

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, April 13, 2021 at 5:30 P.M. Virtual Meeting

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

Beginning: 5:00 p.m.

Location: (Electronic/Virtual)

II. **Commission Regular Meeting**

Beginning: 5:30 p.m.

Location: (Electronic/Virtual)

A. **COMMISSIONERS' REPORTS**

B. **UNIVERSITY REPORT**

C. **CHAIR'S REPORT**

D. **DEPARTMENT OF NDS**

i. **Cville Plans Together**

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)

i. Minutes – December 8, 2020 – Pre -meeting and Regular meeting

III. **JOINT MEETING OF COMMISSION/ COUNCIL**

Beginning: 6:00 p.m.

Continuing: until all public hearings are completed

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

1. **SP21-00003 - Lyndhall Apartments – 64 University Way** – Landowner Neighborhood Investments, LLC has submitted a Special Use Permit Application for this property which is also identified by City Real Estate Parcel Identification No. 050048000 (“Subject Property”). Pursuant to City Code Sec. 34-420 and Sec. 34-158, an application has been submitted requesting a Special Use Permit to increase density from 21 Dwelling Units per Acre to 48 Dwelling Units per Acre. The applicant is proposing to renovate an existing multifamily dwelling containing 9 residential dwelling units, in order to allow for a total of 16 dwelling units. Per Section 34-162(a), the application also requests a reduction in required setbacks to address the current non-conforming status of the building and modification of parking standards to permit a proposed off-street parking area location. The Subject Property is approximately 0.34 acres with road frontage on University Way. The Comprehensive Land Use Map for this area calls for High Density Residential. Information pertaining to this application may be viewed online at <https://www.charlottesville.gov/1077/Agendas-Minutes> or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this Special Use Permit request may contact NDS Planner Carrie Rainey by e-mail (raineyc@charlottesville.gov) or by telephone (434-970-3453).

IV. **COMMISSION'S ACTION ITEMS**

Continuing: until all action items are concluded.

1. Critical Slope Waiver – 915 6th Street SE

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday April 27, 2021 5:00 PM	Work Session	Cville Plans Together (tentative)
Tuesday May 11, 2021 - 5:00 PM	Pre-Meeting	
Tuesday May 11, 2021 - 5:30 PM	Regular Meeting	<u>Minutes</u> - January 12, 2021 - Pre -meeting and Regular meeting <u>Minutes</u> - February 9, 2021 - Pre-meeting and Regular meeting <u>Special Use Permit</u> - Fire Station on 250 Bypass <u>Rezoning, Special Use Permit, Critical Slope</u> - 1613 Grove Street

Anticipated Items on Future Agendas

Zoning Text Amendments –Off-street parking facilities requirements along streets designated as “framework streets” (initiated May 8, 2018), Site Plan Requirements, Accessory Dwelling Unit, Middle Density zoning and Affordable Dwelling Unit

Site Plan – Grove Street PUD, Flint Hill PUD

Rezoning – 240 Stribling Avenue

Site Plan, Critical Slope Waiver – Lyman Street

Preliminary Discussion – Belmont Apartments SUP proposal

Entrance Corridor – Comprehensive Sign Plan Request – 916 E High Street

Rezoning, Special Permit - 1206 Carlton

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

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

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

During the local state of emergency related to the Coronavirus (COVID19), City Hall and City Council Chambers are closed to the public and meetings are being conducted virtually via a Zoom webinar. The webinar is broadcast on Comcast Channel 10 and on all the City's streaming platforms including: Facebook, Twitter, and www.charlottesville.gov/streaming. Public hearings and other matters from the public will be heard via the Zoom webinar which requires advanced registration here: www.charlottesville.gov/zoom . You may also participate via telephone and a number is provided with the Zoom registration or by contacting staff at 434-970-3182 to ask for the dial in number for each meeting.

**LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY
2/1/2020 TO 3/31/2020**

- 1. Preliminary Site Plans**
- 2. Final Site Plans**
 - a. CRHA South First Street Phase 2 (900-1000 1st Street S) – March 16, 2021
- 3. Site Plan Amendments**
 - a. 110 West South Street – March 10, 2021
 - b. 703/707 East Jefferson Street – March 10, 2021
 - c. 601 Concord Avenue – March 17, 2021
- 4. Subdivision**
 - a. BLA – 610 Palatine Avenue (TMP 000123000) – March 2, 2021

December 8, 2020 Planning Commission Minutes are included as the last document in this packet.

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



JOINT CITY COUNCIL AND PLANNING COMMISSION PUBLIC HEARING
APPLICATION FOR A SPECIAL USE PERMIT
APPLICATION NUMBER: SP21-00003
DATE OF HEARING: April 13, 2021

Project Planner: Carrie Rainey
Date of Staff Report: April 5, 2021

Applicant: Henningsen Kestner Architects, Inc
Applicant's Representative(s): Chris Henningsen, Henningsen Kestner Architects, Inc
Current Property Owner: Neighborhood Investments, LLC

Application Information

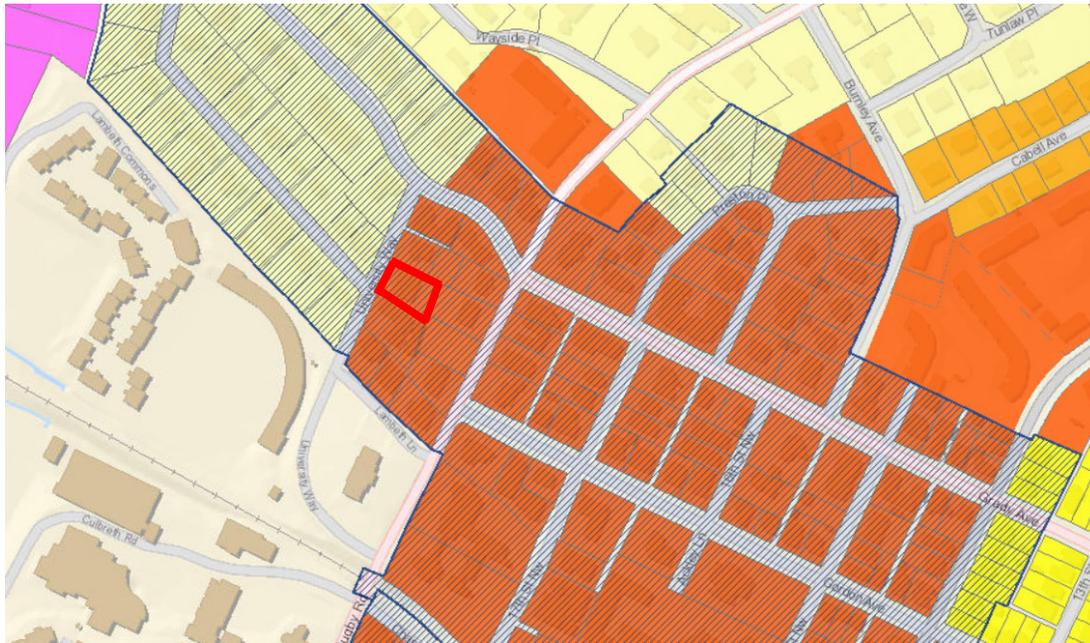
Property Street Address: 64 University Way ("Subject Property")
Tax Map & Parcel/Tax Status: 050048000 (real estate taxes paid current - Sec. 34-10)
Total Square Footage/ Acreage Site: Approx. 0.34 acres (14,810 square feet)
Comprehensive Plan (General Land Use Plan): High Density Residential
Current Zoning Classification: R-3 Residential
Overlay District: District H (Rugby Road—University Circle—Venable Neighborhood)
Architectural Design Control District

Applicant's Request (Summary)

The applicant requests a Special Use Permit (SUP) pursuant to City Code Section 34-420, which states that residential density up to 87 DUA is permitted with an SUP. The subject property has street frontage on University Way. Under the R-3 zoning classification, 7 dwelling units could be developed by-right on this site (21 DUA), per Section 34-420.

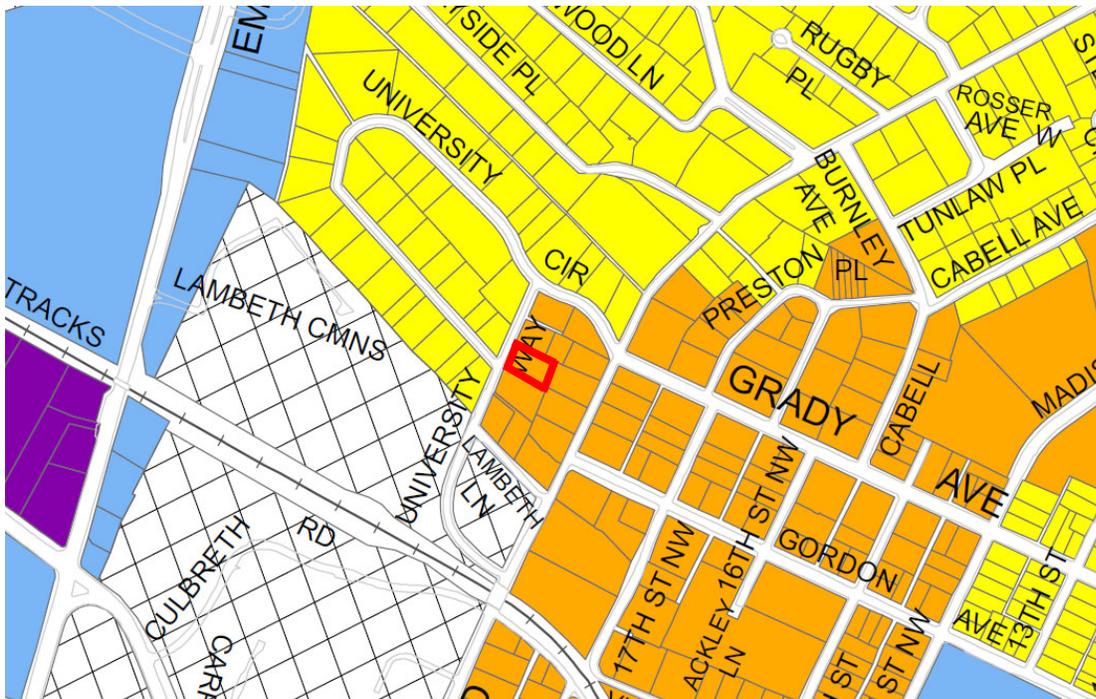
The application narrative (Attachment B) and preliminary site plan (Attachment C) submitted with the application describe interior and façade renovations to the existing building as well as parking and landscaping improvements. The Zoning Administrator has verified the current legal non-conforming use of 9 multi-family dwelling units. See the application narrative and preliminary site plan submitted by the applicant pursuant to Sections 34-41(d)(1) and (d)(6).

Context Map 2- Zoning Classifications



KEY - Light Yellow: R-1U, Yellow: R1-SU, Light Orange: R-2U, Orange: R-3/UMD/UHD, Purple: URB/ES, Blue Cross-Hatch: District H Architectural Design Control District

Context Map 3- General Land Use Plan, 2013 Comprehensive Plan



KEY – Yellow: Low Density Residential, Orange: High Density Residential, Purple: Mixed Use, Blue: Public/Semi-Public

Standard of Review

City Council may grant an applicant a special permit or special use permit, giving consideration to a number of factors set forth within Section 34-157. If Council finds that a proposed use or development will have potentially adverse impacts, and if Council identifies development conditions that could satisfactorily mitigate such impacts, then Council may set forth reasonable conditions within its SUP approval. The role of the Planning Commission is to make an advisory recommendation to the City Council, as to (i) whether or not Council should approve a proposed SUP and if so, (ii) whether there are any reasonable development conditions that could mitigate potentially adverse impacts of the propose use or development.

Section 34-157 of the City’s Zoning Ordinance lists a number of factors that Council will consider in making a decision on a proposed SUP. Following below is staff’s analysis of those factors, based on the information provided by the applicant.

FOR APPLICANT’S ANALYSIS OF THEIR APPLICATION PER SECTION 34-157 SEE ATTACHMENT B

(1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood.

The properties immediately surrounding the subject property are described as:

Direction	Use	Zoning
North	Multi-family Residential	R-3
South	Multi-family Residential	R-3
East	Multi-family Residential	R-3
West	Multi-family Residential	R-1U

The buildings immediately surrounding the subject property are mostly two (2) to three (3) story buildings, functioning as multi-family residences. Properties in the surrounding area are generally in residential zoning districts and includes additional multi-family residences, single family residences, the University of Virginia campus, and university affiliated organizations.

Staff Analysis: The proposed use of the property depicted in the preliminary site plan (Attachment C) and other application materials is a residential building containing multiple dwelling units. The surrounding area is predominantly multi-family dwellings in similarly-scaled buildings. The proposed use is harmonious with the existing patterns of use within the neighborhood.

(2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan.

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

a. Housing

2.1: Preserve and improve the quality and quantity of the existing housing stock through the renovation, rehabilitation and/ or expansion of existing units as a means of enhancing neighborhood stability.

8.3: Encourage housing development where increased density is desirable and strive to coordinate those areas with stronger access to employment opportunities, transit routes and commercial services.

b. Transportation

5.2: Work with University of Virginia officials to encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

c. Historic Preservation and Urban Design

2.1: Promote Charlottesville's diverse architectural and cultural heritage by recognizing, respecting, and enhancing the distinct characteristics of each neighborhood.

9.3: Encourage adaptive re-use of historic buildings as a strategy for historic preservation.

Comprehensive Plan

The General Land Use Plan calls for the subject property and properties to the north, south, and east to be High Density Residential land use, and the areas directly west of the subject property to be Low Density Residential land use. The Comprehensive Plan specifies that High Density Residential includes all land to be occupied by multi-family type housing with a density greater than 15 dwelling units per acre (DUA). Low Density Residential is described as single or two-family housing types, with a density of no greater than 15 DUA. Residential density up to 21 DUA, which is considered high density by the aforementioned materials, is allowed by-right in the R-3 zone. High density residential uses can therefore be considered appropriate in R-3 zones, depending on site-specific characteristics and conditions.

Staff Analysis: Several goals in the Comprehensive Plan speak to a desire to have density as appropriate in locations that will foster developments that are walkable and bikable to the downtown area and other centers of employment, entertainment, and education. The subject property is less than a quarter (1/4) mile from the University of Virginia and within one-half (1/2) mile of the Corner shopping district. Creating more density and housing

options near these areas may reduce commuter congestion and open up housing options in other parts of the City. It is reasonable to permit a moderate level of density at this location, if proper conditions are applied.

The Commission may choose to recommend an SUP condition that restricts the DUA to something less than the requested 48 DUA, or may choose to recommend an SUP condition restricting the number of bedrooms-per-unit. Staff believes permitting density up to 48 dwelling units per acre (DUA) with a maximum of 24 bedrooms could be an appropriate increase in density that is in line with the Comprehensive Plan and General Land Use Plan, but will minimize impacts to the surrounding area's character and public facilities.

Streets that Work Plan

The May 2016 Streets that Work Plan (approved September 2016 as an amendment to the Comprehensive Plan) labels University Way and other streets in the general vicinity as the *Local Street* typology. Rugby Road (located one block from the subject property) is designated as the *Neighborhood A* typology, and Grady Avenue (also one block from the subject property) is designated as the *Neighborhood B* typology. The full plan can be viewed at: <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services/streets-that-work/streets-that-work-plan>

Local Streets are characterized as the majority of the street network and have no specific associated typology due to the variation of context and available space. The Streets that Work Plan notes design elements on Local Streets should not exceed the dimensions specified for *Neighborhood B* streets, and that techniques such as curb extensions are appropriate. A minimum of five (5) to six (6) feet of clear zone width for sidewalks is recommended for *Neighborhood B* streets. Sidewalks and on-street parking are noted as the highest priority street elements.

University Way in the subject property vicinity is a one (1) way street with traffic traveling from Lambeth Lane (University of Virginia boundary) to University Circle. The existing sidewalks on University Way are approximately four (4) feet in width and include a five (5) foot grass buffer and parallel parking on one (1) side of the street as separation from the roadway. The nearest marked crosswalks are on Rugby Road at University Circle and Lambeth Lane.

The Plan also states that driveways should be designed to provide a continuous and level clear walk zone across the vehicular path and encourage vehicles to yield to pedestrians on

the sidewalk. The existing driveway entrance, proposed to remain in the preliminary site plan (Attachment C), includes a full width walk zone.

Staff Analysis: No improvements are proposed to the public pedestrian and bicycle networks in the current application package. Staff concludes that the existing pedestrian network along the development frontage is not consistent with the Streets that Work Plan regarding sidewalk width, but the frontage does include the two (2) highest priority items (on-street parking and sidewalks) as well as a planted sidewalk buffer.

Bicycle and Pedestrian Master Plan

The 2015 Bicycle and Pedestrian Master Plan notes Rugby Road is the nearest corridor with existing and recommended bicycle lanes. Grady Avenue and Gordon Avenue are both proposed to be shared roadways in the Plan. University Way is designated as existing sidewalk in the Proposed Pedestrian Network in the Plan, and has a medium level generalized demand for bicycle and pedestrian movements. The Plan notes the nearest intersections prioritized for improvements are 17th Street NW/Virginia Avenue and Chancellor Street/Madison Lane.

Staff Analysis: Based on the current application package, staff concludes that the existing pedestrian network along the development frontages is consistent with the Bicycle and Pedestrian Master Plan.

(3) Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations.

Based on the information contained within the application, the proposed development would likely comply with applicable building code regulations. However, final determinations cannot be made prior to having the details required for final site plan and building permit approvals.

(4) Potential adverse impacts, including, but not necessarily limited to:

a) Traffic or parking congestion

Traffic

The preliminary site plan (Attachment C) provides information on the project traffic impacts of the proposed 16 multi-family residential units. The following information is a synopsis of the information provided.

Trip generation information (VPD): The trip generation figures provided by the applicant indicate that the proposed development will have 118 vehicular trips per day according to the 10th Edition of the ITE Handbook.

Peak-hour traffic: As shown in the preliminary site plan, the morning peak hour would have 8 trips, 75% of which would be exiting the site. The afternoon peak hour would have 9 trips, with 66% entering the site.

Staff Analysis: The Traffic Engineering Department has reviewed the provided information, and found the information provided to be sufficient and appropriate. The proposed development and increased residential density will not create an adverse effect on traffic on surrounding City streets.

Vehicular Access

Current vehicular ingress and egress to the subject property one (1) access point on University Way on the north side of the subject property. The preliminary site plan (Attachment C) proposes maintaining the existing concrete entrance and replacing the existing asphalt driveway to the parking area at the rear of the building. The location of the existing building and other site features such as walls and stairs limit the possibility of new vehicular access points.

Staff Analysis: The Traffic Engineering Department has reviewed and accepted the proposed driveway modifications. The Engineering Department has determined the existing concrete entrance should be improved in concurrence with the proposed driveway modifications. Details of the entrance improvements can be adequately evaluated and addressed during the site plan process, and final site plan approval is dependent on confirmation of improvements provided by the applicant to ensure appropriate modification to the entrance located in the public right-of-way.

Parking

The preliminary site plan (Attachment C) indicates parking will be provided at the rear of the building, in the general location of the existing parking lot. Multi-family residential developments require one (1) parking space for all one (1) and two (2) bedroom units, per Section 34-984. The preliminary site plan shows 14 parking spaces to serve the proposed 16 dwelling units. The site plan indicates a two (2) parking space reduction is permissible by Section 34-985(b)(2) but no city bus stops exist within the allowance distance. Section 34-985 does permit parking space number reduction via other means, including on-site bicycle lockers.

University Way and nearby University Circle are both 24-hour permit parking streets within Zone 1 per Section 15-204. The property is not a designated property in Section 15-210(c)(1) for specific permit number requirements. The Traffic Engineer has determined the development does not qualify as an affected household per Section 15-202, and residents will not be provided street parking permits.

Staff Analysis: Based on the information provided in the project proposal narrative and site plan, the minimum parking requirements of the zoning ordinance is not currently met by the proposed development as shown. However, other options in Section 34-985 may apply to the development and could be utilized to meet required parking. The final site plan approval is dependent on confirmation that proposed off-street parking meets Sections 34-984 and 34-985. In addition, residents of the proposed development could not receive permit parking passes for residential permit zones, as determined by the Traffic Engineer per Section 15-202.

Other Modes of Transportation

There are several Charlottesville Area Transit (CAT) bus stops located within a half (1/2) mile of the subject property. There are several University Transit Service (UTS) bus stops within a quarter (1/4) mile. The proposed development is also served by a sidewalk network that generally includes a grass buffer strip immediately adjacent to the subject property and within the vicinity of the subject property. Crosswalks in the general vicinity are typically unmarked. As described above in the Streets that Work Plan section of this report, the applicant has not proposed improvements to the public pedestrian and bicycle infrastructure networks.

Section 34-881 specifies one (1) bicycle parking space per every two (2) multi-family dwellings will be provided as deemed appropriate by the Director of Neighborhood Development Services or the Planning Commission. Per this section, eight (8) bicycle parking spaces can be required to serve the 16 multi-family residential units. The preliminary site plan (Attachment C) states eight (8) bicycle parking spaces will be provided in the basement of the building. The plan also indicates four (4) outdoor bicycle racks are provided, resulting in eight (8) outdoor parking spaces. The proposed parking (16 spaces total) will exceed the requirements of Section 34-881.

Staff Analysis: The Bicycle and Pedestrian Coordinator has recommended that due to the proposed increased density, the applicant should consider providing additional covered, secure bike parking for each bedroom, along with short-term bike parking for guests to mitigate the need for parking on-site. Staff believes the applicant's proposal to

provide 16 bicycle parking spaces both within and outside of the building will encourage non-vehicular trips to and from the property and should be defined as a condition should the Planning Commission recommend approval.

b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment

The proposed development may result in increased noise, as a result of the increase of multi-family dwelling units. However, there are no statistics indicating that, overall, the noise generated by 16 dwelling units in a mid-rise apartment building would exceed noise anticipated from an equivalent number of single-family dwellings.

The preliminary site plan (Attachment C) indicates a lighting plan will be submitted as part of the final site plan application, however Section 34-827(d)(13) requires the location and dimensions of proposed lighting to be included in the preliminary site plan. The plan indicates proposed lighting will be meet the City's dark sky ordinance (Chapter 34, Division 3 – Outdoor Lighting), be full cut off luminaire, and lighting will be proposed at building entrances only.

Staff Analysis: Staff believes the general lighting parameters proposed by the applicant are appropriate and should be defined as conditions should the Planning Commission recommend approval.

c) Displacement of existing residents or businesses

No commercial uses exist on the subject property. The requested additional residential density will allow an increase in multi-family residential units from the current nine (9) to sixteen (16), overall increasing the number of units.

d) Discouragement of economic development activities that may provide desirable employment or enlarge the tax base

As noted above, there are no existing commercial uses on site to be retained or expanded. In addition, the R-3 multifamily residential district does not allow many commercial uses; allowable uses include daycare facilities, health clinics, and indoor sport clubs.

e) Undue density of population or intensity of use in relation to the community facilities existing or available

The City's Comprehensive Plan identifies community facilities as fire protection, police enforcement, and emergency response services; public utilities and infrastructure; and public parks and recreation opportunities.

Staff Analysis: The proposed development will necessarily result in some increased demand on physical facilities and services provided (see also paragraph (g.), following below). Some of these impacts, such as impacts on the City's water and sewer facilities, and public streets/ sidewalks, can be adequately evaluated and addressed during the site plan process, and final site plan approval is dependent on confirmation of adequate facilities or improvements provided by the applicant to ensure adequacy. A preliminary review of the proposal indicates the City's existing water and sewer facilities are likely to be adequate to serve the proposed development.

The subject property is less than a quarter (1/4) mile from the University of Virginia and within one-half (1/2) mile of the Corner shopping district. Washington Park is located approximately one-half (1/2) mile from the subject property. Staff believes park and recreation opportunities available in proximity of the subject property can adequately accommodate the proposed increase in density created by the development.

f) Reduction in the availability of affordable housing in the neighborhood

The current use of the subject property is nine (9) market-rate multi-family residential units. The proposed redevelopment of the site will result in 16 market-rate multi-family residential units, which will not result in a reduction of affordable housing. The Redevelopment Manager, who is authorized to review affordable housing requirements, has confirmed the application does not meet the 1.0 floor area ratio (FAR) per Section 34-12(a) requiring affordable housing units.

g) Impact on school population and facilities

The project narrative (Attachment B) and preliminary site plan (Attachment C) indicate the residential units will be one (1) and two (2) bedroom units. The narrative states that the units are expected to be college student housing.

Staff Analysis: Because housing is open to all, there is a possibility that families with children could take residence here. Therefore, some impact could be created on school population and facilities.

h) Destruction of or encroachment upon conservation or historic districts

The subject property is a contributing structure within District H (Rugby Road—University Circle—Venable Neighborhood Architectural Design Control District). On March 16, 2021 the Board of Architectural Review (BAR) approved (9-0) a recommendation that *based on the information submitted, the proposed Special Use Permit for 64 University Way will not adversely impact the Rugby Road-University Circle-Venable Neighborhood ADC District.*

i) Conformity with federal, state and local laws, as demonstrated and certified by the applicant

Based on the information contained within the application, the proposed development would likely comply with applicable federal and state laws. As to local ordinances (zoning, water protection, etc.), it generally appears that this project, as detailed in the application, can be accommodated on this site in compliance with applicable local ordinances; however, final determinations cannot be made prior to having the details required for final site plan and building permit approvals. Specific zoning ordinance requirements reviewed preliminarily at this stage include massing and scale (building height, setbacks, stepbacks, etc.) and general planned uses.

j) Massing and scale of project

The existing building is three (3) stories tall with a partially exposed basement level. The project narrative (Attachment B) indicates no proposed expansion to the existing building footprint, massing, or scale. The narrative states building improvements will focus on the interior and rehabilitation of the exterior to more closely reflect its original appearance, including removing the exterior rear fire escapes and at the top level, the installation of railing that matches the original. The application materials depict other modifications to the subject property, including a revised driveway and parking area at the rear of the building, additional landscaping, and a 500 square feet (SF) outdoor patio on the southern side of the building.

Section 34-353(a) requires buildings in the R-3 zone to have a side yard setback of at least one (1) foot for every four (4) feet in building height for developments with a density of 44- 87 DUA, with a 10 foot minimum setback. The applicant has requested the side yard setback requirement to be modified to 10 feet minimum per Section 34-162(a) to alleviate the non-conformity of the existing building footprint, which is located as close as 13.6 feet from the side property line.

Staff Analysis: No significant change is proposed by the applicant to the existing building's massing or scale. On March 16, 2021 the Board of Architectural Review (BAR)

approved (9-0) a recommendation that *the related exterior alterations and rehabilitation will not alter the scale, massing, footprint, or setbacks of the existing building, nor are they inconsistent with the building's design and architectural style. Furthermore, the proposed work, including the exterior rehabilitation, is being coordinated with the Virginia Department of Historic Resources. Per Section 34-283(a)(1), administrative review of the certificate of appropriateness is permitted for the alterations, as the Virginia Department of Historic Resources will provide appropriate oversight of the proposed alterations.*

Staff believes the request to alter side yard setback requirements to 10 feet minimum is in line with Section 34-162(a)(b) as the modification is desirable due to the location of the proposed use in a non-conforming contributing structure of the District H (Rugby Road—University Circle—Venable Neighborhood) Architectural Design Control District.

(5) Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed;

The description for multi-family residential districts states the *purpose of the multifamily residential zoning district is to provide areas for medium- to high-density residential development. The basic permitted use is medium-density residential development; however, higher density residential development may be permitted where harmonious with surrounding areas. Certain additional uses may be permitted, in cases where the character of the district will not be altered by levels of traffic, parking, lighting, noise, or other impacts associated with such uses. The R-3 district is further described as consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged. (Section 34-350(c)).*

The R-3 zone allows for multi-family residential development by-right. As noted above, higher residential density may be permitted where harmonious with surrounding areas. The General Land Use Plan in the Comprehensive Plan contemplates density based upon dwelling units per acre (DUA). However, the Planning Commission may wish to contemplate not only density as associated with units per acre, but also density in terms of number of bedrooms, as this may provide a clearer picture of the true impact of the proposed development. In the preliminary site plan (Attachment C), the applicant proposes to provide 16 residential units with 24 bedrooms total. Eight (8) multi-family residential units are proposed to be one (1) -bedroom, and eight (8) are proposed to be two (2) -bedroom. As noted in the narrative (Attachment B), the by-right density of 21 DUA could yield seven (7) multi-family residential units with four (4) bedrooms each totaling 28 bedrooms. The proposed multi-family residential use is in harmony with the purposes of the R-3 zone.

(6) Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations; and

Based on the information contained within the application, the proposed development would likely comply with applicable local ordinances if City Council approves the modification to parking standards requested per Section 34-162(a). However, final determinations cannot be made prior to having the details required for final site plan and building permit approvals.

The project narrative (Attachment B) requests modification to the parking standards of Section 34-972(b)(6), which require off-street parking areas to be located no closer than three (3) feet to any side or rear property line. The preliminary site plan (Attachment C) shows the proposed parking area as extending to the property line on the southern (side) and eastern (rear) sides of the property. The narrative indicates this is necessary for increased parking capacity and maneuvering space. The narrative states the applicant will continue to conform to Section 34-981, requiring all off-street parking facilities to be drained in a manner to prevent damage to abutting properties and public streets.

Staff Analysis: Staff believes the request to alter the parking standard for off-street parking areas to allow for no minimum offset from the property line would be in line with Section 34-162(a)(b) as the modification is desirable due to the location of the proposed use in an existing contributing building on a developed site. The proposed parking area expansion will provide additional parking to serve the proposed use per Section 34-984. The requested modification does not relieve the proposed off-street parking area of the requirements of Section 34-981.

(7) When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the BAR or ERB, as may be applicable, for recommendations as to whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts. The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.

On March 16, 2021 the Board of Architectural Review (BAR) approved (9-0) a recommendation that *based on the information submitted, the proposed Special Use Permit for 64 University Way will not adversely impact the Rugby Road-University Circle-Venable Neighborhood ADC District. The related exterior alterations and rehabilitation will not alter the scale, massing, footprint, or setbacks of the existing building, nor are they inconsistent with the building's design and architectural style. Furthermore, the proposed work, including*

the exterior rehabilitation, is being coordinated with the Virginia Department of Historic Resources.

Public Comments Received

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

The applicant held a virtual community meeting on December 9, 2020 beginning at 5:30 using the Zoom webinar platform. Property owners and occupants within 500 feet, and all City neighborhood association leaders were notified of the meeting per requirements in Section 34-41(c)(2). The letter provided by the applicant can be found in Attachment D. One (1) community member attended the meeting. The attendee did not express concern with the proposal.

Other Comments

Staff received via email concerns from three (3) community members. One (1) respondent supported the proposed building renovations. Two (2) respondents supported the proposed building renovations but expressed concern that additional residents at the subject property would have a negative impact on available neighborhood parking.

Staff Recommendation

Staff recommends the Planning Commission focus on the following items during review: appropriate density and bedroom counts, recommendations from the Board of Architectural Review (BAR), and appropriate allowances for building setback and off-street parking area setback per Section 34-162.

Recommended Conditions

Staff recommends that a request for higher density could be approved with the following conditions:

1. Up to 48 dwelling units per acre (DUA) are permitted on the subject property. A maximum of 16 multi-family residential units with 24 bedrooms shall be allowed on the subject property.
2. Side setback requirements of Section 34-353(a) shall be modified per Section 34-162(a) to be 10 feet minimum.
3. Off-street parking area offset from the side and rear property line per requirements of Section 34-972(b)(6) shall be modified per Section 34-162(a) to be no minimum setback.
4. No improvements shall be commenced prior to approval of a final site plan and approval of a permit authorizing land-disturbing activities pursuant to Section 10-9. For purposes of Chapter 10 of the City Code, demolition activities shall be planned and built into the erosion & sediment control plan and stormwater management plan (if required), as part

of the overall development plan for the subject property, and no such demolition activity shall be undertaken as a stand-alone activity.

5. The design, height, and other characteristics of the development shall remain essentially the same, in all material aspects, as described within the application materials received from January 21, 2021 until February 24, 2021, submitted to the City for and in connection with SP21-00003, including the site plan dated January 15, 2021 (Attachment C). Except as the design details of the development may subsequently be modified to comply with staff comments, or by any other provision(s) of these SUP Conditions, any change of the development that is inconsistent with the application shall require a modification of this SUP. These characteristics include:
 - a. No expansion of the existing building's footprint or height.
 - b. One (1) outdoor patio shall be provided on the southern side of the building.
 - c. At least eight (8) bicycle parking spaces shall be provided in the basement, and at least eight (8) outdoor bicycle parking spaces shall be provided outside on site.
6. Outdoor lighting shall be provided at building entrances only.
7. All outdoor lighting and light fixtures shall be full cut-off luminaires.
8. The spillover light from luminaires onto public roads and onto property adjacent property shall not exceed one-half (½) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of right-of-way or easement, whichever is closer to the light source.

Suggested Motions

1. I move to recommend approval of this application for a Special Use Permit in the R-3H zone at 64 University Way (Tax Map 5 Parcel 48) to permit residential development with additional density and modification to side yard setbacks and parking standards with the following listed conditions.
 - a.
 - b.

OR,

2. I move to recommend denial of this application for a Special Use Permit in the R-3H zone at 64 University Way (Tax Map 5 Parcel 48).

Attachments

- A. Special Use Permit Application signed January 15, 2021
- B. Updated Special Use Permit Narrative updated March 10, 2021
- C. Preliminary Site Plan dated January 15, 2021
- D. Community Meeting Materials received December 9, 2020



City of Charlottesville

Application for Special Use Permit

Project Name: Lyndhall Apartments

Address of Property: 64 University Way, Charlottesville VA 22903

Tax Map and Parcel Number(s): 050048000

Current Zoning District Classification: R-3H

Comprehensive Plan Land Use Designation: High density residential

Is this an amendment to an existing SUP? No

If "yes", provide the SUP #: _____

Applicant: Henningsen Kestner Architects, Inc.

Address: 1108 East High St., Charlottesville, VA 22902

Phone: (434) 971-7202

Email: chris@henningsenkestner.com

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

Owner Owner's Agent Designer Contract Purchaser

Owner of Record: Neighborhood Investments, LLC

Address: 810 Catalpa Court, Charlottesville, VA 22903

Phone: (434) 923-8900

Email: richard@neighborhoodprops.com

Reason for Special Use Permit:

Additional height: _____ feet

Additional residential density: _____ units, or 48 units per acre

Authorize specific land use (identify) _____

Other purpose(s) (specify City Code section): _____

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

(1) Signature Christian E. Henningsen Print Christian E. Henningsen Date 1-15-21

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

(2) Signature Richard Spurzem Print Richard Spurzem Date 1-15-21

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

Sp21-00003



City of Charlottesville

Pre-Application Meeting Verification

Project Name: Lyndhall Apartments - 64 University Way

Pre-Application Meeting Date: 10/28/2020 10:00 a.m. (via Zoom)

Applicant's Representative: Richard Spurzem, Chris Henningsen, Mark Kestner, Scott Collins

Planner: Joey Winter

Other City Officials in Attendance:

Craig Fabio - Zoning

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

1. Reach out to Traffic Engineering about narrow entrance to parking lot

2. Reach out to Jeff Werner about required BAR approvals

3.

4.

5.

Planner Signature: *J. Winter*



City of Charlottesville

Application Checklist

Project Name: Lyndhall Apartments

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

- X 34-158(a)(1): a site plan (ref. City Code 34-802(generally); 34-1083(communications facilities)
- 34-158(a)(3): Low-impact development (LID) methods worksheet (required for developments that include non-residential uses, and developments proposing 3 or more SFDs or TFDs)
- X 34-158(a)(4): a building massing diagram, and building elevations (required for applications proposing alteration of a building height or footprint, or construction of any new building(s))
- X 34-158(a)(5) and 34-12: affordable housing data. (i) how many (if any) existing dwelling units on the property are an "affordable dwelling unit" by the city's definitions? (ii) Will existing affordable units, or equivalent affordable units, remain following the development? (iii) What is the GFA of the project? GFA of residential uses? GFA of non-residential uses?
- X 34-157(a)(1) Graphic materials that illustrate the context of the project, and a narrative statement as to compatibility with existing patterns of use and development
- X 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- X 34-157(a)(3) Narrative statement: compliance with applicable USBC provisions
- X 34-157(a)(4) Narrative statement identifying and discussing any potential adverse impacts, as well as any measures included within the development plan, to mitigate those impacts
- X 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- All items noted on the Pre-Application Meeting Verification.

Applicant

Signature *Christian E. Henningsen* Print Christian E. Henningsen Date 1-15-21

By Its: _____

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



City of Charlottesville

Community Meeting

Project Name: Lyndhall Apartments

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

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

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

Applicant: Christian E. Henningsen, Henningsen Kestner Architects, Inc.

By:

Signature



Print

Christian E. Henningsen

Date

1-15-21

Its:

(Officer, Member, Trustee, etc.)



City of Charlottesville

Owner's Authorizations

(Not Required)

Right of Entry- Property Owner Permission

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

Owner: Neighborhood Investments, LLC Date 11/14/21

By (sign name): [Signature] Print Name: Richard T. Spurzern

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

Other (specific): _____

Owner's Agent

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

Name of Individual Agent: _____

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

Owner: Neighborhood Investments, LLC Date: 11/14/21

By (sign name): [Signature] Print Name: Richard T. Spurzern

Circle one:

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

Other (specific): _____



City of Charlottesville

Disclosure of Equitable Ownership

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

Name Richard T. Spurzem Address 1795 Lake Road, Charlottesville VA 22901

Name _____ Address _____

Name _____ Address _____

Name _____ Address _____

Attach additional sheets as needed.

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

Applicant: Neighborhood Investments, LLC

By:

Signature  Print Richard T. Spurzem Date 11/4/21

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



City of Charlottesville

Fee Schedule

Project Name: Lyndhall Apartments

Application Type	Quantity	Fee	Subtotal
Special Use Permit (Residential)	1	\$ 1,500	\$1,500.00
Special Use Permit (Mixed Use/Non-Residential)		\$ 1,800	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			\$1,500.00

Office Use Only

Amount Received: 1,500.00 Date Paid 2/24/2021 Received By: O. Ebanke

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903



SPECIAL USE PERMIT APPLICATION INFORMATION

HK

HENNINGSEN KESTNER
ARCHITECTS

1108 EAST HIGH STREET, CHARLOTTESVILLE, VA 22902
PHONE (434) 971-7202 | FAX (434) 295-2413 | HENNINGSENKESTNER.COM



10 March, 2021

City of Charlottesville
Department of Neighborhood Development Services
City Hall Post Office Box 911
Charlottesville, VA 22902

RE: Lyndhall Apartments - Updated Special Use Permit Narrative

On behalf of Neighborhood Investments, LLC, we submit this request for a Special Use Permit for the Historic Restoration and Renovation of Lyndhall Apartments, tax parcel 50048000, located at 64 University Way in Charlottesville's R-3H zoning district.

There are three components of the requested Special Use Permit:

1.) An increase in residential density to 48 DUA from the 21 DUA permitted by-right (up to 87 is permitted with SUP). The current use as a 9-unit apt. building is a legal non-conforming use in the R3-H district due to the limited lot size. Our request for increased density is explained further below.

2.) Reduction of the side yard setback requirement from 1' per every 4' of height (minimum 10') to the 10' minimum. Although the building is existing and we are not proposing any changes that affect the side yard setbacks, this issue must be addressed as it is also a legal non-conforming condition.

3.) Reduction of the 3' parking setback from the side property lines (at the rear of the site). The property is currently paved up to the property line on the North side, and an expansion of paved area along portions of the South property line is requested to allow for the proposed increase in parking capacity and maneuvering clearances. The neighboring properties on each side are paved up to the property lines, and are separated from the subject property by grade changes and existing retaining walls. The property immediately to the South (where we are proposing to expand the paving) has the same owner as the subject property. Current compliance with the requirements of Section 34-981 regarding drainage will not be impacted by the requested improvements.

We seek this Special Use Permit as part of our proposed restoration of the building, which has received preliminary approval from the Virginia Department of Historic Resources and National Park Service for Historic Rehabilitation Tax Credits, as it is listed as a "Contributing Structure" within the Rugby Road – University Corner Historic District.

This historic apartment building was constructed in 1915 with 12 units (4 per floor on 3 floors) over a basement level (above grade on 3 sides), which housed a communal dining room, commercial kitchen, and support spaces. The apartments themselves originally did not have their own kitchens, so when the building was reconfigured sometime around 1936, the units on the upper floors were combined, kitchens were added, and 2 new apartments were

carved out of the dining room and support spaces in the basement. Currently, the building has 9 units, 2 units per floor on the lower three floors, and three smaller units on the top floor. The conversion was not planned thoughtfully however, and created awkward layouts featuring kitchens and bedrooms that can only be accessed through other bedrooms, to cite the worst example.

Since the original apartment entrances on the upper floors are still intact, the historic preservation architect consultants who were engaged to provide guidance (Hill Studio of Roanoke, VA), suggested that we “uncombine” the units on the main floors and go back to using all 4 original entrance doors on each floor to access 4 smaller apartments, as the building was originally designed. This approach has yielded better 1-2 bedroom apartments that are more in keeping with the original layout of the building, but now include the kitchens, baths, closets, etc. that tenants demand in today’s rental market. For the sake of consistency and efficiency in terms of stacking structure, plumbing, etc., we are proposing to duplicate the layout of the first and second floors in the basement, which brings the total proposed number of units in the building to 16.

Exterior improvements to the building are limited to restoration of the exterior to its historic appearance on the front and side facades, and the replacement of unsightly and deteriorated exterior fire escapes that were added to the rear of the building with covered exterior porches. Site improvements consist of: Widening of the driveway on the North side of the building for safer vehicle access, and replacement of existing retaining walls; Repaving and restriping of existing rear parking lot to increase parking capacity; Creation of landscaped patio area on the South side of the building for recreational use by residents; Landscape improvements; Installation of new and/or replacement utilities (water, sewer, electrical, and fire sprinkler line) into the building.

The following is a list of specific areas of concern noted in the Special Use Permit application, with our responses outlining how each issue is addressed in our proposed plan:

Section 34-158(a)(5) Information and data identifying how many, if any, existing dwelling units on the development site meet the city's definition of an "affordable dwelling unit" and whether any such existing units, or equivalent affordable units, will remain following the development.

Response: The owner has indicated that the existing building does not currently have any units that meet the city’s definition of an “affordable dwelling unit”. It is not anticipated that the renovated building will have affordable dwelling units, which are not required, as the building envelope falls under the 1.0 FAR threshold.

Section 34-157(a)(1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood.

Response: The existing building is listed as a “Contributing Structure” within the Rugby Road – University Corner Historic District, and exterior improvements have received preliminary approval from the VA Dept. of Historic Resources and National Park

Service for Historic Rehabilitation Tax Credits. The building has been in continuous use as student housing since it's construction in 1915, and the proposed renovation will not change that use.

Section 34-157(a)(2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan.

Response: The proposed use and increase in residential density conforms to the city's comprehensive plan, as the site is located within a "High Density Residential" zone on the General Land Use Plan. Although no affordable dwelling units are proposed as part of this project, it is our belief that if approved, the increase in residential density within this existing building will serve the purpose of reducing market pressure on affordable dwelling units elsewhere in the city. The proximity of the building to UVA grounds and the Corner District, as well as the existing sidewalks, bike lanes, and bus lines in the immediate vicinity of the building would make a density increase in this particular location especially likely to promote the goals of the Comprehensive plan in regards to walkability and transportation.

Section 34-157(a)(3) Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations.

Response: The proposed building renovation will comply with all applicable building code regulations.

Section 34-157(a)(4)(a) Traffic or parking congestion.

Response: The proposed improvements to the parking area on the building site conform to current parking regulations for the proposed unit size and count. We do not anticipate additional traffic or parking pressure to the neighborhood as a result of the proposed use.

Section 34-157(a)(4)(b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment.

Response: The proposed use will not create any of the adverse impacts to the natural environment listed above.

Section 34-157(a)(4)(c) Displacement of existing residents or businesses.

Response: The proposed renovation of the building will not displace any existing residents or businesses. If approved, the density increase in this location may help to reduce such displacement elsewhere in the city.

Section 34-157(a)(4)(d) Discouragement of economic development activities that may provide desirable employment or enlarge the tax base.

Response: The proposed use will not discourage economic development activities.
Section 34-157(a)(4)(e) Undue density of population or intensity of use in relation to the community facilities existing or available.

Response: Although we are asking for an increase in residential density, we do not feel that the proposed increase represents an undue increase in population density for this area. This building shares a block with several other historic student housing apartment buildings, and is located in a high-density housing zone on the Comprehensive Plan. We are not proposing to expand the existing building envelope, and the proposed unit mix, if approved, will result in 16 one and two bedroom units with 24 bedrooms total. This is fewer than would be allowed by-right for a less sensitive renovation that would gut the interior, or for new construction on the property, which would allow 7 four-bedroom units resulting in 28 bedrooms.

Section 34-157(a)(4)(f) Reduction in the availability of affordable housing in the neighborhood.

Response: The proposed project will not reduce the availability of affordable housing in the neighborhood.

Section 34-157(a)(4)(g) Impact on school population and facilities.

Response: As the past and proposed future use of the building is college student housing, we do not anticipate much if any impact to local school populations or facilities.

Section 34-157(a)(4)(h) Destruction of or encroachment upon conservation or historic districts

Response: As stated above, the building is a Contributing Structure within an established Historic District, and the renovation will be performed in conformance with all applicable VADHR and NPS requirements for Historic Preservation Tax Credits.

Section 34-157(a)(4)(i) Conformity with federal, state and local laws, as demonstrated and certified by the applicant.

Response: The project will conform to all applicable federal, state, and local laws.

Section 34-157(a)(5) Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed.

Response: The property is located within an R-3H zoning district. Both aspects of the proposed renovation (the historic preservation of the existing building, and the increased residential density, if approved) are harmonious with the purposes of the R-3H zoning district.

Section 34-157(a)(6) Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations.

Response: All applicable general and specific standards (other than those addressed by the SUP request itself) will be met by the proposed project.

Section 34-157(a)(7) When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the BAR or ERB, as may be applicable, for recommendations as to whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts. The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.

Response: It is our understanding that the application to the BAR for review has been made by staff as part of the SUP process, and that the proposal will be considered by the Board during the March 16th meeting.

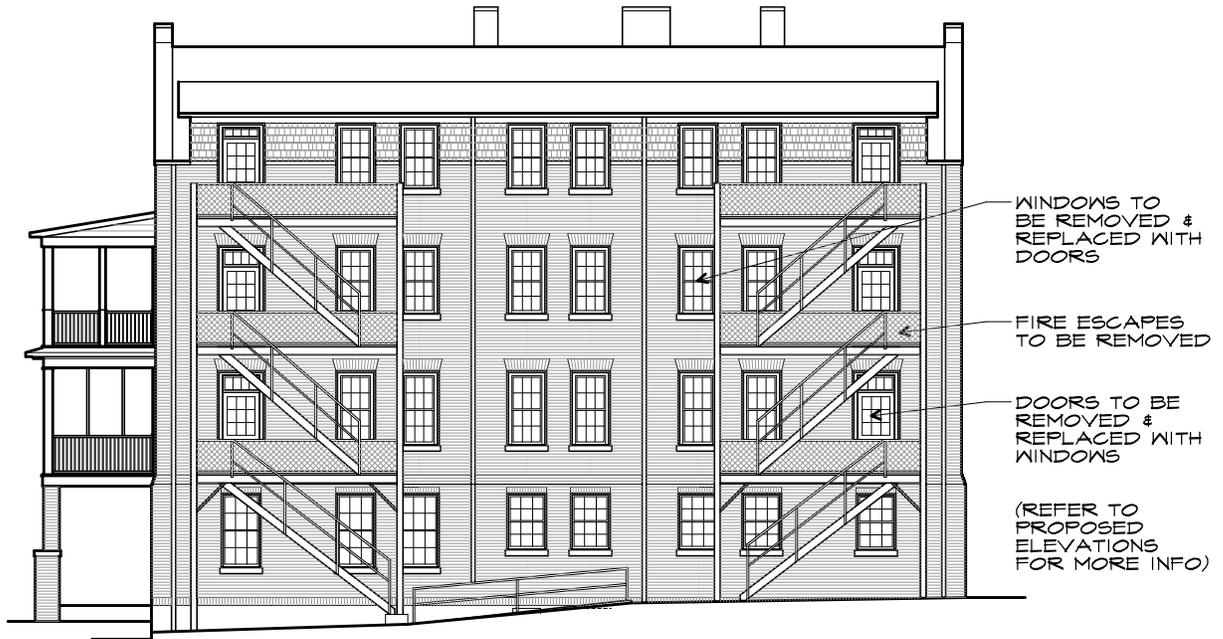
Please do not hesitate to contact us should you have any questions, or require any additional information.

Thank You,

Christian E. Henningsen, AIA
Project Architect



EXISTING FRONT ELEVATION



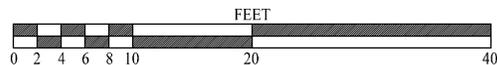
EXISTING REAR ELEVATION

HK

HENNINGSEN KESTNER
ARCHITECTS

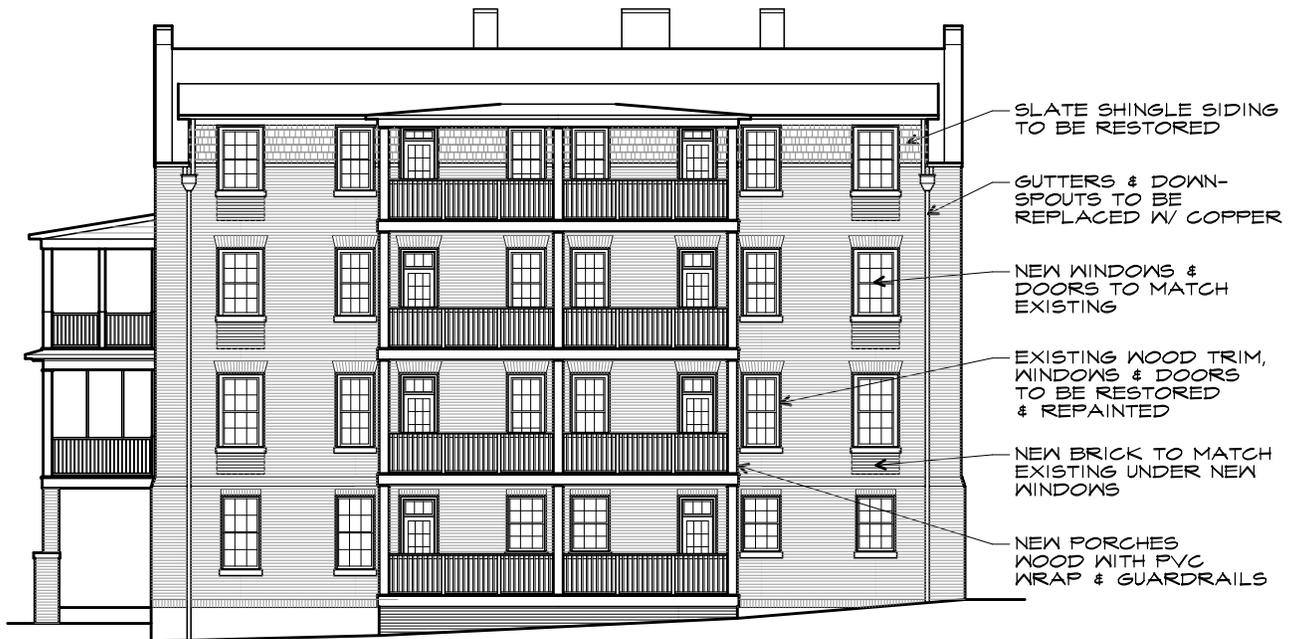
1108 EAST HIGH STREET, CHARLOTTESVILLE, VA 22902
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HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903
EXISTING ELEVATIONS





PROPOSED FRONT ELEVATION



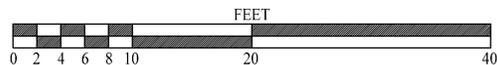
PROPOSED REAR ELEVATION

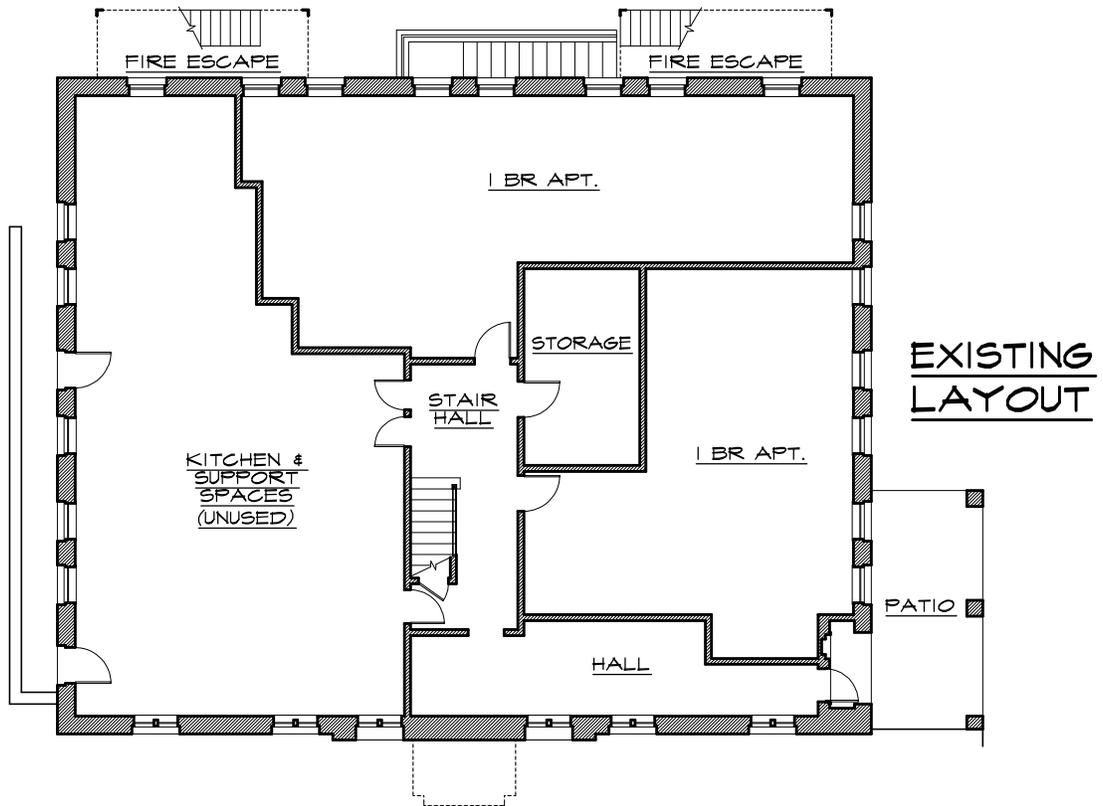
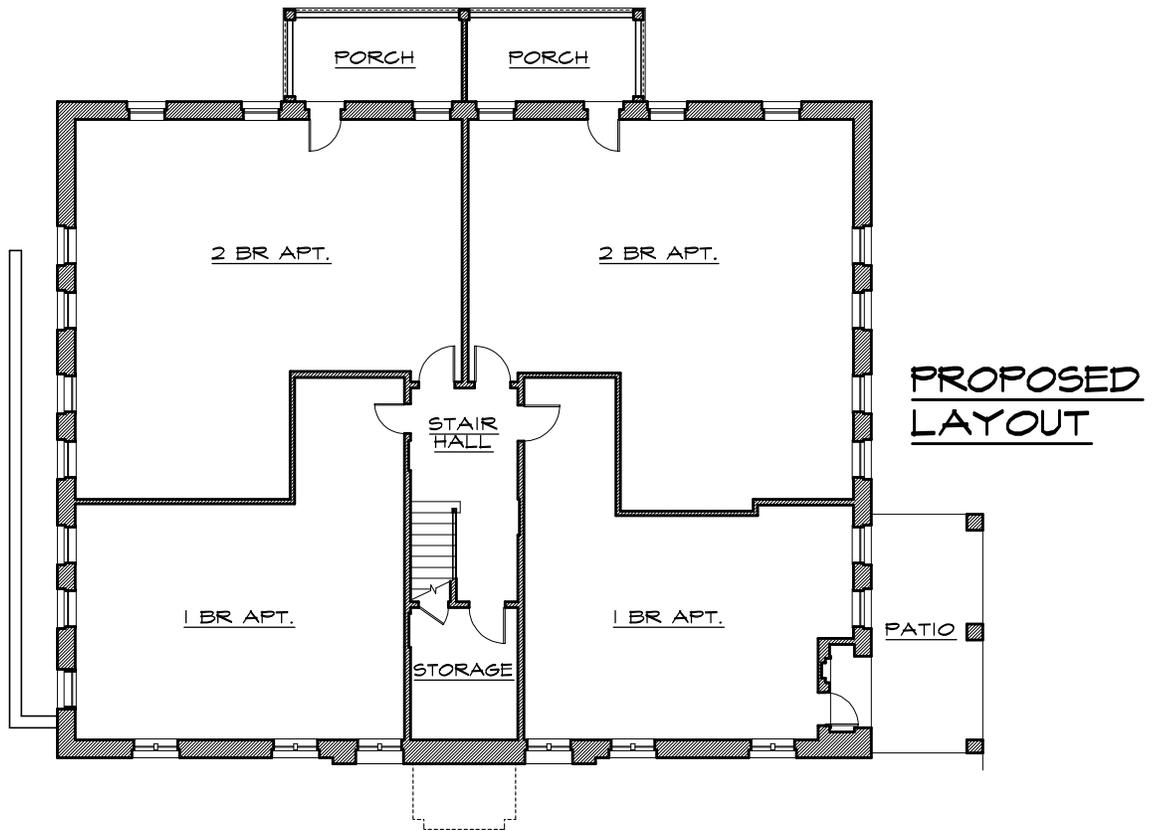
HK

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HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903
PROPOSED ELEVATIONS



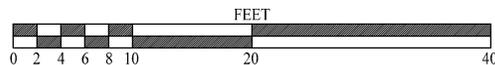


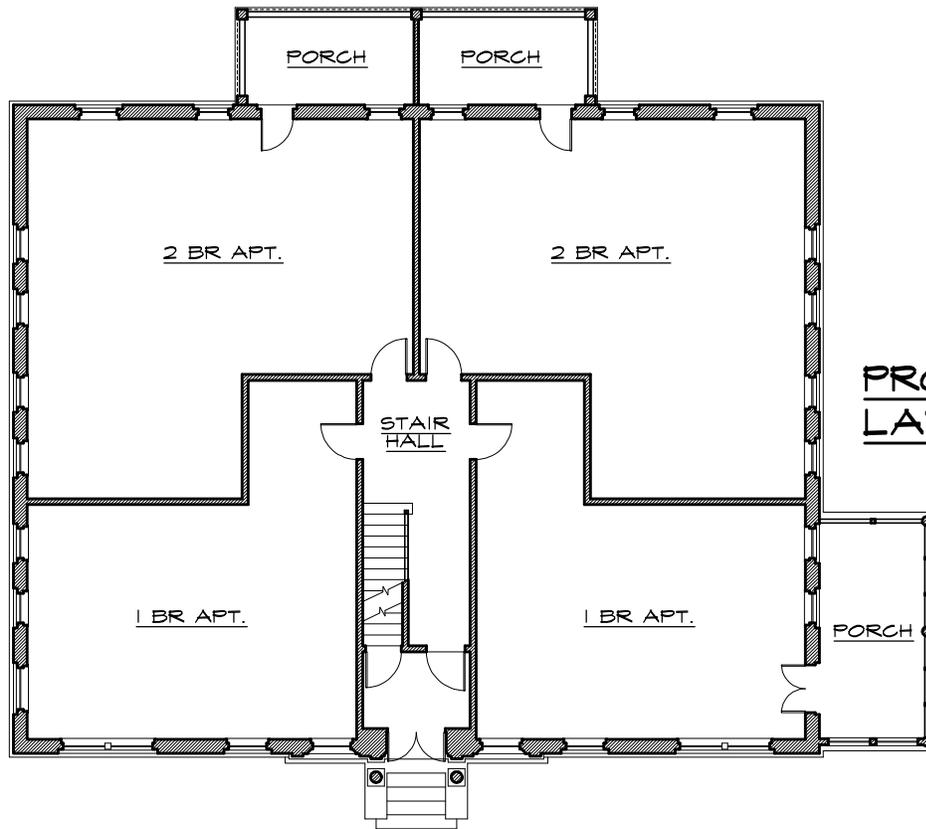
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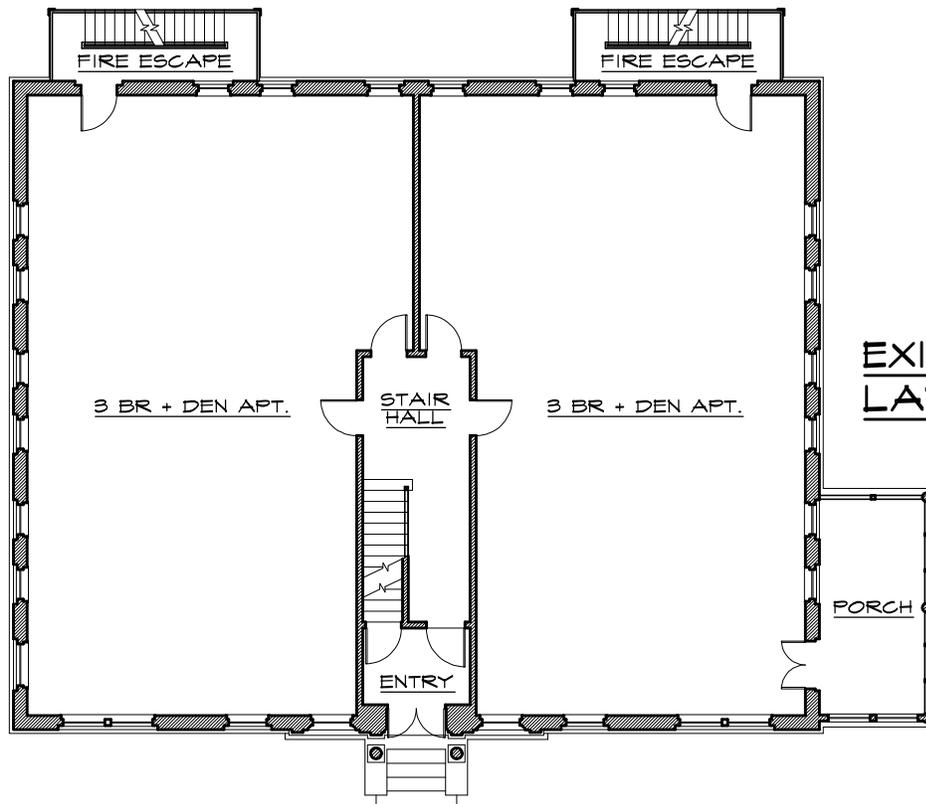
1108 EAST HIGH STREET, CHARLOTTESVILLE, VA 22902
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HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903
GROUND FLOOR





PROPOSED
LAYOUT



EXISTING
LAYOUT

HK

**HENNINGSEN KESTNER
ARCHITECTS**

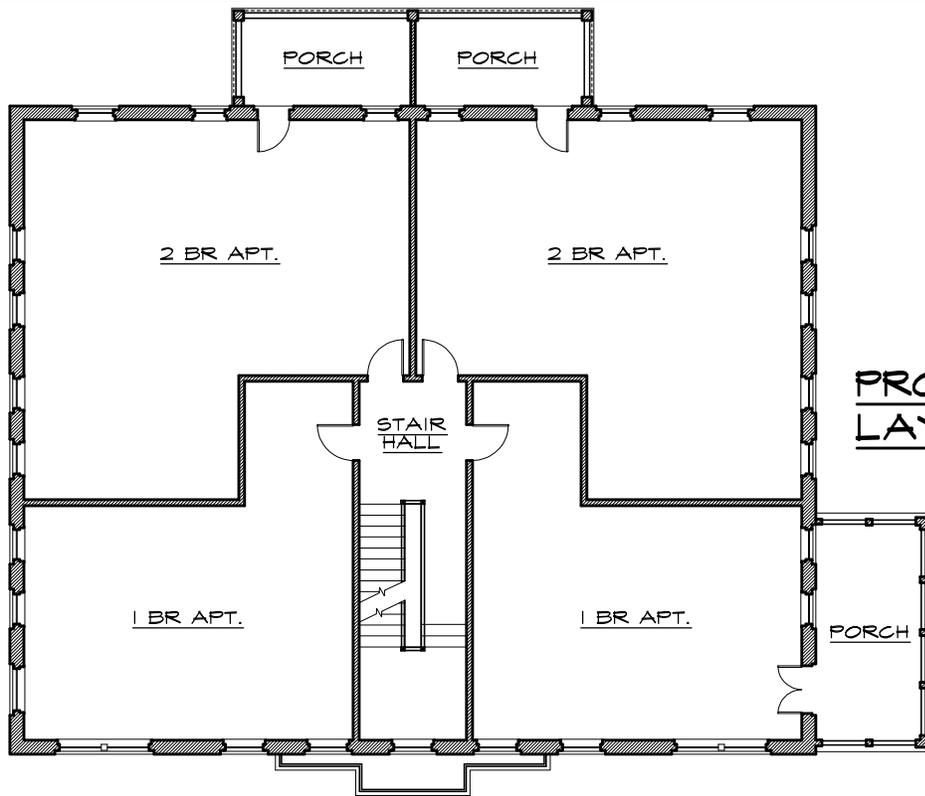
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PHONE (434) 971-7202 | FAX (434) 295-2413 | HENNINGSENKESTNER.COM

HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS

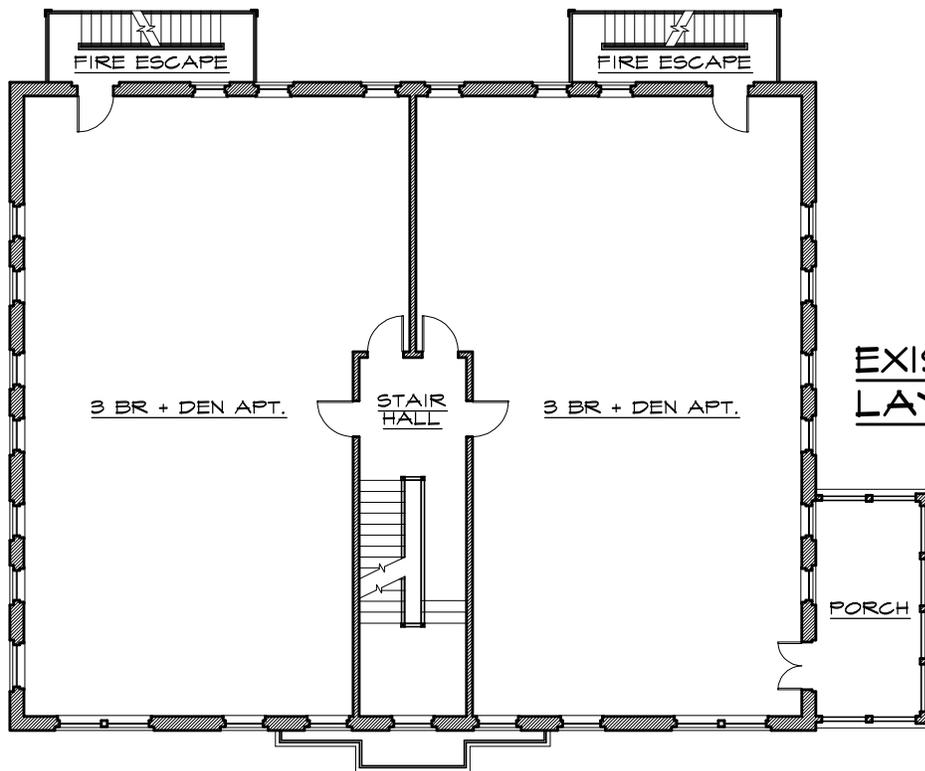
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903

FIRST FLOOR





PROPOSED
LAYOUT



EXISTING
LAYOUT

HK

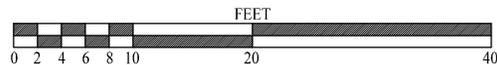
**HENNINGSEN KESTNER
ARCHITECTS**

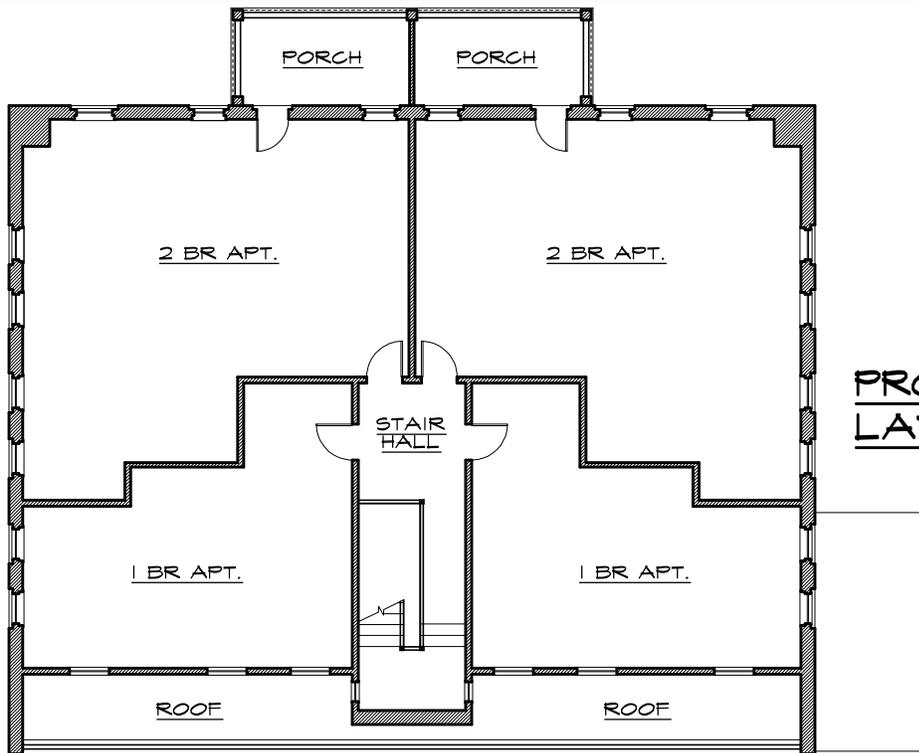
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PHONE (434) 971-7202 | FAX (434) 295-2413 | HENNINGSENKESTNER.COM

HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS

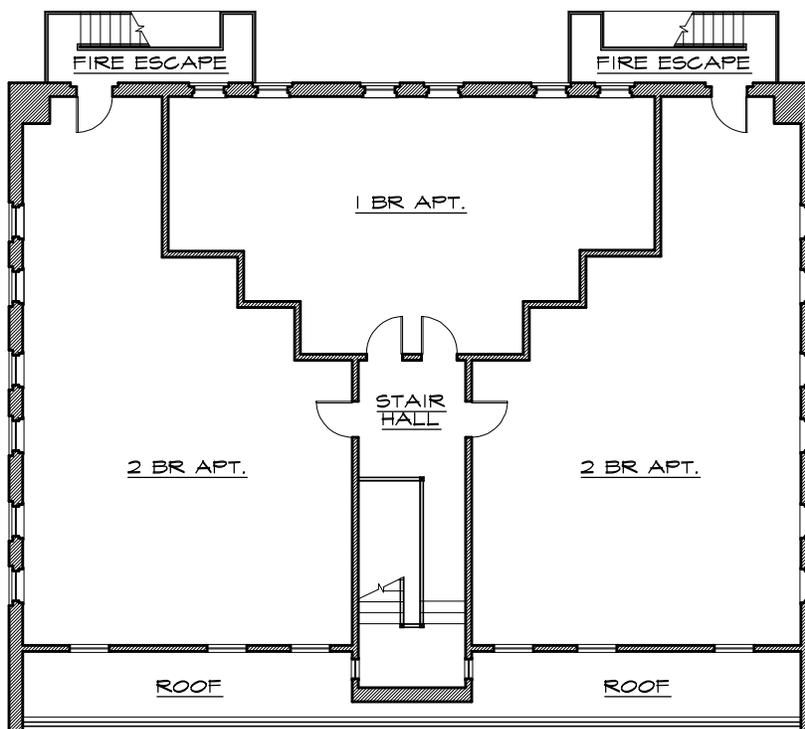
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903

SECOND FLOOR





PROPOSED
LAYOUT



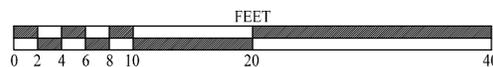
EXISTING
LAYOUT

HK

**HENNINGSEN KESTNER
ARCHITECTS**

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HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS
64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903
THIRD FLOOR





STAIR HALL WITH 4 ORIGINAL UNIT
ENTRY DOORS PER FLOOR



DETERIORATED PLASTER (TYPICAL
THROUGHOUT THE BUILDING)



TYPICAL KITCHEN (ACCESSED
THROUGH BEDROOM)



TYPICAL BATHROOM

HK

HENNINGSEN KESTNER
ARCHITECTS

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HISTORIC RESTORATION & RENOVATION
LYNDHALL APARTMENTS

64 UNIVERSITY WAY, CHARLOTTESVILLE, VA 22903

INTERIOR CONDITIONS

LYNDHALL APARTMENTS

PRELIMINARY SITE PLAN AND SPECIAL USE PERMIT

CITY OF CHARLOTTEVILLE, VIRGINIA



- PROJECT DATA:**
- THE OWNER/CLIENT OF THIS PROPERTY IS: NEIGHBORHOOD INVESTMENTS, LLC, 810 CATALPA COURT, CHARLOTTEVILLE, VA 22903
 - THESE PLANS HAVE BEEN PREPARED BY: COLLINS ENGINEERING, LLC, 200 GARRETT STREET, SUITE K, CHARLOTTEVILLE, VA 22902, TELEPHONE: (434) 293-3719
 - SOURCE OF SURVEY, TOPOGRAPHY & BOUNDARY INFORMATION: DOMINION ENGINEERING IN JANUARY 2017. FIELD VERIFIED BY COLLINS ENGINEERING OCTOBER, 2020
 - ZONING: R-3H WITH SPECIAL USE PERMIT FOR INCREASE IN DENSITY AND REDUCTION OF THE SIDE YARD SETBACK REQUIREMENT.
 - SPECIAL USE PERMIT: A SPECIAL USE PERMIT IS BEING PROPOSED FOR THIS PROJECT TO INCREASE IN DENSITY FROM 1-21 DU/ACRE TO 44-64 DU/ACRE AND REDUCE THE SIDE YARD SETBACK REQUIREMENT FROM 1' PER EVERY 4' OF HEIGHT (MINIMUM 10') TO A 10' MINIMUM.
 - THIS PROJECT IS LOCATED WITHIN AN HISTORIC DISTRICT OVERLAY.
 - TAX MAP AND PARCEL NUMBER: TMP 50048000
 - USGS DATUM: NAD 83 (1994)
 - LOCATION/ADDRESS OF PROJECT: 64 UNIVERSITY CIRCLE, CHARLOTTEVILLE VA 22903
 - BUILDING HEIGHT: MAXIMUM BUILDING HEIGHT OF 45 FEET (PER R-3 ZONING)
 - EXISTING USE: 9 UNIT APARTMENT BUILDING (19 BEDROOMS TOTAL)
 - PROPOSED USE: 16 UNIT APARTMENT BUILDING (24 BEDROOMS TOTAL)
1-BEDROOM APARTMENT: 8 UNITS TOTAL
2-BEDROOM APARTMENT: 8 UNITS TOTAL
 - GROSS DENSITY: ALLOWED BY SPECIAL USE PERMIT: (44-64 DUA) = 22 UNITS MAX
PROPOSED DENSITY: 16 UNITS (47 DUA)
 - TOTAL ACREAGE OF SITE: 0.340 ACRES
 - TOTAL PROPOSED LAND DISTURBANCE: LESS THAN 6,000 SF OF LAND DISTURBANCE IS PROPOSED WITH THE PROJECT.
 - SITE PHASING: ONE PHASE
 - CRITICAL SLOPES: NONE
 - AMENITIES:
LAUNDRY: 16 WASHERS AND DRYERS (ONE PER UNIT)
STORAGE: 100 SF TO BE LOCATED IN THE BASEMENT OF THE BUILDING (72 SF REQ'D = 3 SF PER BEDROOM X 24 BEDROOMS)
RECREATIONAL REQUIREMENT: THE PROPOSED MODIFICATION INCREASES THE UNITS FROM 9 UNITS TO 16 UNITS. THE ADDITIONAL UNITS SHALL BE SUBJECT TO A RECREATIONAL REQUIREMENT AS FOLLOWS:
REQUIRED: 16 PROPOSED UNITS - 9 EXISTING UNITS = 7 NEW APARTMENT UNITS
7 UNITS X 200 SF/UNIT = 1,400 SF
PROPOSED: 2,700 SF OF RECREATIONAL AREA (PATIO, COURTYARD, AND GRASS LAWN AREA)
 - BICYCLE PARKING REQUIREMENTS:
REQUIRED PARKING: 1 BIKE RACK SPACE X 2 BEDROOM UNITS (24 BEDROOMS X 0.5 SPACE) = 12 BIKE RACK SPACES
PROVIDED PARKING: 12 BIKE SPACES (8 SPACES IN THE BASEMENT) AND (4) BIKE RACK SPACES
 - PARKING REQUIREMENTS:
REQUIRED PARKING:
8 TWO BDRM UNITS X 1 SPACE/UNIT = 8 REQUIRED SPACES
8 ONE BDRM UNITS X 1 SPACE/UNIT = 8 REQUIRED SPACES
REQUIRED SPACES = 16 REQUIRED SPACES
PARKING REDUCTION: 2 SPACE PARKING REDUCTION FOR SITE LOCATED WITHIN 300 FEET OF A BUS STOP
TOTAL PARKING REQUIRED: 14 SPACES
PROPOSED PARKING:
TOTAL PARKING PROVIDED: 14 SPACES
 - PUBLIC UTILITIES: THE SITE WILL BE SERVED BY EXISTING PUBLIC WATER AND SEWER. WATER METER LATERAL AND WASTE WATER LATERAL SHALL BE REPLACED WITH THIS PROJECT.
 - STORMWATER MANAGEMENT AND STORM DRAINAGE: NO STORMWATER MANAGEMENT PLAN IS REQUIRED WITH THIS PLAN. SITE DISTURBANCE WILL BE LESS THAN 6,000 SF ON THE SITE.
 - SIGNAGE: SITE SIGNAGE SHALL BE SUBMITTED UNDER A SEPARATE APPLICATION.
 - INGRESS AND EGRESS: ACCESS TO THIS PROPERTY SHALL BE PROVIDED VIA STREET ACCESS AT UNIVERSITY CIRCLE.
 - BUILDING/LOT SETBACKS:
FRONT - 18' PER BLR (DB.144, PG.417) - 25' PER ZONING REGULATIONS
SIDE - 10' (PER SPECIAL USE PERMIT REQUEST)
REAR - 25'
 - LIGHTING SHALL BE DETERMINED WITH THE FINAL SITE PLAN. LIGHTING SHALL MEET THE CITY DARK SKY ZONING ORDINANCE, BE FULL CUT-OFF LUMINAIRES, AND LIGHTING SHALL BE PROPOSED AT BUILDING ENTRANCES ONLY.
 - SITE TRIP GENERATION AND LAND USE ITE CODE. BASED ON THE ITE TRIP GENERATION MANUAL, 10TH EDITION.
APARTMENT (16 UNITS)
AVERAGE DAILY TRIPS: 118 VPD (59 VPD ENTER/59 VPD EXIT)
AM PEAK RATE: 8 VPH (2 VPH ENTER/6 VPH EXIT)
PM PEAK RATE: 9 VPH (6 VPH ENTER/3 VPH EXIT)
 - WATER FLOW: EXISTING WATER METER TO REMAIN
 - SEWER FLOW: REPLACE EXISTING SANITARY SEWER LATERAL
24 APARTMENT BEDS X 100 GPD = 2,400 GPD
 - FIRE: PROPOSED 4" FIRE LINE TO BUILDING
 - STREAM BUFFER MITIGATION PLAN: NOT APPLICABLE
 - CONSERVATION PLAN: NOT APPLICABLE
 - PAVED PARKING AND CIRCULATION AREA: 5,690 SF
 - IMPERVIOUS AREAS: PREDEVELOPMENT POST DEVELOPMENT
BUILDING: 3,760 SF BUILDING: 3,760 SF
PAVEMENT: 5,690 SF PAVEMENT: 5,690 SF
SIDEWALKS: 840 SF SIDEWALKS: 840 SF
 - PHASING: ONE PHASE ONLY

LOT AREA CALCULATIONS:

BUILDING: 3,760 SF	(25.4%)
SIDEWALK/CONCRETE: 840 SF	(5.7%)
PAVEMENT/PARKING: 5,690 SF	(38.4%)
RECREATION AREA (GRASS LAWN/PATIO): 2,700 SF	(18.2%)
ADDITIONAL OPEN SPACE: 1,820 SF	(12.3%)

Sheet List Table

Sheet Number	Sheet Title
1	SITE PLAN
2	EXISTING CONDITIONS & DEMOLITION PLAN
3	NOTES & DETAILS
3	TOTAL SHEETS

NOTES:
CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON THE PLANS, IF THERE APPEARS TO BE A CONFLICT, AND UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THE PLANS.

ANY SIDEWALK AND/OR CURB DAMAGE IDENTIFIED IN THE SITE VICINITY DUE TO PROJECT CONSTRUCTION ACTIVITIES AS DETERMINED BY THE CITY INSPECTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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.

SITE AND BUILDING CONSTRUCTION SHALL MEET 2008 IBC SECTION 3409 FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.

PER SECTION 34-828, FINAL SITE PLAN APPROVAL IS CONTINGENT ON THE PLAN BEING CONSISTENT WITH WHAT WAS: a.) REVIEWED BY THE BOARD OF ARCHITECTURAL REVIEW; AND b.) THE ASSOCIATED CERTIFICATE OF APPROPRIATENESS FOR NEW CONSTRUCTION WITHIN THE RUBY ROAD-UNIVERSITY CIRCLE-VENABLE NEIGHBORHOOD ADC DISTRICT.



LANDSCAPING NOTES:

- ALL PLANTINGS SHALL HAVE A MINIMUM HEIGHT OF EIGHTEEN (18) INCHES WHEN PLANTED. PLANTINGS SHALL BE EVENLY SPACED IN A ROW, AT INTERVALS SUFFICIENT TO ALLOW FOR THEIR HEALTHY GROWTH AND DEVELOPMENT.
- TOTAL ROAD FRONTAGE ALONG UNIVERSITY CIRCLE = 97'.
- TOTAL STREET TREES REQUIRED: 3
- STREET TREES PROVIDED: (3) PROPOSED STREET TREES
- NOTE: NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTEVILLE
- LARGE STREET TREES SHALL BE PLANTED WITHIN A PLANTING STRIP WITH A MINIMUM OF 8' WIDE, AND SOIL VOLUME OF 900 CF PER TREE, WITH A SPACING OF 30' MIN.
- FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR & UNOBTSTRUCTED BY LANDSCAPING, PARKING AND OTHER OBJECTS. LANDSCAPING IN THESE VICINITIES SHALL NOT ENROACH WITHIN A FIVE (5) FOOT RADIUS ON MATURITY.

TMP: 050046100
OWNER: RUGBY APARTMENTS, LLC
USE: PARKING FOR STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 348/471

TMP: 050047000
OWNER: N P E F CORPORATION
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2018/2680

TMP: 050047000
OWNER: N P E F CORPORATION
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2018/2680

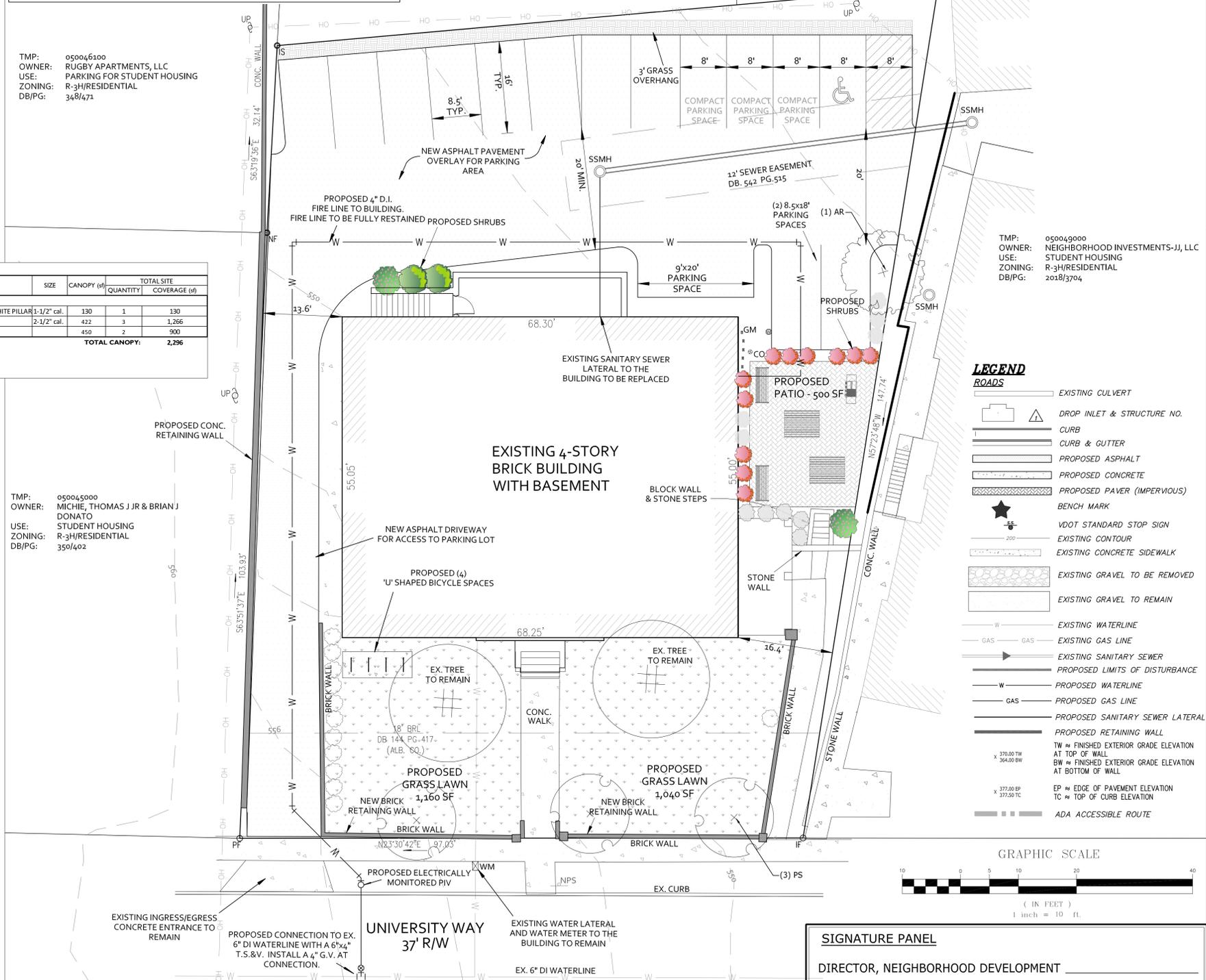
TMP: 050049000
OWNER: NEIGHBORHOOD INVESTMENTS-JJ, LLC
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2018/3704

PLANT SCHEDULE

SYM	BOTANICAL	COMMON NAME	SIZE	CANOPY (ft)	QUANTITY	TOTAL SITE COVERAGE (ft)
AR	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY (WHITE PILLAR)	1-1/2" cal.	130	1	130
PS	PLATANUS X ACERIFOLIA & CVS.	LONDON PLANETREE	2-1/2" cal.	422	3	1,266
	EXISTING TREES			450	2	900
TOTAL CANOPY:					2,296	

REQUIRED SITE COVERAGE: 10% x 14,810 sf = 1,481 sf (2.9% SF PROVIDED)
STREET TREES REQUIRED ALONG UNIVERSITY CIRCLE: 97' @ 3' TREES
STREET TREES PROPOSED ALONG UNIVERSITY CIRCLE: 3 TREES

TMP: 050045000
OWNER: MICHE, THOMAS J JR & BRIAN J DONATO
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 350/402



- NOTES:**
- ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.
 - IFC 505- THE BUILDING STREET NUMBER TO BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS.
 - IFC 506.1- AN APPROVED KEY BOX SHALL BE MOUNTED TO THE SIDE OF THE FRONT OR MAIN ENTRANCE. THE CHARLOTTEVILLE FIRE DEPARTMENT CARRIES THE KNOX BOX MASTER KEY. A KNOX BOX KEY BOX CAN BE ORDERED BY GOING ONLINE TO WWW.KNOXBOX.COM. THE KNOX BOX ALLOWS ENTRY TO THE BUILDING WITHOUT DAMAGING THE LOCK AND DOOR SYSTEM.
 - STRUCTURES WITH FIRE PROTECTION SYSTEMS SHALL INDICATE THE LOCATION OF ANY FIRE LINE TO THE BUILDING(S) AS WELL AS THE LOCATION OF FIRE DEPARTMENT CONNECTIONS.
 - FIRE HYDRANTS, FIRE PUMP TEST HEADER, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR AND UNOBTSTRUCTED BY LANDSCAPING, PARKING OR OTHER OBJECTS. THE FIRE MARSHAL'S OFFICE NO LONGER ALLOWS ANY TYPE OF LANDSCAPING TO BE PLACED IN FRONT OF AND WITHIN 5 FEET OF FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
 - ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHTING 75,000 LBS.
 - IFC 1404.1- SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES.
 - IFC 1404.2- WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
 - IFC 1410.1- ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
 - IFC 1404.6- CUTTING AND WELDING. OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 26, OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
 - IFC 1414.1- FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
 - REQUIRED VEHICLE ACCESS FOR FIRE FIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN 100 FEET 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.
 - OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13 FEET 6 INCHES.
 - ALL SIGNS SHALL BE IN ACCORDANCE WITH ARTICLE IX, SECTION 34-1020 CITY CODE.
 - VSFFC 905.3.1 - IF THE FLOOR LEVEL OF THE HIGHEST STORY IS MORE THAN 30 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS, THEN A CLASS I STANDPIPE SYSTEM MUST BE INSTALLED IN ADDITION TO THE SPRINKLER SYSTEM.
 - VSFFC 3311.1 - WHERE A BUILDING HAS BEEN CONSTRUCTED TO A HEIGHT GREATER THAN 50 FEET OR FOUR (4) STORIES, AT LEAST ONE TEMPORARY LIGHTED STAIRWAY SHALL BE PROVIDED UNLESS ONE OR MORE OF THE PERMANENT STAIRWAYS ARE ERECTED AS THE CONSTRUCTION PROGRESSES.
 - VSFFC 3313.1 - BUILDINGS FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR US DURING CONSTRUCTION. SUCH STANDPIPES SHALL BE INSTALLED WHEN THE PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40 FEET 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 CONSTRUCTION HAVING SECURED DECKING OR FLOORING.
 - GUARDRAILS REQUIRED AT THE TOP OF ALL RETAINING WALLS WITH A GRADE DIFFERENCE EXCEEDING 30".
 - HANDRAILS REQUIRED AT BOTH SIDES OF STAIRS.
 - 5' SIDE SETBACKS HAS A RESTRICTIVE BUILDING CODE REQUIREMENT FOR ¾ OPENINGS AND EXTERIOR WALL FIRE RATINGS. THESE CALCULATIONS WILL BE SHOWN ON THE BUILDING PLANS.
 - A MINIMUM OF 98" HEIGHT CLEARANCE IS REQUIRED AT PARKING GARAGE DOORS AND CLEARANCE AT HANDICAP PARKING SPACES.

LANDSCAPING INSTALLATION NOTES:
CONTRACTOR TO USE EXTREME CARE AND CAUTION AS NOT TO DAMAGE ANY TREES SCHEDULED TO REMAIN OUTSIDE LIMITS OF CONSTRUCTION. PROPERTY LINE SERVES AS LIMITS OF CONSTRUCTION.

NO CONSTRUCTION EQUIPMENT OR STORAGE SHALL OCCUR WITHIN DRIPLINE OF EXISTING TREES. PRIOR TO MOBILIZATION CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT (LA) TO DISCUSS TREE PROTECTION EFFORTS. ALL TREE PROTECTION MEASURES SHALL BE APPROVED BY LA AND/OR TREE ARBORIST BEFORE ANY CONSTRUCTION ACTIVITIES SHALL TAKE PLACE ON-SITE. CONTRACTOR TO MONITOR TREES FOR STRESS AND/OR DAMAGE AND ADVISE LA AND TREE ARBORIST IF ANY OCCUR.

CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT AND/OR TREE ARBORIST 48-HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY NEEDED WITHIN ANY TREE PROTECTION MEASURE. ALL TREE PROTECTION MEASURES SHALL BE REPLACED IN ORIGINAL LOCATION ONCE WORK HAS BEEN COMPLETED. NO WORK SHALL BE DONE WITHIN DRIPLINE OF EXISTING TREES UNLESS APPROVED BY TREE ARBORIST OR LANDSCAPE ARCHITECT PRIOR TO WORK.

ALL WORK TO BE PERFORMED BY THE CONTRACTOR WITHIN THE DRIPLINE OF ANY EXISTING TREE OR TREE PROTECTION AREA SHALL BE DONE IN A MANNER SENSITIVE TO ENSURING NO DAMAGE WILL BE DONE TO THE EXISTING TREES. THE PREFERRED METHOD FOR GRADING SMALL AREAS WITHIN THE DRIPLINE SHALL BE DONE BY HAND. LARGER AREAS TO BE GRADED MAY BE DONE WITH A SMALL BOBCAT/TRACTOR-HOE. CONTRACTOR TO DISCUSS METHODS OF GRADING WORK WITH LANDSCAPE ARCHITECT AND TREE ARBORIST PRIOR TO COMMENCING ANY SUCH WORK WITHIN DESIGNATED TREE PROTECTION AREAS OR WITHIN EXISTING DRIPLINES.

ALL PLANTS HAVING A QUANTITY GREATER THAN ONE(1) SHALL BE MATCHED AND SUPPLIED FROM THE SAME SOURCE (PER SPECIES).

CONTACT LANDSCAPE ARCHITECT AT THE TIME OF PLANT MATERIAL DELIVERY. BEFORE ANY SUBSTITUTIONS OR CHANGES, IF SCHEDULED TYPES ARE UNAVAILABLE, AND FOLLOWING INSTALLATION. ALL PLANT SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF ORDERS.

LANDSCAPE ARCHITECT SHALL INSPECT AND APPROVE ALL PLANT MATERIAL AT TIME OF DELIVERY AS WELL AS AFTER INITIAL PLACEMENT PRIOR TO PLANTING. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT 48-HOURS PRIOR TO DELIVERY.

PLANT LOCATIONS TO BE REEVALUATED AND REVISED, IF NECESSARY, AFTER FINISHED GRADING.

MULCH IN PLANTERS AND PLANTING BEDS TO BE CLEAN AND FREE FROM PEST AND DISEASES. MULCH SHALL BE APPLIED TO A 2-INCH DEPTH. MULCH RINGS 24-INCHES MIN. IN DIAMETER ARE TO BE PLACED AROUND ALL TREES NOT LOCATED IN PLANTING BEDS. MULCH TO BE DOUBLE-SHREDDED HARDWOOD.

CONTRACTOR TO VERIFY ALL QUANTITIES BETWEEN PLAN AND PLANT LIST AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT IMMEDIATELY PRIOR TO ORDERING.

REVISIONS

REVISION DESCRIPTION	DATE
INITIAL SUBMITTAL - SPECIAL USE PERMIT APPLICATION	01/15/21

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K - CHARLOTTEVILLE, VA 22902 - 434.293.3719

LYNDHALL APARTMENTS SPECIAL USE PERMIT & PRELIMINARY PLAT

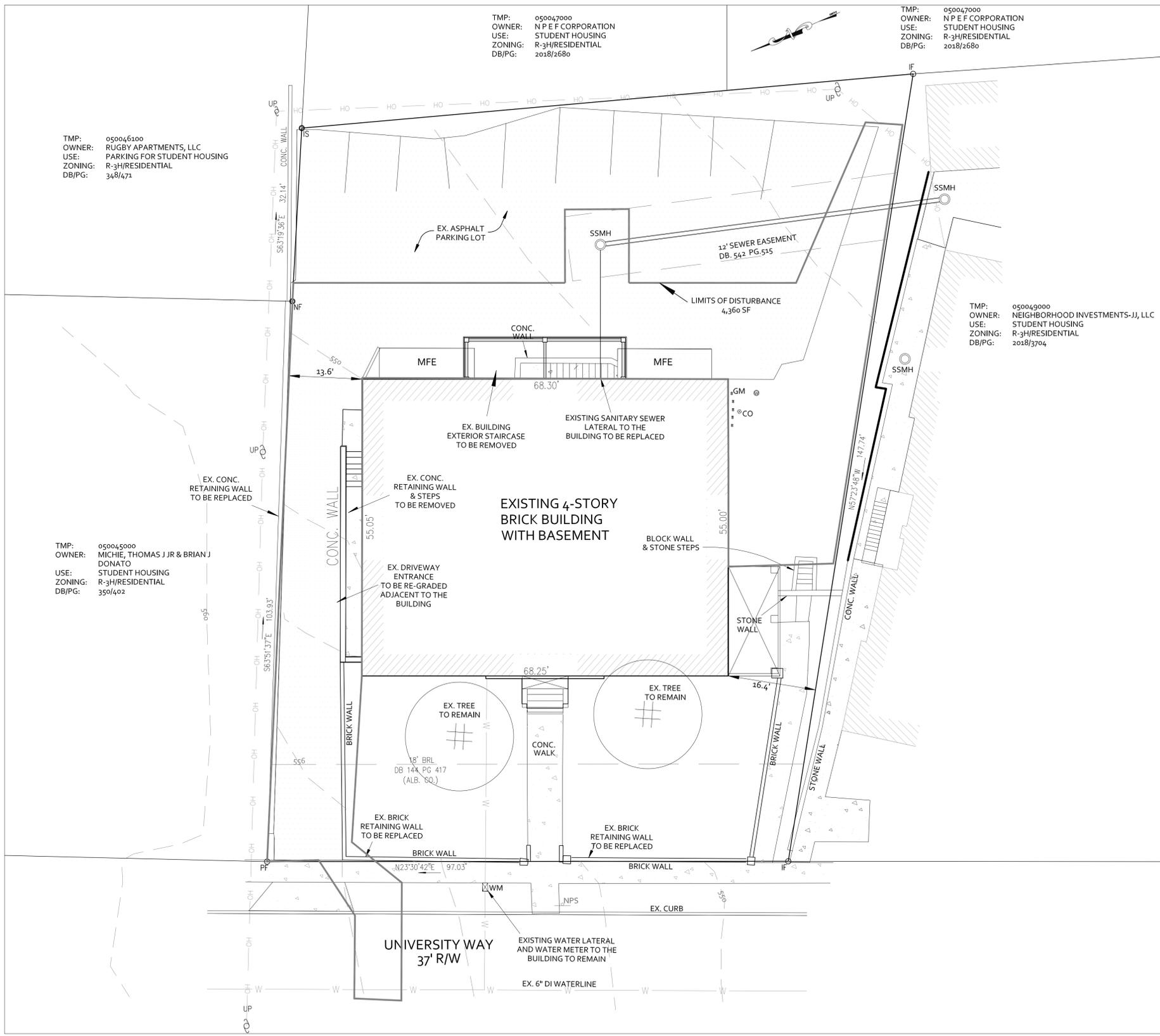
SITE PLAN

PROJECT SHEET

JOB NO. 102045
SCALE 1" = 10'
SHEET NO. 1

SIGNATURE PANEL
DIRECTOR, NEIGHBORHOOD DEVELOPMENT

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TMP: 050046100
 OWNER: RUGBY APARTMENTS, LLC
 USE: PARKING FOR STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 348/471

TMP: 050047000
 OWNER: N P E F CORPORATION
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2018/2680

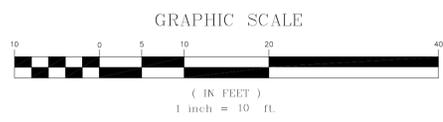
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 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2018/2680

TMP: 050049000
 OWNER: NEIGHBORHOOD INVESTMENTS-JJ, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2018/3704

TMP: 050045000
 OWNER: MICHIE, THOMAS J JR & BRIAN J DONATO
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 350/402

LEGEND

- ROADS**
- EXISTING CULVERT
 - DROP INLET & STRUCTURE NO.
 - CURB & GUTTER
 - PROPOSED ASPHALT
 - PROPOSED CONCRETE
 - PROPOSED PAVER (IMPERMEOUS)
 - BENCH MARK
 - VDOT STANDARD STOP SIGN
 - EXISTING CONTOUR
 - EXISTING CONCRETE SIDEWALK
 - EXISTING GRAVEL TO BE REMOVED
 - EXISTING GRAVEL TO REMAIN
 - EXISTING WATERLINE
 - EXISTING GAS LINE
 - EXISTING SANITARY SEWER
 - PROPOSED LIMITS OF DISTURBANCE
 - PROPOSED WATERLINE
 - PROPOSED GAS LINE
 - PROPOSED SANITARY SEWER LATERAL
 - PROPOSED RETAINING WALL
 - TW = FINISHED EXTERIOR GRADE ELEVATION AT TOP OF WALL
BW = FINISHED EXTERIOR GRADE ELEVATION AT BOTTOM OF WALL
 - EP = EDGE OF PAVEMENT ELEVATION
TC = TOP OF CURB ELEVATION
 - ADA ACCESSIBLE ROUTE



REVISIONS

DATE	REVISION DESCRIPTION
01/15/21	INITIAL SUBMITTAL - SPECIAL USE PERMIT APPLICATION

COLLINS ENGINEERING
 200 GARRETT STREET, SUITE K - CHARLOTTEVILLE, VA 22902 - 434.293.3719

CE

PROJECT: LYNDHALL APARTMENTS SPECIAL USE PERMIT & PRELIMINARY PLAT
 SHEET NO. 2

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GENERAL NOTES:

- ANY DAMAGE TO EXISTING UTILITIES CAUSED BY CONTRACTOR OR ITS SUBCONTRACTORS SHALL BE CONTRACTOR'S SOLE RESPONSIBILITY AND REPAIRED AT CONTRACTOR'S EXPENSE.
- THE CONTRACT DOCUMENTS DO NOT GUARANTEE THE EXISTENCE, NON-EXISTENCE OR LOCATION OF UTILITIES. CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OR 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 THWLY 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. NO BUILDING OR WALL FOUNDATION SHALL BE CONSTRUCTED WITHIN 10 FEET OF ANY STORM, SANITARY, WATER, OR GAS LINE. ANY COST INCURRED FOR REMOVING, RELOCATIONS 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.
- 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.
- CONTRACTOR SHALL NOTIFY LANDOWNERS, TENANTS AND THE ENGINEER PRIOR TO THE INTERRUPTION OF ANY SERVICES. SERVICE INTERRUPTIONS SHALL BE KEPT TO A MINIMUM.
- CONTRACTOR SHALL COORDINATE WITH THE UTILITY TO LOCATE SIGNAL LOOP DETECTORS AND CONDUITS IN ORDER TO AVOID DAMAGE TO THEM. CONTRACTOR SHALL REIMBURSE THE CITY FOR REPAIRING ANY DAMAGE TO SIGNAL LOOP DETECTORS AND CONDUITS CAUSED BY CONTRACTOR'S FAILURE TO SO COORDINATE.
- ALL RECTANGULAR WATER METER BOXES LOCATED IN SIDEWALKS SHALL BE REPLACED WITH ROUND ONES. THESE WILL BE FURNISHED BY THE CITY UPON ONE FULL WORKING DAY NOTIFICATION. THE ADJUSTMENT OF ALL MANHOLE TOPS, WATER VALVE BOXES, GAS VALVE BOXES AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. COSTS ARE TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
- 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.
- ALL WATER METER, VALVES AND FIRE HYDRANT ADJUSTMENTS/RELOCATIONS SHALL BE PERFORMED BY THE CONTRACTOR.

CONCRETE AND ASPHALT

- ALL FORMS SHALL BE INSPECTED BY THE ENGINEER BEFORE ANY CONCRETE IS PLACED. THE ENGINEER MAY REQUIRE CONTRACTOR, AT NO ADDITIONAL COST, TO REMOVE AND REPLACE CONCRETE PLACED PRIOR TO OR WITHOUT SUCH INSPECTION.
- 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.
- CONCRETE SHALL NOT BE PLACED UNLESS THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
- CONCRETE SHALL NOT BE PLACED UNTIL STEEL DOWELS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
- 1/2" PREMOULDED EXPANSION JOINT MATERIAL SHALL BE PLACED AT A MAXIMUM OF 30' INTERVALS ON NEW SIDEWALK CURBS, CURBS & GUTTER, AND 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.
- ALL EXISTING CURBS, CURBS & GUTTER, SIDEWALKS 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.
- ALL EXISTING GRANITE CURB SHALL REMAIN THE PROPERTY OF THE CITY OF CHARLOTTEVILLE. IT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY'S PUBLIC WORKS DEPARTMENT. COST TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- STREET PAVEMENT STRUCTURE AND PATCHING SHALL BE EXTENDED FROM THE FRONT OF NEW CONCRETE TO THE EXISTING PROJECTION OF THE SOUND STREET EDGE AS DIRECTED BY THE ENGINEER.
- 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.
- EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE SHUT OUT 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.
- DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF CONTRACTOR.

DRAINAGE

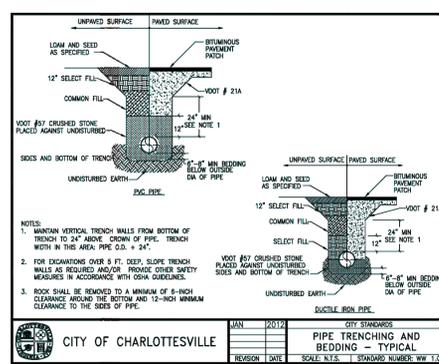
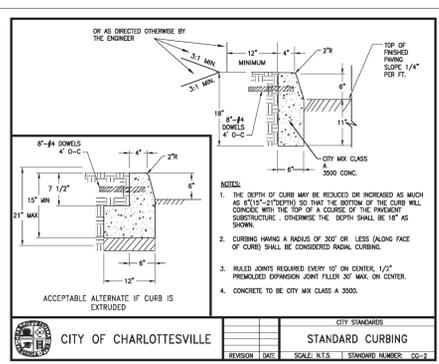
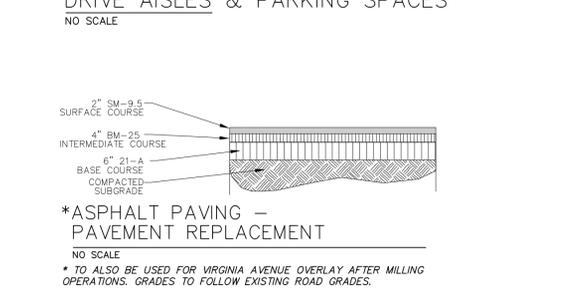
- CONTRACTOR SHALL EXERCISE CARE, ESPECIALLY AT INTERSECTIONS AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. ANY AREAS WHERE WATER IS NOT TO BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL COST. POSITIVE DRAINAGE OF ALL ROADWAY AREAS TO THE STORM DRAIN INLETS OR OTHER ACCEPTABLE DRAINAGE CHANNELS AS NOTED ON THE PLANS IS REQUIRED.
- CONTRACTOR SHALL MAINTAIN EXISTING STREAMS, DITCHES, DRAINAGE STRUCTURES, CULVERTS AND FLOWS AT ALL TIMES DURING THE WORK. CONTRACTOR SHALL PAID FOR ANY PERSONAL INJURY AND PROPERTY DAMAGE WHICH MAY OCCUR AS A RESULT OF FAILING TO MAINTAIN ADEQUATE DRAINAGE.
- ALL PIPES, D/S AND OTHER STRUCTURES SHALL BE INSPECTED BY THE ENGINEER BEFORE BEING BACKFILLED OR BURIED. THE ENGINEER MAY REQUIRE CONTRACTOR TO TAKE UP 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.
- 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.
- EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE SHUT OUT 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.
- DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF CONTRACTOR.

REQUIREMENTS FOR THE INSTALLATION OF GAS MAINS, SERVICES, AND METERS GAS UNIT:

- GAS MAINS**
GAS MAINS WILL BE INSTALLED WHEN THE FOLLOWING CONDITIONS ARE MET IN THE CONSTRUCTION AREA:
- GRADE IS WITHIN 6 INCHES OF FINAL GRADE OR BASE GRADE IN ROADWAYS.
 - CURB AND GUTTER MUST BE INSTALLED IF GAS MAIN IS GOING TO BE INSTALLED IN OR NEAR THE ROADWAY.
 - ALL SANITARY SEWERS, DRAINS, AND STORM SEWERS MUST BE INSTALLED.
 - A MINIMUM BELOW GROUND PARALLEL SEPARATION IS REQUIRED OF 5 FEET FROM POWER, TELEPHONE, AND CABLE TV AND 10 FEET FROM SANITARY SEWER.
 - GAS STUBS WILL BE INSTALLED FOR ALL ROAD CROSSINGS IF THE DEVELOPER HAS COMMITTED TO ALL GAS HOMES. OTHERWISE, THE DEVELOPER MAY INSTALL CONDUIT, AT THE DEVELOPER'S EXPENSE, FOR FUTURE ROAD CROSSINGS IN ORDER TO ELIMINATE DISTURBING ASPHALT WHEN SERVICES ARE INSTALLED. THE DEVELOPER SHALL FURNISH AS-BUILT DRAWINGS OF THE CONDUIT PLACEMENT OR PERMANENTLY MARK CONDUIT LOCATIONS. CONDUIT WILL BE FURNISHED BY THE GAS UNIT.

- GAS SERVICES**
GAS SERVICES WILL BE INSTALLED WHEN THE FOLLOWING CONDITIONS ARE MET:
- GRADE IS WITHIN 6 INCHES BETWEEN THE GAS MAIN AND THE METER LOCATION.
 - OUTSIDE OF BUILDING (SIDING, BRICK, VENEER, ETC.) IS TO BE FINISHED AROUND THE METER LOCATION.
 - STREET ADDRESS, TOTAL GAS CONNECTED LOAD, AND CLOSING DATE (IF APPLICABLE) IS REPORTED TO THE GAS UNIT.
 - A MINIMUM NOTICE OF _____ WEEKS AFTER FINAL GRADE IS ESTABLISHED.

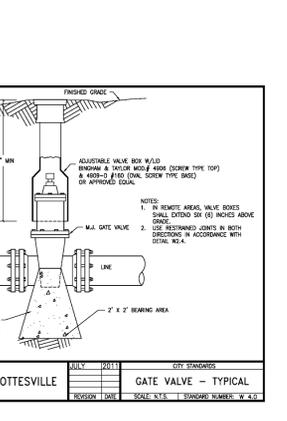
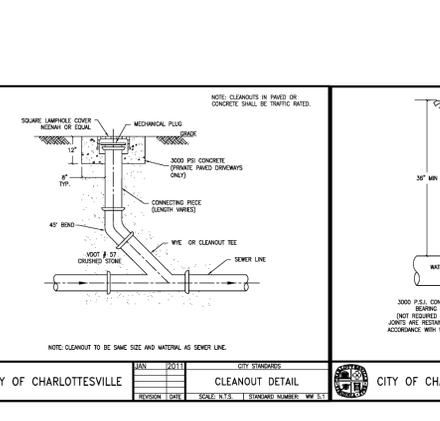
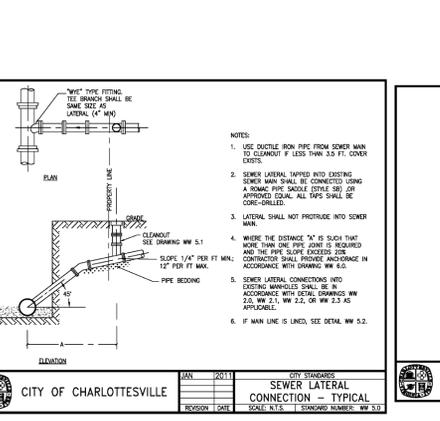
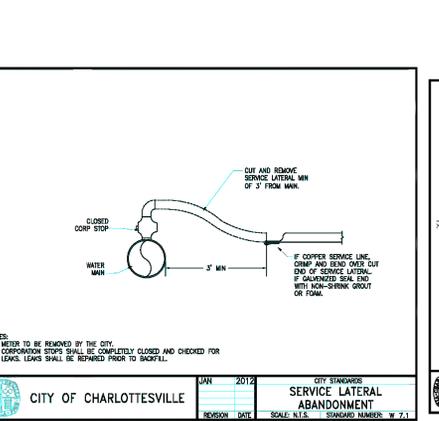
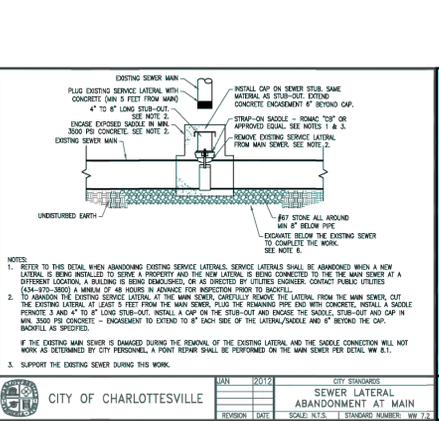
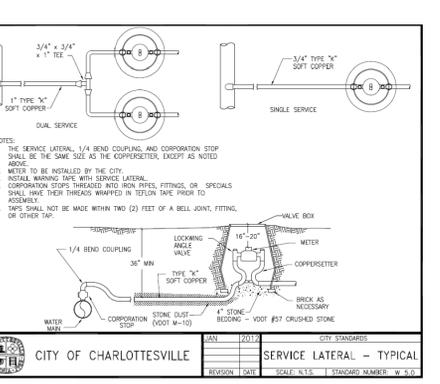
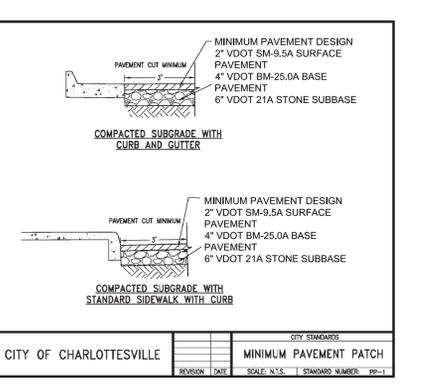
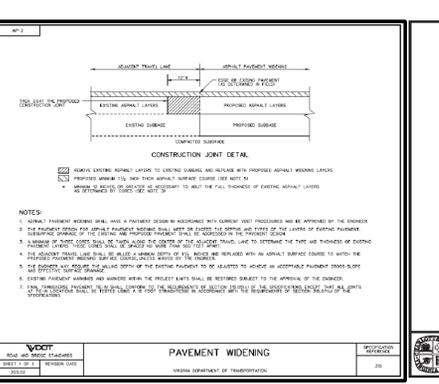
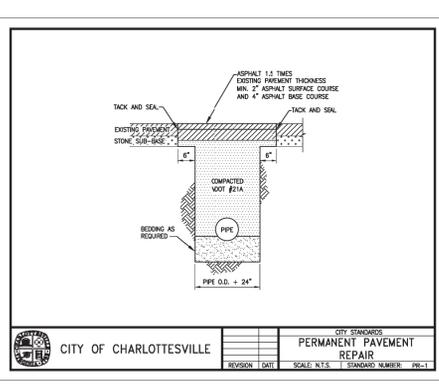
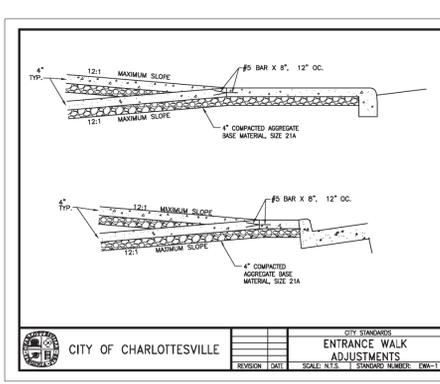
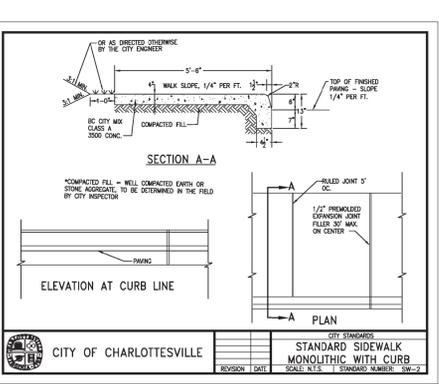
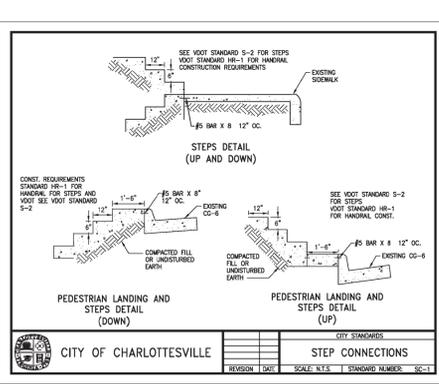
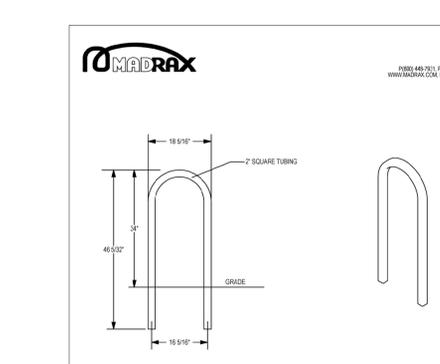
- GAS METERS**
- GAS METERS CANNOT BE INSTALLED WITHIN 3 FEET FROM FRESH AIR INTAKES, ELECTRICAL EQUIPMENT (A/C COMPRESSORS), WINDOWS AND DOORS, THE OPENINGS.
 - DELIVERED GAS PRESSURE TO THE CUSTOMER WILL BE 7 INCHES OF WATER COLUMN. HIGHER DELIVERED PRESSURE (PSIG) IS RESTRICTED TO COMMERCIAL AND INDUSTRIAL APPLICATIONS AND MUST BE REQUESTED IN WRITING (WITH APPROPRIATE JUSTIFICATION) AND IS SUBJECT TO APPROVAL BY THE GAS ENGINEER OR DESIGNER. LIMITATIONS TO PSIG SERVICE INCLUDE, BUT NOT LIMITED TO, EXTERNAL FUEL LINES (AS IN ROOFTOP UNITS) AND APPROPRIATE APPLIANCE REGULATORS WITH AN INTERNAL RELIEF VENTED TO THE ATMOSPHERE.



CITY OF CHARLOTTEVILLE
RESTRAINED JOINT PIPE LENGTHS CHARTS

REVISION DATE: SCALE: N.T.S. STANDARD NUMBER: WW-24

Pipe Diameter	Run Diameter			Spigot Diameter		
	4 inch	6 inch	8 inch	4 inch	6 inch	8 inch
4 inch	13	19	25	13	19	25
6 inch	13	19	25	13	19	25
8 inch	13	19	25	13	19	25
10 inch	13	19	25	13	19	25
12 inch	13	19	25	13	19	25
15 inch	13	19	25	13	19	25
18 inch	13	19	25	13	19	25
24 inch	13	19	25	13	19	25



- GENERAL SITE PLAN NOTES:**
- ALL SIDEWALKS AND WALKWAYS SHALL HAVE A MINIMUM WIDTH OF 5'.
 - ALL WALKWAY CROSSINGS SHALL MEET MINIMUM ADA ACCESSIBILITY STANDARDS.
 - CONTRACTOR SHALL OBTAIN A TEMPORARY STREET CLOSURE PERMIT FOR CLOSURE OF SIDEWALKS, PARKING SPACES & ROADWAYS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER PRIOR TO CONSTRUCTION IN THESE EXISTING AREAS.
 - ALL SIGNING & PAVEMENT MARKINGS SHALL BE INSTALLED CONSISTENT WITH MUTCD STANDARDS.
 - ALL HVAC EQUIPMENT SHALL BE LOCATED ON THE ROOFS OF THE BUILDINGS & SHALL BE SCREENED IN ACCORDANCE WITH CITY REQUIREMENTS. MECHANICAL EQUIPMENT LOCATED ON THE ROOF OF A BUILDING OR STRUCTURE SHALL BE HIDDEN BEHIND A WALL OR OTHER SOLID ENCLOSURE, EXTENDING NO MORE THAN 12" ABOVE THE HEIGHT OF SUCH EQUIPMENT. SUCH WALL TO BE CONSTRUCTED OF A MATERIAL HARMONIOUS WITH THE FACADE OF THE BUILDING OR STRUCTURE. IN THE EVENT THE FINAL ASBUILT LOCATION OF THE HVAC UNITS IS NOT PLACED ON THE ROOF, THEN MECHANICAL EQUIPMENT LOCATED ON THE GROUND SHALL BE SCREENED FROM VIEW FROM ALL PUBLIC RIGHTS-OF-WAY AND FROM ADJACENT RESIDENTIAL DISTRICTS. AN S-3 SCREEN SHALL BE PROVIDED, EXTENDING NO MORE THAN 12" ABOVE THE HEIGHT OF SUCH EQUIPMENT.
 - SEE SHEET 2 FOR BOUNDARY SURVEY DIMENSIONS, METES AND BOUNDS, AND SURVEY INFORMATION.
 - TRASH SHALL BE DISCARDED IN INDIVIDUAL TRASH CONTAINERS & COLLECTED BY A SEPARATE COMPANY FOR DISPOSAL.
 - CONTRACTOR SHALL VERIFY ALL ROAD CONNECTIONS, VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION AND SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.
 - ALL SIGNS IDENTIFYING ACCESSIBLE PARKING SPACES SHALL BE AT LEAST 60 INCHES ABOVE THE GROUND SURFACE (FROM BOTTOM OF SIGN) AND INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. ACCESSIBLE VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION "VAN ACCESSIBLE".
 - ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE FROM PARKING TO AN ACCESSIBLE ENTRANCE.
 - PUBLIC ENTRANCES SHALL COMPLY WITH 2015 VA CONSTRUCTION CODE § 1105.1 (A MINIMUM OF 60% ACCESSIBLE ENTRANCES REQUIRED).
 - THE APARTMENT UNITS SHALL COMPLY WITH THE FAIR HOUSING ACT. PER THE FHA GUIDELINES - DESIGN GUIDELINES FOR ACCESSIBLE/ADAPTABLE DWELLINGS, WHEN THE UNITS HAVE ELEVATORS, ALL UNITS EQUIPPED WITH AN ELEVATOR SHOULD BE ADAPTABLE FOR ACCESSIBILITY.
 - RAMPS OVER 30" IN ELEVATION CHANGE REQUIRE HANDRAILS.
 - NOTE: ANY SIDEWALK DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH THE CITY STANDARD SIDEWALK. SEE DETAIL ON SHEET 5.
 - SIGNS SHALL NOT BE INSTALLED, ERECTED, PAINTED, CONSTRUCTED, STRUCTURALLY ALTERED, HUNG, REHUNG OR REPLACED EXCEPT IN CONFORMITY WITH THIS APPROVED SITE PLAN. ANY CHANGES IN SIGNS FROM THIS APPROVED SITE PLAN OR ANY ADDITIONS TO THE NUMBER OF SIGNS SHALL BE ALLOWED ONLY AFTER AMENDMENT OF THIS SITE PLAN BY THE DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES OR THE PLANNING COMMISSION.

- NOTES:**
- PRIOR TO BUILDING PERMIT APPROVAL, THE BUILDING PLANS MUST MEET THE REQUIREMENTS OF BOTH THE 2012 VA CONSTRUCTION CODE (VCC) 1007.1 & 2015 VCC 1009.1 BOTH REQUIRE TWO ACCESSIBLE MEANS OF EGRESS FOR EACH BUILDING.
 - BUILDING FOUNDATIONS SHALL MEET THE REQUIREMENTS OF THE 2012 OR 2015 VA CONSTRUCTION CODE 1808.7.2 "FOUNDATION SETBACK FROM DESCENDING SLOPES".
 - PER 302.6 OF THE 2010 ADA DESIGN STANDARDS ACCESSIBLE PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 703.2.1, AND SIGNS IDENTIFYING VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION "VAN ACCESSIBLE".
 - PER ADA 502.4 PARKING SPACES AND ACCESS AISLES SHALL COMPLY WITH 302. SLOPES NOT STEEPER THAN 2% SHALL BE PERMITTED.
 - PER ADA 403.3 THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL BE LESS THAN 5%.
 - PER ADA 206.2.2 AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, FACILITIES, ELEMENTS AND SPACES ON THE SAME SITE.
 - PER SECTION 24-409, THE PEDESTRIAN PATHWAY SHALL BE DESIGNED TO CONNECT THE BUILDINGS TO AN ACCESSIBLE ROUTE.
 - A 42" GUARDRAIL IS REQUIRED AT THE TOP OF ANY RETAINING WALLS WITH A DIFFERENCE IN GRADE EXCEEDING 30" IN HEIGHT (PER VA CONSTRUCTION CODE SECTION 1015). ALL RETAINING WALLS SHALL BE IN COMPLIANCE WITH ALL CURRENT CITY & STATE REQUIREMENTS.
 - ALL STAIRS ARE REQUIRED TO HAVE HANDRAILS ON EACH SIDE (PER VA CONSTRUCTION CODE SECTION 1011.11).
 - PARKING AREA ENTRANCES SHALL MEET HEIGHT REQUIREMENTS ESTABLISHED IN 2015 VA CONSTRUCTION CODE § 1106.5 & 2009 ICC /A117.1, 502.6.
 - FINAL DESIGN OF BUILDING FOUNDATIONS, WALLS, FACADES & THE CORRESPONDING WATERPROOFING SHALL BE COMPLETED BY THE ARCHITECT TO ALLOW FOR THE PROPOSED GRADE CHANGES SHOWN.
 - DURING CONSTRUCTION THE ACTUAL WALL HEIGHTS MAY VARY FROM THE DESIGN & THE PROPOSED WALL SPOT SHOTS PROVIDED WITH THIS PLAN ARE AN APPROXIMATION. THE RETAINING WALL DESIGNS ARE NOT FURNISHED BY COLLINS ENGINEERING AND ALL FINAL DESIGNS OF THE RETAINING WALLS SHALL BE PROVIDED TO COLLINS ENGINEERING PRIOR TO CONSTRUCTION FOR VERIFICATION. WALL DESIGN SHALL INCORPORATE ALL SITE PLAN METRICS.
 - CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE PARKING LOT AREAS. THE SITE SHALL HAVE POSITIVE DRAINAGE THROUGHOUT AND SHALL DIRECT RUNOFF TO PROPOSED OR EXISTING DRAINAGE STRUCTURES. CONTRACTOR SHALL ALSO GRADE THE AREAS SURROUNDING THE BUILDING SUCH THAT RUNOFF DRAINS AWAY FROM IT, ENSURING POSITIVE DRAINAGE AT ALL TIMES. PATIOS, SIDEWALKS AND PAVEMENT SHALL BE SLOPED AWAY FROM THE BUILDING.
 - CONTRACTOR SHALL GRADE THE SITE TO AVOID STANDING WATER. CONTRACTOR TO PROVIDE A SMOOTHLY GRADED TRANSITION FROM DISTURBED AREAS TO UNDISTURBED AREAS. FINISH GRADE SHALL HAVE A CLEAN TOPSOIL. CONTRACTOR SHALL SEED AND STRAW AND/OR LANDSCAPE ALL BARE AND DISTURBED AREAS. CONTRACTOR TO PROVIDE GROUND COVER MATERIALS OR SOD FOR SLOPES STEEPER THAN 20%. CONTRACTOR TO STAND THE SITE AND DISPOSE OF ALL CONSTRUCTION DEBRIS. GRASS SHALL BE ESTABLISHED PRIOR TO PROJECT CLOSEOUT.



REVISIONS

DATE	REVISION DESCRIPTION
07/15/21	INITIAL SUBMITTAL - SPECIAL USE PERMIT APPLICATION

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K - CHARLOTTEVILLE, VA 22902 - 434.293.3719

LYNDHALL APARTMENTS SPECIAL USE PERMIT & PRELIMINARY PLAT
NOTES & DETAILS

PROJECT SHEET
JOB NO. 102045
AS SHOWN
SHEET NO. 3

AFFIDAVIT

I, Christian Henningsen, swear under oath before a Notary Public that:

The Lyndhall Apartments Meeting Invite letter, dated 25 November 2020, was mailed 14 calendar days prior to such meeting to each property owner affected by proposed rezoning. Please find attached a copy of said letter and the mailing list used in the mailing effort.

Christian E. Henningsen

Signature

CHRISTIAN E.
HENNINGSEN

Print Name

12-9-20

Date

Commonwealth of Virginia

City of Charlottesville

The foregoing instrument was subscribed and sworn before me this 9th day of

December, 2020 by Leah Renee Myers.

Notary Signature

Leah Renee Myers

Registration #

7662788

Expires

May 31, 2023





HENNINGSEN KESTNER
ARCHITECTS

RE: Virtual Community Meeting
Lyndhall Apartments Special Use Permit

Dear Neighbor,

On behalf of Neighborhood Investments, LLC, we invite you to a virtual Community Meeting regarding our request for a Special Use Permit for the Historic Restoration and Renovation of Lyndhall Apartments, tax parcel 50048000, located at 64 University Way in Charlottesville's R-3H zoning district.

We seek an increase in residential density to 48 DUA from the 21 DUA permitted by-right (up to 87 is permitted with SUP), as part of our proposed restoration of the building, which is currently under review by the Virginia Department of Historic Resources and National Park Service for Historic Rehabilitation Tax Credits, as it is listed as a "Contributing Structure" within the Rugby Road – University Corner Historic District.

This historic apartment building was constructed in 1915 with 12 units (4 per floor on 3 floors) over a basement level (which is above grade on 3 sides), which housed a communal dining room, commercial kitchen, and support spaces. The apartments themselves originally did not have their own kitchens, so when the building was reconfigured sometime around 1936, the units on the upper floors were combined, kitchens were added, and 2 new apartments were carved out of the dining room and support spaces in the basement. Currently, the building has 9 units, 2 units per floor on the lower three floors, and three smaller units on the top floor. The conversion was not planned thoughtfully however, and created awkward layouts featuring kitchens and bedrooms that can only be accessed through other bedrooms, to cite the worst example.

Since the original apartment entrances on the upper floors are still intact, the historic preservation architect consultants who were engaged to provide guidance (Hill Studio of Roanoke, VA), suggested that we "uncombine" the units on the main floors and go back to using all 4 original entrance doors on each floor to access 4 smaller apartments, as the building was originally designed. This approach has yielded better 1-2 bedroom apartments that are more in keeping with the original layout of the building, but now include the kitchens, baths, closets, etc. that tenants demand in today's rental market. For the sake of consistency and efficiency in terms of stacking structure, plumbing, etc., we are proposing to duplicate the layout of the first and second floors in the basement, which brings the total proposed number of units in the building to 16.

The current use as a 9-unit apt. building is a legal non-conforming use in the R3-H district due to the limited lot size, and although we are proposing to increase the number of

units within the building, we are not proposing to expand the building envelope, or impermeable area of the site. In terms of bedrooms, 24 are proposed, which is fewer than would be permitted by right for a less sensitive interior renovation that would gut the interior, or for new construction on this property (.34 acres x 21 DUA x 4 bedrooms per unit = 28).

Our SUP application also includes a formal request to reduce the side yard setback requirement from 1' per every 4' of height (minimum 10') to the 10' minimum. Although we are not proposing any changes that affect the side yard setbacks, this issue must be addressed as it is also a legal non-conforming condition.

Exterior improvements are limited to restoration of the exterior to its original appearance, and the replacement of unsightly and deteriorated exterior fire escapes that were added to the rear of the building with covered exterior porches. The existing paved parking lot behind the building is large enough to accommodate the proposed number of units, so the change should not result in additional parking pressure in the neighborhood. As this property is within easy walking distance to UVA Central Grounds, the Corner, and multiple city bus lines, we feel that the requested increase in density is in keeping with the goals and intent of the Comprehensive Plan and would not result in any adverse impacts.

We invite you to learn more about the project, ask questions, and share any comments you may have in one or more of the following ways:

1. Attend the live virtual community meeting, to be held through an online video stream on **Wednesday, December 9th at 5:30pm**
 - Download the Zoom applicationPlease visit this link to join the webinar:
<https://us02web.zoom.us/j/89264864743?pwd=NzRGemVkUnNSTFpXamFMbWNxM2lkZz09>
 - You may also visit by phone by dialing +1 301 715 8592
 - Meeting ID: 892 6486 4743
 - Passcode: 656286
2. Submit written questions or comments to us using the postage paid envelope enclosed. (Responses must be received by January 9th, 2021 to be recorded).
3. Email questions or comments to me chris@henningsenkestner.com, or the Charlottesville city planner, Joseph Winter, winterj@charlottesville.gov

We appreciate your feedback, and look forward to hearing from you.

Sincerely,



Christian E. Henningsen, AIA
Principal

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION REGULAR MEETING
APPLICATION FOR A CRITICAL SLOPE WAIVER
APPLICATION NUMBER: P21-0013
DATE OF MEETING: April 13, 2021

Project Planner: Carrie Rainey, RLA, AICP
Date of Staff Report: April 1, 2021

Applicant: Shimp Engineering
Applicant's Representative(s): Justin Shimp
Current Property Owner: Rayonix, LLC

Application Information

Property Street Address: 915 6th Street SE
Tax Map & Parcel/Tax Status: 270036000 (real estate taxes paid current – Sec. 34-12)
Total Project Area (Limits of Disturbance): 0.77 acres
Total Area of Critical Slopes on Parcel: 0.25 acres | 32.5%
Area of Proposed Critical Slope Disturbance: 0.08 acres | 10.4% of total site area | 32.5% of total critical slopes area on parcel | 13.1% of total critical slopes area
Comprehensive Plan (General Land Use Plan): Mixed Use
Current Zoning Classification: Downtown Extended Corridor (DE)
Overlay District: None

Applicant's Request (Summary)

Shimp Engineering, on behalf of Rayonix, LLC, submitted an application for waiver of critical slopes at 915 6th Street SE on January 27, 2021. Proposed improvements associated with this project will impact critical slopes on-site and approval of a critical slope waiver is required per Section 34-1120(b). The applicant has also submitted a final site plan proposing a multi-family development for review.

Shimp Engineering is requesting a waiver from Section 34-1120(b) of the City Code (Critical Slope Ordinance) to allow for construction of a development with 21 multi-family residential units in a three (3) story building fronting on 6th Street SE. Improvements specific to areas

where critical slopes would be impacted should the waiver be approved are shown on the Critical Slope Exhibit (Attachment B) and include a portion of the building, parking lot access via Rayon Street, sidewalks, retaining walls, and bicycle parking area.

Existing critical slopes areas located on this Property include 0.25 acres or 32.5 percent of the site. The applicable definition of “critical slope” is as follows:

Any slope whose grade is 25% or greater, **and** (a) a portion of the slope has a horizontal run of greater than 20 feet, and its total area is 6,000 SF or greater, **and** (b) a portion of the slope is within 200 feet of a waterway. See City Code Sec. 34-1120(b)(2).

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

Vicinity Map



there are some features or areas that cannot be disturbed. These include, but are not limited to:

- (i) Large stands of trees;
- (ii) Rock outcroppings;
- (iii) Slopes greater than 60%.

City council shall consider the potential negative impacts of the disturbance and regrading of critical slopes, and of resulting new slopes and/or retaining walls. City council may impose conditions as it deems necessary to protect the public health, safety or welfare and to insure that development will be consistent with the purpose and intent of these critical slopes provisions. Conditions shall clearly specify the negative impacts that they will mitigate. Conditions may include, but are not limited to:

- (i) Compliance with the "Low Impact Development Standards" found in the City Standards and Design Manual.
- (ii) A limitation on retaining wall height, length, or use;
- (iii) Replacement of trees removed at up to three-to-one ratio;
- (iv) Habitat redevelopment;
- (v) An increase in storm water detention of up to 10% greater than that required by city development standards;
- (vi) Detailed site engineering plans to achieve increased slope stability, ground water recharge, and/or decrease in stormwater surface flow velocity;
- (vii) Limitation of the period of construction disturbance to a specific number of consecutive days;
- (viii) Requirement that reseeded occur in less days than otherwise required by City Code.

Project Review and Analysis

Each applicant for a critical slopes waiver is required to articulate a justification for the waiver, and to address how the land disturbance, as proposed, will satisfy the purpose and intent of the Critical Slopes Regulations, as found within Section 34-1120(b)(1). The applicant has provided information in the attached critical slopes waiver narrative (Attachment A) for Application Findings #1 and #2.

Staff Analysis

Engineering Department: City Engineering staff concurs with the applicant's analysis for Finding #2 and recommends the waiver be approved under Section 34-1120 (b)-6-d finding (ii): "Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively

prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.”

However, due to the lack of prepared engineered plans, sequences of construction, or clear narrative specifying how the slopes/downstream waters will be protected during construction, and stormwater quality and quantity managed afterward, and in accordance with Section 34-1120(b)(6)(d) (“No modification or waiver granted shall be detrimental to the public health, safety or welfare, detrimental to the orderly development of the area or adjacent properties, or contrary to sound engineering practices.”) City Engineering recommends conditions be placed on the waiver to ensure adequate protection for critical slopes outside of the limits of disturbance and stabilization for impacted critical slopes.

Environmental Sustainability Department: The site currently has significant tree canopy and other pervious surfaces coverage (including on the critical slopes), roughly half of which is proposed to be converted to impervious surfaces. As a result, the site will produce significantly more stormwater runoff in the post-development condition. Given that Pollocks Branch has significant water quality and quantity challenges, the applicant is encouraged to incorporate water quality and quantity treatment into the site design. In accordance with Chapter 5, Section 5.4.2 of the Charlottesville Standards and Design Manual, “Private site development projects may utilize nutrient credit purchasing for water quality credits in accordance with current VA DEQ policy, although it is strongly encouraged, and preferred, to utilize on-site systems that offer a true value to the local environment. Local nutrient banks should be considered first.” If not managed properly on site, this additional stormwater will leave the site with increased velocity and have the potential to cause increased pollutant loading and erosion and sedimentation in Pollocks Branch. These are negative impacts contemplated in Section 34-1120(b)(1)(b),(c), and (d).

Additionally, fifteen (15) mature trees that are 10”-20” DBH are proposed to be removed from the existing critical slopes areas, including several from areas of critical slopes greater than 60%. Areas with slopes greater than 60% and large stands of trees are specifically called out per Section 34-1120(6)(e)(i) and (iii) as particularly sensitive and important. To mitigate for this, habitat redevelopment should be completed, in the form of plantings of locally native tree species in the critical slope areas not to contain buildings, parking lots, sidewalks, or other built improvements.

Planning Department: The property is zoned Downtown Extended Corridor (DE), for which the intent as stated in Section 34-543(2) is *to encourage an inter-related mixture of high-density residential and commercial uses harmonious with the downtown business environment, within*

developments that facilitate convenient pedestrian and other links to the Downtown area. The applicant has indicated (Attachment A) that 21 one- and two-bedroom multi-family units are proposed. The proposed development has a residential density of approximately 27 dwelling units per acre (DUA), which is high density per the 2013 Comprehensive Plan.

The General Land Use Plan of the 2013 Comprehensive Plan calls for the subject property to be Mixed Use. The Comprehensive Plan describes Mixed Use as *zones where the City encourages development of a moderate or high intensity, and where a variety of uses will be permitted, including many commercial uses, residential uses, and some limited research and manufacturing where appropriate.* The proposed development has a residential density (27 DUA) which is designated as high density per the 2013 Comprehensive Plan.

The property is designated as Mixed-Use Urban Corridor (Transect T5) in the Regulating Plan-Transect Character Areas (page VI-4) of the Strategic Investment Area (SIA) Plan. The SIA Plan states Transect T5 should have low- and mid-rise buildings of approximately four (4) to five (5) stories in height with buildings set close to the sidewalk. The SIA Plan's Regulating Plan-Housing Typologies (page VI-10) designates the property as mid-rise multi-family housing type. The proposed building is described as three (3) story and noted in the final site plan (Attachment C) as an average of approximately 38 feet in height. While the proposed building does not meet the recommended height proposed by the SIA Plan, staff finds the proposed height appropriate given the adjacent R-2 residential district wherein most buildings are one (1) to two (2) stories in height.

The development must conform to a maximum setback of 15 feet along 6th Street SE per Section 34-578(b)(1). 2nd Street SE is not listed as a primary or linking street per Section 34-543(2) and does not have a setback requirement. As the majority of the 2nd Street SE frontage is comprised of critical slope areas, proposing a building set close to the sidewalk as recommended by the SIA Plan would increase impacts to critical slopes.

Staff Recommendation

The purpose and intent of the critical slope provisions in Section 34-1120(b)(1) are to protect topographic features whose disturbance may cause negative impacts. Staff recommends the Planning Commission consider the following when making a recommendation to City Council:

Erosion affecting the structural integrity of the critical slopes, adjacent properties, or environmentally sensitive areas. City Engineering has noted concern regarding lack of information regarding construction sequencing and stormwater management practices. Erosion

and sediment control measures can be conservatively designed to minimize the risk for discharge to the critical slopes remaining on the adjacent parcel.

Loss of tree canopy and wildlife habitat that contribute to the natural beauty and visual quality of the community. The site currently has significant tree canopy coverage (including on the critical slopes) and a portion including 15 large trees is proposed to be removed. Wildlife habitat is likely to be reduced by the clearing of existing mature canopy and understory growth on the site. The Virginia Department of Game and Inland Fisheries recommends varying levels of vegetation (herbaceous layer, shrub layer, sapling layer, and canopy) to promote a diversity of species. The planting of locally native woody and herbaceous vegetation can be required to both stabilize remaining slopes and minimize impacts to large stands of trees, vegetative canopy, and wildlife habitat.

Comprehensive Plan and Land Use. The proposed high density residential use is in line with General Land Use Plan of the 2013 Comprehensive Plan, which calls for the subject property to be Mixed Use. The proposed building height does not meet height recommendations of Regulating Plan of the SIA Plan for Mixed-Use Urban Corridor (Transect T5), however staff recommends the Planning Commission consider the context scale of the surrounding area.

Recommended Conditions

Per Section 34-1120(b)(6)(e), City Council may impose conditions upon a critical slope waiver to ensure the development will be consistent with the purpose and intent of the critical slope provisions. Should the Planning Commission find recommendation of the waiver to be appropriate, City Engineering staff recommends the Planning Commission consider including the following conditions to mitigate potential impacts:

1. Site Plans (VESCP Plans) should include, at a minimum, 4 stages/phases of erosion & sediment (ESC) controls, the first shall consist of “Initial/Preliminary Controls” and outfall construction, the second shall include the establishment of a sediment trap and conveyances (or “appropriate stormwater infrastructure” as referenced in applicant’s letter). The sequence shall dictate that no disturbance of the slopes beyond what is necessary to install perimeter controls/conveyances, can occur until after the establishment of a functioning sediment trap.
2. “Super Silt Fence” (chain linked backing) shall be installed where perimeter silt fence is specified.
3. Any disturbance occurring outside of conveyances to the trap, or other approved perimeter controls, in either sequence or space, planned or unforeseen, shall be immediately stabilized with sod (for pervious areas, utilities within impervious areas should have other “same day stabilization” measures provided).

4. At no time shall concentrated water be directed toward the critical slopes.
5. Habitat redevelopment shall be completed, in the form of replacement of trees removed from the critical slopes areas at up to a three-to-one ratio. The plantings shall be locally native tree species appropriate for the site conditions, and located in the critical slope areas not to contain buildings, parking lots, sidewalks, or other built improvements. These plantings are intended to mitigate negative impacts per Section 34-1120(b)(1)(a),(b),(c),(d), and (f), and are to be detailed on the final site plan and approved by the City prior to final site plan approval. The specific number and species of replacement trees will be determined by the applicant and the City based on available space and site conditions.

Suggested Motions

1. I move to recommend approval of the critical slope waiver for Tax Map and Parcel 270036000, as requested, with the following conditions, based on a finding that *[reference at least one]*:
 - The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)
 - Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)
2. I move to recommend approval of the critical slope waiver for Tax Map and Parcel 270036000, as requested, with no reservations or conditions, based on a finding that *[reference at least one]*:
 - The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)
 - Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)
3. I move to recommend denial of the steep slope waiver for Tax Map and Parcel 270036000.

Attachments

- A. Application and Narrative received January 27, 2021
- B. Critical Slope Exhibit dated January 26, 2021
- C. Final Site Plan dated July 13, 2020



WAIVER REQUEST FORM

Please Return To: City of Charlottesville
Department of Neighborhood Development Services
PO Box 911, City Hall
Charlottesville, Virginia 22902
Telephone (434) 970-3182 Fax (434) 970-3359

For a Critical Slopes Waiver Request, please include one of the following application fees: \$75 for single-family or two-family projects; \$500 for all other project types. **additional application form required*
For all other Waiver Requests, please include one of the following application fees: \$50 for single-family or two-family projects; \$250 for all other project types.

Project Name/Description 915 Sixth Street Parcel Number 27-36
Address/Location 915 Sixth Street
Owner Name Rayonix, LLC Applicant Name Same as Owner; project contact: Shimp Engineering

Applicant Address: 251 OLD STONY RIDGE RD AFTON VA, 22920
Phone (H) 434 882 0779 (W) _____ (F) _____
Email: Contact: justin@shimp-engineering.com, 434-227-5140

Waiver Requested (review Zoning Ordinance for items required with waiver submissions):

- Sidewalk
- Drainage/Storm Water Management
- *Contact Staff for Supplemental Requirements
- Off-street Parking
- Site Plan Review
- Lighting
- Landscape
- Signs
- Setbacks
- Critical Slopes **additional application form required*
- Communication Facilities
- Other
- Stream Buffer Mitigation Plan

Description of Waiver Requested: Critical slopes waiver request for the development of multifamily units

Reason for Waiver Request: Required parking for multifamily units cannot be achieved without the disturbance of the manmade slopes

Barry Schmidt
Applicant Signature _____ Date _____

Property Owner Signature (if not applicant) _____ Date _____

For Office Use Only: Date Received: _____
Review Required: Administrative _____ Planning Commission _____ City Council _____
Approved: _____ Denied: _____
Director of NDS
Comments: _____

City of Charlottesville
CRITICAL SLOPES WAIVER REQUEST SUPPLEMENT

Please review city zoning ordinance section 34-1120(b) “Critical Slopes” and submit a completed Waiver Application Form, Critical Slopes Waiver Request Supplement and a Critical Slope Exhibit*.

Applicant: Rayonix, LLC

Property Owner: Rayonix, LLC

Project Description: (1) 3-story multifamily apartment building of (21) 1- and 2-bedroom units & required parking area on TMP 27-36

Existing Conditions: Single family residential

Total Site Area: 0.77 AC

Zoning (if applying for rezoning-please note existing and intended change): Downtown Extended Corridor (DE); no zoning change proposed

Percentage of Area that is made up of critical slopes - meets criteria set forth in Sec. 34-1120(b)(2) *Definition of critical slope*: greater than or equal to 25% slopes and a) a portion of the slope has a horizontal run of greater than twenty (20) feet and its area is six thousand (6,000) square feet or greater; and b) a portion of the slope is within two hundred (200) feet of any waterway:

Total Critical Slope Area:

Contiguous critical slope area is **26,514 SF** or **0.61 acres**. Of this contiguous area, **10,890 SF** or **0.25 acres** of slopes is located on the property.

Critical Slope Area Disturbed:

0.08 acres of the total 0.61 acres of critical slope area (**14%** of the total critical slope area) identified above will be disturbed. Critical slopes comprise 32% of the 0.77 acres of the site area. Proposed critical slope area to be disturbed is **10%** of the site area.

Project Background & Critical Slopes Description:

Rayonix, LLC is the Owner (the “Owner”) of TMP 27-36, a 0.77-acre parcel located in the City of Charlottesville between 6th Street SE and 2nd Street SE (the “property”). Rayonix, LLC seeks to develop a 3-story multifamily apartment building that would include (21) 1- and 2-bedroom units. This critical slopes waiver request is a revision to a previous critical slopes waiver request that received prior City Council action in 2019. The current request features a different design and less disturbance than the prior critical slopes request on the property.

Critical slopes are present on the northern and western portion of the site. The northern portion of critical slopes is likely a result of the extension of Blenheim Avenue and the construction of a parking area in the adjacent parcel roughly in the 1970s (see attached exhibit of historic maps from USGS). The western slope appears to be a native condition that was once part of the Pollocks Branch stream drainage area. The continuity of the western slope has been interrupted multiple times, by both small retaining walls and stairs, but are shown on GIS as contiguous. Pollocks Branch, in the immediate vicinity of the site, was undergrounded at roughly the same time as the Blenheim Avenue road construction. The proposed disturbance will only impact the northern slopes area, which were likely a result of the IX parking lot and road construction, therefore not a natural condition. The western slopes will remain undisturbed.

This application should be used to explain how the proposed project meets some or all of the requirements as described in Section 34-1120(6) “Modification or waiver.” The applicant is expected to address finding #1 and/or finding #2 and justify the finding by utilizing the “critical slope provisions” as a guide. Completing this application will help staff make their recommendation to the Planning Commission and City Council.

City Council may grant a modification or waiver, upon making one or more of the following findings:

Finding #1: The public benefits of allowing disturbance of critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes)

See further discussion of stormwater and erosion control measures below. Although there is no net impact to stormwater management, the allowance of disturbance creates public benefit to the City through developing much-needed housing adjacent to the city center.

As the City of Charlottesville undergoes a major Comprehensive Plan update, City Staff, residents, and local stakeholders have simultaneously been drafting the Affordable Housing Plan for Charlottesville. While Charlottesville has attracted more residents and economic development over the years, housing has not kept pace with the City’s growth, resulting in affordable housing challenges. According to the Housing Needs Assessment in April 2018, 23% of renters in Charlottesville spend more than half of their household income for housing. With nearly 70% of the City’s land zoned as R-1 Single-Family Residential, mixed-use corridors, such as the property’s Downtown Extended District, need to take advantage of their by-right uses to realize higher density where appropriate. This proposed multifamily development would contribute to the overall housing supply of the City, while

providing density close to the City's core. The proposed housing would additionally increase economic activity within IX Art Park, the property's commercial neighbor.

Finding #2. Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.

Critical slopes encompass 32% of TMP 27-36, concentrated around the northern and western edge of the property. As a narrow lot that is approximately 70'x490', restrictions of critical slopes would only allow for a single-family detached use or a small single-family attached use, to accommodate for the required parking. Downtown Extended Corridor's by-right use of multifamily residential cannot be realized without disturbing critical slopes to allow for a sufficient building footprint, required parking needs, grading, and pedestrian and utility infrastructure. Vehicular entrance to the site is located off of Rayon Street, as an entrance off of 2nd Street SE would require greater slopes disturbance. At the proposed Rayon Street entrance, parcel width is 60'. As the City requires, at a minimum, 18' spaces with a 20' travelway, the site plan necessitates 38' out of the 60' of available width to be reserved for parking lot and travelway. In addition to this 38', sidewalks are required to facilitate safe pedestrian movement, as well as appropriate retaining wall and grading design. To adequately meet these City requirements and provide sound engineering between site design and existing slopes, the critical slopes must be disturbed to allow for the development of 21 multifamily units.

Please address how Finding #1 and/or Finding #2 will be met utilizing the "critical slope provisions" noted below.

1. Erosion affecting the structural integrity of those features.

The proposed disturbance requires cutting a bench into existing slopes. This design has been pursued as cutting a bench into existing slopes is far more stable than placing fill atop critical slopes. A retaining wall will be installed to stabilize the slopes and minimize further disturbance. Geotechnical investigations will be required to ensure that the slopes' structure supports the wall and that construction will be performed in accordance with the geotechnical engineer's design.

2. Stormwater and erosion-related impacts on adjacent properties.

Regarding erosion & sediment control, cutting into the critical slopes and benching this graded area to construct the retaining wall will allow minimal to no opportunities for erosion to occur from that activity. A ditch would be installed at the top of this slope at the benched area, capturing stormwater and routing it towards the appropriate stormwater infrastructure. Upon completion of construction, stormwater will be directed into a storm pipe into the City stormwater system, rather than flowing across the critical slopes, contributing to further degradation of the slopes.

3. Stormwater and erosion-related impacts to environmentally sensitive areas such as streams and wetlands.

There are no wetlands or streams on or in the immediate vicinity of this site. The steep slopes on the property are critical based on a previous condition which has been altered by neighboring developments.

4. Increased stormwater velocity due to loss of vegetation.

The proposed design of the site plan proposes the property to front on 6th Street SE, leaving approximately 7,000 SF of the western portion of the property to remain undisturbed. The western portion encompasses critical slopes and woods that would remain undisturbed. The undisturbed portion, in addition to the proposed stormwater infrastructure, would effectively manage increased stormwater velocity from the loss of vegetation.

5. Decreased groundwater recharge due to changes in site hydrology.

No adverse impacts to groundwater recharge are anticipated as a result of the disturbance of the slopes. As established, the critical slopes are manmade and would have little meaningful groundwater recharge in their existing conditions. Disturbance of such slopes would not negatively impact groundwater recharge in this circumstance.

6. Loss of natural or topographic features that contribute substantially to the natural beauty and visual quality of the community such as loss of tree canopy, forested areas and wildlife habitat.

The surrounding area has been highly altered from a native condition, the adjacent portion on Pollocks Branch has been undergrounded, an industrial (now commercial) building was constructed across 2nd Street, a parking lot constructed, and new homes have intensely altered the area. The loss of habitat and tree canopy is an unfavorable effect of development, but within the context of an urbanized area we believe the development is appropriate by providing needed residential space. We hope to contribute to the urban canopy as the trees, specified on the landscape plan, mature over time.

Please list all attachments that should be viewed as support to the above explanations.

- **USGS Historic Maps**
- **915 Sixth Street Critical Slopes Disturbance Exhibit**

Please sign the following statement.

I certify that, to the best of my knowledge, the information I have provided above is based on sound engineering and surveying data and that this site has been carefully inspected and reviewed for the purposes of completing this application accurately. I certify that as the property owner/applicant I have not given false information that may affect the decisions made regarding this development.

Property Owner

Applicant

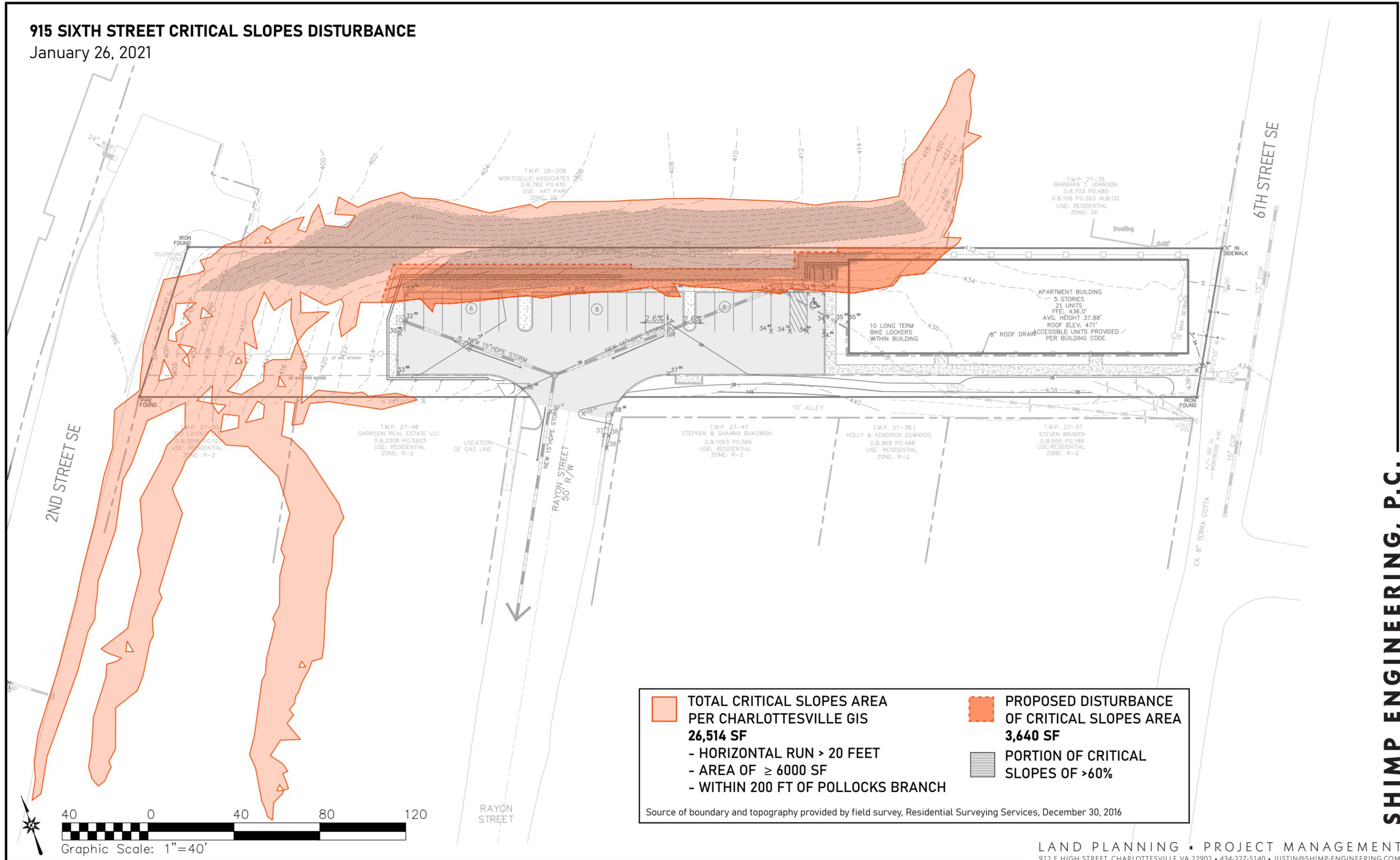
Please do not write below this line. For office use only.

Planner's Comments/Recommendations:

Engineer's Comments/Recommendations:

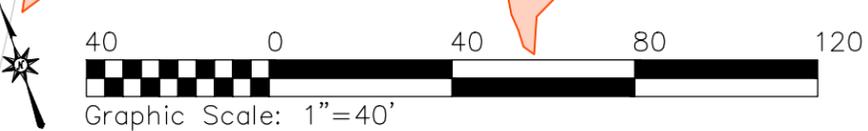
915 SIXTH STREET CRITICAL SLOPES DISTURBANCE

January 26, 2021



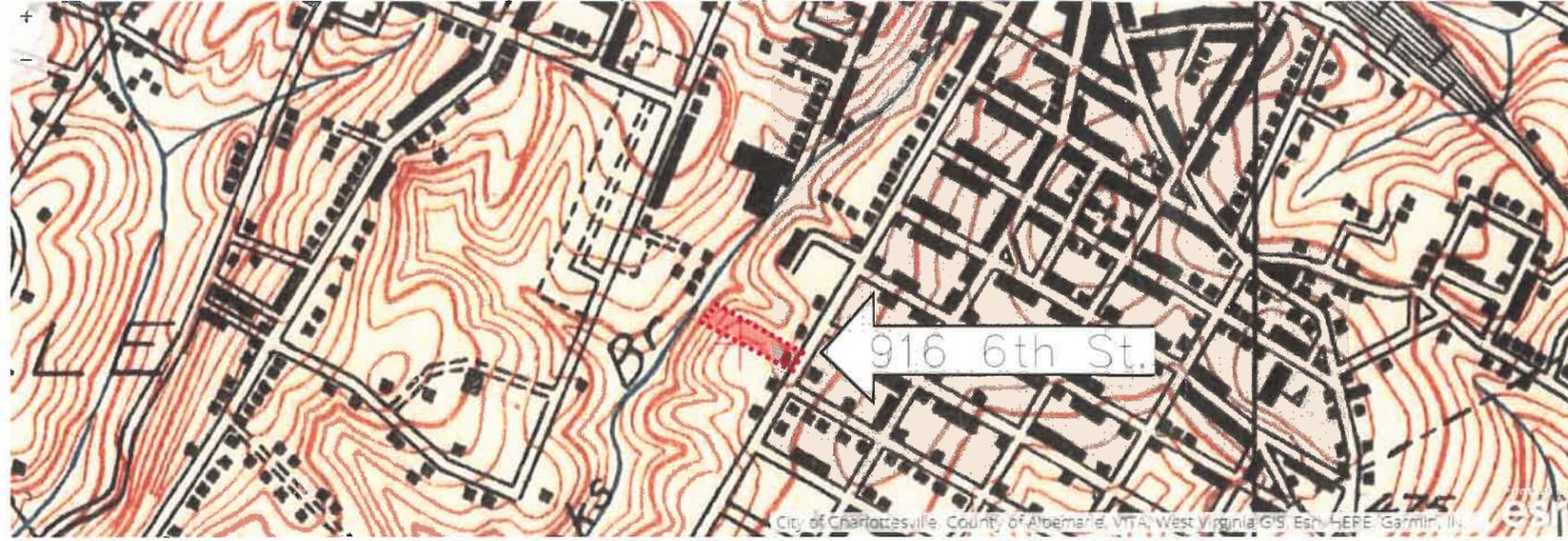
	TOTAL CRITICAL SLOPES AREA PER CHARLOTTESVILLE GIS 26,514 SF - HORIZONTAL RUN > 20 FEET - AREA OF ≥ 6000 SF - WITHIN 200 FT OF POLLOCKS BRANCH		PROPOSED DISTURBANCE OF CRITICAL SLOPES AREA 3,640 SF
			PORTION OF CRITICAL SLOPES OF >60%

Source of boundary and topography provided by field survey, Residential Surveying Services, December 30, 2016



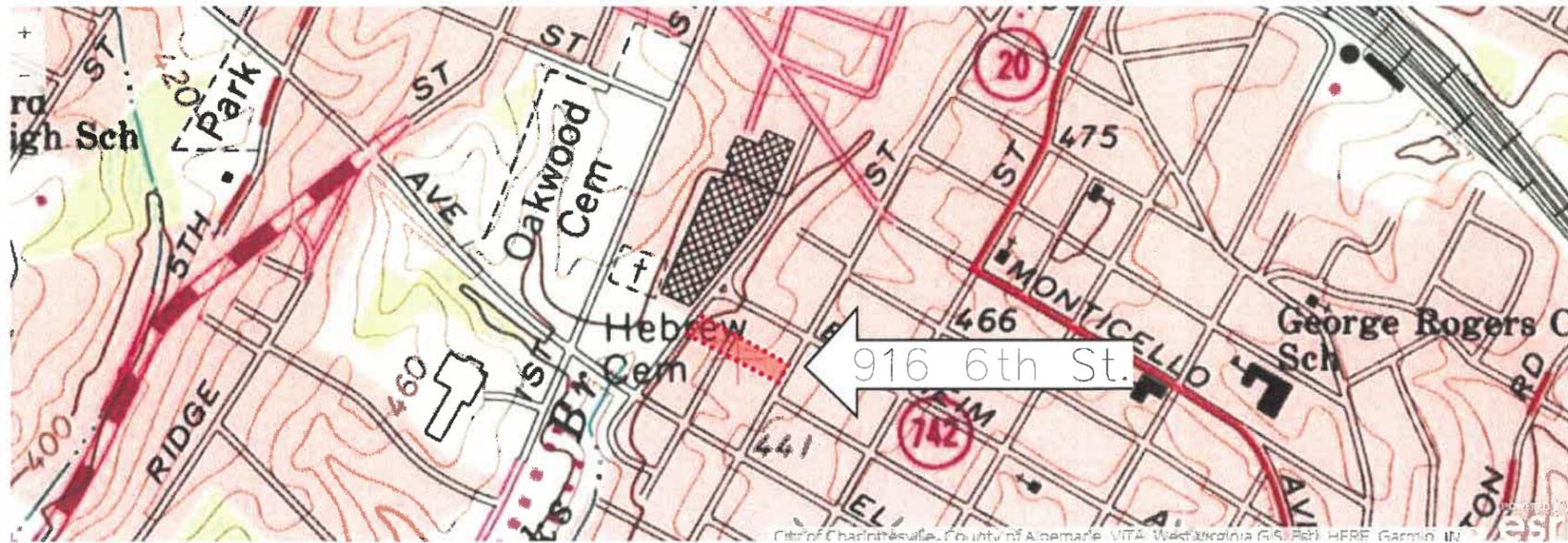
HISTORIC USGS MAPS

1960



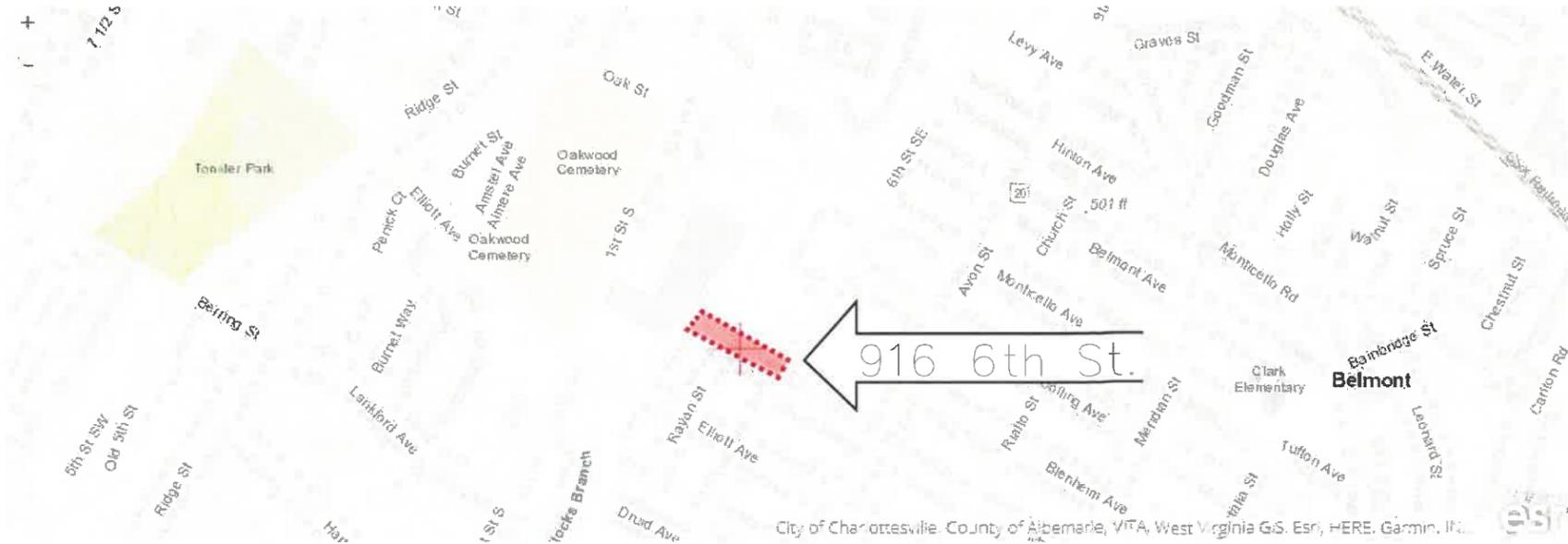
Pre-undergrounding stream. Clearly see drainage ways to stream.

1978



Road and parking area constructed. Natural drainage way widened and graded for parking lot.

2018



Houses constructed along previous bank of stream. Retaining walls and stairs added to navigate slope.

FINAL SITE DEVELOPMENT PLAN

915 SIXTH STREET

TAX MAP 27, PARCEL 36
CITY OF CHARLOTTESVILLE, VIRGINIA

LEGEND

EXISTING	NEW	DESCRIPTION
		BOUNDARIES BENCHMARK
		SITE PROPERTY LINE
		ADJACENT PROPERTY LINE
		BUILDING SETBACK
		PARKING SETBACK
		PARKING COUNT
		TOPOGRAPHY INDEX CONTOUR
		INTERVAL CONTOUR
		SPOT ELEVATION
		TOP OF CURB ELEVATION
		TOP OF WALL ELEVATION
		BOTTOM OF WALL ELEVATION
		STREAM
		STREAM BUFFER
		100 YEAR FLOODPLAIN
		BUILDING BUILDING
		RETAINING WALL
		STAIRS
		EDGE OF PAVEMENT
		ROAD CENTERLINE
		FRONT OF CURB
		BACK OF CURB
		CG-12 TRUNCATED DOME
		SIDEWALK
		BIKE PARKING
		HANDICAP ACCESSIBLE AISLE
		HANDICAP PARKING
		MATERIAL CONCRETE
		RIPRAP
		ASPHALT
		EC-2 MATTING
		EC-3 MATTING
		WETLAND
		TREELINE
		FENCE
		UTILITY UTILITY POLE
		GUY WIRE
		OVERHEAD UTILITY
		UNDERGROUND UTILITY
		STORM STORM MANHOLE
		DROP INLET
		STORM SEWER
		ROOF DRAIN
		SANITARY SANITARY MANHOLE
		SANITARY SEWER MAIN
		SANITARY SEWER LATERAL
		WATER WATER LINE
		WATER METER
		WATER METER VAULT
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
		GAS GAS LINE
		EASEMENTS CONSTRUCTION
		GRADING
		ACCESS
		SIGHT DISTANCE
		UTILITY
		STORMWATER FACILITY MAINTENANCE
		STORMWATER ACCESS
		DRAINAGE
		SANITARY
		WATERLINE
		GASLINE

OWNER/DEVELOPER

Rayonix, LLC.
251 Old Stony Ridge Road
Afton, VA 22920

ZONING

Zoned DE - Downtown Extended Corridor

SOURCE OF TITLE

TM 27 Parcel 36
DB 2017 PG 2243
Instr. # 20150000581, DB 1 PG 38 & 39 (Plat)

SOURCE OF BOUNDARY AND TOPOGRAPHY

Boundary & Topography information obtained from a field survey by Residential Surveying Services
December 30, 2016

BENCHMARK

Drop inlet on Sixth Street, Top 434.26'
Datum for topography is NAVD 1988

FLOODZONE

FEMA flood insurance rate map (community panel 51003C0288D), effective date February 4, 2005 shows this property is not within zone AE and no portion of the property lies within the 100-year flood plain.

RESERVOIR WATERSHED

This site is within the Moores Creek Watershed.
Not a reservoir watershed

WATER & SANITARY SERVICES

All materials used for water and sanitary sewer service lines are to comply with requirements as outlined in both the BOCA Code and the regulations used by the Department of Public Works for the City of Charlottesville.

Demands:

Water: Residential, 21-2BR Units : Max Hour = 2,520 gph ; Peak Hour = 3,780 gpd
Sewer: Residential, 21-2BR Units = 4,200 gpd

FIRE MARSHAL'S NOTES

SITE PLAN:

- VSFPC 505.1-The building street number to be plainly visible from the street for emergency responders.
- VSFPC 506.1 - An approved key box shall be mounted to the side of the front or main entrance.
- VSFPC 506.1.2 - An elevator key box will be required if the building has an elevator.
- VSFPC 507.5.4 - 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.
- VSFPC 503.2.1 - Overhead wiring or other obstructions shall be higher than 13 feet 6 inches.
- VSFPC 3312.1 - An approved water supply for fire protection shall be made available as soon as combustible material arrives on the site. Fire hydrants shall be installed and useable prior to the start of any building construction.
- All pavement shall be capable of supporting fire apparatus weighing 85,000 lbs.
- Required vehicle access for fire fighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet 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.
- Buildings four or more stories in height shall be provided with not less than one standpipe for use during construction. Such standpipes shall be installed when the progress of construction is not more than 40 feet 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.

CONSTRUCTION & DEMOLITION:

- VSFPC 310.3: 310.5 - Smoking to be allowed in only designated spaces with proper receptacles.
- VSFPC 3304.2 - Waste disposal of combustible debris shall be removed from the building at the end of each workday.
- IFC 1410.1-1- An approved key box shall be maintained.
- VSFPC 3304.6 - 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.
- VSFPC 3315.1 - Fire extinguishers shall be provided with not less than one approved portable fire extinguisher at each stairway on all floor levels where combustible materials have accumulated.
- VSFPC 3310.1 - Required vehicle access for fire fighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections, if any. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

GENERAL NOTES

- All excavation for underground pipe installation must comply with OSHA Standards for the Construction Industry (29 CFR Part 1926).
- 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.
- 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.
- The contractor shall be responsible for notifying "MISS UTILITY" - 1-800-552-7001.
- 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.
- All paving, drainage related materials and construction methods shall conform to current specifications and standards of the City of Charlottesville unless otherwise noted.
- An erosion and sediment control plan is required with this site plan.
- 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.
- 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.
- All traffic control signs shall conform to the 2011 Virginia Supplement to the 2009 Manual on Uniform Control Devices..
- Unless otherwise noted all concrete pipe shall be reinforced concrete pipe - Class III.
- 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 areas inside forms.
- 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 subgrade.
- All existing curbs, curb and gutters and sidewalks to be removed shall be taken out to the nearest joint.
- Existing asphalt pavement shall be saw cut and removed as per VDOT Road and Bridge Specifications 2007. 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.
- The contractor shall exercise care to provide positive drainage to the storm inlets or other acceptable drainage paths in all locations.
- 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-Public Works 970-3800
Street cut, Public Works 970-3800
Other public ROW issues-City Engineer 970-3182.
- 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.
- 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.

EXISTING USE

Single Family Residential

PROPOSED USE

21 1-2 Bedroom Residential Units
Gross Residential Density
21 Units/0.78 Acres = 26.9 Units Per Acre

BUILDING HEIGHT

Average Building Height = 37.88'
Maximum Building Height = 50'

SETBACKS

Front Primary Street: 15' Max.
Front Linking Street: 10' Min. 20' Max.
Side and Rear Adjacent to Low Density Residential: 20' Min.
Side and Rear Adjacent to Other: None

LAND USE SCHEDULE

Existing	Area (SF)	AC	%
Impervious area	1,259 SF	0.03 ac	3.7%
Open space	32,489 SF	0.75 ac	96.3%
Total	33,748 SF	0.78 ac	100.0%

Proposed	Area (SF)	AC	%
Building	6,873 SF	0.16 ac	20.4%
Pavement	8,530 SF	0.20 ac	25.3%
Sidewalk	2,180 SF	0.05 ac	6.5%
Impervious area	17,583 SF	0.40 ac	52.1%
Open Space	16,165 SF	0.37 ac	47.9%
Total	33,748 SF	0.78 ac	100.0%

PARKING SCHEDULE

Required Parking:

1 space per 1-2 bedroom residential unit. = 21 Units X 1 = 21 Spaces Req.
Handicap Parking: 1 Spaces Per 25 Total Req. = 21/25 = 0.84 = 1 Spaces
Total Required: 21 Spaces

Provided Parking:

20 Spaces Total Provided
Includes 1 Spaces as Van Handicap Accessible
Exempt from 1 Space Due to Bike Parking Provided

Bike Parking:

1 space per 2 residential units = 21 Units X 0.5 = 10.5 = 11 Spaces Req.
6 Short Term Parking Spaces Provided
10 Bike Lockers for Long Term Parking (5 to Satisfy Requirement, 5 to Satisfy Parking Exemption)

LAND DISTURBANCE

0.63 acres of total land disturbance is proposed with this subdivision plan.

STORMWATER COMPLIANCE

Development will meet 9VAC25-870-63 by providing 0.68 lbs of offsite nutrient credits.
Development will meet 9VAC25-870-66(B1). To be provided upon receiving more data from the City of Charlottesville Utility Department.

CITY PERMITS

- The contractor shall be responsible for obtaining a street cut permit from the City.
- 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.

SIGNS

All signs and pavement marking shall conform with the latest edition of the MUTCD Guidelines.

CRITICAL SLOPES

2,862 SF Critical slopes disturbed.
Critical slopes waiver to be submitted.

LIGHTING

Parking lot lighting is not shown on Sheet C7. Lighting Plan is to be provided.

ELECTRIC / TELEPHONE / CABLE TV

If feasible, all new service lines for electricity, telephone and cable TV are to be installed underground. Care is to be taken to assure their location does not conflict with any other aspects of the proposed site plan.

UTILITY MARKINGS

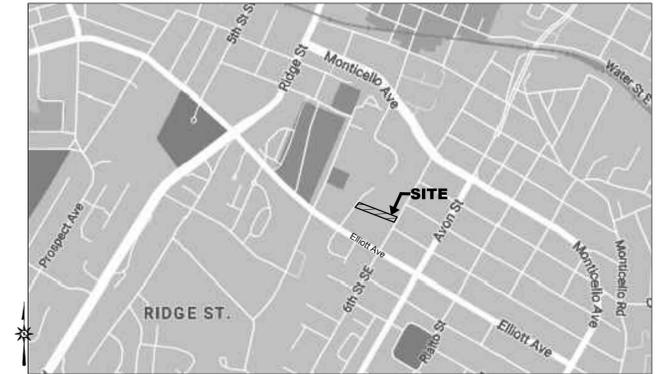
Markings shown per ticket number A711600231-00A

ITE Trip Generation

Use Description	ITE	Qty	AM			PM			WEEKDAY		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartment	220	21	3	9	12	8	6	14	77	77	154

Trip generation reflects AM and PM peak hour traffic as well as weekday traffic.

VICINITY MAP SCALE : 1"=1000'



Map provided by Google.com

SHEET INDEX

- C1 COVER SHEET
- C2 EXISTING CONDITIONS & DEMOLITION PLAN
- C3 SITE PLAN
- C4 GRADING PLAN
- C5 UTILITY PLAN
- C6 LANDSCAPE PLAN
- C7 LIGHTING PLAN (TO BE PROVIDED)
- C8 SITE DETAILS - 1
- C9 SITE DETAILS - 2
- C10 EROSION CONTROL NARRATIVE
- C11 EROSION CONTROL PLAN - PHASE 1
- C12 EROSION CONTROL PLAN - PHASE 2
- C13 EROSION CONTROL PLAN - PHASE 3
- C14 EROSION CONTROL PLAN - PHASE 4
- C15 EROSION CONTROL DETAILS

APPROVALS

DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES _____ Date _____



FINAL SITE DEVELOPMENT PLAN

915 SIXTH STREET

CITY OF CHARLOTTESVILLE, VIRGINIA
SUBMISSION:
2020.07.13

REVISION:

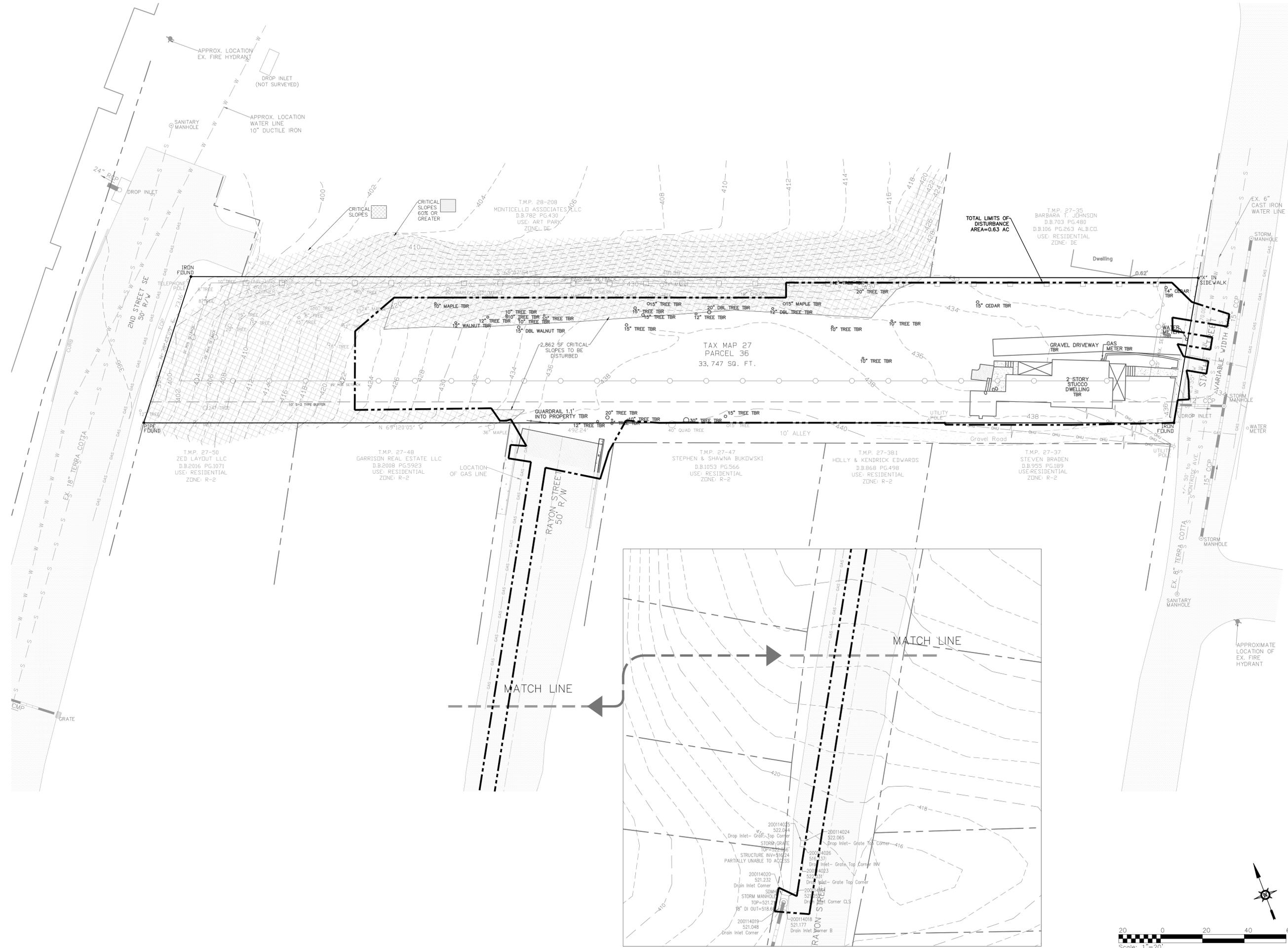
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FILE NO. _____ 16.045

COVER SHEET

SHEET C1 of C15

C1



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 LAND PLANNING - PROJECT MANAGEMENT
 912 E. HIGH ST. CHARLOTTEVILLE VA. 22902
 434.227.5140
 JUSTIN@SHIMPEngineering.com



FINAL SITE DEVELOPMENT PLAN
915 SIXTH STREET

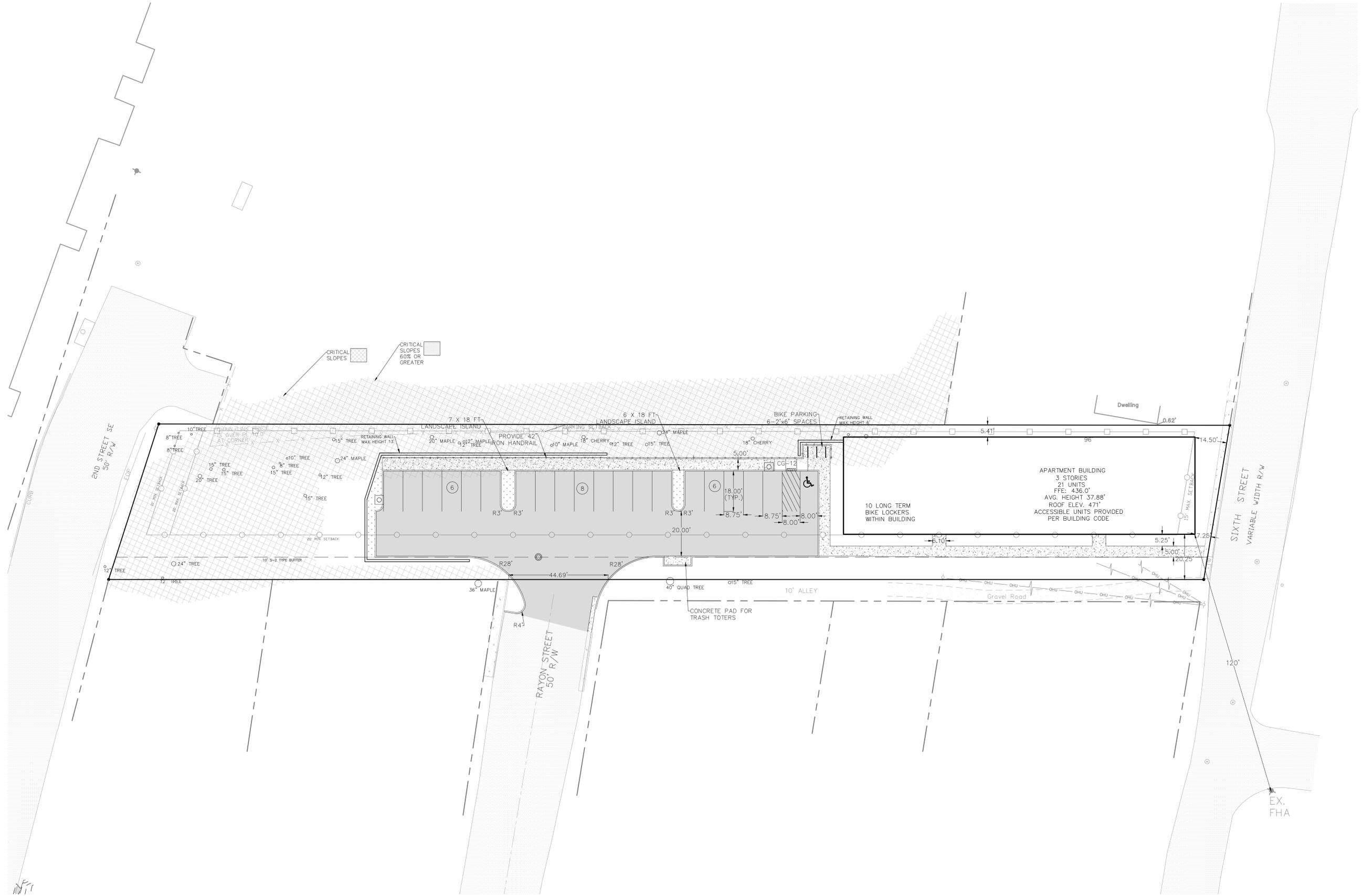
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EXISTING CONDITIONS & DEMOLITION PLAN
 SHEET C2 of C15

C2





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FINAL SITE DEVELOPMENT PLAN
915 SIXTH STREET

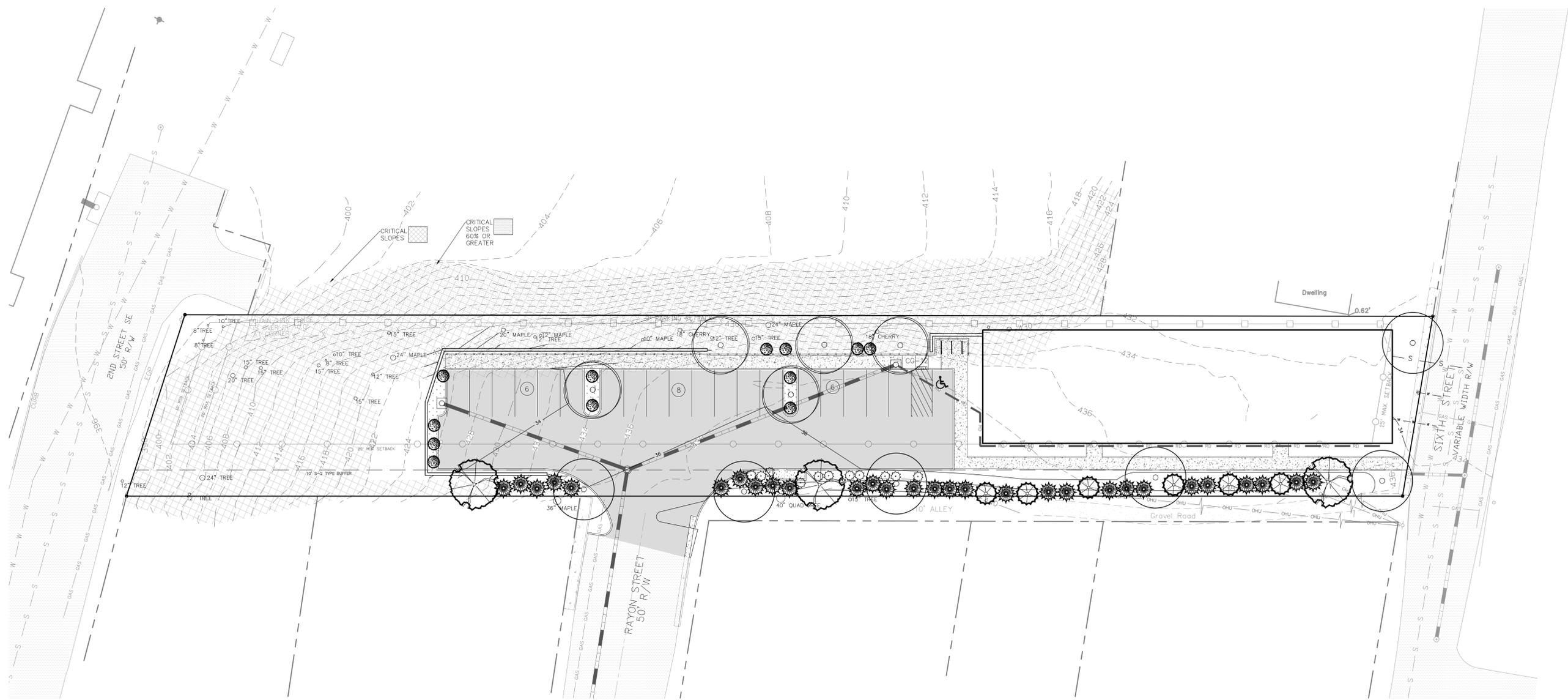
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SITE PLAN

SHEET C3 of C15





LANDSCAPING NOTES:
 CANOPY REQUIREMENT (SEC 34-869):
 10% OF TOTAL SITE AREA
 0.10 * (33,747 SF) = 3,375 SF REQUIRED
 6,827 SF CANOPY PROVIDED

STREETSCAPE REQUIREMENT (SEC 34-870):
 DOWNTOWN EXTENDED CORRIDOR DISTRICT
 6TH - PRIMARY STREET
 REQUIRED: LARGE TREES 1/40 LINEAR FEET = 70/40 = 2 LARGE TREES
 PROVIDED: 2 LARGE TREES

BUFFER REQUIREMENT (SEC 34-579):
 S-2 SCREEN REQUIRED ADJACENT TO LOW DENSITY RESIDENTIAL
 492.24' TOTAL PROPERTY LINE
 359.48' PROPERTY LINE USED
 10' * 359.48' = 3595 SF
 OPTION A REQUIRED:
 LARGE CANOPY TREES 1/1000 SF = 4 LARGE CANOPY TREES
 MEDIUM CANOPY TREES 1/1000 SF = 3 MEDIUM CANOPY TREES
 EVERGREEN TREES 1/500 SF = 6 EVERGREEN TREES
 SHRUBS 1/100 SF = 37 SHRUBS
 PROVIDED:
 4 LARGE CANOPY TREES
 3 MEDIUM CANOPY TREES
 6 EVERGREEN TREES
 40 SHRUBS

ADJACENT PROPERTY BUFFER REQUIREMENT (SEC 34-873):
 NOT REQUIRED - PARKING LOT ADJUTS ANOTHER PARKING LOT ON ADJACENT PARCEL AND A BUFFER AT LEAST 4' WIDE EXISTS

INTERIOR PARKING LOT LANDSCAPING (SEC 34-873):
 REQUIRED: 1 TREE AND 3 SHRUBS FOR EVERY 8 SPACES
 20 SPACES = 3 TREES AND 8 SHRUBS
 PROVIDED: 5 TREES AND 12 SHRUBS

REQUIRED: 5% TOTAL PARKING LOT AREA LANDSCAPED
 7,992 SF * 0.05 = 400 SF
 PROVIDED: 1,985 SF

LANDSCAPE SCHEDULE

Plant Symbol	Planting Type	Botanical Name	Common Name	Min. Cal./Height	Quantity	Canopy	Total Canopy SF	
○	Large Shade Tree	Quercus phellos	Willow Oak	2" Cal.	6	370	2220	
○	Large Shade Tree	Betula nigra 'Heritage'	Heritage River Birch	2" Cal.	5	397	1985	
⊗	Medium Shade Tree	Acer rubrum 'Autumn Flame'	Autumn Flame Red Maple	2" Cal.	3	177	531	
⊗	Evergreen Screening Tree	Cryptomeria japonica 'Yoshino'	Yoshino Cryptomeria	4'-6' Ht.	6	123	738	
⊗	Shrub	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	4'-6' Ht.	12	0	0	
⊗	Shrub	Virburnum pragnense 'Decker'	Prague Virburnum	18" Ht.	29	44	1276	
⊗	Shrub	Rhododendron 'PJM Elite'	Rhododendron	18" Ht.	11	7	77	
NOT TO SCALE							TOTAL CANOPY	6827

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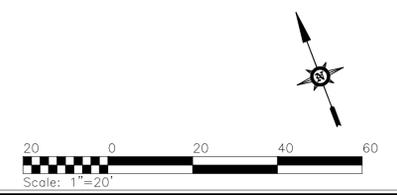
FINAL SITE DEVELOPMENT PLAN
915 SIXTH STREET

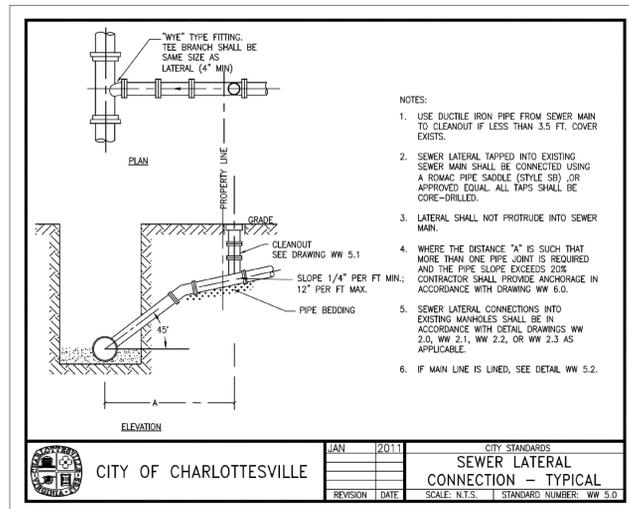
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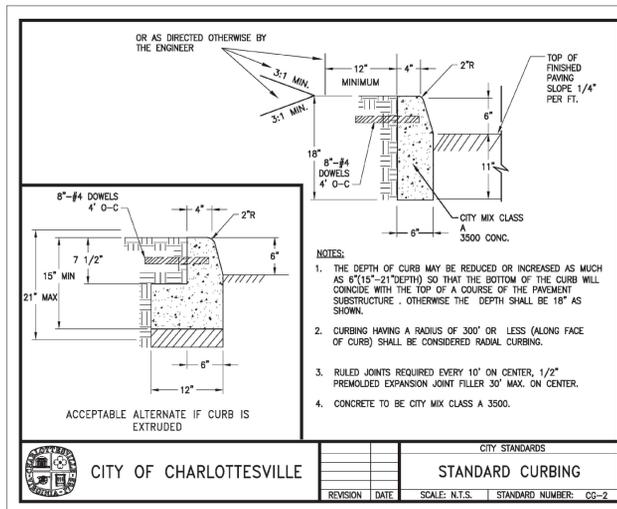
LANDSCAPE PLAN

SHEET C6 of C15

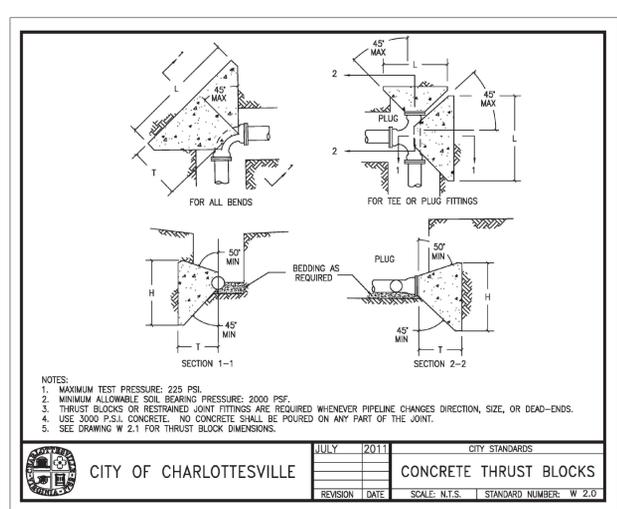




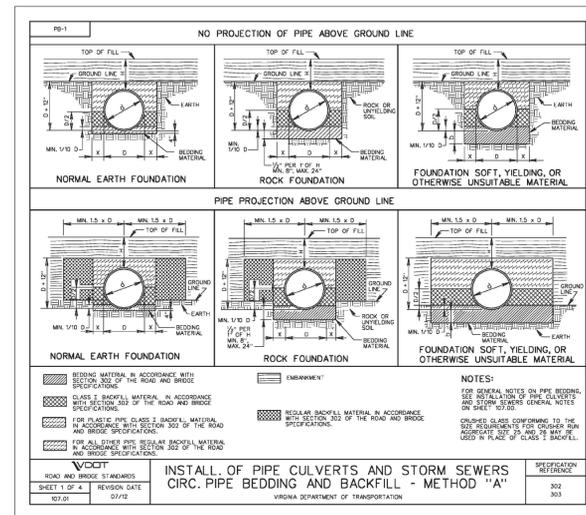
1 City of Charlottesville: Sewer Lateral Connection (Typ.)
 C8 NOT TO SCALE



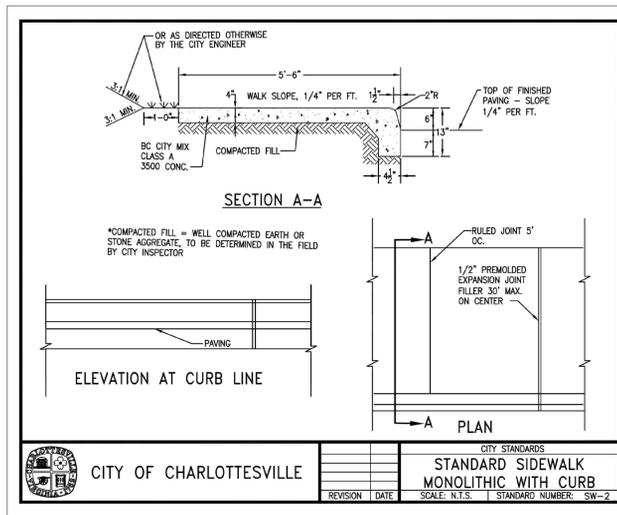
2 City of Charlottesville Standard Curbing
 C8 NOT TO SCALE



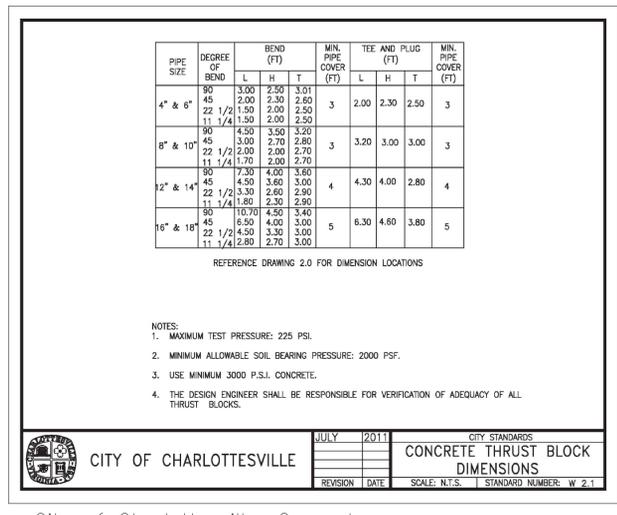
3 City of Charlottesville Concrete Thrust Blocks
 C8 NOT TO SCALE



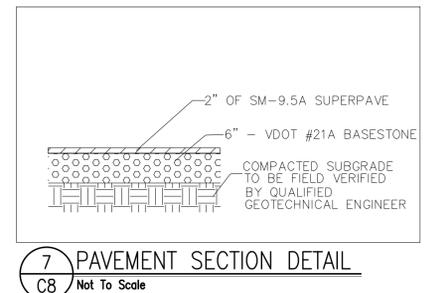
4 VDOT Install of Pipe Culverts & Storm Sewers Circ. Pipe Bedding & Backfill - Method "A"
 C8 NOT TO SCALE



5 City of Charlottesville Standard Sidewalk Monolithic w/ curb
 C8 NOT TO SCALE



6 City of Charlottesville: Concrete Thrust Block Dimensions
 C8 NOT TO SCALE



7 PAVEMENT SECTION DETAIL
 C8 Not To Scale



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FINAL SITE DEVELOPMENT PLAN
915 SIXTH STREET

CITY OF CHARLOTTESVILLE, VIRGINIA
 SUBMISSION: 2020.07.13

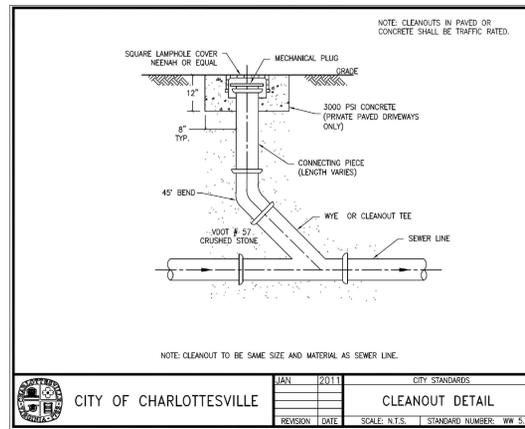
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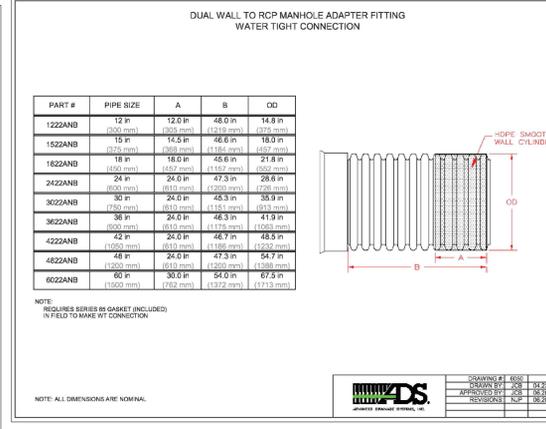
SITE DETAILS

SHEET C8 of C15

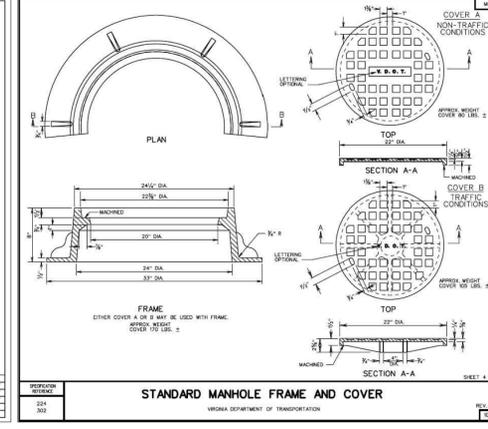
C8



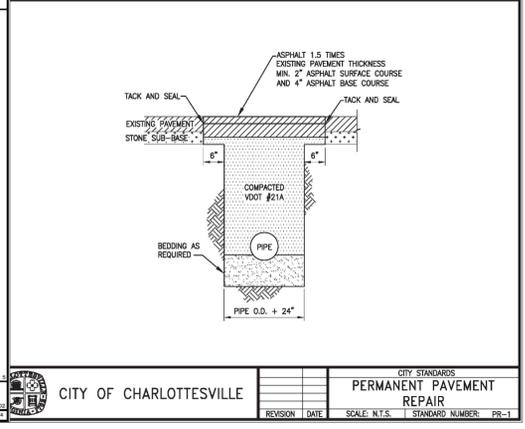
1 City of Charlottesville: Cleanout Detail
C9 Not To Scale



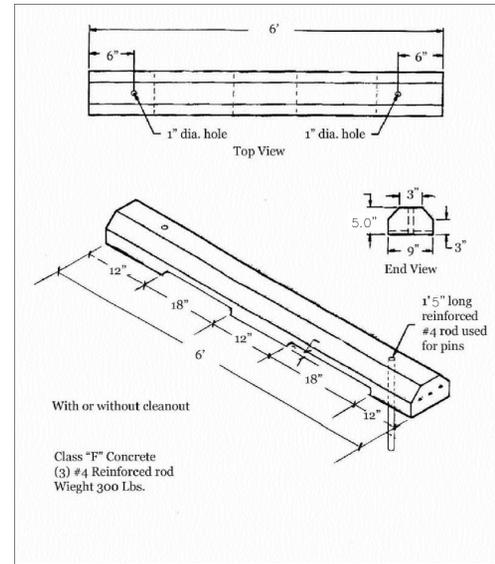
2 MANUFACTURED HDPE CONNECTOR
C9 Not To Scale



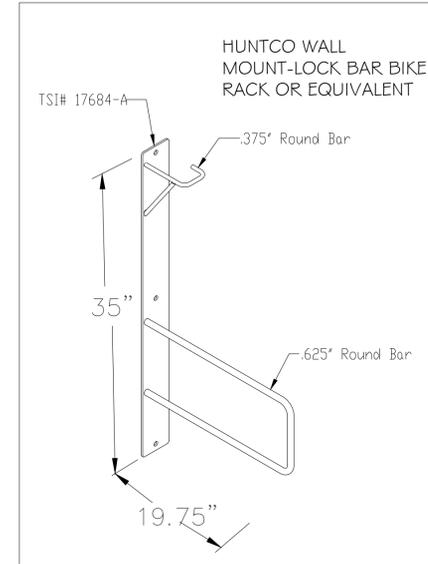
3 STD Manhole Frame & Cover
C9 Not To Scale



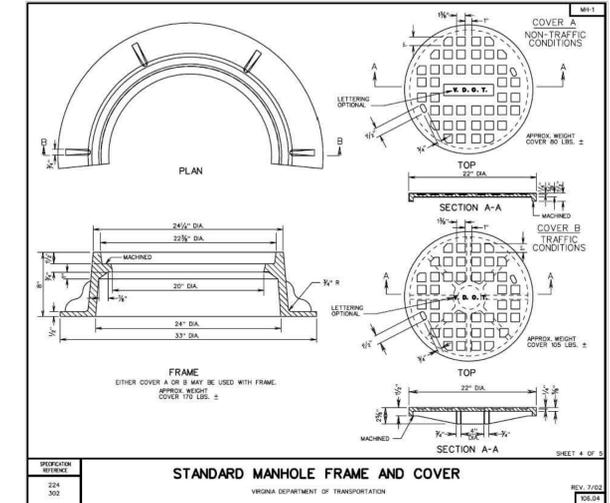
4 City of Charlottesville Permanent Pavement Repair
C9 Not To Scale



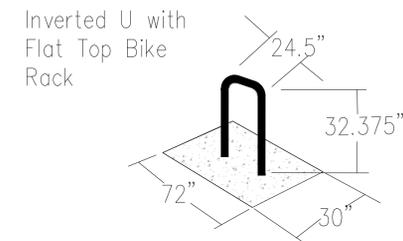
5 BUMPER BLOCK DETAIL
C9 Not To Scale



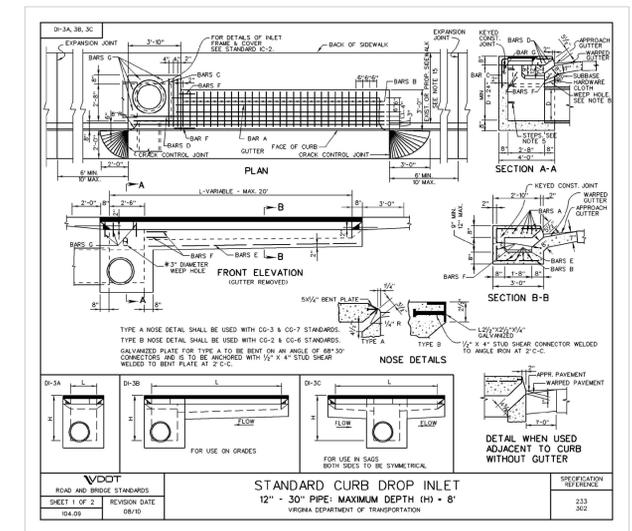
6 WALL MOUNT BIKE RACK DETAIL
C9 Not To Scale



7 STD Precast Base Units (SWM MH-1)
C9 Not To Scale



8 INVERTED U BIKE RACK DETAIL
C9 Not To Scale



9 VDOT: STANDARD CURB DROP INLET-DI-3A DETAIL
C9 Not To Scale



FINAL SITE DEVELOPMENT PLAN
915 SIXTH STREET

CITY OF CHARLOTTESVILLE, VIRGINIA
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SITE DETAILS-2

SHEET C8 of C15

C9

PROJECT DESCRIPTION, GENERAL NOTES, EROSION & SEDIMENT CONTROL NOTES, AND SEQUENCE OF CONSTRUCTION

PROJECT DESCRIPTION

THE SITE CURRENTLY IS A GRASSED LOT, WITH A HOUSE AND A DRIVEWAY. THIS PROJECT PROPOSES ONE (1) RESIDENTIAL BUILDING THAT IS 3 STORIES WITH 21 UNITS. ADDITIONALLY, THE PROJECT PROPOSES THE REQUIRED PARKING.

THERE WILL BE A SILT FENCE AND A SEDIMENT TRAP TO BE CONSTRUCTED AS A PART OF THE EROSION PLAN.

THE TOTAL AREA OF DISTURBANCE IS 0.63 ACRES.

THE PROJECT INVOLVES THE FOLLOWING WORK ACTIVITIES:

1. THE CONTRACTOR SHALL OBTAIN ALL LOCAL AND STATE EROSION AND SEDIMENT PERMITTING REQUIREMENTS AND MAINTAIN ALL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE PERMIT REQUIREMENTS.
2. INSTALLATION OF TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THE PLAN AND DETAILS.

EXISTING SITE CONDITIONS

THE SITE CURRENTLY IS A GRASSED LOT WITH A HOUSE IN THE CENTER OF THE LOT.

ADJACENT PROPERTIES

THE SITE IS BOUNDED BY RESIDENTIAL HOMES ON THE SOUTH EAST AND SOUTH WEST SIDE, BY RAYON STREET ON THE SOUTH, WHILE THE NORTH WEST SIDE IS SURROUNDED BY WOODS, AND 2ND STREET, THE NORTH EAST SIDE IS BORDERED BY 6TH STREET. FINALLY ON THE NORTH SIDE OF THE SITE THERE ARE WOODS AND A PARKING LOT.

OFF-SITE AREAS

THERE ARE NO OFF SITE AREAS FOR THIS SITE

SOILS

THE SITE IS COMPRISED OF:
12C – CULPEPER – URBAN LAND COMPLEX, 7 TO 15 PERCENT SLOPES, HSG: B
91 – URBAN LAND – HSG: D

CRITICAL AREAS

1. THE SOUTH SOUTH EAST CORNER WILL BE CRITICAL SINCE IT IS BORDERED BY RESIDENTIAL HOMES. THEREFORE A SAFETY FENCE IS REQUIRED AS SHOWN ON THE PLANS.
2. THERE ARE 2,892 SF OF CRITICAL SLOPES TO BE DISTURBED WITH THIS PROJECT. IMMEDIATELY STABILIZE SLOPES WITH BLANKET AND MATTING UPON DISTURBANCE.

EROSION & SEDIMENT CONTROLS

UNLESS OTHERWISE INDICATED, ALL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS AS SET FORTH IN THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION, THE MINIMUM STANDARDS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS SHALL BE ADHERED TO UNLESS OTHERWISE WAIVED OR APPROVED BY VARIANCE.

TEMPORARY CONSTRUCTION ENTRANCE (CE) – 3.02

A STONE PAD WILL BE CONSTRUCTED AT THE ENTRANCE THE SITE TO PROVIDE A MEANS OF REMOVING SEDIMENT FROM THE TIRES OF CONSTRUCTION VEHICLES LEAVING THE WORK SITE. THE CONTRACTOR SHALL REMOVE ANY MUD FROM THE EXISTING ROAD SURFACE BY MEANS OF SWEEPING AND SHOVELING.

SAFETY FENCE (SAF) – 3.01

A PROTECTIVE BARRIER INSTALLED TO PROHIBIT UNDESIRABLE USE OF AN EROSION CONTROL MEASURE. STD. AND SPEC. 3.01.

STORM DRAIN INLET PROTECTION (IP) – 3.07

THE INSTALLATION OF VARIOUS KINDS OF SEDIMENT TRAPPING MEASURES AROUND DRAIN INLETS OR CURB INLET STRUCTURES PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA; LIMITED TO DRAINAGE AREAS NOT EXCEEDING ONE ACRE, AND NOT INTENDED TO CONTROL LARGE, CONCENTRATED STORMWATER FLOWS. STD. AND SPEC. 3.07.

CONSTRUCTION ROAD STABILIZATION (CRS) – 3.03

A SEDIMENT BASIN SHALL CONTROL SURFACE RUNOFF FROM DISTURBED AREAS, PARKING AREAS, AND OTHER TRAFFIC AREAS IMMEDIATELY AFTER GRADING TO REDUCE EROSION CAUSED BY VEHICLES DURING WET WEATHER, AND TO PREVENT HAVING TO REGRADE PERMANENT ROADWAYS BETWEEN INITIAL GRADING AND FINAL STABILIZATION.

SILT FENCE (SF) – 3.05

SILT FENCING WILL BE INSTALLED AS A FIRST STEP IN CONSTRUCTION ACTIVITIES. LOCATION AND DETAILS ARE SHOWN ON THE PLANS.

TEMPORARY DIVERSION DIKE (DD) – 3.09

A TEMPORARY DIVERSION DIKE SHALL BE USED TO BOTH DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM UNPROTECTED DISTURBED AREAS TO A STABILIZED OUTLET AND TO DIVERT SEDIMENT-LADEN RUNOFF FROM A DISTURBED AREA TO A SEDIMENT TRAPPING FACILITY. LOCATION AND DETAILS ARE SHOWN ON THE PLANS.

TEMPORARY SEDIMENT BASIN (SB) – 3.14

A TEMPORARY BARRIER OR DAM WITH CONTROLLED STORMWATER RELEASE STRUCTURE WHICH IS FORMED BY CONSTRUCTING AN EMBANKMENT OF COMPACTED SOIL ACROSS A DRAINAGEWAY. IT IS USED TO DETAIN SEDIMENT-LADEN RUNOFF FROM DRAINAGE AREAS 3 ACRES OR GREATER FOR ENOUGH TIME TO ALLOW MOST OF THE SUSPENDED SOLIDS TO SETTLE OUT. IT CAN BE CONSTRUCTED ONLY WHERE THERE IS SUFFICIENT SPACE AND APPROPRIATE TOPOGRAPHY. MAXIMUM EFFECTIVE LIFE IS 15 MONTHS UNLESS DESIGNED AS A PERMANENT POND BY A QUALIFIED PROFESSIONAL.

DUST CONTROL (DC) – 3.39

DUST CONTROL MEASURES IN ACCORDANCE WITH STANDARD AND SPECIFICATION 3.39 SHALL BE IMPLEMENTED ONSITE TO PREVENT AIRBORNE MOVEMENT OF DUST. MEASURES INCLUDE IRRIGATION, MULCHING OR OTHER MEASURES AS OUTLINED IN THE SPECIFICATIONS.

TEMPORARY SEDIMENT TRAP (ST) – 3.13

A SMALL PONDING AREA, FORMED BY CONSTRUCTING AN EARTHEN EMBANKMENT WITH A STONE OUTLET ACROSS A DRAINAGE SWALE, TO DETAIN SEDIMENT-LADEN RUNOFF FROM SMALL DISTURBED AREAS FOR ENOUGH TIME TO ALLOW MOST OF THE SUSPENDED SOLIDS TO SETTLE OUT. MAXIMUM EFFECTIVE LIFE IS 18 MONTHS. STD. AND SPEC. 3.13.

TEMPORARY SEEDING (TS) – 3.31

TEMPORARY SEEDING SHALL BE APPLIED TO ALL DENUED AREAS WITHIN SEVEN (7) DAYS TO DENUED AREAS THAT MAY OR MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN 14 DAYS. TEMPORARY SEEDING SHALL BE APPLIED IN CONFORMANCE WITH STD. AND SPEC. 3.31.

SOIL STABILIZATION BLANKETS & MATTING: THE INSTALLATION OF A PROTECTIVE BLANKET (TREATMENT 1) OR A SOIL STABILIZATION MAT (TREATMENT 2) ON A PREPARED PLANTING OF A STEEP SLOPE, CHANNEL OR SHORELINE. STD. AND SPEC. 3.36.

GENERAL NOTES

1. THE INFORMATION AND DATA SHOWN OR INDICATED WITH RESPECT TO THE EXISTING UNDERGROUND UTILITIES AT OR CONTIGUOUS TO THE SITE ARE BASED ON INFORMATION AND DATA FURNISHED TO THE OWNER AND ENGINEER BY THE OWNERS OF SUCH UNDERGROUND FACILITIES OR OTHERS. THE OWNER OR ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION OR DATA. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR CONFIRMING THE ACCURACY OF THE DATA, FOR LOCATING ALL UNDERGROUND UTILITIES, FOR COORDINATION OF THE WORK WITH OWNERS OF SUCH UNDERGROUND UTILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND REPAIRING ANY DAMAGE THERE TO RESULTING FROM THE WORK. ALL OF THESE CONDITIONS SHALL BE MET AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL CONTACT "MISS UTILITIES" OF VIRGINIA AT 1-800-552-7001 PRIOR TO THE START OF WORK.
2. WHEN WORKING ADJACENT TO EXISTING STRUCTURES, POLES, ETC., THE CONTRACTOR SHALL USE WHATEVER METHODS THAT ARE NECESSARY TO PROTECT STRUCTURES FROM DAMAGE. REPLACEMENT OF DAMAGED STRUCTURES SHALL BE AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SITE STRUCTURES FROM DAMAGE AND COORDINATING WORK SO THAT THE OWNER CAN MAKE NECESSARY ARRANGEMENTS TO MODIFY/PROTECT EXISTING STRUCTURES FROM DAMAGES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY OWNERS, ADJACENT LAND OWNERS WHOSE PROPERTY MAY BE IMPACTED AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION PRIOR TO COMPLETING ANY OFF-SITE WORK.
5. CONTRACTOR SHALL NOTIFY AND COORDINATE ALL WORK INVOLVING EXISTING UTILITIES WITH UTILITY OWNERS, AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
6. CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AND CONTRACT DOCUMENTS TO THE OWNER AND ENGINEER.
7. CONTRACTOR SHALL ADJUST ALL APPURTENANCES AS REQUIRED TO MATCH NEW GRADES. THE EXACT LOCATION OF APPURTENANCES SHALL BE COORDINATED WITH THE OWNER.
8. CONTRACTOR SHALL SUBMIT FOR THE APPROVAL OF THE OWNER SUBMITTALS OF ALL SPECIFIED MATERIALS LISTED IN THE PLANS, TO INCLUDE SHOP DRAWINGS, MANUFACTURER'S SPECIFICATIONS AND LABORATORY REPORTS. THE OWNER'S APPROVAL OF SUBMITTALS WILL BE GENERAL AND WILL NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY OF ADHERENCE TO THE CONTRACT AND FOR ANY ERROR THAT MAY EXIST.
9. CONTRACTOR IS THE PRELIMINARY CONTACT FOR NOTIFICATION OF PROBLEMS AND/OR EMERGENCIES.
10. CONTRACTOR IS TO BE DETERMINED.

EROSION & SEDIMENT CONTROL NOTES:

1. ALL VEGETATIVE AND STRUCTURAL EROSION & SEDIMENT CONTROL (E&S) PRACTICES WILL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATION 9VAEC25-840-40.
2. THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO COMMENCEMENT OF LAND DISTURBING ACTIVITY AND ONE WEEK PRIOR TO FINAL INSPECTION. THIS REQUIREMENT CAN BE WAIVED AT THE DISCRETION OF THE PLAN APPROVING AUTHORITY.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ONSITE AT ALL TIMES.
5. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION AND SEDIMENT CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN REVIEWING AUTHORITY.
6. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN REVIEWING AUTHORITY.
7. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
8. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
9. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUN-OFF PRODUCING STORM EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.
10. INSTALL AND MAINTAIN CONSTRUCTION ENTRANCES FOR ENTIRE PROJECT AT ALL LOCATIONS WHERE VEHICLES ENTER/LEAVE THE WORK AREA AND WHERE SOIL IS STOCKPILED.
11. MAINTAIN ALL EROSION AND SEDIMENT CONTROL UNTIL THE COMPLETION OF FINAL STABILIZATION. UNLESS OTHERWISE NOTED ON THE PLANS REMOVE ALL EROSION & SEDIMENT CONTROLS FOLLOWING THE ESTABLISHMENT OF A PERMANENT VEGETATIVE COVER AND COMPLETION OF FINAL STABILIZATION.

MANAGEMENT STRATEGY AND SEQUENCE OF CONSTRUCTION

THE FOLLOWING ARE THE PROPOSED MANAGEMENT STRATEGIES AND DETAILED SEQUENCE OF CONSTRUCTION. REQUIRED PERMITS MUST BE IN-HAND BEFORE WORK BEGINS:

PHASE 1

1. CUT ONLY THE TREES SHOWN ON PHASE 1 OF THE DRAWING.
2. INSTALL CONSTRUCTION ENTRANCE, SILT FENCE, RETAINING WALL AS SHOWN, THEN INSTALL THE SEDIMENT TRAP.
3. CONTACT THE ENGINEER AND CITY OF CHARLOTTESVILLE FOR INSPECTION AND APPROVAL OF ALL E&S CONTROL MEASURES.

PHASE 2

1. UPON APPROVAL OF E&S CONTROL MEASURES, BEGIN WHOLESALE CLEARING, GRADING, AND STOCKPIILING.
2. INSTALL INLET PROTECTION.
3. INSTALL STORM SEWER FOR STRUCTURE A2A, INSTALL ONLY THE BASE OF THE STRUCTURE AND BUILD UP TO ELEVATION 429. DO NOT INSTALL THE RISERS NOR THE TOP OF STRUCTURE A2A.
4. TO PROTECT STRUCTURE A2A, INSTALL 12" BERM WRAPPED IN WIRE AROUND IT
5. INSTALL SILT FENCE, SAFETY FENCE, TEMPORARY DIVERSION DIKE, AND DUST CONTROL.

PHASE 3

1. BEGIN CONSTRUCTING THE BUILDING.
2. FINISH CONSTRUCTING THE RETAINING WALL.
3. INSTALL THE SANITARY LATERAL AND WATER SERVICE LINE
4. BUILD THE CURB, SIDE WALK AND SET THE STONE OF THE PARKING LOT AS SHOWN ON SHEET C13.

PHASE 4

1. CONSTRUCT THE REMAINING RETAINING WALL, CURB, SIDE WALK AND PARKING LOT.
2. ESTABLISH AND MAINTAIN PERMANENT STABILIZATION, INCLUDING VEGETATION OF ALL SLOPES AND GRASSED AREAS. REMOVE INLET PROTECTION.
3. CLEAN OUT ANY SILT AND DEBRIS FROM DETENTION PIPES.

CONSTRUCTION MAINTENANCE

THE FOLLOWING CONSTRUCTION MAINTENANCE PRACTICES SHALL BE FOLLOWED AT THE SITE.

1. ALL E&S CONTROL MEASURES WILL BE CHECKED DAILY AND AFTER EACH SIGNIFICANT RAIN EVENT. ALL DEFICIENCIES IDENTIFIED DURING THESE INSPECTIONS SHALL BE CORRECTED AS SOON AS PRACTICABLE.
2. THE SILT FENCE BARRIER SHALL BE REGULARLY CHECKED FOR UNDERMINING, DETEIORATION OR SIGNIFICANT EROSION. SEDIMENT SHALL BE REMOVED AFTER EACH STORM EVENT AND WHEN THE LEVEL OF SEDIMENT DEPOSITION REACHES HALF THE HEIGHT OF THE CONTROL.
3. THE CONTRACTOR IS RESPONSIBLE FOR ADHERING TO ALL MAINTENANCE REQUIREMENTS SET FORTH IN THE CURRENT EDITION OF THE VIRGINIA SEDIMENT AND EROSION CONTROL MANUAL, OTHER APPLICABLE COMMONWEALTH OF VIRGINIA REGULATIONS AND THE PROJECT SPECIFICATIONS.
4. ALL SEEDED AREAS WILL BE REGULARLY CHECKED TO ENSURE THAT A GOOD STAND OF GRASS IS MAINTAINED.
5. AREAS WITH RIP-RAP SHOULD BE REGULARLY INSPECTED TO DETERMINE IF HIGH FLOWS HAVE DAMAGED THESE CONTROLS OR CAUSED EXCESSIVE SEDIMENT DEPOSITION. ALL AREAS SHALL BE MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS E&S CONTROL PLAN.

ENVIRONMENTAL CONTROLS

1. CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL ENVIRONMENTAL CONTROL MEASURES SO AS TO COMPLY WITH LOCAL ORDINANCES, STATE AND FEDERAL LAWS AND REGULATIONS APPLICABLE TO WATER POLLUTION IN WATERS OF THE STATE AND IN INTERSTATE WATERS.
2. CONTRACTOR SHALL MINIMIZE THE POTENTIAL FOR AIR POLLUTION BY THE USE OF EMISSION CONTROL EQUIPMENT ON CONTRACTOR OPERATED EQUIPMENT, SHUT-DOWN OF MOTORIZED EQUIPMENT WHEN NOT IN USE, AND ACTIVELY CONTROLLING DUST EMISSIONS THROUGHOUT THE PROJECT.

3. ANY WASTE DISCOVERED DURING THE PROJECT SHALL NOT BE MOVED WITH OUT PRIOR AUTHORIZATION OF THE OWNER AND BE DIRECT-LOADED INTO COVERED ROLL-OFF CONTAINERS FOR TEMPORARY STORAGE PRIOR TO DISPOSAL IN A PERMITTED LANDFILL.

EROSION & SEDIMENT CONTROL PERMITTING

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL LOCAL AND STATE EROSION AND SEDIMENT CONTROL PERMITS AND MAINTAINING ALL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE PERMIT REQUIREMENTS.

PERMANENT STABILIZATION

OUTLET PROTECTION – 3.18

THE INSTALLATION OF RIPRAP CHANNEL SECTIONS AND/OR STILLING BASINS BELOW STORM DRAIN OUTLETS TO REDUCE EROSION AND UNIFORM-CUTTING FROM SCOURING AT OUTLETS AND TO REDUCE FLOW VELOCITIES BEFORE STORMWATER ENTERS RECEIVING CHANNELS BELOW THESE OUTLETS.

PERMANENT SEEDING (PS) – 3.32

A PERENNIAL VEGETATIVE COVERING SHALL BE ESTABLISHED ON DISTURBED AREAS WITHIN 7 DAYS OF BEING BROUGHT TO FINAL GRADE ON AREAS NOT OTHERWISE PROTECTED. SELECTION OF THE SEED MIXTURE SHALL DEPEND ON THE TIME OF YEAR IT IS TO BE APPLIED ACCORDING TO THE PERMANENT SEED SCHEDULE AS SHOWN ON THE DRAWING. SEEDED AREAS SHALL BE LIMED WHEN NECESSARY AT A RATE OF 2 TONS PER ACRE, AND FERTILIZED AT A RATE OF 1,000 LBS. PER ACRE OF 10-20-10 (10 LBS. PER 1,000 SQUARE FEET) OR EQUIVALENT.

MULCHING (MU) – 3.35

ALL SEEDED AREAS SHALL BE MULCHED WITH STRAW IMMEDIATELY FOLLOWING SEEDING OPERATIONS. STRAW MULCH SHALL BE APPLIED AT A RATE OF TWO TONS PER ACRE.

SOIL STABILIZATION BLANKETS AND MATTING – 3.36

SOIL STABILIZATION MATTING SHALL BE APPLIED IN THE CONVEYANCE AREAS OF THE DESIGNED DIVERSIONS TO HELP REDUCE VELOCITIES AND AID IN THE ESTABLISHMENT OF VEGETATION. A DETAIL SHOWING THE PROPER MATERIALS AND INSTALLATION IS SHOWN ON THE PLAN.

STORMWATER MANAGEMENT

STORM WATER RUNOFF SHOULD QUALIFY WITH THE 1% RULE. FURTHER CALCULATIONS WILL BE PROVIDED WITH THE NEXT SUBMISSION UPON RECEIVING FURTHER INFORMATION FOR THE CITY.

MINIMUM STANDARDS (MS)

ALL APPLICABLE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS AND MINIMUM STANDARDS SHALL BE ADHERED TO DURING ALL PHASES OF CONSTRUCTION. THESE INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:

1. STABILIZATION OF DENUED AREAS:

PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO BARE 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 DENUED AREAS THAT MAY NOT BE AT FINAL GRADE, BUT WILL REMAIN DORMANT OR UNDISTURBED FOR LONGER THAN 7 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED AT AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN 14 DAYS.

2. STABILIZATION OF SOIL STOCKPILES:

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

3. PERMANENT VEGETATIVE COVER

A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT, IN THE OPINION OF THE CITY INSPECTOR, IS UNIFORM AND MATURE ENOUGH TO SURVIVE TO INHIBIT EROSION.

4. TIMING & STABILIZATION OF SILT TRAPPING MEASURES:

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.

5. STABILIZATION OF EARTHEN STRUCTURES:

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

6. SEDIMENT TRAPS AND BASINS:

A SEDIMENT BASIN SHALL CONTROL SURFACE RUNOFF FROM DISTURBED AREAS THAT IS COMPRISED OF FLOW FROM DRAINAGE AREAS GREATER THAN OR EQUAL TO THREE ACRES. THE SEDIMENT BASIN SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMMODATE THE ANTICIPATED SEDIMENT LOADING FOR THE LAND DISTURBING ACTIVITY. THE OUTFALL DEVICE OR SYSTEM DEVICE SHALL TAKE INTO ACCOUNT THE TOTAL DRAINAGE AREA FLOWING THROUGH THE DISTURBED AREA TO BE SERVED BY THE BASIN.

7. CUT AND FILL SLOPES:

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 RECOVERED WITH ADDITIONAL SOIL STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.

8. CONCENTRATED RUN-OFF DOWN CUT OR FILL SLOPES:

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

9. WATER SEEPS FROM A SLOPE FACE:

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

10. STORM SEWER INLET PROTECTION:

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.

11. STABILIZATION OF OUTLETS:

BEFORE NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS 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.

12. WORK IN LIVE WATERCOURSES:

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 COVERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NONERODIBLE COVER MATERIALS.

13. CROSSING A LIVE WATERCOURSE:

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

14. APPLICABLE REGULATIONS:

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

15. STABILIZATION OF BED AND BANKS

WHEN WORK IN A LIVE WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETED.

16. UNDERGROUND UTILITIES:

UNDERGROUND UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER 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 FOR DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFFSITE 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.

17. CONSTRUCTION ACCESS ROUTES:

WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRACKING ONTO PAVED SURFACES. WHERE SEDIMENT IS TRANSPORTED ON TO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED 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 LOTS AS WELL AS TO LARGER LAND DISTURBING ACTIVITIES.

TEMPORARY E&S CONTROL MEASURE REMOVAL:

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER 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 SEDIMENT.

19. ADEQUACY OF RECEIVING CHANNELS:

PROPERTIES AND WATERWAYS DOWNSTREAM FROM THE DEVELOPMENT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION, EROSION AND DAMAGE, DUE TO INCREASES IN VOLUME, VELOCITY AND PEAK FLOW RATES OF STORMWATER RUNOFF FOR THE STATED FREQUENCY STORM OF 24-HOUR DURATION. LOGGY REQUIREMENTS FOR NATURAL OR MAN-MADE CHANNELS:

A. CONCENTRATED STORMWATER RUNOFF LEAVING A DEVELOPMENT SITE SHALL BE DISCHARGED DIRECTLY INTO AN ADEQUATE NATURAL OR MAN-MADE RECEIVING CHANNEL, PIPE OR STORM SEWER SYSTEM. FOR THOSE SITES WHERE RUNOFF IS DISCHARGED INTO A PIPE OR PIPE SYSTEM, DOWNSTREAM STABILITY ANALYSES AT THE OUTFALL OF THE PIPE OR PIPE SYSTEM SHALL BE PERFORMED.
B. ADEQUACY OF ALL CHANNELS AND PIPES SHALL BE VERIFIED IN THE FOLLOWING MANNER:

1) THE APPLICANT SHALL DEMONSTRATE THAT THE TOTAL DRAINAGE AREA TO THE POINT OF ANALYSIS WITHIN THE CHANNEL IS ONE HUNDRED TIMES GREATER THAN THE CONTRIBUTING DRAINAGE AREA OF THE PROJECT IN QUESTION; OR

(A) NATURAL CHANNELS SHALL BE ANALYZED BY THE USE OF A TWO-YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP CHANNEL BANKS NOR CAUSE EROSION OF CHANNEL BED OR BANKS.

(B) ALL PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS SHALL BE ANALYZED BY THE USE OF A TEN-YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP ITS BANKS AND BY THE USE OF A TWO-YEAR STORM TO DEMONSTRATE THAT STORMWATER WILL NOT CAUSE EROSION OF CHANNEL BED OR BANKS; AND
(C) PIPES AND STORM SEWER SYSTEMS SHALL BE ANALYZED BY THE USE OF A TEN-YEAR STORM TO VERIFY THAT STORMWATER WILL BE CONTAINED WITHIN THE PIPE OR SYSTEM.

C. IF EXISTING NATURAL RECEIVING CHANNELS OR PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS OR PIPES ARE NOT ADEQUATE, THE APPLICANT SHALL:

1) IMPROVE THE CHANNELS TO A CONDITION WHERE A TEN-YEAR STORM WILL NOT OVERTOP THE BANKS AND A TWO-YEAR STORM WILL NOT CAUSE EROSION TO CHANNEL THE BED OR BANKS; OR
2) IMPROVE THE PIPE OR PIPE SYSTEM TO A CONDITION WHERE THE TEN-YEAR STORM IS CONTAINED WITHIN THE APPURTENANCES;

3) DEVELOP A SITE DESIGN THAT WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A TWOYEAR STORM TO INCREASE WHEN RUNOFF OUTFALLS INTO A NATURAL CHANNEL OR WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A TEN-YEAR STORM TO INCREASE WHEN RUNOFF OUTFALLS INTO A MANMADE CHANNEL; OR
4) PROVIDE A COMBINATION OF CHANNEL IMPROVEMENT, STORMWATER DETENTION OR OTHER MEASURES WHICH IS SATISFACTORY TO THE VESCP AUTHORITY TO PREVENT DOWNSTREAM EROSION.

D. THE APPLICANT SHALL PROVIDE EVIDENCE OF PERMISSION TO MAKE THE IMPROVEMENTS.

E. ALL HYDROLOGIC ANALYSES SHALL BE BASED ON THE EXISTING WATERSHED CHARACTERISTICS AND THE ULTIMATE DEVELOPMENT CHARACTER OF THE PROJECT.

F. IF THE APPLICANT CHOOSES AN OPTION THAT INCLUDES STORMWATER DETENTION, HE SHALL OBTAIN APPROVAL FROM THE VESCP

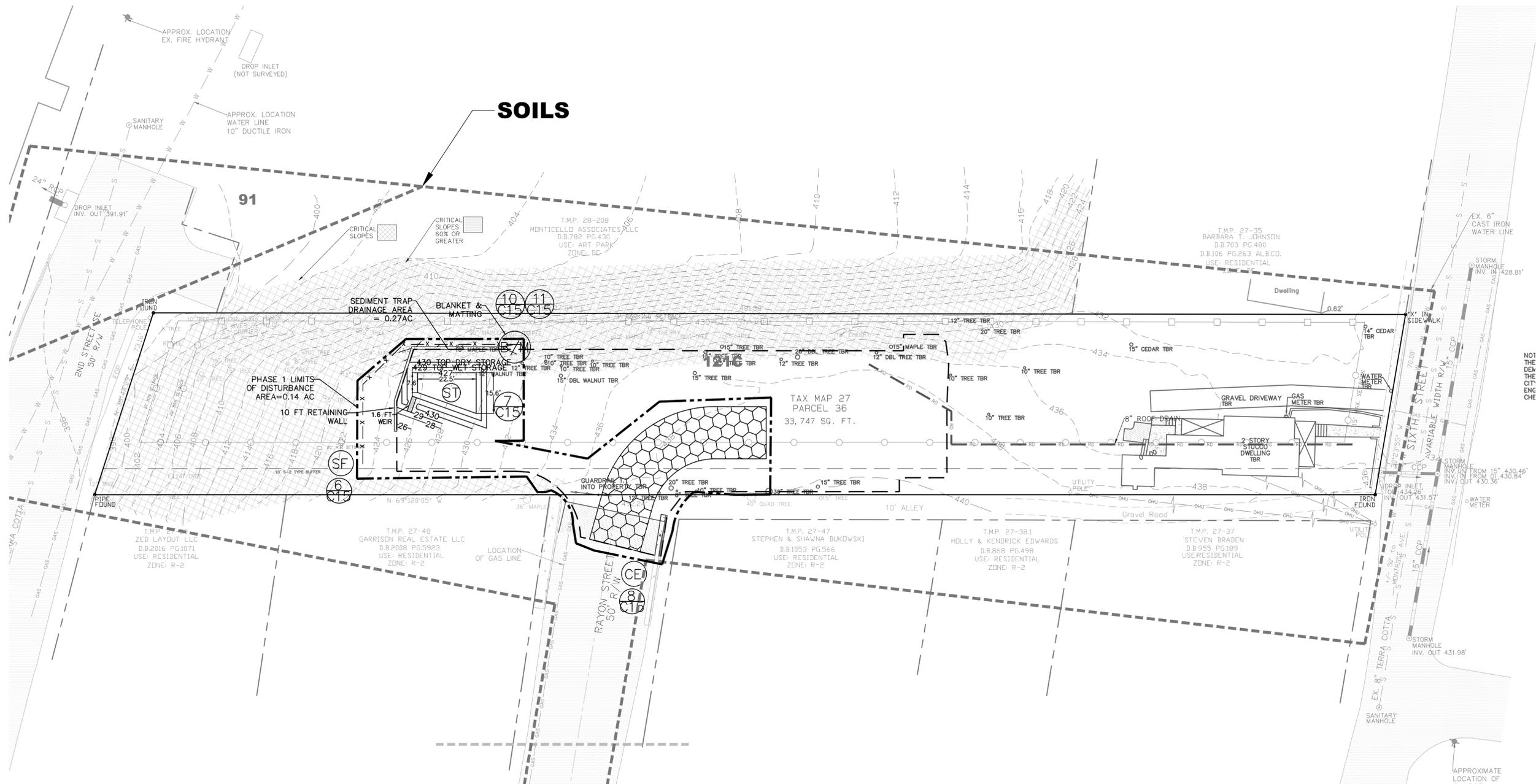
OF A PLAN FOR MAINTENANCE OF THE DETENTION FACILITIES. THE PLAN SHALL SET FORTH THE MAINTENANCE REQUIREMENTS OF THE FACILITY AND THE PERSON RESPONSIBLE FOR PERFORMING THE MAINTENANCE.

G. OUTFALL FROM A DETENTION FACILITY SHALL BE DISCHARGED TO A RECEIVING CHANNEL AND ENERGY DISSIPATORS SHALL BE PLACED AT THE OUTFALL OF ALL DETENTION FACILITIES AS NECESSARY TO PROVIDE A STABILIZED TRANSITION FROM THE FACILITY TO THE RECEIVING CHANNEL.

H. ALL ON-SITE CHANNELS MUST BE VERIFIED TO BE ADEQUATE.
I. INCREASED VOLUMES OF SHEET FLOWS THAT MAY CAUSE EROSION OR SEDIMENTATION ON ADJACENT PROPERTY SHALL BE DIVERTED TO A STABLE OUTLET, ADEQUATE CHANNEL, PIPE OR PIPE SYSTEM, OR TO A DETENTION FACILITY.

J. IN APPLYING THESE STORMWATER MANAGEMENT CRITERIA, INDIVIDUAL LOTS OR PARCELS IN A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL DEVELOPMENT SHALL NOT BE CONSIDERED TO BE SEPARATE DEVELOPMENT PROJECTS. INSTEAD, THE DEVELOPMENT, AS A WHOLE, SHALL BE CONSIDERED TO BE A SINGLE DEVELOPMENT PROJECT. HYDROLOGIC PARAMETERS THAT REFLECT THE ULTIMATE DEVELOPMENT CONDITION SHALL BE USED IN ALL ENGINEERING CALCULATIONS.

K. ALL MEASURES USED TO PROTECT PROPERTIES AND WATERWAYS SHALL BE EMPLOYED IN A MANNER WHICH MINIMIZES IMPACTS ON THE PHYSICAL, CHEMICAL, AND BIOLOGICAL



SOILS

- PHASE 1**
1. CUT ONLY THE TREES SHOWN ON PHASE 1 OF THE DRAWING.
 2. INSTALL CONSTRUCTION ENTRANCE, SILT FENCE, RETAINING WALL AS SHOWN, THEN INSTALL THE SEDIMENT TRAP.
 3. CONTACT THE ENGINEER AND CITY OF CHARLOTTESVILLE FOR INSPECTION AND APPROVAL OF ALL E&S CONTROL MEASURES.

SOIL EROSION & SEDIMENT CONTROL SYMBOLS

NO.	TITLE	KEY
3.02	CONSTRUCTION ENTRANCE	(CE)
3.05	SILT FENCE	(SF)
3.13	SEDIMENT TRAP	(ST)
	LIMITS OF DISTURBANCE	(LOD)
	DRAINAGE AREA	(B/M)
3.36	BLANKET & MATTING	(B/M)



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**SITE PLAN
 915 SIXTH STREET**

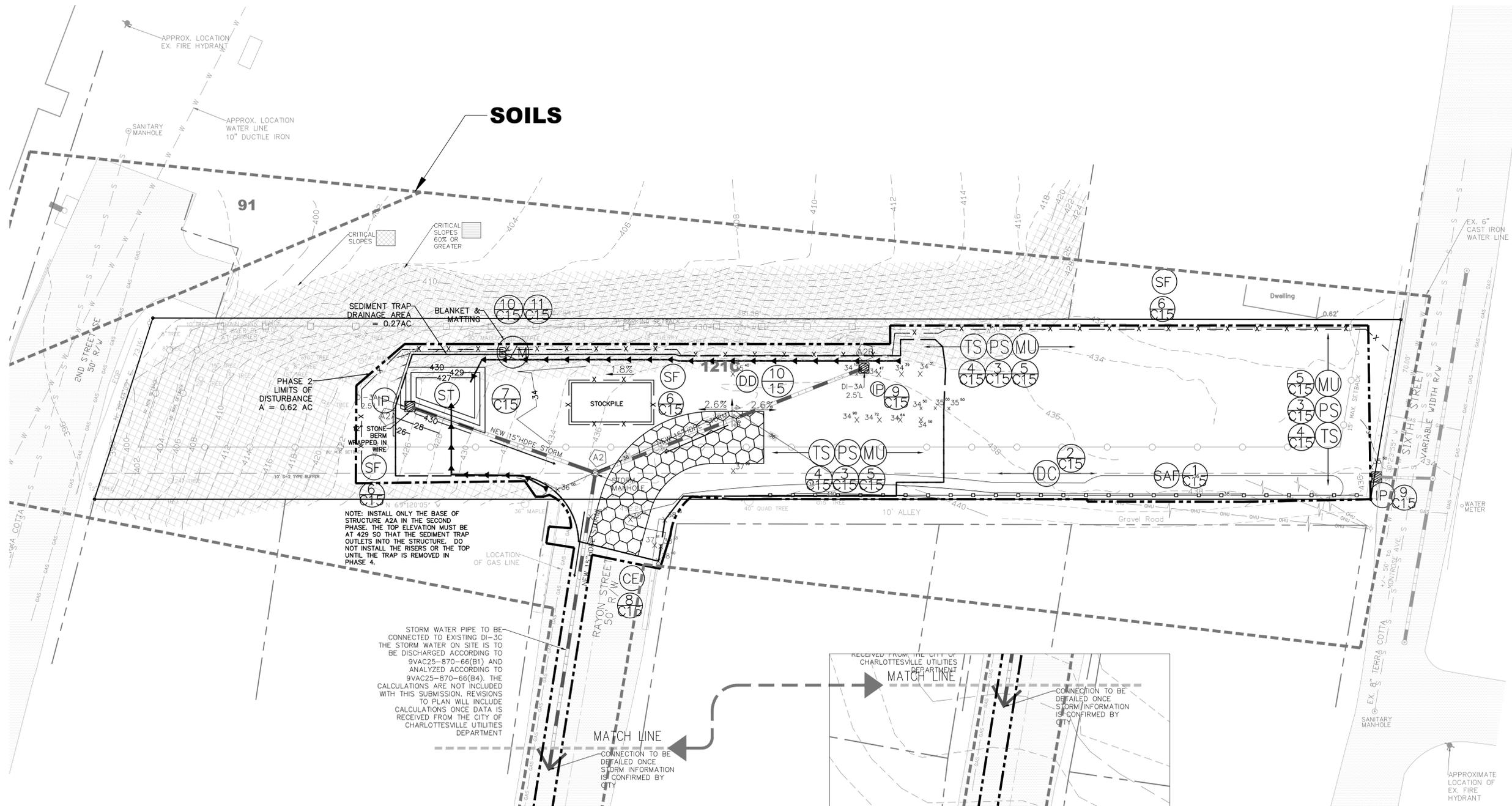
CITY OF CHARLOTTESVILLE, VIRGINIA
SUBMISSION:
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FILE NO. 16.045

**EROSION CONTROL PLAN -
 PHASE 1**

SHEET C11 of C15 **C11**





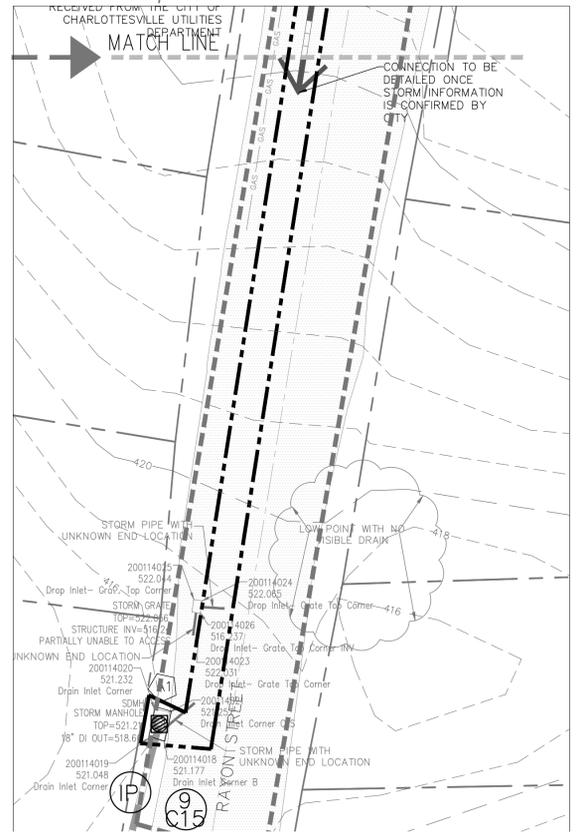
NOTE: INSTALL ONLY THE BASE OF STRUCTURE A2A IN THE SECOND PHASE. THE TOP ELEVATION MUST BE AT 429 SO THAT THE SEDIMENT TRAP OUTLETS INTO THE STRUCTURE. DO NOT INSTALL THE RISERS OR THE TOP UNTIL THE TRAP IS REMOVED IN PHASE 4.

STORM WATER PIPE TO BE CONNECTED TO EXISTING DI-3C THE STORM WATER ON SITE IS TO BE DISCHARGED ACCORDING TO 9VAC25-870-66(B1) AND ANALYZED ACCORDING TO 9VAC25-870-66(B4). THE CALCULATIONS ARE NOT INCLUDED WITH THIS SUBMISSION. REVISIONS TO PLAN WILL INCLUDE CALCULATIONS ONCE DATA IS RECEIVED FROM THE CITY OF CHARLOTTEVILLE UTILITIES DEPARTMENT

SOIL EROSION & SEDIMENT CONTROL SYMBOLS

NO.	TITLE	KEY
3.02	CONSTRUCTION ENTRANCE	CE
3.05	SILT FENCE	SF
3.01	SAFETY FENCE	SAF
3.09	TEMPORARY DIVERSION DIKE	DD
3.13	SEDIMENT TRAP	ST
3.07	INLET PROTECTION	IP
3.18	OUTLET PROTECTION	OP
3.31	TEMPORARY SEEDING	TS
3.32	PERMANENT SEEDING	PS
3.35	MULCH	MU
3.39	DUST CONTROL	DC
	LIMITS OF DISTURBANCE	LOD
	DRAINAGE AREA	B/M
3.36	BLANKET & MATTING	B/M

- PHASE 2**
- UPON APPROVAL OF E&S CONTROL MEASURES, BEGIN WHOLESALE CLEARING, GRADING, AND STOCKPILING.
 - INSTALL INLET PROTECTION.
 - INSTALL STORM SEWER, FOR STRUCTURE A2A, INSTALL ONLY THE BASE OF THE STRUCTURE AND BUILD IT UP TO ELEVATION 429. DO NOT INSTALL THE RISERS NOR THE TOP OF STRUCTURE A2A.
 - TO PROTECT STRUCTURE A2A, INSTALL 12" BERM WRAPPED IN WIRE AROUND IT.
 - INSTALL SILT FENCE, SAFETY FENCE, TEMPORARY DIVERSION DIKE, AND DUST CONTROL.



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SITE PLAN
915 SIXTH STREET

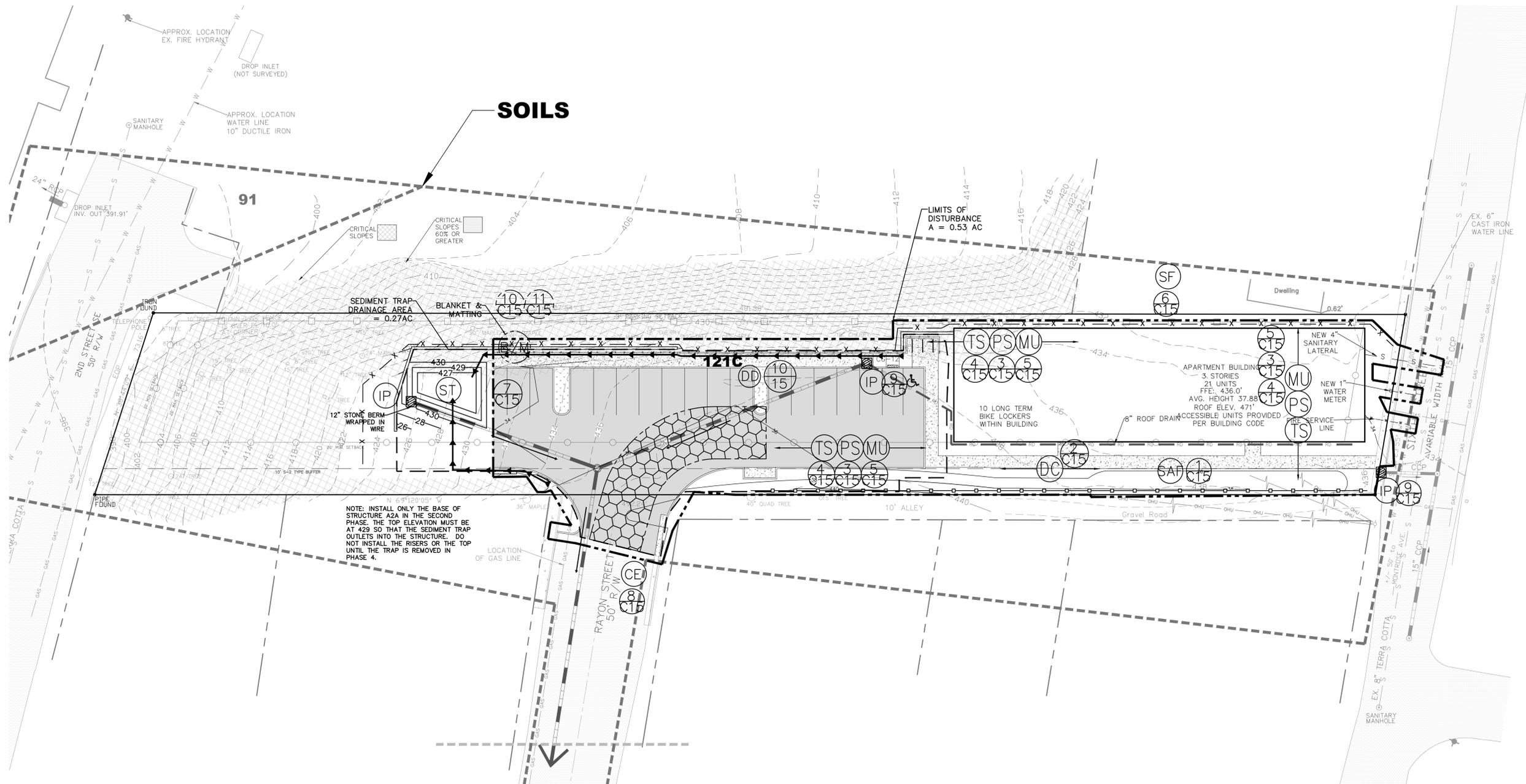
CITY OF CHARLOTTEVILLE, VIRGINIA
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FILE NO. 16.045

EROSION CONTROL PLAN - PHASE 2

SHEET C12 of C15 **C12**





NOTE: INSTALL ONLY THE BASE OF STRUCTURE A2A IN THE SECOND PHASE. THE TOP ELEVATION MUST BE AT 429 SO THAT THE SEDIMENT TRAP OUTLETS INTO THE STRUCTURE. DO NOT INSTALL THE RISERS OR THE TOP UNTIL THE TRAP IS REMOVED IN PHASE 4.

SOIL EROSION & SEDIMENT CONTROL SYMBOLS

- PHASE 3**
- BEGIN CONSTRUCTING THE BUILDING.
 - FINISH CONSTRUCTING THE RETAINING WALL.
 - INSTALL THE SANITARY LATERAL AND WATER SERVICE LINE
 - BUILD THE CURB, SIDE WALK AND SET THE STONE OF THE PARKING LOT AS SHOWN ON SHEET C13.

NO.	TITLE	KEY
3.02	CONSTRUCTION ENTRANCE	CE
3.05	SILT FENCE	SF
3.01	SAFETY FENCE	SAF
3.09	TEMPORARY DIVERSION DIKE	DD
3.13	SEDIMENT TRAP	ST
3.07	INLET PROTECTION	IP
3.18	OUTLET PROTECTION	OP
3.31	TEMPORARY SEEDING	TS
3.32	PERMANENT SEEDING	PS
3.35	MULCH	MU
3.39	DUST CONTROL	DC
	LIMITS OF DISTURBANCE	LOD
3.36	DRAINAGE AREA BLANKET & MATTING	B/M



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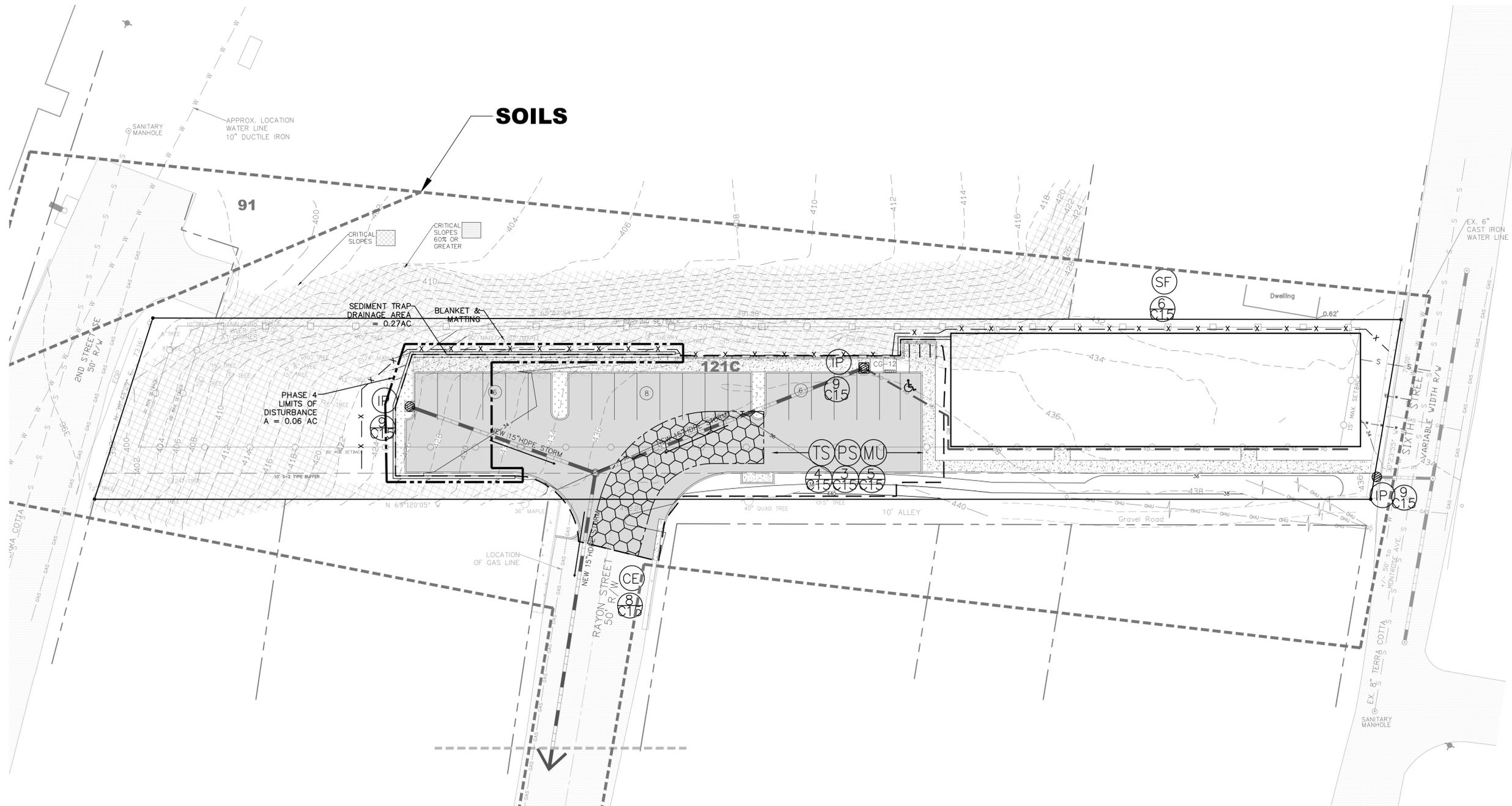
SITE PLAN
915 SIXTH STREET

CITY OF CHARLOTTESVILLE, VIRGINIA
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FILE NO. 16.045

EROSION CONTROL PLAN - PHASE 3

SHEET C13 of C15
C13



SOIL EROSION & SEDIMENT CONTROL SYMBOLS

NO.	TITLE	KEY
3.02	CONSTRUCTION ENTRANCE	CE
3.05	SILT FENCE	SF
3.01	SAFETY FENCE	SAF
3.09	TEMPORARY DIVERSION DIKE	DD
3.13	SEDIMENT TRAP	ST
3.07	INLET PROTECTION	IP
3.18	OUTLET PROTECTION	OP
3.31	TEMPORARY SEEDING	TS
3.32	PERMANENT SEEDING	PS
3.35	MULCH	MU
3.39	DUST CONTROL	DC
	LIMITS OF DISTURBANCE	LOD
3.36	BLANKET & MATTING	B/M

PHASE 4

1. CONSTRUCT THE REMAINING RETAINING WALL, CURB, SIDE WALK AND PARKING LOT.
2. ESTABLISH AND MAINTAIN PERMANENT STABILIZATION, INCLUDING VEGETATION OF ALL SLOPES AND GRASSED AREAS. REMOVE INLET PROTECTION.
3. CLEAN OUT ANY SILT AND DEBRIS FROM DETENTION PIPES



912 E. HIGH ST. CHARLOTTESVILLE VA, 22902 434.227.5140 JUSTIN@SHIMP-ENGINEERING.COM



SITE PLAN
915 SIXTH STREET

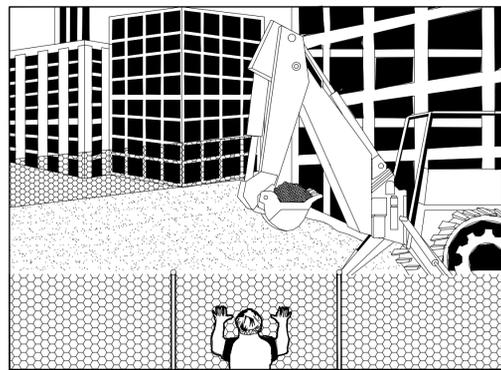
CITY OF CHARLOTTESVILLE, VIRGINIA
SUBMISSION:
 2020.07.13
REVISION:
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FILE NO. 16.045

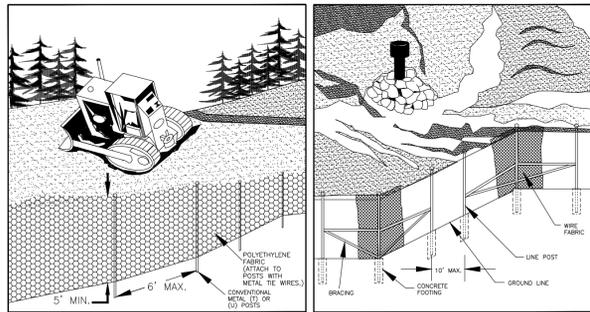
EROSION CONTROL PLAN - PHASE 4

SHEET C14 of C15
C14





PERSPECTIVE VIEW



PERSPECTIVE VIEW PLASTIC FENCE

PERSPECTIVE VIEW METAL FENCE

1 SAFETY FENCE (SAF)
C15 Not To Scale

TABLE 3.39-A
ADHESIVES USED FOR DUST CONTROL

Adhesive	Water Dilution (Adhesive: Water)	Type of Nozzle	Application Rate Gallons/Acre
Anionic Asphalt Emulsion	7:1	Coarse Spray	1,200
Latex Emulsion	12.5:1	Fine Spray	235
Resin in Water	4:1	Fine Spray	300
Acrylic Emulsion (Non-Traffic)	7:1	Coarse Spray	450
Acrylic Emulsion (Traffic)	3.5:1	Coarse Spray	350

2 DUST CONTROL (DC)
C15 Not To Scale

PERMANENT SEEDING SPECIFICATIONS

February 16 through April 30:
Kentucky 31 Fescue - 128 lbs/acre; Red Top Grass - 2 lbs/acre;
Annual Rye - 20 lbs/acre. Add 20 lbs/acre Indian grass when slopes are greater than 3:1.

May 1 through August 15:
Kentucky 31 Fescue - 128 lbs/acre; Red Top Grass - 2 lbs/acre;
Foxtail Millet - 20 lbs/acre. Add 20 lbs/acre Indian grass when slopes are greater than 3:1.

August 16 through October 31:
Kentucky 31 Fescue - 128 lbs/acre; Red Top Grass - 2 lbs/acre;
Annual Rye - 20 lbs/acre. Add 20 lbs/acre Indian grass when slopes are greater than 3:1.

November 1 through February 15:
Kentucky 31 Fescue - 128 lbs/acre; Red Top Grass - 2 lbs/acre; Winter Rye - 20 lbs/acre. Add 20 lbs/acre Indian grass on slopes greater than 3:1.

MULCHING SPECIFICATIONS:
Straw or hay at a rate of 2 tons/acre. Must be anchored. Spread with mulch blower or by hand.

LIME AND FERTILIZER SPECIFICATIONS:
Lime and fertilizer needs should be determined by soil tests. Soil tests may be performed by the Cooperative Extension Service Soil Testing Laboratory at VPI&SU, or by a reputable commercial laboratory. Information concerning the State Soil Testing Laboratory is available from CITY Extension Agents. Under unusual conditions where it is not possible to obtain a soil test, the following soil amendments will be applied: For Permanent Seeding: Seeded areas shall be limed at a rate of 2 tons per acre, and fertilized at a rate of 1,000 lbs. per acre of 10-20-10 (10 lbs. per 1,000 square feet) or equivalent. For Temporary Seeding: Seeded areas shall be limed at a rate of 2 tons per acre, and fertilized at a rate of 600 lbs. per acre of 10-20-10 (10 lbs. per 1,000 square feet) or equivalent.

3 PERMANENT SEEDING (PS)
C15 Not To Scale

TABLE 3.31-C
TEMPORARY SEEDING PLANT MATERIALS, SEEDING RATES, AND DATES

SPECIES	SEEDING RATE		NORTH*				SOUTH*				PLANT CHARACTERISTICS
	Area	1000 sq. ft.	5/1 to 4/30	5/1 to 8/15	8/15 to 11/1	11/1 to 4/30	5/1 to 8/15	8/15 to 11/1	11/1 to 4/30		
OATS (Lolium sp.)	2 lbs. (up to 100 lbs. not less than 50 lbs.)	2 lbs.	X	-	-	X	-	-	-	Use spring varieties (e.g., Noble).	
RYE† (Lolium sp.)	2 lbs. (up to 110 lbs. not less than 50 lbs.)	2.5 lbs.	X	X	X	X	X	X	X	Use for late fall seedings, winter cover. Tolerates cold and low moisture.	
GERMAN MILLET (Setaria indica)	50 lbs.	approx. 1 lb.	-	X	-	-	X	-	-	Warm-season annual. Dies at first frost. May be added to summer maize.	
ANNUAL RYEGRASS (Lolium multi-florum)	40 lbs.	1 1/4 lbs.	X	X	X	X	X	X	X	May be added in maize. Will mow out of most stands.	
WEEPING LOVEGRASS (Eragrostis curvula)	15 lbs.	5/8 oz.	-	X	-	-	X	-	-	Warm-season perennial. May be added in maize. Tolerates hot, dry slopes and acid, infertile soils. May be added to maize.	
KOREAN LESPEDEZA (Lespedeza stipularis)	25 lbs.	approx. 1 1/4 lbs.	X	X	X	X	X	X	X	Warm season annual legume. Tolerates acid soils. May be added to maize.	

* Northern Piedmont and Mountain region. See Plates 3.22-1 and 3.22-2.
† Southern Piedmont and Coastal Plain.
‡ May be used as a cover crop with spring seeding.
§ May be used as a cover crop with fall seeding.
X May be planted between these dates.
- May not be planted between these dates.

4 TEMPORARY SEEDING (TS)
C15 Not To Scale

TABLE 3.35-A
ORGANIC MULCH MATERIALS AND APPLICATION RATES

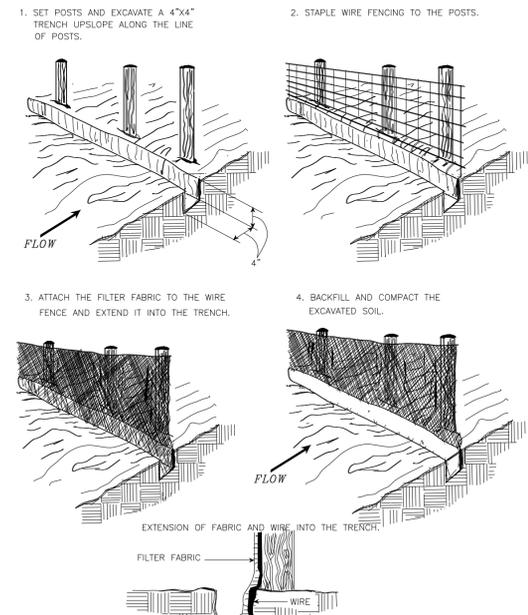
MULCHES:	RATES:		NOTES:
	Per Acre	Per 1000 sq. ft.	
Straw or Hay	1 1/2 - 2 tons (Minimum 2 tons for winter cover)	70 - 90 lbs.	Free from weeds and coarse matter. Must be anchored. Spread with mulch blower or by hand.
Fiber Mulch	Minimum 1500 lbs.	35 lbs.	Do not use as mulch for winter cover or during hot, dry periods.* Apply as slurry.
Corn Stalks	4 - 6 tons	185 - 275 lbs.	Cut or shredded in 4-6" lengths. Air-dried. Do not use in fine turf areas. Apply with mulch blower or by hand.
Wood Chips	4 - 6 tons	185 - 275 lbs.	Free of coarse matter. Air-dried. Treat with 12 lbs nitrogen per ton. Do not use in fine turf areas. Apply with mulch blower, chip handler, or by hand.
Bark Chips or Shredded Bark	50 - 70 cu. yds.	1-2 cu. yds.	Free of coarse matter. Air-dried. Do not use in fine turf areas. Apply with mulch blower, chip handler, or by hand.

* When fiber mulch is the only available mulch during periods when straw should be used, apply at a minimum rate of 2000 lbs./ac. or 45 lbs./1000 sq. ft.

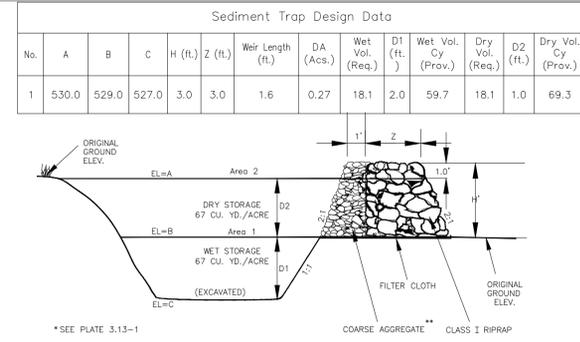
Source: Va. DSWC

5 MULCHING (MU)
C15

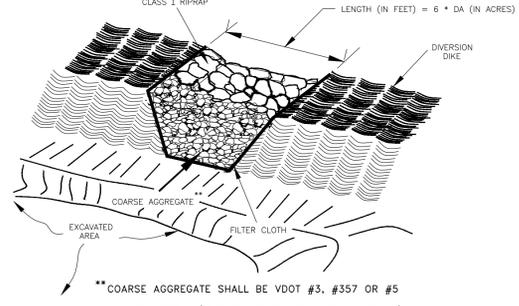
CONSTRUCTION OF A SILT FENCE (WITH WIRE SUPPORT)



6 SILT FENCE (SF)
C15 Not To Scale

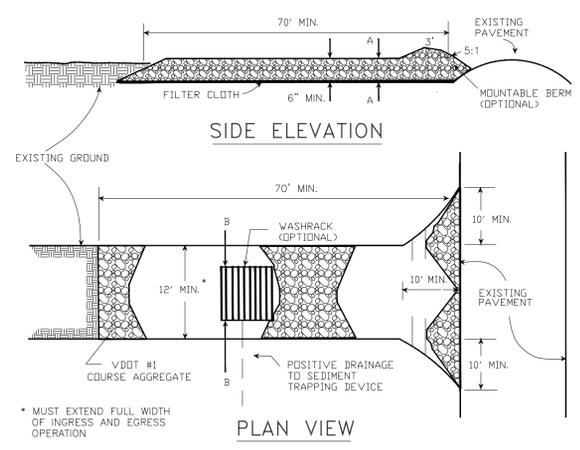


CROSS SECTION OF OUTLET

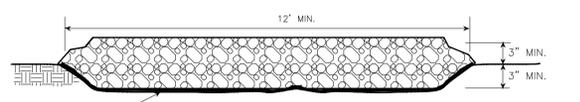


OUTLET (PERSPECTIVE VIEW)

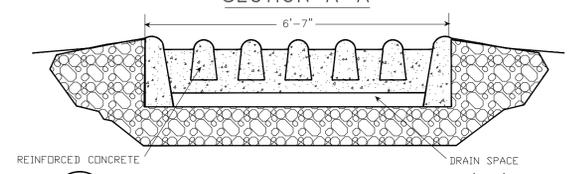
7 TEMPORARY SEDIMENT TRAP (ST)
C15 Not To Scale



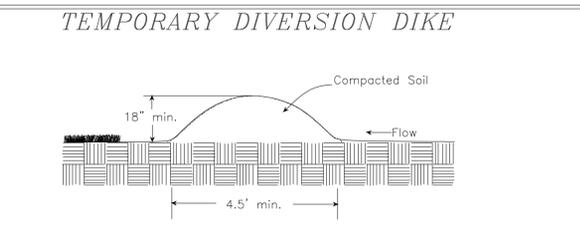
PLAN VIEW



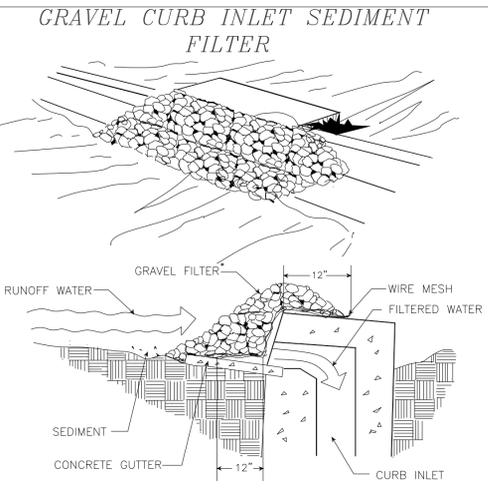
SECTION A-A



8 STONE CONSTRUCTION ENTRANCE (CE)
C15 Not To Scale

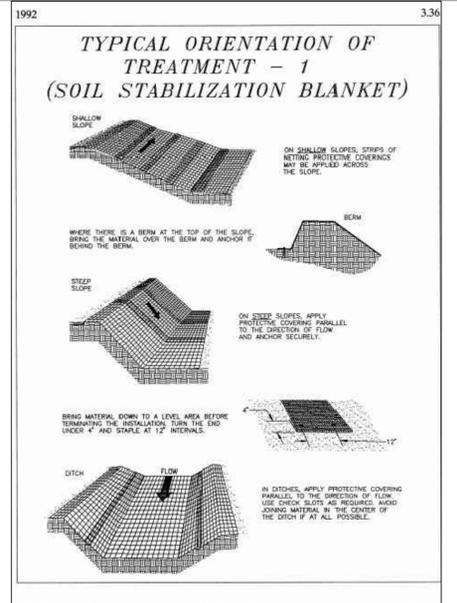


10 TEMPORARY DIVERSION DIKE (DD)
C15 Not To Scale



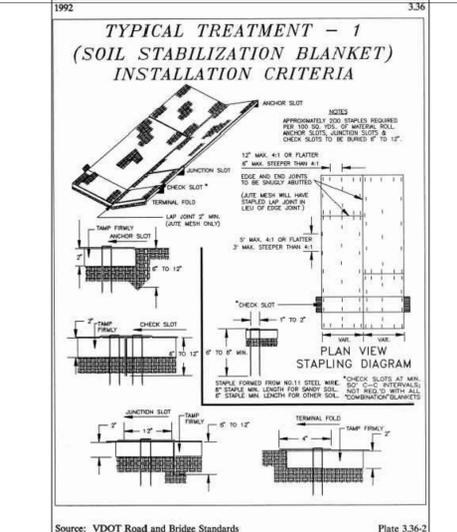
SPECIFIC APPLICATION
THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE PONDING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.
* GRAVEL SHALL BE VDOT #3, #357 OR 5 COARSE AGGREGATE.

9 INLET PROTECTION (IP)
C15 Not To Scale



Source: Adapted from Ludlow Products Brochure Plate 3.36-1

10 SOIL STABILIZATION BLANKET 3.36-1
C15 Not To Scale



Source: VDOT Road and Bridge Standards Plate 3.36-2

11 SOIL STABILIZATION BLANKET 3.36-2
C15 Not To Scale

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

COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
7/15/20
PROFESSIONAL ENGINEER

SITE PLAN
915 SIXTH STREET

CITY OF CHARLOTTESVILLE, VIRGINIA
SUBMISSION:
2020.07.13

REVISION:
1)
2)
3)
4)
5)

FILE NO. 16.045

EROSION CONTROL DETAILS

SHEET C15 of C15
C15

Minutes

**PLANNING COMMISSION REGULAR MEETING
December 8, 2020 – 5:30 P.M.
Virtual Meeting**

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

Beginning: 5:00 PM

Location: Virtual/Electronic

Members Present: Chairman Mitchell, Commissioner Solla-Yates, Commissioner Heaton, Commissioner Russell, Commissioner Stolzenberg, Commissioner Lahendro, Commissioner Dowell, Commissioner Palmer

Staff Present: Patrick Cory, Missy Creasy, Alex Ikefuna, Joe Rice, Erin Atak, Brian Haluska, Lisa Robertson, Lachen Parks

Chair Mitchell called the meeting to order at 5:00pm and began review of the agenda. It was noted that Commissioner Russell would provide a statement and recuse from the vote for the CDBG/HOME budget item. She will be able to participate in the CDBG-CV3 item. A correction for the minutes was noted and will be repeated during the regular meeting. Concerning the 1000 Monticello application, there was a request to clarify the site acreage as the application had different numbers than the GIS system. It was noted that survey data as show in the application should be the most accurate. Commissioner Stolzenberg asked about the affordable housing language. Mr. Haluska noted that the applicant will have to comply with Zoning Ordinance Section 34-12 regardless of language included in the applicant. There was preliminary dialogue on what that language may look like.

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

Beginning: 5:30 PM

Location: Virtual/Electronic

A. COMMISSIONER’S REPORT

Commissioner Russell – No reports.

Commissioner Stolzenberg – We just had a TJPDC meeting. The big update there is with the rent and mortgage release program. So overall, we had \$1.46 million in all of TJPDC, dispersed as part of that program for rent and mortgage relief. In the coming months, it is going to be transitioned into what they're calling Rent Mortgage Relief Program 2.0, where instead of going through the PDC, there's going to be two single points of intake statewide: one for tenants and one for landlords provided by a contractor called Deval Company. I think there will be one more round of local disbursements and then it's all going to be running through that centralized platform. So the good news is there's more funding coming. The bad news is, yeah, we'll see how that goes. There is also some pretty cool work being done by TJPDC. Sarah Pennington, one of their staffers won an award for a program called Telework, VA. A focus before was in transportation demand management, in

trying to get people out of their cars, obviously, a lot more people are not coming into the office at all now and she's helping companies transition to that with the goal of hopefully making work more flexible and less reliant on commutes in the future, even after COVID ends. So, those are the big two updates I've got. We missed our PLACE meeting last month because it wasn't noticed. But this Thursday we will have another PLACE meeting, once again to discuss the future of the committee and if or what its task is, if it has one.

Commissioner Heaton – I did get involved a little bit more with the Rivanna River Advisory Committee. They are having a meeting tomorrow night for the South Fork Advisory Committee where they're going to be looking at setting up stream monitoring as well as monitoring of pollutants. I thought that was a worthwhile group and they're under some new leadership and they're doing some good work out there.

Commissioner Dowell – On Friday, November 13, as part of the Ridge Street Task Force, we walked the neighborhood. As we were walking the neighborhood and looking at some points or areas of concern that the Task Force had raised, we also spoke with different neighbors that we saw in the neighborhood to get their input on what they thought the concerns and needs were. At the next meeting the Task Force members had to do a little bit of homework and we will be prioritizing what the priorities are for the task force on December 16. At 4pm on November 12, we had our CDBG Task Force meeting. We had several applicants and PHAR and LBCA were in our public service sector. We also had other groups awarded funds and I'm not going to go into too many details because we do have Erin on the line, and she's going to be going over that shortly. At 6:30, I will be excusing myself just for roughly about an hour.

Commissioner Solla-Yates – The Cville Plans Together steering committee met on November 23. We reviewed a presentation about the draft affordable housing plan. I've posted that into the chat. It was the same material, but it was better the second time - worth reviewing.

Commissioner Lahendro – I met with the Board of Architectural Review on November 17th. We had five Certificate of Appropriateness applications that were approved and we deferred one of the applications for 612 West Main Street, the new apartment building on West main. We had two pre application discussions. On December 1, the tree commission met and spent a great deal of time going over our month to month annual calendar making adjustments for the world of COVID and shuffling our objectives and then putting new emphasis on certain things. We had a wonderful report from the Charlottesville area tree stewards. Mark is the representative on the tree commission and went over many of the things that they've done over the last year. We had a report on the CIP operating budget and the annual report to city council. It came up that as we were thinking about the 490 some acres of trees that the city has lost between 2004 and 2014. That equates to about point three quarters of a square mile. When you have 10.4 square miles in the city of Charlottesville, that's an awful lot of trees to lose. We're going the wrong direction for the “tree city.”

B. UNIVERSITY REPORT

Commissioner Palmer – There is a Board of Visitors meeting on Friday of this week. There are two items for approval and review. One is the School of Data Science on the Ivy Corridor that is going to

be considered for design approval. That will be the first big building on that site. The other is just a review of some athletics complex buildings: one for a football building, Olympic sports, and McCue Center renovation. That's something they have been working on in the Athletics Department. One other thing that is on there that is more related to the community is the water treatment plant site on Observatory Hill. There are some upgrades to their facilities that are also being considered. We're going to have for the first time awards given out to projects since 2017. I don't think it's taken that long to find projects that are deserving of awards, but we just got out of the habit of doing it. So that'll come out next month.

C. CHAIR'S REPORT

Chairman Mitchell – On November 20th, I went to the LUPEC meeting. The LUPEC group is the City, the County, UVA, and Utilities. The focus of the LUPEC group is to focus on environmental and land use issues that all three of us plus the utilities folks need to be worried about. We, at that meeting, were represented by Alex and a couple of other city officials and me. There were a couple of report outs regarding landfill diversion, a report out regarding the water and sewage safety yield study. The discussion was actually back and forth discussion on Smart Scale. Smart Scale is what we call streetscapes. Commissioner Russell, they pretty much echoed the issue that you talked about last month. You mentioned that we done a lot of work on Fontaine getting ready to implement that. We got done all the work up to the county line. For example, there's a sidewalk all the way up to the county line, but nothing after that. We spent the bulk of our meeting talking about what we can do better when it comes to these Smart Scale projects. What we can do better is let's do these streetscape projects and we work on and at the end of the day, we agreed that going forward, we would engage all three entities where appropriate UVA, Albemarle County and the city on all these smart streetscape projects. We don't want to have another Fontaine issue happening where again, we the city do not have to do up until the county line, and we've not engaged the county. A commitment was made to begin engaging all three important entities in the process at the conceptual level.

D. DEPARTMENT OF NDS

Ms. Creasy – We are still continuing forward in our current state. We have a number of individuals who continue to work from home. We have people pop in and pop out of the office to make sure that all of our items are addressed. As I have been able to say in our last couple of meetings, we have a path for each application to continue to move through a process and that is something that we're definitely grateful for. We are prepping for the meeting with the county Planning Commission in January. Again, a reminder that is January 26, which is the fourth Tuesday at 5:30 PM. On this Thursday, I, Alex, and Hosea will be meeting with folks at the county so we can refine the agenda for the meeting. We're excited to have that opportunity. We'll look forward to talking more about housing with our regional partners.

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

No Comments from the Public

F. CONSENT AGENDA

1. Minutes – September 9, 2020 – Pre-Meeting and Regular Meeting

Commissioner Stolzenberg moved to approve the Consent Agenda with a slight change to the September Minutes (Second by Commissioner Solla-Yates). Motion passed 7-0. The meeting was recessed until the start of the public hearings at 6:00 PM.

III. JOINT MEETING OF COMMISSION AND COUNCIL

Beginning: 6:00 PM

Continuing: Until all public hearings are complete

Format: (i) Staff Report, (ii) Applicant, (iii) Hearing, (iv) Discussion and Motion

Councilor Hill called City Council (Councilor Payne and Councilor Snook) to order for the joint meeting with the Planning Commission.

1. **Community Development Block Grant Coronavirus (CDBG-CV3) Funding, FY 20-21** The Planning Commission and City Council are considering projects to be undertaken in the amended Fiscal Year 2021 Action Plan of the multi-year Consolidated Plan utilizing CDBG-CV funds for the City of Charlottesville in response to the growing effects of the historic public health crisis. In Fiscal Year 20-21 it is expected that the City of Charlottesville will receive about \$335,024 in Community Development Block Grant Coronavirus (CDBG-CV3) funds from the Department of Housing and Urban Development HUD authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). CDBG-CV grants will be used to facilitate projects to prevent, prepare for, and respond to coronavirus. Information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in this item may contact Grants Coordinator Erin Atak by e-mail (atake@charlottesville.gov).
2. **Community Development Block Grant (CDBG) and HOME Funding – 3rd Year Action Plan, FY 21-22** The Planning Commission and City Council are considering projects to be undertaken in the 3rd Year Action Plan of the multi-year Consolidated Plan utilizing CDBG & HOME funds for the City of Charlottesville. In Fiscal Year 21-22 it is expected that the City of Charlottesville will receive about \$419,367 in Community Development Block Grant funds and about \$80,594 in HOME funds from the Department of Housing and Urban Development HUD. CDBG funds will be used in the City to address neighborhood improvements Ridge Street, economic development activities, housing activities, and public service projects that benefit low and moderate income citizens. HOME funds will be used to support the housing needs of low and moderate-income citizens through homeowner rehabilitation and down-payment assistance. Report prepared by Erin Atak, Grants Coordinator.
 - i. **Erin Atak, Staff Report** – As an entitlement community each year the City of Charlottesville is awarded the CDBG and HOME grants through HUD. All localities are required to complete an action plan for the grants that detail the goals and objectives to be carried out for the upcoming fiscal year. Due to the global health pandemic, the City was issued a special allocation of CDBG and known as the CDBG CV three moving forward. I'm just going to call that CV three so that there's less confusion. This was made available through the CARES Act. According to HUD priorities, CV 3 dollars are meant to fund activities that will prevent, prepare for, and respond to the Coronavirus. We'll be talking about three separate grants. First is the CV three totaling \$335,024. Second is the CDBG, totaling approximately \$419,367. And the third is the HOME fund, totaling approximately \$80,594. The city placed a request for proposals on September 30, and began accepting applications between October 1 and October 16, 2020. All project proposals

were told to support a viable urban community through the provision of decent housing, provide suitable living environments and provide economic opportunity for low and moderate income citizens which also prevents, prepare for, and respond to the Coronavirus. Applicants also had to undergo a 30 to 45 minute mandatory technical assistance meeting with me prior to submitting an application. During that session, we went over the grant requirements that were expected and mandatory for all sub recipients that if they undertook the grant, this is what was expected of them. We also covered what could be bought with federal dollars, federal paperwork requirements, and filing requirements, how long do you have to keep paperwork stored on site, submitting an audit, scope of work, and budget requirements. We went over an application workshop. How do you fill out an application for the CDBG and HOME grant, environmental review requirements, scoring rubrics, and the grant guidelines. I met with a total of 12 applicants and we received a total of eight applications. During this process, some applicants, as I was meeting with them, decided that they wanted to use this time to learn more about the grant process and revisit applying next year or a different grant cycle. And others learned that their activity doesn't actually fit the criteria. They're going to revisit and apply in a different fiscal year. The CDBG taskforce was provided with evaluation criteria, rubric grant guidelines, application, and staff notes from myself. They made the review and gave me their scores on each application. The rubric was used and created several years ago with input from a previous CDBG and HOME Task Force. It was also created with help from the HUD sub-recipient training manual. Both inputs created the CDBG rubric. One change that was made to the scoring manual this year was to address HUDs 24 CFR 570 902 A, which is a HUD timeliness entitlement regulation. Essentially a certain dollar amount must be spent by the end of the program year. As a compliance change with the rubric, any applicant not spending funds from the prior fiscal year would not be receiving as strong of a consideration during the review process. That didn't mean that they couldn't apply. They could still apply. They just wouldn't be receiving the full score. The main purpose again was to encourage applicants to increase their spending rate during the grant program to help the city stay in compliance with the HUD spending timeliness and recruit new applicants into the CDBG and HOME program. So today, following the public hearing, staff is going to be asking planning commissioners to make a funding recommendation to take forward to city council concerning the following two budgets, the CV three budget allocation for fiscal year 20-21 and the CDBG and HOME budget allocation for 21-22. Under CV three project recommendations, the task force made the following recommendations for economic development and public service activities. Under economic development, the task force made the funding recommendation for Community Investment Collaborative for \$130,970 for the micro enterprise COVID Response Program. This is aimed to help support 24 micro enterprises with grants of up to \$4,000. Under public services, the task force recommended to fund Charlottesville Redevelopment Housing Authority, also known as CRHA, up to \$91,485.94 for the eviction diversion program. This program is twofold. The first is to hire a housing stabilization coordinator. The second portion of the activity is to fund 100 COVID related emergency rents for CRHA residents. The second CV three public service activity that was put forth as a funding recommendation is the Habitat for Humanity COVID-19 Response Program. This is a mortgage rental Relief Program for 75 to 100 City residents. The fourth item budgeted for the CV three program is the administrative and planning portion of the grants set at \$67,004.80. This is used to pay staffing, citizen participation, Davis Bacon, environmental reviews, and section three for the next six years of the CV three grant. For CDBG funds, the taskforce made the following recommendations for economic development. The first is Community Investment Collaborative for the financial management program. This application will

be assisting 15 to 20 entrepreneurs. The funding recommendation was set at \$32,056.28. The second economic development application for CDBG is at \$29,238 for the Local Energy Alliance Program for the assisted Home Performance Workforce Development Program. This activity will be hiring two staff members for the assisted Home Performance program. The two staff members will be paid initially \$15 an hour minimum and will be taking weatherization training courses to receive a class certificate. The two staff members will later be receiving a pay increase later on at the end of the receipt of their certificate. Under CDBG public services, the task force recommended public housing association of residents (PHAR) receive \$34,000 for the resident involved redevelopment to help prevent homelessness among residents of public housing. The task force also recommended Literacy Volunteers of Charlottesville and Albemarle for a funding recommendation of \$25,000. Literacy Volunteers of Charlottesville and Albemarle is proposing to help provide beginner level workforce development tutoring program for 30 illiterate city residents. Under the CDBG housing section of the grant, the task force made a funding recommendation to fund the LEAP program again for the assisted Home Performance program at \$65,199.32. With this portion, LEAP will be providing 20 low income households with energy efficiency upgrades for the assisted Home Performance program. The CDBG dollars will be used in tandem with the HOME dollars. Once again, the CDBG admin and planning portion of the grant is budgeted at \$80,873.40. This is 20% of the entitlement, which is a HUD standard. This is used to pay for staffing costs, citizen participation, equipment costs, Davis Bacon, Section Three and all the citizen participation requirements for all the activities as well. For the Ridge Street Priority Neighborhood, as Ms. Dowell mentioned, the Ridge Street Task Force has been holding monthly meetings since December. Once the taskforce comes up with an activity we will come back to the Planning Commission for public feedback and input which will then be later presented to city council and adopted as part of the larger budget. For HOME, we have three activities that were put forth for recommendation. The first is the Albemarle Housing Improvement Program. The task force recommended funding AHIP at \$37,352. This is an activity that will be funding one homeowner rehab within the Ridge Street Priority Neighborhood. This is for one of the historic Tonsler homes. The second activity will be Habitat for Humanity at \$24,000. This is to provide for down payment assistance activities at \$6,000 each. The third activity again is the assisted Home Performance program with LEAP. This is to be paired with the CDBG dollars to provide 20 energy efficient upgrades for the assisted Home Performance program. There are two motions today. The urgent one is the CV three because of the short timeframe. The second one is CDBG and HOME for fiscal year 21- 22.

Commissioner Russell – I am able to participate in the discussion around the CDBG CV three funding. However, regarding the CDBG and HOME funding, I have a statement that I would like to ask Ms. Creasy to reflect in the minutes of tonight's meeting. I am a member of the Governing Board of AHIP which will stand to receive funding under these budget allocations. Because of this, I may have a personal interest in the transaction that is before the Commission tonight for action. I'm disqualifying myself from participating in that transaction. The business address of AHIP is 2127 Berkmar Drive, State Route 1403, Charlottesville, Virginia 22901.

Commissioner Stolzenberg – I think Ms. Atak did a great job of answering the questions that I did have, but then raised another one at the end. So you said the AHIP funding is for the Tonsler home? Is that the same Tonsler home that's like owned by the guy who owns Trinity? Or is this a different one?

Ms. Atak – I don't have the exact address on hand just for privacy reasons. We weren't given the address up front during the taskforce discussion. If the taskforce does move forward with the funding and is approved later on, I can send you that address as we're working through the environmental review. It is in the application itself. It does note that it's one of the historic Tonsler homes.

Commissioner Stolzenberg – I think I had seen somewhere in the minutes that someone asked if it was going to be a rental home with a wealthy landlord versus a low income homeowner, and someone did say it was going to be a homeowner. So is that right?

Commissioner Dowell – Sorry to interrupt. I do believe that the Tonsler home, if I recall correctly in the application is a family that's currently living in the home and the house needs major rehabilitation.

Commissioner Stolzenberg – The one I was thinking of, is still vacant and was getting rundown. There was a story about it a couple of years ago. But it sounds like it's not that one.

Commissioner Dowell – I would like to add that Ms. Atak omitted one small, big portion of our application process this year. We did update their scoring rubric a little bit. It also made it easier as someone on the task force to be able to flow through the application and the scoring rubric actually matched up this time. It was very easy to be able to have all of the information for that particular portion of the score rubric in order. I would like to give her those kudos that she forgot to give to herself. I do think we had good discussion. It is always hard when it comes to allocating funds when people, every project is good for the most part, and it's just about how great you can make it look on paper.

Commissioner Solla-Yates – Can you explain how federal regulations changed a little bit this year?

Ms. Atak – They didn't actually change, they were just added into the rubric to stress the importance of timeliness. Each year, when we're given a grant entitlement, we're supposed to spend down a rate of 1.5. By the end of the year, if we don't match, or if we don't meet that rate, one consequence that the city does face is a possible decrease in next year's funds. One change that was made is the rubric this year is adding an outstanding funds section to the rubric. Any applicants who wanted to apply this year with any unspent CDBG and HOME dollars were welcome to apply. If they had \$5,000 left to spend from a prior year, that would negatively impact them. The whole point of adding that in there was to encourage applicants to close that account, so that the city could maintain timeliness with HUD, and we could boost up our grants allocation for upcoming years. Does that make sense?

Commissioner Dowell – One of the other things that is part of the application is the applicants have to submit a timeline of how they plan to spend the budget. That is something that we've been looking at closely so we don't get dinged or get a decrease of funding.

Commissioner Lahendro – Just wanted to say that in reading the materials for the meeting tonight and listening to the presentation, I'm just very satisfied and impressed with the objectivity and the thoroughness of the process of the evaluation process that this city has gone through and the program has gone through.

ii. Public Hearing

Chris Myers – We have multiple proposals to the different buckets of funding because we believe that multiple activities that we deliver to low income residents in the city again fit scopes of work that are funded by the different projects. I will mention I didn't think would be a natural proposal necessarily for the economic development portion of the grant. We do anticipate growing. This is a growth sector for the state and wanting to hire more local residents specifically out of the Ridge Street Neighborhood to then serve their neighbors in this community. When we talk about hiring those positions, those people would be the ones delivering the services that the city is talking about including attic insulation, replacing hvacs, doing analysis for reducing energy costs, and other types of home improvements in that sense. I would just say we traditionally have received funding and currently receive funding from the city to do this under the capital improvement budget, but that allocation was not included this year. We are technically running out of funds to continue to do the energy efficiency work we do from the city funding. Receiving funds under the CDBG would allow us to continue to do that. We applied because we don't know what is going to happen with the capital improvement budget going forward. Being able to have security around receiving funds from these buckets will ensure again that I don't have to worry about what's happening in the capital improvement budget.

iii. Commission Discussion and Motions

Chairman Mitchell – I've actually served on the Block Grant Task Force before a number of times and I've seen a lot of these, and this is an excellent level for this work. You guys did a lot of good work here and it's easy to read. I do like the new rubric.

Motion (CV-3): Commissioner Solla-Yates – For the 2020 to 2021 CDBG-CV three budget allocations as recommended by the CDBG/Home Task Force on 11-12-2020. Move to recommend (Second by Commissioner Dowell) Motion passed 7-0

Motion (HOME): Commissioner Solla-Yates – I move to recommend the 2021 to 2022 CDBG and home budget allocations as recommended by the CDBG/Home Task Force on 11 12 2020. (Second by Commissioner Dowell) Motion passed 6-0 with Commissioner Russell recusing herself from this motion.

- 3. SP20-00001 – 1000 Monticello Road** - Piedmont Realty Holdings III, LLC, (landowner) is requesting a Special Use Permit (SUP) pursuant to City Code Sec. 34-700, to authorize a specific residential development at 1000 Monticello Road (“Subject Property”) having approximately 225 feet of frontage on Monticello Road and 110 feet of frontage on Bainbridge Street. The Subject Property is further identified on City Real Property Tax Map 57 as Parcel 36 (City Real Estate Parcel ID 570036000). The property is also known as Belmont Heights, and is currently a 23 unit multi-family residential development. The Subject Property is zoned Neighborhood Commercial Corridor (NCC). The application seeks approval of additional residential density than is allowed by right within the

Neighborhood Commercial Corridor zoning district. The specific development proposed by the applicant is a new multi-family residential building with up to 11 residential dwelling units, which would raise the total number of units on the property to 34 units (up to 42 DUA). In the Neighborhood Commercial Corridor zoning district, multi-family residential buildings are allowed by-right with residential density up to 21 dwelling units per acre (DUA). The applicant has proposed that as a condition of approval, 9 of the 11 new units will meet the definition of an affordable dwelling unit per the guidelines of the Department of Housing and Urban Development (HUD), as well as the definition set forth in City Code 34-12. The Comprehensive Land Use Map for this area calls for Neighborhood Commercial, and no density range is specified by the Comprehensive Plan. Information pertaining to this application may be viewed online at www.charlottesville.gov/agenda. Persons interested in this Special Use Permit may contact NDS Planner Brian Haluska by e-mail (haluska@charlottesville.gov)

- i. **Brian Haluska, Staff Report** – This is a special use permit for property at 1000 Monticello Road is commonly known as the Belmont Heights Apartments. The request is for additional density. That's the extent of the request. The property is currently non-conforming as to the zoning.. It's been a long standing development. The NCC zoning in 2003 probably made it non-conforming. It currently has above the by right density. They're asking for 11 additional units to the 23 that are already existing on site, which would take the total density to 42 dwelling units per acre, which the NCC permits. Zoning permits up to 43 dwelling units per acre can be requested via a special use permit. The standard of review is found in Section 34-157 of the zoning ordinance. We've gone through an analysis of that, including the comprehensive plan. There's a lot of comprehensive planning goals that this project does seem to support. There are a couple of the concerns that have been raised and I would just want to highlight. What we've seen is that this is a taller building on this corridor. It seems to be in line with the height of the adjacent industrial building, the Virginia Industries for the Blind building, adjacent to it. It does have a visual impact on downtown Belmont and it would be at the end of the downtown Belmont corridor. As you're looking down on Monticello Road from that commercial district, you would see this building and it would be three stories on Monticello. That is a correction that needs to be made on page 10. I've mentioned it being four stories and stepping down to three, if you can look at the elevations, I got that backwards. It is three stories on Monticello Road, the site slopes away from Monticello Road. It would pick up a fourth story as it moves into the site. Adjacent property owners have mentioned traffic. In looking at the analysis of the additional 11 units when it comes to traffic generation or trip relocation based on adding units to the site, you can see from the traffic generation numbers, it's a fairly small number of units in the peak hour. There is some growing concern along the entire corridor particularly the adjacent Monticello, there's been the former Jimmy Dettor property known as the Belmont Apartments property and the impact of that on that corridor along with this and kind of the cumulative effect of all of these things. So we've mentioned that, you know, that's one of the things that traffic engineering will have to maintain. But the attributable increase to that traffic on the corridor from this project is fairly small. There is a change to the access of the site. Currently the site is accessed off of Monticello Road and Bainbridge as a part of this. The building site is accessed from Monticello Road. Right now they share access with an adjacent business. This isn't an entire driveway going away in the process. But it does get narrower, as a part of the construction of this building and all traffic then accesses off of Bainbridge Street. With parking, the applicant does propose to show all parking spaces on site. The total if they are to build 34 units, they would be required to place 35 parking spaces. One of the existing units on site is a three

bedroom unit, which requires two spaces. Everything else requires one. Staff is recommending approval of this based on the comprehensive planning goals that it satisfies, as well as the ability to mitigate the impacts along that corridor. I know we do want to touch a little bit on the proposal contained within the application regarding nine of the 11 units that are being constructed on the site proposed to meet the HUD definition of affordability. Initially, there's language in the proposed condition that the applicant put forward, capping the maximum amount of rent increases per year. That is not in compliance with the city policy. Staff elected to not put that condition into the staff report, but rather use the language that was suggested by our attorneys. If all affordable units, both those that would comply with 34-12, and any above that would just comply with our policies so that we can adequately enforce that. In the course of writing the staff report and looking through our comprehensive planning goals and trying to ascertain which goals were to be included in the staff report, there's a section in our comprehensive plan about supporting existing, affordable units. I did ask the owner if they had any supported units. They replied that they did not have a formal program, but they do have subsidized units within the development informally. How we treat private owners that are doing some sort of affordability or want to do some sort of affordability but don't want to work within the parameters of the existing programs we have but want to go above and beyond. It is something to keep in mind because it just kind of popped in my head. So I want to make sure that it pops into your heads as well as we work on that type of stuff.

Commissioner Russell – Mr. Stolzenberg clarified my question about a dwelling unit density. I was trying to just figure out the net change. I did want to know if there were any changes to the application or plan made as a result of the community feedback on the eighth.

Mr. Haluska – These were the original documents that were submitted to the city. There have not been updates. Any update you see in the presentation is something that staff has not vetted.

Commissioner Russell – I have some concerns about changes to one's experience in the historic downtown Belmont. As you noted in your staff report, it will become a focal point. It will alter the skyline. I was just looking on a street view and wondering if the trees that are buffering views right now are part of that parcel. I can't tell just by looking if they are proposing to remove a lot of trees that might be screening views right now or if those trees are on the adjacent property. I think they're actually on the adjacent property.

Mr. Haluska – I believe so. I'll pull up the site plan up while we're talking. I'll confirm that for you before the applicant speaks.

Commissioner Russell – When this parcel was purchased in spring of 2019, 14 residents received notice of the end of their month to month lease. They had to move. The apartments were renovated by the current applicant. We lost some units that were functioning as affordable housing. In the conversation around, what are we asking, what provisions? What are developers doing to keep housing affordable? How should we view them? I think it's important to understand the whole picture in the story of this site, which was that there was affordable housing. That was changed and now more density is being requested.

Commissioner Stolzenberg – That is the big question about this project. To me, it is 34-157A4C that pretty clearly asks us to consider displacement of existing residents. I guess you could make

an argument that well, we kicked them all out, like the week before filing the application, so it doesn't technically count. I don't think it makes sense to approach this in that way. My question for you is, if you could add any color to what you just said about like, informally subsidized units within the existing project, because it sounds like that is related to that situation.

Mr. Haluska – I can pull up the email. It was done in context in terms of trying to ascertain if there was a goal in the comprehensive plan that they met, which is the retention of an expansion of existing units. The applicant did state that four of the long term tenants are significantly subsidized at 600 per month rent abatement, and one at 350. The applicant indicated that the owner indicated that they aren't particularly not huge fans of going through some of the public subsidy programs. That's where my comment came up. If you had people who just want to do their own thing, but you are proposing that in a special use permit, how do we formalize that? That's been a long term issue that we've had to deal with people. How do you separate the people who actually want to do it from the people that were just promising and then are going to pull it back once they get the opportunity because they don't have anything legally binding? That's probably a discussion for our increased authority under the state for affordable housing programs but not for this application. They've got to deal with the code that they have.

Commissioner Stolzenberg – I hope the applicant plans on clarifying that. If these residents were able to come back after these renovations that would make a pretty big difference than if they all got kicked out. The follow up question I'd ask in relation to that is the question about how this will work administratively with what they offered. It doesn't matter for those units, because they're not the ones being offered, but rather for the new ones. We've got this very vague paragraph that says ambiguous things. We're going to apply a condition saying that it has to abide by the adopted standard operating procedures. When those conflict, are we saying what wins?

Mr. Haluska – As the motion is drafted right now or as the proposed is drafted, the language from the applicant is not carried forward. So if it's not referenced in the resolution, that city council approves it was a note in the application but it has no kind of standing. We enforce what's in the resolution and what those conditions are as listed in the resolution approved by Council.

Commissioner Stolzenberg – Per Miss Robertson's comment in the pre meeting. If it's going beyond our statutory authority, which is 34-12, and the formula in it. They're voluntarily offered by the applicant. Obviously, we need some way of handling it administratively. Does that mean that by adding this condition, we can enforce those rules on those units?

Lisa Robertson, City Attorney – What we are saying by adding this condition is that we welcome any additional affordable units above and beyond the minimum that's required by 34-12. The developer will need to use our definition of affordability. In terms of the administrative requirements of our standard operating procedure, affordable units provided will be subject to those regulations. If a unit is provided, they may have to enter into some sort of agreement, making an enforceable commitment to a period of affordability that's allowed by the regulations. They need to use our definition of affordability. We're not requiring them to commit to any particular number of units by this. They really aren't offering a very specific number. They are saying that they are willing and offering to do some. This condition just says that when you get to the site plan and building plan approval stage and you're determining your final number of

affordable units that you're going to offer, you need to use our definition in our administrative provisions to set those up.

Commissioner Stolzenberg – Let me rephrase that just to see if I get some understanding. They're going to have to do maybe one or two units by 34-12 and the formula in it. They've offered to do additional units up to a total of nine. The condition we're adding is saying that if you offer those units, then you must go through the same administrative procedures and terms as the required ones. If you don't offer those units, because you decided not to, because as I just mentioned, you don't really like those administrative procedures, then they're still free to not do any of that.

Ms. Robertson – That's right. As a practical matter, that's the same result as if you didn't have this condition, because they're really not committing to anything. We wouldn't have enforceable provisions. Absent this condition, we wouldn't have a way to enforce anything. We don't even really have a definition of what they're proposing to do.

Commissioner Heaton – I had a question about the special exception. Is there a traffic study that is involved in this change especially if you're raising the density? I just had a question about that. Was that part of the process, especially as the neighbors are concerned?

Mr. Haluska – The guidance that we have in the city is we do not require traffic studies for developments that do not generate more than 500 trips a day. This new building would not do that.

Commissioner Heaton – 34 units does not do that?

Mr. Haluska - Not even close. Eleven additional certainly doesn't, because you have an existing traffic pattern with the current 34. The last time I looked at the traffic manual, it is seven trips per day per apartment.

Commissioner Heaton - There wasn't a study done because the actual increase was only 11?

Commissioner Solla-Yates – From public feedback, there were some concerns about setbacks. We've seen concerns about height. As I understand it, the applicant is not requesting changes to setback or height. Can you explain that?

Mr. Haluska – That is correct. The building that they show is by right under the NCC district regulations. There's no required setbacks adjacent to zoning that is not low density residential, and they are not adjacent to any low density residential zoning. They are allowed to build right up to the property line on the front. In fact, I think there's a requirement that they do for a portion of the building anyway. The height is below the maximum of 45 feet in the district.

ii. **Applicant**

Kelsey Schlein, Planner – I'd like to just start off by responding to just a few questions and concerns that were raised by the Commission. In regards to affordable housing, the condition that's proposed in the narrative, to have 80% of the units constructed, which is proposed to be nine units

designated as affordable to those making up to 80% AMI. We put that the narrative as a proposed condition with the full intent of constructing nine affordable units to that definition. However we can move forward with a condition that has some teeth to it so that we actually construct that, we're willing. I just wanted to provide assurance and clarity that that was put in the project narrative as a proposed condition for a reason. It was a commitment that this owner wanted to bring forward. Another thing that I just wanted to hit on before just going through a few slides is this is the history on this property. It's my opinion that it personally does not affect the evaluation of impacts from this proposed special use permit. It does deserve just some talking points. It clearly is important to the commission to discuss this. When Piedmont Realty Holdings acquired the property in February of 2019, it had been acquired from Core Real Estate. Twelve of the units when they were acquired by Piedmont Realty Holdings, the rents had been rented at market rate. So when the property was acquired, 11 of the units were renting at less than market rate. But 12 were renting at market rate. All residents who had an interest and who had a history of paying relatively timely rent were offered the opportunity to move back in. We did receive a few just quotes that I feel like are important to bring up from residents who lived there before, and then who moved back in. One tenant said "I never dreamed of living in an apartment that is this nice, the owners not only allowed me to move into one of the renovated apartments, but they kept my rent the same, and they paid for my move." That's from a tenant who's lived there since 2009. Another tenant who lived there since 2012 said, "the owner helped me move into a renovated unit with a new deck. And this has been a great place for me and my two sons to live. I like the neighborhood. And there's a lot of care put into making this more comfortable." We can discuss that certainly more in depth if the commission feels that is necessary. But I did feel it was important to just touch on that since it was discussed. So now going into our slides in the proposal for the 11 units that are before you tonight. The existing conditions, the views looking south and north on Monticello Avenue, this is just showing a general footprint location of the building, how the building is sited on an existing entrance, and existing parking area. We're really just maximizing on existing impervious surface and taking advantage of the housing opportunity in this currently under-utilized portion of the site. This is just showing the proposed building footprint in relation to the rest of the site. The existing entrances as staff previously stated is proposed to be removed with this establishing a more continued street frontage along Monticello and lessening the breakup and the potential pedestrian conflict points with multiple entrance points to the site. This is the preliminary site plan that was submitted with a special use permit application, showing how the parking will remain interior to the site. The proposed building will be taking advantage of that existing parking area as its future building site. We'll be adding a parking space to comply with the city's parking regulations. That was certainly a concern that was brought up at the community meeting. Everyone wants to ensure that they have convenient parking space and access to their residence. We are not requesting any waivers to or any shared parking agreement at this time. Just complying with the ordinance as set forth in the city regulations. As far as the building footprint comparison, the scale of this building is pretty reserved. It's an approximately 1700 square foot building footprint and we just pulled some building footprints from nearby residences on Belmont Avenue from GIS to just show a scale comparison of the proposed building footprints with some existing footprints in the neighborhood. This is the rendering of the proposed multifamily building. The team at Design Develop did an excellent job at working with a scale that is certainly respectful along Monticello Avenue with just three stories proposed there, a little over 30 feet, with a very generous setback towards the rear of the site, increasing to the proposed maximum height of just over 41 feet, which, as staff said, is

within the by right regulations of the neighborhood of the NCC district. Here are a few more elevations and renderings so you can see how the building would function internal to the site as well. A recap of the project proposal 23 existing units on the property with 11 additional units proposed 34 units total for a density of 42 dwelling units per acre. It is our full intent for nine of the 11 additional units to be designated as affordable to households making up to 80% AMI. I am sorry that our proposed condition in the project narrative perhaps didn't capture that commitment to affordability.

Commissioner Russell – I appreciate the building footprint comparison, I don't think that anyone is concerned about the scale of the footprint. People in the neighborhood are concerned about the height and the compatibility with adjacent buildings. I understand that it jumps from two stories abruptly and then goes back down. I'm having some reservation about that. Typically a developer offers affordability because they're taking advantage of a subsidy and that is helping to finance. In this case, how is affordability being provided?

Ms. Schlein – Typically we're using the precedent that we often work with in other localities. The owner keeps records of the rent. Upon request of the city and the housing coordinator, those records must be provided to the city to ensure that affordability as committed to the special use permit condition are being adhered to. If not, then the owner is in violation of the terms of their special use permit condition.

Commissioner Russell – My question is more from a financial structuring standpoint. What is the incentive here in this development? How is he affording this construction if it is not being subsidized through some sort of affordability component? Nine out of 11 units being offered at an affordable rate. How is he making a return on his investment?

Justin Shimp, Applicant – I deal a lot in trying to build these small buildings. Part of it here is certainly a difference. We're using a pretty small underutilized, but not necessarily expensive portion of land which is pretty unusual around here. Normally, the huge barrier to any kind of affordability is you can't afford the property, even barely for market rate units. But in this particular instance, the developer has the opportunity essentially to add on to this parcel without a lot of additional land cost. I think that's what makes it that's why he feels comfortable offering this level of affordability. I'm sure that the folks to come forward with housing vouchers and things that's a form of subsidy giving it even deeper affordability. In this sort of instance, you can build this project without additional subsidy for fairly unique reasons. That is what is happening here.

Commissioner Stolzenberg – Let's start with the existing units. I think what I just heard was promising and helps allay some of my concerns. Up until that conversation, I was leaning pretty heavily towards no. So 11 of the units had not been reset to market rate at the time the current owner purchased the property. Ms. Schlein said that. The ones that had a history of timely rent payments, were offered the opportunity to return. The first question is how many was that? Then the second question is going to be how many actually returned? Was their rent really kept the same for all of them or just for the two whose testimonials we just heard?

Ms. Schlein – There are three tenants who were not offered the opportunity to move back in. I just wanted that to be clear there. There are five long term residents who have lived there who wanted

to move back in and who lived there before Piedmont Realty acquired the property and who remain there today.

Commissioner Stolzenberg – Eight were offered the return and then three declined. Five actually still live there?

Ms. Schlein – Five long term residents continue to live on the property.

Commissioner Stolzenberg – At the same rent they had before? Is that what you said?

Ms. Schlein – There are four. This goes back to what staff said. Four of the long term residents are significantly subsidized. Three at 600 per month rent abatement and one at 350. I do know that the one bedroom rents for \$1050. I'm not certain what of the one additional long term resident currently pays. I would also just bring up that I think before these units were renovated, a lot of the tenants were paying several hundred dollars a month in utilities to pay for heating in the wintertime. The net rent maybe more than it was before that they were renovated. The gross rent accounting for utilities and especially given the fact that the owner does provide internet with the current rent isn't significantly more expensive than the gross rent, including utilities that that were paid before.

Commissioner Stolzenberg – When you say 600 to 350 rent abatement, is that a reduction on the rent, which is 1050 for a one bedroom? Or is that rent abatement abated and so it is \$600?

Ms. Schlein – That is a good clarifying question. That is the language that I have. Unfortunately, I can't provide you with a definite answer either way on what reading between the lines of abatement means for them,

Mr. Shimp – It typically means a reduction though. If it actually happens to be 600, it is about the same. I believe it typically is used to mean the reduction in. In this case, the math might work out pretty close to the same either way.

Commissioner Stolzenberg – That's what I figured for that one. That bodes well or poorly for answering this next question. Why is the owner offering this rent abatement to these tenants?

Ms. Schlein – It's my understanding because of personal relationships that he developed with them throughout the renovation process. He knows these people. He knows how long they've lived there. He knows their financial constraints. That's my understanding as to why it's being offered currently. It's a personal subsidy. There's no other federal program, or local program being taken advantage of to offer those abatements.

Commissioner Stolzenberg – What are the lease terms? Are they on a lease now? Could they be evicted next month potentially?

Ms. Schlein – I'm uncertain as to the terms of the current lease. We're almost two years into property ownership. We still have five tenants, who are long term residents, and I imagine will want to remain in the future.

Commissioner Stolzenberg – You mentioned that utilities are much lower, which is a good segue into the point that I was going to make. When you talk about rent affordability, HUD makes those definitions of 30% of your income, at least core utilities are included in that amount. So when you commit to 80% AMI, is your intention that utilities are included?

Ms. Schlein – I believe so. I'm just looking at our definition. I don't think it clarifies between net or gross rent.

Mr. Shimp – I think that's been the historic way these things have been looked at with other projects including utilities.

Commissioner Stolzenberg – If we do come up with some way to make you abide by the standard operating procedures that is going to be part of that. What I'm showing here, is just the VHDA income amounts divided by 12 and multiplied by 30%. On the right, we have the same chart, except the actual numbers end up differently. This is from the affordable housing plan. So you don't think I'm totally making this up. I don't know why the numbers are different. To answer Commissioner Russell's question, it seems to me that 80% AMI, depending on how you convert that into a unit size by household size isn't significantly below market. It does seem reasonable that it would be financially supportable. My second question is how are those apportioned in terms of units to households? If you've got a three person household, does that mean you get a two bedroom for 1700 a month or for \$1500 a month? Is it one bedroom reduction? Is it even by household size like it would be if we were in the SOP? Or are you just saying let's take 80 % AMI ignoring household size, and, and going from there? What does 80% mean for you guys?

Mr. Shimp – Just drawing on the past, I've been a part of these projects. We've tried to go in with some affordable housing proffers or conditions. It's sometimes complicated for the reasons we're discussing now. I think that's why standardizing this as far as a requirements in the 3412 section to pick up all these things would honestly be a lot cleaner than having to have these discussions all the time. As it is, we don't trigger the 3412 requirement with this building. Therefore, we're trying to get to affordability a different way. I think it's our understanding that, it's per bedrooms. We proposed one bedroom units. We would expect that to be the household cap size. I see your point right, If I could fit three people into a one bedroom unit, I could raise the rent based on that household size. That's not our intent to try to play some game like that. I also think from a record keeping standpoint, it'd be a lot cleaner to say it's a one bedroom. We go by the one unit. Here's the number. Then every year reporting is done accordingly.

Commissioner Stolzenberg – I agree that this would all be a lot simpler if we just had one policy and stuck to it. I'm not showing you guys a tweet. It's from December 2018, where I say it's unclear whether the SUP will apply. The SUP is also quite clear that the lesser of the high home rent limits fair market rent, which is the 45th percentile recent movers or 30% of the imputed household income for 80% will apply. When you say that you want to subject yourself to 34-12, does it mean that you want to subject yourself to the rest of 34-12 and not that paragraph? The other formula for calculating amounts that you suggested will apply?

Mr. Shimp – How we phrased it is we would go by what we have put into the application narrative. That is the calculation we provide, which is the 80% AMI on the area. If the commission decides they want to condition it differently, that's up to Planning Commission. City Council can impose conditions they see fit. We put out there where we think this makes sense for us. It is a different number. I can't remember how much different it is exactly.

Commissioner Stolzenberg – That's the problem. It sounds like Council is telling us that we can impose a condition. But it doesn't actually mean anything, because we're going beyond our legal authority in 34-12 in that formula to apply it. It really does matter what you're saying. What you wrote in the paragraph in your application, is the first year will be affordable at 80% AMI. After that it's going to increase faster than inflation and most likely not be affordable starting in year two, even at 80% AMI.

Mr. Shimp – That is because of the 3% increase, right with inflation, not above it.

Commissioner Heaton – The only question I had was about the neighborhood input. When you surveyed or polled and what were the conversations about the height, and the viewscape in the neighborhood? Is the new construction within the setback for as high as it is? Was there any kind of understanding of how? Because it's not closer to the road, it would really narrow the viewscape of the road. That's the only thing I see. That's kind of funky about it.

Ms. Schlein – We did receive a comment about the building impacting the visibility on the road. I don't recall in the neighborhood meeting. Mr. Shimp and Mr. Haluska were in the neighborhood meeting as well. There was a comment about operating motor vehicles on the road, and whether the proposed building heights would conflict with sight distance in some manner. I think that's the only comment that that we've been made aware of.

Commissioner Heaton – Not necessarily neighborhood aesthetic.

Ms. Schlein – I was just focusing exclusively on view sheds. There were comments on the scale of the building and the setbacks that did come up. This application isn't requesting any waivers to any of the established regulations and the NCC in regards to setback and height.

Commissioner Heaton – Mr. Shimp, did you make any alterations in design because of those concerns or comments? Or did you see them when putting this together?

Mr. Shimp – Just keep in mind the building is only 20 feet wide at the street front. That's a little bit unusual with that height, I think it will not be noticed a whole lot because of that. There were several comments about the street. There is a limited visibility corner coming around there. It's because of the grade of the other side of the road. When you come around that corner, there is limited visibility. Our building will have no impact on that. We're outside of the curve. The building won't impact pedestrians and things. It was commented by one of the neighbors that when people park along that side of the road in front of this property, people slow down driving past it, which is a positive. I think that's one of the things that we did hear. Increased street parking at that location will actually help with concerns about people going too fast in that section. I don't know

how much of an issue that is but it was brought up. It was discussed related to the on street parking being a mitigating factor for that.

Chairman Mitchell – The only comment I will make is something to get my colleagues and Ms. Robertson thinking about. The applicant has suggested that they would be willing to accept some verbiage that allowed us to lend more teeth to the ability to have nine affordable units with this. I can get behind this, if in fact, I get some guarantee that it's legal. If it is not legal, Ms. Robertson can stop me. I can get behind this if we can do 34-12. Just something to think about as we get to that part of the meeting.

Councilor Payne – There are 23 existing units. Correct. How many bedrooms are those?

Mr. Shimp – I believe they're all two bedrooms. There is an existing one three bedroom

Ms. Schlein – It's a mixture of one and two bedroom units. There are one bedroom units on the property with one three bedroom.

Councilor Payne – Of the roughly 46 people who lived there, five currently remain?

Ms. Schlein – Correct.

Councilor Payne – Over 90% of the people who lived there, no longer live there?

Ms. Schlein – Correct. The five tenants that we are aware of are all in separate apartments.

Councilor Payne – The most conservative estimate is one person/one unit. About 80% of people no longer do. When you say rent abatement, are those 5 tenants making use of vouchers or other subsidy programs?

Ms. Schlein – Not to my knowledge. The owner isn't accepting the vouchers. This is a personal abatement between the tenant and the property owner.

Councilor Payne – It's a personal abatement. There's currently no tenants with housing vouchers.

Ms. Schlein – I can't speak if there are any tenants with housing vouchers.

Councilor Payne – This may be a question you're not able to answer either. It was stated earlier that the applicant is not interested in making use of existing subsidy programs or partnerships with nonprofits in order to provide affordable units. Why is that?

Ms. Schlein – It's an experience or a lack of an introduction to those organizations. I don't believe that the door would be closed on that opportunity.

Councilor Payne – In our experience, I think it's pretty clear that it's not possible to construct affordable units at lower AMI levels for a long period of time without making use of either those nonprofit partnerships or subsidy programs. Those are all the questions I had. The final comment

I would make relates to the architecture of the building. I do think the design is dramatically out of place, not just in scale, but in terms of its basic architecture with the units there. If I was living in those units, my impression of that building would be that this is the first phase of a three phase project to either remove or reconstruct the other two buildings in order to build a complex of boutique luxury apartments in the heart of Belmont downtown.

iii. **Public Hearing**

Mark Kavit – Some of the issues of concern with this have been addressed. I am going to go down my list of items. I wanted to say that an SUP does not need to be automatically granted. It's not like a sore thumb. I have a concern with height and the building doesn't fit into the traditional neighborhood style. I'd be a little less concerned about it if it was more of a traditional style building than what's being proposed. Parking is going to be a concern. I don't believe there'll be sufficient parking and parking on the street can be very difficult in that area. There is difficulty for larger vehicles in the parking area. Someone who drives a large vehicle wouldn't want to get caught back in there. On my street, we've had numerous times because it's a dead end street. We've had numerous times where people have had their cars hit and most of the times they don't know who it is that did it. If a large vehicle comes down the street they could get caught in the street because it's a dead end street. How long will affordable housing last? Is this really a carrot to get a SUP? Is the project being used to offset a development elsewhere? What are the numbers? What will the square footage of the units be?

Kimber Hawkey – I first want to address the history of the new owner of Belmont Heights. They did evict the previous tenants. Michael, you were in the protest march about that. There were elderly and handicapped people that were evicted. They didn't leave voluntarily. They were evicted from that site. There was one elderly lady who was blind, who complained greatly about being evicted and the stress about having to leave. She was not allowed to move back in and she actually passed away shortly afterwards. That's the other side of the coin. This is a historic area on the National Register of Historic Places. It's got historic buildings and residential character. The NCC exists there, but the true intent of that code was to allow for small scale mom and pop businesses, and not for this type of building. It's obvious that the project is inappropriate. They're offering so many affordable units. In the past, it has been only to one or two. That's all that's financially feasible. It sounds from the discussion who knows how many units will be affordable in the end. There doesn't seem to be a real guarantee or commitment to or an enforceable commitment to those units. We all know what intent means. You can't enforce it. This nine out of 11 units. It's a bait for the Planning Commission and Council to accept an inappropriate development. In the end, we might end up with a bunch of shishi apartments in the heart of Belmont. There's no accountability and no guarantees. How can you pass such an inappropriate building? In the past in this area, there have been promises regarding buffers, setback, parking? These all have been violated in our area. If you know your history, you will know what I'm talking about. How do you intend to enforce promises this time? The other big question is about affordability. 80% of AMI in Charlottesville is well over \$1,000 a month. I personally don't find that affordable. How long will they be affordable? In my opinion, they should be affordable into perpetuity. That's a big question. History has shown us that the intent is not enforced. It was stated in the discussion that the development is currently in violation. It is by right density. My big question is why are they not being penalized for that rather than allowing

them a SUP to go even further down that road? That seems strange. The new owner and developers are looking to cram a three to four story building on a hill. The architecture and height is radically different from the surrounding buildings. They're cramming it into a driveway area and part of a small parking lot. The building will block off an ingress and egress. This was precisely the topic of multiple resident comments last year that were against doing that. At the time, the city assured us that there would be no closing off of ingress/egress when there were safety issues involved. This is a safety issue. Safety vehicles are big. Big vehicles like a fire truck couldn't get in and out of there. There are the problems of traffic flow, lack of setback, lack of parking, loss of parking in the current parking lot, and little on street parking possibilities, impact on the resident experience, and an issue of safety. I'm surprised that no traffic study is done. It's very important for everyone to remember that we're looking at cap shop. Supposedly, we're doing another huge development right there right next door. I believe it was over 900 car trips a day for that development. You know this this is just the first of a domino effect in that area. I would just ask that the Planning Commission consider all of these very real realities for our residents here in this neighborhood and show some concern for our safety and quality of life.

Julia Williams – I would like to echo some of the previous comments. The architecture is a significant one. I'm just reading it today for the first time. It doesn't sound like there's much that's enforceable about the affordable housing in the existing units. That really can't be weighed as a compelling reason to offer the SUP. It seems it's only what they're offering with the new development. It's a shame that we can't offer at 80% of the total complex. I understand it's 80% of the additional units. I find that a little bit heartbreaking in that we in 2019 just recently lost so much affordable housing, I wish this could be more of a leverage point. Is this long term, affordable housing? I'm not quite sure what the solution there is. It does seem like that's a really major concern. If there's any way to include in this accessible housing, I think we have a deficit of that as well. The first four units are considered as accessible. We're certainly not seeing in the parking layout an indication of accessibility. That would be another concern. I attend the neighborhood association meetings and this did not come to the neighborhood association. Was the neighborhood input you got from a formal meeting that went to the whole neighborhood or just to the residents within 500 feet?

2 Jackson – I wanted to echo my concerns that have been expressed by Mark Kavit, Kimber, and Julia regarding the affordable housing, the architecture, the height, the egress, and the safety issues. It just doesn't seem to me that those issues have been addressed in a way that is appropriate for potential residents and for the existing neighborhood.

iv. **Commission Discussion and Motion**

Chairman Mitchell – Brian, can you remind us how we noticed this? And do we go beyond the 500 feet parameter?

Mr. Haluska – Typically, for a public hearing, we require notifications that we do per state code, which is a mailing to any landowner within 500 feet of the property, as well as an advertisement in a newspaper of record. We, in the current times, have been adding to the 500 foot mailing all

addresses within 500 feet. So not just people who own property, but also people those who reside in that area who may be renters. Additionally, we post signs on the property. I know we were talking about that in the premeeting. We post those. It's mentioned in our city code. It's not a state code requirement, but we do that. I was looking at the address mailing list on my computer just a few minutes ago, we had the Belmont Neighborhood Association. We have a PO box for it. That would have been where the letter went. If that's incorrect, then obviously we need to have a representative of that neighborhood association reach out to our office and city manager's office and provide the address as to where it should be going.

Chairman Mitchell – Regarding the runoff issues, is that more of a site plan issue there? What are your thoughts on that?

Mr. Haluska – I spoke to Mr. Rucker several days ago regarding this issue. What I mentioned was the special use permit is really about the additional density on the site, which there is some question about. If this building is built on top of an existing hard surface, the stormwater impacts from the actual construction of the building are probably going to be zero in terms of the overall capacity. But I did make Mr. Shrimp and Ms. Schlein aware of Mr. Rucker's concerns regarding that property. If there was an opportunity to do something about that issue that would come up in the site plan issue. We mentioned anytime construction is going to happen, that's the time when you're going to be able to do the most amount of work on this. There's also the question of whether or not the existing system that may be on there. This is a complex built in 1973. If there are any existing issues with that, that current system as to how its operating, and where it's putting the water, or any easy changes that can be made. Sometimes it's just rerouting downspouts that we could certainly have, potentially have our engineering staff or somebody in the course of a site plan visit the site and look at what other options are out there.

Mr. Shimp – I'll be sure to go see the neighbor, Mr. Rucker in the next week, and see what's going on. I think there probably are some things we could we can do. We'll look at that. And Brian is right. It is a site plan issue. We want to be good neighbors. I will see him to see what is going on. It sounds to me there is a pretty serious concern among a few folks with the architecture of the building. There's no design control district here. At the same time, we're not opposed to changing that, either. If that's something that can be conditioned following architecture, we don't mind amending that and taking a deferral and coming back and addressing that. I think there's some question about that. We feel like we could answer them if that's something that the Planning Commission thinks makes sense. Same thing also on the housing. There's also some lack of clarity at the moment in what a condition would be. We don't want that to be a concern for anyone either. I defer to you on some ways of what you think is best. If necessary, we're happy to take a quick break on this, work with the staff on clarifying what the condition is that everyone feels comfortable with everyone and agree to what it means. That can come back in front of the Planning Commission. You all may or may not agree with it, but at least there'll be no doubt everybody knows what we're saying and how it would be enforced. That's my two big takeaways from what I've heard so far, I do feel that the other items like traffic and parking are not really issues in this particular project. But the architecture and clarifying affordability, we would not want it to be a cloud on the project for those things being unresolved.

Chairman Mitchell – With the permission of my colleagues, I would like to suggest from my perspective that some sort of language that's got teeth and some sort of language that you're going to have to live with no matter what regarding affordable housing and nine units be included in those four portable housing units. Some term, some guaranteed number of years would make your application a little stronger from my perspective. I am going to put Mr. Lahendro on the spot. I would like to get his thoughts on the architecture. The architect is not here but I think he's got some insight that would be valuable to us on the architectural piece.

Commissioner Lahendro – I have no problem with the increased density that's being requested. I do have a problem with the architecture. I believe that we do have the right, as a commission, to express our concerns through the potential adverse impacts on particularly the massing and scale of the project. With all due respect to staff, I would disagree that because The Virginian Industries for the Blind building is also tall and that means this can also be tall. The difference to me is that the tall portion of the Virginia Industries for the Blind building is over a block away. It also sits back about 25 feet from the sidewalk. There are trees on that land and landscaped lawn area. This building that's being proposed is less than five feet away from the sidewalk. There is no opportunity for putting trees to help mediate the architecture. And in fact, the architecture is designed in such a way as to emphasize its height, with the vertical windows and the dark areas, joining them together and these tall vertical stripes less than five feet away from the sidewalk. That is just completely different than the context that it's being designed in. While in the State and National register historic district for Belmont, I don't believe it includes this particular site. It looks like it is across the street, and goes up to Bainbridge and then continues on the other side of this site. But we're still in the context of this National and State Historic District. I have to agree with Councilor Payne. It does look to me suspiciously like the beginning of a long series of development step of the site that will change the architecture completely. I have serious concerns architecturally with the project. But as I said, I don't have those same concerns with the density request.

Mr. Shimp – I'd be happy to accept the deferral on the project. If anyone else wants to make any last helpful comments, that's always useful to us. I certainly understand the architectural standpoint.

Commissioner Russell – If we're asking the applicant to consider the architecture context and consider the surrounding Historic District, it would be with the awareness that it will be prominently viewed from that historic commercial core. New buildings in a historic district should not look old, but they should be in keeping with all the things that Commissioner Lahendro spoke to. I would want to see that moving forward.

Commissioner Stolzenberg – I'd like to add that there was one comment in the public hearing that was kind of a question that wasn't part of the ones we've mentioned. It was about accessibility. I was hoping either Mr. Haluska, Mr. Shimp or Ms. Shlein could go through the accessibility requirements under the Fair Housing Act. In particular, tell us whether it's a walk up or an elevator building.

Mr. Shimp – It's a walk up building. All of the first floor units would be accessible to the new construction.

Commissioner Stolzenberg – That's required by federal law as I understand it. Quickly I'll talk about architecture, which you all know, is probably not my top issue here. These trees are on this old church property. We're talking about three stories at street level. If we're afraid of three stories at street level, we would be in a pretty bad shape if we actually want to build housing in this town and under affordability crisis, I'm totally happy with changing what the outside looks like or materials.

Commissioner Russell – Building housing in this town is not going to solve the affordability crisis. Let's just understand that we're not going to solve it by only adding bedrooms, right?

Commissioner Stolzenberg – No. You need to build more housing and solve the unaffordability of market rate housing and then add subsidies for deeper AMI levels. A couple people have talked about the high percentage of affordability not proffered, but offered affordable units. Nine out of 11 makes it seem implausible. I just want to go back to what those actual numbers are in terms of rent. A two bedroom apartment at 80% AMI is \$1690 in monthly rent. The fact of the matter here is that market rate for an apartment versus a house is often affordable at that workforce housing level. That's why we need to focus our subsidies and our efforts on lower AMI levels. Because again those are much, much harder to reach. We do solve that affordability problem at the 80% level by building apartments, which are more naturally affordable on the market than less dense forms of housing. That really makes it odd to me that the nine new units are being offered as affordable. When you know, you're not really giving us that much for those. But what you are doing, apparently totally of your own volition because of personal relationships, is holding five apartments at a deeply affordable level at 30% AMI or even below. I would really like to see some way of making sure that those last and aren't fully conditioned on the good heart of Drew Holsworth. Apparently, he's done a lot better than I thought he did, based on the media. Over half the problem happened before he bought the place from the previous owner who bought it from the towing people. That's the real actual affordability that you're offering here. It sounds like it's happening anyway. I'm a little confused about why you wouldn't just put that in the thing. I guess it's something about paperwork and adhering to it or something. That's a little confusing to me. I'd note again this is a SUP for density, not for height, not for setbacks, all of which are prescribed by right in the NCC zone. I think we need to make our decision on that front. To me building more housing, cramming housing onto driveways and parking lots is exactly what we need to be doing in the city both for the housing crisis and for our climate crisis, where that land needs to be used more efficiently, and allow people to live in places like this that are rich with amenities and walkable and great. I really don't think that it's going to destroy the neighborhood to build this. My biggest problem was with that like section three of the SUP evaluation conditions, which is displacement of existing residents. I think the extent that when you come back, we can independently validate those testimonials you gave us and maybe Cville Tomorrow will go back and do a follow up story and tell us what really happened. It's certainly better than what it seemed to be the status quo a little bit ago. If you can actually get some assurances about those into whatever proffer statement that you put together. But it kind of sounds from staff, no matter what you offer, we're not going to be able to hold you to it, which is extremely distressing. This whole system is broken and sucks.

Commissioner Heaton – Everybody has the same old points that we go back to in terms of aesthetic and architectural review and neighborhood continuity. I guess the thing that's troubling me most is we have someone who's trying to address what they have heard that the city and the leadership and the council is saying about affordable housing. The way this developer has tried to address it is to up the number of apartments that would be offered, at least initially for affordable housing. Chairman Mitchell, when you say more teeth, I think it's also more clarity on how do we provide developers with what we're looking for, so they can come before us with something that we don't shoot full of holes every time. I do think it's going to be deferred tonight. I think that we need to get our act straight about what we're looking for with affordable housing. Commissioner Stolzenberg, you spoke the truth. This is a growing city, it is going to have to go up. We have to find a way to use the language that allows us to do that.

Commissioner Solla-Yates – If we're so troubled with by right density, we're going to have a really hard conversation, when we talk about actually addressing affordable housing in the city. That height is by right. The setbacks are by right. With that design, they can do whatever they want. If they want to build a mansion that looks like just a black box, they can do that. Please don't. That's your right. I'm not saying it's not broken. I'm not saying it's not stupid. That's the law. Given the current circumstances, and what we're talking about here, which is 11 new homes. 80% affordable is pretty good. That's a lot better than we normally see. That's exciting to see. I'd like to see more of that. That actually gets us towards our 4000 units that we're in the hole on. That would be great to make that kind of progress. I'm pessimistic on that right now due to our budget crisis, and things kind of falling apart in a few ways. Mining free land for affordable housing, in general is a pretty good idea. Putting it next to a school near shops near you know, exciting place to be where you don't need a car. That's pretty great. I was disappointed to see that it's fully parked. But I'm not shocked that the neighborhood wants it to be fully parked. There's a dynamic tension there. If you build it, they will come. If you're scared of people driving, parking is a good way to make sure people drive. If people have to pay to park, they might buy a car to put there. Eventually long term, we have to do something about climate change. Parking is not going to get us there. Broadly I am excited to see this. I'm told by the consultants that 10 years is not a useful number of years to be thinking about for affordable housing. We should be thinking about 99 years, which we've never discussed on this virtual dais or even the real dais. I'm interested to know if that's possible in the real world, or if that's just consultant math. If it is real, 99 years will be very exciting to see 80% in 99 years.

Commissioner Lahendro – Just to point out that we are given the right as the commission to discuss possible adverse impacts whereas by right heights and setbacks are general for a district. Given this right to discuss the impacts of any SUP application is an acknowledgment that every development is unique to the particular site and to the particular context. One size does not fit all.

Chairman Mitchell – Commissioner Stolzenberg seems a bit dubious about our ability to craft some sort of language that would lock us into nine affordable units. I frankly, think it can be done. I'm hoping that Justin and team will work with Brian and team and Ms. Robertson to craft some language that guarantees us that nine units of those 11 units that we need, and locks it in for a time period term that is reasonable.

Councilor Payne – I would just mostly agree with what Commissioner Lahendro said earlier. My major concerns are clarity around AMI levels, length of affordability, and the enforceability of it as well as the aesthetics and the architecture, not just the height. I think the design of the building is just dramatically out of place with those other two buildings in the area. I do think that the built environment matters. My final last comment would just be I know, it's not always feasible and much easier said than done. The only way we get it really even 50-60% of AMI is partnerships with nonprofits like the land trust, or other housing nonprofits in order to get at those lower AMI levels, and have it be for a longer length of time. The reality is, if we're building a couple units at 80% of AMI for 10 years, they can all go to young professionals making \$50,000 a year and make functionally no impact at all on affordable housing, perhaps a very small modest impact for young professionals. But that's it.

Councilor Hill – I think most of the thoughts that I had and the concerns that I would have raised have been covered. I really appreciate the thoughtfulness of my colleagues and planning commissioners. I really look at this, the appropriateness of this and how it may achieve the goals that we set out for it to achieve and how we strike that balance. So I don't have any further comments on that.

Councilor Snook – I have two questions. The first question is, how are the affordable units going to be different, if at all, from the non-affordable units?

Mr. Shimp – In this kind of building, I don't know for certain. You're going to build every unit kind of the same per floor. If we have, nine out of 11, you would not build different units to make them affordable. It would be going backwards as far as saving money in that regard. You would build them all the same.

Councilor Snook – Basically just two people get a discount.

Mr. Shimp – Well, in this case nine do.

Councilor Snook – Nine get a discount and two don't get a discount. I wonder, would it be possible or desirable? Would it get us closer to any goal? Supposing you said 'we're only going to make seven of them affordable' and we're all going to make it where we are going to make them all 60% AMI. We know that the problem in the marketplace is not really getting more 80% AMI units, though that is a problem. It's not the problem. The problem is trying to go for deeper affordability. I wonder if there could be a balancing act to readjust the balance if we go to a deeper affordability rating.

Mr. Shimp – We can look at that between now and next time. I know my experience matches what Councilor Payne has said many times. The problem is once you get below 80%, it is really just not doable without a government subsidy. That's how these things are built, which is good when it can happen. I think the goal of this is to try to make the affordability to the extent you can without that stuff. That stuff seems to be used for other projects and still achieve some affordability here, but I understand your question. I will we will look at that.

Councilor Snook – Please understand I'm using the seven versus nine and 60% versus 80%, without any thought to the math. You all can do the math and figure out what works. It would be a greater benefit to Charlottesville, if we possibly can get some deeper affordability into the situation. If we've got an opportunity here with a tradeoff to where you get more market rate, I think that would be an interesting study to run. I'm sure you've got the spreadsheet that could do it.

Mr. Shimp – If the commission wants to take a vote to defer? I'm happy with that.

Motion: Commissioner Heaton (Second by Commissioner Solla-Yates) – I recommend that we defer this application. Motion passes 6-0.

The meeting was recessed by the chairman for five minutes.

IV. COMMISSION ACTION ITEMS

1. Cville Plans Together

Jenny Koch, Rhodeside and Harwell – These were included in the packet. I did make a few small tweaks this morning to add the final public engagement numbers, since we gave you the draft slides before we finalize the engagement. I'll point those out. You have been talking a lot about housing and affordable housing tonight, which is obviously very important. I'm going to give you an overview of our engagement process and some initial thoughts on that. We want to start thinking about next steps related to land use. Our housing team members are not on the call with us tonight. HR&A is not here. I just wanted to make sure everyone's aware of that since I know we're in kind of a housing mindset. But if there are questions, we're happy to work with you to pass those along.

In terms of engagement, we had an engagement process through November. The public comment period ended after December 2nd. What we had out at that point was the draft affordable housing plan and the draft initial comprehensive plan revisions. To let people know about these opportunities, we had a variety of different outreach methods. We've already talked with you about this a bit. I do want to note again, one change this time around was that we had the peer engagers out. There were three paid community members who helped us distribute flyers and door hangers, and also had a lot of really great conversations, neighborhoods, and parks. Otherwise, a lot of these outreach methods were similar to those we used in the first phase of engagement in May and June. We had some sort of lessons learned related to that. We built on that first phase of engagement. Through November, we had a virtual meeting page up on our project website. On that page, you could go there and view all of the materials, either on the website or by download. We also had four webinars throughout the month. We had online drop in meeting opportunities and online survey, a toll free phone number. As you recall, we also had a work session with planning commission and council on November 10. As Commissioner Solla-Yates mentioned earlier, we had a steering committee meeting on November 23, for the C'ville Plans Together steering committee. To give you a little insight into who we heard from in the month, with all these different activities, we had really a quite a range of engagement overall. We did have less engagement than we did in May and June. This is for I think, a lot of reasons. There's a lot of burnout happening with folks right now virtually. Some of you are feeling that but community members are certainly feeling the strain. Given that we were asking folks to review materials, review a draft affordable housing plan, review comp plan materials, and provide feedback. It was a different type of survey than in May and June

when we were asking people for their visions for the future of the community. In the end, we had 274 responses to the survey. We had about 55 email and website comments. That includes letters, longer letters, and shorter emails. We're still working through those. With the webinars, I think we had somewhere between 12 and 30 people at each event. There were polls throughout each webinar, asking some questions about people's priorities. We had a Q&A session at the end of each of those events as well. I've mentioned the peer engagers will be including some information in our summary about what they ended up doing and the conversations they had. We had the toll free phone line which we had in the first phase of engagement as well. We tried this time around to have a virtual drop in sessions which were available by phone or zoom. People could drop in and we did not have much participation in those events. It is something we might try again and try differently with maybe different messaging around that. We wanted to try out something else, sort of trying to mimic the cafe conversations that we were hoping to have in person, which obviously, we couldn't. Just as I mentioned, we're working on summarizing everything we've heard. Our current plan is to have a draft summary out by the end of the year.

Chairman Mitchell – It might be helpful just to build a report. So you can remind us, every time we talk what the demographics look like, the ages, the ethnic backgrounds, the incomes, and whether there are owners, partners or owners.

Ms. Koch – We're still looking at the survey data since it did just close late last week. We will definitely include that in the summary. I can send something over to you once we have that.

Chairman Mitchell – One of the things we tried to make perfect was a representative demographic.

Ms. Koch – That's certainly something with our peer engagers. We worked with them to target neighborhoods we hadn't heard from as much in the first phase. We're still trying to assess how successful that was. What I've seen so far, it looks like we've got a pretty good spread in terms of demographics, percentage wise, even if not raw numbers. As you can see, they're lower. I'll give you a summary of that once we have it.

Commissioner Stolzenberg – Last time we talked about survey results, we talked about potentially weighting the results or re-weighting them to match Charlottesville's demographics. It would be cool if we could just get a quick slide on that next time of the last survey.

Ms. Koch – I'd like to work with you to make sure I'm understanding correctly what you're thinking. For example, what we did with that first phase was in the affordable housing plan. For example, they cited where some themes came out. For example, for people who identified as Black or African American, homeownership was a bigger issue than it was for folks who identify as white or Caucasian, or Asian American. We tried to pull out sort of qualitatively some of that information. I understand what you're saying of weighting demographics to match Charlottesville's results; more of a quantitative way of doing that. We can work on doing that. Given we got fewer survey respondents this time, it is hard to make any or may be more difficult to do that. We can look at the demographics and see how that might work out. Any other questions about the engagement process? I do have a slide on some initial of input we got. We're working on a summary. I want to pull out just a few items that we've heard at some of the meetings, the webinars, and steering committee, and some other discussions. These are very draft things. We are still very much looking into what we

heard so we just wanted to pull out some of these. For example, when we're looking at survey data, that sort of quantitative data, asking people to rate how well the priorities and goals that we put forth match with their vision for the future of Charlottesville, there was overall general agreement with the direction of both the affordable housing plan and the comprehensive plan revisions. That's not to say that everyone agreed with everything, and we're just going to move forward with it. There are open ended comments in there that we're still working through to see how people might be requesting that we think about tweaking the plan. We heard a need to clarify terminology. We had a lot of conversations about that. On the webinars, I pulled out soft density here as one example and sense of place as another example. We want to make sure this plan is accessible to everyone. We're going to just keep on tweaking some of that as we move forward. There are a few on here about the affordable housing plan. We heard that people would like to see more explicit support for homeownership and we've got some recommendations toward homeownership in the plan. We're working on making those stronger and more clear. There were questions and concerns about the funding recommendations in the plan. We're working on addressing those moving forward. There were also concerns about potential impacts of recommendations on existing residents, particularly those who may be at risk of displacement. The plan did some thinking about that. We want to make sure it's clear what we're proposing as we move forward, because we certainly don't want that to happen. We don't want to make those issues worse with the plan. As I said, this is really rough. This is a rough summary, I would say these are just some initial themes that came out to me. Any questions about this? If you were on any of the calls, any other things that you would want to pull out?

Commissioner Solla-Yates – Procedurally, what would more explicit support for homeownership look like? That is in the plan.

Ms. Koch – Just making it clearer where it is in the plan; maybe making it more prominent, for example. It's a long plan. When we hear priorities from that come up for many people in many places, we want to make sure that people know where they can find that in the plan. That's what we're working on.

Commissioner Stolzenberg – One thing I don't see in these kind of abbreviated thoughts is really any consideration about whether it targets the right AMI levels, which to me is probably the most fundamental question in characterization. Is that because people broadly support targeting the lowest AMI levels, and the plan already does that. To me, it seems from what you told us last time, that is the intention with the idea of focusing on homeownership. If you focus on homeownership, you're addressing higher AMI levels typically, unless you're spending a lot more money.

Ms. Koch – In terms of what we've heard, regarding the AMI levels in the draft affordable housing plan, I don't have that information off the top of my head. I don't think we've heard really, some consensus on that. A lot of these things listed here came out a lot in our conversations. We still need to go through the survey responses and a lot of email comments, and so it could very well come out within that.

As I mentioned, we're working through December to compile the community input received, not only from the general community engagement, but we also want to pull out what we heard from the steering committee and some of the themes that came out of the joint session. We'll be moving

forward. Once we've got the summary completed, we'll be looking at revisions to the materials that we put out previously, the comp plan, initial revisions, and the draft affordable housing plan. With the comprehensive plan, we're going to start moving forward toward revising the goals and strategies within those topic specific chapters, which I know a lot of you worked on those draft plans from 2018 pretty closely. We're going to be looking at how we might propose revising those to match these revised vision statements. We're also looking at revisions to the future land use map. We'll talk about more in just a second. One thing we talked about with you in February was that it might help to have a check-in point to help us have some agreement on some of these larger concepts before we move forward with the rest of the comprehensive plan. What naturally seems like a good point for that is with the draft affordable housing plan or with the draft with the revised affordable housing plan. Our plan right now is to meet with Council. We're revising the plan now and we'll have a revision in the coming month or so. The plan right now is to have a conversation with Council in January and then hopefully work toward some sort of endorsement by Council of the plan. The reason for that is because we're hoping to have endorsement of some of the direction especially in terms of land use and zoning. When we are looking into the comprehensive plan, we're moving toward the future land use map, then to zoning, we want to make sure we've had those conversations.

Chairman Mitchell – Is your assumption that when you ask Council, if they agree with where you're going, you've already gotten our buy in?

Ms. Creasy – We have actually talked through that. At this level, the endorsement would not be an approval process, necessarily, but more of a nod that it's moving in the right direction, so that the next phase of the project can continue forward with a little bit of confidence that the steps that they're working through here, will move forward from there. You all will be providing comments throughout this.

Chairman Mitchell – I just don't want to get in front of Council with something that you guys haven't gotten our consensus on as well. That could cause a lot of rework and slow things down. I just ask you to be careful about that. Make sure you bring my colleagues and me along with you, when you do it. I still don't want us to take any steps backwards. I want to get this done.

Ms. Koch – What I've got up on the screen now is the current schedule. During November, when we were meeting with the community, we noted that we're meeting with you in early December, and we wanted to do a check in on this, noting that it's an ambitious schedule. It might be more realistic to consider whether we need to adjust this a bit. Right now, the plan is to have a draft comprehensive plan in February. That would include some revisions to goals and strategies and the future land use map and then having a community engagement around that at that point. With many steps in between bringing that to a hearing in spring. We've got it marked out here in April. My instinct is that time between February and April may end up being slightly longer than shown here allowing for more conversations. I want to hear some of your thoughts around that. The reason for this sort of tight schedule is that we are working from draft chapters. We're not starting from zero here. The thought is we don't want to go back. We want to just move forward from where you all left off. That's why we're starting with this tighter schedule. But I'd like to hear your thoughts.

Chairman Mitchell – Could you repeat the question?

Ms. Koch – Recognizing this is sort of, I wouldn't say accelerated, but it's an ambitious schedule. The reason for that is that we are not starting from zero on the chapters. We have the draft text of the chapters from 2018. The goal here and especially as we move toward February is that we're looking at the chapters. We're bringing in revised versions of the guiding principles and the vision statements that we put out in November. We're working on revisions to the goals and strategies that are already in those chapters, potentially adding some or revising some and then working from the draft land use map, which is our next and final item to discuss. So my question here is, does this right now seem feasible to you all, in terms of the timeframes?

Chairman Mitchell – I think this is eminently reasonable, because I am hoping that you're building upon all the work that we've done in the last five years getting to this point. You're not going back and redoing and rewriting stuff that doesn't need to be redone and rewritten. Commissioner Lahendro, you've been around for a long time. You've worked on this forever. You got any thoughts on this?

Commissioner Lahendro – How critical is it that the affordable housing plan be finished before you can proceed with the comprehensive plan?

Ms. Koch – We can certainly work on a lot of pieces of the comprehensive plan without having a final affordable housing plan. The housing chapter and the land use chapter will need to be influenced by that affordable housing plan piece. If there is disagreement on the direction with that that would certainly influence the schedule for those chapters in particular.

Commissioner Lahendro – I think you've heard just sitting in this meeting tonight with us how important the affordable housing issue is in the city. If you are going to get Planning Commission's buy in for something that is taken to Council, then I think the January target for the affordable housing plan is suspect, which then delays the other things that is feeding into. Just my gut reaction.

Commissioner Stolzenberg – My question is pretty close to Commissioner Lahendro's. On this schedule, the affordable housing plan just gets folded into the comp plan. Is the idea that you get this kind of informal nod from Council, but actual plan approval happens when the comp plan is approved?

Ms. Koch – Yes. The thought of this endorsement is that we're hoping we don't get to April, and have a lot of those hard conversations that need to be had about some of those really difficult topics. We're hoping we can have those earlier. That's why we've had things like the work session and some of these other previous meetings. To Commissioner Lahendro's point, we certainly don't think we're done talking about the affordable housing plan. We have had quite a few discussions. We've been working to address concerns we've heard. We're hoping that a lot of those have been brought up already. If we get to January, and we're checking in with you all, we're going to figure out the best way to do that. That will impact the schedule, if need be, which is fine.

Commissioner Stolzenberg – This comp plan in just a few weeks from now, will be four years old. I was 25 years old, and didn't think about zoning at all. I'd really appreciate it if it's finished before I hit 30. Don't slip more than a quarter. One thing that you should need to be talking about, if there's

work on part of the commission is having an actual work session for it in the off week, like we occasionally talk about. I know that communication staff is constrained. I can think of some meetings that happen that are less important than that would be. I'd rather do that than slip anymore.

Commissioner Solla-Yates – That's my concern, too. We're talking about hard stuff. It was hard in 2018. It's hard now. If we can come to agreement on the map, we're going to make our times. If we can't, then it's all ruined.

Commissioner Russell – I look forward to seeing the summary and then that will kind of help me see where we are.

Ms. Koch – This is a discussion. This is your plan. I think this is useful. I think we can certainly figure. Commissioner Stolzenberg, when you mentioned a work session, are you talking about the affordable housing plan piece or the land use piece?

Commissioner Stolzenberg – I'm just saying that it should be a tool in the toolbox. If you guys feel it needs more work and would have to be deferred to the next full session.

Ms. Koch – I will keep checking in with you on this. As Commissioner Russell was saying that will help us figure out where we are at and we'll be having that summary of what we heard. You'll be one of the first to get that call.

As our final item, we want to start thinking about the land use map. There are a few things I want to say before we dive into this. For the benefit of those who may be on the line, but aren't as familiar with the future land use map, the comprehensive plan land use chapter contains the future land use map, which incorporates some of the land use sort of goals that are in the plan, but also is a long term strategy for land use in the city. It often is the basis for some zoning adjustments. The future land use map is also often a much longer term vision for land use than what current zoning would be. The map we're showing here is the latest and the last version that the planning commission discussed with the public in March, 2018. There were several working versions of this map developed after this point. The reason we're starting with this is because it was as we recall, the last version shared at a public meeting,

Commissioner Stolzenberg – This map is from 2017, but it did stay in effect, because they never talked about the future land use map again until November of 2018. A new map was produced. That was presented to Council in December of 2018. That map would be the latest produced in public. There are actually two maps between the November work session and the Council one. The colors changed in the middle, but they're based on the same work session.

Chairman Mitchell – Why wouldn't we use this as a stake in the ground and work on this map? Then use this map to move forward to get to the end game? Is there any reason not to do that?

Commissioner Stolzenberg – I thought that we were building on top of the work that was done in 2018. Whereas this seems to be kind of reverting all of that.

Ms. Creasy – There were many discussions that happened along the way, but they didn't gain consensus. There's a lot of information that you all have had discussions on and we provided that information to the consultants. We've got to start with something concrete. We're kind of all over the place guys. We have a lot of good background information. If we if we can start from a spot, hopefully, potentially this one and then gather the comments that you all still feel are relevant from those other discussions.

Chairman Mitchell – This is the last place where we did have a real true consensus. We all knew this is the starting point. That's what we're trying to build on. Every time we tried to build beyond this we have different opinions. Just for the consultants, this is where the perfect really got in the way of the good. So keep that in mind as you're walking us through this. This will be a living breathing, iterative document. It doesn't have to be perfect. You don't have to get everybody's nodding. Just get us to a point where we can get enough people nodding in the right direction and then we can iterate it as it goes on.

Ms. Koch – We met with you in February. I think all of you were there. You did bring some things up to us at that point that you had thought about in previous processes. You mentioned you've done some thinking about how to tie transportation into land use. You mentioned wanting to move away from dictating exact densities and heights by parcel in this future land use map. We talked about nodes and sort of nodes of community services, and why to consider ways to make the map more place based and less focus on linear corridors. We talked about the need to consider topography and land suitability in all of this. That's a really abbreviated version of what we talked about. We went back and we've looked at that. You've already given us a lot of your thoughts on that. We are including that in our discussion here. We added some questions on the slide. We're not trying to answer all these tonight. We don't even need to talk through them individually. We want to know, in general, what you would like us to keep in mind as we begin this process of updating the land use map. I'd suggest that for this meeting, it might be best to keep input to the larger scale, sort of big picture, things that you want us to keep in mind. Recognizing that we will need to have really specific discussions about neighborhoods and places. At this point I'm suggesting maybe those artist guild comments might be best.

Commissioner Lahendro – The guidance you can get from me is that what Ms. Koch is starting on for us will be another couple of hours going through. This is an involved conversation that I don't think you can handle just generally. I'm having a hard time remembering what I did three years ago. I need a little time to digest this. I need a little time to go back through my notes and where we were, and come back to this point. It's going to take a while to go from affordable housing comp plan to the land use map.

Commissioner Heaton – I have a comment about the whole land use map process as well. It is a huge issue that shapes the questions that will come after this. The one thing I would put in there is the University of Virginia. Where the city ends and the University of Virginia begins. Our land use map should reflect how we envision the future of the city as it pertains to the effect of the University on the city. I'm going to throw this in. This is always my record. I've been a planning Commissioner in other places, and I have friends. Ohio State University, Blacksburg, and Virginia Tech are places that also have been heavily affected by the university. If the city could somehow get out in front, there would be ways that could address affordable housing that would allow the university to

participate in addressing those issues. I don't have the answers to the language that we use. But when you look at the map, I believe that the University of Virginia has a vested interest in affordable housing just for the functioning of the people who work there. I would love to see some designation of color around where the university is. What do you call it? Someone put commerce corridors. I know there are ways to talk about these sensitive areas. That right now the land use map we're looking at isn't really guiding us anywhere, as it pertains to this city's relationship to the University of Virginia. Look at some other places that have the same kind of relationship and what they've done with their land use and their planning that allows the university to help us go in the direction we want to go. That's a big, big idea thing. It's the elephant in the room a lot of times.

Commissioner Solla-Yates – When we put up this map in 2017, people freaked out. There was concern that it's a downzoning. We were actually getting rid of affordable housing during an affordable housing crisis. This is reflecting and reading coding century old race lines that are shameful and painful and should not be in our code.

Commissioner Russell – I certainly don't benefit from the knowledge that other commissioners have. Whatever can be shared to help bring me up to speed and it's not going to be just comparing map for map. I can see the draft that is apparently a revision to this iteration. There's a heck of a lot more colors and they are a lot brighter. Of course I want to know the conversation that went into that. The first question if this went out as a current draft today, what would the general reaction be? There's a lot of light yellow. That's something we know is a problem in our current land use map you know. I look forward to more information and being part of the process.

Commissioner Stolzenberg – I think the biggest thing I said when we started drawing on this map is what Commissioner Heaton said. We know UVA is big and growing at a set rate. If you don't build enough beds for those kids to sleep in, they're going to spread out into the rest of the housing units in our city. There's no reason to not just jam as many of them into as small of a space over there as we possibly can. The other high level thing I note on this map is thinking about where the purple areas are. That's not where, if you asked any random person on the street, where do you think you'd like to live or where the tall buildings should be or where the densest part of the city should be. They would not say in Food Lion or where Burger King is in Barracks Road. They would say up near UVA and downtown. Even before you start thinking about what the colors mean, not that I have anything against using or putting higher density and intensity into either underutilized shopping centers or underutilized industrial areas. I think that's great. If you put all of the perspective intensity there, it's just not going to happen. We know who owns Barracks Road. We know that they have absolutely zero intention of ever putting housing units or big buildings on it because they run suburban strip malls and shopping centers for a living. That is what that realty trust does. I think if people saw this, they would ask, what is this purple dot? I don't even know what that is. It turns out it's like all on a floodplain. It's a totally underutilized scrap yard. I would hope that we go beyond hopes of maybe this place can be used better in the future. We should totally still include those two and start saying that these two places are the jobs and amenities center centers of the whole city. People who are willing to live in apartments and want to be near stuff, they want to be near those things and not way out there. Once you think about the fact that this is the amenity center of the city, you really start to wonder why this purple blob is biased towards the south side, rather than the north side, which in terms of current built form is probably denser. There are a lot of very high lot coverage buildings up here. They're mostly pretty old. There are several stories. It's pretty

intense. Whereas here you have an old woollen mill, that's like 90% parking. It's just a vast expanse of asphalt. If you want to actually answer that question, I'll just pose it hypothetically. Here is an industrial area. I think some amount of industrial uses, or land being re devoted towards more productive uses is nice. At the same time, there's good reason to have industrial land in the first place. They are job centers and important. The difference between industry and an eight story residential building doesn't really exist on this map, because they're both purple and it just means high intensity. To echo what Russell said, it was very frustrating to me, in looking back on this stuff. There are no minutes from that November 2017 meeting. As far as I know, there's no recording, at least not publicly. This is the product of that meeting. We all just drew on a piece of paper. It was really hard to see what was underneath and came out with this. Staff kind of turned this into a different map. I think this map probably has some problems. I think this was the first map produced, and then it became this one. I don't know why the colors change. What really gets to the big question of, a map without a legend or a graph without units, is really just a bunch of lines or colors on a page. Right? Ultimately, this doesn't really mean very much at all. I do know for a fact that this land use narrative was adopted by unanimous consent by the commission. This is supposed to be what the colors mean, except that we re-adopted this idea of hatches for mixed use areas, because, as the Belmont people will attest, there's probably good reason to put additional restrictions on some commercial uses versus residential, even as we generally want to get into just regulating intensity and build for. If we're keeping this narrative, which I think we should, because it's a great start, then this map looks a fair amount better than it did in the real early stages when yellow meant large lot single family detached homes. That's pretty much my thoughts. The other thing I'll say, and I always say is, please look at actual built forms in examining what a city or a neighborhood or a part of the city looks like, like places on the current zoning map or the current comp plan map. If you look at those maps, you would think that these places are very, very different from what they are in reality.

Commissioner Palmer – I knew that was a pretty high level comment Commissioner Heaton had about UVA and how we affect the built environment around us. One of my thoughts initially was maybe there's a way of getting more of UVA on this map. It's always weird because the way the City County line bisects our grounds. You'll have areas on here that are part of the health system that are in the city, and then the bulk of grounds is not. It'd be good to somehow get the density or the land use or a bit of both for UVA into this. It might give those areas to the west of town a little more context. Maybe reexamine these areas around. If this is deemed a really important aspect of the plan and UVA's role on this and before we go too far forward with this map, really look at those areas around UVA to make sure they're depicted correctly now. I know that there was quite an up-zoning a good while back at this point of the neighborhoods around UVA to try to absorb more student housing type development. Is it orange? It feels like maybe it's a little more intense than what's being shown here. Likewise, the health system is shown in orange, and it is super dense. It's probably one of the most intensely used areas of land in the city. With that, it might give things a little more context and help this discussion forward a little bit.

Chairman Mitchell – Ms. Koch, I think there may be great value in someone from your group spending 30 to 40 minutes with Commissioner Palmer talking about UVA. Commissioner Heaton invited me to the UVA master planning council. I get updates on the things that they're thinking about. There's a whole lot of stuff going on right in this area that's 5-10-15-20 years down the road that would be of value for your team to be aware of it. Sharing it with Bill would be a value.

Commissioner Palmer – If you're not aware of it already, definitely around the Ivy corridor development. Brandon Ave has been intensifying since we've built some student housing and Student Health down there. I know that Alice Raucher, the architect for UVA, is on the committee for the comp plan. She may be dialed into this a little bit more than I am, depending on what that group has discussed so far. As you start to develop this map a little more, I don't know if that's the next step. I'm sure she'll have a lot a lot to say as well. If you don't end up getting it from her and you want to talk to me, that's totally fine.

Commissioner Heaton – The more I hear people talk, maybe there's an additional color to be added. I'm not sure if other university towns may have already done this type of stuff. At the intersection, there could be another whole color that pertains directly to the city's interface with the university with provisions that help move in a direction that only happened in a place like that. Let's not reinvent the wheel. There's probably another city or another town that has something like that.

Commissioner Stolzenberg – I know PAC is dead. Is the area B area a map still in effect?

Commissioner Palmer – It's not. The three party agreement still stands.

Ms. Creasy – It's not this map. The map that is valid was originally put in place with the area plan back in the 80s. This map has not been adopted in the same manner that that one was.

Commissioner Lahendro – Listening to this conversation and everyone talking, my conclusion is for Ms. Koch that the map that you have up here now is the product of a different Planning Commission. Here we are about two years after that Planning Commission started the process. About this time, the Planning Commission changed radically by the number of members, and by the kind of sensibilities of those new members. I'm not sure what value this map currently has right now with this planning commission. I give that for what it's worth.

Commissioner Stolzenberg – I do agree that you do have to start somewhere. It maybe has some value in that just like we approached it at the 11-17 meeting. One nice thing I'll say about this map is that it's easy to create a better map by just being additive. Just taking a marker, because there's no erasers for markers. That makes it trickier, if you're drawing on a physical piece of paper, which you're not anymore, to start with a map that's fairly intense and scale it back. I think the map that came out of it in really one area in particular, Birdwood should have been scaled back. This one, I think for the most part, if you just color more stuff in, you're going to be in pretty good shape.

Commissioner Russell – I think it would be an interesting exercise for the consultants, regardless of the existing status of the map, to apply some of the principles outlined in the affordable housing plan and see how they would then overlay with a map. Because right away that's going to reveal some potentially problematic conflicts within the language of the affordable housing plan. On the one hand, we say, 'we don't necessarily want to focus density and change in historically African American neighborhoods, or things that might displace residents' and then you look at the map and go, 'Whoa, wait a second, that's not colored that way.' It would just be interesting to see how those things all move forward holistically.

Ms. Koch – I think that seems like a good way to think about it. I think it would be a rough sketch of what that would look like. In terms of what is in the draft affordable housing plan, I think that would be a good place to start on our end. I hear what you're saying Commissioner Lahendro. This might not be the best place to start from. I think we can take what we've heard tonight into consideration and what we talked about in February and think about what we might think would come out of this map that would be useful based on what we heard from you, and based on what we have in these documents we've been developing, and what we think needs to change. We won't be shy about that. Moving forward, you have us on the team for a reason. We don't want to lose work that you've done. Hearing all these comments tonight, I think it sounds like you're not wedded to this map. That's all really good to know. This is an interim discussion. This is one of many discussions. I know we all need to get our head back into this as well. You all want to as well. If you have additional thoughts that come up on these questions, on other things, things you remember, notes you took at previous meetings, please feel free to send that to us. We're information sponges, and it'll help us in our process.

Commissioner Heaton – There is a lot of rethinking and re planning about what is going to never be the same again after COVID. In terms of the timing of a new map coming out, the term I've heard several times is never waste a good crisis. If there's ever a time for the next map to come out to look vastly different than the last one, it will be coming out of this crisis. Whatever tools or other places you have, I'm open to seeing something completely innovative.

Commissioner Stolzenberg – Let's remember there was a previous crisis that led to this map getting rejected as well. One more thing I'd add, separate from that last point, but not really talking about anything specific in mapping in general. That one principle, you mentioned, about not drawing colors on a per parcel basis, and instead drawing colors generally and then letting them bleed. It sounds like a really cool concept, but it leads to some ambiguity. The actual way in which the amount you let it bleed, starts to really matter. Whether it gets cut off, you know at major, topographical, or other physical barriers; this is across a railroad. It probably shouldn't be bleeding over there. Should it bleed? This many pixels from this color to that color. That was all really out of scope of our original conversation. This one really didn't bleed at all. I think this is the first map that came out of that meeting. Those technical decisions that seem like not really something you think about. In this case, we're really just done by whoever put this maps together matter, if we're going to stick to that particular principle. Because eventually, some guy right at The Corner is going to say, 'my parcel is in this thing, even though you didn't specifically color my parcel or choose to, but you did color it. So therefore, it's this color, therefore, I want this or that. Something to think about.

Ms. Creasy – We have had those discussions back in the day. We had how the map was pixelated was done in a mathematical way. There is some background as to how that was done. As staff, we had talked through different ways we could potentially handle requests for parcels that were on borders. We hadn't gotten to a point where we had a mock project. That was actually one of our next steps before our process shut down. We figured that we would have multiple analyses if it was near an area where there were multiple areas because it could go either way. There was some thought into how that could be analyzed at that point in time.

Chairman Mitchell – We really, really want to get this done. You'll hear me say this over and over again. Do not let the perfect become the enemy of the good. Let's get a good document out there and then we'll perfect over the years.

Meeting was adjourned at 9:21 PM