

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, April 10, 2018 at 5:30 P.M. CITY COUNCIL CHAMBERS

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

Beginning: 4:30 p.m.

Location: City Hall, 2nd Floor, NDS Conference

II. Commission Regular Meeting

Beginning: 5:30 p.m.

Location: City Hall, 2nd Floor, Council Chambers

A. COMMISSIONERS' REPORTS

B. UNIVERSITY REPORT

C. CHAIR'S REPORT

D. DEPARTMENT OF NDS

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

F. CONSENT AGENDA

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

1. Minutes – February 27, 2018 - Work Session

2. Minutes – March 28, 2018 - Work Session

3. Subdivision - Paynes Mill

4. Site Plan - William Taylor Plaza Phase II

III. JOINT MEETING OF COMMISSION/ COUNCIL

Beginning: 6:00 p.m.

Continuing: until all public hearings are completed

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

1. Hogwaller Farm

ZM-18-00001 – (918 Nassau Street) (**Hogwaller Farm Development**) – Justin Shimp (Shimp Engineering) on behalf of Charles Hurt and Shirley Fisher (owners) has submitted a rezoning petition for Tax Map 61 Parcels 79.17, 79.18, & 79.19, 918 Nassau Street, and a portion of Tax Map 61 Parcel 79 (Subject Properties). The rezoning petition proposes a change in zoning from the existing R-2 Two-family Residential to HW Highway Corridor with proffered development conditions. The proffered conditions include limiting height to 35' max and removing some uses from the HW Corridor use matrix. Uses prohibited on the Subject Properties include, but are not limited to auto, medical, office, and large scale retail. The Subject Properties are further identified on City Real Property Tax Map 61 Parcels 79, 79.17, 79.18, 79.19, & 79.201. The Subject Properties is approximately 0.8 acres. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre.

SP18-00004 – (918 Nassau Street) (**Hogwaller Farm Development**) – Justin Shimp (Shimp Engineering) on behalf of Charles Hurt and Shirley Fisher (owners) has submitted

an application seeking approval of a Special Use permit (SUP) for a portion of Tax Map 61 Parcel 79, Tax Map 61 Parcels 79.16, 79.17, 79.18, & 79.19, 918 Nassau Street (Subject Properties). The SUP application proposes a density of 32 Dwelling Units Acres (DUA) per City Code Section 34-740. The applicant is requesting a rezoning (see petition ZM-18-00001) and a SUP for the proposed development of (18) one-bedroom and (12) two-bedroom units split between (2) three-story buildings for a total of (30) dwelling units. The development is being proposed as an urban farm and will accommodate a 1,280 square foot greenhouse and a 600 square foot retail farm store. Additional parking, farm sheds, and agricultural fields supporting the development are proposed on an adjacent 7.52 acre county parcel. The Subject Properties are further identified on City Real Property Tax Map 61 Parcels 79, 79.16, 79.17, 79.18, 79.19, & 79.20. The Subject Properties are approximately 0.94 acres and has road frontage on Nassau Street. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre.

Information pertaining to these requests may be viewed online at <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services> or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this Rezoning and SUP petition may contact Matt Alfele by email (alfelem@charlottesville.org) or by telephone (434-970-3636).

2. CP18-00001: Comprehensive Plan Amendment – Hydraulic Small Area Plan and Urban Development Area Designation

The Planning Commission and City Council will jointly conduct a public hearing on a proposed amendment to the 2013 Comprehensive Plan, to include the contents of the Hydraulic Small Area Plan, with the proposed small area including territory within the City of Charlottesville as defined below. The purpose of the Hydraulic Small Area Plan is to provide an intentional strategy to focus on land use associated with the US Route 29 corridor as the primary framework to inform future transportation solutions. It is intended to be a guide for new development and redevelopment within the defined Small Area toward a preferred model for growth and urban form, as well as to inform transportation solutions to support this growth. The proposed Small Area is located within the jurisdictions of both the City of Charlottesville and Albemarle County, providing an opportunity for a model of collaboration in community planning. Given that continued pressure for growth associated with this desirable location is anticipated, the Hydraulic Small Area Plan seeks to identify opportunities for a more sustainable mixed-use development pattern that departs from the historic, suburban patterns that dominate the area today.

The Hydraulic Small Area Plan will also be recommended for designated as an Urban Development Area (UDA) as defined by Virginia Code section §15.2-2223.1 as appropriate for higher density development due to proximity to services and availability for redevelopment and/or infill development. The UDA map can be viewed here: <http://www.charlottesville.org/home/showdocument?id=61351>

The area covered by the proposed Small Area Plan is all land within the boundaries of the map on page 81 of the proposed Small Area Plan, titled “Figure 8: Conceptual Land Use Plan.” The proposed Small Area includes approximately 600 acres; 300 acres in the City and 300 acres in the County. The area is generally bounded by Greenbrier Drive/Whitewood Road to the North (with a proposed option for consideration including and adjacent to Albemarle County High School and Charlotte Yancey Humphris Park), US Route 250 to the South (with consideration to an option for including the Meadow Creek Gardens which are further south of Route 250), Meadow Creek to the East and North Berkshire Road/ Angus Road to the West (with consideration for an option to

include an area encompassed by Georgetown Road and Barracks Road). The Hydraulic Small Area Plan includes portions of the following neighborhood planning areas: Meadows, Greenbrier, Barracks/Rugby. The Hydraulic Small Area Plan is one of the several Small Area Plans referenced in the implementation chapter of the City of Charlottesville's 2013 Comprehensive Plan and the guidance referred to in the Hydraulic Small Area Plan will supplement, and in some cases will amend and supersede, the existing Comprehensive Plan recommendations for portions of those neighborhoods. The Hydraulic Small Area Plan, including attached maps, may be viewed at http://www.route29solutions.org/documents/2017.10.02_hydraulic_sap-final_report.pdf

Following the joint public hearing, the Planning Commission may recommend to City Council that it should approve the Hydraulic Small Area Plan as presented, make recommendations for changes to the Hydraulic Small Area Plan and recommend approval of the Hydraulic Small Area Plan with the recommended changes, or disapprove the proposed Hydraulic Small Area Plan as a Comprehensive Plan amendment. The Commission will also recommend approval or disapproval of designation of the included area as an Urban Development Area as defined by Virginia Code section §15.2-2223.1. **Report prepared by Alex Ikefuna, NDS Director**

3. CP18-00002: Comprehensive Plan Amendment - Hydraulic Road and US 29

Transportation Improvement Plan: The Planning Commission and City Council will jointly conduct a public hearing on a proposed amendment to the 2013 Comprehensive Plan, to include the contents of the Hydraulic Road and US 29 Transportation Improvement Plan. The purpose of the Hydraulic and 29 Transportation Improvement Plan is to address safety and congestion issues within the small study area identified in CP18-00001 and to support that land use amendment by:

- Establishing a highly connected, pedestrian friendly center;
- Delivering reliable, efficient transit options;
- Integrating bicycles and pedestrian amenities including safe and convenient ways to cross roadways; and
- Balancing land use with right-sized transportation systems.

The three proposed transportation improvement scenarios are located within the jurisdictions of both the City of Charlottesville and Albemarle County, providing an opportunity for a model of collaboration in community planning.

The potential scenarios are as follows and as described below:

- No-Build Scenario
- Scenario 1 – Grade-Separated Intersection
- Scenario 2 – Continuous Flow Intersection (CFI)
- Scenario 3 – Grade-Separated Roundabout

For the three proposed “build” transportation improvement scenarios there are eight (8) locations that are proposed to be improved. Seven (7) of those locations will have the same improvements for all three scenarios. The only differentiating feature of the scenarios is the proposed improvement at the Hydraulic Road/US 29 intersection. The common transportation improvements for the build scenarios are:

1. Hydraulic Road and Hillsdale Extension roundabout
2. Hydraulic Road and District Avenue roundabout
3. Zan Road grade-separated connection over US 29
4. Angus Road grade-separated intersection with right-turn only access and a signalized southbound US 29 U-turn
5. Hillsdale Drive extension to Holiday Drive

6. Relocation of westbound US 250 Bypass ramps to Hillsdale Drive Extension
7. Extend eastbound US 250 Bypass left-turn lane at Hydraulic Road

No Build Scenario

This scenario's transportation network includes the existing infrastructure and the planned extension of Hillsdale Drive to the US 250 Bypass (improvements 5 and 6 above).

Scenario 1 – Grade-Separated Intersection

This scenario includes constructing bridges to carry US 29 thru traffic over Hydraulic Road. It provides a signalized intersection for Hydraulic Road and left-turning US 29 traffic. The left-turning US 29 traffic will exit the US 29 mainline via ramps that descend to Hydraulic Road. This intersection design allows US 29 thru traffic to flow freely, without having to be processed through a traffic signal. Left-turns from Hydraulic Road to US 29 would likely be prohibited at the signalized intersection under the US 29 bridges. Those left turns would need to be accomplished by proceeding thru the signal and making a U-turn at the roundabouts on either side of the Hydraulic Road/US 29 intersection. However, there is some potential to provide those left turns at the signalized intersection as well as to provide free-flow right turns from US 29 to Hydraulic Road. If this scenario is recommended, those potential provisions would be investigated in more detail.

Scenario 2 – Continuous Flow Intersection (CFI)

This scenario processes all intersection movements through a series of signals at an at-grade intersection. The distinguishing feature of a CFI is that left turns crossing opposing thru traffic on the major street (US 29) are made upstream of the main intersection (known as a displaced left-turn). This effectively removes one or more critical lane maneuvers at the intersection, thus reducing delay at the main intersection. Right turns from all directions will flow continuously. The timing of the series of signals will be coordinated so that traffic in all directions will only have to stop for a red light a maximum of one time.

Scenario 3 – Grade-Separated Roundabout

This scenario consists of constructing a roundabout above US 29, which allows US 29 thru traffic to flow freely. The roundabout is connected to US 29 via ramps and all turning movements from US 29 and the thru movements and turning movements from Hydraulic Road will all be processed via the roundabout.

Following the joint public hearing, the Planning Commission may recommend to City Council that it should approve the recommended Hydraulic Road and US 29 Transportation Improvement Scenario and as presented, make recommendations for changes to the recommended Hydraulic Road and US 29 Transportation Improvement Scenario and recommend approval of the Hydraulic Road and US 29 Transportation Improvement Scenarios with the recommended changes, or disapprove the recommended Hydraulic Road and US 29 Transportation Improvement Scenario as a Comprehensive Plan amendment. **Report prepared by Alex Ikefuna, NDS Director.**

Deferred by Applicant 4. SP18-00002 – Dairy Central (946 Grady Avenue) – Ashley Davies of Williams-Mullen, acting as agent for Dairy Holdings, LLC, owner of the Subject Property, has submitted an application seeking approval of a Special Use Permit (SUP) request to allow for a mixed-use project with a residential density up to 60 dwelling units per acre per City Code Section 34-780(b) and an increase in the maximum permitted height from 50-feet to 65-feet per City Code Section 34-777(b) at 946 Grady Avenue, also identified on City Real Property Tax Map 31 Parcel 60 (“Subject Property”). The Subject Property has frontage on Grady Avenue, Preston Avenue, 10th Street NW and West Street. The site is zoned CC – Central City Corridor with Individually Protected Property, and Entrance Corridor Overlay Districts. The property is approximately 4.35 acres. A residential density of 60 units per acre is proposed (up to 120 DUA by SUP can be

requested) for a total of 261 units. The Land Use Plan calls for Mixed-Use. The Comprehensive Plan specifies density greater than 15 units per acre. Information pertaining to request may be viewed online at <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services> or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition may contact Brian Haluska by email (haluska@charlottesville.org) or by telephone (434-970-3186). **Deferred by Applicant on 4/2/2018**

IV. COMMISSION’S ACTION ITEMS

Continuing: until all action items are concluded

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday, April 24, 2018 – 5:00 PM	Work Session	Comprehensive Plan <u>Presentation - Ivy Corridor Preliminary Development Plan</u>
Tuesday, May 8, 2018 – 4:30 PM	Pre- Meeting	
Tuesday, May 8, 2018 – 5:30 PM	Regular Meeting	<u>Special Permit</u> – Cleveland Avenue, 1817 Nassau <u>Rezoning and Special Permit</u> – 1206 Carlton <u>ZTA</u> – Parking Modified Zone additions <u>Minutes</u> – March 13 & 14, 2018 – Pre-meeting and Regular meeting

Anticipated Items on Future Agendas

Site Plan - Sunrise Park PUD Phase IV

Entrance Corridor - 916, 920 East High Street, 325 10th Street NE (10th & High), ` Seminole Square shopping center

SUP –MACAA (1021 Park Street)

Persons with Disabilities may request reasonable accommodations by contacting ada@charlottesville.org or (434)970-3182

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

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

**LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY
3/1/2018 TO 3/31/2018**

1. Preliminary Site Plans

- a. 1011 East Jefferson Street – March 14, 2018

2. Final Site Plans

- a. 600 West Main Street – March 2, 2018
- b. Quirk Hotel – 425 West Main Street – March 26, 2018

3. Site Plan Amendments

- a. McIntire Skate Park (TMP 450001000) – March 8, 2018
- b. ARC of the Piedmont – Fire Service Line (TMP 37-80.1) – March 13, 2018
- c. Murray High School - Patio Addition – (TMP 350001000) – March 22, 2018

4. Subdivision

- a. BLA – Preston Place & Burnley Avenue (TMP 5- 116, 116A-116F, 118) - March 6, 2018