

CITY OF CHARLOTTEVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



APPLICATION FOR A SPECIAL USE PERMIT

**PLANNING COMMISSION AND CITY COUNCIL JOINT
PUBLIC HEARING**

DATE OF HEARING: November 13th, 2012

APPLICATION NUMBER: SP-12-09-11

Project Information

Project Planner: Ebony Walden, Neighborhood Planner

Applicant: AUDG Holdings, LLC

Applicants Representative: Ryan Holmes

Applicable City Code Provisions: 34-156 through 34-164 (Special Use Permits), 34-800 through 34-827 (Site Plans), 34-867 (Landscape Plans), Section 34-420 Use Matrix

Application Information

Property Street Address: 852 -860 West Main Street

Tax Map/Parcel #: TM 30, Parcels 3 & 4

Total Square Footage/Acreage Site: 98,010 square feet or 2.25 acres

Comprehensive Plan (Land Use Plan) Designation: Mixed Use

Current Zoning Classification: West Main South Corridor

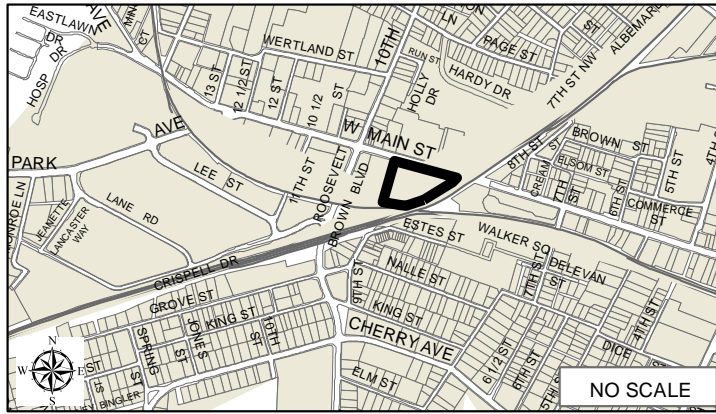
Tax Status: No delinquent taxes

Applicant's Request:

The applicant has submitted a preliminary site plan and special use permit application that proposes a mixed use development at 852-860 West Main Street. The site plan includes the demolition of the existing structure and proposes a mixed use development with 219 residential units, 11,946 square feet of ground floor commercial space and three levels of underground parking.

The applicant has submitted a special use permit for increased density from 43 dwelling units per acre to 98 dwelling units per acre. The applicant is also requesting an increase in the allowable building height from 70 feet to 101 feet, up to 101 feet is allowed by special use permit.

Vicinity Map:



Standard of Review: The Planning Commission must make an advisory recommendation to the City Council concerning approval or disapproval of a special permit or special use permit for the proposed development based upon review of the site plan for the proposed development and upon the criteria set forth.

Section 34-157 of the City Code sets the general standards of issuance for a special use permit.

- (1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood;
- (2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan;
- (3) Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations;
- (4) Whether the proposed use or development will have any potentially adverse impacts on the surrounding neighborhood, or the community in general; and if so, whether there are any reasonable conditions of approval that would satisfactorily mitigate such impacts. Potential adverse impacts to be considered include, but are not necessarily limited to, the following:
 - a) Traffic or parking congestion;
 - b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment;
 - c) Displacement of existing residents or businesses;
 - d) Discouragement of economic development activities that may provide desirable employment or enlarge the tax base;
 - e) Undue density of population or intensity of use in relation to the community facilities existing or available;
 - f) Reduction in the availability of affordable housing in the neighborhood;
 - g) Impact on school population and facilities;
 - h) Destruction of or encroachment upon conservation or historic districts; and,
 - i) Conformity with federal, state and local laws, as demonstrated and certified by the applicant
 - j) Massing and scale of project;
- (5) Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed; and

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

City Council may grant an applicant a special permit or special use permit, provided that the applicant’s request is in harmony with the purposes and standards stated in the zoning ordinance (Sec. 34-157(a)(1)). Council may attach such conditions to its approval, as it deems necessary to bring the plan of development into conformity with the purposes and standards of the comprehensive plan and zoning ordinance.

In reviewing an application for a special use permit, the City Council may expand, modify, reduce or otherwise grant exceptions to yard regulations, standards for higher density, parking standards, and time limitations, provided: (1) Such modification or exception will be in harmony with the purposes and intent of the zoning district regulations under which such special use permit is being sought; (2) Such modification or exception is necessary or desirable in view of the particular nature, circumstances, location or situation of the proposed use; and (3) No such modification or exception shall be authorized to allow a use that is not otherwise allowed by this ordinance within the zoning district in which the subject property is situated. The Planning Commission may include comments or recommendations regarding the advisability or effect of the modifications or exceptions. The resolution adopted by Council shall set forth the approved modifications or exceptions.

Background: (Relevant Code Sections)

- Section 34:636-642 – West Main South zoning designation allows commercial, residential and mixed use developments.

Density

- Section 34:641 allows mixed use developments with a density of up to 240 dwelling units per acre by special use permit.

Height

- Section 34:637 (2) allows up to 101 feet in height by special use permit.

Overall Analysis:

1. Proposed Use of the Property.

The uses proposed are 219 residential apartment units, 11,946 square feet of ground floor commercial space (a restaurant and leasing office) and three levels of underground parking that include 385 spaces.

2. Zoning History

Year	Zoning Designation
1949	A-B Business
1958	B-2 Business and M2 Industrial
1976	B-3 Business

1991	B-5 Business
2003	West Main South Corridor

3. Character and Use of Adjacent Properties

Direction	Use	Zoning
North	Office Building, Parking lot/Cupcake shop	WMN
South	Railroad Tracks, Walker Square Housing, Sprint, UVA Childcare	CH
East	The Hampton Inn	WMS
West	Train Station	WMS

4. Reasonableness/Appropriateness of Current Zoning

The current zoning of West Main South is reasonable and appropriate; as it was specifically crafted to cater to the south side of Main Street and to encourage redevelopment that includes high density housing and ground level commercial space.

5. Reasonableness/Appropriateness of Proposed Zoning

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, encourage more density and some of the tallest building heights in the City. Thus, the proposed zoning is reasonable and appropriate. Main Street, the area around the University and the Downtown zones are places the City desires to be more urban in character, transit accessible, walkable and comprised of a mixture of residential, commercial and cultural uses

6. Consistency with Comprehensive Plan

The comprehensive plan designates this area as mixed use, thus this use is consistent.

7. Potential Uses of the Property (By-Right)

This zone allows offices, restaurants, retail establishments, multi-family dwellings, art galleries, hotels, health clinics, educational facilities, medical laboratories, government buildings, recreation facilities and libraries, among others.

Project Review

1. Harmonious with existing patterns of use and development within the neighborhood

This area of West Main Street is fairly underdeveloped, with 2-4 story buildings and surface parking lots directly north and east of the proposed development. Thus, the existing pattern of use and development do not fully actualize the vision of the West Main Street Corridor. The proposed development is harmonious with the vision and purpose outlined in and

encouraged by the zoning ordinance. This use will provide an even greater urban fabric to the adjacent area which includes a hotel, offices, restaurants and a train station.

2. Conformity with comprehensive plan and policies

The proposal is consistent with the following comprehensive plan policies:

- Infill development goals of using existing land to accommodate new uses.
- Supports a diversity of transportation options. The site is adjacent to the Amtrak station, is located along a bicycle path and bus route, has structured parking and promotes pedestrian connectivity to the University and Downtown.
- Housing goals to:
 - Continue to grow the city's housing stock
 - Offer a range of housing options; this site offers high density multi-family housing adjacent to a commercial corridor.
 - Promote an assortment of affordable housing initiatives. This development will be required to support affordable housing efforts as outlined in 34-12, Affordable housing.
- Economic goals/vision to:
 - Expand the downtown economic hub onto nearby side streets and other key corridors
 - Implement the West Main Street Plan
 - Developing higher density housing makes smaller sites economically feasible for residential development, while also attracting consumers who desire to live in a unique urban environment.

3. Building code regulations

The site plan has been reviewed by the City's Building Code official. The project will be required to submit a building permit and adhere to the City's building code regulations.

4. Impact on the neighborhood

a. Traffic or parking congestion

Development of this site will result in an average of 801 vehicle trips per day according to the applicant's engineering calculations for a residential and commercial development. This is fewer trips than a wholly retail or office development of the same size.

West Main Street is a principal arterial road which carries over 14,000 vehicles per day. It is designed to service major activity centers and carry high traffic volumes. Other than peak times, traffic is not anticipated to be a major concern, though the increase is noteworthy. Due to the site's location and potential residents, the developer is anticipating a 15% reduction in vehicle traffic based on an increase of travel by bicycle, pedestrian and transit. According to the City Traffic Engineer, these numbers (and reductions) all make sense for an urban area. From a traffic

standpoint, it is appropriate have this type of development on Main Street where we want to encourage people to walk and bike to nearby destinations. No specific traffic improvements were recommended.

This is within an area designated as the parking modified zone, which allows for parking reductions to promote other modes of transportation. There are 385 parking spaces proposed for residents and users of the commercial space, there is only 2 hour parking on Main Street and little access to parking in neighborhoods, thus parking congestion is not anticipated.

b. Noise, light, dust, odor fumes, vibrations, and other factors, which adversely affect the natural environment, including quality of life of the surrounding community.

The presence of students could increase the noise in this area. Other impacts are not anticipated.

c. Displacement of existing residents or businesses;

There is an auto mechanic and taxi service that occupies the site. Those businesses will be displaced.

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

The presence of new tenants near this commercial area and the presence of a restaurant and office space will encourage the social and economic vitality of this area.

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

The City's Utilities Division and the Rivanna Water and Sewer authority do not anticipate that there is a capacity issue for fire service or water delivery. The developer will submit a study that demonstrates that our existing sewer can handle the proposed flows before final site plan approval is granted. If additional capacity is required, then it will be the responsibility of the developer to make the necessary improvements.

f. Reduction in the availability of affordable housing which will meet the current and future needs of the city;

The redevelopment of this site requires that the applicant comply with 34-12, Affordable Housing Units and either supply affordable units or make a cash contribution to the City in lieu of units. Thus, it will contribute to the availability of affordable housing.

g. Impact on school population and facilities;

No significant impact anticipated.

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

This project is within an architectural control district and its final design is required to be approved by the Board of Architectural Review (BAR) for conformity with the West Main Street Historic District. The BAR found (4-2 with Graves and Adams opposed) that the special use permit request would have an adverse impact on the West Main Street ADC district unless the applicant makes substantial revisions to the massing and architectural detailing of the project. The BAR supports increased density and increased building height in concept but is not willing to recommend increased density as the project currently stands. The applicant has been working to make design changes and will be returning to the BAR for their November 20th meeting. The new design options are attached for your information.

i. Massing and scale of the project

The mass and scale of the project are in conformity to the height, setback and stepback required in the zoning ordinance for Main Street. Though this project covers an entire city block and will be taller than any building in the adjacent area, most of the height is concentrated at the rear of the building as desired. The portion of the building fronting on West Main Street is human scaled and addresses the pedestrian environment at the 1st level.

5. Reasonable conditions of approval that would satisfactorily mitigate impact on the surrounding neighborhood.

In order to offset mass and scale of this project, staff recommends streetscape improvements that will enhance the pedestrian environment, such as those proposed in the the West Main Street Illustrative Plan. Staff recommends full incorporation of these design elements unless it is determined by staff that a particular element is unfeasible or not deemed appropriate.

6. Requested exceptions and modifications.

None requested

Attachments:

SUP package and supplemental documents

Public Comments Received:

CSX Railroad sent a letter providing comments on this development. That letter is attached. One phone call was received for additional information on the project based on the notice received. No

other public comment was received at the time of this report. The developer scheduled a neighborhood meeting on November 5th, 2012.

Staff Analysis

The West Main South Mixed Use Corridor zoning allows for up to 240 units per acre and 101 feet by special use permit in order to promote dense, transit oriented mixed-use development. From a planning perspective, this is an appropriately dense development on a mixed use commercial corridor and in close proximity to the University of Virginia and downtown. The increases in density and height are both reasonable and appropriate. This is the type of development encouraged on West Main Street, will be an asset to the community and the redevelopment of this property will hopefully spur further development of the West Main Street Corridor.

This is a large scale project. The massing and architectural design of the project is of particular concern to the Board of Architectural Review and is reflected in their recommendation to Council regarding this SUP. The BAR supports increased density and increased building height in concept but is not willing to recommend increased density as the project currently stands. While this is may be troubling, staff is confident that the BAR's concern regarding the design, architectural detailing and massing of the project will be addressed as the applicant revises their design plans in order to obtain a Certificate of Appropriateness. The applicant has already been working to change their design and will have revisions reviewed by the BAR at their next meeting.

Staff Recommendation

Staff recommends approval with the condition that the applicant incorporate the elements of the West Main Street Illustrative Plan (including but not limited to a bus pull off, crosswalk improvements, and landscaping) unless it is determined by staff that a particular element is unfeasible.

Suggested Motions:

1. "I move to recommend the approval of this Special Use Permit application for the Plaza on West Main at 852-860 West Main Street TMP 30- 3 & 4 for increased density to 98 DUA and height to 101 feet on the basis that the proposal would serve the interests of the general public welfare and good zoning practice."
2. "I move to recommend the approval of this Special Use Permit application for the Plaza on West Main Mixed Use Development at 852-860 West Main Street TMP 30- 3 & 4 for increased density to 98 DUA and height to 101 feet with the following conditions, exceptions and/or modifications:
 - a. Inclusion of all the street scape features outlined in the West Main Street Illustrative Plan unless it is determined by staff that a particular element(s) is unfeasible or not warranted.
 - b. Staff approval of the preliminary site plan

On the basis that the proposal would serve the interests of the general public welfare and good zoning practice"

3. I move to recommend the denial of this Special Use Permit application for the Plaza on West Main at 852-860 West Main Street TMP 30- 3 & 4 for increased density to 98 DUA and height to 101 feet the basis that the proposal would not serve the intent of the general public welfare due to the following:

The Plaza on West Main

Project Narrative

Location, Property Information, and Owners

The Plaza on West Main Street Project (the “Project”) is located on West Main Street in the heart of the City. The property is bounded by Ninth Street SW, and the existing railroad tracks adjacent to the Amtrak Train Station. The property consists of tax map parcel 300003000, owned by Merchants Acquisitions, LLC, and tax map parcel 300004000, owned by Fluvanna Holdings, LLC. The combined acreage of both parcels is 2.25 acres, and both parcels are zoned West Main Street (“WMS”). The properties are also located in a historic district.

Project Proposal:

The Project consists of a proposed mixed use development containing two buildings and structured parking. There are 219 residential dwelling units proposed, with a total of 595 bedrooms. One building will be located along West Main Street and contain five stories, including 125 of the residential units, a restaurant, courtyard, leasing office, commercial space, outdoor amenity and fitness facility. The second building will be located behind the first building, and will contain eight stories with 96 of the residential dwelling units. Amenities include a clubhouse, swimming pool, courtyard, and the fitness facility. The Project also includes on-site structured parking, with 385 parking spaces on three levels (ground floor and two lower levels). The proposed density of the Project comes to 98 residential dwelling units per acre (“DUA”). The WMS zoning ordinance regulations permit up to forty-three (43) DUA in a mixed-use development, and up to two hundred-forty (240) DUA may be allowed by special use permit. In addition, the WMS zoning regulations permit buildings to be up to seventy (70) feet, or up to one hundred one (101) feet pursuant to a special use permit.

The vision for this project is multi-faceted. The various design considerations include: creating a sense of place along this corridor that encourages a vibrant public connection between the University and downtown Charlottesville; building the security and privacy afforded a small community/neighborhood within an urban environment; initiating the long term goals of the City for West Main Street by providing the high-quality density desired in the comprehensive plan; and promoting a public-transit oriented low-impact community.

This project is focused on and will be marketed as student housing. Its proximity to the University of Virginia grounds and the Downtown Mall should make this site very appealing to students and faculty of the University. This project has been designed to combine the private and secure residential community created by the elevated apartment units, with a vibrant public gathering space on the ground level that is created by the proposed commercial uses, a restaurant, and public plaza. There are amenity elements that are private in nature created for the residential community living there, as well as amenities and services for the general public. This collaboration of public and private elements coupled with the existing public transportation and

accessibility to the University and Downtown Mall make this development appealing to the targeted market.

Special Use Permit Request:

The Applicant is requesting a special use permit for the Project to permit the following:

1. Increase the allowable density to 98 DUA as permitted by the zoning ordinance pursuant to a special use permit. The Project will contain 219 dwelling units over a 2.25 acre site, or 98 DUA.
2. Increase the allowable building height to 101 feet as permitted by the zoning ordinance with a special use permit.

Density and Building Height Justification:

The requested increase in density and building height are requested to permit the Applicant to optimize the use of the Project site for an urban infill mixed use community with appropriate unit types, amenities, parking and access.

Special Use Permit Considerations:

Will the use or development be harmonious with existing patterns and development within the neighborhood?

Yes, the Project will be harmonious with the surrounding patterns and developments which are commercial and high density residential. To the north and east the Project is surrounded by existing commercial development (the Hampton Inn Hotel and office and retail establishments on the north side of West Main Street). To the west the Project is bordered by the Amtrak Train Station and other commercial establishments such as restaurants. To the south, the Project is surrounded by the railroad tracks, and beyond the tracks are the UVA Malcolm Cole Child Development Center and the Walker Square residential condominium community. The Project's proximity to the University of Virginia grounds makes it an ideal location for a mixed use, high-density project.

Will the development and associated public facilities substantially conform to the City's comprehensive plan?

Yes, the Project will conform to the associated public facilities and the City's Comprehensive Plan. The Project's use and location is supported by adequate utility capacity in the area, and two bus stops are located directly in front of the Project. Both sides of West Main Street currently have sidewalks, enhancing the pedestrian friendly nature of the location. The Project complies with the City's comprehensive plan by providing high-quality, high-density multi-family residential units along a commercial corridor to facilitate transit use, efficient use of appropriately zoned property, and remove pressure for high density rental housing in single-family residential neighborhoods. In addition, the Project will encourage alternate modes of transportation with its proximate location to the University grounds, by making it far easier for

students to walk, bike, and ride transit to grounds. Currently, bike lanes exist along West Main Street and at the front of the site there is a Charlottesville Area Transit (CAT) bus stop. This plan proposes to construct the bike lane and bus stop along West Main Street along the site frontage that were planned and are a part of the West Main Streetscape Illustrative Plan. Furthermore, the Project includes on-site bicycle storage facilities, and provides ample off-site parking.

Will the proposed use or development of any buildings or structures comply with all applicable building code regulations?

Yes, the Project will comply with all applicable building code regulations.

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

Traffic or parking congestion: The Project's close proximity to the University of Virginia grounds and Hospital will enable the student residents to walk, bike or take transit to the University, which will significantly limit the number of vehicle trips that would otherwise be generated by a project with a similar density. Currently, bike lanes exist along West Main Street and at the front of the site there is a Charlottesville Area Transit (CAT) bus stop. The bike lanes and bus stop along West Main Street at this site were planned and are a part of the West Main Streetscape Illustrative Plan. In addition, the 385 on-site parking spaces in the proposed parking structure will provide adequate on-site parking for both the residents and the restaurant patrons and employees, and thus avoid contributing to traffic and parking congestion on adjacent and nearby streets.

Noise, light, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment: The Project will have no adverse effect on the natural environment in terms of noise, light, dust, odor, fumes, vibration or other factors. Site lighting will comply with all City ordinances.

Displacement of existing residents or businesses: The property is currently being used as a small auto repair shop and parking lot for the local taxi company. This Project will displace these existing businesses, however there are sites locally that can accommodate their use. The Project's redevelopment will serve to help revitalize this area of West Main Street and bridge the gap between the University area and downtown.

Discouragement of economic development activities that may provide desirable employment or enlarge the tax base: The Project will encourage economic development by redeveloping an existing vacant property in the heart of the City and along the vital West Main Street corridor. The Project will serve to improve the connection between the University and downtown, and may help to accelerate additional redevelopment along this corridor. In addition, the Project will provide desirable employment, include space for a new restaurant, and enlarge

the tax base over the existing vacant use. Finally, the Project will provide Class A residential dwellings in an area that does not currently have such residential units.

Undue density of population or intensity of use in relation to the community facilities existing or available: The Project's density and use is harmonious with the existing uses and facilities in the West Main Street area which are commercial and multi-family.

Reduction in the availability of affordable housing in the neighborhood: Because this Project does not displace any existing residential dwelling units, it will not reduce the availability of affordable housing in the neighborhood.

Impact on school population and facilities: The Project's target market will be University of Virginia undergraduate and graduate students, who are not likely to introduce any significant additional impacts on the existing school population and facilities.

Destruction of or encroachment upon conservation and historic districts: The Project is located in an historic district. In connection with this Special Use Permit Application, we are simultaneously submitting materials to the Board of Architectural Review for its comment to the SUP request. The careful siting and design of the Project is intended to be appropriate to the historical architecture of the corridor and to avoid creating any impacts on the historic district.

Conformity with federal, state and local laws, as demonstrated and certified by the applicant: The Project will comply with all federal, state and local laws.

Massing and scale of the Project: The Project's massing and scale will be harmonious with the intentions of the comprehensive plan and the area aesthetics along West Main Street. There currently is not a comparable structure with the exception of the buildings being constructed at the University of Virginia. The design intentions have been focused on what the comprehensive plan encourages and specifies for the WMS zoning district. Pedestrian access to the Project will be on West Main Street, with a gathering area for students while they wait for the bus or gather before and after classes. The location of the restaurant and its associated café seating at the street level along West Main Street will further enhance the pedestrian and human scale of the Project. In addition, the body of the building massing is broken down visually to appear as a series of buildings joined together, to fit into the scale of the area. The buildings' design incorporates required step backs, creating an opportunity for attractive patio and balcony areas. Finally, the structured parking deck will be at ground level and below, and it will be screened from West Main Street.

Whether the proposed use or development will be in harmony with the purposes of specific zoning district in which it will be placed:

Yes, the Project is harmonious with the existing WMS zoning district and the surrounding commercial and mixed use zoning districts.

Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, and other City ordinances or regulations:

Yes, the Project will comply with all applicable general and specific standards in the zoning ordinance, subdivision regulations and all other City ordinances and regulations.

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

The Property is located within a design control district and is thus subject to review by the BAR. As noted above, simultaneously with the submission of this SUP application, we are submitting application to the BAR.

19122390_1

Project Name: The Plaza on West Main - Special Use Permit

LID Checklist Points	LID Measure	Total Points
5 points or 1 point for each 18% of the total acreage	Compensatory Plantings (see city buffer mitigation manual). 90% of restorable stream buffers restored.	0
7 points or 1 point for each 7% of parking and driveway surface area	Pervious pavers for parking and driveways with stone reservoir for storage of 0.5 inches of rainfall per impervious drainage area. Surface area must be >1,000 ft. ² or ≥ 50% of the total parking and driveway surface area.	0
5 points or 1 point for each 6% of parking surface area eliminated.	Shared parking (must have legally binding agreement) that eliminates > 30% of on-site parking required.	0
8 points	Impervious Disconnection. Follow design manual specifications to ensure adequate capture of roof runoff. (e.g. cisterns, dry wells, rain gardens).	1
8 points or 1 point for each 10% of site treated.	Bioretention. Percent of site treated must exceed 80%. Biofilter surface area must be ≥ 5% of impervious drainage area.	0
8 points or 1 point for each 10% of lots treated	Rain gardens. All lots, rain garden surface area for each lot ≥ 200 ft. ² .	0
8 points or 1 point for each 10% of site treated	Designed/constructed swales. Percent of site treated must exceed 80%, achieve non-erosive velocities, and able to convey peak discharge from 10-year storm.	0
8 points or 1 point for each 10% of site treated	Manufactured sand filters, filter vaults (must provide filtering rather than just hydrodynamic). Percent of site treated must exceed 80%. Sizing and volume for water quality treatment based on manufacturer's criteria.	0
8 points	Green rooftop to treat ≥ 50% of roof area.	2
TBD, not to exceed 8 points	Other LID practices as approved by NDS engineer. (Combination of stormceptor and parking garage)	8
5 points	Off-site contribution to project in city's water quality management plan. This measure to be considered when on site constraints (space, environmentally sensitive areas, hazards) limit application of LID measures. Requires preapproval by NDS director.	0
TOTAL POINTS (must equal 10 or more)		11

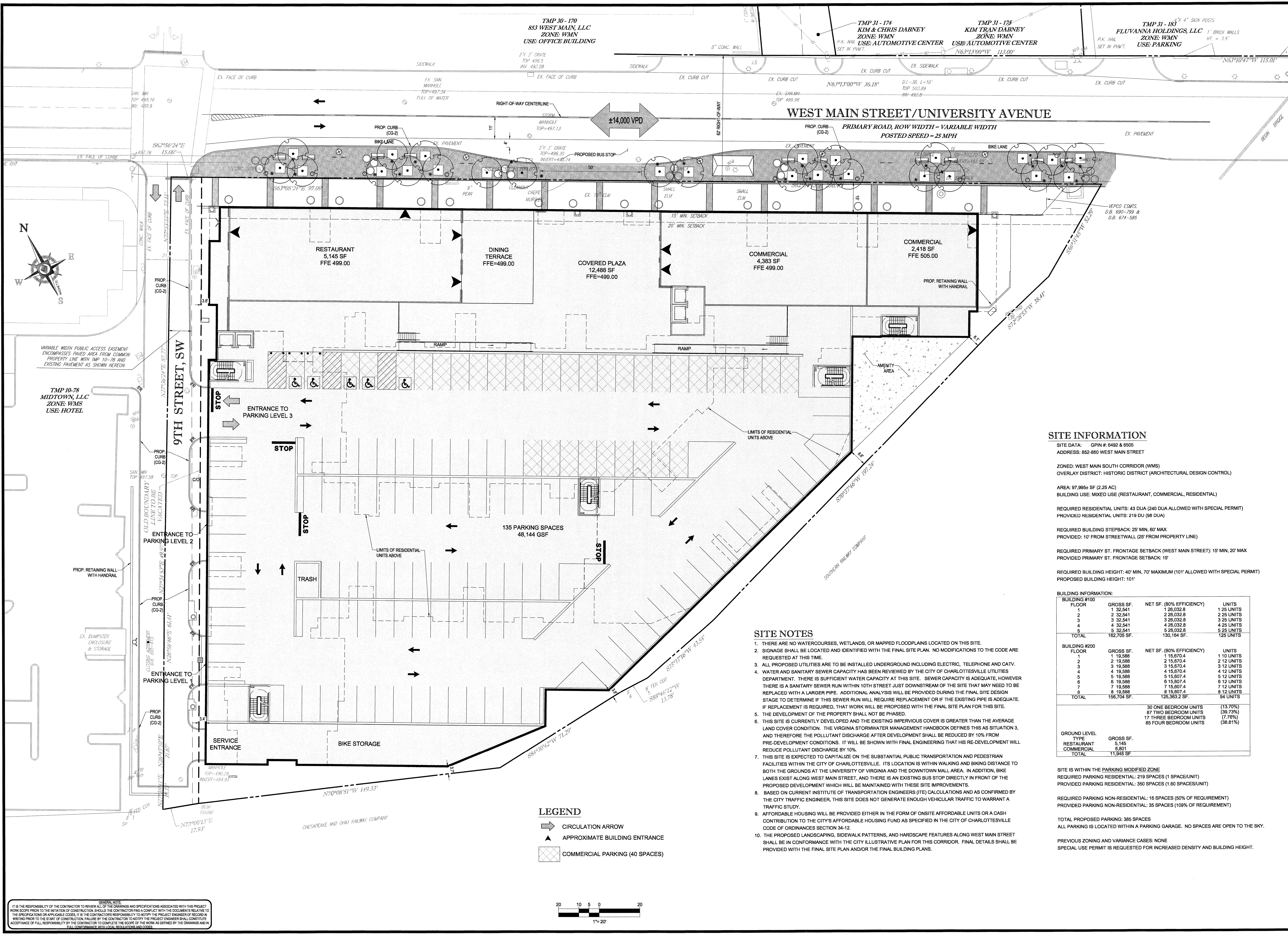
Submitted by: AUDG Holdings
(Name of applicant)

Approved by: _____ (date) _____
(City Engineer)

LID Methods Worksheet Computations

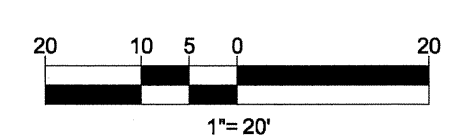
Green Roof on Courtyard				
8	possible points for treating	50%	or greater of roof area	
				Approximate courtyard area 11,000 sf
				Approximate roof area 77,000 sf
2	points provided for treating	14%	of proposed roof area	Approximate % of roof treated 14%
Stormceptor				
1	possible point for each	10%	of site treated	Area Treated 1.08 ac
5	points provided for treating	51%	of site	Site Area 2.13 ac
				% of Site Treated 51%
Parking Garage				
10	possible points for reducing surface parking area by providing a parking garage			
3	points provided*			

* Only 3 points provided for parking garage due to a maximum of 8 points being allowed for alternate LID practices



IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL PERMITS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT. WORK SHALL BE STOPPED IMMEDIATELY IF THE CONTRACTOR FINDS A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

- LEGEND**
- CIRCULATION ARROW
 - APPROXIMATE BUILDING ENTRANCE
 - COMMERCIAL PARKING (40 SPACES)



SITE INFORMATION

SITE DATA: GPN #: 6482 & 6505
 ADDRESS: 852-860 WEST MAIN STREET
 ZONED: WEST MAIN SOUTH CORRIDOR (WMS)
 OVERLAY DISTRICT: HISTORIC DISTRICT (ARCHITECTURAL DESIGN CONTROL)
 AREA: 97,9954 SF (2.25 AC)
 BUILDING USE: MIXED USE (RESTAURANT, COMMERCIAL, RESIDENTIAL)
 REQUIRED RESIDENTIAL UNITS: 43 DUA (240 DUA ALLOWED WITH SPECIAL PERMIT)
 PROVIDED RESIDENTIAL UNITS: 219 DUA (86 DUA)
 REQUIRED BUILDING SETBACK: 25' MIN, 60' MAX
 PROVIDED: 10' FROM STREETWALL (25' FROM PROPERTY LINE)
 REQUIRED PRIMARY ST. FRONTAGE SETBACK (WEST MAIN STREET): 15' MIN, 20' MAX
 PROVIDED PRIMARY ST. FRONTAGE SETBACK: 15'
 REQUIRED BUILDING HEIGHT: 40' MIN, 70' MAXIMUM (101' ALLOWED WITH SPECIAL PERMIT)
 PROPOSED BUILDING HEIGHT: 101'

BUILDING INFORMATION:

BUILDING #100	FLOOR	GROSS SF.	NET SF. (80% EFFICIENCY)	UNITS
1	1	12,541	10,032.8	125 UNITS
2	2	32,541	26,032.8	225 UNITS
3	3	32,541	26,032.8	225 UNITS
4	4	32,541	26,032.8	225 UNITS
5	5	32,541	26,032.8	225 UNITS
TOTAL		162,705 SF.	130,164 SF.	125 UNITS

BUILDING #200	FLOOR	GROSS SF.	NET SF. (80% EFFICIENCY)	UNITS
1	1	19,588	15,670.4	110 UNITS
2	2	19,588	15,670.4	110 UNITS
3	3	19,588	15,670.4	110 UNITS
4	4	19,588	15,670.4	110 UNITS
5	5	19,588	15,670.4	110 UNITS
6	6	19,588	15,670.4	110 UNITS
7	7	19,588	15,670.4	110 UNITS
8	8	19,588	15,670.4	110 UNITS
TOTAL		158,704 SF.	125,363.2 SF.	94 UNITS

GROUND LEVEL TYPE	GROSS SF.	UNITS
RESTAURANT	5,145	(13.70%)
COMMERCIAL	6,801	(9.76%)
TOTAL	11,946 SF	(85.81%)

SITE IS WITHIN THE PARKING MODIFIED ZONE
 REQUIRED PARKING RESIDENTIAL: 219 SPACES (1 SPACE/UNIT)
 PROVIDED PARKING RESIDENTIAL: 350 SPACES (1.60 SPACES/UNIT)
 REQUIRED PARKING NON-RESIDENTIAL: 16 SPACES (50% OF REQUIREMENT)
 PROVIDED PARKING NON-RESIDENTIAL: 35 SPACES (109% OF REQUIREMENT)
 TOTAL PROPOSED PARKING: 385 SPACES
 ALL PARKING IS LOCATED WITHIN A PARKING GARAGE. NO SPACES ARE OPEN TO THE SKY.
 PREVIOUS ZONING AND VARIANCE CASES: NONE
 SPECIAL USE PERMIT IS REQUESTED FOR INCREASED DENSITY AND BUILDING HEIGHT.

SITE NOTES

- THERE ARE NO WATERCOURSES, WETLANDS, OR MAPPED FLOODPLAINS LOCATED ON THIS SITE.
- SIGNAGE SHALL BE LOCATED AND IDENTIFIED WITH THE FINAL SITE PLAN. NO MODIFICATIONS TO THE CODE ARE REQUESTED AT THIS TIME.
- ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND INCLUDING ELECTRIC, TELEPHONE AND CATV.
- WATER AND SANITARY SEWER CAPACITY HAS BEEN REVIEWED BY THE CITY OF CHARLOTTEVILLE UTILITIES DEPARTMENT. THERE IS SUFFICIENT WATER CAPACITY AT THIS SITE. SEWER CAPACITY IS ADEQUATE, HOWEVER THERE IS A SANITARY SEWER RUN WITHIN 10TH STREET JUST DOWNSTREAM OF THE SITE THAT MAY NEED TO BE REPLACED WITH A LARGER PIPE. ADDITIONAL ANALYSIS WILL BE PROVIDED DURING THE FINAL SITE DESIGN STAGE TO DETERMINE IF THIS SEWER RUN WILL REQUIRE REPLACEMENT OR IF THE EXISTING PIPE IS ADEQUATE. IF REPLACEMENT IS REQUIRED, THAT WORK WILL BE PROPOSED WITH THE FINAL SITE PLAN FOR THIS SITE.
- THE DEVELOPMENT OF THE PROPERTY SHALL NOT BE PHASED.
- THIS SITE IS CURRENTLY DEVELOPED AND THE EXISTING IMPERVIOUS COVER IS GREATER THAN THE AVERAGE LAND COVER CONDITION. THE VIRGINIA STORMWATER MANAGEMENT HANDBOOK DEFINES THIS AS SITUATION 3, AND THEREFORE THE POLLUTANT DISCHARGE AFTER DEVELOPMENT SHALL BE REDUCED BY 10% FROM PRE-DEVELOPMENT CONDITIONS. IT WILL BE SHOWN WITH FINAL ENGINEERING THAT HIS RE-DEVELOPMENT WILL REDUCE POLLUTANT DISCHARGE BY 10%.
- THIS SITE IS EXPECTED TO CAPITALIZE ON THE SUBSTANTIAL PUBLIC TRANSPORTATION AND PEDESTRIAN FACILITIES WITHIN THE CITY OF CHARLOTTEVILLE. ITS LOCATION IS WITHIN WALKING AND BIKING DISTANCE TO BOTH THE GROUNDS AT THE UNIVERSITY OF VIRGINIA AND THE DOWNTOWN MALL AREA. IN ADDITION, BIKE LANES EXIST ALONG WEST MAIN STREET, AND THERE IS AN EXISTING BUS STOP DIRECTLY IN FRONT OF THE PROPOSED DEVELOPMENT WHICH WILL BE MAINTAINED WITH THESE SITE IMPROVEMENTS.
- BASED ON CURRENT INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) CALCULATIONS AND AS CONFIRMED BY THE CITY TRAFFIC ENGINEER, THIS SITE DOES NOT GENERATE ENOUGH VEHICULAR TRAFFIC TO WARRANT A TRAFFIC STUDY.
- AFFORDABLE HOUSING WILL BE PROVIDED EITHER IN THE FORM OF ONSITE AFFORDABLE UNITS OR A CASH CONTRIBUTION TO THE CITY'S AFFORDABLE HOUSING FUND AS SPECIFIED IN THE CITY OF CHARLOTTEVILLE CODE OF ORDINANCES SECTION 34-12.
- THE PROPOSED LANDSCAPING, SIDEWALK PATTERNS, AND HARDSCAPE FEATURES ALONG WEST MAIN STREET SHALL BE IN CONFORMANCE WITH THE CITY ILLUSTRATIVE PLAN FOR THIS CORRIDOR. FINAL DETAILS SHALL BE PROVIDED WITH THE FINAL SITE PLAN AND/OR THE FINAL BUILDING PLANS.

BOHLER ENGINEERING

CORPORATE OFFICE:
 WARREN, NJ

CIVIL & CONSULTING ENGINEERS
 SURVEYORS
 PROJECT MANAGERS
 ENVIRONMENTAL CONSULTANTS
 LANDSCAPE ARCHITECTS

OFFICES:
 BOWNE, MD
 STERLING, VA
 GREENSBORO, NC
 CENTER VALLEY, PA
 TAMPA, FL
 PHILADELPHIA, PA

REVISIONS

REV	DATE	COMMENT	BY
1	10/30/12	PER CITY COMMENTS	DRH

NOT APPROVED FOR CONSTRUCTION

PROJECT NO.: V122031
 DRAWN BY: JLP
 DATE: 09/26/12
 SCALE: 1"=20'
 CAD I.D.: SSS

SPECIAL USE PERMIT

FOR

THE PLAZA ON WEST MAIN

LOCATION OF SITE
 852-860 WEST MAIN STREET
 CITY OF CHARLOTTEVILLE
 CHARLOTTEVILLE, VA

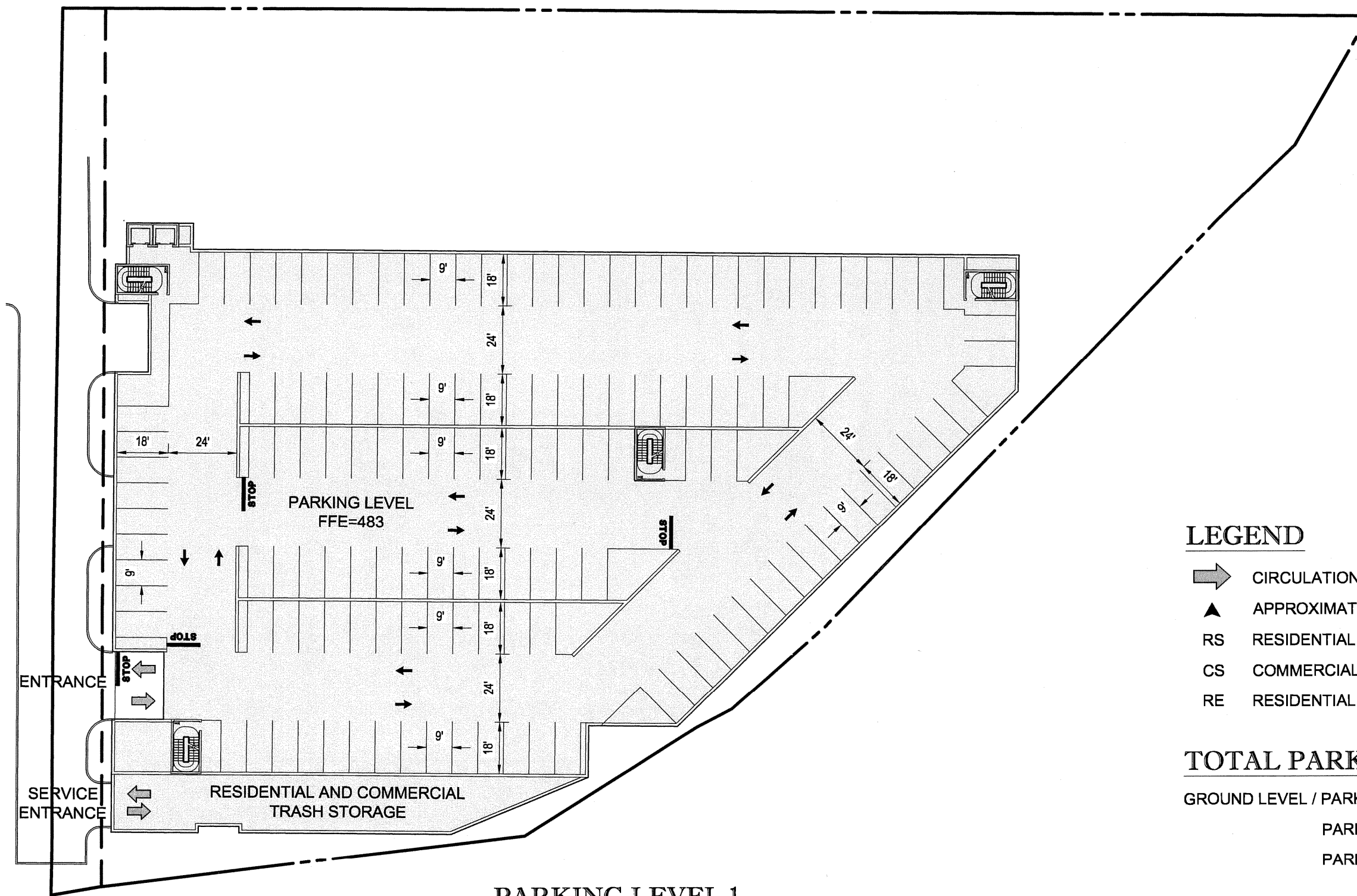
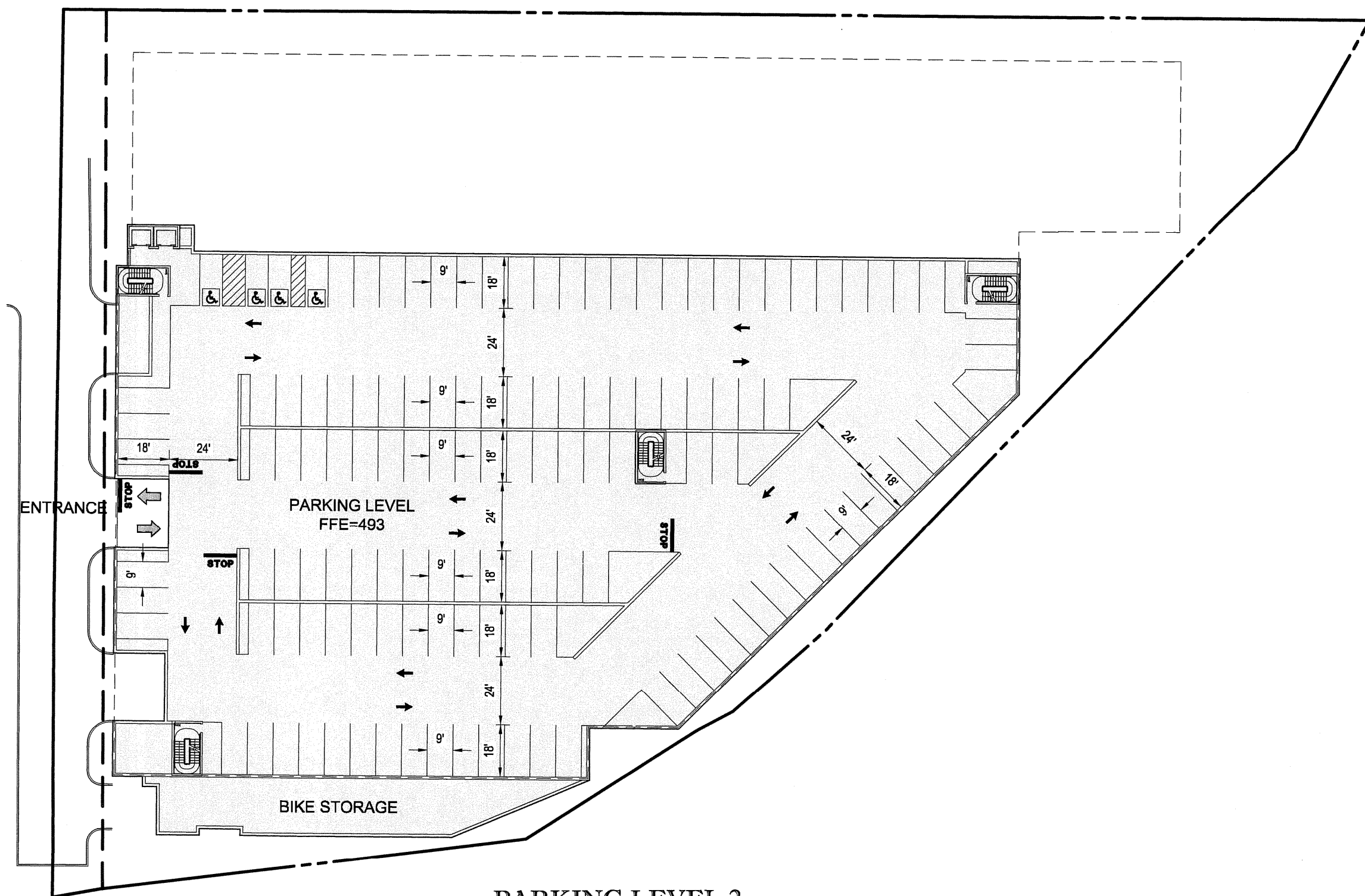
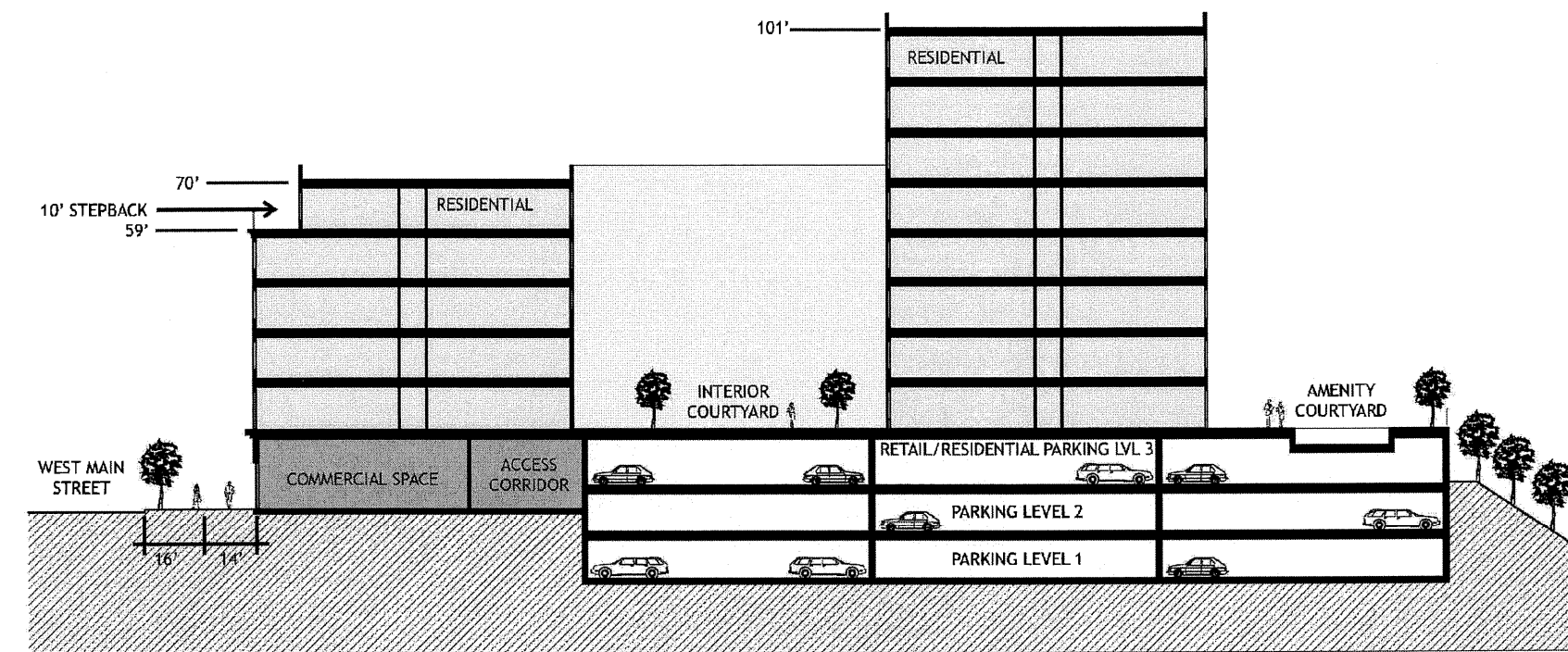
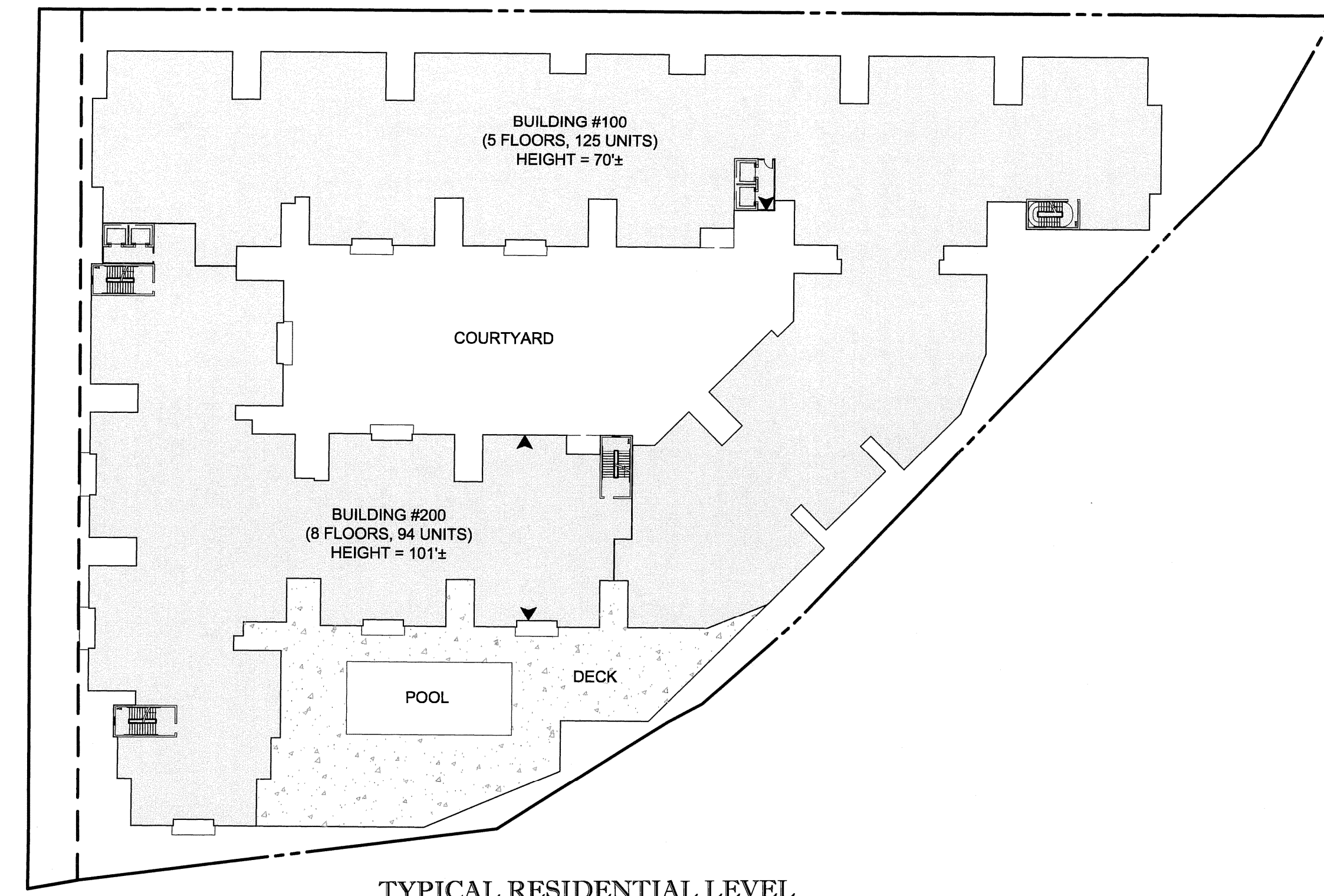
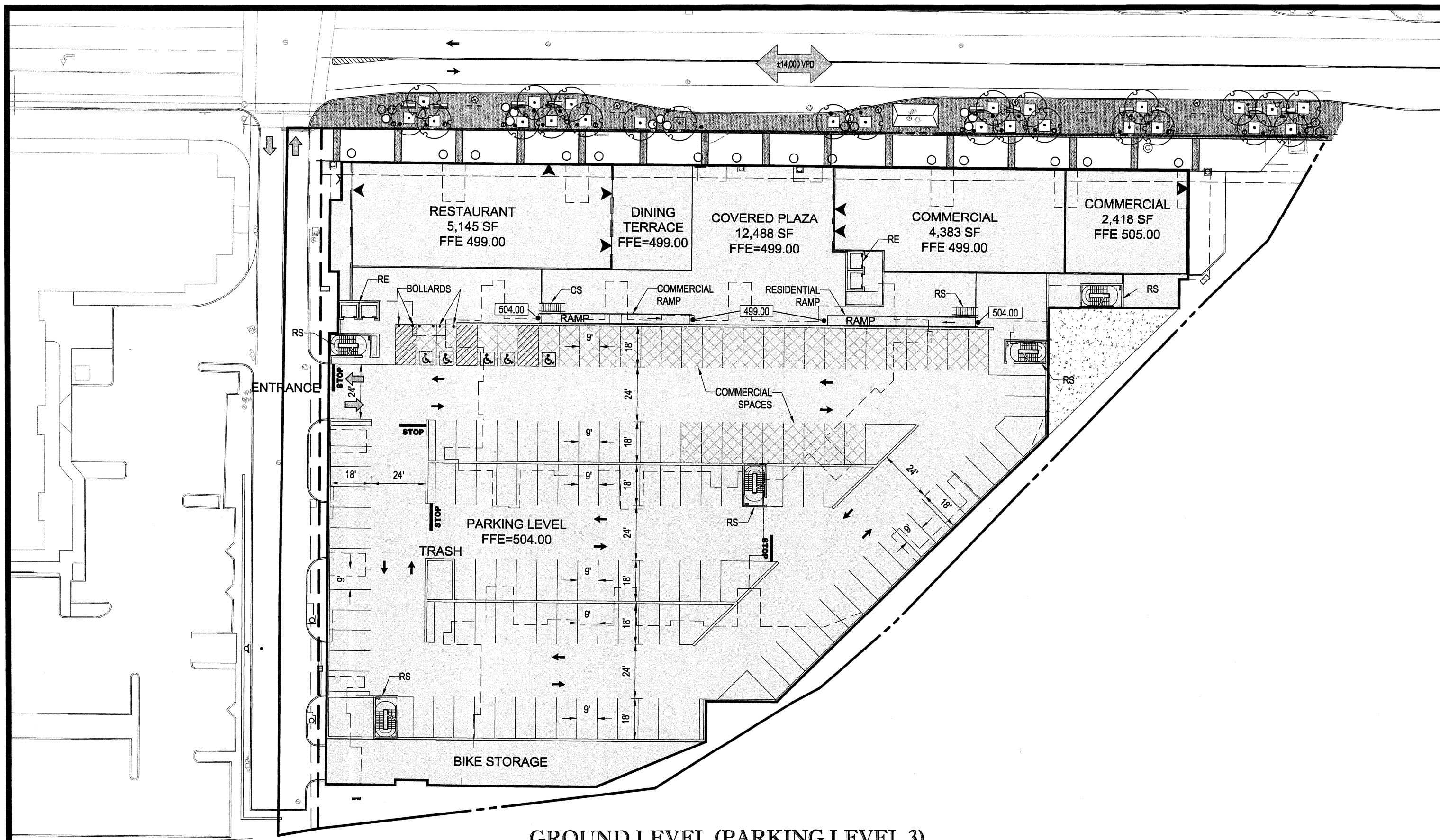
BOHLER ENGINEERING

28 BLACKWELL PARK LANE, SUITE 201
 WARREN, VIRGINIA 20186
 Phone: (540) 349-4500
 Fax: (540) 349-0321
 www.BohlerEngineering.com

PROFESSIONAL ENGINEER
 DANIEL R. HINES
 Lic. No. 043176
 10/30/12

SHEET TITLE:
SITE PLAN

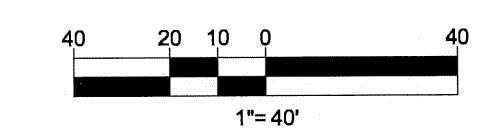
SHEET NUMBER:
1
 OF 2



- LEGEND**
- ➔ CIRCULATION ARROW
 - ▲ APPROXIMATE BUILDING ENTRANCE
 - RS RESIDENTIAL STAIRCASE
 - CS COMMERCIAL STAIRCASE
 - RE RESIDENTIAL ELEVATOR

TOTAL PARKING PROVIDED

GROUND LEVEL / PARKING LEVEL 1 = 129 SPACES
PARKING LEVEL 2 = 128 SPACES
PARKING LEVEL 3 = 138 SPACES
TOTAL = 385 SPACES



GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVEAL ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

BOHLER ENGINEERING

CORPORATE OFFICE:
WARREN, NJ

OFFICES:
BOWLING GREEN, OH
BOSTON, MA
CHAMFORD, MA
DALLAS, TX
DENVER, CO
EVANSTON, IL
HARTFORD, CT
INDIANAPOLIS, IN
KANSAS CITY, MO
LONG BEACH, CA
LOS ANGELES, CA
MEMPHIS, TN
MINNEAPOLIS, MN
NEW YORK, NY
PHILADELPHIA, PA
PHOENIX, AZ
SAN ANTONIO, TX
ST. LOUIS, MO
TAMPA, FL

PROJECT MANAGERS
SURVEYORS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

THE INFORMATION CONTAINED ON THESE PLANS IS THE PROPERTY OF BOHLER ENGINEERING. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. NO PART OF THESE PLANS IS TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BOHLER ENGINEERING.

REVISIONS

REV	DATE	COMMENT	BY
1	10/30/12	PER CITY COMMENTS	DRH

NOT APPROVED FOR CONSTRUCTION

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811 (VA 1-800-245-4848) (PA 1-800-245-1778) (DC 1-800-267-7777) (VA 1-800-552-7001) (MD 1-800-267-7777) (DE 1-800-292-8555)

SPECIAL USE PERMIT

FOR
THE PLAZA ON WEST MAIN

LOCATION OF SITE
852-860 WEST MAIN STREET
CITY OF CHARLOTTESVILLE
CHARLOTTESVILLE, VA

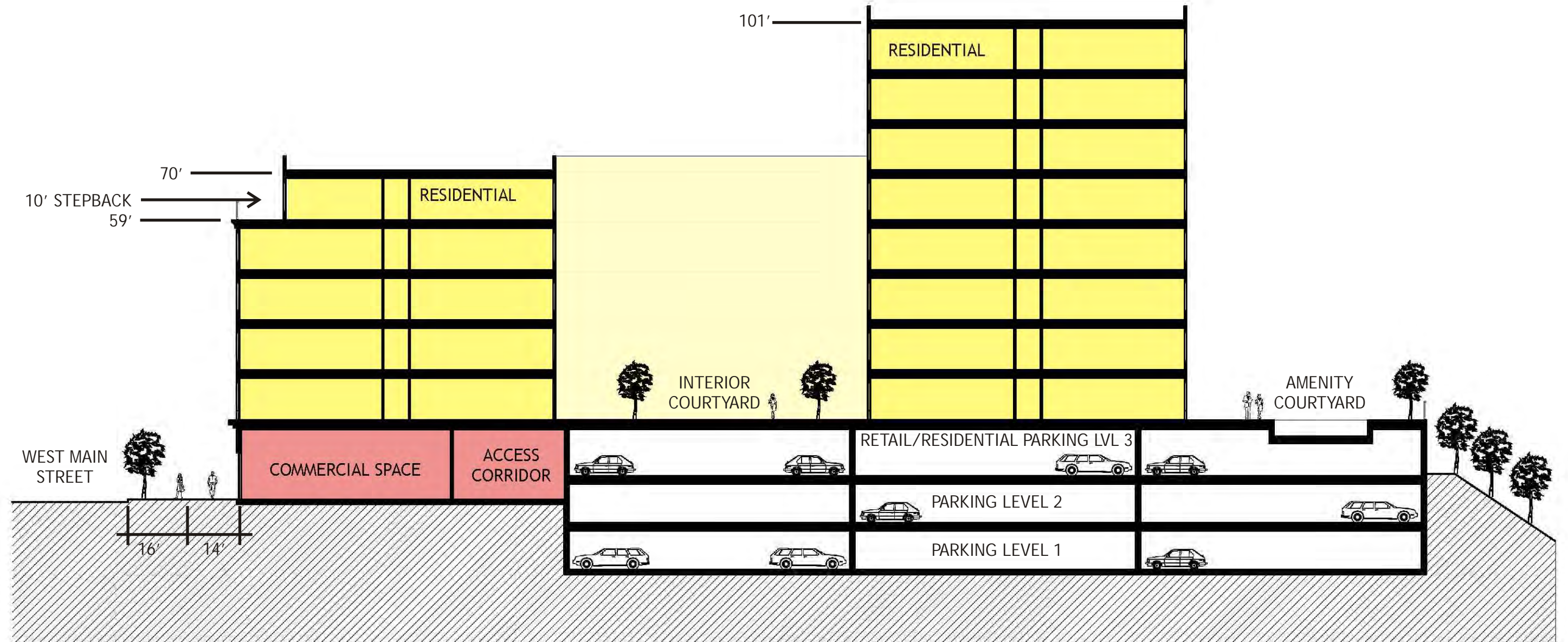
BOHLER ENGINEERING

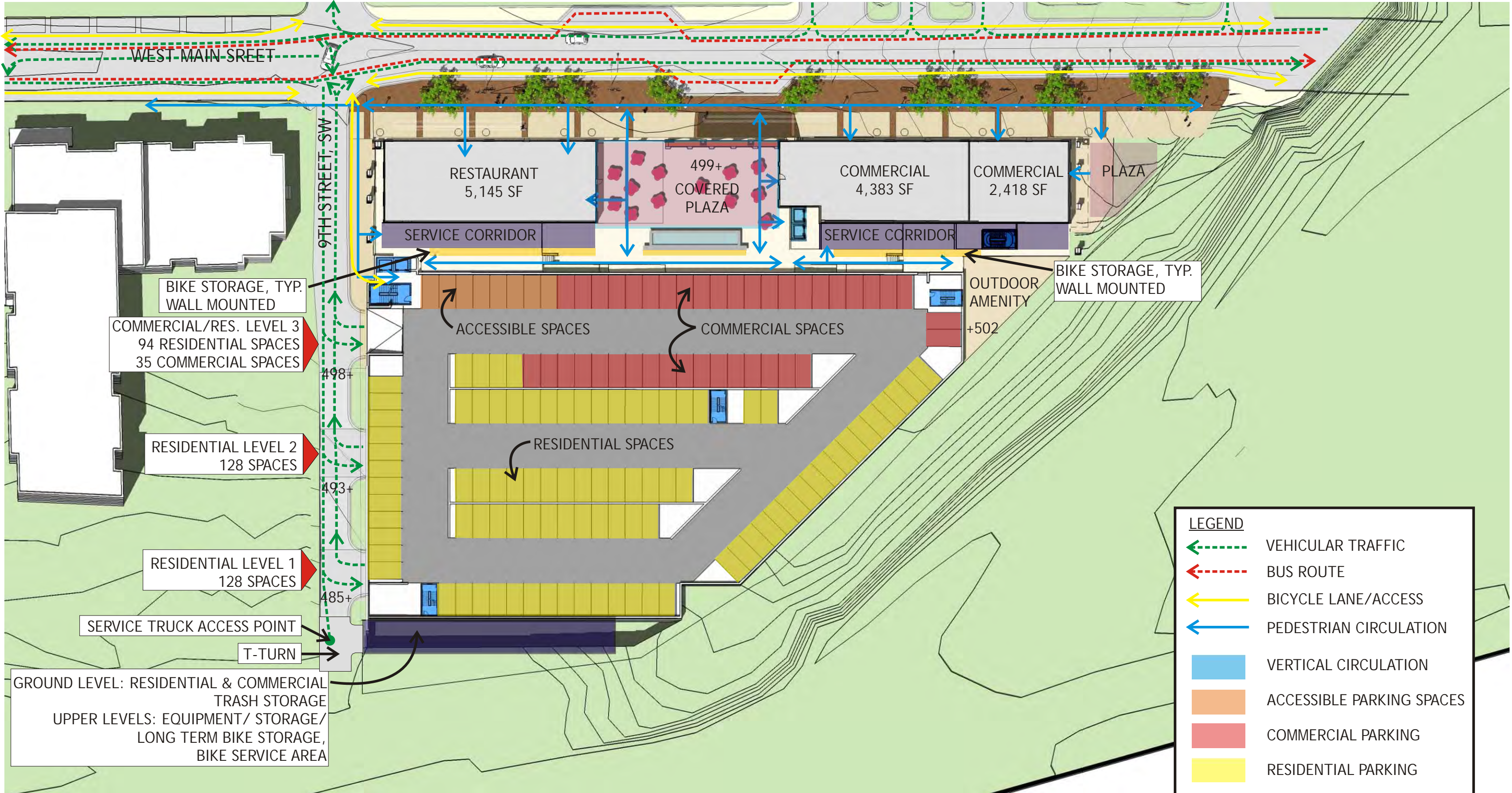
28 BLACKWELL PARK LANE, SUITE 201
WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321
www.BohlerEngineering.com

COMMONWEALTH OF VIRGINIA
DANIEL R. HINES
Lic. No. 043176
10/30/12
PROFESSIONAL ENGINEER

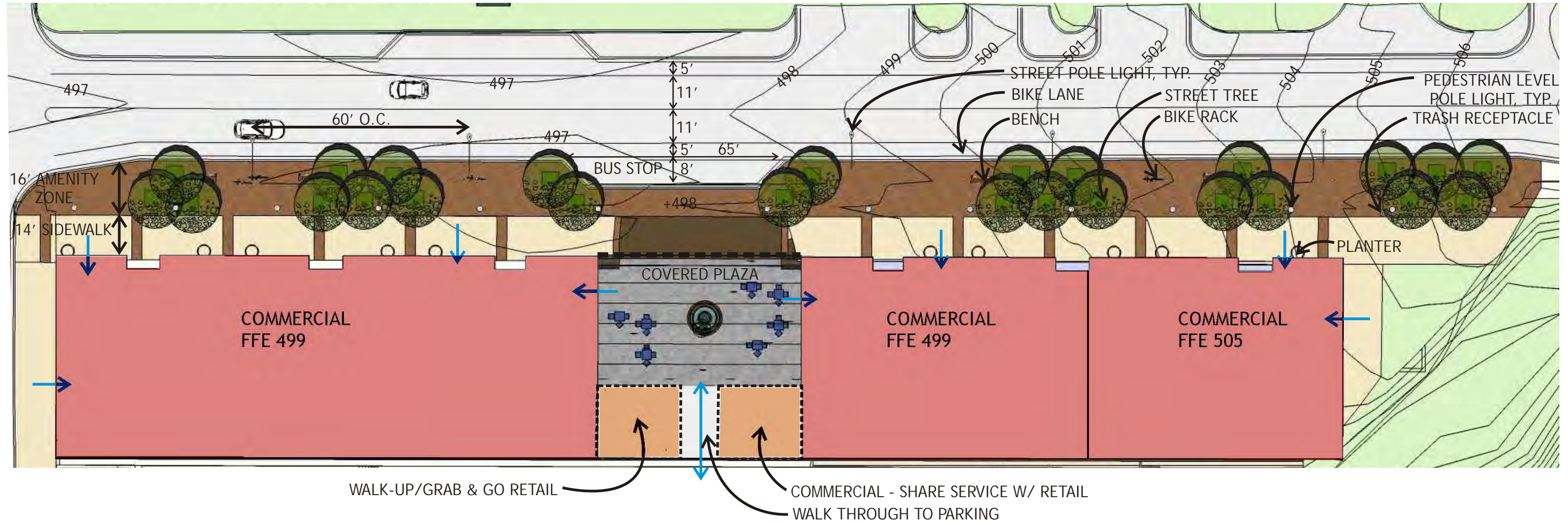
SHEET TITLE:
FLOOR PLAN

SHEET NUMBER:
2
OF 2











BOLLARD
LANDSCAPE FORMS - ANNAPOLIS



BIKE RACK
PILOT ROCK - HRP/G 'HITCHIN' POST'



BENCH
MWH OBJECT+DESIGN - D200



TRASH RECEPTACLE
VICTOR STANLEY - NSDC-36



PLANTER
STONEWEAR - ROUND SERIES



STREET LIGHT
COOPER LIGHTING - INVUE SERIES 20' HT.

PEDESTRIAN MALL LIGHT
ANTIQUE STREET LAMPS - MODIFIED PENNSYLVANIA SERIES 13' HT.



NORTH ELEVATION
1/16" = 1'-0"



EAST ELEVATION
1/16" = 1'-0"



SOUTH ELEVATION
1/16" = 1'-0"



SOUTHWEST ELEVATION
1/16" = 1'-0"



WEST ELEVATION
1/16" = 1'-0"

JOB NUMBER: 000000.00
DRAWN BY:
CHECKED BY:

Niles Bolton Associates, Inc.
One Buckhead Plaza
3080 Peachtree Road, NW
Suite 600
Atlanta, Georgia
404-365-7600
Fax 404-365-7610
nba@nilesbolton.com

REVISIONS	DATE	DESCRIPTION

This drawing, as an instrument of service, is and shall remain the property of the Architects and shall not be reproduced, published or used in any way without the permission of the Architect.

The Plaza on West Main
Ambling University Development Group
Charlottesville, Virginia

ELEVATIONS

A0.0

DATE: 08/13/2012

NOT RELEASED FOR CONSTRUCTION





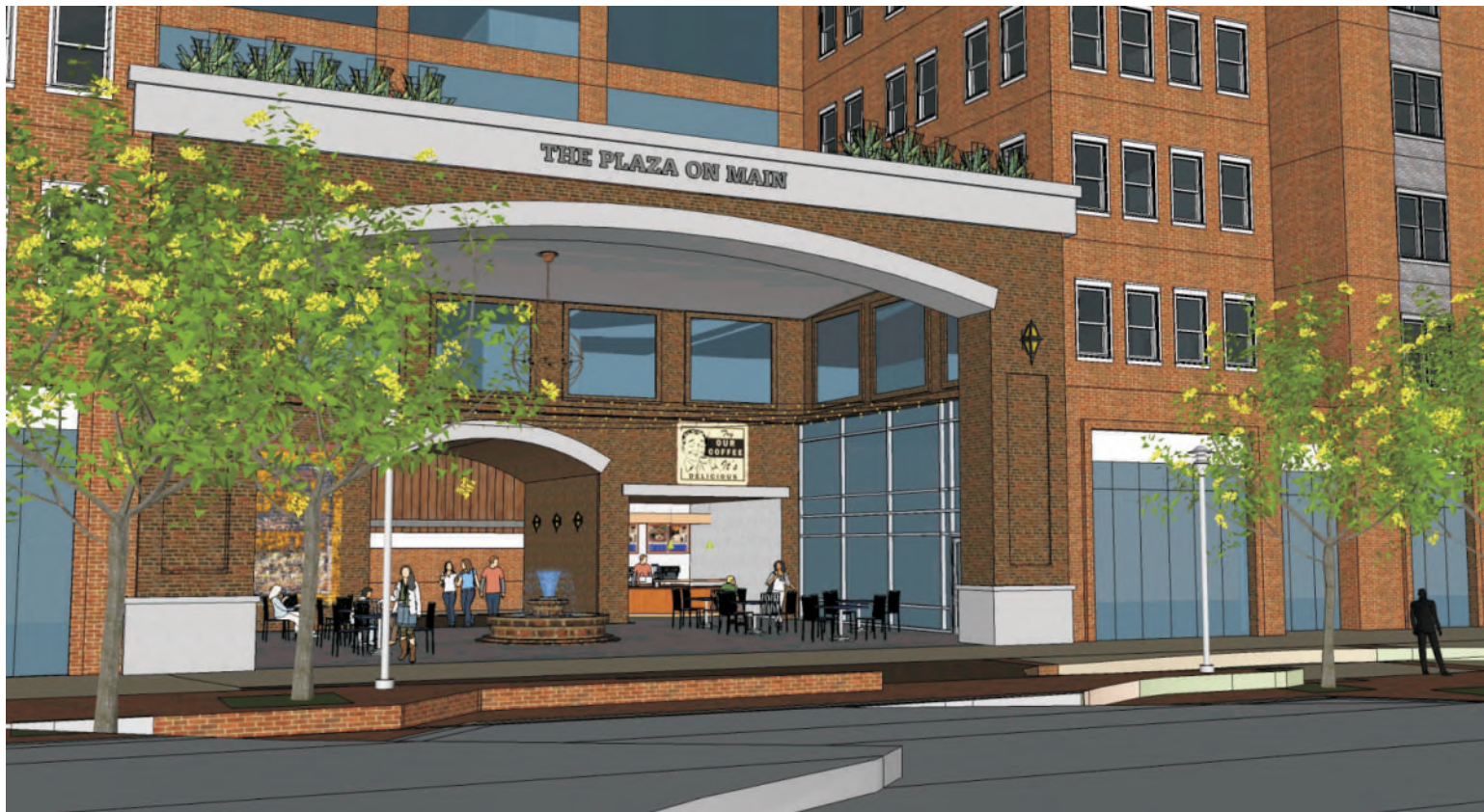
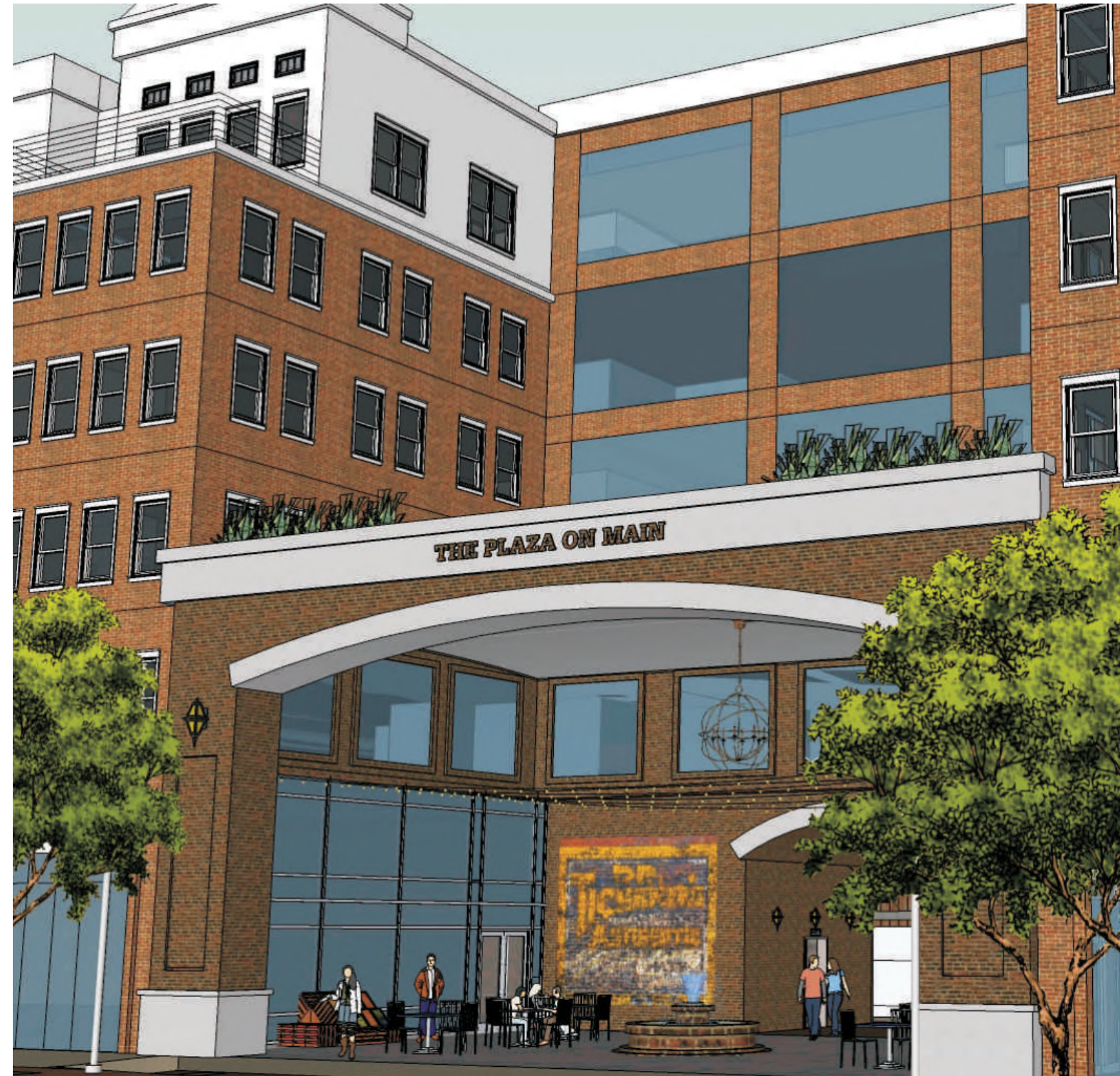














6737 Southpoint Drive South
S/C J915
Jacksonville, FL 32216-6177
(904) 279-3846
Fax (904) 245-2225
nikki.eskow@csx.com

Nikki Eskow
Regional Manager

VIA FACSIMILE - 434-970-3359

October 10, 2012

Ms. Missy Creasy, Planning Manager
City of Charlottesville
Department of Neighborhood Development Services
City Hall
P.O. Box 911
Charlottesville, VA 22902

**RE: The Plaza on Main Street
Redevelopment of 852-860 West Main Street
Charlottesville, VA**

Dear Ms. Creasy:

Thank you for your notification of the Joint Public Hearing and Council Determination regarding the above referenced application for a Special Use Permit (SUP) for increased density and building height for the redevelopment of 852-860 West Main Street into a mixed use development.

With respect to the SUP for an increase in density from 43 units to 103.3 units per acre for residential, we have attached an aerial photograph which shows this site fronts on our railroad right of way and the development of residential units is of concern. We want to bring to your attention that we do not think that residential development adjacent to an active railroad corridor (in this case, two active railroad corridors) is good practice for safety reasons.

Further, our experience is that development of residential communities adjacent to rail lines ultimately results in significant complaints from residents to municipal governments and elected officials regarding 24 hour per day rail operations.

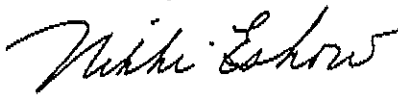
Should the Council elect to approve the SUP despite our concerns, we ask that you consider placing a 50 foot buffer between the residential development and the rail right of way in addition to fencing the common property line between the operating track and any residential development. Additionally, we ask that the City consider some form of disclosure policy that informs potential tenants of the implications of residing next to active rail lines. CSXT would be pleased to assist you in developing this policy.

Ms. Missy Creasy
October 10, 2012
Page 2

We also request that you enter our comments in the public record. Please include Quintin Kendall, CSXT's Regional Vice President for State Government Affairs, in any future communications about this project, including notices of upcoming meetings. He may be reached at (804) 592-2485 or quintin_kendall@csx.com

Thank you.

Sincerely,



Nikki Eskow

Attachments

**TABLE 1
TRIP GENERATION
THE PLAZA ON WEST MAIN – CHARLOTTESVILLE, VIRGINIA**

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Residential (220)	219 units	728	728	22	89	88	48
Specialty Retail Space (814)	7,000 s.f.	155	155	3	2	8	11
High-Turnover Sit-Down Restaurant (932)	5,300 s.f.	337	337	32	29	35	24
Total Trips		1,220	1,220	57	120	131	83
<i>Pass-by Trips – Specialty Retail – 34%</i>		-52	-52	-1	-1	-3	-3
<i>Pass-by Trips – Restaurant – 43%</i>		-145	-145	-13	-13	-12	-12
Total Primary Trips		1,023	1,023	43	106	116	68
<i>Internal Capture – 8%</i>		-81	-81	-6	-6	-7	-7
Total External Trips		942	942	37	100	109	61
<i>Pedestrian / Bicycle / Transit Adjustment – 15%</i>		-141	-141	-10	-10	-13	-13
Net New Primary Trips		801	801	27	90	96	48
<i>Trip Generation of Existing Use</i>		-??	-??	-??	-??	-??	-??
Net New Trips		??	??	??	??	??	??

NOTES:

1. This table utilizes the use rates listed in the Trip Generation Manual 8th Edition, published by the Institute of Transportation Engineers.
2. The Special Use Permit assumes that the 7,000 SF of commercial use will be Specialty Retail Space.
3. Currently there are existing uses on the site that are generating daily vehicle trips which would further reduce the overall impact of this development. Those daily trip numbers are not known at this time and thus no credit has been taken with these computations.