

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, November 8, 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. Notes – Planning Commission Retreat – October 22, 2022

ii. Site Plan – 1223 Harris Street

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 22-00010 211 Albemarle Street – On November 8, 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 211 Albemarle Street and identified in the City’s land records as Tax Map and Parcel (“TMP”) 310025000 (the “Subject Property”). The public hearing will be conducted both in-person and via virtual (electronic) means; individuals who wish to participate electronically or in-person 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. Pilgrim Baptist Church Trustees (the “Owner”) has submitted a SUP Application pursuant to City Code Sec. 34-796, Sec. 34-420, and Sec. 34-158 to operate a Daycare Facility for up to fifteen (15) adolescents within the existing church structure. The anticipated operation hours for the Daycare Facility would be from 8:15am to 3:30pm daily. The Subject Property is approximately 0.43 acres with road frontage on Albemarle Street and West Street. The Comprehensive Land Use Map for this area calls for Urban Mixed Use Corridor and the Subject Property has split zoning district classifications of Central City Mixed Use Corridor and R-1S (Residential Small Lot). The City’s zoning matrix(s) allows Daycare Facilities within the Central City Mixed Use Corridor and R-1S districts with the approval of a SUP. The property is adjacent to both commercial and residential uses and is located across from residential housing on the opposite side of West Street. Additional information pertaining to this application (SP 22-00010) 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).

2. SP 22-00006 901 Seminole Trail, 1801 Hydraulic Road – On November 8, 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 901 Seminole Trail and 1801 Hydraulic Road and identified in the City’s land records as Tax Map and Parcels (“TMPs”) 41B001000 and 41B002000 (the “Subject Property”). The public hearing will be conducted both in-person and via virtual (electronic) means; individuals who wish to participate electronically or in person 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. Riverbend Development, on behalf of one owner of the Subject Property, 901 Seminole Trail LLC, has submitted a SUP Application for the Subject Property. Pursuant to City Code Sec. 34-796 and Sec. 34-158, the owner has applied for a SUP to build a drive-through restaurant on the Subject Property. The Subject Property is approximately 10.18 acres with road frontage on Hydraulic Road, Seminole Trail, Hillsdale Drive and India Road. The Comprehensive Land Use Map for this area calls for Urban Mixed Use Node and the Subject Property is located within the Highway Corridor mixed use zoning district classification. The City’s zoning matrix allows drive-through restaurants in Highway Corridor districts with the approval of an SUP. The property is adjacent to other properties currently used for commercial uses, and is located across from multifamily housing on the opposite side of Hillsdale Drive. Additional information pertaining to this application (SP 22-00006) may be viewed online at www.charlottesville.gov/agenda. Persons interested in the Special Use Permit application may also contact NDS Planner Dannan O’Connell by e-mail (oconnell@charlottesville.gov) or by telephone (434-970-3991).

IV. COMMISSION’S ACTION ITEMS

Continuing: until all action items are concluded.

1. Presentation - Multi-Modal Transportation Prioritization Method
2. Presentation – Climate Action Plan
3. Interpretation of Section 34-518(a) (PUD section)

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday November 22, 2022 – 5:00PM	Work Session	Capital Improvement Program
Tuesday December 13, 2022 – 5:00 PM	Pre-Meeting	
Tuesday December 13, 2022 – 5:30 PM	Regular Meeting	<u>Minutes</u> - October 11, 2021, October 12, 2021, October 21, 2021, November 9, 2021 Public Hearing – Capital Improvement Program, Comprehensive Plan Amendments Presentation – Entrance Corridor Design Review Overview

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

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
10/1/2022 TO 10/31/2022**

- 1. Preliminary Site Plans**
- 2. Final Site Plans**
- 3. Site Plan Amendments**
 - a. 1532-1534 Virginia Avenue #1 – October 4, 2022
 - b. Azalea Park Batting Cage - October 18, 2022
 - c. Pen Park Batting Cage – October 18, 2022
- 4. Subdivision**
 - a. Preston Place Lots – BLA – October 24, 2022

PC Retreat
Saturday October 22, 2022 - 1:30-4:30
Charlottesville Pavilion Stage

PC members: Phil d'Oronzio, Karim Habbab, Hosea Mitchell, Liz Russell, Carl Schwarz, Lyle Solla Yates, Rory Stolzenberg

Staff: James Freas, Missy Creasy, Dannan O'Connell

Facilitator: Selena Cozart

Commissioners began with an icebreaker followed by discussion on community timeline from January 2017 forward from the perspective of each person in attendance. The group was then broken into teams to develop a listing of priorities.

Karim/Liz

Equitable spaces, Climate Action Plan (retain existing buildings), Sublots and Parking requirements, Broadening range of affordable housing tools (sublots, nonprofits, private/public partnership), Bikelanes/Sidewalks, Stay true to comp plan principles (true to vision.)

Phil/Lyle

Zoning Rewrite, Safety (implementation of the Bike/Ped plan), Traffic- multimodal, Affordable housing implementation (more consistent & beyond the work of NDS), CIP, Car Plan (where do the cars go?), City Legislative priorities for State (PC not currently part of process), Trees, Climate, River

Hosea/Carl

Zoning Rewrite (bike/ped improvements codified, climate action plan in code, parking – strategic, Cville as a destination so need place to park), Give plans some teeth, Make transportation part of planning.

Rory

Zoning Rewrite, break log jam in transportation projects (not had public eye recently), Comp Plan 5 year review (feedback loop – see what happens and shape plans based on that), Affordable housing spending (need good structure), CIP – use this as a planning tool.

Criteria for Prioritizing next Steps

Time, resources, staff, money

3 buckets of resources – 1. Transportation, 2 Affordable Housing, 3. Planning (development review and long range)

Discussion about Small Area Plans (SAP).

Phil – SAP – not as helpful without zoning

Carl – SAP to test Zoning

Liz – look at existing SAPs (how to address conflicts)

Karim – CIP to protect the most vulnerable (some things linked, how to make priority)

Work Sessions after Zoning

Rory – work through implementation – CAHF, Transportation projects, CIP (not have much role or impact- plan not a budget)

Discussion about the role of OED and Economic Development Strategy.

Priority areas for Comp Plan

Lyle – Housing, Safety (Transportation), Climate

Role of PC - What does PC need to be in a position to make recommendations?

James - ZO, CIP, Adoption of plans/policies

Rory – food access presentation, housing (provide view points on issues and have discussion)

Phil – discussions rather than presentations

Rory – CAHF and Transportation log jam most important

Carl – look to see how last CIP implemented the Comp plan

Rory – Work session on CIP process, report card on year to date, done in a timeframe to impact the coming cycle.

Phil – clarity of process – how do processes work.

Potential work session topics visual.



CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



PLANNING COMMISSION MEETING
APPLICATION FOR APPROVAL OF A FINAL SITE PLAN
APPLICATION NUMBER: P21-0082
DATE OF MEETING: November 8, 2022

Project Planner: Brian Haluska

Date of Staff Report: October 21, 2022

Applicant: C-Ville Business Park, LLC

Applicant's Representative(s): Chris Virgilio

Current Property Owner: C-Ville Business Park, LLC

Property Street Address: 1221, 1223, and 1225 Harris Street ("Subject Property")

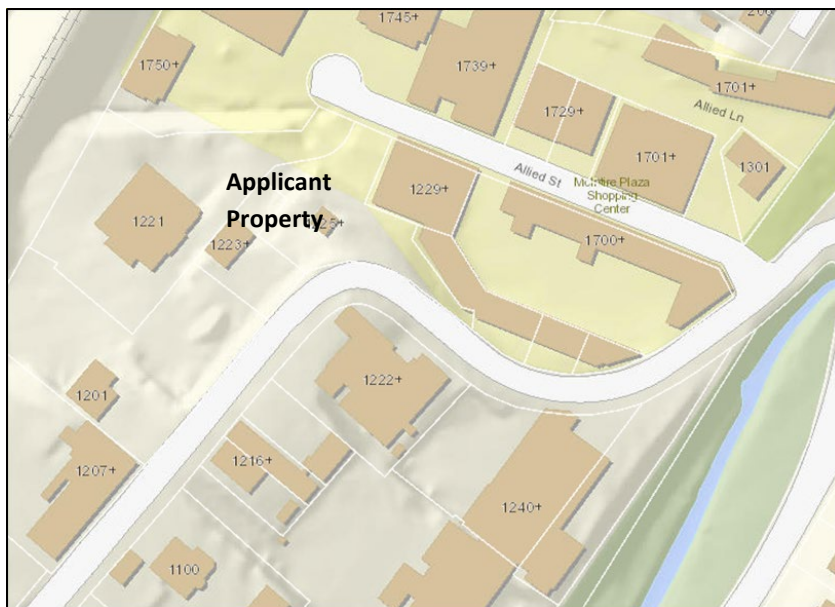
Tax Map & Parcel: 340090100 and 340090B00

Current Zoning Classification: IC Industrial Corridor

Overlay District: None

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)

Chris Virgilio of C-Ville Business Park, LLC, is seeking Planning Commission approval for the Final Site Plan for the City's Edge project. This final site plan proposes a mixed-use building with 120 residential units and 1,300 square feet of commercial space at 1223 Harris Street. On March 16, 2020, City Council approved Special Use Permit SP19-00010 authorizing additional residential density up to 43 dwelling units per acre and an additional 2 stories in height. On April 5, 2021, City Council approved Special Use Permit SP21-00001 authorizing additional residential density up to 50 dwelling units per acre. 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. Erosion and Sediment Control plans are included as site plan Sheets C3.00 through C3.06, and Stormwater Management Plans are included as site plan Sheets C6.00 through C6.05.

B. Compliance with applicable B-1 Commercial District zoning regulations (Sections 34-440 - 34-480)

The property is zoned IC Industrial corridor. The project complies with all requirements of the IC Industrial Corridor.

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

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

1. General site plan information, including but not limited to project, property, zoning, site, and traffic information: **Found on Sheet C0.00.**
2. Existing condition and adjacent property information: **Found on Sheet C2.00.**
3. Phasing plan: **The project will be constructed in one phase per Sheet 1.**

4. Topography and grading: **Found on Sheet C5.00.**
5. Existing landscape and trees: **Found on Sheet C2.00**
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: **Trip site generation is found on Sheet C0.00. No new roads are proposed.**
9. Location and size of existing water and sewer infrastructure: **Found on Sheet C2.00.**
10. Proposed layout for water and sanitary sewer facilities and storm drain facilities: **Found of Sheets C4.01.**
11. Location of other existing and proposed utilities and utility easements: **Found on Sheet C4.01.**
12. Location of existing and proposed ingress to and egress from the property, showing the distance to the centerline of the nearest existing street intersection: **Found on Sheet C4.00.**
13. Location and dimensions of all existing and proposed improvements: **Found on Sheets C4.00, C4.01, and C4.04.**
14. All areas intended to be dedicated or reserved for public use: **N/A.**
15. Landscape plan: **Found on Sheet L1.00.**
16. Where deemed appropriate by the director due to intensity of development:
 - a. Estimated traffic generation figures for the site based upon current ITE rates: **Found on Sheet C0.00.**
 - b. Estimated vehicles per day: **Found on Sheet C0.00.**

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 April 5, 2021 includes the following conditions, which are provided on **Sheet C0.00** of the final site plan.

1. The specific development being approved by this special use permit (“Project”), as described within the Application Materials (including the modified floor plans and elevations dated January 21, 2021) shall have the following minimum attributes/ characteristics:
 - a. Not more than one building shall be constructed on the Subject Property (the “Building”). The Building shall be a six-story Mixed Use Building, containing up to 120 residential dwelling units, ground floor commercial floor area, and underground parking, with overall residential density of up to 50 DUA within the area of the Subject Property.

- b. The highest point of the Building, as defined within City Code §34-1100(a), shall not exceed an elevation of 520 feet above sea level. Exclusions from measurement of building height shall be those referenced within §34-1101(a).
 - c. The ground floor areas along Harris Street and Allied Street shall be used and occupied, respectively, for retail and commercial uses. The square footages of floor area to be used for retail and commercial uses shall be no less than depicted in the January 21, 2021 floor plans and elevation drawings.
 - d. Underground parking shall be provided within a parking garage structure constructed underneath the Building.
 - e. The Landowner shall provide a preliminary traffic study of the immediate area surrounding the building, as well as traffic impact on Allied Street, Harris Street and the intersection of Harris Street and McIntire Road. The scope of the traffic study shall be approved by the City Traffic Engineer prior to submission, and must be submitted to the City for review and comment prior to the approval of the final site plan for the project.
2. Within the Building, five (5) affordable dwelling units shall be provided for rental by low- or moderate-income persons, as follows: three (3) one-bedroom units and two (2) two-bedroom units. Each of these units shall be an “affordable dwelling unit” as defined in City Code §34-12 throughout a period of ten (10) years.
 3. During the first two months for which dwelling units are leased within the Building, five (5) dwelling units shall be reserved for lease to persons who hold housing choice vouchers at rents for which the vouchers can be used. Prior to commencement of this initial leasing period, Landowner shall notify the Charlottesville Redevelopment and Housing Authority that the 5 reserved units are, or will be, available to persons with vouchers.

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

No improvements regulated by these sections are proposed.

Public Comments Received

The Site Plan Conference Required by Z.O. Sec. 34-821 was held virtually on August 18, 2021. Neighborhood concerns gathered from the community meeting are listed below.

- The potential rents within the building.
- Traffic impact on the surrounding streets.
- The removal of existing green space in the City.

The applicant held a community meeting on February 17, 2021. Four members of the public were present. Neighborhood concerns gathered from the community meeting are listed below.

- The potential rents within the building.
- The type of businesses that would be targeted for the new commercial space.
- The logistics of constructing a building around operating businesses.

Recommendation

Staff recommends approval of the final site plan.

Attachments

1. Final Site Plan dated November August 24, 2021 and last revised on October 20, 2022
2. Special Use Permit Resolution dated April 5, 2021
3. Preliminary traffic study dated April 7, 2021
4. Conceptual Site Plan Associated with SUP dated January 21, 2021

**RESOLUTION
AMENDING AND REENACTING A SPECIAL USE PERMIT
FOR PROPERTY LOCATED AT
1221, 1223 and 1225 HARRIS STREET**

WHEREAS, landowner CVILLE BUSINESS PARK, LLC is the current owner (“Landowner”) of certain land identified on 2019 City Tax Map 34 as Parcels 90B, 90C, and 90.1 (City Real Estate Parcel Identification Nos. 340090B00, 340090C00, and 340090100, and current street addresses of 1221, 1223 and 1225, respectively) and having, collectively, an area of approximately 2.446 acres (106,547 square feet) (the “Subject Property”), and

WHEREAS, Landowner proposes to redevelop the Subject Property for a specific project, described as follows: a mixed use building at a height of up to six (6) stories, containing retail and commercial space on the ground floor facing Allied Street and Harris Street, respectively, containing up to 120 residential dwelling units above the ground floor, and containing underground parking (the “Project”), for an overall density within the area of the Subject Property of up to 50 dwelling units per acre (DUA); and

WHEREAS, the Subject Property is located within the Industrial Corridor zoning district;

WHEREAS, the Project is described in more detail within the Landowner’s drawings submitted in connection with SP19-00010, as modified by floor plans and elevation drawings dated January 21, 2021 submitted in connection with SP21-00001 (collectively, the “Application Materials”); and

WHEREAS, on March 9, 2021 the Planning Commission and City Council conducted a joint public hearing on the proposed SUP Amendment (SP21-00001) after notice and advertisement as required by law; and

WHEREAS, upon consideration of the comments received during the joint public hearing on SP21-00001, 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 amended Special Use Permit for the Project; and

WHEREAS, upon consideration of the Planning Commission’s recommendation, the Staff Report, public 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 amended Special Use subject to suitable conditions 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, Virginia that, pursuant to City Code §§ 34-457(b)(5)(a.), 34-458(b), and 34-480, an amended special use permit is hereby approved and granted to authorize one mixed use building, with a height of up to six (6) stories and containing up to 120 residential dwelling units above the ground floor, within the Subject Property, subject to the following conditions:

1. The specific development being approved by this special use permit (“Project”), as described within the Application Materials (including the modified floor plans and elevations dated January 21, 2021) shall have the following minimum attributes/ characteristics:
 - a. Not more than one building shall be constructed on the Subject Property (the “Building”). The Building shall be a six-story Mixed Use Building, containing up to 120 residential dwelling units, ground floor commercial floor area, and underground parking, with overall residential density of up to 50 DUA within the area of the Subject Property.
 - b. The highest point of the Building, as defined within City Code §34-1100(a), shall not exceed an elevation of 520 feet above sea level. Exclusions from measurement of building height shall be those referenced within §34-1101(a).
 - c. The ground floor areas along Harris Street and Allied Street shall be used and occupied, respectively, for retail and commercial uses. The square footages of floor area to be used for retail and commercial uses shall be no less than depicted in the January 21, 2021 floor plans and elevation drawings.
 - d. Underground parking shall be provided within a parking garage structure constructed underneath the Building.
 - e. The Landowner shall provide a preliminary traffic study of the immediate area surrounding the building, as well as traffic impact on Allied Street, Harris Street and the intersection of Harris Street and McIntire Road. The scope of the traffic study shall be approved by the City Traffic Engineer prior to submission, and must be submitted to the City for review and comment prior to the approval of the final site plan for the project.
2. Within the Building, five (5) affordable dwelling units shall be provided for rental by low- or moderate-income persons, as follows: three (3) one-bedroom units and two (2) two-bedroom units. Each of these units shall be an “affordable dwelling unit” as defined in City Code §34-12 throughout a period of ten (10) years.
3. During the first two months for which dwelling units are leased within the Building, five (5) dwelling units shall be reserved for lease to persons who hold housing choice vouchers at rents for which the vouchers can be used. Prior to commencement of this initial leasing period, Landowner shall notify the Charlottesville Redevelopment and Housing Authority that the 5 reserved units are, or will be, available to persons with vouchers.

Approved by Council
April 5, 2021



Kyna Thomas, CMC
Clerk of Council



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F 804.560.1016
www.timmons.com

To: Brennen Duncan, PE (City of Charlottesville)
From: Steve Schmidt, PE, PTOE
RE: 1223 Harris Street Development
Date: April 7, 2021
Copy: Scott Dunn, AICP, PTP (TG), Clint Shifflett, PE (TG)

As requested, Timmons Group has prepared a traffic assessment for the proposed development located at 1223 Harris Street in the City of Charlottesville (City), Virginia. The site is generally located to the south of US 250 Bypass and to the west of McIntire Road as shown on Figure 1 (all figures are located at the end of this memorandum).

The proposed development will consist of 120 mid-rise multifamily dwelling units and 5,000 S.F. of commercial space (assumed as retail in this analysis). Primary access to the site will be provided via four (4) site entrances, two (2) on Harris Street and two (2) along the shared driveway off Allied Street. There is a fifth access point on the shared driveway which provides access to a small area with four (4) parking spaces. Any trips to this area were incorporated into the other entrances along the shared driveway.

For purposes of this analysis, the development was assumed to be complete by 2023. A copy of the site plan is shown on Figure 2.

The scope of this assessment was agreed upon in an April 28, 2020 conference call with City staff.

This assessment analyzes the impact of the proposed development on the Harris Street/McIntire Road intersection under existing, background, and future traffic conditions. The assessment also analyzes the potential site entrances under future traffic conditions. The study intersections are shown on Figure 3.

Existing Conditions

McIntire Road is a two-lane, undivided minor arterial with a posted speed limit of 35 mph in the vicinity of the site. To the south of Harris Street, according to the 2019 VDOT count book, McIntire Road services 17,000 vehicles per day. To the north of Harris Street, McIntire Road services 23,000 vehicles per day.

Harris Street is a two-lane, undivided local street with a posted speed limit of 25 mph and will provide access to the site via two site entrances. Harris Street intersects McIntire Road at a signalized intersection.

Allied Street is a two-lane, undivided local street without a posted speed limit, assumed to be 25 mph. Allied Street intersects Harris Street in a stop-controlled intersection.



The existing roadway geometry surrounding the site is shown on Figure 4. It is noted that Allied Lane forms the fourth leg of the intersection but is a one-way inbound roadway and not controlled by the signal. As such, Allied Lane was not considered in this analysis.

Existing Traffic Volumes

Existing AM and PM peak hour traffic counts at the McIntire Road/Harris Street intersection were obtained from the 5th-Ridge-McIntire Multimodal Corridor Study prepared by EPR, PC.

The corridor study conducted peak hour traffic counts between 7-9 AM (AM peak hour) and 4-6 PM (PM peak hour) in 2017. The corridor also utilized a 1% annual growth rate to develop future traffic forecasts.

Therefore, in order to develop 2021 existing traffic volumes, a 1% annual growth rate (compounded annually) was applied to the 2017 traffic counts at the McIntire Road/Harris Street intersection.

The resulting existing AM and PM peak hour volumes are shown on Figure 5.

2023 Background Traffic Volumes

In order to analyze 2023 traffic conditions without development of the site, 2023 background traffic volumes were developed based on a 1% annual growth in existing traffic over the two (2) year period for project buildout.

The 1% annual growth rate was compounded annually over the two (2) year period and was applied to all movements from the existing traffic counts. The resulting 2023 background traffic volumes are shown on Figure 6.

Trip Generation/Distribution

The trips that will be generated by the proposed development were based on trip generation information provided in the 10th edition of the Institute of Transportation Engineers’ (ITE’s) *Trip Generation Manual*.

As shown in Table 1, 1223 Harris Street Development will result in 841 daily trips, 48 trips during the AM peak (14 in and 34 out) and 72 trips during the PM peak (41 in and 30 out).

Table 1: Site Trip Generation

LAND USE	ITE CODE	AMOUNT	UNITS	ADT	WEEKDAY					
					AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Zoning										
Shopping Center	820	5,000	SF (GFA)	189	3	2	5	9	10	19
Multifamily Housing - Low Rise	221	120	Dwelling Units	652	11	32	43	32	21	53
Proposed Total				841	14	34	48	41	30	72

SOURCE: Institute of Transportation Engineers’ *Trip Generation Manual* 10th Edition (2017)

Based on the nature of the use, it was assumed the site trips would follow the existing travel patterns in the area and primarily be oriented to/from the south and the City of Charlottesville. Therefore, it was assumed 40% of the traffic would be oriented to/from the north on McIntire Street, 50% to/from the south on McIntire Street, and 10% to/from the south on Harris Street.

Access to the site will be provided via four (4) garage entrances each of which provides access to a separate parking floor/area. Due to the grade and other site constraints, the parking areas are completely independent and there is no ability to change areas/floors within the garage.

The garage entrance locations are shown on Figure 7 and described below:

Intersection 3: This garage entrance is located along Harris Street and provides access for residential parking only.

Intersection 4: This garage entrance is located along Harris Street and provides access for residential and commercial parking.

Intersection 5: This garage entrance is located off of Allied Street and provides access for residential and commercial parking.

Intersection 6: This garage entrance is located off of Allied Street and provides access for residential parking only.

As noted above, there is a fifth access point on the shared driveway which provides access to a small area with four (4) parking spaces. Any trips to this area were incorporated into the other entrances along the shared driveway (intersections 5 and 6).

It was assumed all traffic to intersections 5 and 6 would use Allied Street in order to access the entrances. There is an inter-parcel access point from Harris Street which will provide a secondary access option for these intersections.

The site generated trips shown on Table 1 were distributed to the local roadway network according to the distributions and garage entrances discussed above. The resulting residential site trips are shown on Figure 8 and the commercial trips are shown on Figure 9.

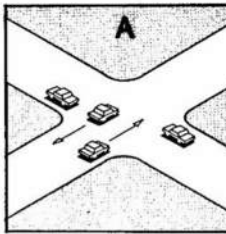
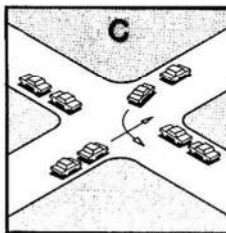
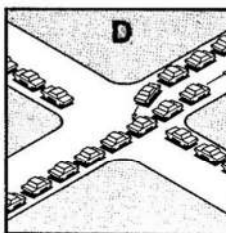
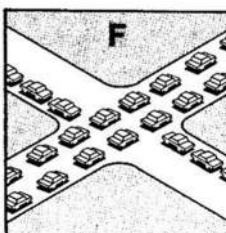


2023 Future Traffic Volumes

The site trips shown on Figure 8 and Figure 9 were added to the background traffic volumes shown on Figure 6 to yield the 2023 future traffic volumes which are shown on Figure 10.

Operational and Queuing Analysis

Capacity analysis allows traffic engineers to determine the impacts of traffic on the surrounding roadway network. The Transportation Research Board's (TRB) Highway Capacity Manual (HCM) methodologies govern how the capacity analyses are conducted and how the results are interpreted. There are six letter grades of Levels of Service (LOS) from A to F, with LOS A representing the best operating conditions and LOS F the worst operating conditions. Table 2 shows in detail how each of these levels of service are interpreted.

Table 2: Level of Service Definitions

Level of Service	Roadway Segments or Controlled Access Highways	Intersections	
A	Free flow, low traffic density.	No vehicle waits longer than one signal indication.	
B	Delay is not unreasonable, stable traffic flow.	On a rare occasion motorists wait through more than one signal indication.	
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.	
D	Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.	
E	Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left-turning vehicles.	
F	Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.	

SOURCE: "A Policy on Design of Design of Urban Highways and Arterial Streets" - AASHTO, 1973 based upon material published in "Highway Capacity Manual", National Academy of Sciences, 1965.

For signalized and unsignalized intersections, level of service is defined in terms of **delay**, a measure of driver discomfort, frustration, fuel consumption and lost travel time. Table 3 summarizes the delay associated with each LOS category:

Table 3: Signalized and Unsignalized Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Level of Service	Control Delay per Vehicle (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤ 10	A	0 to 10
B	> 10 to ≤ 20	B	> 10 to ≤ 15
C	> 20 to ≤ 35	C	> 15 to ≤ 25
D	> 35 to ≤ 55	D	> 25 to ≤ 35
E	> 55 to ≤ 80	E	> 35 to ≤ 50
F	> 80	F	> 50

Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

Operational Analysis for 2021 Existing Traffic Volumes

Table 4 summarizes the 2021 existing intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the 2021 existing peak hour traffic volumes shown on Figure 5, the existing lane geometry shown on Figure 4, and the existing traffic signal timings provided by the City. The corresponding analysis worksheets are included in Appendix A.

As shown in Table 4, the intersection of McIntire Road and Harris Street operates at an overall LOS D during the AM peak and LOS F during the PM peak. The mainline northbound approach operates at LOS A in both the AM and PM peak and the mainline southbound approach operates at LOS D in the AM peak and LOS B in the PM peak. The eastbound approach operates at LOS F in both peak hours with maximum queues which extend back more than 850’.

Table 4: 2021 Existing Conditions Level of Service and Queues

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)
1. McIntire Road (N-S) & Harris Street (E-W) Signalized	EB Left-Right		124.7	F	#312	405	456.0	F	#606	863
	<i>EB Approach</i>		124.7	F	--	--	456.0	F	--	--
	NB Left	240	31.0	C	25	100	14.6	B	15	138
	NB Thru		4.5	A	127	158	7.6	A	331	288
	<i>NB Approach</i>		7.1	A	--	--	7.9	A	--	--
	SB Thru-Right		48.6	D	#1140	759	19.5	B	668	482
	<i>SB Approach</i>		48.6	D	--	--	19.5	B	--	--
	Overall LOS		45.4	D	--	--	87.7	F	--	--

¹ Overall intersection LOS and delay reported for signalized intersections only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Operational Analysis for 2023 Background Volume Conditions

Table 5 summarizes the 2023 background intersection LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the 2023 background peak hour traffic volumes shown on Figure 6, the existing lane geometry shown on Figure 4, and the existing traffic signal timings provided by the City. The corresponding analysis worksheets are included in Appendix B.

As shown in Table 5, the intersection of McIntire Road and Harris Street will continue to operate at an overall LOS D during the AM peak and LOS F during the PM peak. The mainline northbound approach will operate at LOS A in both the AM and PM peak and the mainline southbound approach will operate at LOS D in the AM peak and LOS C in the PM peak. The eastbound approach will operate at LOS F in both peak hours with maximum queues which extend back more than 850’.

Table 5: 2023 Background Conditions Level of Service and Queues

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)
1. McIntire Road (N-S) & Harris Street (E-W) Signalized	EB Left-Right		130.6	F	#319	465	473.0	F	#619	861
	<i>EB Approach</i>		130.6	F	--	--	473.0	F	--	--
	NB Left	240	31.0	C	26	93	15.6	B	15	140
	NB Thru		4.6	A	130	170	7.8	A	345	300
	<i>NB Approach</i>		7.1	A	--	--	8.2	A	--	--
	SB Thru-Right		54.6	D	#1177	762	20.6	C	704	546
	<i>SB Approach</i>		54.6	D	--	--	20.6	C	--	--
	Overall LOS		49.8	D	--	--	91.1	F	--	--

¹ Overall intersection LOS and delay reported for signalized intersections only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Operational Analysis for 2023 Future Volume Conditions

Table 6 summarizes the 2023 future intersection (with the development) LOS, delay, 95th percentile queue lengths (Synchro), and maximum queue lengths (SimTraffic) based on the 2023 future peak hour traffic volumes shown on Figure 10, the future lane geometry shown on Figure 7, and the existing traffic signal timings provided by the City. The corresponding analysis worksheets are included in Appendix C.

As shown in Table 6, the development of 1223 Harris Street will have minimal impact on the McIntire Street/Harris Street intersection. The intersection will operate at similar LOS and queueing levels to background conditions. The intersection will operate at an overall LOS E in the AM peak hour and LOS F in the PM peak hour. The eastbound queue at the intersection will continue to extend back and may block some of the site intersections along Harris Street in the peak hours.

The site entrance intersections will all operate at LOS C or better with no queueing concerns.

Table 6: 2023 Total Future Conditions Level of Service and Queues

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	SYNCHRO 95th Percentile Queue Length (ft)	SimTraffic Max Percentile Queue Length (ft)
1. McIntire Road (N-S) & Harris Street (E-W) Signalized	EB Left-Right		189.4	F	#375	128	540.5	F	#667	127
	<i>EB Approach</i>		189.4	F	--	--	540.5	F	--	--
	NB Left	240	31.1	C	36	105	18.1	B	20	104
	NB Thru		4.6	A	130	173	7.8	A	345	276
	<i>NB Approach</i>		7.5	A	--	--	8.5	A	--	--
	SB Thru-Right		57.8	E	#1184	763	22.9	C	740	636
	<i>SB Approach</i>		57.8	E	--	--	22.9	C	--	--
	Overall LOS			60.2	E	--	--	107.4	F	--
2. Allied Street (N-S) & Harris Street Unsignalized	EB Left-Thru		0.0	A	0	447	0.0	A	0	476
	<i>EB Approach</i>		0.0	A	--	--	0.0	A	--	--
	WB Left-Thru		†	†	†	†	†	†	†	†
	<i>WB Approach</i>		†	†	--	--	†	†	--	--
	SB Left-Right		14.4	B	3	275	15.0	B	3	426
<i>SB Approach</i>		14.4	B	--	--	15.0	B	--	--	
3. Site Entrance (N-S) & Harris Street Unsignalized	EB Left-Thru		0.0	A	0	106	0.0	A	0	95
	<i>EB Approach</i>		0.0	A	--	--	0.0	A	--	--
	WB Thru-Right		†	†	†	0	†	†	†	0
	<i>WB Approach</i>		†	†	--	--	†	†	--	--
	SB Left-Right		14.0	B	0	49	14.4	B	0	58
<i>SB Approach</i>		14.0	B	--	--	14.4	B	--	--	
4. Site Entrance (N-S) & Harris Street Unsignalized	EB Left-Thru		8.3	A	0	20	9.3	A	35	140
	<i>EB Approach</i>		0.0	A	--	--	9.2	A	--	--
	WB Left-Thru		†	†	†	0	†	†	†	7
	<i>WB Approach</i>		†	†	--	--	†	†	--	--
	SB Left-Right		13.3	B	3	31	24.7	C	5	28
<i>SB Approach</i>		13.3	B	--	--	24.7	C	--	--	
5. Site Entrance (N-S) & Allied Street Unsignalized	EB Thru-Right		†	†	†	0	†	†	†	0
	<i>EB Approach</i>		†	†	--	--	†	†	--	--
	WB Left-Thru		7.2	A	0	0	7.2	A	0	0
	<i>WB Approach</i>		7.2	A	--	--	7.2	A	--	--
	NB Left-Right		8.4	A	0	33	8.4	A	0	33
<i>NB Approach</i>		8.4	A	--	--	8.4	A	--	--	
6. Site Entrance (N-S) & Allied Street Unsignalized	EB Thru-Right		†	†	0	0	†	†	†	0
	<i>EB Approach</i>		†	†	--	--	†	†	--	--
	WB Left-Thru		7.2	A	0	0	7.2	A	0	0
	<i>WB Approach</i>		2.4	A	--	--	7.2	A	--	--
	NB Left-Right		8.4	A	0	30	8.4	A	0	30
<i>NB Approach</i>		8.4	A	--	--	8.4	A	--	--	

¹ Overall intersection LOS and delay reported for signalized intersections only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Conclusions

The proposed development of 1223 Harris Street will have minimal to no impact on the adjacent McIntire Road/Harris Street intersection. The intersection will continue to operate at similar LOS with minimal increase in delay and queueing.

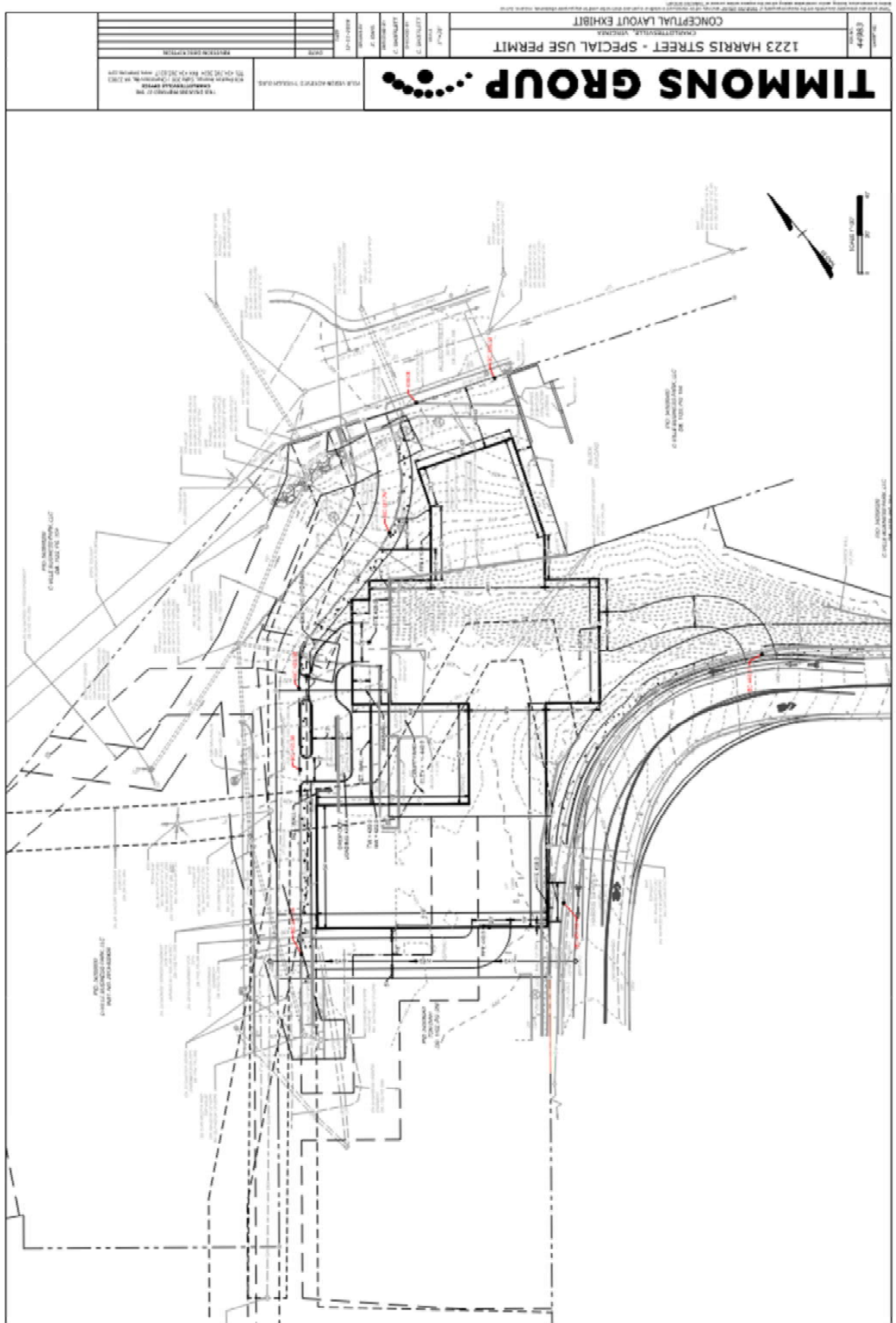
The site entrances will operate at LOS C or better with no queuing concerns.

No improvements are required at the study intersections to accommodate the vehicular traffic generated by the redevelopment.



Surrounding Roadway Network
and Site Location
1223 Harris Street Development
Charlottesville, Virginia

Figure
1

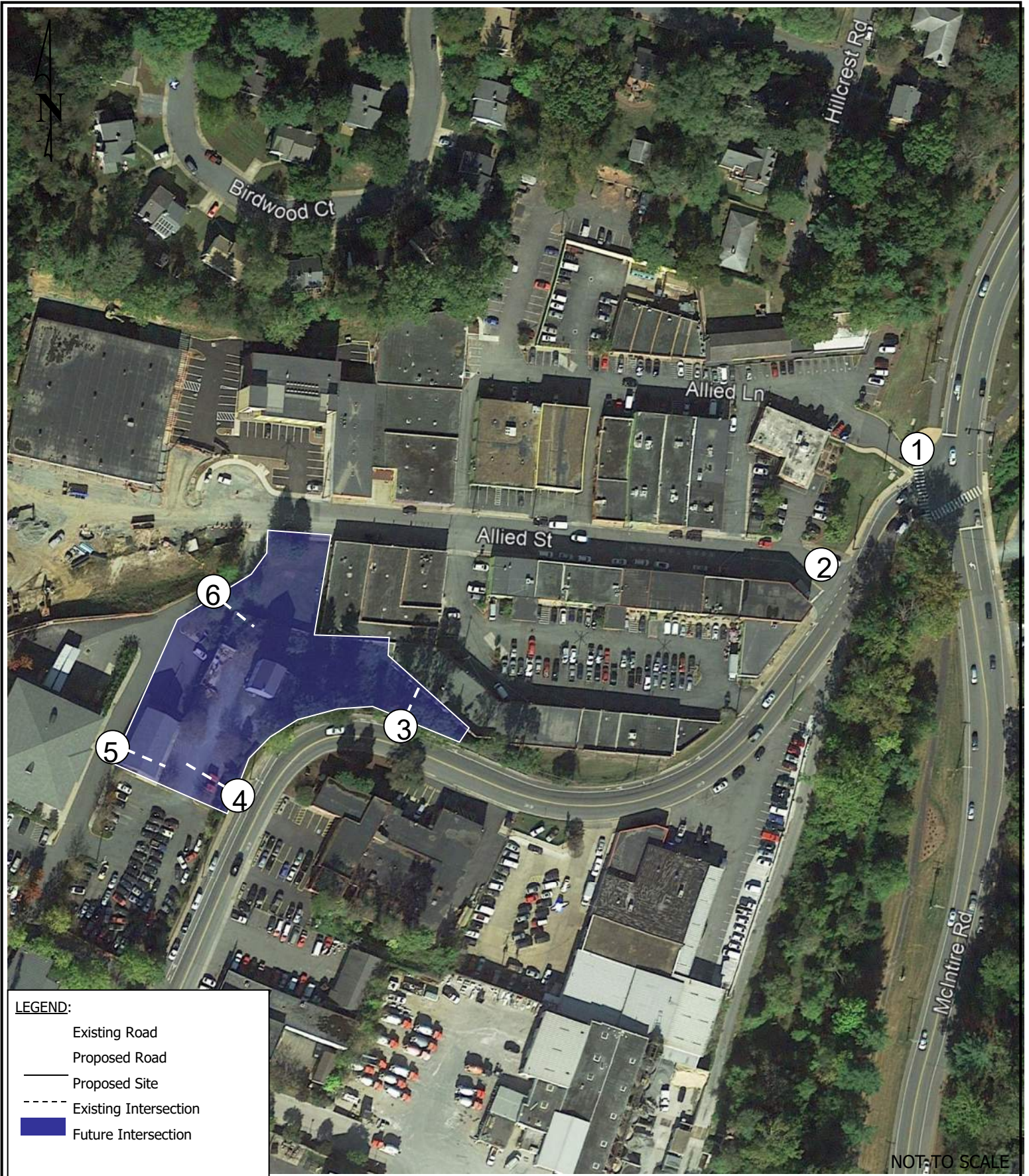


0 SCALE



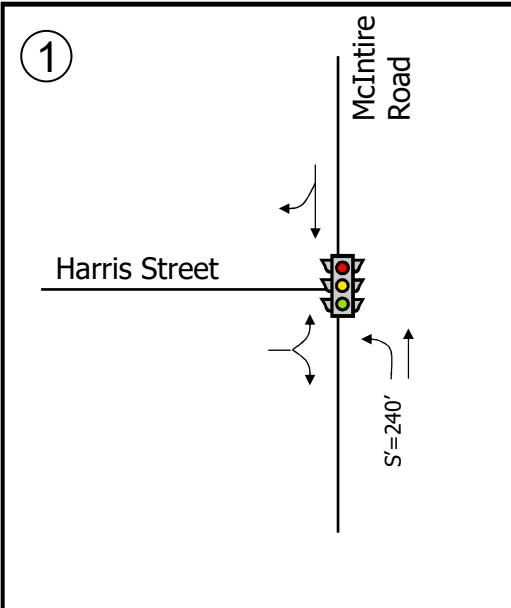
Site Plan
1223 Harris Street Development
Charlottesville, Virginia

Figure
2



Proposed Site Location and Site Entrances
 1223 Harris Street Development
 Charlottesville, Virginia

Figure
 3



LEGEND:

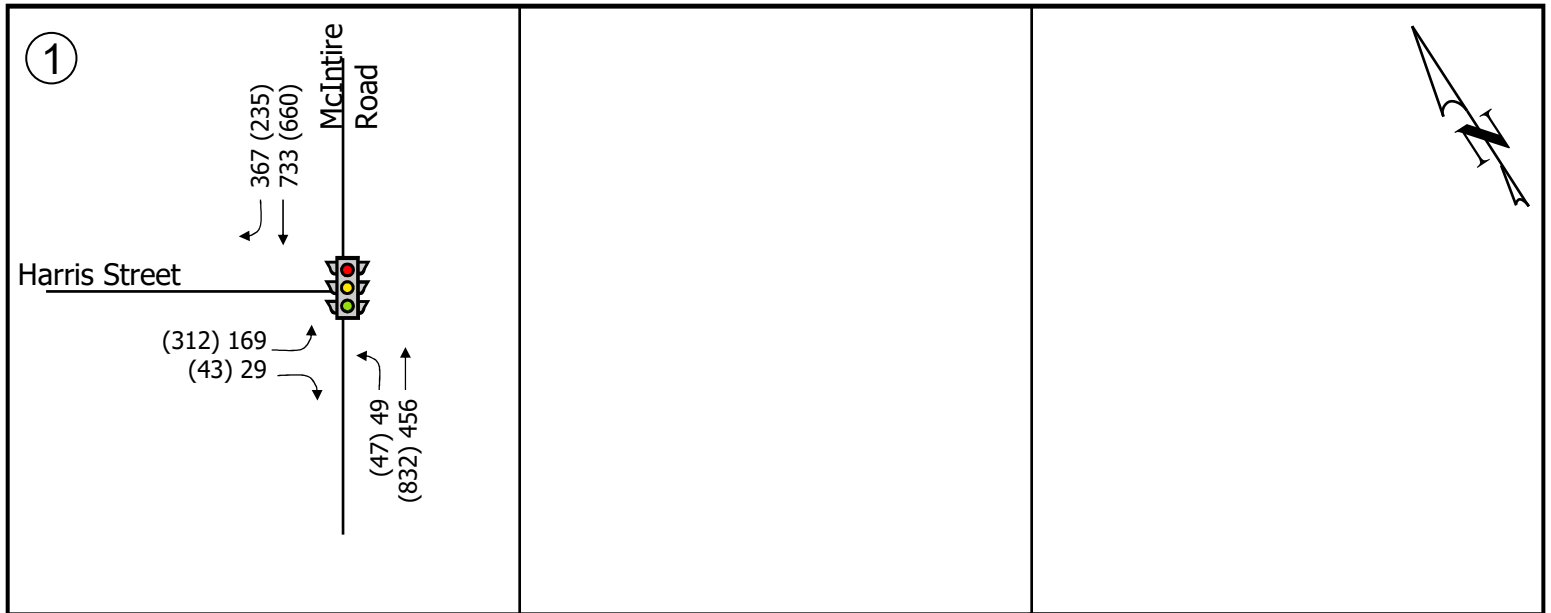
- Existing Road
- Signalized Intersection
- ← Lane Configuration
- S' Effective Storage (in feet)*

Per TOSAM guidelines, effective storage is equal to the length of the full width storage plus 1/2 the taper distance.



Existing Intersection Geometry
 1223 Harris Street Development
 Charlottesville, Virginia

Figure
 4



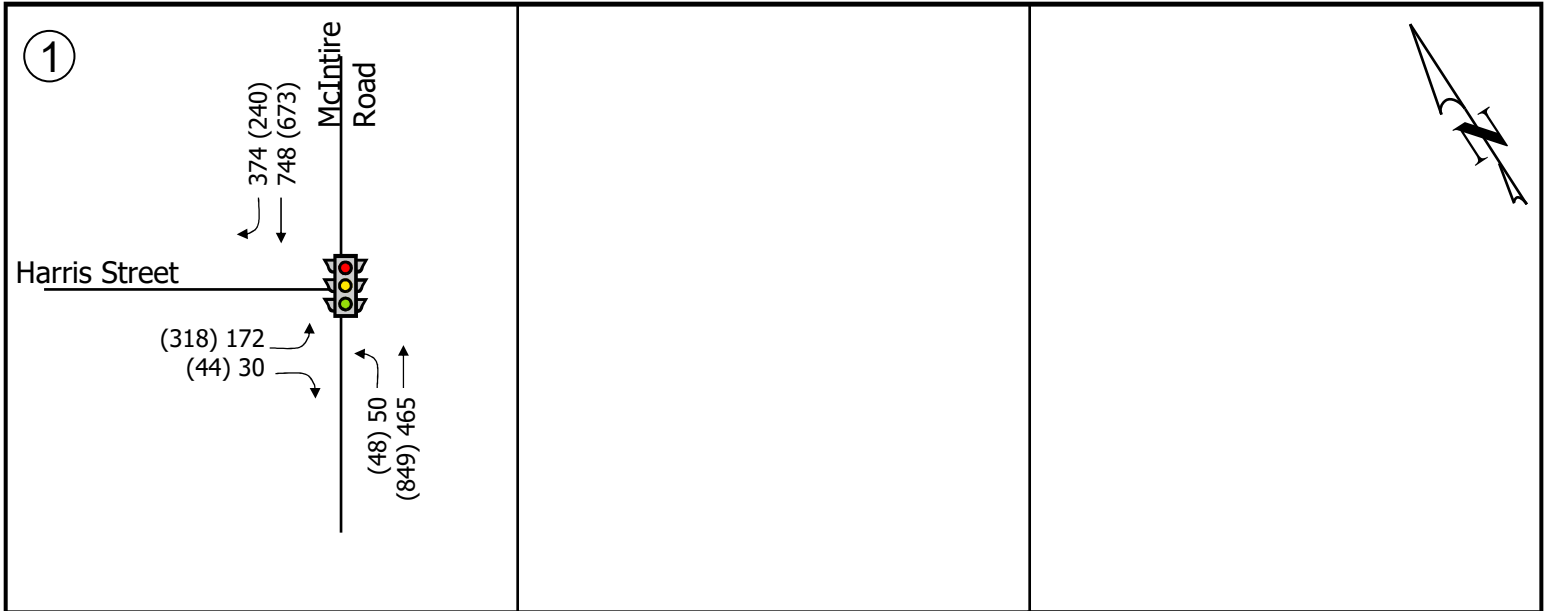
LEGEND:

- Existing Road
- 🚦 Signalized Intersection
- ↔ Lane Configuration
- 00 AM Peak Hour Volumes
- (00) PM Peak Hour Volumes



2021 Existing Volumes
1223 Harris Street Development
Charlottesville, Virginia

Figure
5



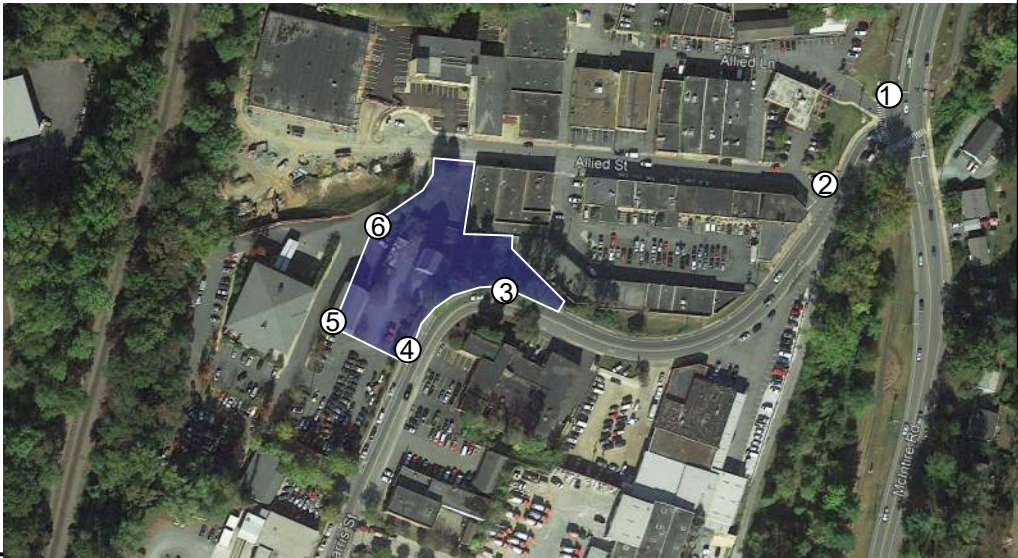
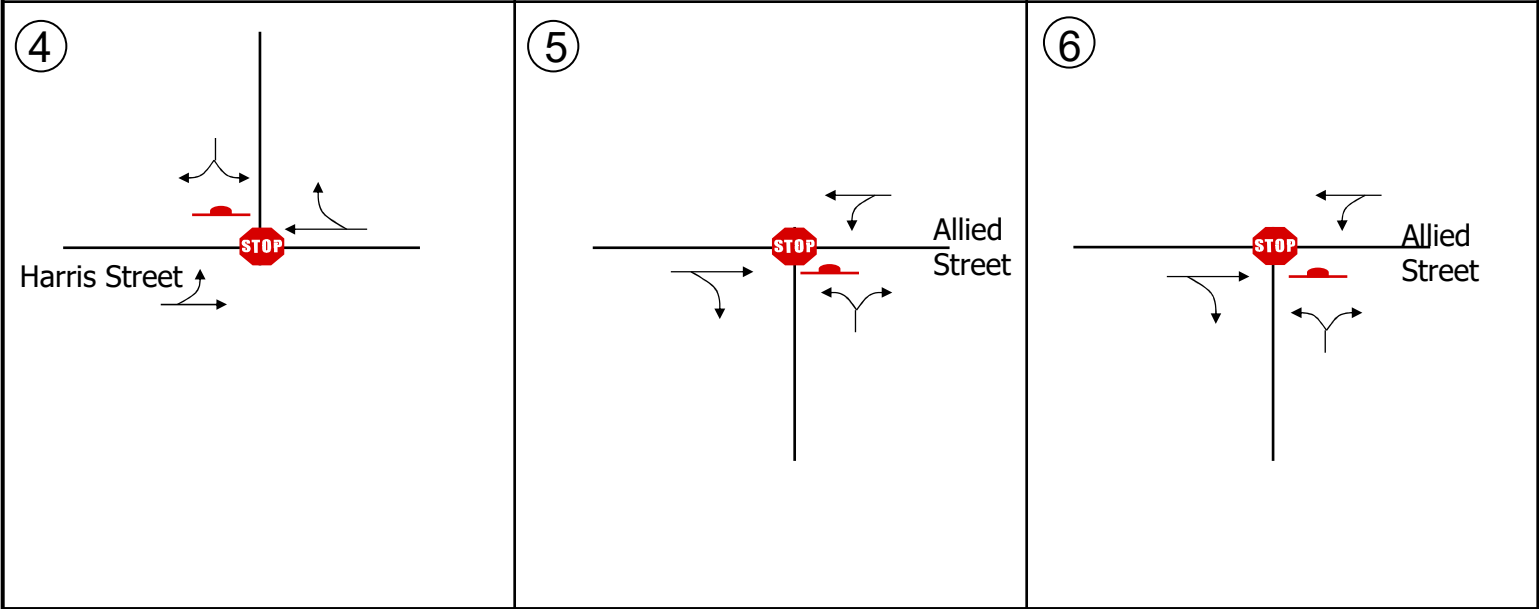
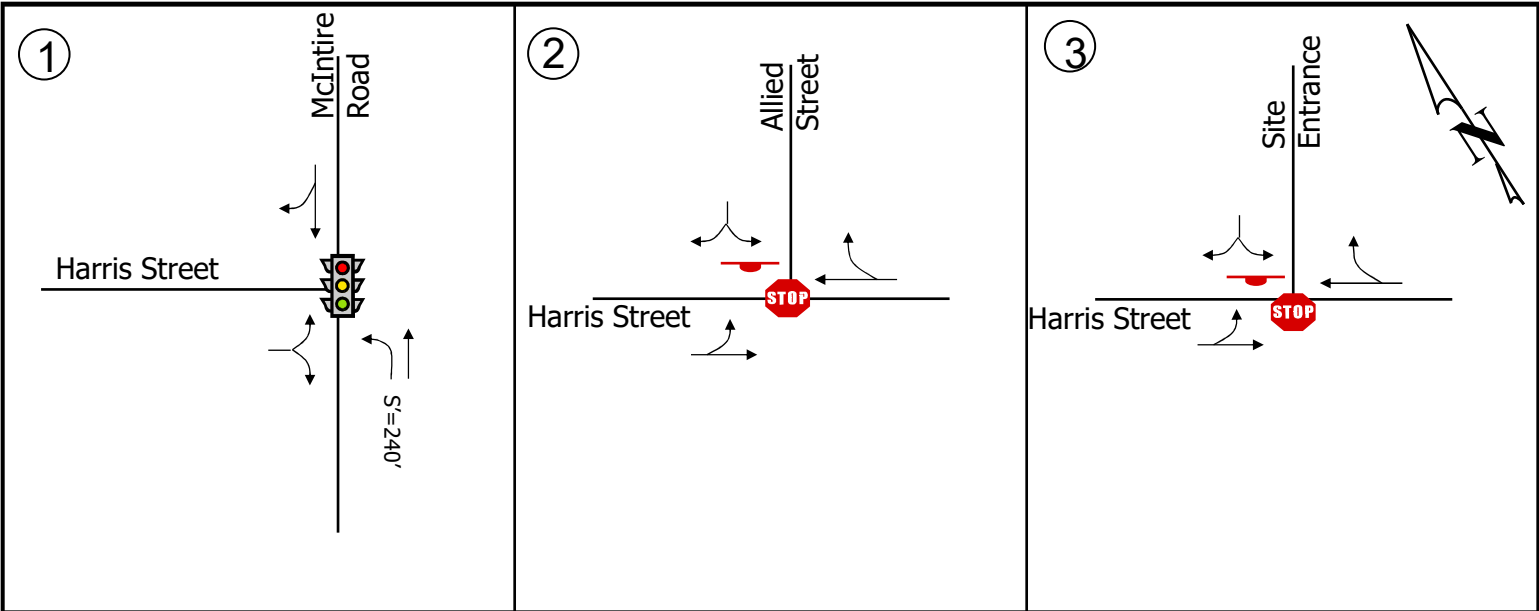
LEGEND:

- Existing Road
- Signalized Intersection
- ← Lane Configuration
- 00 AM Peak Hour Volumes
- (00) PM Peak Hour Volumes



2023 Background Volumes
1223 Harris Street Development
Charlottesville, Virginia

Figure
6



LEGEND:

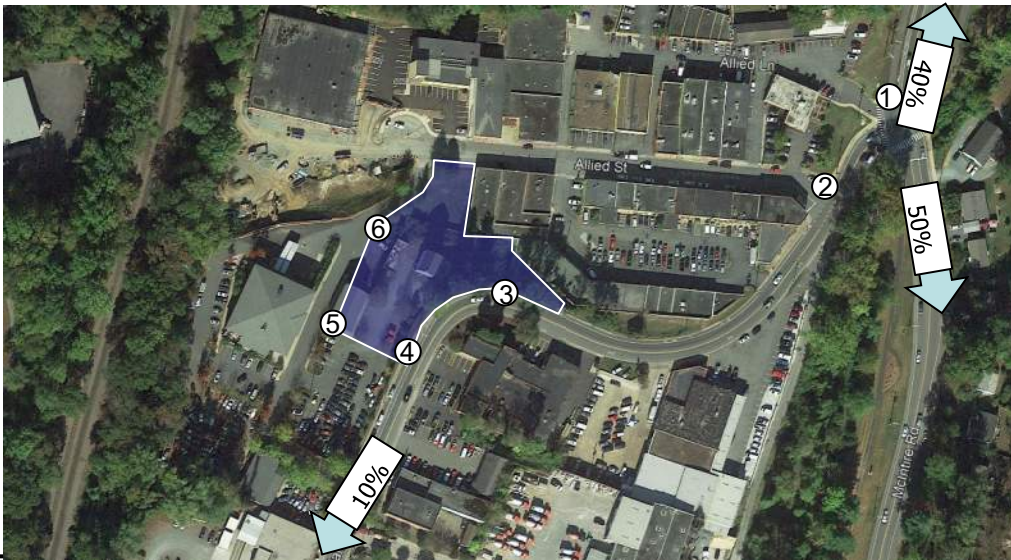
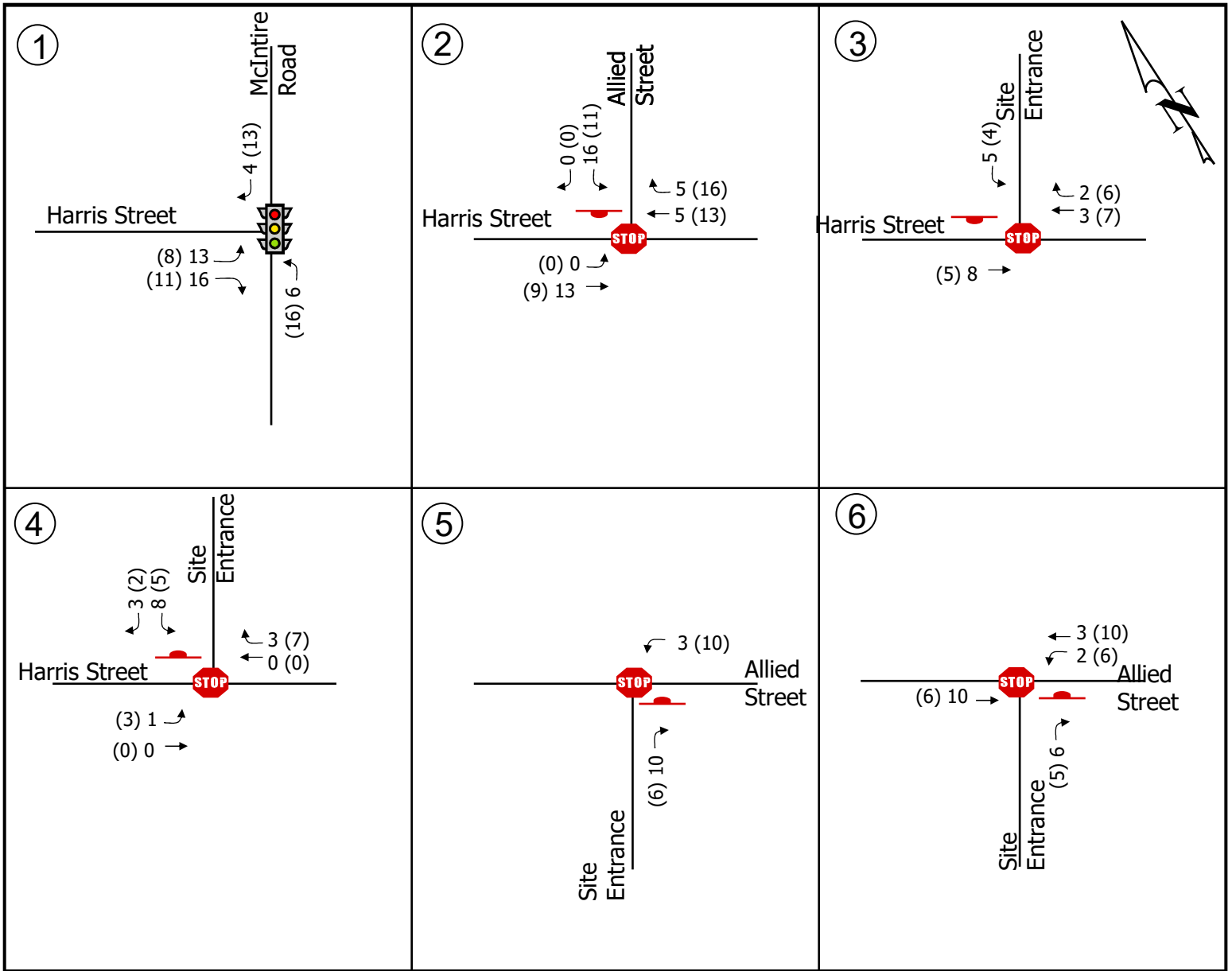
- Existing Road
- Signalized Intersection
- Lane Configuration
- Stop Sign Location
- Unsignalized Intersection
- S' Effective Storage (in feet)*

Per TOSAM guidelines, effective storage is equal to the length of the full width storage plus 1/2 the taper distance.

NOT TO SCALE



2023 Future Geometry
 1223 Harris Street Development
 Charlottesville, Virginia



LEGEND:

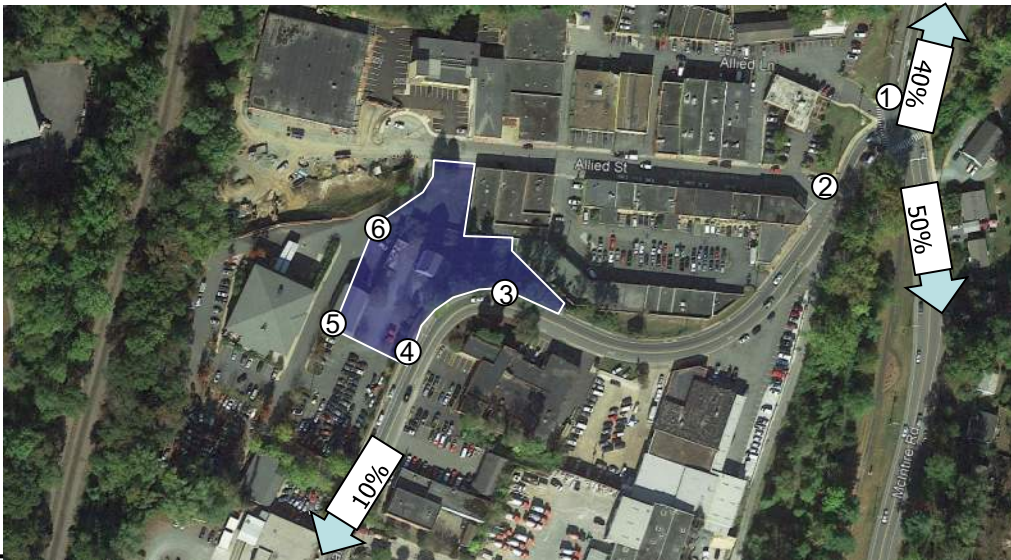
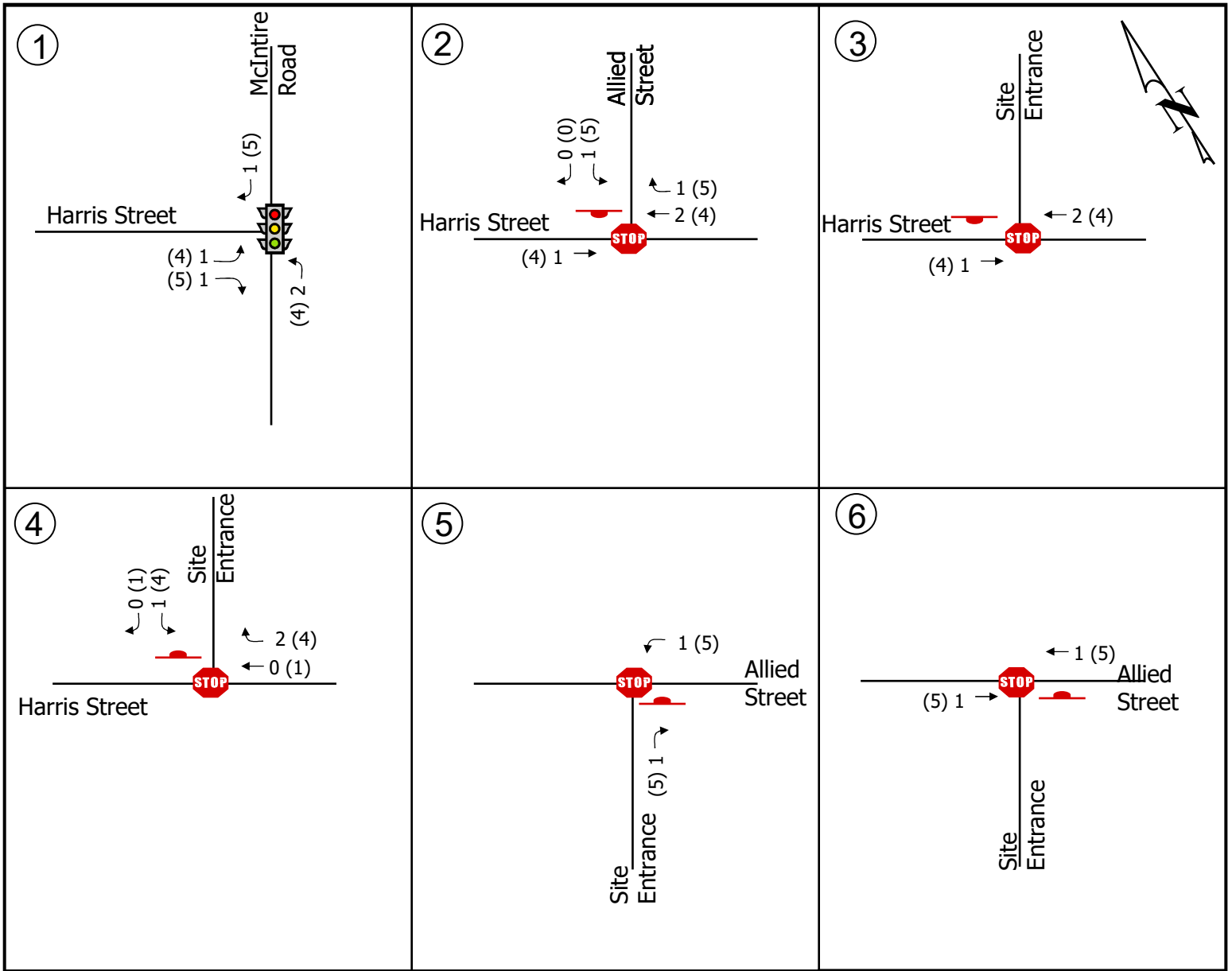
- Existing Road
- Signalized Intersection
- Lane Configuration
- Stop Sign Location
- Unsignalized Intersection
- 00** AM Peak Hour Volumes
- (00)** PM Peak Hour Volumes
- Trip Distribution

NOT TO SCALE



Residential Site Trips
1223 Harris Street
Charlottesville, Virginia

Figure
8



LEGEND:

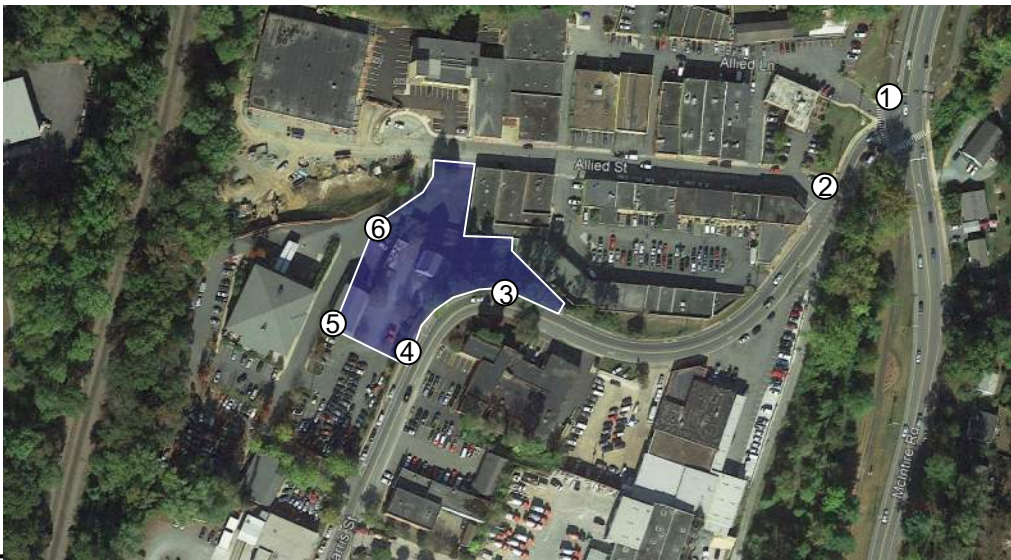
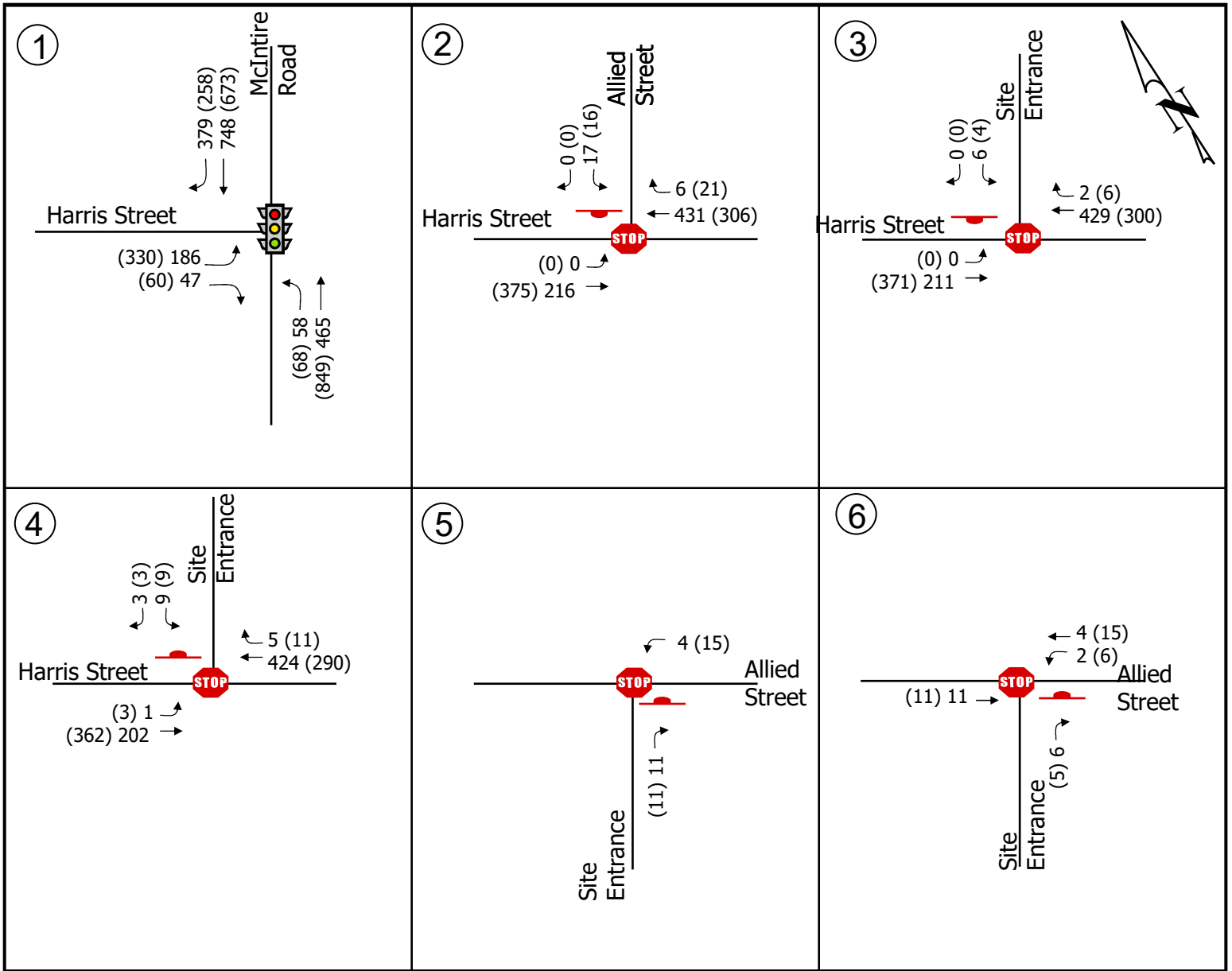
- Existing Road
- Signalized Intersection
- Lane Configuration
- Stop Sign Location
- Unsignalized Intersection
- 00 AM Peak Hour Volumes
- (00) PM Peak Hour Volumes
- Trip Distribution

NOT TO SCALE



Commercial Site Generated Trips
 1223 Harris Street
 Charlottesville, Virginia

Figure
 9



LEGEND:

- Existing Road
- Signalized Intersection
- Lane Configuration
- Stop Sign Location
- Unsignalized Intersection
- 00 AM Peak Hour Volumes
- (00) PM Peak Hour Volumes

NOT TO SCALE



2023 Total Volumes 1223 Harris Street Development Charlottesville, Virginia

Figure
10

APPENDIX A

2021 Existing Conditions Analysis Reports

Queues

1: McIntire Road & Harris Street

03/08/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	216	53	496	1196
v/c Ratio	1.02	0.30	0.34	0.98
Control Delay	114.3	9.5	4.6	39.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	114.3	9.5	4.6	39.9
Queue Length 50th (ft)	~154	7	89	~810
Queue Length 95th (ft)	#312	25	127	#1140
Internal Link Dist (ft)	784		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	212	178	1439	1221
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.02	0.30	0.34	0.98

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/08/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	169	29	49	456	733	367
Future Volume (veh/h)	169	29	49	456	733	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	32	53	496	797	399
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	30	156	1445	784	393
Arrive On Green	0.12	0.12	0.05	0.77	0.67	0.67
Sat Flow, veh/h	1484	258	1781	1870	1176	589
Grp Volume(v), veh/h	217	0	53	496	0	1196
Grp Sat Flow(s),veh/h/ln	1750	0	1781	1870	0	1764
Q Serve(g_s), s	13.0	0.0	0.9	9.0	0.0	73.4
Cycle Q Clear(g_c), s	13.0	0.0	0.9	9.0	0.0	73.4
Prop In Lane	0.85	0.15	1.00			0.33
Lane Grp Cap(c), veh/h	207	0	156	1445	0	1177
V/C Ratio(X)	1.05	0.00	0.34	0.34	0.00	1.02
Avail Cap(c_a), veh/h	207	0	179	1445	0	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	29.8	3.9	0.0	18.3
Incr Delay (d2), s/veh	76.2	0.0	1.3	0.6	0.0	30.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	0.0	1.0	2.8	0.0	35.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	124.7	0.0	31.0	4.5	0.0	48.6
LnGrp LOS	F	A	C	A	A	F
Approach Vol, veh/h				549	1196	
Approach Delay, s/veh				7.1	48.6	
Approach LOS				A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	79.4		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	2.9	75.4		15.0		11.0
Green Ext Time (p_c), s	0.0	0.0		0.0		3.5
Intersection Summary						
HCM 6th Ctrl Delay			45.4			
HCM 6th LOS			D			

Intersection: 1: McIntire Road & Harris Street

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	405	100	158	759
Average Queue (ft)	216	40	65	544
95th Queue (ft)	435	81	129	908
Link Distance (ft)	785		665	719
Upstream Blk Time (%)	0			17
Queuing Penalty (veh)	0			0
Storage Bay Dist (ft)		240		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Queues

1: McIntire Road & Harris Street

03/08/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	386	51	904	972
v/c Ratio	1.83	0.17	0.63	0.79
Control Delay	420.2	4.2	7.9	18.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	420.2	4.2	7.9	18.8
Queue Length 50th (ft)	~414	7	232	452
Queue Length 95th (ft)	#606	15	331	668
Internal Link Dist (ft)	784		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	211	302	1439	1230
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.83	0.17	0.63	0.79

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/08/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	312	43	47	832	660	235
Future Volume (veh/h)	312	43	47	832	660	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	47	51	904	717	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	25	312	1445	880	313
Arrive On Green	0.12	0.12	0.05	0.77	0.67	0.67
Sat Flow, veh/h	1537	213	1781	1870	1317	469
Grp Volume(v), veh/h	387	0	51	904	0	972
Grp Sat Flow(s),veh/h/ln	1755	0	1781	1870	0	1786
Q Serve(g_s), s	13.0	0.0	0.9	23.4	0.0	43.6
Cycle Q Clear(g_c), s	13.0	0.0	0.9	23.4	0.0	43.6
Prop In Lane	0.88	0.12	1.00			0.26
Lane Grp Cap(c), veh/h	207	0	312	1445	0	1193
V/C Ratio(X)	1.87	0.00	0.16	0.63	0.00	0.81
Avail Cap(c_a), veh/h	207	0	336	1445	0	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	14.3	5.5	0.0	13.3
Incr Delay (d2), s/veh	407.5	0.0	0.2	2.1	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	0.0	0.6	7.5	0.0	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	456.0	0.0	14.6	7.6	0.0	19.5
LnGrp LOS	F	A	B	A	A	B
Approach Vol, veh/h	387			955	972	
Approach Delay, s/veh	456.0			7.9	19.5	
Approach LOS	F			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	79.5		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	2.9	45.6		15.0		25.4
Green Ext Time (p_c), s	0.0	9.0		0.0		8.9
Intersection Summary						
HCM 6th Ctrl Delay			87.7			
HCM 6th LOS			F			

Intersection: 1: McIntire Road & Harris Street

Movement	EB	B4	NB	NB	SB
Directions Served	LR	T	L	T	TR
Maximum Queue (ft)	863	485	138	288	482
Average Queue (ft)	834	415	32	128	205
95th Queue (ft)	895	612	84	236	390
Link Distance (ft)	785	444		665	719
Upstream Blk Time (%)	96	82			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			240		
Storage Blk Time (%)			0	1	
Queuing Penalty (veh)			0	0	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX B

Background Traffic Conditions Analysis Reports

Queues

1: McIntire Road & Harris Street

03/08/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	220	54	505	1220
v/c Ratio	1.03	0.30	0.35	1.00
Control Delay	117.3	9.9	4.7	44.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	117.3	9.9	4.7	44.8
Queue Length 50th (ft)	~163	7	91	~916
Queue Length 95th (ft)	#319	26	130	#1177
Internal Link Dist (ft)	784		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	213	178	1439	1221
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.03	0.30	0.35	1.00

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/08/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	30	50	465	748	374
Future Volume (veh/h)	172	30	50	465	748	374
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	33	54	505	813	407
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	31	157	1445	784	392
Arrive On Green	0.12	0.12	0.05	0.77	0.67	0.67
Sat Flow, veh/h	1480	261	1781	1870	1176	589
Grp Volume(v), veh/h	221	0	54	505	0	1220
Grp Sat Flow(s),veh/h/ln	1749	0	1781	1870	0	1764
Q Serve(g_s), s	13.0	0.0	0.9	9.2	0.0	73.3
Cycle Q Clear(g_c), s	13.0	0.0	0.9	9.2	0.0	73.3
Prop In Lane	0.85	0.15	1.00			0.33
Lane Grp Cap(c), veh/h	207	0	157	1445	0	1176
V/C Ratio(X)	1.07	0.00	0.34	0.35	0.00	1.04
Avail Cap(c_a), veh/h	207	0	179	1445	0	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	29.7	3.9	0.0	18.3
Incr Delay (d2), s/veh	82.1	0.0	1.3	0.7	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.0	1.0	2.9	0.0	36.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	130.6	0.0	31.0	4.6	0.0	54.6
LnGrp LOS	F	A	C	A	A	F
Approach Vol, veh/h				559	1220	
Approach Delay, s/veh				7.1	54.6	
Approach LOS				A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.7	79.3		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	2.9	75.3		15.0		11.2
Green Ext Time (p_c), s	0.0	0.0		0.0		3.6
Intersection Summary						
HCM 6th Ctrl Delay			49.8			
HCM 6th LOS			D			

Intersection: 1: McIntire Road & Harris Street

Movement	EB	B4	NB	NB	SB
Directions Served	LR	T	L	T	TR
Maximum Queue (ft)	465	5	93	170	762
Average Queue (ft)	250	0	39	67	595
95th Queue (ft)	492	5	78	135	933
Link Distance (ft)	785	444		665	719
Upstream Blk Time (%)	0				25
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)			240		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

Queues

1: McIntire Road & Harris Street

03/08/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	394	52	923	993
v/c Ratio	1.87	0.18	0.64	0.81
Control Delay	436.4	4.3	8.1	19.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	436.4	4.3	8.1	19.8
Queue Length 50th (ft)	~426	7	242	473
Queue Length 95th (ft)	#619	15	345	704
Internal Link Dist (ft)	784		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	211	289	1439	1230
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.87	0.18	0.64	0.81

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/08/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	318	44	48	849	673	240
Future Volume (veh/h)	318	44	48	849	673	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	346	48	52	923	732	261
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	25	298	1445	879	313
Arrive On Green	0.12	0.12	0.05	0.77	0.67	0.67
Sat Flow, veh/h	1537	213	1781	1870	1316	469
Grp Volume(v), veh/h	395	0	52	923	0	993
Grp Sat Flow(s),veh/h/ln	1755	0	1781	1870	0	1786
Q Serve(g_s), s	13.0	0.0	0.9	24.4	0.0	45.8
Cycle Q Clear(g_c), s	13.0	0.0	0.9	24.4	0.0	45.8
Prop In Lane	0.88	0.12	1.00			0.26
Lane Grp Cap(c), veh/h	207	0	298	1445	0	1192
V/C Ratio(X)	1.90	0.00	0.17	0.64	0.00	0.83
Avail Cap(c_a), veh/h	207	0	321	1445	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	15.4	5.6	0.0	13.7
Incr Delay (d2), s/veh	424.5	0.0	0.3	2.2	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.2	0.0	0.6	7.8	0.0	18.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	473.0	0.0	15.6	7.8	0.0	20.6
LnGrp LOS	F	A	B	A	A	C
Approach Vol, veh/h	395			975	993	
Approach Delay, s/veh	473.0			8.2	20.6	
Approach LOS	F			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	79.4		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	2.9	47.8		15.0		26.4
Green Ext Time (p_c), s	0.0	9.0		0.0		9.2
Intersection Summary						
HCM 6th Ctrl Delay			91.1			
HCM 6th LOS			F			

Intersection: 1: McIntire Road & Harris Street

Movement	EB	B4	NB	NB	SB
Directions Served	LR	T	L	T	TR
Maximum Queue (ft)	861	483	140	300	546
Average Queue (ft)	835	423	34	131	222
95th Queue (ft)	880	605	86	238	428
Link Distance (ft)	785	444		665	719
Upstream Blk Time (%)	97	85			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			240		
Storage Blk Time (%)			0	1	
Queuing Penalty (veh)			0	0	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX C

Future Conditions Analysis Reports

Queues

1: McIntire Road & Harris Street

03/26/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	253	63	505	1225
v/c Ratio	1.18	0.35	0.35	1.00
Control Delay	160.9	12.6	4.7	45.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	160.9	12.6	4.7	45.6
Queue Length 50th (ft)	~210	9	91	~923
Queue Length 95th (ft)	#375	36	130	#1184
Internal Link Dist (ft)	110		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	214	178	1439	1222
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.18	0.35	0.35	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	47	58	465	748	379
Future Volume (veh/h)	186	47	58	465	748	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	51	63	505	813	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	163	41	162	1445	777	394
Arrive On Green	0.12	0.12	0.05	0.77	0.66	0.66
Sat Flow, veh/h	1383	349	1781	1870	1170	593
Grp Volume(v), veh/h	254	0	63	505	0	1225
Grp Sat Flow(s),veh/h/ln	1738	0	1781	1870	0	1764
Q Serve(g_s), s	13.0	0.0	1.1	9.2	0.0	73.0
Cycle Q Clear(g_c), s	13.0	0.0	1.1	9.2	0.0	73.0
Prop In Lane	0.80	0.20	1.00			0.34
Lane Grp Cap(c), veh/h	205	0	162	1445	0	1171
V/C Ratio(X)	1.24	0.00	0.39	0.35	0.00	1.05
Avail Cap(c_a), veh/h	205	0	179	1445	0	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	29.5	3.9	0.0	18.5
Incr Delay (d2), s/veh	140.9	0.0	1.5	0.7	0.0	39.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	0.0	1.2	2.9	0.0	37.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	189.4	0.0	31.1	4.6	0.0	57.8
LnGrp LOS	F	A	C	A	A	F
Approach Vol, veh/h	254			568	1225	
Approach Delay, s/veh	189.4			7.5	57.8	
Approach LOS	F			A	E	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.0	79.0		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	3.1	75.0		15.0		11.2
Green Ext Time (p_c), s	0.0	0.0		0.0		3.6
Intersection Summary						
HCM 6th Ctrl Delay			60.2			
HCM 6th LOS			E			

HCM 6th TWSC
2: Harris Street & Allied Street

03/26/2021

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	216	431	6	17	0
Future Vol, veh/h	0	216	431	6	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	235	468	7	18	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	475	0	-	0	707 472
Stage 1	-	-	-	-	472 -
Stage 2	-	-	-	-	235 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1087	-	-	-	402 592
Stage 1	-	-	-	-	628 -
Stage 2	-	-	-	-	804 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1087	-	-	-	402 592
Mov Cap-2 Maneuver	-	-	-	-	402 -
Stage 1	-	-	-	-	628 -
Stage 2	-	-	-	-	804 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	402
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	14.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 3: Harris Street & Entrance 3

03/26/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	211	429	2	6	0
Future Vol, veh/h	0	211	429	2	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	466	2	7	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	468	0	-	0	696
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	229
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1094	-	-	-	408
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	809
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1094	-	-	-	408
Mov Cap-2 Maneuver	-	-	-	-	408
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	809

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	408
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Control Delay (s)	0	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	202	424	5	9	3
Future Vol, veh/h	1	202	424	5	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	220	461	5	10	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	466	0	-	0	686 464
Stage 1	-	-	-	-	464 -
Stage 2	-	-	-	-	222 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1095	-	-	-	413 598
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	815 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1095	-	-	-	413 598
Mov Cap-2 Maneuver	-	-	-	-	413 -
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	815 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1095	-	-	-	448
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	8.3	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
5: Entrance 5 & Allied Street

03/26/2021

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	0	0	11
Future Vol, veh/h	0	0	4	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	12
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1	0	9	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1011	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1009	1084
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1013	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	7.2	8.4			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1084	-	-	1622	-	
HCM Lane V/C Ratio	0.011	-	-	0.003	-	
HCM Control Delay (s)	8.4	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	2	4	0	6
Future Vol, veh/h	11	0	2	4	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	2	4	0	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	12	0	20
Stage 1	-	-	-	-	12
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1607	-	997
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1607	-	996
Mov Cap-2 Maneuver	-	-	-	-	996
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	1014

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1607	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection: 1: McIntire Road & Harris Street

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	128	105	173	763
Average Queue (ft)	114	47	67	652
95th Queue (ft)	125	88	131	936
Link Distance (ft)	105		660	720
Upstream Blk Time (%)	79			33
Queuing Penalty (veh)	185			0
Storage Bay Dist (ft)		240		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 2: Harris Street & Allied Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	447	275
Average Queue (ft)	311	138
95th Queue (ft)	551	323
Link Distance (ft)	462	612
Upstream Blk Time (%)	18	
Queuing Penalty (veh)	39	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Harris Street & Entrance 3

Movement	EB	B15	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	106	95	49
Average Queue (ft)	30	22	9
95th Queue (ft)	114	121	37
Link Distance (ft)	78	266	110
Upstream Blk Time (%)	16	1	0
Queuing Penalty (veh)	33	2	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Entrance 4

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	20	31
Average Queue (ft)	2	10
95th Queue (ft)	24	32
Link Distance (ft)	124	120
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Entrance 5 & Allied Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	95
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Entrance 6 & Allied Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 259

Queues

1: McIntire Road & Harris Street

03/26/2021



Lane Group	EBL	NBL	NBT	SBT
Lane Group Flow (vph)	424	74	923	1012
v/c Ratio	2.00	0.27	0.64	0.82
Control Delay	493.1	5.4	8.1	20.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	493.1	5.4	8.1	20.8
Queue Length 50th (ft)	~469	10	242	495
Queue Length 95th (ft)	#667	20	345	740
Internal Link Dist (ft)	110		622	662
Turn Bay Length (ft)		240		
Base Capacity (vph)	212	276	1439	1228
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	2.00	0.27	0.64	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: McIntire Road & Harris Street

03/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	60	68	849	673	258
Future Volume (veh/h)	330	60	68	849	673	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	65	74	923	732	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	32	287	1445	852	326
Arrive On Green	0.12	0.12	0.06	0.77	0.66	0.66
Sat Flow, veh/h	1477	267	1781	1870	1289	493
Grp Volume(v), veh/h	425	0	74	923	0	1012
Grp Sat Flow(s),veh/h/ln	1748	0	1781	1870	0	1782
Q Serve(g_s), s	13.0	0.0	1.3	24.4	0.0	49.0
Cycle Q Clear(g_c), s	13.0	0.0	1.3	24.4	0.0	49.0
Prop In Lane	0.84	0.15	1.00			0.28
Lane Grp Cap(c), veh/h	207	0	287	1445	0	1178
V/C Ratio(X)	2.06	0.00	0.26	0.64	0.00	0.86
Avail Cap(c_a), veh/h	207	0	299	1445	0	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	17.6	5.6	0.0	14.6
Incr Delay (d2), s/veh	492.0	0.0	0.5	2.2	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.9	0.0	1.0	7.8	0.0	19.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	540.5	0.0	18.1	7.8	0.0	22.9
LnGrp LOS	F	A	B	A	A	C
Approach Vol, veh/h				997	1012	
Approach Delay, s/veh				8.5	22.9	
Approach LOS				A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.3	78.7		19.0		91.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	72.0		13.0		85.0
Max Q Clear Time (g_c+I1), s	3.3	51.0		15.0		26.4
Green Ext Time (p_c), s	0.0	8.7		0.0		9.2
Intersection Summary						
HCM 6th Ctrl Delay			107.4			
HCM 6th LOS			F			

HCM 6th TWSC
2: Harris Street & Allied Street

03/26/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	375	306	21	16	0
Future Vol, veh/h	0	375	306	21	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	408	333	23	17	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	356	0	-	0	753 345
Stage 1	-	-	-	-	345 -
Stage 2	-	-	-	-	408 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1203	-	-	-	377 698
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	671 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1203	-	-	-	377 698
Mov Cap-2 Maneuver	-	-	-	-	377 -
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	671 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	377
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
3: Harris Street & Entrance 3

03/26/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	371	300	6	4	0
Future Vol, veh/h	0	371	300	6	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	403	326	7	4	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	333	0	-	0	733 330
Stage 1	-	-	-	-	330 -
Stage 2	-	-	-	-	403 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1226	-	-	-	388 712
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	675 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1226	-	-	-	388 712
Mov Cap-2 Maneuver	-	-	-	-	388 -
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	675 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1226	-	-	-	388
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	14.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	362	3	290	11	9	3
Future Vol, veh/h	362	3	290	11	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	3	315	12	10	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	327	0	-	0	1110 321
Stage 1	-	-	-	-	321 -
Stage 2	-	-	-	-	789 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1233	-	-	-	232 720
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	448 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1233	-	-	-	158 720
Mov Cap-2 Maneuver	-	-	-	-	158 -
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	448 -

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	196
HCM Lane V/C Ratio	0.319	-	-	-	0.067
HCM Control Delay (s)	9.3	0	-	-	24.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1.4	-	-	-	0.2

HCM 6th TWSC
5: Entrance 5 & Allied Street

03/26/2021

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	15	0	0	11
Future Vol, veh/h	0	0	15	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	33
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	32
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	980
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	991
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	970
Mov Cap-2 Maneuver	-	-	-	-	970
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	981

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.011	-	-	0.01	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
6: Entrance 6 & Allied Street

03/26/2021

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	6	15	0	5
Future Vol, veh/h	11	0	6	15	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	7	16	0	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	12	0	42
Stage 1	-	-	-	-	12
Stage 2	-	-	-	-	30
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1607	-	969
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	993
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1607	-	965
Mov Cap-2 Maneuver	-	-	-	-	965
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	989

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1607	-
HCM Lane V/C Ratio	0.005	-	-	0.004	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection: 1: McIntire Road & Harris Street

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	127	104	276	636
Average Queue (ft)	116	42	130	268
95th Queue (ft)	122	84	223	535
Link Distance (ft)	105		660	720
Upstream Blk Time (%)	85			1
Queuing Penalty (veh)	332			0
Storage Bay Dist (ft)		240		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 2: Harris Street & Allied Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	476	426
Average Queue (ft)	468	249
95th Queue (ft)	474	454
Link Distance (ft)	462	612
Upstream Blk Time (%)	79	
Queuing Penalty (veh)	297	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Harris Street & Entrance 3

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	95	58
Average Queue (ft)	63	18
95th Queue (ft)	84	54
Link Distance (ft)	78	110
Upstream Blk Time (%)	10	0
Queuing Penalty (veh)	1	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Entrance 4

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	140	7	28
Average Queue (ft)	56	0	10
95th Queue (ft)	107	5	32
Link Distance (ft)	124	266	120
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Entrance 5 & Allied Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	95
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

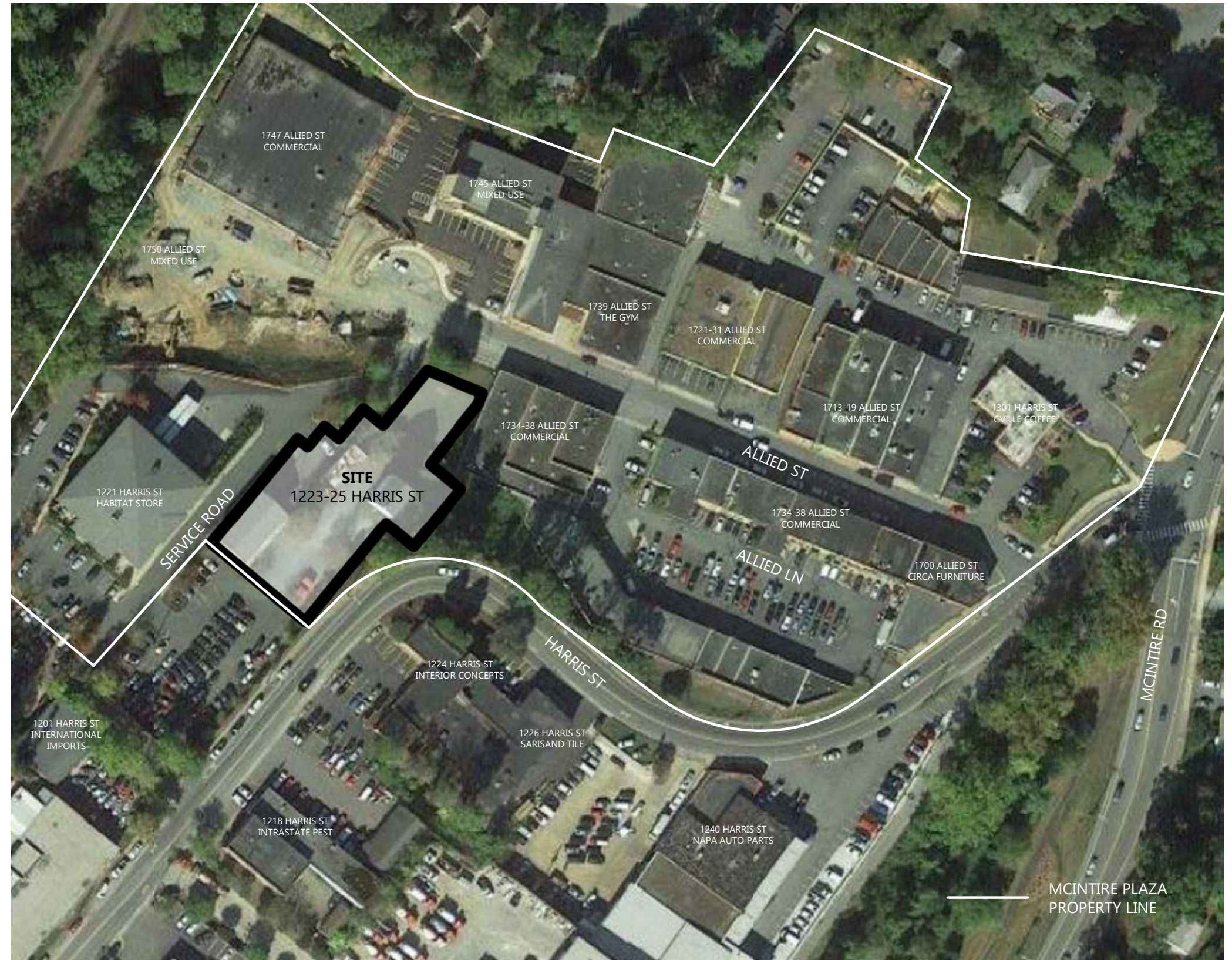
Intersection: 6: Entrance 6 & Allied Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 630

1223 - 25 HARRIS STREET



SITE LOCATION - MCINTIRE PLAZA



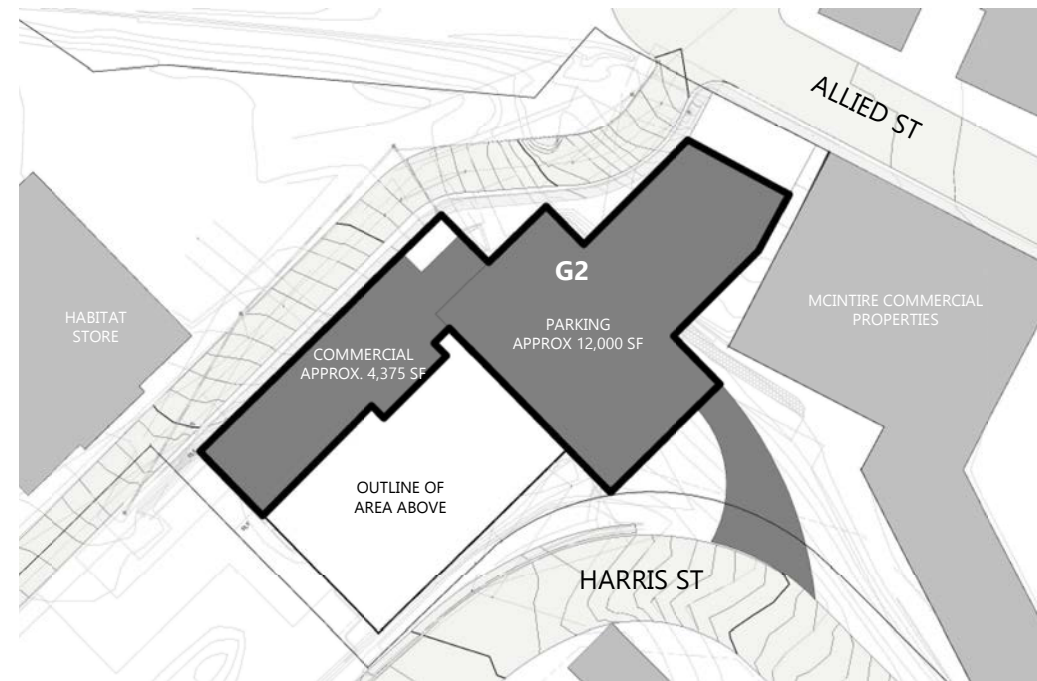
1223 - 25 HARRIS STREET



G4 COMMERCIAL SPACE AND PARKING; BY RIGHT
 ACCESS FROM ALLIED ST AT ELEVATION 402
 APPROX. 4,000 SF



G3 PARKING; BY RIGHT
 ACCESS FROM EXISTING DRIVEWAY AT ELEVATION 413
 APPROX 4,000 SF



G2 COMMERCIAL AND PARKING; BY RIGHT
 ACCESS FROM HARRIS ST AT ELEVATION 425
 APPROX 16,375 SF

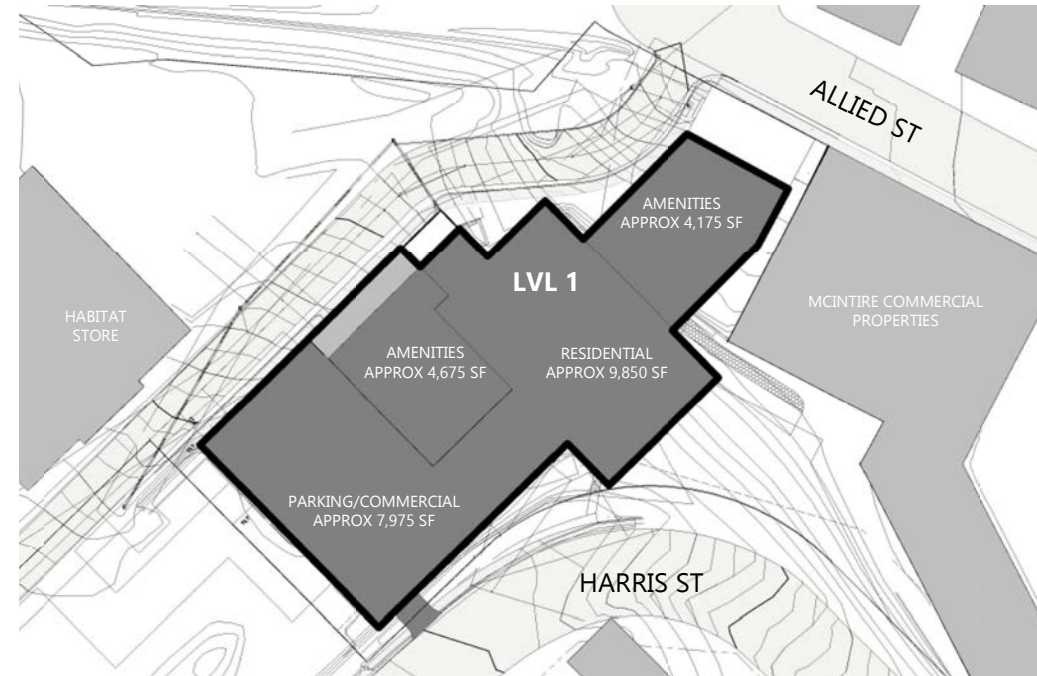


G1 COMMERCIAL AND PARKING; BY RIGHT
 ACCESS FROM HARRIS ST AT ELEVATION 438
 APPROX 26,650 SF

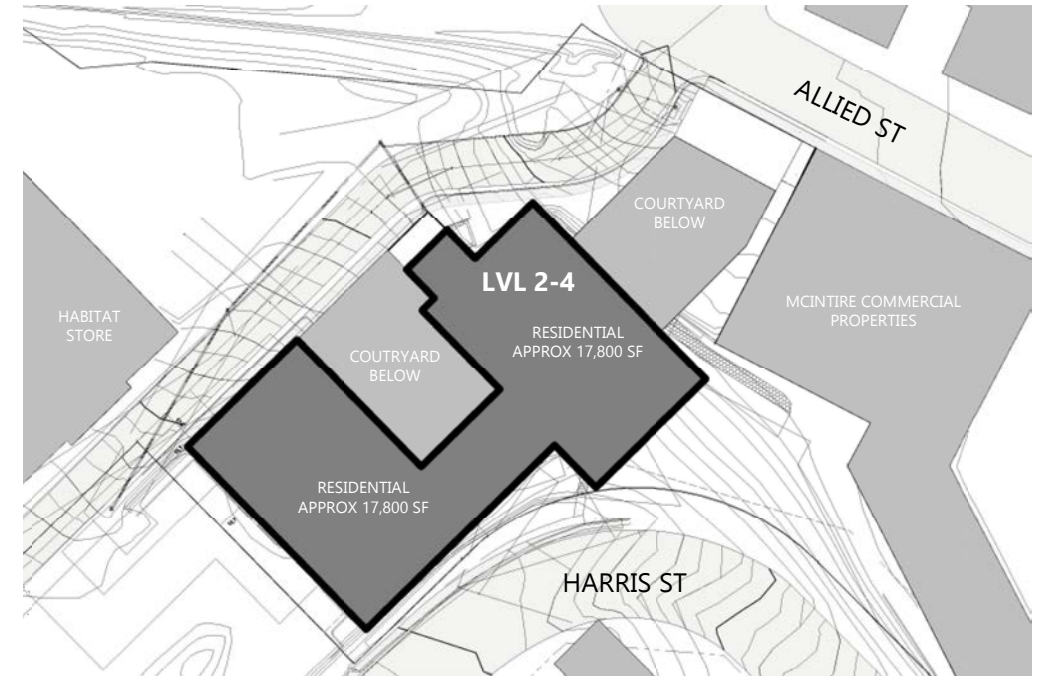


LVL 6						
LVL 5						
LVL 4						
LVL 3						
LVL 2						
HARRIS ST LVL 1						
LEVEL	G 1	COMMERCIAL	PARKING	PARKING		GRADE PLANE ELE 450
	G 2	COMMERCIAL	PARKING	PARKING		
	G 3			PARKING		
	G 4			PARKING/COM		ALLIED ST LEVEL

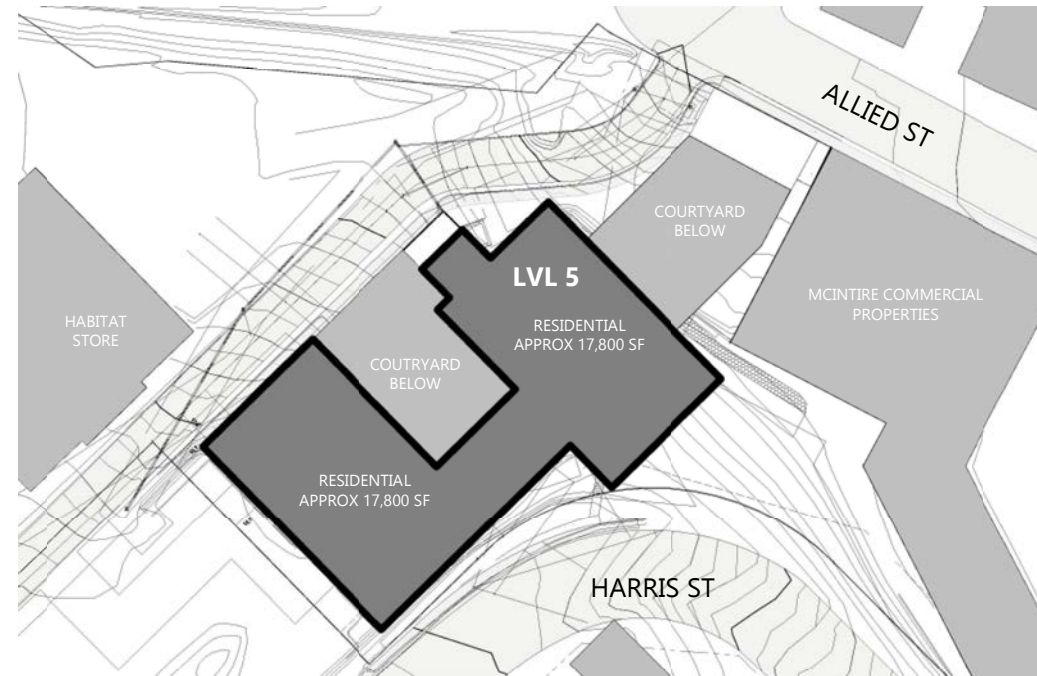
1223 - 25 HARRIS STREET



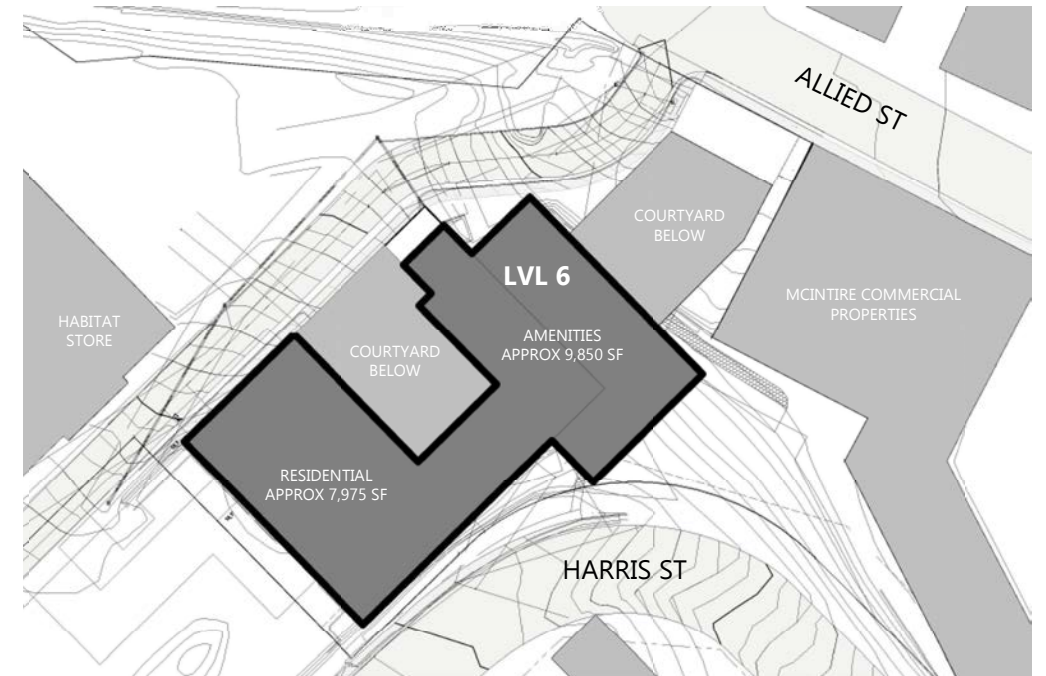
LEVEL 1 PARKING, COMMERCIAL, RESIDENTIAL AND AMENITY SPACE; BY RIGHT
 ACCESS FROM EXISTING DRIVEWAY ELEVATION 450
 APPROX. 26,650 SF



LEVEL 2-4 RESIDENTIAL; BY RIGHT
 ELEVATION 460, 470, 480
 APPROX 17,825 SF



LEVEL 5 RESIDENTIAL ALLOWED WITH SPECIAL USE PERMIT
 ELEVATION 490
 APPROX. 17,825 SF

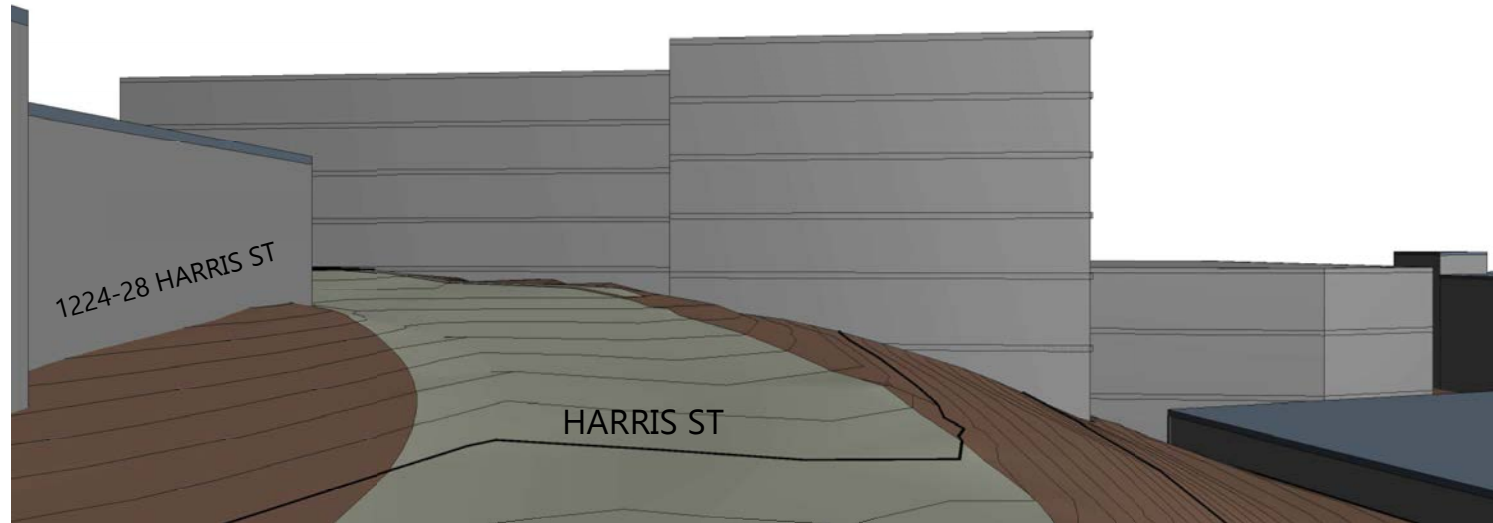


LEVEL 6 RESIDENTIAL AND AMENITY SPACE ALLOWED WITH SPECIAL USE PERMIT
 ELEVATION 500
 APPROX 17,825 SF



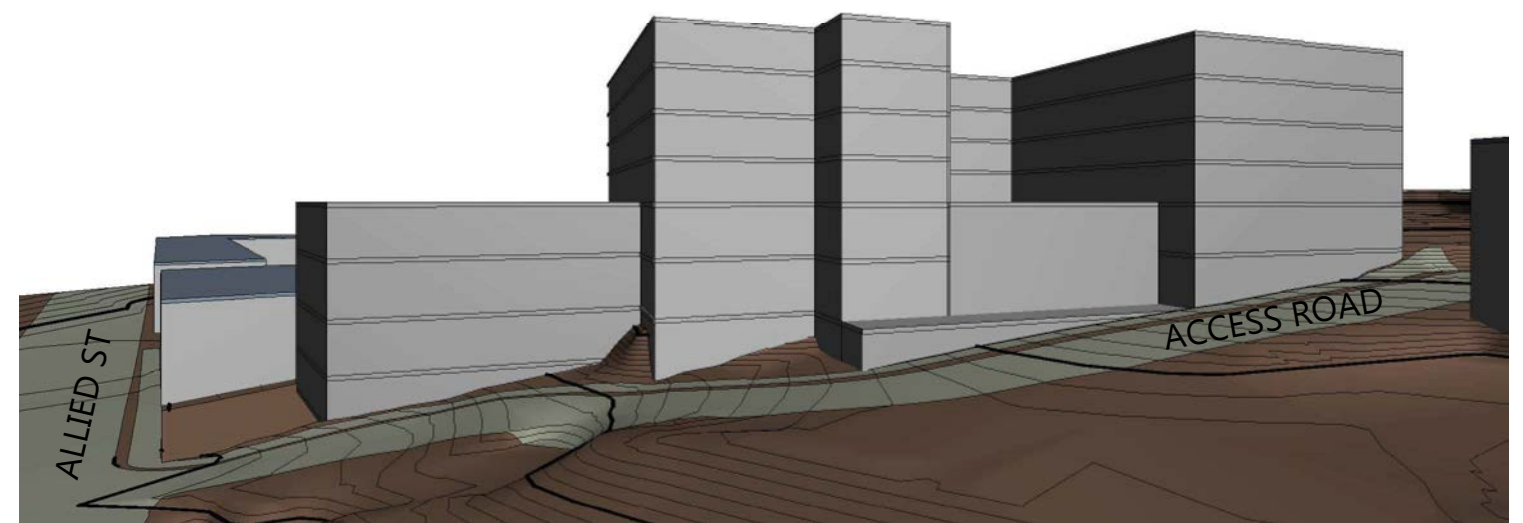
LVL 6	RESIDENTIAL		AMENITIES			
LVL 5	RESIDENTIAL		RESIDENTIAL			
LVL 4	RESIDENTIAL		RESIDENTIAL			
LVL 3	RESIDENTIAL		RESIDENTIAL			
LVL 2	RESIDENTIAL		RESIDENTIAL			
HARRIS ST LVL 1	PARKING/COM	AMENITIES	RESIDENTIAL	AMENITIES	GRADE PLANE	
LEVEL					ELE 450	
G 1						
G 2						
G 3						
G 4						ALLIED ST LEVEL

1223-25 HARRIS ST



VIEW SOUTHEAST FROM HARRIS ST; BY RIGHT

1223-25 HARRIS ST



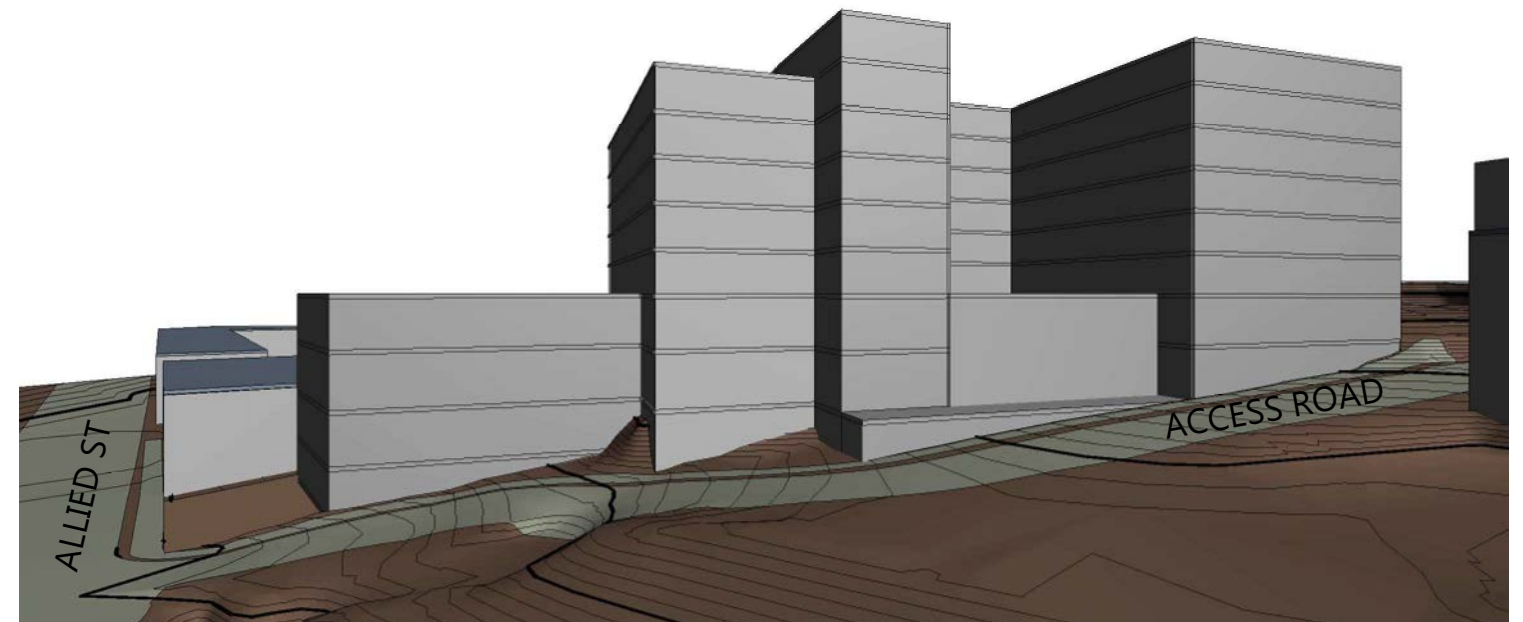
VIEW NORTH FROM 1750 ALLIED ST; BY RIGHT

1223-25 HARRIS ST

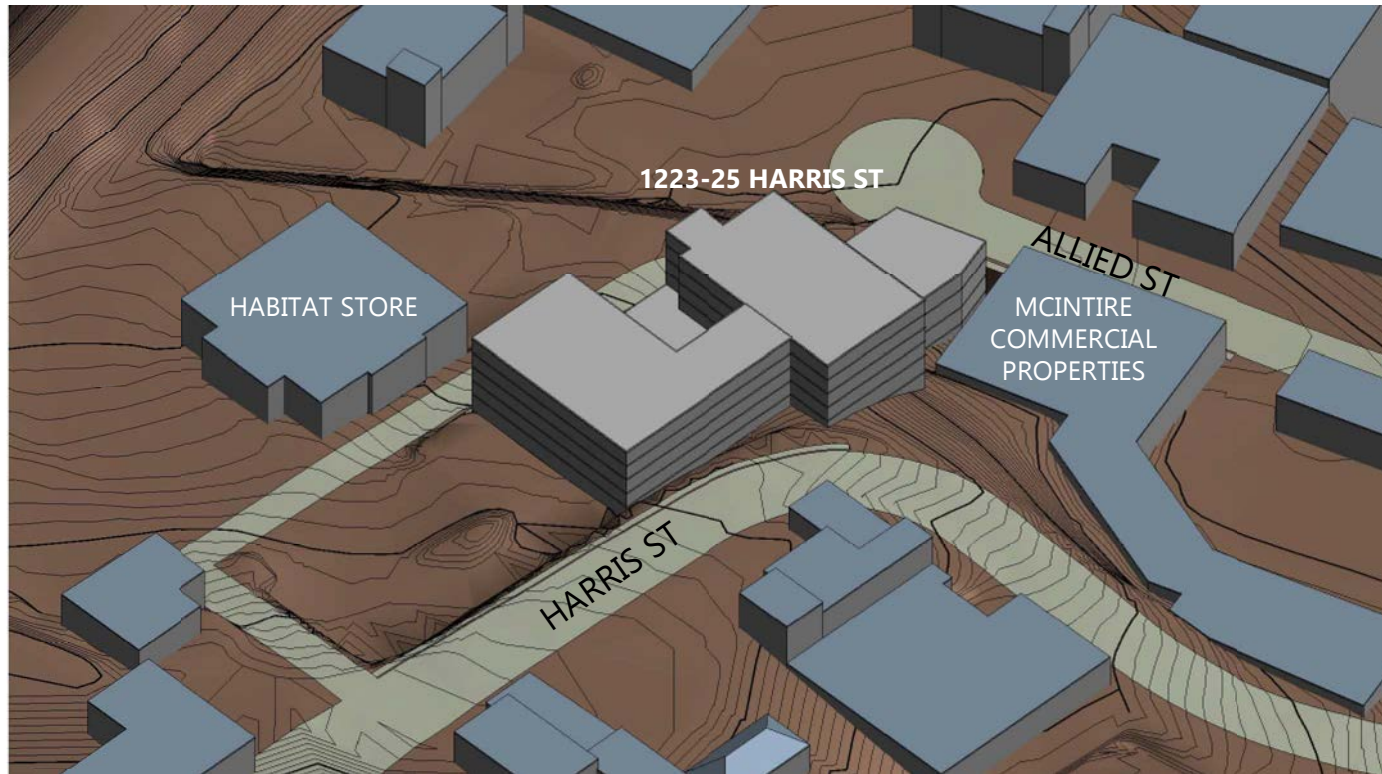


VIEW SOUTHEAST FROM HARRIS ST; WITH SUP

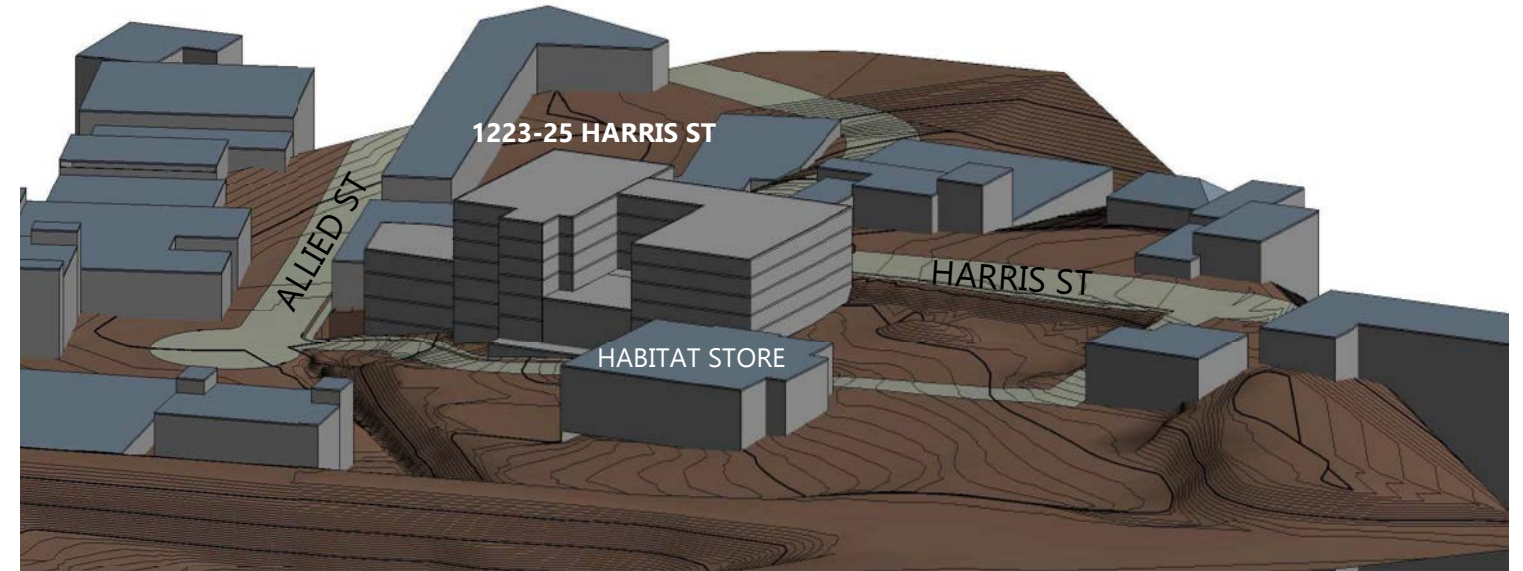
1223-25 HARRIS ST



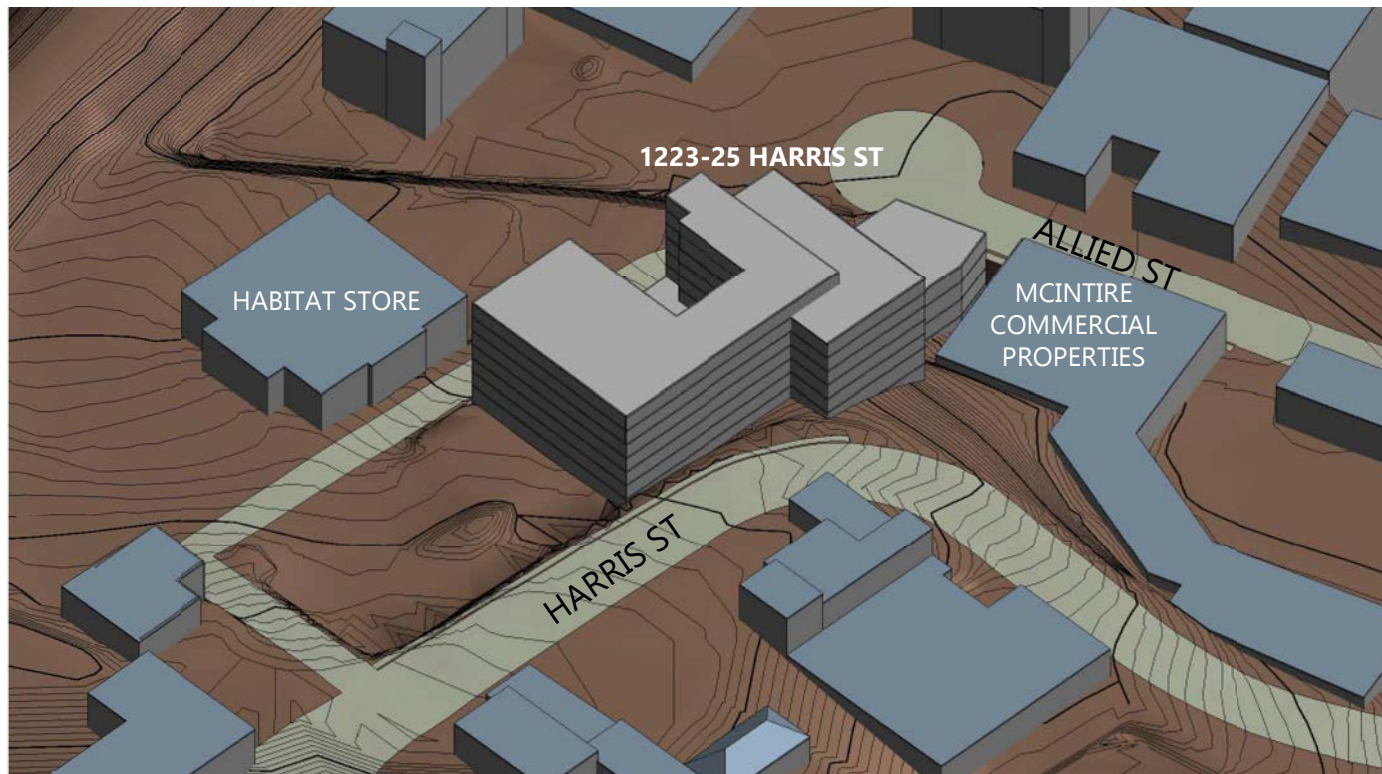
VIEW NORTH FROM 1750 ALLIED ST; WITH SUP



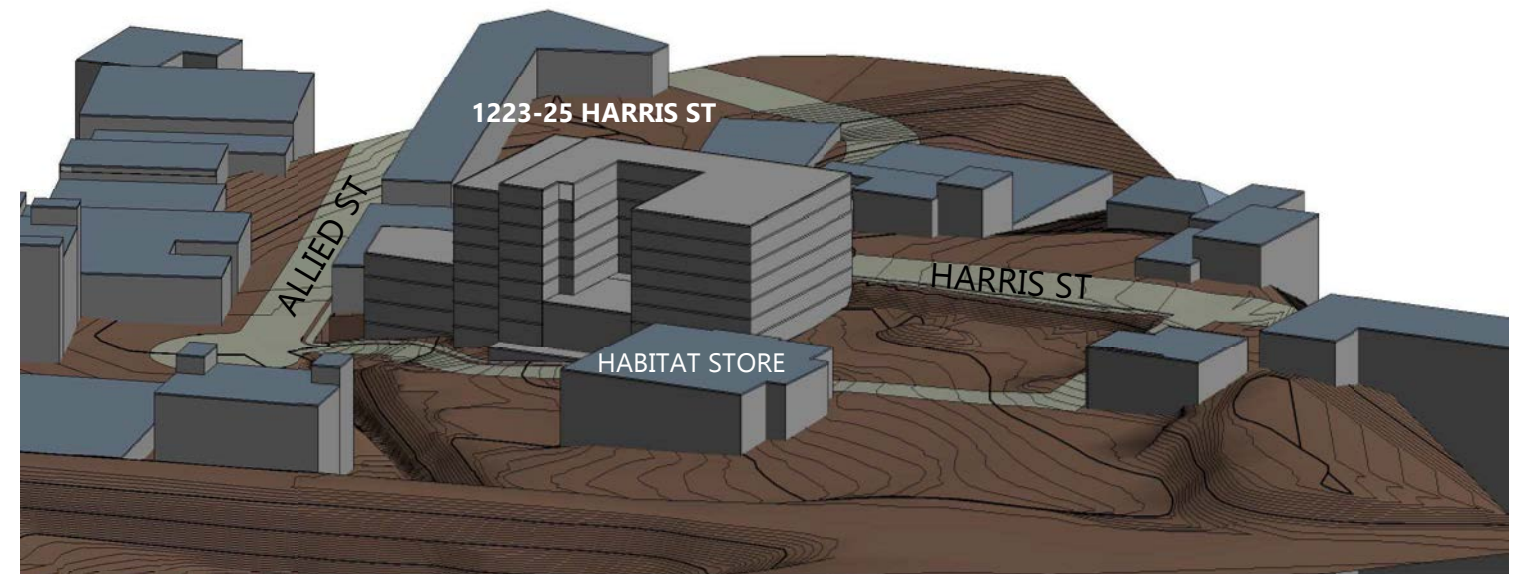
AERIAL VIEW NORTH FROM SOUTH; BY RIGHT



AERIAL VIEW SOUTHEAST FROM NORTHWEST; BY RIGHT

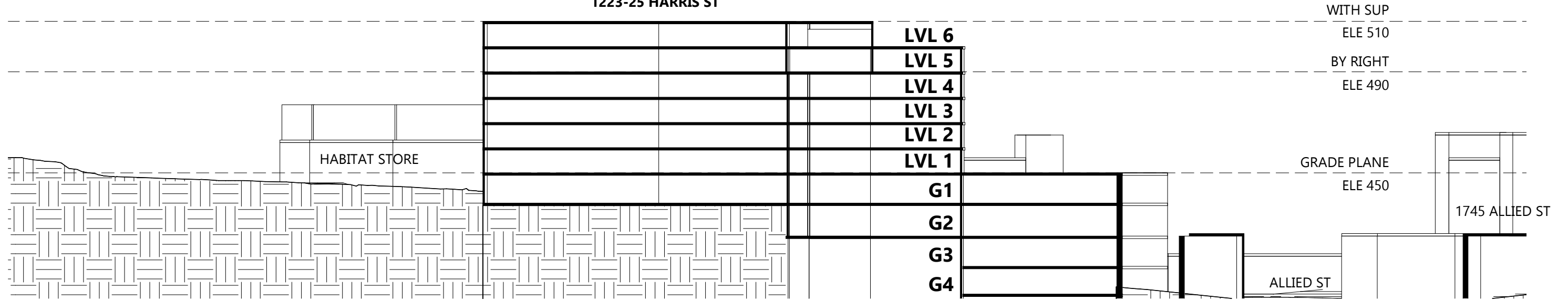


AERIAL VIEW NORTH FROM SOUTH; WITH SUP

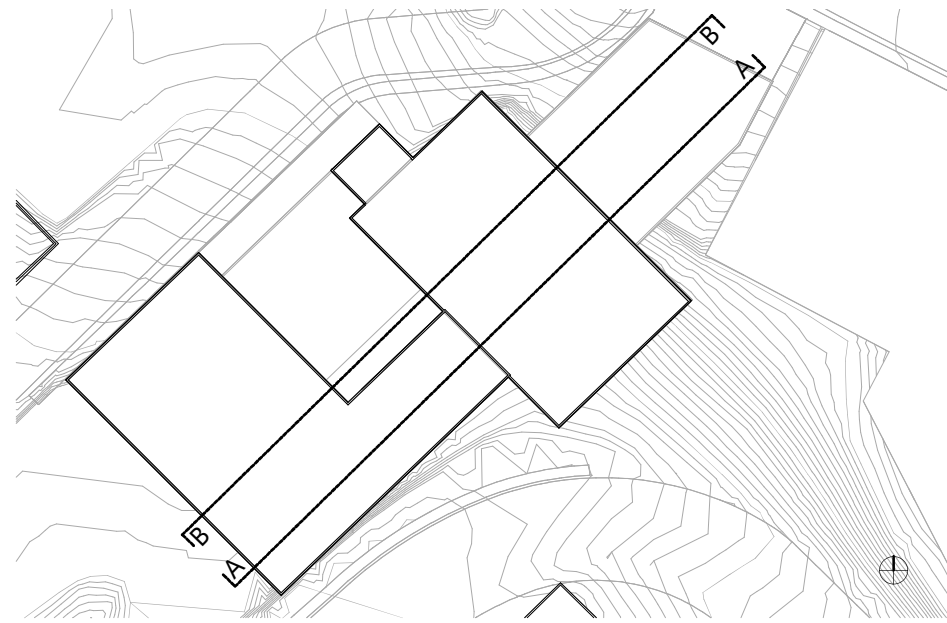


AERIAL VIEW SOUTHEAST FROM NORTHWEST; WITH SUP

1223-25 HARRIS ST



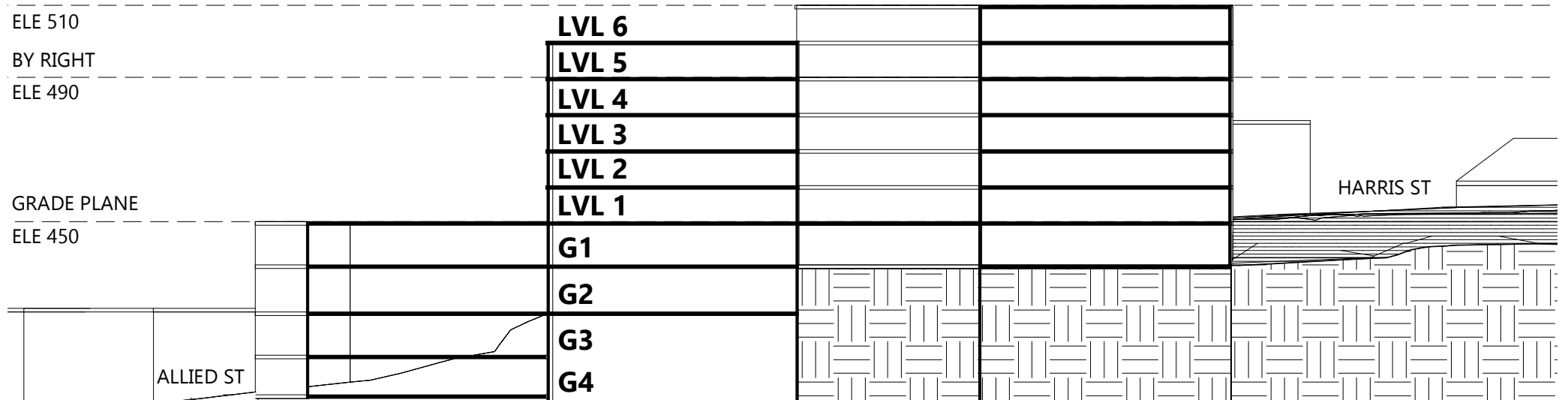
SITE SECTION A
FROM FRONT



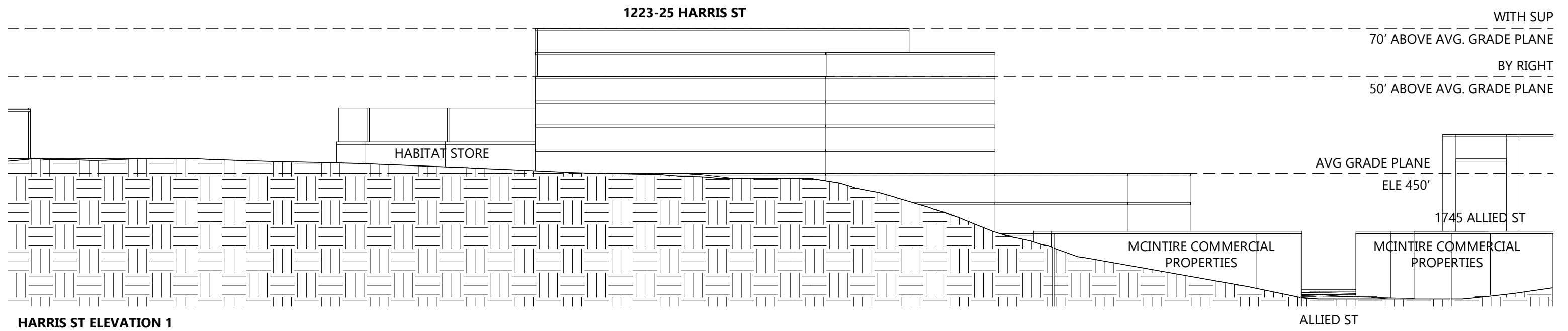
SITE PLAN

WITH SUP
ELE 510
BY RIGHT
ELE 490

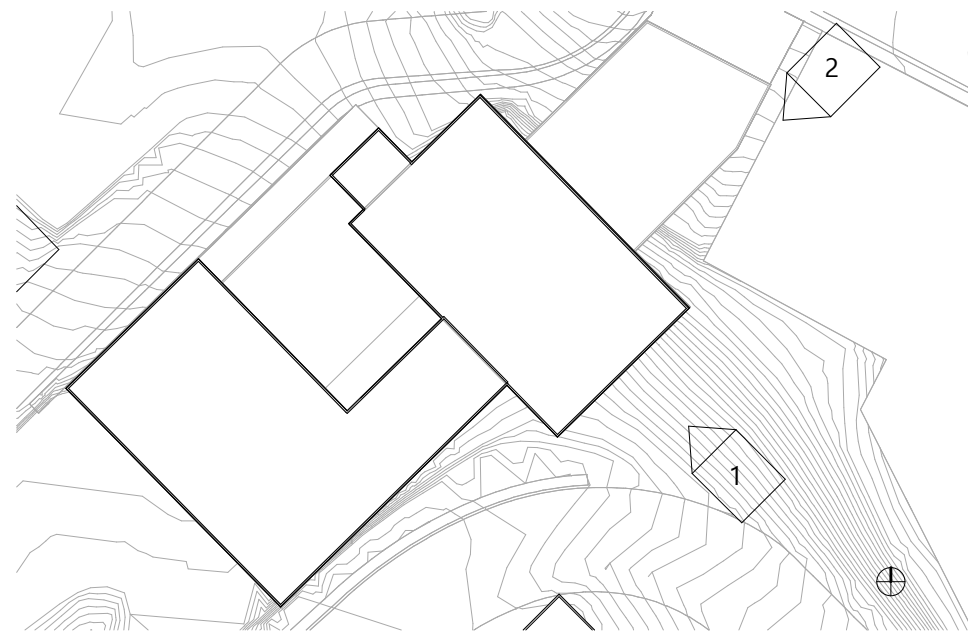
1223-25 HARRIS ST



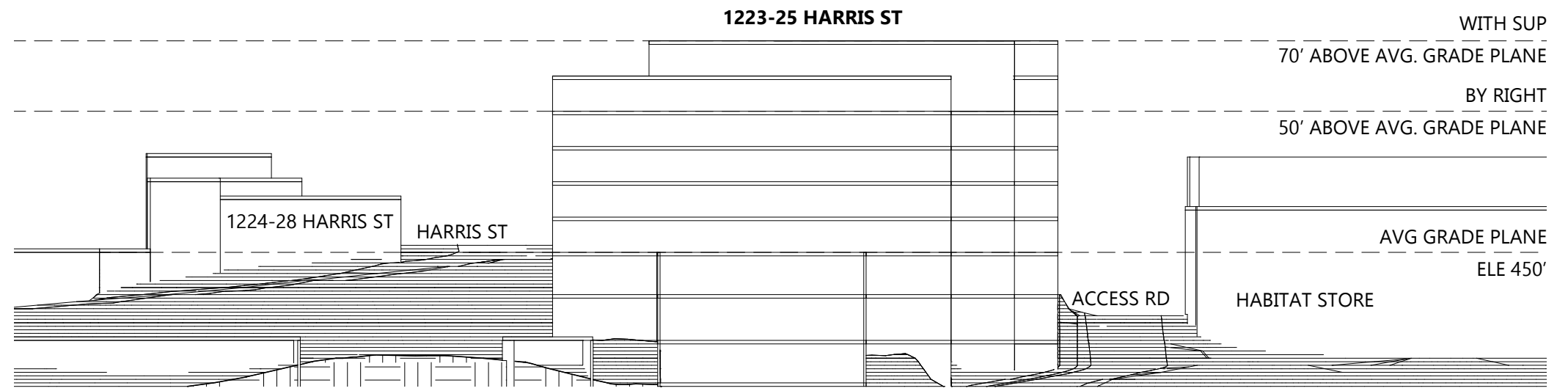
SITE SECTION B
FROM BACK



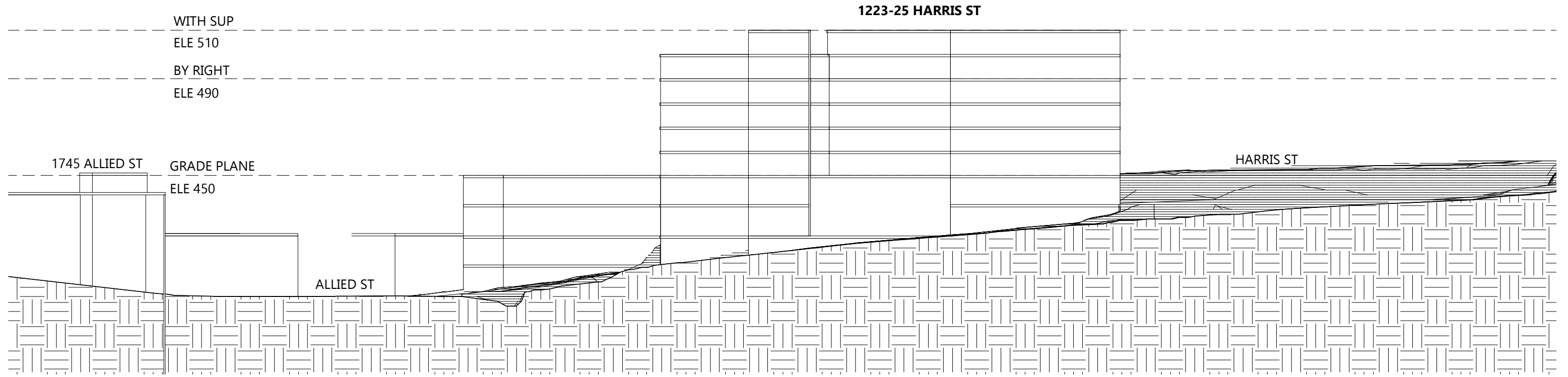
HARRIS ST ELEVATION 1



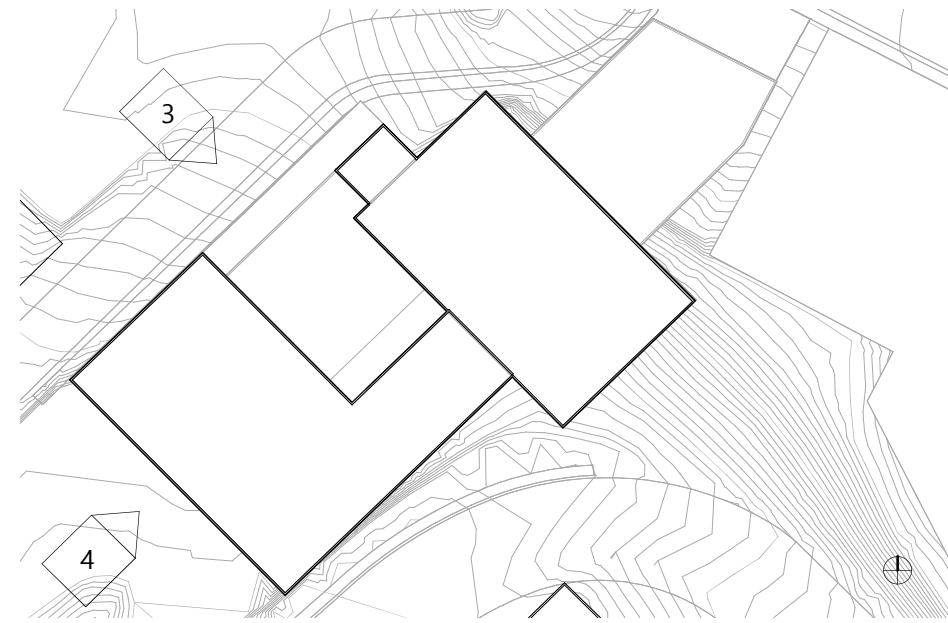
SITE PLAN



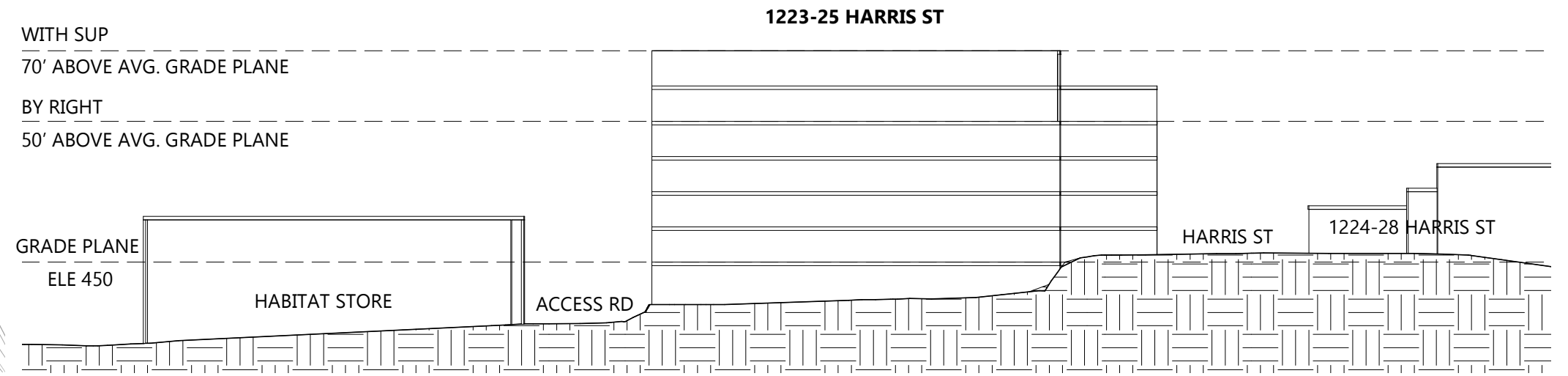
ALLIED CIRCLE ELEVATION 2



NORTHWEST ELEVATION 3



SITE PLAN



SOUTHWEST ELEVATION 4

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: SP22-00010
DATE OF HEARING: November 8, 2022

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

Applicant: Pilgrim Baptist Church (Owner)
Applicant's Representative(s): Chris Cooper, Pastor
Current Property Owner: Pilgrim Baptist Church Trustees

Application Information

Property Street Address: 211 Albemarle Street ("Subject Property")
Tax Map & Parcel/Tax Status: 310025000 (not taxable)
Total Square Footage/ Acreage Site: Approx. 0.43 acres (18,602 square feet)
Comprehensive Plan (Future Land Use Map): Urban Mixed Use Corridor
Current Zoning Classification: Split Zoning (Central City Mixed Use Corridor and R-15 Residential Small Lot)
Overlay District: NA

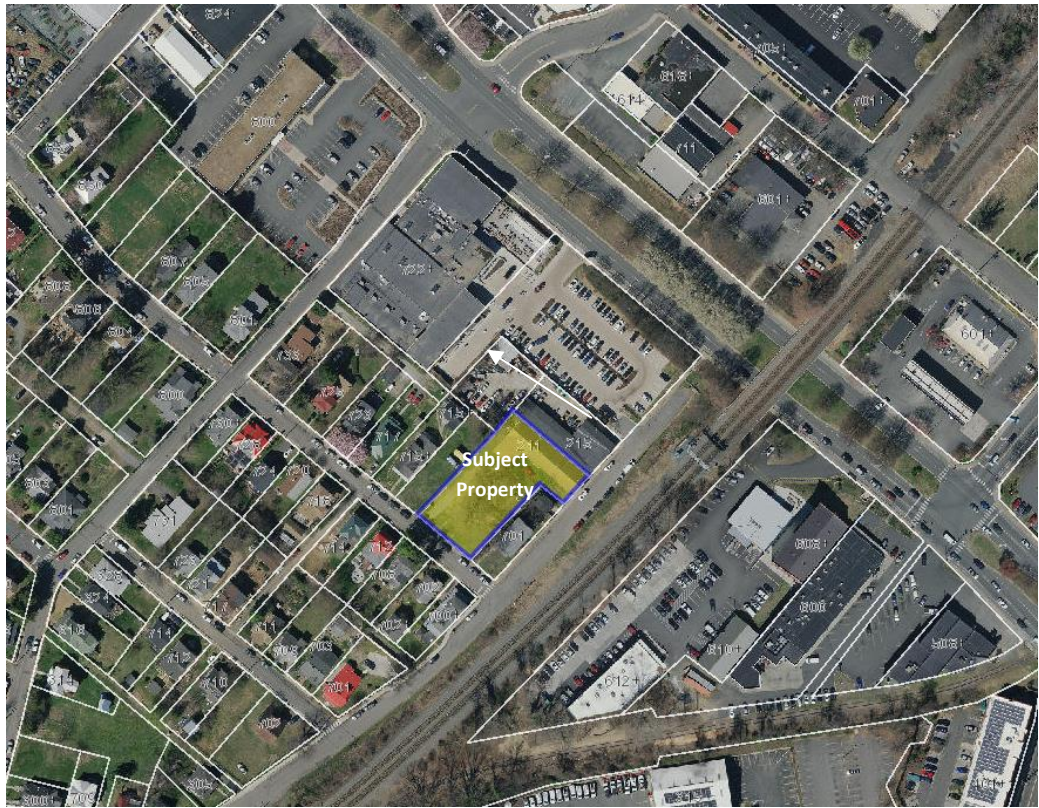
Applicant's Request (Summary)

The applicant is requesting a Special Use Permit (SUP) pursuant to City Code Sec. 34-796, Sec. 34-420, and Sec. 34-158 to operate a Daycare Facility for fifteen (15) adolescents within the existing church structure. The anticipated operation hours for the Daycare Facility would be from 8:15am to 3:30pm daily.

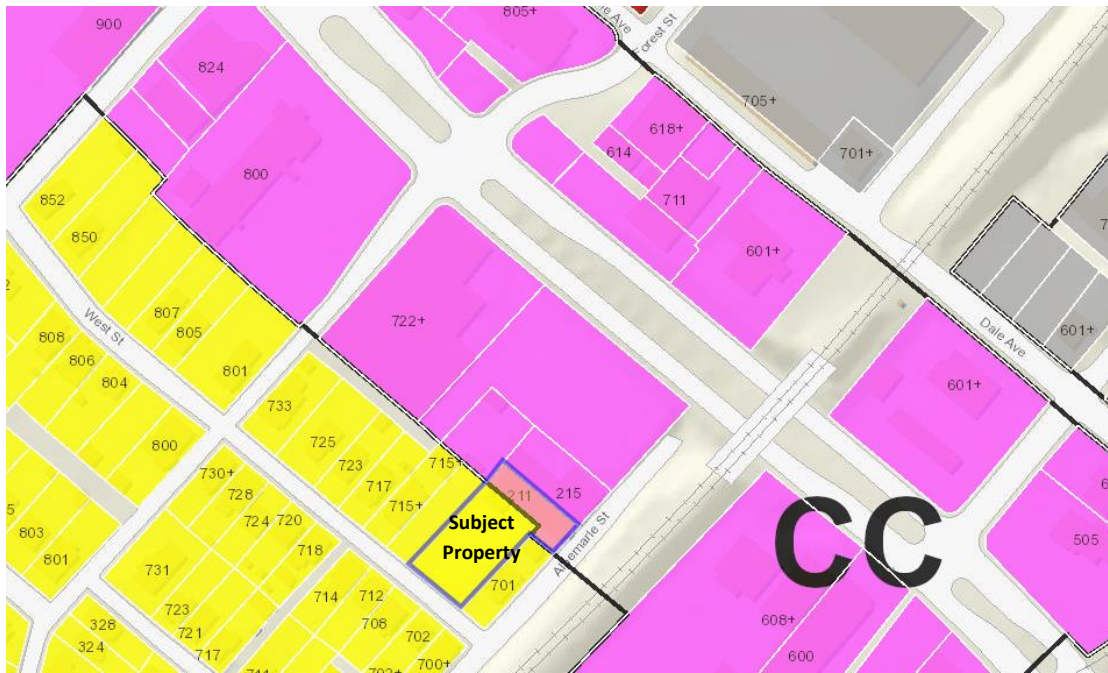
Vicinity Map



Context Map 1

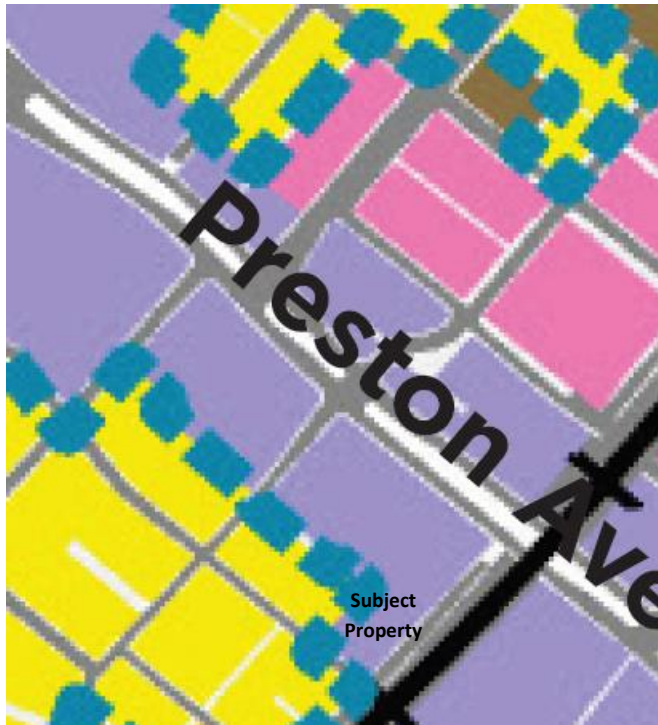


Context Map 2- Zoning Classifications



KEY - Yellow: R-1S, Purple: CC, Gray: IC

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



KEY – Purple: Urban Mixed Use Corridor, Yellow: General Residential, Pink: Neighborhood Mixed Use Corridor

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	Car Repair	CC (Central City Mixed Use Corridor)
South	Single Family Detached	R-1S (Residential Small Lots)
East	Single Family Detached	R-1S (Residential Small Lots)
West	Undeveloped lot	R-1S (Residential Small Lots)

The planned Daycare Facility will be run out of the existing Baptist Church and no improvements are being proposed as part of the SUP application. The existing grass and gravel parking area will remain and be utilized for student drop off and pick up. The Subject Property sits on the edge of the 10th and Page Neighborhood. Single Family Detached dwelling units are the main development pattern to the south and west and the railroad and Albemarle Street are adjacent on the east. To the north mixed use and auto centric developments make up the majority of the development pattern.

Staff Analysis: Staff finds that a Daycare Facility at this location would be harmonious with the existing patterns of development and would serve as a much-needed neighborhood amenity.

(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 3: Balance Conservation and Preservation with Change.

Protect and enhance the existing district identities of the city's neighborhood and places while promoting and prioritizing infill development, housing options, a mix of uses, and sustainable reuse in our community.

b. Economic Prosperity & Opportunity

Goal 3: Innovation and Growth

Create an entrepreneurial environment that fosters the creation and success of businesses.

Comprehensive Plan- Staff Analysis:

The Subject Property is a split zoned lot. The northern section of the lot that includes most of the existing building is zoned CC (Central City Mixed Use Corridor). The southern portion of the lot is zoned R-1S (Residential Small Lot) and contains the parking area and a portion of the building that includes the kitchen and restrooms. The CC zoning district is traditionally intended to facilitate the continued development and redevelopment of medium scale commercial and mixed-use projects. Although walkability and bikeability are promoted in this district, the use matrix is auto focused and caters to commercial and residential development. By contrast, the R-1S zoning district is intended to foster quiet low-density residential units on small lots. Single family detached dwellings units are most of the development type in this zoning district. 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.

(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.

(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 there will be no impact to the City's public street network.

Vehicular Access

The access being proposed in the application materials will have no impact on the City's public street network or surrounding properties.

Parking

The parking plan provided in the application materials will have no impact on the surrounding properties or need to be updated to meet the anticipated use.

Staff Analysis: Staff finds the proposed use of a Daycare Facility for fifteen (15) students and staff within the existing building will have no adverse impact on traffic, vehicular access, or parking that need to be mitigated.

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. There may be additional noise created during pick up and drop off times and students enter and exit the property. This sound may include car engines, doors opening and shutting, voices, and children laughing.

Staff Analysis: Staff finds any additional noise created by a Daycare Facility for fifteen (15) students will be minimal and not outside that of what can be created through a by-

right development or already exists on site and throughout the surrounding neighborhood.

c) Displacement of existing residents or businesses

The proposed Daycare Facility will operate within the existing church.

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.

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. The proposed SUP would not have an adverse impact on community facilities.

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

The proposed Daycare Facility will not have a negative impact on the availability of affordable housing in the neighborhood. In contrast, the Daycare Facility could contribute to the retention of affordable unit by offering childcare within the neighborhood.

g) Impact on school population and facilities

The application indicates the Daycare Facility will be for early childhood education with a Montessori based system. As most Montessori facilities focus on age groups from 2.5 – 6 years, the proposed SUP will have no impact on the City's 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.

j) Massing and scale of project

No changes are being proposed to the single-story existing church.

(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 split Zoned between (CC) Central City Mixed Use Corridor and (R-1S) Residential Small Lot

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.

Central City Corridor. The intent of the Central City Corridor district is to facilitate the continued development and redevelopment of the quality medium scale commercial and mixed-use projects currently found in those areas. The district allows single use development but encourages mixed use projects. The regulations are designed to encourage use of and emphasize proximity to natural features or important view sheds of natural features. Development allowed is of a scale and character that is appropriate given the established development that surrounds the district.

The residential zoned districts were established to provide and protect quiet, low-density residential areas wherein the predominant pattern of residential development is the single-family dwelling. There are four (4) categories of single-family zoning districts:

- (1) R-1, consisting of low-density residential areas;
- (2) R-1(S) ("small lot"), consisting of low-density residential areas characterized by small-lot development;
- (3) R-1U ("university"), consisting of low-density residential areas in the vicinity of the University of Virginia campus; and
- (4) R-1U(S) ("university, small lot"), consisting of low-density residential areas in the vicinity of the University of Virginia campus, characterized by small-lot development.

Staff Analysis: Staff finds that a Daycare Facility within an existing building on the Subject Property would be in harmony with the purposes of the specific zoning district(s) 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.

(7) When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the BAR or ERB, as may be applicable, for recommendations as to whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if

imposed, that would mitigate any such impacts. The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.

The Subject Property is not located within a Design Control District.

Public Comments Received

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

The applicant held a community meeting on site October 6, 2022 to engage the community and inform them about the proposed Daycare Facility. Those in attendance identified as community members and member of the congregation. A project explanation was provided and those in attendance provided support.

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. A Daycare Facility shall be permitted on the Subject Property for up to fifteen (15) students.
2. The Daycare Facility's operations hours shall be limited to 7:30am to 5pm seven (7) days a week.
3. The Daycare Facility shall adhere to the parking and pickup/drop off plan within the application materials dated October 4, 2004. This plan will be kept on file with the City and may be updated or altered from time to time with authorization of the City's Traffic Engineer.

Suggested Motions

1. I move to recommend approval of this application for a Special Use Permit in the CC and R-1S zone at 310025000, 211 Albemarle Street to permit a Daycare Facility 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 CC and R-1S zone at 310025000, 211 Albemarle Street to permit a Daycare Facility.

Attachments

- A. Special Use Permit Application
- B. Special Use Permit Narrative and parking layout



City of Charlottesville

Application for Special Use Permit

Project Name: Pilgrim Baptist Church Day Care

Address of Property: 211 Albemarle St

Tax Map and Parcel Number(s): T.M. 31-25

Current Zoning District Classification: CC/R-1S

Comprehensive Plan Land Use Designation: R-1S

Is this an amendment to an existing SUP? No

If "yes", provide the SUP #: _____

Applicant: Pilgrim Baptist Church - Pastor Chris Cooper

Address: 211 Albemarle St

Phone: 804-687-5723 **Email:** Cacooper18@aol.com

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

- Owner**
- Owner's Agent**
- Designer**
- Contract Purchaser**

Owner of Record: Pilgrim Baptist Church - Trustees

Address: 211 Albemarle Street, Charlottesville, VA 22903

Phone: 434-296-3577 **Email:** pilgrimbaptistchurch211@yahoo.com

Reason for Special Use Permit:

- Additional height: _____ feet
- Additional residential density: _____ units, or _____ units per acre
- Authorize specific land use (identify) Day Care
- Other purpose(s) (specify City Code section): R-1S

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

(1) Signature Calvin Rawlings Print Calvin Rawlings Date 08/23/22

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

Other (specify): Church Trustees

(2) Signature Joyce S. Cranford Print Joyce S Cranford Date 8/23/2022

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

Other (specify): Board Member

SP22-00010



City of Charlottesville

Pre-Application Meeting Verification

Project Name: Pilgrim Baptist Church Day Care

Pre-Application Meeting Date: 06/01/2021

Applicant's Representative: ~~Gorey Borgman~~ Chris Cooper

Planner: Brian Haluska

Other City Officials in Attendance:

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

1. A plan showing the proposed drop-off/pick-up movement of automobiles.

2. Anticipated hours and days of operation

3. Anticipated maximum enrollment

4.

5.

Planner Signature: Brian J Haluska



City of Charlottesville

Application Checklist

Project Name: Pilgrim Baptist Church Day Care

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?
- 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 [Handwritten Signature] Print Chris Cooper Date 8/23/22

By Its: Senior Pastor

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



City of Charlottesville

Community Meeting

Project Name: Pilgrim Baptist Church Day Care

Section 34-41(c)(2) of the Code of the City of Charlottesville (adopted October 19, 2015) requires applicants seeking rezonings and special use permits to hold a community meeting. The purpose of a community meeting is to provide citizens an opportunity to receive information about a proposed development, about applicable zoning procedures, about applicable provisions of the comprehensive plan, and to give citizens an opportunity to ask questions. **No application for a rezoning shall be placed on any agenda for a public hearing, until the required community meeting has been held and the director of neighborhood development services determines that the application is ready for final review through the formal public hearing process.**

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

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

Applicant: Pilgrim Baptist Church

By:

Signature [Handwritten Signature] Print Mr S Cooper Date 8/23/22

Its: Senior Pastor (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: _____ Date _____

By (sign name): _____ Print Name: _____

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

Other (specific): _____

Owner's Agent

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

Name of Individual Agent: _____

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

Owner: _____ 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 Calvin Rawlings Address 2422 Commonwealth Dr Charlottesville VA 22901

Name Jay S. White Address 221 5th St. SW Charlottesville VA 22903

Name Sam Arden Address 936 Rockwell Dr Charlottesville VA 22903

Name _____ Address _____

Attach additional sheets as needed.

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

Applicant: Pilgrim Baptist Church

By:

Signature [Signature] Print Chris Cooper Date 8/23/22

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



City of Charlottesville

Fee Schedule

Project Name: Pilgrim Baptist Church Day Care

Application Type	Quantity	Fee	Subtotal
Special Use Permit	X	\$1800	\$1800
Special Use Permit (Family Day Home for 6-12 Children)		\$500	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			\$1800

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: Pilgrim Baptist Church Day Care

LID Measure	LID Checklist Points	Points
Compensatory Plantings (see City buffer mitigation manual). 90% of restorable stream buffers restored.	5 points or 1 point for each 18% of the total acreage	0
Pervious pavers for parking and driveways with stone reservoir for storage of 0.5 inches of rainfall per impervious drainage area. Surface area must be >1,000 ft. ² or ≥ 50% of the total parking and driveway surface area.	7 points or 1 point for each 7% of parking and driveway surface area.	0
Shared parking (must have legally binding agreement) that eliminates >30% of on-site parking required.	5 points or 1 point for each 6% of parking surface eliminated.	0
Impervious Disconnection. Follow design manual specifications to ensure adequate capture of roof runoff (e.g. cisterns, dry wells, rain gardens)	8 points	0
Bioretention. Percent of site treated must exceed 80%. Biofilter surface area must be ≥ 5% of impervious drainage area.	8 points or 1 point for each 10% of site treated.	0
Rain gardens. All lots, rain garden surface area for each lot ≥ 200 ft. ² .	8 points or 1 point for each 10% of lots treated.	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	0
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 [Signature] Print Chris Cooper Date 8/23/22

Attachment B

Project: Pilgrim Baptist Day Care Center

Request: Special Use Permit for use existing facility currently zoned Residential, R-1S

Owner: Pilgrim Baptist Church

Address: 211 Albemarle Street

Site: .42 acres (zoned MLTP part in question is zoned Residential, R-1S)

August 1, 2022

Project Narrative

The objective of our proposed project is to provide a day care center that affords children in underserved communities access to the opportunity for early childhood development through a Montessori based education. The current facility is used for religious service weekly to include the kitchen and bathrooms. We continue to host religious and community events to better serve the community. There is a need for day care in the 10th and Page Neighborhood and for starting the educational process for our youth at an early age. We saw the need and our every intent is to fulfill the need. We will house 15 students in our current configuration.

Zoning currently prevents us from moving forward with our project due to the building being in 2 different zones, CC and R-1S. The address of the facility is 211 Albemarle Street, but the addition that was added onto the facility sits in the R-1S residential zone. The entire facility is needed to facilitate this educational endeavor for children in an underserved community. The portion of the facility zoned residential provides an entry and exit door, the restrooms and the kitchen facility. These are key elements to the program ensuring safety, health and wellness, and security.

Our desire is to obtain a Special Use Permit to enable us to utilize our entire facility to facilitate an educational opportunity for the community. The parcel appears to be the only “Neighborhood Commercial” religious facility with split zoning. This project as proposed is consistent with and supportive of the current City of Charlottesville Comprehensive Plan.

Attached for you initial review we have included:

- A site plan illustrating the current configuration of the facility – approved 4/11/05
- A plan showing the proposed drop-off/pick-up movement of automobiles
- Anticipated hours and days of operation – **Included in Supplemental Information**
- Anticipated maximum enrollment – **Included in Supplemental Information**

Attachment B

We propose to utilize two access points, parents will be able to utilize Albemarle Street and West Street as a drop off and pickup location. Utilizing both streets will avoid any

impeding traffic flow and allow circulation flowing within our site preventing a traffic back log.

In addition to the Narrative above, below is specific statements regarding Sec 34-157.

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

The vision for use of land in Charlottesville is one that “supports human activities and reflects community values. Our land use plan aims to promote harmonious development and support neighborhoods and places that allow residents to live, work, shop and play in proximity. Charlottesville’s land use patterns will create, preserve, and enhance neighborhood character, improve environmental quality, integrate a diversity of uses, encourage various modes of transportation, promote infill development, and increase commercial vitality and density in appropriate areas. These interdependent parts will converge to enhance the social cultural, recreational and economic needs of our City.”

This project, as proposed, is consistent with and supportive of this Vision. It is formed to supports the neighborhood’s character. The facility is already operational in the neighborhood and serves as a religious organization serving the community through education, community engagement and Christian principles and values. This educational opportunity is an investment in the 10th and Page neighborhood providing a quality education for children in an underserved community.

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

The facility is a religious organization. It conforms to the city’s comprehensive plan as it stands. Due to a zoning change we are required to submit a proposal for a SUP to utilize a portion of the building for a day care.

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

The use of the existing facility cannot proceed without approval by the City’s Zoning Board approval of a Supplemental Use Permit. The facility meets all building code regulations.

Attachment B

34-157. (a) (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;

We propose to maintain the use of our two access points, thus avoiding changes to the traffic pattern. The pickup and drop off will be on Albemarle Street with additional parking within our site, through our West Street entrance. Both locations have adequate parking available during business hours with no additional congestion.

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

The site is in a mixed-use setting. The use remains consistent with those that have been in the area for decades.

c. Displacement of existing residents or businesses;

They will not impact existing residents or businesses.

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

The proposed project is an investment in the community, 10th and Page neighborhood, to provide an early education affording youth the opportunity to learn skills that will assist in their development and provide value added service for individual and community growth.

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

The objective of our project is to utilize our entire facility to improve the education of our youth and aide parents with affordable day care. No new use is proposed. The facility is being currently used for daily religious services and community outreach.

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

No impact on affordable housing.

g. Impact on school population and facilities;

No impact on school population

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

No impact on Conservation or Historic resources.

Attachment B

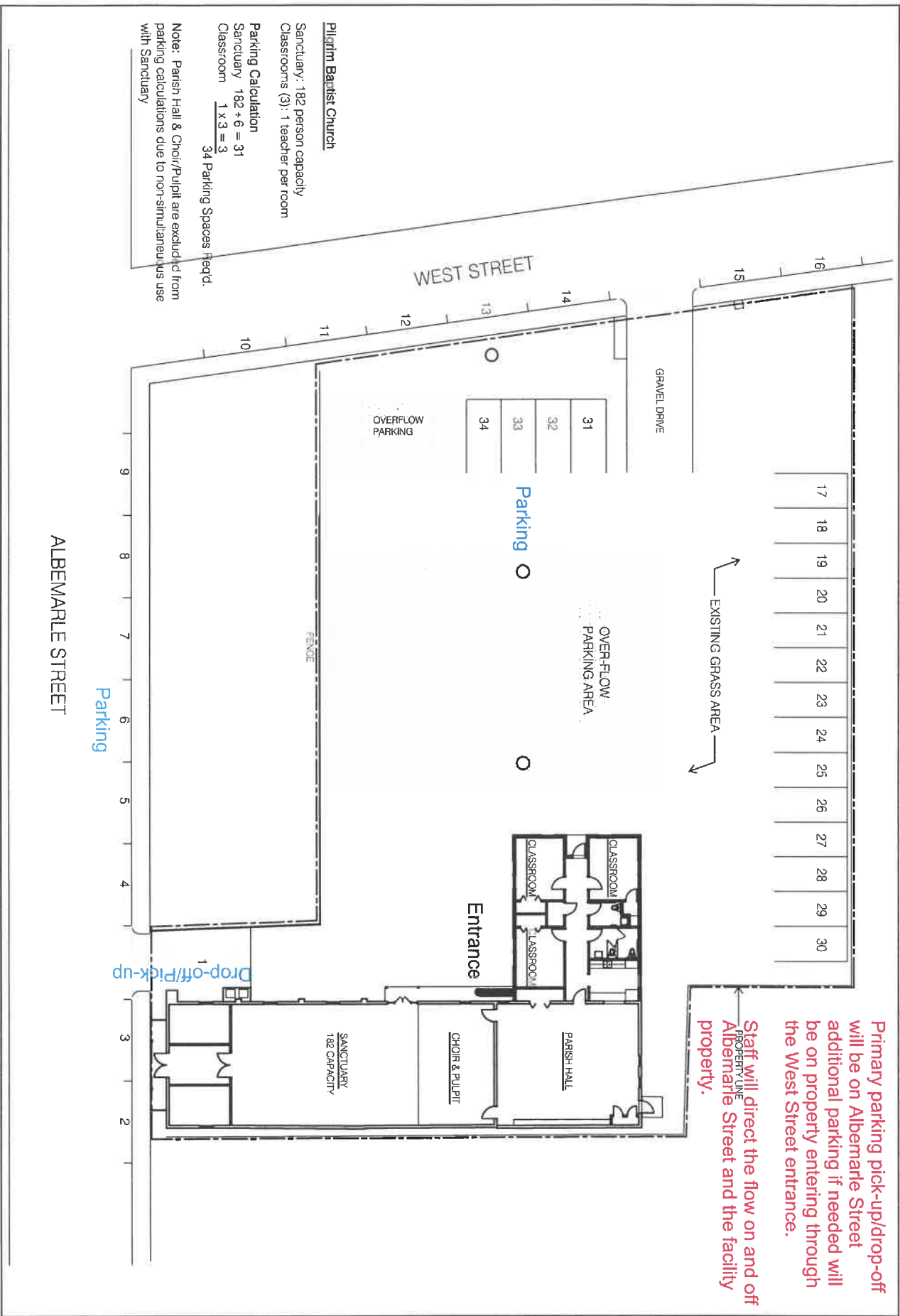
i. Conformity with federal, state and local laws, as demonstrated and certified by the applicant; and,
Project is proposed to conform with federal, state, and local laws.

j. Massing and scale of project.

No changes to existing facility.

Supplemental information:

- 1) See attachment 2
- 2) The anticipated hours of operation will be 08:15 thru 15:30.
- 3) The anticipated maximum enrollment will be 15 students.



Attachment B



Attachment B

Train & Partners
Architects

Churchville, Michigan
Pilgrim Baptist Church -
Proposed Addition/Existing Parking Diagram



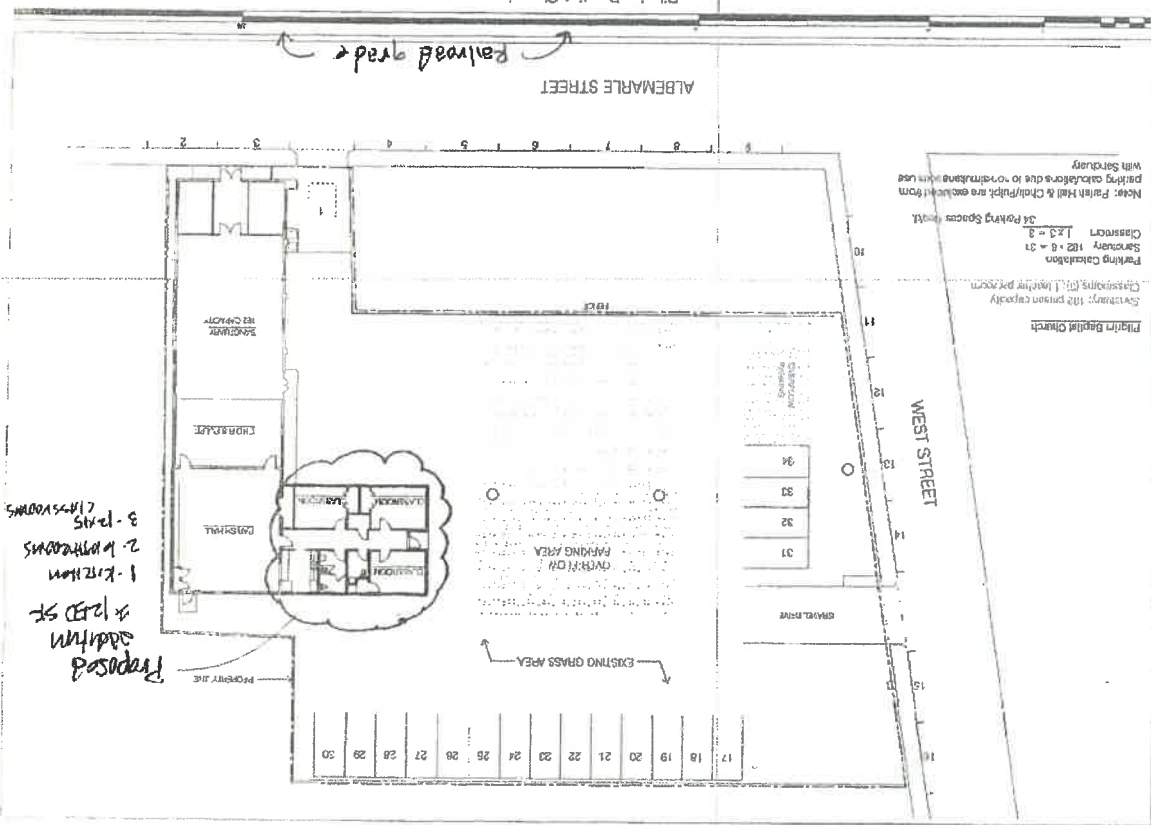
Existing & Proposed Parking Diagram
04 October 2004
1/32" = 1'0"

Page 2/2

Oct-6-04 11:07:40

434 295 5122

OWNER: ITALIAN-AMERICANS ARCHITECTS



Proposed Addition
of 1230 ST
1 - Kitchen
2 - Bathrooms
3 - 2nd Floor
Living Rooms

Railroad grade

ALBEMARLE STREET

WEST STREET

EXISTING GRASSY AREA

PARKING AREA

GRASSY DRIVE

PROPERTY LINE

CHURCH

CHANCEL

OFFICE

- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
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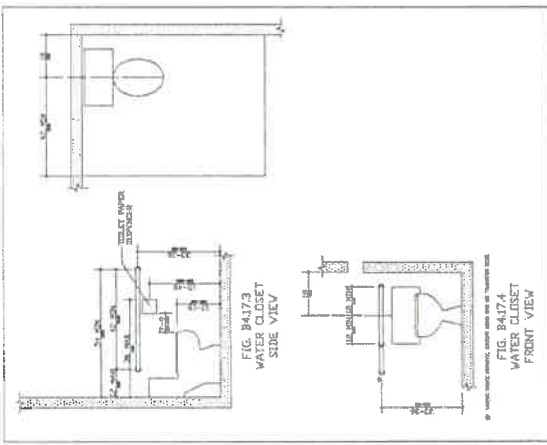
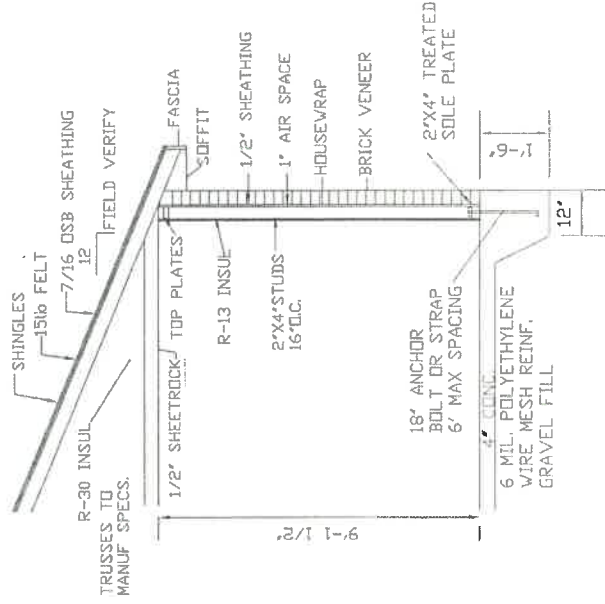
IIM DIMENSIONS, INC.
 2559 BLACKSMITH SHOP RD GOODCHAND, VA 23063
 PH (804) 556-9916 FAX (804) 556-9905
 E-MAIL DRAFTING @ IIMDIMENSIONS.COM
 VISIT US ON THE WEB @ WWW.IIMDIMENSIONS.COM

PILGRIM BAPTIST CHURCH
 DR. R.A. JOHNSON PASTOR

A. C. SHELTON
 CONSTRUCTION
 P.O. BOX 92408
 ATLANTA, GA 30314

DRAWN BY: JMD
 DATE: 2/19/05
 SCALE: VARIOUS
 SHEET 1

RATED NOTES	
1.	5/8" WIDE 1 HR. FIRE RATED CORRIDOR 5/8" FIRE CODE SHEET ROCK BOTH SIDES OF WALL U-309
2.	CORRIDOR CEILING 2 LAYERS 5/8" FIRE CODE SHEETROCK FC 172
3.	ALL DOORS IN CORRIDOR TO BE 20 MINUTE RATED WITH 1/2" GLASS PANELS AND LEVER HANDLE
4.	INSTALL A MONITORED FIRE ALARM SYSTEM IN NEW ADDITION AND RENOVATED AREAS



- NOTES:
- JOB NAME: PILGRIM BAPTIST CHURCH
 - LOCATION: 211 ALBERMARLE STREET CHARLOTTESVILLE, VIRGINIA 22901
 - DESCRIPTION: ADDITION
 - PROPOSED BUILDING USE: KITCHEN/RESTROOM
 - ZONING: AL
 - PROPERTY OWNER: TRUSTEES OF PILGRIM BAPTIST CHURCH
 - CONTRACTOR: AC. SHELTON CONST.
 - EMERGENCY & EGRESS LIGHTING TO BE PROVIDED IN ACCORDANCE WITH IBC 2000
 - CONSTRUCTION PER IBC 2000
 - BUILDING AREA: TOTAL AREA 2,360 SQUARE FT. EXISTING CHURCH 1,400 ADDITION 672
 - TYPE FRAME: WOOD
 - USE GROUP: A3
 - TYPE CONSTRUCTION: S3 UNPROTECTED
 - BLDG HT/AREA LIMITATION: A4 PER 503 A4= 7,200 E=7,200 USE - E WITH OUT OPEN PERIMETER, NO SPRINKLER REQUIRED ROOF LOADS: SNOW 20 PSF DEAD PER TRUSS MANUFACTURER CELLARIAL 6
 - FLOOR LOAD: MAIN FLOOR = 100 PSF
 - PARTITION TYPES AND MATERIALS: AS NOTED
 - USE GROUP AND OCCUPANCY SIGNS PER IBC 2000
 - ALL EGRESS DOORS SHALL BE READILY OPENABLE FROM THE SIDE WHICH EGRESS IS TO BE MADE WITHOUT THE USE OF KEY KNOWLEDGE, OR SPECIAL EFFORT.
 - ALL LOCKS AND LATCHES INSTALLED ON REQUIRED EXIT/EGRESS DOORS PER IBC 2000
 - UTILITIES: WATER - WELL
 - TYPE HEAT - HEAT PUMP
 - SEWER - SETIC TANK
 - BUILDING: CONCRETE SLAB MAIN FLOOR
 - PLUMBING, HVAC, AND ELECTRICAL DETAILS FURNISHED BY INSTALLING CONTRACTOR. (HVAC DETAILS REQUIRED ON PERMIT SUBMITTAL).
 - ALL SOILS UNDER FOOTINGS & SLABS TO BE ORIGINAL SOIL OR PROPERLY COMPACTED FILL WITH A MIN. BEARING CAPACITY OF 2000 PSF
 - ALL CONCRETE TO BE 3000PSI - 28 DAY STRENGTH
 - ROOF TRUSS DESIGN BY ROOF TRUSS MANUFACTURER
 - MONITORED FIRE ALARM SYSTEM REQUIRED (DETAILS BY INSTALLING CONTRACTOR)
 - FIELD MEASUREMENTS REQUIRED

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: SP22-00006
DATE OF HEARING: November 8, 2022

Project Planner: Dannan O’Connell, AICP

Date of Staff Report: October 28, 2022

Applicant: 901 Seminole Trail LLC

Applicant’s Representative(s): Ashley Davies, Riverbend Development

Current Property Owner: 901 Seminole Trail LLC

Application Information

Property Street Address: 901 Seminole Trail, 1801 Hydraulic Road (“Subject Property”)

Tax Map & Parcel/Tax Status: 41B001000, 41B002000 (real estate taxes paid current - Sec. 34-10)

Total Square Footage/ Acreage Site: Approx. 10.18 acres (443,441 square feet)

Comprehensive Plan (Future Land Use Map): Urban Mixed-Use Node

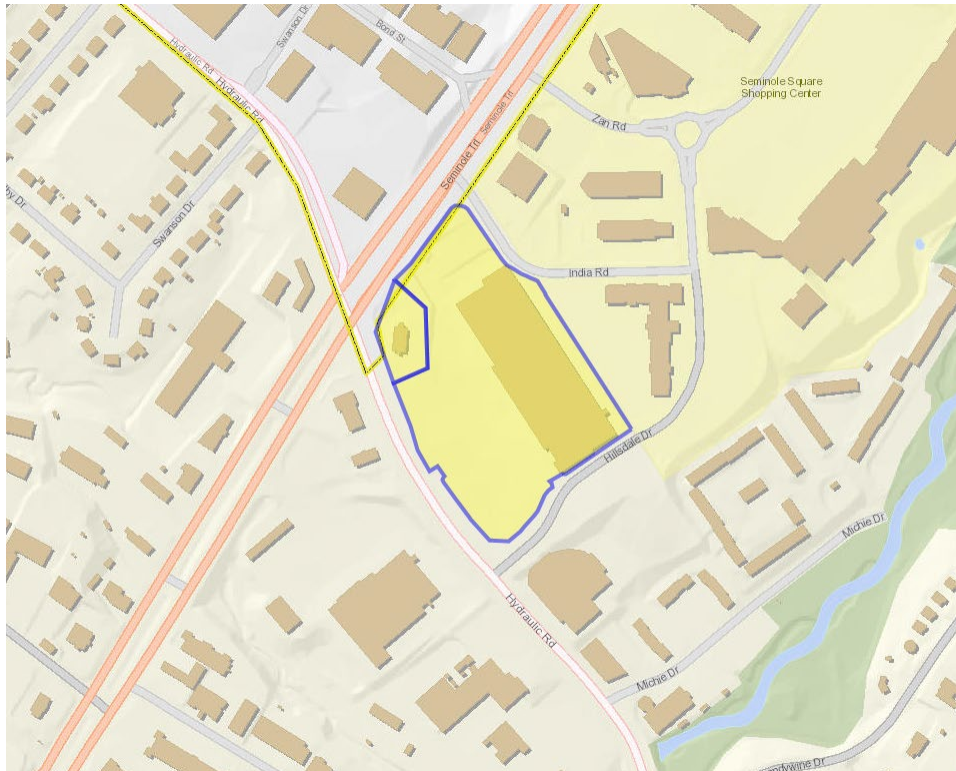
Current Zoning Classification: Highway Corridor (HW)

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 construct a restaurant with a drive-through window at 901 Seminole Trail. The applicant wishes to modify setback requirements for 901 Seminole Trail and 1801 Hydraulic Road as part of this request. The Subject Property has street frontage on Hydraulic Road, Seminole Trail, Hillsdale Drive and India Road. The proposed drive-through will have a main building fronting on Seminole Trail and Hydraulic Road with parking, a dumpster, and ingress/egress as part of the Hillsdale Place shopping center. The Subject Property is currently being redeveloped under a final site plan which includes a drive-through restaurant, a financial use, and two standalone commercial building pads, in addition to modifications to the existing large shopping center building.

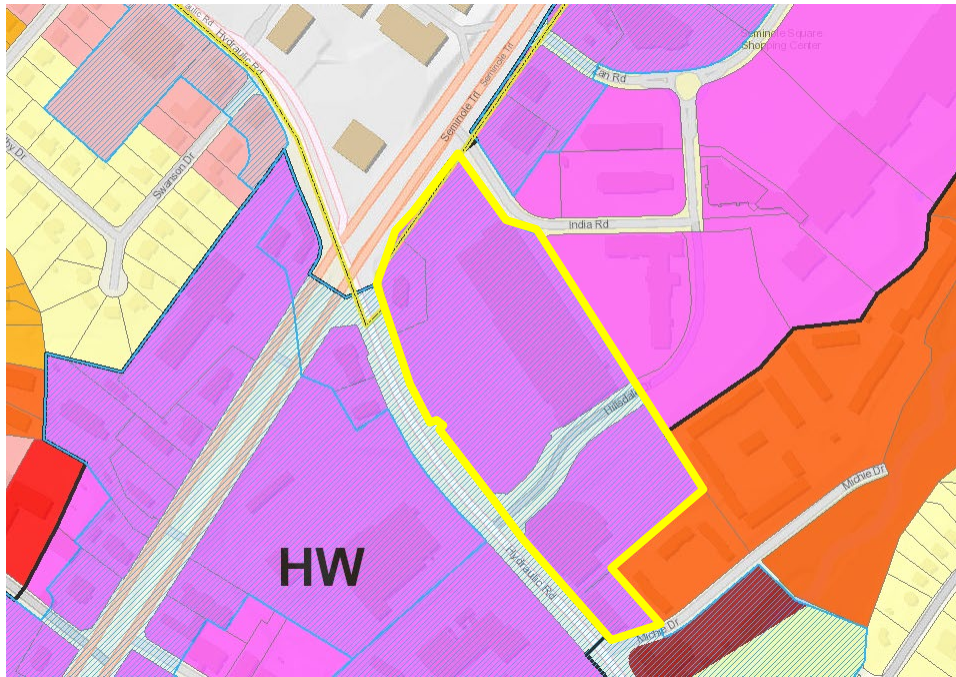
Vicinity Map



Context Map 1



Context Map 2- Zoning Classifications



**KEY - Purple: HW, Orange: R-3, Yellow: R-1, Pink: B-1, Red: B-2, Dark Red: B-3
Blue Hatching: Entrance Corridor Overlay**

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



KEY – Dark Purple: Urban Mixed-Use Node, Dark Brown: Higher Intensity Residential, Brown: Medium-Intensity Residential, Yellow: General Residential, 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	Commercial Retail (Albemarle County)	NMD (Neighborhood Model District) (Albemarle County)
South	Commercial Retail, Office	HW (Highway Corridor)
East	Commercial Retail, Hotel, Multifamily Residential	HW (Highway Corridor), R-3
West	Commercial Retail, Hotel	HW (Highway Corridor)

The Subject Property is currently being re-developed under a final site plan which includes modifications to the existing large commercial structure and four new smaller standalone commercial buildings. The proposed drive-through restaurant is one of these commercial buildings, occupying the western corner of the property entirely on 901 Seminole Trail. According to the application materials (**Attachment C**), the drive-through would be one story in height. The uses adjacent to the Subject Property are mostly commercial in nature. Commercial retail, restaurants and hotel uses are located to the south, east and west surrounding the property. The Hearthwood Apartments multifamily development is also located to the southeast of the Subject Property. The area northwest of the Subject Property is within Albemarle County but is developed as commercial retail and restaurants as the Shops at Stonefield shopping center.

Staff Analysis: The Subject Property is almost surrounded by commercial retail, restaurant and hotel uses. Residential apartments are located to the southeast, but have no direct access to the Subject Property. The Subject Property is currently developed as a large commercial shopping center. Existing pavement, roadway entrances, utility and stormwater infrastructure exists to support the shopping center use, and could readily accommodate redevelopment and the proposed auto-oriented drive-through restaurant use. Staff finds that the drive-through restaurant at this location would 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.

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. Examples of uses in the HW zoning district include grocery stores, restaurants with drive-through windows, hotels, shopping centers, and car washes.

The 2021 Future Land Use Map shows the Subject Property as part of an Urban Mixed-Use Node. The land use section of the comprehensive plan states the following for Urban Mixed-Use Node:

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 drive-through restaurant is consistent with the intent of the Highway Corridor zoning district and the Urban Mixed-Use Node future land use. The proposed development is also consistent with existing land uses in the surrounding area.

Streets that Work Plan

The 2016 Streets that Work Plan labels Hydraulic Road 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 Hydraulic Road include five (5) foot wide sidewalks with no buffer, concrete median with turn lanes, a marked bike lane, and ADA crosswalks at the Seminole Trail intersection. As part of their site plan submittal, the applicants are proposing a ten (10) foot sidewalk with a variable five (5) foot buffer, which will extend from the intersection with Hillsdale Drive, along Hydraulic Road and Seminole Trail to the India Road intersection.

Bike Ped Master Plan

The City's 2015 Bike Ped Master Plan recommends that Hydraulic Road 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 side 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.'* No bike lanes currently exist along hydraulic Road, although sidewalks exist along both sides of the existing road.

Based on the application package, staff concludes that the pedestrian network along Hydraulic Road, Hillsdale Place, India Road and Seminole Trail will not be impacted by the proposed SUP or development. Staff believes the proposed wider sidewalk along Hydraulic Road and Seminole Trail 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 near main entrances to the development.

Hydraulic Small Area Plan

The 2018 Hydraulic Road/Route 29 Small Area Plan notes that redevelopment of the Subject Property is *'critically important to help establish a new development pattern and aesthetic for the corridor.'* It recommends that new buildings *'address Hydraulic Road with an urban frontage and enhanced public realm, reduce surface parking exposure to the public streets, enhance landscaping, and create a smaller block structure.'* Framework diagrams recommend mixed-use commercial development within the area of the Subject Property, along with multi-modal transit improvements to Hydraulic Road and the Seminole Trail corridor. Specified commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters and hotels.

The proposed restaurant use does conform to the vision articulated in the Hydraulic Small Area Plan. While the proposed development does not contain all features discussed within

the plan, such as multi-story mixed-use structures or additional roadways, it does incrementally advance the objectives of the Hydraulic Small Area Plan by densifying the existing commercial area, increasing urban road frontage along Hydraulic Road and Seminole Trail, and enhancing landscaping and pedestrian features.

(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 will likely comply with applicable building code regulations, but final determination cannot be made until final site plan review is completed.

(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 adverse impact to Seminole Trail, Hydraulic Road or Hillsdale Drive.

Vehicular Access

The proposed project will have vehicular access from Hydraulic Road, Hillsdale Drive and India Road. Two access points located close to the Route 29/Hydraulic Road intersection are being removed as part of the redevelopment.

Parking

All parking for the proposed development will be provided onsite per the application materials. Four hundred (400) spaces are being provided per attachment C. The code (Sec. 34-984) requires *1 space per 125 square feet of public floor area, 1 space per 400 sq. ft. of space not open to public, plus required stacking spaces* for drive-in restaurants. As presented, the proposed development will exceed minimum parking requirements.

Staff Analysis: A drive-through restaurant 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. An approved site plan would need to conform to Division 3 (*Outdoor Lighting*) of the Zoning Ordinance regarding fixture type, placement, and screening.

c) Displacement of existing residents or businesses

The Subject Property is currently vacant. The commercial building occupying 901 Seminole Trail was demolished in 2021, while the large shopping center building at 1801 Hydraulic Road is slated for modification and redevelopment to accommodate three new commercial tenants.

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 structure on-site is currently vacant.

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.

As part of their Special Use Permit request, the applicants have asked for a modification of maximum setback requirements for 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*. The minimum setback for the Subject Property is five (5) feet, while the maximum setback is thirty (30) feet along Seminole Trail and twenty (20) feet along all other roads.

Per the interpretation of the City Zoning Administrator, a building must have at least one side located entirely within the build-to-zone to be considered compliant in this zoning district. The proposed site plan for the Subject Property indicates that all new buildings will be located outside the required build-to-zone; the existing shopping center building is also being reduced in size, making it noncompliant with the maximum setback off Hillsdale Drive. The applicant is therefore asking for maximum setbacks on the Subject Property to be modified to permit the proposed site layout, as depicted in their Special Use Permit layout and elevations (**Attachment C**).

j) Massing and scale of project

The proposed layout and elevations (**Attachment C**) show a one-story drive-through restaurant that will front on Seminole Trail and Hydraulic Road. 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.

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 drive-through restaurant 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).

Public Comments Received

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

The applicant held an online community meeting on August 16, 2022. No members of the public were in attendance, and no comments or concerns were received.

Staff has received no additional public comments regarding this application. 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. The drive-through restaurant use is permitted only within the current boundaries of the 901 Seminole Trail parcel.
2. The maximum setback for both 901 Seminole Trail and 1801 Hydraulic Road off Seminole Trail be set to 75 feet.
3. The maximum setback for 901 Seminole Trail and 1801 Hydraulic Road off Hydraulic Road be set to 75 feet.
4. The maximum setback for 901 Seminole Trail and 1801 Hydraulic Road off India Road be set to 75 feet.
5. The maximum setback for 901 Seminole Trail and 1801 Hydraulic Road off Hillsdale Drive be set to 50 feet.

Suggested Motions

1. I move to recommend approval of this application for a Special Use Permit in the Highway Corridor zone at 41B001000 and 41B002000, 901 Seminole Trail and 1801 Hydraulic Road, to permit a drive-through restaurant with the following listed conditions:
 - a. The five (5) 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 Highway Corridor zone at 41B001000 and 41B002000, 901 Seminole Trail and 1801 Hydraulic Road, to permit a drive-through restaurant.

Attachments

- A. Special Use Permit Application
- B. Special Use Permit Narrative
- C. Layout and Elevations



City of Charlottesville

Application for Special Use Permit

Project Name: Hillsdale Place

Address of Property: 901 Seminole Trail + 1801 Hydraulic Road

Tax Map and Parcel Number(s): 41B001000 + 41B002000

Current Zoning District Classification: HW

Comprehensive Plan Land Use Designation: Urban Mixed Use Node

Is this an amendment to an existing SUP? No

If "yes", provide the SUP #: _____

Applicant: Ashley Davies, Riverbend Development

Address: 455 2nd Street SE, Suite 201, Charlottesville, VA 22902

Phone: 434-409-9127 Email: ashley@riverbenddev.com

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

Owner Owner's Agent Designer Contract Purchaser

Owner of Record: 901 Seminole Trail LLC

Address: PO Box 1467, Charlottesville, VA 22902

Phone: 434-409-9127 Email: alan@riverbenddev.com

Reason for Special Use Permit:

Additional height: _____ feet

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

Authorize specific land use (identify) Drive Through Window

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

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

(1) Signature _____ Print Ashley Davies Date 6/24/2022

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

Other (specify): Agent

(2) Signature _____ Print Alan Taylor Date 6/24/2022

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

Other (specify): _____



City of Charlottesville

Pre-Application Meeting Verification

Project Name: Hillsdale Place

Pre-Application Meeting Date: 1/31/22

Applicant's Representative: Ashley Davies

Planner: Dannan O'Connell

Other City Officials in Attendance:

Traffic, Planning, Zoning, Engineering and Utilities

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

1. None discussed

2. _____

3. _____

4. _____

5. _____

Planner Signature: *Dannan O'Connell*



City of Charlottesville

Application Checklist

Project Name: Hillsdale Place

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?
- 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 Ashley Davies Date 6/23/22

By Its: Agent

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



City of Charlottesville

Community Meeting

Project Name: Hillsdale Place

Section 34-41(c)(2) of the Code of the City of Charlottesville (adopted October 19, 2015) requires applicants seeking rezonings and special use permits to hold a community meeting. The purpose of a community meeting is to provide citizens an opportunity to receive information about a proposed development, about applicable zoning procedures, about applicable provisions of the comprehensive plan, and to give citizens an opportunity to ask questions. **No application for a rezoning shall be placed on any agenda for a public hearing, until the required community meeting has been held and the director of neighborhood development services determines that the application is ready for final review through the formal public hearing process.**

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

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

Applicant: Ashley Davies

By:

Signature

Print

Ashley Davies

Date

6/23/2022

Its: Agent

(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: 901 Seminole Trail LLC Date 6/23/2022

By (sign name): *Alan Taylor* Print Name: Alan Taylor

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

Other (specific): _____

Owner's Agent

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

Name of Individual Agent: Ashley Davies

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

Owner: 901 Seminole Trail LLC Date: 6/23/2022

By (sign name): *Alan Taylor* Print Name: Alan Taylor

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 Coran Capshaw Address 455 2nd Street SE, Charlottesville, VA 22902

Name Alan Taylor Address 455 2nd Street SE, Charlottesville, VA 22902

Name _____ Address _____

Name _____ Address _____

Attach additional sheets as needed.

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

Applicant: Ashley Davies

By:

Signature  Print Ashley Davies Date 6/23/2022

Its: Agent (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: Meadowbrook Creek LLC Date 7/18/2022

By (sign name): *Alan Taylor* Print Name: Alan Taylor

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

Other (specific): _____

Owner's Agent

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

Name of Individual Agent: Ashley Davies

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

Owner: Meadowbrook Creek LLC- Longterm Leaseholder Date: 7/18/2022

By (sign name): *Alan Taylor* Print Name: Alan Taylor

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 Coran Capshaw Address 455 2nd Street SE, Charlottesville, VA 22902

Name Alan Taylor Address 455 2nd Street SE, Charlottesville, VA 22902

Name Hunter Craig Address 455 2nd Street SE, Charlottesville, VA 22902

Name Steve Blaine Address 455 2nd Street SE, Charlottesville, VA 22902

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: Ashley Davies

By:

Signature  Print Ashley Davies Date 7/18/2022

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



City of Charlottesville

Fee Schedule

Project Name: Hillsdale Place

Application Type	Quantity	Fee	Subtotal
Special Use Permit	1	\$1800	\$1800
Special Use Permit (Family Day Home for 6-12 Children)		\$500	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
TOTAL			

Office Use Only

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

Amount Received: _____ Date Paid _____ Received By: _____

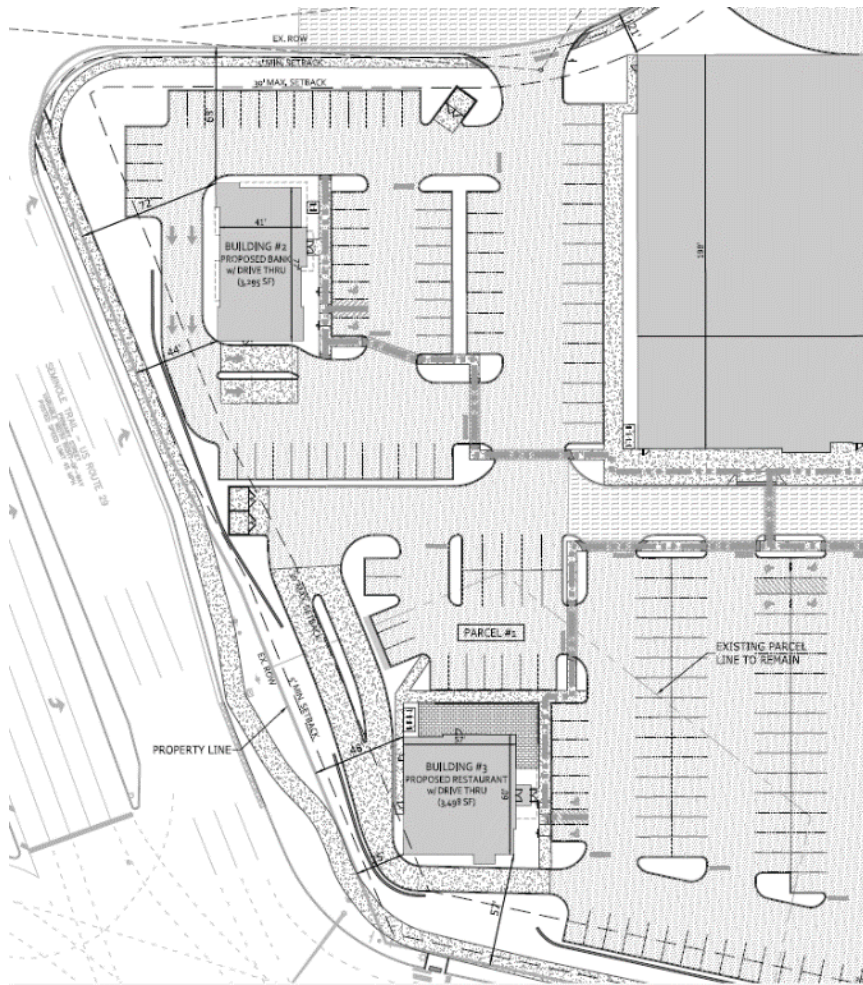
Amount Received: _____ Date Paid _____ Received By: _____

Hillsdale Place Drive Through Special Use Permit Request
6/22/22

Request Details: Special Use Permit for a restaurant with a drive through window and setback waiver for buildings #2 and #3 as identified on overall development plan exhibit created by Collins Engineering and dated 6/17/22. To allow for the development of Buildings #2 & #3, we request that the maximum setback requirement be modified for the proposed building in the Hillsdale Place development plan.

Sec. 34-157. - General standards for issuance.

(a) In considering an application for a special use permit, the city council shall consider the following factors:



(1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood;
Response: The proposed development is located within an area of the City that is primarily retail and commercial establishments, inclusive of a variety of restaurants that include drive through windows. Hillsdale Place, as proposed, is harmonious with existing patterns of use in this area.

(2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan;
Response: The City's Comprehensive Plan designates this area as an Urban Mixed Use Node.

Create new, complete districts comprised of a walkable grid of streets, civic amenity spaces, and an intensive mix of land uses. Respond to existing residential, environmental, historic context, and recommendations provided in previously-adopted Small Area Plans. The first phase of this development, which features the Whole Foods grocery store included both the land and the construction of portions of the Hillsdale Drive extension, a key transportation and pedestrian improvement of the small area plan. The Hillsdale improvements have had a major positive impact on the creation of a grid system and alternative traffic and pedestrian options in this area. The proposed development coordinates pedestrian features and amenities to the Hillsdale frontage while minimizing the impact of Route 29 by lowering the site on that frontage.

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

Response: The proposed development and use 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;

Response: Because of the location of the drive through, internalized within the Hillsdale Place shopping center site, there is no traffic or congestion as a result of this request.

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

Response: No impact. This portion of the project is below grade and all lighting will be dark sky compliant.

c. Displacement of existing residents or businesses;

Response: The site is currently vacant, so no displacement will result. Instead, new businesses will enliven the site and contribute to the City's tax base.

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

Response: The development of Hillsdale Place will greatly benefit the City's tax base while also providing new job opportunities and retail establishments in the City. Previous economic studies of the site estimated approximately \$3MM annually to the City in tax revenues.

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

Response: No impact. This project does not propose any residential density.

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

Response: No impact to affordable housing.

g. Impact on school population and facilities;

Response: No impact to schools.

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

Response: No impact to historic or conservation districts.

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

Response: This project will conform with all applicable laws.

j. Massing and scale of project.

Response: A general massing of the building that would accompany the drive through restaurant has been included with this submittal. Because this section of the site is situated below the grade of the right-of-way, most of the drive through and building will not be visible.

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

Response: The 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. This proposal is harmonious with the intent of the Highway Corridor 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

Response: With this Special Use Permit application, we request a waiver to setback requirements that would apply to the buildings on site. We make this request with the understanding that the setbacks in this area of the site include many utilities that would be in conflict with other features such as landscaping and retaining walls. In addition, future changes to Hydraulic Road, including the Hillsdale Drive intersection, are proposed that will potentially require additional right-of-way. By allowing for flexibility in setbacks, there will be room to accommodate sidewalks, landscaping, retaining walls and the drive through lane within this limited area. As this portion of the site is below grade and adjacent to the busiest roadways in the City, this design choice allows for the restaurant to be better integrated with the overall site design and keeps congestion out of the roadways by internalizing the circulation system and entrances. To allow for the development of the site, we request that the maximum setback requirement be modified as outlined in the staff report.

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

Response: Noted- this site does front on Entrance Corridors, and an ERB Certificate of Appropriateness (COA) has previously been approved for this site. The proposed site plan that accompanies this SUP request will require a new ERB COA. No tenant has been identified yet for the drive through location, therefore architectural details will come before the ERB at a later date. General renderings have been provided to give a better understanding of the drive through location and building massing for Building #3, the restaurant and drive through window that is the subject of this Special Use Permit request.

Sec. 34-162. - Exceptions and modifications as conditions of permit.

- (a) In reviewing an application for a special use permit, the city council may expand, modify, reduce or otherwise grant exceptions to yard regulations, standards for higher density, parking standards, and time limitations, provided:

With this application, we formally request a modification to the yard requirements for the Hillsdale Place Development. We specifically request that the maximum setback be modified

to allow for the drive through lanes, future VDOT improvements, landscaping and pedestrian features that are necessary for this development.

- (1) Such modification or exception will be in harmony with the purposes and intent of this division, the zoning district regulations under which such special use permit is being sought; and

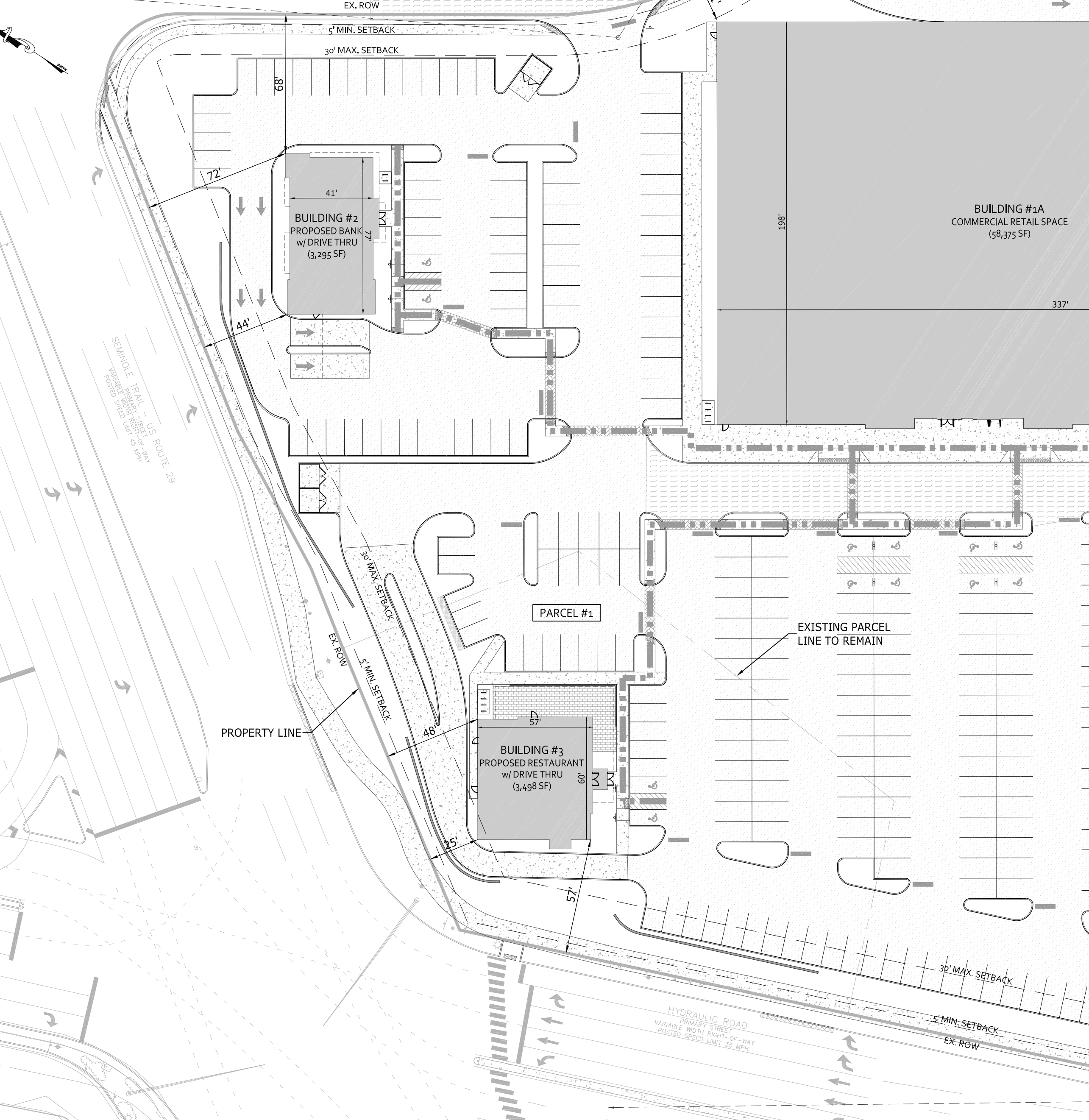
This request is harmonious with the auto-oriented nature of the Highway Corridor Zoning district and helps to create a more cohesive and internally coordinated site. The site is more pleasant for pedestrians by moving uses slightly further from Route 29 and dropping the grade to match other areas of the site.

- (2) Such modification or exception is necessary or desirable in view of the particular nature, circumstances, location or situation of the proposed use; and

The maximum setbacks within the Highway Corridor Zoning District would not allow for a drive through use, which is the purpose of this Special Use Permit request. As previously mentioned, additional setback is necessary to accommodate existing and proposed utilities, VDOT improvements, pedestrian amenities, landscape, lighting and vehicular circulation.

- (3) No such modification or exception shall be authorized to allow a use that is not otherwise allowed by this chapter within the zoning district in which the subject property is situated.

No change in use or allowance of a use not already authorized in zoning has been requested.



EX. ROW

5' MIN. SETBACK

30' MAX. SETBACK

68'

72'

41'

BUILDING #2
PROPOSED BANK
w/ DRIVE THRU
(3,295 SF)

77'

44'

SEMINOLES TRAIL — US ROUTE 29
PRIMARY STREET
VARIABLE WIDTH RIGHT-OF-WAY
POSTED SPEED LIMIT 45 MPH

BUILDING #1A
COMMERCIAL RETAIL SPACE
(58,375 SF)

337'

198'

PARCEL #1

EXISTING PARCEL
LINE TO REMAIN

PROPERTY LINE

30' MAX. SETBACK

5' MIN. SETBACK

48'

BUILDING #3
PROPOSED RESTAURANT
w/ DRIVE THRU
(3,498 SF)

57'

60'

25'

57'

30' MAX. SETBACK

5' MIN. SETBACK

EX. ROW

HYDRAULIC ROAD
PRIMARY STREET
VARIABLE WIDTH RIGHT-OF-WAY
POSTED SPEED LIMIT 35 MPH



Hillsdale Place
Charlottesville, Virginia



*Note: For conceptual illustration only.
Design, dimensions, colors, materials,
and the location of signs and doors are
subject to change.*

Illustrative Rendering

16121.00
04.21.22
Page 1





Hillsdale Place
Charlottesville, Virginia



*Note: For conceptual illustration only.
Design, dimensions, colors, materials,
and the location of signs and doors are
subject to change.*

Illustrative Rendering

16121.00
04.21.22
Page 2





Hillsdale Place
Charlottesville, Virginia



*Note: For conceptual illustration only.
Design, dimensions, colors, materials,
and the location of signs and doors are
subject to change.*

Illustrative Rendering

16121.00
04.21.22
Page 3





Hillsdale Place
Charlottesville, Virginia



*Note: For conceptual illustration only.
Design, dimensions, colors, materials,
and the location of signs and doors are
subject to change.*

16121.00
04.21.22
Page 4





Hillsdale Place
Charlottesville, Virginia



*Note: For conceptual illustration only.
Design, dimensions, colors, materials,
and the location of signs and doors are
subject to change.*

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Page 5





Hillsdale Place
Charlottesville, Virginia



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Design, dimensions, colors, materials,
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subject to change.*

Illustrative Rendering

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04.21.22
Page 6





CITY OF CHARLOTTESVILLE

"A Great Place to Live for All of Our Citizens"

Department of Neighborhood Development Services

Memorandum

To: Lyle Solla-Yates, Chair, Charlottesville Planning Commission
Charlottesville Planning Commission

From: James Freas, Director, Neighborhood Development Services
Jack Dawson, City Engineer

Date: November 8, 2022

Re: Multi-Modal Transportation Prioritization Method

The City received a Growth & accessibility Planning (GAP) technical assistance grant from the Virginia Department of Transportation (VDOT) Office of Intermodal Planning and Investment (OIPI). The purpose of the grant is to develop a data-based needs prioritization process that would assist the City in identifying bike and pedestrian improvement projects for funding through the annual CIP process as well as state or federal grant applications. City staff have worked with the state selected consultant team as well as staff from OIPI and the project is anticipated to be completed before the end of this year.

The core of the process is a database that assesses an existing range of projects drawn from the Bike & Pedestrian Plan and the Streets That Work Plan. Each project is assessed using a range of datapoints to identify a set of top scoring projects. This process is built to be dynamic, adjusting as conditions change and projects are completed. The final step in the process of selecting projects for funding in a given year is a more qualitative assessment of equity across neighborhoods and with regard to the development of an overall coherent road network.

The attached presentation is drawn from one prepared by our consultant team.

GROWTH AND ACCESSIBILITY PLANNING (GAP)

TECHNICAL ASSISTANCE PROGRAM

Non-motorized Infrastructure Needs Prioritization Process

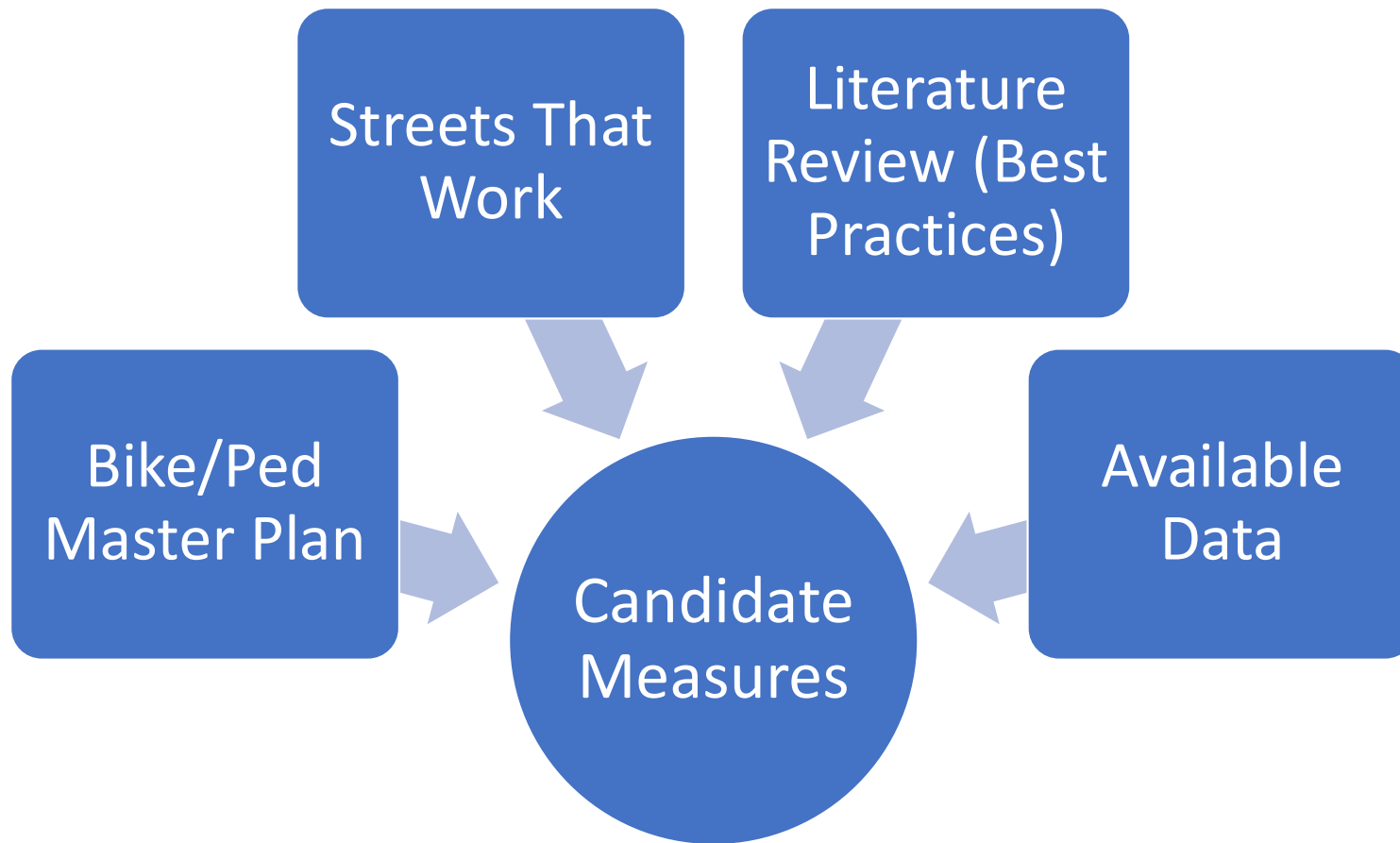
City of Charlottesville



Develop a Needs Prioritization Process that will:

- **Support the City's Capital Improvement Program and grant-eligible transportation project selection**
- **Access and operationalize performance measures and associated thresholds**
- **Create a process for the City that can be utilized on an ongoing basis**
- **Create a guiding document specifying the step-by-step process for evaluating non-motorized projects**

Task 4: Process of Prioritization of Non-motorized Transportation Need/Projects



Task 4: Process of Prioritization of Non-motorized Transportation Need/Projects

- **Level of Traffic Stress**

- Streets That Work Classification & Intersection Hot Spots (Streets that Work)
- Traffic Congestion (VTrans)

- **Safety**

- Pedestrian/Bicycle/Overall Crashes (VTrans)

- **Area/Corridor Suitability**

- Walk/Bike Score (VTrans)
- Activity Centers (VTrans)
- Elementary School Locations (Charlottesville)
- Population/Employment Density (Census)
- Transit Routes/Stops (GRTC/Charlottesville)
- Profile Slopes (Charlottesville)

- **Equity**

- Equity Emphasis Areas (VTrans)
- Low-income/Minority Population (Census)

- **Current Walk/Bike Demand**

- Walk/Bike Volume Index (StreetLight)
- Walk/Bike Residential Commuter Share (Census)
- Short-trip commutes within and between neighboring tracts (LODES)

- **Connectivity**

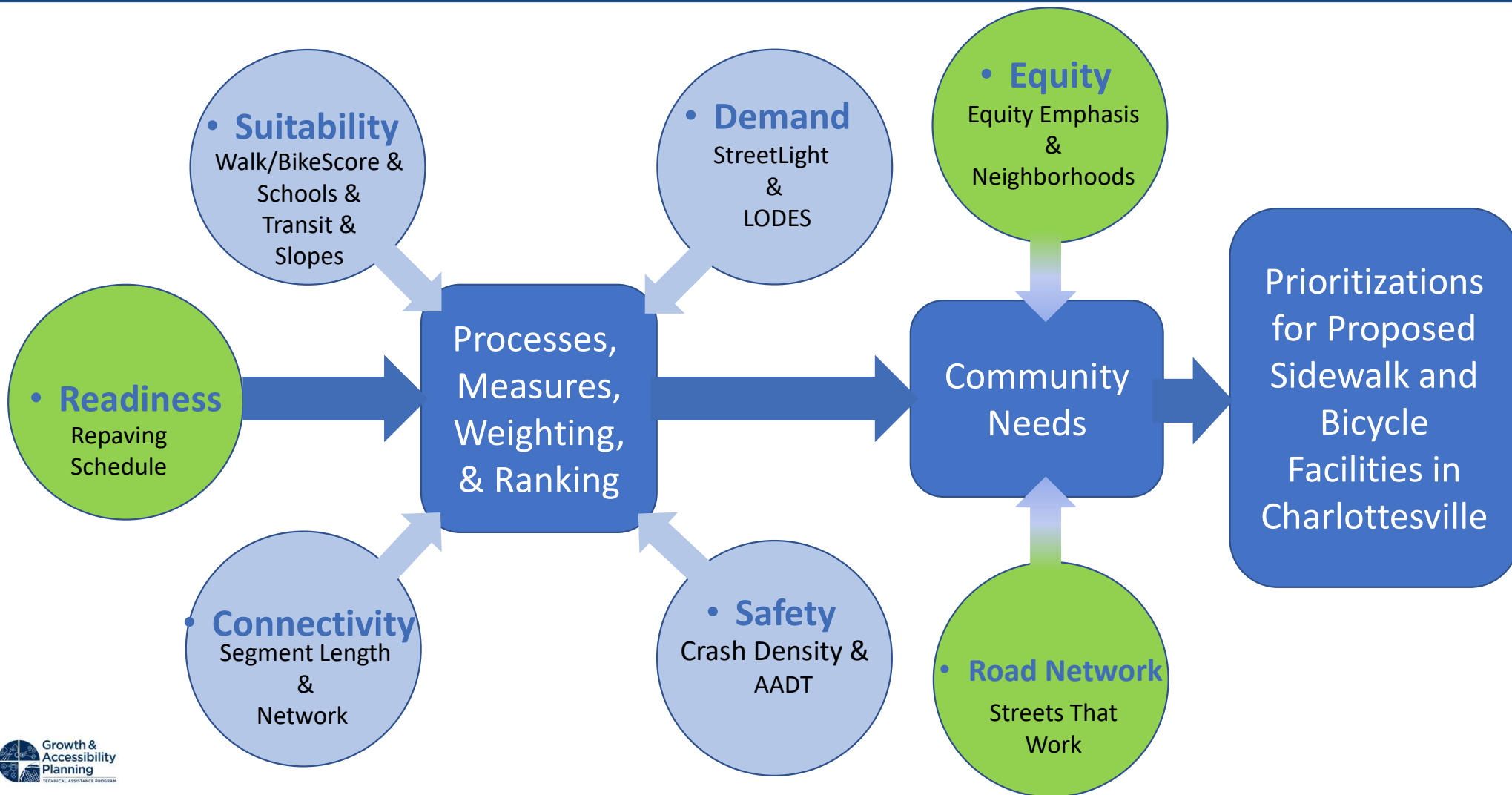
- Walk/Bike Network Connectivity (Charlottesville)
- Access to Public Bike Racks (Charlottesville)
- Access to UVA Campus (Charlottesville)

- **Readiness**







- Walk/Bike Segment Length (Charlottesville)
- Bike Facility quality (Charlottesville)

Processes for Measures and Weighting





Task 4: Process of Prioritization of Non-motorized Transportation Need/Projects: Schematic



Task 4: Process of Prioritization of Non-motorized Transportation Need/Projects: Details

Measure	Category	Description	Year	Updates	Source
Paving & Work Schedule	Readiness	Bike lanes in curb line should inform the design of the repaving and restriping program Shared-Use Paths serve both bike and walk needs.	2022	Annual	Charlottesville
Walk/BikeScore 	Suitability	Aggregate description of walking and biking destination quality, proximity and appeal. Average across the length of each segment. Polygon buffer to intersect blocks on both sides of each sidewalk or bikeway segment. Weighted average Score. Sidewalks had to be mapped from road edge to centerline. Bikeways already on centerline, sidewalks had to be mapped to centerline.	2019	Quarterly	Interact VTrans
School Proximity 	Suitability	Straight distance from Nearest point of segment to Elementary school locations. Elementary Schools chosen because young students are the most vulnerable.	2022	Rarely	Google Earth
Transit Proximity 	Suitability	Straight distance from Nearest point of segment to CAT bus transit stops. Many more Bus stops than Elementary Schools, arranged along arterials. Ranked Data, not Scored.	2019	Rarely	Charlottesville
Segment Slope 	Suitability	Maximum Slope endured along centerline of Sidewalk or Bikeway along 50-foot grid cells, based on 2-foot interval contour grid.	2020	Never	Charlottesville
StreetLight 	Demand	Survey of Walk/Bike trips passing midpoint of each proposed segment. High walk or bike use through midpoint equal higher score for segment.	2019	Monthly	StreetLight
LODES 	Demand	Commute numbers within- and between- adjacent tracts in study area to determine commute market for short trips. Score each segment on number of commutes within and between connected tracts.	2019	Annual	LEHD/LODES (Census)

Task 4: Process of Prioritization of Non-motorized Transportation Need/Projects: Details

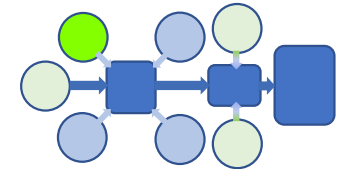
Measure	Category	Description	Year	Updates	Source
Crashes/Mi. 	Safety	Density of Pedestrian or Bike crashes per centerline mil. This data is sparse compared to proposed Segment distributions. Highest Crash rates = Greatest Need for Improvement. Because of data scarcity, data is ranked, not scored.	2015-2021	Annual	Interact VTrans
AADT 	Safety	Average AADT along the blocks containing each segment. High traffic corridors are least likely to appeal to walkers or bikers. Majority of local streets assigned 5,300 AADT per Highway Capacity Manual and VTrans guidance.	2019	Annual	Interact VTrans
Network Connectivity 	Connectivity	How much does the proposed segment improve the quality of the walking or biking network in Charlottesville? Score segments that improve network quality higher. This metric includes number of connections to existing network as well as proposed path quality and update geometry.	2015	Rarely	Charlottesville
Segment Length 	Connectivity	Simple measure of segment length, affecting budget and connectivity. Score longer segments higher, as they would add the most to the network extent.	2019	Rarely	Charlottesville
Equity Emphasis/ Neighborhoods	Equity	Balancing results of scoring with community needs across the city of Charlottesville. Consider balancing infrastructural investments between 19 neighborhoods. Consider apportioning more to disadvantaged block groups.	2019	Rarely	InteractVTrans / Charlottesville
Streets that Work Typology	Road Network	Post-Processing Step to validate sidewalk and bikeway validity for city's vision for arterial streets	2016		Charlottesville

Task 4: Prioritization of Non-motorized Transportation Need/Projects: Area/Corridor Suitability

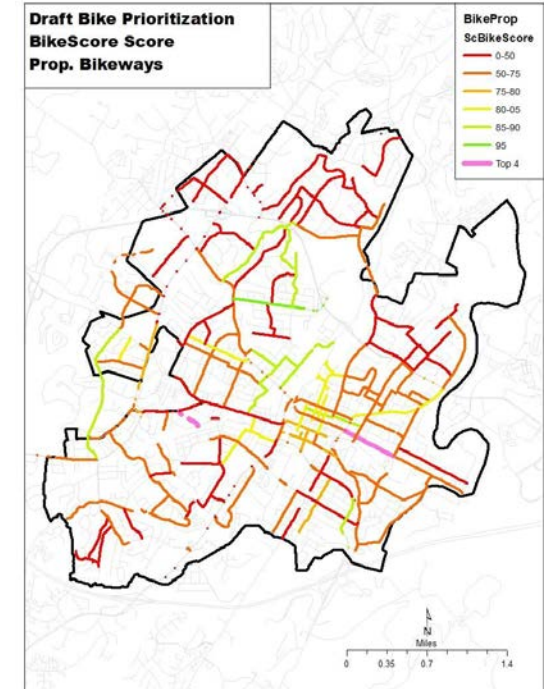
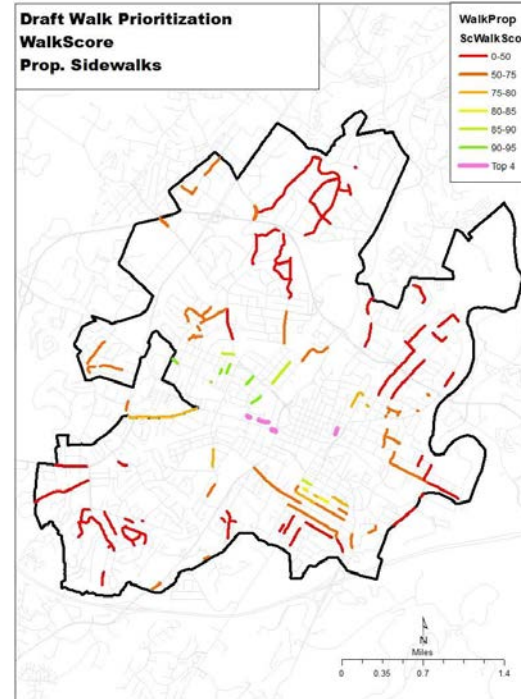
Walk/Bike Score
(VTrans)

Average Score by Segment
Change along Segment

WalkScore & BikeScore aggregate measures of suitability



- **2019 Inferred Demand**
- **Walk/Bike Score incorporates**
 - Slope
 - Schools
 - Accessibility to destinations
 - Etc.
- **Different for WalkScore and BikeScore**
- **Scoring**
 - Average Along Segment



Study Schedule

Charlottesville Non-motorized Infrastructure Needs Prioritization Process Schedule

Task	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12
Task 1: Project Coordination			●			●			●			●
Task 2: Internal Capability Assessment		▲										
Task 3: Assessment of Existing Prioritization			▲									
Task 4.1: Methods and Measure Development							▲					
Task 4.2: Process Development												▲

● Quarterly Update Meeting

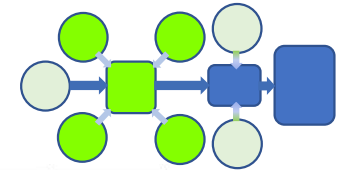
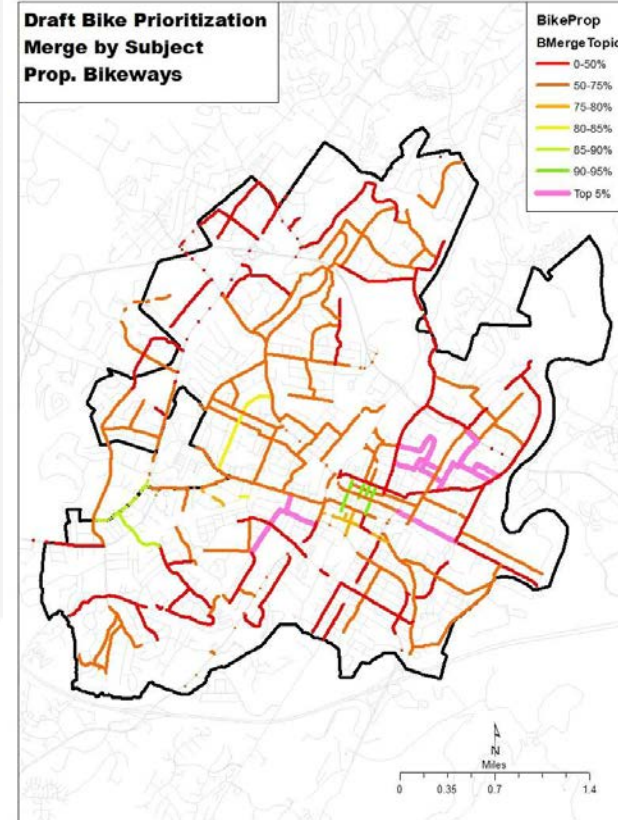
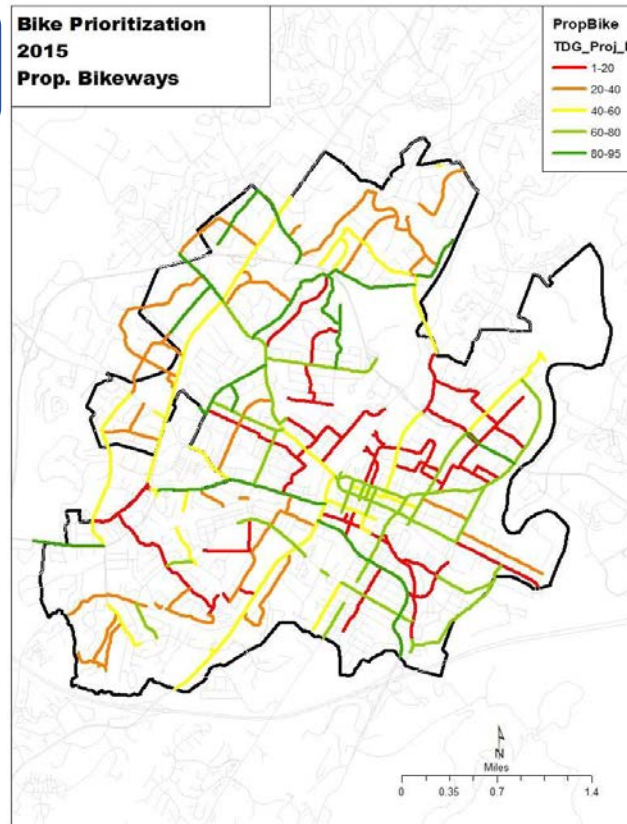
▲ Deliverable

Next Steps

- **Verifying Scores/Ranks**
- **Charlottesville Assessment/Approval of Draft Segment Ranking**
 - Scoring Approved Metrics 0-99
 - Weighting
 - Combined Ranking, comparison with 2015 Prioritization
- **Developing ArcGIS Online Web Map**
- **Document Process – Manual for Scoring & Prioritization**
 - Writing Up Processes throughout
 - Draft Report of Data, Scores & Prioritizations
- **Outreach**
- **November Meeting Materials**

Task 4: Prioritization of Non-motorized Transportation Need/Projects: Segment Slope

Overall Scores:
Bikeways





PLANNING COMMISSION MEETING

MEETING DATE: November 8, 2022

STAFF PRESENTATION OF THE CLIMATE ACTION PLAN

STAFF PRESENTERS:

Kristel Riddervold, Environmental Sustainability Division Manager
Susan Elliott, Climate Protection Program Manager

ADDITIONAL STAFF CONTACTS:

Stacey Smalls, Public Works Director
Emily Irvine, Climate Program Specialist

Background

The City of Charlottesville committed to developing a Climate Action Plan (CAP) aimed to achieve its greenhouse gas (GHG) emissions reduction goals of 45% by 2030 and carbon neutrality by 2050.

In April 2022, staff delivered to City Council a two-part presentation that included an update on the CAP's development as well as preliminary plan content for the CAP. Following that presentation, staff was directed to push forward with the development of the CAP, aiming for completion prior to commencement of this year's FY24 budget development process.

The CAP was presented to City Council at their October 3, 2022 work session, which several members of the Planning Commission were able to attend.

Climate Action Plan Overview

The CAP is a strategic plan document, aimed at meeting the 2030 GHG reduction goal, positioning Charlottesville to achieve its 2050 goal, and bridging into implementation by providing guidance and direction for near term action. It is structured as a living document, intended to be updated at periodic intervals and as evolving circumstances warrant. Within the document, the identified strategies are expected to endure as Charlottesville approaches its 2030 and 2050 goals with the Key Actions being completed and replaced with next step items within the next 1-3 years.

The CAP is a communitywide plan – meaning that while some actions in the CAP are uniquely situated for the City government to pursue, many of the actions and strategies can also be taken up by individuals and organizations within the community, or in partnership between the City and community organizations.

[Click here to access the Charlottesville Climate Action Plan](#)

The CAP document is organized into multiple chapters addressing the following topics:

- Introduction to climate planning and the role of GHG emissions in climate change
- Plan background and policy context
- Plan structure, reporting, and accountability mechanisms
- Charlottesville's GHG Emissions and opportunities for reductions
- Guides for action – including consideration of equity, co-benefits, and community involvement
- Strategies for Community Emissions and Municipal Emissions Sectors
- Leadership opportunities

- Emissions draw down and action areas beyond Charlottesville’s GHG inventory
- Looking ahead to implementation, project/resource needs, and alignment with the City’s concurrent Zoning Update

Development of the Climate Action Plan

Since the initiation of the Climate Action Plan development process in the fall of 2020, the City has actively engaged with community members through a variety of means (summarized in Chapter 2 of the plan). Active engagement opportunities saw participation levels range from 20-30 participants at once to over 300 respondents to the Climate Action survey.

Charlottesville’s CAP is the result of a multi-layered approach to inform the plan, including:

- Internal programmatic experience and expertise
- Greenhouse gas (GHG) inventory data and areas of impact
- Progress on GHG emission reduction goals
- City Council direction in the form of two resolutions listing items to ensure were included
- Past planning efforts such as the Local Climate Action Planning Process
- Public input on other City planning efforts, including Cville Plans Together (Affordable Housing Plan, Comprehensive Plan, and Zoning Ordinance Update)
- Review of peer communities’ CAPs
- Professional networks / Best practices
- Policy guidance
- Staff input
- Direct community engagement in the form of:
 - Small group stakeholder sessions
 - Community workshops
 - Community conversation on equity in climate action
 - Community survey
 - Listening sessions aimed at bringing new voices into the conversation
 - Community town hall event
 - Comments and recommendations submitted directly to staff by individuals and community organizations

Planning Commission Discussion

Development of the Climate Action Plan is in alignment with City Council’s Green City Vision, the Strategic Plan: Goal 3 – A Beautiful and Sustainable Natural and Built Environment; and the Comprehensive Plan: Chapter 7 (Environment, Climate, and Food Equity).

Per the Comprehensive Plan, the Climate Action Plan will be proposed for adoption as an amendment to the Comprehensive Plan; this process is forthcoming. The City’s Climate Program is currently sharing the CAP with the community, including various City boards and commissions, and is seeking to hear thoughts on the plan and how we, as a community, can build upon it to move climate action forward.

The CAP has identified specific strategies and key actions that relate to the development of Charlottesville’s built environment, the connection between land use and transportation planning, the zoning code, and integrated multi-modal transportation planning. It also includes a chart that cross references key actions related to the zoning code update by general topic area.

We welcome the Planning Commission’s consideration of the CAP and questions and discussion about how it can support the Planning Commission’s work to inform and shape a low carbon (and future carbon neutral) Charlottesville.

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF MEMO



PLANNING COMMISSION REGULAR ITEM
CONSIDERATION OF SITE PLAN CODE COMPLIANCE
PROJECT P22-0076
DATE OF MEETING: November 8, 2022

Project Planner: Matt Alfele, AICP
Date of Staff Memo: October 28, 2022

Applicant: Southern Development
Applicant's Representative(s): Charlie Armstrong
Current Property Owner: Belmont Station, LLC

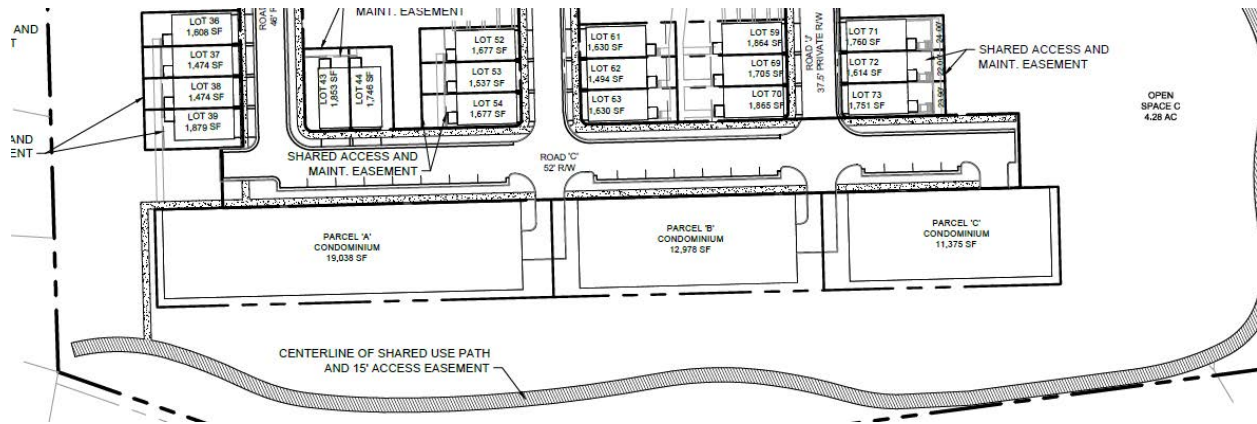
Application Information

Property Street Address: 240 Stribling Avenue
Tax Map & Parcel: 18A025000 (real estate taxes paid current – Sec. 34-12)
Total Square Footage/ Acreage Site: 12.07 acres (525,769 square feet)
Comprehensive Plan (General Land Use Plan): Medium Intensity Residential
Current Zoning Classification: Planned Unit Development (PUD)
Overlay District: None

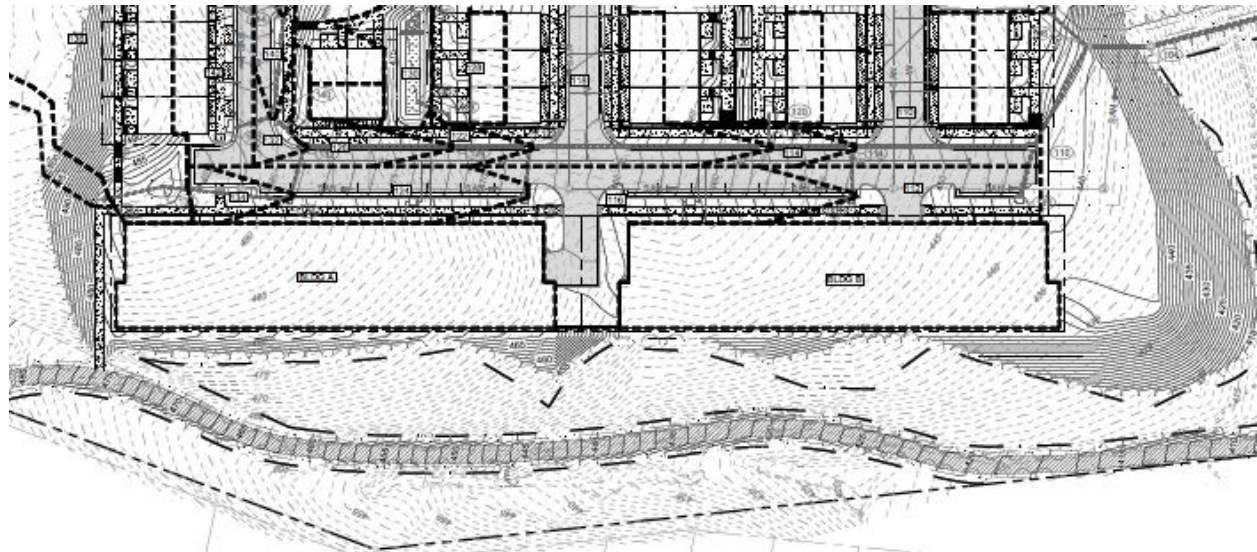
Applicant's Request

On April 18, 2022 City Council granted a rezoning request for 240 Stribling Avenue (Subject Property) to become a Planned Unit Development with a proffered development plan (elements of this plan can be reviewed under **Attachment B**). One aspect of the approved plan was the inclusion of three (3) multifamily buildings located near the western edge of the development. After receiving approval from City Council for the rezoning, the applicant moved to the next step of the development process, which is site plan approval. On August 9, 2022 a preliminary site plan was submitted to Neighborhood Development Services (NDS) for review. One comment generated during that review stated the number of multifamily buildings on site decreased from three (3) buildings to two (2) buildings and did not conform to Section 34-518(a) and (b). The applicant is appealing staff's determination per Section 34-820(d)(1). The applicant interpretation and rebuttal can be found under **Attachment A**.

April 18, 2022 approved PUD Development Plan



August 9, 2022 Preliminary Site Plan (image is taken from the grading plan)



Staff believes altering the multifamily building count from the approved PUD Development Plan is a deviation under Section 34-518(a) and 34-518(b). These code sections state:

(a): Approval of the rezoning application establishes the maximum density/intensity, height and other dimensional requirements, the general location of each use and locations for streets and utilities shown on the development plan. Together with any approved proffers, the approved development plan shall establish the zoning requirements applicable to the PUD. Approval of a PUD does not relieve the applicant from its obligation to comply with all local, state, and federal laws and regulations. Any change in use, increase in density/intensity, any substantial decrease in the amount of open space, substantial change in the location of permitted uses or streets,

and any other substantial change from what is shown on the approved development plan shall be deemed a substantial deviation requiring an amendment of the PUD approval. Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.

And;

(b): Following approval of a PUD development plan, preliminary and final subdivision and site plan approvals shall be required. All such plans shall conform to the approved PUD development plan...

Staff believes changing the multifamily building count from three (3) to two (2) is substantial deviation per 34-518(a) and (b) due to the following factors:

1. **Intensity:** The approved PUD Development Plan called for ninety-six (96) apartment/condominium units within three (3) multifamily buildings with a max height of fifty-five (55) feet. What is being proposed in the preliminary site plan is ninety-six (96) apartment/condominiums within two (2) multifamily buildings with a max height of fifty-five (55) feet. Staff finds there will be an increase in intensity with this change as the PUD Development Plan called for the units to be spread out over more buildings.
2. **Substantial change from what is shown on the approved development plan:** Staff finds the approved PUD Development Plan shows three multifamily buildings. Staff also finds the presentation materials used during the rezoning process that was shared with the public, Planning Commission, and City Council also included three (3) medium scale buildings. It should be noted that staff is not making a value judgment under #2, only that the change is substantial and should be evaluated under Section 34-519 (PUD Amendment).
3. **Not limited to (massing):** Staff finds the change in multifamily buildings from three (3) to two (2) would create an overall massing change to the development. Currently the three (3) smaller buildings help breakup the massing as the development steps down to townhouses and duplexes. Staff is concerned this may not happen with only two buildings. It should be noted that staff is not making a value judgment under #3, only that the change is substantial and should be evaluated under Section 34-519 (PUD Amendment).
4. **All such plans shall conform to the approved PUD Development Plan:** Staff finds the approved PUD Development Plan shows three multifamily buildings and the site plan presented shows two.

The applicant is appealing staff's interpretation of Section 34—518(a) and (b) as it applies to the 240 Stribling Avenue PUD plan per Section 34-820(d)(1) This code sections states that the Planning Commission is the reviewing body for site plans related to Planned Unit Developments

and must determine if they meet all site plan requirements. In most cases staff will review site plan applications and only move them forward to Planning Commission once they can be approved. In other cases, the applicant will appeal a denial by staff to the Planning Commission. This usually happens after many rounds of review at the ministerial level and not after the initial round of review by staff. In this case the applicant is asking the Planning Commission to step in and comment on the question of substantial deviation as it relates to changing from three (3) building to two (2) building prior to continuing the engineering of the site.

What is NOT being asked of the Planning Commission:

- To review the full site plan for approval or denial.
- To do an analysis of the proposed change (this is only about the change shown being a substantial deviation or not).

What IS being asked of the Planning Commission:

- Does Planning Commission consider the reduction in the number of multifamily buildings on site to be a substantial deviation as stated in Section 34-518(a) and (b)?

If it is a substantial deviation the applicant has the following options:

1. Incorporate the third building as shown in the approved PUD Development Plan;
2. Amend the approved PUD Development Plan as outline in Section 34-519.

If it is not substantial deviation, the Planning Commission is informing the applicant that the site plan, as presented with two multifamily buildings, conforms to the approved PUD Development Plan.

Attachments

- A. Request from the applicant
- B. Approved PUD Development
- C. Layout Sheet(s) for the site plan submitted August 9, 2022



October 26, 2022

Matt Alfele
City of Charlottesville
PO Box 911
610 E Market St
Charlottesville, VA 22902

Dear Mr. Alfele:

We are in receipt of Staff's comments on the 240 Stribling PUD Preliminary Site Plan. Comment #10 states that staff believes the change from 3 multifamily buildings to 2 multifamily buildings is a "substantial deviation" from the approved PUD Development Plan. The comment offers 3 ways to address the issue, including:

- a. Incorporating the 3 buildings as indicated on the approved PUD Development Plan;
- b. Amend the approved PUD Development Plan;
- c. Make an argument to Planning Commission (the reviewing body for this plan per Section 34-820(d)(1) that the site plan as presented does not substantially deviate from the approved PUD Development plan.

Per option (c) above, and in accordance with section 34-820(d)(1) we request that that the Planning Commission review this question to determine substantial conformance with (or substantial deviation from) the PUD Development Plan.

Sec. 34-518 regarding approval of rezoning applications states: "*Approval of the rezoning application establishes the **maximum density/intensity**, height and other dimensional requirements, the **general location** of each use and locations for streets and utilities shown on the development plan. Together with any approved proffers, the approved development plan shall establish the zoning requirements applicable to the PUD. Approval of a PUD does not relieve the applicant from its obligation to comply with all local, state, and federal laws and regulations. Any change in use, **increase in density/intensity**, any substantial decrease in the amount of open space, **substantial change in the location of permitted uses or streets**, and **any other substantial change** from what is shown on the approved development plan shall be deemed a substantial deviation requiring an amendment of the PUD approval. **Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.***"

The bold emphasis above was added by us to highlight what we believe are the relevant portions of the above code section to evaluate. The question is whether the change from 3 multifamily

buildings, as shown on the PUD Development Plan, to 2 multifamily buildings, as shown on the Preliminary Site Plan, is substantial.

We do not believe this is a substantial change. We and the City Code both acknowledge that the word “substantial” is subjective, and that it might be perfectly reasonable for us, staff, and each individual member of the Planning Commission to have differing opinions on what is “substantial.” However, the code section cited above does give some limited guidance: “*Factors to be considered in determining whether a change is substantial include, but are not limited to: the extent of the locational change and the expected impact on properties adjacent to the PUD.*”

We believe the extent of the locational change is insignificant and the expected impact on properties adjacent to the PUD is none.

Image 1 is taken from the approved PUD Development Plan:

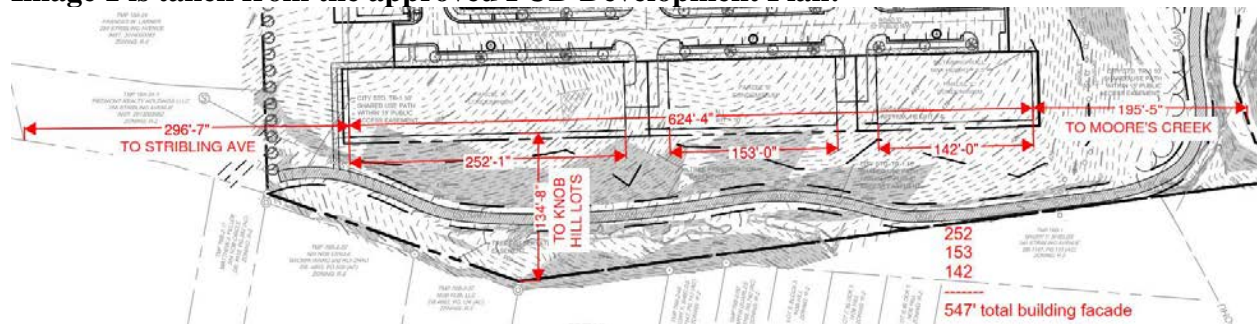
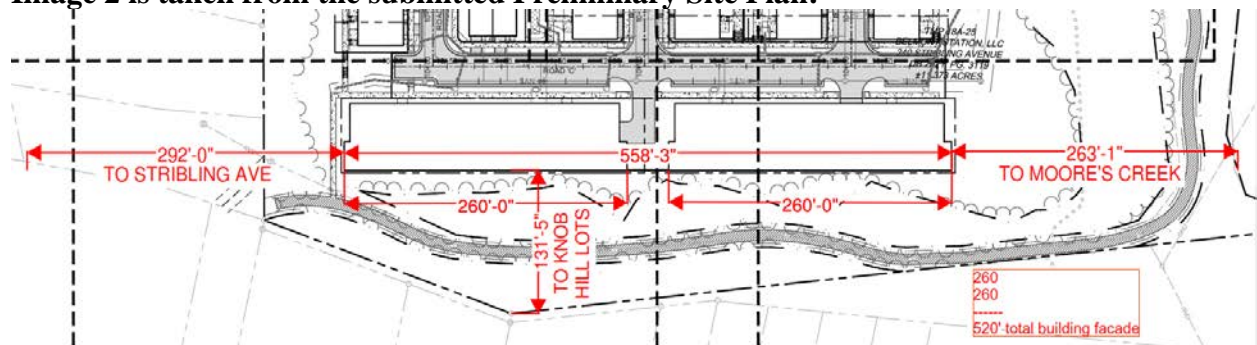


Image 2 is taken from the submitted Preliminary Site Plan:



The relevant differences between the PUD to the Site Plan include:

- 3 multifamily buildings in the PUD Plan; 2 in the Site Plan (note that there are dozens of other buildings proposed in the PUD, not just these, and those haven't changed);

- Individual multifamily building façade lengths of 252', 153', & 142' in the PUD Plan; and individual lengths of 260' & 260' in the Site Plan.;
- A reduction in cumulative façade length from 547' in the PUD Plan to 520' in the Site Plan. There is no change in the total number of units or bedrooms in the multifamily buildings. Perhaps irrelevant to this decision, but to explain how smaller cumulative building mass contains the same density, deleting a building deletes the 2 internal staircases that would have been in that building, which decreases the cumulative building mass without sacrificing units/bedrooms.
- De-minimus 3- or 4-foot differences in proximity of the buildings to Stribling Ave and adjacent Nob Hill property lines. Note that the homes in Nob Hill are a further ~70' from their rear property lines, making them at least 150-200' away from the proposed buildings on both the PUD Plan and the Site Plan, through a heavily wooded area.
- An increase in the distance of the buildings from adjacent Moore's Creek, from 195' on the PUD Plan to 263' on the Site Plan.

We do not feel that this change is significant in the eyes of City Code, and we request the Planning Commission's interpretation. Should the Planning Commission determine that the change is significant, we will submit a zoning amendment application per option (b) above, which of course involves a great deal of City effort and process, and ultimately would come back to the Planning Commission again for a recommendation to City Council. We are hopeful that burdensome and time-consuming rezoning process can be avoided and we can get on with creating new homes.

Thank you for your consideration.

Sincerely,



Charlie Armstrong
Belmont Station, LLC
Owner/Applicant

ORDINANCE**Amending and Re-enacting the Zoning Map for the City of Charlottesville, Virginia, to reclassify property from R-1S and R-2 to Planned Unit Development for the “240 Stribling PUD”, and granting a critical slope waiver for the 240 Stribling PUD**

WHEREAS, Belmont Station, LLC (“Landowner”) submitted rezoning application ZM20-00002 (“Application”) seeking a change in the zoning district classification for approximately twelve (12) acres of land identified by City Real Estate Tax Parcel Identification No. 18A025000 (“Subject Property”), from R-1S (Residential Small Lot) and R-2 (Residential Two-Family) to Planned Unit Development (“240 Stribling PUD”), with such rezoning made subject to certain development conditions proffered by the Landowner (“Proffers”); and

WHEREAS, the purpose of the rezoning application is to allow a specific development project (“Project”) identified within a written PUD Development Plan, dated June 11, 2021, as revised through March 21, 2022, and the Statement of Final Proffer Conditions signed by the Landowner on November 11, 2021 for the “240 Stribling PUD”. The PUD Development Plan identifies the general or approximate location of the following housing types to be constructed: 20 rows of townhouses, two multifamily dwelling units, and two single-family attached dwellings. The PUD Development Plan also depicts two central greens, protection of a wooded area between the development and Moore’s Creek, a shared use path constructed to City Standard Detail TR-1, a public street connection to Morgan Court, and six (6) private streets intended for rear loading of the townhouses within the development. Structured parking will be provided within the multifamily dwelling units, and sidewalks will be constructed on both sides of all new public streets within the development, and along one side of each private street within the development. The development of the Subject Property will further be subject to the conditions of a critical slope waiver approved by City Council, as requested in Application P20-0079. (Collectively, all of the foregoing materials describe the specific “Project”); and

WHEREAS, a joint public hearing on the proposed rezoning of the Subject Property was held before the Planning Commission and City Council on September 14, 2021, after notice to the public and to adjacent property owners as required by law; and

WHEREAS, on November 9, 2021, following the joint public hearing, the Planning Commission voted to recommend that City Council should approve the proposed rezoning for the Project, subject to certain qualifications; and

WHEREAS, City Council has considered: the details of the specific Project, as represented within the Landowner’s various application materials, the Staff Reports relating to the application materials, the comments received from the public, and the Planning Commission’s recommendation; and

WHEREAS, this Council finds and determines that the public necessity, convenience, general welfare and good zoning practice require the proposed rezoning; that both the existing zoning classification (R-1S) and the proposed PUD zoning classification (subject to the proffered development conditions) are reasonable; and that the proposed rezoning is consistent with the Comprehensive Plan; now, therefore,

BE IT ORDAINED by the Council of the City of Charlottesville, Virginia that, in order to allow the development of the Project described above within this Ordinance, the Zoning Map incorporated in Section 34-1 of the Zoning Ordinance of the Code of the City of Charlottesville, 1990, as amended, shall be and hereby is amended and reenacted as follows:

Section 34-1. Zoning District Map. Rezoning from R-1S and R-2 to 240 Stribling PUD, all of that certain land identified within the City of Charlottesville’s real estate tax records by Real Estate Parcel Identification Number 18A025000, consisting of approximately 12.07 acres (approx. 525,769 square feet), subject to the PUD Development Plan dated June 11, 2021, as revised through 3/21/2022, and also subject to the Proffers dated November 11, 2021, which were tendered by the Landowner in accordance with law and are hereby accepted by this City Council as set out below

within this Ordinance.

Approved Proffers

The use and development of the Subject Property shall be subject to the following development conditions voluntarily proffered by the Landowner, which conditions shall apply in addition to the regulations otherwise provided within the City's zoning ordinance:

1. The Owner shall establish affordable housing within the Property, as follows:
 - a. For the purposes of this Proffer:
 - i. The term "Affordable Dwelling Unit" means a dwelling unit reserved for occupancy by a Low- and Moderate-Income Household.
 - ii. "Low-and Moderate-Income Household" means 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 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).
 - b. Fifteen percent (15%) of all dwelling units constructed within the area of the Subject Property shall be Affordable Dwelling Units. ("Required Affordable Dwelling Units") The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the PUD ("Initial Designation"). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as Affordable Dwelling Units, and the City's approval shall not unreasonably be withheld so long as a proposed change does not reduce the number of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.
 - i. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for rental to low- and moderate-income households ("Rental Affordable Dwelling Units") . Each of the Rental Affordable Dwelling Units shall be reserved as such throughout a period of at least ten (10) years from the date on which the unit receives a certificate of occupancy from the City's building official ("Rental Affordability Period"). All Rental Affordable Dwelling Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g) as such regulations are in effect on the date of Owner's signature, below. For the purposes of this section and section 1.b.ii., below, if City regulations adopted pursuant to the provisions of City Code 34-12(g) are amended by the City after the date of Owner's signature, below, the Owner may elect in writing to the Zoning Administrator to instead be bound by the amended regulations.
 - ii. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for ownership by low- and moderate-income households ("For-Sale Affordable Dwelling Units"), throughout a period of thirty (30) years from the date on which the unit receives a certificate of occupancy from the City's building official. The For-Sale Affordable Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g), as such regulations are in effect on the date of Owner's signature, below. During construction the For-Sale Affordable Dwelling Units 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 for-sale dwelling units.

- c. The land use obligations referenced in 1.b.i, 1.b.ii, and 1.b.iii shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Property shall have notice of the obligations. In the event of re-sale of any of the Required Affordable Rental Units that reduces the number of Required Affordable Dwelling Units below the thresholds set forth in this proffer, the declaration of covenants shall provide a mechanism to ensure that an equivalent Affordable Dwelling Unit is created within the City of Charlottesville, either on or off of the Subject Property, that satisfies the requirements contained herein for the remainder of the Affordability Period.

Critical Slope Waiver

BE IT FURTHER ORDAINED by the Council of the City of Charlottesville, THAT a waiver of the critical slopes requirements for the Subject Property, to allow for construction of the specific 240 Stribling PUD Project that is the subject of this Ordinance, is hereby granted subject to the following conditions (each, a "CS Waiver" condition):

CS Waiver condition #1: site Plans (VESCP Plans) shall include, at a minimum, 4 stages/phases of erosion and sediment control measures: the first shall be "Initial/Preliminary Controls" and outfall construction, and the second shall include the establishment of sediment traps and conveyances. The sequence shall dictate that no disturbance of the slopes can occur, other than to facilitate trap/conveyance construction, until after the establishment of the trap, conveyances and permanent outfall (until Stage/Phase III)

CS Waiver condition #2: "Super Silt Fence" (chain linked backing) shall be installed where perimeter silt fence is specified.

CS Waiver condition #3: 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).

CS Waiver condition #4: The proposed trail shall be a non-erodible surface (asphalt/concrete or similar) and provisions shall be made in the stormwater management plan to ensure runoff from the trail is conveyed in a non-erosive manner, and concentrated flows shall not be discharged above slopes, or flow along the toe of slopes, on or offsite the property.

CS Waiver condition #5: Trees removed from areas of critical slope(s) shall be replaced within those areas, at a three-to-one ratio ("Habitat Replacement Trees"). The Habitat Replacement Trees shall be locally native tree species appropriate for the site conditions. The specific number and species of Habitat Replacement Trees will be determined by the applicant and the City based on available space and site conditions, and the size, location and species of all Habitat Replacement Trees shall be specified within the landscaping plan required by Sections §§34-861 et seq. of the Charlottesville City Code, as amended.

CS Waiver condition #6: No tree(s) planted in any area(s) that contain buildings, parking lots, sidewalks, or other built improvements shall be counted as any Habitat Replacement Tree(s).

PUD DEVELOPMENT PLAN

240 STRIBLING AVENUE

CITY OF CHARLOTTEVILLE, VIRGINIA

TABLE OF CONTENTS
PUD DEVELOPMENT PLAN (SEC 34-517)

THIS PUD DEVELOPMENT PLAN MEETS THE REQUIREMENTS OF CHARLOTTEVILLE CITY CODE SECTION 34-517 (a). THE BELOW TABLE OF CONTENTS LISTS THE PUD REQUIREMENTS AND REFERENCES WHERE IN THE PUD DEVELOPMENT PLAN THE REQUIREMENTS ARE ILLUSTRATED OR DESCRIBED.

34-517 (1)a A SURVEY PLAT DESCRIBING AND DEPICTING THE ENTIRE LAND AREA TO BE INCLUDED WITHIN THE PUD DEVELOPMENT SITE, INCLUDING IDENTIFICATION OF PRESENT OWNERSHIP, EXISTING ZONING DISTRICT CLASSIFICATION(S) OF THE PARCEL(S) TO BE INCLUDED WITHIN THE PUD.
PAGE 2: EXISTING CONDITIONS

34-517 (2)a A NARRATIVE STATEMENT OF HOW THE OBJECTIVES DESCRIBED WITHIN SECTION 34-490 ARE MET BY THE PROPOSED PUD.
PAGE 3: NARRATIVE

34-517 (3)a A CONCEPTUAL DEVELOPMENT PLAN, SUPPORTING MAPS, AND WRITTEN OR PHOTOGRAPHIC DATA AND ANALYSIS WHICH SHOW:

A. LOCATION AND SIZE OF EXISTING WATER AND SANITARY AND STORM SEWER FACILITIES AND EASEMENTS;
PAGE 2: EXISTING CONDITIONS

B. LAYOUT FOR PROPOSED WATER AND SANITARY SEWER FACILITIES AND STORM DRAINAGE FACILITIES;
PAGES 6-7: CONCEPTUAL DEVELOPMENT PLAN

C. LOCATION OF OTHER PROPOSED UTILITIES;
PAGES 6-7: CONCEPTUAL DEVELOPMENT PLAN
PAGES 13-14: CONCEPTUAL DRY UTILITY PLAN

D. LOCATION OF EXISTING AND PROPOSED INGRESS AND EGRESS FROM THE DEVELOPMENT; LOCATION AND SIZE OF EXISTING AND PROPOSED STREETS;
PAGES 6-7: CONCEPTUAL DEVELOPMENT PLAN
PAGES 8-9: PROPOSED ROAD SECTIONS

E. LOCATION OF EXISTING AND PROPOSED PEDESTRIAN AND BICYCLE IMPROVEMENTS, INCLUDING CONNECTIONS TO NEARBY SCHOOLS;
PAGES 6-7: CONCEPTUAL DEVELOPMENT PLAN
PAGES 8-9: PROPOSED ROAD SECTIONS

F. AN INVENTORY, BY TAX MAP PARCEL NUMBER AND STREET ADDRESS, OF ALL ADJACENT PARCELS WITHIN A FIVE HUNDRED-FOOT RADIUS OF THE PERIMETER OF THE PUD, INDICATING THE EXISTING ZONING DISTRICT CLASSIFICATION OF EACH.
PAGE 1: COVER SHEET

G. A SITE INVENTORY OF THE SIGNIFICANT NATURAL, ENVIRONMENTAL AND CULTURAL FEATURES OF A SITE, INCLUDING AT A MINIMUM: HISTORIC LANDMARKS CONTAINED ON ANY STATE OR FEDERAL REGISTER; VEGETATION; EXISTING TREES OF EIGHT-INCH CALIPER OR GREATER; WETLANDS; TOPOGRAPHY, SHOWN AT INTERVALS OF FIVE (5) FEET OR LESS; CRITICAL SLOPES, AND OTHER, SIMILAR CHARACTERISTICS OR FEATURES, AND A PLAN FOR PRESERVING, PROTECTING, UTILIZING AND/OR INCORPORATING SUCH FEATURES INTO THE DESIGN AND FUNCTION OF THE PROPOSED PUD.
PAGE 10: ENVIRONMENTAL FEATURES

34-517(4)a A PROPOSED LAND USE PLAN. SUCH PLAN WILL IDENTIFY:

A. PROPOSED LAND USES AND THEIR GENERAL LOCATIONS, INCLUDING WITHOUT LIMITATION, BUILDING AND SETBACKS;
PAGE 4: LAND USE PLAN

B. PROPOSED DENSITIES OF PROPOSED RESIDENTIAL DEVELOPMENT;
PAGES 15-16: MATRIX OF USE TYPES

C. LOCATION AND ACREAGE OF REQUIRED OPEN SPACE;
PAGE 4: LAND USE PLAN

D. SQUARE FOOTAGE FOR NON-RESIDENTIAL USES;
PAGE 4: LAND USE PLAN. NOTE, THERE ARE NO NON-RESIDENTIAL USES PROPOSED.

E. MAXIMUM HEIGHT OF BUILDINGS AND STRUCTURES IN AREA OF PUD.
PAGE 4: LAND USE PLAN

34-517 (5)a A GENERAL LANDSCAPE PLAN WHICH FOCUSES ON THE GENERAL LOCATION AND TYPE OF LANDSCAPING TO BE USED WITHIN THE PROJECT AS WELL AS THE SPECIAL BUFFERING TREATMENT PROPOSED BETWEEN PROJECT LAND USES AND ADJACENT ZONING DISTRICTS;
PAGES 11-12: LANDSCAPE PLAN

34-517(6)a A PHASING PLAN IF NEEDED. EACH PHASE SHALL INDIVIDUALLY MEET THE REQUIREMENTS OF THIS SECTION.
PAGE 5: PHASING PLAN

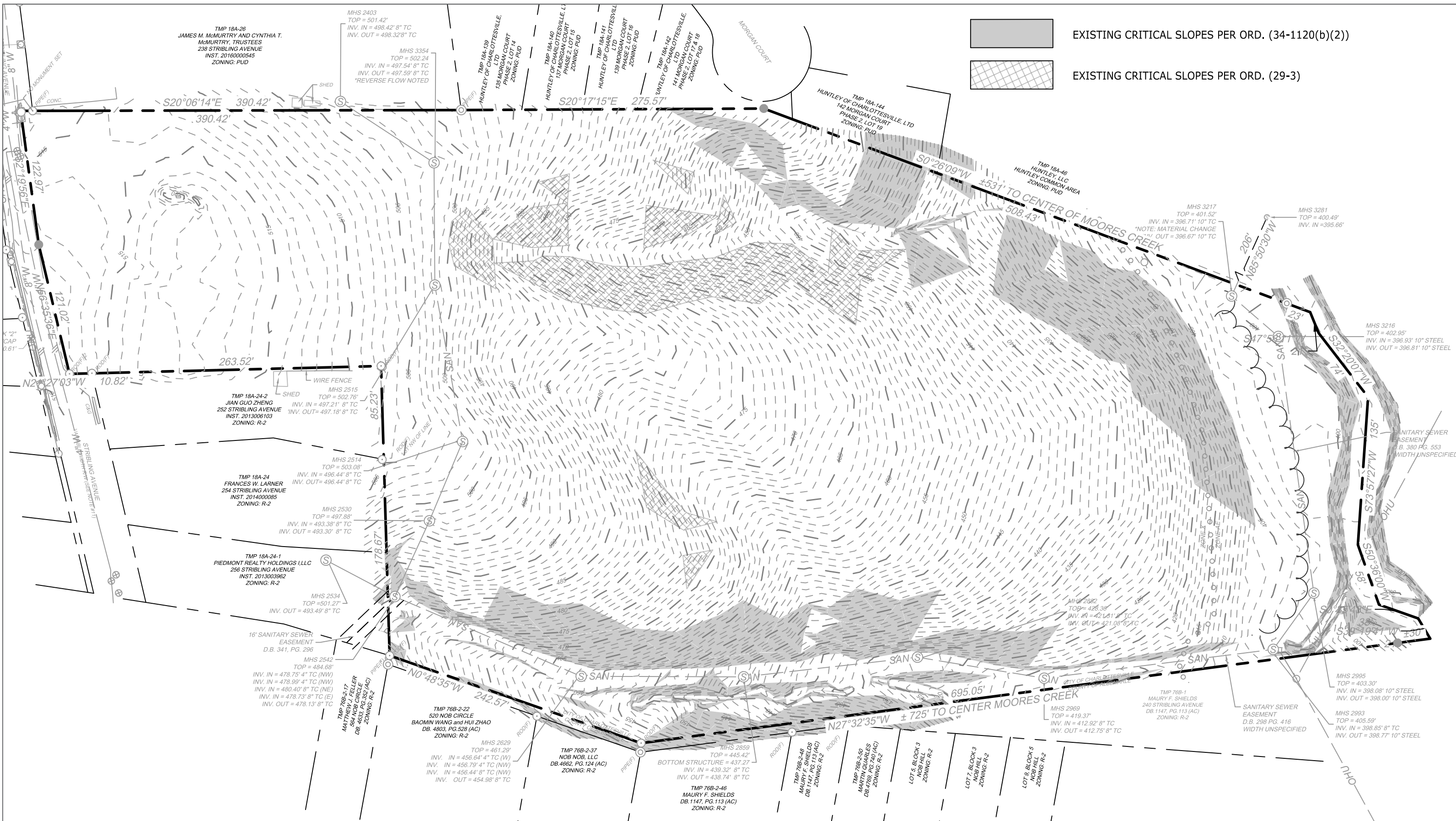
34-517(7)a A STATEMENT FROM THE CITY PUBLIC UTILITIES DEPARTMENT VERIFYING WHETHER WATER AND SEWER INFRASTRUCTURE CAPACITY DOES OR DOES NOT EXIST FOR THE PROPOSED LAND USE(S).
ESTIMATED WATER AND SEWER DEMANDS HAVE BEEN PROVIDED TO CITY PUBLIC UTILITIES DEPARTMENT AND ADEQUATE CAPACITY HAS BEEN VERIFIED.

34-517(8)a A STATEMENT FROM THE FIRE MARSHAL VERIFYING WHETHER ADEQUATE FIRE FLOW SERVICE DOES OR DOES NOT EXIST FOR THE PROPOSED LAND USE(S).
THE FIRE FLOW TEST RESULTS HAVE BEEN PROVIDED AND APPROVED BY THE FIRE MARSHAL.

500' RAIDUS FOR ADJACENT PROPERTIES

OWNER	ADDRESS	CITY/STATE	ZIP	PROPERTY ADDRESS
TAPSCOTT TWANNA L	176 BAYLOR LANE	CHARLOTTEVILLE VA	22902	223 STRIBLING AVE A&B
STEGER CHARLES	227 STRIBLING AVE	CHARLOTTEVILLE VA	22905	227 STRIBLING AVE
PAUL GARY A	P O BOX 1396	LOUISA VA	23093	229 STRIBLING AVE
SPRINKIE MATT-FW & KRISTEN WINTERSON	4939 RIC-MOND RD	KFSWCK VA	22947	231 STRIBLING AVE
WELLS FARGO BANK NA EX PHYLLIS STEGER ES-ATE	1753 PINNACLE DR 4TH F.	MCLEAN VA	22102	233 STRIBLING AVE
CASTEEN BOBBY LEE II & KIM W	5080 BUCK HILXIE ROAD	EARLYSVILLE VA	22936	235 STRIBLING AVE
COWGILL THOMAS & MARGARET SMITH	237 STRIBLING AVENUE	CHARLOTTEVILLE VA	22903	237 STRIBLING AVE
MARSHALL JOHN C	1225 N. UTAH ST	ARLINGTON VA	22201	237 STRIBLING AVE
MARSHALL JOHN C	1225 N. UTAH ST	ARLINGTON VA	22201	239 STRIBLING AVE
GOCHENOL GREGORY A & CAROLYN ANN	2115 VAUGHN SUMMIT	LURAY VA	22835	248 STRIBLING AVE
ANAND MANINDER & MONICA	23 S. TITLE CHURCH STREET	PETERSBURG VA	238034430	220 STRIBLING AVE
GODFREY GREGORY II & SALLY M	2700 MULTICH ROAD	CHARLOTTEVILLE VA	22902	222 STRIBLING AVE
SCHILLING ROBERT S & JOAN CARLIN	P O BOX 5471	CHARLOTTEVILLE VA	22905	224 STRIBLING AVE
PIEDMONT REALTY HOLDINGS I LLC	6335 WOODBOURNE LN	CROZET VA	22932	247 STRIBLING AVE
MARSHALL JOHN C	106 ROBERTSON AVE	CHARLOTTEVILLE VA	22903	276 STRIBLING AVE
PIEDMONT REALTY HOLDINGS I LLC	6335 WOODBOURNE LN	CROZET VA	22932	249 STRIBLING AVE
DEMALE MARGARET W TRUSTEE	597 E GHI WOODS LN	CHARLOTTEVILLE VA	22903	228 STRIBLING AVE
PIEDMONT REALTY HOLDINGS I LLC	6335 WOODBOURNE LN	CROZET VA	22932	251 STRIBLING AVE
WACKEY PETER M & LAUREN R	2315 TARLETON DR	CHARLOTTEVILLE VA	22901	230 STRIBLING AVE
PIEDMONT REALTY HOLDINGS I LLC	6335 WOODBOURNE LN	CROZET VA	22932	253 STRIBLING AVE
MUNKACSY WILLIAM A III WILLIAM A JR & KARLA	15 KINGSWOOD RD	PALMYRA VA	22965	255 STRIBLING AVE
THIEME BRIAN P & MICHAEL G	1627 STONEY CREEK DR	CHARLOTTEVILLE VA	22902	234 STRIBLING AVE
RAI S WA TER BROCKE	2865 SOUTHERN HILL DR	NORTH GARFIELD VA	22959	236 STRIBLING AVE
MCCURRY JAMES M & CYNTHIA T TRUSTEES	13620 SOLUCE CLOSE	M DOTHIAN VA	23113	238 STRIBLING AVE
CARYSGROVE PROPERTIES LLC	503 SUMMIT AVENUE	MAPLEWOOD NJ	07040 307	240 STRIBLING AVE
ZHENG JIAN GUO	118 LYONS LN	RUCKERSVILLE VA	22968	252 STRIBLING AVE
LARNER FRANCES W	3077 SLATE MILLS RD	SPERRYVILLE VA	22740	254 STRIBLING AVE
PIEDMONT REALTY HOLDINGS I LLC	6335 WOODBOURNE LN	CROZET VA	22932	256 STRIBLING AVE
RENSHAW ANDREW S	221 HUNTLEY AVE	CHARLOTTEVILLE VA	22905	221 HUNTLEY AVE
VAN HOOK RICHARD & ELIZABETH	223 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22905	223 HUNTLEY AVE
JEFFMAN JOHN I	7515 FAFTON XING	EARLYSVILLE VA	22936	275 HUNTLEY AVE
LATHER LEIGH ANN	227 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	227 HUNTLEY AVE
GOODMAN JUSTIN H &	259 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22903	259 HUNTLEY AVE
BARGER CYRUS PHILIP II	291 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	261 HUNTLEY AVE
HEINER KRISTEN C	249 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22903	249 HUNTLEY AVE
WARREN JESSE M & AMY L	620 RAINIER RD	CHARLOTTEVILLE VA	22903	247 HUNTLEY AVE
THOM CHRISTOPHER D	245 HUNTLEY AVE	CHARLOTTEVILLE VA	22905	245 HUNTLEY AVE
MILLER SARAH E G & KEVIN P	251 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22903	251 HUNTLEY AVE
BENDER TIMOTHY N &	253 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	253 HUNTLEY AVE
CITY OF CHARLOTTEVILLE	P O BOX 911	CHARLOTTEVILLE VA	22902	230 SUNSET AVE
JOHNSON JESS A JR & AMBER A	254 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	254 HUNTLEY AVE
CROCKER ROBERT L JR & DIANE M	250 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22903	250 HUNTLEY AVE
GADY NICHOLAS E & TAYLOR K	246 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	246 HUNTLEY AVE
DUNN CATHERINE S & TYLER C	244 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	244 HUNTLEY AVE
GOODRICH KATHERINE A	242 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	242 HUNTLEY AVE
HUNTLEY JLC	960 HUNTERS PL STE 101	CHARLOTTEVILLE VA	22911	237 STRIBLING AVE
SUN WE & LI NG HUANG	118 MORGAN CT	CHARLOTTEVILLE VA	22903	118 MORGAN CT
CONDI JOHN J JR & GINA T	116 MORGAN CT	CHARLOTTEVILLE VA	22903	116 MORGAN CT
MEUSCH JACOB E & YOKO A	118 MORGAN CT	CHARLOTTEVILLE VA	22903	116 MORGAN CT
PARF TIMOTHY J & ARIKAI	705 WINTERBERRY DR	FREDERICKSBURG VA	22425	170 MORGAN CT
SWANFORD MARLYN J	122 MORGAN COURT	CHARLOTTEVILLE VA	22903	122 MORGAN CT
WILLIAMS JOSEPH M & ERICA B	124 MORGAN CT	CHARLOTTEVILLE VA	22903	124 MORGAN CT
HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	126 MORGAN CT
HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	130 MORGAN CT
HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	132 MORGAN CT
HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	134 MORGAN CT
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HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	135 MORGAN CT
HUNTLEY OF CHARLOTTEVILLE LTD	960 HUNTERS PLACE STE 101	CHARLOTTEVILLE VA	22911	133 MORGAN CT
KOH ELYTA II	123 MORGAN CT	CHARLOTTEVILLE VA	22903	123 MORGAN CT
SWANIK JEREMY W & MARY E	121 MORGAN CT	CHARLOTTEVILLE VA	22903	121 MORGAN CT
RAWLINS CONAS M & AMANDA R	238 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	238 HUNTLEY AVE
WATSON PETER W & KRISTEN S	240 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	240 HUNTLEY AVE
ALONSO CAYTON	257 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	257 HUNTLEY AVE
BREUNHAUS ERIC J &	255 HUNTLEY AVENUE	CHARLOTTEVILLE VA	22903	255 HUNTLEY AVE
FRAVEL ROCHARD & LESLE ANN	241 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	241 HUNTLEY AVE
SPIELMAN MICHAEL J & AIDEN S GOULD	243 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	243 HUNTLEY AVE
GONCZ-SANCHEZ MIRIAM T	236 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	236 HUNTLEY AVE
KEIDA KEITA	237 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	237 HUNTLEY AVE
ICE JEFFREY R	235 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	235 HUNTLEY AVE
HUNTER ANJIE L CYC	9705 O. D. DUFFY TROF	RICHMOND VA	23236	233 HUNTLEY AVE
EUBANKS WILLIAM A & SANDRA J	231 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	231 HUNTLEY AVE
BAKER RANOLPH M & KAREN A K	229 HUNTLEY AVE	CHARLOTTEVILLE VA	22903	229 HUNTLEY AVE



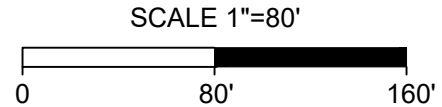


EXISTING CRITICAL SLOPES PER ORD. (34-1120(b)(2))

EXISTING CRITICAL SLOPES PER ORD. (29-3)

EXISTING CONDITIONS

PAGE 2 OF 17
 240 STRIBLING AVENUE - APRIL 28, 2020
 REVISED: JUNE 11, 2021



MITCHELL
 MATTHEWS
 ARCHITECTS



Objectives (Charlottesville Ordinance Sect. 34-490)

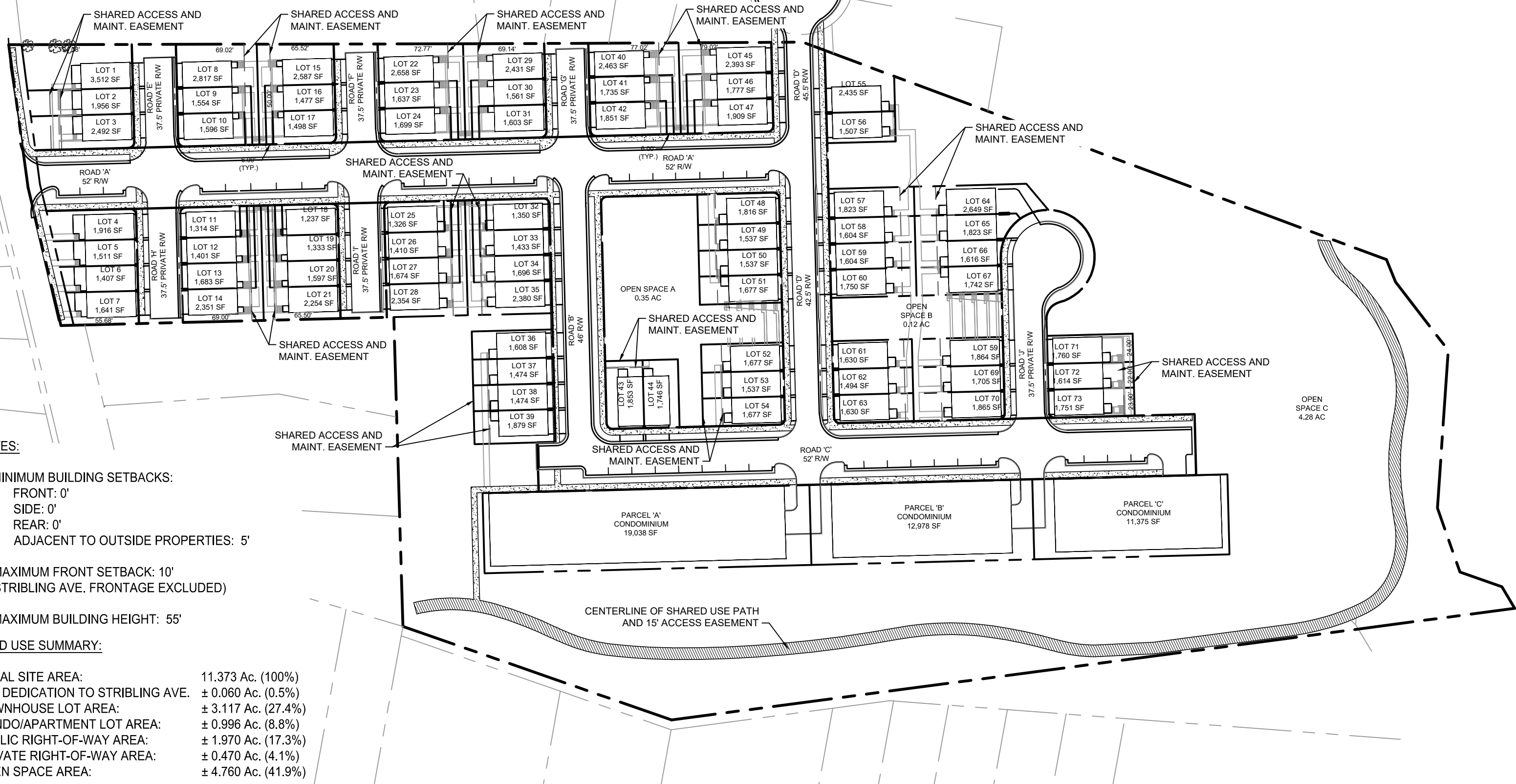
<p>1 <i>To encourage developments of equal or higher quality than otherwise required by the strict application of zoning district regulations than would otherwise govern;</i></p>	<p>This proposal includes more housing than would be allowed by right. It provides a mix of dwellings-- including affordable units—that encourage a heterogeneous community.</p>
<p>2 <i>To encourage innovative arrangements of buildings and open spaces to provide efficient, attractive, flexible and environmentally sensitive design;</i></p>	<p>The street layouts and building densities adopt an urban strategy without erasing the site’s existing sylvan character. In addition to preserving swaths of wooded land along creeks and ravines, this neighborhood proposes an interconnected band of smaller common spaces. These cascade from roughly the middle of the site down to the floodplain. They provide a recreational corridor that-- except for occasional alley crossings-- is free of traffic. They are terraced and allow a degree of partition: at the bottom green, kids can throw a football; at the green to its north, residents sit and talk; while at the top, families can set up a canopy and have a bar-b-que. Yet even with the separation provided by elevation level and alleyways, the greens are grouped together to enhance views. Shortly after entering the neighborhood on Carrsgrove Drive, a visual corridor opens all the way through the entire property down to the bottom land. The greens insinuate themselves in what would otherwise be a repetitious rank and file of townhomes. They contribute to a rich environment of outdoor space-- creating larger vistas and common ground that expand on the private porches and gardens of the smaller mews spaces.</p>
<p>3 <i>To promote a variety of housing types, or, within a development containing only a single housing type, to promote inclusion of houses of various sizes;</i></p>	<p>Three housing types are proposed: duplexes, townhouses and apartments/condos.</p>
<p>4 <i>To encourage the clustering of single-family dwellings for more efficient use of land and preservation of open space;</i></p>	<p>The dwellings assume a compact arrangement. Apartment buildings are arrayed along the west half of the site, where they are not readily seen from Stribling Avenue. Townhomes are situated in areas closest to the existing PUD at Huntley, as well as the existing SFD, duplex and townhomes on Stribling Ave. By and large, the buildings are concentrated in the middle of the site, avoiding and preserving critical slopes, flood plains and stream buffers.</p>
<p>5 <i>To provide for developments designed to function as cohesive, unified projects;</i></p>	<p>The dense weaving of shared green spaces, pathways and streets encourages connection and visibility among the residents. The abundance of porches and balconies provides subtle, comfortable transitions between private space and public.</p>
<p>6 <i>To ensure that a development will be harmonious with the existing uses and character of adjacent property, and/or consistent with patterns of development noted with respect to such adjacent property;</i></p>	<p>At the front of the site townhomes 2 ½ to 3 stories tall line Stribling Avenue. They are not out of scale or character with their surroundings. While parallel parking spaces are provided along one side of the main thoroughfares, the bulk of parking is located under buildings, out of view. The townhomes assume a mews arrangement. Typically their front facades face one another across landscaped gardens, while at the rear, alleys provide vehicle access.</p>
<p>7 <i>To ensure preservation of cultural features, scenic assets and natural features such as trees, streams and topography;</i></p>	<p>Mature hardwood trees, especially along the western slopes and floodplain, remain. The footpath that currently exists along the west and south boundary is retained. While grading will be necessary, the essential lay of the land remains intact. The floodplain is preserved. As much as possible, the boundary vegetation is preserved.</p>
<p>8 <i>To provide for coordination of architectural styles internally within the development as well as in relation to adjacent properties along the perimeter of the development;</i></p>	<p>The architecture is characterized by certain forms and materials consistent across the development, and familiar within the surrounding neighborhood. Subtle variations of massing, wall openings and colors reduce repetition, inviting heterogeneity while maintaining coherence.</p>
<p>9 <i>To provide for coordinated linkages among internal buildings and uses, and external connections, at a scale appropriate to the development and adjacent neighborhoods;</i></p>	<p>Sidewalks follow both sides of the main streets within the site. Paths and entries into buildings connect directly to these sidewalks. Canopies, front doors and front porches give clear, visible indications of entry points to all buildings and domiciles.</p>
<p>10 <i>To facilitate access to the development by public transit services or other single-vehicle-alternative services, including, without limitation, public pedestrian systems.</i></p>	<p>Proposed widening of Stribling Avenue along the north side of the property adjacent to the primary street entry allows better access by public transit vehicles than would be the case without this development. Improvements to Stribling also provide safer conditions for pedestrians, cyclists and wheelchair-users, allowing more space and greater visibility. Sidewalks and planting buffers within the site further enhance safety and ease of movement.</p>

240 STRIBLING AVE

PUD Narrative

MITCHELL / MATTHEWS ©2021
ARCHITECTS AND URBAN PLANNERS
CHARLOTTESVILLE, VA 434-979-7550

NARRATIVE PER 34-517(2)

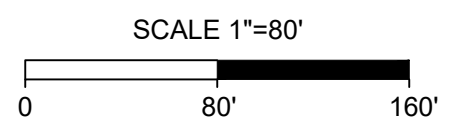
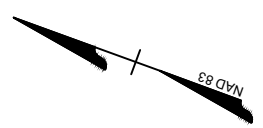


- NOTES:**
1. MINIMUM BUILDING SETBACKS:
FRONT: 0'
SIDE: 0'
REAR: 0'
ADJACENT TO OUTSIDE PROPERTIES: 5'
 2. MAXIMUM FRONT SETBACK: 10'
(STRIBLING AVE. FRONTAGE EXCLUDED)
 3. MAXIMUM BUILDING HEIGHT: 55'

LAND USE SUMMARY:

TOTAL SITE AREA:	11.373 Ac. (100%)
R/W DEDICATION TO STRIBLING AVE.	± 0.060 Ac. (0.5%)
TOWNHOUSE LOT AREA:	± 3.117 Ac. (27.4%)
CONDO/APARTMENT LOT AREA:	± 0.996 Ac. (8.8%)
PUBLIC RIGHT-OF-WAY AREA:	± 1.970 Ac. (17.3%)
PRIVATE RIGHT-OF-WAY AREA:	± 0.470 Ac. (4.1%)
OPEN SPACE AREA:	± 4.760 Ac. (41.9%)

LAND USE PLAN

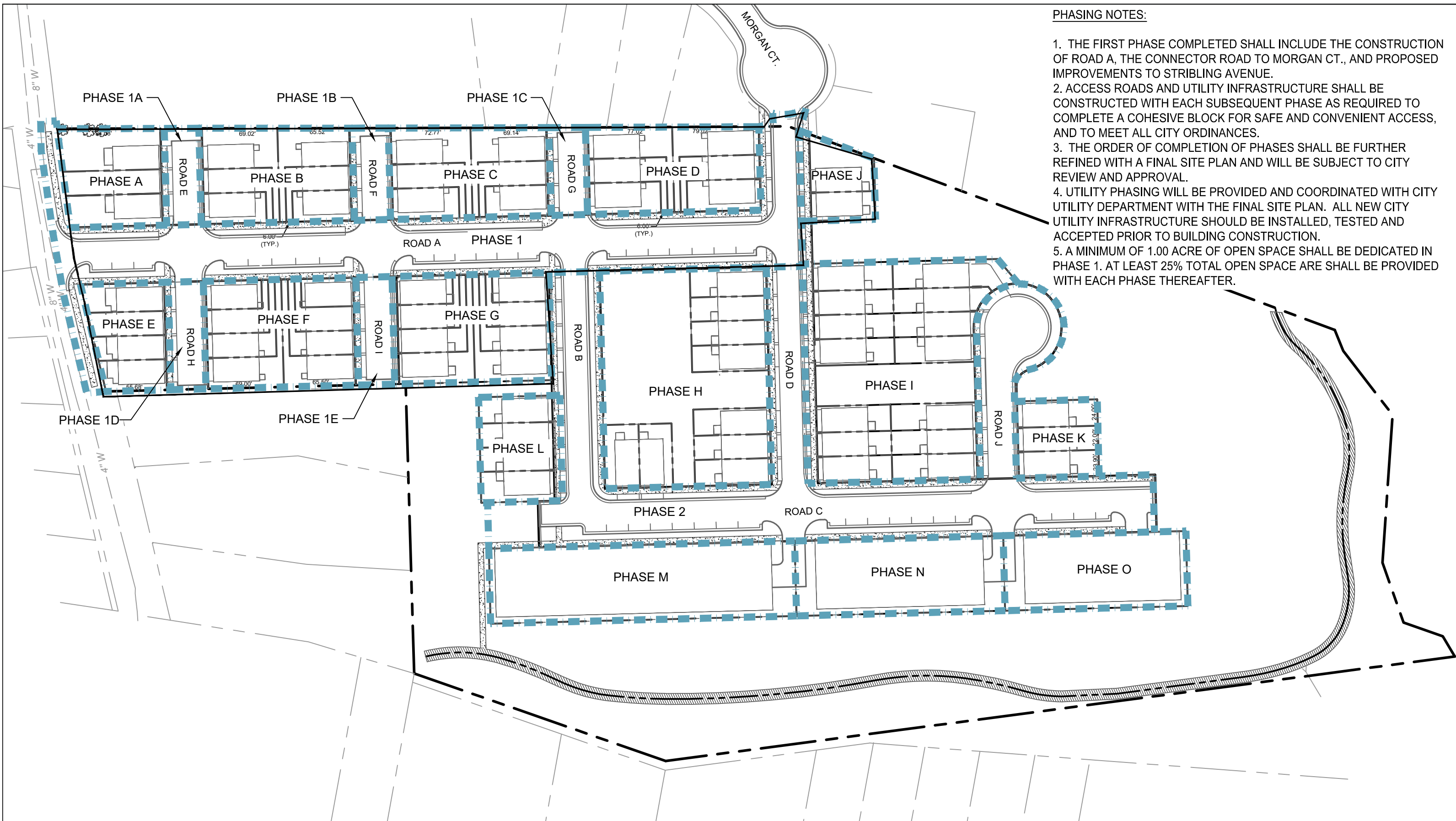


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PHASING NOTES:

1. THE FIRST PHASE COMPLETED SHALL INCLUDE THE CONSTRUCTION OF ROAD A, THE CONNECTOR ROAD TO MORGAN CT., AND PROPOSED IMPROVEMENTS TO STRIBLING AVENUE.
2. ACCESS ROADS AND UTILITY INFRASTRUCTURE SHALL BE CONSTRUCTED WITH EACH SUBSEQUENT PHASE AS REQUIRED TO COMPLETE A COHESIVE BLOCK FOR SAFE AND CONVENIENT ACCESS, AND TO MEET ALL CITY ORDINANCES.
3. THE ORDER OF COMPLETION OF PHASES SHALL BE FURTHER REFINED WITH A FINAL SITE PLAN AND WILL BE SUBJECT TO CITY REVIEW AND APPROVAL.
4. UTILITY PHASING WILL BE PROVIDED AND COORDINATED WITH CITY UTILITY DEPARTMENT WITH THE FINAL SITE PLAN. ALL NEW CITY UTILITY INFRASTRUCTURE SHOULD BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BUILDING CONSTRUCTION.
5. A MINIMUM OF 1.00 ACRE OF OPEN SPACE SHALL BE DEDICATED IN PHASE 1. AT LEAST 25% TOTAL OPEN SPACE ARE SHALL BE PROVIDED WITH EACH PHASE THEREAFTER.

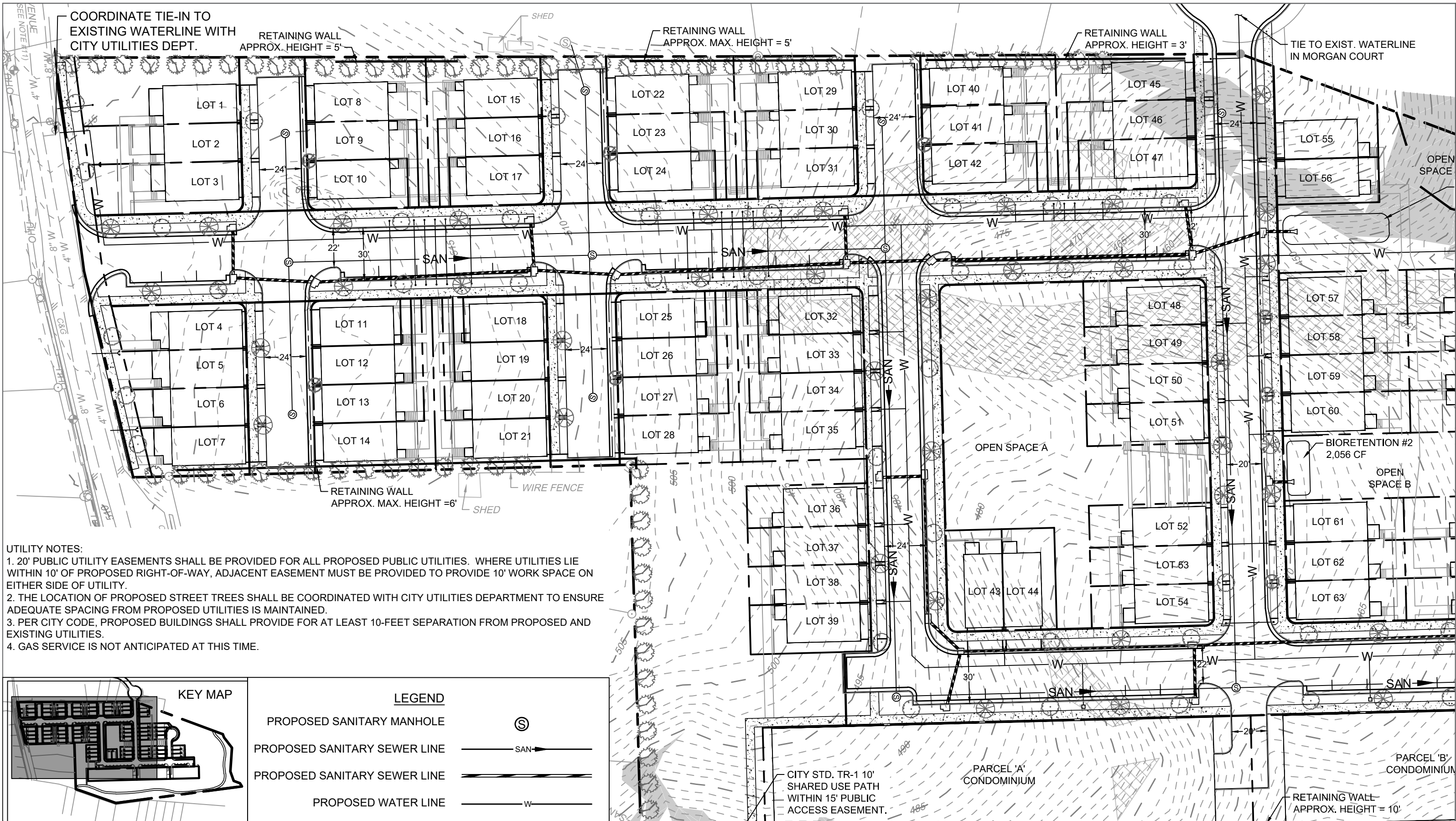


PHASING PLAN

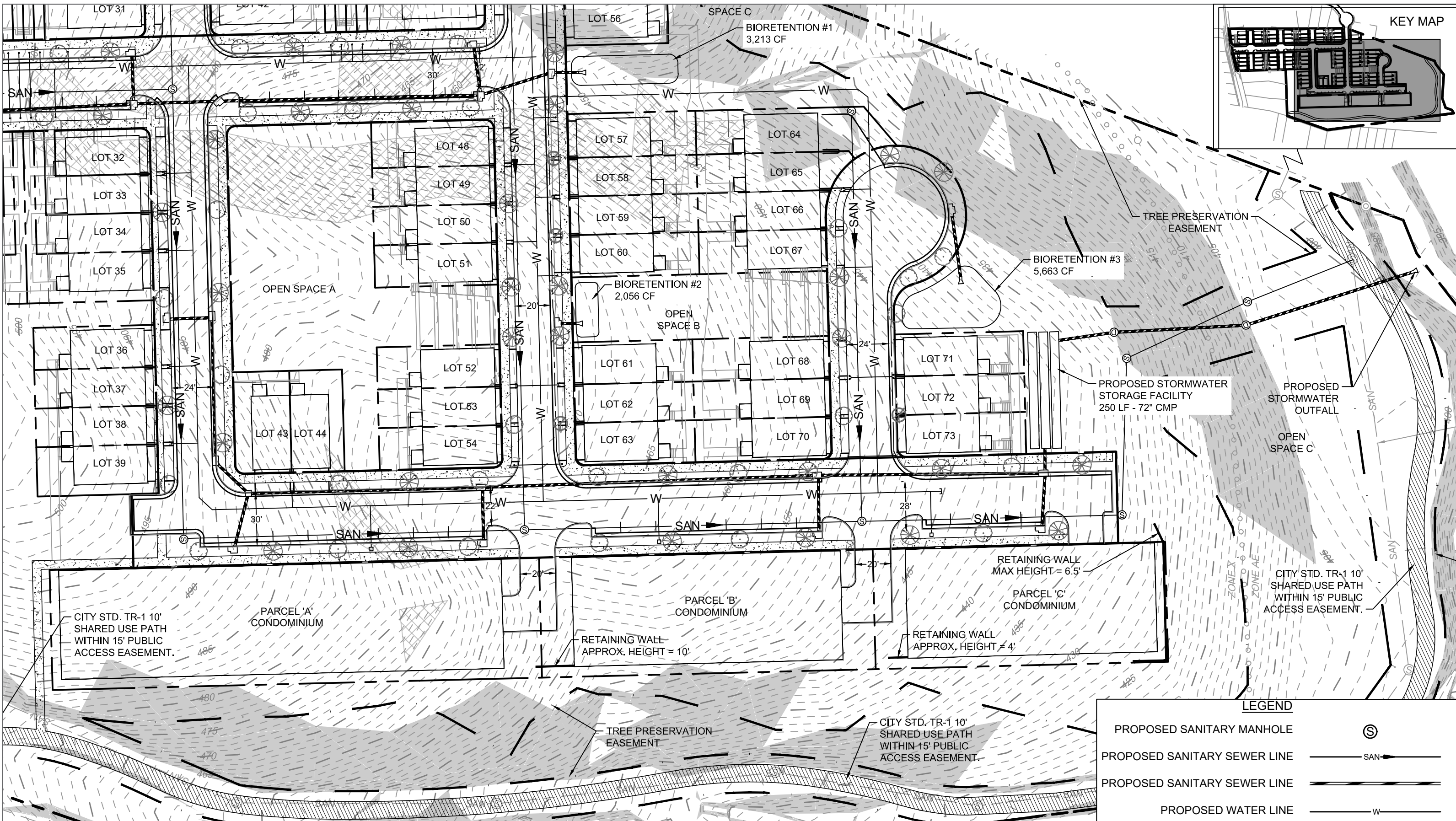
PAGE 5 OF 17
 240 STRIBLING AVENUE - APRIL 28, 2020
 REVISED: JUNE 11, 2021; OCTOBER 8, 2021

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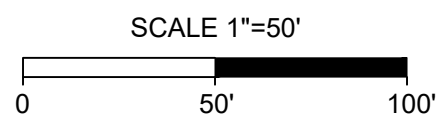
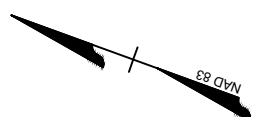




CONCEPTUAL DEVELOPMENT PLAN



CONCEPTUAL DEVELOPMENT PLAN

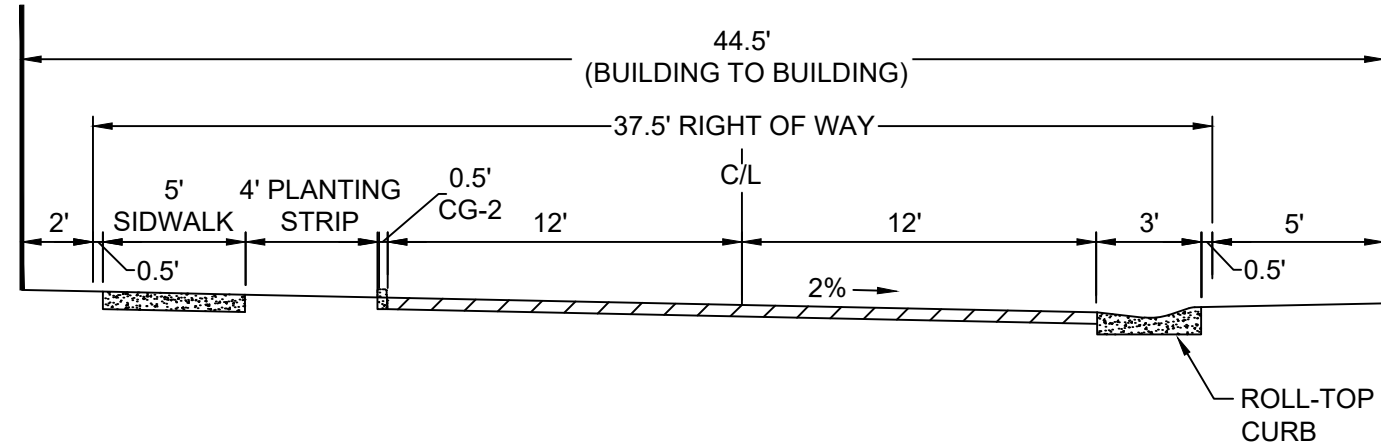


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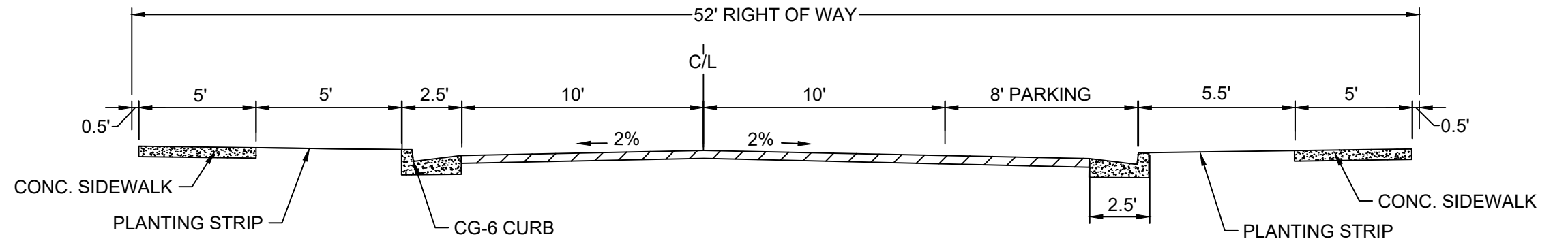


ROADS E, F, G, H, I, J PRIVATE STREET

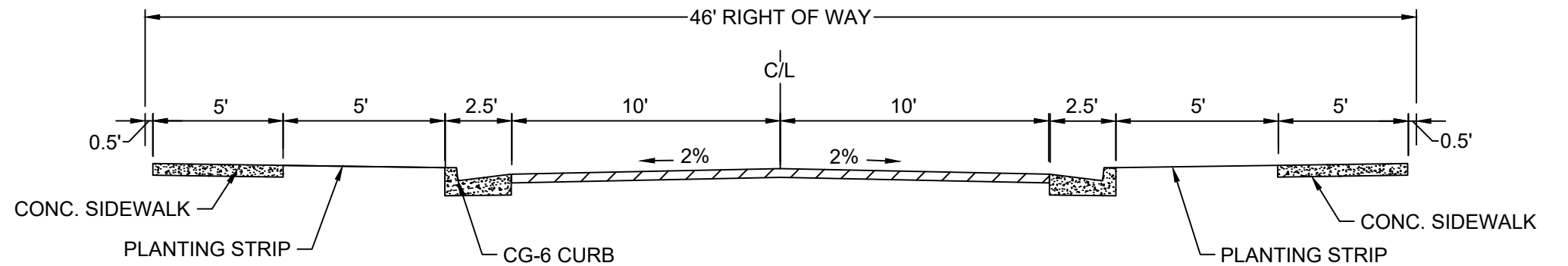
NOTE: STREETS E-J MEET ACCESS DESIGN STANDARDS FOR TOWNHOMES PER CITY ZONING ORDINANCE SEC. 34-390.



ROADS A, AND C LOCAL STREET - PUBLIC RIGHT-OF-WAY

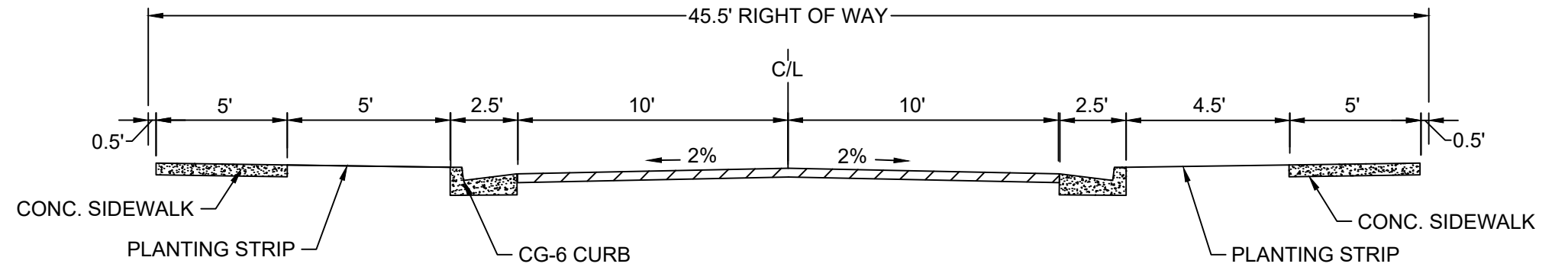


ROAD B LOCAL STREET - PUBLIC RIGHT-OF-WAY

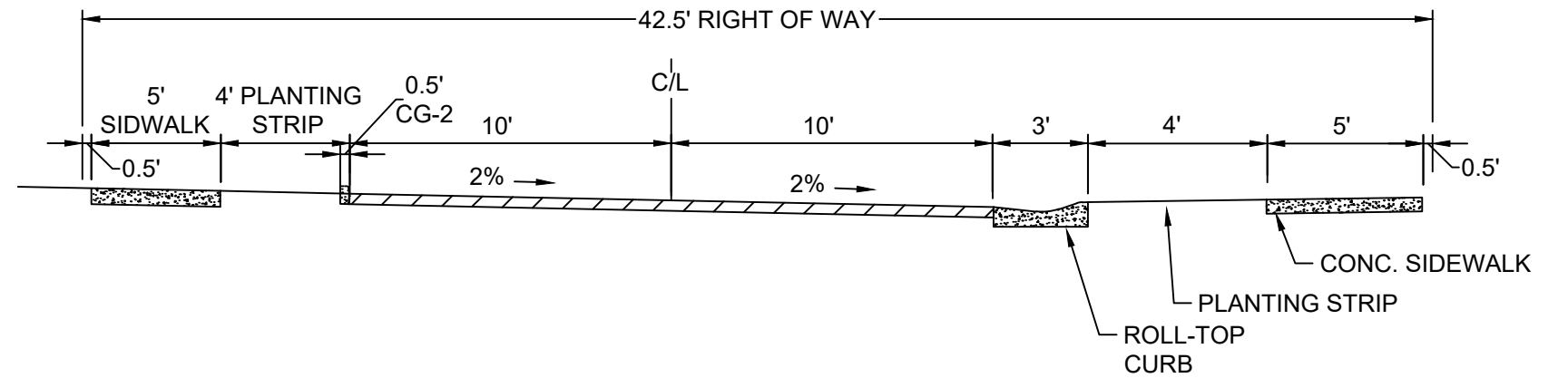


PROPOSED ROAD SECTIONS

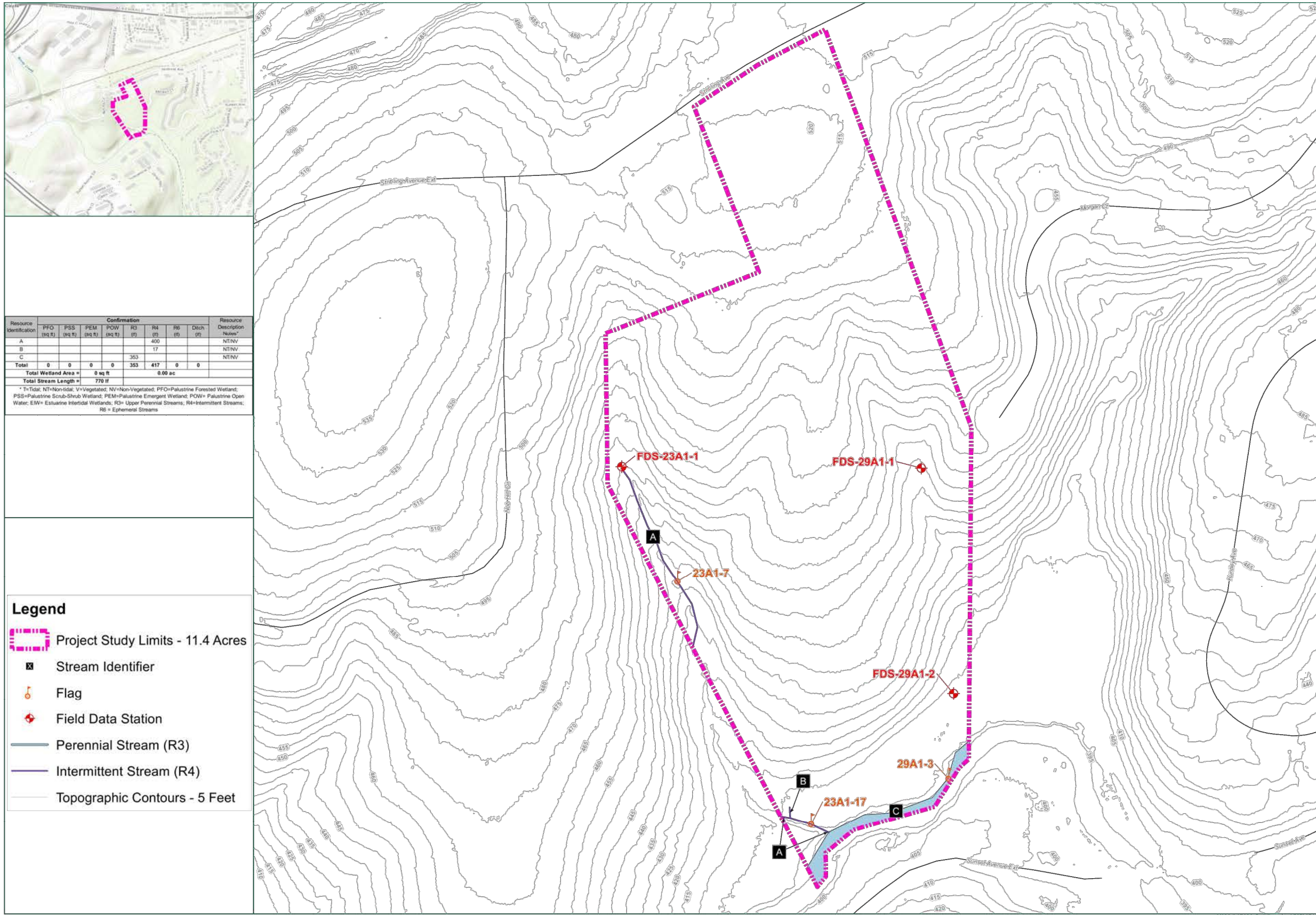
ROAD D (NORTH OF ROAD A) LOCAL STREET - PUBLIC RIGHT-OF-WAY



ROAD D (SOUTH OF ROAD A) LOCAL STREET - PUBLIC RIGHT-OF-WAY



PROPOSED ROAD SECTIONS



NOTE: NO CULTURAL FEATURES OR LANDMARKS WERE FOUND ON SITE.

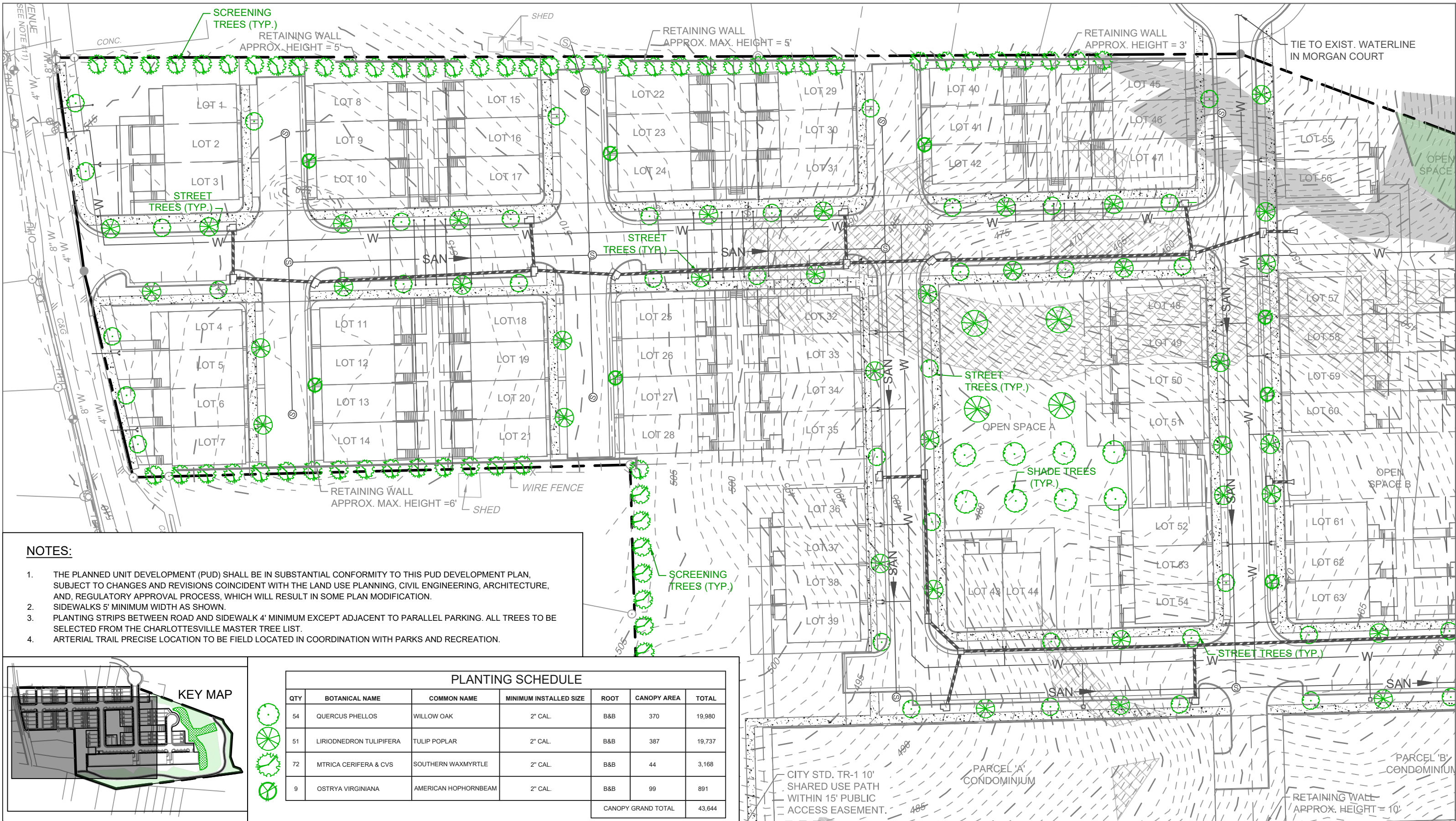
Resource Identification	Confirmation								Resource Description Notes*
	PFO (sq ft)	PSS (sq ft)	PEM (sq ft)	POW (sq ft)	R3 (ft)	R4 (ft)	R6 (ft)	Ditch (ft)	
A						400			NT/NV
B						17			NT/NV
C				353		417			NT/NV
Total	0	0	0	0	0	353	417	0	0
Total Wetland Area =	0 sq ft								
Total Stream Length =	770 ft								

* T=Tidal; NT=Non-tidal; V=Vegetated; NV=Non-Vegetated; PFO=Palustrine Forested Wetland; PSS=Palustrine Scrub-Shrub Wetland; PEM=Palustrine Emergent Wetland; POW= Palustrine Open Water; EM= Estuarine Intertidal Wetlands; R3= Upper Perennial Streams; R4=Intermittent Streams; R6 = Ephemeral Streams

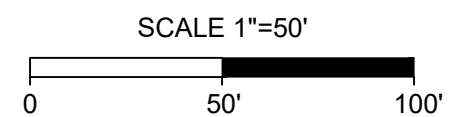
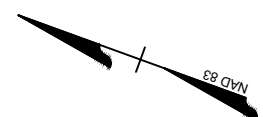
- Legend**
- Project Study Limits - 11.4 Acres
 - Stream Identifier
 - Flag
 - Field Data Station
 - Perennial Stream (R3)
 - Intermittent Stream (R4)
 - Topographic Contours - 5 Feet

V:\0446163_Stribling_Awn\GIS\45163

ENVIRONMENTAL FEATURES

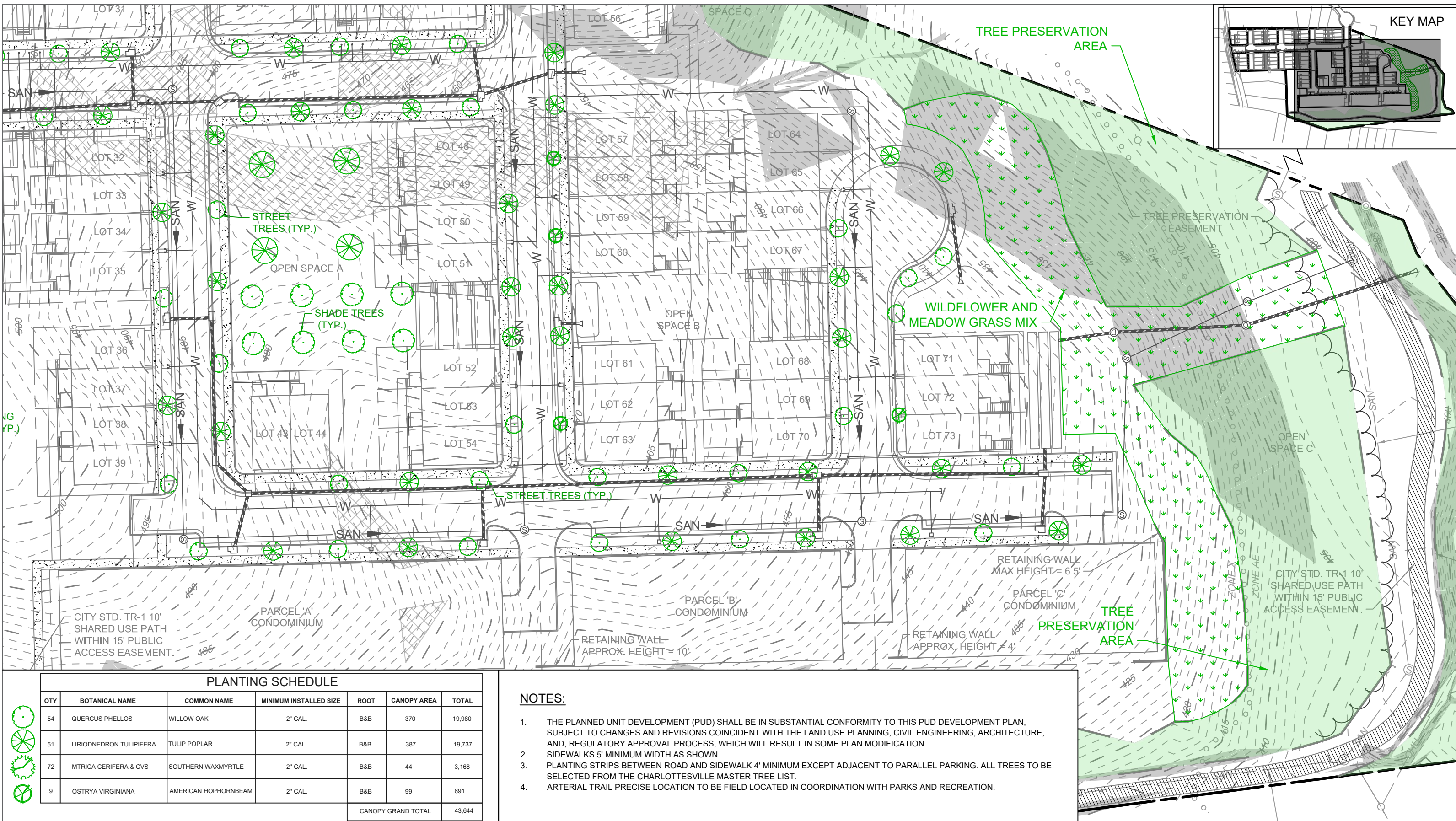


LANDSCAPE PLAN



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 MATTHEWS
 ARCHITECTS

TIMMONS GROUP
 YOUR VISION ACHIEVED THROUGH OURS.



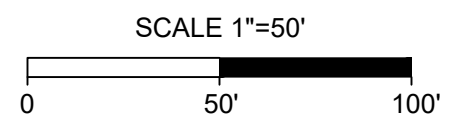
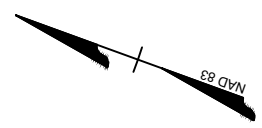
PLANTING SCHEDULE

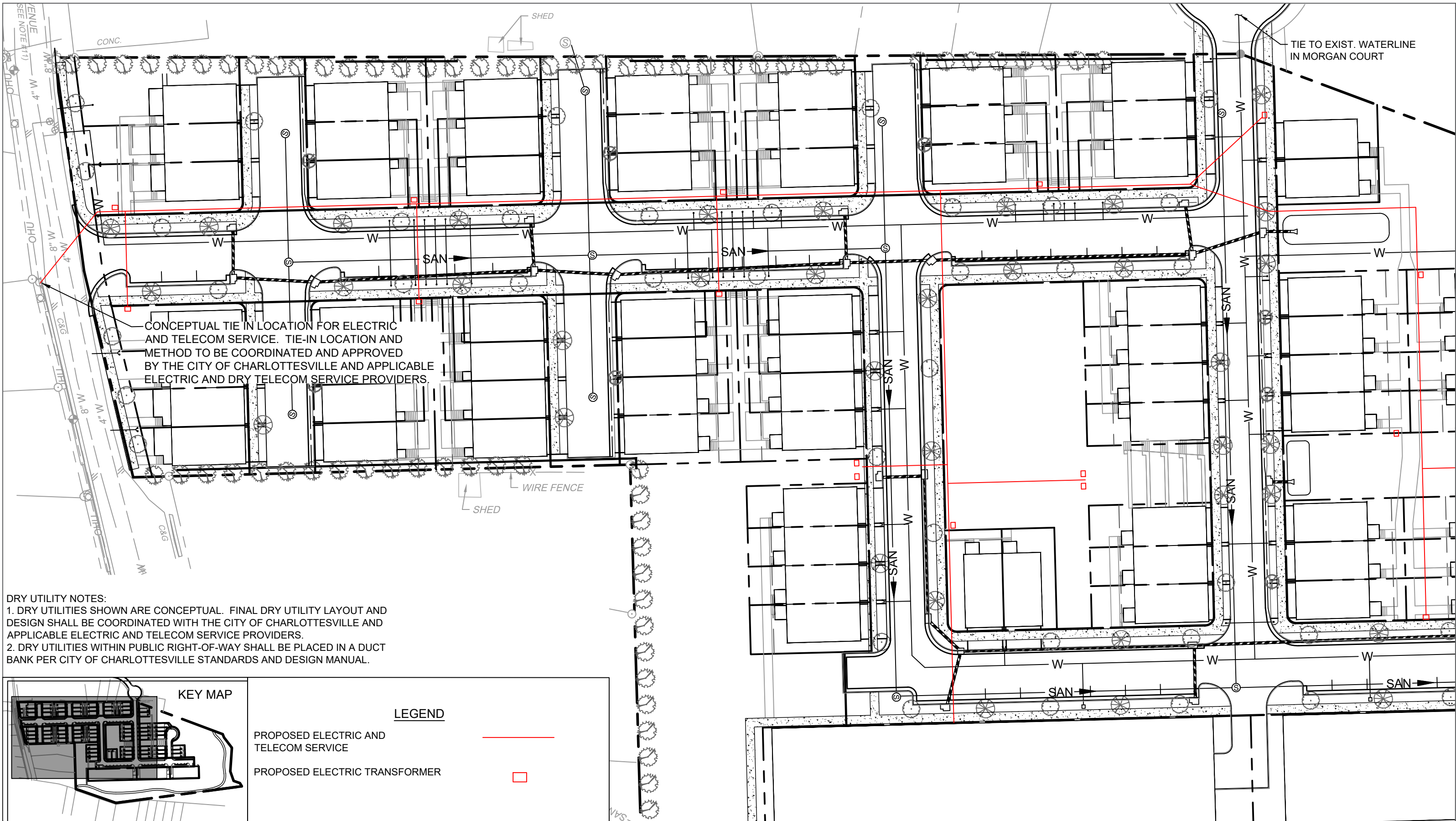
QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	CANOPY AREA	TOTAL
54	QUERCUS PHELLOS	WILLOW OAK	2" CAL.	B&B	370	19,980
51	LIRIODNEDRON TULIPIFERA	TULIP POPLAR	2" CAL.	B&B	387	19,737
72	MTRICA CERIFERA & CVS	SOUTHERN WAXMYRTLE	2" CAL.	B&B	44	3,168
9	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	2" CAL.	B&B	99	891
CANOPY GRAND TOTAL						43,644

NOTES:

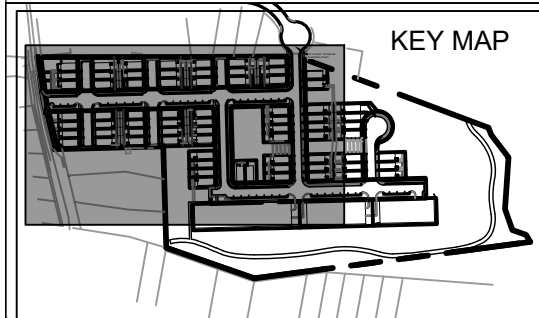
1. THE PLANNED UNIT DEVELOPMENT (PUD) SHALL BE IN SUBSTANTIAL CONFORMITY TO THIS PUD DEVELOPMENT PLAN, SUBJECT TO CHANGES AND REVISIONS COINCIDENT WITH THE LAND USE PLANNING, CIVIL ENGINEERING, ARCHITECTURE, AND, REGULATORY APPROVAL PROCESS, WHICH WILL RESULT IN SOME PLAN MODIFICATION.
2. SIDEWALKS 5' MINIMUM WIDTH AS SHOWN.
3. PLANTING STRIPS BETWEEN ROAD AND SIDEWALK 4' MINIMUM EXCEPT ADJACENT TO PARALLEL PARKING. ALL TREES TO BE SELECTED FROM THE CHARLOTTESVILLE MASTER TREE LIST.
4. ARTERIAL TRAIL PRECISE LOCATION TO BE FIELD LOCATED IN COORDINATION WITH PARKS AND RECREATION.

LANDSCAPE PLAN





DRY UTILITY NOTES:
 1. DRY UTILITIES SHOWN ARE CONCEPTUAL. FINAL DRY UTILITY LAYOUT AND DESIGN SHALL BE COORDINATED WITH THE CITY OF CHARLOTTESVILLE AND APPLICABLE ELECTRIC AND TELECOM SERVICE PROVIDERS.
 2. DRY UTILITIES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PLACED IN A DUCT BANK PER CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL.



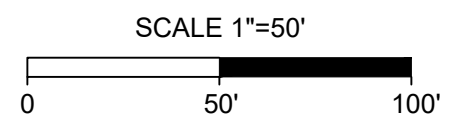
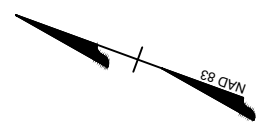
LEGEND

PROPOSED ELECTRIC AND TELECOM SERVICE —

PROPOSED ELECTRIC TRANSFORMER □

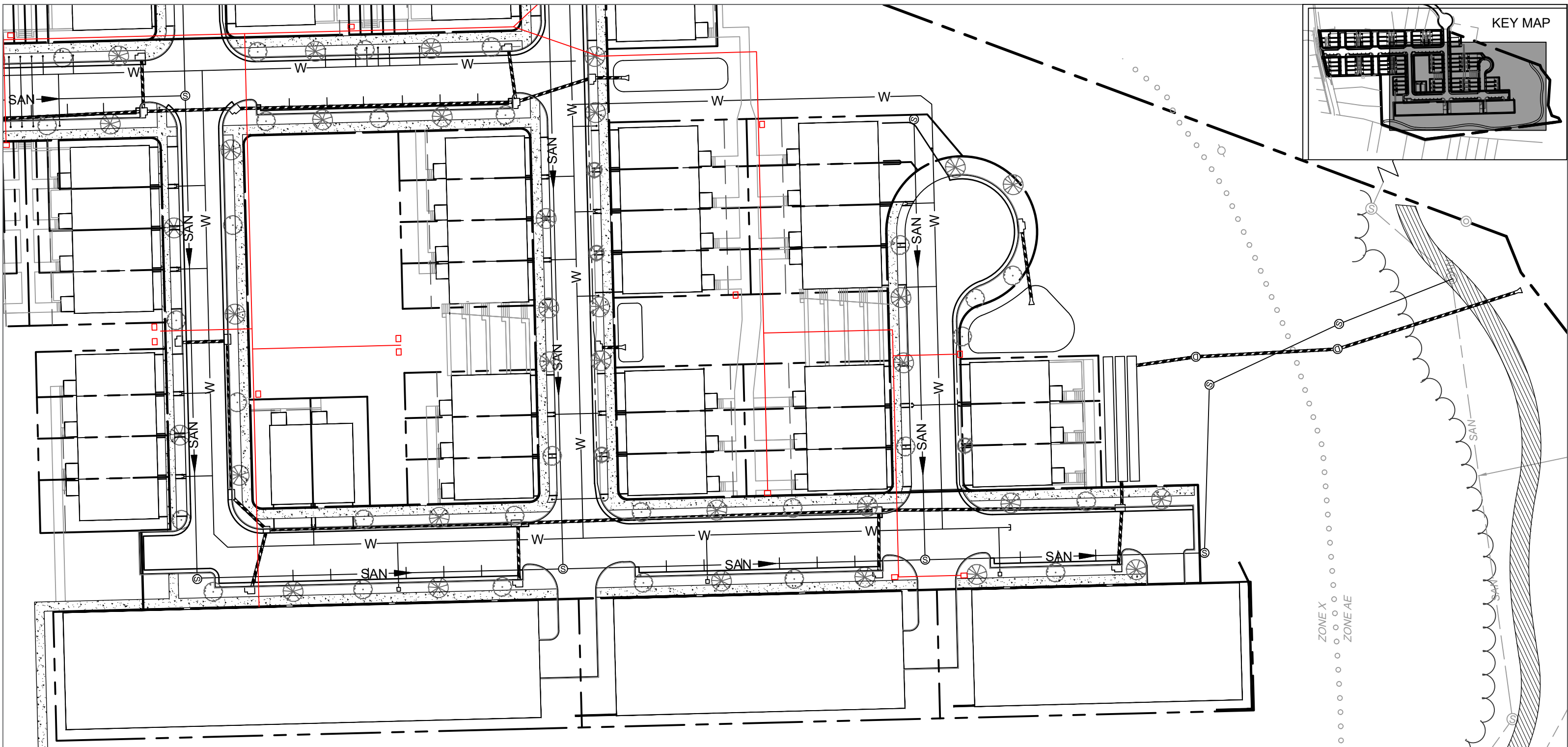
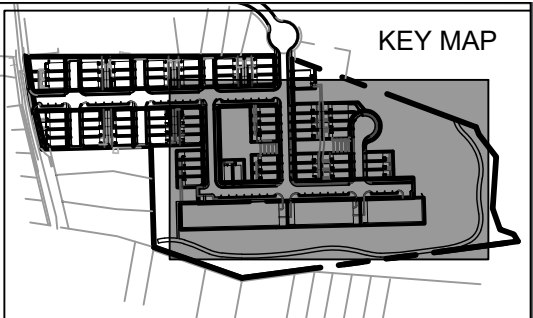
CONCEPTUAL DRY UTILITY PLAN

SHEET 13 OF 17
 240 STRIBLING AVENUE - APRIL 28, 2020
 REVISED: JUNE 11, 2021



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DRY UTILITY NOTES:
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 2. DRY UTILITIES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PLACED IN A DUCT BANK PER CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL.

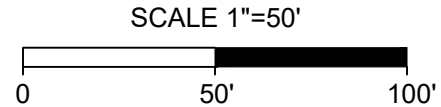
LEGEND

PROPOSED ELECTRIC AND TELECOM SERVICE —

PROPOSED ELECTRIC TRANSFORMER

CONCEPTUAL DRY UTILITY PLAN

SHEET 14 OF 17
 240 STRIBLING AVENUE - APRIL 28, 2020
 REVISED: JUNE 11, 2021



Use Types			
	PUD	Existing Zoning - R-1S (for reference)	Existing Zoning - R-2 (for reference)
RESIDENTIAL AND RELATED USES			
Accessory apartment, internal	P	P	P
Accessory apartment, external	P	P	P
Accessory buildings, structures and uses	B	B	B
Adult assisted living			
1–8 residents	B	B	B
Greater than 8 residents			
Adult day care			
Amateur radio antennas, to a height of 75 ft.	B	B	B
Bed-and-breakfast:			
Homestay	B	B	B
B & B			
Inn			
Boarding: fraternity and sorority house			
Boarding house (rooming house)			
Convent/monastery	S	S	S
Criminal justice facility			
Dwellings:			
Multifamily	B		
Single-family attached	B		B
Single-family detached	B	B	B
Rowhouse/Townhouse	B		
Two-family	B		B
Family day home			
1–5 children	B	B	B
6–12 children	S	S	S
Home occupation	P	P	P
Manufactured home park			
Night watchman's dwelling unit, accessory to industrial use			
Nursing homes			
Occupancy, residential			
3 unrelated persons	B	B	B
4 unrelated persons	B	B	B
Residential density (developments)			
Maximum of 15 DUA	B		
22–43 DUA			
44–64 DUA			
65–87 DUA			
88–200 DUA			
Residential treatment facility			
1–8 residents	B	B	B
8+ residents			S
Shelter care facility			
Single room occupancy facility			
Temporary family health care structure	T	T	T
NON-RESIDENTIAL: GENERAL and MISC.			
COMMERCIAL			
Access to adjacent multifamily, commercial, industrial or mixed-use development or use			
Accessory buildings, structures and uses			
Amusement center			
Amusement enterprises (circuses, carnivals, etc.)			
Amusement park (putt-putt golf; skateboard parks, etc.)			
Animal boarding/grooming/kennels:			
With outside runs or pens			
Without outside runs or pens			
Animal shelter			
Art gallery:			
GFA 4,000 SF or less			
GFA up to 10,000 SF			

Use Types			
	PUD	Existing Zoning - R-1S (for reference)	Existing Zoning - R-2 (for reference)
Art studio, GFA 4,000 SF or less			
Art workshop			
Assembly (indoor)			
Arena, stadium (enclosed)			
Auditoriums, theaters			
Houses of worship	B	B	B
Assembly (outdoor)			
Amphitheater			
Stadium (open)			
Temporary (outdoor church services, etc.)	T	T	T
Assembly plant, handcraft			
Assembly plant			
Automobile uses:			
Gas station			
Parts and equipment sales			
Rental/leasing			
Repair/servicing business			
Sales			
Tire sales and recapping			
Bakery, wholesale			
GFA 4,000 SF or less			
GFA up to 10,000 SF			
Banks/ financial institutions			
Bowling alleys			
Car wash			
Catering business			
Cemetery	S	S	S
Clinics:			
Health clinic (no GFA limit)			
Health clinic (up to 10,000 SF, GFA)			
Health clinic (up to 4,000 SF, GFA)			
Public health clinic			
Veterinary (with outside pens/runs)			
Veterinary (without outside pens/runs)			
Clubs, private	S	S	S
Communications facilities and towers:			
Antennae or microcells mounted on existing towers established prior to 02/20/01	B	B	B
Attached facilities utilizing utility poles or other electric transmission facilities as the attachment structure	B	B	B
Attached facilities not visible from any adjacent street or property	B	B	B
Attached facilities visible from an adjacent street or property			
Alternative tower support structures			
Monopole tower support structures			
Guyed tower support structures			
Lattice tower support structures			
Self-supporting tower support structures			
Contractor or tradesman's shop, general			
Crematorium (independent of funeral home)			
Data center			
Daycare facility	S	S	S
Dry cleaning establishments			
Educational facilities (non-residential)			
Elementary	S	S	S
High schools	S	S	S
Colleges and universities	S	S	S
Artistic up to 4,000 SF, GFA			
Artistic up to 10,000 SF, GFA			
Vocational, up to 4,000 SF, GFA			
Vocational, up to 10,000 SF, GFA			

MATRIX OF USE TYPES

Use Types			
	PUD	Existing Zoning - R-1S (for reference)	Existing Zoning - R-2 (for reference)
Electronic gaming café			
Funeral home (without crematory)			
GFA 4,000 SF or less			
GFA up to 10,000 SF			
Funeral homes (with crematory)			
GFA 4,000 SF or less			
GFA up to 10,000 SF			
Golf course			
Golf driving range			
Helipad			
Hospital			
Hotels/motels:			
Up to 100 guest rooms			
100+ guest rooms			
Laundromats			
Libraries		B	B
Manufactured home sales			
Microbrewery			
Mobile food units			
Movie theaters, cineplexes			
Municipal/governmental offices, buildings, courts	S	S	S
Museums:			
Up to 4,000 SF, GFA			
Up to 10,000 SF, GFA			
Music halls			
Offices:			
Business and professional			
Medical			
Philanthropic institutions/agencies			
Property management			
Other offices (non-specified)			
Outdoor storage, accessory			
Parking:			
Parking garage	A		
Surface parking lot	A		
Surface parking lot (more than 20 spaces)	A		
Temporary parking facilities	A		
Photography studio			
Photographic processing; blueprinting			
Radio/television broadcast stations			
Recreational facilities:			
Indoor: health/sports clubs; tennis club; swimming club; yoga studios; dance studios, skating rinks, recreation centers, etc.	B	B	B
Outdoor: Parks, playgrounds, ball fields and ball courts, swimming pools, picnic shelters, etc.	B	B	B
Outdoor: Parks, playgrounds, ball fields and ball courts, swimming pools, picnic shelters, etc. (private)	B	S	S
Restaurants:			
Dance hall/all night			
Drive-through windows			
Fast food			
Full service			
24-hour			
Taxi stand			
Towing service, automobile			
Technology-based businesses			
Transit facility			
Utility facilities	S	S	S
Utility lines	B	B	B
NON-RESIDENTIAL USES: RETAIL			
Accessory buildings, structures and uses			

Use Types			
	PUD	Existing Zoning - R-1S (for reference)	Existing Zoning - R-2 (for reference)
Consumer service businesses:			
Up to 4,000 SF, GFA			
Up to 10,000 SF, GFA			
10,001+ GFA			
Farmer's market			
Greenhouses/nurseries			
Grocery stores:			
Convenience			
General, up to 10,000 SF, GFA			
General, 10,001+ SF, GFA			
Home improvement center			
Pharmacies:			
1—1,700 SF, GFA			
1,701—4,000 SF, GFA			
4,001+ SF, GFA			
Shopping centers			
Shopping malls			
Temporary sales, outdoor (flea markets, craft fairs, promotional sales, etc.)			
Other retail stores (non-specified):			
Up to 4,000 SF, GFA			
Up to 20,000 SF GFA			
20,000+ SF, GFA			
NON-RESIDENTIAL: INDUSTRIAL			
Accessory buildings, structures and uses			
Assembly, industrial			
Beverage or food processing, packaging and bottling plants			
Brewery and bottling facility			
Compounding of cosmetics, toiletries, drugs and pharmaceutical products			
Construction storage yard			
Contractor or tradesman shop (HAZMAT)			
Frozen food lockers			
Greenhouse/nursery (wholesale)			
Industrial equipment: service and repair			
Janitorial service company			
Kennels			
Laboratory, medical			
<4,000 sq. ft.			
Laboratory, pharmaceutical			
<4,000 sq. ft.			
Landscape service company			
Laundries			
Manufactured home sales			
Manufacturing, light			
Medical laboratories			
Moving companies			
Pharmaceutical laboratories			
Printing/publishing facility			
Open storage yard			
Outdoor storage, accessory to industrial use			
Research and testing laboratories			
Self-storage companies			
Warehouses			
Welding or machine shop			
Wholesale establishments			

A = ANCILLARY USE
 B = BY RIGHT USE
 CR = COMMERCIAL/RESIDENTIAL
 A/S = ANCILLARY OR SPECIAL USE PERMIT
 DUA = DWELLING UNITS PER ACRE
 GFA = GROSS FLOOR AREA

MFD = MULTIFAMILY DEVELOPMENT
 P = PROVISIONAL USE PERMIT
 T = TEMPORARY USE PERMIT

MATRIX OF USE TYPES

BEFORE THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA
IN RE: PETITION FOR REZONING (City Application No. ZM-20-)
STATEMENT OF FINAL PROFFER CONDITIONS
For the 240 Stribling PUD
Dated as of August 19, 2021

TO THE HONORABLE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF CHARLOTTESVILLE:

The undersigned limited liability company is the owner of land ("Owner") subject to the above-referenced rezoning petition ("Subject Property"). The Owner seeks to amend the current zoning of the Subject Property subject to certain voluntary development conditions set forth below. In connection with this rezoning application, the Owner seeks approval of a PUD as set forth within a Development Plan for a planned unit development to be known as the "240 Stribling Avenue PUD", said PUD Development Plan being dated April 28, 2020, Revised June 11, 2021, containing 17 pages, total, submitted with the Owner's Rezoning Application.

The Owner hereby proffers and agrees that if the Subject Property is rezoned as requested, the Subject Property will be developed in general accordance with, and the Owner will abide by, the approved 240 Stribling Avenue PUD Development Plan, and that the Subject Property shall also be subject to the following conditions:

1. The Owner shall establish affordable housing within the Subject Property, as follows:
 - a. For the purposes of this Proffer, the term "Affordable Dwelling Unit" 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).
 - b. Fifteen percent (15%) of all dwelling units constructed within the area of the Subject Property shall be Affordable Dwelling Units ("Required Affordable Dwelling Units"). The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the PUD ("Initial Designation"). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as Affordable Dwelling Units, and the City's approval shall not unreasonably be withheld so long as a proposed change does not reduce the number of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.
 - i. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for rental to low- and moderate-income households ("Rental Affordable Dwelling Units"). Each of the Rental Affordable Dwelling Units shall be reserved as such throughout a period of at least ten (10) years from the date on which the unit receives a certificate of occupancy from the City's building official ("Rental Affordability Period"). All Rental Affordable Dwelling Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g) as such regulations are in effect on the date of Owner's signature, below. For the purposes of this section and section 1.b.ii below, if City regulations adopted pursuant to the provisions of City Code 34-12(g) are amended by the City after the date of Owner's signature, below, the Owner may elect in writing to the Zoning Administrator to instead be bound by the amended regulations.
 - ii. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for ownership by low- and moderate-income households ("For-Sale Affordable Dwelling Units"), throughout a period of thirty (30) years from the date on which the unit receives a certificate of occupancy from the City's building official. The For-Sale Affordable Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g), as such regulations are in effect on the date of Owner's signature, below. During construction the For-Sale Affordable Dwelling Units shall be

constructed incrementally, such that at least 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 for-sale dwelling units.

- iii. On or before July 1 of each calendar year the then current owner of each Required Affordable Dwelling Unit shall submit an Annual Report to the City, identifying each Required Affordable Dwelling Unit by address and location, and verifying the Household Income of the occupant of each Required Affordable Dwelling Unit.
- c. The land use obligations referenced in 1.b.i, 1.b.ii, and 1.b.iii shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Subject Property shall have notice of and be bound by the obligations. In the event of re-sale of any of the Required Affordable Dwelling Units that reduces the number of Required Affordable Dwelling Units below the thresholds set forth in this proffer, the declaration of covenants shall provide a mechanism to ensure that an equivalent Affordable Dwelling Unit is created within the City of Charlottesville, either on or off of the Subject Property, that satisfies the requirements contained herein for the remainder of the Affordability Period.

WHEREFORE, the undersigned Owner stipulates and agree that the use and development of the Subject Property shall be in conformity with the conditions hereinabove stated, and requests that the Subject Property be rezoned as requested, in accordance with the Zoning Ordinance of the City of Charlottesville.

Respectfully submitted this _____ day of _____, 2021.

Applicant:
Belmont Station, LLC

Address:
142 South Pantops Drive
Charlottesville, VA 22911

By: _____
Its Member, Charles Armstrong

PROFFER CONDITIONS

BEFORE THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA
IN RE: PETITION FOR REZONING (City Application No. ZM20-00002)
STATEMENT OF FINAL PROFFER CONDITIONS
For the 240 Stribling PUD
Dated as of November 11, 2021

TO THE HONORABLE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF CHARLOTTESVILLE:

The undersigned limited liability company is the owner of land (“Owner”) subject to the above-referenced rezoning petition (“Subject Property”). The Owner seeks to amend the current zoning of the Subject Property subject to certain voluntary development conditions set forth below. In connection with this rezoning application, the Owner seeks approval of a PUD as set forth within a Development Plan for a planned unit development to be known as the “240 Stribling Avenue PUD”, said PUD Development Plan being dated April 28, 2020, Revised October 8, 2021, containing 17 pages, total, submitted with the Owner’s Rezoning Application.

The Owner hereby proffers and agrees that if the Subject Property is rezoned as requested, the Subject Property will be developed in general accordance with, and the Owner will abide by, the approved 240 Stribling Avenue PUD Development Plan, and that the Subject Property shall also be subject to the following conditions:

1. The Owner shall establish affordable housing within the Subject Property, as follows:
 - a. For the purposes of this Proffer, the term “Affordable Dwelling Unit” 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).
 - b. Fifteen percent (15%) of all dwelling units constructed within the area of the Subject Property shall be Affordable Dwelling Units (“Required Affordable Dwelling Units”). The Required Affordable Dwelling Units shall be identified on a layout plan, by unit, prior to the issuance of any certificate of occupancy for a residential unit within the PUD (“Initial Designation”). The Owner reserves the right, from time to time after the Initial Designation, and subject to approval by the City, to change the unit(s) reserved as Affordable Dwelling Units, and the City’s approval shall not unreasonably be withheld so long as a proposed change does not reduce the number of Required Affordable Dwelling Units and does not result in an Affordability Period shorter than required by these proffers with respect to any of the Required Affordable Dwelling Units.
 - i. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for rental to low- and moderate-income households (“Rental Affordable Dwelling Units”). Each of the Rental Affordable Dwelling Units shall be reserved as such throughout a period of at least ten (10) years from the date on which the unit receives a certificate of occupancy from the City’s building official (“Rental Affordability Period”). All Rental Affordable Dwelling Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g) as such regulations are in effect on the date of Owner’s signature, below. For the purposes of this section and section 1.b.ii. below, if City regulations adopted pursuant to the provisions of City Code 34-12(g) are amended by the City after the date of Owner’s signature, below, the Owner may elect in writing to the Zoning Administrator to instead be bound by the amended regulations.
 - ii. Thirty percent (30%) or more of the Required Affordable Dwelling Units shall be reserved for ownership by low- and moderate-income households (“For-Sale Affordable Dwelling Units”), throughout a period of thirty (30) years from the date on which the unit receives a certificate of occupancy from the City’s building official. The For-Sale Affordable Units shall be administered in accordance with City regulations adopted pursuant to the provisions of City Code 34-12(g), as such regulations are in effect on the date of Owner’s signature, below. During construction the For-Sale Affordable Dwelling Units shall be

constructed incrementally, such that at least 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 for-sale dwelling units.

- iii. On or before July 1 of each calendar year the then current owner of each Required Affordable Dwelling Unit shall submit an Annual Report to the City, identifying each Required Affordable Dwelling Unit by address and location, and verifying the Household Income of the occupant of each Required Affordable Dwelling Unit.
- c. The land use obligations referenced in 1.b.i, 1.b.ii, and 1.b.iii shall be set forth within one or more written declarations of covenants recorded within the land records of the Charlottesville Circuit Court, in a form approved by the Office of the City Attorney, so that the Owner's successors in right, title and interest to the Subject Property shall have notice of and be bound by the obligations. In the event of re-sale of any of the Required Affordable Dwelling Units that reduces the number of Required Affordable Dwelling Units below the thresholds set forth in this proffer, the declaration of covenants shall provide a mechanism to ensure that an equivalent Affordable Dwelling Unit is created within the City of Charlottesville, either on or off of the Subject Property, that satisfies the requirements contained herein for the remainder of the Affordability Period.

WHEREFORE, the undersigned Owner stipulates and agree that the use and development of the Subject Property shall be in conformity with the conditions hereinabove stated, and requests that the Subject Property be rezoned as requested, in accordance with the Zoning Ordinance of the City of Charlottesville.

Respectfully submitted this 11th day of November, 2021.

Applicant:

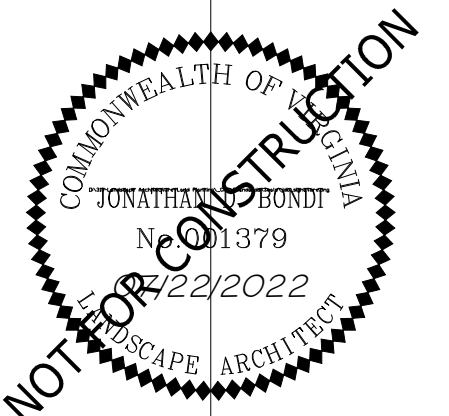
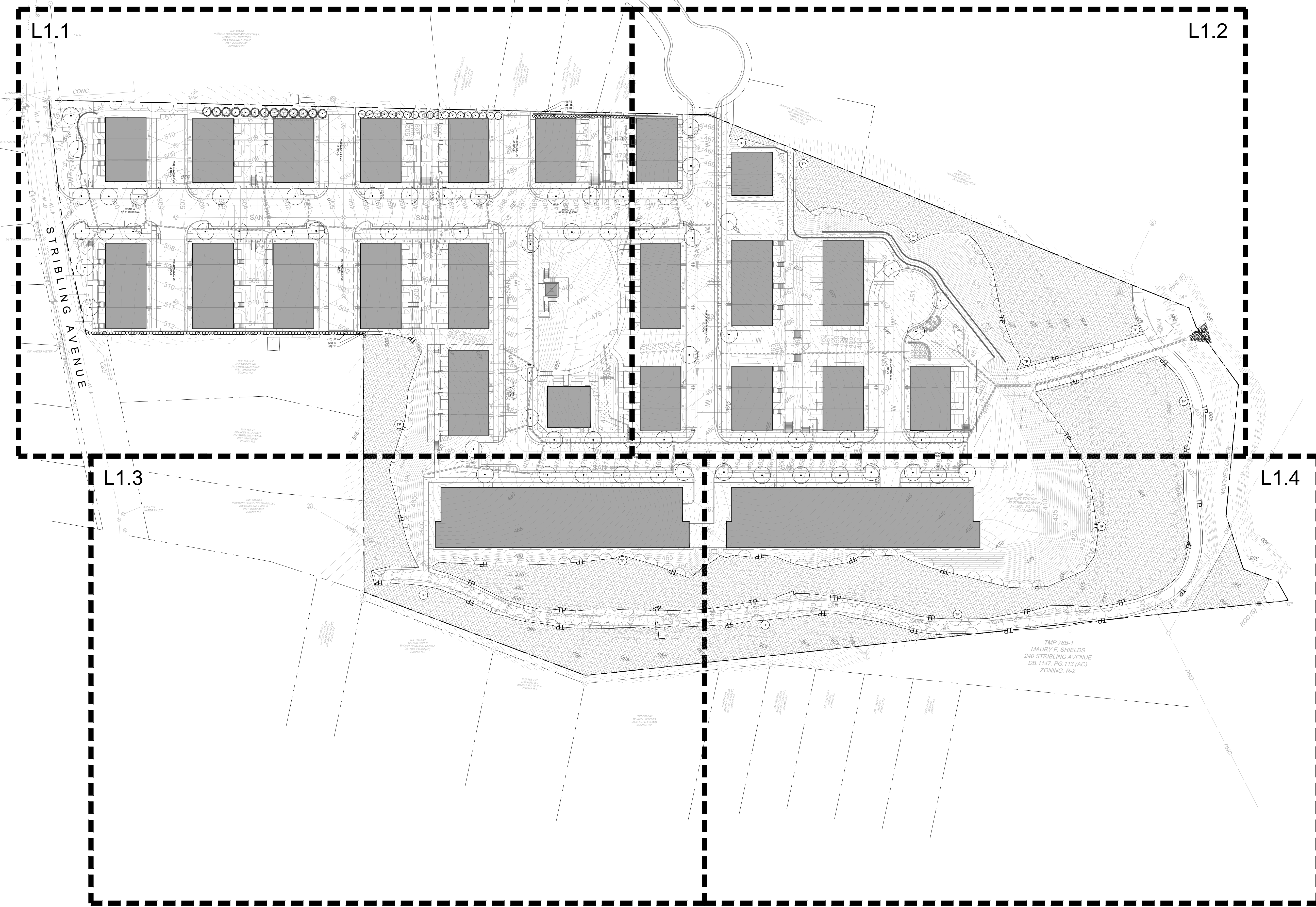
Belmont Station, LLC

By: 
Its Member, Charles Armstrong

Address:

142 South Pantops Drive
Charlottesville, VA 22911

EXISTING TREE COVER TO REMAIN 105,859 SF



THIS DRAWING PREPARED AT THE
CHARLOTTEVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL: 534.235.5624 FAX: 534.235.8317 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION	DATE

DATE
7/22/2022

DRAWN BY
M. RACHNER

DESIGNED BY
J. BONDI

CHECKED BY
J. BONDI

SCALE
1"=50'

JOB NO.
45193

SHEET NO.
L1.0

TIMMONS GROUP
240 STRIBLING AVENUE
CITY OF CHARLOTTEVILLE
OVERALL LANDSCAPE PLAN

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