Planning Commission Meeting Agenda
November 10, 2026
610 East Main Street
City Council Chambers
Charlottesville, VA 22902

Carl Schwarz, Chair
Danny Yoder, Vice Chair
Ross Harness
Hosea Mitchell
Betsy Roettger
Lyle Solla-Yates
Josh Carp
Michael Joy

I. Commission Pre-Meeting (Agenda discussion(s))
Beginning: 5:00 p.m. Location: (Basement 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)

1. **Commissioner's Reports**
2. **University of Virginia Report**
3. **Chair's Report**
4. **Department of NDS Report**
5. **Matters to be Presented by the Public not on the Formal Agenda**
6. **Consent Agenda**
   - a Minutes - July 28, 2026 Work Session
   - b Minutes - August 11, 2026 Regular Meeting
   - c Zoning Text Amendment Initiation - Development Code Amendments

III. Planning Commission Public Hearing Items
Beginning: following previous agenda items

IV. Commission's Action Items
Beginning: following any public hearings

1. **Special Exception Request - 1906 Stadium Road [PL-26-0120]**
2. **Critical Slope Special Exception - Westhaven [PL-26-0113]**
3. **Special Exception Request - Westhaven [PL-26-0114]**

V. Future Meeting Schedule/Adjournment
Tuesday November 24 - 5:00 PM - Work Session Tuesday December 8 - 5:30 PM - Regular Meeting

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Planning Commission Work Session

July 28, 2026 5:00 PM to 7:00 PM

Hybrid Meeting – City Space Conference Room

Commissioners Present: Commissioner Solla-Yates, Chairman Schwarz, Commissioner Mitchell, Commissioner Carp, Commissioner Yoder, Commissioner Harness, Commissioner Joy, Commissioner Roettger

Staff Present: Remy Trail, Patrick Cory, Dannan O'Connell, Matt Alfele, Missy Creasy

Chairman Schwarz called the work session to order at 5:03 PM.

1. **Development Code Cleanup Discussion**

Staff Presentation

Matt Alfele, Development Manager – This is your work session for the 2026 Development Code Cleanup. You had a work session in June. There was a subcommittee meeting on July 9th where we talked about active depth, setbacks, and build-to. In your one-page memo, there is a synopsis from that meeting. There were two commissioners at that meeting. They can expand upon that conversation. The work session tonight is focused on those three areas. As a larger group, staff have put together three areas you might want to look at when you are looking at these three areas.

Commissioner Feedback and Questions

Chairman Schwarz – I thought the memo was pretty good. We are trying to limit our discussion tonight just to these three topics: active depth, setbacks, and build-to. That is what came out of our work session. We are trying to get back into the larger items that are going to require more thought and more staff time. The goal is to find some things that we can get done this year. With active depth, we talked about this as a group before. Currently the active depth standards on primary streets extend from ground floor to the top of the building. For some of our districts, it is deep. It is 30 feet. It prohibits hallways, bathrooms, closets, and parking. I guess one of the bigger questions for active depth would be if we want to change it, what are our thoughts on parking on the front façade of a building on the upper levels?

Commissioner Mitchell – What was I looking for? I read that. I did not see where you guys left the discussion with any recommendations for us.

Chairman Schwarz – We left with questions. I have recommendations.

Commissioner Mitchell – You guys studied it more than we have. You are probably better suited to make recommendations than I am. I would like to hear the recommendations from the subcommittee.

Chairman Schwarz – With active depth, my recommendations would be that we exclude anything that is within a residential unit. If you have an apartment unit on the floor up above or whatever, that would be a question for the first floor as well. Any bathrooms, closets, or whatever that are in an apartment, we don't care. It is within a residential unit. That would go a long way to fixing some of these things. We need to look at the depth that is required. Thirty feet does not make sense. For example, the Apex Building is NX. It requires a 30-foot active depth on the front façade. They have offices that ring the outside of the building and then there is a corridor. That building would not comply. The offices are probably 8 to 10 feet deep. We need to look at those depths.

Commissioner Harness – I will say that there are two big discussions that we had with the subcommittee on active depth is what do we want to include or prohibit explicitly in the definition of active depth? How deep is it? The third is how high do we want active depth to go? On the side streets, it is just the first floor. On the primary street, it could be to the top of the building. What are we trying to encourage or prohibit through these active depth rules? It is those three that make up active depth. We potentially want to adjust to get the result that we are intending to achieve.

We really did not come up with recommendations at the subcommittee meeting. It was more of a discussion about what things that be adjusted, which I just laid out and if staff had any concern or about trying to keep it narrowed down to more of these dimensional changes or numerical changes? Trying to keep it within the intent of what we are doing with the code and active depth.

Commissioner Mitchell – Is it your objective to answer those questions today?

Chairman Schwarz – It would be good to have some idea of what we want. Maybe we don't have a specific answer. At least we know what we are trying to get out of active depth, build-to, and setbacks.

Commissioner Harness – On the build-to and setbacks, there is this tension between what is out there today and what the code is trying to do. In many areas of the city, there are parcels that they want to be developed in the future. It is hard to do based on the built-to and setback requirements. What it turned into was a conversation about: Do we want to adjust what a parcel with a non-conforming structure today is allowed to do? If you have a parcel that is technically too wide for maximum building width but also meeting the build-to width, the code is trying to get you to subdivide that parcel. If you already have a home on it that is in the middle parcel, you cannot split the house in two to be able achieve that goal. If somebody is living in that home, are we wanting to prevent them from building additions or allow them to build additional units in their yard? If we do, do we want to force them to put it at the sidewalk or can they put it behind their house? Those are the discussions we were having in the subcommittee. It became a discussion about green-field parcels that don't have anything on them. The intent and what the code is doing today, we believe is working or will work when those things come up. In many parts of town that already have a home built on it and it is not working, what do we allow those property owners or residents to do?

Commissioner Solla-Yates – One of the options I saw in the packet that I like is giving an alternate condition for existing buildings. That is clear to me. I love that idea.

Chairman Schwarz – Currently, non-conforming structures have a section in the code. You are allowed to add on to the non-conforming structure. On the side, I think you can go 20 percent. You can do a 10 percent addition to the front or you can add on to the back as much as you want. For me, the concern is if you don't want to add on, but you want to put another primary building (not an accessory structure), but a primary building, which could be a single apartment unit. If you want to put that in the backyard, you can't. You must put it in the front yard up to the street. My recommendation is to tweak that non-conforming structure section to also allow new primary buildings behind an existing building. That is part of our discussion. I don't think we need to adjust and get rid of build-to and setback requirements now. Keep it simple.

Commissioner Carp – It helps me to think concretely about buildings that we might think are good or not good. You mentioned the Apex Building. I did not know it was there before. It does not matter. Imagine that in a parking lot. In green field, there was no structure there. Do we think the Apex Building today is bad? If we are talking about adjustments for non-conforming structures, that would not have let that building through because there was not a structure there in the first place. If we think that building is good or not offensive, do we want to

have rules that allow it to be built in the future? It would seem to me to just allowing more allowances for existing structures would not get us far enough.

Chairman Schwarz – With the Apex Building, its issue is if it had to follow our current code. It would be the active depth, not the build-to and setback.

Commissioner Carp – That is still in scope for tonight.

Chairman Schwarz – Would it be easier just to start with active depth? I listed some of the reasons that active depth seems problematic. Some of it is depth. A big question for us is: Should active depth be just the ground floor or should it be the whole façade as is currently written in our code? What are the things that would happen if we did not do the full façade? A building like the Water Street Parking Garage where they have retail on the ground floor and parking above could be built. Are we Ok with that? One of the arguments against that was eyes on the street. There is a preference for having residential units or some use on the second floor or above. When the retail on the first floor closed, you have people looking down the street. There was the attempt at putting up a taller building where the Violet Crown currently is. That was not going to work unless they were allowed to have parking above on the exterior walls of the building. It is a big question for us. What are our thoughts? First floor or the entire façade.

Commissioner Harness – It could also be a middle. It could be the first two floors; the first three floors require active depth. It does not have to be on the first floor or the total height.

Commissioner Carp – Do we think City Space should not exist in its current form? Is this a bad building? If this building vanished and we wanted to build it from scratch as it is today, should we say 'no?'

Commissioner Roettger – I don't know. I would think about it from the other street. Market Street is just concrete panels all the way up. We have the parking garage. On this side, we have two floors that have humans.

Commissioner Carp – How do the rules work if the building has different heights on different sides of block?

Mr. Alfele – You would have a ground story on each street. How it would work from the theory standpoint is your modular. You get the same height. It needs to be stepped down. How that works internally probably would not work. You probably could not do the garage like that with this shallow of a depth.

Commissioner Yoder – Does active depth only apply to one façade?

Chairman Schwarz – It applies to your street facades. On the primary façade, it is every story that is within the build-to. If you were to step back at some level, you could do whatever you want. On the secondary streets, it would be just the first level. You can have two primary streets.

Commissioner Yoder – I generally support not requiring active depth of the entire height of a building. I get nervous around first and second floor. I am sure that the result will be a parking garage on the second floor over the street. On one hand, you would maybe walk right by it and not notice it. On the other hand, it would be better to have people living there or offices there. On the other hand, there is going to be parking there. It is a tradeoff. I don't think we can make the zoning code force what we think is the perfectly designed building without any of those externalities of cars parking above you. If we were to adjust the actual depth to make it not as deep narrower, that would also give developers more flexibility. Let's say that we kept active depth for upper floors, but we made it like 20 feet. I don't know what the right dimension is. Would that then make it more possible to build buildings that have parking on the second floor? You are wrapping it in like a Texas donut thing where you are wrapping it with something else with residences.

Chairman Schwarz – Yes and no. Yes, it would allow that. Architecturally, structurally, and as far as complications are concerned, it does become a little more complicated. Obviously, they do that with big apartment buildings when there is enough depth for a full apartment and a hallway. I don't know if the depth of an office plus a hallway is worthwhile. One of the things with construction is that it is nice to have. Where you have a garage, you have concrete construction. They are obviously not doing that with The Standard on West Main. That is wrapped with apartments.

Commissioner Yoder – I like Commissioner Carp's thing of having a building in mind that we can apply this to. I imagine that if we allowed this, the new building that is being proposed on Main Street has structured parking in the proposal. None of it is exposed to Main Street. In theory, if we were to make this change and only apply active depth to the first floor, a similar building would have parking hanging over Main Street.

Chairman Schwarz – The Draftsman does this. That is an example. That benefited from BAR review. Our zoning code does require that garages must be screened. The ERB thing you got was weird because that was from a previous zoning code that did not have a requirement. It does not say the screening must have a certain purocity or a certain amount of opacity. It does not say what it must look like. We could get something like the garage above us. It has a bunch of concrete vertical slats.

Mr. Alfele – If you wanted to alter numbers and you are not sure what the numbers would be, there is already a path in the code to do that. If a developer knows a way, they could do it. They could wrap it. They could need 10 feet instead of 30 feet. They could ask City Council for that reduction.

Commissioner Yoder – I am generally in favor of limiting active depth to the first floor. I also think allowing residential uses and commercial uses to include hallways to occupy the active depth area. I don't know if it makes more sense to state what is not allowed or to state what is allowed. I would not want parking in that active depth area.

Chairman Schwarz – I think stating what we want to exclude makes sense.

Commissioner Yoder – Until somebody invents a new thing that we don't want in the active depth. I don't know if that will ever happen.

Commissioner Roettger – I agree that this needs to be changed. Do we have to come to a conclusion tonight?

Chairman Schwarz – It would be good to have some direction. Maybe not a full conclusion.

Commissioner Roettger – I am thinking of looking at the dimensions a little bit, more of what that depth would be. Can a bedroom fit there? Just to test it out.

Chairman Schwarz – If we want to look at changing the dimension, that would be Ok to say that we want a different dimension. We have not quite figured out what that is yet. Is that fair? Would you like to get a dimension from us tonight?

Mr. Alfele – That is fair. It would be interesting to see where that number would come down to in trying to put together a page for the justification for the analysis going from 30 feet to 15 feet.

Commissioner Joy – Can I add a suggestion to that? Just did a search to see some of our neighbors. It appears Richmond might have 15 feet on the primary and 9 feet on the secondary for active depth. Is any of the form-based zoning that has been adopted in Virginia, is there a benefit to trying to get alignment? From a

development standpoint, there is a common language. If I had done a successful project in Richmond, I could have been successful in Charlottesville. If I did something in Arlington, the same logic would apply here.

Chairman Schwarz – Just to be clear, we do have zones where it is 15 and 9. We have NX and our DX-zones where it ends up being about 30 feet there.

Commissioner Joy – The other thing I was going to say about how many stories is that maybe with the side street, you may be only have to require one story of active depth. On the primary street, maybe it is two. That would allow something like the Violet Crown parking to maybe have worked where they could have got the parking up on the cross street but maybe not on the Downtown Mall.

Mr. Alfele – The example on the screen is the downtown where on the side street it is only two stories. The primary street is the full façade.

Commissioner Joy – I agree with others. I don't know what we get from having the entire façade. That feels draconian. I cannot think of a project I have worked on where the entire façade is fully active.

Mr. Alfele – That probably added into having more active depth on our more pedestrian friendly street instead of just 15 feet doing a deeper active depth because it is our pedestrian area.

Chairman Schwarz – The 30 feet might make sense on the ground floor. I don't know how deep our restaurants are on the Downtown Mall.

Mr. Alfele – In the 2025 cycle, we loosened up the definition of active depth. That active depth was strict and would have prevented things like CVS and some of these retail things in the old definition. We were able to loosen that up.

Commissioner Harness – I struggle with the second floor. I am trying to reconcile what we are doing here as being a minimum versus having something other than a parking garage or another inactive use on the second floor trying to create a public environment that visually extends into the buildings or the private property and vice versa. Commissioner Yoder, you said one floor. I would be curious to hear from people what they think about the second floor. Does the definition of active use be moved forward to the primary street on the second floor bring benefits to the public experience?

Commissioner Roettger – Given the proportion that you can build. If it was a 2-story building, that would seem right. With most cities, they just have the larger ground floor. With bigger cities, the section of the street, if it is a wider street, you want to be up higher with your ground level to create that space in the street.

Chairman Schwarz – We have our ground story height set for non-commercial uses in almost all the districts.

Commissioner Roettger – I think two stories would be great as a minimum, especially if the active depth is down to something where you could have a bedroom or reasonable apartment size. That makes sense too. You would encourage potentially more offices or residences to be lower and closer to the street.

Chairman Schwarz – I think we are hearing two people for at least two stories on the primary façade.

Commissioner Mitchell – I have no objections to two stories.
Chairman Schwarz – It seems like we are leaning towards two stories. What are the thoughts on just exempting anything that is within a residential unit? What that could mean is that we could have apartments where people put the bathroom in. They would still have their transparency requirements. There would still be

windows. It could be bathrooms and someone has a window in their closet. I don't think this applies in the R districts. It would apply if someone built a townhouse or something in the RX districts. It would maybe have houses where they put all the bathrooms not facing the street. They can get the bedroom windows facing a backyard. James was thinking that would avoid the eyes on the street. That is the drawback. We would just solve a lot of issues by just allowing residential uses.

Commissioner Mitchell – Explain why we care. I don't care. Let the market do what the market does.

Commissioner Harness – The other thing is that single-family, even though it is not a definition, one unit is exempted from active depth anyways. That was a discussion we were having in the subcommittee. If somebody builds one unit on a lot that is up to the street, even in today's world they can still put a bathroom and a closet up against the street.

Chairman Schwarz – It is what you get if someone is doing multiple units on a smaller lot. It would get awkward no matter what trying to dictate what goes into a residential unit; get that percentage and all that just right. It seems funny. I am not sure we would ever get a number that works out well anyways. You can do bedrooms that are 10 feet deep.

Commissioner Carp – There is some new housing in Belmont. I was canvassing there years ago. It is townhouses. What you see walking down them is garages. Would that kind of building be exempt because they are single-family residences. I have not looked into what they are, especially when we are looking at them from the street. I did not like them. I don't know that we have a public interest in saying you cannot build ugly buildings.

Commissioner Solla-Yates – Are you talking about snap houses where there is a garage at the first story at the first story and people live above the garage?

Commissioner Carp – I think that is what it is.

Commissioner Solla-Yates – I believe those are banned by our vehicular access restriction banning front façade parking.

Mr. Alfele – It is the garage door that triggers it. The code has written it. We don't mind if you park in front. We don't want to see the car but not the garage. You can turn the garage. That is fine. Then there is that vehicular use issue. We have worked with applicants on that, trying to address that when you turn the building. You still have your entry feature. You are not seeing the garage because you are pulling in like this and not using those first nine feet of your garage for parking. You are using it for something else.

Commissioner Joy – Is there a way to do a percentage of the primary façade active or like 80 percent of the two stories?

Chairman Schwarz – I think it is currently 80 percent.

Mr. Alfele – Depending on the district, there are percentages.

Chairman Schwarz – We can also just say that everything is fine within a residential unit except for parking. We could exclude that if we wanted to. Currently, it seems that with an apartment building, you are not going to get in-unit parking. I guess the code is otherwise dealing with it in the smaller zones, less dense zones

Commissioner Harness – When you say exempt everything that is within a residential unit, does it have to be designed and used as a residential unit for it to be exempted? Could you have a random pantry that is not in a closet somebody claims is a pantry? That could be in a residential unit. Does it count for active?

Chairman Schwarz – No. I think it must be within. The residential unit is what is exempt.

Commissioner Harness – Another thing that was brought up at the subcommittee is that you basically could have a wall of perpetually curtain windows on the first floor.

Chairman Schwarz – Even though we have active depth, apartments higher up, you are still probably going to have blinds. I am not exactly sure what you can require.

Commissioner Yoder – I am in favor of exempting anything in a residential unit. As long as we are clear that parking is not allowed in the active depth zone, then I would be Ok. We also have transparency requirements. That transparency requirement is going to prevent them from loading up the bathrooms on the front façade unless you really want windows in your bathroom.

Chairman Schwarz – What I have so far:

- On the primary façade, we would like to limit active depth to the first and second floor.
- Active depth does not apply to anything that is within a residential unit.
- We are still forbidding parking from active depth.

Let's see if that achieves what we want to achieve. Do we still need to look at how deep active depth is? For example, if we are keeping the second floor as well, if it is 30 feet, if it is apartments, we are fine. If it is offices, that might get weird on the second floor.

Commissioner Harness – The current zone that is going to matter are the 30-foot requirements in the nodes and the downtown zones. Once you get into the CX and RX zones, you get down to 15 feet. The residential zone is only 9 feet. 30 feet is really the node districts and downtown.

Commissioner Joy – Do we feel there is a noticeable benefit going from 15 feet to 30 feet? I feel there are probably some downtown businesses that are less than 30 feet. I am thinking of the ones like The Code Building, The Pharmacy, and Wich Lab. Those are not 30 feet deep yet. They are still active great additions to the pedestrian community. A lot of the narrower ones are much deeper than 30 feet.

Chairman Schwarz – The concern that drove this was examples like the Water Street Parking Garage. Some of those units are not really used. It is not great retail space. It is hard to fill. Do we care a lot? Do we assume that developer is going to? They must provide space. They are going to make sure that space is usable. Do we think that they are just going to line a building with unused space? Just let it be because it is a sacrificial space and the rest of the building works.

Commissioner Joy – I feel the mixed-use component is the more critical aspect. We want an active ground floor. It is less about qualifying what makes activity. This feels arbitrary.

Commissioner Yoder – Did you guys talk about exempting commercial space, certain types of commercial space in the same way as residential space? If we are allowing a lot more stuff to happen inside of the active depth zone, maybe we can just leave the dimensions as they are. We are already making it more flexible.

Chairman Schwarz – If we can find a way to write that, I personally think that would be great if we could find a way to say that. If we say everything that is within office use or commercial use as an example, are we concerned about someone putting up a big storage space?

Commissioner Harness – We still have transparency requirements. I am hoping they can pull up the definition of active space. The way I read it, it is broad. "Any occupiable space designed and intended for human activities such as living, working, commerce, sleeping, eating, or cooking as determined by the Administrator." It calls out some things that are not active space such as restrooms, toilet rooms, closets, halls, storage, or utility spaces. From my read, it is relatively flexible per the Administrator. It still causes some issues.

Commissioner Joy – This incremental reduction to just the 2 stories instead of the entire façade. It could be impactful enough that maybe not change the depths. It sounds like we would have to justify the depth change anyway.

Chairman Schwarz – It is the circulation space that I would like to remove from what is not allowed such as hallways and stairs. I would like to allow those with an active depth. I would be much more comfortable with transparency with some kind of connection to the street.

Commissioner Harness – Out of this definition, you are just striking halls.

Chairman Schwarz – You would allow circulation space.

Commissioner Harness – Mr. Alfele brought up in the subcommittee the thing that you run into is you guys see storage buildings like public storage; they will have the hall on the outside with windows. That is the counterpoint where we restrict storage to specific areas. That is an example of where someone could put a hall up against the front of the building.

Mr. Alfele – Don't worry. People will argue with us over what a hall is. They would argue that this is a hallway; active living space in progression.

Chairman Schwarz – It does make me wonder where a lobby would fall in that.

Commissioner Solla-Yates – All front-loaded apartment buildings become possible.

Commissioner Joy – I was going to ask the inverse. If we are cutting halls, is there anything we want to add to non-active space?

Chairman Schwarz – On the primary façade, active depth will only go up to the second floor. We are going to exempt anything that is contained within a residential unit. We are going to remove hall from the definition of active space. Halls are allowed within an active space. We are going to leave the depth as it is for now.

Commissioner Harness – In downtown, you cannot have restrooms, toilet rooms, closets, storage, or utility spaces in similar areas within 30 feet of the Street with the primary façade.

Chairman Schwarz – There is that percentage. With 20 percent of your square footage, they could finagle something in there. As an architect, it drives me a little nuts but it is much better.

Commissioner Harness – With this narrow definition of not active space, what is that doing to the second floor?

Chairman Schwarz – It is preventing parking. Preventing parking means that unless it is an apartment unit, if you have an office, it is going to be, in the DX zone, it would be a very deep office. They could have a hallway. They would have to relegate their non-active spaces to less than 20 percent of that floor.

Commissioner Joy – Do you mean a leasing office or an office inside an apartment?

Chairman Schwarz – It is a business office if it ends up being an office building instead of an apartment building.

Commissioner Joy – It could be an apartment building. It could be like an amenity. With the apartment, they are all excluded. If the idea of trying to encourage people in our primary facades and not stuff, not cars, this seems to cover it.

Commissioner Roettger – I think I agree. The 30 feet is a lot. If there is a backup of the percentage where you can finagle things around, it all depends on the lot. For a big building, 30 feet is not much. I am looking at the map. For a small site, that is a lot.

Chairman Schwarz – I am happy to discuss depths if we want to discuss depths.

Commissioner Joy – I wonder if there are any alignments that are beneficial from our pure form-based zoning towns in the state. That could be the only thing I would think of instead of trying to blaze something that is another new number. Is there something that is consistent?

Chairman Schwarz – The only thought that I might have is structurally. You have 18 to 20 feet for a parking space depth. If somebody was to build a garage behind useful space, 20 feet might make more sense than 30 feet. That leaves us with the Water Street example. Is that enough space for something to be useful?

Commissioner Solla-Yates – I like 25 feet because it gives us wiggle room. That is my only concern about it.

Chairman Schwarz – I am for reducing it for sure.

Commissioner Harness – I know too little about that to make it feel not arbitrary.

Commissioner Joy – I am looking at what Europe does. They don't mess with this active depth. They do mixed-use guidelines on the lower floors.

Mr. Alfele – From staff's perspective, with the number of amendments, this seems like a good immediate step. It would be a lot of digging and researching. It could have impacts throughout the code that we are not aware of. This would probably be a heavier lift figuring out these numbers. If we were starting over from scratch, I probably would have steered more to a percentage based on the depth of your lot. I would be weary to go down that 'rabbit hole' of trying to fix the numbers in this process.

Commissioner Solla-Yates – What is nice about that is that rewards smaller lots, which is good.

Chairman Schwarz – We can also consider this is an improvement. If we want to adjust the depths at a later point, we can do that as well. In the meantime, if anybody manages to figure out what other people are doing that seems to be working, I don't think we are voting on this until much later.

The active depth only applies to the first two floors on the primary side. Anything contained within a residential unit would be excluded. Remove hall from the definition of non-active space.

Mr. Alfele – The only thing I would say is what staff will probably want to look at is that residential to make sure it is capturing unit, not your residential building, your mixed-use building with residents in it. There might be some nuance.

Chairman Schwarz – I would like it to include, if someone does, two houses on a lot. Those are residential units or duplexes or even smaller stuff, not just apartments.

Mr. Alfele – It is making sure the wording is just excluding the residential unit, not the building. If you do a row of residential units, that is great. On that second story, if you did three residential units, but the rest was something else. We will be able to work with it.

Commissioner Solla-Yates – Instead of the percent, could we look at an alternate for small sites where it is just 20 percent off or something like that? It is maybe a cleaner way forward for small sites.

Mr. Alfele – It is in there. I know there was a desire to come back to it.

Dannan O'Connell, City Planner – With that exception for residential units, would that apply to a small apartment building that is trying to put in ground floor parking?

Chairman Schwarz – The parking is not contained within a residential unit itself. I think it would still be exempt.

Mr. O'Connell – Anything like parking, utility spaces, or anything like that, that would still need to meet the active depth requirement.

Chairman Schwarz – Yes. If someone has a water heater closet in their unit, that is part of the unit and that is exempt. If there is a generator closet for whole building, that would have to comply with the active depth.

Mr. Alfele – If there is a hole, someone will find it and park their car in their living room. We will have to figure that out when they say this is not a parking garage.

Commissioner Joy – In Arlington, it looks like it is 15 to 20 feet on the ground floor. In Buffalo, it is 30 feet. There are not a lot of form-based precedents across the country. I think we could revisit that at a future adjustment.

Chairman Schwarz – Maybe next year, the whole topic should just be small lots.

Commissioner Harness – The thought that keeps coming to mind is public restrooms. Since these 30 feet applies to the downtown area, public restrooms are a public need but maybe are not active space even though they are active. There could be a new development that would have public restrooms as a façade element or thinking about adding public restrooms to the Downtown Mall as it sits today. Is this active depth, active space?

Chairman Schwarz – Parcels that are zoned for civic and institutional uses end up being city-owned properties. Those are exempt.

Commissioner Harness – I am thinking about the transit center. I am not saying that private developers and entities are going to want private restrooms, it is a discussion that I hear being had about restrooms on the Downtown Mall.

Chairman Schwarz – This is where we get the special exception process. If we don't want to leave that to a special exception process, we should discuss it further. If it ends up being something one-off, we could leave it to something that comes back to the Planning Commission.

Commissioner Harness – Is it special exemptionable?

Mr. Alfele – Yes.

Commissioner Joy – There is a path to get there if someone retrofitted to an existing historic property. Does that still have to conform to the active depth if it is just an adaptive reuse of something? Does it have to be a ground-up new development?

Chairman Schwarz – There is something in there about if it is a building that is under BAR review, you don't have to change the existing building to make it compliant. I don't think you can make it less compliant.

Commissioner Joy – I was thinking this building since the city owns it. There are these facades down there that used to have restaurants that are now offices if those became public restrooms. Would this be under a different set of criteria than the brand-new active depth?

Mr. Alfele – There would be a path forward. I am not exactly sure about the path forward; either special exception or zoning.

Build-to and Setbacks

Chairman Schwarz – I am mostly looking at non-conforming structures and how you add onto properties that have non-conforming structures. If we want to expand that discussion further, we certainly can. That seemed like the simplest thing to do. I looked at where we have places where there might be issues. Within the R zones, if you keep the existing structure/house, you don't have to comply with the setback requirements. The problems are that we have a lot of existing building/houses that are outside of the R zones. The RX zones don't have that ability. It is similar with the CX and DX zones. Some of the areas where we have conflicts. We have High Street in North Downtown that is CX-3. Those are some old houses. They are under BAR review. I think it will only be a couple of lots where it might apply where someone could add a primary use as a separate building in the backyard. It is one location. JPA and Fontaine are mostly CX-5. The zoning extends far into the residential neighborhoods on either side. There is also RX zoning that extends further out. With the whole JPA and Fontaine area, we currently are prohibiting people from putting separate dwelling units in their backyards. They would have to add on to the back of the houses. Almost all of Venable is RX-5. Preston Place is RX-3. Wertland is RX-5. These are streets and places where if someone wanted to build a separate primary use, they would have to build it within the build-to or setback area. We currently allow you to add on to buildings. Where the complication comes in, if you have an old building and you want to add to it and you want to have a separate unit, you end up with firewalls and at some point, you end up with sprinklers. That may kill some projects. It might be easier to put a 10-foot separation between them and build in the backyard. That was my argument for changing this section. Here are my proposals:

- I would like to modify the 533-C2b, which is about site additions. Allow site additions of any size.
- Revise it so that with primary new buildings, you can add whatever you want as a new primary building behind an existing one without any issue. If you are doing a side addition, is there a tipping point?

- Let's say that you have a building that has front yard parking, and an existing building front yard parking. When you are starting to add on to it, is there a tipping point where they must remove that parking? Is that something we need to consider?

Currently, you are allowed a 20 percent side-yard addition. If you go over that 20 percent, they must then make the rest of their site comply.

Commissioner Harness – If in these illustrations, that white building is your primary home, you want to try to provide somebody a home on your property. Right now, you are forced to put it in front of your front door. That does have pros and cons to it. I think that would probably limit the number of units that are put in front of people's front doors. The whole idea is trying to bring it to the street. Is that ideal limiting what we are getting from the community?

Commissioner Roettger – I have heard a couple of different people talking about how I think probably in the Fontaine neighborhood wanting to build but not wanting to add on to their house. They are wanting to build in the back and then just putting 'their hands up,' and saying they will wait and see if they change that. They did not want to build in front of their house. That did seem odd. If someone was not wanting to add on to make their existing house the build-to width or what it was asking, it seemed reasonable to move it to the back. They seem like good projects putting a couple of units in the backyard, especially in an area around students. I have heard a couple of those frustrations from people.

Commissioner Harness – You are mentioning side additions. In the subcommittee, we were talking about not allowing additions on the front. If the goal is to move stuff to the street, why are we disallowing additions to the front, which would, by definition, bring the building closer to the street?

Commissioner Roettger – You could get more space to get people in the back if you are building more units in the back.

Chairman Schwarz – It is a good point. Currently, you are allowed 10 percent in front before you start making it big within the build-to zone.

Commissioner Yoder – That is 10 percent of the floor plate of the building.

Commissioner Harness – If you build a 10-by-10 stoop, nobody will hang out on the stoop. If somebody could build something bigger than that, you would add that ideal without having to force people to bring their entire building to the street.

Commissioner Yoder – I think that allowing incremental change in growth is a good kind of change in growth. I would be in favor of just allowing more incremental stuff to happen. If you are keeping the structure, I am Ok saying you don't have to bring it up all the way to where it should be, close to the street. If you are tearing it down and redeveloping, we want you to build it like this. If you are building additional structures, I am Ok allowing a lot of that non-conforming stuff to remain.

Mr. Alfele – This was handled for the R districts last round. We were able to say that if you qualified for the preservation, your house was considered conforming in some of these mixed uses and corridor districts.

Commissioner Harness – In other meetings and other discussions, the shape of our parcels and the depth of our parcels creates so many difficulties. Should we be restricting if you are keeping the original, restricting people from where they can put additional uses?

Commissioner Joy – I am curious about the first, second, third. Does it matter what order they come in? If we are Ok with the third building looking like that, does it matter how you got there?

Chairman Schwarz – It is less about how many buildings. It is just saying that you must fill the build-to width first. You can then start putting something else in the back. It is not necessarily what could be the first and second building. It could just be the first building. Then what you see third could be the second building.

Commissioner Harness – I am hearing this question. If you look at the third new building graphic, the graphic says that the two in the front happened first and the third one happened last. If we are Ok with that formation, does it matter what order the things are built in?

Chairman Schwarz – I agree with you. What it is trying to do is force you to fill the build-to first. You don't know if that third building is going to happen

Commissioner Joy – These are existing neighborhoods where historically setbacks were what was argued for to make things more garden-like. To think of this going incrementally in that neighborhood where houses in front of houses in the neighborhood where houses are all set back. That condition would be awkward. I feel there is a local context where maybe it is an easier way to approach higher density is not suddenly building right on the sidewalk in these established neighborhoods and letting things infill where you have width further back. That might be a way to get more housing options for people before you suddenly say with neighborhoods built in the 60s, we want it to be brownstones. It feels like one of those ones that is pushing them. It is not creating pathways for more housing options. It is maybe pushing a whole new experience than what was previously established. Does anybody here want to keep it how it is?

Chairman Schwarz – Are we Ok with the idea that you can have a new behind a new, separate primary building behind the original one? Is there any objection to that? That would change. New primary buildings in interior lots will be changing this one. Just get rid of it. We just lose that. I don't know what to do with the corner lot. I think we leave it as it is.

Commissioner Solla-Yates – Corner lots are a different condition.

Commissioner Roettger – I feel like there is a context to where the house is to the street. Each neighborhood is going to be different where it naturally would seem appropriate to build in the front versus the back.

Commissioner Harness – This is saying on a corner you must build the building in the build-to that matches both the primary and the secondary street.

Mr. Alfele – Staff does have a lot of concern just because this code is built around this bringing things up near the street is a big policy part of this code. I don't know, without thinking about it more and collaborating with staff, there is more of an appetite to permitting a certain number of units in the back before you bring it up.

Chairman Schwarz – If you want to maximize the site, you tear down the existing building and maximize the site.

Commissioner Harness – The public benefit of capping the ones you can put behind is to still keep that incentive.

Mr. Alfele – At some point, you must come forward.

Chairman Schwarz – The thing that is getting me is the fact that you can put an unlimited rear addition on a building. If you turn it into two buildings, you can't.

Mr. Alfele – I get that from the street. You might not even be able to tell if it was one building or two.

Chairman Schwarz – It sounds like with the corner lots, you still must bring it up to the street. If you tear down the existing building, we need to make sure that our definition of the existing building still works for this. Would we use the same definition for the preservation bonus? I think it is keeping the front 20 feet of the building. Do we need to look more closely at that?

Mr. Alfele – Is the concern someone would build and then tear down?

Chairman Schwarz – The concern is would someone try to keep a small portion of the existing building and tear down? I don't know what they would do. I am wondering if there is a loophole that we are not seeing.

Mr. Alfele – I follow the same track that I guess Planning Commission has been following. Would there be any difference if I had a 2,000-square-foot building? I took it down to a 1,000-square-foot and built a 3,000-square-foot building behind it.

Commissioner Joy – I like this one for the corners. It says that if you want to go to the front, this is it. You want to go to the side; this is what it is. It does not say you must go do this step to unlock this step or do this. It gives guidelines on how one could tackle whatever. This would allow whoever the developer is that doesn't know the neighbors, the street condition, and prioritize where the work goes.

Commissioner Harness – What is the thought on maintaining current build-to for the first additional new building on a site on a corner lot?

Commissioner Solla-Yates – I like it more. I think it is better.

Chairman Schwarz – I cannot get around where the backyard is in that situation. I am trying to figure it out.

Commissioner Harness – With an interior lot, we don't care what the backyard is either. Why do we decide to care on the corner? What is the backyard versus the side yard?

Mr. Alfele – That diagram is not great because it has the building at the back corner. In theory, you can shift that building up and still have a backyard.

Chairman Schwarz – What is the rule for additions on a corner lot?

Commissioner Solla-Yates – That 20 percent does feel small to me.

Commissioner Harness – What is the general footprint?

Commissioner Roettger – You should see if an ADU or a small apartment can fit within that percentage. I think it could.

Commissioner Harness – I understand the ideal. I understand what we are trying to do. I understand why it is there. We live in a city that started to develop in the 1700s. How do you thread the needle between all of that?

Commissioner Yoder – We also know some parts of our code incentivize keeping existing buildings. Our code says that there is a public benefit to keeping existing buildings. With this part of the code, we are saying that we want you to change the built character of your lot to match this kind of pedestrian centric design. There is a little bit of tension there. If you are going to keep your building, why not let people do what they want with it? If you are tearing down your building, you now must comply with this form-based code that we have.

Commissioner Harness – On that front, in the residential, your setback can be an existing setback. If you did tear it down, you could still build a new building at the same setback that was there previously. In a world where we are going down Commissioner Yoder's path, if you are tearing down and building something new, do you want to force them to the street and remove the existing setback provision?

Chairman Schwarz – To be clear, that is just the R zones. Once you get to R-X, there is no more or existing. The R zones are already exempt from this. If you keep the primary building, you can do almost whatever you want. It is the RXs and CXs in Fontaine and Venable where we still have a lot of what look like single-family homes that someone might want to put an addition or unit in the backyard. It is complicated because there already are a lot of exceptions. It is the parts of the city where the exceptions are not helping us. That is the issue.

Commissioner Harness – I think I am landing where Commissioner Yoder landed.

Chairman Schwarz – Commissioner Yoder, do you want to summarize where you landed?

Commissioner Yoder – Are we essentially talking about taking what we have done in the R zones and applying it to the other zones as well? Basically, if you keep the existing structure and that is defined by the bonus that is defined, then you don't have to comply with the build-to-width, even if you are building an addition or an additional building on your lot. I don't know how we have a phrase for the R zones.

Chairman Schwarz – That is one way to look at it. The other way would be to modify these non-conforming sections.

Commissioner Solla-Yates – Is there a meaningful difference between those two?

Chairman Schwarz – I think the development bonus is the one where it says you must keep the first. It is 25 feet. I don't know what way would be better. I was leaning towards just modifying some of the non-conforming portions.

Mr. Alfele – Staff struggles with this too. This is such an integral part of the code. That path forward could just be extending the preservation bonus even though it does not get you anything. That would make it conforming.

Commissioner Harness – Would you say R-X and C-X, if you maintain the building, you get the preservation bonus? I don't know the benefits you get with the preservation bonus you get in those zones, which presumably they will not use or are meaningless because they don't have density requirements.

Chairman Schwarz – Are there any of the non-conforming portions that we would want to keep? If everybody does not like it, you can only add 10 percent to the front of the building. We don't like that. If we don't like that, that is one chunk of it. There are side additions that I think need 20 percent to the side. We don't like that.

Commissioner Solla-Yates – Expanding existing buildings preserves those buildings.

Commissioner Harness – It is also a good incremental step toward something.

Commissioner Joy – It is confusing that you are right. You got it right from the get-go. You want to build an entire separate house in the front yard. You can build a whole separate house next to your house, but you can only do 20 percent.

Commissioner Harness – Think multigenerational living, which is having a resurgence again in the country or at least in Virginia. We have some small buildings around here. It makes more sense for a family to build a big addition.

Mr. Alfele – If you are adding in the preservation bonus, no longer non-conformance, it can go above the 20 percent or 10 percent. It is only for non-conforming. I am having a hard time figuring out if there is anything. If that happened, that would be non-conforming for these kinds of standards. It invalidates this kind of non-conforming building structure.

Chairman Schwarz – With these standards that are required, does that make sense for any building? This may not just be houses. We have little industrial buildings all over town. There is a parking lot in front. There are little office buildings or whatever behind it.

Mr. Alfele – That is probably one of the unintended consequences. We probably would not get rid of these front yard parking lots.

Chairman Schwarz – If you expand it a certain amount, you then must make the site comply. I am wondering if that makes any sense. Is that too complicated?

Commissioner Roettger – If you are doing a huge addition, it needs to come to the street more.

Chairman Schwarz – Let's say you have a parcel that has a parking lot and a commercial building or a residence. They want to put something in the back or on the side. They expand their current footprint by so much. Must they then get rid of the parking lot and turn it into a yard? Or get rid of any parking that is within the build-to zone?

Mr. Alfele – I would lean more toward keeping the non-conformity allowing x number of primary buildings. Allow an additional two units or two additional primary uses. If you want to do more, that is when you need to come up and build in that parking lot. It is complicated.

Chairman Schwarz – They would not be allowed to expand an existing parking lot in any case.

Mr. Alfele – They are allowed to maintain it. They probably could not expand it. Your yard is from the property line to the façade of your building. If you have a building set 60 feet back, that is your front yard. Let's say you put a building up front and you kept the parking in the middle. That parking now conforms because it is out of the front yard. Your front yard is just 5 feet from the property line to the new building.

Chairman Schwarz – They could not make it any worse, less conformity. I thought this was a simpler one. Our options are to pick away at the non-conforming or to see if there is a way to write this section into the rest of the city. My primary goal is just to allow new structures behind it. Whatever we do, that is what I want to get out of this if we want to get a lot more.

Mr. Alfele – You have other things controlling maximum building footprint, maximum lot coverage. There are other things that control this too.

Commissioner Solla-Yates – Would a permeable or impermeable cap be an incentive for removing parking? My recollection is that we control how much impermeable space is on a parcel. Parking counts against that. In that sense by getting more roof, up to a certain level, you would have to reduce the pavement.

Mr. Alfele – I would have to look into that.

Commissioner Yoder – Do parking lots count as lot coverage? I don't know that they do.

Commissioner Solla-Yates – Mechanically, I like the idea of replacing parking with roofs.

Mr. Alfele – It is just for building percentage cover by building and building footprint. That might be a larger conversation.

Commissioner Carp – Is it the case that we are just trying to agree on? Conceptually everyone seems to agree telling it is not that we are Ok with building new buildings behind the building that exists. Is the question just how to phrase that for staff?

Mr. Alfele – Yes. Where we are at is that this is such a big part of the code. It is trying to bring things up to the street. I would be concerned about taking a whole section. By allowing it, we would be taking a whole section out of the code. That does worry me getting into policy without a more robust engagement with the public and hearing from the public.

Chairman Schwarz – Would it still be just a modification to this if we just adjusted the new primary buildings on an interior lot?

Mr. Alfele – It is a gray area. We have some things we have talked about that are clear clarifications and modifications. There are some gray areas where it is maybe not a policy shift even though it is taken out. I am struggling with that.

Commissioner Harness – It fits in with the ideals of preservation. It fits in with the ideals of more dwelling units for people to live in. The only thing it is not really doing is pulling buildings out to the street. Does that outweigh some of the other pieces of it?

Mr. Alfele – It needs more thought. That is why I keep falling back to allowing it but having a stop where you can do some things. Once you run out of that you must, if you want to do anything more. You must bring it up to the street.

Commissioner Carp – Are there lots that are in the relevant zones with the existing structure where somebody wants to build three new primary buildings behind that existing structure? Is that a thing that needs to be solved for?

Chairman Schwarz – In Fontaine and JPA, there would be some lots where someone could try to do that. Wertland is another example where we don't want to put something in front of those houses.

Commissioner Carp – There is no space behind for three or more structures. Nothing gets worse from the perspective of the street. You have a structure. Somebody builds new buildings that you cannot see. I just cannot any public harm to it, even if it is three structures that I still cannot see.
Commissioner Solla-Yates – Do we have a sense that trying to force people to bring stuff to the street is working? Is that an effective strategy?

Mr. Alfele – Honestly, I think it is too early. There are still elements in this code that are still percolating through. We had that conversation. We don't know. It has not been submitted. We have had conversations with people talking about wanting to do something but then never showing up to submit. I don't know if it is because of some of this conformity. We feel that we corrected a lot last year. We are seeing some movement on that where some of the people were having to get special exceptions because they had an existing structure and they wanted to build something behind it. They had to go through the special exception to be considered conforming in the R districts. I feel that we solved that. That is moving forward. I don't know in these other districts how much of a barrier this has been. It sounds like there have been some examples of people thinking about doing it.

Chairman Schwarz – The only one that we have seen is The Element.

Mr. Alfele – That one would have been fixed with it being the primary being supportive of the existing primary use.

Chairman Schwarz – If they had an apartment back there, it would not have been allowed.

My simple recommendation is to allow new primary buildings on an interior lot behind an existing non-conforming one and to also allow side additions of any size.

Commissioner Mitchell – What does that mean 'of any size?' How do we feel about that?

Commissioner Carp – That means respecting other rules that we already have. It does not mean any size.

Commissioner Mitchell – There is still a maximum building width that is allowed. It is a different width in all zones.

Commissioner Harness – Right now, it is capped at 20 percent of your current building footprint.

Mr. Alfele – This is where these rules are tied together. That is only for certain areas from your lot line. If the structure is further back than that, they can go wider. It is speaking to your façade. It is then defining the façade as an area between the street front and 50 feet or 75 feet back. There is a point once you get further back, a lot of these things tied to your facade don't go into effect other than with entry features.

Chairman Schwarz – For non-conforming structures or the whole structure, the existing structure is already too far back. You section for additions on an interior lot just says side additions having a floor area less than 20 percent of the existing building footprint are allowed. Once you have met the build-to-width standards, you then can do any size.

Mr. Alfele – I was getting to the fact that some of these where you have the façade of the building far back, some of the other things that would govern your façade don't come into point because you are so far back.

Chairman Schwarz – If it was a side addition, it would not have the transparency requirements and would not have the entry features and all the other things.

Mr. Alfele – Since it is so far away, it is not considered a façade per the code.

Commissioner Carp – Is that a problem?

Chairman Schwarz – That is a good question for all of us.

Commissioner Yoder – I like the direction that you are going Mr. Schwarz. We are not just saying you keep the building, do anything you want. We are saying to go to the back, great. Go to the side, great. Once you start going to the front, you must bring that up to the street. That keeps us closer to what the code is trying to do more maybe than what I was advocating for before by saying do whatever you want if you are going to keep the building. I like that approach.

Commissioner Harness – Was that only about additions?

Commissioner Yoder – That was about anything.

Commissioner Harness – As long as it is behind the front of the current existing structure on either side?

Commissioner Yoder – You brought up front additions, which I am Ok with. If you are building a separate structure in the front, it should be in the build-to zone.

Commissioner Harness – If you are building something attached to a current structure, you could do the addition anywhere on the structure. If you are doing a separate structure that is behind the front wall, you can do it wherever. If any part of that building is in front of the front wall, it must be to the build-to. Is that what you are saying? New primary structure.

Commissioner Yoder – That is what Chairman Schwarz was saying or maybe like what Chairman Schwarz was saying.

Commissioner Roettger – We keep the intent of the code if there are to be new buildings in a front yard but not that you must build that.

Commissioner Joy – This sets up if people do choose to start adopting these front yard buildouts in a specific neighborhood that has certain lots that you could see over the course of 10 to 20 years that there is a new consistency to it. If we just let people have too much leeway in the front yard, it is then just a mess.

Chairman Schwarz – This is another thing that is probably allowed to be adjusted by special exception. I did want to prevent the single-family homeowner from putting a separate dwelling in their backyard, which I think is what we are doing. If we can make it easier otherwise, I am for that.

I heard that new primary structure is Ok if it is behind the front of an existing building. It could be off to the side. It cannot be forward of the building if it is off to the side or anywhere behind that front façade line. Is that what we are hearing?

With additions, are we Ok with side additions if they are not forward of that existing front façade line?

Commissioner Roettger – It is moving the building closer to the Street.

Commissioner Joy – It is an addition. It is not a separate structure.

Commissioner Roettger – It might be a smaller step in that direction.

Chairman Schwarz – I am hearing Ok for additions anywhere. You can put an addition anywhere is what I am hearing.

Commissioner Solla-Yates – Subject to the other conditions.

Chairman Schwarz – Are we concerned about the fact that these additions may not have to follow transparency requirements. If they are behind the build-to zone, they are no longer subject to transparency.

Mr. Alfele – It is 50 feet back. The code is wonky and you must follow it. It talks about facing facades. It then talks about a street facing façade being only between the building line and 50 feet back. There is a 50 percent requirement to keep it more relative. Think about a street façade as the area between a lot line and 50 feet back. Once you go beyond that, there is a percentage.

Chairman Schwarz – I have heard new primary structures are Ok if behind the front façade of the existing building. It can be off to the side or to the back. I am hearing additions of any sort are Ok if they follow the other regulations.

Commissioner Harness – The new primary structures meet the build-to.

Chairman Schwarz – New primary buildings in the front need to meet the build-to requirements.

Mr. Alfele – If you have a zero-foot setback, are you saying though you are doing a front addition, you would not want them to build all the way to the zero foot?

Chairman Schwarz – I guess they could. What we are saying is they wouldn't. I think what people are saying is that.

Mr. Alfele – What would be the mechanism?

Commissioner Joy– The general idea is trying to allow incremental development of already built structures. Let's say that you have four parcels. Three of the four parcels opt to build separate primary structures up to the build-to. They do it to the zero setback. The third person doesn't want to get renters. If I can have a bigger house, I want to push it out there. You still end up with a cohesive neighborhood where the facades are all in communication with each other. It does not require you to work outside into this primary structure to get space.

Chairman Schwarz – Currently, as the code is written, you can expand to the front. You must expand all the way up to the build-to zone. What I am hearing is we are saying you could put a 20-foot addition in front of your house. I am a little hesitant about the addition in the front. I don't know why. At that point, any historic thing we are trying to use as an argument for this goes out the window because we are encapsulating the existing structure at that point. I feel that was one of my arguments for why it is important to have this exception to allow new primary buildings that are not attached in some of our historic districts.

Commissioner Joy – You are thinking about Wertland. Somebody could take off a beautiful porch, put a bunch of additional units that are not separate primary structures, and wrap that with bare minimum fenestration. Is it about the character of feeling historic or about the preservation of the original building?

Chairman Schwarz – It just bothers me.

Commissioner Joy – It is the uncertainty. It is the unintended consequence of saying that. You could basically strip the character of neighborhoods unintentionally.
Commissioner Yoder – If you build onto the back, build on the side, the front is undisturbed, the development potential of that land exists. If you build 50 percent of your front yard into a house, you have eliminated 50 percent development potential. It is less likely that anyone will ever put a house in the front. It is also less likely

that at any point in the future, anyone will build up to the build-to zone. If we say build any separate structure you want on the side and the back, we are leaving the development potential intact for the front yard.

Chairman Schwarz – That makes sense to me. We are at least leaving some incentive there that we are going to try and get some development up at the street at some point in the future.

Commissioner Joy – Would you keep it as it is written? If you build an addition, you must go to the build-to?

Chairman Schwarz – That is my intuition on this.

Commissioner Joy – Give some flexibility around the sides and the back.

Commissioner Yoder – With the front, I wonder if we end up getting mansions. You build a 30-foot-extension on the front.

Chairman Schwarz – For the ability to not police this but to enforce it. Once you encapsulate a building, we don't know what is going on in the middle there anymore. We don't know if the existing building is still there. If you start doing unlimited additions on the front of a building, you may as well just say that they tore it down. If they were to tear it down, we are going to make them build to the front anywhere to the build-to zone anyways. I am trying to maintain some portion of this code that still encourages you to build to the street. If we are basing this on non-conformities and keeping an existing structure, once you wrap the structure, you have not kept it. Once it is inside the building, we don't know what is going on in there. The developer could tear it down.

Commissioner Solla-Yates – You don't think 100 percent of the front facade should be encapsulated?

Chairman Schwarz – If you start doing that, you do need to come to the street.

Commissioner Joy – This is an incremental update process. Just like the previous one we did where you keep some of it, modify some other portions to make it more adaptable.

Chairman Schwarz – If you guys want to push hard and say additions anywhere, I am not going to stop anyone. I have something that feels funny about that.

Commissioner Harness – I struggle if the ideal is to bring things to the street. Why are we preventing people from bringing their existing building to the street?

Commissioner Joy – If we want to bring it to the street, we keep it. It is in the code. If they want to come to front, bring it to the street. If you want to go 50 percent of the distance with a crappy façade, there is a concern and unintended consequence that you could potentially alter the character of some of our important areas.

Commissioner Carp – Nothing we are talking about would prevent you from building.

Commissioner Joy – It is the in-between. It is the concern that it will be halfway there. It will be bad in both categories. It is not going to be the street wall, and it is not going to be of character. I think what we are trying to say is if you build up to the street wall, that is fine. You build to the side or the back; there is no halfway to the front.

Commissioner Carp – It does seem that there is more controversy about the front and maybe less value to be gotten out of it. I am happy to not talk about it and focus on the back and the side. The front does not bother me. It seems like there is less value in talking about it. There are a small number of sites that have this issue. If it is

small enough, I don't know if people are coming to staff, Planning Commission, or Council complaining about the problem of front additions in these zones. If they are, we should talk about it. If it is a small number of sites and nobody is complaining, it sounds like a good thing to talk about in future cycles. It needs to affect more sites for us to spend more time on it possibly. It is complicated.

Chairman Schwarz – Are we tabling that part? I think where we have landed is new primary structures can be built behind the front façade line of existing buildings. That would also end up affecting corner lots. That would allow you to build to the side of a structure on the corner lot. I think we are allowing side additions of any size as long as you still must meet the rest of the code. Those are the changes from there.

Mr. Alfele – As staff, we might, looking at this, might have to re-examine some of the wording. I don't know if the façade would be the best word to use here.

Chairman Schwarz – I think what we described also gave some guiding principles. Are there questions about the intent behind any of these changes?

Adjournment

The work session was adjourned at 6:55 PM.

PLANNING COMMISSION REGULAR MEETING
August 11, 2026 – 5:30 P.M.
Hybrid Meeting

I. COMMISSION PRE-MEETING (Agenda discussion(s))

Beginning: 5:00 PM
***Location*:** City Council Chambers
Members Present: Chairman Schwarz, Commissioner Mitchell, Commissioner Roetttger, Commissioner Harness, Commissioner Yoder
Staff Present: Patrick Cory, Remy Trail, Dannon O'Connell, Matt Alfele, Ben Koby, Tori Kanellopoulos

II. COMMISSION REGULAR MEETING – Meeting called to order by Chairman Schwarz at 5:30 PM.

Beginning: 5:30 PM
Location: City Council Chambers

A. COMMISSIONERS' REPORTS

Commissioner Carp – Absent – No Report

Commissioner Mitchell – The Annual Meeting is September 9th. The protocol for that is that the secretary will moderate the annual meeting part of that meeting. Commissioner Solla-Yates and I will make a recommendation as it relates to the nominees. I am happy to share with the body who we are recommending, or I can wait until the 9th. We are recommending that we continue with the incumbents.

Commissioner Solla-Yates – Absent – No Report

Commissioner Harness – June 17th was the Quarterly Neighborhood Leaders meeting. Sam Sanders gave an update on replacing the Public Works Assistant City Manager. It used to be Evan Pelchowski. He has received 75 candidates and narrowed it to 10. This was over a month ago. I don't know the status of it currently. That seemed to be a popular position that people were interested in. Thomas Safranek gave an update on his neighborhood walks that he has been doing across the city and how successful they have been. Jen Hendricks, the Chief Strategy Officer discussed moving toward trying to get the city to have more dashboards for KPIs that residents and internal stakeholders can follow so we can make a little more data centered decisions and updating the My Cville App, which people can use to submit things that are broken or need attention throughout the city. Updating that service and how the internal processes flow from getting the information from the app. Abigail Wade gave an update on economic mobility. Brennen Duncan gave an update on upcoming construction projects around the city. There are going to be a lot of road and transportation related construction projects coming up in the next couple of years. Bids and RFPs have been submitted in the last couple of months for several of them. It will be interesting to see how those estimates come back and if those remain in budget and how those projects progress forward. July 9th was the Development Code cleanup subcommittee on active depth, build-to, and setbacks. I will not go into detail into that. We had a work session on the same topic. On July 28th, we had the missing middle subcommittee. Commissioner Roettger and I met with city staff and several city developers and architects to align on what our goals and agendas are for the group. The goal that we came up with is to identify the technical challenges that are preventing us from seeing more missing middle

housing in the community. As part of that, we defined missing middle as anything up to 12 units. That includes what are known as accessory dwelling units. That is not what they are known as in our code. It is a growing flat or carriage house, duplexes, triplexes, cottage courts, small apartment buildings. The primary objective of this group is to develop a set of technical issues in a report that they will bring to the Planning Commission and City Council to determine any necessary future actions. That effort is scheduled to have a report sometime in the spring or summer of 2027. The first topic we are going to investigate later this month is utility issues.

Commissioner Roettger – With Parks and Recreation, I did not go last night. I was at the CHS Open House. In the previous week and this meeting, they were going over changing fees to a lot of their programs and facility rentals. It seemed fine to me and made sense. They were keeping up with the times and evaluating city versus county in all these different scenarios. With the Tree Commission, they have updated the tree species list that links into the code for what you can choose from to plant where for street trees versus other trees on site. An urban forestry plan is coming out soon. It has more emphasis on how to think about private land. With the public land tree canopy, we can work with that. The Azalea Hill residents from the new subdivision that is going in, where it had rained heavily on the construction project, it was shut down. We had 12 to 15 community members come in, which is unusual for the Tree Commission. They were mostly looking for advice on who to go to and how to work on that. What I thought was interesting, besides that sediment was flying off the site, which was unfortunate. There is a paper street or alley. There is this whole strip of land where the developer isn't in charge of it. The homeowners are not in charge of it. There are several trees, because the land was stripped up until that line, the root balls have been damaged. They are no longer with their other trees. They are probably going to fall. I thought that was interesting for us to think about delving into the alley situations more. They did not understand why the developer was in charge. There is no onus on the developer because it is sort of city property. These alleys are undetermined.

Commissioner Yoder – We had a meeting of the MPO Technical Committee last week. There was not a whole lot of notes. MPO staff talked a little bit about their upcoming UPWP (Unified Planning Work Program). It is essentially the MPO's budget for the next year and their work program. There are two things that I think are interesting. They are going to be doing a study of what it would take to stand up a regional bike-pedestrian count program. That would not just be the city, not just be the country. It would be everything from what are locations that would be good, what are our devices or technology that would be good for doing the counting, etc. They will be working with city staff and other jurisdictions as well on that. They are going to be doing a travel demand management study, which is essentially looking at all the trips that come into the city; typically commute trips. They are highly peaked at office hours and come up with strategies for shifting those trips to something else. If you can cut off a tiny bit of the peak, you can solve 80 percent of your traffic problems. That would be shifting to different modes, different times of day, etc. VDOT gave an update on STARS and pipeline studies. The city has requested a study at the intersection of Preston and McIntire. The county and city are both going to be jointly requesting a study of 250 bypass over Free Bridge and the intersections directly adjacent and High Street to Locust. That is a section of that corridor that has not been touched by any of these studies, taking it up to the current streetscape project. The VDOT Central Office must approve these locations. It goes into the study process. One thing that was interesting is that the VDOT rep discussed that they are going to begin these studies with a framework phase, pre-study phase. They get the stakeholders together. They essentially determine the study's approach. What are the geographical boundaries? What kinds of dates are we going to collect? What kind of technical analysis are we going to do? Who is the study work group? To hopefully smooth the kind of interjurisdictional coordination on these studies that maybe was not there in some previous studies. All the smart-scale applications for the current round have been submitted as of August 1st. They are being evaluated by OEI, which is the state agency that manages that. They had to do preliminary cost estimates at the pre-application stage. They now have done another cost estimate, which is based on more detailed design information. Costs have changed. One interesting thing is the 5th Street and I-64 bridge DDI (Diverging Diamond) with some paths and sidewalk connections. The price estimate went down from $44 million to $39 million. I was shocked. That almost never happens. The bypass ramp extension at Old Ivy Road, the northbound

went from $13 million to $20 million, which is a massive price escalation. The ramp on the other side in the southbound direction went from $10 million to $11 million. The Rt. 250 off-ramp at Barracks Road is going to have some sidewalk and path improvements on Barracks Road. It went from $21 million to $46 million. The way the formula works is you take your technical score for all the benefits you are going to provide, and you divide it by the cost. The cost is important for scoring well. If you see the price going up, that means the likelihood of being funded is going down. That was the most interesting thing about that meeting.

B. UNIVERSITY REPORT

Commissioner Joy – Absent – No Report

C. CHAIR'S REPORT

Chairman Schwarz – The BAR in June approved the LV Collective Building on West Main Street. We approved just the building. The site needs to come back to us for approval. They still cannot get a full building permit yet. They must get approval of the whole project. The reason for this was that they could move ahead with the design of the building and get their drawings done while also working with the neighborhood to develop the site plan. There is going to be some kind of Memory Walk to connect West Main Street to Westhaven and further down to 10th & Page and other aspects of the site to make it more connected with the rest of the community. Next month, we have some interesting projects coming up with LV Collective for special exceptions and looking at an apartment building on the parking lot site of the old Martha Jefferson Hospital.

D. DEPARTMENT OF NDS

Matt Alfele, Development Manager –There will be another missing middle working group that will be coming up on the 20th to address utility conflicts. There will be another subcommittee meeting with the Development Code 2026 clarification revision round. That will be coming up prior to your next meeting. The date and topic will not be set until tomorrow.

E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENDA
No Public Comments

F. CONSENT AGENDA

- **a.** Minutes – March 24, 2026-Work Session
- **b.** Minutes – April 14, 2026-Regular Meeting

Motion to Approve – Commissioner Mitchell – Second by Commissioner Yoder – Motion passes 5-0.

III. PLANNING COMMISSION PUBLIC HEARING ITEMS
Beginning: 6:00 PM
Format: (i) Staff Report (ii) Public Hearing (iii) Commission Discussion & Motion

1. Comprehensive Plan Amendment - Chapter 9: Community Facilities & Services and Appendix

i. Staff Report

Tori Kanellopoulos, Long Range Planner – This is a public hearing for a Comprehensive Plan Amendment for Chapter 9-Community Facilities and Services. I am joined this evening by Jason McIlwee, Director of

Utilities, and Anthony Allard, Utilities Regulatory Compliance and Operations Administrator, to assist with answering any questions that might come up.

Next Slide – Agenda
The agenda for this evening is to review the scope of this amendment, the purpose of the amendment, and the suggested motions for the Planning Commission.

Next Slide – Scope of Comprehensive Plan Amendment
In November 2021, City Council formally adopted the city's Comprehensive Plan. Since then, there have been several amendments, including adopting both The Climate Action Plan and The Parks and Recreation Master Plan. Comprehensive Plan amendments require public hearings with both the Planning Commission and City Council. This amendment is for Chapter 9-Community Facilities and Services and associated public utility maps in the Comprehensive Plan Appendix. This chapter and these maps have not been updated since the 2021 Comprehensive Plan adoption. Since then, there have been updates to city and partner agency public utility and facility planning maps and projects. It is best practice to periodically update these maps and plans and include them in the Comprehensive Plan. The scope of this amendment includes adding two new strategies. One to adopt relevant Rivanna River and Sewer Authority and Albemarle County Service Authority plans be reference within the Comprehensive Plan and one to add the future Shenks Branch sewer interceptor upgrade project. The updated Appendix would replace the previous water and sanitary system maps with updated maps and would add two new maps, one for the city's storm system and another for the RWSA central waterline project.

Next Slide
This slide shows the full wording of those two new strategies for 8.7. Many of these are RWSA and ACSA plans were adopted by reference in the 2013 Comprehensive Plan. Those are being carried forward again adopted by reference. Strategy 9.4 is like 9.3, which calls out a specific project that is known to be included in the text of the Comprehensive Plan.

Next Slide – Purpose of the Comprehensive Plan Amendment
Virginia State Code requires each locality to have a comprehensive plan. Each plan needs to include the general or approximate location, character, and extent of public facilities and the designation of a system of community service facilities to be considered part of the Comprehensive Plan. Public utilities and facilities can be included in the text of the plan, such as a plan strategy or as a reference document. They can also be included as separate attachments such as maps in the comprehensive plan appendix. The current Comprehensive Plan has strategies for several specific projects and studies in the community facilities and services chapter along with water and sanitary system maps in the appendix. Per Virginia state code, most public utilities and facilities must either be a feature shown in the Comprehensive Plan, such as a project shown in a map or specified in a strategy or they need to be reviewed by the Planning Commission to find that the general or approximate location, character, and extent of public facilities are in substantial accord with the Comprehensive Plan. There are some exceptions to that, including normal service extensions of public utilities and regular repair work.

Next Slide
The overall purpose of this amendment is since that chapter of the Comprehensive Plan has not been updated since 2021, updates were needed to incorporate the most up-to-date information for public water, sewer, and stormwater management facilities and utilities. This Comprehensive Plan Amendment does not change the city's overall goals or approach.

Next Slide – Suggested Motions
These are the suggested motions for the Planning Commission. The next step would be forwarding the Commission's recommendation to Council and for Council to hold a public hearing.

Commissioner Harness – This is good. I understand the need to update these maps periodically. Five years is a long time. There has been a lot of work that has been done on some of these. I am curious to know what is the impetus or what is driving adding the Shenks Branch project specifically to the Comprehensive Plan?

Ms. Kanellopoulos – When we have a known specific project that could be included, it is best practice to add that in. As we identify those periodically beyond just a typical replacement or upgrade.

ii. Public Hearing

No Public Comments

iii. Commission Discussion and Motion

Motion – Commissioner Mitchell - I make a Motion to adopt Resolution #R-CP-26-0001, recommending City Council approve the updates to Chapter 9 of the Comprehensive Plan ("CP") and updates to the CP Appendix documents as an amendment to the City's CP." Second by Commissioner Harness. Motion passes 5-0.

IV. PLANNING COMMISSION ACTION ITEMS

Beginning: Following any public hearings

1. Special Exception Request - 323 2nd Street SE [PL-26-0084]

i. Staff Report

Ben Koby, City Planner – We are here to discuss project item PL-26-0084, which is a special exception permit for roof mounted mechanical equipment screening at 323 2nd Street Southeast.

Next Slide

323 2nd Street Southeast is zoned NX-10. The future land use designation is Urban Mixed-Use Node. Ultimately, it is a special exception for a proposal as a part of two tenant upfit permits. There is a proposal to install mechanical equipment, which will be 64 inches in height. Any rooftop mounts and mechanical equipment must be screened to 6 inches above the highest point of any mechanical equipment on the rooftop. They are requesting a special exception to reduce that to what would ultimately be a 70-foot-tall mechanical equipment screening down to their 48-inch screen that they have as a part of their existing parapet wall up there.

Next Slide

There is that code section 4.7.42 that shows that requirement.

Next Slide

Here is their roof equipment configuration highlighted.

Next Slide

You can see what their mechanical equipment will be. Just some exhaust fans.

Next Slide

While considering what is in the area, this photo from the top of the Water Street Garage, you can see what would be that corner where the mechanical equipment will be. I went there and looked. I don't think, with the height of that building, and all the buildings and the proximity, I don't think that mechanical equipment will be seen from anywhere given the existing parapet wall, the relative height of the mechanical equipment not exceeding that angle too greatly. I think it will be seen. Given the buildings in the area, it will not be visible. I recommend approving the special exception with no extra conditions.

Commissioner Yoder – The special exception is tied to the specific permit request for these exhaust fans. If they were to come back 2 years from now and say they want to build more stuff above the parapet wall that is utilities, this special exception permit only applies to this request, not to any future request to do more stuff with utilities up there.

Mr. Koby – Right. Any new mechanical equipment that is outside of the scope of what is being requested as a part of this special exception would have to come back.

Commissioner Roettger – Eventually Kindlewood will have something in that corner. We must picture that there will be some higher buildings that might be able to see it at some point. Even those windows would probably be looking up. It probably would still block most of it. That height is probably going to be changing around that building at some point. Right now, it seems like it is the tallest building.

Mr. Koby – It will change it a little bit out there. Given the existing parapet wall, the relative height of the proposed equipment, I did not see any concern.

ii. Commission Discussion and Motion

Chairman Schwarz – I was two blocks to the east of this building. You can see this equipment or at least the existing equipment from that parking lot. I imagine you can probably see it from the Belmont Bridge. There have been buildings on West Main Street that have argued to the BAR that you cannot see the equipment from the street. You can see it clearly from other spots on West Main Street. It is just the way the topography works in the city. This is an important code requirement that we should not trivialize and dismiss easily. It does not sound like we are doing that. I am Ok with approving this one specifically. It is an existing building. There is already stuff up on that roof. I want to make sure that we as a commission recognize that just because you cannot see it from next door, move a couple of blocks away, you can usually see this stuff more easily.

Commissioner Harness – This is the second special exception request we have had for this. This is not necessarily maintenance issues. Somebody could consider a retrofit for a tenant usage to be maintenance for a building. I would hate to just have maintenance issues continue to come before us as a special exception. This is a screening issue. The other one on the Health Department on Rose Hill was a screening issue. It seems like small things that we can maybe find a way around the Planning Commission.

Chairman Schwarz – If this was something bigger or messier, I would have more concerns over it. I would not want to just be automatically rubber stamped.

It is specifically for this equipment. If they have other equipment, they need to come back to us. The plan seemed to show that there are five new pieces of new equipment and a new exhaust fan. There are two future pieces of equipment that require separate permit drawings for the ninth floor. Are those part of this application?

Mr. Koby – They are. These are part of two separate building permit applications that I combined. The future referenced equipment was for the sequential building permits for the separate eighth floor and ninth floor building permit application.

Motion – Commissioner Harness – I move to recommend approval of application PL-26-0084 to allow the installation of rooftop-mounted mechanical equipment by granting a modification to City Code Section 34-4.7.4.C.2, reducing the required screening height from six (6) inches above the tallest point of the equipment to the height of the existing 48-inch parapet wall, subject to the following condition(s):

a. **The size and location of the equipment will be consistent with the materials submitted in application BC-26-0035 and BC-26-0037 dated March 4th, 2026, and March 5th, 2026, respectively.**

Second by Commissioner Mitchell. Motion passes 5-0.

V. ADJOURNMENT

The Meeting was adjourned at 6:15 PM.

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

REQUEST FOR INITIATION OF A ZONING TEXT AMENDMENT

PLANNING COMMISSION REGULAR MEETING

DATE OF PLANNING COMMISSION MEETING: November 10, 2026

Staff Contact: Matt Alfele, Development Planning Manager
Date of Staff Report: October 23, 2026
Origin of Request: City staff request to Planning Commission for Zoning Text Amendments
Applicable City Code Provisions: Chapter 34 – Article 5, Division 5.2.5

Initiation Process

Whenever the public necessity, convenience, general welfare, or good zoning practice require, the Council of the City of Charlottesville, Virginia ("City Council"), may, by Ordinance, amend, supplement, or change the City of Charlottesville, Virginia's ("City"), zoning district regulations, district boundaries, or zoning district classifications of property. A Zoning Text Amendment ("ZTA") may be initiated by: (1) City Council Resolution; or (2) Planning Commission ("PC") Motion (*See* City Development Code ("DC") Section 34-5.2.5.B.1.a, which is based on Virginia Code § 15.2-2286(A)(7)).

Discussion

On December 18, 2023, City Council adopted a new Development Code designed to facilitate a more form-based zoning ordinance, allowing for increased density throughout the City in alignment with the 2021 Comprehensive Plan. As with any evolving framework, staff has identified both minor and significant issues within the code that require amendments to better support the City's stated goals.

These proposed changes have been categorized into three tiers:

- Clarifications and Technical Fixes: Minor grammatical revisions and small adjustments to ensure the Code accurately reflects its intended purpose and state mandated changes due to legislative action.
- Refinements: Modifications, additions, or removals that address oversights or clarify existing provisions. This tier also includes suggested amendments to facilitate improvements to the Development Review process.

NDS Staff recommends advancing this level of amendments to a Public Hearing for review and formal adoption into the Development Code by initiating this Zoning Text Amendment. Any lager policy amendments will be considered within the context of prioritization in the broader future NDS workplan, given the time and resources for more in-depth analysis, community engagement.

Standard of Review

If initiated, 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 public necessity, convenience, general welfare, and good zoning practice require such amendment;
3. Whether there is a need and justification for the change;
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 Planning Commission must 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; and
5. Such other considerations as permitted by law.

Appropriate Motions

1. **For approval:** The PC may initiate the ZTAs, by making the following Motion:

   "In accordance with Virginia Code § 15.2-2285(A) and City Code Section 34-5.2.5.B.1.a, and as required by public necessity, convenience, general welfare, and good zoning practice, I move to initiate consideration of amendments to City Code Chapter 34 (Development Code) Articles 2, 3, 4, 5, 6 and 7."

2. **For Denial**: No motion is needed; if the PC does not adopt a Motion to initiate, then the proposal will not proceed.

Attachments

A. Motion Initiating Amendment of the 2024 Development Code (Zoning and Subdivision Ordinances)

Motion Initiating Amendment of the 2024 Development Code (Zoning and Subdivision Ordinances)

In accordance with Virginia Code § 15.2-2285(A) and City Code Section 34-5.2.5.B.1.a, and as required by public necessity, convenience, general welfare, and good zoning practice, I move to initiate consideration of amendments to City Code Chapter 34 (Development Code) Articles 2, 3, 4, 5, 6 and 7.

CITY OF CHARLOTTESVILLE
Department of Neighborhood Development Services
City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.gov

PLANNING COMMISSION REGULAR MEETING

APPLICATION FOR A SPECIAL EXCEPTION PERMIT

APPLICATION NUMBER: PL-26-0120

DATE OF MEETING: November 10, 2026

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES STAFF REPORT

Project Planner: Dannan O'Connell

Date of Staff Report: October 26, 2026

Applicant: Justin Shimp, Shimp Engineering

Current Property Owner: Stadium Road Real Estate LLC

Application Information

Property Street Address: 1906 Stadium Road ("Subject Property")

Tax Map & Parcel/Tax Status: 160072000

Total Square Footage/ Acreage Site: Approx. 0.17 acres (7,492 sq. ft.)

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

Current Zoning Classification: RX-3

Overlay District: None

Applicant's Request (Summary)

Justin Shimp of Shimp Engineering (applicant), representing Stadium Road Real Estate LLC (property owner), has requested a Special Exception Permit (SEP) pursuant to City Code Sections 34-2.3.2.B.2 and 34-2.10.10.B.3.b for active depth. The applicant wishes to redevelop the above-referenced parcel (Subject Property) with one 13-unit residential dwelling. The RX-3 district requires all structures to provide at least nine feet of interior active depth along all portions of a building used to meet the minimum build-to width requirement. No more than 20% of the floor area of this required active depth may be used for inactive spaces such as storage, hallways, stairwells, elevators, and equipment rooms. Vehicle use areas are not allowed in any portion of the required active depth. The intent of these features is "*To facilitate the creation of a convenient, attractive, and harmonious community by minimizing the impact of inactive spaces on the public realm and to promote a comfortable, safe, engaging, and attractive build environment;"* per Section 34-2.10.10.B.1.

The applicant proposes up to 24% of inactive space within the Stadium Road build-to area, and up to 71% of inactive space along Harmon Street, including a vehicle driveway.

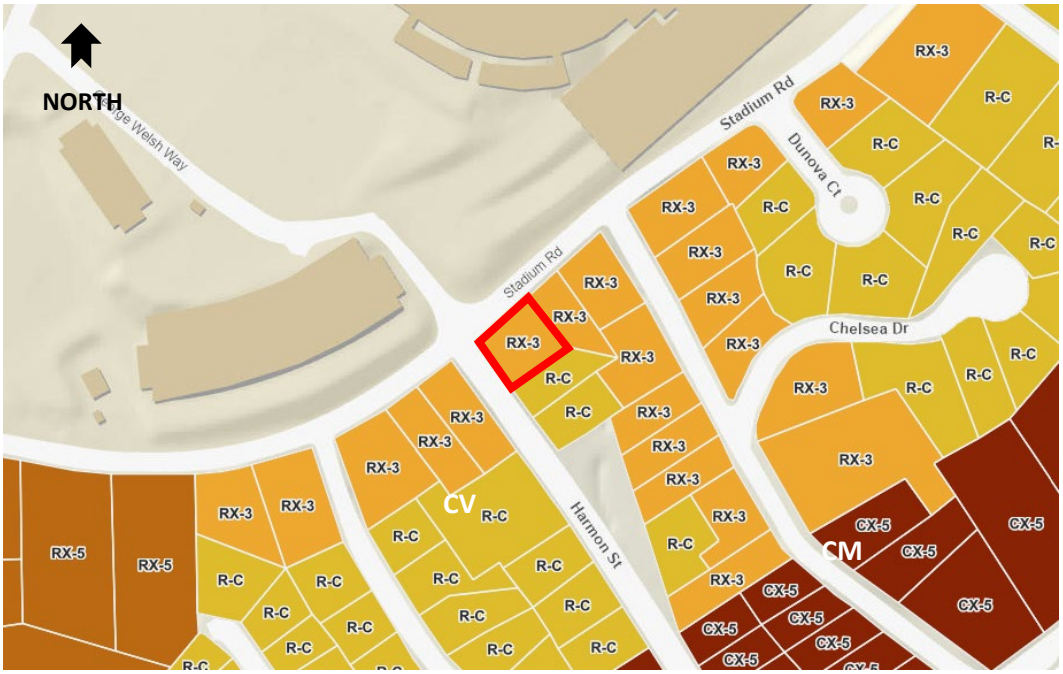
Vicinity Map



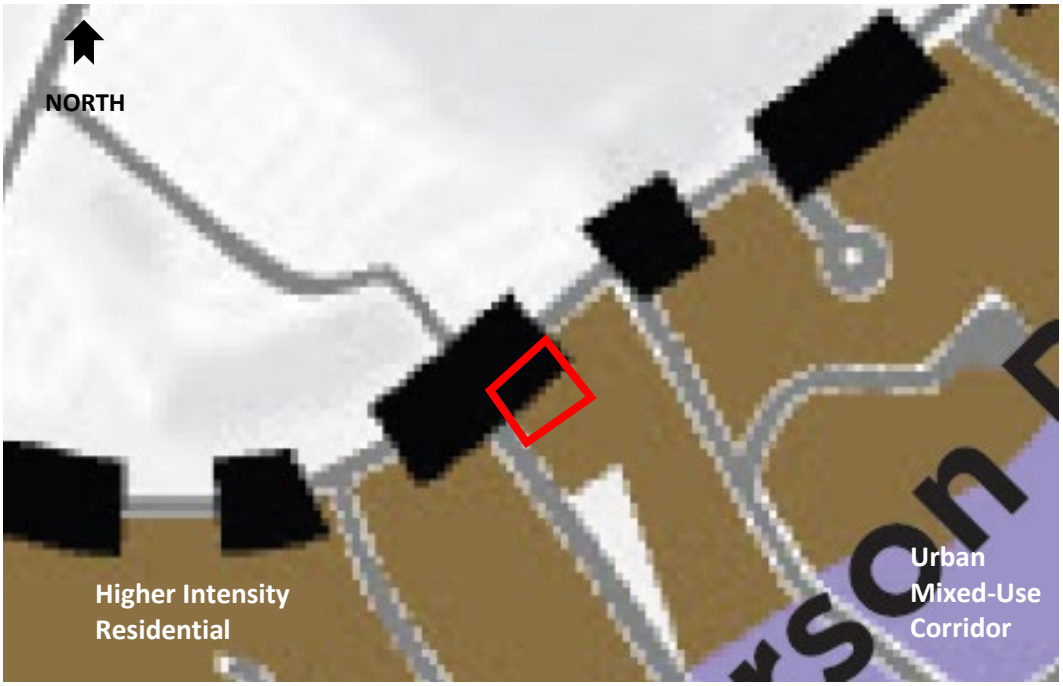
Context Map 1



Context Map 2- Zoning Classifications



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



Standard of Review

City Council may grant an applicant a Special Exception Permit (SEP), giving consideration to a number of factors set forth within Zoning Ordinance Section 34-5.2.15.D. 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 SEP 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 SEP and if so, (ii) whether there are any reasonable development conditions that could mitigate potentially adverse impacts of the proposed development.

Section 34-5.2.15.D of the City's Zoning Ordinance lists a number of factors that Council will consider in making a decision on a proposed SEP. Following below is staff's analysis of those factors, based on the information provided by the applicant. The applicant's analysis of their request can be found in Attachment A.

(1) Whether the proposed modifications to physical dimensional standards will be harmonious with existing and approved patterns of development on the same or an opposing block face or abutting property;

The applicant proposes to construct one residential apartment structure with 13 dwelling units. The building has 11 ground-floor parking spaces accessed via a driveway on Harmon Street, plus one dwelling unit and two internal stairwells, one of which is accessible from Harmon Street. Site location and dimensions can be found within the applicant's submitted Development Plan (Attachment B).

Staff Analysis: Stadium Road and Harmon Street are currently developed with a mix of one- and two-family residential uses and small multi-family residential apartment complexes. Several of these residential uses contain small surface parking lots, or unstriped gravel or asphalt parking areas to accommodate student renters. Northwest of the Subject Property is a large surface parking lot and several parking structures serving the University of Virginia's Scott Stadium.

The scale of the proposed residential building is similar to existing developments along Stadium Road, and the proposed ground floor parking area is significantly less impactful than existing parking areas along Stadium Road and Harmon Street. The development is therefore harmonious with the existing patterns of development within this area.

(2) Whether the proposed modification supports the goals and strategies of the Comprehensive Plan;

Below are specific areas of the Comprehensive Plan for which the development is 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 3: 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.

Comprehensive Plan- *Staff Analysis:*

The Future Land Use Map of the 2021 Comprehensive Plan designates the Subject Property and surrounding properties as Higher-Intensity Residential, which is intended to *"Provide opportunities for higher density, multi-family focused development[,] incentivize affordability and increased intensity to meet Affordable Housing Plan goals.*" Building form is to be compatible with existing context, allowing multi-unit housing with 13+ units per lot. Limited ground floor commercial uses are encouraged. Zoning tools will define building form and neighborhood compatibility criteria for development.

The proposed residential structure is a higher density multi-family development but is compatible with the existing residential context along Stadium Road. The project's height, setbacks and use requirements were scaled to match the adjacent R-C zoning district to avoid a transition requirement along the Subject Property's southern lot line. The project is utilizing an Affordable Dwelling Unit bonus for additional building height, and will provide certification of required affordable units prior to Final Site Plan approval. Vehicle parking is located underneath the building, away from street-facing yards, and bicycle parking will be provided as required by the City's Development Code.

(3) Whether, with conditions, the Special Exception Permit is consistent with the public necessity, convenience, general welfare, and good zoning practice.

As the application does align with existing patterns of development along Stadium Road and Harmon Street, and the Comprehensive Plan's emphasis on providing higher density housing which incentivizes affordability, staff finds granting the Special Exception Permit would be consistent with good zoning practice and general public welfare.

Public Comments Received

Staff has received no public comments on this Special Exception request at the publishing of this report.

Staff Recommendation

Staff recommends approval of this Special Exception Permit to reduce the required active depth area.

Recommended Conditions

Should the Planning Commission recommend approval of this Special Exception Permit, no conditions are recommended by staff.

Suggested Motions

1. I move to recommend approval of this application for a Special Exception Permit in the RX-3 Residential district at 1906 Stadium Road to permit the construction of 13 residential units with reduced active depth area.
    a. [condition(s) proposed by Planning Commission]

OR,

2. I move to recommend denial of this application for a Special Exception Permit in the RX-3 Residential district at 1906 Stadium Road to permit the construction of 13 residential units with reduced active depth area.

Attachments

A. Special Exception Request Letter received September 15, 2026
B. Development Plan last revised June 5, 2026

SHIMP ENGINEERING, P.C.
Design Focused Engineering

June 5, 2026

Dannan O'Connell
City of Charlottesville
Neighborhood Development Services
610 East Market Street
Charlottesville, Virginia 22902

Request for Exception from Active Depth Requirement

Section 2.10.10.B of the current City of Charlottesville Zoning Code (adopted December 18, 2023 and amended February 17, 2026), specifies requirements for active depth of new developments. The intent of this section of code is to "*facilitate the creation of a convenient, attractive, and harmonious community by minimizing the impact of inactive spaces on the public realm and to promote a comfortable, safe, engaging, and attractive build [sic] environment.*" No more than 20% of the required floor area of the required active depth may be used for inactive spaces such as storage, hallways, stairwells, elevators, and equipment room (Standard 3.b), and vehicle parking spaces and motor vehicle use areas are not allowed in any portion of the required active depth (Standard 3.c).

The site plan for 1906 Stadium Rd. currently proposes a vehicle travel way and two stairways in portions of the active depth zones, as shown in Figure 1 below. Along Stadium Rd., the stairways make up about 24% of the required active depth area. Along Harmon St., the travel way and stairway are about 71% of the required active depth area.

Per Section 5.2.15, City Council may grant a modification of any physical dimensional standard of this development code by Special Exception Permit. In considering an application for a Special Exception Permit, the City Council will consider the following factors:

1. *Whether the proposed modifications to physical dimensional standards will be harmonious with existing and approved patterns of development on the same or an opposing block face or abutting property;*

   Existing patterns of development along Harmon St. include multiple vehicle-use areas in between buildings and the public realm, as shown in Figures 2, 3 and 4 shown below. Although these specific vehicle-use configurations would not be allowed under current zoning code, the vehicle use area and stairway space that are proposed at 1906 Stadium Rd. are significantly less impactful to the public realm than these existing conditions. All stories other than the ground story will have residential units, and the stairway is necessary in order to access those units.

2. *Whether the proposed modification supports the goals and strategies of the Comprehensive Plan;*

Chapter 5, Goal 2 of the Comprehensive Plan is to *"support a wide range of rental and homeownership housing choices that are integrated and balanced across the city."* Allowing the requested modification would facilitate the development of additional housing units in the form of an apartment building, thereby increasing overall housing supply and supporting higher density in an appropriate, centrally located area. An alternate layout would not provide an as efficient building with as many new residential units.

3. *Whether, with conditions, the Special Exception Permit is consistent with the public necessity, convenience, general welfare, and good zoning practice.*

   In addition to providing much needed housing supply, the proposed layout is meeting the zoning requirements of Section 2.10.13 for entrance spacing *"To facilitate the creation of a convenient, attractive, and harmonious community by providing visual interest along the public realm, orient buildings to the public realm, and promote greater use and activation of the public sidewalk by limiting distance without physical connections between the public realm and the interior of a building."* In RX-3, entrances must be located no more than 40 feet apart on the primary street (Stadium Rd) and no more than 60 feet apart on the side street (Harmon St). Entrance must also *"Provide both ingress and egress pedestrian access to the ground story of the building."* As shown in Figure 1 below, the proposed entrances lead directly to stairwells. It is reasonable for the required entrances to provide direct access to the rest of the building via the stairwells. An alternate layout would necessitate additional hallways and be an inefficient use of space. Furthermore, although parking is not required in the current zoning ordinance, the current reality is that many residents need parking spaces. It is much more desirable to have parking integrated within the building rather than a separate standalone lot. There is no feasible way to provide parking under the building without having a vehicle-use area in the active depth zone. All stories other than the ground floor on Harmon St. will have residential units which will limit the impact of inactive spaces on the public realm. The limited negative impact of having vehicle access and stairways in close proximity to the public realm is far outweighed by the benefits of convenient housing options which will meet the current needs of the public.

In summary, the requested exception to allow a vehicle use area and two stairways in the active depth zone is consistent with existing adjacent conditions, supports the Comprehensive Plan's goals for additional housing options, and contributes to general welfare.

If you have any questions or concerns about these requests, please feel free to contact us by email at polina@shimp-engineering.com or justin@shimp-engineering.com or by phone at 434-227-5140.

Regards,

Justin Shimp
Shimp Engineering, P.C.

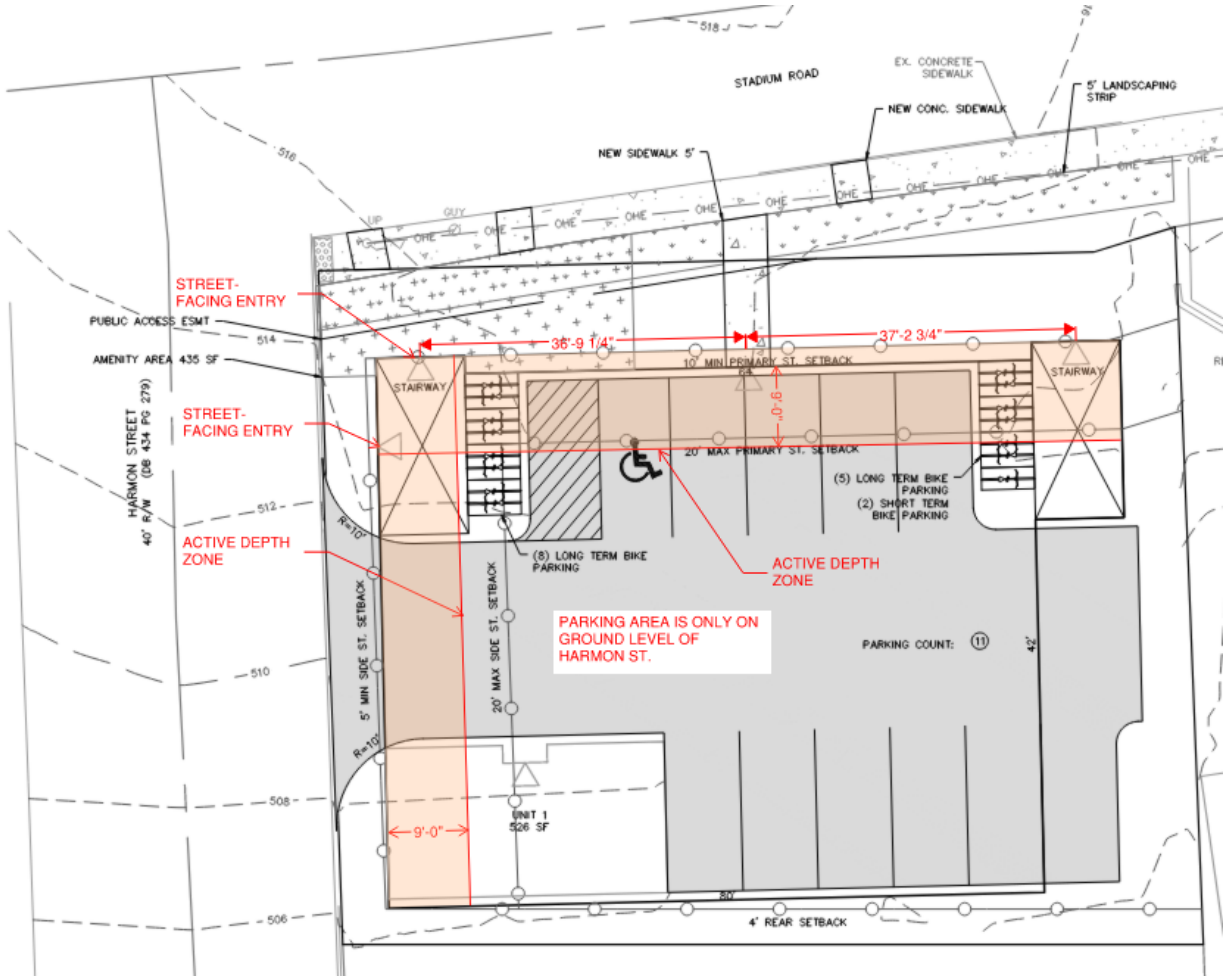


Figure 1. 1906 Stadium Rd. Active Depth and Street-Facing Entries



Figure 2. Corner of Harmon St. and Jefferson Park Ave. Image sourced from Google Maps.



Figure 3. 90 Harmon St. Image sourced from Google Maps.



Figure 4. 117 Harmon St. Image sourced from Google Maps.

DEVELOPMENT PLAN
1906 STADIUM RD

TAX MAP 16-72

CITY OF CHARLOTTESVILLE, VIRGINIA

LEGEND

EXISTING	NEW	DESCRIPTION
		BENCHMARK
		SITE PROPERTY LINE
		ADJACENT PROPERTY LINE
		BUILDING SETBACK
		PARKING SETBACK
10	10	PARKING COUNT
510	10	INDEX CONTOUR
508	12	INTERVAL CONTOUR
311.5 x	311.5	SPOT ELEVATION
311.5 TC x	311.5 TOPC 311.5 BOBC	TOP OF CURB/BOTTOM OF CURB ELEVATION
311.5 TW x	311.5 TOPW	TOP OF WALL ELEVATION
311.5 BW x	311.5 BOBW	BOTTOM OF WALL ELEVATION
		STREAM
		STREAM BUFFER
		100 YEAR FLOODPLAIN
		BUILDING
		RETAINING WALL
		RETAINING WALL HATCH
		RAILING
		STAIRS
		EDGE OF PAVEMENT
		ROAD CENTERLINE
		FRONT OF CURB
		BACK OF CURB
		CG-12 TRUNCATED DOME
		SIDEWALK
		BIKE PARKING
		HANDICAP ACCESSIBLE AISLE
		HANDICAP PARKING
		CROSSWALK
		CONCRETE
		ASPHALT
		RIPRAP
		EC-2 MATTING
		EC-3 MATTING
		WETLAND
		TREELINE
X	X	FENCE
		UTILITY POLE
		GUY WIRE
OHU	OHU	OVERHEAD UTILITY
UGU	UGU	UNDERGROUND UTILITY
	OHE	OVERHEAD ELECTRIC
	UGE	UNDERGROUND ELECTRIC
	FO	FIBER OPTIC
	A1	STORM STRUCTURE NOMENCLATURE
		STORM MANHOLE
	DI	DROP INLET (CAST INPLACE/PRECAST)
		STORM SEWER PIPES
RD	RD	ROOF DRAIN
	A	SANITARY STRUCTURE NOMENCLATURE
		SANITARY MANHOLE
		SANITARY SEWER MAIN
S	S	SANITARY SEWER LATERAL
W	W	WATER LINE
WS	WS	WATER SERVICE LINE
	WM	WATER METER (WM>1",WM<1")
WV	WV	WATER METER VALVE
FHA	FHA	FIRE HYDRANT
FDC	FDC	FIRE DEPARTMENT CONNECTION
GAS	GAS	GAS LINE
		EASEMENTS
		CONSTRUCTION/GRADING
		ACCESS
		SIGHT DISTANCE
		UTILITY
		STORMWATER
		DRAINAGE
		SANITARY
		WATERLINE
		GASLINE

OWNER/DEVELOPER
STADIUM ROAD REAL ESTATE LLC
90 Stockton Ridge Pl
Greenwood, VA, 22943

ZONING
RX-3

EXISTING USE
Residential Multifamily

PROPOSED USE
Residential Multifamily

SOURCE OF TITLE
Deed Book 436 Page Number 279 (Plat)
Deed Book 2023 Page 1721 (Title)

SOURCE OF BOUNDARY AND TOPOGRAPHY
Boundary & topographic survey provided by:
Foresight Survey PC. Surveyed May 22, 2025

BENCHMARK
Datum for topography is NAVD 88.

FLOODZONE
According to the FEMA Flood Insurance Rate Map, effective 02/04/2005(Community Panel 51003C0269D) this property lies outside any mapped floodplain.

SIGNS
All signs and pavement shall conform with the latest edition of the MUTCD Guidelines.
A sign permit must be issued in accordance with the City of Charlottesville Sign Regulations prior to placement of any signs on-site.

UTILITY MARKINGS
Utilities markings were made under Miss Utility Ticket #A525501169 dated 09.12.2025.

CRITICAL SLOPES
There are no critical slopes within the project area.

CITY PERMITS
1. The Contractor shall be responsible for obtaining a street cut permit from the City.
2. A Temporary Street Closure Permit is required for closure of sidewalks,parking spaces and roadways and is subject to approval by the City Traffic Engineer.The Contractor contact information will be provided with the final plans.

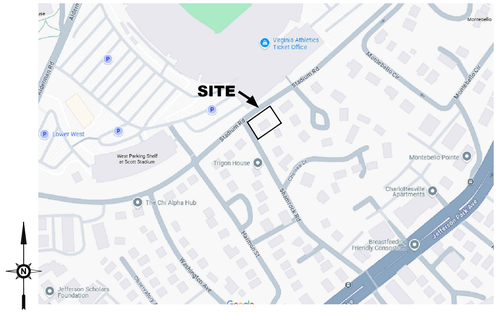
GENERAL NOTES
1. All excavation for underground pipe installation must comply with OSHA Standards for the Construction Industry (29 CFR Part 1926).
2. The location of existing utilities across or along the line of the proposed work are not necessarily shown on the plans and where shown based on "MISS UTILITY" markings and are only approximately correct. The contractor shall locate all underground lines and structures as necessary.
3. The contractor shall verify the locations of all boundaries, buildings, existing elevations, vegetation and other pertinent site elements. Contractor shall immediately report any discrepancies to the engineer of record.
4. The contractor shall be responsible for notifying "MISS UTILITY" - 1-800-552-7001.
5. Any damage to existing utilities caused by the contractor or its subcontractors shall be the contractor's sole responsibility to repair. This expense is the contractor's responsibility.
6. All paving, drainage related materials and construction methods shall conform to current specifications and standards of the City of Charlottesville unless otherwise noted.
7. An erosion and sediment control plan is required with this site plan.
8. All slopes and disturbed areas are to be fertilized, seeded and mulched. The maximum allowable slope is 2:1. Where it is reasonably obtainable, lesser slopes of 3:1 or better are to be achieved.
9. Paved, rip-rap or stabilization mat lined ditch may be required when in the opinion of the Engineer it is deemed necessary in order to stabilize a drainage channel.
10. All traffic control signs shall conform to the 2011 Virginia Supplement to the 2009 Manual on Uniform Control Devices..
11. Unless otherwise noted all concrete pipe shall be reinforced concrete pipe - Class III.
12. All material inside concrete forms shall be clean and free of all rocks and other loose debris. Sub-base material shall be compacted by mechanical means. Remove all standing water from area inside forms.
13. Concrete and asphalt shall not be placed unless the air temperature is at least 40 degrees in the shade and rising. Material shall not be placed on frozen sub-grade.
14. All existing curbs, curb and gutters and sidewalks to be removed shall be taken out to the nearest joint.
15. Existing asphalt pavement shall be saw cut and removed as per VDOT Road and Bridge Specifications 2016. 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.
16. The contractor shall exercise care to provide positive drainage to the storm inlets or other acceptable drainage paths in all locations.
17. Contact information for any necessary inspections with City:
    E&S inspector, NDS- 970-3182 (for the E&S inspections)
    Project Inspectors, NDS-970-3182 (for other construction items like sidewalk, pavement patches, road, storm sewer etc)
    Water and Sanitary Sewer-Department of Utilities 970-3800
    Street cut, Department of Public Work 970-3800
    Other public ROW issues-City Engineer 970-3182.
18. Any sidewalk and/or curb damage identified in the site vicinity due to project construction activities as determined by City inspector shall be repaired at the contractor's expense.
19. A temporary street closure permit is required for closure of sidewalks, parking spaces and roadways and is subject to approval by the City Traffic Engineer.
20. Per the Virginia Department of Health Waterworks Regulation (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 back-flow 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.
21. All buildings that may produce wastes containing more than one hundred (100) parts per million of fats, 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.
22. Please contact the Regulatory Compliance Administrator at 970-3805 with any questions regarding the grease trap or back-flow prevention devices.
23. Features controlling or limiting BMP DA's (downspouts, roof leader conveyances, roof peaks, fine grading, berms, yard inlets, etc.) are still subject to inspection and enforcement under the VSMP program for compliance.

ITE Trip Generation

				AM			PM			WEEKDAY		
Use Description	**ITE**	**Qty**	**IV**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Multi-family Housing (Low-Rise)	220	13	Units	1	4	5	4	3	7	40	41	81

Trip Generation reflects AM and PM peak hour traffic.

VICINITY MAP



Map provided by Google.com

SHEET INDEX

C1 COVER SHEET
C2 ZONING COMPLIANCE
C3 EXISTING CONDITIONS
C4 SITE LAYOUT
C5 LANDSCAPING PLAN

APPROVALS

Director of Neighborhood Development Services — Date

SHIMP ENGINEERING P.C.
LAND PLANNING - PROJECT MANAGEMENT
912 E. HIGH ST. 434.227.5140
CHARLOTTESVILLE VA, 22902 JUSTIN@SHIMP-ENGINEERING.COM

COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
6/5/26
PROFESSIONAL ENGINEER

DESIGNED BY
Polina Andreeva, JF

CHECKED BY
Justin Shimp, P.E.

DEVELOPMENT PLAN

1906 STADIUM RD

CITY OF CHARLOTTESVILLE, VIRGINIA
SUBMISSION:
10.25.2025
REVISION:
1) 03.05.2026
2) 06.05.2026

FILE NO.
25.031

COVER SHEET

C1

LAND USE SCHEDULE

Existing	SF	AC	%
Building	831	0.02	11.1%
Pavement	0	0.00	0.0%
Concrete	902	0.02	12.0%
Impervious	1,733	0.04	23.1%
Turf	5,759	0.13	76.9%
Total	7492	0.17	100.0%

Proposed	SF	AC	%
Building	4,660	0.11	62.2%
Pavement	174	0.00	2.3%
Concrete	379	0.01	5.1%
Impervious	5,213	0.12	69.6%
Turf	2279	0.05	30.4%
Total	7492	0.17	100.0%

LOT SIZE (SEC. 2.10.2)

	Regulation	Existing
Area (min)	None	7,492 SF, No Changes Proposed
Front Access	40 ft	No Changes Proposed
Side/rear Access	15 ft	No Changes Proposed

DENSITY (Sec 2.10.3)

	Regulation	Proposed
Dwellings per lot (max)	Unlimited	13

COVERAGE (Sec 2.10.4)

	Regulation	Proposed
Building coverage (max)	80%	62.2%
Outdoor amenity space (min)	10%	10%

BUILDING SETBACKS (Sec 2.10.5)

Per City of Charlottesville code of ordinance, Sec. 2.2.2.A4	Regulation	Proposed
Primary (min/max)	5ft / 15ft	5ft / 15ft
Side street lot line (min/max)	5ft / 15ft	5ft / 15ft
Side (min)	0ft	0ft
Rear (min)	0ft	0ft
Alley (min)	5ft	N/A

BUILD-TO WIDTH (Sec 2.10.6)

	Regulation	Proposed
Primary (min)	75%	96%
Side (min)	45%	81.6%

TRANSITION (Sec 2.10.6)

	Regulation	Proposed
Transition Type	Type A	Transitions are not required when a project in the higher intensity district meets the height, building setback, and use requirements of the abutting lower intensity district.

PARKING LOCATION (Sec 2.10.B)

	Regulation	Proposed
Front yard	Not allowed	No parking
Side street yard	Not allowed	No parking
Side	Allowed	No parking
Rear	Allowed	No parking

PARKING SCHEDULE

Required:

Per City of Charlottesville, code of ordinance Sec. 4.5.4.C.1

Off-street parking is not required. The project area is under 50,000 square feet of gross floor area and does not requrie a Traffic Demand Management Plan.

Provided:

12 spaces

Required Bike Parking

Per City of Charlottesville, code of ordinance Sec. 4.5.2.C.1

Short Term: 1 per 10 units, 2 min

Long Term: 1 per unit

Provided Bike Parking:

Short Term: 2 spaces

Long Term: 13 spaces

RESIDENTIAL UNITS

Number of units proposed: 13
Units are proposed for rent.
Affordable Housing Bonus for height will be applied.

HEIGHT (Sec 2.10.9)

	Regulation	Proposed
Building Height (max stories/feet)	3 stories/ 44 ft base; 5 stories/72' with affordable bonus	4 stories/ 60 ft

MASSING (Sec 2.10.10)

	Regulation	Proposed
Building Width (max)	175 ft	62 ft
Active Depth (min)	9 ft	9 ft (application for exception on Harmon)

GROUND STORY (Sec 2.10.11)

	Regulation	Proposed
Ground story height (min)	10 ft	10 ft
Finished floor elevation (min/max)	0 / 6 ft	1 ft

TRANSPARENCY (Sec 2.10.12)

	Regulation	Proposed
Ground Story (min) (Primary Street)	35%	35%min
Ground Story (min)/(Side Street)	30%	N/A
Upper Story (min) (Primary Street)	20%	20% min
Upper Story (min) (Side Street)	20%	N/A
Blank wall width (max) (Primary Street)	15 ft	15 ft max
Blank wall width (max) (Side Street)	25 ft	N/A

1. Pursuant to Sec 2.10.12 building must comply with transparency requirements above as applicable.

ENTRANCES (Sec 2.10.13)

	Regulation	Proposed
Street - facing entry spacing (max) (Primary Street)	40 ft	20 ft
Street - facing entry spacing (max) (Side Street)	60 ft	52 ft
Entry feature (Primary Street)	Yes	Yes
Entry feature (Side Street)	Yes	Yes

FENCES AND WALLS (Sec 2.10.14)

	Regulation	Proposed
Front yard height (max)	4 ft	None
Side street yard height (max)	6 ft	None

STREETSCAPE STANDARDS (Sec 4.4.5)

Designation for Street Classification of Neighborhood A and local	Regulation	Proposed
Clear Walk Zone width (min)	6 ft	Stadium St: 6 ft Harmon St: None, Streetscape Exception
Greenscape Zone width (min)	5 ft	Stadium St: 5 ft Harmon St: None, Streetscape Exception
Spacing of Small or Medium Trees in Greenscape Zone with overhead utilities (min/avg)	10'/15'	10'

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6/5/26

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CHECKED BY
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DEVELOPMENT PLAN

1906 STADIUM RD

CITY OF CHARLOTTESVILLE, VIRGINIA

SUBMISSION:
10.25.2025

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ZONING COMPLIANCE

C2

BOUNDARY LINE TABLE		
Line	Direction	Length
L1	N 38°46'17" E	9.63'



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DEVELOPMENT PLAN

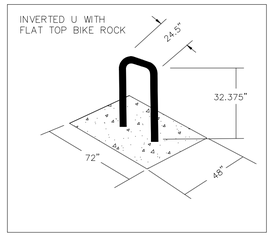
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EXISTING CONDITIONS

C3



1 C4 BIKE PARKING
Not To Scale, Long Term Bike Parking to be Provided Inside of the Building

STADIUM ROAD
NEW CONC. SIDEWALK
NEW SIDEWALK 5'
NEW CONC. SIDEWALK
5' LANDSCAPING STRIP
GUY
PUBLIC ACCESS ESMT
AMENITY AREA 435 SF
HARMON STREET
40' R/W (DB 434 PG 279)
STAIRWAY
STAIRWAY
10' MIN PRIMARY ST. SETBACK
20' MAX PRIMARY ST. SETBACK
(5) LONG TERM BIKE PARKING
(2) SHORT TERM BIKE PARKING
(8) LONG TERM BIKE PARKING
5' MIN SIDE ST. SETBACK
20' MAX SIDE ST. SETBACK
R=10'
R=10'
PARKING COUNT: (11)
42'
UNIT 1
526 SF
80'
4' REAR SETBACK
WOOD RETAINING WALL
GARAGE
516
518
514
512
510
508
506
504
502

#1912 LOCATION PER GIS
TMP 16-74
PID: 160074000
DAVIS, ROGER HB JR &
JEANNE S, TRUSTS
DB 831 PG 300
RX-3
RESIDENTIAL

#1904 LOCATION PER GIS
TMP 16-71
PID: 160071000
N/F HULETT-MAYERS
RENTAL PROPERTIES, LLC
INST #2023-0166
RX-3
RESIDENTIAL

#1900 LOCATION PER GIS
TMP 16-70
PID: 160070000
PICKERING, CRAIG N &
MARGUERITE L
DB 544 PG 462
RX-3
RESIDENTIAL

#128 LOCATION PER GIS
TMP 16-73
PID: 160073000
N/F DOWNEAST
PROPERTIES, LLC
INST #2022-3334
R-C
RESIDENTIAL

TMP 16-69
PID: 160069000
REAL TRIGON, INC
DB 481 PG 420
RX-3
RESIDENTIAL

#124 LOCATION PER GIS
TMP 16-67
PID: 160067000KNIGHT,
KEITH & PAULAK,
TRUSTEES
DB 496 PG 671
R-C
RESIDENTIAL

10 0 10 20 30
Scale: 1"=10'

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SITE LAYOUT

C4

NOTES:

1. All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant.
2. All landscaping and screening shall be maintained in a healthy condition by the current owner or property owners' association and replaced when necessary. Replacement material shall comply with the approved landscape plan.
3. All new planting shown on the plan will be completed after building and road construction to avoid tree planting damage.
4. All disturbed slopes 3:1 or steeper to have low maintenance ground cover.
5. Any existing tree proposed to remain shall be replaced in kind if negatively impacted by improvements associated with this project.

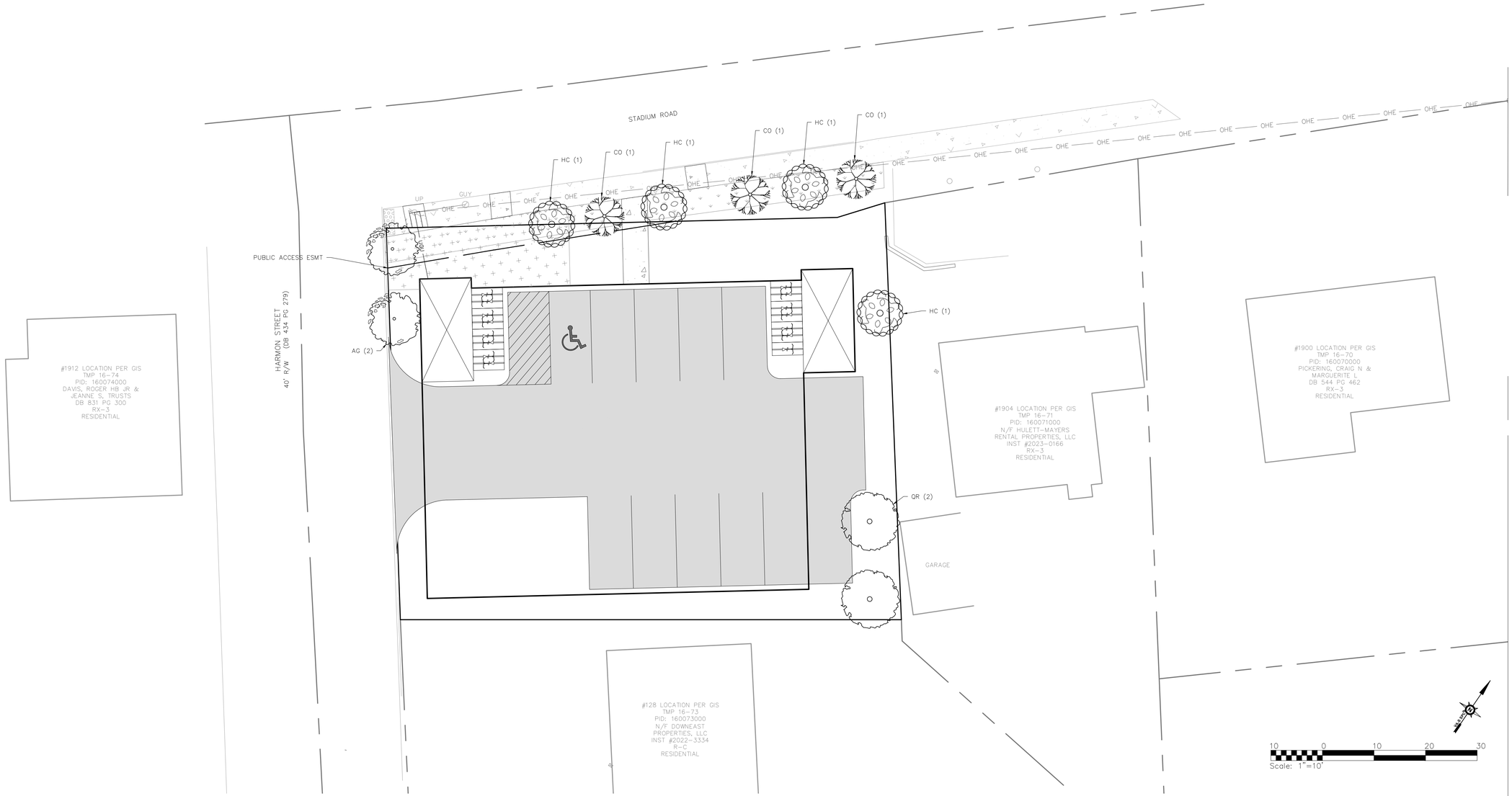
LANDSCAPE SCHEDULE: TREES

Plant Symbol	Planting Type	Botanical Name	Common Name	Abbreviation	Min. Cal./Height	Quantity	Canopy SF	Total Canopy SF
	Large Tree	Quercus robur	English Oak	QR	2.0" Cal.	2	113	226
	Small Tree	Acer griseum	Paperback Maple	AG	6' Ht.	2	80	160
	Small Tree	Halesia carolina	Carolina Silverbell	HC	6' Ht.	4	65	260
	Small Tree	Cotinus obovatus	American Smoketree	CO	6' Ht.	3	45	135
							TOTAL SF:	781

LOT LANDSCAPING REQUIRED:

SITE REQUIREMENT: 10% CANOPY REQUIRED PER LOT.
LOT SITE AREA: 7,492 SF
7,492 SF x 10% = 749 SF
LOT CANOPY REQUIRED: 749 SF
LOT CANOPY TO BE PROVIDED: 781 SF

STREETSCAPE TREES:
FRONTAGE: 98' WITH OVERHEAD POWER LINES
MIN SMALL/ MEDIUM TREES: $\frac{98}{15}$ = 7
LOT A FRONTAGE TREES PROVIDED: 7 TREES



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LANDSCAPING PLAN

C5

CITY OF CHARLOTTESVILLE
Department of Neighborhood Development Services
City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.gov

PLANNING COMMISSION REGULAR MEETING

APPLICATION FOR A CRITICAL SLOPE SPECIAL EXCEPTION

APPLICATION NUMBER: PL-26-0113

DATE OF MEETING: November 10, 2026

Project Planner: Carrie Rainey, AICP
Date of Staff Report: November 3, 2026

Applicant: John Wilson, Timmons Group
Current Property Owner: Charlottesville Redevelopment and Housing Authority

Application Information

Property Street Address: 338 Hardy Drive ("Subject Property")
Tax Map & Parcel/Tax Status: 310145000 (real estate taxes paid current – Sec. 34-5.2.1.C.3.e)
Total Project Area (Limits of Disturbance): 10.20 acres
Total Area of Critical Slopes on Parcels: 0.78 acres | 7.8%
Area of Proposed Critical Slope Disturbance: 0.78 acres| 7.8% of total site area | 100% of total critical slopes area on parcel
Comprehensive Plan (General Land Use Plan): Higher-Intensity Residential
Current Zoning Classification: RX-5
Overlay District: None

Applicant's Request (Summary)

John Wilson (applicant), representing Charlottesville Redevelopment and Housing Authority (property owner), wishes to improve the Subject Property with 252 new affordable residential units, amenity spaces, and parking lots. The proposed improvements will impact critical slopes on-site as defined by Section 34-4.10.1.B.1. Per Sections 34-4.10.1.D, and 34-5.2.16.C.3, a request for a critical slope special exception must be heard by the Planning Commission before these improvements can be permitted.

Improvements specific to areas where critical slopes would be impacted should the waiver be approved are shown on the Critical Slopes Exhibit **(Attachment B)** and the Final Site Plan **(Attachment C)** Improvements include multifamily residential buildings, site stairs and walls, a parking lot, and associated land disturbance/grading. Existing critical slope areas located on this Property total approximately 0.78 acres or 7.8% percent of the site. The applicable definition of "critical slope" is as follows:

1. A grade of 25% or greater;
2. A portion of the slope has a horizontal run of greater than 20 feet;
3. An area of 6,000 square feet or greater; and
4. A portion of the slope is within 200 feet of any waterway protected by the Standard and Design Manual or Chapter 10 of the Charlottesville Code of Ordinances, or shown on the map entitled "Properties Impacted by Critical Slopes", maintained by the Neighborhood Development Services. (Sec. 34-4.10.1.B.2)

Based on the information presented within the application materials, Staff verifies that the area for which this waiver is sought meets all of the above-referenced components of the definition of "critical slope".

Vicinity Map



Critical Slopes per the Zoning Ordinance



Standard of Review

Per Sec. 34-5.2.16, The Planning Commission will review the application and report its findings and recommendations to the City Council. City Council may then grant a Critical Slopes Special Exception when it finds that:

a. Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, the requirements of 4.10.1. Critical Slopes would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties; or
b. The public benefit of the proposed encroachment outweighs the public benefit of protecting the area of slope proposed to be impacted.

City Council will review an application for a Critical Slopes Special Exception according to the following criteria:

a. Whether the amount of impact has been limited to the greatest extent possible;

b. Whether sufficient mitigation has been proposed to limit the impact of the proposed encroachment;
c. Whether steps have been taken to limit or prevent impacts to portions of the sloped area with environmental or scenic value or vulnerability to disturbance; and
d. Whether the proposed project is consistent with the zoning district and Comprehensive Plan.

Project Review and Analysis

A Critical Slopes Exhibit has been provided by the applicant **(Attachment B)**, along with the applicant's Narrative **(Attachment A)** and Final Site Plan **(Attachment C)**.

Staff Analysis 34-5.2.16.D.1, Criteria A:
Planning Department: Critical slopes areas are located along the length of the southern and eastern boundaries of the Subject Property. The Narrative **(Attachment A)** states no environmentally sensitive areas such as wetlands or streams exist on the Subject Property. The applicant proposes redeveloping the Subject Property with 252 residential units, parking lots, and outdoor amenity spaces as required by Sections 34-2.3.3.A.3 and 34-2.10.4.C. The Narrative **(Attachment A)** states the critical slope area will be largely stabilized by the proposed multifamily housing buildings. Staff finds the requirements of Section 34-4.10.1 would unreasonably restrict the redevelopment of the Subject Property.

Staff Analysis 34-5.2.16.D.1, Criteria B:
Planning Department: The subject property is designated Higher-Intensity Residential by the Comprehensive Plan's Future Land Use Map. Higher-Intensity Residential areas are described as areas which *provide opportunities for higher density, multi-family focused development. Incentivize affordability and increased intensity to meet Affordable Housing Plan goals.* Several goals of the Comprehensive Plan focus on expanding access to housing, supporting a wide range of housing options, promoting redevelopment and infill development, and providing amenities such as parks and recreational facilities to lower-income households. The applicant proposes to redevelop the Subject Property with 252 affordable housing residential units, providing a variety of units types and amenity spaces such as playgrounds, sports courts, and landscaped open areas. The proposed improvements are consistent with the Comprehensive Plan. Staff finds the public benefit of the proposed encroachment outweighs the public benefit of protecting the critical slopes area to be impacted.

Staff Recommendation

Staff recommends the Planning Commission consider the following when making a recommendation to City Council:

Purpose and Intent of the Critical Slope Provisions

The purpose and intent of the critical slope provisions in Section 34-4.10.1 are to protect and maintain the environmental quality in the City by limiting development and disturbance of steeply sloped areas near waterways, adjacent properties, and environmentally sensitive areas and to protect those steeply sloped areas and waterways from the negative impacts of erosion and stormwater as well as preserve their ecological value.

Recommended Conditions

Staff has no recommendations for conditions related to this project and recommends approval of this Critical Slopes Special Exception.

Suggested Motions

1. "I move to recommend approval of the critical slope special exception for Tax Map and Parcel 310145000 as requested, with no reservations or conditions, based on a finding that [*reference at least one*]:
    - Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, the requirements of Section 34-4.10.1 would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties."
    - The public benefit of the proposed encroachment outweighs the public benefit of protecting the area of slope proposed to be impacted."
2. "I move to recommend denial of the critical slope special exception for Tax Map and Parcel 310145000."

Attachments

A. Project Narrative and Description
B. Critical Slopes Exhibit
C. Final Site Plan Under Review

Westhaven – Critical Slopes Waiver

On behalf of the Charlottesville Redevelopment and Housing Authority, we are seeking a critical slopes waiver under the Charlottesville Development Code 34-5.2.16.D.1.

The subject property is constrained by critical slopes to the south and east, running the length of the property lines. These are manmade slopes created during the site's original construction and constitute an "unusual physical condition" that currently restricts efficient redevelopment of the property. A literal interpretation of the critical slopes provisions would unreasonably restrict the redevelopment of this site, preventing the City from realizing its goal of providing much-needed affordable and senior housing.

The proposed design does not merely encroach on these slopes; it proactively stabilizes them. By building two multifamily apartment buildings into the hillside, the building walls act as integrated retaining walls. This structural approach effectively eliminates the risk of future erosion and ensures the long-term structural integrity of the site and adjacent properties – a significant improvement of the current unmanaged state. Notably, the site contains no environmentally sensitive areas such as streams or wetlands, making it an ideal candidate for high-density redevelopment.

The public benefit of allowing this targeted disturbance far outweighs the benefit of protecting these manmade slopes. The project provides a critical social utility by creating 266 affordable housing units, including units specifically dedicated to seniors. The reuse of an already developed site prevents the need for additional greenfield development elsewhere and aligns with the City's Comprehensive Plan for density and housing equity.

Beyond the social utility, the project provides several technical environmental benefits:

- Stormwater control: To mitigate the loss of existing vegetation, the project utilizes an underground detention system to manage stormwater runoff. This facility provides essential detention that limits the volumetric flow rate and velocity of the stormwater runoff existing the site and entering the City's existing stormwater infrastructure. This protects adjacent properties from runoff impacts that are currently unmanaged.
- Groundwater recharge and open space: While the redevelopment increases density, decreased groundwater recharge is being mitigated through the strategic inclusion of proposed open spaces onsite in key areas.
- Tree canopy and landscape design: Although the project requires the removal of some mature trees, the proposed landscape design exceeds City minimum requirements. This ensures a net gain in the visual quality and environmental health of the community when compared to the current site condition.

- Rigorous E&SC: During construction, redundant E&SC measures, including silt fencing, sediment traps/basins, and downhill structural practices, will be employed to ensure adjacent properties and undisturbed areas remain protected.

By allowing this strategic disturbance to existing critical slopes, the City enables the conversion of an underutilized manmade hillside into a high-density, socially beneficial community that utilizes modern engineering to project the surrounding environment.



TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.

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

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

CRITICAL SLOPES EXHIBIT

SHEET NO.	EXHIBIT
JOB NO.	61786
SCALE	1" = 30'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	09/18/2025

DATE	REVISION DESCRIPTION
12/11/2025	MAJOR DEVELOPMENT PLAN SUBMISSION #2

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WESTHAVEN REDEVELOPMENT

FINAL SITE PLAN

CITY OF CHARLOTTESVILLE, VIRGINIA

10/02/2026

SITE DATA:

TAX MAP PARCEL OF PARCELS IMPACTED BY PROJECT: 310145000

TOTAL PARCEL AREA: 10.01 ACRES

LIMITS OF DISTURBANCE: 10.01 ACRES

IMPERVIOUS AREA: EXISTING: 5.70 ACRES
PROPOSED: 7.15 ACRES

SOURCE OF SURVEY, BOUNDARY, AND TOPOGRAPHY: ROUDABUSH, GALE & ASSOCIATES, INC.
999 SECOND ST. SE
CHARLOTTESVILLE, VA 22902
(434) 977-0205
DATED: DECEMBER 06, 2024
*SUE PERFORMED BY TIMMONS GROUP, OCTOBER 2024

DATUM REFERENCE: VERTICAL: NAVD 88
HORIZONTAL: NAD83, VA STATE GRID, SOUTH ZONE

VA811 TICKET NUMBER: B413402869-00B

USE: CURRENT: MULTI-FAMILY RESIDENTIAL, COMMUNITY CENTER (APPROX. 2,600 SF)
PROPOSED: MULTI-FAMILY RESIDENTIAL W/ ASSOCIATED INDOOR AMENITY SPACES TOTALING 32,000 SF (RECREATION CENTER, COMMUNITY ROOMS, PROPERTY MANAGEMENT OFFICES, FITNESS ROOMS, ETC.)

CURRENT ZONING: RX-5

OVERLAY DISTRICTS: NONE

PROPOSED UNITS:

TOWNHOUSE UNITS:		
ONE BEDROOM:	9 UNITS	9 BEDS
TWO BEDROOM:	23 UNITS	46 BEDS
THREE BEDROOM:	26 UNITS	78 BEDS
FOUR BEDROOM:	17 UNITS	68 BEDS
FIVE BEDROOM:	23 UNITS	115 BEDS
SIX BEDROOM:	4 UNITS	24 BEDS
TOWNHOUSE UNITS:	102 UNITS	340 BEDS
APARTMENT UNITS:		
ONE BEDROOM:	83 UNITS	83 BEDS
TWO BEDROOM:	48 UNITS	96 BEDS
THREE BEDROOM:	19 UNITS	57 BEDS
APARTMENT UNITS:	150 UNITS	236 BEDS
TOTAL UNITS:	252 UNITS	576 BEDS

DENSITY: ALLOWABLE: UNLIMITED
PROPOSED: 26.1 DUA

ALLOWABLE BUILDING HEIGHT: 72' MAX. HEIGHT
PROPOSED MAX. BUILDING HEIGHT: 72'

SETBACKS: PRIMARY STREET LOT LINE (MIN/MAX): 5'-15' (10TH ST.)
REAR LOT LINE (MIN): 0'
ALLEY LOT LINE (MIN): 5'
SIDE STREET LOT LINE (MIN/MAX): 5'-15'
SIDE LOT LINE (MIN): 0'

SITE DATA: SECTION 34-2.3.3.A.5
10TH ST NW - BUILD-TO WIDTH MET PER SECTION 34-2.10.6.A.5.C., 101.1' REQUIRED, 111.9' PROVIDED
PAGE ST - PRIVATE STREET, BUILD-TO REQUIREMENTS NOT APPLICABLE
8TH ST SW - BUILD-TO COMPLIANCE MET VIA WAIVER APPROVED NOVEMBER 17, 2025
SECTION 34-4.3.2.A
COMPLIANCE IS MET THROUGH THE WAIVER FROM BLOCKS STANDARDS APPROVED NOVEMBER 17, 2025
SECTION 34-4.3.2.B
COMPLIANCE IS MET THROUGH THE WAIVER FROM BLOCKS STANDARDS APPROVED NOVEMBER 17, 2025

ADJACENT PARCELS:
NORTH : TMP 31-139, TMP 31-140, TMP 31-141, TMP 31-142, TMP 31-143, TMP 31-200 TO 31-215
WEST : TMP 31-152, TMP 31-153, TMP 31-154, TMP 31-155, TMP 31-156, TMP 31-158
EAST : TMP 31-294
SOUTH : TMP 31-183, TMP 31-174, TMP 31-175, TMP 31-170

TOTAL PARKING SPACES PROVIDED: 176 SURFACE PARKING SPACES
60 SPACES GARAGE PARKING
236 SPACES TOTAL*

*INCLUDES 16 ADA PARKING SPACES (8 VAN-ACCESSIBLE)
*INCLUDES 48 SPACES READY FOR EV CHARGING (24 PROPOSED AND 24 FUTURE)

TOTAL EV SPACES REQUIRED: TOTAL REQUIRED: 20% OF 236 = 48 SPACES REQUIRED
SHORT TERM: 10% OF 236 = 24 SPACES REQUIRED
LONG TERM: 10% OF 236 = 24 ADDITIONAL SPACES REQUIRED

TOTAL EV SPACES PROVIDED: TOTAL : 48 SPACES PROVIDED
SHORT TERM: 24 SPACES PROVIDED
LONG TERM: 24 SPACES PROVIDED

TOTAL BICYCLE PARKING SPACES REQUIRED: SHORT-TERM: 1 PER 10 UNITS (MIN. 2)
266 UNITS = 27 SPACES REQUIRED
LONG-TERM: 1 PER UNIT
266 UNITS = 266 SPACES REQUIRED

TOTAL BICYCLE PARKING SPACES PROVIDED: SHORT-TERM: 30 BIYCYCLE RACKS PROVIDED
LONG-TERM: 164 BICYCLE STORAGE RACKS (TO BE PROVIDED WITHIN BELOW-GRADE PARKING OF MULTI-FAMILY BUILDNGS - SEE SHEETS C4.10 - C4.13)
102 BICYCLE STORAGE RACKS TO BE PROVIDED WITHIN TOWNHOMES
266 TOTAL BICYCLE RACKS PROVIDED

REQUIRED OUTDOOR AMENITY AREA: 10% MIN.
10.01 AC * 10% = 1.00 AC

PROVIDED OUTDOOR AMENITY AREA: 45,500 SF = 1.05 AC

LOCATION OF NEARBY FIRE HYDRANTS: EXISTING HYDRANTS LOCATED ALONG HARDY DRIVE (TO BE DEMOLISHED), AT 10TH AND PAGE, AT 9TH AND PAGE, AT 8TH AND PAGE, AT 10TH AND WERTLAND, AT 10TH AND W MAIN, AND AT W MAIN AND 9TH. HYDRANTS ARE PROPOSED THROUGHOUT THE DEVELOPMENT PER CITY AND STATE REQUIREMENTS.

UTILITIES: CITY OF CHARLOTTESVILLE PUBLIC WATER AND SEWER

PROJECT TIMING: THE ANTICIPATED START DATE FOR THE PROJECT IS Q4 2026. CONSTRUCTION ACTIVITIES ARE ANTICIPATED TO LAST APPROXIMATELY 24-30 MONTHS.

WETLANDS: NO WETLANDS ARE IMPACTED AS PART OF THIS PROJECT.

CRITICAL SLOPES: CRITICAL SLOPES ARE PRESENT WITHIN THE LIMITS OF DISTURBANCE.

FLOODPLAIN: THIS SITE IS NOT WITHIN A 100-YEAR FLOODPLAIN.

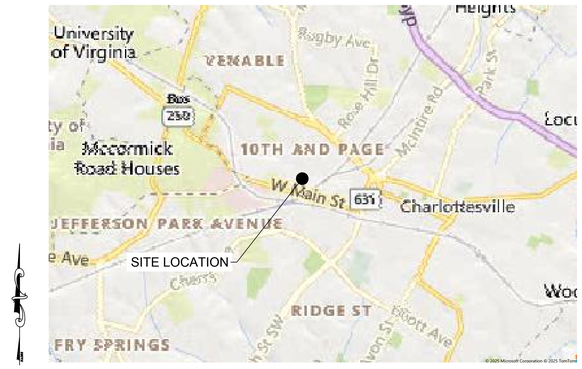
BUILDING AND SITE SIGNAGE: SIGNAGE PACKAGE WILL BE SUBMITTED UNDER SEPARATE COVER.

ALL CONCRETE, ASPHALT ETC. IN THE RIGHT OF WAY (ROW) THAT ARE DAMAGED DURING CONSTRUCTION BUT NOT SHOWN ON THE APPROVED SITE PLAN SHALL BE RESTORED PER CITY STANDARDS AT NO COST TO THE CITY.

TRIP GENERATION*
*PREPARED BY GOROVE SLADE

Table 2: Westhaven ITE Trip Generation – Typical Weekday – 11th Edition

Land Use	ITE Code	Size	Weekday AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	Weekday PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily Total
Trip Generation, 11th Ed.									
Proposed Development									
Single-Family Attached Housing	215	102 townhomes	12	37	49	34	24	58	734
Multifamily Housing (Low-Rise)	220	82 units	12	36	48	35	21	56	602
Senior Adult Housing - Multifamily	252	80 units	5	11	16	11	9	20	260
Proposed Development Site Trips			**29**	**84**	**113**	**80**	**54**	**134**	**1,596**
Mode Split/TDM Reduction		*10%*	*-3*	*-8*	*-11*	*-8*	*-5*	*-13*	*-160*
Proposed Development Site Trips with Reductions			**26**	**76**	**102**	**72**	**49**	**121**	**1,436**



VICINITY MAP
SCALE: 1" = 2000'

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER
C1.0	NOTES & DETAILS
C1.1	NOTES & DETAILS
C1.2	NOTES & DETAILS
C1.3	NOTES & DETAILS
C1.4	NOTES & DETAILS
C1.6	OVERALL PHASING PLAN - PHASE 1
C1.7	OVERALL PHASING PLAN - PHASE 2
C2.0	OVERALL EXISTING CONDITIONS
C2.1	EXISTING CONDITIONS
C2.2	EXISTING CONDITIONS
C2.3	OVERALL DEMOLITION PLAN - PHASE 1
C2.4	DEMOLITION PLAN - PHASE 1
C2.5	DEMOLITION PLAN - PHASE 1
C2.6	OVERALL DEMOLITION PLAN - PHASE 2
C2.7	DEMOLITION PLAN - PHASE 2
C2.8	DEMOLITION PLAN - PHASE 2
C3.0	EROSION AND SEDIMENT CONTROL NOTES AND DETAILS
C3.1	EROSION AND SEDIMENT CONTROL NOTES AND DETAILS
C3.2	EROSION AND SEDIMENT CONTROL NOTES AND 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
C3.6	EROSION AND SEDIMENT CONTROL - PHASE IV
C3.7	EROSION AND SEDIMENT CONTROL - PHASE V
C3.8	EROSION AND SEDIMENT CONTROL - PHASE VI
C3.9	EROSION AND SEDIMENT CONTROL - PHASE VII
C4.0	OVERALL LAYOUT AND UTILITY PLAN
C4.1	LAYOUT PLAN
C4.2	LAYOUT PLAN
C4.3	ACCESSIBILITY PLAN
C4.4	ACCESSIBILITY PLAN
C4.5	UTILITY PLAN
C4.6	UTILITY PLAN
C4.7	UTILITY PLAN - SSWR CONNECTION ALTERNATIVES
C4.8	EASEMENT PLAN
C4.9	ZONING PLAN
C4.10	ZONING PLAN - SENIOR BUILDING
C4.11	ZONING PLAN - SENIOR BUILDING
C4.12	ZONING PLAN - MULTIFAMILY BUILDING
C4.13	ZONING PLAN - MULTIFAMILY BUILDING
C5.0	OVERALL GRADING AND DRAINAGE PLAN
C5.1	DETAILED GRADING PLAN
C5.2	DETAILED GRADING PLAN
C5.3	DETAILED GRADING PLAN - SPOT SHOTS
C5.4	DETAILED GRADING PLAN - SPOT SHOTS
C6.0	PRE-DEVELOPMENT DRAINAGE AREA MAP
C6.1	POST-DEVELOPMENT DRAINAGE AREA MAP
C6.2	STORMWATER MANAGEMENT PLAN - QUANTITY
C6.3	STORMWATER MANAGEMENT PLAN - QUALITY
C6.4	OVERALL INLET DRAINAGE AREA MAP
C6.5	INLET DRAINAGE AREA MAP
C6.6	INLET DRAINAGE AREA MAP
C6.7	PIPE AND INLET CALCULATIONS
C7.0	UTILITY PROFILES
C7.1	UTILITY PROFILES
C7.2	UTILITY PROFILES
C7.3	UTILITY PROFILES
C7.4	UTILITY PROFILES
C7.5	STORM PROFILES
C7.6	STORM PROFILES
C7.7	STORM PROFILES
C7.8	PIPE AND STRUCTURE TABLES
C7.9	EX. RWSA WATERMAIN CROSS SECTIONS
L0.01	TREE PROTECTION PLAN
L1.00	LANDSCAPE PLAN
L2.00	LIGHTING PLAN
L3.00	SCHEDULES AND CALCULATIONS

TOTAL: 68 SHEETS

OWNER:
CHARLOTTESVILLE REDEVELOPMENT & HOUSING AUTHORITY
PO BOX 1405 CHARLOTTESVILLE, VA 22902
CONTACT: JOHN SALES
TELEPHONE: (434)-326-4672
EMAIL: SALESJ@CVILLERHA.COM

OWNER'S REPRESENTATIVE:
RIVERBEND DEVELOPMENT
455 2ND ST SE #201
CHARLOTTESVILLE, VA 22902
CONTACT: ASHLEY DAVIES
TELEPHONE: (434) 245-4971
EMAIL: ASHLEY@RIVERBENDDEV.COM

ENGINEER OF RECORD:
TIMMONS GROUP
608 PRESTON AVE, SUITE 200
CHARLOTTESVILLE, VA 22903
CONTACT: JOHN WILSON, P.E.
TELEPHONE: (434) 295-5624
EMAIL: JOHN.WILSON@TIMMONS.COM

ARCHITECT OF RECORD:
ARNOLD DESIGN STUDIO
930 CAMBRIA STREET, NE
CHRISTIANSBURG, VIRGINIA 24073
CONTACT: COLIN ARNOLD
TELEPHONE: (540)-239-2671
EMAIL: CARNOLD@ARNOLDDESIGNSTUDIO.COM

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. #
UNDERGROUND DETENTION	N/A	N/A	38.03386	-78.492322	3.04	2.29	0.75	0.00	20802040401	
*REPORTED DRAINAGE AREA VALUES ARE PORTION OF DISTURBED AREA ROUTED TO UNDERGROUND DETENTION SYSTEM AND DO NOT INCLUDE OFFSITE DRAINAGE AREAS ROUTED TO UNDERGROUND DETENTION SYSTEM.										

TOTAL LOD (AC)	10.01
TOTAL P REMOVED BY BMP'S (LBS)	0.00
TOTAL P CREDITS PURCHASED (LBS)	2.33
TOTAL P CREDITED TO PROJECT (LBS)	2.33
TOTAL P REQUIRED (LBS)	2.33
***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)	Q10 (CFS)	Runoff Volume 1-Year (Vr/RV)	Runoff Volume Units	Total DA (acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q10 (CFS)	Runoff Volume 1-Year (Vr/RV)	Runoff Volume Units
S.O.1	Manmade (Culvert)	B.3.a(EB)	36.08	26.07	94	6	118.7	231.18	7.06	ac-ft	36.08	26.07	95	6	112.92	229.95	7.30	ac-ft
TOTAL																		

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

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 434-970-3805 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.

UTILITY DEMANDS

EXISTING WATER FLOW (AVERAGE DAILY DEMAND)
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
TOWNHOUSE UNITS: 400 GPD * 126 UNITS = 50,400 GPD
COMMUNITY CENTER: 200 GPD / 1,000 SF = 520 GPD

TOTAL: 50,920 GPD

AVERAGE HOUR: 50,920 GPD / 24 = 2,122 GALLONS PER HOUR

MAX HOUR = 300% OF AVERAGE HOUR = 2,122 X 3 = 6,365 GALLONS

PEAK HOUR = MAX HOUR X 1.5 = 6,365 X 1.5 = 9,548 GALLONS = 160 GPM

PROPOSED WATER FLOW (AVERAGE DAILY DEMAND)
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
APARTMENTS/CONDOMINIUMS: 3+ BEDROOM = 400 GPD * 15 UNITS = 6,000 GPD
2 BEDROOM = 300 GPD * 52 UNITS = 15,600 GPD
STUDIO/1 BEDROOM = 200 GPD * 97 UNITS = 19,400 GPD
TOWNHOUSE UNITS: 400 GPD * 102 UNITS = 40,800 GPD
INDOOR AMENITY SPACES: 200 GPD / 1,000 SF = 6,400 GPD

TOTAL: 88,200 GPD

AVERAGE HOUR: 88,200 GPD / 24 = 3,675 GALLONS PER HOUR

MAX HOUR = 300% OF AVERAGE HOUR = 3,675 X 3 = 11,025 GALLONS

PEAK HOUR = MAX HOUR X 1.5 = 11,025 X 1.5 = 16,538 GALLONS = 276 GPM

EXISTING SEWER FLOW (AVERAGE DAILY FLOW)
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
TOWNHOUSE UNITS: 400 GPD * 126 UNITS = 50,400 GPD
COMMUNITY CENTER: 200 GPD / 1,000 SF = 520 GPD

TOTAL: 50,920 GPD

PROPOSED SEWER FLOW (AVERAGE DAILY FLOW)
AVERAGE FLOW RATES (FROM TABLE 9-1 & 9-2, CHARLOTTESVILLE STANDARDS & DESIGN MANUAL):
APARTMENTS/CONDOMINIUMS: 3+ BEDROOM = 400 GPD * 15 UNITS = 6,000 GPD
2 BEDROOM = 300 GPD * 52 UNITS = 15,600 GPD
STUDIO/1 BEDROOM = 200 GPD * 97 UNITS = 19,400 GPD
TOWNHOUSE UNITS: 400 GPD * 102 UNITS = 40,800 GPD
INDOOR AMENITY SPACES: 200 GPD / 1,000 SF = 6,400 GPD

TOTAL: 88,200 GPD

APPROVALS

DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION

DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A
JOB NO. 61786
SHEET NO. C0.0

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
COVER

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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 DEPARTMENT OF UTILITIES 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 DIRT 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 1.9% 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. THIS SHALL INCLUDE BOTH ABOVE AND BELOW GROUND DAMAGE.

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) FORTY EIGHT (48) 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. ROOF DRAINS THAT DAYLIGHT THROUGH A SIDEWALK SHALL INCORPORATE A TRAFFIC-RATED TRENCH DRAIN WITH A SOLID, REMOVABLE, NON-SLIP COVER THAT IS LARGE ENOUGH TO RECEIVE A MINIMUM 4-INCH PIPE. ROOF DRAINS CANNOT BE DIRECTED TO SEND CONCENTRATED WATER OVER A SIDEWALK. ALL PRIVATE STORM DRAINS FROM ROOF OR FOUNDATION DRAINS ARE REQUIRED TO BE SCHEDULE 40 PVC PIPE AT THE RIGHT-OF-WAY LINE.

FIRE DEPARTMENT

1. BUILDING STREET NUMBERS SHALL BE PLAINLY VISIBLE FROM STREET.
2. A KNOXBOX KEY BOX SHALL BE REQUIRED.
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. 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 CONSTRUCITON SITE, HE OR SHE MAY REQUEST A 24-HOUR STOP WORK ORDER FROM THE CITY BUILDING OFFICIAL.
10. WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
11. 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.
12. FIRE EXINGUISHERS 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.
13. REQUIRED VEHICLE ACCESS FOR FIRE APPARATUS 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 85,000LBS.
14. 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.
15. 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.
16. NO VEHICLE/MACHINERY OF ANY TYPE, CONSTRUCTION MATERIALS OR CONSTRUCTION DEBRIS IS TO BE PARKED, PLACED, OR STORED WITHIN 15 FT OF EITHER SIDE OR IN FRONT OF A FIRE HYDRANT.
17. DUMPSTERS, BUILDING MATERIALS AND CONSTRUCTION DEBRIS MUST BE KEPT AT LEAST 30' AWAY FROM BUILDINGS UNDER CONSTRUCTION.

CONSTRUCTION SITE FIRE SAFETY REQUIREMENTS

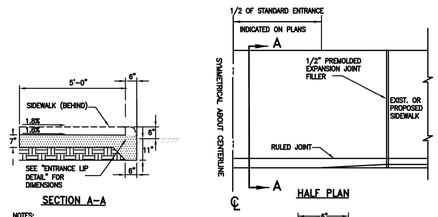
1. CONTRACTOR TO PROVIDE A LEGIBLE TEMPORARY ADDRESS TO BE POSTED FOR FIRST RESPONDERS
2. THE FIRE DEPARTMENT ACCESS ROAD SHALL EXTEND TO WITHIN 150' OF ALL PORTIONS OF THE EXTERIOR OF THE FIRST LEVEL OF A BUILDING.
3. APPROVED VEHICLE ACCESS FOR FIREFIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION AND DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO ALL CONSTRUCTION AND DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN 100 FEET OF TEMPORARY OR PERMANENT ROADS CAPABLE OF SUPPORTING VEHICLE LOADING (MAXIMUM 85,000 LBS.) UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ROADS ARE AVAILABLE.
4. CONTRACTOR TO ENSURE ACCESS TO FIRE HYDRANTS FROM STREET, FDC'S OR OTHER CONNECTIONS IS CLEAR AT ALL TIMES.
5. CONTRACTOR TO KEEP DUMPSTERS, BUILDING MATERIALS AND CONSTRUCTION DEBRIS AT LEAST 30 FEET AWAY FROM BUILDINGS UNDER CONSTRUCTION.
6. FIRE HYDRANTS SHALL BE INSTALLED AND IN-SERVICE BEFORE ANY COMBUSTIBLE MATERIALS ARRIVE ON SITE. FIRE HYDRANTS SHALL BE ≤ 500' OF THE COMBUSTIBLE MATERIALS. MAINTAIN 15 FEET OF CLEAR SPACE EITHER SIDE OF FIRE HYDRANTS. NO VEHICLES/MACHINERY OF ANY TYPE, CONSTRUCTION MATERIALS OR CONSTRUCTION DEBRIS ARE TO BE PARKED, PLACED OR STORED EITHER IN FRONT OF OR WITHIN 15 FEET OF A FIRE HYDRANT.
7. CONTRACTOR TO STORE NOT MORE THAN 60 GALLONS OF CLASS I OR II LIQUIDS WITHIN 50' OF ANY STRUCTURE.
8. PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED AND SHALL BE MOUNTED ON A WALL OR POST AT EACH USABLE STAIRWAY AND SUCH THAT THE TRAVEL DISTANCE TO ANY EXTINGUISHER DOES NOT EXCEED 75 FEET. MOUNTING HEIGHT TO THE TOP OF THE EXTINGUISHER SHALL NOT EXCEED 5 FEET. EXTINGUISHERS SHALL NOT HAVE LESS THAN A 2-A:10-B:C RATING OR AS DIRECTED BY THE FIRE DEPARTMENT.
9. TEMPORARY EXIT SIGNS ARE TO BE POSTED THROUGHOUT A BUILDING UNDER CONSTRUCTION UNTIL PERMANENT EXIST SIGNS ARE INSTALLED.
10. COMBUSTIBLE DEBRIS, RUBBISH AND WASTE MATERIAL SHALL BE REMOVED FROM BUILDINGS AT THE END OF EACH SHIFT OF WORK.
11. ACCESS AND EGRESS PATHWAYS AND STAIRWAYS SHALL BE MAINTAINED AND FREE FROM OBSTRUCTIONS.
12. NO SMOKING OR VAPING IS ALLOWED 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 OR THE BUILDING OFFICIAL'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.
13. BUILDINGS REQUIRING STANDPIPE SYSTEM: STANDPIPES SHALL BE INSTALLED ONCE CONSTRUCTION BEGINS ON THE 2ND FLOOR AND REMAIN CONTINUES TO HIGHEST WORKING FLOOR.
14. PORTABLE OR MOBILE EQUIPMENT REFUELING ONLY IN AUTHORIZED AREAS THAT ARE WELL VENTILATED AND AWAY FROM IGNITION SOURCES. HOT WORK, GRINDING, CUTTING, WELDING, ETC.
15. CUTTING, GRINDING AND/OR WELDING EQUIPMENT MUST BE THOROUGHLY INSPECTED AND FOUND TO BE IN GOOD REPAIR AND FREE OF DAMAGE OR DEFECTS.
16. ASSESS 35 FT. RADIAL "SPHERE" OF WORK FOR POTENTIAL FIRE HAZARDS.
17. A MULTI-PURPOSE DRY CHEMICAL FIRE EXTINGUISHER MUST BE LOCATED SUCH THAT IT IS IMMEDIATELY AVAILABLE TO THE WORK AND IS FULLY CHARGED AND READY TO USE.
18. CONTRACTOR TO ENSURE FLOORS, WORK LEVEL AND BELOW, ARE CLEANED OR PROTECTED.
19. COMBUSTIBLE FLOORS MUST BE COVERED BY FIRE RESISTIVE SHIELDS (FIRE-RETARDANT PLYWOOD, FLAME-PROOF TARPAULIN, METAL, ETC.
20. SPARKS/SLAG CATCHERS MUST BE SUSPENDED BELOW ANY ELEVATED CUTTING, GRINDING OR WELDING OPERATION.
21. CONTRACTOR TO ENSURE ALL OTHER COMBUSTIBLES REMOVED OR SHIELDED FROM SPARKS.
22. CONTRACTOR TO REMOVE FLAMMABLE LIQUIDS, DUST, LINT, COMBUSTIBLE WASTE, OIL DEPOSITS, ETC., WHERE POSSIBLE.
23. CONTRACTOR TO ENSURE TRANSMISSION OR CONVEYING OF SPARKS TO ADJACENT AREAS ELIMINATED OR PROTECTED.
24. CONTRACTOR TO TIGHTLY COVER WALL/FLOOR OPENINGS WITH FIRE-RETARDANT MATERIAL.
25. WHERE OPENINGS CANNOT BE SEALED, SUSPEND FIRE-RETARDANT TARPAULINS TO HELP PROTECT AREAS BENEATH.
26. CONTRACTOR TO ENSURE EXPLOSIVE ATMOSPHERE ELIMINATED OR POTENTIAL NOT PRESENT.
27. CONTRACTOR TO ENSURE ALL CONSTRUCTION EQUIPMENT FUELING ACTIVITIES AND FUEL STORAGE MUST BE RELOCATED AT LEAST 35 FEET AWAY FROM THE CUTTING, GRINDING OR WELDING OPERATION.
28. A PERSON MUST BE ASSIGNED TO FIRE WATCH DURING AND FOR AT LEAST I HOUR AFTER ALL CUTTING, GRINDING, OR WELDING OPERATIONS HAVE CEASED. THE FIRE WATCH PERSON MUST BE PROVIDED WITH A MEANS OF CONTACTING THE FIRE DEPARTMENT IN THE EVENT OF AN EMERGENCY AND BE TRAINED IN THE USE OF A FIRE EXTINGUISHER.
29. NOTE: PLEASE BE AWARE OF AND FOLLOW CHAPTER 33, VIRGINIA STATEWIDE FIRE PREVENTION CODE - FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION.

GENERAL SITE PLAN LEGEND

SHEET SPECIFIC LEGEND PROVIDED ON APPLICABLE SHEETS

EXISTING

- PROPERTY LINE
- POST/BOLLARD
- SIGN
- BUMPER BLOCK
- TRAFFIC CONTROL BOX
- UNKNOWN MANHOLE
- STORM SEWER
- STORM SEWER MANHOLE
- CATCH BASIN
- SANITARY SEWER
- SANITARY SEWER MANHOLE
- WATER LINE
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- GAS LINE
- GAS METER
- GAS MARKER
- COMMUNICATIONS/TELEPHONE LINE
- TELEPHONE/COMMUNICATIONS MANHOLE
- COMMUNICATIONS VAULT
- ELECTRIC LINE
- ELECTRIC MANHOLE
- ELECTR



SECTION A–A

HALF PLAN

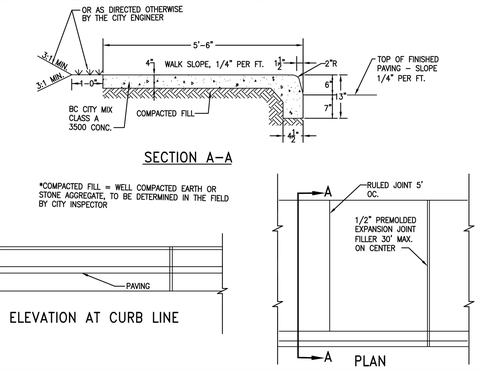
ENTRANCE LIP DETAIL

NOTES:
1. APPLICABLE ONLY ON EXISTING ROADWAYS
2. STANDARD RESIDENTIAL ENTRANCES SHALL BE:
   SINGLE ENTRANCE: 10'
   DOUBLE ENTRANCE: 20'
   NOT INCLUDING RAMPS/TRANSITIONS.
3. MINIMUM 20' SEPARATION BETWEEN DRIVEWAYS (CITY CODE SECTION 34-976)

CITY OF CHARLOTTESVILLE

REVISION	DATE
#1 (ADA)	5/2021

CITY STANDARDS
STANDARD ENTRANCE WITH 5' MONOLITHIC SIDEWALK AND CURB
SCALE: N.T.S. | STANDARD NUMBER:RE-1(1/2)



SECTION A–A

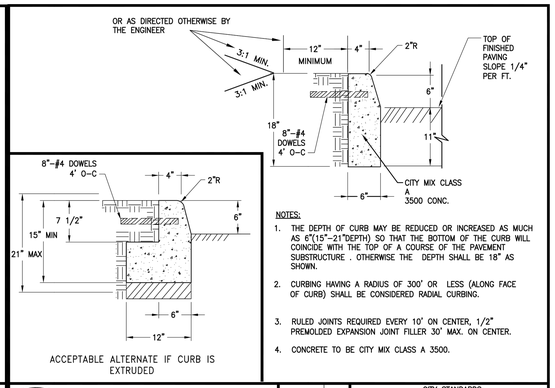
ELEVATION AT CURB LINE

PLAN

CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS
STANDARD SIDEWALK MONOLITHIC WITH CURB
SCALE: N.T.S. | STANDARD NUMBER: SW-2



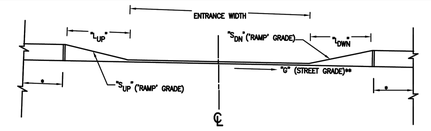
NOTES:
1. THE DEPTH OF CURB MAY BE REDUCED OR INCREASED AS MUCH AS 6"(15"–21"DEPTH) SO THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE . OTHERWISE THE DEPTH SHALL BE 18" AS SHOWN.
2. CURBING HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE 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.

ACCEPTABLE ALTERNATE IF CURB IS EXTRUDED

CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS
STANDARD CURBING
SCALE: N.T.S. | STANDARD NUMBER: CG-2



ELEVATION AT CURB LINE

*2.5' MIN. TO ADJACENT PROPERTY
** SHALL BE MAXIMUM SURVEYED GRADE WITHIN POTENTIAL SCOPE OF ENTRANCE (ALL GRADES ABSOLUTE)

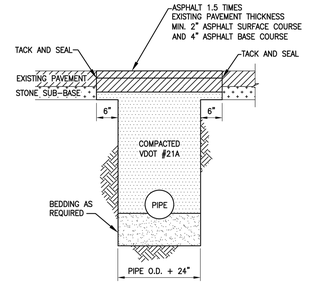
G(%)	L_{UP} (FT)	S_{UP}(%)	L_{DWN}(FT)	S_{DWN} (%)
0.0	6.2	8.1	6.2	8.1
1.0	7.2	8.0	5.5	8.1
2.0	8.3	8.0	5	8.0
3.0	9.9	8.1	5	7.0
4.0	12.2	8.1	5	6.0
5.0	15	8.3	5	5.0
6.0	15	8.3	5	4.0
≥7.0	15	8.3	5	3.0

NOTES:
1) CHART IS PROVIDED FOR INFORMATIONAL PURPOSES. REPRESENTS MINIMUM RAMP LENGTHS FOR CORRESPONDING EXISTING ROAD GRADES WHERE CURB REVEAL IS 6". RAMP LENGTHS AND GRADES SHALL BE DETERMINED BY THE DESIGN PROFESSIONAL FOR SPECIFIC APPLICATIONS.
2) ENTRANCES THAT CANNOT BE PROVIDED TO STRICT COMPLIANCE REQUIRE NARRATIVE JUSTIFICATION AND DETAILED LISTS OF PHYSICAL BARRIERS TO STRICT COMPLIANCE BE NOTED ON THE PLANS OR BE FILED WITH CITY OF CHARLOTTESVILLE PUBLIC WORKS ENGINEERING DIVISION.

CITY OF CHARLOTTESVILLE

REVISION	DATE

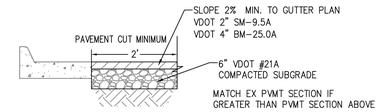
CITY STANDARDS
STANDARD ENTRANCE WITH 5' MONOLITHIC SIDEWALK AND CURB
SCALE: N.T.S. | STANDARD NUMBER:RE-1(2/2)



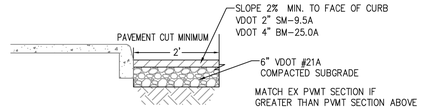
CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS
PERMANENT PAVEMENT REPAIR
SCALE: N.T.S. | STANDARD NUMBER: PR-1



COMPACTED SUBGRADE WITH CURB AND GUTTER



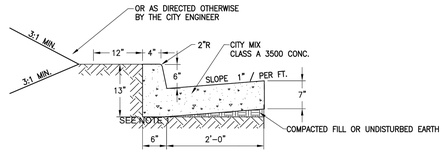
COMPACTED SUBGRADE WITH STANDARD SIDEWALK WITH CURB

CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS
MINIMUM PAVEMENT PATCH
SCALE: N.T.S. | STANDARD NUMBER: PP-1

MOD. CG-6: GUTTER SLOPE 0.5" / PER FT.



NOTES:
1. THE BOTTOM OF THE CURB AND GUTTER MAY BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUB-SURFACE COURSES PROVIDED A MINIMUM DEPTH OF 7" IS MAINTAINED.
2. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE CONSIDERED RADIAL COMBINATION CURB & GUTTER.
3. RULED JOINTS SHALL BE PLACED AT 10' O.C.
4. PLACE 1/2" PREMOLDED EXPANSION JOINT FILLER AT 30' MAX. O.C.

CITY OF CHARLOTTESVILLE

REVISION	DATE

CITY STANDARDS
COMBINATION CURB & GUTTER
SCALE: N.T.S. | STANDARD NUMBER: CG-6

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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TIMMONS GROUP

REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
N/A

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

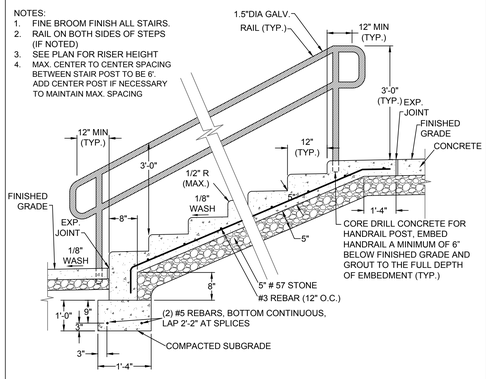
NOTES & DETAILS

JOB NO.
61786

SHEET NO.
C1.1

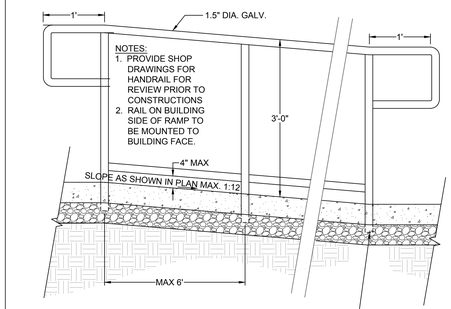
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EXTERIOR STAIRS

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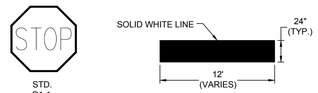


ADA RAMP AND HANDRAIL DETAIL

No Scale

SIGNAGE NOTES:

1. ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF EACH OF THE FOLLOWING AND ANY REVISION THERE TO:
   A. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   B. THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   C. THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS.
   D. THE 2000 INTERNATIONAL FIRE CODE.
2. SIGN LOCATIONS ARE APPROXIMATE AND ARE TO BE MODIFIED IN THE FIELD TO AVOID CONFLICT WITH UNDERGROUND UTILITIES OR OTHER CONSTRUCTIONS, AND TO COMPLY WITH STANDARDS REFERENCED IN NOTE 1 ABOVE.
3. ALL SIGNS AND PAVEMENT MARKINGS ARE TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR. ALL SIGNS TO BE FURNISHED AND INSTALLED WITH A 2" SQUARE TUBE POST AND TYPE D FOUNDATIONS IN ACCORDANCE WITH VDOT STANDARD STP-1.
4. ALL MARKING DIMENSIONS AND MATERIALS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATION SECTION 246.



NOTE: STOP SIGNS TO BE 30" WITH HIGH INTENSITY SHEETING

STOP BAR DETAIL

NO SCALE



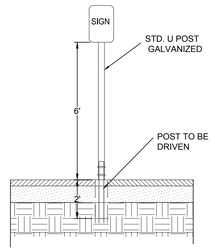
STRIPING AND SIGNAGE DETAIL

No Scale



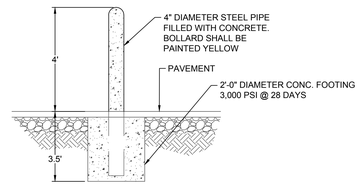
CURB CUT DETAIL

No Scale



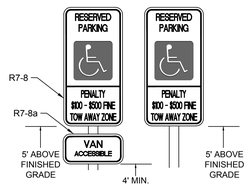
SIGN AND POST DETAIL

No Scale



FIXED BOLLARD DETAIL

No Scale

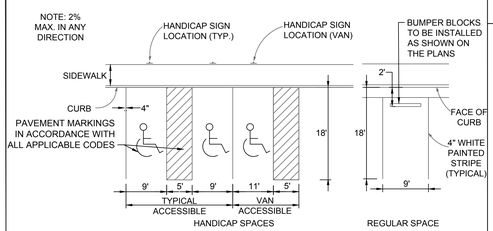


SPACES SHALL BE IDENTIFIED BY ABOVE GRADE SIGNS AS RESERVED FOR PHYSICALLY DISABLED PERSONS. PROVIDE 12"X 18" R7-8 SIGNS WITH 4" INTERNATIONAL WHEELCHAIR SYMBOL AT EACH PARKING SPACE INDICATED ON SITE PLAN. ON THE SAME SIGN, OR A SEPARATE SIGN BELOW, "PENALTY, $100-$500 FINE, TOW AWAY ZONE" MUST BE INCLUDED (VA CODE 36-99.11). BELOW THESE SIGNS, PROVIDE A 12"x6" R7-8a SIGN FOR SPACES IDENTIFIED AS 'VAN' ON THE PLANS. POST SHALL BE 2" SQUARE TUBE WITH TYPE D FOUNDATIONS IN ACCORDANCE WITH VDOT STANDARD STP-1.

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

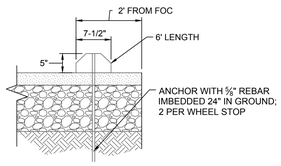
PARKING SIGNS FOR THE DISABLED

No Scale



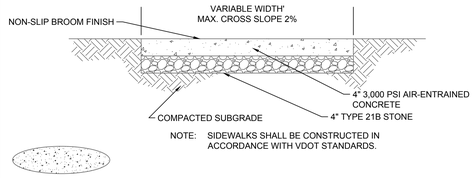
TYPICAL PARKING SPACE DETAILS

No Scale



PRECAST CONCRETE WHEEL STOP

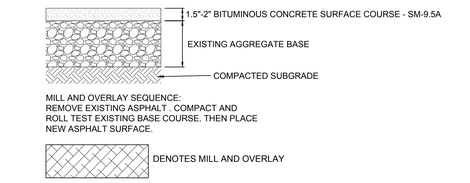
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NOTE: SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH VDOT STANDARDS.

CONCRETE SIDEWALK PAVEMENT SECTION

No Scale

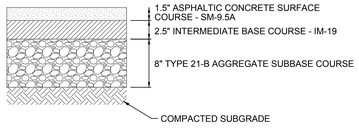


MILL AND OVERLAY SEQUENCE:
REMOVE EXISTING ASPHALT . COMPACT AND ROLL TEST EXISTING BASE COURSE. THEN PLACE NEW ASPHALT SURFACE.

DENOTES MILL AND OVERLAY

MILL AND OVERLAY PAVEMENT SECTION

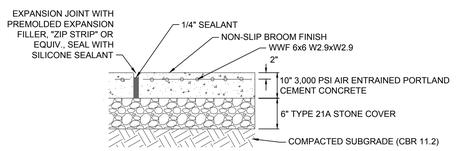
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DENOTES HEAVY DUTY ASPHALT PAVEMENT ON PLANS

HEAVY DUTY ASPHALT PAVEMENT SECTION

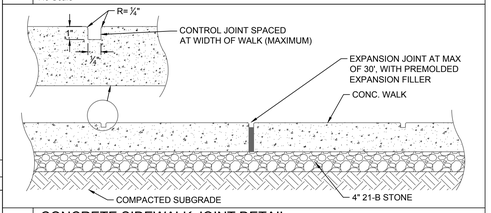
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DENOTES CONCRETE SERVICE AREA PAVEMENT ON PLANS

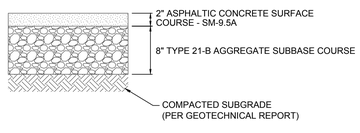
HEAVY DUTY CONCRETE SECTION

No Scale



CONCRETE SIDEWALK JOINT DETAIL

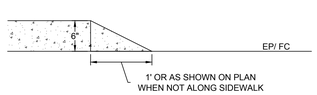
No Scale



DENOTES LIGHT DUTY ASPHALT PAVEMENT ON PLANS

LIGHT DUTY ASPHALT PAVEMENT SECTION

No Scale



CURB WIPE DOWN DETAIL

No Scale

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION	DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A

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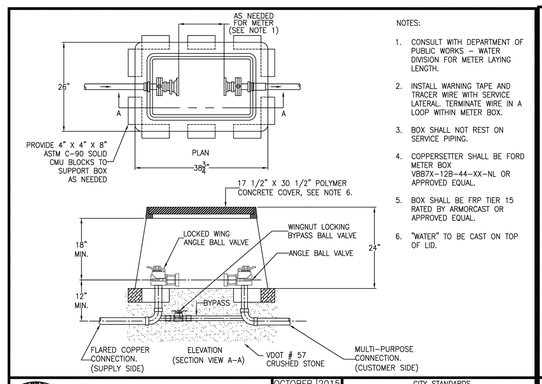
WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

NOTES & DETAILS

JOB NO. 61786
SHEET NO. C1.2

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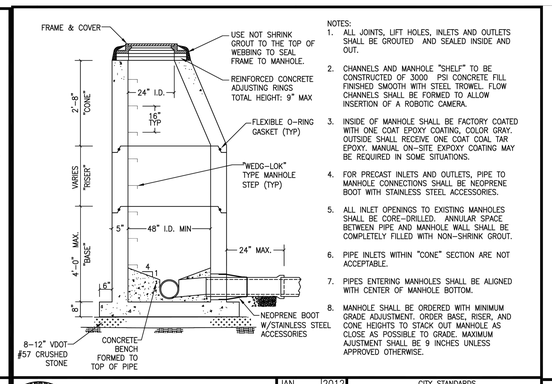
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NOTES:

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.

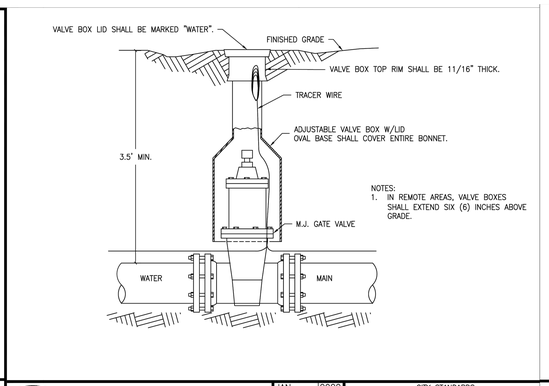
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	OCTOBER 2015		METER BOX 1.5" AND 2" METERS
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 6.2



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.

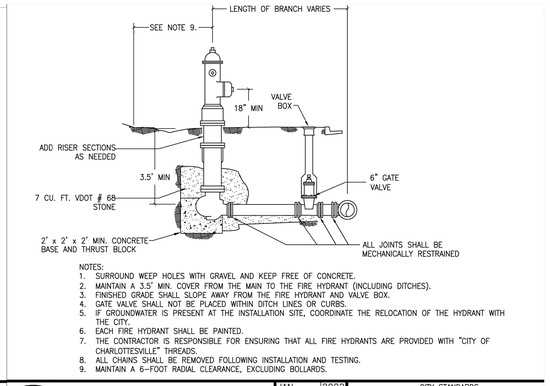
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JAN. 2012		CONCRETE MANHOLE – TYPICAL
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: WW 2.0



NOTES:

1. IN REMOTE AREAS, VALVE BOXES SHALL EXTEND SIX (6) INCHES ABOVE GRADE.

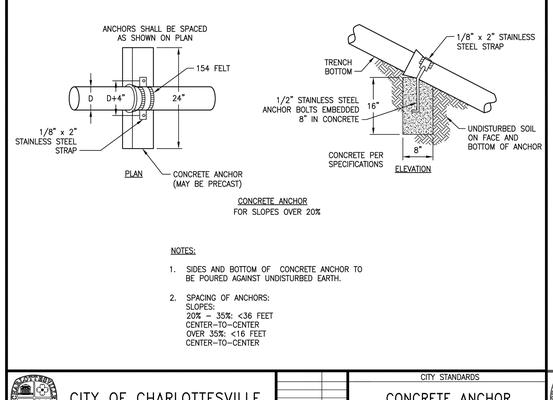
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JAN. 2022		GATE VALVE – TYPICAL
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 4.0



NOTES:

1. SURROUND WEEP HOLES WITH GRAVEL AND KEEP FREE OF CONCRETE.
2. MAINTAIN A 3.5' MIN. COVER FROM THE MAIN TO THE FIRE HYDRANT (INCLUDING DITCHES).
3. FINISHED GRADE SHALL SLOPE AWAY FROM THE FIRE HYDRANT AND VALVE BOX.
4. GATE VALVE SHALL NOT BE PLACED WITHIN DITCH LINES OR CURBS.
5. IF GROUNDWATER IS PRESENT AT THE INSTALLATION SITE, COORDINATE THE RELOCATION OF THE HYDRANT WITH THE CITY.
6. EACH FIRE HYDRANT SHALL BE PAINTED.
7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL FIRE HYDRANTS ARE PROVIDED WITH "CITY OF CHARLOTTESVILLE" THREADS.
8. ALL CHAINS SHALL BE REMOVED FOLLOWING INSTALLATION AND TESTING.
9. MAINTAIN A 6-FOOT RADIAL CLEARANCE, EXCLUDING BOLLARDS.

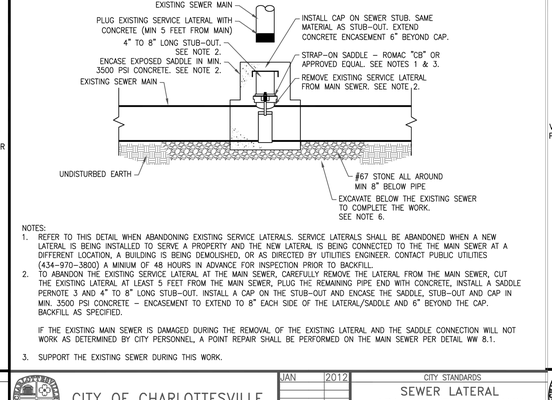
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JAN. 2022		FIRE HYDRANT – TYPICAL
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 3.0



NOTES:

1. OUTSIDE OF VAULT BELOW GRADE SHALL BE COATED WITH AN APPROVED WATER PROOFING COMPOUND.
2. CONSULT WITH DEPARTMENT OF UTILITIES FOR METER LAYING LENGTH.
3. INSTALL WARNING TAPE AND TRACER WIRE WITH WATER SERVICE. TERMINATE WIRE IN A LOOP WITHIN METER VAULT.
4. DUE TO SITE CONSTRAINTS, OTHER SIZE METER VAULTS MAY BE REQUIRED. APPROVAL BY THE DEPARTMENT OF UTILITIES SHALL BE REQUIRED PRIOR TO INSTALLATION.

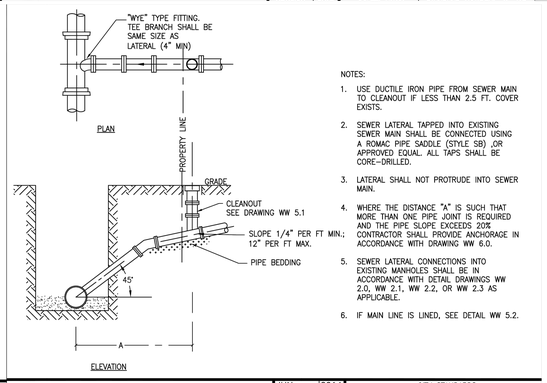
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	NOV. 2024		METER VAULT – 3" METER NON-TRAFFIC RATED
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 6.3A



NOTES:

1. METER TO BE REMOVED BY THE CITY.
2. CORPORATION STOPS SHALL BE COMPLETELY CLOSED AND CHECKED FOR LEAKS. LEAKS SHALL BE REPAIRED PRIOR TO BACKFILL.

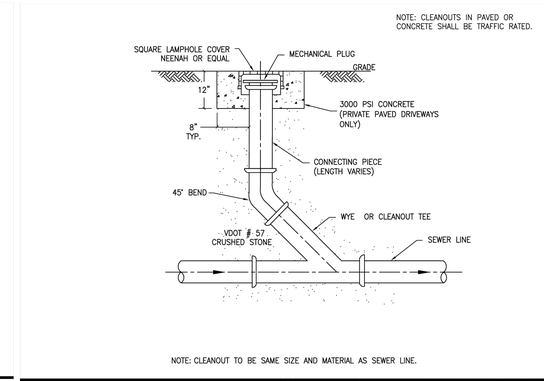
CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JAN 2012		SERVICE LATERAL ABANDONMENT
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 7.1



NOTES:

1. USE DUCTILE IRON PIPE FROM SEWER MAIN TO CLEANOUT IF LESS THAN 2.5 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			CITY STANDARDS
	JUN 2014		SEWER LATERAL CONNECTION – TYPICAL
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: WW 5.0



NOTE: CLEANOUT TO BE SAME SIZE AND MATERIAL AS SEWER LINE.

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

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

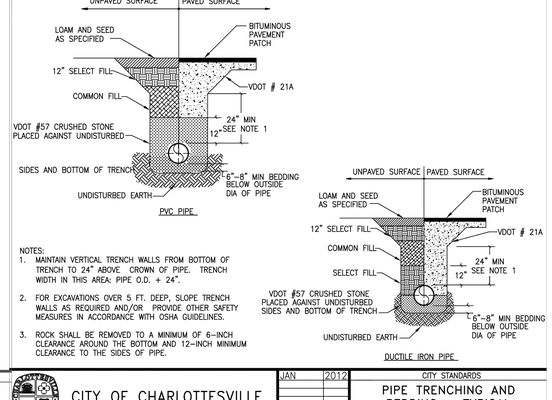
CITY OF CHARLOTTESVILLE			CITY STANDARDS
			CONCRETE ANCHOR
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: WW 6.0

NOTES:

1. REFER TO THIS DETAIL WHEN ABANDONING EXISTING SERVICE LATERALS. SERVICE LATERALS SHALL BE ABANDONED WHEN A NEW LATERAL IS BEING INSTALLED TO SERVE A PROPERTY AND THE NEW LATERAL IS BEING CONNECTED TO THE THE MAIN SEWER AT A DIFFERENT LOCATION. A BUILDING IS BEING DEMOLISHED, OR AS DIRECTED BY UTILITIES ENGINEER. CONTACT PUBLIC UTILITIES (434-970-3800) A MINIUM OF 48 HOURS IN ADVANCE FOR INSPECTION PRIOR TO BACKFILL.
2. TO ABANDON THE EXISTING SERVICE LATERAL AT THE MAIN SEWER, CAREFULLY REMOVE THE LATERAL FROM THE MAIN SEWER, CUT THE EXISTING LATERAL AT LEAST 5 FEET FROM THE MAIN SEWER, PLUG THE REMAINING PIPE END WITH CONCRETE, INSTALL A SADDLE PERNOTE 3 AND 4" TO 8" LONG STUB-OUT. INSTALL A CAP ON THE STUB-OUT AND ENCASE THE SADDLE, STUB-OUT AND CAP IN MIN. 3500 PSI CONCRETE – ENCASEMENT TO EXTEND TO 8" EACH SIDE OF THE LATERAL/SADDLE AND 6" BEYOND THE CAP. BACKFILL AS SPECIFIED.

   IF THE EXISTING MAIN SEWER IS DAMAGED DURING THE REMOVAL OF THE EXISTING LATERAL AND THE SADDLE CONNECTION WILL NOT WORK AS DETERMINED BY CITY PERSONNEL, A POINT REPAIR SHALL BE PERFORMED ON THE MAIN SEWER PER DETAIL WW 8.1.
3. SUPPORT THE EXISTING SEWER DURING THIS WORK.

CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JAN 2012		SEWER LATERAL ABANDONMENT AT MAIN
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: WW 7.2



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

Conditions

Laying Condition:	Type 4
Soil Condition:	Clay 2
Depth of Pipe:	3 Feet
Design Pressure:	150 PSI
Safety Factor:	1.5

Fittings and Valves:

Type	Pipe Diameter 4-inch	6-inch	8-inch	10-inch	12-inch
90-degree bend					
Horizontal	13	19	25	31	36
Vertical Up	13	19	25	31	36
Vertical Down	27	39	51	62	74
45-degree bend					
Horizontal	6	8	10	13	15
Vertical Up	6	8	10	13	15
Vertical Down	11	16	21	26	31
22.5-degree bend					
Horizontal	3	4	5	6	7
Vertical Up	3	4	5	6	7
Vertical Down	3	4	5	6	7
11.25-degree bend					
Horizontal	1	2	2	3	4
Vertical Up	1	2	2	3	4
Vertical Down	3	4	5	6	7
Cap	14	19	25	31	37
Valve	14	19	25	31	37

Tees and Wyes:

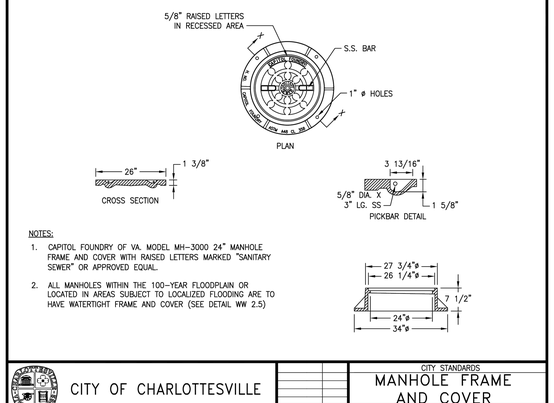
Branch Diameter	Run Diameter 4-inch	6-inch	8-inch	10-inch	12-inch
4-inch	13	13	13	13	13
6-inch	19	19	19	19	19
8-inch	25	25	25	25	25
10-inch	31	31	31	31	31
12-inch	37	37	37	37	37

Reducers:

Large Diameter	Small Diameter 4-inch	6-inch	8-inch	10-inch	12-inch
4-inch	N/A	N/A	N/A	N/A	N/A
6-inch	10	N/A	N/A	N/A	N/A
8-inch	18	11	N/A	N/A	N/A
10-inch	25	19	10	N/A	N/A
12-inch	32	27	20	11	N/A

* - Distances are given in feet both upstream and downstream from the fitting.

CITY OF CHARLOTTESVILLE			CITY STANDARDS
	JULY 2011		RESTRAINED JOINT PIPE LENGTHS CHARTS
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: W 2.4



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			CITY STANDARDS
			MANHOLE FRAME AND COVER
	REVISION	DATE	SCALE: N.T.S. | STANDARD NUMBER: WW 2.4

COMMONWEALTH OF VIRGINIA
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PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
N/A

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
NOTES & DETAILS

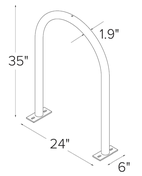
JOB NO.
61786

SHEET NO.
C1.3

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HOOP RACK
Submittal Sheet

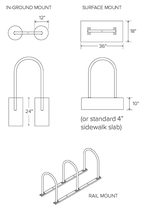


CAPACITY 2 Bikes

MATERIALS 1.5" schedule 40 pipe (1.9" OD)

FINISHES

- ☐ **Galvanized** An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- ☐ **PVC Dip** (plastisol) Other colors available by special order (minimum orders apply)
- ☐ **Stainless** Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.



MOUNT OPTIONS

- ☐ **In-ground** In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ **Surface** Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.
- ☐ **Rail** Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3"x1.4"x3/16" thick galvanized mounting rails. Specify rail mount for this option.

Rack Angle: ☐ 90° ☐ 60°

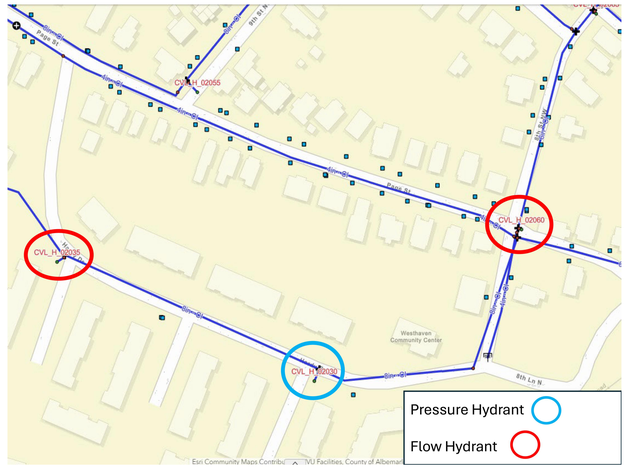
OPTIONAL LEAN BAR ☐ **Add Lean Bar**



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SHORT-TERM BICYCLE PARKING
No Scale



Fire Hydrant Test Report

SAP Notification: 3E+08

Location: Hardy Dr.
Date of Test: 4/29/2025 11:05 am
Performed by: (list all) F.Shifflett K.Morris J.Scott D.Shifflett Z.Sprouse E.Roach

	Hydrant ID:	Location:	Pipe Size	Nozzle Size (in)	Pressure Static	Pressure Res.	Flow (gpm)	Duration (min:sec)
Residual Hydrant:	02030	*808 Hardy Dr*	8	2.5	77	63		
Flow Hydrant #1	02035	*829 Hardy Dr*	8	2.5			974	3.00
Flow Hydrant #2	02060	*8th St NW at Page St*	6	2.5			1000	3.00
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 HYDRANT TEST RESULTS
No Scale

SIZING WATER SERVICE LINES AND METERS

Water Customer Data Sheet

Customer: _____ Phone: _____
Building Address: 801-836 Hardy Dr, Charlottesville, VA 22903 Map/Lot: _____
Type of Occupancy: Multifamily Building (Apartment, Hotel, Shopping Center, etc.)

Fixture	Fixture Value @ 60 PSI		Number of Fixtures		Total Value
Bathtub	8	x	126	=	1,008.0
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	6	=	12.0
Kitchen Sink	2.2	x	69	=	151.8
Lavatory	1.5	x	131	=	196.5
Showerhead (shower Only)	2.5	x		=	
Service Sink	4	x	8	=	32.0
Toilet - Flush Valve	35	x	138	=	4,830.0
- Tank Type	4	x		=	
Urinal - Pedestal Flush Valve	35	x	2	=	70.0
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	70	=	140.0
Washing Machine	6	x	68	=	408.0
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x	9	=	108.0
Combined Fixture Value Total				=	6,956.3

*W*ater Flow Demand from Fig. 4-2 or 4-3 110.0 Press. Factor from Table 4-1 1.03

Customer Peak Demand From (Fig. 4-2 or 4-3) x (Press. Factor from Table 4-1) = 113.3 gpm

Add Irrigation
_____ Sections* x (1.16 or 0.40)** = _____ gpm
3 Hose Bibs x Fixture Value x Press. Factor = 37.1 gpm

Added Fixed Load = _____ gpm

TOTAL FIXED DEMAND = 150.4 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*

SIZING WATER SERVICE LINES AND METERS

Water Customer Data Sheet

Customer: _____ Phone: _____
Building Address: 801-836 Hardy Dr, Charlottesville, VA 22903 Map/Lot: _____
Type of Occupancy: Senior Building (Apartment, Hotel, Shopping Center, etc.)

Fixture	Fixture Value @ 60 PSI		Number of Fixtures		Total Value
Bathtub	8	x	17	=	136.0
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	7	=	14.0
Kitchen Sink	2.2	x	83	=	182.6
Lavatory	1.5	x	102	=	153.0
Showerhead (shower Only)	2.5	x	74	=	185.0
Service Sink	4	x	8	=	32.0
Toilet - Flush Valve	35	x	100	=	3,500.0
- Tank Type	4	x		=	
Urinal - Pedestal Flush Valve	35	x	1	=	35.0
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	84	=	168.0
Washing Machine	6	x	92	=	552.0
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x	9	=	108.0
Combined Fixture Value Total				=	5,065.6

*W*ater Flow Demand from Fig. 4-2 or 4-3 90.0 Press. Factor from Table 4-1 1.03

Customer Peak Demand From (Fig. 4-2 or 4-3) x (Press. Factor from Table 4-1) = 92.7 gpm

Add Irrigation
_____ Sections* x (1.16 or 0.40)** = _____ gpm
3 Hose Bibs x Fixture Value x Press. Factor = 37.1 gpm

Added Fixed Load = _____ gpm

TOTAL FIXED DEMAND = 129.8 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*

AWWA M-22 WATER METER SIZING CALCULATIONS
No Scale

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DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
NOTES & DETAILS

JOB NO. 61786
SHEET NO. C1.4

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NOTES:
1. ALL DEMO TO BE COMPLETED DURING PHASE 1 EXCEPT WHAT IS NOTED ON PHASE 1 SHEETS C2.1- C2.8 FOR ADDITIONAL DETAIL

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KIRAN C. WILSON
Lic. No. 040208758
PROFESSIONAL ENGINEER
10/2/2026

SHEET NO.	C1.6
JOB NO.	61786
SCALE	1" = 40'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL PHASING PLAN - PHASE 1

DATE	REVISION DESCRIPTION

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JOHN C. WILSON
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PROFESSIONAL ENGINEER
10/2/26

61786

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL PHASING PLAN - PHASE 2

SHEET NO.	JOB NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
C1.7	61786	1" = 40'	J. WILSON	K. ROESER	M. FAIN	10/02/2026

DATE	REVISION DESCRIPTION

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SHEET C2.1

SHEET C2.2

TMP 31-158
LOT 11
N/F CCBW, LLC
INST#2016:2068

TMP 31-156
LOTS 8,9&10
N/F CCBW, LLC
INST#2016:2068

N/F 1817 HOUSE LLC
LOT 7
TMP 31-155

N/F BURTON, BUFORD RENE
DB:326 PG:525
TMP 31-154
LOTS 6

N/F ERICKSON, JILL ELIZABETH
INST#2016:143
TMP 31-153
LOTS 5

N/F SHOWALTER, JONATHAN R & CARLEIGH V
INST#2016:4592
TMP 31-152
LOTS 4

TMP 31-139
N/F CATLETT, ASHLEY LYNN
INST#2021:3388

TMP 31-141
N/F BROWN, PHILLIP E SR & BARBARA J
DB:984 PG:671
TMP 31-142
N/F KNOX, ELLIOTT J & SHIRLEY C
DB:509 PG:266
TMP 31-143
N/F SLAWSKI, WALTER J & MEGAN H
INST#2023:2758

TMP 31-170
N/F WEST MAIN, LLC
DB:1171 PG:321

TMP 31-174
N/F DABNEY, KIM T & CHRIS
INST#2005:1423

TMP 31-183
N/F FLUVANNA HOLDINGS, LLC
DB:1106 PG:420
DB:1089 PG:134
DB:884 PG:91
DB:271 PG:213
SCRB:2 PG:58

TMP 31-200
N/F BARRETT, EDWARD P & PARK, SILVIA P
INST#2017:4435

TMP 31-201
N/F KOVACH, ROBERT A & SUEZAN L
INST#2008:2270

N/F ROBINSON, SALLIE T W
DB:382 PG:330
DB:4 PG:389

TMP 31-203
LOT 1
N/F FEREBEE, ORADELL HADESSA & ALPHONSO
DB:497 PG:209

TMP 31-204
LOT 2
N/F BLAKEY, ANTONIO
INST#2018:3433

TMP 31-205
LOT 3
N/F KENNEY, CLAUDE E & DARLENE
DB:1[illegible]

LOT [illegible]
N/F KEYES, [illegible] K H & CARR, AA [illegible] M
INST#20[illegible]

TMP 31-207
LOT [illegible]
N/F PFUNL, NATHANIEL L
INST#2020:1274

TMP 31-208
LOT 1
N/F JONES, [illegible]
DB:427 PG:[illegible]

TMP 31-209
LOT 1
N/F LAGARDE, TATIANA C & NICHOLAS A
INST#2016:1198

TMP 31-210
LOT 2
N/F O'HARA, KEVIN F & VICTORIA
INST#2021:3540

TMP 31-211
LOT 5
N/F SILK PURSE PROPERTIES, LLC
INST#2009:814(PLAT)

TMP 31-212
LOT 4
N/F TETER, KELLI D
INST#2021:3565

TMP 31-213
LOT 3
N/F GARDNER, ASHLEY
FRIEDLANDER, PETER T
INST#2019:3186

TMP 31-214
LOT 2
N/F GINES, RICHARD E, IV
INST#2023:1839

TMP 31-214
LOT 1-B
N/F COLLIER, KATE C, TRUSTEE
GERTNER, ERIC T, TRUSTEE
INST#2023:2381

TMP 31-29[illegible]
N/F CITY OF CHARLOTTESVILLE
INST#2019:4593(PLAT)

HARDY DR
(LOT 23 - 37/139)
H.W. TRIBBLE (LOT 23 - 79/324)
(V.R. WINSTON - 79/324)

W 10TH ST N.W.

HOLLY DR
FORMERLY KNOWN AS HOLLY ST
DB:37 PG:189

SOUTHERN RAILWAY

CRITICAL SLOPES (TYP.)

SCALE 1"=40'
0
40'
80'

NAD 83

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YOUR VISION ACHIEVED THROUGH OURS.

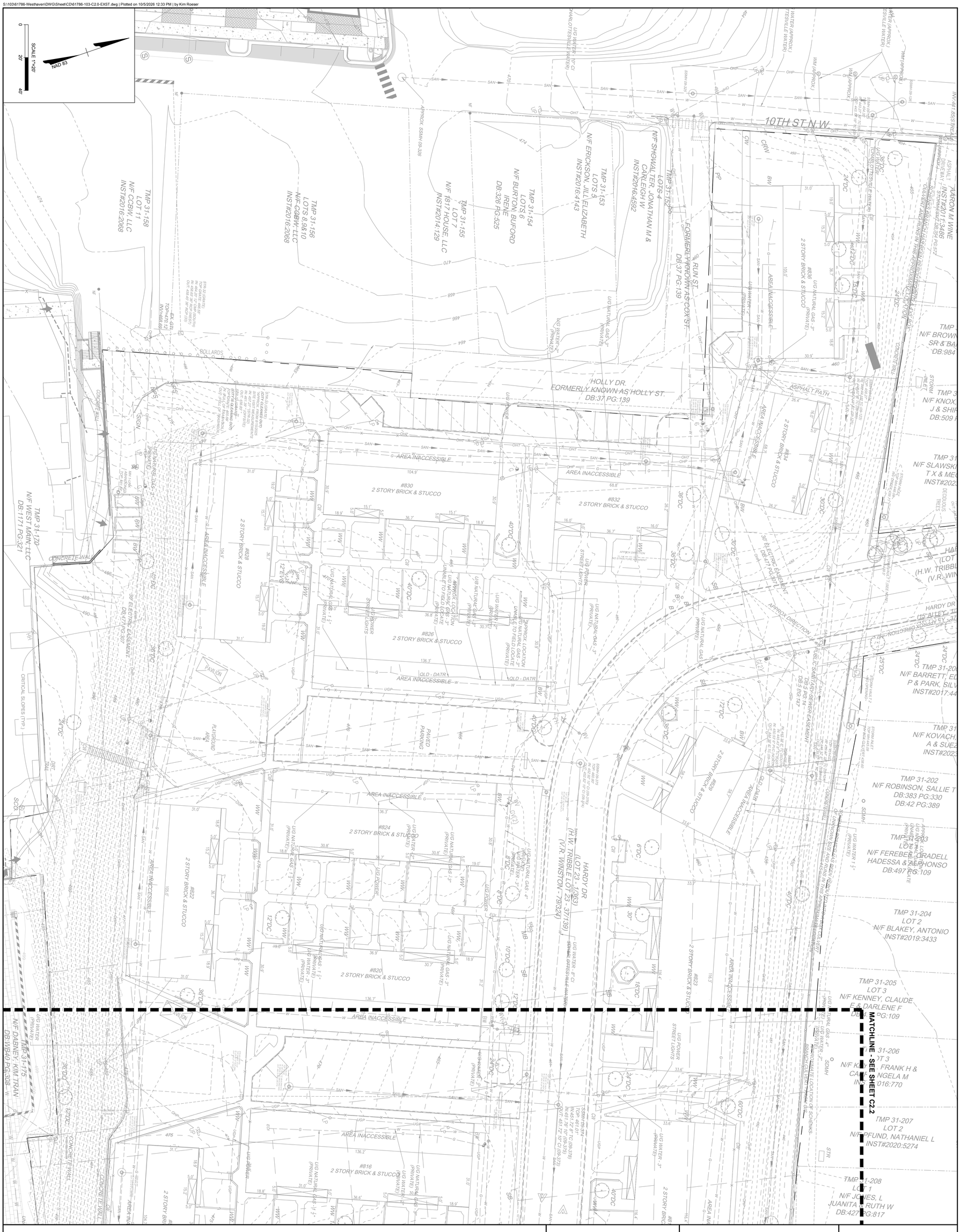
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COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402038782
PROFESSIONAL ENGINEER
10/2/2026

SHEET NO.	C2.0
JOB NO.	61786
	WESTHAVEN REDEVELOPMENT
	CITY OF CHARLOTTESVILLE, VA
	OVERALL EXISTING CONDITIONS
SCALE	1" = 40'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

DATE	REVISION DESCRIPTION

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COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040202672
PROFESSIONAL ENGINEER
10/2/26

SHEET NO.	C2.1
JOB NO.	61786
SCALE	1" = 20'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

EXISTING CONDITIONS

DATE	REVISION DESCRIPTION

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MATCHLINE - SEE SHEET C2.1

AREA INACCESSIBLE

#816 2 STORY BRICK & STUCCO

#811 2 STORY BRICK & STUCCO

#810 2 STORY BRICK & STUCCO

#808 2 STORY BRICK & STUCCO

#806 2 STORY BRICK & STUCCO

#803 2 STORY BRICK

#802 2 STORY BRICK & STUCCO

SOUTHERN RAILWAY

CRITICAL SLOPES (TYP.)

8TH STREET N.W.
WHITES AVE
DB: 1 PG:365

TMP 31-294
N/F CITY OF CHARLOTTESVILLE
INST#2019:4593(PLAT)

TMP 31-175
N/F DABNEY, KIM TRAN
DB:1 PG:440
DB:130 PG:301

N/F CHARLOTTESVILLE CITY OF FEE FUNAMA HOLDINGS, LLC
DB:1106 PG:420
DB:1089 PG:134
DB:884 PG:91
DB:271 PG:213
SCRB:2 PG:58

SCALE 1"=20'
0
20'
40'
NAD 83

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COMMONWEALTH OF VIRGINIA
JOHN W. WILSON
Lic. No. 040205752
PROFESSIONAL ENGINEER
10/2/2026

SHEET NO. C2.2
JOB NO. 61786

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

EXISTING CONDITIONS

SCALE 1" = 20'
CHECKED BY J. WILSON
DESIGNED BY K. ROESER
DRAWN BY M. FAIN
DATE 10/02/2026

DATE	REVISION DESCRIPTION

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COMMONWEALTH OF VIRGINIA — MICHAEL J. MAY — Lic. No. 040205R0SE — PROFESSIONAL ENGINEER — 10/2/2026 — 61796

DATE	REVISION DESCRIPTION

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 40'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL DEMOLITION PLAN - PHASE 1

JOB NO. 61796
SHEET NO. C2.3

LEGEND:
- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE UTILITY LINE
- REMOVE CURB
- SAWCUT ASPHALT
- REMOVE CONCRETE
- REMOVE ASPHALT (FULL-DEPTH)
- REMOVE BUILDING
- REMOVE HARDSCAPE
- RESURFACE HARDSCAPE

SCALE 1"=40' (0, 40', 80')
NAD 83

NOTES:
1. UTILITIES SHALL BE REMOVED BACK TO MAIN AND CAPPED.
2. EXISTING WATER METERS SERVING THE SITE ARE TO BE COMPLETELY DISCONNECTED AND REMOVED FROM SERVICE.

SHEET C2.5
SHEET C2.4

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COMMONWEALTH OF VIRGINIA — MICHAEL J. MAY — Lic. No. 0402038502 — PROFESSIONAL ENGINEER — 10/2/2026 — 61786

DATE	REVISION DESCRIPTION

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

DEMOLITION PLAN - PHASE 1

JOB NO. 61786
SHEET NO. C2.4

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DATE	REVISION DESCRIPTION

DATE	10/02/2026
DRAWN BY	M. FAIN
DESIGNED BY	K. ROESER
CHECKED BY	J. WILSON
SCALE	1" = 20'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

DEMOLITION PLAN - PHASE 1

JOB NO.	SHEET NO.
61786	C2.5

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402026758
PROFESSIONAL ENGINEER
10/2/2026
61786

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LEGEND:
- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE UTILITY LINE
- REMOVE CURB
- SAWCUT ASPHALT
- REMOVE CONCRETE
- REMOVE ASPHALT (FULL-DEPTH)
- REMOVE BUILDING
- REMOVE HARDSCAPE
- RESURFACE HARDSCAPE

NOTES:
1. UTILITIES SHALL BE REMOVED BACK TO MAIN AND CAPPED.
2. EXISTING WATER METERS SERVING THE SITE ARE TO BE COMPLETELY DISCONNECTED AND REMOVED FROM SERVICE.

NAD 83

SCALE 1"=20'
0 20' 40'

S:\103\61786-Westhaven\DWG\Sheet\C61786-103-C2.3-DEM01.dwg | Plotted on 10/5/2026 12:34 PM | by Kim Roeser

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DATE	REVISION DESCRIPTION

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 40'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL DEMOLITION PLAN - PHASE 2

JOB NO. 61786
SHEET NO. C2.6

COMMONWEALTH OF VIRGINIA
KRISTIN J. WISNIEWSKI
Lic. No. 040256PROFESSIONAL ENGINEER
10/2/2026
61786

LEGEND:
- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE UTILITY LINE
- REMOVE CURB
- SAWCUT ASPHALT
- REMOVE CONCRETE
- REMOVE ASPHALT (FULL-DEPTH)
- REMOVE BUILDING
- REMOVE HARDSCAPE
- RESURFACE HARDSCAPE

NOTES:
1. UTILITIES SHALL BE REMOVED BACK TO MAIN AND CAPPED.
2. EXISTING WATER METERS SERVING THE SITE ARE TO BE COMPLETELY ENCONNECTED AND REMOVED FROM SERVICE.
3. UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

NAD 83
SCALE 1"=40'
0 40' 80'

SHEET C2.8
SHEET C2.7
PAD GRADED IN PHASE 1
PAD GRADED IN PHASE 1
CRITICAL SLOPES (TYP.)
CRITICAL SLOPES (TYP.)
CRITICAL SLOPES (TYP.)
SOUTHERN RAILWAY
TMP 31-183 N/F FLUVANNA HOLDINGS, LLC DB:1089 PG:134
TMP 31-175 N/F DABNEY KIM TRAN DB:WB40 PG:308
TMP 31-170 N/F WEST MAIN, LLC DB:1171 PG:321
TMP 31-156 LOTS 8,9&10 N/F CCBW, LLC INST#2016:2068
TMP 31-158 LOT 11 N/F CCBW, LLC INST#2016:2068
TMP 31-155 LOT 7 N/F 1817 HOUSE, LLC INST#2014:129
TMP 31-154 LOTS 6 N/F BURTON, BUFORD IRENE DB:326 PG:525
TMP 31-153 LOTS 5 N/F ERICKSON, JILL ELIZABETH INST#2016:4143
TMP 31-152 N/F BROWALTER, JONATHAN M & CARLEIGH INST#2016:4592
TMP 31-139 N/F CATLETT, ASHLEY LYNN INST#2023:2808
TMP 31-140 N/F MORIAH R & INST#2011:3966
TMP 31-141 N/F BROWN, PHILLIP E SR & BARBARA J DB:984 PG:671
TMP 31-142 N/F MOX, ELLIOTT J & SHIRLEY C DB:509 PG:266
TMP 31-143 N/F SLIWASKI, WALTER J & MEGAN H INST#2023:0280
TMP 31-200 N/F BARRETT, EDWARD P & PAIGE SILVIA P INST#2017:4435
TMP 31-201 N/F KOVACH, ROBERT A SUZZAN L INST#2022:2270
TMP 31-202 N/F ROBINSON, SALLIE T W DB:383 PG:330
TMP 31-203 N/F FERREBEE, ORADELL HADESSA & ALPHONSO DB:497 PG:109
TMP 31-204 N/F BLAKEY, ANTONIO INST#2018:3433
TMP 31-205 N/F KENNEY, CLAUDE & DARLENE DB:[illegible]
TMP 31-206 N/F KEYES, FRANK H & INST#[illegible]
TMP 31-207 N/F PFOUL[illegible] INST#[illegible]
TMP 31-208 N/F JONES, JOANNA & RUTH W DB:427 PG:872
TMP 31-209 N/F LAGARDE, TATIANA C & NICHOLAS A INST#2016:1198
TMP 31-210 N/F O'HARA, KEVIN F & VICTORIA INST#2021:3540
TMP 31-211 N/F SILK PURSE PROPERTIES, LLC INST#2009:814(PLAT)
TMP 31-212 N/F TETER, KELLI D INST#2021:3365
TMP 31-213 N/F GARDNER, ASHLEY FRISELANDER, PETER T INST#2019:3186
TMP 31-214 N/F SINES, RICHARD E, IV INST#2023:1839
TMP 31-214 N/F COULIER, KATE C, TRUSTEE (GERMER, ERIC T, TRUSTEE INST#2023:2381
TMP (31-29) N/F CITY OF CHARLOTTESVILLE INST#2019:4593(PLAT)
PK IN WALL
SAN MH
STORM DRAIN
W
OHW
SAN
NVS
CRITICAL SLOPES (TYP.)
FF = 497.42
FF = 497.42
FF = 497.75
PROPOSED BUILDING
PROPOSED PARKING
PROPOSED HARDSCAPE
PROPOSED LANDSCAPE
APPROX. SWM FACILITY

S:\103\61786-Westhaven\DWG\Sheet\CD\61786-103-C2.5-DEMO2.dwg | Plotted on 10/5/2026 12:35 PM | by Kim Roeser

LEGEND:

- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE UTILITY LINE
- REMOVE CURB
- SAWCUT ASPHALT
- REMOVE CONCRETE
- REMOVE ASPHALT (FULL-DEPTH)
- REMOVE BUILDING
- REMOVE HARDSCAPE
- RESURFACE HARDSCAPE

NAD 83

SCALE: 1"=20'

0 20' 40'

NOTES:
1. UTILITIES SHALL BE REMOVED BACK TO MAIN AND CAPPED.
2. EXISTING WATER METERS SERVING THE SITE ARE TO BE COMPLETELY DISCONNECTED AND REMOVED FROM SERVICE.
3. UTILITY CONNECTIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

PAD GRADED IN PHASE 1

PAD GRADED IN PHASE 1

MATCHLINE - SEE SHEET C2.8

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COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040205752
PROFESSIONAL ENGINEER
10/2/2026
61786

DATE	REVISION DESCRIPTION

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

DEMOLITION PLAN - PHASE 2

SHEET NO.	JOB NO.	SCALE	DESIGNED BY	CHECKED BY	DRAWN BY	DATE
C2.7	61786	1" = 20'	K. ROESER	J. WILSON	M. FAIN	10/02/2026

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DATE	REVISION DESCRIPTION

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

DEMOLITION PLAN - PHASE 2

JOB NO. 61786
SHEET NO.

COMMONWEALTH OF VIRGINIA
KIMBERLY A. MANN
Lic. No. 040292
PROFESSIONAL ENGINEER
10/2/2026
61786

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LEGEND:
- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE UTILITY LINE
- REMOVE CURB
- SAWCUT ASPHALT
- REMOVE CONCRETE
- REMOVE ASPHALT (FULL-DEPTH)
- REMOVE BUILDING
- REMOVE HARDSCAPE
- RESURFACE HARDSCAPE

NAD 83

SCALE 1"=20'
0 20' 40'

NOTES:
1. UTILITIES SHALL BE REMOVED BACK TO MAIN AND CAPPED.
2. EXISTING WATER METERS SERVING THE SITE ARE TO BE COMPLETELY REMOVED AND RETURNED TO RIVANNA.
3. UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

MATCHLINE - SEE SHEET C2.7

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EROSION AND SEDIMENT CONTROL NARRATIVE:

PROJECT DESCRIPTION
THIS PROJECT PROPOSES THE REDEVELOPMENT OF WESTHAVEN PUBLIC HOUSING COMMUNITY. THE REDEVELOPMENT WILL INCLUDE THE PHASED DEMOLITION OF EXISTING HOUSING AND CONSTRUCTION OF APARTMENT BUILDINGS, TOWNHOUSES, A COMMUNITY CENTER/RECREATIONAL MIXED-USE BUILDING, AND OUTDOOR COMMUNITY COMMON SPACES, ALL WITH ASSOCIATED SURFACE PARKING.THE LIMITS OF DISTURBANCE IS 10.01 ACRES.

ADJACENT PROPERTY
THE PROJECT SITE IS BOUND BY SINGLE FAMILY RESIDENTIAL BUILDINGS TO THE NORTH, RUN ST AND HOLLY DR TO THE WEST, THE STANDARD AND A PARKING LOT OFF OF WEST MAIN STREET TO THE SOUTH, AND THE NORFOLK SOUTHERN RAILROAD AND 8TH ST NW TO THE EAST.

EXISTING SITE CONDITIONS
THE SITE CURRENTLY CONTAINS RESIDENTIAL BUILDINGS, ONSITE PARKING, OVERHEAD POWER POLES, PAVED WALKWAYS, AND EXISTING UNDERGROUND UTILITY INFRASTRUCTURE.

OFF-SITE AREAS
THIS PROJECT INCLUDES WORK WITHIN THE ADJACENT ROW. ADDITIONALLY, DEBRIS AND EXCESS SOIL SHALL BE TAKEN TO AN APPROVED LANDFILL SITE.

CRITICAL EROSION AREAS
THERE ARE CRITICAL SLOPES PRESENT ON SITE.

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 CONTRACTOR'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 - C-SCM-03 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 - C-SCM-04 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. RIGHT OF WAY DIVERSION - C-ECM-07 A RIDGE OF LOOSE ROCK OR GRAVEL WILL BE CONSTRUCTED OVER EXISTING PAVEMENTS TO DIVERT STORMWATER RUNOFF TO APPROPRIATE INLET PROTECTION BEFORE ALLOWING TO FLOW INTO PREVIOUSLY DEVELOPED AREA.
4. DUST CONTROL - C-SCM-01 DUST CONTROL IS TO BE USED THROUGH THE SITE IN AREAS SUBJECT TO SURFACE AND AIR MOVEMENT.
5. SILT FENCE - C-PCM-04 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.
6. SUPER SILT FENCE - C-PCM-04 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.
7. SEDIMENT TRAP - C-SCM-11 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.
8. SEDIMENT BASIN - C-SCM-12 A TEMPORARY BARRIER OR DAM WITH A CONTROLLED STORMWATER RELEASE STRUCTURE FORMED BY CONSTRUCTING AN EMBANKMENT OF COMPACTED SOIL ACROSS A DRAINAGEWAY.
9. TEMPORARY DIVERSION DIKE - C-ECM-04 A TEMPORARY RIDGE OF COMPACTED SOIL TO DIVERT WATER AWAY FROM A DISTURBED AREA.
10. TEMPORARY SLOPE DRAIN - C-ECM-12 FLEXIBLE TUBING OR CONDUIT EXTENDING FROM THE TOP TO THE BOTTOM OF A CUT OR FILL SLOPE.

VEGETATIVE PRACTICES:
1. TOPSOIL (TEMPORARY STOCKPILE) - C-SSM-02 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 - C-SSM-09 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 - C-SSM-10 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 - C-SSM-05 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 C-SSM-10, 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 C-SSM-10-7 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 STORMWATER MANAGEMENT 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.

SOILS INFORMATION:

91 - URBAN LAND

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.

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 STORMWATER MANAGEMENT HANDBOOK.

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 LIMITS OF DISTURBANCE INDICATED ON SHEET C3.3.
3. INSTALL CHAIN LINK SAFETY FENCE AND ALL PERIMETER CONTROLS (SILT FENCE, SUPER SILT FENCE, AND SILT FENCE BREAKS) AS INDICATED ON SHEET C3.3.
4. INSTALL CONSTRUCTION ENTRANCE WITH WASHRACK, RIGHT OF WAY DIVERSION, AND CONSTRUCTION GATE AS INDICATED ON SHEET C3.3. INSTALL CONCRETE WASHOUT. ANY SEDIMENT TRACKED OFF SITE SHALL BE CLEANED BY THE END OF THE DAY.
4. INSTALL INLET PROTECTION AS INDICATED ON SHEET C3.3 TO ALL EXISTING INLETS. IF INLET PROTECTION BECOMES CLOGGED BY SEDIMENT, THE INLET PROTECTION SHALL BE REMOVED AND REPLACED.
4. INSTALL CLEAN WATER DIVERSIONS TO DIRECT FLOW FROM UNDISTURBED OFFSITE AREAS.
7. DEMOLISH EXISTING BUILDINGS TO GRADE, LEAVING FOUNDATIONS AND GROUND LEVEL SLABS IN PLACE WITH POSITIVE DRAINAGE TOWARDS PROTECTED INLETS AND PERIMETER CONTROLS.
8. PROTECT ALL EXISTING UTILITY INFRASTRUCTURE THAT IS TO REMAIN DURING CONSTRUCTION.
9. WHEN INSTALLATION OF E&S MEASURES SHOWN ON SHEET C3.3 IS COMPLETE, THE CONTRACTOR MAY CONTINUE TO THE NEXT PHASE ONLY AFTER PERMISSION HAS BEEN GRANTED BY THE CITY E&S INSPECTOR. *

PHASE II - SHEET C3.4

1. MAINTAIN CONSTRUCTION ENTRANCE FROM PHASE I AS SHOWN ON SHEET C3.4.
2. PROTECT AND MAINTAIN ALL EXISTING SANITARY SEWER AND STORM INFRASTRUCTURE DESIGNATED TO REMAIN OPERATIONAL DURING THIS PHASE.
3. INSTALL TEMPORARY PIPE CONVEYANCE SYSTEMS, TEMPORARY SLOPE DRAIN, AND ASSOCIATED CLEAN WATER DIVERSIONS AS SHOWN ON SHEET C3.4 PRIOR TO THE REMOVAL OF ANY EXISTING STORM INFRASTRUCTURE.
4. INSTALL TEMPORARY SEDIMENT BASIN AND TEMPORARY SEDIMENT TRAPS AS SHOWN ON SHEET C3.4. CONTRACTOR SHALL LIMIT LAND DISTURBANCE TO A MINIMUM IN THIS PHASE TO INSTALL THE SEDIMENT BASIN AND SEDIMENT TRAPS. PROVIDE TEMPORARY SEEDING AND DUST CONTROL.
5. INSTALL DIVERSION DIKES AND ADDITIONAL SILT FENCE AS SHOWN ON SHEET C3.4 TO DIRECT ALL STORMWATER DRAINAGE TOWARDS SEDIMENT BASIN, SEDIMENT TRAPS AND PERIMETER CONTROLS PRIOR TO LEAVING PROPERTY AS ILLUSTRATED.
6. INSPECT SILT FENCE, SEDIMENT TRAPS, AND SEDIMENT BASIN DAILY AND ESPECIALLY AFTER EVERY RAINFALL EVENT TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. CLEAN OUT TRAP AS NEEDED PER CALCULATIONS ON SHEET C3.2. ADDITIONAL MEASURES OR MODIFICATIONS TO EXISTING MEASURES MAY BE REQUESTED BY CITY E&S INSPECTOR TO ENSURE THAT SEDIMENT-LADEN RUNOFF IS PREVENTED FROM LEAVING THE SITE.
7. CONTRACTOR IS TO CALL THE CITY AND E&S INSPECTOR TO PROCEED TO PHASE III.

PHASE III - SHEET C3.5

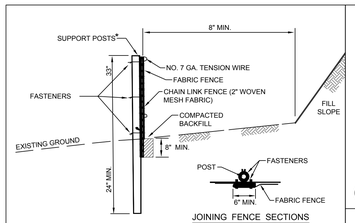
1. MAINTAIN CONSTRUCTION ENTRANCE FROM PHASE II AS SHOWN ON SHEET C3.5.
2. CONTINUE TO DEMOLISH EXISTING ABANDONED SITE INFRASTRUCTURE (IE UTILITIES) AS NECESSARY DURING EXCAVATION OPERATIONS WITHIN THE PROPOSED BUILDING AND ROAD FOOTPRINT.
3. INSTALL UTILITY AND STORM INFRASTRUCTURE ASSOCIATED WITH PHASE 1 OF CONSTRUCTION, INCLUDING TEMPORARY WATERLINE STUBS FOR FUTURE PHASE 2 CONNECTIONS AND TEMPORARY SANITARY SEWER CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM UNTIL PERMANENT UTILITY CONNECTIONS ARE INSTALLED AND OPERATIONAL. MAINTAIN EXISTING STORM AND UTILITY INFRASTRUCTURE AS NECESSARY FOR TEMPORARY TIE-INS.
4. UTILITY WORK WITHIN HOLLY DRIVE SHALL BE PHASED TO MAINTAIN ACCESS TO ADJACENT PROPERTIES AND EXISTING DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.
5. CONTRACTOR TO ADJUST DIVERSION DIKES AND RIGHT-OF-WAY DIVERSION AS NEEDED TO ENSURE POSITIVE DRAINAGE TOWARDS SEDIMENT TRAPS/BASINS AND PERIMETER CONTROLS. SEDIMENT TRAPS TO BE INSPECTED BY CONTRACTOR THROUGHOUT EXCAVATION FOR PROPER FUNCTION.
6. BEGIN MASS GRADING FOR BUILDING PADS AND TEMPORARY TURF FIELDS AS INDICATED ON SHEET C3.5
7. APPLY TEMPORARY SEEDING AND DUST CONTROL IF/AS NECESSARY PER THE CURRENT VIRGINIA STORMWATER MANAGEMENT HANDBOOK STANDARDS.
8. SEDIMENT TRAP 1 SHALL REMAIN IN SERVICE UNTIL THE INDICATED STORM INFRASTRUCTURE ON SHEET C3.5 HAS BEEN INSTALLED AND IS FULLY OPERATIONAL. UPON COMPLETION OF THE STORM INFRASTRUCTURE, THE TRAP MAY BE REMOVED. INSTALL INLET PROTECTION IMMEDIATELY FOLLOWING THE INSTALLATION OF INLETS. IF INLET PROTECTION BECOMES CLOGGED BY SEDIMENT, THE INLET PROTECTION SHALL BE REMOVED AND REPLACED.
9. PRIOR TO THE INSTALLATION OF THE UNDERGROUND DETENTION, A BMP PRECONSTRUCTION MEETING WITH THE CITY INSPECTOR, TIMMONS GROUP, AND THE CONTRACTOR IS REQUIRED.
10. BEGIN INSTALLING UNDERGROUND DETENTION SYSTEM AND INLET PROTECTION AS SHOWN ON SHEET C3.5. WITH THE INSTALLATION OF THE UNDERGROUND DETENTION FACILITY, INSTALL TEMPORARY SNORKEL FOR DEWATERING PRIOR TO NEXT PHASE TO BE IN PLACE WHEN DEWATERING FROM EXCAVATION IS NECESSARY. MAINTAIN EXISTING DOWNSTREAM STORM INFRASTRUCTURE FOR TEMPORARY UNDERGROUND DETENTION TIE-IN.
11. ONCE EXCAVATION IS COMPLETE TO FINAL GRADE, CONTRACTOR TO BEGIN CONSTRUCTING BUILDING FOUNDATION AND GROUND LEVEL SLABS FOR THE TWO MULTI-FAMILY BUILDINGS. CONTRACTOR MAY STONE THE AREA AS PRACTICAL TO STABILIZE AND PLACE BASE STONE BENEATH FUTURE SLAB POURS WHILE WORKING THE AREA TO REDUCE SEDIMENT LOADING. PRIOR TO GOING VERTICAL ON BUILDING CONSTRUCTION, CONTRACTOR IS TO CALL FOR CITY INSPECTION AND RECEIVE APPROVAL FROM THE CITY PRIOR TO PROCEEDING TO THE NEXT PHASE.

PHASE IV - SHEET C3.6

1. REPLACE THE CONSTRUCTION ENTRANCE AND INSTALL PROPOSED PAVED CONSTRUCTION ENTRANCE AS INDICATED ON SHEET C3.6.
2. COMPLETE INSTALLATION OF THE REMAINING STORM DRAINAGE AND UTILITY INFRASTRUCTURE NECESSARY FOR PHASE 1 OF CONSTRUCTION.
3. ALL STORMWATER PIPING AND STRUCTURES SHALL BE INSPECTED FOR SILT/SEDIMENT. IF PRESENT, SILT/SEDIMENT SHALL BE CLEANED OUT FROM THE SYSTEM TO THE SATISFACTION OF THE CITY E&S INSPECTOR. INSTALL INLET PROTECTION WHEN STORMWATER STRUCTURES ARE INSTALLED PER SHEET C3.6.*
4. BUILDING CONSTRUCTION IS ABOVE GRADE AND CONTINUES VERTICALLY IN THIS PHASE FOR THE MULTI-FAMILY BUILDINGS.
5. SEDIMENT BASIN 1 AND SEDIMENT TRAP 2 MAY BE REMOVED UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREAS PROVIDED PHASE 2 CONSTRUCTION IS NOT SCHEDULED TO BEGIN IMMEDIATELY THEREAFTER; OTHERWISE THEY SHALL BE MODIFIED AS INDICATED ON SHEET C3.7.
6. FINISH FINE GRADING AND INSTALLATION OF SITE WALLS, STAIRS, AND HARDSCAPE.
7. APPLY PERMANENT SOIL STABILIZATION WITHIN SEVEN DAYS AFTER FINAL GRADE IS ACHIEVED. MULCH AND SEED ALL AREAS TO BE GRASS IN FINAL CONDITION AS SOON AS FINAL GRADE IS ACHIEVED. PREVIOUSLY PAVED AREAS SHALL BE ROTOTILLED WITH 6" OF AMENDED TOPSOIL PRIOR TO PERMANENT SEEDING BEING APPLIED.
8. INSTALL LANDSCAPING, INSTALL MULCH, AND MAINTAIN PROTECTIVE PERIMETER SILT FENCE UNTIL PERMISSION FOR REMOVAL IS GRANTED BY CITY INSPECTOR.
8. ENGINEER OF RECORD SHALL CERTIFY THE UNDERGROUND DETENTION AFTER RECEIPT OF CONTRACTOR DOCUMENTATION FOR INSTALLATION PER BMP PRACTICE DOCUMENTATION NOTE ON SHEET C6.2.
9. CONTRACTOR IS TO CALL FOR CITY INSPECTION AND RECEIVE APPROVAL PRIOR TO PROCEEDING TO THE NEXT PHASE.

PHASE V - SHEET C3.7

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. INSTALL CONSTRUCTION ENTRANCE WITH WASHRACK AND CONSTRUCTION GATE AS INDICATED ON SHEET C3.7. INSTALL CONCRETE WASHOUT. ANY SEDIMENT TRACKED OFF SITE SHALL BE CLEANED BY THE END OF THE DAY
3. INSTALL TEMPORARY SEDIMENT TRAPS AS SHOWN ON SHEET C3.7. PROVIDE TEMPORARY SEEDING AND DUST CONTROL.
4. INSTALL DIVERSION DIKES AND ADDITIONAL SILT FENCE AS SHOWN ON SHEET C3.7 TO DIRECT ALL STORMWATER DRAINAGE TOWARDS SEDIMENT TRAPS AND PERIMETER CONTROLS PRIOR TO LEAVING PROPERTY AS ILLUSTRATED.
5. BEGIN VERTICAL CONSTRUCTION OF PREVIOUSLY PAD GRADED TOWNHOUSE BUILDING PADS ASSOCIATED WITH PHASE 1 OF CONSTRUCTION. INSTALL INLET PROTECTION AND SILT FENCE AS NEEDED SHOWN ON SHEET C3.7.
6. MAINTAIN ALL EXISTING STORM DRAINAGE AND SANITARY SEWER INFRASTRUCTURE REQUIRED TO SERVE PHASE 1 OF CONSTRUCTION UNTIL PROPOSED PHASE 2 UTILITIES ARE INSTALLED AND FULLY OPERATIONAL.
7. INSTALL THE REMAINING PROPOSED STORM DRAINAGE AND UTILITY INFRASTRUCTURE ASSOCIATED WITH PHASE 2 OF CONSTRUCTION INCLUDING RELOCATING THE SANITARY SEWER TRUNK LINE TO PROPOSED LOCATION AS SHOWN ON SHEET C3.7.
8. REMOVE TEMPORARY SANITARY SEWER CONNECTIONS AND TEMPORARY CONNECTIONS ASSOCIATED WITH THE UNDERGROUND DETENTION FACILITY ONCE PERMANENT SYSTEMS ARE OPERATIONAL.
9. COMPLETE CONSTRUCTION OF THE FINAL PROPOSED ROADWAY AND ASSOCIATED STORM INFRASTRUCT



JOINING FENCE SECTIONS

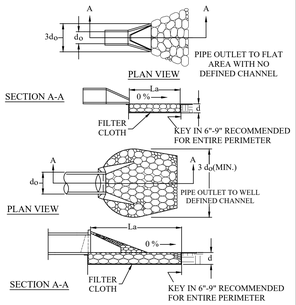
* POSTS SPACED @ 10' MAX. USE 2 1/2" DIA. HEAVY DUTY GALVANIZED OR ALUMINUM POSTS.

* * CHAIN LINK TO POST FASTENERS SPACED @ 14" MAX. USE NO. 9 GA. ALUMINUM WIRE OR NO. 9 GALVANIZED STEEL PRE-FORMED CLIPS. CHAIN LINK TO TENSION WIRE FASTENERS SPACED @ 60" MAX. USE NO. 13.5 GA. GALVANIZED STEEL WIRE. FABRIC TO CHAIN FASTENERS SPACED @ 24" MAX C. TO C.

SUPER SILT FENCE

SEE DEQ VIRGINIA STORMWATER MANAGEMENT HANDBOOK

C-PCM-04-5

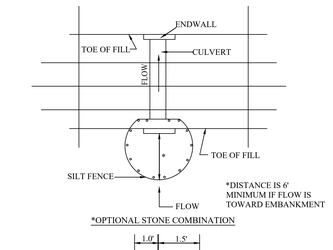


NOTES:
1. APRON LINING MAY BE RIPRAP, GROUTED RIPRAP, GABION BASKET OR CONCRETE.
2. La IS THE LENGTH OF THE RIPRAP APRON AS CALCULATED USING PLATES 3.18-3 AND 3.18-4.
3. d = 1.5 TIMES THE MAXIMUM STONE DIAMETER, BUT NOT LESS THAN 6 INCHES..

OUTLET PROTECTION

SEE DEQ VIRGINIA STORMWATER MANAGEMENT HANDBOOK

C-ECM-15



*VDOT #3, #357, #5, #56 OR #57 COARSE AGGREGATE TO REPLACE SILT FENCE IN " HORSESHOE " WHEN HIGH VELOCITY OF FLOW IS EXPECTED

CULVERT INLET PROTECTION

SEE DEQ VIRGINIA STORMWATER MANAGEMENT HANDBOOK

C-SCM-05

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 — C-SSM-09

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

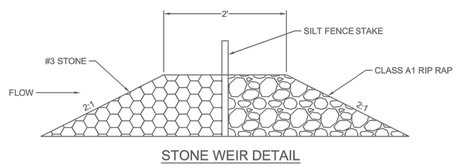
** SUBSTITUTE SERICEA LESPEDEZA FOR CROWNVETCH EAST OF FARMVILLE, VA (MAY THROUGH SEPTEMBER USE HULLED SERICEA, ALL OTHER PERIODS, USE UNHULLED SERICEA). IF FLATPEA IS USED IN LIEU OF CROWNVETCH, INCREASE RATE TO 30 LBS./ACRE. ALL LEGUME SEED MUST BE PROPERLY INOCULATED. WEEPING LOVEGRASS MAY BE ADDED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

PS — C-SSM-10

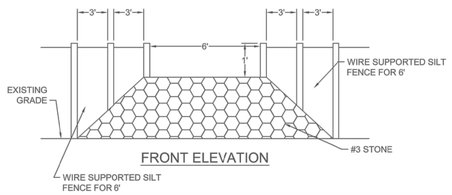
PERMANENT SEEDING MIX FOR PIEDMONT AREA

No Scale

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



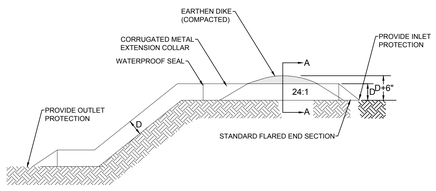
STONE WEIR DETAIL



FRONT ELEVATION

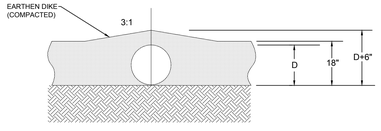
SILT FENCE BREAK

No Scale



SECTION VIEW

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

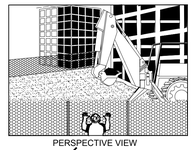


SECTION A - A

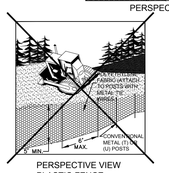
TSD — C-ECM-12-1

TEMPORARY SLOPE DRAIN

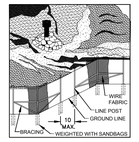
No Scale



PERSPECTIVE VIEW



PERSPECTIVE VIEW
PLASTIC FENCE



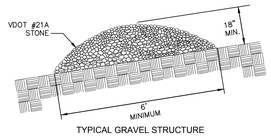
PERSPECTIVE VIEW
METAL FENCE

SAF — C-PCM-01

TEMPORARY SAFETY FENCE (CHAIN LINK)

No Scale

TEMPORARY RIGHT-OF-WAY DIVERSIONS

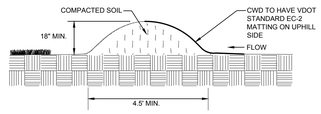


TYPICAL GRAVEL STRUCTURE

RWD — C-ECM-07

TEMPORARY RIGHT-OF-WAY DIVERSION

No Scale

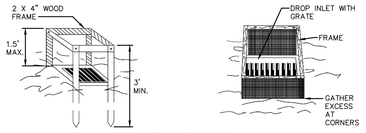


DD CWD — C-ECM-04

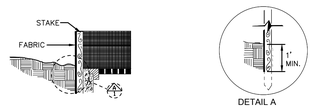
TEMPORARY DIVERSION DIKE

No Scale

SILT FENCE DROP INLET PROTECTION



PERSPECTIVE VIEWS



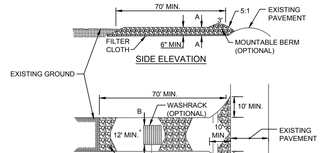
ELEVATION OF STAKE AND FABRIC ORIENTATION

SPECIFIC APPLICATION
THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT EXCEEDING 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS IN STREET OR HIGHWAY MEDIANS.

IP — C-SCM-04

STORM DRAIN INLET PROTECTION

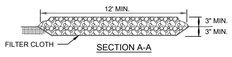
No Scale



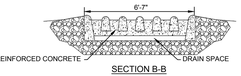
SIDE ELEVATION

* MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION

PLAN VIEW



SECTION A-A

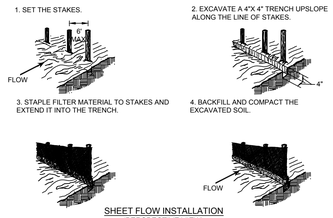


SECTION B-B

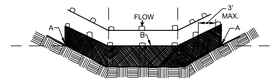
CE — C-SCM-03

STONE CONSTRUCTION ENTRANCE

No Scale



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)

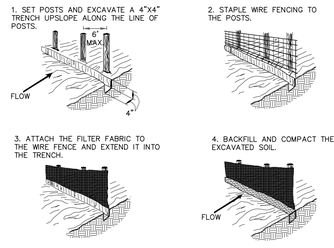


DRAINAGEWAY INSTALLATION
(FRONT ELEVATION)

SSF — C-PCM-04-4

SILT FENCE (W/O WIRE SUPPORT)

No Scale



SSF — C-PCM-04-3

SILT FENCE (WITH WIRE SUPPORT)

No Scale

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CHARLOTTESVILLE OFFICE
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YOUR VISION ACHIEVED THROUGH OURS.

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
10/2/26
61786

REVISION DESCRIPTION

DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL NOTES AND DETAILS

JOB NO. 61786
SHEET NO. C3.1

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PHASE II

Pipe Outlet Sediment Trap #1 design (Phase II)

drainage area (acres) (<3): 2.6
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
449	1786			
450	2223	74.2	74.2	
451	2685	90.9	165.1	
452	3172	108.5	273.6	**See Pipe Outlet Sediment Trap Detail**
453	3684	127.0	400.6	
453.5	3950.59	70.7	471.2	
454	4222	75.7	546.9	
455	4785	166.8	713.7	
		713.7		

wet storage:
wet storage required (cy) (67*DA): 174.2
bottom of riser perforations (ft): 452.0
wet storage provided at this elevation (cy): 273.6 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

dry storage:
dry storage required (cy) (67*DA): 174.2
riser structure rim elevation (ft): 453.5
dry storage provided at this elevation (cy): 197.7
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 449
bottom trap dimensions: 20'x90'
top of dam elevation (ft): 455.0
top width of dam (ft): 3
top trap dimensions: 114'x44'

Pipe Outlet Sediment Trap #2 design (Phase II)

drainage area (acres) (<3): 1.8
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
437.5	744			
438.5	1006	32.4	32.4	
439.5	1305	42.8	75.2	
440.5	1628	54.3	129.5	**See Pipe Outlet Sediment Trap Detail**
441.5	1972	66.7	196.2	
442.5	2342	79.9	276.1	
443.5	2737	94.1	370.1	
444	2944	52.6	422.7	
		422.7		

wet storage:
wet storage required (cy) (67*DA): 120.6
bottom of riser perforations (ft): 440.5
wet storage provided at this elevation (cy): 129.5 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

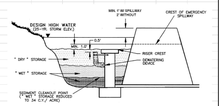
dry storage:
dry storage required (cy) (67*DA): 120.6
riser structure rim elevation (ft): 442.5
dry storage provided at this elevation (cy): 146.6
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 437.5
bottom trap dimensions: 47'x15'
top of dam elevation (ft): 444.0
top width of dam (ft): 3
top trap dimensions: 73'x43'

Sediment Basin design #1 (Phase II)

drainage area (acres): 3.56
basin volumes:

elevation (ft)	contour area (sf)	volume(cy)	cumulative volume (cy)
440	993		
441	1290	42.3	42.3
442	1612	53.7	96.0
443	1955	66.1	162.1
444	2323	79.2	241.3
445	2717	93.3	334.6
446	3135	108.4	443.0
447	3579	124.3	567.3
448	4048	141.2	708.6
449	4542	159.1	867.6
450	5061	177.8	1045.5
450.5	5330	96.2	1141.7



wet storage required:	238.5	design high water (25 yr)	448.4
dewatering orifice elevation (ft)	444.0	top of dam (ft)	450.5
wet storage provided at this elevation (cy)	241.3	top width of dam (ft)	6.0
available volume before cleanout (cy) (33*DA)	117.5	bottom of basin (ft)	440.0
cleanout elevation (ft)	442.0	approx. bottom dimensions:	50'x 20'
distance from cleanout to orifice (ft)	2.0	upstream face slope:	2.5:1
		downstream face slope:	2.5:1
dry storage:			
dry storage required (cy) (67*DA)	238.5	baffles:	No
principle spillway: crest (ft)	447.0	length of flow, L (ft)	
dry storage provided at this elevation (cy)	326.0	effective width, We (ft)	
diameter of dewatering orifice (in)	3.0	L / We (baffles required if > 2)	
diameter of flexible tubing (in) (orifice+2")	5.0		
		collars:	No
runoff: (see Routing in calc. book)		depth of water at spillway crest (ft)	
CN	94	slope of upstream face (Z:1)	
tc (min)	6	slope of barrel (Sb)	
		length of barrel in saturated zone (Ls)	
		number collars required	
		dimension of collars	
principle spillway:			
available head (ft)	4.0	emergency spillway:	No
diameter riser (in)	48	bottom width (ft)	
diameter trash rack (in)	36	slope of exist channel (ft/ft)	
diameter of barrel (in)	18	crest of spillway (ft)	
barrel inv. in elevation (ft)	439'		
barrel inv. out elevation (ft)	438'		

Dewatering Orifice Sizing Calculation - Sediment Basin 1 Phase II			
Available Head (h)	2.94	FT	((Riser Elev.) - (Dewat. Orifice Elev.)) /2)
Q	0.41	CFS	Flowrate through orifice needed to achieve 6 hour drawdown (cfs)
S	8803	CF	total dry storage available (cf)
A	0.05	SF	max. dewatering orifice size for 6 hour drawdown (sf)
d	3.01	IN	maximum dewatering orifice size for 6 hour drawdown (in)
3.0 inch orifice needed (max)			
3.0 inch orifice designed			

PHASE III

Pipe Outlet Sediment Trap #2 design (Phase III)

drainage area (acres) (<3): 1.8
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
437.5	744			
438.5	1006	32.4	32.4	
439.5	1305	42.8	75.2	
440.5	1628	54.3	129.5	**See Pipe Outlet Sediment Trap Detail**
441.5	1972	66.7	196.2	
442.5	2342	79.9	276.1	
443.5	2737	94.1	370.1	
444	2944	52.6	422.7	
		422.7		

wet storage:
wet storage required (cy) (67*DA): 120.6
bottom of riser perforations (ft): 440.5
wet storage provided at this elevation (cy): 129.5 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

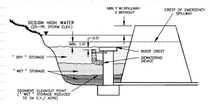
dry storage:
dry storage required (cy) (67*DA): 120.6
riser structure rim elevation (ft): 442.5
dry storage provided at this elevation (cy): 146.6
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 437.5
bottom trap dimensions: 47'x 15'
top of dam elevation (ft): 444.0
top width of dam (ft): 3
top trap dimensions: 73'x 43'

Sediment Basin design #1 (Phase III)

drainage area (acres): 1.93
basin volumes:

elevation (ft)	contour area (sf)	volume(cy)	cumulative volume (cy)
440	993		
441	1290	42.3	42.3
442	1612	53.7	96.0
443	1955	66.1	162.1
444	2323	79.2	241.3
445	2717	93.3	334.6
446	3135	108.4	443.0
447	3579	124.3	567.3
448	4048	141.2	708.6
449	4542	159.1	867.6
450	5061	177.8	1045.5
450.5	5330	96.2	1141.7



wet storage required:	129.3	design high water	448.4
dewatering orifice elevation (ft)	444.0	top of dam (ft)	450.5
wet storage provided at this elevation (cy)	241.3	top width of dam (ft)	6.0
available volume before cleanout (cy) (33*DA)	63.7	bottom of basin (ft)	440.0
cleanout elevation (ft)	442.0	approx. bottom dimensions:	50'x20'
distance from cleanout to orifice (ft)	2.0	upstream face slope:	2.5:1
		downstream face slope:	2.5:1
dry storage:			
dry storage required (cy) (67*DA)	129.3	baffles:	No
principle spillway crest (ft)	447.0	length of flow, L (ft)	
dry storage provided at this elevation (cy)	326.0	effective width, We (ft)	
diameter of dewatering orifice (in)	3.0	L / We (baffles required if > 2)	
diameter of flexible tubing (in) (orifice+2")	5.0		
		collars:	No
runoff: (see Routing in calc. book)		depth of water at spillway crest (ft)	
CN	94	slope of upstream face (Z:1)	
tc (min)	6	slope of barrel (Sb)	
		length of barrel in saturated zone (Ls)	
		number collars required	
		dimension of collars	
principle spillway:			
available head (ft)	4.0	emergency spillway:	No
diameter riser (in)	48	bottom width (ft)	
diameter trash rack (in)	36	slope of exist channel (ft/ft)	
barrel length (ft)	51	length of exit channel (ft)	
diameter of barrel (in)	18	crest of spillway (ft)	
barrel inv. in elevation (ft)	439'		
barrel inv. out elevation (ft)	438'		

Dewatering Orifice Sizing Calculation - Sediment Basin 1 Phase III			
Available Head (h)	2.94	FT	((Riser Elev.) - (Dewat. Orifice Elev.)) /2)
Q	0.41	CFS	Flowrate through orifice needed to achieve 6 hour drawdown (cfs)
S	8803	CF	total dry storage available (cf)
A	0.05	SF	max. dewatering orifice size for 6 hour drawdown (sf)
d	3.01	IN	maximum dewatering orifice size for 6 hour drawdown (in)
3.0 inch orifice needed (max)			

PHASE V

Pipe Outlet Sediment Trap #1 design (Phase 5)

drainage area (acres) (<3): 1.93
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
445	993			
446	1276	42.0	42.0	
447	1584	53.0	95.0	
448	1916	64.8	159.8	**See Pipe Outlet Sediment Trap Detail**
449	2274	77.6	237.4	
450	2658	91.3	328.7	
451	3066	106.0	434.7	
451.5	3279	58.8	493.5	
		493.5		

wet storage:
wet storage required (cy) (67*DA): 129.3
bottom of riser perforations (ft): 448.0
wet storage provided at this elevation (cy): 159.8 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

dry storage:
dry storage required (cy) (67*DA): 129.3
riser structure rim elevation (ft): 450.0
dry storage provided at this elevation (cy): 168.9
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 445
bottom trap dimensions: 47'x 15'
top of dam elevation (ft): 451.5
top width of dam (ft): 3
top trap dimensions: 73'x 43'

Pipe Outlet Sediment Trap #2 design (Phase 5)

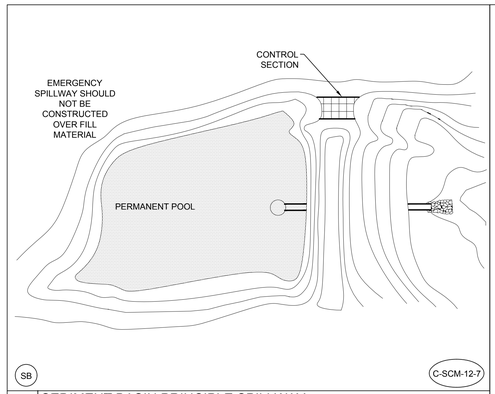
drainage area (acres) (<3): 1.8
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
437.5	744			
438.5	1006	32.4	32.4	
439.5	1305	42.8	75.2	
440.5	1628	54.3	129.5	**See Pipe Outlet Sediment Trap Detail**
441.5	1972	66.7	196.2	
442.5	2342	79.9	276.1	
443.5	2737	94.1	370.1	
444	2944	52.6	422.7	
		422.7		

wet storage:
wet storage required (cy) (67*DA): 120.6
bottom of riser perforations (ft): 440.5
wet storage provided at this elevation (cy): 129.5 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

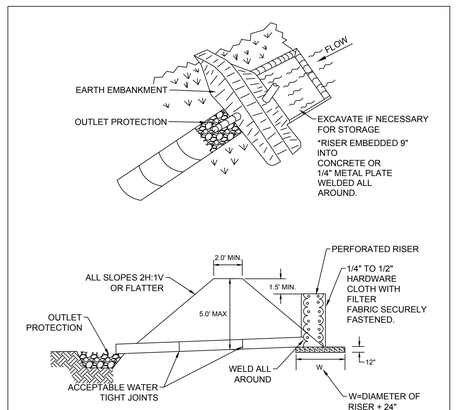
dry storage:
dry storage required (cy) (67*DA): 120.6
riser structure rim elevation (ft): 442.5
dry storage provided at this elevation (cy): 146.6
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 437.5
bottom trap dimensions: 47'x 15'
top of dam elevation (ft): 444.0
top width of dam (ft): 3
top trap dimensions: 73'x 43'



SB C-SCM-12-7

SEDIMENT BASIN PRINCIPLE SPILLWAY
No Scale



C-SCM-11

TEMPORARY SEDIMENT TRAP
No Scale

PHASE VI

Pipe Outlet Sediment Trap #1 design (Phase 6)

drainage area (acres) (<3): 0.5
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
445	993			
446	1276	42.0	42.0	
447	1584	53.0	95.0	
448	1916	64.8	159.8	**See Pipe Outlet Sediment Trap Detail**
449	2274	77.6	237.4	
450	2658	91.3	328.7	
451	3066	106.0	434.7	
451.5	3279	58.8	493.5	
		493.5		

wet storage:
wet storage required (cy) (67*DA): 33.5
bottom of riser perforations (ft): 448.0
wet storage provided at this elevation (cy): 159.8 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

dry storage:
dry storage required (cy) (67*DA): 33.5
riser structure rim elevation (ft): 450.0
dry storage provided at this elevation (cy): 168.9
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 445
bottom trap dimensions: 50'x20'
top of dam elevation (ft): 451.5
top width of dam (ft): 3
top trap dimensions: 76'x46'

Pipe Outlet Sediment Trap #2 design (Phase 6)

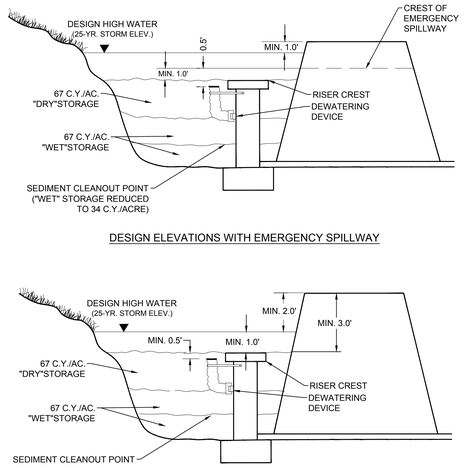
drainage area (acres) (<3): 0.63
trap volumes: #1

elevation (ft)	area (sf)	volume(cy)	cumulative volume (cy)	
439	484			
440	696	21.9	21.9	
441	933	30.2	52.0	
442	1196	39.4	91.4	**See Pipe Outlet Sediment Trap Detail**
442.5	1337	23.5	114.9	
443	1484	26.1	141.0	
444	1797	60.8	201.8	
		201.8		

wet storage:
wet storage required (cy) (67*DA): 42.2
bottom of riser perforations (ft): 441.0
wet storage provided at this elevation (cy): 52.0 **coarse aggregate shall be VDOT #3, #357 of #5
slope of wet storage sides: 2:1

dry storage:
dry storage required (cy) (67*DA): 42.2
riser structure rim elevation (ft): 442.5
dry storage provided at this elevation (cy): 62.9
slope of dry storage sides: 2:1

bottom of trap elevation (ft): 439
bottom trap dimensions: 36'x13'
top of dam elevation (ft): 444.0
top width of dam (ft): 3
top trap dimensions: 59'x33'

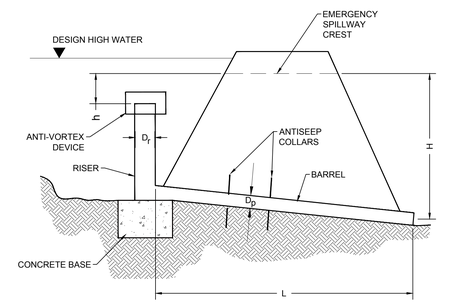


DESIGN ELEVATIONS WITH EMERGENCY SPILLWAY

DESIGN ELEVATIONS WITHOUT EMERGENCY SPILLWAY
(RISER PASSES 25-YEAR EVENT)

SB C-SCM-12-2

SEDIMENT BASIN SCHEMATIC ELEVATIONS
No Scale



H = HEAD ON PIPE THROUGH EMBANKMENT

h = HEAD OVER RISER CREST

L = LENGTH OF PIPE THROUGH EMBANKMENT

D_p = DIAMETER OF PIPE THROUGH EMBANKMENT

D_f = DIAMETER OF RISER

SB C-SCM-12-7

SEDIMENT BASIN PRINCIPLE SPILLWAY
No Scale

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
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DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL NOTES AND DETAILS

JOB NO. 61786
SHEET NO. C3.2

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DEMOLISH EXISTING BUILDINGS TO SLABS AFTER ALL PHASE 1 E&S MEASURES ARE INSTALLED

PROVIDE GATE FOR CONSTRUCTION ENTRANCE

WASHRACK

HARDY DR (LOT 23 - 1/363) (H.W. TRIBBLE LOT 23 - 37/139) (V.R. WINSTON - 79/324)

APPROX. LOCATION OF NATURAL GAS LINE - UNABLE TO FIELD LOCATE (PRIVATE)

APPROX. LOCATION OF UG WATERLINE - SHOWN BY SURVEYOR PER MAPPING PROVIDED BY UTILITY OWNER (UNABLE TO FIELD LOCATE)

CRITICAL SLOPES (TYP.)

SOUTHERN RAILWAY

SOIL TYPE:
91

FF = 497.75

FF = 497.42

FF = 497.42

SCALE 1"=40'
0 40' 80'

EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING	
	DRAINAGE DIVIDE	
	SOIL AREA DIVIDE	
	DRAINAGE AREA TO SEDIMENT BASIN	
SAF	SAFETY FENCE	*C-PCM-01-1
CE PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1
SSF	SUPER SILT FENCE	*C-PCM-04-2B
IP	INLET PROTECTION	*C-SCM-04-1,3,5
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01
DD CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1
ST	SEDIMENT TRAP	*C-SCM-11
SB	SEDIMENT BASIN	*C-SCM-12
TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
OP	OUTLET PROTECTION	*C-ECM-15
TS	TEMPORARY SEEDING	*C-SSM-09-3
PS	PERMANENT SEEDING	*C-SSM-10-7
MU	MULCHING	*C-SSM-11
DC	DUST CONTROL	*C-SCM-01
BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
TP	TREE PROTECTION	*C-SSM-01-2

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
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M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 40'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE I

JOB NO.
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PIPE OUTLET SEDIMENT TRAP #1 (PHASE 2)
DRAINAGE AREA = 2.60 AC
TOTAL STORAGE REQUIRED: 346.10 CY
TOTAL STORAGE PROVIDED: 471.20' CY
TOP OF DAM ELEVATION: 455.00'
BOTTOM OF RISER PERFORATIONS: 452.00'
BOTTOM OF TRAP ELEVATION: 449.00'
(SEE SHEET C3.2 FOR SPECIFICATIONS)

PROVIDE GATE FOR CONSTRUCTION ENTRANCE

WASHRACK

21" PERFORATED RISER STRUCTURE, RIM ELEV = 453.50' (SEE DETAIL ON SHEET C3.2)

18" TEMPORARY PIPE OUTLET TO TIE-IN TO EX. MANHOLE

18" TEMPORARY SLOPE DRAIN

MAINTAIN EXISTING INLET, STORM SEWER PIPE AND EXISTING MANHOLE CONNECTION UNTIL THE CONSTRUCTION OF THE NEW STORM INFRASTRUCTURE

DRAINAGE AREA TO SEDIMENT TRAP #1 = 2.60 AC

DRAINAGE AREA TO SEDIMENT TRAP #2 = 1.82 AC

PIPE OUTLET SEDIMENT TRAP #2 (PHASE 2)
DRAINAGE AREA = 1.82 AC
TOTAL STORAGE REQUIRED: 241.20 CY
TOTAL STORAGE PROVIDED: 276.10' CY
TOP OF DAM ELEVATION: 444.00'
BOTTOM OF RISER PERFORATIONS: 440.50'
BOTTOM OF TRAP ELEVATION: 437.50'
(SEE SHEET C3.2 FOR SPECIFICATIONS)

18" PERFORATED RISER STRUCTURE, RIM ELEV = 442.50' (SEE DETAIL ON SHEET C3.2)

15" TEMPORARY PIPE OUTLET

48" RISER STRUCTURE, RIM ELEV = 447.00' (SEE DETAIL ON SHEET C3.2)

SEDIMENT BASIN #1 (PHASE 2)
DRAINAGE AREA = 3.52 AC AC
TOTAL STORAGE REQUIRED: 477.00 CY
TOTAL STORAGE PROVIDED: 567.30 CY
TOP OF DAM ELEVATION: 450.50'
BOTTOM OF SEDIMENT BASIN: 440.00'
TOP OF RISER STRUCTURE: 447.00'
(SEE SHEET C3.2 FOR SPECIFICATIONS)

DRAINAGE AREA TO SEDIMENT BASIN #1 = 3.52 AC

TEMPORARY PIPE AND SLOPE DRAIN TO BE INSTALLED PRIOR TO THE REMOVAL OF EXISTING STORM INFRASTRUCTURE

21" TEMPORARY SLOPE DRAIN

TEMPORARY PIPE TO DAYLIGHT; INV. = 482.00' SLOPE @ 1.5%

CRITICAL SLOPES (TYP.)

APPROX. SSMH 09-326

SCALE 1"=40'
0 40' 80'

EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING		ST	SEDIMENT TRAP	*C-SCM-11
	DRAINAGE DIVIDE		SB	SEDIMENT BASIN	*C-SCM-12
	SOIL AREA DIVIDE		TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
	DRAINAGE AREA TO SEDIMENT BASIN		OP	OUTLET PROTECTION	*C-ECM-15
SAF	SAFETY FENCE	*C-PCM-01-1	TS	TEMPORARY SEEDING	*C-SSM-09-3
CE PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1	PS	PERMANENT SEEDING	*C-SSM-10-7
SSF	SUPER SILT FENCE	*C-PCM-04-2B	MU	MULCHING	*C-SSM-11
IP	INLET PROTECTION	*C-SCM-04-1,3,5	DC	DUST CONTROL	*C-SCM-01
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01	BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
DD CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1	TP	TREE PROTECTION	*C-SSM-01-2
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1			

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
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Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
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CHECKED BY J. WILSON
SCALE 1" = 40'

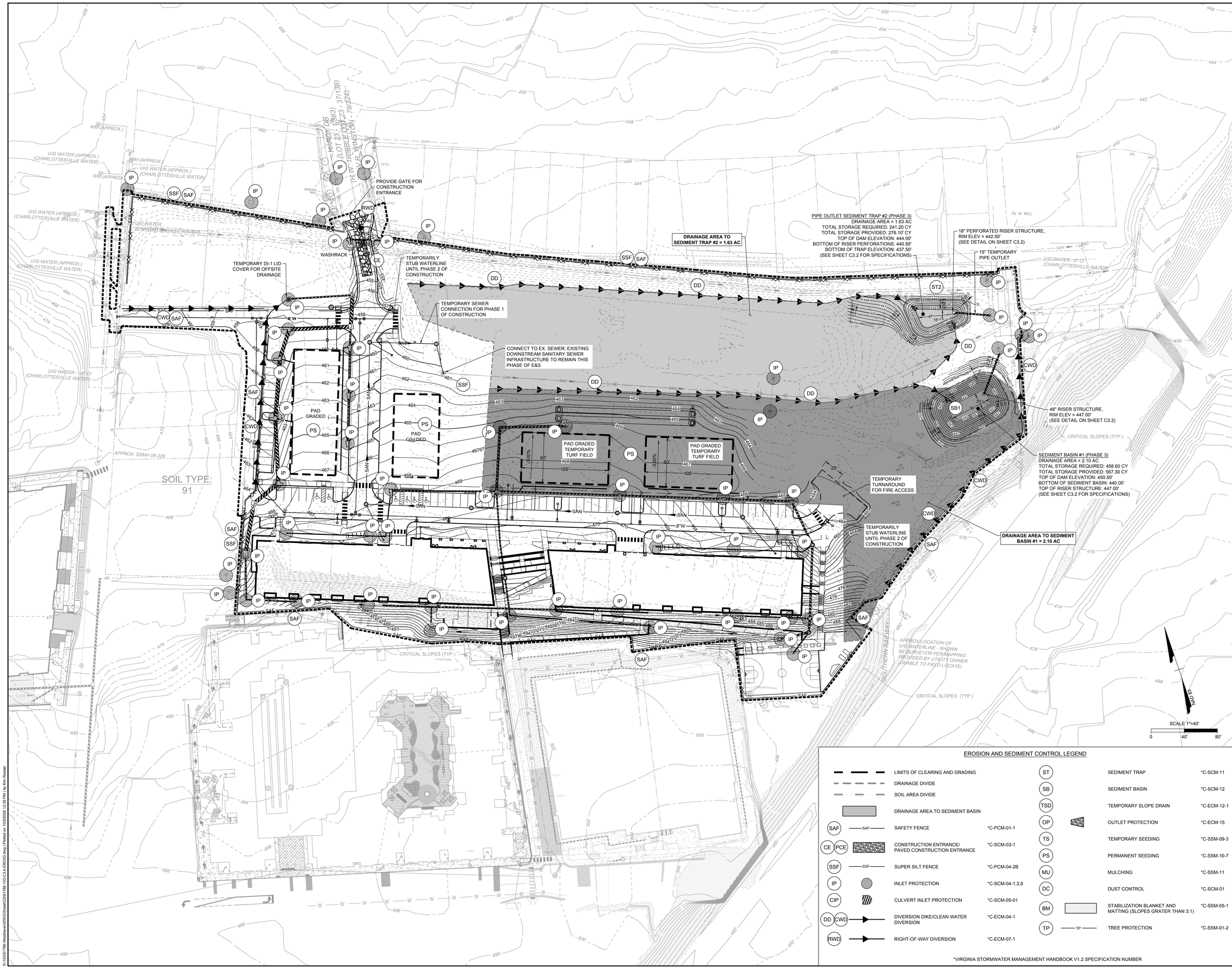
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CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE II

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EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING		ST	SEDIMENT TRAP	*C-SCM-11
	DRAINAGE DIVIDE		SB	SEDIMENT BASIN	*C-SCM-12
	SOIL AREA DIVIDE		TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
	DRAINAGE AREA TO SEDIMENT BASIN		OP	OUTLET PROTECTION	*C-ECM-15
SAF	SAFETY FENCE	*C-PCM-01-1	TS	TEMPORARY SEEDING	*C-SSM-09-3
CE PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1	PS	PERMANENT SEEDING	*C-SSM-10-7
SSF	SUPER SILT FENCE	*C-PCM-04-2B	MU	MULCHING	*C-SSM-11
IP	INLET PROTECTION	*C-SCM-04-1,3,5	DC	DUST CONTROL	*C-SCM-01
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01	BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
DD CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1	TP	TREE PROTECTION	*C-SSM-01-2
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1			

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
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DESIGNED BY
K. ROESER
CHECKED BY
J. WILSON
SCALE
1" = 40'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE III

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TEMPORARY DI-1 LID COVER FOR OFFSITE DRAINAGE

TEMPORARILY STUB WATERLINE UNTIL PHASE 2 OF CONSTRUCTION

TEMPORARY SEWER CONNECTION FOR PHASE 1 OF CONSTRUCTION

CONNECT TO EX. SEWER; EXISTING DOWNSTREAM SANITARY SEWER INFRASTRUCTURE TO REMAIN THIS PHASE OF E&S

PAD GRADED

PAD GRADED TEMPORARY TURF FIELD

TEMPORARY TURNAROUND FOR FIRE ACCESS

TEMPORARILY STUB WATERLINE UNTIL PHASE 2 OF CONSTRUCTION

SOIL TYPE: 91

CRITICAL SLOPES (TYP.)

APPROX LOCATION OF U/G WATERLINE - SHOWN BY SURVEYOR PER MAPPING PROVIDED BY UTILITY OWNER (UNABLE TO FIELD LOCATE)

SOUTHERN RAILWAY

SCALE 1"=40'

0 40' 80'

EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING	
	DRAINAGE DIVIDE	
	SOIL AREA DIVIDE	
	DRAINAGE AREA TO SEDIMENT BASIN	
SAF	SAFETY FENCE	*C-PCM-01-1
CE PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1
SSF	SUPER SILT FENCE	*C-PCM-04-2B
IP	INLET PROTECTION	*C-SCM-04-1,3,5
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01
DD CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1
ST	SEDIMENT TRAP	*C-SCM-11
SB	SEDIMENT BASIN	*C-SCM-12
TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
OP	OUTLET PROTECTION	*C-ECM-15
TS	TEMPORARY SEEDING	*C-SSM-09-3
PS	PERMANENT SEEDING	*C-SSM-10-7
MU	MULCHING	*C-SSM-11
DC	DUST CONTROL	*C-SCM-01
BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
TP	TREE PROTECTION	*C-SSM-01-2

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
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SCALE 1" = 40'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

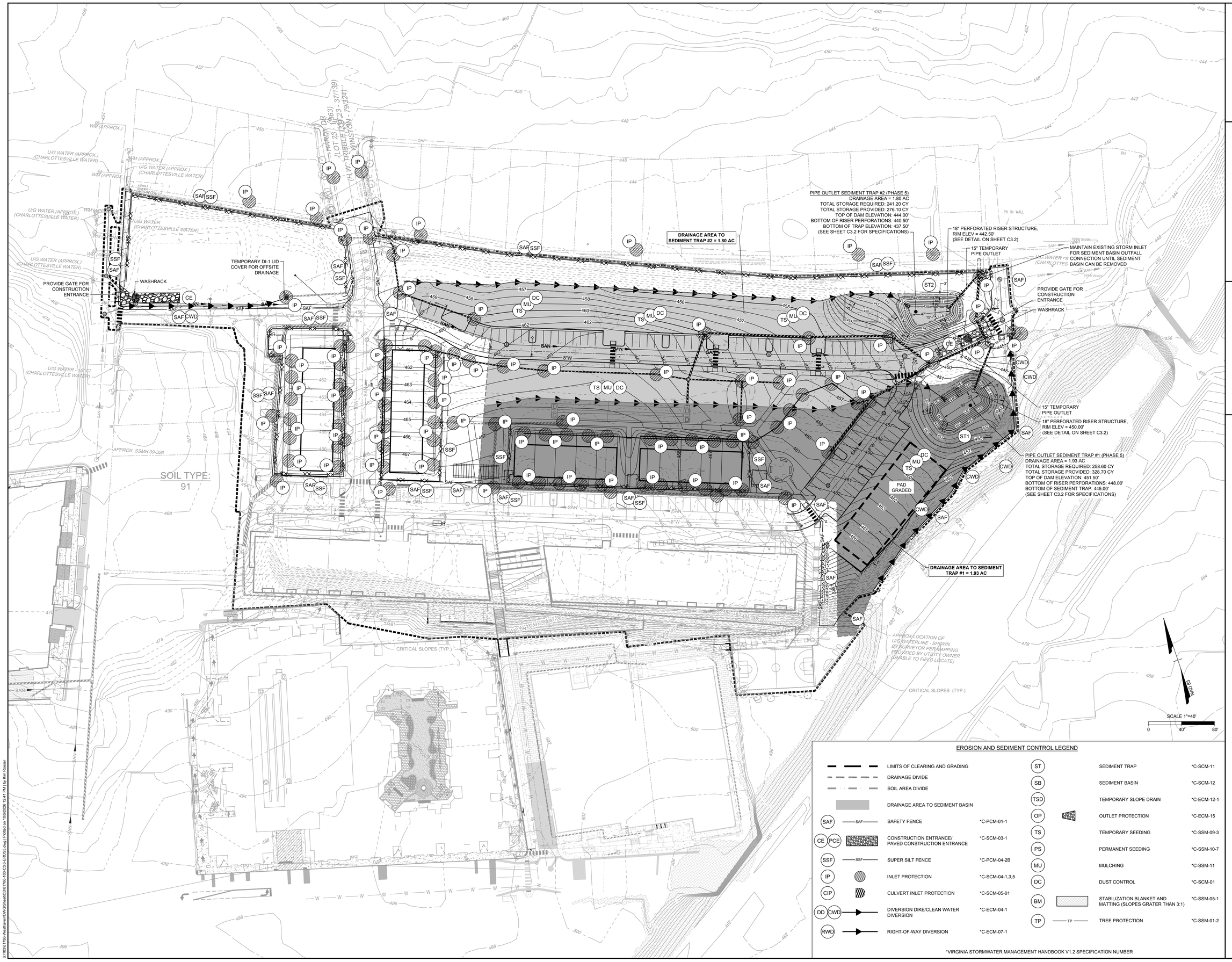
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EROSION AND SEDIMENT CONTROL - PHASE IV

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EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING	
	DRAINAGE DIVIDE	
	SOIL AREA DIVIDE	
	DRAINAGE AREA TO SEDIMENT BASIN	
SAF	SAFETY FENCE	*C-PCM-01-1
CE, PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1
SSF	SUPER SILT FENCE	*C-PCM-04-2B
IP	INLET PROTECTION	*C-SCM-04-1,3,5
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01
DD, CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1
ST	SEDIMENT TRAP	*C-SCM-11
SB	SEDIMENT BASIN	*C-SCM-12
TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
OP	OUTLET PROTECTION	*C-ECM-15
TS	TEMPORARY SEEDING	*C-SSM-09-3
PS	PERMANENT SEEDING	*C-SSM-10-7
MU	MULCHING	*C-SSM-11
DC	DUST CONTROL	*C-SCM-01
BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
TP	TREE PROTECTION	*C-SSM-01-2

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
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DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 40'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

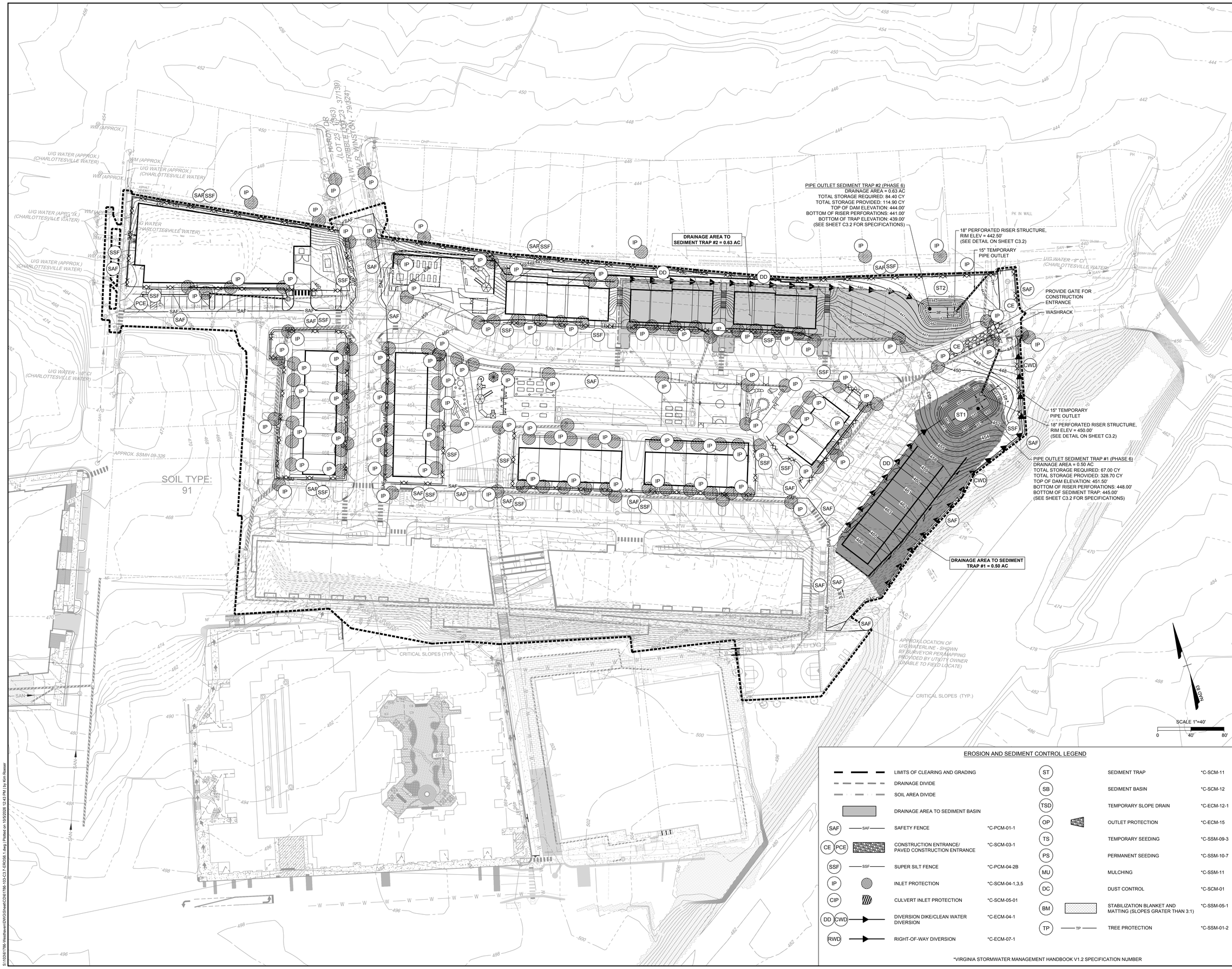
EROSION AND SEDIMENT CONTROL - PHASE V

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DESIGNED BY: K. ROESER
CHECKED BY: J. WILSON
SCALE: 1" = 40'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE VI

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SHEET NO. C3.8

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SOIL TYPE:
91

APPROX. SSMH 09-326

CRITICAL SLOPES (TYP.)

FF = 497.75

FF = 497.42

FF = 497.42

SCALE 1"=40'
0 40' 80'

EROSION AND SEDIMENT CONTROL LEGEND

	LIMITS OF CLEARING AND GRADING	
	DRAINAGE DIVIDE	
	SOIL AREA DIVIDE	
	DRAINAGE AREA TO SEDIMENT BASIN	
SAF	SAFETY FENCE	*C-PCM-01-1
CE PCE	CONSTRUCTION ENTRANCE/ PAVED CONSTRUCTION ENTRANCE	*C-SCM-03-1
SSF	SUPER SILT FENCE	*C-PCM-04-2B
IP	INLET PROTECTION	*C-SCM-04-1,3,5
CIP	CULVERT INLET PROTECTION	*C-SCM-05-01
DD CWD	DIVERSION DIKE/CLEAN WATER DIVERSION	*C-ECM-04-1
RWD	RIGHT-OF-WAY DIVERSION	*C-ECM-07-1
SB	SEDIMENT BASIN	*
TSD	TEMPORARY SLOPE DRAIN	*C-ECM-12-1
OP	OUTLET PROTECTION	*C-ECM-15
TS	TEMPORARY SEEDING	*C-SSM-09-3
PS	PERMANENT SEEDING	*C-SSM-10-7
MU	MULCHING	*
DC	DUST CONTROL	*C-SCM-01
BM	STABILIZATION BLANKET AND MATTING (SLOPES GRATER THAN 3:1)	*C-SSM-05-1
TP	TREE PROTECTION	*C-SSM-01-2

*VIRGINIA STORMWATER MANAGEMENT HANDBOOK V1.2 SPECIFICATION NUMBER

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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TIMMONS GROUP

REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 40'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

EROSION AND SEDIMENT CONTROL - PHASE VII

JOB NO.
61786

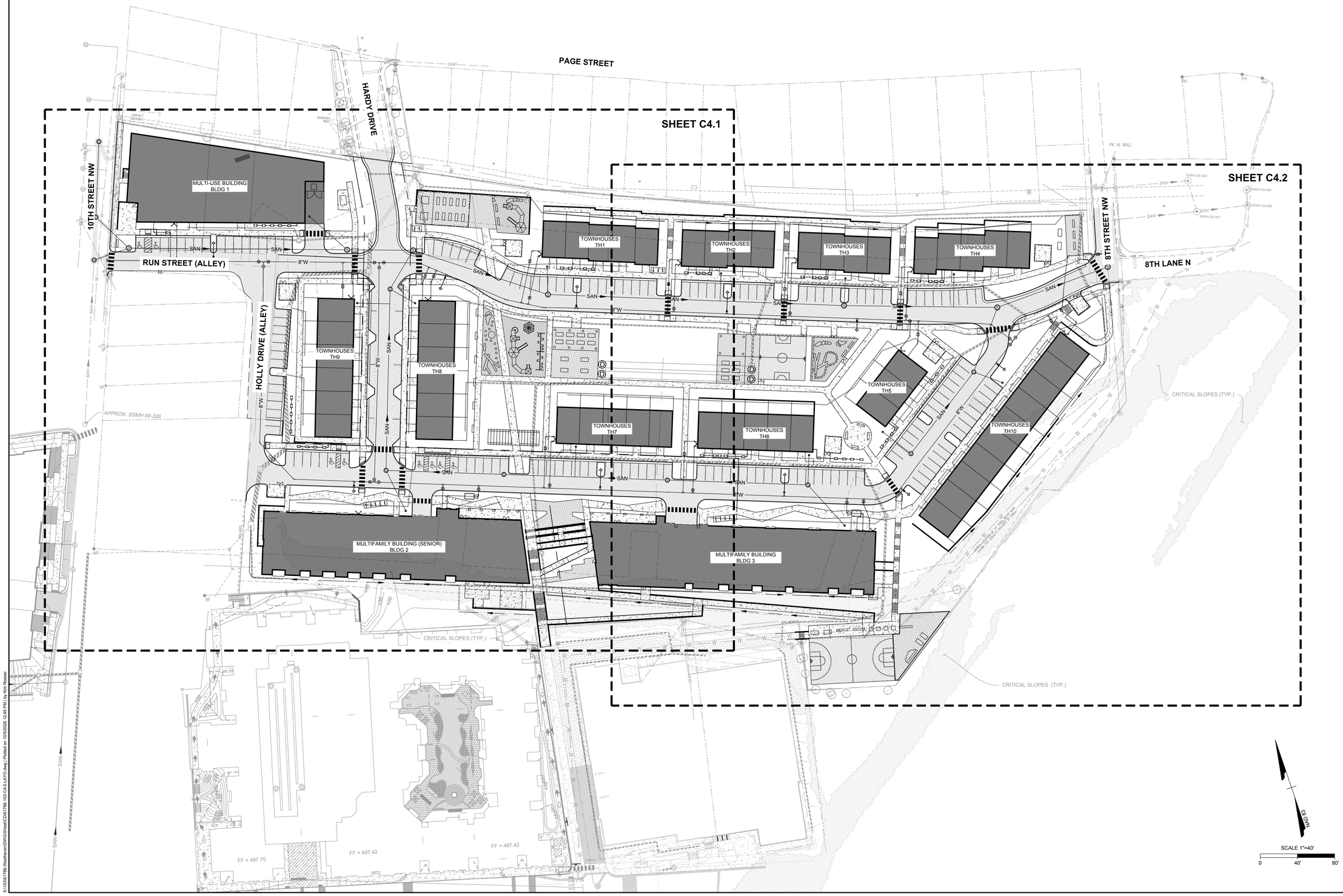
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C3.9

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NOTES:
1. UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

LEGEND:
- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- HARDSCAPE (SEE LANDSCAPE PLAN)
- PLAYSCAPE (SEE LANDSCAPE PLAN)
- BUILDING FOOTPRINT
- DRAINAGE DITCH



COMMONWEALTH OF VIRGINIA
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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 40'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL LAYOUT AND UTILITY PLAN

JOB NO.
61786

SHEET NO.
C4.0

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MATCHLINE - SEE SHEET C4.2

MULTI-USE BUILDING; 16,000 SF AMENITY SPACE
BLDG1

TIE IN TO EXISTING CURB

RETAINING WALL WITH HANDRAIL

SEE LANSCAPE PLANS FOR DETAILS (TYP.) ±4,500 SF

2 BICYCLE RACKS

BACKYARD (TYP.)

TOWNHOUSES TH1

3 BICYCLE RACKS

SEE LANSCAPE PLANS FOR DETAILS (TYP.) ±32,000 SF

TIE IN TO EXISTING ROAD

TIE IN TO EXISTING CURB

ASPHALT DRIVEWAY

DECIDUOUS TREES

TIE INTO EXISTING PAVEMENT ALONG EDGE OF HOLLY DRIVE

APPROX. SSMH 09-326

TOWNHOUSES TH9

TOWNHOUSES TH8

BACKYARD (TYP.)

TOWNHOUSES TH7

RETAINING WALL

CRITICAL SLOPES (TYP.)

BOLLARDS

RETAINING WALL WITH HANDRAIL

MULTIFAMILY BUILDING (SENIOR); 6,500 SF AMENITY SPACE
28 PARKING SPACES PROVIDED (4 ADA SPACES)
BLDG2

5 BICYCLE RACKS

BUILDING OVERHANG (TYP.)

BUILDING COLUMN (TYP.)

MULTIFAMILY BUILDING; 9,500 SF AMENITY SPACE
32 PARKING SPACES PROVIDED (4 ADA SPACES)
BLDG3

ADA RAMP WITH HANDRAIL

RETAINING WALL WITH HANDRAIL (TYP.)

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. LOCATION OF EXISTING BOX CULVERT IS BASED ON LIMITED SURVEY DATA AND IS APPROXIMATE. DETAILED RETAINING WALL DESIGN, INCLUDING WALL FOOTING AND ZONE OF INFLUENCE, WILL BE PROVIDED AT THE FINAL SITE PLAN STAGE TO VERIFY NO CONFLICT WITH THE EXISTING BOX CULVERT.

LEGEND:

- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- HARDSCAPE (SEE LANDSCAPE PLAN)
- PLAYSCAPE (SEE LANDSCAPE PLAN)
- BUILDING FOOTPRINT
- DRAINAGE DITCH

N

SCALE 1"=20'
0 20' 40'

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
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PROFESSIONAL ENGINEER
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DATE 10/02/2026
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DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

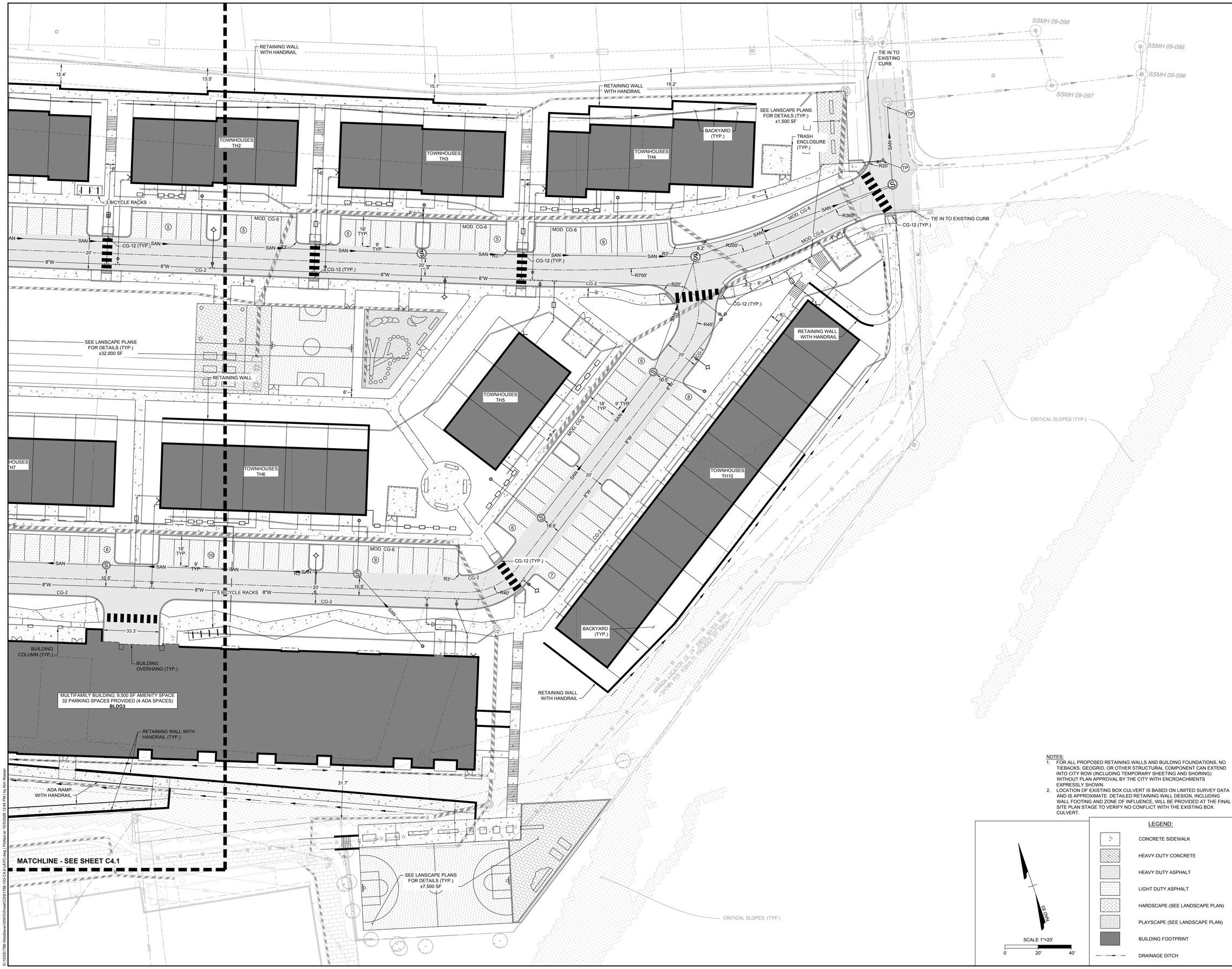
CITY OF CHARLOTTESVILLE, VA

LAYOUT PLAN

JOB NO. 61786
SHEET NO. C4.1

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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.
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LEGEND:
- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- HARDSCAPE (SEE LANDSCAPE PLAN)
- PLAYSCAPE (SEE LANDSCAPE PLAN)
- BUILDING FOOTPRINT
- DRAINAGE DITCH

SCALE 1"=20'
0 20' 40'

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
10/2/26
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REVISION DESCRIPTION

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CHECKED BY J. WILSON
SCALE 1" = 20'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

LAYOUT PLAN

JOB NO. 61786
SHEET NO. C4.2

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MATCHLINE - SEE SHEET C4.2

MULTI-USE BUILDING; 16,000 SF AMENITY SPACE
BLDG1

MULTIFAMILY BUILDING (SENIOR); 6,500 SF AMENITY SPACE
28 PARKING SPACES PROVIDED (4 ADA SPACES)
BLDG2

MULTIFAMILY BUILDING; 9,500 SF AMENITY SPACE
32 PARKING SPACES PROVIDED (4 ADA SPACES)
BLDG3

TOWNHOUSES TH1
TOWNHOUSES TH7
TOWNHOUSES TH8
TOWNHOUSES TH9

BACKYARD (TYP.)

SEE LANSCAPE PLANS FOR DETAILS (TYP.)
±4,500 SF

SEE LANSCAPE PLANS FOR DETAILS (TYP.)
±32,000 SF

2 BICYCLE RACKS
5 BICYCLE RACKS

RETAINING WALL WITH HANDRAIL
RETAINING WALL

TIE IN TO EXISTING CURB
TIE IN TO EXISTING ROAD
TIE INTO EXISTING PAVEMENT ALONG EDGE OF HOLLY DRIVE

ASPHALT DRIVEWAY
DECIDUOUS TREES
APPROX. SSMH 09-326

CG-2
CG-6
CG-12
CG-12 (TYP.)
MOD. CG-6
MOD. CG-6 (TYP.)

BUILDING OVERHANG (TYP.)
BUILDING COLUMN (TYP.)

ADA RAMP WITH HANDRAIL
RETAINING WALL WITH HANDRAIL (TYP.)

BOLLARDS
CRITICAL SLOPES (TYP.)

LEGEND:

- ACCESSIBLE ROUTE*
- SUPPLEMENTARY ACCESSIBLE ROUTE (BEYOND MIN. REQUIREMENTS)*
- ACCESSIBLE LANDING (MAX. 2% IN ALL DIRECTIONS)

*MAX. 5% RUNNING SLOPE, 2% CROSS SLOPE. MAX. 8.3% RUNNING SLOPE FOR RAMPS.

NAD 83

SCALE 1"=20'
0 20' 40'

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
ACCESSIBILITY PLAN

JOB NO. 61786
SHEET NO. C4.3

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DATE	REVISION DESCRIPTION

DATE 10/02/2026
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DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

ACCESSIBILITY PLAN

JOB NO. 61786
SHEET NO. C4.4

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040208
PROFESSIONAL ENGINEER
10/2/2026
61786

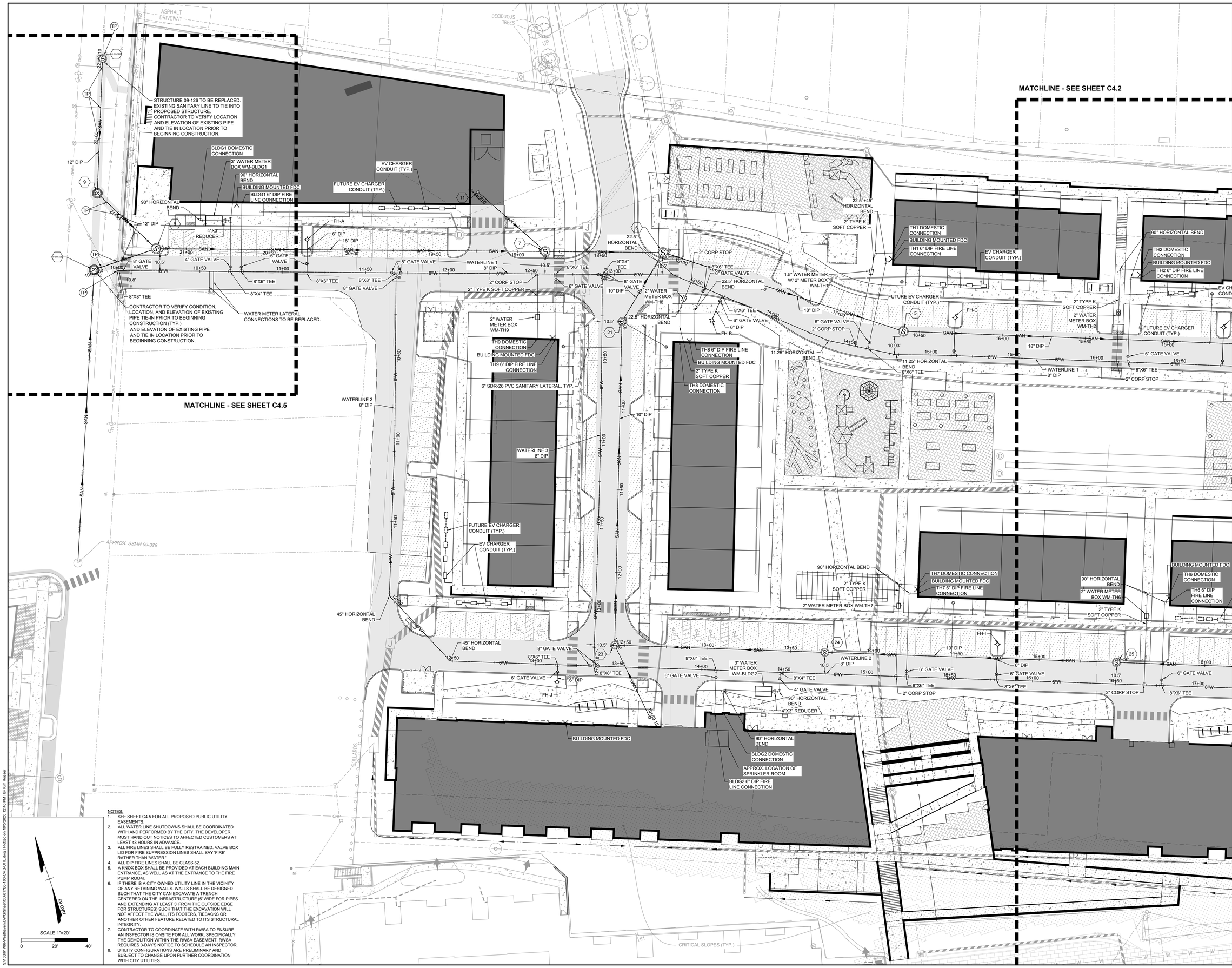
LEGEND:
- ACCESSIBLE ROUTE*
- SUPPLEMENTARY ACCESSIBLE ROUTE (BEYOND MIN. REQUIREMENTS)*
- ACCESSIBLE LANDING (MAX. 2% IN ALL DIRECTIONS)

*MAX. 5% RUNNING SLOPE, 2% CROSS SLOPE. MAX. 8.3% RUNNING SLOPE FOR RAMPS.

NAD 83

SCALE 1"=20'
0 20' 40'

SSMH 09-086
SSMH 09-096
SSMH 09-097
SSMH 09-098
CRITICAL SLOPES (TYP.)
TIE IN TO EXISTING CURB
TIE IN TO EXISTING CURB
CG-12 (TYP.)
MOD. CG-6
CG-2
RETAINING WALL WITH HANDRAIL
SEE LANSCAPE PLANS FOR DETAILS (TYP.) ±1,500 SF
TRASH ENCLOSURE (TYP.)
BACKYARD (TYP.)
TOWNHOUSES TH1
TOWNHOUSES TH2
TOWNHOUSES TH3
TOWNHOUSES TH4
TOWNHOUSES TH5
TOWNHOUSES TH6
TOWNHOUSES TH7
TOWNHOUSES TH10
SEE LANSCAPE PLANS FOR DETAILS (TYP.) ±32,000 SF
RETAINING WALL
5 BICYCLE RACKS
BUILDING OVERHANG (TYP.)
BUILDING COLUMN (TYP.)
MULTIFAMILY BUILDING: 9,500 SF AMENITY SPACE
32 PARKING SPACES PROVIDED (4 ADA SPACES)
BLDG3
RETAINING WALL WITH HANDRAIL (TYP.)
ADA RAMP WITH HANDRAIL
SEE LANSCAPE PLANS FOR DETAILS (TYP.) ±7,500 SF
MATCHLINE - SEE SHEET C4.1



NOTES:

1. SEE SHEET C4.5 FOR ALL PROPOSED PUBLIC UTILITY EASEMENTS.
2. ALL WATER LINE SHUTDOWNS SHALL BE COORDINATED WITH AND PERFORMED BY THE CITY. THE DEVELOPER MUST HAND OUT NOTICES TO AFFECTED CUSTOMERS AT LEAST 48 HOURS IN ADVANCE.
3. ALL FIRE LINES SHALL BE FULLY RESTRAINED. VALVE BOX LID FOR FIRE SUPPRESSION LINES SHALL SAY 'FIRE' RATHER THAN 'WATER.'
4. ALL DIP FIRE LINES SHALL BE CLASS 52.
5. A KNOX BOX SHALL BE PROVIDED AT EACH BUILDING MAIN ENTRANCE, AS WELL AS AT THE ENTRANCE TO THE FIRE PUMP ROOM.
6. IF THERE IS A CITY OWNED UTILITY LINE IN THE VICINITY OF ANY RETAINING WALLS. WALLS SHALL BE DESIGNED SUCH THAT THE CITY CAN EXCAVATE A TRENCH CENTERED ON THE INFRASTRUCTURE (5' WIDE FOR PIPES AND EXTENDING AT LEAST 3' FROM THE OUTSIDE EDGE FOR STRUCTURES) SUCH THAT THE EXCAVATION WILL NOT AFFECT THE WALL, ITS FOOTERS, TIEBACKS OR ANOTHER OTHER FEATURE RELATED TO ITS STRUCTURAL INTEGRITY.
7. CONTRACTOR TO COORDINATE WITH RWSA TO ENSURE AN INSPECTOR IS ONSITE FOR ALL WORK, SPECIFICALLY THE DEMOLITION WITHIN THE RWSA EASEMENT. RWSA REQUIRES 3-DAY'S NOTICE TO SCHEDULE AN INSPECTOR.
8. UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

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COMMONWEALTH OF VIRGINIA
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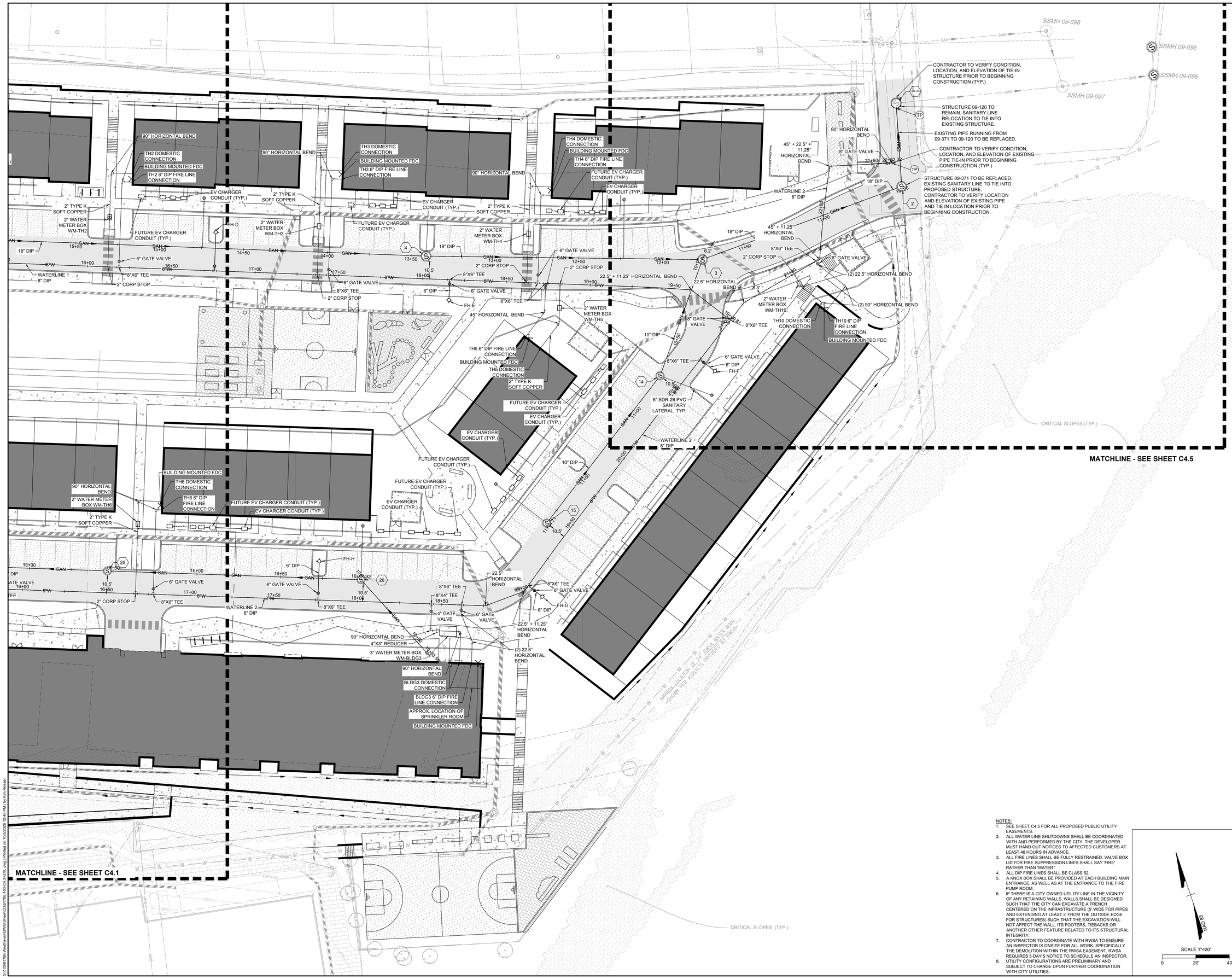
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DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
UTILITY PLAN

JOB NO. 61786
SHEET NO. C4.5

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NOTES:

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5. A KNOX BOX SHALL BE PROVIDED AT EACH BUILDING MAIN ENTRANCE, AS WELL AS AT THE ENTRANCE TO THE FIRE PUMP ROOM.
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7. CONTRACTOR TO COORDINATE WITH RWSA TO ENSURE AN INSPECTOR IS ONSITE FOR ALL WORK, SPECIFICALLY THE DEMOLITION WITHIN THE RWSA EASEMENT. RWSA REQUIRES 3-DAYS NOTICE TO SCHEDULE AN INSPECTOR.
8. UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

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10/2/26
PROFESSIONAL ENGINEER
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DESIGNED BY: K. ROESER
CHECKED BY: J. WILSON
SCALE: 1" = 20'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

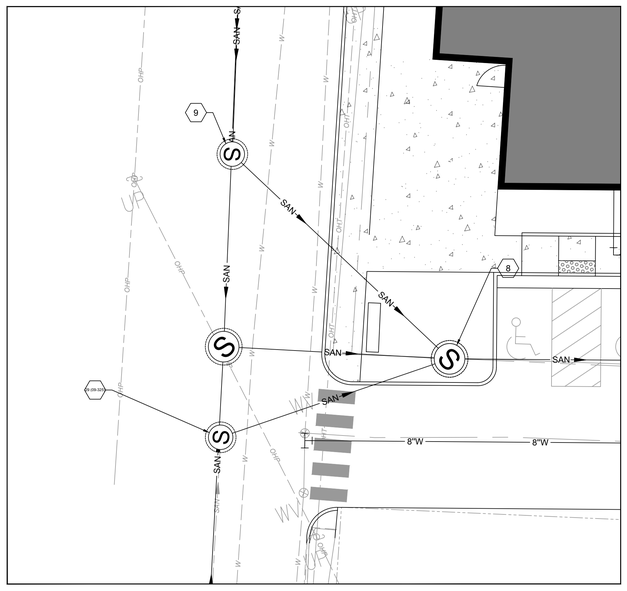
UTILITY PLAN

JOB NO. 61786

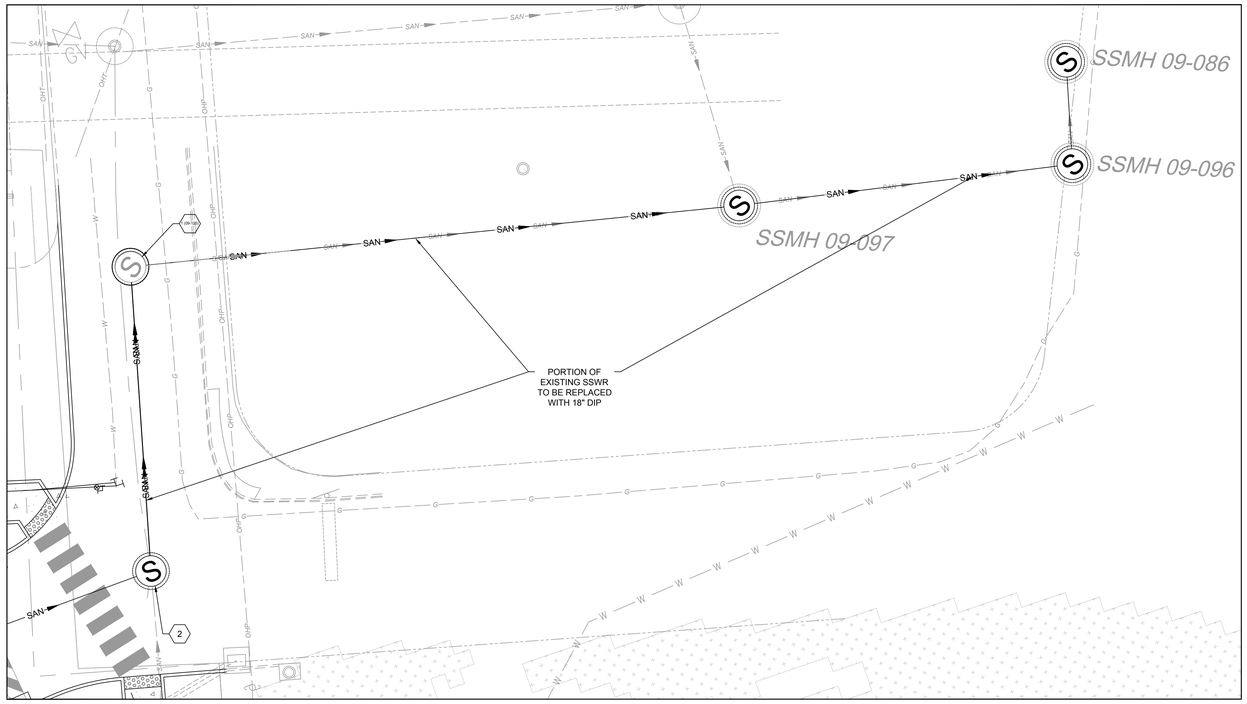
SHEET NO. C4.6

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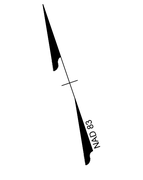
10TH STREET NW
UPSTREAM SANITARY SEWER CONNECTION -
ALTERNATIVE B



8TH STREET NW
DOWNSTREAM SANITARY SEWER CONNECTION -
ALTERNATIVE C



8TH STREET NW
DOWNSTREAM SANITARY SEWER CONNECTION -
ALTERNATIVE D



SCALE 1"=10'
0 10' 20'

NOTE: COORDINATION IS ONGOING WITH CITY UTILITIES.
ADDITIONAL SURVEY WILL BE OBTAINED AS NEEDED BASED ON
FUTURE COORDINATION.

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
10/2/26
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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 20'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

UTILITY PLAN - SSWR CONNECTION ALTERNATIVES

JOB NO.
61786

SHEET NO.
C4.7

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TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040302
PROFESSIONAL ENGINEER
10/2/2026

SHEET NO.	C4.8
JOB NO.	61786
SCALE	1" = 40'
DESIGNED BY	K. ROESER
CHECKED BY	J. WILSON
DRAWN BY	M. FAIN
DATE	10/02/2026

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

EASEMENT PLAN

DATE	REVISION DESCRIPTION

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MULTIFAMILY BUILDING BLDG 1
LOT A
AMENITY SPACE
AMENITY SPACE
PEDESTRIAN OUTDOOR AMENITY SPACE
10.4'
75.5'
36.4'
12.4'
5' MIN. PRIMARY STREET SETBACK
15' MAX. PRIMARY STREET SETBACK
ASPHALT DRIVEWAY
DECIDUOUS TREE
5' MIN. ALLEY SETBACK
LOT B
TH9
TH8
PRIVATE STREET
20.4'
23.1'
23.9'
24.1'
150'
150'
15' MAX. PRIMARY STREET SETBACK
5' MIN. PRIMARY STREET SETBACK
5' MIN. PRIMARY STREET SETBACK
15' MAX. PRIMARY STREET SETBACK
AMENITY SPACE
LOT C
AMENITY SPACE
AMENITY SPACE
TH7
TH6
15' MAX. SIDE STREET SETBACK
5' MIN. SIDE STREET SETBACK
15' MAX. PRIMARY STREET SETBACK
5' MIN. PRIMARY STREET SETBACK
7.6'
8.2'
9.9'
40'
22.3'
8'
125'
27.1'
45'
SPOT 1
PRIVATE STREET
SPOT 2
84.2' GARAGE
91.7' GARAGE
30'
43'
81.9' COMMON AREA
76.4' GARAGE
5' MIN. PRIMARY STREET SETBACK
15' MAX. PRIMARY STREET SETBACK
5' MIN. PRIMARY STREET SETBACK
15' MAX. PRIMARY STREET SETBACK
MULTIFAMILY BUILDING (SENIOR) BLDG 2
LOT D
LOT E
MULTIFAMILY BUILDING BLDG 3
APPROX. LOCATION OF A.T. CORP.'S FIBER MAIN SHOWN PER SURVEY PROVIDED BY WSSC
PK IN WALL
NAD 83
SCALE 1"=30'
0
30'
60'

LEGEND
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK REQUIREMENT
- PRIMARY STREET LOT LINE
- SIDE STREET LOT LINE
- EXTENT OF PROPOSED PRIVATE STREET

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
10/2/26
61786

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DATE

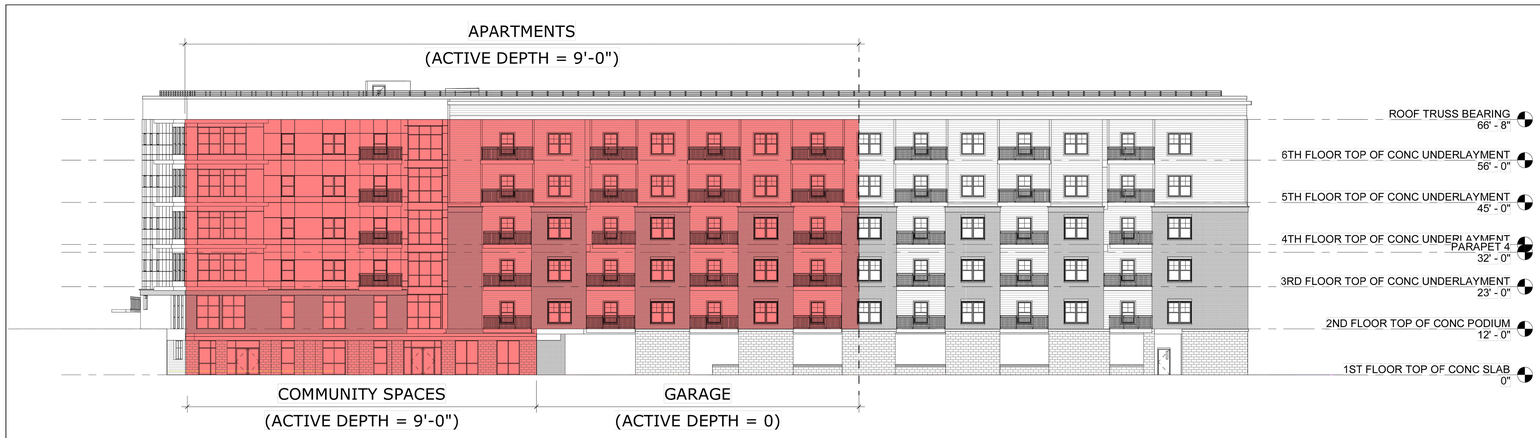
DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 30'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
ZONING PLAN

JOB NO. 61786
SHEET NO. C4.9

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1 Z101 NORTH ELEVATION - MASSING DIAGRAM
1/16" = 1'-0"



2 Z101 FIRST FLOOR BUILDING PLAN - BUILDING WIDTH DIAGRAM
1/16" = 1'-0"

SPECIAL EXCEPTION REQUEST 3:
- SECTION 34-2.3.3.B2 ACTIVE MINIMUM DEPTH (ALL FLOORS ALONG PRIMARY STREET) : 9'-0"
  1. ACTIVE DEPTH FIRST FLOOR = 0'-0" AT GARAGE, 9'-0" AT COMMON AREA
  2. ACTIVE DEPTH SECOND THROUGH SIXTH FLOORS = 9'-0"

SPECIAL EXCEPTION REQUEST 5:
SECTION 34-2.3.3.B.5.a ENTRANCE REQUIREMENTS:
- MIN ENTRY SPACING ALONG PRIMARY STREET: 40'
  1. LOCATED ON A STREET-FACING GROUND STORY FACADE
  2. PROVIDE BOTH INGRESS AND EGRESS PEDESTRIAN ACCESS TO THE GROUND STORY OF THE BUILDING.
  3. REMAIN OPERABLE AT ALL TIMES.
  4. MUST ACCESS AN OCCUPIABLE SPACE
     A. "WHICH IS ANY AREA DESIGNATED AND INTENDED FOR HUMAN OCCUPANCY WITH A MINIMUM CLEAR HEIGHT OF 7.5 FEET"

NOTES:
1. ARCHITECTURAL FLOOR PLANS ARE NOT TO SCALE AND PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.
2. A SPECIAL EXCEPTION FOR THE ITEMS LISTED IS BEING PURSUED SEPARATELY WITH THE CITY. INFORMATION IS SHOWN ON THIS SHEET FOR INFORMATION ONLY.
3. REQUIRED LONG-TERM BICYCLE PARKING TO BE PROVIDED BY A BIKE STORAGE ROOM IN FIRST FLOOR PARKING AREA OF BOTH MULTIFAMILY BUILDINGS.

ARNOLD DESIGN STUDIO
930 Cambria Street NE
Christiansburg, VA 24073
Ph: 540.239.2671

WESTHAVEN PHASE ONE
CHARLOTTESVILLE, VIRGINIA

REV | DATE | DESCRIPTION

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

DESIGNED	THE STUDIO
DRAWN	THE STUDIO
CHECKED	KRM
APPROVED	CMA
DATE	09/25/2026
COMM#	2604

SHEET NAME
BUILDING 2 (LOT D) SPECIAL EXCEPTIONS AND VARIANCES

SHEET
Z101

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 30'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
ZONING PLAN - SENIOR BUILDING

JOB NO.
61786

SHEET NO.
C4.10

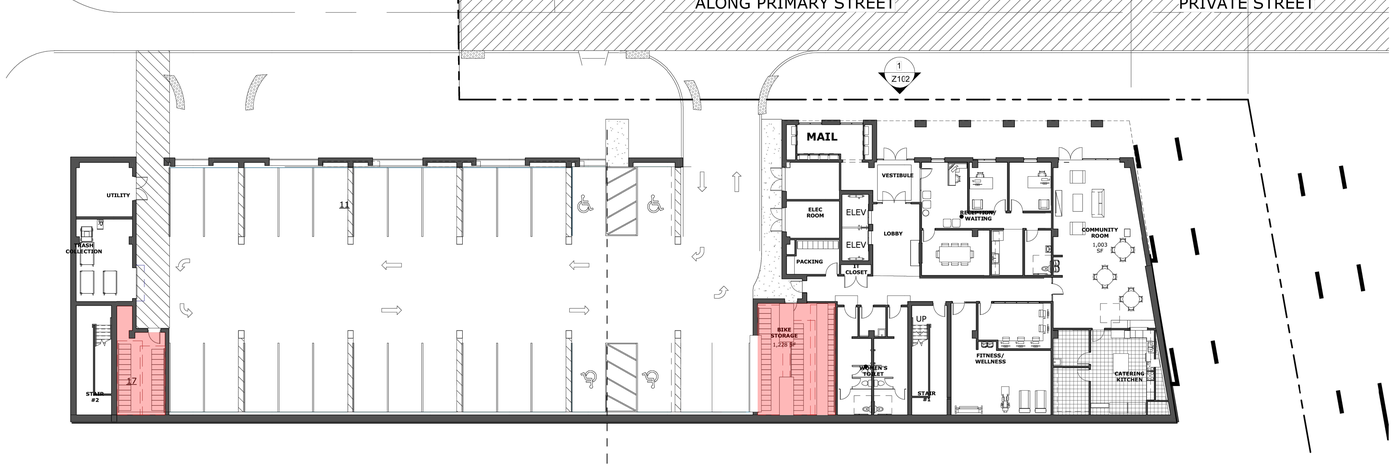
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1 Z102 NORTH ELEVATION - TRANSPARENCY DIAGRAM
1/16" = 1'-0"

TRANSPARENCY REQUIREMENTS:
- MIN GROUND STORY %: 35%
  1. BLDG 2 PROVIDED GROUND STORY %: 38%
- MIN UPPER STORY %: 20%
  1. BLDG 2 PROVIDED UPPER STORY %: 20%



2 Z102 FIRST FLOOR BUILDING PLAN - ENTRY DIAGRAM
1/16" = 1'-0"

HEIGHT LIMIT:
- 7 STORIES / 100' (W/ AFFORDABLE DWELLING BONUS)
  1. BLDG 2 HEIGHT: 6 STORIES / 66'-8"

MASSING:
- BUILDING WIDTH (MAX): 275'
  1. BUILDING WIDTH (ACTUAL): 175'-4"

GROUND STORY REQUIREMENTS:
- MIN GROUND STORY HEIGHT: 10'
  1. BLDG 2 PROVIDED GROUND STORY HEIGHT: 12'

SECTION 34-2.10.5.A.5.a BUILD-TO REQUIREMENTS:
- PRIMARY STREET: 75%
  1. ACTUAL BUILD-TO %: 85%

BUILD-TO CALCULATION:
- LOT WIDTH: 205'-11"
  1. BUILDING WIDTH: 175'-4"
- PERCENTAGE OF BUILD-TO WIDTH: 85%

NOTES:
1. ARCHITECTURAL FLOOR PLANS ARE NOT TO SCALE AND PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.
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930 Cambria Street NE
Christiansburg, VA 24073
Ph: 540.239.2671

WESTHAVEN PHASE ONE
CHARLOTTESVILLE, VIRGINIA

REV DATE DESCRIPTION

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

DESIGNED	THE STUDIO
DRAWN	THE STUDIO
CHECKED	KRM
APPROVED	CMA
DATE	09/25/2026
COMM#	2604

SHEET NAME
BUILDING 2 (LOT D) SECTION 2.10 COMPLIANCE

SHEET
Z102

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 30'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

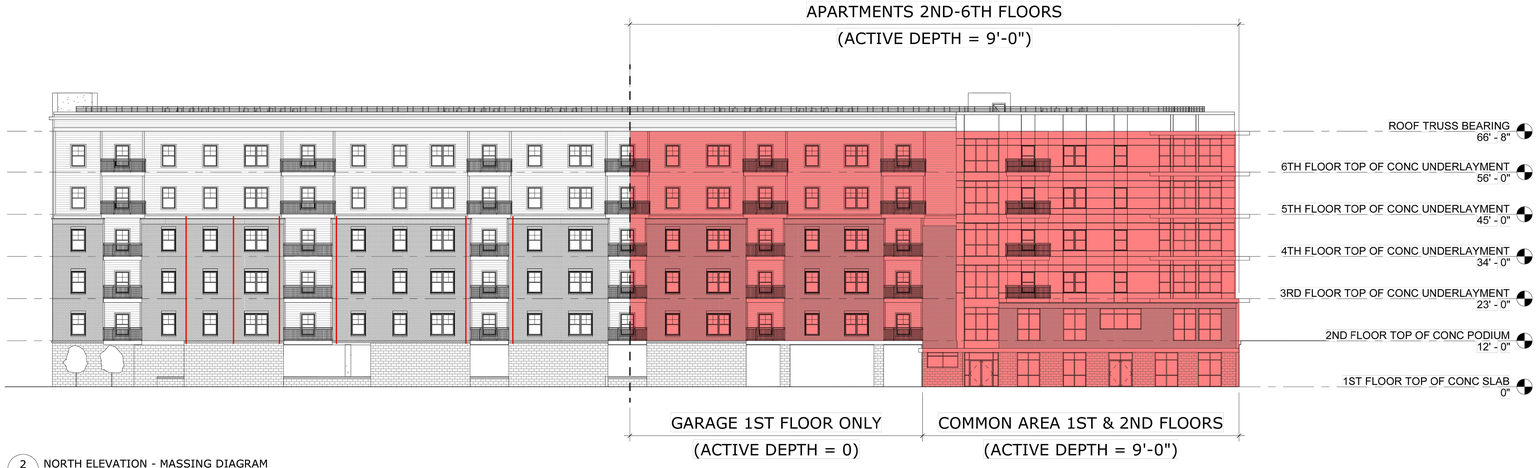
ZONING PLAN - SENIOR BUILDING

JOB NO.
61786

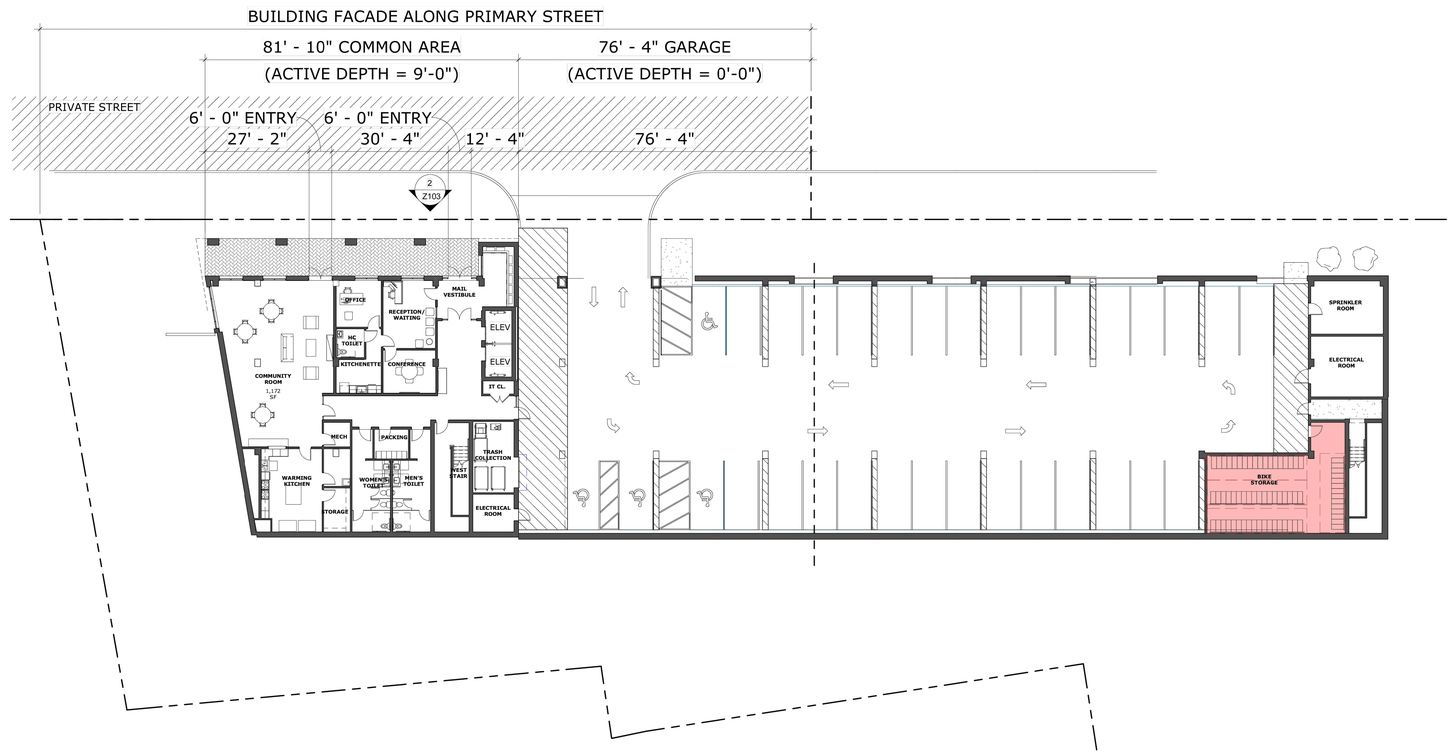
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C4.11

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2 / Z103 NORTH ELEVATION - MASSING DIAGRAM
1/16" = 1'-0"



1 / Z103 FIRST FLOOR BUILDING PLAN - MASSING DIAGRAM
1/16" = 1'-0"

SPECIAL EXCEPTION REQUEST 4:
- SECTION 34-2.3.3.B2 ACTIVE MINIMUM DEPTH (ALL FLOORS ALONG PRIMARY STREET) : 9'-0"
  1. ACTIVE DEPTH FIRST FLOOR = 0'-0" AT GARAGE, 9'-0" AT COMMON AREA
  2. ACTIVE DEPTH SECOND THROUGH SIXTH FLOORS = 9'-0"

SPECIAL EXCEPTION REQUEST 6:
SECTION 34-2.3.3.B.5.a ENTRANCE REQUIREMENTS:
- MIN ENTRY SPACING ALONG PRIMARY STREET: 40'
  1. LOCATED ON A STREET-FACING GROUND STORY FACADE
  2. PROVIDE BOTH INGRESS AND EGRESS PEDESTRIAN ACCESS TO THE GROUND STORY OF THE BUILDING.
  3. REMAIN OPERABLE AT ALL TIMES.
  4. MUST ACCESS AN OCCUPIABLE SPACE
     A. "WHICH IS ANY AREA DESIGNATED AND INTENDED FOR HUMAN OCCUPANCY WITH A MINIMUM CLEAR HEIGHT OF 7.5 FEET"

NOTES:
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Christiansburg, VA 24073
Ph: 540.239.2671

WESTHAVEN PHASE ONE B
CHARLOTTESVILLE, VIRGINIA

REV | DATE | DESCRIPTION

2026 LIHTC APPLICATION

NOT FOR CONSTRUCTION

DESIGNED	THE STUDIO
DRAWN	THE STUDIO
CHECKED	KRM
APPROVED	CMA
DATE	09/25/2026
COMM#	2605

SHEET NAME
BUILDING 3 (LOT E) SPECIAL EXCEPTIONS AND ZONING

SHEET
Z103

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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TIMMONS GROUP

REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 30'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

ZONING PLAN - MULTIFAMILY BUILDING

JOB NO.
61786

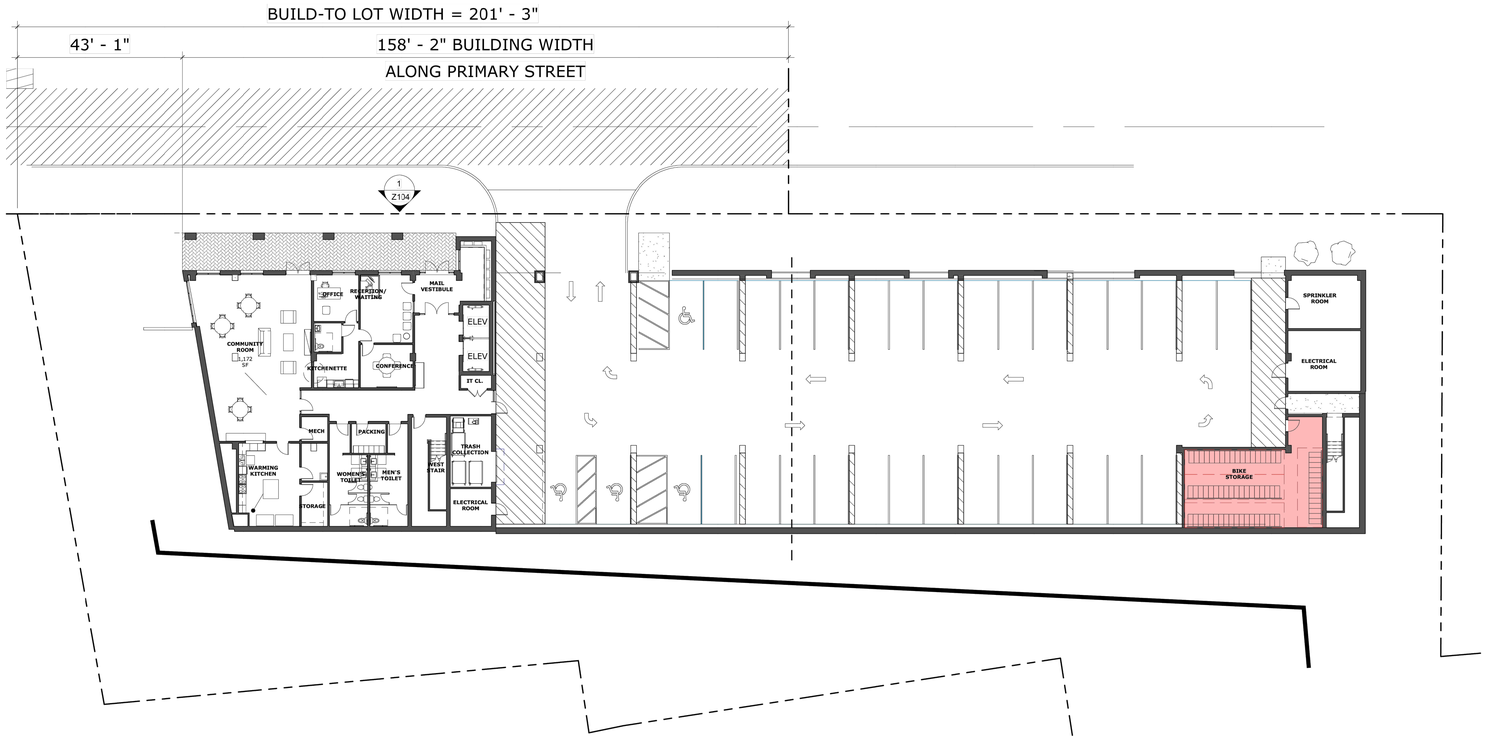
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C4.12

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1 Z104 NORTH ELEVATION - TRANSPARENCY DIAGRAM
1/16" = 1'-0"



2 Z104 FIRST FLOOR BUILDING PLAN - ENTRY DIAGRAM
1/16" = 1'-0"

BUILD-TO REQUIREMENTS:
- PRIMARY STREET: 75%
  1. ACTUAL BUILD-TO %: 79%

BUILD-TO CALCULATION:
- LOT WIDTH: 201'-3"
- FIRST FLOOR BUILD-TO WIDTH: 158'-2"
- BUILD-TO % = 79%

HEIGHT LIMIT:
- 7 STORIES / 100' (W/ AFFORDABLE DWELLING BONUS)
  1. BLDG 3 HEIGHT: 6 STORIES / 66'-8"

BUILDING MASSING:
- BUILDING WIDTH (MAX): 275'
  1. BUILDING WIDTH (ACTUAL): 158'-2"

GROUND STORY REQUIREMENTS:
- MIN GROUND STORY HEIGHT: 10'
  1. BLDG 3 PROVIDED GROUND STORY HEIGHT: 12'

TRANSPARENCY REQUIREMENTS:
- MIN GROUND STORY %: 35%
  1. BLDG 3 PROVIDED GROUND STORY %: 36%
- MIN UPPER STORY %: 20%
  1. BLDG 3 PROVIDED UPPER STORY %: 21%

NOTES:
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WESTHAVEN PHASE ONE B
CHARLOTTESVILLE, VIRGINIA

REV	DATE	DESCRIPTION

2026 LIHTC APPLICATION

NOT FOR CONSTRUCTION

DESIGNED	THE STUDIO
DRAWN	THE STUDIO
CHECKED	CMA
APPROVED	CMA
DATE	09/25/2026
COMM#	2605

SHEET NAME

BUILDING 3 (LOT E) SECTION 2.10 COMPLIANCE

SHEET
Z104

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 30'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

ZONING PLAN - MULTIFAMILY BUILDING

JOB NO.
61786

SHEET NO.
C4.13

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SHEET C5.1

SHEET C5.2

APPROX. SSMH 09-326

CRITICAL SLOPES (TYP.)

FF = 497.35

FF = 497.42

FF = 497.42

SCALE 1"=40'

0 40' 80'

NAD 83

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO CONSTRUCTION. ALL EXISTING PIPES TO BE TIED INTO SHALL BE VERIFIED TO BE IN GOOD CONDITION PRIOR TO CONSTRUCTION.

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COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040358782
PROFESSIONAL ENGINEER
10/6/2026

SHEET NO.	C5.0
JOB NO.	61786

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL GRADING AND DRAINAGE PLAN

SCALE	1" = 40'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

DATE	REVISION DESCRIPTION

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COMMONWEALTH OF VIRGINIA — MICHAEL J. MAY — LIC. NO. 0402058258 — PROFESSIONAL ENGINEER — 10/2/2026 — 61786

DATE	REVISION DESCRIPTION

DATE	10/02/2026
DRAWN BY	M. FAIN
DESIGNED BY	K. ROESER
CHECKED BY	J. WILSON
SCALE	1" = 20'

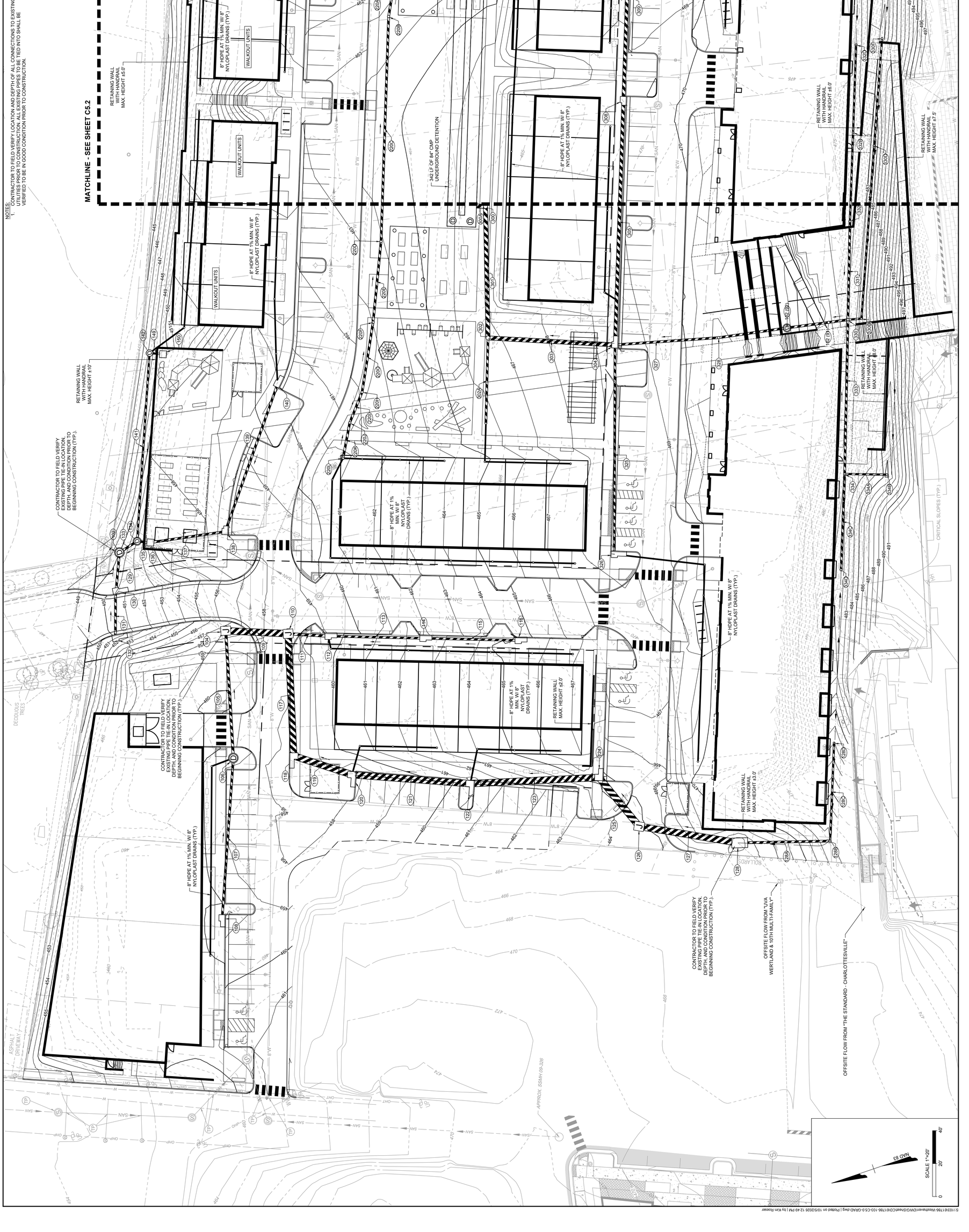
WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

DETAILED GRADING PLAN

JOB NO.	SHEET NO.
61786	C5.1

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO CONSTRUCTION. ALL EXISTING PIPES TO BE TIED INTO SHALL BE VERIFIED TO BE IN GOOD CONDITION PRIOR TO CONSTRUCTION.



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DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 20'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

DETAILED GRADING PLAN

JOB NO. 61786
SHEET NO. C5.2

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040208
PROFESSIONAL ENGINEER
10/2/2026
61786

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NAD 83

SCALE 1"=20'
0 20 40

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO CONSTRUCTION. ALL EXISTING UTILITIES TO BE TIED INTO SHALL BE VERIFIED TO BE IN GOOD CONDITION PRIOR TO CONSTRUCTION.

CONTRACTOR TO FIELD VERIFY EXISTING PIPE TIE-IN LOCATION, DEPTH, AND CONDITION PRIOR TO BEGINNING CONSTRUCTION (TYP.)

RETAINING WALL WITH HANDRAIL MAX. HEIGHT ±6.0'

8" HDPE AT 1% MIN. W/ 8" NYLOPLAST DRAINS (TYP.)

WALKOUT UNITS

RETAINING WALL WITH HANDRAIL MAX. HEIGHT ±8.0'

342 LF OF 84" CMP UNDERGROUND DETENTION

WEIR PLATE (SEE SHEET C6.4 FOR DETAIL)

RETAINING WALL MAX. HEIGHT ±2.0'

CRITICAL SLOPES (TYP.)

RETAINING WALL MAX. HEIGHT ±8'

RETAINING WALL MAX. HEIGHT ±7.5'

MATCHLINE - SEE SHEET C5.1

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SCALE 1"=20'
0
20'
40'
NAD 83

APPROX. SWM# 09-226

BOLLARDS

CRITICAL SLOPES (TYP.)

ASPHALT DRIVEWAY

DECIDUOUS TREES

FFE 480.25'

FFE 471.00'

MATCHLINE - SEE SHEET C5.2

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO CONSTRUCTION. ALL EXISTING PIPES TO BE TIED INTO SHALL BE VERIFIED TO BE IN GOOD CONDITION PRIOR TO CONSTRUCTION.

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COMMONWEALTH OF VIRGINIA
KIMBERLY C. WILSON
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PROFESSIONAL ENGINEER
10/2/2026
DATE

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

DETAILED GRADING PLAN - SPOT SHOTS

JOB NO.	61786
SHEET NO.	C5.3
SCALE	1" = 20'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

DATE	REVISION DESCRIPTION

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MATCHLINE - SEE SHEET C5.1

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO CONSTRUCTION. ALL EXISTING PIPES TO BE TIED INTO SHALL BE VERIFIED TO BE IN GOOD CONDITION PRIOR TO CONSTRUCTION

SCALE 1"=20'
0
20'
40'
NAD 83

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WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

DETAILED GRADING PLAN - SPOT SHOTS

SHEET NO.	JOB NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
C5.4	61786	1" = 20'	J. WILSON	K. ROESER	M. FAIN	10/02/2026

DATE	REVISION DESCRIPTION

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LEGEND

OFFSITE: AREAS 1 - 5

ONSITE: PRE-DEVELOPMENT AREA 1

LIMITS OF DISTURBANCE

DRAINAGE DIVIDE (ONSITE)

DRAINAGE DIVIDE (OFFSITE)

NAD 83

SCALE 1"=80'

0 80' 160'

OFFSITE AREA 1
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 1.18 AC
IMPERVIOUS = 0.98 AC
MANAGED TURF = 0.20 AC
Tc = 6.0 MIN.

PRE-DEVELOPMENT DRAINAGE AREA 1
(ONSITE TO SO1)
AREA = 10.01 AC
IMPERVIOUS = 5.70 AC
MANAGED TURF = 4.31 AC
Tc = 6.0 MIN.

SITE OUTFALL 1

OFFSITE AREA 5
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 0.96 AC
IMPERVIOUS = 0.40 AC
MANAGED TURF = 0.56 AC
Tc = 6.0 MIN.

OFFSITE AREA 2*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 19.66 AC
IMPERVIOUS = 18.16 AC
MANAGED TURF = 1.31 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM "UVA WERTLAND & 10TH MULTI-FAMILY" SITE PLAN

OFFSITE AREA 3*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 2.69 AC
IMPERVIOUS = 2.38 AC
MANAGED TURF = 0.31 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM "THE STANDARD - CHARLOTTESVILLE" SITE PLAN

OFFSITE AREA 4*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 1.31 AC
IMPERVIOUS = 1.21 AC
MANAGED TURF = 0.10 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM "843 WEST MAIN STREET" SITE PLAN

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61786

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DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 80'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

PRE-DEVELOPMENT DRAINAGE AREA MAP

JOB NO.
61786

SHEET NO.
C6.0

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LEGEND

- OFFSITE: AREAS 1, 2, 3, & 5
- ONSITE: POST-DEVELOPMENT AREA 1A (UNDETAINED)
- ONSITE POST-DEVELOPMENT AREA 1B AND OFFSITE AREA 4 (DETAINED)
- LIMITS OF DISTURBANCE
- DRAINAGE DIVIDE (ONSITE)
- DRAINAGE DIVIDE (OFFSITE)

NORTH

SCALE 1"=80'

0 80' 160'

UNDERGROUND DETENTION

ANALYSIS POINT 1

OFFSITE AREA 1 (UNDETAINED)
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 1.18 AC
IMPERVIOUS = 0.98 AC
MANAGED TURF = 0.20 AC
Tc = 6.0 MIN.

POST-DEVELOPMENT DRAINAGE AREA 1A (ONSITE, UNDETAINED)
AREA = 6.97 AC
IMPERVIOUS = 4.87 AC
MANAGED TURF = 2.10 AC
Tc = 6.0 MIN.

POST-DEVELOPMENT DRAINAGE AREA 1B (ONSITE, DETAINED)
AREA = 3.04 AC
IMPERVIOUS = 2.29 AC
MANAGED TURF = 0.75 AC
Tc = 6.0 MIN.

OFFSITE AREA 5 (UNDETAINED)
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 0.96 AC
IMPERVIOUS = 0.40 AC
MANAGED TURF = 0.56 AC
Tc = 6.0 MIN.

OFFSITE AREA 2 (UNDETAINED)*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 19.66 AC
IMPERVIOUS = 18.16 AC
MANAGED TURF = 1.31 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM UVA WERTLAND & 10TH MULTI-FAMILY SITE PLAN

OFFSITE AREA 3 (UNDETAINED)*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 2.75 AC
IMPERVIOUS = 2.38 AC
MANAGED TURF = 0.31 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM THE STANDARD - CHARLOTTESVILLE SITE PLAN

OFFSITE AREA 4 (DETAINED)*
(TO SO1, PIPED TO (2) 4'x4' BOX CULVERTS)
AREA = 1.31 AC
IMPERVIOUS = 1.21 AC
MANAGED TURF = 0.10 AC
Tc = 6.0 MIN.
*PROPOSED CONDITION FROM 843 WEST MAIN STREET SITE PLAN

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DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 80'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

POST-DEVELOPMENT DRAINAGE AREA MAP

JOB NO. 61786
SHEET NO. C6.1

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8.0 Underground Detention Basin

8.1 Construction Sequence

The following is a typical construction sequence that can be followed to properly install underground basin practices. The sequence may need to be modified to reflect the scale of basin, site conditions, and whether an underdrain needs to be installed.

Underground basin practices are particularly vulnerable to failure during the construction phase for two reasons. First, if the construction sequence is not followed correctly, construction sediment can clog the practice. Second, heavy construction equipment loading can result in compaction of the soil atop the practice, which can then damage the underground basin. For this reason, a careful construction sequence and manufacturer's installation recommendations must be followed.

During site construction, the following steps are critical:

- Avoid excessive compaction by delineating the area of the proposed practice and preventing construction equipment and vehicles from traveling over the proposed location.
- Keep the practice "off-line" until construction is complete. Prevent sediment from entering the infiltration site using super silt fence, diversion berms, or other means. In the E&S control plan, indicate the earliest time at which stormwater runoff may be directed to a conventional infiltration basin The E&S control plan must also indicate the specific methods to be used to temporarily keep runoff out of the BMP.
- Infiltration practice sites should never serve as the sites for temporary sediment control devices (e.g., sediment traps) during construction.
- Upland drainage areas need to be completely stabilized with a thick layer of vegetation prior to commencing excavation for underground basins, as verified by the local E&S control inspector/program.

8.2 Installation

The actual installation of an underground basin practice should be performed to the manufacturer's recommendations.

8.3 Construction Inspection

Inspections are needed during and immediately after construction to ensure that the infiltration practice is built in accordance with the approved design and this specification. Qualified individuals should use detailed inspection checklists to include signoffs at critical stages of construction, to ensure that the contractor's interpretation of the plan is consistent with the designer's intentions. An example construction phase inspection checklist for infiltration practices is provided at the end of this specification. Inspection at the following key points during construction will help ensure successful performance:

- Check elevations of the facility and outlet invert.
- Ensure that the facility has not been damaged by construction equipment driving overtop of the practice.
- Check the underdrain and distribution pipes for clogging.
- Stabilize the CDA prior to bringing the facility into service.

Upon final inspection and acceptance, the GPS coordinates should be logged for all underground detention facilities and submitted for entry into the local BMP maintenance tracking database.

The underground storage system must include inspection ports used to observe the amount of accumulated sediment within the system and to ventilate the system prior to confined space entry. Once the accumulation has reached a level indicated by the manufacturer, the system must be cleaned using a high-pressure water technique, which sprays water on the inside of the chambers, loosens the sediment, and vacuums it out of the system.

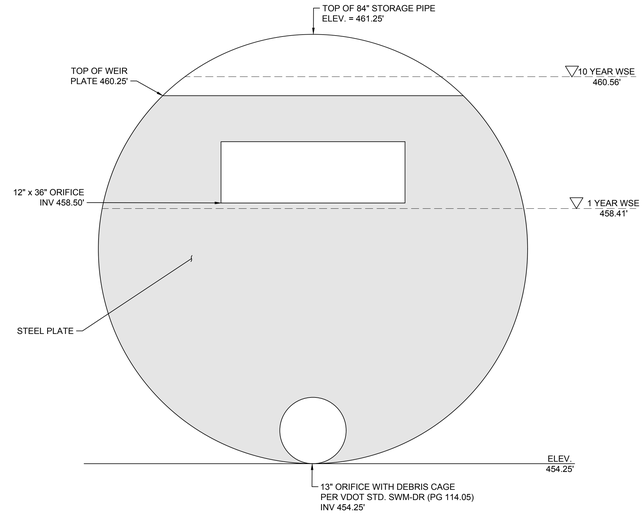
The system is accessed for maintenance using a manhole structure and distribution pipe manifold. The inspection port should be inspected semi-annually or per manufacturer guidelines.

8.4 Ongoing Maintenance

Effective long-term operation of underground detention basin practices requires a dedicated and routine maintenance inspection schedule with clear guidelines and schedules, as shown in Table P-SUP-07-13. Where possible, facility maintenance should be integrated into routine maintenance tasks.

Table P-SUP-07-13 Typical Maintenance Activities for Underground Detention Basins

Maintenance Activity	Frequency
Ensure that the CDA, inlets, and facility surface are clear of debris. Ensure that the CDA is stabilized.	
Remove sediment, trash, and oil/grease from pre-treatment devices as well as from overflow structures.	Quarterly
Repair undercut and eroded areas at inflow and outflow structures.	
Check observation wells or access ports after a storm event more than 0.5 inch in depth. Standing water observed in the well after 3 days is a clear indication of clogging. Inspect pre-treatment devices, diversion structures, and outlets for sediment buildup and structural damage.	Semi- annually
Clean out accumulated sediments from the pre-treatment BMP and basin.	Annually



UNDERGROUND CMP WEIR PLATE SECTION DETAIL

WATER QUANTITY NARRATIVE:

LIMITS OF DISTURBANCE = 10.01 AC

THIS PROJECT PROPOSES THE REDEVELOPMENT OF WESTHAVEN PUBLIC HOUSING COMMUNITY. THE REDEVELOPMENT WILL INCLUDE THE PHASED DEMOLITION OF EXISTING HOUSING AND CONSTRUCTION OF APARTMENT BUILDINGS, TOWNHOUSES, A COMMUNITY CENTER/RECREATIONAL MIXED-USE BUILDING, AND OUTDOOR COMMUNITY COMMON SPACES, ALL WITH ASSOCIATED SURFACE PARKING. ADDITIONALLY, THIS PROJECT INCLUDES THE CONSTRUCTION OF VARIOUS LANDSCAPE AREAS AND PATHS AND UTILITIES/STORMWATER INFRASTRUCTURE TO SERVICE THE NEWLY CONSTRUCTED BUILDINGS. THE LIMITS OF DISTURBANCE ARE 10.01 AC. STORMWATER QUANTITY, ENERGY BALANCE, AND CHANNEL PROTECTION REQUIREMENTS ARE MET THROUGH THE USE OF AN UNDERGROUND STORMWATER DETENTION SYSTEM LOCATED UNDERNEATH THE PARKING LOT IN THE SOUTHWEST CORNER OF THE SITE. THIS SYSTEM DISCHARGES TO THE NEWLY CONSTRUCTED STORMWATER CONVEYANCE SYSTEM LOCATED WITHIN THE LOD AND SUBSEQUENTLY DISCHARGES TO THE EXISTING BOX CULVERT ALONG THE NORTHERN EDGE OF THE SITE.

THERE IS ONE SITE OUTFALL FOR THE PROJECT - SITE OUTFALL 1 (SO1). SO1 IS LOCATED AT THE DOWNSTREAM POINT OF THE SCHENKS BRANCH BOX CULVERT AT WHICH ALL FLOW FROM THE SITE REACHES BEFORE CONTINUING THROUGH THE CULVERT.

EXISTING CONDITION
IN THE PRE-DEVELOPED CONDITION, THE SITE IS A RESIDENTIAL COMMUNITY CONSISTING PRIMARILY OF PAVED SURFACES, WITH GRASS YARD AREAS INTERSPERSED THROUGHOUT. PRE-DEVELOPMENT DRAINAGE AREA 1 (ONSITE) DRAINS TO THE EXISTING STORM NETWORK, WHICH ULTIMATELY EMPTIES INTO THE SCHENKS BRANCH CULVERT. OFFSITE AREAS 1 THROUGH 5 CONVEY RUNOFF INTO THE EXISTING STORMWATER SYSTEM BOTH ONSITE AND OFFSITE, EITHER ALONG 10TH STREET NW, WEST MAIN STREET, OR THROUGH OFFSITE SYSTEMS THAT CONNECT TO THE ONSITE CONVEYANCE NETWORK.

PROPOSED CONDITION
IN THE POST-DEVELOPED CONDITION, THE EXISTING DRAINAGE PATTERNS ARE MAINTAINED TO THE LARGEST EXTENT PRACTICAL. THE SITE CONTINUES TO DRAIN TOWARDS THE SCHENKS BRANCH CULVERT VIA SHEET, SHALLOW CONCENTRATED, CHANNEL, AND PIPE FLOW. OFFSITE AREA 4 AND POST-DEVELOPMENT DRAINAGE AREA 1B REPRESENT THE AREAS THAT WILL BE DETAINED ONSITE IN AN UNDERGROUND DETENTION SYSTEM TO REDUCE FLOW IN ORDER TO MEET CHANNEL PROTECTION (ENERGY BALANCE) AND FLOOD PROTECTION REQUIREMENTS FOR THE SITE. OFFSITE AREAS 1, 2, 3, AND 5, AS WELL AS POST-DEVELOPMENT DRAINAGE AREA 1A, REPRESENT THE UNDETAINED AREAS THAT WILL BE CONVEYED THROUGH THE PROJECT SITE BY THE REROUTED STORM NETWORK.

DRAINAGE AREA MAPS ARE PROVIDED ON SHEETS C6.0 - C6.1, AND CALCULATIONS ARE SUMMARIZED BELOW ON THIS SHEET.

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						
OFFSITE AREA 1 TO SITE OUTFALL 1	1.18	6.0	95	4.57	8.76	0.229
OFFSITE AREA 2 TO SITE OUTFALL 1*	19.66	6.0	97	73.71	139.51	4.276
OFFSITE AREA 3 TO SITE OUTFALL 1**	2.75	6.0	96	1.89	3.26	0.540
OFFSITE AREA 4 TO SITE OUTFALL 1***	1.31	6.0	97	5.29	9.88	0.276
OFFSITE AREA 5 TO SITE OUTFALL 1	0.96	6.0	88	2.96	6.46	0.139
PRE-DEVELOPED DRAINAGE AREA 1 (ONSITE) TO SITE OUTFALL 1	10.01	6.0	90	33.28	69.71	1.580
COMBINED PRE-DEVELOPMENT (OFFSITE) TO SITE OUTFALL 1				86.26	164.06	5.484
TOTAL PRE-DEVELOPMENT TO SITE OUTFALL 1				118.70	231.18	7.064
POST-DEVELOPMENT						
OFFSITE AREA 1 (UNDETAINED) TO SITE OUTFALL 1	1.18	6.0	95	4.57	8.76	0.229
OFFSITE AREA 2 (UNDETAINED) TO SITE OUTFALL 1*	19.66	6.0	97	73.71	139.51	4.276
OFFSITE AREA 3 (UNDETAINED) TO SITE OUTFALL 1**	2.75	6.0	96	1.89	3.26	0.540
OFFSITE AREA 4 (DETAINED) TO SITE OUTFALL 1***	1.31	6.0	97	5.29	9.88	0.276
OFFSITE AREA 5 (UNDETAINED) TO SITE OUTFALL 1	0.96	6.0	88	2.96	6.46	0.139
POST-DEVELOPED DRAINAGE AREA 1A (ONSITE, UNDETAINED) TO SITE OUTFALL 1	6.97	6.0	93	25.56	50.63	1.248
POST-DEVELOPED DRAINAGE AREA 1B (ONSITE, DETAINED) TO SITE OUTFALL 1	2.99	6.0	93	11.47	22.34	0.108
COMBINED POST-DEVELOPMENT (UNDETAINED; OFFSITE 1, 2, 3, 5 + DA 1A) TO SITE OUTFALL 1				105.90	203.17	6.456
COMBINED POST-DEVELOPMENT (DETAINED; OFFSITE 4 + DA 1B)				16.76	32.21	0.843
UNDERGROUND DETENTION (ROUTED)				7.61	27.23	0.843
TOTAL POST-DEVELOPMENT (COMBINED UNDETAINED + UGD) TO SITE OUTFALL 1				112.92	229.95	7.299

ENERGY BALANCE IMPROVEMENT FACTOR
0.80

* FLOW RATES AND VOLUME PER "UVA WERTLAND & 10TH MULTIFAMILY" PLAN
** FLOW RATES AND VOLUME PER "THE STANDARD - CHARLOTTESVILLE" APPROVED PLAN
*** FLOW RATES AND VOLUME PER "843 WEST MAIN STREET" PLAN

* FLOW RATES AND VOLUME PER "UVA WERTLAND & 10TH MULTIFAMILY" PLAN
** FLOW RATES AND VOLUME PER "THE STANDARD - CHARLOTTESVILLE" APPROVED PLAN
*** FLOW RATES AND VOLUME PER "843 WEST MAIN STREET" PLAN

CHANNEL PROTECTION AND FLOOD PROTECTION CALCULATIONS - SITE OUTFALL 1

CHANNEL PROTECTION (ENERGY BALANCE) - 1 YR

$$Q_{1\ YR\ POST-DEV\ (ON/OFFSITE)\ DETAINED} + Q_{1\ YR\ POST-DEV\ (ON/OFFSITE)\ UNDETAINED} \leq \text{IF} * (Q_{1\ YR\ PRE-DEV\ ONSITE} * RV_{1\ YR\ PRE-DEV\ ONSITE})/RV_{1\ YR\ POST-DEV\ ONSITE} * Q_{1\ YR\ OFFSITE}$$

	CFS	≤	0.80	* (	33.28	*	1.580	)/	1.356	+	86.26	CFS
112.92	CFS	≤	117.28	CFS								
	OK											

FLOOD PROTECTION - 10 YR

$$Q_{10\ YR\ POST-DEV\ TOTAL} \leq Q_{10\ YR\ PRE-DEV\ TOTAL}$$

CFS	≤		CFS	
229.95 CFS	OK		231.18 CFS	

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REVISION DESCRIPTION

DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE N/A

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
STORMWATER MANAGEMENT PLAN - QUANTITY

JOB NO. 61786
SHEET NO. C6.2

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DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - **Version 4.1**

CLEAR ALL *(Ctrl+Shift+R)*

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

Project Name: Westhaven
Date: 10/2/2026
Linear Development Project? No

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 10.01

Maximum reduction required:	*20%*
The site's net increase in impervious cover (acres) is:	*1.46*
Post-Development TP Load Reduction for Site (lb/yr):	*2.33*

Check:
BMP Design Specifications List: 2024 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 (acres) -- undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) -- undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				4.31	4.31
Impervious Cover (acres)				5.70	5.70
					10.01

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) -- undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				2.85	2.85
Impervious Cover (acres)				7.16	7.16
Area Check	OK.	OK.	OK.	OK.	10.01

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**2.33**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	109.13
Final Post-Development TN Load	113.99

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
Weighted Loading Rate(forest)	0.00	0.00
% Forest	0%	0%
Mixed Open Cover (acres)	0.00	0.00
Weighted Rv(mixed)	0.00	0.00
Weighted Loading Rate(mixed)	0.00	0.00
% Mixed Open	0%	0%
Managed Turf Cover (acres)	4.31	2.85
Weighted Rv(turf)	0.25	0.25
Weighted Loading Rate(turf)	0.85	0.85
% Managed Turf	43%	33%
Impervious Cover (acres)	5.70	5.70
Rv(impervious)	0.95	0.95
Weighted Loading Rate(impervious)	0.86	0.86
% Impervious	57%	67%
Total Site Area (acres)	**10.01**	**8.55**
Site Rv	**0.65**	**0.72**

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.5410	0.5106
Pre-ReDevelopment Treatment Volume (cubic feet)	23,568	22,243
Pre-ReDevelopment TP Load (lb/yr)	**8.54**	**7.30**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	0.85	0.85
Baseline TP Load (lb/yr) (0.26 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*2.22*

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest, mixed open 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 requriement for new impervious cover (based on new development load limit, 0.26 lbs/acre/year).

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	2.85
Weighted Rv (turf)	0.25
Wgt. Ld. Rate(turf)	0.85
% Managed Turf	28%
Impervious Cover (acres)	7.16
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	72%
Final Site Area (acres)	**10.01**
Final Post Dev Site Rv	**0.75**

Land Cover Summary-Post	
Post-ReDevelopment	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	2.85
Weighted Rv (turf)	0.25
Wgt. Ld. Rate(turf)	0.85
% Managed Turf	33%
ReDev. Impervious Cover (acres)	5.70
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	67%
Total ReDev. Site Area (acres)	**8.55**
ReDev Site Rv	**0.72**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	1.46
Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.6262	**Post-ReDevelopment Treatment Volume (acre-ft)**	0.5106	**Post-Development Treatment Volume (acre-ft)**	0.1156
Final Post-Development Treatment Volume (cubic feet)	27,278	**Post-ReDevelopment Treatment Volume (cubic feet)**	22,243	**Post-Development Treatment Volume (cubic feet)**	5,035
Final Post-Development TP Load (lb/yr)	**8.55**	**Post-ReDevelopment Load (TP) (lb/yr)***	**7.30**	**Post-Development TP Load (lb/yr)**	**1.25**
Final Post-Development TP Load per acre (lb/acre/yr)	0.85	**Post-ReDevelopment TP Load per acre (lb/acre/yr)**	0.85		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	**20%**		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	**1.46**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**0.87**

Site Results (Water Quality Compliance) VRRM 4.1, 2024

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

Site Treatment Volume (ft^3) 27,278

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)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
TP LOAD REMAINING (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	8.55
TP LOAD REDUCTION REQUIRED (lb/yr)	2.33
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.00
TP LOAD REMAINING (lb/yr):	8.55
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	2.33

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	113.99
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	113.99

WATER QUALITY ANALYSIS

SITE DATA
PRE DEVELOPED AREA: 10.01 ACRES (TOTAL)
FOREST/OPEN SPACE = 0.00 ACRES
MANAGED TURF = 4.31 AC
IMPERVIOUS AREA = 5.70 AC

POST DEVELOPED AREA: 10.01 ACRES (TOTAL)
FOREST/OPEN SPACE = 0.00 ACRES
MANAGED TURF = 2.85 AC
IMPERVIOUS AREA = 7.16 AC

POST DEVELOPED LOAD (TP) (LB/YR) = 8.55 LB/YR

TOTAL LOAD REDUCTION REQUIRED = 2.33 LB/YR

THE TOTAL LOAD REDUCTION REQUIRED IS BEING MET WITH CREDIT PURCHASE OF 2.33 LB/YR.

WATER QUALITY NARRATIVE:

IN THE PRE-DEVELOPMENT CONDITION, THERE ARE 4.31 ACRES OF MANAGED TURF AND 5.70 ACRES OF IMPERVIOUS COVER WITHIN THE LIMITS OF DISTURBANCE. IN THE POST-DEVELOPMENT CONDITION, THERE WILL BE 2.85 ACRES OF MANAGED TURF AND 7.16 ACRES OF IMPERVIOUS COVER. PER THE VIRGINIA RUNOFF REDUCTION SPREADSHEET, THIS DEVELOPMENT REQUIRES THAT 2.33 LBS OF PHOSPHOROUS BE REMOVED PER YEAR. **THE TOTAL ON-SITE REDUCTION ACHIEVED IS 0.00 LBS/YEAR, AND THE REMAINING 2.33 LBS/YEAR WILL BE MET BY PURCHASING NUTRIENT CREDITS.**

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

September 4, 2025

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

RE: Nutrient Offset Credit – Credit Availability Letter
Project Name: Westhaven Redevelopment
Project Location Hardy Drive, Charlottesville, VA 22903
Project HUC: 02080204
Bank HUC: 02080204

Dear Ms. Roeser,

We appreciate the opportunity to provide a credit availability letter for **2.33** 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 180.70 pounds of phosphorus (TP), 277.83 pounds of nitrogen (TN), and 56,983.32 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 **2.26** 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

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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

YOUR VISION ACHIEVED THROUGH OURS.

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE *N/A*

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
STORMWATER MANAGEMENT PLAN - QUALITY

JOB NO. *61786*
SHEET NO. C6.3

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S:\10261T786-Westhaven\00VEDSheet\C7261T786-103-C6.3-SWM-SUMMARY.dwg | Plotted on 10/2/2026 12:52 PM | by Kim Roeser

LEGEND

#	C
DA	

# = INLET NUMBER
C = C-FACTOR
DA = DRAINAGE AREA (ACRES)
BLDG = BUILDING

SHEET C6.5

SHEET C6.6

B1 | 0.90 | 0.38 AC
YD11 | 0.44 | 0.04 AC
108 | 0.79 | 0.10 AC
132 | 0.72 | 0.09 AC
YD17 | 0.78 | 0.16 AC
144 | 0.35 | 0.02 AC
YD1 | 0.53 | 0.03 AC
TH1 | 0.80 | 0.14 AC
YD2 | 0.53 | 0.02 AC
TH2 | 0.81 | 0.11 AC
YD3 | 0.57 | 0.02 AC
TH3 | 0.81 | 0.11 AC
YD4 | 0.55 | 0.03 AC
TH4 | 0.77 | 0.15 AC
130 | 130 | 0.07 AC
138 | 0.81 | 0.12 AC
118 | 0.71 | 0.49 AC
140 | 0.80 | 0.23 AC
218 | 0.79 | 0.16 AC
216 | 0.80 | 0.16 AC
214 | 0.79 | 0.17 AC
204 | 0.89 | 0.04 AC
206 | 0.65 | 0.09 AC
YD9 | 0.54 | 0.03 AC
YD8 | 0.46 | 0.06 AC
220K | 0.85 | 0.13 AC
220E | 0.82 | 0.08 AC
220C | 0.38 | 0.19 AC
220A | 0.90 | 0.06 AC
224 | 0.78 | 0.07 AC
226 | 0.75 | 0.05 AC
120 | 0.66 | 0.32 AC
TH9 | 0.75 | 0.19 AC
112 | 0.81 | 0.10 AC
TH8 | 0.75 | 0.19 AC
302 | 0.54 | 0.18 AC
TH7 | 0.74 | 0.16 AC
YD7 | 0.51 | 0.03 AC
TH6 | 0.74 | 0.16 AC
YD6 | 0.51 | 0.03 AC
YD16 | 0.52 | 0.28 AC
YD5 | 0.48 | 0.03 AC
TH5 | 0.09 AC
208 | 0.73 | 0.15 AC
210 | 0.87 | 0.14 AC
TH10 | 0.74 | 0.32 AC
YD10 | 0.52 | 0.03 AC
122 | 0.81 | 0.35 AC
116 | 0.78 | 0.04 AC
124 | 0.79 | 0.14 AC
114 | 0.86 | 0.07 AC
326 | 0.75 | 0.21 AC
304 | 0.86 | 0.09 AC
308 | 0.77 | 0.14 AC
310 | 0.79 | 0.14 AC
314 | 0.83 | 0.15 AC
212 | 0.74 | 0.12 AC
236 | 0.46 | 0.71 AC
128 | 0.84 | 0.63 AC
YD12 | 0.39 | 0.02 AC
B2 | 0.89 | 0.45 AC
YD15 | 0.72 | 0.15 AC
B3 | 0.89 | 0.48 AC
YD13 | 0.41 | 0.05 AC
YD14 | 0.42 | 0.18 AC
128D | 0.35 | 0.01 AC
334D | 0.35 | 0.05 AC
334 | 0.36 | 0.15 AC
330B | 0.50 | 0.02 AC
332 | 0.49 | 0.18 AC
332B | 0.58 | 0.03 AC
318D | 0.57 | 0.03 AC
318 | 0.50 | 0.07 AC
330D | 0.35 | 0.07 AC
334B | 0.44 | 0.05 AC
322 | 0.65 | 0.32 AC
EX | 0.76 | 0.14 AC
Offsite | 0.90 | 1.20 AC

large offsite catch, in 128 additional area, kim will look into % impervious

OFFSITE AREA TO BE PIPED THROUGH PROPOSED STORM PIPE NETWORK VIA STR. 128. SEE SHEET C6.1 FOR FULL EXTENT OF OFFSITE AREA.

PROPOSED CONDITION FROM "UVA WERTLAND & 10TH MULTI-FAMILY" SITE PLAN AND "STANDARD-CHARLOTTESVILLE" SITE PLAN

PROPOSED CONDITION FROM 843 WEST MAIN STREET SITE PLAN

CRITICAL SLOPES (TYP.)

APPROX. SSMH 09-326

LEGEND:
OFFSITE AREAS
ONSITE IMPERVIOUS AREA
CRITICAL SLOPES

SCALE 1"=40'
0 40' 80'

JOHN C. WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
COMMONWEALTH OF VIRGINIA
10/2/26
61786

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YOUR VISION ACHIEVED THROUGH OURS.

TIMMONS GROUP

REVISION DESCRIPTION	DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 40'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

OVERALL INLET DRAINAGE AREA MAP

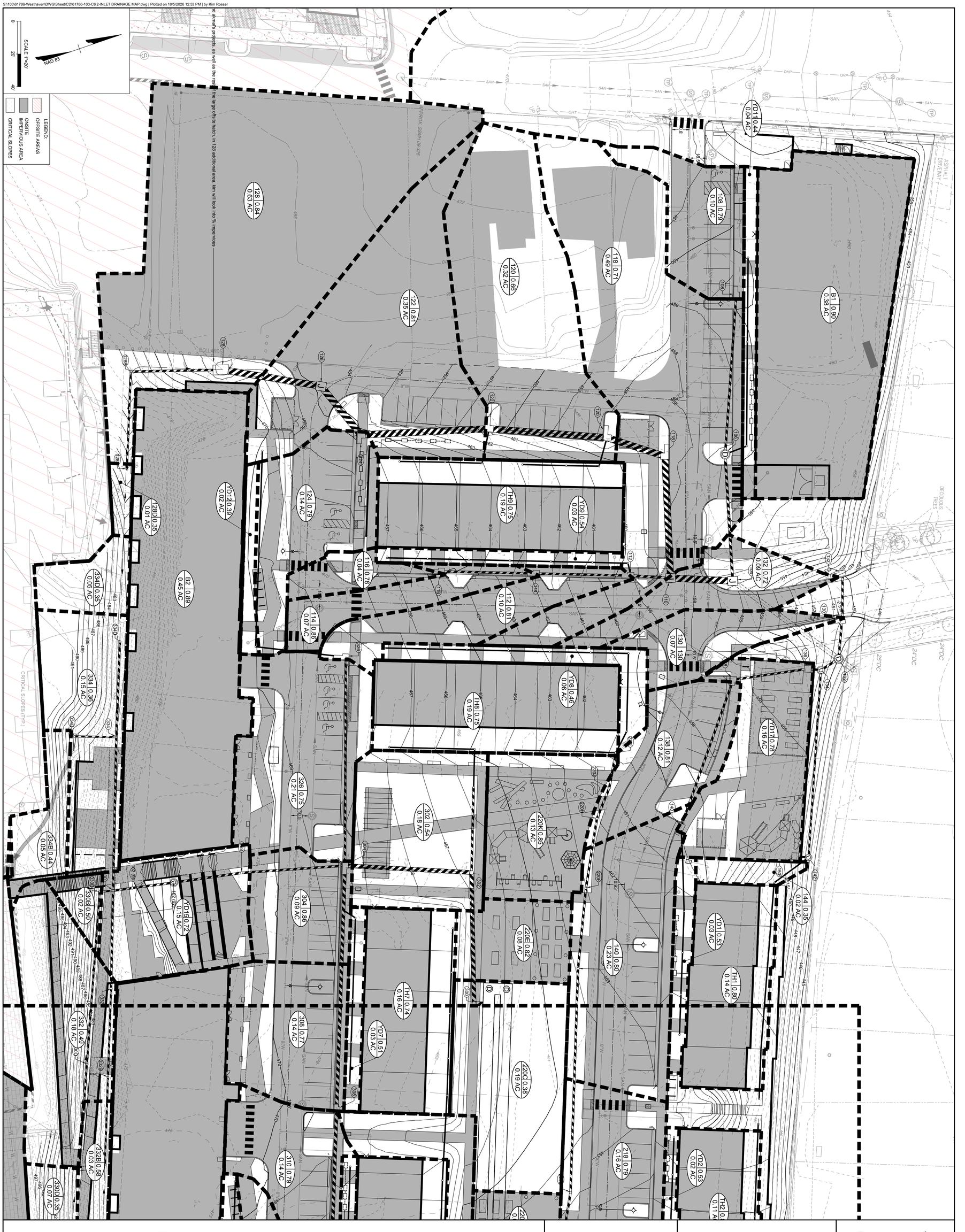
JOB NO. 61786
SHEET NO. C6.4

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S:\61786\Westhaven\DWG\Sheet\C61786-103-C6.2-INLET DRAINAGE MAP.dwg | Plotted on 10/2/2026 12:33 PM | by Kim Roeser

SCALE 1"=20'
0
20'
40'
NAD 83

LEGEND
OFFSITE AREAS
ONSITE IMPERVIOUS AREA
CRITICAL SLOPES



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61796

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

INLET DRAINAGE AREA MAP

JOB NO.	SHEET NO.	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY	DATE
61786	C6.5	1" = 20'	K. ROESER	M. FAIN	J. WILSON	10/02/2026

DATE	REVISION DESCRIPTION

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KIMBERLY C. ROESER
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PROFESSIONAL ENGINEER
10/2/2026

SHEET NO.	C6.6
JOB NO.	61786
SCALE	1" = 20'
CHECKED BY	J. WILSON
DESIGNED BY	K. ROESER
DRAWN BY	M. FAIN
DATE	10/02/2026

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

INLET DRAINAGE AREA MAP

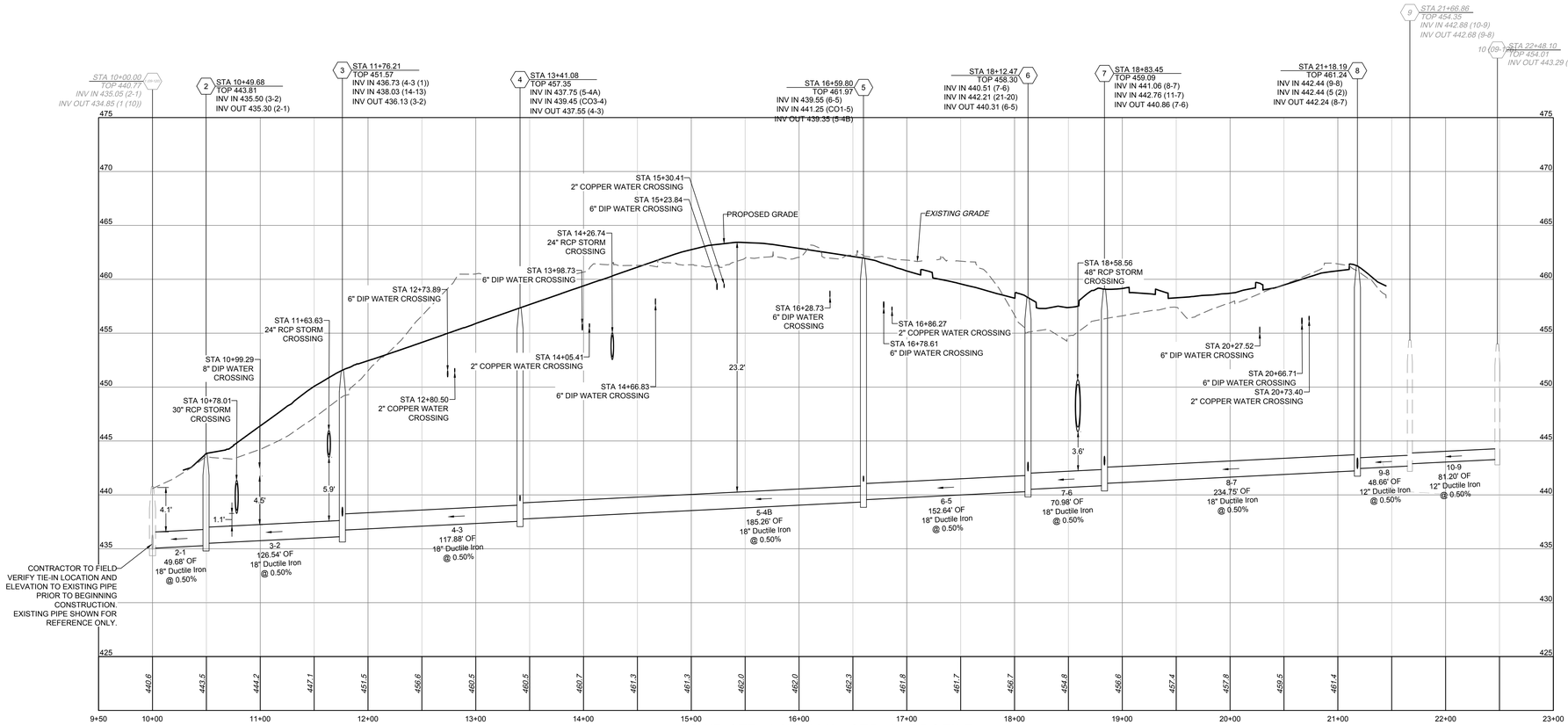
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PIPE CALCULATIONS:

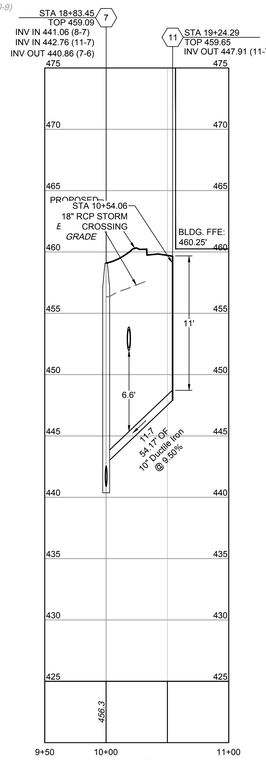
PIPE NO	FROM POINT REFERENCE	STA.	TO POINT REFERENCE	STA.	DRAIN AREA "A" Acre	RUNOFF COEFF. "C"	CA INCREMENT	CA ADDITL CA	CA ACCUMULATED	TOTAL INLET TIME Minutes	RAIN FALL	RUNOFF Q CFS	INVERT ELEVATION UPPER END	INVERT ELEVATION LOWER END	LENGTH of Pipe	SLOPE	SIZE (Dia. Or Span/Rise)	SHAPE	Capacity	Friction Slope	VEL Vs	FLOW TIME Min.	REMARKS
	(1)		(2)		(5)	(6)	(5)	(6)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	In. (14)		CFS (15)	Ft. Ft. (16)	Ft/Sec (17)	(17)	(18)
135	CMP TIE-IN/OUTFALL		134		0.000	0.000	0.000	11.511	11.511	6.000	6.230	71.715	455.070	454.980	6.724	0.013	36.000	Circular	77.183	0.012	12.432	0.009	71.71 cfs from UGD
133	134		132		0.050	0.900	0.045	0.000	11.556	6.000	6.230	71.993	454.875	454.280	38.297	0.016	36.000	Circular	83.152	0.012	13.272	0.048	
130	132		130		0.000	0.900	0.000	0.000	11.556	6.048	6.216	71.993	454.280	454.180	38.091	0.015	36.000	Circular	82.862	0.011	13.152	0.048	
131	132		130		0.000	0.000	0.000	0.000	11.637	6.048	6.216	72.333	454.180	453.630	36.655	0.015	36.000	Circular	81.689	0.012	13.081	0.047	
129	130		128		0.090	0.830	0.075	0.000	11.712	6.095	6.202	72.640	453.530	451.860	82.992	0.020	36.000	Circular	94.628	0.012	14.791	0.094	
127	128		126		0.070	0.850	0.059	0.000	11.771	6.189	6.171	72.741	451.760	449.860	76.187	0.025	36.000	Circular	105.441	0.014	16.361	0.078	BLDG1 50% area
125	126		124		0.370	0.780	0.289	0.086	12.996	6.266	6.133	79.961	449.763	447.740	67.428	0.030	36.000	Circular	115.526	0.014	17.678	0.064	BLDG1 50% area
137	138		124		0.070	0.790	0.055	0.000	0.055	6.000	6.230	0.345	455.200	453.036	108.232	0.020	15.000	Circular	9.133	0.000	5.373	0.505	
123	124		122		0.500	0.760	0.380	0.000	13.431	6.505	6.085	81.733	447.670	445.090	83.425	0.031	36.000	Circular	116.768	0.015	17.889	0.078	
122A	CMP UGD Tie-In		112		0.000	0.000	0.000	7.947	7.947	6.000	8.901	70.736	455.000	454.490	23.603	0.022	36.000	Circular	98.043	0.011	15.135	0.026	71.71 cfs from UGD
111	112		110		0.040	0.990	0.040	0.000	7.987	6.000	6.230	70.983	454.390	452.550	62.338	0.029	36.000	Circular	114.526	0.016	15.662	0.067	
121	122		120		0.070	0.840	0.059	0.000	0.059	6.000	6.230	0.366	467.350	464.519	82.867	0.034	15.000	Circular	11.937	0.000	4.391	0.315	
119	120		110		0.070	0.870	0.061	0.000	0.120	6.315	6.139	0.735	462.095	460.858	59.875	0.021	15.000	Circular	9.281	0.000	4.525	0.221	
109	110		108		0.000	0.000	0.000	0.000	0.120	6.535	6.077	49.259	452.451	450.770	57.722	0.029	36.000	Circular	113.837	0.015	15.552	0.062	
117	118		108		0.240	0.650	0.156	0.054	0.210	6.000	6.230	1.308	457.778	456.966	40.645	0.020	15.000	Circular	9.133	0.000	5.294	0.128	BLDG2 30% area
107	108		106		0.040	0.810	0.032	0.000	8.345	6.397	6.060	50.569	450.667	448.930	57.761	0.030	36.000	Circular	115.672	0.016	15.846	0.061	
115	116		106		0.050	0.750	0.038	0.000	8.383	6.437	6.044	50.784	455.492	454.586	40.688	0.020	15.000	Circular	9.133	0.000	5.180	0.213	
105	106		104		0.040	0.770	0.031	0.000	8.413	6.658	6.043	50.842	448.827	447.120	55.854	0.031	36.000	Circular	116.609	0.016	15.964	0.058	
113	114		104		0.050	0.760	0.038	0.117	0.155	6.000	6.230	0.966	453.223	452.422	40.672	0.020	15.000	Circular	9.814	0.000	5.300	0.133	BLDG2 70% area
103	104		102		0.050	0.780	0.039	0.000	8.607	6.716	6.027	51.877	447.024	445.090	64.053	0.030	36.000	Circular	115.895	0.016	15.974	0.067	
101 (EX PIPE)	102		202		0.000	0.000	0.000	0.000	22.039	6.783	6.009	132.427	444.994	440.065	80.139	0.062	36.000	Circular	165.408	0.039	26.059	0.051	
212	210		202		0.000	0.460	0.028	0.086	0.113	6.000	6.230	0.705	458.015	456.380	54.511	0.030	8.000	Circular	2.266	0.015	5.734	0.158	BLDG3 50% area
209	210		208		0.060	0.570	0.034	0.000	0.147	6.158	6.184	0.911	456.282	455.810	15.748	0.030	8.000	Circular	2.266	0.005	6.153	0.043	
208	206		206		0.220	0.650	0.143	0.000	0.290	6.201	6.172	1.792	454.718	454.007	56.889	0.012	12.000	Circular	4.314	0.002	5.250	0.181	
205	206		204		0.180	0.800	0.144	0.000	0.533	6.381	6.120	3.264	453.910	451.166	91.465	0.030	12.000	Circular	11.386	0.013	7.924	0.192	BLDG6 30% area
203	204		202		0.160	0.770	0.123	0.000	0.657	6.574	6.066	3.982	451.070	448.791	69.011	0.077	15.000	Circular	17.862	0.004	11.743	0.098	
201	202		210		0.070	0.690	0.048	0.000	0.048	6.000	6.230	0.301	445.922	444.807	111.421	0.010	15.000	Circular	3.308	0.000	3.051	0.609	
217	218		216		0.030	0.480	0.014	0.000	0.063	6.609	6.057	0.380	444.710	444.366	34.434	0.010	8.000	Circular	1.308	0.001	3.255	0.176	
215	216		214		0.004	0.350	0.001	0.000	0.064	6.785	6.008	0.385	444.270	443.683	58.747	0.010	12.000	Circular	3.858	0.000	3.146	0.311	
213	214		212		0.080	0.600	0.048	0.000	0.112	7.096	5.923	0.664	443.583	443.331	24.870	0.010	12.000	Circular	3.858	0.000	3.084	0.113	
223	224		222		0.100	0.700	0.070	0.000	0.070	6.000	6.230	0.436	446.500	446.020	27.999	0.017	15.000	Circular	8.459	0.000	3.633	0.128	
221	222		202		0.110	0.710	0.078	0.000	0.148	6.128	6.193	0.917	445.920	445.408	23.506	0.022	15.000	Circular	10.323	0.000	5.207	0.075	
201	202		200 (CULVERT TIE-IN)		0.000	0.000	0.000	0.000	22.555	7.209	5.896	135.344	439.971	439.268	11.716	0.060	36.000	Circular	163.379	0.041	25.894	0.008	
375	376		374		0.220	0.350	0.077	0.000	0.077	6.000	6.230	0.480	479.020	477.321	113.217	0.015	8.000	Circular	1.603	0.001	4.020	0.469	
373	374		372		0.010	0.350	0.004	0.000	0.004	6.469	6.095	0.413	475.954	468.426	55.274	0.136	8.000	Circular	3.138	0.006	7.984	0.115	
323	324		322		0.140	0.680	0.095	0.835	0.950	0.000	6.230	5.920	487.613	478.531	353.932	0.059	24.000	Circular	54.943	0.001	11.452	0.224	~Offsite 0.95 AC
321	322		320		0.150	0.530	0.080	0.000	1.030	6.224	6.165	6.348	473.191	466.720	64.710	0.100	24.000	Circular	71.529	0.001	14.087	0.077	
371	372		320		0.090	0.620	0.056	0.000	0.056	6.000	6.230	0.348	468.907	468.575	60.297	0.007	8.000	Circular	1.055	0.000	2.716	0.371	
319	320		316		0.090	0.620	0.056	0.450	1.072	6.585	6.063	10.136	464.751	460.376	97.237	0.045	24.000	Circular	47.983	0.002	12.135	0.134	BLDG10 area
369	370		316		0.210	0.830	0.174	0.000	0.174	6.000	6.230	1.086	465.868	463.687	105.843	0.021	15.000	Circular	9.270	0.000	5.069	0.348	
315	316		314		0.070	0.760	0.053	0.809	0.862	6.718	6.026	5.196	11.446	460.285	456.110	119.157	0.035	24.000	Circular	42.317	0.003	11.467	0.173	
313	314		312		0.180	0.760	0.137	0.000	2.036	6.892	5.980	12.173	456.010	452.877	89.522	0.035	24.000	Circular	42.317	0.003	11.664	0.128	
367	368		366		0.050	0.350	0.018	0.000	0.018	6.000	6.230	0.109	469.364	468.312	73.522	0.100	12.000	Circular	12.203	0.040	4.883	0.251	
365	366		364		0.170	0.370	0.095	0.000	0.114	6.261	6.154	0.704	467.710	456.136	69.674	0.080	12.000	Circular	10.913	0.000	7.827	0.148	
363	364		312		0.030	0.350	0.011	0.000	0.125	6.409	6.112	0.763	454.506	452.880	61.483	0.026	15.000	Circular	10.503	0.000	4.994	0.205	
311	312		310		0.100	0.760	0.076	0.000	0.201	6.579	5.946	13.360	452.780	450.551	68.167	0.033	24.000	Circular	40.898	0.003	11.036	0.097	
309	310		308		0.300	0.660	0.198	0.000	2.433	7.117	5.920	14.415	448.170	443.320	85.788	0.057	24.000	Circular	53.785	0.004	14.538	0.098	
351	352		350		0.070	0.410	0.029	0.086	0.114	6.000	6.230	0.711	461.370	459.540	67.678	0.030	8.000	Circular	2.266	0.003	5.759	0.196	BLDG3 50% area
349	350		348		0.090	0.580	0.052	0.000	0.165	6.196	6.173	1.005	459.456	457.250	72.851	0.030	12.000	Circular	6.683	0.001	6.138	0.198	
361	362		348		0.050	0.400	0.020	0.072	0.092	6.000	6.230	0.573	461.965	460.277	67.621	0.025	8.000	Circular	2.169	0.002	5.081	0.222	BLDG4 50% area
347	348		346		0.100	0.700	0.070	0.000	0.162	6.358	6.117	1.064	457.151	454.730	80.713	0.030	12.000	Circular	6.683	0.001	6.132	0.219	
345	346		344		0.110	0.820	0.090	0.072	0.467	6.578	6.065	2.832	454.633	451.680	101.644	0.029	15.000	Circular	11.007	0.002	7.532	0.225	BLDG7 80% area
359	360		358		0.120	0.500	0.060	0.072	0.132	6.000	6.230	0.822	457.100	454.879	63.454	0.035	8.000	Circular	2.448	0.004	6.336	0.167	BLDG8 50% area
357	358		356		0.030	0.350	0.011	0.000	0.011	6.228	6.167	0.181	1.411	454.779	454.202	16.503	0.010	10.000	Circular	1.439	0.000	1.834	0.150	BLDG3 area
355	356		354		0.190	0.680	0.129	0.000	0.358	6.205	6.170	2.206	452.238	451.680	58.760	0.010	12.000	Circular	3.762	0.003	4.991	0.196	
353	354		344		0.050	0.640	0.032	0.000	0.032	6.000	6.230	0.199	453.307	453.046	16.044	0.020	8.000	Circular	1.850	0.000	3.472	0.077	
343	344		342		0.130	0.760	0.099	0.108	1.043	6.803	6.103	6.384	451.376	447.234	143.843	0.030	15.000	Circular	11.219	0.010	9.458	0.253	BLDG7 60% area
341	342		308		0.320	0.690	0.221	0.144	1.428	7.056	5.936	8.477	444.680	443.320	53.149	0.026	18.000	Circular	16.855	0.007	9.573	0.093	BLDG8 area
307	308		306		0.130	0.690	0.090	0.000	0.933	7.213	5.894	5.499	443.217	439.870	132.478	0.025	24.000	Circular	31.406	0.002	10.000	0.221	
EX-PIPE1	STR-1A		336		0.440	0.630	0.277	0.000	0.277	6.000	6.230	1.786	439.999	439.646	12.834	0.027	18.000	Circular	17.416	0.000	6.361	0.034	
335	336		306		0.020	0.470	0.009	0.000	0.287	6.000	6.230	1.786	439.999	439.646	12.834	0.027	18.000	Circular	17.416	0.000	6.361	0.034	
339	340		338		0.420	0.570	0.239	0.171	0.410	6.000	6.230	2.557	445.418	442.295	65.168	0.048	10.000	Circular	5.198	0.012	9.514	0.114	BLDG11 area
337	338		306		0.010	0.450	0.005	0.000	0.415	6.114	6.197	2.571	441.709	440.598	23.137	0.048	10.000	Circular	5.198	0.012	9.527	0.041	
305	306		304		0.040	0.670	0.027	0.000	4.681	7.287	5.876	27.506	438.547	438.061	24.343	0.020	24.000	Circular	31.989	0.015	11.477	0.035	
303	304		302		0.030	0.900	0.027	0.000	4.708	7.322	5.867	27.621	437.952	436.450	55.590	0.020	24.000	Circular	31.989	0.015	11.481	0.081	
331	332		330		0.050	0.630	0.032	0.000	0.032	6.000	6.230	0.196	446.012	441.317	187.801	0.025	8.000	Circular	2.169	0.000	3.740	0.837	
329	330		328		0.010	0.350	0.004	0.000	0.004	6.837	5.994	0.231	441.220	439.692	172.778	0.010	8.000	Circular	1.308	0.000	3.318	0.865	
327	328		326		0.001	0.350	0.000	0.000	0.035	7.882	5.727	0.202	439.390	438.571	40.948	0.020	8.000	Circular	1.850	0.000	3.488	0.196	
325	326		302		0.010	0.360	0.004	0.000	0.039	8.078	5.680	0.221	438.470	438.103	18.360	0.020	8.000	Circular	1.850	0.000	3.579	0.086	
301	302		CULVERT TIE-IN		0.000	0.000	0.000	0.000	8.747	8.164	5.660	26.868	436.351	435.160	18.318	0.065	36.000	Circular	179.050	0.042	17.707	0.017	
409	410		408		0.020	0.630	0.013	0.000	0.013	0.000	8.901	0.112	483.470	482.750	35.592	0.020	8.000	Circular	1.850	0.000	2.932	0.203	
407	408		406		0.060	0.700	0.042	0.000	0.055	0.205	8.765	0.479	479.751	479.331	20.960	0.020	8.000	Circular	1.850	0.001	4.458	0.078	
405	406		404		0.030	0.630	0.019	0.378	0.452	0.283	8.714	3.934	478.848	474.837	250.542	0.020	12.000	Circular	5.457	0.010	7.582	0.551	BLDG9 area
403	404		402		0.490	0.630	0.309	0.000	0.760	0.834	8.375	6.367	473.418	466.057	147.228	0.050	12.000	Circular	8.627	0.027	12.046	0.204	
401	402		80		0.130	0.350	0.046	0.000	0.806	1.037	8.257	6.653	461.397	461.000	11.338	0.035	12.000	Circular	7.218	0.030	10.458	0.018	

INLET OR JUNCTION	INLET STATION	OUTLET WATER SURFACE ELEV.	DIA. PIPE (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	V^2/2g	Hi	Angle	Ho&	M	1.3 Hi	0.5 Hi	FINAL Hi (Ft)	Inlet Water Surface Elev.	Rim Elev.	Comments
202		441.67	36	135.34	11.72	0.0412	0.48	25.89	2.60	132.43	26.06	3450.87	10.54	3.69	0.65	0.00	6.29	0	TRUE	3.63	445.30	449.95	OK -4.65
102		445.30	36	132.43	80.14	0.0394	3.16	26.06	2.54	81.73	17.89	1462.09	4.97	1.74	0.53	2.48	6.86	0	TRUE	6.59	451.89	457.74	OK -5.85
124		451.89	36	81.73	83.43	0.0150	1.25	17.89	1.24	79.96	17.68	1413.56	4.85	1.70	93.01	3.40	6.34	0	TRUE	4.42	456.31	459.57	OK -3.26
126		456.31	36	79.96	67.43	0.0144	0.97	17.68	1.21	77.94	16.36	1275.16	4.16	1.45	1.95	0.00	2.67	0	TRUE	2.30	458.61	458.61	OK 0
128		458.61	36	77.94	76.19	0.0137	1.04	16.36	1.04	72.64	14.79	1074.38	3.40	1.19	5.52	0.20	2.43	0	TRUE	2.26	460.87	461.55	OK -0.68
130		460.87	36	72.64	82.99	0.0119	0.98	14.79	0.85	72.34	13.08	946.22	2.66	0.93	33.32	0.93	2.71	0	TRUE	2.34	463.21	464.93	OK -1.72
132		463.21	36	72.34	36.66	0.0118	0.43	13.08	0.66	72.00	13.27	955.54	2.74	0.96	1.95	0.00	1.62	0	TRUE	1.24	464.45	466.27	OK -1.82
134		464.45	36	72.00	38.30	0.0117	0.45	13.27	0.68	71.71	12.43	891.52	2.40	0.84	29.43	0.84	2.36	0	TRUE	1.63	466.09	468.44	OK -2.36
CMP TIE-IN OUTFALL		466.08	36	71.71	6.72	0.0116	0.08	12.43	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	FALSE	0.60	466.76	468.21	OK -1.45
204		446.79	15	3.98	69.01	0.0038	0.26	11.74	0.54	3.26	7.92	25.86	0.98	0.34	55.80	0.55	1.42	0	TRUE	0.97	447.76	457.95	OK -10.19
206		452.17	15	3.26	91.47	0.0026	0.23	7.92	0.24	1.79	5.25	9.41	0.43	0.15	98.06	0.30	0.69	0.901028	TRUE	0.68	452.85	459.79	OK -6.94
208		454.81	12	1.79	56.89	0.0022	0.12	5.25	0.11	0.91	6.15	5.60	0.59	0.21	25.95	0.18	0.49	0.635853	FALSE	0.76	455.57	462.28	OK -6.72
210		456.34	8	0.91	15.75	0.0048	0.08	6.15	0.70	0.74	5.74	4.05	0.51	0.18	64.36	0.29	0.61	0.797194	FALSE	0.87	457.22	461.92	OK -4.7
212		457.22	8	0.70	54.51	0.0029	0.16	5.74	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	FALSE	0.32	457.54	463.17	OK -5.63
214		445.30	12	0.66	24.87	0.0003	0.01	3.68	0.05	0.39	3.15	1.21	0.15	0.05	40.72	0.07	0.17	0.224356	FALSE	0.23	445.53	454.67	OK -9.14
216		445.53	12	0.39	58.75	0.0001	0.01	3.15	0.04	0.38	3.25	1.24	0.16	0.06	15.96	0.03	0.13	0	FALSE	0.13	445.66	452.88	OK -7.22
218		445.66	8	0.38	34.43	0.0008	0.03	3.25	0.04	0.00	3.05	0.92	0.14	0.05	16.88	0.03	0.12	0.154933	FALSE	0.18	445.85	449.71	OK -3.86
220		445.85	8	0.30	111.42	0.0005	0.06	3.05	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.046981	FALSE	0.11	445.95	449.13	OK -3.18
222		446.41	15	0.92	23.51	0.0002	0.00	5.21	0.11	0.44	3.63	1.58	0.20	0.07	13.88	0.04	0.22	0.280678	TRUE	0.14	446.55	451.36	OK -4.81
224		447.02	15	0.44	28.00	0.0000	0.00	3.63	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.066604	TRUE	0.03	447.05	451.79	OK -4.73
104		451.89	36	51.88	64.05	0.0060	0.39	15.97	0.99	50.84	15.96	811.63	3.96	1.38	2.28	0.00	2.38	0	TRUE	1.58	453.46	460.46	OK -6.99
106		453.46	36	50.84	55.85	0.0058	0.32	15.96	0.99	50.57	15.85	801.33	3.90	1.36	0.00	0.00	2.35	0	TRUE	1.50	454.96	463.17	OK -8.2
108		454.96	36	50.57	57.76	0.0057	0.33	15.85	0.97	49.24	15.55	765.77	3.76	1.31	4.40	0.00	2.29	0	TRUE	1.48	456.44	465.97	OK -9.53
110		456.44	36	49.24	57.72	0.0054	0.31	15.55	0.94	49.73	15.66	778.96	3.81	1.33	1.23	0.00	2.27	0	TRUE	1.45	457.89	467.88	OK -9.99
112		457.89	36	49.73	62.54	0.0056	0.35	15.66	0.95	70.74	15.13	1070.59	3.56	1.24	59.23	1.99	4.19	0	TRUE	2.44	460.33	470.25	OK -9.91
CMP UGD Tie-In		460.33	36	70.74	23.60	0.0112	0.27	15.13	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0	FALSE	1.15	461.49	470.07	OK -8.58
114		453.46	15	0.97	40.67	0.0002	0.01	5.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.131274	TRUE	0.07	453.54	460.40	OK -6.86
116		455.59	15	0.23	40.69	0.0000	0.00	3.18	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.051047	TRUE	0.03	455.61	463.17	OK -7.56
118		457.97	15	1.31	40.64	0.0004	0.02	5.29	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.141413	TRUE	0.09	458.05	466.00	OK -7.94
120		461.86	15	0.73	59.87	0.0001	0.01	4.53	0.08	0.37	4.39	1.61	0.30	0.10	4.70	0.00	0.18	0.239554	TRUE	0.13	461.99	468.99	OK -7.01
122		465.52	15	0.37	82.87	0.0000	0.00	4.39	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.097267	TRUE	0.05	465.57	471.64	OK -6.27
138		456.31	15	0.34	108.23	0.0000	0.00	3.57	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.064438	TRUE	0.04	456.34	459.66	OK -3.32
140		464.45	18	0.72	38.09	0.0000	0.00	3.93	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.078032	TRUE	0.04	464.49	466.98	OK -2.49
302		437.56	36	26.67	18.32	0.0016	0.03	17.60	1.20	27.62	11.48	317.23	2.05	0.72	0.00	0.00	1.92	0	TRUE	0.99	438.55	442.56	OK -4.01
304		438.55	24	27.62	55.59	0.0149	0.83	11.48	0.51	27.51	11.48	315.69	2.05	0.72	19.22	0.51	1.74	0	TRUE	1.70	440.25	443.74	OK -3.49
306		440.25	24	27.51	24.34	0.0148	0.36	11.48	0.51	23.30	16.91	393.95	4.44	1.55	84.35	2.93	5.00	0	TRUE	2.86	443.11	444.31	OK -1.2
308		443.11	24	23.30	72.46	0.0106	0.77	16.91	1.11	14.41	14.54	209.56	3.28	1.15	64.90	0.80	3.06	0	TRUE	2.30	445.42	450.90	OK -5.5
310		445.40	24	14.41	85.79	0.0041	0.35	14.54	0.62	13.30	11.66	155.03	2.11	0.74	21.71	0.53	2.09	0	TRUE	1.39	446.79	456.71	OK -9.92
312		452.15	24	13.30	68.17	0.0035	0.24	11.66	0.53	12.18	11.66	142.01	2.11	0.74	5.76	0.13	1.39	0	TRUE	0.93	453.08	459.90	OK -6.82
314		454.48	24	12.18	89.52	0.0029	0.26	11.66	0.53	11.45	11.47	131.25	2.04	0.71	48.64	1.02	2.26	0	TRUE	1.39	455.87	463.83	OK -7.96
316		457.71	24	11.45	119.16	0.0026	0.31	11.47	0.51	10.14	12.14	123.01	2.29	0.80	64.26	1.28	2.59	0	TRUE	1.60	459.31	468.19	OK -8.88
320		461.98	24	10.14	97.24	0.0020	0.20	12.14	0.57	6.35	14.09	89.42	3.08	1.08	20.08	0.77	2.42	0	TRUE	1.41	463.38	472.33	OK -8.95
374		468.96	8	0.49	55.27	0.0014	0.08	7.98	0.25



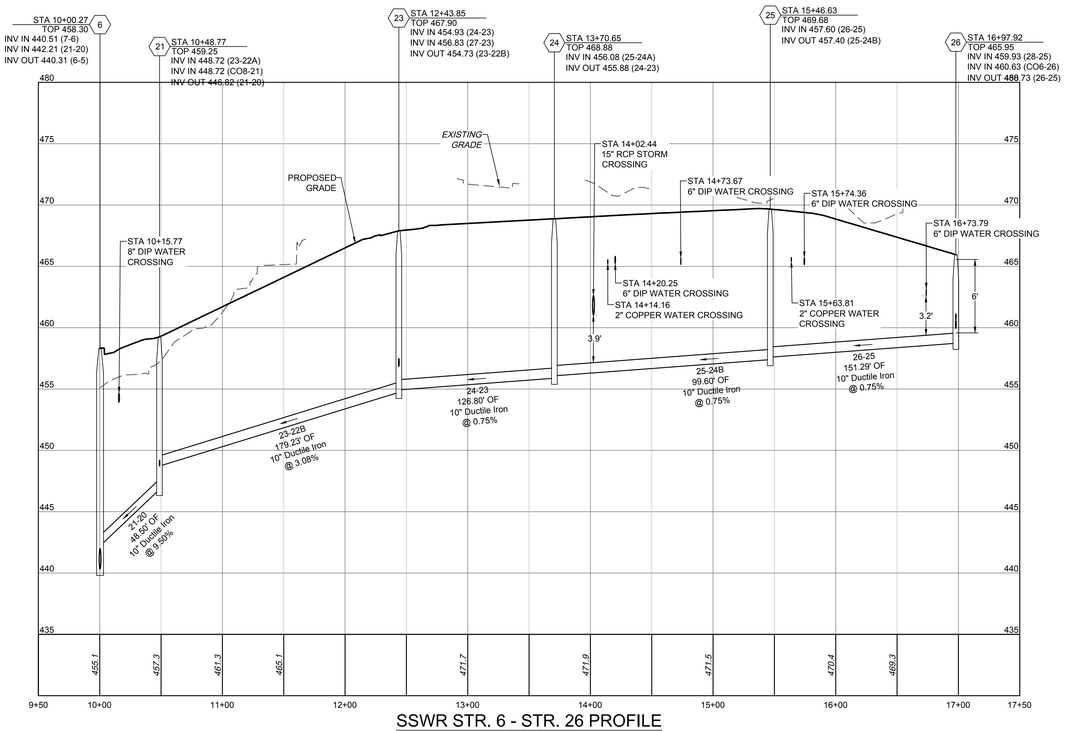
SSWR STR. 1 (09-121) - STR. 10 PROFILE

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



SSWR STR. 7 - STR. 12

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



SSWR STR. 6 - STR. 26 PROFILE

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

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
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10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 50'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

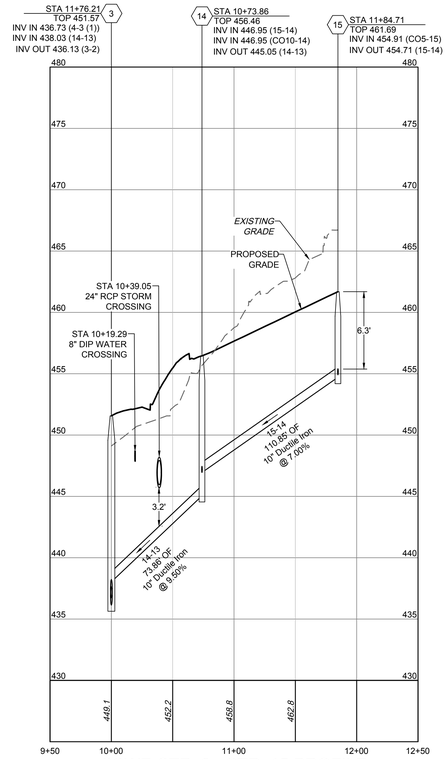
UTILITY PROFILES

JOB NO.
61786

SHEET NO.
C7.0

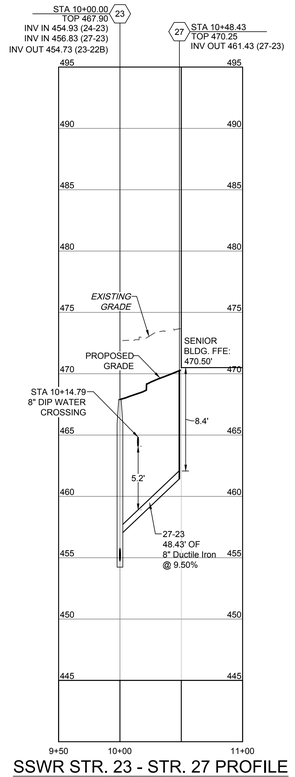
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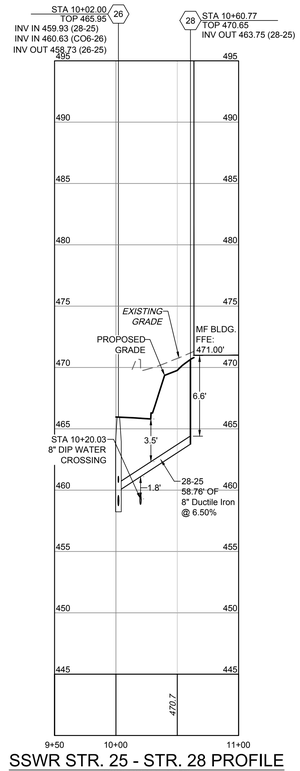
SSWR STR. 3 - STR. 15 PROFILE

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



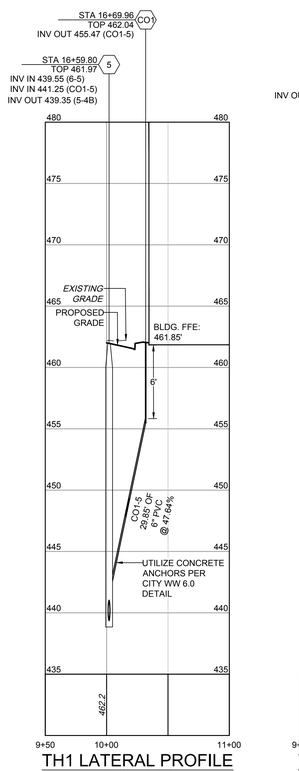
SSWR STR. 23 - STR. 27 PROFILE

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VERT SCALE: 1"=5'



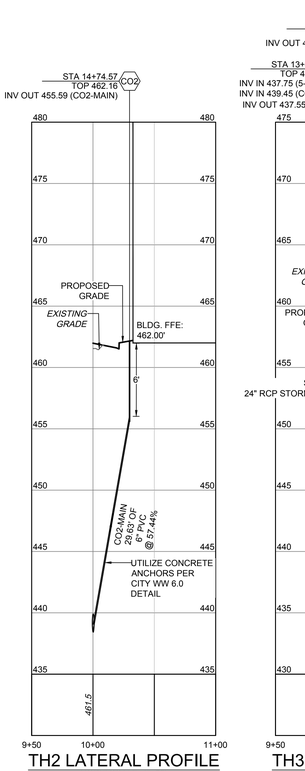
SSWR STR. 25 - STR. 28 PROFILE

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



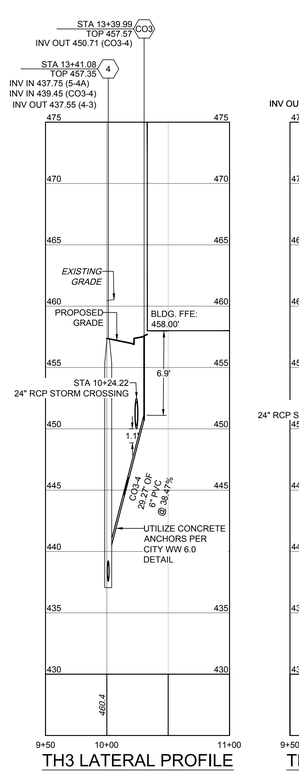
TH1 LATERAL PROFILE

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



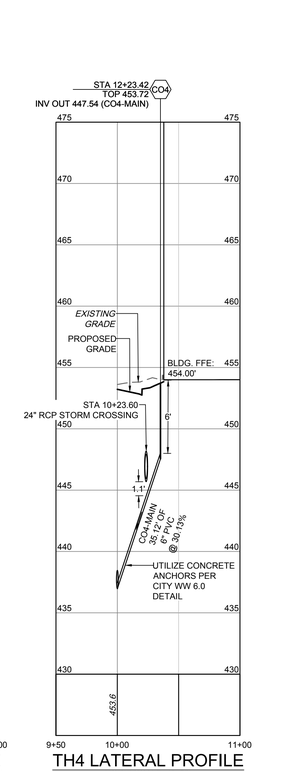
TH2 LATERAL PROFILE

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



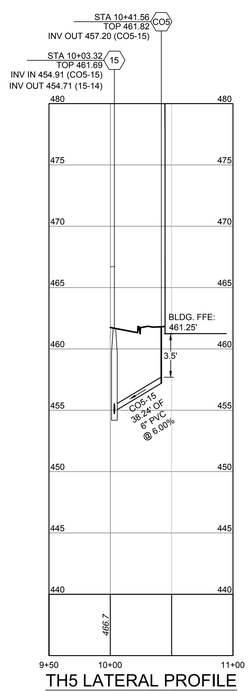
TH3 LATERAL PROFILE

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



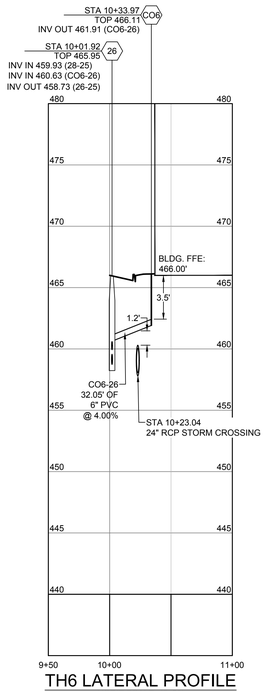
TH4 LATERAL PROFILE

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



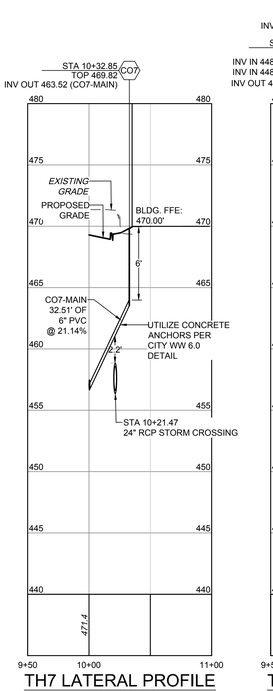
TH5 LATERAL PROFILE

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



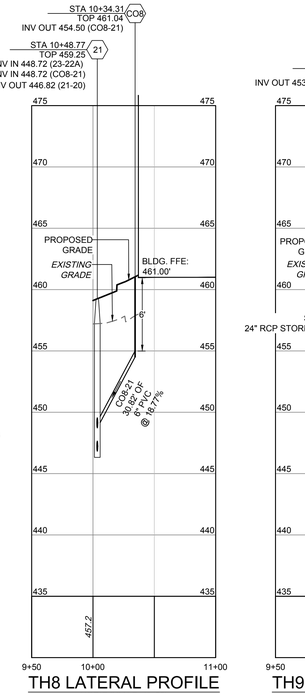
TH6 LATERAL PROFILE

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



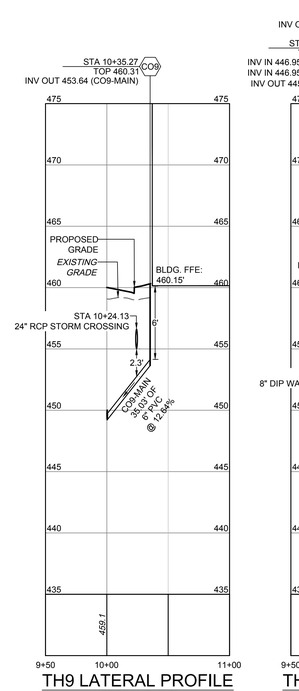
TH7 LATERAL PROFILE

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



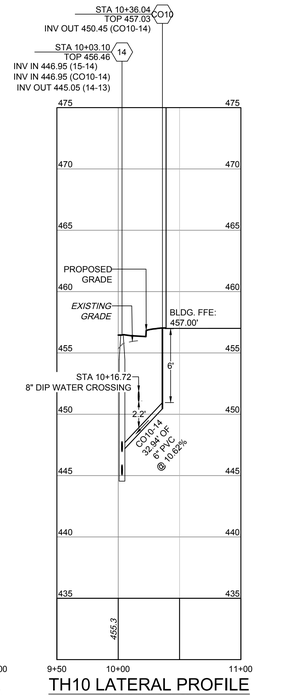
TH8 LATERAL PROFILE

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



TH9 LATERAL PROFILE

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



TH10 LATERAL PROFILE

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

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TIMMONS GROUP

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

REVISION DESCRIPTION	DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 50'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

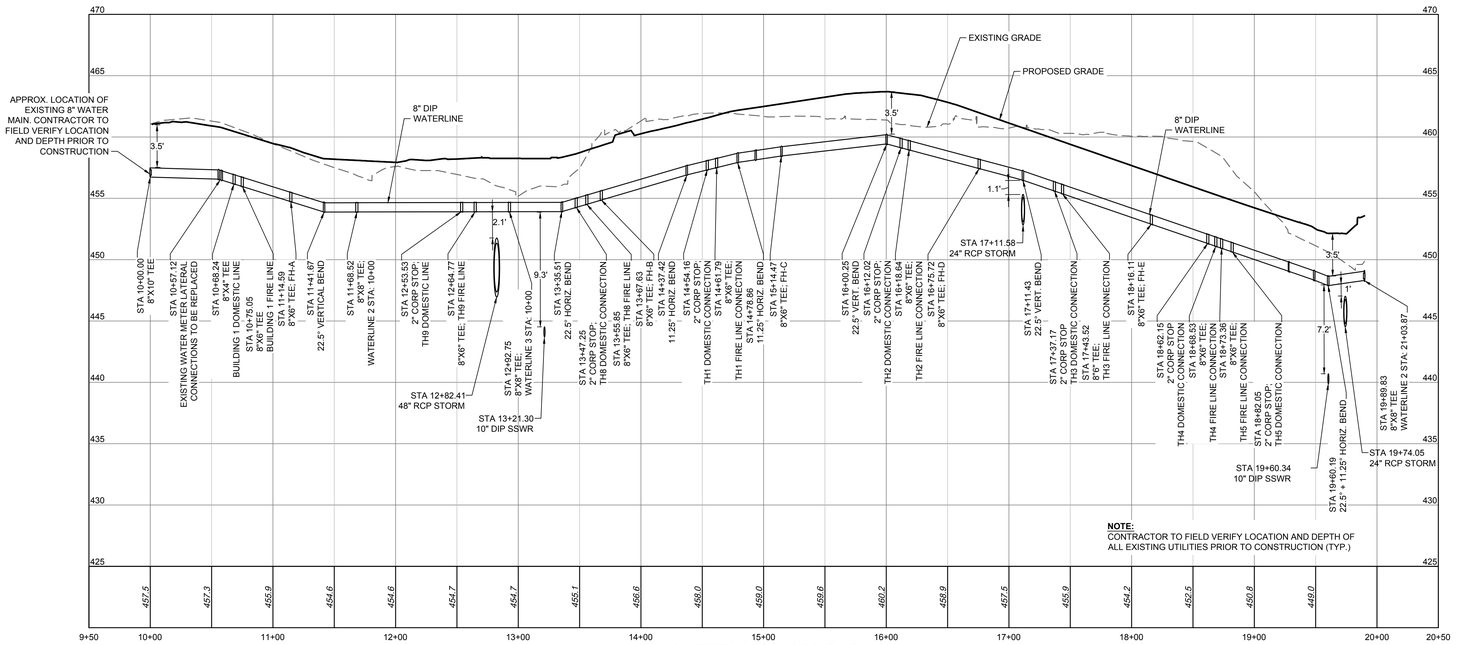
UTILITY PROFILES

JOB NO.
61786

SHEET NO.
C7.1

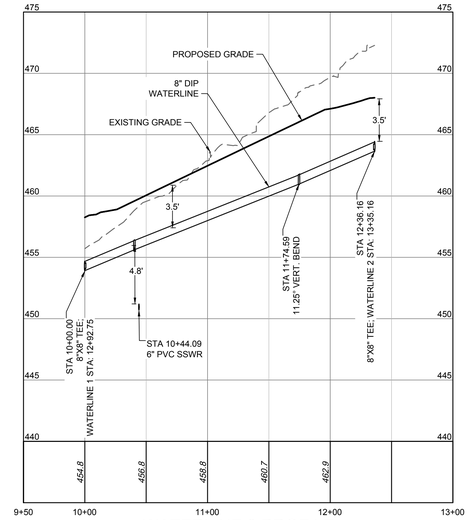
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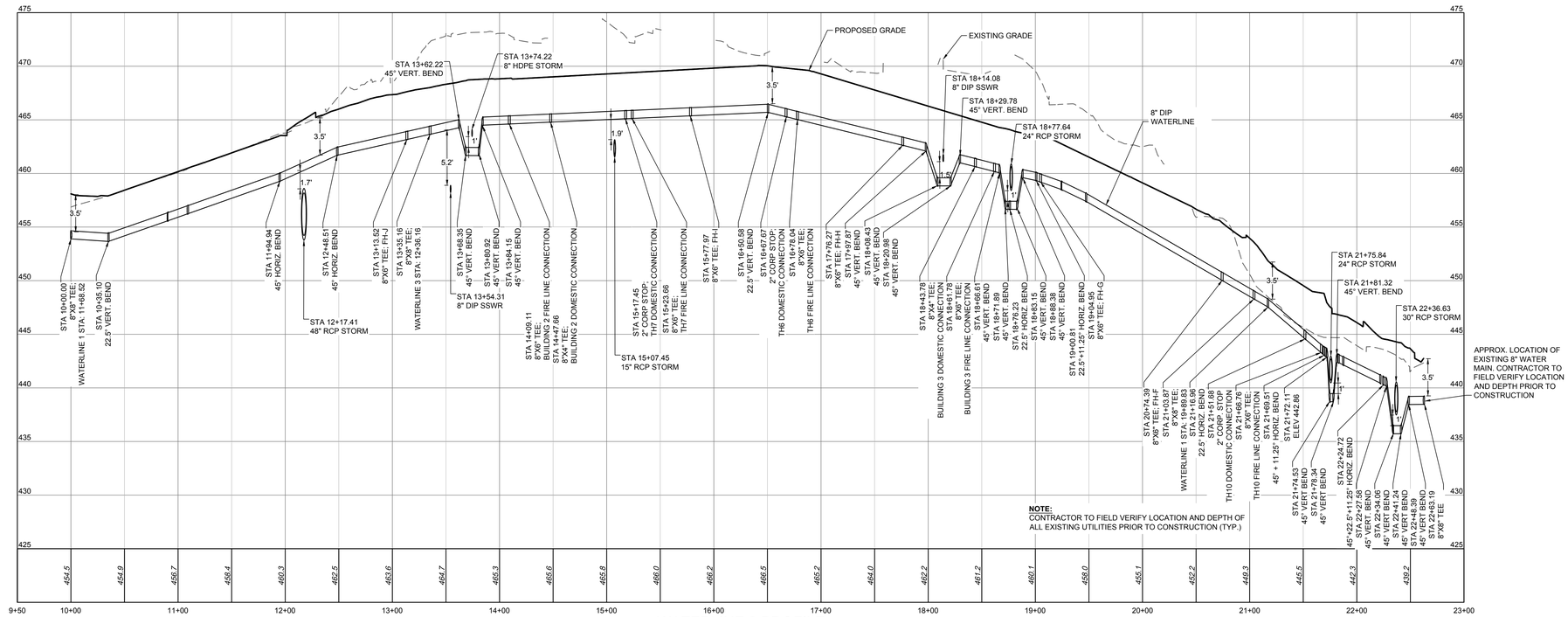
WATERLINE 1 PROFILE

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



WATERLINE 3 PROFILE

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



WATERLINE 2 PROFILE

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

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COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
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REVISION DESCRIPTION

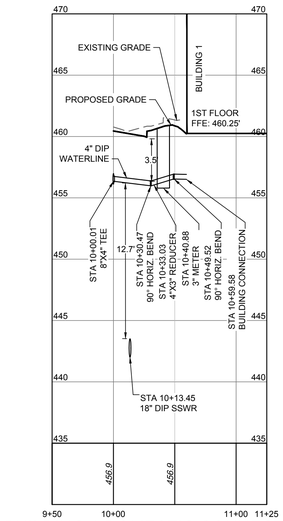
DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 50'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
UTILITY PROFILES

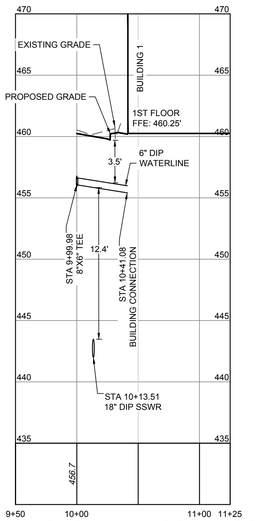
JOB NO. 61786
SHEET NO. C7.2

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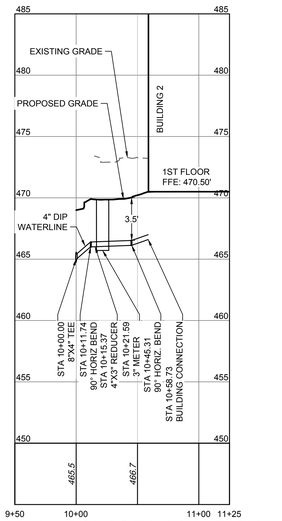
BUILDING 1 DOMESTIC CONNECTION

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



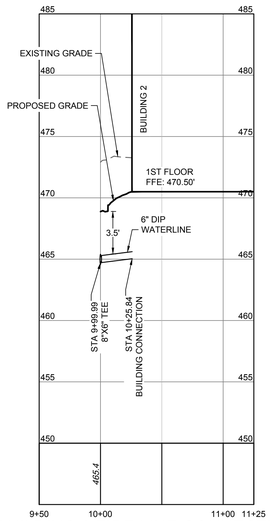
BUILDING 1 FIRE LINE CONNECTON

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



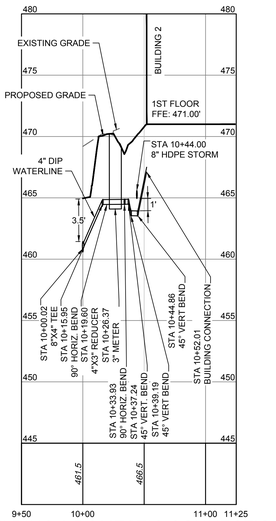
BUILDING 2 DOMESTIC CONNECTION

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



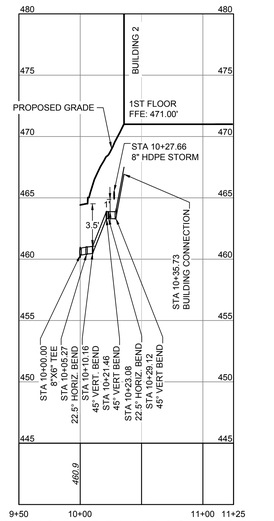
BUILDING 2 FIRE LINE CONNECTION

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



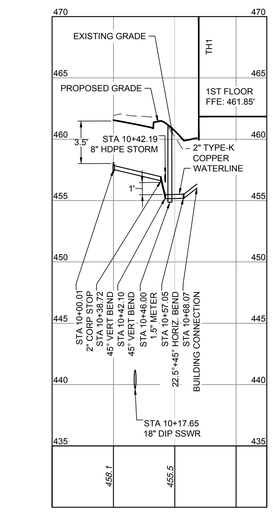
BUILDING 3 DOMESTIC CONNECTION

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



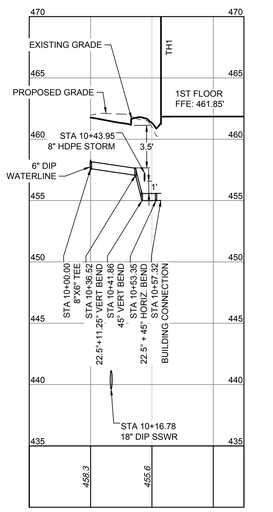
BUILDING 3 FIRE LINE CONNECTION

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



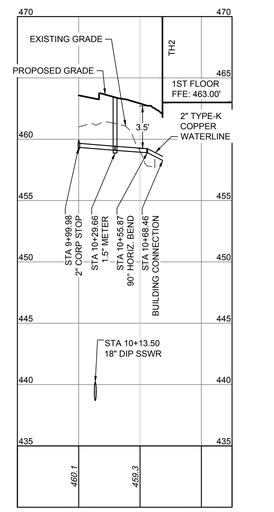
TH1 DOMESTIC CONNECTION

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



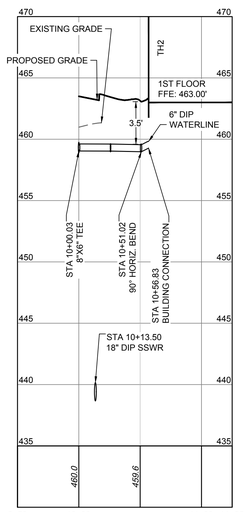
TH1 FIRE LINE CONNECTION

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



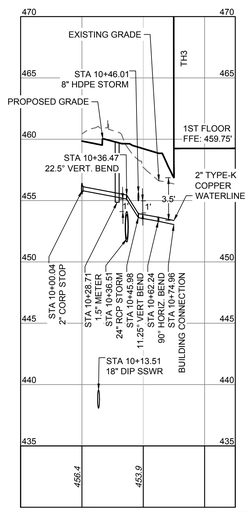
TH2 DOMESTIC CONNECTION

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



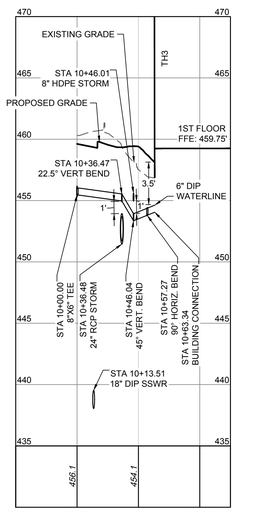
TH2 FIRE LINE CONNECTION

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



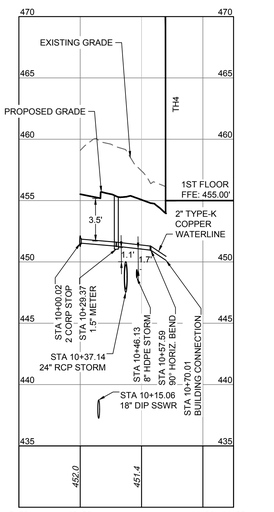
TH3 DOMESTIC CONNECTION

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



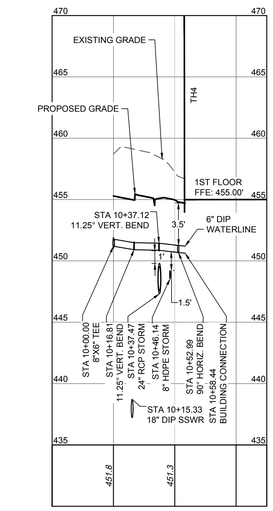
TH3 FIRE LINE CONNECTION

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



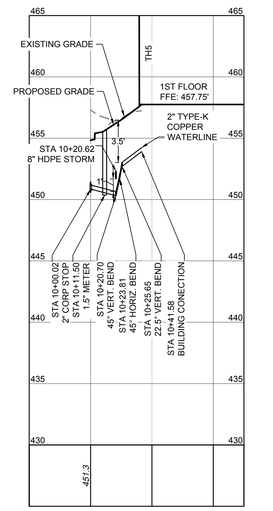
TH4 DOMESTIC CONNECTION

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



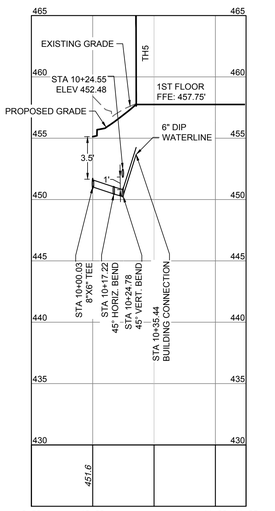
TH4 FIRE LINE CONNECTION

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VERT SCALE: 1"=5



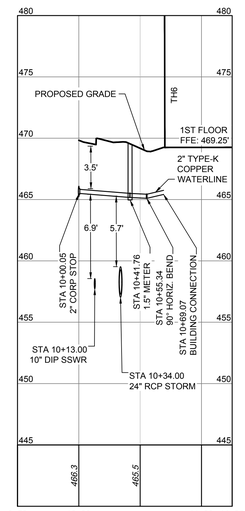
TH5 DOMESTIC CONNECTION

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



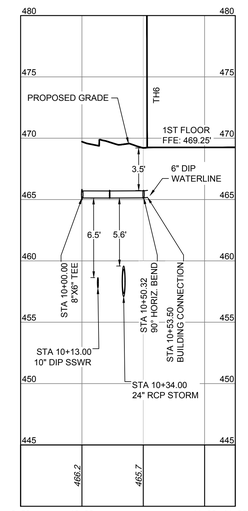
TH5 FIRE LINE CONNECTION

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



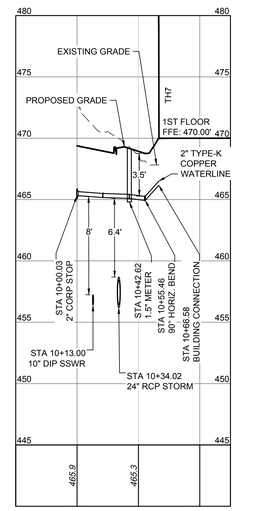
TH6 DOMESTIC CONNECTION

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



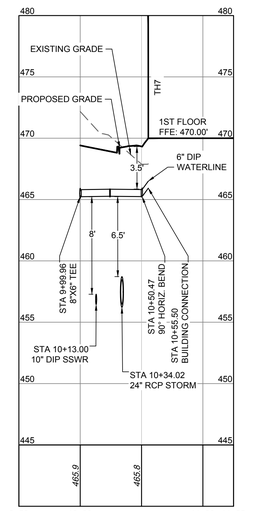
TH6 FIRE LINE CONNECTION

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



TH7 DOMESTIC CONNECTION

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



TH7 FIRE LINE CONNECTION

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

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION	DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 50'

TIMMONS GROUP

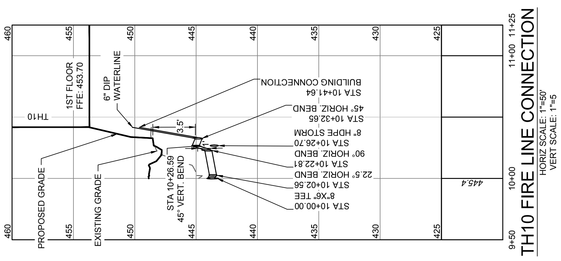
WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
UTILITY PROFILES

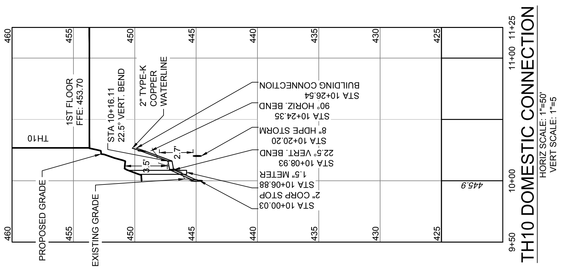
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61786

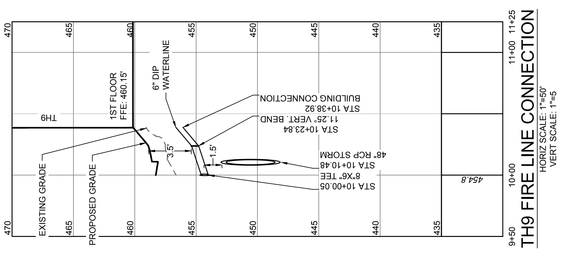
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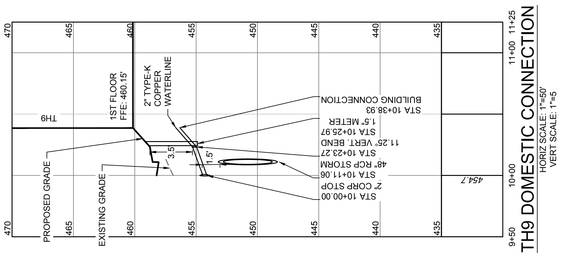
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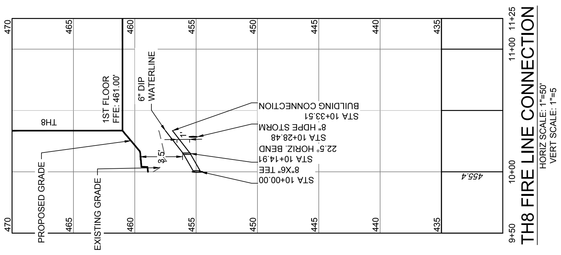
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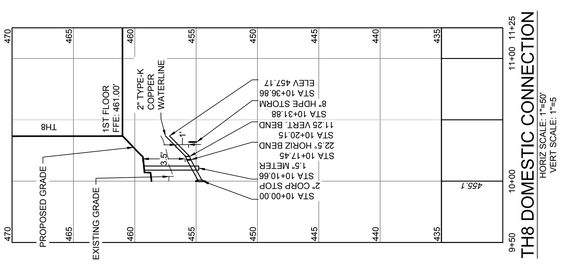












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DATE	REVISION DESCRIPTION

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 50'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

UTILITY PROFILES

JOB NO. 61786
SHEET NO. C7.4

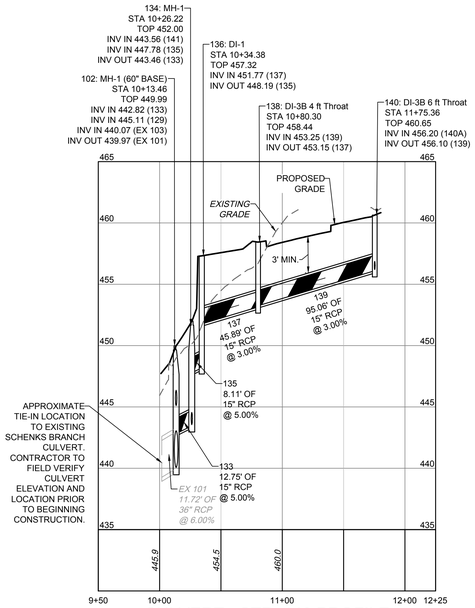
COMMONWEALTH OF VIRGINIA
KRISTEN C. MANN
LIC. NO. 0402058258
PROFESSIONAL ENGINEER
10/2/26

C1786

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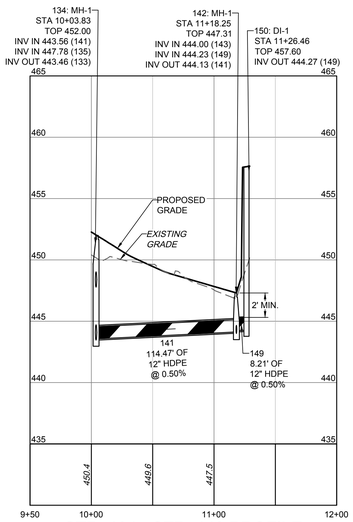
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NOTES:
1. CONTRACTOR TO PROVIDE SAFETY SLABS FOR ALL MANHOLE STRUCTURES WITH HEIGHTS GREATER THAN 12'.
2. CONTRACTOR TO PROVIDE ¾" STEEL PLATE FOR ALL "STEP DOWN" STRUCTURES (VERTICAL DIFFERENCE BETWEEN INV. IN AND INV. OUT GREATER THAN 4').
3. CONTRACTOR TO FIELD VERIFY ALL TIE-IN LOCATIONS AND ELEVATIONS TO EXISTING STORM INFRASTRUCTURE PRIOR TO BEGINNING CONSTRUCTION.



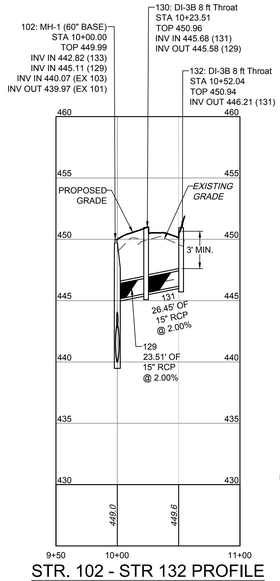
CULVERT - STR. 140 PROFILE

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



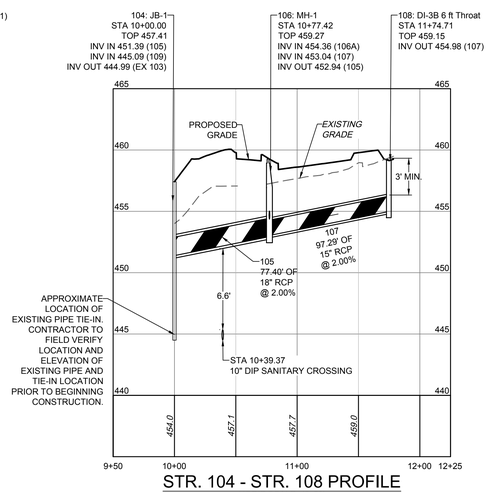
STR. 134 - STR. 148 PROFILE

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



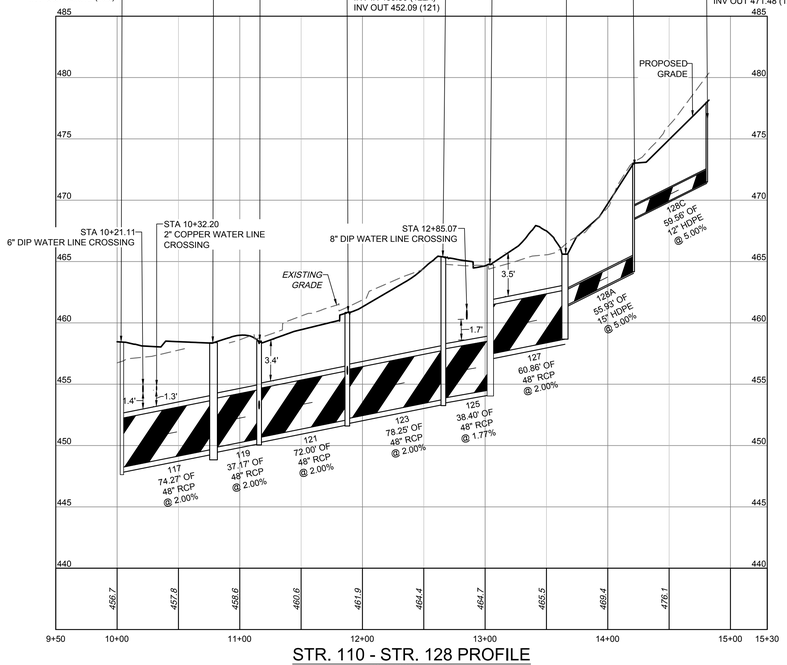
STR. 102 - STR. 132 PROFILE

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



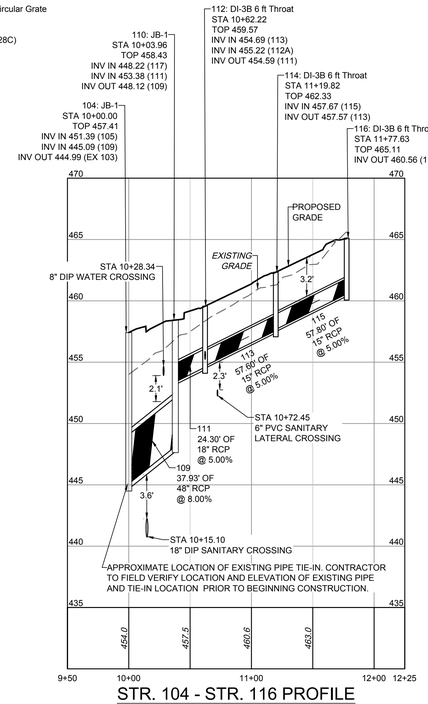
STR. 104 - STR. 108 PROFILE

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



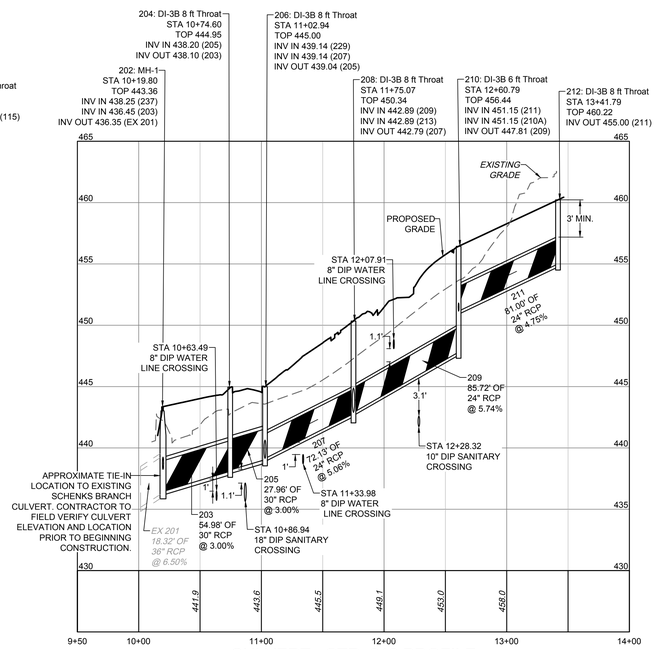
STR. 110 - STR. 128 PROFILE

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



STR. 104 - STR. 116 PROFILE

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



CULVERT - STR. 212 PROFILE

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

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

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REVISION DESCRIPTION

DATE

DATE
10/02/2026

DRAWN BY
M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 50'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
STORM PROFILES

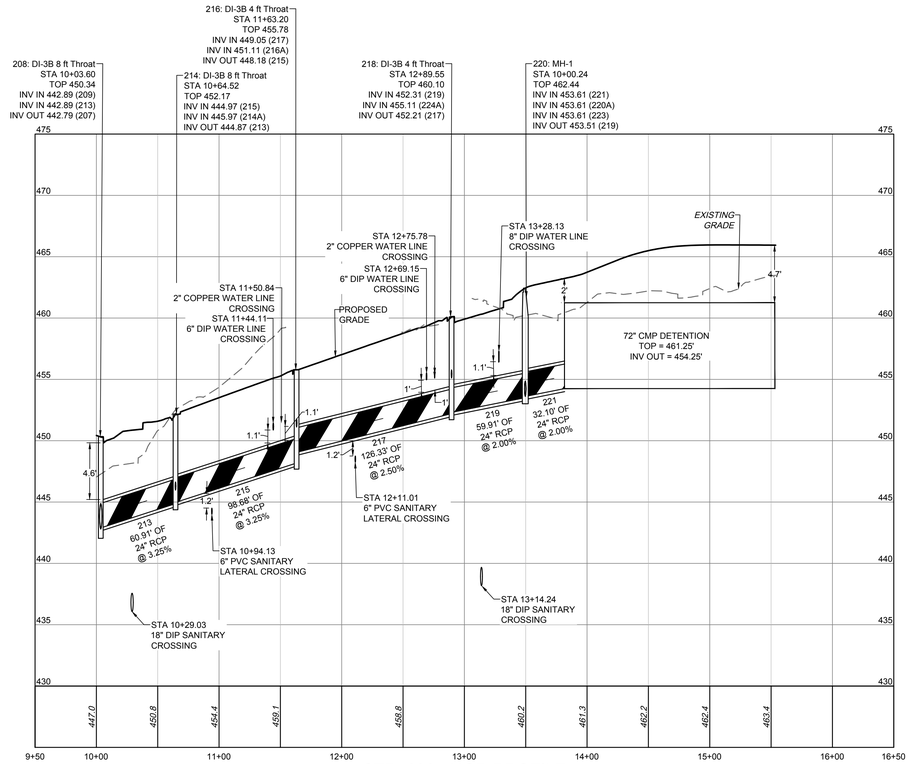
JOB NO.
61786

SHEET NO.
C7.5

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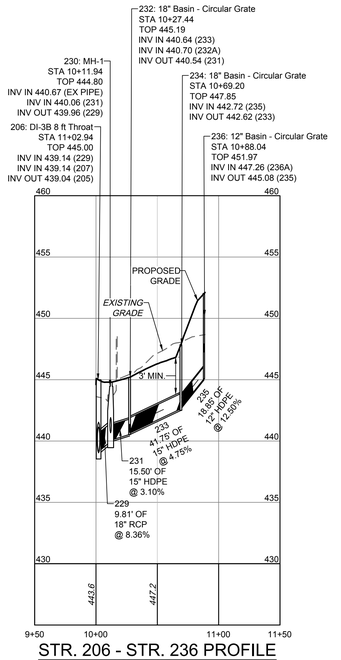
S:\11058\61786-Westhaven\DWG\Sheet\C7\61786-103-C7.0-PROF-STRM.dwg | Plotted on 10/2/2026 12:55 PM | by Kim Roeser

NOTES:
1. CONTRACTOR TO PROVIDE SAFETY SLABS FOR ALL MANHOLE STRUCTURES WITH HEIGHTS GREATER THAN 12'.
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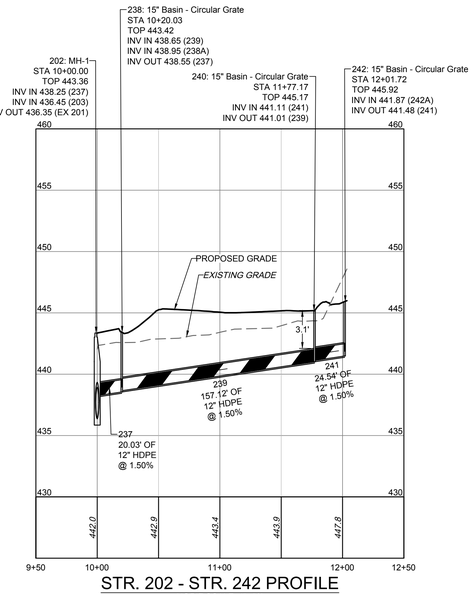
STR. 208 - UGD PROFILE

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



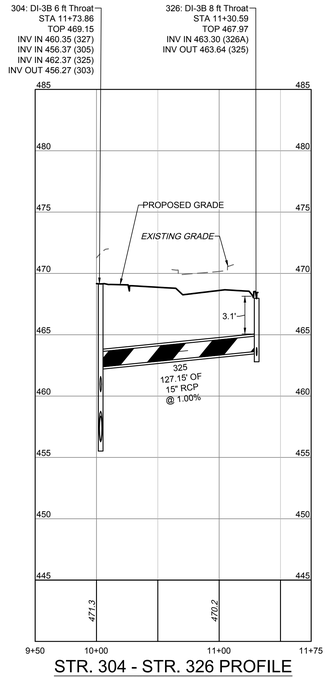
STR. 206 - STR. 236 PROFILE

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



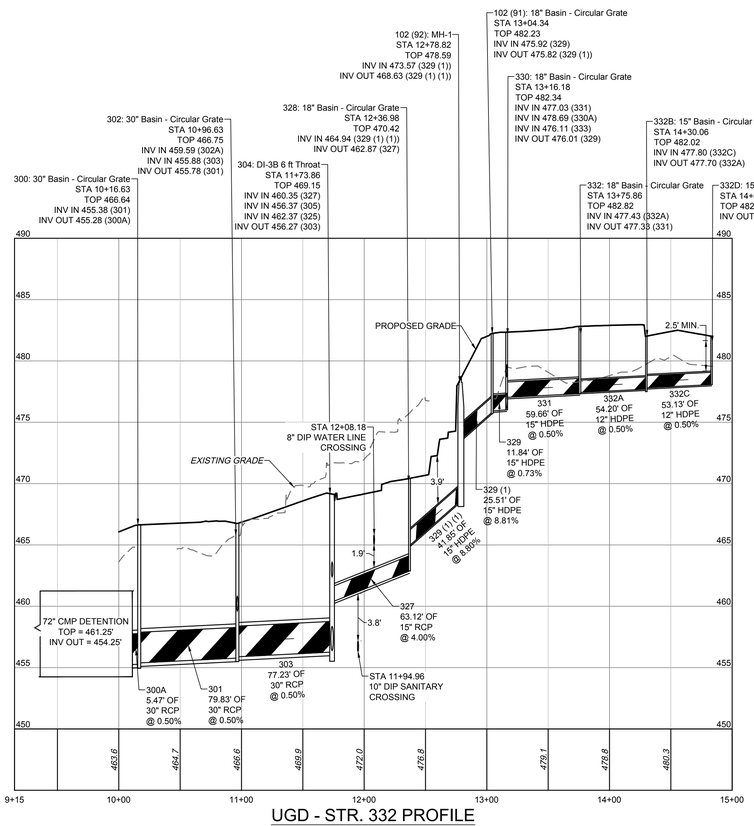
STR. 202 - STR. 242 PROFILE

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



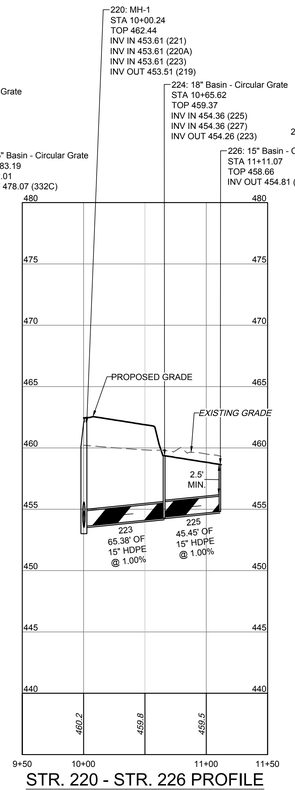
STR. 304 - STR. 326 PROFILE

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



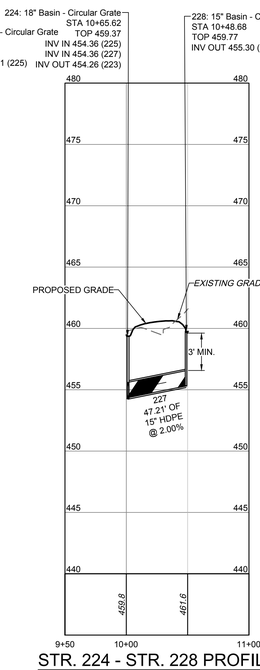
UGD - STR. 332 PROFILE

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



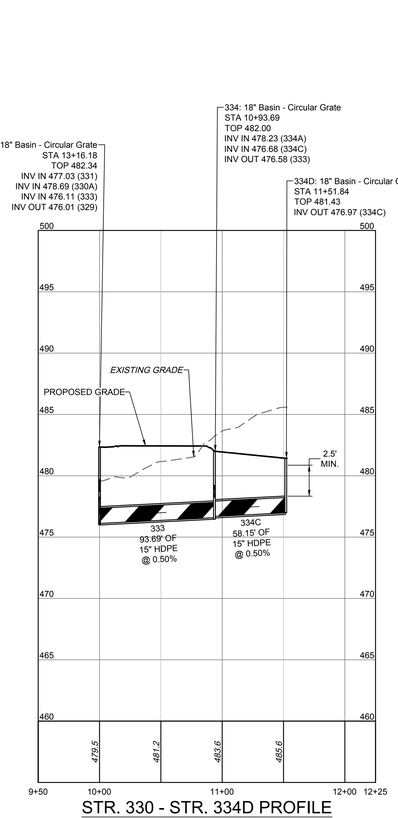
STR. 220 - STR. 226 PROFILE

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



STR. 224 - STR. 228 PROFILE

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



STR. 330 - STR. 334D PROFILE

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

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CITY OF CHARLOTTESVILLE, VA
STORM PROFILES

REVISION DESCRIPTION | DATE

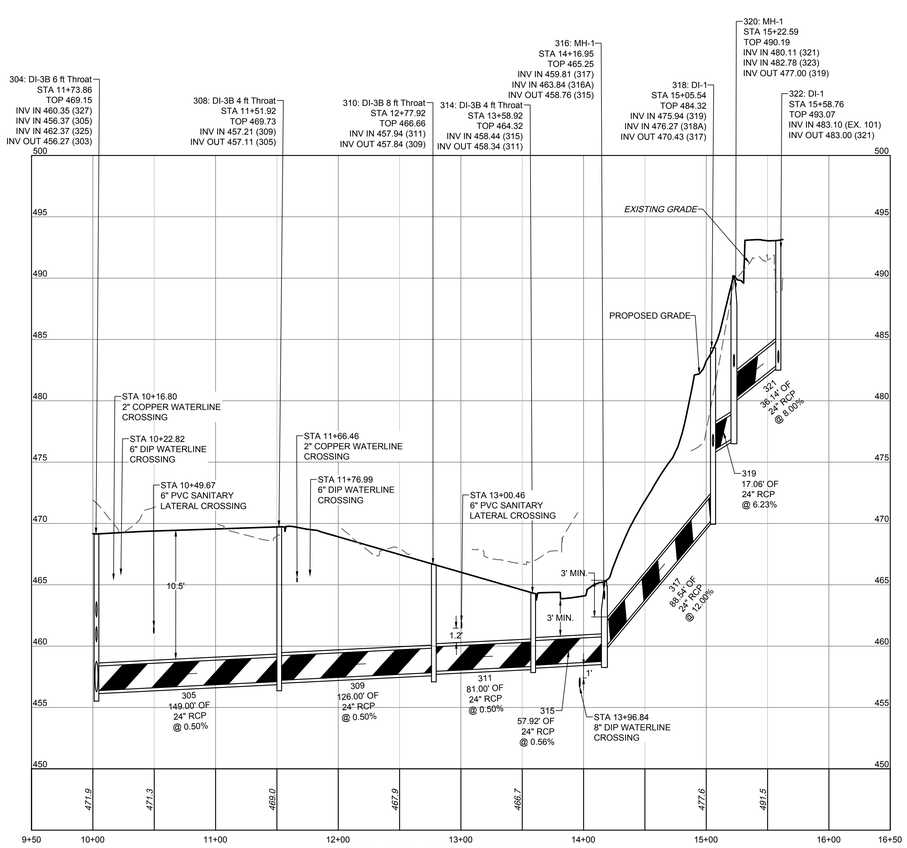
DATE: 10/02/2026
DRAWN BY: M. FAIN
DESIGNED BY: K. ROESER
CHECKED BY: J. WILSON
SCALE: 1" = 50'
JOB NO.: 61786
SHEET NO.: C7.6

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
10/2/26
PROFESSIONAL ENGINEER
61786

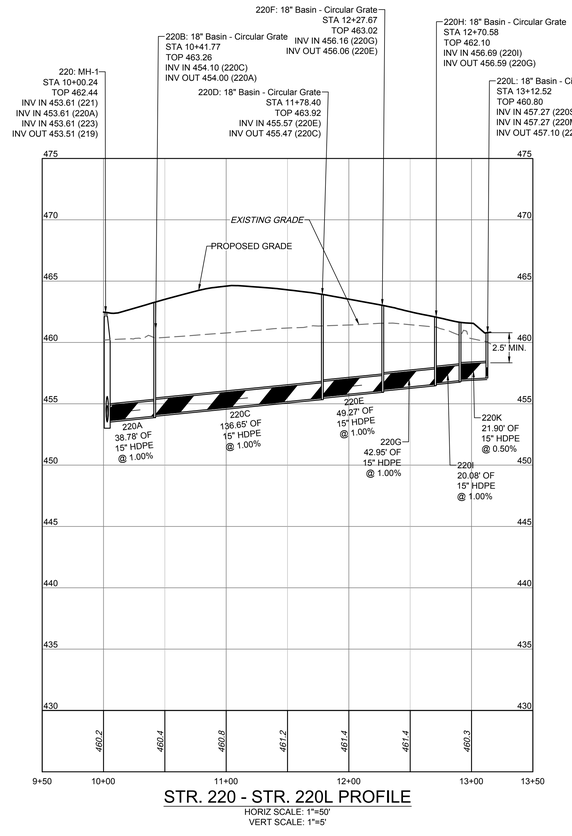
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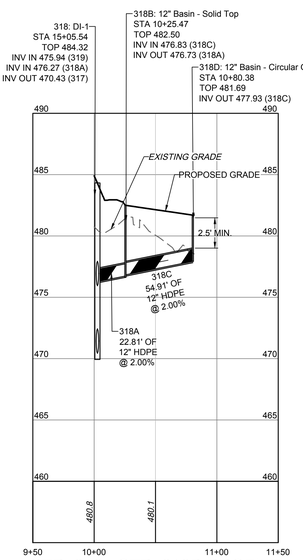
NOTES:
1. CONTRACTOR TO PROVIDE SAFETY SLABS FOR ALL MANHOLE STRUCTURES WITH HEIGHTS GREATER THAN 12'.
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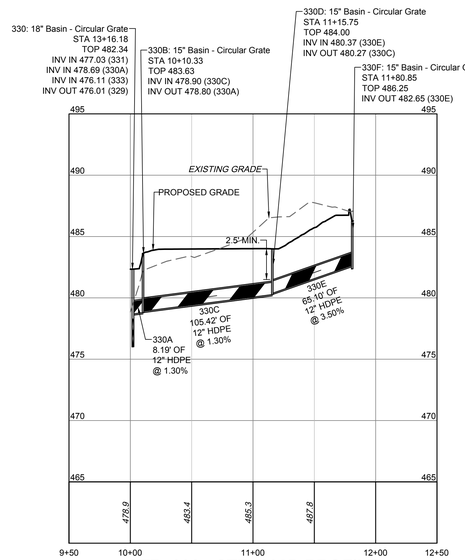
STR. 304 - STR. 322 PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'



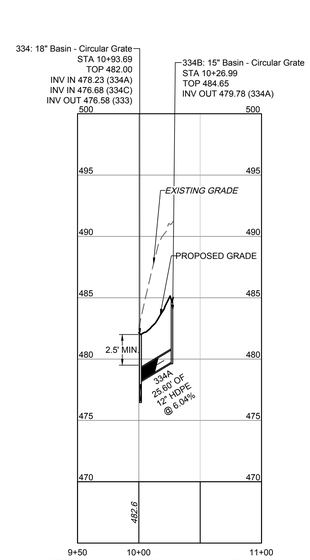
STR. 220 - STR. 220L PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'



STR. 318 - STR. 318D PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'



STR. 330 - STR. 330D PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'



STR. 334 - STR. 334B PROFILE
HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'

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COMMONWEALTH OF VIRGINIA
JOHN C WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
10/2/26
61786

REVISION DESCRIPTION	DATE

DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 50'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
STORM PROFILES

JOB NO. 61786
SHEET NO. C7.7

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NOTE: PIPES 101 (EX-PIPE), 201 (EX-PIPE), 301 (EX-PIPE), AND EX-PIPE1 ARE SHOWN FOR REFERENCE ONLY. CONTRACTOR TO FIELD VERIFY PIPE LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

STORM PIPE TABLE

PIPE #	DIA	FROM - TO	UPSTREAM INVERT	DOWNSTREAM INVERT	SLOPE	LENGTH	DESCRIPTION
EX 101	36"	102 - CULVERT TIE-IN (100)	439.97	439.27	6.00%	11.72 LF	36 inch RCP
EX 103	36"	104 - 102	444.99	440.07	6.15%	80.14 LF	36 inch RCP
105	18"	106 - 104	452.94	451.39	2.00%	77.40 LF	18 inch RCP
107	15"	108 - 106	454.98	453.04	2.00%	97.29 LF	15 inch RCP
109	48"	110 - 104	448.12	445.09	8.00%	37.93 LF	48 inch RCP
111	18"	112 - 110	454.59	453.38	5.00%	24.30 LF	18 inch RCP
113	15"	114 - 112	457.57	454.69	5.00%	57.60 LF	15 inch RCP
115	15"	116 - 114	460.56	457.67	5.00%	57.80 LF	15 inch RCP
117	48"	118 - 110	449.71	448.22	2.00%	74.27 LF	48 inch RCP
119	48"	120 - 118	450.55	449.81	2.00%	37.17 LF	48 inch RCP
121	48"	122 - 120	452.09	450.65	2.00%	72.00 LF	48 inch RCP
123	48"	124 - 122	453.76	452.19	2.00%	78.25 LF	48 inch RCP
125	48"	126 - 124	454.54	453.86	1.77%	38.40 LF	48 inch RCP
127	48"	128 - 126	458.67	457.45	2.00%	60.86 LF	48 inch RCP
128C	12"	128D - 128B	471.48	468.50	5.00%	59.56 LF	12" HDPE
128A	15"	128B - 128	464.17	461.37	5.00%	55.93 LF	15" HDPE
129	15"	130 - 102	445.58	445.11	2.00%	23.51 LF	15 inch RCP
131	15"	132 - 130	446.21	445.68	2.00%	26.45 LF	15 inch RCP
133	15"	134 - 102	443.46	442.82	5.00%	12.75 LF	15 inch RCP
135	15"	136 - 134	448.19	447.78	5.00%	8.11 LF	15 inch RCP
137	15"	138 - 136	453.15	451.77	3.00%	45.89 LF	15 inch RCP
139	15"	140 - 138	456.10	453.25	3.00%	95.06 LF	15 inch RCP
141	12"	142 - 134	444.13	443.56	0.50%	114.47 LF	12" HDPE
149	12"	150 - 142	444.27	444.23	0.50%	8.21 LF	12" HDPE

STORM PIPE TABLE

PIPE #	DIA	FROM - TO	UPSTREAM INVERT	DOWNSTREAM INVERT	SLOPE	LENGTH	DESCRIPTION
203	30"	204 - 202	438.10	436.45	3.00%	54.98 LF	30 inch RCP
205	30"	206 - 204	439.04	438.20	3.00%	27.96 LF	30 inch RCP
207	24"	208 - 206	442.79	439.14	5.06%	72.13 LF	24 inch RCP
209	24"	210 - 208	447.81	442.89	5.74%	85.72 LF	24 inch RCP
211	24"	212 - 210	455.00	451.15	4.75%	81.00 LF	24 inch RCP
213	24"	214 - 208	444.87	442.89	3.25%	60.91 LF	24 inch RCP
215	24"	216 - 214	448.18	444.97	3.25%	98.68 LF	24 inch RCP
217	24"	218 - 216	452.21	449.05	2.50%	126.33 LF	24 inch RCP
219	24"	220 - 218	453.51	452.31	2.00%	59.91 LF	24 inch RCP
220A	15"	220B - 220	454.00	453.61	1.00%	38.78 LF	15" HDPE
220C	15"	220D - 220B	455.47	454.10	1.00%	136.65 LF	15" HDPE
220E	15"	220F - 220D	456.06	455.57	1.00%	49.27 LF	15" HDPE
220G	15"	220H - 220F	456.59	456.16	1.00%	42.95 LF	15" HDPE
220I	15"	220J - 220H	456.89	456.69	1.00%	20.08 LF	15" HDPE
220K	15"	220L - 220J	457.10	456.99	0.50%	21.90 LF	15" HDPE
221	24"	SWM OUT (222) - 220	454.25	453.61	2.00%	32.10 LF	24 inch RCP
223	15"	224 - 220	454.26	453.61	1.00%	65.38 LF	15" HDPE
225	15"	226 - 224	454.81	454.36	1.00%	45.45 LF	15" HDPE
227	15"	228 - 224	455.30	454.36	2.00%	47.21 LF	15" HDPE
229	18"	230 - 206	439.96	439.14	8.36%	9.81 LF	18 inch RCP
231	15"	232 - 230	440.54	440.06	3.10%	15.50 LF	15" HDPE
233	15"	234 - 232	442.62	440.64	4.75%	41.75 LF	15" HDPE
235	12"	236 - 234	445.08	442.72	12.50%	18.85 LF	12" HDPE
237	12"	238 - 202	438.55	438.25	1.50%	20.03 LF	12" HDPE
239	12"	240 - 238	441.01	438.65	1.50%	157.12 LF	12" HDPE
241	12"	242 - 240	441.48	441.11	1.50%	24.54 LF	12" HDPE
EX 201	36"	202 - CULVERT TIE-IN (200)	436.35	435.16	6.50%	18.32 LF	36 inch RCP
EX PIPE	15"	EX STR - 230	442.25	440.67	5.03%	31.48 LF	15 inch RCP
EX. PIPE	36"	EX. STRC -	458.45	457.27	2.63%	44.85 LF	36 inch RCP

STORM PIPE TABLE

PIPE #	DIA	FROM - TO	UPSTREAM INVERT	DOWNSTREAM INVERT	SLOPE	LENGTH	DESCRIPTION
EX. 101	12"	322 - EX. NYLO	483.10	483.82	1.00%	71.68 LF	12" HDPE
300A	30"	300 - SWM IN (300)	455.28	455.25	0.50%	5.47 LF	30 inch RCP
301	30"	302 - 300	455.78	455.38	0.50%	79.83 LF	30 inch RCP
302A	15"	302B - 302	459.85	459.59	0.50%	51.87 LF	15" HDPE
303	30"	304 - 302	456.27	455.88	0.50%	77.23 LF	30 inch RCP
305	24"	308 - 304	457.11	456.37	0.50%	149.00 LF	24 inch RCP
309	24"	310 - 308	457.84	457.21	0.50%	126.00 LF	24 inch RCP
311	24"	314 - 310	458.34	457.94	0.50%	81.00 LF	24 inch RCP
315	24"	316 - 314	458.76	458.44	0.56%	57.92 LF	24 inch RCP
317	24"	318 - 316	470.43	459.81	12.00%	88.54 LF	24 inch RCP
318C	12"	318D - 318B	477.93	476.83	2.00%	54.91 LF	12" HDPE
318A	12"	318B - 318	476.73	476.27	2.00%	22.81 LF	12" HDPE
319	24"	320 - 318	477.00	475.94	6.23%	17.06 LF	24 inch RCP
321	24"	322 - 320	483.00	480.11	8.00%	36.14 LF	24 inch RCP
323	12"	EX. TD (324) - 320	483.65	482.78	2.74%	31.80 LF	12" PVC
325	15"	326 - 304	463.64	462.37	1.00%	127.15 LF	15 inch RCP
327	15"	328 - 304	462.87	460.35	4.00%	63.12 LF	15 inch RCP
329 (1) (1)	15"	102 (92) - 328	468.63	464.94	8.80%	41.85 LF	15" HDPE
329 (1)	15"	102 (91) - 102 (92)	475.82	473.57	8.81%	25.51 LF	15" HDPE
329	15"	330 - 102 (91)	476.01	475.92	0.73%	11.84 LF	15" HDPE
330C	12"	330D - 330B	480.27	478.90	1.30%	105.42 LF	12" HDPE
330E	12"	330F - 330D	482.65	480.37	3.50%	65.10 LF	12" HDPE
330A	12"	330B - 330	478.80	478.69	1.30%	8.19 LF	12" HDPE
331	15"	332 - 330	477.33	477.03	0.50%	59.66 LF	15" HDPE
332A	12"	332B - 332	477.70	477.43	0.50%	54.20 LF	12" HDPE
332C	12"	332D - 332B	478.07	477.80	0.50%	53.13 LF	12" HDPE
333	15"	334 - 330	476.58	476.11	0.50%	93.69 LF	15" HDPE
334C	15"	334D - 334	476.97	476.68	0.50%	58.15 LF	15" HDPE
334A	12"	334B - 334	479.78	478.23	6.04%	25.60 LF	12" HDPE

STORM STRUCTURE TABLE

STRUCTURE #	TOP	STRUCTURE HEIGHT	DESCRIPTION
102	449.99	10.02'	MH-1 (60" BASE)
104	457.41	12.42'	JB-1
106	459.27	6.33'	MH-1
108	459.15	4.17'	DI-3B 6 ft Throat
110	458.43	10.31'	JB-1
112	459.57	4.97'	DI-3B 6 ft Throat
114	462.33	4.76'	DI-3B 6 ft Throat
116	465.11	4.55'	DI-3B 6 ft Throat
118	458.38	8.68'	DI-4B 8 ft Throat
120	458.53	7.98'	DI-4B 8 ft Throat
122	460.85	8.76'	DI-4B 8 ft Throat
124	465.39	11.63'	DI-4B 6 ft Throat
126	464.74	10.20'	JB-1
128	465.60	6.93'	DI-12 6 ft Grate
128B	473.00	8.83'	18" Basin - Solid Top
128D	478.00	6.52'	15" Basin - Circular Grate
130	450.96	5.38'	DI-3B 8 ft Throat
132	450.94	4.73'	DI-3B 8 ft Throat
134	452.00	8.54'	MH-1
136	457.32	9.13'	DI-1
138	458.44	5.29'	DI-3B 4 ft Throat
140	460.65	4.54'	DI-3B 6 ft Throat
142	447.31	3.31'	MH-1
150	457.60	13.33'	DI-1

STORM STRUCTURE TABLE

STRUCTURE #	TOP	STRUCTURE HEIGHT	DESCRIPTION
202	443.36	7.01'	MH-1
204	444.95	6.85'	DI-3B 8 ft Throat
206	445.00	5.96'	DI-3B 8 ft Throat
208	450.34	7.80'	DI-3B 8 ft Throat
210	456.44	8.63'	DI-3B 6 ft Throat
212	460.22	5.23'	DI-3B 8 ft Throat
214	452.17	7.30'	DI-3B 8 ft Throat
216	455.78	7.60'	DI-3B 4 ft Throat
218	460.10	7.89'	DI-3B 4 ft Throat
220	462.44	8.93'	MH-1
220B	463.26	9.38'	18" Basin - Circular Grate
220D	463.92	8.58'	18" Basin - Circular Grate
220F	463.02	7.09'	18" Basin - Circular Grate
220H	462.10	5.62'	18" Basin - Circular Grate
220J	461.64	4.85'	18" Basin - Circular Grate
220L	460.80	3.70'	18" Basin - Circular Grate
224	459.37	5.10'	18" Basin - Circular Grate
226	458.66	3.84'	15" Basin - Circular Grate
228	459.77	4.47'	15" Basin - Circular Grate
230	444.80	4.84'	MH-1
232	445.19	4.65'	18" Basin - Circular Grate
234	447.85	5.35'	18" Basin - Circular Grate
236	451.97	6.90'	12" Basin - Circular Grate
238	443.42	4.87'	15" Basin - Circular Grate
240	445.17	4.16'	15" Basin - Circular Grate
242	445.92	4.44'	15" Basin - Circular Grate
EX STR	445.19	2.94'	DI-1
EX. STRC	467.55	9.10'	DI-1

STORM STRUCTURE TABLE

STRUCTURE #	TOP	STRUCTURE HEIGHT	DESCRIPTION
SWM IN (300)	458.04	0.00'	ES-1 for 24 inch Pipe
EX. TD (324)	484.68	1.03'	15" Basin - Circular Grate
EX. NYLO	492.85	9.03'	24" Basin - Circular Grate
102 (92)	478.59	9.96'	MH-1
102 (91)	482.23	6.54'	18" Basin - Circular Grate
300	466.64	11.70'	30" Basin - Circular Grate
302B	465.67	5.83'	15" Basin - Circular Grate
302	466.75	11.26'	30" Basin - Circular Grate
304	469.15	13.13'	DI-3B 6 ft Throat
308	469.73	12.86'	DI-3B 4 ft Throat
310	466.66	9.07'	DI-3B 8 ft Throat
314	464.32	5.98'	DI-3B 4 ft Throat
316	465.25	6.49'	MH-1
318D	481.69	3.76'	12" Basin - Circular Grate
318B	482.50	5.88'	12" Basin - Solid Top
318	484.32	13.89'	DI-1
320	490.19	13.19'	MH-1
322	493.07	10.07'	DI-1
326	467.97	4.68'	DI-3B 8 ft Throat
328	470.42	7.55'	18" Basin - Circular Grate
330	482.34	6.33'	18" Basin - Circular Grate
330B	483.63	4.83'	15" Basin - Circular Grate
330D	484.00	3.73'	15" Basin - Circular Grate
330F	486.25	3.89'	15" Basin - Circular Grate
332D	482.01	3.94'	15" Basin - Circular Grate
332B	482.02	4.52'	15" Basin - Circular Grate
332	482.82	5.49'	18" Basin - Circular Grate
334D	481.43	4.45'	18" Basin - Circular Grate
334	482.00	5.55'	18" Basin - Circular Grate
334B	484.65	5.03'	15" Basin - Circular Grate

COMMONWEALTH OF VIRGINIA
JOHN C WILSON
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DATE
10/02/2026

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M. FAIN

DESIGNED BY
K. ROESER

CHECKED BY
J. WILSON

SCALE
1" = 50'

TIMMONS GROUP

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA
PIPE AND STRUCTURE TABLES

JOB NO.
61786

SHEET NO.
C7.8

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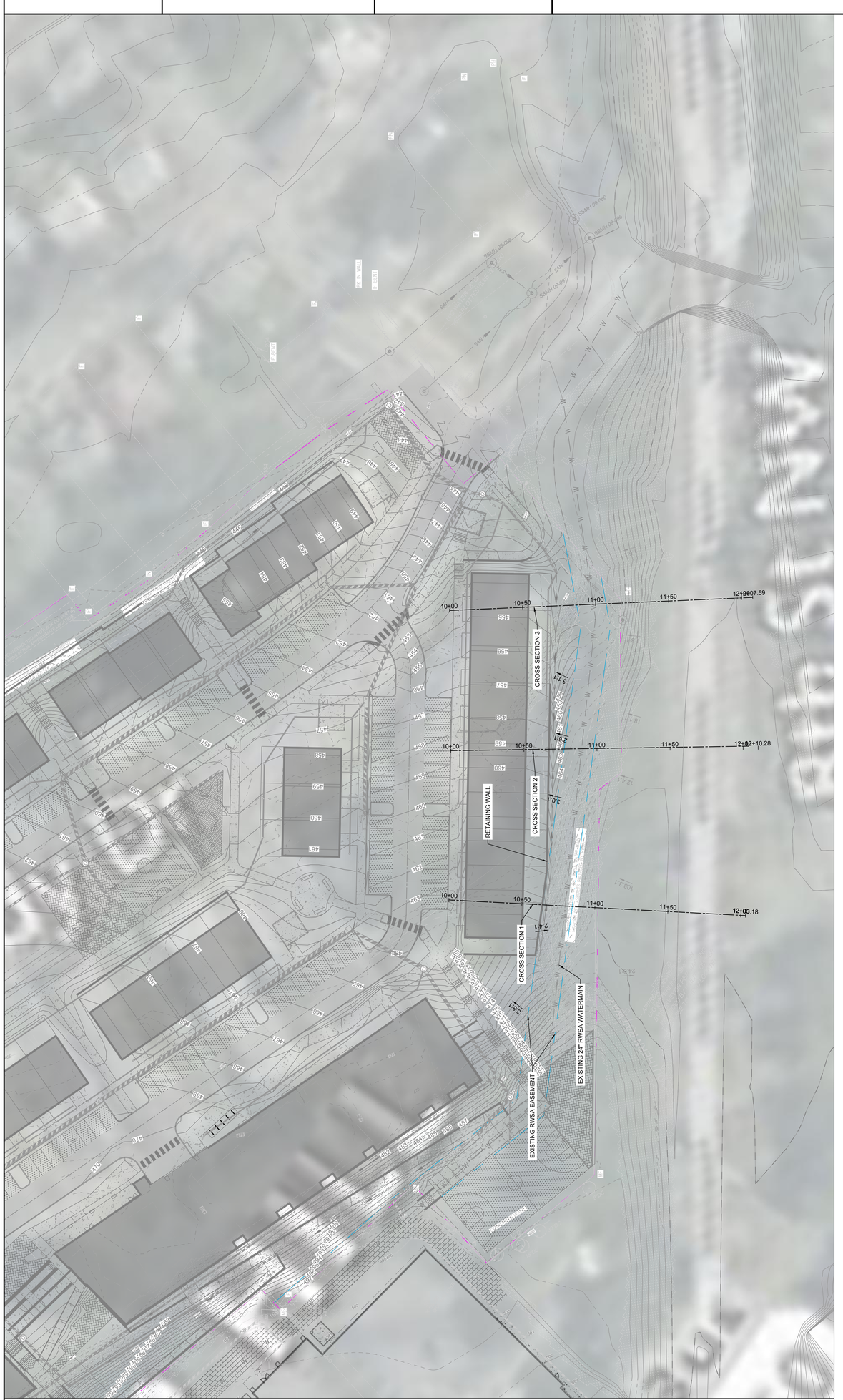
DATE 10/02/2026
DRAWN BY M. FAIN
DESIGNED BY K. ROESER
CHECKED BY J. WILSON
SCALE 1" = 30'

WESTHAVEN REDEVELOPMENT
CITY OF CHARLOTTESVILLE, VA

EX. RWSA WATERMAIN CROSS SECTIONS

JOB NO. 61786
SHEET NO. C7.9

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 040205952
PROFESSIONAL ENGINEER
10/2/2026
61786


CROSS SECTION 3
CROSS SECTION 2
CROSS SECTION 1
RETAINING WALL
EXISTING 24" RWSA WATERMAIN
EXISTING RWSA EASEMENT
EXISTING RWSA 24" MAIN
EXISTING RWSA EASEMENT BOUNDARY
PROPOSED RETAINING WALL
PROPOSED TOWNHOUSE PAD
PROPOSED GRADE
EXISTING GRADE
EXISTING RAILROAD
PROPERTY LINE
PROPOSED DITCH CENTERLINE
PROPOSED 15" HDPE
PROPOSED 18" HDPE
PROPOSED 24" HDPE
PROPOSED 30" HDPE
PROPOSED 36" HDPE
PROPOSED 42" HDPE
PROPOSED 48" HDPE
PROPOSED 54" HDPE
PROPOSED 60" HDPE
PROPOSED 72" HDPE
PROPOSED 84" HDPE
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PROPOSED 108" HDPE
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PROPOSED 168" HDPE
PROPOSED 180" HDPE
PROPOSED 192" HDPE
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PROPOSED 312" HDPE
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PROPOSED 336" HDPE
PROPOSED 348" HDPE
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PROPOSED 720" HDPE
PROPOSED 732" HDPE
PROPOSED 744" HDPE
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PROPOSED 768" HDPE
PROPOSED 780" HDPE
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PROPOSED 804" HDPE
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PROPOSED 1860" HDPE
PROPOSED 1872" HDPE
PROPOSED 1884" HDPE
PROPOSED 1896" HDPE
PROPOSED 1908" HDPE
PROPOSED 1920" HDPE
PROPOSED 1932" HDPE
PROPOSED 1944" HDPE
PROPOSED 1956" HDPE
PROPOSED 1968" HDPE
PROPOSED 1980" HDPE
PROPOSED 1992" HDPE
PROPOSED 2004" HDPE
PROPOSED 2016" HDPE
PROPOSED 2028" HDPE
PROPOSED 2040" HDPE
PROPOSED 2052" HDPE
PROPOSED 2064" HDPE
PROPOSED 2076" HDPE
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PROPOSED 2100" HDPE
PROPOSED 2112" HDPE
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PROPOSED 2316" HDPE
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PROPOSED 2940" HDPE
PROPOSED 2952" HDPE
PROPOSED 2964" HDPE
PROPOSED 2976" HDPE
PROPOSED 2988" HDPE
PROPOSED 3000" HDPE
PROPOSED 3012" HDPE
PROPOSED 3024" HDPE
PROPOSED 3036" HDPE
PROPOSED 3048" HDPE
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PROPOSED 3072" HDPE
PROPOSED 3084" HDPE
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PROPOSED 3384" HDPE
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PROPOSED 3576" HDPE
PROPOSED 3588" HDPE
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PROPOSED 3660" HDPE
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PROPOSED 3684" HDPE
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PROPOSED 4020" HDPE
PROPOSED 4032" HDPE
PROPOSED 4044" HDPE
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PROPOSED 4080" HDPE
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PROPOSED 4116" HDPE
PROPOSED 4128" HDPE
PROPOSED 4140" HDPE
PROPOSED 4152" HDPE
PROPOSED 4164" HDPE
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PROPOSED 5220" HDPE
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PROPOSED 5244" HDPE
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PROPOSED 5544" HDPE
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PROPOSED 5652" HDPE
PROPOSED 5664" HDPE
PROPOSED 5676" HDPE
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PROPOSED 5712" HDPE
PROPOSED 5724" HDPE
PROPOSED 5736" HDPE
PROPOSED 5748" HDPE
PROPOSED 5760" HDPE
PROPOSED 5772" HDPE
PROPOSED 5784" HDPE
PROPOSED 5796" HDPE
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PROPOSED 5820" HDPE
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waterstreetstudio
landscape architecture | civil engineering
804 E Jefferson St. Ste 3 434.295.8177 Charlottesville, VA 22902

4 EXISTING ACER SP. WITH 2,824 SF OF CANOPY COVERAGE

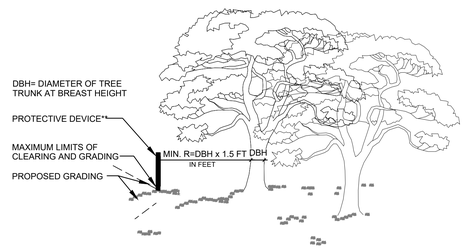
4 EXISTING PRUNUS SEROTINA WITH 2,824 SF OF CANOPY COVERAGE.

TREE PROTECTION FENCING, TYP; SEE DETAIL 2/L0.01

10TH ST N.W.

HARDY DRIVE

**USE 2"X2" 48" TALL CHAIN LINK FENCE WITH 6' TALL 2.5" METAL POSTS FOR TREE PROTECTION



02 L0.01 TREE PROTECTION
SCALE : N.T.S.

01 L0.01 TREE PROTECTION PLAN
SCALE : 1:30

NOTE: UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

N 0 15 30 60

professional seal

T. SHALLENBERGER
project manager

A. ROBINS
K. MCROSE
project team

WESTHAVEN
project name

WESTHAVEN
client

CHARLOTTESVILLE, VA
project address

---
project number

ENTITLEMENT
project phase

OCTOBER 2, 2026
issue date

revisions

TREE PROTECTION PLAN
sheet title

L0.01
sheet number

S:\1 PROJECTS\WESTHAVEN\06 CAD\03 SHEETS\ENTITLEMENT\L0.01 TREE PROTECTION PLAN.DWG



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revisions

NOTE: UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

01 L1.00 PLANTING PLAN ENTITLEMENT
SCALE : 1:30

N 0 1.5 3 0 6 0

LANDSCAPE PLAN
sheet title

L1.00
sheet number

S:\1 PROJECTS\WESTHAVEN\06 CAD\03 SHEETS\ENTITLEMENT\L1.00 LANDSCAPE PLAN.DWG

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project number

ENTITLEMENT
project phase

OCTOBER 2, 2026
issue date

revisions

LIGHTING PLAN
sheet title

L2.00
sheet number

NOTE: UTILITY CONFIGURATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON FURTHER COORDINATION WITH CITY UTILITIES.

01 L2.00 ENTITLEMENT LIGHTING
SCALE : 1:30

N 0 15 30 60

PROPERTY LINE

S:\1 PROJECTS\WESTHAVEN\06 CAD\03 SHEETS\ENTITLEMENT\L2.00 LIGHTING PLAN.DWG

PLANT SCHEDULE

QTY.	SYMBOL	Scientific Name	Common Name	Notes	20 Year Canopy (SF)	Canopy Total (SF)
LARGE CANOPY TREES						
6	AcR	*Acer rubrum 'October Glory'*	Red Maple		177	1062
4	CaG	*Carya glabra*	Pignut Hickory		254	1016
1	CaO	*Carya ovata*	Shagbark Hickory		254	254
8	LiS	*Liquidambar styraciflua 'Ward'*	Sweetgum		177	1416
6	LiT	*Liriodendron tulipifera*	Tulip Tree		221	1326
3	MeG	*Metasequoia glyptostroboides*	Dawn Redwood		221	663
15	PlA	*Platanus acerifolia*	London Planetree		254	3810
2	PlO	*Platanus occidentalis*	American Sycamore		314	628
4	QuA	*Quercus alba*	White Oak		154	616
3	QuB	*Quercus bicolor*	Swamp White Oak		177	531
3	QuI	*Quercus imbricaria*	Shingle Oak		177	531
8	QuM	*Quercus macrocarpa*	Bur Oak		330	2640
11	QuPh	*Quercus phellos*	Willow Oak		226	2486
4	QuS	*Quercus shumardii*	Shumard Oak		254	1016
10	TiA	*Tilia americana*	American Linden		227	2270
MEDIUM DECIDUOUS TREES						
9	BeN	*Betula nigra 'Dura Heat'*	River Birch	Multi-stemmed	175	1575
9	ClK	*Cladastris kentukea*	American Yellowwood		113	1017
1	DiV	*Diospyros virginiana*	Common Persimmon		113	113
6	NyS	*Nyssa sylvatica 'Wildfire'*	Blackgum		113	678
2	OxA	*Oxydendrum arboreum*	Sourwood		79	158
SMALL DECIDUOUS TREES						
10	AmA	*Amelanchier arborea*	Downy Serviceberry	Multi-stemmed	110	1100
3	AsT	*Asimina triloba 'Overleese'*	Pawpaw		75	225
10	CaC	*Carpinus caroliniana*	American Hornbeam		113	1130
6	CeC	*Cercis canadensis*	Redbud	Multi-stemmed	110	660
8	ChV	*Chionanthus virginicus*	White Fringetree		79	632
3	CoAl	*Cornus alternifolia*	Pagoda Dogwood		55	165
9	CoF	*Cornus florida 'Appalachian Spring'*	Dogwood		113	1017
3	CrV	*Crataegus viridis 'Winter King'*	Green Hawthorn		113	339
3	HaC	*Halesia carolina*	Carolina Silverbell		65	195
9	HaV	*Hamamelis virginiana*	American Witch Hazel	Multi-stemmed	62	558
6	MaA	*Malus angustifolia*	Southern Crabapple		79	474
6	OsV	*Ostrya virginiana*	Eastern Hophornbeam		117	702
BROADLEAVED EVERGREENS (SCREENING) AND ORNAMENTAL CONIFERS						
6	IIO	*Ilex opaca 'Satyr Hill'*	American Holly		38	228
25	JuV	*Juniperus virginiana 'Burkii'*	Eastern Redcedar		130	3250
25	MaG	*Magnolia grandiflora 'Little Gem'*	Southern Magnolia		177	4425
17	MaV	*Magnolia virginiana 'Alba'*	Sweetbay Magnolia		79	1343
14	ThO	*Thuja occidentalis 'Smaragd'*	Arborvitae		113	1582
TOTAL 20 YEAR CANOPY COVERAGE (SF)						
						41831

LANDSCAPE CALCULATIONS

Interior Parking Lot Trees

Requirement:	*1 Large Tree/10 Parking Spaces*
Parking Spaces	*176*
Required:	*18 Large Shade Trees*
Provided:	**89 Large Shade Trees**

Parking Lot

Requirement:	*5% of paved parking and vehicular ciruclation must be landscaped*
Area:	*87,890 SF*
Required:	*4,394 SF*
Provided:	**17,850 SF**

Tree Canopy

Requirement:	*10% of Total Area*
Total Area	443,722 SF
Required:	*44,372 SF*
Provided:	**47,953 SF**
(+) Tree Save	**5,648 SF** (SEE L0.01 TREE PROTECTION PLAN)
(+) Proposed Trees	**42,305 SF** (SEE L1.00 LANDSCAPE PLAN)

professional seal

T. SHALLENBERGER
project manager

A. ROBINS
K. MCROSE
project team

Schedule

Symbol	Label	QTY	Catalog Number	Description	Number Lamps	Lumens per Lamp	LLF	Wattage	Polar Plot
	S1	20	ORX-2-T4FTW-64L-7-30K8-UNV-ASA-BLK-	OUTDOOR AREA LIGHT ARM MOUNTED AT 15'-0" AFG	1	13569	1	137	Max: 9374cd
	S2	1	ORX-2-AM-T3-64L-53-30K8-UNV-ASA-BLK	OUTDOOR AREA LIGHT ARM MOUNTED AT 15'-0" AFG	1	9659	1	103	Max: 7994cd
	S2 - HSS	2	ORX-2-AM-T3-64L-53-30K8-UNV-ASA-BLK-HSS	OUTDOOR AREA LIGHT ARM MOUNTED AT 15'-0" AFG with House Side Shield	1	8317	1	104	Max: 10491cd
	S3	3	ORX-2-AM-T4FTW-64L-53-30K8-UNV-ASA-BLK	OUTDOOR AREA LIGHT ARM MOUNTED AT 15'-0" AFG	1	11154	1	103	Max: 7706cd
	S3 - HSS	6	ORX-2-AM-T4FTW-64L-53-30K8-UNV-ASA-BLK-HSS	OUTDOOR AREA LIGHT ARM MOUNTED AT 15'-0" AFG with House Side Shield	1	5721	1	104	Max: 6321cd
	P1	7	ORX-2-T5W-64L-7-30K8-UNV-DPT23B-BLK-DPCL	OUTDOOR AREA LIGHT POST TOP MOUNTED AT 12'-0" AFG	1	9185	1	135	Max: 4763cd
	B1	13	ORX-B-T5W-16L-1-30K7	OUTDOOR BOLLARD 3'-6" AFG	1	5368	1	56	Max: 3151cd
	B2	9	ORX-B-T3-16L-1050-30K8	OUTDOOR BOLLARD 3'-6" AFG	1	4310	1	55	Max: 4487cd
	W1	5	ORX-W-T4FTW-32L-85-30K8	OUTDOOR AREA LIGHT Building Mounted - Confirm Mounting Height with Architecture	1	8749	1	85	Max: 6341cd
	W2	3	ORX-WM-T4-32L-35-35K8	OUTDOOR AREA LIGHT Building Mounted - Confirm Mounting Height with Architecture	1	3379	1	36	Max: 2278cd
	W3	2	ORX-WM-T4-32L-53-30K8	OUTDOOR AREA LIGHT Building Mounted - Confirm Mounting Height with Architecture	1	5117	1	54	Max: 3450cd
	W4	4	ORX-WM-T4-32L-70-30K8	OUTDOOR AREA LIGHT Building Mounted - Confirm Mounting Height with Architecture	1	6759	1	72	Max: 4557cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall Site	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 1	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 2	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 3	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 4	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 5	+	N/A	0.0 fc	N/A	N/A	N/A
Parking / Driveway Area 6	+	N/A	0.0 fc	N/A	N/A	N/A
Project Scope Outside Property Boundary	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A
Property Line	+	0.0 fc	0.5 fc	0.0 fc	N/A	N/A
Property Line within project Boundary	+	0.3 fc	0.5 fc	0.0 fc	N/A	N/A

Note

1 - ALL FIXTURES SHALL BE A MINIMUM OF 80CRI

2 - ALL FIXTURES SHALL BE DARK SKY CERTIFIED, 3000K OR LOWER, WITH FIXED MOUNTING OPTIONS ONLY, MUST BE SELECTED TO MEET INTERNATIONAL DARK SKY ASSOCIATION CERTIFICATION

WESTHAVEN
project name

WESTHAVEN
client

CHARLOTTESVILLE, VA
project address

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project number

ENTITLEMENT
project phase

OCTOBER 2, 2026
issue date

revisions

SCHEDULES AND CALCULATIONS
sheet title

L3.00
sheet number

S:\1-PROJECTS\WESTHAVEN\06 CAD\03 SHEETS\ENTITLEMENT\L3.00 SCHEDULE AND CALCULATIONS.DWG

CITY OF CHARLOTTESVILLE
Department of Neighborhood Development Services
City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.gov

PLANNING COMMISSION REGULAR MEETING

APPLICATION FOR A SPECIAL EXCEPTION PERMIT

APPLICATION NUMBER: PL-26-0114

DATE OF MEETING: November 10, 2026

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES STAFF REPORT

Project Planner: Carrie Rainey

Date of Staff Report: November 3, 2026

Applicants: Ashley Davies, AHG, LLC and Colin Arnold, Arnold Design Studio

Current Property Owner: Charlottesville Redevelopment and Housing Authority

Application Information

Property Street Address: 338 Hardy Drive ("Subject Property")

Tax Map & Parcel/Tax Status: 310145000

Total Square Footage/ Acreage Site: Approx. 10.01 acres (approximately 436,035 sq. ft.)

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

Current Zoning Classification: RX-5

Overlay District: None

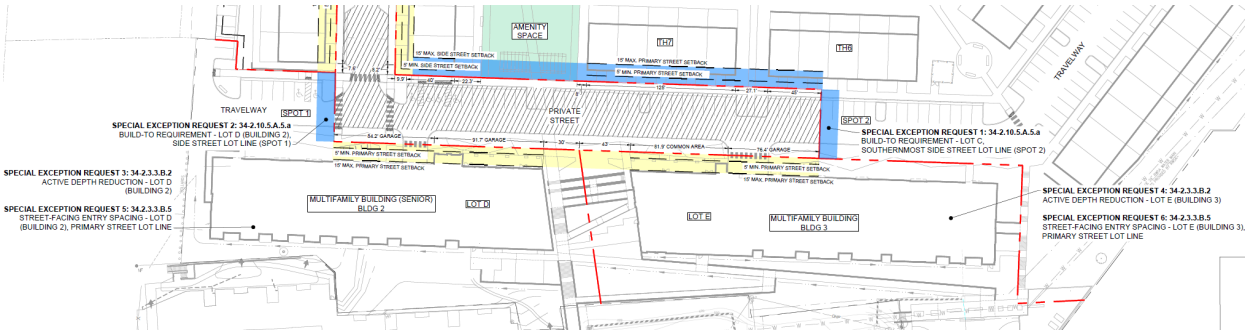
Applicant's Request (Summary)

Ashley Davies of AHG, LLC and Colin Arnold of Arnold Design Studio (applicants) have requested a Special Exception Permit (SEP) pursuant to Sections 34-2.10.6, 34-2.10.10.B, 34-2.10.13, and 34-5.2.15 to redevelop the Subject Property as proposed on the Final Site Plan **(Attachment C)**. The applicant proposes to redevelop the Subject Property with 252 affordable housing residential units, providing a variety of unit types and amenity spaces such as a recreation center, community rooms, playgrounds, sports courts, and landscaped open areas.

The proposed lots fronting upon the private streets must meet requirements applicable on the primary and side street lot lines, including Build-To (Sections 34-2.3.3.A.5 and 34-2.10.6), Active Depth (Sections 34-2.3.3.B.2 and 34-2.10.10.B), and Street-Facing Entry Spacing (Sections 34-2.3.3.B.5 and 34-2.10.13). Required elements such as Active Depth apply to buildings and are only applicable when a building is proposed or required on the primary or side street lot line

due to requirements such as Build-To minimums. The applicant requests the following modifications to the physical dimensional standards of the referenced code sections. Please see the Zoning Plan Exhibit **(Attachment B)** for Lot and Spot locations.

Snippet from Zoning Plan Exhibit (Attachment B)



Request 1: Side street Build-To reduction for Lot C at Spot 2 from 45% to 0%

Sections 34-2.3.3.A.5 and 34-2.10.6

The Subject Property has limited existing public street frontage and the project proposes new private streets within the Subject Property. Due to the proposed lot configuration for the project, the terminations of the proposed private streets connect with proposed accessways through the lots, creating a connected network and consistent experience for pedestrians, bicyclists, and motorists. However, the lot frontages along the termination points must meet the requirements applicable to a side street lot line per Section 34-2.10.1.C. Section 34-2.3.3.A.5 requires a building be placed within the minimum and maximum setback for the RX-5 Residential Mixed Use District for 45% of the side street lot line length at Spot 2. The applicant requests the requirement be reduced to 0% to permit the project as shown.

Request 2: Side street Build-To reduction for Lot D at Spot 1 from 45% to 0%

Sections 34-2.3.3.A.5 and 34-2.10.6

As noted above under Request 1, the lot frontages along the termination points of the private streets must meet the requirements applicable to a side street lot line per Section 34-2.10.1.C. Section 34-2.3.3.A.5 requires a building be placed within the minimum and maximum setback for the RX-5 Residential Mixed Use District for 45% of the side street lot line length at Spot 1. The applicant requests the requirement be reduced to 0% to permit the project as shown.

Request 3: Active Depth modification for Building 2 on Lot D from 9-ft to 0-ft

Sections 34-2.3.3.B.2 and 34-2.10.10.B

Sections 34-2.3.3.B.2 and 34-2.10.10.B.2.b require all stories of Building 2 to provide active spaces within the first 9-ft along the street-facing façade. The structured parking proposed on a portion of the ground story of Building 2 does not qualify as active space per Section 34-7.2 and

does not meet the active depth requirements of Sections 34-2.3.3.B.2 and 34-2.10.10.B.3. The applicant requests to reduce the requirement to 0-ft in portions of the ground story to permit the project as shown.

Request 4: Active Depth modification for Building 3 on Lot E from 9-ft to 0-ft

Sections 34-2.3.3.B.2 and 34-2.10.10.B

Sections 34-2.3.3.B.2 and 34-2.10.10.B.2.b require all stories of Building 3 to provide active spaces within the first 9-ft along the street-facing façade. The structured parking proposed on a portion of the ground story of Building 3 does not qualify as active space per Section 34-7.2 and does not meet the active depth requirement s of Sections 34-2.3.3.B.2 and 34-2.10.10.B.3. The applicant requests to reduce the requirement to 0-ft in portions of the ground story to permit the project as shown.

Request 5: Street-Facing Entry Spacing modification for Building 2 on Lot D from 40-ft to 110-ft

Sections 34-2.3.3.B.5 and 34-2.10.13

Sections 34-2.3.3.B.5 and 34-2.10.13.A.2.a require pedestrian street-facing entries on the ground story of Building 2 spaced no more than 40-ft along the street-facing façade. Two street-facing pedestrian entries meeting the criteria of Section 34-2.10.13.A.3.c are proposed. Additional pedestrian entries are proposed for Building 2 to provide access from the proposed structured parking area to the proposed sidewalk north of Building 2 but do not meet the requirements of street-facing entries. The applicant requests the requirement be modified to 110-ft to permit the project as shown.

Request 6: Street-Facing Entry Spacing modification for Building 3 on Lot E from 40-ft to 90-ft

Sections 34-2.3.3.B.5 and 34-2.10.13

Sections 34-2.3.3.B.5 and 34-2.10.13.A.2.a require pedestrian street-facing entries on the ground story of Building 3 spaced no more than 40-ft along the street-facing façade. Two street-facing entries meeting the criteria of Section 34-2.10.13.A.3.c are proposed. Additional pedestrian entries are proposed for Building 3 to provide access from the proposed structured parking area to the proposed sidewalk north of Building 3 but do not meet the requirements of street-facing entries. The applicant requests the requirement be modified to 90-ft to permit the project as shown.

Request 7: Bicycle Parking Space Dimension modifications for Building 2 on Lot D from 2-ft 6-in wide to 1-ft 1-in wide and from 3-ft spacing from obstacles to 1-ft

Section 34-4.5.2

Section 34-4.5.2.C.2.a requires bicycle parking spaces to be a minimum of 2.5-ft wide and placed at least 3-ft from all obstacles such as walls to provide clear and maneuverable access.

The applicant requests to modify the requirements for the long-term bicycle spaces provided within the building in order to utilize a space-saving rack system.

Request 8: Bicycle Parking Space Dimension modifications for Building 3 on Lot E from 2-ft 6-in wide to 1-ft 1-in wide and from 3-ft spacing from obstacles to 1-ft

Section 34-4.5.2

Section 34-4.5.2.C.2.a requires bicycle parking spaces to be a minimum of 2.5-ft wide and placed at least 3-ft from all obstacles such as walls to provide clear and maneuverable access. The applicant requests to modify the requirements for the long-term bicycle spaces provided within the building in order to utilize a space-saving rack system.

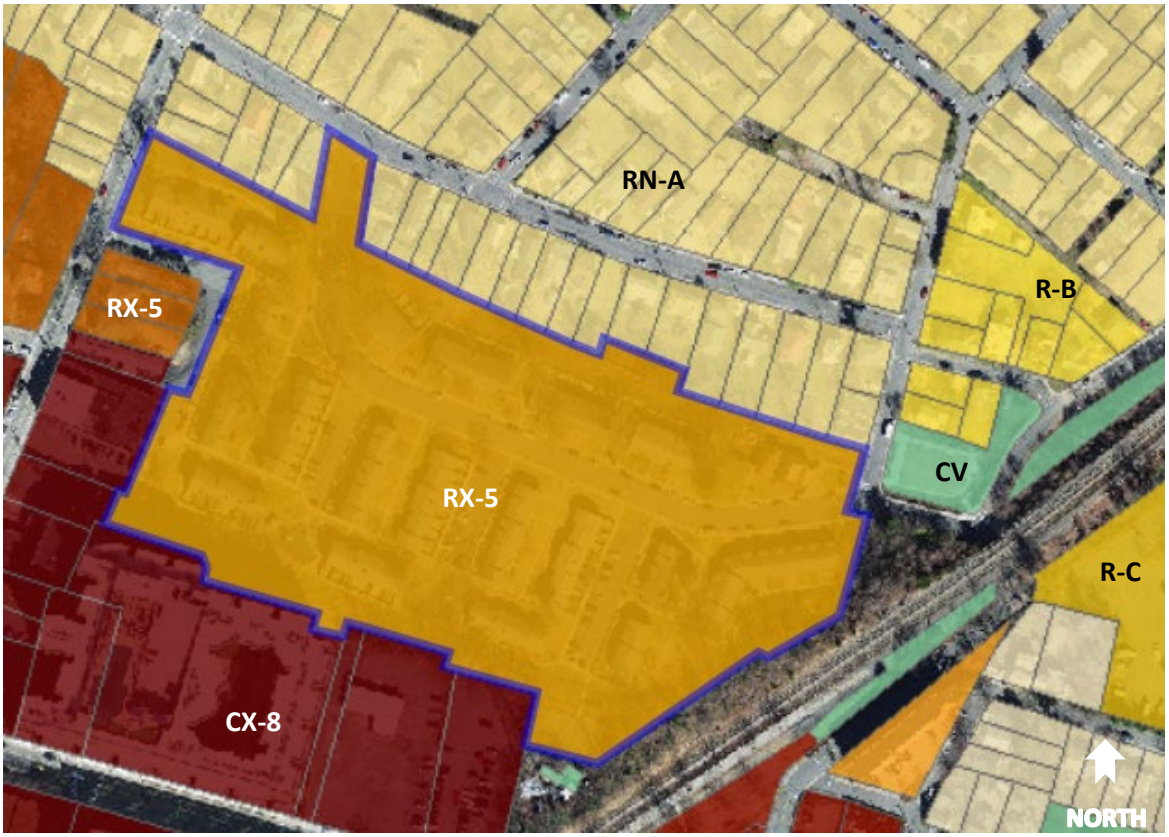
Vicinity Map



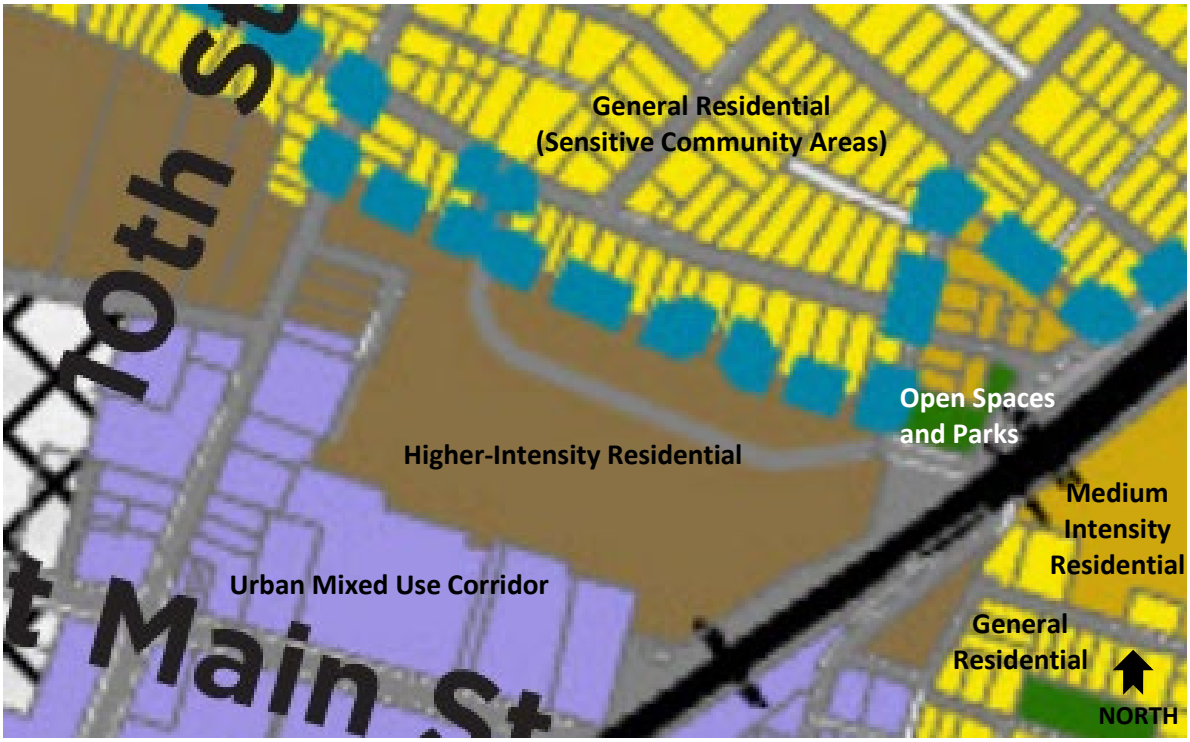
Context Map 1



Context Map 2- Zoning Classifications



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



Standard of Review

City Council may grant an applicant a Special Exception Permit (SEP), giving consideration to a number of factors set forth within Zoning Ordinance Section 34-5.2.15.D. 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 SEP 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 SEP and if so, (ii) whether there are any reasonable development conditions that could mitigate potentially adverse impacts of the proposed development.

Section 34-5.2.15.D of the City's Zoning Ordinance lists a number of factors that Council will consider in making a decision on a proposed SEP. Following below is staff's analysis of those factors, based on the information provided by the applicant. The applicant's analysis of their request can be found in **Attachment A**.

(1) Whether the proposed modifications to physical dimensional standards will be harmonious with existing and approved patterns of development on the same or an opposing block face or abutting property;

The applicant proposes redevelopment of the Subject Property for 252 residential units within 3 multifamily apartment style buildings and 10 multifamily townhouse style buildings as shown in the Final Site Plan **(Attachment C)**.

Staff Analysis: The Subject Property is currently developed as multifamily housing and is adjacent to other multifamily housing uses, one-family residential uses, and commercial uses such as restaurants and offices. The Final Site Plan proposes townhouse style units and outdoor amenity spaces adjacent to one-family residential uses while larger multifamily buildings are proposed adjacent to existing larger multifamily buildings on W Main Street. The development is therefore harmonious with the existing patterns of development within this area.

(2) Whether the proposed modification supports the goals and strategies of the Comprehensive Plan;

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

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

Objectives for Mixed-Use Areas Provide opportunities to develop a variety of housing options near employment and community services.

Strategy 2.1 Through City-led efforts and private development, expand community access to housing, as well as amenities and services that improve quality of life.

Chapter: Housing

Goal 2 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.

Staff Analysis: The Future Land Use Plan of the 2021 Comprehensive Plan designates the Subject Property as Higher-Intensity Residential, described as areas which *provide opportunities for higher density, multi-family focused development. Incentivize affordability and increased intensity to meet Affordable Housing Plan goals*. The project proposes 252 affordable residential units along with amenity spaces such as a recreation center, community rooms, playgrounds, sports courts, and landscaped open areas. The project

proposes new private streets and accessways which provide connections within the Subject Property and to areas beyond the project limits.

(3) Whether, with conditions, the Special Exception Permit is consistent with the public necessity, convenience, general welfare, and good zoning practice.

The code sections from which the applicant requests relief seek to facilitate the creation of a convenient, attractive, and harmonious community by requiring buildings to frame the public realm with a consistent pattern of development (Section 34-2.10.6); by minimizing the impact of inactive spaces on the public realm (Section 34-2.10.10.B); by providing visual interest along the public realm, and promote greater use and activation of the public sidewalk by limiting distance without physical connections between the public realm and the interior of a building (Section 34-2.10.13); and by facilitating transportation by promoting bicycling as an alternative to motor vehicle transportation and help ensure safe, secure, accessible, and convenient storage of bicycles for all users (Section 34-4.5.2).

The project provides outdoor amenity spaces along the proposed private streets which provide visual interest and activation of the sidewalks. A pedestrian accessway between Buildings 2 and 3 connects a proposed private street to a proposed sports court and to off-site locations, creating additional connection and visual interest. The project proposes providing long-term bicycle parking spaces through space-saving vertical racks which minimizes space impacts to the project while providing all required spaces. As the application aligns with the Comprehensive Plan, existing patterns of development, and the Development Code's emphasis on active spaces and visual interest along the public realm, staff finds granting the Special Exception Permit is consistent with good zoning practice and general public welfare.

Public Comments Received

Staff has received no public comments on this Special Exception request at the publishing of this report.

Staff Recommendation

Staff recommends approval of this Special Exception Permit to reduce Build-To, Active Depth, Street-Facing Entry spacing, and Bicycle Parking Space requirements for Lots C, D, and E as identified on the Zoning Plan Exhibit **(Attachment B).**

Recommended Conditions

Staff does not recommend any conditions be placed on this Special Exception Permit.

Suggested Motions

1. I move to recommend approval of this application for a Special Exception Permit in the RX-5 Residential Mixed Use district for Tax Map and Parcel 310145000 to permit the project as requested, with no reservations or conditions:
    a. Reduce the side street Build-To requirement of Section 34-2.3.3.A.5 for Lot C, as identified on the Zoning Plan Exhibit, from 45% to 0%,
    b. Reduce the side street Build-To requirement of Section 34-2.3.3.A.5 for Lot D, as identified on the Zoning Plan Exhibit, from 45% to 0%,
    c. Reduce the primary street ground story active depth requirement of Section 34-2.3.3.B.5 for Lot D, as identified on the Zoning Plan Exhibit, from 9-ft to 0-ft,
    d. Reduce the primary street ground story active depth requirement of Section 34-2.3.3.B.5 for Lot E, as identified on the Zoning Plan Exhibit, from 9-ft to 0-ft,
    e. Modify the street-facing entry spacing requirement of Section 34-2.3.3.B.5 for Lot D, as identified on the Zonin Plan Exhibit, from 40-ft to 110-ft,
    f. Modify the street-facing entry spacing requirement of Section 34-2.3.3.B.5 for Lot E, as identified on the Zoning Plan Exhibit, from 40-ft to 90-ft,
    g. Modify the Bicycle Parking Space requirements of Section 34-4.5.2.C.2.a for Lot D, as identified on the Zoning Plan Exhibit, from 2-ft 6-in wide to 1-ft 1-in wide and from 3-ft spacing from obstacles to 1-ft spacing from obstacles, and
    h. Modify the Bicycle Parking Space requirements of Section 34-4.5.2.C.2.a for Lot E, as identified on the Zoning Plan Exhibit, from 2-ft 6-in wide to 1-ft 1-in wide and from 3-ft spacing from obstacles to 1-ft spacing from obstacles.

OR,

2. I move to recommend denial of this application for a Special Exception Permit in the RX-5 Residential Mixed Use district for Tax Map and Parcel 310145000 to permit the modification of the standards of Sections 34-2.3.3.A.5, 34-2.3.3.B.2, and 34-2.3.3.B.5.

Attachments

A. Special Exception Permit Request Letter
B. Special Exception Permit Exhibits
C. Please see Attachment C of Application PL-26-0113 (Westhaven Critical Slopes Special Exception) for Final Site Plan Under Review

SPECIAL EXCEPTION REQUEST

Westhaven Mixed-Use Development

City of Charlottesville — Department of Neighborhood Development Services

Submitted: October 2026

Project	Westhaven Development	**Jurisdiction**	City of Charlottesville, VA
Applicant	Ashley Davies, AHG LLC	**Reviewing Body**	Planning Commission and City Council
Architect of Record	Arnold Design Studio	**Relief Procedure**	Division 34-5.2 / DRM § 3.4
Tax Map / Parcel(s)	310145000	**Zoning District**	RX-5

I. Overview and Procedural Basis

This document constitutes a formal request for special exception relief pursuant to Charlottesville City Code Division 34-5.2 and Development Review Procedures Manual (DRM) Section 3.4. The applicant respectfully requests relief from eight (8) identified non-conformances affecting the Westhaven development. Each request is presented below with the specific code citation, a description of the non-conformance, the proposed design condition, and the basis for granting relief.

The subject properties encompass multiple proposed lots (Lots A, B, C, D and E) together with two proposed multifamily residential buildings in Phase 1 of construction (Building 2 on Lot D & Building 3 on Lot E). The development program includes a mix of residential uses, including a senior housing component, arranged across multiple lots with varying street frontage conditions.

All eight requests for relief are governed by the same procedural pathway: Division 34-5.2 of the Charlottesville City Code (Special Exceptions and Variances) and Section 3.4 of the Development Review Procedures Manual. The applicant will demonstrate for each request that the relief sought is consistent with the intent of the underlying code provisions and that strict compliance would produce a result inconsistent with the purpose of the zoning regulations as applied to this site.

II. Summary of Applicable Code Provisions

The following sections of the Charlottesville City Code, Chapter 34 (Zoning), are directly implicated by this application:

Code Section	Subject
§ 34-2.10.5.A.5.a	Build-To Requirement Reduction— applicability for SPOT 2
§ 34-2.10.5.A.5.a	Build-To Requirement Reduction — applicability for SPOT 1
§ 34-2.3.3.B.2	Active Depth Requirement Reduction – applicability for LOT D (Buiding 2)
§ 34-2.3.3.B.2	Active Depth Requirement Reduction — applicability for LOT E (Building 3) frontage
§ 34-2.3.3.B.5.a	Street-Facing Entry Spacing — applicability for Lot D (Building 2)
§ 34-2.3.3.B.5.a	Street-Facing Entry Spacing — applicability for Lot E (Building 3)
§ 34-4.5.2.c.2.a	Bicycle Facilities — applicability for Lot D (Building 2)
§ 34-4.5.2.c.2.a	Bicycle Facilities — applicability for Lot E (Building 3)
Division 34-5.2	Special Exceptions and Variances — procedural authority for relief
DRM § 3.4	Development Review Procedures Manual — submittal and review requirements for exception/variance requests

III. Individual Exception Requests

Special Exception Request 1: Build-To Requirement — Lot C, Southernmost Side Street Lot Line (SPOT 2)

Code Requirements

Section 34-2.10.6 requires that the build-to width along a Primary street be a minimum of 75%. The southernmost side street lot line of Lot C (designated as SPOT 2 in the submitted plan set) constitutes an applicable frontage for which compliance has not been demonstrated.

Non-Conformance Identified

The proposed layout of townhouse units on Lot C does not demonstrate compliance with the build-to width requirement along the southernmost side street lot line (SPOT 2). This may be attributable to building orientation, internal program configuration, or the geometric relationship between the lot line and the proposed structure. The precise conditions of non-compliance will be documented by the engineer of record in supporting drawings.

Basis for Relief

Relief Sought	100 percent reduction in the RX5 Minimum Build-To width requirement per § 34-2.10.5.A.5.a along the southernmost side street lot line (SPOT 2) of Lot C (see attached exhibits).
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 3.4.
Hardship / Justification	This frontage does not meet build-to width requirement because it must be left empty for phase two’s eastward extension of the paved travel way.

Design Response	Spot 2 will become a paved travel way connecting all Lots to 8th street beyond. Lots C, D, and E will provide areas of active depth and ample public amenity space to promote healthy community connections.
Code Intent Satisfied	The Build-To standard promotes a consistent street wall and pedestrian-scaled frontage. The reduction to 0% along SPOT 2 is necessitated by the functionality and accessibility of the future planned streets to connect each area of the neighborhood master plan.

Special Exception Request 2: Build-To Requirement — Lot D (Building 2), Side Street Lot Line (SPOT 1)

Code Requirements

Section 34-2.10.6 requires that the build-to width along a Primary street be a minimum of 75%. The side street lot line of Lot D (designated as SPOT 1 in the submitted plan set) constitutes an applicable frontage for which compliance has not been demonstrated.

Non-Conformance Identified

The proposed layout for Building 2 on Lot D does not demonstrate compliance with the build-to width requirement along the side street lot line (SPOT 1). This may be attributable to building orientation, internal program configuration, or the geometric relationship between the lot line and the proposed structure. The precise conditions of non-compliance will be documented by the engineer of record in supporting drawings.

Basis for Relief

Relief Sought	100 percent reduction in the RX5 Minimum Build-To width requirement per § 34-2.10.5.A.5.a along the side street lot line (SPOT 1) of Lot D / Building 2.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 3.4.
Hardship / Justification	This frontage does not meet build-to width requirement because it must be left empty for phase two's westward extension of the paved travel way.
Design Response	Spot 1 will become a paved travel way connecting all Lots to Holly drive and 10th street beyond. Lots C, D, and E will provide areas of active depth and ample public amenity space to promote healthy community connections.
Code Intent Satisfied	The Build-To standard promotes a consistent street wall and pedestrian-scaled frontage. The SPOT 1 frontage is a side street condition where build-to frontage would undermine phase 1 of the Westhaven masterplan by blocking access, and active depth frontages and pedestrian infrastructure are plentiful in the immediate surroundings. There is no building in this location. Relief is appropriate given these conditions.

Special Exception Request 3: Active Depth Reduction — Lot D (Building 2)

Code Requirements

Section 34-2.3.3.B.2 requires 9 feet of active depth along all stories at the primary street lot line.

Non-Conformance Identified

The layout provided for Building 2 on Lot D proposes to reduce the active depth requirement from 9'-0" minimum to 0'-0" at the ground level garage. The proposed site plan and building configuration cannot achieve the minimum 9'-0" of active depth across the entire ground floor without design modifications that create functional access or safety deficiencies.

Basis for Relief

Relief Sought	Exception from the 9-ft. active depth requirement per § 34-2.3.3.B.2 along 85 feet of the building frontage along the ground floor garage of Building 2 on Lot D.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 3.4.
Quantified Deviation	Reduction from 9'-0" of active depth to 0'-0" at ground floor garage along primary street for 85 feet of the building frontage.
Hardship / Justification	The building plan as designed balances covered parking, community space, and number of units in a way that maximizes each function for the Westhaven community, as designed by existing residents. Adjusting the proportion of these functions to exactly meet the active depth requirement would significantly reduce the functionality of the parking area, the community spaces, and the outdoor amenity spaces intended to connect the community and the greater city infrastructure.
Design Response	The ground floor common area and all upper floors will meet the requirements for 9 feet minimum of active depth with glazing into the public community areas. The parking area, which does not meet the definition of active depth, will remain as designed and prioritize safety and ease of access for residents.
Code Intent Satisfied	The active depth standard for primary street frontages is interpreted to ensure vibrant, pedestrian-scaled environments. The reduction from 9'-0" to 0'-0" at the garage is necessitated by optimizing the functionality and accessibility of the parking garage on the ground floor of the building and the design decision to emphasize the pedestrian pathway from the community to main street by orienting all community spaces toward this path.

Special Exception Request 4: Active Depth Reduction — Lot E (Building 3)

Code Requirements

Section 34-2.3.3.B.2 requires 9 feet of active depth along all stories at the primary street lot line.

Non-Conformance Identified

The layout provided for Building 3 on Lot E proposes to reduce the active depth requirement from 9’-0” minimum to 0’-0” at the ground level garage. The proposed site plan and building configuration cannot achieve the minimum 9’-0” of active depth across the entire ground floor without design modifications that create functional access or safety deficiencies.

Basis for Relief

Relief Sought	Exception from the 9-ft. active depth requirement per § 34-2.3.3.B.2 along 77 feet of the building frontage along the ground level garage of Building 3, Lot E.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 3.4.
Quantified Deviation	Reduction from 9’-0” of active depth to 0’-0” at ground floor garage along primary street for 77 feet of the building frontage.
Hardship / Justification	The building plan as designed balances covered parking, community space, and number of units in a way that maximizes each function for the Westhaven community, as designed by existing residents. Adjusting the proportion of these functions to exactly meet the active depth requirement would significantly reduce the functionality of the parking area, the community spaces, and the outdoor amenity spaces intended to connect the community and the greater city infrastructure.
Design Response	The ground floor common area and all upper floors will meet the requirements for 9 feet minimum of active depth with glazing into the public community areas. The parking area, which does not meet the definition of active depth, will remain as designed and prioritize safety and ease of access for residents.
Code Intent Satisfied	The active depth standard for primary street frontages is interpreted to ensure vibrant, pedestrian-scaled environments. The reduction from 9’-0” to 0’-0” at the garage is necessitated by optimizing the functionality and accessibility of the parking garage on the ground floor of the building and the design decision to emphasize the pedestrian pathway from the community to main street by orienting all community spaces toward this path.

Special Exception Request 5: Street-Facing Entry Spacing — Lot D (Building 2), Primary Street Lot Line

Code Requirements

Section 34-2.3.3.B.5 requires street-facing building entries to be spaced no more than forty (40) feet apart along the primary street lot line. This standard is intended to ensure that buildings present an active, entry-rich frontage to the street, supporting pedestrian access, visual interest, and a walkable environment. Buildings with long unbroken frontages that lack frequent entry points are inconsistent with the purposes of this provision.

Non-Conformance Identified

The proposed entry configuration for Building 2 on Lot D does not meet the 40-foot maximum entry spacing requirement along the primary street lot line. The specific spacing dimensions and entry locations will be documented by the architect of record. The non-conformance is a result of portions of the building façade facing the primary street having entrances into occupiable exterior space in the covered parking which does not strictly adhere to the requirement that entrances be into interior occupiable space.

Basis for Relief

Relief Sought	An exemption from the 40-ft. maximum street-facing entry spacing requirement per § 34-2.3.3.B.5 along the primary street lot line of Lot D (Building 2) for 41% of the façade (85 feet) facing the primary street which enters the exterior occupiable area of the covered parking.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 2.4.
Actual Entry Spacing	See attached zoning exhibits.
Hardship / Justification	Entrances along the build-to façade width at the primary street meet the maximum 40-ft. spacing. For building accessibility and improved circulation, these building entrances are consolidated at the community spaces. Pedestrian entrances along 85 ft of building frontage along the primary street enter the parking garage, making it ineligible as a passageway to occupiable space. By placing parking under building, more space is available for pedestrian, civic, and green infrastructure elsewhere on site.
Design Response	Along the 85-ft of building frontage that is not in compliance, two pedestrian entrances to the parking area follow the maximum 40’ spacing, one connects directly to another entrance to the interior common area, the other provides an accessible connection from the handicap parking spaces to the pedestrian promenade beyond. These additional entrances contribute positively to an active, pedestrian friendly circulation path for the full length of the primary street facing façade. A pedestrian ‘promenade’ with plantings and stone pavers will activate the sidewalk immediately bordering the building frontage and connect residents throughout the community to each other and up to West Main Street.
Code Intent Satisfied	The purpose of § 34-2.3.3.B.5 is to prevent blank, inactive frontages. The proposed design achieves this intent through multiple pedestrian entrances along the primary street facade and an active pedestrian-oriented landscape bordering the frontage. The building does not present an inactive or visually monotonous frontage notwithstanding the entry spacing deviation into interior occupiable space.

Special Exception Request 6: Street-Facing Entry Spacing — Lot E (Building 3), Primary Street Lot Line

Code Requirements

Section 34-2.3.3.B.5 requires street-facing entries to be spaced no more than forty (40) feet apart along the primary street lot line, for the same pedestrian activation and walkability purposes described under Request 5 above.

Non-Conformance Identified

The proposed entry configuration for Building 3 on Lot E does not meet the 40-foot maximum entry spacing requirement along the primary street lot line. The specific spacing dimensions and entry locations will be documented by the architect of record. The non-conformance is a result of portions of the building façade facing the primary street having entrances into occupiable exterior space in the covered parking which does not strictly adhere to the requirement that entrances be into interior occupiable space.

Basis for Relief

Relief Sought	An exemption from the 40-ft. maximum street-facing entry spacing requirement per § 34-2.3.3.B.5 along the primary street lot line of Lot D (Building 3) for 48% of the façade (77 feet) facing the primary street which enters the covered parking.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 2.4.
Actual Entry Spacing	See attached zoning exhibits.
Hardship / Justification	Entrances along the build-to façade width at the primary street meet the maximum 40-ft. spacing. For building accessibility and improved circulation, these building entrances are consolidated at the community spaces. Pedestrian entrances along 76-ft 6-in of building frontage along the primary street enter the parking garage, making it ineligible as a passageway to occupiable space. By placing parking under building, more space is available for pedestrian, civic, and green infrastructure elsewhere on site.
Design Response	Along the 76-ft 6-in of building frontage that is not in compliance, two pedestrian entrances to the parking area follow the maximum 40’ spacing, one connects directly to another entrance to the interior common area, the other provides an accessible connection from the handicap parking spaces to the pedestrian promenade beyond. These additional entrances contribute positively to an active, pedestrian friendly circulation path for the full length of the primary street facing façade. A pedestrian ‘promenade’ with plantings and stone pavers will activate the sidewalk immediately bordering the building frontage and connect residents throughout the community to each other and up to West Main Street.
Code Intent Satisfied	The purpose of § 34-2.3.3.B.5 is to prevent blank, inactive frontages. The proposed design achieves this intent through multiple pedestrian entrances along the primary street facade and an active pedestrian-oriented landscape bordering the frontage. The building does not present an inactive or visually monotonous frontage notwithstanding the entry spacing deviation into interior occupiable space.

Special Exception Request 7: Bicycle Facilities — Lot D (Building 2)

Code Requirements

Section 34-4.5.2.c.2.a requires bicycle parking spaces to be a minimum of 2.5 feet wide and to provide a minimum of 3 feet of clearance from obstacles such as walls.

Non-Conformance Identified

The proposed bicycle facilities for Building 2 on Lot D does not meet the 2.5 feet wide and 3 feet from obstacles inside the bike storage room provided for the required 82 bike parking spaces (1 per unit). The specific spacing dimensions will be documented by the architect of record. The non-conformance is a result of balancing the covered parking available for vehicles that may want to access the apartment building, offices, or amenities, the steep site grading constraints, and the desire for outdoor walking, play and amenity areas that focus on pedestrian access to the community and West Main street above.

Basis for Relief

Relief Sought	A reduction in the required bicycle parking space minimum size requirement per § 34-4.5.2.c.2.a for Lot D (Building 2) from 2.5 feet wide and 3 feet minimum from obstacles to minimum 1 foot 1 inch wide offset vertical storage spaces and 1 foot minimum from obstacles.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 2.4.
Actual Bike Facilities	See attached zoning exhibits.
Hardship / Justification	Both vehicle and bicycle parking is provided under the building to allow more space for pedestrian, civic, and green infrastructure elsewhere on site. However, providing 82 bicycle parking spaces, one per apartment, at 2.5 feet wide and with 3 feet of clearance from all obstacles would greatly reduce the amount of covered parking the property is able to provide for the community. A lack of vehicular parking has been identified by current residents as having a major negative impact on their community. The current layout adequately addresses the parking needs for Westhaven and keeps the issue from overflowing to the surrounding neighborhood.
Design Response	The design team proposes to provide the number of bicycle parking spaces required while reducing the footprint of these spaces in the building by using high density vertical racks that can be secured in a locked room in the garage and are available to all residents of the building. These vertical storage racks provide approximately 1 foot 4 inches of width for each vertically stored bicycle and each row of storage racks will be located 1 foot minimum from all obstacles, providing an efficient but user-friendly storage configuration.
Code Intent Satisfied	The purpose of § 34-4.5.2.c.2.a is to facilitate transportation and to provide for safe and convenient vehicular travel by promoting bicycling as an alternative to motor vehicle transportation and help ensure safe secure, accessible, and convenient storage of bicycles for all users. By providing a vertical storage method instead of a horizontal storage method and reducing the clearance from obstacles, space can provided for a bicycle for every unit without reducing the amount of space for other amenities

	that have been specifically requested by the residents to meet their current and future needs as a community.

Special Exception Request 8: Bicycle Facilities — Lot E (Building 3)

Code Requirements

Section 34-4.5.2.c.2.a requires bicycle parking spaces to be a minimum of 2.5 feet wide and to provide a minimum of 3 feet of clearance from obstacles such as walls.

Non-Conformance Identified

The proposed bicycle facilities for Building 3 on Lot E does not meet the 2.5 feet wide and 3 feet from obstacles inside the bike storage room provided for the required 68 bike parking spaces (1 per unit).The specific spacing dimensions will be documented by the architect of record. The non-conformance is a result of balancing the covered parking available for vehicles that may want to access the apartment building, offices, or amenities, the steep site grading constraints, and the desire for outdoor walking, play and amenity areas that focus on pedestrian access to the community and West Main street above.

Basis for Relief

Relief Sought	A reduction in the required bicycle parking space minimum size requirement per § 34-4.5.2.c.2.a for Lot E (Building 3) from 2.5 feet wide and 3 feet minimum from obstacles to minimum 1 foot 1 inch wide offset vertical bike storage spaces and 1 foot minimum from obstacles.
Procedural Authority	Division 34-5.2 (Special Exceptions and Variances); DRM § 2.4.
Actual Bike Facilities	See attached zoning exhibits.
Hardship / Justification	Both vehicle and bicycle parking is provided under the building to allow more space for pedestrian, civic, and green infrastructure elsewhere on site. However, providing 68 bicycle parking spaces, one per apartment, at 2.5 feet wide and with 3 feet of clearance from all obstacles would greatly reduce the amount of covered parking the property is able to provide to the community. A lack of vehicular parking has been identified by current residents as having a major negative impact on their community. The current layout adequately addresses the parking needs for Westhaven and keeps the issue from overflowing to the surrounding neighborhood.
Design Response	The design team proposes to provide the number of bicycle parking spaces required while reducing the footprint of these spaces in the building by using high density vertical racks that can be secured in a locked room in the garage and are available to all residents of the building. These vertical storage racks provide approximately 1 foot 4 inches of width for each vertically stored bicycle and each row of storage racks will be located 1 foot minimum from all obstacles, providing an efficient but user-friendly storage configuration.
Code Intent Satisfied	The purpose of § 34-4.5.2.c.2.a is to facilitate transportation and to provide for safe and convenient vehicular travel by promoting bicycling as an alternative to motor vehicle transportation and help ensure safe secure,

	accessible, and convenient storage of bicycles for all users. By providing a vertical storage method instead of a horizontal storage method, space can provided for a bicycle for every unit without reducing the amount of space for other amenities that have been specifically requested by the residents to meet their current and future needs as a community.

IV. Certification and Representations

The applicant and architect of record certify that:

- All information provided in this application is accurate and complete to the best of the applicant's knowledge.
- The applicant acknowledges that relief granted under Division 34-5.2 runs with the land and is subject to any conditions imposed by the reviewing body.
- The applicant agrees to provide any additional documentation, drawings, or studies requested by the City of Charlottesville NDS or the Board of Zoning Appeals in connection with this application.
- The architect of record will supplement this application with dimensioned floor plans, site plans, and elevations for each lot and building referenced herein prior to the scheduled review date.





Ashley Davies, Manager, AHG LLC

Applicant Signature
[Name / Title / Organization]
Date: _10/27/2026_____

Colin Arnold, 11337, Arnold Design Studio

Architect of Record Signature
[Name / License No. / Firm]
Date: __10/28/2026_____

MULTIFAMILY BUILDING BLDG 1

LOT A

AMENITY SPACE

PEDESTRIAN OUTDOOR AMENITY SPACE

10.4'

75.5'

36.4'

12.4'

5' MIN. PRIMARY STREET SETBACK

15' MAX. PRIMARY STREET SETBACK

ASPHALT DRIVEWAY

DECIDUOUS TREE

TRAVELWAY

20.4'

23.1'

23.9'

24.1'

PRIVATE STREET

LOT B

TH9

TH8

TH7

TH6

LOT C

5' MIN. ALLEY SETBACK

15' MAX. PRIMARY STREET SETBACK

5' MIN. PRIMARY STREET SETBACK

150'

15' MAX. SIDE STREET SETBACK

5' MIN. SIDE STREET SETBACK

7.6'

8.2'

9.9'

40'

22.3'

125'

27.1'

45'

8'

15' MAX. PRIMARY STREET SETBACK

5' MIN. PRIMARY STREET SETBACK

SPOT 1

SPOT 2

SPECIAL EXCEPTION REQUEST 2: 34-2.10.5.A.5.a
BUILD-TO REQUIREMENT - LOT D (BUILDING 2), SIDE STREET LOT LINE (SPOT 1)

84.2' GARAGE

91.7' GARAGE

30'

43'

81.9' COMMON AREA

76.4' GARAGE

SPECIAL EXCEPTION REQUEST 1: 34-2.10.5.A.5.a
BUILD-TO REQUIREMENT - LOT C, SOUTHERNMOST SIDE STREET LOT LINE (SPOT 2)

SPECIAL EXCEPTION REQUEST 3: 34-2.3.3.B.2
ACTIVE DEPTH REDUCTION - LOT D (BUILDING 2)

SPECIAL EXCEPTION REQUEST 5: 34-2.3.3.B.5
STREET-FACING ENTRY SPACING - LOT D (BUILDING 2), PRIMARY STREET LOT LINE

MULTIFAMILY BUILDING (SENIOR) BLDG 2

LOT D

LOT E

MULTIFAMILY BUILDING BLDG 3

SPECIAL EXCEPTION REQUEST 4: 34-2.3.3.B.2
ACTIVE DEPTH REDUCTION - LOT E (BUILDING 3)

SPECIAL EXCEPTION REQUEST 6: 34-2.3.3.B.5
STREET-FACING ENTRY SPACING - LOT E (BUILDING 3), PRIMARY STREET LOT LINE

PK IN WALL

NAD 83

SCALE 1"=30'
0 30' 60'

LEGEND

- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK REQUIREMENT
- PRIMARY STREET LOT LINE
- SIDE STREET LOT LINE
- EXTENT OF PROPOSED PRIVATE STREET

COMMONWEALTH OF VIRGINIA
JOHN C. WILSON
Lic. No. 0402058758
PROFESSIONAL ENGINEER
10/2/26
61786

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

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TIMMONS GROUP

REVISION DESCRIPTION

DATE

DATE 10/02/2026

DRAWN BY M. FAIN

DESIGNED BY K. ROESER

CHECKED BY J. WILSON

SCALE 1" = 30'

WESTHAVEN REDEVELOPMENT

CITY OF CHARLOTTESVILLE, VA

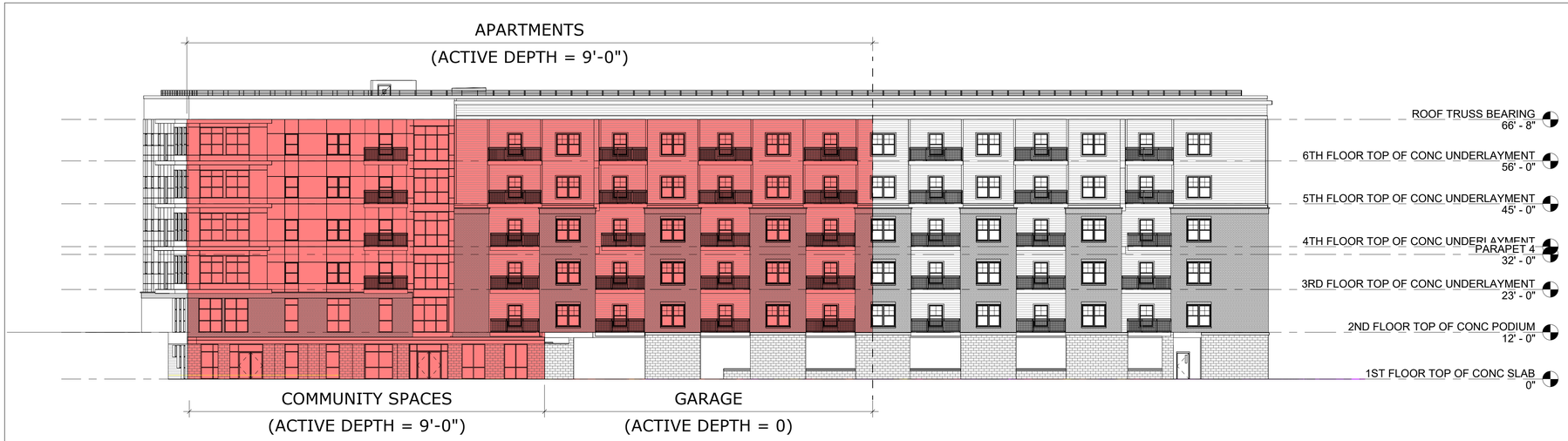
ZONING PLAN

JOB NO. 61786

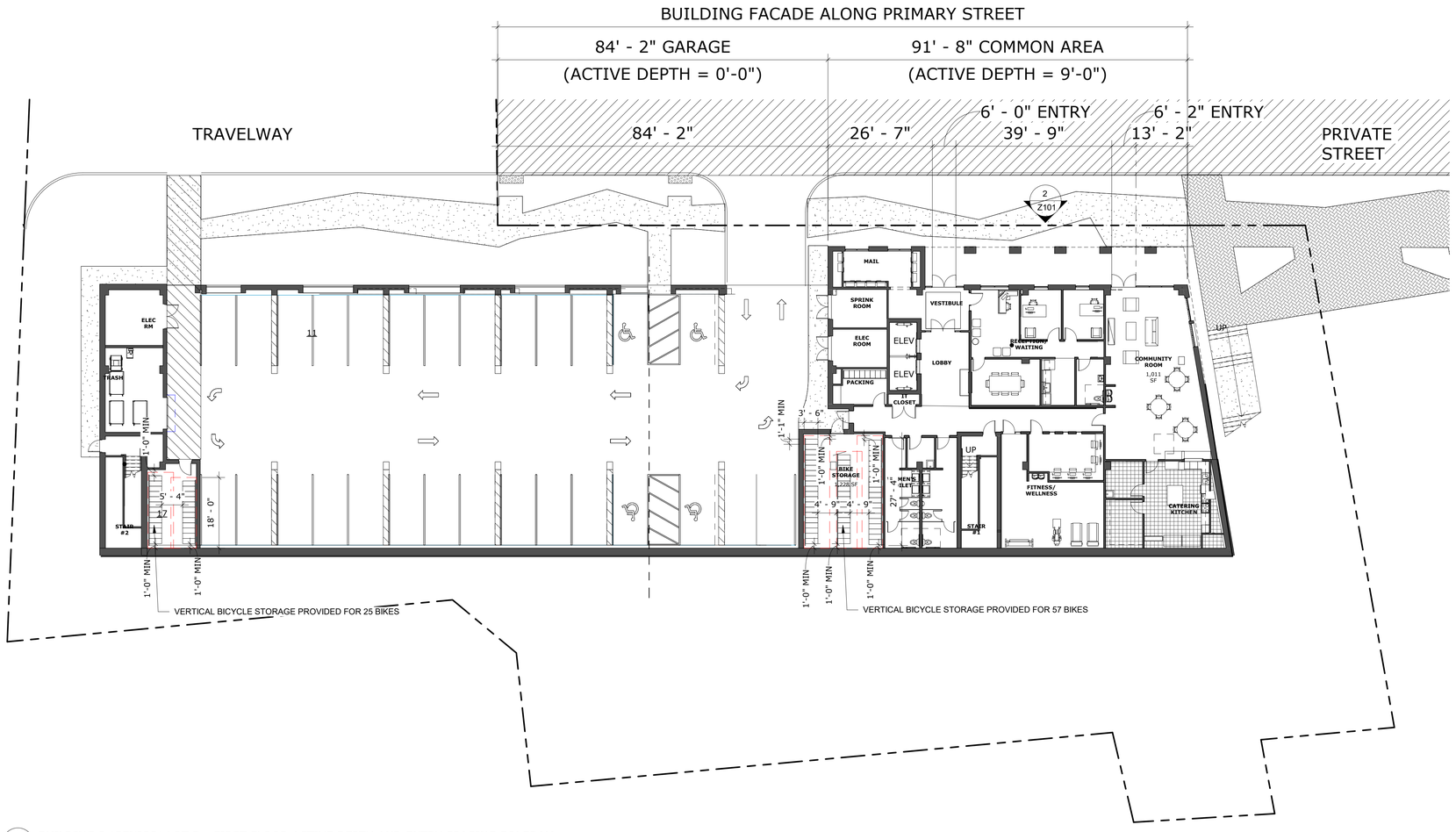
SHEET NO. EX-1

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S:\11\61786-Westhaven\2WDS\Sheet\Exhibit\2026-07-01 Zoning Exhibit\61786-103-C4 6-2ONING.dwg | Plotted on 10/5/2026 1:24 PM | by Kim Roeser



2 Z101 BUILDING 2 (SENIOR) LOT D - NORTH ELEVATION ACTIVE DEPTH DIAGRAM
1/16" = 1'-0"



1 Z101 BUILDING 2 (SENIOR) LOT D - FIRST FLOOR ACTIVE DEPTH AND ENTRY SPACING DIAGRAM
1/16" = 1'-0"

SPECIAL EXCEPTION REQUEST 3:

- SECTION 34-2.3.3.B2 ACTIVE MINIMUM DEPTH (ALL FLOORS ALONG PRIMARY STREET) : 9'-0"
  1. ACTIVE DEPTH FIRST FLOOR = 0'-0" AT GARAGE, 9'-0" AT COMMON AREA
  2. ACTIVE DEPTH SECOND THROUGH SIXTH FLOORS = 9'-0"

SPECIAL EXCEPTION REQUEST 5: SECTION 34-2.3.3.B.5.a ENTRANCE REQUIREMENTS:

- MIN ENTRY SPACING ALONG PRIMARY STREET: 40'
  1. LOCATED ON A STREET-FACING GROUND STORY FACADE
  2. PROVIDE BOTH INGRESS AND EGRESS PEDESTRIAN ACCESS TO THE GROUND STORY OF THE BUILDING.
  3. REMAIN OPERABLE AT ALL TIMES.
  4. MUST ACCESS AN OCCUPIABLE SPACE
     A. "WHICH IS ANY AREA DESIGNATED AND INTENDED FOR HUMAN OCCUPANCY WITH A MINIMUM CLEAR HEIGHT OF 7.5 FEET"

SPECIAL EXCEPTION REQUEST 7:

- SECTION 34-4.5.2.c.2.a
- GENERAL BICYCLE PARKING MINIMUM SPACES 2.5' WIDE AND AT LEAST 3'-0" FROM ALL OBSTACLES
  1. BIKE STORAGE SPACES REVISED TO 1'-1" MINIMUM WIDE FOR VERTICAL HIGH DENSITY STORAGE EQUIPMENT AND 1'-0" MINIMUM CLEAR PROVIDED FROM OBSTACLES. 82 TOTAL SPACES PROVIDED.

ARNOLD DESIGN STUDIO
930 Cambria Street NE
Christiansburg, VA 24073
Ph: 540.239.2671

WESTHAVEN PHASE ONE
CHARLOTTESVILLE, VIRGINIA

REV	DATE	DESCRIPTION

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

DESIGNED	THE STUDIO
DRAWN	THE STUDIO
CHECKED	KRM
APPROVED	CMA
DATE	10/02/2026
COMM#	2604

SHEET NAME

BUILDING 2 (LOT D) SPECIAL EXCEPTIONS AND VARIANCES

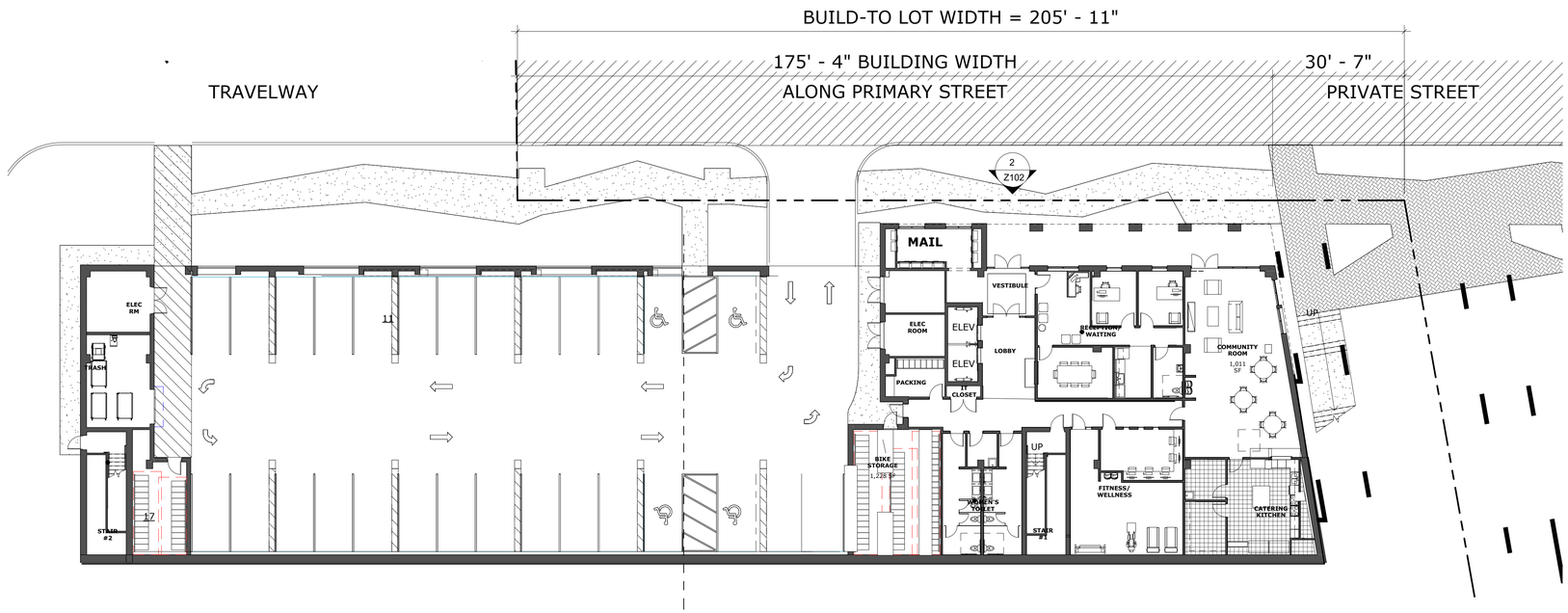
SHEET

Z101



2 Z102 BUILDING 2 (SENIOR) LOT D - NORTH ELEVATION TRANSPARENCY DIAGRAM
1/16" = 1'-0"

TRANSPARENCY REQUIREMENTS:
- MIN GROUND STORY %: 35%
  1. BLDG 2 PROVIDED GROUND STORY %: 38%
- MIN UPPER STORY %: 20%
  1. BLDG 2 PROVIDED UPPER STORY %: 20%



1 Z102 BUILDING 2 (SENIOR) LOT D - FIRST FLOOR MASSING DIAGRAM
1/16" = 1'-0"

HEIGHT LIMIT:
- 7 STORIES / 100' (W/ AFFORDABLE DWELLING BONUS)
  1. BLDG 2 HEIGHT: 6 STORIES / 66'-8"

MASSING:
- BUILDING WIDTH (MAX): 275'
  1. BUILDING WIDTH (ACTUAL): 175'-4"

GROUND STORY REQUIREMENTS:
- MIN GROUND STORY HEIGHT: 10'
  1. BLDG 2 PROVIDED GROUND STORY HEIGHT: 12'

SECTION 34-2.10.5.A.5.a BUILD-TO REQUIREMENTS:
- PRIMARY STREET: 75%
  1. ACTUAL BUILD-TO %: 85%

BUILD-TO CALCULATION:
- LOT WIDTH: 205'-11"
  1. BUILDING WIDTH: 175'-4"
- PERCENTAGE OF BUILD-TO WIDTH: 85%

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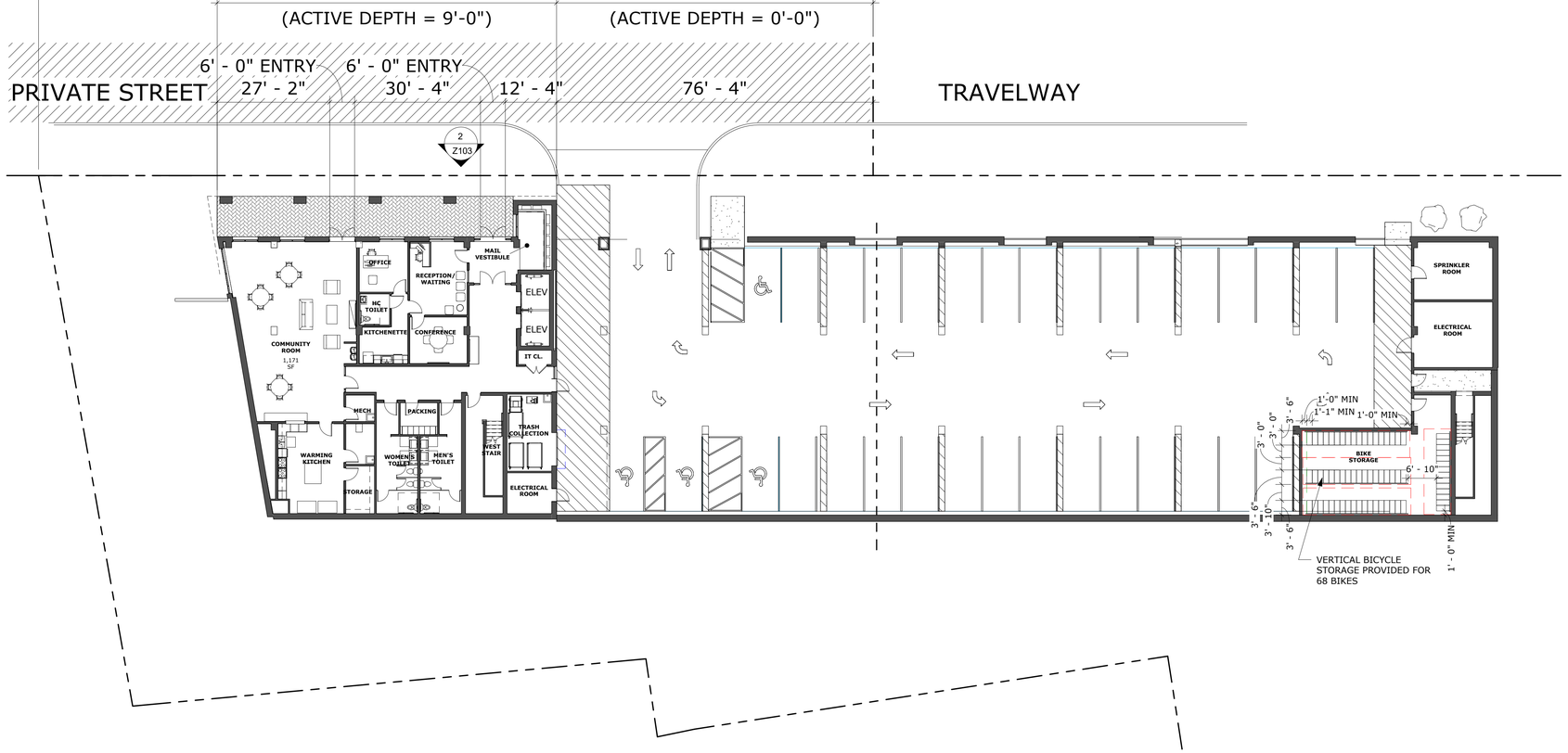
BUILDING 2 (LOT D) SECTION 2.10 COMPLIANCE

SHEET

Z102



2 Z103 BUILDING 3 LOT E - NORTH ELEVATION ACTIVE DEPTH DIAGRAM
1/16" = 1'-0"



1 Z103 BUILDING 3 LOT E - FIRST FLOOR ACTIVE DEPTH AND ENTRY SPACING DIAGRAM
1/16" = 1'-0"

6

SPECIAL EXCEPTION REQUEST 4:

- SECTION 34-2.3.3.B2 ACTIVE MINIMUM DEPTH (ALL FLOORS ALONG PRIMARY STREET) : 9'-0"
  1. ACTIVE DEPTH FIRST FLOOR = 0'-0" AT GARAGE, 9'-0" AT COMMON AREA
  2. ACTIVE DEPTH SECOND THROUGH SIXTH FLOORS = 9'-0"

SPECIAL EXCEPTION REQUEST 6:
SECTION 34-2.3.3.B.5.a ENTRANCE REQUIREMENTS:

- MIN ENTRY SPACING ALONG PRIMARY STREET: 40'
  1. LOCATED ON A STREET-FACING GROUND STORY FACADE
  2. PROVIDE BOTH INGRESS AND EGRESS PEDESTRIAN ACCESS TO THE GROUND STORY OF THE BUILDING.
  3. REMAIN OPERABLE AT ALL TIMES.
  4. MUST ACCESS AN OCCUPIABLE SPACE
     A. "WHICH IS ANY AREA DESIGNATED AND INTENDED FOR HUMAN OCCUPANCY WITH A MINIMUM CLEAR HEIGHT OF 7.5 FEET"

SPECIAL EXCEPTION REQUEST 8:

- SECTION 34-4.5.2.c.2.a
- GENERAL BICYCLE PARKING MINIMUM SPACES 2.5' WIDE AND AT LEAST 3'-0" FROM ALL OBSTACLES
  1. BIKE STORAGE SPACES REVISED TO 1'-1" MINIMUM WIDE FOR VERTICAL HIGH DENSITY STORAGE EQUIPMENT AND 1'-0" MINIMUM CLEAR PROVIDED FROM OBSTACLES. 68 TOTAL SPACES PROVIDED.

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APPROVED	CMA
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COMM#	2605

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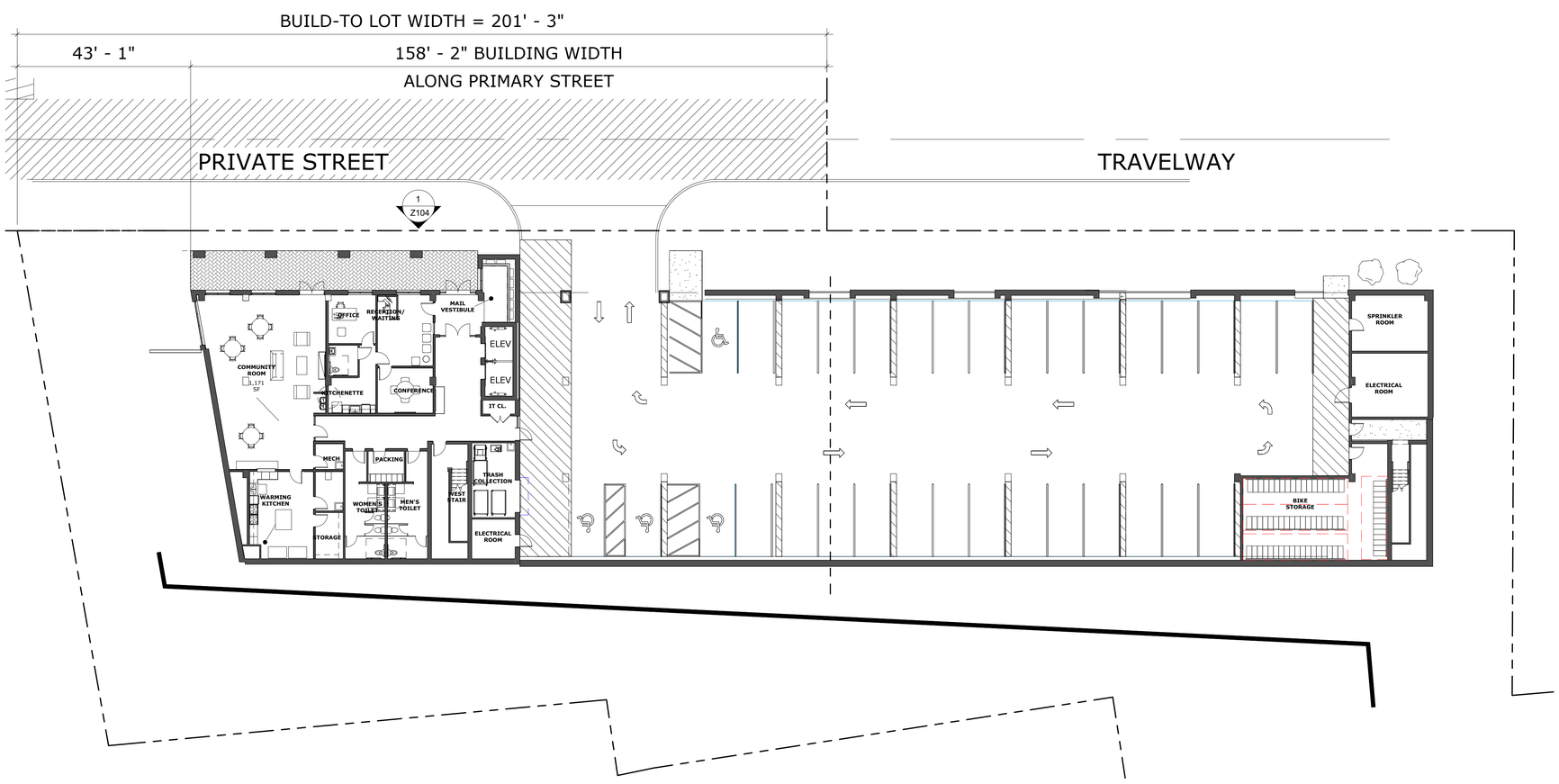
BUILDING 3 (LOT E) SPECIAL EXCEPTIONS AND ZONING

SHEET

Z103



1 Z104 BUILDING 3 LOT E - NORTH ELEVATION TRANSPARENCY DIAGRAM
1/16" = 1'-0"



2 Z104 BUILDING 3 LOT E - FIRST FLOOR MASSING DIAGRAM
1/16" = 1'-0"

BUILD-TO REQUIREMENTS:
- PRIMARY STREET: 75%
  1. ACTUAL BUILD-TO %: 79%

BUILD-TO CALCULATION:
- LOT WIDTH: 201'-3"
- FIRST FLOOR BUILD-TO WIDTH: 158'-2"
- BUILD-TO % = 79%

HEIGHT LIMIT:
- 7 STORIES / 100' (W/ AFFORDABLE DWELLING BONUS)
  1. BLDG 3 HEIGHT: 6 STORIES / 66'-8"

BUILDING MASSING:
- BUILDING WIDTH (MAX): 275'
  1. BUILDING WIDTH (ACTUAL): 158'-2"

GROUND STORY REQUIREMENTS:
- MIN GROUND STORY HEIGHT: 10'
  1. BLDG 3 PROVIDED GROUND STORY HEIGHT: 12'

TRANSPARENCY REQUIREMENTS:
- MIN GROUND STORY %: 35%
  1. BLDG 3 PROVIDED GROUND STORY %: 36%
- MIN UPPER STORY %: 20%
  1. BLDG 3 PROVIDED UPPER STORY %: 21%

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COMM#	2605

SHEET NAME

BUILDING 3 (LOT E) SECTION 2.10 COMPLIANCE

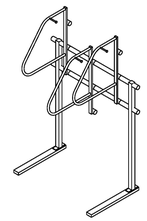
SHEET

Z104

Specification guide

Powder coated steel high density bike rack

SOUTHWEST SOLUTIONS GROUP



Current Config: SSULT-B4-SINGLESIDED

Description

The high density unit is modular to fit in nearly any space. The double-sided model parks more than double the capacity of a standard bike rack. Options include: wall-mount, floor-mount, and double-sided.

Product code	Width	Depth	Height
SSULT-B4-SINGLESIDED	54.00"	31.69"	81.00"
SSULT-B4-WALLMOUNT	54.00"	31.69"	81.00"
SSULT-B8-DOUBLESIDED	54.00"	57.38"	81.00"

Standard sizes

Widths: 38", 54", 70", 86", 102", 118"
Depths: 31 11/16", 57 3/8"
Heights: 81"

Classification

Masterformat: 12 93 13
Uniformat: E2010.90
Omniclass: 23.40.10.11.11

Options

☐ ADD_Wheel Stop

Last Edited: 04/05/2021

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WESTHAVEN PHASE ONE
CHARLOTTESVILLE, VIRGINIA

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SPECIAL EXCEPTIONS PROPOSED BICYCLE RACK EXAMPLE

SHEET

Z105