

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, October 11, 2022 at 5:30 P.M. Hybrid Meeting

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

Beginning: 5:00 p.m.

Location: (CitySpace, 100 5th St NE, Charlottesville, VA 22902 and Electronic/Virtual)

II. Commission Regular Meeting

Beginning: 5:30 p.m.

Location: (CitySpace, 100 5th St NE, Charlottesville, VA 22902 and Electronic/Virtual)

A. COMMISSIONERS' REPORTS

B. UNIVERSITY REPORT

C. CHAIR'S REPORT

D. DEPARTMENT OF NDS

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

F. CONSENT AGENDA

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

- i. Minutes – September 14, 2021 – Regular Meeting
- ii. Major Subdivision – Preston Commons (Robinson Place)
- iii. Site Plan – Lyndhall Apartments - 64 University Way
- iv. Entrance Corridor – 1113 5th Street SW – Conformance with SUP

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. SP 22-00007 1113 5th Street SW – On October 11, 2022, the Planning Commission and City Council will conduct a joint public hearing for an application for a Special Use Permit (“SUP”) for the property located at 1113 5th St. SW and identified in the City’s land records as Tax Map and Parcel (“TMP”) 21B004400 (the “Subject Property”). The public hearing will be conducted both in-person and via virtual (electronic) means; individuals who wish to participate electronically may register on the City’s website. Following the public hearing, it is the intention of the Planning Commission to vote on whether to recommend approval of the SUP. The Law Firm of Williams Mullen, on behalf of the contract purchaser of the Subject Property, Green Clean Albemarle LLC, has submitted a SUP Application for, the Subject Property, which is currently owned by Patriot Bank. Pursuant to City Code Sec. 34-796 and Sec. 34-158, the contract purchaser has applied for a SUP to build a Car Wash on the Subject Property. The Subject Property is approximately 0.81 acres with road frontage on 5th Street SW and Harris Road. The Comprehensive Land Use Map for this area calls for Urban Mixed Use Corridor and the Subject Property is located within the Highway Corridor mixed use zoning district classification. The City’s zoning matrix allows car washes in Highway Corridor districts with the approval of a SUP. The property is adjacent to other properties currently used for commercial uses, and is located across from residential housing on the opposite side of Harris Road. Additional information pertaining to this application (SP 22-00007) may be viewed online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit application may also contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

IV. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded.

1. Critical Slope Waiver – Belmont Condominiums

V. FUTURE MEETING SCHEDULE/ADJOURN

Saturday October 22, 2022 – 1:30PM	Retreat	
Tuesday November 8, 2022 – 5:00 PM	Pre-Meeting	
Tuesday November 8, 2022 – 5:30 PM	Regular Meeting	<u>Minutes</u> - October 11, 2021, October 12, 2021, October 21, 2021, November 9, 2021 <u>Presentations:</u> Transportation Prioritization, Climate Action Plan <u>Special Use Permit</u> –901 Seminole Trail, 211 Albemarle Street – Pilgrim Baptist Daycare <u>Site Plan</u> - 1223 Harris Road

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 , 12th and Rosser/CH Brown Historic Conservation District (six properties)

Rezoning and SUP – 0 Carlton Road, 1120 Avon Street

Critical Slopes Waiver – Azalea Springs, Fire Station on 250 Bypass

Site Plan –Flint Hill PUD, 240 Stribling Ave.

Special Use Permit – Fire Station on 250 Bypass

Comprehensive Plan Amendment – Manufactured Housing

Future Entrance Corridor

- 1801 Hydraulic Road – revised Comp Sign Plan, revised design review (*Hillsdale Place, Riverbend*)
- 1113 5th Street SW – Car Wash
- 2005 JPA

Capital Improvement Program – Work Session – November 22, 2022, Hearing – December 13, 2022

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
9/1/2022 TO 9/30/2022**

- 1. Preliminary Site Plans**
- 2. Final Site Plans**
- 3. Site Plan Amendments**
 - a. Friendship Court Phase 1 – Amendment #1 – September 2, 2022
 - b. Crescent Hall (500 1st Street S) – September 12, 2022
 - c. 900 River Road – September 27, 2022
- 4. Subdivision**

September 14, 2021 Planning Commission Minutes are included
as the last documents in this packet.

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION MEETING
APPLICATION FOR APPROVAL OF A SUBDIVISION
APPLICATION NUMBER: P21-0157
DATE OF MEETING: October 11, 2022

Project Planner: Carrie Rainey

Date of Staff Report: October 3, 2022

Applicant: Preston Commons, LLC

Applicant's Representative(s): Bob Hauser, Preston Commons, LLC

Current Property Owner: Preston Commons, LLC

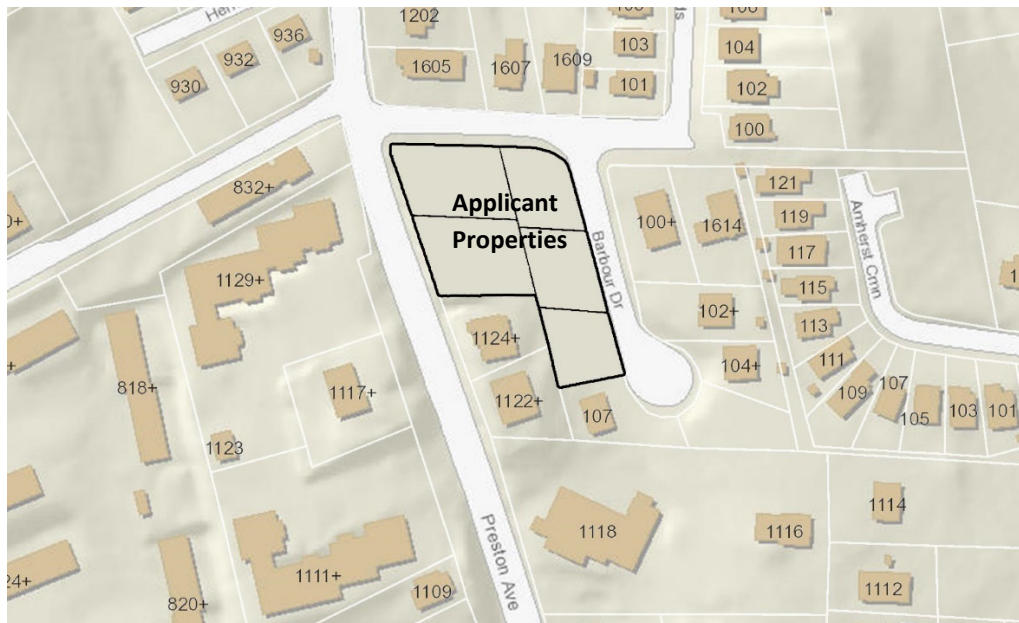
Property Street Address: 1132 Preston Avenue, 1138 Preston Avenue, 101 Barbour Drive, 103 Barbour Drive, and 105 Barbour Drive ("Subject Properties")

Tax Map & Parcels: 030068000, 030069000, 030070000, 030071000, and 030072000

Current Zoning Classification: R-2 Two-Family Residential

Overlay District: None

Vicinity Map



Standard of Review

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

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

Summary

Bob Hauser of Preston Commons, LLC is requesting approval of a major subdivision to construct a new residential development with eight (8) single-family attached dwellings and a two-family dwelling. Per Section 29-3, this subdivision is considered major because it involves extension of public utilities and the creation of more than six (6) lots.

The land within the proposed major subdivision is identified on City Real Estate Tax Map 03, Parcels 68, 69, 70, 71, and 72 and it has frontage on Preston Avenue, Cabell Avenue, and Barbour Drive. The site contains approximately 0.85 acres. The applicant has submitted five (5) prior versions of the proposed plat; with each submission, staff has made a good faith effort to identify all deficiencies (if any) so that the applicant could be in a position to submit an approvable final plat to you for consideration and approval.

Subdivision Requirements

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

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

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

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

1. Blocks: No new blocks will be created as a result of this subdivision.
2. Lots: The applicant is proposing to create eight (8) new lots.
3. Parks, Schools, and other Public Land: No new parks or schools will be created with this subdivision.
4. Preservation of natural features and amenities: No critical slopes as defined by Section 34-1120(b)(2) exist on the site. No natural streams as defined by Section 29-3 exist on the site.
5. Items Listed in Section 29-111(b): The applicant has submitted a proposed final site plan for staff's administrative review. The documents and information referenced in Section 29-111(b) are included in the site plan that is under review, therefore they do not need to be addressed in this subdivision plat.
6. Monuments: The subdivision plat demonstrates that the following requirements of Section 29-160 have been satisfied:
 - a. All boundaries (exterior and interior) of the original survey for the subdivision have monuments in accordance with the Standards & Design Manual (see Sheet P2).
 - b. The applicant has verified that these monuments will be set prior to recordation of the subdivision plat, or prior to conveyance of lots with reference to this plat.

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

The proposed subdivision does not include any new public street. Land along Preston Avenue (wherein sidewalk improvements are proposed) is dedicated to public use through this subdivision plat, and is anticipated to be accepted by City Council at a later date.

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

The specific utility configurations and design details are under review by the Utilities Department as a part of the site plan review process and will be approved administratively by staff as part of final site plan approval. The utility easements as shown on this final subdivision plat have been approved by the Utilities Department. Public easements are required to be shown on a final subdivision plat; once the approved final plat is recorded in the land records, the plat will establish as a matter of record the physical boundaries of the easement areas.

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

The dimensions (area, frontage, building site, etc.) of the proposed lots will, in staff's assessment, comply with the requirements of the R-2 Two-Family residential zoning district. See Section 34-1123 and Section 29-161.

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

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

1. Stormwater Management Plan: a stormwater management plan has been submitted in the final site plan for consideration by the City's VESMP Agent, as required by Section 29-111(a)(2). Such improvements, facilities and treatments are identified within the final site plan, which has undergone review by City staff and has resolved all remaining comments.
2. Erosion & Sediment Control: an erosion and sediment control plan has been submitted in the final site plan for consideration by the City's VESMP Agent, as required by Section 29-111(b). Such improvements, facilities and treatments are identified within the final site plan, which has undergone review by City staff and has resolved all remaining comments.

Public Comments Received

No comments received.

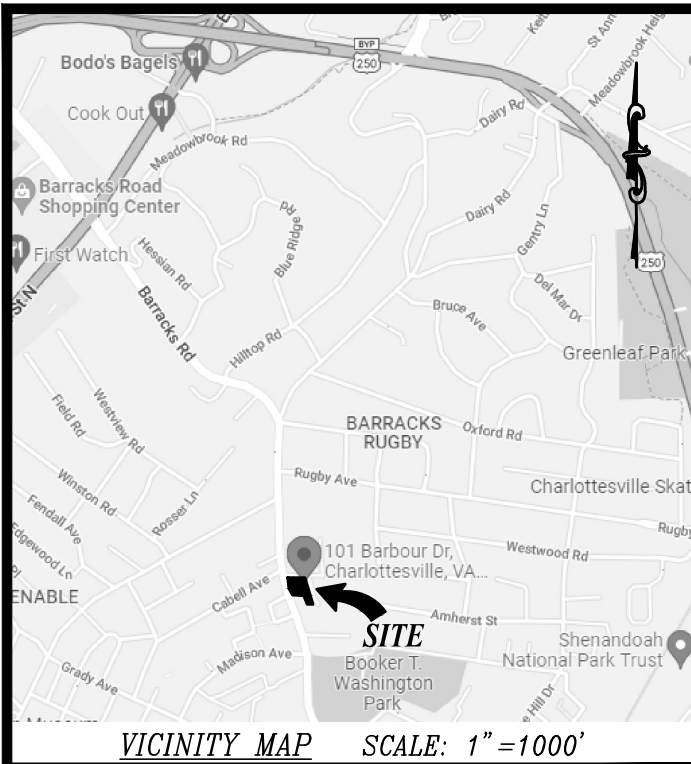
Suggested Motions

Motion to Approve: I move to approve the final subdivision plat dated September 19, 2022 for City Real Estate Tax Map 03, Parcels 68, 69, 70, 71, and 72.

Motion to Deny Approval: I move to deny approval of the final subdivision plat dated September 19, 2022 for City Real Estate Tax Map 03, Parcels 68, 69, 70, 71, and 72, based on the following deficiencies:

Attachments

- A. Final Subdivision Plat dated September 19, 2022
- B. Final Site Plan dated February 1, 2022



STATEMENT OF CONSENT FOR TMP 3, PARCEL 68 THRU 72

THE PLATTING OR DEDICATION OF THE FOLLOWING DESCRIBED LAND AT PARCEL ID; 030068000, 030069000, 030070000, 030071000 & 030072000, IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES, IF ANY.

PRESTON COMMONS, LLC

COMMONWEALTH OF VIRGINIA –
CITY/COUNTY OF: _____
TO WIT: THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2022.

SIGNATURE OF NOTARY PUBLIC

REG. NO.: _____

MY COMMISSION EXPIRES: _____

APPROVED FOR RECORDATION

CITY SUBDIVISION AGENT, OR AUTHORIZED DESIGNEE	DATE
CHAIR, CITY PLANNING COMMISSION	DATE

NOTES:

1. THIS PLAT HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT THEREFORE NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY SHOWN HEREON.
2. THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY DONE AS PER THE DATE OF THIS PLAT USING MONUMENTS FOUND TO EXIST AT THE TIME OF THIS SURVEY.
3. THE AREA SHOWN HEREON IS LOCATED IN ZONE "X" AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN AS SHOWN ON FEMA MAP NO 51003C0286D, EFFECTIVE DATE FEBRUARY 4, 2005. THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS, NO ELEVATION STUDY HAS BEEN PERFORMED AS A PORTION OF THIS PROJECT.
4. THERE WAS NO EVIDENCE OF HUMAN BURIAL OBSERVED WHILE CONDUCTING THIS SURVEY.
5. PROPERTIES ARE ZONED: R-2
6. OWNER OF RECORD: PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903
7. SOURCE OF TITLE: TMP 3-68 & 72; DB 2020 PG 540, TMP 3-69, 70 & 71; DB 2019 PG 4617
8. LOTS 1 THRU 8, CREATED BY THIS SUBDIVISION PLAT, EACH CONTAINS A BUILDING SITE THAT COMPLIES WITH THE REQUIREMENTS OF THE CITY OF CHARLOTTESVILLE'S ZONING WATER PROTECTION & SUBDIVISION ORDINANCES.
9. MINIMUM BUILDING SETBACKS PER ZONING REGULATION SEC. 34-353: FRONT 25'; SFA SIDE 10'; REAR 25'
10. IRONS TO BE SET AT ALL NEW PROPERTY CORNERS.
11. PORTIONS OF THE LAND ARE DEDICATED TO CITY OF CHARLOTTESVILLE NOTED ON THE PLAT AS "PUBLIC UTILITY EASEMENT" – OR – "PUBLIC DRAINAGE/STORMWATER EASEMENT" FOR A PUBLIC USE AS AND FOR EASEMENTS AND RIGHTS-OF-WAY FOR DRAINAGE/STORMWATER AND PUBLIC UTILITIES.



SHEET INDEX

P1_____	COVER SHEET
P2_____	PARCEL VACATION
P3_____	RIGHT-OF-WAY DEDICATION & SUBDIVISION
P4_____	PRIVATE DRAINAGE EASEMENTS
P5_____	PUBLIC UTILITY EASEMENTS
P6_____	LINE & CURVE TABLES

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PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: COVER SHEET	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	P1 OF 6

NAD83
VA SOUTH ZONE

BARBOUR DRIVE
(50' R/W) DB 161 PG 465

CABELL AVENUE
(60' R/W)
DB 95 PG 332

AREA TABLE SUMMARY	
TMP 3-68	(6,093 SF)
PLUS TMP 3-69 & 70	(18,891 SF)
PLUS TMP 3-71	(6,103 SF)
TOTAL	(31,087 SF)

TMP 3-69 & 70
PRESTON COMMONS, LLC
ZONED: R-2
DB 2019 PG 4617
DB 68 PG 344 (PLAT)
DB 95 PG 332 (PLAT)
DB 66 PG 3 (PLAT)
18891 SF.
0.434 AC.
(TO BE COMBINED
WITH TMP 3-68)

TMP 3-68
PRESTON COMMONS, LLC
ZONED: R-2
DB 2020 PG 540
DB 161 PG 345 (PLAT)
6093 SF.
0.140 AC.

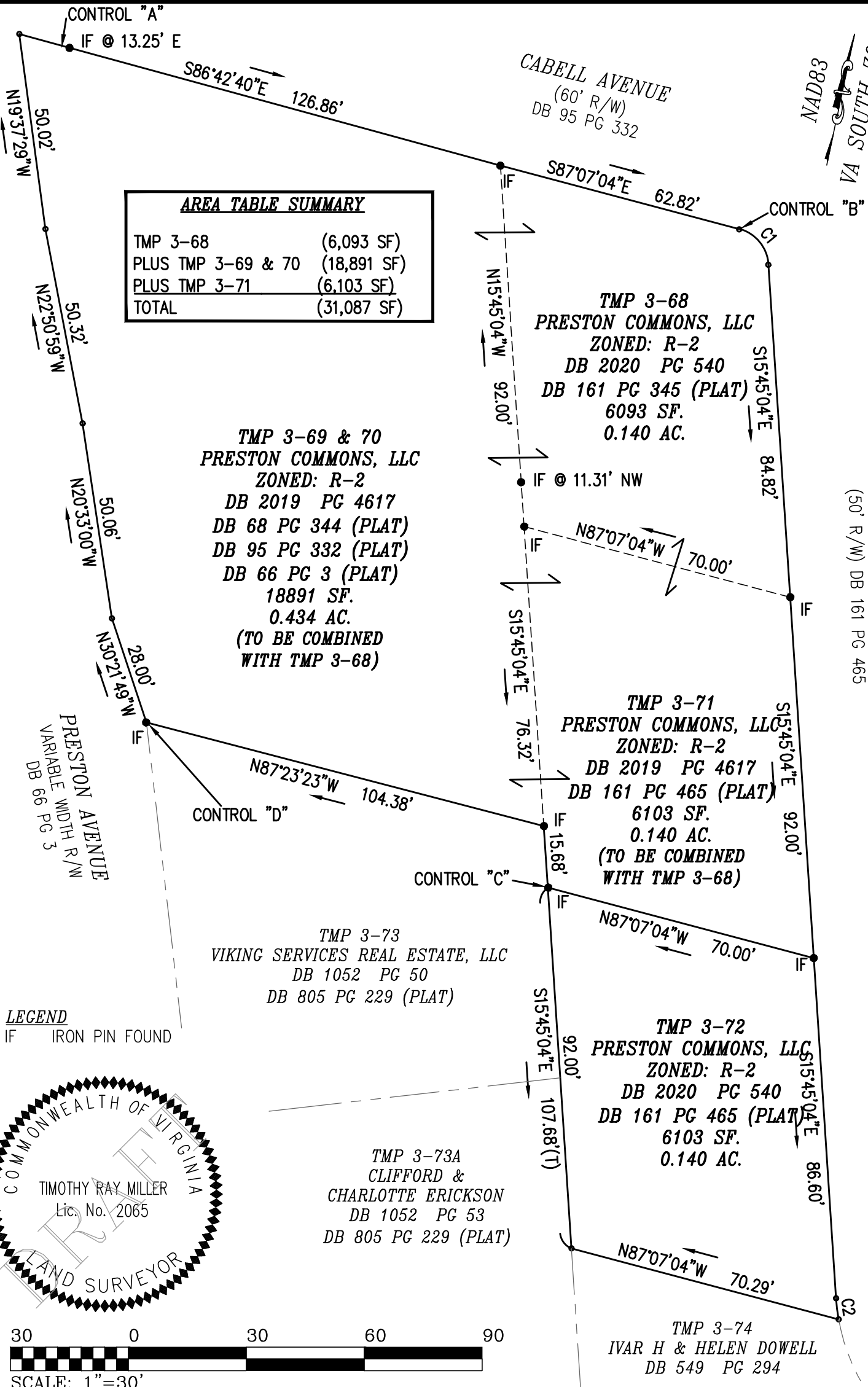
TMP 3-71
PRESTON COMMONS, LLC
ZONED: R-2
DB 2019 PG 4617
DB 161 PG 465 (PLAT)
6103 SF.
0.140 AC.
(TO BE COMBINED
WITH TMP 3-68)

TMP 3-73
VIKING SERVICES REAL ESTATE, LLC
DB 1052 PG 50
DB 805 PG 229 (PLAT)

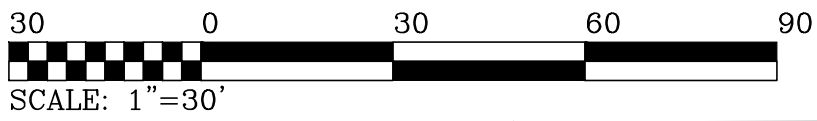
TMP 3-72
PRESTON COMMONS, LLC
ZONED: R-2
DB 2020 PG 540
DB 161 PG 465 (PLAT)
6103 SF.
0.140 AC.

TMP 3-73A
**CLIFFORD &
CHARLOTTE ERICKSON**
DB 1052 PG 53
DB 805 PG 229 (PLAT)

TMP 3-74
IVAR H & HELEN DOWELL
DB 549 PG 294

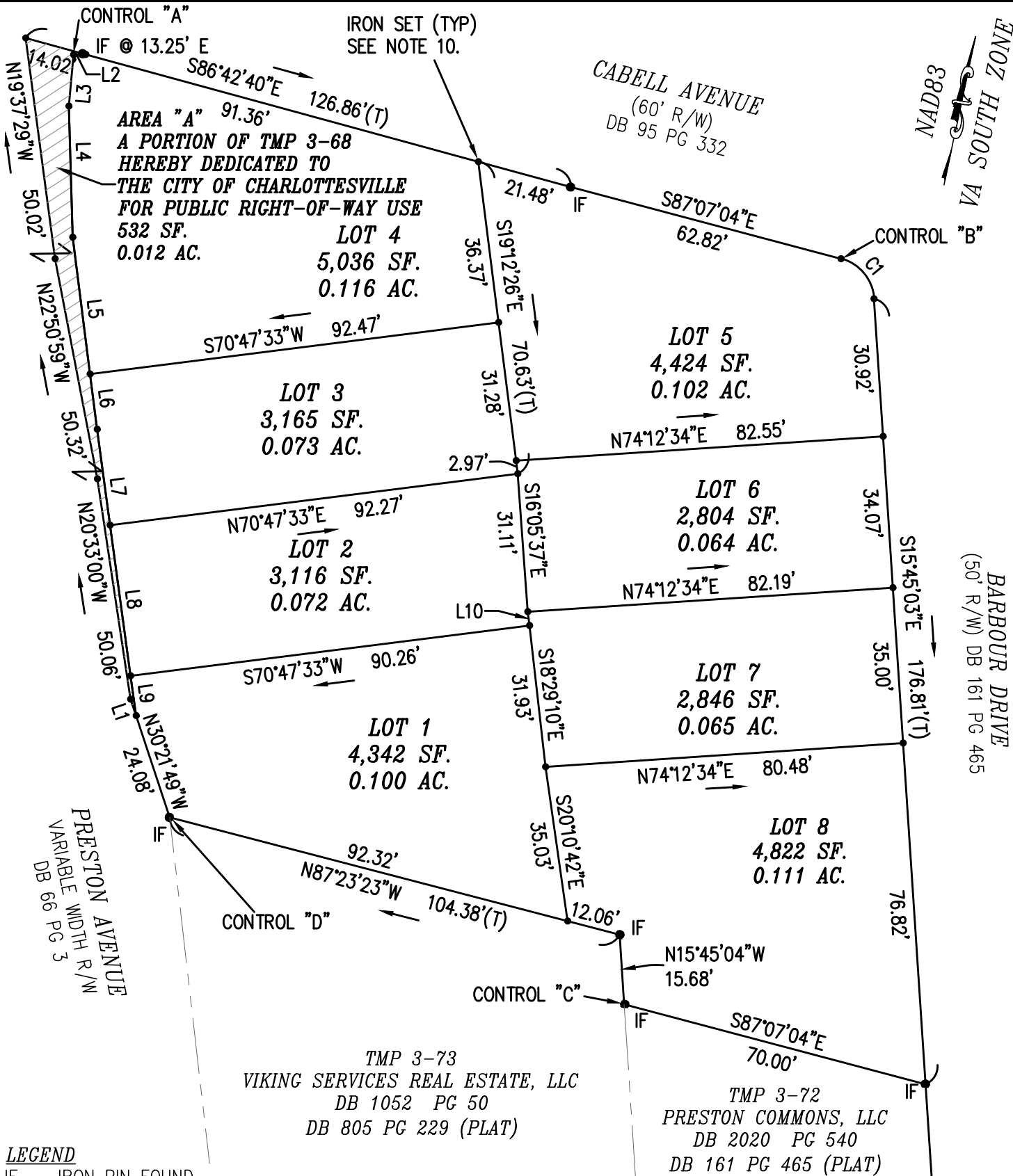


LEGEND
IF IRON PIN FOUND

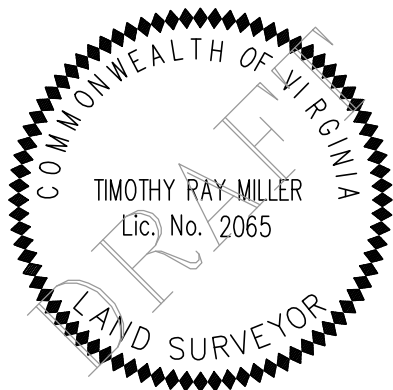


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PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: PARCEL VACATION	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	P2 OF 6

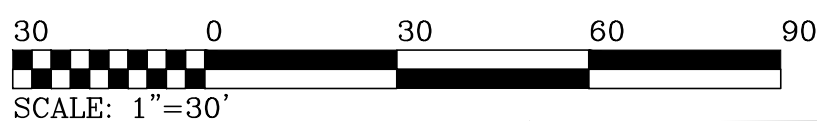


LEGEND
IF IRON PIN FOUND



TMP 3-73A
CLIFFORD &
CHARLOTTE ERICKSON
DB 1052 PG 53
DB 805 PG 229 (PLAT)

AREA TABLE SUMMARY	
TMP 3-68	(31,087 SF)
LESS AREA "A"	(532 SF)
LESS LOT 1	(4,342 SF)
LESS LOT 2	(3,116 SF)
LESS LOT 3	(3,165 SF)
LESS LOT 4	(5,036 SF)
LESS LOT 5	(4,424 SF)
LESS LOT 6	(2,804 SF)
LESS LOT 7	(2,846 SF)
LESS LOT 8	(4,822 SF)
RESIDUE	(0,000 SF)



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PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: RIGHT-OF-WAY DEDICATION & SUBDIVISION	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	P3 OF 6

CONTROL "A"

IF @ 13.25' E

IRON SET (TYP)
SEE NOTE 10.

CABELL AVENUE
(60' R/W)
DB 95 PG 332

NAD83
VA SOUTH ZONE

AREA "A"
A PORTION OF TMP 3-68
HEREBY DEDICATED TO
THE CITY OF CHARLOTTESVILLE
FOR PUBLIC RIGHT-OF-WAY USE
532 SF. LOT 4
0.012 AC. 5,036 SF.
0.116 AC.

CONTROL "B"

LOT 5
4,424 SF.
0.102 AC.

LOT 3
3,165 SF.
0.073 AC.

LOT 6
2,804 SF.
0.064 AC.

LOT 2
3,116 SF.
0.072 AC.

NEW 20' PRIVATE
DRAINAGE EASEMENT
DB, PG
DE1 DE2 DE3 DE4 DE5

LOT 7
2,846 SF.
0.065 AC.

BARBOUR DRIVE
(50' R/W) DB 161 PG 465

LOT 1
4,342 SF.
0.100 AC.

LOT 8
4,822 SF.
0.111 AC.

PRESTON AVENUE
VARIABLE WIDTH R/W
DB 66 PG 3

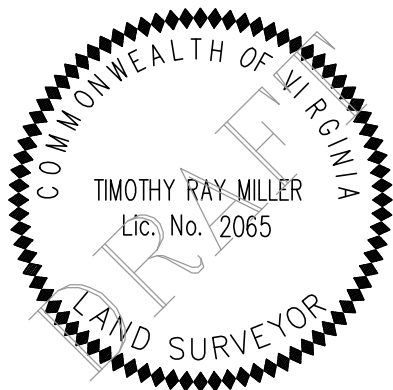
CONTROL "D"

CONTROL "C"

TMP 3-73
VIKING SERVICES REAL ESTATE, LLC
DB 1052 PG 50
DB 805 PG 229 (PLAT)

NEW 20' PRIVATE
DRAINAGE EASEMENT
DE6 DE7 DE8 DE9 DE10 DE11

LEGEND
IF IRON PIN FOUND
DE DRAINAGE EASEMENT

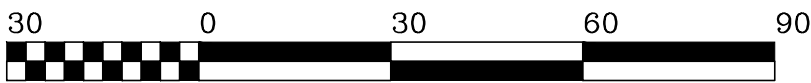


TMP 3-73A
CLIFFORD &
CHARLOTTE ERICKSON
DB 1052 PG 53
DB 805 PG 229 (PLAT)

TMP 3-72
PRESTON COMMONS, LLC
DB 2020 PG 540
DB 161 PG 465 (PLAT)

NEW 20' PRIVATE
DRAINAGE EASEMENT
DE12 DE13 DE14 DE15

TMP 3-74
IVAR H & HELEN DOWELL
DB 549 PG 294



SCALE: 1"=30'

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PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: PRIVATE DRAINAGE EASEMENTS	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	P4 OF 6

NAD83
VA SOUTH ZONE

CABELL AVENUE
(60' R/W)
DB 95 PG 332

BARBOUR DRIVE
(50' R/W) DB 161 PG 465

CONTROL "A"
IF @ 13.25' E

AREA "A"
A PORTION OF TMP 3-68
HEREBY DEDICATED TO
THE CITY OF CHARLOTTESVILLE
FOR PUBLIC RIGHT-OF-WAY USE
532 SF. LOT 4
0.012 AC. 5,036 SF.
0.116 AC.

LOT 5
4,424 SF.
0.102 AC.

LOT 3
3,165 SF.
0.073 AC.

LOT 6
2,804 SF.
0.064 AC.

LOT 2
3,116 SF.
0.072 AC.

LOT 7
2,846 SF.
0.065 AC.

LOT 1
4,342 SF.
0.100 AC.

LOT 8
4,822 SF.
0.111 AC.

PRESTON AVENUE
VARIABLE WIDTH R/W
DB 66 PG 3

CONTROL "D"

CONTROL "C"

TMP 3-73
VIKING SERVICES REAL ESTATE, LLC
DB 1052 PG 50
DB 805 PG 229 (PLAT)

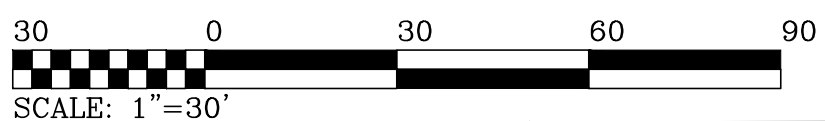
TMP 3-72
PRESTON COMMONS, LLC
DB 2020 PG 540
DB 161 PG 465 (PLAT)

TMP 3-73A
CLIFFORD &
CHARLOTTE ERICKSON
DB 1052 PG 53
DB 805 PG 229 (PLAT)

NEW 5' x 5' PUBLIC
UTILITY EASEMENT
(PUE)

TMP 3-74
IVAR H & HELEN DOWELL
DB 549 PG 294

LEGEND
IF IRON PIN FOUND
WE WATER EASEMENT



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PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: PUBLIC UTILITY EASEMENTS	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	P5 OF 6

BOUNDARY CURVE TABLE						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Bearing
C1	12.46'	10.00'	71°23'26"	7.18'	11.67'	S 51°25'21" E
C2	5.40'	50.00'	6°11'17"	2.70'	5.40'	S 18°50'42" E

SUBDIVISION CURVE TABLE						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Bearing
C1	12.46'	10.00'	71°23'26"	7.18'	11.67'	N 51°25'21" W
C2	5.40'	50.00'	6°11'17"	2.70'	5.40'	S 18°50'42" E

BOUNDARY LINE TABLE		
Line	Direction	Length
DE1	N 74°12'34" E	70.85'
DE2	S 18°23'32" E	20.02'
DE3	S 74°12'34" W	71.78'
DE4	S 15°45'04" E	10.00'
DE5	S 15°45'04" E	10.00'
DE6	S 15°44'49" E	16.65'
DE7	S 15°46'21" E	3.35'
DE8	N 74°33'54" E	42.33'
DE9	S 15°45'04" E	20.00'
DE10	S 74°33'54" W	42.33'
DE11	S 15°45'04" E	20.61'
DE12	N 87°47'39" E	43.54'
DE13	S 15°45'04" E	1.32'
DE14	S 15°45'04" E	20.61'
DE15	N 88°10'54" E	43.62'

SUBDIVISION LINE TABLE		
Line	Direction	Length
L1	N 30°21'49" W	3.92'
L2	S 77°29'09" W	2.75'
L3	S 06°37'06" E	11.59'
L4	S 13°44'34" E	29.50'
L5	S 19°12'27" E	30.98'
L6	S 19°12'27" E	12.49'
L7	S 19°44'22" E	21.76'
L8	S 19°44'22" E	34.18'
L9	S 19°44'22" E	9.01'
L10	S 19°12'27" E	3.11'

PUBLIC UTILITY EASEMENTS		
Line	Direction	Length
WE1	N 19°44'22" W	3.88'
WE2	N 19°44'22" W	15.93'
WE3	S 19°12'27" E	6.26'
WE4	S 15°45'04" E	6.19'
WE5	S 15°45'04" E	6.03'
WE6	S 15°45'04" E	5.16'
WE7	S 15°45'04" E	27.66'
WE9	S 33°28'14" W	23.03'
WE10	S 56°31'46" E	20.00'
WE11	N 33°28'14" E	5.78'
WE12	S 15°45'04" E	5.27'
WE13	S 15°45'04" E	43.39'

CONTROL POINTS	
"A" IRON SET	N: 11484975.3084 E: 11484963.9942
"B" IRON SET	N: 3903574.1451 E: 11485153.3904
"C" IRON FND	N: 3903400.3168 E: 11485136.3959
"D" IRON FND	N: 3903420.1590 E: 11485031.9656



MERIDIAN
PLANNING GROUP, LLC
 440 Premier Circle, Suite 200
 Charlottesville, VA 22901
 (P) 434.882.0121

PLAT SHOWING VACATION, SUBDIVISION, RIGHT-OF-WAY DEDICATION AND EASEMENTS FOR TAX MAP 3, PARCELS 68 THRU 72	
SHEET TITLE: LINE & CURVE TABLES	
DATE: DECEMBER 13, 2021 REV: MARCH 15, 2022 REV: MAY 24, 2022 REV: SEPTEMBER 19, 2022	<i>P6 OF 6</i>



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903

engineer:
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871 JUSTIN DRIVE
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ROBINSON PLACE

FINAL SITE PLAN

TMP(S): 3-68, 3-69, 3-70, 3-71 AND 3-72
CITY OF CHARLOTTESVILLE, VA

ABBREVIATIONS

AC	ACRE
ADA	AMERICANS WITH DISABILITIES ACT
ARV	AIR RELEASE VALVE
BF	BASEMENT FLOOR
BM	BENCH MARK
BW	BOTTOM OF WALL (AT GROUND LEVEL)
CFS	CUBIC FEET PER SECOND
CG-12	ADA ACCESSIBLE CURB RAMP (VDOT STANDARD)
CL	CLASS
CMP	CORRUGATED METAL PIPE
CO	SANITARY SEWER CLEANOUT
CONC	CONCRETE
CY	CUBIC YARDS
DB/PG	DEED BOOK/PAGE
DEQ	VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY
DIP	DUCTILE IRON PIPE
DOM	DOMESTIC
E&S	EROSION AND SEDIMENT CONTROL
EL, ELEV	ELEVATION
EP, EOP	EDGE OF PAVEMENT
ESMT	EASEMENT
EW	END WALL
EX	EXISTING
FF	FIRST FLOOR
FH	FIRE HYDRANT
FM	FORCE MAIN
FPS	FEET PER SECOND
GSF	GROSS SQUARE FEET
GW	GUY WIRE
HDPE	HIGH-DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
HT	HEIGHT
INV	INVERT
IRF	IRON ROD FOUND
IRS	IRON ROD SET
L	LENGTH
LAT	LATERAL
LF	LINEAR FEET
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
NSF	NET SQUARE FEET
NTS	NOT TO SCALE
OHE	OVERHEAD ELECTRIC
PC	POINT OF CURVATURE
PERF	PERFORATED
PL	PROPERTY LINE
PROP	PROPOSED
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
RED	REDUCER
RPA	RESOURCE PROTECTION AREA
RT	RIGHT
RTE	ROUTE
SAN	SANITARY SEWER
SD	SIGHT DISTANCE
SDR	STANDARD DIMENSION RATIO
STA	STATION
SVC	SERVICE
SW	SIDEWALK
SWM	STORMWATER MANAGEMENT
T	TRANSFORMER
TBR	TO BE REMOVED
TC	TOP OF CURB
TP	TELEPHONE PEDESTAL
TW	TOP OF WALL
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
UGT	UNDERGROUND TELEPHONE/FIBER LINE
UGU	UNDERGROUND UTILITY
VDOT	VIRGINIA DEPARTMENT OF TRANSPORTATION
VESCH	VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK
VSMP	VIRGINIA STORMWATER MANAGEMENT PROGRAM
WM	WATER METER
WTR	WATER
WV	WATER VALVE

SYMBOLS

EXISTING	PROPOSED	
---498---	---12---	GRASS DITCH LINING PER VESCH 3.32
	---	VDOT STD. EC-3 DITCH LINING
⊖	⊖	CONTOUR LINE WITH ELEVATION
⊖	⊖	STORM SEWER STRUCTURE IDENTIFIER
⊖	⊖	SANITARY SEWER STRUCTURE IDENTIFIER
⊕	⊕	BENCHMARK, TEST PIT
⊕	⊕	MANHOLE WITH FRAME AND COVER
+65.7 ^Z _{EX}	+65.7 ^Z	SPOT ELEVATION
		ADA PARKING SYMBOL
		WATER CROCK/METER
		FIRE HYDRANT
		WATER VALVE
		WATERMAIN
		SANITARY SEWER MAIN
		STORM SEWER
		PROPERTY LINE/RIGHT-OF-WAY LINE
		CENTER LINE
		FENCE LINE
		EASEMENT LINE

WATERSHED DATA:

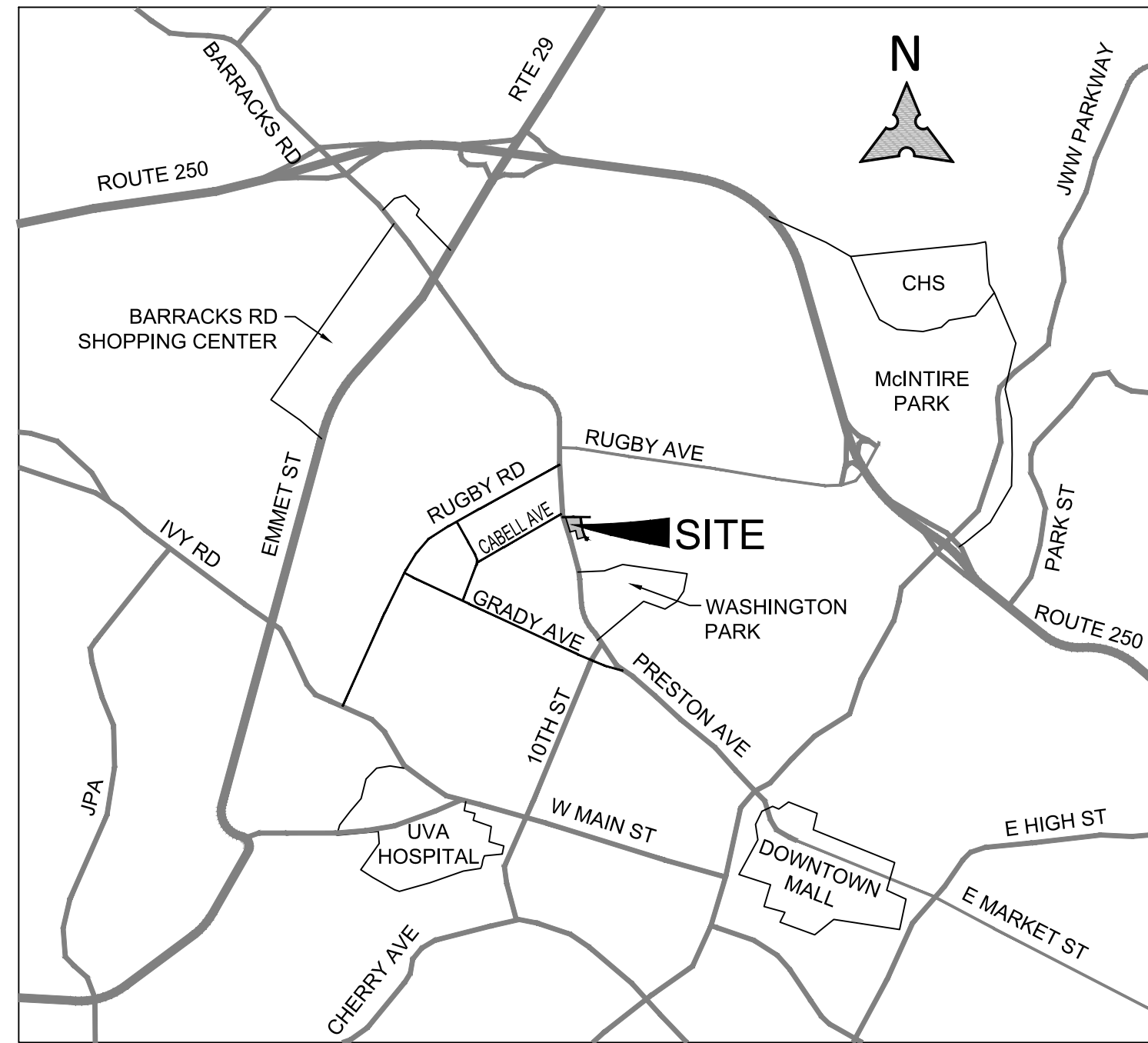
LIMITS OF DISTURBANCE (LOD) = 49,477 SF (1.14 AC.)
TOTAL INCREASE IN IMPERVIOUS AREA = 19,206 SF (0.44 AC.)
HUC CODE = JR-14
RECEIVING WATERS = MEADOW CREEK AND RIVANNA RIVER
REFER TO SHEET 3 FOR ONSITE SOIL TYPES

OWNER:

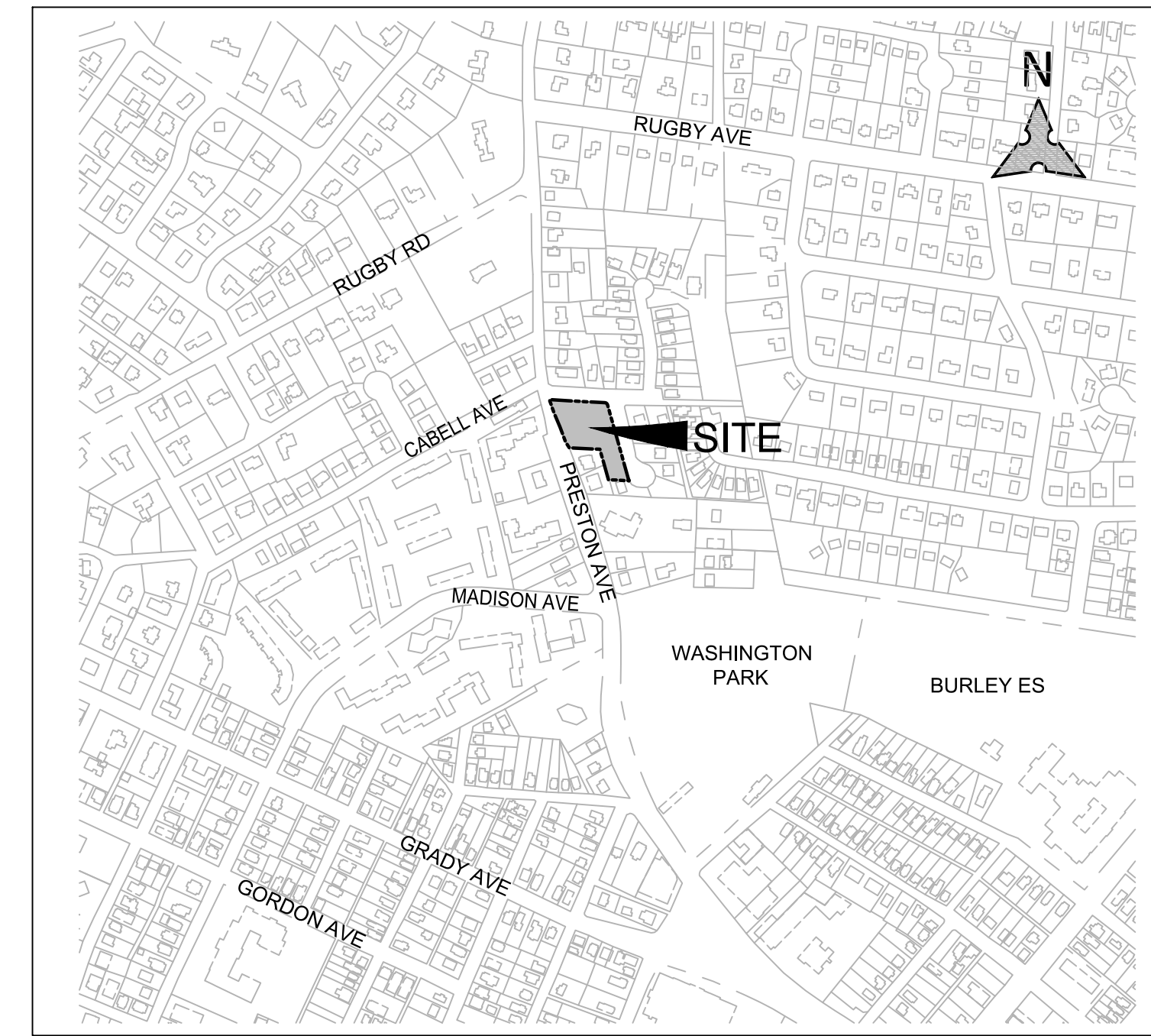
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903
434-981-2034
ATTN: BOB HAUSER
ATTN: MATTHEW CRANE

ENGINEER:

30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
434-242-2866
ATTN: MICHAEL MYERS, PE, CFM



VICINITY MAP
SCALE: 1"=2000'



PARCEL MAP
SCALE: 1"=500'

SHEET INDEX

#	SHEET TITLE
1	COVER SHEET
2	NOTES AND TABULATIONS
3	EXISTING CONDITIONS, DEMO PLAN AND TREE SURVEY
4	LAYOUT PLAN
5	UTILITY PLAN
6	GRADING PLAN
7	ADA RAMP CONSTRUCTION DETAILS
8	LANDSCAPE PLAN
9	ALLEY PLAN AND PROFILE AND ROADWAY DETAILS
10	EXISTING ROAD PROFILES
11	SANITARY SEWER, WATERMAIN AND DUCT BANK PROFILES
12	STORM SEWER PROFILES AND COMPUTATIONS
13	STORMWATER MANAGEMENT CONSTRUCTION DETAILS
14	DRAINAGE DIVIDES
15	EROSION AND SEDIMENT CONTROL NARRATIVE
16	EROSION AND SEDIMENT CONTROL PLAN - PHASE 1
17	EROSION AND SEDIMENT CONTROL PLAN - PHASE 2
18	EROSION AND SEDIMENT CONTROL PLAN - PHASE 3
19	EROSION AND SEDIMENT CONTROL DETAILS
20	STORMWATER MANAGEMENT PLAN - NARRATIVE
21	STORMWATER MANAGEMENT PLAN
22	SWM COMPUTATIONS - OFFSITE DRAINAGE MAP
23	SWM COMPUTATIONS - STORM SEWER OUTFALL PROFILE
24	CONSTRUCTION DETAILS
25	CONSTRUCTION DETAILS

SIGNATURE BLOCK

CITY OF CHARLOTTESVILLE NDS DIRECTOR _____
CITY ENGINEER _____

BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
N/A - APPLICANT IS PURCHASING NUTRIENT CREDITS TO OFFSET THE POLLUTANT LOAD										

TOTAL LOD (AC)	1.14 AC.
TOTAL P REMOVED BY BMP'S (LBS)	0
TOTAL P CREDITS PURCHASED (LBS)	1.01 LBS
TOTAL P CREDITED TO PROJECT (LBS)	
TOTAL P REQUIRED (LBS)	1.01 LBS
TOTAL AREA OF LAND COVER CONSIDERED FOREST/OPEN SPACE ON VRRM (ACRES)	0
*SWM MAINT. AGR. INST. # (FOREST/OPEN SPACE)	
*LAND DISTURBING #	
*SWM BOND RELEASE DATE	

* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

sheet title:
COVER SHEET

scale: 1"=20'
date: 6/27/2020

sheet #
1 OF 25



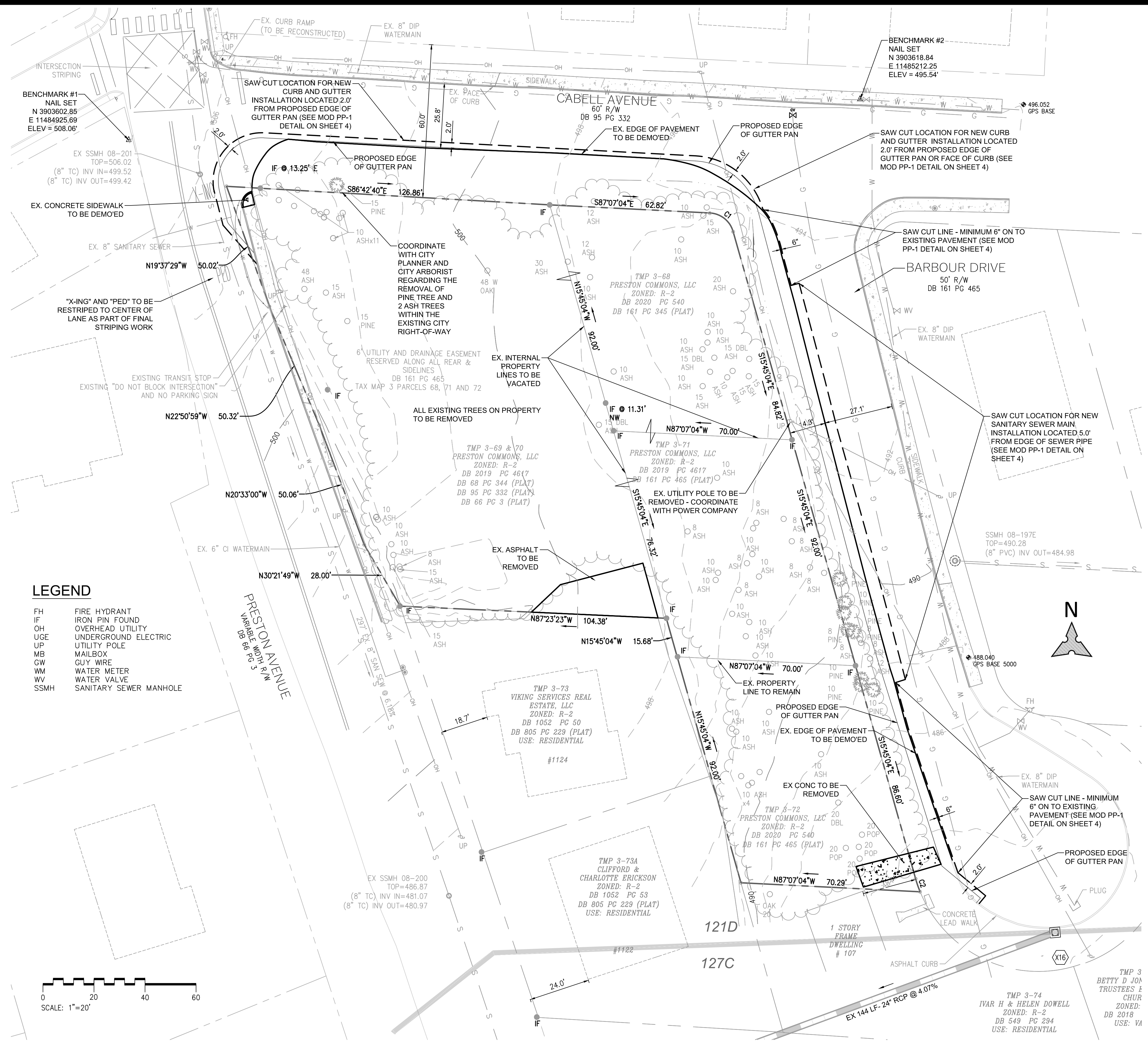
owner:
PRESTON COMMONS, LLC
1701 ALLED ST, SUITE 84
CHARLOTTESVILLE, VA 22903

engineer:
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FINAL SITE PLAN
ROBINSON PLACE
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CITY OF CHARLOTTESVILLE, VIRGINIA

GENERAL NOTES

1. INVERTS FOR PIPES AND STRUCTURES SHOWN HEREON ARE BASED ON FIELD MEASUREMENTS, HOWEVER THEY SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.
2. PIPE SIZES, MATERIAL TYPE AND INVERT ELEVATIONS AS INDICATED ARE BASED UPON OBSERVATIONS MADE ABOVE GROUND. NO MEASUREMENTS HAVE BEEN PERFORMED BY PERSONNEL IN A CONFINED SPACE SITUATION.
3. EXISTING GROUND SURFACE LOCATION PERFORMED BY CONVENTIONAL INSTRUMENT SURVEY.
4. CONTOURS SHOWN AT 2' INTERVALS.
5. UNDERGROUND UTILITIES WERE DESIGNATED (PAINTED) BY MISS UTILITY, TICKET #8001001782-00B. MERIDIAN PLANNING GROUP HAS FIELD LOCATED THE DESIGNATED LINES AS PAINTED AND IS NOT RESPONSIBLE FOR THE ACCURACY OF THE PAINT DESIGNATION WITH RESPECT TO THE EXISTING UTILITY. UTILITY INFORMATION ON THIS DRAWING WILL NEED TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION. INDIVIDUALS ARE REQUIRED BY VIRGINIA LAW TO CONTACT MISS UTILITY OF VIRGINIA AT 1-800-552-7001 (OR 811) 2 BUSINESS DAYS (48 HOURS) PRIOR TO CONSTRUCTION OR EXCAVATION ACTIVITIES.
6. HORIZONTAL (NAD'83) AND VERTICAL (NAVD'88) DATUM ESTABLISHED THROUGH REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS ON 01/29/2020. DIFFERENTIAL CORRECTIONS WERE DERIVED FROM NATIONAL GEODETIC SURVEY (NGS) CONTINUALLY OPERATING REFERENCE STATION (CORS). COORDINATE VALUES, IF SHOWN HEREON, ARE BASED ON VIRGINIA STATE GRID, SOUTH ZONE.
7. THESE PROPERTIES ARE LOCATED IN ZONE "X", AS SHOWN ON FEM A MAP NO 51003C0286D, EFFECTIVE DATE FEBRUARY 4, 2005. THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS, NO ELEVATION STUDY HAS BEEN PERFORMED AS A PORTION OF THIS PROJECT. THIS SURVEYOR DOES NOT CERTIFY TO ACCURACY OF THE F.E.M.A. MAP.
8. PROPERTY LINES SHOWN HEREON ARE TAKEN FROM COURT HOUSE RECORDS. EVIDENCE OF MONUMENTATION AND OCCUPATION FOUND IN THE FIELD. THIS SURVEY DOES NOT CONSTITUTE A BOUNDARY SURVEY AND WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT, THEREFORE ALL EASEMENTS MAY NOT BE SHOWN ON THIS SURVEY.
9. THIS SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF TIMOTHY R. MILLER, L.S FROM AN ACTUAL GROUND SURVEY MADE UNDER HIS SUPERVISION. THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON 01/29/2020, 01/30/2020 AND 02/07/2020. THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.



City of Charlottesville
Tree Preservation Plan Checklist

All final plans submitted for review must include a copy of the Tree Preservation Plan Checklist signed by a responsible party.

Project Name: Preston Commons
 Tax Map and Parcel: 3-68, 69, 70, 71 AND 72
 Physical Street Address: NO ADDRESS ASSIGNED YET
 Property Location: INTX BARBOUR DRIVE, CABELL AVENUE, PRESTON AVE

- Please use this checklist to ensure a complete tree preservation plan and avoid multiple submittals. A complete tree preservation plan includes:
- Site boundaries
 - Graphic scale and north arrow
 - Inventory of existing trees on the site (species, size (dbh), health, quantity)
 - Method of inventory indicated, size and location of sample plots, if applicable
 - Critical areas such as steep slopes, wetlands and floodplains
 - Location of proposed structures and paved areas
 - All construction entrance and exit routes
 - Trees to be preserved and trees to be removed, clearly indicated
 - Tree Protection Zone (TPZ) for all trees to be preserved
- The TPZ is 1.50 feet away in radial distance from the tree trunk for every inch in stem diameter. Diameter is measured 4.5 feet above the ground. For trees 4 inches or less in diameter the measurement will be at 6 inches above the ground.
- Drip line for all trees to be preserved
 - Limits of clearing and land disturbance shown and labeled
 - Limits of clearing and land disturbance must be located outside any TPZ and at least 3 feet from any tree trunk
 - Areas and quantity to be mulched
 - Tree Protection Zones require 4" of organic mulch. Do not place mulch within 6" of tree trunks. 6" of mulch must also be applied to all entrance and exit routes to protect soil and tree roots from compaction.
 - Proposed tree canopy cover of site, shown and quantified
 - Tree cover requirements
 - Refer to the City Zoning Ordinance, Article VII, Section 34-869 "Tree cover requirements."

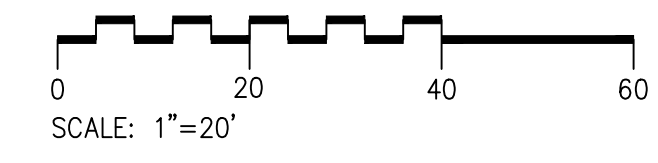
- Existing and proposed location of underground utilities and easements
- Location and depth of all trenching and tunneling activity
- Existing and proposed contours
- Tree protection measures where grade changes occur near any TPZ.
 - Grade changes under specifically approved circumstances shall not allow more than 6 inches of fill soil or allow more than 4 inches of existing soil to be removed from natural grade, unless mitigated.
 - Grade fills over 6 inches or impervious outlay shall incorporate an approved permanent aeration system, permeable material, or other approved mitigation.
 - Grade cuts exceeding 4 inches shall incorporate retaining walls or an appropriate transition equivalent.
- TPZ fencing and signage details
 - Heavy duty chain link fencing must be installed around all TPZs. Fencing will be a minimum 6.0 feet above grade. Signs stating "No Entry, Tree Protection Area" must be posted at 30-foot intervals.
 - Any proposed landscaping to be located inside TPZs
 - Location of material storage areas
 - Material storage cannot be located within any TPZ
 - Location of any worker parking
 - Parking cannot be located within any TPZ
 - Pre-construction photographs of trees to be preserved
 - Fertilization details for trees to be preserved
 - Approval of Urban Forester or Certified Arborist
 - The following notes:
 - "Tree protection fencing must be installed and inspected prior to or concurrent with any clearing or grading."
 - "Contractor is responsible for compliance with Tree Preservation Plan (Sheet x). Failure to fully comply with the restrictions, conditions, and mitigation measures of the Tree Preservation Plan will result in the issuance of a stop-work order, and may also result in the imposition of fines, penalties, or both."

Comments:
THERE IS NO TREE SAVE AREA ON THE SITE

Applicant's signature: [Signature] Date: 6/15/2020

LEGEND

- FH FIRE HYDRANT
- IF IRON PIN FOUND
- OH OVERHEAD UTILITY
- USE UNDERGROUND ELECTRIC UTILITY POLE
- UP UTILITY POLE
- MB MAILBOX
- GW GUY WIRE
- WM WATER METER
- WV WATER VALVE
- SSMH SANITARY SEWER MANHOLE



BOUNDARY CURVE TABLE

Curve	Length	Radius	Delta	Tangent	Chord	Chord Bearing
C1	12.46'	10.00'	71°23'26"	7.18'	11.67'	S 51°25'21" E
C2	5.40'	50.00'	6°11'17"	2.70'	5.40'	S 18°50'42" E

SOILS KEY

- [Symbol] = SOILS BOUNDARY
- [Symbol] = NRCS MAP UNIT SYMBOL
- 121D = CULPEPER SOILS
- 127C = ELIOAK

REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
EXISTING CONDITIONS DEMO PLAN AND TREE SURVEY

scale: 1"=20'
date: 6/27/2020
sheet #: 3 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

BUILDING SETBACK ABBREVIATIONS

- FSL FRONT SETBACK LINE
- RSL REAR SETBACK LINE
- SSL SIDE SETBACK LINE
- SCSL STREET CORNER SETBACK LINE

HATCH LEGEND

- PROPOSED ASPHALT IN RW (SEE CITY STD. PP-1)
- PROPOSED ASPHALT FOR PRIVATE ALLEY CONSTRUCTION - (SEE SHEET 9 FOR TYPICAL SECTION)
- PROPOSED CONCRETE (REF. CITY STD CG-12, SW-1 AND EWA-1 FOR CONCRETE WORK IN RIGHT-OF-WAY)
- PROPOSED CG-12 DETECTABLE WARNING SURFACE (REF CITY STD. CG-12)
- EXISTING CONCRETE

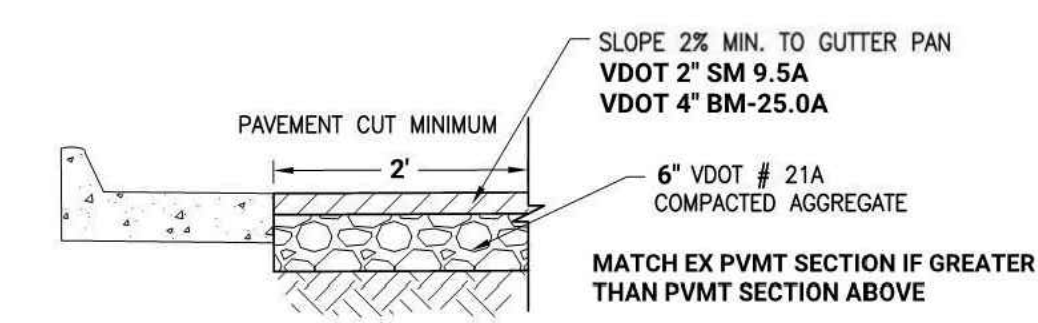
NOTE: SEE SHEET 24 FOR CITY STANDARD CONSTRUCTION DETAILS

LIST OF PROPOSED EASEMENTS

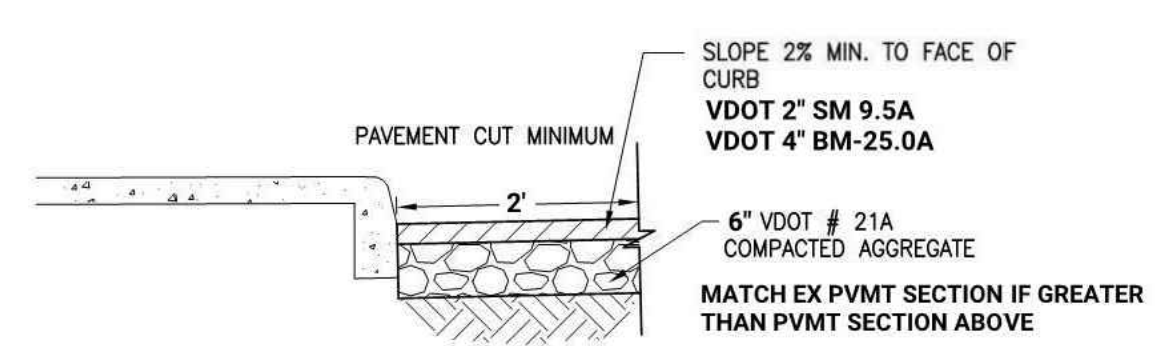
TYPE	SEE SHEET#	PUBLIC/PRIVATE	DEDICATED TO:
ACCESS EASEMENT (ALLEY)	4	PRIVATE	PMA
ACCESS EASEMENT (TRANSIT STOP)	4	PUBLIC	CITY DPW
ACCESS EASEMENT (PARKING)	4	PRIVATE	LOT 8 OWNER
SWM/BMP MAINTENANCE	6	PRIVATE	PMA
STORM DRAINAGE	6	PRIVATE	PMA
PUBLIC UTILITY	5	PUBLIC	CITY UTILITIES
PRIVATE UTILITY	5	PRIVATE	DOM ENERGY

KEY:
PMA = PROPERTY MANAGEMENT ASSOCIATION
DPW = DEPARTMENT OF PUBLIC WORKS
DOM ENERGY = DOMINION ENERGY

SIGHT TRIANGLE NOTE:
THE NORTHERN SIDE OF THE SIGHT TRIANGLE IS ONE FOOT BEHIND THE PROPOSED SIDEWALK DUE TO THE LOCATION OF THE EXISTING RIGHT-OF-WAY LINE BEING 8.5' BEHIND THE PROPOSED SIDEWALK. THIS PROVIDES A MORE REALISTIC SIGHT TRIANGLE.



COMPACTED SUBGRADE WITH CURB AND GUTTER

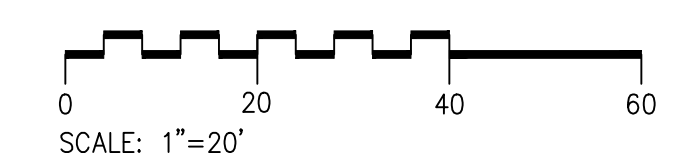
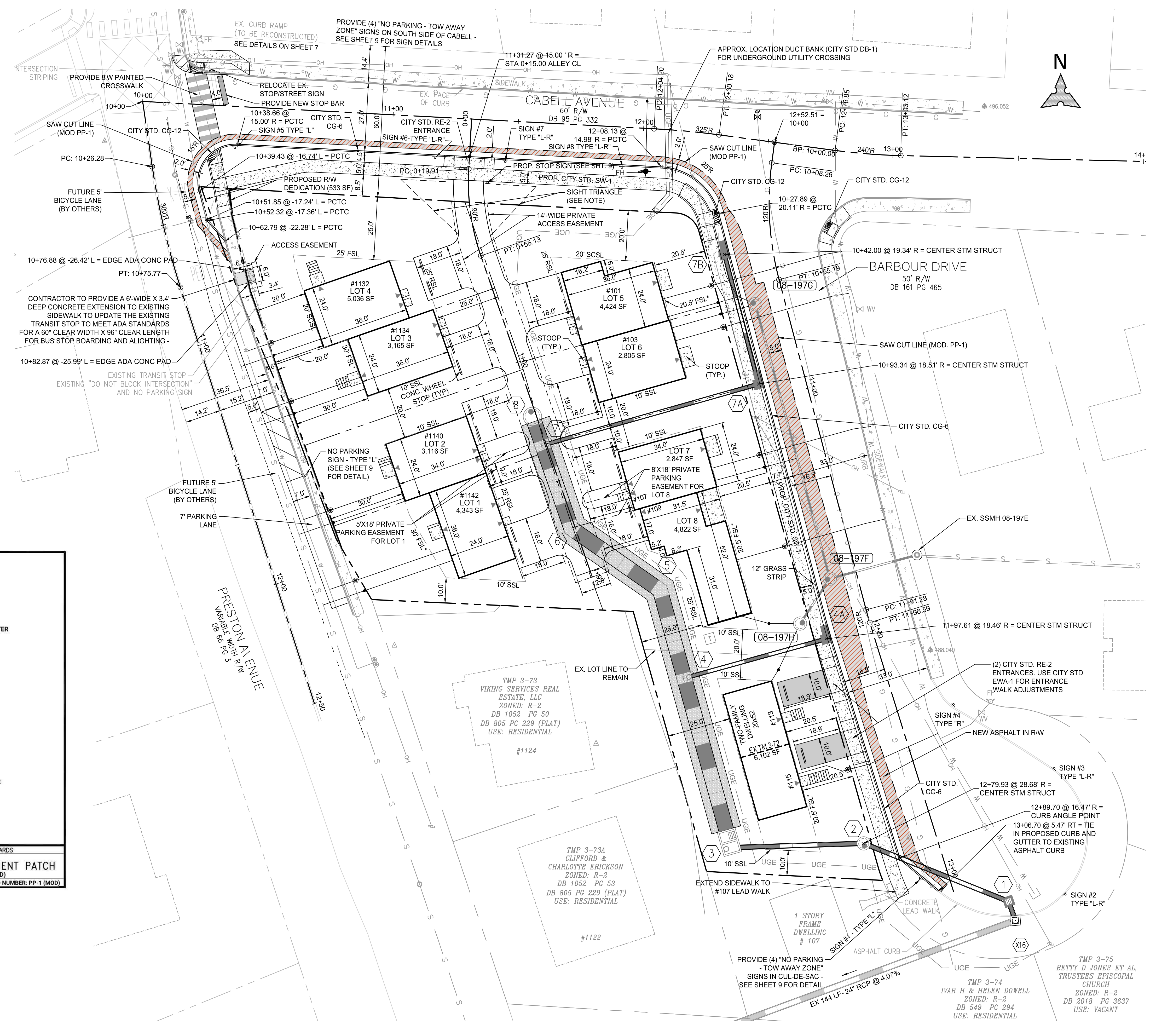


COMPACTED SUBGRADE WITH STANDARD SIDEWALK WITH CURB

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

MODIFIED PP-1 DETAIL

REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



sheet title:
LAYOUT PLAN

scale: 1"=20'

date: 6/27/2020

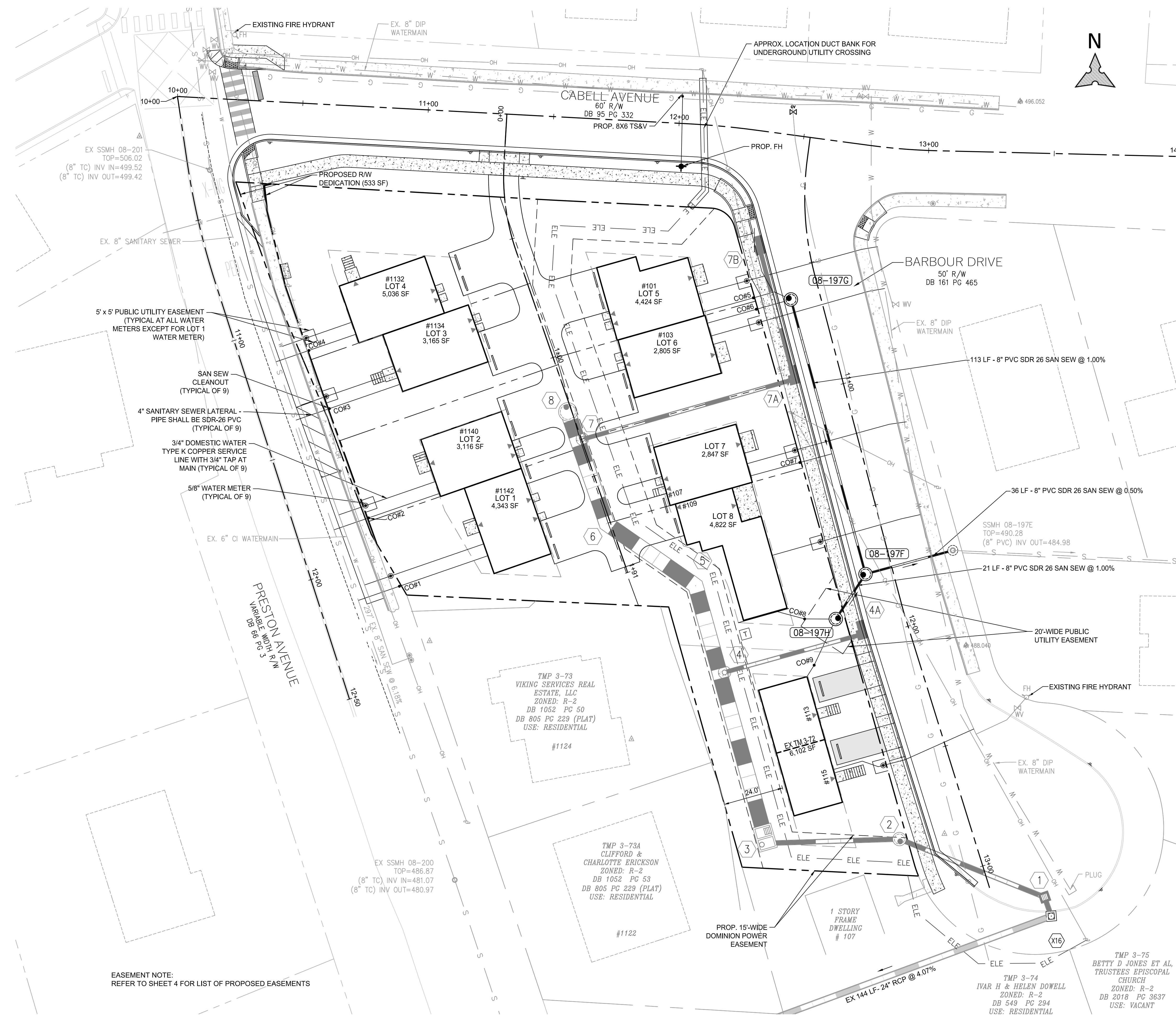
sheet # 4 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903

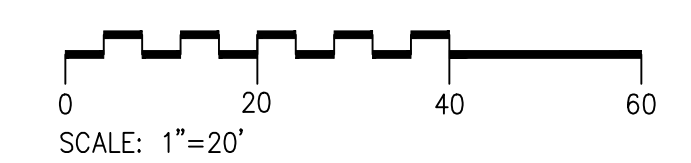
engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
p: 434.242.2866
e: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA



EASEMENT NOTE:
REFER TO SHEET 4 FOR LIST OF PROPOSED EASEMENTS

NOTE: ALL NEW HOUSES SHALL HAVE A
PRESSURE REDUCING VALVE (PRV) INSTALLED.



REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
UTILITY PLAN

scale: 1"=20'

date: 6/27/2020

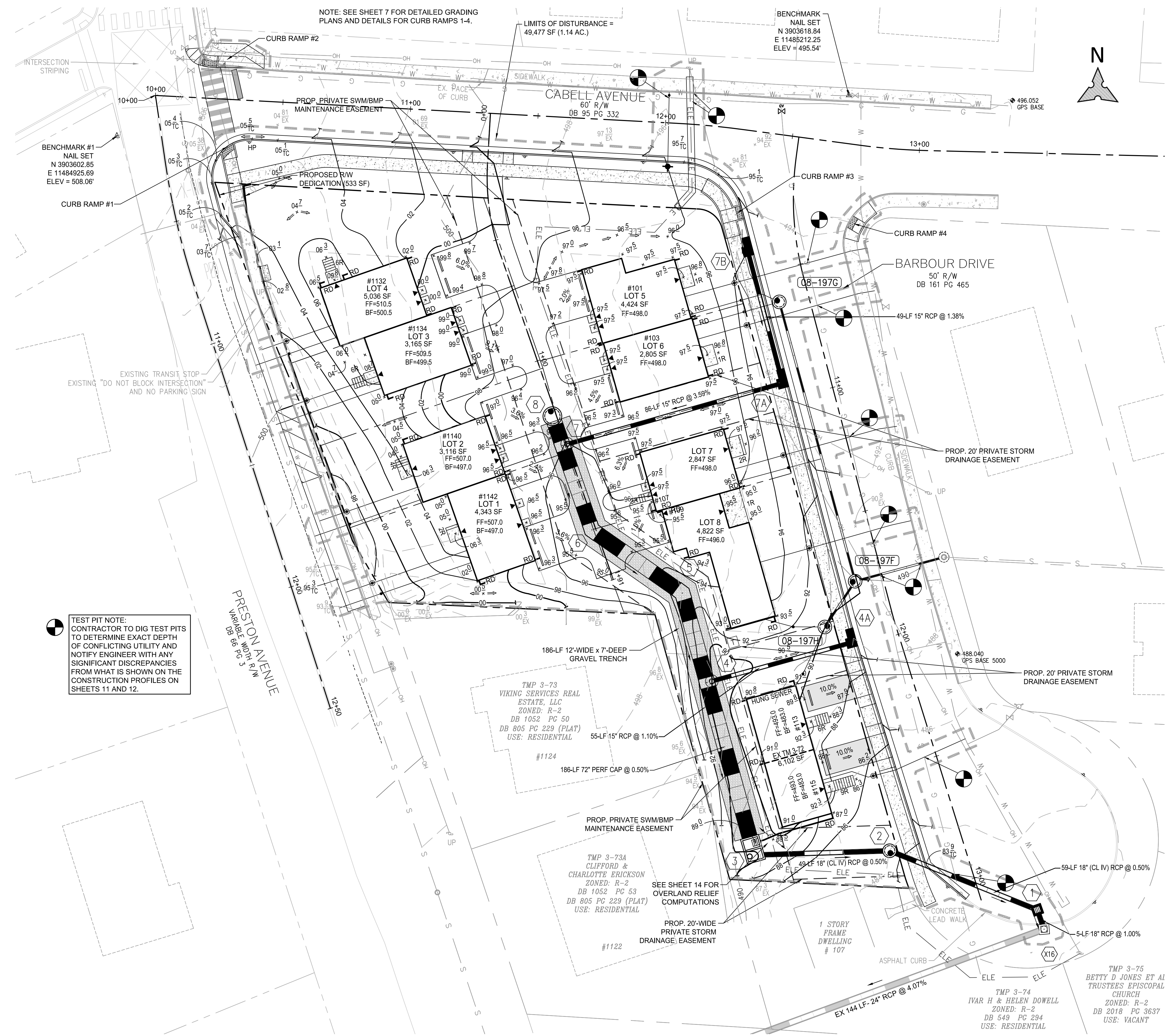
sheet #
5 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE 84
CHARLOTTEVILLE, VA 22903

engineer:
30 SCALE, LLC
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CITY OF CHARLOTTEVILLE, VIRGINIA



sheet title:
GRADING PLAN

scale: 1"=20'
date: 6/27/2020

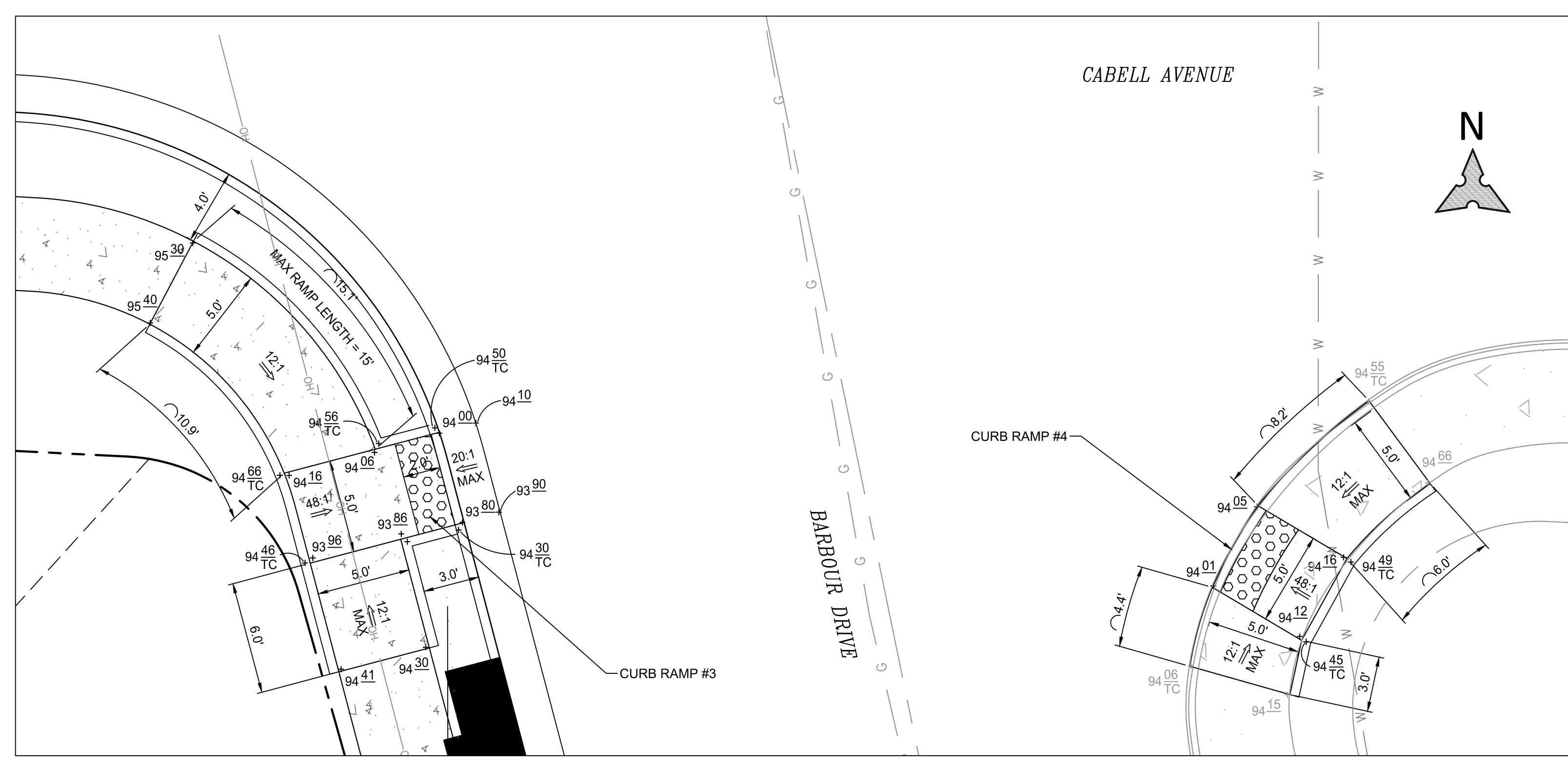
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6 OF 25



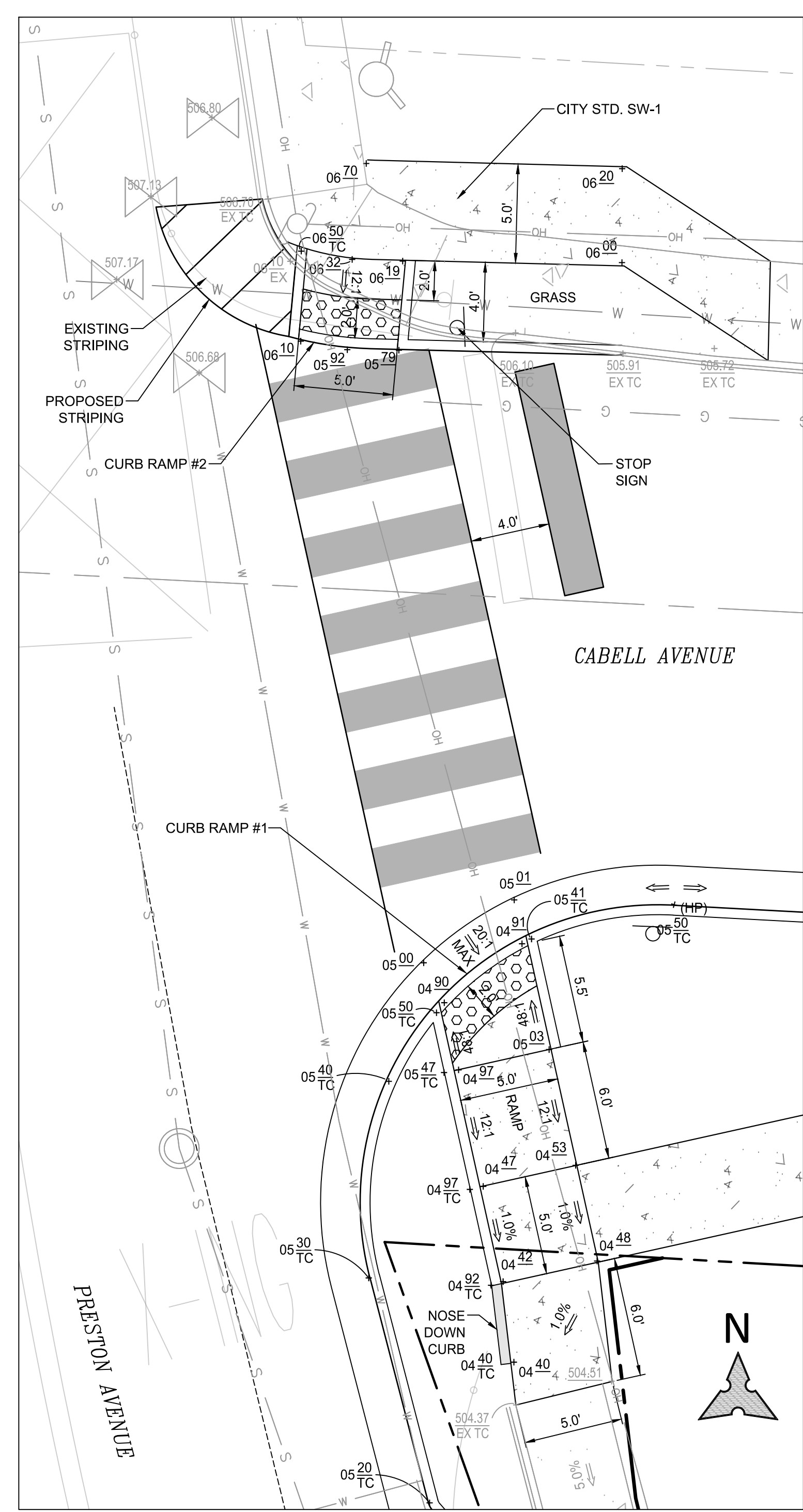
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TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA



CURB RAMPS #3 AND #4 DETAIL
SCALE: 1"=5'



CURB RAMPS #1 AND #2 DETAIL
SCALE: 1"=5'

TANGENT PLAN
NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

SECTION A-A

TYPE C PARALLEL & PERPENDICULAR APPLICATION

ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT.)	4" CURB	6" CURB
0	2	4	4
1	2	5	4
2	3	5	4
3	3	6	4
4	4	8	4
5	5	10	4
6	7	14	4
7	13	15	4
8	15	15	4

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY STANDARDS
CG-12 DETECTABLE WARNING SURFACE TYPE C (SHEET 3 OF 3)
SCALE: N.T.S. STANDARD NUMBER: CG-12

TANGENT PLAN
NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

SECTION A-A

TYPE B PARALLEL APPLICATION

ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT.)	4" CURB	6" CURB
0	4	6	6
1	5	7	6
2	5	8	6
3	6	9	6
4	8	12	6
5	10	15	6
6	14	15	6

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY STANDARDS
CG-12 DETECTABLE WARNING SURFACE TYPE B (SHEET 2 OF 3)
SCALE: N.T.S. STANDARD NUMBER: CG-12

GENERAL NOTES:

1. DETECTABLE WARNING TO BE PRE-FORMED PLASTIC INSERT WITH SLIP RESISTANT SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF TRAVEL.
2. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES. TRUNCATED DOMES TO BE STAMPED IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE YELLOW.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1 1/2".
6. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
7. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE RAMP IS PLACED IN THE CURB RETURN RADIUS IT SHALL BE 7" THICK.
8. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.

TYPE B PARALLEL

TYPE C PARALLEL & PERPENDICULAR

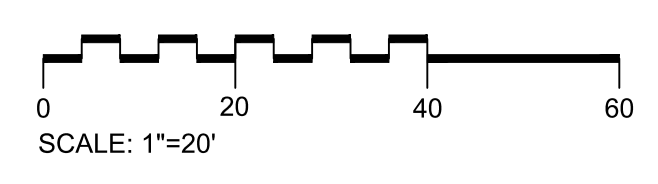
TRUNCATED DOME DETAIL

CG-12 CURB RAMP DETAIL

CITY STANDARDS
CG-12 DETECTABLE WARNING SURFACE GENERAL NOTES (SHEET 1 OF 3)
SCALE: N.T.S. STANDARD NUMBER: CG-12

REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



sheet title:
ADA RAMP CONSTRUCTION DETAILS

scale: 1"=5'
date: 6/27/2020
sheet # 7 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
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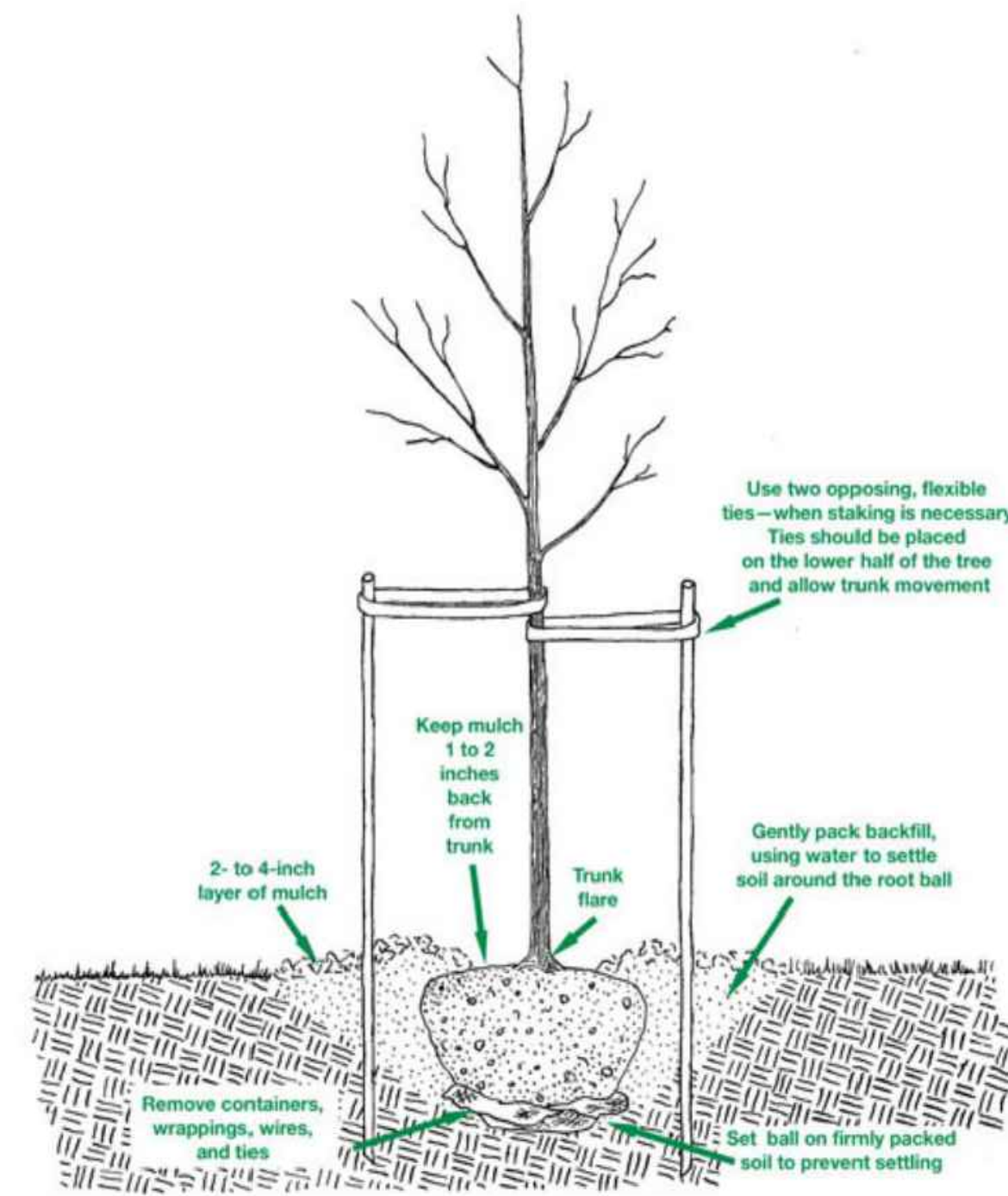
FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

LANDSCAPE COMPUTATIONS	
REQUIRED TREE COVER	
SITE AREA	37,193 SF
15% TREE COVER REQUIRED	5,579 SF
PROVIDED TREE COVER	5,986 SF OK
REQUIRED STREET TREES	
STREET FRONTAGE ON PRESTON AVENUE	177 FT
REQUIREMENT:	
1 LARGE TREE PER 40 FEET OF ROAD FRONTAGE,	4 TREES
OR PORTION THEREOF, IF TWENTY (25) FEET OR MORE	
PROVIDED:	4 TREES OK
STREET FRONTAGE ON CABELL AVENUE	187 FT
REQUIREMENT:	
1 LARGE TREE PER 40 FEET OF ROAD FRONTAGE,	5 TREES
OR PORTION THEREOF, IF TWENTY (25) FEET OR MORE	
PROVIDED:	5 TREES OK
STREET FRONTAGE ON BARBOUR DRIVE	282 FT
REQUIREMENT:	
1 LARGE TREE PER 40 FEET OF ROAD FRONTAGE,	7 TREES
OR PORTION THEREOF, IF TWENTY (25) FEET OR MORE	
PROVIDED:	7 TREES OK

LANDSCAPE SCHEDULE						
SYMBOL	TOTAL	COMMON NAME/ BOTANICAL NAME	CAL	ROOT	UNIT CANOPY (10-YR)	TOTAL CANOPY (10-YR)
QF	4	SOUTHERN RED OAK / QUERCUS FALCATA	2"	B&B	346 SF	1,384 SF
CO	6	HACKBERRY/ CELTIS OCCIDENTALIS	2"	B&B	397 SF	2,382 SF
QC	6	SCARLET OAK/ QUERCUS COCCINEA	2"	B&B	370 SF	2,220 SF
TOTAL CANOPY COVERAGE						5,986 SF

PLANTING NOTES

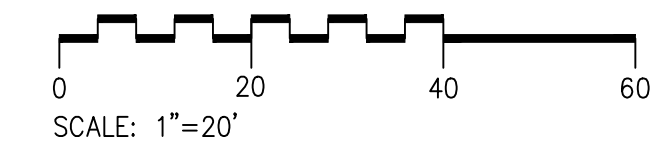
1. THE CONTRACTOR SHALL PROVIDE ALL PLANTS, LABOR, EQUIPMENT, SUPPLIES, MATERIAL, TRANSPORTATION, HANDLING AND STORAGE, AND PERFORMING ALL OPERATIONS IN CONNECTION WITH THE CONSTRUCTION OF THE LANDSCAPING IMPROVEMENTS AS SHOWN ON THE PLANS.
2. ALL PLANTS SHALL BE TRUE TO SPECIES AND VARIETY, AND SIZE AS INDICATED ON THE LANDSCAPE SCHEDULE, AND SHALL BE NURSERY GROWN IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICES.
3. PLANTS SHALL HAVE A STANDARD BALANCE BETWEEN HEIGHT, GROWN SPREAD, DIAMETER AND ROOT BALL SIZE ACCORDING TO THE ANSI Z60.1. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY.
4. PLANTS SHALL BE SO TRAINED IN DEVELOPMENT AND APPEARANCE AS TO BE COMPACT AND SYMMETRICAL. THEY SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED, AND DENSELY FOLIATED WHEN IN LEAF. PLANTS SHALL BE FREE OF DISEASE AND INSECT ADULTS, EGGS, PUPATE, OR LARVAE. THEY SHALL HAVE HEALTHY, WELL DEVELOPED ROOT SYSTEMS AND SHALL BE FREE FROM PHYSICAL DAMAGE OR OTHER CONDITIONS THAT WOULD PREVENT THRIVING GROWTH.
5. MULCH SHALL CONSIST OF SHREDDED BARK MULCH, WOOD CHIPS OR ROCK MULCH AS SPECIFIED ON THE DRAWINGS. MATERIAL SHALL BE UNIFORM IN SIZE, COLOR, QUALITY AND OVERALL APPEARANCE. MULCH SHALL BE FREE OF MATERIAL INJURIOUS TO PLANT GROWTH. SOURCES OF MULCH SHOULD BE FREE OF WEEDS AND INVASIVE PLANT PARTS OR SEEDS, SAWDUST, DIRT, GARBAGE, OR OTHER DEBRIS MIXED IN THE MULCH IS NOT ACCEPTABLE.
6. PLANTING SHALL BE DONE WHEN TEMPERATURES ARE ABOVE FREEZING, THE GROUND IS FROST FREE, AND THE SOIL IS IN A WORKABLE CONDITION. UNLESS OTHERWISE SPECIFIED IN WRITING BY THE ENGINEER, PLANTING OF TREES SHALL BE DONE BETWEEN MAY 1 AND OCTOBER 1.
7. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, SUPPLIES AND EQUIPMENT REQUIRED TO ESTABLISH, MAINTAIN, AND PROTECT THE PLANTED AND SEEDED AREAS, FOR A ONE-YEAR PLANT ESTABLISHMENT PERIOD FROM DATE OF ACCEPTANCE OF THE INITIAL PLANTING OPERATIONS. HOWEVER, MAINTENANCE ACTIVITIES SHALL COMMENCE IMMEDIATELY AFTER EACH ITEM IS PLANTED OR WHEN AREAS HAVE BEEN SEEDED.
8. NO SUBSTITUTES SHALL BE ACCEPTED, EXCEPT WITH THE WRITTEN PERMISSION OF THE ENGINEER. THE CONTRACTOR SHALL SUBMIT ALL SUBSTITUTION REQUESTS, NOTING THE SOURCE OF PLANTS, LOCATION, SIZE, AND CONDITION, WITHIN THIRTY (30) DAYS OF RECEIVING THE NOTICE TO PROCEED.
9. ALL AREAS THAT ARE STEEPER THAN 3H:1V ARE TO BE PLANTED WITH LOW MAINTENANCE GROUND COVER THAT DOES NOT REQUIRE MOWING.



PLANTING DETAIL
TAKEN FROM CITY OF CHARLOTTESVILLE
TREE PACKET



REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



sheet title:
LANDSCAPE PLAN

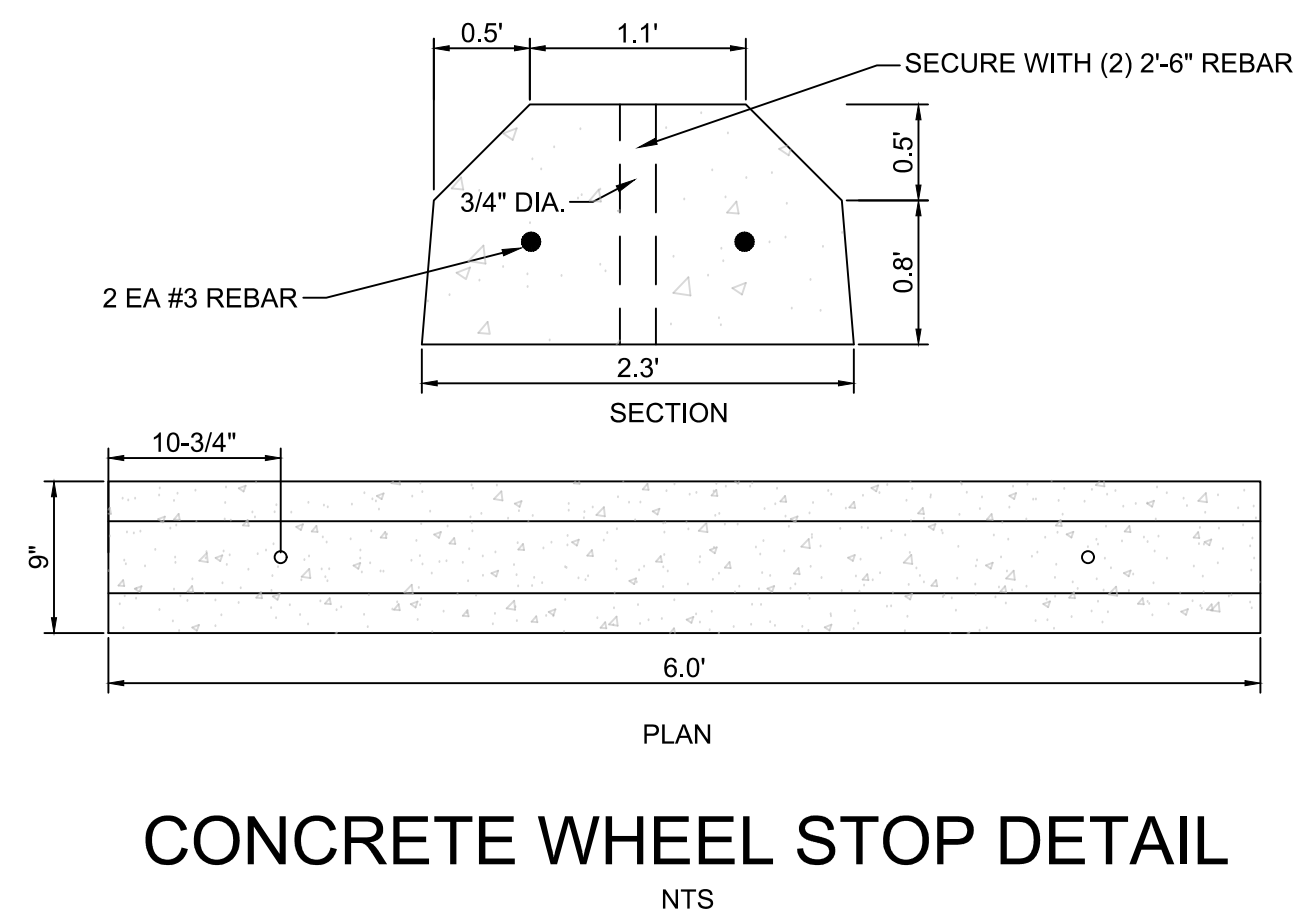
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sheet #
8 OF 25

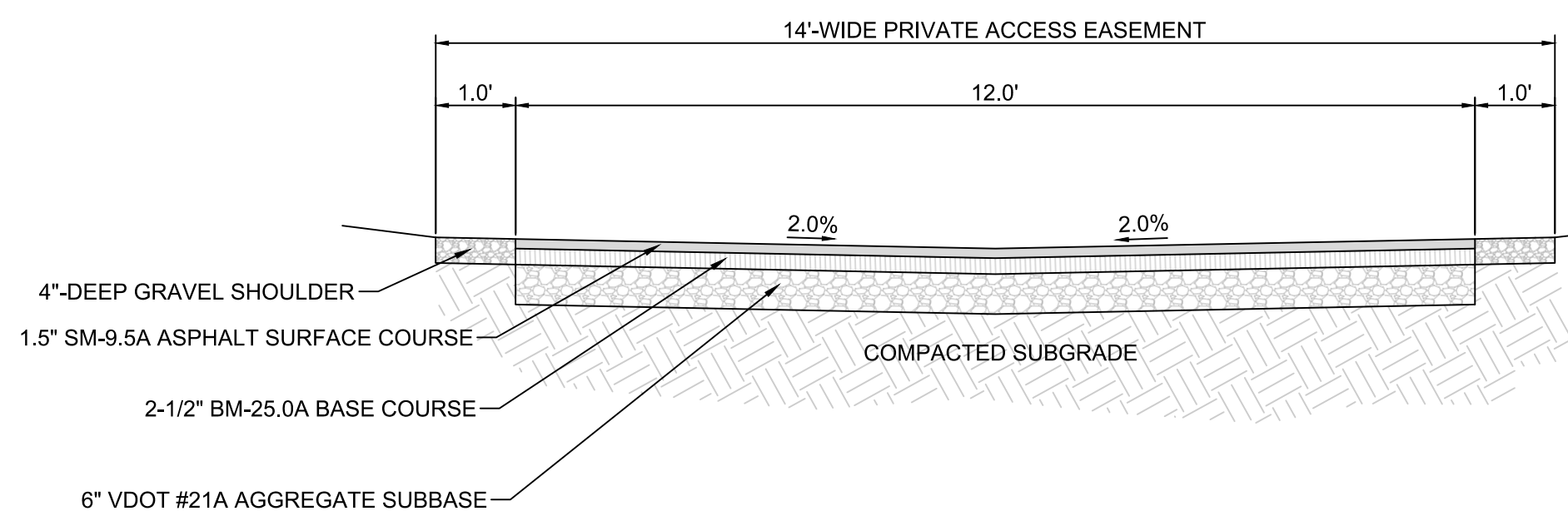


owner:
PRESTON COMMONS, LLC
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engineer:
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CONCRETE WHEEL STOP DETAIL
NTS

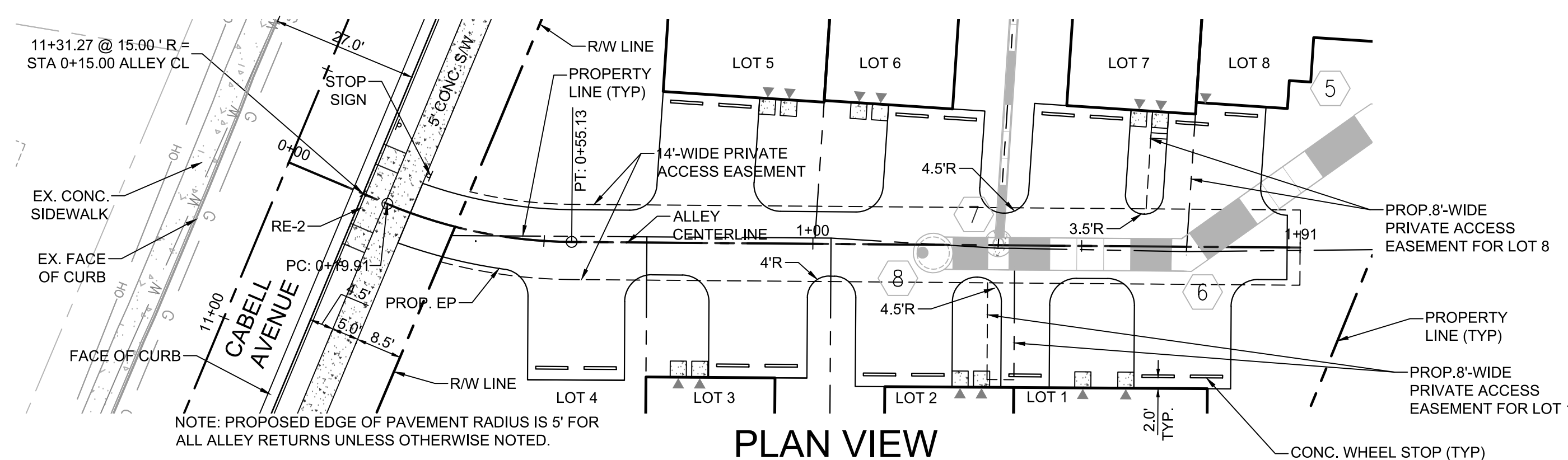


ALLEY TYPICAL SECTION



R1-1

STOP SIGN



PLAN VIEW



TYPE "L"



TYPE "L-R"

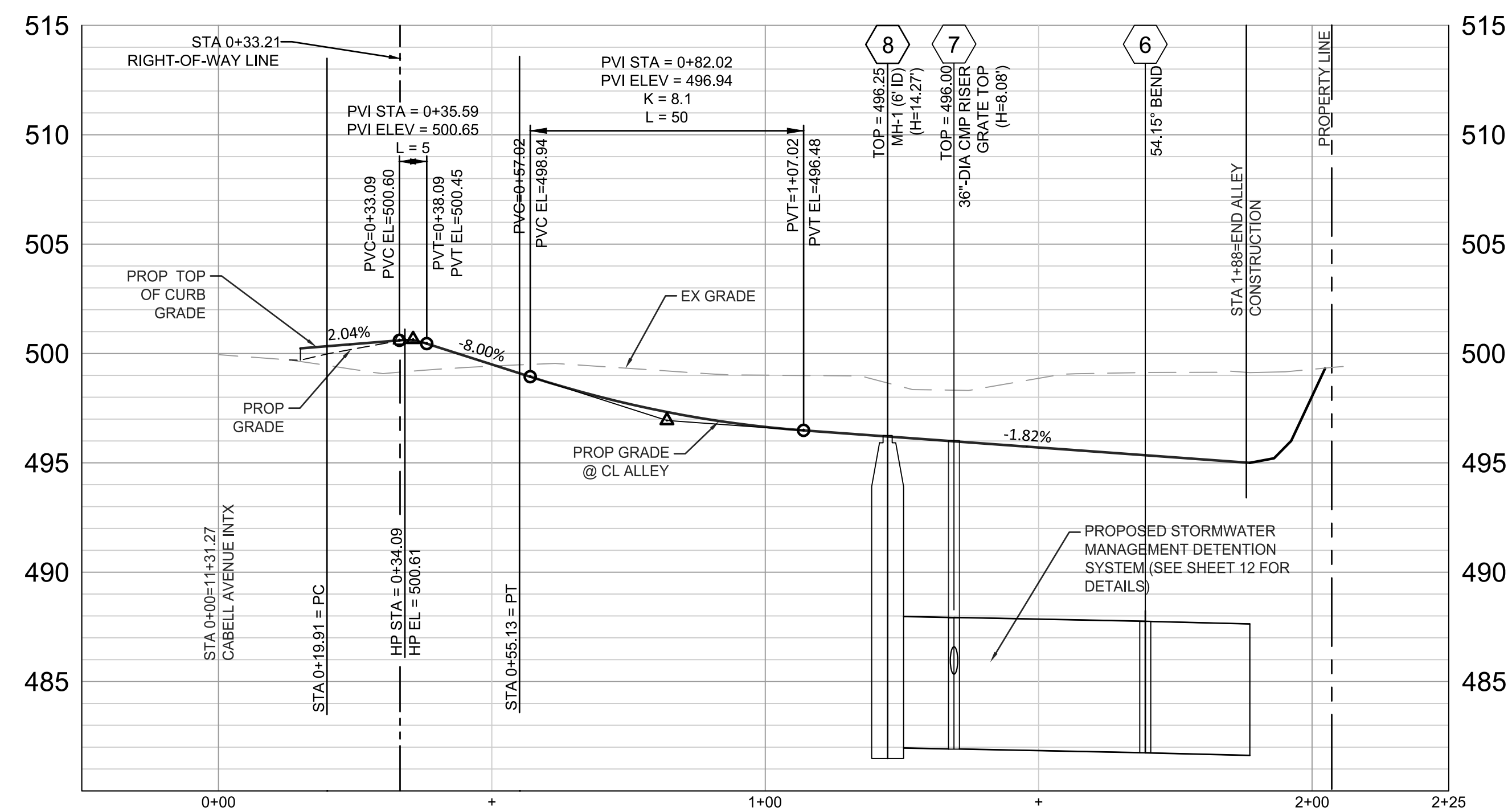
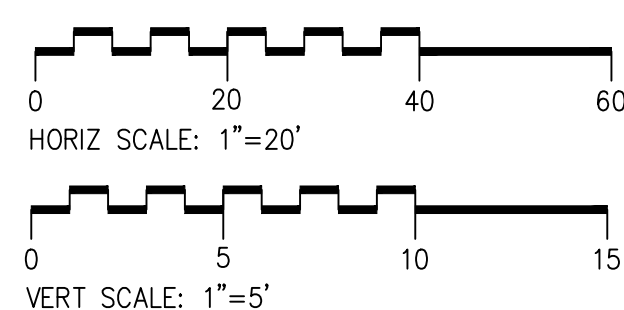


TYPE "R"

"NO PARKING - TOW-AWAY ZONE" SIGN

SIGN DETAILS
NTS

REVISIONS	
DESCRIPTION	DATE
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CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



ALLEY PROFILE

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

sheet title:
**ALLEY PLAN
AND PROFILE
AND ROADWAY
DETAILS**

scale: HORIZ. 1"=20'
VERT. 1"=5'
date:
6/27/2020

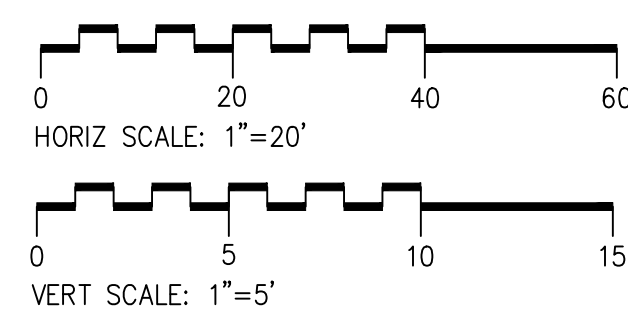
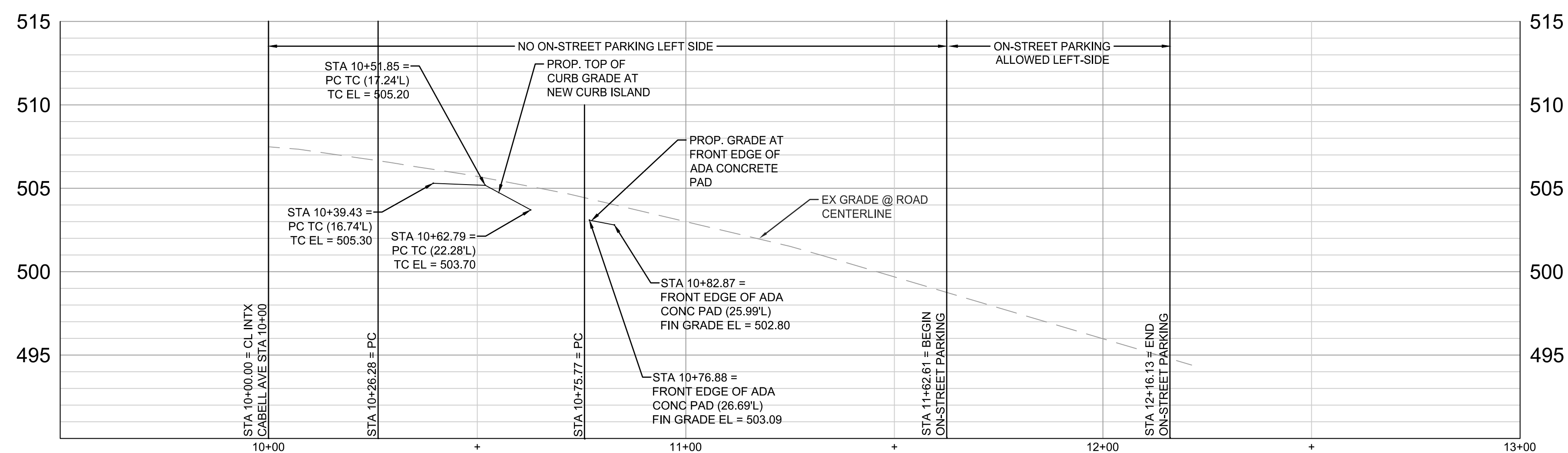
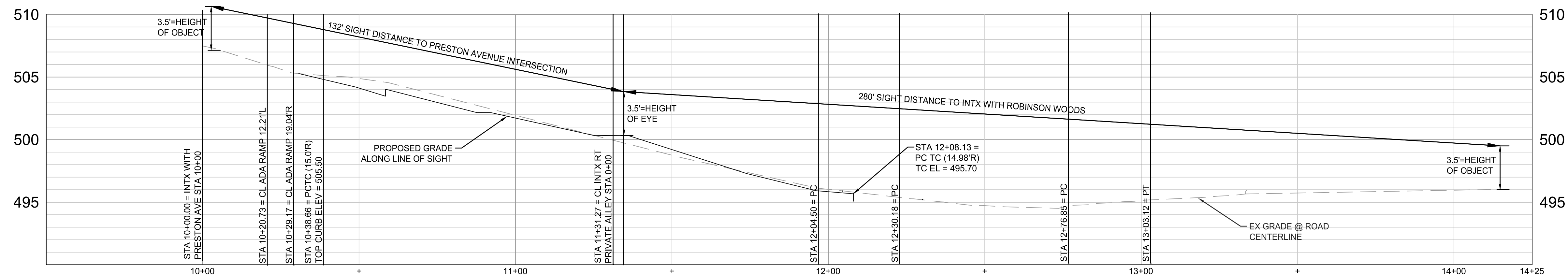
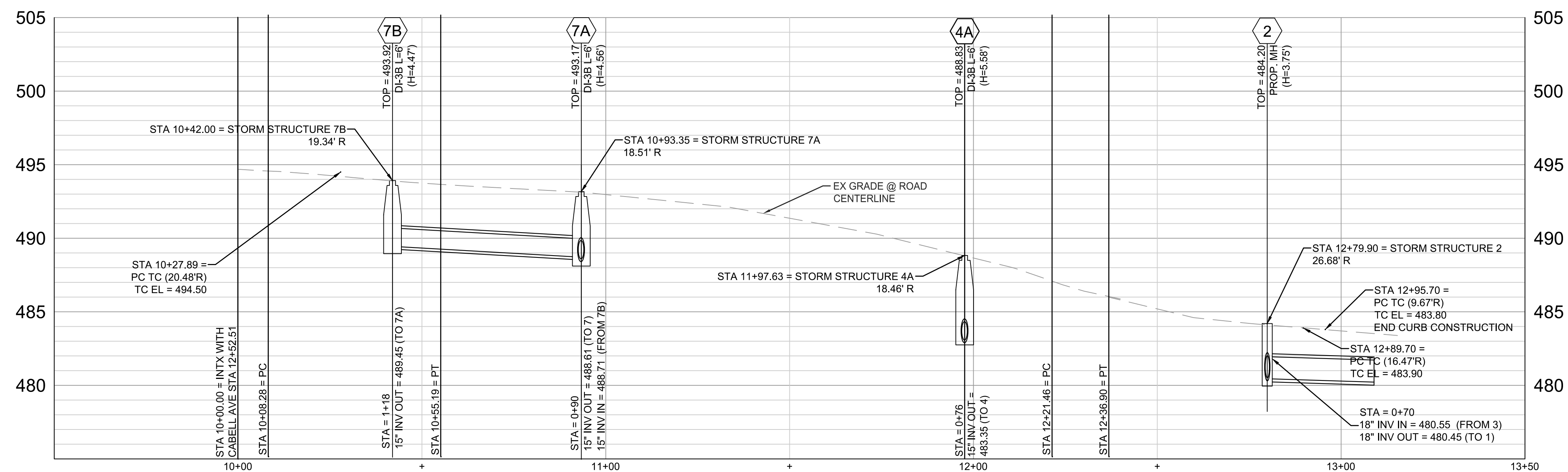
sheet #
9 OF 25



owner:
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA



REVISIONS	
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CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
EXISTING ROAD PROFILES

scale: HORIZ. 1"=20'
VERT. 1"=5'
date: 6/27/2020

sheet # 10 OF 25



owner:
PRESTON COMMONS, LLC
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

SANITARY LATERAL SCHEDULE									
LOT	FROM MH	TO MH	STA	8" INV. @ MAIN	4" INV. @ MAIN	INV. @ CLEANOUT	MIN FLOOR	PROP BF	COMMENTS
1	EX 08-200	EX 08-201	1+17	488.24	489.82	490.19	494.19	497.00	
2	EX 08-200	EX 08-201	1+48	490.15	491.73	492.04	496.04	497.00	
3	EX 08-200	EX 08-201	1+93	493.00	494.58	494.89	498.89	499.50	
4	EX 08-200	EX 08-201	2+17	494.49	496.07	496.38	500.38	500.50	
5	08-197F	08-197G	1+13	486.69	487.29	487.29	491.29	498.00	2
6	08-197F	08-197G	1+13	486.69	487.02	487.27	491.27	498.00	2
7	08-197F	08-197G	0+50	486.06	487.64	487.91	491.91	498.00	
8	08-197F	08-197H	0+21	485.77	486.10	486.31	490.31	496.00	2
EX LOT	08-197F	08-197H	0+21	485.77	486.10	486.45	490.45	483.00	1, 2

COMMENTS:
1) HUNG SEWER
2) SEWER LATERAL CONNECTION IS TO SEWER MANHOLE

WATER DEMAND CALCULATIONS		
METRIC	DEMAND	COMMENTS
AVERAGE WATER DEMAND (AWD)	3,500 GPD	350 GPD PER UNIT
PEAK HOUR DEMAND (PHD)	9.7 GPM	4 x (AWD) / 1,440
MAXIMUM DAILY DEMAND (MDD)	7,000 GPD	2 x (AWD)
MAXIMUM HOURLY DEMAND (MHD)	4.9 GPM	2 x (AWD) / 1,440

SEWER FLOW CALCULATIONS		
METRIC	FLOW	COMMENTS
AVERAGE SEWER FLOW	3,500 GPD	350 GPD PER UNIT

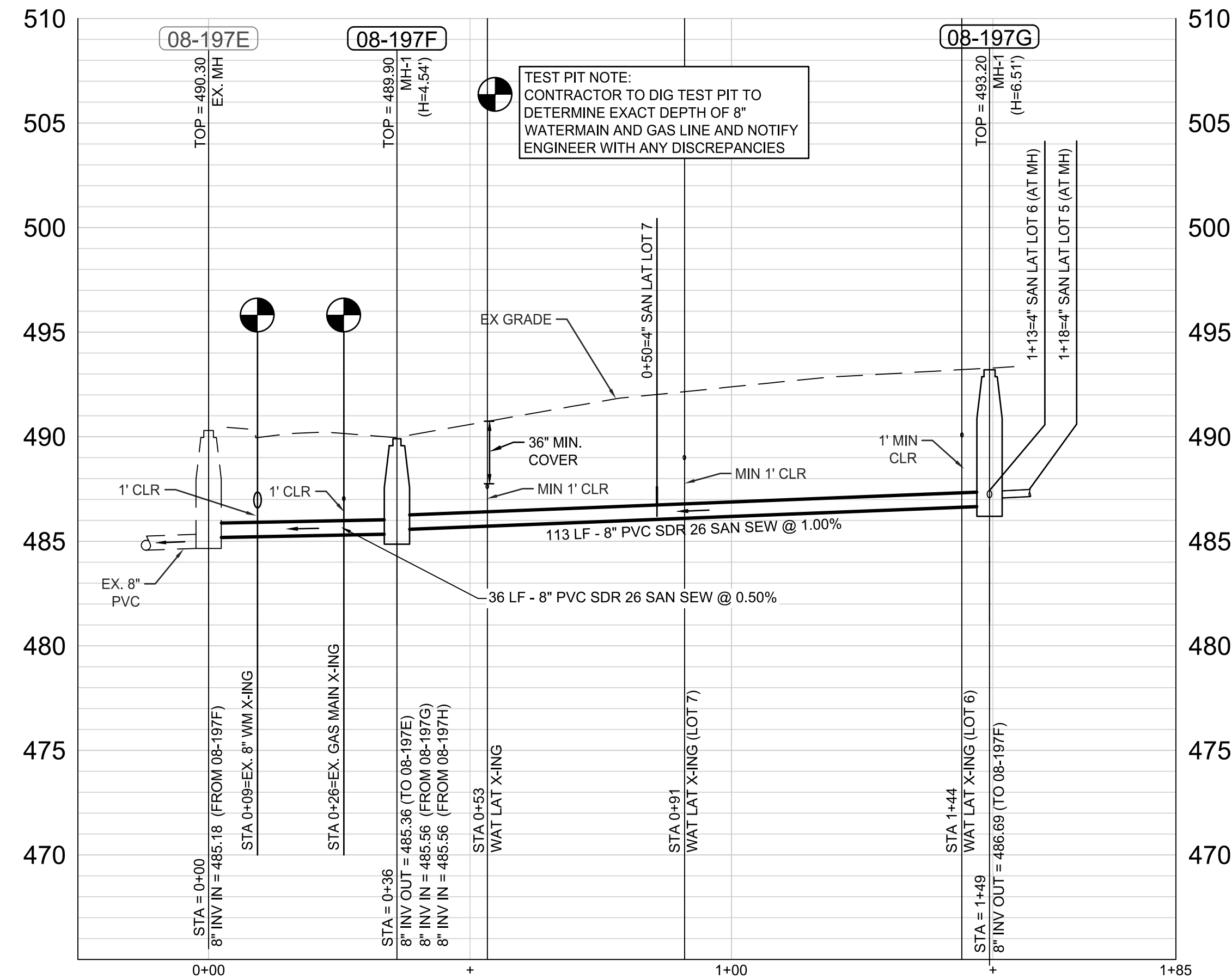
UTILITY NOTES

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

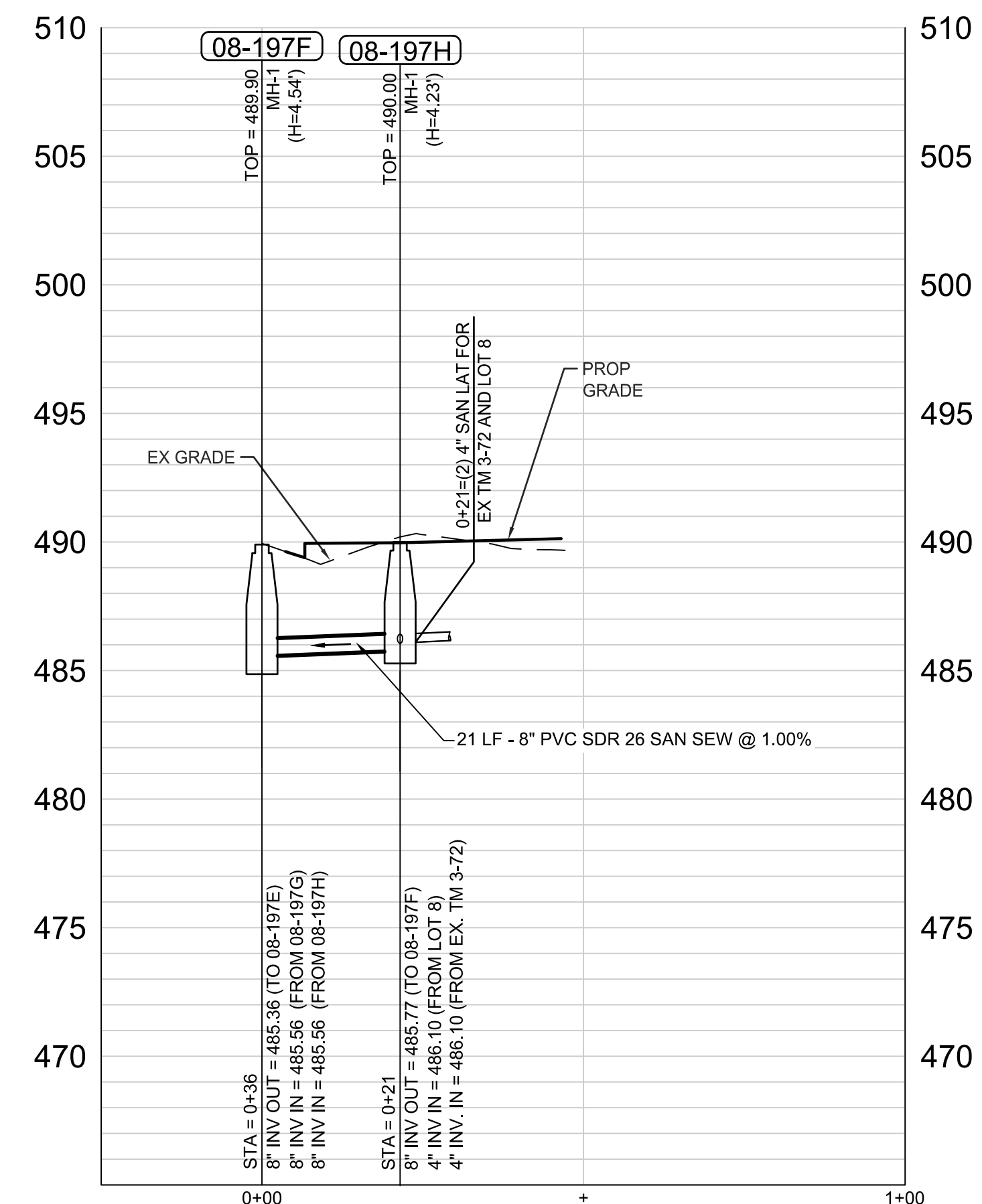
DUCT BANK INSTALLATION NOTES

1. SECURE DUCT SEPARATORS/SPACERS TO THE EARTH AND THE DUCTS TO PREVENT FLOATING DURING CONCRETING.
2. PROVIDE NO LESS THAN 5 SPACERS PER 20 FEET OF DUCT.
3. ARRANGE RE-BAR RODS AND TIES WITHOUT FORMING CONDUCTIVE OR MAGNETIC LOOPS AROUND THE DUCTS. PERFORM ONE POUR AND INSTALL EXPANSION FITTINGS PER MANUFACTURER'S RECOMMENDATIONS.
4. SPADE CONCRETE DURING POURS TO PREVENT VOIDS UNDER AND BETWEEN CONDUITS AND AT EXTERIOR SURFACE OF ENVELOPE.
5. USE WALLS OF TRENCH TO FORM SIDE WALLS OF DUCT BANK WHERE SOIL IS SELF-SUPPORTING AND CONCRETE ENVELOPE CAN BE POURED WITHOUT SOIL INCLUSIONS; OTHERWISE, USE FORMS.
6. DO NOT ALLOW A HEAVY MASS OF CONCRETE TO FALL DIRECTLY ON DUCTS.
7. USE A PLANK TO DIRECT CONCRETE DOWN SIDES OF BANK ASSEMBLY TO TRENCH BOTTOM. ALLOW CONCRETE TO FLOW TO CENTER OF BANK AND RISE UP IN MIDDLE, UNIFORMLY FILLING ALL OPEN SPACES.
8. DO NOT USE POWER-DRIVEN AGITATING EQUIPMENT.

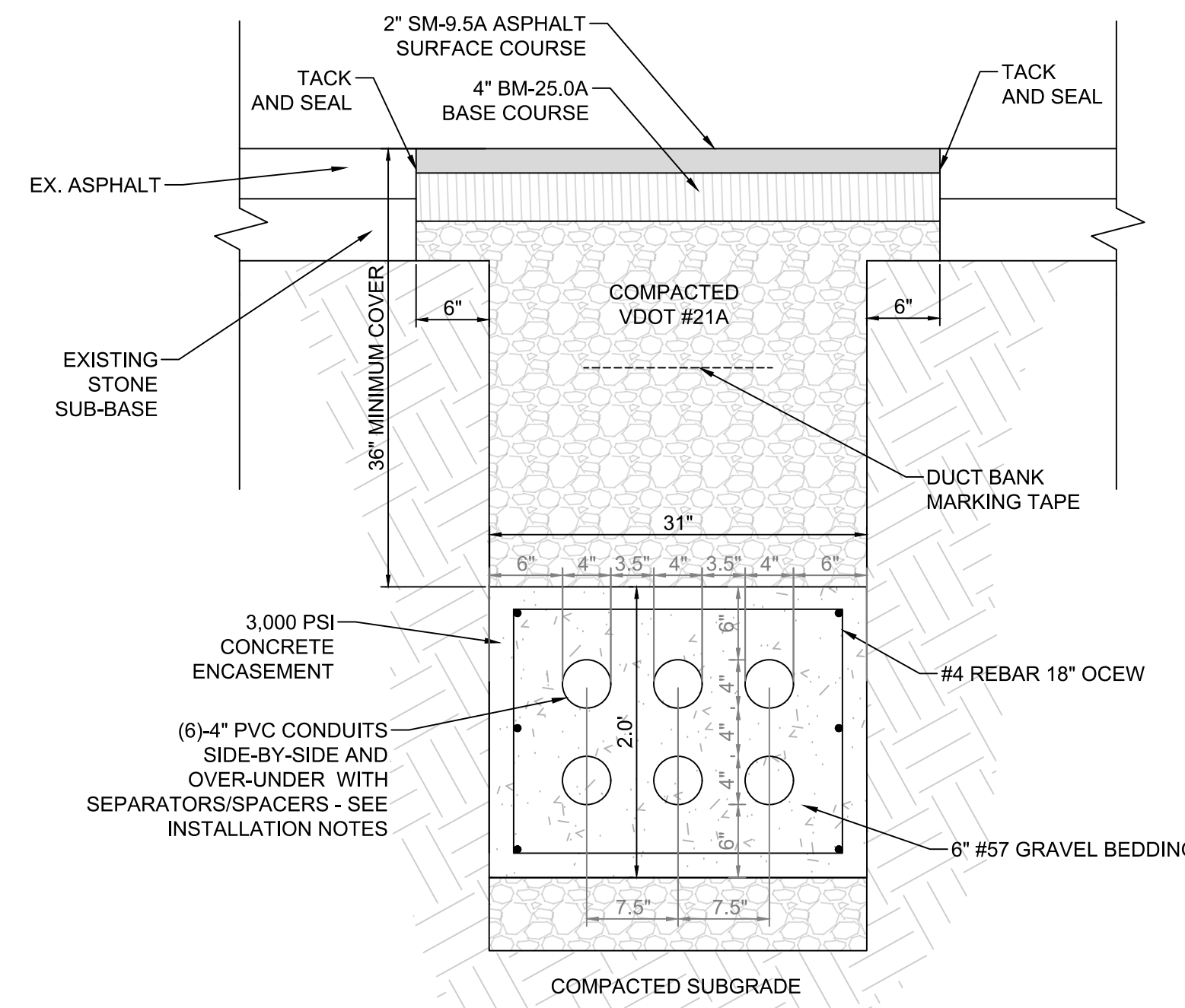
REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



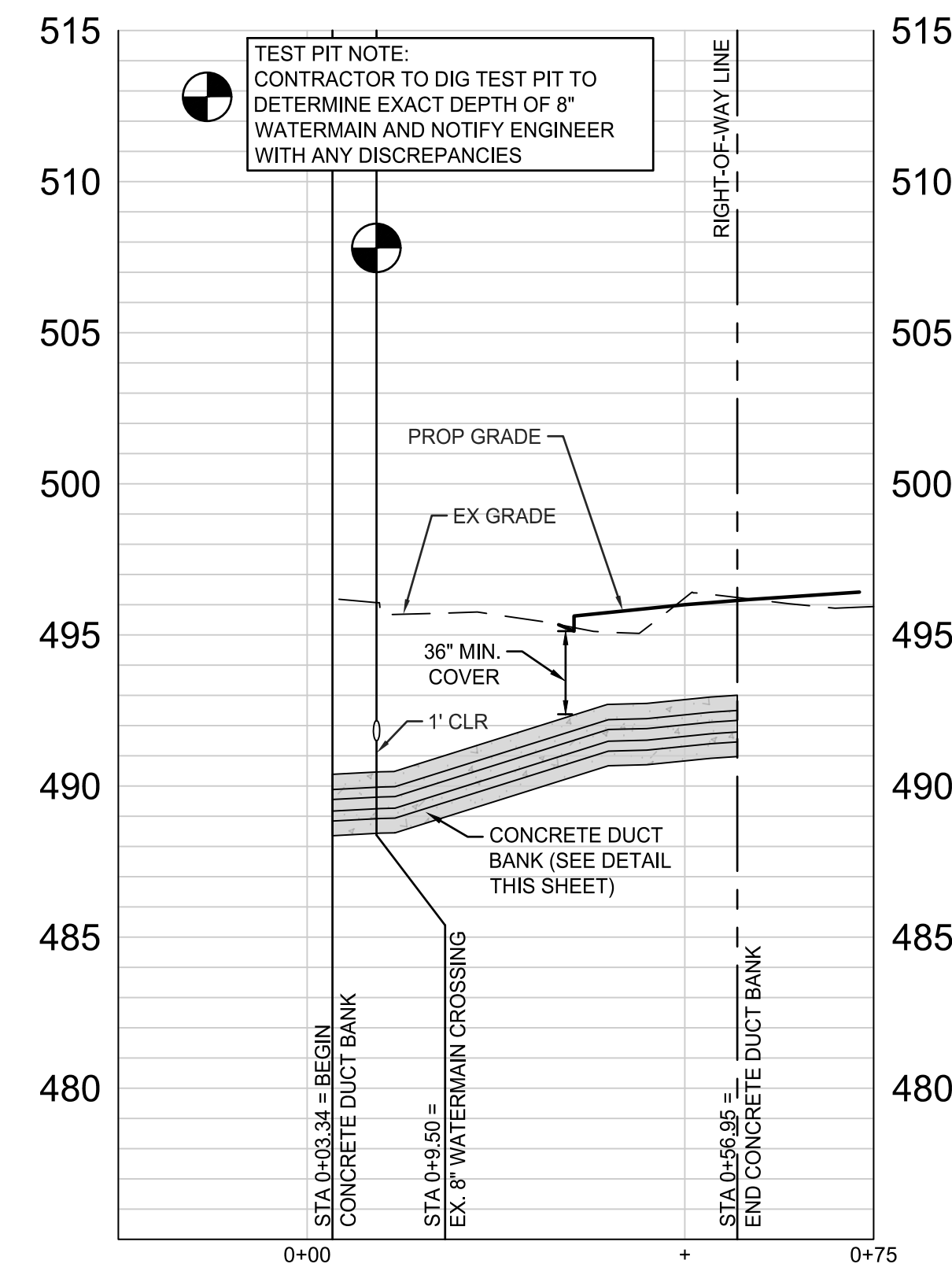
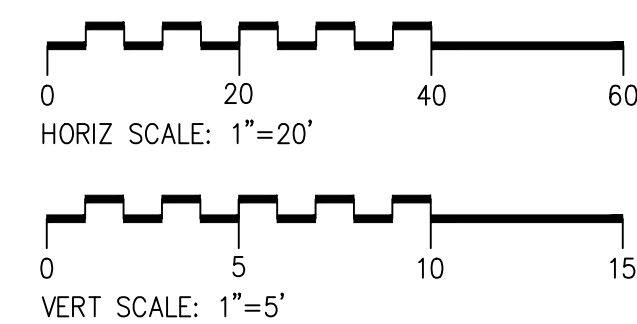
SAN 08-197E (EX) TO 08-197F TO 08-197G PROFILE



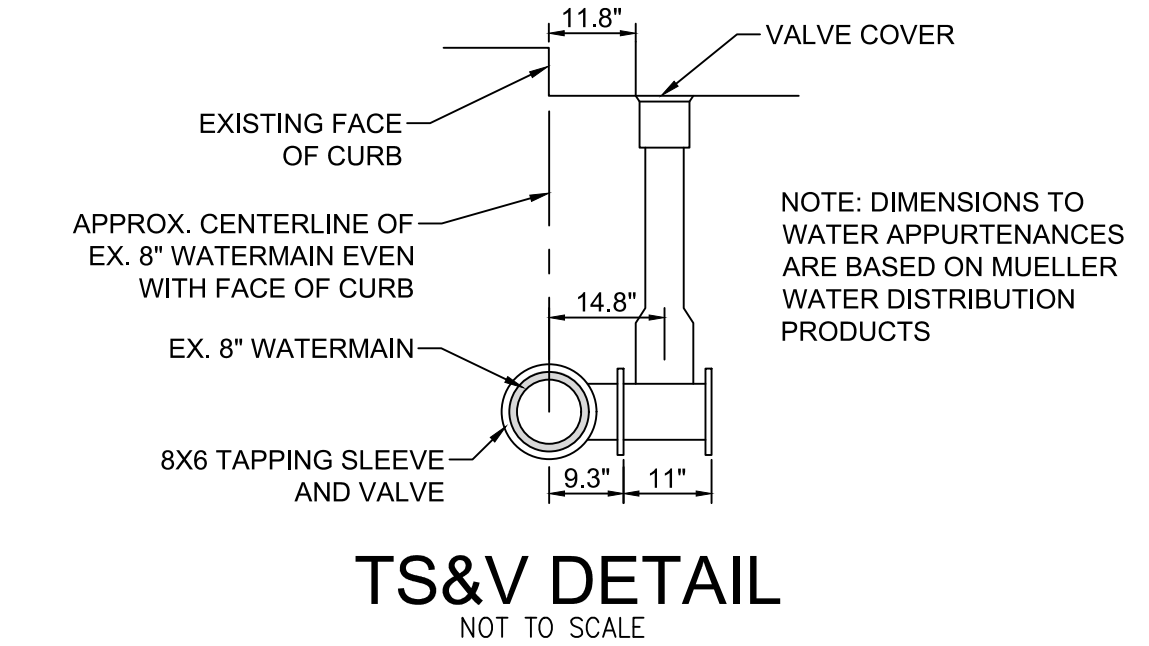
SAN 08-197F TO 08-197H PROFILE



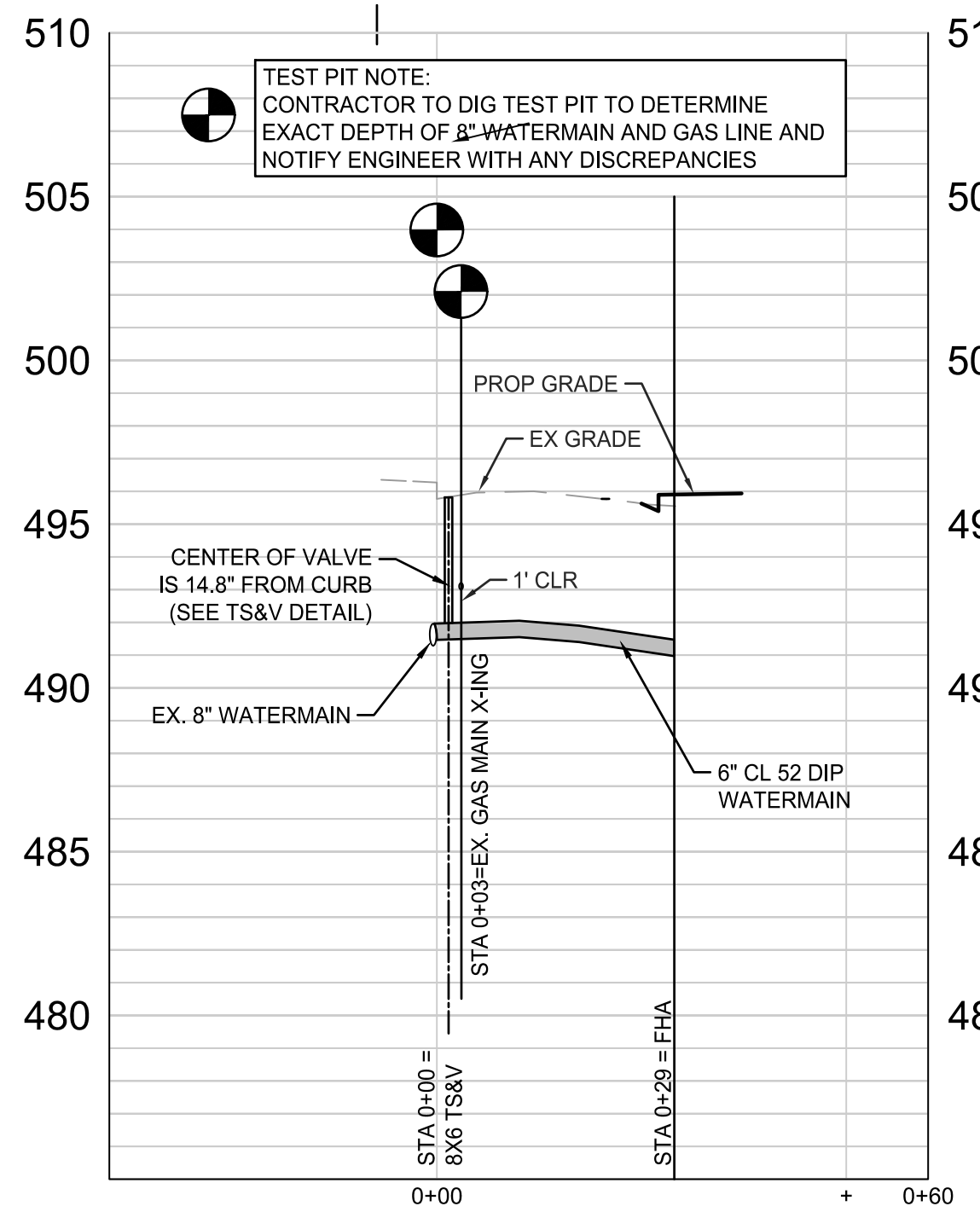
DUCT BANK TYPICAL SECTION



DUCT BANK PROFILE



TS&V DETAIL
NOT TO SCALE



6-IN MAIN TO FH PROFILE

sheet title:
SANITARY SEWER WATERMAIN AND DUCT BANK PROFILES

scale: HORIZ. 1"=20'
VERT. 1"=5'

date: 6/27/2020

sheet # 11 OF 25



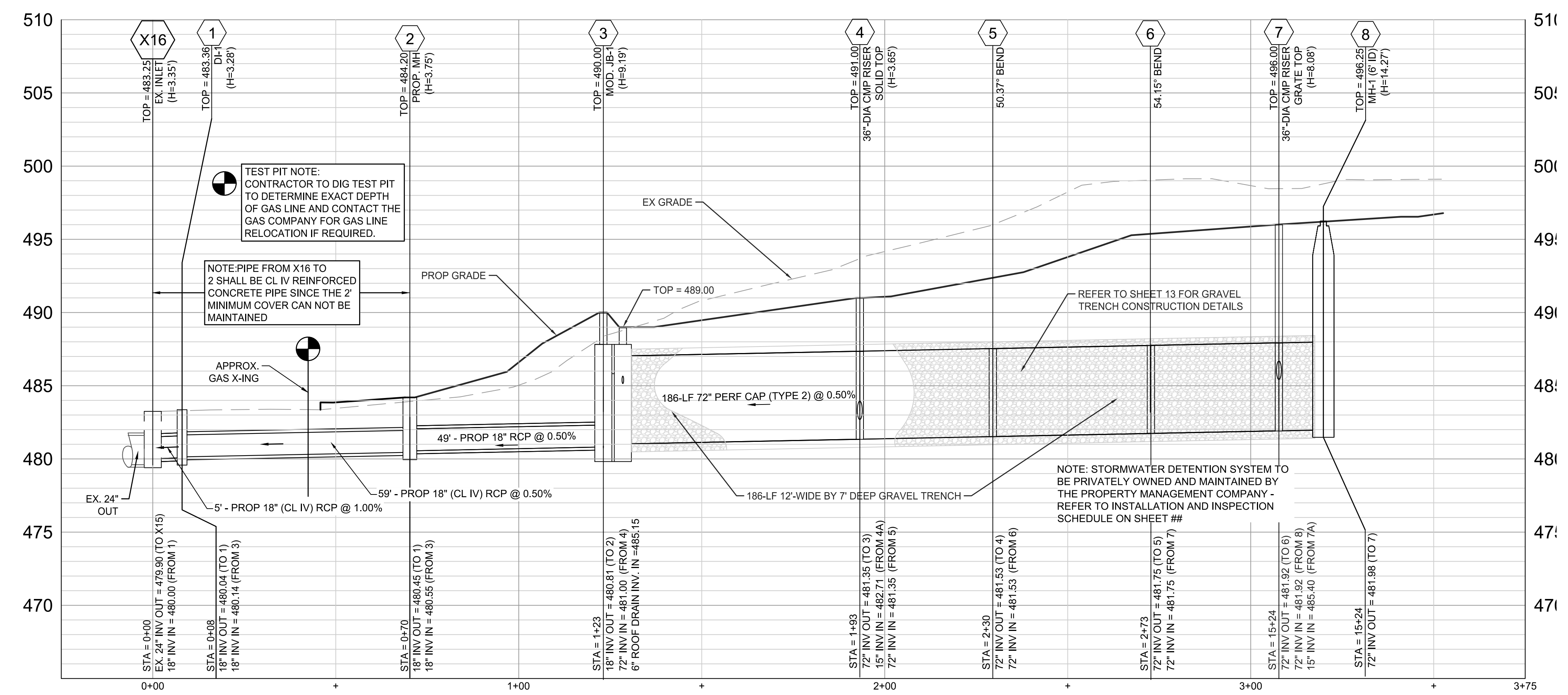
owner: PRESTON COMMONS, LLC
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

STORM SEWER PIPE TABLE							
FROM	TO	LENGTH	DIA	INV DOWN	INV UP	SLOPE	MATERIAL
X16	1	5'	18"	480.00	480.08	1.00%	REINFORCED CONCRETE PIPE (CL IV)
7A	7B	49'	15"	488.71	489.45	1.38%	REINFORCED CONCRETE PIPE
7	7A	86'	15"	485.40	488.61	3.59%	REINFORCED CONCRETE PIPE
7	8	8'	72"	481.92	481.98	0.50%	*
6	7	31'	72"	481.75	481.92	0.50%	*
5	6	38'	72"	481.53	481.75	0.50%	*
4	5	32'	72"	481.35	481.53	0.50%	*
4	4A	55'	15"	482.71	483.36	1.10%	REINFORCED CONCRETE PIPE
3	4	66'	72"	481.00	481.35	0.50%	*
2	3	49'	18"	480.55	480.81	0.50%	REINFORCED CONCRETE PIPE
1	2	59'	18"	480.14	480.45	0.50%	REINFORCED CONCRETE PIPE (CL IV)

* USE 72"-DIA CORRUGATED TYPE 2 ALUMINUM PIPE (PERFORATED) (16 GA)
NOTE: REINFORCED CONCRETE PIPE SHALL BE CL III UNLESS OTHERWISE NOTED.

STORM SEWER STRUCTURE TABLE						
STR#	TYPE	TOP ELEV	HEIGHT (FT)	CONNECTING PIPES	INLET SHAPING ?	STEPS ?
X16	EX. DI	483.25	3.35	18" INV IN = 480.00 24" INV OUT = 479.90	NO (EX STR)	NO (EX STR)
1	DI-1	483.36	3.28	18" INV IN = 480.14 18" INV OUT = 480.04	YES	YES
2	MH-1	484.20	3.75	18" INV IN = 480.55 18" INV OUT = 480.45	YES	YES
3	MOD JB-1	490.00	9.19	72" INV IN = 481.00 18" INV OUT = 480.81	YES	YES
4	36" RISER SOLID TOP	491.00	9.66	15" INV IN = 482.71 72" INV IN = 481.35 72" INV OUT = 481.35	N/A	YES
4A	D-3B L=6'	488.63	5.58	15" INV. OUT = 483.36	YES	YES
5	50.37" BEND	N/A	N/A	72" INV IN = 481.53	N/A	YES
6	54.15" BEND	N/A	N/A	72" INV IN = 481.75	N/A	YES
7	36" RISER GRATE TOP	496.00	8.08	15" INV IN = 485.40 72" INV IN = 481.92 72" INV OUT = 481.92	N/A	YES
7A	D-3B L=6'	493.17	4.56	15" INV IN = 488.71 15" INV OUT = 488.61	YES	YES
7B	D-3B L=6'	493.92	4.47	15" INV. OUT = 489.45	YES	YES
8	MH-1	496.25	14.27	72" INV IN = 481.98	YES	YES



STORM SEWER X16-8 PROFILE

STORM SEWER DESIGN COMPUTATIONS

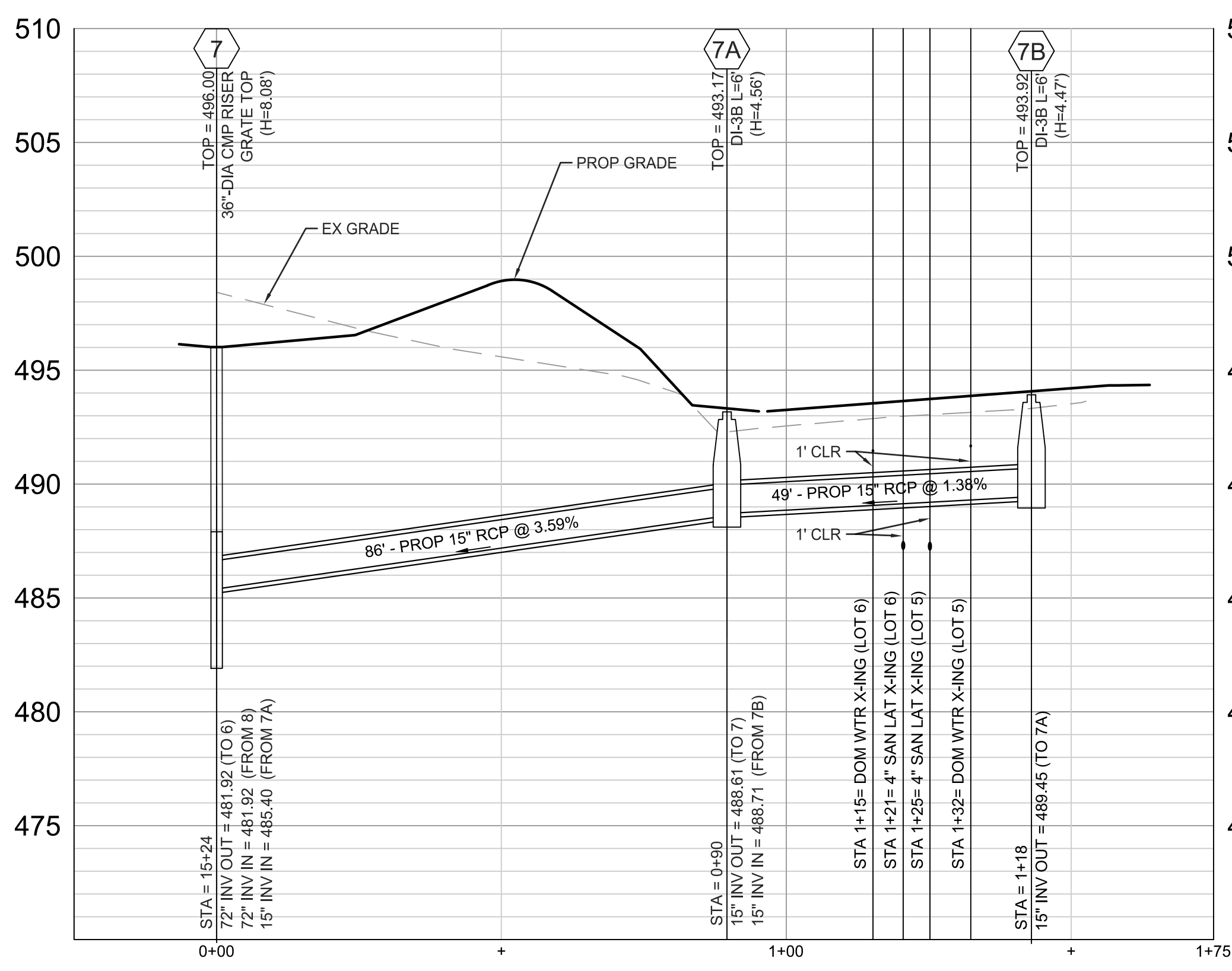
NOTE: RUNOFF CALCULATIONS ARE BASED ON THE RATIONAL METHOD, VELOCITY AND CAPACITY CALC'S ARE BASED ON THE MANNING'S FORMULA.

FROM	TO	A (INC)	C	AC (INC)	Q (INC)	AC (ACC)	Q (ACC)	DIA	L	INV UP	INV DN	S	n	Tc	V2	Qcap
		(AC)		(AC)	(CFS)	(AC)	(CFS)	(IN)	(FT)	(FT)	(FT)	(%)		(MIN)	(FPS)	(CFS)
7B	7A	0.46	0.80	0.37	2.69	0.37	2.70	15	57	489.45	488.71	1.20	0.013	5	5.3	7
7A	7	0.12	0.66	0.08	0.60	0.45	3.28	15	92	488.61	485.40	3.35	0.013	5	5.6	7
7	6	0.00				0.45	3.28	72	31	481.92	481.75	0.50	0.013	5		
6	5	0.00				0.45	3.28	72	38	481.75	481.53	0.50	0.013	5		
5	4	0.00				0.45	3.28	72	32	481.53	481.35	0.50	0.013	5		
4	3	0.00				0.56	4.08	72	66	481.35	481.00	0.50	0.013	5		
8	7	0.00				0.00	0.00	72	8	481.98	481.92	0.50	0.013	5		
4A	4	0.14	0.79	0.11	0.80	0.80	0.66	15	61	483.36	482.71	1.00	0.013	5	7.6	9
ROOF	3	0.02	0.90	0.02	0.13	0.02	0.15									
OVERLAND	3	0.32	0.47	0.15	1.10	0.15	1.10									
OFFSITE	3	0.10	0.90	0.09	0.66	0.09	0.66									
TOTAL	3					0.26	1.90									
3	2	0.00					4.85	18	49	480.81	480.55	0.50	0.013	5	4.3	7
2	1	0.00					4.85	18	59	480.45	480.15	0.50	0.013	5	4.3	7
1	X16	0.32	0.80	0.26	1.89		6.74	18	5	480.05	480.00	1.00	0.013	5	6.4	11
X16	X15	0.15	0.70	0.11	0.77		7.51	24	144	479.90	479.90	4.07	0.013	5	10.6	46

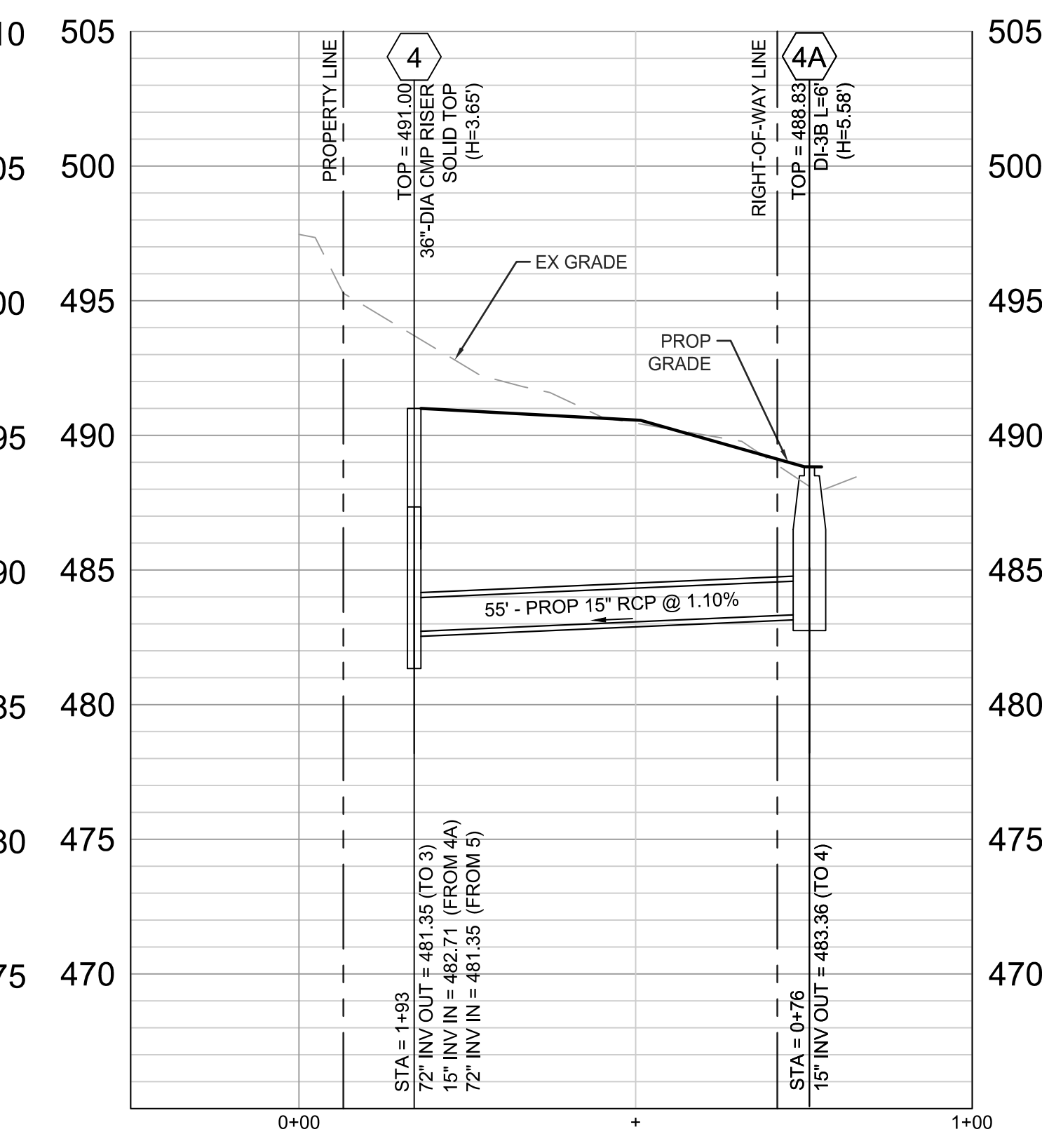
STORM SEWER INLET COMPUTATIONS

NOTE: Q10 WAS USED FOR STRUCTURE 3

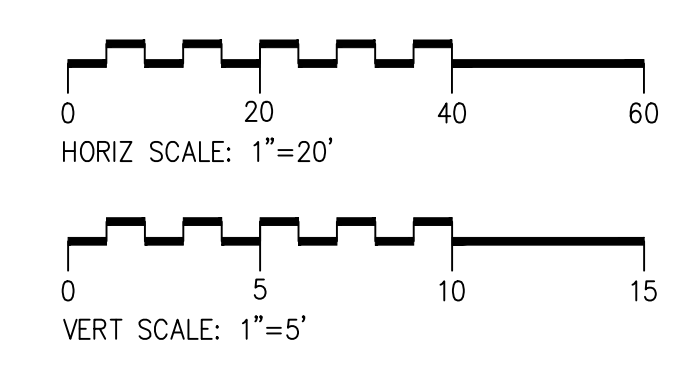
STR #	TYPE	THROAT LENGTH	GRADE/SUMP	PCs	GLs	n	GCs	GUTTER WIDTH	LOCAL DEPRESSION	Q2	CAPTURE	MAX SPREAD	SPREAD
		(FT)		%	%		%	(FT)	(IN)	(CFS)	(%)		(FT)
7B	DI-3B	6	GRADE	2.08	1.50	0.013	8.33	2.00	2.0	2.02	79%	8.00	6.35
7A	DI-3B	6	GRADE	2.08	1.87	0.013	8.33	2.00	2.0	0.44	98%	8.00	3.16
4A	DI-3B	6	GRADE	2.08	6.90	0.013	8.33	2.00	2.0	0.61	88%	8.00	1.60
3	DI-1		SUMP	--	--	--	--	--	--	1.90	100%	--	5.40
1	DI-1		GRADE	2.08	3.80	0.013	8.33	0.75	0.0	1.42	46%	--	12.00
X16	EX YI	3	SUMP	2.08	0.00	0.013	8.33	1.00	0.0	0.60	100%	--	10.43



STORM SEWER 7-7A-7B PROFILE



STORM SEWER 4-4A PROFILE



REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

SHEET TITLE:
STORM SEWER PROFILES AND COMPUTATIONS

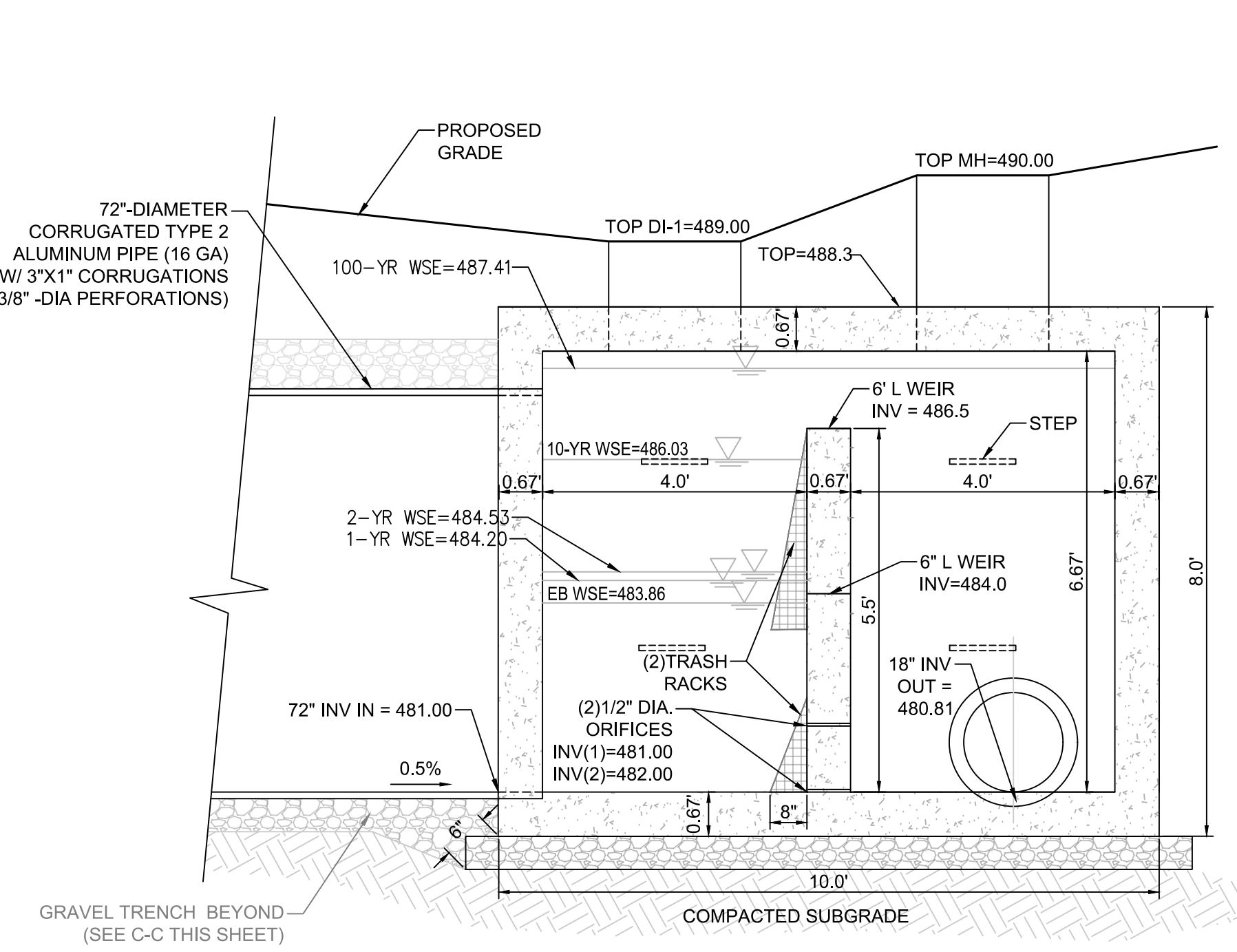
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VERT. 1"=5'
date: 6/27/2020
sheet # 12 OF 25



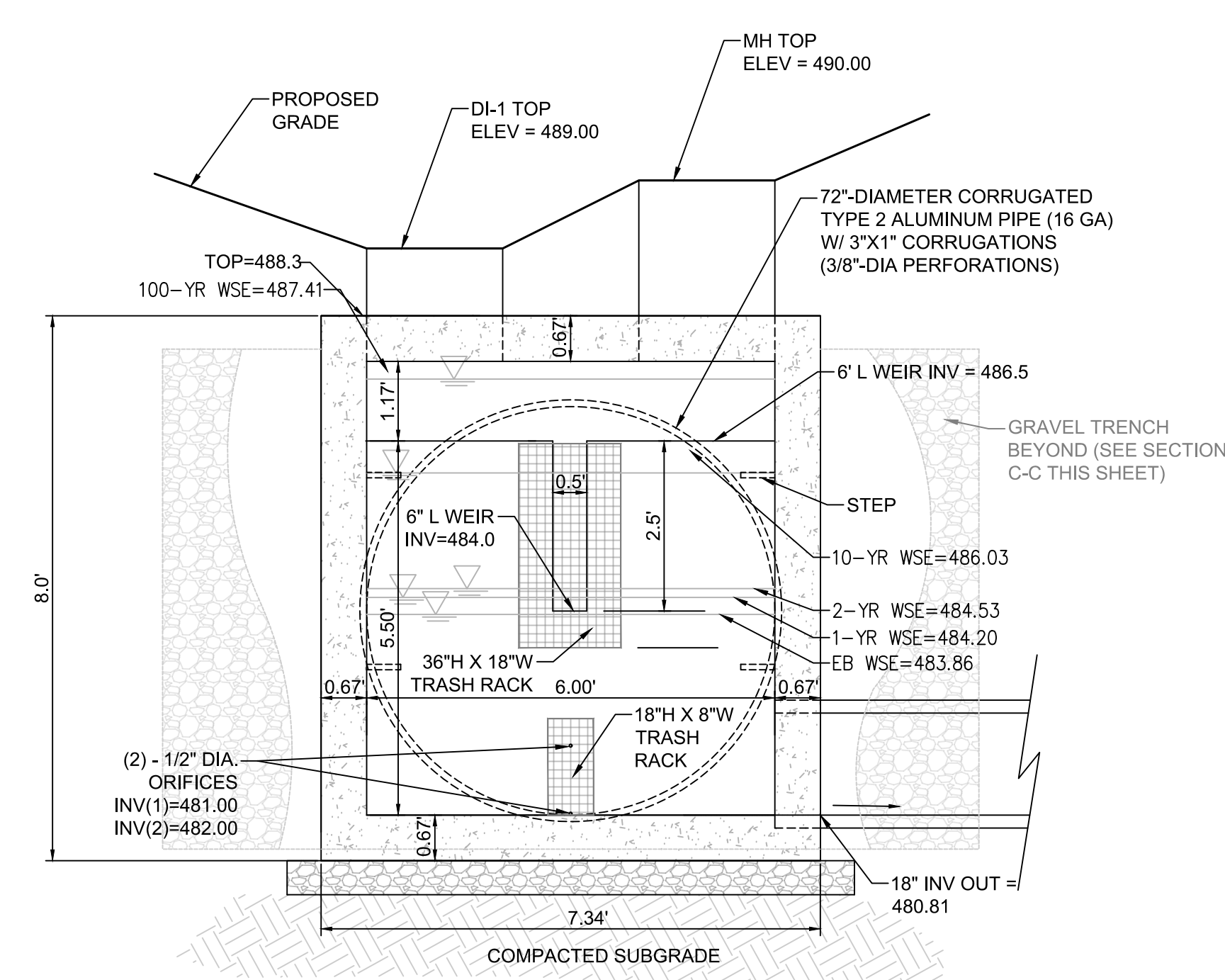
owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
P: 434.242.2866
E: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

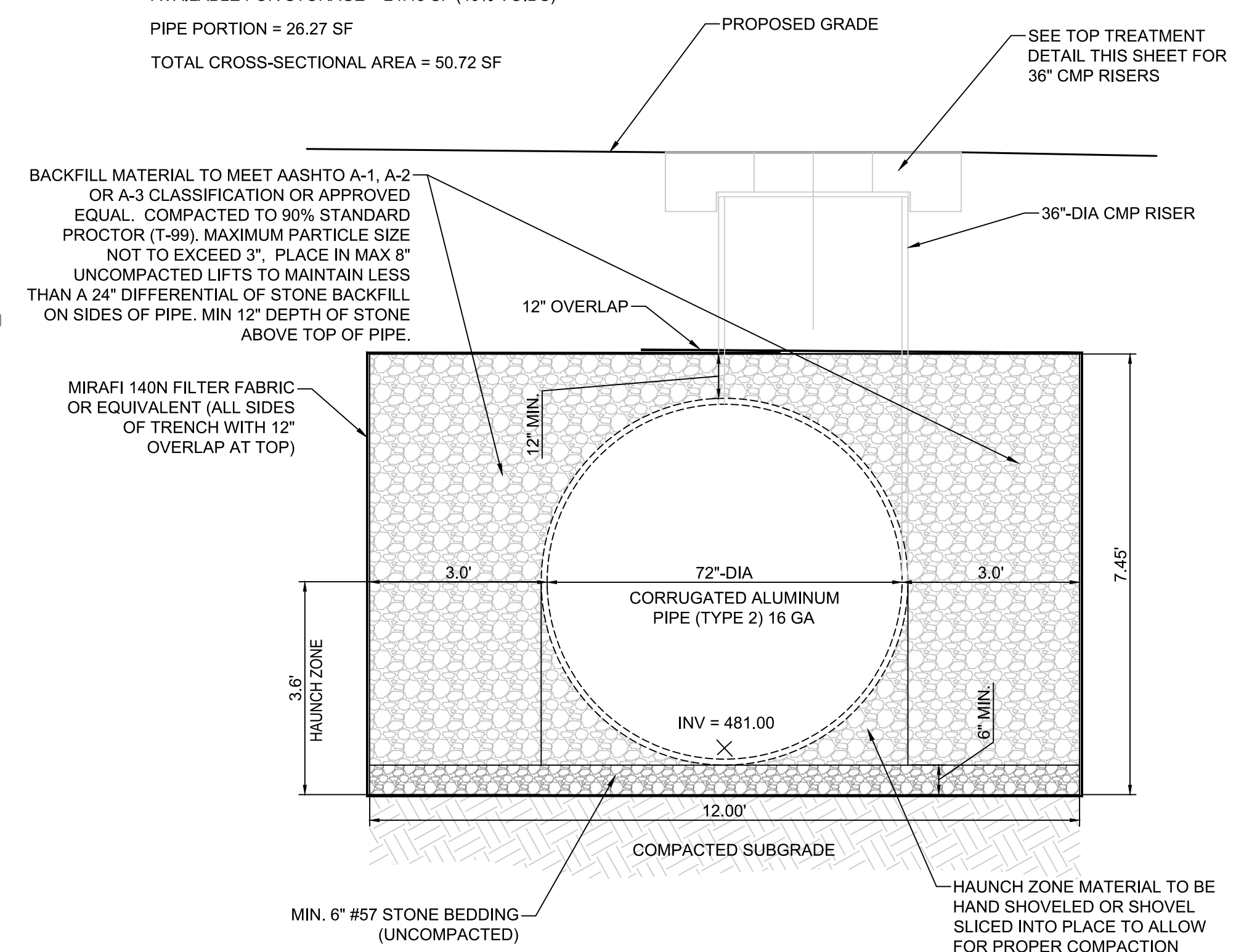


SECTION A-A
SCALE: 1"=2'



SECTION B-B
SCALE: 1"=2'

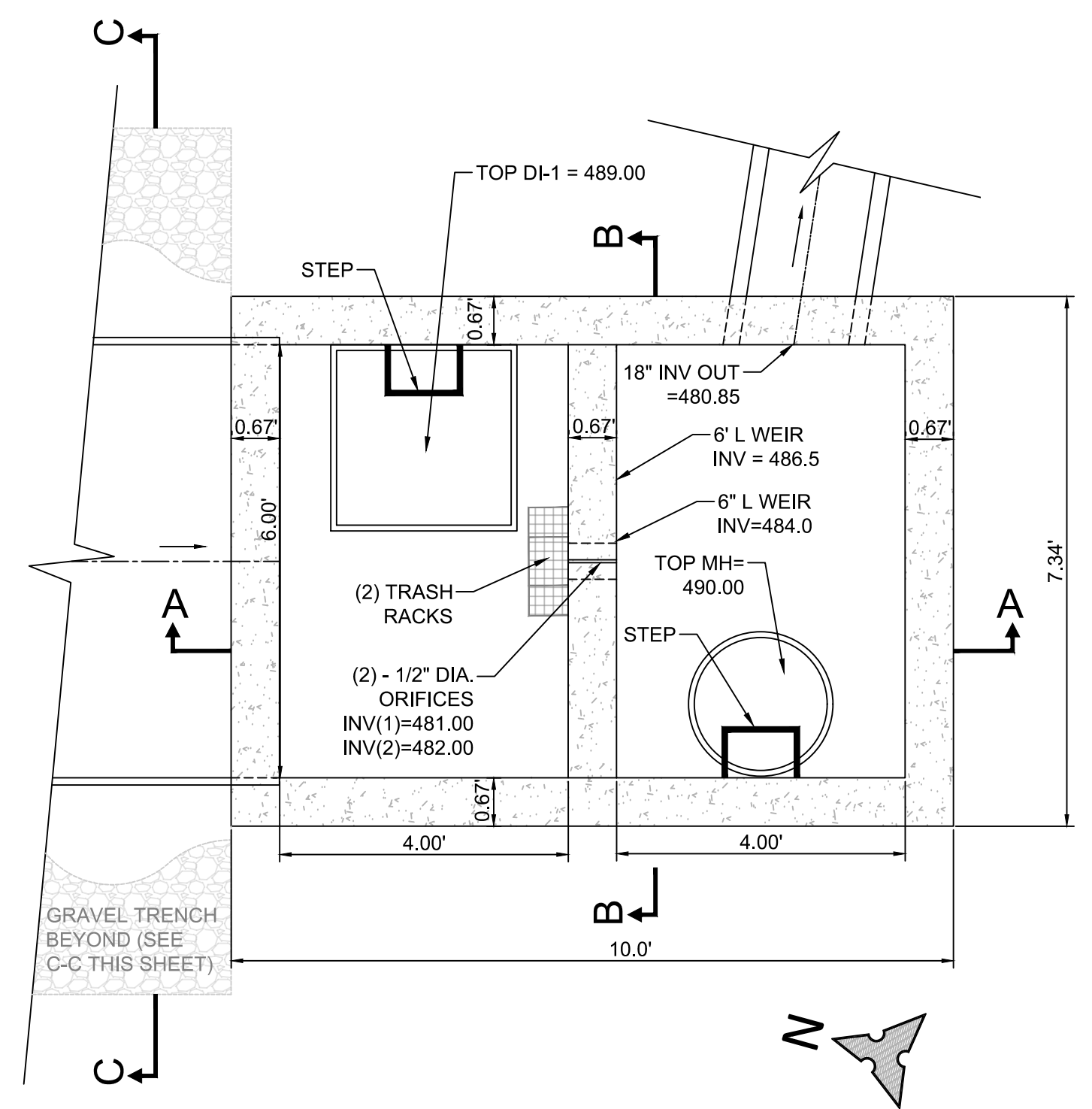
TRENCH CROSS-SECTIONAL AREA CALCULATIONS
GRAVEL PORTION = 61.13 SF
AVAILABLE FOR STORAGE = 24.45 SF (40% VOIDS)
PIPE PORTION = 26.27 SF
TOTAL CROSS-SECTIONAL AREA = 50.72 SF



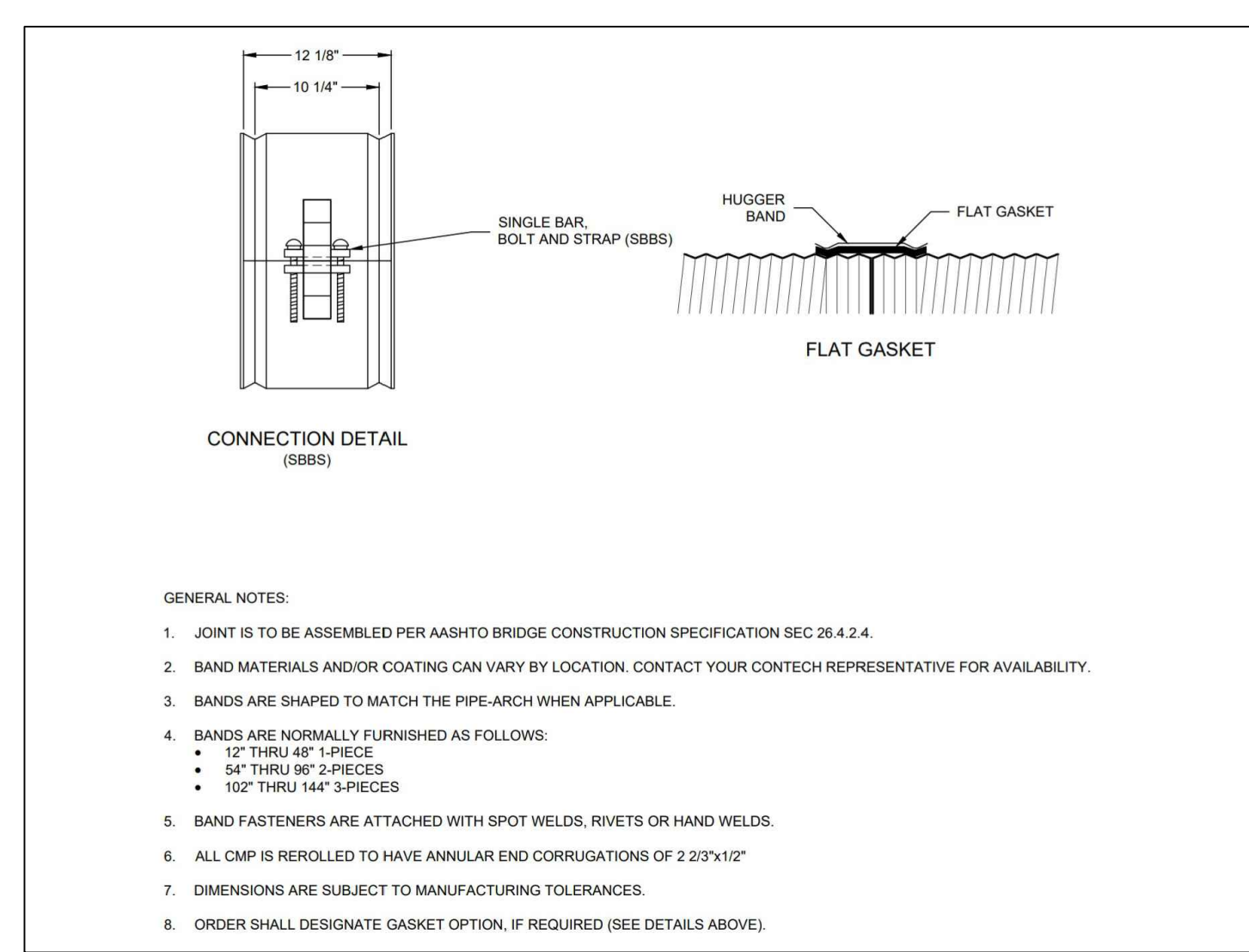
SECTION C-C
SCALE: 1"=2'

STRUCTURE 3 CROSS-SECTIONS

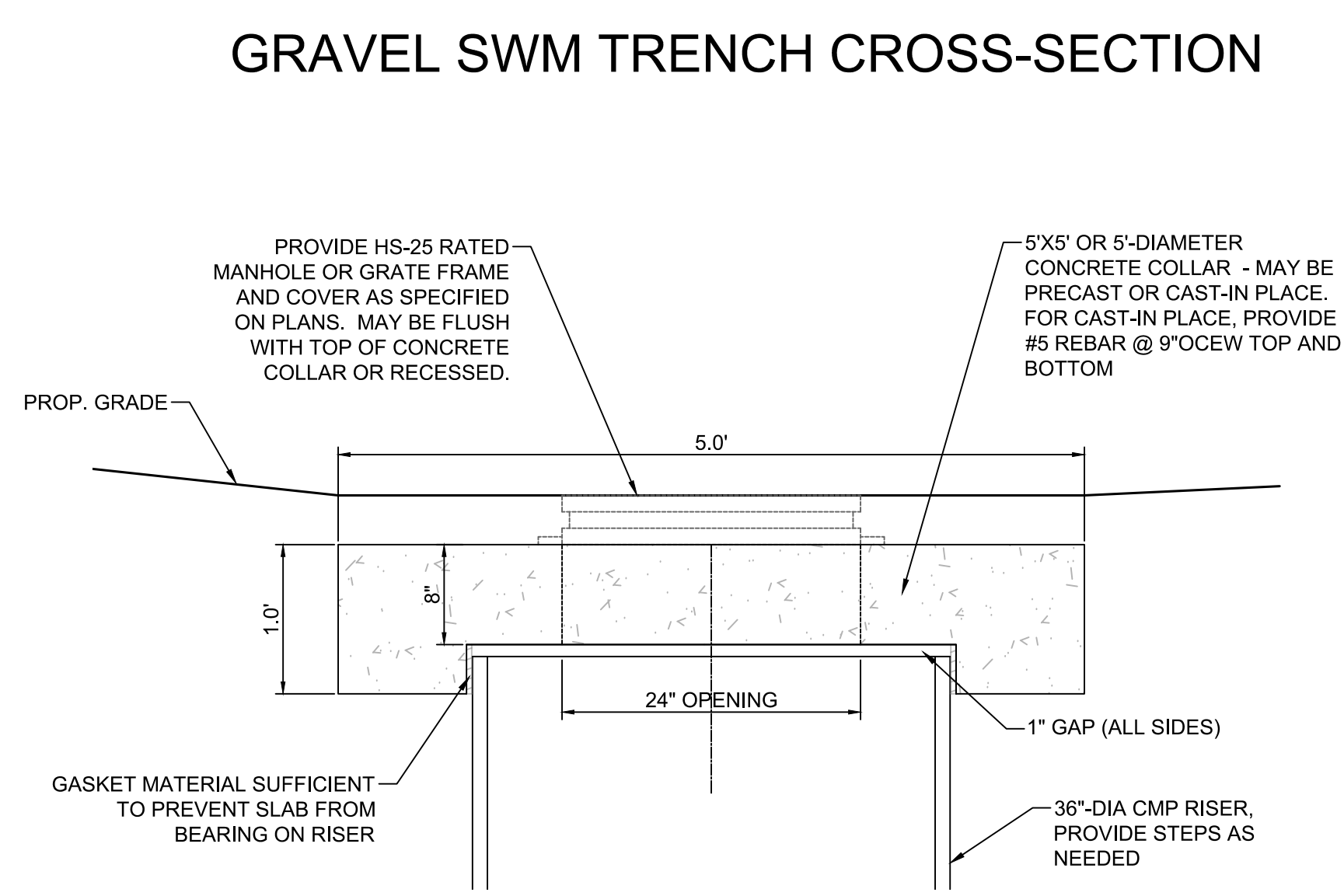
- STRUCTURE 3 NOTES:
- CONSTRUCTION OF STRUCTURE 3 TO CONFORM TO VDOT STD. JB-1 EXCEPT AS DIMENSIONALLY MODIFIED AS SHOWN.
 - CONTRACTOR TO PROVIDE SHOP DRAWING FOR ENGINEER APPROVAL PRIOR TO ORDERING STRUCTURE 3 FOR FABRICATION.



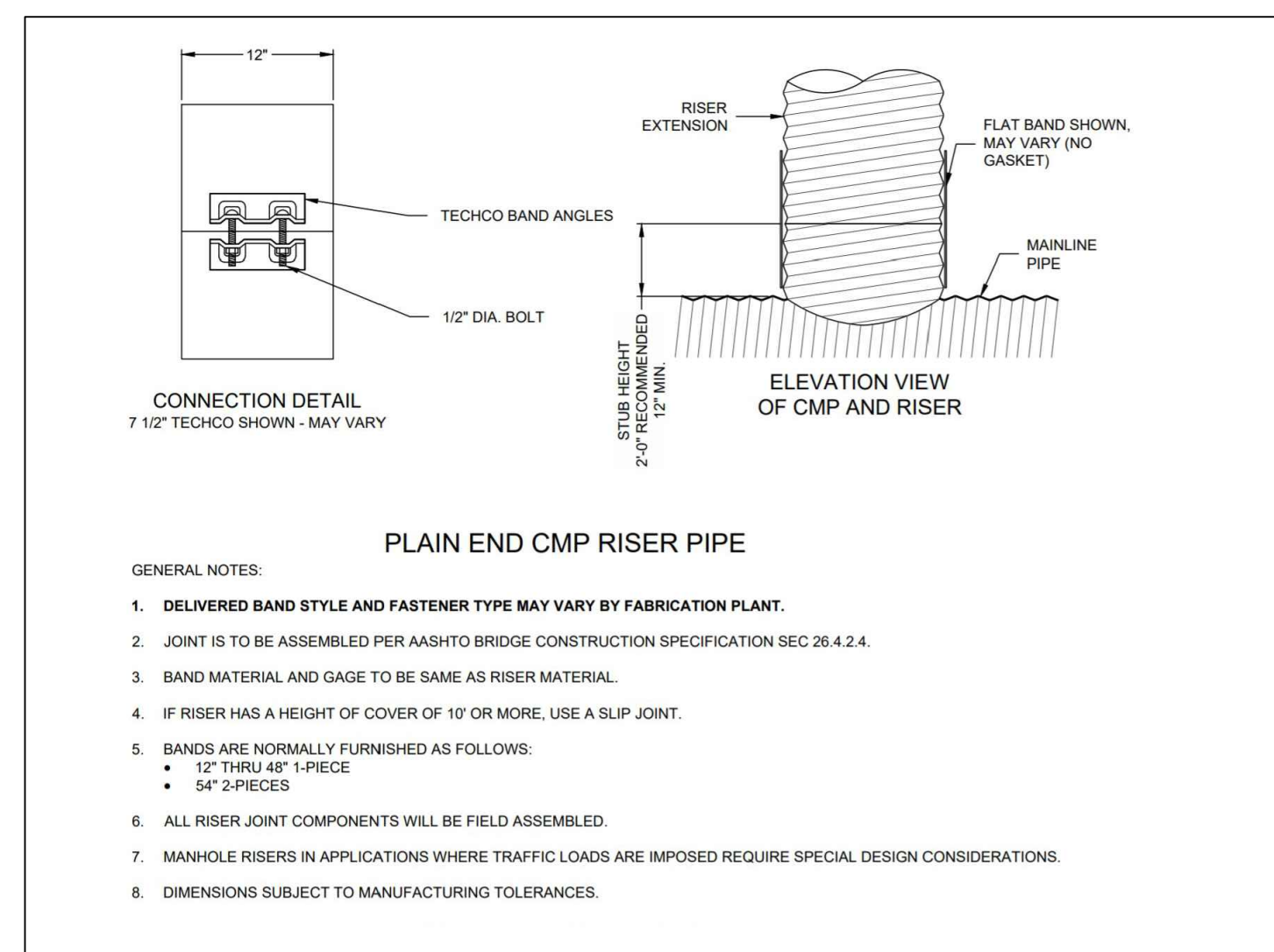
STRUCTURE 3 PLAN VIEW
SCALE: 1"=2'



H-12 HUGGER BAND DETAIL
NOT TO SCALE



TOP TREATMENT OF 36" CMP RISERS
SCALE: 1"=1'



RISER BAND DETAIL
NOT TO SCALE

REVISIONS	
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CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
**STORMWATER
MANAGEMENT
CONSTRUCTION
DETAILS**

scale: AS SHOWN
date: 6/27/2020

sheet # 13 OF 25

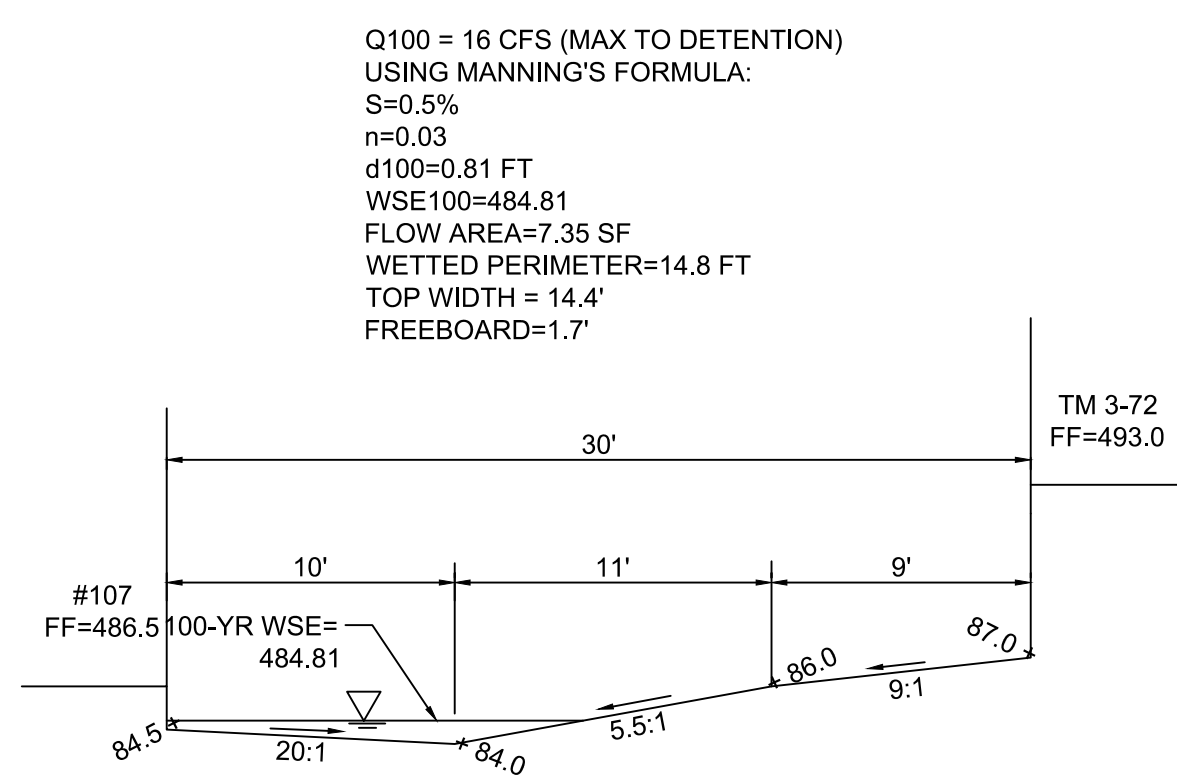


owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903

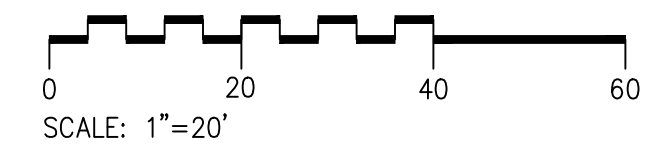
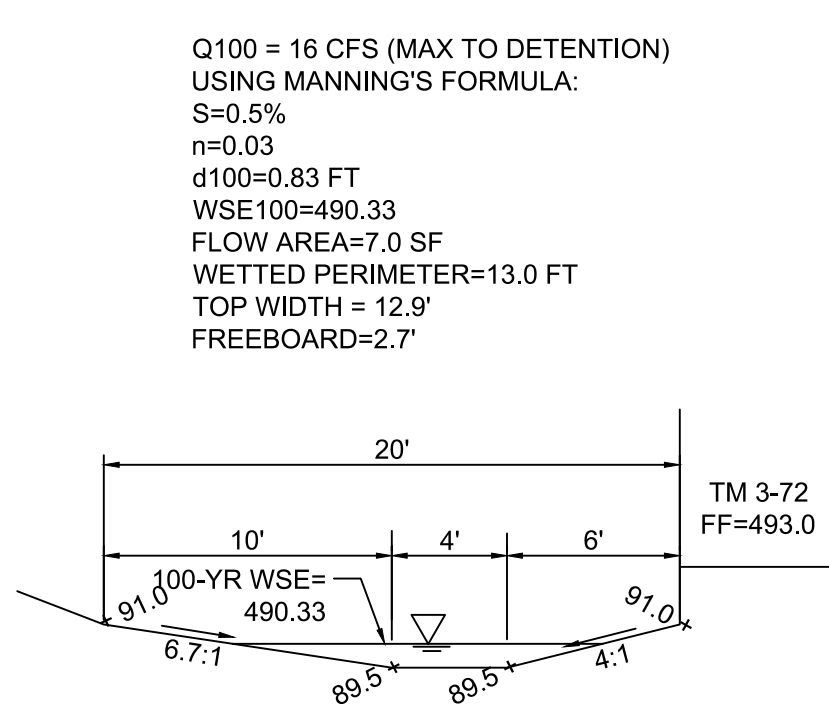
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

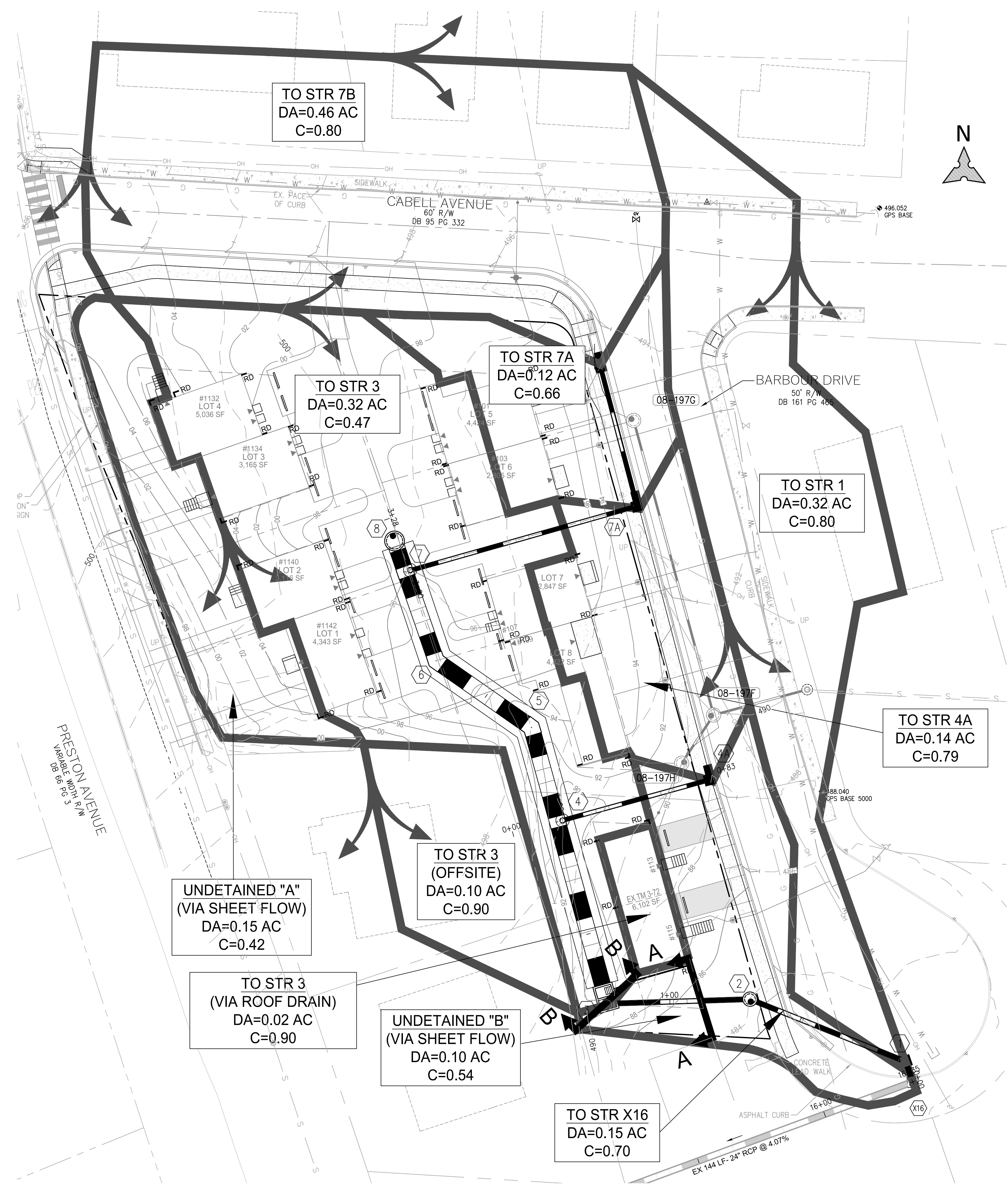
OVERLAND RELIEF SECTION A-A



OVERLAND RELIEF SECTION B-B



REVISIONS	
DESCRIPTION	DATE
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CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



sheet title:
DRAINAGE DIVIDES

scale: 1"=20'
date: 6/27/2020
sheet #: 14 OF 25



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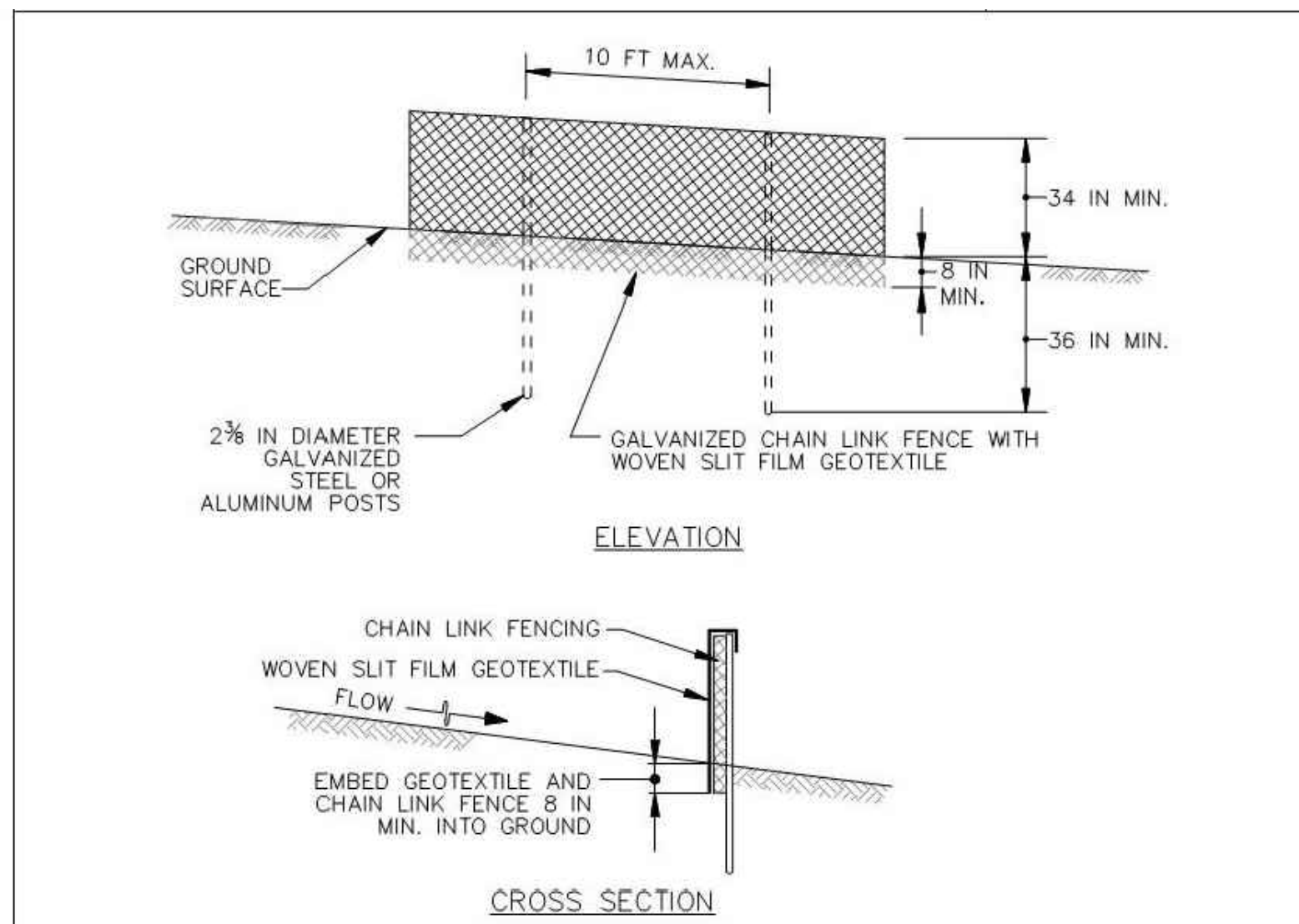
FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

sheet title:
EROSION AND SEDIMENT CONTROL PLAN - PHASE 1

scale: 1"=20'

date: 6/27/2020

sheet # 16 OF 25



- CONSTRUCTION SPECIFICATIONS**
- INSTALL 2 3/8 INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND SIX FOOT LENGTH SPACED NO FURTHER THAN 10 FEET APART. DRIVE THE POSTS A MINIMUM OF 36 INCHES INTO THE GROUND.
 - FASTEN 9 GAUGE OR HEAVIER GALVANIZED CHAIN LINK FENCE (2 3/8 INCH MAXIMUM OPENING) 42 INCHES IN HEIGHT SECURELY TO THE FENCE POSTS WITH WIRE TIES OR HUG RINGS.
 - FASTEN WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H-1 MATERIALS, SECURELY TO THE UPSLOPE SIDE OF CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 8 INCHES INTO THE GROUND.
 - WHERE ENDS OF THE GEOTEXTILE COME TOGETHER, THE ENDS SHALL BE OVERLAPPED BY 6 INCHES, FOLDED, AND STAPLED TO PREVENT SEDIMENT BY PASS.
 - EXTEND BOTH ENDS OF THE SUPER SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SUPER SILT FENCE.
 - PROVIDE MANUFACTURER CERTIFICATION TO THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H-1 MATERIALS.
 - REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL CHAIN LINK FENCING AND GEOTEXTILE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL		
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

SSS SUPER SILT FENCE DETAIL

CONSTRUCTION PHASE 1 NARRATIVE:

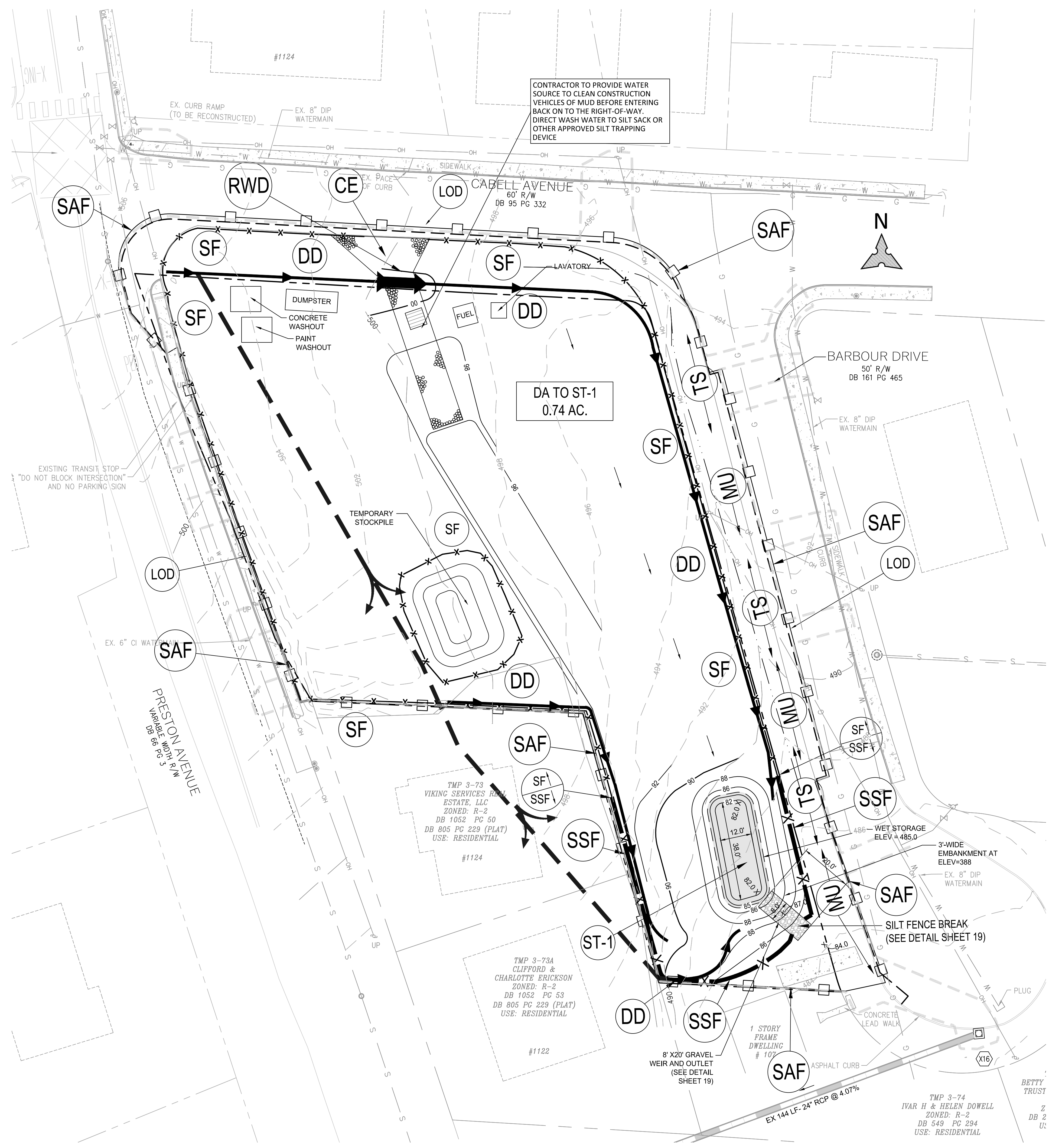
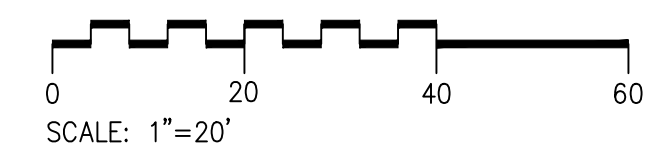
- NOTIFY THE DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION 48 HOURS PRIOR TO ANY LAND DISTURBANCE IN ORDER TO SCHEDULE A PRE-CONSTRUCTION MEETING.
- OBTAIN STAKEOUT OF CLEARING LIMITS IN THE FIELD TO ENSURE NO OFFSITE DISTURBANCE.
- INSTALL SAFETY FENCE AROUND PERIMETER OF CONSTRUCTION. INSTALL PERIMETER SILT FENCE AND CONSTRUCTION ENTRANCE. PERFORM MINOR EXCAVATION AS SHOWN SUCH THAT CONSTRUCTION ENTRANCE CAN BE INSTALLED ONE TIME AT THE ELEVATIONS SHOWN ON THE PHASE 1 PLAN.
- INSTALL SEDIMENT TRAP #1 IN SOUTHEAST CORNER OF THE SITE. PROVIDE DIVERSION DIKES AROUND SITE PERIMETER AS SHOWN. INSTALL SUPER SILT FENCE AROUND PERIMETER OF SEDIMENT TRAP AS SHOWN. INSTALL BREAK IN SILT FENCE AND STONE OUTLET AT SOUTHEAST CORNER (LOW POINT) OF THE SITE.
- EXCESS SPOILS TO BE PLACED IN TEMPORARY STOCKPILE LOCATION AND REMOVED TO A SUITABLE OFFSITE LOCATION. CONTRACTOR MAY ALTER THE LOCATION OF THE TEMPORARY STOCKPILE AS COORDINATED WITH THE CITY E&S INSPECTOR.
- CONTRACTOR RESPONSIBLE FOR PROVIDING PROOF OF PROPER PERMITTING FOR THE USE OF OFFSITE DISPOSAL SITES. AT THE TIME OF EARTHWORKS OPERATIONS, PROVIDE LOCATION OF AUTHORIZED OFFSITE DISPOSAL SITES TO CITY E&S INSPECTOR.
- UPON PERMISSION OF THE CITY OF CHARLOTTEVILLE EROSION AND SEDIMENT CONTROL INSPECTOR, MOVE TO PHASE 2 CONSTRUCTION.

EROSION AND SEDIMENT CONTROL LEGEND

STD#	ABBREV.	SYMBOL	E&S PRACTICE
3.02	CE		CONSTRUCTION ENTRANCE
3.05	SF		SILT FENCE
3.05	SSS		SUPER SILT FENCE
3.01	SAF		SAFETY FENCE (CHAIN LINK)
3.07	IP		INLET PROTECTION
3.09	DD		DIVERSION DIKE
3.13	ST		TEMPORARY SEDIMENT TRAP
3.31	TS		TEMPORARY SEEDING
3.32	PS		PERMANENT SEEDING
3.35	MU		MULCH
	LOD		LIMITS OF DISTURBANCE

REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



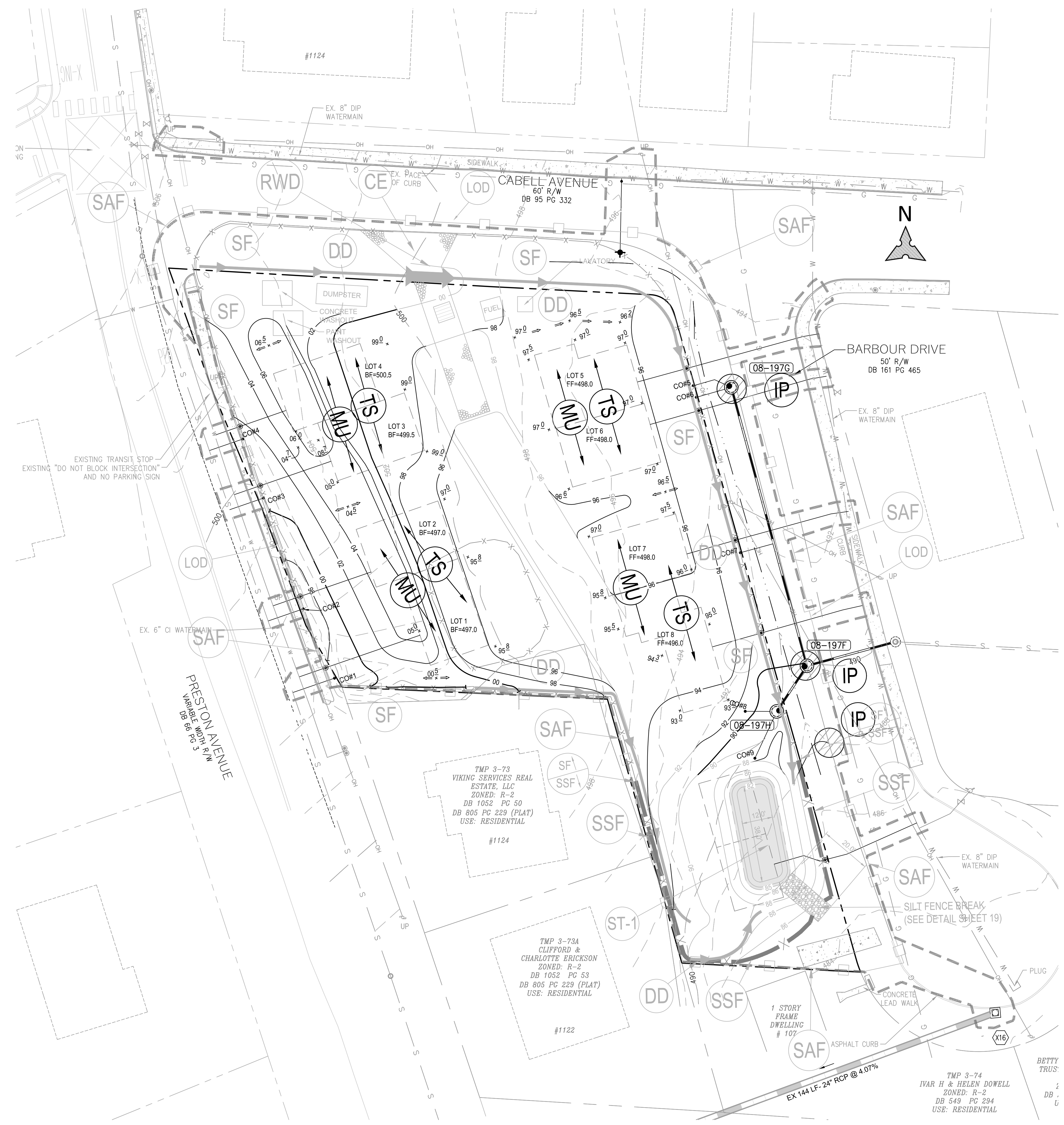
30 SCALE CHPT 18.003



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903

engineer:
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA



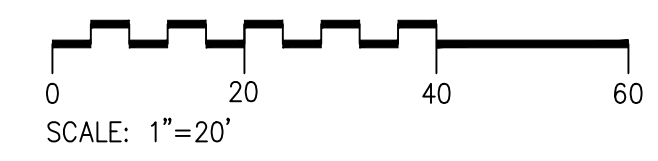
- CONSTRUCTION PHASE 2 NARRATIVE:**
- BEGIN MASS GRADING OF THE SITE TO BRING THE BUILDING SITES TO PAD GRADE.
 - MAINTAIN PERIMETER CONTROLS THAT WERE CONSTRUCTED WITH PHASE 1.
 - CONSTRUCT SANITARY SEWER MAIN FROM EXISTING MANHOLE 08-197E ON EAST SIDE OF BARBOUR DRIVE TO PROPOSED MANHOLES 08-197F, 08-197G, AND 08-197H. INSTALL LATERALS FOR ALL LOTS TO THE CLEANOUT ELEVATION SHOWN AND MARK WITH A 4X4 POST PAINTED GREEN.
 - INSTALL WATER METER SERVICE CONNECTIONS AND SET METER CROCKS.
 - PROCEED TO PHASE 3 CONSTRUCTION WITH PERMISSION OF CITY E&S INSPECTOR.

EROSION AND SEDIMENT CONTROL LEGEND

STD#	ABBREV.	SYMBOL	E&S PRACTICE
3.02	CE		CONSTRUCTION ENTRANCE
3.05	SF		SILT FENCE
3.05	SSF		SUPER SILT FENCE
3.01	SAF		SAFETY FENCE (CHAIN LINK)
3.07	IP		INLET PROTECTION
3.09	DD		DIVERSION DIKE
3.13	ST		TEMPORARY SEDIMENT TRAP
3.31	TS		TEMPORARY SEEDING
3.32	PS		PERMANENT SEEDING
3.35	MU		MULCH
	LOD		LIMITS OF DISTURBANCE

REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
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CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



sheet title:
EROSION AND SEDIMENT CONTROL PLAN - PHASE 2

scale: 1"=20'

date: 6/27/2020

sheet # 17 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903

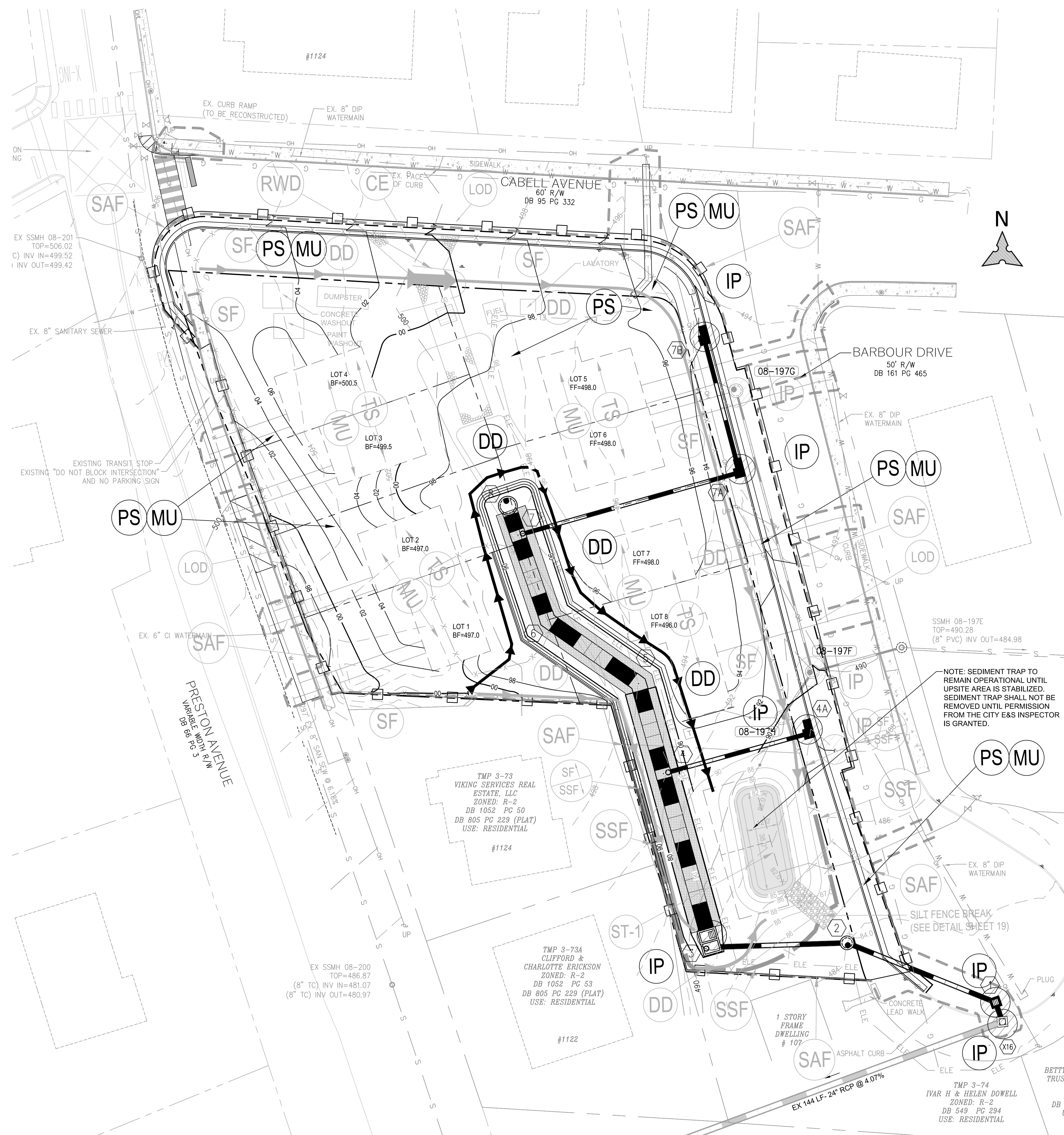
engineer:
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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

sheet title:
EROSION AND SEDIMENT CONTROL PLAN - PHASE 3

scale: 1"=20'
date: 6/27/2020

sheet # 18 OF 25



CONSTRUCTION PHASE 3 NARRATIVE:

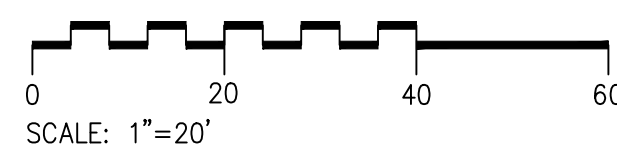
1. A BMP PRECONSTRUCTION MEETING WITH THE CITY IS REQUIRED PRIOR TO BEGINNING WORK ON THE BMP.
2. PROVIDE DIVERSION DIKE UPSTREAM OF PROPOSED 72" CMP INSTALLATION TO DIVERT UPSTREAM RUNOFF AROUND PIPE EXCAVATION AND TOWARDS SEDIMENT TRAP.
3. INSTALL STORM DRAIN OUTFALL FROM STRUCTURE X16 UP TO AND INCLUDING STRUCTURE 3 (JUNCTION BOX STRUCTURE). SET STRUCTURES 4A, 7A AND 7B AND KEEP INLETS BLOCKED SO THAT NO RUNOFF WILL ENTER THE DETENTION SYSTEM UNTIL THE SITE IS STABILIZED. ALSO SET 6" ID MANHOLE 8. KEEP DROP INLET AT STRUCTURE 3 BLOCKED SO THAT NO RUNOFF CAN ENTER THE DETENTION SYSTEM.
4. EXCAVATE FOR AND BEGIN INSTALLATION OF 72" CMP PIPE AND GRAVEL TRENCH DETENTION SYSTEM.
5. INSTALL 15" STORM SEWER PIPE FROM STRUCTURE 4 TO 4A AND 7 TO 7A TO 7B AS 72" PIPE AND GRAVEL TRENCH ARE INSTALLED.
6. BEGIN CONSTRUCTION OF MODEL HOME ON LOTS 3 AND 4.
7. STABILIZE THE REMAINDER OF THE SITE NOT TO BE BUILT OR PAVED UPON WITH PERMANENT SEEDING AND MULCH.
8. PROVIDE TEMPORARY SEEDING AND MULCH ON THE REMAINING PAD SITES.
9. PROVIDE INLET PROTECTION FOR INLETS 3, 4A, 7A AND 7B ONLY AFTER SITE IS STABILIZED.
10. REMOVE SEDIMENT TRAP #1 AFTER PERMISSION FROM THE CITY E&S INSPECTOR IS GRANTED, AND GRADE PAD SITE ON TO EXISTING TMP 3-72. THE SEDIMENT TRAP SHALL NOT BE REMOVED UNTIL PERMISSION FROM THE CITY E&S INSPECTOR IS GRANTED.
11. PROVIDE TEMPORARY SEEDING ON EXISTING TMP 3-72.
12. WORK MAY BEGIN ON EACH PAD SITE AS MARKET CONDITIONS DICTATE.
13. PRIOR TO BEGINNING WORK ON EACH PAD SITE, PERIMETER SILT FENCE, DUMPSTER, LAVATORY, PAINT AND CONCRETE WASHOUT AREAS ARE TO BE PROVIDED IN CONVENIENT LOCATION AS COORDINATED BETWEEN THE BUILDER AND THE CITY E&S INSPECTOR.
14. ONCE ALL BUILDING LOTS ARE COMPLETED AND PERMISSION IS GRANTED FROM CITY E&S INSPECTOR, REMOVE ALL E&S MEASURES TO INCLUDE DIVERSION DIKES, SILT FENCE, STONE, TRASH, DEBRIS, AND CLEANUP STATIONS.

EROSION AND SEDIMENT CONTROL LEGEND

STD#	ABBREV.	SYMBOL	E&S PRACTICE
3.02	(CE)		CONSTRUCTION ENTRANCE
3.05	(SF)		SILT FENCE
3.05	(SFF)		SUPER SILT FENCE
3.01	(SAF)		SAFETY FENCE (CHAIN LINK)
3.07	(IP)		INLET PROTECTION
3.09	(DD)		DIVERSION DIKE
3.13	(ST)		TEMPORARY SEDIMENT TRAP
3.31	(TS)		TEMPORARY SEEDING
3.32	(PS)		PERMANENT SEEDING
3.35	(MU)		MULCH
	(LOD)		LIMITS OF DISTURBANCE

REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



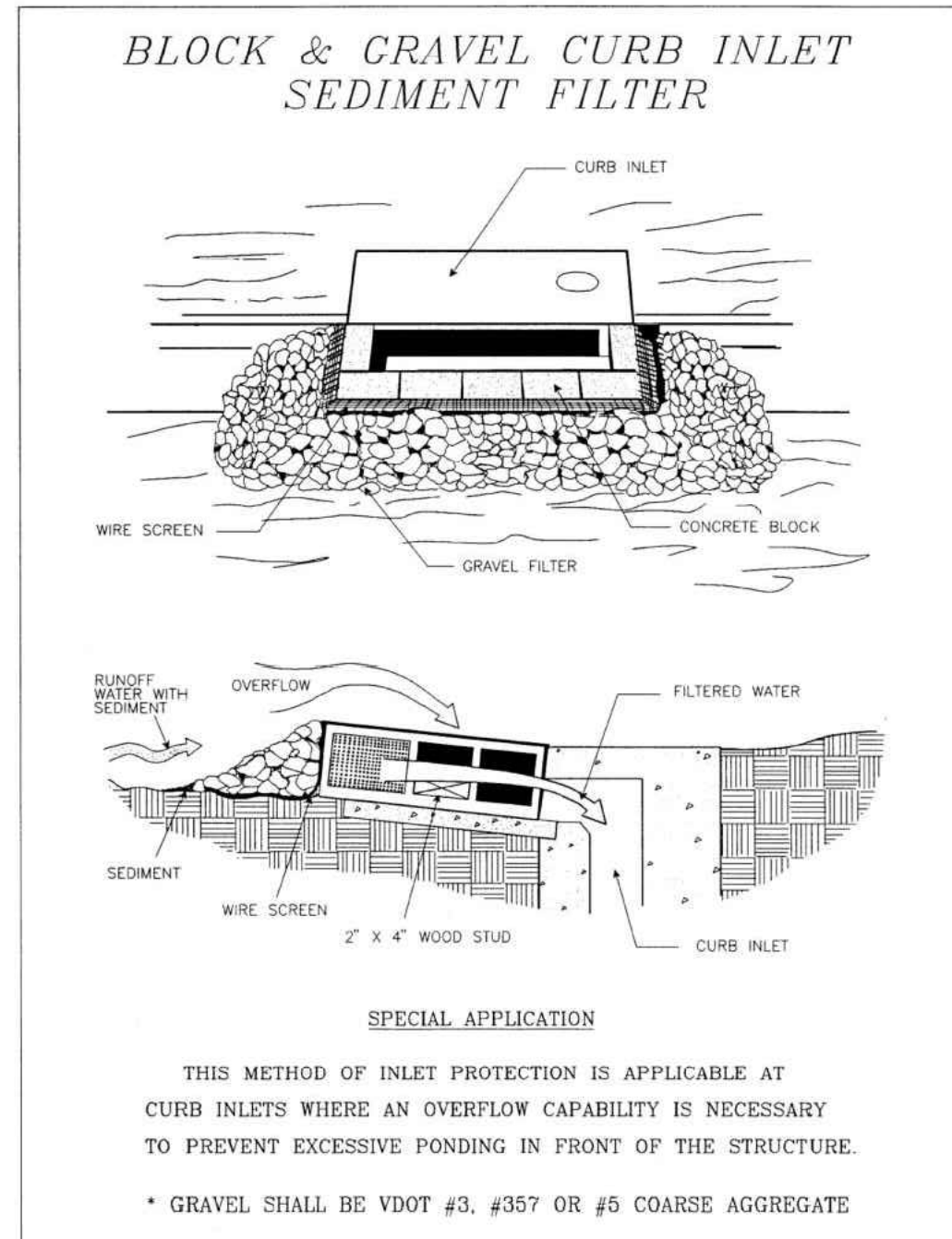


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FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

1992 3.07

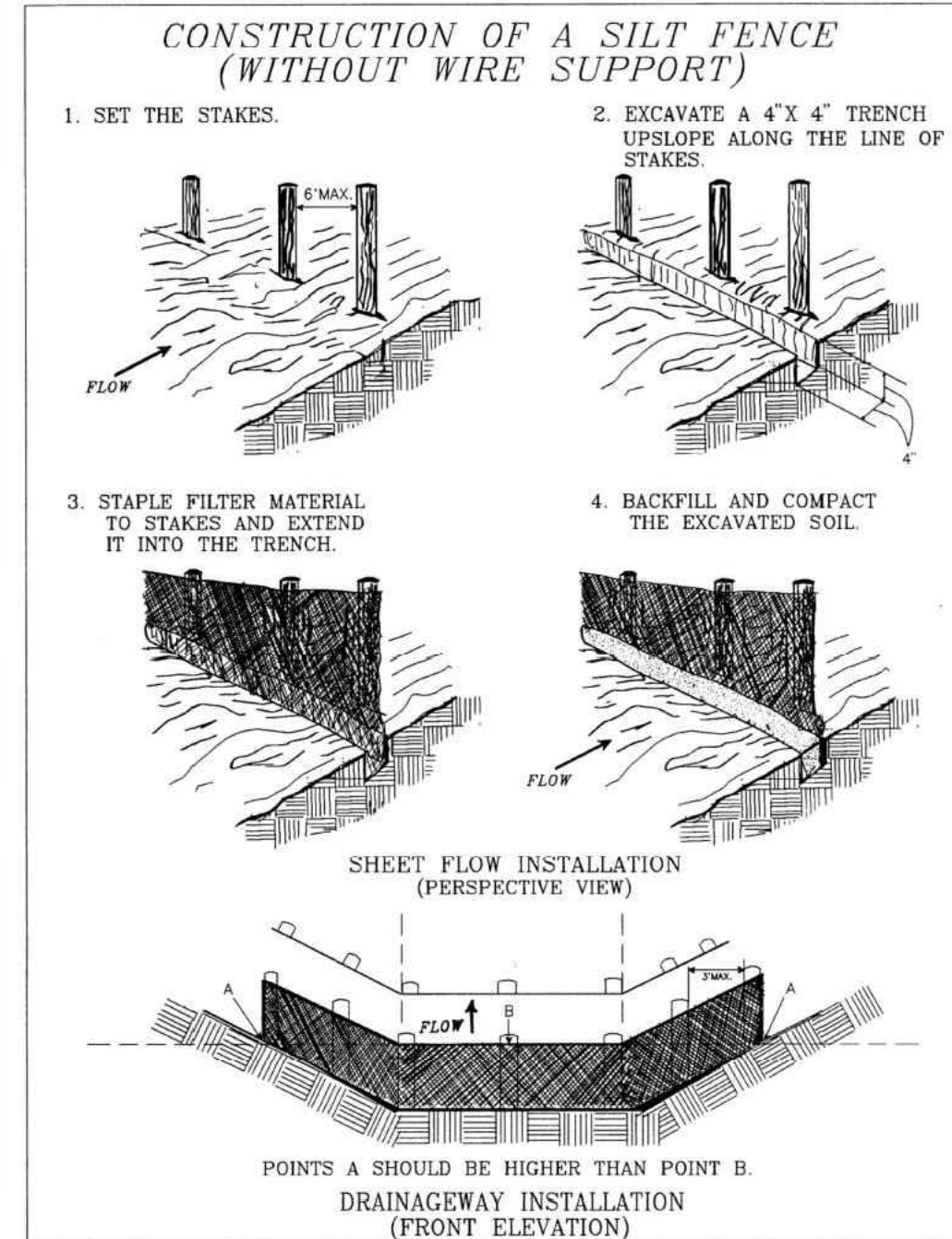


Source: Va. DSWC Plate 3.07-8

III - 45

IP **INLET PROTECTION**
BLOCK AND GRAVEL DROP INLET SEDIMENT FILTER
VESCH STD. 3.07

1992 3.05

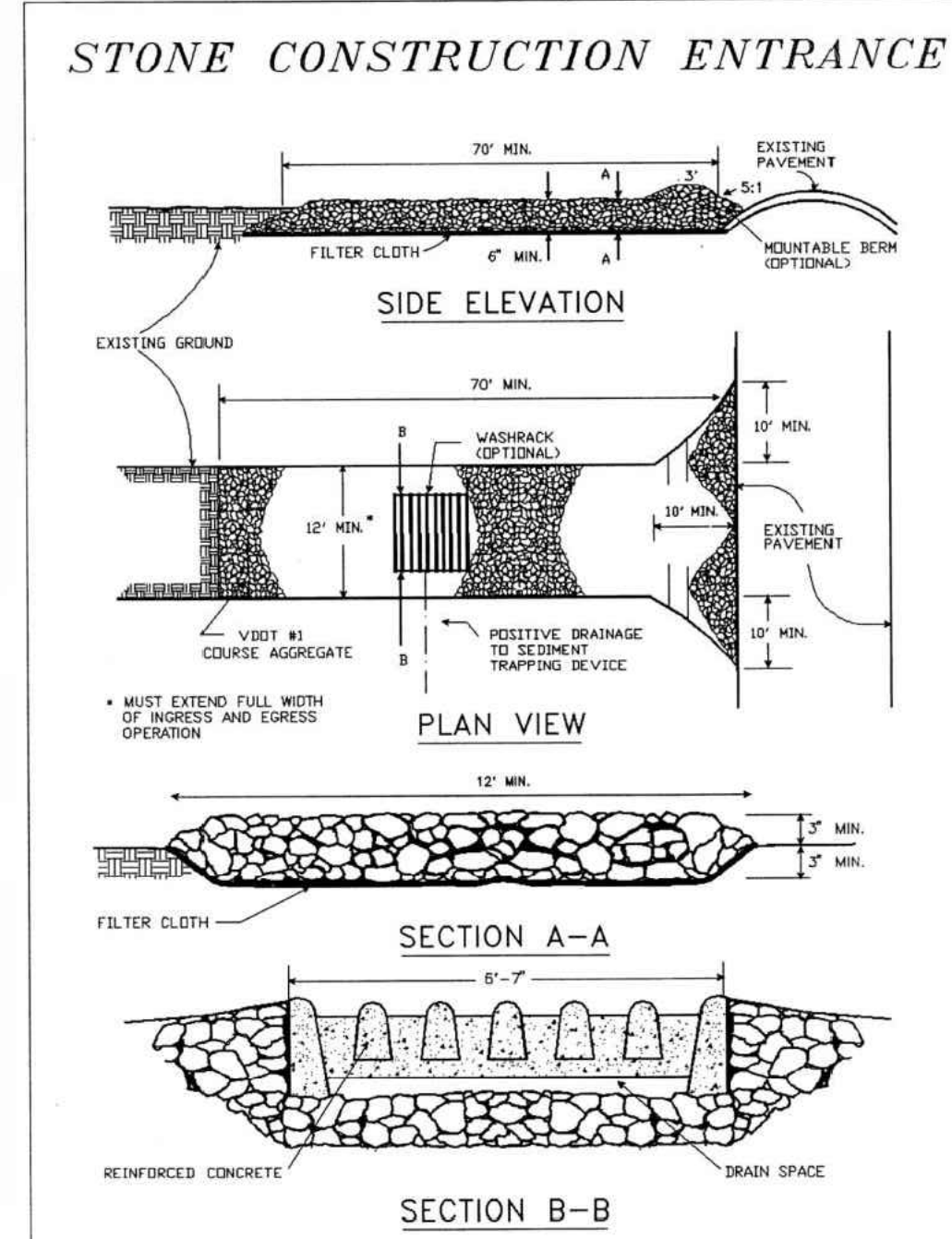


Source: Adapted from Installation of Straw and Fabric Filter Barriers for Sediment Control, Sherwood and Wyant Plate 3.05-2

III - 25

SF **SILT FENCE DETAIL**
VESCH STD. 3.05

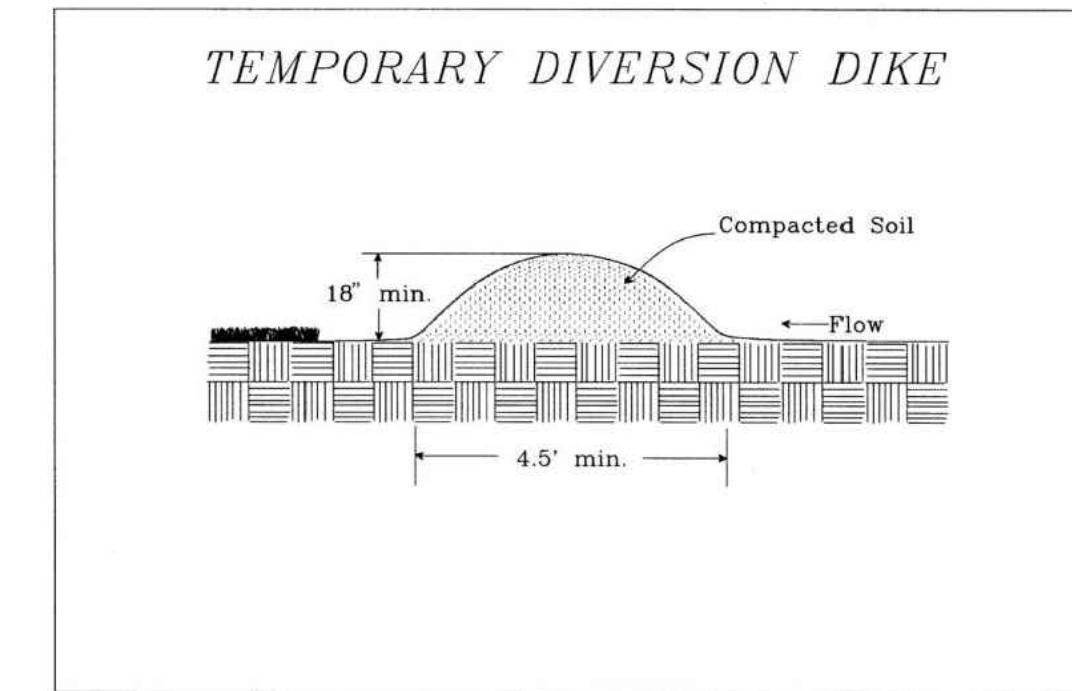
1992 3.02



Source: Adapted from 1983 Maryland Standards for Soil Erosion and Sediment Control, and Va. DSWC Plate 3.02-1

III - 9

CE **CONSTRUCTION ENTRANCE DETAIL**
VESCH STD. 3.02



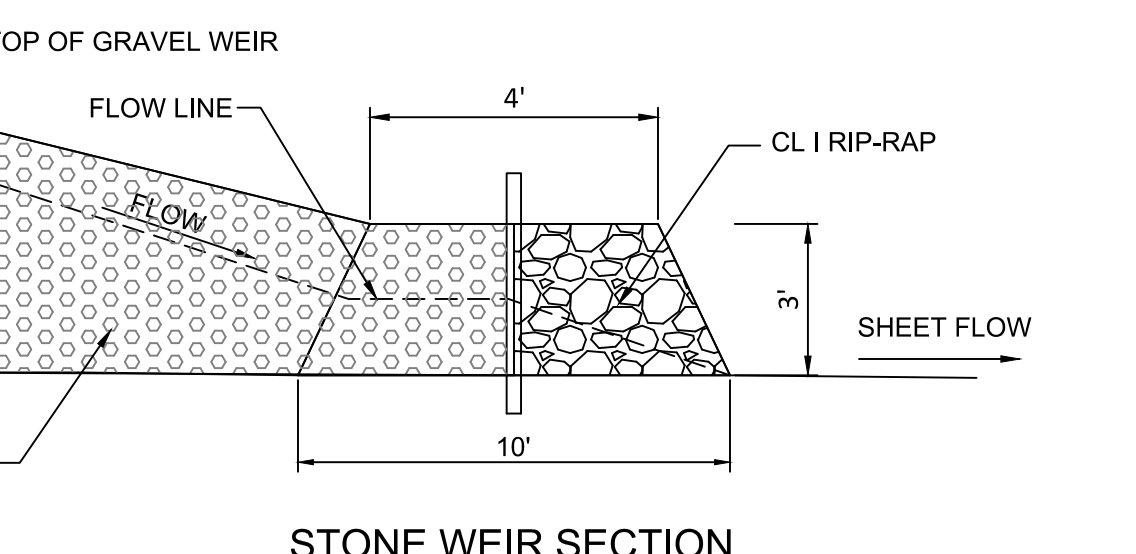
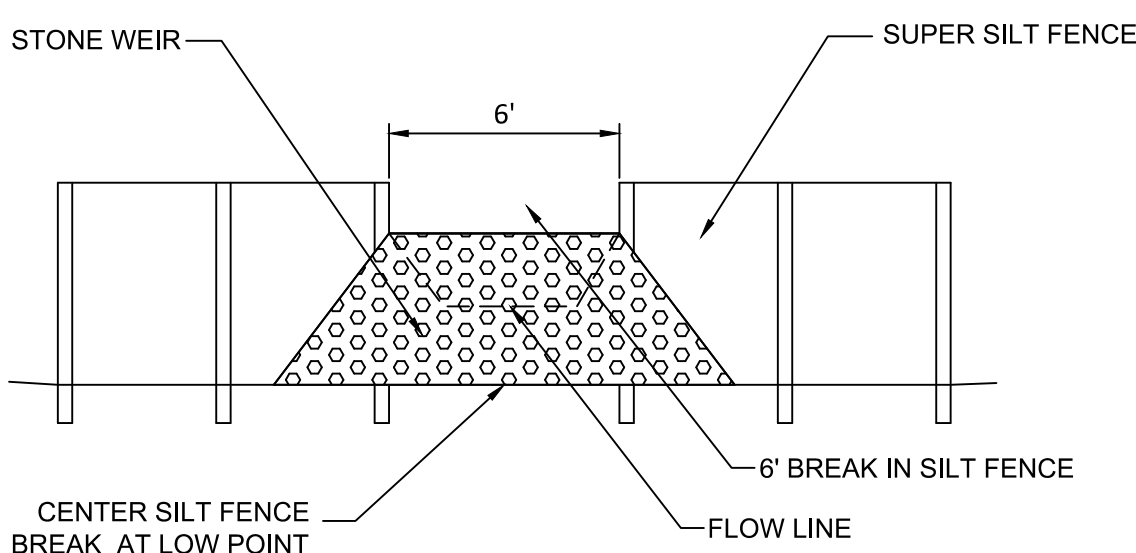
Source: Va. DSWC Plate 3.09-1

DD **DIVERSION DIKE**
VESCH STD. 3.09

TEMPORARY SEDIMENT TRAP VOLUME CALCULATIONS

SEDIMENT TRAP COMPUTATIONS							
ST	DA	WET STORAGE REQUIRED (CF)	DRY STORAGE REQUIRED (CF)	WET STORAGE PROVIDED (CF)	DRY STORAGE PROVIDED (CF)	BOTTOM TRAP DIMENSIONS	CLEANOUT ELEV
1	0.74	1339	1339	1368	1345	38' x 12'	483.5

TEMPORARY SEDIMENT TRAP VOLUME CALCULATIONS



SILT FENCE BREAK

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

Planting Dates	Species	Rate (lbs./acre)
Sept. 1 - Feb. 15	50/50 Mix of Annual Ryegrass (<i>Lolium multi-florum</i>) & Cereal (Winter) Rye (<i>Secale cereale</i>)	50 - 100
Feb. 16 - Apr. 30	Annual Ryegrass (<i>Lolium multi-florum</i>)	60 - 100
May 1 - Aug 31	German Millet (<i>Setaria italica</i>)	50

Source: Va. DSWC

III - 287

TS **TEMPORARY SEEDING SPECIFICATIONS**
VESCH STD. 3.31

1992 3.32

TABLE 3.32-D
SITE SPECIFIC SEEDING MIXTURES FOR PIEDMONT AREA

Minimum Care Lawn	Total Lbs. Per Acre
- Commercial or Residential	175-200 lbs.
- Kentucky 31 or Turf-Type Tall Fescue	95-100%
- Improved Perennial Ryegrass	0-5%
- Kentucky Bluegrass	0-5%
High-Maintenance Lawn	200-250 lbs.
- Kentucky 31 or Turf-Type Tall Fescue	100%
General Slope (3:1 or less)	
- Kentucky 31 Fescue	128 lbs.
- Red Top Grass	2 lbs.
- Seasonal Nurse Crop *	20 lbs.
Low-Maintenance Slope (Steeper than 3:1)	150 lbs.
- Kentucky 31 Fescue	108 lbs.
- Red Top Grass	2 lbs.
- Seasonal Nurse Crop *	20 lbs.
- Crownvetch **	20 lbs.
	150 lbs.

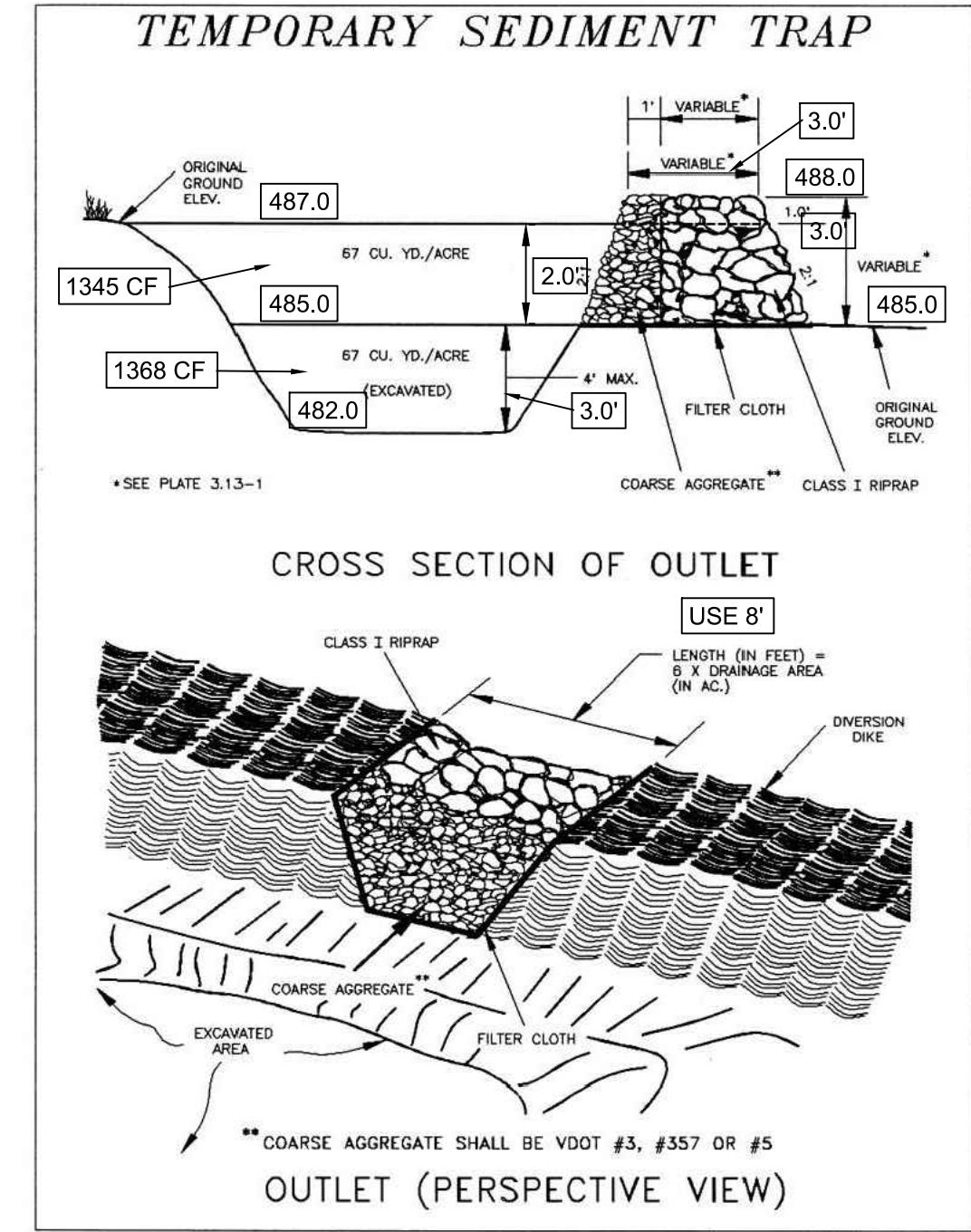
* Use seasonal nurse crop in accordance with seeding dates as stated below:
February 16th through April Annual Rye
May 1st through August 15th Foxtail Millet
August 16th through October Annual Rye
November through February 15th Winter Rye

** Substitute *Sericea lespedeza* for Crownvetch east of Farmville, Va. (May through September use hulled *Sericea*, all other periods, use unhulled *Sericea*). If *Flatpea* is used in lieu of Crownvetch, increase rate to 30 lbs./acre. All legume seed must be properly inoculated. Weeping Lovegrass may be added to any slope or low-maintenance mix during warmer seeding periods; add 10-20 lbs./acre in mixes.

III - 303

PS **PERMANENT SEEDING SPECIFICATIONS**
VESCH STD. 3.32

1992 3.13



Source: Va. DSWC Plate 3.13-2

ST **SEDIMENT TRAP**
VESCH STD. 3.13

sheet title:
EROSION AND SEDIMENT CONTROL DETAILS

scale: 1"=20'

date: 6/27/2020

sheet # 19 OF 25



OWNER: PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903
engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
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e: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

VRRM SPREADSHEET

VRRM SPREADSHEET showing site information, constants, and land cover summary. Includes tables for Runoff Coefficients (Cn) and Land Cover Summary - Post Development.

PHOSPHORUS LOAD REDUCTION REQUIREMENTS

Site Results (Water Quality Compliance) table showing area checks, runoff reduction volume, and total phosphorus/nitrogen load reduction requirements.

NUTRIENT CREDIT AVAILABILITY LETTER



P.O. Box 142 Penn Laird, VA 22846 • (540) 908-1679 • www.VirginiaNutrientBank.com

August 25, 2021

Mike Myers
30 Scale, LLC
871 Justin Drive
Palmyra, VA 22963

Re: Nutrient Credit Availability - Robinson Place - City of Charlottesville

Mr. Myers,

The Virginia Nutrient Bank (VNB) is pleased to preliminarily reserve approximately 1.01 pounds per year of phosphorus offsets (nutrient credits) for the 5-Lot subdivision site plan located at the SE intersection of Preston Avenue and Cabell Avenue in the City of Charlottesville. This project is located in HUC:02080204.

VNB has approval from the Virginia Department of Environmental Quality (VDEQ) for Nonpoint Source Offset Generation Certification. VNB is approved to transfer nutrient credits in accordance with the Chesapeake Bay Watershed Nutrient Credit Exchange Program (VA Code 62.1-44.19-14 et seq). These offsets are also transferable in accordance with the Virginia stormwater offset program (VA Code 62.1-44.15-35) and the Virginia Soil and Water Conservation Board's Guidance Document on Stormwater Nonpoint Nutrient Offsets approved on July 23, 2009, to those regulator entities qualifying for nutrient offsets.

VNB is managing the Upper James Nutrient Bank in Nelson County that will generate approximately 155.31 pounds of phosphorus reduction and roughly 555.15 pounds of nitrogen reduction per year within the 02080203 HUC. VNB will retire 1.01 pounds of phosphorus credits and corresponding nitrogen credits from the Upper James Nutrient Bank in accordance with the Nutrient Offset Certification regulations.

Respectfully,

Amber Aboagye

Amber Aboagye
Conservation Project Director
Virginia Nutrient Bank, LLC
amber@virginianutrientbank.com | 540-217-4079

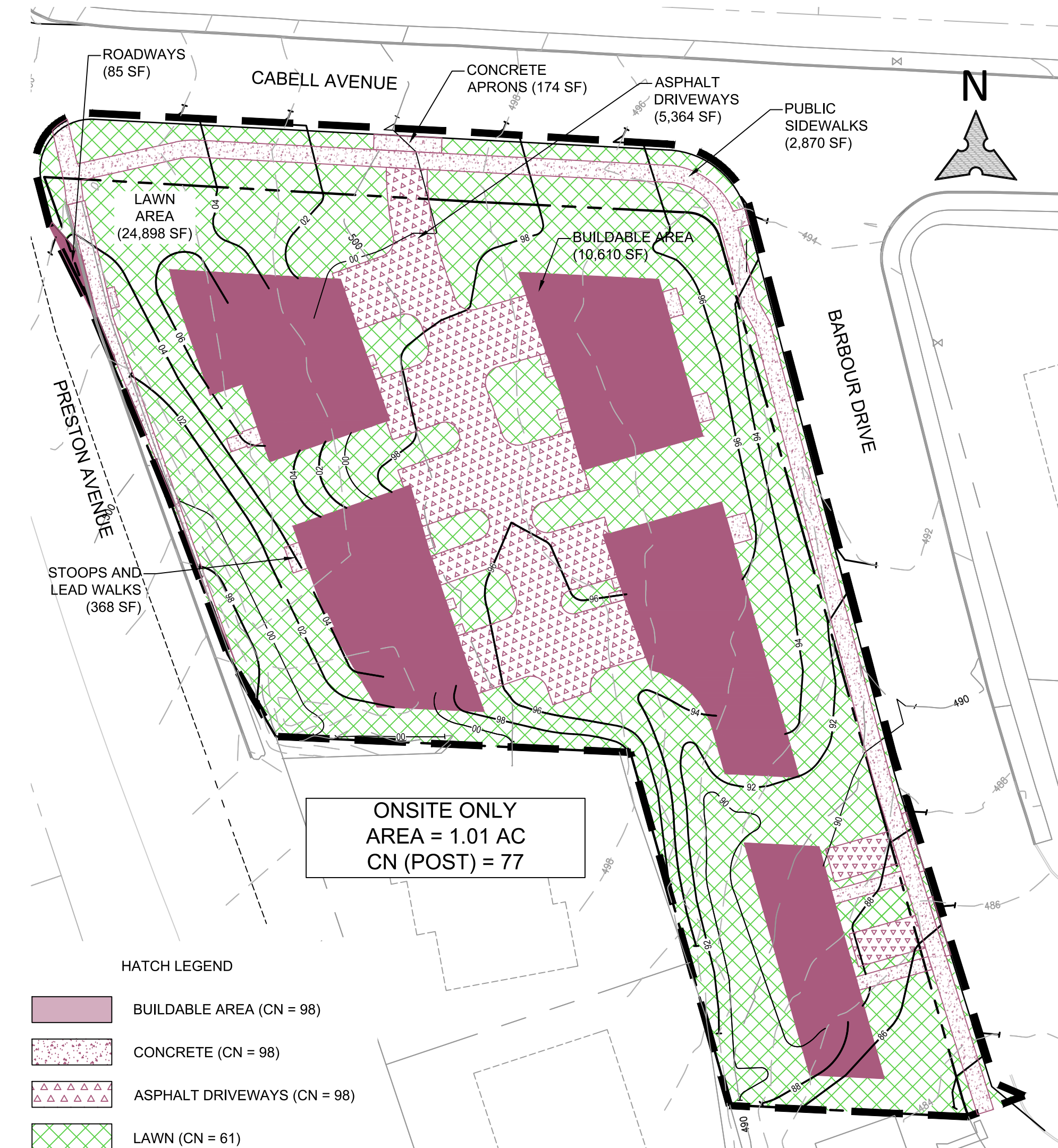


PRE-DEVELOPMENT LAND COVER MAP (ONSITE ONLY)

HATCH LEGEND for Pre-Development map: IMPERVIOUS AREA (CN = 98), LAWN (CN = 61), WOODS (CN = 55).

PRE-DEVELOPMENT COMPOSITE CN CALCULATIONS (ONSITE ONLY) table with columns for Land Cover, Area (SF), Area (AC), CN, CN*A, and Composite CN.

TIME OF CONCENTRATION GEOMETRY - PRE-DEVELOPMENT table with columns for Sheet Flow, Shallow Concentrated Flow, Channel Flow, L (ft), HI Elev, LO Elev, Slope, and TC.



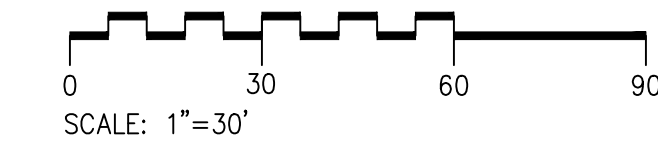
POST-DEVELOPMENT LAND COVER MAP (ONSITE ONLY)

HATCH LEGEND for Post-Development map: BUILDABLE AREA (CN = 98), CONCRETE (CN = 98), ASPHALT DRIVEWAYS (CN = 98), LAWN (CN = 61).

POST-DEVELOPMENT COMPOSITE CN CALCULATIONS (ONSITE ONLY) table with columns for Land Cover, Area (SF), Area (AC), CN, CN*A, and Composite CN.

* BUILDABLE AREA INCLUDES ENTIRE BUILDABLE AREA OF LOT.

NOTE: TIME OF CONCENTRATION FOR POST-DEVELOPMENT IS 5 MINUTES



WATER QUANTITY COMPLIANCE NARRATIVE

FOLLOWING DEVELOPMENT, THE MAJORITY OF ONSITE RUNOFF IS COLLECTED VIA STORM SEWER INLETS AND CONVEYED TO THE PROPOSED UNDERGROUND STORMWATER MANAGEMENT DETENTION PIPE/GRAVEL TRENCH SYSTEM. THE SWM PIPE OUTFALLS VIA CONCENTRATED FLOW INTO THE MANMADE STORM SEWER PIPE OUTFALL SYSTEM. A WEIR WALL IN THE DOWNSTREAM END OF THE DETENTION SYSTEM METERS THE RELEASE OF STORMWATER TO NOT EXCEED PRE-DEVELOPMENT LEVELS AND TO MEET THE ENERGY BALANCE CRITERIA.

THE DESIGN COLLECTS THE MAXIMUM PRACTICAL DRAINAGE AREA AND CONVEYS IT TO THE DETENTION SYSTEM. ALSO, WITH THE CENTRAL ALLEY DESIGN, THE MAJORITY OF PROPOSED IMPERVIOUS AREA IS ALSO CONVEYED TO THE DETENTION SYSTEM. THERE ARE TWO SMALL AREAS THAT WILL CONTINUE TO FLOW OFF THE SITE VIA SHEET FLOW AFTER DEVELOPMENT. UNDETAINED AREA "A" CONSISTS OF A 30' GRASS STRIP (0.15 AC.) THAT SHEET FLOWS TOWARD PRESTON AVENUE. UNDETAINED AREA "B" CONSISTS OF A 20' GRASS STRIP (0.10 AC.) AT THE SOUTHEAST CORNER OF THE SITE THAT SHEET FLOWS TOWARD BARBOUR DRIVE. NO ADVERSE IMPACTS ARE ANTICIPATED FROM THE SHEET FLOW CONDITION. THE LIMITS OF DISTURBANCE IS 49,477 SF (1.14 AC.)

CHANNEL PROTECTION

CHANNEL PROTECTION IS MET BY COMPLYING WITH 9VAC25-870-66(1)b. THE PEAK 1-YEAR, 24-HOUR DEVELOPED DISCHARGE RATE IS LESS THAN THE MAXIMUM ALLOWABLE RUNOFF RATE FOR CONCENTRATED DISCHARGE USING THE ENERGY BALANCE CRITERIA. REFER TO ENERGY BALANCE SUMMARY ON THIS SHEET AND HYDRAULIC AND HYDROLOGIC COMPUTATIONS BOOKLET. AFTER DEVELOPMENT, TWO ONSITE AREAS WILL SHEET FLOW OFFSITE AND THEREFORE HAVE NOT BEEN INCLUDED IN THE DEVELOPED DISCHARGE RATE FOR CONCENTRATED FLOW. REFER TO STORMWATER MANAGEMENT PLAN SHEET ## FOR DELINEATION OF THESE AREAS.

FLOOD PROTECTION

FLOOD PROTECTION IS MET BY COMPLIANCE WITH 9VAC25-870-66(2)b. REFER TO STORM SEWER AND HGL COMPUTATIONS ON SHEET ## THAT INDICATE THAT THE EXISTING PIPE OUTFALL SYSTEM EXPERIENCES LOCALIZED FLOODING.

THE PEAK 10-YEAR, 24-HOUR (10% AEP) COMBINED DEVELOPED DISCHARGE RATE HAS BEEN REDUCED TO BE LESS THAN THE PRE-DEVELOPMENT 10-YEAR, 24-HOUR DISCHARGE RATE. THE FOLLOWING PEAK RATES ARE TAKEN FROM THE HYDRAULIC AND HYDROLOGIC COMPUTATIONS BOOKLET.

Q10 PRE-DEVELOPED = 5.70 CFS
Q10 POST DEVELOPED = 5.64 CFS

WATER QUALITY COMPLIANCE NARRATIVE

THE APPLICANT WILL BE PURCHASING NUTRIENT CREDITS TO MEET THE WATER QUALITY REQUIREMENTS FOR THE SITE. A LETTER OF AVAILABILITY HAS BEEN PROVIDED ON SHEET 20 OF THE SITE PLAN FOR 1.01 LBS/YR PHOSPHORUS REMOVAL. THE NUTRIENT CREDITS WILL BE PURCHASED PRIOR TO FINAL SITE PLAN APPROVAL.

ENERGY BALANCE CALCULATIONS

ENERGY BALANCE CALCULATIONS table showing Q(DEV) <= I.F. * (Q(PRE) * RV(PRE)) / RV(DEV) and other parameters like Q(PRE), RV(PRE), RV(DEV), Q(DEV) MAXIMUM ALLOWABLE, and Q(DEV) PROPOSED.

REVISIONS

REVISIONS table with columns for Description and Date, listing City Final Site Plan Submittal #2 through #6.

sheet title:

STORMWATER MANAGEMENT PLAN - NARRATIVE

scale: 1"=30'

date: 6/27/2020

sheet #

20 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
p: 434.242.2866
e: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA

sheet title:
STORMWATER MANAGEMENT PLAN

scale: 1"=30'

date: 6/27/2020

sheet # 21 OF 25



PRE-DEVELOPMENT DRAINAGE MAP



POST-DEVELOPMENT DRAINAGE MAP

LAND COVER SUMMARY - PREDEVELOPMENT ONSITE

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
ROADWAY	250	0.01			
DRIVEWAYS	249	0.01			
PARKING LOTS	645	0.01			
TOTAL IMPERVIOUS	1,144	0.03	98	2.6	
WOODS	34,065	0.78	55	43.0	
LAWN	4,500	0.10	61	6.3	
TOTAL AREA	39,709 SF	0.91 AC		51.9	57

LAND COVER SUMMARY - OFFSITE TO SITE OUTFALL (SO)

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
ASPHALT/SIDEWALK	15,601	0.36			
ROOFTOP	2,421	0.06			
TOTAL IMPERVIOUS	18,022	0.41	98.0000	40.5	
LAWN	6,848	0.16	61.0000	9.6	
TOTAL AREA	24,870 SF	0.57		50.1	88

LAND COVER SUMMARY - SHEET FLOW "A" - PRE-DEVELOPMENT

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
TOTAL IMPERVIOUS	844	0.02	98.0000	1.9	
WOODS	1,758	0.04	55.0000	2.2	
LAWN	1,170	0.03	61.0000	1.6	
TOTAL AREA	3,772 SF	0.09 AC		5.8	66

LAND COVER SUMMARY - SHEET FLOW "B" - PREDEVELOPMENT

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
TOTAL IMPERVIOUS	6,604	0.15	98.0000	14.9	
WOODS	3,239	0.07	55.0000	4.1	
LAWN	891	0.02	61.0000	1.2	
TOTAL AREA	10,734 SF	0.25 AC		20.2	82

HATCH LEGEND

- ONSITE IMPERVIOUS AREA (CN=98)
- ONSITE LAWN (CN=61)
- ONSITE WOODS (CN=55)
- OFFSITE IMPERVIOUS AREA (CN=98)
- OFFSITE LAWN (CN=61)

TIME OF CONCENTRATION GEOMETRY - PRE-DEVELOPMENT

	L (FT)	HI ELEV	LO ELEV	SLOPE	
SHEET FLOW	100	505.0	498.2	6.8%	
SHALLOW CONCENTRATED FLOW	80	498.2	493.2	6.3%	
CHANNEL FLOW	242	493.2	483.6	4.0%	TC = 7 MIN

LAND COVER SUMMARY - ONSITE POST-DEVELOPMENT TO DETENTION

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
ROADWAY	0	0.00			
DRIVEWAYS	4,965	0.11			
BUILDABLE AREA *	10,610	0.24			
LEAD WALKS AND STOOPS	156	0.00			
CONCRETE APRONS	174	0.00			
PUBLIC SIDEWALKS	1,808	0.04			
TOTAL IMPERVIOUS	17,713	0.41	98	39.9	
LAWN	15,986	0.37	61	22.4	
TOTAL AREA	33,699 SF	0.77 AC		62.2	80

LAND COVER SUMMARY - OFFSITE TO DETENTION

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
ASPHALT/SIDEWALK	13,609	0.31			
ROOFTOP	2,421	0.06			
TOTAL IMPERVIOUS	16,030	0.37	98.0000	36.1	
LAWN	6,848	0.16	61.0000	9.6	
TOTAL AREA	22,878 SF	0.53 AC		45.7	87

LAND COVER SUMMARY - SHEET FLOW - UNDETAINED "A"

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
TOTAL IMPERVIOUS	1,339	0.03	98.0000	3.0	
LAWN	5,116	0.12	61.0000	7.2	
TOTAL AREA	6,455 SF	0.15		10.2	69

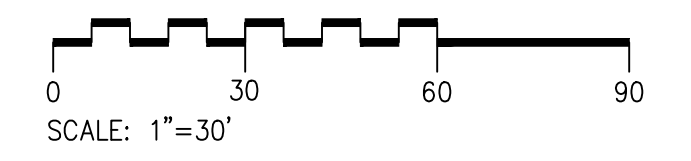
LAND COVER SUMMARY - SHEET FLOW - UNDETAINED "B"

LAND COVER	(SF)	(AC)	CN	CN*A	COMPOSITE CN
TOTAL IMPERVIOUS	1,696	0.04	98.0000	3.8	
LAWN	2,814	0.06	61.0000	3.9	
TOTAL AREA	4,510 SF	0.10		7.8	75

HATCH LEGEND

- ONSITE BUILDABLE AREA (CN=98)
- ONSITE CONCRETE (CN=98)
- ONSITE ASPHALT DRIVEWAYS (CN=98)
- ONSITE LAWN (CN=61)
- OFFSITE IMPERVIOUS AREA (CN=98)
- OFFSITE LAWN (CN=61)

POST-DEVELOPMENT LAND COVER SUMMARY NOTE:
* ROOFTOP AREA INCLUDES ENTIRE BUILDABLE AREA OF LOT



REVISIONS

DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE 84
CHARLOTTEVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
p: 434.242.2866
e: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

OFFSITE DRAINAGE ANALYSIS - SUMMARY INFORMATION

TR-55 METHODOLOGY
REFER TO HYDRAULIC AND HYDROLOGIC COMPUTATIONS BOOKLET

NOAA ATLAS 14 PRECIPITATION DATA

NOAA ATLAS 14 DATA	1-YR	2-YR	10-YR	50-YR	100-YR
24-HR PRECIPITATION (IN)	3.04	3.68	5.55	7.92	9.12

SOILS SUMMARY

DA=		98.1 AC		
SOIL GROUP	SOIL #	SOIL NAME	ACRES	%
D	88	UDORTHENTS	4.2	4.3%
D	91	URBAN LAND	30.2	30.8%
B	121B	CULPEPER	15.3	15.6%
B	121C	CULPEPER	6.7	6.8%
B	121D	CULPEPER	40.0	40.8%
B	127C	ELIOAK	1.7	1.7%
SUBTOTAL D SOILS			34.4	35%
SUBTOTAL B SOILS			63.7	65%
TOTALS			98.1 AC	100.0%

LAND COVER AND COMPOSITE CN

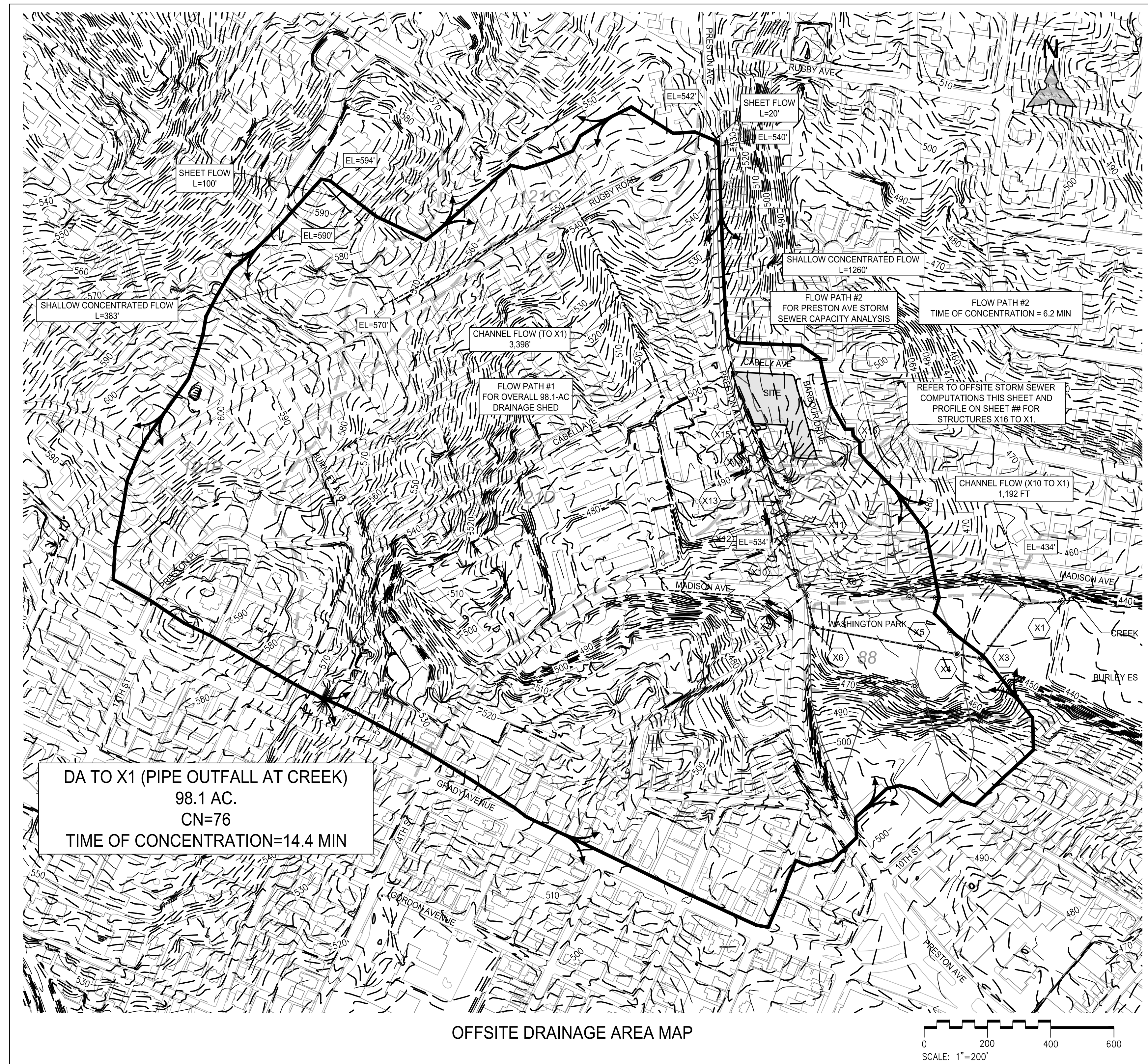
	AREA (AC)	GROUP	CN	CN*AREA	COMPOSITE CN
OPEN SPACE/LAWNS (GOOD)	22.5	D	80	1,800	
	40.1	B	61	2,446	
SUBTOTAL	62.6			4,246	68
WOODS/RURAL AREA (GOOD)	5.9	D	77	454	
	2.9	B	55	160	
SUBTOTAL	8.8			614	70
IMPERVIOUS AREA					
ROOFTOP	12.5	B/D	98	1,225	
ROADWAY	9.5	B/D	98	931	
DRIVEWAY	4.7	B/D	98	461	
SUBTOTAL	26.7			2,617	98
TOTAL	98.1 AC			7,477	76

TIME OF CONCENTRATION GEOMETRY
FLOW PATH #1 - (OVERALL SHED TO X1)

TYPE OF FLOW	L (FT)	HI ELEV	LO ELEV	SLOPE	TT
SHEET FLOW	100	594	590	4%	6.9 MIN
SHALLOW CONCENTRATED FLOW	383	590	570	5%	1.4 MIN
CHANNEL FLOW	3398	570	434	4%	6.1 MIN
TIME OF CONCENTRATION					14.4 MIN

TIME OF CONCENTRATION GEOMETRY
FLOW PATH #2 - (PRESTON AVE. STORM X16-X6)

TYPE OF FLOW	L (FT)	HI ELEV	LO ELEV	SLOPE	TT
SHEET FLOW	20	542	540	10%	0.2 MIN
SHALLOW CONCENTRATED FLOW	1260	540	470	6%	4.2 MIN
CHANNEL FLOW	1192	467	434	3%	1.8 MIN
TIME OF CONCENTRATION					6.2 MIN



REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
**SWM
COMPUTATIONS -
OFFSITE
DRAINAGE MAP**

scale: 1"=200'
date: 6/27/2020

sheet #
22 OF 25



owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
P: 434.242.2866
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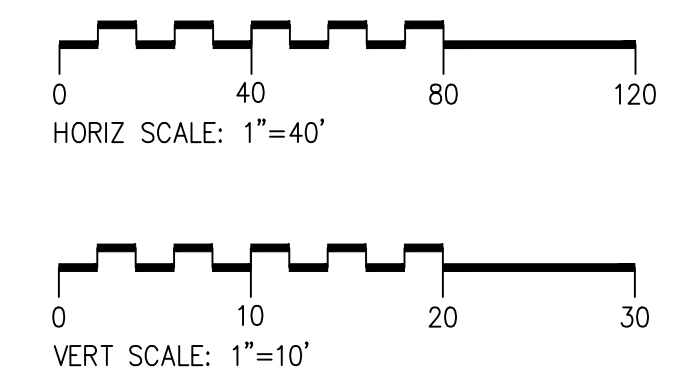
FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

OFFSITE STORM SEWER CAPACITY COMPUTATIONS

10-YEAR, 24-HOUR DESIGN STORM, TR-55 METHODOLOGY

FROM	TO	A (INC) (AC)	CN	Q (INC) (CFS)	Q (ACC) (CFS)	DIA (IN)	L (FT)	INV UP (FT)	INV DN (FT)	S	n	Tc (MIN)	V10 (FPS)	Qcap (CFS)	COMMENTS
X16	X15	0.15	81	0.9	7.1	24	144	479.90	473.90	4.07	0.013	5.0	3.9	49	1
X15	X14	0.00			7.1	24	34	473.80	473.00	2.12	0.013	5.0	3.0	35	1
X14	X13	0.83	62	2.5	9.6	24	38	472.94	470.86	4.98	0.013	5.0	8.6	54	1
X13	X12	0.18	98	1.4	11.0	24	32	470.54	469.58	2.67	0.013	5.0	7.6	39	1
X12	X11	0.00			11.0	24	67	469.64	467.30	3.31	0.013	6.2	8.4	44	1
X11	X10	0.07	82	0.4	11.4	24	12	466.80	466.72	0.50	0.013	6.2	4.3	17	1
X10	X9	1.02	86	6.6	18.0	15	111	466.65	460.46	5.39	0.013	6.2	13.2	16	1
X9	X8	1.03	82	6.1	24.1	15	38	460.40	457.58	6.65	0.013	6.2	15.3	18	2,3
X8	X7	0.07	90	0.5	24.6	15	32	457.54	456.00	4.23	0.013	6.2	14.5	14	2,3
X7	X6	0.00			24.6	15	99	452.67	452.15	0.50	0.013	6.2	14.5	5	2,3
X6	X5	0.00			370	42	339	450.16	437.08	3.81	0.013	14.4	38.4	71	2,3,4
X5	X4	2.04	82	9.1	370	48	112	436.98	436.39	0.50	0.013	14.4	29.4	101	2,3,4
X4	X3	6.59	84	31.0	370	48	72	436.29	435.91	0.50	0.013	14.4	29.4	101	2,3,4
X3	X2	1.59	86	7.8	370	48	211	435.81	434.73	0.50	0.013	14.4	29.4	101	2,3,4
X2	X1	0.00			370	48	120	434.63	434.00	0.50	0.013	14.4	29.4	101	2,3,4

COMMENTS:
1. PIPE IS ADEQUATE TO CONVEY THE 10-YEAR RUNOFF
2. PIPE IS NOT ADEQUATE TO CONVEY THE 10-YEAR RUNOFF
3. PIPE VELOCITY IS BASED ON CONTINUITY EQUATION, V=Q/A
4. PEAK DISCHARGE RATE OF 370 CFS FOR OVERALL 98.1-ACRE DRAINAGE SHED



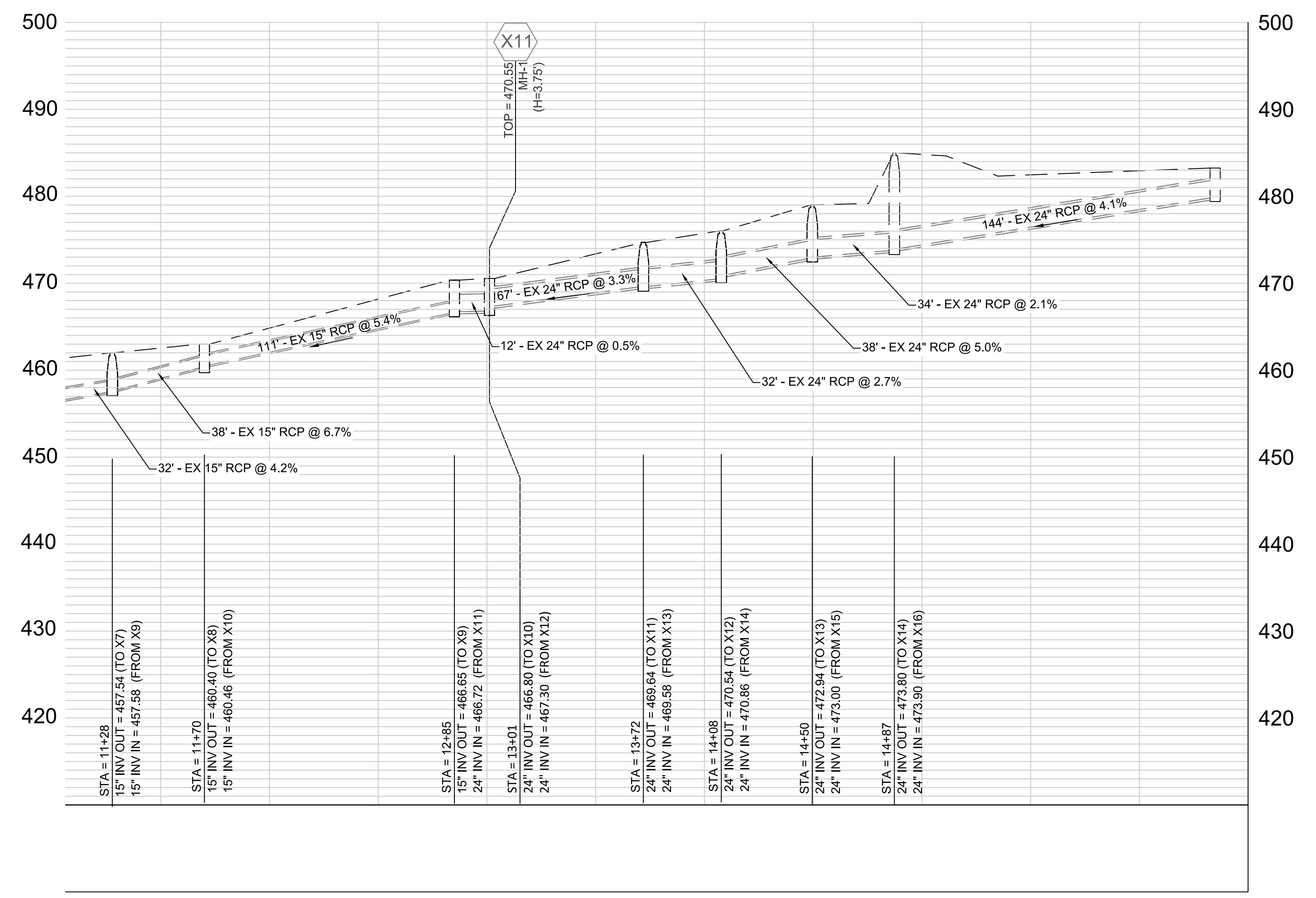
REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

LD-347 HYDRAULIC GRADE LINE COMPUTATIONS

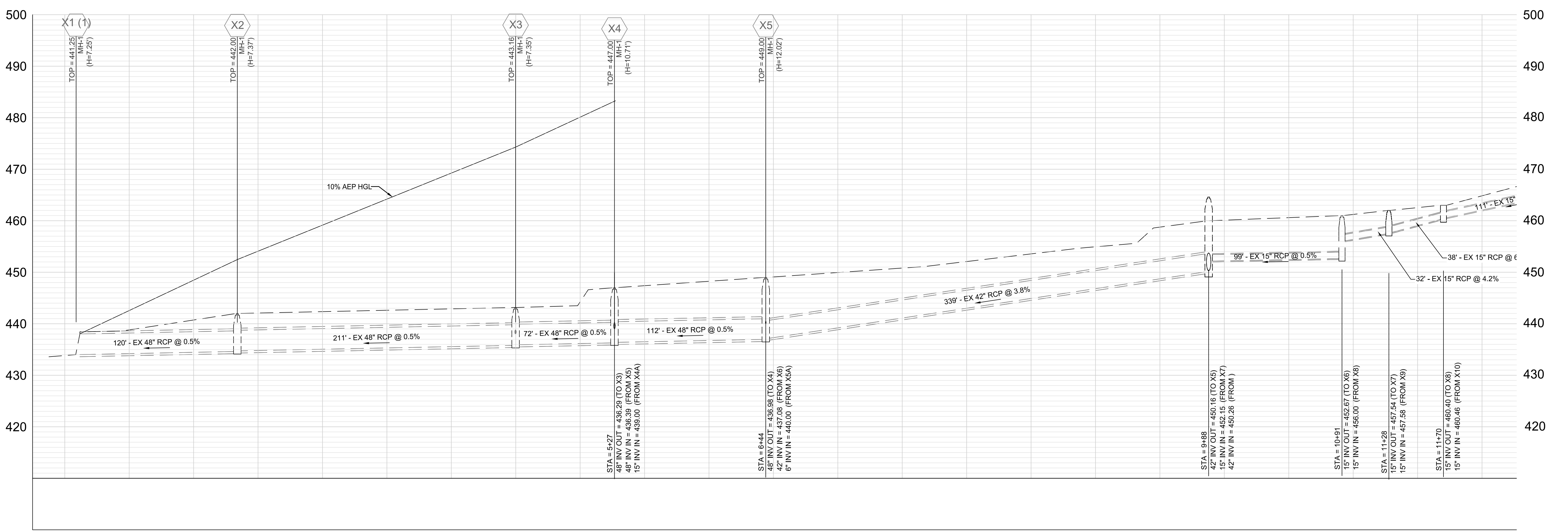
10-YEAR, 24-HOUR DESIGN STORM, TR-55 METHODOLOGY

DOWN	UP	DOWN INLET WSE (ft)	D ₀ (in)	Q ₀ (cfs)	L ₀ (ft)	S _r (%)	H _i (ft)	V ₀ (fps)	H ₀ (ft)	Q ₁ (cfs)	V ₁ (fps)	Q ₁ V ₁	V ₁ ² /2g	H ₁ (ft)	Angle (DEG)	H _s (ft)	H _t (ft)	1.3xH _t (ft)	0.5*H _t ** (ft)	UP INLET WSE (ft)	RIM EL (ft)
X1	X2	437.20	48	376	120	0.069	8.22	30	3.48	370	29	10894	13.46	4.71	40	5.79	13.98	N/A	6.99	452.41	442.00
X2	X3	452.41	48	376	211	0.069	14.46	30	3.48	370	29	10894	13.46	4.71	50	6.73	14.92	N/A	7.46	474.33	443.16
X3	X4	474.33	48	376	72	0.069	4.93	30	3.48	370	29	10894	13.46	4.71	0	0.00	8.19	N/A	4.09	483.36	447.00
X4	X5	483.36	48	376	112	0.069	7.68	30	3.48	370	29	10894	13.46	4.71	0	0.00	8.19	N/A	4.09	495.13	449.00
X5	X6	495.13	42	376	339	0.140	17.34	39	5.93	20.2	2	42	0.07	0.02	0	0.00	5.95	N/A	2.98	545.45	460.50
X6	X7	545.45	15	24.6	99	0.145	14.31	20	1.56	20.2	16	333	4.21	1.47	80	2.78	5.81	N/A	2.90	562.66	461.00
X7	X8	562.66	15	24.6	32	0.145	4.62	20	1.56	19.7	16	316	4.00	1.40	10	0.52	3.48	4.52	2.26	569.55	462.00
X8	X9	569.55	15	24.1	38	0.139	5.27	20	1.50	13.6	11	151	1.91	0.67	0	0.00	2.16	2.81	1.41	576.22	463.00
X9	X10	576.22	15	18.0	111	0.077	8.59	15	0.84	7.0	6	40	0.51	0.18	0	0.00	1.01	1.32	0.66	585.47	470.36
X10	X11	585.47	24	11.4	12	0.003	0.03	4	0.05	6.6	2	14	0.07	0.02	30	0.02	0.10	0.13	0.06	585.56	470.55
X11	X12	585.56	24	11.0	67	0.002	0.16	4	0.05	6.6	2	14	0.07	0.02	0	0.00	0.07	N/A	0.04	585.76	474.42
X12	X13	585.76	24	11.0	32	0.002	0.08	4	0.05	5.3	2	9	0.04	0.02	0	0.00	0.06	N/A	0.03	585.86	476.02
X13	X14	585.86	24	9.6	38	0.002	0.07	3	0.04	2.7	1	2	0.01	0.00	60	0.01	0.05	N/A	0.02	585.96	479.00
X14	X15	585.96	24	7.1	34	0.001	0.03	2	0.02	0.9	0	0	0.00	0.00	30	0.00	0.02	0.03	0.01	586.00	485.00
X15	X16	586.00	24	7.1	144	0.001	0.14	2	0.02						70	0.00	0.02	0.03	0.01	586.16	483.25

* PLUNGE LOSSES FOR SURFACE INFLOW
** FOR INLET SHAPING



STORM SEWER OUTFALL PROFILE



STORM SEWER OUTFALL PROFILE

sheet title:
SWM COMPUTATIONS - STORM SEWER OUTFALL PROFILE

scale: HORIZ. 1"=40'
VERT. 1"=10'
date: 6/27/2020

sheet # 23 OF 25



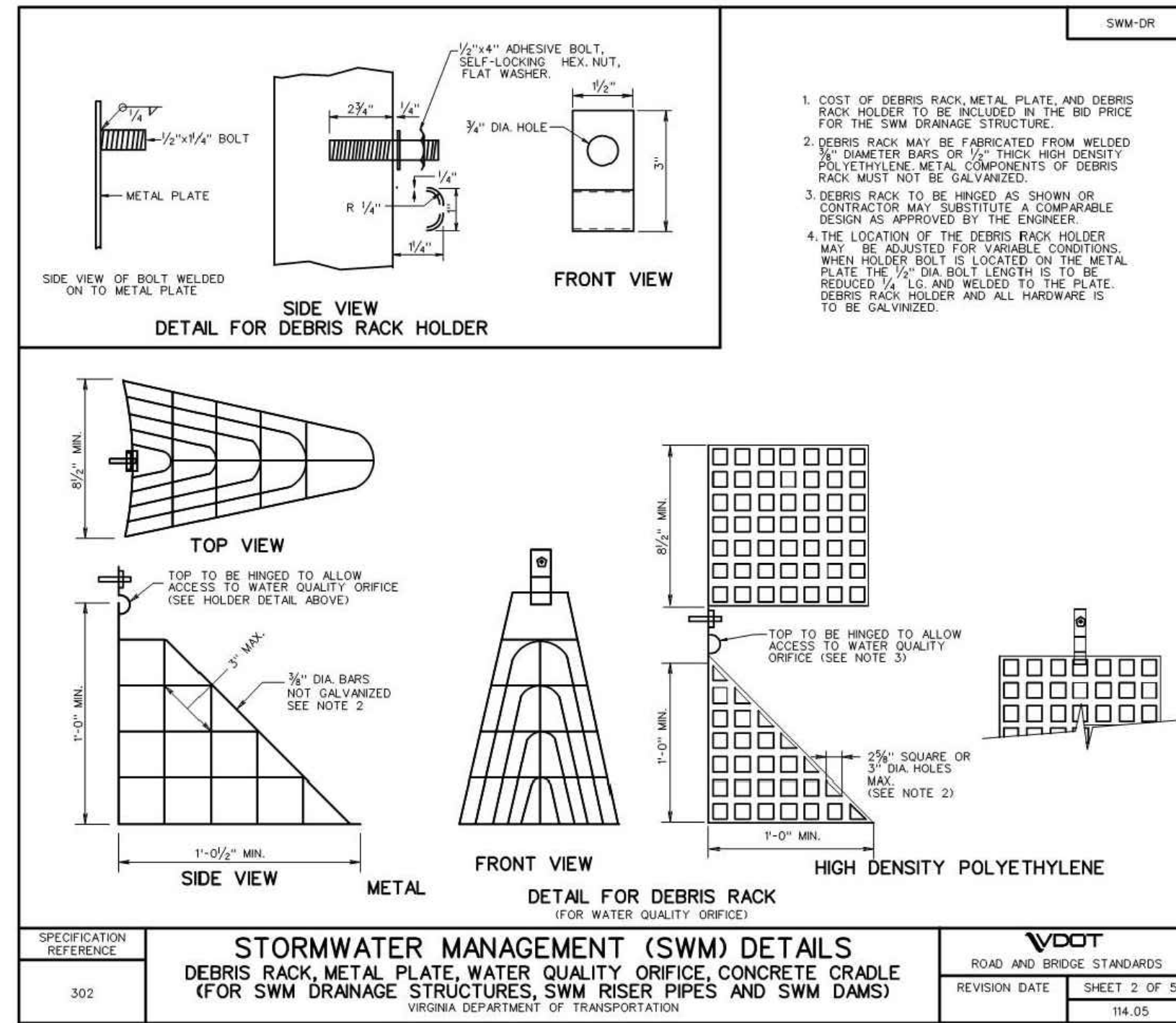
OWNER:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTEVILLE, VA 22903
engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
P: 434.242.2866
E: mike@30scale.com
web: www.30scale.com

FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTEVILLE, VIRGINIA

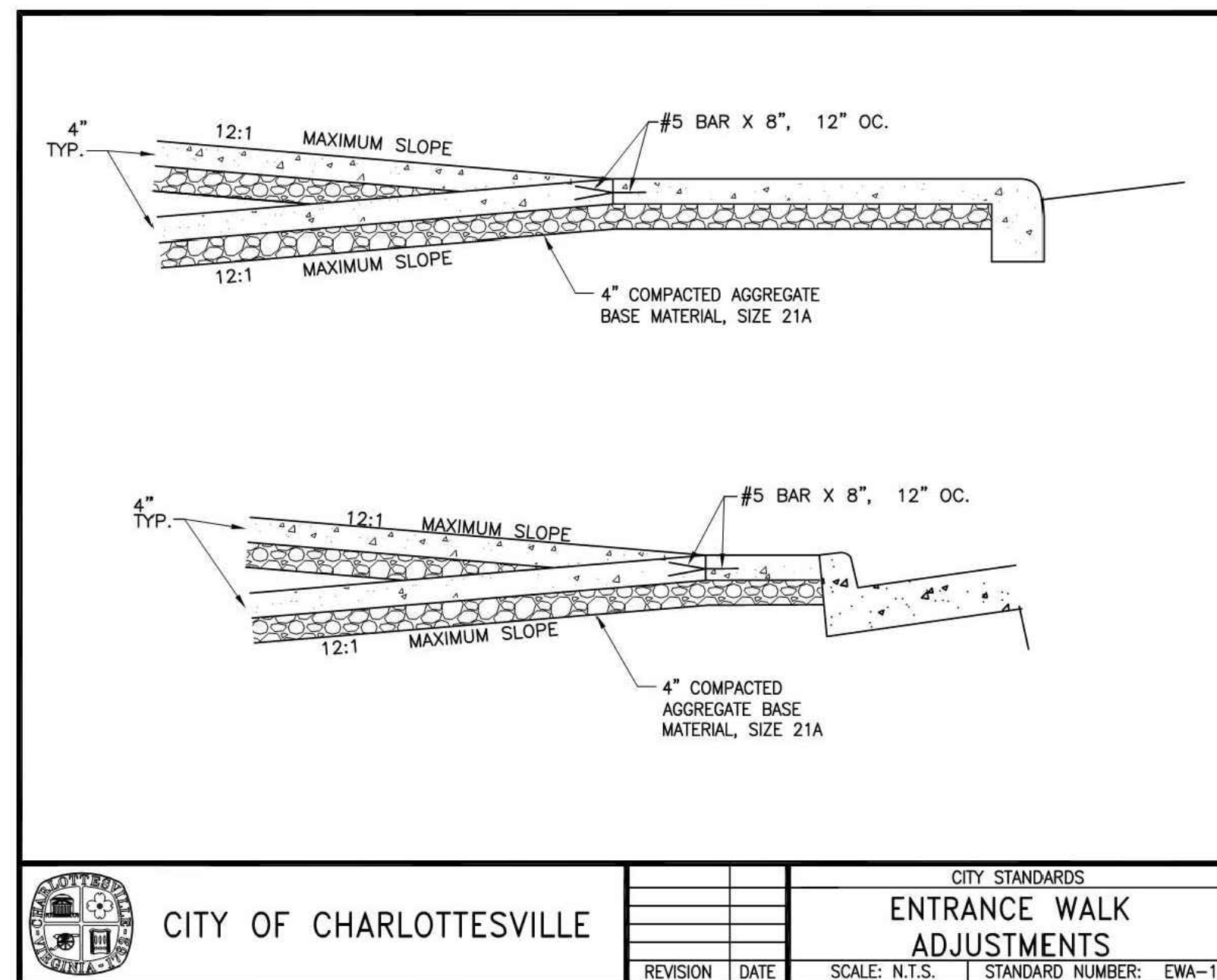
TRASH RACK NOTE

CONTRACTOR TO PROVIDE TRASH RACK IN ACCORDANCE WITH VDOT STD. SWM-DR EXCEPT AS MODIFIED DIMENSIONALLY PER STRUCTURE 3 DETAIL ON SHEET 13.

2016 ROAD & BRIDGE STANDARDS

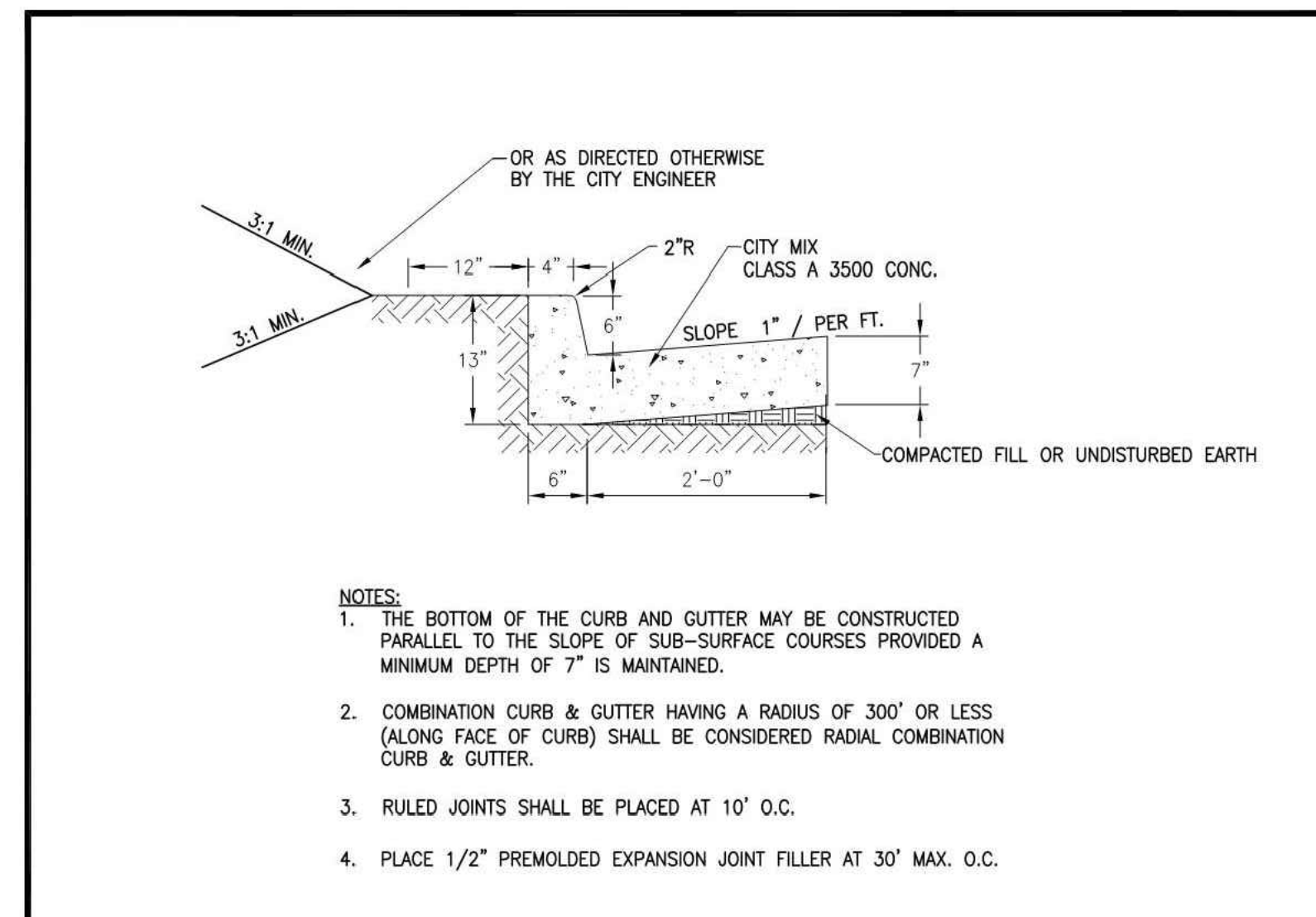


TRASH RACK DETAILS

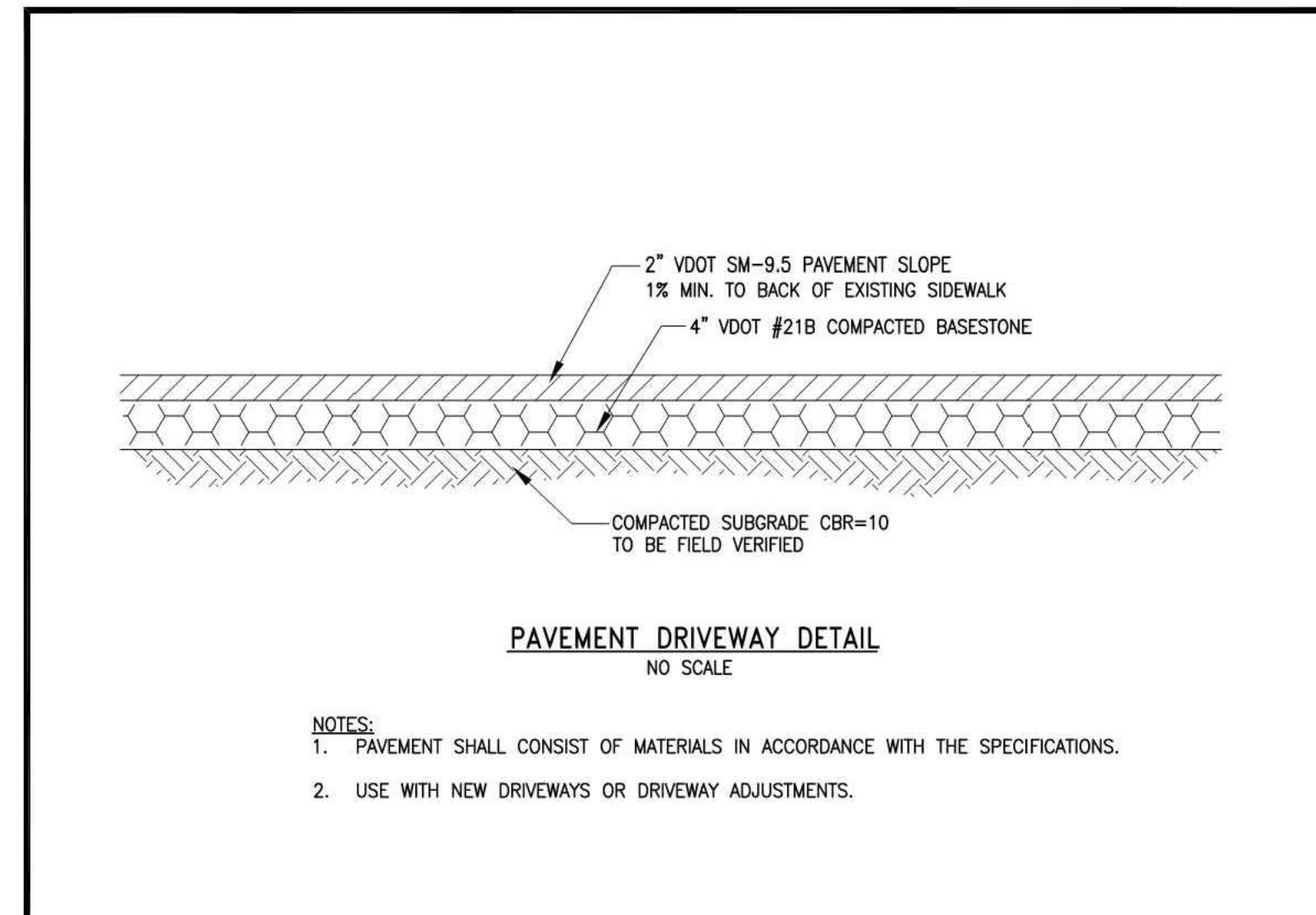


NOTE: SEE SHEET 7 FOR CITY STD. CG-12 DETAILS

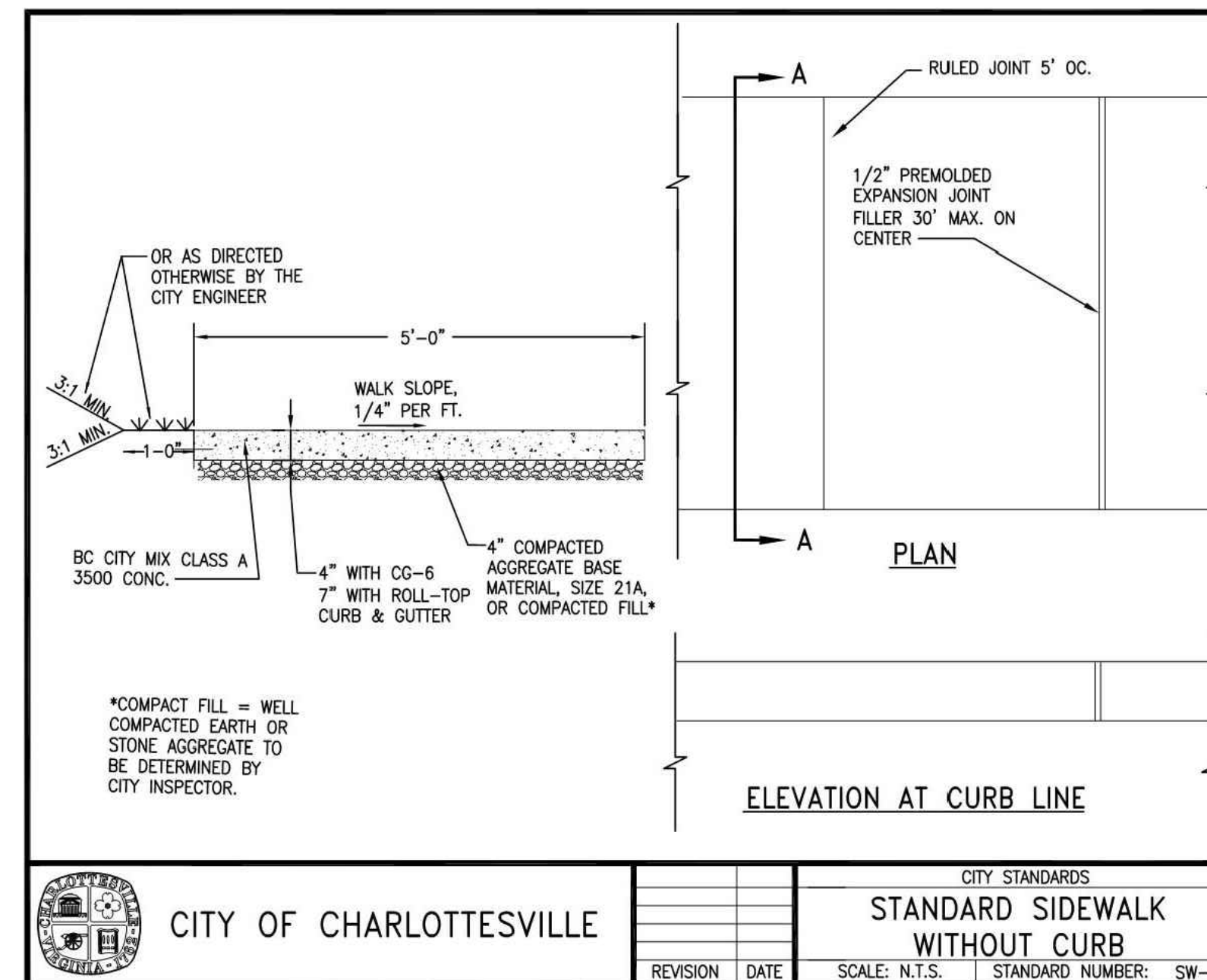
REVISIONS	
DESCRIPTION	DATE
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CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022



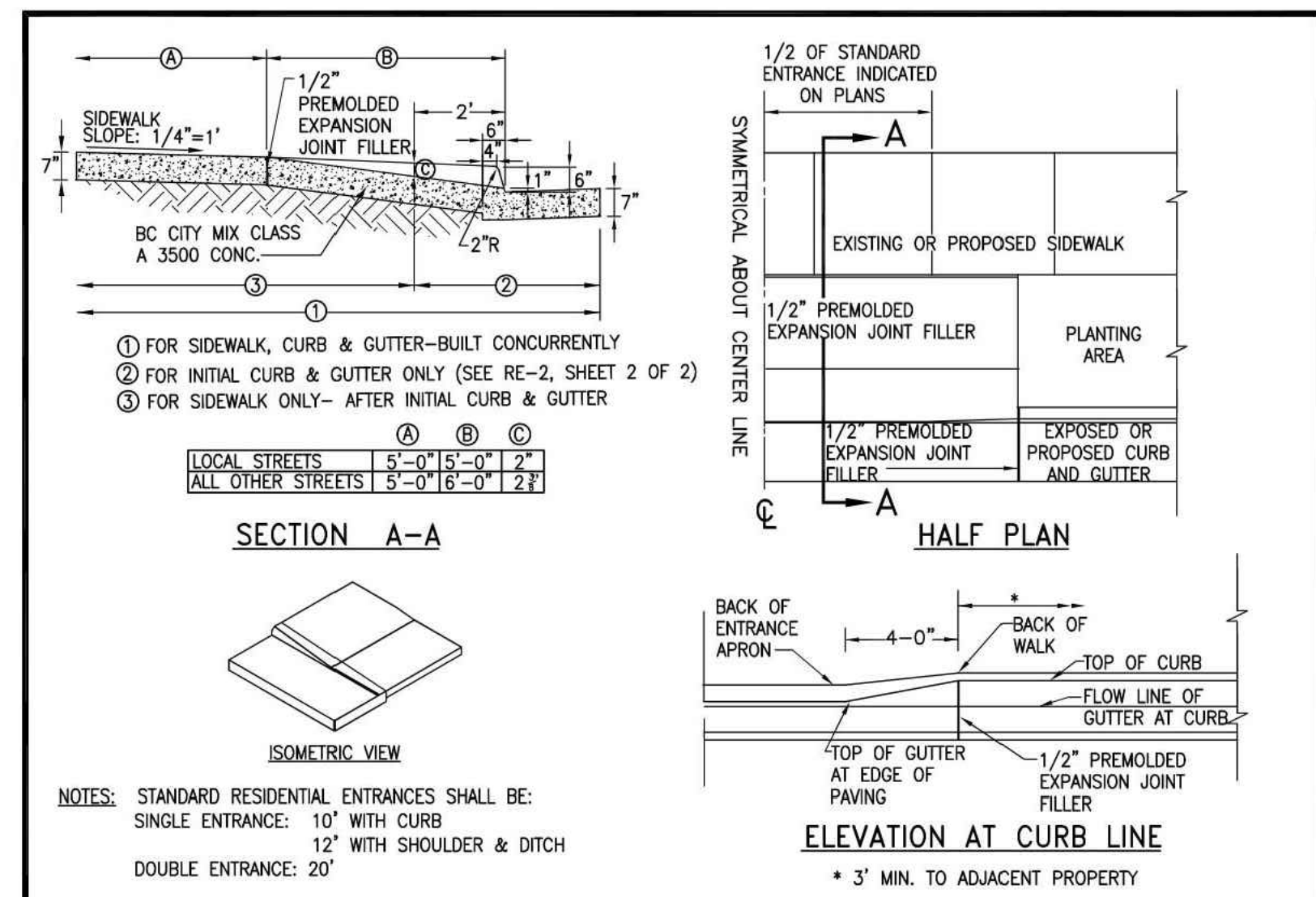
CITY OF CHARLOTTEVILLE	CITY STANDARDS
	COMBINATION CURB & GUTTER
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: CG-6



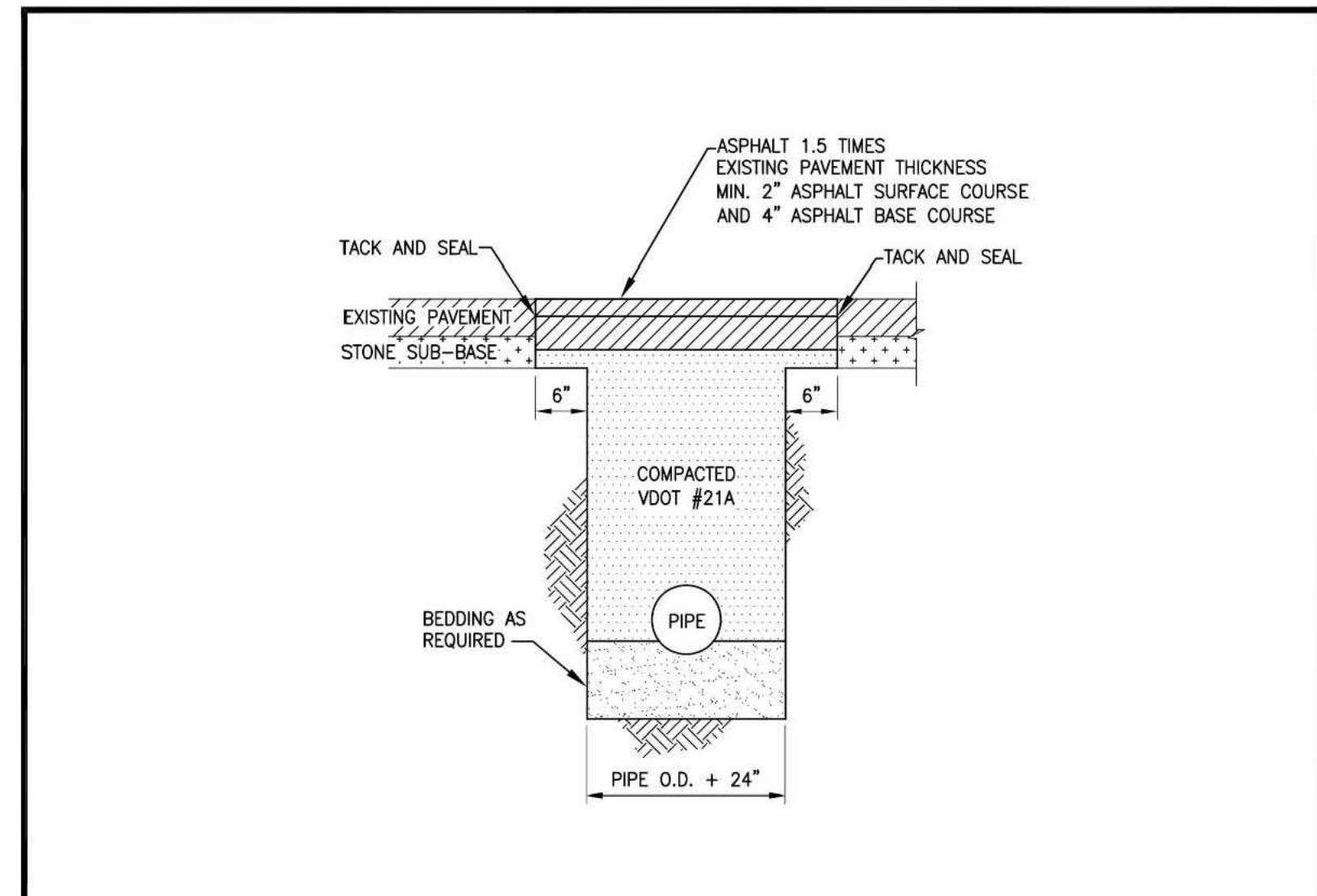
CITY OF CHARLOTTEVILLE	CITY STANDARDS
	DRIVEWAY DETAIL
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: DW-1



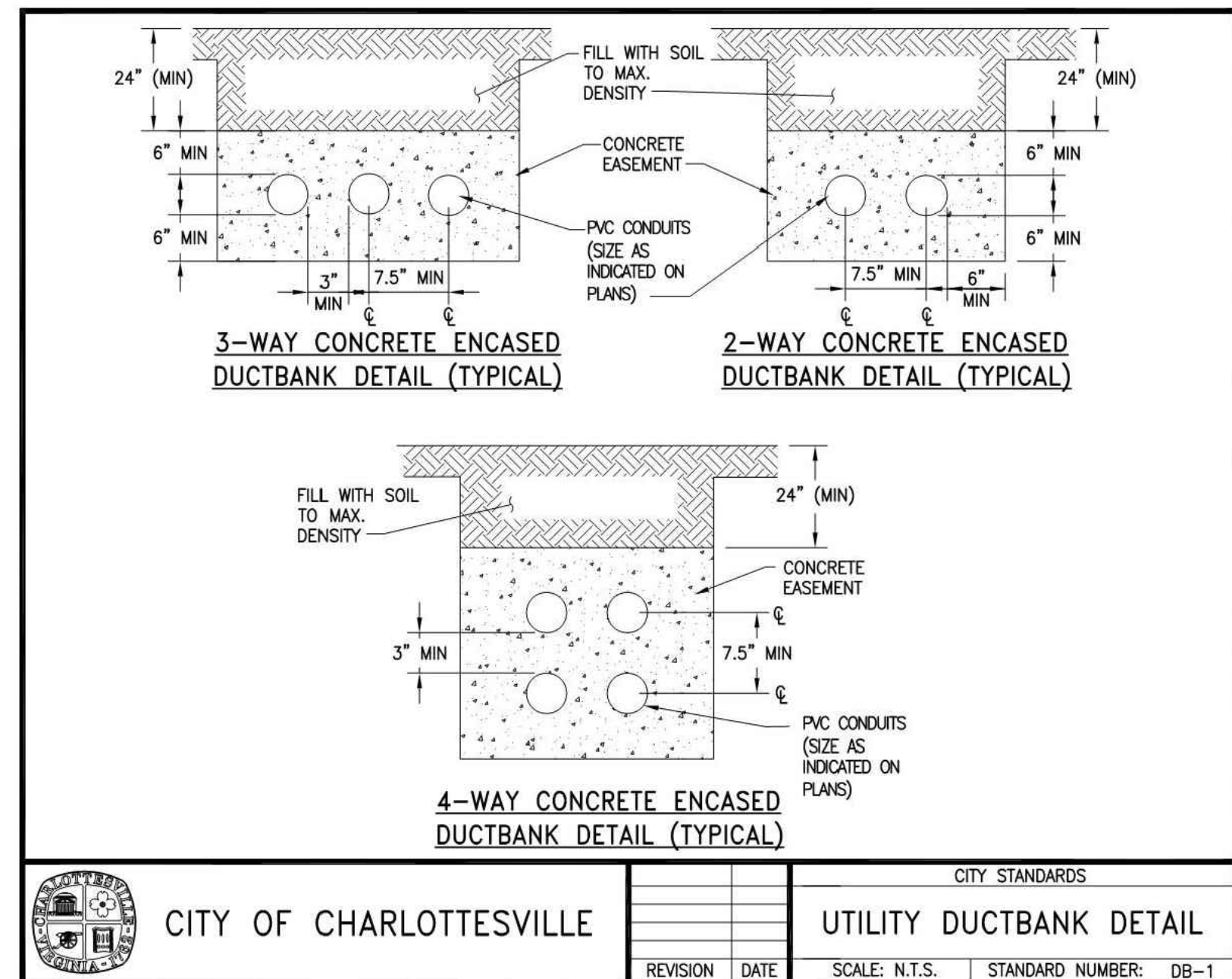
CITY OF CHARLOTTEVILLE	CITY STANDARDS
	STANDARD SIDEWALK WITHOUT CURB
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: SW-1



CITY OF CHARLOTTEVILLE	CITY STANDARDS
	STANDARD ENTRANCE ACROSS SIDEWALK CURB & GUTTER (SHEET 1 OF 2)
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: RE-2



CITY OF CHARLOTTEVILLE	CITY STANDARDS
	PERMANENT PAVEMENT REPAIR
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: PR-1



CITY OF CHARLOTTEVILLE	CITY STANDARDS
	UTILITY DUCTBANK DETAIL
REVISION	DATE
	SCALE: N.T.S. STANDARD NUMBER: DB-1

STANDARD ROADWAY DETAILS

sheet title:
CONSTRUCTION DETAILS

scale:
AS SHOWN
date:
6/27/2020

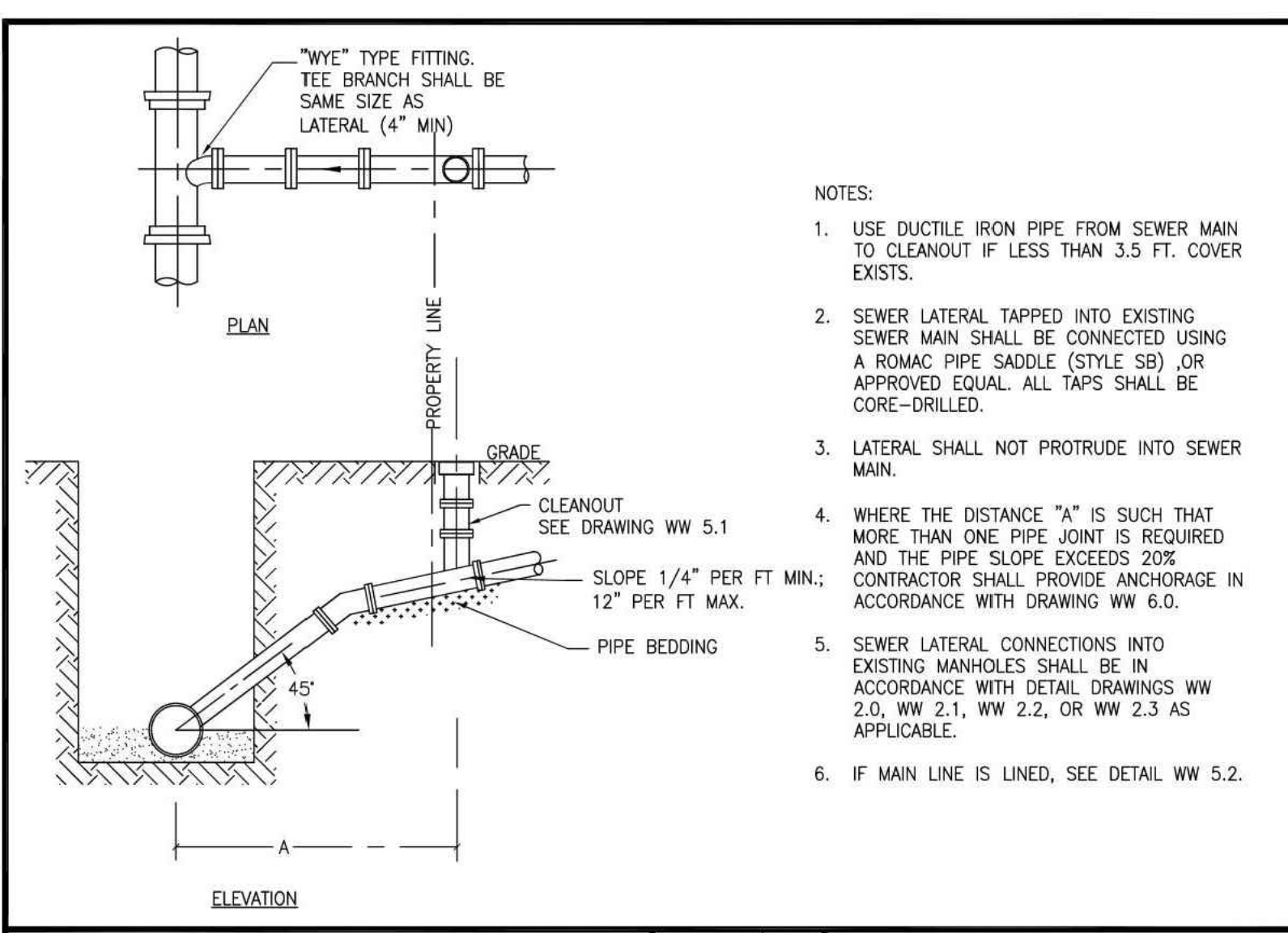
sheet #
24 OF 25



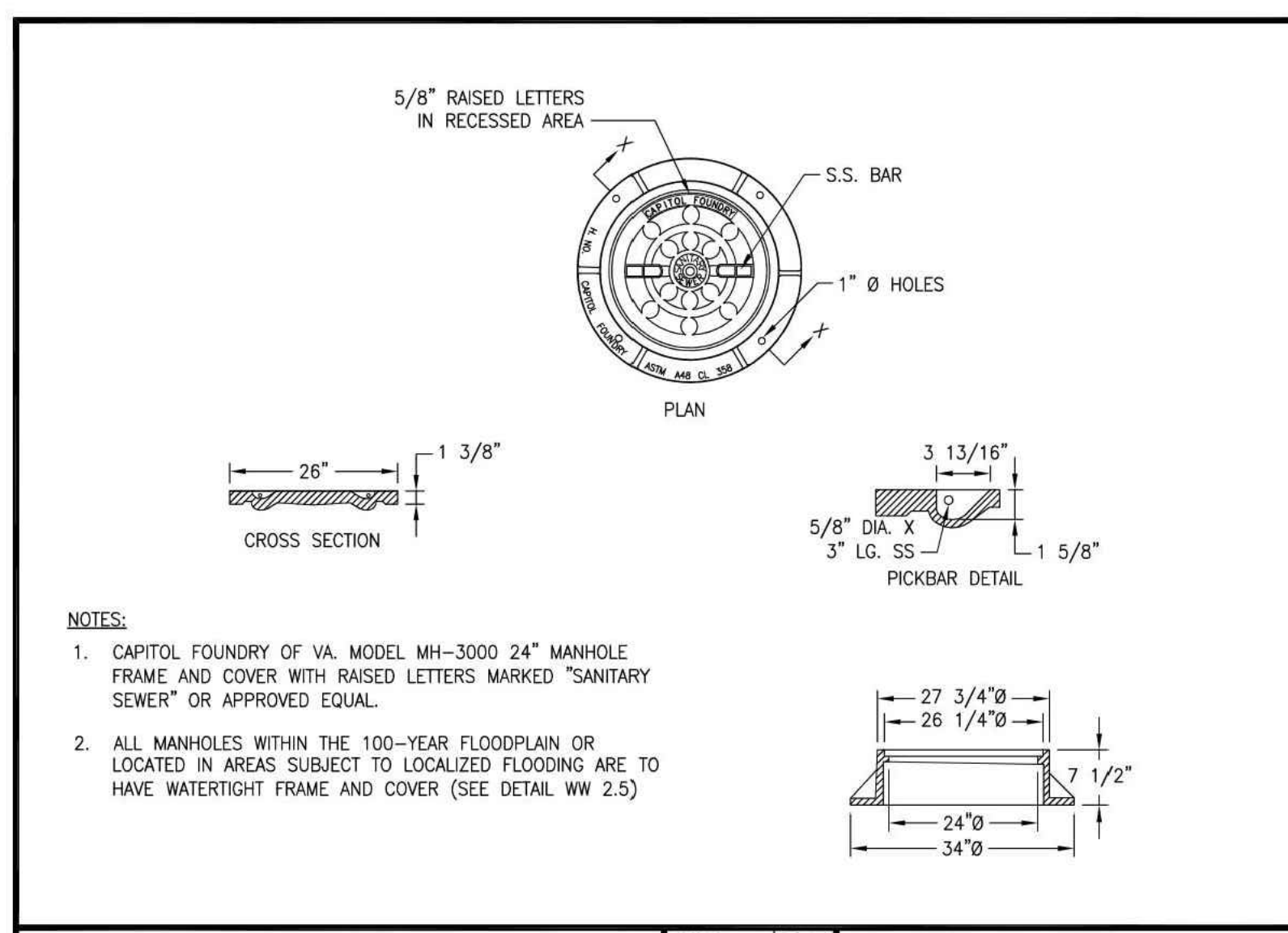
owner:
PRESTON COMMONS, LLC
1701 ALLIED ST, SUITE B4
CHARLOTTESVILLE, VA 22903

engineer:
30 SCALE, LLC
871 JUSTIN DRIVE
PALMYRA, VA 22963
P: 434.242.2866
E: mike@30scale.com
web: www.30scale.com

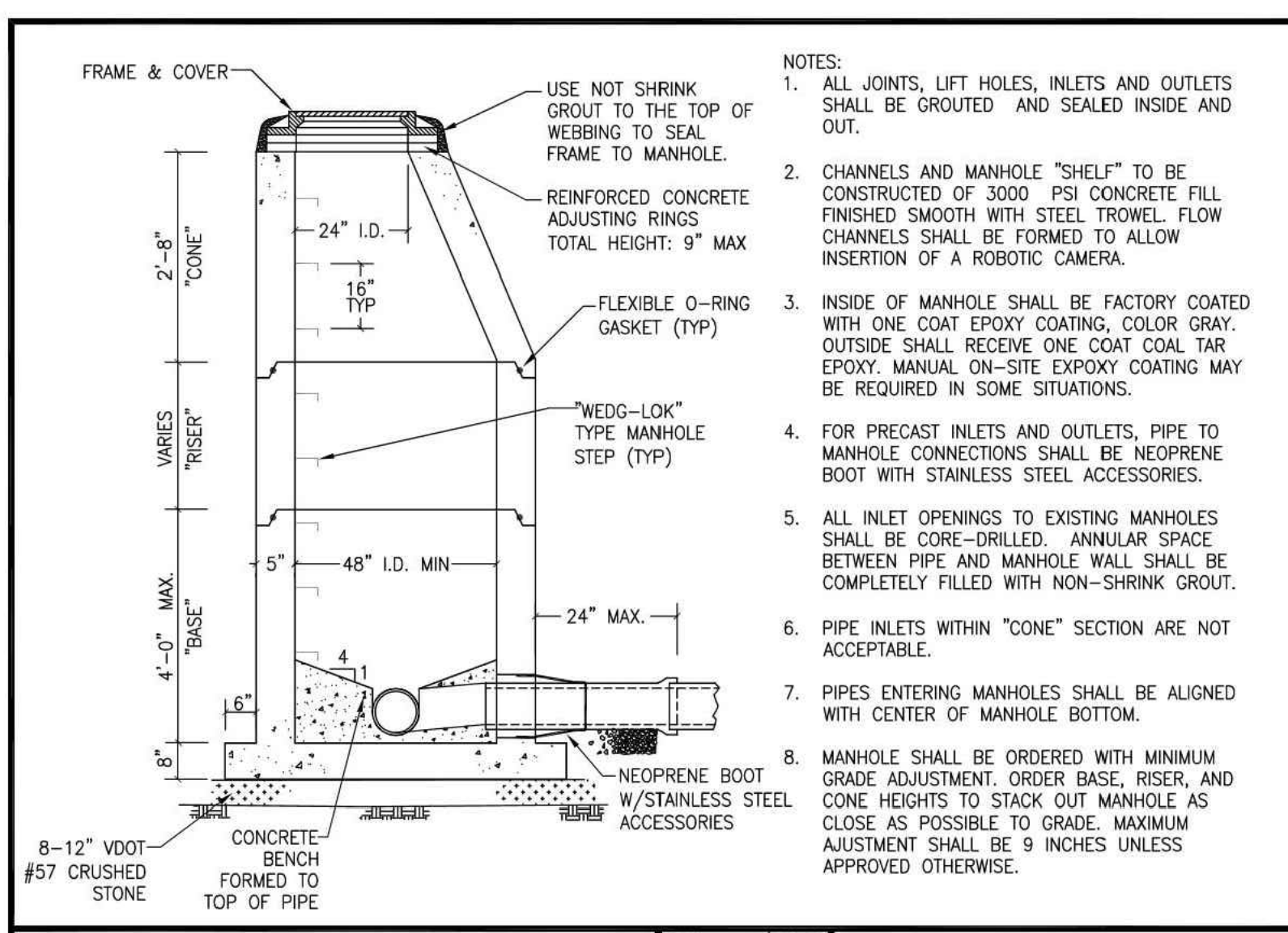
FINAL SITE PLAN
ROBINSON PLACE
TMP 3-68,3-69,3-70,3-71 & 3-72
CITY OF CHARLOTTESVILLE, VIRGINIA



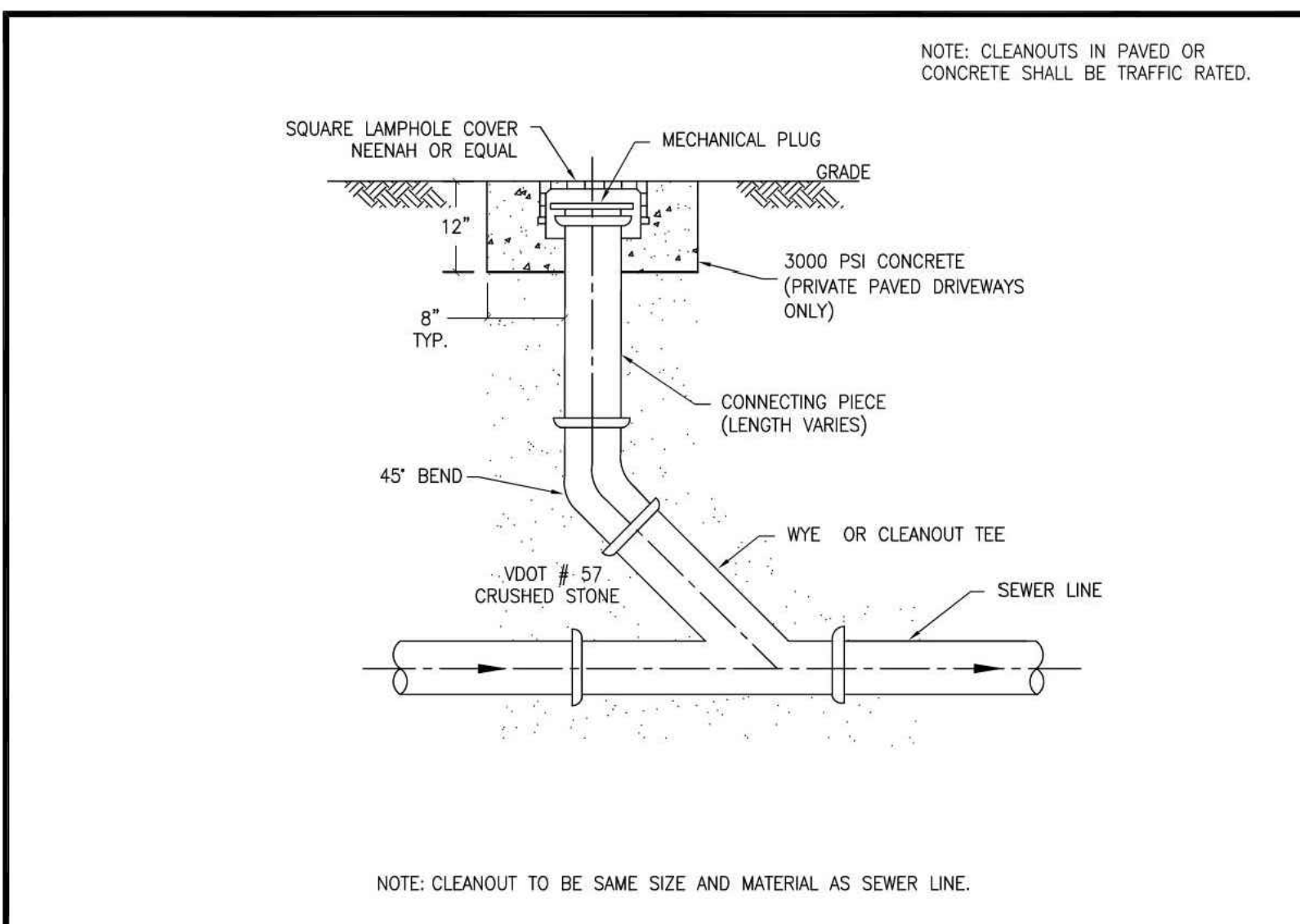
CITY OF CHARLOTTESVILLE
JAN 2011
CITY STANDARDS
SEWER LATERAL CONNECTION - TYPICAL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 5.0



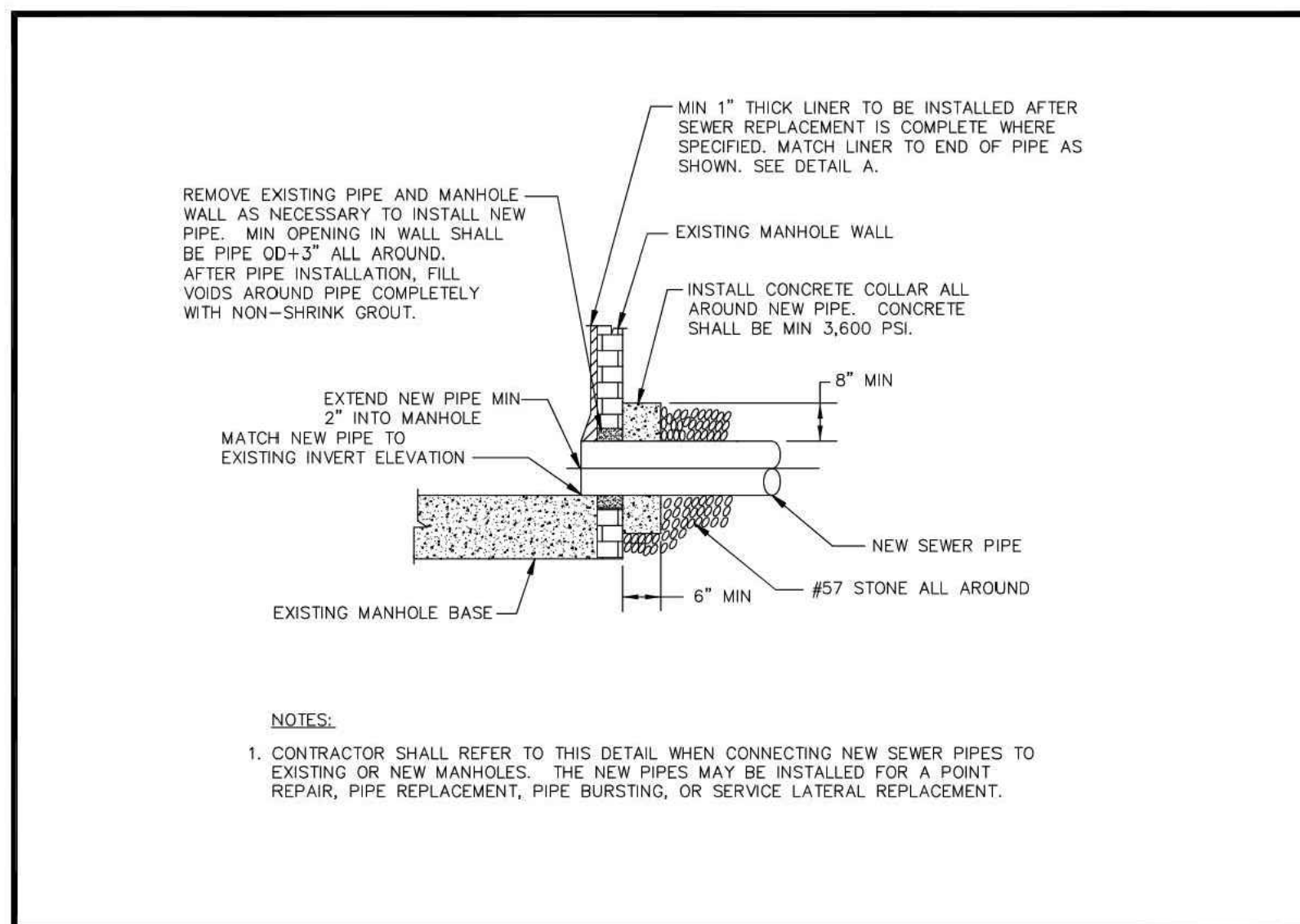
CITY OF CHARLOTTESVILLE
JULY 2011
CITY STANDARDS
MANHOLE FRAME AND COVER
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 2.4



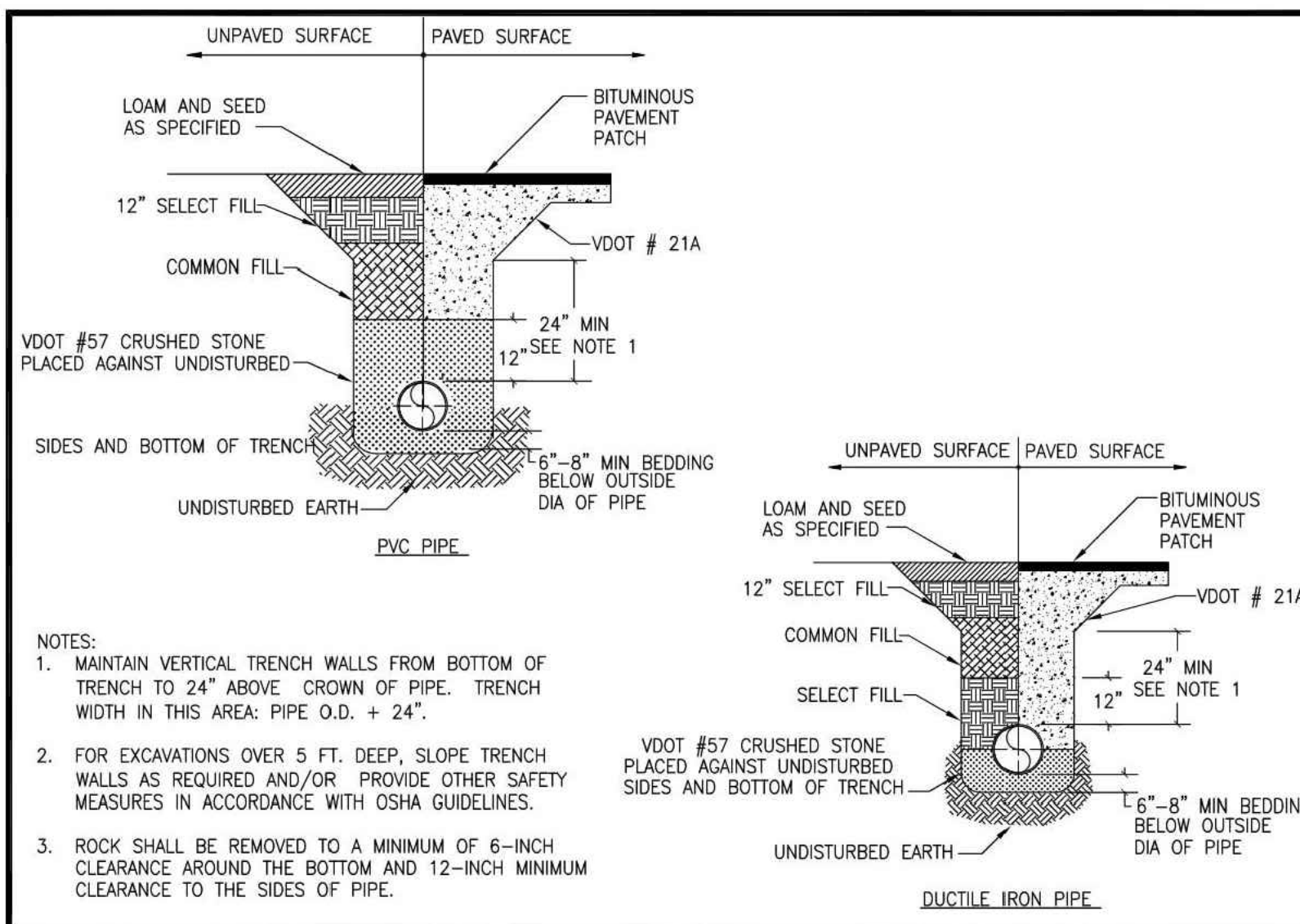
CITY OF CHARLOTTESVILLE
JAN 2012
CITY STANDARDS
CONCRETE MANHOLE - TYPICAL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 2.0



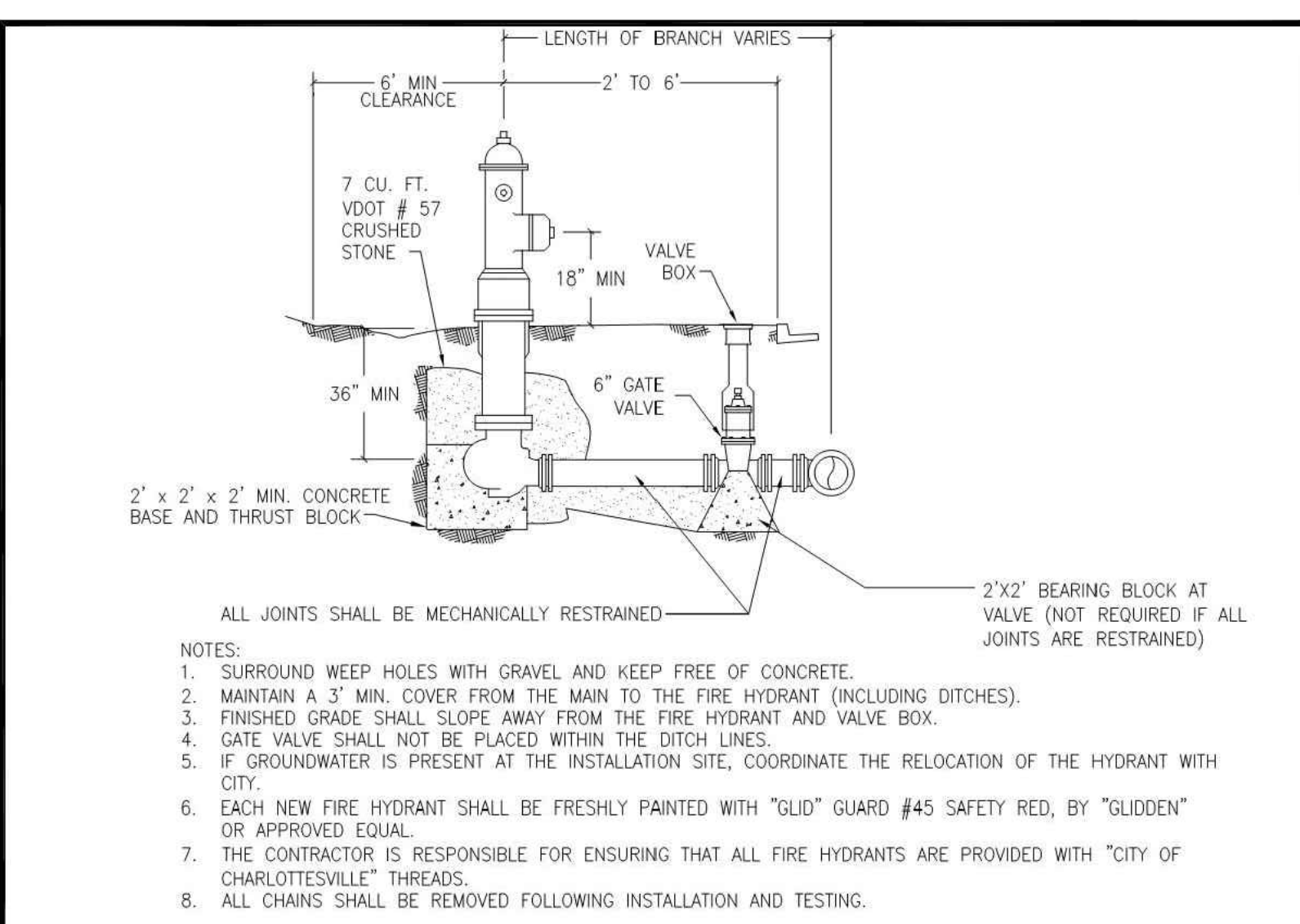
CITY OF CHARLOTTESVILLE
JAN 2011
CITY STANDARDS
CLEANOUT DETAIL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 5.1



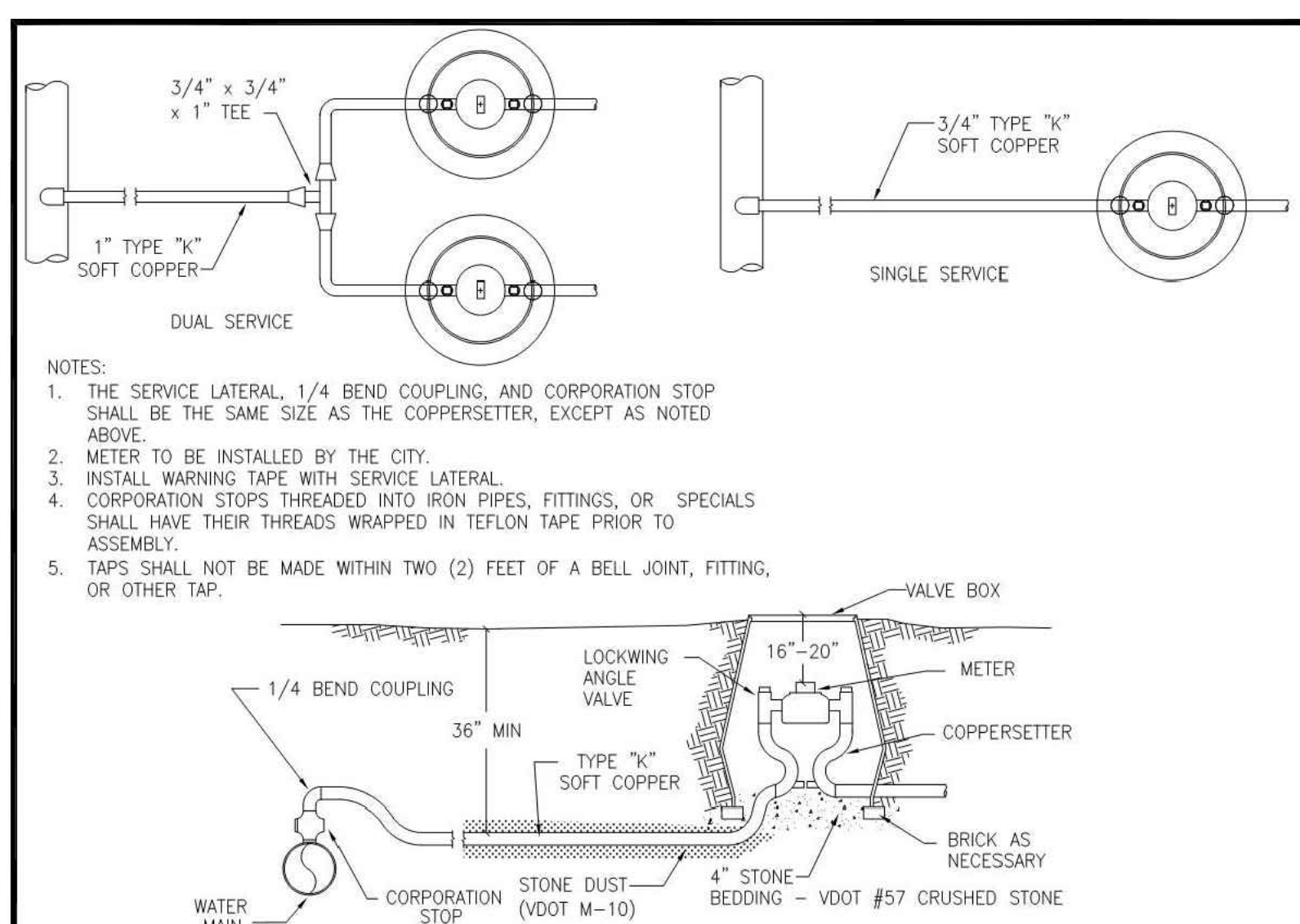
CITY OF CHARLOTTESVILLE
JULY 2011
CITY STANDARDS
NEW PIPE CONNECTION AT MANHOLE
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 2.8



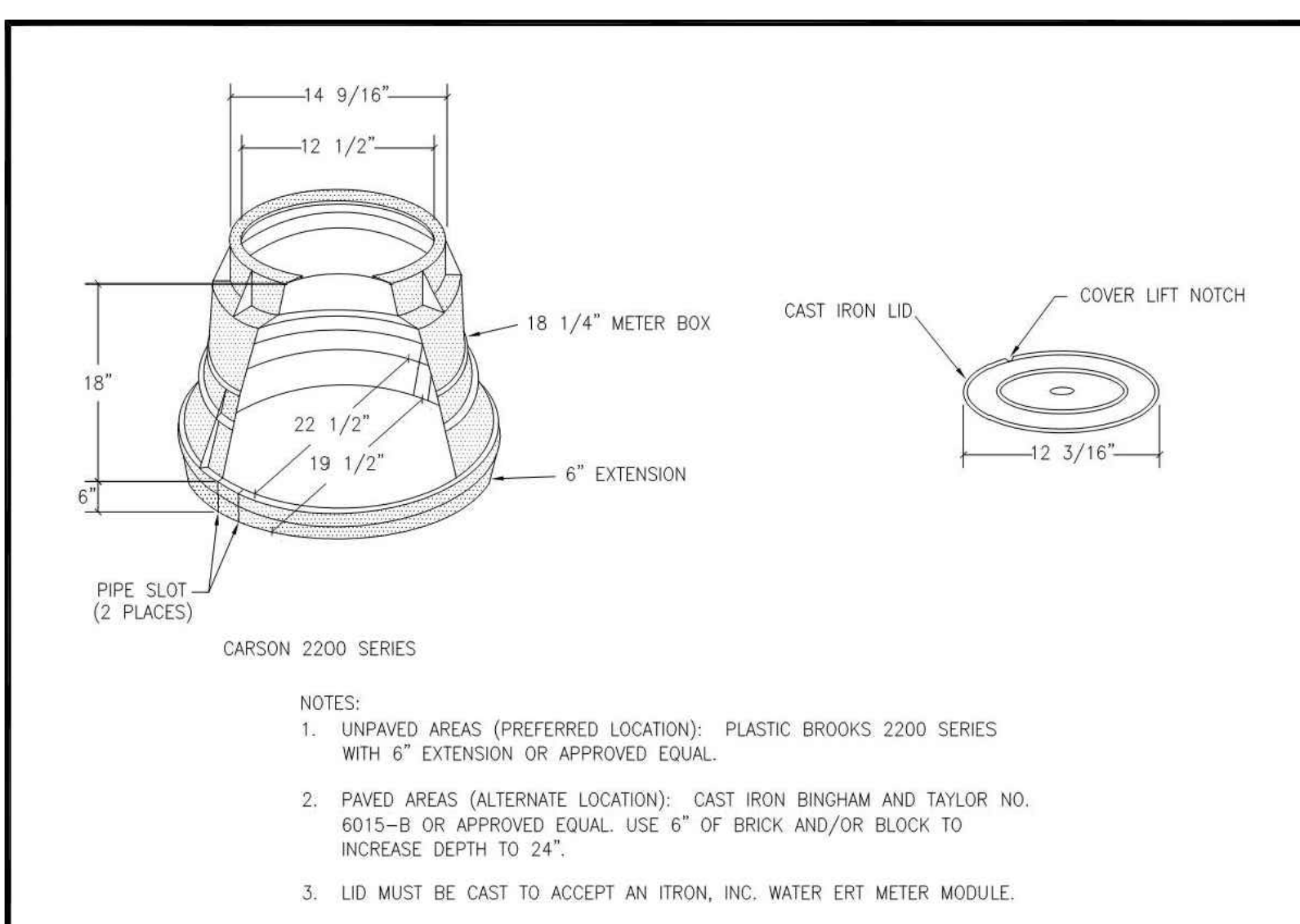
CITY OF CHARLOTTESVILLE
JAN 2012
CITY STANDARDS
PIPE TRENCHING AND BEDDING - TYPICAL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 1.0



CITY OF CHARLOTTESVILLE
JAN 2012
CITY STANDARDS
FIRE HYDRANT - TYPICAL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 3.0



CITY OF CHARLOTTESVILLE
JAN 2012
CITY STANDARDS
SERVICE LATERAL - TYPICAL
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 5.0



CITY OF CHARLOTTESVILLE
JULY 2011
CITY STANDARDS
METER BOX - 5/8 AND 1 INCH METERS
REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 6.0

STANDARD WATER AND SANITARY SEWER DETAILS

REVISIONS	
DESCRIPTION	DATE
CITY FINAL SITE PLAN SUBMITTAL #2	4/16/2021
CITY FINAL SITE PLAN SUBMITTAL #3	8/25/2021
CITY FINAL SITE PLAN SUBMITTAL #4	11/16/2021
CITY FINAL SITE PLAN SUBMITTAL #5	02/01/2022

sheet title:
CONSTRUCTION DETAILS

scale:
AS SHOWN

date:
6/27/2020

sheet #
25 OF 25

30 SCALE CHPT 18.003

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION MEETING
APPLICATION FOR APPROVAL OF A FINAL SITE PLAN
APPLICATION NUMBER: P22-0010
DATE OF MEETING: October 11, 2022

Project Planner: Dannan O’Connell

Date of Staff Report: September 29, 2022

Applicant: Neighborhood Investments, LLC

Applicant’s Representative(s): Scott Collins, Collins Engineering

Current Property Owner: Neighborhood Investments, LLC

Property Street Address: 64 University Way (“Subject Property”)

Tax Map & Parcel: 050048000

Current Zoning Classification: R-3 Residential

Overlay District: District H (Rugby Road—University Circle—Venable Neighborhood)
Architectural Design Control District

Reason for Planning Commission Review: Final site plan reflects the proposed development of a property that is the subject of an approved special permit per Sections 34-820(d) and 34-822

Vicinity Map



Standard of Review

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

Applicant's Request (Summary)

Mr. Scott Collins of Collins Engineering, on behalf of Neighborhood Investments LLC, is seeking Planning Commission approval for the Lyndhall Apartments Final Site Plan. This final site plan proposes a 16-unit apartment building at 64 University Way. On May 3, 2021, City Council approved Special Use Permit SP21-00003 authorizing a residential density of up to 48 dwelling units per acre (DUA) at this location. As per the City's Zoning Ordinance, Planning Commission shall review this final site plan because it reflects the proposed development of property that is subject to a Special Use Permit.

Site Plan Requirements

A. Compliance with the City's Erosion and Sediment Control ordinance (Chapter 10)

Staff has determined that this final site plan complies with the City's Erosion and Sediment Control ordinance. Total land disturbance is below 6,000 sq. ft. and therefore an Erosion and Sediment Control plan is not required for this project.

B. Compliance with applicable R-3 Residential District zoning regulations (Sections 34-350 thru 34-420)

The property is zoned R-3 Residential District. The project complies with all requirements of the R-3 Residential District.

C. Compliance with general standards for site plans (Sections 34-827 thru 34-828)

Staff has determined that this site plan contains the following information as required:

1. General site plan information, including but not limited to project, property, zoning, site, and traffic information: **Found on Sheets 1 and 2.**
2. Existing condition and adjacent property information: **Found on Sheet 3.**
3. Phasing plan: **The project will be constructed in one phase per Sheet 2.**
4. Topography and grading: **Found on Sheet 5.**
5. Existing landscaping and trees: **Found on Sheet 3.**
6. The name and location of all water features: **N/A.**

7. One hundred-year flood plain limits: **N/A.**
8. Existing and proposed streets and associated traffic information: **No new roads are proposed.**
9. Location and size of existing water and sewer infrastructure: **Found on Sheet 3.**
10. Proposed layout for water and sanitary sewer facilities and storm drain facilities: **Found of Sheets 5 and 6.**
11. Location of other existing and proposed utilities and utility easements: **Found on Sheet 5.**
12. Location of existing and proposed ingress to and egress from the property, showing the distance to the centerline of the nearest existing street intersection: **Found on Sheet 4.**
13. Location and dimensions of all existing and proposed improvements: **Found on Sheets 3, 4, 5, 6.**
14. All areas intended to be dedicated or reserved for public use: **No new area is proposed to be dedicated for public use.**
15. Landscape plan: **Found on Sheet 6.**
16. Where deemed appropriate by the director due to intensity of development:
 - a. Estimated traffic generation figures for the site based upon current ITE rates: **Found on Sheet 2.**
 - b. Estimated vehicles per day: **Found on Sheet 2.**

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

The Special Use Permit granted by City Council on May 3, 2021 includes the following conditions (See Attachment 2), which are provided on **Sheet 7A** of the final site plan.

1. Upon completion of the Project, the Building shall contain, in the aggregate, no more than 16 dwelling units, and not more than 24 bedrooms. **Found on Sheet 2.**
2. Pursuant to §34-162(a):
 - a. the side setbacks required by City Code §34-353(a) are hereby modified; all side setbacks shall be 10 feet, minimum; **Found on Sheet 2.**
 - b. the off-street parking offset requirements required by City Code §34-972(b)(6) are hereby modified to require no minimum setback; **Found on Sheet 2.**
 - c. the off-street parking requirements of City Code §34-984 are hereby modified to reduce required off-street parking spaces by two (2) spaces. **Found on Sheet 2.**

3. Outdoor lighting shall be provided only at building entrances. All outdoor lighting and light fixtures shall be full cut-off luminaires. Light spillover from luminaires onto public streets or abutting lots shall not exceed one-half (0.5) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of public right of way or public easement, whichever is closer to the luminaire. **Found on Sheet 6A.**
4. A total of at least sixteen (16) bicycle parking spaces shall be provided within the area of the Subject Property, as follows:
 - a. At least eight (8) bicycle lockers, **Found on Sheet 4.**
 - b. At least eight (8) outdoor bicycle parking spaces on site. **Found on Sheet 4.**

E. Compliance with Additional Standards for Specific Uses (Sections 34-930 - 34-938)

No improvements regulated by these sections are proposed.

Public Comments Received

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

The applicant held a virtual site plan conference on April 7, 2021 beginning at 10:00 AM 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).

Recommendation

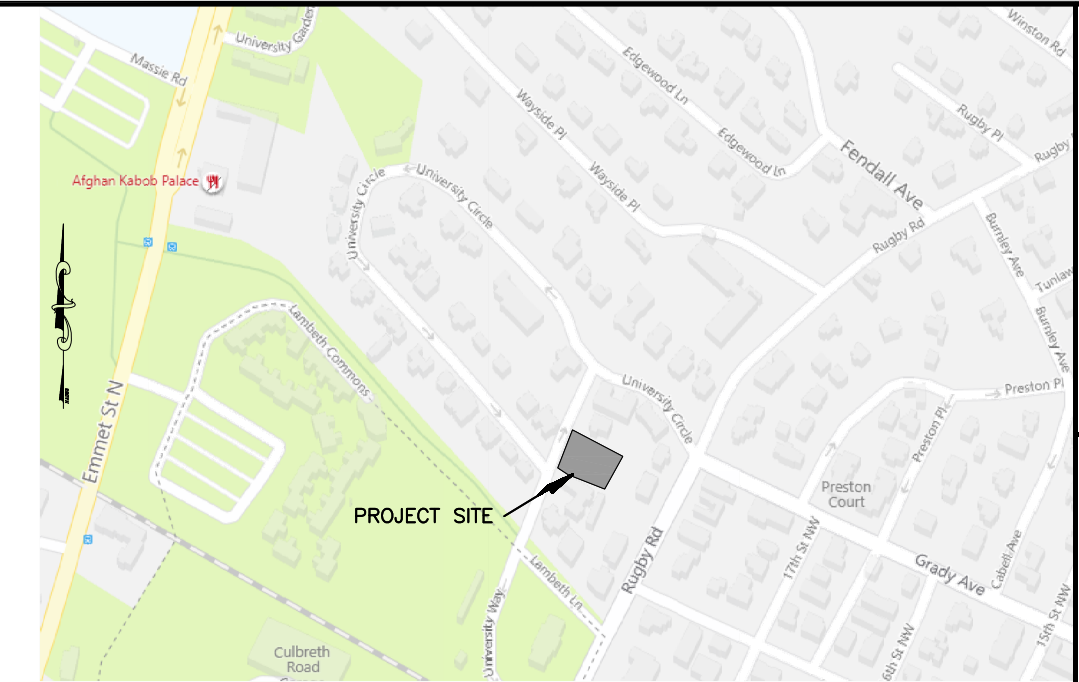
Staff recommends approval of the final site plan.

Attachments

1. Final Site Plan dated September 22, 2022
2. Special Use Permit Resolution dated May 3, 2021
3. Conceptual Site Plan Associated with SUP dated January 15, 2021

LYNDHALL APARTMENTS

FINAL SITE PLAN
CITY OF CHARLOTTESVILLE, VIRGINIA



VICINITY MAP
SCALE: 1" = 500'

PROJECT SITE INFO:

TMP: 050048000 (0.340 AC), 050045000, & 050049000
 NOTE: TMP 050045000 & TMP 050049000 ARE INCLUDED WITH THE FINAL SITE PLAN APPLICATION FOR THE GRADING AND PROPOSED IMPROVEMENTS ON THESE ADJACENT PROPERTIES ASSOCIATED WITH THIS FINAL SITE PLAN.

ADDRESS: 64 UNIVERSITY WAY
 CHARLOTTESVILLE, VA 22903

ZONING: R-3H WITH SPECIAL USE PERMIT FOR INCREASE IN DENSITY AND REDUCTION OF THE SIDE YARD SETBACK REQUIREMENTS.

SPECIAL USE PERMIT: SEE SHEET 2 PROJECT DATA & SHEET 7A FOR DETAILS ON THE APPROVED SPECIAL USE PERMIT FOR THIS PROJECT.

ACREAGE: 0.340 ACRES - SUBJECT PARCEL
 TOTAL PROPOSED LAND DISTURBANCE: 5,970 SF

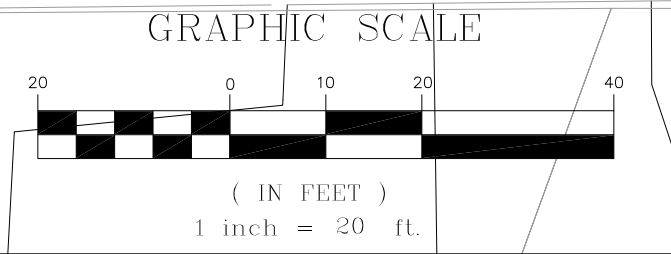
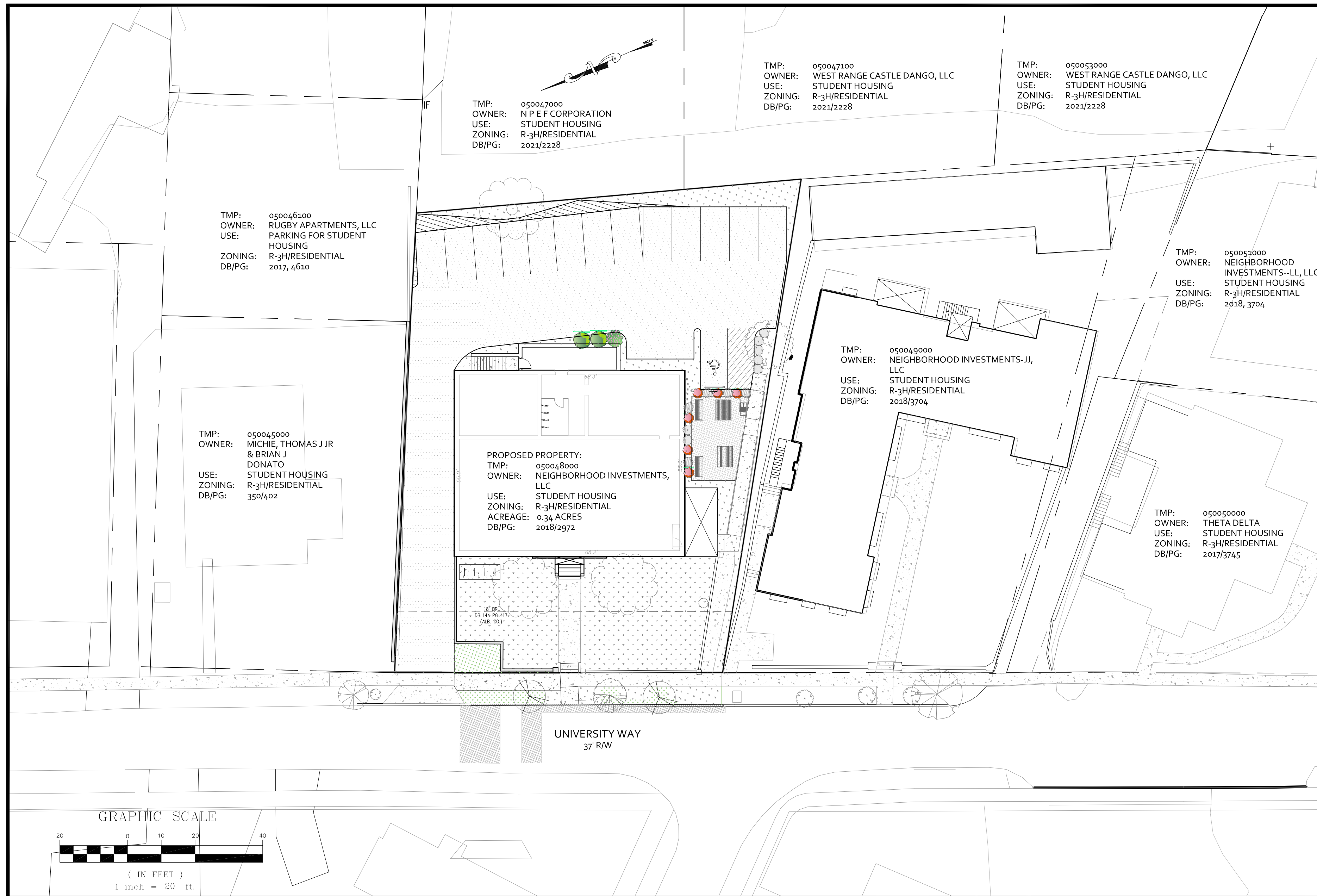
D.B./PG.: 2018/2972

EXISTING USE: 9 UNIT APARTMENT BUILDING (19 BEDROOMS), STUDENT HOUSING

PROPOSED USE: 16 UNIT APARTMENT BUILDING (24 BEDROOMS) STUDENT HOUSING

OWNER/DEVELOPER: NEIGHBORHOOD INVESTMENTS, LLC
 810 CATALPA COURT
 CHARLOTTESVILLE, VA 22903
 PLEASE SEE SHEET 2 FOR OWNER CONTACT INFORMATION

ENGINEER: COLLINS ENGINEERING, INC
 200 GARRETT STREET, SUITE K
 CHARLOTTESVILLE, VA 22902
 (434) 293-3719



Sheet Number	Sheet Title
1	SITE PLAN
2	GENERAL PROJECT NOTES
3	EXISTING CONDITIONS & DEMOLITION PLAN
4	SITE PLAN
5	UTILITY AND GRADING PLAN
6	LANDSCAPING PLAN
6A	LIGHTING PLAN
7	NOTES & DETAILS
7A	NOTES & DETAILS
9	TOTAL SHEETS

PLAN DETAIL LIST	
LIGHTING DETAILS	
6A	LITHONIA LIGHTING TWX LED INNOVATIVE GLASS WALL PACKS (W1)
LANDSCAPING DETAILS	
6	TREE PROTECTION DETAIL-CHAIN LINK FENCE
SITE DETAILS	
7	PAVEMENT WIDENING
7	GRANITE CURBING DETAIL
7	STANDARD SIDEWALK WITHOUT CURB
7	MINIMUM PAVEMENT PATCH
7	PERMANENT PAVEMENT REPAIR
7	TRAFFIC CONTROL DETAIL-ONE LANE, TWO-WAY TAPER
7	TRAFFIC CONTROL DETAIL-CHANNELIZING DEVICE AND WARNING SIGNAGE SPACING
7	VARIOUS PAVEMENT SECTIONS
7A	STANDARD SIDEWALK MONOLITHIC WITH CURB
7A	CG-12 DETECTABLE WARNING SURFACE GENERAL NOTES
7A	MADRAX U BIKE RACK DETAIL
7A	DOUBLE UP WALL MOUNTED BIKE RACK DETAIL
7A	RESERVED PARKING FOR ACCESSIBLE PARKING
7A	CONCRETE RETAINING WALLS
UTILITY DETAILS	
WATER:	
3	SERVICE LATERAL ABANDONMENT
7	SIZING WATER SERVICE LINES AND METERS
7	RESTRAINED JOINT PIPE LENGTHS CHARTS
7	MCDONALD NL LARGE METER SETTER 720B712WFFF775
7	METER VAULT 1.5' AND 2' METERS
7A	GATE VALVE - TYPICAL
7A	CLEANOUT DETAIL
7A	CONCRETE THRUST BLOCKS
7A	CONCRETE THRUST BLOCK DIMENSIONS
SEWER:	
3	SEWER LATERAL ABANDONMENT AT MAIN
7	PIPE TRENCHING AND BEDDING - TYPICAL
7A	SEWER LATERAL CONNECTION - TYPICAL

REVISIONS

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12/23/21	INITIAL SUBMITTAL - FINAL SITE PLAN APPLICATION
4/12/22	2ND SUBMITTAL - FINAL SITE PLAN APPLICATION
6/16/22	3RD SUBMITTAL - FINAL SITE PLAN APPLICATION
9/22/22	SIGNATURE SUBMITTAL - FINAL SITE PLAN APPLICATION

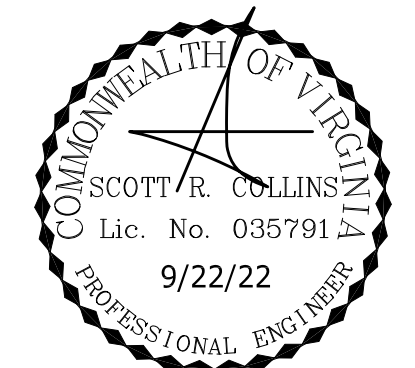
COLLINS ENGINEERING
 200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719

LYNDHALL APARTMENTS FINAL SITE PLAN
 COVER SHEET

PROJECT SHEET
 JOB NO. 202190
 SCALE 1"=20'
 SHEET NO. 1

SIGNATURE PANEL
 DIRECTOR, NEIGHBORHOOD DEVELOPMENT _____

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9/22/22	SIGNATURE SUBMITTAL - FINAL SITE PLAN APPLICATION

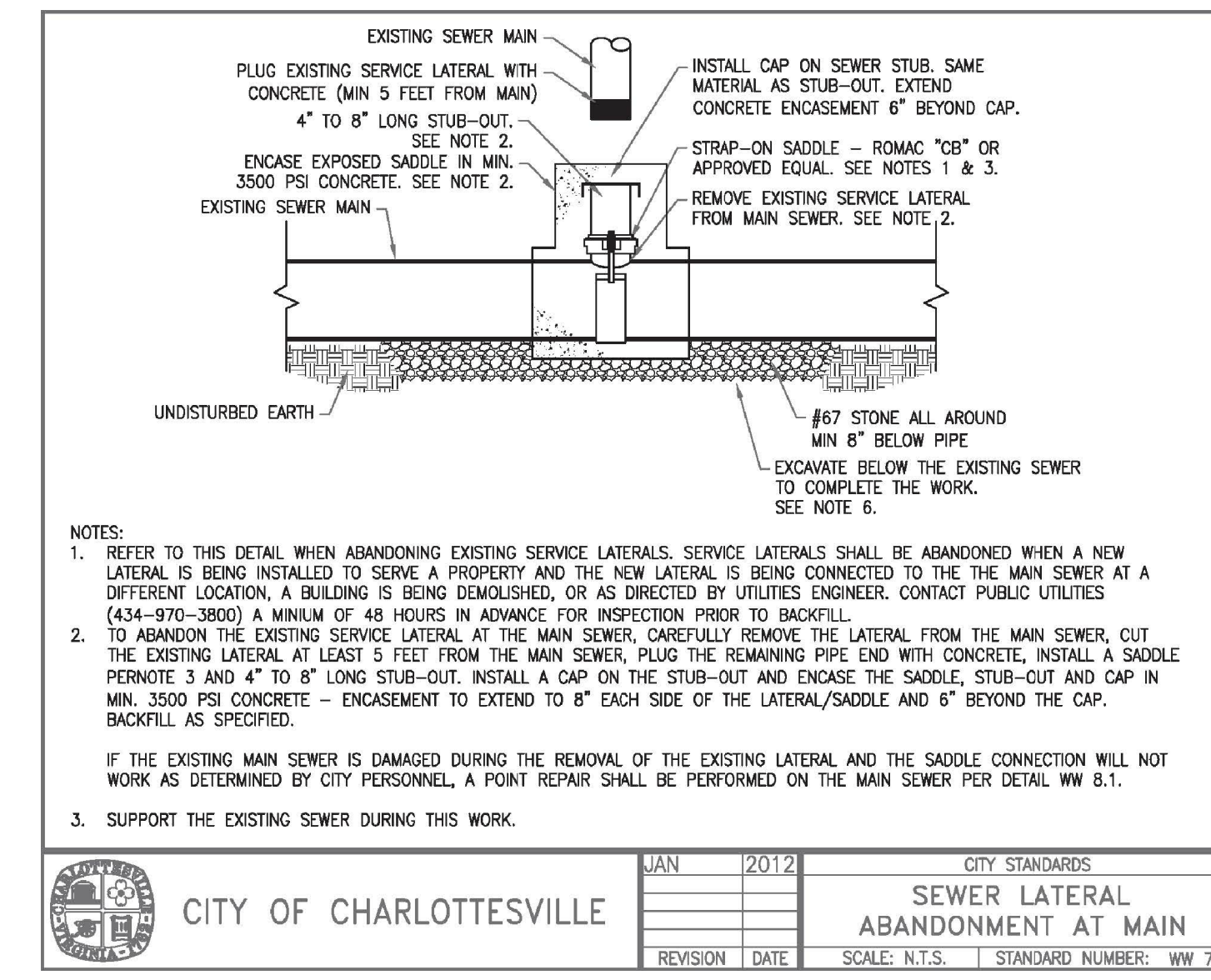
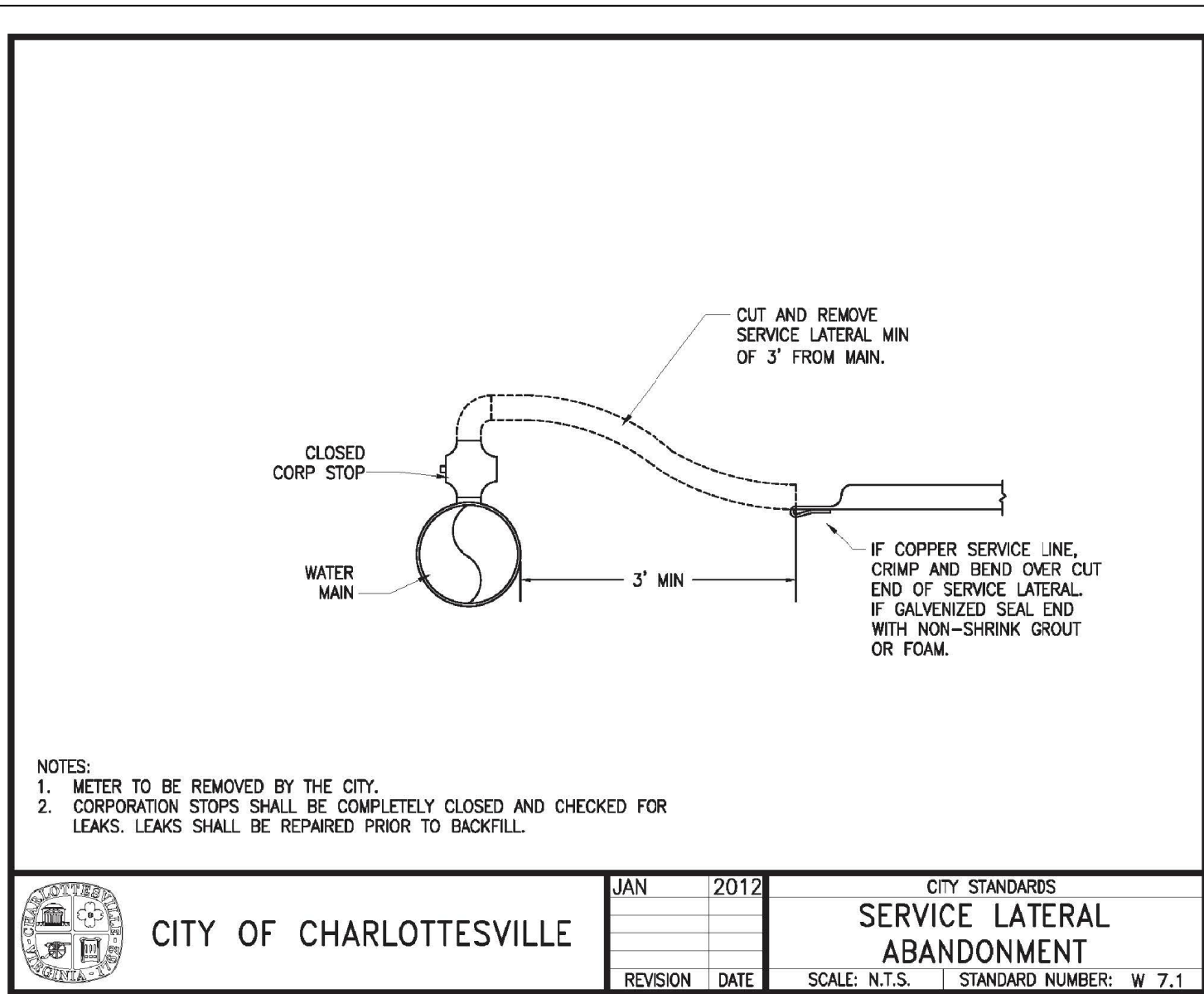
COLLINS ENGINEERING
 200 GARRETT STREET, SUITE K - CHARLOTTEVILLE, VA 22902 - 434.293.3719

LYNHALL APARTMENTS FINAL SITE PLAN
EXISTING CONDITIONS AND DEMOLITION PLAN

PROJECT SHEET
 JOB NO. 202190
 SCALE 1"=10'
 SHEET NO. 3

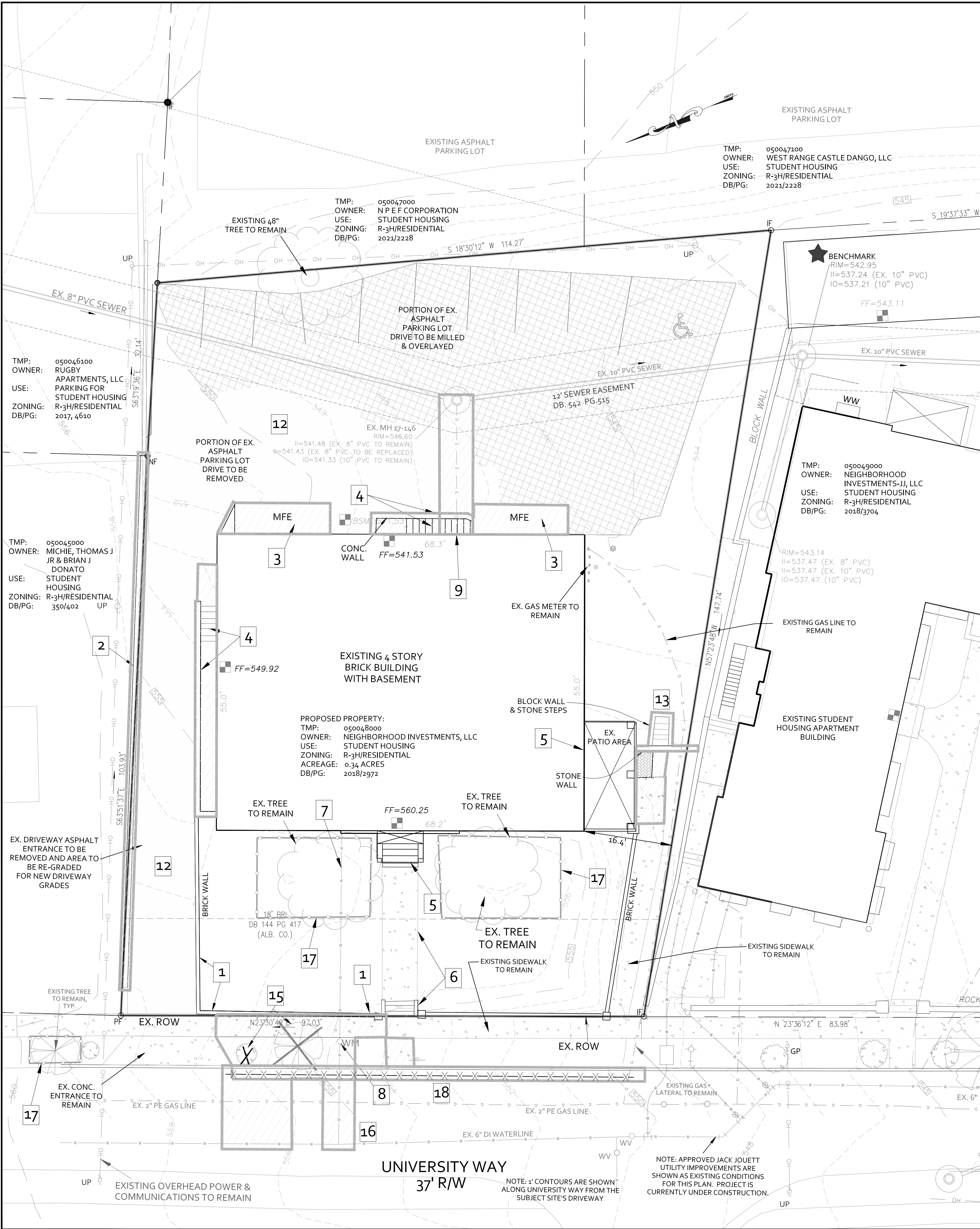
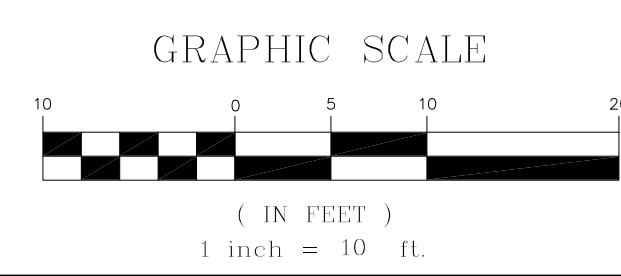
EXISTING CONDITIONS AND DEMOLITION PLAN LEGEND

- (PLEASE SEE SHEET 2 FOR TYPICAL LEGEND)
- PAVEMENT PATCH AND DEMOLITION. SAW CUT EXISTING PAVEMENT FOR REMOVAL.
 - PROPOSED TREE PROTECTION FENCING AROUND EXISTING TREE
 - EXISTING SHRUB TO BE REMOVED
 - EXISTING PORTION OF CURB TO BE REMOVED & REINSTALLED SEE DETAIL ON SHEET 7
 - PORTION OF EXISTING PAVEMENT TO BE REMOVED
 - PORTION OF EXISTING PAVEMENT TO BE MILLED & OVERLAYED
 - 1 RETAINING WALLS TO BE DEMOLISHED & RECONSTRUCTED
 - 2 EX. PORTION OF CONCRETE RETAINING WALL TO BE REMOVED AND REPLACED WITH NEW CONCRETE WALL
 - 3 EXISTING FIRE ACCESS STAIRS TO BE REMOVED
 - 4 EXISTING CONCRETE WALL AND STEPS TO BE REMOVED
 - 5 EXISTING PORCH & PORCH LIGHT TO REMAIN
 - 6 CONCRETE STEPS AND SIDEWALK TO REMAIN
 - 7 EXISTING WATER LATERAL LOCATED BETWEEN THE METER AND THE BUILDING TO BE ABANDONED IN PLACE
 - 8 EXISTING 1" WATER METER TO BE REMOVED BACK TO THE CORP STOP, IN ACCORDANCE WITH CITY UTILITY REQUIREMENTS.
 - 9 EXISTING 8" PVC SANITARY SEWER LATERAL TO THE BUILDING TO BE REMOVED. SAWCUT ASPHALT FOR TRENCH.
 - 10 EXISTING TREE AND ROOT SYSTEM LOCATED WITHIN THE ASPHALT ROADWAY TO BE REMOVED.
 - 12 EXISTING ASPHALT DRIVE AISLE AND PORTION OF PARKING LOT TO BE REMOVED.
 - 13 EXISTING CONC. STEPS AND BRICK WALL TO BE REMOVED.
 - 14 REMOVED EXISTING TREE AND SHRUB FOR UTILITIES.
 - 16 EXISTING ASPHALT PAVEMENT, CONCRETE CURBING AND CONCRETE SIDEWALK WITHIN HATCHING AREA TO BE REMOVED FOR THE INSTALLATION OF THE PROPOSED SITE UTILITIES. SAWCUT ASPHALT FOR TRENCH.
 - 17 TREE PROTECTION FENCING AROUND EXISTING TREES
 - 18 EXISTING GRANITE CURBING TO BE REMOVED AND REPLACED. SAWCUT 2" ASPHALT TRENCH FOR CURB REPLACEMENT.



SITE PLAN LEGEND

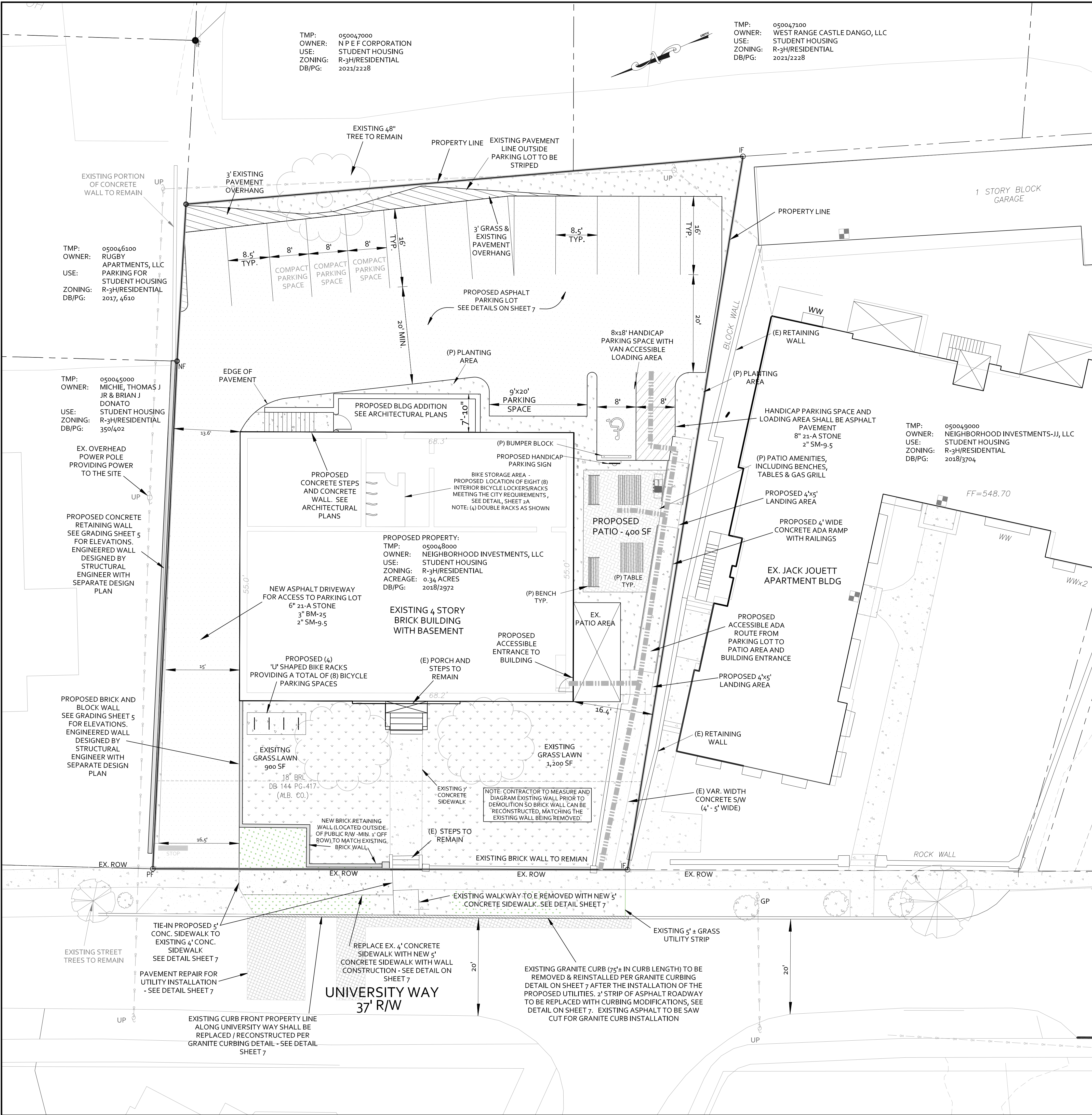
EXISTING CONDITIONS & DEMOLITION	
EXISTING BUILDING	CONC. RETAINING WALL TO REMAIN
EXISTING CONCRETE	EXISTING VEGETATION TO BE REMOVED
EXISTING VEGETATION	EXISTING STORM SEWER PIPE
EX. ADJACENT RIGHT-OF-WAY	EXISTING STORM SEWER STRUCTURE
LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE	EXISTING SANITARY SEWER PIPE
EXISTING CONTOURS	EXISTING SANITARY SEWER MANHOLE
EXISTING CRITICAL SLOPES	EXISTING WATERLINE
EXISTING CURB	EXISTING GAS LINE
EXISTING SIGN	EXISTING FIRE HYDRANT
EXISTING LIGHT POLE	DEMOLITION OF EXISTING UTILITIES, PAVEMENT, CONC., ETC.
BENCHMARK	EX. UTILITY POLE
EX. OVERHEAD UTILITY LINE	



UNIVERSITY WAY
 37' R/W

NOTE: APPROVED JACK JOUETT UTILITY IMPROVEMENTS ARE SHOWN AS EXISTING CONDITIONS FOR THIS PLAN. PROJECT IS CURRENTLY UNDER CONSTRUCTION

NOTE: 1" CONTOURS ARE SHOWN ALONG UNIVERSITY WAY FROM THE SUBJECT SITE'S DRIVEWAY



TMP: 050047000
 OWNER: N P E F CORPORATION
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2021/2228

TMP: 050047100
 OWNER: WEST RANGE CASTLE DANGO, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2021/2228

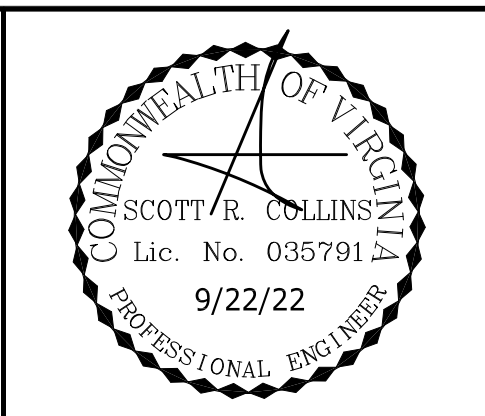
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 OWNER: RUGBY APARTMENTS, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2017, 4610

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

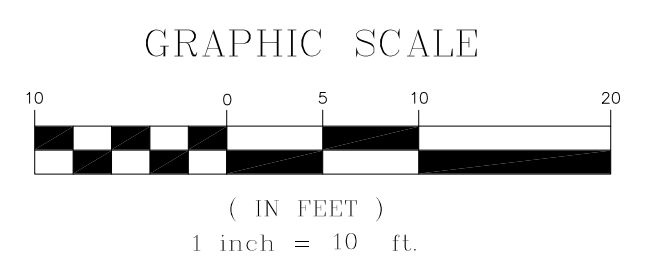
TMP: 050049000
 OWNER: NEIGHBORHOOD INVESTMENTS-JJ, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2018/3704

PROPOSED PROPERTY:
 TMP: 050048000
 OWNER: NEIGHBORHOOD INVESTMENTS, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 ACREAGE: 0.34 ACRES
 DB/PG: 2018/2972

NOTES:
 CONTRACTOR POTHOLE EXISTING UTILITIES TO 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 2006 IBC SECTION 3409 FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.
 PER SECTION 34-82B, FINAL SITE PLAN APPROVAL IS CONTINGENT ON THE PLAN BEING CONSISTENT WITH WHAT WAS: 1.) REVIEWED BY THE BOARD OF ARCHITECTURAL REVIEW AND 2.) THE ASSOCIATED CERTIFICATE OF APPROPRIATENESS FOR NEW CONSTRUCTION WITHIN THE RUBY ROAD-UNIVERSITY CIRCLE-VENABLE NEIGHBORHOOD ADC DISTRICT.
 THE (8) BICYCLE STORAGE LOCKERS SHALL BE LOCATED IN THE BASEMENT OF THE BUILDING. ACCESS WILL BE FROM THE STAIRWELL IN THE REAR OF THE BUILDING. THE BICYCLE STORAGE LOCKERS WILL BE LOCATED IN A LOCKED ROOM WITHIN THE BASEMENT.



SITE PLAN LEGEND
 (PLEASE SEE SHEET 2 FOR TYPICAL LEGEND)



SITE PLAN LEGEND

EXISTING CONDITIONS & DEMOLITION		PROPOSED	
[Symbol]	EXISTING BUILDING	[Symbol]	PROJECT RIGHT-OF-WAY
[Symbol]	EXISTING ASPHALT PAVEMENT	[Symbol]	LIMITS OF SUBJECT PROPERTY
[Symbol]	EXISTING CONCRETE	[Symbol]	PROPOSED CONTOUR
[Symbol]	EXISTING VEGETATION	[Symbol]	PROPOSED CURB
[Symbol]	EX. ADJACENT RIGHT-OF-WAY	[Symbol]	GRANITE CURBING TO BE RE-INSTALLED
[Symbol]	LIMITS OF CONSTRUCTION/ LIMITS OF DISTURBANCE	[Symbol]	PROPOSED ASPHALT
[Symbol]	EXISTING CONTOURS	[Symbol]	PROPOSED CONCRETE
[Symbol]	EXISTING CRITICAL SLOPES	[Symbol]	PROPOSED PAVERS (PATIO AREA)
[Symbol]	EXISTING CURB	[Symbol]	PROPOSED OPEN SPACE
[Symbol]	EXISTING SIGN	[Symbol]	GRASS MEDIAN AREA TO BE REGRADED WITH RE-INSTALLATION OF THE GRANITE CURBING
[Symbol]	EXISTING LIGHT POLE	[Symbol]	PROPOSED SIGNED
[Symbol]	BENCHMARK	[Symbol]	PROPOSED UNDERGROUND ELECTRICAL
[Symbol]	EX. OVERHEAD UTILITY LINE	[Symbol]	PROPOSED SIGN
[Symbol]	CONC. RETAINING WALL TO REMAIN	[Symbol]	PROPOSED LIGHT POLE
[Symbol]	EXISTING ASPHALT PAVEMENT TO BE REMOVED	[Symbol]	PROPOSED STORM SEWER PIPE
[Symbol]	EXISTING ASPHALT PAVEMENT FOR MILL & OVERLAY	[Symbol]	PROPOSED STORM SEWER STRUCTURE
[Symbol]	EXISTING VEGETATION TO BE REMOVED	[Symbol]	PROPOSED SANITARY SEWER PIPE
[Symbol]	EXISTING STORM SEWER PIPE	[Symbol]	PROPOSED SANITARY SEWER MANHOLE
[Symbol]	EXISTING STORM SEWER STRUCTURE	[Symbol]	PROPOSED WATERLINE
[Symbol]	EXISTING SANITARY SEWER PIPE	[Symbol]	PROPOSED FIRE HYDRANT
[Symbol]	EXISTING SANITARY SEWER MANHOLE	[Symbol]	PROPOSED GAS LINE
[Symbol]	EXISTING WATERLINE	[Symbol]	PROPOSED RETAINING WALL
[Symbol]	EXISTING GAS LINE	[Symbol]	
[Symbol]	EXISTING FIRE HYDRANT	[Symbol]	
[Symbol]	EX. UTILITY POLE	[Symbol]	

REVISIONS

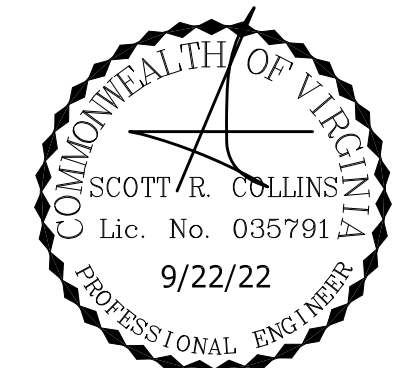
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COLLINS ENGINEERING
 200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719

LYNHALL APARTMENTS FINAL SITE PLAN
 SITE PLAN

PROJECT SHEET
 JOB NO. 202190
 SCALE 1"=10'
 SHEET NO. 4

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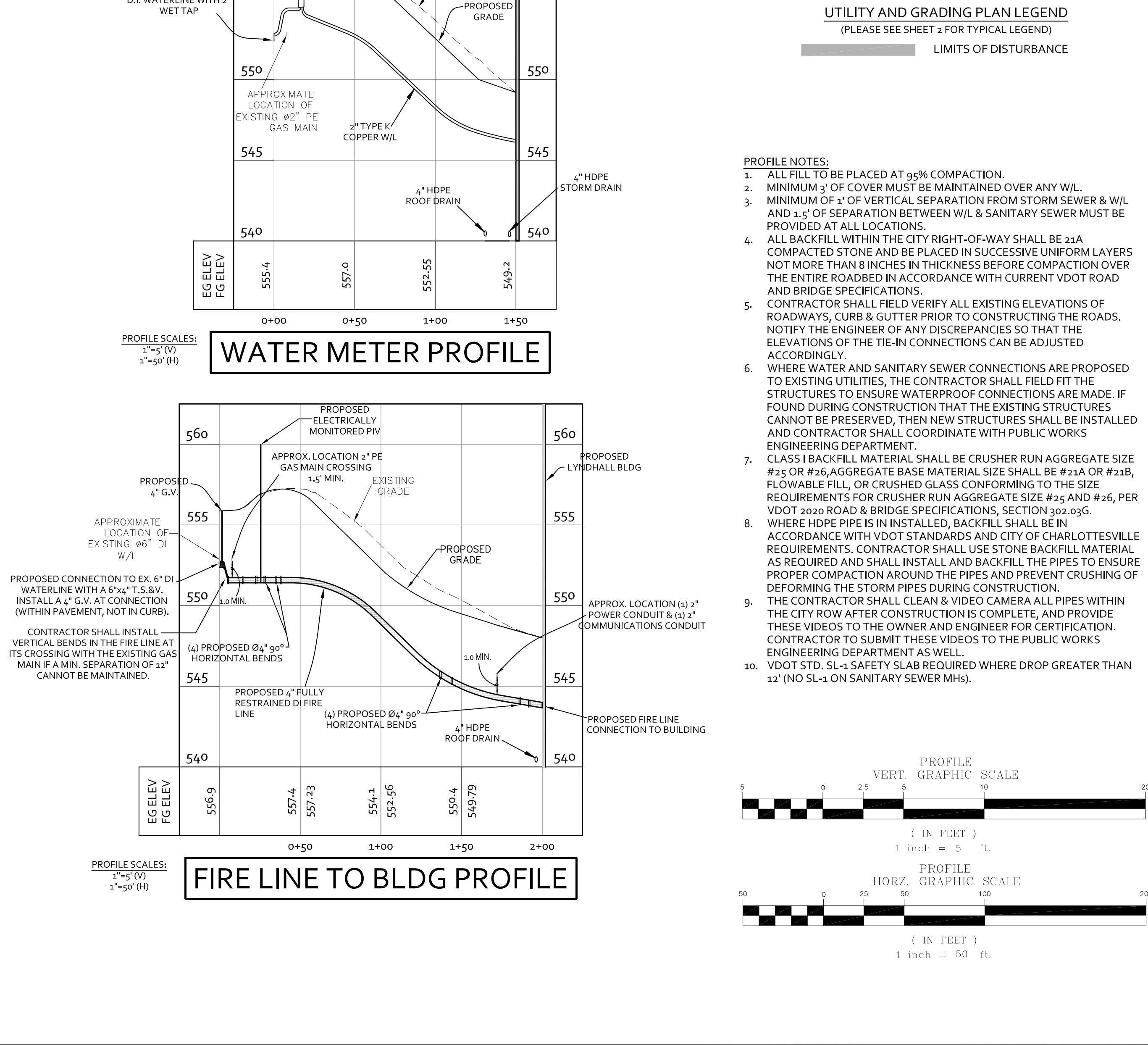
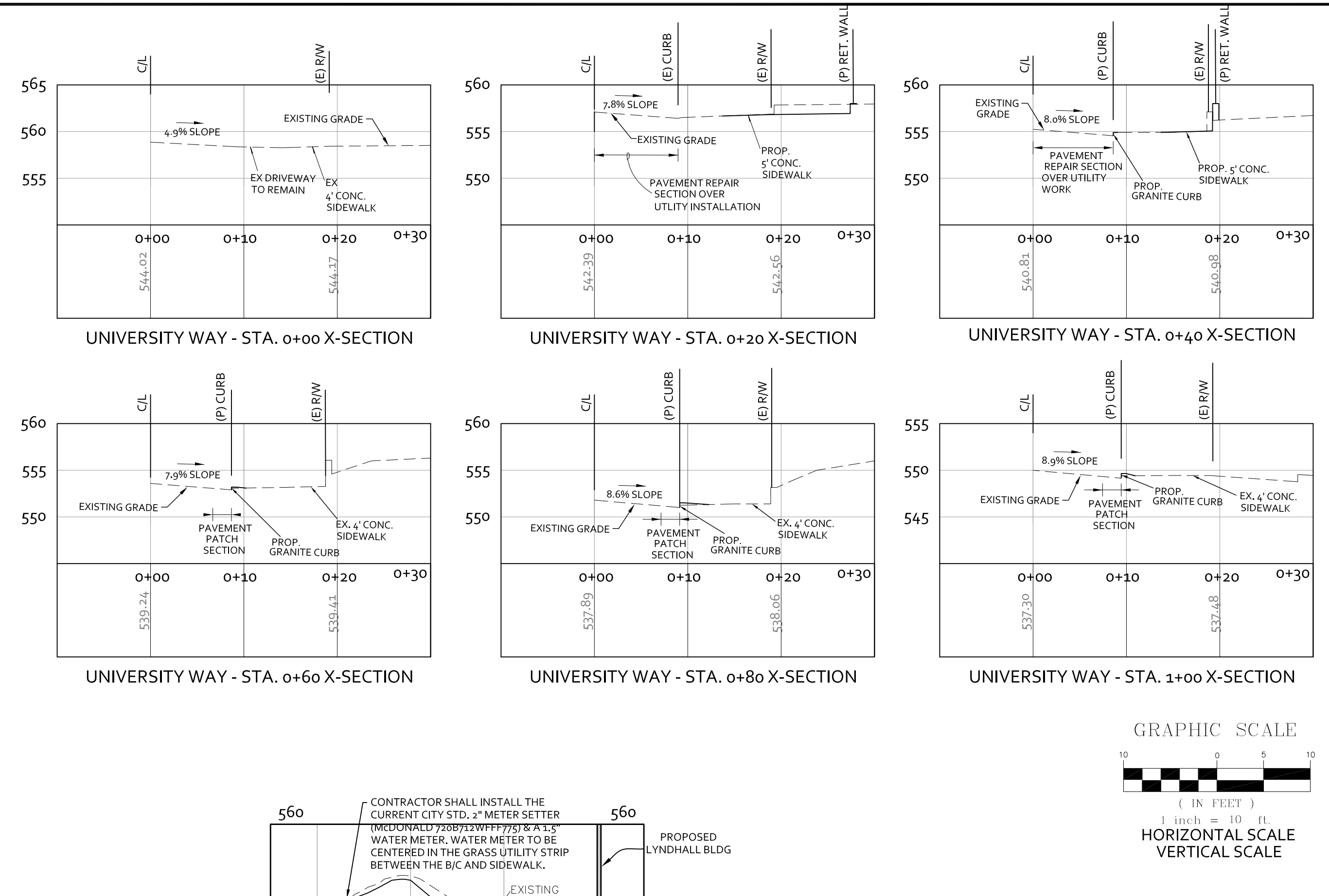
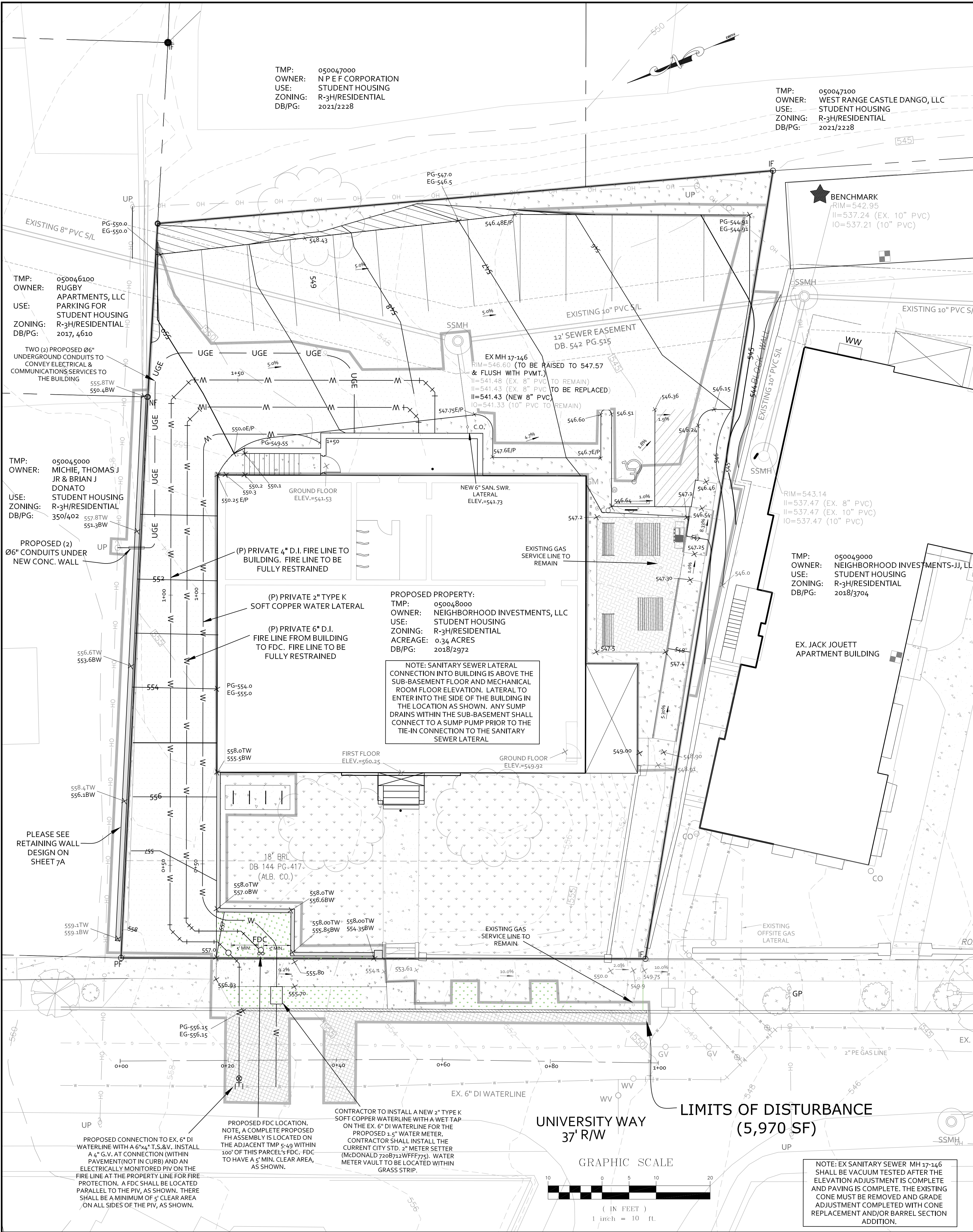


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COLLINS ENGINEERING
 200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719

LYNHALL APARTMENTS FINAL SITE PLAN
 UTILITY AND GRADING PLAN

PROJECT SHEET
 JOB NO. 202190
 SCALE 1"=10'
 SHEET NO. 5



LANDSCAPING NOTES:

1. 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.
2. NOTE, NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTESVILLE
3. 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.
4. FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR & UNOBSTRUCTED BY LANDSCAPING, PARKING AND OTHER OBJECTS. LANDSCAPING IN THESE VICINITIES SHALL NOT ENCROACH WITHIN A FIVE (5) FOOT RADIUS ON MATURITY.

PLANT SCHEDULE

SYM	BOTANICAL	COMMON NAME	SIZE	CANOPY (sf)	TOTAL SITE	
					QUANTITY	COVERAGE (sf)
CANOPY TREES						
AR	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY (WHITE PILLAR)	2 1/2" cal.	297	1	297
QP	QUERCUS PHELLOS	WILLOW OAK	2 1/2" cal.	370	2	740
PA	PLATANUS X ACERIFOLIA	BLOODGOOD LONDON PLANETREE	2" cal.	368	1	368
	Existing large shade trees			400	3	1,200
SHRUBS						
IG	ILEX GLABRA	DWARF INKBERY HOLLY	3 gal.		7	
HQ	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	3 gal.		3	
CF	CALYCANTHUS FLORIDUS	COMMON SWEETSHRUB	3 gal.		5	
CS	CORNUS SERICEA	RED TWIG DOGWOOD	3 gal.		6	
REQUIRED SITE COVERAGE: 10% x 14,810 sf = 1,481 sf (2,605 SF PROVIDED)				TOTAL CANOPY: 2,605		

LANDSCAPING CALCULATIONS:

A. SITE COVERAGE:
 REQUIRED: 10% x 14,810 sf = 1,481 SF
 PROVIDED: 2,605 SF

B. STREETSCAPE TREES ALONG RIGHT-OF-WAY:
 TOTAL STREETSCAPE ALONG UNIVERSITY WAY: 97 LF (MINIMUM 1 LARGE TREE PER 40 LF)
 REQUIRED: 3 LARGE TREES
 PROVIDED: 3 LARGE TREES

C. INTERIOR PARKING: NONE REQUIRED. TOTAL PARKING LOT LESS THAN 20 SPACES IS NOT SUBJECT TO INTERIOR LANDSCAPING OR BUFFER REQUIREMENTS.

D. RECREATIONAL AREA:
 UPLAND RECREATIONAL AREAS - 2,500 SF (25% REQUIRED) = 625 SF
 TOTAL LANDSCAPING PROVIDED IN RECREATIONAL AREA = 800 SF (2 EXISTING TREES) + SHRUBS

NOTE: PROPOSED LANDSCAPING SHALL CONFORM TO THE REQUIREMENTS OF CHAPTER 34, ARTICLE VIII, DIVISION 2 OF THE CITY OF CHARLOTTESVILLE CODE OF DEVELOPMENT.

LANDSCAPING INSTALLATION GENERAL 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/TRACT-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.

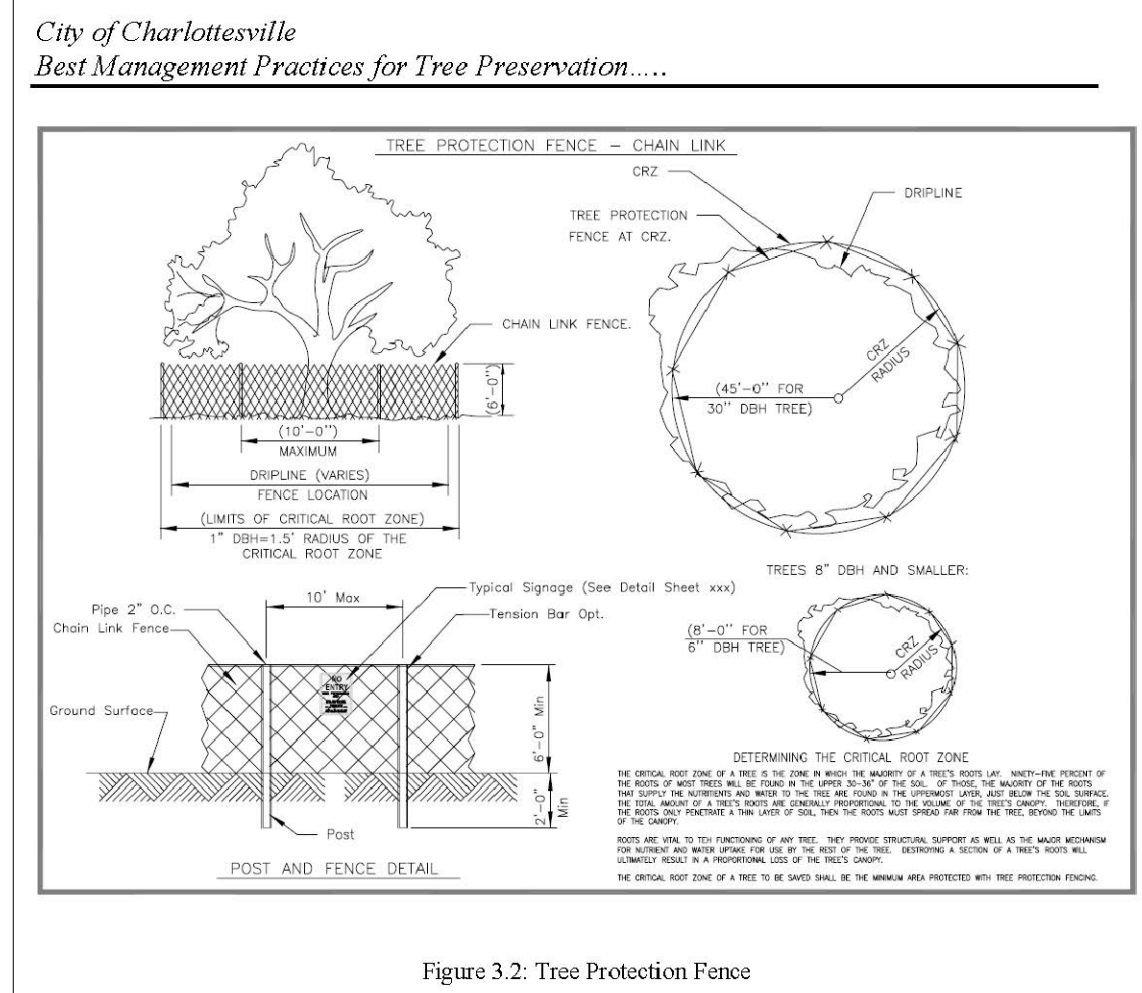
PLANT LOCATIONS TO BE REEVALUATED AND REVISED, IF NECESSARY, AFTER FINISHED GRADING.

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.

ANY STREET TREE WITHIN THE PUBLIC RIGHT OF WAY SHALL BE MAINTAINED BY THE PROPERTY OWNER.

THE PROPERTY OWNER AND CONTRACTOR SHALL GUARANTEE THE MAINTENANCE OF ALL STREETSCAPE TREES PLANTED IN THE CITY RIGHT-OF-WAY FOR A PERIOD OF TWO (2) YEARS FROM THE DATE OF PLANTING.



TMP: 050046100
 OWNER: RUGBY APARTMENTS, LLC
 USE: PARKING FOR STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2017, 4610

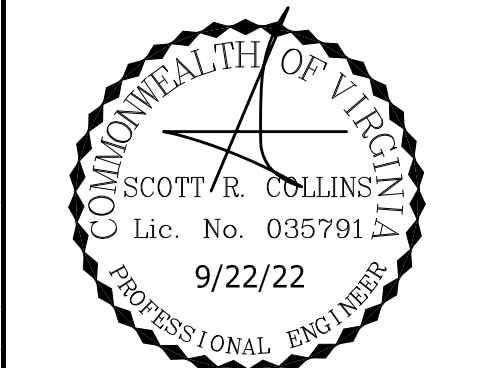
TMP: 050045000
 OWNER: MICHIE, THOMAS J JR & BRIAN J DONATO
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 350/402

TMP: 050047000
 OWNER: N P F CORPORATION
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2021/2228

TMP: 050047100
 OWNER: WEST RANGE CASTLE DANGO, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2021/2228

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

PROPOSED PROPERTY:
 TMP: 050048000
 OWNER: NEIGHBORHOOD INVESTMENTS, LLC
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 ACREAGE: 0.34 ACRES
 DB/PG: 2018/2972



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LYNDHALL APARTMENTS FINAL SITE PLAN
 LANDSCAPING PLAN

PROJECT SHEET
 JOB NO. 202190
 SCALE 1"=10'
 SHEET NO. 6



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Symbol	Qty	Label	Arrangement	Ht.	Total Lamp Lumens	LLF	FINISH
▼ W1	6	TWX1-LED ALO	SINGLE	20' MAX.	600 - 2,950	1.000	DARK BRONZE

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Calculation	Illuminance	Fc	1.49	5.5	0.0	N.A.	N.A.

LIGHTING NOTES:

- ALL LIGHT FIXTURES SHALL BE FULLY SHIELDED AND BE FULL CUTOFF.
- LIGHT FIXTURES SHOWN ARE MOUNTED TO THE BUILDING.
- FOOTCANDLE LEVELS AT THE PROPERTY LINE SHALL NOT EXCEED 0.5 FOOTCANDLES.
- MAXIMUM HEIGHT OF OUTDOOR LIGHTS SHALL BE 20 FEET ABOVE THE GROUND. ALL LIGHT FIXTURES ON THE BUILDING AND WITHIN THE SITE SHALL MEET THIS REQUIREMENT.
- COLOR TEMPERATURE OF LIGHT FIXTURES SHALL NOT EXCEED 3000K.



TWX LED

Innovative Glass Wall Packs

Re-inventing the Glass Wall Pack

The TWX LED wall pack family's ground-up design delivers superior illumination in a traditional form while providing the low initial cost that customers demand.

The TWX LED wall packs feature premium borosilicate glass lenses that work in conjunction with the high-efficiency light engine to provide superior illumination while minimizing wasted up-light. The new slim design creates a less obtrusive appearance on the building while still fully covering the unightly stains leftover from typical metal halide glass wall packs. TWX LED is available in three sizes in both glass and polycarbonate lens options, creating a complete and compelling offering. Since the TWX LED luminaires are made in North America, all these options are available with industry-leading quick delivery.

TWX LED with ALO Technology

The Adjustable Light Output (ALO) option maximizes flexibility both in the field and on distributor shelves.



- Quick Facts:**
- Three sizes deliver 2,950 to 13,650 lumens
 - Adjustable Light Output (ALO) option
 - Replace 70W to 400W metal halide
 - Available in 3000K, 4000K and 5000K CCT
 - DLC listed
 - 20+ years expected service life
 - 5-year limited warranty



Outdoor

TWX LED Innovative Glass Wall Packs



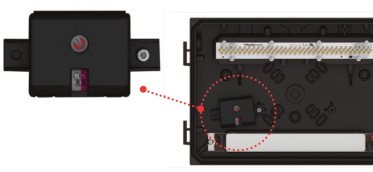
Modern low-profile design is less obtrusive on the wall but has a shape that covers the footprint of a typical HID wall pack, covering any unsightly stains.



Advanced optical design using reflector and refractor technologies that work together to create better illumination and further throw, getting the light where it is needed.



Available in 4 color options, matching any application. All colors are offered in smooth or textured finish.



Adjustable Light Output (ALO) technology - Dial in the lumens you need through a rotary switch located inside of the luminaire.

Ordering Information

Series & Lumen Output	Color Temperature	Voltage	Options	Finish
TWX1 LED ALO 600 - 2,950 Lumens 4W - 22W	30K 3000K	MVOLT 120-277V	PE Photocell for dusk-to-dawn operation	DBLX Black DBRZ Dark Bronze DNAL Natural Aluminum DWHT White
TWX2 LED ALO 1,450 - 4,850 Lumens 9W - 54W	40K 4000K	347V		
TWX3 LED ALO 2,900 - 13,650 Lumens 18W - 108W	50K 5000K	480V		

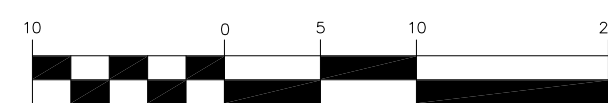
DLC Please check the DLC Qualified Products List at www.designlights.org/QPL for more product detail.

Visit www.lithonia.com for more information.

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GRAPHIC SCALE



(IN FEET)
1 inch = 10 ft.

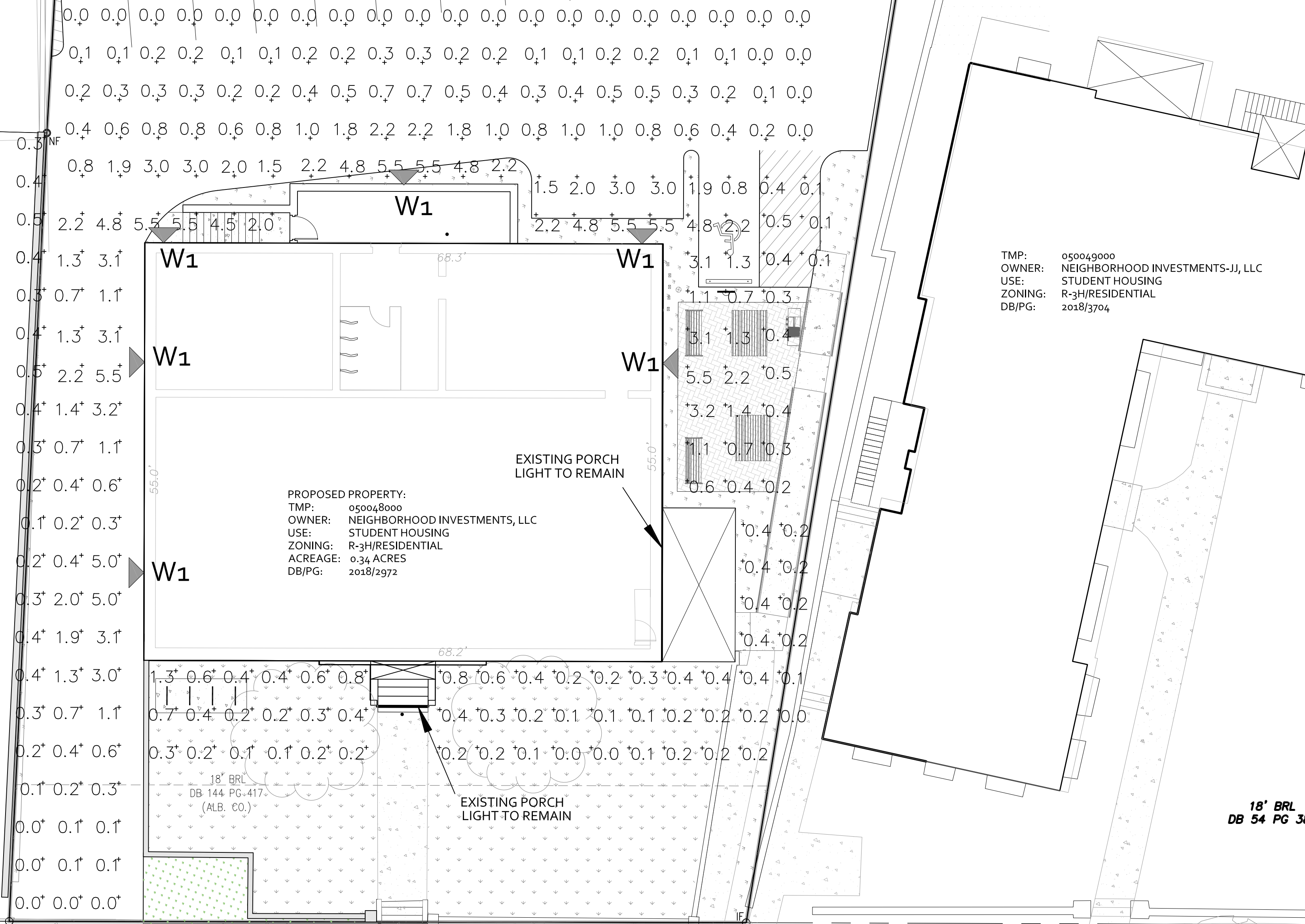
TMP: 050046100
OWNER: RUGBY APARTMENTS, LLC
USE: PARKING FOR STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2017, 4610

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

TMP: 050047000
OWNER: N P E F CORPORATION
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2021/2228

TMP: 050047100
OWNER: WEST RANGE CASTLE DANGO, LLC
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
DB/PG: 2021/2228

★ BENCHMARK



PROPOSED PROPERTY:
TMP: 050048000
OWNER: NEIGHBORHOOD INVESTMENTS, LLC
USE: STUDENT HOUSING
ZONING: R-3H/RESIDENTIAL
ACREAGE: 0.34 ACRES
DB/PG: 2018/2972

EXISTING PORCH LIGHT TO REMAIN

EXISTING PORCH LIGHT TO REMAIN

UNIVERSITY WAY
37' R/W

REVISIONS

DATE	REVISION DESCRIPTION
12/23/21	INITIAL SUBMITTAL - FINAL SITE PLAN APPLICATION
4/12/22	2ND SUBMITTAL - FINAL SITE PLAN APPLICATION
6/16/22	3RD SUBMITTAL - FINAL SITE PLAN APPLICATION
9/22/22	SIGNATURE SUBMITTAL - FINAL SITE PLAN APPLICATION

COLLINS ENGINEERING

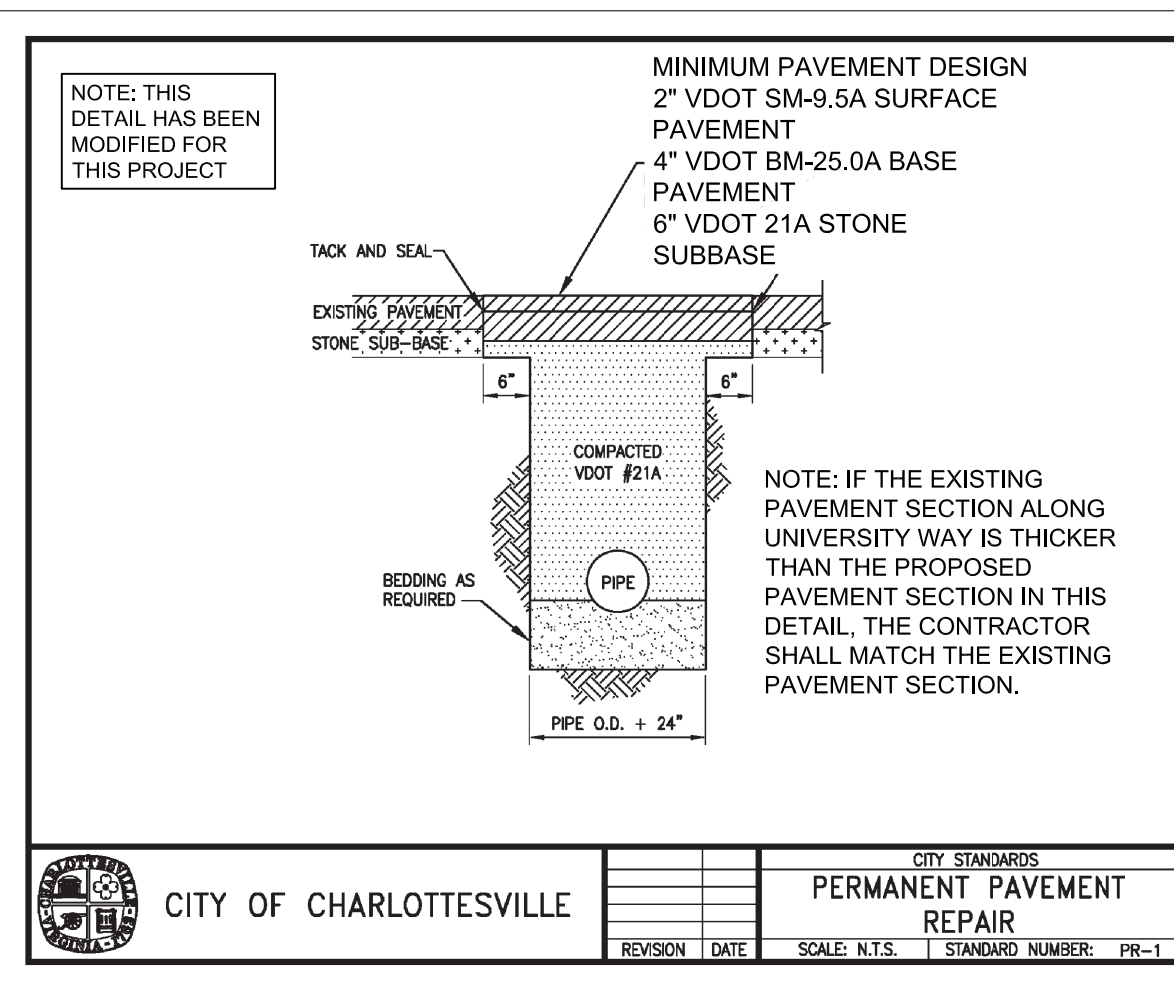
200 GARRETT STREET, SUITE K - CHARLOTTEVILLE, VA 22902 - 434.293.3719

LYNDHALL APARTMENTS FINAL SITE PLAN
LIGHTING PLAN

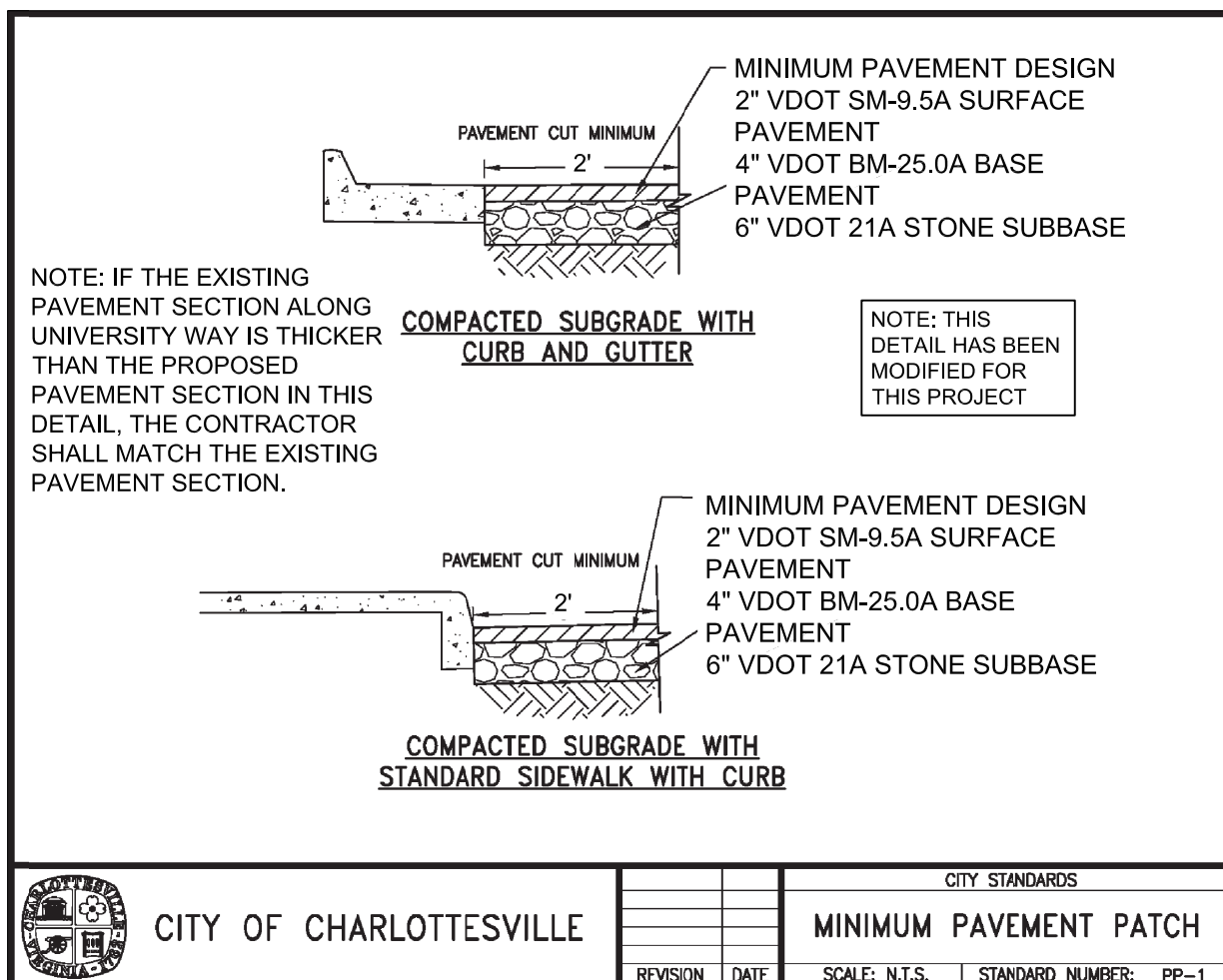
PROJECT	JOB NO.
	202190
SHEET	SCALE
	1" = 10'
	SHEET NO.
	6A

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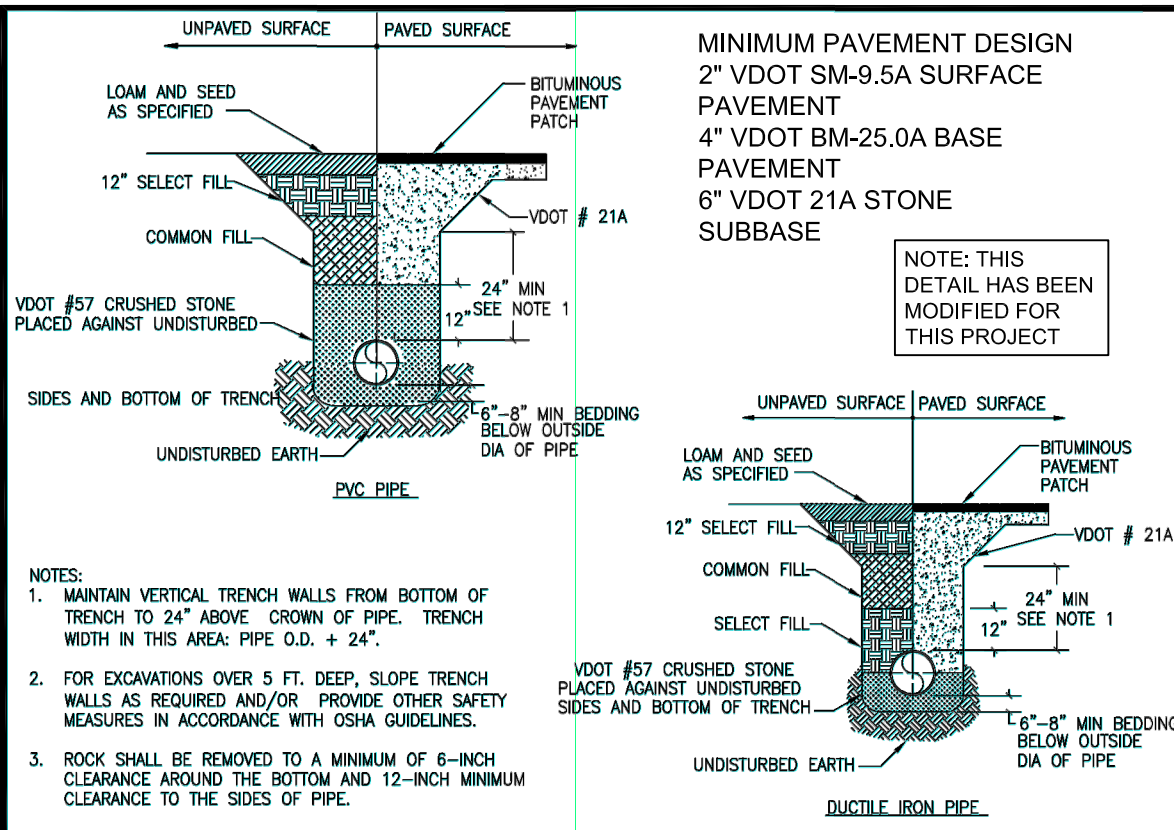




CITY OF CHARLOTTEVILLE		CITY STANDARDS	
REVISION	DATE	SCALE: N.T.S.	STANDARD NUMBER: PR-1



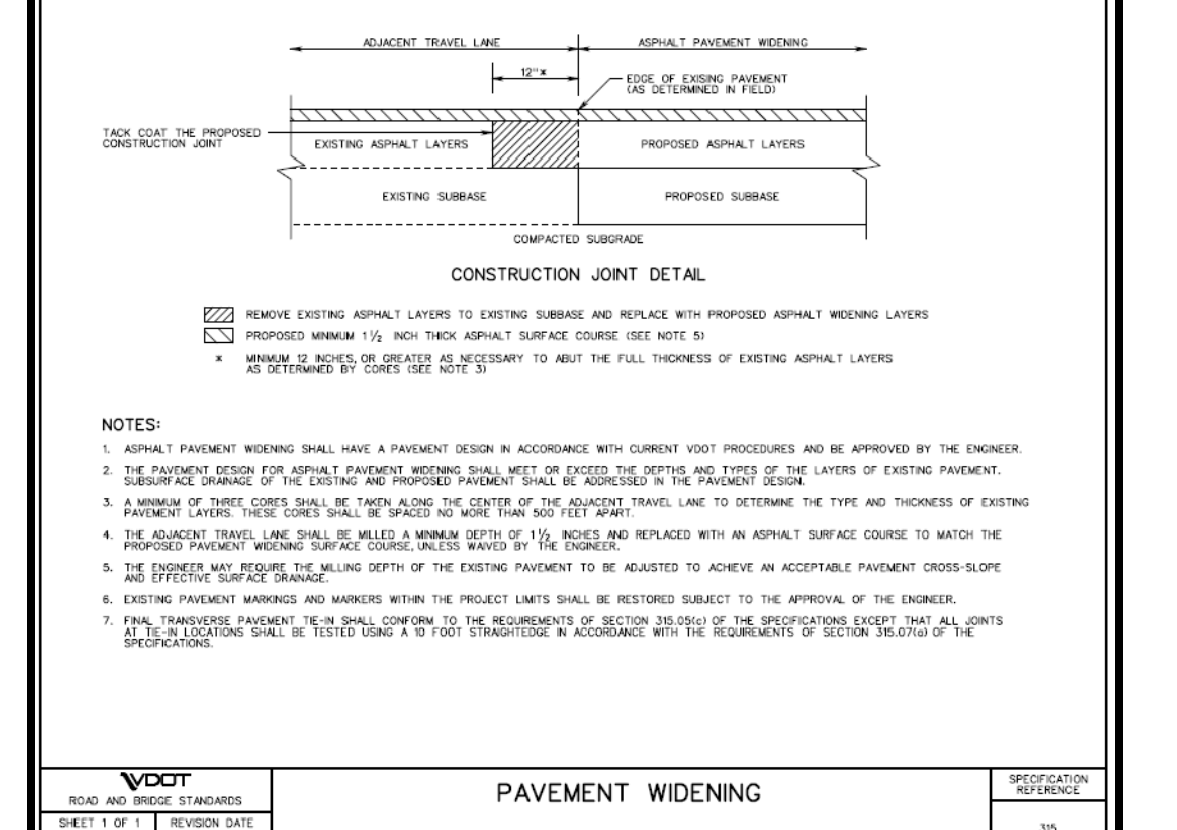
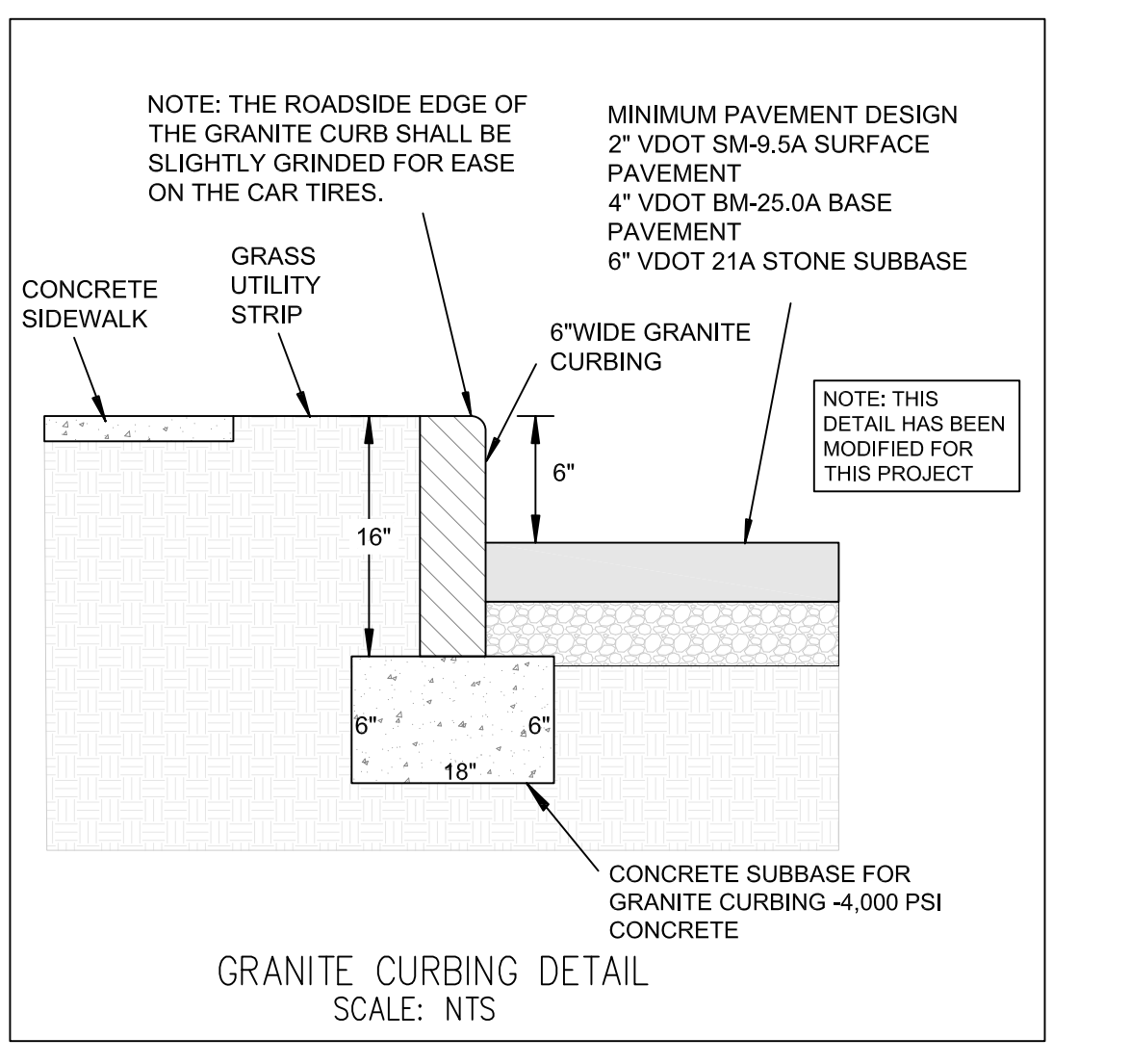
CITY OF CHARLOTTEVILLE		CITY STANDARDS	
REVISION	DATE	SCALE: N.T.S.	STANDARD NUMBER: PR-1



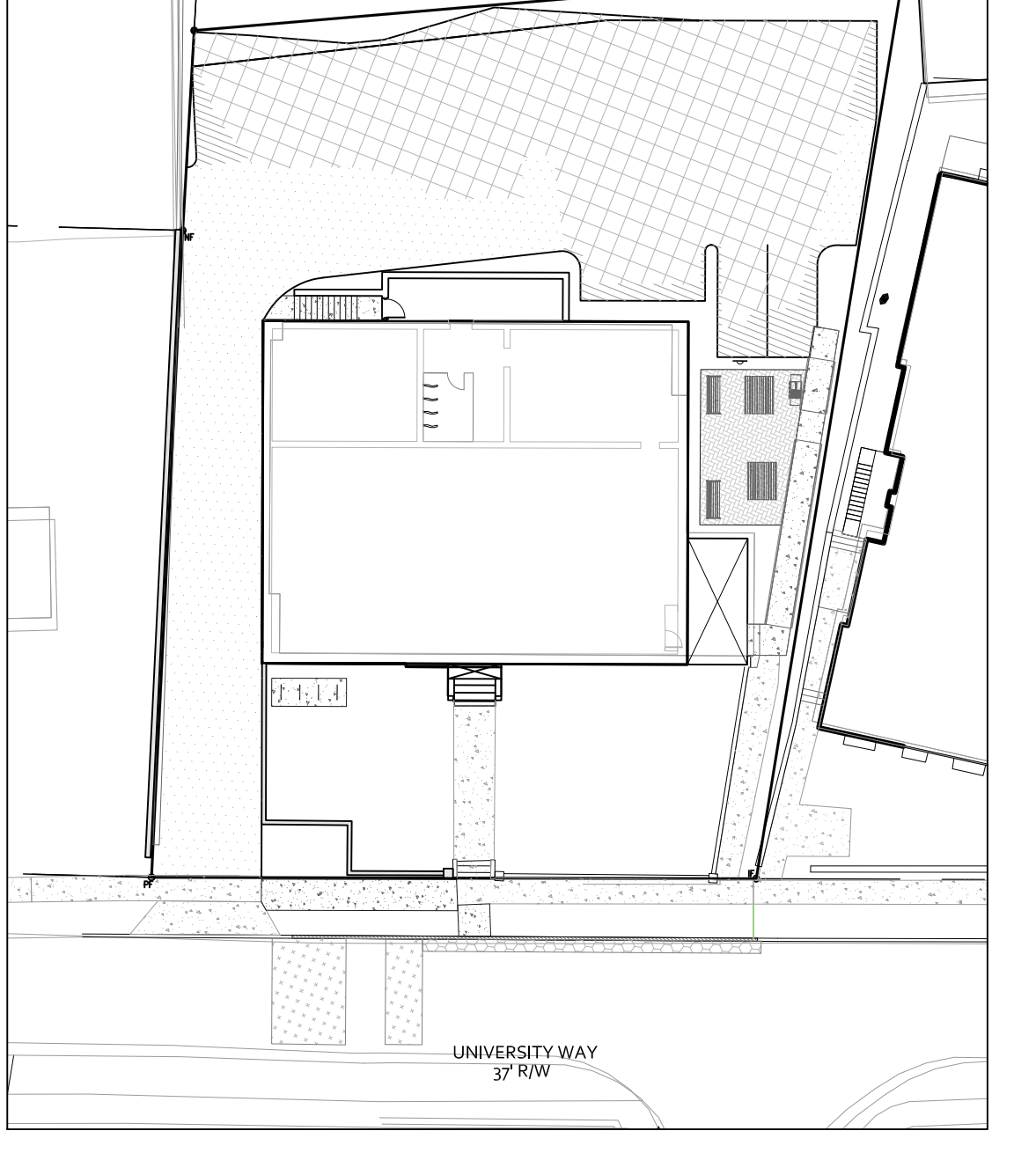
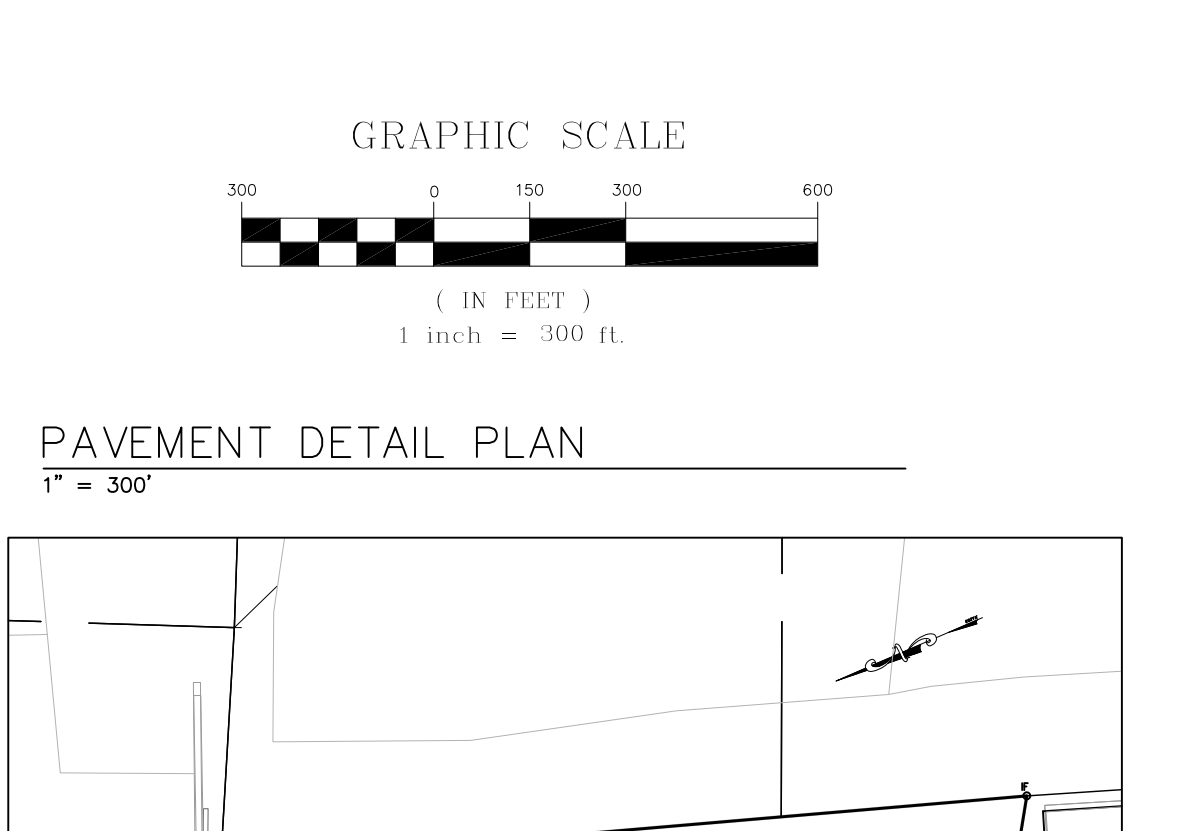
CITY OF CHARLOTTEVILLE		CITY STANDARDS	
REVISION	DATE	SCALE: N.T.S.	STANDARD NUMBER: WW 1.0

Conditions	Type 4	NOTE: THIS DETAIL HAS BEEN MODIFIED FOR THIS PROJECT
Laying Condition:	Class 2	
Soil Condition:	3 Feet	
Depth of Pipe:	150 PSI	
Design Pressure:	1.5	
Safety Factor:		

CITY OF CHARLOTTEVILLE		CITY STANDARDS	
REVISION	DATE	SCALE: N.T.S.	STANDARD NUMBER: W 2.4



CITY OF CHARLOTTEVILLE		CITY STANDARDS	
REVISION	DATE	SCALE: N.T.S.	STANDARD NUMBER: W 2.4



CITY OF CHARLOTTEVILLE
Water Customer Data Sheet

Customer: LINDHALL APARTMENTS Address: 200 Garrett Street, Suite K, Charlottesville, VA 22902
Building Address: 200 GARRETT STREET, SUITE K, CHARLOTTEVILLE, VA 22902
Subdivision: 200 GARRETT STREET, SUITE K, CHARLOTTEVILLE, VA 22902
Type of Occupancy: RESIDENTIAL APARTMENTS

Fixture	Fixture Value (GPM)	No. of Fixtures	Fixture Value
Bathtub	8	24	192
Bedroom Washers	10	1	10
Bidet	2	1	2
Drain Unit	2	1	2
Dishwashing Equipment - Public	2.2	16	35.2
Kitchen Sink	1.5	24	36
Lavatory	2.5	1	2.5
Showers (Shower Only)	4	1	4
Toilet - Flush Valve	35	1	35
Urinal - Pedestal Flush Valve	4	24	96
Urinal - Wall Flush Valve	16	1	16
Water Drain (From Set of Fixtures)	4	1	4
Disinfectant	2	16	32
Washing Machine	8	16	128
House (50 & Wash Down)	12	1	12
Combined Fixture Value Total			492.2

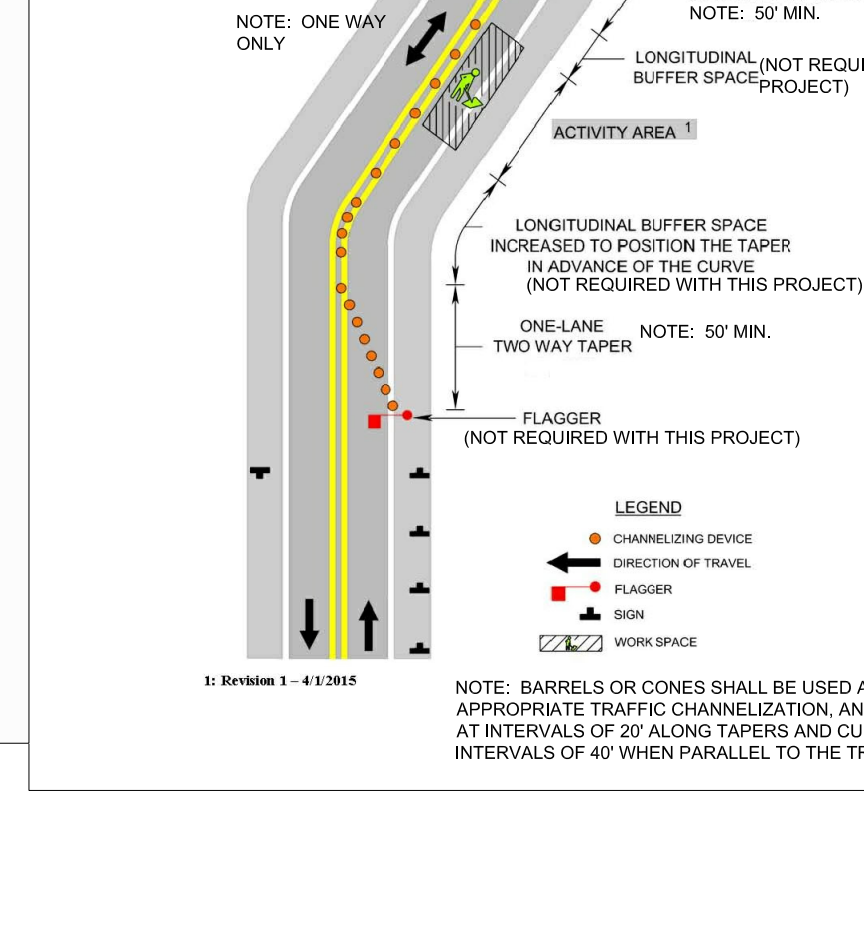
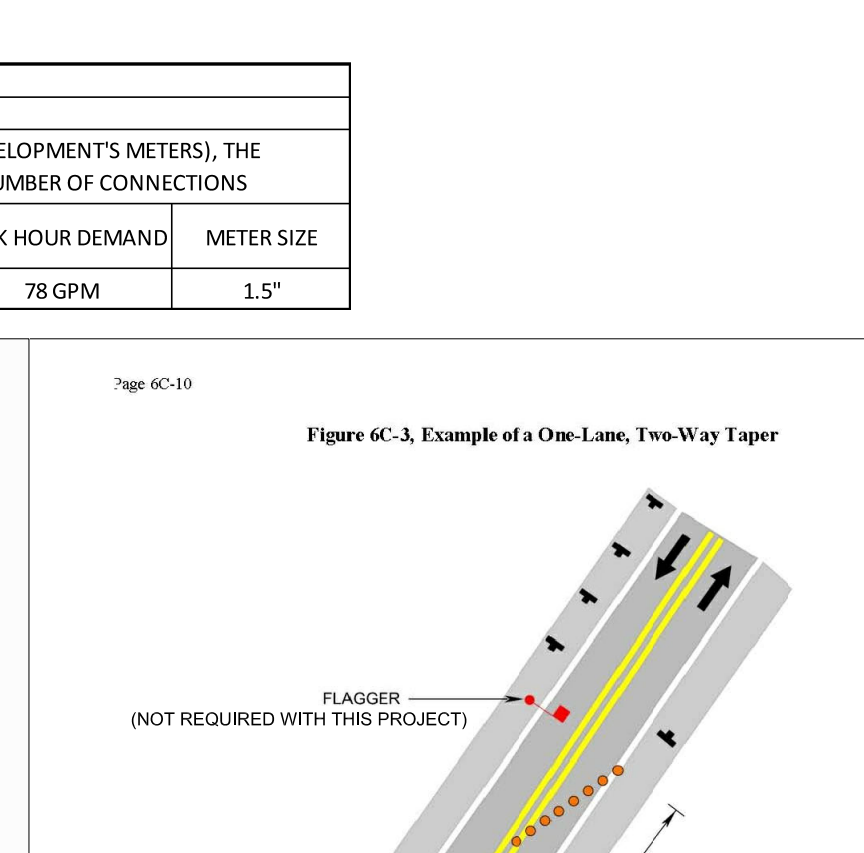
Pressure Factor from Table 4-1 = 1.17
Customer Peak Demand From Fig. 4-2 or 4-3 x Press. Factor (46 gpm x 1.17) = 53.8 gpm
Add Irrigation = 0 Sections x 1.15 or 0.40 = 0.0 gpm
Pressure Factor from Table 4-1 = 1.17
Flow Rate x Pressure Factor = 1.15 x 53.8 = 61.8 gpm
Added Fixed Load (5) = 0.0 gpm
TOTAL FIXED DEMAND = 61.8 gpm
100 ft pipe = 1 Section
Sewer Systems - Use 1.16 Rotary systems - Use 0.60

Figure 4-5 Water customer data sheet

Average Daily Waste Water Flow Estimates

Existing Conditions	Maximum # of Rooms	Res Flow (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
1 Bedroom Units	3	200	600	2,400	N/A
2 Bedroom Units	2	300	600	2,400	N/A
3 Bedroom Units	4	400	1,600	6,400	N/A
Total Existing		2,800	11,200		

Proposed Renovation	Maximum # of Units	Res Flow (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
1 Bedroom Units	8	200	1,600	6,400	8/1/2022
2 Bedroom Units	8	300	2,400	9,600	8/1/2022
Total Proposed		4,000	16,000		
Net Increase		1,200	4,800		



WATER FLOWS - MAXIMUM AND PEAK HOUR DEMANDS

MAXIMUM HOUR DEMAND FOR TOWNHOMES & APARTMENTS = 2 GPM PER CONNECTION
PEAK HOUR DEMAND FOR TOWNHOMES & APARTMENTS = 3 GPM PER CONNECTION

WHERE THE NUMBER OF RESIDENTIAL UNITS IS LESS THAN 1,000 (WHICH IS THE CASE FOR THIS DEVELOPMENT'S METERS), THE GREATER OF THE FOLLOWING EQUATION OR ABOVE SHALL BE USED: Q=11.4(N)^0.544 WHERE N=NUMBER OF CONNECTIONS

BUILDING'S PROPOSED WATER METER	NUMBER OF CONNECTIONS	FLOW CALCULATIONS	DEMAND	PEAK HOUR DEMAND	METER SIZE
Existing 1" Meter	16	52 GPM	52 GPM	78 GPM	1.5"

Table 6H-4, Channelizing Device Spacing

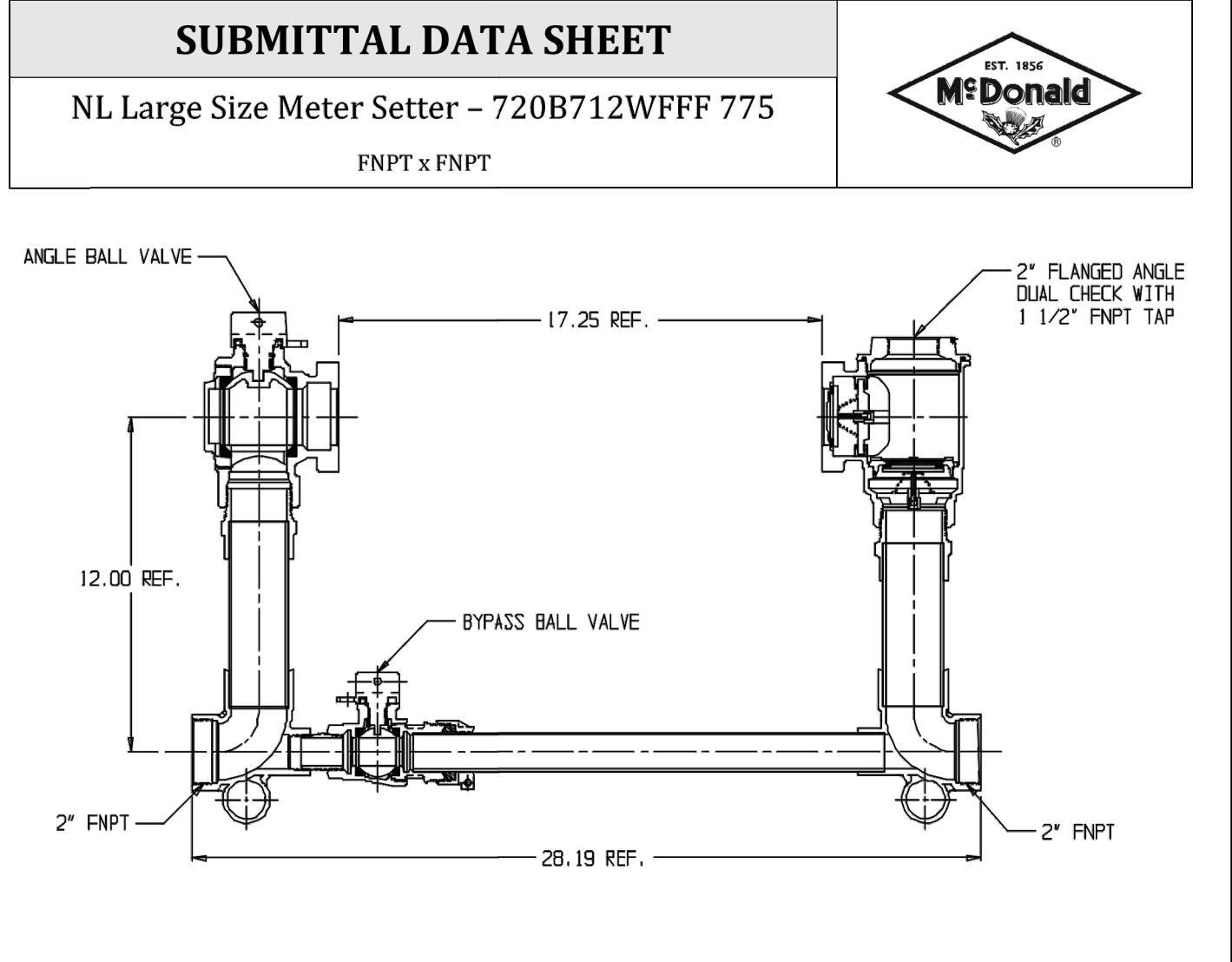
Location	Posted Speed Limit (mph)	Transition Spacing	Travelway Spacing	Spot Construction Access *
0-35	36+	207	407	80
36+	40+	207	407	80
40+	40+	207	407	80
40+	40+	207	407	80

* For easier access by construction vehicles into the work area, spacing of devices may be increased to this distance, but shall not exceed one access per 0.25 mile unless approved by the engineer and documented.

Table 6H-5, Recommended Spacing of Advance Warning Signs

Road Type	Spacing (Feet)
Urban street with 25 mph or less posted speed	100 - 200
Urban street with 30 to 40 mph posted speed	250 - 350
All Other Roadways with 45 mph or less posted speed	350 - 500
All Other Roadways with greater than 45 mph posted speed	500 - 800
Limited Access Highways	1300 - 1500

* Urban streets with greater than 40 mph posted speed limits fall into this category.
Note: For urban conditions, it is generally better to place all advance warning signs within a one block area versus spreading out the signs over several blocks; however, motorists must have time to recognize and note to each warning sign see Section 6C.11.

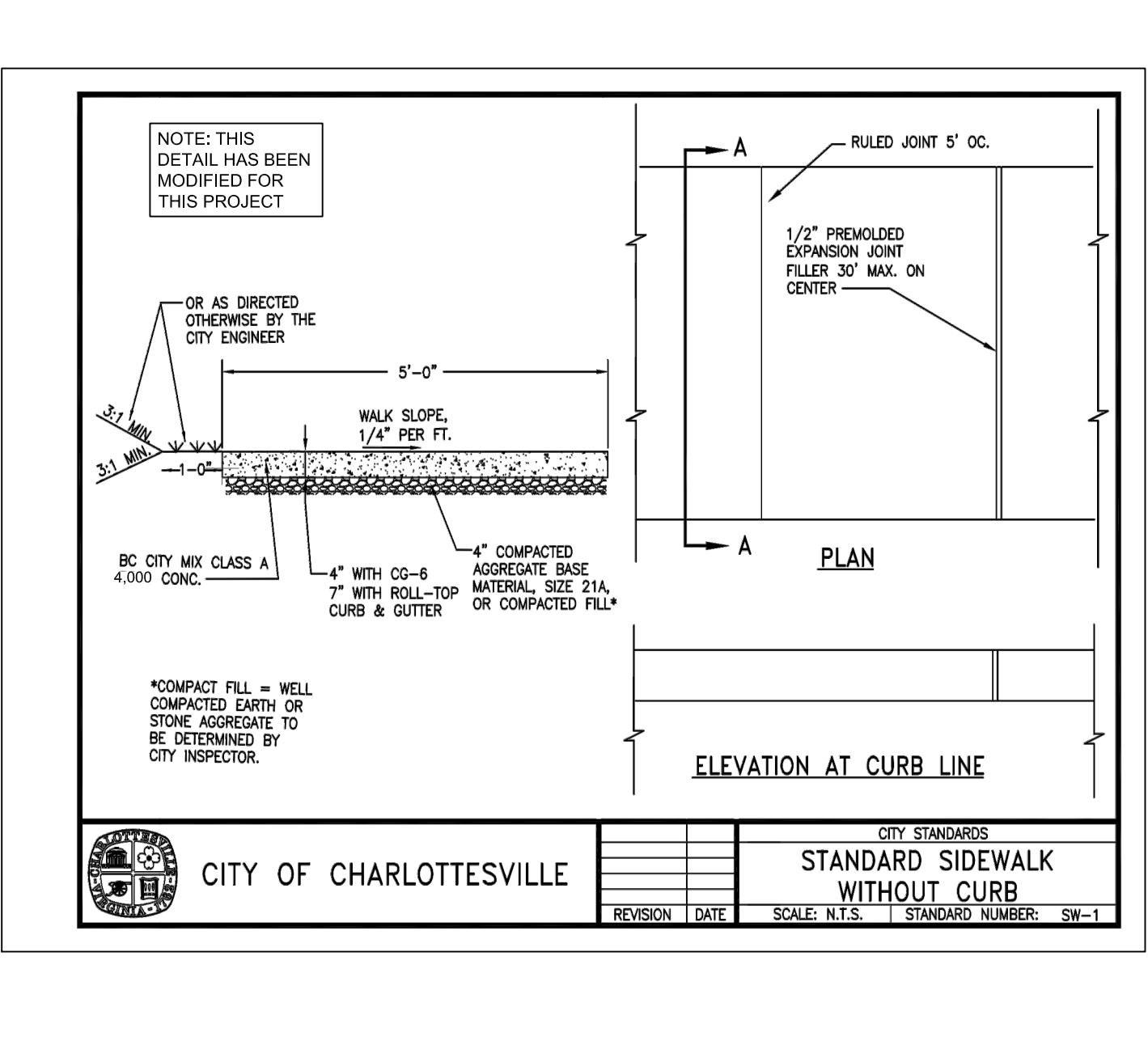
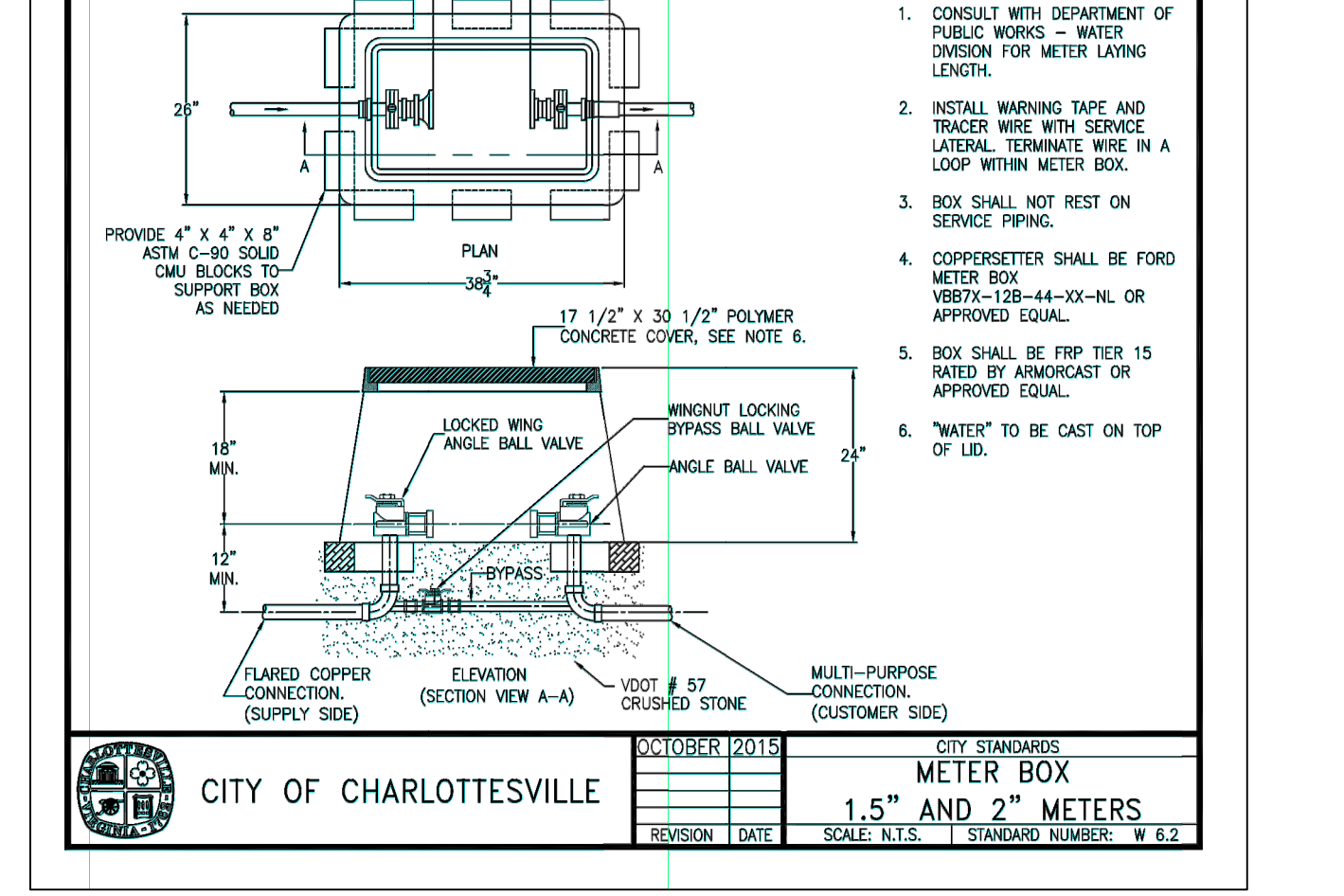


SUBMITTAL INFORMATION

- Manufactured in compliance with ANSI/AWWA C800 (latest revision)
- Brass components in contact with potable water conform to ASTM B584, UNS C89833 (latest revision) and identified with "NL"
- Certified to NSF/ANSI 372
- Brass components not in contact with potable water conform to ASTM B62 and ASTM B584, UNS C83600 -85-5-5 (latest revision)
- Copper tubing made in compliance with ASTM B88, UNS C12200 (latest revision)
- Lead free solder joints
- Designed to provide proper meter spacing for ease of installation
- Padlock wings standard on all valves

A.Y. McDonald Mfg. CO. P.O. Box 508, Dubuque, IA 52004-508
Toll Free: 1-800-292-2737
Fax: 1-800-832-9296
Hours: 7:00 a.m. - 5:00 p.m., CST
sales@aymcdonald.com
www.aymcdonald.com

NOTE: CURRENT CITY STANDARD 2-INCH METER SETTER IS A MCDONALD 720B712WFFF 775.



REVISIONS

DATE	REVISION DESCRIPTION
12/23/21	INITIAL SUBMITTAL - FINAL SITE PLAN APPLICATION
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COLLINS ENGINEERING

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

LYNDHALL APARTMENTS FINAL SITE PLAN

NOTES & DETAILS

PROJECT SHEET

JOB NO. 202190

SCALE AS SHOWN

SHEET NO. 7

CITY OF CHARLOTTEVILLE

SEWER LATERAL CONNECTION - TYPICAL

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 5.0

NOTES:

- USE DUCTILE IRON PIPE FROM SEWER MAIN TO CLEANOUT IF LESS THAN 3.5 FT. COVER EXISTS.
- SEWER LATERAL TAPPED INTO EXISTING SEWER MAIN SHALL BE CONNECTED USING A ROMAC PIPE SADDLE (STYLE 58) OR APPROVED EQUAL. ALL TAPS SHALL BE CORE-DRILLED.
- LATERAL SHALL NOT PROTRUDE INTO SEWER MAIN.
- WHERE THE DISTANCE "A" IS SUCH THAT MORE THAN ONE PIPE JOINT IS REQUIRED AND THE PIPE SLOPE EXCEEDS 20%, CONTRACTOR SHALL PROVIDE ANCHORAGE IN ACCORDANCE WITH DRAWING WW 6.0.
- SEWER LATERAL CONNECTIONS INTO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH DETAIL DRAWINGS WW 2.0, WW 2.1, WW 2.2, OR WW 2.3 AS APPLICABLE.
- IF MAIN LINE IS LINED, SEE DETAIL WW 5.2.

CITY OF CHARLOTTEVILLE

GENERAL NOTES:

- DETECTABLE WARNING TO BE PRE-FORMED PLASTIC INSERT WITH SLIP RESISTANT SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF TRAVEL.
- THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES. TRUNCATED DOMES TO BE STAMPED IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE YELLOW.
- SLOPING SIDES OF CURB RAMP MAY BE FORMED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
- IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
- REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1 1/2".
- RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
- TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE RAMP IS PLACED IN THE CURB RETURN RADIOUS IT SHALL BE 2" THICK.
- WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.

CITY STANDARDS

CC-12 DETECTABLE WARNING SURFACE GENERAL NOTES (SHEET 1 OF 3)

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: CC-12

CITY OF CHARLOTTEVILLE

CONCRETE THRUST BLOCKS

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 2.0

NOTES:

- MAXIMUM TEST PRESSURE: 225 PSF.
- MINIMUM ALLOWABLE SOIL BEARING PRESSURE: 2000 PSF.
- THRUST BLOCKS OR RESTRAINED JOINT FITTINGS ARE REQUIRED WHENEVER PIPELINE CHANGES DIRECTION, SIZE, OR DEAD-ENDS.
- USE 4,000 P.S.I. CONCRETE. NO CONCRETE SHALL BE POURED ON ANY PART OF THE JOINT.
- SEE DRAWING W 2.1 FOR THRUST BLOCK DIMENSIONS.

CITY OF CHARLOTTEVILLE

CONCRETE THRUST BLOCK DIMENSIONS

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 2.1

PIPE SIZE	DEGREE OF BEND	BEND (FT)		TEE AND PLUG (FT)		MIN. PIPE COVER (FT)	MIN. COVER (FT)
		L	T	L	T		
4" & 6"	45	1.00	2.20	2.00	2.50	3.00	3
	90	2.00	2.50	2.50	2.50	2.50	3
	11 1/4	1.50	2.00	2.00	2.50	2.50	3
6" & 10"	45	1.50	3.50	3.20	3.20	3.20	3
	90	3.00	4.00	4.00	4.00	4.00	3
	11 1/4	2.20	2.70	2.70	2.70	2.70	3
12" & 14"	45	2.20	4.50	4.00	4.00	4.00	4
	90	4.50	5.00	5.00	5.00	5.00	4
	11 1/4	3.00	3.00	3.00	3.00	3.00	4
16" & 18"	45	3.50	6.00	5.50	5.50	5.50	5
	90	7.00	7.00	7.00	7.00	7.00	5
	11 1/4	5.00	5.50	5.50	5.50	5.50	5

CITY OF CHARLOTTEVILLE

GATE VALVE - TYPICAL

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: W 4.0

NOTES:

- IN REMOTE AREAS, VALVE BOXES SHALL EXTEND SIX (6) INCHES ABOVE GRADE.
- USE RESTRAINED JOINTS IN BOTH DIRECTIONS IN ACCORDANCE WITH DETAIL W6.4.

CITY OF CHARLOTTEVILLE

CLEANOUT DETAIL

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: WW 5.1

NOTE: CLEANOUTS IN PAVED OR CONCRETE SHALL BE TRAFFIC RATED.

NOTE: THIS DETAIL HAS BEEN MODIFIED FOR THIS PROJECT

DUNBAR

LYNDAHLL APARTMENT RETAINING WALLS

PROJECT No. 2207-03
DATE 07/26/2022

CONCRETE SITE WALL SCHEDULE

DIMENSIONS	REINFORCING
H/W	"#4 @ 16"
8'0" - 8'0" - 2'0"	#3 @ 12"
4'0" - 8'0" - 2'0"	#3 @ 16"

TYPICAL CONCRETE SITE WALL SECTION
NO SCALE

WALL CONTROL JOINT
NO SCALE

CITY OF CHARLOTTEVILLE

STANDARD SIDEWALK MONOLITHIC WITH CURB

REVISION DATE SCALE: N.T.S. STANDARD NUMBER: SW-2

NOTE: THIS DETAIL HAS BEEN MODIFIED FOR THIS PROJECT



RESOLUTION
APPROVING A SPECIAL USE PERMIT
FOR PROPERTY LOCATED AT
64 UNIVERSITY WAY (LYNDHALL APARTMENTS)

#R-21-065

WHEREAS, landowner Neighborhood Investments, LLC ("Landowner") is the current owner of certain land identified within the City's real estate records by Real Estate Parcel Identification No. 050048000, currently having a street address of 64 University Way, and having an area of approximately 0.34 acre (14,810 square feet) (the "Subject Property"); and

WHEREAS, Landowner proposes to renovate the existing multifamily dwelling ("Building") located on the Subject Property, to increase the number of dwelling units within the Building, and seeks a special use permit to authorize an overall residential density of 48 dwelling units per acre (DUA) within the area of the Subject Property, together with certain changes to the parking and landscaping within the Subject Property (collectively, the "Project"); and

WHEREAS, the Subject Property is located within the R-3 (Residential, medium-density residential) zoning district, a district in which, according to the Use Matrix set forth within City Code 34-420, additional residential density may be authorized by City Council by means of a special use permit; and

WHEREAS, the Project is described in more detail within the Landowner's application materials submitted in connection with SP21-00003, as required by City Code §34-158 (collectively, the "Application Materials"); and

WHEREAS, the Planning Commission and City Council conducted a joint public hearing, after notice and advertisement as required by law, on April 13, 2021; and

WHEREAS, upon consideration of the comments received during the joint public hearing, the information provided by the Landowner within the Application Materials, and the information provided within the Staff Report, the Planning Commission voted to recommend approval of the proposed Special Use Permit for the Project subject to suitable regulations and safeguards; and

WHEREAS, upon consideration of the Planning Commission's recommendation, the Staff Report, comments received at the public hearing, as well as the factors set forth within Sec. 34-157 of the City's Zoning Ordinance, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would serve the public necessity, convenience, general welfare or good zoning practices; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CHARLOTTEVILLE, that a special use permit is hereby approved and granted to authorize residential density up to 48 dwelling units per acre for a Project to be constructed within the Subject Property, subject to the following conditions:

- Upon completion of the Project, the Building shall contain, in the aggregate, no more than 16 dwelling units, and not more than 24 bedrooms.
- Pursuant to §34-162(a):
 - the setback requirements by City Code §34-153(a) are hereby modified; all side setbacks shall be 10 feet, minimum;

thepark AND FACILITIES

Product DoubleUp Rack
Model 5-43-4001

Materials and Benefits:

- 11 Gauge steel
- 1 1/2" x 2" flat steel hook mounts
- 3/8" rod
- 17/8" holes to accommodate 3/8" bolt

Finishes:

- 1. Powder Coat
- 2. Washed and Dried
- 3. Zinc Primer
- 4. Powder Coat
- 5. UV Clear Topcoat

Color Options:

- 1. Standard Color
- 2. Black

Mount Options:

- 1. Wall Mount

Space Recommendations:

- 1. Racks are intended for use with 42" ceiling height, minimum 52"
- 2. 3' aisle to rack center, minimum 20", recommended 24"
- 3. 2' aisle to rack center, minimum 20", recommended 30"

GENERAL NOTES:

- ANY DAMAGE TO EXISTING UTILITIES CAUSED BY CONTRACTOR OR HIS 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 OF THE NON-EXISTENCE OF UTILITIES. AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION, CONTRACTOR SHALL NOTIFY MISS UTILITY (1-800-552-7001) AND/OR THE RESPECTIVE UTILITY COMPANIES FOR GAS, WATER, SEWER, POWER, PHONE AND CABLE. CONTRACTOR SHALL TIMELY ARRANGE TO HAVE THE VARIOUS UTILITIES LOCATED, AND TO DETERMINE THE METHOD OF PROTECTION ACCEPTABLE TO THE RESPECTIVE OWNER. IF THE METHOD OF PROTECTION IS NOT OTHERWISE SPECIFIED, CONTRACTOR SHALL CONDUCT HIS 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 OF 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 CITY'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 CITY TO LOCATE SIGNAL LOOP DETECTORS AND CONDUITS IN ORDER TO AVOID DAMAGE TO THEM. CONTRACTOR SHALL REPAIRING 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 TO 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 UNTIL THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
- CONCRETE SHALL NOT BE PLACED UNTIL STEEL BOWLS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
- 1 1/2" PREMOLDED EXPANSION JOINT MATERIAL SHALL BE PLACED AT A MAXIMUM OF 30' INTERVALS ON NEW SIDEWALK, CURB, CURB & GUTTER, AT EACH END OF DRIVEWAY ENTRANCES, SOME POINT ON ENTRANCE WALKS AND STEPS ADJUSTMENTS, AND ALONG BUILDINGS AND WALLS WHERE NEW CONCRETE SIDEWALKS ARE PLACED AGAINST THEM.
- ALL EXISTING CURBS, CURB & GUTTER, SIDEWALK AND STEPS TO BE REMOVED SHALL BE TAKEN OUT TO THE NEAREST JOINT. DEMOLITION AND DISPOSAL COST TO BE INCLUDED IN OTHER UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- 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 COMPLEX. COST TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- STREET PAVEMENT STRUCTURE AND PAVING SHALL BE EXTENDED FROM THE FRONT OF NEW CONSTRUCTION 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 SAW CUT AND REMOVED AS PER THE SPECIFICATIONS. REMOVAL SHALL BE DONE IN SUCH A MANNER AS TO NOT TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL, ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAFFIC.
- 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 IMPOUNDED SHALL BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL COST. POSITIVE DRAINAGE OF ALL ROADWAY AREAS TO THE STORM DRAIN INLETS OR OTHER ACCEPTABLE DRAINAGE CHANNELS AS NOTED ON THE PLANS IS REQUIRED.
- CONTRACTOR SHALL MAINTAIN EXISTING STREAMS, DITCHES, DRAINAGE STRUCTURES, CULVERTS AND FLOWS AT ALL TIMES DURING THE WORK. CONTRACTOR SHALL PAY FOR ALL PERSONAL INJURY AND PROPERTY DAMAGE WHICH MAY OCCUR AS A RESULT OF FAILING TO MAINTAIN ADEQUATE DRAINAGE.
- ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND GRODDED MATERIAL PRIOR TO FINAL ACCEPTANCE.
- ALL STORM SEWER PIPE JOINTS SHALL BE SEATED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
- ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE SHALL BE TIED INTO NEW PIPE. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT BLOCKED OR DISRUPTED FROM THEIR PRE-CONSTRUCTION.

b. the off-street parking offset requirements required by City Code §34-972(b)(6) are hereby modified to require no minimum setback;

c. the off-street parking requirements of City Code §34-984 are hereby modified to reduce required off-street parking spaces by two (2) spaces.

3. Outdoor lighting shall be provided only at building entrances. All outdoor lighting and light fixtures shall be full cut-off luminaires. Light spillover from luminaires onto public streets or abutting lots shall not exceed one-half (0.5) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of public right of way or public easement, whichever is closer to the luminaire.

4. A total of at least sixteen (16) bicycle parking spaces shall be provided within the area of the Subject Property, as follows:

- At least eight (8) bicycle lockers,
- At least eight (8) outdoor bicycle parking spaces on site.

5. The specific Project for which additional residential density is authorized by this special use permit is the Project described within the Application Materials, including, without limitation: the design, Building height, Building footprint, parking areas, landscaping and other characteristics described or depicted within the site plan exhibit dated January 15, 2021, included among the Application Materials. Except as may otherwise be required in order to comply with requirements of the zoning ordinance or the City's Standards and Design Manual, or with other conditions of this special use permit: any change in the material aspects of the Project that is inconsistent with the representations made within the Application Materials shall require a modification of this Special Use Permit. Without limiting the foregoing, the following are deemed material aspects of the Project for purposes of this special use permit approval:

- The number of dwelling units and bedrooms within the renovated Building, as authorized by the overall density approved within this special use permit,
- The height and footprint of the existing Building, and
- The size, location and configuration of the outdoor patio proposed to be established on the south side of the Building.

6. No construction or improvements shall be commenced prior to approval of a final site plan for the Project 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 plan for the development of the Subject Property, and no such demolition shall be undertaken as a stand-alone activity.

thepark AND FACILITIES

543-4001/4002 DoubleUp Wall Mounted Rack Layouts

2 DOUBLEUP RACKS 18" SPACING

5 DOUBLEUP RACKS 18" SPACING

10 DOUBLEUP RACKS 18" SPACING

LOADING ZONE

3350 NW Boca Raton Blvd., Suite B2
Boca Raton, FL 33431
1-866-308-9994
sales@theparkatg.com

**RESOLUTION
APPROVING A SPECIAL USE PERMIT
FOR PROPERTY LOCATED AT
64 UNIVERSITY WAY (LYNDHALL APARTMENTS)**

WHEREAS, landowner Neighborhood Investments, LLC (“Landowner”) is the current owner of certain land identified within the City’s real estate records by Real Estate Parcel Identification No. 050048000, currently having a street address of 64 University Way, and having an area of approximately 0.34 acre (14,810 square feet) (the “Subject Property”); and

WHEREAS, Landowner proposes to renovate the existing multifamily dwelling (“Building”) located on the Subject Property, to increase the number of dwelling units within the Building, and seeks a special use permit to authorize an overall residential density of 48 dwelling units per acre (DUA) within the area of the Subject Property, together with certain changes to the parking and landscaping within the Subject Property (collectively, the “Project”); and

WHEREAS, the Subject Property is located within the R-3 (Residential, medium-density residential) zoning district, a district in which, according to the Use Matrix set forth within City Code 34-420, additional residential density may be authorized by City Council by means of a special use permit; and

WHEREAS, the Project is described in more detail within the Landowner’s application materials submitted in connection with SP21-00003, as required by City Code §34-158 (collectively, the “Application Materials”); and

WHEREAS, the Planning Commission and City Council conducted a joint public hearing, after notice and advertisement as required by law, on April 13, 2021; and

WHEREAS, upon consideration of the comments received during the joint public hearing, the information provided by the Landowner within the Application Materials, and the information provided within the Staff Report, the Planning Commission voted to recommend approval of the proposed Special Use Permit for the Project subject to suitable regulations and safeguards; and

WHEREAS, upon consideration of the Planning Commission’s recommendation, the Staff Report, comments received at the public hearing, as well as the factors set forth within Sec. 34-157 of the City’s Zoning Ordinance, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would serve the public necessity, convenience, general welfare or good zoning practice; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CHARLOTTESVILLE, that a special use permit is hereby approved and granted to authorize residential density of up to 48 dwelling units per acre for a Project to be constructed within the Subject Property, subject to the following conditions:

1. Upon completion of the Project, the Building shall contain, in the aggregate, no more than 16 dwelling units, and not more than 24 bedrooms.
2. Pursuant to §34-162(a):
 - a. the side setbacks required by City Code §34-353(a) are hereby modified; all side setbacks shall be 10 feet, minimum;

- b. the off-street parking offset requirements required by City Code §34-972(b)(6) are hereby modified to require no minimum setback;
- c. the off-street parking requirements of City Code §34-984 are hereby modified to reduce required off-street parking spaces by two (2) spaces.

3. Outdoor lighting shall be provided only at building entrances. All outdoor lighting and light fixtures shall be full cut-off luminaires. Light spillover from luminaires onto public streets or abutting lots shall not exceed one-half (0.5) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of public right of way or public easement, whichever is closer to the luminaire.

4. A total of at least sixteen (16) bicycle parking spaces shall be provided within the area of the Subject Property, as follows:

- a. At least eight (8) bicycle lockers,
- b. At least eight (8) outdoor bicycle parking spaces on site.

5. The specific Project for which additional residential density is authorized by this special use permit is the Project described within the Application Materials, including, without limitation: the design, Building height, Building footprint, parking areas, landscaping and other characteristics described or depicted within the site plan exhibit dated January 15, 2021, included among the Application Materials. Except as may otherwise be required in order to comply with requirements of the zoning ordinance or the City's Standards and Design Manual, or with other conditions of this special use permit: any change in the material aspects of the Project that is inconsistent with the representations made within the Application Materials shall require a modification of this Special Use Permit. Without limiting the foregoing, the following are deemed material aspects of the Project for purposes of this special use permit approval:

- a. The number of dwelling units and bedrooms within the renovated Building, as authorized by the overall density approved within this special use permit,
- b. The height and footprint of the existing Building, and
- c. The size, location and configuration of the outdoor patio proposed to be established on the south side of the Building.

6. No construction or improvements shall be commenced prior to approval of a final site plan for the Project 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 plan for the development of the Subject Property, and no such demolition shall be undertaken as a stand-alone activity.

LYNDHALL APARTMENTS

PRELIMINARY SITE PLAN AND SPECIAL USE PERMIT CITY OF CHARLOTTESVILLE, VIRGINIA



- PROJECT DATA:**
- THE OWNER/CLIENT OF THIS PROPERTY IS: NEIGHBORHOOD INVESTMENTS, LLC, 810 CATALPA COURT, CHARLOTTESVILLE, VA 22903
 - THESE PLANS HAVE BEEN PREPARED BY: COLLINS ENGINEERING, LLC, 200 GARRETT STREET, SUITE K, CHARLOTTESVILLE, 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, CHARLOTTESVILLE 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:
1. 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.
2. TOTAL STREET TREES REQUIRED: 3
3. TOTAL ROAD FRONTAGE ALONG UNIVERSITY CIRCLE = 97'.
TOTAL STREET TREES REQUIRED: 3
STREET TREES PROVIDED: (3) PROPOSED STREET TREES
4. NOTE: NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTESVILLE.
5. LARGE STREET TREES SHALL BE PLANTED WITH A PLANTING STRIP WITH A MINIMUM OF 8' WIDE, AND SOIL VOLUME OF 900 CF PER TREE, WITH A SPACING OF 30' MIN.
6. 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

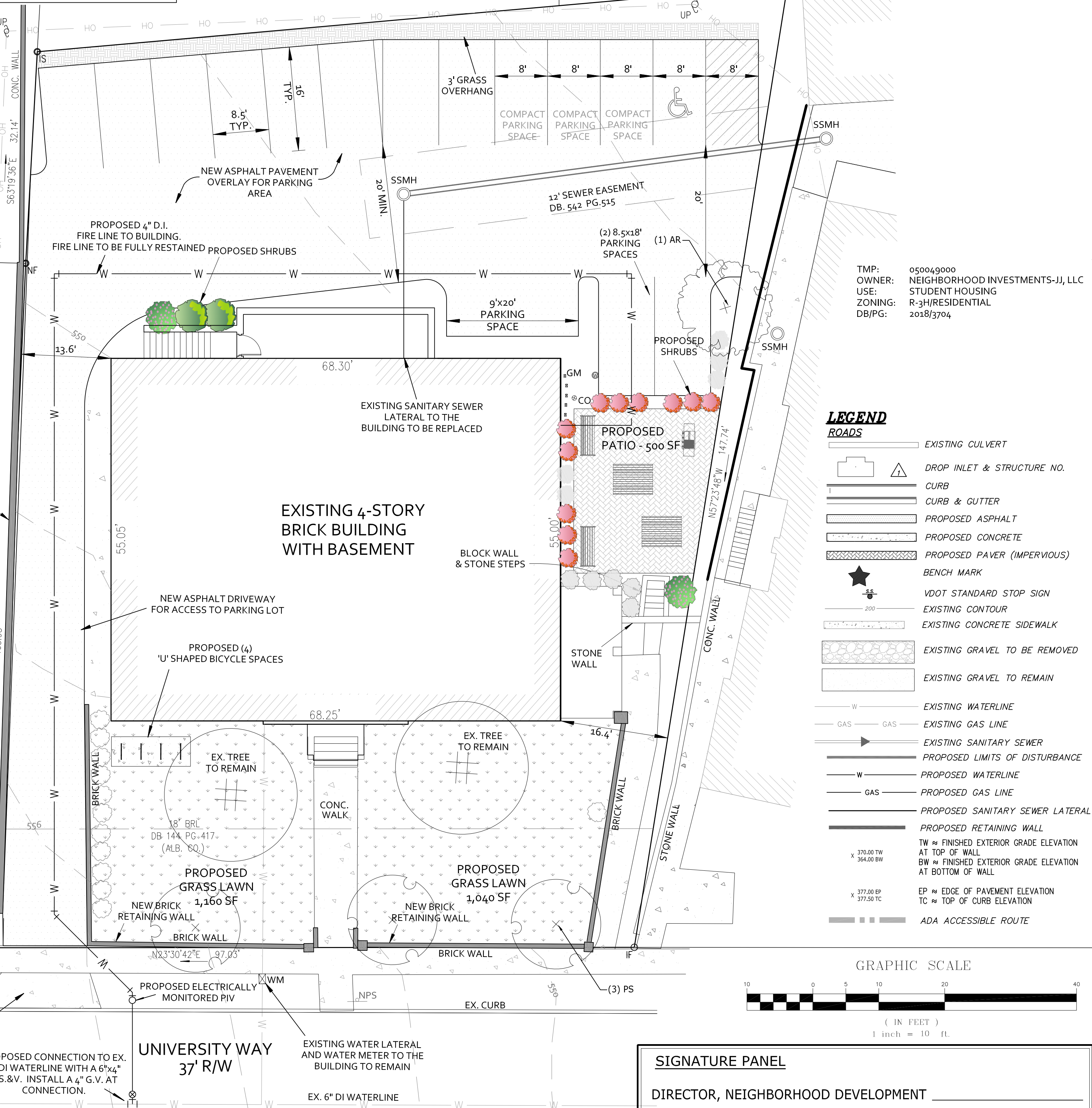
PLANT SCHEDULE

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

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/TRACT-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

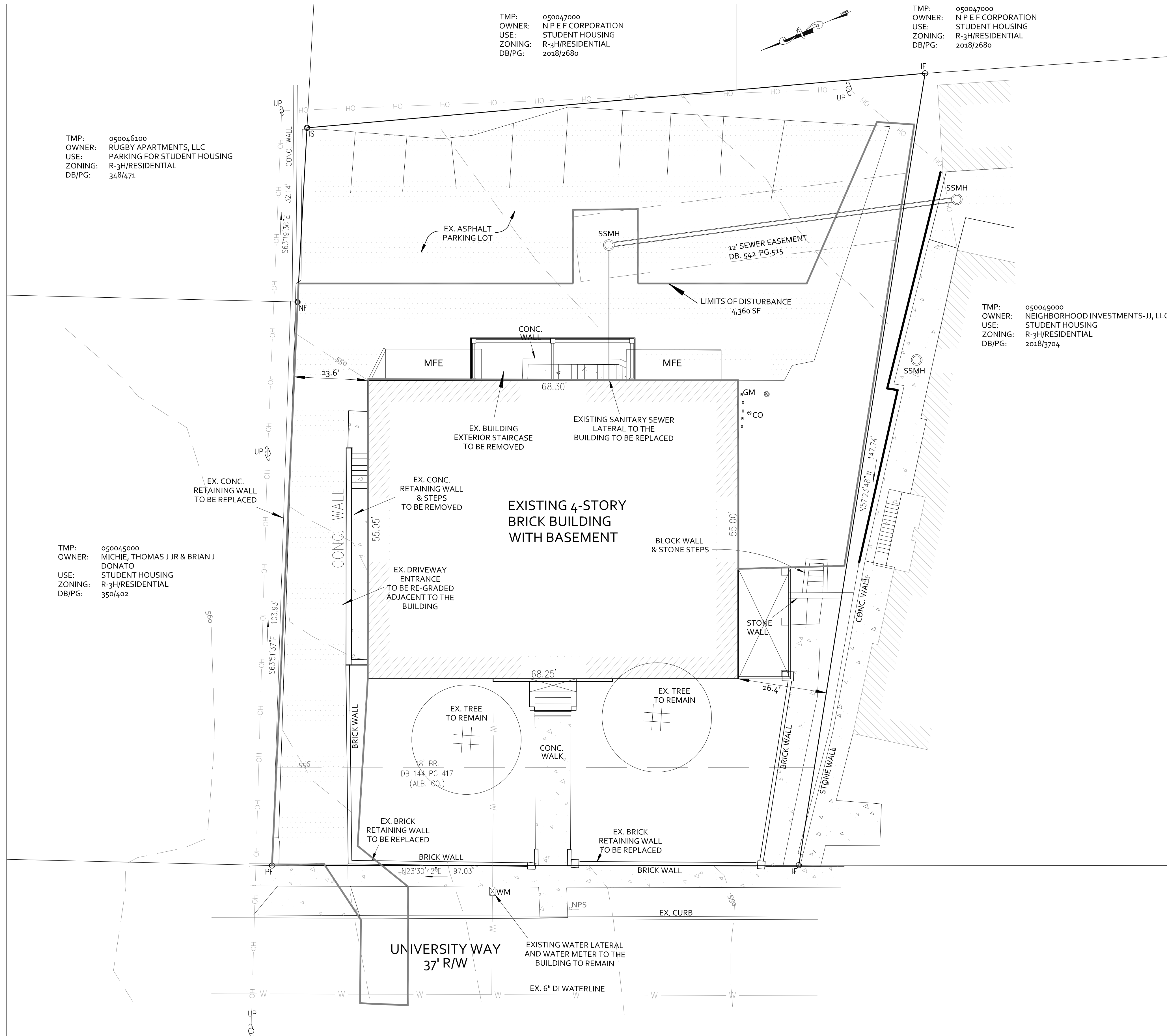
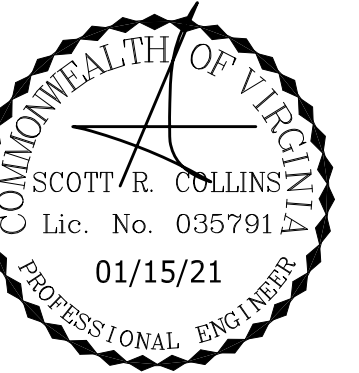
COLLINS ENGINEERING
200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719



LYNDHALL APARTMENTS SPECIAL USE PERMIT & PRELIMINARY PLAN
SHEET 1

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

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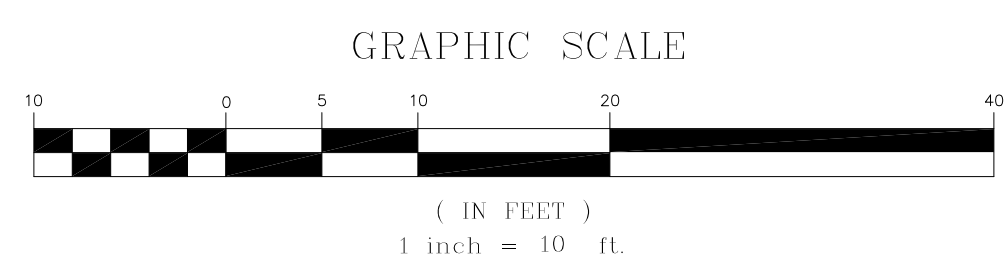
TMP: 050047000
 OWNER: N P E F CORPORATION
 USE: STUDENT HOUSING
 ZONING: R-3H/RESIDENTIAL
 DB/PG: 2018/2680

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

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
 - CURB & GUTTER
 - PROPOSED ASPHALT
 - PROPOSED CONCRETE
 - PROPOSED PAVER (IMPERVIOUS)
 - ★ BENCH MARK
 - VDOT STANDARD STOP SIGN
 - EXISTING CONTOUR
 - EXISTING CONCRETE SIDEWALK
 - EXISTING GRAVEL TO BE REMOVED
 - EXISTING GRAVEL TO REMAIN
 - EXISTING WATERLINE
 - GAS — EXISTING GAS LINE
 - EXISTING SANITARY SEWER
 - PROPOSED LIMITS OF DISTURBANCE
 - PROPOSED WATERLINE
 - GAS — PROPOSED GAS LINE
 - PROPOSED SANITARY SEWER LATERAL
 - PROPOSED RETAINING WALL
 - × 370.00 TW — TW = FINISHED EXTERIOR GRADE ELEVATION AT TOP OF WALL
 - × 364.00 BW — BW = FINISHED EXTERIOR GRADE ELEVATION AT BOTTOM OF WALL
 - × 377.00 EP — EP = EDGE OF PAVEMENT ELEVATION
 - × 377.50 TC — TC = TOP OF CURB ELEVATION
 - ADA ACCESSIBLE ROUTE



REVISIONS

DATE	REVISION DESCRIPTION
01/15/21 <td>INITIAL SUBMITTAL - SPECIAL USE PERMIT APPLICATION</td>	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
 EXISTING CONDITIONS & DEMOLITION

PROJECT: 102045
 SHEET: 2
 SCALE: 1" = 10'
 SHEET NO. 2

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CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



ERB Review of a Special Use Permit request
within the 5th Street SW Entrance Corridor
1150 5th Street SW

PLANNING COMMISSION REGULAR MEETING
DATE OF PLANNING COMMISSION MEETING: October 11, 2022

Project Planner: Matt Alfele
Date of Hearing: October 11, 2022
Application Number: P22- 00007
Zoning: Highway Corridor (HW) with Entrance Corridor (EC) Overlay
Entrance Corridor Overlay District: §34-307(a)(6) 5th Street SW (from corporate limits to beginning of the Ridge Street ADC District)
Tax Parcel: 21B004400
Site Acreage: 0.99-acres
Current Usage: Vacant building, formerly a bank.
ERB Staff report prepared by: Jeff Werner, AICP, Preservation and Design Planner

Relevant Code Section

Sec. 34-157(7) When the property that is the subject of the application for a special use permit (SUP) is within a Entrance Corridor (EC), Council shall refer the application to the Entrance Corridor Review Board (ERB) for recommendations as to whether the proposed use will have an adverse impact on the EC, and for recommendations as to reasonable conditions which, if imposed, would mitigate any such impacts. The ERB shall return a written report of its recommendations to Council.

Background

The 0.9-acre site is zoned HW (Highway Corridor) and within the Fifth Street Entrance Corridor Overlay District. The site was most recently occupied by a bank—the existing building was constructed in 1988. Applicant requesting a SUP to allow an *automatic car wash* (“car wash”), a *facility for washing motor vehicles using production line methods with a chain conveyor or blower, steam cleaning device or other mechanical device requiring continuous movement of cars into the wash rack.* (Ref. Code Sec. 34-930(a)(1).)

If the SUP is approved, the bank will be razed and the car wash constructed, including landscaping and associated site work. Regardless of approval or denial of the requested SUP, per Code Sec. 34-309, any subsequent redevelopment of this site will require design review by

the ERB [applying the City’s Entrance Corridor Design Guidelines (design guidelines)] and approval of a Certificate of Appropriateness (CoA).

Discussion

This site previously served a bank with three (3) drive-through lanes. Vehicular traffic will continue to use the east entrance off Harris Road, with no entrance/egress onto 5th Street. In staff’s opinion, the proposed SUP—either as a use or in the built form--will not have an adverse impact on the EC district. The required site plan review will address traffic issues. The EC design review will address visually important elements, including the architecture, lighting, and landscape plan.

Recommendations

The proposed building and landscaping plans, while conceptual, do not present any elements of the design, height, massing, or scale that concern design staff or that otherwise cannot be resolved during the required design review process. The design guidelines for 5th Street SW Entrance Corridor acknowledge the auto-oriented, commercial uses and that it is intended as an area *where the most intense commercial development in Charlottesville occurs*.

Staff recommends the proposed use and redevelopment of the site associated with a car wash, as presented conceptually, will not adversely impact the 5th Street SW Entrance Corridor.

Public Comments Received

No public comments have been received relative to the design review of the SUP request.

Suggested Motion

Finding of no adverse impact: I move to find the impacts of the proposed Special Use Permit for a car wash at 1113 5th Street SW will not adversely impact the 5th Street SW Entrance Corridor.

Attachments

1. Links to the Entrance Corridor Design Guidelines
2. Information [from the Design Guidelines] re: the 5th Street SW Entrance Corridor

Attachment 1: Entrance Corridor Design Guidelines [links]

- Chapter I: Introduction
http://weblink.charlottesville.org/public/0/edoc/793359/1_Introduction_ERB.pdf
- Chapter II: Streetscape
http://weblink.charlottesville.org/public/0/edoc/793360/2_Chapter%20II%20Streetscape_ERB.pdf
- Chapter III: Site
http://weblink.charlottesville.org/public/0/edoc/793361/3_Chapter%20III%20Site_ERB.pdf
- Chapter IV: Buildings
http://weblink.charlottesville.org/public/0/edoc/793362/4_Chapter%20IV%20Buildings_ERB.pdf
- Chapter V: Entrance Corridors
http://weblink.charlottesville.org/public/0/edoc/793363/5_Chapter%20V%20Maps%20of%20Corridors_ERB.pdf

Attachment 2: Design Guidelines: Recommendations specific to the 5th Street SW EC.

- From Chapter V: Entrance Corridors (pages 20 – 22)
http://weblink.charlottesville.org/public/0/edoc/793363/5_Chapter%20V%20Maps%20of%20Corridors_ERB.pdf

Fifth Street is a major downtown gateway to the city from I-64, and from development areas of Albemarle County in the south. This new street travels relatively parallel to the old Ridge Road but is comprised of four traffic lanes and a wide median. The corridor is lined with street trees and contains wooded hillsides and some small-scale townhouses. Highway oriented commercial uses dominate the southern end of the corridor.

Positive Aspects

- Street trees and planted median
- Wooded hillsides and much open space
- Opportunity to develop a stronger architectural image at a major gateway

Vision

This major southern entry leads to the Ridge Street historic district. It is auto-oriented and relatively undeveloped. The opportunity is to create an attractive boulevard leading to the downtown area. Additional landscaping along the corridor, including median flowers beds, will help define this entrance to the City, and will help make walking a more pleasant experience. Interior road connections should preclude excessive curb cuts along 5th Street. The Moore's Creek buffer area and wooded steep slopes should be maintained to emphasize a green gateway. Individual building designs should complement the existing residential fabric of the

Ridge Street historic neighborhood. This corridor is a potential location for public wayfinding signage.

Design Guidelines: Recommendations specific to Sub-Area A (Corporate limits to Harris Road)

Description

- *Streetscape*: Interstate-oriented, turn lanes, overhead utilities, cobra-head lights.
- *Site*: Planted banks, planted sites, gas station canopies, elevated sites, parking lots.
- *Buildings*: Mixed-use with retail, strip, national chains, one-story, deep setbacks.

Recommended General Guidelines

- Retain auto-oriented uses geared to I-64
- Upgrade franchise designs as opportunities arise
- Create stronger gateway presence with plantings
- Maintain 100-foot Moore's Creek buffer

Guidelines Specific to the Zoning

(HW) Highway Corridor district: The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto-oriented than the mixed-use and neighborhood commercial corridors. Development in these areas has been traditionally auto-driven and the regulations established by this ordinance continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

Height regulation:

- Maximum height: 1 to 7 stories, recommend 1 to 3.

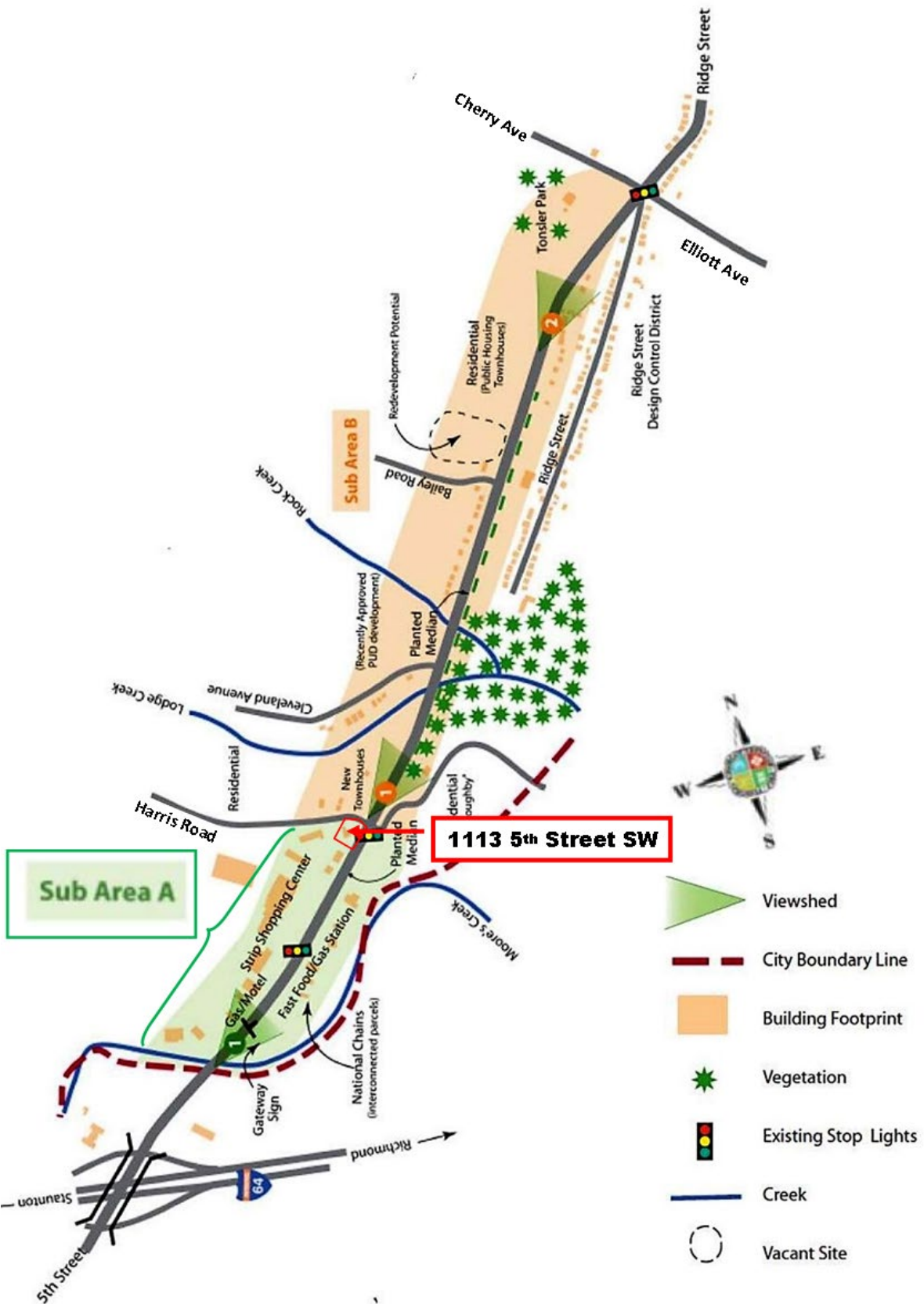
Setbacks:

- Primary street frontage: 5 feet, minimum; 30 feet, maximum
- Linking street frontage: 5 feet minimum; 20 feet, maximum
- Side and Rear, adjacent to any low density residential district: 20 feet, minimum.
- Side and Rear, adjacent to any other zoning district: none required.

Buffer regulations:

- Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 10 feet, minimum.

5th Street SW Entrance Corridor



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: SP22-00007
DATE OF HEARING: October 11, 2022

Project Planner: Matt Alfele, AICP
Date of Staff Report: September 19, 2022

Applicant: Green Clean Albemarle LLC (Contract Purchaser)
Applicant's Representative(s): Megan Nedostup, AICP with Williams Mullen
Current Property Owner: Patriot Bank

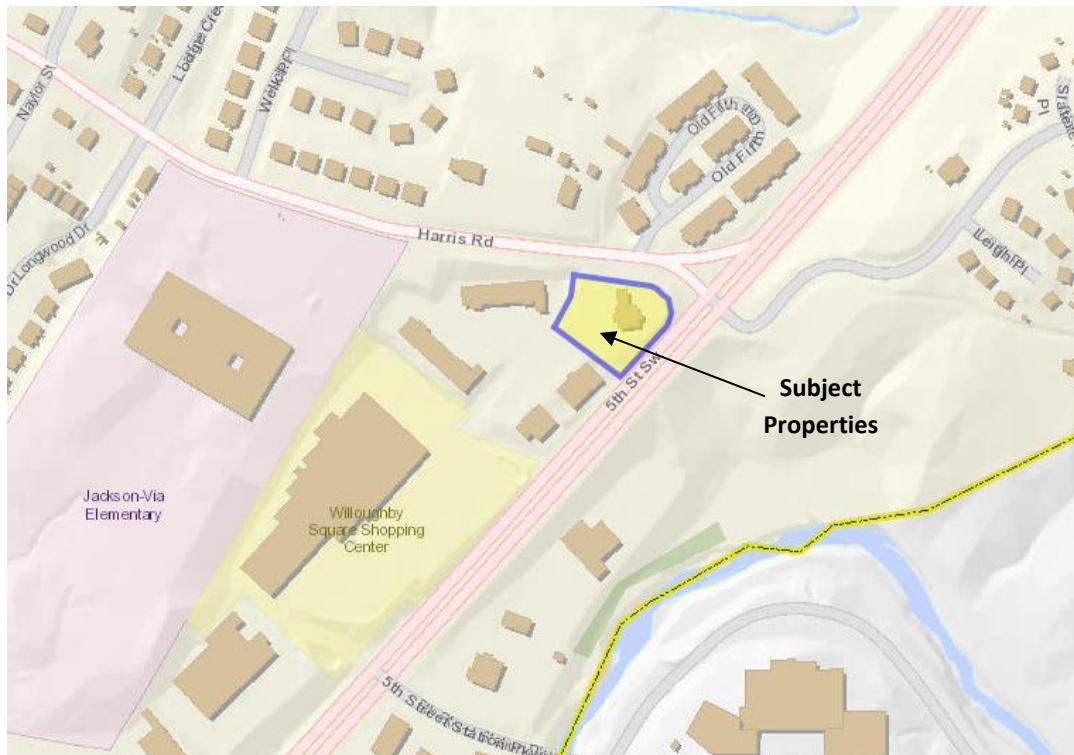
Application Information

Property Street Address: 1113 5th Street SW ("Subject Property")
Tax Map & Parcel/Tax Status: 21B004400 (real estate taxes paid current - Sec. 34-10)
Total Square Footage/ Acreage Site: Approx. 0.81 acres (35,425 square feet)
Comprehensive Plan (Future Land Use Map): Urban Mixed Use Corridor
Current Zoning Classification: Highway Corridor (HW)
Overlay District: Entrance Corridor

Applicant's Request (Summary)

The applicant is requesting a Special Use Permit (SUP) pursuant to Code Sec. 34-796 and Sec. 34-158 to demolish the existing bank on the Subject Property and construct a Car Wash. The Subject Property has street frontage on 5th Street SW and Harris Road. The proposed Car Wash will have a main building fronting on 5th Street SW with parking, pay stations, vacuums, a dumpster, and an ingress/egress from Harris Road. Offsite improvements include pedestrian markings across the entrance to Willoughby Square Shopping Center.

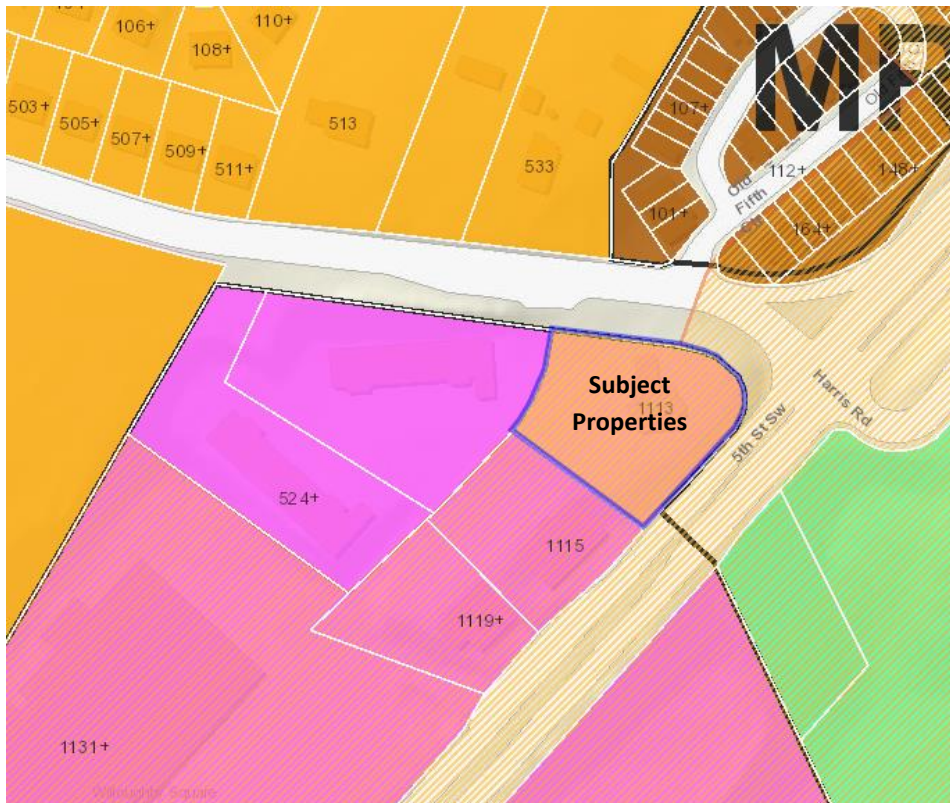
Vicinity Map



Context Map 1



Context Map 2- Zoning Classifications



KEY - Orange: R-2U, Purple: HW, Brown: MR, Green: PUD, Hatch: Entrance Corridor

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



KEY – Brown: Medium-Intensity Residential, Purple: Urban Mixed Use Corridor, Yellow: General Residential, Blue: Education, Green: Open Spaces and Parks, Light Green: Stream Buffer

Standard of Review

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

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

For the applicant’s analysis of their application per Sec. 34-157, see attachment B.

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

The properties immediately surrounding the Subject properties are described as:

Direction	Use	Zoning
North	Townhouses	MR (McIntire/Fifth Street Residential Corridor)
South	Commercial	HW (Highway Corridor)
East	Open Space for Willoughby	PUD (Planned Unit Development)
West	Hotel/Motel	HW (Highway Corridor)

The proposed development would replace a vacant bank building on the Subject Property with an Automotive Car Wash and be located within an established commercial district. According to the application materials (**Attachment C**), the Car Wash would be one story in height. The uses adjacent to the Subject Property are commercial in nature. A hotel/motel is adjacent to the Subject Property on the western side, but under Section 34-769 this use is Non-residential Commercial. To the north of the Subject Property across Harris Road are townhouses (Willoughby Townes) and three (3) Single Family Detached dwellings. Not adjacent to the Subject Property, but within the vicinity is Jackson Via Elementary School. To the east is the Willoughby PUD. This is a residential development containing Single Family Detached and Single Family Attached units. To the south (and within the commercial development) is the Willoughby Square Shopping Center.

Staff Analysis: The predominate use surrounding the Subject Property within ¼ mile is commercial. There are residential uses close to the Subject Property mainly along Harris Road and across 5th Street within the Willoughby PUD development. Staff has some concerns with pedestrian traffic in this area as it relates to the proposed development and Jackson Via Elementary School. Harris Road is identified on the Jackson Via Elementary School Safe Route to School map. Based on this concern, the applicant is proposing to provide a crosswalk (**Attachment C**) along Harris Road at the entrance to the development and Willoughby Square Shopping Center. This offsite improvement would be an upgrade to the currently unmarked entrance and would not be required if the site was developed by-right. Staff finds that the change from a bank with three (3) drive-through lanes to a Car Wash at this location will be harmonious with existing patterns of use and development 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 request could be in compliance:

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

Goal 2: Future Land Use Vision.

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

Goal 7: Entrance Corridors.

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

b. Transportation

Goal 1: Complete Streets

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

c. Environment, Climate, and Food Equity

Goal 6: Tree Canopy

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

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

a. Transportation

Goal 2: Coordination with Land Use & Community Design

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

Comprehensive Plan- Staff Analysis:

The Subject Property is zoned Highway Corridor (HW) with Entrance Corridor overlay. The HW zoning district is traditionally auto focused catering to commercial and retail development with limited residential uses. Some examples of uses in the HW zoning district include grocery, restaurants with drive-throughs, hotels, shopping centers, and Car Washes. The 2021 Comprehensive Future Land Use Map indicates the Subject Property remain Urban Mixed Use Corridor. The land use section of the comprehensive plan states the following for Urban Mixed Use Corridor:

Description: Higher intensity mixed use development arranged along corridors between employment, commercial, and civic hubs of the City.

Form: Respond to existing residential, environmental, historic context. building heights according to context.

Height: 5 stories, up to 8 at key intersections, such as intersections identified in the Streets That Work Downtown, Industrial, Mixed Use, or Neighborhood corridors.

Use and Affordability: Commercial, employment, residential. Include an inclusionary zoning mechanism to support housing affordability.

As presented, the development will not require any affordable housing units per Sec. 34-12.

Staff finds the proposed development would conform to the Comprehensive Plan and Future Land Use Map. A one story Car Wash in the HW district is consistent with the zoning intent of the area and the land use. The proposed development is also consistent with the surrounding development.

Streets that Work Plan

The 2016 Streets that Work Plan labels 5th Street SW as *Mixed Use A* typology. *Mixed Use A* streets are characterized by two vehicular travel lanes in either direction, a center median/turn lane, sidewalks without buffers and standard bicycle lanes. The Streets that Work Plan recommends a minimum clear zone width of seven (7) feet for sidewalks, which

are noted along with a curbside buffer zone (the area between the curb and sidewalk) as the highest priority items in the *Mixed Use A* typology. The next level (high) priority items for Mixed Use A typology are five (5) to seven (7) foot bike lanes, turn boxes, ten (10) foot shared use paths, and bicycle parking in curbside buffer zoned or on-street.

The existing conditions for 5th Street SW include five (5) foot wide sidewalks with no buffer, planted median with turn lanes, a marked bike lane, and ADA crosswalks at the Harris Street intersection. Nothing in the application materials would alter the existing conditions to the public right of way of 5th Street SW.

The Streets that Work Plans labels Harris Road as “Neighborhood A”. Neighborhood A streets have one travel lane in each direction, sidewalks on at least one side, dedicated bicycle facilities and some on-street parking. The highest priority for this street typology is sidewalks with a five (5) to six (6) foot clear zone and bicycle facilities. These facilities include signage, shared lane markings, five (5) foot lanes, and six (6) foot climbing lanes. The next level priority for Neighborhood A streets is seven (7) to eight (8) foot on-street parking.

The existing conditions for Harris Road include five (5) foot wide sidewalks with no buffer, marked bike lanes, and on street parking just west of the Subject Property. Currently the entrance to the Willoughby Square Shopping Center off Harris is not marked for pedestrian crossing. As part of the application (**Attachment C**) the developer will provide pedestrian improvements at this location. This is the only improvement being proposed within or impacting the public right of way along Harris Road.

Bike Ped Master Plan

The City’s 2015 Bike Ped Master Plan indicates 5th Street SW have “Protected Bike Lanes”. This type of infrastructure is defined as *‘bicycle lanes that are separated from motor vehicle traffic by physical or visual elements. These lanes can be one-directional on each side of the road, or bi-directional on one site of the road. Separated bicycle lanes require a minimum width of 8-12 feet for two-way configuration and 5-7 feet for a one-way configuration.’* One-way protected bike lanes are currently provided along 5th Steet SW at the Subject Property. For Harris Road the City’s 2015 Bike Ped Master Plan calls for “Bike Lane”. *‘Bicycle lanes are one-way, on-road bike facilities that provide a dedicated space for people bicycling parallel to motor vehicle traffic. Bicycle lanes are often delineated with pavement marking stripes and, in some cases, may be fully colored for higher visibility, especially at intersections. Additional striping or hatching between a bicycle lane and vehicular travel lane is recommended to provide a buffer between the person bicycling and the person driving,*

where roadway widths allow. Bicycle lanes without a buffer require a minimum width of 5-6 feet and bicycle lanes with a buffer require 7-8 feet. Bike lanes are currently provided along Harris Road. It should be noted that due to the intersection of Harris Road with 5th Street SW, bike lanes are not provided directly adjacent to the Subject Property and are not recommended.

The City's 2015 Bike Ped Master plan also calls for pedestrian improvements to the intersection of Harris Road and 5th Street SW. ADA improvements were provided at the intersection within the last few years to provide better pedestrian crossing along the northern portion of the intersection. The plan also calls out the lack of crosswalk striping along the entrance to the Willoughby Square Shopping Center along Harris Road. The development being proposed would provide that crosswalk.

Staff Analysis: Based on the application package, staff concludes that the pedestrian network along 5th Street SW and Harris Road will not be impacted by the proposed SUP or development. Staff believes the addition of the pedestrian crosswalk along Harris Road at the entrance to the Willoughby Square Shopping Center will be an improvement to current conditions. Staff does recommend that along with the striping for the crosswalk that CG-12 detectable warning surfaces be provided on the ramps to the east and west of the intersection.

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

Based on the information contained within the application the proposed development would likely comply with applicable building code regulations, but final determination cannot be made until final site plan review.

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

a) Traffic or parking congestion

Traffic

The City Traffic Engineer has reviewed the application and finds the amount of traffic related to this development would have no impact to Harris Road, 5th Street SW or the intersection of the two streets.

Vehicular Access

The proposed project will have vehicular access from Harris Road and 5th Street SW. These points of access are the same points of vehicular access that serve the Willoughby Square Shopping Center.

Parking

All parking for the proposed development will be provided onsite per the application materials. Twenty-three (23) spaces are being provided per attachment C. The code (Sec. 34-984) requires *1.5 spaces/bay; plus 1 space per employee, based on largest shift*. As presented, the proposed development will meet the minimum requirements for parking.

Staff Analysis: An automotive Car Wash of this scale, at this location will have no impact as it relates to traffic. Staff finds the parking plan as presented would meet code and not have an adverse impact or be more intensive than what could be provided with a by-right development.

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

The proposed development will not result in any additional dust, odor, fumes, vibration, or other factors that could also be present with any by-right development. Any site plan submitted would need to conform to Division 3 *Lighting* of the Zoning Ordinance. The applicant has provided noise study for the site (**Attachment D**). It should be noted that per Section 16-8, the City's noise ordinance only applies to noise created within a Residential Zoning District or Residential Building and the proposed development will be within a commercial building and in a Mixed Use Zoning District.

Staff Analysis: Staff is not concerned with the main Car Wash portion of the development. The intersection of Harris Road and 5th Street SW creates a noticeable level of constant background sound. Machinery contained within the Car Wash building fronts on this intersection and is away from residential development to the north of Harris Street. Staff is concerned with the possible disruptive noise produced by the individual vacuums located on the northern section of the development. These vacuums will run sporadically during operation hours and the level of noise produced will vary widely depending on how many vacuums are running at once. Ideally staff would like to see the development flipped so the vacuums are located on the south side of the development, but due to site constraints this would produce circulation and traffic problems. Staff is confident the noise from the vacuums can be mitigated at site plan review. A small wall to reflect noise back on site, larger shrubs, relocation of a few of the vacuums to internal parking spaces, reduction in the number of vacuums, and use of quieter vacuums are all options that can be explored during site plan review. Staff has reviewed the noise study provided by the applicant and believes the proposed

development would meet the City's noise ordinance. Staff would recommend conditioning the operation of the Car Wash as offered by the applicant in **Attachment B** ("...the facility will be open Monday-Saturday from 7am -8pm and Sunday from 9am - 6pm") to ensure any noise created by the Car Wash is limited to normal business hours.

c) Displacement of existing residents or businesses

The existing bank on the Subject Property is currently vacant and has not been in use for some time.

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

No discouragement of economic development activities will be associated with the proposed development. The existing bank on site is not currently in use.

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

The City's Comprehensive Plan identifies community facilities as fire protection, police enforcement, and emergency response services; public utilities and infrastructure; and public parks and recreation opportunities. Although final determination for capacity and code compliance will take place at Final Site Plan review, each of these departments have reviewed the SUP applicant and determined the development, as proposed, would not have an adverse impact on community facilities.

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

As the most recent use of the Subject Property was commercial and the new use will be commercial, there will be no reduction in the availability of affordable housing to the neighborhood based off the approval of this SUP.

g) Impact on school population and facilities

As this will be a commercial use, there will be no impact on the school population and facilities.

h) Destruction of or encroachment upon conservation or historic districts

The Subject Property is not within any of these design control districts.

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 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 applicant materials (**Attachments A-C**) show a one story Car Wash that will front on 5th Street SW. The application materials also show that the Car Wash will be within the “Build-to-zone” required in the Highway Corridor Zoning District. The City code defines a Build-to-zone as *the area between the minimum and maximum allowable setbacks along a street frontage. A building façade may be required to maintain a minimum percentage in the build-to-zone, measured based on the width of the building divided by the width of the lot. Minor deviations such as recessed entries, recessed balconies, and architectural features are considered to be at the same setback as the building façade immediately adjacent to those features.* Staff believes the massing and scale of this project is consistent with the surrounding developments.

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

The Subject Property is currently zoned Highway Corridor (HW) with Entrance Corridor (EC) overlay.

The purpose of the Mixed Use zoning district is to encourage mixed-use development within appropriate areas of the city, located along or adjacent to streets or highways found by the city council to be significant routes of access to the city. Objectives of these districts include the following:

- (1) Creation of a dynamic street life, encouraging the placement of buildings close to property lines, and/or heavily landscaped yard areas, in order to engage pedestrians and de-emphasize parking facilities;
- (2) Encouragement of mixed-use development;
- (3) Facilitation of development that demonstrates an appropriateness of scale;
- (4) Encouragement of development that offers creative minimization of the impact of parking facilities and vehicular traffic;

- (5) Encouragement of landscaped spaces available for pedestrian use (e.g., pocket parks, tree-lined streets and walkways);
- (6) Encouragement of alternate forms of transportation (e.g., pedestrian travel, bicycle paths, use of public transit);
- (7) Encouragement of neighborhood-enhancing economic activity;
- (8) Encouragement of home ownership; and(9)Encouragement of neighborhood participation in the development process.

The districts in which such development is encouraged fall, generally, into two (2) categories:

(1) Commercial/residential mixed use districts. With little remaining vacant land, the city's continued vitality depends upon its ability to attract and facilitate a harmonious mixture of commercial and residential development and redevelopment. Generally, each of these zoning districts seeks to encourage a mixture of residential, commercial and cultural uses within a single building, or within multiple related buildings and structures. Of particular importance is the creation of corridors to serve as vital centers for economic growth and development while at the same time encouraging development that is friendly to pedestrians and alternate modes of transportation characteristic of an urban setting.

(2) Commercial/industrial mixed use districts. Each of these zoning districts seeks to provide an area in which important industrial uses, of limited scale, may be located, but in which opportunities for incorporation of related or harmonious commercial uses can be facilitated.

Highway Corridor district. The intent of the Highway Corridor district is to facilitate development of a commercial nature that is more auto oriented than the mixed use and neighborhood commercial corridors. Development in these areas has been traditionally auto driven and the regulations established by this section continue that trend. This district provides for intense commercial development with very limited residential use. It is intended for the areas where the most intense commercial development in Charlottesville occurs.

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

architectural or cultural significance; all of the foregoing being deemed to advance and promote the health, safety and welfare of the general public.

Staff Analysis: Staff finds that a Car Wash on the Subject Property would be in harmony with the purposes of the specific zoning district in which it will be placed.

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

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

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

The Subject Property is located within an Entrance Corridor Overlay, where the final design of the proposed development is subject to review by the Entrance Corridor Review Board (ERB). See Entrance Corridor Memo for more information.

Public Comments Received

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

The applicant held an online community meeting on September 8, 2022 which was attended by five (5) members of the public. A recording of the meeting can be found at the below link.

<https://www.youtube.com/watch?v=IU0VTBXq0Xc>

Members of the public had the following concerns:

- Traffic from the Car Wash will add to an already busy intersection.
- Lighting from cars will shine into homes on Harris Street.
- Noise from the vacuums will be a problem.
- Environmental impacts from a Car Wash.

Staff has received two phone call related to this development. Below is an outline of these concerns:

- Increased traffic at the intersection.
- Noise from the Car Wash.
- Lighting from the Car Wash will impact the residential neighborhood.
- Property values around the Car Wash will go down.

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

Staff Recommendation

Staff finds the application meets the general standards for a Special Use Permit and recommends approval with the below conditions:

Recommended Conditions

Should Planning Commission recommend approval to City Council, Staff recommends that following conditions be included:

1. Pedestrian crosswalk striping will be provided along with CG-12 detectable warning surfaces to the west of the Subject Property across the entrance road to the Willoughby Square Shopping Center.
2. Operation of the Car Wash will be limited to Monday-Saturday from 7am -8pm and Sunday from 9am -6pm.
3. The applicant will work with staff during final site plan review to ensure any noise created by the onsite vacuums will be mitigated. These solutions may include but are not limited to; construction of a small wall or physical barrier to reflect noise back on site, larger shrubs (at planting), relocation of a number of vacuums to internal parking spaces, reduction in the number of vacuums, and/or installation of low noise vacuums.

Suggested Motions

1. I move to recommend approval of this application for a Special Use Permit in the HW zone at 21B004400, 1113 5th Street Southwest to permit a Car Wash with the following listed conditions.
 - a. The three (3) conditions recommended by staff
 - b. [alternative conditions, or additional condition(s)....list here]

Or

2. I move to recommend denial of this application for a Special Use Permit in the HW zone at 21B004400, 1113 5th Street Southwest to permit a Car Wash.

Attachments

- A. Special Use Permit Application

- B. Special Use Permit Narrative
- C. Layout and Elevations
- D. Noise Study
- E. Community Engagement Meeting Information
- F. Public Comments



City of Charlottesville

Application for Special Use Permit

Project Name: Green Clean Auto Wash 5th Street

Address of Property: 1113 5th Street

Tax Map and Parcel Number(s): 21B004400

Current Zoning District Classification: HW

Comprehensive Plan Land Use Designation: Urban Mixed Use Corridor

Is this an amendment to an existing SUP? N

If "yes", provide the SUP #: _____

Applicant: Green Clean Albemarle LLC, Valerie Long, Williams Mullen, Agent

Address: 323 Second Street SE, Suite 900, Charlottesville, VA 22902

Phone: 434-951-5709 **Email:** vlong@williamsmullen.com

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

Owner Owner's Agent Designer Contract Purchaser

Owner of Record: Patriot Bank

Address: 1300 Kings Mountain Road, Martinsville, VA 24112

Phone: N/A **Email:** N/A

Reason for Special Use Permit:

Additional height: _____ feet

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


Authorize specific land use (identify) Car Wash

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

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

(1) Signature  Print Craig Van Bremen Date 8-16-2022

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

(2) Signature  Other (specify): _____ Print Brad Langs Date 8/16/2022

Owner's (Circle One): LLC Member LLC Manager Corporate Officer (specify) President and CSO

Other (specify): _____



City of Charlottesville

Pre-Application Meeting Verification

Project Name: 1113 5th St. SW Car Wash

Pre-Application Meeting Date: 07/20/2022

Applicant's Representative: Valerie Long, Megan Nedostup, Ryan Perkins, Craig Van Bremer

Planner: Matt Alfele

Other City Officials in Attendance:

Brennen Duncan

Jeff Werner

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

1. Site Plan. This does not need to be a full site plan, but needs to show, layout, landscaping, lighting, and utilities.

2. Will need elevations for EC (Jeff will provide more information if needed).

3. I would recommend looking at the City's Streets that Work plan and keep in mind that this is on a pedestrian route to Jackson Via Elementary School.

4. I am sending along the current Community Engagement Policy, but this might change as the City reopens. The City will provide you with the 500' mailing list.

5. _____

Planner Signature: *Matt Alfele*



City of Charlottesville

Application Checklist

Project Name: Green Clean Auto Wash 5th Street

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

- 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)
- 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))
- 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?
N/A
- 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
- 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- 34-157(a)(3) Narrative statement: compliance with applicable USBC provisions
- 34-157(a)(4) Narrative statement identifying and discussing any potential adverse impacts, as well as any measures included within the development plan, to mitigate those impacts
- 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- All items noted on the Pre-Application Meeting Verification.

Applicant

Signature _____

Print _____

Craig Van Bremen

Date _____

8-16-2022

By Its: _____

Member

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



City of Charlottesville

Community Meeting

Project Name: Green Clean Auto Wash 5th Street

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

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

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

Applicant: Green Clean Albemarle LLC

By:

Signature _____

Print Craig Van Bremen

Date 8-16-22

Its: Member

(Officer, Member, Trustee, etc.)



City of Charlottesville

Owner's Authorizations

(Not Required)

Right of Entry- Property Owner Permission

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

Owner: Carter Bank and Trust Date 8/16/2022

By (sign name): *Brad Langs* Print Name: Brad Langs

Owner's: LLC Member LLC Manager Corporate Officer (specify): President and CSO

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: _____ Date: _____

By (sign name): _____ Print Name: _____

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 Express Wash Concepts **Address** 13375 National Road SW Suite D Etna Ohio 43068

Name Green Clean Property Holdings **Address** 13375 National Road SW Suite D Etna Ohio 43068

Name Green Clean Albemarle **Address** 13375 National Road SW Suite D Etna Ohio 43068


Name Craig Van Bremen **Address** 13375 National Road SW Suite D Etna Ohio 43068

Attach additional sheets as needed.

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

Applicant: Green Clean Albemarle LLC

By:

Signature  **Print** Craig Van Bremen **Date** 8-16-2022

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

Name	John Roush	Address	13375 National Road SW Suite D Etna Ohio 43068
Name	Jeff Gilger	Address	13375 National Road SW Suite D Etna Ohio 43068
Name	Shawn Everett	Address	13375 National Road SW Suite D Etna Ohio 43068



City of Charlottesville

Fee Schedule

Project Name: Green Clean Auto Wash 5th Street

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

Office Use Only

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____



City of Charlottesville

LID Checklist

Project Name: Green Clean Auto Wash 5th Street

LID Measure	LID Checklist Points	Points
Compensatory Plantings (see City buffer mitigation manual). 90% of restorable stream buffers restored.	5 points or 1 point for each 18% of the total acreage	N/A
Pervious pavers for parking and driveways with stone reservoir for storage of 0.5 inches of rainfall per impervious drainage area. Surface area must be >1,000 ft. ² or ≥ 50% of the total parking and driveway surface area.	7 points or 1 point for each 7% of parking and driveway surface area.	0
Shared parking (must have legally binding agreement) that eliminates >30% of on-site parking required.	5 points or 1 point for each 6% of parking surface eliminated.	N/A
Impervious Disconnection. Follow design manual specifications to ensure adequate capture of roof runoff (e.g. cisterns, dry wells, rain gardens)	8 points	0
Bioretention. Percent of site treated must exceed 80%. Biofilter surface area must be ≥ 5% of impervious drainage area.	8 points or 1 point for each 10% of site treated.	0
Rain gardens. All lots, rain garden surface area for each lot ≥ 200 ft. ² .	8 points or 1 point for each 10% of lots treated.	0
Designed/constructed swales. Percent of site treated must exceed 80%, achieve non-erosive velocities, and able to convey peak discharge from 10 year storm.	8 points or 1 point for each 10% of site treated.	0
Manufactured sand filters, filter vaults (must provide filtering rather than just hydrodynamic). Percent of site treated must exceed 80%. Sizing and volume for water quality treatment based on manufacturer's criteria.	8 points or 1 point for each 10% of site treated.	0
Green rooftop to treat ≥ 50% of roof area	8 points	0
Other LID practices as approved by NDS Engineer.	TBD, not to exceed 8 points	TBD
Off-site contribution to project in City's water quality management plan. This measure to be considered when on site constraints (space, environmentally sensitive areas, hazards) limit application of LID measures. Requires pre-approval by NDS Director.	5 points	0
Total Points		0

Applicant's Signature

Signature  Print Ryan Perkins Date 8/15/2022

**Green Clean Auto Wash 5th Street
1113 5th Street**

**Special Use Permit Application Narrative
for Car Wash**

Tax Map Parcel 21B004400

SP 2022-00007

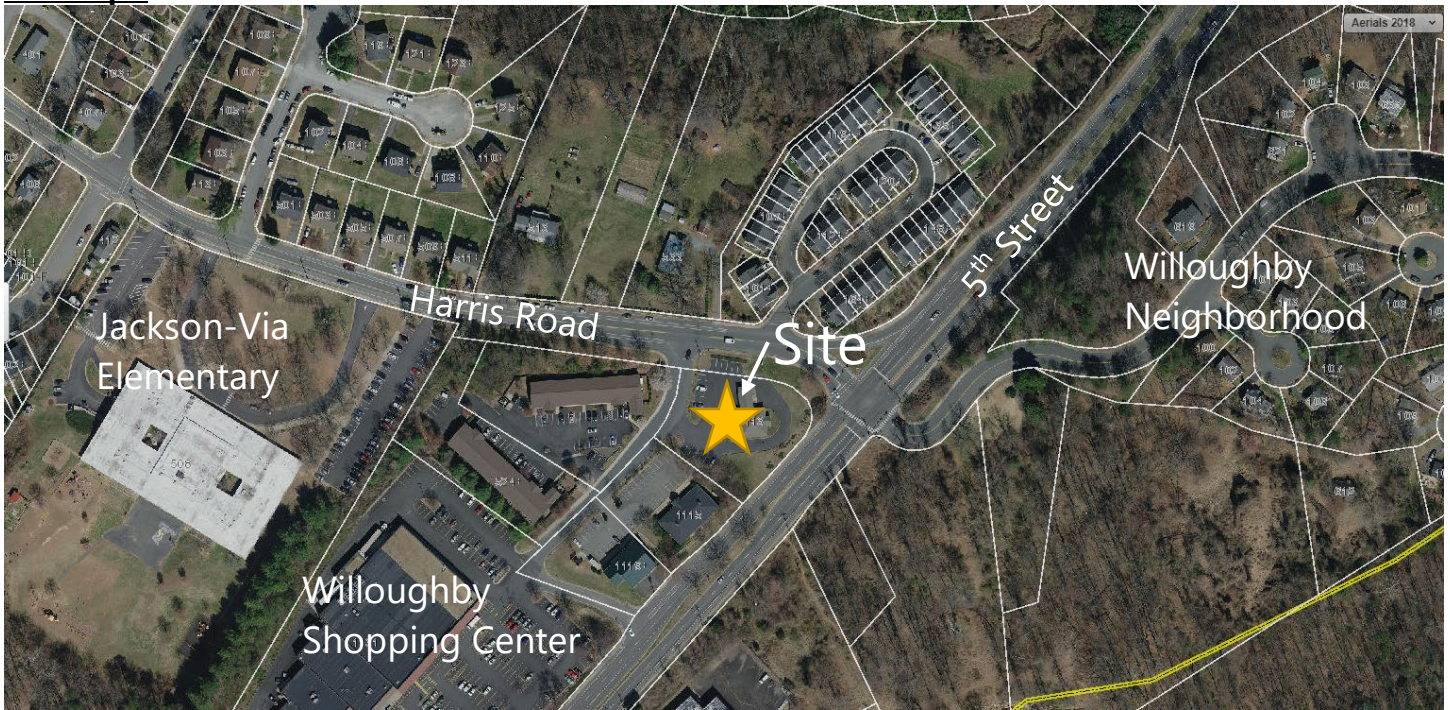
Proposal:

Green Clean Albemarle LLC wishes to locate a car wash on the corner of 5th Street and Harris Road in the City of Charlottesville. The property is located at 1113 5th Street SW and currently contains a vacant bank building with a drive thru. The existing building will be removed, but the parking will remain and be reconfigured as shown on the proposed Layout Plan. The car wash itself will be enclosed within the proposed building and vacuums will be located adjacent to the parking spaces. Employees will be on site to assist users and the facility will be open Monday-Saturday from 7am-8pm and Sunday from 9am-6pm.

Description of Surrounding Area:

The surrounding area is a mix of commercial and residential uses. The property is located north of the Willoughby Shopping Center and shares an accessway and entrance off Harris Road. To the north, across Harris Road, is the Willoughby Towns townhome community, the property adjacent to the south is a professional office building, and the property to the west is an existing motel known as Affordable Suites of America Charlottesville. To the east, across 5th Street, is the Willoughby neighborhood. Jackson-Via Elementary school is located nearby as well.

Site Maps:



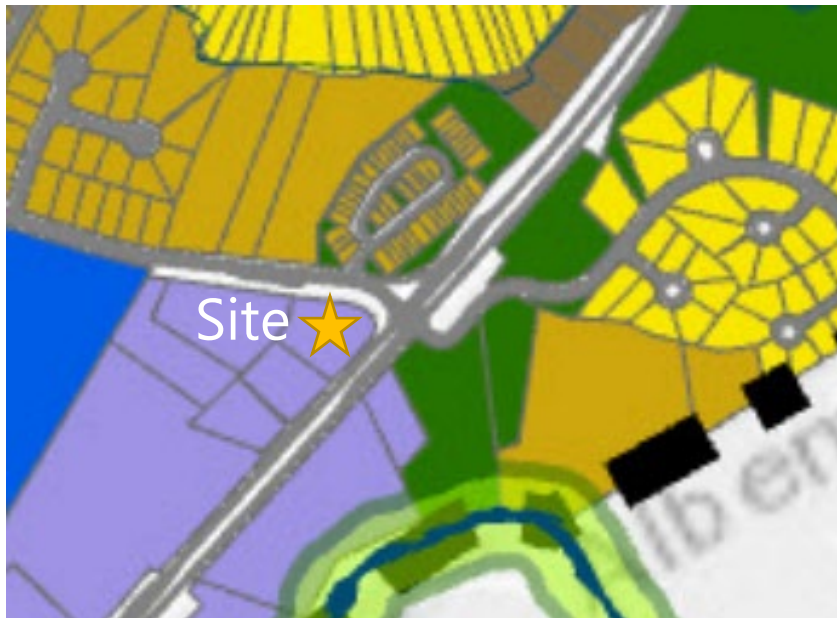
Contextual Vicinity Map



Parcel Aerial Map

Consistency with the Comprehensive Plan:

The property is designated as Urban Mixed-Use Corridor which is described as: “Higher intensity mixed use development arranged along corridors between employment, commercial, and civic hubs of the city.” The proposed car wash use meets this designation.



Comprehensive Plan Map

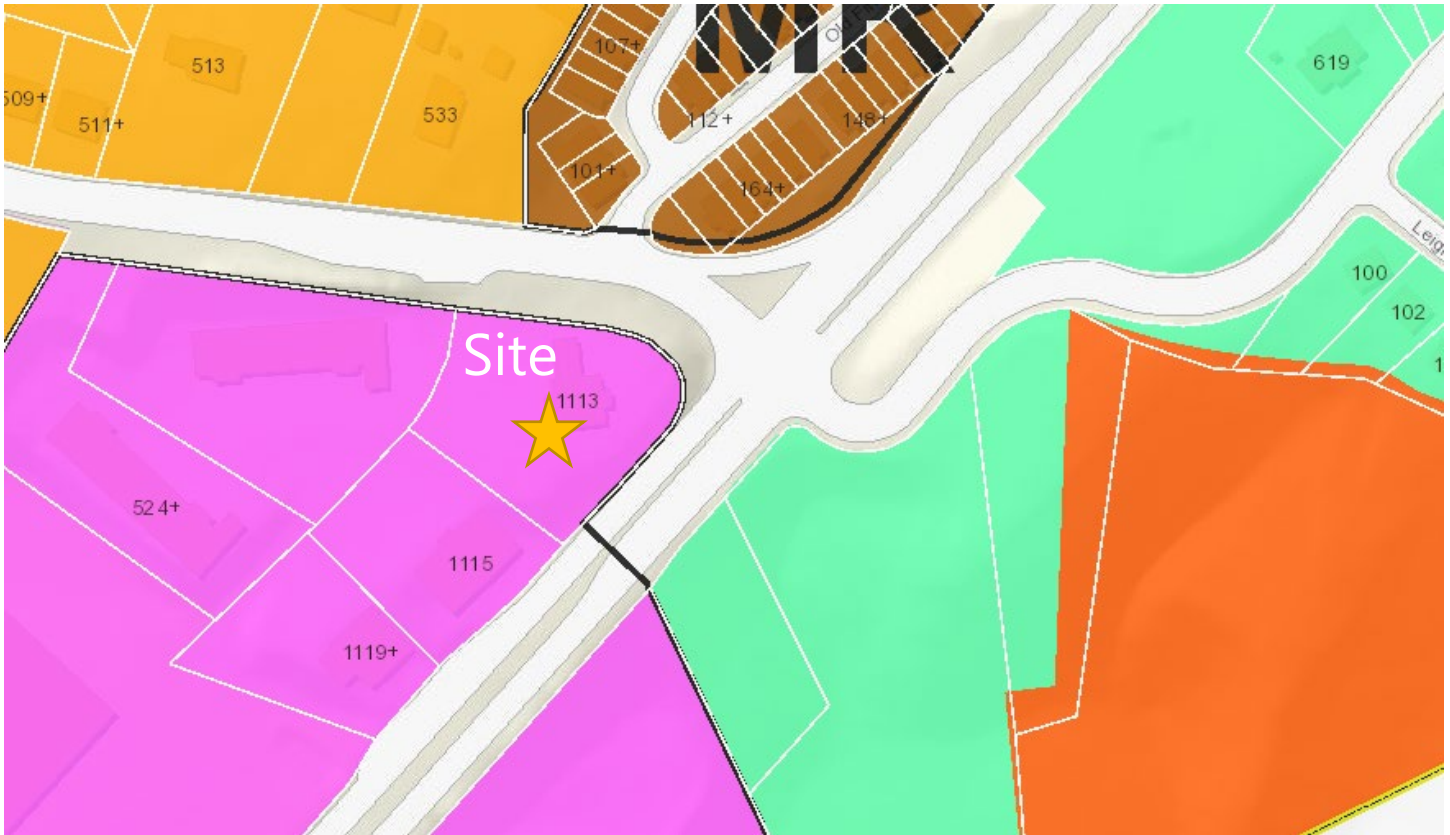
	<p>Urban Mixed Use Corridor Higher intensity mixed use development arranged along corridors between employment, commercial, and civic hubs of the city.</p>	<p>Respond to existing residential, environmental, historic context.</p>	<p>5 stories, up to 8 at key intersections, such as intersections of <i>Streets That Work</i> Downtown, Industrial, Mixed Use, or Neighborhood corridors</p>	<p>Commercial, employment, residential. Include an inclusionary zoning mechanism to support housing affordability.</p>
--	--	--	--	--

Zoning Ordinance:

Highway Corridor Zoning District: The property is zoned Highway Corridor which states that the intent of the district is as follows:

“to facilitate development of a commercial nature that is more auto oriented than the mixed use and neighborhood commercial corridors. Development in these areas has been traditionally auto driven and the regulations established by this section continue that trend. It is intended for the areas where the most intense commercial development in Charlottesville occurs.”

The proposed car wash meets the intent of the Zoning District.



Zoning Map

Car Wash Criteria: Per 34-930 of the Zoning Ordinance, the following criteria must be met for a Car Wash use (ordinance in italics):

(a) Automatic car washes.

(1) For the purpose of this division, "automatic car wash" means a facility for washing motor vehicles using production line methods with a chain conveyor or blower, steam cleaning device or other mechanical device requiring continuous movement of cars into the wash rack.

The proposed car wash meets this definition for automatic car wash.

(2) No lot on which an automatic car wash is situated shall have an area of less than ten thousand (10,000) square feet, or a lot width of less than fifty (50) feet.

The proposed car wash is located on a parcel that is more 10,000 square feet and more than 50 feet in width.

(3) A hard surfaced driveway of either one (1) or more lanes shall be constructed on the site in such a manner as to provide for a continuous movement of cars into the wash rack. The driveways so provided shall be not less than ten (10) feet wide for a single lane and not less than ten (10) additional feet in width for each additional lane.

Each lane is not less than ten (10) feet in width.

- a. *Where access to the wash rack is restricted to a single lane, such lane shall be used only for such purposes as are a part of the washing operation. The total length of the required lane or lanes so provided shall be determined by the overall length of the building including areas having side walls but no roof. In any building where the washing operation moves in other than a straight line, the length of the building for the purposes of this section shall be the distance measured along the center line of the conveyor or wash line from the point of entry to the point of exit from the building.*

Access to the wash rack is restricted to a single lane and is used only for the washing operation. The operation moves in a straight line.

- b. *The overall length of the required lane or lanes as measured along the center line shall be determined in accordance with the following formula: Where the building is eighty (80) feet or less in overall length, the total required lane or lanes shall be not less than two hundred (200) feet in length. Where the building exceeds eighty (80) feet in length, the length of the required lane or lanes shall be increased twenty (20) feet for each ten (10) or fraction thereof by which the building exceeds eighty (80) feet in overall length.*

The building is 100 feet in length, and therefore, the three lanes combine equal 300+ feet in length, as shown on the Layout Plan, which meets this requirement.

- (4) *Gasoline pumps may be permitted on the site; provided, however, that the area occupied by such pumps shall be in addition to the area required under subsection (3) of this section.*

Gasoline pumps are not proposed.

- (5) *The building exit for automobiles that have completed the washing process shall be at least twenty-five (25) feet distant from the nearest point of the public sidewalk of the adjacent street.*

The building exit is more than 25 feet from the public sidewalks along 5th Street and Harris Road.

- (6) *A sand trap for waste water with a minimum capacity of one hundred twenty (120) cubic feet shall be provided within the building for the protection of the sewers.*

A sand trap will be provided that meets this requirement.

- (7) *Vacuuming facilities may be outside the car wash building but shall not be in the required front yard.*

Vacuums are located outside of the required front yard.

- (8) *The building or vacuuming facilities shall be sufficiently buffered from any residential district or use.*

Vacuums will be screened with landscaping from the residential use across Harris Road.

- (9) *Any light used to illuminate the area shall be in conformance with the regulations set forth in Article IX, sections 34-1000, et seq. (outdoor lighting regulations).*

Lighting proposed will meet the outdoor lighting regulations at site plan.

Special Use Permit Criteria: Per 34-157 of the Zoning Ordinance, in considering an application for a special use permit, the city council shall consider the following factors (ordinance in italics):

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

The property is located along 5th Street, which is an auto-centric designated area of the City. The Willoughby Shopping Center is located to the south, along with other auto-centric uses such as gas stations and drive thru fast-food restaurants. The car wash use will align with the existing patterns of use and development along the 5th Street corridor. It will also provide a convenient service to nearby residents.

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

As stated above, the Comprehensive Plan designated this property as Urban Mixed-Use Corridor where development is arranged along corridors between employment, commercial, and civic hubs of the City. The car wash use in this location aligns with the designation, where commercial uses are recommended.

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

The use and proposed building will comply with all applicable building code regulations.

- (4) *Whether the proposed use or development will have any potentially adverse impacts on the surrounding neighborhood, or the community in general; and if so, whether there are any reasonable conditions of approval that would satisfactorily mitigate such impacts. Potential adverse impacts to be considered include, but are not necessarily limited to, the following:*

- a. *Traffic or parking congestion;*

The proposed car wash will not adversely impact the surrounding neighborhood or community as it relates to traffic or parking. The users of the car wash will be intermittent and not interfere with traffic in this location. The trip generation for the car wash use is similar to that of the existing bank use. There will be sufficient parking for the users, which will also provide vacuums for their use.

- b. *Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment;*

The car wash itself will be enclosed in the proposed building and will only have a small amount of noise at the exit from the dryers. The vacuums located at the parking spaces will create minimal noise and given that both Harris Road and 5th Street are busy corridors, the noise from the vacuums and the dryers will not be noticed above the vehicular traffic and other ambient

noise. In addition, the car wash will close at 8pm Monday through Saturday, and at 6pm on Sunday. Finally, landscaping has been provided to assist in buffering the sound.

Lighting proposed will be on the building and in the parking lot and will meet the Entrance Corridor Design Guidelines and be full cut off fixtures.

c. Displacement of existing residents or businesses;

It is our understanding that the existing bank building has been vacant for at least several years, and no residences are located on the property. Therefore, no displacement of existing residents or businesses will occur as a result of the proposed use.

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

The proposed use will not discourage any economic development activities. Rather, the proposed use will provide additional tax revenue to the city as a commercial use, and provide additional employment opportunities for the construction and staffing of the car wash.

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

The car wash use is similar in intensity to the previous bank use on the property, and is similar those other existing uses in the surrounding area, and those uses that are permitted by-right in the Highway Corridor district.

f. Reduction in the availability of affordable housing in the neighborhood;

The proposed car wash will not result in the reduction of available affordable housing in the neighborhood.

g. Impact on school population and facilities;

As stated above, Jackson-Via is located near the property, along Harris Road. Given the bus driver shortage, students from nearby neighborhoods, including Willoughby, will likely be walking to school, past the proposed car wash. In an effort to assist in safe access to school, the proposal includes the addition of a crosswalk striping at the entrance/access from Harris Road. In addition, the city recently reconstructed a portion of the sidewalk along Harris Road that had been damaged, and the sidewalk will support those students. The proposed use will not have any impact on the school population or any of its facilities.

h. Destruction of or encroachment upon conservation or historic districts;

The property is not located within or adjacent to either a conservation or historic district, and thus will not have any adverse impact on any such district.

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

The proposed car wash will conform with all federal, state, and local laws.

j. Massing and scale of project.

The proposed building for the car wash will be one story, as shown on the conceptual elevations. The proposed building will be of similar size and scale as the existing bank building on the property.

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

As stated above, property is zoned Highway Corridor, which is an auto-oriented zoning district. The car wash use is in harmony with the purpose and intent of the district.

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

The proposed use will meet applicable general and specific standards within the zoning ordinance, subdivision regulations, and other city ordinances or regulations. See response to car wash criteria in prior section.

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

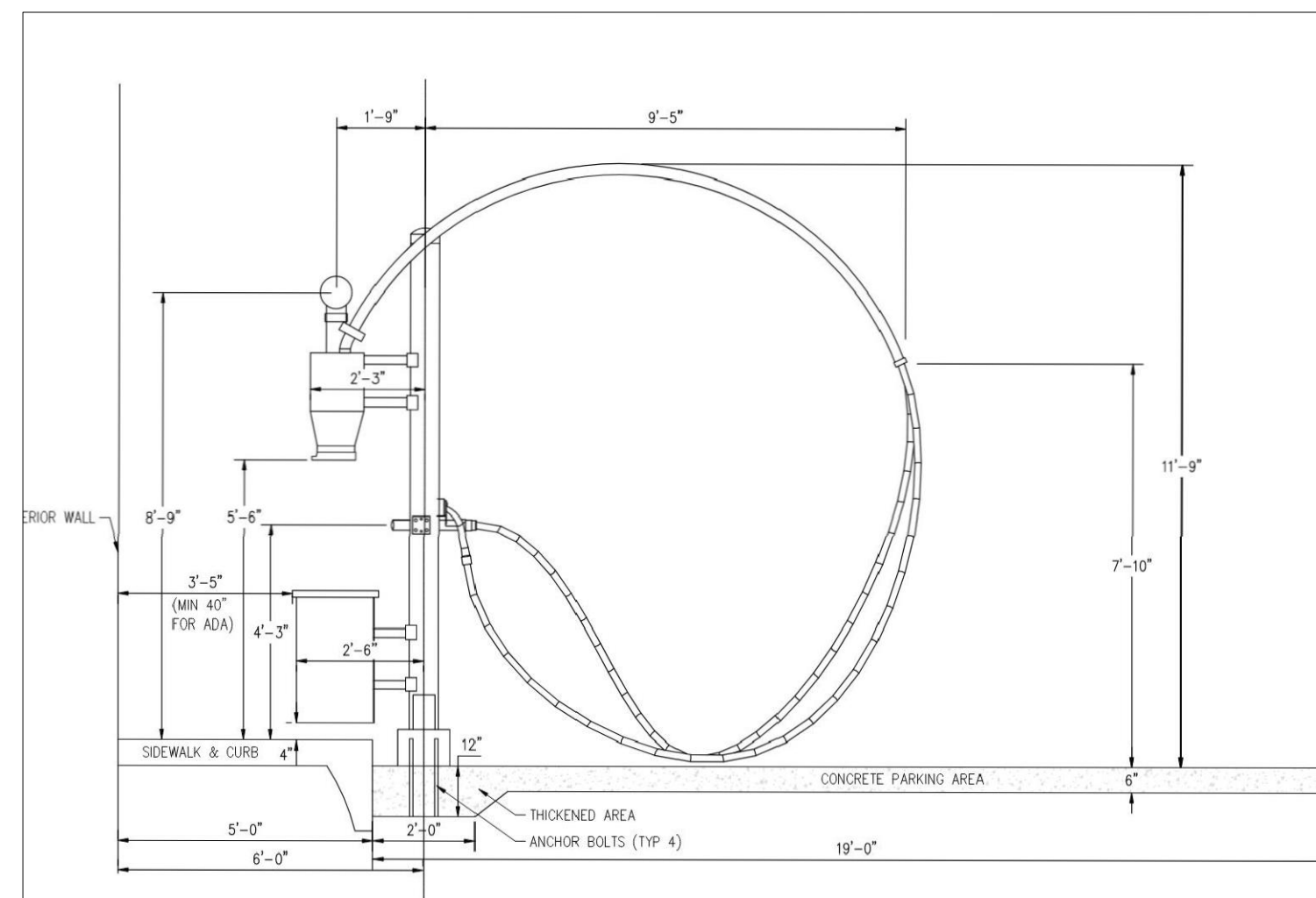
The proposed use is within an Entrance Corridor and thus subject to the Entrance Review Board. The car wash is a similar use as what has existed on the site for many years, and will not have an adverse impact on the district. The layout of the site, building, and the landscaping has been designed to meet the Fifth Street from Harris Road to the City corporate limits (Sub Area A) Entrance Corridor Design Guidelines. We understand that approval by the Entrance Review Board will be a requirement of final site plan approval.

Summary:

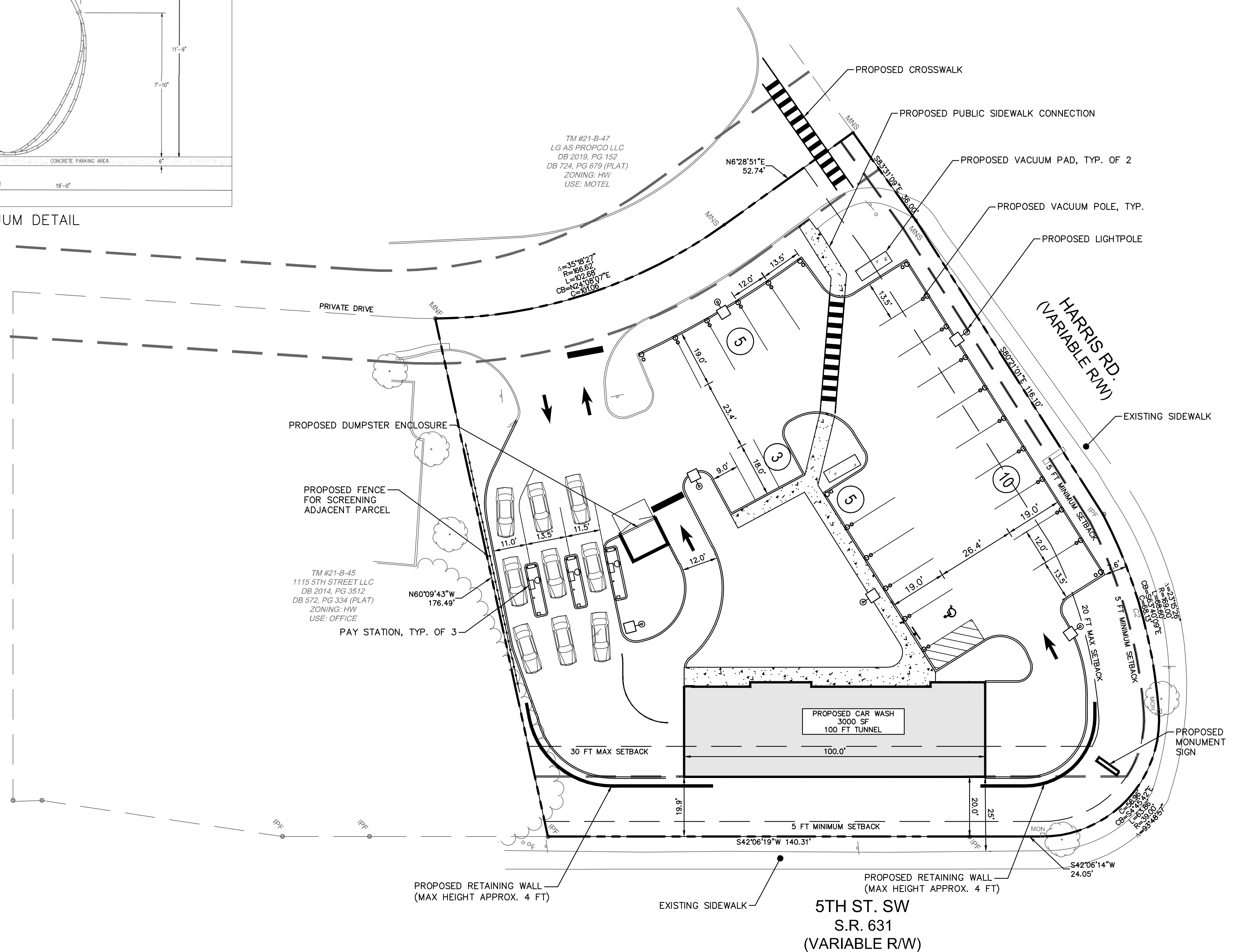
The proposed special use will not have adverse impacts on the surrounding neighborhood, entrance corridor, or community in general, it aligns with the recommendations of the Comprehensive Plan, and meets the intent and purposes of the Zoning District.

GREENCLEAN AUTO WASH 5TH STREET

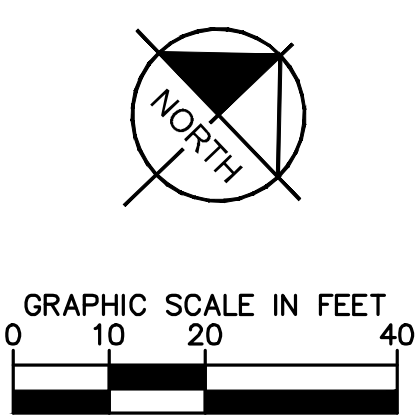
TAX MAP: #21-B-44
 ZONING: HW
 SITE AREA: 0.901 ACRES (39,247 SF)
 CURRENT USE: BANK
 PROPOSED USE: CARWASH
 BUILDING LENGTH: 100 FT
 BUILDING AREA: 3000 SF
 VACUUM SPACES: 21
 EMPLOYEE PARKING SPACES: 3
 STACKING REQUIRED: 240 FT
 STACKING PROVIDED: 300 FT+



TYPICAL VACUUM DETAIL



LIGHTING NOTE:
 ALL LIGHTING SHALL BE IN CONFORMANCE WITH THE REGULATIONS SET FORTH IN SECTIONS 34-1000, ET SEQ.



LAYOUT PLAN

DATE: 8.16.22



Side Elevation
Scale: 3/16" = 1'-0"



Entry Elevation
Scale: 3/16" = 1'-0"

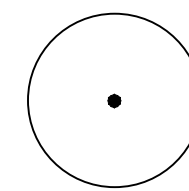
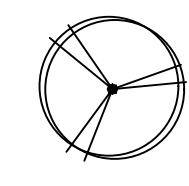
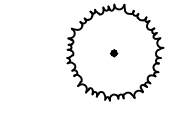
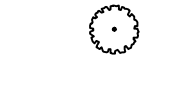


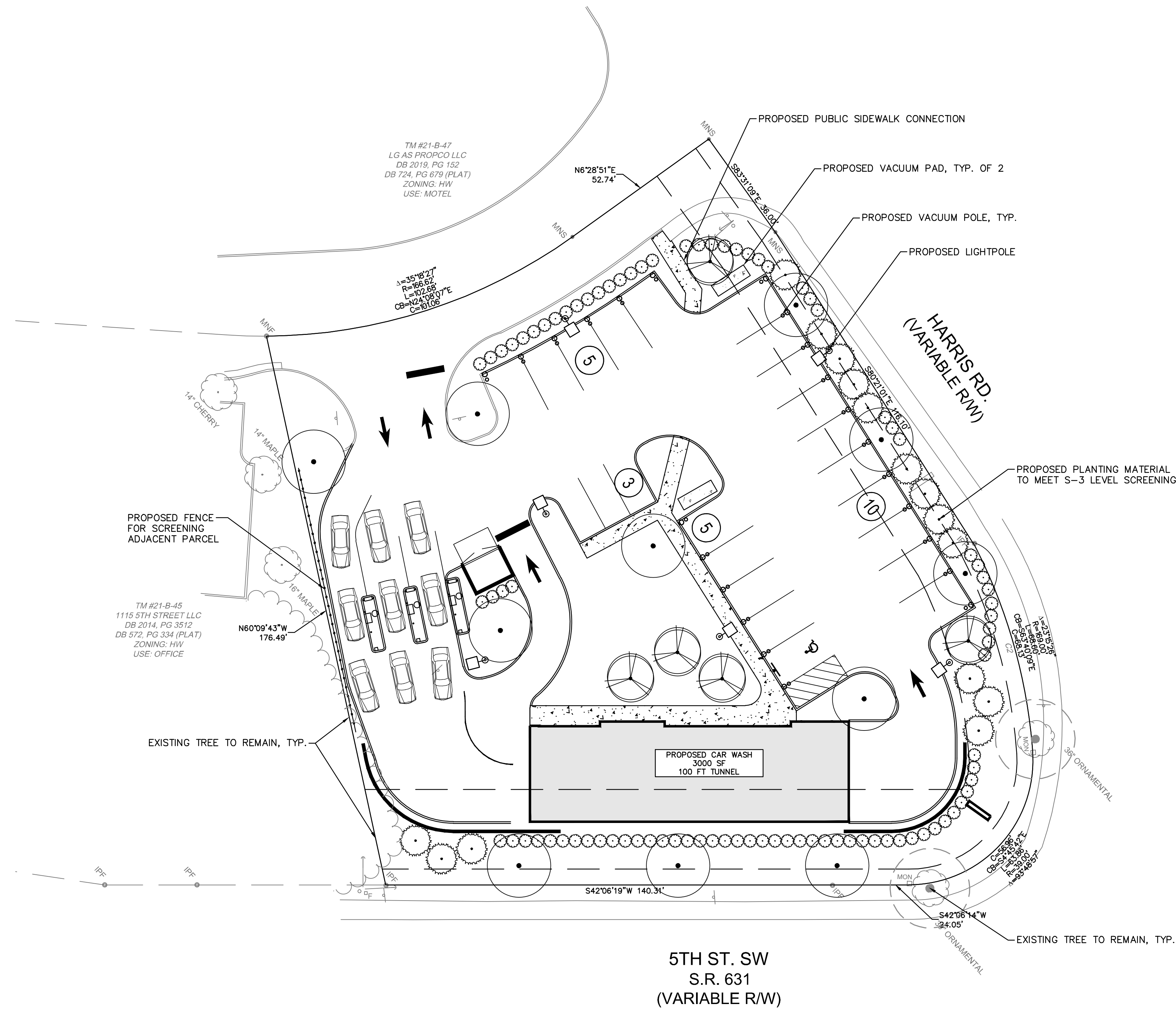
Side Elevation
Scale: 3/16" = 1'-0"



Exit Elevation
Scale: 3/16" = 1'-0"

CONCEPT PLANT SCHEDULE

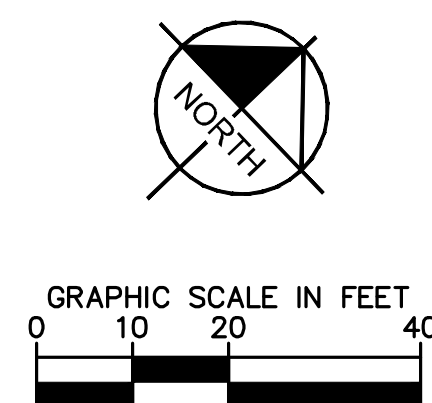
	LARGE DECIDUOUS TREES 250 SF CANOPY/EA Acer rubrum 'October Glory' TM / October Glory Maple Liquidambar rotundiloba / Fruitless Sweet Gum Platanus x acerifolia 'Bloodgood' / London Plane Tree Quercus phellos 'Hightower' / Willow Oak	11 B & B, 2.5' Cal B & B, 2.5' Cal B & B, 2.5' Cal B & B, 2.5' Cal
	ORNAMENTAL TREES Cercis canadensis 'Hearts of Gold' / Hearts of Gold Redbud Cornus x 'Rutcan' TM / Constellation Flowering Dogwood Prunus x yedoensis / Yoshino Cherry	5 B & B, 8' HT. MIN B & B, 8' HT. MIN B & B, 8' HT. MIN
	EVERGREEN TREES Ilex opaca 'Jersey Knight' / Jersey Knight American Holly Ilex x 'Nellie R. Stevens' / Nellie R. Stevens Holly	15 B & B, 8' HT. MIN B & B, 8' HT. MIN
	SHRUBS Abelia x 'Rose Creek' / Rose Creek Abelia Ilex cornuta 'Burfordii Nana' / Dwarf Burford Holly Ilex glabra 'Shamrock' / Shamrock Inkberry Holly	87 Cont., 36" HT. MIN. Cont., 36" HT. MIN. Cont., 36" HT. MIN.



**GREENCLEAN
AUTO WASH
5TH STREET**

LANDSCAPE PLAN

DATE: 8.16.22



Kimley»Horn

August 25, 2022

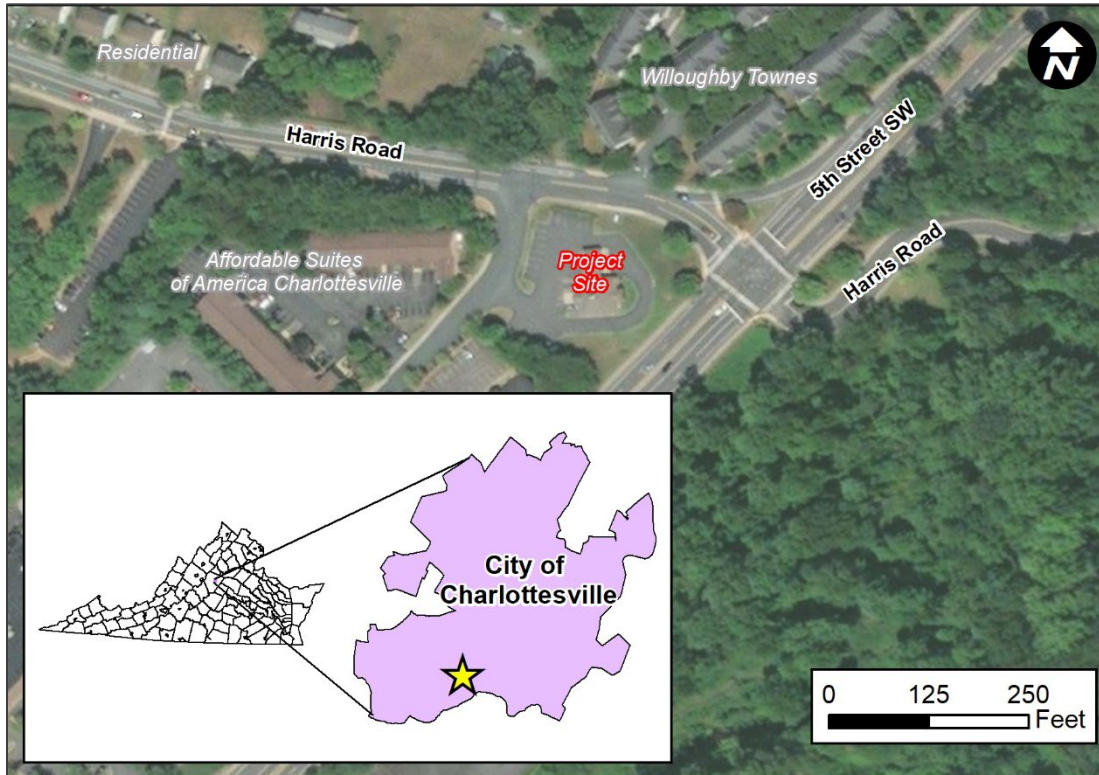
Craig Van Bremen
Green Clean Holdings, LLC
5215 Colley Avenue, Suite 109
Norfolk, VA 23508

Subject: **Green Clean Car Wash**
1113 5th Street Southwest, Charlottesville, VA

Project Description

The purpose of this technical memorandum is to summarize the monitored noise levels associated with a proposed location for a Green Clean car wash at 1113 5th Street Southwest in Charlottesville, VA. The proposed car wash is located at the corner of Harris Road and 5th Street Southwest, Willoughby Square in Charlottesville, VA. The site is generally located northwest of 5th Street, south of Harris Road, and east of Affordable Suites of America Charlottesville. The proposed development will be located on a parcel currently occupied by a vacant bank with residential land uses to the north, vacant land to the south and east, and retail land uses to the west. The location of the project site is shown in **Figure 1**.

Figure 1: Site Location and Vicinity



Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing sound environment; and
3. The situation in which the disturbing noise is heard

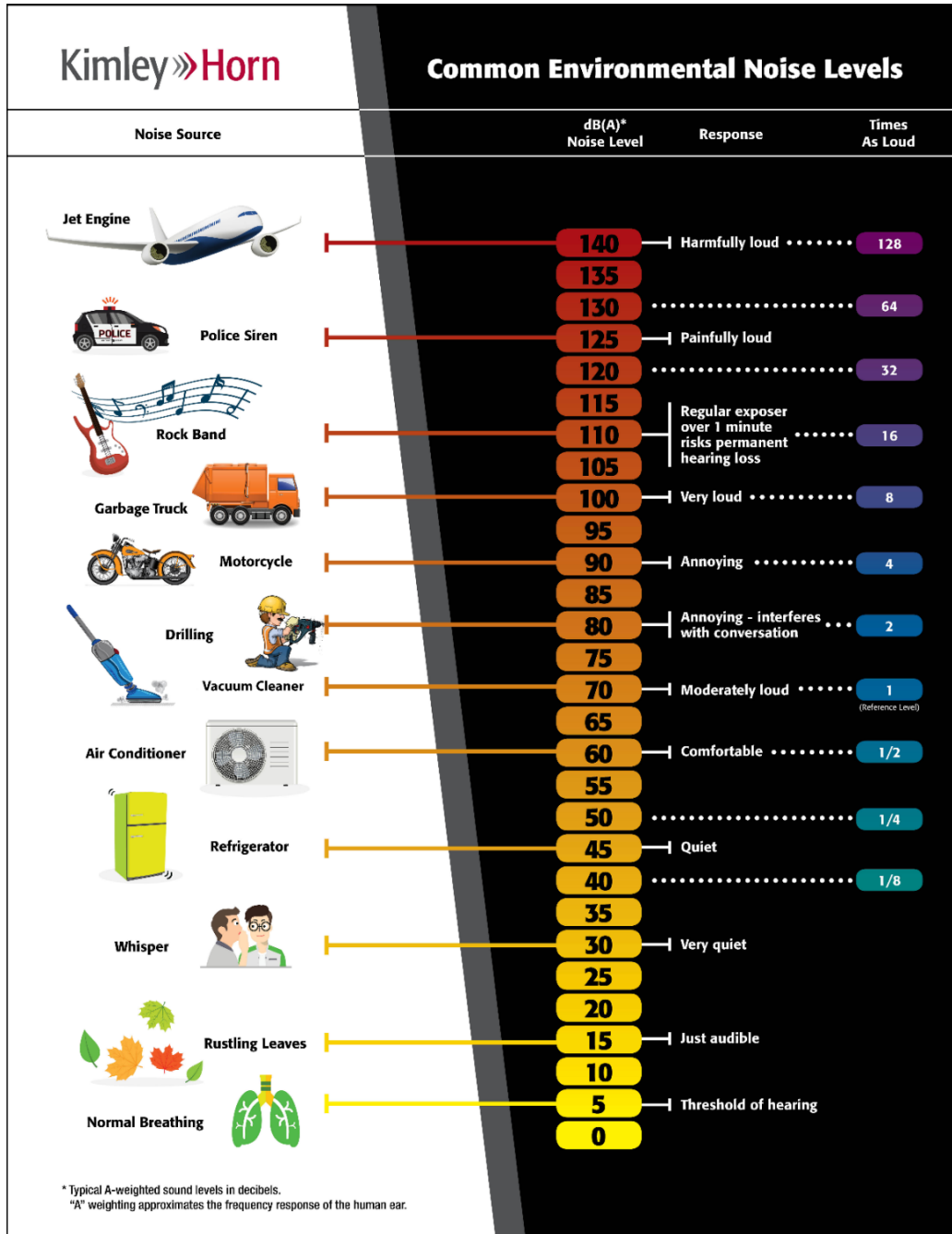
In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a non-linear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three-decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered “barely perceptible” to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding “twice as loud”.

Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.

Existing Conditions

The site is located in the southwest corner of the 5th Street Southwest and Harris Road intersection on the property of the former Carter Bank & Trust. The proposed development is surrounded by vacant land to the east, the Affordable Suites of America Charlottesville to the west and a townhouse community (Willoughby Townes) to the north. There are additional commercial uses to the south of the site.

The predominant sources of noise in the vicinity of the proposed development are anticipated to be traffic along the surrounding roadway network. Other sources of noise include ambient environmental noise, which includes wind, birds, insects, lawn mowers, etc.

To assess existing noise conditions at the proposed site, long-term noise measurements were collected for 1-hour durations on August 11, 2022. Norsonic 140 Type 1 integrating sound level meters were set up at two long-term monitoring locations: one near the townhouses to the north of the site and one near the motel to the west of the site. Long-term noise measurement hourly Leq values obtained in the field ranged between 57 dB(A) and 64 dB(A). The long-term noise field data of each monitoring site is shown in **Table 1**.

Table 1. Long-term Noise Measurement Data

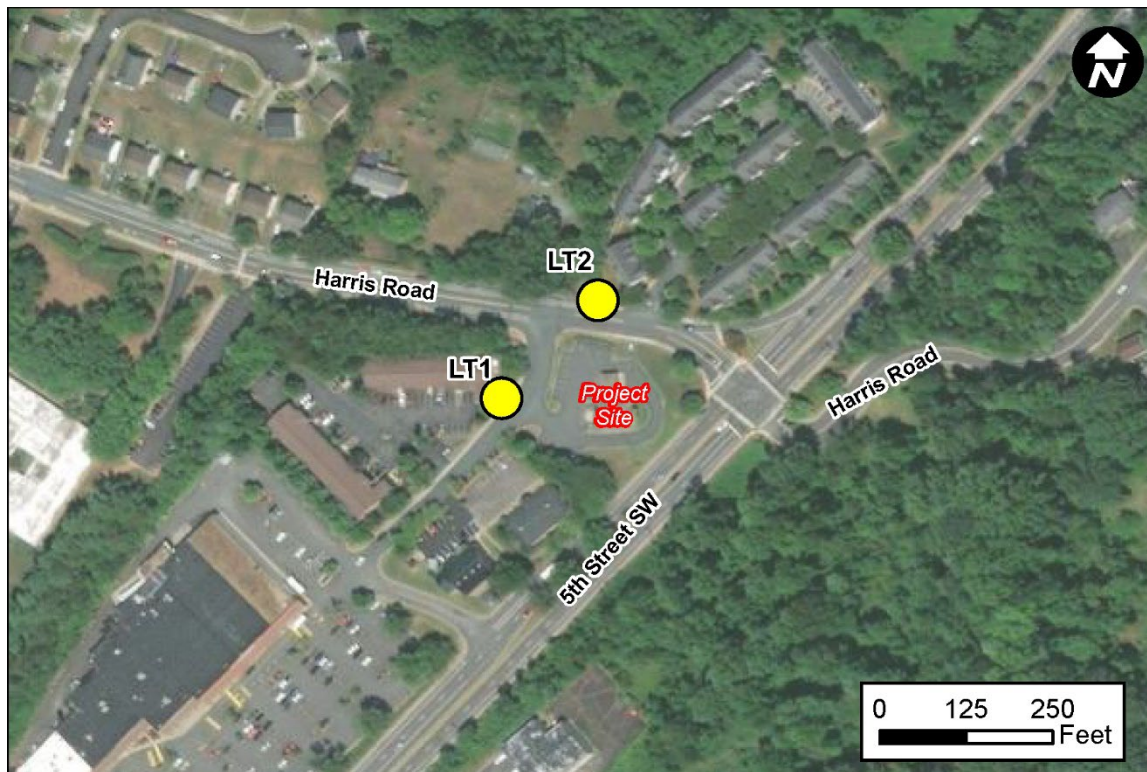
Setup	Location Description	Measurement Time	1-hr Leq Noise Level [dB(A)]	L _{MAX} Noise Level [dB(A)]	L _{MIN} Noise Level [dB(A)]
LT1	West side of the site near Affordable Suites of America Charlottesville	12:57 PM to 1:57 PM	57.1	78.5	51.5
LT2	North of the site near Willoughby Townes	12:56 PM to 1:56 PM	64.4	85.1	58.6

The measurements were taken using the A-weighted scale and are reported in decibels [dB(A)]. Data collected by the noise meters included time, average noise level (Leq), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each interval. Hourly average noise levels (Leq(h)) were derived from the Leq values. The existing noise measurements were collected under meteorologically acceptable conditions and were conducted based on the acceptable collection of existing noise level readings. Pictures of each field monitoring setup are shown in **Table 2**, and the locations of the monitoring sites are shown in **Figure 3**.

Table 2. Long-term Noise Measurement Setup Pictures



Figure 3: Long-Term Measurement Site Locations



To understand potential noise impacts at the proposed site, short-term noise measurements were collected for 5-minute durations on November 3, 2021 at an existing Green Clean Car Wash located in Portsmouth, VA. Larson Davis LxT ANSI Type 1 integrating sound level meters were set up at four short-term monitoring locations around the site. Short-term noise measurement Leq values obtained in the field ranged between 57 dB(A) and 71 dB(A). The short-term noise field data of each monitoring site is shown in **Table 3**.

Table 3. Short-term Noise Measurement Data

Setup	Location Description	Measurement Time	L _{eq} Noise Level [dB(A)]	L _{MAX} Noise Level [dB(A)]	L _{MIN} Noise Level [dB(A)]
1A	Northeast corner of the site	12:14 to 12:19 PM	61.0	75.4	54.5
1B	Southeast corner of the site	12:14 to 12:19 PM	63.8	72.7	59.4
2A	East side of the site (~120 ft from building)	12:35 to 12:40 PM	62.1	71.8	58.8
2B	East side of the site (~220 ft from building)	12:35 to 12:40 PM	57.1	66.2	53.5
3A	Northeast corner of the site	12:42 to 12:47 PM	57.9	64.7	54.6
3B	Southeast corner of the site	12:42 to 12:47 PM	64.0	70.0	60.8
4A	South side of the site (~50 ft from dryers)	12:49 to 12:54 PM	70.8	79.9	61.9
4B	Southeast corner of the site	12:49 to 12:54 PM	63.9	71.0	60.0

The measurements were taken using the A-weighted scale and are reported in decibels [dB(A)]. Data collected by the noise meters included time, average noise level (Leq), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each interval. Hourly average noise levels (Leq(h)) were derived from the Leq values. The existing noise measurements were collected under meteorologically acceptable conditions and were conducted based on the acceptable collection of existing noise level readings. Pictures of the field monitoring setups are shown in **Table 4**, and the locations of the monitoring sites are shown in **Figure 4**.

Table 4. Short-term Noise Measurement Setup Pictures

1A, 3A: Facing West	1B, 3B, 4B: Facing West
	
2A: Facing West	2B: Facing West
	

Figure 4: Short-Term Measurement Site Locations



Noise Regulation

The proposed development is located in Charlottesville, VA. Chapter 16 of the Charlottesville Code of Ordinances regulates noise and prohibits loud noises. Section 16-8 provides maximum allowable sound levels in residential zones. During daytime hours (6:00am to 10:00pm), sound levels are restricted to 65 dB(A) when measured at or outside the property boundary.

Conclusions

The site is located in the southwest corner of the 5th Street Southwest and Harris Road intersection on the property of the former Carter Bank & Trust. The proposed development is surrounded by vacant land to the east, the Affordable Suites of America Charlottesville to the west and a townhouse community (Willoughby Townes) to the north. There are additional commercial uses to the south of the site.

As shown in **Table 5**, based on the collected field data, the monitored average noise levels at the proposed site are consistent with the sound levels measured at the existing car wash site in Portsmouth, VA at similar locations and distances from the building (e.g., location 2B corresponds to LT1, location 1B corresponds to LT2). Therefore, the proposed car wash is not expected to have a significant impact on the ambient noise environment at the proposed site. As a result, noise abatement measures are not recommended for the proposed site.

Table 5. Noise Measurement Comparison

Setup	Location Description	L_{eq} Noise Level [dB(A)]
LT2 (Charlottesville)	North of the site near Willoughby Townes – Shown on Figure 3	64.4
1B (Portsmouth)	Southeast corner of the site – Shown on Figure 4	63.8
LT1 (Charlottesville)	West side of the site near Affordable Suites of America Charlottesville – Shown on Figure 3	57.1
2B (Portsmouth)	East side of the site (~220 ft from building) – Shown on Figure 4	57.1

WILLIAMS MULLEN

vlong@williamsmullen.com

August 25, 2022

Green Clean Auto Wash 5th Street
1113 5th Street Car Wash

Virtual Neighborhood Meeting Invitation

Dear Neighbor,

Our client, Green Clean Albemarle LLC, invites you to review information and provide comments at a virtual meeting regarding our request for a Special Use Permit for a car wash 1113 5th Street, the corner of 5th Street and Harris Street, on tax parcel 21B004400. The property currently contains a vacant bank with a drive through near the Willoughby Square Shopping Center.

Enclosed in this letter is a context map identifying the property, a conceptual plan of the proposed car wash, and conceptual elevation drawings of the car wash that were submitted with the Special Use Permit application on August 15, 2022.

To help prevent the transmission of COVID-19, we invite you to ask questions and share comments about the proposed special use permit request and City review procedures at a virtual community meeting. **The virtual meeting will be held through an online video stream on Thursday, September 8th, 2022 at 6 pm.**

There are several ways that you can learn more about this project, share your comments, or ask questions:

1. Attend the live virtual meeting using the "Virtual Meeting Instructions" included below.
2. Submit written comments using the included pre-postage paid envelope include with this notification packet.
3. Contact the lead City reviewer directly with questions or comments:
Matt Alfele, alfelem@charlottesville.gov

If you choose to submit comments about this project via one of the methods listed above, please do so by **October 9, 2022**. We look forward to hearing from you.

Sincerely,

Valerie W. Long

Valerie W. Long

Virtual Meeting Instructions:

ONLINE:

New to WebEx? Get the app now and be ready when the meeting starts:

<https://www.webex.com/downloads.html>

Please visit this link below to join the virtual meeting on September 8th at 6pm:

<https://tinyurl.com/GreenClean5thSt>

Password: GreenClean

BY PHONE / CALL IN:

Dial: 1-844-517-1271 (US Toll Free)

Type in the access code: 2342 482 1420

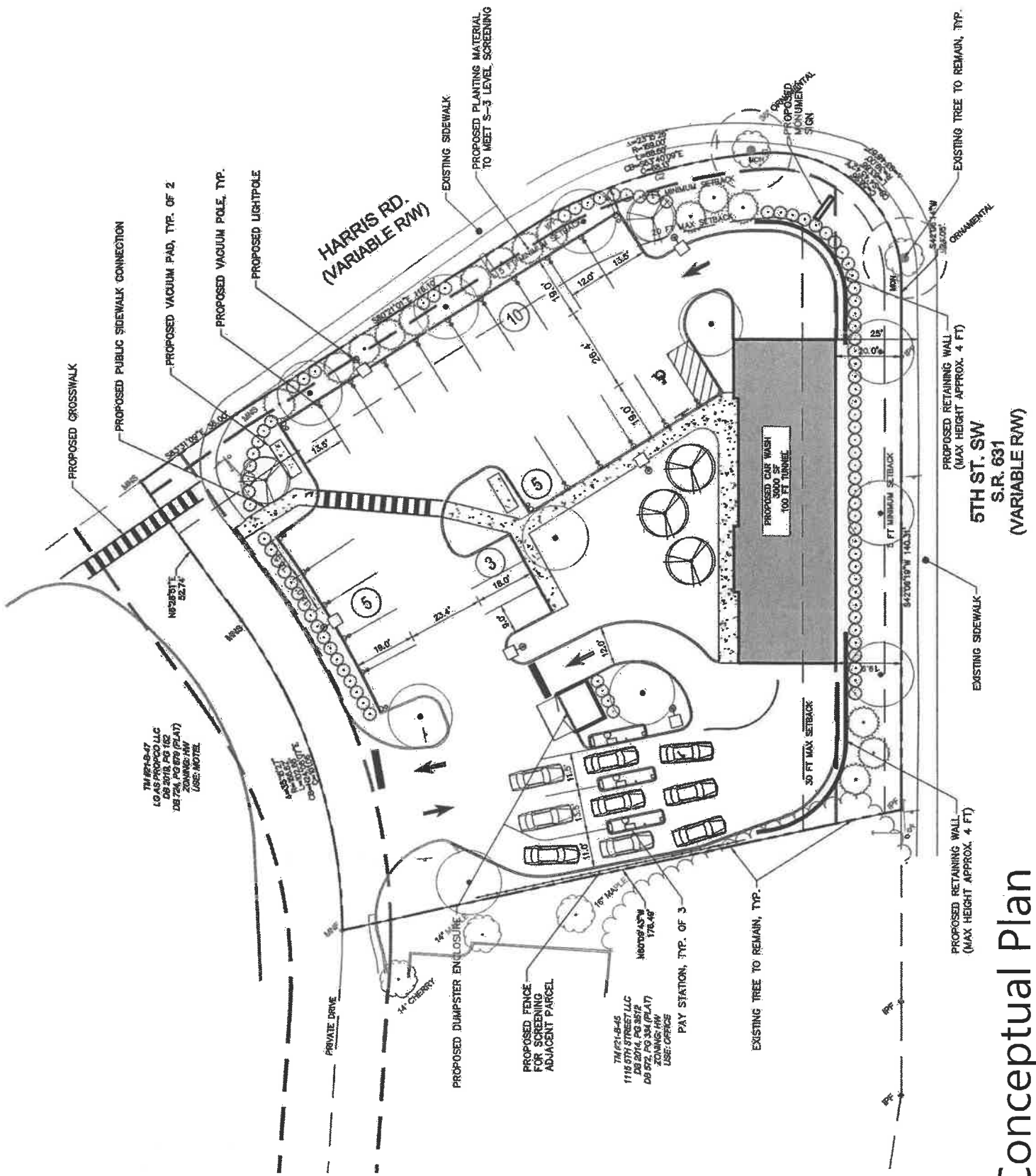
Attachments: Context Map, Conceptual Layout Plan, Conceptual Elevations

cc: Craig Van Breman, Green Clean Albemarle LLC

1113 5th Street



Contextual Vicinity Map



Conceptual Plan

August 10, 2022



Side Elevation
Scale: 3/16" = 1'-0"



Entry Elevation
Scale: 3/16" = 1'-0"



Side Elevation
Scale: 3/16" = 1'-0"



Exit Elevation
Scale: 3/16" = 1'-0"

Green Clean Auto Wash 5th Street SW, Charlottesville, VA

Conceptual Elevations



AFFIDAVIT
COMMONWEALTH OF VIRGINIA

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

Fourteen (14) calendar days prior to the scheduled neighborhood meeting for the project titled "Green Clean Auto Wash 5th Street", the city approved notice of community meeting with attached application review materials was mailed via USPS to the attached mailing list.

The neighborhood meeting is scheduled for September 8, 2022, at 6pm.

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

MEGAN NEDOSTUP
Name of Affiant (Printed)


Signature of Affiant

Subscribed and Sworn to before me this day.

8/25/2022 3:23pm
Date and Time

For Notary Public's Use Only

State of Virginia City County of Charlottesville

Acknowledged, subscribed and sword to before me this 25 day of August 2022.

7973257
Notary Registration Number


Notary Public

(My commission expires: 11/30/2026)



Recipient	Address 2	Address 3	City / State	ZIP
PANDIT, SAGAR P	103 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
GNANVO, KONDO	105 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
SANTISTEVAN, MICHAEL R & RUBEN	107 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
LG AS PROPCO LLC	10801 MONROE RD STE 200		MATTHEWS NC	28105
MUNICIPAL BAND OF CH'VILLE INC THE	1119 5TH ST SW		CHARLOTTESVILLE VA	22902
GONG, MEIPING	1131 CAMBRIDGE HILL LN		KESWICK VA	22947
LIU, ZHENQI	1131 CAMBRIDGE HILL LN		KESWICK VA	22947
MOORE, HUNTER D	117 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
LAFFOON, DANIELLE & LORREN	122 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
AGUILERA, MARIA F, ETAL	123 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
CLARK, JOSHUA D	125 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
CALANCIE, SAMUEL ERIK	127 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
TIAN, ZHONGZHENG	128 OLD FIFTH CIR		CHARLOTTESVILLE VA	22902
PATRIOT BANK, NA	1300 KINGS MOUNTAIN ROAD		MARTINSVILLE VA	24112
MITCHELL, CHEKISHA A	1325 NORTH STATE PKWY UNIT 19E		CHICAGO IL	60610
CHEN, JOSEPH W & CHE-YU	135 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
DENTON-SPALDING, CLAIRE	137 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
NEWSOME, WALTER L & CAROLYN W	1407 BAKER ST		CHARLOTTESVILLE VA	22903
SJORDAL, JONATHAN E, KRISTIE & ELISABETH J	141 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
DEANE, RODNEY E, JR	1411 SACHEM PL		CHARLOTTESVILLE VA	22901
D'ERAMO, ROBERT, JR	148 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
DI ZIO, JESSICA &	150 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
WILLOUGHBY, PROPERTY OWNERS ASSOCIA	1500 AMHERST ST #3		CHARLOTTESVILLE VA	22903
MCSELFRESH, STEPHEN & STEPHANIE BLANCH	1514 MAYMONT COURT		CHARLOTTESVILLE VA	22902
129 OLD FIFTH CIRCLE LLC	16 PRESIDENTIAL LN		STAFFORD VA	22554
GROSS, JOSHUA M	166 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
WALKER, EVERETT MAURICE	168 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
YANG, DAI	170 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
GEZAHEY, GIDEY & TIBEYELA KIDANE	172 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
JENSEN, DAVID M	174 OLD FIFTH CIR		CHARLOTTESVILLE VA	22903
ZHANG, WEIXIA	1844 MARIETTA DR		CHARLOTTESVILLE VA	22911
SHORT, MATTHEW & NOREEN REILLY	2 SETTLERS LN		WESTFIELD NJ	7090
DILorenzo, FRANCIS X, BISHOP OF RICHMOND	208 EAST JEFFERSON STREET		CHARLOTTESVILLE VA	22902
KEPLINGER, SCOTT M & COURTNEY P	220 E HOWELL AVE		ALEXANDRIA VA	22301
MOORES CREEK LLC	224 14TH STREET NW		CHARLOTTESVILLE VA	22903
ARMSTRONG, CHARLES T, JR	2300 HYLAND RIDGE DR		CHARLOTTESVILLE VA	22911
COPPOLINO, ELIZABETH	232 HUNTLEY AVE		CHARLOTTESVILLE VA	22903
YOUNG, WILLIAM C	2508 CENTRAL AVE		ALEXANDRIA VA	22302

MCELFRESH, JOHN R	2508 CENTRAL AVENUE		ALEXANDRIA VA	22302
KASTENMAYER, TRUSTEE, RUTH W	2600 BARRACKS RD APT 312		CHARLOTTESVILLE VA	22901
WELK PLACE, LLC	3056 BERKMAR DRIVE		CHARLOTTESVILLE VA	22901
KEPLINGER, FRANKLIN W & JULIE A	3191 WALLINGFORD LANE		KESWICK VA	22947
CUI, QUANJUN & LING YANG	425 FOXDALE LN		CHARLOTTESVILLE VA	22903
MCELFRESH, CAROL E, TRUSTEE	4440 MAJESTIC LN		FAIRFAX VA	22033
RBD BENT CREEK, LLC	455 2ND ST SE # 201		CHARLOTTESVILLE VA	22902
WILLOUGHBY SQUARE ASSOCIATES, LLP	4701 COLUMBUS ST STE 300		VIRGINIA BEACH VA	23462
VIA, JOHN W	513 HARRIS ROAD		CHARLOTTESVILLE VA	22903
CHEN, YONG	590 WANAMAKER RD		JENKINTOWN PA	19046
KUMRA, USHA	6023 MUNSON PLACE		FALLS CHURCH VA	22041
FATOYINBO, ANNE E & TEMILOLA E	6520 HILLMEAD RD		BETHESDA MD	20817
HERNANDEZ, MANUEL O & MARY B, CO-TRUSTEES	656 BAYWICK CIR		CROZET VA	22932
NIKPEY, PARI, TRUSTEE	714 LYONS AVE		CHARLOTTESVILLE VA	22902
SHACKELFORD, ELLIE WICHTER	906 CHARLTON AVENUE		CHARLOTTESVILLE VA	22903
MCIMETRO ACCESS TRANSMISSION SVCS OF VA, INC	P O BOX 152206		IRVING TX	75015
WILLOUGHBY TOWNES OWNERS ASSOC, INC	P O BOX 5306		CHARLOTTESVILLE VA	22905
1115 5TH STREET LLC	P O BOX 7046		DALLAS TX	75209
OCCUPANT	507 HARRIS RD	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	509 HARRIS RD	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	147 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	125 WELK PL	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	1113 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	1119 5TH ST SW	UNIT C	CHARLOTTESVILLE, VA	22903
OCCUPANT	1145 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	156 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	108 WELK PL	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	160 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	112 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	509 HARRIS RD	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	1119 5TH ST SW	UNIT D	CHARLOTTESVILLE, VA	22903
OCCUPANT	1135 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	1139 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 115	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 133	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 107	CHARLOTTESVILLE, VA	22903
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OCCUPANT	524 HARRIS RD	# 116	CHARLOTTESVILLE, VA	22903

OCCUPANT	524 HARRIS RD	# 129	CHARLOTTESVILLE, VA	22903
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OCCUPANT	524 HARRIS RD	# 122	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 141	CHARLOTTESVILLE, VA	22903
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OCCUPANT	524 HARRIS RD	# 151	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 154	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 158	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 160	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 159	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 153	CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 157	CHARLOTTESVILLE, VA	22903
OCCUPANT	511 HARRIS RD	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	125 WELK PL	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	109 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	533 HARRIS RD		CHARLOTTESVILLE, VA	22903
OCCUPANT	162 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	1143 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	154 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	121 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	133 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	113 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	115 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	1141 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	1147 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	511 HARRIS RD	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	507 HARRIS RD	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	110 WELK PL	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	1115 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	119 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	129 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	131 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	101 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	152 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	108 WELK PL	APT B	CHARLOTTESVILLE, VA	22903
OCCUPANT	1119 5TH ST SW	UNIT H	CHARLOTTESVILLE, VA	22903
OCCUPANT	1119 5TH ST SW	UNIT A	CHARLOTTESVILLE, VA	22903

OCCUPANT	143 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	145 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	126 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	116 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	124 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	1131 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	1133 5TH ST SW		CHARLOTTESVILLE, VA	22903
OCCUPANT	164 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	158 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	1146 5TH ST SW		CHARLOTTESVILLE, VA	22902
OCCUPANT	110 WELK PL	APT A	CHARLOTTESVILLE, VA	22903
OCCUPANT	120 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	114 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	139 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	111 OLD FIFTH CIR		CHARLOTTESVILLE, VA	22903
OCCUPANT	524 HARRIS RD	# 144	CHARLOTTESVILLE, VA	22903
Matt Alfele, Neighborhood Development Services	P.O. Box 911		Charlottesville, VA	22902

Alfele, Matthew

From: Hunter Moore <moorehunterd@gmail.com>
Sent: Monday, August 29, 2022 2:53 PM
To: Alfele, Matthew
Subject: Green Clean Auto Wash 5th St

Follow Up Flag: Follow up
Flag Status: Flagged

**** WARNING: This email has originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.****

Good Afternoon Mr. Alfele:

I received a notice concerning the creation of a car wash at the intersection of 5th and Harris. My main concern with this would be the traffic flow. I live in Willoughby Townes (Old Fifth Circle) and there is already some issues being able to turn left from our road in order to obtain access to 5th St. I'm concerned that the increase of traffic from this establishment may worsen the traffic at this intersection. Are there any efforts going towards insuring that this will not be an issue?

Thanks!

Hunter Moore

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION REGULAR MEETING
APPLICATION FOR A CRITICAL SLOPE WAIVER
APPLICATION NUMBER: P22-0039
DATE OF MEETING: October 11, 2022

Project Planner: Matt Alfele, AICP
Date of Staff Report: September 13, 2022

Applicant: Collins Engineering
Applicant's Representative(s): Scott Collins
Current Property Owner: Belmont & Carlton Holdings, LLC

Application Information

Property Street Address: 1003 - 1005 Carlton Ave., 0 Walnut St., 730 - 732 Walnut St., 735 Walnut St., and 0 Cherry St.

Tax Map & Parcel/Tax Status: 570020000, 570002100, 570004000, 570006000, 570007100, 570007300, 570007500, 570007700, 570007900, 570002000, 570003000, 57005000, 570007000, 570007200, 570007400, 570007600, 570007800, 570010000 (real estate taxes paid current – Sec. 34-12)

Total Project Area (Limits of Disturbance): 6.193 acres

Total Area of Critical Slopes on Parcels: 0.988 acres | 15.95%

Area of Proposed Critical Slope Disturbance: 0.563 acres | 65.3% of total critical slopes area

Comprehensive Plan (General Land Use Plan): Neighborhood Mixed Use Corridor and Neighborhood Mixed Use Node

Current Zoning Classification: NCC (Neighborhood Commercial Corridor)

Overlay District: None

Applicant's Request (Summary)

Belmont & Carlton Holdings, LLC has submitted a Critical Slope Waiver application prior to submitting a final site plan for a proposed mixed use development near the intersection of Carlton Avenue and Garden Street. The proposed by-right mixed use development would include one-hundred and thirty (130) residential units, eight-thousand seven-hundred and fifty (8,750) square feet of commercial space, new private street, reconfiguration of Holly Street, new City streets, a connection to Spruce Street, and open space. It is also indicated in the application materials (**Attachment B**) that 5% of the residential units will be affordable. This calculates out to seven (7) units. To construct the mixed use development, as presented in the application, the developer will

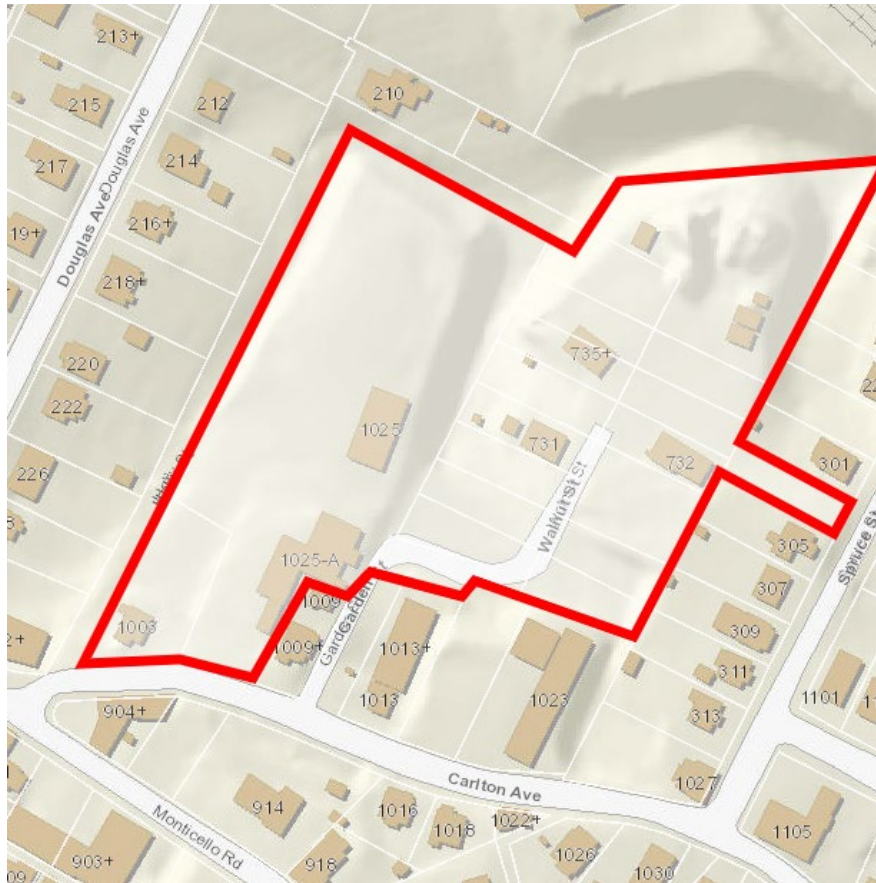
need to disturb 86.4% of the critical slopes on site. Of that 86.4%, 65.3% needs a waiver from City Council. The remaining percentage of critical slopes is exempt per Section 34-1120(b)(7)(c).

Existing critical slopes areas located on this Property include 0.988 acres or 15.95% of the site. The applicable definition of “critical slope” is as follows:

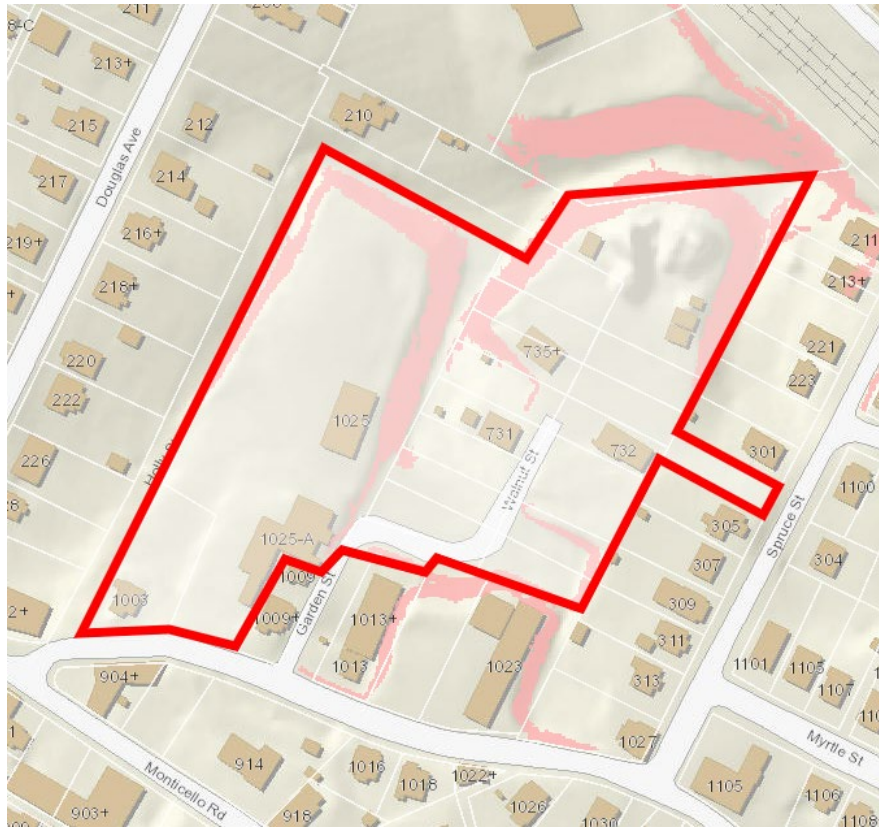
Any slope whose grade is 25% or greater, **and** (a) a portion of the slope has a horizontal run of greater than 20 feet, and its total area is 6,000 SF or greater, **and** (b) a portion of the slope is within 200 feet of a waterway. *See City Code Sec. 34-1120(b)(2).*

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



Critical Slopes per the Zoning Ordinance



Standard of Review

Per Sec. 34-1120(6)(d): The planning commission shall make a recommendation to city council in accordance with the criteria set forth in this section, and city council may thereafter grant a modification or waiver upon making a finding that:

- (i) The public benefits of allowing disturbance of a critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes); or
- (ii) Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.

If the recommendation is for City Council to grant the requested waiver, the Planning Commission may also make recommendations as to the following: In granting a modification or waiver, city council may allow the disturbance of a portion of the slope, but may determine that there are some features or areas that cannot be disturbed. These include, but are not limited to:

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

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

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

Project Review and Analysis

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

Staff Analysis 34-1120(b)(d)(i) Application Finding #1:

Public Works Engineering Department:

Based on the submitted materials and the applicant's justifications, engineering cannot recommend approval under either Finding #1 or Finding #2.

In regards to providing an evaluation of the waiver in accordance with Sec. 34-1120 (6) (c): "The director shall provide the planning commission with an evaluation of the proposed modification or waiver that considers the potential for soil erosion, sedimentation and water pollution in accordance with current provisions of the Commonwealth of Virginia Erosion and Sediment Control Handbook and the Virginia State Water Control Board best management practices, and, where applicable, the provisions of Chapter 10 of the City Code. The director may also consider other negative impacts of disturbance as defined in these critical slope provisions."

This project triggers the City of Charlottesville threshold for requiring both VESCH, and VSMP plans. Since this requires a full review for compliance from the City, and ultimate approval in order to receive a Land Disturbing Permit, the City will have some authority over assuring the project conforms to VESCH, VA SWM BMP, as well as Chapter 10 of the City Code. An evaluation of negative impacts specifically provided in the critical slope provisions follows:

a. Erosion affecting the structural integrity of those features./ b. Stormwater and erosion-related impacts on adjacent properties. It appears as if the development in the proposed conditions will reduce drainage across the steep slopes from existing, helping to preserve onsite and immediately adjacent steep slopes. Most of the erosion of the sensitive features, both onsite and downstream, are affected during construction of the project. While preliminary, the consultant has provided an E&S concept which seems rigorous.

c. Stormwater and erosion-related impacts to environmentally sensitive areas such as streams and wetlands. There will be 202 lf of “intermittent waters of the US” and 0.02 Acres of “Palustrine Emergent Wetlands” that will be totally displaced with the development. There is 0.03 Acres of “Palustrine Scrub-Shrub Wetlands” that is outside the proposed LOD and appears to be preserved in the proposed conditions. See below response to “d” for impacts to downstream sensitive areas.

d. Increased stormwater velocity due to loss of vegetation. The development proposes considerable removal of existing vegetation and a large increase of impervious surfaces. To offset this, there are three SWM facilities proposed. While preliminary, the consultant is claiming that 3 of the 4 outfalls will have a reduced flow in the 10 year storm event. The 4th, will have slight increase. It is presumed future submittals will demonstrate this has been accounted for in accordance with State VSMP requirements (or City staff will not approve it). Note that (very generally), VSMP requirements are that 10-year flows match those of existing conditions, not be reduced below it.

e. Decreased groundwater recharge due to changes in site hydrology. The applicant is claiming that all 3 SWM facilities will provide groundwater recharge. It is unlikely, based on existing soil types, the selected facility locations, and the large amount of compacted fill necessary to bring the SWM areas to grade, that there will be any substantial groundwater recharge to offset the reduction caused by the extensive grading and additional impervious.

f. 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. Staff would tend to agree that “natural beauty and visual quality” of the site is lacking in existing conditions. While hard to quantify, there will be some habitat loss caused by the removal of the “intermittent stream” and “Palustrine Emergent Wetlands”

It is challenging for City staff to provide insightful engineering concerns or comments without engineered plans at this stage. While the plans have not been submitted for review by PWE staff as a “Final Site Plan”, usually the focus of the Critical Slopes waiver request review is on the post-development SWM scheme yet provided and any Erosion and Sediment control sequencing issues that can be identified. There are limited sequencing or constructability concerns from staff at this time based on the information provided. If Planning Commission feels approval of this Critical Slope Waiver is worthwhile, the following “boilerplate” comments should be required, at a minimum:

- 1) Site Plans (VESCP Plans) should include, at a minimum, 4 stages/phases of ESC controls. The first phase shall include “Initial/Preliminary Controls”. Outfalls from any proposed traps shall be established with rigorous independent ESC controls, early in the sequence, prior to the establishment of a sediment trap and associated conveyances.
- 2) Any channels/diversions that convey ‘clear’ water shall be stabilized with sod on the ‘clear water’ side immediately after installation.
- 3) “Super Silt Fence” (chain linked backing) shall be installed where perimeter silt fence is specified.

- 4) Any disturbance occurring outside of conveyances to the trap, in either sequence or space, planned or unforeseen, shall be immediately stabilized with sod (for pervious areas, utilities should have other "same day stabilization").
- 5) At no time shall concentrated water be directed toward the critical slopes without adequate conveyance down and beyond the slopes to an acceptable outfall.

There is also language in the applicant's waiver request regarding providing more water quality than is 'required': "The SWM facilities have been designed to also provide water quality (approximately 25% more than required)".

In Charlottesville, there is no requirement that *any* onsite water quality be provided with a project. Rather, each regulated project calculates its required annual Phosphorus removal requirement (in lbs), and provides that through onsite water quality or purchases of nutrient credits. It is common in Charlottesville that nutrient credits are purchased which does not benefit local waters/ecosystems (generally, within the City limits). City Engineering Staff is always pleased to see onsite water quality proposed, especially those providing more than required. If the Planning Commission would like to memorialize this as a requirement, the following language is suggested:

1. To document the landowner's representation regarding onsite water quality measures, the Final Plan will include a Virginia Stormwater Management Plan that includes a design for onsite water quality provided by a facility, OR facilities that are either 1) designed in accordance with the BMP Clearinghouse "2013 Draft Design Specifications for Practices 1-15", or 2) proprietary Manufactured Treatment Device(s) approved by DEQ as of the date the Final Plan is submitted. The facility or facilities should provide 125 percent of the onsite Phosphorus removal required by the Virginia Water Quality requirements for the development. Compliance with the 125 percent will be demonstrated by accurate project data set forth within a completed VRRM spreadsheet for the project.

Neighborhood Development Services Planning Department: The General Land Use Plan of the 2021 Comprehensive Plan calls for the Subject Properties to be Neighborhood Mixed Use Corridor and Neighborhood Mixed Use Node. The majority of the site is designated as Neighborhood Mixed Use Node. This designation calls for compact neighborhood centers that encompass a mix of land uses arranged in smaller scale buildings. The form will respond to existing residential, environmental, historic contexts. This land use district will be comprised of a walkable grid of streets, civic amenity spaces, and an intensive mix of uses. Height should be allowed up to five (5) stories. Uses should include commercial, employment, and residential in the same building. Inclusionary zoning should be implemented to support affordably housing. A small portion of the development will fall under the Neighborhood Mixed Use Corridor. This designation calls for neighborhood-scaled mixed use areas arranged along corridors that support existing residential districts. The form should respond to existing residential, environmental, and historic context. Height should allow up to five (5) stories. Uses should include commercial, employment, and residential in small multi-unit and live-work unit buildings. Inclusionary zoning should be implemented to support affordably housing.

Staff finds that the subject properties could be developed without impacting critical slopes, but

would be developed in such a way that many of the 2021 Comprehensive Plan goals would not be met. Connectivity and walkable streets on the site would be hard to achieve without impacting critical slopes. Previous attempts to develop the site without impacting critical slopes included two large apartment buildings on site (one on the east side and one on the western side) without new public streets or connection to the surrounding neighborhood. This previous layout would be permissible under the current code but would not achieve or further the goals of the comprehensive plan. Although what is currently being proposed does not meet all the goals stated in the comprehensive plan (such as a greater mix of uses, a better transition to the surrounding historic neighborhood in regard to scale, and the inclusion of civic amenity space) it would meet more of them than two large apartment buildings. Some of the goals that could be met by this development included a walkable grid of streets, a compact neighborhood center with an arrangement of smaller scaled buildings, and inclusion of affordable housing (see the Office of Community Solutions for more information on the affordable housing aspect of this applicant.) that is not required for by-right development.

City Manager Office of Community Solutions: The application has been revised as follows: The number of proposed affordable housing units has been reduced from 6% (8 units) to 5% (7 units). There is no additional information as to unit types that will be affordable (i.e. rental vs. homeownership), affordability level, or length of affordability. The revised application proposes:

- 5% of the total number of dwelling units shall be dedicated to affordable housing, meeting the City affordable housing requirements.
 - 130 total residential units * 5% = 7 units
 - 7 residential units are proposed to be dedicated as affordable housing units.
 - Note: No affordable housing is required for this project.
- The mix of unit types has been revised from 118 multi-family condominiums and 12 single-family attached townhouses to 110 condominium units and 20 apartment units (total of 130 residential units has not changed).

Current Site Conditions: Existing structures and vacant lots

Will any existing affordable housing units be removed? Unknown; plans state all existing uses are commercial uses. If yes, how many? Unknown

- The existing conditions survey (dated 3/15/22) within the development application is showing a structure on the property located at 731 Walnut Street, however, on the GIS aerial it appears that this is a vacant lot. The applicant has provided a response to this concern stating:
 - “The lot 731 Walnut Street contained a residential home, per documentation dated 2008. This is consistent with City GIS mapping. At some point in the past 14 years this residential home was removed, which is consistent with City GIS aerials dated 2018.”

Office of Community Solutions Staff Analysis:

The table below provides information relative to the 2022 HUD guidelines for Income Limits, as well as additional information regarding realistic housing/income data. The HUD Income Limits will be based on the HUD guidelines for that year that the Certificate of Occupancy for the affordable unit(s) is issued.

Year	Income Limits / AMI								
	Median Family Income	Persons in Family							
		1	2	3	4	5	6	7	8
2022	\$111,200								
Extremely Low Income (30%)		22,020	25,170	28,320	31,440	33,960	36,480	39,000	41,520
Very Low Income (50%)		36,700	41,950	47,200	52,400	56,600	60,800	65,000	69,200
Low Income (80%)		58,720	67,120	75,520	83,840	90,560	97,280	104,000	110,720
Approximate monthly income available for housing @25%* (@ 80% AMI)		1,223	1,398	1,573	1,747	1,887	2,027	2,167	2,307
*25% of gross monthly income calculated to approximate allowance for rent plus utilities									

In this particular application, the proposed development application does not trigger Section 34-12 of the City code, therefore the applicant is not required to provide affordable dwelling unit(s) as part of the project. However, the applicant is offering “7 residential units are proposed to be dedicated as affordable housing units.”

The Office of Community Solutions offers the following comments as to this application:

- The existing conditions survey submitted with the application is not accurate.
- Pursuant to Section 34-12, "affordable dwelling units" means dwelling units that are affordable to households with incomes at not more than 80% of the area median income and that are committed to remain affordable for a term of not more than thirty (30) years. There has been recent discussion regarding affordable dwelling units that are affordable to households with incomes at not more than 60% of the area median income, with an affordability period of 99 years. The application is not clear as to:
 - Which of the residential units will be affordable – homeownership vs. rental units
 - The level of affordability
 - The length of affordability
- There has been no timeframe provided as to completion of the required affordable units in conjunction with the development of the remainder of the residential units.
- An acceptable marketing plan on how to market the designated affordable units should be provided to the City’s Office of Community Solutions prior to the issuance of the permit for development of the units. The marketing plan should provide detailed information on how

the developer/owner will market the property, including non-discrimination of prospective tenants on the basis of race, creed, religion, color, sex, age, national origin, or source of income.

- When completed and occupied, developer shall provide an annual report on affordability compliance for the affordable unit(s) on a template provided by the City's Office of Community Solutions.

Staff Analysis 34-1120(b)(d)(ii) Application Finding #2 :

Because the area could be developed, by-right, on existing lots or record, staff determines findings II are not applicable.

Staff Recommendation

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

Purpose and Intent of the Critical Slope Provisions

The purpose and intent of the critical slope provisions in Section 34-1120(b)(1) are to protect topographic features whose disturbance may cause negative impacts including:

Location of building site(s). The code allows for the disturbance of critical slopes for driveways, public utility lines and appurtenances, stormwater management facilities and any other public facilities (streets) necessary to allow the use of the parcel and shall not be required to be located within a building site and shall not be subject to the building site area and dimension requirements. With this in mind, does Planning Commission feel the location of the building site(s) for Building #3, #5, #6, #8 appropriate in relation to impact on critical slopes?

Loss of tree canopy and wildlife habitat that contribute to the natural beauty and visual quality of the community. Any site plan that is approved for this development will be required to meet the minimum tree canopy requirements as outlined in Section 34-869. Although a subject properties are not considered forested due to previous development and use of the site, the critical slopes in the center and on the northern edge do contain mature trees. These trees will be lost if the critical slope waiver is granted and the subject properties are developed as presented in this application. As presented, staff see no opportunity for any meaningful tree preservation.

Recommended Conditions

Public Works Engineering has outlined the following considerations if an affirmative recommendation is provided to City Council:

1. Site Plans (VESCP Plans) should include, at a minimum, 4 stages/phases of ESC controls. The first phase shall include "Initial/Preliminary Controls". Outfalls from any proposed

traps shall be established with rigorous independent ESC controls, early in the sequence, prior to the establishment of a sediment trap and associated conveyances.

2. Any channels/diversions that convey 'clear' water shall be stabilized with sod on the 'clear water' side immediately after installation.
3. "Super Silt Fence" (chain linked backing) shall be installed where perimeter silt fence is specified.
4. Any disturbance occurring outside of conveyances to the trap, in either sequence or space, planned or unforeseen, shall be immediately stabilized with sod (for pervious areas, utilities should have other "same day stabilization").
5. At no time shall concentrated water be directed toward the critical slopes without adequate conveyance down and beyond the slopes to an acceptable outfall.
6. To document the landowner's representation regarding onsite water quality measures, the Final Plan will include a Virginia Stormwater Management Plan that includes a design for onsite water quality provided by a facility, OR facilities that are either 1) designed in accordance with the BMP Clearinghouse "2013 Draft Design Specifications for Practices 1-15", or 2) proprietary Manufactured Treatment Device(s) approved by DEQ as of the date the Final Plan is submitted. The facility or facilities should provide 125 percent of the onsite Phosphorus removal required by the Virginia Water Quality requirements for the development. Compliance with the 125 percent will be demonstrated by accurate project data set forth within a completed VRRM spreadsheet for the project.

Suggested Motions

1. "I move to recommend approval of the critical slope waiver for Tax Map and Parcel 570020000, 570002100, 570004000, 570006000, 570007100, 570007300, 570007500, 570007700, 570007900, 570002000, 570003000, 57005000, 570007000, 570007200, 570007400, 570007600, 570007800, and 570010000, 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)
2. "I move to recommend denial of the steep slope waiver for Tax Map and Parcel 570020000, 570002100, 570004000, 570006000, 570007100, 570007300, 570007500, 570007700, 570007900, 570002000, 570003000, 57005000, 570007000, 570007200, 570007400, 570007600, 570007800, and 570010000.

Attachments

- A. Application and Narrative
- B. Critical Slope Exhibit
- C. Wetland Delineation Report

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: Collins Engineering
200 Garrett Street, Suite K
Charlottesville, VA 22902

Property Owner: Belmont & Carlton Holdings, LLC
PO Box 1467
Charlottesville, VA 22902

Project Description: What are you proposing to do on this site?

The applicant is looking to construct 130 multi-family condominiums and apartments on the site, along with 8,750 SF of Commercial Retail/Office. (110 condominium units and 20 apartment units). The site includes existing city Right of way that will be improved with the project for the development of the street grid and proposed neighborhood. New City ROW is also proposed to be dedicated to the City of Charlottesville, creating additional City Streets within the City street grid. An outdoor 20,000sf amenity area is also proposed with the project. This space will be open to the community and adjacent neighborhoods.

Existing Conditions: The existing conditions of the site is currently industrial businesses and operations. Most of the site is currently paved or developed. There is an existing stream and outfall that bifurcates much of the site with manmade critical slopes around the outfall and above the streams.

Total Site Area: 6.193 acres

Zoning (if applying for rezoning-please note existing and intended change):

The current zoning on the development area on the property is NCC (Neighborhood Commercial Corridor). The zoning for the adjacent lot located on Spruce Street providing a street connection to the adjacent neighborhood is R-2, and this lot density is not included in the project.

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:

43,042 SF (0.988 acres) – 15.95% of the site

Total Critical Slope Area:

Critical slopes make up 0.988 acres of the site's 6.193 acres, or 15.95 % of the site area. Note, there are 0.365 acres of offsite critical slopes on the adjacent properties that are connected to the Critical slopes on this property being impacted. These offsite slopes are not proposed to be impacted with this proposed development.

*If critical slopes extend beyond property line, quantify total critical slope area as well as provide area of critical slope that falls within site area.

Critical Slope Area Disturbed:

0.862 acres of the total critical slope area identified above will be disturbed, or 86.4% of the total critical slope area. Proposed critical slope area to be disturbed is 13.92 % of the site area.

Note: of the 0.862 acres of critical slopes being disturbed, 0.299 acres are exempt impacts for streets and driveways. Therefore, the total critical slope impacts to the project (which are not exempt) are 0.563 acres, which is 65.3% of the critical slope area that is not exempt that is being impacted with this project and 9.1% disturbance of non-exempt critical slopes of the total site area.

*Critical Slope Exhibit: Survey indicating location and area of critical slopes and what portions of critical slopes are proposed to be disturbed. Survey should be prepared, sealed, signed and dated by a professional engineer or land surveyor licensed to practice within the Commonwealth of Virginia.

Attachment A

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)

This development is proposing to construct 7 affordable units (5% of the overall density of the project). Affordability is not a requirement with the by-right project, but the developer is proposing to build onsite (7) affordable units to be included in the city’s affordable housing program. In addition, the proposed development includes stormwater management for the site. Currently, the majority of the site is impervious surfaces which flow directly to the existing stream to the north of the site with no stormwater management in place. This development is proposing to install three SWM facilities. Two facilities will collect the run-off, attenuate the flows and release rate of the run-off to the stream. The third facility will be a bioretention basin, which will help mitigate the loss of the existing wetlands. The bioretention basin will also promote wildlife habitat through its planting plan and water retention. The site will be designed to control stormwater management and erosion while creating the primary public benefit of providing additional new affordable housing units for Charlottesville. The proposed facility will also provide 25% more nutrient credits than required for the project to meet State SWM requirements. The underground detention facility within the amenity area will be a system with perforated pipes gravel storage area. This system will provide some additional recharge of the groundwater for the project for the drainage area not outfalling through the bioretention facility. The perforated pipes and gravel storage area will allow some of the run-off to filter back into the ground in lieu of the outfall pipe. This UGD system also receives approximately 2.7 acres of offsite drainage from the adjacent properties. The design of the perforated UGD facility will provide some groundwater recharge for the portion of the property not outfalling through the bioretention facility and for a large area of offsite development that currently outfalls through the property.

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.

The majority of the existing critical slopes are manmade slopes, created with the grading for the existing businesses and site improvements. The existing outfall and stream on the property bifurcates the property with the critical slopes, creating an existing disjointed development. The proposed development includes the extension of the existing city streets

to create a grid network for the neighborhood development, connecting the areas together. This includes the impacts to these critical slopes to set up the overall development and street grids, as shown on the application plan. This grid system connects to the existing city streets and there is a connection proposed to the adjacent neighborhood. In addition, the right of way for Holly street has been shifted onto the property for the extension of this City street. There currently is an existing stream within the Holly street right of way. This stream shall remain, and shifting Holly Street to the east allows for the construction of the city street grid system while preserving some of the existing streams on the property. The active Greenspace amenity area proposed with this development (20,000 sf) is providing usable greenspace and open space to the development and the adjacent neighborhoods. This area is now designed as a focal point of the development and meeting area/recreational area for the neighborhoods, instead of dividing the property as it currently does in the existing conditions.

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.

Most of the critical slopes on the site, which are generally manmade slopes created from the existing businesses and site improvements as noted above, are located along the swales and stream located on the property. The run-off from the existing impervious areas currently drain directly to the critical slopes and streams surrounding the existing development. With the proposed development, the run-off from the property will be captured and detained within the onsite SWM facilities and the run-off will be released back into the stream below the site at controlled rates to help prevent downstream erosion of the stream and critical slopes. As mentioned above, currently there are no stormwater management facilities on the property to control the run-off release from the existing impervious areas. The proposed SWM facilities will help protect the remaining critical slopes and streams below the development by detaining and treating the runoff before releasing it from the site.

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

The Belmont development is proposing to capture the run-off from the site and detain it within the onsite stormwater management facilities. This will help control the run-off for the properties below this site.

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

The impacts to the stream and wetlands on the property is associated with the development of the roadways and proposed City street grid system for the neighborhood. While one of the streams below an existing outfall will be impacted, another stream is being preserved with the shift of the existing right of way into the development area. Erosion and stormwater management facilities are proposed to protect the downstream property and streams from impacts with the build-out of the development, by capturing the run-off, detaining it, and releasing it at a controlled rate.

4. Increased stormwater velocity due to loss of vegetation.

The increase of stormwater velocity on the site due to loss of vegetation will be heavily

Attachment A

mitigated with the onsite stormwater management facilities. Right now, the entire site is being released to the streams. This development has a minor increase in the overall impervious area on the site, but captures and retains all the run-off in the onsite stormwater management facilities. The SWM facilities have been designed to also provide water quality (approximately 25% more than required).

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

No impacts to groundwater recharge are anticipated with the redevelopment of the site. To help promote groundwater recharge, a bioretention basin is proposed. The bioretention basin's engineered filter media, stone bedding and perforated underdrains will recharge the groundwater beneath the facility. In addition, the UGD facility designed in the open space area include perforated pipes and gravel storage areas for the underground detention. This system will allow some of the run-off to infiltrate into the ground prior to be released through the outfall pipes. This system also collects approximately 2.7 acres of offsite drainage that will be detained and released at controlled rates or through infiltration.

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 areas proposed for redevelopment are not a natural or forested area. The site is primarily developed as an industrial site. To help mitigate the impacts from the removal of the wetlands, a bioretention basin is proposed. The bioretention basin will promote wildlife habitat through its planting plan and groundwater recharge. In addition, substantial landscaping will be installed around the perimeter of the site, within the greenspace amenity areas, and along the proposed city streets.

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

Belmont Condominium Critical Slopes Waiver Application Plan

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:

Attachment A

Engineer's Comments/Recommendations:

BELMONT CONDOMINIUMS

CRITICAL SLOPES WAIVER REQUEST

CITY OF CHARLOTTESVILLE, VIRGINIA

PROJECT SITE INFO:

TMP: 57002000 (2.594 AC) 570002000 (0.914 AC)
 570002100 (0.343 AC) 570003000 (0.118 AC)
 570004000 (0.118 AC) 570005000 (0.123 AC)
 570006000 (0.213 AC) 570007000 (0.121 AC)
 570007100 (0.116 AC) 570007200 (0.119 AC)
 570007300 (0.119 AC) 570007400 (0.117 AC)
 570007500 (0.116 AC) 570007600 (0.153 AC)
 570007700 (0.116 AC) 570007800 (0.116 AC)
 570007900 (0.121 AC) 570010000 (0.160 AC)
 UNIMPROVED (NON-CITY DEDICATED RIGHT OF WAY) - 0.556 AC
 NOTE: TMP 570010000 IS INCLUDED WITH THE FINAL SITE PLAN APPLICATION FOR THE PROPOSED OFFSITE GRADING AND IMPROVEMENTS ON THE ADJACENT PROPERTY ASSOCIATED WITH THIS FINAL SITE PLAN.

ADDRESS: GARDEN STREET
 CHARLOTTESVILLE, VA 22902

ZONING: NCC (NEIGHBORHOOD COMMERCIAL CORRIDOR) AND R-2 (RESIDENTIAL)

ACREAGE: 6.193 AC TOTAL (PROJECT AREA AND ACREAGE DOES NOT INCLUDE ANY CITY DEDICATED RIGHT OF WAY OR TMP 570010000 - SEE PLAT ON SHEET 3)

D.B./PG.: 1070/445

EXISTING USE: COMMERCIAL USES

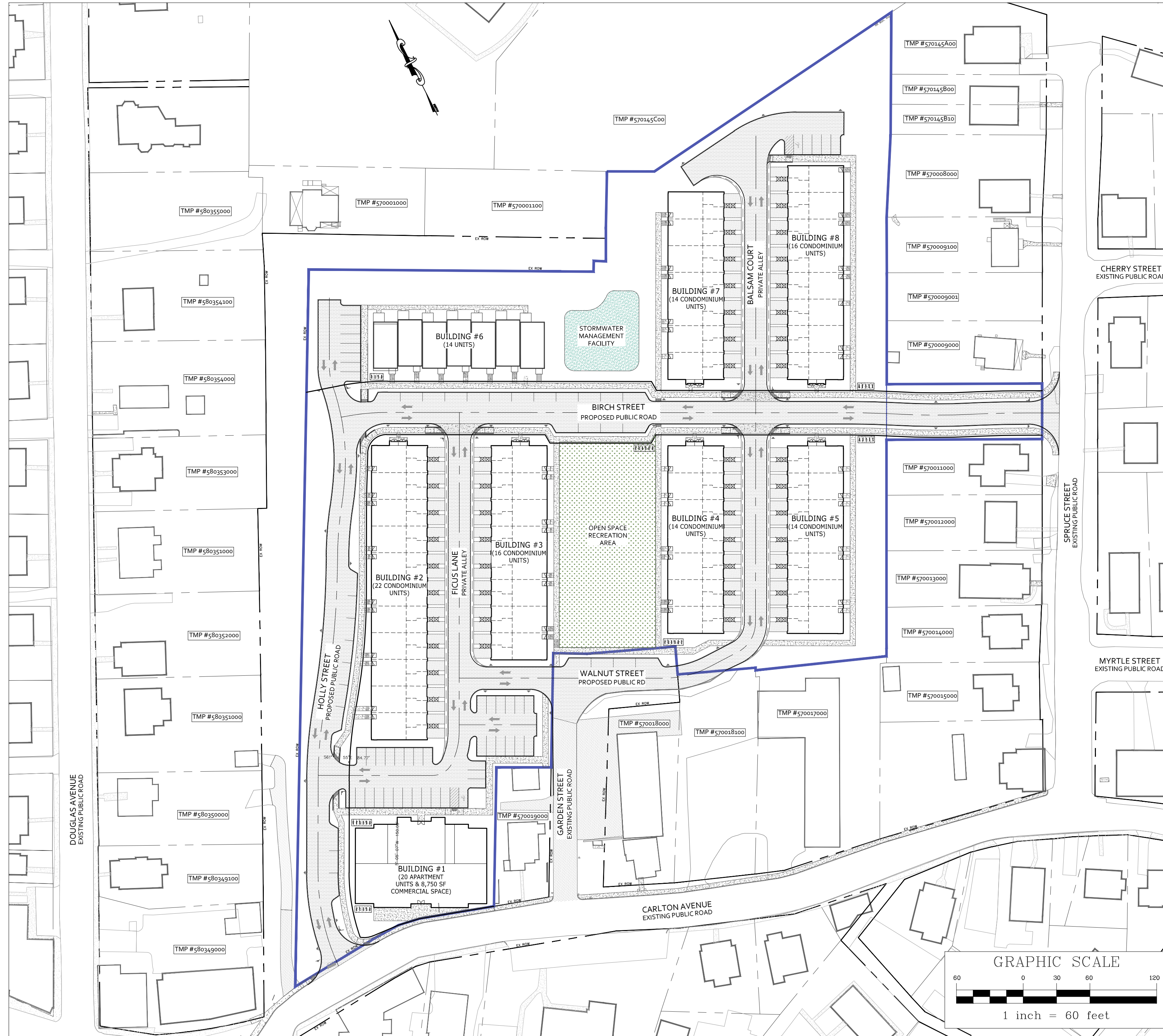
PROPOSED USE: 8,750 COMMERCIAL SPACE AND 130 MULTI-FAMILY RESIDENTIAL UNITS (20 APARTMENT UNITS & 110 CONDOMINIUM UNITS)

OWNERS: BELMONT & CARLTON HOLDINGS, LLC
 PO BOX 1467
 CHARLOTTESVILLE, VA 22902
 SPRUCE STREET INVESTMENTS, LLC
 600 E WATER ST
 CHARLOTTESVILLE, VA 22902

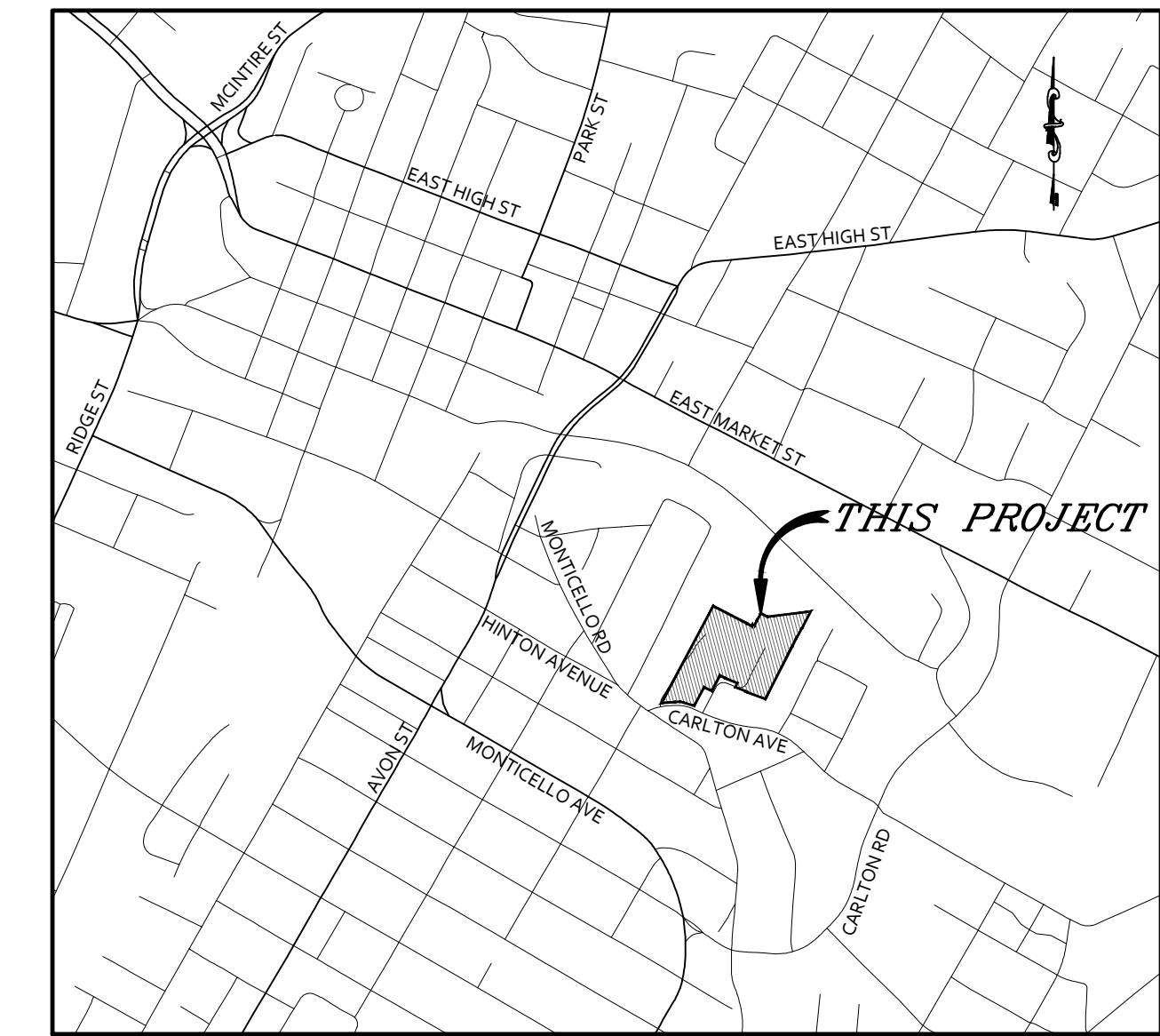
DEVELOPER: RIVERBEND DEVELOPMENT, INC
 455 2ND STREET SE, SUITE 201
 CHARLOTTESVILLE, VA 22902
 (434) 245-4970

ENGINEER: COLLINS ENGINEERING, INC
 200 GARRETT STREET, SUITE K
 CHARLOTTESVILLE, VA 22902
 (434) 293-3719

AFFORDABLE HOUSING:
 5% OF THE TOTAL NUMBER OF DWELLING UNITS SHALL BE DEDICATED TO AFFORDABLE HOUSING, MEETING THE CITY AFFORDABLE HOUSING REQUIREMENTS.
 130 TOTAL RESIDENTIAL UNITS * 5% = 7 UNITS
 7 RESIDENTIAL UNITS ARE PROPOSED TO BE DEDICATED AS AFFORDABLE HOUSING UNITS.
 NOTE: NO AFFORDABLE HOUSING IS REQUIRED FOR THIS PROJECT.



SHEET LAYOUT
 SCALE: 1" = 60'



VICINITY MAP
 SCALE: 1" = 1000'

Sheet Number	Sheet Title
1	COVER
2	GENERAL PROJECT NOTES
3	EXISTING CONDITIONS
4	OVERALL DEVELOPMENT PLAN
5	PROPOSED LAYOUT & CRITICAL SLOPES IMPACTS PLAN
6	PROPOSED GRADING & CRITICAL SLOPES IMPACT PLAN
7	OVERALL EROSION & SEDIMENT CONTROL PLAN
8	PRE-DEVELOPMENT STORMWATER MANAGEMENT PLAN
9	POST-DEVELOPMENT STORMWATER MANAGEMENT PLAN
TOTAL SHEETS	

SIGNATURE PANEL
 DIRECTOR, _____
 NEIGHBORHOOD DEVELOPMENT
 CITY ENGINEER, _____
 NEIGHBORHOOD DEVELOPMENT

9VAC25-870-66: CITY OF CHARLOTTESVILLE-OUTFALL TABULATION CHART																					
Outfall Designation	LOA Designation	Receiving Channel	Compliance Method	DA (Acres)	Offsite Contribution (Acres)	EXISTING							PROPOSED								
						CN	Tc (min)	Q ₁ (cfs)	Q ₂ (cfs)	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)	Runoff Volume (V, / RV)	Runoff Volume (Units)	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q ₁ (cfs)	Q ₂ (cfs)	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)
1 (DA 1A)	POA 'A'	Natural	B.3.a & C.2.b	4.82	75	0.22 hrs.	7.41	10.77	22.00	-	0.97	in.	6.21	86	0.19 hrs.	3.74	11.09	24.00	49.49	1.69	in.
3 (DA 1C)	POA 'A'	Natural	B.3.a & C.2.b	0.28	97	0.10 hrs.	1.19	1.47	2.30	-	2.70	in.									
2 & 4 (DA 1B)	POA 'B'	Manmade	B.3.a & C.2.b	1.44	85	0.11 hrs.	3.63	4.88	8.76	-	1.60	in.	1.72	96	0.10 hrs.	1.88	4.65	8.53	18.17	2.56	in.
5 (DA 1E)	POA 'B'	Manmade	B.3.a & C.2.b	0.60	68	0.13 hrs.	0.59	0.92	2.12	-	0.62	in.	0.77	62	0.10 hrs.	0.48	0.82	2.13	-	0.39	in.
6 (DA 2)	POA 'C'	Natural	B.3.a & C.2.b	4.97	74	0.18 hrs.	7.37	10.78	22.22	-	0.94	in.	3.41	69	0.18 hrs.	3.68	5.68	12.72	-	0.68	in.
TOTAL				12.11																	

CITY OF CHARLOTTESVILLE-LAND DISTURBANCE MS4 REPORTING CHART										
BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
Bioretention Basin	Spec. #9	2	38.025841	-78.472399	2.02	1.62	0.4	3.38	020802040401	
TOTAL LOD (AC)					6.66					
TOTAL P REMOVED BY BMP'S (LBS)					3.38					
TOTAL P CREDITS PURCHASED (LBS)					0.00					
TOTAL P CREDITED TO PROJECT (LBS)					3.38					
TOTAL P REQUIRED (LBS)					2.69					
*LAND DISTURBING #										
*SWM BOND RELEASE DATE										

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

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



REVISIONS	
REVISION DESCRIPTION	DATE
INITIAL PLAN SUBMITTAL	3/15/22
REVISED PER LAYOUT CHANGES	9/1/22

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

BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

COVER

PROJECT SHEET

JOB NO. 202201
 SCALE AS SHOWN
 SHEET NO. 1

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* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

PROJECT DATA:

- OWNERS:**
 - BELMONT & CARLTON HOLDINGS, LLC
PO BOX 1467
CHARLOTTESVILLE, VA 22902
TELEPHONE NUMBER: (434)245-4970
 - DEVELOPER:
RIVERBEND DEVELOPMENT, INC
455 2ND STREET SE, SUITE 201
CHARLOTTESVILLE, VA 22902
TELEPHONE: (434) 245-4970
EMAIL: alan@riverbenddev.com
- SPRUCE STREET INVESTMENTS, LLC
600 E WATER STREET
CHARLOTTESVILLE, VA 22902
TELEPHONE NUMBER: NOT AVAILABLE TO THE PUBLIC
- THESE PLANS HAVE BEEN PREPARED BY:
COLLINS ENGINEERING, INC
200 GARRETT STREET, SUITE K
CHARLOTTESVILLE, VA 22902
TELEPHONE: (434) 293-3719
EMAIL: scott@collins-engineering.com

- SURVEY:**
 - TOPOGRAPHY AND BOUNDARY OF THE SITE WERE PROVIDED BY ROUDABUSH, GALE, AND ASSOCIATES INC 2018. SURVEY AND TOPOGRAPHY WAS UPDATED IN SEPTEMBER, 2018 AND JANUARY, 2019. TOPO IS FIELD SURVEYED, TOPOGRAPHY SHOWN AT 2' INTERVALS. THE MISS UTILITY NUMBER IS #A82360289-00A.
 - EXISTING ZONING: NCC (NEIGHBORHOOD COMMERCIAL CORRIDOR) AND R-2 (RESIDENTIAL) FOR PROPERTY ALONG SPRUCE ST.-TMP 570010000
 - MAXIMUM ALLOWED BUILDING HEIGHT: 45' (BY-RIGHT MAXIMUM BUILDABLE HEIGHT)
 - MINIMUM REQUIRED SETBACKS:
PRIMARY STREET FRONTAGE - NO MINIMUM REQUIRED; 10' MAXIMUM
LINKING STREET FRONTAGE - NONE REQUIRED
SIDE AND REAR - 10' MINIMUM (ADJACENT TO LOW DENSITY RESIDENTIAL DISTRICT)
SIDE AND REAR - NONE REQUIRED (ADJACENT TO ANY OTHER ZONING DISTRICT)
 - TAX MAP PARCEL NUMBERS:

TMP 570020000 - 2.594 AC	TMP 570002000 - 0.914 AC	TMP 570003000 - 0.118 AC
TMP 570004000 - 0.118 AC	TMP 570005000 - 0.123 AC	TMP 570006000 - 0.23 AC
TMP 570007000 - 0.121 AC	TMP 570007100 - 0.116 AC	TMP 570007200 - 0.119 AC
TMP 570007300 - 0.119 AC	TMP 570007400 - 0.117 AC	TMP 570007500 - 0.116 AC
TMP 570007600 - 0.153 AC	TMP 570007700 - 0.116 AC	TMP 570007800 - 0.116 AC
TMP 570007900 - 0.121 AC	TMP 570002100 - 3.43 AC	TMP 570010000 - 0.160 AC
 - UNIMPROVED (NON-CITY DEDICATED RIGHT OF WAY) - 0.556 AC
NOTE: TMP 570010000 IS INCLUDED WITH THIS SITE PLAN APPLICATION FOR THE PROPOSED ROW, UTILITY & GRADING IMPROVEMENTS ON THE PROPERTY ASSOCIATED WITH THIS FINAL SITE PLAN. THE PROPERTY IS NOT INCLUDED IN THE OVERALL DENSITY CALCULATIONS. TOTAL - 6.193 AC (PROJECT AREA & ACREAGE DOES NOT INCLUDE ANY CITY DEDICATED ROW OR TMP 570010000) - SEE SHEET 3

- USGS DATUM: NAD 83 (1994)
- LOCATION/ADDRESS OF PROJECT: GARDEN STREET, CHARLOTTESVILLE, VA 22902
- BUILDING HEIGHT PROPOSED: MAXIMUM HEIGHT OF 45'
- PROPOSED USE: 8,750 SF OF COMMERCIAL SPACE & 130 MULTI-FAMILY RESIDENTIAL UNITS (20 APARTMENT UNITS & 110 CONDOMINIUM UNITS)
- DENSITY: 130 UNITS / 1.33 ACRES = 21 DUA (INCLUDING 0.54 ACRES OF R/W TO BE DEDICATED TO THE CITY)
- TOTAL ACREAGE OF SITE: 6.193 ACRES TOTAL (INTERIOR LOT LINES TO BE VACATED)
- TOTAL ACREAGE OF LAND DISTURBANCE: 6.66 ACRES (INCLUDING AREA WITHIN CITY RIGHT OF WAY)
- DEVELOPMENT PHASING: PROJECT CURRENTLY PROPOSED TO BE DEVELOPMENT IN ONE PHASE
- CRITICAL SLOPES: SEE SHEETS 5 & 6 FOR A FULL CRITICAL SLOPE ANALYSIS
- TOTAL ON-SITE CRITICAL SLOPE AREA = 43,042 SF (0.9888 AC)
- TOTAL ON-SITE PROPOSED CRITICAL SLOPE IMPACT AREA = 37,589 SF (0.862 AC) - 87.2% OF CRITICAL SLOPES ON-SITE IMPACTED
- NOTE: OF THE ON-SITE PROPOSED CRITICAL SLOPE IMPACT AREA, 34.7% (0.299 AC) ARE EXEMPT FOR DRIVEWAYS & ROADWAY CONNECTIONS.
- VEHICLE PARKING:
REQUIRED PARKING FOR COMMERCIAL SPACE: 3.5 SPACES PER 1,000 SF OF GFA
8,750 SF / 1,000 SF = 8.75 * 3.5 = 31 SPACES REQUIRED
REQUIRED PARKING FOR MULTIFAMILY DWELLINGS: 1 SPACE PER UNIT (w/ 1&2 BEDROOMS) & 2 SPACES PER UNIT (w/ 3&4 BEDROOMS)
90 (1&2 BEDROOM UNITS) x 1 SP/UNIT + 40 (3&4 BEDROOM UNITS) x 2 SP/UNIT = 170 SPACES REQUIRED
TOTAL REQUIRED PARKING SPACES = 201 SPACES
PROPOSED PARKING: 192 SPACES (1 GARAGE + 1 DRIVEWAY SPACE PER CONDO UNIT) + 78 SURFACE & STREET SPACES = 270 TOTAL SPACES

- BICYCLE PARKING:
REQUIRED PARKING: 74 BICYCLE PARKING SPACES TOTAL
1 STORAGE BICYCLE PARKING SPACE FOR EVERY (2) MULTIFAMILY DWELLING UNITS = 130 PROPOSED DWELLING UNITS / 2 = 65 BICYCLE STORAGE SPACES REQUIRED
1 STORAGE BICYCLE PARKING SPACE FOR EVERY 1,000 SF OF PUBLIC SPACE = 8,750 SF / 1,000 = 9 BICYCLE STORAGE SPACES
PROPOSED PARKING: 74 BICYCLE RACK SPACES
NOTE: IN ADDITION, GARAGES PROVIDE BIKE PARKING SPACES FOR THE RESIDENTIAL UNITS.
- RECREATION AREA: 16,000 SF (0.37 AC) DEDICATED RECREATION SPACE
- STORMWATER MANAGEMENT AND STORM DRAINAGE:
THE EXISTING SITE IS PRIMARILY IMPERVIOUS. THE PROPOSED DEVELOPMENT WILL INCREASE THIS IMPERVIOUS AREA AND WILL MITIGATE THE INCREASES IN RUNOFF VIA TWO UNDERGROUND DETENTION SYSTEMS (STORMWATER QUANTITY) AND ONCE BIORETENTION BASIN (STORMWATER QUALITY).
- STREAM BUFFER: THE DEVELOPMENT OF THIS PROPERTY DOES NOT IMPACT A STREAM BUFFER.
- FLOODPLAIN: THERE ARE NO FLOODPLAIN LIMITS WITHIN THE SUBJECT PROPERTY PER FEMA MAP #51003c0288d, PANEL #0288d DATED FEBRUARY 4, 2005.
- AREAS DEDICATED TO PUBLIC USE: CURRENTLY, THERE IS NO LAND ON THIS PROPERTY THAT IS PROPOSED TO BE DEDICATED TO PUBLIC USE, EXCEPT FOR THE PROPOSED RIGHT-OF-WAY.
- IMPERVIOUS AREA SUMMARY (BOUNDARY DEFINED BY THE PROPOSED LIMITS OF DISTURBANCE):

	PRE-DEVELOPMENT	POST-DEVELOPMENT	
BUILDINGS	17,000 SF	BUILDINGS	73,450 SF
ROAD, PARKING, DRIVEWAYS, & SIDEWALK	109,950 SF	ROADS, ALLEYS, AND PARKING	99,075 SF
COMPACTED GRAVEL OR RIPRAP	5,275 SF	DRIVEWAYS	16,320 SF
TOTAL	132,225 SF	SIDEWALKS AND CONCRETE	12,825 SF
		COMPACTED GRAVEL OR RIPRAP	475 SF
		FACTOR OF SAFETY IMPERVIOUS AREAS	2,500 SF
		TOTAL	204,645 SF

- PUBLIC UTILITIES: THE SITE WILL BE SERVED BY EXISTING CITY PUBLIC WATER AND SEWER
- A MISS UTILITY TICKET DESIGN NUMBER WAS GENERATED WITH THESE PLANS. THE TICKET NUMBER IS A207400944.
- SIGNAGE: SITE SIGNAGE WILL BE PROVIDED IN A SEPARATE DESIGN.
- INGRESS & EGRESS: ACCESS TO THIS PROPERTY SHALL BE PROVIDED BY TWO ENTRANCES OFF CARLTON AVENUE AND ONE ENTRANCE OFF SPRUCE STREET AS SHOWN ON THE SITE PLAN SHEET. AN ADDITIONAL PEDESTRIAN ACCESS IS PROPOSED TO CONNECT TO THE ADJACENT NEIGHBORHOOD.
- LIGHTING PLAN:
A LIGHTING PLAN IS PROVIDED WITH THE FINAL SITE PLAN. ALL PROPOSED LIGHTING SHALL COMPLY WITH CITY OF CHARLOTTESVILLE CODE OF ORDINANCES SECTION 34-978 AND ALL FIXTURES SHALL BE FULL CUT-OFF LIGHT FIXTURES WITH NO SPILLOVER AT THE PROPERTY LINES.
- LANDSCAPING PLAN:
A LANDSCAPING PLAN IS PROVIDED WITH THE FINAL SITE PLAN. ALL PROPOSED LANDSCAPING SHALL COMPLY WITH CITY OF CHARLOTTESVILLE CODE OF ORDINANCES SECTION 34-850.
- SITE TRIP GENERATION (ITE TRIP GENERATION, 10TH EDITION):

	MULTIFAMILY HOUSING (130 UNITS)	GENERAL COMMERCIAL (8,750 SF)	TOTAL
AVERAGE DAILY TRIPS -	952 VPD (476 ENTER / 476 EXIT)	86 VPD (43 ENTER / 43 EXIT)	1,038 VPD (519 ENTER / 519 EXIT)
AM PEAK HOURS -	60 VPH (34 ENTER / 46 EXIT)	10 VPH (9 ENTER / 1 EXIT)	70 VPH (23 ENTER / 47 EXIT)
PM PEAK HOURS -	73 VPH (46 ENTER / 27 EXIT)	10 VPH (1 ENTER / 9 EXIT)	83 VPH (47 ENTER / 36 EXIT)

- EXISTING TRIPS PER DAY (ITE, 10TH EDITION - CODE GENERAL LIGHT INDUSTRIAL FOR 6.22 ACRES) = 341 ADT
- PROPOSED PROJECT CREATES 697 ADDITIONAL VEHICLES PER DAY
- IN ADDITION, DUE TO THE WALKABILITY OF THIS PROJECT TO THE DOWNTOWN AREA, A 20%-30% REDUCTION IN VPD CAN BE EXPECTED FOR THIS PROJECT. THIS WOULD REDUCE THE TOTAL TRIPS TO 727 TO 890 VPD, RESULTING IN A NET INCREASE IN TRAFFIC OF 386 TO 489 VPD.
- EXISTING VEGETATION: MINIMAL EXISTING TREE COVERAGE, SITE IS PRIMARILY PAVED
NOTE: THE SITE CONTAINS EXISTING STREAM AND WETLANDS; HOWEVER, THERE ARE NO STREAM BUFFERS OR FLOODPLAINS ON THE PROPERTY. THIS PROJECT DOES INCLUDE SOME STREAM AND WETLAND IMPACTS AS SHOWN ON SHEET 5.
- STREAM BUFFER MITIGATION PLAN - NOT APPLICABLE
- CONSERVATION PLAN - NOT APPLICABLE
- PAVED PARKING AND CIRCULATION: 67,106 SF (1.54 AC)
- LOT COVERAGE: 4.63 ACRES IMPERVIOUS (74.8% OF SITE) AND 1.56 ACRES OF OPEN SPACE (25.2% OF SITE)
- FIRE FLOW:
FOUR FIRE HYDRANTS ARE PROPOSED. THERE IS ONE EXISTING FIRE HYDRANT APPROXIMATELY 300' TO THE WEST OF THE PROPOSED ENTRANCE (LOCATED NEAR THE INTERSECTION OF CARLTON AVENUE AND MONTICELLO RD), THERE IS A SECOND FIRE HYDRANT 450' TO THE EAST OF THE PROPOSED PROJECT ENTRANCE (LOCATED AT THE INTERSECTION OF CARLTON AVENUE AND SPRUCE STREET). FIRE FLOWS WILL BE PROVIDED WITH THIS FINAL SITE PLAN - 1500 GPM REQUIRED BY IFC SECTION B101.5.1 FOR ONE AND TWO FAMILY DWELLINGS EXCEEDING 3,600 SF.
- WATER FLOW CALCULATIONS: SEE SHEET 18 FOR WATER FLOW AND WATER METER CALCULATION WORKSHEETS
- TOTAL WATER FLOW DEMANDS PROPOSED = 475 GPM DEMAND
- SEWER FLOW CALCULATIONS:
219 TOTAL PROPOSED BEDROOMS x 100 GPD = 21,900 GPD TOTAL

NOTE: COLLINS ENGINEERING SHALL NOT HAVE AUTHORITY OVER CONTRACTOR'S WORK, SAFETY PRECAUTIONS, SCHEDULES, OR COMPLIANCE WITH LAWS AND REGULATIONS. WE SHALL NOT ASSUME RESPONSIBILITY FOR ANY CONSTRUCTION BEGUN PRIOR TO PLAN APPROVAL.

DEMOLITION NOTES

- PRIOR TO DEMOLITION AND CONSTRUCTION, A FIRE PREVENTION PLAN MEETING MUST OCCUR AND A FIRE PREVENTION PLAN MUST BE SUBMITTED TO AND APPROVED BY THE FIRE MARSHAL.
- THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ALL UNDERGROUND UTILITIES NOT SHOWN ON THIS PLAN SHEET AND SHALL DEMOLISH ALL DISCOVERED UTILITIES AS REQUIRED.
- THE CONTRACTOR SHALL VIDEO AND INSPECT ALL SANITARY SEWER PIPES AND MANHOLES SLATED TO REMAIN TO DETERMINE ADEQUATE STRUCTURAL INTEGRITY. IF EXISTING SANITARY SEWER IS DAMAGED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
- THE CONTRACTOR SHALL EXAMINE THE STRUCTURAL INTEGRITY OF EXISTING STORM THE CONTRACTOR SHALL REMOVE AND REPLACE TOPS AS NECESSARY; THIS SHALL BE REFLECTED IN THE CONTRACTOR BID.
- ALL EXISTING WATER, SANITARY, AND STORM SEWER SLATED FOR DEMOLITION SHALL BE REMOVED FROM THE BUILDING TO THE PROPERTY LINE, UNLESS MARKED AS TO REMAIN.
- UTILITIES THAT ARE DISCONNECTED SHALL BE PROPERLY ABANDONED AT THE MAIN LINE. FOR WATER SERVICE LINES, THE CORP STOP MUST BE TURNED OFF AT THE MAIN LINE AND THE SERVICE DISCONNECTED FROM THE MAIN. FOR SEWER LATERALS, THE LATERAL TAP MUST BE SEALED AT THE MAIN LINE SO THAT IT IS WATER TIGHT AND THE LATERAL REMOVED FROM THE MAIN LINE. FOR SANITARY MANHOLES TO BE ABANDONED THE TOP 2' OF THE MANHOLE STRUCTURE SHALL BE REMOVED, ALL LINES DISCONNECTED, AND THE MANHOLE SHOULD BE FILLED WITH STONE AND COVERED, ALL TAPS MUST BE LOCATED AND DISCONNECTED PER PROCEDURE ABOVE.
- EXISTING FIRE DRINKERS TO BE DEMOLISHED SHALL BE DISCONNECTED AND REMOVED; ROODRAINS TO BE REROUTED AS SHOWN ON THE ARCHITECTURAL PLANS.
- EXISTING DOMINION OVERHEAD/UNDERGROUND ELECTRIC LINES AND OVERHEAD UTILITIES TO THE EXISTING BUILDING SHALL BE DISCONNECTED AND REROUTED AS SHOWN ON THE UTILITY PLAN SHEET.
- ANY EXISTING UNDERGROUND STORAGE TANKS SHALL BE DRAINED BY THE OWNER, AND THE CONTRACTOR SHALL FILL AND TANKS SHALL REMAIN.
- BUILDINGS BEING DEMOLISHED: WHERE A BUILDING IS BEING DEMOLISHED AND A STANDPIPE IS EXISTING WITHIN SUCH A BUILDING, SUCH STANDPIPE SHALL BE MAINTAINED IN AN OPERABLE CONDITION SO AS TO BE AVAILABLE TO THE FIRE DEPARTMENT. SUCH STANDPIPE SHALL BE DEMOLISHED WITH THE BUILDING BUT SHALL NOT BE DEMOLISHED MORE THAN ONE FLOOR BELOW THE FLOOR BEING DEMOLISHED.

FIRE DEPARTMENT NOTES

- VSPF 1408.1 PROGRAM SUPERINTENDENT. THE OWNER SHALL DESIGNATE A PERSON TO BE THE FIRE PREVENTION SUPERINTENDENT WHO SHALL BE RESPONSIBLE FOR THE FIRE PREVENTION PROGRAM AND ENSURE THAT IT IS CARRIED OUT THROUGH COMPLETION OF THE PROJECT. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL HAVE THE AUTHORITY TO ENFORCE THE PROVISIONS OF THIS CHAPTER AND OTHER PROVISIONS AS NECESSARY TO SECURE THE INTENT OF THIS CHAPTER. WHERE GUIDED SERVICE IS PROVIDED, THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE GUIDED SERVICE.
- VSPF 1408.2 PREFER PLANS. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL DEVELOP AND MAINTAIN AN APPROVED PREFER PLAN IN COOPERATION WITH THE CITY ENGINEER. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL MAKE CHANGES AFFECTING THE UTILIZATION OF INFORMATION CONTAINED IN SUCH PREFER PLANS. A SITE SPECIFIC FIRE PREVENTION PLAN SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE PRIOR TO COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION.
- IF 505-THE DESIGN OF FIRE ALARM SYSTEMS SHALL BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS.
- IF 506.1-AN APPROVED KEY BOX SHALL BE MOUNTED TO THE SIDE OF THE FRONT OR MAIN ENTRANCE. THE CHARLOTTESVILLE FIRE DEPARTMENT CARRIES THE KNOX BOX MASTER KEY. A KNOX BOX KEY 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.
- IF 1404.1-SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES. "NO SMOKING" SIGNS SHALL BE POSTED AT EACH BUILDING SITE AND WITHIN EACH BUILDING DURING CONSTRUCTION. SMOKING WILL ONLY BE ALLOWED OUTSIDE THE CONSTRUCTION FENCING.
- IF 1404.2-WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
- IF 1404.3-ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
- IF 1404.4-CUTTING AND WELDING, OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 36, OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
- IF 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.
- 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. 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.
- 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.
- FIRE LANES SHALL BE A MINIMUM OF 30 FEET IN WIDTH. SIGNS AND MARKINGS TO DELINEATE FIRE LANES AS DESIGNATED BY THE FIRE OFFICIAL SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY. FIRE APPARATUS ROADS 20' TO 26" IN WIDTH SHALL BE POSTED OR MARKED ON BOTH SIDES "NO PARKING - FIRE LANE"
- 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. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.
- THE MINIMUM REQUIRED FIRE FLOW FOR ALL BUILDINGS IS 1,500 GALLONS PER MINUTE.

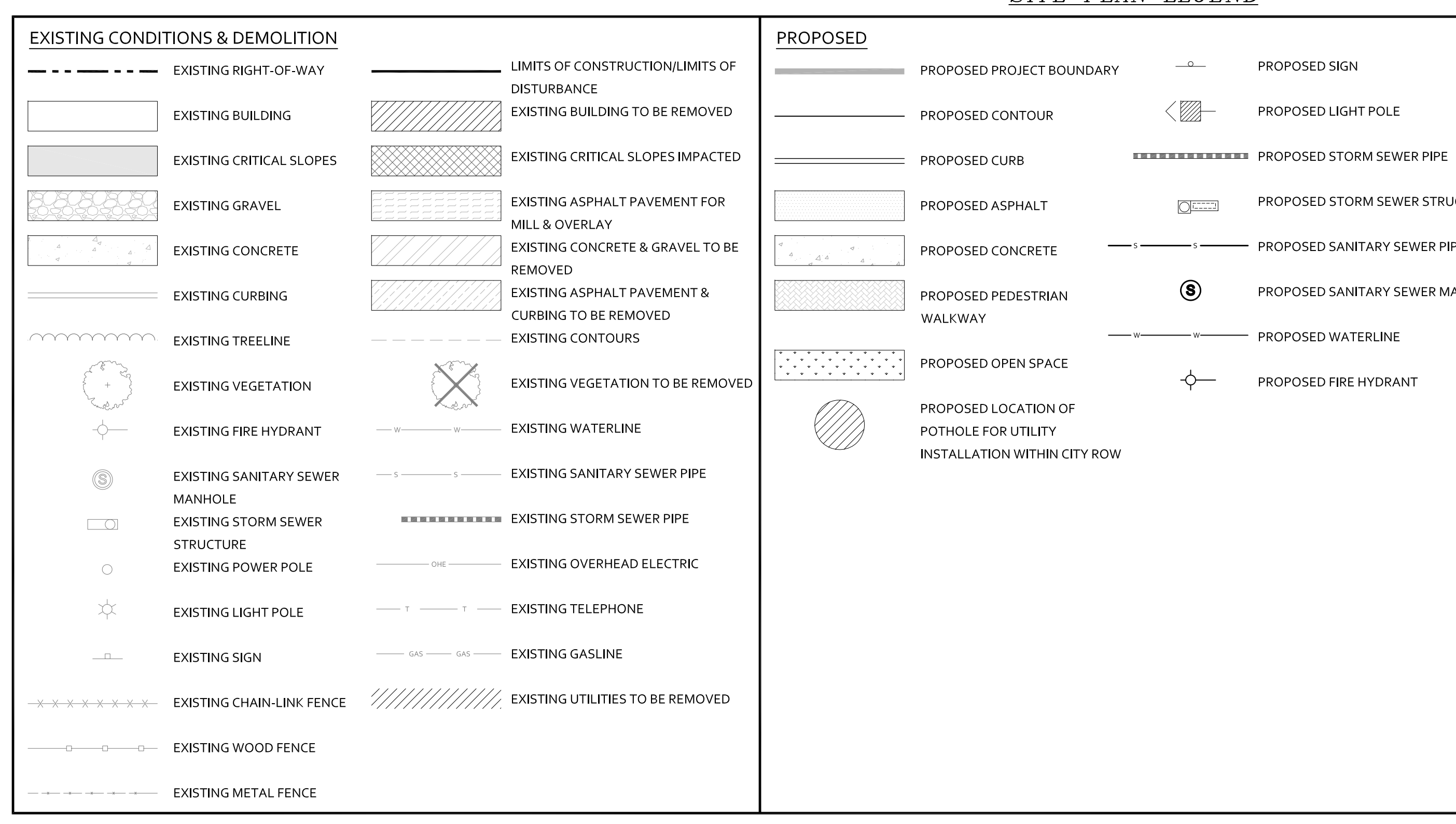
SITE NOTES

- 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.
- PROPOSED MECHANICAL EQUIPMENT WILL BE LOCATED ON THE ROOF BEHIND THE PARAPET OF THE PROPOSED BUILDINGS. 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 TWELVE (12) INCHES ABOVE THE HEIGHT OR SUCH EQUIPMENT, SUCH WALL TO BE CONSTRUCTED OF A MATERIAL HARMONIOUS WITH THE FACADE OF THE BUILDING OR STRUCTURE. MECHANICAL EQUIPMENT LOCATED ON THE GROUND SHALL BE SCREENED FROM VIEW FROM ALL PUBLIC RIGHTS-OF-WAY AND FROM ADJACENT RESIDENTIAL DISTRICTS. AN 8'-5" MINIMUM CLEARANCE SHALL BE PROVIDED, EXTENDING NO MORE THAN TWELVE (12) INCHES ABOVE THE HEIGHT OF SUCH EQUIPMENT. THE SCREENING MATERIALS SHALL BE LOCATED IN SUCH A MANNER TO MOST EFFECTIVELY REFLECT NOISE AWAY FROM ADJACENT RESIDENTIAL DISTRICTS.
- EXISTING AND PROPOSED DUMPSTERS ON SITE SHALL COMPLY WITH APPLICABLE CODE SECTIONS, INCLUDING BUT NOT LIMITED TO SEC. 34-872 (0)(2) & SEC. 34-933. DUMPSTERS SHALL NOT BE VISIBLE FROM RIGHT-OF-WAY.
- ALL SIDEWALK WITHIN THE LIMITS OF THE DEVELOPMENT SHALL BE PRIVATE SIDEWALKS AND SHALL BE PRIVATELY MAINTAINED.
- ALL SIDEWALKS AND WALKWAYS SHALL HAVE A MINIMUM CLEAR WIDTH OF 5'.
- ALL WALKWAY CROSSINGS SHALL MEET MINIMUM ADA ACCESSIBILITY STANDARDS AND SHALL HAVE A CROSS SLOPES OF 2% OR LESS.
- ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED CONSISTENT WITH MUTCD STANDARDS.
- ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE FROM PARKING TO AN ACCESSIBLE ENTRANCE.
- 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".
- RAMPS OVER 10" IN ELEVATION CHANGE REQUIRE HANDRAILS.
- ALL SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IBC SECTION 3409 REQUIREMENTS FOR ACCESSIBILITY AND VA USBC 109.3 FOR CHANGE OF OCCUPANCY.
- PRIOR TO BUILDING PERMIT APPROVAL, THE BUILDING PLANS MUST MEET THE REQUIREMENTS OF BOTH THE 2012 VA CONSTRUCTION CODE (VCC) 1007.2 & 2012 ICC 1009.3. BOTH REQUIRE TWO ACCESSIBLE MEANS OF EGRESS FOR EACH BUILDING.
- BUILDING FOUNDATIONS SHALL MEET THE REQUIREMENTS OF THE 2012 OR 2015 VA CONSTRUCTION CODE 1808.2.2 FOUNDATION SETBACK FROM EXISTING SLOPES".
- PER 502.6 OF THE 2010 ADA DESIGN STANDARDS ACCESSIBLE PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 703.2.1.2, 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 2% OR LESS. SLOPES OVER 2% WILL REQUIRE A RAMP.
- PER ADA 206.2.2 AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, FACILITIES, ELEMENTS AND SPACES ON THE SAME SITE.
- ALL PARKING SPACES SHALL BE 8.5'x18', EXCEPT AS NOTED.
- HANDICAP PARKING SPACES SHALL BE 9'x18' (UNIVERSAL PARKING SPACES), EXCEPT AS NOTED.
- ALL HANDICAP PARKING SPACES SHALL BE INDICATED WITH A SIGN.
- PER ADA 208.2.6 EXISTING SIDEWALKS SHALL BE 24" MIN. BASE, A 2" MIN. 25% BASE ASPHALT, AND A 2" 5M-9.5 ASPHALT TOPCOAT.
- ALL PROPOSED PARKING SPACES SHALL HAVE AN 8" 21A BASE, AND A 2" 5M-9.5 ASPHALT TOPCOAT.

UTILITY 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 THE NON-EXISTENCE OF UTILITIES. AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION, CONTRACTOR SHALL NOTIFY MISS UTILITY (1-800-552-7000) AND/OR THE RESPECTIVE UTILITY COMPANIES FOR GAS, WATER, SEWER, POWER, PHONE, AND CABLE. CONTRACTOR SHALL TIMELY ARRANGE TO HAVE THE VARIOUS UTILITIES LOCATED, AND TO HAVE THEM REMOVED OR RELOCATED, OR TO DETERMINE THE METHOD OF PROTECTION ACCEPTABLE TO THE RESPECTIVE OWNER, IF UTILITIES IN ACCORDANCE WITH THE RESPECTIVE UTILITY'S RULES AND REGULATIONS.
- NO BUILDING OR WALL FOUNDATION SHALL BE CONSTRUCTED WITHIN 30 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 ENSURE 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 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 CITY 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 COORDINATE.
- ALL RECTANGULAR WATER METER BOXES LOCATED IN SIDEWALKS SHALL BE REPLACED WITH ROUND ONES. THESE WILL BE FURNISHED BY THE CITY UPON ONE DAY NOTIFICATION. THE ADJUSTMENT OF ALL MANHOLE TOPS, WATER VALVE BOXES, GAS VALVE BOXES, AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF THE 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.
- A MINIMUM OF 18" VERTICAL & 10" HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 2" HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
- MINIMUM DEPTH OF COVER FOR WATER LINES SHALL BE 3'.
- MINIMUM DEPTH OF COVER FOR SANITARY SEWER SHALL BE 2'.
- AT ALL UTILITY CROSSINGS A MINIMUM VERTICAL SEPARATION OF 12" SHALL BE MAINTAINED. A MINIMUM VERTICAL SEPARATION OF 18" IS REQUIRED BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE SANITARY SEWER LINE.
- CONTRACTOR SHALL CONTACT IRENE PETERSON OF CHARLOTTESVILLE GAS ONCE CONSTRUCTION HAS BEGUN (434-978-3822).
- CONTRACTOR SHALL VERIFY ALL UTILITY TIE-IN CONNECTIONS TO EXISTING OR CONSTRUCTION UTILITIES. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING UTILITIES AND THE PROPOSED UTILITIES.
- GAS VALVES SHALL NOT BE CONSTRUCTED WITHIN THE CURBS, GUTTER PANS OR PAVERS.
- SIGNS AND MARKINGS TO DELINEATE FIRE LANES, AS DESIGNATED BY THE FIRE OFFICIAL, SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY INVOLVED.
- ALL WATERLINE MATERIALS SHALL BE CONSTRUCTED OF CLASS 25 DIP.
- ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.
- PER THE VIRGINIA DEPARTMENT OF HEALTH WATERWORKS REGULATIONS (PART II, ARTICLE 3, SECTION 12 VAC 5-590 THROUGH 630), ALL BUILDINGS THAT HAVE THE POSSIBILITY OF CONTAMINATING THE POTABLE WATER DISTRIBUTION SYSTEM (HOSPITALS, INDUSTRIAL SITES, BREWERIES, ETC.) SHALL HAVE A BACKFLOW PREVENTION DEVICE INSTALLED WITHIN THE FACILITY. THIS DEVICE SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, SHALL BE TESTED IN REGULAR INTERVALS AS REQUIRED, AND TEST RESULTS SHALL BE SUBMITTED TO THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
- ALL BUILDINGS THAT MAY PRODUCE WASTES CONTAINING MORE THAN ONE HUNDRED (100) PARTS PER MILLION OF FATS, OIL, OR GREASE SHALL INST. ALL A GREASE TRAP. THE GREASE TRAP SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, MAINTAIN RECORDS OF CLEANING AND MAINTENANCE, AND BE INSPECTED ON REGULAR INTERVALS BY THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
- PLEASE CONTACT THE REGULATORY COMPLIANCE ADMINISTRATOR AT 970-3932 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.
- ALL CURB & GUTTER MUST BE INSTALLED AND FINAL GRADE MUST BE WITHIN 6" PRIOR TO THE INSTALLATION OF ANY GAS MAIN.

SITE PLAN LEGEND

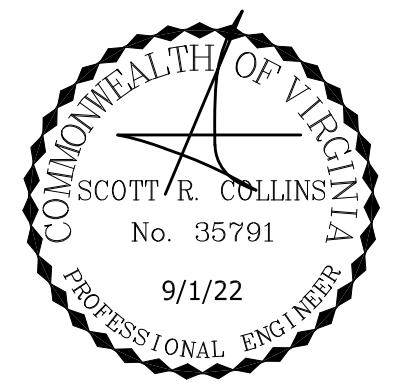


GRADING & DRAINAGE NOTES

- 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.
- PREMOULDED EXPANSION JOINT MATERIAL SHALL BE PLACED AT A MAXIMUM OF 30' INTERVALS ON NEW SIDEWALK, CURB, CURB & GUTTER, AT EACH END OF DRIVEWAY ENTRANCES, AT EACH END OF HANDICAP RAMPS, SOME POINT ON ENTRANCE WALKS AND STEP ADJUSTMENTS, AND ALONG BUILDING AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. AGAINST THEM UNLESS MORE STRINGENT REQUIREMENTS DICTATE OTHERWISE.
- ALL EXISTING CURBS, CURB & GUTTER, SIDEWALK, AND STEPS TO BE REMOVED SHALL BE TAKEN OUT TO THE NEAREST JOINT. DEMOLITION AND DISPOSAL COST TO BE INCLUDED IN OTHER UNIT BID ITEMS. NO SEPARATE PERMIT WILL BE MADE FOR THIS WORK.
- ALL EXISTING GRANITE CURB SHALL REMAIN THE PROPERTY OF THE CITY OF CHARLOTTESVILLE. IT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY'S PUBLIC WORKS COMPLEX. 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 APPROX WHERE APPLICABLE.
- EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE SAW CUT AND REMOVED AS PER THE SPECIFICATIONS. REMOVAL SHALL BE DONE IN SUCH A MANNER AS TO NOT TEAR, BULGE, OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL. ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAFFIC.
- DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL EXERCISE CAUTION AT INTERSECTIONS AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. ANY AREAS WHERE WATER IS IMPOUNDED SHALL BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL COST. POSITIVE DRAINAGE OF ALL ROADWAY AREAS TO THE STORM DRAIN INLETS OR OTHER ACCEPTABLE DRAINAGE CHANNELS AS NOTED ON THE PLANS IS REQUIRED.
- CONTRACTOR SHALL MAINTAIN EXISTING STREAMS, DITCHES, DRAINAGE STRUCTURES, CULVERTS, AND FLOWS AT ALL TIMES DURING THE WORK. CONTRACTOR SHALL PAY FOR ALL PERSONAL INJURY AND PROPERTY DAMAGE WHICH MAY OCCUR AS A RESULT OF FAILING TO MAINTAIN ADEQUATE DRAINAGE.
- ALL PIPES, DIPS AND OTHER STRUCTURES SHALL BE INSPECTED BY THE ENGINEER BEFORE BEING BACKFILLED OR BURIED. THE ENGINEER MAY REQUIRE A CONTRACTOR TO REMOVE, RELOCATE, TO UNCOVER AND RE-COVER SUCH STRUCTURES IF THEY HAVE BEEN BACKFILLED OR BURIED WITHOUT SUCH INSPECTION.
- ALL CATCH BASINS ENCOMPASSED WITHIN NEW CONSTRUCTION SHALL BE CONVERTED TO DROP INLETS.
- CLASS I RIP RAP MODIFICATIONS ALLOWS FOR A REDUCTION IN STONE DEPTH FROM 2.0' TO A MINIMUM OF 1.0' IF APPROVED BY THE CITY ENGINEER.
- REMOVED PIPE SHALL BE THE PROPERTY OF CONTRACTOR AND IF NOT SALVAGED FOR RE-USE, SHALL BE DISPOSED OF LAWFULLY.
- ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND ERODED MATERIAL PRIOR TO FINAL ACCEPTANCE.
- ALL STORM SEWER PIPE JOINTS SHALL BE SEALED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. CONTRACTOR SHALL EXERCISE CAUTION AT INTERSECTIONS AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE TO BE REMOVED SHALL BE RECONNECTED INTO NEW PIPE, WHERE APPLICABLE.
- BUILDING AND WALL FOUNDATIONS SHALL NOT BE CONSTRUCTED WITHIN 30' OF ANY PUBLIC STORM, SANITARY, WATER OR GAS MAIN. THIS INCLUDES ALL STRUCTURES THAT ARE AN INTEGRAL PART OF THE UTILITY SYSTEM.
- CONTRACTOR SHALL EXERCISE CARE TO ENSURE 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 STANDARDS.
- MINIMUM DEPTH OF COVER FOR WATER LINES SHALL BE 3'.
- A MINIMUM OF 18" VERTICAL & 10" HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 2" HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
- ALL PUBLIC STORM SEWER SHALL BE RCP OR HDPE & SHALL HAVE A MINIMUM OF 15" DIAMETER WITH A MINIMUM SLOPE OF 0.50% WITHIN THE R/W.
- ALL CONSTRUCTION CROSSING POINTS SHALL MEET ADA ACCESSIBLE STANDARDS. AND IN ACCORDANCE WITH SECTION 403.3, THE CROSS SLOPES OF THE WALKWAYS SHALL NOT BE STEEPER THAN 2%. ADDITIONALLY, ANY CHANGE IN LEVEL GREATER THAN 1" HIGH SHALL BE RAMPED AND SHALL COMPLY WITH SECTIONS 5.05 OR 5.06 PER SECTION 305.4.
- CONTRACTOR SHALL INSTALL, AND MODIFY AS NECESSARY THE EXISTING RETAINING WALLS BEING UTILIZED, AND ENSURE HANDRAILS AND GUARDRAIL

GENERAL NOTES:

- NO FLOODPLAIN EXISTS ON THE SUBJECT SITE PER FEMA FLOODPLAIN MAP # 15003Co88D DATED FEBRUARY 4, 2005.
- NO STREAM BUFFER EXISTS ON THE SUBJECT PROPERTY.
- BEFORE BEGINNING SITE WORK, THE CONTRACTOR SHALL INVESTIGATE AND VERIFY THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES, MECHANICAL AND ELECTRICAL SYSTEMS, AND OTHER CONSTRUCTION AFFECTING THE WORK. BEFORE CONSTRUCTION THE CONTRACTOR SHALL VERIFY THE LOCATION AND INVERT ELEVATIONS AT POINTS OF CONNECTION OF SANITARY SEWER, STORM SEWER, WATER-SERVICE PIPING, UNDERGROUND ELECTRICAL SERVICES AND OTHER UTILITIES. THE CONTRACTOR SHALL FURNISH LOCATION DATA FOR WORK RELATED TO PROJECT THAT MUST BE PERFORMED BY PUBLIC UTILITIES SERVING THE PROJECT SITE.
- ALL WATER AND SANITARY SEWER LATERALS SHALL BE IDENTIFIED BY THE CONTRACTOR AND ABANDONED BACK TO THE MAIN WATER LINE AND SANITARY SEWERLINE. NEW SERVICES SHALL BE INSTALLED FOR THE PROPOSED BUILDING.
- CONTRACTOR SHALL VERIFY SIZES, TYPES & LOCATIONS OF EXISTING WATER LINES. THE MISS UTILITY DESIGN TICKET NUMBER IS # A207400944. THE MISS UTILITY TICKET WAS CREATED ON MARCH 15, 2022.



REVISIONS

DATE	REVISION DESCRIPTION
3/19/22	INITIAL PLAN SUBMITTAL
9/1/22	REVISED PER LAYOUT CHANGES

COLLINS ENGINEERING

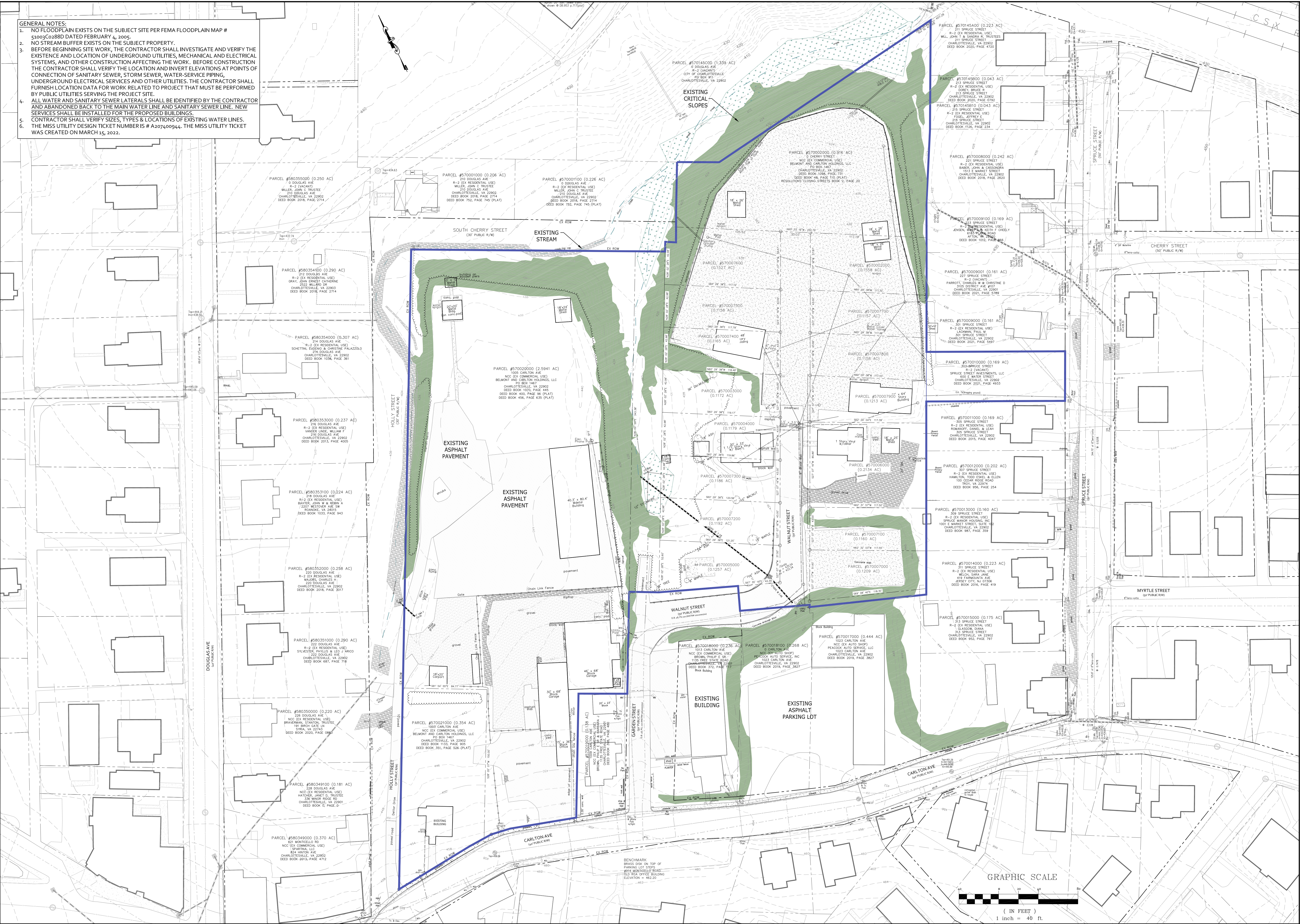
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PROJECT BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

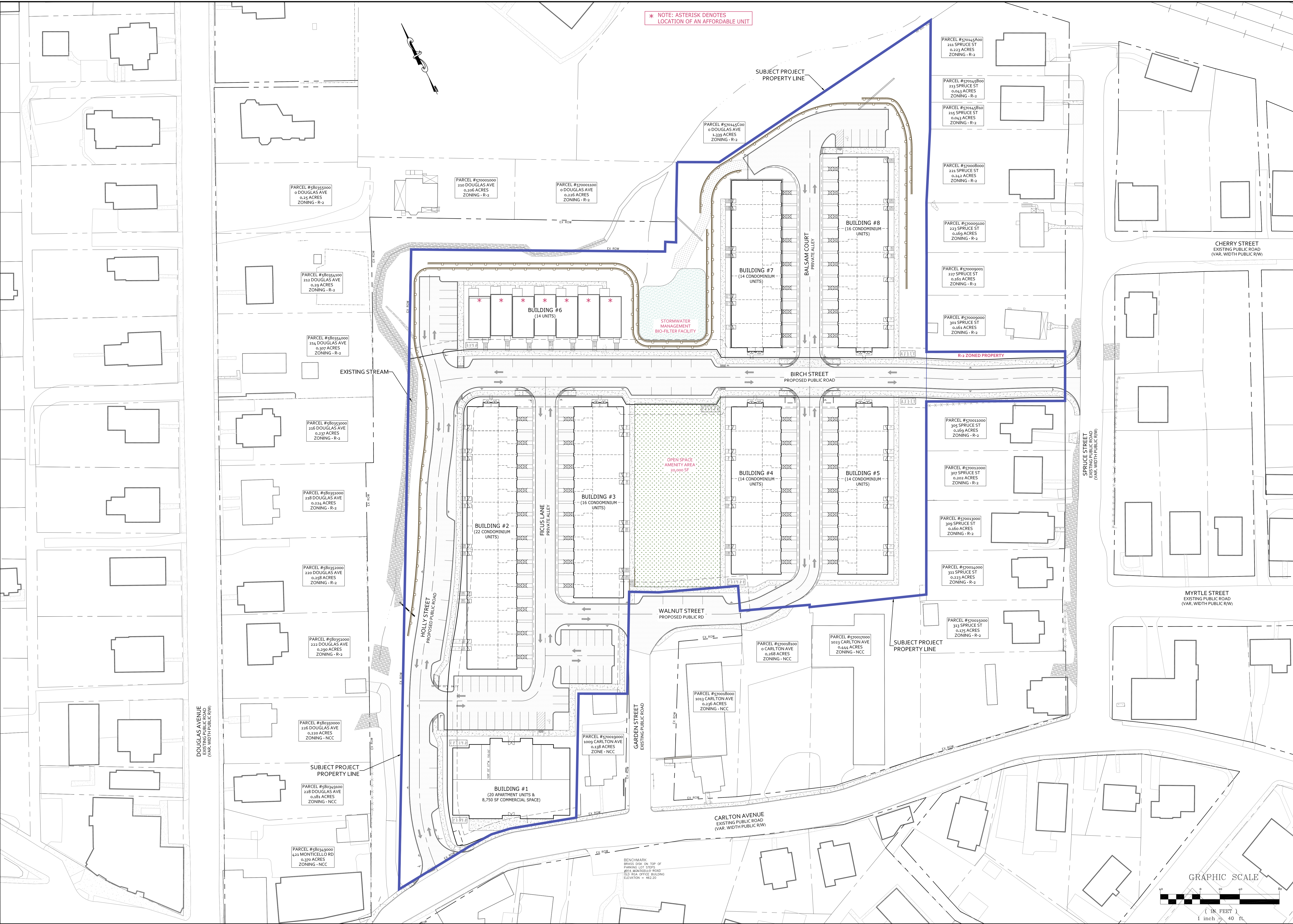
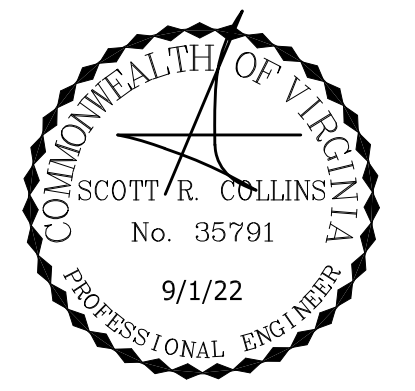
EXISTING CONDITIONS

JOB NO.	202201
SCALE	1"=40'
SHEET NO.	3



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* NOTE: ASTERISK DENOTES LOCATION OF AN AFFORDABLE UNIT



REVISIONS

DATE	REVISION DESCRIPTION
3/19/22	INITIAL PLAN SUBMITTAL
9/1/22	REVISED PER LAYOUT CHANGES

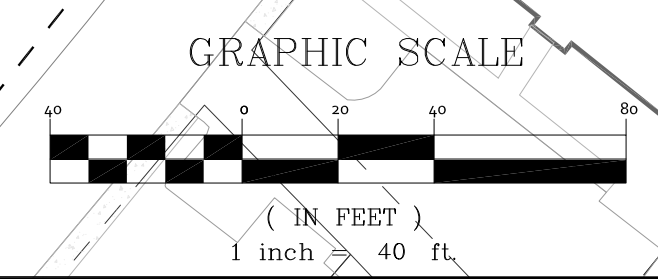
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200 GARRETT STREET, SUITE K--CHARLOTTESVILLE, VA 22902-434-293.3719

PROJECT BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

OVERALL DEVELOPMENT PLAN

JOB NO.	202201
SCALE	1"=40'
SHEET NO.	4



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CRITICAL SLOPES LEGEND:

- EXISTING CRITICAL SLOPES (0.988 ACRES)
- IMPACT AREAS TO CRITICAL SLOPES (0.563 ACRES)
- EXEMPT IMPACT AREAS TO CRITICAL SLOPES FOR ROADWAY CONNECTIONS (0.299 ACRES)

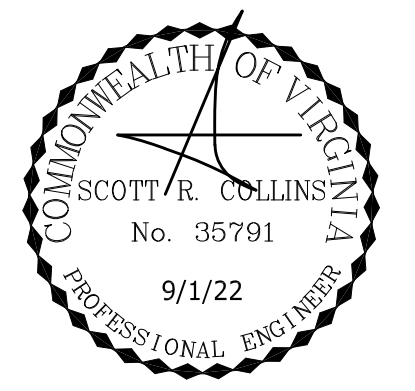
CRITICAL SLOPES ANALYSIS:

TOTAL ON-SITE CRITICAL SLOPES AREA = 43,042 SF (0.988 AC)

TOTAL PROPOSED CRITICAL SLOPES IMPACT AREA = 37,589 SF (0.862 AC)

TOTAL CRITICAL SLOPE PERCENT IMPACTED = 87.2%

NOTE: OF THE PROPOSED ON-SITE CRITICAL SLOPES IMPACT AREA, 34.7% ARE EXEMPT FOR DRIVEWAYS & ROADWAY CONNECTIONS.



REVISIONS

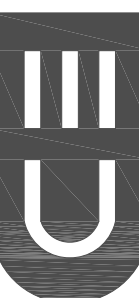
DATE	REVISION DESCRIPTION
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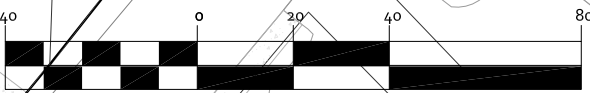
BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

PROPOSED LAYOUT & CRITICAL SLOPES IMPACTS PLAN



JOB NO.	202201
SCALE	1"=40'
SHEET NO.	5

GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft.

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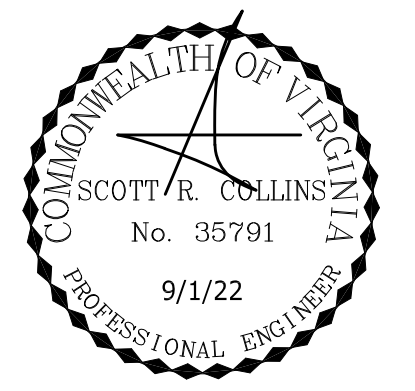
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TOTAL PROPOSED CRITICAL SLOPES IMPACT AREA = 37,589 SF (0.862 AC)

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NOTE: OF THE PROPOSED ON-SITE CRITICAL SLOPES IMPACT AREA, 34.7% ARE EXEMPT FOR DRIVEWAYS & ROADWAY CONNECTIONS.



REVISIONS

DATE	REVISION DESCRIPTION
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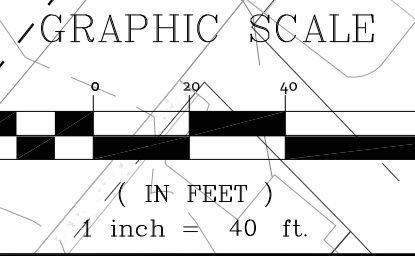


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BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST
PROPOSED GRADING & CRITICAL SLOPES IMPACTS PLAN

JOB NO.	202201
SCALE	1"=40'
SHEET NO.	6



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INSPECTION REQUIREMENTS (9VAC25-880-70 PART II, F.2.)
 Inspection schedule:
 a. Inspections shall be conducted at a frequency of:
 (1) At least once every five business days; or
 (2) At least once every 10 business days and no later than 48 hours following a measurable storm event. In the event that a measurable storm event occurs when there are more than 48 hours between business days, the inspection shall be conducted no later than the next business day.
 b. Where areas have been temporarily stabilized or land-disturbing activities will be suspended due to continuous frozen ground conditions and stormwater discharges are unlikely, the inspection frequency may be reduced to once per month. If weather conditions (such as above freezing temperatures or rain or snow events) make discharges likely, the operator shall immediately resume the regular inspection frequency.
 c. Representative inspections may be utilized for utility line installation, pipeline construction, or other similar linear construction activities provided that:
 (1) Temporary or permanent soil stabilization has been installed and vehicle access may compromise the temporary or permanent soil stabilization and potentially cause additional land disturbance increasing the potential for erosion;
 (2) Inspections occur on the same frequency as other construction activities;
 (3) Control measures are inspected along the construction site 0.25 miles above and below each access point (i.e., where a roadway, undisturbed right-of-way, or other similar feature intersects the construction activity and access does not compromise temporary or permanent soil stabilization); and
 (4) Inspection locations are provided in the report required by Part II F.

ESC PLAN LEGEND

(SAF) SAFETY FENCE PER VESCH 3.01	(OP) OUTLET PROTECTION PER VESCH 3.18
(CE) CONSTRUCTION ENTRANCE PER VESCH 3.02	(RR) RIPRAP PER VESCH 3.19
(CRS) CONSTRUCTION ROAD STABILIZATION PER VESCH 3.03	(CD) ROCK CHECK PER VESCH 3.20
(SF) SILT FENCE PER VESCH 3.05	(TS) TEMPORARY SEEDING PER VESCH 3.31
(DD) DIVERSION DIKE PER VESCH 3.09	(PS) PERMANENT SEEDING PER VESCH 3.32
(RW) RIGHT OF WAY DIVERSION PER VESCH 3.11	(DC) DUST CONTROL PER VESCH 3.39
(ST) SEDIMENT TRAP PER VESCH 3.13	(BM) BLANKET MATTING PER VESCH 3.36
(SB) SEDIMENT BASIN PER VESCH 3.14	(TP) TREE PROTECTION TAPE PER VESCH 3.38

LIMITS OF LAND DISTURBANCE

- DIVERSION DIKE
- BOUNDARY LINE
- SILT FENCE
- SILT FENCE WITH WIRE BACKING
- DIRECTION OF FLOW
- PROPOSED CONTOUR
- DRAINAGE DIVIDE TO SEDIMENT BASIN SUBAREA WITHIN SEDIMENT BASIN
- DRAINAGE DIVIDE
- EXISTING CHANNEL
- EXISTING TREELINE
- PROPOSED CLEARING LIMITS
- CRITICAL SLOPES
- DISTURBED CRITICAL SLOPES
- SEDIMENT BASIN & TRAP

OUTLET PROTECTION

- TEMPORARY SEEDING
- PERMANENT SEEDING
- BLANKET MATTING
- TREE PROTECTION
- DUST CONTROL
- SAFETY FENCE
- CONSTRUCTION ENTRANCE

CONTRACTOR SHALL RECONSTRUCT THE EXISTING HOLLY STREET, AS SHOWN, WITHIN PUBLIC R/W IN ESC PHASE III.

2' DEEP SEDIMENT TRAP TO CAPTURE MINOR FLASH RUNOFF FROM THE CONSTRUCTION ENTRANCE WASH-OFF

CONCRETE WASH OUT AREA

PROPOSED STONE CONSTRUCTION ENTRANCE (12'x70' MIN.) w/ WASH RACK

w/ WIRE BACKING SF

SWINGING GATE

LOCATION OF DUMPSTER

LOCATION OF RAIN GAUGE

LOCATION OF DOUBLE WALLED FUELING TANK

PROPOSED CONTRACTOR PARKING & STAGING AREA

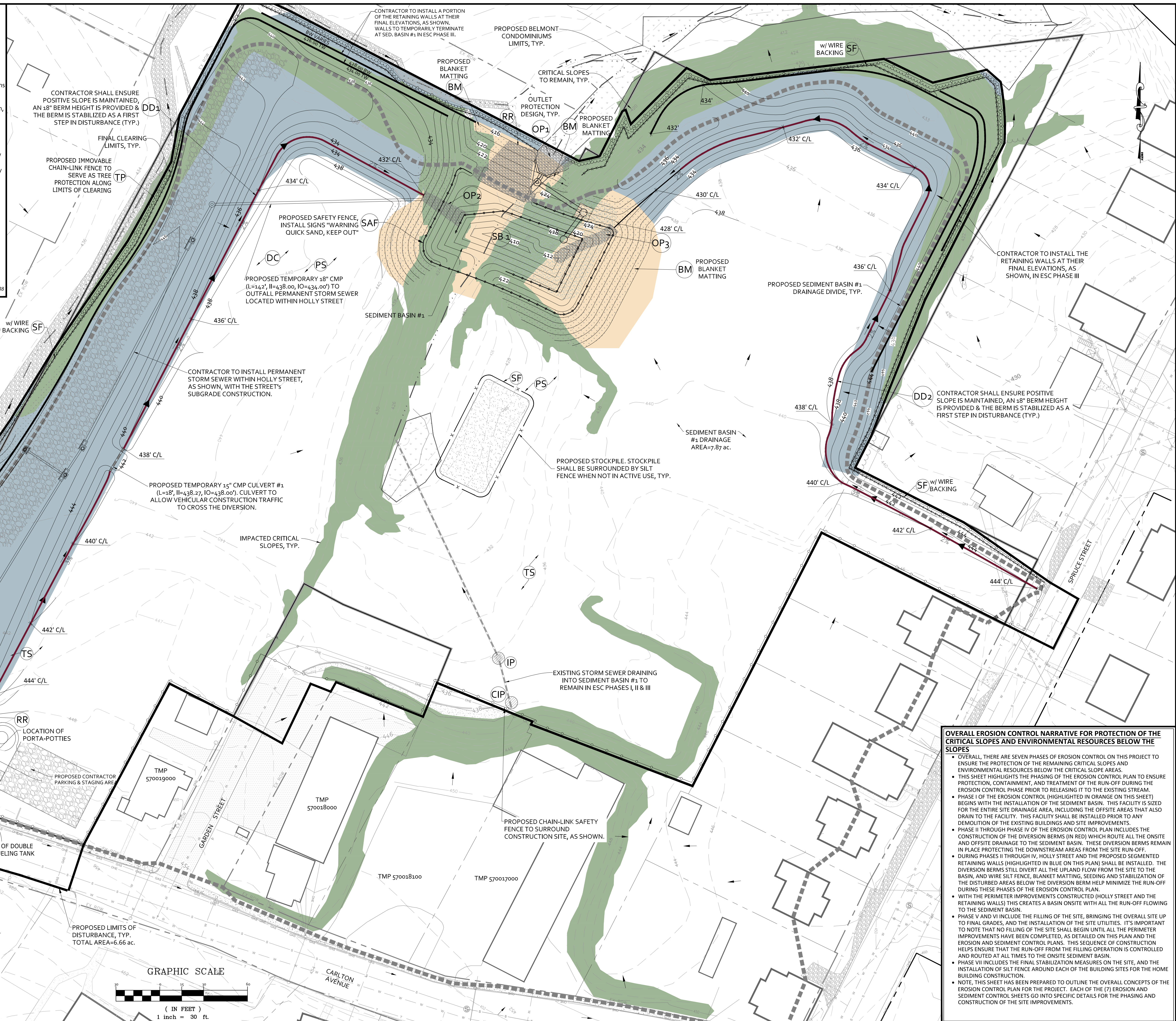
LOCATION OF PORTA-POTTIES

PROPOSED CHAIN-LINK SAFETY FENCE TO SURROUND CONSTRUCTION SITE, AS SHOWN.

PROPOSED LIMITS OF DISTURBANCE, TYP. TOTAL AREA=6.66 ac.

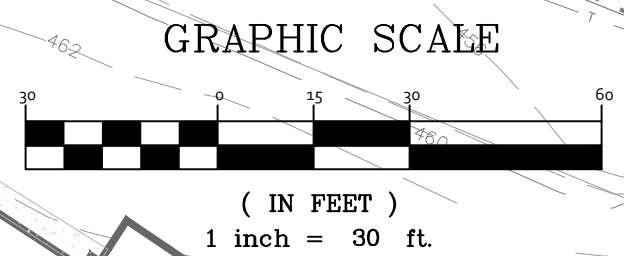
EROSION & SEDIMENT CONTROL NOTES FOR ALL PHASES:

- PHASE I EROSION & SEDIMENT CONTROL (ESC) PLAN SHALL OCCUR BEFORE PHASE II ESC PLAN.
- PHASE II ESC PLAN SHALL OCCUR BEFORE PHASE III ESC PLAN.
- PHASE III ESC PLAN SHALL OCCUR BEFORE PHASE IV ESC PLAN.
- PHASE IV ESC PLAN SHALL OCCUR BEFORE PHASE V ESC PLAN.
- PHASE V ESC PLAN SHALL OCCUR BEFORE PHASE VI ESC PLAN.
- PHASE VI ESC PLAN SHALL OCCUR BEFORE PHASE VII ESC PLAN.
- FINAL STABILIZATION OF THE AREAS OF CRITICAL SLOPES DISTURBED SHALL BE PERMANENT MEASURES FOR RESTABILIZATION OF THE AREAS AND POTENTIAL WILDLIFE HABITAT.
- CONTRACTOR SHALL CHECK SILT FENCE EVERY 5 DAYS, AND AFTER MAJOR RAINFALL EVENTS, TO ENSURE AND EROSION OR SEDIMENT HAS CONTAMINATED ADJACENT SITES.
- TREE PROTECTION FENCING SHALL BE IMMOVABLE CHAIN-LINK FENCING PER THE TREE PROTECTION DETAIL. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING TREES TO REMAIN UNDISTURBED.



OVERALL EROSION CONTROL NARRATIVE FOR PROTECTION OF THE CRITICAL SLOPES AND ENVIRONMENTAL RESOURCES BELOW THE SLOPES

- OVERALL THERE ARE SEVEN PHASES OF EROSION CONTROL ON THIS PROJECT TO ENSURE THE PROTECTION OF THE REMAINING CRITICAL SLOPES AND ENVIRONMENTAL RESOURCES BELOW THE CRITICAL SLOPE AREAS.
- THIS SHEET HIGHLIGHTS THE PHASING OF THE EROSION CONTROL PLAN TO ENSURE PROTECTION, CONTAINMENT, AND TREATMENT OF THE RUN-OFF DURING THE EROSION CONTROL PHASE PRIOR TO RELEASING IT TO THE EXISTING STREAM.
- PHASE I OF THE EROSION CONTROL (HIGHLIGHTED IN ORANGE ON THIS SHEET) BEGINS WITH THE INSTALLATION OF THE SEDIMENT BASIN. THIS FACILITY IS SIZED FOR THE ENTIRE SITE DRAINAGE AREA, INCLUDING THE OFFSITE AREAS THAT ALSO DRAIN TO THE FACILITY. THIS FACILITY SHALL BE INSTALLED PRIOR TO ANY DEMOLITION OF THE EXISTING BUILDINGS AND SITE IMPROVEMENTS.
- PHASE II THROUGH PHASE IV OF THE EROSION CONTROL PLAN INCLUDES THE CONSTRUCTION OF THE DIVERSION BERMS (IN RED) WHICH ROUTE ALL THE ONSITE AND OFFSITE DRAINAGE TO THE SEDIMENT BASIN. THESE DIVERSION BERMS REMAIN IN PLACE PROTECTING THE DOWNSTREAM AREAS FROM THE SITE RUN-OFF.
- DURING PHASES II THROUGH IV, HOLLY STREET AND THE PROPOSED SEGMENTED RETAINING WALLS (HIGHLIGHTED IN BLUE ON THIS PLAN) SHALL BE INSTALLED. THE DIVERSION BERMS STILL DIVERT ALL THE UPLAND FLOW FROM THE SITE TO THE BASIN, AND WIRE SILT FENCE, BLANKET MATTING, SEEDING AND STABILIZATION OF THE DISTURBED AREAS BELOW THE DIVERSION BERM HELP MINIMIZE THE RUN-OFF DURING THESE PHASES OF THE EROSION CONTROL PLAN.
- WITH THE PERIMETER IMPROVEMENTS CONSTRUCTED (HOLLY STREET AND THE RETAINING WALLS) THIS CREATES A BASIN ONSITE WITH ALL THE RUN-OFF FLOWING TO THE SEDIMENT BASIN.
- PHASE V AND VI INCLUDE THE FILLING OF THE SITE, BRINGING THE OVERALL SITE UP TO FINAL GRADES, AND THE INSTALLATION OF THE SITE UTILITIES. IT'S IMPORTANT TO NOTE THAT NO FILLING OF THE SITE SHALL BEGIN UNTIL ALL THE PERIMETER IMPROVEMENTS HAVE BEEN COMPLETED, AS DETAILED ON THIS PLAN AND THE EROSION AND SEDIMENT CONTROL PLANS. THIS SEQUENCE OF CONSTRUCTION HELPS ENSURE THAT THE RUN-OFF FROM THE FILLING OPERATION IS CONTROLLED AND ROUTED AT ALL TIMES TO THE ONSITE SEDIMENT BASIN.
- PHASE VII INCLUDES THE FINAL STABILIZATION MEASURES ON THE SITE, AND THE INSTALLATION OF SILT FENCE AROUND EACH OF THE BUILDING SITES FOR THE HOME BUILDING CONSTRUCTION.
- NOTE, THIS SHEET HAS BEEN PREPARED TO OUTLINE THE OVERALL CONCEPTS OF THE EROSION CONTROL PLAN FOR THE PROJECT. EACH OF THE (7) EROSION AND SEDIMENT CONTROL SHEETS GO INTO SPECIFIC DETAILS FOR THE PHASING AND CONSTRUCTION OF THE SITE IMPROVEMENTS.



REVISIONS

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PROJECT
 BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

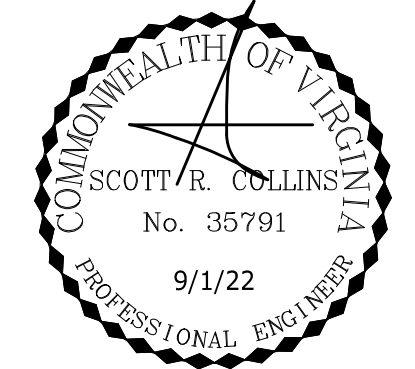
SHEET
 OVERALL EROSION & SEDIMENT CONTROL PLAN

JOB NO.
 202201

SCALE
 1"=30'

SHEET NO.
 7

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WATERSHED SUMMARY- For Point of Analysis 'A'

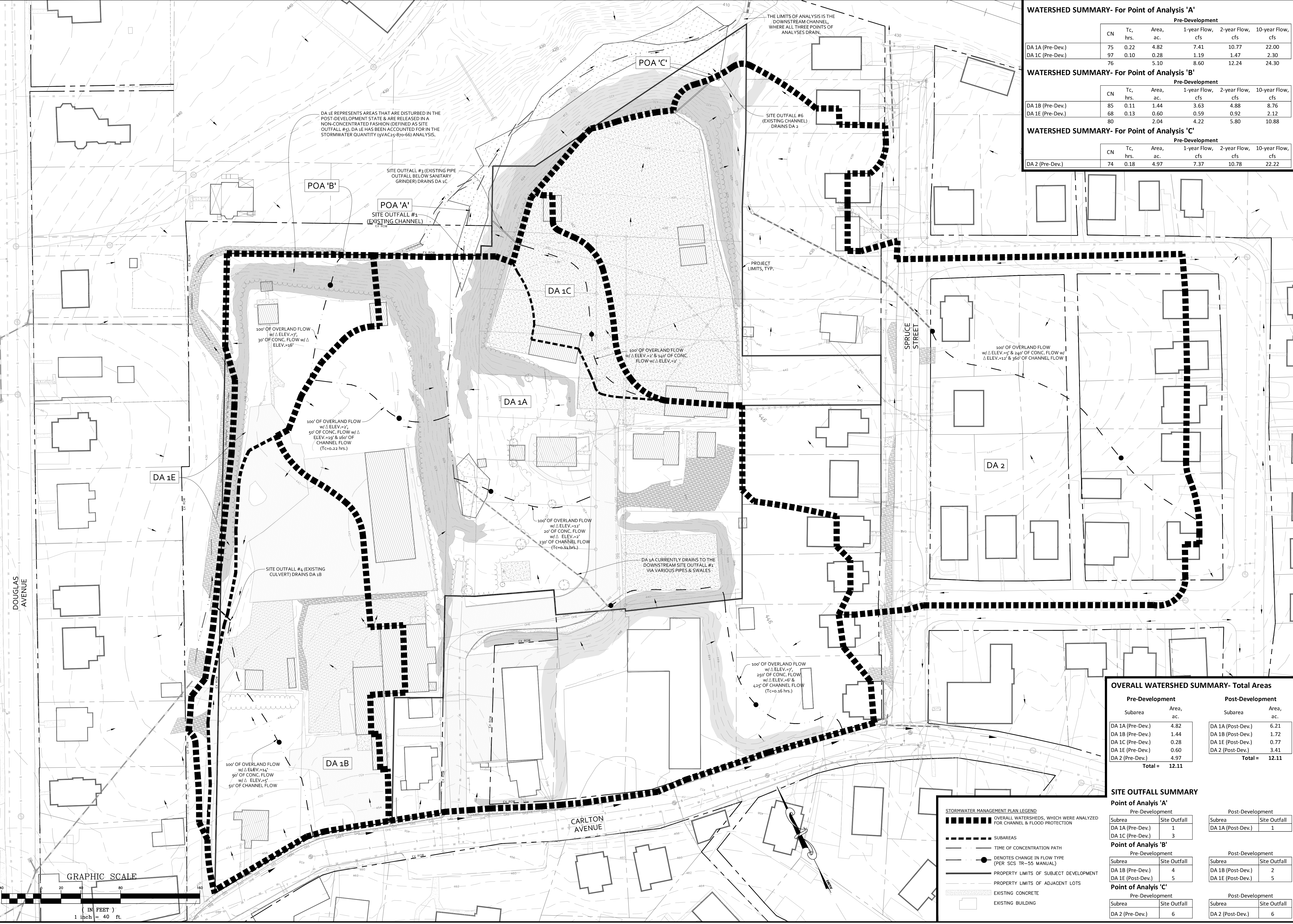
Subarea	Pre-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 1A (Pre-Dev.)	75	0.22	4.82	7.41	10.77	22.00
DA 1C (Pre-Dev.)	97	0.10	0.28	1.19	1.47	2.30
Total	76	5.10	5.10	8.60	12.24	24.30

WATERSHED SUMMARY- For Point of Analysis 'B'

Subarea	Pre-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 1B (Pre-Dev.)	85	0.11	1.44	3.63	4.88	8.76
DA 1E (Pre-Dev.)	68	0.13	0.60	0.59	0.92	2.12
Total	80	2.04	2.04	4.22	5.80	10.88

WATERSHED SUMMARY- For Point of Analysis 'C'

Subarea	Pre-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 2 (Pre-Dev.)	74	0.18	4.97	7.37	10.78	22.22



OVERALL WATERSHED SUMMARY- Total Areas

Subarea	Pre-Development		Post-Development	
	Area, ac.	Subarea	Area, ac.	Subarea
DA 1A (Pre-Dev.)	4.82	DA 1A (Post-Dev.)	6.21	
DA 1B (Pre-Dev.)	1.44	DA 1B (Post-Dev.)	1.72	
DA 1C (Pre-Dev.)	0.28	DA 1E (Post-Dev.)	0.77	
DA 1E (Pre-Dev.)	0.60	DA 2 (Post-Dev.)	3.41	
DA 2 (Pre-Dev.)	4.97	Total =	12.11	
Total =	12.11			

SITE OUTFALL SUMMARY

Point of Analysis 'A'

Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 1A (Pre-Dev.)	1	DA 1A (Post-Dev.)	1	
DA 1C (Pre-Dev.)	3			

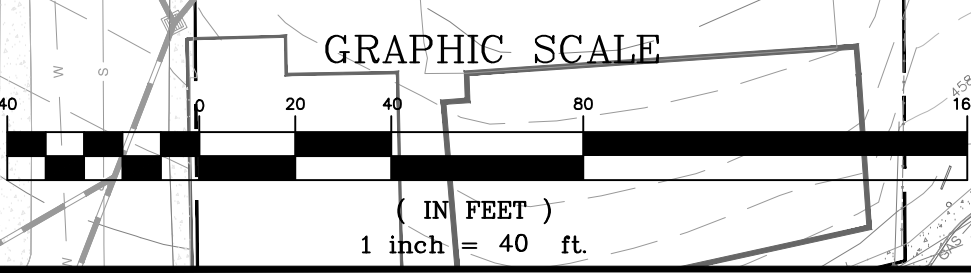
Point of Analysis 'B'

Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 1B (Pre-Dev.)	4	DA 1B (Post-Dev.)	2	
DA 1E (Post-Dev.)	5	DA 1E (Post-Dev.)	5	

Point of Analysis 'C'

Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 2 (Pre-Dev.)	6	DA 2 (Post-Dev.)	6	

- STORMWATER MANAGEMENT PLAN LEGEND**
- THICK DASHED LINE: OVERALL WATERSHEDS, WHICH WERE ANALYZED FOR CHANNEL & FLOOD PROTECTION
 - DASHED LINE: SUBAREAS
 - SOLID LINE: TIME OF CONCENTRATION PATH (PER SCS TR-55 MANUAL)
 - DOT: DENOTES CHANGE IN FLOW TYPE (PER SCS TR-55 MANUAL)
 - SOLID LINE WITH DASHES: PROPERTY LIMITS OF SUBJECT DEVELOPMENT
 - DOTTED LINE: PROPERTY LIMITS OF ADJACENT LOTS
 - HATCHED: EXISTING CONCRETE
 - OUTLINE: EXISTING BUILDING



REVISIONS

REVISION DESCRIPTION	DATE
INITIAL PLAN SUBMITTAL	3/15/22
REVISED PER LAYOUT CHANGES	9/1/22

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BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

PRE-DEVELOPMENT STORMWATER MANAGEMENT PLAN

PROJECT SHEET
JOB NO. 202201
SCALE 1"=40'
SHEET NO. 8

STORMWATER MANAGEMENT NARRATIVE:

OVERVIEW: THE PROPOSED BELMONT CONDOMINIUMS' STORMWATER MANAGEMENT (SWM) PLAN COMPLIES WITH PART 11B MINIMUM REQUIREMENTS AND THE STORMWATER RUNOFF RATES, VOLUMES, AND VELOCITIES RESULTING FROM THIS DEVELOPMENT WILL BE IMPROVED PRIOR TO EXITING THE SITE.

THE PROPOSED BELMONT CONDOMINIUMS GENERATES AN INCREASE IN IMPERVIOUS AREA. THIS INCREASE PROMPTS THE NEED FOR NEW STORMWATER QUANTITY AND QUALITY TREATMENT, WHICH IS PROVIDED FOR WITH THE INSTALLATION OF TWO (2) UNDERGROUND DETENTION SYSTEMS (QUANTITY) AND ONE (1) BIORETENTION BASIN (QUALITY).

STORMWATER QUALITY: WITH THE AFOREMENTIONED INCREASE IN IMPERVIOUS AREA AND THE PROPOSED DISTURBANCES ASSOCIATED WITH THE CONSTRUCTION OF THE DEVELOPMENT, A PHOSPHOROUS REMOVAL RATE OF 2.60 lbs/yr IS REQUIRED. THIS WAS DETERMINED BY USING THE DEQ VIRGINIA RUNOFF REDUCTION METHOD (VRRM) SPREADSHEET FOR REDEVELOPMENTS. THE EROSION AND SEDIMENT CONTROL'S LIMITS OF DISTURBANCE BOUNDARY WAS USED FOR THE VRRM'S WATER QUALITY BOUNDARY.

THE STORMWATER QUALITY REQUIREMENTS ARE MET FOR THE PROPOSED DEVELOPMENT THROUGH A NEW BIORETENTION BASIN THAT PROVIDES 3.38 lbs/yr REMOVAL OF PHOSPHOROUS. A BIORETENTION BASIN WAS SELECTED TO HELP MITIGATE THE PROPOSED REMOVAL OF WETLANDS AND TO MINIMIZE THE IMPACT TO WILDLIFE HABITAT. THE BIORETENTION BASIN IS 'OFFLINE' FROM THE UPSTREAM UNDERGROUND DETENTION (UGD) SYSTEM 1B. IN ACCORDANCE WITH THE VA DEQ SPECIFICATION No. 9 FOR BIORETENTION BASINS, UNDER SECTION 6.5 ON PAGE 24, "OFF-LINE DESIGNS ARE PREFERRED." ALSO IN ACCORDANCE WITH THIS VA DEQ SECTION, A "LOW-FLOW DIVERSION OR FLOW SPLITTER AT THE INLET TO ALLOW ONLY THE TREATMENT VOLUME TO ENTER THE FACILITY" IS UTILIZED.

STORMWATER QUANTITY: THE BELMONT CONDOMINIUMS DEVELOPMENT DRAINS TO THREE POINTS OF ANALYSES, AS SHOWN ON THIS SHEET AND DESCRIBED BELOW.

POINT OF ANALYSIS 'A': PRE-DEVELOPMENT SUBAREAS DA 1A & 1C DRAIN TO POINT OF ANALYSIS 'A'. THESE TWO SUBAREAS WILL BE COMBINED IN THE POST-DEVELOPMENT STATE, AS SHOWN ON THIS SHEET AS DA 1A, WHEN SITE OUTFALL #3 IS REMOVED. THIS RUNOFF WILL BE ATTENUATED IN UNDERGROUND DETENTION SYSTEM 1A.

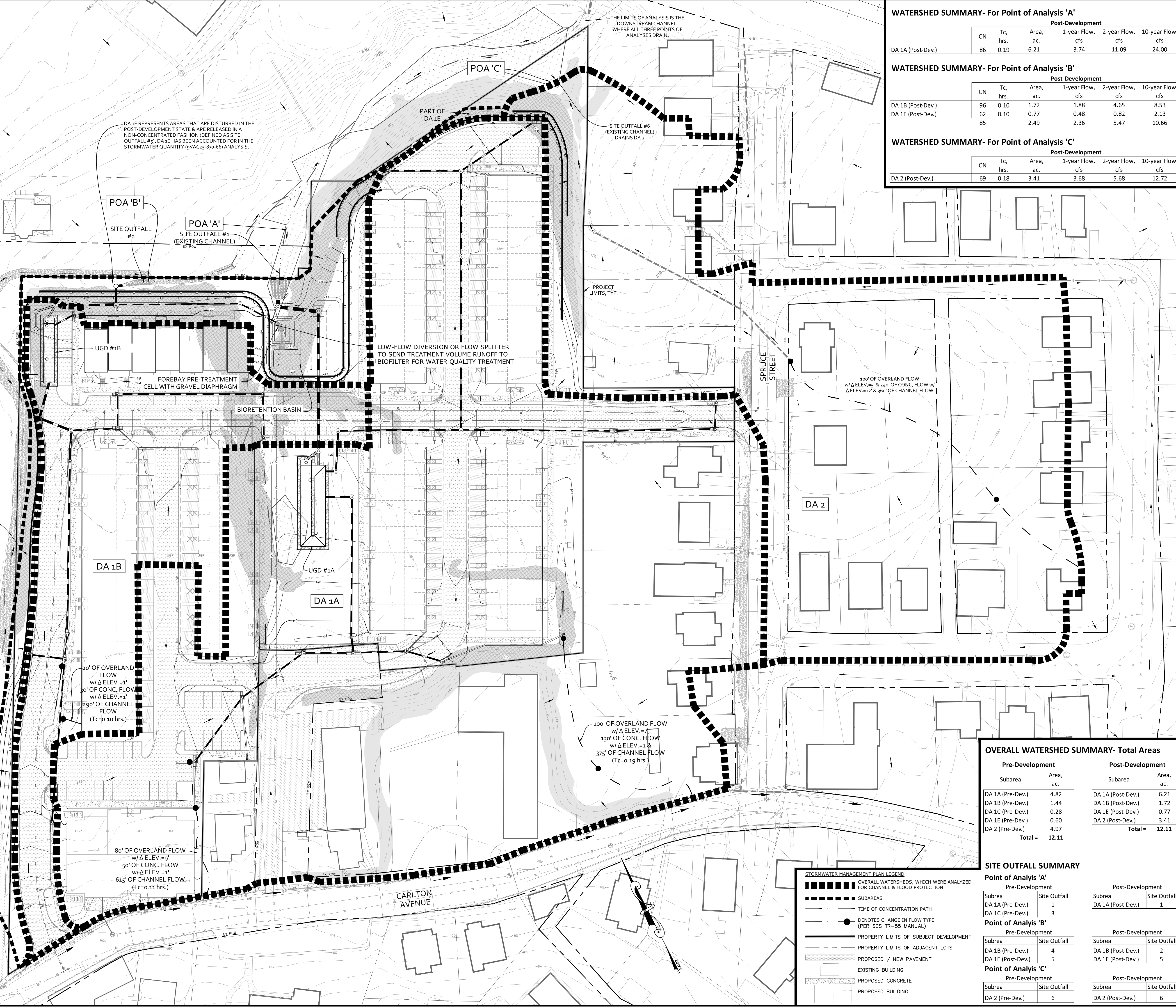
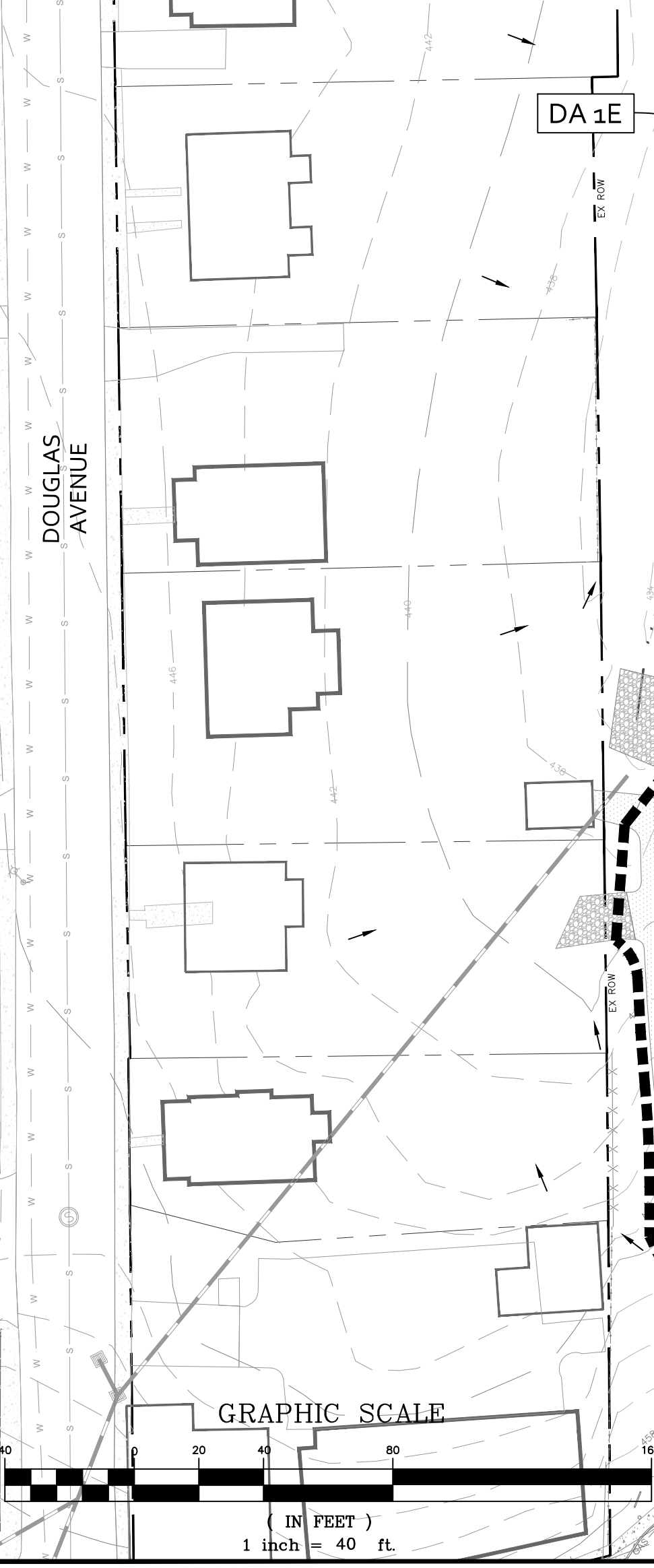
POINT OF ANALYSIS 'B': PRE- AND POST-DEVELOPMENT SUBAREAS DA 1B & 1E DRAIN TO POINT OF ANALYSIS 'B'. IN THE POST-DEVELOPMENT STATE, DA 1B WILL BE ATTENUATED IN UNDERGROUND DETENTION SYSTEM 1B. PLEASE NOTE, SUBAREA 1E REPRESENTS AREAS WHERE DISTURBANCES ARE PROPOSED IN THE POST-DEVELOPMENT STATE THAT DO NOT DRAIN DIRECTLY TO AN OUTFALL AND ARE RELEASED IN A NON-CONCENTRATED FASHION. SUBAREA 1E WAS CREATED TO ENSURE ALL DISTURBED AREAS WERE ACCOUNTED FOR IN THE CHANNEL & FLOOD PROTECTION ANALYSES.

POINT OF ANALYSIS 'C': PRE- AND POST-DEVELOPMENT SUBAREA DA 2 DRAIN TO POINT OF ANALYSIS 'C'. POST-DEVELOPMENT DA 2'S AREA AND IMPERVIOUSNESS IS REDUCED WITH THE CONSTRUCTION OF THIS DEVELOPMENT. THIS REDUCTION IS PRIMARILY BECAUSE THE PRE-DEVELOPMENT'S ONSITE RUNOFF BEING RELEASED UNDETAINED IS NOW PROPOSED TO BE CAPTURED & DETAINED IN UNDERGROUND DETENTION SYSTEM 1A.

NOTE: ALL SITE OUTFALLS AND SUBAREAS SHOWN IN THE SWM PLANS DRAIN TO THE LIMITS OF ANALYSIS, WHICH IS THE DOWNSTREAM CHANNEL SHOWN AND LABELED ON THIS SHEET. ALSO, ALL THREE POINTS OF ANALYSES WILL EXPERIENCE REDUCED POST-DEVELOPMENT FLOWS & VELOCITIES

CHANNEL PROTECTION FOR ALL THREE POINTS OF ANALYSES (A, B & C) ARE MET FOR THIS DEVELOPMENT VIA 9 VAC 25-870-66, SECTION B.3.a (i.e. THE ENERGY BALANCE CALCULATION). THE LIMITS OF ANALYSIS FOR THE CHANNEL PROTECTION ANALYSES ARE MET THROUGH THE ABOVE STATED COMPLIANCE WITH 9 VAC 25-870-66, SECTION B.3.a.

FLOOD PROTECTION COMPLIANCE IS MET FOR ALL THREE POINTS OF ANALYSES (A, B & C) VIA 9 VAC 25-870-66, SECTION C.2.b (i.e. THE POST-DEVELOPMENT PEAK 10-YEAR 24-HOUR SCS FLOWS ARE LESS THAN THE PRE-DEVELOPMENT PEAK 10-YEAR 24-HOUR SCS FLOWS). PER 9 VAC 25-870-66, SECTION C.2.b, "DOWNSTREAM STORMWATER CONVEYANCE SYSTEMS DO NOT REQUIRE ANY ADDITIONAL ANALYSIS TO SHOW COMPLIANCE WITH FLOOD PROTECTION CRITERIA IF THIS OPTION IS UTILIZED."



WATERSHED SUMMARY - For Point of Analysis 'A'

Subarea	Post-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	10-year Flow, cfs	
DA 1A (Post-Dev.)	86	0.19	6.21	3.74	11.09	24.00

WATERSHED SUMMARY - For Point of Analysis 'B'

Subarea	Post-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 1B (Post-Dev.)	96	0.10	1.72	1.88	4.65	8.53
DA 1E (Post-Dev.)	62	0.10	0.77	0.48	0.82	2.13
85	2.49	2.36	5.47	10.66		

WATERSHED SUMMARY - For Point of Analysis 'C'

Subarea	Post-Development					
	CN	Tc, hrs.	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 2 (Post-Dev.)	69	0.18	3.41	3.68	5.68	12.72

OVERALL WATERSHED SUMMARY - Total Areas

Subarea	Pre-Development		Post-Development	
	Subarea	Area, ac.	Subarea	Area, ac.
DA 1A (Pre-Dev.)	4.82	DA 1A (Post-Dev.)	6.21	
DA 1B (Pre-Dev.)	1.44	DA 1B (Post-Dev.)	1.72	
DA 1C (Pre-Dev.)	0.28	DA 1C (Post-Dev.)	0.77	
DA 1E (Pre-Dev.)	0.60	DA 2 (Post-Dev.)	3.41	
DA 2 (Pre-Dev.)	4.97	Total =	12.11	
Total =	12.11			

SITE OUTFALL SUMMARY

Point of Analysis 'A'

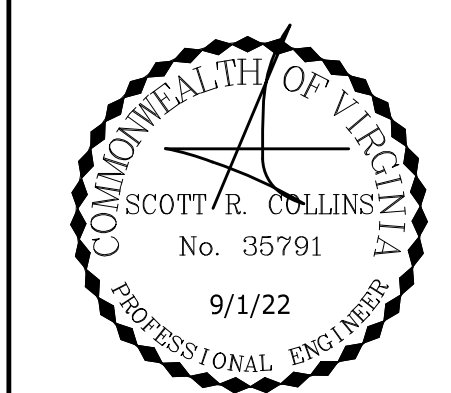
Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 1A (Pre-Dev.)	1	DA 1A (Post-Dev.)	1	
DA 1C (Pre-Dev.)	3			

Point of Analysis 'B'

Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 1B (Pre-Dev.)	4	DA 1B (Post-Dev.)	2	
DA 1E (Post-Dev.)	5	DA 1E (Post-Dev.)	5	

Point of Analysis 'C'

Subarea	Pre-Development		Post-Development	
	Subarea	Site Outfall	Subarea	Site Outfall
DA 2 (Pre-Dev.)	6	DA 2 (Post-Dev.)	6	



REVISIONS

REVISION DESCRIPTION	DATE
INITIAL PLAN SUBMITTAL	3/15/22
REVISED PER LAYOUT CHANGES	9/1/22

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

BELMONT CONDOMINIUMS - CRITICAL SLOPES WAIVER REQUEST

POST-DEVELOPMENT STORMWATER MANAGEMENT PLAN

PROJECT SHEET
JOB NO. 202201
SCALE 1" = 40'
SHEET NO. 9



ENVIRONMENTAL

**WETLAND DELINEATION REPORT
BELMONT
CITY OF CHARLOTTESVILLE, VIRGINIA**

TNT PROJECT NO.: 836

FOR

RIVERBEND DEVELOPMENT

JULY 7, 2017



July 7, 2017

Mr. Alan Taylor
Riverbend Development
455 Second Street, Suite 400
Charlottesville, Virginia 22902

TNT Project Number: 836

Reference: Wetland Delineation Report, Belmont, City of Charlottesville, Virginia
Latitude: 38° 01' 33" N, Longitude: 78° 28' 22" W

Dear Mr. Taylor:

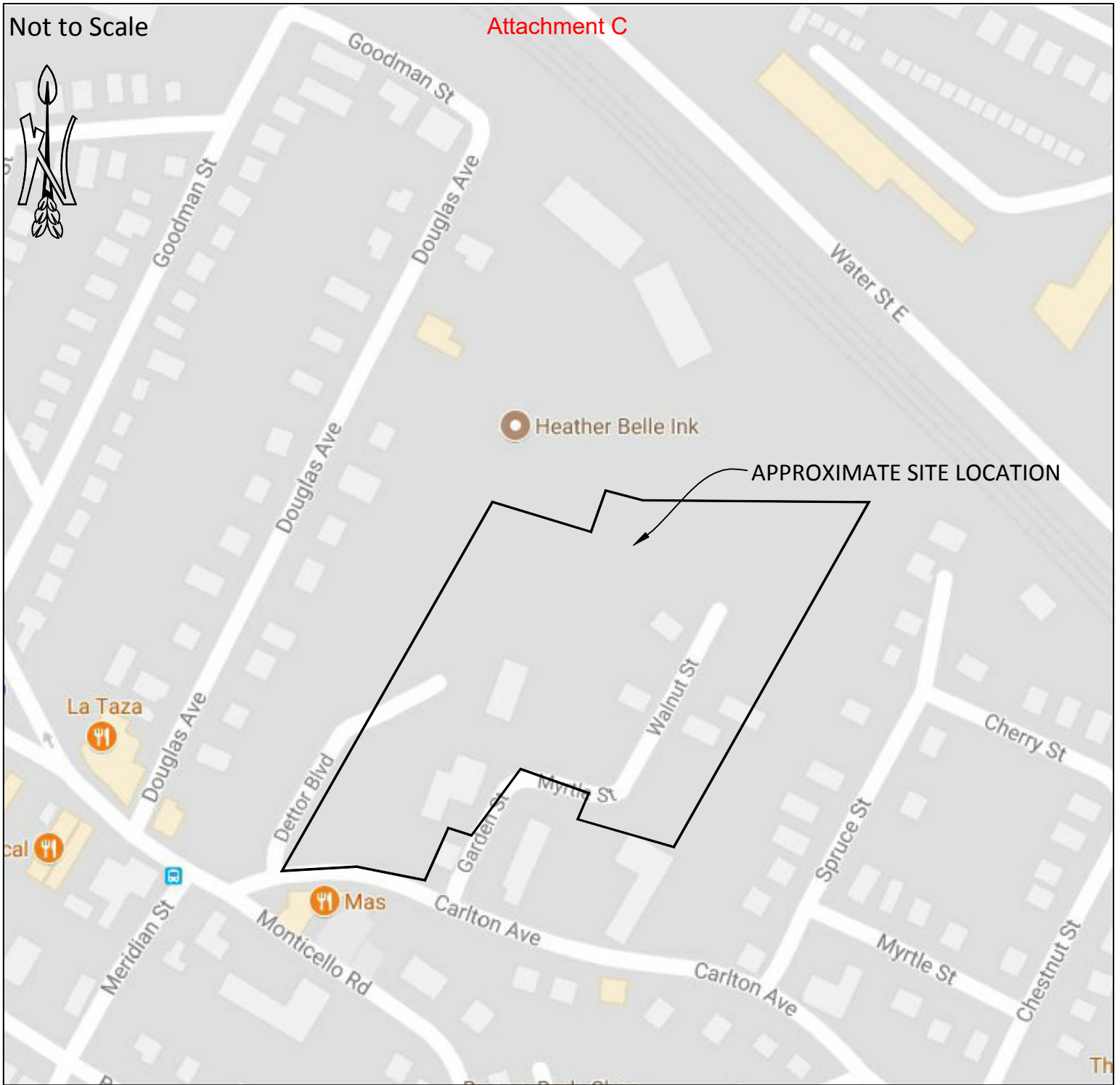
TNT Environmental, Inc. (TNT) is pleased to present this wetland delineation report for the above-referenced project in general accordance with TNT Proposal Number 1219 dated April 28, 2017. The wetlands and Waters of the U.S. identified during this investigation for the above-referenced project site were delineated by TNT based on the *Corps of Engineers' Wetlands Delineation Manual (1987)* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains & Piedmont Region* and represent those areas that are most likely considered jurisdictional by the U.S. Army Corps of Engineers (USACE). The delineation entails the gathering of appropriate field data according to the applicable USACE Manuals, field flagging and mapping of approximate wetland and stream boundaries located onsite, preparation of this final report, and a request to the USACE for boundary confirmation and jurisdictional determination of U. S. Waters, including wetlands, identified onsite. Based on the field investigation conducted in May 2017, there are potentially jurisdictional Waters of the U.S., including wetlands, located within the study area.

PROJECT SITE DESCRIPTION

The project site consists of seventeen (17) parcels of land totaling approximately 6.19 acres situated north of Carlton Avenue in the City of Charlottesville, Virginia (*Figure 1: Project Location Map*). The project site is further identified by Tax Map 57 parcels 2, 3, 4, 5, 6, 7, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 20, and 21. The terrain of the project site consists of gently sloping topography and is within the Moores Creek drainage basin (*Figure 2: USGS Topographic Map*). The site consists of warehouses, sheds and concrete pads used for industrial purposes, and associated parking and staging areas. The remaining upland portions of the site consist of maintained grasslands and the riparian areas consist of various overgrown vegetation including vines and black locust saplings.

Not to Scale

Attachment C



WETLAND DELINEATION

BELMONT

CITY OF
CHARLOTTESVILLE, VA

JULY 2017



ENVIRONMENTAL

**13996 PARKEAST CIRCLE
SUITE 101
CHANTILLY, VIRGINIA
20151**

FIGURE 1

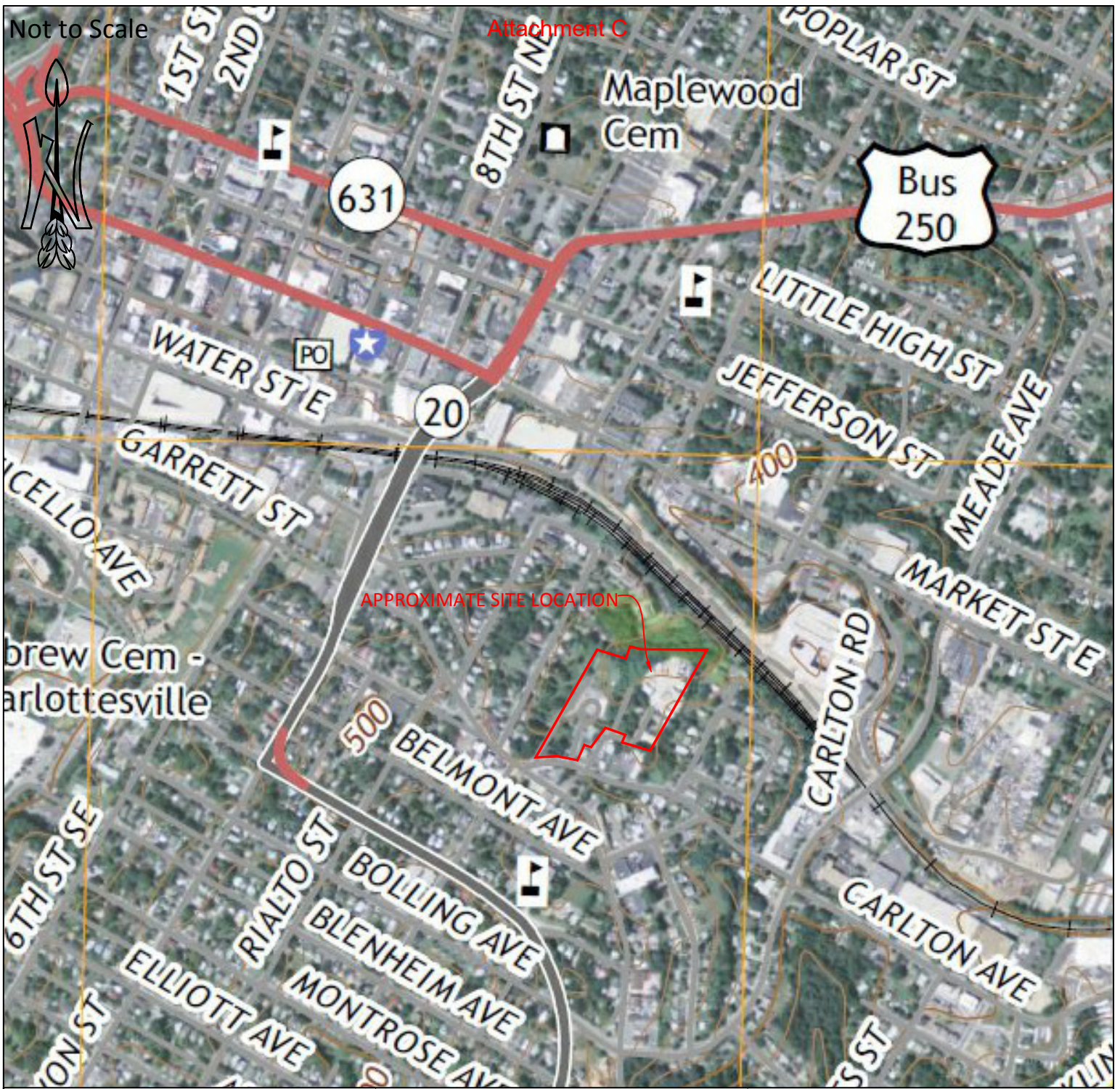
SITE LOCATION MAP

SOURCE: GOOGLE MAPS

TNT PROJECT NO: 836

Not to Scale

Attachment C



APPROXIMATE SITE LOCATION

WETLAND DELINEATION

BELMONT

CITY OF
CHARLOTTESVILLE, VA

JULY 2017



ENVIRONMENTAL
13996 PARKEAST CIRCLE
SUITE 101
CHANTILLY, VIRGINIA
20151

FIGURE 2

USGS TOPOGRAPHIC MAP

CHARLOTTESVILLE EAST, VA
QUADRANGLE MAP (2016)

TNT PROJECT NO: 836

Attachment C

Riverbend Development
TNT Project #: 836
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SECONDARY INFORMATION REVIEW

Secondary information entails the background research and review of recorded data and/or mapping associated with the project site. Resources reviewed include but are not limited to the following:

- U. S. Geological Survey (USGS) Topographic Map, Charlottesville East Quadrangle, 2016
- U. S. Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) Online Mapper, http://wetlands.fws.gov/mapper_tool.htm
- Natural Resources Conservation Service (NRCS), Electronic Field Office Technical Guide, City of Charlottesville, County Soils, www.nrcs.usda.gov/technical/efotg/
- Available aerial photography and GIS data

The USGS Charlottesville East quadrangle map shows elevations of approximately 450 feet above mean sea level (MSL) in the northern portion of the site and approximately 480 feet above MSL in the southern portions. As shown on the USGS Map, the project site drains to a tributary of Moores Creek, located within the Rivanna watershed and identified as Hydrologic Unit Code (HUC) 02080204. The NWI map does not depict wetland features within the project site boundaries. The soil survey indicates that the site is underlain primarily by 121C – Culpeper-Urban land complex soil, which is classified by the NRCS as non-hydric.

FIELD INVESTIGATION & METHODOLOGY

Fieldwork was conducted during May 2017 using the *Corps of Engineers' Wetlands Delineation Manual* (1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains & Piedmont Region*. The USACE Manual and associated Regional Supplement follow three parameters for the identification of wetlands: dominance of hydrophytic vegetation, presence of hydric soils, and hydrologic indicators. All three parameters must be present under normal conditions for an area to be considered a jurisdictional wetland in accordance with Section 404 of the Clean Water Act. Wetlands are then further classified according to the Cowardin System as described in *Classification of Wetlands and Deepwater Habitats of the United States* (1979).

The fieldwork was conducted to evaluate and characterize the soils, vegetation and hydrology, and establish the boundaries of wetlands or Waters of the U.S. located within the area of investigation. Wetland flags were placed in the field and sequentially numbered to provide an onsite record of the location of wetlands and other Waters subject to the jurisdiction of state and federal agencies. The data sheets used in this investigation are enclosed, along with the Delineation Map showing data point locations and surveyed wetland and Waters boundaries. A summary of the attached data sheets is included below in Table 3. Additionally, a photographic log documenting site conditions encountered is enclosed.



June 19, 2017

Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Lake
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

FINDINGS

Based on our field reconnaissance, TNT has identified and located several wetlands and Waters of the U.S. onsite. A palustrine emergent (PEM) wetland originating from a spring head, located in the central portion of the site, drains into a south to north trending intermittent stream channel, located on the northern portion of the site. This stream continues offsite to the northeast and consists of a network of palustrine scrub-shrub (PSS) wetlands and intermittent stream channel. A portion of the PSS wetland arcs back onto the northeastern portion of the site. Dominant wetland vegetation is listed below in Table 1. The main source of hydrology for these wetlands include groundwater seeps, and surface runoff. The wetlands are underlain by 121C – Culpeper-Urban land complex soil.

Table 1 – Dominant Riparian Buffer and Wetland Vegetation

Common Name	Scientific Name	Wetland Indicator*
Kudzu	<i>Pueraria montana</i>	UPL
Grape Vine	<i>Vitis rotundifolia</i>	FAC
Black Locust	<i>Robinia pseudoacacia</i>	FACU
Trumpet Creeper	<i>Campsis radicans</i>	FAC
English Ivy	<i>Hedera helix</i>	FACU
Sedge, spp.	<i>Carex, spp.</i>	FACW
Jewelweed	<i>Impatiens capensis</i>	FACW
Arrow Arum	<i>Peltandra virginica</i>	OBL

* The indicator status of a species indicates the probability that the species will occur in a wetland, as follows: Obligate Upland (UPL, <1%), Facultative Upland (FACU, 1-33%), Facultative (FAC, 34-66%), Facultative Wetland (FACW, 67-99%), and Obligate Wetland (OBL, >99%) in accordance with the National List of Plant Species that Occur in Wetlands: National Summary (2012). NI means no wetland indicator is available.

The project site is currently utilized for industrial purposes and contains several metal warehouses, sheds, and concrete pads, as well as associated roadways and parking lots. The upland areas of the site are dominated maintained grasslands (listed in Table 2 below).

Table 2 – Dominant Upland Vegetation

Common Name	Scientific Name	Wetland Indicator
Fescue, spp.	<i>Fescue, spp.</i>	FACU

Table 3 – Data Points Summary

Data Point	Hydrology	Hydrophytic Vegetation	Hydric Soils	Classification
DP-1	Yes	Yes	Yes	PEM wetland
DP-2	No	No	No	Non-Wetland

*Please refer to the attached data sheets for more information

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REGULATORY DISCUSSION

The USACE - Norfolk District and the Virginia Department of Environmental Quality (DEQ) have implemented the State Programmatic General Permit (SPGP) program to streamline the permit process and avoid duplication of agency review. For those projects impacting less than 0.1-acres of non-tidal wetlands and less than 300 linear feet of stream bed a Nationwide permit from the USACE can be obtained for most projects. For those projects impacting greater than 0.1-acres of wetlands and 300-1,500 linear feet of stream bed, a General Permit can be obtained from DEQ. All SPGP permit applications are reviewed by the USACE but the permit authorization comes solely from DEQ. Notification of potential impacts should be filed with DEQ by completing the Joint Permit Application (JPA) form which is submitted to the Virginia Marine Resources Agency (VMRC) and DEQ. Upon receipt the VMRC distributes the JPA to the other resource agencies (USACE, VDEQ, etc.) for review and comment. Compensatory mitigation for unavoidable impacts to non-tidal Waters and wetlands will generally be provided at a ratio of 2:1 for forested wetlands, 1.5:1 for scrub/shrub wetlands, 1:1 for emergent wetlands, and a site-specific ratio based on the Unified Stream Methodology assessment for streams. Mitigation can include: the purchase or use of mitigation bank credits; wetland preservation; preservation of upland buffers; and in-lieu-fee contribution to the Virginia Aquatic Resources Trust Fund.

PROCEEDINGS

With your authorization, we will contact the USACE to schedule a field meeting to conduct a wetlands and Waters boundary confirmation and jurisdictional determination. This process takes an average of three to four weeks depending on the availability of USACE personnel. Once we have determined potential impacts we can assist you with permitting options and support to complete the process. In the interim, we recommend further review of state and federal agency records pertaining to Section 7 (Federal Endangered Species Act) and Section 106 (National Historic Preservation Act). These reviews will generally be required to verify compliance for either the Nationwide Permit (NWP) or General Permit conditions.

Attachment C

Riverbend Development
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TNT would like to thank you for the opportunity to provide you with this wetland delineation. We look forward to assisting you further with this project and other environmental concerns you may have. If you have any questions, please feel free to contact us at any time at (703) 466-5123.

Sincerely,

TNT ENVIRONMENTAL, INC.



Sophie Swartzendruber, WPIT
Environmental Scientist
Sophie@TNTenvironmentalinc.com



Lauren A. Duvall, PWD, PWS, ISA-CA
Senior Wetland Scientist
Lauren@TNTenvironmentalinc.com



Avi M. Sareen, PWD, PWS, ISA-CA
Principal/President
Avi@TNTenvironmentalinc.com

WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont

Project/Site: Belmont City/County: City of Charlottesville Sampling Date: 5/15/17
 Applicant/Owner: Riverbend Development State: VA Sampling Point: DP-1
 Investigator(s): L. Duvall, TNT Environmental, Inc. Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR or MLRA): _____ Lat: 38° 01' 33" Long: 78° 28' 22" Datum: _____
 Soil Map Unit Name: 121C - Culpeper - Urban land complex NWI classification: N/A
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Hydric Soil Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Wetland Hydrology Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Is the Sampled Area within a Wetland? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Remarks: Palustrine Emergent Wetland near Flags A1-B1. Wetland originates from a spring.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) <input type="checkbox"/> True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Depth (inches): <u>0-3"</u> Water Table Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Depth (inches): <u>srfce</u> Saturation Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Depth (inches): <u>srfce</u> (includes capillary fringe)	Wetland Hydrology Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: Wetland hydrology observed.	

Attachment C

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: DP-1

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: _____)				<p>Dominance Test worksheet:</p> <p>Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)</p> <p>Total Number of Dominant Species Across All Strata: 2 (B)</p> <p>Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)</p> <hr/> <p>Prevalence Index worksheet:</p> <p>Total % Cover of: _____ Multiply by:</p> <p>OBL species _____ x 1 = _____</p> <p>FACW species _____ x 2 = _____</p> <p>FAC species _____ x 3 = _____</p> <p>FACU species _____ x 4 = _____</p> <p>UPL species _____ x 5 = _____</p> <p>Column Totals: _____ (A) _____ (B)</p> <p>Prevalence Index = B/A = _____</p> <hr/> <p>Hydrophytic Vegetation Indicators:</p> <p><input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation</p> <p><input type="checkbox"/> 2 - Dominance Test is >50%</p> <p><input type="checkbox"/> 3 - Prevalence Index is ≤3.0¹</p> <p><input type="checkbox"/> 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)</p> <p><input type="checkbox"/> Problematic Hydrophytic Vegetation¹ (Explain)</p> <p>¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.</p> <hr/> <p>Definitions of Five Vegetation Strata:</p> <p>Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).</p> <p>Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.</p> <p>Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.</p> <p>Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.</p> <p>Woody vine – All woody vines, regardless of height.</p> <hr/> <p>Hydrophytic Vegetation Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Sapling Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Shrub Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Herb Stratum (Plot size: <u>15'</u>)				
1. <u>Carex spp.</u>	<u>80</u>	<u>Yes</u>	<u>FACW</u>	
2. <u>Impatiens capensis</u>	<u>15</u>	<u>Yes</u>	<u>FACW</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>95</u>	= Total Cover		
Woody Vine Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
	_____	= Total Cover		
Remarks: (Include photo numbers here or on a separate sheet.) Hydrophytic vegetation dominates the vicinity.				

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-12	10YR 3/2	90	7.5YR 5/6	10	c	m	siltclay	
¹ Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.						² Location: PL=Pore Lining, M=Matrix.		
Hydric Soil Indicators:			Indicators for Problematic Hydric Soils³:					
<input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) <input type="checkbox"/> 2 cm Muck (A10) (LRR N) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148) <input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6)			<input type="checkbox"/> Dark Surface (S7) <input type="checkbox"/> Polyvalue Below Surface (S8) (MLRA 147, 148) <input type="checkbox"/> Thin Dark Surface (S9) (MLRA 147, 148) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input checked="" type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> Iron-Manganese Masses (F12) (LRR N, MLRA 136) <input type="checkbox"/> Umbric Surface (F13) (MLRA 136, 122) <input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 148)			<input type="checkbox"/> 2 cm Muck (A10) (MLRA 147) <input type="checkbox"/> Coast Prairie Redox (A16) (MLRA 147, 148) <input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 136, 147) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks)		
³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.								
Restrictive Layer (if observed): Type: _____ Depth (inches): _____						Hydric Soil Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Remarks: Hydric soil observed.								

WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont

Project/Site: Belmont City/County: City of Charlottesville Sampling Date: 5/15/17
 Applicant/Owner: Riverbend Development State: VA Sampling Point: DP-2
 Investigator(s): L. Duvall, TNT Environmental, Inc. Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): convex Slope (%): _____
 Subregion (LRR or MLRA): _____ Lat: 38° 01' 33" Long: 78° 28' 22" Datum: _____
 Soil Map Unit Name: 121C - Culpeper - Urban land complex NWI classification: N/A
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Hydric Soil Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Wetland Hydrology Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is the Sampled Area within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Remarks: Non-Wetland outside of flags A1/A2.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> True Aquatic Plants (B14) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Depth (inches): - Water Table Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Depth (inches): <u>>18"</u> Saturation Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Depth (inches): <u>>18"</u> (includes capillary fringe)	Wetland Hydrology Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: No wetland hydrology observed.	

Attachment C

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: DP-2

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: _____)				<p>Dominance Test worksheet:</p> <p>Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)</p> <p>Total Number of Dominant Species Across All Strata: 1 (B)</p> <p>Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)</p> <hr/> <p>Prevalence Index worksheet:</p> <p>Total % Cover of: Multiply by:</p> <p>OBL species _____ x 1 = _____</p> <p>FACW species _____ x 2 = _____</p> <p>FAC species _____ x 3 = _____</p> <p>FACU species _____ x 4 = _____</p> <p>UPL species _____ x 5 = _____</p> <p>Column Totals: _____ (A) _____ (B)</p> <p>Prevalence Index = B/A = _____</p> <hr/> <p>Hydrophytic Vegetation Indicators:</p> <p><input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation</p> <p><input type="checkbox"/> 2 - Dominance Test is >50%</p> <p><input type="checkbox"/> 3 - Prevalence Index is ≤3.0¹</p> <p><input type="checkbox"/> 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)</p> <p><input type="checkbox"/> Problematic Hydrophytic Vegetation¹ (Explain)</p> <p>¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.</p> <hr/> <p>Definitions of Five Vegetation Strata:</p> <p>Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).</p> <p>Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.</p> <p>Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.</p> <p>Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.</p> <p>Woody vine – All woody vines, regardless of height.</p> <hr/> <p>Hydrophytic Vegetation Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Sapling Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Shrub Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____	= Total Cover		
Herb Stratum (Plot size: 15')				
1. <u>Fescue spp.</u>	100	Yes	FACU	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	100	= Total Cover		
Woody Vine Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
	_____	= Total Cover		
Remarks: (Include photo numbers here or on a separate sheet.) No hydrophytic vegetation observed.				

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-12+	10YR 3/4	100					silt loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:	Indicators for Problematic Hydric Soils ³ :
<input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) <input type="checkbox"/> 2 cm Muck (A10) (LRR N) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148) <input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) <input type="checkbox"/> Polyvalue Below Surface (S8) (MLRA 147, 148) <input type="checkbox"/> Thin Dark Surface (S9) (MLRA 147, 148) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> Iron-Manganese Masses (F12) (LRR N, MLRA 136) <input type="checkbox"/> Umbric Surface (F13) (MLRA 136, 122) <input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 148)
	<input type="checkbox"/> 2 cm Muck (A10) (MLRA 147) <input type="checkbox"/> Coast Prairie Redox (A16) (MLRA 147, 148) <input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 136, 147) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
---	---

Remarks:
Hydric soils not observed.



Photograph 1: View to the north showing Data Point 1 (PEM wetland) located in the central portion of the project site.



Photograph 2: View to the south showing Data Point 2 (Upland) located approximately 15 feet southeast of Data Point 1, in the central portion of the site.



Photograph 3: View to the north showing a portion of the intermittent stream channel, heavily covered in vines, located in the central portion of the site.

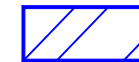

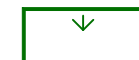






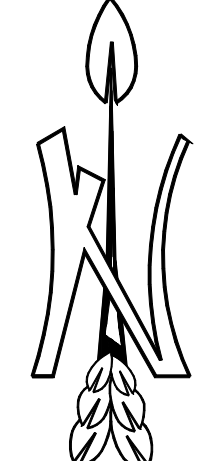
Photograph 4: View to the north showing a dense vegetation encompassing the onsite intermittent stream channel.



Photograph 5: View to the northeast showing the PSS wetland located in the northeastern portion of the site.

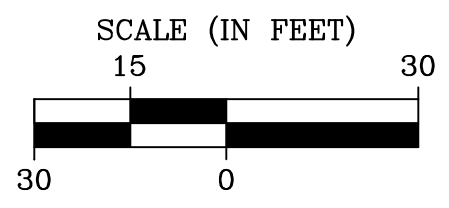
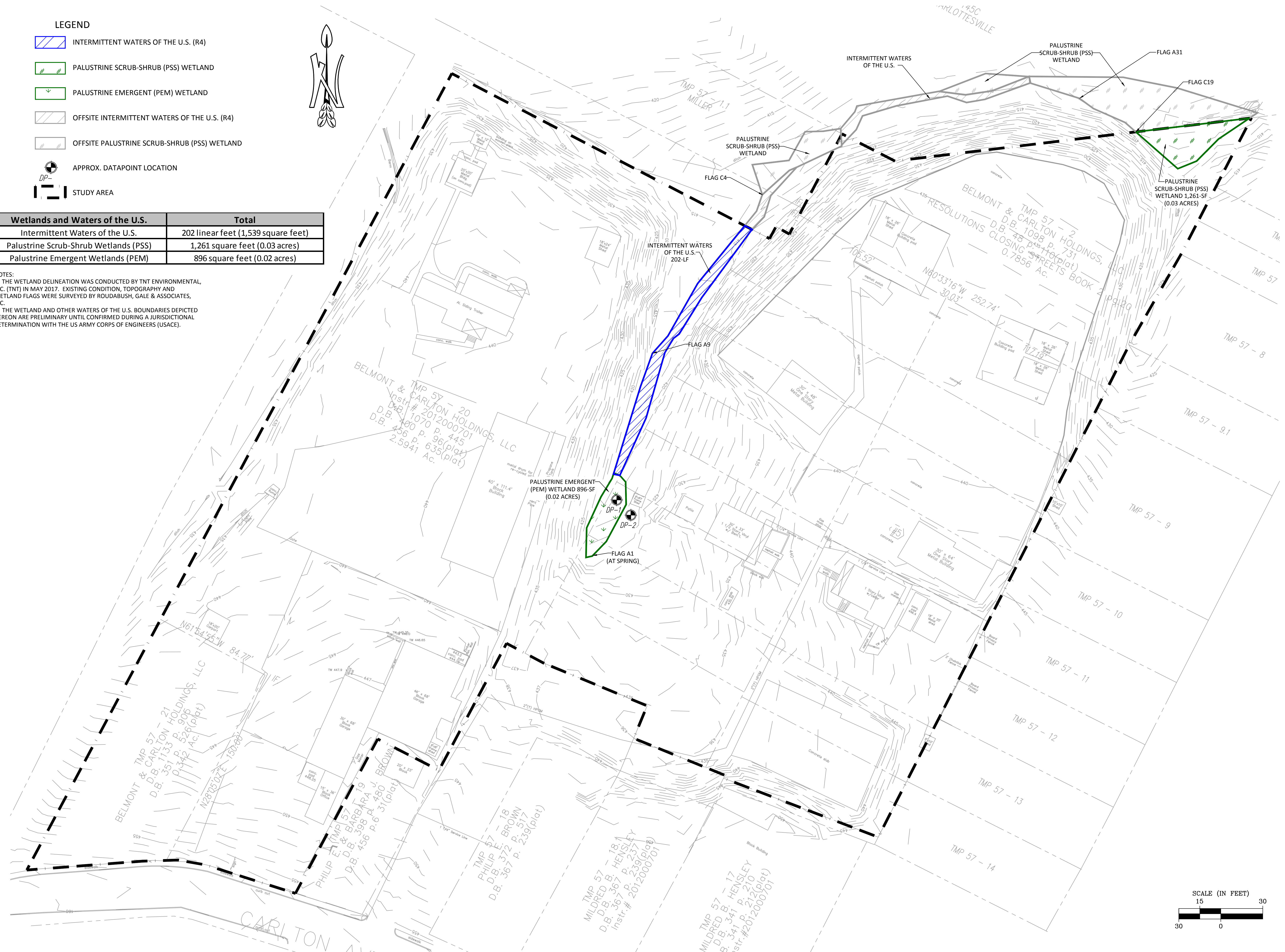
LEGEND

-  INTERMITTENT WATERS OF THE U.S. (R4)
-  PALUSTRINE SCRUB-SHRUB (PSS) WETLAND
-  PALUSTRINE EMERGENT (PEM) WETLAND
-  OFFSITE INTERMITTENT WATERS OF THE U.S. (R4)
-  OFFSITE PALUSTRINE SCRUB-SHRUB (PSS) WETLAND
-  APPROX. DATAPoint LOCATION
-  STUDY AREA

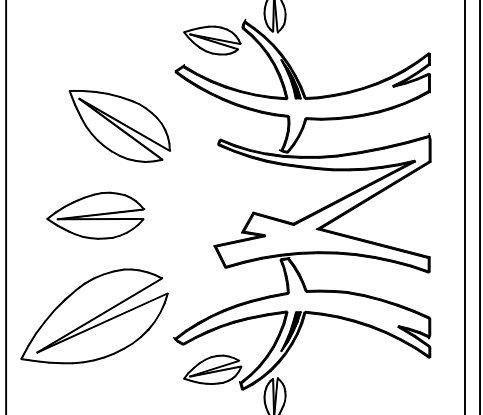


Wetlands and Waters of the U.S.	Total
Intermittent Waters of the U.S.	202 linear feet (1,539 square feet)
Palustrine Scrub-Shrub Wetlands (PSS)	1,261 square feet (0.03 acres)
Palustrine Emergent Wetlands (PEM)	896 square feet (0.02 acres)

NOTES:
 1. THE WETLAND DELINEATION WAS CONDUCTED BY TNT ENVIRONMENTAL, INC. (TNT) IN MAY 2017. EXISTING CONDITION, TOPOGRAPHY AND WETLAND FLAGS WERE SURVEYED BY ROUDABUSH, GALE & ASSOCIATES, INC.
 2. THE WETLAND AND OTHER WATERS OF THE U.S. BOUNDARIES DEPICTED HEREON ARE PRELIMINARY UNTIL CONFIRMED DURING A JURISDICTIONAL DETERMINATION WITH THE US ARMY CORPS OF ENGINEERS (USACE).



ENVIRONMENTAL
 13996 Parkeast Circle, Suite 101
 Chantilly, VA 20151
 PH: 703-466-5123 WWW.TNTENVIRONMENTALINC.COM



BELMONT
 CITY OF CHARLOTTESVILLE

SURVEYED WETLANDS &
 WATERS OF THE U.S. MAP

REVISIONS	DATE	COMMENTS

SHEET	1	OF	1
SCALE:	1" = 30'		
PROJECT DATE:	7/7/17		
DRAFT:	LAD/SSS	CHECK:	AMS
FILE NUMBER:	836		

Minutes

**PLANNING COMMISSION REGULAR MEETING
September 14, 2021 – 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 Russell, Commissioner Habbab, Commissioner Stolzenberg, Commissioner Solla-Yates, Commissioner Lahendro

Members Absent: Commissioner Dowell

Staff Present: Patrick Cory, Missy Creasy, Alex Ikefuna, Joe Rice, James Freas, Lisa Robertson, Jack Dawson, Brenda Kelley, Matt Alfele

Chair Mitchell called the meeting to order at 5:00pm and he asked commissioners if there were any concerns with the minutes. Commissioner Solla Yates provided an update and Ms. Creasy noted 3 updates that were submitted prior to the meeting by Mr. Emory and Commissioner Russell.

Chair Mitchell then asked if there were questions concerning the PUD application. Commissioner Russell asked for clarification on the unit count threshold to require a 2nd ingress/egress for a development and Mr. Alfele explained. Commissioners Stolzenberg and Habbab did not have questions at this time. Chair Mitchell asked if the financial agreement for the work on Stribling Avenue was essentially a loan. Chris Engel noted that it could be called that. Chair Mitchell asked if there are legal reasons for the loan. Ms. Robertson noted yes and also noted reasoning for why this could not be considered under the proffer requirements. The infrastructure need for Stribling is documented and this development would have some impact but not all. Chair Mitchell asked for clarification on the order of decisions and Ms. Robertson noted that Council would need to approve the agreement prior to approving a rezoning request. Commissioner Habbab asked about consideration for the sidewalk to be a condition. Ms. Creasy provided the process for the hearing for this evening. He followed up by asking for additional background on the proposals for this site in the past and Commissioner Stolzenberg provided some information on the past proposals.

Commissioner Stolzenberg asked about the traffic impact of this development and Ms. Robertson reiterated the long term documentation of need for the sidewalk.

II. COMMISSION REGULAR MEETING – Meeting called to order by Ms. Creasy and Chairman Mitchell at 5:30 PM. Ms. Creasy started the meeting with the election of new officers for the Planning Commission.

Beginning: 5:30 PM

Location: Virtual/Electronic

A. COMMISSIONER’S REPORT

Commissioner Russell – No Report

Commissioner Stolzenberg – I attended the Thomas Jefferson District Planning Commission meeting. We reviewed the draft Home partnership report to HUD of how each locality has been spending the funds. We have been spending it on AHIP and Habitat for Humanity down payment assistance. We reviewed the draft solid waste plan, which is the plan for how the region will manage its solid waste (recycling and trash). There have been some challenges in the recycling industry lately. A lot less recycling has been taken lately. There is more emphasis on the reduce and reuse side of that. We do have an MPO Tech Committee meeting next Tuesday.

Commissioner Mitchell – This has been a Parks and Recreation month for me. I have had five different engagements/meetings with Parks and Recreation. Jody and I spent the weekend with a couple people from Parks and Recreation. I want to talk about the Capital Improvement Budget for Parks and Recreation. The direction we have been given in Parks and Recreation is not to ask for anything new in the Capital Improvement Budget unless it is an emergency or it is an absolute need. We have at least four things that fall into that category. The first thing is the drainage in McIntire Park. The drainage in McIntire Park is creating a violation in the Department of Environmental Quality standards. It also is causing water to run off into the waterways. That is going to be a top priority. That's going to be about \$350,000 that we're going to be asking Council to approve. We are in violation if we don't fix that. The next big thing is Honesty Pool. That's the pool at Meade Park. It has been out of use for a couple of years. We think it is going to take about \$400,000 to bring that pool back online. I am asking my colleagues on the Planning Commission to make that a priority. The next thing is Oakwood Cemetery. There is a lot of water erosion there and standing water that we need to address. That's going to be about \$52,000. The last thing is a comprehensive Parks and Recreation master plan. We haven't had anything like that in a number of years. Our future is going to be perilous for Parks and Recreation unless we do that. That's going to be about \$150,000. The last thing is an interesting project that we have a lot of VDOT funding for that is sitting there. It has already been spent. They're just waiting for us to put our money in. The Washington Park pool is no longer open for the season. Crow pool is open. Smith will hopefully be open by the late fall. The City Market has been very active. The athletic programs have been busier than they were in 2019. It has been busier this year than Pre-Covid. We're low on staffing. We're missing a lot of key people. We're short on key leadership positions. Unfortunately, we recently announced that Mr. Todd Brown is going to be leaving Parks and Recreation. He is going to Fredericksburg.

The leader of the Parks and Rec Board asked a couple key councilors, key councilor candidates, a representative from VDOT, and Jody and I to join them to walk through what will be the Meadow Creek Trail. That trail begins in Greenbrier and runs to behind Whole Foods and back into Greenbrier. Much of the work has been done. Much of the work has been funded by VDOT. They have \$750,000 that they're going to add to what they're doing. The only thing we have to add to that is another \$650,000. It's something that is very dear to the hearts and minds of the Parks and Rec team. The question is where we're going to get the money to do it. We can maybe get it squeezed into the Capital Improvement Budget this cycle. I suspect that Mr. Sanders is going to ask us to give something up in order to get it into the cycle.

Commissioner Lahendro – I attended the BAR meeting on August 17th. At that meeting, we had one new important item, a new apartment building behind Preston Place that was deferred for more design consideration. We had two items receive Certificates of Appropriateness. The Tree Commission is meeting right now. As for the walk in the woods, I am going to ask Mr. Mitchell if he wouldn't mind sharing that experience.

Commissioner Habbab – I am going to be attending the Citizens Transportation Advisory Committee meeting tomorrow.

Commissioner Dowell – I do have an update with the CDBG Task Force. On August 16th, HUD approved the environmental review. The traffic safety signs have been ordered. I will be attending the school CIP committee meeting, which will be Tuesday, October 26th.

B. UNIVERSITY REPORT

Commissioner Palmer – There is a lot happening at UVA. We continue with our Grounds Plan Update and the Affordable Housing Initiative. The consultant teams have been hard at work reaching out to the community, Albemarle planning establishment, and City Government with the Grounds Plan. The Health System is doing a strategic plan. They have a website for the community to leave comments on any aspects of the Health System. They have two areas that the community will be more interested in. One is Community and Public Equity. The other is Patient Experience. Those are two areas where people might want to comment. The Ivy Corridor utility work is beginning. The three buildings being designed continue to be at various levels of design. That's the Data Science, the Hotel and Conference Center, and the Institute for Democracy. Alderman Library is starting to come out of the ground. They have removed the new stacks and are adding an addition for the 21st Century onto that building. There's a Board of Visitors meeting next week on September 23rd and September 24th. On the 24th, there's a Friday night football game at Scott Stadium.

C. CHAIR'S REPORT

1. Annual Meeting – Election

Commissioner Lahendro – Nominated Commissioner Solla-Yates as Chair and Commissioner Russell as Vice-Chair.

Motion – Commissioner Lahendro (Second by Commissioner Mitchell) to approve the new Chair and Vice-Chair – Motion passes 7-0.

Chairman Solla-Yates – The Charlottesville Plans Together Steering Committee met on September 1st. The feedback from the team was very similar. The Housing Advisory Policy Subcommittee met on September 10th to discuss how to move forward with housing since we don't have a Housing Coordinator on staff.

D. DEPARTMENT OF NDS

Ms. Creasy – On September 21st, next Tuesday, we have a work session starting at 5:00 PM. It will be our continued review of the Comprehensive Plan. We will talk further about some of the items that we had at the last meeting. We're currently scheduled at our regular meeting on October 12th for the Comprehensive Plan public hearing. We have a placeholder on the calendar for October 21st as we're trying to manage the agendas the best that we can in October.

James Freas, New NDS Director – I am very excited to be here. Today is my second day. I am still 'finding my feet' and learning my way around the building. I would really like to find some time to meet

with all of you in person. There's a lot of great work happening right now. I am hoping for an opportunity to get to talk with each of you about what we have going on. I am excited to get involved in it.

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

Benjamin Heller – I wanted to chime in on an environmental question related to the Comprehensive Plan. I have a concern about whether there's not more analysis potentially required to know whether the impacts are going to be as positive as we want them to be or potentially fall short. If we were building a city from scratch, with the goal of minimizing greenhouse gas emissions, we would build dense. The impact is going to depend on decisions that economic agents make. I fear there hasn't been any modeling of that. I wonder what analysis has been done. When I look at the census tables, I don't see a lot of commuters from outlying areas. I would like to know if they are there for economic reasons. Are the policies are going to push in the right way? When it comes time to impose these rules, are we going to hear that the city is mighty enough to redo the whole built-in environment but have a Council powerless against the built-in rule? I want to flag that.

F. CONSENT AGENDA

1. Minutes – March 30, 2021 – Work Session

Motion to approve Consent Agenda – Commissioner Russell (Second by Commissioner Dowell) – Motion passes 7-0.

Meeting recessed until 6:00 PM and/or a quorum of City Council was available. Once there was a quorum, Council was called to order by Vice-Mayor Magill

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

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

1. **ZM20-00002 – 240 Stribling PUD** – Southern Development on behalf of the landowner, Belmont Station, LLC, has submitted an application seeking a rezoning of approximately twelve (12) acres of land, identified within City tax records as Tax Map and Parcel 18A025000 (“Subject Property”). The Subject Property has frontage on Stribling Avenue. The application proposes to change the zoning district classifications of the Subject Property from R-1S (Residential Small Lot) / R-2 (Residential Two-Family) to PUD (Planned Unit Development) subject to certain proffered development conditions (“Proffers”) and development plan. The Proffers include: (1) a. For the purposes of this Proffer, the term “Affordable Dwelling Unit” (ADU) means a dwelling unit reserved for occupancy by a household that pays no more than thirty percent (30%) of its gross income for housing costs, including utilities, provided that the annual gross income of the household/occupant is sixty percent (60%) or less than of the Area Median Income (AMI) for the City of Charlottesville, as said AMI is established annually by the federal Department of Housing and Urban Development (HUD). Fifteen percent (15%) of all dwelling units constructed shall be ADUs. Thirty percent (30%) or more of the required ADUs shall be reserved for

rental to low- and moderate-income households for a period of a least ten (10) years. Thirty percent (30%) or more of the required ADUs shall be reserved for ownership by low- and moderate-income households for a period of at least thirty (30) years. During construction the For-Sale ADUs shall be constructed incrementally, such that at least five (5) Affordable Dwelling Units shall be either completed or under construction pursuant to a City-issued building permit, prior to the issuance of every 30th Building Permit for non-affordable dwelling unit. The rezoning would allow a PUD referred to as “240 Stribling PUD” containing no more than one-hundred and seventy (170) residential units divided between single-family attached, townhomes, and multifamily buildings at a density of fifteen (15) dwelling units per acre (DUA), with open space in the amount of 4.76 acres, and the following unique characteristics/ amenities per the development plan: approximately two (2) single-family attached style units, approximately sixty-nine (69) townhome style units, three (3) multifamily buildings, central green space, nature trail, four (4) new City standard public roads, pedestrian and vehicular access to Morgan Court, and six (6) new private roads built to City private road standards. The proposed development is intended to be completed in approximately twenty (20) phases. In order for the Landowners to implement the PUD Plan, they will need to disturb areas within Critical Slopes; this application also presents a request for a Critical Slopes Waiver per City Code Sec. 34-516(c). The Comprehensive Land Use Map for this area calls for Low Density Residential (15 DUA or less). Information pertaining to this application may be viewed online at <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-developmentservices> (available online five to six days prior to the Public Hearing) or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this Rezoning may contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.org) or by telephone (434-970-3636).

i. Staff Report

Matt Alfele, City Planner – Southern Development on behalf of the landowner, Belmont Station, LLC, has submitted an application pursuant to City Code 34-490 seeking a zoning map amendment to change the zoning district classifications of the above parcels of land. The application proposes to change the zoning classification of the Subject Property from “R-1S” (Residential Small Lots) & “R-2” (Residential Two-Family) to “PUD” (Planned Unit Development) subject to proffered development conditions. The proposed PUD development plan calls for a density not to exceed 15 dwelling units per acre, roughly 20 rows of townhomes, 3 multifamily buildings designated as condominiums, 2 single-family attached dwelling units, a use matrix that allows residential and related uses such as single-family attached townhouses, single-family detached, two family dwellings, and multi-family Day Home and Residential Treatment Facility up to 8 residents, non-residential uses, such as house of worship, ballfields, and swimming pools. The use matrix prohibits such uses as nursing homes, animal shelters, libraries, and gas stations. The use matrix allows parking garages, surface parking lots (under and above 20 spaces), and temporary parking facilities as ancillary uses. Fifteen percent of the dwelling units constructed on site shall be affordable dwelling units. There will be two central greens/open spaces and preservation of existing wooded areas between the development and Moore’s Creek. The total open space will be 4.76 acres or roughly 41.9% of the total site. There will be a shared use public path connecting the development to Moore’s Creek built to city standards, four new city standard roads, a public road connection to Morgan Court, six private roads built up to city standards for rear loading of townhouses, on street parking, and structured parking for the three multifamily buildings to be provided within each building. Dwelling units within the development will have porches and balconies, zero minimum setback for structures within the development, five foot setbacks for structures adjacent to the property outside of

the development, and maximum building height of 55 feet, except for lots 1 through 7. These lots will have a maximum height of three stories, subtle variation and massing, wall openings, and color will be used on the dwelling units to reduce repetition. There will be a widening of Stribling Avenue along the north side of the property adjacent to the entrance road, a preliminary landscape plan with screening on the edge of the properties and general location of street trees, and sheltered 5 foot sidewalks along both sides of all public roads and one side of all private roads. The project is being proposed in a 20 phased process. In addition to the physical characteristics of the development plan, the applicant has also proposed a proffer statement with the following condition: Fifteen percent of all dwelling units constructed on site will be affordable. Affordable dwelling units per the proffer will mean a dwelling unit reserved for occupancy by a household that pays no more than 30% of its gross income on housing costs including utilities, provided that the annual gross income of the household is 60% or less than the area median income for the City of Charlottesville. Of the affordable dwelling units, a minimum of 30% will be reserved for rentals to low and moderate income households for a period of at least ten years. Of the affordable dwelling units, a minimum of 30% will be reserved for ownership by low and moderate income households for a period of at least 30 years. During construction, the affordable dwelling units shall be constructed incrementally such that five dwelling units shall either be completed or under construction pursuant to a city issued building permit prior to issuance of every 30th building permit for non-affordable dwelling units. In addition to the requested rezoning of 240 Stribling Avenue PUD, the applicant is also requesting waiver to the critical slope requirements. Per section 34-1120b and 34-516c, this request must be heard simultaneously with the rezoning request by the Planning Commission. 14.3% of the total site is designated as critical slopes per the city code. The applicant is requesting to disturb 41.7% of the slopes. The applicant is proposing to disturb these slopes to provide the public access to Moore's Creek, public road connection to Morgan Court, building envelopes for two of the three multifamily buildings, five of the townhomes, and one of the private roads plus the stormwater infrastructure. Staff, Planning Commission, and City Council have received multiple comments related to this project. The applicant has held a number of community events. These comments can be found in the staff report. One of the main concerns is the pedestrian infrastructure of Stribling Avenue.

Chris Engel, Director of Economic Development – I am here tonight for the City Manager. A couple of months ago, the City Manager and I were approached by the applicant and developer of the 240 Stribling PUD to determine if the city would be interested in considering any alternative funding approaches to address the pedestrian infrastructure needs on Stribling Avenue near this proposed PUD. The approach we're going to outline for you today models a previous approach that the city has used for economic development projects. Mine and the City Attorney's involvement is to negotiate this infrastructure funding agreement. This agreement is not part of the rezoning request. It does impact the nearby area. It is certainly of interest to many in the neighborhood. As proposed, it is a separate agreement entered into by the parties to help facilitate a solution to the needs in a timelier manner than the typical CIP process may allow. In its simplest form, this agreement stipulates that the developer provides up to \$2 million in funds to construct the needed improvements. That is in a timeframe that is contemporaneous to the PUD development to create some efficiencies there. The city will repay those funds to the developer over a period of years based solely on the increment increase in real estate value generated by the PUD project. As the new units arrive and are assessed, that increase is used to pay back the developer for the \$2 million that is essentially provided upfront to do the improvements in advance and in conjunction with the new PUD. This project has not been designed. It has not been engineered. It has not been bid by formal contractors. Many of the detail questions that people might have cannot be answered at this moment. There's work to be done should this agreement and PUD move forward.

The agreement covers sidewalks and associated utility and stormwater infrastructure for approximately the length of Stribling Avenue from its intersection at JPA to the city boundary. A preliminary survey and engineering survey have been completed by the developer. Those are current and recent. Activities that have been done in preparation for this did result in a cost estimate for these improvements in the range of \$1.5 to \$1.6 million. This project has not been designed or engineered. These figures are likely to change up or down until that final design is in place. The agreement provides up to \$2 million to be made available in conjunction with land disturbing activities related to the PUD. It is designed to happen in accordance with the PUD development to allow the improvements to take place along with that work to minimize the impact to the whole area and to do it in an efficient manner. Any amount over the \$2 million would need to be sourced separately by the city and is not covered by this agreement. The city is obligated to repay only when the increment is realized. If the increment does not accrue, our obligation would be fulfilled at the end of this agreement. There is an incentive for the developer to finish this development and to have the increment accrue to get the full recuperation of funds that they have advanced. Our estimates are varying. Depending on how the buildout happens, if the buildout happens over a 4 year period, a full repayment of the \$2 million could occur in 5 to 6 years. That is just an estimate. This agreement is in draft form. We did provide it yesterday to interested parties and the Planning Commission. The key elements have been agreed upon by the parties. Until it is approved by City Council, it is not final. It would have to be executed by both parties to be official. Should the rezoning proceed, this infrastructure funding agreement would also need to be approved by the city. The city would need to design the project, perform right of way acquisition, and engage a contractor to make the improvements. All of that would happen pending your activities tonight and Council's future hearings on this project. Based on the concerns people in that neighborhood have had over the years about sidewalks and drainage and vehicular movements, this allows a project that has been needed for some time to happen at a quicker pace than what might be anticipated in a normal CIP in a manner that doesn't impact that CIP directly but by using borrowed funds up front and returning those funds as the planned unit development yields additional tax increments

Commissioner Mitchell – With the units that are available to be purchased for 30 years that are affordable, how do we enforce that? What happens if a person buys a house and sells their house 5 years later? Are they forced to sell it at an affordable rate or do they get market rate?

Lisa Robertson, City Attorney – This is an issue that we're seeing over and over particularly in relation to For Sale units. There is no internal consistency of policy with the city as to whether or not the city is looking for committed units at a particular location. A particular unit would remain affordable for 30 years or whether the city would like people, who purchase that unit for the first time, to be able to realize some benefit from it but later sell it for fair market value. Until we make some policy decisions and connection with the new zoning ordinance, we're left with a bunch of different provisions. If the city's current zoning ordinance and Section 34-12 requires a developer provide a certain number of units. Those required units are subject to the provisions of the city's existing regulations and housing policies. The existing regulations do specify that deed restrictions be recorded. People don't like those. People who favor allowing people who purchase the home to be able to sell it at a certain point in the future don't favor restrictive covenants; at least one that does not allow for the property to be sold at something that resembles fair market value. To the extent we had regulations, those regulations require a covenant applied to the standard operating procedures. They are lengthy. Those regulations do require individuals to record a deed restricting the use of the property. That's only in relation to the required number of units.

In a lot of developments that you see coming through, it might only be one or two units. If the developer, in addition to any required units, is voluntarily just offering an additional number of units, whatever promises you are receiving are only as good as what your application materials describe. If your application materials say “we’ll give you a recorded covenant,” that equates with the regulations. If the application materials say something else, you get whatever the applicant is proffering or offering you. What I will note with this particular application, is that if you look at the provisions of the proffer statement in paragraph 1C, the applicant is saying that the obligations set out in the proffers will be set forth within one or more written declarations of covenants. Everyone who buys property from the developer will be on notice, as a result of some declaration of covenants, that they will be purchasing a piece of property that has to remain usable as an affordable unit going forward consistent with what the proffer says. It is important that you all, in making your recommendations, are comfortable with what paragraphs 1a and 1b of those proffers say. To the extent there are units, which are subject to Section 34-12, the applicant is setting forth in those paragraphs what they are willing to do. The provisions of paragraph 1b do make reference to your existing regulations. To that extent, the applicant is promising to administer all of the rental units in accordance with the provisions of your existing regulations.

Commissioner Mitchell – It seems to me that it defeats the purpose if a long-term owner can’t build their wealth by, maybe after five years, marketing their property at a fair market rate.

Ms. Robertson – I want to note that is a big policy decision that the city has to make relative to ‘for sale’ units. If you’re saying at the time of rezoning, that something is going to remain affordable for 30 years, that’s an area you just described, means the property is affordable during that 5 years. It will go away at the end of 5 years. That’s a legitimate policy choice if the city chooses to make it. It’s not real clear in any of our regulations or requirements, what preferences you may have depending on what type of unit it is and the goals of a particular applicant.

Commissioner Mitchell – Long-term affordability in rental units is a good thing. Long-term restricting of a low-income person building wealth is problematic.

Commissioner Dowell – One thing I was concerned about was that the staff, as far as housing types, recommended the plan. Staff also said that they didn’t recommend it because of the street safety and affordability. I wanted some clarification on the mixed recommendation.

Mr. Alfele – What you’re seeing in that mixed recommendation is based on our current Comprehensive Plan. You’re not going to hit every point. There are points where this development hits and it meets the goals of the Comprehensive Plan. There are points where it falls short.

Commissioner Dowell – Per city staff recommendation, what points do you feel are more prevalent than others?

Mr. Alfele – Safety is always going to be paramount. That’s the main thing. It is hard to judge the way our current comp plan is. It doesn’t weigh different goals. The Planning Commission can have a legitimate discussion on whether the goals can be reached through this plan.

Commissioner Habbab – If it is slated for 60% AMI and that person gets a raise and makes 65%, does that mean they have to move out? How does that work?

Ms. Robertson – Within a rental unit, there is some leeway for a person to stay a certain amount of time. You want to allow some opportunity for a property owner to move around. On a rental unit, if they designate some units in the development as the affordable units and if they want to allow a person to stay in a particular unit, even when their income exceeds what is allowed, you want to allow some leeway to amend that designation so the required number of units can be maintained. You might want to designate a different unit instead of making someone move. I won't say that rental units are easy to administer. The process is easier to set up and manage. The rental affordable units are the ones that everyone is more used to dealing with because of the voucher system. The 'for sale' units are very difficult. It is not going to be a workable arrangement to say that when somebody owns a house, they have to move out even though they're the owner. Generally, your income would be established at the time of the sale to you as an affordable owner. With the 'for sale' units, you're changing income over time doesn't really matter as much. It's what your income is at the time you become the owner.

Commissioner Habbab – My other question was whether the traffic engineer had a chance to go over the proposed agreement on Stribling Avenue and if they had any comments.

Jack Dawson, City Engineer – We saw the agreement the other day. My concern is that estimate is a little light. It just isn't a sidewalk. It's essentially a streetscape. When you touch a road, you have to bring it to code. That road is not 20 feet wide throughout. You have an 18 foot wide road and you need to bring it to 20 feet. You're excavating to widen the road before you build the curbs. When you curb the road, you're concentrating water. Even though there's not a significant impervious increase, all of the water that diffuses through sheet-flow onto people's various properties will be concentrated in various places. There's no infrastructure to support that. We have a couple of different estimates. This has been lingering around primarily through the community CIP development process. It's not a priority for the city regarding sidewalks. We only have \$650,000 in our account now for sidewalks in the CIP and only \$100,000 for the next couple of years. All of that money is tied up in multi-modal revenue share, which is a match with VDOT. It won't hit the books for another 3 years. We literally cannot do any other sidewalks. The last estimate we conducted was \$2.9 million. That was just at Sunset. There's significant design and construction to facilitate this. I would be remiss if I didn't say that the primary concern is the cost. We have not reviewed plans. If the sidewalk gets built, it would be to code with minimal variances based on existing conditions. The issue is how we get from where we are now to that.

Commissioner Lahendro – I noticed that there are some very large, mature hardwood trees on the applicant's land on Stribling Avenue. They are moved in the proposed plan. Is there something the city staff and city engineer know about or are requiring that is causing those trees to be removed? Is this a decision made by the applicant?

Mr. Alfele – We're not at site plan level. This is more at the land use level. Any decision would have been the applicant's unless they were following a guideline in the zoning code. I don't know of any reasons other than construction reasons.

Mr. Dawson – From the engineering, I am sure there is a requirement that they build a sidewalk along the frontage of Stribling there and dedicate some right of way to increase that right of way to basic standards. If those trees are 8 feet beyond the existing property line, they will be removed for building the sidewalk there.

Commissioner Russell – I had a question about Morgan Court. In the pre-meeting, the question was ‘what is the threshold requiring two points of egress and ingress?’ It was communicated that 50 units triggers that requirement unless two access points would create an unsafe condition. Is it at 50 units that a development requires two points in ingress and egress? We have this proposed access along Morgan Court through Huntley. Presumably, a by right development would also require two points of access.

Brennen Duncan, Traffic Engineer – A few years ago, we redid this code section. It used to say 15 dwelling units. We changed the code section to be at the discretion of the traffic engineer and fire marshal. The project that prompted that was a very narrow lot. It was 50 or 60 feet wide. Per the code, they were required to do 2 points of ingress. It was actually more dangerous having two access points that close together. That is why we changed the code. If it is going to be over 50 dwelling units, we would be looking for multiple access points.

Commissioner Russell – I am curious if you had any thoughts on there being another option for achieving two points of access. I have concerns about Morgan Street capacity. It does have additional lots on it. There’s potential for 13 lots along that cul de sac. It doesn’t seem like a safe road. I am curious if there’s another option or if Morgan Street was constructed with an intent to be a connector.

Mr. Duncan – It was constructed with the intent to be a public street. It was not constructed to be a connector road. We had some questions from the public. Even if you add in the units that have not been developed on Morgan Court at this point in time, take 240 Stribling out of the equation, the average traffic on that roadway fully developed is only 150 to 200 vehicles a day. With this development, it would still push up to 400 to 600 vehicles, which is still well within an acceptable capacity for a neighborhood street. It’s not until you get close to 1000 vehicles per day, that normal livability standards start to be noise and traffic. Even with this development, it would still fall below that. There might be an opportunity to do two access points coming out to Stribling. That might be an option for the developer to consider. In this particular instance, connecting to Morgan Court is appropriate for the value standpoint and connectability. Otherwise, you do force all of the vehicles out onto Stribling as opposed to letting origin destination dictate where they’re trying to get to. It essentially makes this a big cul de sac subdivision rather than an interconnected street network that a city should have.

Commissioner Russell – You’re making that assessment on capacity. Is that also taking into account the existing conditions (lack of sidewalk, multiple mailboxes that don’t have a sidewalk, etc.)

Mr. Dawson – Brennen looks at it from traffic perspective. While it would be much better to have sidewalks there, the roads still serve the function of being a public city road with vehicular and pedestrian connectivity. While it is not an ideal situation, it was, in theory, designed to be a local street and carry those traffic loads. How it was built, designed does leave something to be desired. It is a local street. The purpose of a local street is to provide movability to large parcels within the city.

Commissioner Stolzenberg – Was the second connection driven by staff asking the applicant for it? The last time, they were talking about it as an emergency connection and didn’t have strong opinions either way.

Mr. Duncan – It was a request of staff.

Commissioner Stolzenberg – Looking at the 2013 Comprehensive Plan with how it talks about encouraging new street connections and increasing network connectivity. Is that the general theme? Is that driving us to ask for these additional connections here?

Mr. Alfele – When you look at a by right development, the traffic engineer and city engineer are looking at it through their lens of their discipline. When you're looking at a conditional rezoning or SUP, we're looking at other factors like the Comprehensive Plan. There is that factor that the need for connectivity in the comp plan is also driving staff's request to have these connection points in addition to the other requirements by the traffic engineer.

Commissioner Stolzenberg – Is it unheard of in the city for a cul de sac turn into a connected street? I can think of several roads that look like they were cul de sacs and were extended. Is that something unusual?

As I recall, the last line of the standard operating procedures schedule 2, which covers the 'for sale' units. It says the CIU commitment will describe how resales CIUs will be handled so that the term of affordability can be satisfied. Separately, it says a minimum of ten years. The applicant is saying 30 years. That creates this problem where most homes will be resold in 30 years. That proffer doesn't explicitly say that they have to be resold at an affordable rate. If they aren't, the developer has to provide an additional 'for sale' unit at an affordable rate somewhere else in the city. It's a safe assumption that the developer is going to make the owner sell it affordably. Is that a reasonable interpretation of that?

Ms. Robertson – I don't know if it is that specific. The way I read those regulations is that it says the first sale always has to be affordable in accordance with the provisions of those regulations, which says 80% or less. The way I read that additional provision is that what it requires is that the developer will establish, at the time the development is approved, a document that actually describes what is going to happen for all subsequent sales at that property. That provision was specifically there to leave some flexibility. The developer can partner with a nonprofit and use their model. It leaves some room to say that 'we want people to be able to sell and make some money but we would still like it to be a resale at a certain level.' It leaves some room for people to make proposals for the city's consideration. These regulations go with Section 34-12. By the time somebody is asking for a building permit, we want them to tell us what the plan is. You're either going to keep them affordable for no less than 10 years. If somebody is proffering 30 years, that might be the commitment. You're going to keep that specific unit affordable throughout that designated affordability period. At the very least you're going to tell us what's going to happen after the first sale. We have not been requiring people to identify how those resales will happen when the number of units required are 'for sale' units.

Commissioner Stolzenberg – Help me understand why this performance agreement is better than the initial offer from the applicant to just give us half a million dollars in cash. If I understand this correctly, the city collects the tax increment regardless if there's an agreement or not. If there's any construction, the tax assessment will go up and we'll collect more tax revenue. It's then a matter of allocating money to make the sidewalk improvements happen. We could allocate that money in the CIP, take out bonds that will be 20 years with roughly the same interest rate, and pay off those bonds with the tax revenue we get. Instead, we're essentially taking a loan from the applicant, and directing the tax increment. What are the

benefits? Even if they end up not constructing the project, we still get that money from them and basically never pay it back? Are there other benefits?

Ms. Robertson – The first scenario you described just talks about the city’s Capital Improvements Process. That’s the definition of a CIP program. You prioritize and identify what projects that you want to do. You project what revenues you’re going to receive from tax revenues that year and apply those revenues to your priority list. In the first scenario, it is not a TIF. It’s how you’re normally supposed to do a CIP.

Commissioner Stolzenberg – I was saying that we would ‘mentally’ earmark the extra money to pay for that in the CIP, which would move up in priority. We have this extra revenue. Nothing explicitly ties it together. That’s maybe an advantage. There’s a direct tie between these two things

Mr. Engel – That’s part of it. The other part is the pressure on the CIP, with regards to its capacity. This circumvents that. The developer provides those funds up front. We get some time to pay it back and we get additional revenue from the development to help pay that back. If for some reason the development doesn’t materialize, our obligation would end with whatever increment does occur within the period of the agreement.

Commissioner Stolzenberg – You said that we don’t have to allocate in the CIP. By email, I heard that we had to allocate in the CIP with this extra source of revenue. Are we saying that it doesn’t count against our bonding capacity for our debt rating?

Mr. Engel – There are a couple of components to it. Part of the design work still has to be done by the city. There would still have to be a CIP project. The design component would have to be accommodated there. The funds that the developer is proposing are for the construction of the improvements. That’s where that would come from. We would have to time all of that out with respect to how the developer intends to develop. There’s a drop-dead date that the funding must be provided by in the agreement if land disturbance hasn’t happened sooner. We would have to time all of those out so that it works appropriately. That would impact at least one of our CIP budgets on some level. We don’t know what that number is for the design cost.

Commissioner Stolzenberg – Eventually, cost overruns. If we’re saying the tax increment will pay it off in 5 or 6 years, based on what we expect it to be. If that cost goes a little high, even though we didn’t get that money from the developer, it reduces the amount of bonding capacity we have to use for it. That 7th and 8th year would pay it off?

Mr. Engel – In theory, that’s correct.

Commissioner Mitchell – I think we’re supposed to be talking about the critical slope and the actual application all at once. We didn’t talk much about the critical slopes.

It looks like Mr. Dawson is very cautious about the application. It looks like the people from the other side are not as concerned. The environmental sustainability people are pretty happy that the applicant is going to be able to keep 73% of the phosphorous out of the water. On page 8 of the staff report, Mr. Alfele walks us through eight different recommendations that would make him comfortable. I want to

make certain those 8 recommendations, if implemented and embraced by the applicant, would make Mr. Alfele comfortable with the issues related to the critical slope.

Mr. Alfele – Those recommendations really came out of engineering.

Mr. Dawson – When I am in front of the Planning Commission, it is to talk about critical slopes. Last time, I was in front of you all, it was South First Street and the conversation on the difficulties of overlaying engineering review with the planning process prior to design. That was mid-project. This takes us back to a very general idea of how to safely handle the water here. These have evolved from my experience in doing this over a couple of years to a boilerplate. I believe there was a concept-level plan for erosion control in the package, which I did look at when I put this together. These are boilerplate advisements on how to manage a project like this to avoid detrimental effects to the critical slopes and the environmental realm. It's not a guarantee. If you read the wording about the recommendations, it was carefully crafted with Mr. Alfele's help. If you feel that it meets finding #1, this is the bare minimum. I don't know how the project will be designed or built at this phase.

Commissioner Mitchell – Typically, it is very difficult for you to say that this is going to be a good thing this early. We have to go on good faith that they do these things and done the best that they can, at least until the site plan review.

ii. Applicant Presentation

Charlie Armstrong, Applicant – You have seen this project before in three Planning Commission work sessions. It has been a very deliberate two year listening process to get to this point where we're asking for your formal recommendation. The community's feedback and your feedback helped us craft what we think is an excellent project now.

When we first looked at the property, we first considered what could be done by right without coming to the Planning Commission or Council. It was smart for us to know what our baseline is. By right is a viable plan financially, but it is not what we want to do nor is it what we think the city needs. By right on this parcel would be about 46 lots, mostly large single-family detached homes. Some are nearly an acre in size. It would potentially trip up to that connection in Morgan Court. That was not something we analyzed in enough detail to look at. We considered an R-2 rezoning. This concept would roughly be 68 duplex lots. We looked at this. We think it is better than by right because of the density. It's still a very urban feeling concept with no real design appeal. I first brought this to you feeling a little 'sheepish' about bringing it to you. You didn't like it. We really didn't like it either. The neighbors didn't like it. This was in August, 2019. Through that, the Planning Commission told us very clearly that you wanted to see something denser and less suburban. We engaged Mitchell-Matthews Architects. They developed this early concept for a PUD. We brought this to the community and to you in January and February, 2020. The Planning Commission, unanimously, indicated they liked the PUD approach. You liked this concept. We showed you this high level comparison of by right versus PUD highlighting some pros and cons of each. We came back to the Planning Commission and the community a third time in September of 2020 with most of the project specifics you see tonight. At that work session, the Planning Commission showed support for the PUD but told us that the \$500,000 we were offering at the time for Stribling Avenue improvements might not be enough. Mr. Lahendro, in that meeting, summed it up well talking about how

much he liked this PUD proposal because of its layout, design, and thoughtfulness. He could not approve it without ensuring Stribling gets sidewalks. That was a common theme at that meeting.

Three main themes stood out prominently with the community feedback. Those themes were that most people are in favor of density and affordability. People are concerned about a road connection with Morgan Court. Improvements to Stribling Avenue are needed and are long overdue. I pulled out four example letters from community members. This first letter is for density. It notes the importance of improvements to Stribling Avenue. It comments on housing history and housing need. This next letter notes the need for housing affordability, mentions concerns about Morgan Court, and notes the need for improvements on Stribling Avenue. This next letter had the same themes. This final example is the formal letter of the project from the Fry Springs Neighborhood Association. The Fry Springs Neighborhood Association voted to support this PUD proposal with the caveat that the city figure out how to make improvements to Stribling Avenue prior to completion of the PUD. We have spent the last year figuring this out.

Kevin Riddle, Architect – Mr. Armstrong approached our office a couple years ago to reconsider the design of this neighborhood. We began by evaluating the potential for more homes here. As we did, this goal could be coupled with the creation of a network of open spaces. We could increase the amount and variety of community greens or common ground. You would find a conventional development. We could go further and de-emphasize the presence of motor vehicles and exposed surface paving. We realized that more housing if thoughtfully arrayed, did not have to compromise the greater neighborhood environment. In fact, it might be essential to enhancing it. To accomplish this, we decided that a compact arrangement, more urban than suburban, had real potential and made sense. When you look at the following illustrations, we hope that you will see a few of the merits of this approach. In this birds-eye view, the proposed neighborhood is shown within the red property boundary. In this view, you can see that a significant belt of bottom land at the south and southeast side of the parcel is left largely undisturbed. On the west side (behind the 3 multifamily buildings), this belt continues around and to the north. By focusing street and building construction at the middle of the site and at the Stribling end, a large swath of woodlands remains. Compare the proposed development to the Eagle’s Landing Apartments to the south. Those are visible at the bottom left of the image. With Eagle’s Landing, large swaths of surface paving and parked cars separate buildings and tenants. In the proposed neighborhood at 240 Stribling, the majority of cars will be parked under the buildings. That leaves more room outside that can be set aside for yards, porches, paths, and greens. At the top of this image, you can see the close proximity of the proposal to Fontaine Research Park. It’s only a modest bike ride or walk from the proposed neighborhood.

Next Slide

You start to see the interior environments this PUD could encourage. This view is taken from what is called Road B on the civil plans. It’s adjacent to a large rectangular green. It’s looking down the site for a cascading band of narrower green spaces that separate townhomes. You can see our strategy, while compact and concentrated, is not overly rigid or continuous. It’s not arbitrary. We have intentionally designed openings in the built fabric to frame views and make visual connections. In this case, looking from the middle of the site down to the bottom. The inter-connected greens also potentially provide a recreational corridor. The very dimensions of these open spaces invite a variety of activities in a range of scales. The larger green might be good to throw a football or set up badminton courts. Another smaller

space is better for small family gatherings. The green spaces insinuate themselves in what would be a repetitious rank and file of townhomes. They contribute to a rich environment of outdoor space and common ground.

Next Slide

In this slide, you're looking between townhomes toward one of the multifamily buildings. You're standing in a muse arrangement. Another way to describe this is that it is like a garden apartment. In this case, it is townhouses that compose most of the dwellings around the garden. Here the scale is a little different than the last illustration. It's tighter knit and more intimate within the muse space filled with more paths, plants, and porches. Here you can see the potential for a nice pedestrian environment as an alternative to a street running down the middle. We show this image and the previous slide in support of an argument of city staff's concerns about the smaller, private roads are misplaced. Without these roads or lanes that access the backs of the townhomes, the project would require many individual driveways and curb cuts at the larger public streets; in many cases connected to garages that face onto the larger streets. As an alternative here, our proposal has very few driveways where the public walks, bikes, and drives. There are very few cars parked in front yards. In the place of cars and driveways, we have greater opportunities to create generous yard, garden, and pathways unobstructed by traffic. Without the private roads, what you see in this illustration would not be possible. It's our position that private roads cause a negligible downside and instead allow multiple advantages that would make this community distinctive, cohesive, and comfortable.

Mr. Armstrong – One of the staff concerns was private roads. It is very intentional to relegate those roads to a secondary status. They do meet city requirements. Two of the other concerns are things we resolve in final engineering. We just aren't at the level of detail yet to precisely be placing water meter and sewer lateral connections. How those relate to street trees will be worked out in the final site plan. There are requirements in the code for that. We're also considering adding ten foot maximum setbacks for townhomes from those roads. The other concern was about Morgan Court. Morgan Court is a secondary entrance. By design, it won't be the most convenient or fastest way in or out of this PUD. We think a second entrance is good planning practice. If the city wants to restrict that entrance, we're willing. One way traffic in whatever direction will create the least use and that is fine with us. It might be a good compromised solution that discourages daily use but allows it to be a good connection. Since it will be a city street, the city can make that decision. We're very happy to leave that in the hands of the city engineers.

Next Slide

We have a robust affordable housing proffer. Fifteen percent below 60% AMI. The City Attorney answered the question earlier about what happens if a unit is allowed to be sold at a market rate. We want an affordable housing partner that will bring in a mechanism in their deed. In the event a homeowner sells at market rate, there are some equity recapture provisions in the covenants sufficient to create a new ADU elsewhere within the city. Paragraph 1c of the proffer (the bottom of that paragraph) deals with that. We want that low-income owner to be able to participate in an opportunity for wealth earning that comes with homeownership. Buying a home doesn't mean much if you don't get to participate in that. For rentals, as income increases, it was mentioned earlier that they may not qualify for a subsidized unit for people who are below 60% AMI. There is a grace period of a substantial amount of time to allow them to find a new

rental if they do get a raise or a new job or have an event that changes their income qualification for a rental unit. If a low-income person buys one of the homes, they own it. They can live in it as many generations as they want to.

Next Slide

Figuring out how to fund these improvements with Stribling Avenue was a major challenge for us. It's the primary reason for the year gap between today and when we last presented this to you. There's no question about the need for this. Funding has always been a barrier. City staff has requested funding from Council in each of the last two CIP cycles. Council has never been able to allocate it. Those numbers for the CIP and cost estimates directly from the CIP request are there on your screen now. If Council had been able to allocate that money, the sidewalks on Stribling would already be in the works but they prioritized other things. The dollar amount the agreement covers is the highest of any of the city's CIP estimates. It's 30% more than a third party engineers' estimate. Both the CIP estimates and the third party engineers' estimates covers all of the costs of the sidewalks and the needed drainage improvements. I can't speak to cost overruns. We're working with estimates that have been produced by the city and other engineers as well. Council will vote on this at the same time as the PUD. They run 'hand in glove.' They can't be separated. One does not work without the other. The Stribling Avenue improvements can occur in concurrence with the PUD. We have, in our agreement, some language where we will help facilitate the contractor and make sure that happens. This is as important to us as it is to everybody else. We're trying to craft it to make sure the language in the agreement does all of that. It does require some action from the city. If the money is there, I have to think the action will follow. We're providing enough funding up front to fund this important CIP project. We're creating the real estate tax revenue stream that repays it. Doing that sooner gets the sidewalk done sooner. If waiting for the CIP and then doing this project, we will have to wait longer for sidewalks. Having these funds out there for an undetermined amount of time does have significant costs to our project budget. We have to carry that on our books. We do borrow money for a living. The money for this would be money that we source and we pay interest on. I guarantee our interest rates are not nearly as attractive as the city's bond rates. We're really excited that we can make this happen. It's been something we have been waiting to figure out before we came back and ask for a vote.

Councilor Snook – When the sidewalks get built at the developer's expense and it is to be reimbursed by tax breaks, when the ownership at that point is among many people, how are you going to distribute that?

Mr. Engel – It is essentially one parcel right now. It's really easy to determine that. We have determined the base value based on the value of the current parcel. Once it is platted and subdivided into multiple parcels, we'll work with the city assessor to determine the collective value of the improvements. That will give us the difference between the base value and the improved value. That will be the basis for the repayment. That will change each year as more units are built.

Councilor Snook – You're allocating unit by unit. It could be 100 different parcels eventually that have some sort of tax break at some point.

Mr. Engel – It is an improved value based upon the investment that they're making. We will coordinate with the city assessor. Whatever he assesses that value at will determine the rate of payback.

Councilor Payne – Trying to assess the likelihood that there will be cost overruns in terms of the cost of these improvements. Will it be \$2 million or will it be higher than that? I have walked the site. I am just curious if anything can be done to try to minimize the loss of mature trees, tree canopy, and greenspace? I think that is a serious risk for that site.

Mr. Dawson – I can speak to the first question. There have not been any estimates made on that CIP request. I am sure that everyone is familiar with how our CIP process works. It may not be an exemplary example of functional level government. What we have was \$2 million to get it started. We have to design this thing. The estimate to have this designed is somewhere around a quarter million dollars. This is not an insignificant effort. If it exceeded \$2 million, it will not be overrun. There is no estimate put together at this point in time. I would not categorize drawing a sidewalk over a survey an estimate. It is very important that you understand there is not a solid estimate for this. The most solid estimate that my staff did came out at \$2.9 million. That got us to Sunset. There is significant property stakes involved. I did see a piece of the proposed plan, which showed a 20 foot curb to curb. You can't park on a 20 foot street, which would eliminate all of the ad hoc, Charlottesville style parking that people do there now. You can't drive over a curb to park in your yard. While the community wants a sidewalk, they probably don't want that design. It gets more expensive when you get away from just drawing lines on the plan to how this is going to work and where the stormwater is going to go. There is no estimate as far as I am concerned. My general estimate is higher than \$2 million. It would almost be a certainty that amount would be exceeded. Trees are a shared responsibility with reviewers and city staff. If it is in the LOD (Limits of Disturbance), it is not going to be safe. That's how it works. If you see any of those plans and there's a tree in there, it is gone. There's very little we can do about it.

Commissioner Lahendro – What is the LOD?

Mr. Dawson – LOD is Limits of Disturbance. At the start of a construction project, they stake that. That generally is where the perimeter controls are. If you look at the plan, it's the little line around the development area. If you walk the site and looking at the plan and you're inside of the development area, those trees are gone.

Councilor Hill – Can the developer speak to some of the estimating that is going to understand this infrastructure need?

Mr. Armstrong – The numbers I had in my presentation are from the CIP that was produced and presented to Council in the last two CIP cycles. That's what staff was requesting be funded. The \$2.9 million the city engineer referenced is new to me. That's not a number we have ever seen publicly. We have been talking with the city and in this review process with the city for months and years. I would have hoped that would have come up. If that's a published number or a private number, I would love to review it. What we did to make sure that we or the city CIP were in the 'right ballpark,' was to hire a third party engineer to do their own cost estimate. That involved a lot of survey work of the entire corridor over the past 6 months. We used that survey to come up with a preliminary plan. It is very preliminary. It's not a design for construction at this point. It gives an idea of what we require with grading, new sidewalk area, new storm drainage, and what right of way amounts over the length of the corridor might be needed. The engineer put a cost estimate to that using whatever their industry standard is for estimating.

Clint Shiflett, Timmons Group – What we looked at as the basis of design is a minimum street with a street section that would meet The Streets That Work Guidelines as well as the Standards and Design Manual. In this case, we used a 20 foot wide pavement section, standard curb and gutter, and sidewalks on both sides of the street. To further form some of the cost, we incorporated estimated stormwater management costs, drainage improvements, and demolition. I would classify the plan as a 50% engineering plan to pull these figures together.

Commissioner Mitchell – The presentation you did was pretty quiet as it relates to the critical slopes. I would like to talk about your thoughts to your mitigation strategy. The second question was whether you can ‘walk me through’ what it is you’re going to do to keep 73% of the phosphorous stuff out of our creeks. I am not certain what your ‘game plan’ is to do that.

Mr. Shiflett – The general concept is to keep the bulk of the development away from the slopes up towards Stribling Avenue to minimize the impact and preserve as many of the slopes along Moore’s Creek as possible. To further to mitigate the impact, we have included some preliminary design elements that include bio-retention or rain guarded facilities that would capture and treat water before it leaves the site back towards Moore’s Creek. That is the primary way in which that 73% would be removed. Moving forward, the final site plan details would be homed in and further demonstrated. The city engineer would eventually need to further review.

Mr. Armstrong – The closest any of this disturbance comes to the Moore’s Creek bank is about 150 feet. The one exception is where storm/sewer has to get down the hill. That stormwater, after it has been treated, goes through the buffer. The majority of the buildings are at least 250 feet away from Moore’s Creek. To provide an even larger buffer, the closest building is 175 feet.

Commissioner Mitchell – I would ask you and the other developers not to treat the critical slopes as an afterthought. Please keep those on the front of your minds. I have seen a lot of good opportunities get derailed because it was an afterthought.

Commissioner Habbab – My first question was on the rental affordable units. Are those expected to be sprinkled throughout the development?

Mr. Armstrong – It is most likely the rental units would be in the apartment buildings. We have not decided that for sure. They would be sprinkled throughout and not concentrated in one corner of a building.

Commissioner Habbab – You have 30% rental, 30% ownership, and the rest you have to decide what you are going to do with them?

Mr. Armstrong – That’s correct.

Commissioner Dowell – One of my questions is how are we going to mitigate the safety concern of the project? It was to have a split recommendation. We definitely need more affordable housing. We need mixed housing types. That’s a perfect place for density. I also will have an issue if we’re creating this new density and infrastructure. If we don’t have the infrastructure to maintain it, we don’t want to have unsafe

projects. If this was to pass, what are you going to do to be able to satisfy the safety components of the project as far as the roads are concerned?

Mr. Armstrong – My interpretation of the safety concerns were because of Stribling Avenue. It has no sidewalks. The reason that staff had that concern in the staff report was because the funding agreement is not part of the zoning application that staff reviewed. Looking at just the zoning application, staff couldn't say that Stribling would be made safer. Taking the sidewalk funding agreement into account, that decision is probably very different. Morgan Court is a little different. One of the reasons that traffic and fire/rescue staff are requiring that connection is for safety. That road is a narrow road. Anyone who lives on that road has safety concerns any time any additional cars are put on the road that they live on. That's understandable. One of the things that we should discuss further now or at the site plan stage is whether that should be a one way road or whether staff wants to reconsider and make that emergency access. I am 'at the mercy' of the city ordinances and the staff requirements on that. We're happy to go along with anything that they suggest as to how Morgan Court gets connected.

Mr. Alfele – Staff reviewed this in the context of a land use decision. Different parts within the city were looking at the sidewalk agreement. I don't think staff's recommendation would change unless there's a fully guaranteed project in place to upgrade Stribling Avenue.

Commissioner Lahendro – I am looking at the tree survey. I am going to push back on what I have heard so far. There are 11 mature beautiful trees along Stribling Avenue: 48 inch ash, 28 inch beech, 28 inch maple, 24 inch oak, and 18 inch oak. What is being proposed now is that all of these are going to be torn out and put in saplings. I want to push back. I am starting my 8th year attending these meetings. I am sick and tired of having beautiful, large trees being torn down because of bureaucratic standards that get applied 'cook-cutter' without regard to the quality of the site and the uniqueness of these sites. Here we are with a PUD that by definition, is supposed to allow creativity and saving some of these aspects of the natural site. Why can't we get creative and figure a way to keep these trees and run the sidewalk behind them, put in different materials for this sidewalk that doesn't require the trees to be ripped out, and relocate the utilities? Do something to protect these trees. Keep that aspect of Stribling Avenue and move ahead with this project.

Mr. Armstrong – I agree with you about this. The trouble with what you're saying is that PUDs don't allow modifications to the dimensional requirements of the code. We used to do that back in the early 2000s when the PUDs were first being tried out. That got tightened down. By doing a PUD, I can't change what the required street width is. Even though I can set different setbacks on the lot, I can't say the sidewalk will only be four feet and the utilities easement will only be eight feet. Those are not allowed changes through a PUD. A lot of the places we really love were places that were developed and replanted a long time ago. In the North Downtown, people see these big trees. If you look at historical photos, it was clear. Nobody wants to talk about waiting 50 years for mature trees because they're beautiful right now. It is one of those tradeoffs to providing new housing in a dense form. You really do have to use the upland areas of the site to the greatest extent to put that density in there. I am not making a value judgement.

Commissioner Lahendro – I am not attacking your engineers. I am asking both the city engineers and your engineers to work together to figure out a way to save these trees.

Mr. Armstrong – With the beech trees along the front, if you look at the Stribling Avenue right of way, it juts in our parcel. It is narrower on our parcel. Those trees, if you continue the right of way on that tree survey, those trees would be in the road if the road was consistent. I am not going to mislead you and try to save those trees. I don't think we can. With the bigger trees, we will take an extra look at those before any final site plans. We will do everything we can to preserve those trees.

Commissioner Lahendro – I would ask that staff work with the engineers for the project to do their best to save some of these trees.

Commissioner Russell – I have a question about the connectivity. There's a page and exhibit that talks about tying into the city path towards Sunset Avenue. Hopefully that will go through Huntley. Can you explain how that will be accomplished?

Mr. Armstrong – We do not own the property that runs all the way up to Stribling along the Bike-Ped Master Plan proposed route for that trail. Everywhere we do own, we are putting that multi-use trail in the location that is called for in the Bike-Ped Master Plan and keeping to the property lines so that it can go directly to Stribling Avenue. In the meantime, we are connecting a paved path from that Bike-Ped Master Plan trail location up to our new streets so that connectivity will exist from Stribling Avenue down our new sidewalks to that new trail, going out the other way towards Sunset along Moore's Creek that goes to the Huntley neighborhood. There's the existing trail in various conditions. I don't know if it is entirely complete. There is a trail going from our site all the way over to Sunset.

Commissioner Stolzenberg – With private streets, there was concern about connectivity or a lack of connectivity. They're stubbed out to give access. If the adjacent property owners in the future want to extend those streets, are you going to allow that? Or are there going to be spite strips prohibiting those private streets from being extended?

Mr. Armstrong – I had not thought of that. The way the preliminary plat looks right now, the private road goes all the way to the property line. It would be private. There are physical opportunities to connect it. We would have to give some thought to making sure that there's a reasonable way to deal with the ownership. If those could be converted to public at that time, that might be the best way to do that.

Commissioner Stolzenberg – With the open space and central green, will those be public or limited only to the residents of the development?

Mr. Armstrong – Right now, they're envisioned as for the residents of the development. If that is something that the Commission and Council think that will be a good pocket park, we will have to talk about maintenance obligations. It wouldn't be fair for the residents of this development who pay to maintain those to have 500 residents from the rest of the city come and use them and have their maintenance costs go up. If the city wanted to take on some parks maintenance of it, we would be open to that. That hasn't been discussed with Parks and Recreation.

Commissioner Stolzenberg – I would disagree that it would be unfair. People are going to come from across the city to visit a pocket park. Maybe some of the residents along Stribling Avenue might go take a look. To me, that seems reasonable despite it being privately owned.

With construction sequencing, we have heard concerns about construction traffic in relation to the development of these sidewalks. At what point do these sidewalks get developed in this plan? How much construction traffic is going to be going along before that happens? Is there any way to mitigate that?

Mr. Armstrong – My hope is that the sidewalks could be done first, while we are building infrastructure in the PUD. While there are bulldozers on site creating roads and installing utilities. It is when construction starts, truck traffic really picks up. In order to do that, there is some reliance on the city to have a flow plan in place for those sidewalks and be ready when that time comes. We have plenty of time because it is going to take at least a year to year and a half to get a final site plan approved for this site. There's plenty of time to get that site design done. It does rely on the city.

Commissioner Stolzenberg – For affordable units, are you planning on collaborating with Habitat? Earlier you said that there would be equity recapture and you also said it didn't exclude people from gaining that equity from homeownership. How do you spread those two things?

Mr. Armstrong – We haven't picked an affordable housing partner. There are two models that are predominant here for homeownership. One is the land trust model. The land trust, as I understand it, takes the land out of the equation. The land trust owns the land. The home buyer owns the home. They have a shared equity in the property whenever that buyer resells it. I believe that it is around 50-50. Habitat's model is a little different. They do the same sort of thing with a forgivable second mortgage. They have one mortgage on the property for whatever the home buyer can afford based on their income and a second mortgage for the remainder. That second mortgage is forgiven gradually over the 30 years. If a person was to own a home for the full 30 years, all of that equity becomes the homeowners. If they sell it in 5 years, Habitat will get a large portion of the equity back. The homebuyer would get some of the equity. They would get any value appreciated. They wouldn't get the forgivable mortgage forgiven. That also assures affordability is maintained, if not for that unit, it can be reinvested in another unit.

Commissioner Stolzenberg – I see that you're doing about 73% on site treatment and 27% nutrient credits. What is stopping you from making your buyer retention larger to get the rest of it?

Mr. Armstrong – Potentially some sacrifice of usable open space. It may compromise some other recreation area to bio-filter. Those numbers are not fully engineered. We hope that we can do better than that. We have set that as a minimum. If we do over that, we don't have to come back to you. There are opportunities to do better. We will do the best we can to not have to apply any nutrient credits.

Commissioner Palmer – Going back to the sidewalk discussion on Stribling Avenue, the disparity in the cost estimates, did that estimate include right of way acquisition? Or is that strictly construction? Is that the disparity between what we heard from city staff?

Mr. Shiflett – We did break down the acreage (square footage) of each of the right of way from each of the parcels. We did not include an estimate on that right of way. We did include a healthy contingency on our overall cost estimate, which we do think will cover that.

iii. Public Hearing

Marga Bushara – If I am driving down Stribling Avenue to JPA and wanting to cross JPA on the pedestrian crosswalk, how many cars are not stopping there? It is an impossible situation and many near misses by many pedestrians. There's never any police or police checking on speeding on Stribling. This cannot get better with a development of that size at 240 Stribling. Thank you Mr. Lahendro for your concern with the trees. I am walking by those properties on a daily basis. There are beech trees on the site.

Jason Halbert – I am the President of the Neighborhood Association. We took a position with a 10 page letter to all of you on this matter in September of 2020. The concerns we raised then still stand today. I appreciate what the applicant has done. There is a potential to find a solution here. There is a big issue and it is safety on that street at the JPA intersection. It is a serious problem. We have tried for 6+ years to get City Council to recognize this. It has fallen on deaf ears. I want to see affordable housing. I want to see a good project developed. It's not there if you're going forward with this. This needs more time. We have the infrastructure agreement that hasn't been vetted by anybody. You should delay this vote for 4 to 6 months to have further discussions. I am willing to invite all of you to the Fry Springs Neighborhood Association meeting to have more discussion on this. There are a lot of issues here. I saw some of the comments posted by the applicant in their presentation. That has not satisfied us.

Chris Meyer – The Neighborhood Association Board has not taken a position on this most recent version. I am for the 240 Stribling Avenue development being improved. Our community and neighborhood need more housing and a mix of housing. This development of mixed housing types for different income levels is not only needed for middle-income homebuyers but also for these starter rental homes for low-income families. Middle income and workforce housing where current and future staff can live without having to commute 20 to 30 minutes one way is important for quality of life, the fight against climate change, and building intergenerational wealth. The potential of this development is to generate \$445,000 per year. That's more funding to fund our schools, make infrastructure improvements, improvement of the public transportation systems, and funding of other needs of our community. I realize there will be micro-level impacts to those living on Stribling because of traffic increases. The developers' offer of \$2 million and the property tax revenue should provide the funding necessary to make the pedestrian-road improvements to Stribling and mitigate additional traffic. The minor increase in traffic volume doesn't outweigh the larger benefit to the community this development would provide. This development, alone, is not going to solve the lack of housing and workforce housing. It is definitely necessary in order to make an impact. No one project is going to solve it. My fear is that the developer will be denied and build by right homes that will be a third of the units and the street improvements on Stribling will not be done.

Tom Cowgill – I live on Stribling Avenue and I have been a renter for three years and a homeowner for 14 years. I welcome affordable housing on a scale that will fit with the neighborhood. I believe a smaller, as currently provided for, could be feasible, especially with the small park, greenspace, along the Stribling Avenue frontage. It would show respect for the character of the neighborhood as well as preserve some of the beech trees. A by right development with road improvements might be able to handle moderately increased traffic. This request for a massive development on a small street is disrespectful and reckless. Safety is my concern. Stribling Avenue would effectively be the only access to a development that would double the current number of dwellings on the street. A traffic study was done in March, 2020 after the lockdowns began. Regardless of the motive of doing a traffic study at such a time, it would clearly be dishonest to make use of the results of the study. Stribling Avenue is over a half mile long with a few feet of sidewalk. It's too narrow for two cars to pass each other. It has curbs and blind summits. In normal

years city and county school buses make their normal rounds. Many residents ride their bikes or walk to UVA. With the absences of parks, people use the street for recreation. I encourage you to visit and walk the street.

Casey Gioeli – While I applaud the affordable housing initiative with this project, I am concerned about the number of rental units over a ten year period. In the long run, that will do little to impact the affordable housing issues within our community. I have concerns related to Stribling Avenue. We haven't spoken about the intersection of Stribling and JPA. We know that it is very difficult for cars coming off of Stribling to make a left turn. I know this will become even more congested and more dangerous to cars and pedestrians. I believe that we have to see Stribling Avenue fully funded. I appreciate the city engineer saying the cost would be over the \$2 million point. When we think about all of those vehicles moving heavy loads of cement up and down that street, that street is in poor condition to begin with. I am concerned that over time that street will even further degenerate before we make any improvements.

Kevin Flynn – My biggest concern for this project is the safety on Stribling Avenue. The road is narrow and does not have any sidewalk facilities, except for two parcels. Due to the location near UVA, it seems to have a higher number of pedestrians and cyclists than other roads in the city. Any project that would further the number of people using Stribling needs to address these concerns of the existing condition before adding to it. There are road safety hazards for motorists. The road is an uneven width. There are several blind curves and vertical curves due to the geometry of the road. Once it connects with the roadway network, there are big concerns at the intersection with Jefferson Park Avenue. It can be very difficult to make a left turn at that intersection. Even though I have heard proposals to do things along Stribling, I have heard nothing to address this intersection. I am not sure that it makes sense to have that sort of density at a dead end street. Even with an additional entrance onto Morgan Court, traffic will end up on Stribling. This dense development does not make sense with the existing infrastructure. If it is going to be approved, the infrastructure needs to be upgraded.

Genevieve Keller – I support Mr. Lahendro's suggestion that you find ways to require the protection of specimen trees, especially street trees. PUDs are for innovative plans of development. It is more than time PUDs are for innovative plans for preservation and protection. If you want the public to support new development and density, you must consider quality of life issues. It should not just be replacement of trees but tree preservation. Please find innovative ways to interpret or amend the PUD to accomplish this important initiative. I don't know that much about this kind of development. I don't understand how the ADUs will be offered for sale. I wonder if you could clarify that.

Leighanna Midkiff – I have lived in this neighborhood for 30 years. I do worry about the trees. I love walking through there. It is beautiful. I can't think of a single development in this area that has happened in the last ten years where all the trees haven't disappeared. They don't survive. They can't survive with all of that digging at and around their roots. I do believe that people are trying. It doesn't seem to be successful. There is nothing that can replace a 100 year old tree. I hope we can do things to keep them. My thought would be a smaller development. I do love the idea of affordable housing. There are no bus stops anywhere near this place for people who do have limited incomes. They're going to have to go all the way down to the other end of JPA or down to Cleveland.

William Abrahamson – There are really two applicants at the table tonight. One is Southern Development and the other is The City. As a resident, we have two partners we are looking to work with.

What is the process going to look like for this redesign? When was the last time the city did a half mile streetscape on its own without an outside consultant or VDOT money? The Comprehensive Plan is proposing medium density from JPA Extended to Sunset. Is that going to account for street side parking? What kind of traffic calming measures are we going to have? These are part of the discussion that we have many questions about. I would encourage you all to not just look at the application in front of your right now but to be optimistic and forward looking. What does this process look like for our community? The second thing I would like to raise is flexibility on the design team. The renderings show wonderful attention to the views and the heights of the buildings. The many rows of townhomes appear to be causing difficulty for preserving trees, some of the road design, and especially pushing that LOD farther and farther out to the critical slopes. Is it possible for additional levels of design? The last item is about access to the Moore's Creek. Is that an easement in partnership with The Rivanna Trails or was that a public easement?

Catherine Bruse – The scope is too large for this space. We're all about affordable housing. If we're not setting up our new residents for success, I think we're failing the system. The last two affordable houses that were set aside in Huntley were just sold for over \$500,000 this year. That was a plan that went wrong. It is impacting all of us. We want affordable housing. If the rules and regulations aren't set in place, that is not going to be helpful. With traffic patterns, we have talked about Stribling and JPA. Ms. Russell has talked about Morgan Court. As you're coming through Morgan Court to Huntley, that is a steep hill. There are blind spots everywhere. If traffic is going to be coming through Huntley, it is going to hit Sunset. It is extremely dangerous. I feel the suggestion of holding off the vote would be helpful. If we're going to put affordable housing in where people need to get to work, even if with sidewalks, bus stops are not close by. After two years of negotiations, I don't think we're there yet. More consideration needs to be discussed.

Paul Josey – I have lived on Stribling for 13 years. This is the last major site to be developed. It is a very steep site. There's a reason it hasn't been developed by right. There's a reason they're trying to get as much density as they can on this site. Where they propose trail connections are bottom of swales or over utility easements. It's not a level trail. There are lots of issues with the site. I appreciate Ms. Keller's comments about tree preservation and innovation. The tree preservation extents are not saving many trees. They're cutting in as much as possible. The main point is the safety of the residents on Stribling Avenue. Most of Stribling Avenue is renter occupied. This is a low-middle income street of residents, who live there. Having watched Huntley develop over 15 years, there was endless construction traffic. This is supposed to be a community street. The people impacted the most are low income people, who are currently living on the street. My recommendation is to hold off until there is a clear sidewalk plan and a schedule and budget for that sidewalk.

Sharon Stone – I haven't heard anything about Stribling Extended. People, who live at the end of Stribling, take Stribling Extended as a shortcut. It has turned into an 'island' with a bunch of holes. Part of the road is collapsing. It is more like a golf cart track. I haven't heard anything about a plan to address that. People who will live in this development will probably use this road. I would like to know more about the plan for that.

Neal Goldborough – Only one person has spoken about the hill up Sunset Avenue. I try to avoid the intersection at Stribling and JPA. I take the hill up Sunset Avenue to get to JPA. It is a whole lot easier and safer. Traffic is going to quadruple when this development comes in. There will be others who will go

up the hill at Sunset Avenue. That is a very dangerous hill and curve. You may want to look ahead because there will be people who will take safest and easiest way and find themselves going up that hill at Sunset Avenue.

Martin Quarles – The 240 applications refer to ‘silven character’ of the property and how they’re going to retain it. That is untrue. They’re taking down all of the significant trees. The trails down by Moore’s Creek are in terrible condition due to unmitigated erosion from Huntley. It seems that everyone is arguing fine points. In the big picture, it is the wrong product in the wrong location. It does not serve the community. It does not meet many of the bullet points of the Commission’s stated goals. It will not enhance the quality of life for the people who live in this neighborhood.

Dawn Hunt – My question is about the current and proposed Comprehensive Plan. The current Comprehensive Plan has a density that is different and much lower than the proposed Comprehensive Plan for 240 Stribling which is confusing. Another issue is the difference in cost. We need to look at the higher cost for Stribling. I want to reference something the Fry Springs Neighborhood Association sent with their memo last September. They quote the EPA scores for 240 Stribling Avenue for walkability (19 out of 100), transit, accessibility (28 out of 100), and bikeability (33 out of 100). Those numbers are abysmal. If you quadruple the number of people using Stribling, those numbers will go down close to 0.

Andrea Hawkes – I have started a folder titled Stribling Disasters. I am going to invite anyone who wants to contribute photographic or video content of what is happening on Stribling Avenue. I have a giant file of photographs that depict the hazards on Stribling Avenue.

John Marshall – It sounds like we are aware for the need for a sidewalk on Stribling. I do want to reiterate how difficult it would be to install a sidewalk on Stribling and its likelihood to cost more than \$2 million. The street is very narrow. Peoples’ houses are very close to the street. Peoples’ yards slopes slope steeply down from the street to their house. There could literally be nowhere to put a sidewalk without pushing people’s driveways into their houses or eliminating their parking areas all together. You also have to cut down several hardwood trees. You would also have to figure out what to do with stormwater. There is nowhere convenient for the water or plumbing to go. It is bit of a trick for the developer. Once you start engineering the sidewalk, you’re going to find that it is going to cost several more million dollars. The land drops off a cliff to the railroad track on one side of the street. There are critical slopes down to other neighborhoods on the other side. It may not be feasible to manage the storm water. I highly encourage and ask you to wait for a sidewalk to come first and consider the PUD.

Steven Cole – My concerns mirror all of those here tonight. Mature trees are endangered. The proposed plans go against what the Tree Commission fights for, which is to maintain the tree canopy. With water drainage issues on Strbling, I had large amounts of water come into my basement due to water runoff. The traffic study was done during the lockdown due to the COVID lockdown. I agree that this vote should be delayed at least six months to discuss it and take careful consideration.

iv. Motion and Discussion

Commissioner Mitchell – There is much about this that I like. I like that we will get a significant amount of affordable housing. I like that we would get the infrastructure that we will not get if this is done by right. The density of the development doesn’t bother me. It could use a little more ‘baking.’ There would

be value in sitting with the engineers, the economic development people, and working out the details and logistics and details so we know what this is exactly going to look like when we're ready to move on it. The PUD without the infrastructure won't work. You have to have both of them. I would like a little more 'baking' to happen before we're asked to make a decision. I would want more details on what the sidewalk is going to look like, what it is going to cost, the logistics of doing that, and when and how it is going to happen so the city staff and the developer can come back to us with a unified proposal. I believe that if a little more thought is given to this, the issue raised by Mr. Lahendro, can also be addressed. If more thought is given to this, my worry about what is going to happen to Moore's Creek can be given a little more thought with a clearer articulation of the protection of environmental issues. This is significantly better than anything we have seen. A little more thought would be of value. I am not willing to wait six months to do this. I think we're near. A little more thought and a unified proposal would make me feel a lot more comfortable about this.

Commissioner Dowell – I have some of the same sentiments as Mr. Mitchell and the city residents who have spoken. I commend the applicant for the affordability of the PUD, giving housing at 60% AMI and lower. You are providing housing for people at 60% or lower AMI which is something we don't really often see. I do want to commend them for that. My biggest concern is the safety that this PUD proposes. We definitely need affordable housing. Do we want to put the people at risk to give them affordable housing? They have done a pretty good job. I do think they can do better to find a way to come up with a proposal to get those sidewalks completed and to have a plan for that. I then can see this moving forward.

Commissioner Habbab – My biggest concern would be with the Stribling completion of those improvements in relation to the project. I don't know if it is by a certain phase of the project instead of the end of the project, or if there's a way to get a better price estimate on that with more details that doesn't end up driving up the cost. We don't want to end up in a position where the city has to find money to finish the improvements of Stribling Avenue. I really appreciate the proposal. It accomplishes a lot. We need the density and affordability. I would like to see more of the ownership units be affordable than the rental ones. For the affordable rentals, we're going to lose them after ten years. For the ownership ones, they tend to be more family oriented to house larger families. I understand there is more to come out from the site plan process in terms of the trees. There is maybe a way to highlight those trees that could be saved with the existing development that are currently there. The areas that are being preserved are the very steep areas. There could be more effort on that end.

Commissioner Lahendro – There is a lot that I like about the project. It goes a long way towards satisfying comp plan guidelines or goals. I like the design. It is a great start for the PUD. I wish that they would take it a little farther and be a little more creative in figuring out how to use the PUD to the advantage of the site in saving more of these trees. I am not asking for them to spend another two years doing this. I would like to see them put their heads together, get creative, ask them to work with the city staff, and figure out how to do this in a way that everybody wins.

Commissioner Russell – It was called appropriately that the existing Future Land Use Map will call for low density residential in this area. It is clear there is a lack of infrastructure in this area for the density. I am not convinced that we do get the affordability. That's not due to the developers. We need to fix the system in order to ensure, track, and be accountable for and know what we're asking for and that is being provided. The sidewalk numbers need some more study so we can get better aligned with what city staff and the developers/engineers 'sharpen pencils' on those numbers before moving forward. The traffic

study should be considered on Morgan Court. I do have some serious concerns about that road. Being flexible in the PUD process, I don't know what degree we can tweak that. It would be great if we can get creative and retain those specimen trees if possible.

Commissioner Stolzenberg – A couple of years ago in a work session with this Commission, I remember being told by the City Manager that it was very reasonable to cut our funding for new sidewalks by 75% because we had so much in the account that we could hardly spend it. We're hearing from our engineer all of that money is for different projects. We still have just \$100,000 a year for sidewalks in our CIP. There's no way with this street, with a bad safety issue. The neighborhood needs these sidewalks, and the city needs this affordable housing. There is no way this thing is going to get funded in the next decades without this project. It's good to see that there's a coming together to get this agreement and make a real commitment to build this and build this badly needed infrastructure. The revenue from this project is clearly sufficient to fund it on top of many other city needs. It is frustrating to me the degree of dysfunction within the city where the economic development department is negotiating this agreement and isn't even telling NDS about it until two days ago. That does justify this performance agreement where we commit to doing it and lock ourselves in. It would make more sense to take the cash and use the tax increment money to build it. It would be the same process except that we get free money out of it. If there are cost overruns, we're getting \$450,000 from this project per year. That's at a pretty conservative \$275,000 per unit. If these houses are going for \$275,000, that is relatively affordable at around 80% AMI. I don't expect it to be that. I expect it to be higher, which means even more tax revenue for the city. We can fund all of these things. The tradeoff is that we need to allow it. We need to legalize it being built. If we're going to say 'no' to housing, this is one of our last big infill sites. We need to use it as well as we can. If we're doing it in a way that gets us 42% of the site reserved for open space with plenty of homes on it, that's reducing the pressure for change on built out sections of the city. We need to make the most use of green infill sites. We need to be planning for a lot more change in our built out areas. To me, that's an obvious choice. The plan is pretty good. There have been some helpful suggestions made today. It would be great if we could save some more trees along the boundary lines. I am looking forward to seeing it come back. I hope it doesn't take six months.

Commissioner Palmer – UVA doesn't have a position on this. I appreciate the questions answered.

Councilor Snook – I really want to know, with greater certainty than what is available this evening, what the effect of a \$2 million contribution would be and how much more is the city to be expected to have to contribute once we get down to it. One of the things that frustrates me is to be pondering things that ought to, in theory, be knowable. In theory, we ought to have some ability to have the people who know about cost estimating on projects get together and come up with some understanding. We need to get that figured out more precisely. If we are to say that the developer is going to start building sidewalks in a year and a half and we are supposed to have \$900,000 more that we're going to add into the pot in order to make that happen, I don't know where that \$900,000 would come from. Right now, every penny we're going to have in capital funds, is going to be allocated to school reconfiguration. We better have a very solid idea of how we're going to do this. I don't think we have that yet. I like the idea for a whole lot of reasons. I do want to make it work. I don't want us to be in a situation a year from now where they're telling us 'we can't start this project until you commit to another X amount of dollars.' We don't have that figured out.

I have not thought about the problem of the intersection of Stribling and JPA. That's a big issue. That's probably going to require more city effort. Whatever funding source we might be looking at, it's something we need to be willing to commit to solving within the scope of the next couple of years. I don't know what that looks like.

Councilor Hill – If this was placed in front of us by the Commission, I wouldn't be prepared to vote on it without a lot more answers relative to this agreement. These cannot be decoupled. There's no way to support this project without having a firm grasp of how we're going to provide these infrastructure improvements to the neighborhood. Having walked this with neighbors, I share their concern around that intersection. I do see that as something that falls within the city's scope. I recognize there are limits to what we can be asking from third parties in some of these things. It has to be a priority. They're finding alternative ways to get to them. Those aren't the best ways either to be getting around that intersection. It certainly wasn't the intention the way these streets were designed. Right now, it is not working for that community. Overarching, it is about this agreement and making sure that we are on the same page with the applicant team. I really wasn't feeling that tonight.

Councilor Payne – I am seeing a lot to like and a lot of positives in the presentation tonight. This is one of our few remaining large undeveloped sites. To have a good project there that has affordable housing and is a solid, well-designed project, is very important. I would hate to see it be a by right subpar project of mansions or something that doesn't have a lot of thought and community input. It has certainly been moving in a direction where there has been a serious effort to engage the community and a lot of positive changes made. There's a lot to see that is positive. I would like more specificity in terms of the performance agreement in terms of a clear picture of how much money those sidewalk improvements would realistically cost, a timeline when it would happen, and what if any additional support work would be needed from the city in order to make it happen. Realistically, those sidewalk improvements are not going to happen without this project any time soon. That's just the reality looking at our budget priorities. For the sidewalk improvements to solely come from the city budget is not something that would happen in a short timeframe. Getting them done is an important part of this project. I am definitely curious if there are opportunities to use the PUD process to try to preserve some of the mature trees and tree canopy. I have walked to the end of the site. The critical slopes seem very important as well. To get more specificity there and not overlook that piece of it will be very important. All of those things can be resolved. I hope that we're able to work through those things and get to a solution here. I see a lot to like. It seems like something that we can get done.

Chairman Solla-Yates – I have heard a lot of good thoughts here. Do we have some thoughts about a possible motion that we can vote on?

I have been a very big fan of this project for a very long time. I see many important benefits. I do see some things that are not quite done. I found out about the agreement yesterday. I have not had a chance to read it. It sounds like a lot of good work has been done. I do understand that many are calling for more time. I do understand that there could be some benefits to that.

Commissioner Mitchell – Based on the feedback, especially from Council, that the applicant would benefit by taking a pause and tightening the partnership that they have with staff to work through some more details.

Mr. Armstrong – I appreciate all of the feedback from all of those who spoke at the public hearing and from all of you. The biggest thing on my mind is how long we are going to wait. We have been at this for over two years. We have been involved in this plan in trying to get to a point where it is something that can move forward. We have been very diligent with that. To tell you that a \$2.9 million thrown out tonight is a blindside would be an understatement. I can't tell you how many phone calls and emails have been put into various city departments. I have asked what the estimates are. It has been on the CIP list for a long time. A sidewalk is something that has been demanded. The Bike/Pedestrian Plan has a number. The Bike/Pedestrian Coordinator gave me the background on that. The CIP has a number. The Engineering Department at Public Works gave me information on those as well. I am not sure where that is coming from. We heard that there was no estimate. We heard that it was \$2.9 million. If I came to you tonight and said the number that we're offering towards sidewalks was \$3 million, which I am not, where would the goalposts be now? They do seem to keep moving. We have a lot of our capital tied up in this project. We have to produce something with that. We have 40 employees who depend on us bringing in revenue to pay their salaries. We can't just kick this can down the road for the sake of making it perfect. At some point, we have to stop that. It is either good enough or it is not. We will then have a decision to make. I am not going to ask you for that tonight. I will ask you if you would be willing to defer with a condition. The condition is to ask staff directly and quickly to work with us in the most collaborative way we can to fix this neighborhood problem with our project helping. I have not felt like the city is as interested in solving the sidewalks problem as we are with the exception of the Economic Development Department and the City Attorney's office with the backing of the City Manager. Those two departments have been very collaborative towards solving this problem. I haven't felt it from anywhere else in the city. We desperately want to do this. If we're talking about pushing this off for a month, I am in. If we're talking about 6 months, I don't think we can hang in there that long and we will have to change course.

Ms. Creasy – It would be ideal for you all to do that deferral for procedural purposes.

I don't know if I can give a timeline at the moment. The people who have been involved in parts of this are going to have to gather more people together and have some further discussions.

Ms. Robertson – Part of the problem is that it is not an easy task to scope a project and assign a dollar figure to it on a short term basis. Mr. Armstrong and his team did quite a bit of work. I think what needs to happen is that leadership needs to put 'their heads together' and talk about what is realistic in terms of whether or not (from inside City Hall) a number can be developed that builds upon the work that Mr. Armstrong's team has done or clarifies it. After tonight, leadership within City Hall needs to put 'their heads together.' I also think that this part and parcel of another function is something that really needs to be updated. That is the process by which we develop the city's capital improvements program. It can't be just a wish list with aspirational numbers or guesses. This is a prime example of having a 'shovel ready' project that was on our CIP with estimates that we were confident in, we could have known whether having \$500,000 cash in hand would have been enough to move it up on the priority list. In terms of what can be done in the next 30 days, I don't really don't think anyone on this call at this meeting tonight can verify whether or not 30 days is enough. Mr. Engel and I will offer our assistance to Mr. Freas, the Public Works Director, and to Mr. Sanders to see if there is a way to work with Mr. Armstrong as well as the City Engineer to get more information out to everyone.

Mr. Dawson – Thirty days is not enough. This is a streetscape. This is not a sidewalk. Our CIP process needs a lot of work and it should not be relied upon for developing cost estimates. When I said that there

was not an estimate, I meant there was not a real estimate present. We have two CIP tasks which we use to build those funds because we never get enough money. That's not reflective of an estimate. The estimate (\$2.9 million) that I did reference was put together by someone in my office 6 weeks ago to follow up on the \$500,000 offer. Had I been asked about that, I would have provided it. There is also a staffing issue. We have two review engineers working at the city. We review all of these projects. Both the developer and engineer referenced how they weren't going to consider how trees and utilities interface at this point and the city would help to resolve that during the review process. That's not the role of how engineer of record process works. We're happy to facilitate anything. There needs to be cooperation. We can't be given a survey and a picture of a sidewalk and ask to finalize within 30 days. It takes years to do this. You need to negotiate right of way acquisition, which is its own process. There are a lot of compliance issues involved in this (environmental, research, etc.). Thirty days is quite a task for our staff to develop a cost estimate. That's not feasible.

Mr. Armstrong – I think a sidewalk along one side of the road is a much more doable thing here. I don't know if the city has any estimates on that. What the right of way needed is less. The impact to the residents is less. The cost is less. It doesn't solve all of the problems. It puts a sidewalk in place to get that safety concern resolved. Is that something that could be worked out? Would that be enough that it got people on the Commission and Council comfortable with the safety aspect? We can also work on other things that were mentioned as well.

Commissioner Stolzenberg – What we're considering here is the very high level land use. There's nothing in this performance agreement that prohibits down-scoping to one side of the street. It even says 'one or more sides.' That is something that will be worked out during the design process that would have to happen as part of a CIP item. There's nothing that would prohibit more discussion of preservation of trees, especially boundary line trees that fit within the overall PUD arrangement as part of a site plan review. It will come back to us. There's nothing that would prohibit more details of erosion sediment control. We have heard from our engineers in the past that the PUD step is far too early in the engineering process to have any serious look at what that means. We have an Erosion and Sediment plan that will be added later and approved by the city engineer. We have broad authority to recommend significant leeway for the engineer to add additional requirements as we did with South First Street. Basically, we will approve this waiver but you have to do what the engineer says. We have talked a lot about a lot of minor tweaks that will make this better. We all agree that the general concept of the PUD makes sense. Disturbing the slopes in order to preserve 40%+ of open space, get lots of housing, and get lots of affordable housing makes sense. Does it make sense to kick this can down the road until this is fully 'baked' or to let the process kick off and have it fully 'baked' through the yearlong site plan review?

Commissioner Mitchell – I absolutely agree that this should not take six months to do. There is much work to be done on the infrastructure that is with the city and the developer. Many details, timing, and logistics need to be worked out. I would like to give Mr. Armstrong and Mr. Sanders and team to confirm.

Commissioner Lahendro – Going to one sidewalk is some of the creativity that needs to be applied to this. I would hope that city staff muster the creativity to do that and to be open to that.

Motion to Accept Deferral from Applicant – Commissioner Mitchell (Second by Commissioner Dowell) – Motion passes 6-1.

The meeting was recessed for five minutes.

IV. COMMISSION'S ACTION ITEMS

1. Cville Plans Together – Implementation Chapter and Topic Specific Chapters

Jennifer Koch, Cville Plans Together – Tonight, we are planning to ‘walk through’ a couple of things. What we’re looking to do tonight is go through a few things listed here. The first thing we will do is a give brief overview of the topic specific chapter updates that we have made. It is a high level overview. We have revised chapters that you will review. After we go through the revisions and the topic specific chapters, I will give an overview of the implementation chapter. I would like to get your thoughts on that. The Future Land Use Map is a really important part of The Land Use Urban Form and Historic and Cultural Preservation chapter. We don’t intend to discuss it in detail tonight in terms of revisions that we’re considering.

Next Slide – Chapter Overview

As far as the process for how we consider updates to these chapters, we received comments between May and June. We had a lot of feedback. A lot of that was focused on the Future Land Use Map. We also received a lot of comments directly related to the chapters. We took all of that into consideration. There were some comments that were not incorporated. We tried to find ways to address all of the comments that we received. We have coordinated with staff on this. We’re continuing to coordinate with staff from all of the departments as we go along. As you might recall from the May version of the chapters, each strategy had an implementation section of a potential timeline, implementation partners, and each goal had a measure of progress. We have taken those pieces and moved them into the implementation chapter. They are in the matrix of that chapter to be tracked and used with implementation.

Next Slide – Land Use, Urban Form, and Historic & Cultural Preservation

I talked with you the last time about changes to The Land Use, Urban Form, and Historic & Cultural Preservation chapter. One thing we tried to do was to further strengthen the connections between the land use map itself and the goals and strategies in the chapter. We expect, as we continue to work with you on the Future Land Use Map, that we will tie any further changes in the Land Use Map to the chapter. We do expect revisions as we go along.

We have also worked on this chapter to emphasize the prioritization of infill, retention, and reuse of existing structures above demolition. One thing we clarified in this update was that demolition is not a measure of progress in terms of wanting more demolition. We did not do a good job of clarifying in the measure of progress in the last chapter. We have tried to make that clear here. Our priority is to retain structures where we can. We have also added additional details to this chapter. I believe that goal 4 is related to the zoning ordinance rewrite. We have added some greater detail there in terms of how that should get started, frameworking out the development of the land use/zoning ordinance rewrite. There is also additional detail about considerations in the zoning ordinance related to design principles, context, and transitions. We have heard a lot about that in terms of the land use map. We want to make sure that was really clear. The talking points we use when we talk about the land use map are reflected in the actual chapter. We have also identified some potential future small area plan locations. We have also identified some refinements to the process for a small area plan development. A lot of that was included in the

previous version of the chapter. In addition to these clarifications, we have added a few things. One is an urban development area designation for the city. The city has several different urban development areas. When we have the final version of the future land use map, there will be an introductory section to this chapter that will include a description of the future land use map. Up to now, that has lived or continues to live mostly in the discussions we have had in presentations. That will be a part of the document as well. There are some appendices that come with some of the chapters. We are working to finalized updates on those as well.

Next Slide – Housing

In terms of the housing chapter, we made major revisions to that chapter to get the May version to incorporate the Affordable Housing Plan recommendations. There were some major changes made at that point. You can see the changes made since May, which were largely minor. We added some explicit support for a range of housing typologies, supporting a range throughout the city. We did work to update some of the language around unhoused citizens and how the plan can support them including not only providing housing for people where they would like it and making sure that housing is available. We have added greater emphasis on the need for staffing support and sustained funding. These are things that come out of the Affordable Housing Plan. They are things that you are familiar with. We wanted to make sure it is clear in the document and it is prioritized. As we continue talking with all of you, we do expect there might be some continued tweaks to this chapter. The other thing we added was an introduction to this chapter that had some additional information about connections between The Affordable Housing Plan, The Future Land Use Map, and affordability in the city. We thought it was an important piece to have there and not just leave in an appendix but have it be prominently located. We do anticipate as we move forward, making it even clearer in the document how those three pieces (Affordable Housing Plan, Comprehensive Plan, and the Zoning Rewrite) work together. They are also connected ongoing processes within the city.

Next Slide – Transportation

We have heard a lot about transportation in our process as well. It continues to be a topic of conversation. That's something we want to make sure continues to be reflected in this plan. We have added additional emphasis beyond what was in there with the May version to consider implementation of the Future Land Use Map in terms of where development is happening and considering that when it comes to prioritizing transportation improvements. We have added some clarification around parking considerations. We have added some additional coordination with the forthcoming zoning rewrite. We had heard some desire for additional potential public involvement related to planning for non-motorized travel. Particularly, we heard about bus travel. We also recognize the local interest in bicycle and pedestrian facilities. We have added those as well. We added a couple of other things. One is the idea of potentially tracking areas of concern not reflected in crash data. The previous versions called for identifying areas of need based on crash data. That might not be completely reflective of where issues are; issues where people don't try crossing a road because they know they can't. We have added an appendix to this chapter. It has a list of priority projects from the Bike/Pedestrian Master Plan and Streets That Work Plan. That is a large part of what is effectively The Transportation Master Plan for the city.

Next Slide – Environment, Climate, & Food Equity

In terms of clarifications, we added some increased emphasis on the need to consider impervious surface changes and green infrastructure throughout the city. That's reflective of what we have been hearing. The city already does list that. I just want to make sure that it is clear in the plan if we're thinking about development and climate change or addressing current stormwater issues. We did hear some recommendations about additional strategies for financing or other initiatives related to green banks. We have added those as sub-strategies. In coordinating with city staff, they have been considering these initiatives as well. We heard some comments about that. In addition to the existing food equity/access strategies, we added strategies that are already in the document. We have added some coordination related to thinking about food regionally.

Next Slide – Economic Prosperity & Opportunity

In the Future Land Use Map when we showed both General Residential, Medium Intensity Residential, and High Intensity Residential, we have included some description that there are some areas within those land use categories that would be appropriate for commercial uses on a neighborhood supported scale. We wanted to reflect that in this Economic Prosperity & Opportunity chapter. When the city is working with people to identify sites that might be appropriate for commercial uses, those residential areas might be appropriate for that. We have added some focus on diversifying and broadening the current economic bases partnering with workforce development strategies. These are things the city has focused on in many ways.

Next slide – Community Facilities & Services

This includes utility infrastructure, parks, recreation, and schools. Some of the clarifications we made to this chapter, in terms of natural gas infrastructure, we have removed a component of that goal that called for expansion of gas infrastructure. We have added a strategy of reducing overall natural gas consumption. That was something we had received a petition on. We have also added some considerations related to the future Park and Recreation Master Plan process. Some additions to this chapter include adding a sub-strategy to consider the amount of population within walking distance when citing new public facilities as a consideration to further support the Walkable Community goals that we have been talking about. We have added considerations for having a larger community conversation about stormwater management in the context of climate change. We have added some considerations related to urban agriculture for public parks and open spaces.

Next slide – Community Engagement & Collaboration

This is a new chapter based on the 2013 plan. We did add some sub-strategies, which are supportive of the overall strategies related to community training and education around planning issues, related to fostering ongoing communication with residents and other stakeholders, and a sub-strategy considered for reinstating the community survey to gauge community sentiment. We have added a couple of things. One is potentially calling for regular updates to the community about regional coordination with planning issues. That happens through these Planning Commission meetings. A lot of these are regional issues.

Next Slide – Draft Implementation Chapter

This is an overview of the pieces of the Implementation Chapter. We have identified 6 priority draft areas and 28 related priority strategies. In the full document, as drafted, there are about 300 strategies. Our goal with this was based on the needs to prioritize those strategies and give some emphasis to some of the things that we have been hearing about most. We wanted to create these priority areas and priority strategies. We identified these based on the public feedback we have been getting in all of the phases of engagement. It was based on the conversations with all of you and others in the community. This chapter starts with the overview of the draft priority areas and related priority strategies. The other piece of this is the implementation table. There is a main table within the main document that has the implementation measures of progress, timeline, and the lead and supporting departments and partners for those priority strategies. It does not have in the main body of the chapter that implementation information for all strategies. We have that in a separate implementation matrix that we have pulled out. We also included in this chapter, in accordance with the state requirements around transportation planning, a map and list of priority transportation projects in coordination with staff. We have the implementation table for each topic specific chapter. That is linked at the beginning of the chapter separately from the main body of the chapter.

Next Slide – Priority Areas

These are the six priority areas that we have identified in the current draft. The first area is that this plan should support the development of more housing throughout the city with a focus on creation of more housing that is affordable to more people, especially those with the greater need. We have identified in the Housing Chapter, affordability means paying no more than 30% of their income on housing. What we're looking to in this process is to identify ways to support housing that is affordable to people who make different amounts of money, different amounts of income. That is supported by the strategies we have identified as well as The Affordable Housing Plan. The second priority area that we identified is making sure that all people have access to opportunities and the tools they need to thrive and succeed. This is a varied priority in terms of the types of strategies that are included. We have included strategies that are related to housing, strategies that are related to economic opportunity, and strategies related to food equity. We think those all support this idea of making sure people have access to the opportunities and tools that they need. This plan should work to mitigate and prepare for the impacts of climate change. What those strategies look to pull out are not only support the climate action plan process that is ongoing in the city but also the climate hazard risk assessment as well as some of those green infrastructure improvements. The fourth priority is making it safer, easier, and more desirable to walk, ride a bike, or use non-vehicular transportation options. When we say non-vehicular, it does need to explicitly include public transportation in this priority area. Under this strategy, we are looking to support the implementation of projects from the city's Bike/Pedestrian Master Plan, The Streets That Work Plan, and Safe Routes to Schools, and those other plans that make up the Transportation Master Plan. We're also looking to support these changes to the zoning ordinance to make sure that we're incentivizing and requiring urban scale and walkable communities that further support this priority area. One of the strategies does call for participation in the regional transit partnerships. There is support for public transportation there. There is also further supporting housing redevelopment and infill that supports bike/pedestrian infrastructure and robust public transportation. That is something that needs to be required. It is a requirement to think about a transit oriented development with housing. The fifth priority area is to keep Charlottesville green and protect the natural environment and the benefits it provides. There are only two strategies here. We don't want to downplay the importance of this. This includes strategies related to tree canopy, as well as some strategies related to parkland, public open space, and

green infrastructure in those spaces. The final priority area is to focus on continuing to evolve and improve communication and collaboration. With that we have identified those strategies that all come from the community engagement and collaboration chapter. They include establishing and using metrics and guidelines to make sure city-led processes are as inclusive as possible. That also includes strategies about fostering partnerships, not only within the city, but also with UVA and the county. The third strategy is to evaluate the need for a new community engagement staff or staff dedicated time to focus on those relationships moving forward.

Planning Commission Discussion

Commissioner Mitchell – There is nothing significant. I read through the written document. There's one section that I wanted to ask you to be a little more intentional about. It is in the Implementation chapter in the environmental section. It says Strategy 24. This relates to the thing we're always talking about: canopy equity. There's a lack of tree canopy in low-income areas. I would just ask that when we get to Strategy 24, that we're a little more intentional about canopy equity in these sensitive areas. We speak to that in the environmental chapter. I think we do a pretty good job of that. We reference Strategy 4.6. You do reference underserved areas in the Environmental chapter. It would be of value to be more intentional in the Implementation chapter.

Commissioner Dowell – Thank you for the updates. One thing that might be 'far-fetched,' I would like it to be mentioned in that Implementation chapter how you guys came on board. It actually started with the process of the Planning Commission doing this first and it then evolved into hiring you to pick up and try to fill in the pieces where we left off. I don't want that to not be captured. This has been a long process. I feel that we have tried to get it right. It should be reflected in that.

Commissioner Habbab – It looks great. I am going to be reaching out to Ms. Koch regarding space equity.

Commissioner Lahendro – I spent a great deal of time studying the land use chapter, in particular the Historic Preservation components or impacts of the goals, objectives, and strategies. There is clearly a stated intent to look for additional housing and development including the historic areas. That is certainly possible in ADC Districts to be able to add housing units and additional density. I would like to see where it is stated to do that as long as the historic status is protected for those buildings. Our ADC Districts are generally in the National Register of Historic Districts that have been identified and designated here in the city. For every one of those districts, there are contributing members and non-contributing members in those districts. The non-contributing members are great opportunities for providing additional housing and for redevelopment. For the contributing members, I want to make sure that their contributing status is protected. If enough of those contributing members are compromised, that will jeopardize the designation of the historic district. It can be delisted and taken away. The city has, by virtue of identifying these historic districts, has indicated that is important to the city and to city residents. That is important because that represents the uniqueness of Charlottesville. Where that happens in the land use map, I would like to make sure that it is clear that the historic designations for places that are being considered for additional housing, that historic designation is protected and preserved.

Commissioner Russell – I had two comments/reactions to the implementation matrix. One is under this tracking the metric of the \$10 million annual spending towards affordable housing programs. The

measure of progress indicator is stated as ‘how are we measuring that towards that goal?’ in the dollars of city funding committed to affordable housing per year. We need to be more granular in that. I don’t know what funding committed means. Does that mean it goes into an account? Does it mean units being built? That needs to be more detailed. I think you’re indicating that you’re going to get there. The other thing I reacted to was under strategy 2-1, which is Land Use Urban Form and Historical Preservation. The priority is to promote context instead of planning to maintain and enhance distinct identities of Charlottesville’s neighborhoods and corridors. What does ‘promote’ mean? How are we doing that? I do appreciate the revisions. I looked through the chapters and noted a lot of really good revisions.

Commissioner Stolzenberg – I echo Commissioner Russell’s point about the granularity of those tracking metrics. I know that HAC has its own recently implemented set of ways they’re tracking the implementation of the Affordable Housing Plan. I would like to better understand how those work together. We’re putting in \$10 million a year. There are also housing goals about creating more housing units for our buck; leveraging outside funding sources to make more units. It seems like it should be something that is in there. There’s a housing goal about percent of first and second year students living on Grounds. A better goal there is for students living within traditional student areas including off Grounds. If they live off Grounds, we get tax revenue from them. The problem is when they spill out of those areas that they have been in for 100 years and start moving into traditionally non-student neighborhoods. With the climate mitigation adaptations, it sounds like climate change is an inevitability that we’re not going to do anything about. At this point, it is an inevitability. We need to do something about it or it is going to be even worse. Part of the problem is that the way the Environmental Chapter is framed, that is the overarching goal. There actually isn’t a strategy to get our carbon footprint down to zero. That doesn’t get reflected in the priority area because it only includes goals. There is another one: “It is more desirable to walk, ride a bike, or use other non-vehicle transportation options.” We want to encourage other small vehicles that are not single occupancy cars. With the transportation map materials we pulled from the older plans, I wonder if it is worth updating those at this point given that several of those projects are underway or funded.

Councilor Payne – A lot of the changes are positive. I am definitely happy to see the change related to the natural gas utility and the longer term goals with that. My one thought is in the Economic Prosperity and Opportunity Chapter. I wonder if there’s an opportunity to have as a goal community wealth building in thinking about housing, part of an economic development strategy. We can think about how community land trusts, community gardens, co-ops, community development corporations, and Section 3 of HUD’s program with a redevelopment of public housing can all be part of a strategy of opening up wealth building to more people in the community. In particular, an economic development strategy aimed at reducing the racial wealth gap in our community. Community wealth building can be part of the chapter topic. I wonder if there is an opportunity to have that there more explicitly.

Councilor Snook – I appreciate the continued refining. I get a lot of emails from people who seem to think the latest draft is a final draft. I keep telling them that it is a draft. There are more drafts coming. It’s a process. I appreciate the progress. I am sure there will be further drafts before it gets to Council.

Chairman Solla-Yates – I am very pleased with what I am seeing. It all makes sense, especially the connection between land use and transportation.

Commissioner Stolzenberg – A couple of other minor things. We talk about unhoused citizens. We prefer to use unhoused residents, with 7.1 in reviewing LI HTC applications, with land use 1.2, we talk about transitions in a way that is not specified. In transportation 5.4, we're talking about a web based application to make transit easier. I know there is already a web based application to track buses. I wasn't sure if that was the sort of thing or if we were talking about something else. 4.3 seemed like a big one in defining soft density as duplexes up to 8-plexes.

Ms. Koch – The way soft density is defined is that there might be some confusion in the text about a missing middle, which would encompass general residential and medium intensity versus soft density. I am going to make sure that is clear. We will discuss next week with the Future Land Use Map. We are considering ways to adjust these descriptions. We may want to revisit some of these pieces when we talk about the map next week.

Commissioner Stolzenberg – In 4.1, consider zoning classifications based on form and intensity of use as defined by height and maximum size of structures. "Of use" was the weird part.

Ms. Koch – That's a wording thing that we can make clear.

Commissioner Dowell – One thing I wanted the consultants to know when it comes to our Future Land Use Map is given clear delineation if we're going to move forward with the overlay district for our affordable housing and if we are going to implement that, I would like to see it clearly spelled out.

Commissioner Mitchell – In the meeting you had with the HAC representatives, there was concern about subdivisions and a loophole in subdivisions that would allow developers not to embrace the affordability component. Please hear that. Please make certain we build that into anything we write. They left that meeting not certain if you agreed or heard it.

Ms. Koch – We will make sure that is clear.

Commissioner Habbab – On the affordable housing overlay with strategy 1.4, there should be more clarity. Do we want to go with require 'instead' of 'consider'?

Ms. Koch – That's something that needs be refined after we speak next week. We have had this strategy in the plan since the May version to consider: overlay in the zoning rewrite. We have heard from all of you and others that you would like to see more certainty around that at this phase. It needs to be clarified as we move forward.

Chairman Solla-Yates – I have a thought about small area plans. I definitely urge that kind of thinking in selecting small area plans.

Public Comments

James Groves – I have provided suggestions regarding the city's natural gas supply not included in the current draft. The city provides gas to the community and has a constrained supply. Each winter, UVA burns 10,000 pounds of coal because the city cannot keep its residents warm. If you allow new gas hookups, the city will either expand its fossil fuel infrastructure or UVA will burn more coal. If you

eliminate R-1, you need to end new gas hookups. Our constrained gas supply is another reason to abandon medium intensity residential zoning. Such zoning will lead to climate damaging teardowns and delivery of waste to the dump. It risks destruction of tree canopy and significant stormwater problems the city may not be able to address. If you vote for medium intensity zoning and allow new gas hookups, you should delete goal #1 from the Environment and Climate chapter. There's no way we will cut greenhouse gas emissions by 45% this decade. The chapter mentions the possibility of implementing C pace and green bank financing. Both are authorized by the General Assembly. The chapter states that Charlottesville will explore C pace and consider green banks. The city should have explored and considered it the last 4 years. The city has not produced a climate action plan. Green banks are known to 'super-charge' climate action with private capital. With C pace and green banks, Charlottesville needs to do it.

Diane Dale – I would like to address the environmental issues. It is interesting you have spent tonight talking about the impact of infill off of JPA. Some of the issues were mature trees being taken down. In the Comprehensive Plan update, there will be many instances of such discussions over the impact of taking down trees. At the last work session, the consultants showed a diagram of hypothetical infills of various ways to put in 4 to 12 units per acre. That slide did not include the parking that would go with it. We will have many lots with pretty dense coverage. It is disappointing to not have strong intentional language in this plan about environmental issues and about climate change. I would like to see the environment and climate change have equal footing as equity. If we don't deal with climate change, the result will be inequity to all. I would like to see discussion about overlays for preservation of sensitive neighborhoods.

The meeting was adjourned at 10:16 PM.