

Agenda

PLANNING COMMISSION REGULAR DOCKET TUESDAY, February 11, 2013 – 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**
 - F. CONSENT AGENDA**
(Items removed from the consent agenda will be considered at the end of the regular agenda)
 - 1. Minutes - January 14, 2014 – Pre meeting
 - 2. Site Plan – The Standard – 853-855 W Main Street
 - G. Update on Designing Walkable Urban Thoroughfares: A Context Sensitive Approach**
 - H. FUTURE MEETING SCHEDULE**

Date and Time		
Tuesday, February 25, 2014 – 5:00 PM	Work Session	
Tuesday, March 11, 2014 – 4:30 PM	Pre- Meeting	
Tuesday, March 11, 2014 – 5:30 PM	Regular Meeting	CDBG/HOME Budget Water Protection Regulations Woodlands Subdivision Planning Awards Fulton Bank Entrance Corridor Minutes January 14, 2014 – Regular meeting

Anticipated Items on Future Agendas

- LID Guideline Review
- Zoning Text Amendment - PUD ordinance updates
- Rezoning – Lyman Street
- Entrance Corridor - 5th Street Station, Fulton Bank (901 Seminole Trail), Barracks Road Retail

Persons with Disabilities may request reasonable accommodations by contacting
ada@charlottesville.org or (434)970-3182

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.

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Charlottesville City Council
From: Charlottesville Planning Commission
Date: January 24, 2014
Re: Capital Improvement Program Recommendations

The Planning Commission held a joint public hearing on January 14, 2014 to provide recommendations on the City's Capital Improvement Plan for Fiscal Year 2015-19. The Commission unanimously approved the CIP proposal with the following comments for your consideration as you continue your deliberations:

1. Strategic Investment Area – provide increased funding for the first year of implementation as well as provide funding for future years.
2. Small Area Plans – Provide funding in the coming year for one small area plan in the amount of \$150-300,000
3. Utility Undergrounding – Augment the proposed funding with a substantial increase.
4. Charlottesville Housing Funding – Provide funding in each year of the 5 year CIP for CHF consistent with the Housing Advisory's 2025 Housing Report recommendations outlined in Table 8 of the report (table attached).
5. Firing Range – Reallocate funds from the Firing range project, if possible, to address the items noted above.

Table 8
Yearly Costs Based on the Continuing Leverage of a City's 8.4% Contribution, Adjusted to Project for Inflation, to Maintain and Add Supported Affordable Units Over the Next 15 Years For Each Goal.

		GOAL 1: Maintain 1,933 Supported Affordable Housing Units	GOAL 2: Maintain 10% Support Affordable Housing Ratio	GOAL 3: Increase to 15% Supported Affordable Housing Ratio
In year	Projected buying power factor	<i>Cost to City \$522,000/yr in 2009 dollars</i>	<i>Cost to City \$696,700/yr in 2009 dollars</i>	<i>Cost to City \$1,374,000/yr in 2009 dollars</i>
2010	1.027	\$536,063	\$715,469	\$1,411,016
2011	1.055	\$550,504	\$734,744	\$1,449,028
2012	1.083	\$565,335	\$754,538	\$1,488,065
2013	1.112	\$580,565	\$774,865	\$1,528,154
2014	1.142	\$596,205	\$795,740	\$1,569,322
2015	1.173	\$612,267	\$817,177	\$1,611,600
2016	1.205	\$628,762	\$839,192	\$1,655,016
2017	1.237	\$645,700	\$861,800	\$1,699,602
2018	1.270	\$663,096	\$885,017	\$1,745,390
2019	1.305	\$680,959	\$908,859	\$1,792,410
2020	1.340	\$699,304	\$933,344	\$1,840,698
2021	1.376	\$718,144	\$958,488	\$1,890,286
2022	1.413	\$737,490	\$984,310	\$1,941,211
2023	1.451	\$757,358	\$1,010,827	\$1,993,507
2024	1.490	\$777,762	\$1,038,059	\$2,047,212
<i>2010 to 2024 Total</i>		<i>\$9,749,515</i>	<i>\$13,012,427</i>	<i>\$25,662,516</i>
<i>Average per year</i>		<i>\$649,968</i>	<i>\$867,495</i>	<i>\$1,710,834</i>

CITY OF CHARLOTTESVILLE
PLANNING COMMISSION PRE MEETING
TUESDAY, January 14, 2014 -- 4:30 P.M.
NDS CONFERENCE ROOM

Planning Commissioners present

Mr. Dan Rosensweig, Chair
Ms. Genevieve Keller
Mr. Kurt Keesecker
Mr. John Santoski
Ms. Lisa Green
Ms. Natasha Sienitsky
Mr. Michael Osteen
Mr. David Neuman

Staff Present:

Mr. Jim Tolbert, Director
Ms. Missy Creasy, Planning Manager
Mr. Brian Haluska, Neighborhood Planner
Ms. Ebony Walden, Neighborhood Planner
Mr. Mike Smith, Neighborhood Planner
Ms. Lisa Robertson, Chief Deputy City Attorney

The Commission began to gather at 4:30 and was called to order at 4:55pm.

Mr. Rosensweig provided an overview of the meeting agenda as well as reviewing tools to use to increase efficiency in meetings.

Mr. Keesecker asked if the Eton Road item would be removed from the consent agenda. It was noted that this was recommended. There were questions for clarity on this application from Commissioners.

Mr. Rosensweig provided guidance on the procedure for the spot blight application noting the two determinations which must be made. Staff provided additional guidance on next steps if the application were approved.

Ms. Sienitsky asked about the affordable housing options for the 1000 West Main Street application and it was noted that the ordinance provides the applicant with choices of how to meet that requirement.

The discussion adjourned at 5:25pm.

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT



**APPLICATION FOR APPROVAL OF
PRELIMINARY SITE PLAN**

PLANNING COMMISSION REGULAR MEETING
DATE OF PLANNING COMMISSION MEETING: February 11, 2014

Author of Staff Report: Brian Haluska

Date of Staff Report: January 30, 2014

Project Name: The Standard

Applicant: Landmark Properties

Applicant's Representative: Craig Kotarski, Timmons Group

Applicable City Code Provisions: 34-800 - 34-827 (Site Plans), 34-867 (Landscape Plans)

Zoning District: WMN – West Main North with Architectural Design Control District Overlay and Parking Modified Zone Overlay

Date of Preliminary Site Plan Submission: August 14, 2013

Date of Site Plan Review Conference: September 4, 2013

Reason for Planning Commission Review: In conjunction with a Special Use Permit

Site Map



Legal Standard of Review

Approval of a site plan is a **ministerial** function, as to which the Planning Commission has little or no discretion. When an applicant has submitted a site plan that complies with the requirements of the City's Site Plan Ordinance, then approval of the plan **must** be granted. In the event the Planning Commission determines there are grounds upon which to deny approval of a site plan, the motion must clearly identify the deficiencies in the plan, that are the basis for the denial, by reference to **specific** City Code sections and requirements. Further, upon disapproval of a site plan, the Planning Commission must identify the modifications or corrections that would permit approval of the plan.

Executive Summary

Craig Kotarski of Timmons Group, acting as agent for Landmark Properties, has submitted a site plan for a mixed use building at 853 and 855 West Main Street. The property is further identified on City Real Property Tax Map 31, Parcels 169 and 170 having frontage on West Main Street.

The site plan proposes the demolition of the existing structures on the site, and the construction of a 70 foot tall building that would contain 205 apartment units, 15,905 square feet of commercial space, and a 499 space parking deck. The site is zoned (WMN) West Main North Corridor and is approximately 2.52 acres.

Site Plan Compliance

The preliminary site plan is currently under review, and the applicant will be required to comply with staff comments. There have been three rounds of review by City reviewers. Site plans are reviewed for compliance with city codes and standards. An overview of site plan requirements and the location of those items on the Standard site are outlined below.

Site Plan Requirements

A. Compliance with applicable zoning district regulations

West Main North - (*per Zoning Ordinance §34-616 -- §34-622*)

The project received a special use permit from City Council on November 4, 2013 that permits up to 89 units per acre and 70 feet in building height. The project complies with all regulations in the West Main North zoning district.

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

The applicant's erosion and sediment control plan is currently under review, and the applicant will be required to comply with staff comments.

C. Compliance with General Standard for site plans (Sections 34-800 through 34-827)

Section 34-827 Preliminary site plan contents

1. General site plan information, including but not limited to project, property, zoning, site and traffic information: **Found on the cover sheet.**
2. Existing conditions and adjacent property information: **Found on Sheet C1.0.**
3. Demolition Plan: **Found on sheet C1.0**
4. Proposed use, building, improvements, site plan layout and offsite improvements: **Found on sheet C2.0**
5. Written schedules or data as necessary to demonstrate that the site can accommodate the proposed use: **Found on sheets C0.0 & C3.0**
6. Phase lines: **The project is proposed to be a single phase.**
7. Proposed conceptual layout for water and sanitary sewer facilities and storm drain facilities including:

Drainage Plan: **Found on sheet C3.0**

Utility Plan: **Found on sheet C2.0**

8. Landscape plan: **Found on sheet L1.0**
9. For proposed signs: **The signs for this development will be submitted to the zoning administrator under separate application.**

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

No additional information has been required.

E. Compliance with Additional Standards for Specific Uses (*Site Plan Ordinance §§34-930 – 34-934*)

- Section 94-932 Dumpsters: **The building does not have a dumpster. The trash receptacles will be housed within the building.**
- Section 94-934 Parking garages: **This site does contain a parking garage, however, the zoning administrator has issued a ruling this section only applies to standalone parking structures.**

Public Comments Received

A site plan conference was held on September 4, 2013. One member of the public was in attendance along with representatives from JAUNT and the University Architect's Office of the University of Virginia. No specific comments were received.

Recommendation

Staff recommends approval of the preliminary site plan for The Standard.

THE STANDARD - CHARLOTTESVILLE

PRELIMINARY SITE PLAN CITY OF CHARLOTTESVILLE, VIRGINIA

8/14/2013

SITE DATA:

TAX MAP PARCEL: 31-169 & 31-170
 LIMITS OF DISTURBANCE: 2.52 ACRES
 SOURCE OF BOUNDARY AND TOPOGRAPHY: TIMMONS GROUP
 4701 OWENS WAY, SUITE 900
 PRINCE GEORGE, VA 23875
 MIKE NAULTY, L.S.
 (804)458-1511

VERTICAL DATUM REFERENCE: NAD 83

MISS UTILITY TICKET NUMBER: A316401445

PROPOSED USE: MIXED USE RESIDENTIAL AND COMMERCIAL
 RESIDENTIAL: 205 DWELLING UNITS
 COMMERCIAL: 15,905 SF

RECREATION AREA: 5,900 SF

GROSS RESIDENTIAL DENSITY: 89 DU/A

OPEN SPACE: 10,900 SF

ZONED: WEST MAIN STREET NORTH (WMN)
 HISTORIC DISTRICT
 MODIFIED PARKING ZONE

SPECIAL USE PERMIT: SP-13-08-15
 UP TO 89 UNITS PER ACRE
 ADDITIONAL 10 FEET IN HEIGHT
 CONDITIONS:

1. THE MAXIMUM PARKING PROVIDED ON SITE SHALL BE NO MORE THAN 499 SPACES
2. IN DEVELOPING THE SUBJECT PROPERTY PURSUANT TO THIS SPECIAL USE PERMIT, THE APPLICANT SHALL COMPLY WITH THE REQUIREMENTS OF CITY CODE §34-12 (AFFORDABLE DWELLING UNITS).
3. PRIOR TO FINAL DESIGN, AND PRIOR TO COMMENCEMENT OF DEVELOPMENT, THE APPLICANT, AT ITS SOLE COST, WILL PROVIDE THE CITY WITH A TRAFFIC STUDY, WITH A SCOPE APPROVED IN ADVANCE BY THE CITY'S TRAFFIC ENGINEER. PRIOR TO COMMENCEMENT OF THE TRAFFIC STUDY, A SCOPING MEETING WILL BE CONDUCTED, TO INCLUDE, AT A MINIMUM, THE CITY TRAFFIC ENGINEER, AND A REPRESENTATIVE OF UVA. THE APPLICANT WILL PAY FOR AND INSTALL IMPROVEMENTS INDICATED BY THE TRAFFIC STUDY AS BEING NECESSARY TO ACCOMMODATE IMPACTS OF THE DEVELOPMENT, SUCH AS IMPROVEMENTS TO BICYCLE AND PEDESTRIAN FACILITIES ADJACENT TO THE DEVELOPMENT (PEDESTRIAN SIGNALS COULD BE INCLUDED), TRAFFIC SIGNALIZATION, ENTRANCE DESIGN/PLACEMENT/WIDTH, ETC.
4. THE APPLICANT WILL CLOSE THE COURTYARD OFF FROM WEST MAIN STREET, IN ORDER TO PROVIDE AT LEAST 7000 SF OF RETAIL ON THE WEST MAIN STREET FRONTAGE; ALTERNATIVELY, THE APPLICANT WILL KEEP THE COURTYARD OPEN, SO LONG AS WINDOWS AND DOORS ON THE ARCADE WILL BE PROVIDED AND WILL OPEN TO THE ADJACENT COMMERCIAL SPACES
5. APPLICANT WILL RESERVE A 5 FOOT STRIP OF LAND ALONG THE EAST SIDE OF THE BUILDING, UNOCCUPIED BY ANY BUILDINGS OR STRUCTURES, FOR POSSIBLE FUTURE ACCESS.
6. APPLICANT WILL INSTALL A PEDESTRIAN ACCESS WAY ON THE WEST SIDE OF THE BUILDING.
7. BICYCLE PARKING INTERNAL TO THE BUILDING WILL EQUAL AT LEAST 20% OF THE NUMBER OF PARKING SPACES ON SITE, AND PUBLICLY ACCESSIBLE BICYCLE PARKING WILL BE PROVIDED IN AN AMOUNT EQUAL TO AT LEAST 1 BICYCLE SPACE PER 1000 SF OF COMMERCIAL SPACE ON SITE.

SUBMITTED TO PLANING COMMISSION: OCTOBER 8, 2013
 APPROVED BY CITY COUNCIL: NOVEMBER 4, 2013

SETBACKS: FRONT - 0 FT (NOT ADJACENT TO LOW DENSITY RESIDENTIAL)
 SIDE & REAR - IF LOW DENSITY RESIDENTIAL 20 FT IF NOT 0 FT

STEPBACK: 25 FT

ADJACENT AREAS: NORTH - RESIDENTIAL
 EAST - PARKING AND COMMERCIAL/RETAIL
 SOUTH - RESIDENTIAL, COMMERCIAL/RETAIL (UNDER CONSTRUCTION)
 WEST - COMMERCIAL/RETAIL

BUILDING HEIGHT: 70 FEET

PARKING SPACES REQUIRED: RESIDENTIAL 205 SPACES (1 SPACE PER UNIT)
 COMMERCIAL 16 SPACES (1 SPACE PER 1000 SQ FT)
 TOTAL SPACES REQUIRED: 221 SPACES

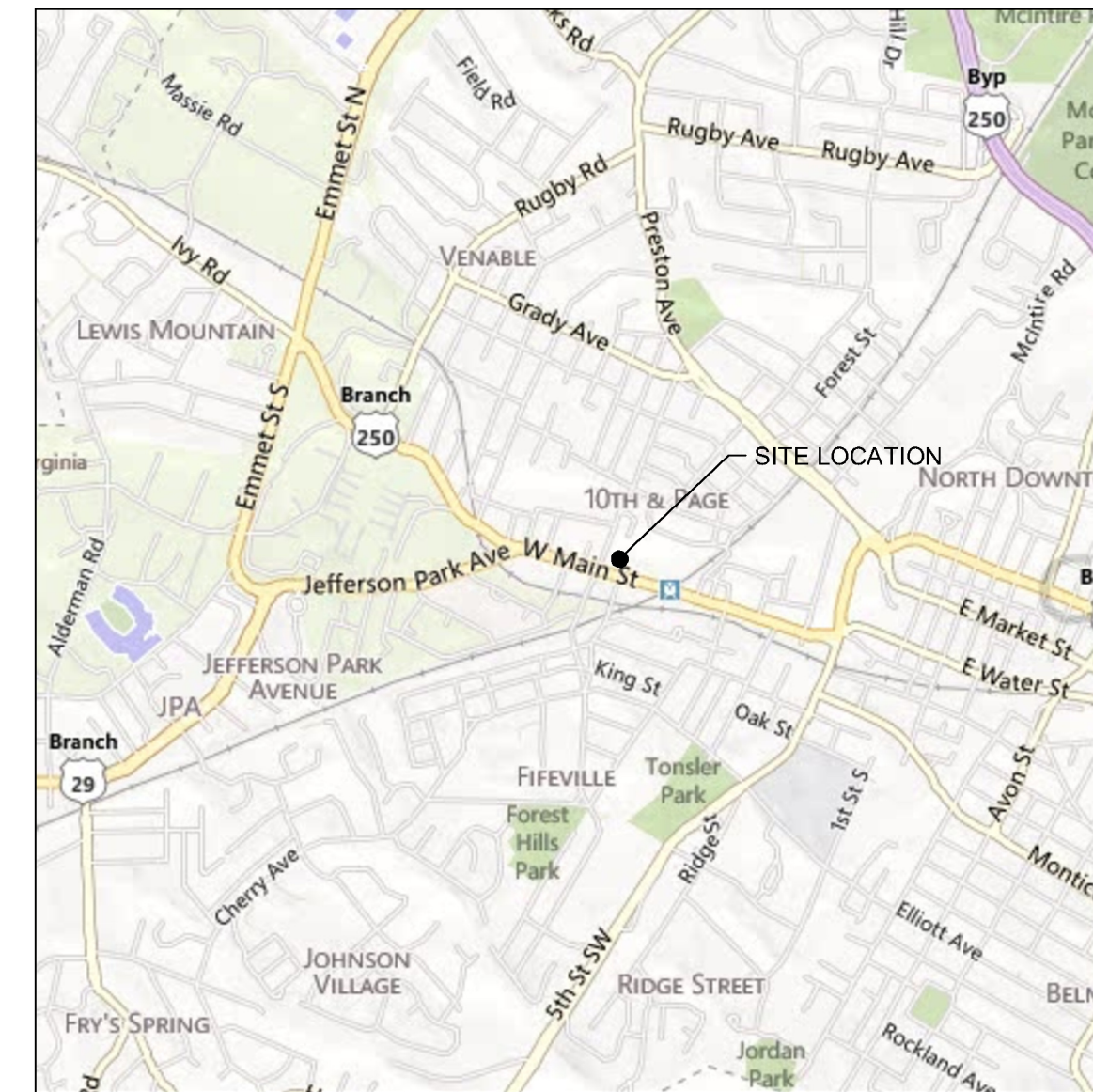
PARKING SPACES PROVIDED: 499 +/- SPACES (6.5 TIER PARKING DECK)

LOCATION TO FIRE HYDRANTS: THERE ARE NO FIRE HYDRANTS SHOWN ON THE PLAN, HOWEVER THERE ARE 5 THAT WILL SERVE THIS BUILDING. THEY ARE LOCATED AS FOLLOWS:

1. 200' TO THE EAST ON WEST MAIN STREET
2. AT THE CORNER OF 9TH STREET SW AND WEST MAIN STREET (PART OF THE PLAZA AT MAIN)
3. AT THE CORNER OF WERTLAND AND 10TH STREET NW
4. 50' TO THE NORTH OF THE INTERSECTION OF 10TH STREET NW AND WEST MAIN STREET
5. ALONG HARDY DRIVE, ABOUT 250' NORTH OF NORTHERN PROPERTY LINE

TRAFFIC COUNTS

LAND USE	ITE CODE	AMOUNT	UNITS	Trip Generation for The Standard with City Provided Reductions						
				AM PEAK HOUR			PM PEAK HOUR			
				ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
Mid Rise Apartment	223	205	Apartments	--	19	42	62	46	34	80
Specialty Retail Center	826	5,155	SF	228	--	--	--	6	8	14
TOTAL				228	19	42	62	53	41	94
Pass-by Trips - Shopping Center - 34%				78	--	--	--	2	3	5
Total Primary Trips				151	19	42	62	50	39	89
Internal Capture - 9%				12	2	3	5	4	3	7
Total External Trips				139	18	39	57	46	36	82
Pedestrian/Bicyclist/Taxi Adjustment - 15%				21	3	6	31	7	5	12
TOTAL				160	15	33	48	38	30	70



VICINITY MAP
 SCALE: 1" = 2,000'

DEVELOPER:
 LANDMARK PROPERTIES
 455 EPPS BRIDGE PARKWAY
 BUILDING 100, SUITE 201
 ATHENS, GA 30606
 CONTACT: BLAIR SWEENEY
 TELEPHONE: (704) 665-5356

ENGINEER OF RECORD:
 TIMMONS GROUP
 919 2ND STREET, S.E.
 CHARLOTTESVILLE, VA 22902
 CONTACT: SAMUEL E SAUNDERS III, P.E.
 TELEPHONE: (434) 327-1683

Sheet Index	
Sheet Number	Sheet Title
C0.0	COVER
C1.0	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.0	PRELIMINARY SITE PLAN
C3.0	PRELIMINARY SWM PLAN
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES AND DETAILS
L2.1	LANDSCAPE NOTES AND DETAILS
L2.2	LANDSCAPE NOTES AND DETAILS
LIGHTING PLAN	
TOTAL = 9 SHEETS	

WATER QUALITY ANALYSIS

TOTAL AREA DISTURBED: 2.52 ACRES
 PRE-DEVELOPED IMPERVIOUS AREA: 2.23 ACRES
 POST-DEVELOPED IMPERVIOUS AREA: 2.13 ACRES

Ipre = 2.23 / 2.52 = 88.49%
 Lpre = 4.86 POUNDS

Ipost = 2.13 / 2.52 = 84.66%
 Lpost = 4.66 POUNDS

RR = 4.66 POUNDS - (0.90 x 4.86 POUNDS) = 0.29 POU NDS

AREA TO TREATMENT = 0.35 ACRES
 IMPERVIOUS AREA TO TREATMENT = 0.30 ACRES

Iltreat = 0.30 / 0.35 = 85.70%
 Ltreat = 0.65 POUNDS

REMOVAL RATE = 50% RAIN GARD EN
 REMOVAL = 0.65 X 50% = 0.32 POUNDS REMOVED

WATER QUANTITY ANALYSIS

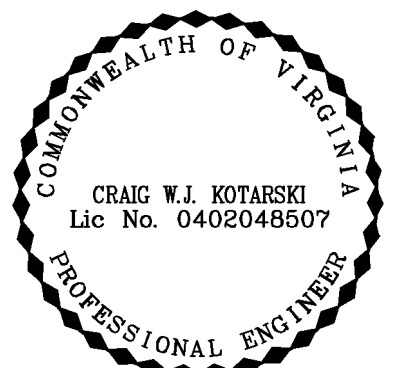
NO REDUCTION IN FLOW RATE IS REQUIRED SINCE THE OVERALL FLOW IS BEING REDUCED DUE TO THE OVERALL REDUCTION IN IMPERVIOUS AREA.

UTILITY DEMANDS

WATER FLOW (AVERAGE DAILY DEMAND)
 RESIDENTIAL: 205 UNITS X (250 GPD PER UNIT) = 51,250 GPD
 COMMERCIAL: 15,905 SF X (250 GPD PER 1000 SF) = 33,977 GPD
 TOTAL: 85,227 GPD

SEWER FLOW (AVERAGE DAILY FLOW)
 RESIDENTIAL: 205 UNITS X (250 GPD PER UNIT) = 51,250 GPD
 COMMERCIAL: 15,905 SF X (250 GPD PER 1000 SF) = 33,977 GPD
 TOTAL: 85,227 GPD

FIREFLOW: A FIREFLOW CALCULATION WILL BE DONE AT THE TIME OF THE FINAL PLAN'S SUBMISSION. THE ASSUMED MAXIMUM DEMAND FOR FIREFLOW IS 3500 GPM. PREVIOUS MEASUREMENTS OF THE EXISTING FIRELINE HAVE SHOWN FLOWS AROUND 4500 GPM.



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YOUR VISION ACHIEVED THROUGH OURS.

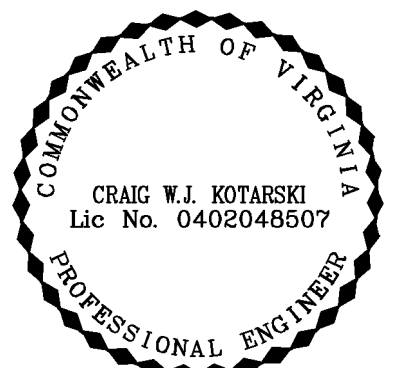
REVISION DESCRIPTION
 REVISED PER CITY COMMENTS
 REVISED PER CITY COMMENTS
 REVISED PER CITY COMMENTS

DATE	DESCRIPTION
11/14/13	
12/16/13	
1/8/13	

DATE: 8/14/2013
 DRAWN BY: J. SHOWALTER
 DESIGNED BY: C. KOTARSKI
 CHECKED BY: S. SAUNDERS
 SCALE: N/A

TIMMONS GROUP
 THE STANDARD - CHARLOTTESVILLE
 CITY OF CHARLOTTESVILLE, VIRGINIA
 COVER

JOB NO.
 34302
 SHEET NO.
 C0.0



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11/14/13
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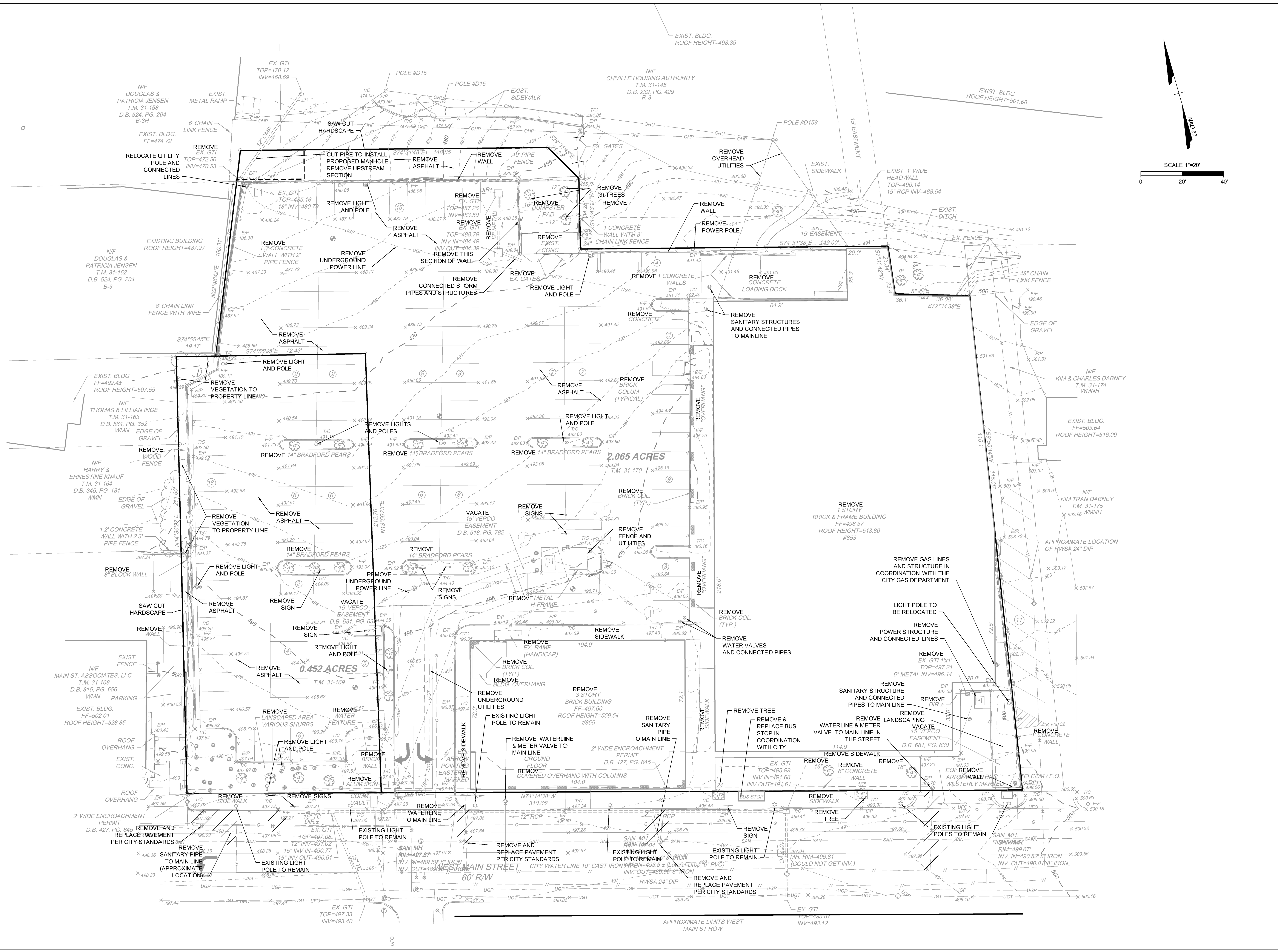
SCALE
1"=20'

JOB NO.
34302

SHEET NO.
C1.0

TIMMONS GROUP

THE STANDARD - CHARLOTTEVILLE CITY OF CHARLOTTEVILLE, VIRGINIA EXISTING CONDITIONS AND DEMOLITION PLAN





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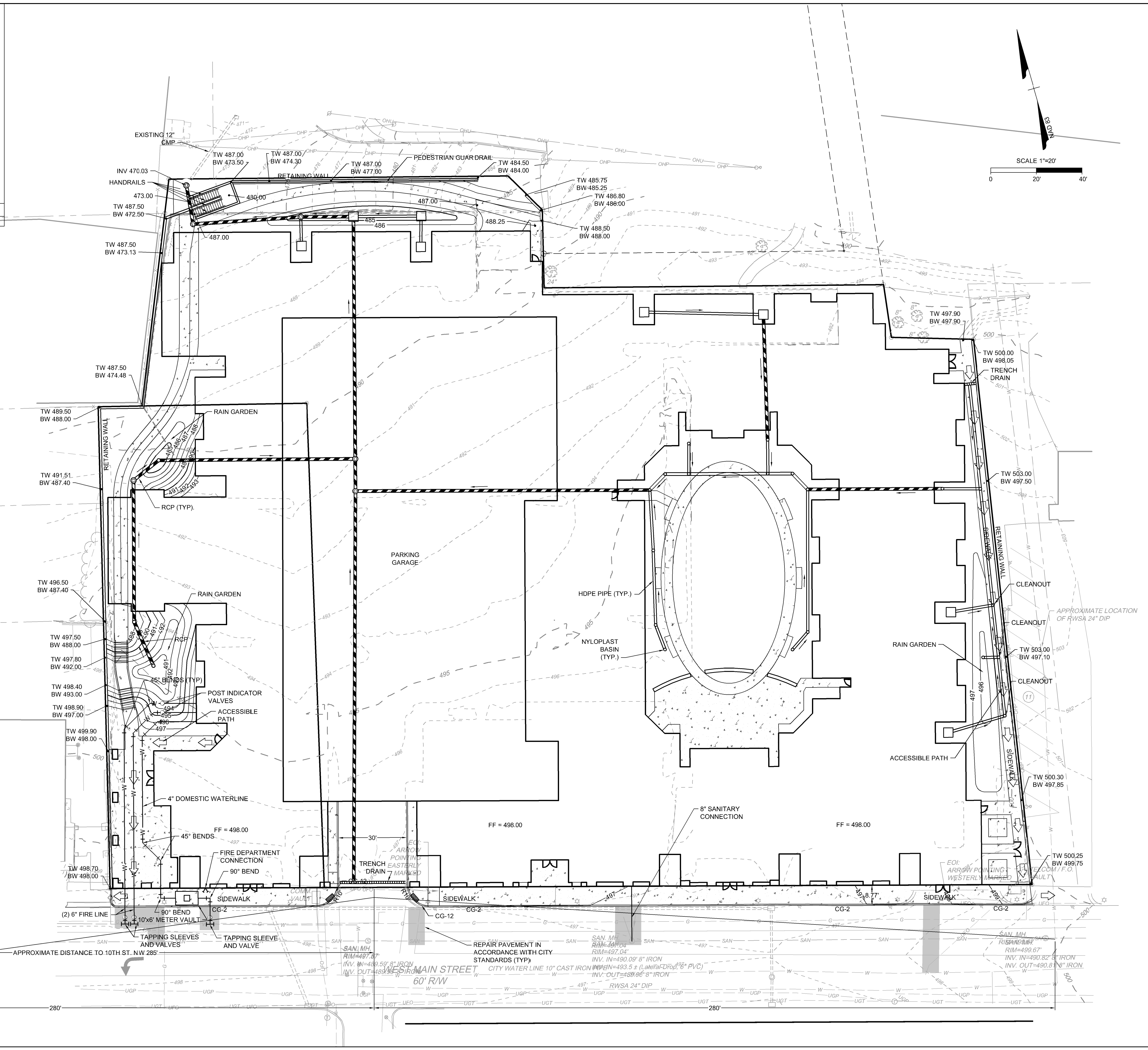
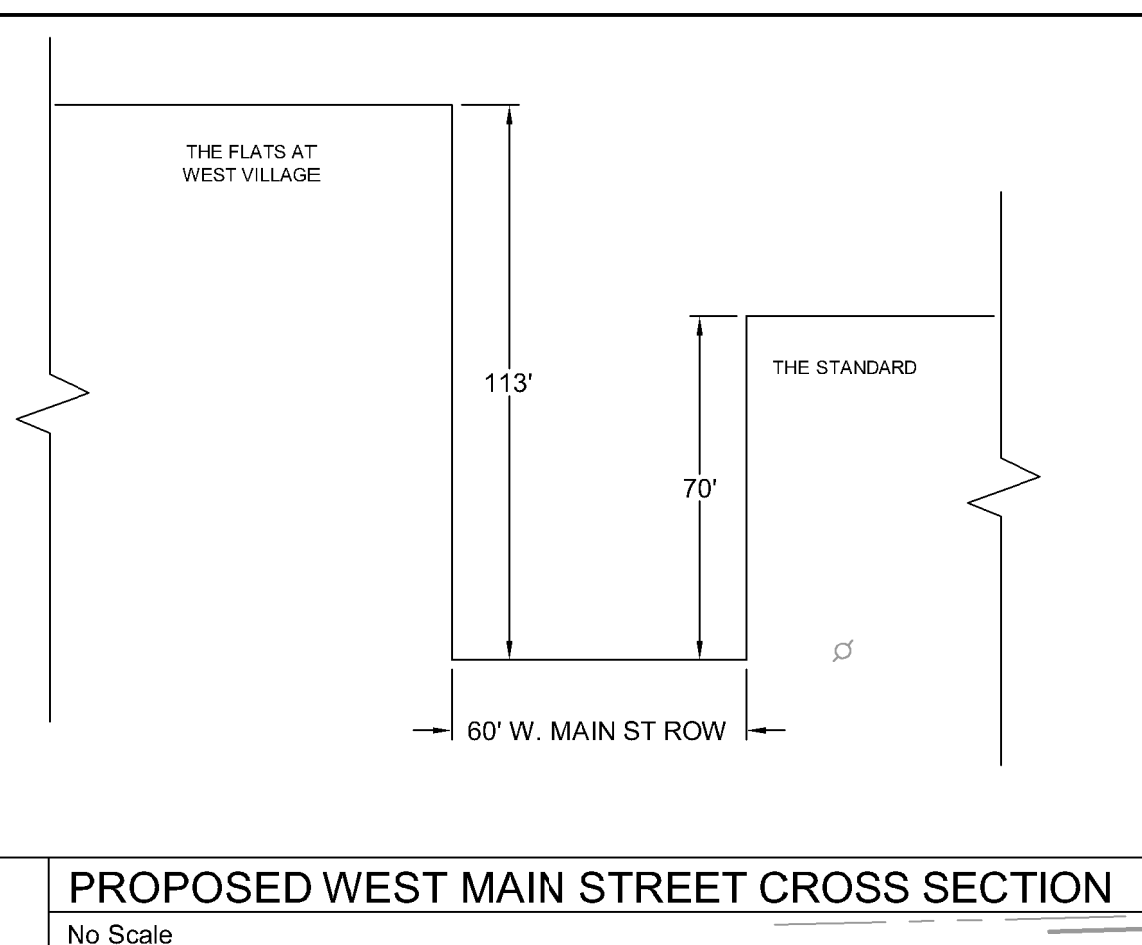
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DATE	REVISION DESCRIPTION
11/4/13	REVISED PER CITY COMMENTS
12/16/13	REVISED PER CITY COMMENTS
1/8/13	REVISED PER CITY COMMENTS

TIMMONS GROUP

THE STANDARD - CHARLOTTEVILLE
 CITY OF CHARLOTTEVILLE, VIRGINIA
 PRELIMINARY SITE PLAN

JOB NO.
34302
 SHEET NO.
C2.0



M.H. 4498-12
 IN=488.29' 8" IRON (East)
 IN=488.29' 8" IRON (North)
 OUT=488.22' 8" IRON

APPROXIMATE DISTANCE TO 10TH ST. NW 285'

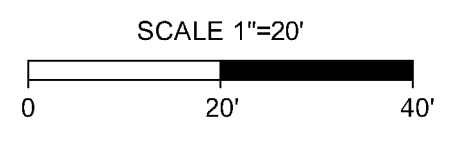
REPAIR PAVEMENT IN ACCORDANCE WITH CITY STANDARDS (TYP)

MAIN STREET 60' R/W

10" CAST IRON PIPE=493.5 ± (Laterals Prod. 16" PVC)
 INV. IN=490.09' 8" IRON
 RIM=497.04'
 INV. OUT=489.96' 8" IRON

RWSA 24" DIP

SAN. MH. R/SAND=499.67'
 INV. IN=490.82' 8" IRON
 INV. OUT=490.8' 8" IRON





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YOUR VISION ACHIEVED THROUGH OURS.

DATE
 11/4/13
 12/16/13
 1/18/13

REVISION DESCRIPTION
 REVISED PER CITY COMMENTS
 REVISED PER CITY COMMENTS
 REVISED PER CITY COMMENTS

DATE
 8/14/2013

DRAWN BY
 J. SHOWALTER

DESIGNED BY
 C. KOTARSKI

CHECKED BY
 S. SAUNDERS

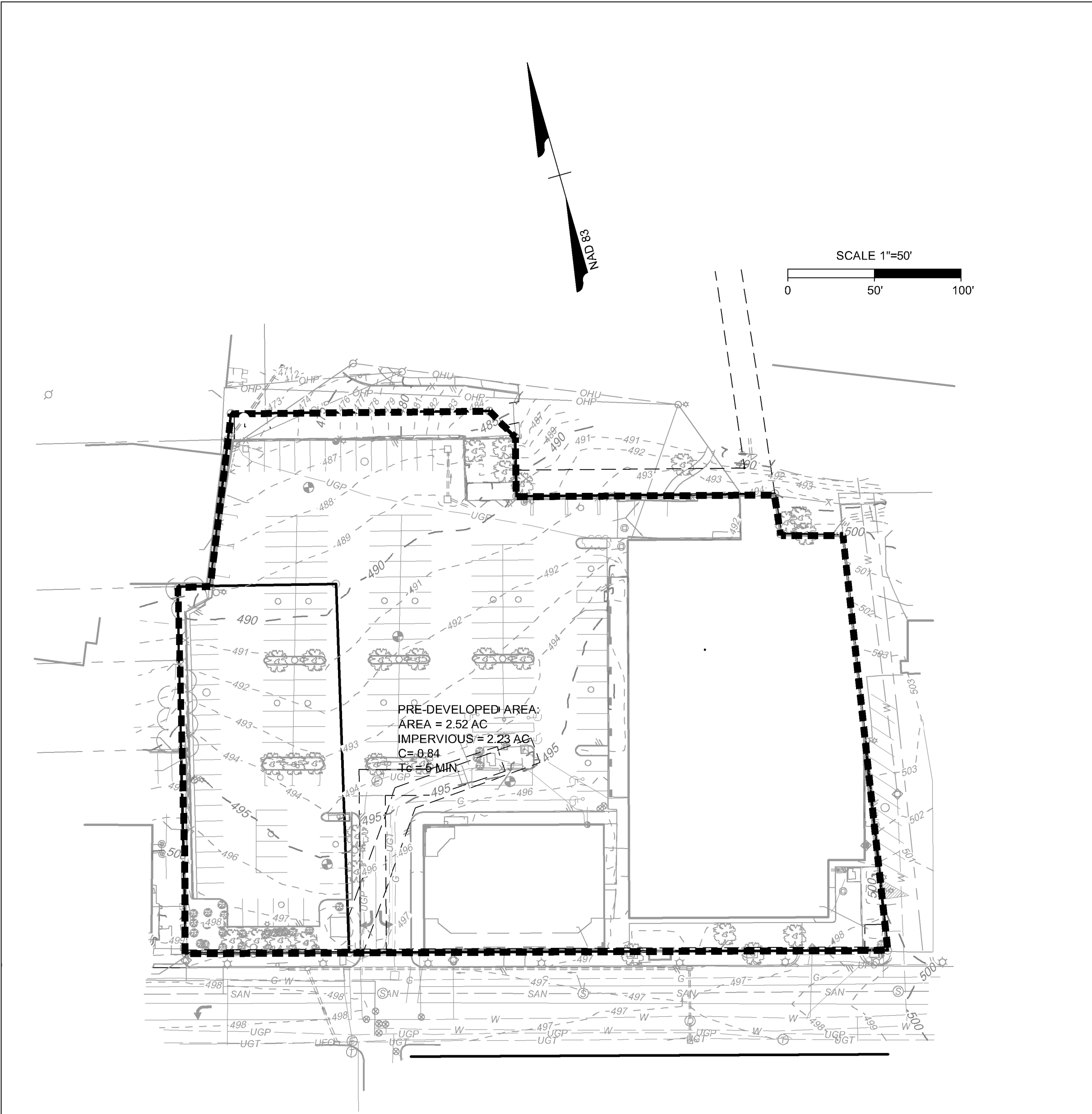
SCALE
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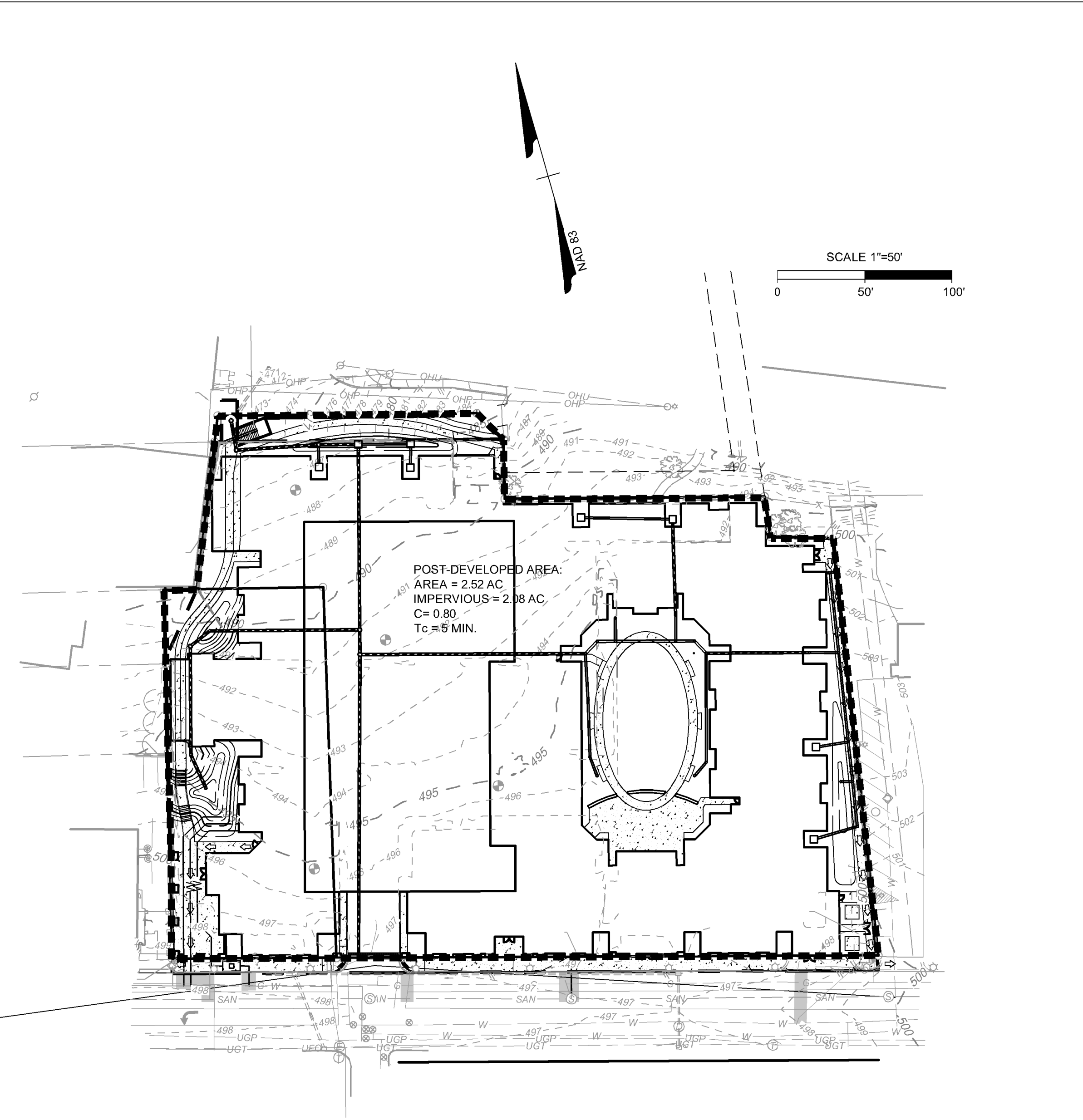
THE STANDARD - CHARLOTTEVILLE
 CITY OF CHARLOTTEVILLE, VIRGINIA
 PRELIMINARY SWM PLAN

JOB NO.
 34302

SHEET NO.
 C3.0

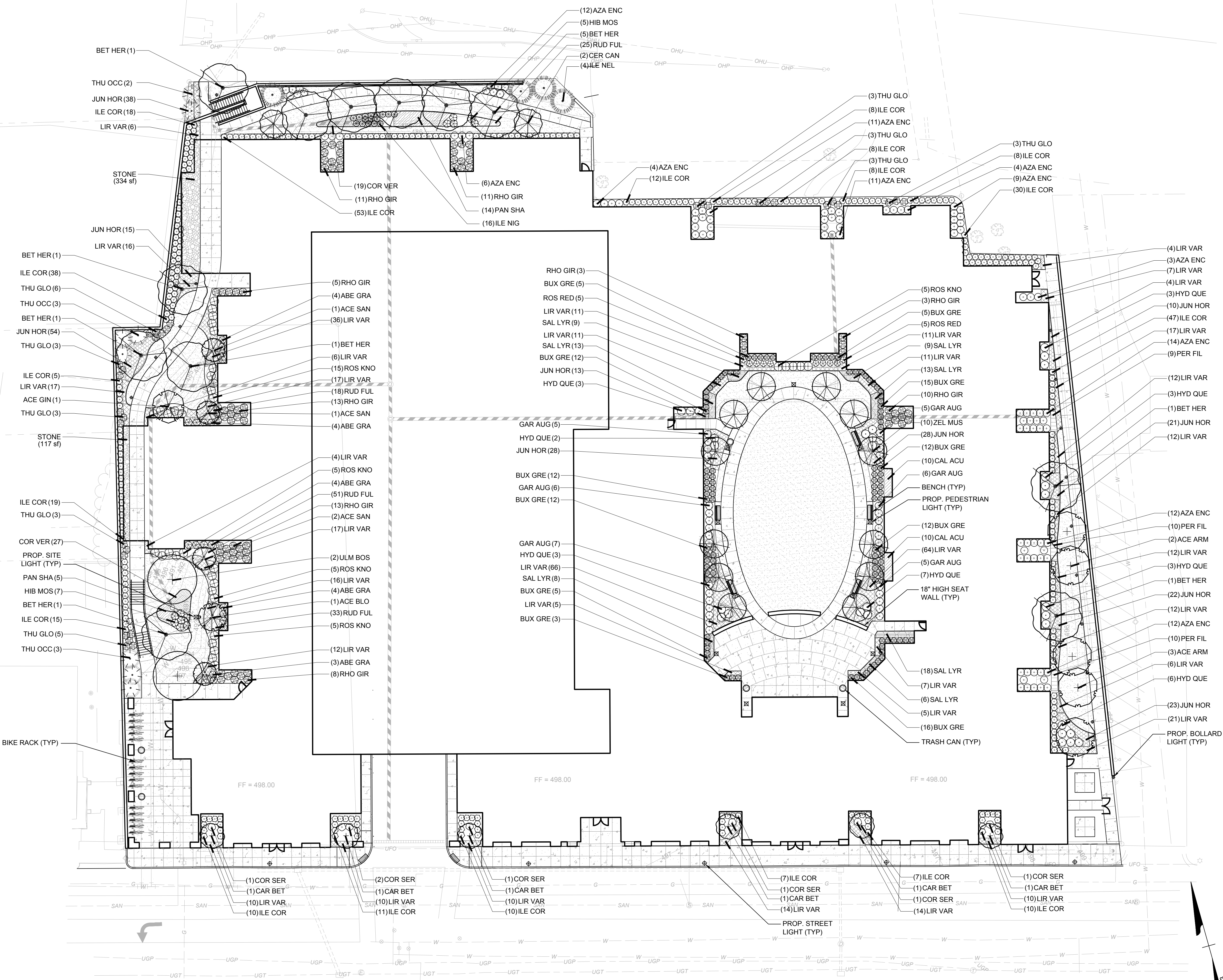


POSTDEVELOPED DRAINAGE AREA SCALE 1" = 50'



PREDEVELOPED DRAINAGE AREA SCALE 1" = 50'

R:\10304202-The Standard\DWG\SheerCDL1.D LANDSCAPE PLAN.dwg | Printed on: 10/20/14 11:19 AM | by Scott Wiley



PLANT SCHEDULE	
COLUMNAR TREES	COMMON NAME
ACE ARM	ARMSTRONG RED MAPLE
CAR BET	COLUMNAR HORNBEAN
DECIDUOUS TREES	COMMON NAME
ACE GIN	FLAME AMUR MAPLE
BET HER	HERITAGE RIVER BIRCH
ULM BOS	BOSQUE ELM
ZEL MUS	SAWLEAF ZELKOVA
EVERGREEN TREES	COMMON NAME
ILE NEL	NELLIE STEVENS HOLLY
THU OCC	ARBOVITAE
SMALL FLOWERING TREES	COMMON NAME
ACE BLO	BLOODGOOD JAPANESE MAPLE
ACE SAN	CORALBARK JAPANESE MAPLE
CER CAN	FOREST PANSY REDBUD
SHRUBS	COMMON NAME
ABE GRA	ROSE CREEK ABELIA
AZA ENC	AUTUMN CORAL AZALEA
BUX GRE	BOXWOOD
COR SER	RED TWIG DOGWOOD
GAR AUG	COMMON GARDENIA
HIB MOS	ROSE MALLOW
HYD QUE	OAKLEAF HYDRANGEA
ILE COR	CARISSA HOLLY
ILE NIG	NIGRA INKBERRY
RHO GIR	RHODODENDRON
ROS KNO	KNOCKOUT ROSE
ROS RED	ROSE
THU GLO	DWARF ARBORVITE
GROUNDCOVERS & PERENNIALS	COMMON NAME
COR VER	THREADLEAF COREOPSIS
JUN HOR	BLUE RUG JUNIPER
LIR VAR	VARIEGATED LILY TURF
PER FIL	RUSSIAN SAGE
SAL LYR	LYRELEAF SAGE
ORNAMENTAL GRASSES	COMMON NAME
CAL ACU	FEATHER REED GRASS
PAN SHA	BURGUNDY SWITCH GRASS

SOD / STONE SCHEDULE	
SODDED LAWN	9,515 SF
3/4" THICK SOD	
STONE	451 SF
3'-5" RIVER STONE @ 12" DEPTH	

GENERAL NOTES

PRE-CONSTRUCTION

- CONTRACTOR IS RESPONSIBLE FOR CONTACTING "MISS UTILITY" AT 1.800.552.7001 FOR LOCATION OF ALL UTILITY LINES. TREES SHALL BE LOCATED A MINIMUM OF 5 FEET FROM SEWER/WATER CONNECTIONS. NOTIFY LANDSCAPE ARCHITECT OF CONFLICTS.
- VERIFY ALL PLANT MATERIAL QUANTITIES ON THE PLAN PRIOR TO BIDDING. PLANT LIST TOTALS ARE FOR CONVENIENCE ONLY AND SHALL BE VERIFIED PRIOR TO BIDDING.
- PROVIDE PLANT MATERIALS OF QUANTITY, SIZE, GENUS, SPECIES, AND VARIETY INDICATED ON PLANS. ALL PLANT MATERIALS AND INSTALLATION SHALL COMPLY WITH RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK". IF SPECIFIED PLANT MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON AVAILABILITY TO THE ARCHITECTS, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL.
- PROVIDE AND INSTALL ALL PLANTS AS IN ACCORDANCE WITH DETAILS AND CONTRACT SPECIFICATIONS.

CONSTRUCTION/INSTALLATION

- LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS AND MATERIALS THAT ARE IN AN UNHEALTHY OR UNSIGHTLY CONDITION, AS WELL AS PLANTS AND MATERIALS THAT DO NOT CONFORM TO ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK"
- LABEL AT LEAST ONE TREE AND ONE SHRUB OF EACH VARIETY AND CALIPER WITH A SECURELY ATTACHED, WATERPROOF TAG BEARING THE DESIGNATION OF BOTANICAL AND COMMON NAME.
- INSTALL LANDSCAPE PLANTINGS AT ENTRANCES/EXITS AND PARKING AREAS ACCORDING TO PLANS SO THAT MATERIALS WILL NOT INTERFERE WITH SIGHT DISTANCES.
- CONTRACTOR IS RESPONSIBLE FOR WATERING ALL PLANT MATERIAL DURING INSTALLATION AND UNTIL FINAL INSPECTION AND ACCEPTANCE BY OWNER. CONTRACTOR SHALL NOTIFY OWNER OF CONDITIONS WHICH AFFECTS THE GUARANTEE.

INSPECTIONS/GUARANTEE

- UPON COMPLETION OF LANDSCAPE INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE GENERAL CONTRACTOR WHO WILL VERIFY COMPLETENESS, INCLUDING THE REPLACEMENT OF ALL DEAD PLANT MATERIAL. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING A FINAL INSPECTION BY THE LANDSCAPE ARCHITECT.
- ALL EXTERIOR PLANT MATERIALS SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER DATE OF FINAL INSPECTION AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH. DEFECTS RESULTING FROM NEGLIGENCE BY THE OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE CONTRACTORS CONTROL ARE NOT THE RESPONSIBILITY OF THE CONTRACTOR.
- PLANT MATERIAL QUANTITIES AND SIZES WILL BE INSPECTED FOR COMPLIANCE WITH APPROVED PLANS BY A SITE PLAN REVIEW AGENT OF THE PLANNING DEPARTMENT PRIOR TO THE RELEASE OF THE CERTIFICATE OF OCCUPANCY.
- REMOVE ALL GUY WIRES AND STAKES 12 MONTHS AFTER INSTALLATION.



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 619 2nd St. S.E. | Charlottesville, VA 22902
 TEL 434.295.9624 FAX 434.293.0317 www.timmons.com

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DATE	REVISION DESCRIPTION
11-04-2013	REVISED PER CITY COMMENTS
12-17-2013	REVISED PER CITY COMMENTS
01-08-2014	REVISED PER CITY COMMENTS

DATE: 8/14/2013
 DRAWN BY: V. HYLAND
 DESIGNED BY: S. WILEY
 CHECKED BY: S. WILEY
 SCALE: 1"=20'

TIMMONS GROUP

THE STANDARD - CHARLOTTEVILLE
 CITY OF CHARLOTTEVILLE, VIRGINIA
 LANDSCAPE PLAN

JOB NO. 34302
 SHEET NO. L1.0

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DATE: 8/14/2013
DRAWN BY: V. HYLAND
DESIGNED BY: S. WILEY
CHECKED BY: S. WILEY
SCALE: N/A

TIMMONS GROUP
THE STANDARD - CHARLOTTEVILLE
CITY OF CHARLOTTEVILLE, VIRGINIA
LANDSCAPE NOTES & DETAILS
JOB NO. 34302
SHEET NO. L2.0

PLANT MATERIAL SCHEDULE - THE STANDARD

COLUMNAR TREES	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	REMARKS	CANOPY CALCULATION
ACE ARM	5	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	3" CAL	B&B	COLUMNAR	44 X 5 = 220
CAR BET	6	CARPINUS BETULUS 'FASTIGIATA'	COLUMNAR HORNBEAN	3" CAL	B&B	COLUMNAR, TREE FORM, LIMBED UP	105 X 6 = 630
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	REMARKS	
ACE GIN	1	ACER GINNALA 'FLAME'	FLAME AMUR MAPLE	10'-12' HT	B&B	3-5 STEM ONLY	206 X 1 = 206
BET HER	12	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	3" CAL	B&B		397 X 12 = 4,764
ULM BOS	2	ULMUS PARVIFOLIA 'BOSQUE'	BOSQUE ELM	3" CAL	B&B		366 X 2 = 732
ZEL MUS	12	ZELKOVA SERRATA 'MUSASHINO'	SAWLEAF ZELKOVA	3" CAL	B&B		350 X 12 = 4,200
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	REMARKS	
ILE NEL	4	ILEX X 'NELLIE R STEVENS'	NELLIE STEVENS HOLLY	7'-8' HT	B&B	DENSE & FULL	44 X 4 = 176
THU OCC	8	THUJA OCCIDENTALIS 'GREEN GIANT'	ARBOVITAE	8' HT	B&B	DENSE & FULL	10 X 8 = 80
SMALL FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	REMARKS	
ACE BLO	1	ACER PALMATUM 'BLOODGOOD'	BLOODGOOD JAPANESE MAPLE	8' HT	B&B OR CONTAINER	3-5 STEM ONLY	163 X 1 = 163
ACE SAN	4	ACER PALMATUM 'SANGO KAKU'	CORALBARK JAPANESE MAPLE	8' HT	B&B OR CONTAINER	3-5 STEM ONLY	163 X 4 = 652
CER CAN	2	CERCIS CANADENSIS 'HEARTS OF GOLD'	FOREST PANSY REDBUD	2.5" CAL	B&B		124 X 2 = 248
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	SPACING	
ABE GRA	19	ABELIA X GRANDIFLORA 'ROSE CREEK'	ROSE CREEK ABELIA	18" SPRD.	CONTAINER	3' O.C.	
AZA ENC	98	AZALEA ENCORE 'AUTUMN CORAL' TM	AUTUMN CORAL AZALEA	18" HT	CONTAINER	3' O.C.	
BUX GRE	109	BUXUS X 'GREEN VELVET'	BOXWOOD	18" SPRD.	CONTAINER	2.5' OC	
COR SER	7	CORNUS SERICEA 'ARCTIC FIRE'	RED TWIG DOGWOOD	24" HT	CONTAINER	3' OC	
GAR AUG	34	GARDENIA AUGUSTA 'CHUCK HAYES'	COMMON GARDENIA	24" HT/SPRD	CONTAINER	3' O.C.	
HIB MOS	12	HIBISCUS MOSCHEUTOS 'BLUE RIVER II'	ROSE MALLOW	24" HT	CONTAINER	3' O.C.	
HYD QUE	30	HYDRANGEA QUERCIFOLIA 'SNOWFLAKE' TM	OAKLEAF HYDRANGEA	18" HT	CONTAINER	3.5' O.C.	
ILE COR	324	ILEX CORNUTA 'CARISSA'	CARISSA HOLLY	18" SPRD.	CONTAINER	2.5' O.C.	
ILE NIG	16	ILEX GLABRA 'NIGRA'	NIGRA INKBERRY	24" HT	CONTAINER	2.5' O.C.	
RHO GIR	77	RHODODENDRON X 'GIRARD'S ROSE'	RHODODENDRON	18" SPRD.	CONTAINER	3' O.C.	
ROS KNO	35	ROSA X 'KNOCKOUT'	KNOCKOUT ROSE	5 GAL	CONTAINER	3.5' O.C.	
ROS RED	10	ROSA X 'RED DRIFT'	ROSE	18" SPRD.	CONTAINER	2.5' O.C.	
THU GLO	32	THUJA ORIENTALIS 'GLOBOSA'	DWARF ARBORVITE	24" HT	CONTAINER	3' O.C.	
GROUNDCOVERS & PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	SPACING	
COR VER	46	COREOPSIS VERTICILLATA 'MOONBEAM'	THREADLEAF COREOPSIS	1 GAL	CONTAINER	18" O.C.	
JUN HOR	252	JUNIPERUS HORIZONTALIS 'BLUE RUG'	BLUE RUG JUNIPER	1 GAL	CONTAINER	18" O.C.	
LIR VAR	513	LIRIOPE MUSCARI 'VARIEGATA'	VARIEGATED LILY TURF	1 GAL	CONTAINER	18" O.C.	
PER FIL	29	PEROVSKIA ATRIPLICIFOLIA 'FILIGRAN'	RUSSIAN SAGE	3 QT.	CONTAINER	18" O.C.	
SAL LYR	76	SALVIA LYRATA 'BURGUNDY BLISS'	LYRELEAF SAGE	3 QT.	CONTAINER	18" O.C.	
ORNAMENTAL GRASSES	QTY	BOTANICAL NAME	COMMON NAME	MINIMUM INSTALLED SIZE	ROOT	SPACING	
CAL ACU	20	CALAMAGROSTIS X ACUTIFLORA 'OVERDAM'	FEATHER REED GRASS	2 GAL	CONTAINER	24" O.C.	
PAN SHA	19	PANICUM VIRGATUM 'SHENENDOAH'	BURGUNDY SWITCH GRASS	2 GAL	CONTAINER	36" OC	

NOTE: PLANT SCHEDULE QUANTITIES ARE PROVIDED FOR CONVENIENCE ONLY AND SHALL BE VERIFIED PRIOR TO BIDDING. TOTAL TREE COVER @ 10 YEARS = 11,008 SF

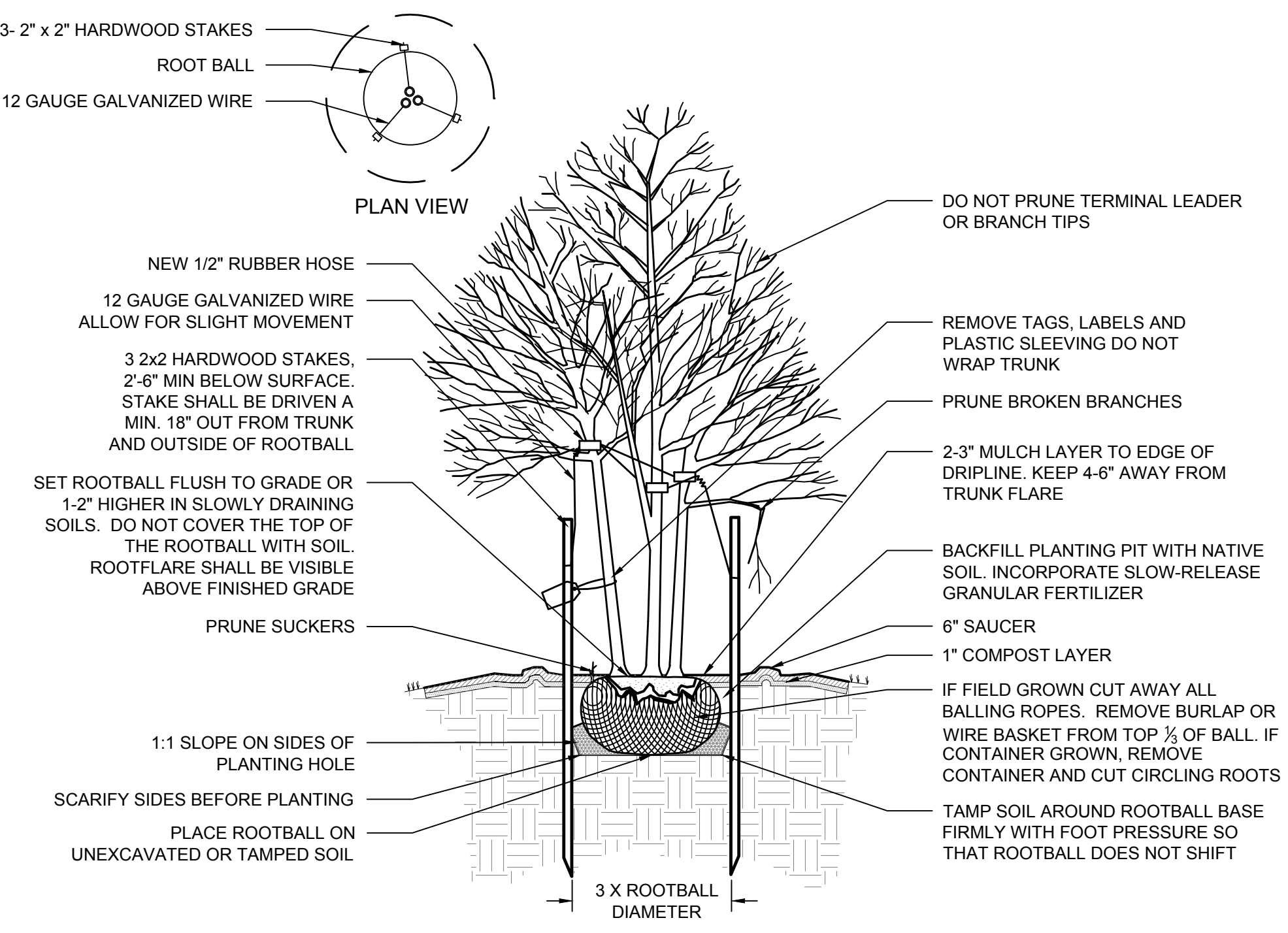
SOD / STONE SCHEDULE

SODDED LAWN	9,515 SF
3/4" THICK SOD	
STONE	451 SF
3'-5" RIVER STONE @ 12" DEPTH	

TREE CANOPY CALCULATIONS

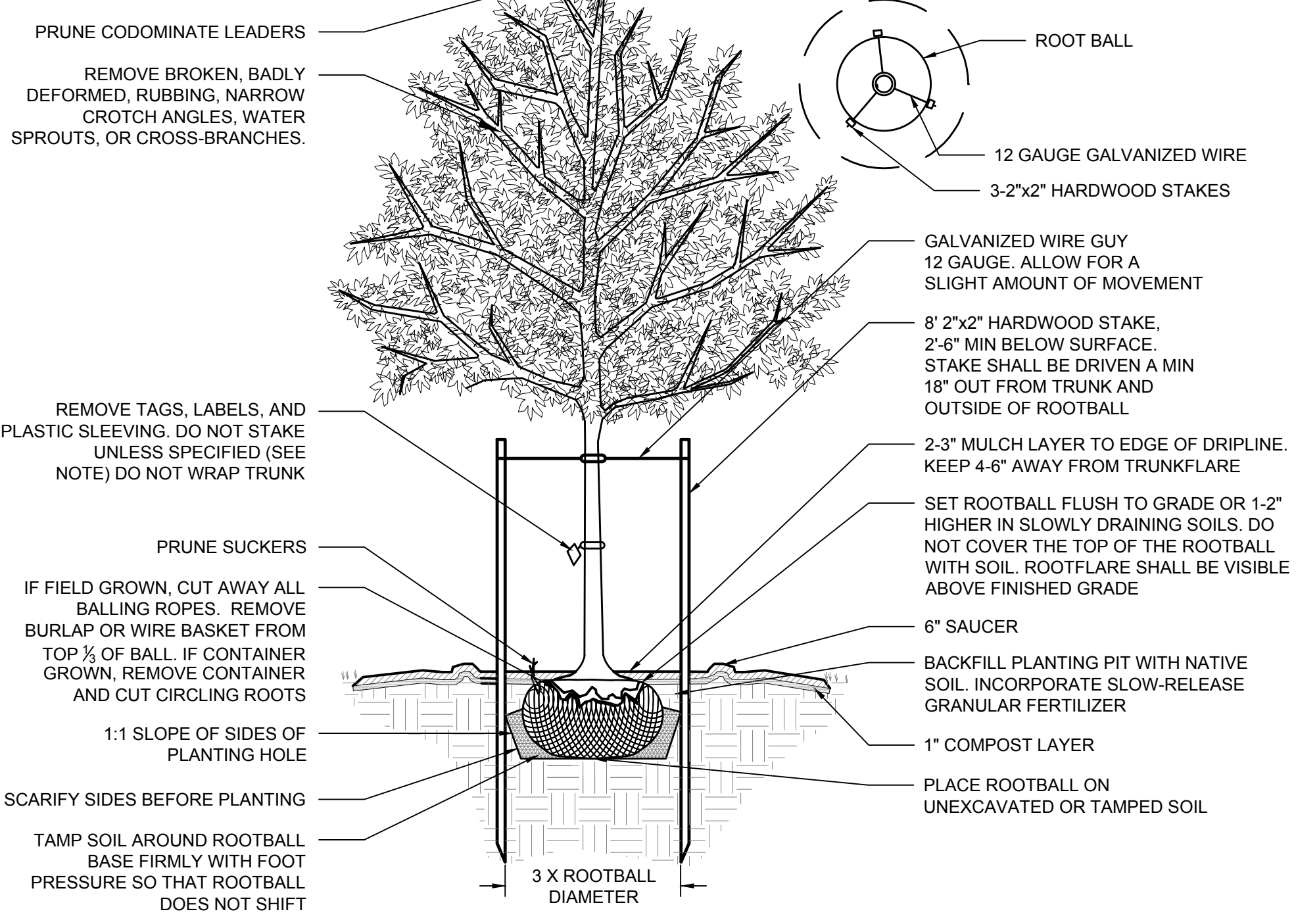
REQUIREMENT	SITE AREA	QUANTITY	REQUIRED	PROVIDED
10% CANOPY	2.52 ACRES (109,771 SF)	109,771 X 10% = (10,977 SF)	10,977 SF	11,008 SF

NOTE: ALTHOUGH THIS SITE DOES NOT REQUIRE STREET TREES DUE TO ZERO BUILDING SETBACK, STREETSCAPE TREES TO BE PROVIDED AS A PART OF WEST MAIN STREET CORRIDOR STUDY IN THE FUTURE. ARCHITECT WILL CONTACT PLANNING FOR APPROVAL OF TREE SPECIES AND PLACEMENT PRIOR TO DESIGN & INSTALLATION OF STREET TREES.

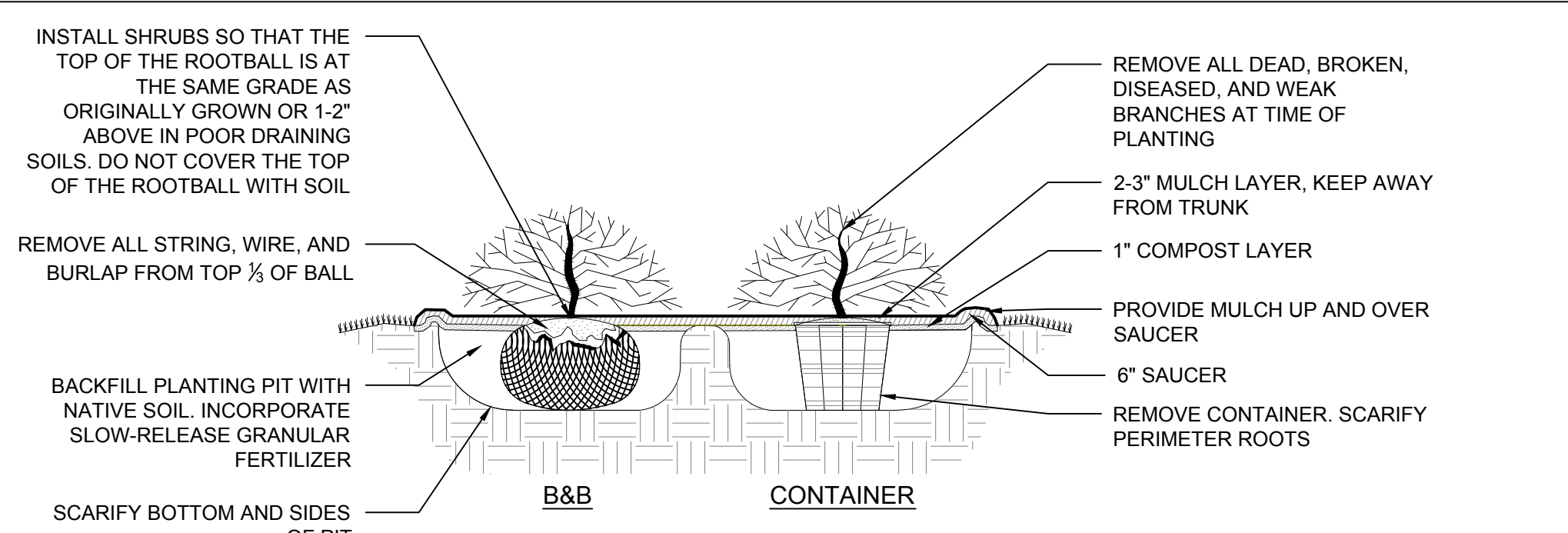


1 MULTI-STEM TREE PLANTING NOT TO SCALE

NOTE: ONLY STAKE TREES WITH LARGE CROWNS, 2" CALIPER OR GREATER, IF LOCATED ON WINDY SITES, OR WHERE TAMPERING MAY OCCUR.

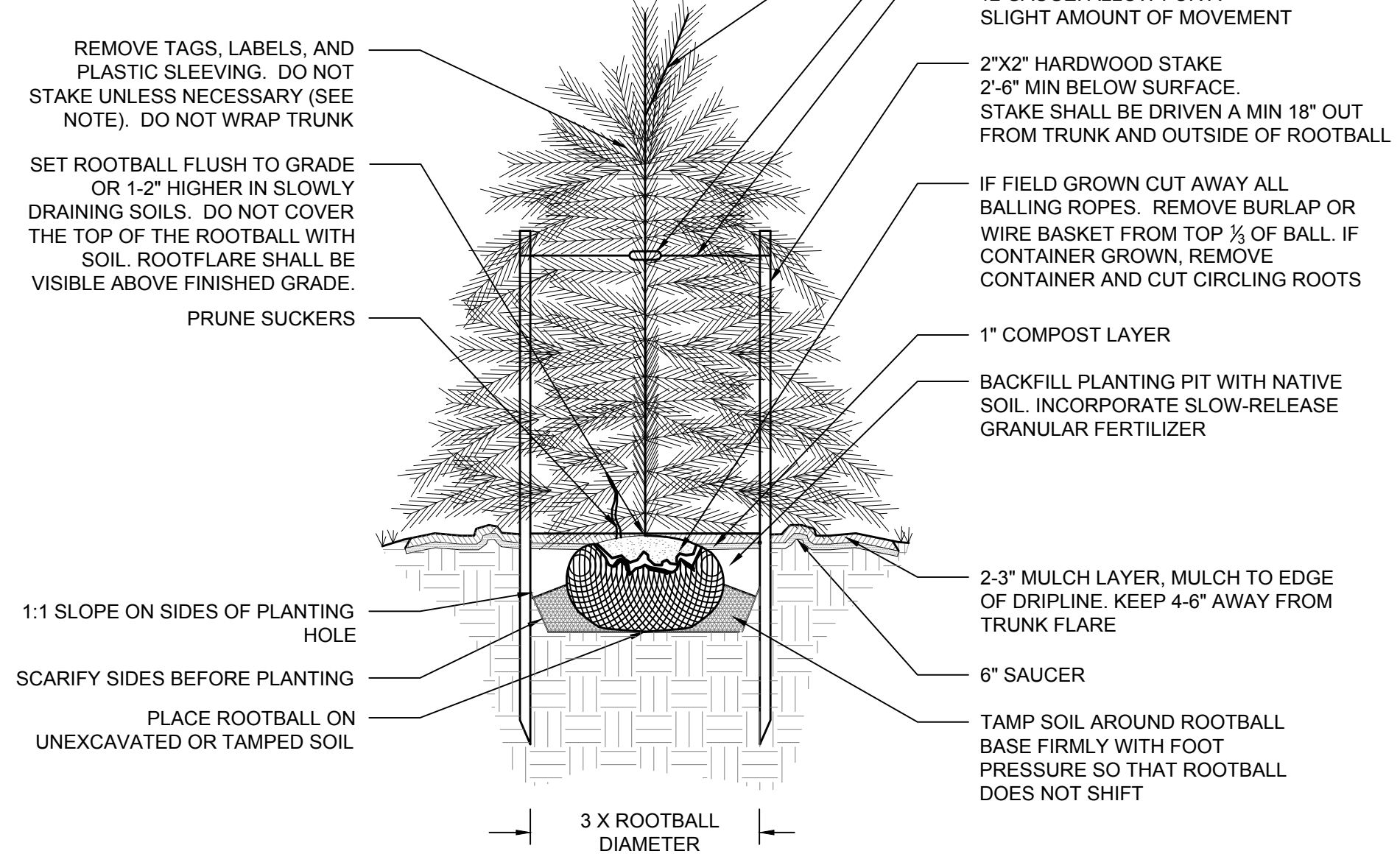


2 DECIDUOUS TREE PLANTING NOT TO SCALE

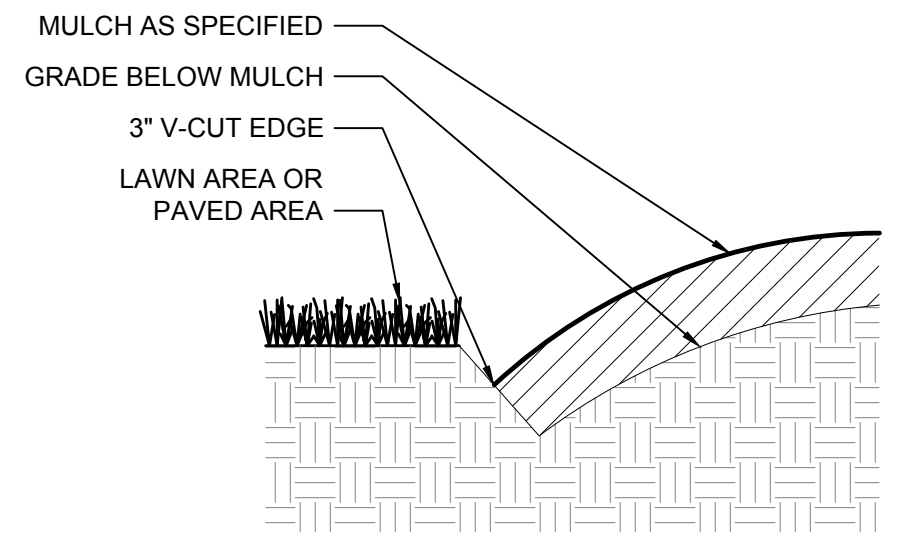


3 SHRUB PLANTING NOT TO SCALE

NOTE: STAKE EVERGREENS 6' OR TALLER, ON SLOPES, WITH LARGE CROWNS, OR IF LOCATED ON WINDY SITES.

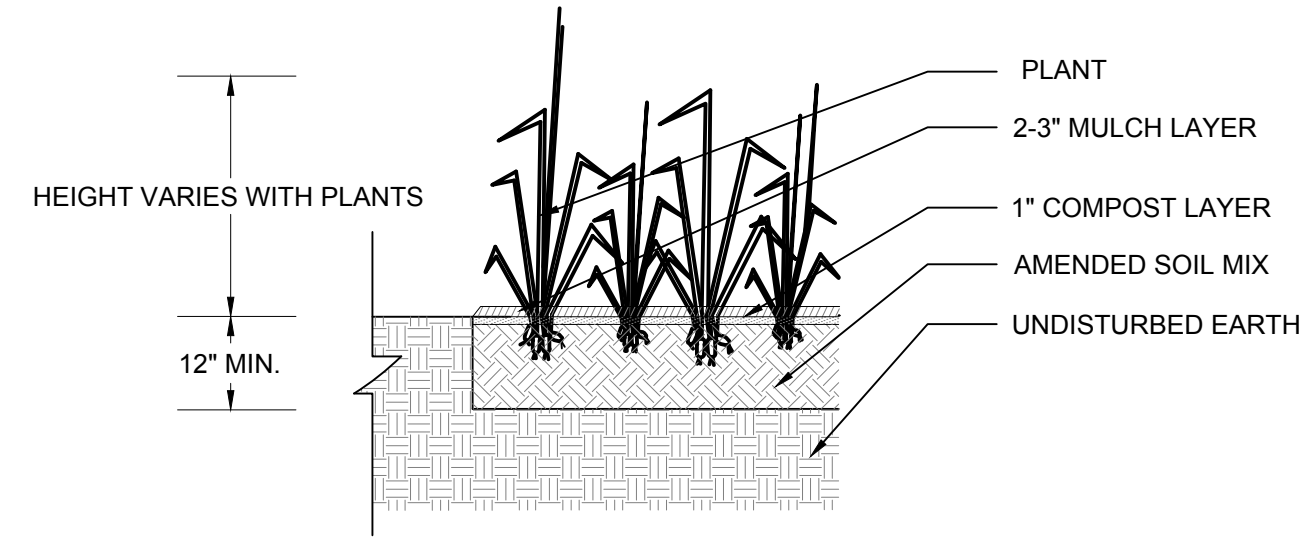


4 EVERGREEN TREE PLANTING NOT TO SCALE



5 MULCH EDGE DETAIL NOT TO SCALE

NOTE:
1. TRENCH EDGE DETAIL SHALL BE USED AT ALL LAWN EDGES & AT EDGES OF MULCHED AREA (FOR CONTAINMENT).
2. TRENCH EDGE SHALL CREATE A CLEAN SEPARATION BETWEEN AREAS & SHALL CREATE SMOOTH & EVEN LINES (AS INDICATED ON THE PLANS).



6 GROUNDCOVER & PERENNIAL PLANTING NOT TO SCALE

R:\10303402-The Standard\DWG\Sheets\CDL2.D LANDSCAPE NOTES & DETAILS.dwg | Plotted on 1/18/2014 11:14 AM | by Scott Wiley



Melville Product Drawing

Backed Bench, 72in, Wood

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Dimensions: [1936] 76 1/4", [566] 22 1/4", [429] 17", [1662] 65 1/2", [455] 18", [1572] 62", [1756] 69", [760] 30", [483] 19".

Labels: FREESTANDING, SURFACE MOUNT, EMBEDDED, WOOD SEAT BOARDS, CAST ALUMINUM FRAME, SHIPPED WITH FREESTANDING GUIDES INSTALLED.

Drawing: ML146-04
Date: 7/30/2012
Dimensions are in Inches[mm]
U.S. Patent No. D659,422

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Poe Product Drawing

Side Opening Receptacle, 34 Gallon, standard opening, with lock

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Dimensions: [733] Ø29", [375] 14 3/4", [144] 5 3/4", [1108] 43 1/2", [884] 34 3/4", [559] 22".

Labels: OPTIONAL RECYCLING GRAPHICS LOCATION 2 PLACES, DOOR SWINGS OUT FOR EMPTYING, KEYED LOCK, FREESTANDING GUIDES.

Drawing: PD257-04
Date: 8/31/2011
Dimensions are in Inches[mm]
U.S. Patent No. D643,987

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Melville Installation Guide

Bench

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Procedure for Installation:
1. Prepare proper concrete slab as required.
2. Freestanding bench ships with glides installed. Bench can be set in place.
Note: DO NOT DRAG bench across concrete or other rough surfaces. This could damage the powdercoat finish.

For SURFACE MOUNT or EMBEDDED bench:
1. For surface mount or embedded option, tip bench onto protective material and remove glides using a slotted screwdriver.
2. Thread surface mount bolt into casting leg (4) places, as shown in Fig. 1.2.
3. Set bench in place and mark hole locations.
4. Move bench and drill holes according to diameter and depth required by anchoring adhesive manufacturer or drop-in screw anchor manufacturer. Clear holes of debris.

For EMBEDDED bench:
1. Fill holes with chemical anchoring adhesive. Set bench in place.

For SURFACE MOUNT bench:
1. Remove surface mount bolts from castings. If using chemical anchoring adhesive, install in holes as shown in Fig. 1.5. If using drop-in anchors, install according to manufacturer's recommendations and thread in surface mount bolts.
2. After proper curing time, set bench over surface mount bolts and install set screws as shown in Fig. 1.6.

Tools Required, for Surface Mount or Embedded mounting option:
• Safety glasses
• Bench ships fully assembled, optional dividers are factory installed.
• Slotted screwdriver
• Chemical anchoring adhesive (Hilti HIT RE 500 or equivalent)
• Hammer drill with masonry bits
• Blanket or other padded material, for protecting powdercoat finish

For Surface Mount Option:
• 1/8" hex key
• (4) Stainless steel drop-in screw anchors for 5/8-11 thread, minimum 7/8" thread length, and setting tool

ASSEMBLE WITH CARE! Pangard® Polyester Powdercoat is a strong, long-lasting finish. To protect this finish during assembly, place unwrapped powdercoated parts on packaging foam or other non-marring surface. Do not place or slide powdercoated parts on concrete or other hard or textured surface - this will damage the finish causing rust to occur. Use touch-up paint on any gouges in the finish caused by assembly tools.

Date: July 30, 2012
U.S. Patent Nos. D659,415; D659,422

Page 1 of 1

Poe Installation Guide

Litter Receptacle

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Procedure for Installation:
FOR SURFACE MOUNTED LITTER RECEPTACLE:
Note: Unit can be surface mounted with freestanding glides installed.
1. Place the unit in the desired position. Open the door to check clearance.
2. Remove the liner and mark anchor locations through the holes in the base.
3. Move the unit to allow access for drilling holes.
4. Drill holes at marked locations according to anchor manufacturer's specification.
5. Complete the anchor installation according to the anchor manufacturer's instructions.

FOR LOCK OPTION:
• Litter receptacle locks are keyed alike. Each receptacle is shipped with two keys. The key can be removed in both the locked and unlocked position.

Tools Required:
• Safety glasses
• CAUTION! This litter receptacle is heavy. To avoid injury or damage to the finish, we recommend using a two-wheeled hand truck to move this item.
• Litter receptacle ships fully assembled with freestanding glides.
• Anchoring hardware for surface mount option. Two anchors, 3/8" diameter or less, are required per unit. The base casting adds 1-1/2" to the anchor length. The installer is responsible for anchoring hardware suitable for site conditions. Corrosion resistant anchors are recommended.

ASSEMBLE WITH CARE! Pangard® Polyester Powdercoat is a strong, long-lasting finish. To protect this finish during assembly, place unwrapped powdercoated parts on packaging foam or other non-marring surface. Do not place or slide powdercoated parts on concrete or other hard or textured surface - this will damage the finish causing rust to occur. Use touch-up paint on any gouges in the finish caused by assembly tools.

Date: September 2011
U.S. Patent No. D643,986; D643,987

Page 1 of 1

1 BENCH NOT TO SCALE

2 TRASH CAN NOT TO SCALE

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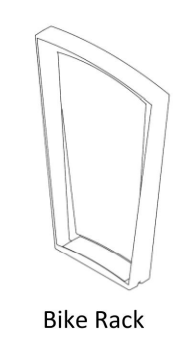
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LANDSCAPE NOTES & DETAILS

JOB NO. 34302
SHEET NO. L2.1

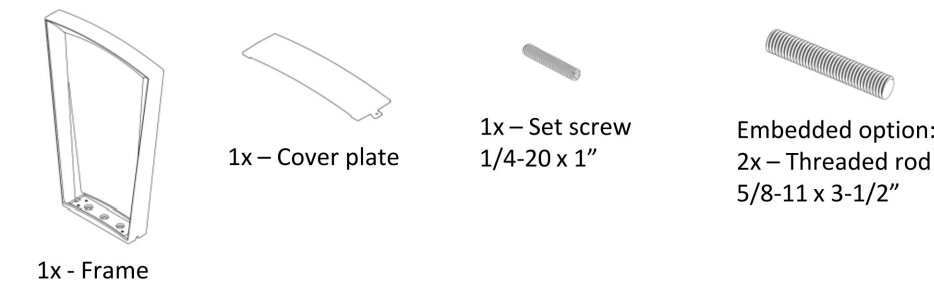
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Bike Rack

Included components



Tools Required

- Unit ships assembled
- 1/8" hex key
- 3/16" hex key
- Hammer drill with masonry bits
- For embedded mount option: chemical anchoring adhesive (Hilti HIT RE 500 or equivalent)
- For surface mount option: stainless steel anchoring hardware, (2) required per unit (not included). Landscape Forms, Inc. recommends maximum 1/2" dia bolt, with a minimum embedded depth of 3" (see Fig. 5. for bolt clearances).

WARNING! Unit must be anchored.

HANDLE WITH CARE! Emerson's finish can be scuffed by contact with tools, concrete, or other abrasive surfaces. Protect the finish from damage during installation. Use touch-up paint to repair any powder coat finish abrasions.

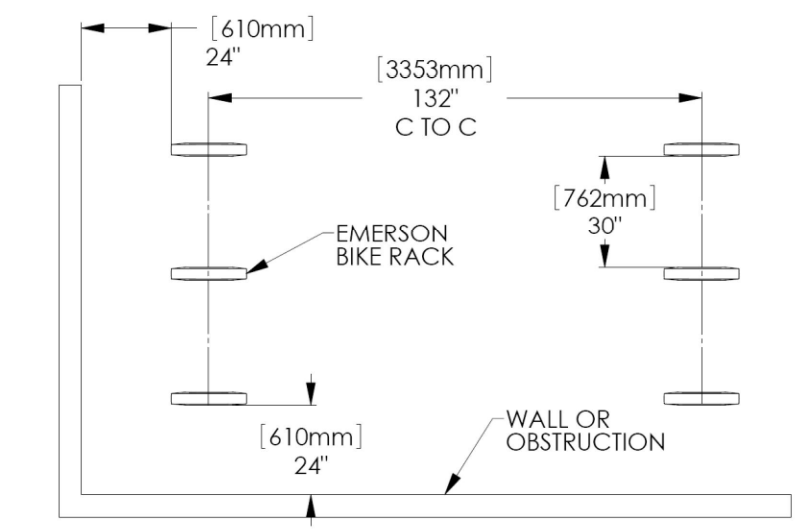


Fig. 1 - Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)

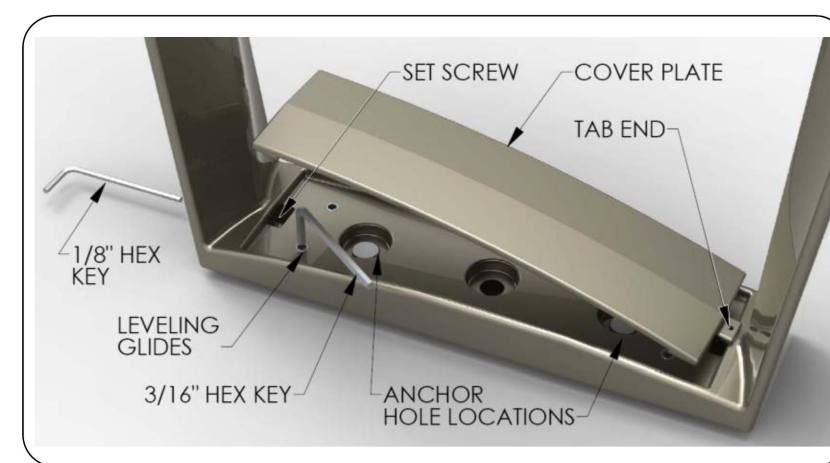
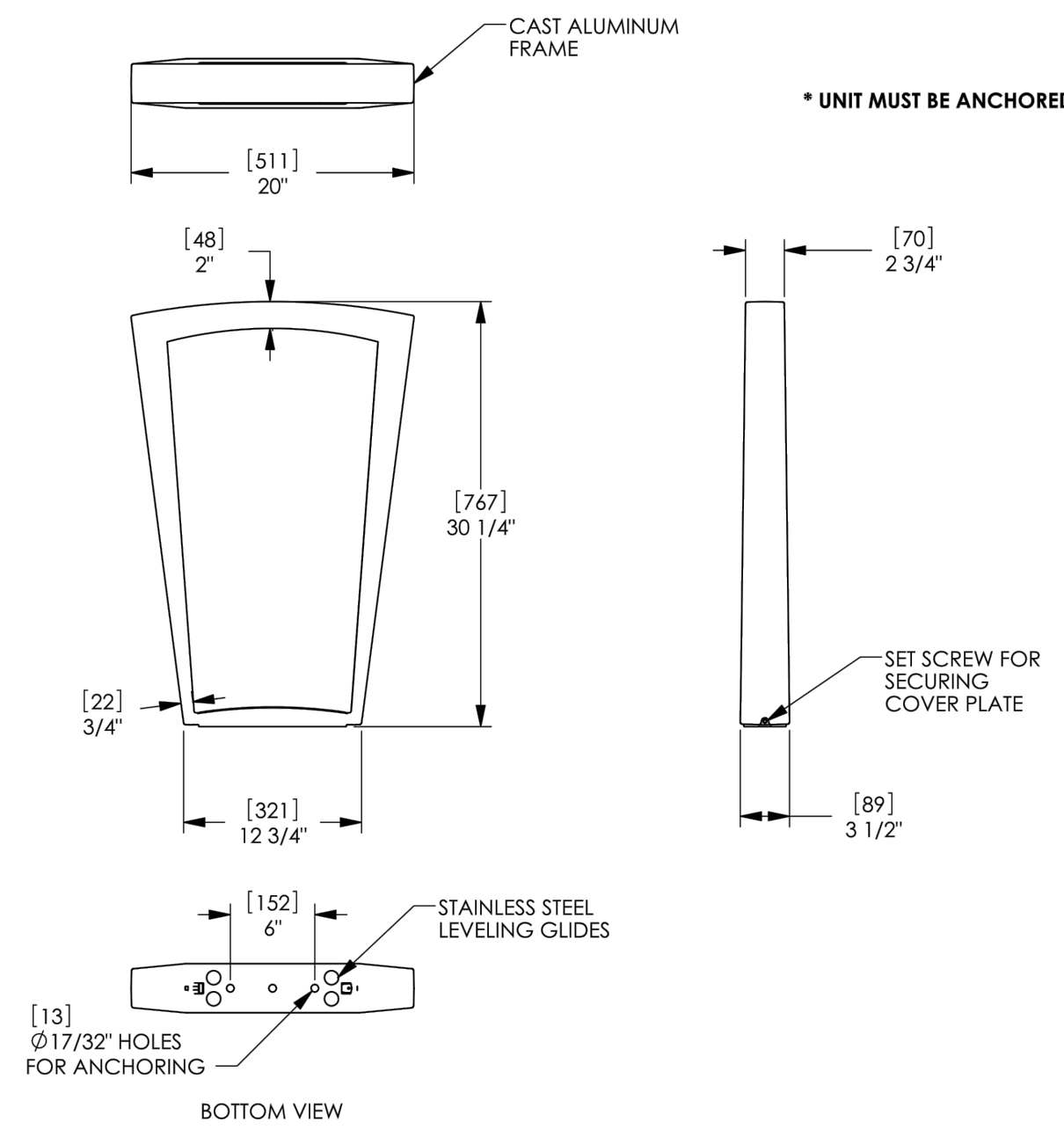


Fig. 2 - Component detail



Drawing: EM144-01
Date: 11/29/2011
Dimensions are in Inches(mm)
U.S. Patent No. D648,658

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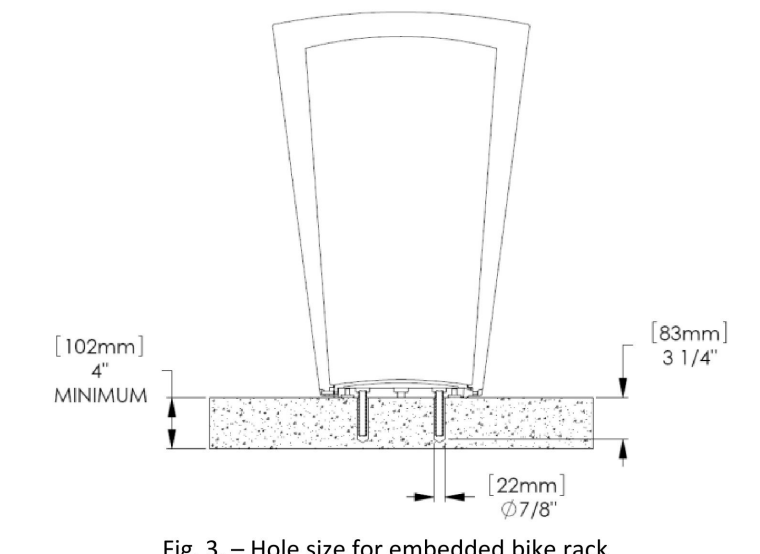


Fig. 3 - Hole size for embedded bike rack

INSTALLATION PROCEDURE:

WARNING! Unit must be anchored.

1. Set bike rack in position. Using 3/16" hex key, adjust leveling glides until unit is plumb.
2. Mark hole locations. See Fig. 1 for recommended spacing.
3. Move bike rack and drill holes. Clear debris from holes.

FOR EMBEDDED MOUNT:

1. Thread anchor rods into bike rack as shown in Fig. 4.
2. Fill holes with adhesive to level shown in Fig. 4.
3. Set unit in place and wipe away excess adhesive.
4. After adhesive has fully cured to manufacturer's recommendation, turn all four leveling glides equally until tight to remove any excess movement of the bike rack.

FOR SURFACE MOUNT:

1. Set unit in place and install anchor bolts (not supplied by Landscape Forms) according to anchor manufacturer's instructions.
2. Turn all four leveling glides equally until tight to remove any excess movement of the bike rack.

FOR COVER PLATE INSTALLATION:

1. Install cover plate by inserting tab end into casting frame.
2. Using 1/8" hex key, install 1/4-20 set screw in opposite end of cover plate, through the casting frame.
3. Tighten set screw until cover plate is secure. **Warning!** Do not over tighten the set screw, which can cause the cover plate to deform.

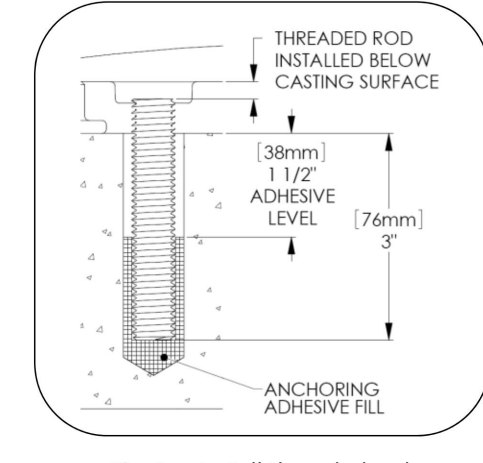


Fig. 4 - Install threaded rod

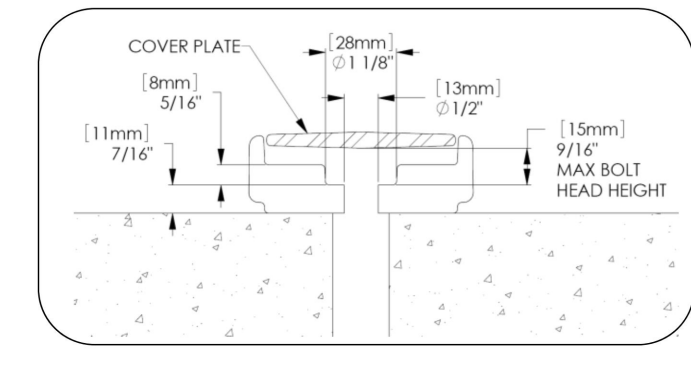
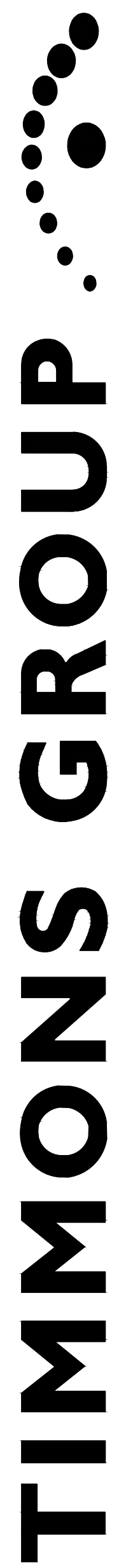


Fig. 5 - Anchor hole clearance for surface mount



1 BIKE RACK NOT TO SCALE



THE STANDARD - CHARLOTTESVILLE
CITY OF CHARLOTTESVILLE, VIRGINIA
LANDSCAPE NOTES & DETAILS

JOB NO.	34302
SHEET NO.	L2.2

DATE	8/14/2013
DESIGNED BY	V. HYLAND
CHECKED BY	S. WILEY
SCALE	N/A

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**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date: February 3, 2014

Action Required: Adoption of Resolution

Presenter: James E. Tolbert, AICP, Director of NDS

Staff Contacts: James E. Tolbert, AICP, Director of NDS
Amanda Poncy, Bike & Pedestrian Coordinator

Title: **Transfer of Funds from Capital Improvement Program Contingency for the Context Sensitive Street Design Funding Appropriation - \$50,000 and Approval of the Context Sensitive Design Resolution**

Background: In September Councilor Galvin presented the attached resolution titled Designing Walkable Urban Thoroughfares: A Context Sensitive Approach to Council under other business. After discussion the Council referred the resolution to the Planning Commission for comment. The Commission reviewed the resolution at their October meeting and recommended to Council that it be adopted. One of the work items the resolution suggests is the creation of new street design standards for the City. This is an idea supported by staff, the Planning Commission, the Tree Commission, the Bike/Pedestrian Committee, and the PLACE Design Task Force. This item was deferred by the Council at their December 16, 2013 meeting for additional study. That research has been done and the resolution amended to reflect the additional study and address concerns of City Council. This packet now contains the following items:

- The Context Sensitive Streets Resolution that outlines the intent and products desired as well as an allocation of \$50,000 to procure technical assistance as necessary.
- A revised City of Charlottesville Complete Streets Policy, 2014
- A Context Sensitive Street Design Implementation Process.

Discussion: The attached resolution outlines several important issues concerning street design in our community and quotes relevant Comprehensive Plan Goals.

- The 2013 Comprehensive Plan of the City of Charlottesville calls for the development of a comprehensive set of street design guidelines based on the City’s Complete Streets Resolution and ITE’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”, as a way to ensure that transportation infrastructure investments support the making of an attractive, healthy, and safe, walkable and bike-able Charlottesville.
- The 2013 Comprehensive Plan of the City of Charlottesville also calls for: Streets that promote connectivity and best practices in storm water management; expanding the City’s overall tree canopy; a transportation system that facilitates greater transit use and promotes well-connected, safe, bicycle-pedestrian infrastructure; a built environment that attracts and supports the city’s existing business community and growing “innovation” industry; and a review and update of the City’s regulatory framework (inclusive of zoning, subdivision ordinance, Standards and Design Manual and district and entrance corridor guidelines) to ensure that it successfully and consistently implements the City’s Comprehensive Plan.
- “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” acknowledges that challenges encountered on any given individual thoroughfare cannot be addressed in isolation of the city-wide network and that establishing a block network plan that enhances connectivity, anticipates impacts of development on traffic, seeks to minimize conflicts between pedestrians, cyclists and vehicles and distinguishes the function, development intensity, modal emphasis and other physical characteristics of individual segments of that network (based on the context) is essential to a well-functioning city-wide transportation system.
- “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” promotes a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities; and focuses on applying concepts and principles in the design of thoroughfares that emphasize walkable communities in order to facilitate the restoration of the multiple functions of urban streets.

An outline of the process to accomplish the development of all the items desired by the resolution are attached to the resolution.

Citizen Engagement: While there has been no specific engagement on implementation this concept was an important part of the Comprehensive Plan development and the resolution was discussed at the October Planning Commission meeting.

Alignment with City Council Vision and Priorities: Approval of this this agenda item aligns closely with the City Council visions to be:

- A Smart Citizen Focused Government
- A Connected Community
- A Green City
- Economic Sustainability

Budgetary Impact: Because most of this work will be performed with staff teams working with PLACE sub-committees and members of other committees such as the Planning Commission, Tree Commission, and the Bike/Pedestrian Committee, staff believes that the technical assistance costing no more than \$50,000 will be needed. It is recommended that these funds come from the Capital Improvement Program Contingency Account.

Recommendation: Staff recommends the adoption of the attached resolution titled “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” as a recommended “Best Practice” for New and Existing Roadways within the City of Charlottesville, that also transfers \$50,000 from the CIP contingency to a new account for Street Design Standards.

Alternatives: The alternative to these actions is to not pass the resolution or the allocation

Attachments: Resolution
Complete Streets Policy
Context Sensitive Street Design Implementation Policy

A RESOLUTION ADOPTING “DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH” AS A RECOMMENDED “BEST PRACTICE” FOR NEW and EXISTING ROADWAYS WITHIN THE CITY OF CHARLOTTESVILLE.

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” was published by the Institute of Transportation Engineers (ITE) in 2010 to assist communities in improving mobility choices and community character through a commitment to creating and enhancing walkable communities and is the basis for the Virginia Department of Rail and Public Transportation’s (DRPT) “Multimodal System Design Guidelines” and was sponsored by the Federal Highway Administration, the Office of Sustainable Communities, and the U.S. Environmental Protection Agency; and,

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” promotes a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities; and focuses on applying concepts and principles in the design of thoroughfares that emphasize walkable communities in order to facilitate the restoration of the multiple functions of urban streets; and

WHEREAS, “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” acknowledges that challenges encountered on any given individual thoroughfare cannot be addressed in isolation of the city-wide network and that establishing a block network plan that enhances connectivity, anticipates impacts of development on traffic, seeks to minimize conflicts between pedestrians, cyclists and vehicles and distinguishes the function, development intensity, modal emphasis and other physical characteristics of individual segments of that network (based on the context) is essential to a well-functioning city-wide transportation system; and

WHEREAS, *The 2012 Comprehensive Plan of the City of Charlottesville* calls for the development of a comprehensive set of street design guidelines based on the City’s Compete Streets Resolution and ITE’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”, as a way to ensure that transportation infrastructure investments support the making of an attractive, healthy, and safe, walkable and bike-able Charlottesville, and

WHEREAS, *The 2012 Comprehensive Plan of the City of Charlottesville* also calls for: streets that promote connectivity and best practices in storm water management; expanding the city’s overall tree canopy; a transportation system that facilitates greater transit use and promotes well-connected, safe, bicycle- pedestrian infrastructure; a built environment that attracts and supports the City’s existing business community and growing “innovation” industry; and a review and update of the City’s regulatory framework (inclusive of zoning, subdivision ordinance, Standards and Design Manual and district and entrance corridor guidelines) to ensure that it successfully and consistently implements the City’s Comprehensive Plan, and

WHEREAS, the Charlottesville City Council finds that the “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” will further the goals of the Charlottesville Comprehensive

Plan herein expressed and complement the City's Stormwater Utility Ordinance and Healthy Eating, Active Living and Complete Streets Resolutions (passed unanimously in 2013 and 2010 respectively);

NOW THEREFORE, BE IT RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That, the ITE Manual, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" (herein referred to as the ITE-CSA Manual) is hereby adopted as a best practice by the City of Charlottesville to guide the development of new standards prepared specifically for the City of Charlottesville for ~~on~~ all new and existing roadway improvement projects (inclusive of alleys, lanes, streets, and boulevards for both new and redeveloped roadways and block networks) and is attached hereto as Exhibit "A" and incorporated herein by reference for all purposes.

BE IT FURTHER RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That the PLACE Design Group or its sub-committees as appropriate shall serve as a technical advisory group working with an inter-departmental team(s) of City Staff (from NDS, OED, Public Works, Parks and Recreation, Fire and Police, as appropriate) to develop the following:

- A Policy and Regulatory Audit
- Comprehensive Multi-modal Plan
- City-wide Context Sensitive Design Standards
- City-wide Block Network plan

~~That the Charlottesville City Council, shall establish an advisory group (consisting of members from the Planning Commission, Bicycle Pedestrian Committee, Tree Commission, and PLACE Design Task Force, and others) in the fall of 2013 to work with an inter-departmental team of City staff (consisting of the bike pedestrian coordinator, staff experienced and trained in urban design and landscape architecture or architecture, NDS, OED, Public Works, Parks and Recreation, Fire and Police Departments) to develop a Comprehensive Multi-modal Plan as called for by the ITE-CSA Manual, in conjunction with overseeing a "policy and regulatory audit" (with the assistance of an outside consultant, as deemed necessary by the advisory group) of the City's existing regulatory framework, and~~

That the City-wide Comprehensive Multi-modal Plan shall in turn incorporate the findings and recommendations of the "policy and regulatory audit" and may be modified by the City's small area plans, and

~~That a set of City-wide street design standards, implementation strategies and an enhanced City-wide block network plan shall be developed as part of the City-wide Comprehensive Multi-modal Plan, and~~

That the City-wide Comprehensive Multi-Modal Plan (herein meant to include City-wide street design standards, implementation strategies and an enhanced block network plan,) shall recommend a priority for ~~prioritize~~ projects and identify capital expenditures by project and be presented to the Planning

Commission and Council for adoption after public hearings ~~by the fall of 2014~~, and

That the advisory group shall present its recommendations for revisions resulting from the policy and regulatory audit to the City Council, Planning Commission, or Board or Architectural Review as appropriate, and in the absence of a board with established legal authority for implementation shall oversee the implementation as requested specifically by City Council, and ~~That the advisory group (together with staff) shall oversee the implementation of the City-wide Comprehensive Multi-Modal Plan in coordination with implementing revisions to the City's regulatory framework as recommended by the "policy and regulatory audit" and adopted by the Planning Commission and Council, and~~

That the City-wide Comprehensive Multi-Modal Plan shall begin implementation ~~by the spring of 2015~~ in coordination with the implementation of City-wide regulatory framework changes and its Comprehensive Stormwater/Green Infrastructure Plan as it is completed and necessary funding provided, and,

That each of the deliverables shall be completed within the general framework of the outline attached to this resolution, and that implementation will follow the City of Charlottesville Complete Streets Policy, 2014 attached hereto, and

That until such time as the City-wide Comprehensive Multi-modal Plan is complete and adopted by the Planning Commission and Council, this advisory group may be called upon from time to time to advise Council and Planning Commission on projects (inclusive of development submittals) and assist staff with providing guidance to applicants on matters concerning a project's impact on the safety, functioning, modal-orientation, attractiveness and comfort of city streets, prior to submittal.

BE IT FURTHER RESOLVED by the Council of the city of Charlottesville, Virginia that the following is hereby transferred in the following manner:

Transfer From

\$50,000 Fund: 426 Funded Program: CP-080 G/L Account: 59999

Transfer to

\$50,000 Fund: 426 WBS: P-00800 G/L Account: 59999

BE IT FURTHER RESOLVED that the attached revised City of Charlottesville Complete Streets Policy is adopted.



City of Charlottesville Complete Streets Policy, 2014

Complete Streets are streets that safely accommodate street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists appropriate to the context. Through this policy, the City of Charlottesville intends to ensure that all transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's "Street Design Guidelines" with the goal of creating an attractive connected multimodal network and great places that balance the needs of all users, except where there are demonstrated exceptional circumstances.

By adopting this policy, the City of Charlottesville:

- Affirms that *Improving Streetscapes* to create great streets, will improve both image and function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists;
- Recognizes that the development of pedestrian and bicycle infrastructure supports the Council Vision because it enhances recreational opportunities and well-designed cityscapes, thus promoting active lifestyles;
- Appreciates the positive role that good pedestrian and bicycle facilities play in attracting population growth and sustainable economic development;
- Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improved public health, improved environmental stewardship, reduced fuel consumption, and the reduced demand for motor vehicle infrastructure.
- Recognizes that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets.
- Intends to maximize the number of transportation options available within the public right-of-way.



City of Charlottesville Complete Streets Policy, 2014

Additionally, the Charlottesville City Council declares it is the City of Charlottesville policy to:

1. Use the Street Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Charlottesville while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.
2. Incorporate the Street Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
3. Keep street pavement widths to the minimum necessary.
4. Provide pedestrian accommodation in the form of sidewalks or shared-used pathways on all arterial and collector streets and on local streets in identified pedestrian corridors.
5. Provide bicycle accommodation along all arterial and collector streets. Bicycle accommodation on local streets should be provided within the travel lanes shared with motor vehicles and no additional markings, signage, or pavement should be provided unless a designated bicycle route requires the use of a local street.
6. Where physical conditions warrant, plant trees whenever a street is newly constructed, reconstructed, or relocated, according to the attached guidelines from the Tree Commission.
7. The Director of Parks and Recreation and the Director of Neighborhood Development Services will present a written explanation to the City Manager for approval when policies 3-6 above are not reasonable or feasible per the following exceptional circumstances:
 - a. Public safety would be compromised
 - b. Severe topographic constraints exist
 - c. Environmental or social impacts outweigh the need for these accommodations
 - d. The purpose and scope of the project does not facilitate provision of such accommodation
 - e. The total cost of constructing and/or maintaining the accommodation, including potential right-of-way acquisition, would be excessively disproportionate to the need for the facility
 - f. A public consensus determines the accommodation is unwanted.



City of Charlottesville Complete Streets Policy, 2014

In support of this Complete Streets Policy, the City of Charlottesville will:

- Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets follow the intent of the Street Design Guidelines.
- Update the process of evaluating requests for new curb and/or pedestrian accommodations.
- Identify all current and potential future sources of funding for street improvements.
- Continue inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- Train pertinent staff in the engineering, parks and recreation, public works, planning and transportation departments on the content of the Street Design Guidelines.
- Use the following process when planning improvements within the public right-of-way
 - a. Identify the street type according to Charlottesville street hierarchy (to be reviewed)
 - b. Identify the current and future character district(s) that pertain to the project
 - c. Identify the most appropriate street typical section according to the street type and character district
 - d. Identify any general elements that may apply to the work
- Measure the success of this complete streets policy using the following performance measures:
 - a. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
 - b. Linear feet of new pedestrian accommodation
 - c. Number of new curb ramps installed along City streets
 - d. Number of new streets trees planted along City streets
- Update the Street Design Guidelines as needed.

Context Sensitive Street Design Implementation Process

This outline is provided to enable a better understanding of the work effort required to complete the items identified in the Context Sensitive Streets Resolution. It is the staff expectation that one of the first steps of each staff team and advisory committee will be to review the work programs outlined herein.

Staff believes that there will be some need for consulting services such as design assistance, citizen engagement, and traffic engineering. The initial public engagement is in negotiation. Additional services should not exceed \$50,000 and that is the amount requested in and authorized by the Context Sensitive Streets Resolution.

DEFINITIONS

The following are definitions of the work projects or products contained in the Context Sensitive Streets Resolution

Policy and Regulatory Audit – A review of City policies and codes that influence the creation of pedestrian, bike friendly places including Standards and Design Manual, Subdivision Ordinance, Zoning Ordinance, and Water Protection Ordinance

Green Infrastructure Plan – Green infrastructure is comprised of many components from natural resources to elements of the built environment that support ecosystem health and integrity and livable communities.

Green infrastructure planning encompasses identifying, evaluating, and prioritizing natural and cultural resources. This can include but is not limited to, analyzing habitat and connectivity of natural areas and open space, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, redevelopment, and retrofiting activities into the existing green infrastructure network.

Green stormwater infrastructure means any low impact development and/or storm water management planning and design strategies employed with the primary goal of preserving, restoring, or replicating natural hydrologic function. Green stormwater infrastructure maintains, augments, and increases stormwater infiltration, attenuation, filtration, and evapotranspiration and is spatially arranged in an integrated and distributed manner throughout the overall site footprint. Green stormwater infrastructure techniques include, but are not limited to, methods that use soil and vegetation to address natural hydrologic function. Green stormwater infrastructure also includes the preservation and restoration of natural landscape features such as streams, floodplains, and wetlands.

City-Wide Comprehensive Plan Multi-Modal Plan – A comprehensive review of the city street network down to the finer grain street network will include 1) city wide street design guidelines that vary with the

context, 2) a block network plan, and 3) implementation strategies

- a. Block Network Plan – The Block Network Plan looks at the circulation network of the City (all kinds of streets, alleys, multi-use trails); future traffic flows (i.e. traffic modeling); trouble areas related to future growth; and opportunities for mode shift.
- b. Context Sensitive Streets Guidelines – New street section guidelines that determine how streets will be constructed and modified in the future based on the character of the street and neighborhood.
- c. An implementation strategy.

IMPLEMENTATION STEPS

Public Engagement

We recommend a strong public engagement process for each of these studies. A coordinated public process will be critical to the success of the development and implementation of the code audit, green infrastructure plan and the multi modal plan.

Staff recently engaged the firm of Toole Design to prepare an update of the bike/pedestrian plan. That effort is very closely aligned with the Multi-Modal Plan and Policy Audit. It is staff's intent to coordinate the initial public engagement process of this effort with the bike/pedestrian planning effort and use Toole to lead that initial engagement effort. Additional public engagement will follow as an important part of each process. The scope of work for this engagement effort is as below:

The TDG Team consists of the following consultants:

- **Toole Design Group, LLC (TDG)**- Project management, civil design, and landscape design
- **Twaddell Associates (TA)** – Stakeholder outreach support.

The following tasks describe the TDG Team's scope of work for this project.

Task 1 – Kickoff and Project Management

The Team will prepare for, participate in, and document a kickoff meeting with the City and other appropriate agency officials to review the scope and schedule for the project as well as clearly identify the project expectations. The Team will prepare a draft project schedule for review and discussion at the kick-off meeting. The Team will also conduct ongoing coordination with the City and other agencies as needed, and will prepare monthly invoices and progress reports. Each report will include task accomplishments, status of deliverables and expected upcoming activities.

Deliverables:

- Project Schedule
- Kickoff meeting minutes

Task 2 – Existing Document Review/ Field Assessment

The Team will first gather and review available data such as GIS and existing planning documents and policies. A desktop assessment will be conducted to determine preliminary street types. This assessment will pay particular attention to street function, quantity of travel lanes, bicycle and pedestrian facilities, buffers, adjacent land-uses and parking conditions. Additional street components, such as bus routes, and right-of way widths, will be reviewed as well.

The Team will compare the existing street types to the Virginia Department of Rail and Public Transportation (VDRPT), Multimodal System Guidelines to determine applicable standards/guidelines to Charlottesville. The Team will complete a limited field reconnaissance of typical street types, and to gain a more thorough understanding of the context, and to determine areas which may require additional verification. The field review will be conducted using topography mapping, and aerial photography provided by the City of Charlottesville to record findings. The Team will draft a summary memorandum of existing conditions observed in the field reconnaissance.

Task 3 – Stakeholder Involvement Meeting/Workshop

The Team will facilitate a stakeholder meeting/ workshop to gather input on the results of the field review/ reconnaissance completed in Task 2, and to learn about specific concerns and observations, and to identify the potential elements of streets for consideration. The Team has extensive experience employing a host of stakeholder engagement strategies, and will work with the City to determine which will be most effective. The Team will meet with City staff to determine what opportunities should be further refined and elevated.

Deliverables:

- Summary of workshop outcomes

Meetings:

- Stakeholder Meeting/Workshop
- Review Meeting with the City of Charlottesville

Task 4 – Draft Outline and Technical Memorandum

Based on prior tasks, the Team will develop an annotated outline of the proposed guidelines. The Team will also develop an accompanying memorandum that will include:

- Overview of the document review, field analysis and discuss the potential use of VDRPT guidelines.
- Documentation of the client and stakeholder input.
- Analysis of other relevant issues, costs and trade- offs of adopting context sensitive guidelines.
- Action plan for moving the process forward to develop finalized guidelines (potential future Phase).

The annotated outline and memorandum will be desktop published in In-Design, and will include

photographs, and graphics as needed to convey concepts in an easy-to-understand manner. The draft annotated outline and memorandum will be reviewed by the City staff and revisions will be made based on their input.

Deliverables:

- Draft and revised Draft Annotated Outline and Technical Memorandum

Meetings:

- Review Meeting with the City of Charlottesville

Task 5 – Stakeholder Review Meetings (3)

The Team will present the annotated outline and memorandum to up to three stakeholder meetings to receive input and recommendations. The stakeholder group may consist of the following groups:

- Place Design Task Force
- Bicycle & Pedestrian Committee
- Tree Commission
- ADA Committee

Following the stakeholder meetings, the Team will meet with City staff to present the findings from the stakeholder meetings and determine the final revisions to the annotated outline and memorandum.

Deliverables:

- The Team will prepare meeting materials for up to three meetings
- Finalized Annotated Outline and Technical Memorandum

Meetings:

- Stakeholder Meetings (3)
- Review Meeting with the City of Charlottesville

Plan Process

Below are outlines of how each of the three studies can proceed. It is anticipated that they will proceed concurrently with the policy and regulatory audit being completed first and informing the other two.

A. Policy and Regulatory Audit

Staff has begun the process of this audit and is developing a step by step process designed for Charlottesville. An NDS staff member who has conducted these type projects in the past will lead the staff team. She will be assisted by an interdepartmental staff team and a newly appointed committee of the PLACE Design Task Force. Work performed by the consultants for both the Strategic Investment Area Plan and the West Main Street Study will be used as a resource for this effort. This process will begin with three goals:

- Align the codes with the vision of the Charlottesville Comprehensive Plan, Small Area Plans and Council Vision.

- Incorporate standards to address changes in technological advances and best practices.
- Simplify the organization of the codes and clarify the various approval processes.

A preliminary work plan has been identified and is outlined below:

Project Phases

- Phase 1: Analysis and Problem Definition
- Phase 2: Alternative Approaches
- Phase 3: Drafting New Code
- Phase 4: Code Adoption and Implementation

Phase 1 Analysis and Problem Definition

- Analysis and Problem Definition
- Plan-driven approach
- Key players
 - City Staff
 - PLACE Committee
 - Consultant Team (Possible)
- Stakeholder interviews (consultants, staff, code users, organizations, city council)
- Public listening sessions throughout City
 - What type of development do you like/not like in your neighborhood?
 - What type of development would you like to see?
 - What type of streetscapes?

Phase 2 Alternative Approaches

- Analysis, problem definition and identification of next steps
- Additional general analysis of “character” and forces of change
 - Neighborhood typologies
 - Typical building types
 - Demolition and rebuilt patterns/trends
- Next steps: further definition of neighborhood “character” or “context” for zoning purposes
- Additional general analysis of disconnect from adopted plan objectives
 - Comparison of current code vs. plan:
 - Capacity
 - Land use mix
 - Return on investment (selected situations)

Phase 3 Drafting New Code

- Led by PLACE, Planning Commission or BAR as appropriate with staff support
- Derived from Diagnostic Report
- Written statement of Top 3 problems to fix, example

- Vision and code alignment
- Complexity and consistency of code procedures
- Code format and usability

Phase 4 Code Adoptions and Implementation

B. City-Wide Comprehensive Multi-Modal Plan

A Comprehensive Multi-Modal Plan will include both the Block Network Plan and the Context Sensitive Design Plan. This is a fairly complex process that is integral to addressing both local traffic issues and the design of our streets. The planning process will be led by a staff team possibly supplemented by consulting design professionals. There is a considerable amount of existing data that can inform this project. The MPO is wrapping up their model development for the newest Long Range Transportation Plan for the urban area. That work provides an excellent analysis of current and projected traffic for many of the arterial and collector streets in the City. Combined with traffic counts done on a regular basis by VDOT and the City, there is only a small need for supplemental data gathering.

It is anticipated that staff team participants will represent many departments to include the following:

- NDS
- Public Services
- Utilities
- Parks and Recreation
- Police
- Fire
- Environmental Sustainability
- Water Resources Protection Program/Stormwater Utility

Relationship to the Bike/Pedestrian Plan Update – Staff and the Bike/Pedestrian Committee are working on an update to the 2004 Bike/Pedestrian Plan. That plan will review routes and networks for the bike network and the recommendations will inform the efforts of the multi-modal plan. New street sections will be used to implement the plan.

A Multimodal System Plan needs the following three basic sets maps to ensure a proper review:

- A. Map of Land Use Density/Intensity
- B. Map of Multimodal Districts and Centers
- C. Map of Multimodal Corridors with Modal Emphasis

Phase 1 Mapping Land Use Density/Intensity

Develop a map of existing and future population and employment density in terms of Activity Density. Activity Density is a measure of population and employment density and is expressed in terms of jobs plus population per acre.

- Phase 2 Mapping Multimodal Districts and Centers
1. Develop a map of the potential Multimodal Districts that are planned for the region.
 2. Develop a map of potential Multimodal Centers that are planned for the region.
 3. Designate the Multimodal Center Types on the map of the potential Multimodal Centers.
- Phase 3 Mapping Multimodal Corridors with Modal Emphasis
1. Develop a map of the potential Multimodal Corridors that are planned for the region.
 2. Show the Transect Zones for each Multimodal Corridor on the Multimodal System Plan.
 3. Show the proposed Modal Emphasis for each Multimodal Corridors on the Multimodal System Plan.
 4. Show all of the above data on a single Multimodal System Plan.
- Phase 4 Develop Context Sensitive Street Sections
1. Modify context by neighborhood input.
 2. Develop typical sections.
 3. Put into Standards and Design Manual with construction detail sheets.

C. Green Infrastructure Plan

Green infrastructure planning includes an existing green assets inventory. The inventory may include, but is not limited to, analyzing habitat and community level connectivity of natural areas and open spaces, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, and redevelopment activities into the existing green infrastructure network.

It should be noted that as a near term priority of the Stormwater Utility, a city wide Water Resources Protection Program master plan will be completed that includes a significant green stormwater infrastructure component that identifies and prioritizes capital projects aimed at pollutant reduction requirements and watershed improvements.

Below is a rough outline of a planning process that is based on guidance from the Virginia Green Infrastructure Center. As this process evolves we will be looking for additional guidance on a scope of work. It is anticipated that this work will be led by a staff team including staff from the Stormwater Utility, Environmental, Parks and Recreation, NDS and others as needed.

Phase 1: Set Goals – What does the community value?

Phase 2: Data Review – What do we know and what do we need to know?

Phase 3: Asset Mapping – Map the community’s ecological, cultural and economic assets.

What is mapped is based on goals established in Step 1.

Phase 4: Risk Assessment – Find out what’s at risk and what could be lost

Phase 5: Opportunities – Based on assets and risks, assess what can or should be saved? What could be restored? What will be developed? Engage the community in ranking key areas of importance. Map these opportunities and draft strategies to conserve them.

Phase 6: Include strategies in local plans for parks, zoning, comprehensive planning, stormwater.

Conclusion

The effort to develop each of these work products will be a complex process that can only be successful if all work is coordinated. While the actual work is not complex, the coordination and the public engagement add intricate layers to the process that are the key to successful completion.

Below is a projected timeline for the process that shows how they are moving to completion.

	March, 2014	July, 2014	August, 2014	Dec., 2014	March, 2015	June, 2015
Public Engagement						
Task 1	X					
Task 2		X				
Task 3		X				
Task 4			X			
Task 5			X			
Policy/Regulatory Audit						
Phase 1			X			
Phase 2				X		
Phase 3					X	
Phase 4						X
Multi-Modal Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4					X	
Green Infrastructure Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4				X		
Phase 5				X		
Phase 5						X

*Dates shown are Projected Completion Dates

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