

## Agenda

### PLANNING COMMISSION REGULAR DOCKET TUESDAY, December 8, 2015 – 5:30 P.M. CITY COUNCIL CHAMBERS

**I. PLANNING COMMISSION GATHERING -- 4:30 P.M. (Held in the NDS Conference Room)**  
Commissioners gather to communicate with staff. (4:30-5:30 P.M.)

**II. REGULAR MEETING -- 5:30 P.M.**

**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 FOR PUBLIC HEARING**

**F. CONSENT AGENDA**

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

1. Minutes - November 10, 2015 – Pre meeting
2. Minutes - November 10, 2015 – Regular meeting
3. Minutes - September 22, 2015 – Work Session
4. Minutes - November 24, 2015 – Work Session

**III. JOINT PUBLIC HEARINGS (Beginning at 6:00 P.M.)**

**G. JOINT PUBLIC HEARINGS**

**1. Charlottesville Capital Improvement Program FY 2017-2021:** Consideration of the proposed 5-year Capital Improvement Program totaling \$80,008,117 in the areas of Education, Economic Development, Public Safety & Justice, Facilities Management, Transportation & Access, Parks & Recreation, Technology Infrastructure, Stormwater Initiatives and General Government Infrastructure. A copy of the proposed CIP is available for review at

<https://www.charlottesville.org/departments-and-services/departments-a-g/budget-and-performance-management/fy-2016-2017-budget-development>

**Report prepared by Ryan Davidson, Office of Budget and Performance Management.**

**2. ZT15-00007 - Amendment of the City's zoning map and of zoning ordinance text** - Proposed amendments to the text of City Code sections 34-541(4) and (5), 34-616 through 34-655, 34-796, 34-881, 34-1100, 34-1101 and 34-1200, and proposed zoning map amendments changing the zoning district classifications of parcels of land within the West Main Street Corridor.

**ZONING MAP AMENDMENTS:** the proposed zoning map amendments would re-classify all of the 114 parcels of land in each of two existing zoning districts (West Main Street North Corridor (WMN) and West Main South Corridor (WMS)) into one of two new zoning district classifications, either: West Main Street West Corridor District (WMW) or West Main Street East Corridor District (WME).

**ZONING TEXT AMENDMENTS:** The proposed amendments would repeal the WMN and WMS zoning district classifications listed in City Code secs. 34-541(4) and (5), and 34-616 through 34-655, and, in their place, establish new WME and WMW zoning district classifications. **Building height:** The proposed new zoning district classifications will reduce minimum required building height from 40 to 35 ft on all affected parcels, and will change the maximum allowed building height from 60 ft (WMN) or 70 ft (WMS) to 75 ft (WMW) or 52 ft (WME). In the new WMW and WME districts, the option to obtain additional building height by special use permit will be eliminated. **Building mass:** The proposed zoning text amendments will establish a new "bulk plane" in which buildings must be constructed. **Streetwall and floor heights:** In the

current WMN and WMS districts, the minimum required streetwall height is 25 ft, with a minimum of two (2) interior floors. In the proposed new WMW/ WME districts, the maximum streetwall height is 40 ft, and the first interior floor of each building must be at least 15 ft, but the height of other floors is not be specified. **Setbacks:** The front building setback is proposed to be 10 ft, or such other setback as city council may determine most appropriate and minimally necessary to allow for planting of street trees. **Residential density:** the by-right residential density for all of the affected parcels will remain the same (43 DUA by right). Up to 200 DUA will be allowed in both WMW and WME by special use permit. The current WMN allows 200 DUA by special use permit, while the current WMS allows 240 DUA by special use permit. The West Main Street Corridor is within the City’s Urban Development Area (UDA), and the City’s Comprehensive Plan contemplates a minimum density of four (4) DUA within the UDA. **Parking requirements:** parking requirements will be modified in the proposed WMW and WME districts, to eliminate the requirement for parking spaces for any retail space having less than 5,000 square ft and to eliminate the requirement to provide parking lot buffers except along edges of a low density district. New regulations requiring bicycle parking are proposed t be set forth within a new Sec. 34-881. **Land Uses:** the general land use allowed in both the current and proposed zoning districts is “mixed use”. The general usage set forth in the applicable part of the City’s Comprehensive Plan for all of the affected parcels is “mixed use”. Sec. 34-796 is proposed to be amended, so that all of the uses currently allowed in the WMS district will be allowed in the proposed WMW and WME districts. **Residential uses on first floor:** residential uses will be prohibited on the ground floor of a building adjacent to West Main Street, but would be allowed on the ground floor adjacent to other street frontages.

**City-wide regulations. Appurtenances:** the proposed text amendments also modify general zoning regulations in City Code 34-1101, governing appurtenances within all existing zoning districts, which would include the proposed WMW and WME districts. **Measurement of building height:** the text amendments propose changes to 34-1100(a) (measurement of building height), and to the definitions of “building height” and “grade” within 34-1200, to specify that building height will be measured from average grade to the highest point of a building. **Build-to-zone:** the proposed zoning text amendment adds to sec. 34-1200 a definition of the term “build-to-zone. **Report prepared by Carrie Rainey, Urban Designer.**

**REGULAR MEETING (Continued)**

- H. Site Plan**
  - a. Market Plaza

**I. FUTURE MEETING SCHEDULE**

Tuesday, January 12, 2016 – 4:30 PM	Pre- Meeting	
Tuesday, January 12, 2016 – 5:30 PM	Regular Meeting	

**Anticipated Items on Future Agendas**

- Harmony Ridge Subdivision Plat
- Grove Street Site Plan

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

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

**LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY  
11/1/2015 TO 11/30/2015**

- 1. Preliminary Site Plans**
- 2. Final Site Plans**
  - a. Oak Street Utility Location Plan – 324 Oak Street – November 25, 2015
- 3. Site Plan Amendments**
  - a. Carlton Avenue Apartments – November 13, 2015
  - b. Auto Zone Landscape Plan- 910 River Road – November 30, 2015
- 4. Minor Subdivision**
  - a. TMP 12-41B (2036 India Road) – November 3, 2015
  - b. Johnson Village Phase Consolidation Plan – November 3, 2015
  - c. Eton Road Boundary Line Adjustment – November 3, 2015

MINUTES  
PLANNING COMMISSION REGULAR MEETING  
Tuesday, November 10, 2015

I. PLANNING COMMISSION PRE-MEETING (Beginning at 4:30 p.m.)

Location: NDS Conference Room, Charlottesville City Hall, 2nd Floor

Members Present: Chairman John Santoski, Commissioners Lisa Green, Kurt Keesecker, Genevieve Keller, Jody Lahendro, Taneaia Dowell, and; UVA representative Bill Palmer

Members Absent: Commissioner Dan Rosensweig

Call to Order: the meeting was called to order by Chair Santoski at 5:00 p.m.

Genevieve Keller noted that the minutes from last month were very detailed and she noted that perhaps they should not be as complex in the future. There was consensus that the information was good. Mr. Keesecker noted that the first motion for the West Main Street zoning vote needed to reflect that he voted against the motion.

Commissioners asked questions for clarity on the ZTA for Alcohol Beverage Production. It was clarified that the thresholds for production were gleaned from the ABC regulations. It was noted that discussion concerning the 3000 foot limit proposal may take place during the meeting.

Kurt Keesecker asked a question for clarity concerning the entrance requirements for VDOT in reference to the Hydraulic Entrance Corridor application and that information was clarified.

Adjournment: At 5:30 p.m. the Chair adjourned the meeting in order to reconvene in City Council Chambers at 5:30 to continue with the Commission's regular monthly agenda.

II. ADMINISTRATIVE AGENDA (Beginning at 5:30 p.m.)

Location: City Council Chambers, Charlottesville City Hall, 2nd Floor

Members Present: Chairman John Santoski, Commissioners Lisa Green, Kurt Keesecker, Genevieve Keller, Jody Lahendro, Taneaia Dowell, and; UVA representative Bill Palmer

Member Absent: Commissioner Dan Rosensweig

Call to Order: the meeting was called to order by Chairman Santoski at 5:30 p.m.

A. COMMISSIONERS' REPORTS:

Commissioner Lahendro reported the Parks and Recreation Advisory Board met on October 21, 2015, and he was unable to attend. He did attend the Tree Commission meeting on October 28<sup>th</sup>. Some of the major items from that meeting: (1) an update on the tree canopy survey underway. The survey's preliminary assessment indicates that there has been a loss of 1.4% of the City's canopy trees compared to the last survey done 6 years ago in 2009. The study should be completed by the end of this year and hopefully there will be an analysis of where these trees have been lost. (2) As



requested by Neighborhood Development Services, several commission members from the Tree Commission inspected the area as an arboretum on the William Taylor site on the corner of Cherry and Ridge Street. The summary of the report is “the existing species diversity and invasive plants located at the proposed construction and overall health of the trees do not justify the site being named an arboretum. It would be more apt to call it simply open space.” Over 1/3 of the existing tree species are invasive tropical species that are inappropriate for an arboretum and that they should be removed. The remaining trees are mostly walnut with bamboo throughout. Of the 91 trees shown on the proffer for phases one and two, only 45 are shown in the current phase. (3) The tree planning committee has surveyed entry corridors and is working with Parks and Rec to recommend the addition of 16 canopy trees and 10 to 20 small flowering trees depending on the budget. He said lastly, (4) there are complaints from store owners regarding the appearance of the UVA Corner. Because of underground utilities, we have lost two trees and others are struggling. Public Works is currently exploring options for relocating utilities instead of putting in planters.

Commissioner Keller reported the Thomas Jefferson Planning District Commission completed its annual audit and that was very successful. It was an unmodified report which the CPA’s told her is the best report you can get and since she is the treasurer she was quite relieved at that.

Commissioner Dowell reported on the Community Block Development Grant Task Force having an initial meeting this year on Monday November 23<sup>rd</sup> from 3-4 pm. She said for public knowledge there are 3 Community Block Development Grant Task Force slots available for 10<sup>th</sup> and Page, Belmont and At-Large members of the public. They are looking for additional members.

Commissioner Keesecker reported he attended the BAR meeting on October 20<sup>th</sup> and applications that were reviewed that might be of interest to our audience and fellow commissioners are: 1) application for a certificate of appropriateness from the Violet Crown theater downtown; there were a couple of details, some significant that were different from the previously approved BAR package and were actually built and so this was a retroactive look at some of those changes after they were constructed and most of them didn’t necessarily cause any heartache with the BAR members, but some will be revisited and the applicant going to come back with some corrections or suggestions in the future on those items; 2) an application from the City for some renovations to Lee Park, particularly the walls that surround Lee Park as phase one and then the sidewalks that run through Lee Park, and was very nicely done; 3) we had an application from Bill Atwood for property that sits behind some historic homes that are near the Centurylink building and Eloise and the courtyard. It was a preliminary discussion that ending up in an deferral for more information to come back later. 4) There was a discussion of William Taylor Plaza and it’s massing and general site layout and the architects hired a landscape architect to focus a lot of attention on this application to cycle through the streetscape on Cherry Avenue. It was generally well received by the BAR and moved to the next step. 5) the last project was on East Water Street which had originally come to us seeking a Special Use Permit for height, and now it is a by-right project but still needs BAR approval for the design of the building. It is not only lower, but seems to have satisfied the BAR with their street frontage so it is going in a positive direction.

Commissioner Green asked if the certificate of appropriateness can’t be approved for finals and how will they get a certificate of occupancy to open.

Commissioner Keesecker said they got a temporary certificate of occupancy, and they have a limited amount of time where they can come and respond. He said the primary concern was the translucency of the dark glass. He said he did not attend the UVA Master Planning Meeting on October 4<sup>th</sup>.

Commissioner Green reported on the CIP process. She attended the CTAC (Citizens Transportation Advisory Committee) meeting and patrons are encouraged to attend this meeting on the 1st Wednesday, 7:00 pm at Water Street Center. She said a lot of the discussion on Wednesday was on how to get the public engaged and that we have 3 vacancies where we need members. This is an opportunity for the public to get involved on information and ideas about our transportation plan. We talked about having an orientation package so that the members of the public could, if they are interested review what that means and what it means for your involvement. A Transportation Planning Academy was held on 10/13 which included local officials, general employees of local government. A lot of people don't understand the transportation process. It was about 2 hours long and was standing room only. There is going to be another one held at Water Street Center, on January 12<sup>th</sup> from 11:30 -1:00. We have done a lot of public out-reach and able to reach 450 people in the month of October and that was good. We are going to try to go out and do some outreach for our neighborhood meetings not only in the city but also in the county. She said the Route 29 solutions project is 30 days ahead and under budget. At this time Hillsdale Drive is to be completed on October 2017 as well as Berkmar. This moment they are doing pile driving from 9:00 pm to 6 am; which means they are literally building a retaining wall underground. This pile driving is sticking the piles of dirt into the ground at night with this big jack hammer. It is causing a lot of vibration and noise. The transit authority is looking at widening the scope of work for UVA transit to also possibly work with CAT and UVA

Chairman's Report – Mr. Santoski reported that he was unable to attend the Belmont Bridge Steering Committee meeting. They were to discuss the latest version of the RFP for the Belmont Bridge. There is a link to the project website, which should be public at this point. He said if you want to know what is happening with the Belmont Bridge replacement, you can go to that website. The MPO Tech meeting that was scheduled in November has been cancelled until January 19<sup>th</sup> 2016.

University Report - Bill Palmer reported the Master Plan Council meeting was held on 11/4 and two topics were covered. One was an overview of health system planning going on right now that included the construction project for the Education Resource Center, which has a variety of functions next to the cancer center between that and the parking garage and finishes off the Lee Street streetscape. There is an update on the larger project where the helipad is located now for the Emergency Department expansion, that is being planned for, designed and will have a hospital bed tower on top. They are planning to do a space planning study jointly with the School of Medicine to look at research space in the health system. On Friday, November 13th, at 10 a.m. there is a meeting of the Buildings and Grounds committee of the Board of Visitors. They are discussing for UVA what the capital project planning and approval process will be a discussion of current and past university real estate holdings and then a presentation on the strategic physical planning efforts.

B. DEPARTMENT OF NDS: Missy Creasy, Planning Manager confirmed that we will have a work session November 24, 2015 and focus will be on the CIP.

### C. CONSENT AGENDA

1. Minutes - October 13, 2015 – Pre meeting
2. Minutes - October 13, 2015 – Regular meeting
3. Site Plan - Lochlyn Hill - Block 2B III.

The motion was made by Commissioner Keesecker to accept the consent agenda with the necessary corrections, seconded by Commissioner Green, motion passes 6-0.

D. Entrance Corridor Review  
a. 2307 Hydraulic Road

Applicant's Request

The applicant is requesting approval of a certificate of appropriateness to construct one 3-story self-storage building with an office facing Hydraulic Road. The existing brick, one-story building will be demolished.

The new vehicular circulation includes two entrances from Inglewood Drive to access 9 surface parking spaces, including one HC space, and additional parking/loading spaces. There is a partial existing 5-foot sidewalk along Hydraulic Road, but none on Inglewood Drive. New 5 foot sidewalks are proposed along Hydraulic Road and Inglewood Drive. The main pedestrian walkway links to the public sidewalk on Hydraulic.

Three existing street trees are proposed to be saved in the front yard, a 21" Locust, a 33" unidentified tree, and a 6" double dogwood. Additional street trees are proposed along Hydraulic Road and Inglewood Drive, including Lindens and Zelkovas. New 10 ft. wide S-3 vegetative screening buffers are proposed along the other two sides, and along Inglewood Drive. Ginkgo trees are proposed in planting islands in the loading area parking lot.

Building materials consist of three shades of brick facing the two roads, with brick also wrapping around the corners of the building. The two sides that do not face roads will have taupe color metal siding, with accents of medium color brick. The overhead doors, awnings, coping, gutters, and downspouts are green metal.

Two wall signs are proposed on the building.

Commissioner Green asked about the entrances on Englewood.

Commissioner Keller asked if there is additional exterior lighting that could be a concern since it's in a residential neighborhood.

Ms. Scala said they would be required to show it on the site plan.

Robert High, General Contractor, said there would be full cutoff valve lighting for safety and security of the customers. He said it would be a full LED light with no spill-out to the neighborhood. We will have 2 or 3 lights at the door only. He said we will provide a specification of the lights with the site plan. He said there will be no street lights just typical wall pack lighting.

Commissioner Lahendro said the entrances are on the side street not the residential, correct?

Commissioner Green asked Ms. Scala if there was a height restriction on where the wall pack goes because we have had several sites that the height for a wall pack light is over spilling and the concern she has is the different elevation from this site to the residential properties. She said once you put that on the wall even though it is the right height for the wall of that particular building, it over powers the neighborhood.

Ms. Scala said that Mr. High said there would not be any on the backside of the building is that correct?

Mr. High said it is very limited and they typically put the wall pack 12-14 feet so there should not be any spillage. He said we probably will consider only a few lights along the back and that it is really more for security of the neighborhoods and the neighbors behind us. He said we are just trying to not have a dark alley or anything that would allow or attract anything that someone would not want in their backyard. It would be minimal and would be in the site plan but we find that most municipalities consider that as an additional protection to the residents or the neighborhood.

Commissioner Green asked if they would still look at the height of those on the backside since that elevation change does happen between this commercial site and the residential below.

Mr. High said that is not a problem for them.

In staff's opinion, the project is well-designed, and meets the standards and guidelines for a certificate of appropriateness in the Entrance Corridor. Staff recommends approval of this application subject to final administrative site plan approval.

Commissioner Lahendro moved to approve the Entrance Corridor Certificate of Appropriateness application for the new self-storage building at 2307 Hydraulic Road, subject to final administrative site plan approval, Seconded by Commissioner Green,

The roll was called and the motion passed 6-0.

## JOINT PUBLIC HEARINGS

G. JOINT PUBLIC HEARINGS 1. ZT15-00008 - Alcoholic Beverage Production Zoning Amendments: A proposed zoning text amendment, to amend the Zoning Ordinance of the City of Charlottesville, to allow micro-wineries and micro-distilleries in certain zoning districts, pursuant to a new definition of "micro-producers" and to re-define a limited-scale brewery that would be permitted outside the City's industrial zones. Currently, micro-wineries and micro-distilleries are not listed in the zoning ordinance as permitted uses. Microbreweries, having a production capacity of less than 15,000 barrels per year, are excluded from all residential zoning districts and from the B1, ES, CH, and NCC districts, but are permitted in all other zoning districts as a "general and commercial" use. Currently, breweries other than "microbreweries" are allowed only in locations zoned for industrial uses.

This is an ordinance to revise and expand the existing definition of a microbrewery within the City, and to make provisions for small-scale brewery operations that exceed the current definition of a microbrewery in the code.

Brian Haluska, Principal Planner: At their October 19, 2015 meeting, City Council approved an initiation of a zoning text amendment related to the definition of microbreweries in the City of Charlottesville. The memo on the matter referred to a City-based brewery that raised concerns about the City's limitation on the amount of beer a brewery can produce under the microbrewery definition. Currently, a brewery operation that exceeds 15,000 barrels of production a year is classified as a beverage bottling facility, and can only be located in industrial zones. Additionally, staff raised a concern about the consistency with a microbrewery definition that permits the production of beer within several mixed-use zones, but does not permit small scale winery or distillery operations.

## Public Hearing

Rebecca Quinn, 104 4<sup>th</sup> Street: as a co-owner of a micro brewer we just exceeded the Nano scale but not in this area. This is definitely an industrial use. One barrel is 31 gallons, and it took us 10 years to get to 5,000 and is a good volume. You will definitely get into the 18 wheeler size truck even in the 5,000 scale. So, your questions about road traffic and excess are very well placed. She said she hopes that when it comes to those special use permits, those things are discussed and you just don't just rely on the neighborhoods to say there might be truck traffic or to figure how much truck traffic. There was a question about the door, out the front, if you are talking about a tasting room or a restaurant then she is assuming that would be a separate permit for each use. A permit to run a micro producer doesn't automatically give you the right to have a tasting room or at least I hope it doesn't. She said it should have another level of review or oversight because it is a different kind of traffic. It is not just deliveries of large volumes of materials; it's the visitor traffic as well. All of that aside, she think it is wonderful to have a microbrewers in town.

George H. Kastendike, Vice-Chairman and CEO of Three Notch'd, wrote a letter on Oct.6<sup>th</sup> to the City Economic Development officials, saying a change in the code would allow growing breweries in the city, such as Three Notch'd Brewing Company, the ability to stay in town and not contemplate moves outside the jurisdiction to seek growth. He said we have discussed in detail our vision of building an in-city refuge complete with outdoor green space for large family gatherings, German-style beer gartens, a tasting room with a brew-pub, healthy food, outdoor views and also a production facility capable of growing our small business. He also said the company could eventually provide up to 100 jobs in the center of Charlottesville.

#### Closed the Public Hearing

Commissioners Green and Keller shared concerns about live music.

Mr. Haluska stated under the ordinance live music is allowed.

Commissioner Keesecker asked do you feel that it would be more clear for applicants in the city at large if all of these uses were generally regulated by barrels across the board?

Mr. Haluska said he agrees with that, there are a lot of moving parts when you have multiple limits on them. Beer is measured by barrels and wine and distilled spirits are measured by gallons.

Commissioner Green by right, music is not allowed at all. If they brought a restaurant for live music in downtown extended they would have to get a SUP. How does it work with ABC license?

Scott Roth, 811 Rainer Road said that SP604 that was passed in 2012 in the Virginia State Legislature changed the law for micro brewers for allowances more on par to what wineries were doing. As long as it is produced on site we are allowed to serve in a tasting room setting a pint just as you would in a restaurant without the requirement for food.

Mr. Roth said to respond to the comment about 30,000 barrels, that number comes specifically from sort of a limiting factor in our manufacturing production capabilities as breweries. If you look at systems that are traditionally used in micro-brewery sizing it around 20K barrel systems and if you max that out that is kind of around where 30K is. If you look nationally at breweries that are much larger they go to 20-60-120 barrel systems and then their scale is way higher than 30. That is where that dividing factor sits for the Brewer Association and for their purposes.

Commissioner Green would that mean you would have to expand?

Mr. Roth said we would not change anything just add additional fermenters.

Mr. Haluska explained how the breweries under this new category would also be limited to 15,000 barrels a year while distilleries and wineries would be capped at 5,000 gallons a year and to accommodate the expansion of either Three Notch'd or other breweries, the suggested changes would also add a "small brewery" definition that would limit breweries to no more than 30,000 barrels a year. He said this would be allowed in certain mixed-use and business district with a special use permit. However, anything over 30,000 barrels a year would have to be in an industrial zone. All liquor, wine and beer producers must report their output to the Virginia ABC.

Commissioner Keesecker said he is fairly comfortable after what he has heard and the barometer of these numbers of barrels that you have mentioned as our guide seems to be relatively comfortable. I am thinking along the lines of strategically trying to use these businesses as a way to invigorate some parts of our city that might need a little kick or to make jobs easier to get too from some of our neighborhoods. He would not want to edit this zoning matrix tonight on the fly. He said he is raising the question to whether or not we could have a second look whether the definition of the micro producer gets tweaked down to be related to barrels and not make it real complicated. He said he understands the logic of how the micro producer category follows along the lineage of what was micro-brewery makes perfect sense. Could it be expanded, and except what we see here and have another conversation about expanding it in the future if Mr. Engle and his staff tell us some opportunities are being lost because it is not inclusive enough in other zones.

Commissioner Green moved to recommend to City Council that it should amend Sections 34-420, 34-480, 34-796 and 34-1200 of the zoning ordinance, to define micro-producers of alcoholic beverages and small breweries and designate which zones of the City those uses may be located, as presented in the draft ordinance provided by staff, because I find that this amendment is required by the public necessity, convenience, general welfare or good zoning practice, seconded by Commissioner Lahendro motion passes 6-0.

The Charlottesville Planning Commission has recommended approval of zoning changes that would allow craft breweries to expand in the city.

Adjournment: 7:07 pm, Commissioner Keesecker motion to adjourn until the 2nd Tuesday in December.

MINUTES  
CITY COUNCIL AND PLANNING COMMISSION JOINT WORK SESSION  
Tuesday, September 22, 2015  
5:00 – 7:00 p.m.

**I. PLANNING COMMISSION WORK SESSION**

Location: NDS Conference Room in City Hall (610 East Market Street)

Present: Chair John Santoski Commissioners, Kurt Keesecker, Genevieve Keller, Jody Lahendro, and Dan Rosensweig;  
UVA representative Bill Palmer

Staff Present: Brian Haluska, Missy Creasy, Carolyn McCray

Call to Order: by Planning Commission Chairman John Santoski at 5:00 p.m.

**Small Area Plan**

Commissioner Lahendro said that small area plans would be expensive. He had looked at some alternatives to the full small area plan recommendation that was considered here. He asked if we need to spend extra money for 18 months to study each area.

Commissioner Keesecker said the trigger is the CIP which can direct the public infrastructure investment as a rezoning or a market place. The small area plan should be directed to the place where the city is going to spend money. Mr. Keesecker said he is with Mr. Lahendro - to use the CIP to direct this to places where the money is going to be invested.

Commissioner Lahendro said there should be a triage of small area plans established through demographics.

Ms. Creasy said we don't need a full blown plan for every area but there are a good number of the areas that have specific concerns. For example, the Rose Hill Neighborhood has zoning for industrial but developed as single family many years when that was an allowable use. Also Fontaine came up as a concern as this area may not be similar to Belmont which is the other area zoned NCC.

Commissioner Rosensweig said this discussion has continued since the 2013 Comprehensive Plan review. He said there is not enough money or enough time. Maybe we should focus on the River or Hydraulic Road as previously suggested by Jim Tolbert.

Commissioner Keller said to combine W. Main, Cherry and Preston Avenue into one area and look at the River.

Commissioner Keesecker said these areas make a lot of sense. He thinks it's helpful to not get into details but determine if there is a consensus for the vision. Free bridge is one thing but Woolen Mills is something else, a neighborhood plan or recreation plan.

Ms. Creasy said the thought is to wait and see what happens for the River. There is a work session on West Main on Thursday night and there is a committee working on behalf of the Board of Supervisors and City Council on the River.

Commissioner Rosensweig said this is not a traditional recreational plan along the river, it is an opportunity to merge the areas around free bridge and the woolen mills. He wonders if there is an area to focus on adjacent to that planning effort that would be in line to what the community has told us. The Comprehensive Plan identifies this area for focus. He recommends we focus on that now and spend time on the Comprehensive Plan update of small area plan.

Commissioner Lahendro said are they tied together, recreational and industrial, and should be planned in concert.

Commissioner Rosensweig said you can't plan one without the other.

Ms. Creasy said we are further along than we have ever been.

Commissioner Lahendro said Hydraulic and Hillsdale would be a good place to work. He said the design of Hillsdale and how it is being considered in the development of that area is important. The shopping center is a lot of concrete and needs reviving.

Ms. Creasy said once the alignment is set it will provide a lot of data to how the right-of-way has been changing.

The pyramid design was reiterated with Hydraulic at the top followed by Woolen Mills, Cherry Ave/West Main and the River in the middle and all other potential areas at the bottom.

Commissioner Keesecker said he understands what is happening. The booklet he made explains this matrix and it proves we have come up with the right top five. He said he thinks Free Bridge and River Road and Market Street are all connected to the mall. Is there some way to get across the river or a recreation thing that goes on, and some agreement of something on the north end? When we chose the next areas for small area planning, what it is leading to is "connectivity"

Commissioner Green said to note that priorities are being set for us, we need to look closer. She asked about what should be done for 5<sup>th</sup> Street.

Commissioner Rosensweig said to start with existing conditions. It feels like these are two different things. The maps are based on existing conditions, but areas have some potential.

Commissioner Keesecker said we don't have to plan the whole city, just which ones can we tackle and recognize that vision so after those are successfully done and budget comes around - there is an idea to accomplish these goals.

Commissioner Rosensweig said he feels like an amendment to the Comprehensive Plan enables us to talk on a community level. We have to accomplish the plan to identify this area. His recommendation is to get working on these plans and put it in the Comprehensive Plan as an amendment.

Commissioner Keesecker said this will act as an anchor to that side of town without bringing all traffic into the city.

Commissioner Santoski asked are these areas for consideration? We should note the four areas which could come up at any time.

Commissioner Rosensweig said that we do because it's of part of the Comprehensive Plan.

Commissioner Santoski asked do we prioritize those and do we think that is where we should focus. How do we narrow down to 4-5 items? Something might occur, then how would we address?

Commissioner Keesecker said what can the city can do is instill confidence where the small area planning process is concerned? What are the tools that are at the city disposal, a streetscape, change the zoning; build something, planting trees, underground utilities. What are we trying to do? On Cherry Avenue, what is the opportunity? How can we get the community to buy in? What are the city tools to make things happen and what are we trying to lead to with this small area plan?



Commissioner Green said we don't have a lot of major grocery stores or ways to get to the new shopping center off 5<sup>th</sup> Street. What if we get a ripple effect on West Main, what happens then? Is 5th Street extended becoming something due to it becoming this type of place?

Commissioner Keesecker said is the path between those two a place to get back and forth.

Commissioner Santoski asked how do we prioritize?

Commissioner Keesecker asked if there needed to be a whole sale change. Small area planning is an effort the city would undertake for long term implementation and is not ready to spend 10 million dollars. Why do the plan if you are not going to roll up your sleeve and do it. If there is an area with some small amount of money we need a focused plan.

Commissioner Santoski asked how we prioritize these and give some direction to staff.

Commissioner Rosensweig said we should probably recommend a corridor where there is not a ton of pressure from a land use or transportation. He thinks it is an area that over time will need a planning effort and re-alignment of the road.

Commissioner Green said we have the same conversation over and over and are going to be forced to do something like at Roosevelt Brown. Then it forces our hand. We are behind the eight ball.

Commissioner Keesecker said it is just to build on the peer ideas; there are more plans that are more pressing that should move into the planning stage. What is the final execution of it?

Commissioner Rosensweig said to make a recommendation to initiate a Comprehensive Plan amendment for 5<sup>th</sup> street to keep an eye on as a more high priority area. He also noted the areas outlined in the triangle should move forward.

Commissioner Santoski said they are both important (the River and Hydraulic.)

Commissioner Rosensweig said if you create edge city walkability, by doing that you take some of the pressure off some of the other places.

Commissioner Green said how much control are we going to have to change the transportation infrastructure?

Commissioner Keesecker said a comprehensive district study is a possibility. It may have different qualities but the river has neighborhood qualities that are like three plans in one.

Commissioner Santoski said do we want to recommend Woolen Mills and Hydraulic Road. One or the other?

Commissioner Rosensweig said those two are clearly at the top of the pyramid, Cherry, Preston, and West Main are triaged. He noted we should have a work session on the other areas to prioritize.

Commissioner Lahendro said in the back ground research that it might be buried, generally small areas have character, and we certainly want to build upon this. He suggests the good and bad, age and conditions, streets, and what is working and what the vision is would be good points of information for a basic review.

### **Public Comments**

Natasha Sienitsky, said she wants to tell you all what is going on in Fifeville for small area planning. There is a small committee in the neighborhood including longtime residents looking at Cherry Avenue past, present, and future. We realize Cherry Ave was the center of the African-American community along with Vinegar Hill. We are taking a present day look at existing zoning in the corridor including the issues of zero lot lines, Cherry Avenue CDBG, street trees,

setbacks and heights. In addition, there are potential effects to the neighborhood from the development on West Main Street. We are hoping to provide information on what Cherry should look like in the future and work with Economic Development on incentive programs.

Bill Emory provided background on the Woolen Mills including stormwater and zoning concerns. He asked that past studies be looked at as well as City and County cooperation occur.

Commissioner Keesecker said it raises the question if citizens would organize themselves then how does that play into decision making. The public can form for themselves, but how can they bring that into this.

Commissioner Lahendro said that's another piece of the puzzle.

Commissioner Keesecker explained his green map to the Commissioners.

The meeting ended at 7pm.

MINUTES  
CITY COUNCIL AND PLANNING COMMISSION JOINT WORK SESSION  
Tuesday, November 24, 2015  
5:00 – 7:00 p.m.

**I. PLANNING COMMISSION WORK SESSION**

Location: NDS Conference Room in City Hall (610 East Market Street)

Present: Chair John Santoski. Commissioners, Kurt Keesecker, Genevieve Keller, Jody Lahendro, Lisa Green and Dan Rosensweig; UVA representative Bill Palmer

Staff Present: Alex Ikefuna, Missy Creasy, Ryan Davidson, Doug Ehman

Call to Order: by Planning Commission Chairman John Santoski at 5:00 p.m.

**Capital Improvement Program**

Ryan Davidson provided an overview of the CIP (presentation located here: <http://www.charlottesville.org/departments-and-services/departments-a-g/budget-and-performance-management/fy-2016-2017-budget-development>).

Jody Lahendro asked who was on the review committee and that information was provided. It was noted by Genevieve Keller that consideration of a citizen representative for this committee should be made for the future.

Mr. Davidson noted that a number of the construction related projects were provided with a 2% increase in funding for future years in attempt to keep up with the construction costs for maintaining the current level of service. In some cases that could be achieved with level funds but in other cases additional funding would be needed.

Bill Palmer asked if the Middle School reconfiguration moved forward, if the funds would be considered in the CIP. That was affirmed.

Ms. Keller asked if there had been an increase in costs to maintain Meadow Creek based on the restoration project. Doug Ehman noted that it did not increase for the restored portion but that due to the increase in the width of the flood area that engineered bridges were needed which are more expensive than bridges constructed in the past.

Ms. Keller asked if negotiations with Comcast for cable service were still under deliberation. She expressed concern with that provider and encouraged the City to pursue other options.

Mr. Lahendro asked for further information on the project balances shown and that information was provided.

The typo concerning the amount of funding for the SIA will be corrected.

Kurt Keesecker asked a question concerning revenues, expenditures and bondable projects. Mr. Davidson provided an explanation of the formulas used and timing of bond payments. Mr. Keesecker concluded that the CIP will continue to go down unless additional revenue is introduced into the program. Mr. Davidson noted that will be a big discussion point with City Council moving forward.

Mr. Keesecker asked if there was a reason why the CIP categories do not line up with the Comprehensive Plan categories. Mr. Davidson noted they are set based on bond categories and he would sort by Comprehensive Plan categories for review.

Concern about the amount of funds available was expressed. Mr. Davidson noted that this CIP maintains the current levels of service and does not focus as much on new projects.

John Santoski asked Commissioners to list the areas they would like to discuss further and the following were noted: Housing fund, fire truck purchase, skate park, tree allocation, small area plans, West Main, River, milling and paving and bike pedestrian coordination.

Ms. Keller asked where water and sewer projects are located. It was noted that those are funded through user fees so not included in the CIP. It was felt that a note expressing this should be added to the document for public clarity.

Mr. Keller noted that concerning sidewalks, she had asked for information on specialty materials for historic areas. Staff noted that comment was included in the guidance provided to Council last year and will check with Public Works to see if there has been any progress on this item.

Mr. Keesecker asked about West Main and why only 3 years funding were noted. Mr. Davidson explained the financing of the project answering the question.

Mr. Rosensweig asked if the new fire truck would require 20 foot clearance. He is still concerned that the apparatus being purchased are too large to allow for implementation of community desires for smaller street widths. It was requested that the CIP outline the turning radius requirements so it will be possible to track over the years if we are purchasing equipment compatible with community goals.

Mr. Lahendro noted that additional funding was needed for trees. Mr. Ehman noted how those funds are used and that \$50,000 is the minimum needed to maintain tree canopy.

Ms. Green shared that from her experience on the CIP committee that when funding is given to one item, there needs to be guidance provided on where to take it from. Commissioners noted that it could possibly be taken from McIntire Park and the Skate Park but reiterated that additional funding should be placed for trees regardless.

Commissioners requested additional information on the skate park. Mr. Ehman provided background noting it is hopeful that the City can obtain funding to match 1/3 of the cost of the project. He also explained the funding process for the Botanical gardens project.

Dan Rosensweig asked what activities are shovel ready for SIA funding. Missy Creasy noted that funds are building in that account for future projects. She noted that the Garrett Street Stair project and parts of the Pollack's Branch watershed project were using these funds. Mr. Rosensweig asked if Council had implemented a TIF and would like more information on if that is moving forward. He noted that there is interest in moving the SIA forward and hopes by next year there is a plan on how to address. He is concerned that with all the CIPs that he has been a part of, they have all provided for projects that are unable to be implemented due to lack of resources.

Mr. Santoski noted that the River and Housing fund are left for discussion. Mr. Rosensweig noted that the housing fund needs to be funded in accordance with the 2025 Housing Study and that each year it is not, we are falling behind. He noted there is a housing study under review at this time providing additional guidance and that flat funding for this item is short sighted. Mr. Davidson provided background on why the committee did not recommend an increase this year.

Mr. Keesecker asked if CIP funds could be used for equity development. He was going to fully form the question and share with staff for a response.

It was noted that since Mr. Rosensweig will be going off the commission next year that another Commissioner should be integrated into the HAC and other housing related activities to minimize the learning curve.

Ms. Creasy noted the status of the River project. The PDC will be presenting a proposal to the City and County with options for moving forward.

### **Public Comment**

Paul Josey thanked the Planning Commission for discussing trees and the need for additional funding to maintain current tree canopy.

Roxanne White agreed that more trees were need.

Alex Ikefuna noted that the Tree Commission should continue to share their concerns with staff so they can be considered in reviews.

Mr. Josey noted that an Urban Forester should be added to the City review team.

It was asked if a tree preservation overlay district was allowed in Virginia. It was noted that could be researched in the future.

The meeting ended at 7pm.

**City of Charlottesville  
City Manager's Office  
MEMO**



**TO:** Planning Commission  
**FROM:** Ryan Davidson, Senior Budget and Management Analyst  
**CC:** Maurice Jones, City Manager  
Leslie Beauregard, Assistant City Manager  
Alexander Ikefuna, Director, N.D.S.  
City Council  
**DATE:** December 1, 2015  
**SUBJECT:** Responses to Planning Commission F.Y. 17 – 21 C.I.P. Questions

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The following memo provides responses to the questions raised by the Planning Commission in the November 24, 2015 Capital Improvement Program Work Session. If any additional information is needed please contact the Budget Office, Ryan Davidson ([davidson@charlottesville.org](mailto:davidson@charlottesville.org)) and we will be happy to provide the information.

**1. Will the new fire trucks, both the one we just purchased and the one we plan to purchase, require a 20-foot clearance?**

Turning radius and the width of streets are two different measures, though both are related to the size of our fire equipment. *Attachment I* is a drawing of the performance of the 2 new engines that should arrive later this month as compared to the last one purchased a couple of years ago. As you can see from the attachment the newer models have a smaller turning radius.

As for the fire truck plan to purchase referenced below, that is an aerial device and the design specifications have not been completed yet so we do not have those exact figures and depending on the style of aerial it could be a different conversation altogether.

**2. Based on the following recommendation from the Planning Commission in the F.Y. 16 -20 C.I.P process, have you or do you plan to conduct such a survey and are you already doing this as part of your regular sidewalk repair analysis?**

**Planning Commission Recommendation to City Council**

**Specialized Infrastructure materials – The Commission would like consideration made in maintenance for historic and specialized materials to be used for replacement and repair to maintain the character of areas of the City. Apply a**

**portion of the sidewalk repair funds for a survey to identify and plan for appropriate treatment of historic and other specialty materials and designs such as granite curbs, scored sidewalks, etc. and then adopt a policy of appropriate maintenance for these amenities.**

We have not conducted a survey of this nature, and do not have plans to. We utilize the guidelines outlined in the City's Street and Sidewalk Permit Manual (<https://www.charlottesville.org/home/showdocument?id=33108>) for virtually all spot repairs or replacement of sidewalk sections. We would caution against adopting any other strategy, without first conducting a careful analysis on the long-term capital and operational costs. Much of this type of work requires more expensive materials, but the greatest cost to the City would be in labor. It is questionable that existing funds and manpower are sufficient to the challenge of the primarily reactive sidewalk repair/maintenance strategy currently employed. December 18<sup>th</sup>.

**3. Has Council implemented a TIF and provide more information on if that is moving forward?**

Tax increment financing is enabled by Va. Code Sec. 58.1-3245 et seq. As far as we are aware, the City has never utilized TIF. It would require designation of a development project area, and a determination by City Council that there is blight to be remedied, see, e.g., 58.1-3245.1 VA. Code.

On occasion, the City has provided funding to CIDA, to be used by CIDA for providing infrastructure improvements or other incentives for a company or specific development to locate within the City. That's not strictly a TIF, but it's a different funding mechanism.

**4. Provide a chart or graphic outlining how the funding in the 5-year C.I.P aligns with the Comprehensive Plan Chapters.**

A graphic will be provided and presented at the December 8, 2015 Public Hearing on the F.Y. 17 – 21 C.I.P.

# Attachment I

## Fire Truck Performance Graphic





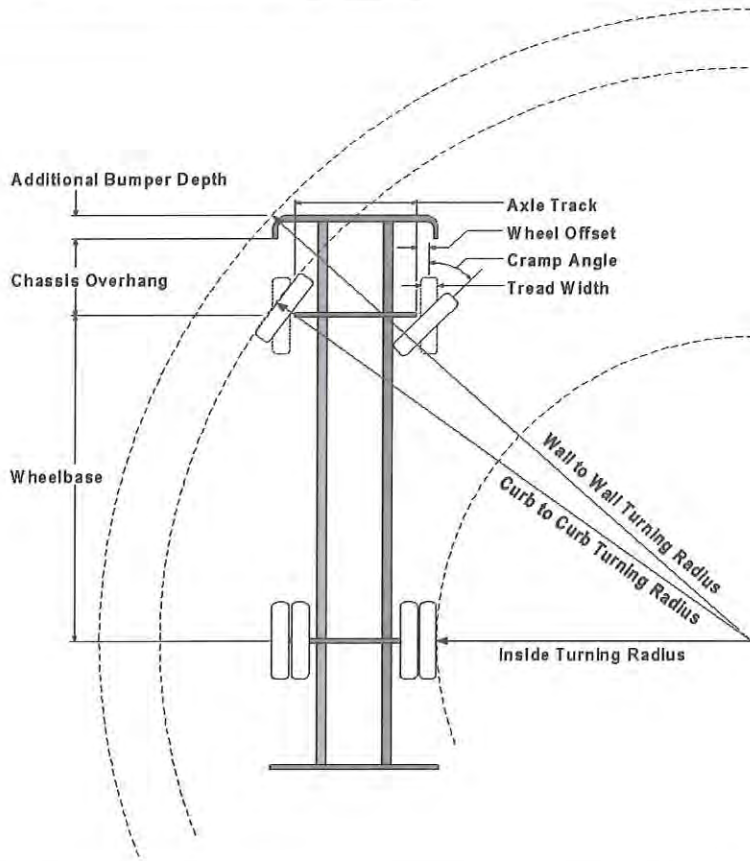


# Turning Performance Analysis

11/23/2014

**Bid Number:** 473  
**Department:** Charlottesville Fire Department

**Chassis:** Velocity Chassis (Big Block), 2010  
**Body:** Pumper, Med, Alum, 2nd Gen



**Parameters:**

Inside Cramp Angle:	45°
Axle Track:	82.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.4 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	22 in.
Front Overhang:	100 in.
Wheelbase:	187.5 in.

**Calculated Turning Radii:**

Inside Turn:	14 ft. 6 in.
Curb to curb:	28 ft. 6 in.
Wall to wall:	33 ft. 8 in.

**Comments:**

*New Engines  
 E5, E7*

CategoryID	Category Description	OptionCode	OptionDescription
6	Axle, Front, Custom	0508849	Axle, Front, Oshkosh TAK-4, Non Drive, 22,800 lb, Imp/Vel
30	Wheels, Front	0052887	Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Dura-Bright, Hub Pilot
31	Tires, Front	0687296	Tires, Front, Goodyear, G296 MSA, DuraSeal, 425/65R22.50, 20 ply
38	Bumpers	0651091	Bumper, 22" Extended, .38" Formed Plate, 10.88" H, Painted-All Chas

**Notes:**

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.



# Turning Performance Analysis

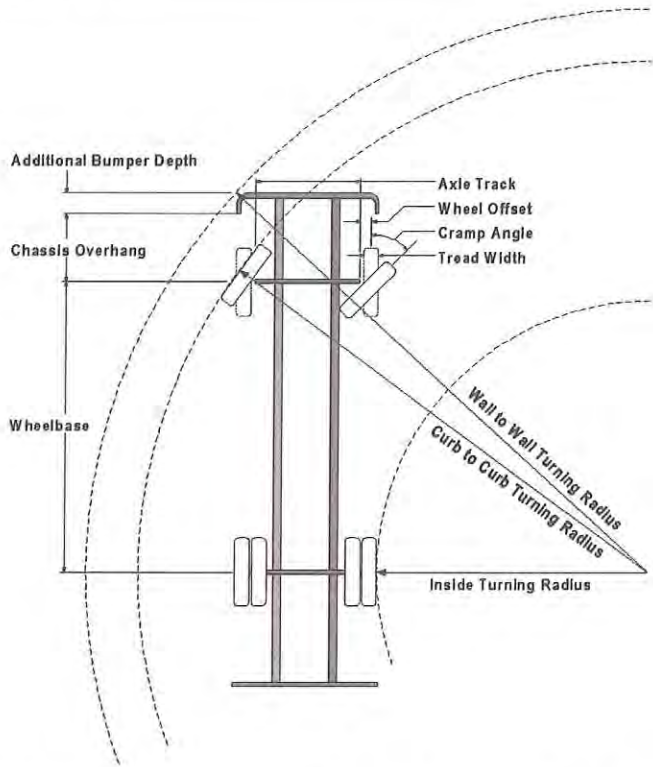
11/23/2014

**Bid Number:** 496

**Chassis:** Impel Chassis, PUC, 2010

**Department:**

**Body:** Pumper, PUC, Aluminum



### Parameters:

Inside Cramp Angle:	45°
Axle Track:	82.92 in.
Wheel Offset:	5.25 in.
Tread Width:	17.4 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	7 in.
Front Overhang:	85 in.
Wheelbase:	188.5 in.

### Calculated Turning Radii:

Inside Turn:	14 ft. 7 in.
Curb to curb:	28 ft. 8 in.
Wall to wall:	32 ft. 11 in.

### Comments:

ENGINE 1 (3054)

Category	Option	Description
Axle, Front, Custom	0508848	Axle, Front, Oshkosh TAK-4, Non Drive, 19,500 lb, Imp/Vel
Wheels, Front	0001656	Wheels, Front, 22.50" x 12.25", Steel, Hub Pilot
Tires, Front	0594821	Tires, Front, Goodyear, G296 MSA, 425/65R22.50, 20 ply
Bumpers	0123628	Bumper, Non-extended, Imp/Vel

### Notes:

Actual Inside cramp angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for 9.00 inch curb.

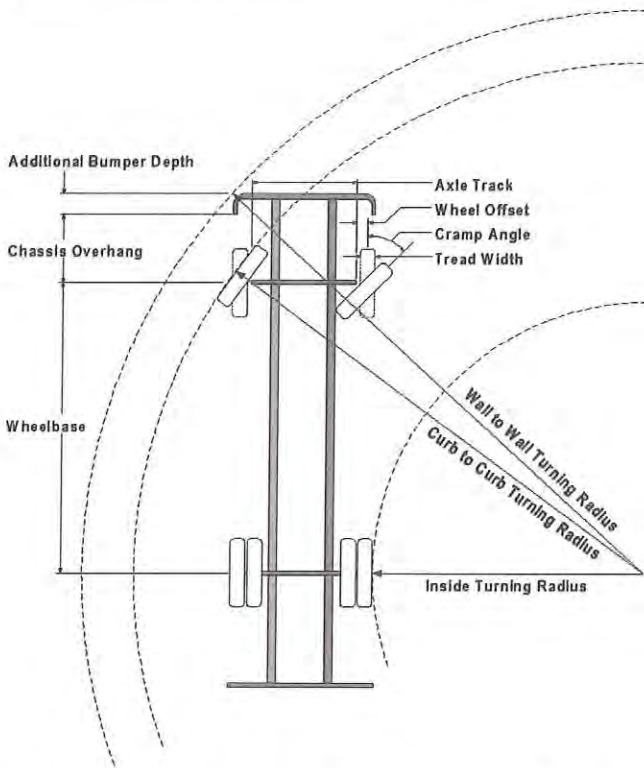


# Turning Performance Analysis

11/23/2014

**Bid Number:** 293  
**Department:** Charlottesville Fire Department

**Chassis:** Velocity Chassis, PUC, (Big Block)  
**Body:** Pumper, PUC, Aluminum



### Parameters:

Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	13.5 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	0.00 in.
Front Overhang:	78 in.
Wheelbase:	227.5 in.

### Calculated Turning Radii:

Inside Turn:	21 ft. 7 in.
Curb to curb:	36 ft. 1 in.
Wall to wall:	39 ft. 9 in.

### Comments:

ENGINE 10 (3101)

Category	Option	Description
Axle, Front, Custom	0666360	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Vel(Derated To 23,000)
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0582746	Tires, Front, Goodyear, G296 MSA, 445/65R22.50, 20 ply
Bumpers	0592801	Bumper, 26" Extended Steel Painted, Imp/Vel

### Notes:

Actual Inside cramp angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for 9.00 inch curb.





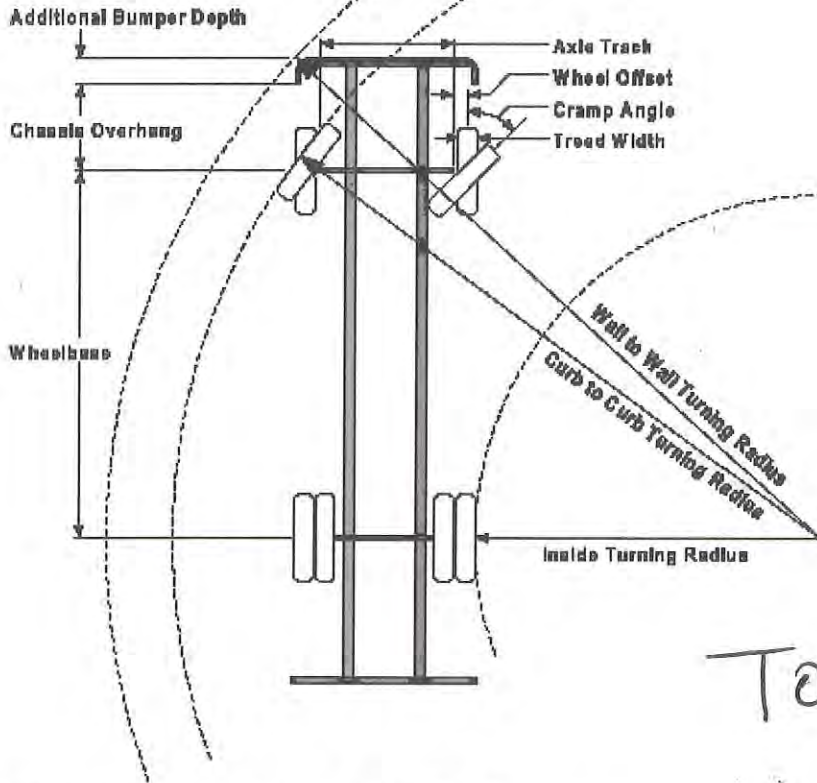
# Turning Performance Analysis

7/21/2009

**Bid Number:** Albemarle County, VA  
**Department:** 2894

**Chassis:** Quantum, Bright Finish, S Chassis, Aerials/Tankers  
**Body:** Aerial, Platform, 95', Mid-Mount, Alum Body

T10



**Parameters:**

Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.30 in.
Tread Width:	13.50 in.
Chassis Overhang:	82.44 in.
Additional Bumper Depth:	3.00 in.
Front Overhang:	85.44 in.
Wheelbase:	270.25 in.

**Calculated Turning Radii:**

Inside Turn:	25 ft. 10 in.
Curb to Curb:	41 ft. 7 in.
Wall to Wall:	45 ft. 8 in.

**Comments:**

Tower 10 (3032)

Components	PRIDE #	Description
Wheels, Front	0019618	Wheels, Frt, Alum, Alcoa, 22.50" x 13.00" (425/445)
Aerial Devices	0009233	Aerial, 95' Pierce PAP, Mid Mount
Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, DLX/Qtm/AXT
Tires, Front	0038270	Tires, Goodyear, 445/65R22.50 20 ply G286 SS (24K "IS")
Bumpers	0526797	Bumper, Non-extended, Quantum chassis, Mid Mount Special Approval

**Notes:**

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.

CITY OF CHARLOTTESVILLE  
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES  
STAFF REPORT



**UPDATE: REQUEST FOR A ZONING TEXT AMENDMENT**  
**ZT15-00007: WEST MAIN STREET MIXED-USE CORRIDORS**  
**AMENDMENT**

**PLANNING COMMISSION REGULAR MEETING**

DATE OF PLANNING COMMISSION MEETING: DECEMBER 8, 2015

**Author of Staff Report:** Carrie Rainey

**Date of Staff Report:** December 1, 2015

**Applicable City Code Provisions:** §34-41 (Amendments to the Zoning Ordinance), §34-616 through §34-635 (West Main Street North Corridor “WMN”), §34-636 through §34-655 (West Main Street South Corridor “WMS”), §34-796 (Use matrix- Mixed use corridor districts), §34-881 (Bicycle parking requirements for WME and WME zoning districts), §34-1101 (Appurtenances), and §34-1200 (Definitions).

**Executive Summary**

These proposed zoning text amendments would amend the West Main Street North Corridor district and West Main Street South Corridor district, the corresponding use matrix for these districts, the zoning code section pertaining to building appurtenances, modify the definition of building height, and add the definition of “build-to-zone” and “average grade” to the zoning code. The Planning Commission approved a motion to recommend the zoning amendments with some modifications to Council on October 13<sup>th</sup>, 2015. On November 2<sup>nd</sup>, 2015, Council directed the Planning Commission to hold a second public hearing and to consider additional items regarding the West Main Street corridor. Those items are detailed in the report below. The proposed zoning text amendments as modified by the Planning Commission on October 13<sup>th</sup>, 2015 are Attachment A of this report.

## **Background**

The Planning Commission held a preliminary discussion on the proposed West Main Street zoning code changes on August 11<sup>th</sup>, 2015. The report presented to the Commission on that date can be viewed at <http://www.charlottesville.org/index.aspx?page=3657>

The Planning Commission held a joint public hearing with City Council on October 13<sup>th</sup>, 2015. The report presented to the Commission on that date can be viewed at <http://www.charlottesville.org/home/showdocument?id=34167>

## **Standard of Review**

As outlined in Section 34-42 of the Zoning Ordinance, the Planning Commission shall review and study each proposed amendment to determine:

1. Whether the proposed amendment conforms to the general guidelines and policies contained in the Comprehensive Plan;
2. Whether the proposed amendment will further the purposes of this chapter and the general welfare of the entire community;
3. Whether there is a need and justification for the change; and
4. When pertaining to a change in the zoning district classification of property, the effect of the proposed change, if any, on the property itself, on surrounding property, and on public services and facilities. In addition, the commission shall consider the appropriateness of the property for inclusion within the proposed zoning district, relating to the purposes set forth at the beginning of the purposes district classification.

## **Discussion**

At the November 2<sup>nd</sup>, 2015 meeting, City Council directed staff to present the proposed zoning amendments back to the Planning Commission with the following direction:

1. Review the proposed zoning text amendment and zoning map amendments,
2. Consider West Main Street East, as well as Water Street District, Downtown District, or Downtown Extended District as possible zoning district classifications for 100 Ridge Street,
3. Consider the comments received by staff after October 13<sup>th</sup>, 2015, and
4. Hold an additional joint public hearing on December 8<sup>th</sup>, 2015 and immediately report its findings and recommendations back to City Council.

## **Zoning Districts**

Through community input and analysis, it was determined that the development character along West Main Street changes along the corridor east/west more than north/south. The railroad bridge at the

mid-point between downtown and The University of Virginia demarcates an approximate dividing line between larger and smaller scale structures on West Main Street.

**100 Ridge Street (Midway Manor) Site** - On November 2<sup>nd</sup>, 2015, City Council directed the Planning Commission to consider whether West Main Street East is the appropriate zoning category for 100 Ridge Street (Midway Manor). A representative for the parcel owner, Midway Manor Associates, has indicated a preference for Water Street district (WSD), Downtown Extended district (DE), or Downtown district (D). Council has directed the Planning Commission to consider these zoning districts in addition to West Main Street East (WME) district. Please see Attachment B for a map of the vicinity of Midway Manor.

As shown on the attached map, the West Main Street/Ridge Street intersection is surrounded by a variety of districts. The approach from both the north and south on McIntire Road/Ridge Street (an entrance corridor) transitions from the medium density McIntire-5th Residential (MR) district (5 stories or 60-ft. max height with a by-right density of 21 DUA) to higher density districts: West Main Street South (WMS) district (proposed to be West Main Street East (WME) district), the Downtown (D) district, and the Water Street (WSD) district (all with a by-right density of 43 DUA). The Downtown Extended (DE) district is not directly adjacent to the intersection, but is across the railroad tracks from Midway Manor in the rear of the property, behind West Main Street South (WMS) district properties proposed to become West Main Street East (WME) designated.

Section 34-541 of the code of ordinances provides the intent and description of each of the mixed use districts; the relevant sections are included as Attachment C of this report. When comparing the intents of the zoning districts under consideration, the Downtown (D) district and Downtown Extended (DE) district appear most in line with the proposed West Main East (WME) district. This is due to a focus on pedestrian access, convenient housing, and a variety of uses. All properties in the districts under consideration (including West Main Street districts) are designated as mixed use in the General Land Use Plan in the 2013 Comprehensive Plan.

#### Uses

In general, the zoning districts under consideration have similar allowed uses to the West Main Street South (WMS) district. The proposed West Main Street East (WME) district will have the same uses as are currently allowed in the West Main Street South (WMS) district.

The West Main Street South (WMS) district, either as by-right or applied to through a special use permit process, allows uses that are not available in the other districts under consideration. In particular, the Downtown (D) district and Water Street (WSD) district do not have as many allowed uses as the West Main Street South (WMS) district. Please see Attachment D for additional use comparison information.

There are some uses allowed in the other districts under consideration that are not allowed by-right in the West Main Street South (WMS) district. In particular, the Downtown Extended (DE) district generally allows the most additional uses. Please see Attachment D for additional use comparison information.

Buildable Envelope

Both the Water Street (WSD) district and Downtown (D) district are the most similar in height requirements to the existing West Main Street South (WMS) district, with a maximum by-right height of 70-ft (101 ft. through Special Use Permit) and minimum height of around 40-ft. These districts allow 18-ft more than the maximum proposed height for the West Main Street East (WME) district. The Downtown Extended (DE) district allows heights much greater than the other districts under consideration, 101-ft by-right with a mixed use development.

The existing West Main Street South (WMS) district allows a streetwall height up to 60 ft. Both the Downtown (D) district and Downtown Extended (DE) district are the most similar in streetwall height requirements (from 40 ft. to 50 ft. maximum) to the proposed West Main Street East (WME) district (40 ft. maximum). The Water Street (WSD) district does not require a streetwall maximum, and could result in a by-right streetwall height of 70 ft. (with a potential of 101 ft. through SUP).

The required primary street setbacks for all the districts under consideration are similar in maximum allowance. However, the Water Street (WSD) district and Downtown (D) district require the majority (75%) of the building to be built at the property line. This percentage may be reduced to 50% if streetscape trees are provided or a Special Use Permit (SUP) is granted by City Council.

**Buildable Envelope Comparison for Midway Manor**

	<b>WMS (current)</b>	<b>WME (proposed)</b>	<b>WSD</b>	<b>D</b>	<b>DE</b>
<b>Height</b>	40 ft. min 70 ft. max 101 ft. w/SUP	35 ft. min 52 ft. max	40 ft. min 70 ft. max 101 ft. w/SUP	45 ft. min 70 ft. max 101 w/SUP	35 ft. min 50 ft. max, 101 ft. max, MU (by right)
<b>Density</b>	43 DUA 240 w/SUP	43 DUA 200 w/SUP	43 DUA 21 min, for MFD 240 w/SUP	43 DUA 21 min, for MFD 240 w/SUP	43 DUA 21 min, for MFD 240 w/SUP
<b>Stepback (Streetwall)</b>	25 ft. min 60 ft. max	40 ft. max	None required for this property	40 ft. min 45 ft. max	50 ft. max
<b>Primary Street Setback</b>	15 ft. min 20 ft. max	20 ft. max (Currently no min proposed)	5 ft. max, 75% of streetwall at property line	20 ft. max, 75% of streetwall at property line	15 ft. max
<b>Linking Street Setback</b>	10 ft. min 20 ft. max	5 ft. min 12 ft. max	None (all streets are primary)	None (all streets are primary)	10 ft. min 20 ft. max
<b>Side and Rear Setback</b>	None required for this property	None required for this property	None designated	None required for this property	None required for this property



While both the Water Street (WSD) district and the Downtown (D) district have similar allowable heights, the lack of a maximum allowable streetwall height in the Water Street (WSD) district does cause staff concern. All of the properties located at the West Main Street /Ridge Street intersection are subject to a maximum streetwall height (the property immediately north of Midway Manor, 250 Water Street, is subject to a streetwall due to its location on the north side of South Street, per Section 34-743(a)).

Staff recommends the Planning Commission include in its deliberation of the appropriate zoning for Midway Manor the compatibility of potential zoning districts with the proposed West Main Street East (WME) district. If the zoning amendments are approved, Midway Manor will be just north of properties zoned West Main Street East (WME), as well as directly across Ridge Street from properties in the West Main Street East (WME) district. If this way, the Midway Manor site may create a disjointed streetscape for those traveling on McIntire Road/Ridge Street, if a zoning district will greater allowable heights than the West Main Street (WME) district is applied to the site.

If the Planning Commission no longer believes that the West Main Street East (WME) district is appropriate for 100 Ridge Street, staff recommends the Downtown (D) district as the most appropriate option, due to the criteria discussed above. In summary, those items include:

1. Allowable uses are similar to the existing West Main Street South (WMS) district and proposed West Main Street East (WME) district.
2. Maximum allowable height is similar to properties north of 100 Ridge Street and less than 20-feet more than the proposed maximum height of the West Main Street East (WME) district, which is found west and south of 100 Ridge Street.
3. Streetwall and stepback requirements are fairly similar to surrounding properties and the proposed West Main Street East (WME) district.

**Does the Planning Commission still find the West Main Street East zoning applied to 100 Ridge Street to be appropriate? If not, which zoning district does the Planning Commission recommend?**

**808-840 West Main Street (Amtrak Site)**- On May 18<sup>th</sup>, 2015, City Council directed the Planning Commission to consider the collection of parcels known as the Amtrak site (808-840 West Main Street, Tax Map 30 Parcels 2, 2.A, and 2.B) for inclusion in the proposed West Main Street East (WME) district. Please see the maps found in Attachment E for more detailed information on parcel orientation.

On October 13<sup>th</sup>, 2015 the Planning Commission passed a motion to recommend placing these parcels in the proposed West Main Street East (WME) district. Due to concerns voiced at the November 2<sup>nd</sup>, 2015 Council meeting, the Planning Commission is asked to affirm or reconsider the placement of the Amtrak site in the West Main Street East (WME) district. A representative for Union Station Partners, LLC, the owner of two of the three parcels on the site (with the City of Charlottesville owning the third parcel) has indicated to staff that they prefer to be located in the West Main Street West (WMW) district. In subsequent conversations, Union Station Partners, LLC has indicated a preference to include a fourth lot, Tax Map 30 Parcel 2.C in the West Main Street West (WMW) district as well.

The Planning Commission may want to consider the original recommendation from the code consultant, which placed the portion of the site (parcels 2, 2.A, and 2.B) west of the Cream Street area in West Main Street West (WMW) district and the eastern portion in West Main Street East (WME) district. This recommendation was given in order to allow additional height and potentially density on one of the few remaining un-built sites on the corridor in order to encourage development, while still maintaining lower building height adjacent to the historic First Baptist Church east of the site. In addition, the majority of the site is located well below the grade of West Main Street, which will likely result in a lower streetwall along West Main Street if West Main Street East (WME) district designation remains the zoning category for the site.

Staff does not recommend the entire site (parcels 2, 2.A, 2.B, and 2.C) be included in the West Main Street West (WMW) district, but does find the recommendation from the consultant to apply the West Main Street West (WMW) district west of the Cream Street area to be appropriate. The large differences in grade on the western portion of the site do not exist on the eastern portion, thus the additional height allowed in the West Main Street West district could create a building that would be out of character with the First Baptist Church property if applied to the entire site. However, if the West Main Street West (WMW) district requirements are applied to the western portion of the site (using the proposed height amendments to Sections 34-1101 and 34-1200), it will likely result in a structure that is within the maximum height envelope allowed by the West Main Street East (WME) district when viewed from West Main Street. Please note that while the consultant team did not specifically recommend parcel 2.C for inclusion in the West Main Street West (WMW) district, the same changes in grade considered as criteria for the other parcels do apply to parcel 2.C as well.

**Does the Planning Commission still find the West Main Street East zoning applied to the Amtrak site to be appropriate?**

**Does the Planning Commission still find the West Main Street East zoning applied to parcel 2.C (north of West Main Street) to be appropriate?**

### **Buildable Envelope**

*Height-* Building height is a major concern of residents, particularly those living adjacent to proposed developments. The West Main Street corridor lies within the greater context of residential areas comprised of shorter-height houses, townhouses and apartments. West Main Street lies on a ridge that transitions to lower residential neighborhoods, which compounds the issue of height for proposed development along the corridor. In addition, a consistent theme of public comment on the project is the concern regarding the “canyon” feeling that is being created on West Main Street itself through the construction of tall buildings.

The proposed code changes include the reduction of allowable heights to a maximum height of 75 feet in West Main Street West and 52 feet in West Main Street East with no allowances for additional height through special use permit. However, staff believes that additional modifications to the *Building and*

*Structures* and *Definition* sections of Chapter 34 are necessary to ensure that actual building heights correspond with public perceptions. The existing zoning code language allows developers to average the height of all proposed walls to find the overall height of the building. This can result in buildings which have some walls that greatly exceed the allowed maximum height. By modifying the language, as shown in Attachment F, an average grade would be set for the parcel, from which maximum height would be measured. Building walls would no longer be averaged together. The proposed system would still include the potential for some walls to be above the maximum building height, but this effect would be greatly minimized while still providing developers with some flexibility on sloping sites.

**Does the Planning Commission find the proposed modifications appropriate?**

Setback- The existing code requires 75 percent of a building in West Main Street North to be located at the property line along a primary street, with the remaining 25 percent set back no more than 12 feet. The existing code also requires buildings within West Main Street South to be within 15 to 20 feet of the property line along a primary street. The proposed code changes for both new districts specify a setback of 10 to 20 feet with at least 80 percent of the building within the build-to-zone along a primary street. The proposed code changes encourage street activation by providing space for outdoor seating and other activities, as well as plantings and bio-retention areas.

On October 13<sup>th</sup>, 2015 the Planning Commission passed a motion which included modifying the minimum required setback to be zero (0) feet for both West Main Street West and West Main Street East. During staff's revision of the zoning amendments per the Commission's motion, it was noted that the new setback directed by the Commission will exempt developers from planting streetscape trees, per Section 34-870(a)(1). Public input during the West Main Street project has indicated that street trees are an important and desired element on the corridor.

Staff recommends that the setback minimum be modified to five (5) feet for both the West Main Street West and West Main Street East districts to eliminate the use of this waiver on West Main Street while still maintaining a minimum setback similar to the zero (0) minimum recommended by the Commission. The Planning Commission may also want to consider the recommended minimum provided by the consultant team on the West Main Street project, ten (10) feet.

**What minimum setback would the Planning Commission propose to apply to the proposed zoning districts?**

**Parking**

Bicycle Parking- Staff recommends that the Planning Commission consider additional modifications to the bicycle parking requirements to provide clearer instruction for designers and developers. Please see Attachment G for proposed revisions to the zoning amendments pertaining to bicycle parking.

**Does the Planning Commission agree the proposed modifications to the bicycle parking requirements are appropriate?**

**Uses**

*District Orientation*- The reorientation of the zoning districts from north-south to east-west requires changes to the Use Matrix in Section 34-796. Currently, West Main Street South (WMS) contains more by-right uses than West Main Street North (WMN). The intention of the zoning amendments brought forth by staff is to change height/massing/form of buildings and structures, not to change the uses of properties. In response to concern regarding changes of use in the West Main Street corridor, outside of a full analysis of uses, staff recommends that the use matrix for West Main Street West (WMW) and West Main Street East (WME) are amended to allow all uses currently allowed in West Main Street South (WMS) in both new districts. The following chart notes areas where there are existing differences between West Main Street South (WMS) and West Main Street North (WMN).

	<b>WME (WMN)</b>	<b>WMW (WMS)</b>
Auto parts and equipment sales	<b>B (X)</b>	B
Data center > 4,000	<b>S (X)</b>	S
Artistic instruction, up to 10,000SF	<b>B (X)</b>	B
Hotels/ motels 100+ guest rooms	<b>B (S)</b>	B
Museums, up to 10,000 GFA	<b>B (S)</b>	B
Indoor health/sports clubs 4,001-10,000 GFA	<b>B (S)</b>	B
Indoor health/ sports clubs, more than 10,000 GFA	<b>B (S)</b>	B
General Retail, up to 10,000 GFA	<b>B (S)</b>	B
General Retail, more than 10,000 GFA	<b>B (S)</b>	B
Other Retail, 4,001 to 20,000	<b>B (S)</b>	B
Other Retail, more than 20,000	<b>(S) (X)</b>	S

KEY - B: By-right, S: Special use permit, X: Currently not allowed, Red text: recommended revisions

**What designations does the Planning Commission recommend regarding the specified uses above?**

**Staff Recommendations**

The Planning Commission should recommend the following to City Council:

1. A course of action regarding the designation of 100 Ridge Street and the Amtrak site, building setback, bicycle parking requirements, uses, and modifications to sections of the ordinance pertaining to building height measurement. The Planning Commission may recommend the zoning amendment as it is currently drafted, recommend the incorporation of changes outlined in this memo, or recommend an alternative action.

2. The amendment of Zoning Ordinance Sections 34-616 through 34-655 (West Main Street corridors), Section 34-796 (Use matrix- Mixed use corridor districts), Section 34-881 (Bicycle parking requirements for WME and WMW zoning districts), Section 34-1101 (Appurtenances), and Section 34-1200 (Definitions) of the Zoning Ordinance with any modifications determined under item 1 to ensure development in the West Main Street corridor aligns with community values and harmonizes with adjacent districts.

## **Suggested Motion**

1. Based on a finding that the proposed zoning text amendments will serve the public necessity, convenience, general welfare, or good zoning practice. I move to recommend approval of a zoning text amendment as proposed to Sections 34-616 through 34-655 (West Main Street corridors), Section 34-796 (Use matrix- Mixed use corridor districts), Section 34-881 (Bicycle parking requirements for WME and WME zoning districts), Section 34-1101 (Appurtenances), and Section 34-1200 (Definitions) of the Zoning Ordinance with the following modifications:
  - a. 100 Ridge Street (Midway Manor): \_\_\_\_\_
  - b. 808-840 West Main Street (Amtrak site): \_\_\_\_\_
  - c. Text amendments pertaining to building height: \_\_\_\_\_
  - d. Building setbacks: \_\_\_\_\_
  - e. Bicycle parking requirements: \_\_\_\_\_
  - f. Use matrix: \_\_\_\_\_

## **Attachments**

Attachment A: Proposed Zoning Amendments for §34-616 through §34-635 (West Main Street North Corridor “WMN”), §34-636 through §34-655 (West Main Street South Corridor “WMS”), §Section 34-881 (Bicycle parking requirements for WME and WMW zoning districts), §34-1101 (Appurtenances), and §34-1200 (Definitions), per the Planning Commission’s revisions, October 13<sup>th</sup>, 2015

Attachment B: 100 Ridge Street (Midway Manor) vicinity maps

Attachment C: Descriptions of relevant mixed use districts for 100 Ridge Street (Midway Manor)

Attachment D: Use comparison charts for 100 Ridge Street (Midway Manor)

Attachment E: 808-840 West Main Street (Amtrak) maps

Attachment F: Proposed zoning text amendments related to building height

Attachment G: Proposed zoning text amendments related to bicycle parking

**NOTES FOR REVIEWING PROPOSED ORDINANCE:**

Black text: represents proposed zoning text recommended by staff to Planning Commission. **Blue text: indicates current zoning text incorporated into staff's recommendations to the Planning Commission**

**Red text: represents the Planning Commission's recommended changes (additions or deletions) for consideration by City Council**

**ORDINANCE**

TO REPEAL THE PROVISIONS OF CITY CODE CHAPTER 34  
ARTICLE VI (MIXED USE CORRIDOR DISTRICTS)  
DIVISION 1 (GENERAL), SECTIONS 34-541(4) (West Main North Corridor) AND 34-  
541(5)(West Main South Corridor), and corresponding changes to DIVISION 16 (USE  
MATRIX), Section 34-796  
AND ALSO TO REPEAL THE PROVISIONS OF CHAPTER 34, ARTICLE VI, DIVISION 5  
(Regulations—West Main Street North Corridor (“WMN”)) and  
DIVISION 6 (Regulations—West Main Street South Corridor (“WMS”))  
AND TO AMEND AND RE-ENACT SUCH PROVISIONS TO ESTABLISH  
ZONING REGULATIONS FOR TWO NEW ZONING DISTRICTS, TO BE KNOWN AS THE  
WEST MAIN WEST (“WMW”) AND WEST MAIN EAST (“WME”)  
CORRIDOR DISTRICTS, AND ALSO TO AMEND THE ZONING MAP REFERENCED IN  
34-1(1) AND TO AMEND THE PROVISIONS OF SEC. 34-SEC. 34-796 (Use Matrix—Mixed  
use corridor districts), SEC. 34-1101 (Appurtenances) and SEC. 34-1200 (Definition of  
“building height”) AND TO ADD  
A NEW SEC. 34-881 (Bicycle Parking for WME and WMW zoning districts)

**WHEREAS**, by motion, the Charlottesville City Planning Commission initiated ZT15-00007, proposing consideration certain zoning text amendments, and amendment of the City's zoning map, to repeal the mixed use zoning district classifications referred to as “West Main North Corridor” (WMN) and “West Main South Corridor” (WMS), and the zoning text regulations for those districts, and to establish in their place two new zoning district classifications, “West Main West Corridor” (WMW) and “West Main East Corridor” (WME) along with zoning text regulations for the new districts and a zoning map amendment reclassifying certain parcels of land from the WMN and WMS districts to the new WMW and WME districts, as shown on a map dated July 28, 2015 (collectively, the “Proposed Rezoning”); and

**WHEREAS** the Planning Commission’s motion stated that the Proposed Rezoning is required by the public necessity, convenience, general welfare or good zoning practice; and,

**WHEREAS**, legal notice of a public hearing of the Proposed Rezoning to be conducted on October 13, 2015 was advertised in accordance with Va. Code Sec. 15.2-2204, notice of the Proposed Rezoning was given to property owners as required by law, and joint public hearing on the Proposed Rezoning was held before the Planning Commission and City Council on October 13, 2015; and

**WHEREAS**, on October 13, 2015 the Planning Commission voted to recommend to City Council that the Proposed Rezoning should be approved; and

**WHEREAS**, this Council finds and determines that the public necessity, convenience, general welfare or good zoning practice requires the Proposed Rezoning; that the Proposed Rezoning is 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 that Chapter 34 (Zoning) is hereby amended and re-ordained, as follows:

**1. Article I (Administration), Section 34-1(1) is amended as follows:**

Effective as of the date of adoption of this ordinance, the zoning district map referenced in Sec. 34-1(1) is hereby amended and readopted, to reflect amendments changing the zoning district classifications of property along West Main Street from “WMN” and “WMS” to new classifications of “WMW” and “WME”, as shown on the proposed amended Zoning Map dated July 28, 2015.

**2. Article VI (Mixed Use Districts), Sections 34-541(4) and 34-541(5) are hereby repealed, and the following provisions are enacted in their place:**

Sec. 34-541. - Mixed use districts—Intent and description.

.... (4)*West Main Street West Corridor*. The land use and lots on West Main Street west of the railroad bridge are generally larger in size than those east of the bridge. The West Main West district is established to provide the opportunity for large-scale redevelopment with respect to established patterns of commercial and residential development along West Main Street and neighborhoods in close proximity. Within this district, one of the primary goals is to provide a walkable, mixed use “main street” setting that encourages vibrant pedestrian activity. The following streets shall have the designations indicated:

- (a) Where only one street abuts a lot, that street is considered the primary street.
- (b) Where more than one street abuts a lot, the following are considered primary streets:
  - (1) West Main Street
  - (2) Roosevelt Brown Boulevard
  - (3) Jefferson Park Avenue
  - (4) Wertland Street
  - (5) 10th Street NW
- (c) Where a lot with multiple street frontages on the primary streets listed in section (b) exists, each frontage is considered a primary street.
- (d) Where a lot has multiple street frontages, streets not listed in section (b) above will be considered a linking street.

.... (5) *West Main Street East Corridor*. The land use and lots on West Main Street east of the railroad bridge are smaller than those west of the bridge, containing existing buildings (including historic buildings) that have been renovated to accommodate modern commercial uses. Established buildings are located in close proximity to the street on which they front, and one of the primary goals of this district is to provide a walkable, mixed use “main street” setting that encourages vibrant pedestrian activity. Within the West Main Street East district, the following streets shall have the designations indicated:

- (a) Where only one street abuts a lot, that street is considered the primary street.
- (b) Where more than one street abuts a lot, the following are considered primary streets:
  - (1) West Main Street
  - (2) Commerce Street
  - (3) South Street
  - (4) Ridge Street
  - (5) 7th Street SW
  - (6) 4th Street NW
- (c) Where a lot with multiple street frontages on the primary streets listed in section (b) exists, each frontage is considered a primary street.
- (d) Where a lot has multiple street frontages, streets not listed in section (b) above will be considered a linking street.



**3. Article VI (Mixed Use Districts), Division 5, Sections 34-616 through 34-622 are hereby repealed, and the following provisions are enacted in their place:**

DIVISION 5. – REGULATIONS – WEST MAIN STREET WEST (“WMW”)

Sec. 34-617. – Height regulations.

(a) The height regulations shall apply to buildings and structures within the West Main Street West Corridor district:

- (1) Minimum height: 35 feet
- (2) Maximum height: 75 feet

(b) **The first floor of every building shall have a minimum height, measured floor to floor, of fifteen (15) feet.** ~~height minimums shall apply to buildings within the West Main Street West Corridor district:~~

- ~~(1) Minimum first floor height: 15 feet, measured from floor surface to ceiling~~
- ~~(2) Minimum height for all other floors: 9 feet, measured from floor surface to ceiling~~

Sec. 34-618. – Streetwall regulations.

(a) Setbacks shall be required, as follows:

- (1) *Primary street frontage:* ~~Ten (10)~~ **Zero (0)** feet minimum; twenty (20) feet maximum. At least eighty (80) percent of the building façade width of a building must be in the build-to zone adjacent to a primary street.
- (2) *Linking street frontage:* **Five (5) feet minimum; twelve (12) feet maximum.** At least forty (40) percent of the building façade width of a building must be in the build-to zone adjacent to a linking street.
- (3) *Side and rear setback, adjacent to any low density residential district:* **Twenty (20) feet, minimum.**
- (4) *Side and rear setback, adjacent to any other zoning district:* **None required.**

(b) Stepback requirement.

The maximum height of the streetwall of any building or structure shall be forty (40) feet. At the top of the streetwall height, there shall be a minimum stepback of ten (10) feet.

(c) Building width requirement.

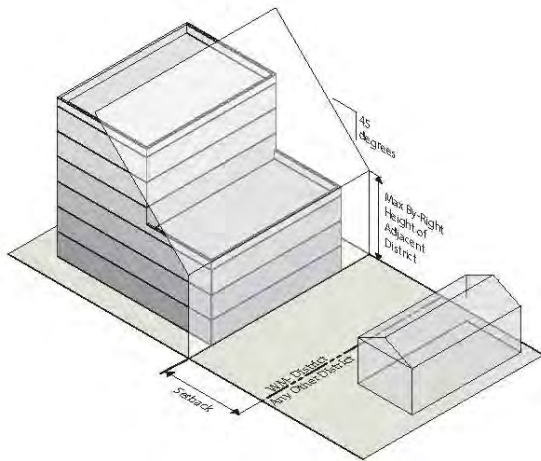
The apparent mass and scale of each building over ~~two hundred (200)~~ **one hundred (100)** feet wide shall be reduced through the use of ~~façade building and material~~ modulation and articulation to provide a pedestrian scale and architectural interest, and to ensure the building is compatible with the character of the district. This determination shall be made by the Board of Architectural Review through the Certificate of Appropriateness process.

Sec. 34-619. – Bulk plane and buffer.

(a) Bulk plane.

(1) To promote building massing compatible with adjacent districts, a bulk plane shall apply where **the rear of a lot in the West Main Street West district abuts any other zoning district, and where any side of a lot in the West Main Street West district abuts a low density residential zoning district.** No building may extend into a 45 degree angular plane projecting above the lot measured at the interior edge of any required setback, starting at a height equal to the maximum allowed height in the adjacent zoning district.

(2) The bulk plane ends at each lot line adjacent to a street right-of-way.



**(b) Buffer.**

**Along the frontage with any low density residential district, side and rear buffers shall be required, ten (10) feet, minimum, consisting of an S-1 type buffer (refer to section 34-871).**

**Sec. 34-620. - Mixed-use developments—Additional regulations.**

**No ~~ground floor residential uses or parking garage, other than ingress and egress to the garage, may front on a primary street, unless a building fronts on more than one (1) primary~~**

~~street, in which case ground floor residential uses may front on one (1) primary street. Under no circumstances, however, shall any~~ **No ground floor residential uses shall front on West Main Street.**

**Sec. 34-621. - Density.**

**Residential density shall not exceed forty-three (43) DUA; however, up to two hundred (200) DUA may be allowed by special use permit.**

**Sec. 34-622. - Additional regulations.**

**(a) Developments that occupy an entire city block shall provide courtyards and plazas accessible from adjacent public rights-of-way.**

**(b) No ground floor residential uses shall front on West Main Street.**

**(c) For uses requiring more than twenty (20) off-street parking spaces, no more than fifty percent (50%) of such required spaces shall consist of surface parking open to the sky.**

**(d) No off-street loading areas may face any public right-of-way.**

Sec. 34-623. – Parking requirements adjustment.

Article VIII, Division 3, Off-Street Parking and Loading, applies to development in this district, except that:

- (1) Parking lot buffers are required only along the edge(s) of a low density district.
- (2) No parking is required for any retail use having less than 5,000 square feet in floor area.

*Secs. 34-624—34-635. - Reserved.*

**4. Article VI (Mixed Use Districts), Division 6, sections 34-636 through 34-642 are hereby repealed, and the following provisions are hereby enacted in their place:**

DIVISION 6. – REGULATIONS – WEST MAIN STREET EAST (“WME”)

Sec. 34-637. – Height regulations.

- (a) The height regulations shall apply to buildings and structures within the West Main Street East Corridor district:

- (1) Minimum height: 35 feet
- (2) Maximum height: 52 feet

~~(b) The first floor of every building shall have a minimum height, measured floor to floor, of fifteen (15) feet. height minimums shall apply to buildings within the West Main Street West Corridor district:~~

- ~~a. Minimum first floor height: 15 feet, measured from floor surface to ceiling~~
- ~~b. Minimum height for all other floors: 9 feet, measured from floor surface to ceiling~~

Sec. 34-638. – Streetwall regulations.

(a) Setbacks shall be required, as follows:

- (1) *Primary street frontage:* ~~Ten (10) feet~~ **Zero (0)** minimum; twenty (20) feet maximum. At least eighty (80) percent of the building façade width of a building must be in the build-to zone adjacent to a primary street.
- (2) *Linking street frontage:* **Five (5) feet minimum; twelve (12) feet maximum.** At least forty (40) percent of the building façade width of a building must be in the build-to zone adjacent to a linking street.
- (3) *Side and rear setback, adjacent to any low density residential district:* **Twenty (20) feet, minimum.**
- (4) *Side and rear setback, adjacent to any other zoning district:* **None required.**

(b) Stepback requirement.

The maximum height of the streetwall of any building or structure shall be forty (40) feet. At the top of the streetwall height, there shall be a minimum stepback of ten (10) feet.

(c) Building width requirement.

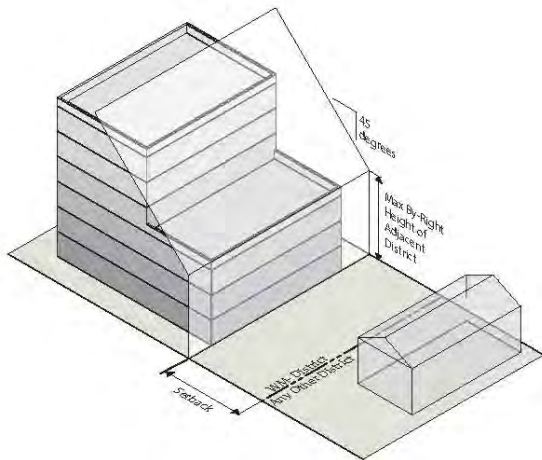
The apparent mass and scale of each building over ~~two-hundred (200)~~ **one-hundred (100)** feet wide shall be reduced through the use of ~~façade building and material~~ modulation and articulation to provide a pedestrian scale and architectural interest, and to ensure the building is compatible with the character of the district. This determination shall be made by the Board of Architectural Review through the Certificate of Appropriateness process.

Sec. 34-639. – Bulk plane and buffer.

(a) Bulk plane.

(1) To promote building massing compatible with adjacent districts, a bulk plane shall apply where **the rear of** a lot in the West Main Street East district abuts any other zoning district, **and where any side of a lot in the West Main Street East district abuts a low density residential zoning district**. No building may extend into a 45 degree angular plane projecting above the lot measured at the interior edge of any required setback, starting at a height equal to the maximum allowed height in the adjacent zoning district.

(2) The bulk plane ends at each lot line adjacent to a street right-of-way.



(b) Buffer.

Along the frontage with any low density residential district, side and rear buffers shall be required, ten (10) feet, minimum, consisting of an S-1 type buffer (refer to section 34-871).

Sec. 34-640. - Mixed-use developments—Additional regulations.

~~No ground floor residential uses or parking garage, other than ingress and egress to the garage, may front on a primary street, unless a building fronts on more than one (1) primary street, in which case ground floor residential uses may front on one (1) primary street. Under no circumstances, however, shall any~~ No ground floor residential uses shall front on West Main Street.

**Sec. 34-641. - Density.**

**Residential density shall not exceed forty-three (43) DUA; however, up to two hundred (200) DUA may be allowed by special use permit.**

**Sec. 34-642. - Additional regulations.**

**(a) Developments that occupy an entire city block shall provide courtyards and plazas accessible from adjacent public rights-of-way.**

**(b) No ground floor residential uses shall front on West Main Street.**

**(c) For uses requiring more than twenty (20) off-street parking spaces, no more than fifty percent (50%) of such required spaces shall consist of surface parking open to the sky.**

**(d) No off-street loading areas may face any public right-of-way.**

Sec. 34-643. – Parking requirements adjustment.

Article VIII, Division 3, Off-Street Parking and Loading, applies, except that:

- (1) Parking lot buffers are required only along the edge(s) of a low density district.
- (2) No parking is required for any retail use having less than 5,000 square feet in floor area.

*Secs. 34-644—34-655. - Reserved.*

**5. Article VI (Mixed Use Districts), Division 16 (Use Matrix), Sec. 34-796 (Use matrix—mixed use corridor districts), is hereby amended as follows:**

*Amend the headings identifying the Zoning Districts, to substitute “WMW” in place of “WMS” and to substitute “WME” in place of “WMN”*

**6. Article VIII (Required Improvements), Division 3 (Off-street Parking and Loading) is hereby amended, to add a new Sec. 34-881, as follows:**

Sec. 34-881. – Bicycle parking requirements for WME and WMW zoning districts.

In the West Main Street East (WME) and West Main Street West (WMW) zoning districts, bicycle parking spaces shall be required for new buildings and developments, the addition of new enclosed floor area to an existing building, and for any change in use of any building.

(a) Required bicycle spaces.

(1) Bicycle space requirements by use.

<b>Use</b>	<b>Long Term Spaces Required</b>	<b>Short Term Spaces Required</b>
General retail	1 space per 10,000 square feet of floor area, 2 minimum	1 space per 5,000 square feet of floor area, 2 minimum
Office	1.5 spaces per 10,000 square feet of floor area, 2 minimum	1 space per 20,000 square feet of floor area, 2 minimum
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space per 20 auto spaces, minimum requirement is 2 spaces. Unattended lots excepted	1 space per 10 auto spaces or minimum requirement is 6 spaces. Unattended lots excepted
Single family dwelling	No spaces required	No spaces required
Multi-family dwelling with private garage for each unit	No spaces required	0.1 space per bedroom, 2 minimum
Multifamily dwelling without private garage	0.5 spaces per bedroom, 2 minimum	0.1 space per bedroom, 2 minimum
Senior housing	0.5 spaces per bedroom, 2 minimum	0.1 space per bedroom, 2 minimum
Lodging (hotel, motel)	1 space for every 10 spaces of required automobile parking, 2 minimum	No spaces required
General food sales and groceries	1 space per 10,000 square feet of floor area, 2 minimum	1 space per 2,000 square feet of floor area, 2 minimum
Non-assembly cultural (library, government buildings, courts, etc.)	1.5 spaces for each 10 employees, 2 minimum	1 space per 8,000 square feet of floor area, 2

WEST MAIN STREET ZONING DISTRICT REGULATIONS  
 PROPOSED ZONING TEXT AMENDMENTS  
 Recommended by Planning Commission on October 13<sup>th</sup>, 2015  
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		minimum
Assembly (houses of worship, theater, auditorium, outdoor assembly, etc.)	1.5 spaces for each 20 employees, 2 minimum	Spaces for 5% of maximum expected daily attendance
Health clinic/hospitals	1.5 spaces for each 20 employees or 1 space per 50,000 square feet of floor area, whichever is greater, 2 minimum	1 space per 20,000 square feet of floor area, 2 minimum
Public, parochial, and private day care centers for 15 or more children	1.5 spaces for each 20 employees, 2 minimum	1 space for each 20 students of planned capacity, 2 minimum
Public, parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1.5 spaces for each 10 employees, 2 minimum	1.5 space for each 20 students of planned capacity, 2 minimum
Public, parochial, and private elementary schools (4-6), junior high, and high schools	1.5 spaces for each 10 employees plus 1.5 spaces per each 20 students of planned capacity, 2 minimum	1 space for each 10 students of planned capacity, 2 minimum
Transit facility	Spaces for 7% of projected a.m. peak period daily ridership	Spaces for 2% of a.m. peak period daily ridership
<b>Use</b>	<b>Spaces Required</b>	<b>Short-Term/Long-Term</b>
<b>Residential</b>	<b>0.5 per unit</b>	<b>80%/20%</b>
<b>Public/Institutional</b>	<b>1 per 5,000 SF, 2 min</b>	<b>90%/10%</b>
<b>Food and drink service</b>	<b>1 per 2,500 SF, 2 min</b>	<b>80%/20%</b>
<b>Lodging</b>	<b>0.5 per guest room</b>	<b>80%/20%</b>
<b>All other commercial and industrial uses</b>	<b>1 per 2,500 SF, 2 min</b>	<b>80%/20%</b>

~~(2) In developments wherein the requirements listed in Section 34-644(a)(1) result in less than one full bicycle parking space being required for long term parking, the director of neighborhood development services may determine the appropriate percentages of short-term and long-term spaces to be applied to the development.~~

(b) Location of bicycle parking.

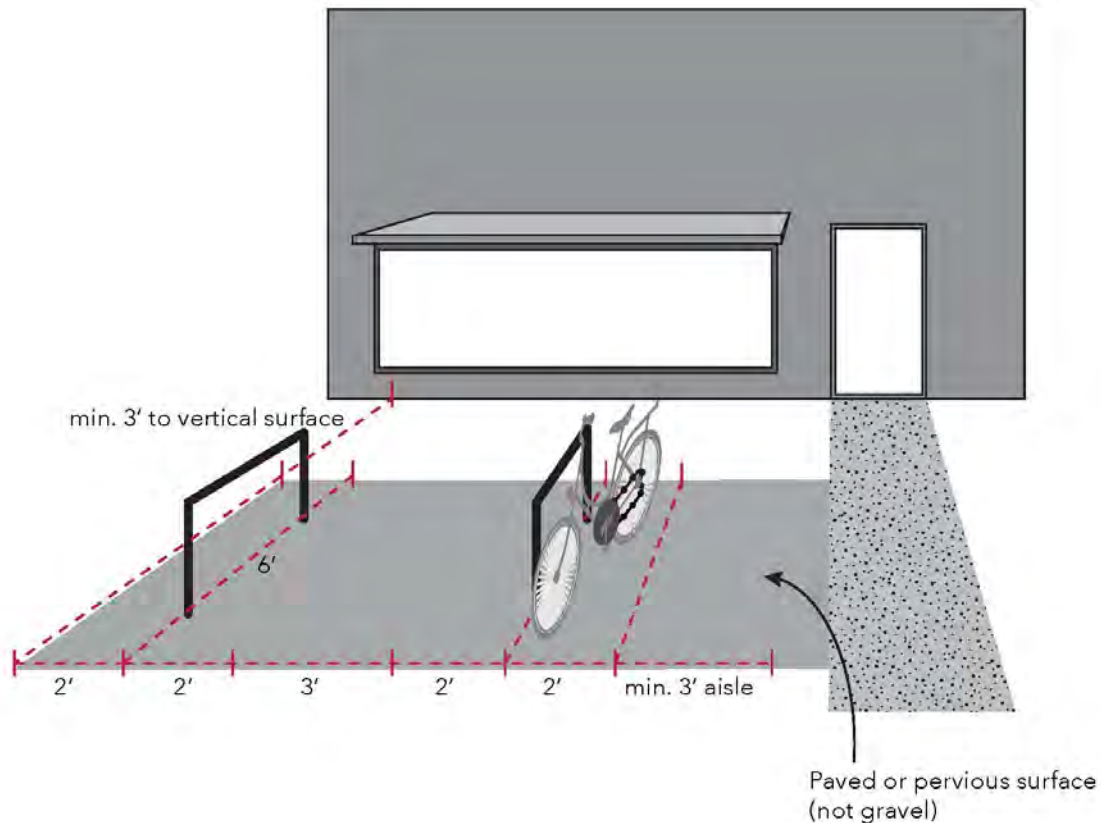
(1) Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Surfaces cannot be gravel, landscape stone or wood chips.

(2) Bicycle parking spaces must be a minimum of two (2) feet by six (6) feet. There must be an access aisle a minimum of 3 feet in width.



- (3) Bicycle parking spaces must be placed at least three (3) feet from all vertical surfaces.
- (4) Each required bicycle parking space must be accessible without moving another bicycle, and its placement must not result in a bicycle obstructing a required walkway.
- (5) Up to 25% of bicycle parking may be structured parking, vertical parking or wallmount parking, provided there is a 5-foot access aisle for wall mount parking.
- (6) All racks must accommodate cable locks and "U" locks, must permit the locking of the bicycle frame and one wheel to the rack, and must support a bicycle in a stable position.

(c) Example layout of bicycle parking.



(d) Short-term bicycle parking.

Required short term bicycle parking shall be visible from nearby bikeways and conveniently located to the main building entrance, no further than 50 feet. Short-term bicycle parking must meet all other applicable design standards of the City.

(e) Long-term bicycle parking.

(1) Required long-term bicycle parking spaces must be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather, and must be accessible to intended users.

(2) Required long-term bicycle parking for residential uses may be located within dwelling units or within deck, patio areas or private storage areas accessory to dwelling units if documented and approved by the director of neighborhood development services.

(3) With permission of the director of neighborhood development services, long-term bicycle parking spaces for nonresidential uses may be located off-site within 300 feet of the site. The off-site parking distance is measured in walking distance from the nearest point of the remote parking area to the closest primary entrance of the use served.

**7. ARTICLE IX, Sec. 34-1101 is hereby amended and re-ordained, as follows:**

**Sec. 34-1101. - Appurtenances.**

**(a) An appurtenance to a building or structure shall not be counted in measuring the height of a building or structure.**

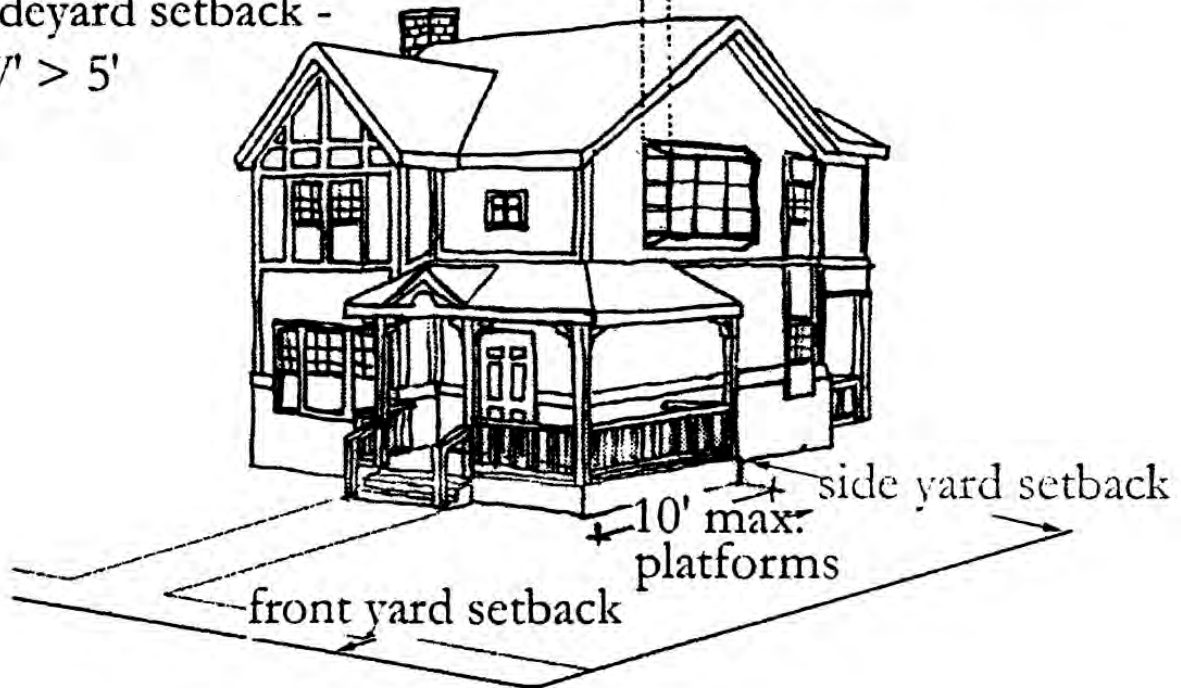
**(b) The director of neighborhood development services or planning commission may approve additions of appurtenances to buildings or structures, in excess of the maximum permitted height of the structure or roof coverage specified in paragraph (c) below, upon finding that there is a functional need for the appurtenance that cannot be met with an appurtenance having a lesser height or roof coverage, and that visible materials and colors are compatible with the building or structure to which the appurtenance is attached.**

**(c) No rooftop appurtenance shall: (i) itself measure more than sixteen (16) feet in height above the building, or (ii) cover more than twenty-five (25) percent of the roof area of a building.**

**(d) A roof top appurtenance may contain useable floor area, but such area may only be used for or as an accessory to a residential or commercial use allowed within the applicable zoning district. Within a rooftop appurtenance, no enclosed space shall be designed or used as habitable space that, for purposes of the Virginia Uniform Statewide Building Code, would receive a Residential Group R use and occupancy classification.**

**(d)(e) The following appurtenances may encroach into minimum required yards as specified:**

Chimney: required  $W'$   
sideyard setback -  $12''$  ornamental features  
 $W' > 5'$



### Appurtenances

- (1) Window sills, roof overhangs, belt courses, cornices and ornamental features may encroach into a required yard by no more than twelve (12) inches,
- (2) Open lattice-enclosed fire escapes, fireproof outside stairways, and the ordinary projections of chimneys and flues may encroach into a required rear yard by no more than five (5) feet.
- (3) Chimneys or flues being added to an existing building may encroach into a required side yard, but not closer than five (5) feet to the side lot line.
- (4) Elevator shafts and mechanical equipment which are screened in accordance with the requirements of Sec. 34-872.
- (4) (5) Handicapped ramps meeting ADA standards may encroach into a required yard.**

**(5) (6) Except as otherwise provided above:**

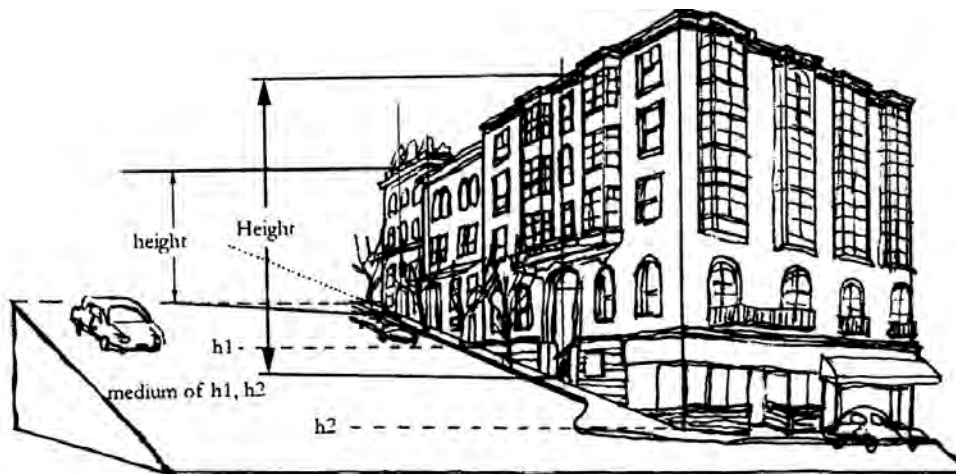
**a. Uncovered appurtenances which have a maximum floor height of three (3) feet above the finished grade may encroach into any required yard, but not closer than five (5) feet to any lot line and no more than ten (10) feet into a required front yard; however, no such appurtenance shall occupy more than thirty (30) percent of a rear yard.**

**b. Any appurtenance to a single- or two-family dwelling, having a height greater than three (3) feet above finished grade may encroach into a required front yard by up to ten (10) feet, but no closer than five (5) feet to a front lot line; however, such appurtenance shall be in compliance with the applicable side yard setback;**

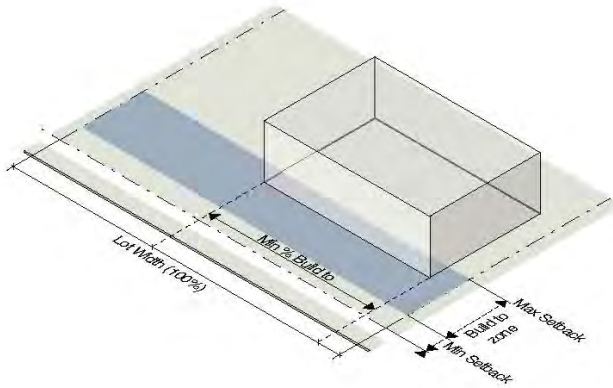
**c. No enclosed appurtenance, regardless of height (including but not limited to a screened-in porch) shall encroach into any required yard.**

**8. ARTICLE X is amended and re-ordained, to modify the definition of “building height” and to add a new definition (“build-to-zone”):**

*Building height* means the vertical distance measured from the level of the grade of the building footprint to the level of the highest point of the structure's roof surface. This distance is calculated by measuring separately the average height of each building wall, then averaging them together. The height is measured to the level of a flat roof, to the deck line of a mansard or parapet roof, and to the average height level between the eaves and ridge for gable, hip, or gambrel roofs.



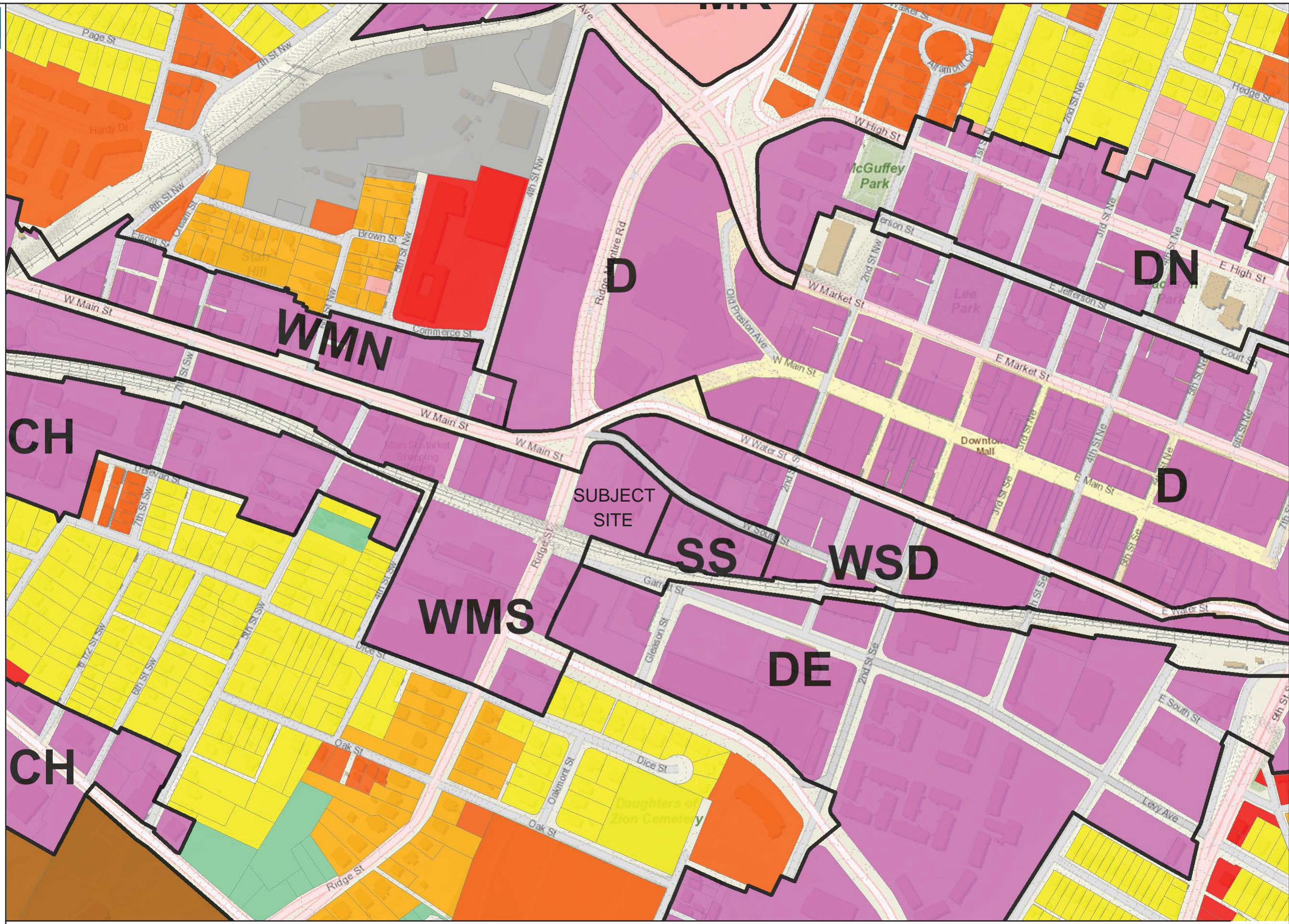
*Build-to-zone* is the area between the minimum and maximum allowable setbacks along a street frontage. A building façade may be required to maintain a minimum percentage in the build-to-zone, measured based on the width of the building divided by the width of the lot. Minor deviations such as recessed entries, recessed balconies, and architectural features are considered to be at the same setback as the building façade immediately adjacent to those features.



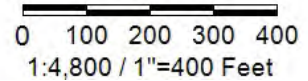


**Legend**

- ▣ Mixed Use Boundaries
- Parcels by Zoning
- ES; B-1; B-1C; B-1H
- B-2; B-2H
- B-3; B-3H
- Parcels by Zoning
- Parcels by Zoning
- Parcels by Zoning
- PUD; PUDH
- R-1; R-1C; R-1H; R-1U; R-1UH
- R-1S; R-1SC; R-1SH; R-1SHC; R1SHC; R-1SU; R1USH
- R-2; R-2C; R-2H; R-2U; R-2UH
- R-3; R-3H; UHD; UDH; UMD; UMDH
- MR; MRH
- Elevation Contour Lines - 2ft (2006)



Feet



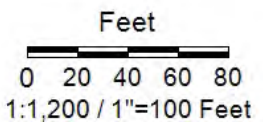
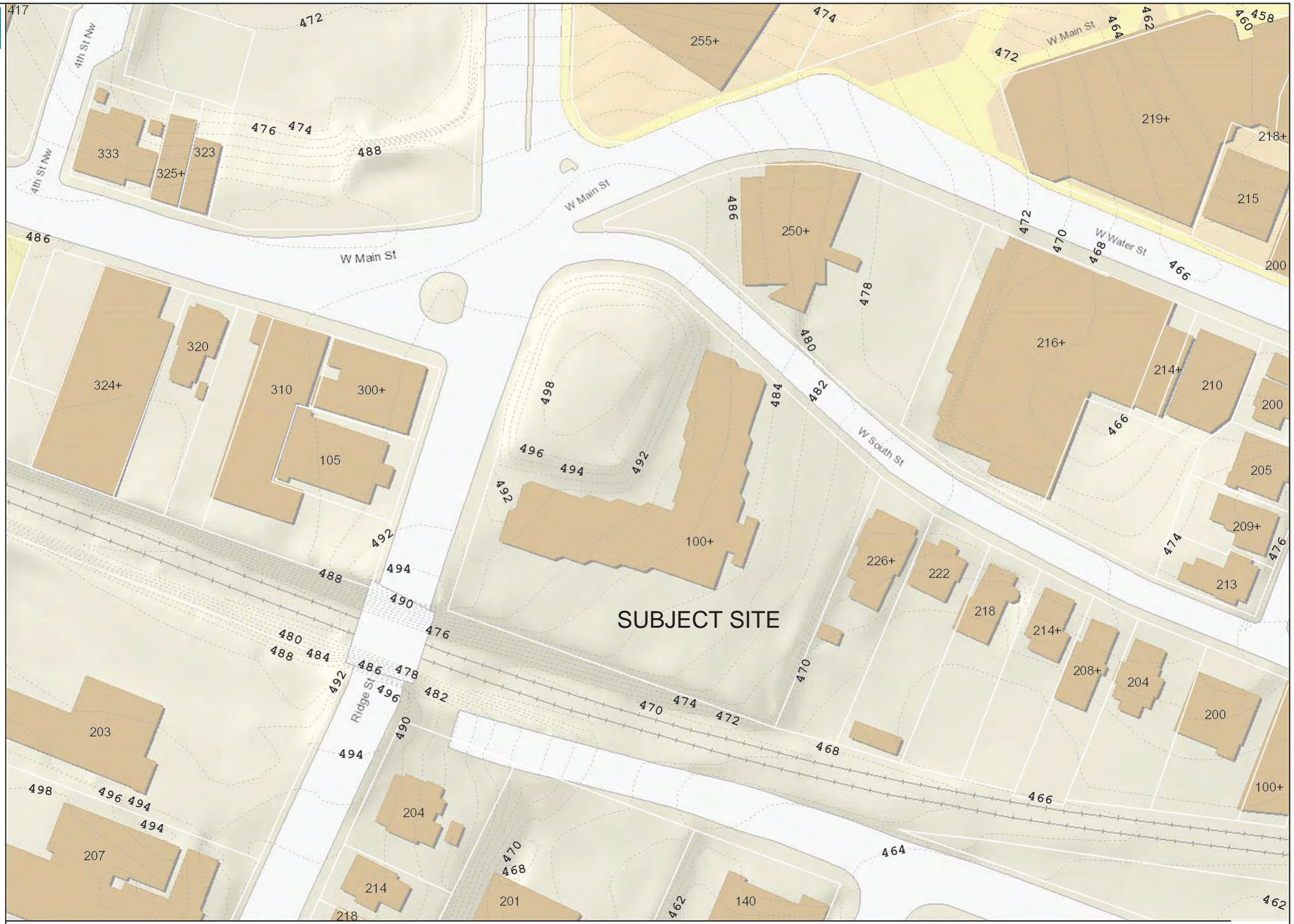
11/23/2015





**Legend**

- Parcels
- Addresses
- Elevation Contour Lines - 2ft (2006)





CITY OF CHARLOTTESVILLE  
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES  
STAFF REPORT ATTACHMENT



**EXISTING AND PROPOSED EXCERPTS FROM SECTION 34-541 –MIXED  
USE DISTRICTS – INTENT AND DESCRIPTION**

**PLANNING COMMISSION REGULAR MEETING**

DATE OF PLANNING COMMISSION MEETING: DECEMBER 8, 2015

The Planning Commission may wish to consider the prescribed intents and descriptions of the zoning districts under consideration for 100 Ridge Street (Midway Manor). Midway Manor has frontage on both Ridge Street and South Street.

**West Main South Corridor (existing).** Property on the south side of West Main Street are much deeper, and generally larger in size, than those to the north, and established non-commercial uses typically are separated from adjacent residential neighborhoods by railroad tracks and street rights-of-way. The purpose of this zoning district is to encourage pedestrian-friendly mixed-use development, at an intensity slightly greater than that to the north of West Main. The permitted uses and building heights, those allowed by-right and by special permit, respect the scenic character of the West Main Street corridor. Within the West Main Street South district, the following streets shall have the designations indicated:

*Primary streets:* Jefferson Park Avenue, 9th/10th Connector, Ridge Street, 7th Street, and West Main Street.

*Linking streets:* Dice Street, 11th Street, 5th Street, 4th Street, and 7th Street.

**West Main Street East Corridor (currently proposed).** The land use and lots on West Main Street east of the railroad bridge are smaller than those west of the bridge, containing existing buildings (including historic buildings) that have been renovated to accommodate modern commercial uses. Established buildings are located in close proximity to the street on which they front, and one of the primary goals of this district is to provide a walkable, mixed use “main street” setting that encourages vibrant pedestrian activity. Within the West Main Street East district, the following streets shall have the designations indicated:



(a) Where only one street abuts a lot, that street is considered the primary street.

(b) Where more than one street abuts a lot, the following are considered primary streets:

1. West Main Street
2. Commerce Street
3. South Street
4. Ridge Street
5. 7th Street SW
6. 4th Street NW

(c) Where a lot with multiple street frontages on the primary streets listed in section (b) exists, each frontage is considered a primary street.

(d) Where a lot has multiple street frontages, streets not listed in section (b) above will be considered a linking street.

**Water Street Corridor District (existing).** The intent of the Water Street Corridor District is to provide for a mix of commercial, retail and entertainment uses in a way that complements and supports the Downtown Pedestrian Mall area. As the Downtown Pedestrian Mall develops, the natural spillover will be to this area. While not a complete pedestrian zone, it contains many characteristics thereof. Development therefore should blend the pedestrian scale with a slightly more automobile oriented feel to achieve this supportive mixed-use environment.

*Primary streets:* All.

*Linking streets:* None.

**Downtown Corridor (existing).** The intent of the Downtown Corridor district is to provide for a mixture of commercial and residential uses, and encourage such development by right, according to standards that will ensure harmony with the existing commercial environment in the city's downtown area. Ground-floor uses facing on primary streets should be commercial in nature. The area within this zoning district is the entertainment and employment center of the community and the regulations set forth within this district are designed to provide appropriate and convenient housing for persons who wish to reside in proximity to those activities. Within the Downtown Corridor district the following streets shall have the designations indicated:

*Primary streets:* All streets are primary.

*Linking streets:* None.

**Downtown Extended Corridor (existing).** Historically, the areas within the Downtown Extended district contained manufacturing uses dependent upon convenient access to railroad transportation. In more recent times, use patterns within this area are similar to those within the Downtown district. The intent of this district is to encourage an inter-related mixture of high-density residential and commercial uses harmonious with the downtown business environment, within developments that facilitate convenient pedestrian and other links to the Downtown area. Within the Downtown Extended district, the following streets shall have the designations indicated:

*Primary streets:* Garrett Street, Monticello Avenue, 6th Street, Market Street, Carlton Road and 10th Street, N.E.

*Linking streets:* Avon Street, Dice Street, 1st Street, 4th Street, Gleason Street, Goodman Street, Oak Street, and Ware Street.

**CITY OF CHARLOTTESVILLE**  
**DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES**  
**STAFF REPORT**



**USE COMPARISON INFORMATION FOR 100 RIDGE STREET**

**PLANNING COMMISSION REGULAR MEETING**

DATE OF PLANNING COMMISSION MEETING: DECEMBER 8, 2015

**West Main Street South (WMS) Uses Not Available or By-Right in Other Districts**

<b>Use</b>	<b>WMS (current)</b>	<b>WME (proposed)</b>	<b>WSD</b>	<b>D</b>	<b>DE</b>
Adult assisted living, 1-8 residents	B	B			B
Single family homes, attached and detached	B	B			B
Family day home, 1-5 children	B	B			B
Temporary family health care structure	T	T			T
Automobile parts and equipment sales	B	B			B
Health clinic up to 10,000 SF	B	B	S	S	B
Artistic instruction up to 10,000 SF	B	B	S	S	B
Funeral home without crematory	B	B			B
Hospital	S	S			S
Museums up to 10,000 SF	B	B	S	S	B
Music Hall	B	B	B	B	P
Taxi stand	S	S			B
Consumer service businesses 10,000 plus SF	S	S			B
Non-specified retail up to 20,000 SF	B	B	S	S	B
Laboratory, medical up to 4,000 SF	B	B	S	S	B
Research and testing laboratories	B	B			B

KEY – A: Ancillary use, B: By-right, P: Provisional use permit, S: Special use permit, T: Temporary use permit



**Other District Uses not Available or By-Right in West Main Street South (WMS)**

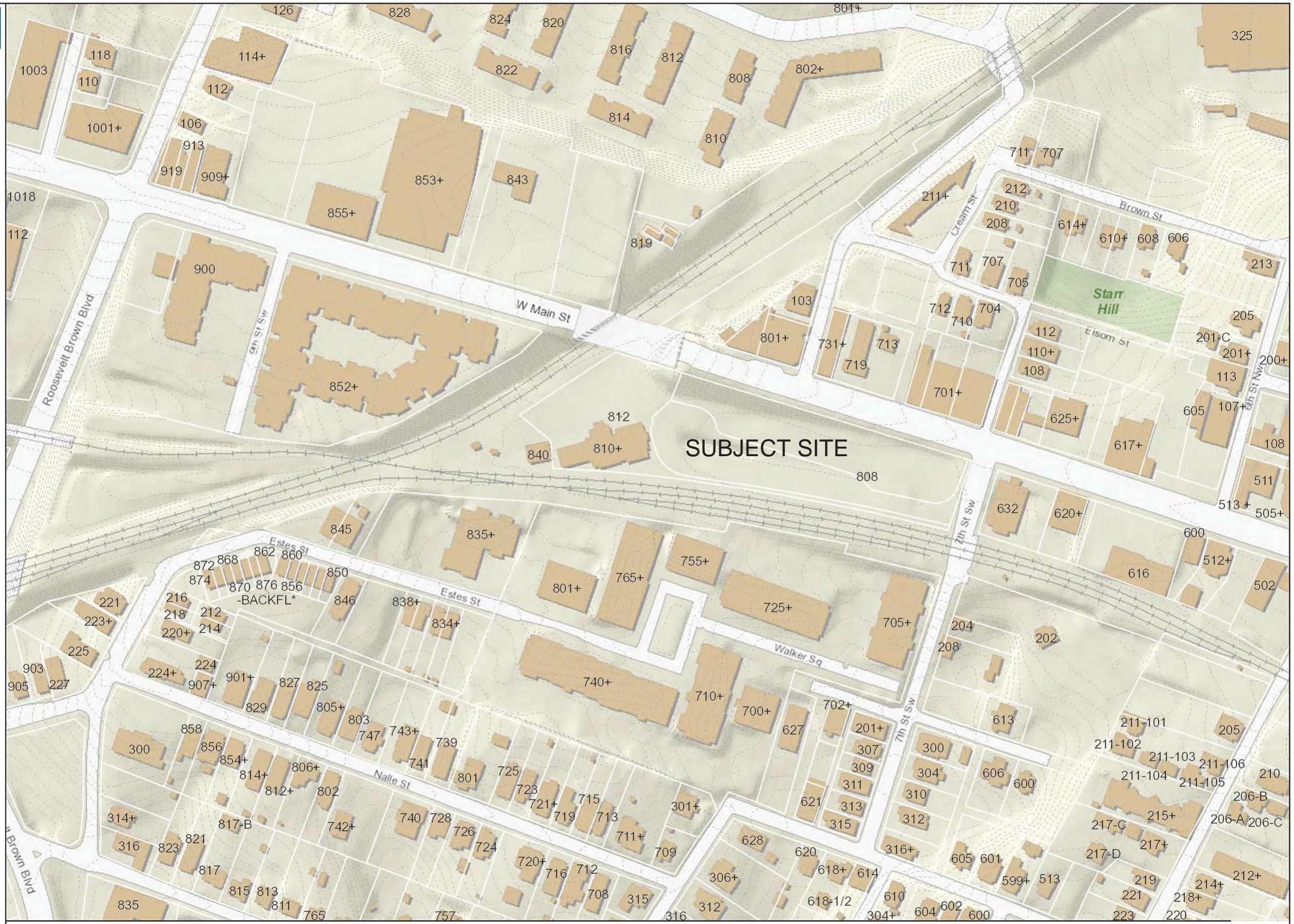
<b>Use</b>	<b>WMS (current)</b>	<b>WME (proposed)</b>	<b>WSD</b>	<b>D</b>	<b>DE</b>
Multi-family without mixed use development					B
Amphitheater	S	S	S	B	S
Animal boarding without outside runs or pens					B
Assembly plant, handcraft					S
Gas station					S
Automobile repair/servicing					S
Data Center more than 4,000	S	S	B	B	B
Funeral homes with crematory					B
Laundromats					B
Outdoor storage, accessory					S
Parking garage	A/S	A/S	B	B	B
Greenhouses/nurseries					S
Home improvement center					S
Temporary sales, outdoor					T
Non-specified retail more than 20,000 SF	S	S	S	S	B
Photographic processing; blueprinting			B	B	B
Printing/publishing facility	S	S	S	S	B

KEY – A: Ancillary use, B: By-right, P: Provisional use permit, S: Special use permit, T: Temporary use permit



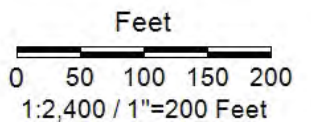
**Legend**

- Parcels
- Addresses
-  City Limits
-  Elevation Contour Lines - 2ft (2006)



**SUBJECT SITE**

**Starr Hill**



11/18/2015

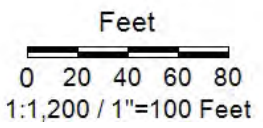
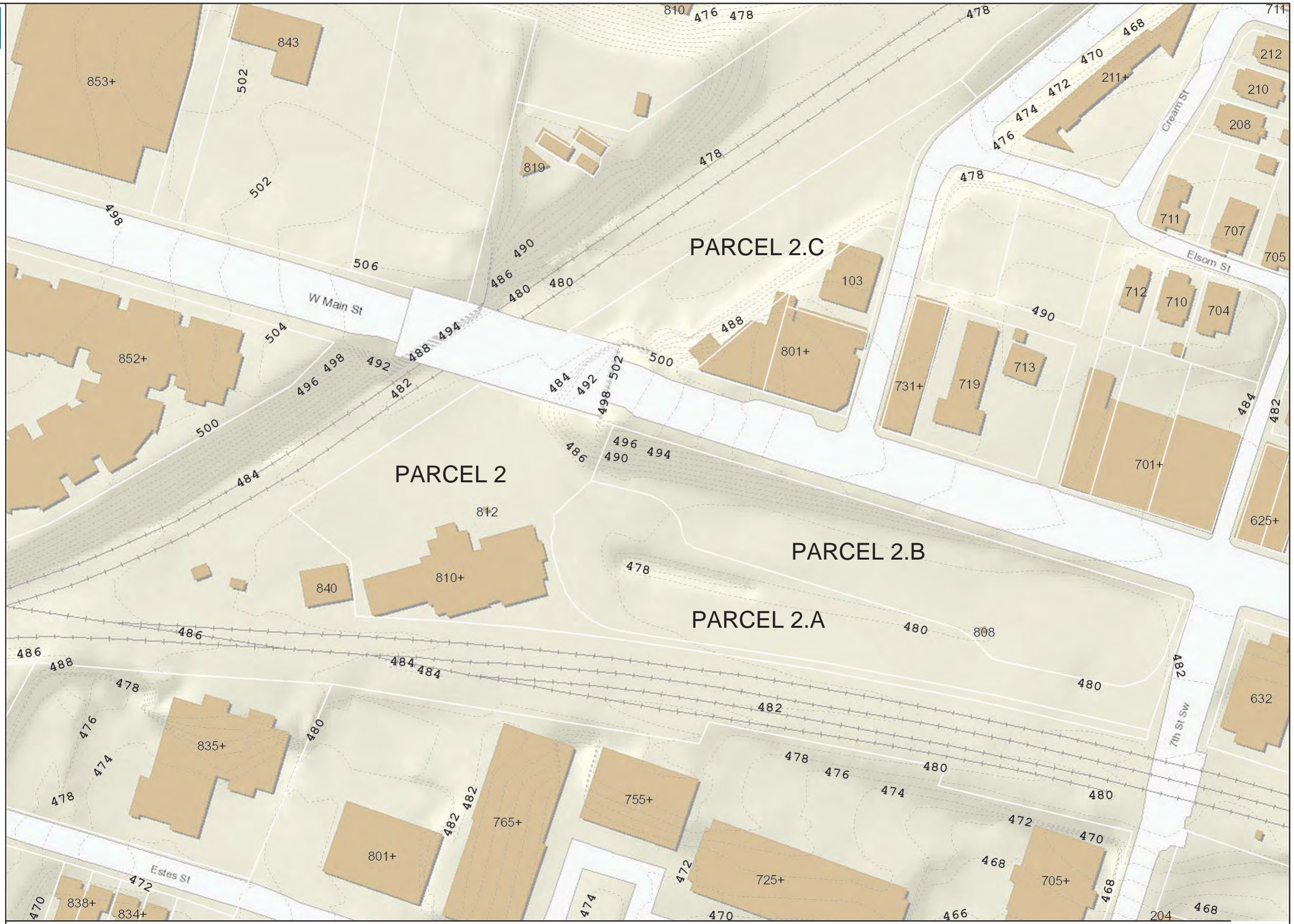
DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and Charlottesville is not responsible for its accuracy or how current it may be.





**Legend**

- Parcels
- Addresses
- Elevation Contour Lines - 2ft (2006)



11/30/2015





CITY OF CHARLOTTESVILLE  
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES  
STAFF REPORT



## DRAFT TEXT MODIFICATIONS REGARDING BUILDING HEIGHT

### PLANNING COMMISSION REGULAR MEETING

DATE OF PLANNING COMMISSION MEETING: DECEMBER 8, 2015

#### *Proposed Text (Clean)*

**34-1100(a)** The term “height,” when applied to a building, shall refer to the distance measured from the level of the **average grade of the lot** on which the building is located to the level of the highest point on such building. The highest point of any building shall be: the level of a flat roof; the deck line of a mansard roof; the deck line of the roof on a building with a parapet; or, for buildings with gable, hip or gambrel roofs, the level of the average height between the eaves and ridge.

#### **34-1200**

*Grade, average,* means the average ground level or average elevation **of a lot**, calculated as an average of measurements taken at each property corner.

#### *Proposed Text (Using Tracked Changes)*

**34-1100(a)** The term “height,” when applied to a building ~~or structure~~, shall refer to the distance measured from the level of the average grade level of the lot on which the building is located to the level of the highest point on such building ~~or structure~~. The highest point of any building shall be: the level of a flat roof; the deck line of a mansard roof; the deck line of the roof on a building with a parapet; or, for buildings with gable, hip or gambrel roofs, the level of the average height between the eaves and ridge.

#### **34-1200**

~~*Building Height* means the vertical distance measured from the level of the grade of the building footprint to the level of the highest point of the structure’s roof surface. This distance is calculated by measuring separately the average height of each building wall, then averaging them together. The~~

height is measured to the level of a flat roof, to the deck line of a mansard roof, and to the average height level between the eaves and ridge for gable, hip or gambrel roofs.

*Grade, average*, means, ~~with reference to a building or structure,~~ the average ground level or average elevation of a lot, calculated as an average of measurements taken at each property corner of the ground adjacent to the exterior walls of the building. In a case where walls are parallel to and not more than fifteen (15) feet from a sidewalk, the grade may be measured at the sidewalk.



CITY OF CHARLOTTESVILLE  
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES  
STAFF REPORT



**DRAFT TEXT MODIFICATIONS REGARDING BICYCLE PARKING**

**PLANNING COMMISSION REGULAR MEETING**

DATE OF PLANNING COMMISSION MEETING: DECEMBER 8, 2015

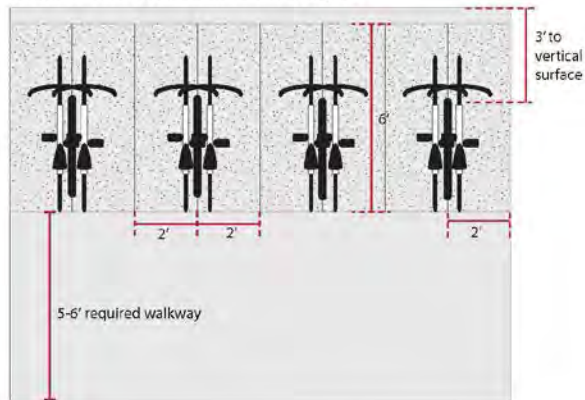
***Proposed Text (Clean)***

(a) Location of bicycle parking.

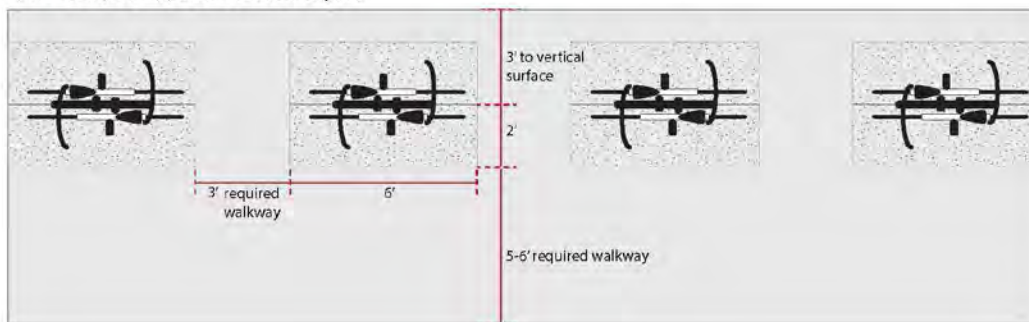
- (1) Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Surfaces cannot be gravel, landscape stone or wood chips.
- (2) Bicycle parking spaces must be a minimum of two (2) feet by six (6) feet.
- (3) Bicycle parking spaces must be placed at least three (3) feet from all vertical surfaces such as walls, fences, curbs, etc.
- (4) Bicycle racks must be provided to accommodate each bicycle parking space. Racks shall be placed such that each required bicycle parking space is accessible without moving another bicycle, and its placement must not result in a bicycle obstructing a required walkway or drive aisle.
- (5) Up to 25% of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is an adequate access aisle.
- (6) All racks must accommodate cable locks and "U" locks, must permit the locking of the bicycle frame and one wheel to the rack, and must support a bicycle in a stable position.

(b) Example layout of bicycle parking.

EXAMPLE 1 (16' x 12') accomodates 8 bicycles



EXAMPLE 2 (33' x 10') accomodates 8 bicycles



### ***Proposed Text (Using Tracked Changes)***

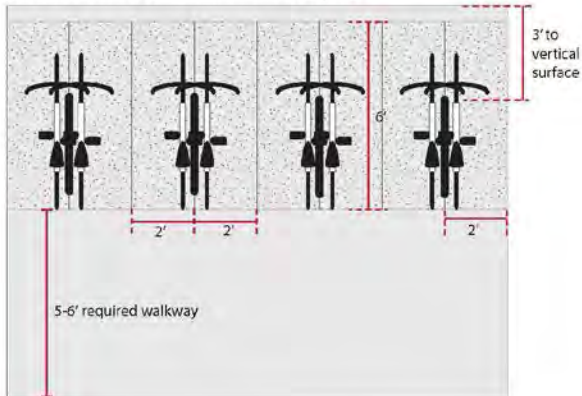
(a) Location of bicycle parking.

- (1) Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Surfaces cannot be gravel, landscape stone or wood chips.
- (2) Bicycle parking spaces must be a minimum of two (2) feet by six (6) feet. ~~There must be an access aisle a minimum of 3 feet in width.~~
- (3) Bicycle parking spaces must be placed at least three (3) feet from all vertical surfaces **such as walls, fences, curbs, etc.**
- (4) **Bicycle racks must be provided to accommodate each bicycle parking space. Racks shall be placed such that each required bicycle parking space ~~must be~~ is accessible without moving another bicycle, and its placement must not result in a bicycle obstructing a required walkway or drive aisle.**
- (5) Up to 25% of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is an adequate access aisle.

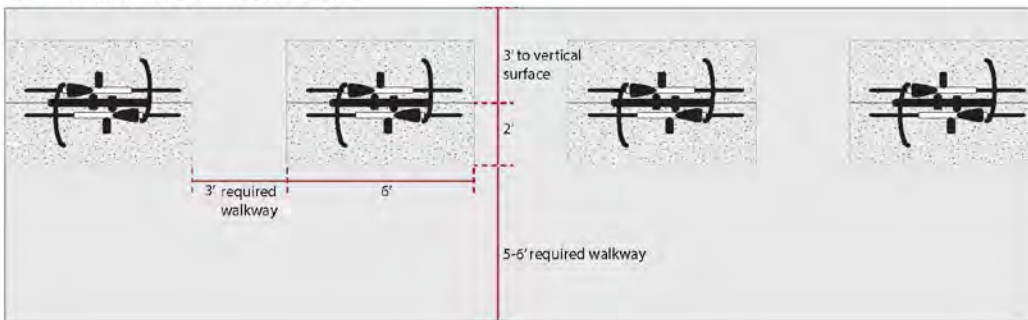
- (6) All racks must accommodate cable locks and "U" locks, must permit the locking of the bicycle frame and one wheel to the rack, and must support a bicycle in a stable position.

**(b) Example layout of bicycle parking.**

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EXAMPLE 2 (33' x 10') accomodates 8 bicycles



**CITY OF CHARLOTTESVILLE**  
**DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES**  
**STAFF REPORT**

**APPLICATION FOR APPROVAL OF  
PRELIMINARY SITE PLAN (“PSP”)**

**PLANNING COMMISSION REGULAR MEETING**  
**DATE OF PLANNING COMMISSION MEETING: December 8, 2015**

**Author of Staff Report:** Brian Haluska, Principal Planner

**Date of Staff Report:** November 25, 2015

**Project Name:** Market Plaza

**Applicant:** Market Plaza, LLC

**Applicant’s Representative:** Craig Kotarski, Timmons Group

**Owner(s) of Property Subject to the Site Plan:**

City of Charlottesville: 200, 210, 212 2<sup>nd</sup> St., SW and 207 1<sup>st</sup> Street, S.; ROW for 1<sup>st</sup> St. S,  
between Water Street and W. South St.

WP South Street LLC: 101 W. South Street

**Zoning District:** Water Street Corridor with Architectural Design Control and Parking Modified  
Overlay Districts

**Residential development: is a subdivision plat required?** Yes

**If yes: date of subdivision approval:** The applicant will submit a subdivision plat in  
accordance with the approved site plan at a later date. The plat will be a consolidation  
plat.

**Date of Official Submission of the current PSP:** August 13, 2014

**Prior Submissions/ Comments:**

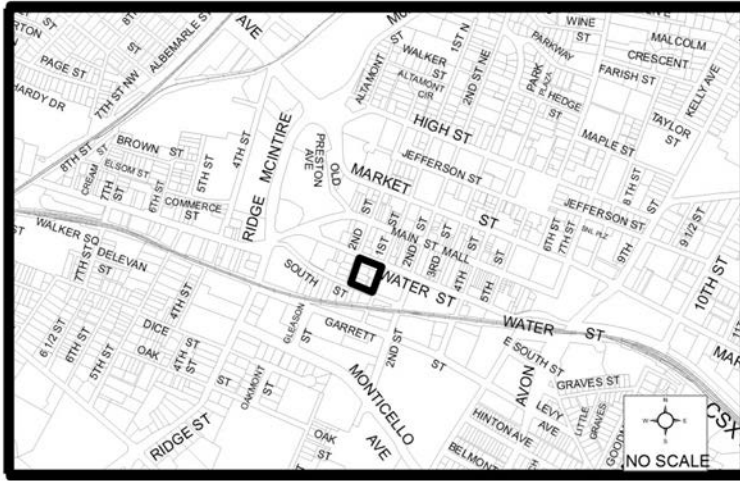
- 1. Submission August 18, 2015, comments returned September 29, 2015**
- 2. Submission October 21, 2015, comments returned November 9, 2015**

**Date of Site Plan Review Conference:** September 4, 2014

**Reason for Planning Commission Review:** City Code 34-820(d)(1)

The Planning Commission is responsible for reviewing preliminary site plans in connection with  
existing or proposed planned unit developments.

## Vicinity Map



## Standard of Review

By state law, a property owner/ developer may (but is not required) to submit a preliminary subdivision plat for tentative approval.

The purpose of a site plan is to assure compliance with the regulations set forth within the City's zoning ordinance, and standards for public improvements. The Planning Commission's decision to approve or deny a preliminary site plan must be based on specific provisions of the City's Zoning Ordinance and related standards (such as subdivision standards and the City's Standards and Design Manual). The Commission's review is *ministerial* in nature: if the PSP satisfies applicable requirements, the Commission must approve.

## Executive Summary

**Description of proposed development:** construction of a new mixed-use building located at the 100 block of West Water Street. The Property has additional street frontage on 2<sup>nd</sup> Street SW, 1<sup>st</sup> Street S, and West South Street. The proposed development plan shows a 101 foot tall building with 70 residential units (i.e., density of 60 DUA); 56,660 square feet of office space (inclusive of the events space for which SUP approval is requested); 19,311 square feet of interior retail space; and a 24,390 square foot open plaza that would host a weekly Farmer's Market. The building would have parking for 279 cars located in structured parking under the building.

- 1- **Approved SUP.** City Council approved a special use permit (SP-14-08-08) for additional height, residential density, and location of assembly space and a farmer's market in conjunction with this preliminary site plan on December 1, 2014.

- 2- **Amended SUP.** On October 5, 2015, City Council approved an amendment to the SUP (SP14-00003), to authorize changes to the conditions approved in the original SUP submission.

### **Site Plan Compliance**

As indicated above, the proposed preliminary site plan has been revised by the applicant in response to two prior sets of comments from NDS and other City Departments.

The applicant has incorporated all of staff's prior comments into this revised preliminary site plan. The staff has pending comments on the final site plan submission, which will be addressed by the applicant prior to final site plan approval.

### **Preliminary Site Plan (PSP) Requirements**

#### **A. Compliance with applicable zoning district regulations**

**Water Street Corridor (see Z.O. §34-741 - §34-747).**

Revised Special Use Permit Conditions dated October 5, 2015

The zoning administrator and staff have reviewed the site plan, and tentatively confirm that:

- The Uses referenced on the PSP are permitted in this development.
- The PSP shows dimensional requirements (building height, yard and setback requirements, etc.) that meet the zoning ordinance requirements.
- The PSP appears to propose use(s) and feature(s) consistent with the conditions of the SUP, as amended.

#### **B. Compliance with the City's Erosion and Sediment Control Program ordinance, City Code, Chapter 10:**

The applicant's erosion and sediment control plan will be submitted and reviewed during final site plan submission.

#### **C. Compliance with the City's Stormwater Management Program ordinance, City Code, Chapter 10.**

The PSP illustrates the applicant's general approach as to how Stormwater management may be provided in accordance with state and local regulations. See item D12, following below.

#### **D. Compliance with Section 34-827 Preliminary site plan contents:**

1. **34-827(a)**: 3D dimensional drawing or model required for all plans subject to review by Commission.

Three dimensional drawings of the concept plan were submitted with the most recent submission to the Board of Architectural Review on August 24, 2015. None of the features shown in the submission were affected by the 2015 SUP amendment.

2. **34-827(c)**: Engineering scale 1:20 (or alternative scale authorized by NDS)

The plans were drawn at 1:20 scale.

3. **34-827(d)(1)**: General site plan information, including but not limited to: name(s) of all property owners; project name; tax map parcel number(s); zoning approvals; applicable ADU requirements; required yard and setback lines; USGS vertical datum; etc. **Found on Sheet C0.0.**
4. **34-827(d)(2)**: written schedules and data, demonstrating that the planned development can be accommodated on the Site, in accordance with applicable Z.O. requirements. **Found on Sheet C0.0.**
5. **34-827(d)(3)**: Phasing lines and proposed timing of development. **Found on Sheet C0.0. The project is proposed to be built in one phase.**
6. **34-827(d)(4)**: Topographic survey; illustration of steep slopes (areas > 25% slope) and natural streams, features and other topographic features. **Found on sheet C1.0.**
7. **34-827(d)(5)**: Existing landscape features, as described in 34-867, including location of individual trees of 6-inch caliper or greater. **Found on sheet C1.0.**
8. **34-827(d)(6)**: Name and location of all watercourses, waterways, wetlands and other bodies of water adjacent to or on the development site. **Found on Sheet C1.0.**
9. **Sec 34-827(d)(7)**: Floodplain info, location of floodplain and floodway; BFE Base Flood Elevation data. **Found on Sheet C1.0.**
10. **34-827(d)(8)**: Existing and proposed streets, access easements, alleys, ROW/vehicular travelways, street names, highway route numbers, ROW lines and widths, centerline radii, and pavement widths. **Found on Sheet C1.0.**

11. **34-827(d)(12)**: Location of existing and proposed ingress to and egress from the property, showing the distance to the centerline of the nearest street intersection); **Found on sheets C3.0 and C3.1.**
12. **34-827(d)(9)**: Details of proposed drainage and Stormwater management layout/concept. References to specific treatments, BMPs and LID techniques is required. **The applicant has provided this information to staff. A determination as to whether the Stormwater Management Plan meets applicable requirements of state and local Stormwater management regulations will be made based on final details and calculations provided with the final site plan.**
13. **34-827(d)(10)**: Location and size of existing water, sanitary and storm sewer facilities and easements; proposed conceptual layout for proposed new facilities. **Found on Sheets C1.0 and C3.0.**
14. **34-827(d)(11)**: Location of other existing and proposed utilities and utility easements (shared easements shall be provided for cable TV, gas, telephone and electric service). **Found on Sheet C3.0. The applicant has submitted a separate utility plan covering utility work in the public right-of-way.**
15. **34-827(d)(13)**: Location and dimensions of all existing and proposed buildings, structures and other improvements (see also 34-803(a) (Improvements Required for Developments)). **Found on Sheet C3.0.**
16. **34-827(d)(14)**: Identify all areas intended to be dedicated or reserved for public use (public streets, utility easements, parks, trails, etc.). **Found on Sheet C3.0.**
17. **34-827(d)(15)**: Landscape plan. **Found on Sheet L1.01.**
18. **34-827(d)(16)**: Traffic generation figures, based on VDOT rates. **Found on Sheet C0.0.**
19. **34-827, generally**: other information deemed necessary by NDS, in order to adequately review the preliminary site plan.

**All such information has already been provided in response to previous staff comments on the preliminary site plan.**

#### ***E. Compliance with Additional Standards***



1. **Dam Inundation Zone Requirements** (Va. Code 15.2-2258) the applicant has confirmed that the land depicted on the PSP does not lie in a mapped dam break inundation zone.

### **Public Comments Received**

The City held a preliminary site plan review conference on September 4, 2014. Seventeen members of the public attended along with the applicant. One of the chief points raised in the meeting was regarding the process, as the building as shown would require the sale of City land and the closure of 1<sup>st</sup> Street. The attendees also expressed concern about the scale of the building, particularly in relationship to the adjacent structures, as well as the traffic impact on the nearby streets. There was also discussion about the possibility of changes to 2<sup>nd</sup> Street and South Street in conjunction with the West Main Street study's recommendations for the intersection of Water Street, South Street, McIntire Road, 5<sup>th</sup> Street and West Main Street.

### **Staff Recommendation**

Staff recommends that the Planning Commission should grant tentative approval of the preliminary site plan, as revised through November 16, 2015, because the preliminary site plan appears to contain the information specified by City Code 34-827.

This tentative approval should be granted subject to the following condition(s):

- All of the additions, corrections and modifications set forth in the Comment Letter dated November 27, 2015 must be incorporated into the final site plan.
- Any later-discovered deficiency in this preliminary site plan that, if left uncorrected, would violate any City, state or federal law, regulation, engineering and safety standards or requirements, shall not be considered, treated or deemed as having been approved.
- General layout of public infrastructure, Stormwater management facilities, proposed buildings and structures shall be consistent with this tentative approval, subject to adjustment as necessary in accordance with final engineering data and calculations.

### **Suggested Motion**

I move to grant tentative approval of this preliminary site plan, subject to all of the conditions recommended by staff.

### **Alternative Motion**

I move to deny tentative approval of the preliminary site plan, as revised through November 2, 2015, because the preliminary site plan does not contain the following information required by City Code 34-827: \_\_\_\_\_ [*refer to specific provisions of 34-827*].

## **Attachments**

- Preliminary Site Plan Dated November 16, 2015
- Staff Site Plan Comment Letter Dated November 27, 2015
- Three-dimensional model per Sec. 34-827(a)

CITY OF CHARLOTTESVILLE  
"A Great Place to Live for All of Our Citizens"

Department of Neighborhood Development Services

City Hall Post Office Box 911  
Charlottesville, Virginia 22902  
Telephone 434-970-3182  
Fax 434-970-3359  
[www.charlottesville.org](http://www.charlottesville.org)



November 27, 2015

Timmons Group  
Attn.: Craig Kotarski  
919 2<sup>nd</sup> Street SE  
Charlottesville, VA 22902

RE: Market Plaza

Dear Applicant:

Thank you for presenting the site plan for the above referenced development. The plan is hereby denied. Please address the following comments:

**Planning**

1. Three dimensional drawings or models are required for all plans subject to review by the Commission. Sec. 34-827(a).
2. Include the proposed timing to the development. Sec. 34-827(d)(3).
3. Add a sheets showing the information required in Section 34-827(d)(9).
4. Verify that the items required in Sections 34-827(d)(10) and (11) reflect the final conditions of the utility relocation plan currently under review.
5. Review the Special Use Permit conditions, land sale agreement and market lease agreement, and ensure the plan complies with all conditions of these documents.

**Engineering**

**SHEET C3.0**

6. Provide an analysis that demonstrates how the energy balance requirement will be satisfied for this project.
7. Turn on the layer for street names.

**Traffic Engineering**

Add to Notes:

8. REPEAT COMMENT "All signing and pavement markings shall be shown on the plans and must be consistent with the MUTCD"

9. REPEAT COMMENT “A temporary street closure permit is required for closure of sidewalks, parking spaces, and roadways and is subject to approval by the City Traffic Engineer.

#### General comments

10. REPEAT COMMENT Since there are over 100 peak trips per hour, a traffic study is required.
11. REPEAT COMMENT Roadway widths, driveway widths, parking space, parking aisle, curb radii, and right-of-way dimensions shall be indicated.
12. REPEAT COMMENT Note any impacts to on-street parking.
13. REPEAT COMMENT An elevation would be helpful to better understand the grade changes of the site.

#### Sheet C3.0

14. REPEAT COMMENT Show elements of the “woonerf-style streetscape” like furniture, vegetation, traffic calming measures and signage. A 14’ street is very wide, especially for a woonerf that encourages meeting, playing, and pedestrian activity.
15. REPEAT COMMENT The sidewalk along South Street narrows to 2’ at the steps leading up to a doorway. This dimension does not meet ADA requirements.
16. REPEAT COMMENT The 1<sup>st</sup> St sidewalk is situated between a retaining wall and a guard rail. This creates a canyon-like effect that is uncomfortable for pedestrians and will be difficult to maintain; trash and debris will collect here. Consider another design that is complementary to the rest of the site.
17. REPEAT COMMENT The square columns on 1<sup>st</sup> St narrow the sidewalk to 6’; is it necessary for these columns to extend into the sidewalk?
18. REPEAT COMMENT Clarify what the rectangles are on the sidewalk on 2<sup>nd</sup> St SW.

#### Sheet C3.1

19. REPEAT COMMENT Label compact parking spaces.
20. REPEAT COMMENT Parking Garage Level 3 has 7 double-loading parking spaces that do not count towards the parking total. Information on access aisle requirements is in Sec. 34-975.
21. REPEAT COMMENT Show off-street loading areas. Ensure that the parking garage dimensions do not prevent trucks from entering/exiting.
22. REPEAT COMMENT Will there be a restriction on the size of vehicles allowed in the garage?
23. REPEAT COMMENT Per the SUP conditions, a traffic impact analysis must exhibit the necessity for more than 2 lanes of traffic for the parking garage on Water St. There are currently 3 lanes.

#### Sheet L1.01

24. REPEAT COMMENT Show 20’ sight triangles to the plan per Sec. 34-1121.
25. REPEAT COMMENT The bicycle racks on 1<sup>st</sup> St. sidewalk are located .5’ from a vertical surface, restricting use to only one side of the rack. Consider a different location and/or a different style rack. The current location of the racks is unlikely to be used, because of the grade change and barrier created by the guard rail. People are likely to use

the more-convenient guard rail for parking. If you choose to add bicycle parking to the plaza, there are several options that do not damage the surface materials. Please see the Bicycle and Pedestrian Plan for bike rack placement guidelines.

## **Urban Designer**

### **Site Plan**

26. During finalization of SUP and agreements of sale, please consider elements for the plaza that will activate the space such as benches, seatwalls, and moveable furniture.
27. The woonerf concept is only half embraced on South Street and Second Street. A true woonerf creates a pedestrian zone that vehicles are allowed to traverse. The applicant has indicated the street will not be modified. Please remove the term “woonerf” from the plan.
28. The 3 stair entrance to the building on South Street greatly reduces clear width for pedestrians. Although it is a short pinch point, it is preferred the entrance is moved closer to South Street where more space exists, or is relocated such as stairs are not required.
29. Please provide more information about the brick crosswalks indicated on Water Street. Will these be traditional brick paving, concrete pavers that appear to be brick, stamped asphalt, or a different system? Traditional brick paving will not hold up to traffic on Water Street without substantial consideration to sub base and attachment details. Stamped asphalt will not visually blend with real brick paving in the area. This may be provided at final design.
30. Thank you for relocating the plaza elevator. Please note new location of elevator (in addition to the existing label on parking plan). Please ensure there is adequate lighting in the area of the elevator, bike storage, and external building stairs to improve user comfort and safety.
31. Please consider ladder style crosswalks instead of the shown bar style. Ladder style crosswalks are more visible for motorists and provide a guide edge (if installed in thermoplastic) for pedestrians with visual disabilities.
32. Please provide information on what type of curb ramp will be installed at the crossings at Water Street and the former First Street. This may be provided at final design.

### **Landscape Plan**

33. Please provide information on tree plantings in the plaza space, including any proposed technologies such as Silva Cells and the proposed soil depth and volume being provided for the willow oaks. This may be provided at final design.
34. I appreciate the bike racks on the sidewalk in the former First Street close to South Street. Please note the location on the site plan as well. However, I am concerned about adequate passing space for pedestrians when bikes are parked and people are traveling both ways on the sidewalk. Please provide more detail on remaining clear width in area of bike racks. This may be provided at final design.
35. The plan shows permeable brick paving along the tree area on South Street, as well as a flush curb. It is my understanding that vehicles will transverse the area on market days to reach the plaza. In addition, brick paving is shown for the plaza. Please provide information on the brick installation in the final site plan. I am concerned that vehicular loads (even once or twice a week) will cause unstable settling of the brick, potentially

creating tripping hazards for pedestrians and damage to tree roots. This may be provided at final design.

### **Bicycle and Pedestrian Coordinator**

36. My concern remains that the pedestrian walkway on 1<sup>st</sup> Street is narrow, will not be a pleasant experience and will become an ADA issue with overhang from vehicles using the neighboring parking lot. The bumpers will not prohibit truck beds or large vehicles from overhanging into the sidewalk. Is there an easement or permission from the parking garage to install sidewalk on their property?
37. C1.0 – still does not show all existing conditions – for example, there is a lighted crosswalk at 1<sup>st</sup> Street and curb ramps on South Street and surrounding corners do not appear on the drawing.
38. The pedestrian crossing at 1<sup>st</sup> Street/Water St. appears to be degraded with the removal of the lighted crosswalk. Please confirm whether or not it will stay. If it does go away, consider additional features that would provide the same level of pedestrian access. Also please provide a detail that shows how the brick will meet ADA guidelines for adequate contrast and smooth texture. In addition, all marked crosswalks should follow MUTCD guidelines.
39. Please show detailed grading for the driveway entrances on the final site plan.
40. The short term bike parking as shown on L1.01 will not be usable (assuming standard U staple racks). Bike racks need to be placed 24” from a wall and, if oriented as shown, provide at least 8’ between racks. Also, racks placed in the public sidewalk need to provide adequate pedestrian clearance (6’ min.) If this cannot be achieved in the proposed location, consider alternate locations that provide the same level of accessibility to the Plaza.
41. Sheet C0.0 indicates that 28 spaces will be provided, but I count more than that. Please label the number of spaces provided at each designated bike parking. Provide a detail for the bike rack to be used.
42. Thank you for maintaining the contraflow bike lane. Please include the bike symbol in your drawing. There is interest in starting the lane at 2<sup>nd</sup> Street SE, which would require on-street parking removal. Please keep this in mind should the applicant develop the neighboring parking lot.
43. Please show proposed ADA ramps on South Street.
44. Consider providing a bicycle ramp/stair channel along the stairs leading up to the plaza. Water St. has significant bicycle traffic and this would allow someone to more easily access the plaza. Some bicycle racks could be located near the top of the stairs to encourage locking.

### **Public Utilities**

#### **General**

45. The ungrounded utilities per the separate utilities plan must be shown on this site plan, either as existing or proposed. There are potential conflicts with new wet utilities on this project that must be evaluated.

#### **Water**

46. During final plan review, provide fixture count calculation for verifying water meter size.

47. **REPEAT COMMENT:** The two fire lines must be separated by a main line valve to meet the intents of the Fire Code. Either plan on bringing one of the lines in off of 2<sup>nd</sup> Street SW, or installing an in-line valve between the connections on Water Street. If determined that the latter option is preferred, the installation will need to be made by inserting two tees separated by an in-line valve. This will require shutting the main line down.

#### Sewer

48. Our GIS shows three sanitary lateral connections for this property in Water Street. They are located at 27', 135' and 137' from the manhole in the intersection of Water Street and 1st Street. Please show all three on the plan and label their abandonment.
49. Label the new manhole on the public sewer as a doghouse manhole, not a standard manhole.

#### Fire Department

50. No comments.

#### Police Department

51. No comments received.

#### Parks Department

52. After reviewing the only concern that we have is in regards to the landscaping plan on the plaza level itself. The original plan had a fountain which they have now removed and are proposing to have 8 Willow Oaks instead. We certainly agree that the fountain was not a good idea, but the trees may cause a problem with vendors. The area that they plan on planting is exactly where we had discussed with the developer about placing large produce vendors (see attached plan). We think that the tree would get clipped and damage from vendor vehicles and/or tents. Brian recommended to the developer perhaps a different species that has a higher clearance on the branches so that 10 ft. tents or vehicles would not destroy them.

#### Climate Protection Coordinator

53. In addition to #86 on the previous set of questions, a new energy efficient financing tool has become available to commercial properties through a state program. More information can be found at [vasavesgcp.com](http://vasavesgcp.com)
54. Response to #83 indicates that the plans include permanent solar shading panels over a portion of the plaza. Can they clarify where in the plans these are marked? I don't see them on the sheets provided.
55. In regards to connectivity, acknowledged that bicycle traffic will not be allowed through the plaza area that is now 1<sup>st</sup> St. Request to consider including bicycle stair rails/stair channels for access by people walking their bicycles through the plaza, rather than having to go around the outside of the site.
56. Please confirm that the 4 bicycle racks shown on the site plan in the southeast corner are located far enough from the wall that both sides of the rack can be used (to accommodate 8 bikes, not 4), and confirm that the placement of the racks when in use will not impede the 7' travel pathway.

57. We look forward to seeing the items noted as to be included at the time the final site plan is submitted.

Please address these comments on the final plan submission for this project.

If you have any questions, please feel free to contact me at 970-3182 and I will be happy to assist you.

Sincerely,



Brian Haluska, AICP  
Principal Planner

C: Market Plaza, LLC 224 14<sup>th</sup> Street, NW; Charlottesville, VA 22903  
Hugh Blake  
Christy Fisher  
Tom Elliott  
Jim Herndon  
Amanda Poncy  
Trip Stakem  
Stephen Walton  
Harvey Finkel  
Chris Gensic  
Susan Elliott



# MARKET PLAZA

## PRELIMINARY SITE PLAN

### CITY OF CHARLOTTESVILLE, VIRGINIA

8/12/2014



VICINITY MAP  
SCALE: 1" = 2000'

DEVELOPER:  
MARKET PLAZA, LLC  
224 14th STREET, NW  
CHARLOTTESVILLE, VA 22903  
CONTACT: KEITH WOODARD  
TELEPHONE: (434) 971-8860

ENGINEER OF RECORD:  
TIMMONS GROUP  
919 2ND STREET, S.E.  
CHARLOTTESVILLE, VA 22902  
CONTACT: CRAIG KOTARSKI, P.E.  
TELEPHONE: (434) 327-1688

**SITE DATA:**

TAX MAP PARCEL: 28-66, 28-71, 28-77, 28-73, 28-74, & 28-75  
TOTAL SITE AREA: 1.179 ACRES  
IMPROVED AREA: 1.07 ACRES  
LIMITS OF DISTURBANCE: 1.33 ACRES

SOURCE OF BOUNDARY AND TOPOGRAPHY: TIMMONS GROUP  
2815 N. AUGUSTA ST  
SUITE C, STAUNTON, VA 24401  
PAUL NUSSE, L.S.  
(540) 885-9282

VERTICAL DATUM REFERENCE: NAD 83

MISS UTILITY TICKET NUMBER: NO MISS UTILITY TICKET NUMBER. UNDERGROUND UTILITIES BASED ON S.U.M.A. DONE BY TIMMONS GROUP.

CURRENT USE: METERED PARKING LOT & CITY MARKET

PROPOSED USE: MIXED USE RESIDENTIAL AND COMMERCIAL  
RESIDENTIAL: 80 DWELLING UNITS  
COMMERCIAL: 28,184 SF  
OFFICE: 54,152 SF

RECREATION AREA: NONE

GROSS RESIDENTIAL DENSITY: 69 / 1.179 ACRES = 57.67 DU/A

OPEN SPACE: NONE

AREA DEDICATED FOR PUBLIC USE: THE PLAZA IS TO BE PRIVATELY OWNED, WITH THE CITY LEASING THE PLAZA AND ADJACENT UNDERGROUND PORTIONS FOR MARKET DAYS

CONTR: WATER STREET DISTRICT CORRIDOR, DOWNTOWN ARCHITECTURAL DESIGN CONTROL DISTRICT, PARKING MODIFIED AREA

SETBACKS: WATER STREET - 37'(MIN); 12'(MIN); PER SPECIAL USE PERMIT  
SOUTH & 2ND STREETS - 5 FT

STORMWATER: 25 FT

ADJACENT AREAS: NORTH - COMMERCIAL/RESIDENTIAL  
EAST - PARKING  
SOUTH - COMMERCIAL/RESIDENTIAL  
WEST - COMMERCIAL/RESIDENTIAL

BUILDING HEIGHT: 100 FEET

PARKING SPACES REQUIRED: RESIDENTIAL 68 UNITS X 1 SPACE PER UNIT = 67 SPACES  
RETAIL 9,823 SF X 1 SPACE PER 1,000 SF = 10 SPACES  
OFFICE AREA 52,908 SF X 1 SPACE PER 1,000 SF = 53 SPACES  
OFFICE 54,152 SF X 1 SPACE PER 1,000 SF = 55 SPACES  
PUBLIC PARKING REQUIRED (CONDITION OF RFP) = 100 SPACES

TOTAL PARKING REQUIRED: 254 SPACES

CAR PARKING SPACES PROVIDED: 233 (102 FOR PUBLIC PARKING)

BIKE PARKING PROVIDED: 75 @ 2:1 RATIO FOR PARKING = 28 SPACES

TOTAL PARKING: 238 - 75 = 263 SPACES

LOCATION TO FIRE HYDRANTS: THERE IS ONE FIRE HYDRANT SHOWN ON THE PLAN, HOWEVER THERE ARE 5 THAT WILL SERVE THIS BUILDING. THEY ARE LOCATED AS FOLLOWS:

- 40' TO THE SOUTH WEST ON 800TH STREET
- 50' TO THE NORTH EAST AT THE CORNER OF WATER STREET, E. AND 1ST STREET S.
- 272' TO THE EAST ON 2ND STREET SE
- 160' TO THE NORTH WEST ON WATER STREET WEST

PROJECT BEGINS: THE ANTICIPATED START DATE FOR CONSTRUCTION IS APRIL 2016. CONSTRUCTION ACTIVITIES ARE EXPECTED TO LAST APPROXIMATELY 24 MONTHS.

**TRAFFIC COUNTS**

LAND USE	SITE CODE	AMOUNT	UNITS	TRIP TYPE	%	WEEKDAY					
						AM	PM	TOTAL	PER HOUR		
General Office	710	54,152 SF (GFA)	New	100%	824	103	24	117	24	115	126
Commercial Retail Center	820	28,184 SF (GFA)	New	80%	1,249	17	30	27	34	43	76
Apartment (Multi-Family)	720	68 DU	New	100%	536	7	20	27	20	29	25
			Total		2,609	127	84	184	81	177	227

LAND USE	SITE CODE	AMOUNT	UNITS	TRIP TYPE	%	WEEKDAY					
						AM	PM	TOTAL	PER HOUR		
General Office	710	54,152 SF (GFA)	New	100%	824	103	24	117	24	115	126
Commercial Retail Center	820	28,184 SF (GFA)	New	80%	1,249	17	30	27	34	43	76
Apartment (Multi-Family)	720	68 DU	New	100%	536	7	20	27	20	29	25
			Subtotal		2,609	127	84	184	81	177	227
Area of Trip - Shopping Center - 34%					422	6	9	11	11	15	26
Area of Trip - Office - 34%					1,124	152	60	172	62	161	245
Area of Trip - Retail - 32%					1,063	70	4	84	17	23	85
Area of Trip - Other - 1%					2,000	173	49	156	74	136	223
Area of Trip - Total					2,609	127	84	184	81	177	227
			Total		1,708	86	93	158	84	122	161

Sheet Number	Sheet Title
CO.0	COVER SHEET
CO.1	SPECIAL USE PERMIT
CO.2	EXISTING CONDITIONS PLAN
CO.3	PRELIMINARY CALCULATION PLAN
CO.4	PRELIMINARY SITE PLAN
CO.5	PRELIMINARY PARKING PLAN
CO.6	PRELIMINARY LANDSCAPE PLAN
CO.7	PRELIMINARY LANDSCAPE PLAN
CO.8	PRELIMINARY LANDSCAPE PLAN
CO.9	PRELIMINARY LANDSCAPE PLAN
CO.10	PRELIMINARY LANDSCAPE PLAN
	TOTAL = 8 SHEETS

**UTILITY DEMANDS**

WATER USE ONLY (AVERAGE DAILY DEMAND)  
AVERAGE FLOW RATES (FROM TABLE A, APPENDIX A, 1/8" SIGN STANDARD MANUAL)  
RESIDENTIAL: 300 GPD/UNIT FOR 80 UNITS = 24,000 GPD  
COMMERCIAL: 200 GPD/1000 SF = 28.184 X 200 GPD = 5,637 GPD  
OFFICE: 200 GPD/1000 SF = 54.152 X 200 GPD = 10,830 GPD  
TOTAL GPD = 40,467 GPD  
AVERAGE HOUR: 36,452 / 24 = 1,520 GALLONS PER HOUR  
MAX HOUR = 300% OF AVERAGE HOUR = 1,520 X 3 = 4,576 GALLONS  
PEAK HOUR = MAX HOUR X 1.5 = 1,773 X 1.5 = 2,660 GALLONS  
SEWER USE ONLY (AVERAGE DAILY FLOW)  
RESIDENTIAL: 63 UNITS X 2.00 GPD PER UNIT = 12,600 GPD  
COMMERCIAL: 82,368 SF X 0.005 GPD PER 1000 SF = 26,676 GPD  
TOTAL: 39,276 GPD  
FIRE FLOW: A FIRE FLOW CALCULATION WILL BE DONE AT THE TIME OF THE FINAL SITE PLAN'S SUBMITTAL ON THE ASSUMED MAXIMUM DEMAND FOR FIRE FLOW IS 3000 GPM.

**WATER QUALITY ANALYSIS (PRELIMINARY)**

SITE DATA  
PRE DEVELOPED AREA (ON SITE DRAINAGE TO STORM SYSTEM)  
MANAGED TURF = 0.02 ACRES  
POST DEVELOPMENT LOAD (TP) (LAVRY) = 2.62  
POST DEVELOPED AREA (ON SITE DRAINAGE TO STORM SYSTEM)  
IMPERVIOUS = 1.13 ACRES  
MANAGED TURF = 0.02 ACRES  
PROPOSED URBAN BIO-RETENTION = 0.01 ACRES  
POST DEVELOPMENT LOAD (TP) (LAVRY) = 2.63  
MAXIMUM PERCENT REDUCTION REQUIRED FOR DEVELOPMENT = 20%  
TOTAL LOAD REDUCTION REQUIRED (LAVRY) = 0.42 LB/DY  
ON SITE TREATMENT REQUIRED  
VEGETATED SWALE: 44.1% SW PROPORTION OF THE ROOF WILL BE VEGETATED AND DESIGNED TO LEVEL 2 STANDARDS  
URBAN BIO-RETENTION FACILITIES WILL TREAT 0.28 ACRES OF IMPERVIOUS AREA  
TOTAL PHOSPHOROUS LOAD REDUCTION ACHIEVED (LAVRY) = 0.58 LB/DY

**WATER QUANTITY ANALYSIS (PRELIMINARY)**

DRAINAGE AREA ANALYSIS  
PRE DEVELOPED  
AREA = 1.23 ACRES  
1.21 ACRES (IMPERVIOUS)  
0.02 ACRES (MANAGED TURF)  
TO < 5 MPH  
SITE RVP = 0.8  
POST DEVELOPED  
AREA = 1.23 ACRES  
1.14 ACRES (IMPERVIOUS)  
0.09 ACRES (MANAGED TURF)  
TO < 5 MPH  
SITE RVP DEVELOPED = 0.88  
2 YEAR 7.56 V (AC-FT) 0.28 V (AC-FT)  
10 YEAR 19.65 0.54 10 YEAR 10.25 0.50  
THE RAINFALL REDUCTION SPREADSHEET GIVES A REDUCTION TO A COMPOSITE ON VALUE OF 10 FOR THE 2 YEAR STORM AND 23 FOR THE 10 YEAR STORM FOR ALL URBAN RAINFALL



THIS DRAWING PREPARED BY THE  
COMPETENT PROFESSIONAL ENGINEER  
FOR THE PROJECT AND DATE SHOWN  
HEREON IS A TRUE AND CORRECT COPY  
OF THE ORIGINAL DRAWING.  
DATE: 8/12/2014  
DRAWN BY: J. WESTON  
CHECKED BY: J. WESTON  
DATE: 8/12/2014  
DESIGNED BY: J. WESTON  
DATE: 8/12/2014  
SCALE: AS SHOWN

YOUR VISION. OUR PASSION. OUR COMMITMENT.  
TIMMONS GROUP  
1000 W. MARKET STREET, SUITE 200  
CHARLOTTESVILLE, VA 22902  
TEL: (434) 327-1688 FAX: (434) 327-1689 WWW.TIMMONSGROUP.COM

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MARKET PLAZA  
CITY OF CHARLOTTESVILLE, VIRGINIA  
COVER SHEET

DATE: 8/12/2014  
DRAWN BY: J. WESTON  
CHECKED BY: J. WESTON  
DATE: 8/12/2014  
DESIGNED BY: J. WESTON  
DATE: 8/12/2014  
SCALE: AS SHOWN



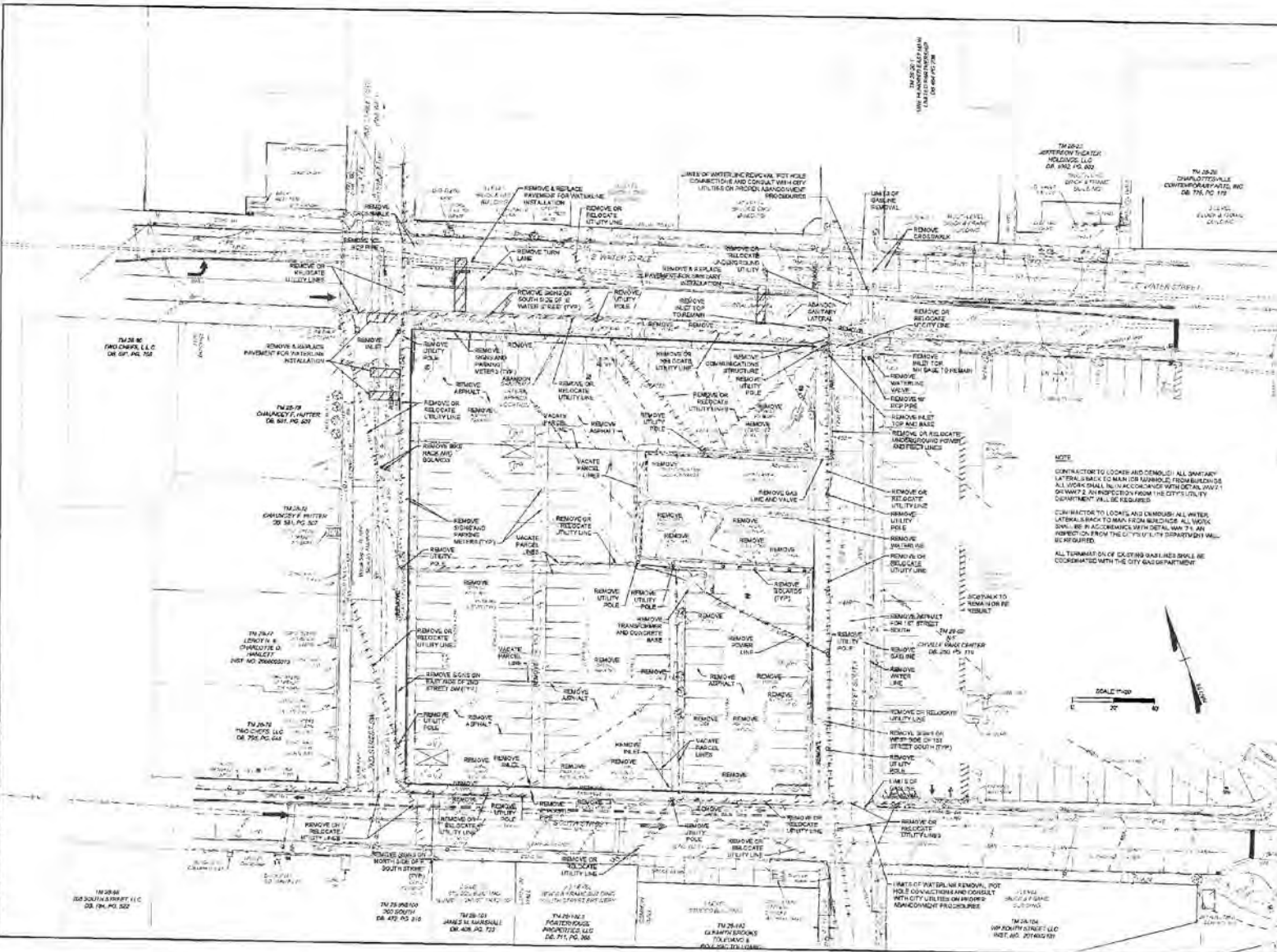






ALL WORKS TO BE PERFORMED IN ACCORDANCE WITH THE CITY OF CHARLOTTE DEPARTMENT OF PUBLIC WORKS STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2004 EDITION.

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF CHARLOTTE DEPARTMENT OF PUBLIC WORKS.



**NOTE**  
 CONTRACTOR TO LOCATE AND DEMOLISH ALL SURVEY LATERALS BACK TO MAIN OR REMOVED FROM BUILDINGS ALL WORK SHALL BE IN ACCORDANCE WITH DETAIL DRAWING OR WAY 2 AS APPLICABLE FROM THE CITY OF CHARLOTTE DEPARTMENT OF PUBLIC WORKS.  
 CONTRACTOR TO LOCATE AND DEMOLISH ALL WATER LATERALS BACK TO MAIN FROM BUILDINGS. ALL WORK SHALL BE IN ACCORDANCE WITH DETAIL WAY 7 AS APPLICABLE FROM THE CITY OF CHARLOTTE DEPARTMENT OF PUBLIC WORKS.  
 ALL UTILITIES ON EXISTING WALLS SHALL BE COORDINATED WITH THE CITY DEPARTMENT.

# TIMMONS GROUP

**MARKET PLAZA**  
 CITY OF CHARLOTTE, N.C.  
**PRELIMINARY DEMOLITION PLAN**

DATE: 11/22/2011  
 DRAWN BY: J. MCGOWAN  
 CHECKED BY: J. MCGOWAN  
 SCALE: 1" = 20'

THIS PLAN IS THE PROPERTY OF TIMMONS GROUP, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF TIMMONS GROUP, INC.



THIS DRAWING IS PART OF THE ENGINEERING SERVICE PROJECT FOR MARKET PLAZA, AND IS TO BE USED ONLY IN CONNECTION WITH THAT PROJECT.

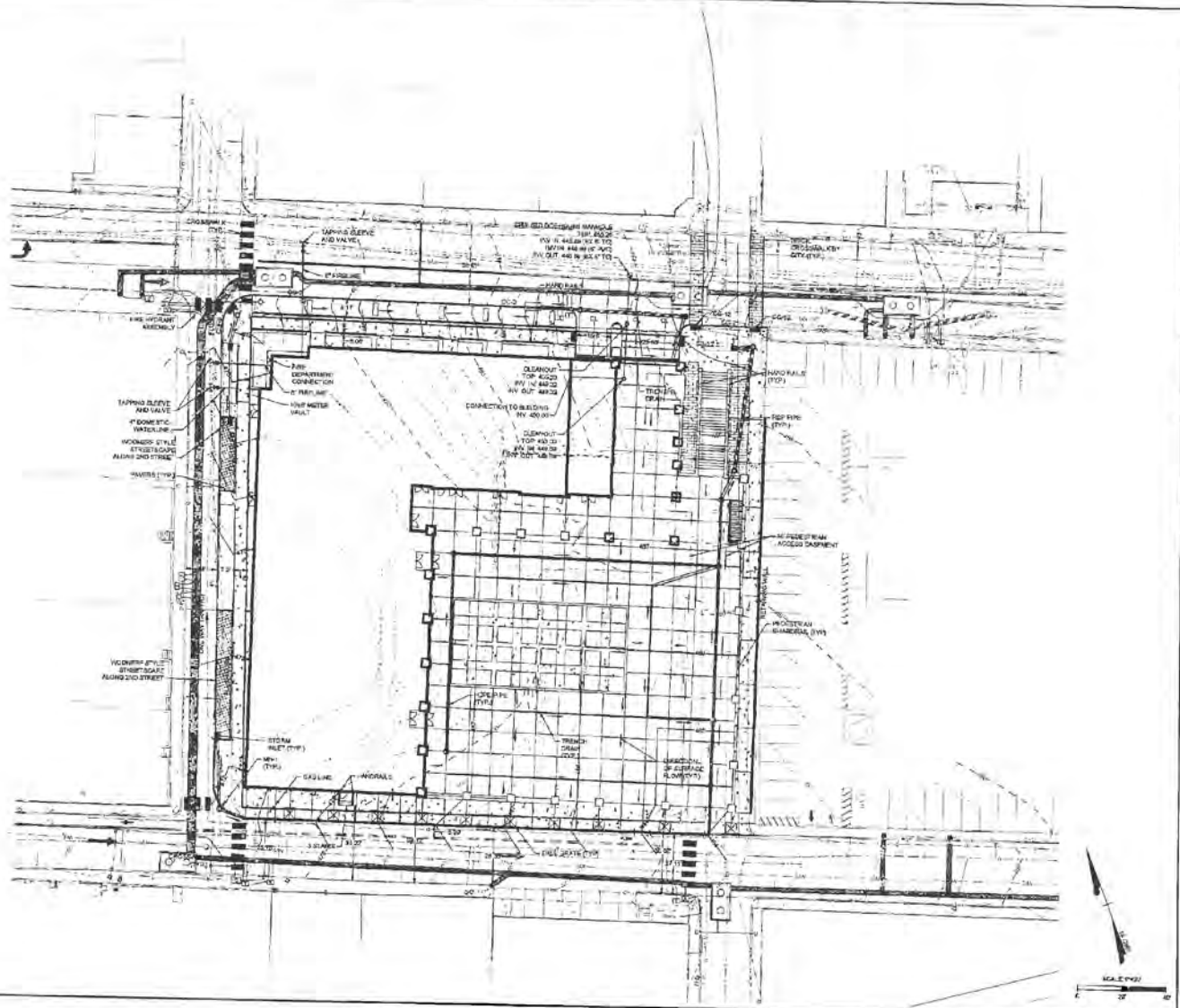
DATE: 01/14/2014  
DRAWN BY: J. PULSON  
CHECKED BY: J. PULSON  
SCALE: 1"=20'

TITLE: MARKET PLAZA  
CITY: CLEVELAND, OHIO

# TIMMONS GROUP

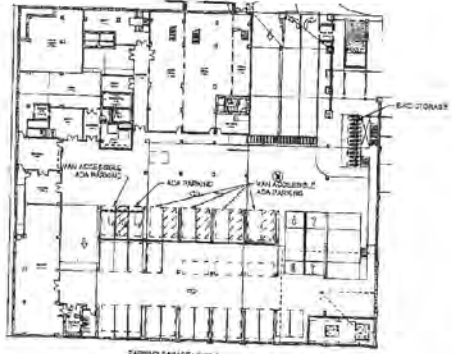
## MARKET PLAZA CITY OF CLEVELAND, OHIO SITE PLAN

NO. 12:  
35722  
C.O.

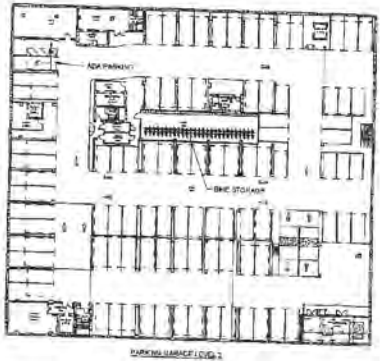


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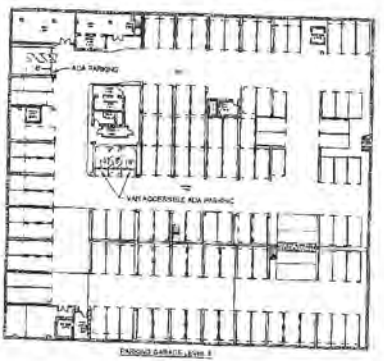
CONSULTING ENGINEER: JAMES H. HARRIS & ASSOCIATES, INC., 1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202



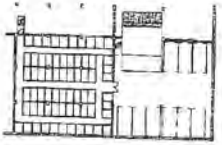
EXISTING GARAGE - LEVEL 1



PARKING GARAGE - LEVEL 2



EXISTING GARAGE - LEVEL 3



EXISTING GARAGE - LEVEL 4



JAMES H. HARRIS, P.E.  
 CONSULTING ENGINEER  
 1000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80202

PROJECT: MARKET PLAZA  
 CLIENT: TIMMONS GROUP  
 DATE: 11/11/11

# TIMMONS GROUP

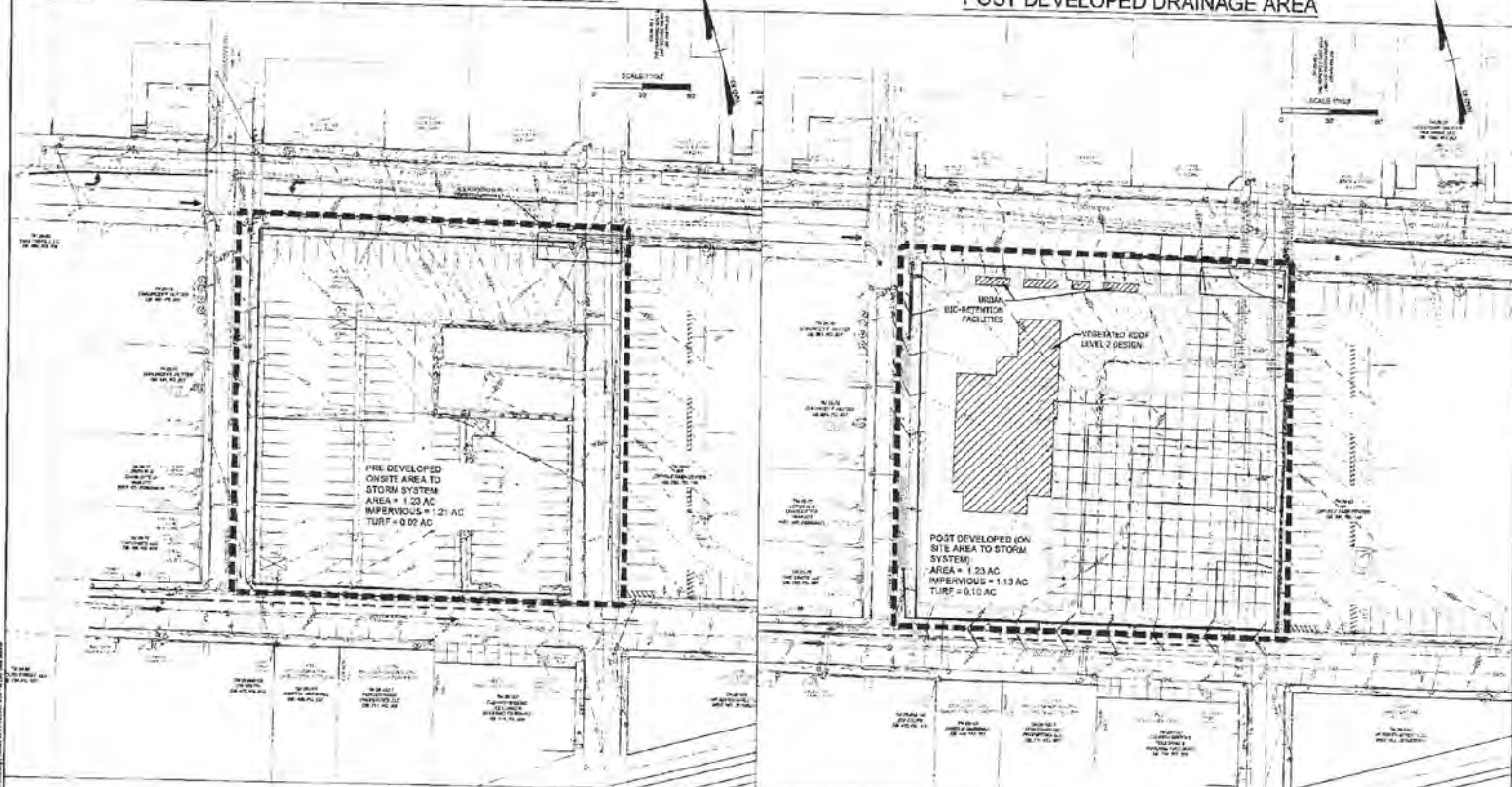
**MARKET PLAZA**  
 CITY OF COLORADO, DENVER, CO  
**PARKING PLAN**

SHEET NO. 35722  
 DATE: 11/11/11

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**PRE DEVELOPED DRAINAGE AREA**

**POST DEVELOPED DRAINAGE AREA**



THIS DRAWING IS THE PROPERTY OF TIMMONS GROUP, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON.

PROJECT DESCRIPTION	MARKET PLAZA
PROJECT LOCATION	CITY OF CHARLOTTESVILLE, VIRGINIA
DATE	11/14/10
SCALE	1"=30'

**TIMMONS GROUP**

**MARKET PLAZA**  
CITY OF CHARLOTTESVILLE, VIRGINIA  
**PRELIMINARY STORMWATER MANAGEMENT PLAN**

**WATER QUALITY ANALYSIS (PRELIMINARY)**

**SUMMARY**  
PRE DEVELOPED AREA ON SITE DRAIN TO STORM SYSTEM  
IMPERVIOUS = 1.21 ACRES  
GRAVEL TURF = 0.02 ACRES  
PRE DEVELOPMENT LOAD (11) (LAD) = 2.00  
POST DEVELOPED AREA ON SITE DRAIN TO STORM SYSTEM  
IMPERVIOUS = 1.13 ACRES  
GRAVEL TURF = 0.10 ACRES  
POST DEVELOPMENT LOAD (13) (LAD) = 2.00  
TOTAL LOAD REDUCTION REQUIRED FOR REDEVELOPMENT = 0.00  
ON SITE TREATMENT PROPOSED  
VEGETATION TO BE 10% PORTION OF THE ROOF WILL BE VEGETATED AND  
DESIGNED PER LAD 2.00 PER ACRE  
DESIGN AND RETENTION FACILITIES WILL TREAT 0.22 ACRES OF IMPERVIOUS AREA  
TOTAL TREATMENT ON SITE (DESIGN OR EQUIVALENT) = 0.22 ACRES

**WATER QUANTITY ANALYSIS (PRELIMINARY)**

**DRAINAGE AREA ANALYSIS**  
PRE DEVELOPED  
AREA = 1.23 ACRES  
1.21 ACRES IMPERVIOUS  
0.02 ACRES GRAVEL TURF  
TO 15 MIN STREET = 8.00  
POST DEVELOPED  
AREA = 1.23 ACRES  
1.13 ACRES IMPERVIOUS  
0.10 ACRES GRAVEL TURF  
TO 15 MIN STREET = 6.00  
TO 5 MIN STREET = 4.00  
2 YEAR 7.00 V (ADPT) 10 YEAR 10.00 V (ADPT)  
2 YEAR 6.00 V (ADPT) 10 YEAR 8.00 V (ADPT)

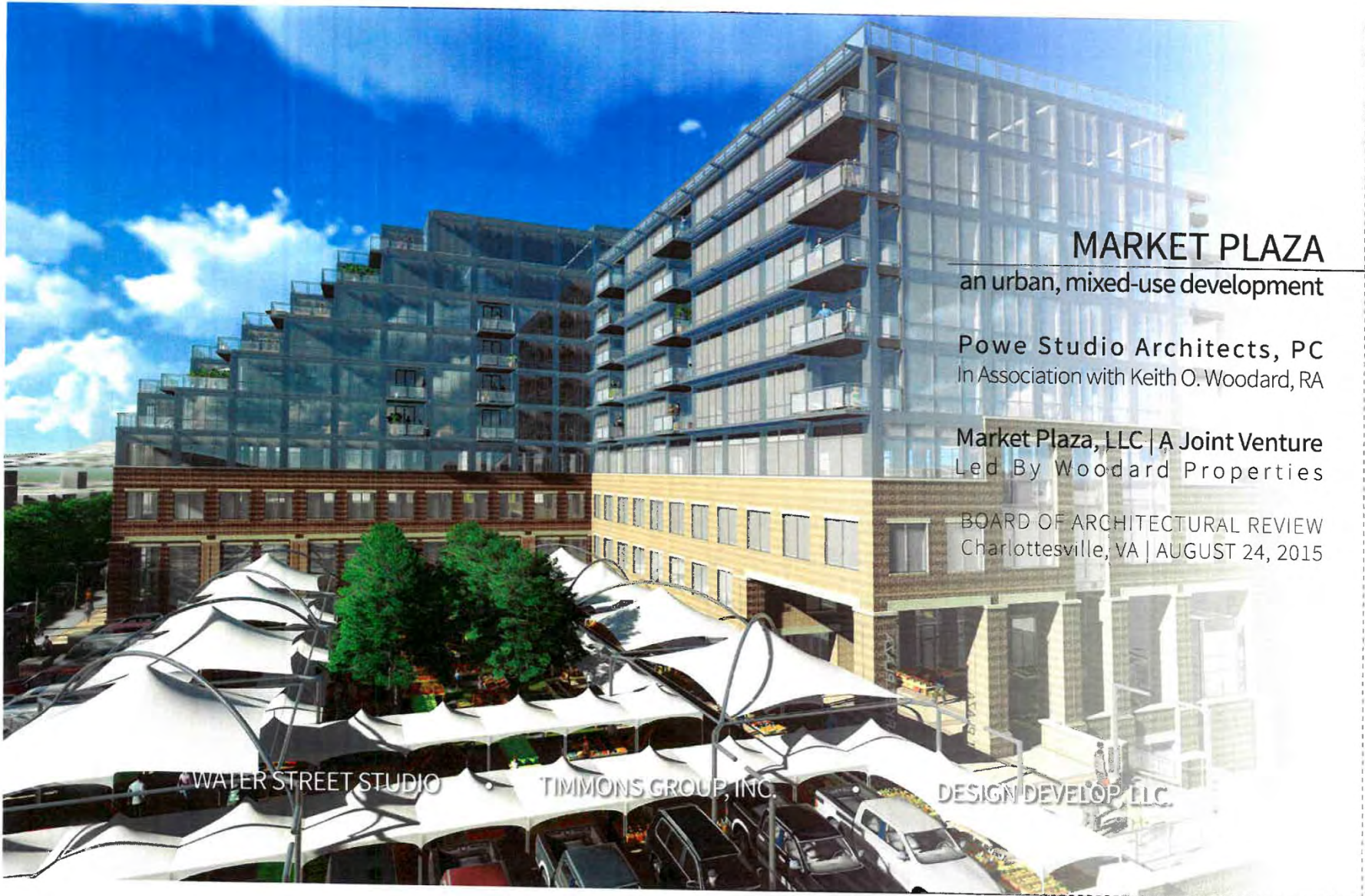
THIS RUNOFF REDUCTION IMPROVEMENT GIVES A REDUCTION TO A COMPOSITE ON VALUE OF 10 FOR THE 2 YEAR STORM AND 15 FOR THE 10 YEAR STORM FOR ALL SITE GROUPS

**SCALE INFORMATION**  
THE SCALE LISTED AS 1" = 30' IS BASED ON THE USUAL MEASUREMENT CONVENTION. THE SCALE IS SUBJECT TO CHANGE WITHOUT NOTICE.









## MARKET PLAZA

an urban, mixed-use development

Powe Studio Architects, PC  
In Association with Keith O. Woodard, RA

Market Plaza, LLC | A Joint Venture  
Led By Woodard Properties

BOARD OF ARCHITECTURAL REVIEW  
Charlottesville, VA | AUGUST 24, 2015

WATER STREET STUDIO

TIMMONS GROUP, INC.

DESIGN DEVELOP, LLC

August 24, 2015

Board of Architectural Review  
C/o Mary Joy Scala  
Neighborhood Development Services  
City of Charlottesville  
610 East Market Street  
Charlottesville, VA 22902

Subject: **Certificate of Appropriateness Amendment:  
Market Plaza: Site and Building Design Refinements**

Dear Board of Architectural Review Members and Ms. Scala,

As the City and the Developer have finalized the purchase agreement with accompanying easement and lease agreements, it has been determined that it is necessary, for "health and safety reasons" to replace the current fountain centerpiece on the plaza with a new concept which this submission presents: a "green" with bosque of four pairs of Willow Oak trees. We have also advanced the design of the plaza paving and refined the perimeter streetscape/landscape design around the building.

Market Plaza is a proposed 329,000 GSF urban mixed-use complex including 68 residential units and approximately 55,000 SF of office, 11,000 SF of retail, a 17,000 SF events space, all overlooking a half acre civic plaza which will also be the home of City Market, with 234 underground parking spaces.

As we have further developed the design documents for Market Plaza (we are into construction documents phase) including additional building engineering design input, we have made a number of minor refinements to the tower design.

This resubmission to the Board of Architectural review requests acceptance of these refinements illustrated in the series of colored renderings, updated building elevations, landscape site plan and details with updated plantings exhibits illustrating this submission.

We present design refinements in two components: site landscape refinements and building tower refinements, the modifications including the following:

**Site Landscape Refinements:**

- **New plaza centerpiece:** lawn area with a bosque of four pairs of Willow Oaks (same tree on Mall)
- **Plaza paving pattern** details and paver selections (Mall paver, complimentary second color, with granite accents)
- **Plaza Elevator and Garage Stair:** Relocation of public elevator from First Street r.o.w. to within the building footprint (further opening the First Street vista while still providing convenient visible elevator service to the plaza). Introduction of a stairwell opening from garage, not extending above balustrade

height, therefore not impeding First Street corridor view, important to connect parking to plaza and events space

- **Water Street Landscape:** continuous sloping planting bed buffer between street and sidewalk to correspond with sidewalk slope (no longer functioning as bio-filter/water harvesting), refinements to paving details, Water/Second corner outdoor seating area
- **Second Street Landscape:** refinement of paving and plantings, loading zones, building entrances accents modified to meet Fire Department requests
- **South Street Landscape:** refinements to paving pattern and tree plantings, replacement of retaining wall with stairs from South to Plaza

**Building Tower Refinements:**

- **Plaza Elevator & Stairs:** relocation from First Street to within building footprint, added garage stair to plaza
- **First Street (east) and South Street (south) Elevations:** refinement of brick base integration with curtainwall above, realignment of curtain wall verticals to align with modified structural, extended south exit stair
- **Floor-to-Floor Heights:**
  - plaza set 1 foot higher (to better meet existing grades)
  - office floors reduced from 12'-0" to 11'-8"
  - Residential floors increased from 9'-8" to 10'-0"
  - Penthouse (appurtenance) increased from 9'-8" to 12'-0"
- **Brick detailing:** added rowlock rows (same color) to adjust to changes in office and residential floor-to-floor heights
- **Events Space Windows:** change from roll up to fold up door openings
- **Tower Plaza Base Piers:** adjustments in pier widths at building base on plaza to accommodate structural
- **Office Lobby Entry Fenestration:** modification of exterior fenestration at office lobby to highlight new internal stair
- **Residential Balconies:** reduction of projecting balconies on west elevation and recesses on east elevation (eliminating 5 recessed balconies) to accommodate residential floor plan changes in terraced units

Thank you for your careful consideration of these minor site landscape and building tower refinements. We look forward to having a dialog on these refinements at your September 15<sup>th</sup> BAR meeting.

**Respectfully Submitted by:**  
Powe Studio Architects PC

  
Gregory Powe, AIA Principal





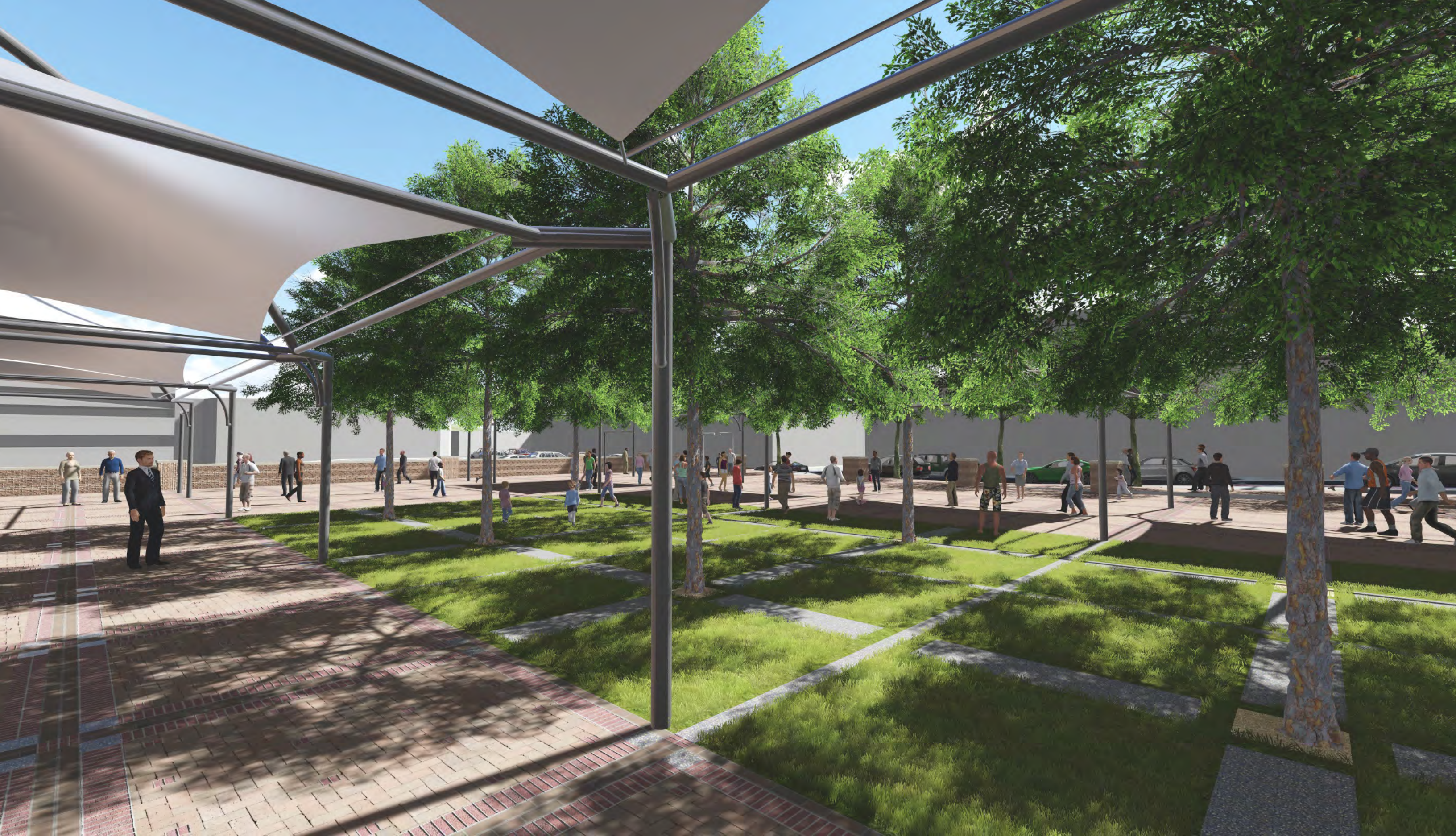
View from First and South Streets





Plaza View from Second and Water Streets





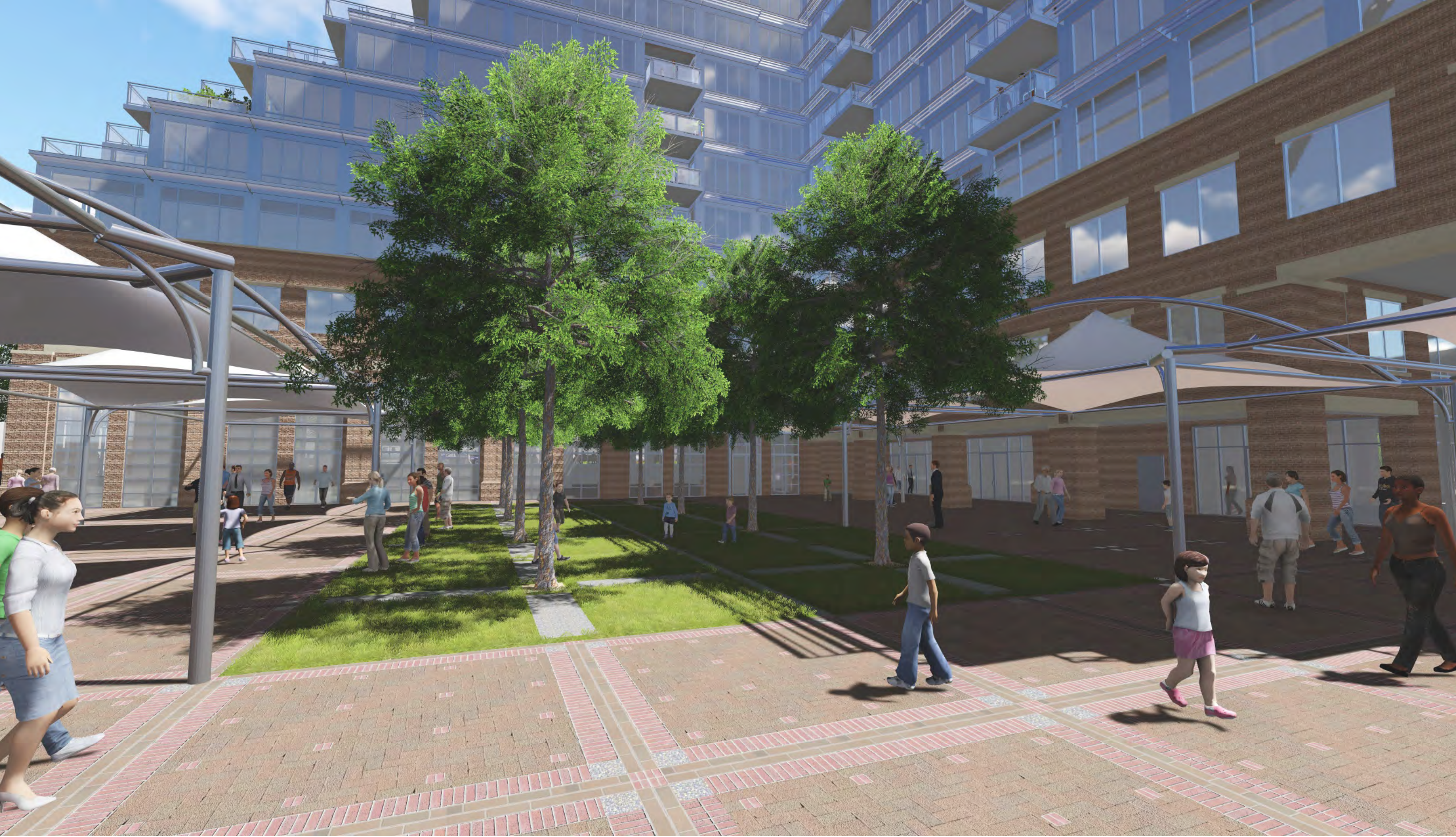
Plaza Grove by Day





Plaza Grove by Night





Plaza Grove by Day





Plaza Grove by Night





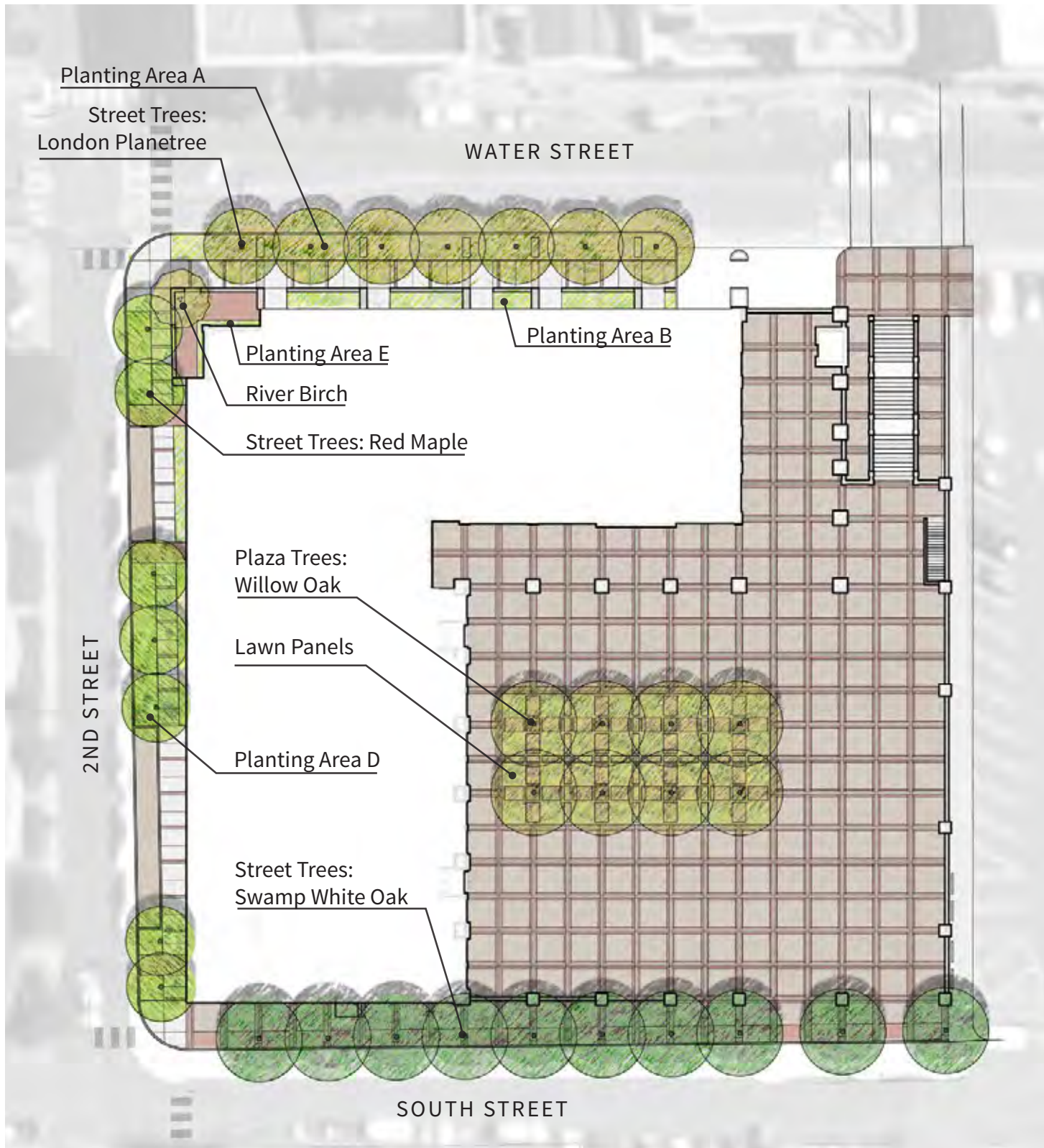
Plaza Grand Stair





View of Plaza on City Market Days





**PLANT SCHEDULE**

QTY.	Scientific Name	Common Name	Size	Spacing	Root	Notes	20 YR. Canopy	
<b>STREET TREES</b>								
7	Acer rubrum 'Red Sunset'	Red Maple	2' CAL.	AS SHOWN	B&B	Second Street - well branched, straight dominant leader	1103	7721
1	Betula nigra 'Heritage'	Heritage River Birch	12 HT.	AS SHOWN	B&B	Water Street - specimen, multi-leader (3-5 stems)	1017	1017
10	Platanus x acerifolia 'Columbia'	London Planetree	2' CAL.	AS SHOWN	B&B	Water Street - well branched, straight dominant leader	1001	10010
10	Quercus bicolor	Swamp White Oak	2' CAL.	AS SHOWN	B&B	South Street - well branched, straight dominant leader	810	8100
8	Quercus phellos	Willow Oak	6' CAL.	20' O.C.	B&B	Plaza - well branched, straight dominant leader	1385	11080

**WATER STREET PLANTINGS**

<b>PLANTING AREA "A" - Shrubs</b>								
	Clethra alnifolia 'Hummingbird'	Summersweet	3 GAL.	3' O.C.	CONT.			
	Fothergilla gardenii 'Mount Airy'	Dwarf Fothergilla	3 GAL.	3' O.C.	CONT.			
	Itea virginica 'Henry's Garnet'	Virginia Sweetpire	3 GAL.	3' O.C.	CONT.			
	Ilex verticillata 'Red Sprite'	Winterberry	3 GAL.	3' O.C.	CONT.			
	Viburnum dentatum 'Blue Muffin'	Arrowwood Viburnum	3 GAL.	3' O.C.	CONT.			7 female to 1 male plants

**PLANTING AREA "A" - Grasses and Perennials**

	Actaea racemosa	Black Cohosh	1 GAL.	18" O.C.	CONT.			
	Arnica montana	Goat's Beard	1 GAL.	18" O.C.	CONT.			
	Chasmanthium latifolium	River Oats	1 GAL.	18" O.C.	CONT.			
	Dicentra eximia	Wild Bleeding Heart	1 GAL.	18" O.C.	CONT.			
	Dryopteris erythrosora 'Brilliance'	Aulumn Fern	1 GAL.	18" O.C.	CONT.			
	Galanthus nivalis	Snowdrop	1 GAL.	18" O.C.	CONT.			
	Heuchera villosa 'Autumn Bride'	Hairy Alum Root	1 GAL.	18" O.C.	CONT.			
	Iris sibirica 'Caesar's Brother'	Siberian Iris	1 GAL.	18" O.C.	CONT.			
	Mertensia virginica	Virginia Bluebells	1 GAL.	18" O.C.	CONT.			
	Panicum virgatum	Switchgrass	1 GAL.	18" O.C.	CONT.			
	Polystichum acrostichoides	Christmas Fern	1 GAL.	18" O.C.	CONT.			
	Sanguinaria canadensis	Bloodroot	1 GAL.	18" O.C.	CONT.			

**PLANTING AREA "B" - Between Sidewalk and Building - Shrubs**

	Clethra alnifolia 'Hummingbird'	Summersweet	3 GAL.	3' O.C.	CONT.			
	Fothergilla gardenii 'Mount Airy'	Dwarf Fothergilla	3 GAL.	3' O.C.	CONT.			
	Viburnum dentatum 'Blue Muffin'	Arrowwood Viburnum	3 GAL.	3' O.C.	CONT.			

**PLANTING AREA "B" - Between Sidewalk and Building - Grasses and Perennials**

	Amsonia tabernaemontana	Blue Star Amsonia	1 GAL.	18" O.C.	CONT.			
	Carex pennsylvanica	Pennsylvania Sedge	1 GAL.	18" O.C.	CONT.			
	Eurybia divaricata	White Wood Aster	1 GAL.	18" O.C.	CONT.			
	Geranium maculatum 'Rozanne'	Geranium Rozanne	1 GAL.	18" O.C.	CONT.			
	Heuchera villosa 'Autumn Bride'	Hairy Alum Root	1 GAL.	18" O.C.	CONT.			
	Tiarella cordifolia	Foamflower	1 GAL.	18" O.C.	CONT.			

**SECOND STREET PLANTINGS**

**PLANTING AREA "D" - Along Sidewalk**

	Achillea millefolium	Yarrow	1 GAL.	18" O.C.	CONT.			
	Agastache 'Blue Fortune'	Anise Hyssop	1 GAL.	18" O.C.	CONT.			
	Caryopteris 'Felti Bleu'	Bluebeard	1 GAL.	18" O.C.	CONT.			
	Narcissus sp.	Daffodil	1 GAL.	18" O.C.	CONT.			
	Nepeta 'Walker's Low'	Catmint	1 GAL.	18" O.C.	CONT.			
	Panicum virgatum	Switchgrass	1 GAL.	18" O.C.	CONT.			
	Perovskia atriplicifolia 'Little Spire'	Russian Sage	1 GAL.	18" O.C.	CONT.			
	Pycnanthemum muticum	Short-toothed Mountain Sage	1 GAL.	18" O.C.	CONT.			
	Salvia nemerosa 'Caradonna'	Sage	1 GAL.	18" O.C.	CONT.			

**SECOND STREET AND WATER STREET CORNER PLANTINGS**

**PLANTING AREA "E" - Between Sidewalk and Building - Grasses and Perennials**

	Carex pennsylvanica	Pennsylvania Sedge	1 GAL.	12" O.C.	CONT.			
	Equisetum hyemale	Horseshoe	1 GAL.	12" O.C.	CONT.			
	Galanthus nivalis	Snowdrop	1 GAL.	12" O.C.	CONT.			

**LANDSCAPE CALCULATIONS**

**TREE COVER REQUIREMENTS**

SECTION 34-869	
20 YEAR MINIMUM TREE CANOPY COVERAGE	
TREE CANOPY REQUIRED:	10% GROSS AREA OF DEVELOPMENT

**SITE DATA**

SITE AREA:	51,363 S.F.
CANOPY REQUIRED:	5,136 S.F.
CANOPY PROVIDED:	37,928 S.F.

**STREETSCAPE TREES**

SECTION 34-870	
1 LARGE TREE PER 40 LINEAR FEET	
or	
1 MEDIUM TREE PER 25 LINEAR FEET	

**WATER STREET DATA**

ROAD FRONTAGE:	231.2 L.F.
TREES REQUIRED:	6 LARGE TREES
TREES PROVIDED:	7 LARGE TREES

**2nd STREET DATA**

ROAD FRONTAGE:	223.2 L.F.
TREES REQUIRED:	6 LARGE TREES
TREES PROVIDED:	7 LARGE TREES

**SOUTH STREET DATA**

ROAD FRONTAGE:	232.2 L.F.
TREES REQUIRED:	6 LARGE TREES
TREES PROVIDED:	10 LARGE TREES

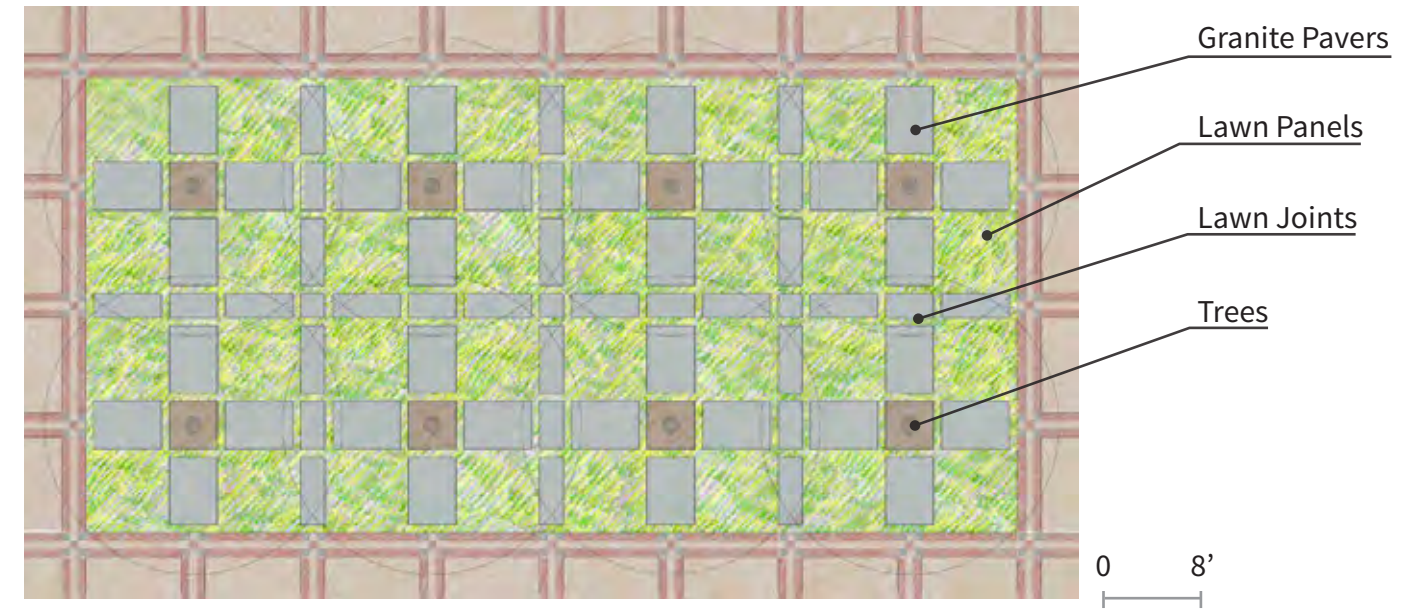


Landscape Site Plan

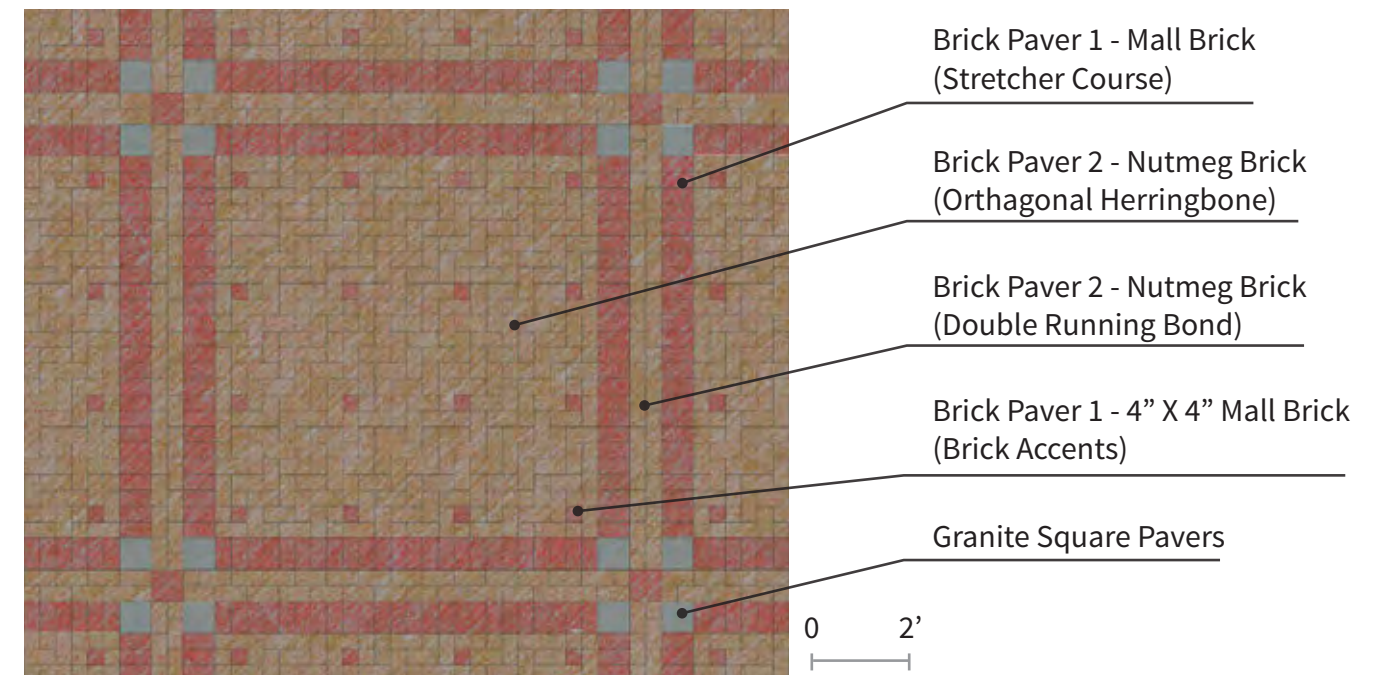




Plaza Green - Plan

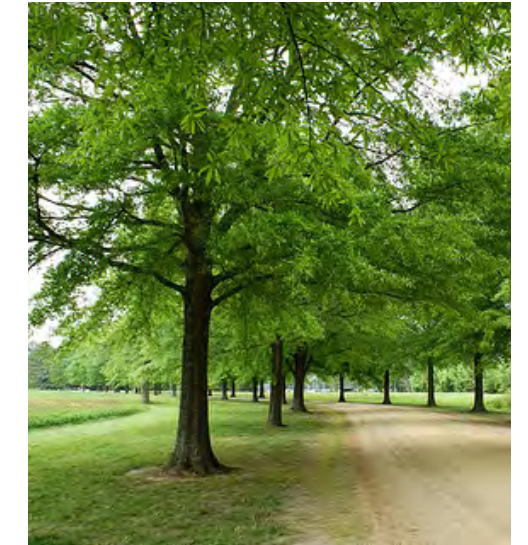
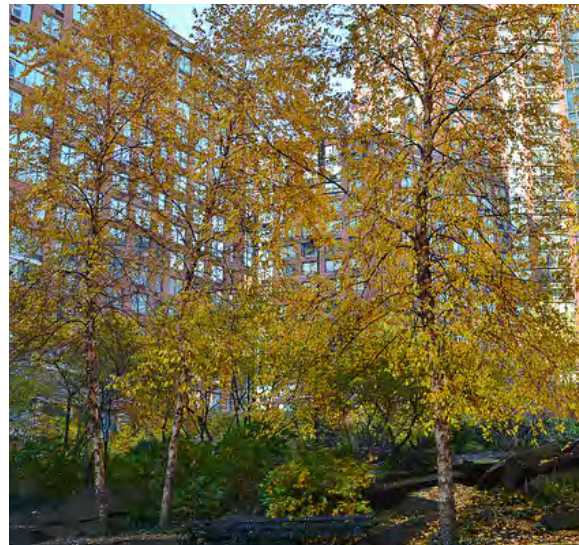


Brick Paving Field - Plan



Site Materials Diagram, Plaza Plan and Paving Detail Plans





London Planetree - *Platanus x acerifolia* 'Columbia'  
**Street Trees**

*Betula nigra* - River Birch

Red Maple - *Acer rubrum* 'Red Sunset'

Swamp White Oak - *Quercus bicolor*

Willow Oak - *Quercus Phellos*  
**Plaza Tree**



Sweetspire - *Itea virginica* 'Henry's Garnet'

Dwarf Fothergilla - *Fothergilla gardenii*

Winterberry - *Ilex verticillata* 'Red Sprite'

Bluebeard - *Caryopteris* 'Petit Bleu'

Switchgrass - *Panicum virgatum* 'Shenandoah'

Horsetail - *Equisetum hyemale*



Goat's Beard - *Aruncus dioecus*

Wild Bleeding Heart - *Dicentra eximia*

Christmas Fern - *Polystichum acrostochoides*

Joe Pye Weed - *Eupatorium dubium* 'Little Joe'

Catmint - *Nepeta* 'Walker's Low'

Pennsylvania Sedge - *Carex pensylvanica*



Pennsylvania Sedge - *Carex pensylvanica*

Hairy Alum Root - *Heuchera villosa* 'Autumn Bride'

Blue Star Amsonia - *Amsonia tabernaemontana*

Russian Sage - *Perovskia* 'Little Spire'

Yarrow - *Achillea millefolium*

Snowdrops - *Galanthus nivalis*

**Water Street Plantings**

**Second Street Plantings**

**Cafe Plantings**

**Plantings**





4" x 8" Brick on Downtown Mall



4" x 8" Brick - Nutmeg Color



Accent Paving on Downtown Mall



Permeable Pavers



Paving with Lawn Joints and Panels



Paving with Lawn Joints and Panels



Lawn Joints



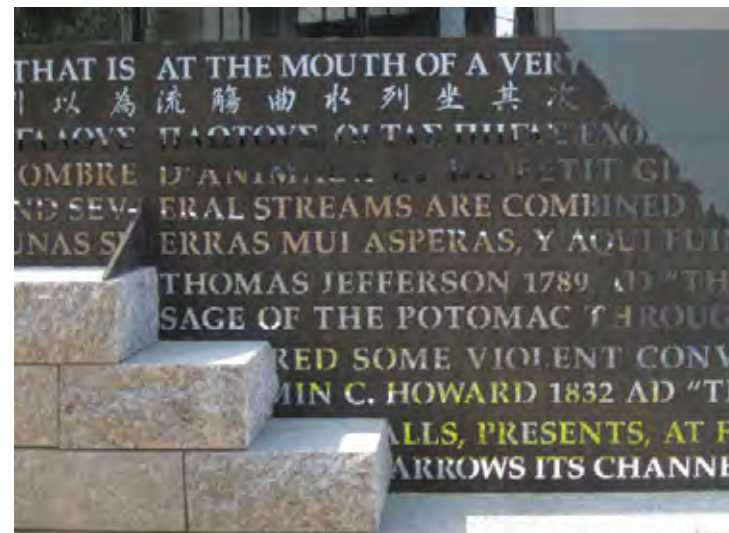
Steel Handrail



Bicycle Racks



Cantilevered Wood Bench



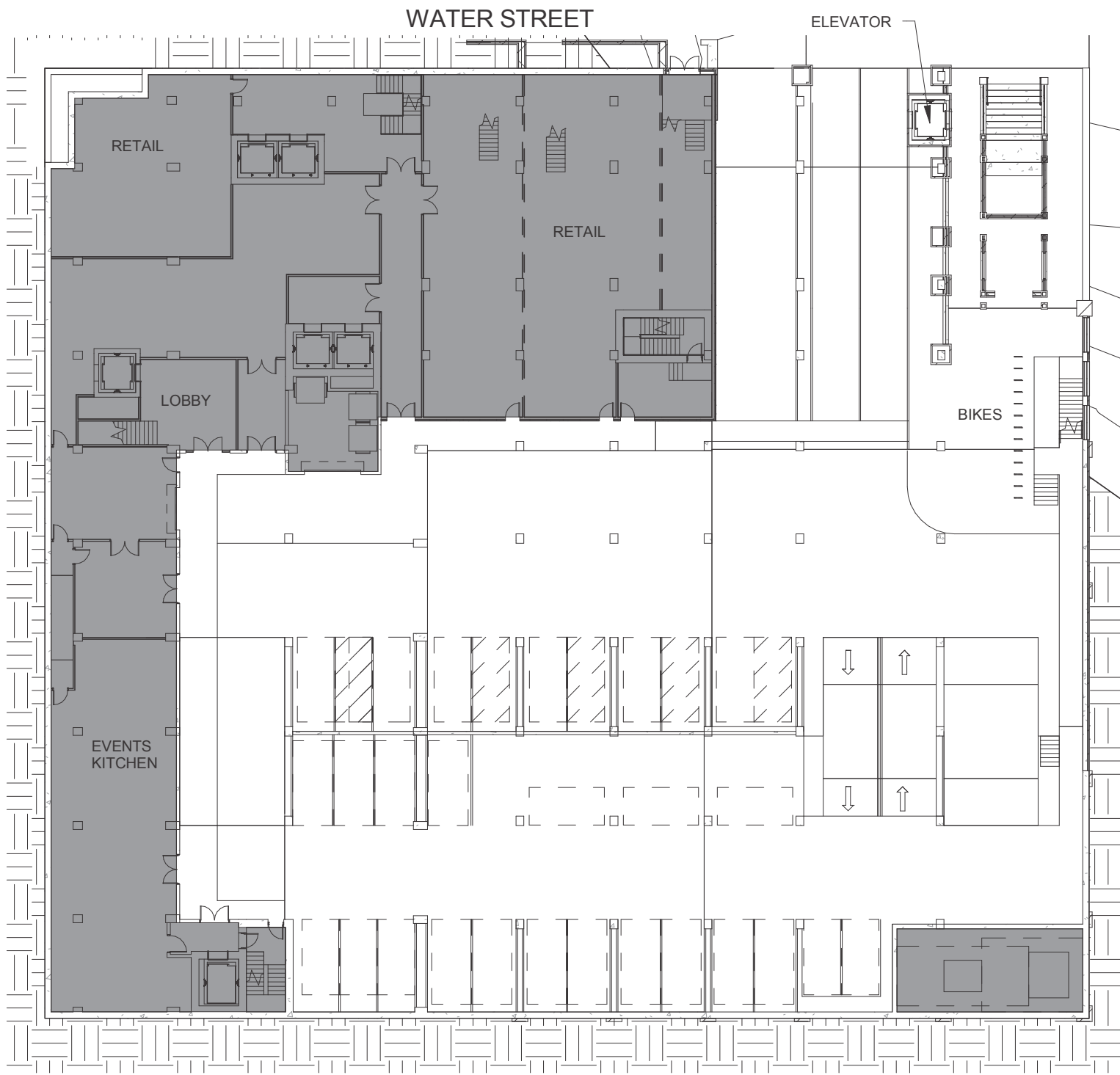
Public Art



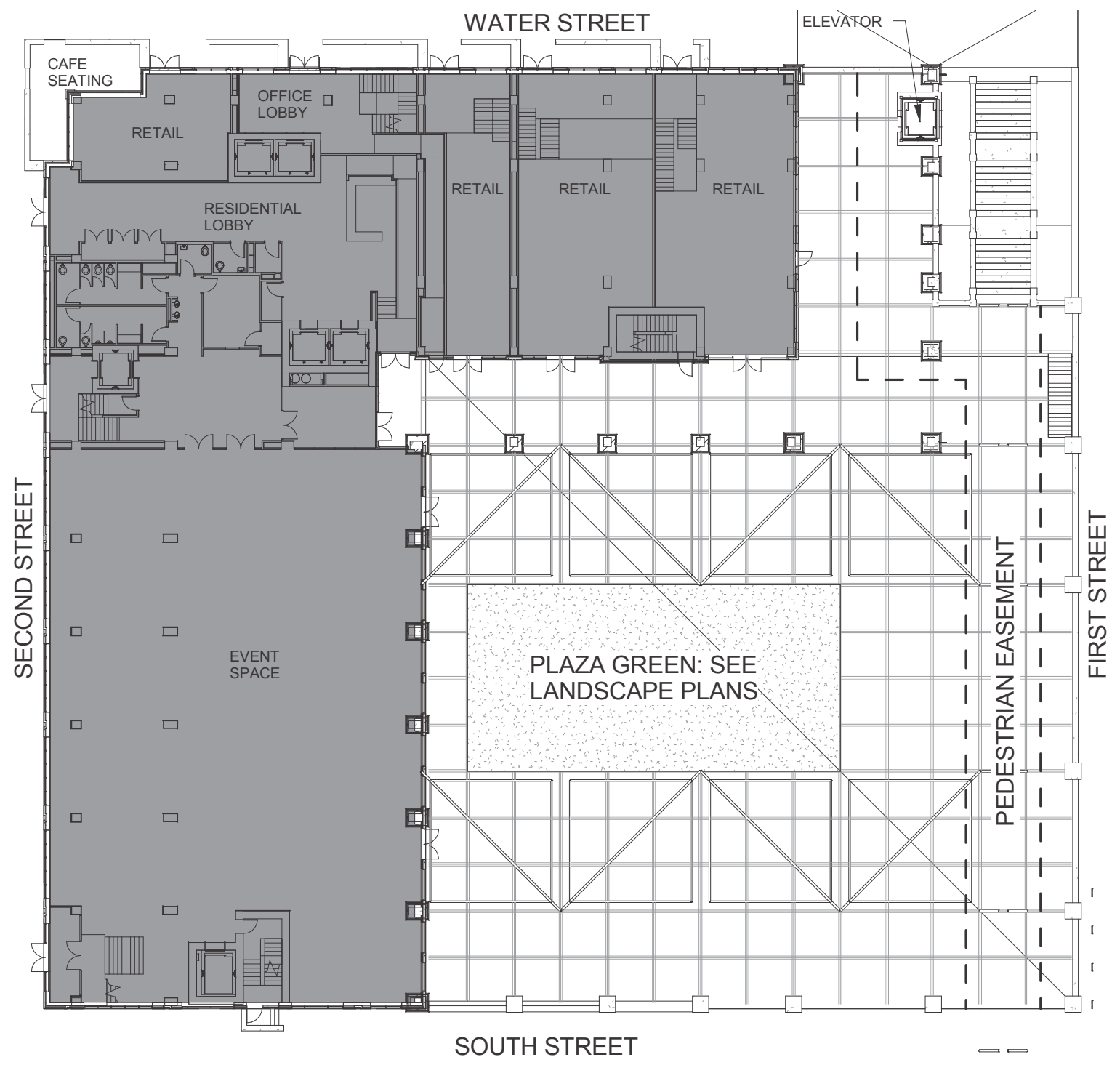
Seatwall

### Site Materials and Elements Precedents

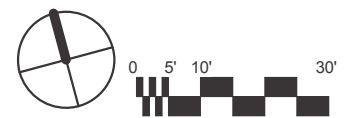




P1 GARAGE LEVEL



PLAZA LEVEL



Plaza and Water Street Levels





Water Street Elevation



REVISED FLOOR ELEVATIONS  
ROOF  
577' - 6"

APT 10  
565' - 6"

APT 9  
555' - 6"  
SPANDREL GLASS ADDED

APT 8  
545' - 6"

GLASS GUARDRAIL SYSTEM

APT 7  
535' - 6"

APT 6  
525' - 6"

APT 5  
515' - 6"

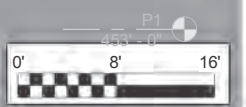
OFFICE 4  
502' - 10"

BRICK ROWLOCK SILLS & COURSING

OFFICE 3  
491' - 2"

OFFICE 2  
479' - 6"

PLAZA  
467' - 6"



REPROPORTIONED WINDOWS

NOTE: SHADOWS DO NOT REPRESENT TRUE SUN ANGLES

Second Street Elevation





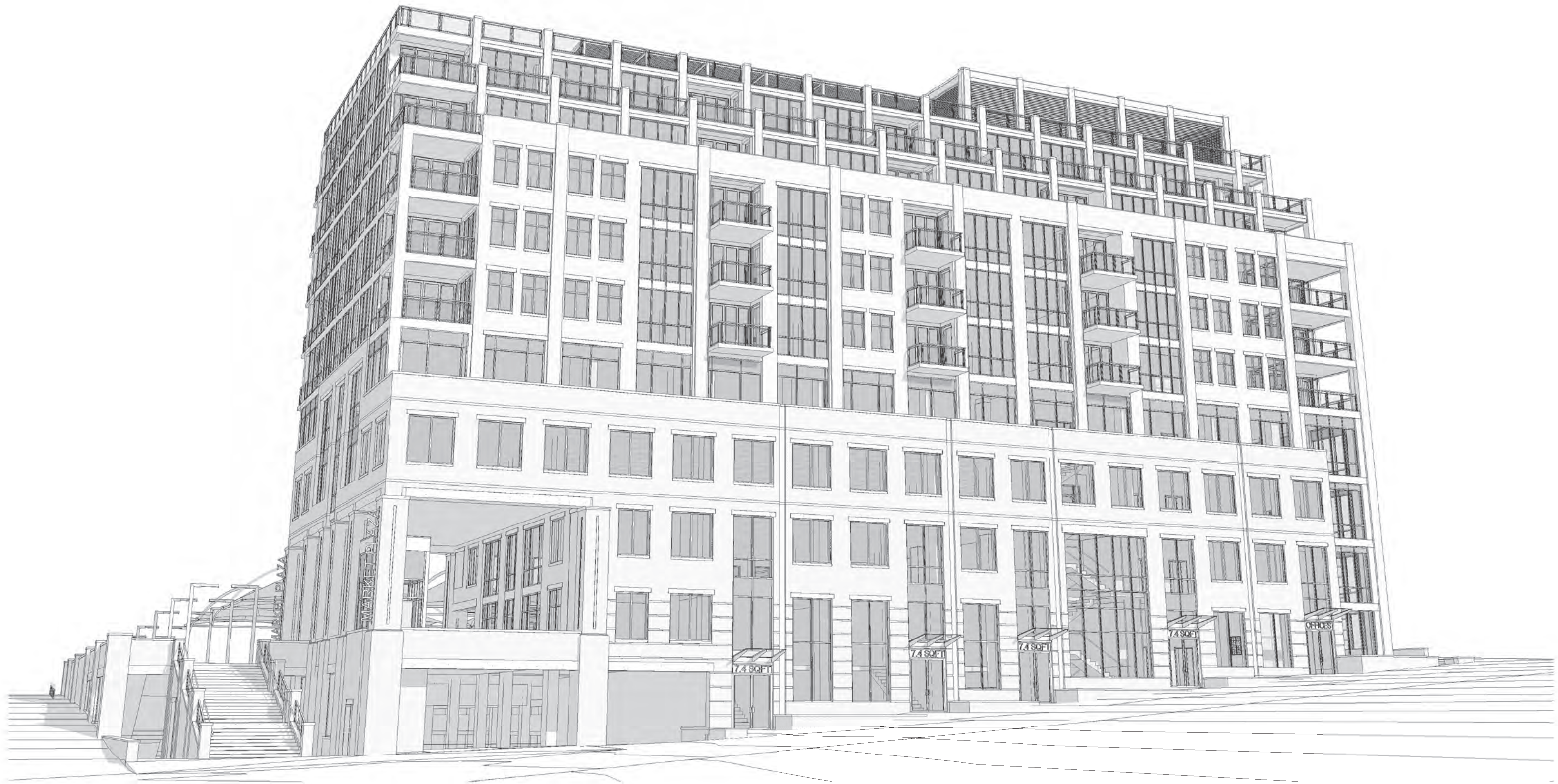
NOTE: SHADOWS DO NOT REPRESENT TRUE SUN ANGLES

South Street Elevation









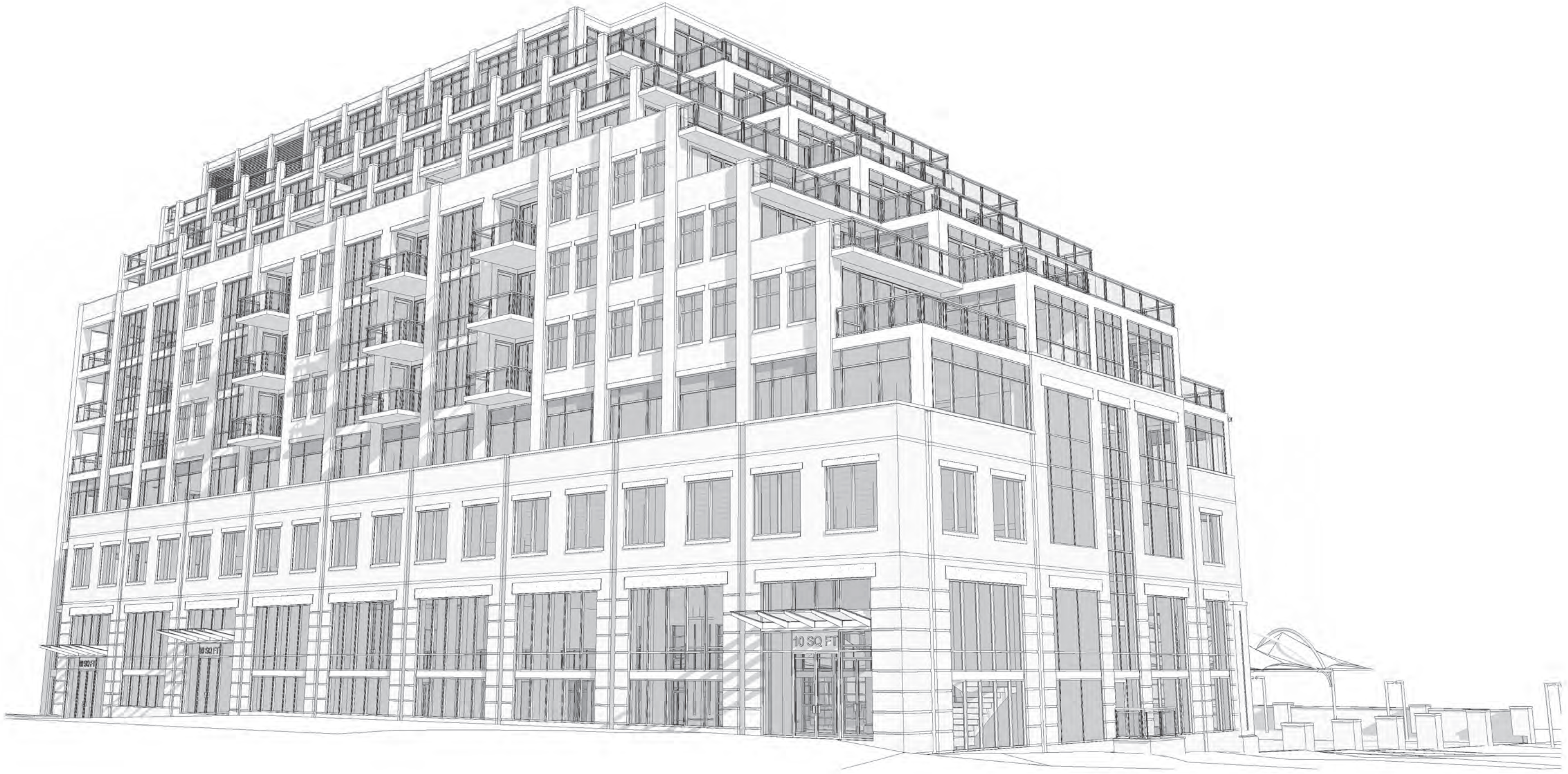
View from Water and First Street





View from Water and Second Streets





View from South and Second Streets





View from South and First Streets





Market Plaza on City Market Days