTAIN PERMISSION TO REMOVE VEGETATION REQUIRED TO DO THE WORK.
2. TREE AND PLANT ROOTS OR BRANCHES THAT MAY INTERFERE WITH THE WORK SHALL BE TRIMMED OR CUT ONLY WITH THE APPROVAL OF THE OWNER AND ENGINEER. ANY TREES OR PLANTS WHICH ARE SHOWN TO REMAIN THAT DO NOT INTERFERE WITH THE WORK, BUT ARE DAMAGED BY CONTRACTOR OR HIS SUBCONTRACTORS, SHALL BE REPAIRED OR REPLACED BY CONTRACTOR AT NO ADDITIONAL COST.

TRAFFIC AND SIGNAGE

1. ALL TEMPORARY NO PARKING REQUIREMENTS SHALL BE PROVIDED BY CONTRACTOR WITH APPROVAL OF THE TRAFFIC ENGINEER.
2. CONTRACTOR SHALL PROVIDE NECESSARY REFLECTORS, BARRICADES, TRAFFIC CONTROL DEVICES AND/OR FLAG PERSONS TO INSURE THE SAFETY OF ITS WORKERS AND THE PUBLIC.
3. CONTRACTOR SHALL MAINTAIN SAFE AND PASSABLE PUBLIC ACCESS TO PROPERTIES AND THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. EXCEPT AS APPROVED IN ADVANCE IN WRITING BY THE ENGINEER, TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES THROUGH WORK AREAS WITHIN THE PUBLIC RIGHT-OF-WAY. THESE TRAFFIC CONTROLS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT MUTCD MANUAL. ACCESS FOR EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES. ADDITIONALLY CONTRACTOR SHALL PROVIDE ADEQUATE PEDESTRIAN BARRIERS AND MAINTAIN PEDESTRIAN CIRCULATION DURING CONSTRUCTION.
4. EXCEPT AS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE WORK SHALL BE COORDINATED AND PERFORMED IN A MANNER SO THAT ALL EXISTING FIRE HYDRANTS SHALL BE ACCESSIBLE AT ALL TIMES DURING THE WORK.
5. CONTRACTOR SHALL NOTIFY PROPERTY OWNER(S) TWELVE (12) HOURS IN ADVANCE OF BLOCKING ANY ENTRANCE. NO ENTRANCE SHALL BE BLOCKED FOR MORE THAN TWELVE (12) HOURS IN ANY 24 HOUR PERIOD WITHOUT APPROVAL OF THE PROPERTY OWNER, EXCEPT WHERE NEW ENTRANCES ARE CONSTRUCTED.
6. WITHIN 24 HOURS OF THEIR REMOVAL, CONTRACTOR SHALL REPLACE MAILBOXES, STREET SIGNS, TRAFFIC SIGNS, AND THE LIKE THAT ARE REMOVED FOR CONSTRUCTION. PERMANENT OR SUITABLE TEMPORARY ITEMS WILL BE USED AS THE STATUS OF WORK PERMITS. PERMANENT OR TEMPORARY STOP SIGNS MUST BE IN PLACE AT ALL TIMES.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE CITY TRAFFIC DIVISION ONE FULL WORKING DAY PRIOR TO ANY CONCRETE POUR WHERE TRAFFIC AND STREET SIGNS ARE TO BE REPLACED. UPON SUCH NOTIFICATION, THE CITY WILL PROVIDE SIGN POST SLEEVES, WHEN NEEDED, AND IDENTIFY THE LOCATION WHERE SIGNS ARE TO BE PLACED.
8. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE SHOWN ON PLANS AND SHALL BE CONSISTENT WITH THE MUTCD.
9. A TEMPORARY STREET CLOSURE PERMIT IS REQUIRED FOR CLOSURE OF SIDEWALKS, PARKING PACES, AND ROADWAYS AND IS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER.

MISCELLANEOUS

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, INSPECTIONS, BONDS, AND OTHER APPROVAL RELATED ITEMS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, LOCAL, STATE, AND FEDERAL POLICIES. CONTACT FOR CITY STREET/SIDEWALK CUT PERMITS, PLEASE CALL (434) 970-3361.
2. THE CONTRACTOR WILL BE REQUIRED TO PLACE "DEAR NEIGHBOR" DOOR HANGER NOTIFICATIONS ON THE FRONT DOOR OF ALL RESIDENCES AFFECTED BY THE CONSTRUCTION AND "SIDEWALK" SAFETY SIGNS AT EACH LOCATION WITH WORKING CREWS. THIS SHALL BE DONE PRIOR TO ANY WORK STARTING.
3. WATER METERS THAT ARE TO BE MOVED SHALL BE MOVED COMPLETELY IN THE SIDEWALK OR COMPLETELY OUT OF THE SIDEWALK. WATER METERS MOVED IN THE SIDEWALK SHALL BE LOCATED WITHIN 18" OF THE EDGE.
4. RETAINING WALLS WITH A MAX HEIGHT OF 12" OR LESS SHALL BE POURED IN CONTINUITY WITH THE SIDEWALK. WALLS WITH A MAX HEIGHT GREATER THAN 12" SHALL BE SEGMENTAL BLOCK WALLS.
5. ALL SIGNS TO BE RELOCATED SHALL BE LOCATED WITHIN 6 INCHES BEHIND THE BACK EDGE OF THE SIDEWALK.
6. MAILBOXES SHALL BE RELOCATED TO THE FRONT OF THE SIDEWALK BUT SHALL ALSO PROVIDE A MINIMUM OF 3 FEET OF CLEARANCE BEHIND THE MAILBOX TO MEET ADA REQUIREMENTS.
7. EXISTING ROOF DRAINS SHALL BE ROUTED THROUGH SIDEWALK. ROOF DRAINS LARGER THAN 4" WILL REQUIRE A TROUGH DRAIN

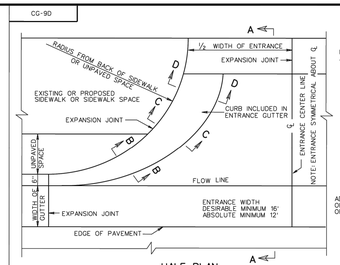
FIRE DEPARTMENT

1. BUILDING STREET NUMBERS SHALL BE PLAINLY VISIBLE FROM STREET.
2. A KNOXBOX KEY BOX SHALL BE MOUNTED TO THE SIDE OF THE FRONT OR MAIN ENTRANCE.
3. AN ELEVATOR KEYBOX WILL BE REQUIRED.
4. OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13.5'.
5. AN APPROVED WATER SUPPLY DURING CONSTRUCTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON SITE.
6. IF THE FLOOR LEVEL OF THE HIGHEST STORY IS MORE THAN 30' ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS, THEN A CLASS I STANDPIPE SYSTEM MUST BE INSTALLED IN ADDITION TO THE SPRINKLER SYSTEM.
7. WHERE A BUILDING HAS BEEN CONSTRUCTED TO A HEIGHT GREATER THAN 50' OR FOUR STORIES, AT LEAST ONE TEMPORARY LIGHTED STAIRWELL SHALL BE PROVIDED UNLESS OR MORE PERMANENT STAIR ARE ERECTED AS THE CONSTRUCTION PROGRESSES.
8. BUILDINGS FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE OR USE DURING CONSTRUCTION. SUCH STANDPIPES SHALL BE INSTALLED WHEN THE PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40' IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. SUCH STANDPIPE SHALL BE PROVIDED WITH FIRE DEPARTMENT HOSE CONNECTIONS AT ACCESSIBLE LOCATIONS ADJACENT TO USABLE STAIRS. SUCH STANDPIPES SHALL BE EXTENDED AS CONSTRUCTION PROGRESSES TO WITHIN ONE FLOOR OF THE HIGHEST POINT OF CONSTRUCTION HAVING SECURED DECKING OR FLOORING.
9. WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
10. CUTTING AND WELDING. OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 35, OF THE VIRGINIA STATEWIDE FIRE PREVENTION CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
11. FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE BEEN ACCUMULATED.
12. REQUIRED VEHICLE ACCESS FOR FIRE FIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED WITHIN 100' OF TEMPORARY OR PERMANENT FIRE DEPARTMENT CONNECTIONS. VEHICLE ACCESS SHALL BE PROVIDED BY EITHER TEMPORARY OR PERMANENT ROADS, CAPABLE OF SUPPORTING VEHICLE LOADING UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ROADS ARE AVAILABLE. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.
13. A PERMIT IS REQUIRED FOR FIRE LINE INSTALLATION. A DETAILED DRAWING (2 SETS) SHOWING FITTINGS AND THRUST BLOCKS MUST BE SUBMITTED WITH THE PERMIT APPLICATION. ONCE INSTALLED, THE FIRE LINE REQUIRES A VISUAL INSPECTION AND A PRESSURE TEST INSPECTION BY THE FIRE MARSHALL'S OFFICE.
14. FIRE HYDRANTS, FIRE PUMP TEST HEADER, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR AND UNOBSTRUCTED BY LANDSCAPING, PARKING OR OTHER OBJECTS. LANDSCAPING IN THE AREA OF THESE ITEMS SHALL BE OF THE TYPE THAT WILL NOT ENCROACH ON THE REQUIRED FIVE FOOT RADIUS ON MATURITY OF THE LANDSCAPING.
15. NO VEHICLE/MACHINERY OF ANY TYPE, CONSTRUCTION MATERIALS OR CONSTRUCTION DEBRIS IS TO BE PARKED WITHIN 15 FT OF EITHER SIDE OR IN FRONT OF A FIRE HYDRANT.
16. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
17. KEEP DUMPSTERS, BUILDING MATERIALS, AND CONSTRUCTION DEBRIS AT LEAST 30 FT FROM BUILDINGS UNDER CONSTRUCTION.
18. NO SMOKING OR VAPING WITHIN THE CONSTRUCTION SAFETY FENCE. "NO SMOKING" SIGNS SHALL BE POSTED THROUGHOUT EACH BUILDING UNDER CONSTRUCTION AS WELL AS OUTSIDE THE BUILDING. SHOULD ANYONE FROM THE FIRE MARSHAL'S OFFICE WITNESS SMOKING/VAPING WITHIN THE CONSTRUCTION SITE, HE OR SHE MAY REQUEST A 24 HOUR STOP WORK ORDER FROM THE CITY BUILDING OFFICIAL.

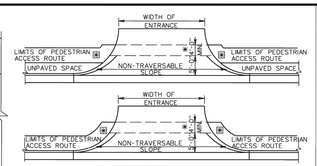
GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT VIRGINIA DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS AND STANDARDS.
2. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL CONSULT THE ENGINEER AND VERIFY THE APPROVAL OF THE PLANS BY ALL FEDERAL, STATE AND LOCAL AGENCIES.
3. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS OF ALL POINTS OF CONNECTION OR PROPOSED WORK TO EXISTING CURBS, SANITARY LINES, WATERLINES, ETC, PRIOR TO CONSTRUCTION.
4. UPON DISCOVERY OF SOILS THAT ARE UNSUITABLE FOR FOUNDATIONS, SUBGRADES, OR OTHER ROADWAY CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE OWNER. THESE AREAS SHALL BE EXCAVATED BELOW PLAN GRADE AS DIRECTED BY THE OWNER, BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED IN ACCORDANCE WITH CURRENT.
5. ALL STORM SEWER DESIGN AND CONSTRUCTION TO BE IN ACCORDANCE WITH VDOT I AND I LD-94 (D) 121.13.
6. ALL RCP STORM SEWER PIPE SHALL BE REINFORCED TONGUE AND GROVE CONCRETE PIPE IN ACCORDANCE WITH ASTM-C-76. PIPE SHALL BE MINIMUM CLASS III OR GREATER IN ACCORDANCE WITH CURRENT VDOT STANDARDS AND SPECIFICATIONS.
7. IF PRE-CAST UNITS ARE TO BE USED CERTIFICATION AND VDOT STAMP WILL BE REQUIRED ON ALL UNITS.
8. ALL CONCRETE SHALL BE A3-AE (AIR ENTRAINED 3,000 PSI), UNLESS OTHERWISE NOTED.
9. DESIGN CHANGES, SPECIFIED MATERIALS CHANGES AND/OR FIELD CHANGES FROM THE APPROVED PLANS NEED TO BE RESUBMITTED TO THE ENGINEER PRIOR TO PROCEEDING WITH THE WORK. A LETTER OF EXPLANATION SHALL ACCOMPANY THE REVISED PLANS AND/OR THE DRAINAGE CALCULATIONS, WHICH MUST BE SUBMITTED AND APPROVED BY THE ENGINEER.
10. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON PLAN. IF THERE APPEARS TO BE A CONFLICT, AND/OR UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THIS PLAN, CALL MISS UTILITY OF CENTRAL VIRGINIA AT 1-800-552-7001.
11. THE INSTALLATION OF SEWER, WATER, AND GAS MAINS (INCLUDING SERVICE LATERALS AND SLEEVES) SHALL BE COMPLETED PRIOR TO THE PLACEMENT OF AGGREGATE BASE COURSE.
12. A PRIME COAT SEAL BETWEEN THE AGGREGATE BASE AND BITUMINOUS CONCRETE WILL BE REQUIRED AT THE RATE OF 0.30 GALLONS PER SQUARE YARD (REC-250 PRIME COAT) PER VDOT STANDARDS AND SPECIFICATIONS.
13. THE SCHEDULING OF AGGREGATE BASE INSTALLATION AND SUBSEQUENT PAVING ACTIVITIES SHALL ACCOMMODATE FORECAST WEATHER CONDITIONS PER SECTION 315 OF THE ROAD AND BRIDGE SPECIFICATIONS.
14. THE OWNERS REPRESENTATIVE SHALL HAVE APPROVED THE AGGREGATE BASE COURSE(S) FOR DEPTH, TEMPLATE AND PERFORMED THE REQUIRED FIELD INSPECTION (PROOF ROLL) PRIOR TO PLACEMENT OF ANY SURFACE COURSE(S). CONTACT THE OWNER FOR INSPECTION FOR THE AGGREGATE BASE COURSE(S) 48 HOURS PRIOR TO APPLICATION OF THE SURFACE COURSE(S).
15. ALL VEGETATION AND ORGANIC MATERIAL MATERIAL IS TO BE REMOVED FROM THE PROPOSED PAVEMENT LIMITS PRIOR TO CONDITIONING OF THE SUBGRADE.
16. CERTIFICATION AND SOURCE OF MATERIALS ARE TO BE SUBMITTED TO THE OWNER FOR ALL MATERIALS AND BE IN ACCORDANCE WITH THE ROAD AND BRIDGE SPECIFICATIONS, AND ROAD AND BRIDGE STANDARDS.
17. ALL NEW HANDICAP ACCESSIBLE REQUIREMENTS ON-SITE AND WITHIN ALL NEW STRUCTURES SHALL COMPLY WITH THE 2006 UNIFORM STATEWIDE BUILDING CODE, 2006 VIRGINIA CONSTRUCTION CODE, AND ICC/ANSI A117.1-03.
18. HORIZONTAL AND VERTICAL SIGHT DISTANCES SHALL BE FREE OF P

CG-9D



HALF PLAN



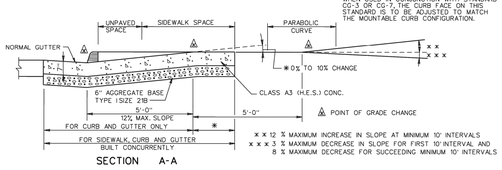
PEDESTRIAN ACCESS ROUTE DETAILS WITH & WITHOUT UPAVED SPACE

ADDITIONAL RIGHT-OF-WAY IS REQUIRED IF THE LIMITS OF PEDESTRIAN ACCESS ROUTE Ⓟ EXTEND BEYOND EXISTING OR PROPOSED VDOT RIGHT-OF-WAY.

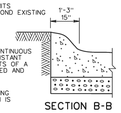
Ⓟ PEDESTRIAN ACCESS ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.

✱ IF PEDESTRIAN ACCESS ROUTES Ⓟ ARE BEING PROVIDED, A MINIMUM 4' TRAVERSABLE WIDTH IS REQUIRED WITH A MAX. 2% CROSS SLOPE.

WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.

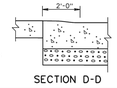


SECTION A-A



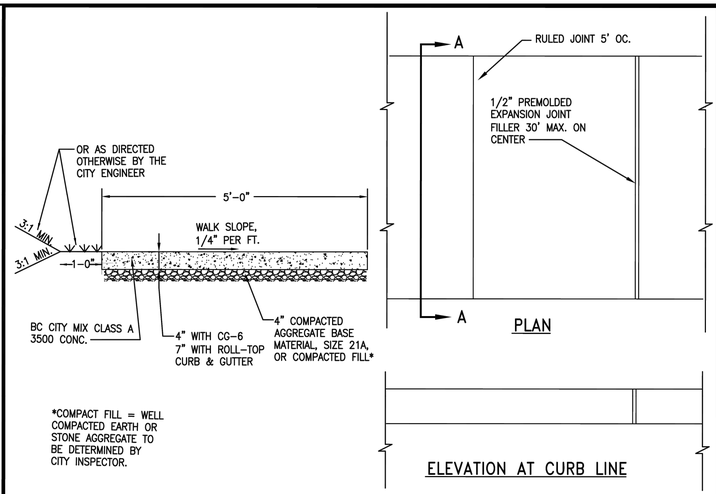
SECTION B-B

SECTION C-C



SECTION D-D

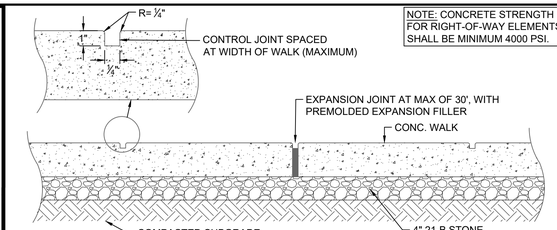
VDOT ROAD AND BRIDGE STANDARDS	STANDARD ENTRANCE GUTTER	SPECIFICATION REFERENCE
SHEET 1 OF 1	VIRGINIA DEPARTMENT OF TRANSPORTATION	502
203.03	REVISION DATE 07/15	



*COMPACT FILL = WELL COMPACTED EARTH OR STONE AGGREGATE TO BE DETERMINED BY CITY INSPECTOR.

ELEVATION AT CURB LINE

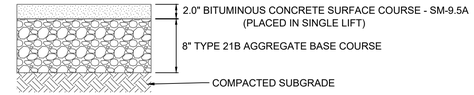
CITY OF CHARLOTTESVILLE	REVISION	DATE	CITY STANDARDS: STANDARD SIDEWALK WITHOUT CURB	SCALE: N.T.S.	STANDARD NUMBER: SW-1



NOTE: CONCRETE STRENGTH FOR RIGHT-OF-WAY ELEMENTS SHALL BE MINIMUM 4000 PSI.

CONCRETE SIDEWALK JOINT DETAIL

No Scale

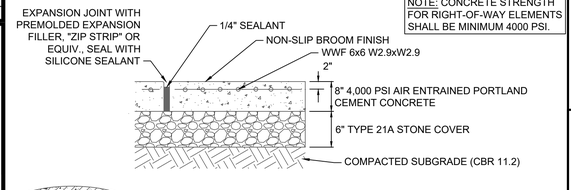


DENOTES LIGHT DUTY ASPHALT PAVEMENT ON PLANS

LIGHT DUTY ASPHALT PAVEMENT SECTION

No Scale

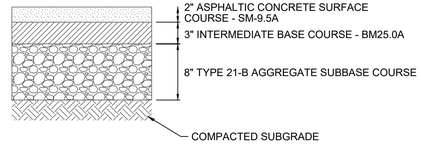
NOTE: CONCRETE STRENGTH FOR RIGHT-OF-WAY ELEMENTS SHALL BE MINIMUM 4000 PSI.



DENOTES CONCRETE SERVICE AREA PAVEMENT ON PLANS

HEAVY DUTY CONCRETE SECTION

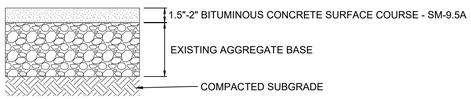
No Scale



DENOTES HEAVY DUTY ASPHALT PAVEMENT ON PLANS

HEAVY DUTY ASPHALT PAVEMENT SECTION

No Scale

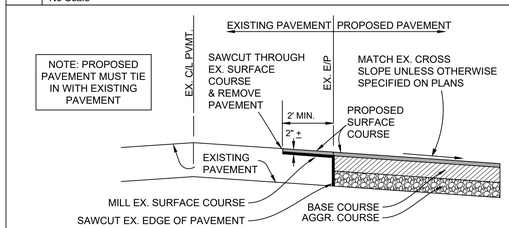


MILL AND OVERLAY SEQUENCE:
REMOVE EXISTING ASPHALT . COMPACT AND ROLL TEST EXISTING BASE COURSE. THEN PLACE NEW ASPHALT SURFACE.

DENOTES MILL AND OVERLAY

MILL AND OVERLAY PAVEMENT SECTION

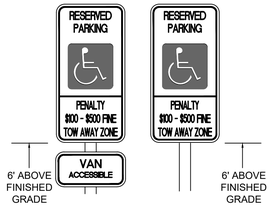
No Scale



PAVEMENT REPLACEMENT JOINT DETAIL

No Scale

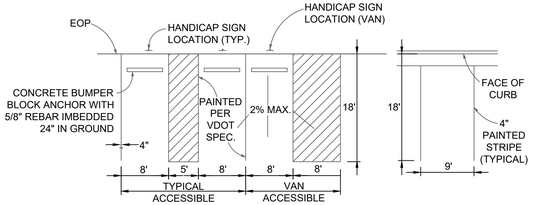
VA. SIGN FOR THE DISABLED ON 0.80 GAUGE ALUMINUM. COLORS: GREEN BORDER & LEGEND, BLUE SYMBOL FOR ACCESSIBILITY, WHITE BACKGROUND.



SPACES SHALL BE IDENTIFIED BY ABOVE GRADE SIGNS AS RESERVED FOR PHYSICALLY DISABLED PERSONS. PROVIDE ONE (1) R-7-8 SIGN AT EACH PARKING SPACE INDICATED ON SITE PLAN. SIGN SHALL BE ALUMINUM (PAINTED WHITE) WITH GREEN LETTERS AND INTERNATIONAL WHEELCHAIR SYMBOL. SIGN SHALL BE PLACED ON STEEL POST 1-1/2" O PAINTED BLACK SET IN MIN. 2' OF CONCRETE.

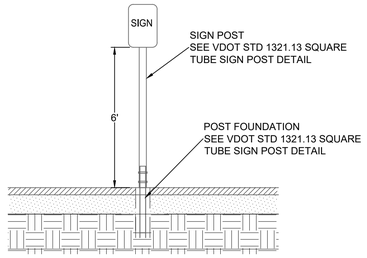
ADA PARKING SIGNS

No Scale



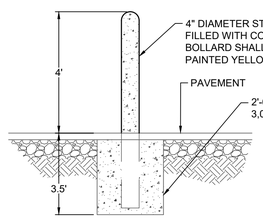
TYPICAL PARKING SPACE DETAILS

No Scale



SIGN AND POST DETAIL

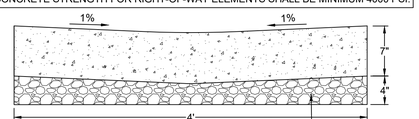
No Scale



FIXED BOLLARD DETAIL

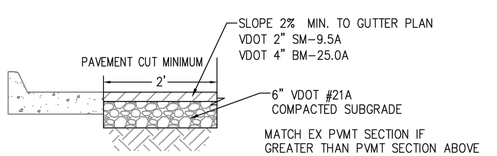
No Scale

NOTE: CONCRETE STRENGTH FOR RIGHT-OF-WAY ELEMENTS SHALL BE MINIMUM 4000 PSI.



CONCRETE FLOW LINE

No Scale

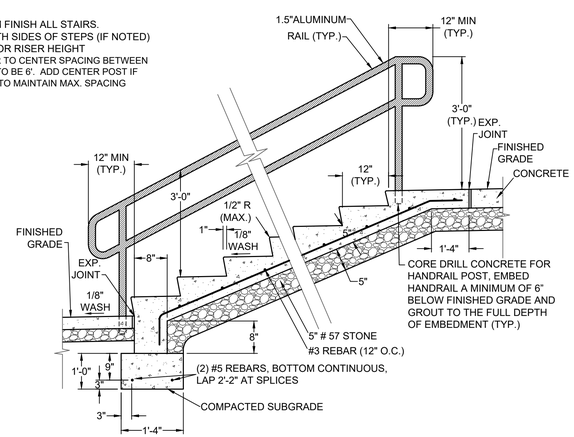


COMPACTED SUBGRADE WITH CURB AND GUTTER

COMPACTED SUBGRADE WITH STANDARD SIDEWALK WITH CURB

CITY OF CHARLOTTESVILLE	REVISION	DATE	CITY STANDARDS: MINIMUM PAVEMENT PATCH	SCALE: N.T.S.	STANDARD NUMBER: PP-1

NOTES:
1. FINE BROOM FINISH ALL STAIRS.
2. RAIL ON BOTH SIDES OF STEPS (IF NOTED)
3. SEE PLAN FOR RISER HEIGHT
4. MAX. CENTER TO CENTER SPACING BETWEEN STAIR POST TO BE 6'. ADD CENTER POST IF NECESSARY TO MAINTAIN MAX. SPACING



EXTERIOR STAIRS

No Scale

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

THIS DRAWING PREPARED AT THE CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/15/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
NOTES & DETAILS

JOB NO. 44688
SHEET NO. C1.1

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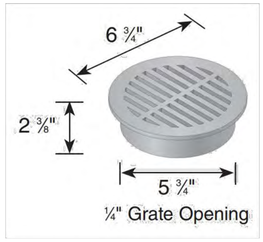
S:\103\44688-McIntire_Fire_Station\DWG\Sheet\CD\44688-103-C1.0-NTDT.dwg | Plotted on 10/20/2023 3:54 PM | by Tre Bright

NDS WE PUT WATER IN ITS PLACE

TECHNICAL SPECIFICATIONS

6" ROUND GRATE



Material: UV Protected High Density Polyethylene (HDPE)
Colors: Black (40), Green (50), Gray (60), Sand (60S)
Weight: 0.486 lbs
Fits: Use with Spee-D® Basin, 6" Sewer and Drain Fittings, 6" Corrugated, SDR-35, ABS, SCH-40, Double Wall, ASTM D-2729, Class 100 Pipe
Grade Openings: 9.10 in² open space
Will accommodate 27.84 gallons per minute with 1/2" of head.

Load Recommendation Guide

Class A
- Loads of 1-60 psi.
- Recommended for pedestrians, bicycles and wheel chair traffic.

Note: Some installations may require a concrete collar to meet load rating. Loads are based on encasing product in concrete. Product must be installed using NDS instructions.

ADA Compliance

NDS provides a wide selection of grates that are compliant with the Americans with Disabilities Act. The ADA Accessibility Guidelines For Buildings and Facilities Section 4.5.4 specifies that ground and floor grates "shall have spaces no greater than 1/2 in (13 mm) wide in one direction."

We are pleased to provide grates that comply with these requirements, so that no individual need be limited from accessing the area safely and confidently.

To see if a grate is ADA compliant, please check the description of the product in our NDS Drainage Catalog; products that meet these requirements are marked "ADA compliant."

Like to find out more about ADA compliance and NDS? Send us your questions and we'd be happy to help.

ADA Compliant/Heel-proof

851 N. Harvard Avenue
Lindsay, CA 93247
800-726-1994

Visit ndspro.com for specs, detail drawings, and case studies

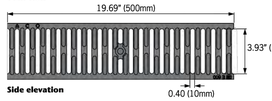
NDS WE PUT WATER IN ITS PLACE

ACO DRAIN

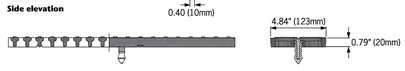
Type 461Q Ductile iron slotted grate

ACO Specification Information

Plan view

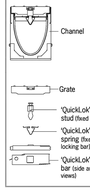


Side elevation



Description	Part No.	Length inches (mm)	Width inches (mm)	Weight lbs.
QuickLok grate				
Type 461Q Ductile iron slotted grate	**96752**	19.69 (500)	4.84 (123)	10.2
QuickLok locking bar	**02899**	-	-	0.1
QuickLok grate removal tool	**01318**	-	-	0.3

'QuickLok' locking mechanism



ACO 'QuickLok' is a patented boltless locking system, grates are removed and replaced with the minimum time and effort for ease of maintenance. The unique design provides a positive 'snap down' fit into the locking bar. A stud is fixed to the grate which 'locks' into the spring clip in the locking bar.

The 'QuickLok' stud is made from stainless steel and high density nylon, the locking bar and clip are stainless steel, for use in both general purpose and corrosive environments.

ACO, Inc.
Northeast Sales Office
9470 Pinecone Drive
Mentor, OH 44060
Tel: (440) 639-7230
Toll free: (800) 543-4764
Fax: (440) 285-7005

West Sales Office
825 W. Beechcraft St.
Casa Grande, AZ 85122
Tel: (520) 421-9988
Toll Free: (888) 490-9552
Fax: (520) 421-9899

Southeast Sales Office
4211 Pleasant Road
Fort Mill, SC 29708
Toll free: (800) 543-4764
Fax: (803) 802-1063
www.ACODrain.us

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info@ACODrain.us
www.ACODrain.us

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April 2018

www.ACODrain.us

SPEC INFO ACO

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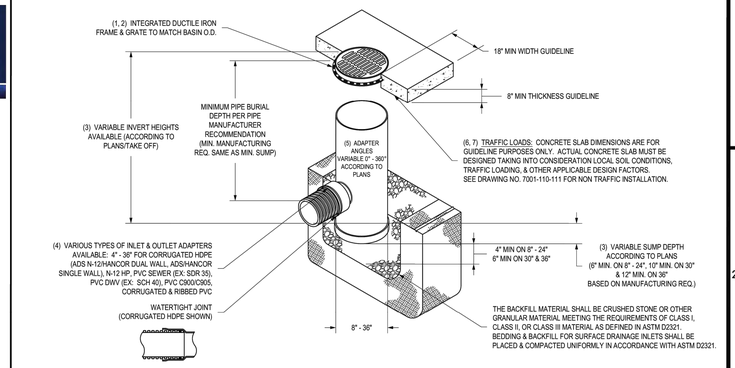
NYLOPLAST DRAIN BASIN WITH STANDARD GRATE



1 - 8" - 30" STANDARD GRATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2 - 12" - 30" FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05. 8" & 10" STANDARD GRATES FIT DIRECTLY ONTO DRAIN BASINS WITH THE USE OF A PVC BODY TOP. SEE DRAWING NO. 7001-110-045.
3 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065.
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER (4" - 36").
5 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.
6 - 12" - 30" STANDARD GRATES SHALL MEET H-20 LOAD RATING.
7 - 8" & 10" STANDARD GRATES ARE RATED FOR LIGHT DUTY APPLICATIONS ONLY; NO CONCRETE COLLAR NEEDED FOR LIGHT DUTY RATING.

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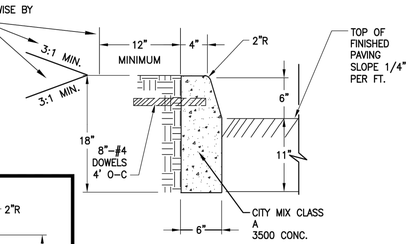
DRAWN BY	EBC	MATERIAL	
DATE	1-23-06		
REVISED BY	NMH	PROJECT NO./NAME	
DATE	06-12-18		
DWG SIZE	A	SCALE 1:40	SHEET 1 OF 1

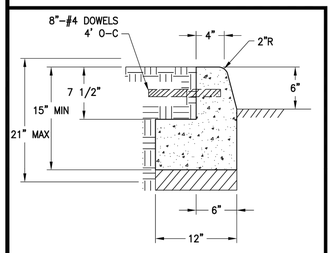
Nyloplast — 3130 VERONA AVE, BUFORD, GA 30518, PHN (770) 932-2443, FAX (770) 932-2490, www.nyloplastus.com

TITLE: DRAIN BASIN WITH STANDARD GRATE QUICK SPEC INSTALLATION DETAIL

DWG NO. 7001-110-144 REV J

OR AS DIRECTED OTHERWISE BY THE ENGINEER





ACCEPTABLE ALTERNATE IF CURB IS EXTRUDED

NOTES:

1. THE DEPTH OF CURB MAY BE REDUCED OR INCREASED AS MUCH AS 6"(15"–21"DEPTH) SO THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE . OTHERWISE THE DEPTH SHALL BE 18" AS SHOWN.
2. CURBING HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE CONSIDERED RADIAL CURBING.
3. RULED JOINTS REQUIRED EVERY 10' ON CENTER, 1/2" PREMOLDED EXPANSION JOINT FILLER 30' MAX. ON CENTER.
4. CONCRETE TO BE CITY MIX CLASS A 3500.

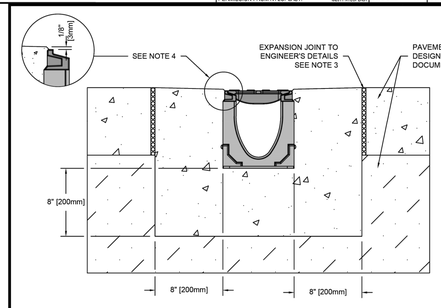
CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS

STANDARD CURBING

SCALE: N.T.S. STANDARD NUMBER: CG–2



NOTES:
1. IT IS NECESSARY TO ENSURE MINIMUM DIMENSIONS SHOWN ARE SUITABLE FOR EXISTING GROUND CONDITIONS. *ENGINEERING ADVICE MAY BE REQUIRED.*
2. MINIMUM CONCRETE STRENGTH OF 4,000 PSI IS RECOMMENDED. CONCRETE SHOULD BE VIBRATED TO ELIMINATE AIR POCKETS.
3. EXPANSION AND CONTRACTION CONTROL JOINTS AND REINFORCEMENT ARE RECOMMENDED TO PROTECT CHANNEL AND CONCRETE SURROUND. *ENGINEERING ADVICE MAY BE REQUIRED.*
4. THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" [3mm] ABOVE THE TOP OF THE CHANNEL EDGE.
5. CONCRETE BASE THICKNESS SHOULD MATCH SLAB THICKNESS. ENGINEERING ADVICE MAY BE REQUIRED TO DETERMINE PROPER LOAD CLASS.
6. REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR FURTHER DETAILS.

SPECIFICATION CLAUSE

POWERDRAIN S100K - LOAD CLASS E

GENERAL
THE SURFACE DRAINAGE SYSTEM SHALL BE POLYMER CONCRETE S100K CHANNEL SYSTEM WITH DUCTILE IRON RAILS AS MANUFACTURED BY ACO POLYMER PRODUCTS, INC.

MATERIALS
CHANNELS SHALL BE MANUFACTURED FROM POLYESTER RESIN POLYMER CONCRETE WITH AN INTEGRALLY CAST-IN DUCTILE IRON RAIL. MINIMUM PROPERTIES OF POLYMER CONCRETE WILL AS FOLLOWS:

COMPRESSIVE STRENGTH:	14,000 PSI
FLEXURAL STRENGTH:	4,000 PSI
TENSILE STRENGTH:	1,500 PSI
WATER ABSORPTION:	0.07%
FROST PROOF	YES
DILUTE ACID AND ALKALI RESISTANT	YES
B117 SALT SPRAY TEST COMPLIANT	YES

THE SYSTEM SHALL BE 4" (100mm) NOMINAL INTERNAL WIDTH WITH A 6.29" (160mm) OVERALL WIDTH AND A BUILT-IN SLOPE OF 0.5%. CHANNEL INVERT SHALL HAVE DEVELOPED "V" SHAPE. ALL CHANNELS SHALL BE INTERLOCKING WITH A MALE/FEMALE JOINT.

THE COMPLETE DRAINAGE SYSTEM SHALL BE BY ACO POLYMER PRODUCTS, INC. ANY DEVIATION OR PARTIAL SYSTEM DESIGN AND/OR IMPROPER INSTALLATION WILL VOID ANY AND ALL WARRANTIES PROVIDED BY ACO POLYMER PRODUCTS, INC.

CHANNEL SHALL WITHSTAND LOADING TO PROPER LOAD CLASS AS OUTLINED BY EN 1433. GRATE TYPE SHALL BE APPROPRIATE TO MEET THE SYSTEM LOAD CLASS SPECIFIED AND INTENDED APPLICATION. GRATES SHALL BE SECURED USING EITHER THE "POWERLOK' BOLTLESS LOCKING SYSTEM OR THE 4 BOLT LOCKING OPTION. CHANNEL AND GRATE SHALL BE CERTIFIED TO MEET THE SPECIFIED EN 1433 LOAD CLASS. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.

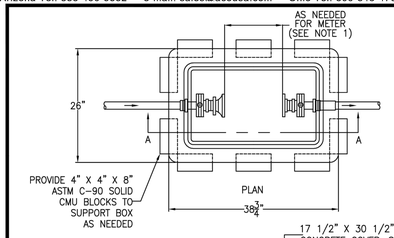
SK1-E-ECP
ACO
DATE: 11/07/16

POWERDRAIN - S100K - LOAD CLASS: E
Exposed Concrete Pavement
INSTALLATION DRAWING - ACO DRAIN

ACO Polymer Products, Inc.

825 W. Beechcraft St Casa Grande, AZ 85122 Tel: 520-421-9988 Fax: 520-421-9899	9470 Pinecone Dr. Mentor, OH 44060 Tel: 440-639-7230 Fax: 440-639-7235	4211 Pleasant Rd. Fort Mill, SC 29708 Tel: 440-639-7230 Fax: 803-802-1063

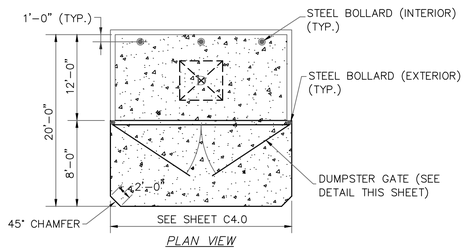
Arizona Tel: 888-490-9552 e-mail: sales@acousa.com Ohio Tel: 800-543-4764 www.acousa.com South Carolina Tel: 800-543-4764



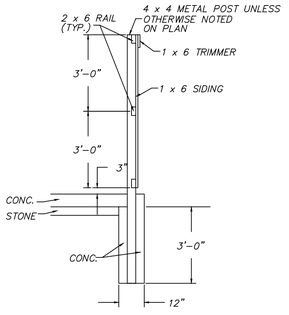
NOTES:
1. CONSULT WITH DEPARTMENT OF PUBLIC WORKS – WATER DIVISION FOR METER LAYING LENGTH.
2. INSTALL WARNING TAPE AND TRACER WIRE WITH SERVICE LATERAL. TERMINATE WIRE IN A LOOP WITHIN METER BOX.
3. BOX SHALL NOT REST ON SERVICE PIPING.
4. COPPERSETTER SHALL BE FORD METER BOX VBB7X–12B–44–XX–NL OR APPROVED EQUAL.
5. BOX SHALL BE FRP TIER 15 RATED BY ARMORCAST OR APPROVED EQUAL.
6. "WATER" TO BE CAST ON TOP OF LID.

CITY OF CHARLOTTESVILLE

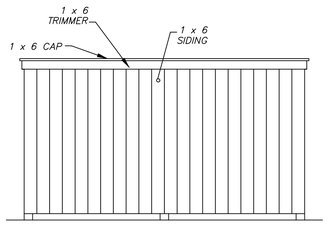
REVISION	DATE



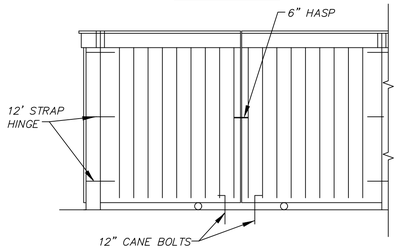
PLAN VIEW



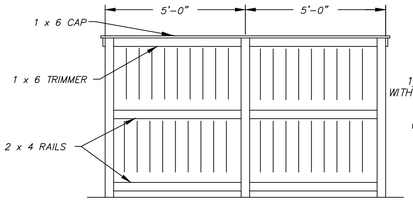
POST ELEVATION



OUTSIDE ELEVATION 3 SIDES

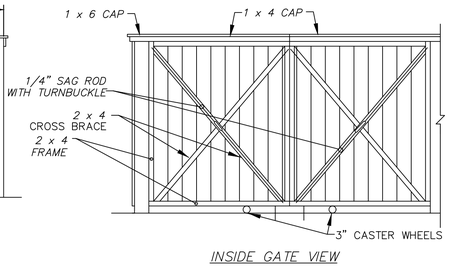


OUTSIDE GATE VIEW



INSIDE ELEVATION 3 SIDES

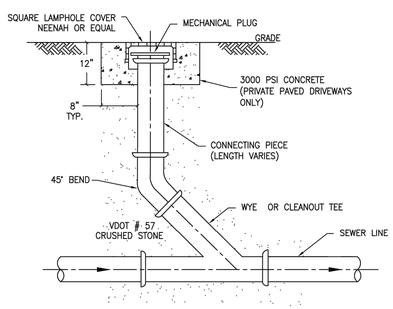
NOTE: ALL LUMBER SHALL BE PRESSURE TREATED



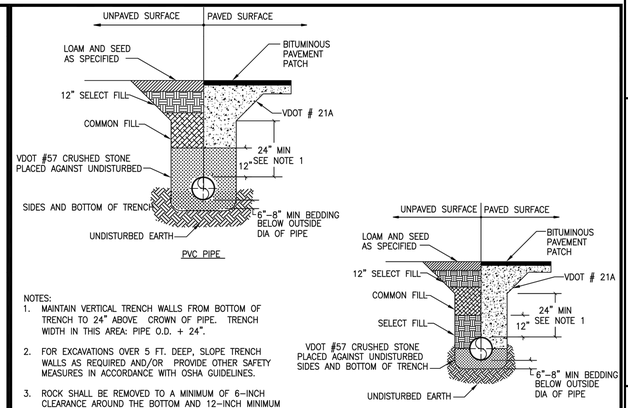
INSIDE GATE VIEW

DUMPSTER PAD & ENCLOSURE DETAIL

No Scale

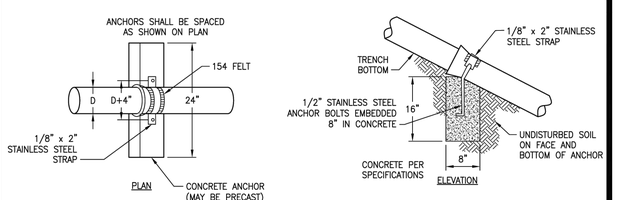


CITY OF CHARLOTTESVILLE	JAN	2011	CITY STANDARDS
			CLEANOUT DETAIL
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 5.1



NOTES:
1. MAINTAIN VERTICAL TRENCH WALLS FROM BOTTOM OF TRENCH TO 24" ABOVE CROWN OF PIPE. TRENCH WIDTH IN THIS AREA: PIPE O.D. + 24".
2. FOR EXCAVATIONS OVER 5 FT. DEEP, SLOPE TRENCH WALLS AS REQUIRED AND/OR PROVIDE OTHER SAFETY MEASURES IN ACCORDANCE WITH OSHA GUIDELINES.
3. ROCK SHALL BE REMOVED TO A MINIMUM OF 6-INCH CLEARANCE AROUND THE BOTTOM AND 12-INCH MINIMUM CLEARANCE TO THE SIDES OF PIPE.

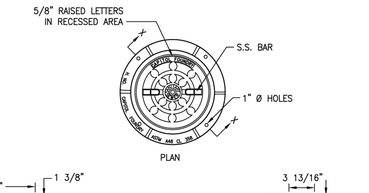
CITY OF CHARLOTTESVILLE	JAN	2012	CITY STANDARDS
			PIPE TRENCHING AND BEDDING – TYPICAL
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 1.0



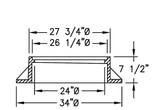
CONCRETE ANCHOR
FOR SLOPES OVER 20%

NOTES:
1. SIDES AND BOTTOM OF CONCRETE ANCHOR TO BE POURED AGAINST UNDISTURBED EARTH.
2. SPACING OF ANCHORS:
   SLOPES:
   20% – 35%: <36 FEET CENTER-TO-CENTER
   OVER 35%: <16 FEET CENTER-TO-CENTER

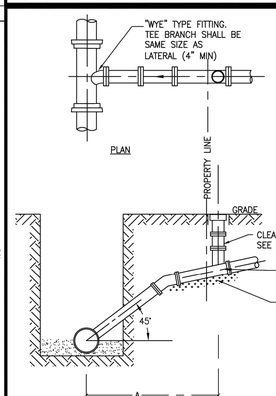
CITY OF CHARLOTTESVILLE			CITY STANDARDS
			CONCRETE ANCHOR
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 6.0



NOTES:
1. CAPITOL FOUNDRY OF VA. MODEL MH-3000 24" MANHOLE FRAME AND COVER WITH RAISED LETTERS MARKED "SANITARY SEWER" OR APPROVED EQUAL.
2. ALL MANHOLES WITHIN THE 100-YEAR FLOODPLAIN OR LOCATED IN AREAS SUBJECT TO LOCALIZED FLOODING ARE TO HAVE WATERTIGHT FRAME AND COVER (SEE DETAIL WW 2.5)

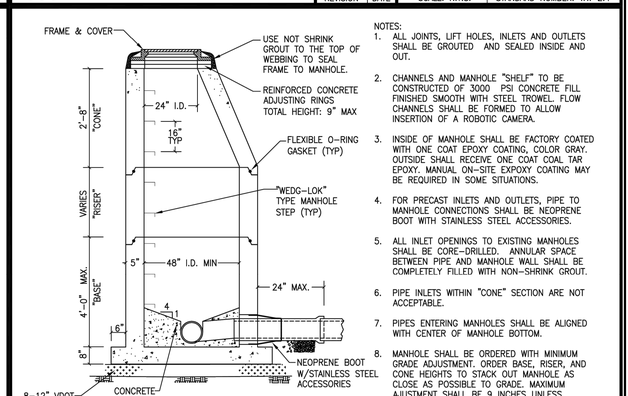


CITY OF CHARLOTTESVILLE	JULY	2011	CITY STANDARDS
			MANHOLE FRAME AND COVER
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 2.4



NOTES:
1. USE DUCTILE IRON PIPE FROM SEWER MAIN TO CLEANOUT IF LESS THAN 3.5 FT. COVER EXISTS.
2. SEWER LATERAL TAPPED INTO EXISTING SEWER MAIN SHALL BE CONNECTED USING A ROMAC PIPE SADDLE (STYLE SB) ,OR APPROVED EQUAL. ALL TAPS SHALL BE CORE-DRILLED.
3. LATERAL SHALL NOT PROTRUDE INTO SEWER MAIN.
4. WHERE THE DISTANCE "A" IS SUCH THAT MORE THAN ONE PIPE JOINT IS REQUIRED AND THE PIPE SLOPE EXCEEDS 20% CONTRACTOR SHALL PROVIDE ANCHORAGE IN ACCORDANCE WITH DRAWING WW 6.0.
5. SEWER LATERAL CONNECTIONS INTO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH DETAIL DRAWINGS WW 2.0, WW 2.1, WW 2.2, OR WW 2.3 AS APPLICABLE.
6. IF MAIN LINE IS LINED, SEE DETAIL WW 5.2.

CITY OF CHARLOTTESVILLE	JAN	2011	CITY STANDARDS
			SEWER LATERAL CONNECTION – TYPICAL
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 5.0



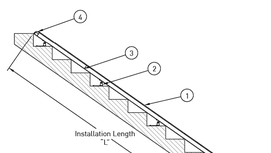
NOTES:
1. ALL JOINTS, LIFT HOLES, INLETS AND OUTLETS SHALL BE GROUTED AND SEALED INSIDE AND OUT.
2. CHANNELS AND MANHOLE "SHELF" TO BE CONSTRUCTED OF 3000 PSI CONCRETE FILL FINISHED SMOOTH WITH STEEL TROWEL. FLOW CHANNELS SHALL BE FORMED TO ALLOW INSERTION OF A ROBOTIC CAMERA.
3. INSIDE OF MANHOLE SHALL BE FACTORY COATED WITH ONE COAT EPOXY COATING, COLOR GRAY. OUTSIDE SHALL RECEIVE ONE COAT COAL TAR EPOXY. MANUAL ON-SITE EXPOXY COATING MAY BE REQUIRED IN SOME SITUATIONS.
4. FOR PRECAST INLETS AND OUTLETS, PIPE TO MANHOLE CONNECTIONS SHALL BE NEOPRENE BOOT WITH STAINLESS STEEL ACCESSORIES.
5. ALL INLET OPENINGS TO EXISTING MANHOLES SHALL BE CORE-DRILLED. ANNULAR SPACE BETWEEN PIPE AND MANHOLE WALL SHALL BE COMPLETELY FILLED WITH NON-SHRINK GROUT.
6. PIPE INLETS WITHIN "CONE" SECTION ARE NOT ACCEPTABLE.
7. PIPES ENTERING MANHOLES SHALL BE ALIGNED WITH CENTER OF MANHOLE BOTTOM.
8. MANHOLE SHALL BE ORDERED WITH MINIMUM GRADE ADJUSTMENT. ORDER BASE, RISER, AND CONE HEIGHTS TO STACK OUT MANHOLE AS CLOSE AS POSSIBLE TO GRADE. MAXIMUM AJUSTMENT SHALL BE 9 INCHES UNLESS APPROVED OTHERWISE.

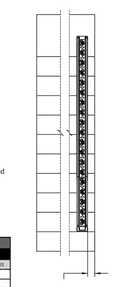
CITY OF CHARLOTTESVILLE	JAN	2012	CITY STANDARDS
			CONCRETE MANHOLE – TYPICAL
	REVISION	DATE	SCALE: N.T.S. STANDARD NUMBER: WW 2.0

Bicycle Access Ramp

Recommended Setbacks

Set ramp spacing from wall/edge. Place the edge of the ramp assembly 6" from the adjacent wall or edge of stairway.





Modules		
Module #	Part #	Description
1	26808	Ramp, 8'
2	26811	Mounting Bracket
3	26809	Joining Bracket
4	26810	End Cap Set

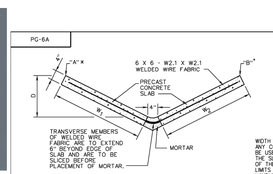
Modules				
	Module Part #			
"L"	26808	26811	26809	26810
4 to 8'	1	3	0	1
8 to 12'	1	4	1	1
12 to 16'	2	5	1	1
16 to 20'	3	6	2	1
20 to 24'	3	7	2	1
24 to 28'	4	8	3	1
28 to 32'	4	9	3	1
Over 32'	Contact Saris Infrastructure			

Our Saris Infrastructure representatives can assist with custom layout and spacing to meet your room dimensions and desired bike capacity.

Saris Infrastructure 800.783.7257 www.sarisinfrastructure.com

Downloadable product resources available online:

PG-6A



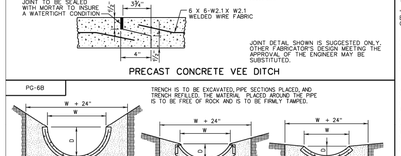
W1	W2	D	K
3"-0"	2"-0"	10"	112
3"-0"	2"-0"	12"	143
3"-0"	3"-0"	10"	137
3"-0"	3"-0"	12"	181
2"-0"	2"-0"	10"	87
2"-0"	2"-0"	12"	111
3"-0"	2"-0"	8"	80
3"-0"	3"-0"	8"	96
2"-0"	2"-0"	8"	64

WIDTH OF SLABS (W) IS TO BE 2'-0" OR 3'-0"; ANY COMBINATION OF THESE WIDTHS MAY BE USED DEPENDING ON REQUIREMENTS. THE SLAB LENGTH IS TO BE AT THE OPTION OF THE FABRICATOR BUT IS NOT TO EXCEED LIMITS THAT WOULD FACILITATE EASY HANDLING.

JOINT DETAIL SHOWN IS SUGGESTED ONLY. OTHER FABRICATOR'S DESIGN MEETING THE APPROVAL OF THE ENGINEER MAY BE SUBSTITUTED.

PRECAST CONCRETE VEE DITCH

PG-6B



½ ROUND SECTION FOR USE ON SLOPES AND FOR FLUMES ONLY.

PIPE SIZE	D	W	K SMOOTH	K C.M.
12"	6"	1'-0"	15	10
15"	7½"	1'-3"	28	17
18"	9"	1'-6"	46	28
21"	10½"	1'-9"	69	43

1/3 ROUND SECTION

PIPE SIZE	D	W	K SMOOTH	K C.M.
24"	6"	1'-8⅝"	27	17
30"	7½"	2'-1"	49	31
36"	9"	2'-5⅜"	79	49
42"	10½"	2'-9⅝"	118	74
48"	1'-0"	3'-1⅞"	173	108
54"	1'-1½"	3'-10⅜"	234	146
60"	1'-3"	4'-3⅝"	309	193

¼ ROUND SECTION

PIPE SIZE	D	W	K SMOOTH	K C.M.
54"	7½"	3'-2¼"	83	52
60"	8¾"	3'-6½"	109	68
66"	9⅝"	3'-10⅜"	142	88
72"	10½"	4'-3"	179	112
78"	11⅜"	4'-7¼"	235	147
84"	1'-0¼"	4'-11½"	269	168
90"	1'-1⅛"	5'-5⅞"	325	203

PIPE DRAIN DITCH LINER

PG-6A, 6B

CONCRETE VEE DITCH

ALL CONCRETE TO BE 4000 PSI. LIFTING DEVICES OF THE FABRICATOR'S DESIGN ARE TO BE FURNISHED WHEN REQUIRED.

BASIS OF PAYMENT TO BE SQUARE YARDS OF SURFACE. MEASURE WHICH IS TO INCLUDE FURNISHING AND PLACING CONCRETE SLABS AND MORTARING JOINTS.

PIPE DRAIN DITCH LINER

PIPE SECTIONS MAY BE USED IN ROADSIDE DITCHES, MEDIAN DITCHES, SLOPE DRAINS, AND FLUMES WITH THE EXCEPTION OF ½ ROUND SECTIONS WHICH ARE RESTRICTED TO SLOPE DRAINS AND FLUMES ONLY.

WHEN PIPE DRAIN DITCH LINER IS SUBSTITUTED FOR STANDARD PG-2A OR 4 SPECIFIED ON THE PLANS, THE CONTRACTOR MUST SELECT A "K" VALUE SHOWN HEREON THAT IS EQUAL TO OR GREATER THAN THE "K" VALUE FOR THE TYPE AT STANDARD PAVED DITCH SHOWN BELOW.

"K" IS THE CONVEYANCE FACTOR AS CALCULATED BY THE U.S. MANNING'S FORMULA FOR FLOW IN OPEN CHANNELS.

PIPE DRAIN DITCH LINERS ARE TO BE CONSTRUCTED FROM SECTIONS OF CONCRETE PIPE OR REGULAR REINFORCED CONCRETE PIPE, BITUMINIZED FIBER PIPE, CORRUGATED ALUMINUM PIPE, OR CORRUGATED STEEL PIPE. NON-REINFORCED SECTIONS MAY BE USED FOR CONCRETE PIPE SIZES 24" OR LESS.

JOINTS TO BE OF STANDARD MANUFACTURER'S DESIGN FOR REGULAR CONCRETE PIPE AND MAY BE LAPPED, BUTTED WITH A COLLAR,OR BELL AND SPIGOT FOR BITUMINIZED FIBER PIPE. JOINTS FOR CORRUGATED METAL PIPE MAY BE BOLTED OR RIVETED. ALL JOINTS TO BE SEALED TO INSURE A WATER TIGHT BOND.

BITUMINIZED FIBER AND CORRUGATED METAL PIPE TO BE ANCHORED WITH 1" X 4" X 30" PRESSURE PRESERVATIVE TREATED STAKES PLACED AT ALL JOINTS WITH INTERMEDIATE SPACING NOT TO EXCEED 10 FEET. ▪ 4 X 30" HOOKED REINFORCED BARS MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.

CONCRETE AND CORRUGATED METAL PIPE SECTIONS ARE TO BE PLACED ON A BED OF GRANULAR MATERIAL SPECIFICATIONS FOR MINIMUM DEPTH OF FILL, INCORPORATED HEREIN SHALL CONFORM TO SECTION 240 OF THE SPECIFICATIONS, AND IS LIMITED TO SIZES 24" OR LESS.

INLET END OF PIPE DRAIN DITCH LINER INSTALLATION IS TO BE PROTECTED WITH ASPHALT OR CONCRETE TREATMENT AS DIRECTED BY THE ENGINEER TO PREVENT UNDERCUTTING.

COST OF PROTECTION TO BE INCLUDED IN PRICE BID FOR LINEAR FEET OF PIPE DRAIN DITCH LINER.

AT THE OPTION OF THE FABRICATOR, CONCRETE PIPE MAY BE GROOVED FOR SPLITTING.

LIFTING DEVICES OF FABRICATOR'S DESIGN ARE TO BE FURNISHED WHEN REQUIRED.

PIPE SECTIONS ARE TO BE AS SPECIFIED IN PIPE STANDARD PC-1 FOR MINIMUM HEIGHT OF FILL.

SPECIFICATION REFERENCE	STANDARD PRECAST PAVED DITCHES (CONCRETE, CORRUGATED METAL & BITUMINOUS FIBER PIPES) VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS	
232 502		REVISION DATE	SHEET 1 OF 1 109.05

CONTRACTOR SHALL ALSO PROVIDE ANCHOR LUGS PER VDOT PG-4 109.03

S:\103\44688-McIntire_Fire_Station\DWG\Sheet\C0344688-103-C1.0-NTDT.dwg | Plotted on 10/20/2023 3:54 PM | by Tre Blight

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

THIS DRAWING PREPARED AT THE
CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

FINAL SITE PLAN

REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/15/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
NOTES & DETAILS

JOB NO. 44688
SHEET NO. C1.3

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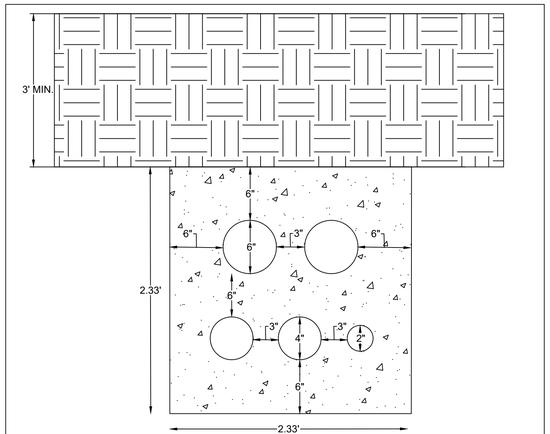
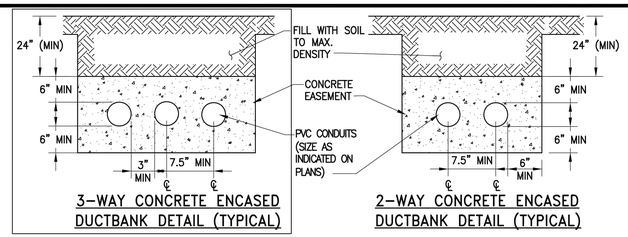


BUILDING PROPOSED ELEC SERVICE CONCRETE-ENCASED DUCT BANK

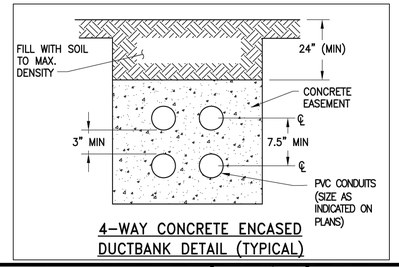
SCALE: 1" = 1'

NOTE: 36" MINIMUM COVER IN CITY RIGHT-OF-WAY



3-WAY CONCRETE ENCASED DUCTBANK DETAIL (TYPICAL)

2-WAY CONCRETE ENCASED DUCTBANK DETAIL (TYPICAL)



4-WAY CONCRETE ENCASED DUCTBANK DETAIL (TYPICAL)

CITY OF CHARLOTTESVILLE

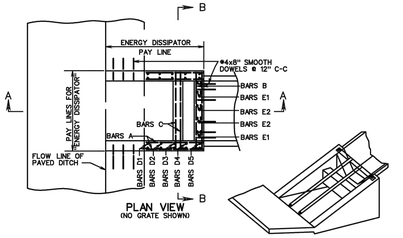
REVISION	DATE

CITY STANDARDS

UTILITY DUCTBANK DETAIL

SCALE: N.T.S. STANDARD NUMBER: DB-1

EG-1, 1A



NOTES:

AMOUNT OF PAVED DITCH REPLACED BY "ENERGY DISSIPATOR" TABULATED BY DEPTHS AS SHOWN IN STANDARD PG-2A.

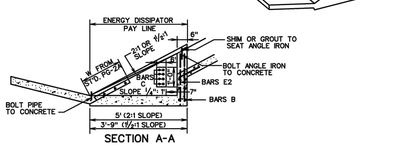
THIS ITEM MAY BE PRECAST OR CAST IN PLACE.

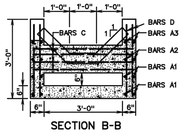
CONCRETE TO BE CLASS A3 IF CAST IN PLACE.

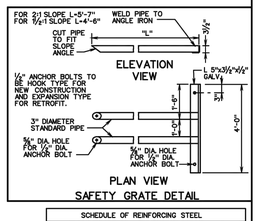
FOR PRECAST SEE SHEET 111.02.

THE 2:1 DESIGN MAY BE USED ON EITHER 1½:1 OR 2:1 SLOPES.

EG-1-ENERGY DISSIPATOR WITHOUT GRATE.
EG-1A-ENERGY DISSIPATOR WITH GRATE.





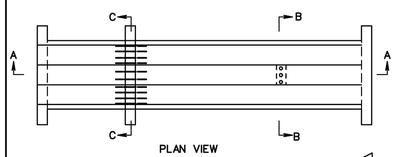


SCHEDULE OF REINFORCING STEEL						
MARK	NO.	LENGTH 2:1	LENGTH 1 1/2:1	SIZE	SPACING C-C	SHAPE
A1	8	2'-10"	2'-10"	# 3	8"	STRAIGHT
A2	4	2'-6¼"	1'-10"	# 3	8"	STRAIGHT
A3	4	1'-0¾"	0'-10"	# 3	8"	STRAIGHT
B	6	3'-9"	3'-9"	# 3	8"	STRAIGHT
C	8	3'-8"	3'-8"	# 4	2½"	STRAIGHT
D1	4	1'-2½"	0'-8"	# 3	8"	STRAIGHT
D2	4	1'-6½"	1'-1½"	# 3	8"	STRAIGHT
D3	4	1'-10½"	1'-7"	# 3	8"	STRAIGHT
D4	4	2'-2½"	2'-0½"	# 3	8"	STRAIGHT
D5	4	2'-6½"	2'-6"	# 3	8"	STRAIGHT
E1	4	1'-11½"	1'-11½"	# 3	8"	STRAIGHT
E2	4	1'-5½"	1'-5½"	# 3	8"	STRAIGHT

APPROXIMATE QUANTITIES			
		CONCRETE CU. YDS.	REINFORCING STEEL LBS.
ENERGY DISSIPATOR	2:1	0.7479	61.20
	1½:1	0.5921	57.63

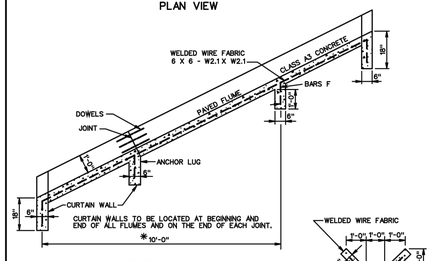
SPECIFICATION REFERENCE	STANDARD ENERGY DISSIPATOR FOR USE WITH PAVED FLUMES VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS	
502		REVISION DATE	SHEET 1 OF 1
			111.01

PG-4



SCHEDULE OF REINFORCING STEEL						
MARK	NO.	LENGTH 2:1	LENGTH 1½:1	SIZE	SPACING C-C	SHAPE
F	3	1'-2"	1'-2"	4	4"	STRAIGHT
G	9	1'-5"	1'-5"	4	6"	STRAIGHT
DOWELS	10	1'-6"	1'-6"	4	5"	STRAIGHT

NO. SHOWN ARE FOR ONE ANCHOR LUG, CURTAIN WALL AND JOINT.

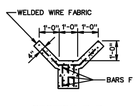


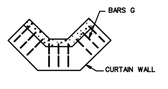
APPROXIMATE QUANTITIES			
		CLASS A3 CONCRETE CU. YDS.	REINFORCING STEEL LBS.
ANCHOR LUG	2:1	0.0208	2.34
	1½:1	0.0216	2.34
CURTAIN WALL	2:1	0.099	8.51
	1½:1	0.100	8.51
JOINT	2:1	——	10.02
	1½:1	——	10.02

0.425 SQUARE YARDS SURFACE AREA PER LINEAR FOOT OF FLUME.

NOTE:
DOWELS TO BE LOCATED AT ALL REQUIRED JOINTS.
K VALUE = 128

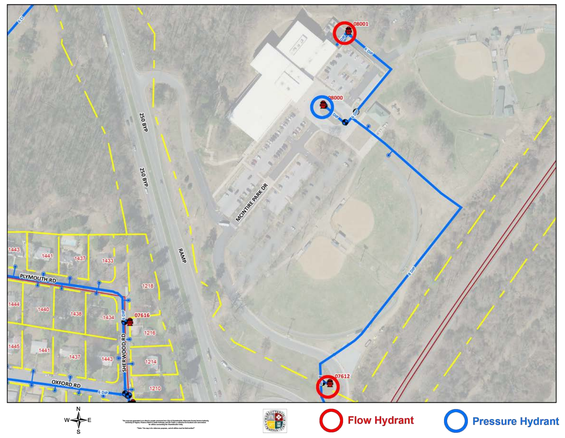
FOR DETAILS OF PIPE SPILLOUTS FOR 12"-24" CULVERTS, SEE STANDARD DRAWINGS PS-2 AND PS-3.





*10'-0" C-C MAXIMUM TYPICAL SPACING BETWEEN ANCHOR LUGS. ANCHOR LUG IS TO BE A MAXIMUM OF 2' FROM END OF CHANNEL.

SPECIFICATION REFERENCE	STANDARD PAVED FLUME FOR 12" - 24" PIPE VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS	
502		REVISION DATE	SHEET 1 OF 1
			109.03



Flow Hydrant Pressure Hydrant

Fire Hydrant Test Report

SAP Notification:

Location: YMCA - McIntire Park
Date of Test 10/28/2022 8:10am
Performed by: (list all) Franklin Shiffett, Anthony Pullaro, Skyler Morris, John Scott

	Hydrant ID:	Location:	Pipe Size	Nozzle Size (in)	Pressure Static	Pressure Res.	Flow (gpm)	Duration (min:sec)
Residual Hydrant:	8000	*In front of YMCA, McIntire Park*	6	2.5	85	60		
Flow Hydrant #1	08001	*Right side of YMCA building*	6	2.5			1000	5.00
Flow Hydrant #2	07612	*Intersection of 250 Bypass Ramp and McIntire Park Dr*	8	2.5			974	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.

FIRE FLOW TEST RESULTS

No Scale

SIZING WATER SERVICE LINES AND METERS

Water Customer Data Sheet

Customer: City of Charlottesville - Bypass Fire Station Phone:
Building Address: US 250 Bypass, Charlottesville, VA 22902 Map/Lot:
Type of Occupancy: Fire Station (Apartment, Hotel, Shopping Center, etc.)

Fixture		Fixture Value @ 60 PSI		Number of Fixtures		Total Value
Bathtub		8	x		=	
Bedpan Washers		10	x		=	
Bidet		2	x		=	
Dental Unit		2	x		=	
Drinking Fountain - Public		2	x	2	=	4.0
Kitchen Sink		2.2	x	4	=	8.8
Lavatory		1.5	x	4	=	6.0
Showerhead (shower Only)		2.5	x	4	=	10.0
Service Sink		4	x	2	=	8.0
Toilet	- Flush Valve	35	x	4	=	140.0
	- Tank Type	4	x		=	
Urinal	- Pedestal Flush Valve	35	x		=	
	- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)		4	x		=	
Dishwasher		2	x		=	
Washing Machine		6	x	3	=	18.0
Hose (50 ft Wash Down)	- 1/2 in.	5	x	1	=	5.0
	- 5/8 in.	9	x		=	
	- 3/4 in.	12	x		=	
Combined Fixture Value Total					=	199.8

Water Flow Demand from Fig. 4-2 or 4-3 62.0 Press. Factor from Table 4-1 1.21

Customer Peak Demand From (Fig. 4-2 or 4-3) x (Press. Factor from Table 4-1) = 75.0 gpm

Add Irrigation

	Sections*	x (1.16 or 0.40)**	=	gpm
3	Hose Bibs	x Fixture Value x Press. Factor	=	43.6 gpm

Added Fixed Load = gpm

TOTAL FIXED DEMAND = 118.6 gpm

* 100 ft² area = 1 section
** Spray Systems - Use 1.16; Rotary Systems - Use 0.40

Figure 4-5 Water customer data sheet *Adapted from AWWA Manual M22*

Working Pressure at Meter Discharge (PSI)	Pressure Adjustment Factor
35	0.74
40	0.80
50	0.90
60	1.00
70	1.09
80	1.17
90	1.25
100	1.34

Adapted from AWWA Manual M22 table 4-1

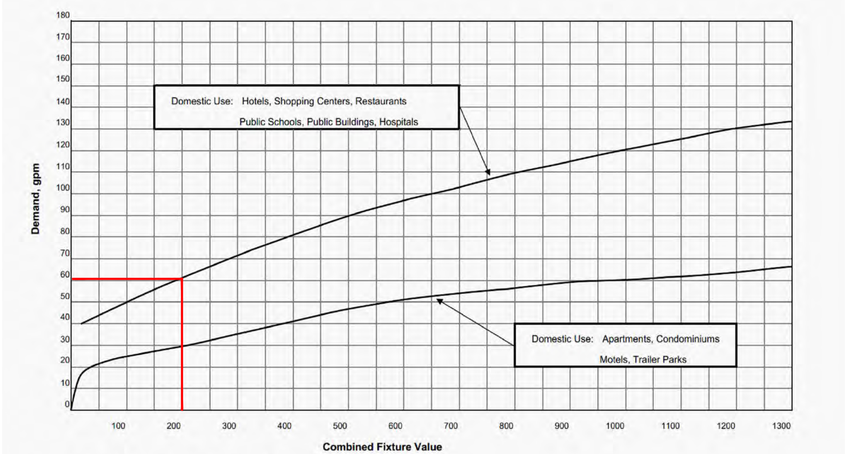


Figure 4-2 Water flow demand per fixture value - low range

WATER METER SIZING CALCULATIONS

No Scale

S:\1103\44688-McIntire_Fire_Station\DWG\Sheet\CD\44688-103-C1.0-NTDT.dwg | Plotted on 12/21/2023 12:13 PM | by Matt Dienhard

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

THIS DRAWING PREPARED AT THE
CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

FINAL SITE PLAN

REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/12/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
NOTES & DETAILS

JOB NO. 44688
SHEET NO. C1.4

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#R-23-017

RESOLUTION
Granting a Special Use Permit for Property Located at 345 US 250 Bypass (Tax Map and Parcel/Tax Status: 450001000 Real Estate Tax Exempt) Application SP22-00008

WHEREAS the City of Charlottesville, Virginia (the "City") is the owner of certain land located and currently addressed as 345 US 250 Bypass and identified on Tax Map and Parcel/Tax Status as 450001000 (Real Estate Tax Exempt), and includes McIntire Park, the Brooks Family YMCA, and the existing City Fire Station #1 (the "Property"),

WHEREAS the City Senior Project Manager (the "Applicant") is requesting a Special Use Permit ("SUP") to allow for construction of a new 8,000 square foot fire station to the south of an existing stub road on the Property (the "Project"); and

WHEREAS the Property is currently zoned R-1 (Single-Family Residential) and under R-1 zoning classification, municipal offices or other government buildings may be authorized with a Special Use Permit and are deemed substantially compliant with the Comprehensive Plan in accordance with by § 15.2-2232 of the Code of Virginia; and

WHEREAS the current City Fire Station #1 is a legal non-conforming use, with no Special Use Permit on file for this site; and

WHEREAS the Applicant seeks a Special Use Permit Under City Code Sec. 34-158 to allow for construction of the Project; and

WHEREAS the Project is described in more detail within the Charlottesville Public Works, Facilities Development Division's Staff Report and application materials submitted in connection with SP22-00008, as required by City Code Sec. 34-158 (collectively, the "Application Materials"); and

WHEREAS the Planning Commission and the City Council conducted a joint public hearing, after notice and advertisement as required by law on, January 10, 2023; and

WHEREAS the Planning Commission considered and recommended approval of this application by a vote of 7-0 (which includes the Special Use Permit and substantial compliance with the Comprehensive Plan; and

WHEREAS upon consideration of the Planning Commission's recommendation, the Application Materials, comments received at the public hearing, as well as factors set forth within 34-157 of the City's Zoning Ordinance and §15.2-2232 of the Code of Virginia, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would contribute to the City Council's Vision and Strategic Plan Goal 3: A Beautiful and Sustainable Natural and Built Environment and Item 3.2: Provide reliable and high quality infrastructure, and would serve the public necessity, convenience, general welfare or good zoning practice; now therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that a Special Use Permit is hereby granted to allow the Project to be established on the Property, subject to the following conditions:

(1) That the Applicant's Critical Slope Waiver filed and accompanying this SUP request be granted.

	Ave	No
vacancy		
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
February 6, 2023

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

#R-23-018

RESOLUTION APPROVING A REQUEST FOR WAIVER OF CRITICAL SLOPES PROVISIONS PURSUANT TO CITY CODE SECTION 34-1120(b) FOR PROPERTY LOCATED AT 345 US 250 Bypass
(Tax Map and Parcel/Tax Status: 450001000 Real Estate Tax Exempt) Application P22-0091

WHEREAS the City of Charlottesville, Virginia (the "City") is the owner of certain land located and currently addressed as 345 US 250 Bypass and identified on Tax Map and Parcel/Tax Status as 450001000 (Real Estate Tax Exempt), and includes McIntire Park, the Brooks Family YMCA, and the existing City Fire Station #1 (the "Property"),

WHEREAS the City Senior Project Manager (the "Applicant") is requesting a waiver of the critical slopes requirement of City Code Sec. 34-1120(b) in connection with the construction of a new 8,000 square foot fire station to the south of an existing stub road on the Property (the "Project"); and

WHEREAS the Planning Commission held a hybrid virtual and in person joint public hearing with City Council on January 10, 2023 to give the public an opportunity to comment; and

WHEREAS the Planning Commission considered and recommended approval of the request to waive the critical slopes requirements, pursuant to City Code §34-1120(b) by a vote of 7-0, upon a finding that the public benefits of allowing disturbance of the critical slope outweigh the public benefits of the undisturbed slope; and

WHEREAS upon consideration of the information and materials provided by the applicant, and the recommendation of the Planning Commission, the City Council finds and determines pursuant to City Code Sec. 34-1120(b) that the benefits of allowing the disturbance of the critical slopes in connection with the development project outweigh the public benefits of the undisturbed slopes; and

WHEREAS upon further consideration of the Planning Commission's recommendation, the Application Materials, comments received at the public hearing, as well as factors set forth within the Application Materials, this Council finds and determines that granting the proposed critical slope waiver subject to suitable regulations and safeguards would contribute to the City Council's Vision and Strategic Plan Goal 3: A Beautiful and Sustainable Natural and Built Environment and Item 3.2: Provide reliable and high quality infrastructure, and would serve the public necessity, convenience, general welfare or good zoning practice; now therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that the request by the Applicant, for a waiver of the critical slopes requirements for the above-described Project to be developed on the Property, is hereby granted.

	Ave	No
vacancy		
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
February 6, 2023

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
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FINAL SITE PLAN

REVISION DESCRIPTION	DATE
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DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA

APPROVED RESOLUTIONS - SUP & CRITICAL SLOPES WAIVER

JOB NO. 44688
SHEET NO. C1.5

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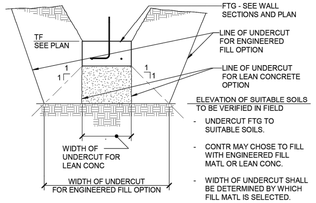
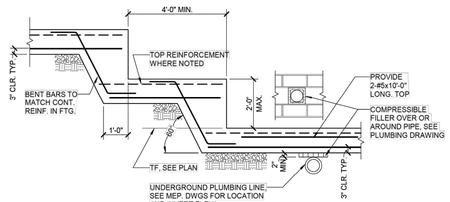


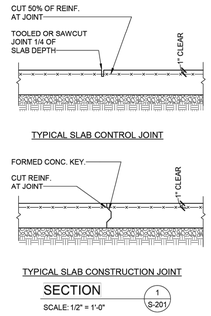
TYPICAL FOOTING UNDERCUT

SECTION 3 S-201
SCALE: 1/2" = 1'-0"



TYPICAL FOOTING STEP (F.S.)

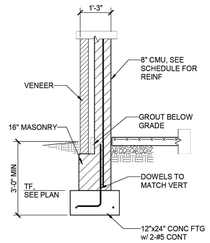
SECTION 2 S-201
SCALE: 1/2" = 1'-0"



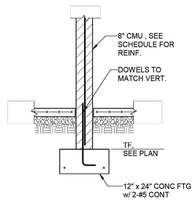
SECTION 1 S-201
SCALE: 1/2" = 1'-0"

FOOTING SCHEDULE			
MARK	SIZE	BOTTOM REINFORCING	REMARKS
F4	4'-0"x4'-0"x12"	6-#5 EW	
F5	5'-0"X5'-0"X12"	6-#5 EW	
F6	6'-0"X6'-0"X20"	8-#6 EW	
F7	7'-0"X7'-0"X20"	8-#6 EW	
F8	8'-0"X8'-0"X20"	9-#6 EW	
F9	9'-0"X9'-0"X24"	11-#6 EW	

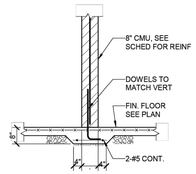
PIER SCHEDULE				
		REINFORCING		
MARK	SIZE	VERTICAL	TIES	REMARKS
P1	20x20	4-#7	#4 @ 12"	
P2	24X24	4-#7	#4 @ 12"	



SECTION 9 S-201
SCALE: 1/2" = 1'-0"

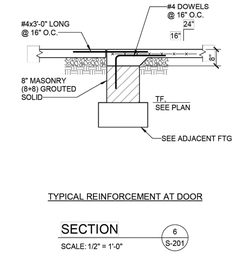


SECTION 8 S-201
SCALE: 1/2" = 1'-0"



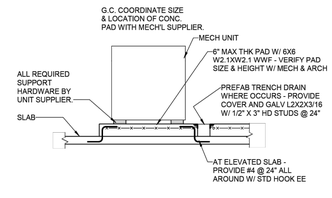
TYPICAL THICKENED SLAB AT NON-LOAD BEARING MASONRY WALL

SECTION 7 S-201
SCALE: 1/2" = 1'-0"



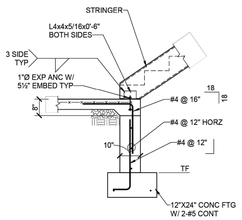
TYPICAL REINFORCEMENT AT DOOR

SECTION 6 S-201
SCALE: 1/2" = 1'-0"

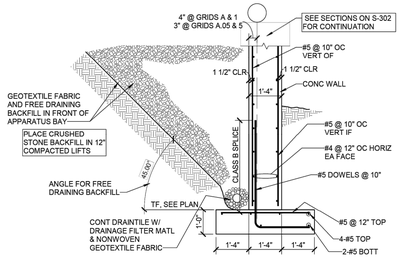


TYPICAL HOUSEKEEPING PAD

SECTION 5 S-201
SCALE: 1/2" = 1'-0"

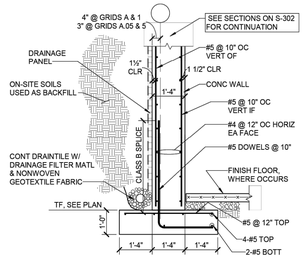


SECTION 14 S-201
SCALE: 1/2" = 1'-0"



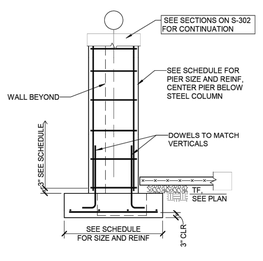
EXTERIOR CONCRETE WALL & FOOTING

SECTION 13 S-201
SCALE: 1/2" = 1'-0"



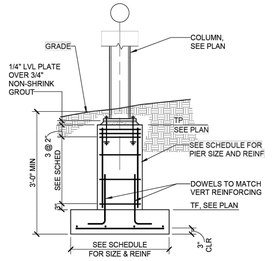
EXTERIOR CONCRETE WALL & FOOTING

SECTION 12 S-201
SCALE: 1/2" = 1'-0"



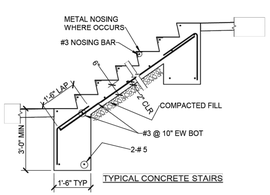
EXTERIOR CONCRETE PIER & FOOTING AT STEEL COLUMN (BEAM CONNECTION TO COLUMN)

SECTION 11 S-201
SCALE: 1/2" = 1'-0"



TYPICAL COLUMN FOOTING w/ PIER

SECTION 10 S-201
SCALE: 1/2" = 1'-0"



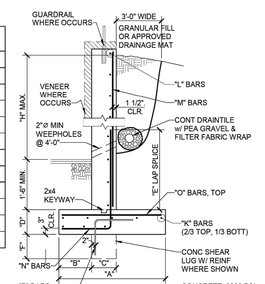
TYPICAL CONCRETE STAIRS

SECTION 15 S-201
SCALE: 1/2" = 1'-0"

CONCRETE RETAINING WALL SCHED (35 PSF)							
WALL HEIGHT	DIMENSIONS						
TYPE	A	B	C	D	E	F	
6'-0" ①	5'-4"	2'-0"	10"	12"	3'-0"	1'-0"	
10'-0" ②	7"-4"	3'-0"	10"	12"	3'-8"	1'-6"	
WALL HEIGHT	REINFORCING						
TYPE	K	L	M	N	O	P	
6'-0" ①	6-#4	#4 @ 10"	#4 @ 10"	#5 @ 10"	#5 @ 14"	#4 @ 10"	
10'-0" ②	9-#4	#4 @ 10"	#4 @ 7"	#6 @ 7"	#5 @ 14"	#4 @ 10"	

NOTES:

-- MAX SOIL BEARING CAPACITY IS 2000 PSF
-- SURCHARGE LOADING NOT TO EXCEED 100 PSF
-- EQUIVALENT ACTIVE FLUID PRESSURE OF SOIL IS 35 PSF
-- EQUIVALENT PASSIVE FLUID PRESSURE OF SOIL IS 300 PSF
-- ASSUMED FRICTION COEFFICIENTS 0.30
-- ASSUMED SOIL DENSITY IS 120 PCF
-- GRADE AT THE TOP OF THE WALL IS ASSUMED TO BE FLAT
-- SEISMIC LOADING HAS NOT BEEN CONSIDERED



TYPICAL SITE RETAINING WALL

SECTION A S-201
SCALE: 1/2" = 1'-0"

NOTE: STRUCTURAL DETAILS INCLUDED FOR REFERENCE ONLY. A SEPARATE BUILDING PERMIT WILL BE OBTAINED FOR ALL RETAINING WALLS GREATER THAN 4' IN HEIGHT.

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COMMONWEALTH OF VIRGINIA
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10/20/23
PROFESSIONAL ENGINEER
44688

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REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/15/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

CHARLOTTESVILLE FIRE STATION 1

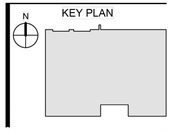
PROJECT ADDRESS: ADDRESS TO BE DETERMINED
OWNER: CITY OF CHARLOTTESVILLE, VA
PROJ. NO: 1902

SEAL

INTERIM REVIEW ONLY

THESE DOCUMENTS ARE INCOMPLETE AND ARE RELEASED FOR INTERIM REVIEW ONLY AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES.

KEY PLAN



REVISIONS		
MARK	DATE	ISSUE
1	Date 1	Revision 1

ISSUANCES	
DATE	ISSUANCE

FOUNDATION SECTIONS

S-201

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STRUCTURAL NOTES & DETAILS

JOB NO. 44688
SHEET NO. C1.6

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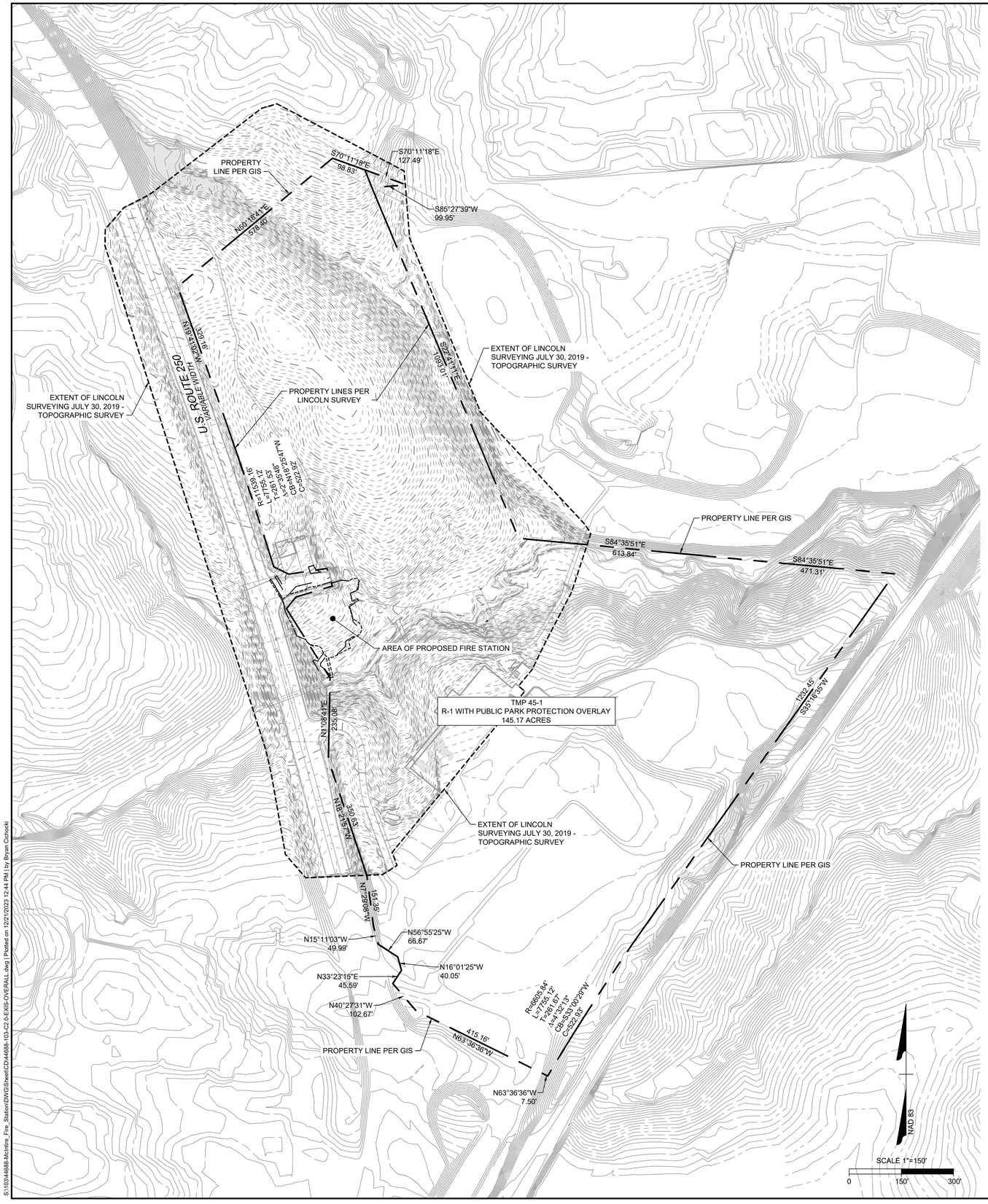

SANITARY SEWER SCHEDULE

STR.	TYPE	TOP	FROM/TO	INV IN	INV OUT	PIPE SIZE/TYPE
C	SMH	404.63	FROM SS-2I	401.73		6" VCP
			TO D		399.73	6" VCP
D	SMH	392.15	FROM C	388.49		6" VCP
			FROM J	387.73		10" VCP
			TO E		387.63	10" VCP
E	SMH	390.51	FROM D	386.26		10" VCP
			TO F		386.16	10" VCP
F	SMH	389.41	FROM E	380.91		10" VCP
			FROM SMH	380.77		12" VCP
			TO G		380.71	12"VCP
G	SMH	384.14	FROM F	377.54		12" VCP
			TO H		377.44	12" VCP
H	SMH	377.05	FROM G	374.05		12" VCP
			TO SMH		373.95	12" DIP
J	SMH	397.95	FROM K	392.60		6" VCP
			FROM M	391.15		10"VCP
			TO D		391.10	10" VCP
K	SMH	404.38	FROM L	399.16		6" VCP
			TO J		398.12	6" VCP
L	SMH	417.19	FROM BLDG	414.99		4" VCP
			TO K		411.98	6" VCP
M	SMH	400.67	FROM N	396.04		10" DIP
			TO J		395.74	10" VCP
N	SMH	401.12	FROM P	396.82		12" DIP
			TO M		396.62	10" DIP
P	SMH	406.74	FROM UNKNOWN	402.80		
			TO N		401.35	12" DIP

STORM DRAINAGE SCHEDULE

STR.	TYPE	TOP	FROM/TO	INV IN	INV OUT	PIPE SIZE/TYPE	NOTES
I7	I8" RCP		FROM I8	422.76		I8" RCP	
I8	DI-3B MOD	428.76	FROM UNKNOWN	425.96		3" DIP	
	L=4.5'		FROM I5" RCP	424.61		I5" RCP	
			FROM I9	423.46		I8" RCP	
			TO I7		423.46	I8" RCP	
I9	DI-3B MOD	429.53	FROM SDMH	424.43		I5" RCP	
	L=8.5'		FROM 20	424.43		I5" RCP	
			TO I8		424.29	I8" RCP	
20	DI-3B MOD	440.62	FROM SDMH	436.22		I5" RCP	
	L=I0.5'		TO I9		436.15	I5" RCP	
34	SDMH	427.93	FROM SDMH	420.55		24" RCP	
			TO 57		420.50	24" RCP	
35	DI-3B MOD.	448.35	FROM SDMH				FULL OF DEBRIS
	L=6'		TO 36				FULL OF DEBRIS
36	DI-3B MOD.	441.31	FROM 35	436.46		I5" RCP	
	L=8'		TO SDMH		436.31	I8" RCP	
37	DI-3B MOD.	422.47					
	L=4'		TO 38		418.77	I5" RCP	
38	I5" RCP		FROM 37	418.26		I5" RCP	
39	I5" RCP		FROM DITCH	426.54		I5" RCP	
40	39" DIP		TO 42		401.70	39" DIP	ODD SIZE
41	39" DIP		TO 43		402.51	39" DIP	ODD SIZE
42	42" DIP		FROM 40	396.19		42" DIP	
43	42" DIP		FROM 41	396.25		42" DIP	
57	24" RCP		FROM 34	420.46		24" RCP	

GENERAL NOTE:

ALL SURVEY DATA REPRESENTED HEREON IS A REPLICATION OF SURVEY WORK PERFORMED BY LINCOLN SURVEYING ON JULY 30, 2019. ALL LIABILITIES OF SURVEY DATA SHALL BE OWNED BY THE SURVEYOR PROVIDING THE DATA. SEE SURVEYOR NOTES ON THIS SHEET. ORIGINAL SURVEY MAY BE PROVIDED UPON REQUEST DIGITALLY OR PRINTED ON 36" X 48" PAPER PER ORIGINAL PRODUCTION BY LINCOLN SURVEYING.

SURVEYOR NOTES - LINCOLN SURVEYING JULY 30, 2019

LEGEND:

AC = AIR CONDITIONER
CMP = CORRUGATED METAL PIPE
CO = CLEAN OUT
DIP = DUCTILE IRON PIPE
FH = FIRE HYDRANT
GV = GAS VALVE
HH = HAND HOLD
IF = IRON FOUND
IS = IRON SET
MF = MONUMENT FOUND
MH = MANHOLE
MP 111 = MILEPOST 111
OHE = OVERHEAD ELECTRIC LINE
PF = PIPE FOUND
PVC = POLY-VINYL CHLORIDE PIPE
RCP = REINFORCED CONCRETE PIPE
S = SIGN
SD = STORM DRAIN
SS = SANITARY SEWER
TS = TRAFFIC SIGNAL
TP = TELEPHONE PEDESTAL
TR = TRANSFORMER
VCP = VITRIFIED CLAY PIPE
WM = WATER METER
WV = WATER VALVE
+580.50 = SPOT ELEVATION

TREE LEGEND:

BCH = BEECH TREE
CHR = CHERRY TREE
DW = DOGWOOD TREE
MAP = MAPLE TREE
OAK = OAK TREE
POP = POPLAR TREE
RO = RED OAK TREE
SPR = SPRUCE TREE
SYC = SYCAMORE TREE
TREE = UNKNOWN SPECIES
24PINE40 = 24" PINE WITH 40 FOOT CANOPY (DIAMETER)

E = ELECTRIC LINE
C = COMMUNICATION LINE
G = GAS LINE
S = SEWER LINE
D = STORM DRAINAGE LINE
W = OVERHEAD UTILITY
W = WATERLINE
RIP RAP
WOODLINE

SURVEYOR NOTES - LINCOLN SURVEYING JULY 30, 2019

THIS TOPOGRAPHIC MAP WAS PREPARED FOR: THE CITY OF CHARLOTTESVILLE, VIRGINIA

1. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.
2. SOME EASEMENTS OTHER THAN THOSE SHOWN HEREON MAY EXIST.
3. THIS PROPERTY LIES IN AN AREA DESIGNATED AS ZONE X (UN-SHADED) (AREAS DETERMINED TO BE OUTSIDE THE0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON MAPS BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. MAP 51003C0260D DATED: FEBRUARY 4, 20 05.
4. THIS TOPOGRAPHIC SURVEY OF A PORTION OF MCINTIRE PARK LOCATED ON U.S. ROUTE 25 0 CHARLOTTESVILLE, VIRGINIA WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF CHRISTOPHER B. KEAN FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND /OR ORIGINAL DATA WAS OBTAINED ON JULY 25, 2019; AND THAT THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.
5. I HEREBY CERTIFY THAT THIS TOPOGRAPHIC SURVEY, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, IS CORRECT AND COMPLIES WITH THE MINIMUM PROCEDURES AND STANDARDS ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED LANDSCAPE ARCHITECTS AND INTERIOR DESIGNERS.
6. NOTE THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. UTILITIES ARE LOCATED USING UTILITY COMPANY LOCATIONS, CITY UTILITY MAPS, AND FIELD VERIFICATION. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

SURVEYOR NOTES - LINCOLN SURVEYING JULY 30, 2019

TITLE REFERENCES FOR TMP 45-1
CITY OF CHARLOTTESVILLE
P.O. BOX 911
CHARLOTTESVILLE, VA 22902

CITY REFERENCES:
D.B. 280 P. 28
D.B. 272 P. 277
D.B. 323 P. 291 PLAT
D.B. 319 P. 96
D.B. 249 P. 100 CCR
D.B. 239 P. 416 PLAT
D.B. 319 P. 122
D.B. 176 P. 144 ELECTRIC EASEMENT
D.B. 52 P. 347
D.B. 52 P. 345
HWPB. 1 P. 161-168

COUNTY REFERENCES:
D.B. 381 P. 85
D.B. 376 P. 56 PLAT
D.B. 375 P. 379 EASEMENT
D.B. 314 P. 575
D.B. 314 P. 462
D.B. 313 P. 477
D.B. 311 P. 99
D.B. 309 P. 525 PLAT
D.B. 303 P. 325 EASEMENTS, RESTRICTIONS
D.B. 252 P. 427
D.B. 241 P. 560 PLAT
D.B. 237 P. 369 ELECTRIC EASEMENT
D.B. 228 P. 579 PLAT
D.B. 218 P. 114
D.B. 205 P. 457 ELECTRIC EASEMENT
D.B. 193 P. 560
D.B. 192 P. 327 ELECTRIC EASEMENT
D.B. 192 P. 16
D.B. 191 P. 513 ELECTRIC EASEMENT
D.B. 184 P. 184
D.B. 154 P. 70 ELECTRIC EASEMENT
D.B. 179 P. 484
D.B. 176 P. 456
D.B. 172 P. 207
D.B. 169 P. 389, 392 PLAT
D.B. 159 P. 201, 203 PLAT SOUTHERN RAILWAY CO
D.B. 159 P. 50, 53 PLAT SOUTHERN RAILWAY CO.
D.B. 155 P. 45
D.B. 130 P. 125
D.B. 123 P. 338
D.B. 121 P. 219
W.B. 35 P. 58
W.B. 30 P. 459
HWPB 1 P. 243-245

PHOTOGRAMMETRY AND MAPPING
PROVIDED BY:

LOUISA AERIAL SURVEYS
P.O. BOX 430
MINERAL, VA 23117
540-967-1499

DTM FILE USED TO GENERATE CONTOURS.

MINI-DASHED AREAS MAY NOT MEET NATIONAL MAP ACCURACY STANDARDS.

DATE OF PHOTOGRAPHY: 2/14/08
DATE OF COMPILATION: 2/27/08

LEGEND

EXTENT OF LINCOLN SURVEYING JULY 30, 2019 - TOPOGRAPHIC SURVEY

PROPERTY LINE

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
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REVISION DESCRIPTION
FINAL SITE PLAN RESUBMISSION #1
FINAL SITE PLAN RESUBMISSION #2
FINAL SITE PLAN RESUBMISSION #3

DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
OVERALL EXISTING CONDITIONS

JOB NO. 44688
SHEET NO. C2.0

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COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
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DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

SITE EXISTING CONDITIONS & DEMOLITION PLAN

JOB NO. 44688
SHEET NO. C2.1

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TMP 45-1
R-1 WITH PUBLIC PARK PROTECTION OVERLAY
145.17 ACRES

SCALE 1"=20'
0 20' 40'

LEGEND:
- REMOVE TREES/VEGETATION
- REMOVE ASPHALT
- REMOVE CURB AND GUTTER
- SAWCUT
- LIMITS OF DISTURBANCE

VERY DENSE VEGETATION
FIRE HYDRANT TO BE CONSTRUCTED WITH WATERLINE EXTENSION IN ADVANCE OF FIRE STATION CONSTRUCTION.
8" WATER LINE (CLASS 52 DI) EXTENSION TO BE COMPLETED IN ADVANCE OF FIRE STATION CONSTRUCTION.
CHARLOTTESVILLE FIRE DEPARTMENT STATION # 1
1" WATER SERVICE TO BE CONSTRUCTED WITH WATERLINE EXTENSION IN ADVANCE OF FIRE STATION CONSTRUCTION.
U.S. ROUTE 250 VARIABLE WIDTH
W. MCINTIRE MULTI-USE TRAIL
ASPHALT
GRAVEL
BENCH
WOOD BRIDGE
EXISTING GUARDRAIL
CONC. FLUME
CONC. V-DITCH
THIS AREA FULL OF DEBRIS. LOCATION OF V-DITCH INDETERMINABLE.
STORM DRAINAGE MH
24" RCP
39" DIP
12" DIP
10" VCP
6" VCP
4" VCP
REMOVE EXISTING BOLLARD
REMOVE CURB, GUTTER, AND PAVEMENT AS INDICATED
RELOCATE EXISTING DUMPSTER
CRITICAL SLOPES (TYP.)
CRITICAL SLOPES DISTURBANCE PER CITY COUNCIL APPROVED RESOLUTION, SHEET C1.5 (TYP.)
LIMITS OF TREE REMOVAL
PORTION OF UNPAVED PATH TO BE RELOCATED
UNPAVED TRAIL
±60 LF OF EXISTING CONC. V-DITCH TO BE REMOVED/ REPLACED. ONLY IN E&S PHASE III - DEMO TO NEAREST JOINT.
CLEARING AND GRUBBING IN THIS AREA ONLY IN E&S PHASE III SEE SHEETS C3.0-C3.5.
AREA PERTINENT TO NATIONWIDE PERMIT. PERMIT TO BE PURSUED SEPARATELY AND OBTAINED PRIOR TO SITE PLAN APPROVAL.
PIPE SET
105-190A
24OAK40
20OAK35
12POP35
24OAK45
14POP25
18POP35
18POP45
16POP39
18POP45
NAD 83

S:\103\44688-McIntire_Fire_Station\DWG\Sheet\CD\44688-103-C2.0-EXIS-SITE.dwg | Plotted on 12/21/2023 1:44 PM | by Bryan Cichocki

EROSION AND SEDIMENT CONTROL NARRATIVE:

PROJECT DESCRIPTION
THIS PROJECT INCLUDES THE CONSTRUCTION OF A NEW FIRE STATION, AS WELL AS ASSOCIATED PARKING, LANDSCAPING, AND DRAINAGE/UTILITIES. THE LIMITS OF DISTURBANCE TOTALS 0.84 ACRES.

ADJACENT PROPERTY
THE PROJECT SITE IS BOUND BY AN ACCESS ROAD AND EXISTING FIRE STATION TO THE NORTH, UNDEVELOPED PARK SPACE TO THE EAST AND SOUTH, AND THE US ROUTE 250 BYPASS TO THE WEST.

EXISTING SITE CONDITIONS
THE SITE IS CURRENTLY UNDEVELOPED.

OFF-SITE AREAS
THIS PROJECT INCLUDES WORK WITHIN THE ADJACENT ACCESS ROAD.

CRITICAL EROSION AREAS
THERE ARE CRITICAL SLOPES LOCATED ON SITE. SEE SHEET C3.0 FOR LOCATION.

EROSION AND SEDIMENT CONTROL MEASURES
UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE CURRENT ADDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. THE MINIMUM STANDARDS OF THE VESCH SHALL BE ADHERED TO UNLESS OTHERWISE WAIVED OR APPROVED BY A VARIANCE BY LOCAL AUTHORITIES HAVING JURISDICTION. IT SHALL BE THE CONTRACTORS'S RESPONSIBILITY TO ADHERE TO REQUESTS FROM THE CITY'S E&S INSPECTOR TO ADD OR MODIFY E&S MEASURES DURING CONSTRUCTION.

STORMWATER RUNOFF CONSIDERATIONS
A MAJORITY OF THE STORMWATER RUNOFF WILL BE DIVERTED TO A TEMPORARY SEDIMENT TRAP. THE REST OF THE STORMWATER RUNOFF WILL BE FILTERED BY SILT FENCE AND INLET PROTECTION MEASURES.

STRUCTURAL PRACTICES:
1. TEMPORARY CONSTRUCTION ENTRANCE - 3.02 A TEMPORARY CONSTRUCTION ENTRANCE SHALL BE PROVIDED AT THE LOCATION INDICATED ON THE PLANS. IT IS IMPERATIVE THAT THIS MEASURE BE MAINTAINED THROUGHOUT CONSTRUCTION. ITS PURPOSE IS TO REDUCE THE AMOUNT OF MUD TRANSPORTED ONTO PAVED PUBLIC ROADS BY MOTOR VEHICLES OR RUNOFF.
2. STORM DRAIN INLET PROTECTION - 3.07 STONE FILTERS SHALL BE PLACED AT THE INLET OF ALL DRAINAGE STRUCTURES AS INDICATED ON PLANS. ITS PURPOSE IS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAINAGE SYSTEM PRIOR TO PERMANENT STABILIZATION.
3. DUST CONTROL - 3.39 DUST CONTROL IS TO BE USED THROUGH THE SITE IN AREAS SUBJECT TO SURFACE AND AIR MOVEMENT.
4. SILT FENCE - .3.05-2 EXTRA STRENGTH FILTER CLOTH SEDIMENT BARRIERS THAT SHALL BE INSTALLED DOWNSLOPE OF DISTURBED AREAS WITH MINIMAL GRADES TO FILTER SEDIMENT-LADEN RUNOFF FROM SHEET FLOW AS INDICATED. ITS PURPOSE IS TO INTERCEPT SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS AND PREVENT SEDIMENT FROM LEAVING THE SITE.
5. SUPER SILT FENCE - 3.05-1 WIRE SUPPORTED, STANDARD-STRENGTH FILTER CLOTH SEDIMENT BARRIERS THAT SHALL BE INSTALLED DOWNSLOPE OF DISTURBED AREAS WITH MINIMAL GRADES TO FILTER SEDIMENT-LADEN RUNOFF FROM SHEET FLOW AS INDICATED. SIMILAR TO SILT FENCE, ITS PURPOSE IS TO INTERCEPT AND PREVENT SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS FROM LEAVING THE SITE.
6. SEDIMENT TRAP - 3.13 A TEMPORARY BARRIER OR DAM WITH A CONTROLLED STORMWATER RELEASE TO DETAIN SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS IN "WET" AND "DRY" STORAGE LONG ENOUGH FOR THE MAJORITY OF SEDIMENT TO SETTLE OUT.
   6.1 MAINTENANCE OF SEDIMENT TRAP - INSPECT TRAP EMBANKMENT WEEKLY TO ENSURE IT IS STRUCTURALLY SOUND AND HAS NOT BEEN DAMAGED DURING CONSTRUCTION ACTIVITIES. THE TRAP SHALL BE CHECKED AFTER EVERY RAINFALL EVENT. ONCE THE SEDIMENT HAS REACHED THE DESIGNATED CLEANOUT LEVEL IT SHALL BE REMOVED AND PROPERLY DISPOSED OF.
7. TEMPORARY DIVERSION DIKE - 3.09 A TEMPORARY RIDGE OF COMPACTED SOIL TO DIVERT WATER AWAY FROM A DISTURBED AREA.

VEGETATIVE PRACTICES:
1. TOPSOIL (TEMPORARY STOCKPILE) - 3.30 TOPSOIL SHALL BE STRIPPED FROM AREAS TO BE GRADED AND STOCKPILED FOR LATER SPREADING. STOCKPILE LOCATIONS SHALL BE LOCATED ONSITE AND SHALL BE STABILIZED WITH TEMPORARY SILT FENCE AND VEGETATION.
2. TEMPORARY SEEDING - 3.31 ALL DENUDED AREAS WHICH WILL BE LEFT DORMANT FOR MORE THAN 14 DAYS SHALL BE SEEDED WITH FAST GERMINATING TEMPORARY VEGETATION IMMEDIATELY FOLLOWING GRADING OF THOSE AREAS. SELECTION OF THE SEED MIXTURE SHALL DEPEND ON THE TIME OF YEAR IT IS APPLIED.
3. PERMANENT SEEDING - 3.32 FOLLOWING GRADING ACTIVITIES, ESTABLISH PERENNIAL VEGETATIVE COVER BY PLANTING SEED TO REDUCE EROSION, STABILIZE DISTURBED AREAS, AND ENHANCE NATURAL BEAUTY.
4. SOIL STABILIZATION BLANKETS & MATTING - 3.36 A PROTECTIVE COVERING BLANKET OR SOIL STABILIZATION MAT SHALL BE INSTALLED ON PREPARED PLANTING AREAS OF CHANNELS TO PROTECT AND PROMOTE VEGETATION ESTABLISHMENT AND REINFORCE ESTABLISHED TURF.

MANAGEMENT STRATEGIES
1. PROVIDE SEDIMENT TRAPPING MEASURES AS A FIRST STEP IN GRADING, SEED AND MULCH IMMEDIATELY FOLLOWING INSTALLATION.
2. PROVIDE TEMPORARY SEEDING OR OTHER STABILIZATION IMMEDIATELY AFTER GRADING.
3. ISOLATE TRENCHING FOR UTILITIES AND DRAINAGE FROM DOWNSTREAM CONVEYANCES IN ORDER TO MINIMIZE PERIMETER CONTROLS.
4. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE MAINTAINED UNTIL THEY ARE NO LONGER REQUIRED TO COMPLY WITH THE CONTRACT DOCUMENTS OR STATE LAW.

PERMANENT STABILIZATION
ALL NON-PAVED AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING FINISHED GRADING. SEEDING SHALL BE IN ACCORDANCE WITH STD. & SPEC. 3.32, PERMANENT SEEDING. SEED TYPE SHALL BE AS SPECIFIED FOR "MINIMUM CARE LAWNS" AND "GENERAL SLOPES" IN THE HANDBOOK FOR SLOPES LESS THAN 3:1. FOR SLOPES GREATER THAN 3:1, SEED TYPE SHALL BE AS SPECIFIED FOR "LOW MAINTENANCE SLOPES" IN TABLE 3.32-D OF THE HANDBOOK. FOR MULCH (STRAW OR FIBER) SHALL BE USED ON ALL SEEDED SURFACES. IN ALL SEEDING OPERATIONS SEED, FERTILIZER AND LIME SHALL BE APPLIED PRIOR TO MULCHING.

GENERAL EROSION AND SEDIMENT CONTROL NOTES:

ES-1: UNLESS OTHERWISE INDICATED, CONSTRUCT AND MAINTAIN ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS VR 625-02-00 EROSION AND SEDIMENT CONTROL REGULATIONS.

ES-2: THE CONTROLLING EROSION AND SEDIMENT CONTROL AUTHORITY WILL MAKE A CONTINUING REVIEW AND EVALUATION OF THE METHODS AND EFFECTIVENESS OF THE EROSION CONTROL PLAN.

ES-3: PLACE ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO OR AS THE FIRST STEP IN CLEARING, GRADING, OR LAND DISTURBANCE.

ES-4: MAINTAIN A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN ON THE SITE AT ALL TIMES.

ES-5: PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFFSITE BORROW OR WASTE AREA), SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE ARCHITECT/ENGINEER AND THE CONTROLLING EROSION AND SEDIMENT CONTROL AUTHORITY FOR REVIEW AND ACCEPTANCE.

ES-6: PROVIDE ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RESPONSIBLE LAND DISTURBER. (MODIFIED NOTE)

ES-7: ALL DISTURBED AREAS SHALL DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND-DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT.

ES-8: DURING DEWATERING OPERATIONS, PUMP WATER INTO AN APPROVED FILTERING DEVICE, ENSURE THAT PUMP INLET IS KEPT ABOVE SETTLED SEDIMENT.

ES-9: INSPECT ALL EROSION CONTROL MEASURES DAILY AND AFTER EACH RUNOFF- PRODUCING RAINFALL EVENT. MAKE ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES IMMEDIATELY.

MINIMUM STANDARDS:

AN EROSION AND SEDIMENT CONTROL PROGRAM ADOPTED BY A DISTRICT OR LOCALITY MUST BE CONSISTENT WITH THE FOLLOWING CRITERIA, TECHNIQUES AND METHODS:

MS-1. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT FOR LONGER THAN 14 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR.

MS-2. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES AND BORROW AREAS SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS BORROW AREAS AND SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.

MS-3. A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION.

MS-4. SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.

MS-5. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.

MS-6. SEDIMENT TRAPS AND SEDIMENT BASINS SHALL BE DESIGNED AND CONSTRUCTED BASED UPON THE TOTAL DRAINAGE AREA TO BE SERVED BY THE TRAP OR BASIN.

A. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT TRAP SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AREA AND THE TRAP SHALL ONLY CONTROL DRAINAGE AREAS LESS THAN THREE ACRES.

B. SURFACE RUNOFF FROM DISTURBED AREAS THAT IS COMPRISED OF FLOW FROM DRAINAGE AREAS GREATER THAN OR EQUAL TO THREE ACRES SHALL BE CONTROLLED BY A SEDIMENT BASIN. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT BASIN SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AREA. THE OUTFALL SYSTEM SHALL, AT A MINIMUM, MAINTAIN THE STRUCTURAL INTEGRITY OF THE BASIN DURING A 25-YEAR STORM OF 24-HOUR DURATION. RUNOFF COEFFICIENTS USED IN RUNOFF CALCULATIONS SHALL CORRESPOND TO A BARE EARTH CONDITION OR THOSE CONDITIONS EXPECTED TO EXIST WHILE THE SEDIMENT BASIN IS UTILIZED.

MS-7. CUT AND FILL SLOPES SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.

MS-8. CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME OR SLOPE DRAIN STRUCTURE.

MS-9. WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL BE PROVIDED.

MS-10. ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.

MS-11. BEFORE NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS OR PIPES ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.

MS-12. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION. NONERODIBLE MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF CAUSEWAYS AND COFFERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NONERODIBLE COVER MATERIALS.

MS-13. WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES MORE THAN TWICE IN ANY SIX-MONTH PERIOD, A TEMPORARY VEHICULAR STREAM CROSSING CONSTRUCTED OF NONERODIBLE MATERIAL SHALL BE PROVIDED.

MS-14. ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS PERTAINING TO WORKING IN OR CROSSING LIVE WATERCOURSES SHALL BE MET.

MS-15. THE BED AND BANKS OF A WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETED.

MS-16. UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:

A. NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.

B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.

C. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.

D. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.

E. RESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.

F. APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.

MS-17. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED OR PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PAVED OR PUBLIC ROAD SURFACE, THE ROAD SURFACE SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL DEVELOPMENT LOTS AS WELL AS TO LARGER LAND-DISTURBING ACTIVITIES.

MS-18. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM AUTHORITY. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

MS-19. PROPERTIES AND WATERWAYS DOWNSTREAM FROM DEVELOPMENT SITES SHALL BE PROTECTED FROM SEDIMENT DEPOSITION, EROSION AND DAMAGE DUE TO INCREASES IN VOLUME, VELOCITY AND PEAK FLOW RATE OF STORMWATER RUNOFF FOR THE STATED FREQUENCY STORM OF 24-HOUR DURATION IN ACCORDANCE WITH THE STANDARDS AND CRITERIA LISTED IN THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, CHAPTER 8 PAGES 20-24.

SOILS INFORMATION:

27C - ELIOAK LOAM, 7 TO 15 PERCENT SLOPES.80 INCHES TO RESTRICTIVE FEATURES. HYDROLOGIC SOIL GROUP B.
91 - URBAN LAND. 0 TO 25 PERCENT SLOPES. 10 INCHES TO RESTRICTIVE FEATURES. HYDROLOGIC SOIL GROUP D.

NOTE:
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ADHERE TO REQUESTS FROM THE CITY'S E&S INSPECTOR TO ADD OR MODIFY E&S MEASURES DURING CONSTRUCTION.

SEQUENCE OF CONSTRUCTION

*PERMISSION SHALL BE OBTAINED BY THE CITY E&S INSPECTOR PRIOR TO MOVING TO THE NEXT PHASE OF THE E&S PLAN.

PHASE I - SHEET C3.3
1. A PRE-CONSTRUCTION MEETING IS REQUIRED WITH THE CITY OF CHARLOTTESVILLE E&S INSPECTOR, CONTRACTOR, OWNER, AND ENGINEER. THIS MEETING SHALL TAKE PLACE ON SITE. THE CITY SHALL BE NOTIFIED 48 HOURS PRIOR TO THE START OF CONSTRUCTION TO SCHEDULE THE PRE-CONSTRUCTION MEETING.
2. FLAG THE LIMITS OF DISTURBANCE AS INDICATED ON SHEET C3.3. CONTRACTOR SHALL KEEP WORK WITHIN LIMITS AT ALL TIMES.
3. INSTALL PERIMETER MEASURES (CHAIN-LINK SAFETY FENCE AND SUPER SILT FENCE) AS INDICATED ON SHEET C3.3.
4. INSTALL CONSTRUCTION ENTRANCE AND WASH RACK, UTILIZING THE EXISTING DIRT PATHWAY. INSTALL CONCRETE WASHOUT.
5. CLEAR AND GRADE SEDIMENT TRAP AS INDICATED ON SHEET C3.3. REMOVE ONLY THE TREES NECESSARY TO INSTALL TRAP.
6. INSTALL TEMPORARY SLOPE DRAIN AS INDICATED ON SHEET C3.3.
7. INSTALL FILL DIVERSIONS AS INDICATED ON SHEET C3.3 WHILE REMOVING ONLY THE TREES NECESSARY TO DO SO.
8. INSTALL INLET PROTECTION AS INDICATED ON SHEET C3.3.
9. INSPECT ALL SEDIMENT TRAPPING MEASURES DAILY (PARTICULARLY SILT FENCE, SEDIMENT TRAP, AND FILL DIVERSIONS) TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. ADDITIONAL MEASURES OR MODIFICATIONS TO EXISTING MEASURES MAY BE REQUESTED BY CITY INSPECTOR TO ENSURE THAT SEDIMENT LADEN RUNOFF IS PREVENTED FROM LEAVING THE SITE.
10. APPLY TEMPORARY SEEDING TO DENUDED AREAS PER VESCH STANDARDS.
11. ENSURE THAT ALL E&S ITEMS SHOWN ON THE PHASE I PLAN ON SHEET C3.3 ARE INSTALLED AND INSPECTED BY THE CITY E&S INSPECTOR.*

PHASE II - SHEET C3.4
1. CLEAR REMAINDER OF FLAGGED LIMITS OF DISTURBANCE.
2. ROUGH GRADE PROJECT AREA, IMPORTING MATERIAL AS NEEDED TO BRING SITE UP TO FINISHED GRADE. INSTALL STRUCTURAL PIERS FOR BUILDING.
3. ADJUST CONSTRUCTION ENTRANCE AS INDICATED ON SHEET C3.4.
4. ADJUST FILL DIVERSIONS AS NEEDED TO MAINTAIN POSITIVE DRAINAGE TO SEDIMENT TRAP DURING GRADING ACTIVITIES.
5. INSTALL CONTRACTOR STAGING/ STORAGE AREA AS INDICATED ON SHEET C3.4.
6. CONSTRUCT THE PROPOSED 24" RCP CULVERT WITH CULVERT INLET PROTECTION (WITH OPTIONAL STONE COMBINATION RATHER THAN SILT FENCE) AND OUTLET PROTECTION. CONTRACTOR MAY GENERALLY REFERENCE VESCH 3.24 AND SHALL PLACE THE CULVERT, BEDDING, INLET, AND OUTLET PROTECTION FIRST, PRIOR TO PLACEMENT OF FILL DIRT. PROVIDE AND MAINTAIN DRAINAGE THROUGH THE PROTECTED CULVERT THROUGHOUT THE PLACEMENT OF FILL DIRT. STABILIZE IMMEDIATELY AFTER COMPLETION OF GRADING ACTIVITIES IN THIS AREA.
7. CONTINUE INSTALLING STORM SYSTEM AS INDICATED ON SHEET C3.4. INSTALL ADDITIONAL INLET PROTECTION AS THE STORM SYSTEM IS CONSTRUCTED AND BECOMES OPERATIONAL. ALL STORMWATER PIPING AND STRUCTURES SHALL BE INSPECTED FOR SILT/SEDIMENT. IF PRESENT, SILT/SEDIMENT SHALL BE CLEANED OUT OF THE SYSTEM TO THE SATISFACTION OF THE CITY E&S INSPECTOR.
8. INSTALL UTILITIES AS INDICATED ON SHEET C3.4.
9. FILL DIVERSIONS MUST BE MAINTAINED DURING ALL CONSTRUCTION ACTIVITIES, AND DRAINAGE MUST CONTINUE TO BE DIRECTED TOWARDS SEDIMENT TRAP.
10. INSPECT ALL SEDIMENT TRAPPING MEASURES DAILY (PARTICULARLY SILT FENCE, SEDIMENT TRAP, AND FILL DIVERSIONS) TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. ADDITIONAL MEASURES OR MODIFICATIONS TO EXISTING MEASURES MAY BE REQUESTED BY CITY INSPECTOR TO ENSURE THAT SEDIMENT LADEN RUNOFF IS PREVENTED FROM LEAVING THE SITE.
11. APPLY TEMPORARY SEEDING TO DENUDED AREAS PER VESCH STANDARDS.
12. ENSURE THAT ALL E&S ITEMS SHOWN ON THE PHASE II PLAN ON SHEET C3.4 ARE INSTALLED AND INSPECTED BY THE CITY E&S INSPECTOR.*

PHASE III- SHEET C3.5
1. CONTRACTOR SHALL FLAG LIMITS OF DISTURBANCE ON SHEET C3.5 AND SHALL KEEP ALL WORK WITHIN THE LIMITS AT ALL TIMES.
2. FINE GRADE PROJECT AREA. APPLY PERMANENT SOIL STABILIZATION WITHIN SEVEN DAYS AFTER FINAL GRADE IS ACHIEVED. APPLY SOIL STABILIZATION BLANKETS FOR ALL SLOPES THAT EXCEED 3:1.
3. CONTRACTOR SHALL INSTALL TEMPORARY SLOPE DRAIN AS SHOWN ON SHEET C3.5 TO DIVERT FLOW FROM EXISTING CONCRETE CHANNEL PRIOR TO CONSTRUCTION OF CONCRETE CHANNEL, AS INDICATED ON SHEET C3.5. CONSTRUCT STRUCTURE 300 AND 304, PIPE 303, CONCRETE DITCH C, PAVED FLUME AND PLACE THE OUTFALL PROTECTION AS SHOWN ON SHEET C3.5. CONTRACTOR SHALL INSTALL THE RIPRPAP OUTFALL PROTECTION AS EARLY AS POSSIBLE IN THE SEQUENCING AND ONCE PLACED, DIRECT THE TEMPORARY SLOPE DRAIN ACROSS THE RIP RAP OUTFALL PROTECTION. PLUG OUTFALL OF STRUCTURE 304 UNTIL STEP SIX OF THIS PHASE III SEQUENCE IS COMPLETE.
4. INSTALL REMAINDER OF STORM SYSTEM AS INDICATED ON SHEET C3.5. INSTALL ADDITIONAL INLET PROTECTION AS THE STORM SYSTEM IS CONSTRUCTED AND BECOMES OPERATIONAL. ALL STORMWATER PIPING AND STRUCTURES SHALL BE INSPECTED FOR SILT/SEDIMENT. IF PRESENT, SILT/SEDIMENT SHALL BE CLEANED OUT OF THE SYSTEM TO THE SATISFACTION OF THE CITY E&S INSPECTOR.
5. INSPECT ALL SEDIMENT TRAPPING MEASURES DAILY (PARTICULARLY SILT FENCE, SEDIMENT TRAP, AND FILL DIVERSIONS) TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. ADDITIONAL MEASURES OR MODIFICATIONS TO EXISTING MEASURES MAY BE REQUESTED BY CITY INSPECTOR TO ENSURE THAT SEDIMENT LADEN RUNOFF IS PREVENTED FROM LEAVING THE SITE.
6. ONCE THE SITE UPSTREAM FROM THE SEDIMENT TRAP HAS BEEN STABILIZED AND APPROVED BY THE CITY E&S INSPECTOR, REMOVE TRAP AND BACKFILL ACCORDINGLY. APPLY PERMANENT SOIL STABILIZATION AND STABILIZATION BLANKETS AS REQUIRED.
7. INSTALL BIORETENTION FACILITY ONCE ALL CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
8. INSTALL SILT FENCE AROUND BIORETENTION PERIMETER FOR PROTECTION WHILE CONSTRUCTION IS COMPLETED. SILT FENCE SHALL BE MAINTAINED AND REMOVED AS THE LAST E&S MEASURE AFTER SUBSTANTIAL COMPLETION AND DEMOBILIZATION OF THE SITE.
9. ONCE CONSTRUCTION IS COMPLETE AND ALL CONTRIBUTING AREAS ARE STABILIZED, EROSION CONTROL MEASURES CAN BE REMOVED UPON APPROVAL FROM THE CITY E&S INSPECTOR..

COMMONWEALTH OF VIRGINIA
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10/20/23
PROFESSIONAL ENGINEER
446 88

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REVISION DESCRIPTION
FINAL SITE PLAN RESUBMISSION #1
FINAL SITE PLAN RESUBMISSION #2
FINAL SITE PLAN RESUBMISSION #3
FINAL SITE PLAN RESUBMISSION #3

DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
EROSION AND SEDIMENT CONTROL - NOTES & DETAILS

JOB NO. 44688
SHEET NO. C3.0

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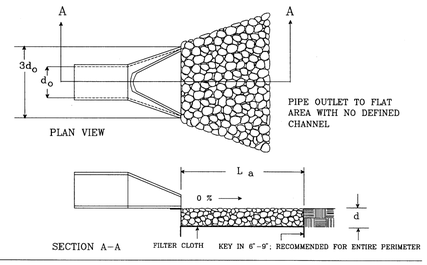
PIPE OUTLET CONDITIONS



NOTES: 1. APRON LINING MAY BE RIPRAP, GROUTED RIPRAP, GABION BASKET, OR CONCRETE.
2. La IS THE LENGTH OF THE RIPRAP APRON AS CALCULATED USING PLATES 3.18–3 AND 3.18–4.
3. d = 1.5 TIMES THE MAXIMUM STONE DIAMETER, BUT NOT LESS THAN 6 INCHES.

OP — 3.18-1

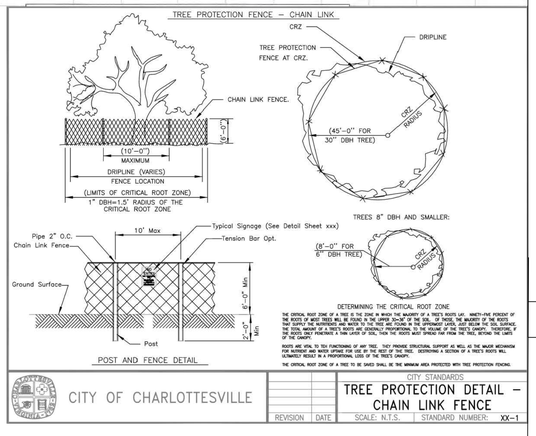
OUTLET PROTECTION

No Scale

Outlet Protection Summary*

Outfall	Outlet Pipe Diameter	Discharge (10-year)	L_a	W	d_{50}	d_{50}	$3D_0$	Riprap Type/Class	Riprap Depth
	ft	cfs	ft	ft	ft	in	ft		in
Concrete Flume	N/A	18.25	10	10	0.5	6	6	Class AI	18
100	1.00	3.24	6	7	0.5	6	3	Class AI	18
200	2.00	10.5	13	15	0.5	6	6	Class AI	18

* PER VESCH PLATE 3.18-3



CITY OF CHARLOTTESVILLE

CITY STANDARDS

TREE PROTECTION DETAIL – CHAIN LINK FENCE

REVISION | DATE | SCALE: N.T.S. | STANDARD NUMBER: XX–1

TABLE 3.31-B
ACCEPTABLE TEMPORARY SEEDING PLANT MATERIALS
"QUICK REFERENCE FOR ALL REGIONS"

PLANTING DATES	SPECIES	RATE (LBS./ACRE)
SEPT. 1 - FEB. 15	50/50 MIX OF ANNUAL RYEGRASS (LOLIUM MULTI-FLORUM) & CEREAL (WINTER) RYE (SECALE CEREALE)	50-100
FEB. 16 - APR. 30	ANNUAL RYEGRASS (LOLIUM MULTI-FLORUM)	60-100
MAY 1 - AUG. 31	GERMAN MILLET (SETARIA ITALICA)	50

TS — 3.31

TEMPORARY SEEDING PLANT MATERIALS

No Scale

TABLE 3.32-D
SITE SPECIFIC SEEDING MIXTURES FOR PIEDMONT AREA

	TOTAL LBS. PER ACRE
MINIMUM CARE LAWN	
COMMERCIAL OR RESIDENTIAL	175-200 LBS.
KENTUCKY 31 OR TURF-TYPE TALL FESCUE	90-100%
IMPROVED PERENNIAL RYEGRASS	0-5%
KENTUCKY BLUEGRASS	0-5%
GENERAL SLOPE (3:1 OR LESS)	
KENTUCKY 31 FESCUE	128 LBS.
RED TOP GRASS	2 LBS.
SEASONAL NURSE CROP *	20 LBS.
	150 LBS.
LOW-MAINTENANCE SLOPE (STEEPER THAN 3:1)	
* SEE SLOPE STABILIZATION SEED MIX	

* USE SEASONAL NURSE CROP IN ACCORDANCE WITH SEEDING DATES AS STATED BELOW:
FEBRUARY 16TH THROUGH APRIL..... ANNUAL RYE
MAY 1ST THROUGH AUGUST 15TH..... FOXTAIL MILLET
AUGUST 16TH THROUGH OCTOBER..... ANNUAL RYE
NOVEMBER THROUGH FEBRUARY 15TH..... WINTER RYE

** SUBSTITUTE SERICEA LESPEDEZA FOR CROWNVETCH EAST OF FARMVILLE, VA (MAY THROUGH SEPTEMBER USE HULLED SERICEA, ALL OTHER PERIODS, USE UNHULLED SERICEA). IF FLATPEA IS USED IN LIEU OF CROWNVETCH, INCREASE RATE TO 30 LBS./ACRE. ALL LEGUME SEED MUST BE PROPERLY INOCULATED. WEEPING LOVEGRASS MAY BE ADDED TO ANY SLOPE OR LOW-MAINTENANCE MIX DURING WARMER SEEDING PERIODS; ADD 10-20 LBS./ACRE IN MIXES.

PS — 3.32

PERMANENT SEEDING MIX FOR PIEDMONT AREA

No Scale

ERNST CONSERVATION SEEDS
RIGHT-OF-WAY NON-NATIVE WOODS MIX - ERNMX-132

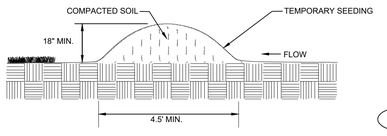
	BOTANICAL NAME	COMMON NAME	PRICE/LB
30.00%	*FESTUCA RUBRA*	CREEPING RED FESCUE	1.90
20.00%	*LOLIUM PERENNE, 'FASTBALL RGL'*	PERENNIAL RYEGRASS, 'FASTBALL RGL' (TURF TYPE)	1.85
20.00%	*PHLEUM PRATENSE, 'CLIMAX'*	TIMOTHY, 'CLIMAX'	1.20
12.00%	*TRIFOLIUM HYBRIDUM*	ALSIKE CLOVER	3.25
10.00%	*AGROSTIS PERENNANS, ALBANY PINE BUSH - NY ECOTYPE*	AUTUMN BENTGRASS, ALBANY PINE BUSH - NY ECOTYPE	14.00
8.00%	*AGROSTIS ALBA*	REDTOP	8.00
100%		MIX PRICE/LB BULK:	$3.61

SEEDING RATE: 40-60 LB PER ACRE
WOODLAND OPENINGS

THE SHADE-TOLERANT GRASSES AND CLOVER ARE GOOD FOR WOODLAND OPENINGS AND PARTIALLY SHADED SITES. MIX FORMULATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE DEPENDING ON THE AVAILABILITY OF EXISTING AND NEW PRODUCTS. WHILE THE FORMULA MAY CHANGE, THE GUIDING PHILOSOPHY AND FUNCTION OF THE MIX WILL NOT.

SLOPE STABILIZATION SEED MIX

No Scale



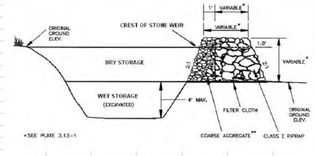
DD — 3.09

TEMPORARY DIVERSION DIKE

No Scale

Sediment Trap Design - Phases I & II

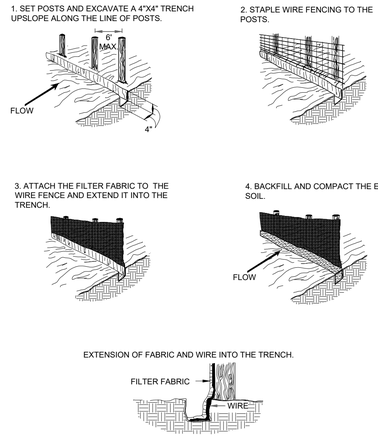
drainage area (acres) (<3)		0.62
trap volumes:		circle
elevation (ft)	area (sf)	volume(cy)
404	553	
405	871	26.4
406	1214	38.6
407	1582	51.8
		116.8
wet storage:		
wet storage required (cy) (67*DA)		41.5
bottom of stone weir (ft)		406.00
wet storage provided at this elevation (cy)		65.0
slope of wet storage sides		2:1
dry storage:		
dry storage required (cy) (67*DA)		41.5
crest of stone weir		407.0
dry storage provided at this elevation (cy)		51.8
slope of dry storage sides		2:1



**coarse aggregate shall be VDOT #3, #357 of #5

weir length (ft) (6xDA)	3.7
bottom of trap elevation (ft)	404
bottom trap dimensions:	7'1" x 9'
top of dam elevation (ft)	408.0
top width of dam (ft)	2.0
top trap dimensions	87' x 25'

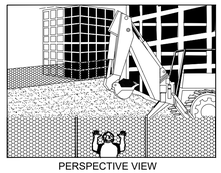
1. SET POSTS AND EXCAVATE A 4"X4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.
2. STAPLE WIRE FENCING TO THE POSTS.
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.
4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



SF — 3.05-1

SILT FENCE (WITH WIRE SUPPORT)

No Scale



PERSPECTIVE VIEW

PERSPECTIVE VIEW PLASTIC FENCE

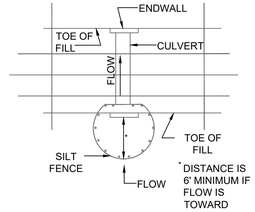
PERSPECTIVE VIEW METAL FENCE

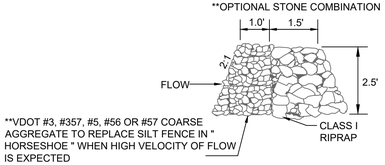
SAF — 3.10

CHAIN LINK SAFETY FENCE

No Scale

SILT FENCE CULVERT INLET PROTECTION



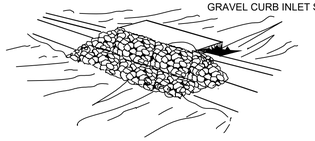


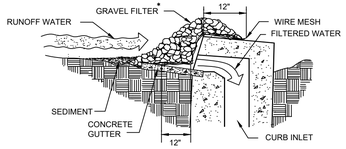
CIP — 3.08-1

CULVERT INLET PROTECTION

No Scale

GRAVEL CURB INLET SEDIMENT FILTER





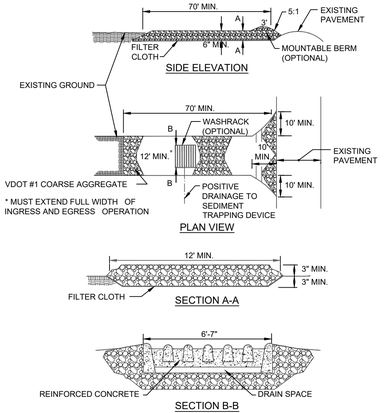
* GRAVEL SHALL BE VDOT #3, #357 OR 5 COARSE AGGREGATE.

SPECIFIC APPLICATION: THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE PONDING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.

IP — 3.07- 6

STORMWATER INLET PROTECTION

No Scale

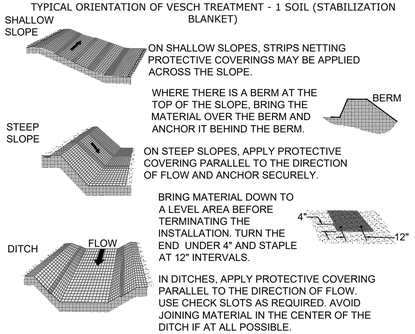


CE — 3.02

STONE CONSTRUCTION ENTRANCE

No Scale

TYPICAL ORIENTATION OF VESCH TREATMENT - 1 SOIL (STABILIZATION BLANKET)



BM — 3.36-1

SOIL STABILIZATION BLANKET (TREATMENT-1)

No Scale

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - NOTES & DETAILS

JOB NO. 44688
SHEET NO. C3.1

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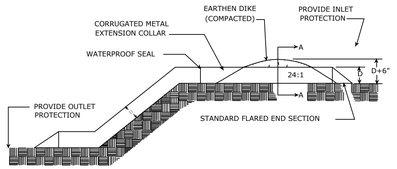
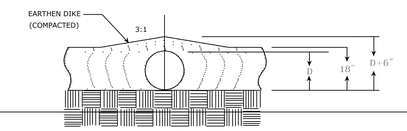


SECTION VIEW

NOTE: SEDIMENT MAY BE CONTROLLED AT OUTLET IF UPLAND PONDING WILL CREATE PROBLEMS



SECTION A-A

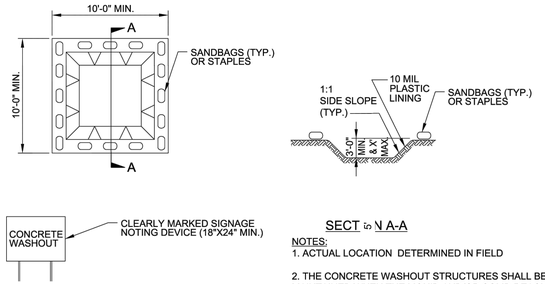
TSD

TEMPORARY SLOPE DRAIN

No Scale

3.15

ONSITE CONCRETE WASHOUT STRUCTURE WITH LINER



PLAN

SECTION A-A

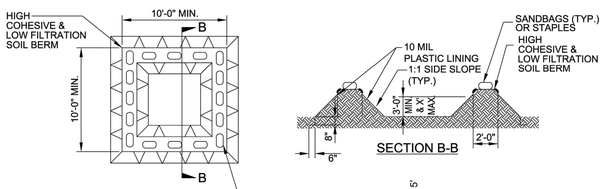
NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD

2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY.

3.CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARY MARKED WITH SIGNAGE NOTING DEVICE.

BELOW GRADE WASHOUT STRUCTURE

NOT TO SCALE



SECTION B-B

PLAN

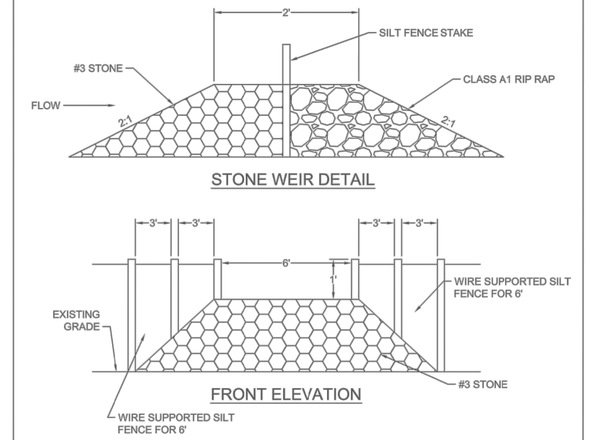
NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD

2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12 INCHES OF FREEBOARD.

3.CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARY MARKED WITH SIGNAGE NOTING DEVICE.

ABOVE GRADE WASHOUT STRUCTURE

NOT TO SCALE



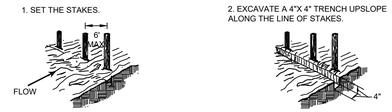
STONE WEIR DETAIL

FRONT ELEVATION

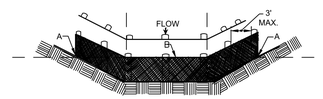
NOTE: SILT FENCE BREAK TO BE PLACED AT LOW POINT IN SILT FENCE LINE

SILT FENCE BREAK

No Scale



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)



DRAINAGEWAY INSTALLATION
(FRONT ELEVATION)

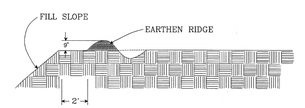
SF

3.05-2

SILT FENCE (W/O WIRE SUPPORT)

No Scale

TEMPORARY FILL DIVERSION



FD

3.10

TEMPORARY FILL DIVERSION

No Scale

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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FINAL SITE PLAN

REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/15/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - NOTES & DETAILS

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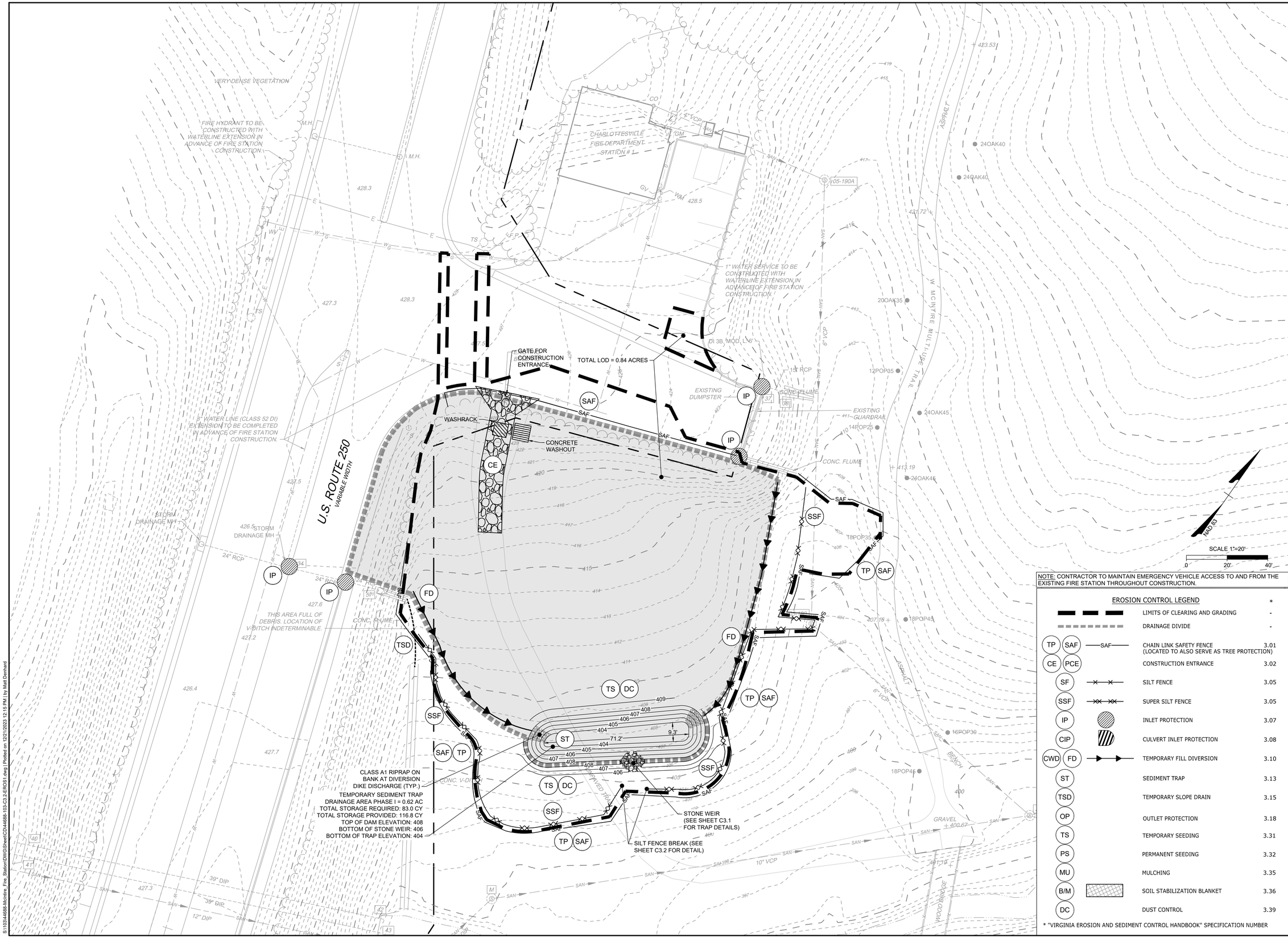

NOTE: CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS TO AND FROM THE EXISTING FIRE STATION THROUGHOUT CONSTRUCTION.

EROSION CONTROL LEGEND

		LIMITS OF CLEARING AND GRADING	-
		DRAINAGE DIVIDE	-
TP SAF	SAF	CHAIN LINK SAFETY FENCE (LOCATED TO ALSO SERVE AS TREE PROTECTION)	3.01
CE PCE		CONSTRUCTION ENTRANCE	3.02
SF		SILT FENCE	3.05
SSF		SUPER SILT FENCE	3.05
IP		INLET PROTECTION	3.07
CIP		CULVERT INLET PROTECTION	3.08
CWD FD		TEMPORARY FILL DIVERSION	3.10
ST		SEDIMENT TRAP	3.13
TSD		TEMPORARY SLOPE DRAIN	3.15
OP		OUTLET PROTECTION	3.18
TS		TEMPORARY SEEDING	3.31
PS		PERMANENT SEEDING	3.32
MU		MULCHING	3.35
B/M		SOIL STABILIZATION BLANKET	3.36
DC		DUST CONTROL	3.39

* "VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK" SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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- FINAL SITE PLAN RESUBMISSION #3

DATE
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08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE I

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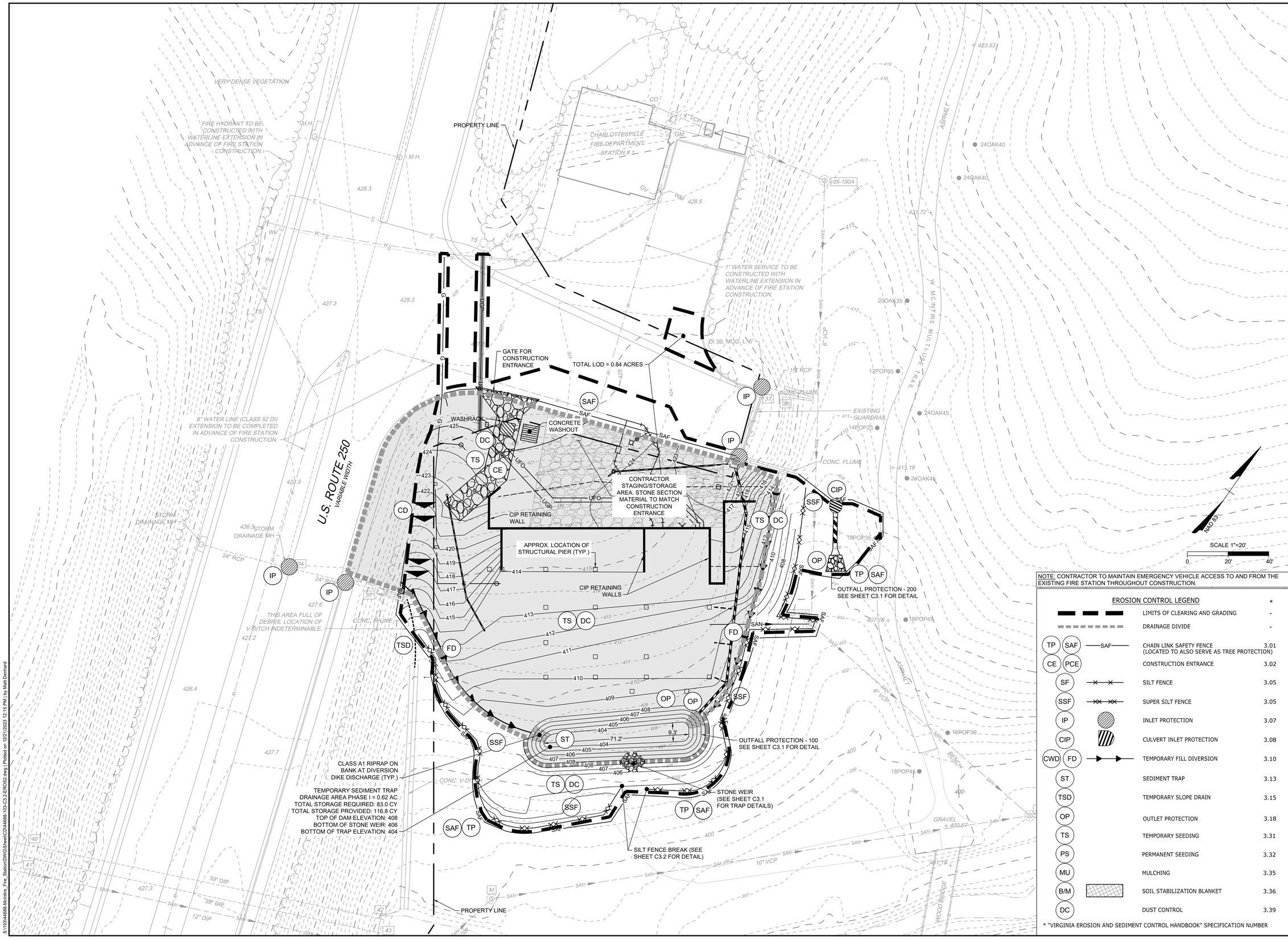

NOTE: CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS TO AND FROM THE EXISTING FIRE STATION THROUGHOUT CONSTRUCTION.

EROSION CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING	-
	DRAINAGE DIVIDE	-
TP SAF —SAF—	CHAIN LINK SAFETY FENCE (LOCATED TO ALSO SERVE AS TREE PROTECTION)	3.01
CE PCE	CONSTRUCTION ENTRANCE	3.02
SF	SILT FENCE	3.05
SSF	SUPER SILT FENCE	3.05
IP	INLET PROTECTION	3.07
CIP	CULVERT INLET PROTECTION	3.08
CWD FD	TEMPORARY FILL DIVERSION	3.10
ST	SEDIMENT TRAP	3.13
TSD	TEMPORARY SLOPE DRAIN	3.15
OP	OUTLET PROTECTION	3.18
TS	TEMPORARY SEEDING	3.31
PS	PERMANENT SEEDING	3.32
MU	MULCHING	3.35
B/M	SOIL STABILIZATION BLANKET	3.36
DC	DUST CONTROL	3.39

* "VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK" SPECIFICATION NUMBER

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Bryan D. Cichocki
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10/20/23
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- FINAL SITE PLAN RESUBMISSION #3

DATE
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08/25/2023
10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE II

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SHEET NO. C3.4

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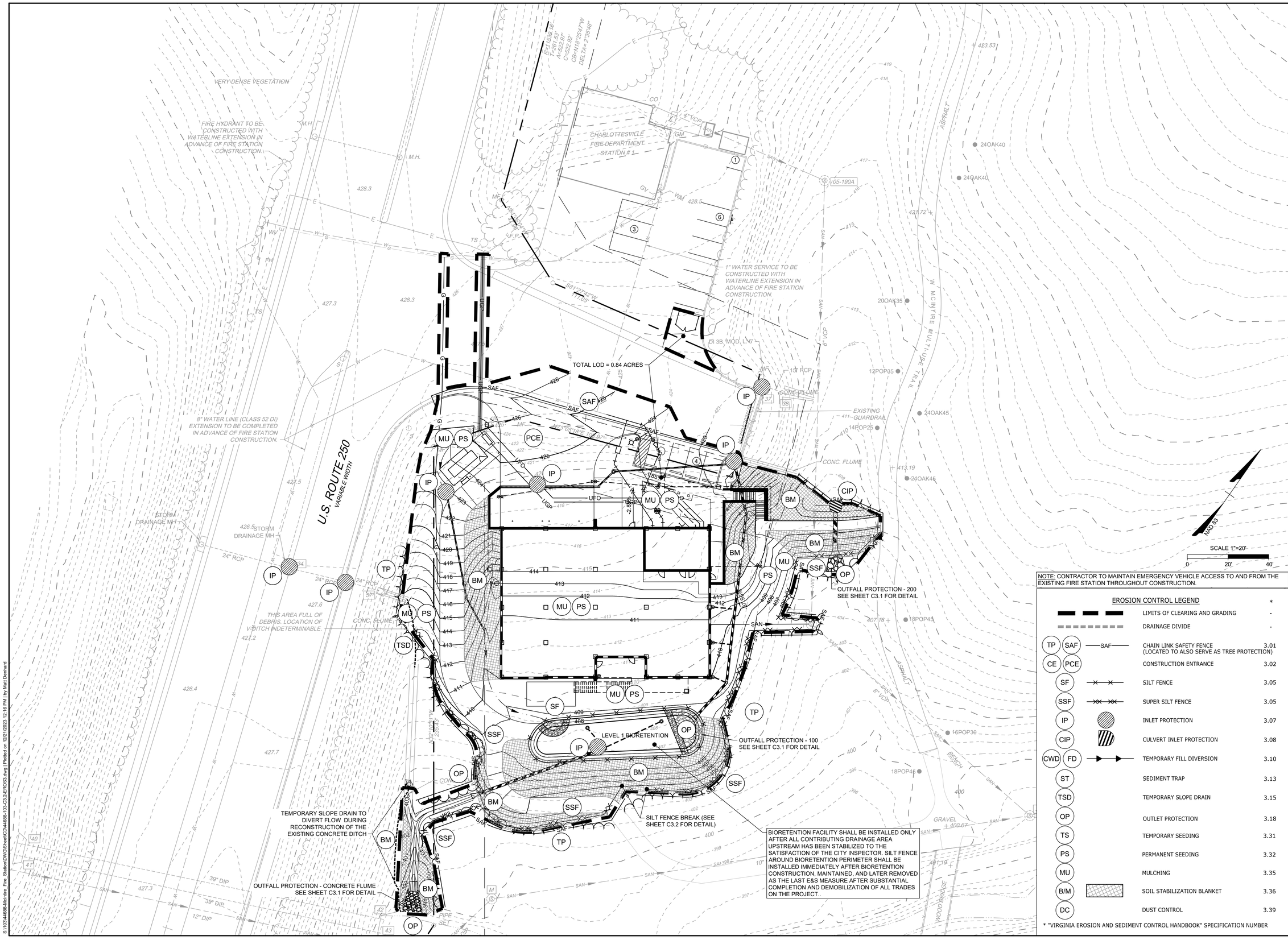

NOTE: CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS TO AND FROM THE EXISTING FIRE STATION THROUGHOUT CONSTRUCTION.

EROSION CONTROL LEGEND

			*
		LIMITS OF CLEARING AND GRADING	-
		DRAINAGE DIVIDE	-
TP	SAF	CHAIN LINK SAFETY FENCE (LOCATED TO ALSO SERVE AS TREE PROTECTION)	3.01
CE	PCE	CONSTRUCTION ENTRANCE	3.02
SF		SILT FENCE	3.05
SSF		SUPER SILT FENCE	3.05
IP		INLET PROTECTION	3.07
CIP		CULVERT INLET PROTECTION	3.08
CWD	FD	TEMPORARY FILL DIVERSION	3.10
ST		SEDIMENT TRAP	3.13
TSD		TEMPORARY SLOPE DRAIN	3.15
OP		OUTLET PROTECTION	3.18
TS		TEMPORARY SEEDING	3.31
PS		PERMANENT SEEDING	3.32
MU		MULCHING	3.35
B/M		SOIL STABILIZATION BLANKET	3.36
DC		DUST CONTROL	3.39

* "VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK" SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
446 88

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- FINAL SITE PLAN RESUBMISSION #3

DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE III

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SHEET NO. C3.5

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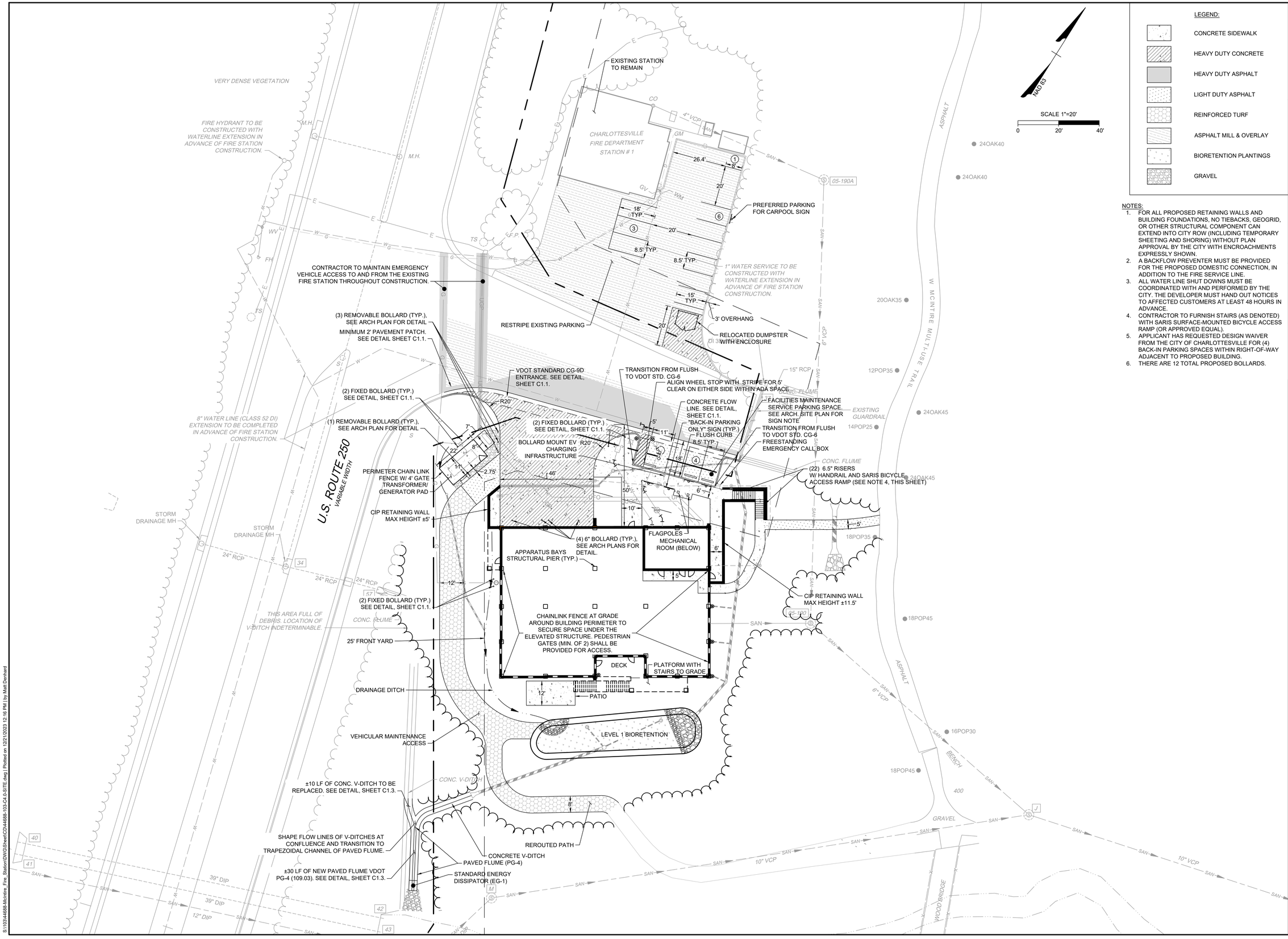

LEGEND:

- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- REINFORCED TURF
- ASPHALT MILL & OVERLAY
- BIORETENTION PLANTINGS
- GRAVEL

NOTES:

1. FOR ALL PROPOSED RETAINING WALLS AND BUILDING FOUNDATIONS, NO TIEBACKS, GEOGRID, OR OTHER STRUCTURAL COMPONENT CAN EXTEND INTO CITY ROW (INCLUDING TEMPORARY SHEETING AND SHORING) WITHOUT PLAN APPROVAL BY THE CITY WITH ENCROACHMENTS EXPRESSLY SHOWN.
2. A BACKFLOW PREVENTER MUST BE PROVIDED FOR THE PROPOSED DOMESTIC CONNECTION, IN ADDITION TO THE FIRE SERVICE LINE.
3. ALL WATER LINE SHUT DOWNS MUST BE COORDINATED WITH AND PERFORMED BY THE CITY. THE DEVELOPER MUST HAND OUT NOTICES TO AFFECTED CUSTOMERS AT LEAST 48 HOURS IN ADVANCE.
4. CONTRACTOR TO FURNISH STAIRS (AS DENOTED) WITH SARIS SURFACE-MOUNTED BICYCLE ACCESS RAMP (OR APPROVED EQUAL).
5. APPLICANT HAS REQUESTED DESIGN WAIVER FROM THE CITY OF CHARLOTTESVILLE FOR (4) BACK-IN PARKING SPACES WITHIN RIGHT-OF-WAY ADJACENT TO PROPOSED BUILDING.
6. THERE ARE 12 TOTAL PROPOSED BOLLARDS.

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
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10/20/23
PROFESSIONAL ENGINEER
44688

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FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

LAYOUT PLAN

JOB NO. 44688
SHEET NO. C4.0

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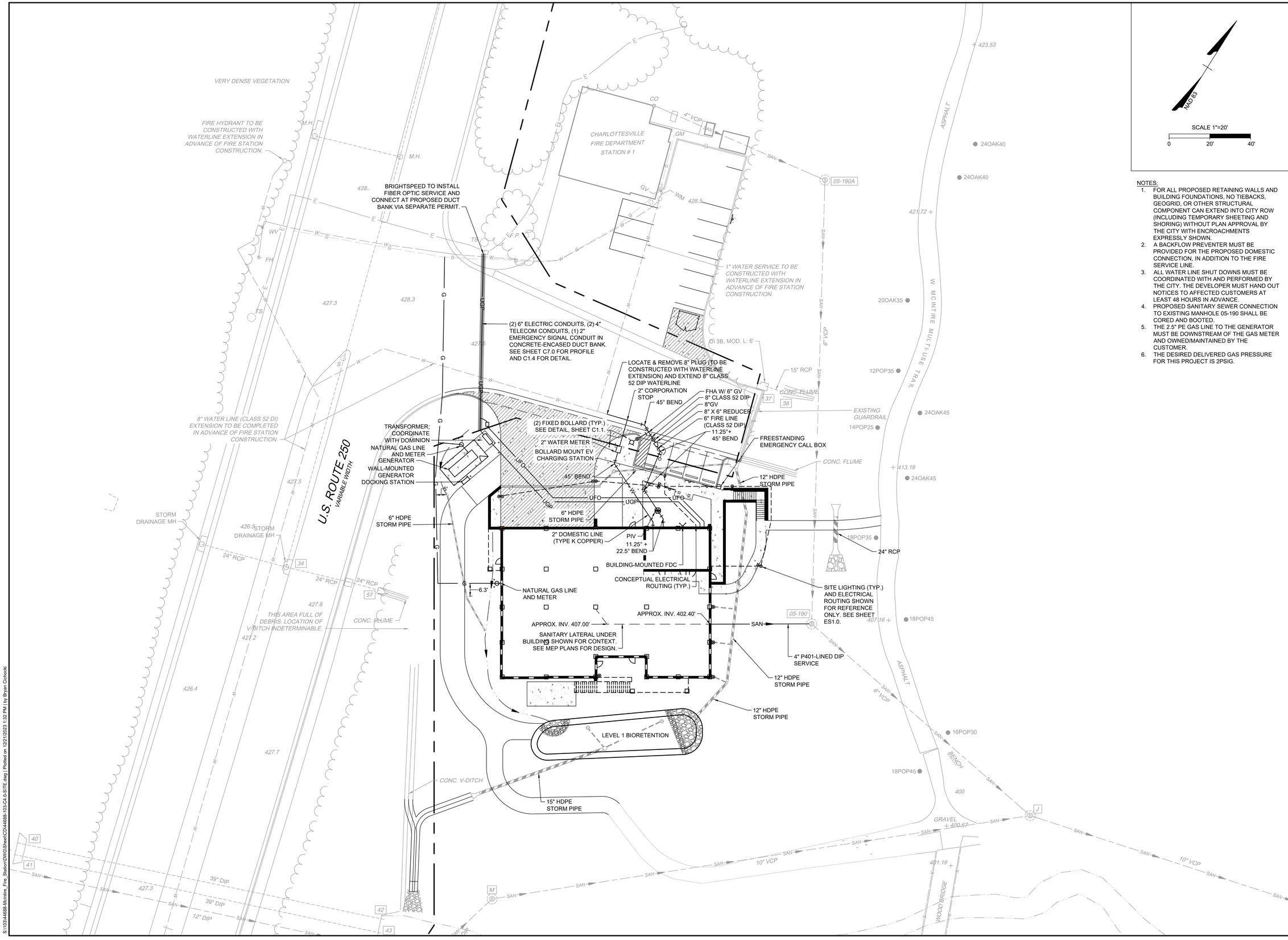

NOTES:

1. FOR ALL PROPOSED RETAINING WALLS AND BUILDING FOUNDATIONS, NO TIEBACKS, GEOGRID, OR OTHER STRUCTURAL COMPONENT CAN EXTEND INTO CITY ROW (INCLUDING TEMPORARY SHEETING AND SHORING) WITHOUT PLAN APPROVAL BY THE CITY WITH ENCROACHMENTS EXPRESSLY SHOWN.
2. A BACKFLOW PREVENTER MUST BE PROVIDED FOR THE PROPOSED DOMESTIC CONNECTION, IN ADDITION TO THE FIRE SERVICE LINE.
3. ALL WATER LINE SHUT DOWNS MUST BE COORDINATED WITH AND PERFORMED BY THE CITY. THE DEVELOPER MUST HAND OUT NOTICES TO AFFECTED CUSTOMERS AT LEAST 48 HOURS IN ADVANCE.
4. PROPOSED SANITARY SEWER CONNECTION TO EXISTING MANHOLE 05-190 SHALL BE CORED AND BOOTED.
5. THE 2.5" PE GAS LINE TO THE GENERATOR MUST BE DOWNSTREAM OF THE GAS METER AND OWNED/MAINTAINED BY THE CUSTOMER.
6. THE DESIRED DELIVERED GAS PRESSURE FOR THIS PROJECT IS 2PSIG.

NAD 83

SCALE 1"=20'

0 20' 40'

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- 08/25/2023
- 10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
UTILITY PLAN

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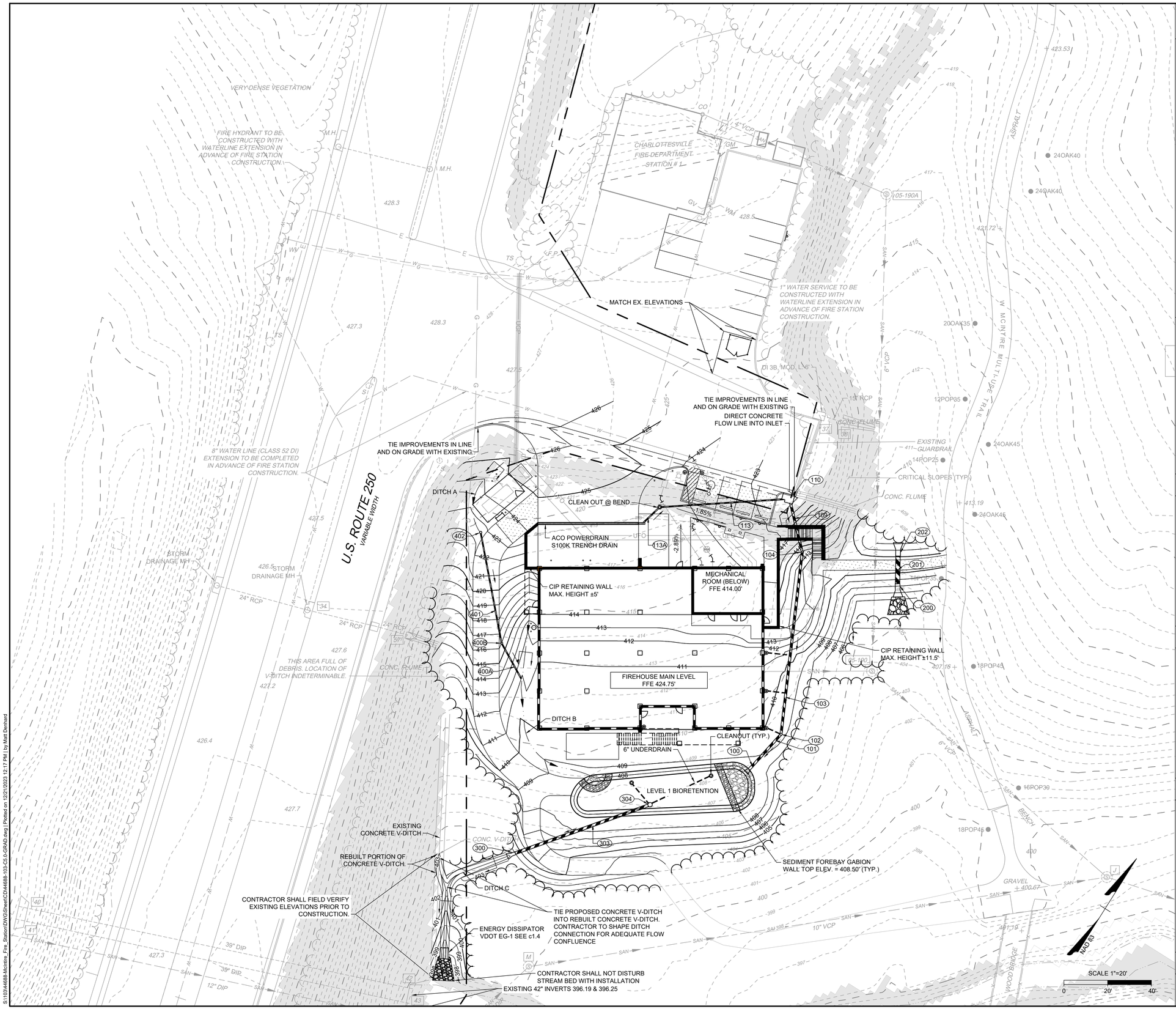
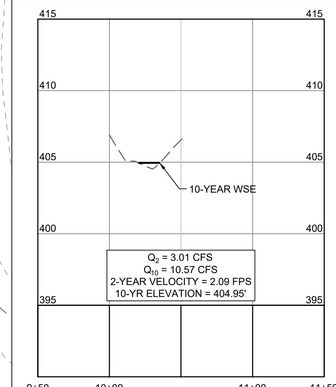




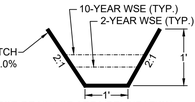
EASTERN DITCH PROFILE

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5

DRAINAGE AREA TO DITCH = 4.69 AC + DITCH C
IMPERVIOUS = 2.04 AC
MANAGED TURF, B = 0.02 AC
FOREST, B = 2.63 AC
TC = 12.6 MIN.

Q(2) = 8.74 FT/S
Q(10) = 18.41 FT/S
V(2) = 13.87 FT/S
D(10) = 6.3"

VDOT PG-4 CONC. DITCH
n = 0.016; S = 15.0%



SEE SHEET C6.3 FOR DRAINAGE AREA DELINEATION

PAVED FLUME (VDOT PG-4) CALCULATIONS

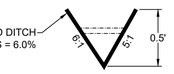
No Scale

DRAINAGE AREA TO DITCH = 0.05 AC
C= 0.45
TC= 6 MIN
I(2)= 5.0 IN/HR
I(10) = 6.6 IN/HR

Q(2) = 0.45(5.0)(0.05) = 0.11 CFS
Q(10) = 0.45(6.6)(0.05) = 0.15 CFS

V(2) = 1.59 FT/S
D(10) = 1.5"

GRASS LINED DITCH
n = 0.035; S = 6.0%



DITCH A CALCULATIONS

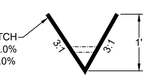
No Scale

DRAINAGE AREA TO DITCH = 0.06 AC
C= 0.40
TC= 6 MIN
I(2)= 5.0 IN/HR
I(10) = 6.6 IN/HR

Q(2) = 0.40(5.0)(0.06) = 0.12 CFS
Q(10) = 0.40(6.6)(0.06) = 0.16 CFS

V(2) = 3.38 FT/S
D(10) = 2.1"

GRASS LINED DITCH
n = 0.035; S_{MAX} = 30.0%
S_{MIN} = 5.0%



DITCH B CALCULATIONS

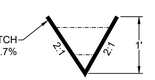
No Scale

DRAINAGE AREA TO DITCH = 0.07 AC + BIORETENTION
C= 0.35
TC= 6 MIN
I(2)= 5.0 IN/HR
I(10) = 6.6 IN/HR

Q(2) = 0.35(5.0)(0.07) = 0.12 CFS + 0.74 CFS = 0.86 CFS
Q(10) = 0.35(6.6)(0.07) = 0.16 CFS + 5.72 CFS = 5.88 CFS

V(2) = 4.70 FT/S
D(10) = 7.5"

CONCRETE V-DITCH
n = 0.016; S = 3.7%



DITCH C CALCULATIONS

No Scale

COMMONWEALTH OF VIRGINIA
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FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

GRADING AND DRAINAGE PLAN

JOB NO. 44688
SHEET NO. C5.0

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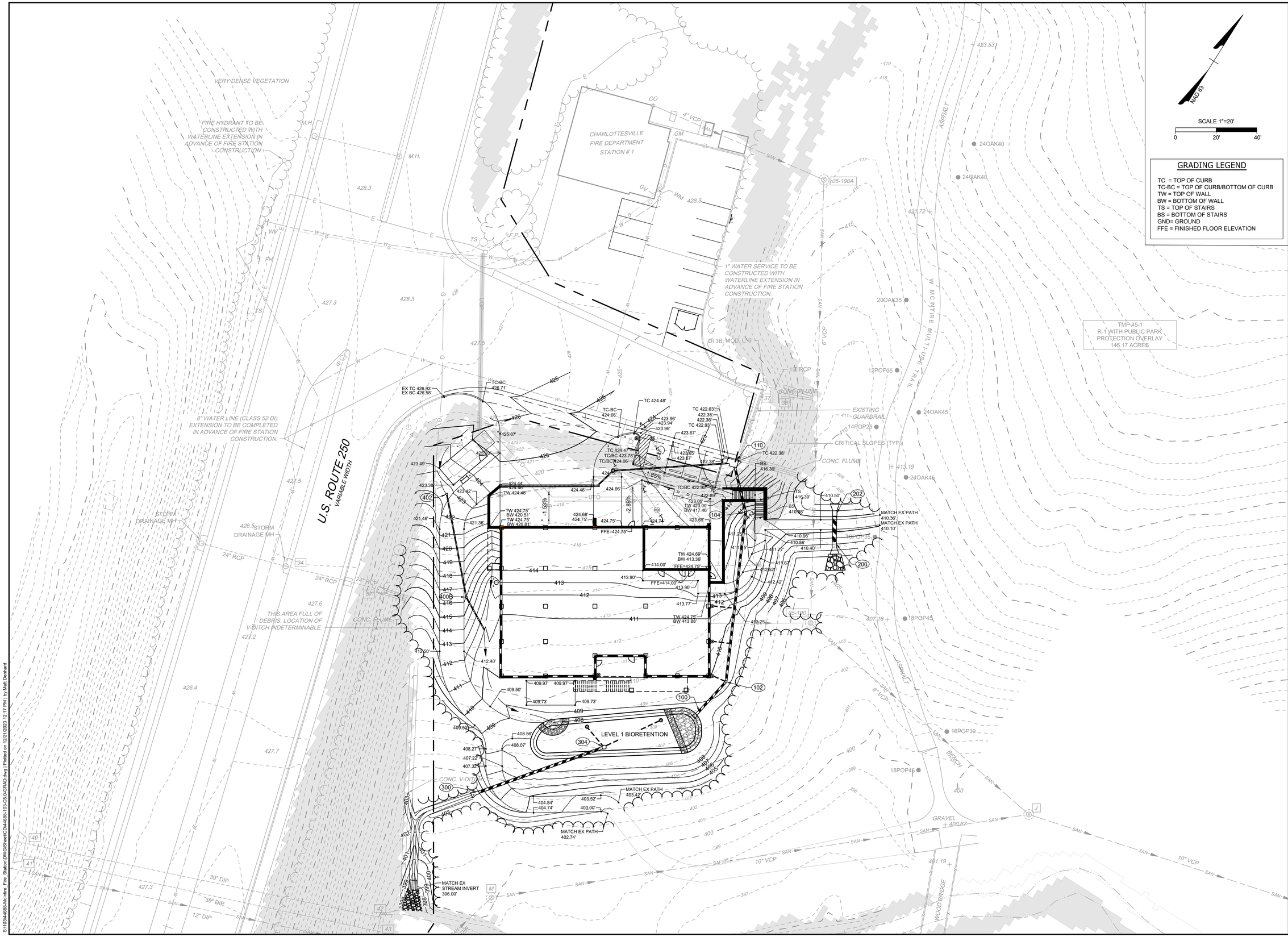
CHARLOTTESVILLE FIRE DEPARTMENT STATION # 1
VERY DENSE VEGETATION
FIRE HYDRANT TO BE CONSTRUCTED WITH WATERLINE EXTENSION IN ADVANCE OF FIRE STATION CONSTRUCTION.
1" WATER SERVICE TO BE CONSTRUCTED WITH WATERLINE EXTENSION IN ADVANCE OF FIRE STATION CONSTRUCTION.
8" WATER LINE (CLASS 52 DI) EXTENSION TO BE COMPLETED IN ADVANCE OF FIRE STATION CONSTRUCTION.
U.S. ROUTE 250
VARIABLE WIDTH
LEVEL 1 BIORETENTION
EXISTING GUARDRAIL
CRITICAL SLOPES (TYP.)
CONC. FLUME
CONC. V-DITCH
STORM DRAINAGE MH
THIS AREA FULL OF DEBRIS. LOCATION OF V-DITCH INDETERMINABLE.
TMP 45-1
R-1 WITH PUBLIC PARK PROTECTION OVERLAY
146.17 ACRES
W MONTFIRE MULTI-USE TRAIL
ASPHALT
GRAVEL
BENCH
WOOD BRIDGE
MATCH EX PATH
MATCH EX STREAM INVERT 396.00'
TC-BC 426.71'
EX TC 426.93'
EX BC 426.58'
TC-BC 424.66'
TC 424.48'
TC/BC 423.78'
TC/BC 424.06'
TC 422.63'
TC 422.93'
TC 422.38'
TC-BC 422.89'
TC/BC 422.93'
TW 424.75' BW 420.51'
TW 424.75' BW 420.81'
TW 424.69' BW 413.36'
TW 423.00' BW 417.46'
FFE=424.75'
FFE=414.00'
TW 424.75' BW 413.88'
MATCH EX PATH 410.36'
MATCH EX PATH 410.10'
1.86%
-1.53%
-2.89%
-1.00%
-1.00%
-1.00

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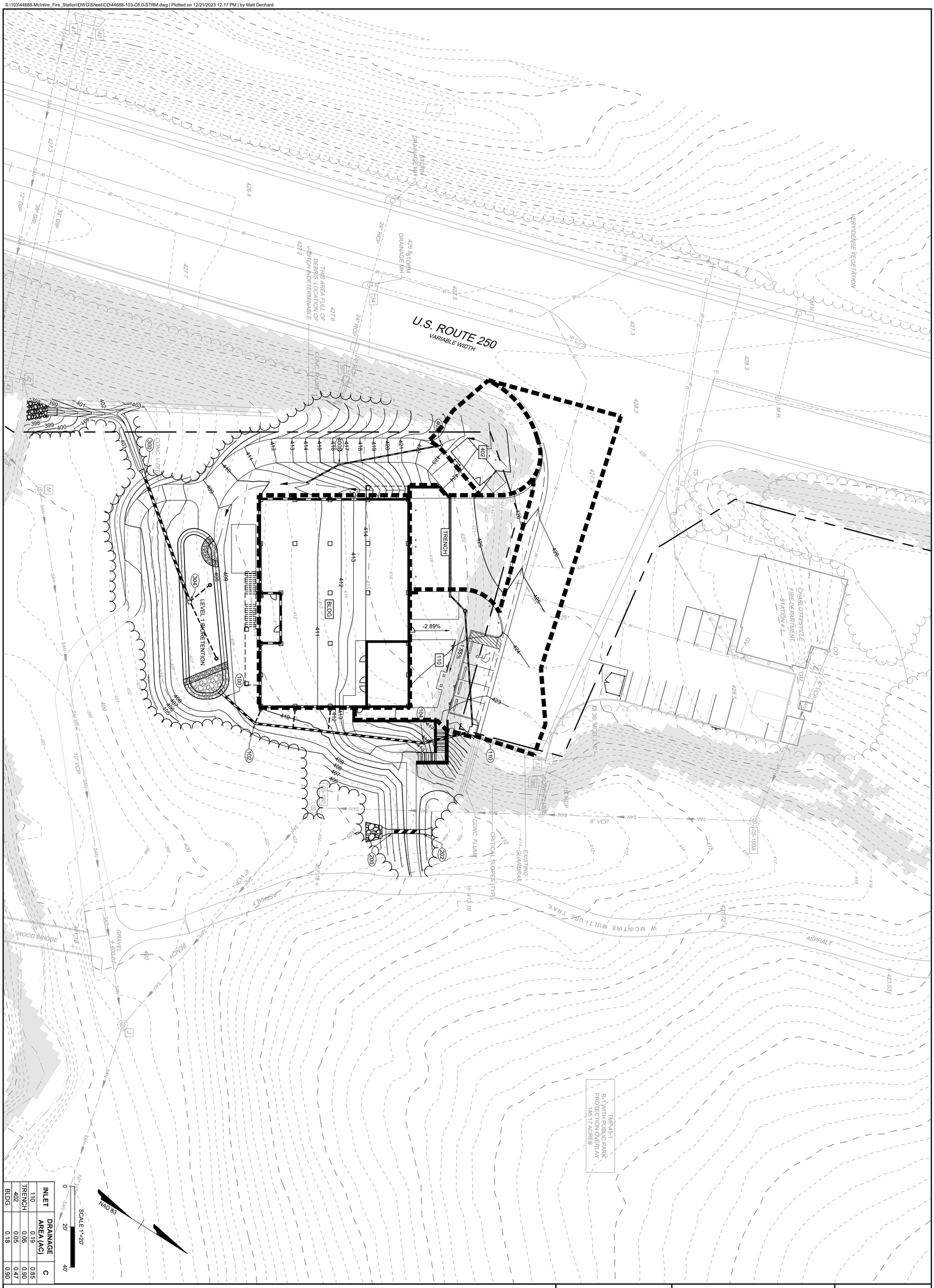

INLET	DRAINAGE AREA (AC)	C
110	0.19	0.85
TRENCH	0.08	0.60
402	0.05	0.47
BLDG	0.18	0.90

TIMMONS GROUP

FINAL SITE PLAN

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COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER
Bryna D. Cichocki
Lic. No. 53741
12/21/23

JOB NO.	SHEET NO.
44688	C6.0

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

INLET DRAINAGE AREA MAP

SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
1" = 20'	B. CICHOCKI	K. ROSSER	K. ROSSER	02/14/23

DATE	REVISION DESCRIPTION
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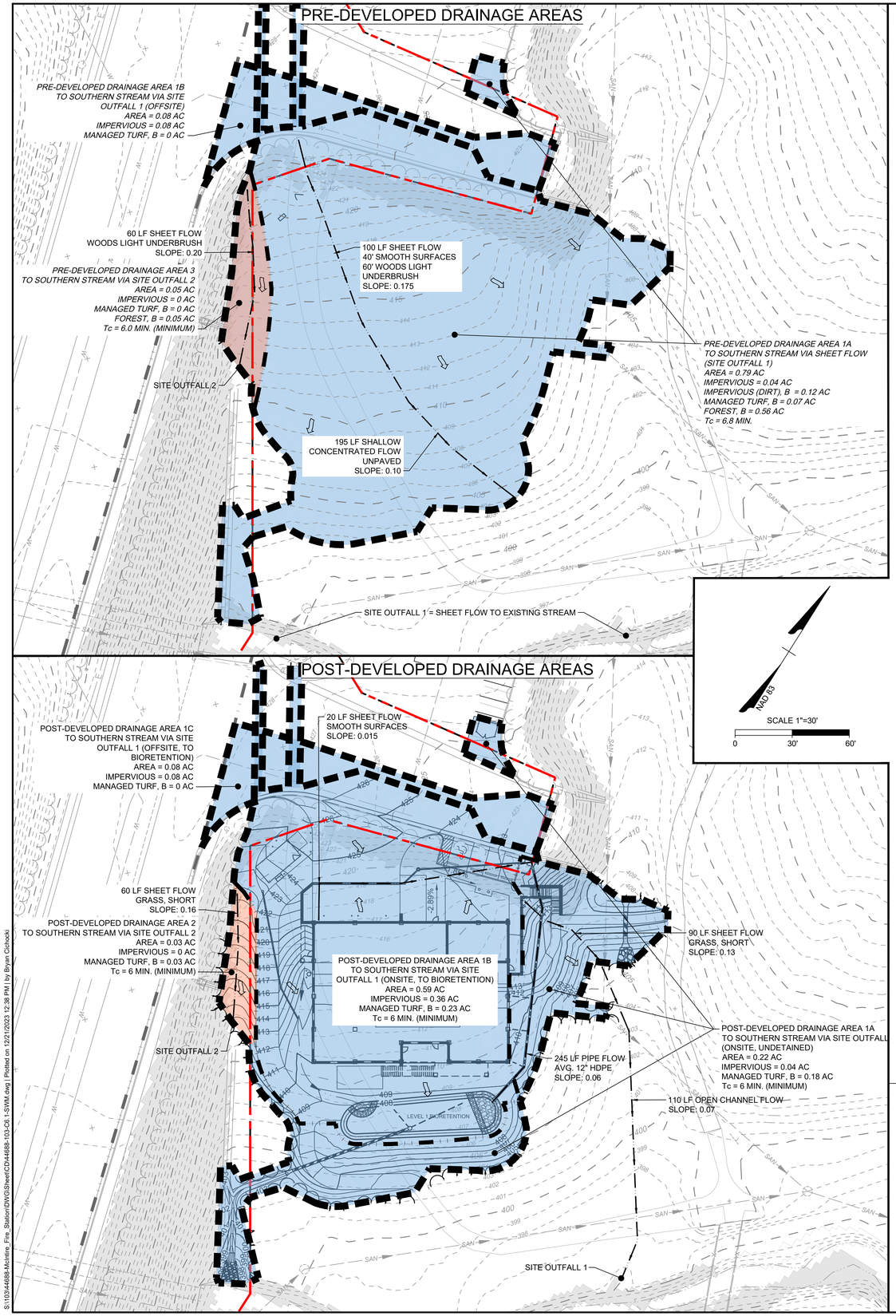

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SITE OUTFALL PEAK FLOW ANALYSIS

DRAINAGE AREA NAME	TOTAL AREA (AC)	Tc (MIN)	CN	PEAK FLOW RATE (CFS) 1 YR	PEAK FLOW RATE (CFS) 10 YR	RUNOFF VOLUME, 1 YR (AC-FT)
PRE-DEVELOPMENT						
Pre-Developed Drainage Area 1A to Southern Stream (Site Outfall 1)	0.79	6.8	63	0.48	2.47	0.025
Pre-Developed Drainage Area 1B to Southern Stream (Offsite, Site Outfall 1)	0.08	6.0	98	0.33	0.61	0.019
Pre-Developed Drainage Area 3 to Southern Stream (Site Outfall 2)	0.05	6.0	55	0.01	0.10	0.001
POST-DEVELOPMENT						
Post-Developed Drainage Area 1A to Southern Stream (Undetained, Site Outfall 1)	0.22	6.0	68	0.23	0.87	0.012
Post-Developed Drainage Area 1B to Southern Stream (Onsite, Bioretention, Site Outfall 1)	0.59	6.0	84	1.56	3.70	0.076
Post-Developed Drainage Area 1C to Southern Stream (Offsite, Bioretention, Site Outfall 1)	0.08	6.0	98	0.33	0.61	0.019
Routed Bioretention				0.19	5.72	0.095
Total to Southern Stream (Site Outfall 1) - Routed Bioretention + 1A	0.89			0.41	6.56	0.107
Post-Developed Drainage Area 3 to Southern Stream (Site Outfall 2)	0.03	6.0	61	0.01	0.09	0.001
AREA TO CULVERT CROSSING						
Drainage Area to Trail Culvert Crossing	5.79	15.7	59	1.25	10.73	0.149

ENERGY BALANCE IMPROVEMENT FACTOR
0.90

DRAINAGE AREA NAME	TOTAL AREA (AC)	Tc (MIN)	CN	PEAK FLOW RATE (CFS) 2 YR
AREA TO CONCRETE FLUME				
Drainage Area to Concrete Flume	4.69	12.6	74	8.68

CHANNEL PROTECTION CALCULATIONS - SITE OUTFALL 1

CHANNEL PROTECTION (ENERGY BALANCE) - 1 YR

$$Q_{1\,YR\,POST-DEV\,TOTAL} \leq \text{IF} * (Q_{1\,YR\,PRE-DEV} * RV_{1\,YR\,PRE-DEV})/RV_{1\,YR\,POST-DEV} * Q_{1\,YR\,OFFSITE}$$

0.41	CFS	≤	0.90	*(	0.48	*	0.025	) /	0.107	+	0.33
0.41	CFS	≤	0.43	CFS							
OK											

CHANNEL PROTECTION CALCULATIONS - SITE OUTFALL 2

CHANNEL PROTECTION (ENERGY BALANCE) - 1 YR

$$Q_{1\,YR\,POST-DEV\,TOTAL} \leq \text{IF} * (Q_{1\,YR\,PRE-DEV} * RV_{1\,YR\,PRE-DEV})/RV_{1\,YR\,POST-DEV} * Q_{1\,\,OFFSITE}$$

0.01	CFS	≤	0.90	*(	0.01	*	0.001	) /	0.001		
0.01	CFS	≤	0.01	CFS							
OK											

WATER QUANTITY NARRATIVE - CHANNEL PROTECTION

LIMITS OF DISTURBANCE = DRAINAGE AREA 1 + DRAINAGE AREA 2 = 0.84 ACRES

THIS PROJECT INCLUDES THE CONSTRUCTION OF A NEW FIRE STATION, WHICH IS A ONE-LEVEL BUILDING ON PIERS, AS WELL AS ASSOCIATED PARKING, LANDSCAPING, AND UTILITIES.

EXISTING

THE SITE IS CURRENTLY MOSTLY FORESTED, WITH A DIRT PATH RUNNING THROUGH THE CENTER THAT WILL BE REROUTED TO MAINTAIN ACCESS. ALL RUNOFF FROM THE SITE DRAINS TOWARDS THE STREAM TO THE SOUTH OF THE DISTURBED AREA VIA THREE DIFFERENT ROUTES, WHICH ARE HIGHLIGHTED BELOW WITH EACH DELINEATED SITE OUTFALL.

- SITE OUTFALL 1: SITE OUTFALL 1 IS LOCATED AT THE SOUTHEASTERN CORNER OF THE PROJECT BOUNDARY. DRAINAGE FROM A MAJORITY OF THE SITE, AS WELL AS THE STUB ROAD, DRAINS TOWARDS SITE OUTFALL 1 IN THE EXISTING CONDITION. RUNOFF FROM THE EASTERN PORTION OF DRAINAGE AREA 1 DRAINS TO AN EXISTING DRAINAGE SWALE ON THE EASTERN EDGE OF THE SITE BEFORE ENTERING THE STREAM SOUTH OF THE SITE. IT DRAINS OVER THE EXISTING DIRT PATH AS SHALLOW CONCENTRATED FLOW. RUNOFF FROM THE CENTRAL PORTION OF DRAINAGE AREA 1 DRAINS VIA SHEET FLOW AND SHALLOW CONCENTRATED FLOW DIRECTLY TOWARDS THE STREAM SOUTH OF THE SITE IN THE EXISTING CONDITION. RUNOFF FROM DRAINAGE AREA 1B IS OFFSITE AND UNDISTURBED BUT IS CONVEYED TO THE EASTERN DITCH VIA A CONCRETE FLUME. THESE PORTIONS OF RUNOFF CONVERGE AT SITE OUTFALL 1.
- SITE OUTFALL 2: SITE OUTFALL 2 IS LOCATED ALONG THE WESTERN EDGE OF THE PROJECT AREA, JUST NORTH OF THE EXISTING CONCRETE FLUME. A SMALL AREA IN THE WESTERN PORTION OF THE SITE DRAINS TO SITE OUTFALL 2 IN THE EXISTING CONDITION. RUNOFF FROM DRAINAGE AREA 2 DRAINS THROUGH AN EXISTING CONCRETE FLUME TO THE STREAM SOUTH OF THE SITE.

PROPOSED

EXISTING DRAINAGE PATTERNS ARE MAINTAINED TO THE GREATEST EXTENT PRACTICAL, WITH ALL RUNOFF DRAINING TOWARDS THE STREAM TO THE SOUTH OF THE DISTURBED AREA.

- SITE OUTFALL 1: THE NORTHEASTERN PORTION OF THE SITE CONTINUES TO DRAIN TOWARDS SITE OUTFALL 1 VIA UNDETAINED SURFACE RUNOFF. RUNOFF FROM DRAINAGE AREA 1A CONTINUES TO DRAIN TO AN EXISTING DRAINAGE SWALE AND PROPOSED CULVERT (PIPE 201, CALCULATIONS ON SHEET C6.3) ON THE EASTERN EDGE OF THE SITE BEFORE ENTERING THE STREAM SOUTH OF THE SITE. RUNOFF FROM DRAINAGE AREA 1B DRAINS THROUGH THE SITE VIA SURFACE RUNOFF AND THE UNDERGROUND STORM DRAIN NETWORK BEFORE ENTERING THE PROPOSED LEVEL 1 BIORETENTION AND ULTIMATELY BEING DISCHARGED TO SITE OUTFALL 1. RUNOFF FROM THE SOUTHERN PORTION OF DRAINAGE AREA 1A SHEET FLOWS UNDETAINED DIRECTLY INTO THE STREAM SOUTH OF THE SITE. DRAINAGE AREA 1C IS OFFSITE AND UNDISTURBED BUT IS CAPTURED BY INLET 110 AND CONVEYED THROUGH THE SITE TO THE BIORETENTION AND IS ULTIMATELY DISCHARGED TO SITE OUTFALL 1.
- SITE OUTFALL 2: THE WESTERN EDGE OF THE SITE CONTINUES TO DRAIN TOWARDS SITE OUTFALL 2. RUNOFF FROM DRAINAGE AREA 2 DRAINS THROUGH AN EXISTING CONCRETE FLUME TO THE STREAM SOUTH OF THE SITE. RUNOFF IS REDUCED IN BOTH AREA AND VOLUME TO MEET ENERGY BALANCE REQUIREMENTS. ADDITIONAL OUTLET PROTECTION IS PROPOSED DOWNSTREAM OF THE CONCRETE FLUME TO PROTECT THE STREAM BANK.

BECAUSE THE RUNOFF FROM THE PROJECT AREA DRAINS TO A NATURAL CHANNEL, THE MAXIMUM FLOW RATES FROM THE 1-YEAR, 24-HOUR STORMS WERE ANALYZED AND DETAINED AS NECESSARY TO MEET ENERGY BALANCE REQUIREMENTS (PER 9VAC25-870-66 B.3.a). SEE SHEET C6.2 FOR FLOOD PROTECTION NARRATIVE AND ANALYSIS.

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
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10/20/23
PROFESSIONAL ENGINEER
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FINAL SITE PLAN

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DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STORMWATER MANAGEMENT PLAN - ENERGY BALANCE

JOB NO. 44688
SHEET NO. C6.1

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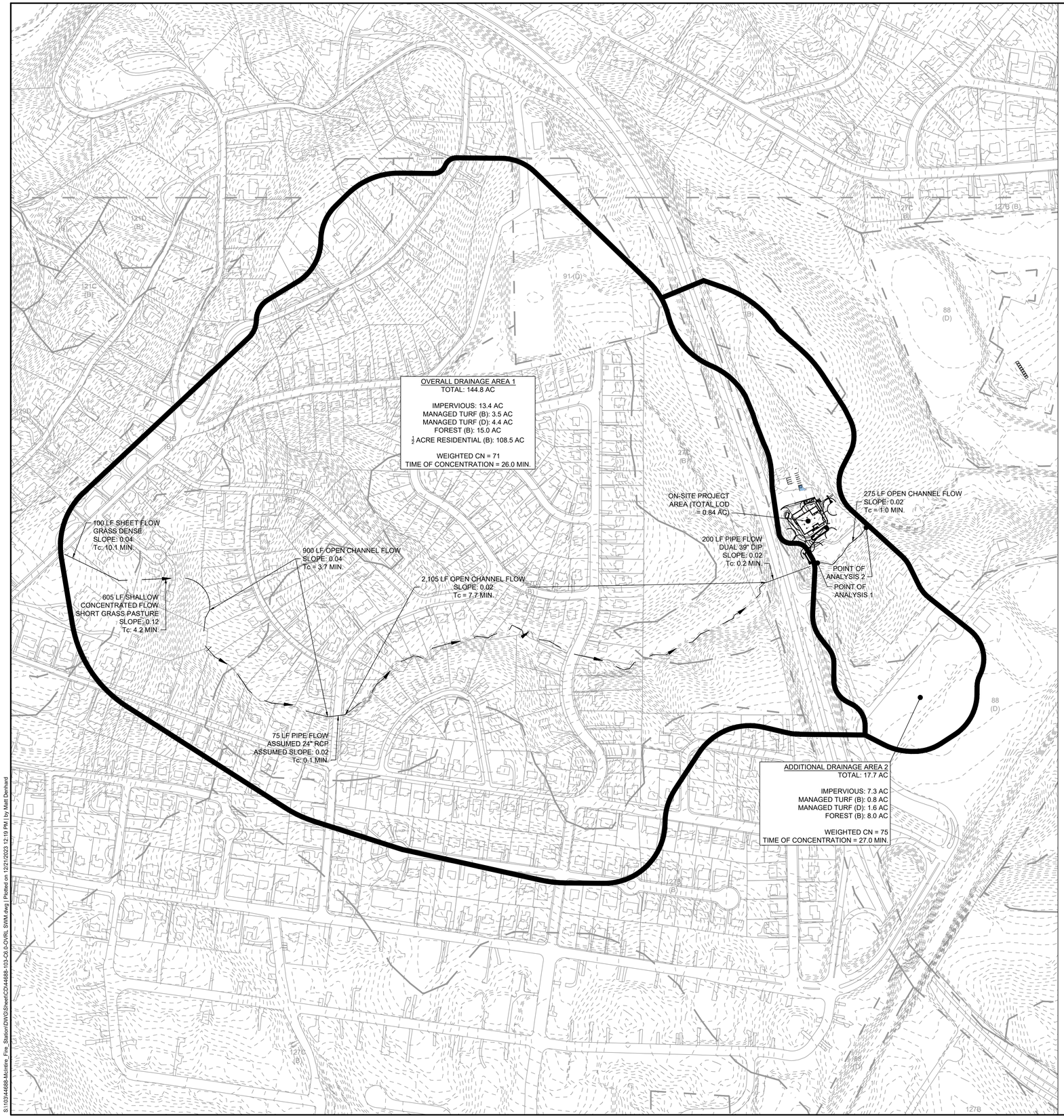
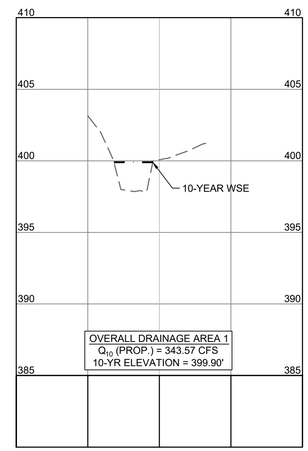


WATER QUANTITY NARRATIVE - FLOOD PROTECTION

FLOOD PROTECTION FOR THE SUBJECT PROJECT WAS ANALYZED BASED ON 9VAC25-870-66 C.3.a. THE TOTAL LIMITS OF DISTURBANCE ASSOCIATED WITH THE SUBJECT PROJECT IS 0.84 ACRES. THE TOTAL UPSTREAM DRAINAGE AREA TO POINT OF ANALYSIS 1 IS 144.8 ACRES. A CROSS SECTION WAS TAKEN AT THIS LOCATION TO CONFIRM CHANNEL ADEQUACY. THE ENTIRETY OF THE DISTURBED AREA (0.84 ACRES) ENTERS THE STREAM VIA SHEET, SHALLOW CONCENTRATED, AND CONCENTRATED FLOW BY DOWNSTREAM POINT OF ANALYSIS 2. THE TOTAL UPSTREAM DRAINAGE AREA TO POINT OF ANALYSIS 2 IS 162.5 ACRES. A CROSS SECTION WAS TAKEN AT THIS LOCATION AS WELL, WHERE THE PROJECT AREA IS ONLY 0.5% OF THE OVERALL DRAINAGE AREA, TO AGAIN CONFIRM CHANNEL ADEQUACY. THE DRAINAGE AREAS, LAND COVER CHARACTERISTICS, TIMES OF CONCENTRATION ANALYSES, AND CROSS SECTIONS ARE ILLUSTRATED ON THIS PAGE.

CROSS SECTIONS ARE PROVIDED AT BOTH POINT OF ANALYSIS 1 AND POINT OF ANALYSIS 2 BELOW TO ILLUSTRATE ADEQUACY AT BOTH POINTS. THE RESULTS OF THE ANALYSES SHOW THAT THE 10-YEAR WATER SURFACE ELEVATION IS CONTAINED WITHIN THE STREAM AT BOTH LOCATIONS. THUS, FLOODING IS NOT CURRENTLY EXPERIENCED AT EITHER LOCATION, NOR WILL IT BE WITH THE ADDITION OF THIS PROJECT DEVELOPMENT.



SECTION 1 PROFILE
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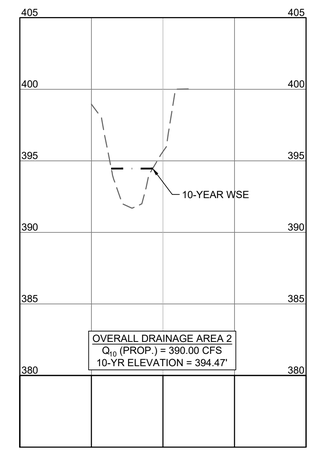
VERT SCALE: 1"=5



SECTION 2 PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5

Bryan D. Cichocki
Lic. No. 53741
10/20/23
44688

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CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

REVISION DESCRIPTION
- FINAL SITE PLAN RESUBMISSION #1
- FINAL SITE PLAN RESUBMISSION #2
- FINAL SITE PLAN RESUBMISSION #3

DATE
- 06/15/2023
- 08/25/2023
- 10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STORMWATER MANAGEMENT PLAN - FLOOD PROTECTION

JOB NO. 44688
SHEET NO. C6.2

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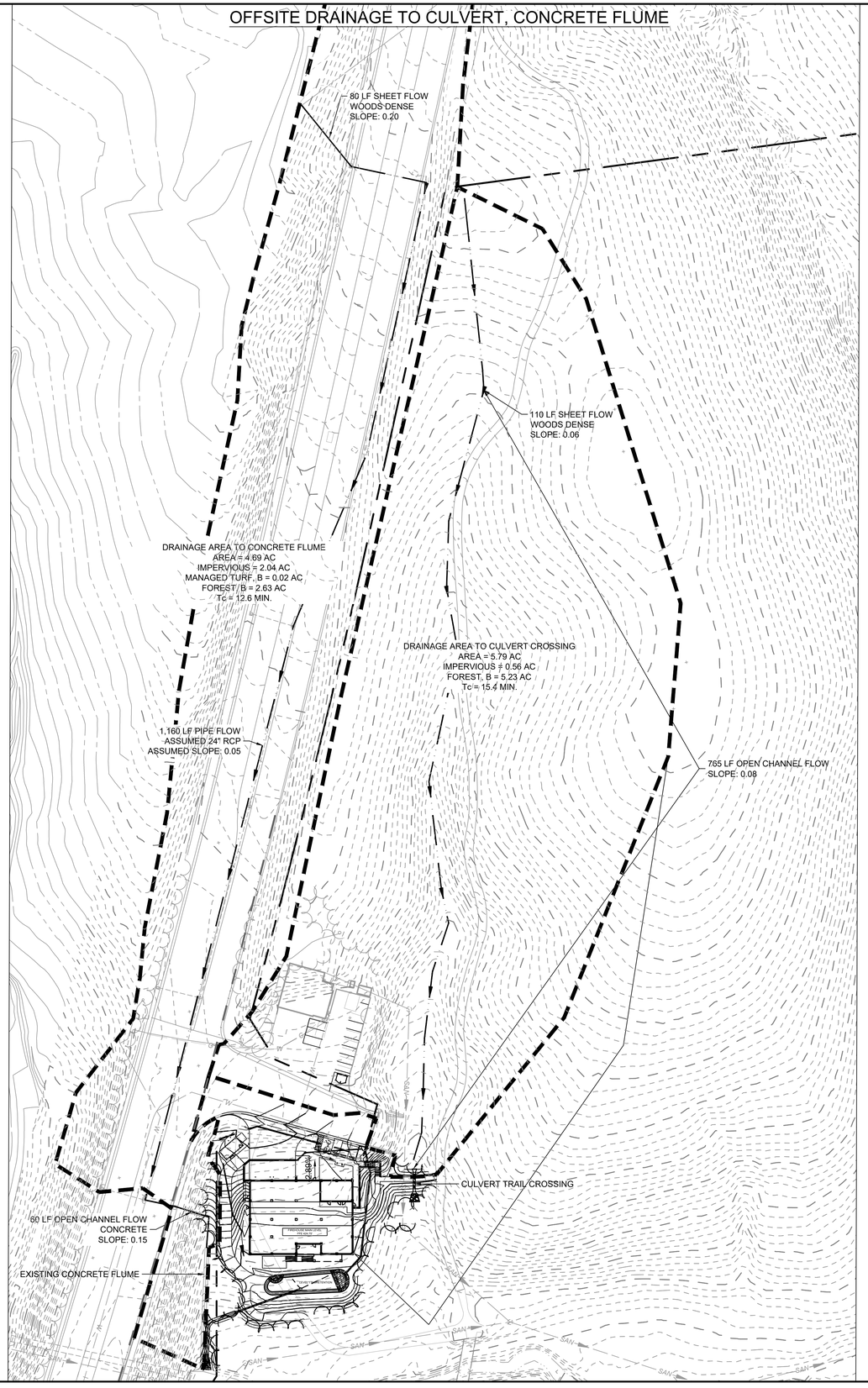
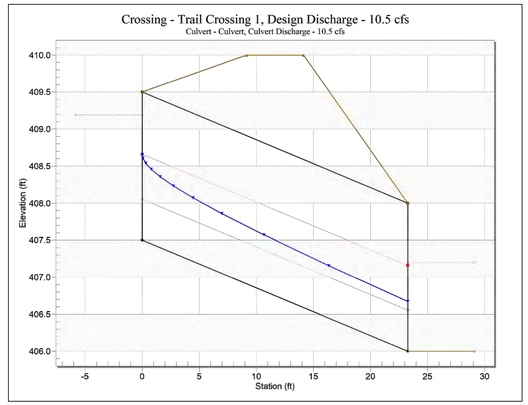
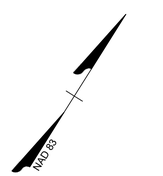
OFFSITE DRAINAGE TO CULVERT, CONCRETE FLUME







SCALE 1"=60'

0 60' 120'

COMMONWEALTH OF VIRGINIA
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FINAL SITE PLAN

REVISION DESCRIPTION	DATE
FINAL SITE PLAN RESUBMISSION #1	06/12/2023
FINAL SITE PLAN RESUBMISSION #2	08/25/2023
FINAL SITE PLAN RESUBMISSION #3	10/20/2023

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 60'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

STORMWATER MANAGEMENT PLAN - CULVERT CALCULATIONS

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SHEET NO. C6.3

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VA DCR SPECIFICATION NO. 9 MAINTENANCE

9.1. Maintenance Agreements

The Virginia Stormwater Management regulations (4 VAC 50-60) specify the circumstances under which a maintenance agreement must be executed between the owner and the VSMP authority, and sets forth inspection requirements, compliance procedures if maintenance is neglected, notification of the local program upon transfer of ownership, and right-of-entry for local program personnel.

- All bioretention practices must include a long term maintenance agreements consistent with the provisions of the VSMP regulations, and must include the recommended maintenance tasks and a copy of an annual inspection checklist.
- When micro-scale bioretention practices are applied on private residential lots, homeowners should be educated regarding their routine maintenance needs by being provided a simple document that explains their purpose and routine maintenance needs. .
- A deed restriction, drainage easement or other mechanism enforceable by the VSMP authority must be in place to help ensure that rain gardens and bioretention filters are maintained and not converted or disturbed, as well as to pass the knowledge along to any subsequent owners.
- The mechanism should, if possible, grant authority for the VSMP authority to access the property for inspection or corrective action.

9.2. First Year Maintenance Operations

Successful establishment of bioretention areas requires that the following tasks be undertaken in the first year following installation:

- ***Initial inspections.*** For the first 6 months following construction, the site should be inspected at least twice after storm events that exceed 1/2 inch of rainfall.
- ***Spot Reseeding.*** Inspectors should look for bare or eroding areas in the contributing drainage area or around the bioretention area, and make sure they are immediately stabilized with grass cover.
- ***Fertilization.*** One-time, spot fertilization may be needed for initial plantings.
- ***Watering.*** Watering is needed once a week during the first 2 months, and then as needed during first growing season (April-October), depending on rainfall.
- ***Remove and replace dead plants.*** Since up to 10% of the plant stock may die off in the first year, construction contracts should include a care and replacement warranty to ensure that vegetation is properly established and survives during the first growing season following construction. The typical thresholds below which replacement is required are 85% survival of plant material and 100% survival of trees.

9.3. Maintenance Inspections

It is highly recommended that a spring maintenance inspection and cleanup be conducted at each bioretention area. The following is a list of some of the key maintenance problems to look for:

- Check to see if 75% to 90% cover (mulch plus vegetative cover) has been achieved in the bed, and measure the depth of the remaining mulch.
- Check for sediment buildup at curb cuts, gravel diaphragms or pavement edges that prevents flow from getting into the bed, and check for other signs of bypassing.
- Check for any winter- or salt-killed vegetation, and replace it with hardier species.
- Note presence of accumulated sand, sediment and trash in the pre-treatment cell or filter beds, and remove it.
- Inspect bioretention side slopes and grass filter strips for evidence of any rill or gully erosion, and repair it.
- Check the bioretention bed for evidence of mulch flotation, excessive ponding, dead plants or concentrated flows, and take appropriate remedial action.
- Check inflow points for clogging, and remove any sediment.
- Look for any bare soil or sediment sources in the contributing drainage area, and stabilize them immediately.
- Check for clogged or slow-draining soil media, a crust formed on the top layer, inappropriate soil media, or other causes of insufficient filtering time, and restore proper filtration characteristics.

Example maintenance inspection checklists for Bioretention areas can be accessed in Appendix C of Chapter 9 of the *Virginia Stormwater Management Handbook* (2010).

9.4. Routine and Non-Routine Maintenance Tasks

Maintenance of bioretention areas should be integrated into routine landscape maintenance tasks. If landscaping contractors will be expected to perform maintenance, their contracts should contain specifics on unique bioretention landscaping needs, such as maintaining elevation differences needed for ponding, proper mulching, sediment and trash removal, and limited use of fertilizers and pesticides. A customized maintenance schedule must be prepared for each bioretention facility, since the maintenance tasks will differ depending on the scale of bioretention, the landscaping template chosen, and the type of surface cover. A generalized summary of common maintenance tasks and their frequency is provided in **Table 9.8**.

The most common non-routine maintenance problem involves standing water. If water remains on the surface for more than 48 hours after a storm, adjustments to the grading may be needed or underdrain repairs may be needed. The surface of the filter bed should also be checked for accumulated sediment or a fine crust that builds up after the first several storm events. There are several methods that can be used to rehabilitate the filter (try the easiest things first, as listed below):

- Open the underdrain observation well or cleanout and pour in water to verify that the underdrains are functioning and not clogged or otherwise in need of repair. The purpose of this check is to see if there is standing water all the way down through the soil. If there is standing water on top, but not in the underdrain, then there is a clogged soil layer. If the underdrain and stand pipe indicates standing water, then the underdrain must be clogged and will need to be snaked.
- Remove accumulated sediment and till 2 to 3 inches of sand into the upper 8 to 12 inches of soil.
- Install sand wicks from 3 inches below the surface to the underdrain layer. Sand wicks can be installed by excavating or augering (using a tree auger or similar tool) down to the gravel storage zone to create vertical columns which are then filled with a clean open-graded coarse sand material (coarse sand mix similar to the gradation used for the soil media). A sufficient number of wick drains of sufficient dimension should be installed to meet the design dewatering time for the facility.
- Last resort - remove and replace some or all of the soil media.

Table 9.8. Suggested Annual Maintenance Activities for Bioretention

Maintenance Tasks	Frequency
• Mowing of grass filter strips and bioretention turf cover	At least 4 times a year
• Spot weeding, erosion repair, trash removal, and mulch raking	Twice during growing season
• Add reinforcement planting to maintain desired the vegetation density • Remove invasive plants using recommended control methods • Stabilize the contributing drainage area to prevent erosion	As needed
• Spring inspection and cleanup • Supplement mulch to maintain a 3 inch layer • Prune trees and shrubs	Annually
• Remove sediment in pre-treatment cells and inflow points	Once every 2 to 3 years
• Replace the mulch layer	Every 3 years

Pre-Construction Meeting

- ☐ Pre-construction meeting with the contractor designated to install the bioretention practice has been conducted.
- ☐ Identify the tentative schedule for construction and verify the requirements and schedule for interim inspections and sign-off.
- ☐ Subsurface investigation and soils report supports the placement of an bioretention practice in the proposed location.
- ☐ Impervious cover has been constructed/installed and area is free of construction equipment, vehicles, material storage, etc.
- ☐ All pervious areas of the contributing drainage areas have been adequately stabilized with a thick layer of vegetation and erosion control measures have been removed.
- ☐ Area of bioretention practice has not been impacted during construction.
- ☐ Stormwater has been diverted around the area of the bioretention practice and perimeter erosion control measures to protect the facility during construction have been installed. .

Excavation

- ☐ Compare the bioretention surface and invert design elevations with the actual constructed elevations of the inflow and outlet inverts and adjust design elevations as needed.
- ☐ Area of bioretention excavation is marked and the size and location conforms to plan.
- ☐ If the excavation area has been used as a sediment trap: verify that the bottom elevation of the proposed stone reservoir is lower than the bottom elevation of the existing trap.
- ☐ For Level 2 bioretention, ensure the bottom of the excavation is scarified prior to placement of stone.
- ☐ Subgrade surface is free of rocks and roots, and large voids. Any voids should be refilled with the base aggregate to create a level surface for the placement of aggregates and underdrain (if required).
- ☐ No groundwater seepage or standing water is present. Any standing water is dewatered to an acceptable dewatering device.
- ☐ Excavation of the bioretention practice has achieved proper grades and the required geometry and elevations without compacting the bottom of the excavation.
- ☐ **Certification of Excavation Inspection**: Inspector certifies the successful completion of the excavation steps listed above.

Filter Layer, Underdrain, and Stone Reservoir Placement

- ☐ All aggregates, including, as required, the filter layer (choker stone & sand), the stone reservoir layer or infiltration sump conform to specifications as certified by quarry.
- ☐ Underdrain size and perforations meet the specifications.
- ☐ For Level 2 installations: placement of filter layer and initial lift of stone reservoir layer aggregates with underdrain or infiltration sump, spread (not dumped) to avoid aggregate segregation; or
- ☐ Impermeable liner, when required, meets project specifications and is placed in accordance with manufacturers specifications.
- ☐ Sides of excavation covered with geotextile, when required, prior to placing stone reservoir aggregate; no tears or holes, or excessive wrinkles are present.
- ☐ Placement of underdrain, observation wells, and underdrain fittings (45 degree wyes, cap at the upstream end, etc.) are in accordance with the approved plans.
- ☐ Elevations of underdrain and outlet structure are in accordance with approved plans, or as adjusted to meet field conditions.
- ☐ Placement of remaining lift of stone reservoir layer as needed to achieve the required reservoir depth.
- ☐ **Certification of Filter Layer and Underdrain Placement Inspection:** Inspector certifies the successful completion of the filter layer and underdrain placement steps listed above.

Bioretention Soil Media Placement

- ☐ Soil media is certified by supplier or contractor as meeting the project specifications.
- ☐ Soil media is placed in 12-inch lifts to the design top elevation of the bioretention area. Elevation has been verified after settlement (2 to 4 days after initial placement).
- ☐ Side slopes of ponding area are feathered back at the required slope (no steeper than 3H:1V).
- ☐ **Certification of Soil Media Placement Inspection:** Inspector certifies the successful completion of the soil media steps listed above.

Pretreatment and Plant Installation

- ☐ Placement of energy dissipators and pretreatment practices (forebays, gravel diaphragms, etc.) are installed in accordance with the approved plans.
- ☐ Riser, overflow weir, or other outflow structure is set to the proper elevation and functional; or.
- ☐ External bypass structure is built in accordance with the approved plans.
- ☐ Appropriate number and spacing of plants are installed in accordance with the approved plans.
- ☐ All erosion and sediment control practices have been removed.
- ☐ Follow-up inspection and as-built survey/certification has been scheduled.
- ☐ GPS coordinates have been documented for all bioretention practice installations on the parcel.

BMP PRACTICE DOCUMENTATION NOTE:

CONTRACTOR SHALL NOTIFY THE TIMMONS GROUP PRIOR TO COMMENCEMENT OF CONSTRUCTION OF BMP PRACTICES INCLUDING THE BIORETENTION FILTERS AND THE WET POND. A SPECIFIC PRECONSTRUCTION MEETING BETWEEN THE CONTRACTOR, ENGINEER, INSPECTOR, AND MANUFACTURER IS HIGHLY RECOMMENDED PRIOR TO INSTALLATION OF THESE PRACTICES TO ENSURE THESE PRACTICES ARE NOT ONLY INSTALLED CORRECTLY BUT ALSO DOCUMENTED THROUGHOUT CONSTRUCTION. IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO DOCUMENT THE INSTALLATION OF THESE PRACTICES AND IF THEY PROCEED WITH DOING SO IT IS DONE AT THEIR OWN RISK. CONTRACTOR SHALL TAKE NOTES, PICTURES, AND MEASUREMENTS OF ALL STRATA LAYERS WITHIN THE BIORETENTION FACILITIES DURING CONSTRUCTION. IT IS HIGHLY RECOMMENDED TO TAKE PICTURES OF EACH MEASUREMENT OF EACH STRATA LAYER OF EACH FACILITY. WITHOUT DOCUMENTING TO THIS LEVEL OF DETAIL THE CONTRACTOR RUNS THE RISK OF DIGGING THE FACILITIES BACK UP TO PROVE THE CORRECT SECTIONS WERE INSTALLED.

VA DCR SPECIFICATION NO. 9 SOIL MEDIA SPECIFICATIONS

Table 9.7. Bioretention Material Specifications

Material	Specification	Notes
Filter Media Composition	Filter Media to contain: • 80% - 90% sand • 10%-20% soil fines • 3%-5% organic matter	The volume of filter media based on 110% of the plan volume, to account for settling or compaction.
Filter Media Testing	Available P between L+ and M per DCR 2005 Nutrient Management Criteria.	The media should be certified by the supplier.
Mulch Layer	Use aged, shredded hardwood bark mulch or stable coarse compost.	Lay a 2 to 3 inch layer on the surface of the filter bed.
Alternative Surface Cover	Use river stone or pea gravel, coir and jute matting, or turf cover.	Lay a 2 to 3 inch layer of to suppress weed growth.
Top Soil For Turf Cover	Loamy sand or sandy loam texture, with less than 5% clay content, pH corrected to between 6 and 7, and an organic matter content of at least 2%.	3 inch surface depth.
Geotextile/Liner	Use a non-woven geotextile fabric with a flow rate of > 110 gal./min./sq. ft. (e.g., Geotex 351 or equivalent)	Apply only to the sides and directly above the underdrain. For hotspots and certain karst sites only, use an appropriate liner on bottom.
Choking Layer	Lay a 2 to 4 inch layer of sand over a 2 inch layer of choker stone (typically #8 or #89 washed gravel), which is laid over the underdrain stone.	
Stone Jacket for Underdrain and/or Storage Layer	1 inch stone should be double-washed and clean and free of all fines (e.g., VDOT #57 stone).	12 inches for the underdrain; 12 to 18 inches for the stone storage layer, if needed
Underdrains, Cleanouts, and Observation Wells	Use 6 inch rigid schedule 40 PVC pipe (or equivalent corrugated HDPE for micro-bioretention), with 3/8-inch perforations at 6 inches on center; position each underdrain on a 1% or 2% slope located nor more than 20 feet from the next pipe.	Lay the perforated pipe under the length of the bioretention cell, and install non-perforated pipe as needed to connect with the storm drain system. Install T's and Y's as needed, depending on the underdrain configuration. Extend cleanout pipes to the surface with vented caps at the Ts and Ys.
Plant Materials	Plant one tree per 250 square feet (15 feet on-center, minimum 1 inch caliper). Shrubs a minimum of 30 inches high planted a minimum of 10 feet on-center. Plant ground cover plugs at 12 to 18 inches on-center; Plant container-grown plants at 18 to 24 inches on-center, depending on the initial plant size and how large it will grow.	Establish plant materials as specified in the landscaping plan and the recommended plant list. In general, plant spacing must be sufficient to ensure the plant material achieves 80% cover in the proposed planting areas within a 3-year period. If seed mixes are used, they should be from a qualified supplier, should be appropriate for stormwater basin applications, and should consist of native species (unless the seeding is to establish maintained turf).

Available Soil Phosphorus (P). Plant-available soil P should be within the range of Low* (L*) to Medium (M) as defined in Table 2.2 of DCR (2005) Virginia Nutrient Management Standards and Criteria. ***For the Mehlich I extraction procedure this equates to a range of 5 to 15 mg/kg P or 18 to 40 mg/kg P for the Mehlich III procedure.***

The filter media should contain sufficient plant available P to support initial plant establishment and plant growth, but not serve as a significant source of P for long term leaching. The media must also be relatively loose and non-compacted to allow for adequate inter-connected porosity to meet the required permeability (Ksat) specification. Saxton et al. (1986) estimated generalized bulk densities and soil-water characteristics from soil texture assumptions. The expected bulk density of the loamy sand soil composition described above should be in the range of 1.6 to 1.7 g/cm^3.

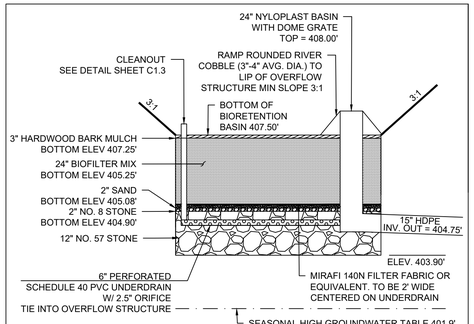
Soil porosity is the fraction of a volume of soil material that is not solid, also referred to as the void space. As the volume of fines, defined as either clay particles (less than 2 microns, or 0.002 mm) or silt particles (between 2 and 50 microns, or 0.002 and 0.05 mm) within a given soil mix is increased, there is a possibility that those fines may be flushed or migrate downward through the soil mix with each runoff event and eventually fill or otherwise clog the void space randomly throughout the mix and create preferential flow paths. In the short term this can lead to short circuiting and reduced volume reduction and pollutant removal, and in the long term may clog the soil layer. This tendency is offset by addition and maintenance of appropriate amounts of soil organic matter which binds soil fines into larger non-mobile aggregates.

- ***General Filter Media Physical Composition.*** The mineral soil texture of the bioretention soil mix should be loamy coarse sand with no more than 10% clay, no more than 20% silt + clay and at least 75% of the sand fraction should be coarse or very coarse sand.
- To allow for appropriate Cation Exchange Capacity (CEC) and nutrient removal, ***the mix should contain at least 10% soil fines (silt + clay)*** while meeting the overall texture specification above. The particle size analysis must be conducted on the mineral fraction only or following appropriate treatments to remove organic matter before particle size analysis.
- The Filter Media should contain ***3% to 5% organic matter*** by conventional Walkley-Black soil organic matter determination method or similar analysis. Soil organic matter is expressed on a dry weight basis and does not include coarse particulate (visible) components.
- The overall particle size distribution of the mix will vary since the sand fraction may contain some finer sizes as will native topsoils if utilized. As stated previously, the goal of the mixture is to achieve the desired constant head permeability. Therefore, the filter media composition noted above serves as the target recipe for the three ingredients, while the ultimate performance goal is to achieve a verified soil permeability or hydraulic conductivity (Ksat) of 1 to 2 inches per hour (or 30 to 60 cm/day).
- The following is the recommended composition of the three media ingredients:
  - **Sand** shall consist of silica based coarse aggregate, angular or round in shape and meet the mixture grain size distribution below. No substitutions of alternate materials such as diabase, calcium carbonate, rock dust or dolomitic sands are accepted. In particular, mica can make up no more than 5% of the total sand fraction. The sand fraction may also contain a limited amount of particles > 2.0 mm and < 9.5 mm per the table below, but the overall sand fraction must meet the specification of >75% being coarse or very coarse sand.

Sieve	Size	% Passing
3/8 in	9.50 mm	100
No. 4	4.75 mm	95 to 100
No. 8	2.36 mm	80 to 100
No. 16	1.18 mm	45 to 85
No. 30	0.6 mm	15 to 60
No. 50	0.3 mm	3 to 15
No. 100	0.15 mm	0 to 4
Effective Particle size (D10) > 0.3mm Uniformity Coefficient (D60/D10) < 4.0		

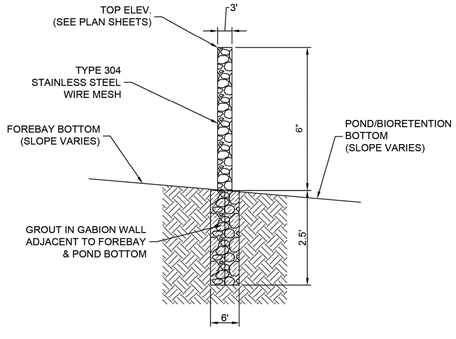
  - **Topsoil** is generally defined as the combination of the other ingredients referenced in the bioretention soil media: sand, fines (silt and clay), and any associated soil organic matter. Since the objective of the specification is to carefully establish the proper blend of these ingredients, the designer (or contractor or materials supplier) must carefully select the topsoil source material in order to not exceed the amount of any one ingredient.

    Generally, the use of a topsoil defined as a loamy sand, sandy loam, or loam (per the USDA Textural Triangle) will be an acceptable ingredient and in combination with the other ingredients meet the overall performance goal of the soil media.
  - **Organic matter** materials used in the soil media mix should consist of well-decomposed natural C-containing organic materials such as peat moss, humus, compost (consistent with the material specifications found in **Design Specification #4 Compost Soil Amendments**), pine bark fines or other organic soil conditioning material. However, per above, the combined soil mix should contain 3% to 5% soil organic matter on dry weight basis (grams organic matter per 100 grams dry soil) by the Walkley-Black method or other similar analytical technique.



NOTES:
1. 24" BIOFILTER MEDIA DEPTH SHALL BE THE MINIMUM DEPTH AFTER A SETTLING PERIOD OF THREE DAYS.
2. APPROXIMATE GROUND WATER ELEVATION IS 401.90', PROVIDING 2' OF SEPARATION FROM THE BOTTOM OF THE BIORETENTION.
3. BEDROCK WAS NOT ENCOUNTERED IN NEARBY BORE HOLES WITHIN 18' OF BOTTOM OF BIORETENTION.
4. FILTER MEDIA MUST BE SUPPLIED BY A VENDOR.

LEVEL 1 BIORETENTION ALONG UNDERDRAIN
NO SCALE



GABION BASKET NOTES:
1. INSTALL GABIONS IN ACCORDANCE w/MANUFACTURER'S SPECIFICATIONS.
2. GABION BASKETS MUST MEET ASTM A974-97.
3. GABION BASKET WIRE MESH MUST BE TYPE 304 STAINLESS STEEL GAUGE 11 OR LOWER.
4. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.
5. FILL GABION BASKETS w/ 4" TO 8" STONE (D_{50} = 6").

GABION BASKET FOREBAY DETAIL
NOT TO SCALE

WATER QUALITY NARRATIVE

SITE DATA
PRE-DEVELOPED AREA
FOREST/OPEN SPACE = 0.56 ACRES
MANAGED TURF (B SOILS) = 0.12 ACRES
IMPERVIOUS AREA = 0.16 ACRES

POST-DEVELOPED AREA
FOREST/OPEN SPACE = 0.00 ACRES
MANAGED TURF (B SOILS) = 0.44 AC
IMPERVIOUS AREA = 0.40 AC

POST DEVELOPED LOAD (TP) (LB/YR) = 1.07 LB/YR

TOTAL LOAD REDUCTION REQUIRED = 0.59 LB/YR

A MAJORITY OF THE TOTAL LOAD REDUCTION REQUIRED IS MET WITH AN ON-SITE LEVEL 1 BIORETENTION (0.49 LB/YR REMOVED). THE REMAINING LOAD REDUCTION (0.10 LB/YR) WILL BE MET THROUGH THE PURCHASE OF OFF-SITE NUTRIENT CREDITS FROM A DEQ-APPROVED NUTRIENT CREDIT BANK IN ACCORDANCE WITH VIRGINIA CODE 2.1-44.15:35. SEE SHEET C6.5 FOR NUTRIENT CREDIT AVAILABILITY LETTER.

COMMONWEALTH OF VIRGINIA
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10/20/23
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FINAL SITE PLAN RESUBMISSION #2
FINAL SITE PLAN RESUBMISSION #3

DATE
06/12/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE 02/14/23
DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STORMWATER MANAGEMENT NOTES & DETAILS

JOB NO. 44688
SHEET NO. C6.4

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ECOSYSTEM SERVICES, LLC
1102 Carlton Avenue
Charlottesville, VA 22902
540.578.4296
www.ecosystemservices.us
jon@ecosystemservices.us

August 9, 2023

Kim Roeser, PE
Senior Project Engineer
TIMMONS GROUP
608 Preston Avenue, Suite 200
Charlottesville, VA 22903

RE: Nutrient Offset Credit – Credit Availability Letter
Charlottesville Bypass Fire Station
350 US-250 BYP, Charlottesville, VA 22902
TMP(s): 450001000
Project HUC: 020802040402
Bank HUC: 02080204

Dear Ms. Roeser,

We appreciate the opportunity to provide a credit availability letter for **0.10** pounds of phosphorus for the above-referenced project. This letter is to certify that as of the date of this letter, Ivy Creek Nutrient Bank has 125.42 pounds of phosphorus (TP), 193.00 pounds of nitrogen (TN), and 39,548.86 pounds of TSS available for transfer to those entities requiring offsets in accordance with the Chesapeake Bay Watershed Nutrient Credit Exchange Program (VA Code § 62.1-44.19:14 et seq.). Those offsets are also transferable in accordance with the Virginia stormwater offset program (VA Code § 62.1-44.15:35) and the Virginia Soil and Water Conservation Board's Guidance Document on Stormwater Nonpoint Nutrient Offsets approved on July 23, 2009, to those regulated entities qualifying for nutrient credits.

We can certainly accommodate your needs and could offer to fulfil the order of **0.10** pounds of phosphorus.

Please feel free to contact us with any questions. I hope we have the opportunity to work together on this project.

Sincerely,
Ecosystem Services, LLC
By:

Jonathan R. Roller, AOSE PSS CNMP
Manager – Authorized Representative

BMP: Bioretention - Level 1

Runoff Coefficients (Rv)				
	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

Proposed Condition for TR-55				
HSG	RCN	Area (ac)	%	RCNxArea
I (Impervious)	98	0.34	51%	33
B (Managed Turf)	61	0.33	49%	20
B (Forest)	55	0.00	0%	0
TOTALS		0.67		80
RCN =	80			

Site Rv (Rv Coefficients x Land Cover %)			
Managed Turf B Soils, Rv =	0.10		
Forest B Soils, Rv =	0.00		
Impervious, Rv =	0.48		
Rv =	0.58		

Treatment Volume, Tv (Spec. No. 9, Table 9.4)			
Tv = [(1.25 in) x (Rv) x (A)] ÷ 12] - volume reduced by upstream BMP			
Drainage Area, A =	29,185	sf	
Upstream Volume Treated =	0	cu ft	*per RRM 3.0 Column E
Treatment Volume, Tv =	1,765	cu ft	Required

Treatment Volume - Storage Depth				
	Storage Depth (ft)	Void Ratios		
Ponding Depth=	0.50	1.00		
Depth of Media Filter=	2.00	0.25		
Stone Sump Depth=	2.00	0.40		
Treatment Volume, Tv =	1.80	ft	Provided	

Treatment Volume - Surface Area		
Minimum Required Surface Area=	980.60	sf
Surface Area Provided=	1,125.00	sf

Forebay Volume		
Required Forebay Volume=	265	cf
Volume Provided=	365	cf

LD 229
STORM SEWER DESIGN COMPUTATIONS

PROJECT: Bypass Fire Station
LOCATION:
COUNTY: City of Charlottesville

STORM FREQUENCY 10

UNITS ENGLISH

PIPE NO	FROM POINT REFERENCE	FROM POINT STA.	TO POINT REFERENCE	TO POINT STA.	DRAIN. AREA "A" Acre	RUNOFF COEFF "C"	CA INCRE-MENT	CA ADDTL CA	CA ACCUM-ULATED	TOTAL INLET TIME Minutes	RAIN FALL In/Hr	RUNOFF Q CFS	INVERT ELEVATIONS UPPER END	INVERT ELEVATIONS LOWER END	LENGTH of Pipe Ft	SLOPE Ft./Ft.	SIZE (Dia. Or Span/Rise) In.	SHAPE	Capacity CFS	Friction Slope Ft./Ft.	VEL. Vn Ft/Sec	FLOW TIME Min.	REMARKS
	(1)		(2)		(3)	(4)	(5)		(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)		(15)		(16)	(17)	(18)
113	TRENCH	12+04.19	110	11+34.63	0.060	0.900	0.054	0.000	0.054	0.000	8.901	0.481	420.675	418.579	69.865	0.030	6.000	Circular	1.052	0.006	5.251	0.222	
109	110		104		0.190	0.850	0.162	0.000	0.216	0.222	8.754	1.886	413.202	410.077	25.004	0.125	12.000	Circular	13.641	0.002	12.229	0.034	
103	104		102		0.000	0.000	0.000	0.162	0.378	0.256	8.731	3.296	408.639	407.800	83.870	0.010	12.000	Circular	3.858	0.007	5.533	0.253	RoofArea
101	102		100		0.000	0.000	0.000	0.000	0.378	0.508	8.571	3.236	407.696	407.500	19.642	0.010	12.000	Circular	3.858	0.007	5.516	0.059	
303	304		302		0.000	0.000	0.000	0.922	0.922	6.000	6.230	5.741	404.750	401.720	48.050	0.063	15.000	Circular	17.568	0.007	12.836	0.062	
301	302		300		0.000	0.000	0.000	0.000	0.922	6.062	6.212	5.724	401.620	401.500	12.041	0.010	15.000	Circular	6.996	0.007	6.375	0.031	
401	402		DAYLIGHT		0.050	0.470	0.024	0.000	0.024	0.000	8.901	0.209	417.641	412.489	51.524	0.100	6.000	Circular	1.921	0.001	6.428	0.134	

STRM
HYDRAULIC GRADE LINE ANALYSIS

PROJECT: Bypass Fire Station

INCIDENCE PROBABILITY **10** **Year**

INLET OR JUNCTION	INLET STATION	OUTLET WATER SURFACE ELEV.	DIA. PIPE Do (in)	DESIGN DISCH. Qo (CFS)	LENGTH PIPE Lo (Ft)	FRICTION SLOPE, Sfo (FT/FT)	FRICTION LOSS Hf (Ft)	JUNCTION LOSS Vo	Ho (Ft)	Qi	Vi	QiVi	Vi^2/2g	Hi	Angle	HΔ	Ht	1.3 Ht	0.5 Ht		FINAL H (Ft)	Inlet Water Surface Elevation	Rim Elev	Comments
102		408.30	12	3.24	19.64	0.0070	0.14	5.52	0.12	3.30	5.53	18.24	0.48	0.17	35.55	0.20	0.49	0	TRUE		0.38	408.68	408.90	OK -0.22
104		408.68	12	3.30	83.87	0.0073	0.61	5.53	0.12	1.89	12.23	23.07	2.32	0.81	20.03	0.58	1.51	0	TRUE		1.37	410.05	414.10	OK -4.05
110		410.88	12	1.89	25.00	0.0024	0.06	12.23	0.58	0.48	5.25	2.52	0.43	0.15	94.52	0.30	1.03	1.3391	TRUE		0.73	411.61	422.03	OK -10.43
TRENCH		418.98	6	0.48	69.86	0.0063	0.44	5.25	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.1391	TRUE		0.51	419.49	424.43	OK -4.95
302		402.50	15	5.72	12.04	0.0067	0.08	6.37	0.16	5.74	12.84	73.69	2.56	0.90	0.00	0.00	1.05	0	TRUE		0.61	403.11	405.31	OK -2.2
304		403.11	15	5.74	48.05	0.0067	0.32	12.84	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0	TRUE		0.64	403.75	408.00	OK -4.25
400B		411.40	6	0.21	18.46	0.0012	0.02	4.63	0.08	0.21	6.43	1.34	0.64	0.22	18.33	0.16	0.47	0	FALSE		0.49	411.89	415.97	OK -4.08
402		412.89	6	0.21	51.52	0.0012	0.06	6.43	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.2086	FALSE		0.27	413.16	422.36	OK -9.21

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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SCALE 1" = 20'

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CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STORMWATER CALCULATIONS

JOB NO. 44688
SHEET NO. C6.5

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DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

○ 2011 BMP Standards and Specifications ⦿ 2013 Draft BMP Standards and Specifications

Project Name: Charlottesville Bypass Fire Station
Date: 2/1/2023
Linear Development Project? No

CLEAR ALL (Ctrl+Shift+R)

data input cells | constant values | calculation cells | final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 0.84

Maximum reduction required:	*10%*
The site's net increase in impervious cover (acres) is:	*0.24*
Post-Development TP Load Reduction for Site (lb/yr):	*0.59*

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed forest/open space		0.56			0.56
Managed Turf (acres) -- disturbed, graded for yards or other turf to be		0.12			0.12
Impervious Cover (acres)		0.16			0.16
					0.84

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be		0.44			0.44
Impervious Cover (acres)		0.40			0.40
Area Check	**OK.**	**OK.**	**OK.**	**OK.**	0.84

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest/Open Space Cover (acres)	0.56	0.32
Weighted Rv(forest)	0.03	0.03
% Forest	67%	53%
Managed Turf Cover (acres)	0.12	0.12
Weighted Rv(turf)	0.20	0.20
% Managed Turf	14%	20%
Impervious Cover (acres)	0.16	0.16
Rv(impervious)	0.95	0.95
% Impervious	19%	27%
Total Site Area (acres)	**0.84**	**0.60**
Site Rv	**0.23**	**0.31**

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.44
Weighted Rv (turf)	0.20
% Managed Turf	52%
Impervious Cover (acres)	0.40
Rv(impervious)	0.95
% Impervious	48%
Final Site Area (acres)	**0.84**
Final Post Dev Site Rv	**0.56**

Land Cover Summary-Post	
Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.44
Weighted Rv (turf)	0.20
% Managed Turf	73%
ReDev. Impervious Cover (acres)	0.16
Rv(impervious)	0.95
% Impervious	27%
Total ReDev. Site Area (acres)	**0.60**
ReDev Site Rv	**0.40**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	0.24
Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.0161	0.0155	
Pre-ReDevelopment Treatment Volume (cubic feet)	700	674	
Pre-ReDevelopment TP Load (lb/yr)	**0.44**	**0.42**	
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	0.52	0.71	
Baseline TP Load (lb/yr) (**0.41 lbs/acre/yr** applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*0.25*	

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.0390		**Post-ReDevelopment Treatment Volume (acre-ft)**	0.0200	**Post-Development Treatment Volume (acre-ft)**	0.0190
Final Post-Development Treatment Volume (cubic feet)	1,699		**Post-ReDevelopment Treatment Volume (cubic feet)**	871	**Post-Development Treatment Volume (cubic feet)**	828
Final Post-Development TP Load (lb/yr)	**1.07**		**Post-ReDevelopment Load (TP) (lb/yr)***	**0.55**	**Post-Development TP Load (lb/yr)**	**0.52**
Final Post-Development TP Load per acre (lb/acre/yr)	1.27		Post-ReDevelopment TP Load per acre (lb/acre/yr)	0.91		
			Max. Reduction Required (Below Pre-ReDevelopment Load)	10%		
			TP Load Reduction Required for Redeveloped Area (lb/yr)	**0.17**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**0.42**

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post-ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**0.59**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	3.15
Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	7.64

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	0.36	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	0.36	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.23	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.23	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft^3) 1,699

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft^3)	563	0	0	0	0	563
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	0.88	0.00	0.00	0.00	0.00	0.88
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.49	0.00	0.00	0.00	0.00	0.49
TP LOAD REMAINING (lb/yr)	0.40	0.00	0.00	0.00	0.00	0.40
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	4.05	0.00	0.00	0.00	0.00	4.05

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	1.07
TP LOAD REDUCTION REQUIRED (lb/yr)	0.59
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.49
TP LOAD REMAINING (lb/yr):	0.58
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.10

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	7.64
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	4.05
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	3.59

COMMONWEALTH OF VIRGINIA
Bryan D. Cichocki
Lic. No. 53741
10/20/23
PROFESSIONAL ENGINEER
44688

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FINAL SITE PLAN RESUBMISSION #2
FINAL SITE PLAN RESUBMISSION #3

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DRAWN BY K. ROESER
DESIGNED BY K. ROESER
CHECKED BY B. CICHOCKI
SCALE 1" = 20'

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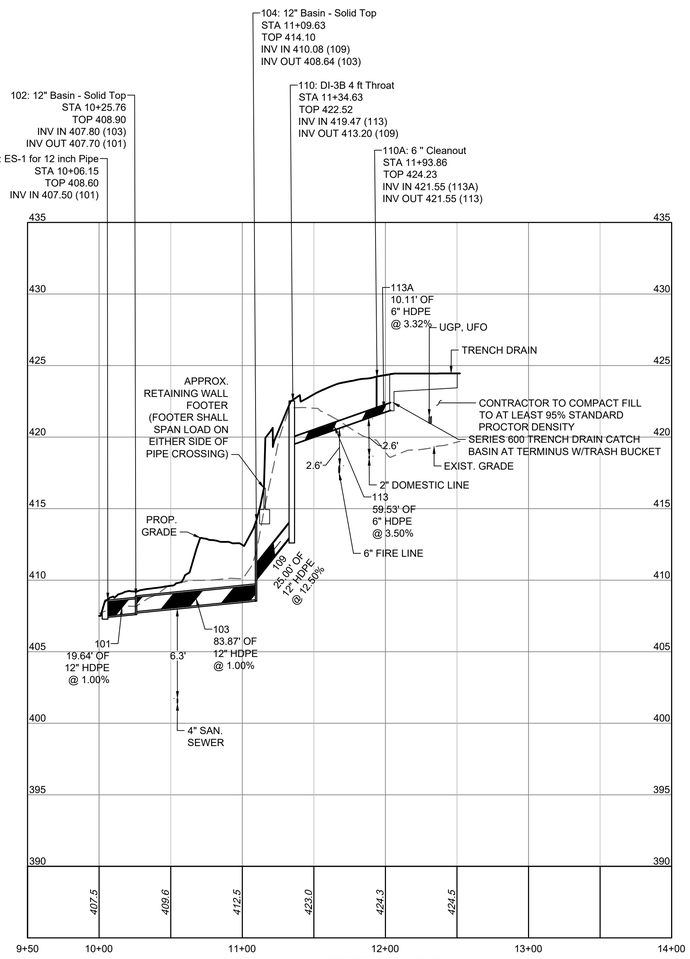
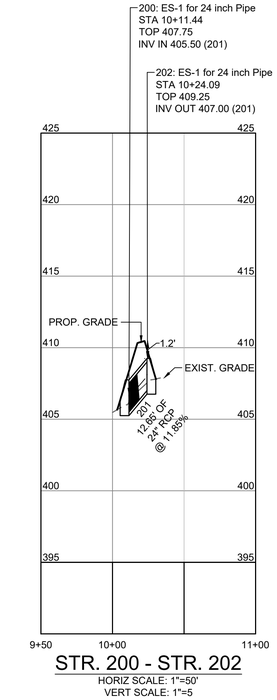
NOTES:
1. EXTENDED WATER MAIN, FIRE HYDRANT LINE AND FIRE SERVICE LINE SHALL BE FULLY RESTRAINED.
2. PROPOSED SANITARY SEWER CONNECTION TO EXISTING MANHOLE 05-190 SHALL BE CORED AND BOOTED.



STR. 100 - TRENCH DRAIN

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5



STR. 200 - STR. 202

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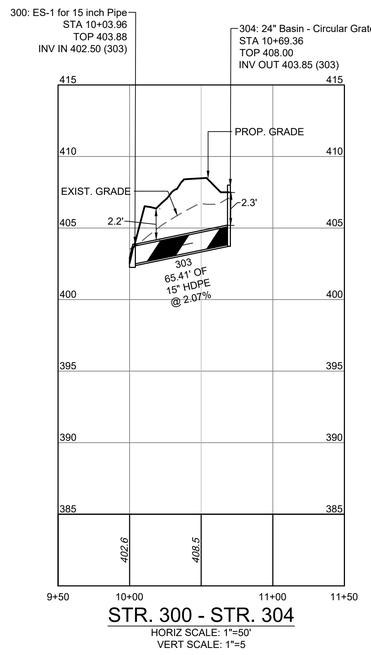
VERT SCALE: 1"=5



STR. 300 - STR. 304

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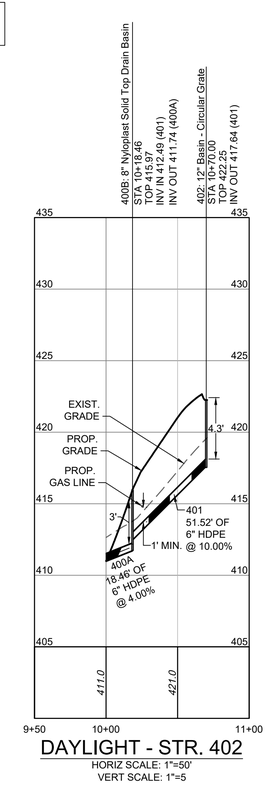
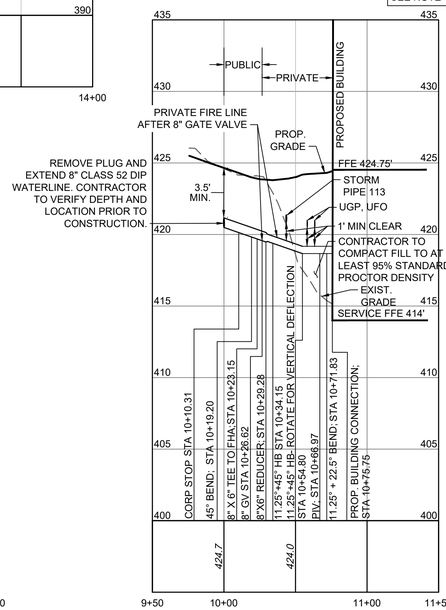
VERT SCALE: 1"=5



DAYLIGHT - STR. 402

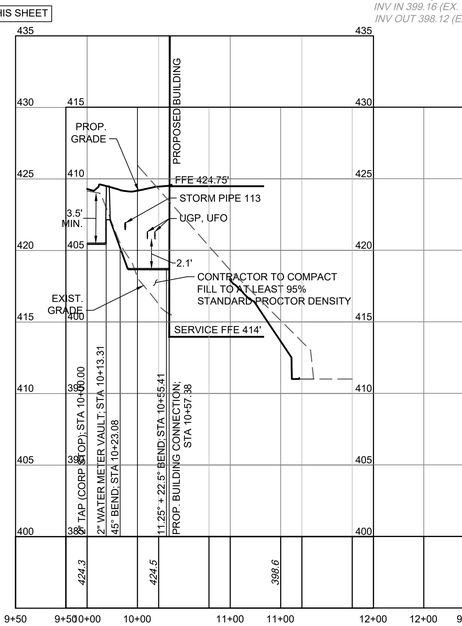
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5

SEE NOTE 1, THIS SHEET



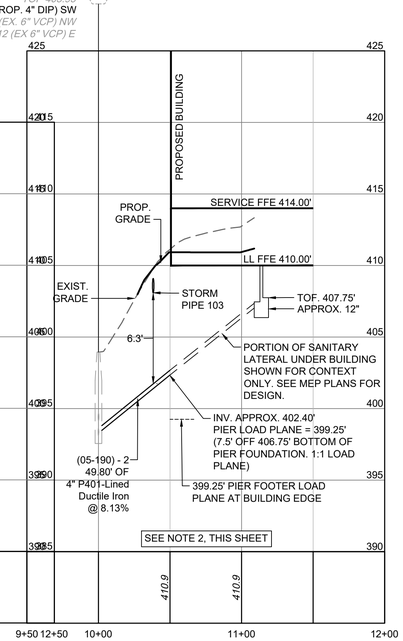
WATER MAIN EXTENSION / FIRE LINE

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5



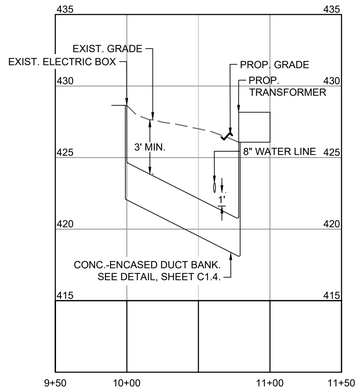
DOMESTIC WATER LINE

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5



BLDG - EX MH PROFILE

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5



DUCT BANK PROFILE

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5

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REVISION DESCRIPTION
- FINAL SITE PLAN RESUBMISSION #1
- FINAL SITE PLAN RESUBMISSION #2
- FINAL SITE PLAN RESUBMISSION #3

DATE
06/15/2023
08/25/2023
10/20/2023

FINAL SITE PLAN

DATE: 02/14/23
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
STORM & UTILITY PROFILES

JOB NO. 44688
SHEET NO. C7.0

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PLANT KEY	
TREES	BOTANICAL NAME
BET HER	BETULA NIGRA 'CULLY'
GYM DIO	GYMNOCLADUS DIOICA 'ESPRESSO'
QUE COC	QUERCUS COCCINEA
SMALL FLOWERING TREES	BOTANICAL NAME
AME BBB	AMELANCHIER ARBOREA 'AUTUMN BRILLIANCE'
MAG SWE	MAGNOLIA VIRGINIANA
OXY ARB	OXYDENDRUM ARBOREUM
PRU AME	PRUNUS AMERICANA
VIB BLA	VIBURNUM PRUNIFOLIUM
SHRUBS	BOTANICAL NAME
ABE GRA	ABELIA X GRANDIFLORA
VIB DAV	VIBURNUM DAVIDII
VIB ANN	VIBURNUM X BURKWOODII 'ANNE RUSSELL'

SCHEDULE

BIORETENTION PLANTINGS 1,313 SF
- Carex sp.
- Juncus effusus
- Lobelia cardinalis
- Itea virginica 'Sprich'
- Panicum virgatum 'Heavy Metal'
- Acorus calamus
- Rudbeckia hirta
- Asclepias syriaca

EXISTING PARKING TO BE REPAINTED

EXISTING WOODED AREAS OUTSIDE LIMITS OF DISTURBANCE TO BE PRESERVED

EXISTING WOODED AREAS BEHIND THE TREE PROTECTION FENCING OR SILT FENCE SHALL BE PRESERVED

(2) MAG SWE
PROPOSED TREE PROTECTION FENCING

(2) QUE COC

(2) VIB BLA
(2) OXY ARB

(5) VIB DAV
(4) GYM DIO
(6) ABE GRA
(4) VIB ANN

(1) PRU AME

(2) AME BBB
(4) PRU AME

(5) AME BBB
(2) VIB BLA

PROPOSED TREE PROTECTION FENCING

(6) MAG SWE
(6) OXY ARB
(3) VIB BLA
(3) PRU AME
(4) BET HER

EXISTING TREES TO REMAIN (TYP., PER TREE SURVEY)

PROPOSED TREE PROTECTION FENCING

EXISTING WOODED AREAS BEHIND SAFETY FENCE (ALSO SERVING AS TREE PROTECTION FENCING) OR SILT FENCE SHALL BE PRESERVED

PROPOSED BUILDING

LEVEL 1 BIORETENTION

CHARLOTTESVILLE FIRE DEPARTMENT STATION # 1

ROUTE 250

W MCINTIRE MULTI-USE TRAIL

NAD 83

SCALE 1"=20'
0 20' 40'

COMMONWEALTH OF VIRGINIA
CHARLES E. RAPP
Lic. No. 0406001784
10/20/2023
LANDSCAPE ARCHITECT

THIS DRAWING PREPARED AT THE
CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
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FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE 02/14/2023
DRAWN BY M. RACHNER
DESIGNED BY M. RACHNER
CHECKED BY C. RAPP
SCALE 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
LANDSCAPE PLAN

JOB NO. 44688
SHEET NO. L1.0

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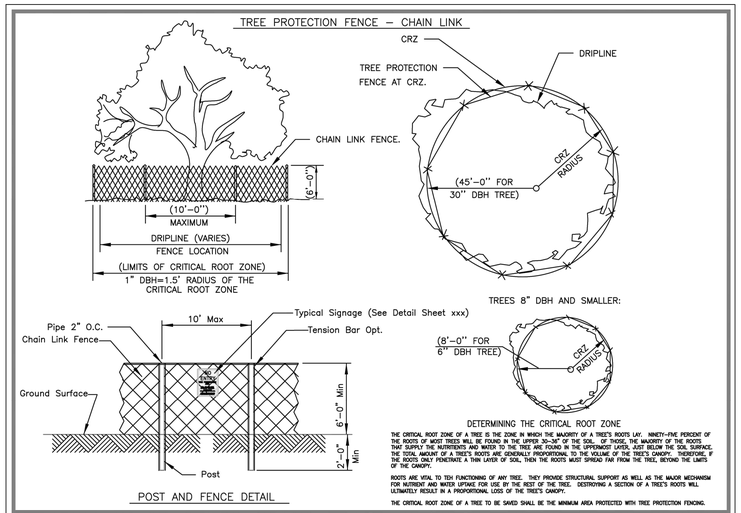
CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS

TYPICAL SIGNAGE FOR TREE PRESERVATION AREA

SCALE: N.T.S. STANDARD NUMBER: XX-1



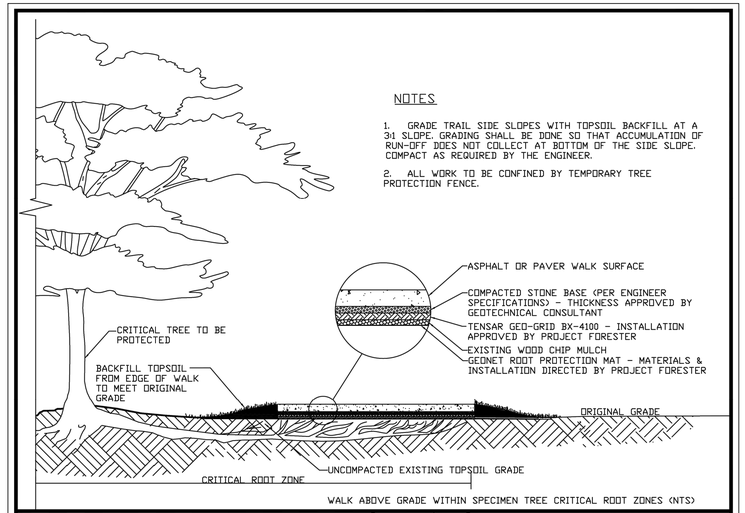
CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS

TREE PROTECTION DETAIL – CHAIN LINK FENCE

SCALE: N.T.S. STANDARD NUMBER: XX-1



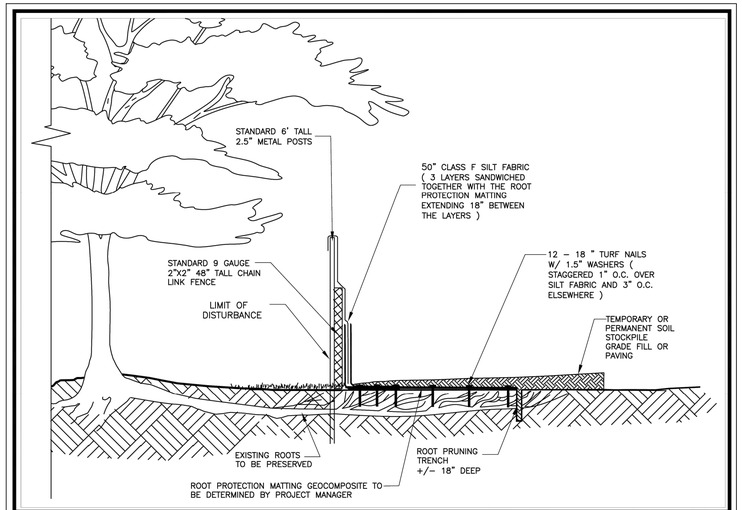
CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS

WALK ABOVE GRADE

SCALE: N.T.S. STANDARD NUMBER: XX-7



CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS

TRENCHLESS SUPER SILT FENCE

SCALE: N.T.S. STANDARD NUMBER: XX-8

GENERAL NOTES

PRE-CONSTRUCTION

- CONTRACTOR IS RESPONSIBLE FOR CONTACTING "MISS UTILITY" AT 1.800.552.7001 FOR LOCATION OF ALL UTILITY LINES.TREES SHALL BE LOCATED A MINIMUM OF 5 FEET FROM SEWER/WATER CONNECTIONS. NOTIFY LANDSCAPE ARCHITECT OF CONFLICTS.
- VERIFY ALL PLANT MATERIAL QUANTITIES ON THE PLAN PRIOR TO BIDDING, PLANT LIST TOTALS ARE FOR CONVENIENCE ONLY AND SHALL BE VERIFIED PRIOR TO BIDDING.
- PROVIDE PLANT MATERIALS OF QUANTITY, SIZE, GENUS, SPECIES, AND VARIETY INDICATED ON PLANS. ALL PLANT MATERIALS AND INSTALLATION SHALL COMPLY WITH RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK". IF SPECIFIED PLANT MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON AVAILABILITY TO THE ARCHITECTS, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL.
- PROVIDE AND INSTALL ALL PLANTS AS IN ACCORDANCE WITH DETAILS AND CONTRACT SPECIFICATIONS

CONSTRUCTION/INSTALLATION

- LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS AND MATERIALS THAT ARE IN AN UNHEALTHY OR UNSIGHTLY CONDITION, AS WELL AS PLANTS AND MATERIALS THAT DO NOT CONFORM TO ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK"
- LABEL AT LEAST ONE TREE AND ONE SHRUB OF EACH VARIETY AND CALIPER WITH A SECURELY ATTACHED, WATERPROOF TAG BEARING THE DESIGNATION OF BOTANICAL AND COMMON NAME.
- INSTALL LANDSCAPE PLANTINGS AT ENTRANCES/EXITS AND PARKING AREAS ACCORDING TO PLANS SO THAT MATERIALS WILL NOT INTERFERE WITH SIGHT DISTANCES.
- CONTRACTOR IS RESPONSIBLE FOR WATERING ALL PLANT MATERIAL DURING INSTALLATION AND UNTIL FINAL INSPECTION AND ACCEPTANCE BY OWNER. CONTRACTOR SHALL NOTIFY OWNER OF CONDITIONS WHICH AFFECTS THE GUARANTEE.

INSPECTIONS/GUARANTEE

- UPON COMPLETION OF LANDSCAPE INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE GENERAL CONTRACTOR WHO WILL VERIFY COMPLETENESS, INCLUDING THE REPLACEMENT OF ALL DEAD PLANT MATERIAL. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING A FINAL INSPECTION BY THE LANDSCAPE ARCHITECT.
- ALL EXTERIOR PLANT MATERIALS SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER DATE OF FINAL INSPECTION AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH. DEFECTS RESULTING FROM NEGLECT BY THE OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE CONTRACTORS CONTROL ARE NOT THE RESPONSIBILITY OF THE CONTRACTOR
- PLANT MATERIAL QUANTITIES AND SIZES WILL BE INSPECTED FOR COMPLIANCE WITH APPROVED PLANS BY A SITE PLAN REVIEW AGENT OF THE PLANNING DEPARTMENT PRIOR TO THE RELEASE OF THE CERTIFICATE OF OCCUPANCY.
- REMOVE ALL GUY WIRES AND STAKES 12 MONTHS AFTER INSTALLATION.

COMMONWEALTH OF VIRGINIA
CHARLES E. RAPP
Lic. No. 0406001784
10/20/2023
LANDSCAPE ARCHITECT

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FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE 02/14/2023
DRAWN BY M. RACHNER
DESIGNED BY M. RACHNER
CHECKED BY C. RAPP
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
LANDSCAPE NOTES AND DETAILS

JOB NO. 44688
SHEET NO. L2.0

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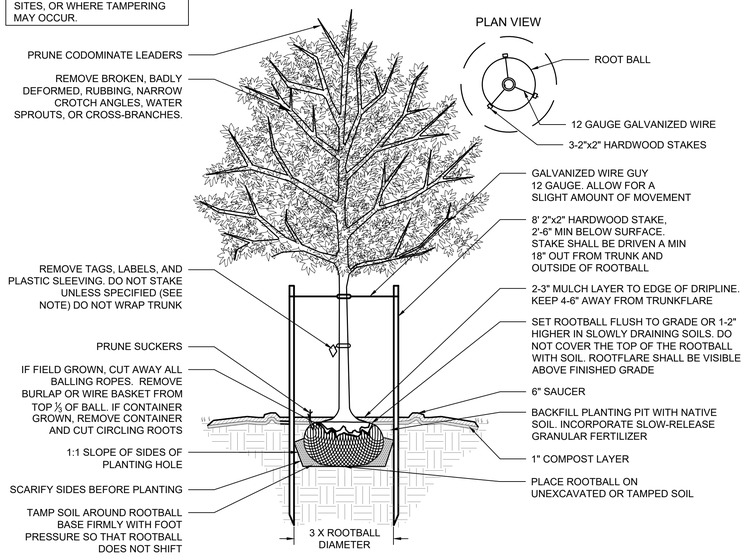
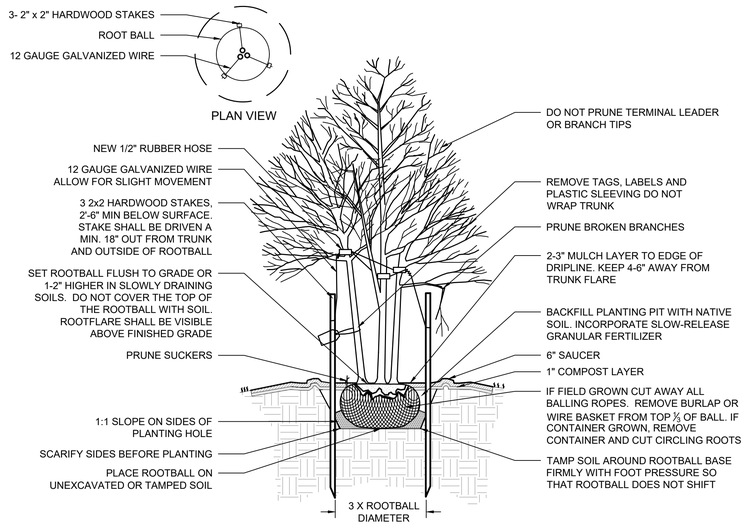
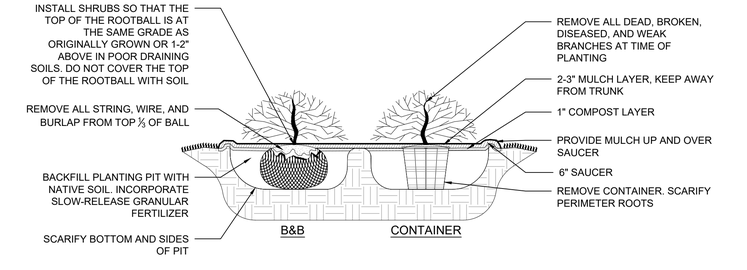
NOTE: ONLY STAKE TREES WITH LARGE CROWNS, 2" CALIPER OR GREATER, IF LOCATED ON WINDY SITES, OR WHERE TAMPERING MAY OCCUR.



1 DECIDUOUS TREE - STAKING SPECIFIED
NOT TO SCALE



2 MULTI-STEM TREE - STAKING SPECIFIED
NOT TO SCALE



3 SHRUB PLANTING
NOT TO SCALE

PLANT SCHEDULE							
TREES	QTY	BOTANICAL NAME	COMMON NAME	MIN. INSTALLED SIZE	ROOT	CANOPY	TOTAL
BET HER	4	BETULA NIGRA 'CULLY'	HERITAGE RIVER BIRCH MULTI-TRUNK	2" CAL., 8` HT. MIN.	B&B	397SF	1,588SF
GYM DIO	4	GYMNOCLADUS DIOICA 'ESPRESSO'	KENTUCKY COFFEETREE	2" CAL.	B&B	570SF	2,280SF
QUE COC	2	QUERCUS COCCINEA	SCARLET OAK	2" CAL.	B&B	370SF	740SF
							4,608SF
SMALL FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	MIN. INSTALLED SIZE	ROOT	CANOPY	TOTAL
AME BBB	7	AMELANCHIER ARBOREA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	6`-7` HT.	B&B	137SF	959SF
MAG SWE	8	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA	6`-7` HT.	B&B	113SF	904SF
OXY ARB	8	OXYDENDRUM ARBOREUM	SOURWOOD TREE	6`-7` HT.	B&B	143SF	1,144SF
PRU AME	8	PRUNUS AMERICANA	AMERICAN PLUM	6`-7` HT.	B&B	77SF	616SF
VIB BLA	7	VIBURNUM PRUNIFOLIUM	BLACKHAW VIBURNUM	6`-7` HT.	B&B	94SF	658SF
							4,281SF
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	MIN. INSTALLED SIZE	ROOT		TOTAL
ABE GRA	6	ABELIA X GRANDIFLORA	GLOSSY ABELIA	24" HT./SPRD.	3 GAL.		
VIB DAV	5	VIBURNUM DAVIDII	DAVID VIBURNUM	24" HT./SPRD.	3 GAL.		
VIB ANN	4	VIBURNUM X BURKWOODII 'ANNE RUSSELL'	ANNE RUSSELL VIBURNUM	24" HT./SPRD.	3 GAL.		**8,889SF**

TREE CANOPY REQUIREMENTS
** per Sec. 34-869 of the City of Charlottesville Ordinance.*

REQUIREMENT	SITE AREA	CALCULATIONS	REQUIRED	PROVIDED
10% OF THE LOT AREA IS TO BE COVERED BY TREE CANOPY	34,106 SF	33,262 x .10 = 3,326.2 SF	3,327 SF	8,889 SF (PROPOSED)

STREET TREE REQUIREMENTS
**per Sec. 34-870 of the City of Charlottesville Ordinance.*

STREET	LENGTH	REQUIREMENTS	CALCULATIONS	REQUIRED	PROVIDED
250 BYPASS	57 LF	1 MEDIUM DEC. TREE/25' OR 1 LG. DEC. TREE/40'	(57÷25) = 2.28 (57÷40) = 1.43	3 MEDIUM TREES OR 2 LARGE TREES	4 LARGE TREES

NOTE:
- TREE PRESERVATION SHOULD FOLLOW GUIDANCE AND REQUIREMENTS IN THE CITY OF CHARLOTTESVILLE'S BEST MANAGEMENT PRACTICES FOR TREE PRESERVATION, TRANSPLANTING, REMOVAL AND REPLACEMENT.
- THE REQUIRED TREE CANOPY CALCULATION IS BASED ON THE LIMITS OF DISTURBANCE DUE TO THE LARGE SIZE OF THE PARCEL.
- BEFORE TREE REMOVAL ON SITE IS TO BEGIN, THE GENERAL CONTRACTOR MUST COORDINATE WITH THE CITY URBAN FORESTER.

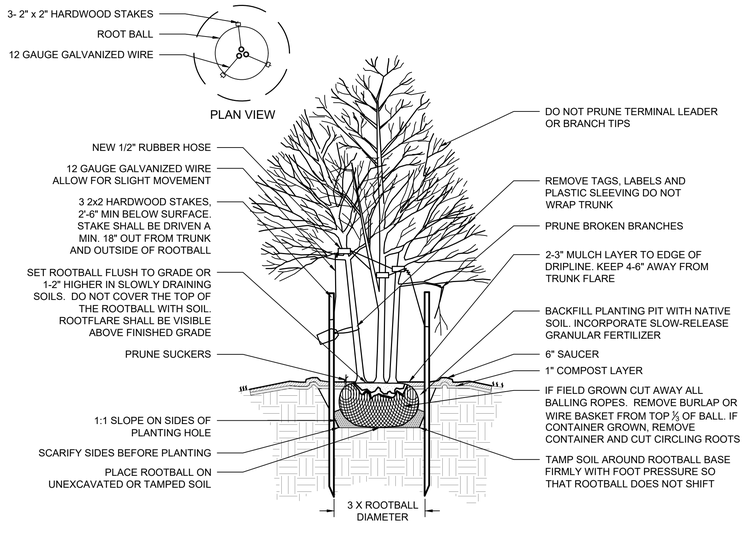
CRITICAL SLOPE TREE CALCULATIONS

TREES REMOVED FROM CRITICAL SLOPE	TREES REQUIRED FOR 3:1 REPLACEMENT	REPLACEMENT TREES PROVIDED	
16	48	48	

NOTE:
-REPLACEMENT TREES HAVE BEEN PROVIDED WHERE POSSIBLE WITHIN DISTURBED CRITICAL SLOPE LOCATIONS. ADDITIONALLY, EXISTING TREE COVER HAS BEEN RETAINED THROUGHOUT THE SITE TO THE GREATEST EXTENT POSSIBLE.

SCHEDULE

BIORETENTION PLANTINGS 1,313 SF
- Carex sp.
- Juncus effusus
- Lobelia cardinalis
- Itea virginica 'Sprich'
- Panicum virgatum 'Heavy Metal'
- Acorus calamus
- Rudbeckia hirta
- Asclepias syriaca



4 MULTI-STEM TREE - STAKING SPECIFIED
NOT TO SCALE

CHARLES E. RAPP
Lic. No. 0406001784
10/20/2023
LANDSCAPE ARCHITECT
COMMONWEALTH OF VIRGINIA

THIS DRAWING PREPARED AT THE
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FINAL SITE PLAN RESUBMISSION #3	10/20/2023

FINAL SITE PLAN

DATE 02/14/2023
DRAWN BY M. RACHNER
DESIGNED BY M. RACHNER
CHECKED BY C. RAPP
SCALE N/A

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION
CITY OF CHARLOTTESVILLE, VA
LANDSCAPE NOTES AND DETAILS

JOB NO. 44688
SHEET NO. L2.1

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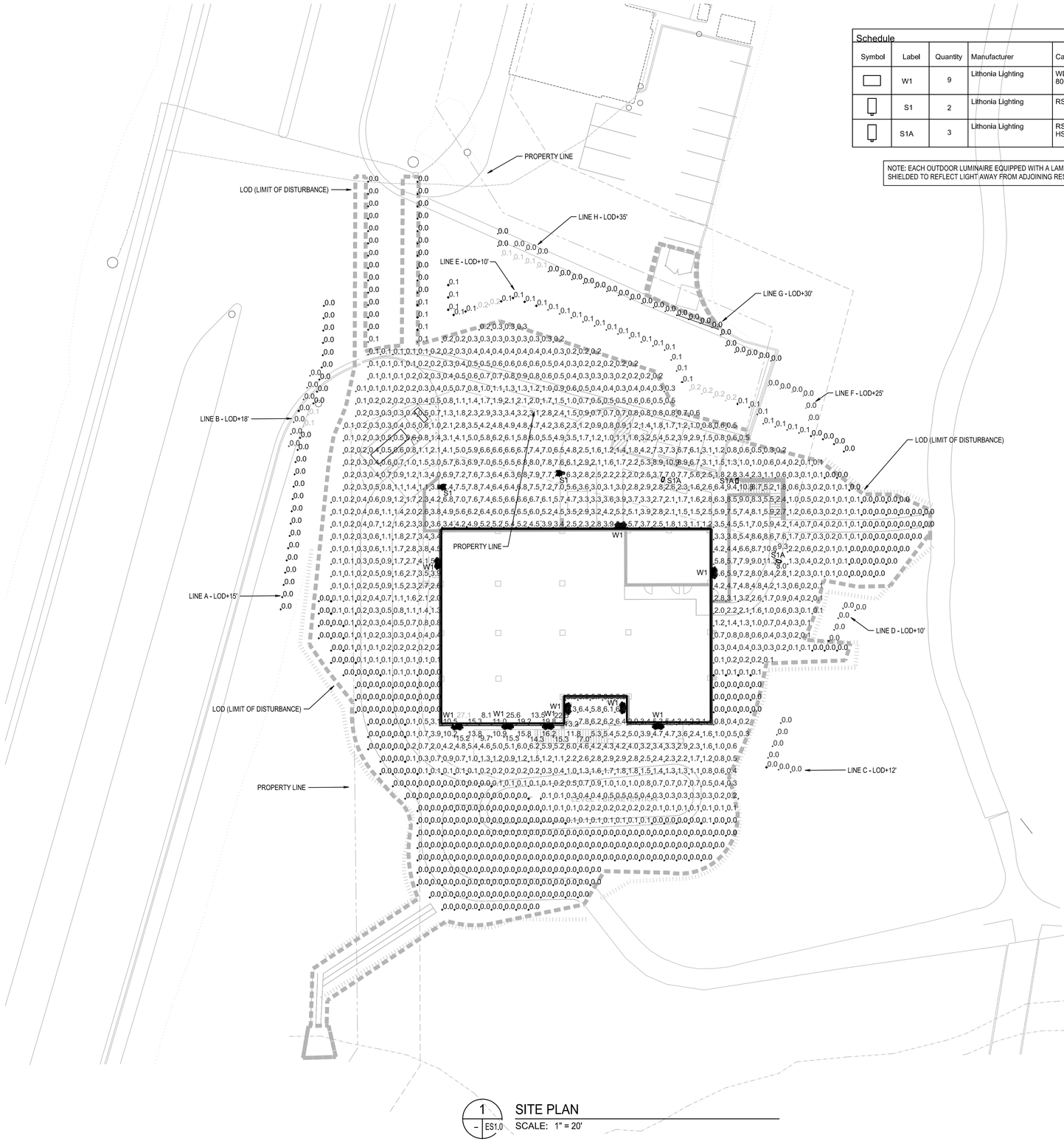


1 – ES1.0 SITE PLAN

SCALE: 1" = 20'

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	W1	9	Lithonia Lighting	WDGE2 LED P4 40K 80CRI T4M	WDGE2 LED WITH P4 - PERFORMANCE PACKAGE, 4000K, 80CRI, TYPE 4 MEDIUM OPTIC	1	4177	0.85	46.6589
	S1	2	Lithonia Lighting	RSX1 LED P3 40K R4S	RSX Area Fixture Size 1 P3 Lumen Package 4000K CCT Type R4S Distribution, 20' Pole	1	13706	0.85	109.442
	S1A	3	Lithonia Lighting	RSX1 LED P1 40K R4S HS	RSX LED Area Luminaire Size 1 P1 Lumen Package 4000K CCT Type R4S Distribution with HS shield, 12' Pole	1	4864	0.85	51.34

NOTE: EACH OUTDOOR LUMINAIRE EQUIPPED WITH A LAMP THAT EMITS 3,000 OR MORE MAXIMUM LUMENS MUST BE A FULL CUT-OFF LUMINAIRE AND MUST BE ARRANGED OR SHIELDED TO REFLECT LIGHT AWAY FROM ADJOINING RESIDENTIAL DISTRICTS AND AWAY FROM ADJACENT ROADS.

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Apron	+	5.2 fc	7.9 fc	0.4 fc	19.8:1	13.0:1
Bay Walk	+	4.6 fc	6.6 fc	3.4 fc	1.9:1	1.4:1
Front Entry	+	3.7 fc	10.8 fc	0.7 fc	15.4:1	5.3:1
Limits of Disturbance	+	0.1 fc	0.6 fc	0.0 fc	N/A	N/A
Parking	+	3.0 fc	9.3 fc	0.7 fc	13.3:1	4.3:1
Property line	+	0.4 fc	6.1 fc	0.0 fc	N/A	N/A
Line A - LOD+15'	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
Line B - LOD+18'	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
Line C - LOD+12	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
Line D - LOD+10	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
Line E - LOD+10'	+	0.1 fc	0.2 fc	0.0 fc	N/A	N/A
Line F - LOD+25'	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
Line G - LOD+30'	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
Line H - LOD+35'	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
Overall Site (to LOD)	+	1.4 fc	11.3 fc	0.0 fc	N/A	N/A

THESE ZONES ARE CALCULATED, NOT INCLUDED ON THE PLAN FOR CLARITY

NOTE: THE SPILLOVER OF LIGHTING FROM LUMINAIRES ONTO PUBLIC ROADS AND PROPERTY IN RESIDENTIAL OR RURAL ZONING DISTRICTS SHALL NOT EXCEED ONE-HALF FOOT CANDLE.

CHARLOTTESVILLE FIRE STATION 1

2RW ENERGY BY DESIGN
100 10TH STREET NE, SUITE 202
CHARLOTTESVILLE, VA 22902
T) 434.296.2116
2RW.com

SEAL

COMMONWEALTH OF VIRGINIA
NEAL A. CRAMER
Lic. No. 41825
08/25/2023
PROFESSIONAL ENGINEER

KEY PLAN

SUBMISSION / REVISION — DATE

DRAWING PHASE

FINAL SITE RESUBMISSION #2

DRAWING TITLE:

PHOTOMETRIC PLAN

DRAFTED BY: BJP — CHECKED BY: AMH

DATE: AUGUST 25, 2023

ES1.0

© 2RW CONSULTANTS, INC. 2023

RSX1 LED
Area Luminaire

Catalog Number

Notes

Type

1 IDA 50 lbs or greater over the page is not of interest to dark sky observers.

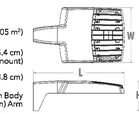
Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications

EPA (ft²@0°):	0.57 ft² (0.05 m²)
Length:	21.8" (55.4 cm) (SPA mount)
Width:	13.3" (33.8 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
Weight: (SPA mount):	22.0 lbs (10.0 kg)



Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1	30K 3000K	R2 Type 2 Wide	MVOLT (120V-277V) [1]	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°)
	P2	40K 4000K	R3 Type 3 Wide	HVOLT (347V-480V) [2]	RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°)
	P3	50K 5000K	R3S Type 3 Short	XVOLT (277V-480V) [4] (use specific voltage for options as noted)	MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon)
	P4		R4 Type 4 Wide		IS Adjustable slipfitter (fits 2-3/8" OD tenon) [4]
			R4S Type 4 Short		WBA Wall bracket [5]
			R5 Type 5 Wide [5]	120 [3] 277 [3]	WBASC Wall bracket with surface conduit box
			R5S Type 5 Short [5]	208 [3] 347 [3]	AASP Adjustable tilt arm square pole mounting [6]
			AFR Automotive Front Row	240 [3] 480 [3]	AARP Adjustable tilt arm round pole mounting [6]
			AFR90 Automotive Front Row Right Rotated		AAW3 Adjustable tilt arm with wall bracket [6]
			AFRL90 Automotive Front Row Left Rotated		AAWSC Adjustable tilt arm wall bracket and surface conduit box [6]

Options		Finish	
Shipped Installed		DDBXD	Dark Bronze
HS	House-side shield [7]	DBLXD	Black
PE	Photocontrol, button style [8]	DNAXD	Natural Aluminum
PEX	Photocontrol external threaded, adjustable [7,8]	DWHXD	White
PER7	Seven-wire twist-lock receptacle only (no controls) [4,8,12,13]	DDBTXD	Textured Dark Bronze
CE34	Conduit entry 3/4" NPT (Qty 2)	DBLBXD	Textured Black
SF	Single fuse (120, 277, 347) [3]	DNATXD	Textured Natural Aluminum
DF	Double fuse (208, 240, 480) [3]	DWHGXD	Textured White
SPD20KV	20kV Surge pack (10kV standard)		
FAO	Field adjustable output [9,10]		
DMG	0-10V dimming, ecomc out back of housing for external control (control ordered separate) [4,11]		
Shipped Installed			
***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**			
NLTAIR2	nLight AIR generation 2 [12,14,15]		
PIRHN	Networked, Bi-Level motion/ambient sensor (for use with NLTAIR2) [12,15,16]		
BAA	Buy American Act Compliant		
***Note: PIRHN with nLight AIR can be used as a standalone or networked solution. Sensor coverage pattern is affected when luminaire is tilted.**			
Shipped Separately (requires some field assembly)			
EGS	External glare shield [7]		
EGFV	External glare full visor (360° around light aperture) [7]		
BS	Bird spikes [17]		

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Ordering Information

Accessories

Ordered and shipped separately.

RSX1HS	RSX1 House-side shield (includes 1 shield)
RSX1IMSA70 U	RSX1 House-side shield for AFR rotated optics (includes 1 shield)
RSX1EGS (FINISH) U	External glare shield (specify finish)
RSX1EGFV (FINISH) U	External glare full visor (specify finish)
RSX1RPA (FINISH) U	RSX1 Universal round pole adaptor plate (specify finish)
RSX1WBA (FINISH) U	RSX1 WBA wall bracket (specify finish)
RSX1SCB (FINISH) U	RSX Surface conduit box (specify finish, for use with WBA, WBA not included)
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [18]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [18]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [18]
DSHORT SBK U	Shorting cap [18]

NOTES

1. Any Type 5 distribution, is not available with WBA.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4. XVOLT driver not available with P1 or P2. XVOLT driver operates on any line voltage from 277-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE or PER.
5. Single fuse (SF) requires 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6. Maximum tilt is 90° above horizontal.
7. It may be ordered as an accessory.
8. Requires MVOLT or 347V.
9. Not available in combination with other light sensing control options. Dimming options cannot be combined. PE, PEX, PERT, RAIO, DMG, PIRHN controllers, PE or PER and FAO can be combined.
10. Requires 120V, 208V, 240V or 277V.
11. Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
12. For units with motion PIRT, the mounting must be restricted to +/- 45° from horizontal aim per ANSI C136.10-2010.
13. Two or more of the following options cannot be combined including DMG, PERT, FAO and PIRHN.
14. Must be ordered with PIRHN.
15. Requires MVOLT or HVOLT.
16. Must be ordered with NLTAIR2. For additional information on PIRHN visit here.
17. Must be ordered with fixture for factory pre-drilling.
18. Requires luminaire to be specified with PERT option. Ordered and shipped as a separate line item from Acuity Brands Controls.

External Shields

House Side Shield

External Glare Shield

External 360 Full Visor

Pole/Mounting Informatiion

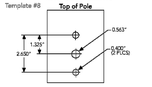
Accessories including bullhorns, cross arms and other adpaters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

HANDHOLE ORIENTATION

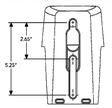
RSX POLE DRILLING

Template #8

Top of Pole



RSX STANDARD ARM & ADJUSTABLE ARM



Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	RSX Housing	Single	2 @ 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	RPA, AARP	AS3-5 190	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 380	AS3-5 490
2-7/8"	RPA, AARP	AST25-190	AST25-290	AST25-390	AST25-320	AST25-390	AST25-490
4"	RPA, AARP	AST35-190	AST35-290	AST35-390	AST35-320	AST35-390	AST35-490

Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
	Head Location	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	Drill Nomenclature	DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS

RSX1 - Luminaire EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration		Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 @ 90 Side by Side	2 @ 180 Side by Side	4 @ 90 Side by Side
Mounting Type	Tilt									
SPA - Square Pole Adaptor		0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26
RPA - Round Pole Adaptor	0°	0.62	1.08	1.15	1.62	1.46	2.13	1.36	1.8	2.36
MA - Mast Arm Adaptor		0.49	0.95	0.89	1.36	1.2	1.87	1.23	1.54	2.1
	0°	0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26
	10°	0.58	1.34	1.33	2	1.74	2.64	1.35	2.03	2.71
	20°	0.87	1.71	1.73	2.56	2.28	3.42	1.75	2.62	3.49
	30°	1.24	2.19	2.3	3.21	2.87	4.36	2.48	3.73	4.97
	40°	1.81	2.68	2.98	3.85	3.58	5.30	3.52	5.43	7.24
IS - Integral Slipfitter AASP/AARP - Adjustable Arm Square/Round Pole	45°	2.11	2.92	3.44	4.2	4.08	5.77	4.22	6.33	8.44
	50°	2.31	3.17	3.72	4.52	4.44	6.26	4.62	6.94	9.25
	60°	2.71	3.65	4.38	5.21	5.15	7.24	5.43	8.14	10.86
	70°	2.78	3.98	4.54	5.67	5.47	7.91	5.52	8.27	11.03
	80°	2.76	4.18	4.62	5.97	5.76	8.31	5.51	8.27	11.03
	90°	2.73	4.25	4.64	6.11	5.91	8.47	5.45	8.18	10.97

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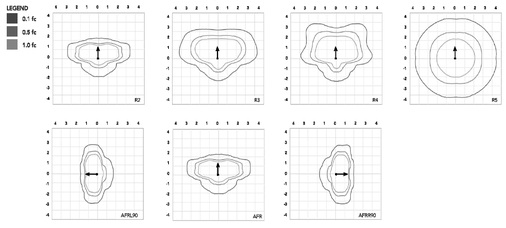
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's RSX Area homepages.

Isofootcandle plots for the RSX1 LED P4 40K. Distances are in units of mounting height (20').

LEGEND
0.1 fc
0.5 fc
1.0 fc



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
22°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97
45°C	113°F	0.96
50°C	122°F	0.95

Electrical Load

Performance Package	System Watts (W)	Current (A) 120V	208V	240V	277V	347V	480V
P1	51W	0.42	0.25	0.21	0.19	0.14	0.11
P2	72W	0.60	0.35	0.30	0.26	0.21	0.15
P3	109W	0.91	0.53	0.45	0.39	0.31	0.23
P4	133W	1.11	0.64	0.55	0.48	0.38	0.27

Projected LED Lumen Maintenance

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.97	>0.95	>0.92

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Distribution Type	30K (3000K, 70CRI) Lumens	B	U	G	BUG	40K (4000K, 70CRI) Lumens	B	U	G	BUG	50K (5000K, 70CRI) Lumens	B	U	G	BUG
P1	51W	R2	6,482	1	0	1	126	7,121	1	0	1	139	7,121	1	0	1	139
		R3	6,459	1	0	2	127	7,096	1	0	2	139	7,096	1	0	2	139
		R3S	6,631	1	0	1	129	7,286	1	0	2	142	7,286	1	0	2	142
		R4	6,543	1	0	2	128	7,189	1	0	2	141	7,189	1	0	2	141
		R4S	6,313	1	0	1	124	6,936	1	0	1	136	6,936	1	0	1	136
		R5	6,631	3	0	2	130	7,286	3	0	2	143	7,286	3	0	2	143
		R5S	6,807	3	0	1	133	7,479	3	0	1	147	7,479	3	0	1	147
		AFR	6,473	1	0	1	127	7,112	1	0	1	139	7,112	1	0	1	139
		AFR90	6,535	2	0	2	127	7,179	2	0	2	140	7,179	2	0	2	140
		AFRL90	6,562	2	0	1	128	7,210	2	0	2	140	7,210	2	0	2	140
P2	72W	R2	8,995	2	0	1	123	9,878	2	0	1	135	9,878	2	0	1	135
		R3	8,959	2	0	2	124	9,843	2	0	2	137	9,843	2	0	2	137
		R3S	9,198	2	0	2	126	10,106	2	0	2	139	10,106	2	0	2	139
		R4	9,077	2	0	2	126	9,972	2	0	2	139	9,972	2	0	2	139
		R4S	8,757	1	0	2	122	9,622	2	0	2	134	9,622	2	0	2	134
		R5	9,198	4	0	2	128	10,106	4	0	2	140	10,106	4	0	2	140
		R5S	9,443	3	0	1	131	10,374	3	0	1	144	10,374	3	0	1	144
		AFR	8,979	2	0	1	125	9,865	2	0	1	137	9,865	2	0	1	137
		AFR90	9,064	3	0	2	124	9,959	3	0	2	137	9,959	3	0	2	137
		AFRL90	9,102	3	0	2	125	10,001	3	0	2	137	10,001	3	0	2	137
P3	109W	R2	12,858	2	0	1	117	14,072	2	0	2	129	14,072	2	0	2	129
		R3	12,765	2	0	2	117	14,023	2	0	2	129	14,023	2	0	2	129
		R3S	13,104	2	0	2	120	14,397	2	0	2	132	14,397	2	0	2	132
		R4	12,950	2	0	2	119	14,206	2	0	2	130	14,206	2	0	2	130
		R4S	12,475	2	0	2	114	13,707	2	0	2	126	13,707	2	0	2	126
		R5	13,104	4	0	2	120	14,397	4	0	2	132	14,397	4	0	2	132
		R5S	13,452	3	0	2	123	14,779	3	0	2	136	14,779	3	0	2	136
		AFR	12,791	2	0	1	117	14,053	2	0	2	129	14,053	2	0	2	129
		AFR90	12,913	3	0	3	118	14,187	3	0	3	130	14,187	3	0	3	130
		AFRL90	12,967	3	0	2	118	14,247	3	0	3	130	14,247	3	0	3	130
P4	133W	R2	14,943	2	0	2	112	16,437	2	0	2	123	16,417	2	0	2	123
		R3	14,890	2	0	3	112	16,360	2	0	3	123	16,360	2	0	3	123
		R3S	15,287	2	0	2	115	16,796	2	0	2	126	16,796	2	0	2	126
		R4	15,085	2	0	3	113	16,574	2	0	3	125	16,574	2	0	3	125
		R4S	14,554	2	0	2	109	15,991	2	0	2	120	15,991	2	0	2	120
		R5	15,287	4	0	2	115	16,796	4	0	2	126	16,796	4	0	2	126
		R5S	15,693	4	0	2	118	17,242	4	0	2	130	17,242	4	0	2	130
		AFR	14,923	2	0	2	112	16,395	2	0	2	123	16,395	2	0	2	123
		AFR90	15,065	3	0	3	113	16,551	3	0	3	124	16,551	3	0	3	124
		AFRL90	15,128	3	0	3	114	16,621	3	0	3	125	16,621	3	0	3	125

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TYPE S1: 18' POLE, 2' BASE; OVERALL 20' MH

TYPE S1A: 10' POLE, 2' BASE; OVERALL 12' MH

CHARLOTTESVILLE FIRE STATION 1

2RW ENERGY BY DESIGN
100 10TH STREET NE, SUITE 202
CHARLOTTESVILLE, VA 22902
T) 434.296.2116
2RW.com

SEAL

COMMONWEALTH OF VIRGINIA
NEAL A. CRAMER
Lic. No. 41825
08/25/2023
PROFESSIONAL ENGINEER

KEY PLAN

SUBMISSION / REVISION — DATE

DRAWING PHASE

FINAL SITE RESUBMISSION #2

DRAWING TITLE:

LIGHT FIXTURE CUT SHEETS S1 & S1A

DRAFTED BY: BJP CHECKED BY: AMH

DATE: AUGUST 25, 2023

ES1.1

© 2RW CONSULTANTS, INC. 2023

TYPE W1: 9' MH

WDGE2 LED
Architectural Wall Sconce
Precision Refractive Optic

Buy American

REV 20

Catalog Number

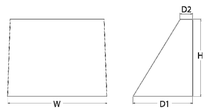
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: (without options) 13.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Optics	Standard LM, 0 °C	Cold LM, -20 °C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		–	750	1,200	2,000	–	–	–	–
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	–	1,200	2,000	3,000	4,500	6,000	–
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	–	–
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	–	7,500	8,500	10,000	12,000	–	–
WDGE4 LED	Precision Refractive			Standalone / nLight	–	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0[1]	27K 2700K	70CRI	T1S Type I Short	MVOLT	**Shipped included**
	P1[1]	30K 3000K	80CRI	T2M Type II Medium	347[3]	SRM Surface mounting bracket
	P2[1]	40K 4000K	LW[2] Limited Wavelength	T3M Type III Medium	480[3]	RCW Resilient Canopy/Ceiling Washer bracket (qty[1] damp locations only)[4]
	P3[1]	50K 5000K		T4M Type IV Medium		
	P4[1]	AMB[2] Amber		TFTM Forward Throw Medium		

Shipped separately
AWS 3.0inch Architectural wall spacer
PBBW 5 surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.

Options		Finish	
E10WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (90M, 0°C min)	**Standalone Sensors/Controls**	
E20WC	Emergency battery backup, Certified in CA Title 20 MAEDBS (180M, -20°C min)	PIR	Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
PE[5]	Photocell, Button Type	PIRH	Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
DMG[6]	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	PIR1FC3V	Bi-level (100/35%) motion sensor for 8-15 mounting heights with photocell pre-programmed for dusk to dawn operation.
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	PIRH1FC3V	Bi-level (100/35%) motion sensor for 15-30' mounting heights with[7] photocell pre-programmed for dusk to dawn operation.
BAA	Buy America(n) Act Compliant	**Networked Sensors/Controls**	
		NLTAIR2 PIR	nLightAIR Wireless enabled 8'-14well motion/ambient sensor for 8-15' mounting heights.
		NLTAIR2 PIRH	nLightAIR Wireless enabled 8'-14well motion/ambient sensor for 15-30' mounting heights. See page 4 for out of box functionality.

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DSSTD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white
DSSTXD	Textured sandstone

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Accessories
Ordered and shipped separately

WDGEAWS DDBXD — WDGE 3.0inch Architectural Wall Spacer (specify finish)
WDGE2PBBW DDBXD U — WDGE2 surface-mounted back box (specify finish)

NOTES
1 P0 option not available with sensors/controls.
2 P1-P4 not available with AMB and LW.
3 AMB and LW always go together.
4 70CRI only available with T3M and T4M.
5 347V and 480V not available with E10WH or E20WC.
6 Not qualified for DLC. Not available with emergency battery backup or sensors/controls.
7 PE not available in 480V or with sensors/controls.
8 DMG option not available with sensors/controls.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)				30K (3000K, 80 CRI)				40K (4000K, 80 CRI)				50K (5000K, 80 CRI)				Amber (Limited Wavelength)			
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T1S	636	92	0	0	0	666	97	0	0	0	699	101	0	0	1	691	100	0	0	1	712	47	0	0	1
		T2M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T3M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T4M	648	94	0	0	0	679	98	0	0	0	712	103	0	0	0	704	102	0	0	0	726	47	0	0	0
		TFTM	652	95	0	0	0	683	99	0	0	0	717	104	0	0	0	709	103	0	0	0	730	48	0	0	1
P1	11W	T1S	1,305	99	0	0	1	1,337	104	0	0	1	1,213	109	0	0	1	1,200	107	0	0	1					
		T2M	1,350	103	0	0	1	1,384	108	0	0	1	1,264	113	0	0	1	1,249	112	0	0	1					
		T3M	1,350	103	0	0	1	1,384	108	0	0	1	1,265	113	0	0	1	1,250	112	0	0	1					
		T4M	1,326	101	0	0	1	1,179	106	0	0	1	1,238	111	0	0	1	1,223	110	0	0	1					
		TFTM	1,333	101	0	0	1	1,186	106	0	0	1	1,243	112	0	0	1	1,230	110	0	0	1					
P2	19W	T1S	1,881	99	1	0	1	1,886	99	1	0	1	1,981	104	1	0	1	1,957	103	1	0	1					
		T2M	1,875	99	1	0	1	1,965	103	1	0	1	2,061	109	1	0	1	2,037	107	1	0	1					
		T3M	1,876	99	1	0	1	1,964	103	1	0	1	2,062	109	1	0	1	2,038	107	1	0	1					
		T4M	1,836	97	1	0	1	1,922	101	1	0	1	2,018	106	1	0	1	1,994	105	1	0	1					
		TFTM	1,847	97	1	0	1	1,934	102	1	0	1	2,030	107	1	0	1	2,006	106	1	0	1					
P3	32W	T1S	2,809	87	1	0	1	2,942	92	1	0	1	3,089	96	1	0	1	3,052	95	1	0	1					
		T2M	2,924	91	1	0	1	3,062	95	1	0	1	3,215	100	1	0	1	3,176	99	1	0	1					
		T3M	2,925	91	1	0	1	3,063	95	1	0	1	3,216	100	1	0	1	3,177	99	1	0	1					
		T4M	2,862	88	1	0	1	2,997	93	1	0	1	3,147	98	1	0	1	3,110	97	1	0	1					
		TFTM	2,880	90	1	0	1	3,015	94	1	0	1	3,166	99	1	0	1	3,128	97	1	0	1					
P4	47W	T1S	3,729	80	1	0	1	3,904	84	1	0	1	4,099	88	1	0	1	4,051	87	1	0	1					
		T2M	3,881	83	1	0	1	4,063	87	1	0	1	4,267	91	1	0	1	4,216	90	1	0	1					
		T3M	3,882	83	1	0	1	4,065	87	1	0	1	4,268	91	1	0	1	4,217	90	1	0	1					
		T4M	3,799	81	1	0	1	3,978	85	1	0	1	4,177	90	1	0	1	4,127	88	1	0	1					
		TFTM	3,822	82	1	0	1	4,002	86	1	0	1	4,202	90	1	0	1	4,152	89	1	0	1					

Performance Package	System Watts	Dist. Type	27K (2700K, 90 CRI)				30K (3000K, 90 CRI)				40K (4000K, 90 CRI)				50K (5000K, 90 CRI)			
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T1M	737	107	0	0	0	765	111	0	0	0	822	119	0	0	0	832	121	0	0	0
		T4M	721	105	0	0	0	746	108	0	0	0	804	117	0	0	1	814	118	0	0	1
P1	11W	T1M	1,280	115	0	0	1	1,325	119	0	0	1	1,427	128	1	0	1	1,445	129	1	0	1
		T4M	1,253	112	0	0	1	1,297	116	0	0	1	1,397	125	0	0	1	1,415	127	0	0	1
P2	19W	T1M	2,087	110	1	0	1	2,160	114	1	0	1	2,327	123	1	0	1	2,357	124	1	0	1
		T4M	2,042	108	1	0	1	2,114	111	1	0	1	2,278	120	1	0	1	2,306	121	1	0	1
P3	32W	T1M	3,254	101	1	0	1	3,369	105	1	0	1	3,629	113	1	0	1	3,675	114	1	0	1
		T4M	3,185	99	1	0	1	3,297	103	1	0	1	3,552	111	1	0	1	3,597	112	1	0	1
P4	47W	T1M	4,319	95	1	0	1	4,471	96	1	0	1	4,817	103	1	0	2	4,878	105	1	0	2
		T4M	4,227	91	1	0	1	4,376	94	1	0	2	4,714	101	1	0	2	4,774	102	1	0	2

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Electrical Load

Performance Package	System Watts	Current (A)					
		120Vac	208Vac	240Vac	277Vac	347Vac	480Vac
P0	7.0	0.061	0.042	0.04	0.039	--	--
	9.0	--	--	--	--	0.031	0.021
P1	11.0	0.100	0.064	0.059	0.054	--	--
	14.1	--	--	--	--	0.046	0.031
P2	19.0	0.168	0.106	0.095	0.083	--	--
	22.8	--	--	--	--	0.067	0.059
P3	32.0	0.284	0.163	0.144	0.131	--	--
	37.1	--	--	--	--	0.107	0.079
P4	47.0	0.412	0.234	0.207	0.185	--	--
	53.5	--	--	--	--	0.153	0.112

Lumen Output in Emergency Mode (4000K, 80 CRI, T3M)

Option	Lumens
E10WH	1,358
E20WC	2,230

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-42°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

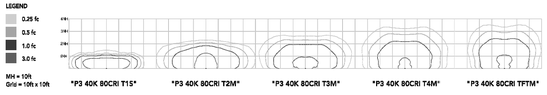
Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate L87, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.93	>0.87

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.



Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

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CHARLOTTESVILLE FIRE STATION 1

2RW ENERGY BY DESIGN
100 10TH STREET NE, SUITE 202
CHARLOTTESVILLE, VA 22902
T) 434.296.2116
2RW.com

SEAL

COMMONWEALTH OF VIRGINIA
NEAL A. CRAMER
Lic. No. 41825
08/25/2023
PROFESSIONAL ENGINEER

KEY PLAN

SUBMISSION / REVISION DATE

DRAWING PHASE

FINAL SITE RESUBMISSION #2

DRAWING TITLE:

LIGHT FIXTURE CUT SHEETS - W1

DRAFTED BY: BJP CHECKED BY: AMH
DATE: AUGUST 25, 2023

ES1.2

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#R-23-017

RESOLUTION
Granting a Special Use Permit for Property Located at 345 US 250 Bypass (Tax Map and Parcel/Tax Status: 450001000 Real Estate Tax Exempt) Application SP22-00008

WHEREAS the City of Charlottesville, Virginia (the "City") is the owner of certain land located and currently addressed as 345 US 250 Bypass and identified on Tax Map and Parcel/Tax Status as 450001000 (Real Estate Tax Exempt), and includes McIntire Park, the Brooks Family YMCA, and the existing City Fire Station #1 (the "Property"),

WHEREAS the City Senior Project Manager (the "Applicant") is requesting a Special Use Permit ("SUP") to allow for construction of a new 8,000 square foot fire station to the south of an existing stub road on the Property (the "Project"); and

WHEREAS the Property is currently zoned R-1 (Single-Family Residential) and under R-1 zoning classification, municipal offices or other government buildings may be authorized with a Special Use Permit and are deemed substantially compliant with the Comprehensive Plan in accordance with by § 15.2-2232 of the Code of Virginia; and

WHEREAS the current City Fire Station #1 is a legal non-conforming use, with no Special Use Permit on file for this site; and

WHEREAS the Applicant seeks a Special Use Permit Under City Code Sec. 34-158 to allow for construction of the Project; and

WHEREAS the Project is described in more detail within the Charlottesville Public Works, Facilities Development Division's Staff Report and application materials submitted in connection with SP22-00008, as required by City Code Sec. 34-158 (collectively, the "Application Materials"); and

WHEREAS the Planning Commission and the City Council conducted a joint public hearing, after notice and advertisement as required by law on, January 10, 2023; and

WHEREAS the Planning Commission considered and recommended approval of this application by a vote of 7-0 (which includes the Special Use Permit and substantial compliance with the Comprehensive Plan; and

WHEREAS upon consideration of the Planning Commission's recommendation, the Application Materials, comments received at the public hearing, as well as factors set forth within 34-157 of the City's Zoning Ordinance and §15.2-2232 of the Code of Virginia, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would contribute to the City Council's Vision and Strategic Plan Goal 3: A Beautiful and Sustainable Natural and Built Environment and Item 3.2: Provide reliable

and high quality infrastructure, and would serve the public necessity, convenience, general welfare or good zoning practice; now therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that a Special Use Permit is hereby granted to allow the Project to be established on the Property, subject to the following conditions:

(1) That the Applicant's Critical Slope Waiver filed and accompanying this SUP request be granted.

	Aye	**No**
vacancy		
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
February 6, 2023

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

#R-23-018

RESOLUTION APPROVING A REQUEST FOR WAIVER OF CRITICAL SLOPES PROVISIONS PURSUANT TO CITY CODE SECTION 34-1120(b) FOR PROPERTY LOCATED AT 345 US 250 Bypass
(Tax Map and Parcel/Tax Status: 450001000 Real Estate Tax Exempt) Application P22-0091

WHEREAS the City of Charlottesville, Virginia (the "City") is the owner of certain land located and currently addressed as 345 US 250 Bypass and identified on Tax Map and Parcel/Tax Status as 450001000 (Real Estate Tax Exempt), and includes McIntire Park, the Brooks Family YMCA, and the existing City Fire Station #1 (the "Property"),

WHEREAS the City Senior Project Manager (the "Applicant") is requesting a waiver of the critical slopes requirement of City Code Sec. 34-1120(b) in connection with the construction of a new 8,000 square foot fire station to the south of an existing stub road on the Property (the "Project"); and

WHEREAS the Planning Commission held a hybrid virtual and in person joint public hearing with City Council on January 10, 2023 to give the public an opportunity to comment; and

WHEREAS the Planning Commission considered and recommended approval of the request to waive the critical slopes requirements, pursuant to City Code §34-1120(b) by a vote of 7-0, upon a finding that the public benefits of allowing disturbance of the critical slope outweigh the public benefits of the undisturbed slope; and

WHEREAS upon consideration of the information and materials provided by the applicant, and the recommendation of the Planning Commission, the City Council finds and determines pursuant to City Code Sec. 34-1120(b) that the benefits of allowing the disturbance of the critical slopes in connection with the development project outweigh the public benefits of the undisturbed slopes; and

WHEREAS upon further consideration of the Planning Commission's recommendation, the Application Materials, comments received at the public hearing, as well as factors set forth within the Application Materials, this Council finds and determines that granting the proposed critical slope waiver subject to suitable regulations and safeguards would contribute to the City Council's Vision and Strategic Plan Goal 3: A Beautiful and Sustainable Natural and Built Environment and Item 3.2: Provide reliable and high quality infrastructure, and would serve the public necessity, convenience, general welfare or good zoning practice; now therefore,

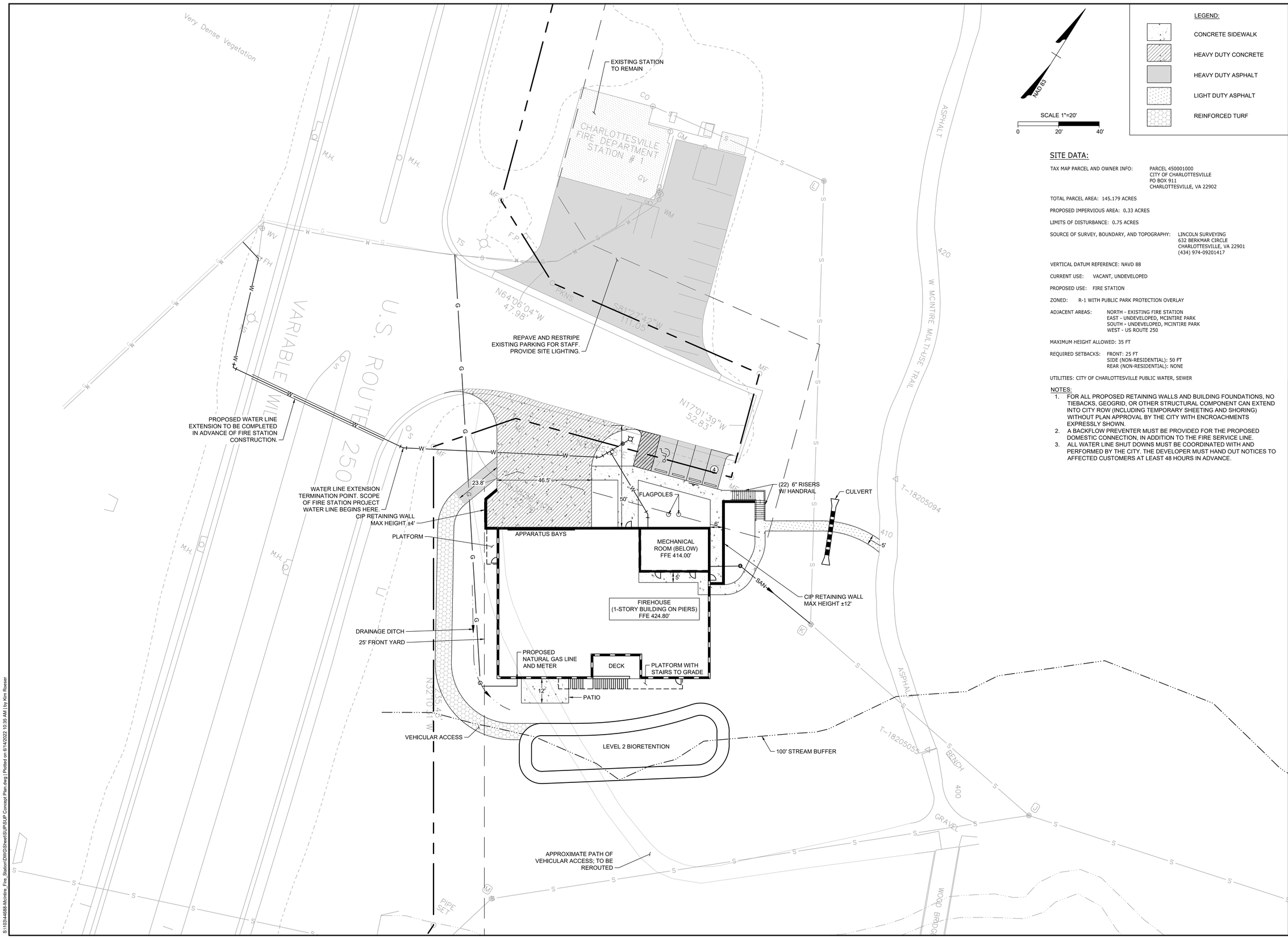
BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that the request by the Applicant, for a waiver of the critical slopes requirements for the above-described Project to be developed on the Property, is hereby granted.

	Aye	**No**
vacancy		
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
February 6, 2023

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council



NAD 83

SCALE 1"=20'

0 20' 40'

LEGEND:

- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- REINFORCED TURF

SITE DATA:

TAX MAP PARCEL AND OWNER INFO: PARCEL 450001000
CITY OF CHARLOTTESVILLE
PO BOX 911
CHARLOTTESVILLE, VA 22902

TOTAL PARCEL AREA: 145.179 ACRES

PROPOSED IMPERVIOUS AREA: 0.33 ACRES

LIMITS OF DISTURBANCE: 0.75 ACRES

SOURCE OF SURVEY, BOUNDARY, AND TOPOGRAPHY: LINCOLN SURVEYING
632 BERKMAR CIRCLE
CHARLOTTESVILLE, VA 22901
(434) 974-09201417

VERTICAL DATUM REFERENCE: NAVD 88

CURRENT USE: VACANT, UNDEVELOPED

PROPOSED USE: FIRE STATION

ZONED: R-1 WITH PUBLIC PARK PROTECTION OVERLAY

ADJACENT AREAS: NORTH - EXISTING FIRE STATION
EAST - UNDEVELOPED, MCINTIRE PARK
SOUTH - UNDEVELOPED, MCINTIRE PARK
WEST - US ROUTE 250

MAXIMUM HEIGHT ALLOWED: 35 FT

REQUIRED SETBACKS: FRONT: 25 FT
SIDE (NON-RESIDENTIAL): 50 FT
REAR (NON-RESIDENTIAL): NONE

UTILITIES: CITY OF CHARLOTTESVILLE PUBLIC WATER, SEWER

NOTES:

1. FOR ALL PROPOSED RETAINING WALLS AND BUILDING FOUNDATIONS, NO TIEBACKS, GEOGRID, OR OTHER STRUCTURAL COMPONENT CAN EXTEND INTO CITY ROW (INCLUDING TEMPORARY SHEETING AND SHORING) WITHOUT PLAN APPROVAL BY THE CITY WITH ENCROACHMENTS EXPRESSLY SHOWN.
2. A BACKFLOW PREVENTER MUST BE PROVIDED FOR THE PROPOSED DOMESTIC CONNECTION, IN ADDITION TO THE FIRE SERVICE LINE.
3. ALL WATER LINE SHUT DOWNS MUST BE COORDINATED WITH AND PERFORMED BY THE CITY. THE DEVELOPER MUST HAND OUT NOTICES TO AFFECTED CUSTOMERS AT LEAST 48 HOURS IN ADVANCE.

THIS DRAWING PREPARED AT THE
CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION	DATE

DATE: 06/14/2022
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

TIMMONS GROUP

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

SUP CONCEPT PLAN

JOB NO. 44688

SHEET NO. C1.0

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WATER QUALITY ANALYSIS (PRELIMINARY):

SITE DATA
POST-DEVELOPED AREA
MANAGED TURF= 0.42 AC
IMPERVIOUS = 0.33 AC

TOTAL POST-DEVELOPMENT LOAD (TP) (LB/YR) = 0.91 LB/YR

TOTAL LOAD REDUCTION REQUIRED (LB/YR) = 0.60 LB/YR

ONSITE LOAD REDUCTION PROPOSED:
LEVEL 2 BIORETENTION PHOSPHORUS REMOVAL (LB/YR) = 0.60 LB/YR

THIS CONCEPTUAL EVALUATION DEMONSTRATES HOW THE VIRGINIA STORMWATER MANAGEMENT PROGRAM REQUIREMENTS FOR WATER QUALITY WILL BE MET DURING THE SITE PLAN PROCESS.

WATER QUANTITY ANALYSIS (PRELIMINARY):

DRAINAGE AREA ANALYSIS

PRE-DEVELOPED
AREA = 0.75 AC
CN = 56
TC = 10 MIN

	Q (CFS)	V (AC-FT)
1 YEAR	0.09	0.012
10 YEAR	1.33	

POST-DEVELOPED
AREA = 0.75 AC
CN= 91
TC = 6 MIN

	Q* (CFS)	V (AC-FT)
1 YEAR	0.33	0.074
10 YEAR	0.90	

*POST Q ABOVE ARE THE DETAINED RATES

CHANNEL PROTECTION (ENERGY BALANCE):

$$Q_{DEVELOPED} \leq 0.90*(Q_{PRE\text{-}DEVELOPED}*RV_{PRE\text{-}DEVELOPED})/RV_{DEVELOPED} + Q_{OFFSITE}$$

$$0.33\ CFS \leq 0.90*(0.09\ CFS*0.012\ AC\text{-}FT)/(0.074\ AC\text{-}FT) + 0.37\ CFS$$

OK 0.33 CFS ≤ 0.38 CFS

FLOOD PROTECTION:

POST-DEVELOPED Q_{10} ≤ PRE-DEVELOPED Q_{10}

OK 0.90 CFS (POST-DEVELOPED Q_{10}) ≤ 1.33 CFS (PRE-DEVELOPED Q_{10})

STORMWATER MANAGEMENT NARRATIVE

IN THE EXISTING CONDITION, THE SITE IS UNDEVELOPED AND GENERALLY DRAINS TOWARDS THE STREAM TO THE SOUTH. IN THE PROPOSED CONDITION, THE EXISTING DRAINAGE DIVIDES WILL BE MAINTAINED TO THE LARGEST EXTEND PRACTICAL AND WILL CONTINUE TO DRAIN TOWARDS THE STREAM TO THE SOUTH. THE LIMITS OF DISTURBANCE WILL TOTAL APPROXIMATELY 0.75 ACRES.

WATER QUALITY REQUIREMENTS (AS SHOWN ON THIS SHEET) ARE EXPECTED TO BE ACHIEVED ON SITE, UTILIZING A LEVEL 2 BIORETENTION FACILITY. WATER QUANTITY REQUIREMENTS (AS SHOWN ON THIS SHEET) ARE EXPECTED TO BE MET THROUGH RUNOFF REDUCTION PROVIDED BY THE LEVEL 2 BIORETENTION FACILITY.

LEVEL 2 BIORETENTION

SCALE 1"=20'
0 20' 40'

NAD 83

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YOUR VISION ACHIEVED THROUGH OURS.

TIMMONS GROUP

REVISION DESCRIPTION	DATE

DATE: 06/14/2022
DRAWN BY: K. ROESER
DESIGNED BY: K. ROESER
CHECKED BY: B. CICHOCKI
SCALE: 1" = 20'

CHARLOTTESVILLE BYPASS FIRE STATION

CITY OF CHARLOTTESVILLE, VA

SUP GRADING AND DRAINAGE PLAN

JOB NO. 44688
SHEET NO. C2.0

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CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR APPROVAL OF A SUBDIVISION

APPLICATION NUMBER: P23-0065

DATE OF MEETING: January 9, 2024

Project Planner: Carrie Rainey

Date of Staff Report: January 2, 2024

Applicant: NHTE Piedmont Garrett Square Limited Partnership; FC Phase 1, LLC

Applicant's Representative(s): Mandy Burbage, Piedmont Housing Alliance; Joe Medley, Timmons Group

Current Property Owner: NHTE Piedmont Garrett Square Limited Partnership; FC Phase 1, LLC

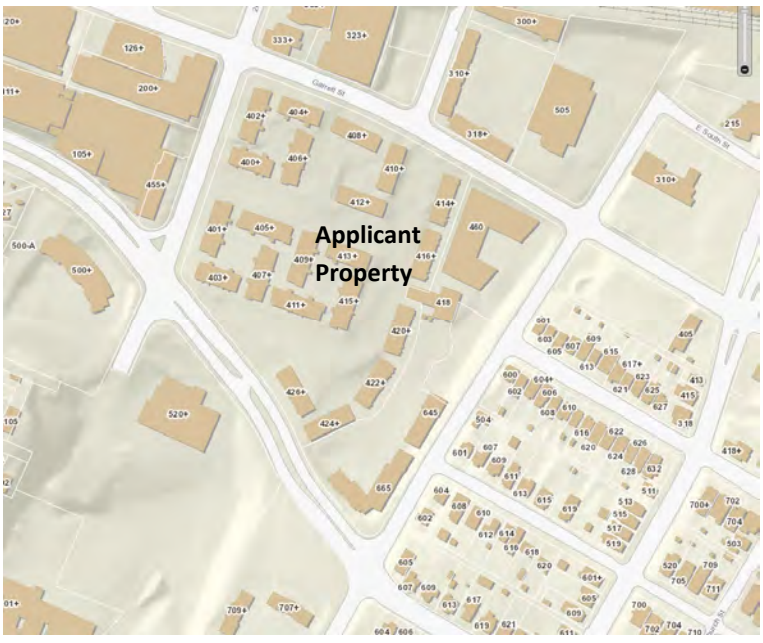
Property Street Address: 400-426 Garrett Street, 460 Garrett Street, 0 6th Street SE ("Subject Properties")

Tax Map & Parcel: 280112000, 280112001, 280112002

Current Zoning Classification: DE Downtown Extended Mixed Use Corridor

Overlay District: Parking Modified Zone (Section 34-971)

Vicinity Map



Standard of Review

Subdivisions are reviewed for compliance with City codes and standards, in accordance with procedures prescribed by Virginia Code 15.2-2259 and standards and design requirements specified within the City's subdivision, zoning, and water protection ordinances and the City's Standards and Design Manual. The Planning Commission is the "subdivision agent" for the purpose of reviewing and approving a proposed final subdivision plat for a major subdivision.

As "subdivision agent" the Planning Commission is performing an administrative function, and there are only two possible actions: (1) *Approval*--if the proposed subdivision meets all applicable requirements, the Planning Commission must approve it, or (2) if the Planning Commission determines that the proposed subdivision does not meet all applicable requirements, then the Planning Commission must disapprove the plat, and must articulate specific reasons why the subdivision does not meet the requirements—with reference to specific laws, ordinances and regulations.

Summary

Joe Medley acting as agent for NHTE Piedmont Garrett Square Limited Partnership and FC Phase 1, LLC, is requesting approval of a major subdivision to construct a new mixed-use development. Per Section 29-3, this subdivision is considered major because it involves extension of public streets and utilities.

The land within the proposed major subdivision is identified on City Real Estate Tax Map 28, Parcels 112, 112.001. and 112.002, and it has frontage on Garrett Street, Monticello Avenue, 2nd Street SE, and 6th Street SE. The site contains approximately 11.77acres. The applicant has submitted three (3) prior versions of the proposed plat; with each submission, staff has made a good faith effort to identify all deficiencies (if any) so that the applicant could be in a position to submit an approvable final plat to you for consideration and approval.

Subdivision Requirements

A. Section 29-140 requires all subdivision plats and supporting materials to be in accordance with:

1. Applicable provisions of the Virginia Code
2. The Water Protection Ordinance, Chapter 10 City Code
3. The Fire Prevention Code, Chapter 12 City Code
4. Utilities Ordinance, Chapter 31 City Code

5. Zoning Ordinance, Chapter 34 City Code
6. Charlottesville's Standards and Design Manual
7. Subdivision Ordinance, Chapter 29 City Code, and other applicable City ordinances

B. **Compliance with design standards and improvements (per Sections 29-160 - 29-163)**

1. Blocks: A new block will be created by the proposed public street labeled "4th Street."
2. Lots: The applicant is proposing to create two (2) lots from TMP 280112000.
3. Parks, Schools, and other Public Land: No new public parks or schools will be created with this subdivision.
4. Preservation of natural features and amenities: Critical slopes as defined by Section 34-1120(b)(2) are not found on the site.
5. Items Listed in Section 29-111(b): The applicant has submitted a proposed final site plan for staff's administrative review. The documents and information referenced in Section 29-111(b) are included in the site plan that is under review, therefore they do not need to be addressed in this subdivision plat.
6. Monuments: The subdivision plat demonstrates that the following requirements of Section 29-160 have been satisfied:
   a. All boundaries (exterior and interior) of the original survey for the subdivision have monuments in accordance with the Standards & Design Manual (see Sheet 3).
   b. Monuments will be set prior to conveyance of lots with reference to this plat.

C. Compliance with the Street Standards for Subdivisions (Section 29-180 – 29-183)

The proposed subdivision will create a new public street ("4th Street"). The public street configuration and design details are under review as part of the site plan application and will be approved administratively by staff as part of final site plan approval.

D. Compliance with Utility Standards for Subdivisions (Sections 29-200 – 29-204)

The specific utility configurations and design details are under review by the Utilities Department as a part of the site plan review process and will be approved administratively by staff as part of final site plan approval. The utility easements as shown on this final subdivision plat have been approved by the Utilities Department.

E. Compliance with applicable zoning district regulations (Sections 34-350 – 34-420)

The dimensions (area, frontage, building site, etc.) of the lots will, in staff's assessment, comply with the requirements of the DE Downtown Extended Mixed Use zoning district.

F. **Compliance with the Water Protection Ordinance (City Code Chapter 10).**

Per Section 29-202 every development must be designed to achieve state and local requirements for post-development stormwater management, including measures addressing both the quantity and quality of stormwater, as set forth within Chapter 10 of the City Code (Water Protection).

1. Stormwater Management Plan: a stormwater management concept has been submitted in the final site plan along with the final plat materials, as required by Section 29-111(a)(2). The applicant has also submitted a proposed final Stormwater Management Plan for consideration by the City's VESMP Agent. Such improvements, facilities and treatments are identified within the final site plan, which is currently under administrative review by staff.
2. Erosion & Sediment Control: the applicant will submit an erosion and sediment control plan as part of the construction plans that are part of the site plan that is concurrently under review. This is permitted by Section 29-111(b).

Public Comments Received

No comments received.

Suggested Motions

Motion to Approve: I move to approve the final subdivision plat dated December 15, 2023 for Tax Map 28, Parcels 112, 112.001. and 112.002

Motion to Deny Approval: I move to deny approval of the final subdivision plat dated December 15, 2023 for Tax Map 28, Parcels 112, 112.001. and 112.002 based on the following deficiencies:

Attachments

A. Final Subdivision Plat dated December 15, 2023
B. Final Site Plan under staff review: 231129_Friendship Ct Phase 2 Final Site Plan.pdf

SURVEY NOTES:

1. PROPERTY & ZONING INFORMATION:

TMP 28-112

OWNER:	NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP
REFERENCE:	DEED BOOK 876, PAGE 72
PARCEL ID NUMBER:	280112000
PROPERTY ADDRESS:	400-426 GARRETT STREET (ORIGINAL)
AREA:	8.228 AC. (358,401 SF)
ZONED:	DE (DOWNTOWN EXTENDED)

TMP 28-112.001

OWNER:	FC PHASE 1, LLC
REFERENCE:	INST. NO. 2022000298
PARCEL ID NUMBER:	280112001
PROPERTY ADDRESS:	460 GARRETT STREET (ORIGINAL)
AREA:	3.086 AC. (134,429 SF)
ZONED:	DE (DOWNTOWN EXTENDED)

TMP 28-112.002

OWNER:	NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP
REFERENCE:	DEED BOOK 876, PAGE 72 (VESTING) INST. NO. 2021005492 (SUBDIVISION)
PARCEL ID NUMBER:	280112002
PROPERTY ADDRESS:	N/A 6TH STREET, SE
AREA:	0.457 AC. (19,931 SF)
ZONED:	DE (DOWNTOWN EXTENDED)

DIMENSIONAL REGULATIONS (FROM CHARLOTTESVILLE CITY CODE, CHAPTER 34, ARTICLE VI, DIVISION 3):

SETBACKS

FRONT PRIMARY STREET - NO MINIMUM REQ'D; FIFTEEN (15) FEET MAXIMUM.

FRONT LINKING STREET - TEN (10) FEET, MINIMUM; TWENTY (20) FEET MAXIMUM.

SIDE & REAR, ADJACENT TO LOW DENSITY RESIDENTIAL - TWENTY (20) FEET, MINIMUM.

SIDE & REAR, ADJACENT ANY OTHER ZONING DISTRICTS - NONE REQ'D.

HEIGHT REGULATIONS

MINIMUM - THIRTY-FIVE (35) FEET
MAXIMUM, MIXED-USE - ONE HUNDRED & ONE (101) FEET
MAXIMUM, ANY OTHER STRUCTURE - FIFTY (50) FEET

STEPBACK

THE MAXIMUM HEIGHT OF THE STREETWALL OF ANY BUILDING OR STRUCTURE SHALL BE FIFTY (50) FEET; AFTER 50 FEET, THERE SHALL BE A MINIMUM STEPBACK OF TEN (10) FEET ALONG AT LEAST SEVENTY (70) PERCENT OF THE LENGTH OF SUCH STREETWALL.

SURVEY NOTES CONTINUED:

2. THE BOUNDARY SURVEY SHOWN HEREON IS BASED ON A FIELD SURVEY BY TIMMONS GROUP COMPLETED IN JUNE OF 2017.

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

4. BASED ON FEMA FLOOD INSURANCE RATE MAP (FIRM), MAP NO. 51003C0288D, PANEL 288 OF 575 EFFECTIVE DATE FEBRUARY 4, 2005, THE PROPERTY SHOWN LIES IN UNSHADED ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

5. THIS PLAT WAS PREPARED WITH THE BENEFIT OF AN ALTA COMMITMENT FOR TITLE INSURANCE, BEING COMMITMENT NO. 00109-10015A FROM STEWART TITLE GUARANTY COMPANY, DATED DECEMBER 29, 2021.

6. PUBLIC EASEMENTS DEPICTED HEREON ARE FOR THE CITY OF CHARLOTTESVILLE.

SURVEYOR'S CERTIFICATE:

I CERTIFY THAT THIS SUBDIVISION PLAT, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, IS CORRECT AND COMPLIES WITH THE MINIMUM PROCEDURES AND STANDARDS ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS AND CERTIFIED LANDSCAPE ARCHITECTS.

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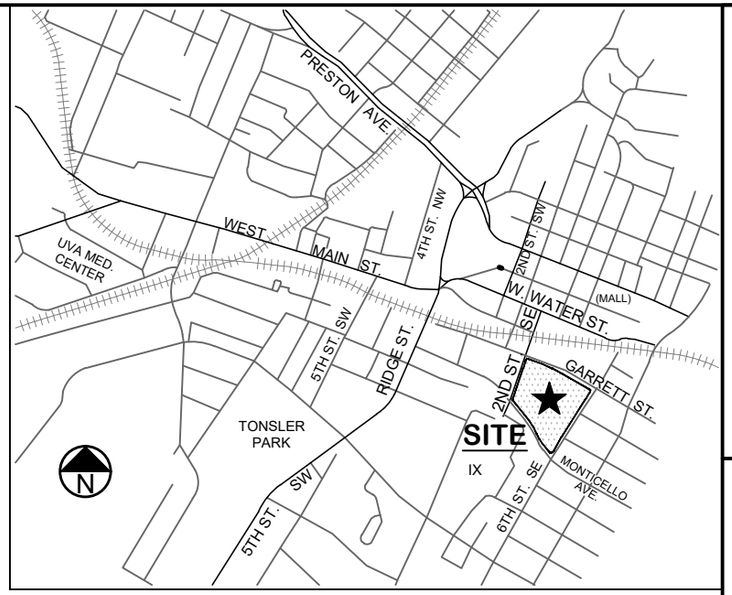
JOSEPH C. MEDLEY
Lic. No.3385
12-15-23
LAND SURVEYOR



VICINITY MAP 1" = 2000'

SHEET INDEX

SHEET 1 : COVER, NOTES
SHEET 2 : APPROVALS
SHEET 3 : PARENT PARCEL OVERVIEW
SHEET 4 : AREA OF SUBDIVISION
SHEET 5 : EASEMENTS
SHEET 6 : EASEMENTS
SHEET 7 : EASEMENTS (W/ TABLES)
SHEET 8 : EASEMENTS (W/ TABLES)
SHEET 9 : EASEMENTS (W/ TABLES)
SHEET 10 : EASEMENT LINE & CURVE TABLES

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

AREA TABULATION TMP 28-112:

ORIGINAL TAX MAP PARCEL 28-112 (280112000)		**8.228 AC.**	**(358,401 SF)**
AREA PARCEL 'X' (FROM 28-112.001)	**+**	**0.025 AC.**	**(1,101 SF)**
AREA TO R-O-W (FROM 28-112)	**-**	**0.515 AC.**	**(22,449 SF)**
AREA TO NEW PARCEL 'D' (FROM 28-112)	**-**	**2.324 AC.**	**(101,212 SF)**
AREA TO NEW PARCEL 'E' (FROM 28-112)	**-**	**0.113 AC.**	**(4,911 SF)**
REMAINDER OF TAX MAP PARCEL 28-112	**=**	**5.301 AC.**	**(230,930 SF)**

AREA TABULATION TMP 28-112.001:

ORIGINAL TAX MAP PARCEL 28-112 (280112001)		**3.086 AC.**	**(134,429 SF)**
AREA PARCEL 'X' (FROM 28-112.001)	**-**	**0.025 AC.**	**(1,101 SF)**
REMAINDER OF TAX MAP PARCEL 28-112.001	**=**	**3.061 AC.**	**(133,328 SF)**

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Sheet: 1 of 10	J.N.: 46518
Drawn by: ATE	Checked by: JCM
Last Revised: December 15, 2023	

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OWNERS' APPROVAL:

THE SUBDIVISION OF LAND DESCRIBED HEREIN IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES. ANY REFERENCE TO FUTURE POTENTIAL DEVELOPMENT IS TO BE DEEMED AS THEORETICAL ONLY. ALL STATEMENTS AFFIXED TO THIS PLAT ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

FOR: NHTE PIEDMONT PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP DATE

STATE OF: _____
COUNTY OR CITY OF: _____

THE FOREGOING WAS ACKNOWLEDGED BEFORE ME ON THIS_____ DAY OF_____ , 20__, BY:

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

FOR: FC PHASE 1, LLC DATE

STATE OF: _____
COUNTY OR CITY OF: _____

THE FOREGOING WAS ACKNOWLEDGED BEFORE ME ON THIS_____ DAY OF_____ , 20__, BY:

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

CITY APPROVALS:

_____
SECRETARY OF THE PLANNING COMMISSION DATE

_____
CHAIRMAN OF THE PLANNING COMMISSION DATE

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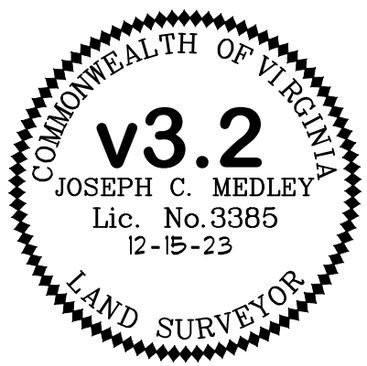

CURVE & LINE DATA FOR PROPOSED PARCELS (FROM SHEET 4)

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C9	606.12'	29.63'	14.82'	2°48'04"	N23°13'05"W	29.63'
C10	606.12'	46.07'	23.05'	4°21'19"	N26°47'46"W	46.06'
C11	165.00'	41.31'	20.76'	14°20'41"	S15°38'04"E	41.20'
C12	165.00'	22.01'	11.02'	7°38'38"	S4°38'24"E	22.00'
C13	231.00'	266.70'	150.45'	66°09'06"	N27°10'26"E	252.14'
C14	289.00'	333.67'	188.22'	66°09'06"	S27°10'26"W	315.44'
C15	438.12'	99.04'	49.73'	12°57'08"	S32°02'14"E	98.83'

LINE TABLE

LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L9	S71°50'35"E	11.83'	L18	N29°45'01"W	6.00'
L10	S38°30'49"E	29.59'	L19	N60°14'59"E	24.16'
L11	N51°29'11"E	27.00'	L20	N84°05'53"E	58.00'
L12	S38°30'49"E	8.81'	L21	S60°14'59"W	24.55'
L13	N51°30'59"E	51.15'	L22	N29°45'01"W	6.00'
L14	S38°29'01"E	21.93'	L23	S60°14'59"W	80.10'
L15	S22°48'25"E	54.32'	L24	N29°45'01"W	53.83'
L16	S0°46'29"E	9.27'	L25	N71°01'09"W	16.76'
L17	N60°14'59"E	78.12'	L26	N71°01'09"W	31.73'

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

Date: Oct. 06, 2023	Scale: N/A
Sheet: 2 of 10	J.N.: 46518
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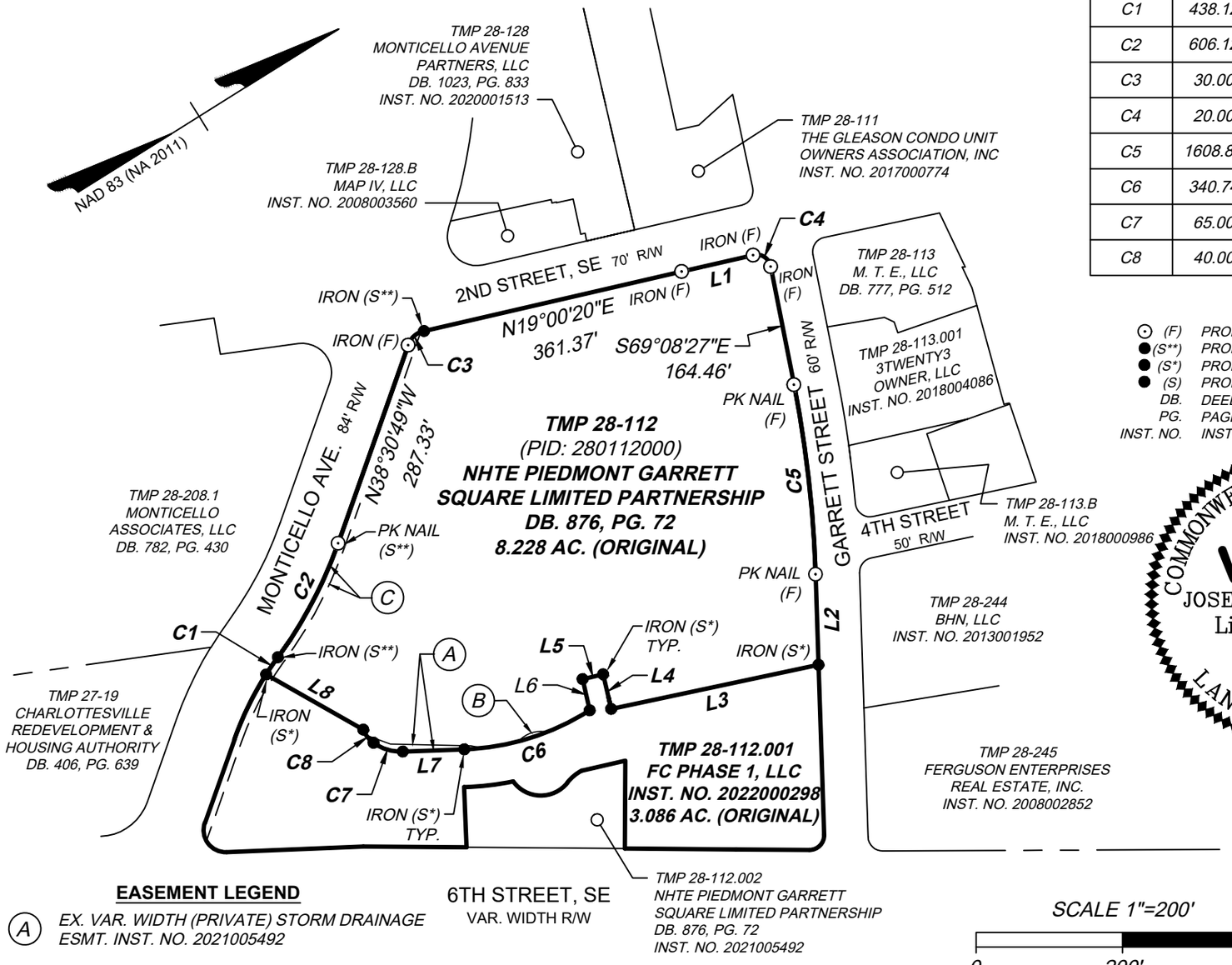
EXISTING PARENT PARCEL, TMP 28-112 (PID: 280112000)
SEE SHEET 4 FOR SUBDIVISION



EASEMENT LEGEND

(A) *EX. VAR. WIDTH (PRIVATE) STORM DRAINAGE ESMT. INST. NO. 2021005492*

(B) *EX. VAR. WIDTH PRIVATE ACCESS EASEMENT INST. NO. 2021005493* ***HEREBY VACATED***

(C) *EX. UNDERGROUND POWER TRANSMISSION EASEMENT (10') FOR VIRGINIA ELECTRIC & POWER COMPANY. DB. 413, PG. 345*

SCALE 1"=200'

0 200' 400'

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C1	438.12'	28.63'	14.32'	3°44'37"	N23°41'22"W	28.62'
C2	606.12'	176.62'	88.94'	16°41'46"	N30°09'56"W	176.00'
C3	30.00'	30.12'	16.47'	57°31'09"	N9°45'15"W	28.87'
C4	20.00'	32.06'	20.66'	91°51'05"	N64°55'52"E	28.74'
C5	1608.89'	260.87'	130.72'	9°17'25"	S64°29'53"E	260.59'
C6	340.74'	181.75'	93.09'	30°33'40"	S14°43'10"W	179.60'
C7	65.00'	42.42'	22.00'	37°23'36"	S48°39'30"W	41.67'
C8	40.00'	23.10'	11.88'	33°05'24"	S83°54'00"W	22.78'

LEGEND

(F)	PROPERTY CORNER FOUND (AS NOTED)
(S**)	PROPERTY CORNER (2017 SET)
(S*)	PROPERTY CORNER (2021 SET)
(S)	PROPERTY CORNER SET (AS NOTED)
DB.	DEED BOOK
PG.	PAGE
INST. NO.	INSTRUMENT NUMBER

LINE TABLE

LINE	BEARING	LENGTH
L1	N19°00'20"E	100.00'
L2	S59°51'10"E	124.00'
L3	S20°00'03"W	289.63'
L4	N71°01'09"W	48.49'
L5	S18°58'51"W	28.88'
L6	S71°01'09"E	43.68'
L7	S29°57'42"W	83.93'
L8	S61°31'51"W	152.60'

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12-15-23
LAND SURVEYOR

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

Date: Oct. 06, 2023	Scale: 1" = 200'
Sheet: 3 of 10	J.N.: 46518
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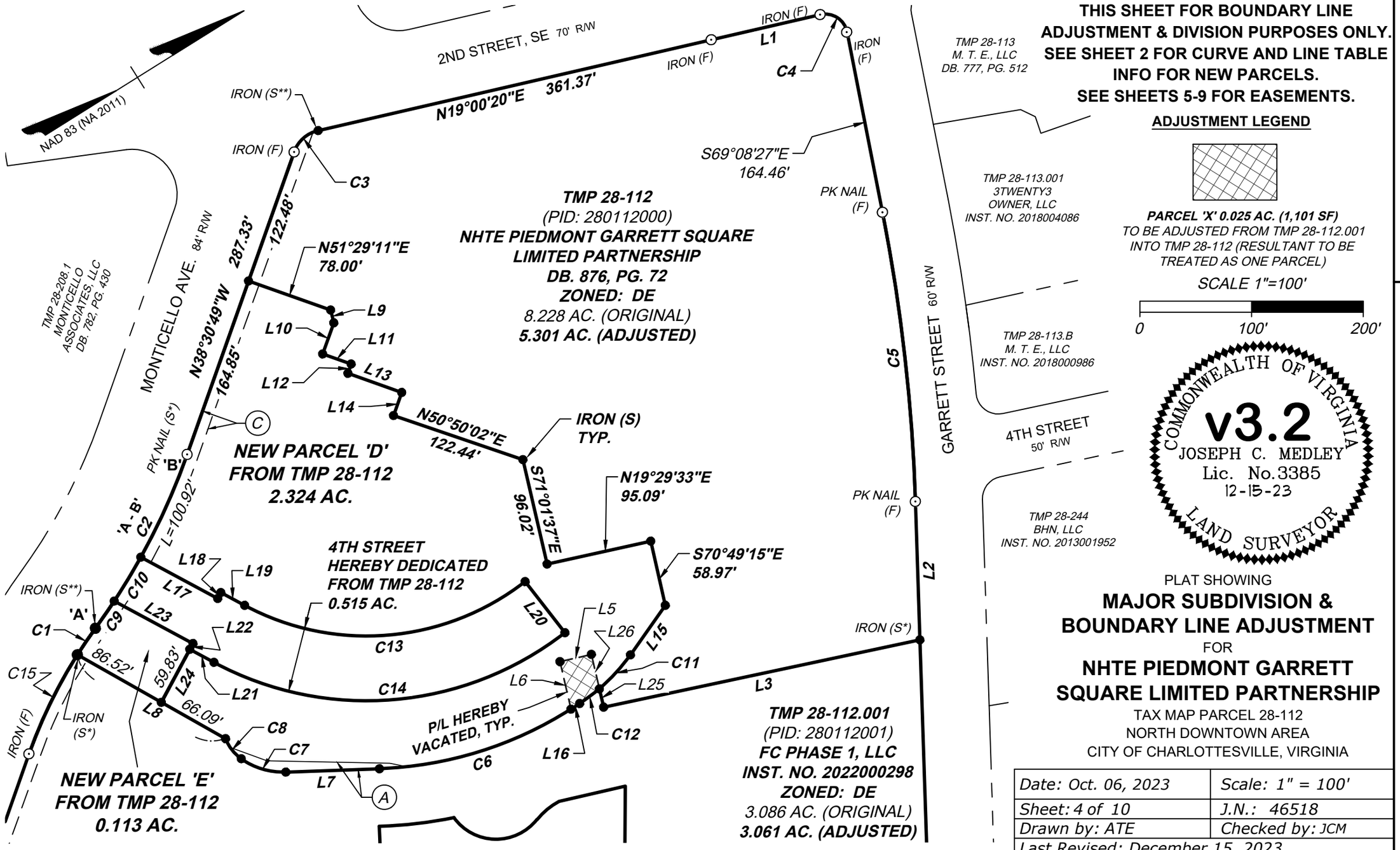

THIS SHEET FOR BOUNDARY LINE ADJUSTMENT & DIVISION PURPOSES ONLY.
SEE SHEET 2 FOR CURVE AND LINE TABLE INFO FOR NEW PARCELS.
SEE SHEETS 5-9 FOR EASEMENTS.

ADJUSTMENT LEGEND

PARCEL 'X' 0.025 AC. (1,101 SF)
TO BE ADJUSTED FROM TMP 28-112.001 INTO TMP 28-112 (RESULTANT TO BE TREATED AS ONE PARCEL)

SCALE 1"=100'

0 100' 200'

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PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

Date: Oct. 06, 2023	Scale: 1" = 100'
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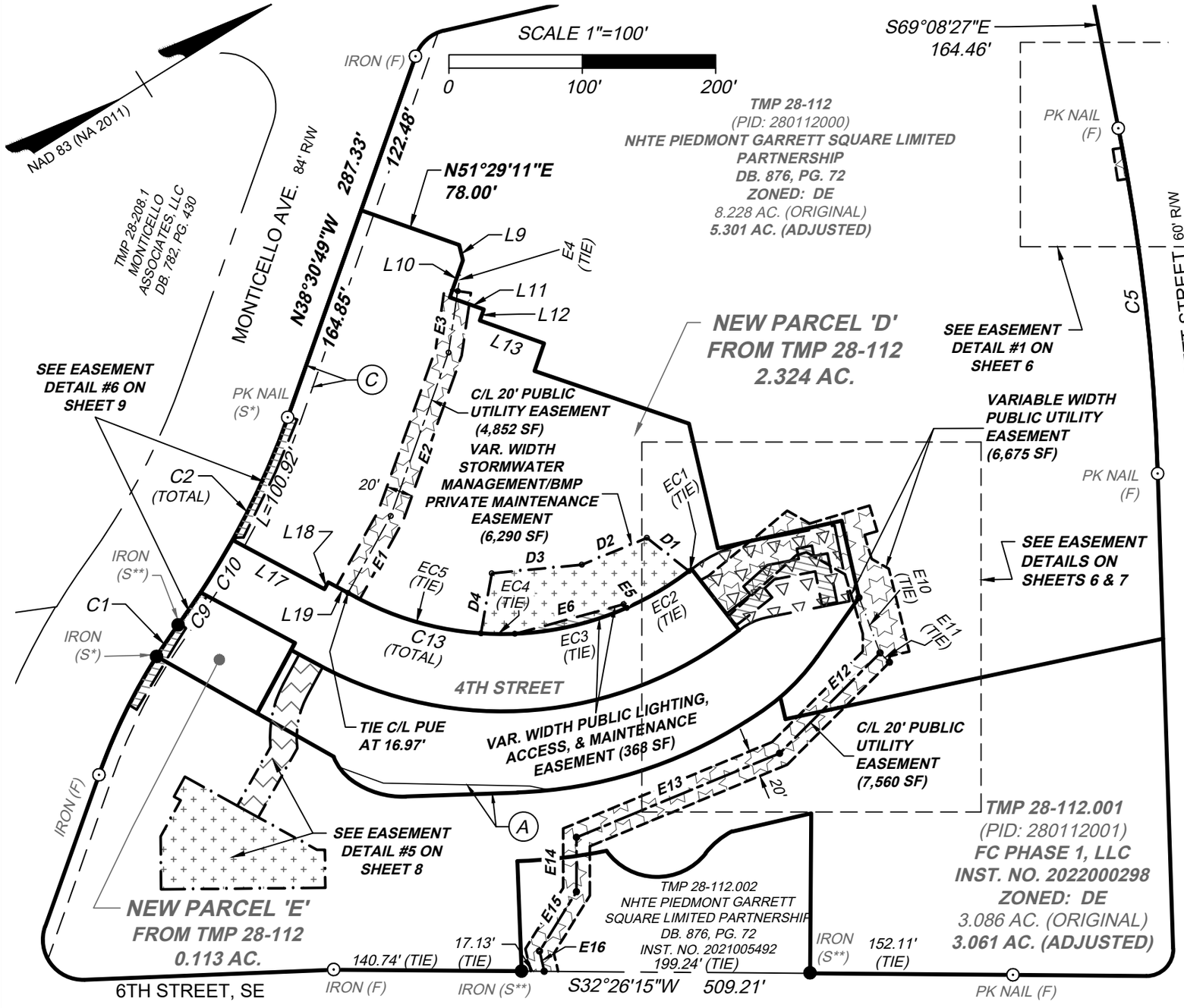

EASEMENT HATCH LEGEND

- *DENOTES PUBLIC LIGHTING, ACCESS, & MAINTENANCE EASEMENT*
- *DENOTES PUBLIC ACCESS EASEMENT (FOR CITY)*
- *DENOTES PUBLIC UTILITY EASEMENT (FOR CITY)*
- *DENOTES STORMWATER MANAGEMENT / BMP PRIVATE ACCESS EASEMENT*
- *DENOTES STORMWATER MANAGEMENT / BMP PRIVATE MAINTENANCE EASEMENT*

THIS SHEET (5) DEPICTS EASEMENTS HEREBY DEDICATED. SEE SHEETS 3 AND 4 FOR EXISTING AND PROPOSED BOUNDARY INFORMATION RESPECTIVELY. SEE SHEET 10 FOR EASEMENT LINE AND CURVE TABLE DATA.

COMMONWEALTH OF VIRGINIA
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12-15-23
LAND SURVEYOR

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

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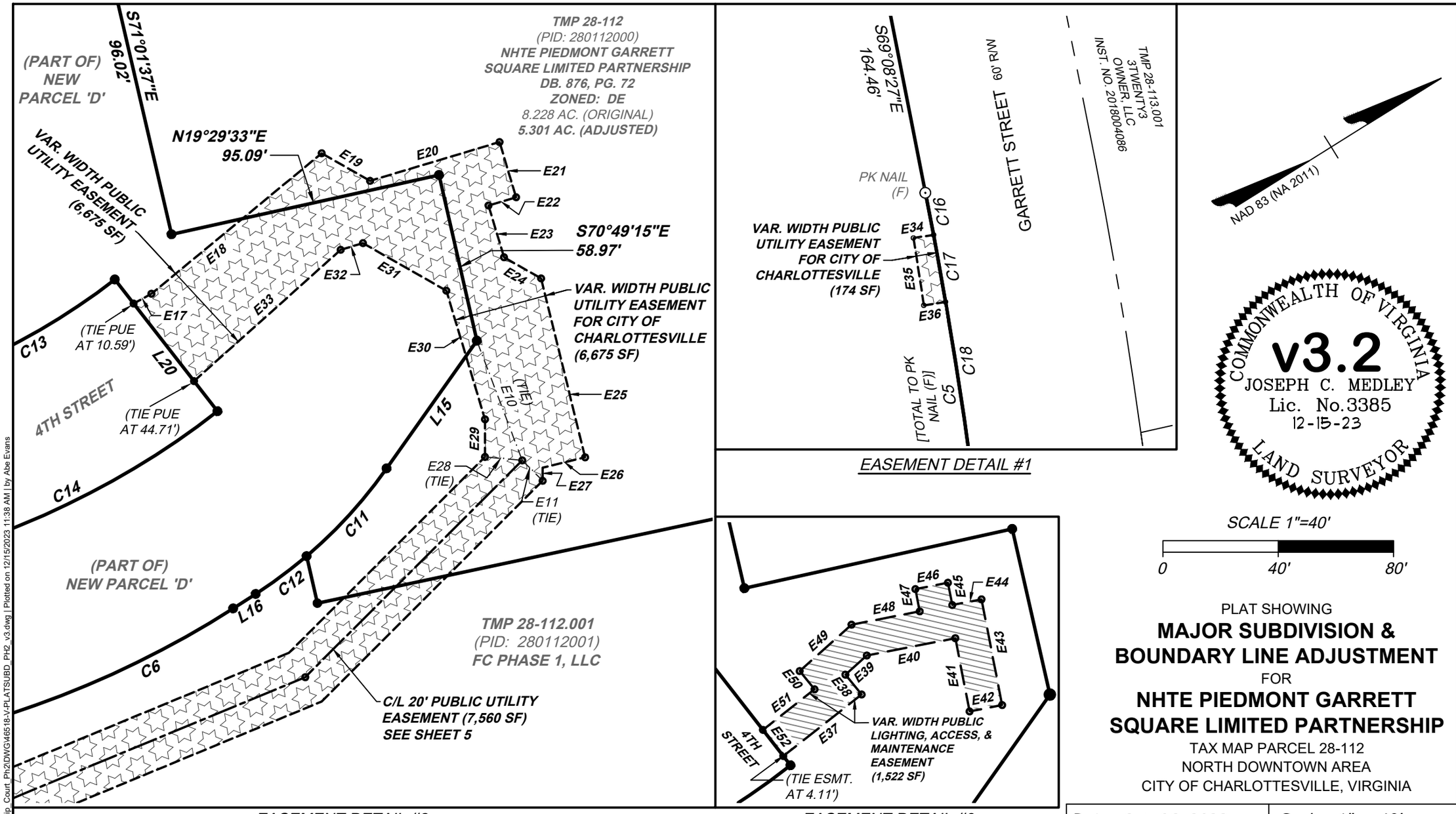

EASEMENT DETAIL #1

EASEMENT DETAIL #3

EASEMENT DETAIL #2

DENOTES PUBLIC UTILITY EASEMENT (FOR CITY)

DENOTES PUBLIC LIGHTING, ACCESS, & MAINTENANCE EASEMENT

NAD 83 (NA 2011)

SCALE 1"=40'

0 40' 80'

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12-15-23
LAND SURVEYOR

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

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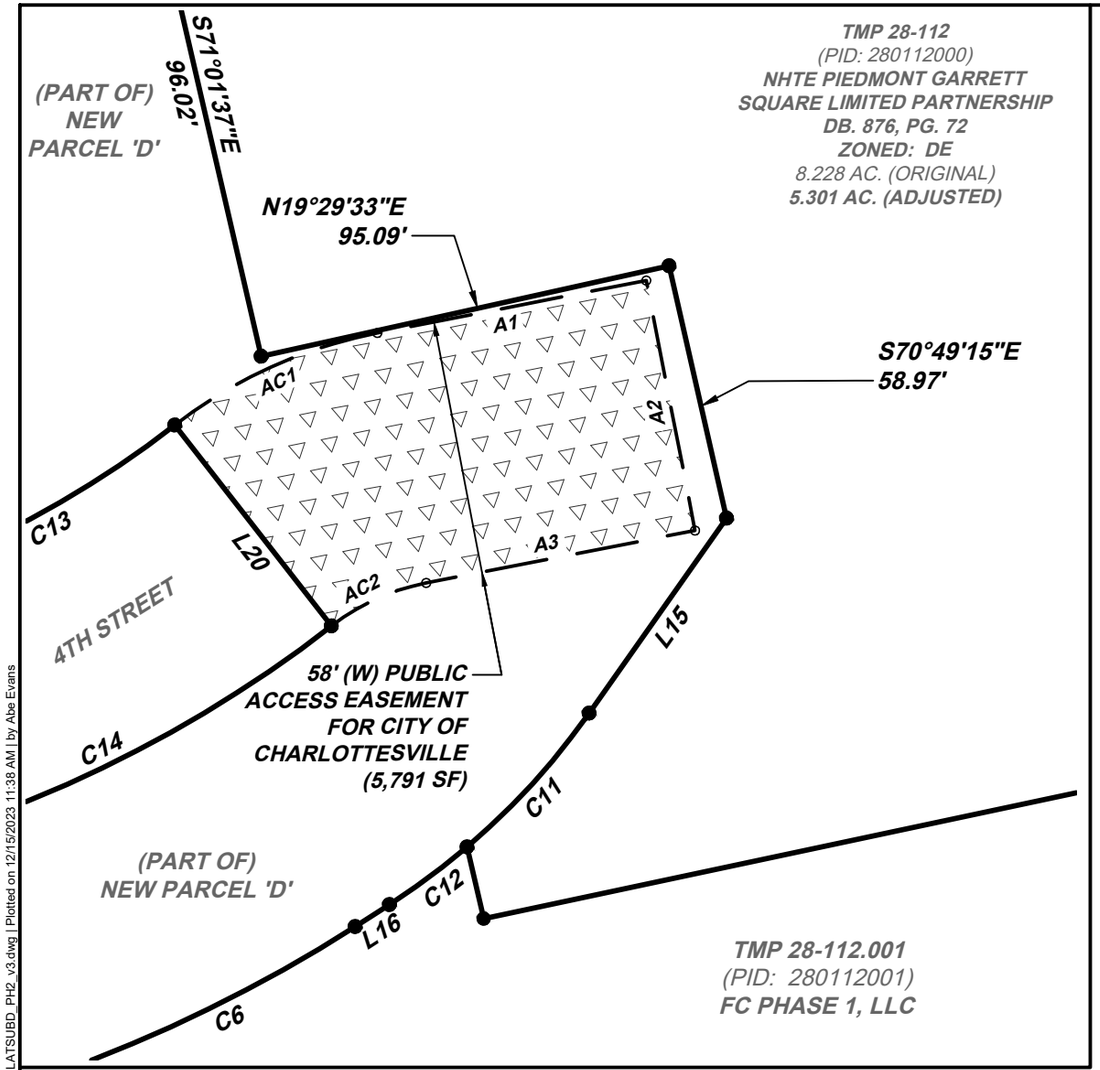

EASEMENT DETAIL #4

DATA FOR PUBLIC ACCESS EASEMENT

CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
AC1	109.00'	51.10'	26.03'	26°51'43"	N7°31'44"E	50.64'
AC2	51.00'	23.91'	12.18'	26°51'43"	S7°31'44"W	23.69'

LINE TABLE		
LINE	BEARING	LENGTH
A1	N20°57'36"E	62.34'
A2	S69°02'24"E	58.00'
A3	S20°57'36"W	62.34'

DENOTES PUBLIC ACCESS EASEMENT (FOR CITY)

NAD 83 (NA 2011)

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12-15-23
LAND SURVEYOR

SCALE 1"=40'

0 40' 80'

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

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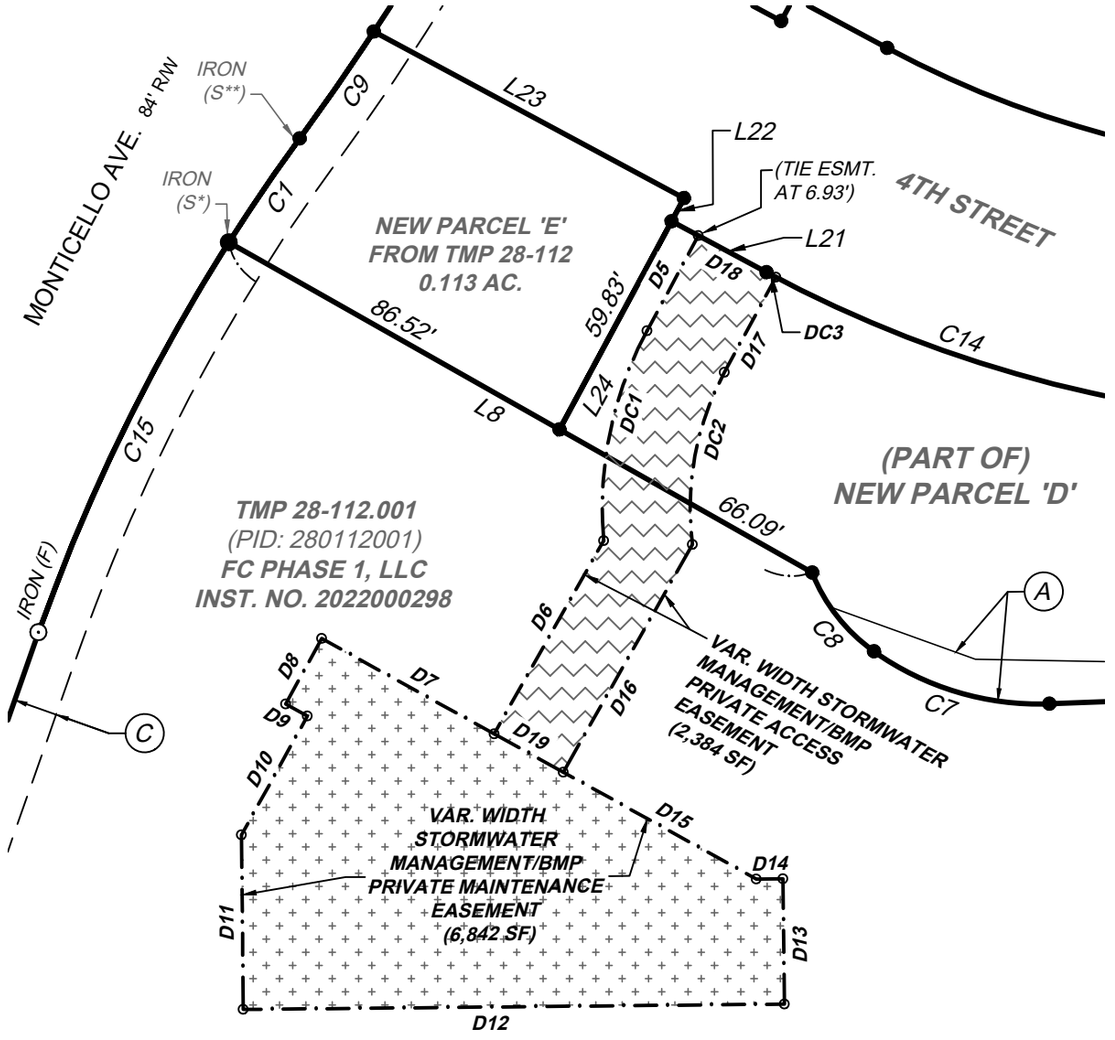

DATA FOR PRIVATE STORMWATER MANAGEMENT / BMP EASEMENTS

LINE TABLE

LINE	BEARING	LENGTH
D5	S29°38'39"E	24.60'
D6	S28°28'09"E	50.57'
D7	S60°58'00"W	44.82'
D8	S29°02'00"E	17.00'
D9	N60°58'00"E	5.67'

LINE	BEARING	LENGTH
D10	S29°02'00"E	30.95'
D11	S58°34'11"E	39.76'
D12	N31°25'49"E	123.13'
D13	N58°34'11"W	28.56'
D14	S31°25'49"W	6.09'

LINE	BEARING	LENGTH
D15	S60°58'00"W	50.20'
D16	N28°28'09"W	59.61'
D17	N29°38'39"W	24.65'
D18	S60°14'59"W	17.61'
D19	S60°58'00"W	18.00'

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
DC1	85.00'	49.51'	25.48'	33°22'26"	S46°19'52"E	48.81'
DC2	65.00'	40.48'	20.92'	35°40'51"	N47°29'05"W	39.83'
DC3	289.00'	2.39'	1.19'	0°28'24"	S60°00'47"W	2.39'

NAD 83 (NA 2011)

SCALE 1"=40'

0 40' 80'

EASEMENT DETAIL #5

EASEMENT LEGEND

(A) *EX. VAR. WIDTH (PRIVATE) STORM DRAINAGE ESMT. INST. NO. 2021005492*

(C) *EX. UNDERGROUND POWER TRANSMISSION EASEMENT (10') FOR VIRGINIA ELECTRIC & POWER COMPANY. DB. 413, PG. 345*

DENOTES STORMWATER MANAGEMENT / BMP PRIVATE ACCESS EASEMENT

DENOTES STORMWATER MANAGEMENT / BMP PRIVATE MAINTENANCE EASEMENT

COMMONWEALTH OF VIRGINIA
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12-15-23
LAND SURVEYOR

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

Date: Oct. 06, 2023	Scale: 1" = 40'
Sheet: 8 of 10	J.N.: 46518
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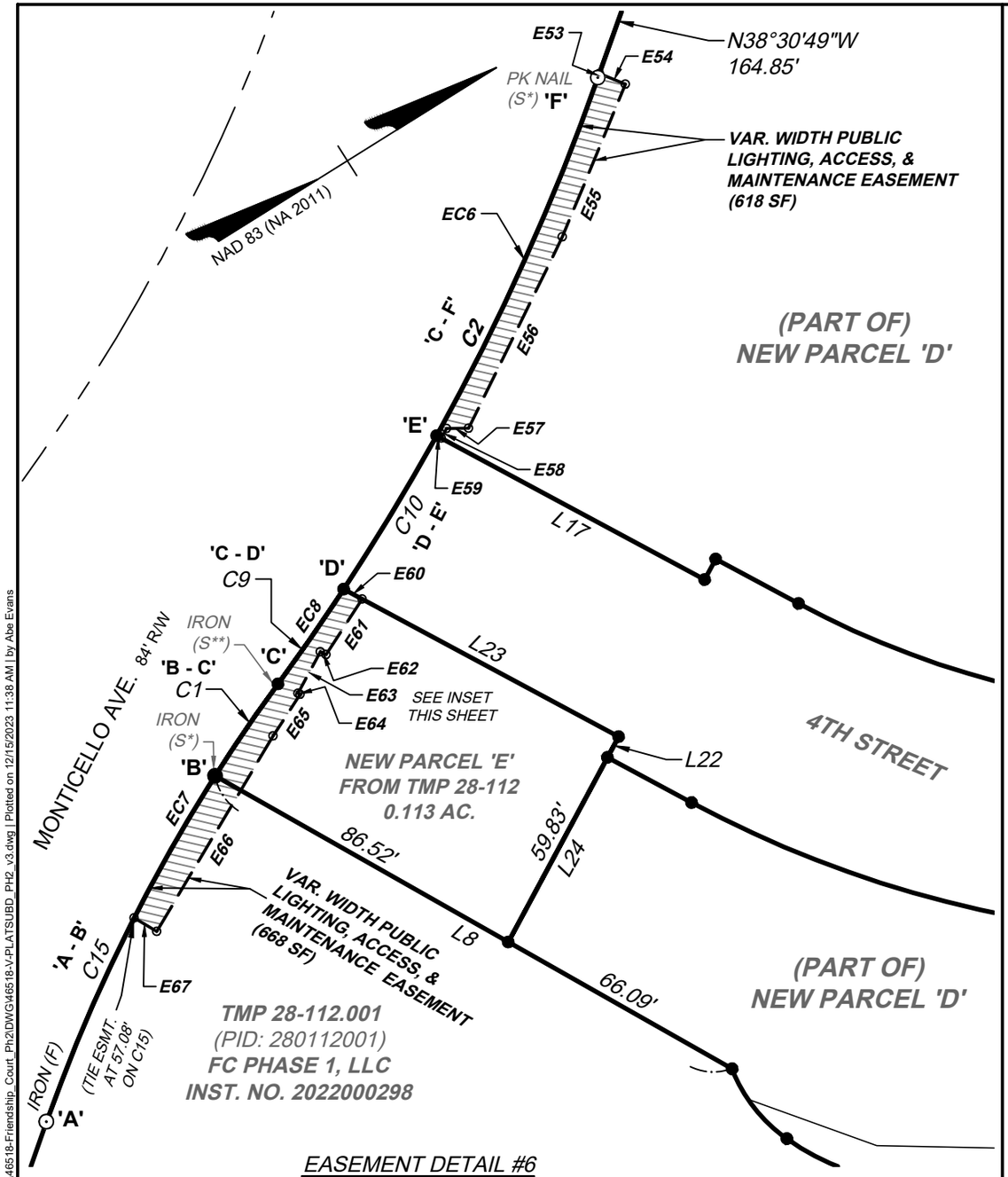


EASEMENT DETAIL #6
SCALE: 1" = 40'

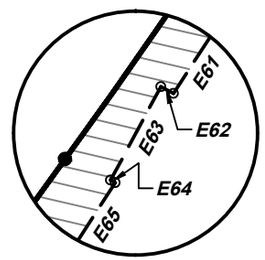
DATA FOR PUBLIC, LIGHTING, ACCESS & MAINTENANCE EASEMENTS

LINE TABLE

LINE	BEARING	LENGTH
E53	N38°30'49"W	1.13'
E54	N54°25'02"E	7.22'
E55	S35°34'58"E	42.40'
E56	S31°53'34"E	54.68'
E57	S30°59'30"W	5.71'
E58	S30°26'19"E	2.79'
E59	S60°14'59"W	1.39'
E60	N60°14'59"E	5.39'
E61	S24°56'33"E	17.07'
E62	S60°14'59"W	1.63'
E63	S29°45'01"E	12.08'
E64	N60°14'59"E	0.61'
E65	S24°56'33"E	12.77'
E66	S27°13'49"E	58.36'
E67	S62°46'11"W	6.77'

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
EC6	606.12'	100.92'	50.58'	9°32'24"	N33°44'37"W	100.80'
EC7	438.12'	70.58'	35.37'	9°13'50"	N26°25'58"W	70.51'
EC8	606.12'	29.63'	14.82'	2°48'04"	N23°13'05"W	29.63'



EASEMENT INSET
SCALE: 1" = 20'

COMMONWEALTH OF VIRGINIA
v3.2
JOSEPH C. MEDLEY
Lic. No.3385
12-15-23
LAND SURVEYOR

DENOTES PUBLIC LIGHTING, ACCESS, & MAINTENANCE EASEMENT

SCALE 1"=40'

0 40' 80'

PLAT SHOWING

MAJOR SUBDIVISION & BOUNDARY LINE ADJUSTMENT

FOR

NHTE PIEDMONT GARRETT SQUARE LIMITED PARTNERSHIP

TAX MAP PARCEL 28-112
NORTH DOWNTOWN AREA
CITY OF CHARLOTTESVILLE, VIRGINIA

Date: Oct. 06, 2023	Scale: As Shown
Sheet: 9 of 10	J.N.: 46518
Drawn by: ATE	Checked by: JCM
Last Revised: December 15, 2023	

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LINE TABLE		
LINE	BEARING	LENGTH
E1	N29°01'33"W	66.00'
E2	N38°30'49"W	130.00'
E3	N49°33'50"W	46.62'
E4	N48°11'49"W	23.46'
E5	S82°55'09"W	3.54'
E6	S16°45'24"W	84.43'
E10	S78°44'40"E	44.46'
E11	N77°00'00"E	10.00'
E12	S13°00'00"E	106.45'
E13	S9°30'00"W	164.93'
E14	S58°00'00"E	40.70'
E15	S26°15'00"E	52.48'
E16	S71°14'34"E	15.49'

LINE DATA FOR UTILITY EASEMENTS

LINE	BEARING	LENGTH
E17	N3°06'32"E	7.06'
E18	N7°32'59"W	76.60'
E19	N61°43'28"E	19.32'
E20	N15°17'48"E	46.89'
E21	S74°42'12"E	20.00'
E22	S15°17'48"W	10.00'
E23	S74°42'12"E	18.77'
E24	N61°43'28"E	14.80'
E25	S71°49'06"E	63.96'
E26	S18°10'54"W	15.19'
E27	S58°00'00"E	4.52'
E28	S37°21'39"W	12.99'
E29	N58°00'00"W	13.07'

LINE	BEARING	LENGTH
E30	N74°42'12"W	46.61'
E31	S61°43'28"W	33.32'
E32	S15°17'48"W	8.07'
E33	S9°52'01"E	68.30'
E34	S23°14'01"W	7.04'
E35	S66°45'59"E	23.67'
E36	N23°14'01"E	7.62'
E37	N6°09'02"W	34.56'
E38	S82°44'55"W	8.91'
E39	N9°52'01"W	9.97'
E40	N20°57'36"E	31.26'
E41	S69°02'24"E	25.87'
E42	N20°57'36"E	11.50'

LINE	BEARING	LENGTH
E43	N69°02'24"W	37.37'
E44	S20°57'36"W	10.32'
E45	N69°02'24"W	7.88'
E46	S20°57'36"W	11.50'
E47	S69°02'24"E	7.88'
E48	S20°57'36"W	24.11'
E49	S9°52'01"E	24.13'
E50	N82°44'55"E	8.17'
E51	S6°09'02"E	22.79'
E52	N84°05'53"E	11.50'

CURVE DATA FOR UTILITY EASEMENT REFERENCES

CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
EC1	231.00'	2.50'	1.25'	0°37'14"	S5°35'30"E	2.50'
EC2	231.00'	54.35'	27.30'	13°28'55"	S1°27'34"W	54.23'
EC3	231.00'	86.43'	43.72'	21°26'12"	S18°55'07"W	85.92'
EC4	231.00'	25.63'	12.83'	6°21'30"	S32°48'58"W	25.62'
EC5	231.00'	97.79'	49.64'	24°15'16"	S48°07'21"W	97.06'

LINE DATA, SWM ESMT.

LINE TABLE		
LINE	BEARING	LENGTH
D1	S70°24'35"W	40.17'
D2	S9°37'21"W	52.84'
D3	S26°30'30"W	67.87'
D4	S47°45'32"E	45.71'

CURVE TIE DATA FOR UTILITY EASEMENT DETAIL 1 SHEET 6

CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C16	1608.89'	14.88'	7.44'	0°31'47"	S68°52'41"E	14.88'
C17	1608.89'	23.67'	11.84'	0°50'35"	S68°11'30"E	23.67'
C18	1608.89'	222.33'	111.34'	7°55'03"	S63°48'41"E	222.15'

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City of Charlottesville MEMO

TO: Planning Commission

FROM: Samuel Sanders, City Manager

Krisy Hammill, Director, Budget and Performance Management

DATE: December 18, 2023

SUBJECT: Follow-up from November 28,2023 CIP Work Session

Background

At the November 28, 2023 work session, there were several questions from Planning Commission members that required some follow-up from staff members. The questions and responses are detailed below.

Discussion Points

1. **Regional Radio Upgrade project – status**

This project is for the replacement of major technology components and infrastructure of the existing 800 MHz radio system, to include: electronic components at all tower sites and the ECC facility, as well as new console equipment at the ECC and backup location. It also includes equipment such as new site generators, recording systems and UPS systems. The new 800 MHz P-25 radio system will include a new tower at Bucks Elbow Mountain as well as additional leased tower facilities. As a regional system, costs will be shared proportional to use. Partners funding this project include Albemarle County ($3,506,554), City of Charlottesville ($1,729,259), University of Virginia ($1,091,080), Regional Airport ($164,691), Rivanna Water & Sewer Authority ($164,691), Albemarle County Service Authority ($137,243), and Regional Jail ($68,621).

The radio system is currently in test operational phase. Final system acceptance was contractually scheduled for FY2023-Q4, however, delays have pushed project closure into FY25. It is requested to carry-over all remaining funds to FY2025.

2. **Sidewalks – Any further follow-up needed? Provide list? Priority list available? At end of fiscal year, have a list published on line as to what working on.**

Our team is working to identify a set of sidewalk priorities that are responsive to the demands of our transportation system and are feasible to accomplish in the coming years. A draft set of sidewalk priorities will be available for public review and comment in the coming weeks and finalized by the end of fiscal year 2024. In the meantime, we will also be focused on continuing to deliver sidewalk projects where we have already committed funds.

3. **Smartscale Projects – plan for next year? Which are still active?**

The Smart Scale projects we have on the books currently are:

- Barracks Rd at Emmett Street Intersection Improvements
- East High Street Streetscape
- Emmett Street Corridor Streetscape
- Fontaine Ave Streetscape
- Emmett Street Corridor Streetscape Phase 2
- 5th Street SW Corridor Streetscape

- Ridge Street Safety Improvement

The last three in red are starting in FY25.

4. **Parks Restrooms - broken and safety concerns. Consider funding of those**.
See attached memo from Parks and Recreation

5. **Urban tree planting funding – how many does it provide?**
See attached memo from Parks and Recreation

6. **Ash tree removal – asking about the number of trees, doesn't ash tree end at some point. Aren't we treating some? would the 100K ash removal go away at some point?**
See attached memo from Parks and Recreation

7. **Trails – is there a list of future trail projects? Is there a process as to how these come up?**
A trail project status list and map has been posted on the city trail website. All trails' projects are included in the City comprehensive plan. These projects typically come to construction once the City has been able to acquire the land and/or when there are easements in place to be able to construct a trail from one park or street to another. Often there may be property in the middle that has not granted permission, in which case the project becomes paused until permission is granted. Right now, there is a lot of construction activity along Meadow Creek and a lot of easement and land acquisition along Moores Creek. Based on funding availability, we prioritize major paved trails and filling in gaps between existing major trails. Some projects are chosen because a particular grant opportunity comes up that aligns with that particular section better than other sections that are shovel ready.

8. **Riverview restroom status (will need to find out status)**
See attached memo from Parks and Recreation

9. **Is $2M allocated for rental assistance?**
Below is an itemization of all the tax relief programs funded in the General Fund for FY 24:

Data

Collapse All	FY19 Actuals	FY2020 Actuals	FY2021 Actuals	FY2022 Actuals	FY2023 Adopted	FY2024 Adopted
▾ Other	$ 1,248,274	$ 1,896,759	$ 1,700,911	$ 1,805,838	$ 695,000	$ 1,285,000
HA Tax Grant	506,800	1,144,124	848,199	924,986	20,000	20,000
Tax Relief-Elderly	431,178	455,272	433,313	469,196	316,200	750,000
Tax Relief-Disabled	105,756	121,105	207,078	221,626	148,800	290,000
Rent Relief-Disabled	188,429	163,053	179,950	162,529	178,500	190,000
Rent Relief-Elderly	16,111	13,206	32,370	27,500	31,500	35,000
Total	$ 1,248,274	$ 1,896,759	$ 1,700,911	$ 1,805,838	$ 695,000	$ 1,285,000

10. **Court management system - ability to use the publicly.**
Yes, both the current record management system and any future record management system will always be accessible to the public. Records can be publicly viewed in person at the office and records can viewed online but do require a subscription fee. The Clerk currently waives subscription fees for City departments.

11. **Do we know what the cost of bonds will be?**
In terms of the interest rate market, it is anybody's guess since we are probably at least 6 months away from our next bond sale. But with that said, the market has rallied the last couple of weeks, and it will be interesting to see if that continues. For the City's last bond sale, the true interest costs was 3.39%. A conservative guess would be that the next sale would fall in the 3.75% to 4.00% range.

CITY OF CHARLOTTESVILLE MEMO

TO: Planning Commission

FROM: Parks and Recreation

DATE: 12/4/2023

SUBJECT: Parks and Recreation CIP notes for Planning Commission

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BACKGROUND

At the November 28, 2023, Planning Commission work session, there were requests for more information on certain CIP funding requests for Park and Recreation for FY 2025. This memo clarifies and offers data specific to the questions raised by the Planning Commission.

DISCUSSION / DISCUSSION POINTS

(1) Is there funding in the existing repairs line-item to continue replacement and repair of restrooms identified by the Advisory Council or is more funding needed?

There are existing funds ($ 60,000). This funding assists in addressing renovation issues of outdoor facility restrooms, which are outdated and tired, and provide users with a negative impression of our parks system in high-traffic park areas. Specific components include materials and finishes, ventilation, lighting, and fixture updates. We have seen an increase in vandalism within our restrooms for the past two years. We are replacing restroom doors, faucets, and entire toilets regularly due to an increase in users including unhoused individuals sleeping in our restrooms. If this continues, we will run out of funds by the end of this fiscal year. Restrooms needing renovations/upgrades include Tonsler Park, Belmont Park, Foresthill Park, Washington Park, and McIntire Park.

(2) Regarding Riverview Park restrooms –- where are we with this?

The bid came in at $687,000, over the budgeted amount. Staff made a few changes to the bid documents, but the department still needs $300,000 in additional funding.

(3) Questions were asked about the $2m for the Meadowcreek Golf Course repairs that were required. They wondered if it was a necessary expense.

The irrigation system at Meadowcreek Golf Course needs a total replacement due to its age, performance, wastefulness of water, energy, labor, and money. For reference, the front 9 holes is the original system from 1974 and the back 9 holes is the original system from 1990. In 2023, we had Hydro Designs do an independent assessment of the system and their findings are attached. Due to the complexity and inter-connections of the system, it is not recommended to piece this together over a few years. This needs to be done as one entire replacement so that all the components are modern and working together. Water is the backbone of a golf course as it required to maintain healthy and competitive playing conditions for customers. This in turn drives revenues for the golf course which will repay this loan from the CIP program for the irrigation system.

(4) Urban Tree Planting: Questions were asked about the numbers of trees that were planted annually.

Urban Tree Planting CIP Fund:

Tree Plantings Funded Through CIP Fiscal Years 2018-2024

	2018	2019	2020	2021	2022	2023	2024
2" Trees	161	134	151	23	139	162	181

Table 1.

Table 1 refers to trees planted in City-owned rights of way, schools, and parks throughout the city of Charlottesville specifically through the CIP fund. Trees of 2" caliper refer to the size of the tree four inches above the root collar (balled/burlap) and generally refers to a nursery grown tree approximately 3-5 years old. CIP funding includes the installation of 2" caliper trees, mulch, stakes, and watering treatments to increase survivability through the summer months. These trees are typically planted in parks, schools, and public rights-of-way.

Trees Planted by Parter Organizations

	2022	2023	2024
2" Trees	--	--	102
Seedlings/saplings	16	20	--

Table 2.

For reference, Table 2 refers to 2" caliper trees and seedlings/saplings installed by partner organizations on city properties throughout the city. Re-Leaf Cville, Rivanna Conservation Alliance, and Charlottesville Area Tree Stewards are all non-profit groups that sponsor tree installations on City properties, which are facilitated through Parks and Recreation.

(5) How many Ash Tree did we remove?

Ash Tree CIP Fund:

Tree Removals (both ash and non-ash) funded through Fiscal Years 2019-2023.

	2019	2020	2021	2022	2023
Ash Trees (CIP fund)	2	53	6	15	110
Non-Ash Trees (non-CIP)	60	65	65	56	70
Total	62	118	71	71	180

Table 3.

Table 3 refers to trees removed by the City's contracted tree service (Big O Tree Service). Increase in removals is likely due to increased stress from climate extremes, drought, and insect problems. Ash funding includes removal, pruning, insecticide injections, and stump grinding of Ash trees specifically. Tree work/maintenance for non-Ash trees include maintenance, inspections, pruning, removal, stump grinding for all species (not including ash). Regarding ash tree removals at Darden Towe Park (a joint City/County park), the City contributed financially to this project, and we have asked Albemarle County to provide numbers of ash trees cut down.

Ash Trees Treated for EAB in Charlottesville by Location and Year

Location	Year
Penn Park Golf Course – 1 tree	2023
Azalea Park – 1 tree	2023
Preston Ave – 2 trees	2023
Gordon Avenue – 6 trees	2023
Riverview Park – 2 trees	2023
Rives Park – 1 Tree	2023
Star Hill Park – 1 Tree	2023
804 Avon Street – 1 tree	2023
Historic Society (East Jefferson Ave) - 1	2024
Washington Park 2 Trees	2024
599 10th St Aquatic Center – 1 Tree	2024
1200 Monticello Ave @ Blenheim – 1 Tree	2024
901 Belmont Ave – 1 Tree	2024
1001 Belmont Ave – 1 Tree	2024
Kelly St across from Maplewood Cemetery – 3 Trees	2024
Maplewood Cemetery across from 508 8th Street – 1 Tree	2024
Pen Park – 1 Tree	2024
Meadow Creek Golf Course – 2 Trees	2024
Golf Course Club House – 2 Trees	2024

Table 4.

Table 4 refers to systemic trunk injections of emamectin benzoate insecticide to mitigate infestations of Emerald Ash Borer in select Ash trees throughout the City of Charlottesville (treatment prescriptions occur every other year).

(6) Invasive Plant Removal: Many of the commission members provided accolades for including invasive plant removal funding, and for the work that was done. How impactful and effective the removal efforts are.

Invasive Plant Removal CIP Fund:

Site Description of Invasive Plant Control Work (completed in FY24 already)

Property/Park	Acres	Treatment	# Seedling/Saplings Projected for Planting
Azalea Park	3.2	Forestry Mulcher	225
Forest Hills Park	1.5	Forestry Mulcher	160
Rivanna Trail (Jordan Park -> 5th Street)	7.7	Forestry Mulcher	500
Washington Park	.5	Goats	35
Fry Springs	1.0	Goats	75
Totals	13.9		995

Table 5.

Table 5 refers to recent invasive plant control/containment efforts undertaken by Charlottesville Parks and Recreation. In general, goats (supplied by Goat Busters, Inc) were used in areas that were excessively steep/wet or were too exposed to the public to risk potential injury (Fry Springs and Upper Washington Park). Costs and time frames associated with the goats averaged out to $4500 per acre with a time frame of 5 days. Forestry mulching on average amounted to $1700 per day, with anywhere from 1 -2.5 acres cleared per day, depending on topography. Following the physical removal of the plants (either browsed by goats or mulched by machinery), invasive vegetation that re-sprout will be treated with herbicides and/or cut to prevent invasives from re-establishing.

A mix of warm season grasses and forbs will be planted spring 2024, with a diverse mix of hardwood trees installed in fall/winter 2023. Projections for tree installations amount to approximately $8.00 per tree (including tree, tree shelter, stakes/ties, and labor). Numbers of tree planting are based on a 15' x 15' spacing and are subject to change according to topography, water, and existing trees or structures. Efforts to prevent invasive plant re-establishment will continue until tree plantings are tall enough to shade out encroaching infestations.

Invasive Plant Control: Potential Management Areas for 2024-2025

Property/Park	**# Acres**	**Treatment**	**# Seedling/Saplings Projected for Planting**
John Warner Parkway (kudzu patch)	2.5	Forestry Mulcher	485
Moores Creek Farm (recent acquisition)	1.8	Forestry Mulcher	350
Azalea Park (west)	5.4	Forestry Mulcher	1045
Rivanna Free Bridge	1.8	Goats/Forestry Mulcher	350
Upper Walker Middle School	0.5	Goats	95
Meadow Creek Gardens	.85	Goats/Forestry Mulcher	165
Unity Field / NE Park	.61	Goats	115
UVA / Quarry Park	46	Forestry Mulcher	8925
Totals	59.46		11,530

Table 6.

The sites listed in table 6 are the short list anticipated invasive plant control/containment efforts by Charlottesville Parks and Recreation utilizing an on-call contractor. Following the physical removal of the plants (either browsed by goats or mulched by machinery), invasive vegetation that re-sprouts will be treated with herbicides and/or cut to prevent the invasives from re-establishing. A mix of warm season grasses and forbs will be planted the following spring/fall, with a diverse mix of hardwood trees installed the following spring/fall.

CAPITAL IMPROVEMENT PROGRAM

Planning Commission Work Session

January 9, 2024

Planning Commission Role

PC as Advisor.

Local planning commissions serve primarily in an advisory capacity to their governing bodies, *see* Va. Code Sec. 15.2-2210. Each of the following transactions is one in which the PC performs an advisory function:

A. Planning Process: The Comprehensive Plan

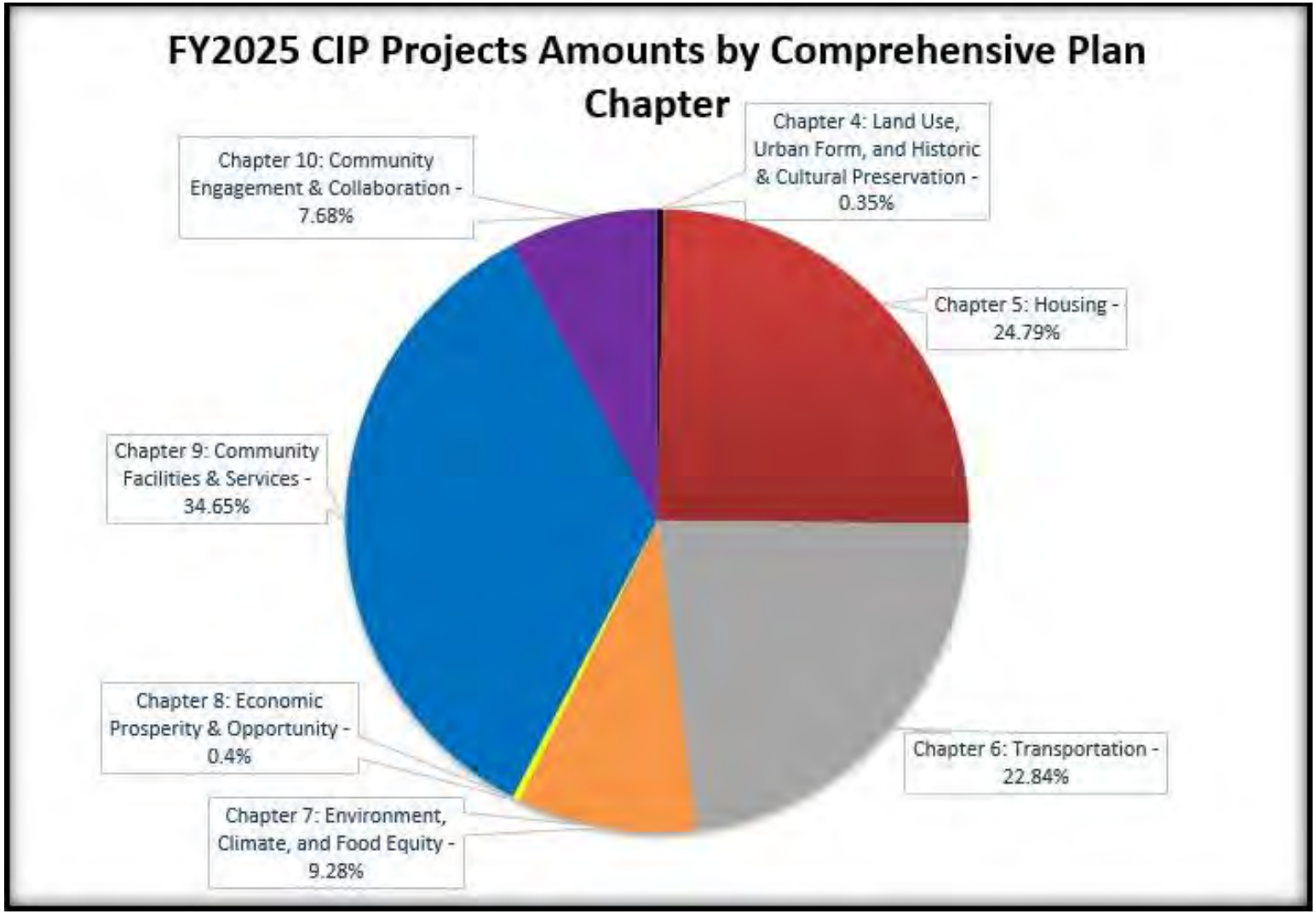
Preparation/ Recommendation. Per VA Code 15.2-2223, the PC is required to prepare and *recommend* a comprehensive plan for the physical territory within the limits of the City of Charlottesville. The PC's *recommendation* to City Council must be set forth within a formal resolution, and the PC must certify a specific copy of the recommended Plan, in accordance with Va. Code 15.2-2225.

Updates. At least once every 5 years, the PC must review the Comprehensive Plan to determine whether it is *advisable* to amend the Plan. Va. Code 15.2-2230.

CIP. The PC reviews, prepares, and makes annual recommendations as to capital improvements that should be included within the City's Capital Improvement Plan. The CIP is one important mechanism by which the Comprehensive Plan is implemented.

*excerpt from Planning Commission orientation document "Roles and Responsibilities of the Planning Commission"

Comprehensive Plan Alignment



FUNDING THE CIP

	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	5 Year Total
Revenues						
Transfer from General Fund	7,145,529	7,359,896	7,580,693	7,808,114	8,042,357	37,936,587
Transfer from General Fund - Mall Vendor Fees	78,000	78,000	78,000	78,000	78,000	390,000
Transfer from General Fund - VCF Allocation	575,000	575,000	575,000	575,000	575,000	2,875,000
Contribution from Schools (Small Cap Program)	200,000	200,000	200,000	200,000	200,000	1,000,000
Contribution from Schools - Gainshare	2,200,000	2,300,000				4,500,000
CIP Contingency (from prior year surplus)	584,816	399,679	2,008,452	0	681,776	3,674,723
PEG Fee Revenue	40,000	40,000	40,000	40,000	40,000	200,000
Stribiling Avenue Funding Agreement	2,900,000	0	0	0		2,900,000
State Funding - Dogwood Vietnam Memorial	600,000	0	0	0	0	600,000
CY 2025 Bond Issue	21,027,418	0	0	0		21,027,418
CY 2026 Bond Issue	0	16,676,861	0	0		16,676,861
CY 2027 Bond Issue	0	0	17,608,220	0		17,608,220
CY 2028 Bond Issue	0	0	0	15,801,377		15,801,377
CY 2029 Bond Issue					10,867,809	10,867,809
TOTAL AVAILABLE REVENUES	**$35,350,763**	**$27,629,436**	**$28,090,365**	**$24,502,491**	**$20,484,942**	**$136,057,995**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Planned Revenues must equal Planned Expenses
Bondable and Non-Bondable Projects.

SUMMARY OF 5-YEAR PLAN

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Totals
Sources of Funds:						
General Fund Transfer	$ 7,798,529	$ 8,012,896	$ 8,233,693	$ 8,461,114	$ 8,695,357	$ 41,201,588
CIP Contingency	584,816	399,679	2,008,452	-	681,776	$ 3,674,723
Bond Issues	21,027,418	16,676,860	17,608,220	15,801,377	10,867,809	$ 81,981,684
Contribution from Schools	2,400,000	2,500,000	200,000	200,000	200,000	$ 5,500,000
Other	3,540,000	40,000	40,000	40,000	40,000	$ 3,700,000
Total sources	$ 35,350,763	$ 27,629,435	$ 28,090,365	$ 24,502,491	$ 20,484,942	$ 136,057,995
Uses of funds:						
Education	$5,787,504	$5,757,489	$4,900,000	$4,900,000	$4,900,000	$26,244,993
Facilities Capital Projects	$4,655,083	$2,696,794	$2,459,155	$2,493,930	$2,517,809	$14,822,771
Public Safety and Justice	$783,800	$1,208,918	$1,909,065	$1,850,768	$350,000	$6,102,551
Transportation and Access	$9,704,376	$5,036,234	$5,044,645	$5,025,293	$4,452,133	$29,262,681
Parks and Recreation	$5,000,000	$1,090,000	$1,090,000	$1,090,000	$1,090,000	$9,360,000
Affordable Housing	$8,910,000	$11,400,000	$12,247,500	$8,852,500	$6,885,000	$48,295,000
Technology Infrastructure	$510,000	$440,000	$440,000	$290,000	$290,000	$1,970,000
Total Uses	$ 35,350,763	$ 27,629,435	$ 28,090,365	$ 24,502,491	$ 20,484,942	$136,057,995
Funding Gap	**$0**	**-$1**	**$0**	**$0**	**$0**	**$0**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Education

$5,787,504 in FY 2025, $26.2M 5-year Total

EDUCATION	Proposed	Projected	Projected	Projected	Projected	5 Year
Project	FY25	FY26	FY27	FY28	FY29	Total
Lump Sum to Schools (City Contribution)	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
City Schools HVAC Replacement	750,000	750,000	750,000	750,000	750,000	3,750,000
City Schools Priority Improvement Projects	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	6,250,000
Charlottesville High School Roof Replacement	1,937,504	2,357,489	0	0	0	4,294,993
Charlottesville City School Reconfiguration	0	0	0	0	0	0
Clark Elementary School Windows	450,000	0	0	0	0	450,000
Burnley-Moran Roof Replacement	0	0	1,500,000	0	0	1,500,000
Jackson-Via Roof Replacement	0	0	0	1,500,000	0	1,500,000
Johnson Elementary Roof Replacement	0	0	0	0	1,500,000	1,500,000
School Small Capital Improvements Program	200,000	200,000	200,000	200,000	200,000	1,000,000
SUBTOTAL	**$5,787,504**	**$5,757,489**	**$4,900,000**	**$4,900,000**	**$4,900,000**	**$26,244,993**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Facilities Capital Projects

$4,655,083 in FY 2025, $14.8M 5-year Total

FACILITIES CAPITAL PROJECTS	Proposed	Projected	Projected	Projected	Projected	5 Year
Project	FY25	FY26	FY27	FY28	FY29	Total
Lump Sum to Facilities Capital Projects	1,082,083	1,119,956	1,159,155	1,193,930	1,217,809	5,772,933
City Facility HVAC Replacement	250,000	250,000	250,000	250,000	250,000	1,250,000
City and Schools Solar PV Program	75,000	75,000	0	0	0	150,000
General District Court - FFE and Hearing Room	410,000	201,838	0	0	0	611,838
RSWA Baler and Baling Facility	1,788,000	0	0	0	0	1,788,000
Climate Action Initiatives	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
HVAC Contingency Fund - City and School Facilities	50,000	50,000	50,000	50,000	50,000	250,000
SUBTOTAL	**4,655,083**	**2,696,794**	**2,459,155**	**2,493,930**	**2,517,809**	**14,822,771**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Public Safety and Justice

$783,800 in FY 2025, $6.1M 5-year Total

PUBLIC SAFETY AND JUSTICE	Proposed	Projected	Projected	Projected	Projected	5 Year
Project	FY25	FY26	FY27	FY28	FY29	Total
Replacement Fire Apparatus	0	0	1,434,065	1,500,768	0	2,934,833
Replacement EMS Apparatus	0	458,918	0	0	0	458,918
Bypass Fire Station - Add'l Funding - FFE	150,000	0	0	0	0	150,000
Fontaine Alerting System	0	175,000	0	0	0	175,000
Bypass Fire Station (old building) Repurpose/Upfit	0	100,000	0	0	0	100,000
Police Mobile Data Terminals	75,000	75,000	75,000	75,000	75,000	375,000
Police Portable Radio Replacement	45,000	75,000	75,000	75,000	75,000	345,000
Fire Portable Radio Replacement	45,000	75,000	75,000	75,000	75,000	345,000
Sheriff Portable Radio Replacement	18,800	40,000	40,000	40,000	40,000	178,800
Fire - Self-Contained Breathing Apparatus Replacements	150,000	150,000	150,000	25,000	25,000	500,000
Fire - Protective Clothing/Turnout Gear Replacement	300,000	60,000	60,000	60,000	60,000	540,000
SUBTOTAL	**$783,800**	**$1,208,918**	**$1,909,065**	**$1,850,768**	**$350,000**	**$6,102,551**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Transportation and Access

$9,704,376 in FY 2025, $29.3M 5-year Total

TRANSPORTATION AND ACCESS	Proposed	Projected	Projected	Projected	Projected	5 Year
Project	FY25	FY26	FY27	FY28	FY29	Total
New Sidewalks	100,000	100,000	100,000	100,000	100,000	500,000
Sidewalk Repair	500,000	550,000	600,000	650,000	700,000	3,000,000
SIA Immediate Implementation	200,000	200,000	200,000	200,000	200,000	1,000,000
Small Area Plans	100,000	100,000	100,000	100,000	100,000	500,000
Street Milling and Paving	1,250,000	1,500,000	1,500,000	1,500,000	1,500,000	7,250,000
ADA Pedestrian Signal Upgrades	240,000	240,000	240,000	240,000	0	960,000
Minor Bridge Repairs	225,000	225,000	225,000	225,000	0	900,000
Citywide ADA Improvements - Sidewalks and Curbs	100,000	100,000	100,000	100,000	100,000	500,000
Traffic Signal Infrastructure Replacement	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Stribling Avenue Sidewalk	4,217,000	0	0	0	0	4,217,000
Fontaine Avenue Streetscape	750,000	0	0	0	0	750,000
State Bridge and Highway Inspections	100,000	100,000	100,000	100,000	100,000	500,000
CAT Transit Bus Replacement Match	187,376	236,234	169,645	150,293	77,132	820,680
Intelligent Transportation System	185,000	185,000	185,000	185,000	200,000	940,000
City Wide Traffic Engineering Improvements	150,000	150,000	150,000	150,000	150,000	750,000
Neighborhood Transportation Improvements	100,000	100,000	100,000	100,000	0	400,000
Bicycle Infrastructure	100,000	100,000	100,000	100,000	100,000	500,000
Right of Way Appurtenance	75,000	100,000	100,000	100,000	100,000	475,000
Traffic Sign Retro Reflective Compliance	75,000	50,000	25,000	25,000	25,000	200,000
Historic District and Entrance Corridor Design Guidelines	50,000	0	50,000	0	0	100,000
SUBTOTAL	**$9,704,376**	**$5,036,234**	**$5,044,645**	**$5,025,293**	**$4,452,132**	**$29,262,680**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Parks and Recreation

$5,000,000 in FY 2025, $9.4M 5-year Total

PARKS AND RECREATION Project	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	5 Year Total
Pen Park Bathroom ADA Renovation	80,000	0	0	0	0	80,000
Forest Hills Splash Pad	270,000	0	0	0	0	270,000
Meadowcreek Golf Course	2,000,000	0	0	0	0	2,000,000
YMCA Trail	400,000	0	0	0	0	400,000
Parks and Recreation Lump Sum Account	400,000	400,000	400,000	400,000	400,000	2,000,000
Parks and Schools Playground Renovations	112,000	112,000	112,000	112,000	112,000	560,000
Urban Tree Planting	100,000	100,000	100,000	100,000	100,000	500,000
Parkland and Trails Acquisition and Development	185,000	125,000	125,000	125,000	125,000	685,000
Downtown Mall Infrastructure Repairs	78,000	78,000	78,000	78,000	78,000	390,000
Hazard and Liability Ash Tree Removal	100,000	100,000	100,000	100,000	100,000	500,000
Downtown Mall Trees Active Lifecycle Management	100,000	100,000	100,000	100,000	100,000	500,000
Invasive Plant Removal	75,000	75,000	75,000	75,000	75,000	375,000
Dogwood Vietnam Memorial	600,000	0	0	0	0	600,000
Lower Meadowcreek Trail - Holmes to Locust Ave	500,000	0	0	0	0	500,000
SUBTOTAL	**$5,000,000**	**$1,090,000**	**$1,090,000**	**$1,090,000**	**$1,090,000**	**$9,360,000**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Affordable Housing

$8,910,000 in FY 2023, $48.3M 5-year Total

AFFORDABLE HOUSING Project	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	5 Year Total
Public Housing Redevelopment - (CRHA)	3,000,000	3,000,000	0	0	0	6,000,000
Westhaven Redevelopment	0	5,000,000	5,000,000	5,000,000	0	15,000,000
Charlottesville Affordable Housing Fund (CAHF)	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Supplemental Rental Assistance (CSRAP)	900,000	900,000	900,000	900,000	900,000	4,500,000
Friendship Court Infrastructure Improvements	500,000	0	650,000	350,000	1,560,000	3,060,000
Friendship Court Redevelopment - Phase 2	0	0	0	0	0	0
Friendship Court Redevelopment - Phase 3	0	0	2,047,500	1,102,500	0	3,150,000
Friendship Court Redevelopment - Phase 4	0	0	0	0	2,925,000	2,925,000
PHA - MACAA Project Apartments	1,885,000	0	0	0	0	1,885,000
PHA - Park Street Apartments	1,125,000	0	0	0	0	1,125,000
PHA - 501 Cherry Avenue	0	1,000,000	2,150,000	0	0	3,150,000
SUBTOTAL	**$8,910,000**	**$11,400,000**	**$12,247,500**	**$8,852,500**	**$6,885,000**	**$48,295,000**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

Technology Infrastructure

$510,000 in FY 2025, $1.9M 5-year Total

TECHNOLOGY INFRASTRUCTURE	Proposed	Projected	Projected	Projected	Projected	5 Year
Project	FY25	FY26	FY27	FY28	FY29	Total
Communications Technology Account/Public Access	40,000	40,000	40,000	40,000	40,000	200,000
City Wide IT Strategic Infrastructure	250,000	250,000	250,000	250,000	250,000	1,250,000
Voting Equipment Replacement	100,000	150,000	150,000	0	0	400,000
Circuit Court Case Management System	120,000					120,000
SUBTOTAL	**$510,000**	**$440,000**	**$440,000**	**$290,000**	**$290,000**	**$1,970,000**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

CIP Revenues

5-Year Totals

$41.2 million - Transfer from General Fund

$85.3 million - Bonds

$ 2.8 million - Year-End Surplus

$ 5.5 million - Transfer from Schools

$ 3.7 million - Other

	Proposed FY25
Revenues	
Transfer from General Fund	7,145,529
Transfer from General Fund - Mall Vendor Fees	78,000
Transfer from General Fund - VCF Allocation	575,000
Contribution from Schools (Small Cap Program)	200,000
Contribution from Schools - Gainshare	2,200,000
CIP Contingency (from prior year surplus)	584,816
PEG Fee Revenue	40,000
Stribiling Avenue Funding Agreement	2,900,000
State Funding - Dogwood Vietnam Memorial	600,000
CY 2025 Bond Issue	21,027,418
CY 2026 Bond Issue	0
CY 2027 Bond Issue	0
CY 2028 Bond Issue	0
CY 2029 Bond Issue	
TOTAL AVAILABLE REVENUES	**$35,350,763**

*All figures are subject to change until the City Manager's Proposed Budget is released in March 2024.

What's New?

More than $24 million in new projects has been added to the plan.

Westhaven Redevelopment - $15M

Circuit Court Records Management System -$120,000

Bypass Fire Station (Old Building) Repurpose/Upfit - $100,000

Fire Self-Contained Breathing Apparatus - $150,000

Fire Protective Clothing/Turnout Gear - $300,000

PHA – 501 Cherry Avenue Redevelopment - $3.2M

What's New?

Voting Equipment Replacement - $400,000

Lower Meadowcreek ADA Trail - $500,000

Pen Park ADA Bathroom Renovations - $80,000

Forest Hills Splash Pad - $270,000

Meadowcreek Golf Course Irrigation - $2.0M

Dogwood Vietnam Memorial - $600,000

YMCA Trail - $400,000

Clark Elementary School Windows - $450,000

Johnson Elementary Roof Replacement - $1.5M

Still Under Consideration

- Homelessness & Housing Insecurities Strategy
- Pre-K Center at Walker campus $25M-$30M
- Additional Climate Action Initiatives

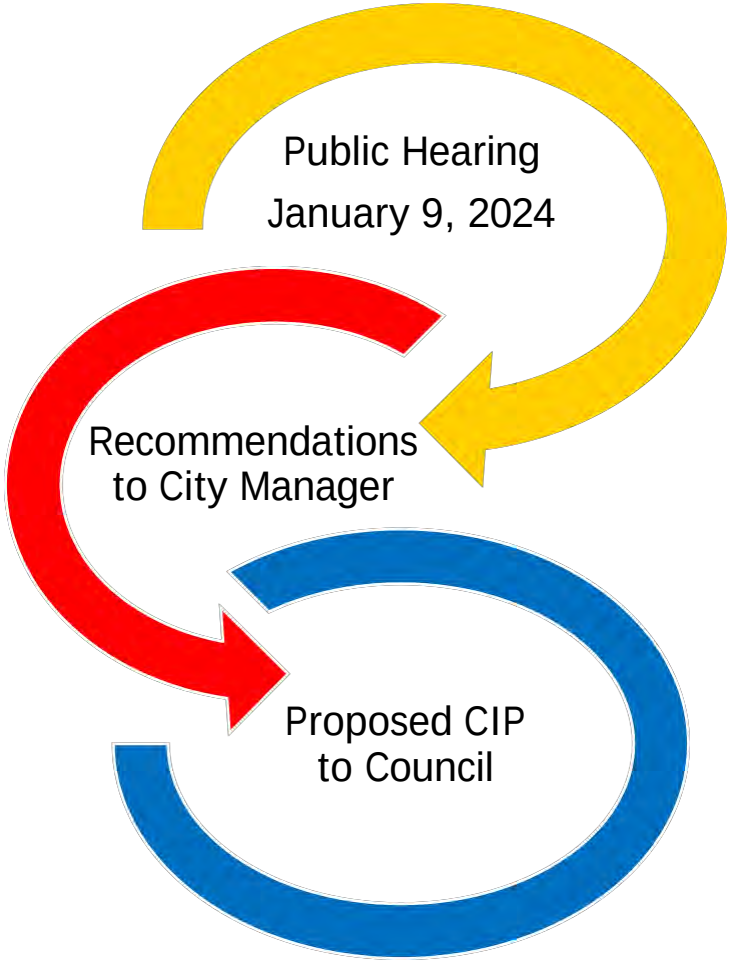
<u>Regional Projects</u>

- ECC
- Central Library Renovation - $7-8M (city share)
- Dogwood Vietnam Memorial - $600k (local funds)

CIP RESOURCES

- Budget Explorer Tool
  - FY 24 CIP Funding Availability by Project
- Online CIP Budget Book
  - Online Story pages for each project included in 5-year plan
- City Comprehensive Plan
  - https://charlottesville.gov/1111/Comprehensive-Plan
- City of Charlottesville Budget Webpage
  - https://charlottesville.gov/budget

Planning Commission – What's Next?



Questions and Discussion

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION PUBLIC HEARING

APPLICATION FOR A REZONING OF PROPERTY

APPLICATION NUMBER: ZM23-00004

DATE OF HEARING: January 9, 2024

Project Planner: Matt Alfele, AICP
Date of Staff Report: December 20, 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)
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

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 pursuant to Sections 34-41 of the Code of the City of Charlottesville ("Code") for properties listed above ("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 a Proffer Statement. The application and development plan includes parking requirements; a use matrix including a maximum dwelling units per acre ("DUA"); yard and height regulations; open

space; and landscaping. The Proffer Statement indicates the applicant will provide a cash contribution to the City's affordable housing fund in the amount Six Million, Eight Hundred Thousand Dollars ($6,800,00.00). 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.

On October 10, 2023 Planning Commission held a joint Public Hearing with City Council on this proposed rezoning, along with the following applications.

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. *(Planning Commission voted 6-0 to recommend approval.)*

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. *(City Council will act on this application at a future meeting.)*

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. *(City Council will act on this amendment at a future meeting.)*

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. *(Planning Commission voted 6-0 to find 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: City Council will act on this amendment at a future meeting.)

Application ZTA-23-09-02 – Zoning Text amendment to remove the Individually Protected Property (IPP) designation from 104 Stadium Road. *Planning Commission voted 6-0 to recommend approval.*

During the October 10, 2023 Public Hearing there was a question regarding the enforceability of the affordable housing statement provided on the Cover Sheet of the PUD Development Plan. It was determined that to ensure the statement was enforceable as proposed by the applicant, it needed to be contained in a Proffer Statement. The applicant provided a Proffer Statement containing the same language as Planning Commission reviewed on October 10th with no additional changes to the application. The original application and background materials can be found at the following link:

Link to the full application and background materials. The Staff Report starts on page 47.
https://charlottesvilleva.portal.civicclerk.com/event/1788/files

These changes were taken up by the Planning Commission during a November 14, 2023 joint Public Hearing with City Council. *Planning Commission voted 5-1 to recommend approval.*

On December 4, 2023 City Council held a regular meeting related to this rezoning request. During this meeting City Council granted the applicant a two week deferral to allow adjustments to the plan and/or proffer statement. The applicant did not adjust their development plan, but they did make a change to the proffer statement that increased the cash contribution to the City's Affordable housing fund.

On December 18, 2023 City Council continued their deliberations from the December 4th meeting. During this meeting additional changes to the proffer were offered by the applicant which clarified the exact cash contribution that would be made to the City's Affordable Housing fund (Six Million, Eight Hundred Thousand Dollars ($6,800,00.00). These changes to the proffer statement require an additional Public Hearing by Planning Commission per Section 34-65(3).

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

Zoning Map Amendment to rezoning the Subject Property from R-3 Multifamily Residential to Planned Unit Development (PUD) with a Development Plan - **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. Proffer Statement Dated December 19, 2023
B. Link to December 18, 2023, City Council Meeting Materials https://charlottesvilleva.portal.civicclerk.com/event/1673/files/4559
C. Link to December 18, 2023, City Council recording (starting at 01:24:12) https://boxcast.tv/channel/vabajtzezuyv3iclkx1a?b=ppc47ejtkblqtapn8eqr

DocuSign Envelope ID: 41C81A35-D2CF-4E59-92F4-09E27028874F

Original Proffers ____X____
Amendment _____

PROFFER STATEMENT

Project Name: **Verve Charlottesville**

Date: December 19, 2023

Address: 100, 102, 104, 106-114, and 409 Stadium Road and 1705 Jefferson Park Avenue
Parcel Numbers: 160001000, 160002000, 160003000, 160004000, 160005000, 160008000

Owner of Record: **Woodrow Apartments, LLC; Woodrow Too, LLC; 1705 JPA LLC** (the "Owner")

Proposal:

- Rezone 100,102,104,106-114, and 409 Stadium Road and 1705 Jefferson Park Avenue, parcels 160001000, 160002000, 160003000, 160004000, 160005000, 160008000 (3.31 acres) (the "Property"), from R-3 district to Planned Unit Development (PUD) district with proffers (the "Project");

Total land area: Approximately 3.31 acres

The Owner hereby voluntarily proffers that if the City of Charlottesville City Council acts to rezone the property as requested, the Owner shall develop the Property in general accord with the following proffers pursuant to Sections 15.2-2303 and 15.2-2303.4 of the Code of Virginia, 1950, as amended, and pursuant to Section 34-41.d.8 of the City of Charlottesville Zoning Ordinance. The Owner specifically deems the following proffers reasonable and appropriate, as conclusively evidenced by the signatures below. This Proffer Statement shall run with the Property and each reference to the "Owner" within this Proffer Statement shall include within its meaning, and shall be binding upon, Owner's successor(s) in interest and/or the developer(s) of the Property or any portion of the Property.

1. **Affordable Housing:** The Owner shall make a cash contribution to the City's affordable housing fund in the amount equal to Six Million, Eight Hundred Thousand Dollars ($6,800,000.00). Such cash contribution shall be delivered to the City prior to the issuance of the first Certificate of Occupancy for the Project.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS]

DocuSign Envelope ID: 41C81A35-D2CF-4E59-92F4-09E27028874F

OWNER:

Woodrow Apartments, LLC
a Virginia limited liability company

By: DocuSigned by: AECD8E122F0E43B...

Printed Name: Richard H. Jones

Title: Member

Woodrow Too, LLC
a Virginia limited liability company

By: DocuSigned by: AECD8E122F0E43B...

Printed Name: Richard H. Jones

Title: Member

1705 JPA, LLC
a Virginia limited liability company

By: DocuSigned by: AECD8E122F0E43B...

Printed Name: Richard H. Jones

Title: Member

104153884.3

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION PUBLIC HEARING

APPLICATION FOR A REZONING OF PROPERTY

APPLICATION NUMBER: ZM23-00003

DATE OF HEARING: January 9, 2024

Project Planner: Dannan O'Connell
Date of Staff Report: December 29, 2023

Applicant: Williams Mullen
Current Property Owner: RMD Properties, LLC

Application Information

Property Street Address: 2117 Ivy Road
Tax Map & Parcel/Tax Status: 070001200 (real estate taxes paid current - Sec. 34-10)
Total Square Footage/ Acreage Site: Approx. 1.027 acres (44,736 square feet)
Comprehensive Plan (General Land Use Plan): Urban Mixed-Use Corridor
Current Zoning Classification: Urban Corridor (URB)
Proposed Zoning Classification: Planned Unit Development (PUD) with proffers
Overlay District: Entrance Corridor Overlay
Completeness: The application generally contains all the information required by Sec. 34-41 and Sec. 34-490 of the Code of City of Charlottesville (1990), as amended.

Applicant's Request (Summary)

Williams Mullen (Applicant), on behalf of RMD Properties, LLC (Owner), 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 application proposes to change the zoning classification of the Subject Property from "URB" (Urban Corridor) to "PUD" (Planned Unit Development) subject to proffered development conditions.

On November 14, 2023 Planning Commission held a joint Public Hearing with City Council on this proposed rezoning. *The Planning Commission voted 6-0 to recommend approval of the rezoning.*

The original staff report, application and background materials can be found starting at Page 278 of the following link:
https://charlottesvilleva.portal.civicclerk.com/event/1836/files/4422

Following this meeting, the applicant revised their proffer statement to increase their potential cash contribution to the City's Affordable Housing Fund and the period of affordability for provided Affordable Dwelling Units. They also revised their PUD Development Plan to constrain the maximum potential building height, clarify site dimensions and details, and expand the proposed pedestrian streetscape improvements. These changes were incorporated into a revised submission that was presented to City Council at their next regular meeting.

The modified development plan and proffer statement can be found starting at Page 224 of the following link:
https://charlottesvilleva.portal.civicclerk.com/event/1672/files/4474

City Council considered this rezoning request at their December 4, 2023 regular meeting. After some discussion, Council granted the applicant a two-week deferral to allow adjustments to their development plan and/or proffer statement. The applicant did not adjust their development plan, but they did amend their proffer statement to further increase their potential cash contribution to the City's Affordable housing fund and proffer modified streetscape improvements and building stepbacks with an attached "Exhibit A" illustrating the proposed changes.

On December 18, 2023, City Council continued their deliberations from the December 4th meeting. During this meeting additional changes to the proffer statement were offered by the applicant which eliminated the option to provide on-site Affordable Dwelling Units, instead offering an exact cash contribution to the City's Affordable Housing fund of Three Million, Two Hundred Fifty Thousand Dollars ($3,250,00.00), contingent on a minimum of Six Hundred Thirty-Four (634) bedrooms being allowed within the approved project. Otherwise, the applicants would provide an amount equal to four and one-half times that which would be required under City Code Section 34-12(d)(2) in effect as of the date of the Proffer Statement (December 19, 2023).

These changes to the proffer statement require an additional Public Hearing by Planning Commission per Section 34-65(3).

Staff Recommendation

Staff finds the proposed development as presented in the application materials could contribute to some goals within the City's Comprehensive Plan, such as the provision of additional multi-family housing and the encouragement of walkable, bikeable, and public transit-accessible residential areas. The uses presented in the proposed development are consistent with adopted 2021 Future Land Use Map.

The proposed structure is significantly taller than the eight-story maximum recommended by the Future Land Use Map. If approved, this PUD rezoning should contain a clear proffered commitment to Affordable Housing to justify the significant height increase. The Entrance Corridor Review Board shall also review the proposed structure prior to site plan approval to determine its appropriateness and compatibility with the City's Entrance Corridor Design Guidelines.

Suggested Motions

1. I move to recommend that City Council should approve ZM23-00003 on the basis that approval of the proposed PUD Development Plan is consistent with the 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 ZM23-00003.

Attachments

A. Proffer Statement and "Exhibit A" dated December 19, 2023.

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Original Proffers ____X____
Amendment _____

PROFFER STATEMENT

Project Name: **2117 Ivy Road**

Date: December 19, 2023

Address: 2117 Ivy Road
Parcel Number: 070001200

Owner of Record: **RMD Properties, LLC** (the "Owner" and "Applicant")

Proposal:

- Rezone 2117 Ivy Road, parcel 070001200 (1.02 acres) (the "Property"), from Urban Corridor (URB) district to Planned Unit Development (PUD) district with proffers (the "Project")

Total land area: Approximately 1.02 acres

The Applicant hereby voluntarily proffers that if the City of Charlottesville City Council acts to rezone the property as requested, the Applicant shall develop the Property in general accord with the following proffers pursuant to Sections 15.2-2303 and 15.2-2303.4 of the Code of Virginia, 1950, as amended, and pursuant to Section 34-41.d.8 of the City of Charlottesville Zoning Ordinance. The Applicant specifically deems the following proffers reasonable and appropriate, as conclusively evidenced by the signatures below. This Proffer Statement shall run with the Property and each reference to the "Owner" within this Proffer Statement shall include within its meaning, and shall be binding upon, Owner's successor(s) in interest and/or the developer(s) of the Property or any portion of the Property.

1. Affordable Housing

The Project is proposed to be student housing rented by the bedroom. The Applicant shall make a cash contribution to the City's affordable housing fund in the amount equal to Three Million, Two Hundred Fifty Thousand Dollars ($3,250,000), provided that the approved final site plan and approved building permit will permit a minimum of Six Hundred Thirty-Four (634) bedrooms. Otherwise, the amount will be equal to four and one-half (4 ½) times that which would be required under City Code Section 34-12(d)(2) in effect as of the date of this Proffer Statement, 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.

2. PUD Application Plan

A. **Application Plan.** The Property is depicted on the plans entitled "2117 Ivy Road" dated May 15, 2023, last revised November 21, 2023, prepared by WDG Architecture and Timmons Group (the "Application Plan"). The Property will be developed in general accord with the essential elements of the Application Plan, as required by City Zoning Ordinance Section 34-518.

B. **Exhibit A.** Notwithstanding the provisions of paragraph 2A above, the Property frontage along Ivy Road shall be developed to reflect the following major elements as shown and noted on attached plans entitled

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"PUD Exhibit A – Conceptual Building Section" dated December 12, 2023, prepared by Dwell Design Studio ("Exbibit A"), attached, subject to Entrance Corridor Review Board Approval:

1) The green zone shall be a minimum of 8 feet in width.
2) The sidewalk shall be a minimum of 10 feet in width.
3) Floors 1-2 shall be recessed at least 2 feet from Ivy Road beyond that shown on the Application Plan.
4) Floors 3-8 shall be recessed 4 feet from Ivy Road beyond that shown on the Application Plan.
5) Floors 9-10 shall be recessed 2 feet beyond floors 3-8.
6) The rooftop architectural trellis shall be recessed 10 feet from the top edge of floor 10.
7) Street tree species will be coordinated with City staff, the Entrance Corridor Review Board, and the University.

With regard to any differences between the approved Application Plan and this proffer statement with Exhibit A, this proffer statement and Exhibit A shall govern.

C. The Applicant shall submit a revised Application Plan incorporating the provisions of paragraph 2B within 30 days after City Council's action on the Application.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS]

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OWNER and APPLICANT:

RMD Properties, LLC
a Virginia limited liability company

By: DocuSigned by: Stephen G. Bus
84B52507324B45A...

Printed Name: Stephen G. Bus

Title: Authorized Signatory

103233021.6

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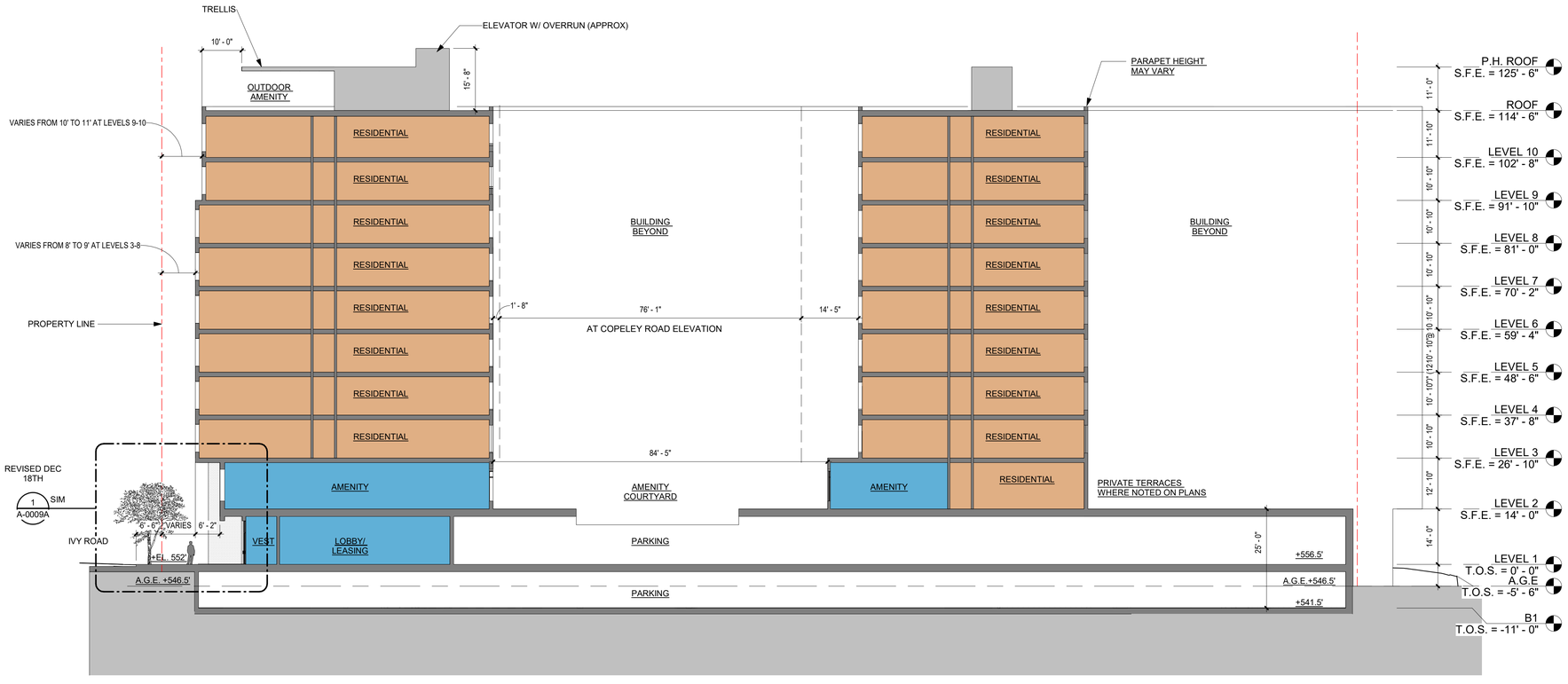
EXHIBIT A



1 REVISED BUILDING SECTION LOOKING WEST

1/16" = 1'-0"

0" 8' - 0" 16' - 0" 32' - 0"

dwell design studio

OWNER\ APPLICANT
RMD PROPERTIES
211 E HIGH ST.
CHARLOTTESVILLE, VA 22902
TEL - 217.474.5904

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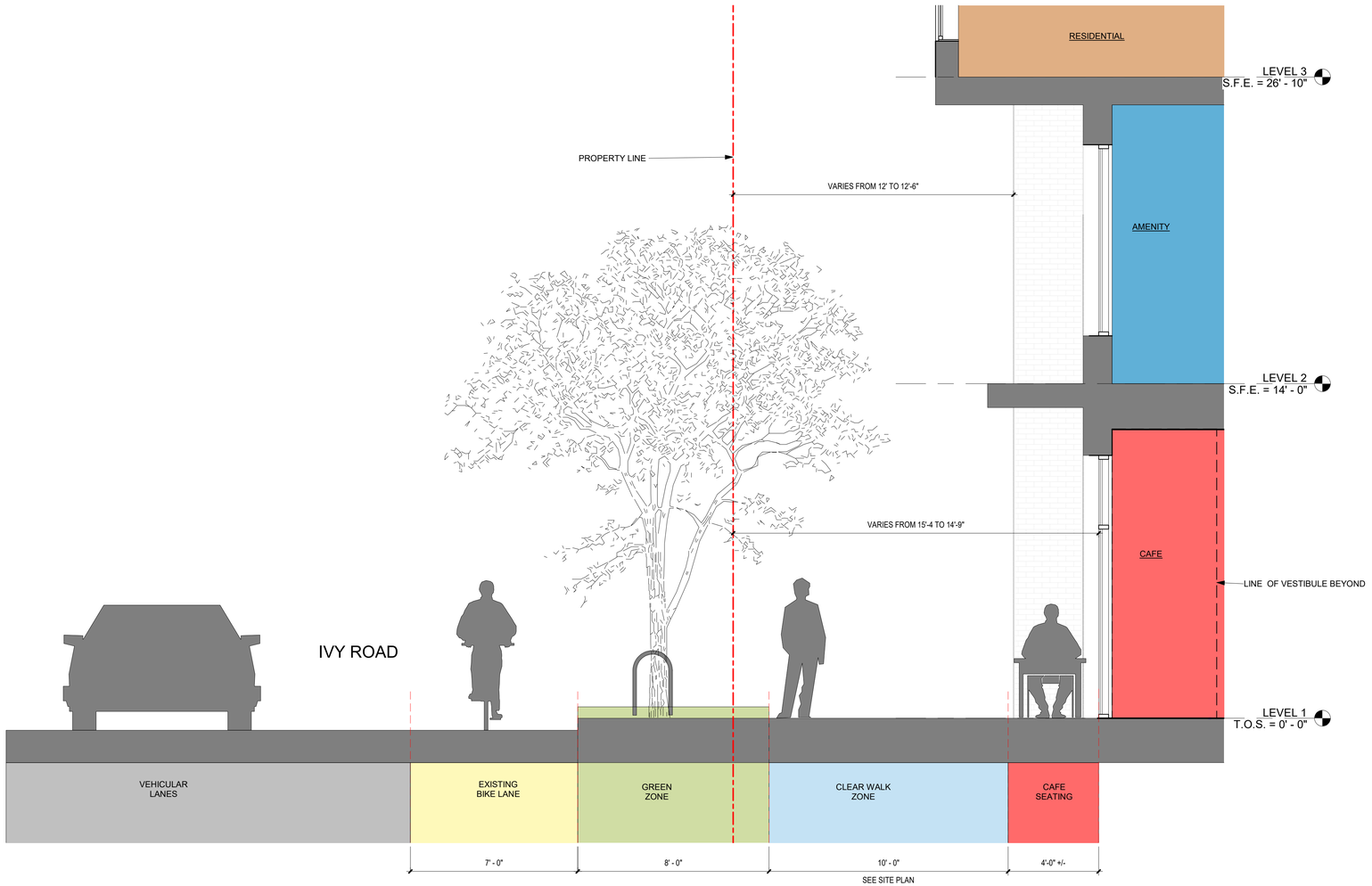
EXHIBIT A



1 REVISED CONCEPTUAL STREET SECTION

3/8" = 1'-0"

STREET TREE SPECIES WILL BE COORDINATED WITH CITY STAFF, ENTRANCE CORRIDOR REVIEW BOARD, AND UVA WITH A GOAL OF HAVING A REASONABLY CONSISTENT STREETSCAPE ALONG IVY ROAD.

0" 1' - 0" 2' - 0" 4' - 0"

dwell design studio
OWNER\ APPLICANT
RMD PROPERTIES
211 E HIGH ST.
CHARLOTTESVILLE, VA 22902
TEL - 217.474.5904

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CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR A REZONING OF PROPERTY

APPLICATION NUMBER: ZM23-0002

DATE OF MEETING: January 9, 2024

Project Planner: Carrie Rainey, RLA, AICP
Date of Staff Report: January 2, 2024

Applicant: Green Retro Salvage II Holdings, LLC
Applicant's Representative(s): Justin Shimp, Kelsey Schlein, Rachel Moon of Shimp Engineering, P.C.
Current Property Owner: Green Retro Salvage II Holdings, LLC

Application Information

Property Street Address: 108, 110, 112 Lankford Avenue
Tax Map & Parcel/Tax Status: 260012000 (real estate taxes paid current - Sec. 34-10)
Total Square Footage/ Acreage Site: Approx. 0.948 acres (41,303.59 square feet)
Comprehensive Plan (General Land Use Plan): General Residential
Current Zoning Classification: R-1S (Residential Single Family Small Lot)
Proposed Zoning Classification: R-3 (Multifamily Residential) with Proffers
Overlay District: None

Applicant's Request (Summary)

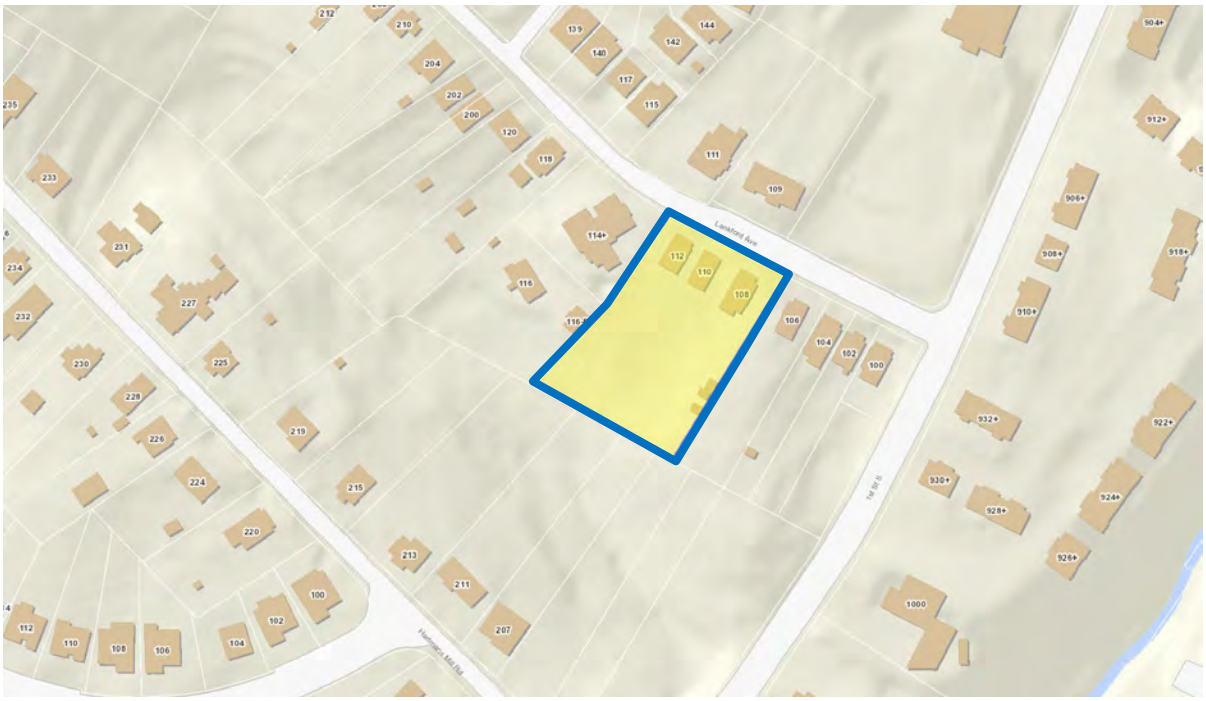
The Planning Commission and City Council held a joint public hearing on this rezoning application and the associated Special Use Permit (SUP) application on November 14, 2023. After the hearing, the Planning Commission granted the applicant's request to defer the application to make modifications. The applicant has chosen to defer the associated Critical Slope Waiver application until a later date. Updates to this Staff Report are shown in yellow highlighting. The staff report presented to the Planning Commission on November 14, 2023 is available starting on page 167 here:
https://charlottesvilleva.portal.civicclerk.com/event/1836/files/4422

Green Retro Salvage II Holdings, LLC (applicant and owner) has submitted a Rezoning application per Code Section 34-41 for property located at 108, 110, and 112 Lankford Avenue and identified in the City's land records as Tax Map and Parcel (TMP) 260012000 (Subject

Property). The applicant is pursuing a rezoning to change the existing zoning of the Subject Property from Residential Small Lot (R-1S) to R-3 (Multifamily Residential) with proffers. The proffer statement **(Attachment D)** provides 10% of residential units to be "for-rent affordable dwelling units." The proffer statement defines "affordable" to mean the cost of rent, including tenant paid utilities, will not exceed 30% of the monthly income of a 60% AMI (area median income) household. The proffer statement requires the affordable units to be affordable for 99 years, beginning on the date on which the first unit of the project receives a certificate of occupancy.

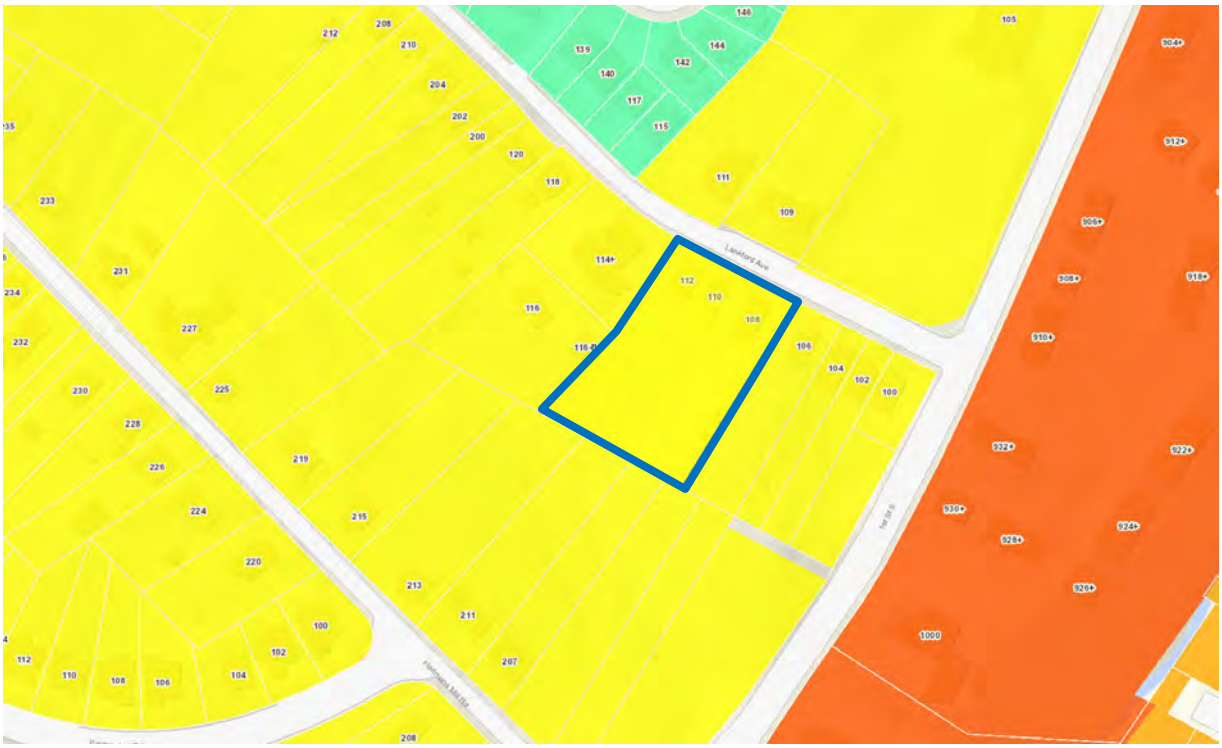
In order to implement the project as presented, the applicant has also applied for a Special Use Permit (SUP) (SP23-00003) to increase residential density from 21 dwelling units per acre (DUA) to 49 DUA and modify required setbacks and screening buffers. Should the rezoning request be approved, 19 residential units would be permitted and should the SUP application be approved 46 residential units would be permitted. Please see the following Staff Report for more information on the SUP application.

Vicinity Map



Context Map 1

Context Map 2- Zoning Classifications



KEY - Green: PUD, Yellow: R-1S, Dark Orange: R-3, Orange: R-2

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

KEY – Dark Brown: Higher-Intensity Residential, Yellow: General Residential, Yellow with Blue Dash: General Residential (Sensitive Community Area), Green: Open Spaces and Parks

Standard of Review

City Council may grant an applicant a rezoning request, giving consideration to a number of factors set forth within Section 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 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.

For 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 could be in compliance:

a. **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.

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 to jobs and commercial activity.*

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

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

Objectives for Residential Areas: Encourage incremental "house-sized," contextual infill within existing residential neighborhoods.

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.

Strategy 2.3 *Evaluate existing and potential new programs for protecting communities at risk of displacement, as well as protecting existing affordable housing, historic buildings, community-based urban agriculture sites, and other resources.*

Sub-strategy: *Where possible, prioritize the preservation of existing structures while encouraging a greater intensity of use. Encourage infill development and reuse of or additions to structures, rather than demolition of existing buildings, to address gaps in established or planned development patterns. This may include strategies that can help preserve existing structures, including the use of Accessory Dwelling*

Units (ADUs), building additions, transitioning larger single-family houses to apartments, etc.

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.

Strategy 3.1 *Utilize context-sensitive planning tools to maintain and enhance the distinct identities of Charlottesville's neighborhoods and corridors.*

Sub-strategy: *Encourage development that responds to the character of contiguous historic buildings and neighborhoods while allowing enhanced intensity of uses, including multi-family units, in forms and scales that are respectful of the surrounding neighborhood.*

Sub-strategy: *Require adequate transitions (such as step downs in scale and intensity) to mitigate impacts on adjacent residential and historic areas, as well as cemeteries.*

Staff Analysis: The 2021 Comprehensive Future Land Use Map designates the Subject Property and adjacent properties as General Residential. Properties across Lankford Avenue are designated as General Residential (Sensitive Community Areas). The Land Use Category Descriptions of the comprehensive plan states the following for General Residential areas:

Description: Allow for additional housing choice within existing residential neighborhoods throughout the city.
Form: Compatible with existing context, including house-sized structures with similar ground floor footprint area and setbacks as surrounding residential structures.
Height: Up to 2.5 stories.
Use and Affordability: Allow 3 unit per lot. Allow up to 4-unit dwellings if the existing structure is maintained. Allow additional units and height under an affordability bonus program or other zoning mechanism.

Staff finds while the proposed rezoning may contribute to some aspects of the City's Comprehensive Plan, the rezoning is not consistent with the Future Land Use Map, Land Use Category Description, and several aspects of the Comprehensive Plan. The General Residential Land Use Category limits residential units to four (4) per lot while the application proposes 46 residential units through the SUP application and would be permitted 19 residential units should this Rezoning application be approved. Staff is also concerned the scale of the proposed development does not align with the Land Use Category Description for General Residential or goals to implement context-sensitive infill

and respect existing neighborhood patterns and scale. The existing neighborhood includes a variety of residential use types, the larger site areas, deeper setbacks, smaller footprints, and shared green spaces reduce the density and scale of the community. The application materials (**Attachments B and C**) now show retention of two of the three existing structures along the front of the property, which staff finds consistent with the neighborhood pattern and scale. However, the three (3) proposed buildings will be taller and have a larger footprint than the typical patterns of the neighborhood.

Streets that Work Plan

Lankford Avenue (Honorary Name: Dr. Alvin Edwards Drive) is designated as a Local Street in the Plan. 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 rights-of-way, 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. Local Streets do not have priorities and Neighborhood A or B design element priorities, as laid out in the Streets that Work Plan, should be evaluated when determining design elements. The Streets that Work Plan notes the highest priority design elements for Neighborhood A Streets are sidewalks with a minimum of 5 to 6 feet of clear zone and bicycle facilities such as 5 feet bike lanes and 6 feet climbing lanes. On-street parking is also a high priority for Neighborhood A Streets. Lankford Avenue has a mostly complete sidewalk network with some gaps on the northern side of the street (the Subject Property is located on the southern side of the street). The existing sidewalks are approximately five (5) feet in width, but the clear walk width is reduced by existing power line poles in the sidewalk. In addition, no curbside buffer is provided between the sidewalk and street. The curb-to-curb width of Lankford Avenue varies but is approximately 30-ft in the vicinity of the Subject Property. On-street parking is generally permitted. The proposed development, as shown in **Attachment C**, does not propose any improvements to Lankford Avenue beyond a new driveway entrance on the eastern side of the Subject Property.

Staff Analysis: The existing conditions of Lankford Avenue generally align with the recommendations of the Streets that Work Plan. In addition, the narrow travel lanes and on-street parking limit potential improvements in the right-of-way. The proposed development will meet on-site parking requirements, which will minimize impacts to the availability of on-street parking for other residents in the area.

Bicycle and Pedestrian Master Plan

The 2015 Bicycle and Pedestrian Master Plan does not identify Lankford Avenue as a location for bicycle or pedestrian infrastructure improvements. The Master Plan proposes improvements to nearby 5th Street SW (bicycle lanes), 6th Street SE (shared roadway and contraflow bicycle lanes), Elliott Avenue (bicycle lanes and sidewalk improvements), and Ridge Street (shared roadway). The City has implemented the proposed bicycle facility improvements on 6th Street SE and is currently working on sidewalk improvements for Elliott Avenue and corridor improvements for 5th Street SW.

Staff Analysis: Based on the application materials, staff concludes that the proposed development will not have an impact to existing bicycle and pedestrian infrastructure. While the Subject Property's proximity to downtown and other amenities may encourage residents to walk and bike, staff finds the existing facilities and future planned public facilities will be adequate to address the potential increase of walkers and bikers in the area.

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 changing the zoning from R-1S to R-3 with proffers does not align with the 2021 Comprehensive Plan Future Land Use Map and Land Use Descriptions and therefore will not facilitate a harmonious community or protect and enhance the character and stability of the neighborhood.

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

The 2021 Comprehensive Plan Future Land Use Map designates the Subject Property as General Residential. A rezoning of the Subject Property (R-1S to R-3 with proffers) would not be consistent with this standard and is not justified per this code section.

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.

Most development within the R-3 zoning district, including the proposed development of multifamily residential units, will require review and approval of a site plan per Section 34-802 before land distribution activities can begin. During the review of the site plan staff would determine if existing public services and facilities would be adequate to support the development or if improvements are required.

The purposes set forth per Section 34-350 are:

Single-family (R-1). The single-family residential zoning districts are established to provide and protect quiet, low-density residential areas wherein the predominant pattern of residential development is the single-family dwelling. There are four (4) categories of single-family zoning districts: **R-1(S) ("small lot").** Consisting of low-density residential areas characterized by small-lot development.

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. There are three (3) categories of multifamily residential zoning districts: **R-3** consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

The Subject Property is currently zoned R-1S. R-1S lots are one of the most restrictive zoning categories in the City. All by-right, provisional, and special uses allowed within this zoning district are Residential and Related per code Section 34-420 and single-family detached is the most common of these uses. The permitted uses in the R-1S and R-3 residential districts are similar with several key differences. While the R-1S district limits residential use types to single family detached, the R-3 district permits single family detached, single family attached, two-family, townhouses, and multifamily residential developments. While both districts generally prohibit commercial and industrial uses, the R-3 district does allow uses such as health clinics up to 4,000 SF and public health clinics by-right and several commercial uses ancillary to a primary use including consumer service businesses up to 4,000 SF.

Zoning History of the Subject Property:

Year	Zoning District
1949	C Industrial
1958	R-3 Multiple Dwelling
1976	R-3 Residential Multiple Dwelling
1991	R-3 Residential Multiple Dwelling
2003	R-1S Residential

The Subject Property is bordered by:

Direction	Use	Zoning
North	Single family and Two-family	R-1S
South	Single family residential	R-1S
East	Single family residential	R-1S
West	Single family and multifamily residential	R-1S, IPP

Physical Characteristics Requirements:

Current R-1S Zoning		**Proposed R-3 Zoning**	
Physical Characteristics		**Physical Characteristics**	
Front Setback	25’ min	**Front Setback**	25’ min (modification to 10’ min requested*)
Side Setback	5’ min (Single Family Detached) 50’ min (Non-residential) 20’ min (Corner Street Side)	**Side Setback**	Res: Up to 21 DUA: 1’/2’ height, 10’ min 22-43 DUA: 1’/3’ height, 10’ min 44-87 DUA: 1’/4’ height, 10’ min (modification to 10’ min requested*) Non-Residential: 25’ min Corner, street side: 20 feet, min
Rear Setback	25’ min (Residential) 50’ min (Non-residential)	**Rear Setback**	25’ min (Residential)

Additional Setbacks	None	**Additional Setbacks**	Res: 22-43 DUA: 50’ min distance from façade to low density residential district 44-87 DUA: 75’ min from façade to low density residential district (modification to 10’ min side setback and 25’ rear setback requested*)
Land Coverage	No limit outside setbacks	**Land Coverage**	Up to 21 DUA: 75% max 22-87 DUA: 80% max
Height	35’ max	**Height**	45’ max
Min Lot Size	6,000SF (Single Family Detached) No requirement (non-residential)	**Min Lot Size**	6,000SF (Single Family Detached) 2,000SF with 3,600 SF Average (Single Family Attached) 7,200SF (Two-Family) 2,000SF (Townhouse) No requirement (non-residential)
Road Frontage	50’ (Single Family) No requirement (Non-residential)	**Road Frontage**	50’ (Single Family Detached, Two-family, Multifamily) 20’ (Single Family Attached) 16’ (Townhouse) No requirement (Non-residential)
Parking	1 space per unit	**Parking**	Efficiency, 1, and 2 bedroom: = 1 space per unit. 3 and 4 bedroom: = 2 spaces per unit.

* The applicant has also submitted a Special Use Permit application (SP23-00003), which proposes to modify these requirements per Section 34-162.

Staff Analysis: Staff finds a rezoning of the Subject Property would not be consistent with the patterns of development along Lankford Avenue and could negatively impact nearby residential properties. From the applicant materials staff finds that should the properties be

rezoned; the proposed development would most likely comply with the zoning standards found within the chapter but would not conform to the purposes set forth at the beginning of the chapter as the proposed development is not harmonious with the surrounding area.

Proffers

The applicant is proposing to rezone the Subject Property from R-1S to R-3 with proffers. The proffer statement includes:

1. Affordable Housing:

The Owner shall provide affordable housing within the Project, as follows:

a. For the purposes of this Proffer, the term "For-Rent Affordable Dwelling Unit" means a dwelling unit where the monthly cost of rent is affordable to households at 60 percent of the Area Median Income (AMI) for the Charlottesville, Virginia Metro Area as published annually by the Federal Department of Housing and Urban Development (HUD). For the purposes of this Proffer, the term "affordable" means that the cost of rent, including tenant paid utilities does not exceed 30% of the monthly income of a 60 percent AMI household.

i. For-Rent Affordable Dwelling Units shall be reserved for rental to low and moderate-income households having income less than or equal to 60 percent of the AMI.

b. The Owner shall cause 10% of the dwelling units constructed within the Project to be For-Rent Affordable Dwelling Units (the "Required Affordable Dwelling Units"). The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the Property ("Initial Designation"). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as For-Rent Affordable Dwelling Units, and the City's approval shall not unreasonably be withheld so long as a proposed change does not reduce the number or make-up of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.

i. The Required Affordable Dwelling Units shall be reserved as such throughout a period of ninety-nine (99) years, beginning from the date on which the first unit of the project receives a certificate of occupancy from the City's building official ("Rental Affordability Period"). All Required Affordable Dwelling Units shall be administered in accordance with one or more written declarations of covenants within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney.

ii. The Required Affordable Dwelling Units shall be comprised proportional to the unit types constructed.

iii. On or before January 10 of each calendar year, or an alternate date mutually agreed upon by the Owners and the City, the then current owner of each Required Affordable

Dwelling Unit shall submit an Annual Report to the City on a template provided by the City's Office of Community Solutions, identifying each Required Affordable Dwelling Unit by address and location, and verifying the household income of the occupant(s) of each Required Affordable Dwelling Unit.

iv. The Required Affordable Dwelling Units shall be constructed proportionally to the number of market rate units at a rate of 10 percent, so that for every ten (10) units constructed a minimum of one (1) is designated as a Required Affordable Dwelling Unit. Notwithstanding the foregoing, the Required Affordable Dwelling Units may be constructed at a rate that exceeds 10 percent of the total number of dwelling units. All Required Affordable Dwelling Units shall be constructed prior to the issuance of certificate of occupancy of the 44th dwelling unit.

v. Section 8 Housing Choice Vouchers or similar housing vouchers will be accepted as a form of payment for the Required Affordable Dwelling Units.

vi. The Owner shall provide a marketing plan to the Office of Community Solutions six months prior to the triggered date for affordable housing to be provided as outlined in 1.b.i for a residential unit within the Project. The marketing plan shall demonstrate how the affordable units will be advertised and will be prepared in a form acceptable to the Office of Community Solutions.

c. The land use obligations referenced in 1.a.i and 1.b.i through 1.b.vi shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Property shall have notice of and be bound by the obligations. The Required Affordable Dwelling Units shall be provided as for-rent units throughout the Rental Affordability Period.

Staff Analysis: The Office of Community Solution (OCS) staff cannot ascertain whether this project indeed amounts to 41,303.59 SF (see **Attachment E**) or not, as no plans have been submitted or required in this application process for comparison with the information in the Affordable Dwelling Unit (ADU) worksheet. If construction plans are submitted and approved, the applicant's compliance with Section 34-12, which includes the updated or last submitted ADU worksheet, must align with the total square footage of the site and gross floor area details as provided in the plans.

OCS Staff cautions the City's Planning Commission that staff is concerned about the risk and lost prospects of applying the City's Housing policies equitably and judiciously in a consistent manner. Therefore, OCS Staff does not recommend approval of this applicant's request in the absence of the required details. However, at the very least, if it is permissible staff

recommends conditional consideration, whereby the applicant is required to submit construction plans at some point prior to the acceptance of any proffer.

Per Section 34-12(a), should Council approve the rezoning request the applicant will be required to demonstrate compliance with the affordable housing provisions of Section 34-12. Detailed information sufficient to determine applicability must be provided and approved prior to site plan approval. Should the detailed information indicate affordable housing is required per Section 34-12, the applicant's provided proffer will be reviewed for compliance with the requirements. If the proffer does not meet the affordable housing requirements, the applicant must provide additional affordable housing to meet these requirements.

Public Comments Received

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

On August 2, 2023, the applicant held a Community Meeting at CitySpace (100 5th Street NE) beginning at 5:00pm. The meeting was attended by four (4) members of the public. Concern was expressed for impacts to traffic and on-street parking (as many existing homes do not have on-site parking), impacts to land values, impacts to the cemetery on the adjacent property (106 Lankford Avenue), and the proposed multifamily building style and heights. Attendees expressed a desire to see single family homes or tiny homes at this location. At the meeting, the applicant team confirmed underground and sonar survey work had been completed in respect to the cemetery on adjacent 106 Lankford Avenue.

Comments provided to City Council on November 6, 2023

During the Community Matters section of the City Council meeting on November 6, 2023, several members of the public spoke on traffic concerns on Lankford Avenue. The following summarizes the provided comments. The recordation of the City Council meeting can be viewed at https://www.charlottesville.gov/196/Streaming.

> Resident at 219 Lankford Avenue: Voiced concerns about speeding on Lankford Avenue. Noted more than half of homes on street have children residing there. Several factors contribute to speeding- hills and sidewalk discontinuity. Witnessed many near misses. Would like to work with City to implement traffic calming measures. (Approximately 6 members of the community raised their hands to indicate they share these views).
>
> Resident at 226 Lankford Avenue: Request Council installs traffic calming measures on the street. Street is full of young families. A delightful street full of caring neighbors but street receives a lot of traffic. Many cars use it as a cut through to Elliott Avenue

and appear to race on the street. Many neighbors have installed fences to ensure children stay in yard and away from the street. Request 3 speed humps to be installed on the street.

Resident on Lankford Avenue: Here to request speed traffic calming measures on Lankford Avenue. Recounts children yell at speeding cars to slow down. Number of families and young children increasing on the street. Speeding is also increasing. When school bus stopped at Ridge Street and Lankford, a motorcyclist passed the bus to speed down the street. Noise pollution from motorists is also concern. Noise wakes up children at night.

Resident on Lankford Avenue: Echo everything that has been said regarding traffic calming. It is hard to overstate how bad the traffic and speeding is, up to 50 mph on a regular basis. Very worrisome to cross the street with 2 small active children. Request 3 speed bumps positioned throughout the street. Also consider making the street 1-way, coming from South First Street to Ridge Street. Quite a few of us are watching virtually, been a concern for a long time. A traffic calming petition may have been submitted before.

Resident on Lankford Avenue: Father of 3 children. Fled civil war in Afghanistan as a child and remember my father feared for our safety, and now understand that fear. and how important it is for parents to be worried about their kids' safety. Voicing concerns about the safety of children on the street. Witnessed cars and bikes driving an unacceptable speed, flying down the street. Speed limit is 25 mph but witness cars flying down the street. Asking for speed bumps and warning signs before it is too late.

Resident at 229 Lankford Avenue: My family are the newest residents that are here tonight. We are not sure we are able to get all residents on the street to sign on to a petition but hope showing up to speak will result in expedited action. We hope a long study will not be required. As parents, we worry about picking up empty shell casings and calling in gunfire. A lot of issues that transcend traffic issues. Very diverse community. Happy to go to each home to ask for signature on a petition to get speed humps or traffic calming measures. Want to show children that others are speaking up for their safety.

Public Hearing Held on November 14, 2023

The Planning Commission and City Council held a joint public hearing on the project on November 14, 2023. No members of the public spoke at the hearing.

Other Comments

As of the date of this report, staff has received comments from two (2) community members. One community member indicated they are not supportive of the proposed Rezoning and SUP applications due to impacts from other developments in the neighborhood including on-street parking availability and difficulty traveling Lankford Avenue due the narrow width. The other community member noted concerns with increased traffic on Lankford Avenue including the narrow width of Lankford Avenue, lack of complete sidewalks, street grades increasing vehicular speeds, and the residential nature of the street which includes many homes with children or older adults. 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 rezoning request contributes to some goals of the Comprehensive Plan to provide additional housing options in proximity to community resources and transit stops. However, staff finds the rezoning request does not match the Future Land Use Map and Land Use Descriptions of the Comprehensive Plan and does not protect and enhance the character and stability of the neighborhood. The proposed rezoning request would permit 19 residential units and approval of the associated Special Use Permit application would permit 46 residential units, neither of which align with the Future Land Use Map General Residential designation maximum of four (4) residential units. In addition, while the revised application materials retain existing structures along Lankford Avenue, the overall scale and layout of the proposed development does not align with existing patterns on Lankford Avenue. Staff recommends the rezoning of the Subject Property from R-1S to R-3 will not serve the interests of the general public and good zoning practice.

The rezoning application is being presented in tandem with a Special Use Permit application (SP23-00003). Additional modifications to the Subject Property are contained within the SUP application and staff report.

Suggested Motions

1. I move to recommend denial of this application to rezone the Subject Property from R-1S to R-3, on the basis that the proposal would not serve the interests of the general public and good zoning practice.

OR,

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

Attachments

A. Rezoning Application dated December 23, 2023.
B. Narrative dated December 4, 2023.
C. Concept Plan and Exhibits dated December 4, 2023.
D. Preliminary Proffer Statement provided December 4, 2023.
E. Affordable Dwelling Unit Ordinance Worksheet.
F. Community Meeting Materials.

City of Charlottesville

Application for Rezoning

Project Name: 108 Lankford Avenue

Address of Property: 108 Lankford Avenue, 110 Lankford Avenue, 112 Lankford Avenue

Tax Map and Parcel Number(s): 260012000

Current Zoning: R-1S

Proposed Zoning: R-3

Comprehensive Plan Land Use Designation: General Residential

Applicant: Green Retro Salvage II Holdings, LLC

Address: 2450 Lost Hollow Path, Charlottesville, VA 22911

Phone: _____ **Email:** rdl3s@icloud.com

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

[Owner] Owner's Agent Contract Purchaser

Owner of Record: same as applicant

Address: _____

Phone: _____ **Email:** _____

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

(1) Signature _____ **Print** Robin LeCroy **Date** 12/22/2023

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

Other (specify): _____

(2) Signature _____ **Print** Robin LeCroy **Date** 12/23/2023

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

Other (specify): _____

City of Charlottesville

Pre-Application Meeting Verification

Project Name: 108 Lankford

Pre-Application Meeting Date: April 13, 2022

Applicant's Representative: Justin Shimp

Planner: Carrie Rainey

Other City Officials in Attendance:

Brennen Duncan

Jack Dawson

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

1. Traffic impact study per Sections 34-41(b)(5), 34-158(a)(6), and 34-157
2. Massing diagrams per Sections 34-41(b)(5) and 34-158(a)(4)
3. Affordable housing data per Section 34-41(b)(5)
4. Documentation of community meeting required by Section 34-41(c)(2) as specified by City Council's June 20, 2020 Community Engagement Meeting Requirements
5. Narrative and supplemental materials per Section 34-41(d)

Planner Signature: Carrie Rainey, April 13, 2022

City of Charlottesville

Application Checklist

Project Name: 108 Lankford Avenue

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

- [x] 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- [x] 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
- [x] 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- [x] Completed proffer statement draft
- [x] All items noted on the Pre-Application Meeting Verification.

Applicant

Signature _____ **Print** Robin LeGallo **Date** 12/22/23

By Its: Member

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

City of Charlottesville

Community Meeting

Project Name: 108 Lankford Avenue

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: Green Retro Salvage II Holdings LLC

By:

Signature _____ **Print** Robin LeGault **Date** 12/22/2023

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

City of Charlottesville

Personal Interest Statement

Project Name: 108 Lankford 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 Planning Council Commission, or their immediate family member, has a personal interest in the property or transaction that is the subject of this application.

Applicant: Green Retro Salvage II Holdings LLC

By:

Signature _____ **Print** Robin LaCombe **Date** 12/23/2023

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

Commonwealth of Virginia

City of Charlottesville

The foregoing instrument was subscribed and sworn before me this 22nd day of December, 2023 by Robin.

Notary Signature Kelsey Schlein

Registration #: 7907276 **Expires** 01/31/2024

KELSEY SCHLEIN
NOTARY PUBLIC
REG. #7907276
MY COMMISSION EXPIRES
01/31/2024
COMMONWEALTH OF VIRGINIA

City of Charlottesville

Owner's Authorizations

(Not Required)

Project Name: 108 Lankford 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: Green Retro Salvage II Holdings LLC **Date** 12/22/23

By (sign name): _____ **Print Name:** Robin LeCroy

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: Justin Shimp or Kelsey Schlein

Name of Corporate or other legal entity authorized to serve as agent: Shimp Engineering, P.C.

Owner: Green Retro Salvage II Holdings LLC **Date:** 12/22/23

By (sign name): _____ **Print Name:** Robin LeCroy

Circle one:

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

Other (specific): _____

City of Charlottesville

Disclosure of Equitable Ownership

Project Name: 108 Lankford 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 Robin LeGrand **Address** 2150 Lost Hollow Path Charlottesville, VA 22911

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: Green Retro Salvage II Holdings, LLC

By:

Signature _____ **Print** Robin LeGrand **Date** 12/13/2023

Its: Member (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:** _____

SHIMP ENGINEERING, P.C.
Design Focused Engineering

Project Narrative For: **108 Lankford Avenue**

Parcel Description: **260012000**

Initial Submittal: **April 13, 2023**

Revised: **December 4, 2023**

Pre-App Meeting Date: **April 13, 2022**

	ACREAGE	EXISTING ZONING	PROPOSED ZONING	COMP PLAN DESIGNATION
TMP 26-12	**0.9482**	**R-1S**	**R-3**	**General Residential**

Location:

TMP 26-12 has a physical address of 108, 110, and 112 Lankford Avenue in Charlottesville, Va. The property is located in Charlottesville's Ridge Street Neighborhood.

Project Proposal:

Green Retro Salvage II Holdings, LLC is the owner (the "owner") of tax map parcel 26-12 in the City of Charlottesville (the "property"). On behalf of the owner, we request a rezoning from R-1S to R-3 and a special use permit to allow for a density of 49 DUA for a total of 46 residential units on the property. In conjunction with the special use permit request and in accordance with Sec. 34-162 of City of Charlottesville's Zoning Ordinance, we request a modification to Sec. 34-353(A) for the required front yard setback, a modification to Sec. 34-353(B)(4) for the minimum distance between a multifamily façade and the adjacent boundary of a low-density residential district, and a modification to Sec. 34-872 for the required landscape buffer. See Table A below outlining the zoning requirement and requested modification proposed pursuant to Sec. 34-162:

TABLE A

	Requirement	**Requested Modification**
Sec. 34-353(A)	Front setback: 25' minimum	Front setback: 10'
Sec. 34-353(B)(4)	Distance between the façade of a multifamily dwelling and the boundary of any low density residential district: 75', where the R-3 property has a density of 44-87 DUA	Distance between the façade of the multifamily dwelling and the boundary of any low density residential district shall conform with the side and rear setbacks as proposed
Sec. 84-872	A 20' landscape buffer shall be provided between any multifamily development and a low density residential property	6' opaque screening fence between the multifamily development and adjacent low density parcels

To establish this residential development near Downtown Charlottesville, we propose the development of three multifamily structures, each containing 14 to 15 units, and the preservation of the two single family

structures located at 110 and 112 Lankford Ave. The units are anticipated to be a mixture of studios, 1-bedrooms, and 2-bedrooms. The three multifamily buildings proposed would be relegated behind the existing single family structures along with the parking. 16 shade trees will be planted on the property to increase the tree canopy and minimize the urban heat effect from surface level parking. The multifamily buildings are to be stepped into the grade, which would nest the structures into the site topography and minimize the scale of the buildings.

The project design will establish:

1. A neighborhood-density residential development that provides additional housing near employment centers, such as IX Art Park, Downtown Charlottesville, and the Avon Street Commercial Corridor.
2. Intentional amenity and greenspace areas for residents to enjoy

Public Benefit & Need

According to the Charlottesville Housing Needs Assessment, the demand for housing is rapidly outpacing the available supply within and around the City limits. Just over half of the Charlottesville housing supply is single-family detached homes and "the city's constrained supply of developable land supply limits the potential for new residential construction" (v). With 108 Lankford's close proximity to City employment centers, the surrounding walkability, and the accessibility to public transportation, the construction of 44 multifamily units would provide strategic density within small multifamily structures. The configuration of the three buildings and the parking area, the installation of an opaque fence along the side and rear of the property, and the proposed landscaping would minimize any impacts to the surrounding area, while providing increased density near the Downtown area. This neighborhood south of Elliott Avenue features a mixture of single-family residential, townhomes, and apartments and the block immediately east of the site is the location of the existing South First Street public housing and redevelopment. At the completion of phase 2 of the redevelopment, there will be 175 new units approximately 300' from the site. Given the mixture of housing in the existing neighborhood context and Lankford's location in proximity to City destinations and public transportation, permitting additional density on the property would align with the surrounding neighborhood while creating housing that is accessible to City resources such as public transportation and employment, service, and recreational destinations.

The vision and development rights for this property have changed over time, for nearly 50 years this property was imagined as a multi-family property until it was downzoned with the 2003 City-wide rezoning. This proposal, which preserves existing structures, and provides creative infill with small multi-family buildings constructed into the topography of the site, fits within the City's future land use vision for this property; this project, especially with its most recent revisions, provides context sensitive infill density in a well-connected and largely walkable part of the City.

Consistency with the Comprehensive Plan

<u>Chapter 4 Land Use, Urban Form, and Historic & Cultural Preservation</u>

Goal 2. Future Land Use Vision

Strategy 2.3. Sub-strategy

Where possible, prioritize the preservation of existing structures while encouraging a greater intensity of use. Encourage infill development and reuse of or additions to structures, rather than demolition of existing buildings, to address gaps in established or planned development patterns.

Based on planning commission feedback, the Staff Report, and public comment from the Planning Commission meeting held on November 14th, 2023, the proposed layout was revised to preserve two of the existing structures fronting Lankford Avenue. Retaining these single family buildings and infilling the lot with additional structures provides a greater intensity of use while maintaining a familiar streetscape along Lankford Avenue. With the retention of two of the existing structures and the commitment to maintaining a streetscape that is largely consistent with what exists on the property today, this project is directly consistent with this sub-strategy of the Comprehensive Plan.

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.

Increasing the density on this parcel will provide more equitable housing options for current and future city residents, specifically near the City core. While one existing dwelling unit is proposed to be removed, two existing single family detached units are proposed to remain and 44 new units would be created with the redevelopment. The property is located within the *General Residential area* in the Future Land Use Map, which seeks to "allow for additional housing choice within the existing residential neighborhoods throughout the city." Although General Residential describes the current single family detached uses of the Lankford neighborhood, the proposed rezoning and special use permit request falls in between General Residential and Medium Intensity Residential, which would be appropriate for this southern Downtown area. Although a density of 49 DUA is requested, the redevelopment would align with the General Residential: Outside of Sensitive Areas precedents set forth by the Comprehensive Plan, as a multiplex development.

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.

The rezoning and special use permit request seek to permit an infill development. Currently, there are three single family detached units on the property and, if permitted, the infill development would provide 46 units on the property. With the preservation of two existing dwelling units and the addition of three new multi-family structures relegated behind the homes that are proposed to remain, this project strikes a direct balance between conservation and change. Given the property's location, the proposed infill would provide access to various areas of employment and City amenities, while encouraging residents to take advantage of the existing bike-ped and public transit infrastructure available in this area.

Future Land Use Planning Objectives

- *Build upon land use recommendations integrated within the City's citywide studies, Small Area Plans, and the 2021 Affordable Housing Plan.*
- *Ensure citywide, equitable opportunities for additional housing and enhanced community services.*
- *Explore the development potential of vacant or underutilized properties.*
- *Protect, preserve, and enhance natural and cultural resources.*

Objectives for Residential Areas

- *Foster walkable, bikeable, and transit accessible neighborhoods.*
- *Increase opportunities to develop diverse housing options near schools, parks, shopping districts, and employment centers.*

The property is located within the General Residential area of the Future Land Use Map. The rezoning of the property to R-3 to provide multi-family units would achieve the intent of the Charlottesville Affordable Housing Plan to "change zoning and development processes to increase the production of multifamily housing.".[1] Offering multifamily housing in a single family residential neighborhood diversifies the housing options and provide opportunities for rental units, serving a more economically diverse population of residents immediately adjacent to the City center. While three single family detached units are present on the property, a redevelopment of the site would provide up to 46 units. Redevelopment of a site near Downtown Charlottesville would further contribute to the housing supply within the limited City area. The location of the property is ideal for encouraging density. Commercial uses and services are easily accessible by walking or biking, and residents may utilize the Charlottesville Area Transit bus stops immediately adjacent to their homes. A Route 6 bus stop is located at the corner of Elliot Ave and 1st St S and the property is a three-minute walk to IX Art Park, and a ten-minute walk to the Downtown Mall and the CAT Transit Station. With the accessibility of walking and biking infrastructure, the bus network, and the proximity to various City nodes, such as Downtown Belmont and the Downtown Mall, increasing housing opportunities within this area of Belmont would facilitate resident access to areas of City employment and amenities.

<u>Chapter 5 Housing</u>

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.

A medium-density multi-family development on this property is an opportunity to incorporate more housing options throughout the City and contribute to City goals of achieving a mixture of housing types in as many areas of the City as possible. The adjacent properties to 108 Lankford Avenue are currently single family residential and multi-family, with a mixture of additional housing types within the surrounding block network. Lankford Avenue's location provides a key opportunity to create 46 residential units close to the City Center. 108 Lankford is approximately 0.3-miles from IX Art Park and one-mile from the Downtown Mall. In addition to the CAT Transit Station downtown, several bus stops are within the walking shed of the property. With the existing bike-ped infrastructure around Downtown Charlottesville and access to CAT public transit, increasing density on Lankford Avenue would place future residents within a well-connected area of the City. These connections provide access to areas of employment, parks and public space, and areas of commercial services. While the Comprehensive Plan designates the property as 'General Residential,' the location of the site could accommodate higher density, due to its location near the urban center. The property would increase housing diversity south of Downtown and would allow at least 46 new residents to live near a variety of City amenities.

[1] Charlottesville Affordable Housing Plan, outlining the recommended land use changes and the following impacts, page 80.

Compliance with USBC:

The plans submitted for 108 Lankford Avenue are to comply with the applicable USBC provisions.

Impacts on Public Facilities & Public Infrastructure:

American Community Survey (ACS) 5-year estimates indicate the average household size in Charlottesville is 2.38 people[2].Using the ACS average, a multi-family development with a maximum of 46 proposed units could potentially yield 110 new residents living on the property. ACS estimates include all housing types in their analysis and it is anticipated that the unit types proposed with 108 Lankford would only house one- to two-person households.

The impacts on transportation infrastructure from 46 units will be minimal. Using ITE trip generation estimates for multi-family development, it is estimated that the proposed 44 additional units would create 18 trips in the morning peak hour and 23 trips in the evening peak hour. Given the location, many residents would choose to walk, bike, or use transit.

Impacts on Schools:

This property lies within the Jackson Via Elementary School district. After attending neighborhood elementary schools, all Charlottesville students attend Walker Upper Elementary School, Buford Middle School, and Charlottesville High School.

Charlottesville City Public Schools do not provide school multipliers per unit however, nearby Albemarle County Public Schools derive this metric from occupied housing units in the County. Using Albemarle's metric, each multi-family unit is expected to house .09 pupils. With 44 units proposed, this metric yields an estimate of 4 students affiliated with the new units proposed on the property. The existing units are calculated with this estimate since they are pre-existing and therefore will not create additional impact on the school system.

Proposed Conditions of Approval (Special Use Permit)

In addition to those conditions of special use permit approval proposed by Staff in the November 14, 2023 Staff Report for SP23-00003, the applicant proposes an additional condition for consideration in response to the conversation with the Planning Commission at the November 14, 2023 meeting. In response to concerns related to the amount of parking provided and the potential heat island effect resulting from the increased dark surfaced impervious areas, the applicant proposes to increase the number of trees required to be provided by Sec. 34-873(d)(2) of the City of Charlottesville Zoning Ordinance (as of the date of approval). Sec. 34-873(d)(2) requires a minimum of one tree per eight (8) parking spaces and the applicant proposes to provide a minimum of one tree per four (4) parking spaces. The proposed condition is as follows:

The Landowner shall provide a minimum of one tree per four (4) parking spaces to increase the required tree count in the parking lot by 100% beyond the requirements provided for in Sec. 34-873(d)(2) of the City of Charlottesville Zoning Ordinance as of December 4, 2023.

[2] ACS 2013-2017 5 YR Estimates Table B25010 "Average Household Size of Occupied Housing Units by Tenure"

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE CONTEXT

Ix Art Park

Ridge Street
Burnet Way
Burnet Street
Lankford Avenue
Elliott Avenue
1st Street S
Hartmans Mill Road
Paynes Mill Road

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

108 LANKFORD AVENUE
SITE, REZONING + SPECIAL USE PERMIT DETAILS

OWNER/DEVELOPER
Green Retro Salvage II Holdings, LLC
2450 Lost Hollow Path
Charlottesville, VA 22911

TMP
26-12

ACREAGE
0.9482

NEIGHBORHOOD
Ridge Street

CRITICAL SLOPES
Critical slopes are present on the property.

FLOODZONE
According to the FEMA Flood Insurance Rate Map, effective date February 4, 2005 (Community Panel 51003C0288D), this property does not lie within a floodplain.

USE
EXISTING: (3) single family residential homes
PROPOSED: Multifamily residential and two single family residential homes

ZONING
EXISTING: R-1S
PROPOSED: R-3 w/ special use permit for 49 DUA

DENSITY
COMPREHENSIVE PLAN DESIGNATION: General Residential
PROPOSED: 46 units proposed, 49 DUA

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE CONTEXT

TMP 26 2

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

ZONING MAP

Sheet 4 of 9

B-1

PUD

R-1S

R-3

R-2

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

108 LANKFORD AVENUE

FUTURE LAND USE MAP

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

EXISTING CONDITIONS

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

CONCEPT PLAN

Sheet 7 of 9

10' front setback (requested)

10' side setback

Rain tank
Underground storage

10' side setback

25' rear setback

Underground storage chambers

Additional Notes:

1.) Per Sec. 34-353 of the Charlottesville Zoning Ordinance, land coverage in R-3 shall not exceed 80% of the total site area for 22-87 DUA.

30 0 30 60 90

Graphic Scale: 1"=30'

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

MASSING DIAGRAM

TMP 26-12

Submitted 04 December 2023

project: 22.008

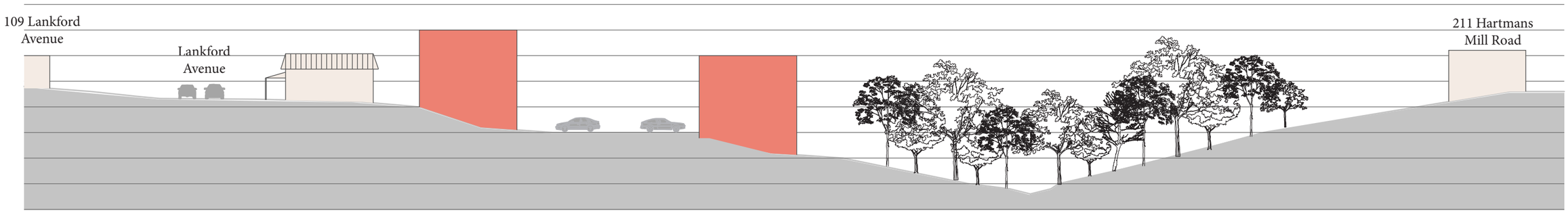
SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE SECTION

Sheet 9 of 9



40 0 40 80 120

Graphic Scale: 1”=40’

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

BEFORE THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA
IN RE: PETITION FOR REZONING (City Application No. ZM22-00002)
STATEMENT OF **DRAFT** PROFFER CONDITIONS
For 108 Lankford Avenue

City of Charlottesville Tax Map 26 Parcel 12

TO THE HONORABLE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF CHARLOTTESVILLE

Green Retro Salvage II Holdings, LLC is the owner of Tax Parcel 260012000 (the "Owner") and seeks to rezone their property (the "Property") which is the subject parcel of rezoning application ZM23-00002, a project known as 108 Lankford Avenue (the "Project"). The Owner seeks to amend the current zoning of the Property subject to certain voluntary conditions set forth below.

In furtherance of the Project, the Owner hereby proffers for City Council's consideration voluntary development conditions, which the Owner agrees are reasonable. The Owner agrees that, if the Property is rezoned as requested, the use and development of the Property will be subject to and in accordance with the following conditions:

1. **Affordable Housing:**
   The Owner shall provide affordable housing within the Project, as follows:

   a. For the purposes of this Proffer, the term "For-Rent Affordable Dwelling Unit" means a dwelling unit where the monthly cost of rent is affordable to households at 60 percent of the Area Median Income (AMI) for the Charlottesville, Virginia Metro Area as published annually by the Federal Department of Housing and Urban Development (HUD). For the purposes of this Proffer, the term "affordable" means that the cost of rent, including tenant paid utilities does not exceed 30% of the monthly income of a 60 percent AMI household.
      i. For-Rent Affordable Dwelling Units shall be reserved for rental to low and moderate-income households having income less than or equal to 60 percent of the AMI.

   b. The Owner shall cause 10% of the dwelling units constructed within the Project to be For-Rent Affordable Dwelling Units (the "Required Affordable Dwelling Units"). The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the Property ("Initial Designation"). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as For-Rent Affordable Dwelling Units, and the City's approval shall not unreasonably be withheld so long as a proposed change does not reduce the number or make-up of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.
      i. The Required Affordable Dwelling Units shall be reserved as such throughout a period of ninety-nine (99) years, beginning from the date on which the first unit of the project receives a certificate of occupancy from the City's building official ("Rental Affordability Period"). All Required Affordable Dwelling Units shall be

administered in accordance with one or more written declarations of covenants within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney.

ii. The Required Affordable Dwelling Units shall be comprised proportional to the unit types constructed.

iii. On or before January 10 of each calendar year, or an alternate date mutually agreed upon by the Owners and the City, the then current owner of each Required Affordable Dwelling Unit shall submit an Annual Report to the City on a template provided by the City's Office of Community Solutions, identifying each Required Affordable Dwelling Unit by address and location, and verifying the household income of the occupant(s) of each Required Affordable Dwelling Unit.

iv. The Required Affordable Dwelling Units shall be constructed proportionally to the number of market rate units at a rate of 10 percent, so that for every ten (10) units constructed a minimum of one (1) is designated as a Required Affordable Dwelling Unit. Notwithstanding the foregoing, the Required Affordable Dwelling Units may be constructed at a rate that exceeds 10 percent of the total number of dwelling units. All Required Affordable Dwelling Units shall be constructed prior to the issuance of certificate of occupancy of the 44th dwelling unit.

v. Section 8 Housing Choice Vouchers or similar housing vouchers will be accepted as a form of payment for the Required Affordable Dwelling Units.

vi. The Owner shall provide a marketing plan to the Office of Community Solutions six months prior to the triggered date for affordable housing to be provided as outlined in 1.b.i for a residential unit within the Project. The marketing plan shall demonstrate how the affordable units will be advertised and will be prepared in a form acceptable to the Office of Community Solutions.

c. The land use obligations referenced in 1.a.i and 1.b.i through 1.b.vi shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Property shall have notice of and be bound by the obligations. The Required Affordable Dwelling Units shall be provided as for-rent units throughout the Rental Affordability Period.

WHEREFORE, the undersigned Owner stipulates and agrees that the use and development of the Property shall be in conformity with the conditions hereinabove stated, and request that the Property be rezoned as requested, in accordance with the Zoning Ordinance of the City of Charlottesville.

By: _____
Green Retro Salvage II Holdings, LLC

Print Name: _____

Owner’s Address: _____

Affordable Dwelling Unit Ordinance Worksheet-108 Lankford Avenue

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

A.	Total size of development site:	0.9482 acres				
B.	Total square footage of site:	0.9482 (# of acres)	x	43,560.00	=	41,303.59
C.	1.0 Floor Area Ratio (FAR):	41,303.59 *(total sf of site)*				
D.	Gross Floor Area (GFA) of **ALL** buildings/uses:	25,734.00 sf				
E.	Total site FAR:	25,734.00 *(total GFA of site)*	÷	41,303.59 *(1.0 FAR)*	=	0.62

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.

SHIMP ENGINEERING, P.C.
Design Focused Engineering

August 28, 2023

Carrie Rainey
City of Charlottesville
610 East Market Street
Charlottesville, Virginia 22902

RE: 108 Lankford Avenue Community Notification Letter

Dear Carrie,

A notification letter to nearby residents concerning the 108 Lankford Avenue Rezoning, Special Use Permit, and Critical Slopes Waiver request was submitted to a mailing service on July 11, 2023. The mailing service noted delivery on July 14, 2023. This notification letter included details about the project and information about the upcoming community meeting for this project which was held in person at CitySpace, 100 5th St NE, Charlottesville, VA 22902 on **Wednesday, August 2, 2023 at 5:00 PM.**

Please find the letter that was mailed to nearby residents attached; this letter was mailed to all addresses that were provided to us by the City.

Respectfully,

Rachel Moon

KELSEY SCHLEIN
NOTARY PUBLIC
REG. #7907276
MY COMMISSION EXPIRES
01/31/2024
COMMONWEALTH OF VIRGINIA

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF Charlottesville, to wit:

The foregoing document was acknowledged before me this 28th day of August 2023 by Rachel Moon.

My Commission expires: 01/31/2024

Notary Public

SHIMP ENGINEERING, P.C.
Design Focused Engineering

July 11, 2023

Shimp Engineering
Justin Shimp, Project Representative
912 E High St.
Charlottesville, VA 22902
justin@shimp-engineering.com
(434) 227-5140

RE: Community Meeting for 108 | 110 | 112 Lankford Avenue Rezoning & Special Use Permit

Dear Neighbor,

On behalf of Green Retro Salvage II Holdings, LLC, we, Shimp Engineering, invite you to review information and provide comments regarding our request for a rezoning and special use permit to increase the allowable residential density on tax parcel 260012000. This is a 0.9482-acre parcel with a physical address of 108, 110, and 112 Lankford Avenue in Charlottesville's Ridge Street Neighborhood. This request is to rezone the property from R-1S to R-3 to allow for multifamily housing. Additionally, a special use permit is being requested concurrently with the rezoning to allow for 48 units on the property, or 51 dwelling units per acre. A critical slopes waiver is also requested to permit the project to be developed as shown. The 48 units would be housed within four mid-sized multifamily buildings. The proposed units are proposed primarily as studio apartments, with limited one- and two-bedroom units. Included with this letter is a context map identifying the property and a concept plan that was submitted as part of the application.

We invite you to ask questions and share comments about the proposed project, City review procedures, and relevant regulations and policies of the City applicable to the proposed project on **Wednesday, August 2 at CitySpace, 100 Fifth Street NE, Charlottesville, VA 22902**. Doors will open at 5:00 PM and a short presentation will begin promptly at 5:30 PM.

There are several ways that you can learn more about this project, share your comments, or ask questions about this proposal:
1. Attend the community meeting on Wednesday, August 2
2. Contact me directly by phone or email using the contact information provided at the top left corner of this letter
3. Contact the lead City reviewer directly with questions or comments: Carrie Rainey, raineyc@charlottesville.gov

We look forward to hearing from you.

Best regards,

Justin Shimp, P.E.

Ridge Street
Mt. Zion Baptist Church
Elliott Avenue
IX Art Park
1st Street S
Lankford Avenue
SITE
Hartmans Mill Road

Lankford Avenue
10' front setback (requested)
10' side setback
Rain tank
Underground storage
10' side setback
25' rear setback
Underground storage chambers
Critical slopes

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR A SPECIAL USE PERMIT

APPLICATION NUMBER: SP23-00003

DATE OF MEETING: January 9, 2024

Project Planner: Carrie Rainey, RLA, AICP
Date of Staff Report: January 2, 2024

Applicant: Green Retro Salvage II Holdings, LLC
Applicant's Representative(s): Justin Shimp, Kelsey Schlein, Rachel Moon of Shimp Engineering, P.C.
Current Property Owner: Green Retro Salvage II Holdings, LLC
Application Information
Property Street Address: 108, 110, 112 Lankford Avenue
Tax Map & Parcel/Tax Status: 260012000 (real estate taxes paid current - Sec. 34-10)
Total Square Footage/ Acreage Site: Approx. 0.948 acres (41,303.59 square feet)
Comprehensive Plan (General Land Use Plan): General Residential
Current Zoning Classification: R-1S (Residential Single Family Small Lot)
Proposed Zoning Classification (See Rezoning Application ZM23-00002): R-3 (Multifamily Residential) with Proffers
Overlay District: None

Applicant's Request (Summary)

The Planning Commission and City Council held a joint public hearing on this Special Use Permit (SUP) application and the associated rezoning application on November 14, 2023. After the hearing, the Planning Commission granted the applicant's request to defer the application to make modifications. The applicant has chosen to defer the associated Critical Slope Waiver application until a later date. Updates to this Staff Report are shown in yellow highlighting. The staff report presented to the Planning Commission on November 14, 2023 is available starting on page 167 here: https://charlottesvilleva.portal.civicclerk.com/event/1836/files/4422

Green Retro Salvage II Holdings, LLC (applicant and owner) has submitted a Special Use Permit (SUP) application per Code Section 34-420 for property located at 108, 110, and 112 Lankford

Avenue and identified in the City's land records as Tax Map and Parcel (TMP) 260012000 (Subject Property). The applicant is also pursuing a rezoning to change the existing zoning of the Subject Property from Residential Small Lot (R-1S) to R-3 (Multifamily Residential) with proffers. Should the Rezoning application be approved, approval of the SUP application would permit additional residential density up to 49 dwelling units per acre (DUA) per Section 34-420 and the changes to setback and buffer requirements per Section 34-162:

Front yard setback (Section 34-353(a)): Modified from a 25-foot minimum to 10-feet.
Setback adjacent to low-density residential districts (Section 34-353(b)(4)): Modified from a 75-foot minimum to 10-foot side setback and 25-foot rear setback.
Screening adjacent to low-density residential districts (Section 34-872(a)(1)(a)): Modified from a 20-foot minimum S-2 screen landscape buffer to 6-foot opaque screening fence.

In order to implement the project as presented, the applicant has also applied for a Rezoning application (ZM23-00002) to change the existing zoning of the Subject Property from Residential Small Lot (R-1S) to R-3 (Multifamily Residential) with proffers. Should the rezoning request be approved, 19 residential units would be permitted and should this SUP application be approved 46 residential units would be permitted. Please see the previous Staff Report for more information on the Rezoning application.

Vicinity Map

Context Map 1

Context Map 2- Zoning Classifications

KEY - Green: PUD, Yellow: R-1S, Dark Orange: R-3, Orange: R-2

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

KEY – Dark Brown: Higher-Intensity Residential, Yellow: General Residential, Yellow with Blue Dash: General Residential (Sensitive Community Area), Green: Open Spaces and Parks

Standard of Review

City Council may grant an applicant a special permit or special use permit, giving consideration to a number of factors set forth within Zoning Ordinance Sec. 34-157. If Council finds that a proposed use or development will have potentially adverse impacts, and if Council identifies development conditions that could satisfactorily mitigate such impacts, then Council may set forth reasonable conditions within its SUP approval. The role of the Planning Commission is to make an advisory recommendation to the City Council, as to (i) whether or not Council should approve a proposed SUP and if so, (ii) whether there are any reasonable development conditions that could mitigate potentially adverse impacts of the proposed use or development.

Section 34-157 of the City's Zoning Ordinance lists a number of factors that Council will consider in making a decision on a proposed SUP. Following below is staff's analysis of those factors, based on the information provided by the applicant.

For the applicant analysis of their application per Sec. 34-157, see **Attachment B**.

(1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood.

The properties immediately surrounding the Subject properties are described as:

Direction	Use	Zoning
North	Single family and Two-family	R-1S
South	Single family residential	R-1S
East	Single family residential	R-1S
West	Single family and multifamily residential	R-1S, IPP

The surrounding area is generally residential with mostly single family detached units. The Burnet Commons planned unit development, northwest of the Subject Property, is comprised mostly of single family detached, attached, and townhouse units. The Charlottesville Redevelopment and Housing Authority (CRHA) is currently redeveloping a multifamily residential property on 1st Street South within 500-feet of the Subject Property. The first phase of that redevelopment (southern lot) has a residential density just under 21 DUA while the second phase has a residential density of approximately 14 DUA.

Staff Analysis: While the existing neighborhood includes a variety of residential use types, the larger site areas, deeper setbacks, smaller footprints, and shared green spaces reduce the density and scale of the community. Existing and approved multifamily units in the area are provided at a lower density and closer to amenities such as transit stops, bicycle and pedestrian facilities, and the downtown area. Staff is concerned the proposed residential density of 49 DUA and larger buildings with smaller setbacks are not harmonious with the existing patterns of use.

(2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan.

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

a. 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.

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 to jobs and commercial activity.

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

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

Objectives for Residential Areas: Encourage incremental "house-sized," contextual infill within existing residential neighborhoods.

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.

Strategy 2.3 *Evaluate existing and potential new programs for protecting communities at risk of displacement, as well as protecting existing affordable housing, historic buildings, community-based urban agriculture sites, and other resources.*

Sub-strategy: *Where possible, prioritize the preservation of existing structures while encouraging a greater intensity of use. Encourage infill development and reuse of or additions to structures, rather than demolition of existing buildings, to address gaps in established or planned development patterns. This may include strategies that can help preserve existing structures, including the use of Accessory Dwelling Units (ADUs), building additions, transitioning larger single-family houses to apartments, etc.*

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.

Strategy 3.1 *Utilize context-sensitive planning tools to maintain and enhance the distinct identities of Charlottesville's neighborhoods and corridors.*

Sub-strategy: *Encourage development that responds to the character of contiguous historic buildings and neighborhoods while allowing enhanced intensity of uses, including multi-family units, in forms and scales that are respectful of the surrounding neighborhood.*

Sub-strategy: *Require adequate transitions (such as step downs in scale and intensity) to mitigate impacts on adjacent residential and historic areas, as well as cemeteries.*

Staff Analysis: The 2021 Comprehensive Future Land Use Map designates the Subject Property and adjacent properties as General Residential. Properties across Lankford Avenue are designated as General Residential (Sensitive Community Areas). The Land Use Category Descriptions of the comprehensive plan states the following for General Residential areas:

Description: Allow for additional housing choice within existing residential neighborhoods throughout the city.
Form: Compatible with existing context, including house-sized structures with similar ground floor footprint area and setbacks as surrounding residential structures.
Height: Up to 2.5 stories.
Use and Affordability: Allow 3 units per lot. Allow up to 4-unit dwellings if the existing structure is maintained. Allow additional units and height under an affordability bonus program or other zoning mechanism.

Staff finds while the proposed rezoning may contribute to some aspects of the City's Comprehensive Plan, the rezoning is not consistent with the Future Land Use Map, Land Use Category Description, and several aspects of the Comprehensive Plan. The General Residential Land Use Category limits residential units to four (4) per lot while the application proposes 46 residential units. Staff is also concerned that the scale of the proposed development does not align with the Land Use Category Description for General Residential or goals to implement context-sensitive infill and respect existing neighborhood patterns and scale. While the existing neighborhood includes a variety of residential use types, the larger site areas, deeper setbacks, smaller footprints, and shared green spaces reduce the density and scale of the community. The application materials (**Attachments B and C**) now show retention of two of the three existing structures along the front of the property, which staff finds consistent with the neighborhood pattern and scale. However, the three (3) proposed buildings will be taller and have a larger footprint than the typical patterns of the neighborhood.

Streets that Work Plan

Lankford Avenue (Honorary Name: Dr. Alvin Edwards Drive) is designated as a Local Street in the Plan. 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 rights-of-way, 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. Local Streets do not have priorities and Neighborhood A or B design element priorities, as laid out in the Streets that Work Plan, should be evaluated when

determining design elements. The Streets that Work Plan notes the highest priority design elements for Neighborhood A Streets are sidewalks with a minimum of 5 to 6 feet of clear zone and bicycle facilities such as 5 feet bike lanes and 6 feet climbing lanes. On-street parking is also a high priority for Neighborhood A Streets. Lankford Avenue has a mostly complete sidewalk network with some gaps on the northern side of the street (the Subject Property is located on the southern side of the street). The existing sidewalks are approximately five (5) feet in width, but the clear walk width is reduced by existing power line poles in the sidewalk. In addition, no curbside buffer is provided between the sidewalk and street. The curb-to-curb width of Lankford Avenue varies but is approximately 30-ft in the vicinity of the Subject Property. On-street parking is generally permitted. The proposed development, as shown in **Attachment C**, does not propose any improvements to Lankford Avenue beyond a new driveway entrance on the eastern side of the Subject Property.

Staff Analysis: The existing conditions of Lankford Avenue generally align with the recommendations of the Streets that Work Plan. In addition, the narrow travel lanes and on-street parking limit potential improvements in the right-of-way. The proposed development will meet on-site parking requirements, which will minimize impacts to the availability of on-street parking for other residents in the area.

Bicycle and Pedestrian Master Plan

The 2015 Bicycle and Pedestrian Master Plan does not identify Lankford Avenue as a location for bicycle or pedestrian infrastructure improvements. The Master Plan proposes improvements to nearby 5th Street SW (bicycle lanes), 6th Street SE (shared roadway and contraflow bicycle lanes), Elliott Avenue (bicycle lanes and sidewalk improvements), and Ridge Street (shared roadway). The City has implemented the proposed bicycle facility improvements on 6th Street SE and is currently working on sidewalk improvements for Elliott Avenue and corridor improvements for 5th Street SW.

Staff Analysis: Based on the application materials, staff concludes that the proposed development will not have an impact to existing bicycle and pedestrian infrastructure. While the Subject Property's proximity to downtown and other amenities may encourage residents to walk and bike, staff finds the existing facilities and future planned public facilities will be adequate to address the potential increase of walkers and bikers in the area.

(3) Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations.

Based on the information contained within the application, the proposed development would likely comply with applicable building code regulations, but final determination cannot be made until final site plan and building permit review.

(4) Potential adverse impacts, including, but not necessarily limited to:

a) Traffic or parking congestion

Traffic

The applicant's narrative (**Attachment B**) states it is estimated the 46 proposed residential units would create 18 trips in the morning peak hour and 23 trips in the evening peak hour.

Staff Analysis: The City Traffic Engineer has reviewed the application materials and determined no further Traffic Impact Analysis was required. A residential development with this density at this location will not significantly impact the City's street network.

Vehicular Access

The proposed project would have one vehicular access point off Lankford Avenue for access to on-site parking in the same location as the existing driveway entrance and gravel driveway as shown in **Attachment C**.

Staff Analysis: The proposed driveway entrance, which must meet the standards in the City's Standards and Design Manual, provides sufficient space for two-way vehicular travel. Staff finds the proposed vehicular access sufficient for the proposed use.

Parking

The applicant's narrative (**Attachment B**) states the proposed 46 multifamily residential units will be a mix of efficiency, one-bedroom, and two-bedroom units. Per Section 34-984, the development must provide a minimum of one space per unit or 46 parking spaces. The materials provided in **Attachment C** show 48 proposed parking spaces on-site.

Staff Analysis: Based on the provided information, the development as proposed will meet the minimum parking requirements of Section 34-984. However, the existing on-street parking on Lankford Avenue is regularly utilized, as several properties do not have off-street parking, and may be impacted by the additional residential units.

Other Modes of Transportation

There are several transit stops located within a quarter (1/4) mile, including stops on 1st Street South, Elliott Avenue, and Ridge Street along Charlottesville Area Transit (CAT) Bus Route 6. As described above, there are several existing and planned bicycle facilities in the vicinity of the Subject Property.

Staff Analysis: The Subject Property's proximity to existing facilities and the downtown area will encourage residents to use alternative modes of transportation. The application materials do not specify that bicycle storage facilities will be provided. Should the Rezoning and SUP applications be approved, staff recommends the development be required to provide bicycle storage space per Section 34-881(2).

b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment

The proposed development will not generally result in any additional dust, odor, fumes, vibration, or other factors that could also be present with any by-right development. It should be noted that due to the increased density and building size, noise and lighting could be more intense than would be present in a by-right development. Any site plan submitted would need to conform to Division 3 *Lighting* of the Zoning Ordinance.

In order to implement the project as presented, the applicant must also receive a Critical Slope Waiver from City Council. The applicant has chosen to defer the associated Critical Slope Waiver application (P23-0046) until a later date.

c) Displacement of existing residents or businesses

There are currently three (3) residential units on the Subject Property. One (1) of these buildings would be removed to accommodate the proposed development. With the replacement of the existing residential unit, the net gain for the Subject Property will be 43 units.

d) Discouragement of economic development activities that may provide desirable employment or enlarge the tax base

No discouragement of economic development activities will be associated with the proposed development. The existing use is residential and will remain residential should this SUP application and associated Rezoning application be approved.

e) Undue density of population or intensity of use in relation to the community facilities existing or available

The City's Comprehensive Plan identifies community facilities as fire protection, police enforcement, and emergency response services; public utilities and infrastructure; and public parks and recreation opportunities. Although final determination for capacity and code compliance will take place at Final Site Plan review, each of these departments have reviewed the SUP applicant and determined the development, as proposed, would not have an adverse impact on community facilities.

f) Reduction in the availability of affordable housing in the neighborhood

There will not be a reduction in the City's affordable housing stock due to this development. The applicant has submitted a preliminary proffer statement **(Attachment D)** which provides 10% of residential units to be "for-rent affordable dwelling units." The proffer statement defines "affordable" to mean the cost of rent, including tenant paid utilities, will not exceed 30% of the monthly income of a 60% AMI (area median income) household. The proffer statement requires the affordable units to be affordable for 99 years, beginning on the date on which the first unit of the project receives a certificate of occupancy. Please see preceding Rezoning staff report for analysis on the applicant's proffer statement.

g) Impact on school population and facilities

Because housing is open to all, there is a possibility that families with children could take residence here. Therefore, some impact could be created on school population and facilities.

h) Destruction of or encroachment upon conservation or historic districts

The Subject Property is not within any of these design control districts. However, 114 Lankford Avenue (immediately west of the Subject Property) is an Individually Protected Property (IPP) per Section 34-273. At the rear of 106 Lankford Avenue (immediately east of the Subject Property) is the Goings Family Cemetery.

The City Preservation Planner has provided the following information: In 1845, Robert Goings, a free Black carpenter, purchased land at what is 100 - 106 Lankford Avenue, on which he constructed a log cabin and a planked stable for his family. In 1860, with a second land purchase, Goings owned several acres, roughly the area of present-day 100 - 116 Lankford Avenue. Also in 1860, he constructed a new house for his wife and eight children at 114 Lankford Avenue (IPP). Goings' property was the eastern end of a free Black community that stretched west into Fifeville. Known interments in the Goings

Family Cemetery are Robert Goings (c1812-1885), his wife Patsy Coles (c1808-1912), and a son, Robert Goings (c1848-1897), but others may be unrecorded. The applicant must be careful to not disturb the known burial site and be vigilant for any evidence of additional, likely unmarked graves. Staff recommends the applicant retain a licensed archeologist to determine if unknown graves are present on the Subject Property and, if found, no construction continues until notice is provided to the City Preservation Planner.

i) Conformity with federal, state and local laws, as demonstrated and certified by the applicant

Based on the information contained within the application, the proposed development would likely comply with applicable federal and state laws. As to local ordinances (zoning, water protection, etc.), it generally appears that this project, as detailed in the application, can be accommodated on this site in compliance with applicable local ordinances; however, final determinations cannot be made prior to having the details required for final site plan and building permit approvals. Specific Z.O. requirements reviewed preliminarily at this stage include massing and scale (building height, setbacks, stepbacks, etc.) and general planned uses.

j) Massing and scale of project

The surrounding area on Lankford Avenue is generally residential with smaller footprint single family detached homes mostly one (1) to 2.5 stories in height, generally set back 20-feet or more from the street, and typically less than 40-feet in width. The Burnet Commons planned unit development, northwest of the Subject Property, is comprised mostly of single family detached, attached, and townhouse units. Buildings in the development tend to be 2.5 stories tall with smaller front and side setbacks but maintain smaller footprints similar other homes in the surrounding area. The Charlottesville Redevelopment and Housing Authority (CRHA) is currently redeveloping a multifamily residential property on 1st Street South within 500-feet of the Subject Property. While the CRHA redevelopment includes buildings three (3) stories in height and townhome style residential units set close to 1st Street South, the development also includes several green spaces which separate and reduce the impact of the buildings. The CRHA property is also mostly adjacent to the Mount Zion First African Baptist Church on 1st Street South, the IX mixed use property on Elliott Avenue, and generally buffered from nearby homes in the east by the Pollocks Branch natural area.

The application materials (**Attachments B and C**) indicate two (2) of the three (3) existing structures fronting Lankford Avenue will be retained. The proposed rear

buildings would be three (3) stories over partially exposed basements. The applicant has requested modified setbacks through this SUP application:

Front yard setback (Section 34-353(a)): Modified from a 25-foot minimum to 10-feet.
Side and rear yard setback (Section 34-353(b)(4)): Modified from a 75-foot minimum to 10-foot side setback and 25-foot rear setback.
Side and rear yard screening (Section 34-872(a)(1)(a)): Modified from a 20-foot minimum S-2 screen landscape buffer to 6-foot-tall opaque screening fence.

Staff Analysis: Staff finds the application modification to retain two (2) of the three (3) existing structures on the site help to reduce the visual impact of the project on the community along Lankford Avenue. While the sloping site and existing vegetation behind the Subject Property reduce the visual scale of the proposed buildings from properties to the south, staff remains concerned the size and scale of the proposed buildings do not respond to the existing character of the neighborhood. The application materials also show the on-site parking lot as approximately five (5) feet from the adjacent property at 106 Lankford in the application materials (see **Attachment C**). The above request by the applicant to replace the required 20-foot-wide landscape buffer with an opaque fence will minimize headlight trespass from parked vehicles on the Subject Property to the adjacent property, but staff is concerned the proximity and lack of vegetated buffer may result in noise impacts to the adjacent property.

(5) Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed;

The Subject Property is currently zoned R-1S but the applicant's Rezoning application to R-3 must be approved prior to the approval of this SUP application to permit the proposed multifamily residential use.

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 consists of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

Staff Analysis: As previously detailed, the proposed development is not harmonious with the surrounding area and therefore does not align with the purpose of the R-3 district.

(6) Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations; and

Based on the information contained within the application, the proposed development would likely comply with applicable local ordinances. However, final determinations cannot be made prior to having the details required for final site plan and building permit approvals.

(7) When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the BAR or ERB, as may be applicable, for recommendations as to whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts. The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.

The Subject Property is not located within a design control or entrance corridor district.

Public Comments Received

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

On August 2, 2023, the applicant held a Community Meeting at CitySpace (100 5th Street NE) beginning at 5:00pm. The meeting was attended by four (4) members of the public. Concern was expressed for impacts to traffic and on-street parking (as many existing homes do not have on-site parking), impacts to land values, impacts to the cemetery on the adjacent property (106 Lankford Avenue), and the proposed multifamily building style and heights. Attendees expressed a desire to see single family homes or tiny homes at this location. At the meeting, the applicant team confirmed underground and sonar survey work had been completed in respect to the cemetery on adjacent 106 Lankford Avenue.

Comments provided to City Council on November 6, 2023

During the Community Matters section of the City Council meeting on November 6, 2023, several members of the public spoke on traffic concerns on Lankford Avenue. The following summarizes the provided comments. The recordation of the City Council meeting can be viewed at https://www.charlottesville.gov/196/Streaming.

Resident at 219 Lankford Avenue: Voiced concerns about speeding on Lankford Avenue. Noted more than half of homes on street have children residing there. Several factors contribute to speeding- hills and sidewalk discontinuity. Witnessed many near misses. Would like to work with City to implement traffic calming measures. (Approximately 6 members of the community raised their hands to indicate they share these views).

Resident at 226 Lankford Avenue: Request Council installs traffic calming measures on the street. Street is full of young families. A delightful street full of caring neighbors but street receives a lot of traffic. Many cars use it as a cut through to Elliott Avenue and appear to race on the street. Many neighbors have installed fences to ensure children stay in yard and away from the street. Request 3 speed humps to be installed on the street.

Resident on Lankford Avenue: Here to request speed traffic calming measures on Lankford Avenue. Recounts children yell at speeding cars to slow down. Number of families and young children increasing on the street. Speeding is also increasing. When school bus stopped at Ridge Street and Lankford, a motorcyclist passed the bus to speed down the street. Noise pollution from motorists is also concern. Noise wakes up children at night.

Resident on Lankford Avenue: Echo everything that has been said regarding traffic calming. It is hard to overstate how bad the traffic and speeding is, up to 50 mph on a regular basis. Very worrisome to cross the street with 2 small active children. Request 3 speed bumps positioned throughout the street. Also consider making the street 1-way, coming from South First Street to Ridge Street. Quite a few of us are watching virtually, been a concern for a long time. A traffic calming petition may have been submitted before.

Resident on Lankford Avenue: Father of 3 children. Fled civil war in Afghanistan as a child and remember my father feared for our safety, and now understand that fear. and how important it is for parents to be worried about their kids' safety. Voicing concerns about the safety of children on the street. Witnessed cars and bikes driving an unacceptable speed, flying down the street. Speed limit is 25 mph but witness cars flying down the street. Asking for speed bumps and warning signs before it is too late.

Resident at 229 Lankford Avenue: My family are the newest residents that are here tonight. We are not sure we are able to get all residents on the street to sign on to a petition but hope showing up to speak will result in expedited action. We hope a long

study will not be required. As parents, we worry about picking up empty shell casings and calling in gunfire. A lot of issues that transcend traffic issues. Very diverse community. Happy to go to each home to ask for signature on a petition to get speed humps or traffic calming measures. Want to show children that others are speaking up for their safety.

Public Hearing Held on November 14, 2023
The Planning Commission and City Council held a joint public hearing on the project on November 14, 2023. No members of the public spoke at the hearing.

Other Comments
As of the date of this report, staff has received comments from two (2) community members. One community member indicated they are not supportive of the proposed Rezoning and SUP applications due to impacts from other developments in the neighborhood including on-street parking availability and difficulty traveling Lankford Avenue due the narrow width. The other community member noted concerns with increased traffic on Lankford Avenue including the narrow width of Lankford Avenue, lack of complete sidewalks, street grades increasing vehicular speeds, and the residential nature of the street which includes many homes with children or older adults. 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 application does not meet the general standards for a Special Use Permit as the proposed development is not harmonious with the existing patterns of use and scale of the neighborhood and does not align with the Future Land Use Map and other components of the Comprehensive Plan. Should the Planning Commission recommend approval, staff recommends the Commission consider the following conditions.

Recommended Conditions
Should Planning Commission recommend approval to City Council, staff recommends that following conditions be included:

1. Per Section 34-420: Permitted Residential density up to 49 Dwelling Units per Acre (DUA) on the Subject Property.
2. Per Section 34-162: Alter the Lankford Avenue front yard setback requirement to ten (10) feet.
3. Per Section 34-162: Alter the side yard setback requirement to ten (10) feet.
4. Per Section 34-162: Alter the rear setback requirement to twenty-five (25) feet.

5. Per Section 34-162: Require a six (6) foot tall opaque fence in the side and rear yards.
6. The Landowner (including, without limitation, any person who is an agent, assignee, transferee or successor in interest to the Landowner) shall hire a qualified archeologist to determine:
    a. If any human graves are present on the Subject Property and, if found, no construction continues until notice is provided to the City Preservation Planner and upon consultation with the City Attorney's Office, he will provide guidance on the next steps required before development resumes.
    b. If construction activity will disturb the adjacent property at 106 Lankford Avenue, determine if any known or unknown graves will be impacted and assure they are treated appropriately including, if necessary, consulting with the Virginia Department of Historic Resources and securing any required state permit(s).
7. The Landowner (including, without limitation, any person who is an agent, assignee, transferee or successor in interest to the Landowner) shall provide a minimum of one (1) tree for every four (4) parking spaces provided on-site.

Suggested Motions

1. I move to recommend denial of this application for a Special Use Permit in the R-3 zone at TMP 260012000 and an address of 108 Lankford Avenue to permit additional density. Or
2. I move to recommend approval of this application for a Special Use Permit in the R-3 zone at TMP 260012000 and an address of 108 Lankford Avenue to permit additional density with the following listed conditions.
    a. The conditions recommended by staff
    b. [alternative conditions, or additional condition(s)…. list here]

Attachments

A. Special Use Permit Application dated December 22,2023.
B. Narrative dated December 4, 2023.
C. Concept Plan and Exhibits dated December 4, 2023.
D. Preliminary Proffer Statement provided December 4, 2023.
E. Affordable Dwelling Unit Ordinance Worksheet.
F. Community Meeting Materials.

City of Charlottesville

Application for Special Use Permit

Project Name: 108 Lankford Avenue

Address of Property: 108 Lankford Avenue, 110 Lankford Avenue, 112 Lankford Avenue

Tax Map and Parcel Number(s): 260012000

Current Zoning District Classification: R-1S

Comprehensive Plan Land Use Designation: General Residential

Is this an amendment to an existing SUP? NO

If "yes", provide the SUP #: _____

Applicant: Green Retro Salvage II Holdings LLC

Address: 2450 Lost Hollow Path, Charlottesville, VA 22911

Phone: _____ **Email:** rdl3s@icloud.com

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

[Owner] Owner's Agent Designer Contract Purchaser

Owner of Record: same as applicant

Address: _____

Phone: _____ **Email:** _____

Reason for Special Use Permit:

Additional height: _____ feet

Additional residential density: __46_ units, or __49_ units per acre

Authorize specific land use (identify)_____

Other purpose(s) (specify City Code section):_____

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

(1) Signature _____ **Print** Robin LeGallo **Date** 12/22/23

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

Other (specify): _____

(2) Signature _____ **Print** Robin LeGallo **Date** 12/22/23

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

Other (specify):_____

City of Charlottesville

Pre-Application Meeting Verification

Project Name: 108 Lankford Avenue

Pre-Application Meeting Date: 04/13/2022

Applicant's Representative: Justin Shimp

Planner: Carrie Rainey

Other City Officials in Attendance:

Brennen Duncan

Jack Dawson

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

1. Traffic impact study per Sections 34-158(a)(6) and 34-157
2. Massing diagrams per Section 34-158(a)(4)
3. Affordable housing data per Section 34-158(a)(5)
4. Documentation of community meeting required by Sections 34-158(a) and 34-41(c)(2) as specified by City Council's June 20, 2020 Community Engagement Meeting Requirements
5. Narrative addressing the factors set forth in Section 34-157(a) per Section 34-158(a)(6)

Planner Signature: Carrie Rainey, April 13, 2022

City of Charlottesville

Application Checklist

Project Name: 108 Lankford Avenue

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

- [x] 34-158(a)(1): a site plan (ref. City Code 34-802(generally); 34-1083(communications facilities)
- [x] 34-158(a)(3): Low-impact development (LID) methods worksheet (required for developments that include non-residential uses, and developments proposing 3 or more SFDs or TFDs)
- [x] 34-158(a)(4): a building massing diagram, and building elevations (required for applications proposing alteration of a building height or footprint, or construction of any new building(s))
- [x] 34-158(a)(5) and 34-12: affordable housing data. (i) how many (if any) existing dwelling units on the property are an "affordable dwelling unit" by the city's definitions? (ii) Will existing affordable units, or equivalent affordable units, remain following the development? (iii) What is the GFA of the project? GFA of residential uses? GFA of non-residential uses?
- [x] 34-157(a)(1) Graphic materials that illustrate the context of the project, and a narrative statement as to compatibility with existing patterns of use and development
- [x] 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- [x] 34-157(a)(3) Narrative statement: compliance with applicable USBC provisions
- [x] 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
- [x] 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- [x] All items noted on the Pre-Application Meeting Verification.

Applicant

Signature _____ **Print** Robin LeCuyer **Date** 11/2/2023

By Its: Member

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

City of Charlottesville

Community Meeting

Project Name: 108 Lankford Avenue

Section 34-41(c)(2) of the Code of the City of Charlottesville (adopted _____, 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: Green Retro Salvage II Holdings, LLC

By:

Signature _____ **Print** _____ **Date** 12/22/23

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

City of Charlottesville

Owner's Authorizations

(Not Required)

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 Special Use Permit application.

Owner: Green Retro Salvage II Holdings, LLC **Date** 12/22/23

By (sign name): _____ **Print Name:** Robin LeCroy

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 special use permit, 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: Justin Shimp or Kelsey Schlein

Name of Corporate or other legal entity authorized to serve as agent: Shimp Engineering, P.C.

Owner: Green Retro Salvage II Holdings, LLC **Date:** 12/22/2023

By (sign name): _____ **Print Name:** Robin LeCroy

Circle one:

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

Other (specific): _____

City of Charlottesville

Disclosure of Equitable Ownership

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 Robin LeGallo **Address** 2450 Lost Hollow Path Charlottesville, VA 22911

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: Green Retro Salvage II Holdings, LLC

By:

Signature _____ **Print** Robin LeGallo **Date** 12/22/23

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

City of Charlottesville

Fee Schedule

Project Name: 108 Lankford Avenue

Application Type	Quantity	Fee	Subtotal
Special Use Permit (Residential)			
Special Use Permit (Mixed Use/Non-Residential)			
Mailing Costs per letter		$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			

Office Use Only

Amount Received:_____ **Date Paid**_____ **Received By:** _____

Amount Received:_____ **Date Paid**_____ **Received By:** _____

Amount Received:_____ **Date Paid**_____ **Received By:** _____

Amount Received:_____ **Date Paid**_____ **Received By:** _____

City of Charlottesville

LID Checklist

Project Name: 108 Lankford Avenue

LID Measure	LID Checklist Points	Points
Compensatory Plantings (see City buffer mitigation manual). 90% of restorable stream buffers restored.	5 points or 1 point for each 18% of the total acreage	0
Pervious pavers for parking and driveways with stone reservoir for storage of 0.5 inches of rainfall per impervious drainage area. Surface area must be >1,000 ft.^{2} or ≥ 50% of the total parking and driveway surface area.	7 points or 1 point for each 7% of parking and driveway surface area.	0
Shared parking (must have legally binding agreement) that eliminates >30% of on-site parking required.	5 points or 1 point for each 6% of parking surface eliminated.	0
Impervious Disconnection. Follow design manual specifications to ensure adequate capture of roof runoff (e.g. cisterns, dry wells, rain gardens)	8 points	0
Bioretention. Percent of site treated must exceed 80%. Biofilter surface area must be ≥ 5% of impervious drainage area.	8 points or 1 point for each 10% of site treated.	0
Rain gardens. All lots, rain garden surface area for each lot ≥ 200 ft.^{2}.	8 points or 1 point for each 10% of lots treated.	
Designed/constructed swales. Percent of site treated must exceed 80%, achieve non-erosive velocities, and able to convey peak discharge from 10 year storm.	8 points or 1 point for each 10% of site treated.	
Manufactured sand filters, filter vaults (must provide filtering rather than just hydrodynamic). Percent of site treated must exceed 80%. Sizing and volume for water quality treatment based on manufacturer's criteria.	8 points or 1 point for each 10% of site treated.	
Green rooftop to treat ≥ 50% of roof area	8 points	
Other LID practices as approved by NDS Engineer.	TBD, not to exceed 8 points	
Off-site contribution to project in City's water quality management plan. This measure to be considered when on site constraints (space, environmentally sensitive areas, hazards) limit application of LID measures. Requires pre-approval by NDS Director.	5 points	
	Total Points	0

Applicant's Signature

Signature _____ **Print** Robin LaGallo **Date** 12/22/23

SHIMP ENGINEERING, P.C.
Design Focused Engineering

Project Narrative For: **108 Lankford Avenue**

Parcel Description: **260012000**

Initial Submittal: **April 13, 2023**

Revised: **December 4, 2023**

Pre-App Meeting Date: **April 13, 2022**

	ACREAGE	EXISTING ZONING	PROPOSED ZONING	COMP PLAN DESIGNATION
TMP 26-12	**0.9482**	**R-1S**	**R-3**	**General Residential**

Location:

TMP 26-12 has a physical address of 108, 110, and 112 Lankford Avenue in Charlottesville, Va. The property is located in Charlottesville's Ridge Street Neighborhood.

Project Proposal:

Green Retro Salvage II Holdings, LLC is the owner (the "owner") of tax map parcel 26-12 in the City of Charlottesville (the "property"). On behalf of the owner, we request a rezoning from R-1S to R-3 and a special use permit to allow for a density of 49 DUA for a total of 46 residential units on the property. In conjunction with the special use permit request and in accordance with Sec. 34-162 of City of Charlottesville's Zoning Ordinance, we request a modification to Sec. 34-353(A) for the required front yard setback, a modification to Sec. 34-353(B)(4) for the minimum distance between a multifamily façade and the adjacent boundary of a low-density residential district, and a modification to Sec. 34-872 for the required landscape buffer. See Table A below outlining the zoning requirement and requested modification proposed pursuant to Sec. 34-162:

TABLE A

	Requirement	**Requested Modification**
Sec. 34-353(A)	Front setback: 25' minimum	Front setback: 10'
Sec. 34-353(B)(4)	Distance between the façade of a multifamily dwelling and the boundary of any low density residential district: 75', where the R-3 property has a density of 44-87 DUA	Distance between the façade of the multifamily dwelling and the boundary of any low density residential district shall conform with the side and rear setbacks as proposed
Sec. 84-872	A 20' landscape buffer shall be provided between any multifamily development and a low density residential property	6' opaque screening fence between the multifamily development and adjacent low density parcels

To establish this residential development near Downtown Charlottesville, we propose the development of three multifamily structures, each containing 14 to 15 units, and the preservation of the two single family

structures located at 110 and 112 Lankford Ave. The units are anticipated to be a mixture of studios, 1-bedrooms, and 2-bedrooms. The three multifamily buildings proposed would be relegated behind the existing single family structures along with the parking. 16 shade trees will be planted on the property to increase the tree canopy and minimize the urban heat effect from surface level parking. The multifamily buildings are to be stepped into the grade, which would nest the structures into the site topography and minimize the scale of the buildings.

The project design will establish:

1. A neighborhood-density residential development that provides additional housing near employment centers, such as IX Art Park, Downtown Charlottesville, and the Avon Street Commercial Corridor.
2. Intentional amenity and greenspace areas for residents to enjoy

Public Benefit & Need

According to the Charlottesville Housing Needs Assessment, the demand for housing is rapidly outpacing the available supply within and around the City limits. Just over half of the Charlottesville housing supply is single-family detached homes and "the city's constrained supply of developable land supply limits the potential for new residential construction" (v). With 108 Lankford's close proximity to City employment centers, the surrounding walkability, and the accessibility to public transportation, the construction of 44 multifamily units would provide strategic density within small multifamily structures. The configuration of the three buildings and the parking area, the installation of an opaque fence along the side and rear of the property, and the proposed landscaping would minimize any impacts to the surrounding area, while providing increased density near the Downtown area. This neighborhood south of Elliott Avenue features a mixture of single-family residential, townhomes, and apartments and the block immediately east of the site is the location of the existing South First Street public housing and redevelopment. At the completion of phase 2 of the redevelopment, there will be 175 new units approximately 300' from the site. Given the mixture of housing in the existing neighborhood context and Lankford's location in proximity to City destinations and public transportation, permitting additional density on the property would align with the surrounding neighborhood while creating housing that is accessible to City resources such as public transportation and employment, service, and recreational destinations.

The vision and development rights for this property have changed over time, for nearly 50 years this property was imagined as a multi-family property until it was downzoned with the 2003 City-wide rezoning. This proposal, which preserves existing structures, and provides creative infill with small multi-family buildings constructed into the topography of the site, fits within the City's future land use vision for this property; this project, especially with its most recent revisions, provides context sensitive infill density in a well-connected and largely walkable part of the City.

Consistency with the Comprehensive Plan

<u>Chapter 4 Land Use, Urban Form, and Historic & Cultural Preservation</u>

Goal 2. Future Land Use Vision

Strategy 2.3. Sub-strategy

Where possible, prioritize the preservation of existing structures while encouraging a greater intensity of use. Encourage infill development and reuse of or additions to structures, rather than demolition of existing buildings, to address gaps in established or planned development patterns.

Based on planning commission feedback, the Staff Report, and public comment from the Planning Commission meeting held on November 14th, 2023, the proposed layout was revised to preserve two of the existing structures fronting Lankford Avenue. Retaining these single family buildings and infilling the lot with additional structures provides a greater intensity of use while maintaining a familiar streetscape along Lankford Avenue. With the retention of two of the existing structures and the commitment to maintaining a streetscape that is largely consistent with what exists on the property today, this project is directly consistent with this sub-strategy of the Comprehensive Plan.

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.

Increasing the density on this parcel will provide more equitable housing options for current and future city residents, specifically near the City core. While one existing dwelling unit is proposed to be removed, two existing single family detached units are proposed to remain and 44 new units would be created with the redevelopment. The property is located within the *General Residential area* in the Future Land Use Map, which seeks to "allow for additional housing choice within the existing residential neighborhoods throughout the city." Although General Residential describes the current single family detached uses of the Lankford neighborhood, the proposed rezoning and special use permit request falls in between General Residential and Medium Intensity Residential, which would be appropriate for this southern Downtown area. Although a density of 49 DUA is requested, the redevelopment would align with the General Residential: Outside of Sensitive Areas precedents set forth by the Comprehensive Plan, as a multiplex development.

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.

The rezoning and special use permit request seek to permit an infill development. Currently, there are three single family detached units on the property and, if permitted, the infill development would provide 46 units on the property. With the preservation of two existing dwelling units and the addition of three new multi-family structures relegated behind the homes that are proposed to remain, this project strikes a direct balance between conservation and change. Given the property's location, the proposed infill would provide access to various areas of employment and City amenities, while encouraging residents to take advantage of the existing bike-ped and public transit infrastructure available in this area.

Future Land Use Planning Objectives

- *Build upon land use recommendations integrated within the City's citywide studies, Small Area Plans, and the 2021 Affordable Housing Plan.*
- *Ensure citywide, equitable opportunities for additional housing and enhanced community services.*
- *Explore the development potential of vacant or underutilized properties.*
- *Protect, preserve, and enhance natural and cultural resources.*

Objectives for Residential Areas

- *Foster walkable, bikeable, and transit accessible neighborhoods.*
- *Increase opportunities to develop diverse housing options near schools, parks, shopping districts, and employment centers.*

The property is located within the General Residential area of the Future Land Use Map. The rezoning of the property to R-3 to provide multi-family units would achieve the intent of the Charlottesville Affordable Housing Plan to "change zoning and development processes to increase the production of multifamily housing.".[1] Offering multifamily housing in a single family residential neighborhood diversifies the housing options and provide opportunities for rental units, serving a more economically diverse population of residents immediately adjacent to the City center. While three single family detached units are present on the property, a redevelopment of the site would provide up to 46 units. Redevelopment of a site near Downtown Charlottesville would further contribute to the housing supply within the limited City area. The location of the property is ideal for encouraging density. Commercial uses and services are easily accessible by walking or biking, and residents may utilize the Charlottesville Area Transit bus stops immediately adjacent to their homes. A Route 6 bus stop is located at the corner of Elliot Ave and 1st St S and the property is a three-minute walk to IX Art Park, and a ten-minute walk to the Downtown Mall and the CAT Transit Station. With the accessibility of walking and biking infrastructure, the bus network, and the proximity to various City nodes, such as Downtown Belmont and the Downtown Mall, increasing housing opportunities within this area of Belmont would facilitate resident access to areas of City employment and amenities.

<u>Chapter 5 Housing</u>

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.

A medium-density multi-family development on this property is an opportunity to incorporate more housing options throughout the City and contribute to City goals of achieving a mixture of housing types in as many areas of the City as possible. The adjacent properties to 108 Lankford Avenue are currently single family residential and multi-family, with a mixture of additional housing types within the surrounding block network. Lankford Avenue's location provides a key opportunity to create 46 residential units close to the City Center. 108 Lankford is approximately 0.3-miles from IX Art Park and one-mile from the Downtown Mall. In addition to the CAT Transit Station downtown, several bus stops are within the walking shed of the property. With the existing bike-ped infrastructure around Downtown Charlottesville and access to CAT public transit, increasing density on Lankford Avenue would place future residents within a well-connected area of the City. These connections provide access to areas of employment, parks and public space, and areas of commercial services. While the Comprehensive Plan designates the property as 'General Residential,' the location of the site could accommodate higher density, due to its location near the urban center. The property would increase housing diversity south of Downtown and would allow at least 46 new residents to live near a variety of City amenities.

[1] Charlottesville Affordable Housing Plan, outlining the recommended land use changes and the following impacts, page 80.

Compliance with USBC:

The plans submitted for 108 Lankford Avenue are to comply with the applicable USBC provisions.

Impacts on Public Facilities & Public Infrastructure:

American Community Survey (ACS) 5-year estimates indicate the average household size in Charlottesville is 2.38 people[2].Using the ACS average, a multi-family development with a maximum of 46 proposed units could potentially yield 110 new residents living on the property. ACS estimates include all housing types in their analysis and it is anticipated that the unit types proposed with 108 Lankford would only house one- to two-person households.

The impacts on transportation infrastructure from 46 units will be minimal. Using ITE trip generation estimates for multi-family development, it is estimated that the proposed 44 additional units would create 18 trips in the morning peak hour and 23 trips in the evening peak hour. Given the location, many residents would choose to walk, bike, or use transit.

Impacts on Schools:

This property lies within the Jackson Via Elementary School district. After attending neighborhood elementary schools, all Charlottesville students attend Walker Upper Elementary School, Buford Middle School, and Charlottesville High School.

Charlottesville City Public Schools do not provide school multipliers per unit however, nearby Albemarle County Public Schools derive this metric from occupied housing units in the County. Using Albemarle's metric, each multi-family unit is expected to house .09 pupils. With 44 units proposed, this metric yields an estimate of 4 students affiliated with the new units proposed on the property. The existing units are calculated with this estimate since they are pre-existing and therefore will not create additional impact on the school system.

Proposed Conditions of Approval (Special Use Permit)

In addition to those conditions of special use permit approval proposed by Staff in the November 14, 2023 Staff Report for SP23-00003, the applicant proposes an additional condition for consideration in response to the conversation with the Planning Commission at the November 14, 2023 meeting. In response to concerns related to the amount of parking provided and the potential heat island effect resulting from the increased dark surfaced impervious areas, the applicant proposes to increase the number of trees required to be provided by Sec. 34-873(d)(2) of the City of Charlottesville Zoning Ordinance (as of the date of approval). Sec. 34-873(d)(2) requires a minimum of one tree per eight (8) parking spaces and the applicant proposes to provide a minimum of one tree per four (4) parking spaces. The proposed condition is as follows:

The Landowner shall provide a minimum of one tree per four (4) parking spaces to increase the required tree count in the parking lot by 100% beyond the requirements provided for in Sec. 34-873(d)(2) of the City of Charlottesville Zoning Ordinance as of December 4, 2023.

[2] ACS 2013-2017 5 YR Estimates Table B25010 "Average Household Size of Occupied Housing Units by Tenure"

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE CONTEXT

Ix Art Park

Ridge Street
Burnet Way
Burnet Street
Lankford Avenue
Elliott Avenue
1st Street S
Hartmans Mill Road
Paynes Mill Road

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

108 LANKFORD AVENUE
SITE, REZONING + SPECIAL USE PERMIT DETAILS

OWNER/DEVELOPER
Green Retro Salvage II Holdings, LLC
2450 Lost Hollow Path
Charlottesville, VA 22911

TMP
26-12

ACREAGE
0.9482

NEIGHBORHOOD
Ridge Street

CRITICAL SLOPES
Critical slopes are present on the property.

FLOODZONE
According to the FEMA Flood Insurance Rate Map, effective date February 4, 2005 (Community Panel 51003C0288D), this property does not lie within a floodplain.

USE
EXISTING: (3) single family residential homes
PROPOSED: Multifamily residential and two single family residential homes

ZONING
EXISTING: R-1S
PROPOSED: R-3 w/ special use permit for 49 DUA

DENSITY
COMPREHENSIVE PLAN DESIGNATION: General Residential
PROPOSED: 46 units proposed, 49 DUA

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE CONTEXT

TMP 26 2

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

ZONING MAP

Sheet 4 of 9

B-1

PUD

R-1S

R-3

R-2

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

108 LANKFORD AVENUE

FUTURE LAND USE MAP

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

EXISTING CONDITIONS

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

CONCEPT PLAN

Sheet 7 of 9

10' front setback (requested)

10' side setback

Rain tank
Underground storage

10' side setback

25' rear setback

Underground storage chambers

Additional Notes:

1.) Per Sec. 34-353 of the Charlottesville Zoning Ordinance, land coverage in R-3 shall not exceed 80% of the total site area for 22-87 DUA.

30 0 30 60 90

Graphic Scale: 1"=30'

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

MASSING DIAGRAM

TMP 26-12

Submitted 04 December 2023

project: 22.008

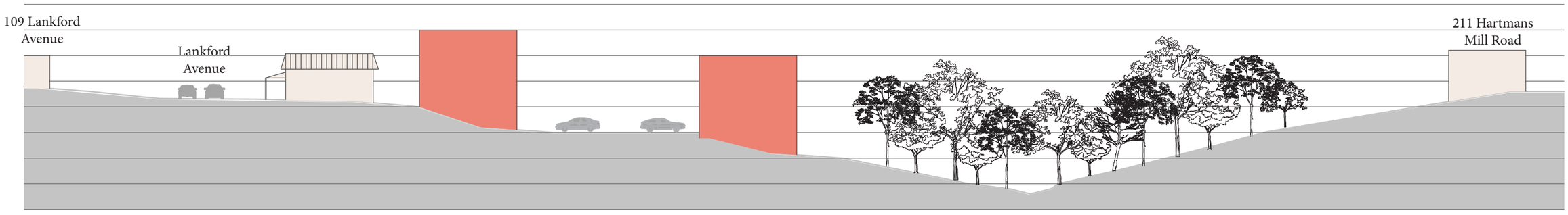
SHIMP ENGINEERING, P.C.

REZONING + SPECIAL USE PERMIT
CONCEPT PLAN + EXHIBITS

108 LANKFORD AVENUE

SITE SECTION

Sheet 9 of 9



40 0 40 80 120

Graphic Scale: 1”=40’

TMP 26-12

Submitted 04 December 2023

project: 22.008

SHIMP ENGINEERING, P.C.

BEFORE THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA
IN RE: PETITION FOR REZONING (City Application No. ZM22-00002)
STATEMENT OF **DRAFT** PROFFER CONDITIONS
For 108 Lankford Avenue

City of Charlottesville Tax Map 26 Parcel 12

TO THE HONORABLE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF CHARLOTTESVILLE

Green Retro Salvage II Holdings, LLC is the owner of Tax Parcel 260012000 (the "Owner") and seeks to rezone their property (the "Property") which is the subject parcel of rezoning application ZM23-00002, a project known as 108 Lankford Avenue (the "Project"). The Owner seeks to amend the current zoning of the Property subject to certain voluntary conditions set forth below.

In furtherance of the Project, the Owner hereby proffers for City Council's consideration voluntary development conditions, which the Owner agrees are reasonable. The Owner agrees that, if the Property is rezoned as requested, the use and development of the Property will be subject to and in accordance with the following conditions:

1. **Affordable Housing:**
   The Owner shall provide affordable housing within the Project, as follows:

   a. For the purposes of this Proffer, the term "For-Rent Affordable Dwelling Unit" means a dwelling unit where the monthly cost of rent is affordable to households at 60 percent of the Area Median Income (AMI) for the Charlottesville, Virginia Metro Area as published annually by the Federal Department of Housing and Urban Development (HUD). For the purposes of this Proffer, the term "affordable" means that the cost of rent, including tenant paid utilities does not exceed 30% of the monthly income of a 60 percent AMI household.
      i. For-Rent Affordable Dwelling Units shall be reserved for rental to low and moderate-income households having income less than or equal to 60 percent of the AMI.

   b. The Owner shall cause 10% of the dwelling units constructed within the Project to be For-Rent Affordable Dwelling Units (the "Required Affordable Dwelling Units"). The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the Property ("Initial Designation"). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as For-Rent Affordable Dwelling Units, and the City's approval shall not unreasonably be withheld so long as a proposed change does not reduce the number or make-up of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.
      i. The Required Affordable Dwelling Units shall be reserved as such throughout a period of ninety-nine (99) years, beginning from the date on which the first unit of the project receives a certificate of occupancy from the City's building official ("Rental Affordability Period"). All Required Affordable Dwelling Units shall be

administered in accordance with one or more written declarations of covenants within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney.

ii. The Required Affordable Dwelling Units shall be comprised proportional to the unit types constructed.

iii. On or before January 10 of each calendar year, or an alternate date mutually agreed upon by the Owners and the City, the then current owner of each Required Affordable Dwelling Unit shall submit an Annual Report to the City on a template provided by the City's Office of Community Solutions, identifying each Required Affordable Dwelling Unit by address and location, and verifying the household income of the occupant(s) of each Required Affordable Dwelling Unit.

iv. The Required Affordable Dwelling Units shall be constructed proportionally to the number of market rate units at a rate of 10 percent, so that for every ten (10) units constructed a minimum of one (1) is designated as a Required Affordable Dwelling Unit. Notwithstanding the foregoing, the Required Affordable Dwelling Units may be constructed at a rate that exceeds 10 percent of the total number of dwelling units. All Required Affordable Dwelling Units shall be constructed prior to the issuance of certificate of occupancy of the 44th dwelling unit.

v. Section 8 Housing Choice Vouchers or similar housing vouchers will be accepted as a form of payment for the Required Affordable Dwelling Units.

vi. The Owner shall provide a marketing plan to the Office of Community Solutions six months prior to the triggered date for affordable housing to be provided as outlined in 1.b.i for a residential unit within the Project. The marketing plan shall demonstrate how the affordable units will be advertised and will be prepared in a form acceptable to the Office of Community Solutions.

c. The land use obligations referenced in 1.a.i and 1.b.i through 1.b.vi shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Property shall have notice of and be bound by the obligations. The Required Affordable Dwelling Units shall be provided as for-rent units throughout the Rental Affordability Period.

WHEREFORE, the undersigned Owner stipulates and agrees that the use and development of the Property shall be in conformity with the conditions hereinabove stated, and request that the Property be rezoned as requested, in accordance with the Zoning Ordinance of the City of Charlottesville.

By: _____
Green Retro Salvage II Holdings, LLC

Print Name: _____

Owner’s Address: _____

Affordable Dwelling Unit Ordinance Worksheet-108 Lankford Avenue

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

A.	Total size of development site:	0.9482 acres				
B.	Total square footage of site:	0.9482 (# of acres)	x	43,560.00	=	41,303.59
C.	1.0 Floor Area Ratio (FAR):	41,303.59 *(total sf of site)*				
D.	Gross Floor Area (GFA) of **ALL** buildings/uses:	25,734.00 sf				
E.	Total site FAR:	25,734.00 *(total GFA of site)*	÷	41,303.59 *(1.0 FAR)*	=	0.62

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.

SHIMP ENGINEERING, P.C.
Design Focused Engineering

August 28, 2023

Carrie Rainey
City of Charlottesville
610 East Market Street
Charlottesville, Virginia 22902

RE: 108 Lankford Avenue Community Notification Letter

Dear Carrie,

A notification letter to nearby residents concerning the 108 Lankford Avenue Rezoning, Special Use Permit, and Critical Slopes Waiver request was submitted to a mailing service on July 11, 2023. The mailing service noted delivery on July 14, 2023. This notification letter included details about the project and information about the upcoming community meeting for this project which was held in person at CitySpace, 100 5th St NE, Charlottesville, VA 22902 on **Wednesday, August 2, 2023 at 5:00 PM.**

Please find the letter that was mailed to nearby residents attached; this letter was mailed to all addresses that were provided to us by the City.

Respectfully,

Rachel Moon

KELSEY SCHLEIN
NOTARY PUBLIC
REG. #7907276
MY COMMISSION EXPIRES
01/31/2024
COMMONWEALTH OF VIRGINIA

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF Charlottesville, to wit:

The foregoing document was acknowledged before me this 28th day of August 2023 by Rachel Moon.

My Commission expires: 01/31/2024

Notary Public

SHIMP ENGINEERING, P.C.
Design Focused Engineering

July 11, 2023

Shimp Engineering
Justin Shimp, Project Representative
912 E High St.
Charlottesville, VA 22902
justin@shimp-engineering.com
(434) 227-5140

RE: Community Meeting for 108 | 110 | 112 Lankford Avenue Rezoning & Special Use Permit

Dear Neighbor,

On behalf of Green Retro Salvage II Holdings, LLC, we, Shimp Engineering, invite you to review information and provide comments regarding our request for a rezoning and special use permit to increase the allowable residential density on tax parcel 260012000. This is a 0.9482-acre parcel with a physical address of 108, 110, and 112 Lankford Avenue in Charlottesville's Ridge Street Neighborhood. This request is to rezone the property from R-1S to R-3 to allow for multifamily housing. Additionally, a special use permit is being requested concurrently with the rezoning to allow for 48 units on the property, or 51 dwelling units per acre. A critical slopes waiver is also requested to permit the project to be developed as shown. The 48 units would be housed within four mid-sized multifamily buildings. The proposed units are proposed primarily as studio apartments, with limited one- and two-bedroom units. Included with this letter is a context map identifying the property and a concept plan that was submitted as part of the application.

We invite you to ask questions and share comments about the proposed project, City review procedures, and relevant regulations and policies of the City applicable to the proposed project on **Wednesday, August 2 at CitySpace, 100 Fifth Street NE, Charlottesville, VA 22902**. Doors will open at 5:00 PM and a short presentation will begin promptly at 5:30 PM.

There are several ways that you can learn more about this project, share your comments, or ask questions about this proposal:
1. Attend the community meeting on Wednesday, August 2
2. Contact me directly by phone or email using the contact information provided at the top left corner of this letter
3. Contact the lead City reviewer directly with questions or comments: Carrie Rainey, raineyc@charlottesville.gov

We look forward to hearing from you.

Best regards,

Justin Shimp, P.E.

Ridge Street
Mt. Zion Baptist Church
Elliott Avenue
IX Art Park
1st Street S
Lankford Avenue
SITE
Hartmans Mill Road

Lankford Avenue
10' front setback (requested)
10' side setback
Rain tank
Underground storage
10' side setback
25' rear setback
Underground storage chambers
Critical slopes

PLANNING COMMISSION REGULAR MEETING
May 10, 2022 – 5:30 P.M.
Hybrid Meeting

I. COMMISSION PRE-MEETING (Agenda discussion(s))

Beginning: 5:00 PM
***Location*:** Hybrid Meeting
Members Present: Commissioner Russell, Commissioner Mitchell, Chairman Solla-Yates, Commissioner Habbab, Commissioner Lahendro, Commissioner Stolzenberg, Commissioner Dowell
Staff Present: Patrick Cory, Missy Creasy, Remy Trail, Brennen Duncan, James Freas, Robert Watkins, Brenda Kelley, Matt Alfele, Sam Sanders

Chair Solla-Yates called the meeting to order at 5:00pm and began by asking for questions concerning the 2005 JPA application. Commissioner Mitchell asked information on the development process of the Entrance Corridor application and background was provided. Commissioner Lahendro expressed concern that there were items in the EC report that did not line up with the Special Use Permit report. Matt Alfele provided information on the special use permit report.

Clarification was provided by staff that the Harris Street application has been deferred by the applicant and will not be heard this evening. Ms. Creasy provided further logistics for the meeting this evening.

II. COMMISSION REGULAR MEETING – Meeting called to order at 5:30 PM by the Chairman.

Beginning: 5:30 PM
Location: City Space

Commissioners gave reports on meetings that they attended in the time between the last Planning Commission Regular Meeting and this meeting.

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

No Public Comments

B. CONSENT AGENDA

1. Minutes – July 13, 2021 – Pre-Meeting and Regular Meeting

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

Motion to approve Consent Agenda – Commissioner Russell (Second by Commissioner Stolzenberg). Motion passes 7-0.

C. Entrance Corridor Review – Recommendation on SUP for 2005 and 2007 Jefferson Park Avenue and 104 Observatory Avenue (will be discussed with SP22-00001)

Mayor Snook called Council to order.

III. JOINT MEETING OF COMMISSION AND COUNCIL

Beginning: 6:00 PM
Continuing: Until all public hearings are complete

Format: (i) Staff Report, (ii) Applicant Presentation (iii) Hearing, (iv) Commission Discussion and Recommendation

1. **SP22-0001 – 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 properties located at 2005 and 2007 Jefferson Park Avenue and 104 Observatory Avenue, identified by Tax Map and Parcels (TMP) 170104000, 170103100, and 170103000 (owners, Norman Lamson, Trustee of the Gadient Land Trust Agreement) (the "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 of 45 feet to 75 feet, a reduction of the 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 fall 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. Additional information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit application may also contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

   i. Staff Report

Matt Alfele, City Planner – You will be holding a public hearing for a special use permit at 2005-2007 Jefferson Park Avenue and 104 Observatory Avenue; collectively referred to as 2005 JPA or the subject property. The applicant is Aspen Topco II Acquisitions LLC, which is the contract purchaser. They are being represented by Mitchell Matthews Architects. The applicant is requesting a special use permit pursuant to Code Sections 34-420, 34-353, and 34-162a, which allows increased residential density, additional height, and modifications to parking and setbacks. The subject property has street frontage on Jefferson Park Avenue, Observatory Avenue, and Washington Avenue and a by right density of 21 dwelling units per acre. The applicant is looking to increase density to 70 dwelling units per acre, increase height from a by right of 45 feet to 75 feet, reduce the rear yard setback from the required 75 feet to 36 feet, and reduce the on-site parking by 22 percent from what is required under Section 34-984. The SUP is required to accommodate a development being proposed for 119 units of multifamily dwellings within one building with underground parking. Some key elements of the proposed development include underground parking with one access point on Washington Avenue, improved streetscapes for JPA, Observatory, and Washington, 119 units within one building in the shape of a U placed on top of the underground parking. The 119 units would be a mix of bedrooms with no more than 4 bedrooms per unit. Based on the application material, the total bedroom count would be around 390 bedrooms. The building would be a 7-story structure fronting on JPA that cuts into the grade to become a 5-story building in the back. A required contribution to the City Affordable Housing Fund is just under $500,000. The proposed SUP has generated a lot of interest and feedback from the community. Planning Commission and City Council have received a lot of these comments directly. Additional comments can be found as Attachment D in the staff report. The massing, height, traffic, parking, and impacts on quality of life are some of the main concerns that staff has heard from the surrounding residents. Parking and traffic on Observatory Avenue are one area of particular concern. As part of the applicant's request to increase density, the applicant is also requesting to reduce the on-site parking by 22 percent. Under Section 34-94 efficiency one-bedroom and two-bedroom units need to provide a minimum of one space per unit. Three and

four-bedroom units need to provide two spaces per unit. The applicant's materials do not call out the final count for each type. It is indicated as studio one-, two-, three-, and four-bedroom units are being considered. If built out to the max of 119 four-bedroom units, 238 on-site parking spaces would be required with a 22 percent reduction. The minimum parking required in this configuration would be 186. The application materials indicate the final space count will be 125. This indicates that some of the units will fall under the requirements of only needing one space per unit and not two. Under the current plan, all parking will be provided under the proposed development with one access point on Washington Avenue. Due to current regulations, the proposed development would not be eligible to obtain on-street parking permits in zone one. This means that residents and guests, as the proposed develops, will not be allowed to park on Washington or Observatory within the restricted hours set out in Section 15-208, which states "the restrictions go into effect Sunday 12:01 AM to 7:00 AM, Monday through Saturday 12:01 AM to 7:00 PM restricted parking areas designated within zone one on or after May 1, 2016. In addition to the section I have presented, I would like to point out that staff's findings as stated on page 21 of the staff report. Staff finds that the application meets General Standards 3, 5, and 6 with reasonable conditions. Please see the 6 conditions that staff has recommended in the staff report. The applicant would meet standards 2, 4, and 7. The applicant would not meet standard 1.

The Planning Commission will make two recommendations tonight after the public hearing. One is a recommendation to City Council on the SUP as the Planning Commission, and one is a recommendation on the SUP as the Entrance Review Board.

Commissioner Mitchell – I would like to recommend that staff remind the public what Standard #1 is.

Mr. Alfele – Standard #1 under the Standards of Review in looking at an SUP states that whether the proposed use or development will be harmonious with the existing patterns of use and development within the neighborhood.

Commissioner Mitchell – For what reason does staff feel that it does not meet that standard?

Mr. Alfele – As stated in the report, number 1 talks about existing patterns of development. With this part of the city, your existing patterns of development is single and two family homes with some small apartments. It also states in the report that there are other planning documents that talk about increased density in this part of the city. Standard One is clear on existing patterns of development.

Commissioner Mitchell – What about mass, scale, and height of the building? Does Standard One allude to that?

Mr. Alfele – I believe that you're referring to (page 8 of the staff report) where it talks about the description for height under our current Comprehensive Plan. It talks about 5 stories but 8 stories at key intersections. This is not a key intersection by any matrix that staff has. We feel that 5 stories would be more consistent in this area. You will hear from the applicant later for their arguments to counter. The entrance corridor presentation might go into a more detail on mass.

Commissioner Dowell – I just wanted to bring up the email that was received from the public about the difference in the staff report.

Commissioner Mitchell – That email was more related to the Entrance Corridor Review.

Commissioner Habbab – I have some questions about lighting and landscape. When are we reviewing those?

Mr. Alfele – At this point, that would come at final site plan review, which Planning Commission would review if the SUP was granted. This would come back at the final site plan, which would have the detailed landscaping and lighting plan.

Commissioner Habbab – The other question was about permit parking on the side streets. I know that was brought up by the neighborhood. Is that something that we can do or is being done? I think the comment was about enforcement of that. Do we know how it is being enforced right now? Is it being enforced?

Brennen Duncan, Traffic Engineer – The police do the enforcement. I can't even answer that question as far as their schedule. You would have to ask them.

Commissioner Lahendro – In the staff analysis, massing and scale come up. The analysis indicates some difficulties that they have with the massing and the scale. Which of the recommendations address the problems that they have with massing and scale?

Mr. Alfele – Speaking to the SUP report, the biggest concern staff had was the rear elevation with the 5-story building going down into the mainly single-family/two-family neighborhood. Staff does feel that is a concern. Staff does feel condition 6, by having a very planted S3 screening, would help mitigate that impact.

Commissioner Lahendro – Staff also found that it had problems with the height of the building at the corner of Washington and JPA. Is that addressed in any of these conditions?

Mr. Alfele – That is something that came up in the analysis. There have not been any conditions that staff has on this that would mitigate that. That is the highest point I believe in the entrance corridor. The guidelines from the entrance corridor would help mitigate that by breaking it up.

Commissioner Stolzenberg – One of the comments that I heard from neighbors when I took a tour of the neighborhood was that all the pipes along the street are old terracotta pipes. What is the risk to those utilities? How is that risk mitigated? How is the city, in the site plan review, adding an inspection of the as-built to ensure that there are no adverse effects on neighbors from that?

Mr. Alfele – When this was reviewed, the utilities department and engineering were involved in the review. They found that with the SUP, there would be no difference between a by right development on infrastructure or the SUP. Anything they felt would be handled during site plan review, they would have to provide infrastructure that would work. No concerns were raised from those departments. As far as developing the site in what is being proposed or by right development, their stance was that any development on the site would need to meet utility and engineering standards.

Commissioner Stolzenberg – If this is to proceed by right or under the SUP, it would be helpful to explain the specifics of it at the site plan conference. It is not a consideration for this SUP.

What is the street width of Observatory in the proposed condition? Is it the same? Is it narrower? Is it wider?

Mr. Duncan – I don't believe that they are touching the right of way on Observatory.

Commissioner Stolzenberg – All those sidewalks and that buffer are within the site as it is now.

In the staff report, it said that there would be net new parking spots, because of the removal of all the curb cuts. Do we have a number on how many on street parking spots there will be?

Mr. Alfele – I don't think we have a number quite yet. That would show up more at the site plan level.

Commissioner Stolzenberg – We heard several concerns among neighbors of either being unable to get out of their driveway if a car is parked in what is currently a legal on-street permitted parking spot across from them or in many cases of emergency vehicles not being able to get by. Recognizing that residents of this building wouldn't be able to park there anyway, does it make sense, as part of this site plan review and approval, to potentially restrict parking either on one side of the street entirely or in those congested areas to make sure that emergency vehicles can pass by, and that people can get out of their driveways? How is that determination made via street width or other obstacles when you're doing these reviews?

Mr. Duncan – That is a complex question. If it was a new street, it would be 100 percent on street width. We do try to not disrupt the status quo of the street too much. If we can accommodate existing parking patterns, we don't want to make it so that when a new development goes in, we take away half of the parking on an entire street. The road width along Washington is roughly 30 feet. With some spots, there is parking on both sides, which is a little narrower than what we would normally like. Normally, we would want 35 feet minimum to have parking on both sides. That is something that we could look at. It was not something that we were pushing for based on the traffic generated from this site.

Commissioner Stolzenberg – Because there are parts where there is no parking that are going to be removed, would it make sense to add a one-car width no parking zone across from a driveway so that people can get out? We're going to have that net new parking anyway.

Mr. Duncan – That is something that we do on a lot of our narrower streets if there is a particular driveway. We have always had the petition to change public parking. If somebody needs that and their driveway is going to narrow and they can't make the turn-out, we usually look at those on a case-by-case basis and request basis.

Commissioner Palmer – In reading through the staff report, there was a comment on the conformance with the Streets That Work plan, specifically the 7-foot sidewalk and whether this would have that or not. I didn't know if you had anything to add to that. Maybe you can clearly state what the specific non-conformance was that you're focusing on there.

Mr. Alfele – That is one of staff's recommended conditions. It would be to redo JPA streetscapes in line with Streets That Work, which is a minimum of a 3-foot planting buffer and a 7-foot sidewalk. Currently, the JPA sidewalk abuts the street.

Councilor Magill – I wanted to clarify that the permits are not in the evenings and the weekends?

Mr. Duncan – That's correct. The permits give you permission to park on the street Monday through Saturday. I believe that it is midnight to 7 PM. On Sunday, it is midnight to 7 AM. For the most part, it is evenings between 7 PM and midnight that is free parking for anybody.

Councilor Magill – Is it possible to do 24-hour permit parking?

Mr. Duncan – Yes. We would probably have to amend the city code that references the Zone One. Whether that is going to apply to all Zone One or if we create a sub-zone where that would apply to.

Councilor Magill – I would think that the neighbors would be more concerned about weekends and evening guests than they would about daytime (9 to 5) guests. When I have had issues with parking, it hasn't been

from 9 to 5, it has been in the evenings, when friends are coming over. If somebody has gone to the grocery store, they can't necessarily park when they come back.

Councilor Pinkston – From the scanning that I did, I can't say that I read the pages about how the traffic counts looked. It seemed like the upshot was that the intersections that were on that map would not require signaling. Is that correct?

Mr. Duncan – The intersections that are currently not signaled would not meet warrants to signal them. Is that the question?

Councilor Pinkston – That's correct. I am just confirming that.

Mr. Duncan – That is correct.

Councilor Pinkston – The other question that I had had to do around changes in terms of pedestrian crossings. I didn't see the new 'zebra lines.' Will there be new crossings/pedestrian-type protected spaces?

Mr. Duncan – Yes. One of the recommendations from staff for this was to improve the crossing. It is currently down at Harmon Street. Normally, we would like it to be as close to the project as possible. JPA is split grade. The travel lane east and west are at different elevations. Getting a pedestrian crossing that meets ADA grades is difficult. We have one that is pretty good down at Harmon Street. We're asking them to improve that one. Bump-outs for pedestrian safety give us a better crossing where we can make the grades work.

Councilor Pinkston – One of the seven criteria that you mentioned, with 3 of the 6 criteria, the criteria were met. A work-around could be deduced. There was at least (the first), in terms of its fit within the neighborhood, that was problematic. Are you able to speak from your professional experience and sense of things if this was a by right development, if the developer was able to do what they wanted to do in the space, do you feel it would still violate one? Or is that not a fair question?

Mr. Alfele – I understand where you're coming from. These standards don't come into play when you're doing by right. It wouldn't even be looked at because they would be doing there by right 20/21 dwelling units per acre.

Councilor Pinkston – It is dramatically smaller.

Councilor Payne – Could you remind me what this area is designated in the Future Land Use Map? What would the height be in that corridor?

Mr. Alfele – This is Urban Mixed-Use Corridor. This is where the height came up. It is 5 stories or up to 8 stories at key intersections. This has been one of the areas where our Comprehensive Plan Use Map conflicts with our current zoning. Our Comprehensive Land Use Map is anticipating our zoning changing. The Future Land Use Map measures in stories and not feet. The maximum height that you could do under the current zoning with a special use permit would be 101 feet at this location. The maximum height by right is 35 feet. What they're asking for is 75 feet.

Councilor Payne – Would it be correct that the maximum height by right under the Future Land Use Map, if this was not Entrance Corridor, would be 5 stories?

Mr. Alfele – That is an interesting question. The zoning is going to be one of the things that must mesh with the Land Use Map. When we look at the specific zoning regulations for these areas, areas could overlap. Because an area is designated as something in the Future Land Use Map doesn't mean that is going to be one zoned area. We could have overlaps. We could have different districts. You would probably see the max height being 5 stories in certain areas and the max height being 8 stories for more important intersections.

Councilor Payne – It is such a gray area because it is not complete. What is coming to mind for me is that the framework that we have adopted for that is that if we're going above the by right height, the reason we're doing that is to have an inclusionary zoning program that is going to require affordable housing as part of that. In that context, it is hard to say. There are so many gray areas. We don't know what it would settle out at. If it turned out, in theory, that in this zone it is 5 stories by right and they are asking for above that, we would want them to include a specific amount of affordable housing as part of that. We're giving it away if we ended up being in that situation once we got there. It is hard to speculate on because it is not yet finished. Is my understanding correct that around $500,000 is being contributed to the affordable housing fund? That is the minimum requirement under the formula for what they must contribute with a special use permit.

Mr. Alfele – Yes. It is either providing 9 units on-site/off-site or contributing close to $500,000 to the affordable housing fund, which they have indicated that they would want to contribute.

Councilor Payne – I know that it is their choice. We don't have any control over it. I would just note, for the record, that we got an affordable housing report that included data on the subtotal subsidy needed to construct a new affordable unit. I know in Virginia that total subsidy to build one new unit could be around $300,000.

There are 17 existing units on these properties. Do we know with certainty the status of those units? Are they rentals? Are they homeowners? Could we say with any certainty whether all those renters are students? Are there any long-term renters currently living there?

Mr. Alfele – The applicant might be able to speak to that during their presentation.

Mayor Snook – My questions focus mainly on the first criterion. In talking about the key intersections problem for the Entrance Corridor, the report indicates that the intersection at JPA/Maury and JPA/Shamrock would seem to be two intersections that would qualify as key intersections. Is that right?

Mr. Alfele – That was done out of professional opinion. We have no guiding documents that indicate key intersections in any of our planning documents.

Mayor Snook – How have we defined key intersections? I am not familiar enough with the Entrance Corridor policies to understand.

Mr. Alfele – This is only in talking about the SUP as it relates to the Entrance Corridor. That term is coming from the Future Land Use Map, where it is talking about 8 stories. Our Future Land Use Map doesn't define what a key intersection is. Staff was using professional opinion to determine key intersections.

Mayor Snook – Presumably, that is part of what we're going to be working on this year in defining those terms.

Mr. Alfele – That would be helpful.

Mayor Snook – You're left at this point to try to figure out what you think we might, someday down the road, want to be adopting, which I know puts you in an awkward position. You seem to have focused or

coalesced around the idea that JPA and Maury would be a key intersection. I think most people would agree with that, speculating that under this policy, we would perhaps end up with an 8-story building at Maury. We're only one significant block away from a building that might be at that point. Is that part of why you're thinking that this does not do violence to the character of the neighborhood?

Mr. Alfele – That is one of the arguments the applicant is making with Maury Avenue being a key intersection. You would not want to jump necessarily up from 5 stories to 8 stories. You would transition as you went along JPA going from 5, 6, or 7 stories up to 8 stories. That is an interesting way to approach it. One of the key things that staff looks at is that one of the goals of the Future Land Use Map/Comprehensive Plan that we went through is increasing density and increasing density in this area of the city. This area is one that we're looking to increase density. To increase density, especially to scale under 19 units is going to create a big building. When we get to the bottom of it, you're not going to be able to have a smaller building with this level of density.

Mayor Snook – When we were going through the Future Land Use Map debate last year, I was struck by the fact that the one area where it seemed clear that everybody was willing to agree that we should have increased density was along JPA. There was basically no public discussion of that fact. We were hearing complaints from the North Downtown, Greenbrier. We weren't hearing complaints from JPA. Did the Planning Commission or planning staff have any discussions about that that we councilors were not privy to? Are we coming across something that you have already talked about and we're just not aware of it?

Mr. Alfele – That is a little hard to answer. There was a lot of outreach done. Not everyone participated in the 5-year process. There are voices that probably were not heard. I believe that we're hearing from them tonight. I can't think of a specific way to answer that.

Mayor Snook – What I was getting at was not whether people in the public were heard from. I am wondering whether you all had any discussions amongst yourselves at meetings that perhaps councilors weren't paying attention to where you talked about this area and the fact you were apparently expecting to be substantially denser in the JPA area. Maybe you didn't have that sort of discussion. I am wondering if there was some other substantive discussion on that that we were not aware of.

Mr. Alfele – Not that I am aware of.

Commissioner Mitchell – I think that the answer is 'no.' I know that we, implicit in our thinking that area was going to be denser. We frankly took that for granted. We didn't have a conversation about it.

Commissioner Stolzenberg – I must disagree with that. I think it was discussed over the course of it but also repeatedly when discussing this urban mixed-use corridor and the high intensity. Even on the September 21st, Cville Plans Together slides at the last work session prior to the joint hearing, there was a modification on page 32 of those slides that talked about high density residential heights where it is typically a 5-story maximum, considering heights up to 8 stories at select locations, specifically the JPA/Fontaine Corridor. In practice, that gets a little tricky because high intensity residential is not touching JPA or Fontaine. It is in the interior of the neighborhoods. It is Urban Mixed-Use Corridor that is along the road. Given that it was discussed, it is right there. We did have those discussions. Maybe we didn't put that word in the right category.

Mayor Snook – The purpose of my question was not to suggest that somehow the issue hadn't been raised publicly. I was just trying to find out whether you all had put some more 'flesh on the bones' in some other discussions or whether it was left simply as starkly and as simply as what it seems to be set out. I tried to pay

attention to most of your meetings. I didn't watch all of them. I was wondering if there was some discussion of this in some meaningful way that I had not seen.

Chairman Solla-Yates – From my perspective, there are pieces of the Comprehensive Plan that talk about this indirectly but no specific area that says this is exactly how it is going to be.

I had a lot of questions from the public about the trip generation study. To my knowledge, this is different from how we have looked at student apartments before. We looked at a bit more of a generic suburban use. This is a new approach by looking at it as a student housing use near the University. Can you talk about what that means and how that is different?

Mr. Duncan – The Institute for Transportation Engineers has a manual that they put out and update regularly. In the most recent update of that, they added a more specific section for off-campus student housing close to a university. It does act much differently than other apartment complexes as far as their trip distribution and when those trips are being made. We had a meeting with the applicant before they did their transportation analysis. They brought this up. They asked if we were OK if they used this. They shared that with me and the city. We agreed that, in this scenario, it seemed to make sense. That is why we used that as opposed to a general mid-rise, high-rise apartment complex.

Chairman Solla-Yates – Do you believe that this approach could apply to other areas near the University?

Mr. Duncan – Yes. I think the more applications that we get that would surround the University, it would probably make sense. This application is an obvious one being as close as it is to the University. We will have to look more closely and maybe set some parameters for future applications, such as how far away you use this. For this one, it was a no-brainer.

Jeff Werner, Preservation Planner – Most of my time is spent as staff for the Board of Architectural Review. I am also the staff for the Entrance Corridor Review Board. It is in that capacity that I am here tonight. Having remote discussions about architectural design issues is extremely challenging. In the last 4 years, I have reviewed with the BAR almost 350 projects. Tonight, will be the 23rd and 24th projects that I have reviewed with the Entrance Corridor Review Board. It is a different dynamic here than we normally have.

Per code 34-157, when a property that is subject of an application for a Special Use Permit is within an entrance corridor, the ERB shall review the application and make a recommendation to City Council as to whether the proposed use will have an adverse impact on the corridor. If so, to suggest reasonable conditions that would mitigate that impact. It needs to be noted that regardless of what occurs with the Special Use Permit, there is a section of city code, 34-309, that requires that any subsequent development of this site that requires a site plan, the design review still goes through the ERB. There is a later piece of this project that must go through the design review. Regardless of what has been presented conceptually from the Special Use Permit, your recommendation to Council is not an approval of design nor a denial of design. Does the Entrance Corridor Review Board, which is the Planning Commission, believe during the design reviews process that the process can produce a result that mitigates the impact of any increased height? I know there is another question that has come up about the staff reports. In the prior staff report and in this current one, the suggested motion did not change. It is that the impacts I first said, "could be mitigated through the application of the design review." In this one, I am recommending that the impacts can be mitigated during the required design review. In both cases, I leaned on the Design Guidelines as giving the city a tool to come up with a design that ultimately affects any of the impacts from this increased height. Regarding the increased density, I have said before how a building is used is not a function of the design guidelines. What the BAR and ERB looks at is the exterior. In that regard, increased density does not have an adverse impact. With the increased

height, this is where some of this re-evaluation came from. You must acknowledge that this is what the Comprehensive Plan now says. There were some prior planning documents. Things have been revised. The Comprehensive Plan vision for this corridor is that it transitions to an area of higher density and mixed use. That is facilitated by allowing taller and larger structures than the current built form. Increased height is allowed by Special Use Permit. That use has been anticipated. It is not prohibited. Anticipating the increased development, including taller buildings, the city established design guidelines for the entrance corridors, which include recommendations that address the related height, massing, and scale of the building. My recommendation to you is that the application and design guidelines would mitigate the increased height. I would suggest that there is not an adverse impact. Regarding the rear reduced setback, that is not visible from JPA. It is not relevant to having an impact on the corridor. Regarding the reduction of off-street parking, the design guidelines are based on big, open parking lots, and how we screen them, prevent them, and not have them. Here, we have parking that is going inside the building. At any level, we don't see the parking. It is a positive relative to how the guidelines view them. Since the onsite parking is not visible, we're not addressing that as an adverse impact. During the later design review and approval of the CoA, you will consider the design elements, the materials, the colors, and the landscaping and a whole range of things that come with the design review of a project like this. For a recommendation that you make to Council about this Special Use Permit, my suggestion to you is because the design review can mitigate the impacts, those impacts are not adverse. I did come up with 3 suggestions. They're broad. There might be some elements of this design that you possibly want to memorialize. There certainly might be more. You have designers on the Planning Commission bringing to the table some additional thoughts. Are there elements that the ERB would recommend Council consider as you memorialize it, but not locking in this design would be the wrong way to go. To explain the first condition, it had been discussed. That idea of breaking up this building in a north-south connection and spending some time looking at the topography over there and looking around town, what were the examples we have had? This is not like the places we don't like. There are a lot of places in the city, which have block lengths that are similar. What do we have in the sense of it being a block? It fits in with what we see around town.

Commissioner Mitchell – I am going to attempt to repeat what we're expected to do, what our recommendation needs to be based on the criteria that we use to make a recommendation. If I get it wrong, you can redirect us so that my colleagues know what we're deliberating. We will see this again even if we approve this if we suggest that this SUP will not have an adverse impact on the entrance corridor. We will see this again. Is that accurate?

Mr. Werner – This has an entrance corridor overlay. Whatever happens there will presumably require a site plan. You will see that design. Within entrance corridors, I have a lot more flexibility than what we have with the BAR. There is a threshold. If it is a new building, we bring it to you. If it is not, there is a lot that we can do administratively. Assuming a new building goes at this site, you will see it regardless of the Special Use Permit. At that point in time, you're acting like the BAR. You have design review oversight. That is what it emphasizes. With that iterative process for this project, we will have to think it through and work it through. That is the intent of the process. That is to get to a design that meets the guidelines and solves the problem for the applicant and resolves the design issues for the city.

Commissioner Mitchell – What we are being asked to adjudicate/question is that we're being asked to answer/the recommendation that we're being asked to give to Council is whether we believe that this SUP will result in an adverse impact on the entrance corridor. If we do believe that it will, do we believe that there are mitigating actions that we can take to reduce the negative impact on the EC. That is the net of the question we're being asked to answer and make a recommendation on. Is that accurate?

Mr. Werner – It is whether you believe that whatever impacts there are, can be addressed adequately during the design review that is a positive. If you believe no matter the design review process, it will not address

these impacts, that is the negative. Putting in there whether it is an adverse impact goes back to the basis of my recommendation. Whether you want to call it an adverse impact or not, the design review process will resolve those.

Commissioner Mitchell – With the three mitigating conditions that you have recommended, at what point should that impact our thinking? Should that impact our thinking tonight? Should it impact our thinking if we see this again?

Mr. Werner – With the BAR, we talk about the discipline of the process, where you don't come in with a project at this scale and then one night after a 20-minute presentation, you get approval. There must be some discipline going into that process. If you didn't adopt any of these tonight, that is fine. They can still come up later. Even the smallest amount of predictability will let me know where you stand, even if it is precarious. That will help the applicants and their team know where they stand on things. You may disagree with some of these things. If there are some things that you feel very strongly about tonight, tonight is the opportunity to express that. A special use permit is not a wish list. It becomes something that is the condition of the approval. You can establish things that we can have a hard line if you hold it up during the design review.

Commissioner Mitchell – If we elect to recommend approval of the SUP and we think the 3 mitigating strategies would help make the implementation better on the entrance corridor, should we also include staff's recommendations in our SUP approval?

Ms. Creasy – You have that opportunity. Usually, the conditions with an SUP are specific to what is going on. Those conditions are broader. If you all feel that those are things that Council needs to hear when they're looking at that report, you could, with the ERB, with the corridor review adverse impact. That is the terminology that is used in the code. That is why that is coming forward in that manner. We try to be consistent with that. You could note one way or the other. If it was going in a positive direction, you could note that these are items that we would like Council to consider as this moves forward.

Mr. Werner – You want some specificity. You don't want to design this thing now. It is going to encumber them. You all may want to establish some bars that must be met.

Ms. Creasy – This process is complicated in the code. It is something that the people, who are reviewing the code for us are looking at. We have expressed some strong feelings on trying to streamline this and make it more straightforward. We have the code that we have right now. The window of the decision that the ERB needs to make tonight is very narrow. Can the design guidelines address any adverse impacts? Or can they not? It is a 'yes' or 'no' question. Then the 'weeds' of what that is, is a later step if other things happen in the process.

Commissioner Mitchell – If we decide to move forward with this and recommend approval, we should not get into the design things that Mr. Werner has recommended. We should wait until we see it again.

Ms. Creasy – Yes. It will come back again. Because of all the elements involved with a project of this magnitude, the questions have already started about things. We're going to have those discussions down the road. It is 'the cart before the horse' situation. We're trying to help you narrow down to the question being asked right now. You can think about the questions that will come later and the questions right now. Then continuing through the process depending on how things go.

Commissioner Lahendro – When you said something about the north end of this project site wasn't as much of a concern because you couldn't see it from JPA, the entire site is included in the overlay map for the entrance corridor. It needs to be considered. It needs to be a part of our consideration.

Mr. Werner – There is no 'how-to' manual in the design guidelines. Looking back at past staff reports, relative to an entrance corridor, if you can't see it then it is not of issue. It is very different when we have something within a historic district. Relative to an entrance corridor, the past practice has been 'it is back there. It is not visible from the entrance corridor, so I am not addressing it.' I went with that. I followed my predecessor. It was very wise.

Commissioner Lahendro – Do we or do we not consider a review of what is going on at the north end of this project site as part of the entrance corridor review?

Mr. Werner – You all can. I think it is best to look at the project in total. If it is something slightly around the corner but it is important to the design, raise it. It doesn't preclude you all later. You all can approve or deny that design. It still must meet the standard that you will have established. That is appealable to Council. You have your look at this the next time. It will not be perfunctory. It is going to be very detailed and very involved. If you do feel that there are elements towards the rear of the site, I don't think there is anything wrong with expressing that.

Commissioner Russell – I am confused by that as well. Are we viewing the building? Specifically, one of the design principles is human scale, asking to consider the impact of spaces created as it will be experienced by the people, who will pass by, live, work, and shop there. Do you believe that human scale is achieved on Observatory and Washington?

Mr. Werner – It is in the context of when this entrance corridor guideline was written and how that place was seen. It is very different from where it is now within the Comprehensive Plan.

Ms. Creasy – We don't have a full design on the entrance corridor side of things at this point. It is a challenge to know one way or the other. We have a conceptual design that would be refined if it moves forward through the process.

Commissioner Russell – Are we thinking about conditions on the whole building? Are we thinking about conditions on the entrance corridor? We could talk more about that. I don't have a question other than not exactly being on the same page. It is not exactly knowing how we're evaluating this.

Mr. Werner – Do you believe that the entrance corridor design guidelines allow you the tools to mitigate any impacts? One of the nice things about this project is that entrance to the garage is at the rear of the property. It pushes that thing back. We're not getting curb cuts along there. I know that we're not addressing the design that they have presented. They have that variation in the material at the base. They have some landscaping on the walls and terraces. There are things happening on those side streets at that eye level. If you want to address certain things that you see, tonight is the night to do it or to make a recommendation. Council may say 'no.' There must be some specificity. It is up to you all in the design review process. That is your chance to get it right. You do not have to get the design right tonight.

Commissioner Stolzenberg – The number one recommended general guideline in this sub-area is to put utilities underground that are now located within median. Given that the view of the building is obstructed by the utilities and the utilities restrict the size of trees that could help obscure the view, would it be reasonable to make putting those utilities underground in the median a condition?

Ms. Creasy – No. They are off site.

Councilor Payne – What went wrong in the design review process and the site plan process with The Standard? That came to mind because I think there are potentially a lot of similarities. The Standard was a company that operated internationally. It has a portfolio of hundreds of student apartments. The city made a mistake in how that process unfolded. Something went wrong where there was a massive undisturbed block shadowing over Westhaven, lower residential community. It doesn't feel human scale even on the sidewalk. What went wrong that led to that? This is a company that operates nationally that has billions of dollars in total financing, has a portfolio of hundreds of properties. Student apartments are a major part of it. My concern is about the scale, massing, and human scale. We need to avoid repeating the mistakes that happened at The Standard in terms of it not being human scale and shadowing over a residential community. In that context, we could have gotten that same amount of housing but designed in a better way. My concern is not only for the residents that it is not human scale, but let's think big picture and long-term. When that happened at The Standard, people associated density on West Main with that project and what happened there. There was a de facto downzoning throughout that whole area. We need to make sure that we're confident that we can get density that works. We can achieve that. I am not sure how much confidence I have in our existing processes. I don't know if anything has changed to repeating those mistakes. I don't say that with any intention of trying to block density increases here. How do we get to 'yes' and make it work?

Mr. Werner – I have talked with Councilor Magill about this some time ago. The density of Altamont Circle and that block is extraordinary. It is a wonderful model of what you can achieve. It is extraordinary in the amount that is there. It is a successful example. It would be great to replicate that. With The Standard, that was before my time. I watched it happen. I can't really address it. One of the things that the BAR talks about is what went wrong on West Main. One of the things that we look at gets back to the idea of the block, how you break that up, how you create that break. With what is going on facing to the north, I don't know. There are a lot of questions that could be addressed. We're hoping this summer to revise the design guidelines for the entrance corridor and BAR districts.

Chairman Solla-Yates – I like this block analysis. It is smart, innovative. I have seen it before. It is a good analysis.

ii. Applicant Presentation

Erin Hannegan, Applicant – There are a few points that we want to reiterate as you consider the application tonight. When we last presented informally in the fall, the project was generally well-received. Most of the comments were focused on the aesthetics and the architecture. We have incorporated some of those comments into the application that you're seeing tonight. We know that we will be back in front of you to go through the entrance corridor review process with you and more of those aspects of the project as the project develops in the future.

Next Slide
This first page shows that 2005 Jefferson Park Avenue is in the middle of the Jefferson Park Avenue neighborhood. We pulled some census data that is at the top of the page. The points that we want to share with you tonight and stress is that this neighborhood is 93 percent renter occupied, 79 percent is non-family, and the median age 21.5. All those things tell us what we already know. This neighborhood is predominantly a student rental neighborhood.

Next Slide
We're putting student purpose-built housing in a neighborhood that already is predominantly student rental housing. This zooms in on the site. The site is outlined in the red-dashed line. The point is that we are one block away in each direction from the trolley stops. There is one at Shamrock Road and one near the corner of Maury

Avenue. Based on our interpretation of The Streets That Work Plan and the language that is in the Comprehensive Plan, we believe that those reports are trying to identify Maury Avenue and Shamrock Road as key intersections, as it relates to the Comprehensive Plan language and The Streets That Work Plan. Those are marked with the red dots. The site fronts on Jefferson Park Avenue and has frontage along Observatory Avenue and Washington Avenue. Observatory is a dead-end street. Washington Avenue is a through-street and connects from Stadium Road to Jefferson Park Avenue. We have placed the garage entrance along Washington Avenue, so as not to impact the dead-end street.

Next Slide
This slide is important because we have researched the GIS data on your website. Based upon analyzing the owner addresses and the parcel addresses, we have identified what parcels are renter-occupied in the neighborhood and adjacent to the site and what parcels are other uses or owner-occupied. There is only one contiguous parcel with our parcel. That is to the rear. This one house is the entire width between Observatory and Washington Avenue. It is renter-occupied and has been for 20 to 30 years. All the parcels that are across the 3 streets, except for one, are also renter-occupied buildings.

Next Slide
This is the existing zoning map. Our site is here. It is R-3 zoning. It is only permitted to have 21 dwelling units under a by right condition. That equates to 35 units. We are asking for 70 dwelling units per acre. The by right height is 45 feet. Under an SUP for our density range, we're permitted to ask for up to 101 feet. We fall in the lesser middle height range even though our density is higher. When you look at the rear setback request, we don't believe that the 75 feet was 'extravagant' in our view. That's why we're asking for a rear yard reduction as part of this SUP process.

Next Slide
These are photos of some of the surrounding structures in the neighborhood. It is extremely varied in height and architectural character. Another point we want to note is that most of them do not engage at all with the street. The precedent is for very little engagement with the street with all these existing conditions. Even some of the new structures that have been built do not have much street engagement. We have a very different vision for the project as proposed.

Next Slide
This is the existing survey of the site. You can see that there are 6 buildings that are shaded red. Those 6 buildings have 17 units in them combined. There is a 37-foot drop across the site from this corner to the corner at Jefferson Park Avenue and Washington Avenue. It is the equivalent of 3 stories. It is a very dramatic grade change across the site. That is important because the height that is perceived on Jefferson Park Avenue is not going to be the height perceived at the rear of the site. We're basically slipping the lowest two levels below grade, and it disappears into grade as you get towards the rear of the site.

Next Slide
This is the new Comprehensive Plan. The zoning designation for our site is Urban Mixed-Use Corridor. The further definition is higher intensity mixed-use development for this area. That is exactly what we're trying to do: a higher intensity development. Mixed-use is not allowed under the current R-3 zoning condition. There is only an ancillary use permitted. We will show you how we're addressing that with the idea that there is a transition occurring right now between the zoning ordinance that we have and must work under and the Comprehensive Plan that we're trying to strive towards.

Next Slide
This is the detail. The only detail that is provided about the urban mixed-use corridor that you can see is down here. The uses are commercial employment, residential, and active ground floor uses. With the height, it is 5

stories, with up to 8 stories at key intersections. It lists key intersections as intersections of downtown, industrial, mixed-use, or neighborhood corridors in The Streets That Work Plan. That is where we got our definition of what a key intersection is. In a moment, we will look at The Streets That Work Plan and show you which of those are mixed-use streets and which ones are neighborhood corridors, and how that creates a key intersection on the plan.

Next Slide
This is The Streets That Work Plan. This is an enlargement of that area. It is a mixed-use B street, which is this pink-dashed line. That definition is here in the middle. It was in the packet. The round dashed and solid lines are neighborhood streets. The intersections of a neighborhood street and mixed-use street, in our opinion, creates that key intersection. There are 3 in this sub-area of JPA. They would be at the intersection with Maury, at the intersection of Shamrock, and at the intersection with Emmett.

Next Slide
This is the adjacent designation to the rear of our site. The adjacent designation (brown) is higher intensity residential. You defined that designation as up to 5 stories. The point that I want to make here is that if all the mixed-use urban corridor was intended to only be 5 stories or mostly 5 stories with only tiny spots of 8 stories, it would probably would have fallen into these 2 areas. It probably would have merged into one zoning designation. There isn't a significant difference between higher intensity residential and the mixed-use corridor when it comes to height unless you look at the 5 up to 8 stories as a variable between key intersections.

Next Slide
Here we have overlaid on an aerial the Comprehensive Plan in purple, brown, and yellow. The purple is the mixed-use corridor, the brown is the higher intensity residential, and the yellow is general residential on the other side of the railroad tracks. Our site is again dashed in red. Those same key intersections that we just discussed would be at Maury Avenue and Shamrock Road. In our opinion, based on the language that is in your Comprehensive Plan, 8 stories would be created around these key intersections. The blocks immediately adjacent to these key intersections would be 8 stories in height. All the conversations that I have listened to throughout the Comprehensive Plan process have all talked about creating a transect, creating transitions. Not having harsh jumps between zoning designations and allowing height to be one of those elements that helps with the transitions between things. If we start here 8 stories, and we know we're going back to 8 stories here, then there is a transition laterally along Jefferson Park Avenue, where a block away, we're stepping down to 7 stories. That is what we are proposing: 7 stories in height. Perhaps it gets down to 6 stories before it returns up to 7 stories and 8 stories at the intersection. There is a greater distance than between Shamrock Road and Emmet further up JPA. It would probably decrease the whole way to 5 stories before ascends back up to 8 stories. This would create that rolling topography of a building height throughout this landscape. Simultaneously, we would also be doing this perpendicular to the corridor. The tallest areas of these blocks and of these buildings would be along the corridor where we have 7 stories along Jefferson Park Avenue. At the rear, as it transitions to the adjacent zoning designation, we would be meeting the height of that zoning designation. At the rear of our site, we're proposing 5 stories. In the adjacent designation, it proposes 5 stories. We would be equivalent in height. That is a key difference between what the current zoning ordinance does and some of the problems that were created at The Standard and the differences between The Standard and Westhaven.

Next Slide
This is a roof plan. The purple-shared area is the roof. The yellow shade is a podium level that caps the top of the parking. The red-dashed line is the property line. These lighter dashed lines are the setbacks. The front yard setback is on average along the street. Since we have 2 corners, the side setbacks are both 20 feet. The zoning ordinance calls for a 75-foot setback which is here. We're asking for 36 feet. We're proposing that we would create 25-foot buffer along the rear. Mr. Werner talked about this. All of you asked about this potential

connection at the rear of the site. I believe that our client is open to that idea. There might be a bike and pedestrian path that moves across the rear of the site. How it works would have to be defined later because of the topography changes that are occurring from this side of the site dropping in grade. It is also how it moves through that S3 buffer. We would have to work that out. We're open to that idea. The garage, as has been mentioned, is up here on Washington Avenue. It is a significant distance from the intersection. A lot of neighbors have been concerned about trash. Trash will be stored inside the building but pulled out onto the street on trash day. The main entrance is at this corner where it is connecting closest to the topography and intersection of JPA and Washington Avenue. At the other corner of Observatory and Washington, we have a series of terraces to try and engage with the street. That is where we have created a small space that could be an ancillary use space. Its size is to work with the current zoning ordinance as well as potentially become that mixed-use component in the future as things change along the street. The density is created on the street to support more commercial uses. Something that we heard from you in a previous meeting was that you wanted a better streetscape on Observatory. We have added small stoops, porches, some with steps and sidewalks, depending on the grade changes. Four of those that would be private porches to just those 4 apartments that they enter, some of the neighbors didn't like those. We're open to being either way. We feel this provides that engagement, pedestrian activity, and helps modulate the street condition. It would be an advantage in the long-term when additional development happens on the adjacent parcels. It is a U-shaped building that opens towards Jefferson Park Avenue with the 2 narrow ends facing Jefferson Park Avenue. The pool condition is elevated from the sidewalk. It is up 2 stories above the parking garage.

Next Slide
This is a diagrammatic section through the site. This purple-pink color is our proposed building. The orange is the maximum building envelope that could be requested under a special use permit. Under a special use permit, we could ask for 101 feet in height. That is to the top of this orange box. We are well below that at 26 feet below it. We are asking for a height of 75 feet. That is taken from an average grade plane. There is a significant drop in the topography across this site. Since the two wings don't meet the street, you're looking at the one wing in the background. This is the profile for one half of the building. That is the other wing beyond, on the other side of the courtyard. The current zoning ordinance requires 75 feet. We're asking for the reduction to 36 feet. We think that is reasonable, especially once the Comp Plan is translated and the ordinance includes the setbacks for the adjacent parcel. If the setback on the adjacent parcel is in the range of 15 feet, you potentially have a 50-foot building to a building condition at the rear between 2 buildings of equivalent height at 5 stories. This is showing 55 feet or approximately a 5-story building on this side, which is what your Comprehensive Plan calls for. These 35 feet is what the by right height is currently on that parcel behind the site. We're proposing this S3 buffer between the 2 buildings to help mitigate the 2 conditions as they may currently exist. One other item is that we have applied a hypothetical bulk plane like discussions that came out of the West Main Street zoning conditions. The zoning ordinance was rewritten at one point to include the bulk plane for the transition between the higher density components along West Main Street to Starr Hill neighborhood behind it. The bulk plane is a reasonable zoning tool to try help mitigate the transition from one zoning district to another. We have illustrated how we would be under a hypothetical bulk plane in this instance. We're cognizant of the conditions and situations that you have talked about in the past in other zoning districts and how they might apply in this district if that was incorporated in the future.

Kevin Riddle, Architect –

Next Slide
I am going to discuss the following slides that show you something of the architecture and landscape that is being proposed here and the overall presence of the building on the corridor. This is the front elevation of the project along Jefferson Park Avenue. Based on suggestions made by commissioners in our last meeting, we revised the building where it meets the ground, extending masonry around the lower lobby and parking levels to emphasize the horizontal and give the building a solid, legible base in a durable traditional material. The

building's wings extend upward from the base. These will likely be clad in fiber cement panels and siding. The Washington Avenue wing is the more prominent of the two on the right of this illustration. It is where the entry of the building will be located that you see at the bottom. On the left side of the image is the Observatory wing, which is set back farther from the street. What you see in between, that is closer to the rear boundary. That is where the 2 wings link up. They're bridged together by corridors and more apartments.

Next Slide
Here is another diagrammatic cross section. This one is taken parallel to JPA. You take the last illustration and move into the building. That is where we are looking now. Observatory is on the left and Washington is on the right. The proposed building is filled in pink. The orange box represents the maximum building extents that would be permitted with an SUP. Across either of the avenues that flank the project. The dashed red lines show building heights between 5 and 8 stories that through the Comprehensive Plan, the city aspires to allow in this district. The proposed building is consistent with these heights.

Ms. Hannegan – Under an SUP, it would potentially be 9 stories, 101 feet permitted on both the left and the right, given that they are the same zoning designation, if we follow the example that we provided about the 8 stories being the closest to those key intersections. We envisioned that the left-hand side might be 8 stories. Once you get past Washington Avenue, the next block over might be somewhere between 6 or 7 stories. That is what these 2 dashed lines represent. The current zoning ordinance would allow 101 feet. You get another story on both sides now.

Mr. Riddle –

Next Slide
Along Observatory Avenue, where this elevation is taken, you can see how the existing grades tend to benefit the project. As you move up Observatory Avenue away from JPA, the parking levels are eventually completely submerged. By the time you reach the rear of the building, its perceived height has diminished from 7 stories to 5 stories. A 5-story building is only 1-story taller than what is currently allowed by right in the R-3 zone. To the right in this image close to JPA, you see the corner common space. It is near the street level. It opens to Observatory Avenue. It includes outside terraces that help transition this corner of the building to the sidewalks. Above this masonry corner is that recreational deck that has the pool. This would be used by the tenants. In the background, (a little faded) you're seeing the other wing of the building that is along Washington Avenue, where it projects closer to JPA.

Next Slide
Here is another section diagram. This one zooms in closer to the project where it sits at JPA. You can see that there is a relatively significant distance between the buildings, over 100 feet that is created by the width of the avenue. On the opposite side of the street, the Comp Plan envisions buildings up to 7 or perhaps 8 stories. That is comparable to what we're proposing.

Next Slide
Along Washington Avenue, you see a secondary pedestrian entrance close to the corner with JPA. As you travel up the avenue toward the rear of the building, you can see the entrance and the exit to the parking decks. That is well away from the intersection with JPA. It is over 200 feet away. On this side of the building, the grade does not rise as sharply as it does on Observatory. This façade, at its base, is distinguished with greater exposure of the masonry base.

Next Slide
This is the rear of the project, the rear elevation. The parking levels here are fully buried along most of the façade. Only 5 stories rise from grade.

Next Slide
Here is a partial site plan. This is zooming in on the project where it meets the entrance corridor. The building wings are shown in a lavender fill with a heavy black outline. To the left of the entry wing, you see the recreational deck. That is above the parking levels. It is shown in a light beige. It has the pool and the courtyard. As you come forward between the base of the building and the trees, we have a variety of paved terraces. The one on the left is the one that is near Observatory. It can be accessed from the sidewalk and transitions to a space within the building. The longer terrace on the right wraps the Washington-JPA corner and allows entry into the main lobby. We expect there to be a lot of plantings and a lot of street trees. With the more specific architectural questions are ones that we plan to hash out during the entrance review process.

Next Slide
We're getting into the perspective views. This is the proposed building seen from the other side of JPA. The corner terraces extend at the corner of Observatory and JPA. They provide outside space for tenants and friends. They also ease the building corner and gradually bring it out and down to grade.

Next Slide
This is a front-on view of the building. It is also taken across the street. It is looking toward the main entry that is there in the white volume. Jefferson Park Avenue can be a bustling street, heavily populated with traffic and pedestrians. We think this is the right environment next to which we would concentrate most of the building's communal spaces. Terraces are at various levels invite outside meetings and gatherings. The entrance is heavily glazed at the portion at the front of the Washington wing. It brings light and visibility into upper-level lounges. To the left of the entry wing above the masonry base, that is where the deck is located. All of these can contribute to the main thoroughfare's vitality.

Next Slide
This looks at the project at the intersection of Washington and JPA. Here you can see the masonry base extending around the corner, helping ground the taller residential wings. Low sight walls and plantings at this corner help create a gentler transition to the sidewalks.

Next Slide
Here we're getting closer to the front door. The entrance terrace can be accessed from the sidewalk at multiple locations on level at about the middle of the site. We will also have several stairs that come up from the corner. One is around the corner, and you can see the other one leading right up to the front door. You can also see in this image the way that the wing along Observatory Avenue there in the background, the way it recedes back from the street, enhancing variation in the building's presence on the corridor.

Next Slide
We're now on the entrance terrace close to the Washington Avenue corridor. We're looking toward Observatory along the length of the terrace. We envision potential here to create an exterior refuge with multiple spaces to rest, study, eat, talk, and gather. In contrast, consider what is typical along Jefferson Park Avenue elsewhere. There is not much like this. You walk between this building site and UVA, and you will see multiple nearby properties that have front yards designed less for people and more for their cars. Between 1709 and 1723 JPA, a stretch that is over 400 feet long, all have asphalt drives and parking spaces in the front yard between building and sidewalk; no engagement whatsoever. Even in some of the better cases, it is rare to find more than a grass lawn that is divided by a single walk that leads up to a single stair and the front door. A terrace like you see here, generous with plantings and seating space, engaging activity at the building with activity on the street represents an improvement over what is typical elsewhere on the avenue.

Next Slide

We're going back around the building to the side along Observatory Avenue so we can focus in on the porches that you see there. This was a suggestion made by several commissioners in the last meeting. We have included these porches. They allow points of contact with the avenue. The building feels more accessible because of them, less sealed off from its surroundings. They enhance the apartment base with a bit of human scale.

Ms. Hannegan –

Next Slide
This building might be taller than its current neighbors. It won't be out of character with the future implementation of the Comprehensive Plan and the implementation of the vision that has been in the works for over 20 years for this neighborhood. We believe that we can address any of the architectural character, components of it with you later through the entrance corridor review process.

Commissioner Dowell – I heard you talk about the bulk plane. Does that represent the shadow that this new building will propose on the existing neighborhood?

Ms. Hannegan – No. We haven't done sun studies to date. The bulk plane is set by creating a setback from the rear property line and then a height related to the by right or adjacent by right condition and then a 45-degree angle from that. It has nothing to do with how the sun hits the building at all.

Commissioner Dowell – That would be one of my concerns. As Councilor Payne already mentioned about The Standard. That was one thing I think that we dropped the ball on; how that building is going to overcast or shadow on the existing neighborhood. That would be one of my concerns.

Commissioner Habbab – Did you consider any step backs? I know you did the bulk plane to establish that. Did you consider any along Washington Avenue where it is 7 stories next to the small, detached homes?

Ms. Hannegan – The step backs are hard to do with a residential project, particularly this construction type with bearing walls. In addition to that, those single-family houses that are there are not going to be there for long probably. It depends on the owners. There is R-3 zoning along that corner adjacent on Observatory Avenue that already has a 5-story structure on it. They are all rental properties, except for one. Even though they might appear to be single-family residential dwelling units, most of them are multifamily student rentals cut up into apartments with multiple occupants inhabiting each of those structures. That is based on the GIS data and the census data.

Commissioner Habbab – Can you explain to what the extent of the parking is on the first two levels when it wraps around that corner from the habitable space on the front at JPA? Is it to the face of the brick? Is there some space there on Washington Avenue?

Ms. Hannegan – (referring to page 30 of the slides) This is the ground level plan. The parking comes all the way up to the front wall at the lowest level. This portion of it is all below grade. Even along JPA, a portion of this is below grade. This corner is where we have the lobby entrance condition. (Next Slide) At this level, this is where we have an amenity space that can be converted into the future mixed-use ancillary use component. That is where it connects to those terraces. We're up a story and the parking is below this condition along there.

Commissioner Lahendro – Along JPA, you showed a nice perspective of terraces and activity going on along that side of the building. Have you considered what the staff's recommendations to provide a 7-foot-wide sidewalk and at least 3-foot-wide buffer would do to the availability of terraces there? You probably aren't going to push the building back.

Mr. Riddle – You're right. We do have a fair amount of room there.

Ms. Hannegan – We have talked to the client about the sidewalk condition, the buffer, and the sidewalk. In previous discussions they were Ok with that condition of creating that along JPA of adding the buffer and the sidewalk, making that wider condition. What it will do is that we will have to adjust the dimensions of what we currently show for the street trees and the terraces. We will have to work through that. Do we push the building back a little bit, squeeze all those dimensions a little bit and remain hopefully under that bulk plane, which is one of the key components for us trying to achieve compatibility with the rear condition?

Commissioner Lahendro – If the staff's recommendations were accepted, it doesn't negate the kind of public uses or outside uses along JPA. You would still be committed to providing some of that.

Mr. Riddle – I don't think that it would. You see that we're showing a fair amount of a decent planting buffer between sidewalk and terrace. If the buffer does have to get a little wider, that existing buffer we're showing could absorb some of that. Maybe the terraces get a little narrower. We could potentially be looking at the building budging a little. We certainly don't want to lose those.

Commissioner Russell – I have a question about the trash. You mentioned pulling the trash out on trash days. I don't understand how that would be possible. Are you talking about individual trash cans or a dumpster? Can an individual trash serve that many residents?

Ms. Hannegan – They can. I am not sure that we have gotten into the trash calculation yet. That is a very intense calculation to determine how often the pickups occur, what size containers you have, and all coordinated with what is available locally. It is a big component. I think that we have done a preliminary calculation to size the trash room that is inside the building to keep all that trash inside until trash day.

John Matthews, Applicant – We take the trash in all those buildings very seriously. They are one of the things that we look at very early in the process, that trash room, dumpers, compactor, and all that work. We would probably use a series of toters. With the size of those toters, we might have room inside the building for 4 or 5 of them. They would be wheeled out and picked up. Depending on the trash generation, once, twice, or three times a week. It is not an afterthought. We think about that at the beginning of the process. We have the trash under control. It won't end up on the streets. It won't be sitting out there unpicked up. It will be taken care of.

Commissioner Stolzenberg – My question is about understanding the inside of the podium and how that relates to the street and parking. When you last saw us, you were proposing that this would be fully parked at one or the amount required by code. As recommended, you are requesting a parking reduction. Help me understand what happened to the square footage associated with where the parking would have gone. Is it going to additional units? Has it disappeared? Is it reducing the amount of excavation?

Ms. Hannegan – Yes. Because it is underground, there is no ability to change that parking into units. I know that might have been the hope when it was suggested to reduce parking. Because it is all underground and it is at the back of the site where we're at the end of the circulation condition of the ramps in the garage, you basically have less excavation at that point.

Commissioner Stolzenberg – I do have a 'hang-up' about the southwest corner and how it relates to the street with that retaining wall where that terrace is. Underneath that terrace, inside of that brick masonry, is that excavated space used for parking?

Ms. Hannegan – It is not. It is in the setback. It cannot have any occupiable space in it. It is allowed to be a terrace. You can't put occupiable space in the setback.

Commissioner Stolzenberg – Behind the terrace within the building footprint, is that parking?

Ms. Hannegan – That is parking at the lowest level. In the second level, that is where we have that amenity space that is sized to be an ancillary use. Towards the middle of the building, it is the fitness center, which is an amenity for the residents.

Commissioner Stolzenberg – You couldn't have the terrace lower to be closer to grade because it would be adjacent to parking unless you were to turn that into commercial space and then excavate further in to replace those spots.

Ms. Hannegan – That would interrupt the ramp condition. We would have even less parking.

Commissioner Stolzenberg – When I look at this from the JPA perspective, I see 2 towers. The one on the east is right up to the sidewalk. The one in the back is recessed. If I go all the way to the back, it reaches up to the setback there. Help me understand why you want that kind of cutout space to be at that southwest corner by JPA rather than in the rear of the site.

Ms. Hannegan – There are a couple of reasons. One of them has to do with the fact that it is an entrance corridor. We were paying attention to how it relates to the entrance corridor. Knowing critiques about building faces, street walls, and everything that has been discussed in the past, trying to provide thin volumes as it comes to the street, and a rather deep setback is pulling that wing back creates that deep setback. Pulling the other wing at Washington Avenue out to the street helps define and create a clear point of entry, the main condition of where one would enter the building. There is a prominence given to help identify which location one should arrive at when they come on site. A third reason would be that the pool location being at the southwest corner is better for that outdoor space to have sun than putting it in shadow right behind the building on the north side.

Mr. Riddle – With that kind of heavy activity that could be happening up there, it feels like it would be better oriented towards JPA than back into the neighborhood where presumably we would rather have the building get quieter.

Ms. Hannegan – We didn't want to put the pool at the rear and put all those people at the rear, creating noise adjacent to the few single-families that are still there.

Commissioner Stolzenberg – Those second two make a lot of sense to me. You want it to be in the sun. You don't want to create noise in the rear, especially on the Observatory side. The first is a little bit ironic. Because of entrance corridor guidelines being on the corridor side, we're pushing the massing back to the interior of the neighborhood. I understand why you did it.

Commissioner Palmer – This is more aesthetics at this point. I wanted to think about the aesthetics of the bike parking. I noticed that you have a bike room on one of the lower levels, which is great. There are other considerations for the exterior that I didn't see in the site plan or materials yet: exterior bike parking, space for scooters, both the scooter shares. Our students use a lot of moped-type scooters. Since we're talking about aesthetics, how might you understand how those would be accommodated on the site?

Ms. Hannegan – We have plenty of space in the garage that is narrow space based on the dimensions that we will be able to accommodate scooter, moped parking within the garage volume concealed from view corralled in that condition.

Councilor Magill – I wanted to clarify that this will mean that the current buildings will be torn down.

Ms. Hannegan – That's correct.

Councilor Magill – That is 3 4-bedroom townhouses, 2 3-bedroom townhouses, 1 2-bedroom, 1 3-bedroom apartment, and a 6-bedroom house built in the 1900s.

Ms. Hannegan – It is a 6-bedroom at 2005 JPA, 104 Observatory is a 4-bedroom, 108 Observatory has 3 units (3-bedroom, 2-bedroom, and 1-bedroom), 106 Observatory has 2 units (a 3-bedroom and 2-bedroom), 110 Washington Avenue has 5 units (3 4-bedroom and 2-3 bedroom), and 2007 JPA has 5 units (4 uninhabitable, 4 2-bedroom and one efficiency).

Councilor Magill – The 2005 JPA would be torn down.

Ms. Hannegan – That's correct.

Commissioner Dowell – For the units that you just spoke about, are students currently living in those properties?

Ms. Hannegan – To my knowledge, I have been told that at least one unit has a UVA professor in it. All the other units I believe are all students.

Commissioner Russell – With the treatment of the ground level/basement level windows, are those faux windows? Are they louvered? What is going on in that brick façade on Washington Avenue?

Ms. Hannegan – I think that we show 3 that are faux conditions. I think that treatment has been used elsewhere along JPA on garage areas. Should that not be what you want, we can address it in the entrance corridor review process to change it to something else or do something differently.

Councilor Payne – Of the properties there, are any owner-occupied non-rentals?

Ms. Hannegan – No. Everything is a rental property on site.

Councilor Payne – Is the color scheme that you put up just for the presentation? Is that the color scheme that you're planning to go with for the property?

Mr. Riddle – We're still evaluating. I would consider it preliminary.

Councilor Pinkston – No questions for the applicant. I thought that it was a very good presentation. I especially liked the engagement with the fact that we're still working our way through what our Comprehensive Plan is going to entail when we get to the detailed zoning. I thought that the piece going from Maury to Shamrock and the way that the elevations would grade-aided was helpful.

Mayor Snook – This proposal had been about to be heard about three months ago. What happened?

Ms. Hannegan – One of the properties (2007 JPA) changed hands. It was bought by the owner of the other parcels. That change in ownership required us to delay for the advertisement conditions to happen correctly. That was the delay 3 months ago. Last month, we delayed because the staff report was so extensive. We got it right before the meeting. We felt that it was too extensive to try and absorb all of it and reflect on all of it in a short time frame.

Mayor Snook – Having had a chance to reflect on it, has that caused you to change anything in the project?

Ms. Hannegan – It led us to creating some of the slides that Councilor Pinkston just referred to of trying to describe to you how we went about designing the project in our interpretation of the Comprehensive Plan as it relates to the building height and the conditions for the design that we're proposing.

Mayor Snook – That is a presentation issue rather than going back and reworking this piece of the design?

Ms. Hannegan – That's correct. We had already reworked it from all the comments that we received from our informal meeting in the fall and had incorporated those comments. Whether those porches are on Observatory Avenue, or they are not there, we have heard it both ways from two different sides. We can go either way. We would prefer to keep them.

Chairman Solla-Yates – There has been quite a bit of public comment and concern about this project. Can you talk about how that has informed your thinking about the design and possibly operational going forward should this be approved?

Ms. Hannegan – We found that a lot of the public comment received overwhelmingly had to do with parking and traffic. Those two things go hand in hand. The less parking you have, the less traffic the project is going to generate. We believe that the parking reduction (not that the traffic was an issue before the reduction) only helps with decreasing the amount of traffic that the project could create. There has been a lot of talk about permit parking. The client, Aspen Heights, has already started creating a parking management plan. We just put together a draft just ahead of this meeting. They are working on that knowing that is potentially part of the conditions that you would like to see. In addition, they are cooperative with the idea that students would not be allowed to get permits to park on those streets. Observatory Avenue and Washington Avenue would be not allowed. They suggest alternatives like going to UVA and getting a permit to park at the JPJ lots, which is where a lot of first-year students store their cars. Those lots are empty. We did have some data about the parking conditions on the side streets. On Washington Avenue, the city will issue 61 regular permits and only 32 are used by residents. They will issue guest passes as well. 32 of those are permitted by the city and only 6 are used. On Observatory, 72 are allocated. Only 16 have been used or applied for. 36 guest passes are allocated and only 11 used. The neighbors haven't utilized the permit parking that is available to them through the city. I agree and understand that the quantity of passes does not align with the actual parking spots available on the street. We have also calculated that, given the reduction of curb cuts along the length of the parcel along Observatory, which I think is 380 feet. Let's say that you take some out near the corner, there is the potential to have at least 14 to 16 spaces along that side of the street. Right now, you only have 4 or 5 because of the multiple curb cuts and the driveway widths are mostly 2 cars wide.

Commissioner Mitchell – The parking is little confusing. The idea that Councilor Magill suggested that we restrict the parking 24 hours unless you have a permit seems like something that we ought to give some thought to. Would we be able to make that a condition in the SUP? Or would there have to be change in the ordinance before we can make that a condition?

Ms. Creasy – That would be a completely different process. This building would not be eligible for any of those permits. That is not a consideration. Because it is not 24/7, there are things that could come into play. That would have to be a separate discussion.

Commissioner Mitchell – I believe the idea was to make the parking permits available just to the residents who live alongside, not who live inside the building.

Ms. Creasy – This building would not be eligible for permits.

Commissioner Dowell – I was 100 percent behind you. After hearing that we have so many spaces that are allotted to that area that are not being utilized, I will have a hard time with it being 24-hour permit parking being that we're not using it to its full capacity for our city residents.

Chairman Solla-Yates – Is it that they are not being utilized or that they haven't been given to the residents?

Mr. Duncan – This goes back to our city code. The generic permit allocation is for residential permit passes and two guest passes for every parcel. That is where those larger numbers, as far as how many permits the city would give out. A lot of these parcels do have driveways. They may not need them. I don't have a number for you, as far as how many actual parking spaces are available on those 2 streets. It is roughly 800 feet from one end to the other end of Washington; minus the no-parking for driveways and that kind of stuff, you would roughly have 40-ish parking spaces on either side. I would say 50 or 60 actual parking spaces on Washington.

Commissioner Lahendro – With the intersections between Washington, Observatory, and JPA, as I recall from my site visit, it was a challenging intersection, especially if you are wanting to cross the median strip and go towards the hospital. Can you comment on the safety of those intersections? Is there any data on accidents?

Mr. Duncan – I don't have the data on accidents. I can look that up. There are sight distance issues when vehicles are parked in that area between Washington and Observatory that makes it more difficult. We can look at restricting parking within 40 feet of that intersection to give those vehicles a little more sight line. For the vehicles coming, it would be westbound on Jefferson Park Avenue. It is a little bit of geometry though. There is a slight obtuse angle there. Jefferson Park Avenue turns right at Observatory, probably about 10 degrees. With the sight distance, when you're coming out there, you're looking back over your shoulder. If there are vehicles there, it is more difficult than at other intersections to make that maneuver.

Commissioner Lahendro – As I recall, there was a topographical change too. JPA is coming uphill towards those intersections from east to west.

Mr. Duncan – That's correct. Observatory is higher than Washington.

Commissioner Stolzenberg – Is that the sort of thing where we can make a condition to put concrete bulb out there to daylight that intersection? Is that something that you can do as part of the site plan process?

Mr. Duncan – That is something that we can do as part of the site plan process when we're looking at the sight lines. It is probably something that I would do as part of the site plan. There is no parking within 20 feet of the intersection by code. It would be removing one parking space there to give some additional sight line there.

iii. Public Hearing

Nina Barnes (Gildersleeve One) – The JPA Neighborhood Association has written a letter expressing our opposition to this special use permit application. I would like to return to some of the points that we made in the letter. The city's guidelines for special use permits state that the Planning Commission must consider whether the proposed use for development will have any potentially adverse impacts on the surrounding neighborhood. Adverse impact might include traffic or parking congestion, undue density of population, massing, and scale. This project has adverse effects in all these ways. The massing and scale are far out of proportion in relationship to the surrounding neighborhood. A 5- to 7-story building that takes up half a city block would loom directly across 1- and 2-story houses on Observatory and Washington. It would deprive these homes of sunlight. This massing and scale conflicts with the city's entrance corridor guidelines, which specify that new building design

should be compatible with those structures that contribute to the overall character and quality of the corridor. A density of 390 students with 400 residents from the planned developments on Stribling Avenue and Maury Avenue will increase the parking and traffic congestion on the JPA corridor. This project will not add to the city's inventory of affordable housing for families. It aims to provide luxury apartments for students at market-rate. This building would have a negative environmental impact. It would enlarge impervious surface and reduce ground water absorption. It would reduce the tree canopy. This project would add to parking and traffic congestion.

Lindsey Daniels (2205 JPA) – I am coming to you from my single-family renter-occupied home. As someone, who went to UVA and stayed here, I have lived within a square mile of this site. I will tell as someone who has lived here, I walk through there every day. I want to correct the applicant on a couple of things. Less parking does not mean less traffic. Less parking means that there is less parking on street. There currently is no permit for parking on JPA needed. If you look on Google Maps, you can see it all the way down JPA. JPA and JPA Extended are used up by cars. If you have a whole bunch more people living there, there is going to be more taken up there. The city could change this by changing this to permit parking or maybe doing what other higher density places do in doing something like a park mobile. As it is right now, there are a lot of people who live on JPA who have that issue with parking. I would like to correct something about first-year students. They are prohibited from having cars at UVA. They are not parking at the lot that she said. For students who live off grounds, they are not allowed to park at the Stadium. If these people were getting permits, they would be getting permits somewhere that is over a mile from this spot. What does key intersection mean? I would assume that means somewhere that has a crosswalk. I don't agree with the key intersection definition that is presented here. I would assume that the traffic coming onto JPA would have to stop. They currently do not. If you look on Google Maps, you will see that there is someone jaywalking in the pictures. This would need to be considered. If a crosswalk can't be put in, something else needs to be done. The closest intersection is not going to be where the students cross. The trash is a serious concern. I would say to go look at 1800 JPA. They have dumpsters and they must be used there. If you are looking at the pictures that the applicant used, the parking lot at 1800 JPA is where they took the picture. The JPA facing part of 1800 JPA does not look like what they perceived in that picture.

Ellen Contini Morava (225 Montebello Circle) – As soon as residents of the JPA Neighborhood learned of this project, we pointed out how its mass and scale conflicts with Comprehensive Plan Guidelines stating that new development should have forms and scales that are respectful of the surrounding neighborhood and how the height conflicts with entrance corridor guidelines recommending reduced height near lower-density uses. Residents brought up the negative impacts this development would have on traffic, parking, the environment, and the quality of life of nearby homeowners. The city staff report of March 30th affirmed these issues stating the unbroken east and west elevations exceed what is typical within this corridor, exceed what is typical in Charlottesville and a height of 75 feet exceeds the recommendation for this location and results in adverse impact. The developer asked for a postponement of the SUP review but made no changes to their proposal. It looks like they used the time to lean on city staff to change their report. The revised report replaces the passages that were critical of this proposal with text that favors the developer and suppresses any pretense of listening to the community's input. The new report compares this building with other massive structures in the city, such as Memorial Gym and the Water Street Parking Garage and finds 'no adverse impact on the entrance corridor.' There is no paper trail documenting this. Why did city staff become complicit with a developer? This application treats the rezoning that is proposed in the Future Land Use Map as if it was already in place. The revised city staff report appears to go along with that. As Mr. Freas has told us, 'the existing zoning controls.' The 2021 draft Comprehensive Plan projects rezoning to take 1 to 3 years using a deliberative, community, collaborative, step-by-step process. This application not only aims to short-circuit the rezoning process, but even request a height that is 2 stories higher than the 5 stories suggested by the Future Land Use Map for the JPA corridor. If this SUP application is approved, it will not only harm the community, but it will also set a

precedent for building more such structures in the neighborhood, thus undermining the collaborative rezoning process that the city has committed to. We urge you to reject it.

Cecilia Cain (UVA Housing) – I am the UVA Student Council President. I wanted to give a student perspective on this project. In Charlottesville, UVA students feel that we don't have enough housing options available. It means a couple of things. It means that rent is high for students, especially close to Grounds. There are not a lot of options for lower rent for students. We don't have a lot of options in terms of where we're placed in the city, especially for students with budget constraints. Students don't want to be displacing low-income Charlottesville residents. When people don't have unlimited budgets, that is the impact of people being in the city. We don't have a diverse pick of landlords. We must put with exploitative policies and poor treatment with landlords that don't have incentives to treat student renters well. There is little reasonably priced housing near UVA Grounds within walking distance. Most students don't have cars or don't need cars. They don't typically drive around Charlottesville. When we do have cars, they are either stored in garages or it is to drive back and forth from Grounds. That is why I am in support of this project because it is within walking distance of Grounds. It would limit overflow from students into the rest of Charlottesville encroaching on affordable housing communities. The special use permit is consistent with the Comprehensive Plan, which has support from many UVA student groups, including every Class Council, the UVA Workers Union, and UVA Student Council. Students want to protect affordable housing in the city. We also support the contribution that this would bring to affordable housing. We want to stop encroaching on low-income and historically black neighborhoods. I fully support this project. I hope that we can continue to trend towards high-density housing closer to Grounds and investments in affordable housing in the city.

Ann Benham (116 Observatory) – I wanted to say something about the traffic report. The data analysis was collected August 28, 2021. That was a Saturday, not a weekday. A weekday is a more typical day. I would object to the acceptance of the traffic report on that basis. That was incorrect to do that on a Saturday. I oppose this development because of all the issues that others are describing and because of the following environmental concerns. Six buildings and over two dozen mature trees will be removed to make way for a massive U-shaped building. The impervious surface area of our neighborhood will be enlarged. The removal of the trees will further reduce the city tree canopy that has been declining for years, a decline the city claims it wants to reverse. The tree removal with a large increase in impervious surface area is a recipe for increased heat island effect in our neighborhood, not to mention higher energy costs that go with increased AC use. According to the Union of Concerned Scientists Killer Heat Report interactive tool, by 2036, the projected number of days over 90 degrees for Charlottesville is 84. If this proposal passes, a precedent will be set to build more high-rise, high-density buildings in the JPA neighborhood if all the green space and smaller dwellings of the JPA area continue to be replaced by high-rises, as some seem to favor. Has the city considered the likelihood of power blackouts being imposed due to high AC use in future hot summers? A few neighborhood concerns and questions unaddressed by the city or by the developer. Why doesn't the city consider the impact to the side streets as much as the impact to the entrance corridor? For example, the huge concrete wall that will present across the street from my house is overwhelming and will not be softened by a few tree saplings.

Matthew Gilliken (726 Orangedale) – I am speaking on behalf of Livable Cville. We advocate for policies to build an inclusive Charlottesville area with affordable housing, sustainable transportation, and healthy neighborhoods welcoming to all. I am speaking in support of the 2005-2007 Jefferson Park Avenue special use permit. This is an important project that should be approved. The key to fixing Charlottesville's affordability crisis is building more housing. The rental vacancy rate in Charlottesville is very low, possibly below 2 percent. There simply aren't enough homes to meet our needs. Rent continues to rise as a result. Increasing the supply of rental homes will help shift power to the nearly 60 percent of city residents who are renters and away from landlords. Every part of our city needs more places for people to live. The JPA corridor is a perfect spot to add capacity. The Future Land Use Map and Comprehensive Plan call for this type of density along JPA. Housing with good transit, bike, and pedestrian access to key locations like UVA. By meeting student demand there, we

can prevent students from sprawling into nearby neighborhoods like 10th and Page and Fifeville and worsening displacements of long-time residents. This is the location where students, who are nearly all renters, have said that they went to live. UVA Student Council sent an excellent letter about the Comprehensive Plan that more student housing should go along the JPA corridor. Allowing more housing where students want to be is consistent with the city's affordable housing plan, which expresses the need to 'increase the supply of housing and slow the increase in housing costs, while protecting lower-income and other marginalized communities.' Another key to address in our housing crisis is subsidizing affordable housing. The developer is planning to contribute nearly $500,000 to the Charlottesville Affordable Housing Fund as a condition to build. This will help fund groups like CRHA, LEAP, AHIP, PHA, and Habitat for Humanity in the work to address local housing issues, while the increased real estate tax revenue from the property will help fund other city services including schools. Approving this development will signal that the city wants more housing along the JPA/Fontaine corridor. We think that is a good thing. We call on the Planning Commission to recommend approval and for City Council to follow through on the commitments made in the Comprehensive Plan.

Megan Bushy (126 Observatory) – I am here today to protest all the special use permits that have been presented to the city for 2005 Jefferson Park Avenue. My family and I are residents of Observatory Avenue and have lived here for over 15 years. We didn't buy the property as an investment. It was a decision made in good conscious to live close to where we work and recreate. I work for UVA, and I walk to work. My husband works for Blue Wheel Bicycle downtown where we are part owners. He rides his bike to work. We are a family of four. Our community on Observatory Avenue is unique. We have 15 houses. Nine are occupied by homeowners. This does not include the 2005 Jefferson Park Avenue. This is the largest percent of owner-occupied houses in the JPA neighborhood. When you're here, you can feel the difference. We are active in our yards and use our surrounding amenities to the fullest. We are also close to a lot of green space like Observatory Hill and the Reservoir. Many of our residents have lived here on Observatory Avenue for 25 years. I am here to stress how important it is to keep the charm and character alive and for the JPA entrance corridor to UVA and the city of Charlottesville. Why does this apartment complex need to be any bigger than the current zoning allows by right? We oppose the special use permits for increased dwellings per acre, amounting to 119 units total. This equals 390 occupants. These 390 occupants are going to come with their vehicles. I know a lot of people have said that they don't. If you have been on JPA during the week, you know that there are a lot of cars and a lot of congestion. This will reduce the green space. It will increase the traffic and the production of trash. We oppose the special use permits for increasing the height from 45 feet to 75 feet, for reducing on-site parking by 22 percent. This increase in height is to accommodate more dwellings, thus increasing the population. Decreasing the parking requirements will clog our streets. We oppose the special use permit to reduce the rear setback. Current zoning calls for 75 feet. The special use permit reduces it 36 feet. We would like the entire 75 feet to provide a vegetative buffer of native plantings to protect the charm and character of our 100-year-old homes.

Ethan Van Berkel (102 Kent Terrace) – I am an upcoming resident of the JPA neighborhood. I am speaking in support of this rezoning, not just as a student of UVA, but as a community member of Charlottesville. The student housing and general housing situation in Charlottesville is in a dire situation. There is not enough housing for the student population. Even with the University's current housing creation programs, there is not enough space for every student to have a reasonable housing situation. I recently went through this dreaded leasing process. I had to deal with predatory landlord companies. Some were unwilling to talk to me in person. I had to sift through thousands of houses that were in poor visible condition. Housing is a human right, regardless of the status of the occupant. Students are members of the Charlottesville community too. The JPA corridor is perfect for this type of rezoning. Students prefer this corridor due to its proximity to the engineering and STEM buildings on Grounds and it is cheaper and more laid back compared to The Corner and 14th Street neighborhoods. The approval of these rezoning requests will have trivial impact on the community. JPA is vastly consistent of a student population. We must provide for the students, as they make up most of the neighborhood. Building here in JPA rather than in other areas, such as south of the train tracks in Fifeville or in

areas, such as the Downtown Mall, will decrease the pressure needed of student housing around UVA Grounds and across Charlottesville. This project will not single-handedly solve the student housing situation. It will serve as an example that Charlottesville welcomes progress. Please realize that students rarely drive. I will not be bringing a car next year. I know many people who won't. There is no reason to. We walk to class. I drive home once or twice a semester. I would like to point out that a lot of the street parking on JPA is not used by students, I have noticed a lot of UVA Health and UVA employees, who park there. The apartment complex about to be approved is close to classroom buildings. Students drive less than the average Charlottesville resident. Students are community members regardless of their temporary nature. I have asked around in the planning school. I have noticed an overwhelming sense of support with these types of projects I aim to represent. I would like to point out that this is a long public hearing on Tuesday night, and we are during exams, there are not a lot of students here. I am here to represent those students. What affects the students in Charlottesville will affect the city. A vote to pass this rezoning is a vote to support Charlottesville and its residents.

Jay Brown (110 Shamrock) – I am opposed to the special use permit because of the size of the construction and the setback. The applicant was less than generous to the neighborhood in pointing out the least special buildings along JPA. The Woodard Property at Emmet Street is a beautiful apartment building. It is 5 stories. The building at 1815 is a wonderful place. It is all within 5 stories and the setback is terrific. With the building of 1602 Valley Road, there is a nice setback. It is all within 5 stories. The nice properties can be built in our neighborhood at 5 stories. They are here already. There is no need for a special use permit to permit the applicant to build something that is much higher. Staying in compliance with the current zoning is fine. Great properties can be built in compliance with the current rules.

Bailey Maro (109 Shamrock) – I am an urban planner, a renter, and a former student at UVA. I am here to speak in favor of the project with a caveat. This development provides a significant number of dwelling units for students near the University, which is much needed given the squeeze that the Charlottesville student rental community is experiencing. The Commission is quick to dismiss student concerns because of the transient nature of student renters. Student renters are a vital force in Charlottesville's economy especially in this section of town with the commercial node at JPA and Maury. Aspen is a well-known student housing provider in the southeast and Midwest. It is safe to assume that this development's units are going to be marketed towards students. However, Aspen's student developments are often marketed as luxury living with rents often going over $1000 per bedroom in some of their other developments. From the staff report, I disagree with the Office of Community Solutions comment preferring that on-site dwelling units be provided for non-students versus the cash and lieu contribution because this is a development that will be for students. I am disappointed by Aspen's decision to make a cash and lieu contribution rather than provide on-site affordable units. This is going to result in pushing students, who can't afford luxury units, further away from their classes. This exacerbates equity issues in Charlottesville housing, those who can't afford to live near the amenities that they need are inconvenienced with longer commute times, living away from transit, food, commercial opportunities. Without affordable units for students, students of lesser means are pushed away from living near the University, encroaching on long-term rentals and homeowner occupied neighborhoods elsewhere in the city. Given the current rents of around $500 per bedroom in the existing housing on Washington Avenue, more needs to be done to ensure that the new units that will replace them are affordable for the market that will be renting from them. This development moves Charlottesville in the right direction as outlined by the Comprehensive Plan, this being a higher density mixed-use corridor. It only serves a small subset of privileged renters.

Marilyn Poling (123 Observatory) – My main concerns are parking and traffic. There have been assertions that 390 bedrooms and 125 parking spaces won't be a problem. My observations of student-rented houses and small apartment buildings on Observatory Avenue is that there is one car per student. Observatory is narrow, and any parking related to the 2005 JPA project would make the passage of fire trucks and rescue squad vehicles impossible. Even if there are required permits between the hours of midnight and 7 PM, that means it would be just fine for there to be no access for fire trucks and rescue squad between 7 PM and midnight and a longer

period on Sundays. If permits were needed for 24 hours per day, 7 days a week, how strictly and consistently could they be enforced? Would it be strict and consistent enough to prevent all residents and their guests from ever parking illegally? Would enforcement be towing or ticketing? How often would the street be checked for illegal parking? Would it be checked during the night and day? A party with guests parking illegally could happen during an evening when a fire truck or rescue squad vehicle is needed immediately. This happening once could have fatal consequences. With traffic, the outlet from Observatory Avenue to JPA is dangerous. There is no visibility to the left when cars are parked along JPA. Any increase in traffic caused by the 2005 JPA project will increase the danger in exiting from Observatory Avenue. I would like to take exception with something that was just mentioned tonight. That is the developer's hope or plan that homeowners will just go away in the future. I couldn't afford to buy another house somewhere else in Charlottesville. The effect on my life would not be trivial.

Crystal Passmore (Forest Ridge Road) – This is a great project to move forward on. It will put students where students want to live. UVA students will generally try to live near the school. This will allow more students the same opportunity. It is very expensive to live in the city. Moving farther from Grounds is not a trivial act. It would be nice if homeowners in the area recognize that other people, especially students, have these same desires. I don't know where people who oppose this project think the students will live if not in this building and more buildings like it that will hopefully be built. Students are being forced to live further and further out in Charlottesville, forcing them to drive. The terrible traffic near Grounds is most likely from people, who live over a mile away, not people, who live close who park their car a mile away. I have had this experience when I lived on Grounds. My car wasn't even a mile away. It was a half mile away. I never used it. The people who drove on campus were the people who lived in the outer counties. I want people who are concerned about trees to think about where these students will live and where new housing will go if not near campus. There are plenty of trees being cut down in Albemarle to make new subdivisions. People don't consider what happens if you do nothing. What happens if you do nothing is that people drive into the town more, live farther away, drive farther, more people own cars. Some of the things that they're complaining about are the results of not allowing this kind of housing. This is a great project to move forward.

Caleb Sika (Wertland Street) – I am a 4th year at UVA. I want to express my support for the development under the caveat of the affordable housing provision and with cash in lieu of the affordable housing provision. Earlier in this meeting, somebody mentioned the cost of affordable housing being about $300,000 per unit. Nine units would be standard in a subdivision like this. I understand the need for a business to run. If they are charging luxury rate rents for student housing that is close to the University that is much needed, more supply in the market is good for students. It will give more students a place to live. It will prevent students from pushing people of the local community out of their current homes. That doesn't represent the inclusionary zoning that the city has tried to prioritize in its Comprehensive Plan. The 2018 needs assessment is quoted as needing 3318 affordable units. That was in 2017. It is projected to be over 4000 by 2040. Out of 116 units, we can afford a little more than $500,000, especially for a large developer like this current client. I do want to express my support for them. If they are asking for more floors in terms of more units, that is more revenue. If that is over $1000 a month per bed, a few affordable units could be included. That wouldn't have too much of an impact on their bottom line or their investors. I would express more of a push that I would hope to see being encouraged by the city and Planning Commission towards the developer to include these things if it is approved.

William Schaaf (113 Washington) – We are missing some of the basics outside the structure with regards to traffic, particularly on Washington Avenue and entering onto JPA. The contours of the roads make it challenging for cars to see. If you have ever lived next to a dumpster, the noise for garbage distribution is challenging at best. The fact that our houses will not exist in the future is an amazing prediction on the future and tends to serve the needs of the developer more than the needs of the community. We love Charlottesville. We have invested and owned there. We're proud of it. We hope that the Commission will take a serious look at the impact of traffic and parking. To think that the students are going to pay the rental price of those apartments

will not have an automobile somewhere else with guests that will come and visit them is naïve. I doubt I can never stop the project. I want it in scale and magnitude. It should be scaled to the existing regulations in effect today.

iv. Commission/ERB Discussion and Recommendation

Commissioner Mitchell – This is a difficult project. The project is not in harmony with the existing conditions. The scale and massing are concerning. If we do nothing, we're allowing a by right development to happen. We would still lose the tree canopy. We would still have the issue with the integration of the new water, sewage, and infrastructure into the existing water and sewage infrastructure. Those are issues that are going to be there. Something is going to be built on this property. We need more housing in Charlottesville. We need more housing in Charlottesville that is closer to UVA, so that the housing that is farther away from UVA can be used by the rest of our citizenry that probably cannot afford housing that close to UVA. $500,000 is not as much as we would like. With a by right development, we wouldn't get anything. At least, we're getting something with this. We're getting 119 units that we desperately need in that neighborhood. I am worried about the shadowing effect that this would have on the people that currently live there. I am worried about the lack of harmony with the existing conditions.

Commissioner Dowell – I am very torn. We do need more housing in the city. Are we going off our rules and regulations that we already have in place? Are we going off the rules and regulations that are coming? If we're going off rules and regulations that are coming, then I have a question for information and clarification about the statement that Councilor Payne made. If that is the case, how would this negatively impact what group you were talking about that is requiring the affordable housing initiative. That is where I am having some concern. If we're going to go off future endeavors for this project and this SUP, we need to go off future endeavors for everything related to this. I am very concerned about the massing and scale of the building. It seems to be marketed only to UVA residents. I am aware that we only have students living in this area. The University of Virginia needs to be responsible for housing their students. They take the tuition from these students. They need to house these students. If the students don't want to live in their housing, that is something UVA is going to have to 'step up their game' on this. We do need housing. This is not going anywhere towards our affordable housing. My question for Commissioner Palmer is whether UVA has capped enrollment. If UVA has not capped enrollment and they don't have housing for each student that they enrolled, this will create more housing. It is not going to lift the burden on the other housing stock we have in the city. We need to decide if we are going off what our land use or what our constituents already are at present. Are we going off what our future is working towards? That is going to make a huge difference in how, not only how I think the Planning Commission presents their recommendations to City Council, but it is also going to make a difference on how City Council is going to pass or have their vote.

Commissioner Habbab – I appreciate that the parking lot is hidden from view, utilizing the topography to hide all the cars. They're doing that through terracing and adding that public amenity to JPA and the surrounding side streets. I support all of staff's SUP recommendations. The application is not meeting the #1 standard. Nothing would meet it if we were going to follow the Comp Plan's new Future Land Designation in that neighborhood. The thing that gives me doubt is that transition to the surrounding neighborhood, I would have liked to see more set step backs leading to the surrounding neighborhoods to mitigate that shadowing effect a little bit. I am disappointed in the cash in lieu. I acknowledge that is something that we cannot control.

Commissioner Lahendro – I agree with a lot of the staff analysis comments that talk about the form and the height problems/issues. It is stated many times in here. Trying to find ways to mitigate the inconsistency between what is proposed and the surrounding neighborhood. I don't believe the suggested remedies do much to take care of that. I read in our Comprehensive Plan, that we just adopted, Goal #7 – Land Use, Urban Form,

and Historic and Cultural Preservation, that for entrance corridors, we are to ensure that the quality of development in Charlottesville's designated entrance corridor overlay districts is compatible with the adjacent neighborhoods' historic, architectural, and cultural resources. I am not in favor of sacrificing a long-term neighborhood for providing student housing for the University. The people who have lived here, the single-family detached homes in this neighborhood, we can't pretend that they're not there because the Future Land Use Plan is anticipating that they're not going to be there. They are there. They have been there for some time. They deserve to be respected. The project, as presented, is too large for this context.

Commissioner Russell – I agree. I would want to see the design of the entire building respond better to the lower density surrounding it. Commissioner Stolzenberg, to your point, the entrance corridor guideline applying to the street and not the sides; in this case, the sides are serving as a primary too. The same design principles that we utilize in the entrance corridors are translatable to Observatory and Washington. They want to have that same human scale and relationship with the building as well as not to be overshadowed and feel inhumane. This could be done. It would be sacrificing some of the density. It would have to step back. Where would that space go? The idea of doing sun studies was interesting. I am still concerned about the issue of parking on both sides of the street, certainly on Washington. I was out there. It is a very narrow road. Councilor Payne's point about the unfortunate timing of this project coming before us, when we don't have the affordable housing overlay in place, I don't think we can rule on it under that context. We can't look at it like that. We must view it in current time. It is interesting to note that, in the future, we would hope that affordability could be achieved through a bonus that we can't ask for here.

Commissioner Stolzenberg – Thinking about the Future Land Use Map and potential future zoning versus our current regulations, it is important to note that what we're looking at here is not a rezoning, it is not doing something in advance of this comprehensive rezoning we're planning on doing. It is a special use permit under our existing zoning. The question is whether the factors in issuing a special use permit are met here. The big sticking point is #1-whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood. A 5-story building in the rear elevation is not identical to a 2-story single-family detached house. Harmonious is not defined in the code. The question before us is whether a 5-story building can coexist next to smaller buildings, including detached houses, whether it is sacrificing the neighborhood to have a 5-story building down the street. I would note that there is a 4.5-story building at the head of the street that this building does transition down in apparent height as you get away from the corridor. We have talked a lot about this idea that we have seen where the school district saw more children enrolling in schools because families were moving into houses in 10th & Page and in Fifeville that had previously been occupied by students. We have talked a lot about this idea of how this will pull those students into a smaller footprint and help those other neighborhoods that are seeing students sprawl out. It just doesn't apply to those other neighborhoods further away. It also applies here on Observatory Avenue and Washington Avenue in a microcosm. We have heard from members of the community how they enjoy living on a street and in a neighborhood where students and homeowners can coexist and how many of them live in houses that were rentals. If you pull students out of those detached houses and into purpose-built student housing, those houses may open up. There might be opportunities for more homeowners to move in. Contrary to the idea that it would force out homeowners, this project is not displacing any homeowners. There are no homeowners on this parcel. We're adding more student housing. I happen to know people who lived in 113 Washington. When a group of people moved out, another group moved in. The house is typical of those along Washington. It is not in very good condition. It is quite expensive for students. As we heard from some students, they need more opportunities for housing. The process of finding somewhere to live is brutal. This will have benefits for, not just students, but also in creating opportunities for non-students, UVA employees, and people who want to live in town in a walkable neighborhood. With massing and materials, we can make improvements. The extended corridor review process should be an interesting time. We can make it better. It does need some work. With purpose-built student housing off Grounds instead of on Grounds, they end up in the same place. They're paying less at these luxury off grounds places than they do off Grounds. I lived in Lambeth in a 3-bedroom

apartment. In a 3-bedroom apartment, you live in double occupancy. There are 6 people in a unit. That is $4040 a month for 9 months. You're paying nearly $5000 a month for a 3-bedroom unit. Even the most expensive off Grounds housing is cheaper. We get real estate taxes from that. This building is a $250,000 assessment. We would be pulling in $300,000 a year in taxes that we wouldn't get if it was on Grounds housing. For the parking reduction, I appreciated the logic of doing it. I suggested it in the first place. It doesn't allow more above ground area to put more units in is disappointing. I had a question of what the public benefits are. The reasoning is that it reduces traffic because you have fewer cars. I am sympathetic to that argument. If there is somewhere for students to go, kids will bring cars. If there is nowhere to put them, having a car will be an inconvenience and possibly expensive. They won't bring it. Students don't drive very much. They mostly use those cars to go to the grocery store and to drive home from holidays. While I am sympathetic to the traffic argument, it is not going to have a negative effect on the rest of the city to reduce the amount of parking. I don't know if that line of reasoning is going to convince everybody else. It would be great if we could see a more tangible public benefit to that request. While reducing the amount of excavation is great, the disruption in the surrounding neighborhood is going to save you money. There are many things that I can't ask you for. It would make my life about arguing that parking reductions are great and benefit everybody easier if there were more concrete things that I could point to.

Commissioner Palmer – With Commissioner Dowell's question about enrollment caps, that is a difficult question in the sense that we are a state institution. There is always a negotiation at a higher level on enrollment numbers. We're currently not in an era of required enrollment increase time. If you look at our official projections, they're flat. Historically, we tend to grow about one percent. That is more students accepting their offer than anticipated or for a variety of reasons. In terms of UVA housing and building more housing, we're currently building and planning on Grounds housing. As we have acknowledged, it is never enough. Those decisions are financial. UVA housing is self-financed. They must pencil it out. They only have a certain amount of debt capacity. There are institutional and strategic reasons to build or not build student housing that come and go depending on institutional priorities. We are taking our first steps towards providing some affordable housing to the community through the affordable housing initiative. One of the sites that has been advertised or that we have identified is the Piedmont housing site, which is down Fontaine from here. In terms of having affordable housing close in the future, that will be a place where the University is trying to provide something. In terms of this project, you guys have hit on the main aspects of it. If we assume that students are primarily living, there and their comings and goings are primarily not car related. It is bike, pedestrian, and bus, it is important that this development conforms with Streets That Work and provide those wide sidewalks. It is great to have the inside bike parking. When it gets down to site planning, it is probably important to have a lot of exterior bike parking and space for scooters. Students or people coming to the development don't know where to put their bikes if they're not familiar with the site. If you are on a scooter, you're dropping it. If it is one of those 'For Rent,' you can't take it inside. To avoid them accumulating on sidewalks, it would be important. In thinking about that rear setback, whether it is 45 feet or 35 feet or 75 feet, anything the developer can do to make that an open and public space, I like the idea of the bike path through there. I saw on some plan a dog park. As you make those things open to the community, that might help the residents of Observatory Avenue enjoy that space better and get some benefit from it as well.

Councilor Payne – I visited the site yesterday. When you look at the site, it is very clear that density already exists in that corridor. This is a corridor where density is a positive thing. It can and will be a positive thing. I am starting from that premise. Density will be a positive thing here and should proceed. When I look at the presentation, I do worry about the massing, the scale, and the setback. I worry about that building casting a shadow over the neighborhood and being unharmonious. There is a lot more that could be done to mitigate that. I agree with the direction of staff's recommendations. I don't know if it goes far enough. That is important for 2 reasons. One is to have a good project. As I mentioned with The Standard, when that project went up, what was the longer-term consequence? There was a de facto downzoning throughout that area. If we're not able to prove to the community that we can do density in a way that is harmonious, human scale, and successful, there are

going to be long-term consequences. We may think that none of us on the Planning Commission or Council may decide we want to downzone a neighborhood or completely change course on the direction of our zoning rewrite or Comprehensive Plan. It is important that we take the time to get these things right. I worry that there will be consequences if we don't. The final thing that I will say on the affordability component; other have touched on this. This is frustrating for me. I don't know the path forward. This happened with another SUP where we're in this strange situation where we're evaluating decisions with the Future Land Use Map and Zoning Rewrite in mind. If we're using that in our evaluation, that will include our framework of inclusionary zoning and affordable housing overlays, which are critical to the success of that plan for affordable housing. I have a concern. If we ended up in an area where the zoning rewrite is 5 stories by right and going up (for example), we're 'giving away the farm' compared to what the situation would be otherwise. We assumed that we're doing our current requirements for units in inclusionary zoning, and we didn't even strengthen it. That difference between 9 units on-site or off-site is around $3 million of subsidy de facto for affordable housing compared to $500,000. It would probably be stronger than that. That makes a difference. It makes a difference across time for the people who are going to be building this thing, the people who are going to be serving these students at UVA. Those are things we should consider when we have already accepted that density is positive and is going to happen. We need to take the time to figure out if we can push further on those details. It is going to make a significant difference in people's lives. What is the delta between the value of this property before we have rezoned it and after we rezone it? What is the profit that this developer is going to generate before we rezone it versus after? We have made some bad decisions in the past. We created so many obstacles that they built by right. It was similarly profitable. We get a CVS or a by right office space instead of housing. Could there be another case where if we didn't evaluate what that delta is, we 'give away the farm' in terms of the amount of value being generated to them and they're only contributing only $500,000 to the affordable housing fund compared to millions generated by the SUP being approved. That is important for me to evaluate. This is a company that operates nationwide, has a portfolio of hundreds of properties, billions of dollars in financing, build these luxury student apartments. That is a company that can contribute more. I understand the situation we're in where we don't want to shoot down density. I have a structural problem with the fact that you have a major, national developer with billions of dollars building luxury student housing contributing 0 affordable housing units and a drop in the bucket to the CAHF. People have a right to be angry that that is a structural problem. I understand the limitations on how we approach that.

Councilor Pinkston – We have said that this is the kind of development and density that we want (the Future Land Use Map). We're trying to catch up with the zoning to make that happen. Is one thought for the developer to press Pause when we have that all worked out? That would be on them to decide. I am torn because Commissioner Stolzenberg's points were well made. We need to assess this in terms of what the rules are currently. What we're hoping for in the city is what the consultant laid out tonight in terms of how we want JPA to ultimately look like. She did a really good job. We're kidding ourselves if we're not thinking of that corridor as looking something like what is being proposed. We must help ourselves. The arguments are in favor of more housing even if it is luxury, having that housing closer. All those things push towards wanting this development to happen. I am not able to fully articulate how we square that with point #1. Is it harmonious? I think harmonious is in the eye of the beholder. In terms of how the design was laid and that you have 7 stories in the front and 5 in the back, I thought that there was some care and attention to trying to integrate in the neighborhood knowing that it is highly likely over the next decades. That area will become denser with buildings that are taller.

Mayor Snook – I have been struggling with the question of the first criterion, the harmonious criterion. One of the problems that we have known about Euclidean zoning is that it doesn't accommodate change. It doesn't allow for us to go gradually from a little density to more density. It allows us to say: 'We're going to rezone the entire block or entire neighborhood.' It doesn't let us go bit by bit. The first project that would get us going in the direction we want to be going in is always going to be not harmonious with what has happened before. Think about a key change. Are we going from a C Major to F Sharp Minor? Are we going from C to G, which

is a more natural change. It makes a big difference. Once we start on that kind of a key change, the next project is now harmonious with something. It wasn't before that. If we're going to make a change, we must be willing to reconsider what it means to be harmonious. We need to look at UVA. Commissioner Stolzenberg touched on something that is vital to remember. When those apartment complexes on West Main Street went up that we love to hate, one of the consequences was that about 800 more units became available in the surrounding neighborhood. Families and kids came in. The school enrollment went up dramatically. The Weldon Cooper Center couldn't figure out what was happening. They started extrapolating to huge numbers from the population growth. It wasn't that at all. It was a discontinuity. What happens there is that we must recognize that the housing market is segmented. There is a lot of crosstalk between the segments. Even if you're going to talk about this being a luxury student housing project, I think that it is fair to say that any student housing project is going to have some impact on the demand and the supply available in other segments of the housing market. The economic people would talk about cross price elasticity of demand. From one category to the next, they can measure it in various ways. It is thought to be 0.5 to 0.6 to 0.7, depending on how you're going to slice your quintiles. It does happen. We know that UVA has consistently grown at about 1 percent a year. They will tell you that they don't have a plan. It is probably true. They don't have a plan for it to not happen. They certainly don't have a commitment for it to not happen. In the 80s, when we were discussing this with university, they kept saying that more people accepted than what we were thinking. We have 100 more students coming than we thought we were going to have. After the 3rd year, don't you get somebody in the admissions office who can count. It has been something that has happened year after year after year. We must figure that it is going to keep happening. UVA has said that they are going to plan for housing 2nd year students. Last time I talked to somebody in the administration, they that is at least 5 years away. There is no present plan right now for that to happen. The housing demand is still going to be there. If we get more units, it can only be good. Whether there are accommodations that need to be made to make this project perhaps less of a jarring impact on the surrounding neighborhood and streets, I haven't thought about it deeply enough to know. It is not my area of expertise. I will investigate it more between now and whenever it gets to Council. I am more broadly concerned about the economics and the philosophy of why we're doing what we're doing.

Councilor Payne – We all agree that no SUP would be worse than an SUP and broad agreement that we need more housing stock, including for UVA students. Are our only options no SUP or what is in front of us right now? Do we have no leverage to try to get to a better project and no room to try to get to yes that resolves some of these issues in a better way? Could we have still gotten to yes on West Main and had that same number of units but not had as much of a giant monolithic wall facing Westhaven and dealt with some of the issues with the sidewalks? I think we could have. I also think we had leverage to do it. I also think we have leverage here. I don't want that to mean no SUP. Are you saying no to the need for student housing and density? There is room for improvement.

Chairman Solla-Yates – In preparing for the rezoning, I read the 2003 rezoning process documents. What struck was that it was this conversation. The 'big cry' was where will the cars go. We didn't have a good answer in 2003. The answer was not to do anything. We didn't do anything. We didn't solve any problems. We are where we are/where we were. It is my hope that we will not stay where we are. We will find a way to move forward.

Chairman Solla-Yates gaveled the ERB (Entrance Review Board) to order for the Entrance Corridor Review of the SUP.

Commissioner Stolzenberg – From an entrance corridor perspective, there are many questions about materials that we're going to eventually hash out. I think everyone would agree the real question is about massing. I think everyone would agree that the JPA frontage/elevation facing JPA is good. There is concern about the prominence of the east tower. It is divided up. On the left side, it is missing and set back. On the Observatory and Washington sides, we have that long block. We have 310 feet on the sides. That is going to be that 150-foot

solid mass in the back at 5 stories. The biggest concerns are going to be those side elevations, the one on Observatory out of respect to the community and the homeowners who live there. With that back elevation, 5 stories and 150 feet is less concerning. The comparison to The Standard and Westhaven is less than apt. The Standard is much longer (380 feet versus 150 feet). It is at 6 stories and on a ridge. You get an additional 25 to 30 feet in elevation change from the hill going down to Westhaven. Visually, it is much larger and prominent. A better is the Queen Charlotte Apartments between Jefferson and High at 2nd Street Northeast. If you look at the north elevation there, it is fairly articulated in terms of having gables. There is no screen like we're proposing. It is 200 feet long. It is one-third longer than we're discussing in this project. It is 4 stories. This is 5 stories. It is higher. It is 80 feet to the single-family houses across the street, the north side of High Street. This is about 90 feet from the north end of the building through the 36-foot screened buffer. The next parcel up is the Virginia Outdoors Clubhouse. It is renter occupied. People don't seem as concerned with it. The next house up is owner occupied. It is about 90 feet with that screen and 5 stories. Queen Charlotte comes across as a large building on that block and awkward to walk past. It is not inharmonious with or ruining those single-family houses. With that rear façade, the conditions are appropriate. It is those side elevations that we're going to have to hash out in the long run. Is it possible for the adverse impacts to be mitigated? I believe that the answer is yes.

Motion to Approve the Certificate of Appropriateness – Commissioner Stolzenberg – I move to find the impacts of increased building height and related massing and scale can be mitigated during the required design review process and therefore will not adversely impact the Fontaine Avenue/Jefferson Park Entrance Corridor. Relative to mitigating those impacts, I recommend the conditions from the staff recommendations. Second by Commissioner Mitchell.

Discussion following second by Commissioner Mitchell

Commissioner Russell – I agree with everything that you (Commissioner Stolzenberg) say. My read on that is that because those side elevations do adversely impact the corridor. It is an adverse impact but can be mitigated. In my opinion, we want to send a message that it is not OK the way it is. It needs to be changed. It can be changed.

Commissioner Stolzenberg – I have a process question. Mr. Werner made it sound like those were basically the same thing. Is that about sending a message? Does it create any substantial differences in the process going forward? I would be OK withdrawing the motion.

Ms. Creasy – The code is specific to the adverse impact. If there is an impact but it can be mitigated if that is communicated in your vote, then you're OK. It is like the Gallery Court application. We had a similar conversation.

Commissioner Dowell – How are we going to mitigate those impacts as far as the massing and scaling goes? How are we going to mitigate impacts when we don't even have a shadow study done? How are we going to mitigate impacts when we had a traffic study done on a Saturday?

Commissioner Stolzenberg – I noticed that the traffic study date was a Saturday. It turns out that date was wrong. It was a Tuesday. It was the 31st.

Commissioner Dowell – I am not saying that it can't be. I am saying that it will be easier for me to make my decision. I am not understanding how we're going to mitigate the scale of this building. I am trying to understand.

Commissioner Mitchell – This is not the final entrance corridor review. We must do another review.

Commissioner Dowell – If I am going to say that these impacts can be mitigated, I would like to get an idea of how you would do that. I don't see how you can mitigate mass and scale if they're not going to change the mass and scale. This is the big issue.

Mr. Werner – You all have answered the question. This is the same thing we had with Gallery Court. We had said to mitigate the impact. There was no adverse impact. There was a lot of pushback. That is why there is that alternate in there, alternative statement. This is the difficulty of this situation. You are approving a conceptual thing that will be a certain height. What the form, design, materials, and colors of that will be are up to you all to decide. Speaking hypothetically, you could in the design review process say that you want this separated into 2 buildings. You have that ability to push and hold the design. It is hard to express that because we're looking at something conceptual. It is difficult to decouple from what we're seeing as a lightened design. The design guidelines allow a lot of flexibility. You can change this design. You can do that when it comes to you. There are a lot of ways to mitigate the perception of height and scale. You can't change what it is. You affect that perception with the design. If you, as a group with discipline, can apply these guidelines and be firm about certain things, it can be done. It is up to you when that process begins.

Commissioner Dowell – The key point that I was looking for is that we can mitigate the perception of the massing and scaling. That is what I am looking for. I don't get how you can change the scaling of a building or the size that they have already promoted. I was trying to figure out how that works.

Ms. Hannegan – With the traffic study, a cover sheet had the 28th. The backup sheets have the date of the 31st. While someone reference the one date, the data was from the 31st, which was a Tuesday.

With the massing and scale, we hear you tonight. We have heard this entire conversation. We're willing to continue to look at ways to mitigate the massing and the scale of the building as we work through this with you in the entrance corridor review process. I don't know what that will entail. Whether that means removing units, other aspects of the building change, we will work through that with you at the later date.

One other item that I would like to mention is the wording of staff's three conditions. The first states 'to establish the block level scale of this project, consideration should be given to dedicating and constructing within the rear setback a multi-purpose bike and pedestrian path linking Washington Avenue and Observatory Avenue.' We would not want to dedicate land because it would reduce the parcel size and change the setback location. The language, if you can change it to an easement to create that bike and pedestrian path rather than it becomes city property and causing other problems with the form and shape of the building.

Commissioner Stolzenberg – Does staff agree that dedicating implies making it right-of-way and causing problems?

Mr. Werner – I am fine with whatever word Ms. Hannegan prefers to use.

Commissioner Habbab – My concerns with the other points are whether we will limit ourselves in the ERB review if we say that we want the façade and elevations to remain consistent. What if we decide we want to make (hypothetically speaking) Washington Avenue one story less or something like that?

Commissioner Stolzenberg – I agree with that point. I wanted to raise this to the earlier point. I think we can handle the intensity along JPA even though this is where the entrance corridor is focused so they backed it off. There is the pool. If we were to theoretically move some things up or even flip the whole thing around to use in front. I am not saying that is the recommendation. You can see that as a way where it would reduce the impact on the rear neighborhood. I wouldn't want to preclude any option like that.

Commissioner Russell – We want to leave some leeway for some creative solutions to these adverse impacts.

Commissioner Stolzenberg – The question is whether 'generally consistent' would fall within that. Maybe that is a reason to make adjust part of the entrance corridor review motion and not put it as an SUP. We can change it as we do our entrance corridor review rather than having to go back to Council.

Commissioner Stolzenberg withdrew the original motion offered.

Motion – Commissioner Stolzenberg – I move to find the impacts of increased height and related massing and scale will adversely impact the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor. These impacts can be mitigated during the required design review process with the following recommendations. Second by Commissioner Russell.
• To establish the block-level scale of this project, consideration should be given to constructing within the rear setback a multipurpose (bike/ped) path linking Washington Avenue and Observatory Avenue.
• Organization and arrangement of the buildings shall be generally consistent with the conceptual design presented for the SUP request.
Motion passes 7-0.

Chairman Solla-Yates gaveled the ERB out of the meeting and reconvened the Planning Commission meeting back into order.

Motion – Commissioner Stolzenberg - I move to recommend approval of this application for a Special Use Permit in the R-3 zone at 170104000, 170103000, and 170103100, collectively 2005/2007 Jefferson Park
Avenue and 104 Observatory Avenue to permit additional density with the following listed conditions.
1. Up to seventy (70) dwelling units per acre (DUA) are permitted on the Subject Properties.
2. Modification of rear yard setback to thirty-six (36) feet with a twenty-five (25) foot S-3 buffer.
3. A new seven (7) foot sidewalk with three (3) foot curbside buffer shall be constructed along Jefferson Park 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.…
5. The pedestrian crossing of JPA at Harmon Street will be upgraded to provide safer access to transit options. The applicant will work with the City's Traffic Engineer to determine appropriate improvements.
6. The rear setback will include a twenty-five (25) foot wide S-3 buffer with mature trees and shrubs at time of planting. As a S-3 screening buffer is only ten (10) feet wide per code, additional trees and shrubs may be required to create an adequate buffer. Staff will determine appropriate screening in line with this condition at final site plan review. Second by Commissioner Mitchell.
7. To establish the block-level scale of this project, consideration should be given to constructing within the rear setback a multipurpose (bike/ped) path linking Washington Avenue and Observatory Avenue.
8. Organization and arrangement of the buildings shall be generally consistent with the conceptual design presented for the SUP request.

Discussion following the Motion to approve the SUP.

Commissioner Lahendro – I can't support the motion as it is now. I believe that the rear setback is not warranted. We should keep it to provide a better buffer. If we want to get canopy trees along JPA, a 3-footwide curbside buffer is not enough. We need at least a 5-foot buffer. Those are my two strongest disagreements.

Commissioner Mitchell – Is a 5-foot buffer feasible?

Ms. Hannegan – I am presuming you're talking about the grass stretch adjacent to the curb. The street trees that we show are going to 'skip out' to compress that other buffer down to very little.

Commissioner Lahendro – I am suggesting that the street trees need to be along the street.

Bryan Cichocki, Timmons Group – Any amount of grass strip that we add along JPA is going to make it harder to achieve that streetscape. It seemed like a lot of people enjoyed, in the presentation earlier. Another 2 feet may not sound like a lot. As things pencil out, the room is going to come from somewhere. We will make it more difficult to achieve that.

Commissioner Lahendro – The suggestion is also that, instead of putting the trees next to the building, that the trees go in the buffer next to the street.

Mr. Cichoeki – Part of that planned buffer is to also make up a little bit of gray between the streetscape elevation and the elevation of the entry. There might be more green space adjacent to the curb of JPA with the trees placed there. It may be a harsher massing of hardscape material from there to the building. It will be more difficult to break up with some more green areas to soften and create those spaces for the public environment.

Commissioner Stolzenberg – Are you saying that it is bad because the trees are on the building side of the sidewalk?

Commissioner Lahendro – The whole idea of having a buffer is to put the trees between the sidewalk and the street.

Commissioner Stolzenberg – Earlier, we talked about how we want to daylight that intersection by blocking parking near the intersection. I was suggesting that a bumped-out curb would be a great place to add a tree and potentially micro-mobility corral for bikes or scooters. I might go as far as to get rid of all the parking and add a lot of trees.

Commissioner Russell – If we approve this degree of density, height, modifications to parking, and setbacks, do we have any leeway to achieve the things that we want to achieve to mitigate the adverse effects. Has it maxed out the site? Would a lower, scaled-down plan be more successful? Do we approve with a lot of conditions? Or do we say 'no, come back and try again?' Is that where we are?

Commissioner Stolzenberg – My understanding is there is nothing about us giving it entrance corridor review and prescribing mitigation that says everything needs to be allowed that they were given during SUP approval. If you say that you must make it 2 buildings, then you lose units. If you say that you must make it shorter, you lose height. We should try to preserve as many units as possible. Housing is a public good.

Commissioner Russell – Are we doing our due diligence and assuring the public that will happen and their concerns will be met. I don't think height is an aesthetic thing. With the height and setbacks that they are asking for, do we agree?

Commissioner Habbab – I am Ok with the rear setback. If we're talking about the setbacks, I don't see a problem with the rear setback change that they requested to 36 feet, including the S3 buffer and potentially that pedestrian/bike path. I don't think that conversation was resolved on that 5-foot tree, sidewalk buffer. Where are we with that? Are we going to have enough space to have big trees?

Commissioner Lahendro – With a 3-foot buffer, you would have to use silva cells and do special things to make enough ground available for the trees.

Commissioner Russell – There is something in the plan called a bio-retention. Does that support a big enough tree that would ever get that big? They are retaining something.

Commissioner Stolzenberg – They will be required to have canopy trees as part of the ordinance. The front setback is not small enough to get away from that. You're going to have this 3-foot buffer, but you can't put trees there. It is going to be grass or landscaping. Without the 5-foot buffer, the trees would be in those tree wells on the building side of the sidewalk.

Commissioner Dowell – The trees aren't a big issue for me. The ordinance says that we will have to have trees. I am sure that we have people here on the Tree Commission. For me, my big issue is whether we are giving up any chance of 9 additional units that we could be getting instead of one and a half if they pay into the affordable housing. That is a bigger issue if we're going to approve an SUP.

Motion passes 4-3 to recommend approval.

2. **SP22-00004 – 923 Harris Street** - 923 Harris Street LLC (the "Owner") and Shimp Engineering (the "Applicant") have submitted an application seeking approval of a Special Use Permit (SUP) for the property located at 923 Harris Street, near the intersection of Harris Street and Cynthianna Drive identified by Tax Map and Parcel (TMP) 350112000 (the "Subject Property"). The property is currently zoned IC Industrial Corridor. The Comprehensive Land Use Map for this area calls for Business and Technology Mixed Use which recommends light industrial/production uses along with allowing for other commercial/residential uses and buildings up to 6 stories in height. Pursuant to City Code Sec. 34-458(b) and 34-480 the Applicant and Owner submitted a request for increased density from a By-Right 21 Dwelling Units per Acre ("DUA") to 54 DUA. The Applicant is proposing a multifamily building with 7 units and as the Subject Property is approximately 0.13 acres with road frontage on Harris Street, the SUP, if approved, would allow for the construction of the 7 units on the Subject Property. Additional information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit application may also contact NDS Planner Brian Haluska by e-mail (haluska@charlottesville.gov) or by telephone (434-970-3186). **THE HEARING FOR THIS ITEM WILL BE REPEATED JUNE 2022 DUE TO AN ADVERTISING CONFLICT.**

IV. COMMISSION'S ACTION ITEMS

1. Entrance Corridor Review – 1150 5th Street Southwest – new convenience store and gas canopy

Commissioner Dowell left prior to the start of the Entrance Corridor Review for 1150 5th Street Southwest. Commissioner Dowell did leave a comment regarding her concern of the heavy traffic at the location prior to leaving the meeting.

Chairman Solla-Yates called the Entrance Review Board to order.

i. Staff Report

Jeff Werner, Preservation Planner – This is a request for an entrance corridor Certificate of Appropriateness for the construction of a convenience store, the gas service canopy, the associated landscaping and site work at 1150 5th Street Southwest, which is within the 5th Street Southwest entrance corridor. Per city code, the Planning Commission serves as the Entrance Corridor Review Board and is responsible for the site review process. You're responsible for the design review process within an entrance corridor. Most entrance corridor projects are reviewed administratively. When it is a new building and construction, we bring it to you for a more formal evaluation. For this request, aside from any deferral that occurs, your options are to approve the CoA, approve the CoA with conditions, or to deny the CoA request, with the understanding that the ERB's actions are appealable to City Council. A final site plan has been submitted and is currently being reviewed by staff. The design CoA must be approved for that site plan to act on that site plan. There are a few more steps that must take place. We don't get into traffic in the aesthetics side of things. The project site is 3 parcels. It totals 4.27 acres. It is zoned Highway Corridor with an entrance corridor overlay. At the southwest corner of the site is a former fast-food restaurant. That building will be razed and replaced with 1.5-story convenience store. There will be a gas service area beneath the 2-story canopy and a brick dumpster enclosure on the side. There is an existing 800 square foot fiber optic transmission building that is at the rear of this project site. That will remain in place. The store will be red brick, have white banding and trim. It will be a flat roof. It features a parapet with a faux Chippendale railing. I did have some issues with this. This is essentially a replica or identical to what they constructed at Pantops. There is a central entrance, which is flanked by frame porches of standing seam metal roof that is under an open trust supported by red brick piers and metal columns. That entrance is within a 2-story brick tower. The gas service station is at Wawa standards. It is beneath the gable. The original request was for a shed roof design. I said 'no.' We are going with the gabled roof that is more typical of this area. They were willing to do that. Vehicular traffic will continue to use the east entrance off 5th Street Station Parkway. That is that little side road. There are 2 entrances coming off that side road. One will from the west will be closest to the light, As currently proposed, a new access point will be off 5th Street. The existing sidewalk off 5th Street Station will be retained. There is a connection to the Rivanna Trail that will be retained. There is a lot of the landscaping happening at the site. There is a tree preservation area on the east side and north boundary near the stream. I have received no public comments. I have had some inquiries about it. I haven't received anything about the design aspect of it. My recommendation, as presented, is that it is consistent with the criteria of the entrance corridor design guidelines and code provisions. I am recommending approval of the CoA as submitted, with one suggestion/condition to address proposed street trees beneath the overhead utilities. It is something with the site plan that we're working on. Having this as a condition establishes how we're going to resolve that.

ii. Applicant Presentation

Ashley Davies, Riverbend Development and Applicant – We don't have a formal presentation. The reason for that is the staff report was thorough. I appreciate staff adding the information about the landscaping as well. We can make sure to work that out in the best way on the site plan. We feel what is proposed is straightforward. It is like the design at the Pantops location.

Commissioner Habbab – On the parapet where we have those gray metal pieces, can you repeat your thoughts on that?

Mr. Werner – There is a provision with EC Standards about not wanting something that is not real. There is that challenge within the entrance corridor where the provisions clearly state that this is auto-centric, auto-

oriented. We're getting what we want there. I have difficulty saying that I want architectural purity in a building that is a gas station/convenience store. The railings serve its purpose. It conceals the mechanical units at the top. It is not ugly. There is a lot that has happened with the applicant. They have been good to work with. We have talked about lighting and some other things. We're in a good spot.

Commissioner Habbab – With the signage with the gas prices on it, is that something that is under our purview?

Mr. Werner – Yes and no. All signage in any project goes through zoning. It is stated on the drawings that the signage is conceptual. By you approving, this does not let them come back and say 'you all said I could do it.' Whatever they show on there must come back and be consistent with it. That is another process that I work with zoning on. We have the guidelines for signage. In entrance corridors, it is different from throughout the city. It is not as strict as the historic districts. We do review those. You don't need to worry about them.

Commissioner Habbab – It would have been nice if you could set that on top of the stone pedestal instead of the stone columns. It could be lower.

Ms. Davies – We will be putting together a full signage package for the site that has yet to be submitted. We are limited on this site where a monument-type sign could go. In terms of the location, that is important to us. We would ask zoning review that future package. Signage is incredibly limited within the entrance corridor. It is the most restrictive in terms of square footage. With our future tenants here, they're trying to have fair consistency with other similar uses in that corridor.

iii. Commission/ERB Discussion and Recommendation

Motion – Commissioner Stolzenberg - Having considered the standards set forth within the City's Entrance Corridor Design Guidelines, I move to find that the proposed design for the Wawa Wawa at 1150 5th Street SW is consistent with the Guidelines and compatible with the goals of this Entrance Corridor, and that the ERB approves the CoA request as submitted with the following condition:
• The street trees will be revised as necessary to comply with City Code Article VIII - Improvements required for developments, Division 2 - Landscaping and Screening. To the extent permissible by Sec. 34-868(d), the trees along 5th Street shall be appropriate for locating beneath overhead utilities. Second by Commissioner Russell. Motion passes 6-0.

V. ADJOURNMENT

The meeting was adjourned at 10:55 PM.

Minutes

PLANNING COMMISSION ZONING DELIBERATIONS
October 18, 2023 – 5:00 P.M.
Hybrid Meeting

MEMBERS PRESENT: Chairman Mitchell, Commissioner d'Oronzio, Commissioner Habbab, Commissioner Schwarz, Commissioner Stolzenberg, Commissioner Solla-Yates
STAFF PRESENT: Patrick Cory, Missy Creasy, Remy Trail, James Freas, Sam Sanders
COMMISSION ZONING DELIBERATION – Meeting called to order by Chairman Mitchell at 5:03 PM.
Beginning: 5:00 PM
Location: NDS Conference Room

A. PLANNING COMMISSION DELIBERATIONS AND MOTION

1. **ZT23-08-02**: An ordinance to amend and re-ordain a new Chapter 34 of the Charlottesville City Code, Charlottesville Development Code. The Development Code would replace the current Zoning Ordinance Chapter 34 and current Subdivision Ordinance Chapter 29 in order to provide for reorganization of the ordinance into the following 7 Articles:

Article 1. Introductory Provisions
Article 2. Zoning Districts
Article 3. Use Regulations
Article 4. Development Standards
Article 5. Administration
Article 6. Subdivision
Article 7. General Standards and Definitions

The new Chapter 34 also includes: the addition of new zoning district classifications; affordable dwelling unit regulations; new and revised development standards; and various other new and revised standards/regulations which help to implement the principles and actions outlined in the Charlottesville Comprehensive Plan, adopted November 15, 2021.

2. **ZM23-0010:** An ordinance to ordain a new official zoning map for the City of Charlottesville, encompassing the entire City within the boundaries. The map may be viewed at this link: https://cvilleplanstogether.com/draft-zoning/. Proposed changes to zoning designations would affect all of the properties within the City. The new map would reflect the changes outlined in the proposed new Charlottesville Development Code, Chapter 34 of the Charlottesville City Code, including the creation of new zoning districts to carry out the principles and actions of the Charlottesville Comprehensive Plan, adopted November 15, 2021, as well as new and/or revised classifications concerning the uses to which land, buildings and structures within such classifications may be put for development and use.

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

James Freas, NDS Director – This is straightforward. We have an intent statement that would be added into section 2.2.1. That is the Summary District Section. We have the standards themselves. The highlights of that are that this modification is based on the RA district, with most of the standards carried forward from RA. The base number for lot maximum is brought down to one. There is a bonus for preserving the existing structure that allows you an additional unit. That is targeting/giving the ability to do accessory dwelling units. As with our regular RA districts, you can get up to 6 units as a bonus for

affordable dwelling units. All the bonus units must be affordable. It would be 4 or 5 units depending on preserving the existing structure. The building footprint is reduced to 2500 square feet. The building width is held at 40-feet maximum. The map shows the areas. We generated the map using a combination of the sensitive community areas identified in the Comprehensive Plan and our neighborhood mapping districts.

Commissioner d'Oronzio – The HAC (Housing Advisory Committee) met today. You got my email on some requested tweaks. Starting from the larger piece of trying to put some kind of governor on mc-mansion creation and the driving force of it. The HAC agreed to make some suggestions referencing the coverage and to make a distinction between one unit and two units. This lends itself to the anti-Mc-Mansion. For one unit, coverage is at 45, not 55. For the building footprint, to have a maximum at 2500 square feet. In a case where you're building on or replacing existing structure, the footprint can be lesser of 50 percent bigger than the building that was knocked down or 2500 square feet. If it is an affordable single-family, 2500 square feet is fine.

Chairman Mitchell – How does everyone feel about 45 percent?

Commissioner Stolzenberg – The main concern that I would have there is that many of the lots in these areas are very small.

Commissioner Habbab – I was going to ask how it relates to the existing lots now. What is their footprint compared to what we're saying it should be?

Commissioner d'Oronzio – Do you mean in these sensitive areas in general what the footprint is? Due to the time constraints, we were not able to do much of a sampling. They knew that we were meeting today. The answer to that is if there is an existing dwelling on it, you can go 50 percent larger than that existing dwelling footprint. You can go in the height based on the footprint. Are there some lots where 45 percent coverage might be too limiting?

Commissioner Schwarz – I missed the 50 percent part.

Commissioner d'Oronzio – If there is an existing dwelling and you're replacing it with a single-family residence and it is not an affordable single-family residence and if there is an existing dwelling, you can expand the footprint with a lesser of 50 percent over what you have or 2500 square feet.

Commissioner Schwarz – There was something else. If you demolish the building, I thought that is where you mentioned the lesser.

Commissioner d'Oronzio – If there is no dwelling there, you're at 2500 square feet.

Mr. Freas – I had a brief time to look at this. I am not a huge fan of tying standards to existing conditions. It forces us to define a point in time at which we're measuring. This invites the question of, if 2500 square feet is perfectly fine on this lot, why is it not perfectly fine on this other lot. We're basically saying that because your existing house is smaller, you get less than what the neighbor might get. I am troubled by that.

Commissioner d'Oronzio – I get that. The answer would be, if you have been living there and you say that I have this 1000-foot footprint and I want 2500 square foot footprint, my AMI happens to be 62 percent. You would ask for an exception on that.

Mr. Freas – It can't be about people. The standard for the size of the building shouldn't be tied to affordability.

Commissioner d'Oronzio – I don't disagree about the clunkiness of it.

Mr. Freas – If I do that, I am asking for a deed restriction on that property to make it affordable, not as a tenant but as a matter of it is as it is now an affordable unit.

Commissioner d'Oronzio – No because you have defined as an affordable unit. You don't have to put a deed restriction on it because it is an affordable unit. It wasn't produced for sale. If it was produced for sale, you would.

Mr. Freas – I don't want to tie the zoning back to the individual and the house/household that is there. I want to tie it back to that if we're creating an exception to the zoning ordinance, it must be to achieve some benefit that is tied to the use and that use would have to be that it is an affordable unit by our definition, which means that there is something that meets the standards of the affordable dwelling unit section.

Commissioner Stolzenberg – If they are affordable, why are we restricting it to less than RA anyway? RA is 3000 square foot footprint.

Commissioner d'Oronzio – The idea is to prevent mc-mansions.

Commissioner Stolzenberg – It seems to me that you define one thing for not affordable and another larger, looser thing for affordable. That is probably not less than RA. 2500 square feet is our current draft footprint. You could say 2000 or 2500 for 'generic.' You could say 3000 for affordability. You're trying to tie it to the existing house.

Commissioner d'Oronzio – It is inextricably tied up into conveyances, which doesn't fit neatly into the box. I guess this wouldn't apply to an existing homeowner, who is remodeling their house.

Mr. Freas – Unless they are putting on a big addition.

Commissioner d'Oronzio – In that case, they are limited to expanding by 50 percent.

Mr. Freas – I am more comfortable with saying that there is a standard. This is the maximum footprint that you are allowed to have.

Commissioner d'Oronozio – The thing about this 2500 that is awkward is that you're talking about 4-bedroom house of moderate to reasonable size (18 to 22). 2500, as a ranch, isn't a big ranch. It is not unreasonable if you want to try to crank that back down on one level to 2000. You're going to get a lot of people saying that they have 2100 square foot. They will want to build there, and they can't build.

Commissioner Schwarz – Are there instances of mc-mansions being built in any of these neighborhoods?

Commissioner d'Oronzio – There is one in Belmont and one going up on Bolling Avenue. The one on Bolling Avenue is a 10th & Page lot by size and dimensions.

Sharon Pandak, Legal Counsel – I concur with the points that you're (Mr. Freas) making. This is going to be amazing micromanaging, and not developing general standards. All the points that James has made causes me to have that concern.

Chairman Mitchell – I am comfortable with staff's recommendation.

Commissioner Stolzenberg – I can see some justification for being looser with the standard for affordable units; getting up to what RA allows. I am fine with the recommendation from staff for the general standard.

Commissioner d'Oronzio – What about the coverage issue of 1 versus 2? I am talking about 45 versus 55.

Commissioner Schwarz – A lot of the PHA houses are built on small lots.

Commissioner Stolzenberg – Does the coverage count include impervious surfaces such as driveways? It is just buildings.

Mr. Freas – Building coverage is measured by dividing cumulative building footprint of all buildings and covered structures on the lot by the lot area.

Commissioner Schwarz – I don't think that I would build a garage in my backyard. I have a monopoly-sized house.

Commissioner Stolzenberg – The mean building footprint for the greater 10th & Page and Rose Hill areas that we laid out is 1215 square feet. The median is 1136. That is on the footprint as shown by GIS.

Commissioner d'Oronzio – We are clustered tight.

Commissioner Schwarz – I get where we are going and see the importance of where we're going with this. I still have the concern that you have people who have lived in the neighborhood their entire lives. They have a house that is their personal wealth. Are we cutting out that personal wealth by doing this? I have several neighbors who have all done things. It is the case that we don't want to see. The family moves out of the city, the last remaining parent dies, and the kids don't want to move back. That house is the inheritance. Are we hurting those people through this?

Commissioner d'Oronzio – The two points that I would make to that is that we seem to have a loud and clear signal that neighborhood housing preservation without developer invasion is heavily weighted against value. You still have plenty of value there. You can still sell that and have somebody come in and build a large single-family residence. They could build a duplex. You can still sell it. It doesn't have value. It has more constraints on it than it would elsewhere. It is not that it is valueless. With some of these lots, it doesn't matter whether they are RA or not. There is not much to be done because of the size of the lot.

Commissioner Schwarz – When you say that there is overwhelming support for preservation versus value, what is the constituency? Who is saying that?

Chairman Mitchell – It is cultural preservation, largely African American.

Commissioner Schwarz – Is it the people on the HAC?

Commissioner d'Oronzio – The province is Joy Johnson and Emily Dreyfus.

Commissioner Stolzenberg – If we're still talking about coverage, the mean structure to the mean lot size is about 21.5 percent coverage. The median structure to the median lot size, remembering that those are different, is 21 percent. It probably doesn't make a huge difference either way. Your bigger problem on most of these lots is going to be that the house is right in the middle, and you can't fit another house on either side or behind it.

Commissioner d'Oronzio – The idea of a second by right as an accessory unit is that you preserve the structure and you put an accessory dwelling unit on it.

Commissioner Stolzenberg – In most of these cases, you're going to be keeping the structure from an economic sense. If there were no restrictions, you would keep the structure because structures are valuable and expensive to replace.

Commissioner d'Oronzio – Unless I wanted to buy a house from an estate and do a teardown, it is a relatively cheap piece of land to build a mc-mansion.

Commissioner Stolzenberg – With mc-mansions and teardowns, that is where you get the teardowns. When you talk about adding units in the back or around, it is going to be economical to tear down.

Commissioner d'Oronzio – I don't think people are going to be motivated to do that because they don't have the room.

Chairman Mitchell – I don't think that it makes a difference.

Mr. Freas – I don't have any opinion.

Commissioner Stolzenberg – One thing that is different here is that in RA, it is 55 for 2 units, 60 for 3 to 4 units. More than 4 units is 65. We change that in RA to not allow 65. In that more than 4-unit case, we're talking about an affordable 6-plex that is the requirement we have here. I don't know why we're restricting those affordable 6-plexes more than we would in RA. I would have it match the RA requirements for building coverage. The number is 65 percent more than 40. You have up to 2 units, 3 to 4 units, and more than 4 units instead of up to 2 units and more than 2 units.

Commissioner Schwarz – We're capping 2 units at 45 precent?

Commissioner d'Oronzio – One unit at 45, two units at 55, and more than 2 units at 65. If it is more than 2 units, we're getting an affordable unit out of it.

Commissioner Stolzenberg – I am talking about restoring what is in three there. If you want to change 1 unit to 45, I don't think that is crazy. I am saying that we should match RA. In RA, 3 or 4 units is 60. We should add a 4th category. One unit at 45, two units 55, 3 to 4 units 60, and more than 4 units 65.

Commissioner d'Oronzio – If you want to keep pouring ingredients into the 'cocktail,' that is OK.

Commissioner Stolzenberg – It is more complicated. I don't know if it is strictly necessary.

Commissioner d'Oronzio – Staffs' concern is on not having a standard that is a standard that the initial starting point is.

Commissioner Stolzenberg – One thing that we could do with the footprint is to make it smaller if it is one unit perhaps. We don't do that elsewhere. That would have the same effect.

Commissioner d'Oronzio – What the HAC was proposing on footprint, we're only talking about 1 unit. Everything over 2 units is 2 units and more than 2500 anyway. I don't know how impactful that would be if we're arguing these lots tend to be small anyway if you're going 2 stories/2.5 stories. If you want to say one unit is 2000 and anything over that is 2500?

Commissioner Stolzenberg – If you're talking more about mostly 5000 square foot lots, then your 45 percent building coverage is going to restrict your footprint anyway. Maybe, it doesn't matter here. On the less restrictive side for these affordable 6-plexes, they are restricted more than they are in RA. If you were to say building footprint 2500 square feet, building footprint affordable 3000 square feet?

Mr. Freas – Why not say bonus affordable dwelling unit at 3000?

Commissioner Stolzenberg – We can do that. It is easy enough. I remember some of these languages to talk about somewhere. I can see going looser than 3000.

Commissioner d'Oronzio – Anything where you're getting to a point where you're getting 3000 square foot footprint on one of these tiny lots, these people are coming out.

Commissioner Stolzenberg – One complication that it raises is what if you have a 6-plex but you have one market rate unit, does that count as affordable? What does it mean to qualify for that within a building?

Commissioner d'Oronzio – It means at least one affordable unit. Everything over 2 must be affordable.

Mr. Freas – The answer is to build it to 7 units and don't make it bonus affordable. You need to say that anything over 2 is going to be 3000. Let's do 3000.

Commissioner d'Oronzio – Setting a flat height of 35 feet max, bonus height for affordability. Otherwise, you're at 1 story over the existing structure. That is easier than defining a footprint. It is either one floor, two floors, or not. If it is the structure that you're replacing and it is one story, it keeps you at 2 stories for the new property.

Commissioner Stolzenberg – We are limited it to 2.5 stories. Do you want to limit it to two stories instead of 2.5 stories?

Commissioner d'Oronzio – We're at 2.5. You're at 2 stories or 35 feet. We have both things.

Commissioner Stolzenberg – You would have to be under both or up to both.

Commissioner d'Oronzio – It is the lesser of one story over or 35 feet.

Commissioner Stolzenberg – You run into the same problem of defining things relative to existing.

Commissioner d'Oronzio – I don't think that you do. You can argue about whether your house is 800 square feet or 840 square feet, depending on who is measuring it. Is this a 1-story house or a 2-story house? That seems to be a shorter argument.

Commissioner Stolzenberg – The argument is less defining what the current is. To apply a zoning rule, what is now there is not 'super' relevant if you're trying to apply a universal standard to an area.

Commissioner d'Oronzio – If you're trying to reduce the rate of change, that is your goal. That is what you're accomplishing. That's the purpose.

Commissioner Stolzenberg – If you wanted to do that, you could just set a 2-story height limit. Allow more if it is more units.

Commissioner d'Oronzio – Part of the problem here is that we walked away from the height bonuses in general, which is constricting what we're doing.

Commissioner Schwarz – There was a 3-story height bonus.

Commissioner d'Oronzio – We don't have 2 over 2s. We don't have bonus height in RA.

Commissioner Stolzenberg – We will let you have more height if you have more units. We should put that back here.

Commissioner d'Oronzio – For anything over 2 stories, you can go to 40 feet. If this is a way of getting an affordable bonus, a height bonus for affordability in this district. We have 'run away' from that and most others in the R districts. I would propose that. You can go to 3 and 40 if you're over two.

Commissioner Habbab – Can we make it the same as RA? We have what the HAC is proposing.

Mr. Freas – Right now, we have 2 at 35. Here is what our current RA says. One unit (your current recommendation) is 2.5 stories at 35 feet. More than one unit is 3 stories at 40 feet.

Commissioner Stolzenberg – That is fine because of the affordability requirement. For more than 2 units, it acts as a bonus for affordability. We're applying more consistent standards.

Commissioner d'Oronzio – Are we going to match or are we going to be more restrictive on the one unit?

Commissioner Stolzenberg – More restrictive than 2.5 stories seems a little restrictive.

Commissioner d'Oronzio – What you're suggesting is 2 plus 40. It matches RA. One unit is 2.5 and 35. Two more is 3 and 40.

I guess we are at 6000 square foot lot size. None of that makes sense to me. I suggest 2500 here.

Commissioner Stolzenberg – In most cases, you can do sublots. In most cases, you're not able to subdivide because of the property requirements. Everyone is focusing on the square footage requirements

all the time. It really doesn't matter that much. Your frontage is what is limiting in almost every case unless you have a back alley.

Commissioner d'Oronzio – Base is one existing structure. You can go to two. Anything over two must be affordable to six. 45, 55, and 65 on coverages for units. On footprint, Commissioner Stolzenberg's suggestion was 3000 if it is affordable and 3000 for over 2. That is where we are on this. There are a couple of minor things that popped. We talked about the non-net loss language. Did anything ever happen with that?

Mr. Freas – Ms. Pandak did some additional research on this concept of no-net loss. This is the concept that you cannot further reduce the number of units. I have concerns around that language. I would not support expanding it beyond this district. My concern within this district is that we remember that what we're talking about is a residential unit. It is not the physical space. It is the use of the unit. It means that we're now enforcing based on how people are using accessory apartments. An accessory apartment is a unit. A home business is an accessory use to the residential household occupying the residential unit.

Commissioner d'Oronzio – I don't see why we must make the distinction if it is a unit that someone can live in. It doesn't matter what you happen to be using it for that week.

Mr. Freas – If I have an accessory apartment and I decide to install a business in it, am I still meeting the standard of net-loss?

Commissioner Stolzenberg – I think you're saying, if it is still physically able to still be a unit with a bedroom.

Commissioner d'Oronzio – In the first place, it was built as a residential unit. What we would be saying is that the accessory dwelling unit has a full bathroom, a cooking area, and a window that a fireman can drag you out of.

Commissioner Stolzenberg – The worry here is duplexes. I can think of 6-plexes in 10th and Page that were once single-family houses that could be turned back into single-family houses as you lose the most affordable units in these areas.

Commissioner d'Oronzio – I am not sure that I understand. If it can be a residential unit, what you, as the owner of that unit do with it doesn't matter. If you want to buy a triplex and it is your house and you want to occupy one of the units and run a business in the other two units, it is what it is.

Commissioner Stolzenberg – It removes the incentive, as someone who wants a big house, to buy a few units and combine them. Can we see the language you talked about?

Mr. Freas – We have not gotten to a point of language. I can tell you where we would put it. What we talked about is determining that this was something that we could potentially do.

Ms. Pandak – We determined that it was possible to do this and not be inconsistent with state law. The implementation of it may not make sense or may not be a good idea.

Commissioner Stolzenberg – Do you have any examples of other localities that have done it that we could look at?

Ms. Pandak – I do not.

Commissioner Schwarz – I do know of these two families that I have worked with that bought a duplex to start out with as their family grew. The intention was that the family group would eventually take over the units. One has done that. One is planning to do that. They have a duplex. The intention is to expand into the duplex as their family grows.

Commissioner d'Oronzio – They expand it so they can pass back and forth between the 2 units. There is a kitchen there that still exists, no-net loss.

Ms. Creasy – Let's focus on legal methods.

Commissioner Stolzenberg – Given the complexity of this issue. I am comfortable of passing it to our future small area plan for 10th and Page and talking about it in that process.

Commissioner d'Oronzio – I raise this because I didn't see it anywhere.

Commissioner Stolzenberg – It was potentially possible. I can see both sides.

Commissioner d'Oronzio – I don't object to tabling that. Nobody has thought it through. We don't have the language. It does have potential. It is not a thing that we're going to come up with.

I did have a couple of other things that the HAC pointed out. One is to add to the section Equivalency of Units. The Section 3 that we have on item 43. "If the intent is an affordable development that fits with the Comprehensive Plan, the administrator can make exceptions to this." That is about the Equivalency of Units. That is cutting and pasting from what we have on item 43, which is about resales. It is useful language, in general, to have. The second thing was on Equivalency of Units if we're over 20 percent and the total number is affordable in that development; to look at an exemption for the equivalency. This comes from Sunshine, who says "if we have affordable units, we're making them different sizes on an ad hoc basis. It is hard to figure out the equivalency with the market rate units that are in there. It may not be appropriate to have an equivalent size." The argument being that if we're more than 20 percent, we're talking about a significant affordable housing development that has market rate units in it, not a market rate development that has a couple affordable units. The final thing on 43 is to change it to 80 percent, not 60 percent on the resale. On the resale of affordable units, 80 percent AMI is the threshold, not 60 percent.

Commissioner Schwarz – I thought that we took out any requirements.

Commissioner d'Oronzio – The reason for 80 percent is that we might at 60 percent the first time around. There is nothing for 61 to 80. It is item 43 in the text.

Commissioner Stolzenberg – Item 43 has to do with equivalency.

Commissioner d'Oronzio – Let's go to item 41, section 2. It is 80 percent as opposed to 60 percent.

Commissioner Stolzenberg – That is on the first sale. On the resale, do you want it to always be 80 percent.

Commissioner d'Oronzio – I want the resale to be 80 percent.

Commissioner Stolzenberg – It only says there is the right of first refusal.

Commissioner d'Oronzio – I am dropping it. With item 3, I want to add that to 43, which is on page 15 of the PDF. I want to leave it here and duplicate because it is useful language.

Commissioner Habbab – The administrator can change it and waive the requirements of the manual.

Commissioner d'Oronzio – The 20 percent item is the equivalency of units. If it is more than 20 percent affordable, the equivalency of unit requirement is waived. The reason that this was requested was that when you're doing many affordable units and you have mixed income in it, this is an affordable housing project that has market rate in it to support it. The combination of units and with what you need in size and finish, you may not be able to match that up in a coherent way to the market rate units.

Commissioner Stolzenberg – Why doesn't the waiver that we just added account for that case? Isn't the waiver good enough if it is in line with the Comp Plan?

Commissioner d'Oronzio – It is easier to go out for LI HTC funding if you say that it is over 20 percent. We don't have any regulatory issue.

Commissioner Habbab – It says that it must include similar interior features as other units in the same building.

Commissioner d'Oronzio – When the largest developer of these sorts of units says that it gets sticky, you're trying to make the equivalence to us in terms of size.

Commissioner Stolzenberg – It is in terms of interior features. In one, if you look at the section, its composition of the overall project units, it is the number of bedrooms. There is an evenly distributed requirement. The idea is that they might want to put market rate units that are all 1-bedroom units, whereas the others are mixed.

Commissioner d'Oronzio – The backstop against this being a workaround is that this is for something that is significant affordable housing. It is more than 20 percent of the units that are there. These market rate units are there to support the balance sheet and the income sheet in some part. They're not trying to satisfy a requirement. This is coming the other direction. If that is the case, you're going to deal with several units that are going to need several different sizes that may not be what the market rate calls for. You want to be bound by that.

Mr. Freas – What is the percentage of affordability that you're looking at for this?

Commissioner d'Oronzio – The suggestion was more than 20 percent.

Mr. Freas – That seems relatively low. More than 20 percent of the project is affordable.

Commissioner d'Oronzio – That was the suggested number. Do you have a higher suggested number?

Mr. Freas – One direction that I was thinking about going with this is to exempt affordable dwelling projects that are affordable; projects whose primary purpose is to be affordable. Exempt those projects from the affordable dwelling section entirely.

Commissioner d'Oronzio – We're leaving it as undefined.

Mr. Freas – What I need to define is what is a project that is affordable more than a percent.

Commissioner Stolzenberg – An interesting way to think about that is even if 80 percent of the units are affordable, only 10 percent of them are required for the section. If those are included, the others might be able to tap into the LI HTC units.

Mr. Freas – The other way I was thinking was that these standards ought to only apply to the required affordable dwelling units.

Commissioner Stolzenberg – If you happen to be doing an affordable unit, you should be able to do whatever you want.

Commissioner d'Oronzio – The issue there is how does that not present 'we're calling them affordable units.' Do they count?

Mr. Freas – It is the naming here. What this section is trying to get at is the required affordable units. You build a project greater than 9 units; you're required to provide one affordable unit. It must meet the standards in this. If you're building a project of 10 affordable units, 100 percent affordable unit project, theoretically only one of those needs to meet the requirements of this section. The rest of them are affordable units. I differentiate by saying A versus a.

Commissioner d'Oronzio – Does that not get us into trouble if we're trying to count affordable units generated?

Mr. Freas – It depends on what we're counting.

Commissioner Stolzenberg – For purposes, they're not required affordable dwelling units. They are still LI HTC units. They are still restricted in whatever way.

Commissioner d'Oronzio – What is the harm in picking a number like 30 percent and that is our threshold for what we're calling a development where this doesn't matter.

Mr. Freas – The only thing that comes to mind is the other issue that we're wrestling with is somebody picking up the 2-story bonus but putting one affordable unit.

Commissioner Stolzenberg – Did we resolve that? How do we resolve that? I guess that is right. The fact that only a fraction of your affordable units are A zoning affordable units seems to resolve that problem.

Commissioner d'Oronzio – Except that you run into an issue of confusion and regulatory when you're going to look for the money. If you say that none of this applies, don't worry about it. One-third is a good number. That means this is an affordable housing project. We're not going to have to wrestle with this at all.

Chairman Mitchell – You're looking to land on a percentage.

Commissioner d'Oronzio – At this point, that is where we're at. To Sunshine, this is a serious issue. The number that he was recommending was 20 percent or more. If this body feels that 30 percent is better, then 30 percent is better. He can argue with City Council why we got it wrong.

Commissioner Stolzenberg – Is this something that we can put in the manual to waive it automatically?

Mr. Freas – I am more comfortable with the ordinance having waivers in it. Would you agree, Ms. Pandak?

Ms. Pandak – Absolutely. The concern that we have with putting waivers in the manual is that that is an improper delegation of legislative authority.

Commissioner Stolzenberg – The other problem with your LI HTC situation: Are all of those going to be deed restricted for 99 years? Are 10 percent going to be deed restricted for 99 years by the zoning? The others are deed restricted LI HTC amounts of time, which is 30 years?

Commissioner d'Oronzio – My response would be to take the 'win' for those and move on.

Commissioner Stolzenberg – Sure. Do they qualify for that 30 percent if they are not meeting affordable housing units required by this section?

Commissioner d'Oronzio – They don't meet the 99 years.

Commissioner Stolzenberg – That is how we define affordable housing units in this section.

Commissioner d'Oronzio – What you would require is that they would have to be able to extend it for 99 years to those units. I don't see that as an issue. If it becomes mathematically impossible, we will deal with it then.

Commissioner Stolzenberg – In projects needing 422.c.1.a, regarding affordability for over 30 percent of units, they are exempt from equivalency requirements. For projects meeting the term of affordability standards in 4.2.2c.1.a, for over 30 percent of total units equivalency standards do not apply. This will be under the equivalency section.

Commissioner d'Oronzio – The equivalency requirements of this section do not apply.

Commissioner Schwarz – Does the shop-front house still apply to RNA?

Commissioner Stolzenberg – We said that the use matrix is the same as RA.

Mr. Freas – We haven't talked about use.

Commissioner Stolzenberg – You can only do a shop-front house if you get an SUP for a commercial use.

Commissioner Schwarz – I wanted to make sure that they haven't excluded it.

Mr. Freas – I think that is fine. I don't know if there are any uses on the use table that we want to exclude.

Commissioner Schwarz – I do have some things from the BAR. I don't if it is the appropriate place to insert it now or if we're going to send to Council. We want to change the BAR membership requirements. Right now, we are required to have a landscape architect or a licensed contractor. We want to make it a requirement for a landscape architect. Our suggestion is that where we have two historians, we change it to be one historian and one licensed professional contractor or one historian.

There was consensus on the Planning Commission for this change to the membership for the BAR.

Commissioner Stolzenberg – We should go back. It can't just be the term affordability requirements. It also must be the cost requirements. The affordable units that qualify need to meet the 60 percent AMI requirement as well as the 99-year requirement.

Commissioner d'Oronzio – They have the 99-year requirement. I guess that you could make it 99 years and be at 90 percent AMI for a weird reason.

Commissioner Schwarz – We have always had a landscape architect and we had our contractor as a business owner. The problem is that there are few contractors, who operate their business in a Design Control District. The goal is to allow a contractor who lives in the city.

Mr. Freas – It is currently one landscape architect.

Commissioner Schwarz – We're requiring one historian. The second historian is a contractor. There was a question about the light transmittance and windows. The code has a requirement that is less stringent than what the BAR has. Do we need to add a note that transparency is under the BAR purview? I think it is understood that it is and implied that it is. I don't want to add requirements that don't need to be there.

Mr. Freas – I think that it is implied. There is a statement that always exists within zoning. Where there are conflicting regulations, the stricter rules apply. The BAR rules are the stricter rules.

Commissioner Schwarz – The next change was to add a line about when the BAR considers an appeal of the administrator, we review the application that had come before us (BAR) since the first instance. I want to add "without deference to the prior action of the administrator."

At some point, we need to define what ordinary maintenance means. I don't think that we're going to do that tonight. There is a question about who can initiate a CoA application. It looks like a lessee and someone under contract purchaser. Does that make sense that they can do a BAR application?

Ms. Creasy – The owner still must sign off that they are giving permission.

Commissioner Schwarz – The owner does have to sign off. The applicant must provide documentation from the owner that they have the authority to move through the process. Somebody asked if excluding parking entrances will encourage wider entrances.

Mr. Freas – It is the opposite. The building width is the minimum. I need to meet that minimum requirement. I am going to reduce that as much as possible.

Commissioner Solla-Yates – McIntire Road to be changed to Albemarle Street. Rory has raised this issue. I agree that it makes sense.

Commissioner Stolzenberg – The way that I address that issue is by changing those parcels to whatever zones we have them as. This overlay only applies to the CX-3 parcels. You probably want to change that section to Norfolk Southern. If we were to leave them as CX-3 and not apply the overlay, we would be further reducing what is left there. We need to restore the previous zones that we had.

Commissioner Solla-Yates – With 296c, special exception permit, to reflect benefit bonus. Change it to public benefit bonus to get affordability bonuses. Move the section to Division 4.2.

Mr. Freas – You're proposing to get rid of the discretionary aspect and move it to 4.2. I am concerned about this. We provide bonuses for the affordable dwelling units. The standards to get that are very clear. These are not clear. We would have to do a substantial amount of work to arrive at something that I could say to the developer that they have achieved the bonus requirement and I can grant those additional stories.

Commissioner Schwarz – How many people would want to look at that?

Commissioner Stolzenberg – You need to make a distinction between what I think the right thing to do on this corridor and what Council's ask of us seems to be. The concern driving this overlay is not necessarily coming from this Commission but external feedback.

Commissioner Schwarz – I like what staff has put together. I had one minor thing to get rid of the art. It is such an easy thing to do.

Commissioner Stolzenberg – That is fine. Some of these other things are hard and meaningful. Is a special exception discretionary or non-discretionary? I would argue that this entire thing since 2017 was about making predictable, non-discretionary processes to have a zoning code that is not based on arbitrary decisions made by Council on an ad hoc basis. I am sure there were good reasons considered. They are unpredictable and, in that way, fundamentally bad. I think it is clear.

Chairman Mitchell – I am comfortable with G as it is written.

Commissioner Schwarz – We're on a bigger issue. Do we keep this as a discretionary review? Do we do what Commissioner Solla-Yates wants, which is to do a checklist without it coming before us?

Commissioner d'Oronzio – Isn't the concern that might be so reductionist that it doesn't achieve the goal in the first place that we were planning?

Commissioner Stolzenberg – Even if you were to make this non-discretionary, you're still requiring some of these new things that make it different from everywhere else. In that way, you're providing some of those community benefits that we're worried about losing on this corridor. Would that even be legal? Do we have the authority to incentivize affordable dwelling units? Do we have the authority to incentivize affordable commercial space?

Ms. Pandak – The way that this district has been put together is to have it within your general zoning authority. I don't have that concern that this must be described as some specific authority for incentivizing as opposed to a separate corridor that has attributes that are designed to create and achieve a certain atmosphere/aspect within those corridors and support uses in adjoining parcels.

Commissioner Stolzenberg – Even if it wasn't a special exception, we could say that you must have 2 of these, you would get it, and that would be fine?

Ms. Pandak – That is an interesting question. I think the answer is 'yes' you can do that. The concept here is to provide some options that collectively will, when those corridors are developed, give you a mixture of various things.

Mr. Freas – I don't disagree that you can do that. My concern is how I measure it in terms of sufficiency.

Commissioner Stolzenberg – I get it. I thought that the conversation would be easier if I was told that it was illegal.

Ms. Pandak – By making it a special exception, it does encourage interaction with the landowners around them and adjoining neighborhoods. It might be a good thing.

Commissioner Habbab – I generally agree with Commissioner Stolzenberg on that. Priority is important. That is the goal. I feel that with each meeting, we're over complicating things. With this, it does offer a seat to Fifeville and 10th & Page to advocate for what they want in these areas. That is the only way with which without if we don't have a special exception. There is no mechanism for the community to have that voice in the near term.

Mr. Freas – I agree with the sentiment that was expressed in one of the messages that we got on this. We can accomplish this and more through how we might approach the small area plan and do it in a way that makes the city more of an equal partner in the conversation in the implementation.

Commissioner Habbab – The same thinking that I want to bring back is how we approach the anti-displacement zones. If our direction is to put something in now and come back to it after, that is what we have been hearing from others. That is fine with me. When we have a small area plan and the new zoning, then we want to swap them out.

Commissioner Stolzenberg – We say that we can work with the small area plans to create a long-term plan that is not discretionary review based. Some of what I heard from Council is that they want discretionary review for these big areas.

Commissioner d'Oronzio – I am comfortable with it. Parts of it are 'squishy.' It is where we are now. If we're making this commitment, making these commitments to small area plans, we can nuance them, rewrite them. We're trying to 'land the plane.'

Commissioner Habbab – I still have concern about the RNA.

Commissioner Schwarz – My one concern is that someone is going to provide a B building and put a mural on the wall and assume that they're going to get 7 stories. That is going to do nothing to the neighborhood.

Commissioner Stolzenberg – It is still discretionary review.

Commissioner Schwarz – That is where the arbitrariness seems to come in. That is why I would like to get rid of the art. Somebody is going to offer that.

Commissioner Stolzenberg – If someone is going to offer 100 percent affordable, that beats a. It is Ok if they do an art installation from the other things.

Commissioner Schwarz – That is for other features and amenities that support the intent in the section and goals in the Comprehensive Plan.

Commissioner Stolzenberg – Since we're requiring two things, I am fine with one thing being easy. Everyone thinks what kind of tool. Everyone is going to do that one and probably do one of the others. If we were requiring one thing and that was the easy way out and everything else was harder, I would be more concerned. My suggestion is to take out the first foreword. They need to make the art installation happen, one way or the other. They can't say that they provided a plan. I would argue for removing the commissioning or selecting of art to be left to a qualified local public art organization. The idea of qualified art connoisseurs specifying the law is ridiculous.

Mr. Freas – That does address the concern of someone painting a white square. Art can be in the eye of the beholder.

Commissioner Stolzenberg – I don't think it is reasonable to judge what the art is. If anybody wants to do that, it can be Council when these special exception requests come along.

Mr. Freas – That was specifically one to not burden Council with. The reason that I went for space is because it doesn't obligate the developer to figure out what the art is going to be before they have even built the project or any of those things.

Commissioner Habbab – Even if we take out the art installations, it can still come up through the goals of the Comprehensive Plan.

Commissioner Schwarz – They do the dedicated outdoor community space, which would be part of their outdoor community space anyways. They have sustainable design, or some commercial space built in there.

Commissioner Habbab – If they're doing a LI HTC project, they're going to have some sustainability. If we do keep art, I would want to take out the qualified local organization. It would be replaced by the community commenting on it to City Council.

Meeting was recessed for five minutes. There were some technical issues with the Zoom application during the work session. Ms. Creasy let those attending virtually know that no activity took place during the recess.

Commissioner Stolzenberg – If you look at the packet, the request from the property owner was to end it at the Norfolk Southern railroad tracks on the east side. That was something that I almost brought up last week. With the 4 parcels up to Random Row on the north side of the gas station, a strong argument can be made that by the way we're envisioning this overlay. These areas aren't connecting to the surrounding core neighborhoods in the same way. On the south side, they are islanded by the main line of Norfolk Southern and the railroad spur that goes to Allied Concrete. On the other side of the spur, there is the city yard. On the north side, there is Parish Street, which is industrial. We can consider putting it back to the way it was, which was CX-8. There is a big downside with that potentially. One of the things that we wanted to see was affordable space for grocery stores. Reids is an anchor of the neighborhood. I would

hate to incentivize it to the family to resell it and redevelop without a replacement for Reids. I am saying that we remove it from its overlay and put it back to what it was.

Commissioner Solla-Yates – Kevin Lynch did an image of the city. He talks about how you understand the shapes of the cities. He talks about railroad tracks being a good way to understand the edges. There is an edge condition in the design language.

Commissioner Stolzenberg – One way to square the circle is to think of a good way to justify it to say that the gas station and the Random Row property go up to something else.

Mr. Freas –We're talking about the boundary. We can do it either way to the railroad and everything beyond the railroad is restored to the previous zoning designation. I probably prefer the previous boundary for greater clarity.

Commissioner Schwarz – The railroad is the boundary.

Commissioner Stolzenberg – Everything east of the boundary is CX-8.

Commissioner Schwarz – I hear what you're saying with Reids and Bodos. I share your concern. We don't know that they're going to be there forever.

Commissioner Stolzenberg – I could talk about RNA as an abstract concept. I am uncomfortable with RNA as a concept. I understand the reasoning behind doing it. I worry that it is not going to have the impacts that we hope. The strategy in 1991 did not work and made things worse. I think this, in a sense, is continuing that tragedy. The greatest thing that we can do for anti-displacement is to upzone all the other areas, which we are doing. If we are going to do it, we should do it in the right areas that we are talking about applying it to. With that in mind, I have suggested some map edits. When we adopted the Comp Plan, Commissioner Dowell also called out the sensitive areas, the boundaries of the sensitive areas in the Comp Plan/Future Land Use Map. In some cases, it didn't make a lot of sense. It could be tweaked. Part of that is because they followed census block groups, which are coarse in the city.

1. All this of greater 10th & Page. Essentially it is the area of southeastern Venable. It is much closer to 10th & Page than it is to Venable.

Commissioner Schwarz – People, who live in that part of town come to 10th & Page neighborhood meetings.

Commissioner Stolzenberg – I don't know why neighborhood associations are drawn that way. In the 3rd page, there is my suggestion. It is R1su and R2u and changing that from RA to RNA. It is west of 11th Street, including Page Street. It is up to 13th Street. It is the Rosser Avenue neighborhood.

Commissioner Schwarz – It makes sense.

Commissioner Stolzenberg – When we talk about students moving into 10th & Page and encroaching on historically non-student areas like this. This is the area that we're talking about.

Commissioner Solla-Yates – I live in this area. I am not going to vote on this item. I have talked to some of my neighbors who live in this area. I have asked them if this is what they want. To quote from one of my neighbors "This is my property value. Don't take it." Everyone has said 'no' that they don't want this. Everyone tells me that.

Commissioner Schwarz – When I asked what the constituency was, this was my question.

Commissioner Stolzenberg – I don't think that RNA is a good idea. Did your perception of the people on your block think that in a way that is different from the area that we have assigned it?

Commissioner Solla-Yates – Everyone that I have talked to has said that.

Commissioner Schwarz – The people that I have talked to are uncomfortable with the whole zoning code rewrite in general because it is new and different and scary. They hear the idea that somebody could put multiple units in there. It is the same fear that the whole town has.

Commissioner Stolzenberg – To me, whether to do it or not and what the boundaries are, to do it are separate questions. Maybe we should do one and then the other. We could recommend not to do it. We thought that was appropriate but could still offer a fully 'baked' version of it to Council if they want to run with it anyway. Does that make sense?

Commissioner d'Oroznio – I would point out as a preamble to that the plural of anecdote is anecdotes, not data. The second piece that I would point out is that I am taking a 'leap of faith' that I may be wrong about and I might be terribly disappointed. I am viewing RNA as a zoning district that is designed to give us breathing space to do the small area plans and to provide that protection. If we fail on that job, we fail on that job. I cannot see not providing something to do with the anti-displacement even if it is not as highly geared as we would like. We should have spent more time on this earlier.

Commissioner Stolzenberg – My biggest problem with it is that it seems like we're doing something to do something. Will this stop displacement or flipping? I think this is the biggest concern in this area. Will it even reduce it or mitigate it? I think that my answer is probably 'no.' What we're seeing right now is people buying up houses relatively cheap, perhaps less than what they would be worth. They are flipping them largely within the existing building envelope into well over median houses. Nothing we do here is going to prohibit that. Nothing is going to make that harder. The only thing it is doing is saying that if you're going to do that, you can add.

Commissioner d'Oronzio – It isn't what is happening now. It is what is going to happen everywhere. This goes to the same issue of the best way to do this is to upzone everyone else around it. In effect, we're doing that with a light touch. I would like to have a much heavier touch. We don't have the time to do it. I would find it difficult to put forward a zoning code with nothing addressing anti-displacement areas. If City Council wants to revisit the issue and 'juice up' parts of it and 'tune down' other parts of it, we can watch that happen or argue it.

Commissioner Stolzenberg – The problem is that you can call it an anti-displacement area. Does it reduce displacement?

Commissioner d'Oronzio – Would it have the effect of reducing displacement relative to the change that is happening elsewhere, not to what is happening now. It is in effect a slightly less of an upzone than the things around it. Is it sufficient? No. Do I think that it will be ineffective? No. It will have some impact.

Commissioner Habbab – The problem is that it could be anti-wealth generation area.

Commissioner d'Oronzio – I think that is misplaced. That goes back to Commissioner Stolzenberg's point. People are selling their houses. They are doing it within the envelope. That is going to continue. We can't have it both ways.

Commissioner Stolzenberg – That still reduces the wealth gap. If your worry is that people who want to turn things into 3 units or 4 units within an existing structure, they are going to outbid people who want to flip it into a high-end house. That is going to reduce the price that they are selling it for or could sell it for. The thing that you get at the end is a bunch of smaller units that are new and not affordable but smaller or you get a flipped house. What we're saying here is: eliminate the one possibility and force it into a flipped house possibility.

Commissioner d'Oronzio – I don't think that it does that. Two things are happening. Those flips are happening. The argument is that it is going to happen. We don't have a zoning mechanism to stop that.

Commissioner Stolzenberg – The only zoning tool you can do is to provide houses to meet that demand elsewhere. There are many non-zoning tools that you can use to address that.

Commissioner d'Oronzio – We're doing some of the former. We need to get to work on the latter. The upzone that you provide is the ability to build more units elsewhere. I do not view this as the permanent solution. Is it as robust as I want? No.

There was another technical issue with Zoom at this point in the meeting. The Communications staff came in and restarted the Zoom webinar. There was no discussion of the meeting during the break.

Chairman Mitchell – I am a little frustrated that we're just getting to this level of detail today. Why don't we continue to work on the map certain that this RNA is going to exist? Let's continue to talk about Commissioner Stolzenberg's recommended changes. Let's make a recommendation based on this. If Council wants to go in another direction, let them go in another direction. A lot of the people that I am talking to are keen to do something like this. The counsel that I have been giving them is that this is not going to be forever. The intent is to get to these small area plans. One of the first ones that Mr. Freas wants to get to is Preston and then Cherry Avenue.

Mr. Freas – I am focused on 10th & Page.

Commissioner Habbab – Are we hearing from all neighborhoods that are on here that they want that?

Commissioner Stolzenberg – The neighborhoods are Rose Hill, 10th & Page, Fifeville, and potentially Ridge Street.

Chairman Mitchell – The option that you have is to just leave it as it is as opposed to expansions or alterations recommended by the Commission.

Commissioner d'Oronzio – Can somebody give me an explanation why The Meadows is not on this list?

Commissioner Stolzenberg – We have heard from The Meadows.

Commissioner d'Oronzio – Who have we heard from?

Commissioner Stolzenberg – The president of the neighborhood association.

Commissioner d'Oronzio – I have spoken with 5 people in The Meadows, who were not approached about this subject. They are informed people. They are people who pay attention.

Commissioner Stolzenberg – There are a couple of changes with Fifeville. The first change is in The Forest Hills Subdivision. It is lumped into a census block group with Prospect and Orangedale. It is across the creek and Forest Hills Park. It is characterized by postwar development with larger lots more in size to our large lot R-1 zone. It is zoned R-1s. The houses here are valued higher than most of the rest of the neighborhood areas we're talking about. There are some duplexes that are affordable if you divide the assessments by 2. If you look at the zoomed-out map, it does appear as a pocket on its own that doesn't make much sense to keep in there. I would move it to RA.

The next area is the Valley Road Extended area. This is North Valley Extended and north Baker Street. The neighborhood boundary, as it is typically defined ends at Valley Road and middle of Valley Road. You get a situation where you have eastern Valley Road with the eastern half of it in RNA. The western half is not in RNA. I have 3 suggestions. The options are to make the western half part of RNA, make the eastern half RA, or push RNA further east to the core of Fifeville that stops at the end of Grove Road where all this gets moved into RA. Valley Road does have a lot of duplexes and more modest single-family houses that might fit the definition, north Baker Street not so much. Those houses are closer to the city median. There are a few duplexes at the top. We are adding a lot of parcels. It depends on how you think about how you want to define these RNA areas. Is it the core neighborhoods and the historic core of these neighborhoods? Is it any random street, regardless of when it was developed and what its physical characteristics are if it has affordable housing on it? If you read the whole document and how I used the 10th & Page historic survey boundaries as a decent definition for what we would consider 10th & Page in a cohesive, cultural sense. If you look at the Fifeville historic survey, that one extends up to the upper portion of western Fifeville along Grove. You still have the whole area of Fifeville. One option adds 26 parcels to RNA, one option removes 12 parcels from RNA, and one removes 44. I would recommend the Baker Street option. If you're looking at affordability, Valley fits well. Baker Street is less. You're bridging that gap with Baker Street. If you look at the other way to look at it, these areas were developed separately and later from the rest of the neighborhood.

Commissioner d'Oronzio – You're suggesting the north Baker Street.

Mr. Freas – What is hatched is to be removed.

Commissioner d'Oronzio – I would point out that Valley Road Extended has several units on it that look like they are duplexes. They are condominiums. They can be sold and split that way. They are "affordable." I don't know how that informs our discussion. There has been some movement from tenant occupied/owner-occupied. My inclination is that Valley Road has a piece in this.

Commissioner Stolzenberg – You can see that this line is the neighborhood line, Valley Road. This pink blob is the condos. It is those that have that L-shaped lot running behind it. The condos are more expensive per unit than a lot of the duplexes there. If you divide the cost of a duplex by 2, those tend to be lower than the cost of condos. That is not universally true.

Commissioner d'Oronzio – Because of the size of the associations, they are easily used and can be appropriated for subsidized affordable housing.

Commissioner Stolzenberg – We did approve a rezoning for these top 3 parcels to R3 currently. It is weird to not put that as medium. I know that we did that after the Future Land Use Map. It was Grove Street Extended. These 3 parcels were a 17 unit, 2 building, multi-family housing project that we talked about a few years ago. I guess that was after we adopted the Future Land Use Map. It is probably why it was General Residential and is now RA. In terms of geographic edge conditions, there is a ridge here. There is a larger ridge here.

Commissioner Solla-Yates – I have not studied this in detail. Of the three options, I think Baker Street makes the most sense for geographical reasons and for reasons of cost and similarity. What is going on at Baker Street is different from what is going on with the street to the east.

Commissioner Schwarz – The one on the right removes the most.

Commissioner d'Oronzio – We're essentially making Valley Road the dividing line in that case.

Commissioner Stolzenberg – We're making the unnamed creek tributary that runs behind the lots the dividing line. It is basically north Baker.

Commissioner d'Oronzio – I am looking at the middle map as my preference.

Chairman Mitchell – I would say Baker Street.

Commissioner Stolzenberg – While we're here, do we want to do something with that area? They have vested rights from the rezoning. I guess they can still go with that. It seems a little weird.

We have Rayon Street. This is the bottom of IX. This is where you go into the IX Park from Elliott. There is this cul-de-sac. It is a bungalow. It is the same as the rest of the areas to the east and south. It happens that the way we draw the neighborhoods that we would like to square this corner of Elliott and 6th because those are big streets. It is in the same area as the Dice area. It is part of the Ridge Street neighborhood if you look at the neighborhood map. It makes sense to keep that as RA with all the areas around it.

There was Commission consensus on this change.

Commissioner Stolzenberg – We have Ridge Street. This is what Commissioner Dowell was talking about when she brought up this idea of fixing these sensitive area borders. I have heard some on Council talking about it. It is the area east of 5th Street. This map is less scientific and informed as the others. I have gone down this area a few times. I am familiar with this area of the city. This is looking at year built and distribution of house values.

Commissioner d'Oronzio – I have been to this area too. I agree with you on most of this. I am sure that we're going disagree on the exact edge of it.

Commissioner Stolzenberg – This area is difficult to map. There is lot of random new development houses and new developments right in the middle there. This red blob is Paynes Mill Road, which is a recent by right development. You have random expensive houses in the middle of modest houses.

Commissioner Schwarz – This might be something that if we have this zone, we can always apply it later.

Commissioner d'Oronzio – It is not a bad, suggested border. I would suggest that City Council needs to look at this. You have a sensible square around it. Is it sensible to do? I say that we pass that onto City Council. We just came up with an area. If they decide that they want to trim it, move it, or get data, they can.

Commissioner Stolzenberg – That was my intent with all of this. I am not that excited about the whole RNA concept. It gave me a lot of concern. I felt uneasy looking at all these areas and trying to map it out like this and expanding it to all these places for this thing I don't agree with doing. If we're going to do it, pick the right boundaries. I would be fine with passing onto Council: Here is the idea, make the high-level decision yourselves and don't put that on us. If we were to hold a vote on this, I would vote to not have them at all.

Commissioner d'Oronzio – We're on the same page. Let's define the area. This is the sensible area that we call it. By the time Council gets it, there will be more data.

Chairman Mitchell – What exactly are we doing with this?

Mr. Freas – Let's focus on the item that is on the screen. You're proposing to add the hatched area that is up on the screen into the RNA.

Commissioner Stolzenberg – If you want the hatched area in RNA, these are my proposed borders for doing it. Those are the borders that I had.

I wanted to raise the idea of allowing 2 units with the existing home preservation. The biggest way an existing homeowner can leverage their parcel is with the sublot and lot split concept. If you're wanting to maximize the way that existing homeowners can tap into that value of their land and not leave their home, the best way to do that is to give them the opportunity. Most people aren't going to develop that backyard. They can sell that as a buildable lot to someone else to build. You're squeezing more units in.

Mr. Freas – Are you suggesting that the base goes up to 2? Are you suggesting the bonus for the existing structure preservation goes up to 3?

Commissioner Stolzenberg – The bonus goes up to 3.

Commissioner d'Oronzio – You're getting rid of the attachment thing.

Commissioner Stolzenberg – One thing you could do is a basement apartment. You could do an internal accessory apartment and an external accessory dwelling apartment. If you have a backyard, with 2 stories, you could sell it off to build a duplex. You can do a clean sale of your land, keep the money, be able to pay your taxes, stay in the neighborhood.

Commissioner d'Oronzio – I am amenable to that if we keep everything over still affordable.

Mr. Freas – What is being proposed right now is 1, 2, 6. It would say 1, 3, 6.

Commissioner Stolzenberg – You still must keep the existing house no matter what. It preserves the physical characteristics of the neighborhood in a lot of ways. You can add 2 units if you would like by right. It is less restrictive than the currently proposed RNA, which makes me feel better about the moral ambiguity.

Commissioner Schwarz – Did we ever define how long a dwelling must be existing chronologically?

Mr. Freas – As it stands, it would be at the time of application.

Commissioner Schwarz – Somebody could theoretically tear down their house, build a new one, and apply later to do something.

Mr. Freas – It won't because we're talking about the challenges of anything that is existing and defined.

Commissioner Stolzenberg – It still fits the intent. You still can't tear down for the development. You can tear down, replace, and separately do a development. You could have done that before. You could rebuild more in a corner.

Commissioner Schwarz – It makes me feel better. There are some houses in these neighborhoods that were not meant to last 100 years.

Commissioner d'Oronzio – To summarize, to preserve the structure, you can have two. Anything over that is affordable. You must preserve the entirety of the structure. Effectively, with the size of the lots, you could end up with an attached accessory unit, a free-standing building.

Commissioner Stolzenberg – It is 1, 3, 6 for RNA.

Commissioner d'Oronzio – Does it relieve some concern?

Commissioner Stolzenberg – It is moving in the right direction.

Chairman Mitchell – Are we ready to make a recommendation to Council?

Commissioner Stolzenberg – Do we want to finish that discussion?

Chairman Mitchell – I think that Council knows.

Commissioner Solla-Yates – I do request some help with the language.

Meeting was recessed for 5 minutes.

b. Commission Motion

Motion – Commissioner Solla-Yates – We adopt the following resolution and the following 11 amendments voted on this evening:

RECOMMENDATIONS TO AMEND AND REORDAIN A NEW CHAPTER 34 AND TO REPEAL CHAPTER 29 OF THE CHARLOTTESVILLE CITY CODE AND TO ADOPT A NEW OFFICIAL ZONING MAP FOR THE CITY OF CHARLOTTESVILLE

WHEREAS, City staff began the Cville Plans Together process in January 2020, which resulted in a new Comprehensive Plan adopted by City Council in November 2021. Among other matters, the Comprehensive Plan recommended adoption of a new zoning ordinance and map, and work on the new Zoning Ordinance and Zoning Map began in January 2022; and

WHEREAS, the City's consultant recommended reorganization of the City's zoning and development regulations into a Development Code to replace the current Zoning Ordinance Chapter 34 and current Subdivision Ordinance Chapter 29 with a new Chapter 34 containing both sets of land use regulations; and

WHEREAS, on August 7, 2023, the City Council initiated the proposed City of Charlottesville Development Code and new Zoning Map and directed the Planning Commission to conduct a public hearing and provide recommendations to the City Council; and

WHEREAS, a public hearing on the proposed Development Code and new Zoning Map was held by the Planning Commission on September 14, 2023, after providing notice as required by law; and

WHEREAS, following conclusion of the public hearing, the Planning Commission determined that additional deliberation was required and continued its deliberation to a work session on September 19, 2023, and then to a work session on September 26, 2023, and then to a work session on October 4, 2023, and then to a work session on October 10, 2023. At the conclusion of each session, the Commission determined that they needed additional time to deliberate; and

WHEREAS, following further deliberation at the meeting continued on October 18, 2023, the Planning Commission determined that it was ready to make recommendations; and

WHEREAS, the Planning Commission has determined that certain revisions/changes should be made to the initiated Development Code and new Zoning Map; and

WHEREAS, the Planning Commission finds that public necessity, convenience, general welfare and good zoning practice require the proposed Development Code and the new Zoning Map with the changes recommended by the Planning Commission;

NOW, THEREFORE, BE IT RESOLVED that the Charlottesville Planning Commission does hereby recommend City Council approval of the proposed City of Charlottesville Development Code and new Zoning Map, respectively, and repeal of Chapter 29 of the Charlottesville City Code with the changes outlined in Attachment A - Development Code Updates October 13, 2023, Attachment B - Zoning Map Updates October 13, 2023 and Attachment C - Updates recommended by Planning Commission at October 18, 2023 work session;

BE IT FURTHER RESOLVED that the Secretary of the Planning Commission shall transmit this Resolution and the Planning Commission's recommendations to the Charlottesville City Council.

Adopted by the Planning Commission, this 18th day of October 2023.

11 Amendments

1. **Sec. 2.2.3.A.2 – change existing structure bonus from 2 units to 3 units**
2. **Sec. 2.2.3.A.3 – Building Coverage (max) – 1 unit 45%; up to 2 units 55%; 3-4 units 60%; more than 4 units 65%.**
3. **Sec. 2.2.3.A.3. footprint – add over 2 units max 3,000 square feet**
4. **RN-A 2nd page change to R-A**
5. **Sec. 2.9.6.B.1.a extend district to Railroad ROW main line (not spur). (remove words "McIntire Road")**

6. Restore parcels east of new overlay border on Preston Avenue to CX-8
7. Sec. 2.9.6.C.2.g – remove section
8. Sec. 4.2.2.C.1.c. Add language from Sec. 4.2.2.2.C.1.a.iii.
9. Sec. 4.2.2.C.1.c.vi. Add - For projects containing at least 30% of units as affordable housing units meeting the 4.2.2.C.1.a. Term of Affordability requirements and 4.2.2.C.1.b. Cost requirements, the equivalency requirements of this section do not apply.
10. Sec. 5.1.5.B – in e, remove "or a licensed professional contractor. In f, change to 1 historian, and then add g. 1 licensed professional contractor or 1 historian or person with substantial background in history or historic preservation.
11. Changes to boundaries of RN-A

A.
Add Parcels:
030101000, 030102000, 030103000, 030104000, 030105000, 030106000, 030107000, 030108000, 030109000, 030110000, 030111000, 030112000, 030113000, 030114000, 040005000, 040006000, 040007000, 040007100, 040008000, 040009000, 040010000, 040012000, 040013000, 040014000, 040014100, 040015000, 040016000, 040017000, 040018000, 040019000, 040020000, 040021000, 040022000, 040023000, 040024000, 040025000, 040026000, 040027000, 040028000, 040029000, 040030000, 040032000, 040033000, 040034000, 040035000, 040036000, 040037000, 040038000, 040039000, 040039100, 040039200, 040080000, 040081000, 040082000, 040083000, 040084000, 040085000, 040086000, 040087000, 040088000, 040089000, 040090000, 040091000, 040092000, 040093000, 040094000, 040095000, 040096000, 040097000, 040098000, 040099000, 040099100, 040100000, 040101000, 040102000, 040103000, 040104000, 040105000, 040106000, 040107000, 040107100, 040108000, 040108100, 040109000, 040110000, 040116000, 040134000, 040135000, 040136000, 040137000, 040137100, 040138000, 040139000, 040139100, 040140000, 040141000, 040141100, 040141200, 040141300, 040141400, 040141500, 040142000, 040143000, 040144000, 040145000, 040146000, 040147000, 040148000, 040149000, 040150000, 040151000, 040228000, 040229000, 040230000, 040231000, 040232000, 040233000, 040234000, 040235000, 040236000, 040237000, 040238000, 040239000, 040240000, 040241000, 040242000, 040242100, 040243000, 040243100, 040244000, 040265000, 040266000, 040267000, 040268000, 040269000, 040269100, 040270000, 040271000, 040271100, 040318000, 040319000, 040320000
B.
Remove Parcels and put in R-A
Parcels:
240014000, 240015000, 240016000, 240017000, 240018000, 240019000, 240020000, 240021000, 240022000, 240023000, 240024000, 240025000, 240026000, 240027000, 240028000, 240029000, 240030000, 240031000, 240032000, 240033000, 240034000, 240035000, 240036000, 240037000, 240038000, 240039000, 240040000, 240041000, 240042000, 240043000, 240044000, 240045000, 240046000, 240047000, 240048000, 240049000, 240050000, 240051000, 240052000, 240053000, 240054000, 240055000, 240056000, 240057000, 240058000,

**240059000, 240060000, 240061000, 240062000, 240063000,
240064000, 240065000, 240066000, 240067000, 240068000,
240069000, 240070000, 240071000, 240072000, 240073000,
240074000, 240075000, 240076000, 240077000, 240078000,
240079000, 240080000, 240081000, 240082000, 240083000,
240084000, 240085000, 240086000, 240087000, 240088000,
240089000, 240090000, 240091000, 240092000, 240093000,
240094000, 240095000, 240096000, 240097000, 240098000,
240099000, 240100000, 240101000, 240102000, 240103000,
240104000, 240105000, 240106000, 240107000, 240108000,
240109000, 240110000, 240111000, 240112000, 240113000,
240114000, 240115000, 240116000, 240116100, 240117000,
240118000, 240119000**

C.

Remove parcels and put in R-A

**230133000, 230134000, 230135000, 230170000, 230170100, 230170200, 230170300, 2301703A0,
230170400, 2301704A0, 230170500, 2301705A0, 230114100, 230124000, 230125000, 230126000,
230131000, 230131100, 230131200, 230132000, 230136000, 230137000, 230138000, 230139000,
230140000, 230141000, 230142000, 230143000, 230144000, 230145000, 230146000, 230147000,
230148000, 230149000, 230150000, 230151000, 230152000, 230153000, 230154000, 230155000,
230156000, 230157000, 230158000, 230159000, 230160000, 230161000, 230162000, 230163000,
230164000, 230165000, 230166000, 230167000, 230168000, 230168100**

D.

Remove parcels and put in R-A

Parcels:

**270037000, 270038000, 270038100, 270039000, 270040000, 270045000,
270046000, 270047000, 270048000, 270049000, 270050000, 270051000,
270052000, 270053000, 270054000**

E.

Add parcels

Parcels:

**250009000, 250010000, 250011000, 250012000, 250012001, 250013000, 250013200, 250013300,
250014000, 250014100, 250015000, 250016000, 250018000, 250018100, 250019000, 250019100,
250020000, 250020100, 250021000, 250022000, 250024000, 250025000, 250026000, 250027000,
250029000, 250030000, 250031000, 250032000, 250036000, 250037000, 250038000, 250042000,
250043000, 250043100, 250044000, 250045000, 250046000, 250050000, 250051000, 250052000,
250053000, 250054000, 250055000, 250056100, 250057000, 250058000, 250063000, 250098000,
250098100, 250098200, 250098300, 250099000, 250100000, 250100100, 250101000, 250102000,
250103000, 250104000, 250105000, 250106000, 250107000, 250108000, 250109000, 250110000,
250111000, 250111100, 250111200, 250111300, 250112000, 250113000, 250114000, 250115000,
250116000, 25A013000, 25A014000, 25A015000, 25A016000, 25A017000, 25A018000, 25A019000,
25A020000, 25A021000, 25A022000, 25A023000, 25A024000, 25A025000, 25A026000, 25A027000,
25A027100, 25A029000, 25A030000, 25A031000, 25A032000, 25A033000, 25A034000, 25A035000,
25A036000, 260047000, 260048000, 260048100, 260049000, 290253000**

Discussion following Motion.

Commissioner Habbab – We discussed earlier in the meeting moving separately that RNA is not part of the rest of zoning ordinance.

Chairman Mitchell – We talked about it. My recommendation was that we were going to incorporate Commissioner Stolzenberg's suggestions if we agreed to them into our recommendation into our resolution knowing that Council does understand that there is some disagreement on our board relating to the RNA. We let Council deliberate. Would you like to do something different?

Commissioner Habbab – Is there an avenue to do something different if we want to tell Council to look at the RNA, the way that we have drawn the map but not necessarily include that in our recommendation?

Commissioner d'Oronzio – All of it is subject to their deliberation.

Chairman Mitchell – I think that you have the right to offer up an amendment to Commissioner Solla-Yates' motion.

Commissioner Habbab – I would like to make an amendment to remove the RNA from the map and leave it up to City Council. You mentioned that it was anecdotal. I didn't hear that it is anecdotal on both sides. Is there another way where we keep RNA but change it match RA? City Council can tweak the dials.

Commissioner Schwarz – I think we want to keep the dials that we have already tweaked.

Commissioner Habbab – I will keep it the way that it is.

Commissioner Stolzenberg – Hopefully, Council will listen to this discussion. Several of us have made our thoughts clear on it.

Disclosure of Real Estate Holdings

Chairman Mitchell – I have two condominiums. I live in both at 202 Douglas Avenue in Belmont.

Commissioner Habbab – I don't have any real estate holdings.

Commissioner d'Oronzio – I have a residence on Blenhem Avenue. My company Mortgage, LLC is based in Charlottesville.

Commissioner Schwarz – I own a single-family residence in 10th & Page. I am an architect.

Commissioner Solla-Yates – I own a small home on 10th Street Northwest.

Commissioner Stolzenberg – I own a home on 1115 Park Street.

Second by Commissioner Schwarz – Motion passes 6-0.

B. ADJOURNMENT

The meeting was adjourned at 8:19 PM.

PLANNING COMMISSION REGULAR MEETING
November 14, 2023 – 5:30 P.M.
Hybrid Meeting

I. COMMISSION PRE-MEETING (Agenda discussion(s))

Beginning: 5:00 PM
***Location*:** NDS Conference Room
Members Present: Chairman Mitchell, Commissioner d'Oronzio, Commissioner Schwarz, Commissioner Stolzenberg, Commissioner Palmer, Commissioner Habbab, Commissioner Solla-Yates
Staff Present: Patrick Cory, Missy Creasy, James Freas, Matt Alfele, Carrie Rainey, Dannan O'Connell, Ryan Franklin, Jeff Werner, Ben Koby

Chair Mitchell called the meeting to order and provided an overview of the agenda. He asked if there were questions about the consent agenda. Commissioner Schwarz had questions on the Belmont Condominium application and Mr. Alfele provided answers as well as responses to the questions provided by Ms. Jackson in an email. For the 1709 JPA application, Mr. Werner will provide a brief presentation and the applicant will be available for questions. Commissioners Stolzenberg plans to provide feedback on the types of scooter racks to the applicant.

The Commissioners noted no comments on the VERVE application. It was noted the applicant plans to request a deferral for the 108 Lankford project but plans to discuss the changes with the commission and hold the public hearing. On the 2117 Ivy Road application, Commissioner Stolzenberg asked questions about the affordable housing proffer which led to a brief discussion of the ADU manual and addressing on site units and fee in lieu from a broader perspective. Commissioner Stolzenberg asked if 2117 is asking for a sidewalk waiver and Mr. O'Connell noted that they have not requested a waiver. There was discussion about the size of the Copley bridge and potential for additional turn lane. It was noted this is something that could be talked about at site plan review.

Chair Mitchell closed the discussion by noting that when the group reviews the VERVE, they are generally looking at the proffer, but it would be helpful to talk about other items including UVA concerns.

COMMISSION REGULAR MEETING – Meeting called to order by Chairman Mitchell at 5:30 PM.
Beginning: 5:30 PM
Location: City Hall Chambers

A. COMMISSIONER'S REPORT

Commissioner Stolzenberg – I attended a meeting of LUPEC (joint committee between UVA, Charlottesville, and Albemarle County). There were two presentations from the UVA Foundation on the North Fork development plans out by the airport. They're planning to build 1400 units split into a bunch of different blocks of multi-family, single-family, and some duplexes/townhomes. They also presented on the ongoing effort to provide land for affordable housing projects. There are 3 sites. One of them is North Fork. Once that zoning is done, that is set off for later. The other is Wertland behind Stacy Hall on Main Street. The other one is Piedmont Family Housing, which hosts graduate students and professors we can expect, depending on the final outline of

the plan. I don't think that they have signed contracts. They have figured out what developer is going to do each of them. The one on Wertland will be a group out of Baltimore, called Preservation for Affordable Housing. They will be building, depending on the final configuration about 120 to 152 units. On Piedmont, it should be about 300 units. I am sure that we will hear more as those plans develop. We can probably expect that the city developer will come to the city to ask for subsidy for funding.

Commissioner Solla-Yates – No Report

Commissioner Schwarz – At the BAR meeting last month, I don't think we had any items on the agenda. We discussed how we're going to go about updating our guidelines.

Commissioner d'Oronzio – The HAC met on the 18th at noon. The Commission knows the results of that meeting. That was the tweaking on the ordinance. We met on the 6th for the same purpose. We ran afoul of the insufficient number of people in the room to conduct business. We had a quick meeting yesterday to ratify and finalize all that. Some of that was presented to Council last night. The TJPDC (Thomas Jefferson Planning District Commission) met on November 2nd. The bulk of that meeting was taken up with the accountant and the audited financials review. There were two items of tangential interest. One was moving towards an agreement regarding the Virginia's Department of Health swap program, which is Septic Well Assistance Program. This was funded through ARPA. If you are up to 200 percent of the poverty line, you can apply for funds to deal with failed wells, failing septic. The Department of Health took an enormous number of applications in that they tentatively approved because it met the criteria during 2022. They discovered that it is difficult to get an individual well contractor 250 miles away to commit to how you're going to handle that. They sent 'a flare' to the regional planning districts to administer the program, so they could find local contractors. There are 5 contractors in this district that were identified. One is in the city. The TJPDC are going to be providing support, assistance, and counseling to the town of Mineral in their Comprehensive Plan update.

Commissioner Habbab – I had one meeting, the Tree Commission, which met last Thursday. Some of the things that we discussed and looked at were first contractors watering the new plantings. It was complete. It helped us save a lot of the newly planted trees. The contractor was awarded a bid to install 186 trees within the city on public properties along various parks. Historically, this contractor had a low 5 to 10 percent tree mortality rate. It seems promising. The Charlottesville Area Tree Stewards (CATS) are going to install 22 trees at Rives Park in the coming weeks. Through the invasive species control efforts and mulching goats, we reclaimed about 12 acres of land; 900 seedlings are going to be planted between Thanksgiving and Christmas. Those are going to be at Fry Springs, Forest Hill Park, Azalea Park, and the Rivanna Trail section between Jordan Park and Fifth Street Station. An invasives information sheet is going to be mailed out as part of the Parks & Recreation mailer that goes around to help people identify invasives if they see them. Most of the city's green space is privately owned. We will need everyone's help in this effort to combat invasives and preserve our tree canopy. Another round of intensive tree work is going to happen on the Downtown Mall mid-January; looking to prune all the trees to remove deadwood 2 inches over. I believe that there might be one tree removal. We looked at the state of the forest report. We're trying to prepare that as it comes out early next year.

B. UNIVERSITY REPORT

Commissioner Palmer – The next Board of Visitors meeting is not until December. There are some quick updates on a few projects that are happening around Grounds. The main library is nearing completion. It received a temporary occupancy permit. They can start occupying the building and bringing in books and things like that. It should open to some extent and mostly fully by the April timeframe. Contemplative Commons is also nearing completion. I don't know the exact date on that. It should be winter/spring 2024. With Branden Avenue housing, we're building a new residence. It is apartment style living. There are going to be around 330 beds in there with dining. That will be ready for Fall occupancy. Data Science is also nearing completion for

2024. It should be open in the summer timeframe. The Hotel and Conference Center is under construction at the Ivy Corridor should be open in 2025. It does sit further back on the site. The Karsh Institute for Democracy is still in design. It should be in 2026 before that is done. The football operations building, which is over by JPJ, going along great. It should be done in the spring of 2024. The Olympic Sports building has also been started. That is going to be further out for completion. One thing that is exciting is the western side of McCormick Road. It has recently gone through a redesign. It used to be a landing strip of pavement. They have made it a 2-lane road with wide sidewalks to accommodate the heavy pedestrian traffic.

C. CHAIR'S REPORT

Chairman Mitchell – The Parks & Recreation Board met. We got a kickoff presentation from the people that are going to be developing the Comprehensive Parks & Recreation Master Plan. That presentation was from Mike Svetes. He was the Park Director from 2005 to 2009. He is going to be leading the effort. Replacing the Key Center roof is ahead of schedule. We recently purchased an 8-acre track of land. That track of land runs along Moores Creek in Azalea Park. We only had to put up $8000. The rest of the money was put up by The Land Water Conservation Fund. We will be working to develop that and integrate that into our Parks & Recreation portfolio. I met with the City Manager to talk about the Capital Improvement Program. We have a work session on November 28th, where we're going to get a chance to look at that. I have copied you guys on the draft. If you guys would look at the draft and get back to me by midday tomorrow with any questions or input, let me know. I will meet with the Budget Office tomorrow at 1:00 PM. Based on the City Manager's priorities, it could be readjusted by Council. The most important things are safety, meeting any legal requirements, sidewalks, ADA, and housing for the homeless. Those are the things that he is focused on. I, Commissioner Solla-Yates, Mr. Freas, Vice-Mayor Wade, and Mr. Sanders, and Chris Henry met. That conversation was about something that they are doing in Richmond. It is called the Affordable Housing Grant. It is nothing more than rebates and tax credits to incentivize the development of affordable housing. Mr. Freas has the list to begin helping us to organize on what we might want to do with that in Charlottesville. I think that he is going to use the HAC as a 'sounding board' in the beginning.

D. DEPARTMENT OF NDS

Missy Creasy, NDS Deputy Director – We do have the work session. It will be the 28th, the last Tuesday of the month. It will be specific to the CIP. I will note that we are continuing work with Council on the development code and the zoning map. We had a work session yesterday. Our next work session is November 29th. That is going to be a discussion on the zoning map. The public hearing for that for Council is scheduled for December 5th starting at 4:00 PM and continuing until everyone has had an opportunity to speak, who would like that opportunity. The mailings and advertisements are out and in the works. We have had some releases go out on that information. Council has designated December 13th as another date if they need deliberation. If they are not prepared to decide on the 5th and consider December 18th. We have several upcoming timeframes for working with the zoning code.

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

Deb Jackson (Douglas Avenue) – Our property abuts the proposed Belmont Condominium development. There are three issues that I wish to speak about. On the current plan, the outflow water pipe from the stormwater management system will empty water onto our property. There is a history of flooding in our backyard when the stream backs up. Since there is an opportunity now to change the direction of the outflow and avoid backup flooding in the future, it is prudent to do so. There is a legal precedent in 1974 with 17 Inc. versus Pilot Life Insurance. Surface water is a common enemy that might be fended off by each landowner. Landowner may not collect surface water into artificial channel and poured upon land of another to his injury. We request that the

developer flip the pipe to empty the water onto the adjacent property to the east of where the outflow is currently planned. We wonder how the 20-foot cement block retaining wall on the north side of the development will be constructed without trucks and other building equipment trespassing onto our property. We request that the developer inform all demolition and construction personnel to respect the limits of demolition and monitor these limits so as not to trespass on our property. This is relevant to abutters on Spruce Street. My third point is that the engineering firm that assessed the plan commented several times in their report that they do not recommend blasting the rock in this area during the site preparation. We wonder how homeowners on the adjacent properties can be assured that there will be no blasting. Under what circumstances might the City Council approve a blasting permit.

Elsa Spencer (Chestnut Street) – I wanted to speak about one thing partly as a resident and partly as a mom. I do have 2 teenagers who live with me. The 19-year-old has autism spectrum and attention issues. He had an IEP when he went through the public school system. He walks to work. He is not ready to drive. They walk down Carlton Avenue and Carlton Road several times a week. We use those roads a lot. I would like to make a request. When there is a pre-site disturbance meeting, I understand that there is going to be one to go over traffic issues. I would like to request that the residents be notified about the meeting and the developer formulates a safety plan for the construction of the roads and the houses. Make sure we know that it is the developer responsibility for that. I would like to ask that we minimize the through traffic through Spruce, Cherry, Chestnut, Myrtle block. It has never been a through road. We have 16 kids and 16 dogs that live in that area. The kids are not used to through traffic. We understand that there is going to be a lot of traffic. We want to make sure that the developer has a safety plan for those construction vehicles. I understand that we're anticipating an additional 900+ car trips a day down Carlton Avenue between Mas Restaurant and the Carlton Road stoplight. That intersection is already problematic. It is a commercial loading zone for the Red Lantern and Cactus restaurants. My request would be that the city devote some time and resources towards traffic calming measures on that section of Carlton Avenue.

Kat Maier (Douglas Avenue) – I am Deb Jackson's neighbor. I agree with the concern about the stormwater runoff. I am grateful that in the plans they were looking towards climate change. Some of the usual precedents that we have been going on may not take hold in the coming decades looking at long-term planning and looking at where that water is going. Off to the other property, there are culverts that are further downstream that have been compromised by different storms. I hope that the engineers look at some of these considerations. I am reiterating the other comment about traffic. If you can imagine 900 more cars, that is unfathomable. One of my suggestions is for parking to be removed down Carlton. I know that is a sensitive issue. It is one-lane turning off Douglas. When you have the large construction trucks and people not familiar with the patterns, I would appreciate it if there can be temporary halting of parking along Monticello Road, Carlton. It is dangerous. I am grateful that nothing has happened. The light pollution for the neighborhoods is going to be extravagant because this is built high. If there is any way that they can begin the peripheral green planting sooner to give these trees a more time to grow, we love working with the Charlottesville Tree Stewards.

F. CONSENT AGENDA

1. Minutes – September 14, 2023 – Special Meeting
2. Minutes – July 11, 2023 – Regular Meeting
3. Resolution – Verve Charlottesville PUD "findings" with written reasons in accordance with Code of Virginia, § 15.2-2232(B)
4. Subdivision – Belmont Condominium
5. Site Plan – Belmont Condominium

Commissioner d'Oronzio – Motion to Approve the Consent Agenda – Second by Commissioner Habbab – Motion passes 6-0.

Chairman Mitchell gaveled the ERB into order.

G. ENTRANCE CORRIDOR – 1709 JEFFERSON PARK AVENUE

Staff Report

Jeff Werner, Preservation Planner – I am presenting the request for a Certificate of Appropriateness for the development of 1709 Jefferson Park Avenue. 1709 JPA is within the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor. A 4-story brick apartment building is currently on the site. It was constructed in 1972. That structure will be razed for this development. The CoA request is for a proposed 8-story apartment building with a footprint of approximately 70 feet wide by 100 feet deep into the parcel. In October, City Council approved a special use permit for this site, which increased the residential density of the parcel. That included increasing the maximum building height to 70 feet, reducing the front setback on JPA to 18 feet, and reducing the side yard setback to 5 feet. This is a brick and metal panel building that will feature a 6-story tower set atop a 2-story podium. The primary façade, which is oriented to JPA, steps back at the third and eighth stories. At street level incorporated into the podium, is the primary pedestrian entrance and the vehicular entrance into the enclosed garage. The design is consistent with the design guidelines relative to the architectural design form and style, consistent relative to building placement, materiality, and color palette and relative to the streetscape, landscape, and site design. The height was established by special use permit. It is consistent with the trend of recently constructed and approved buildings on JPA, which are becoming taller than the other structures. The new building also reflects a trend of larger footprints and reduced front setbacks. Along this stretch of JPA, side yard setbacks and spacing between buildings vary widely. There is nothing typical nor is a trend emerging. The project features a variation in materiality and color palette with the brick and metal panels, canopies, railings, doors, and windows. The façades and elevations are articulated with projecting and recessed balconies and step-backs at the third and eighth floors. Street level landscaping and hardscaping mitigate the perception of the visual impact of the building's height, mass, and scale. The on-site parking will be concealed within the building, which is a solution consistent with the design guidelines. While the entrance to the garage is prominent, the element of the primary façade is the only location viable for that entrance. The only issue that you might want to discuss tonight is the treatment of the side yard retaining walls from the back to the front towards JPA. This is a project whose parcels are on a steep grade that drops over 50 feet within the parcel's 100-foot depth. The side yards feature tall, concrete retaining walls, From the street level, as a pedestrian, they are obscured by landscaping and limited sight lines. From elsewhere on JPA, they are obscured by trees, the building, and topography. If you all feel that further mitigation is necessary and particularly at the rear segments of these walls, staff's recommendation is to plant at grade at that back and to plant cascading plants suitable for that location with a condition that the plants are maintained and do not encroach onto the building. The other options are something closer to JPA. My recommendation is with the cascading plants as a solution. I have not received any public comments regarding this CoA. I find the proposed improvements are appropriate and recommend approval of the CoA with the conditions that are suggested in the draft motion and to make sure to include anything if you wish on that retaining wall.

Applicant Presentation

Commissioner Habbab – What are the thoughts on that green screening at the rear retaining wall?

Kevin Riddle, Applicant – You're asking about the walls that are at the back of the side walls. We think some sort of hanging or cascading plants could be effective there. We recognize that we would need to consult with civil engineers and landscape architects. I can imagine that on the north side the viability of that. I am not confident about it. On the side to the south, I think we certainly could have something growing there and thriving. We expect to be doing something with the walls on the inside, both at the back and along the sides, either using some material that will make those spaces more pleasant for the tenants. Currently, we're proposing

color-tinted concrete as you can see in the materials that we have proposed at the back of this presentation. That will make for nice walls. We're open to planting as much as it is viable on top of the screening. In our site plan, you can see that we have the plantings identified that we propose for this project. The ones that are labeled C (sassa fras trees), with some time, those trees could grow to a good size and have a thicket quality. Those will do a great deal when you're down at JPA elevations to help obscure those walls. Our plantings are going to end up well above the 10 percent required, closer to 17.5 percent at 10 years maturity.

Commissioner Solla-Yates – On page 40 of the packet, you have clear a rendering scope of the retaining walls. Does that seem accurate? How much wriggle room do you have there?

Mr. Riddle – This is pretty accurate. The modeling of the terrain that you see in green is based on our survey of the site. It doesn't extend well past the boundaries. Where you see the house that is next door at 1713 JPA, the terrain may not be exactly as you see it there. It is close to that. Along the edge of the wall that we're showing, that is what the grades are doing. The computer models do have to do some interpretation. The more contours you can have surveyed, the more precise this gets. This is a close approximation.

Commissioner Stolzenberg – On the retaining wall front, I am less concerned about the inward facing retaining walls as this one that is covering up your trash area. Do you have any plans for that? It looks like a concrete local artist put that there.

Mr. Riddle – There is trash behind it but it does not get too tall. As you come over to the JPA side at that corner of the property, there already is a tall retaining wall. We recognize that we're going to have to work out some things as we get further into the civil and site design. Depending on how we must rebuild or revise that wall, we realize that we might be getting a little taller than 5 feet, maybe closer to 6 feet. That is what you see there. We agree that anything we can do in the way of texture and color could have a better outcome than just a blank concrete wall. I wouldn't propose to use chartreuse this time. I agree with you. It is looking blank there. With some of the plantings, we have the coffee trees and beds sedges. Those are going to do a lot to ameliorate the impression of a stark wall.

Commissioner Stolzenberg – I would like to see something with that. With the scooter 'things' that you're proposing instead of bike racks, don't mess with it. It is the best solution. Every time architects try to get fancy with bike racks, terrible things happen. They become useless for bikes. The ones that you're proposing look like they might not even fit a scooter. Use staple bike racks.

Entrance Corridor Review Discussion and Motion

Motion to Approve CoA – Commissioner Schwarz – Having considered the standards set forth within the City's Entrance Corridor Design Guidelines, I move to find that the proposed design for 1709 Jefferson Park Avenue is consistent with the Guidelines and compatible with the goals of this Entrance Corridor, and that the ERB approves the Certificate of Appropriateness application as submitted, with the following conditions of approval:

- **Glass at the first and second floor doors/windows will be clear, a VLT not less than 70%.**
- **New railings, if required at site walls, will match the metal rail at the balconies.**
- **All exterior lighting and all interior garage lighting visible at the garage entrance will have lamping that is dimmable, has a Color Temperature not exceeding 3,000K, and has a Color Rendering Index not less than 80, preferably not less than 90. Additionally, the owner will address any reasonable public complaints about light glare by either dimming the lamp or replacing the lamps/fixtures.**

- **Dumpsters and trash and/or recycling bins to be located within the designated storage area and pulled to the curb only on collection days. The walls of the designated enclosure shall be a minimum 5-ft in height.**
- **Any ground-level mechanical equipment and/or utility boxes will be appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.**
- **Meters and panel boxes for utility, communications, and cable connections will be located preferably within the garage; if not, then in non-prominent locations on the side elevations only and appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.**

Second by Commissioner Habbab. Motion passes 6-0.

Chairman Mitchell gaveled Planning Commission back to order.

Mayor Snook called Council to order for the Public Hearings.

II. JOINT MEETING OF COMMISSION AND COUNCIL

Beginning: 6:00 PM
Continuing: Until all public hearings are complete
Format: (i) Staff Report, (ii) Applicant, (iii) Hearing, (iv) Discussion and Motion

1. **ZM23-00004 – 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 pursuant to Sections 34-41 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 22093, 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 a Proffer Statement. The application and development plan includes parking requirements; a use matrix including a maximum dwelling units per acre ("DUA"); yard and height regulations; open space; and landscaping. The Proffer Statement indicates the applicant will provide a cash contribution to the City's affordable housing fund in the amount equal to double that which is required under Section 34-12(d)(2). 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 Park 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).

i. Staff Report

Matt Alfele, City Planner – You will be hearing a public hearing and making a recommendation to City Council regarding a Planned Unit Development (PUD) located off Jefferson Park Avenue, Stadium Road, Emmett Street, and Montebello Circle. Subtext Acquisitions, LLC ("Applicant"), on behalf of Woodrow Apartments, LLC; Woodrow Too, LLC; and 1709 JPA LLC, ("Owner") is requesting a Zoning Map Amendment pursuant to Sections 34-41 of the Code of the City of Charlottesville ("Code") for properties at 106 – 114 Stadium Road, 409 Stadium Road, 104 Stadium Road, 102 Stadium Road, 1705 Jefferson Park Avenue, and 100 Stadium Road. The applicant is proposing to rezone the Subject Property from Multifamily Residential ("R-3") to Planned Unit Development ("PUD") with a Development Plan and a Proffer Statement. The application and development plan includes parking requirements; a use matrix including a maximum dwelling units per acre ("DUA"); yard and height regulations; open space; and landscaping. The Proffer Statement indicates the applicant will provide a cash contribution to the City's affordable housing fund in the amount equal to double that which is required under Section 34-12(d)(2). 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. On October 10, 2023 Planning Commission held a joint Public Hearing with City Council on this proposed rezoning, along with the following applications.

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. *(Planning Commission voted 6-0 to recommend approval.)*
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. *(City Council will act on this application at a future meeting.)*
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. *(City Council will act on this amendment at a future meeting.)*
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. (Planning Commission voted 6-0 to find 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: City Council will act on this amendment at a future meeting.)
Application ZTA-23-09-02 – Zoning Text amendment to remove the Individually Protected Property (IPP) designation from 104 Stadium Road. *Planning Commission voted 6-0 to recommend approval.)*

During the October 10, 2023, Public Hearing there was a question regarding the enforceability of the affordable housing statement provided on the Cover Sheet of the PUD Development Plan. It has been determined that to ensure the statement is enforced as proposed by the applicant, it needs to be contained in a Proffer Statement. The applicant has provided the Proffer Statement containing the same language as Planning Commission reviewed on October 10th with no additional changes to the application.

Councilor Pinkston – This is essentially the same project that we saw?

Mr. Alfele – That's correct. The only change is that there was a statement on the cover sheet of the development plan that spoke to cash in lieu two times what would normally be provided. To make sure that statement was enforceable, they took that language and provided it in a proffer statement.

Councilor Pinkston – Regardless of what you all do tonight, this will come to us for a vote. I am aware of a letter that was sent by the University relative to the height of this project and the visibility from The Lawn. I don't know if that is something that is in the public record or worth discussing.

ii. Applicant Presentation

Valerie Long, Applicant – I do not have a presentation prepared for tonight. I would be happy to answer any questions or respond to any public comment as needed.

iii. Public Hearing

Ellen Contini Morava (225 Montebello) – I am going to talk about the proffer from the developer. Four million dollars sounds like a lot of money. It is not that much when you compare it with the affordable housing fee that a developer would have to pay under the new zoning code if their development doesn't include any affordable housing. That would be $185,000 per unit for 10 percent of the total number of units in the development. The VERVE development will have around 530 units. Ten percent of that is 53. 53 times $185,000 is $9,805,000. That is a lot more than $4 million. That is a discount. A developer of family housing that size would be charged twice as much under the new zoning code; more than $17 million. Why offer a discount to developers of student housing? The reason is complicated. At last night's work session, the following assumptions were made. Students will not be eligible for affordable housing. Student housing is regarded as not suitable for families. Builders of student housing are not expected to include any affordable units in their projects. Builders of family-oriented housing would be charged a higher fee as an incentive to build some affordable units on site rather than making an in-lieu payment equivalent to what it would cost someone else to build them. Since it is assumed builders of student housing will not build any affordable units, they would be charged less than someone who might build affordable units on site. At last night's work session, Mr. Freas said that it would be "unfair to charge them the higher rate." There is general agreement that student housing that can be rented out by the bedroom is a lot more lucrative than family-oriented housing. That is why it is worthwhile for a developer of student housing to invest in bigger buildings that require more expensive materials. Why should developers who are making bigger profits get a discount on the in-lieu affordable housing fee? I hope City Council will think harder about this when finalizing the affordable dwelling unit requirements in the new zoning code. What is the hurry to approve this monstrosity that the staff report found to be inconsistent with the Comprehensive Plan? What is the hurry to hand developers of student housing a multi-million-dollar affordability discount when you're finalizing the new zoning code?

John Hossack – I want to echo what the previous speaker said. This project is too large. It looks like this is an initial ask and something to be negotiated down. It draws a sharp line under the fact that with the new zoning ordinance, this opportunity will be taken away. Neighbors like me are faced with 3-story apartments next to us. That level of by right development on a street like mine and others is 5 percent. That is surely a problem.

iv. Commission Discussion and Motion

Commissioner Palmer – UVA did submit a letter with some concerns about the height of this project, the 12-story portion, and its potential to be visible from The Lawn since that is a world heritage site. What came up in the pre-meeting was that the developer may have developed some renderings from perspectives from The Lawn that try to show how it will work. I haven't seen those. I will look forward to seeing those. We will look at those. If there are any revisions we want to make to our statement, we can do that and get them to City Council in the appropriate time. Our concerns are the same.

Chairman Mitchell – When we were deliberating this and going back and forth with the developer last month, we did talk about doing something to make it not look as imposing as it looks. I think they're working to do that.

Commissioner Habbab – I have the same comments that I had last time. I haven't seen any of those images. My concerns were on the 12-story massing and how that is perceived and the appropriateness of that given the way that we're drafting our new zoning ordinance and the cash in-lieu issue and how inadequate that is when compared to what we're going to be proposing with the new draft zoning ordinance.

Motion – Commissioner Solla-Yates – 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. Second by Commissioner Stolzenberg. Motion passes 5-1.

2. **ZM23-0002, SP23-00003 and P23-0046 - 108 Lankford Avenue** – On November 14, 2023, the Planning Commission and City Council will conduct a Joint Public Hearing for a Rezoning application and a Special Use Permit Application ("SUP") for property located at 108, 110, 112 Lankford Avenue and identified in the City's land records as Tax Map and Parcel ("TMP") No. 260012000 (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, SUP and Critical Slope Waiver. The owner, Green Retro Salvage II Holdings, LLC, has submitted a Rezoning application pursuant to Charlottesville City Code Section 34-41 to change the existing zoning of the Subject Property from Single-Family Residential Small Lot ("R-1(S)") to the R-3 Multifamily Residential ("R-3") with proffers. The proffers include provisions for 12.5% of residential units to be affordable to households at 60% of the area median income. The full proffer statement may be viewed in the application materials or by contacting the project Planner. The owner has also submitted a SUP application to increase the by-right density from 21 dwelling units per acre ("DUA") to 51 DUA along with modifications to the setbacks and screening requirements pursuant to Charlottesville City Code Sections 34-420, 34-158, and 34-162. The setback and screening modifications include the following:
   Lankford Avenue front yard setback (City Code Section 34-353A): Modified from 25-foot minimum to 10-feet.
   Setback requirement adjacent to low-density residential districts (City Code Section 34-353(b)(4)): Modified from 75-foot minimum to 10-foot side setback and 25-foot rear setback.
   Setback screening requirement adjacent to low-density residential districts (City Code Section 34-872(a)(1)(a)): Modified from 20-foot minimum S-2 screen landscape buffer to 6-foot opaque screening fence.
   In order for the applicant to implement the development plan as presented, the applicant will also need approval from City Council on Critical Slope Waiver Application P23-0046 per City Code Section 34-1120(b).

The applicant is proposing a multifamily residential development with up to 48 units through new construction. The Subject Property is approximately 0.95 acres with road frontage on Lankford Avenue. The Comprehensive Land Use Map designates the Subject Property area as General Residential. Additional information pertaining to these applications (ZM23-0002, SP23-00003, and P23-0046) may be viewed online at www.charlottesville.gov/agenda. Persons interested in these applications may also contact NDS Planner Carrie Rainey by email at (raineyc@charlottesville.gov) or by telephone (434-970-3453).

i. Staff Report

Carrie Rainey, City Planner – Before you tonight are three applications for 108, 110, and 112 Landonia Avenue. The applications are a zoning map amendment, a special use permit, and a critical slope waiver. The applicant's representative, Justin Shimp, has indicated potential updates are under consideration. I would suggest that the Commission first hear from Mr. Shimp. I will be available to provide the staff analysis following Mr. Shimp's statement should the Commission choose.

ii. Applicant Presentation

Justin Shimp, Applicant – I would like to discuss this, let the public make any comments, and then request a deferral. I would like to provide a brief explanation of why I proposed this, and why I would like to change it. I would be interested in hearing any thoughts the Commission has, provided that it be deferred that I might incorporate my edits in addition to what I already have in mind. I appreciate the direction the city is taking with the zoning ordinance. It is much better than the one we currently have. I am pleased to see the city turning that over to the unlimited density in the mixed-use corridors. That is no longer the issue. In the RA zones, there are some unusual larger parcels that have potential to go up above that without being out of place in the neighborhood. That is why I proposed this. I think that I went wrong in bringing in a 3-story building to the Lankford Avenue streetscape. Upon looking at it, reading staff's comments, and going out to the site and walking around, I want to amend that to keep the 2 houses in the front, keep the existing historic structures, and build the project in the back. I think it is going to be a better outcome. We also have an issue of two houses on the street are occupied by 6 different tenants. We propose to leave these 2 structures so that we don't have to move them anywhere. There is one tenant who would have to be rehoused. One structure would come down for the road entrance. The other tenants could remain in their current accommodations.

Next Slide – Surrounding Context
Everyone is familiar with this location. It is just 1-acre parcel. Within proximity, there is an adjacent multi-family building to the west. The First Street projects are near the site. There is a church across the street. It is a predominantly single-family neighborhood. There are a variety of other uses and structures that make up this neighborhood. It is within a close walking distance to a lot of things in Charlottesville. It makes this a primary location to put some higher density. This project would essentially be all 1-bedroom small units. We have an affordability component. They are intended to be single or a couple occupancy for people who would work around downtown or the hospital area.

Next Slide – Neighborhood Context
You have an interesting mix here. We have a new subdivision, Paynes Mill Subdivision, which was built a couple of years ago. You have $800,000 homes. It is a nice neighborhood. You have the South First Street. There are a few single-family lots. You have an interesting mix in this neighborhood. Frankly, that is a possible outcome of these large lots. One of the things that I am trying to avoid is that the market forces dictate that you could slice this into 3 lots. It is more valuable at 48 units. That was a question that came up at the community meeting. Could you do 20 units? No, I can't. Essentially, I am taking land value down. Developers are not looking to do that. If the land is worth more than 3 single-family houses, that can be sold for $1 million apiece.

That is what it becomes. It is a thing that can happen. When we have these large, 1-acre lots under a common ownership, there is opportunity for something different.

Next Slide – Existing Conditions
There are the 3 houses. We would keep the two on the left.

Next Slide – Concept Plan Overview
This structure was in the packet. With that first building on Lankford, as opposed to 3 stories, it is too much height and scale for that street. There are structures of similar size. It is too much. You will notice (footprint wise) that we are smaller than the adjacent multi-family structure. We are 3 stories. That is more like one. After looking at it again, we need to peel that back. That would be my ultimate proposal.

Next Slide – Massing Diagram
This is some context of what is around. You are familiar with the South First Street community existing structures. You can see for context 28x72, 2000 square feet footprint, two stories. We are a similar scale to that. The new First Street buildings are about 7000 square feet footprint. We are smaller than those.

Next Slide – Footprint Comparison
The building on the top left is essentially what I envision. That is a close representation of the size and scale of these structures, which I think is appropriate in the back of the site. It is a little tall for the front. The comparison that we used at the neighborhood meeting was Dunlora Forest, which is a neighborhood in Albemarle. It has a duplex that is nearly the same size. We would have a 14-unit building in that example on the left versus 2 units with the one on the right. One of my fundamental issues with density is that those structures aren't a lot different. There is a different number of people within them. Is that something we should be regulating what we do?

Next Slide – Mount View PUD
An example was the Mount View PUD. It was a project that we did that was approved. It is a lower density. It was 30 dwelling units per acre. It is larger units. The square footage per acre in that project is larger than what is proposed for Lankford.

Next Slide – Grove Street
Grove Street was another project of R3 out of R1, similar scale-type buildings.

Next Slide – Development Scenarios
We talked about this. The affordable housing is interesting. I appreciate the comments that were made about the fee amount. It is a big expense. It is one of the things we have tried to figure out on these small projects. It is difficult to get them off the ground. Rather than starting from year 1 having affordable housing; we start at year 10 and have an additional unit. Rather than having 99 years of 5 units. I will have 89 years of 6 units. You get more net affordability that way with more years of affordable housing units. The simple math of that is to build this project. Getting it off the ground is the most difficult. Once you get past 10 years, you pay down some of the debt. You can refinance it and you can make that work. The developer is going to lose at year 10. They are not going to have as much available equity to pull out. The project will essentially be devalued with those affordable units. It gets built. We get the market rate units and the affordable units. It becomes a sustainable project. I would be curious of people's take on that. There was a comment from Community Solutions office about this being a non-starter. Affordable housing is not an issue that is going to go away in 30 years. If we're at a 99-year window, is 10 to 99, OK?

Next Slide – Alternative Concept Plan

We would keep 110 and 112 Lankford. 110 Lankford is a historic store. We keep those structures and build the 3-story buildings in the back. I did want to give you a 'rundown' of where I started, what we would like to do, and hear any feedback. We're trying to get a mix here. There must be more density in some of these sites. I know there are going to be more opportunities in the city for density. I don't think there is that many of these one-acre parcels that will come along like this. To me, it is a missed opportunity not to do something at a higher density. That is what I want to end up with. We would be happy if the Commission is willing to defer it. I would be happy come back in the future for a hearing with new information.

Commissioner Palmer – Does removing one building reduce the number of units that you are hoping to achieve on this site?

Mr. Shimp – We would lose a 12-unit building. We pick up 2 more for the houses that are there. We would try to increase the units from buildings from 12 to 14. We would probably end up at 44 units.

Commissioner Palmer – Are you basing the amount of parking that you have on any sort of metric? Is that your best guess?

Mr. Shimp – It is current city zoning. It is one space per unit.

Commissioner Palmer – Under the new zoning, you don't necessarily have to provide one per unit?

Mr. Shimp – That is correct.

Commissioner Habbab – Would you change your parking if you could? Is this what you feel comfortable with for the project?

Mr. Shimp – That is a good question. I would have to leave that up to the developers. There is a comfort level. When you remove the restrictions, people are still going to provide parking. People are going to want cars. I would be content to remove some more parking and add some more landscaping. I don't want to say that I am going to do that. It is not mostly my decision to make without consulting my client.

Commissioner Habbab – Keeping the homes in the front is a great idea. It makes me feel a lot better about the project. I had a question on critical slopes. Reading the staff comments, is this something you can avoid disturbing? It seems that any disturbance cannot be mitigated according to the staff comments.

Mr. Shimp – The on-the-ground conditions are a little bit different than what you see in this application. There is a channel that we can get to from our property to the existing channel. It doesn't show up. The staff report is interesting. It is very technical. I do need to address that with the city engineer. If we did not have a channel to discharge to, we would have a problem. We do. I have surveyed it. It didn't show up in this application like it should have.

Commissioner Habbab – My request is to find a way to incorporate creative open spaces and planting. Looking at this, it is very asphalt heavy. If there is a way to carve that in a meaningful way, that will make me feel better.

Commissioner Solla-Yates – I spent some time walking around the street and looking at this site. My sense is that there is quite a bit of grade going down. It is a deep lot. How far down is this versus street level?

Mr. Shimp – The back of the site is around 18 to 20 feet below Lankford. The middle building probably sits about 8 feet below Lankford.

Commissioner Solla-Yates – Something that we have talked about in the past is doing tuck-under parking as a way of reducing the footprint of the paved space. I think that is potentially exciting. I am not sure that the numbers work for this site. I am excited to see something of this scale up front. I like that idea of continuing the scale of the street as it is and doing more in the back. That makes a lot of sense. I don't have strong feelings about heights in the back. I don't think that most people will see them from the front. I would focus on what the street experience will be. That will be a good guide on what are appropriate heights in the back.

Commissioner Stolzenberg – I wasn't worried about height on the front. Keeping those two historic buildings does make me feel good. That is a good idea. My question for you on the deferral is whether you have done the math on that. Are you betting that they are not going to pass the new zoning ordinance any time soon and you will have time for that? If they are going to pass it in December and you have a Planning Commission public hearing in December, you're not going to get a vote in time.

Mr. Shimp – We lost about a year on this project for investigating a historic cemetery. There was potential of that. We hired a firm to do the subterranean sonar survey. We did not intend to be cutting it this close. If it comes down to it and the ordinance is passed and they're cutting it off on a specific day and not approved, we will simply amend this to an RX. There would be a zoning district under the new ordinance that would adopt the same project. Maybe it involves starting over. It is a better project. Maybe it could be voted on tonight. I hate to complicate things like that. I am going to take the chance that if we must, we will amend it to an RX. I will take my chances there if this is more appropriate for what should be on the site.

Commissioner Stolzenberg – That makes sense. I came into this application skimming the beginning and was very skeptical. It is so different from what the Comp Plan is recommending for this area. I am learning that this was R3 until 2003. You have this historic store on the site. I have slowly 'warmed up' to it; probably not enough that I would have voted 'yes' tonight. What you found in that staff report is that the reasons to deny are all that the Comp Plan doesn't say to do this in this area. To the extent that you're supporting other goals in the Comp Plan, we can say that even though the map doesn't say that it does make sense. Under the current zoning ordinance, 34-27a4, between November 1st and January 2nd, an applicant can submit for a Comprehensive Plan amendment. Doing a concurrent Comprehensive Plan amendment seems like the move here. To say let's change that future land use map because this is a site that is appropriate for more density. It slopes down. It is a large site that was historically zoned for more than historically had mixed-use on it. You can make a strong case for a Comprehensive Plan amendment. I don't know if staff can turn that around in time to keep it on the same track. This application becomes a lot stronger if it is with a concurrent Comprehensive Plan amendment. If time does run out and if you do an RX, that means you get into the standard of 10 percent for 99 years beginning at year one. If you're able to do that, that is great. I see where you're coming from on the math. You pay off the debt for a few years. I don't love the idea of experimenting it on that with one random small project that already isn't consistent with the Comprehensive Plan. As we refine our inclusionary zoning, we should have that discussion about how these things should work. I will say that 10 years seems too long. It will be forgotten about and probably never enforced.

Commissioner d'Oronzio – I agree with Commissioner Habbab on the pavement issue. This is much better than the packet presentation. With the funding of the affordable housing, I concur with some of Commissioner Stolzenberg's views. The math makes sense to the developer. I get that. The question is how this is future money for the city. For the developer, we're talking about 10 years hence. I don't know if there is a way to engineer that in a way that is either equitable, sensible, or even possible. I agree that although that is an intriguing concept of this delay of how we do that, I agree that we should not try to 'build the airplane in flight.' We need to give that some thought on how alternatives might work. At 10 years, that is a non-starter as it stands.

Commissioner Schwarz – Your revised idea is a much more intriguing concept and makes the idea of doing something contrary to our Comp Plan a lot more palatable. By preserving those houses, you're respecting the sense on the street. You need to be careful with the parking lot as it is viewed from the street. I am not sure if I am as concerned about the rest of it further down the hill. You need to resolve your water issues somehow by law. Do you see this giant parking lot from the street? I am going to let those who are smarter on the affordable housing component deal with that.

Chairman Mitchell – I like this much better. The 10 years gives me great concern. I am not sure that I can get comfortable with that. Can staff walk me through the channel discharge conundrum that we have gotten? Is there a way to address that? That is going to be there no matter when you come back.

Ms. Rainey – This might be a case where we need to hear additionally from the city engineer on this issue. As noted in the staff report, the city engineer noted concern with the proposal to channel water through the critical slopes on site to an off-site channel, which was shown in the staff packet with a blue line running through the middle. The city engineer had found it not to be an eligible storm water conveyance system. He felt that you could not put the water through those slopes into that conveyance path. He also noted issues with the design of how that conveyance was shown where the angle at which the water would hit that conveyance path offsite would likely cause erosion to that swell.

Commissioner Stolzenberg – Is this one of those things where it would have to be resolved during a site plan storm water review and we argue about it during the critical slope waiver process when it would have to be done anyway?

Ms. Rainey – The applicant could certainly choose to have proposed a critical slope waiver application during a site plan process prior to a rezoning/SUP process if they so choose. It would certainly have to be addressed prior to any site plan approval.

Councilor Payne – Can you talk more about the situation with the existing residents, who were there? I believe that you said that one person would be moved under the new arrangement. The others would be able to stay.

Mr. Shimp – One of the things that came to light in my recent exploration of the site. It started two years ago. People moved in and out. The house at 108 is occupied by one tenant that would be taken out to build an entryway. 110 and 112 have six separate tenants in there. In evaluating an alternate change, those are the structures that we wanted to keep. The store is an interesting, historic piece of information. Those people could remain in that residence without having to be rehoused. That was a positive to keeping those 2 structures.

Councilor Payne – With that one tenant who would need to be moved, is there any sense yet, on your end, any involvement in terms of assistance with that? Are they purely on their own once they're given a timeline for when that begins in terms of figuring out alternative arrangements?

Mr. Shimp – This particular property owner owns other rentals throughout the city. Given the timeframe, there would be 12 to 16 months before any demolition would occur. I don't think it would be a problem at all to have a special condition or proffer that addressed assistance towards that individual. Fourteen months should be plenty of time to help somebody find a house. In this instance, that should not be an issue for this developer.

Councilor Payne – That is my biggest concern. The changes made may lessen that issue substantially. Depending on their situation, we have seen tenants in similar situations where they simply cannot find another place to rent in the city at the price point that they were at and are permanently displaced from the community. That is always a risk. I agree with the points that the commissioners have made. With the parking lot from the street and the side, is there any specific plan, in terms of the screening, visual impact?

Mr. Shimp – An S1/S2 screen involves a fence with shrubs and/or trees. You can see it graphically depicted on here. There is a city standard for buffering a parking lot adjacent to residential. I think it involves a fence, trees, and shrubs to mitigate those impacts.

Councilor Payne – Reference had been made to the possibility of some sort of landscaping or green space on a small scale that is incorporated into the project. Is that something that was considered or considered feasible?

Mr. Shimp – It is not depicted well here. We do have it with the units in the back that are fronting out onto what is essentially a lawn space. One of the requirements in R3, is to have a certain amount of exterior open space for tenant use. That would be an area that we were thinking of as a space. It is going to be a flat lawn behind there. It is a reasonable size. We probably need to look at losing a few parking spaces and finding more green space in the front. I wasn't prepared to do that in the last day or so in looking at this. That is an expectation we try to meet in coming back.

Councilor Payne – In that space in the back, activating it and landscaping a little bit could go a long way for the residents, who will live there. Outside of that area, it will make it a better project for the people who live there. The amendments seem positive. This is a neighborhood that has seen a tremendous amount of change and a lot of affluent residents moving in. The changes may ease some of the feelings that some people will have that the entire neighborhood is being completely changed. The project, in terms of the multi-family, is a better alternative than what we have seen of the construction of single-family homes at a price point of $800,000 to over $1 million. Overall, it is generally a positive thing.

Councilor Pinkston – How many units are going to be in this revised design?

Mr. Shimp – It will probably land at 44 units. It will be 3 buildings at 14 units plus the 2 existing houses.

Councilor Pinkston – How many bedrooms will be in those units?

Mr. Shimp – I think that it will be all 1-bedroom units. They're probably 500 to 600 square feet.

Councilor Pinkston – Right now, this is R1. You would be looking for a zoning amendment to let you do this. If you don't get this resolved prior to the new zoning ordinance going into place, it is still RA. How would you propose to pull this off?

Mr. Shimp – This is going to depend on what City Council does as far as enacting an effective date. If it is made effective the day of the vote or if it is effective two or three months later, that will be up to you.

Chairman Mitchell – The feedback that I have gotten from the director is that there would be some grace period built into this. Is that accurate?

Mr. Freas – The grace period is for site plans that are already being reviewed.

Mr. Shimp – It is possible. We might have to enact this project, propose an amendment to rezone under the new ordinance. There is a replacement for R3, which is RX. It has similar height without the density restrictions but similar requirements. It would effectively amend our application and come back with that proposal.

Councilor Pinkston – What would be an RA lot would be changed to RX?

Mr. Shimp – We're going from R1 to R3 under the current zoning nomenclature. We would have to propose an RA to RX. There could be other options. RX comes to mind as the obvious one/equivalent of the current zoning.

Councilor Pinkston – Whatever happened with the historic cemetery investigations?

Mr. Shimp – It is not there. We spent lots of time and money trying to find it. We think it is on the next couple of lots down if it exists. The cemetery is platted and an easement. Nobody has a record that somebody was buried there. It is possible that it is there, and nobody is buried there.

Mayor Snook – I had a couple questions about how you were proposing to do the change in the affordability. Is the idea that the building couldn't be built for 10 years or that it would be built and be market rate for the first 10 years?

Mr. Shimp – It would be built market rate for the first 9 years. On year 10, it is required to have the 6 affordable units. It is up from 5 units to 6 units.

Mayor Snook – At year 10, the people who were in those units didn't qualify for an affordable unit, they would be moved out.

Mr. Shimp – That is correct. That is a possible outcome.

Mayor Snook – What happens in year 10 if the owners decide not to do it? What is the city's remedy at that point?

Mr. Shimp – They should be put in zoning violation and fine them by the day. It would be a zoning violation of the proffer. The point made by the Office of Community Solutions is that the more complicated this is, the harder it is to enforce. I get that. I am not trying to put any more burden on them. Having a little building like this is very difficult. There was a good question about the math. What is the math? It is a net present value. It is a huge difference between year one and year ten. That is that I am trying to get to a place where the project is viable for a small developer without subsidy to still provide long-term affordable housing.

Vice-Mayor Wade – My comment is around the affordability. Last night, we had a work session on this. Getting the cost of a 3-unit is $500,000 to build. My lens now of what developers proffer for affordable housing is a lot different. That is what I am going to be looking at. I know that 10 to 15 years can go by quickly if you're staying in a place and having to find another place. I haven't read the proffers. I will do more reading before it comes to Council. Otherwise, I am in support of this project. We will be looking at the affordability aspect.

Councilor Puryear – I am also concerned about affordability. 14 times 3 is 42. Moving beyond that, relocation of any individuals that are currently in the units because you said that several people might have to be relocated. Where they would be relocated, what that would mean for them during this process. Affordability, for me, is a major concern.

Councilor Pinkston – Can you tell me the number of affordable units that you're planning to provide?

Mr. Shimp – The proposal in the packet was 40 units total with 6 affordable units. We would drop that down to 44 but still have 6 affordable units.

Councilor Pinkston – Those are at 50/60 percent AMI.

Mr. Shimp – They will be at 60 percent AMI.

Commissioner Stolzenberg – Do you know why this property was downzoned 20 years ago?

Mr. Shimp – I can speculate. We all know what the last 20 years of zoning was about. There was a project on Carlton that was R3 that was downzoned to R2 at some point. It was like a spot downzone. When I started, there was a group called ASAP (Albemarle for Sustainable Population) that believed that the county shouldn't grow at all. Things have changed. I think that was the prevailing mindset. I was not closely following this. It doesn't surprise me that something was downzoned in 2003. It wasn't the only parcel.

Commissioner Stolzenberg – Is the historic house next door (the IPP) an 8-plex?

Mr. Shimp – Yes. I am not sure. It is a strange structure. It is a historic house in the front. It was added onto in the back. It is multi-family of at least 8 units.

iii. Public Hearing

No Public Comments

iv. Commissioner Discussion and Motions

The Applicant requested to defer the applications – Commissioner Solla-Yates moved to accept the deferral for all 3 applications – Commissioner d'Oronzio with the second – Motion passes 6-0.

3. **ZM23-00003 – 2117 Ivy Road PUD –** Williams Mullen ("Applicant"), on behalf of RMD Properties LLC, ("Owner") is requesting a Zoning Map Amendment pursuant to Sections 34-41 and 34-490 through 34-519 of the Code of the City of Charlottesville for property located at 2117 Ivy Road and identified in the City's land records as Tax Map and Parcel ("TMP") No. 070001200 (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 request. The applicant is proposing to rezone the Subject Property from Urban Corridor ("URB") to Planned Unit Development ("PUD") with a development plan and proffers. The proffers indicate the applicant shall choose one of the following options: either provide 10% of residential units as affordable dwellings to households at 60% of area median income or provide a cash contribution to the City's affordable housing fund in the amount equal to double that which is required under Section 34-12(d)(2). The full proffer statement may be viewed in the application materials or by contacting the project Planner. The development plan includes a commitment to affordable housing; a transportation demand management plan; a use matrix; yard and height regulations; parking requirements; open space; and landscaping. The applicant is proposing to redevelop the Subject Property and replace the existing commercial structure with one building containing (287) residential units. The proposed building will have a height of (130) feet and include (10) stories plus rooftop amenity space. In addition, the proposed PUD includes improved pedestrian and bicycle road markings at the intersection of Ivy Road, Copeley Road and Alderman Road.
   The Subject Property is approximately 1.027 acres with road frontage on Ivy Road and Copeley Road. The Comprehensive Land Use Map designates this area as Urban Mixed-Use Corridor. The Subject Property is zoned Urban Corridor (URB) with an Entrance Corridor Overlay.
   Additional information pertaining to this application (ZM23-00003) 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 (oconnelld@charlottesville.gov) or by telephone (434-970-3991).

i. Staff Report

Dannan O'Connell, City Planner – Williams Mullen (Applicant), on behalf of RMD Properties, LLC (Owner), 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 application proposes to change the zoning classification of the Subject Property from "URB" (Urban Corridor) to "PUD" (Planned Unit Development) subject to proffered development conditions and development plan. The 2021 Future Land Use Map designates 2117 Ivy Road as part of an Urban Mixed-Use Corridor. Urban Mixed-Use Corridors are described as containing higher intensity mixed-use development arranged along corridors between employment, commercial, and civic hubs of the city. The proposed use does not fully conform to the categories identified in the 2021 Future Land Use Map. Although the proposed multi-family and ground-floor commercial uses are acceptable within an Urban Mixed-Use Corridor, the proposed building is over two stories taller than the maximum of eight stories described within the Comprehensive Plan. The proposed building is also out of scale with adjacent commercial and low-density residential uses to the west and south. The subject property is within an entrance corridor overlay district. Development of this district is specified as both pedestrian and auto oriented but evolving to more of a pedestrian centered development pattern**.** The proposed PUD would enable significantly higher building height and residential density than what is currently permitted under this district by right. Under the current urban corridor zoning district, a maximum of sixty-four (64) DUA and eighty (80) feet is permitted with an approved Special Use Permit. The proposed PUD Development Plan allows for a maximum of two hundred eighty-seven (287) dwelling units and a maximum building height of one hundred forty-two (142) feet and/or ten stories. The proposed mixed-use residential structure has a depicted height of around one hundred thirty (130) feet and contains ten stories plus rooftop amenity/elevator space. The proposed structure contains two hundred forty-two (242) residential units and a proposed bedroom count of six hundred thirty-four (634). This would give a total DUA of two hundred forty-nine (249), which is one hundred eighty-five units more than the maximum DUA. The applicant has included additional standards for building massing, ground story height, finished floor elevation, transparency, entrance spacing, wall and fence height, lot area, build to width and parking location which are not currently required by the Urban Corridor district. permitted under the URB zoning district. These standards were based on our current draft, new zoning ordinance, which includes the category CX-8. This property is specified to be rezoned. That is where those standards come from. The CX-8 zoning district also contains a bonus provision allowing the property owner to build up to 10 stories with a commitment to affordable housing. That is what the applicant is using in their materials to justify the 10-story height. The applicant is proposing a striped pedestrian crossing along Copeley Road at the intersection and painted bicycle boxes along Ivy Road to provide a safe area for bicyclists wanting to cross the Ivy/Copeley/Alderman Road intersection. A sidewalk would also be provided along Ivy Road and most of Copeley Road to provide pedestrian and bicycle connectivity between the subject property and adjacent properties, particularly the adjacent University of Virginia Grounds. The applicants have included a transportation demand management plan as part of their rezoning application. This plan specifies that 264 indoor bicycle spaces and 28 outdoor bicycle spaces and 32 scooter spaces will be provided on the premises. The building's proposed underground parking area will include 2 carshare spaces for the residents. The applicant has provided a draft proffer statement requiring one of the following actions to address affordable housing. The applicant shall either provide affordable bedrooms in an amount that is equivalent to providing 10 percent of the total units within the proposed development details that are described within the proffer statement or the applicant shall make a cash contribution to the city's affordable housing fund-an amount equal to double that which would be required under the current city code Section 34-12 based on the approved final site plan. Staff finds the proposed development, as presented in the application, could contribute to some goals within the city's Comprehensive Plan, such as the provision of additional multi-family housing and encouragement of walkable, bikeable, and public transit accessible residential areas. The uses presented in the proposed development are consistent with the adopted Future Land Use Map. The proposed structure is significantly taller than the 8-story maximum that is currently recommended by the Future Land Use Map. If approved, the PUD rezoning should contain a clear proffer commitment to affordable housing to justify the significant height increase like the draft CX-8 zoning. The Entrance Corridor Review Board will also review the proposed

structure prior to site plan approval to determine its appropriateness and compatibility to the city's entrance corridor design guidelines.

Commissioner Habbab – I had a question on the traffic impact. Can you walk me through the perceived impact?

Mr. O'Connell – The applicant did provide a traffic study with this project. The traffic study does note that the intersection does get congested during peak hours. The traffic study did not say that the increase in traffic from this development would significantly lower the level of service for the intersection. The study did not recommend any traffic improvements to that intersection. Our traffic engineer reviewed that and concurred with the decision.

Commissioner Habbab – I don't know if you got the letter from the UVA Foundation that was some kind of dimension discrepancy between a 10-foot and a 5-foot setback.

Mr. O'Connell – I think that has been referenced to the adjacent property, which is the BBQ place on 2119 Ivy Road. That was not looked at too closely as that is not part of the PUD. The applicants are requesting zero setbacks along side and rear lot lines away from the street, which is in line with CX-8 zoning. We did not find an issue with that.

Commissioner Solla-Yates – I sent an email earlier asking in response to public comment about left turn control. Can you share what you shared with me?

Mr. O'Connell – There was no recommended intersection improvements or changes as part of their traffic study. The traffic engineer agreed with that. We did not recommend a left-turn lane at that intersection.

Commissioner Solla-Yates – Is there any control over residents turning left out of the proposed development?

Mr. O'Connell – Not currently.

Councilor Payne – I know that you said that they explicitly justified the height with the Future Land Use Map and future zoning designation of CX-8. They justified the 10-story height by the height bonus that is part of that. Did they provide any justification for the fact that under those conditions, conservatively the payment in lieu fee would be around $10 million. They're offering $2 million. Did they provide any justification for how this current project is meeting that height bonus? Did they just reference that that height bonus exists?

Mr. O'Connell – No. The first draft of this application that went for a review by the Planning Commission several months ago only included a 34-12 commitment based on our current ordinance. We worked with them to include an ADU component that is currently in the draft proffer statements. That was their commitment based on our feedback.

Councilor Pinkston – I drive in everyday from 250 going east on Ivy and turn right on Alderman Road. It is backed up every day from the police station. I am not wanting to opine on where this project eventually goes in terms of whether it is suitable for other reasons. It absolutely will make that area very difficult to traverse. How many parking spots were they planning to have?

Mr. O'Connell – I think that it is 160 spaces.

Councilor Pinkston – It is disappointing that the applicant didn't put a lot of thought into the traffic patterns in that area.

Mayor Snook – What is planned for the Wells Fargo bank across the street?

Mr. O'Connell – I am not aware of anything.

Mayor Snook – I know that the bank closed. I don't know what the plan is.

Ms. Creasy – We don't have an application in review for that site at this point.

Mayor Snook – It would seem reasonable that something like that would be proposed. One of the basic concerns that I have about some of these proposals that we have been getting is that they seem to be built to the margins, as much as they can possibly be. I wonder whether the consequence of that is that we end up losing the opportunity for some architecture as art rather than architecture as engineering. I remember seeing some place that there was some waiver that they were requesting. Is that right?

Mr. O'Connell – I think there are 1 or 2 standards that might differ from the proposed CX-8 zoning. This would be an entrance corridor. The final design of the building would have to go through the Planning Commission.

Mayor Snook – We know that the entrance corridor review is not supposed to be a review of the size of the project. It is a matter of trying to make it more palatable once the size has already been determined.

Vice-Mayor Wade – They said that after doing a traffic study, they determined that no improvements were needed. I want staff to look at that and make sure. If this goes forward, we're going to be getting complaints by everyone in the area about traffic being backed up. It doesn't make sense. Whether it is a turning lane, an extended turning lane, it is hard to believe it is not improvements. That is something that I would be looking at. As noted, before, the $2 million might be 5 or 6 units. If that is given to the housing affordability fund, that is low. We have received a lot of comments on this to support this: a few saying that we shouldn't. There has been a lot of support for this project. I have been on the other end as a planner when these things get approved. If we don't do our due diligence, the city and staff will get a lot of complaints of: Why didn't you consider this? Why didn't you look at this? That is what I will be looking for.

Councilor Puryear – I am very familiar with the traffic issue in that section of the city. It is a lot of traffic. We must do our due diligence and have an adequate traffic study done. It is already abysmal. If this should happen, it is going to get worse. Coming from another area, where people complain about traffic, where there really is traffic, it is amazing to me what people say. It is just enough that people in the surrounding areas in the community will complain.

ii. Applicant Presentation

Valerie Long, Applicant –

Next Slides
I presume that everyone is familiar with the location. It is underutilized given its location.

Next Slide
As has been discussed, it is designated in the Comprehensive Plan for Urban Mixed-Use Corridor. The existing zoning is Urban Corridor.

Next Slide

We have a proposal. You have heard the details for the most part. I wanted to make sure that you saw them here. It does include some non-residential space. We're proposing a café on the ground floor. We have a maximum of 287 units proposed. It is most likely that it will be closer to the 230 range. That will depend on the ultimate unit mix and size. The top of the building is 114 feet. We are proposing some amenity space on the top, which I will show you. It does have an outdoor terrace. It does include some indoor bathrooms. If not for those bathrooms being technically habitable space, the upper elements wouldn't count towards that additional space. We felt that it was important to have restrooms for those who might be using the rooftop amenities. We are proposing additional streetscape enhancements, widening the sidewalk along Ivy Road, implementing a planted buffer that is not there today, and a sidewalk along Copeley along this segment where it is possible. It is not possible at this point to build a sidewalk continuing towards the bridge across the railroad. There were some comments about ways that could be accommodated on the bridge, a pedestrian area of some sort. The design of the streetscape along Ivy was designed to be consistent with the current proposal in the draft zoning ordinance. We're also proposing to have some more slides to show some additional bike/pedestrian improvements at that intersection. As discussed, we have several indoor long-term bike spaces. We have an indoor bike room for the tenants and short-term bike spaces out front in a couple of different locations and spaces to accommodate 32 scooter spaces. It will probably be a mixture of outdoor and indoor spaces, on-site car sharing opportunities, and dedicated areas for car shares, and electric car chargers.

Next Slide
This is an illustrative plan. This evening, we received a copy of the letter that was referenced about the location of the Moe's BBQ building in relation. It may not be exactly rendered accurately. We were not aware of the issue. I do want to point out that the proposed building is planned to be 5 feet from the property line, not right on the property line. We're happy to work with Moe's owners to make sure that is corrected and accurately represented going forward.

Next Slide
This is a little more detail. This was in the plan set. There is a proposed amenity space with pool and courtyard on the 2nd floor there in the middle designed to break up the massing of the building. You can see the rooftop amenity space with a patio and restrooms. There is a walkway for the various stairs.

Next Slide
These are the various amenities that are proposed. As you can see, the green bicycle boxes, a new sidewalk, expanding existing crosswalk. The University is doing a great job on their portion of Ivy with their new buildings and their various enhanced pedestrian areas. The sidewalk there is fading out of visibility. We would expand and enhance the crosswalk and include the bike and scooter parking.

Next Slide
We wanted to highlight, considering the comments about traffic, that there are several UVA bus stops and the ones off Emmet Street. The closest bus is a block in either direction, either up Alderman or down Ivy.

Next Slide
This is just another rendering of the conceptual plan at the first level. There are several parking spaces there. Several of them would be dedicated to the on-site retail space. Most of the resident spaces would be on the lower level, which you would access using that ramp down below. You can see the retail space there.

Next Slide
This is a closeup of the amenity space.

Next Slide
Like many projects like this, there will be a variety of amenities for the residents on site.

Next Slide
We also wanted to point out that the tax revenue from this site that is underutilized. You can see what was paid in taxes and will be owed this year. Based on a conservative estimate of the investment that the applicant is proposing to make, we think it will be about $900,000 a year at the current rate.

Next Slide
We were here in June for a work session. We appreciated all the feedback that you provided. The image on the left is the original rendering. On the right, you can see the changes and improvements that were made based on the feedback, including the first 2 levels being much more open and welcoming. Opening up the space will support pedestrian engagement and activity along Ivy and Copeley. It just seems to lighten it up.

Next Slide
We also show that same change in connection with the sidewalk. On the left side is what we showed you in June along Ivy Road. You can see that the only change is the second level being up and open more. You can see in the blue rectangle that is an amenity space that will have some translucency or transparency from the street, which we think will support that. You can see in these images the existing bike lane that would be enhanced and the new proposed planting zone that is not there right now. You have a sidewalk next to the travel lane.

Next Slide
We looked at the University's Emmet Street/Ivy Road Plan. They have done such a good job with their design. We wanted to demonstrate how this could fit in with their plan and how the patterns of development are changing rapidly along that corridor. We think that this can fit in very well with what the University is proposing, and they have already built and what could be proposed for other areas adjacent under the existing zoning as well as under the proposed draft zoning.

Next Slide
We wanted to demonstrate, knowing that it would be important to everyone, the context of how the project would relate to the existing and proposed buildings along Emmet and Ivy and the patterns of change and development that are occurring. We think that it fits in. There is a lot of change occurring. There is more to come.

Next Slide
We have some additional renderings. These are in the plan sets. This one is further to the west on Ivy Road.

Next Slide
This is looking from the Ivy Road Shopping Center.

Next Slide
This moves closer towards the project site. It is still looking in the same direction.

Next Slide
This is getting closer. You can see The Foods of all Nations and the Moe's BBQ in the foreground there.

Next Slide
This next image is a view from Alderman Road. We wanted to address concerns that we heard from the neighboring community about the height of the building as viewed from their neighborhood.

Next Slide
There is a rendering. It is taken just past the church.

Next Slide
These are conceptual renderings from Copeley Road. You can see the garage. This is where the indoor bike storage room would be located as well as some bike racks for bicycles and scooters. Some of those scooters will be inside as well. You can see the amenity space or the void where the pool and terrace are located.

Next Slides
This is looking at it from the opposite direction. We're trying to show how that space can be programmed and activated better than it is now. It is a bank that does not get a lot of street activity, given its use, particularly on the weekends, with it being closed much of the time. This will be a big improvement over that. It provides a nice café space for those coming and going, whether they are residents of the building, local residents, neighbors, employees at the University, etc. It will be a nice place to stop.

Next Slide
A similar location to provide that streetscape envisioned. You can see the bike racks on the far right and some on the far left as well. Café seating is envisioned outside.

Next Slide
We want to talk about height. We know that this is an issue there is a lot of interest in. It is proposed to be 10 stories, 114 feet to the roof. There is an additional rooftop space. It is about 12 to 16 for the elevator, stairs, and the restrooms. Because the restrooms are enclosed in habitable space, they do count towards building height. All those additional things on the roof are about 4.5 percent of that total roof area. We did feel that it was more important to have restrooms available for those using the rooftop amenity space then to not have that count against the height. The top of the building is proposed to be 114 feet.

Next Slide
These are additional elevations. This one is from Copeley Road.

We have heard a lot about the concerns about traffic and congestion. We certainly understand that. Our traffic study went through several rounds of review with the city staff. We think that it is a valid study. We have worked hard on it. Because of the nature of this use, the location, this will be the perfect location for future School of Data Center students to live. Employees will be able to walk to many destinations. There are scooters and bike parking. We have worked hard to accommodate, incorporate, and commit to all those multimodal transportation opportunities. The developer feels confident that this is a location that those students and tenants who want to be able to live without a car will be able to do so.

Commissioner Palmer – With the mixed-use size on the first floor, what was the square footage for the mixed-use space?

Ms. Long – 1700 square feet.

Commissioner Palmer – For the loading and service on Ivy Road, that has seemed odd to me. I thought that I saw on a site plan that there would be some sort of dumpster in the middle of that. From what you said, it sounded like that additional service vehicles would be able to pull in there. I want some clarity on that.

Ms. Long – Those are some of the site plans issues that haven't been fully flushed out. The idea was to allow a trash truck to pull in, pick up the trash, exit, and be out of the way of the traffic lanes on Ivy Road.

Steve Bus, Applicant – The thinking on the site plan that we have worked through with numerous iterations with staff has been this. From a residential traffic perspective, the decision was made to take that off Ivy and put

the residential traffic onto Copeley Road. That is the longer side of the property. The preference is given the proximity of the property to the intersection not to do that on Ivy Road. The retail and the desire to have the retail on that corner like any good retailer or commercial should be. You want the serviceability. You have the elevator core for the residential towards the front where the lobby is. That is where the trash chutes come down by the elevator core. You have a trash and loading in gray that sits there. There was some commentary about some conflicts between that loading zone and the existing power poles. The intent is to underground the power poles in keeping with some of the beautification efforts along Ivy Road to the east and continue that power line undergrounding along our section of Ivy Road.

Commissioner Palmer – There is the other side of that, which is the service that you show on there. There are going to be a lot of deliveries with that many units. Is it intended that they would pull in there to deliver? Or would they be using that bike lane to stop on Ivy Road?

Mr. Bus – They could pull in there to deliver. They can pull into the main residential garage. You will see that we have a recessed gate. It says res parking gate. You can see the res parking gate right in the middle of the garage. It allows commercial traffic to come in, park all day, except at night. We will close the outer part of the garage during afterhours. That res parking gate can allow Amazon or whoever. They're not garbage truck size. They're just the vans.

Commissioner Palmer – It will have to be a learned behavior. Those guys are on a time sensitive thing. They would be more inclined to stop in that bike lane.

Mr. Bus – We must do this in other buildings in other locations. You're correct. Students of this generation do get a lot of packages. We have big package rooms in the building. In this case, one of the conditions that we are fine with is requiring them where to take the packages. I am fine with that being a condition.

Commissioner Palmer – In terms of the parking number of 160, how did that coalesce?

Mr. Bus – We have 2 levels of parking here. We have the ground level and another level down. We have maximized it. We did not want to build a podium where you have 4 levels of parking above ground. It wasn't the way to activate it. We have prior experience in Charlottesville. We did the 1000 West Main Project. The parking ratio of that project was around 20 percent. We're around that ratio right now. We have seen parking ratios on urban campuses to be around 20 percent. One of the key points that was made is that students coming out of the dorms aren't all bringing cars. Some students do bring cars. We are catering to the students or non-students who don't want or need a car. It is a big component of their budget. It costs them $150 for the space. It costs $300 to operate the car. We like to provide alternatives with sites and projects that are in proximity where students don't need a car. They do not need it if they don't want it. There are some students that are going to bring a car. This is an alternative to do that. That is called sustainability.

Commissioner Palmer – I was curious about the pool location on that second floor. Some of the pushback on this project is about the height. I know that pool creates this cutout of the floor plane so that you could maybe achieve your number of units. If you didn't have such a cutout, maybe you could bring the height down a little bit. I was curious if you had thought about that or if that pool location is set for a reason.

Mr. Bus – Overall on the massing, as staff pointed out, the URB is an 80-foot height limit. CX-8 is an 8-story, 114 feet height. If you get into the requirements around the bonuses, it is 10 stories up to 142 feet in the draft code. We must provide some open space. Under the current code and even in the draft code, there is a certain amount of open space we must provide. The space that you see here outlined meets that open space requirement under the new code. You have the one section in yellow that is on the roof that has fire pits. That will be closed after hours. The pool and courtyard on level 2 faces south and east. It will get sunlight. Ultimately, we did not

want to create a donut. If we do a donut, every unit must have light and vent. If we closed it off, we would be creating this doughnut. What we wanted to do was to create a view coming out of that corridor looking down the green way to the east.

Commissioner Habbab – On the floorplan that you were showing us, there was a crosswalk. Is that something you would be installing that goes across Copeley?

Mr. Bus – Yes.

Commissioner Habbab – I had a question on the average café seating clearance. I know that it varies. What is that? Do you have any concerns on how tight that is? What is the average?

Mr. Bus – You will see that the overall sidewalk width at the café is around 12 feet. You have the back of curb, the green zone, a pedestrian sidewalk where the person is there around 7 feet, and the café zone, which is about 5 feet. The total is 12 feet. Frankly, we probably don't even need 5 feet for that café zone. What we're generally looking at is two-top type tables. This is the old on the left and the new is on the right. Some of the comments in the preliminary discussion back in July was that this felt heavy over the sidewalk on the left. We cut that out and opened it up. Proportionally, that building looks better.

Commissioner Habbab – I appreciate the recess pulling that up to the two floors to help break up the scale of the pedestrian level and create some interest there. Parking and traffic-wise, this is more of a comment. Thanks for pointing out that it is student housing, and it is not typically 9 to 5.

My other question is on the cash in lieu. Looking at the draft zoning ordinance and what we are hoping to get to, if we don't look at it considering the bonus, just at the 60 percent, looking at about 24 units. I am assuming that you're proposing 242 based on the application or 4.4 million in cash in lieu payments. In this proposal, you're providing 1.7 roughly double the current requirements. It is a difference of about 7 million. Can you speak to why there is that difference?

Mr. Bus – The proposal is 2 parts. Here is a little bit of personal and company background. I am one of the few people in the room who has built on-site units in other towns. We have a lot of experience doing affordable housing. In some places, they want the cash proffer. In other places, they prefer to build them. We did complete a project that required 8 percent at 60 percent AMI as part of an increase in height density and all that. Because the code is in flux, we have outlined a 2-pronged approach to it. It is a matter of what is the preference of this Commission and Council.

Commissioner Habbab – Even with that 2-pronged approach, there is a big difference between if you choose a cash in lieu option matching up with what we're hoping to get.

Mr. Bus – The $10 million is a massive number and not feasible in any reasonable thing. I would have to see the underlying. There was some conversation that I understand to be around $185,000 a unit. This is very recent. We're still trying to figure it out ourselves. This was submitted a month ago prior to these discussions that have been happening in the last week.

Commissioner Solla-Yates – Historically on this property, there has been some control about left turns. Left turns, in general, take longer, cause more queuing, more confusion, more danger, harder to see. Vehicles have more blind spots. A left turn is a more dangerous movement. Have you thought about controlling left turns?

Mr. Bus – Yes. It is a fine point to do. You can see that the traffic would be a left turn into the garage. You can take a right turn into the garage. I believe that you're referring to a left turn motion coming out and going left

onto Copeley. We would be fine restricting against the left turn because it is a blind turn. That is an Ok recommendation.

Scott Dunn, Applicant Traffic Engineer – It would direct more traffic to the intersection.

Commissioner Stolzenberg – Don't we want people going up Copeley to Massie and going to Barracks?

Mr. Dunn – This has been an ongoing discussion with the city traffic engineer. There has been some concern with traffic entering off Copeley into the site by the left because the traffic ques from the signal. We discussed doing a 'don't block the box' option putting some pavement markings down to preserve that open space there. It is an issue of if you get in the traffic, you're looking left trying to look around 2 rows of traffic to continue. It is the same to your right. If you do prohibit the left out of the site, which is the most dangerous movement, it would send additional vehicles down to the signalized intersection. Based on the distributions we discussed with this project, we have about 20 percent of the overall traffic going there. In the afternoon peak hour, it would be an additional 15 to 20 vehicles that would go to that signalized intersection based on the distribution.

Commissioner Stolzenberg – In your study, the queuing at the left turn from Copeley onto Ivy was the main problem point for your part of that intersection. If going up Copeley over the bridge, would you just extend that turn lane if necessary? Why didn't you propose that?

Mr. Dunn – The way that it curves now, there is not a lot of additional width to do anything. If you look on Copeley Road, the opposite side of this project is the only sidewalk that exists out there. That also carries over the bridge. We don't have any room to widen. If we extended that right turn lane that is going southbound on Copeley, it is going to back over into the thru lane. That is the point where we have enough width to accommodate two side-by-side vehicles. It really is a function of the road as it exists today. Overall, all the intersections that we studied, there were four of them in the general area. Every intersection operated at level of service C or better. There were a couple of movements that had a level of service D, which is acceptable under general practice. The addition of site traffic didn't affect that with respect to the operations on Copeley itself. In the background conditions, the queues coming down Copeley to the intersection were maybe 370 feet. With the addition of site generated traffic, it went to almost 400. It was a difference of 20 to 30 feet with additional cars in the queue.

Commissioner Stolzenberg – I had some questions about your bike markings. Are they conceptual? Yes, we're going to lay down some bike paint or are those what you're committing to along Ivy Road?

Mr. Bus – There is an aerial in your packets. You see those green bicycle boxes around Grounds. They're very common. This is an area of refuge.

Commissioner Stolzenberg – Often, you see green boxes in front of your left turn. There are a few other places that I would point out where green paint would help; a dashed line in front of your loading dock, for example. Would you commit to sitting down with our city traffic engineer and transportation planner and put in that paint anywhere that works?

Mr. Bus – Yes. We have been working with them.

Commissioner Stolzenberg – A couple of potential big improvements that you can make for bikes that would be a bit more of a commitment. You're going to have a lot of bicyclists in your project. One would be potentially taking your sidewalk area along Copeley Road and turning that into more of a shared-use path to get bikes coming southbound off Copeley off the street and bringing them up to the intersection off the street into something like queue stage, protected intersection. That is going to be more expensive and not exactly your

responsibility. It should be the city's responsibility. It is going to be years before we get around to doing something like that.

Mr. Bus – Those lanes are wide. If we added a green box at the front of that, it would be weird to bring bike traffic, suck it into the site, where we want pedestrians.

Mr. Dunn – We can work with the city traffic engineer on seeing what the best option for a multi-use path to the side is versus what we can do to restripe those widthwise. You can integrate some green paint depending on the pavement markings there. Have some bike boxes as you approach Copeley to hold bikes there in that area to provide a refuge. Those are things that we can easily work out. It is not a huge expense. It is a pavement marking exercise.

Commissioner Stolzenberg – These are site plan problems, not conditions. I think that bike boxes would help a lot. I am thinking of the Oakhurst/Bypass intersection at JPA.

Mr. Dunn – What we're trying to be cognizant here is that we want to make every accommodation that we can for bikes and pedestrians. We're also realizing that there is heavy traffic through there. Trying to balance all the needs of all the users. There are a lot of cars on Ivy Road. We are limited to what we can do with respect to the overall intersection.

Commissioner d'Oronzio – Going to back to Commissioner Habbab's comments about the fee in lieu, there has been a lot of talk about the fee in lieu. Commissioner Habbab and I had this view at the prior presentation here. If we're referring to the new proposed zoning, this is 8 floors with a possible bonus to 10 for affordable housing. The bonus to 10 is contingent on 50 percent, not 60 percent for the height. What I am looking at here is that if we're going to look at this height and you are referencing this new zoning. I have concerns about the exploitation and advantageous policies on both, which waters this down. If your view on this is that we're looking at the 10-story bonus height we're doing for affordable housing, we can't bonus the height with money. It would seem to me that conforming to the intent of the new zoning, it would be at 50, not 60. That sounds a little muddled. I am trying to get a sense of equity for what we're doing here. I am not as concerned with height as a lot of other people are. If we're going to be arguing that we're getting the 2-story bonus height for affordable housing, you need the affordable housing to get the height.

Mr. Bus – We have seen this be successful in places like Minneapolis. It has been an 8 and 60. The 60 percent is an important limit. 80 percent doesn't address affordability. What happens at 50 is that you can't even almost cover variable costs, much less the fixed cost of the affordable units. We have studied this. That is why we structured the proffer to be something that was over an 8 at 60 to go to 10 at 60. Just getting to the 50 is tough. That is why we expressed an earnest option in the proffer to do them on site at what we stipulated.

Commissioner d'Oronzio – I am unsurprised to learn that managing the financing and dollars of affordable housing isn't easy.

Mr. Bus – There are some other updates and inputs that I would recommend on some of the studies that were done. The study was well organized. There are two alternatives. We're comfortable with doing one of the two. We can discuss adjustments to the cash proffer. We were just operating with a formula that we knew a month ago, not the formulas that I have seen coming out the last couple of days.

Commissioner d'Oronzio – It is not official. We have had some draft figures available as well. It is the foundation on the prior one. It is the conflation of the two.

Mr. Bus – It is possible to do in student housing. Don't think that it is not unmanageable. It is manageable. There are specifics that we can get into with staff. With student housing, there is some flexibility that we identified in the proffer statement to comport these procedures with what we have seen work in other cities to do it for students. Students have needs, just like anybody else.

Commissioner Schwarz – In the drawings, you have a side wall that says, 'site wall for discussion.' Is that your internal notes or is there something you wanted to discuss about that?

Mr. Bus – It was in the back of the site topography where it drops off. We don't need the wall. The foundation walls would suffice. It is just a matter of going to calculate the average grade elevation. Under prior code, you average things. You can see the average grade elevation. That is what leads to that 130-foot-tall determination at the penthouse. The only reason that we ran that calculation to there is because we're including a bathroom adjacent to the elevator core. If you measure the height of every elevator core in the city, every building in the city would be another 15/16 feet taller. The true measure, as we see it, is measured from Ivy Road. The height of this is about 114 feet. That is in keeping with the intent of CX-8.

Commissioner Schwarz – It was 'for discussion' that was written. I want to make sure. I believe that you said that you're intending to bury the power lines. You're not going to move them across the street.

Mr. Bus – No. We're going to underground them. The line comes from these to the west.

Commissioner Schwarz – We have gotten that a couple of times where the lines end up multiplying and getting moved across the street. That doesn't do anybody any good. It looks like you have 3 street trees showing up on all your architectural drawings. Your site plan shows two with a whole bunch of utilities underground. Your property appears to be about 150 feet wide. Is there room to put those back?

Mr. Bus – I think that Timmons has a more defined landscape plan. I think that it was part of the packet but not in the slide show. It is just a limit as to what we can practically fit in the planters. This is like competing uses within limited frontage where you have requirements for bike parking, short-term bike parking to meet the intent of the new code along Ivy and the public bike parking on Copeley. We also have the scooter parking.

Ms. Long – At the site plan stage, we will have to comply. If there is room to add more trees and address all the other bike and pedestrian improvement situations, we will try to squeeze one in.

Commissioner Stolzenberg – On the proffer, for your onsite option, you talk about Pell Grants. Your rent is 60 percent AMI. The qualification for your tenant, it is Pell Grant recipient or 100 precent AMI.

Mr. Bus – That is a misstatement. It is Pell Grants.

Commissioner Stolzenberg – This is for non-Pell Grant.

Mr. Bus – I am not sure about the exact section of the text you're referring to.

Commissioner Stolzenberg – In the staff report, it is qualifying tenants. Students who qualify for any level of federal Pell Grant shall be qualifying tenants. For all other tenants, those people in households certified by the applicant to have combined annual adjusted income that does not exceed the applicable median family income for the applicable calendar year shall be qualified tenants. It is the same text in your proffer.

Mr. Bus – The applicable number should be 60. The important part is that the rent itself is that they are students. They're going to be almost always qualifying under the Pell Grant. A Pell Grant is a measure of family household wealth they certify.

Ms. Long – The applicable isn't important. It depends on whether it is a one-person household the size of the household. That depends on household income, 60 percent of the household income. It is not intended to say 100 percent of the income. It is 60 percent AMI for non-students.

Commissioner Stolzenberg – I thought that under the current code, you could have roof pertinences enclosed up to 25 percent. That is what level 10 at 323 is.

Ms. Long – I thought so too. I looked at it again yesterday for that reason. My recollection is that it says that if it is elevators, shafts, etc., it does not count towards the roof. Under that, there is a separate section of exemptions. There is an exemption. It specifically says 'non-habitable residential space.' To my interpretation, that means a restroom that is habitable residential space. I think that the intent was to prevent residential units in the apparent space. We would be thrilled if a restroom doesn't count. That was our read conservatively.

Commissioner Stolzenberg – It makes me wonder how those other buildings were built. It is semantic. It would make some people feel better if you changed it to say 114-foot height limit. You're proffering the general form of this development.

Ms. Long – For a lack of a better term, the roof is 114, not including 12 to 16 additional feet for restrooms and elevator shafts.

Councilor Payne – The draft inclusionary zoning policy has been around for over a year. Numbers and payments in lieu equivalents have been available for several months. This is a project justified under the CX-8 zoning. What was your rationale in terms of how you ended up in what to proffer for affordability? What were you basing that off?

Mr. Bus – What other projects have been doing.

Councilor Payne – Other projects under our current zoning or based on future zoning?

Mr. Bus – We're operating in a transitionary time. The understanding was that you have this current code. The cash proffer in the new code wasn't fully flushed out. It was an extremely large number. It was around $400,000 to $500,000 a unit for cash proffer depending on the type of unit. It was something that I didn't even think reflected economic reality to be able to pay $500,000 for a unit in cash proffer, which is why we offered to put affordable units in the building.

Councilor Payne – The justification for the project is the future zoning, CX-8. You're getting an application in a couple weeks before the new zoning would take effect. What is the rationale for pursuing a project justified under our future zoning right now?

Ms. Long – We did submit the application several months ago. We have been working on the application with city staff even longer. There is a lot of work that went into the pre-planning and the pre-application meetings. From the beginning, we knew it would be a challenge given the timeline and the overlap in the transition period that we are in. Unfortunately, contract issues did not allow us to wait and see what happens with the zoning ordinance. We only had so long, under the contract provisions, the study period, due diligence. What we did was look at the Comprehensive Plan and tried, as best as we could, to have the project comply with the draft zoning ordinance as it was evolving along the way. Initially, our application showed the comparison. Here is

what you could do under the existing URB zoning, here is what we propose. Here is what we could do under the draft zoning. To demonstrate, not so much justification, as just showing efforts towards consistency and compliance with the direction that the draft was going. With affordable housing, we knew that was going to be in flux for some time. I was at the meeting last night. We all discussed some new ways to calculate the fees in lieu for student housing. We haven't yet seen those numbers. We're anxious to see them. Without knowing where those figures will end up, when the ordinance will be adopted, we tried to propose what Mr. Bus and his team, based on other projects in other similar college towns, what is economically viable. They want to build the project. It must be worked. They know that they need to make an appropriate affordable housing contribution if it is fee in lieu or is units. Knowing what the comparison is, is challenging. From last night's discussion, I understand the reason those numbers in the draft ordinance felt so large and felt so unviable. We now understand that it is because the constructions cost method of calculating the fee in lieu is not intended to be a viable number. It is intended to be discouraging so that you get the units. We're trying to work with the city and figure out what is the right number to reflect the commitment and the role of the project, but in a way that is still viable.

Mr. Bus – Going back to our timeline in January, from January to through April, we worked looking at this under the URB. You can go to 8 stories, 80 feet with a limit of 64 dwelling units per acre. We didn't want to get into the games of doing all 6-bedroom units. From our experience of doing 1000 West Main, the densities under West Main south were 180 dwelling units per acre. It might have been up to 240 per acre.

Ms. Long – For clarification, when it was approved, it was called 1000 West Main. It is now the project that is called The Lark on West Main. It is behind the credit union building. At the time, West Main Street, where that land was zoned, a special use permit permitted up to 240 dwelling units per acre. They built less than that.

Mr. Bus – Working from January through April, we were effectively working within a PUD that contemplated the new code. The new code is substantially a form-based code. You can take density where density doesn't matter. What form is what everybody in the room here is paying attention to. Density is a side construct and we're working within the form and with parking and other things that get to the livability. You can see with the architecture, landscaping, and the feel with what we're trying to do. We're trying to make the place livable and desirable so that students don't keep pushing out into the neighborhoods. That is one of the biggest problems on a college campus. Students keep pushing out into neighborhoods.

Councilor Payne – I am aware of that. I understand all that. I understand, particularly in this location, with the adjacency to the University, as well as the fact that you're not directly abutting a neighborhood. I understand the justification is based on the future draft zoning and the Future Land Use Map. The holdup I still have is, even under the most conservative assumptions, the contribution to affordable housing is underneath what that draft zoning would be to the tune of several million dollars. I have a lot of concern over a project that is pulling the things that they like from the draft zoning but not the things they don't like. That under contribution to affordable housing is not trivial for the city. It has a direct impact on the ability for us to invest in significant affordable housing projects that we know are in the pipeline that aren't yet funded. I am not trying to be difficult for the sake of being difficult. It is a major concern for me. It does not seem appropriate for a project that is really justified under the draft zoning to not follow all the elements of it.

Councilor Pinkston – Can you help me? Your strategy is to build units as opposed to do fee in lieu. Do I have that backwards?

Mr. Bus – The proffer statement was 2-pronged. One was that we pay the fee equal to 2 times the current amount in the current ordinance. B, we do 10 percent of the units/10 percent of the bedrooms at 60 percent of AMI. The only difference between Part B and the current code is 10 at 60 versus 10 at 50. The 10 at 50 is a

difficult threshold to reach without subsidy. In Pittsburgh, for instance, they have 10- or 15-year subsidy to go to 15 at 50 percent.

Councilor Pinkston – To be clear, you're willing to do either: 10 percent at 60 percent AMI or cash?

Mr. Bus – That is correct.

Councilor Payne – You're strictly talking about your evaluation of building those units at 50 percent AMI or did you also look at the calculation for payment in lieu fee at 50 percent AMI?

Ms. Long – The former.

Commissioner Habbab – What is the term of affordability? How long are those units affordable?

Mr. Bus – It is like Minneapolis, Seattle, and Pittsburgh. It is not something into perpetuity.

Councilor Pinkston – Is 10 percent the rules that we would be going with to get the bonus density and bonus height?

Councilor Payne – Yes with 50 percent AMI. All that could be the calculation of payment in lieu. If it is built directly, the period of affordability is 99 years.

Councilor Pinkston – If we get units built, that is better than all things considered than the fee in lieu.

Councilor Payne – If they are at the correct AMI for 99 years.

Mayor Snook – I am concerned about several things. The first is that we can reasonably anticipate that the Wells Fargo property is going to come in with a similar project. We can reasonably anticipate that the city is going to end up having to solve a traffic problem with that intersection. You all are partly a cause of that problem. People have complained that we are launching these changes or proposing these changes without having done any study of challenges to our infrastructure. My response has been that we're not required to do so legally. Some people think we are. They're wrong. It is wise for us, in an instance like this where we think we know what is likely to happen. It would be wise for us to figure out what an answer might be and if it is going to end up being a problem for the city for us to consider that at the same time. That doesn't directly affect whether you all build a tall building there. It is something that the city needs to think about. I am not a fan of what we have now as a draft proposing CX-8 at the boundary line or virtually every entrance corridor to the city. It makes a mockery of the purpose of our having an entrance corridor ordinance. It ends up saying the reason that we're going to put tall buildings on the borders there is because we only must worry about ticking off city residents on one side and not both sides. I have a real problem with the notion of building up in this spot for that reason. I want to lay that out there. I am concerned that people coming south (towards the left) on Copeley. I have the problem right even without the big building there that I can't see the intersection until the last minute. I can't see the intersection until I get all the way around that curve. I have been surprised by the amount of traffic backed up there. I wonder whether it would involve cutting back on the size of your building a little bit. If you cut the curve a little bit, straighten that out, you improve the sight lines, and somebody could see more than just 50 feet away from the intersection. That would mean that the building to the right of the swimming pool area would have to be cut back a little bit. I wonder whether that is even possible.

Mr. Bus – This is the upper level. It doesn't reflect what would be the sight distance coming towards that intersection. I believe the site, from going out there today, the sight distance problem you're referring to is that

there is a guardrail that runs on the inside of that curve as you come over the railroad bridge. To the extent that there might need to be some type of flashing warning that the intersection is ahead or something to that extent.

Ms. Long – What you're seeing is the upper floors and doesn't reflect that the first 2 floors don't have as much overhang. At the vehicle or pedestrian level, it won't look as obstructive as perhaps this image would lead you to believe.

Mr. Bus – This is the ground floor. You can see that the building is at ground. For the first 20 feet, it is pulled back significantly off that curve. We're well behind the guardrail that is likely the thing that obstructed your view of the intersection.

Mayor Snook – The other problem is that you're coming from higher up. Something that is 20 feet up may still be an obstruction of your view. It is something that concerns me. I am not going to jump on the rest of the discussion of what the proper amount that would be for payment fee in lieu of affordable housing units being built. I will note that whatever it is we end up with, I hope that whatever we end up with, it is the same thing on Monday night as it is on Tuesday night. Last night, we had certain numbers. If we're going to have the same numbers on Tuesday night, we must decide that we're going to apply either the $180,000 or $335,000. It shouldn't be a matter of negotiation from project to project what that number is going to be.

Vice-Mayor Wade – I appreciate the discussion about the transportation impacts that alleviate some of my concerns. I don't have anything to follow up on. I support Councilor Payne's comments about the impact on housing affordability. I know that we got some copies of some comments from UVA about some concerns. Some of them seem more like big issues than others. Somehow, either a response from staff or from the applicant so that I can factor that in when it comes to Council.

Councilor Puryear –My concerns are Councilor Payne's concerns. I hear what you're saying about traffic. I hear what the mayor is saying about traffic. Remember that you are dealing with students. They may not have cars. They do have scooters, they jog, they stay on their phones, and they are not looking where they're going. It may not be vehicular traffic. It may be pedestrian concerns that you need to be concerned about. If you're not concerned about it, walk on The Grounds, and watch how the students walk and stay on their phones, use their bikes, use their scooters, or use their mopeds. You need to be concerned about that. I am very concerned about what Councilor Payne has addressed.

iii. Public Hearing

Anthony Artuso – I am speaking on behalf of the Lewis Mountain Neighborhood Association. The neighborhood association has written several letters about this project. Over 215 people have signed a petition opposing the project as currently designed from the Lewis Mountain Neighborhood. The is almost universal opposition to the current design. Height, massing, and sight design of the proposed PUD is out of scale with the adjacent neighborhood. It is not compatible with UVA's Ivy Corridor Plan or other new developments along Ivy Road across the county line. It does not contribute to the quality of the Ivy entrance corridor, which provides entry to Charlottesville's most cultural and historic landmarks. The proposed PUD conflicts with several goals established for Charlottesville's newly approved Comprehensive Plan, including utilizing small area plans to guide growth and development in areas likely to be redeveloped. The Ivy corridor is an area likely to be redeveloped. There has been no small area planning there. It is clear that is needed. Mayor Snook's comments about that intersection make that very clear. The Comprehensive Plan requires coordinating actions of large institutions, city, and county governments to support regional urban form, environmental, and transportation goals. It is evident from UVA's letter that there has been no such coordination with respect to this project, encouraging creative context, sensitive planning, and design. The only context sensitive about this is that they know that they're near the University and want to cram as many students in there as they can.

Ensuring compatibility with Charlottesville's entrance corridor design guidelines; those guidelines specify that new development should be architecturally compatible with the historic landmarks, buildings, and structures to which these routes lead and be compatible in massing, scale, materials, and colors with those structures that contribute to the overall character and quality of the corridor. UVA's Ivy Corridor Master Plan defines the overall character of that corridor. It is already underway. They spent years working on that. They collaborated with the community on that design and development. They have made it clear that this doesn't match that. That plan specifies 4-story buildings along Ivy Road and 6- or 7-story buildings back from Ivy Road. The neighborhood would be happy to see a mixed-use development at 2117 Ivy Road that meets those guidelines. We're not opposed to mixed-use development. We welcome more residential housing development in the corridor. We think that would be positive. This is simply cramming as much right into the boundaries of that site. The preferred ADU contribution is selling the birthright of the city for a bowl of porridge.

Ivo Romenesko (920 Windsor) – I have spoken in favor of urban development and infill development of many projects over the years. The challenge that we face in the city is that we have a fixed amount of land, and we have a growing population. We have some choices. We either build up or we move out. Moving out means moving to the suburban areas. The largest employer in the area is here in this neighborhood. Residents will likely live here, or they will drive here. We will have traffic if we continue to have a lot of demand in this area. That demand is through employment. When I look to the east from this project, I see that there is a plan for intense development along Ivy Road. When I look to the west, I see a sports complex. Sometimes at night, you see the lights from the ball diamond or the soccer fields and potential for future development. We don't know what that will look like. Building a lower project or a smaller project with only 3 to 6 floors. I don't see that that makes sense for the city. It would be an underdevelopment. I am not aware of any project that was built that didn't have an adequate amount of density where floors were added. I don't think there is a cure after a project is completed. Let me give an example. I look back to 1800 Jefferson Park Avenue. It was built in 1966. It is 9 to 10 stories tall. I don't recall that it has caused damage to the neighborhood. In fact, it is going through a rebirth. It has been renovated. It has worked for a long time. Traffic is a major issue. Proper traffic controls and building units where people want to live and go to school/work is a wise choice. Affordable housing is always a challenge. I see it as more of a supply and demand challenge. If you want to cure affordable housing, you increase supply.

Natalie Oschrin (531 Caroline) – It is extremely important that housing like the 2117 Ivy project is approved in Charlottesville. The ultimate point is that we don't have enough homes for our residents, which drives up costs and drives people out. I was recently elected to City Council, and while I am not yet sworn in, I hope that the numbers of voters who showed up to vote in support of my very pro-housing platform will have an impact here. People are ready for big steps like this apartment complex. There have been detractors, within the city government, the public, and from UVA. They are worried this building is too much or too different, and I'd like to address those concerns. First, those who say it's too much are worried about the scale. We can't be afraid of height. Charlottesville is land-constrained and if UVA keeps buying land, the city will keep losing it and the tax revenue it could generate. We must go up and be excited about it. There is no objective reason why a shorter entrance corridor to a city is better, it's just what we're used to here. A slow slide into less dense areas at the edge of town is how sprawl gets started. There are plenty of tall buildings in Charlottesville already and tall buildings that are beautiful everywhere. We don't have to limit ourselves like this. A centrist compromise isn't based on the actual needs of the community. Reducing beds from 600 to 400 based on gut feeling isn't founded in data. I'm sure if given a number of 900 units initially, they would feel more comfortable with 600 units just because it's fewer, not because it's necessarily better. A ten-story building is a significant benefit to the community in that it provides housing, which we desperately need. The facts point to this being a no-brainer. In the letter from UVA opposing this project, they say that the building will be too different from the plans that they have for the area. They make the point that they have kept their height to four stories. While that may be true, it doesn't matter. They missed the opportunity to build taller than four stories and it's not their land. The point comes off as a petulant response, they are upset they didn't get the chance to nab the land first. But that's

how it works sometimes, and we don't need to punish a group on UVA's behalf for aiming higher, especially when they are trying to provide housing. There have been some neighborhood complaints about renters which fail to recognize that 60% of the city are renters, and that doesn't mean they have any less buy-in to the community. People rent for all reasons, and around here, that includes inability to afford purchasing homes of their own, as much as they may desperately want to. Renters are residents too. Increasing supply anywhere alleviates pressure somewhere else, so these 600 beds would free up space in other neighborhoods, increasing opportunity for others in those areas. Since this complex would be primarily for students, the location is perfect. It's close to amenities (school, grocery, Barracks Road), and includes significant INDOOR protected bike storage, as well as scooter spaces and car share spaces that facilitate a reduction in car dependency that we need to reach our climate goals. Please approve rezoning this project to allow for the full 10 stories so we can begin to make progress in addressing our housing crisis.

Alice Roscher – UVA is not opposed to development on this property or the rights of developers to propose or build projects on properly zoned and approved sites. A block from this site, as you head east towards downtown, you can see that UVA is not opposed to development. We have a few projects happening now. I am not here to slam this project or to suggest that it is only Ok for UVA to be able to develop property along Ivy Road. Neither of those is an accurate description of our interest in this proposal or UVA's position in general. What would ask the Planning Commission and City Council to consider on this project is how the proposed structure fits in with the existing residential and commercial character of the area and the city's own established guidelines. Does the proposal meet the city's stated preferences and expectations spelled out in its entrance corridor design guidelines? Does a 10-story fit in with the city's vision for the corridor as it relates to the scale of development or the character of the entire corridor as a whole? Would the PUD, as proposed, offer adequate pedestrian infrastructure on a commercial street as stipulated in the entrance corridor? Would development of this size create undue traffic pressures at an extremely busy intersection? These seem like reasonable and appropriate questions as it relates to this project. They are the same kinds of questions that the University working with the city and the adjacent neighbors was asked to consider on the Ivy Corridor projects. Do the Ivy Corridor designs reflect the city's entrance corridor guidelines for lower-scale development, in our case 4 stories on the street edge. The taller buildings that are a maximum of 6 stories are set back on the property against the railroad. I would like restate UVA's commitment to being part of the solution for the affordable housing issues in our area. The University is interested in eventually requiring all first- and second-year students to live in UVA housing on Grounds. Right now, only first-years are required to do so. If we can make this transition, it will reduce the demand from students on existing apartments and housing off Grounds, potentially increasing the number of available rental units in the community. UVA is also committed to adding up to 1500 new affordable housing units to the local market over the coming years by partnering with developers to build on land owned by UVA and UVA Foundation. This land is provided free of cost. This is real activity and real progress. UVA is proud and excited to be taking actual steps to be a part of the solution for our community. The University has been here for more than 200 years. We hope to be here for another 200 years. We're committed to being a good neighbor.

Mo Van De Slopa (608 Cabell) – I want to focus on one thing, which is the abject absurdity of UVA writing a letter in opposition to this project. Monopolists oppose competition. We know that if this project does not go through, UVA is going to buy this land. The best-case scenario is that they might build a dorm on it. More likely, we won't get any kind of housing on this situation. I would warn you that you only have so much land in the city. Virginia state law does not allow Charlottesville to annex any further. Each plot of land that the University can buy is a plot of land that cannot be taxed. We have some concerns raised over the difference between the proffer amounts based off the current zoning code versus the new one. I understand that there is a differential there. I assure you that, over the course of this building's lifetime, the property taxes that they will pay on it will more than make up for any proffers.

George Snyder (Lewis Mountain) – A lot has been said about this. I live near this proposed development. I am going to ask that you deny the variance requests. These rules are in place for a reason. These extra stories are not allowed in the zoning unless it is paid for, which is what they are trying to do.

Public Speaker #1 – I would like for you to deny this. It was set for 8 stories. They wanted more. It sounds like they want 2 extra floors, and they only want to pay $2 million. They want extra and they don't want to give the amount of money that you should get for this building. They will certainly be making a good profit. The city talks about wanting to be there to help people, who don't have the money. The city should care about how it looks and how it is for people to live there. What I saw from that was a big square box with a lot of apartments. If you want to make apartments or places that families want to go, this is just a dorm. I don't know why somebody is building a dorm. It doesn't help families at all.

Christine Paulozola (Douglas Avenue) – I have done business with the bank that is currently on site. I am afraid of how it is designed to have the entrance and the exit to this huge development going off that road that goes over the hill towards the U Hall that comes into town the other way towards that huge intersection at Ivy Road. The way that you have designed this building, people are going to be going in and out of the building only off Copeley Road. People turning left will have to go across 2 lanes of traffic. You will have the intersections backing up because left lane turners will not be able to cross the 2 lanes of traffic. The whole entrance and exit of this development need to be looked at in real time. It needs to be looked at with a projected volume of traffic that is a dangerous curved bridge. If you have athletic events, JPJ events, and football games, you are going to have a dangerous situation that will be compounded by the only way in and out of this apartment building being on a dangerous that people must turn left. You need to re-examine the entrance and the exit for this building.

iv. Commissioner Discussion and Motion

Ryan Franklin, City Attorney – There was a lot talked about with the new draft zoning ordinance. As you are deliberating whether to approve this PUD, you're approving it looking at the materials as presented, with the proffers as they exist, with the application materials as presented based upon the current zoning criteria for PUDs, not on the draft or any other hypotheticals.

Commissioner Palmer – My comments won't be much different than what my comments were in June when we saw this project. It hasn't changed a lot. These PUDs are a difficult thing for us to examine. It feels like it is all or nothing. That was coming out in some of the public comments that you are either for it or against it. This project, like all projects, has some benefits for the community and highlights some concerns for the community. In terms of benefits, the student housing close to Grounds is big benefit of this. I don't think that anybody would question that. I did appreciate, in their presentation and proposal, the TDM strategies, especially for bike parking and a little bit of car share. That is to be commended. The on-site affordability offered to students within their proffer is nice to see. Sometimes, students are forgotten in that conversation about affordability. Whether they do in lieu or on site, I know that it is up for determination. It is nice to see that it would be available for students. The number one concern that we talked about the most is the height and scale of this project. Everything that I have seen in terms of the city planning/plans for this area and UVA plans for this area points to a height/maximum of 8 stories. We're now at 10 stories. If it could be 8 stories, they can accomplish the number of units they want to get within 8 stories. That would go a long way towards this being a better project. I continue to have those concerns with the traffic on the site. It is under-parked. It is not going to generate these huge numbers of cars. The nature of the site on that corner with those issues that people have highlighted on Copeley Road and site. I don't know where you put the entrance. This seems like the least bad place for it. That is going to continue to be a concern for this project.

Commissioner Habbab – Looking at the big picture, I believe this is a good, efficient use of land. It could be a catalyst for revitalization of the Ivy Corridor as a pedestrian hub tying into the UVA expansion. It is a great value to Ivy. I am taking that into consideration. The recess of the first 2 levels does a lot to break up the scale and help that pedestrian experience. I appreciate the applicant's effort to bring that into their revised design. The planted buffer is appreciated. I was hoping for more trees there. With the traffic, I trust our city staff to figure that out. With the applicant, it is a tough site. Something will be built there. Whether it is an 8- or 10-story project, I don't think that will have a big impact on whatever they do there. I was having some concerns driving in from Ivy and looking at that as an entrance into Charlottesville. You get hit with this massive wall. Until something gets built next door at Food of all Nations and Moe's BBQ, it is going to stay that way. I am not sure what a good solution would be at this time. Perhaps, this is something that we can address at the ERB. It feels subjective right now. With the proffer, I saw a 30 percent multiplier in the affordable housing statement. Is there a 60 percent AMI with a 30 percent multiplier?

Commissioner d'Oronzio – That is referring to the backend. The multiplier isn't a multiplier. It is the cost of housing. 30 percent of your gross income is the maximum you should expect.

Commissioner Habbab – With the proffer, I bring up the CX-8 because it was referenced by the applicant in the application as justification. I will meet you at CX-8 with no bonus at 114 feet disregarding the 10 stories. In a base CX-8, our proposed requirement is 10 percent of units at 60 percent AMI for 99 years or cash in lieu equivalent to that amount. This does not meet that. There is a big difference there. One of the speakers brought up a good point that I had not considered given the current circumstances of this project. I was willing to take a hard stance on that proffer. I have considered. Instead of 'killing' this project, I hope that the applicant can work that out with City Council.

Commissioner Solla-Yates – Many of my thoughts have been expressed. I appreciate that this is a difficult site. We're not going to get to perfect on it. The big ideas are right. The efforts by the applicant to address the street and make it comfortable for pedestrians are important and relatively successful at this stage. We have additional design review to go should this go forward. The region has a huge affordable housing problem. $2 million is a step in the right direction. A bigger step would be very welcome. That $2 million is exciting. I am hesitant to say 'no' to that. The innovation of doing more to be creative with travel and parking demand is important and exciting. It will build best practices in the region, which is important. Overall, relatively positive on this currently.

Commissioner Stolzenberg – Let's talk about traffic. I have seen the morning backups. VDOT says that Ivy Road has 12,000 cars a day. Where is that traffic coming from? It is coming from people who are forced to drive into the city, people who are moving out to Crozet because we don't build homes in the city. It is not coming from people in apartments living along Ivy Road where they have a choice to walk or bike. The 38 trips at the peak hour that this building is putting onto Ivy Road is a tiny 'drop in the bucket.' It is 12 trips in the AM hour. It has no effect Ivy Road traffic moving along Ivy Road. This is a project that follows absolute best practices for TDM. Between the parking ratio, the on-site bike parking, the bike storage, and the car share, there is a real opportunity here for the people who live in this development to not have to drive places. It is right next to a grocery store. If we aren't going to allow people to live in places like that or if we're going cut units off by the dozen, to say that this needs to be 20 percent smaller and then we will be satisfied, we have gotten our piece removed from it. It is a mistake. For Council to deny this project, it would nothing less than climate arson. The project is a 'no-brainer.' The scale is reasonable. Every plan for this corridor has said that the goal is to make it an activated pedestrian corridor that works for people walking along it. That is what human scale is. For years, it has been a strip mall corridor. Building up to the lot line with amenities for pedestrians, for transparency, and for activation, that is what makes a street human-scale, comfortable to walk on. Despite the height, which is not a huge factor in what makes a street pedestrian friendly, the way that this building addresses the streetscape is a lot more human-scale and more beneficial than much of UVA's proposed development. This project needs to be

approved. I share some concerns about the proffer. I hope that the applicant revises it. The amount that they're proffering is a couple years of tax revenue here. We're talking about hundreds of students out of other units. I applaud UVA for their efforts on housing. If they build 2nd year dorms and don't kick the upper classmen out of the residential colleges, that will help. Combining new units for people to live in with new dorms at UVA to live in will help even more. I recommend approval of the project.

Commissioner d'Oronzio – If the students are here and they're not going to live in this building, they're going to live somewhere else. If they're living somewhere else, they're going to use the infrastructure to move around the city and the county as any other resident elsewhere would. Here you do self-select. I don't use my car but once or twice a month or I don't have one. If you're starting out with traffic being lousy and developing there is going to make it lousier, then your answer is not to develop until somebody magically fixes the traffic. That is not an answer. As to the proffer and its amount, I would like to see bigger dollar amount. I am very interested in building affordable units for students. We don't talk about this much in our housing plan. We have a shockingly high number of students who are on the verge of homelessness. We are not without homeless students, who are couch surfing on steroids and trying to get by. We are addressing a housing issue. With the height issue, if we're talking about 8 stories versus 10 stories, I don't see a qualitative difference even if it is a quantitative one. I am inclined to support this project.

Commissioner Schwarz – I am very strongly in support of this project for points that my fellow commissioners have made. The traffic is going to get bad no matter if this building comes in there or not. As Commissioner Stolzenberg has pointed out, people who use the corridors are not necessarily the people who live on the corridors. They are a corridor for a purpose, which is to shuttle people from further away into the city. I am frustrated by this continued idea that height is bad, that we're trying to create a zoning code that mitigates height. We should not be looking at height and density as bad things. Hopefully, our zoning code is one that creates good height and good density. I find that very frustrating. The idea that we can't have height on our entrance corridors because somehow it is a bad thing. The point of the entrance corridor is that we get to review it. We get to put an aesthetic review on any development that happens on our entrance corridors. We need to put people in locations where they are least likely to need a car. We need to put as many people there as possible if we're going to benefit the rest of the city. There not many better spots put a lot of people. This one would be a potentially successful development. The people who live there will very likely not need to have cars. I am strongly in support of this project.

Chairman Mitchell – It is my intent to vote in favor of the application and make a recommendation to Council to approve it. There are 2 points where I think we do not have consensus on this board. The height is more than what I would like. I would recommend to the applicant that they begin giving some thought to maybe reducing the height a bit before it goes to Council. I am not sure that I count 3 votes yet on the height of this building. You need to give that some thought. The other piece that we don't have consensus on is putting affordable housing units in that are dedicated to students. It doesn't do zip for the people who work on the 0 level of the medical center. People who work at the 0 level of the medical center are not going to live at 2117 Ivy Road. A payment in lieu of a project that goes into student housing does do something for the people who work on the 0 level of the medical center. The two points of no consensus are payment in lieu versus on-site affordable housing in student oriented properties and height. It is my intent to support the application.

Motion – Commissioner Stolzenberg – I move to recommend that City Council should approve ZM23-00003 on the basis that approval of the proposed PUD Development Plan is consistent with the Comprehensive Plan and will serve the public necessity, convenience, general welfare, and good zoning practice. Second by Commissioner Schwarz. Motion passes 6-0.

III. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded

The meeting was adjourned at 9:20 PM.