Agenda

PLANNING COMMISSION REGULAR DOCKET
TUESDAY, March 13, 2018 at 5:30 P.M. and WEDNESDAY, March 14 at 5:30 P.M.
CITY COUNCIL CHAMBERS

**** Items I, II & III to occur on March 13, 2018**
****Items IV to occur on March 14, 2018**

I. Commission Pre-Meeting (Agenda discussion(s))
Beginning: 4:30 p.m.
Location: City Hall, 2nd Floor, NDS Conference

II. Commission Regular Meeting
Beginning: 5:30 p.m.
Location: City Hall, 2nd Floor, Council Chambers

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 9, 2018 – Pre- meeting and Regular meeting
2. Minutes – November 28, 2017 - Work Session
3. Minutes – January 3, 2018 - Work Session
4. Minutes – January 23, 2018 - Work Session

III. JOINT MEETING OF COMMISSION/ COUNCIL
Beginning: 6:00 p.m.
Continuing: until all public hearings are completed
Format: (i) Staff Report, (ii) Applicant, (iii) Hearing

1. Community Development Block Grant (CDBG) and HOME Funding— 1st Year Action Plan, FY 18-19: The Planning Commission and City Council are considering projects to be undertaken in the 1st Year Action Plan of the multi-year Consolidated Plan utilizing CDBG & HOME funds for the City of Charlottesville. In Fiscal Year 18-19 it is expected that the City of Charlottesville will receive about $388,000 in Community Development Block Grant funds and about $57,100 in HOME funds from the Department of Housing and Urban Development HUD. CDBG funds will be used in the City to address neighborhood improvements in Belmont and Ridge Street, economic development activities, housing activities, and public service projects that benefit low and moderate income citizens. HOME funds will be used to support the housing needs of low and moderate income citizens through down payment assistance and homeowner rehabilitation. **Report prepared by Tierra Howard, Grants Coordinator.**

2. SP18-00001 - 901 River Road SUP Request - Robert High Development, LLC, contract purchaser, and landowner River Road Plaza, LLC, have submitted an application seeking approval of a Special Use Permit (SUP) request for the property located at 901 River Road with road frontage on River Road and Belleview Avenue. The proposal requests to allow for a self-storage company, pursuant to City Code Section 34-480. The property is further identified on City Real Property Tax Map 49 Parcel 98 ("Subject Property"). The Subject Property is zoned IC (Industrial Corridor District). The site is approximately 2.203 acres or 95,963 square feet. The Comprehensive Plan designates the land use of the Subject Property as Business and Technology.

Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this SUP application may contact NDS Planner Heather Newmyer by e-mail (newmyerh@charlottesville.org) or by telephone (434-970-3968).

3. ZM17-00003 – 0 Monticello Road- Henningsen Kestner Architects, on behalf of Richard Spurzem, the owner of the property, has submitted a rezoning petition for 0 Monticello Road, also identified on City Real Property Tax Map 61 as Parcel 265.A ("Subject Property"). The petition proposes a change in zoning from M-I Industrial (current zoning) to R1-S Low-Density Residential (proposed zoning). The Subject Property has frontage on Monticello Road, and contains approximately 0.0895 acres or 3,899 square feet. The general usage of the proposed R-1S zoning classification is low-density residential areas characterized by small-lot development. The general usage specified in the Comprehensive Plan for the Subject Property is High-Density Residential. The Comprehensive Plan specifies density greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition may contact Carrie Rainey by email (raineyc@charlottesville.org) of by telephone (434-970-3453).

4. SP17-00003 – 0 Carlton Road – Stony Point Design/Build, LLC, as the owner of the Subject Property, has submitted an application seeking approval of a Special Use Permit (SUP) request to allow for multi-family residential use up to 21 dwelling units per acre per City Code Section 34-480 and a reduction of the minimum required front yard setback from 20-feet to 0-feet per City Code Section 34-162(a) at 0 Carlton Road, also identified on City Real Property Tax Map 57 Parcels 123.69, 123.701, 123.71 and Tax Map 61 Parcel 2.2 ("Subject Property"). The Subject Property has frontage on Carlton Road and Monticello Road. The site is zoned M-I Industrial. The property is approximately 0.623 acres or 27,138 square feet. A residential density of 19.26 units per acre is proposed (up to 21 DUA by SUP can be requested) for a total of 12 units. The Land Use Plan calls for High-Density Residential. The Comprehensive Plan specifies density greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition may contact Carrie Rainey by email (raineyc@charlottesville.org) of by telephone (434-970-3453).

5. 1206 Carlton Avenue

a. ZM-17-00004 - 1206 Carlton Avenue – Justin Shimp (Shimp Engineering) on behalf of Chris Hulett (owners of 1206 Carlton Ave) has submitted a rezoning petition for 1206 Carlton Avenue (Subject Property). The rezoning petition proposes a change in zoning from the existing R-2 Two-family Residential to R-3 Multi-family with no proffered development conditions. The Subject Property is further identified on City Real Property Tax Map 57 Parcels 127. The Subject Property is approximately 0.26 acres. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition my contact Matt Alfele, City Planner by email at (alfelem@charlottesville.org) or by telephone (434-970-3636).

b. SP17-00008 - 1206 Carlton Avenue – Justin Shimp (Shimp Engineering) on behalf of Chris Hulett (owners of 1206 Carlton Ave) has submitted an application seeking approval of a Special Use permit (SUP) for 1206 Carlton Avenue (Subject Property). The SUP application proposes increasing the density from a By-Right 21 Dwelling Units per Acres (DUA) to 24 DUA (per City Code Section 34-420) and adjusting the southeastern side setback from 10' to 8' (per City Code Section 34-162(a)). The applicant is requesting a rezoning (see petition ZM-17-00004) and a SUP to build a 6 unit apartment.

The Subject Properties are further identified on City Real Property Tax Map 57 Parcels 127. The Subject Property is further identified on City Real Property Tax Map 57 Parcels 127. The Subject Property is approximately 0.26 acres. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition my contact Matt Alfele, City Planner by email at (alfelem@charlottesville.org) or by telephone (434-970-3636).

6. Hogwaller Farm **DEFERRED BY APPLICANT ON MARCH, 6, 2018**

a. ZM-18-00001 – Hogwaller Farm *– Justin Shimp (Shimp Engineering) on behalf of Charles Hurt and Shirley Fisher (owners) has submitted a rezoning petition for Tax Map 61 Parcels 79.17, 79.18, & 79.19, 918 Nassau Street, and a portion of Tax Map 61 Parcel 79 (Subject Properties). The rezoning petition proposes a change in zoning from the existing R-2 Two-family Residential to HW Highway Corridor with no proffered development conditions. The Subject Property is further identified on City Real Property Tax Map 61 Parcels 79, 79.17, 79.18, 79.19, & 79.201. The Subject Properties is approximately 1.16 acres. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition my contact Matt Alfele, City Planner by email at (alfelem@charlottesville.org) or by telephone (434-970-3636).*

b. SP18-00004 – Hogwaller Farm *– Justin Shimp (Shimp Engineering) on behalf of Charles Hurt and Shirley Fisher (owners) has submitted an application seeking approval of a Special Use permit (SUP) for Tax Map 61 Parcels 79, 79.16, 79.17, 79.18, & 79.19, 918 Nassau Street (Subject Properties). The SUP application proposes a density of 24 Dwelling Units Acres (DUA) per City Code Section 34-740. The applicant is requesting a rezoning (see petition ZM-18-00001) and a SUP for the proposed development of (18) one-bedroom and (12) two-bedroom units split between (2) three-story buildings for a total of (30) dwelling units. The development is being proposed as an urban farm and will accommodate a 1,280 square foot greenhouse and a 600 square foot retail farm store. Additional parking, farm sheds, and agricultural fields supporting the development are proposed on an adjacent 7.52 acre county parcel. The Subject Properties are further identified on City Real Property Tax Map 61 Parcels 79, 79.16, 79.17, 79.18, 79.19, & 79.20. The Subject Properties are approximately 1.26 acres and has road frontage on Nassau Street. The Land Use Plan calls for Low Density Residential. The Comprehensive Plan specifies density no greater than 15 units per acre. Information pertaining to request may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or obtained from the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this rezoning petition my contact Matt Alfele, City Planner by email at (alfelem@charlottesville.org) or by telephone (434-970-3636).*

PLANNING COMMISSION REGULAR DOCKET
Continued WEDNESDAY, March 14 at 5:30 P.M.
CITY COUNCIL CHAMBERS

Commission Pre-Meeting (Agenda discussion(s))
Beginning: 5:00 p.m.
Location: City Hall, 2nd Floor, NDS Conference

IV. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded – beginning at 5:30 P.M.

1. Site Plan – 1011 East Jefferson Street Site Plan

2 Entrance Corridor Review Board (ERB) – 912 East High Street

3. Dairy Central - 946 Grady Avenue
   a. Preliminary Discussion
   b. ERB – Recommendation on SUP request

4. Preliminary Discussion - 140 Emmet Street North

5. Hydraulic/29 Transportation Plan Presentation

V. FUTURE MEETING SCHEDULE/ADJOURN

Thursday , March 22, 2018 – 5:00 PM	Work Session	Joint Work Session with City Council on Hydraulic 29 Transportation Plan
Tuesday, March 27, 2018 – 5:00 PM	Work Session	Comprehensive Plan
Tuesday, April 10, 2018 – 4:30 PM	Pre- Meeting	
Tuesday, April 10, 2018 – 5:30 PM	Regular Meeting	Comprehensive Plan Amendment – Hydraulic/29 – Land Use and Transportation Plans and inclusion as Urban Development Area Presentation - Ivy Corridor Preliminary Development Plan Rezoning and SUP – Hogwaller Farm

Anticipated Items on Future Agendas

Site Plan - Sunrise Park PUD Phase IV
Subdivision - Paynes Mill
Entrance Corridor - 916, 920 East High Street, 325 10th Street NE (10th & High), Seminole Square shopping center
Zoning Text Amendments – Mixed Use definition (initiation), Parking Exempt zone revisions.
SUP –MACAA (1021 Park Street), 1233 Cedars Court, Cleveland Avenue, 1817 Nassau, Brookwood SUP

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

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

APPLICATION FOR APPROVAL OF A PRELIMINARY SITE PLAN

PLANNING COMMISSION REGULAR MEETING

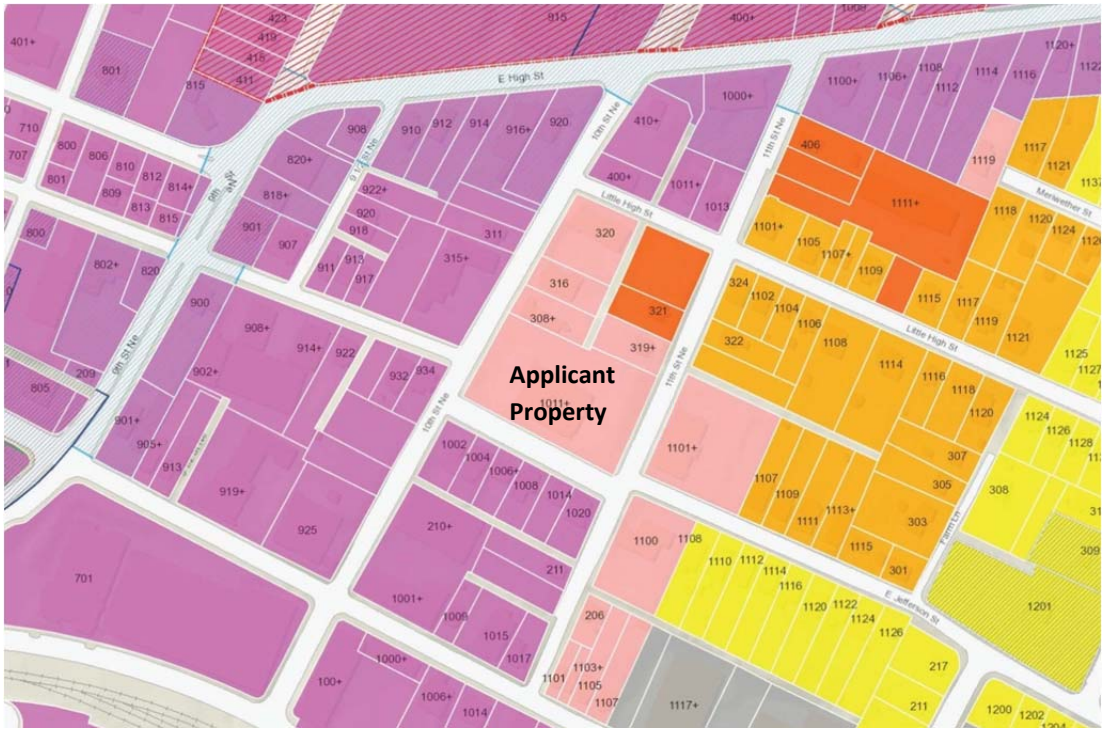
DATE OF MEETING: March 14, 2018

Project Planner: Carrie Rainey
Date of Staff Report: March 1, 2018
Development: 1011 E Jefferson Street (Tax Map 54 Parcel 127)
Applicant: David Mitchell, Great Eastern Management
Applicant's Representative(s): Scott Collins, Collins Engineering
Current Property Owner: Jefferson Medical Building Limited Partnership
Applicable City Code Provisions: 34-800 – 34-827 (Site Plans)
Zoning District: B-1 Commercial
Reason for Planning Commission Review: Preliminary site plans associated with a property which has a Special Use Permit (SUP) are subject to review by the Planning Commission.

Vicinity Map

Context Map 1

Context Map 2- Zoning Classifications



KEY - Yellow: R1-S, Light Orange: R-2, Orange: R-3, Pink: B-1, Red: B-2, Purple: DN or HS, Grey: M-I

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.

Summary

Scott Collins of Collins Engineering, LLC, acting as agent for Jefferson Medical Building Limited Partnership and Great Eastern Management, is requesting approval of a preliminary site plan to construct a mixed-use building with up to 127 residential units at 1011 E Jefferson (TMP 54-127). City Council approved a Special Use Permit (SP16-00001) with conditions for additional residential density on July 5, 2017.

The preliminary site plan (Attachment 1) shows a deviation from driveway layout shown in the conceptual plan presented in conjunction with the Special Use Permit (Attachment 4). The previously shown modification to the building has been removed.

The preliminary site plan proposes a driveway that is set further back from the northern property line than the driveway proposed in the conceptual plan associated with the Special Use Permit. The driveway entrance locations on 10th Street NE and 11th Street NE proposed on the preliminary site plan are in the same location as those proposed on the conceptual plan associated with the Special Use Permit. However, the majority of proposed driveway on the preliminary site plan is located further south (farther from the property line).

Site Plan Compliance

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 site plan are outlined below.

Site Plan Requirements

A. Compliance with applicable zoning district regulation

B-1 Commercial District ("B-1") (per Sections 34-440 - 34-480)

The property is zoned B-1 Commercial District. The project complies with all requirements of the B-1 Commercial District.

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

The applicant's erosion and sediment control plan will be submitted and reviewed during final site plan submission. The applicant will be required to comply with staff comments.

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

1. General site plan information, including but not limited to project, property, zoning, site, and traffic information: **Found on Sheet 1.**
2. Existing condition and adjacent property information: **Found on Sheet 2.**
3. Phasing plan: **The project will be constructed in one phase per Sheet 1.**
4. Topography and grading: **Found on Sheet 3.**
5. Existing landscape and trees: **Found on Sheet 2.**
6. The name and location of all water features: **N/A.**
7. One hundred-year flood plain limits: **N/A.**
8. Existing and proposed streets and associated traffic information: **Reference to Traffic Impact Analysis noted on Sheet 1 (see Attachment 3). No new roads are proposed.**
9. Location and size of existing water and sewer infrastructure: **Found on Sheet 2.**
10. Proposed layout for water and sanitary sewer facilities and storm drain facilities: **Found of Sheets 3 and 5.**
11. Location of other existing and proposed utilities and utility easements: **Found on Sheet 3.**
12. Location of existing and proposed ingress to and egress from the property, showing the distance to the centerline of the nearest existing street intersection: **Found on Sheet 3.**
13. Location and dimensions of all existing and proposed improvements: **Found on Sheets 3, 4, 5, 6.**
14. All areas intended to be dedicated or reserved for public use: **Found on Sheet 3 (right-of-way to be dedicated behind the sidewalk on 10th Street NE and E Jefferson Street).**
15. Landscape plan: **Found on Sheet 3.**
16. Where deemed appropriate by the director due to intensity of development:
    a. Estimated traffic generation figures for the site based upon current ITE rates: **Found in the Traffic Impact Analysis.**
    b. Estimated vehicles per day: **Found in the Traffic Impact Analysis.**

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

The Special Use Permit granted by City Council on July 5, 2017 includes the following conditions, which are provided on **Sheet 1** of the preliminary site plan.

1. A maximum of 180 bedrooms shall be allowed on the subject property. No owner or operator of the multifamily dwelling shall enter into lease agreements with tenants on a bedroom-by-bedroom basis. Up to 50% of the residential units may be two-bedroom units. All residential units will be either one or two-bedroom units. **Found on Sheet 1.**

2. The applicant has notified the City that it has elected to provide affordable housing units to satisfy the requirements of City Code Sec. 34-12. Each of the required affordable housing units shall be provided either on-site or off-site, on land within the adjacent Downtown or Downtown North Mixed Use Corridor zoning Districts. **Condition to be resolved at final site plan approval.**

3. No demolition of existing building(s) or improvements shall be commenced prior to the approval of a final site plan and approval of a permit authorizing land-disturbing activities pursuant to City Code Sec. 10-9. Land disturbance associated with demolition shall be planned and taken into account within the stormwater management plan for the development, as part of a common plan of development for the Subject Property. **Condition to be resolved at final site plan approval.**

4. The design, height, and other characteristics of the development shall remain, in all material aspects, as described within the Application Materials. Any change in use of the proposed building, and any substantial change of the proposed development, shall require a modification of this SUP—specifically including, but without limitation, any change to the following matters depicted and/or represented within the Application Materials, as supplemented through June 12, 2017:
    - **a)** The provision of two (2) open air courtyards in the front and rear of the building, with the front courtyard visible from E Jefferson Street; **Found on Sheets 1 and 3.**
    - **b)** The provision of three (3) plazas: one along the entire 10th Street NE frontage; one, at the corner of 10th Street NE and E Jefferson Streets; and one, at the corner of 11th Street NE and East Jefferson Streets; **Found on Sheets 1 and 3.**
    - **c)** The provision of direct pedestrian access from East Jefferson Street to the on-site means of access to the building; **Found on Sheet 3.**

d) The entire eastern half of the building, as measured along the E Jefferson Street frontage, shall be a maximum of three (3) stories in height; **Found on Sheets 1, 3, and 4.**

e) A building setback of at least 30 feet, along no less than 30% of the building's 10th Street NE and 11th Street NE frontages. **Found on Sheets 3 and 4.**

f) A building setback at least 30 feet along no less than 25% of the site's E Jefferson Street frontage, and a setback of at least 20 feet along the building's remaining frontage along E Jefferson Street. **Found on Sheets 3 and 4.**

g) Stepbacks:
   i. A stepback at least 10 feet from the required minimum 20 foot setback above the second (2nd) story of the building, along 100% of the building's 11th Street N.E. frontage, **Found on Sheets 1 and 4.**
   ii. A stepback of at least 25 feet from the required minimum five (5) foot setback above the second story of the building, along 100% of the eastern half of the building's E Jefferson Street frontage. **Found on Sheets 1 and 4.**

h) No more than 15,000 square feet of commercial space shall be allowed on the Subject Property. **Found on Sheet 1.**

5. All street trees shall be a minimum of three (3) inch caliper at planting. Regardless of canopy size, street trees shall be spaced no more than 25 feet apart on the 10th Street NE and 11th Street NE frontages, and no more than 35 feet apart on the E Jefferson Street frontage. **Found on Sheets 1 and 3.**

6. The landowner shall provide the following pedestrian facilities, along with a dedication of land or suitable permanent easements:
   a) Construction of sidewalk on 10th Street NE along the entire frontage of the Subject Property, minimum seven (7) feet in width. If the sidewalk cannot be constructed within existing public right-of-way, then a reduction of two (2) feet shall be applied to the building setbacks and stepbacks required for 10th Street NE by Z.O. Sec. 34-457 and condition (4), above. **Found on Sheet 3.**
   b) Construction of curb extensions into (i) the intersection of 10th Street NE and E Jefferson Street adjacent to the Subject Property on both sides of the staggered intersection, and (ii) the intersection of 11th Street NE and E Jefferson Streets adjacent to the Subject Property, all as shown in the site plan dated June 9, 2017. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. A receiving ADA-compliant curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk. **Found on Sheet 3.**
   c) Install high visibility crosswalks at all pedestrian crossings at both the 10th Street NE and E Jefferson Street and 11th Street NE and E Jefferson Street intersections, as shown in the provided site plan dated June 9, 2017. **Found on Sheet 3.**

d) Extend concrete sidewalk across all driveway/alley entrances in full width and at a maximum two (2) percent cross slope, as shown in the site plan dated June 9, 2017. **Found on Sheet 3.**

e) If such is approved by the City, relocation of the existing two way stop located at the intersection of 11th Street NE and Little High Street, in order to stop traffic traveling on Little High Street, to an alternate location designated by the City Traffic Engineer. **Condition to be resolved at final site plan approval per Condition 6g below.**

f) Construction of curb extensions and high visibility crosswalks at the intersection of 11th Street NE and Little High Street. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. An ADA-compliant receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk. **Condition to be resolved at final site plan approval per Condition 6g below.**

g) All of the items referenced in (a)-(f) above shall be shown on the final site plan for the development, and any dedications of land or conveyances of public easements shall be provided prior to final site plan approval. The Traffic Engineer is authorized to modify the dimensions of the facilities referenced in (a) through (f), above, as necessary to leave adequate right-of-way available for future construction of bicycle lanes on 10th Street NE. Any such modification shall be shown within the final site plan for the development. Final construction plans for the public facilities referenced in (a)-(f), above will be submitted to the City's Traffic Engineer for approval, prior to commencement of construction.

7. All outdoor lighting and light fixtures shall be full cut-off luminaires. Spillover light from luminaires onto public roads and onto property adjacent property shall not exceed one-half (½) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of right-of-way or easement, whichever is closer to the light source. **Found on Sheet 6.**

8. There shall be no vehicular access to the Subject Property from the existing alley connecting the rear of the Subject Property to Little High Street. No more than one (1) vehicular access point ("curb cut") shall be allowed on 11th Street NE, unless additional any access point(s) on 11th Street NE are determined by the City Traffic Engineer to be necessary for the public safety. **Found on Sheet 3.**

9. Bicycle storage will be provided on-site, to the standards set forth within City Code Sec. 34-881(2) of the Charlottesville City Code (*Bicycle Storage Facilities*), or the most current Bicycle Storage Facilities code applicable to this multifamily dwelling at time of development. **Found on Sheets 1, 3, and 4.**

10. Low impact development techniques such as rain gardens and permeable pavers shall be constructed/ installed as part of the development, and the nature, location

and specifications for all such LID techniques shall be shown on the final site plan. **Found on Sheet 3.**

11. The redevelopment of the subject property shall include the installation of solar energy systems sufficient, at a minimum, to offset the electrical usage in the common areas of the development. **Condition to be resolved at final site plan approval.**

12. For every 1,500 square feet of commercial space, there shall be a reduction of one (1) dwelling unit from the maximum number of dwelling units (127) allowed under this special use permit. **Found on Sheet 1.**

E. Compliance with Additional Standards for Specific Uses (Sections 34-930 - 34-938)
No improvements regulated by these sections are proposed.

Public Comments Received

Staff has received correspondence from members of the public concerned with the modification to the rear of the building (northern side of the property) and maintenance of the maximum three story height set for the eastern half of the building.

Recommendation

Staff recommends approval of the preliminary site plan.

Attachments

1. Preliminary Site Plan dated January 11, 2018
2. Special Use Permit Resolution dated July 5, 2017
3. Traffic Impact Analysis dated May 22, 2017
4. Conceptual Site Plan Associated with SUP dated June 9, 2017

1011 E. JEFFERSON STREET APARTMENTS

PRELIMINARY SITE PLAN

CITY OF CHARLOTTESVILLE, VIRGINIA

GENERAL NOTES:

OWNER: JEFFERSON MEDICAL BUILDING LIMITED PARTNERSHIP
PO BOX 5526
CHARLOTTESVILLE, VA 22905

ARCHITECT: HENNINGSEN & KESTNER, INC.
1108 EAST HIGH STREET
CHARLOTTESVILLE, VA 22902
TELEPHONE: (434) 971-7202

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

PROPERTY: TMP 540127000
1011 E. JEFFERSON STREET
CHARLOTTESVILLE, VA 22902

LOCATION OF PROJECT: 1011 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902

TOTAL ACREAGE OF SITE: TOTAL ACREAGE: 1.4583 ACRES

EXISTING ZONING: B-1

EXISTING USE: MEDICAL OFFICE BUILDING

SPECIAL USE PERMIT: A SPECIAL USE PERMIT HAS BEEN APPROVED ON JULY 5TH, 2017 FOR THIS PROPERTY. THE PERMIT ALLOWS FOR MULTIFAMILY DWELLINGS UNITS NOT MORE THAN 87 DU/AC SUBJECT TO CONDITIONS. PLEASE SEE THIS SHEET FOR THE SUP CONDITIONS.
NOTE: 1-21 DUA CURRENTLY ALLOWED FOR RESIDENTIAL BY-RIGHT ON THE PROPERTY

PROPOSED USE: MIXED USE BUILDING WITH UP TO 126 RESIDENTIAL UNITS (CONSISTING OF 1 BEDROOM AND 2 BEDROOM UNITS) AND A MAXIMUM OF 15,000 SF OF COMMERCIAL USES. THE TOTAL RESIDENTIAL UNITS WILL BE DECREASED BY 1 UNIT FOR EVERY 1,500 SF OF COMMERCIAL SPACE INCLUDED WITHIN THE BUILDING.

PROPOSED DENSITY: 1.4583 ACRES x 87 DUA = MAX. OF 126 UNITS TO BE ALLOWED WITH THIS SPECIAL USE PERMIT
MAXIMUM OF 180 BEDROOMS (50% OF THE DWELLING UNITS SHALL BE 2 BEDROOM UNITS)

STORMWATER MANAGEMENT THE EXISTING SITE IS PRIMARILY IMPERVIOUS. FROM A STATE REGULATORY STANDPOINT, WATER QUALITY WILL BE ACHIEVED THROUGH THE BEST MANAGEMENT PRACTICE OF PURCHASING NUTRIENT CREDITS. FROM A WATER QUANTITY STANDPOINT, RUNOFF WILL BE ATTENUATED IN AN UNDERGROUND DETENTION FACILITY. THE POST DEVELOPMENT RUNOFF RATES, VOLUMES, AND VELOCITIES FROM THE SITE WILL BE REDUCED WITH THIS DEVELOPMENT. ABOVE AND BEYOND THE AFOREMENTIONED STATE COMPLIANCE, LOW IMPACT DEVELOPMENT TECHNIQUES WILL BE IMPLEMENTED. BRICK PAVERS, LANDSCAPED/PERVIOUS COMMON AREAS INTENDED FOR CONGREGATION, SOLAR ENERGY SYSTEMS TO OFFSET THE ELECTRICAL USAGE IN THE COMMON AREAS, AN UNDERGROUND DETENTION SYSTEM AND YARD SWALES/INLETS ARE PROPOSED FOR THE SITE.

SETBACKS: FRONT: 20' MINIMUM (3 FRONT SIDES)
SIDE: NONE REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY)
REAR: NONE REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY)

MAXIMUM HEIGHT: 45 FEET (BUILDING SHALL MEET THE MAXIMUM HEIGHT REQUIREMENTS IN ACCORDANCE WITH THE EXISTING CITY CODE). BUILDING TO PROVIDE STEPBACKS IN ACCORDANCE WITH THE APPROVED CONDITIONS OF THE SPECIAL USE PERMIT. THE ENTIRE EASTERN HALF OF THE BUILDING, AS SHOWN AND MEASURED ALONG THE 11TH STREET FRONTAGE, SHALL BE A MAXIMUM OF THREE (3) STORIES IN HEIGHT. THE WESTERN HALF OF THE BUILDING IS PROPOSED TO BE 5 STORIES IN HEIGHT, ALONG 10TH STREET. SEE DETAILS ON SHEET 4 FOR THE PROPOSED BUILDING HEIGHTS. ALSO, SEE SHEET 4 FOR THE HEIGHT DETERMINATION ANALYSIS FOR THE PROPOSED BUILDING.

GROSS FLOOR AREA: 130,000 +/- SF

SITE PHASING: PROJECT TO BE DEVELOPED IN (1) PHASE

AFFORDABLE UNITS: AFFORDABLE DWELLING UNITS SHALL BE PROVIDED AS REQUIRED BY ZONING ORDINANCE SECTION 34-12, AND THESE UNITS SHALL EITHER BE PROVIDED ONSITE OR OFFSITE.

FLOODPLAIN: THERE ARE NO FLOODPLAIN LIMITS WITHIN THE SUBJECT PROPERTY PER FEMA MAP#51003C0288D, PANEL #0288D DATED FEBRUARY 4, 2005.

STREAM BUFFER: THE DEVELOPMENT OF THIS PROPERTY DOES NOT IMPACT A STREAM BUFFER, WATERCOURSE, OR FLOODPLAIN ON THE PROPERTY.

SURVEY: BOUNDARY AND TOPOGRAPHY OF THE SITE WAS PROVIDED BY COMMONWEALTH LAND SURVEYING, NOVEMBER 2015.

USGS DATUM: NAD 83 (1994)

TOTAL LAND DISTURBANCE: 1.97 ACRES

UTILITIES: THE SITE WILL BE SERVED BY PUBLIC WATER AND SEWER.

CRITICAL SLOPES: NONE THAT MEET THE CONDITIONS OF THE CITY ORDINANCE SECTION 34-1120.

AREAS PUBLIC USE: CURRENTLY, THERE IS NO LAND ON THIS PROPERTY THAT IS PROPOSED FOR PUBLIC USE.

WATER DEMANDS/FIRE FLOW: CURRENTLY THERE IS A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 11TH STREET AND A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 10TH STREET THAT SERVE THIS PROPERTY. THE BUILDING WILL ALSO HAVE A SPRINKLER SYSTEM FOR FIRE PROTECTION. THE CALCULATED NEEDED FIRE FLOW FOR THIS BUILDING IS 3,000 gpm.

INGRESS AND EGRESS: ACCESS TO BUILDING PARKING GARAGE SHALL BE FROM THE PROPOSED ALLEY WITH ACCESS FROM 10TH STREET AND 11TH STREET. DIRECT PEDESTRIAN ACCESS TO THE BUILDING SHALL BE FROM E. JEFFERSON STREET, ALONG WITH ACCESS TO THE BUILDING FROM 10TH STREET AND 11TH STREET.

OPEN SPACE: THE SITE SHALL PROVIDE (2) OPEN AIR COURTYARDS IN THE FRONT AND REAR OF THE BUILDING, WITH THE FRONT COURTYARD VISIBLE FROM EAST JEFFERSON STREET. (3) PLAZAS WILL BE PROVIDED ON THE SITE – ONE (1) ALONG THE ENTIRE 10TH STREET, NE FRONTAGE, ONE (1) AT THE CORNER OF 10TH STREET, NE AND E. JEFFERSON STREET, AND ONE (1) AT THE CORNER OF 11TH STREET, NE AND E. JEFFERSON STREET.

LANDSCAPING: ALL STREET TREES SHALL BE A MINIMUM OF (3) INCH CALIPER AT PLANTING, AND STREET TREES SHALL BE SPACED IN ACCORDANCE WITH THE SPECIAL USE PERMIT CONDITIONS (NOTED ON THIS SHEET), BUT NO MORE THAN 35 FEET APART ON ALL FRONTAGES.

LIGHTING PLAN: ALL LIGHTING SHALL BE FULL CUT-OFF OBLIQUE SHIELDING OUTDOOR LIGHTING, WHICH SHALL NOT EMIT LIGHT ABOVE THE LINE OF SIGHT TO THE LIGHT SOURCES WHEN VIEWED FROM THE PROTECTED PROPERTIES. THE SHIELD SHALL BLOCK DIRECT ILLUMINATION OF PROTECTED PROPERTIES AND THE FIXTURE SHALL COMPLETELY CONCEAL AND RECESS THE LIGHT SOURCE FROM ALL VIEWING POSITIONS EXCEPT THOSE POSITIONS PERMITTED TO RECEIVE ILLUMINATION. SPILLOVER LIGHT FROM LUMINARIES ONTO PUBLIC ROADS AND ONTO ADJACENT PROPERTY SHALL NOT EXCEED (1/2) FOOT CANDLES.

SITE TRIP GENERATION AND LAND USE ITE CODE 7TH EDITION:
SEE TRAFFIC IMPACT ASSESSMENT REPORT

STREAMS/BUFFERS: SITE CONTAINS NO EXISTING WATER COURSES, STREAM BUFFERS OR FLOOD PLAINS. THIS SITE DRAINS TO THE EXISTING MOORES CREEK STREAM AND WATERSHED.

EXISTING VEGETATION: LANDSCAPING AND TREES AROUND THE EXISTING BUILDING AND PARKING LOT

PARKING REQUIREMENTS:
PARKING REQUIRED (LARGEST POSSIBLE, ASSUMES 15,000 sf OF COMMERCIAL):
MAXIMUM 126 APARTMENT UNITS (1 & 2 BEDROOM) x 1 SPACE PER UNIT = 126 SPACES
MAXIMUM 15,000 sf * 3.5 SPACES/1,000 sf OF COMMERCIAL SPACE = 53 SPACES
REDUCTION IN APARTMENT UNITS FOR MAXIMUM COMMERCIAL SPACE = -10 SPACES
BICYCLE PARKING = 1 BIKE SPACE PER 2 RESIDENTIAL UNITS: (126) RESIDENTIAL UNITS
= 63 TOTAL BICYCLE PARKING SPACES REQUIRED
TOTAL PARKING SPACES REQUIRED: 169 SPACES & 63 BICYCLE RACKS
PARKING PROVIDED:
PARKING TOTAL PROVIDED (WITHIN GARAGE): 177 SPACES + 65 BICYCLE RACKS
BICYCLE PARKING RACKS: STORAGE AND RACKS TO ACCOMMODATE 65 RACKS MIN.
65 BIKE RACKS PROVIDED FOR THIS PROJECT:
30 BIKE RACKS ON THE LOWER LEVEL, 30 BIKE RACKS ON THE UPPER LEVEL,
& 5 BIKE RACKS ALONG THE ENTRANCE TO THE BUILDING AT 10TH STREET.

PAVED PARKING & CIRCULATION: (2) DECK PARKING LEVELS, EACH LEVEL 32,000 SF

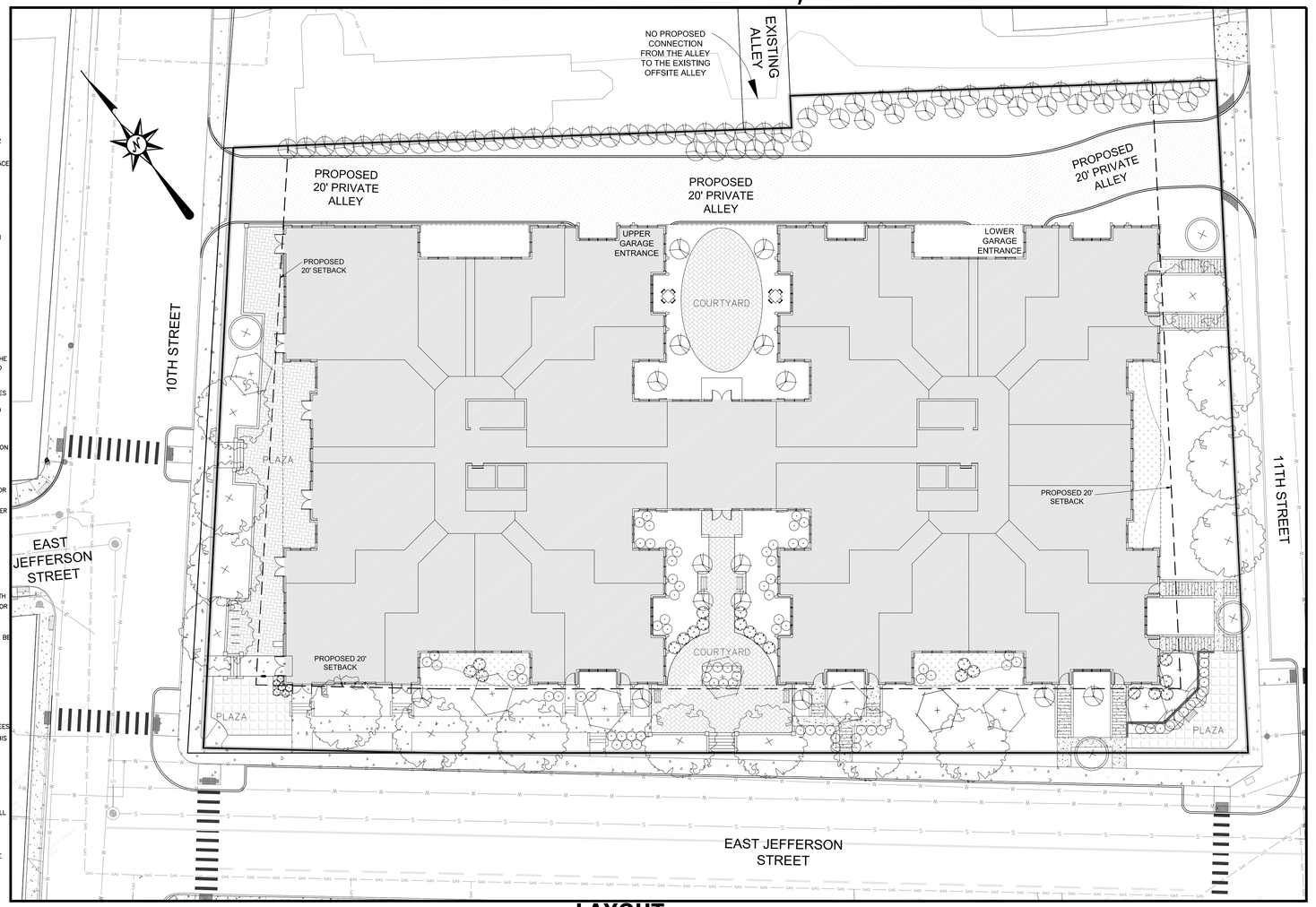
IMPERVIOUS AREAS:

Existing, Onsite Impervious Areas, sf				Proposed, Onsite Impervious Areas, sf			
Buildings	Walkways	Parking Lot	Total	Buildings	Walkways	Parking Lot	Total
10,675	4,875	28,600	44,150	36,325	6,875	3,275	46,475

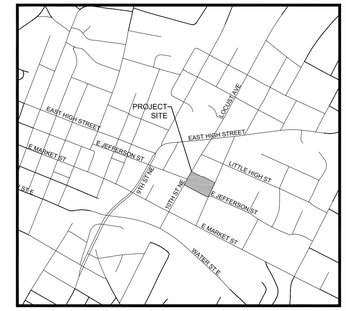
STREET CLOSURE: A TEMPORARY STREET CLOSURE PERMIT IS REQUIRED FOR CLOSURE OF SIDEWALKS, PARKING SPACES, AND ROADWAYS AND IS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER.

BMP DATA FOR THIS PROJECT:

BMP OWNERSHIP INFORMATION:	JEFFERSON MEDICAL BUILDING LIMITED PARTNERSHIP PO BOX 5526 CHARLOTTESVILLE, VA 22902
TYPE OF BMP INSTALLED:	ONE UNDERGROUND DETENTION FACILITY & A NUTRIENT CREDIT PURCHASE
GEOGRAPHIC LOCATION (HYDROLOGIC UNIT CODE)	1011 EAST JEFFERSON STREET (PREDOMINANT HYDROLOGIC SOIL GROUP TYPE 121C)
WATERBODY THE BMP IS ULTIMATELY DISCHARGING INTO:	RIVANNA RIVER WATERSHED
No. OF ACRES TREATED BY BMPs:	1.97 ac. (WATER QUALITY) & 1.12 ac. (WATER QUANTITY)
DESCRIPTION OF REQUIRED MAINTENANCE:	THE MAINTENANCE PROGRAM FOR THE UNDERGROUND DETENTION SYSTEM SHALL BE CLEANING IT ANNUALLY OF TRASH AND DEBRIS AND ENSURING THE INTEGRITY OF THE WEIR PLATE, TRASH RACK AND OUTFALL PIPES ARE OPERATING AS INTENDED AND ARE NOT CLOGGED
OWNER'S SIGNATURE AGREEING TO MAINTAIN FACILITY:	OR DAMAGED. OWNER SHALL CLEAN & REPAIR THE FACILITY AS NECESSARY IMMEDIATELY. FOR THE NUTRIENT CREDITS, THERE ARE NO ONSITE MAINTENANCE REQUIREMENTS.



LAYOUT SCALE: 1" = 20'



VICINITY MAP

SCALE: 1" = 1000'

Sheet List Table

Sheet Number	Sheet Title
1	COVER
2	EXISTING CONDITIONS & DEMOLITION PLAN
3	SITE, UTILITY & LANDSCAPING PLAN
4	NOTES & DETAILS
5	STORMWATER MANAGEMENT PLAN
6	LIGHTING PLAN & DETAILS
6	TOTAL SHEETS

CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON THE PLANS, IF THERE APPEARS TO BE A CONFLICT, AND UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THE PLANS.

ANY SIDEWALK AND/OR CURB DAMAGE IDENTIFIED IN THE SITE VICINITY DUE TO PROJECT CONSTRUCTION ACTIVITIES AS DETERMINED BY THE CITY INSPECTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ALL SIGNING AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.

A TEMPORARY STREET CLOSURE PERMIT IS REQUIRED FOR CLOSURE OF SIDEWALKS, PARKING SPACES AND ROADWAYS AND IS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER.

SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IBC SECTION 3409 FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.

LEGEND

ROADS

- EXISTING CULVERT
- CULVERT
- DROP INLET & STRUCTURE NO.
- CURB
- CURB & GUTTER
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED VEGETATIVE COVER
- PROPOSED BIOFILTER VEGETATION
- EC-3A DITCH
- 6" DEPTH OF EC-3A DITCH
- EC-2 DITCH
- 6" DEPTH OF EC-2 DITCH
- EARTH DITCH
- DRIVEWAY CULVERT
- BENCH MARK
- CLEARING LIMITS
- VDOT STANDARD STOP SIGN
- 200 EXISTING CONTOUR
- 200 PROPOSED CONTOUR
- 240.55 PROPOSED SPOT ELEVATION
  TBC DENOTES TOP/BACK OF CURB
  T/B DENOTES TOP OF BOX

RESOLUTION
APPROVING A SPECIAL USE PERMIT
TO AUTHORIZE A MULTIFAMILY DWELLING
AT 1101 EAST JEFFERSON STREET CONTAINING UP TO
87 DWELLING UNITS PER ACRE

WHEREAS, Jefferson Medical Building Limited Partnership ("Applicant"), is the owner of certain property located at 1101 East Jefferson Street, identified on City Tax Map 54 as Parcel 127 (Tax Map Parcel Id. #54012700) and containing approximately 1.46 acres ("Subject Property"); pursuant to City Code Sec. 34-480, has requested City Council to approve a special use permit to authorize the development of the Subject Property as a multifamily dwelling containing up to 87 dwelling units per acre (the proposed "Special Use"). The Subject Property is within the City's B-1 (Commercial) zoning district, with frontage on 10th Street, N.E., East Jefferson Street and 11th Street, N.E.; and

WHEREAS, the requested Special Use is generally described within the Applicant's application materials submitted in connection with SP16-00001, including: (i) the original application materials dated September 16 and 19, 2016; (ii) a supplemental narrative dated June 12, 2017, and (iii) a revised proposed site plan dated June 9, 2017, submitted to NDS on June 12, 2017 (collectively, the "Application Materials"); and

WHEREAS, the existing building at the Subject Property is proposed to be demolished and removed to allow for establishment of the Special Use and related buildings and improvements; and

WHEREAS, the Planning Commission reviewed the original application materials dated September 16 and 19, 2016, and the City's Staff Report pertaining thereto, and following a joint public hearing, duly advertised and conducted by the Planning Commission and City Council on October 11, 2016, the Commission voted to recommend that City Council should deny the requested Special Use; and

WHEREAS, upon consideration of the comments received during the joint public hearing, the Planning Commission's recommendation, the Staff Report, updated through July 5, 2017, and supplemental materials provided by the Applicant (dated June 9 and 12, 2017) as well as the factors set forth within Sec. 34-157 of the City's Zoning Ordinance, this Council finds and determines that granting the requested special use permit subject to suitable conditions would serve the public necessity, convenience, general welfare or good zoning practice; now, therefore,

BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that, pursuant to City Code Sec. 34-480, a special use permit is hereby approved and granted to authorize a multifamily dwelling containing not more than 87 dwelling units per acre (approximately 127.02 units, maximum), subject to the following conditions:

1. A maximum of 180 bedrooms shall be allowed on the subject property. No owner or operator of the multifamily dwelling shall enter into lease agreements with tenants on a bedroom-by-bedroom basis. Up to 50% of the residential units may be two-bedroom units. All residential units will be either one or two-bedroom units.

2. The applicant has notified the City that it has elected to provide affordable housing units to satisfy the requirements of City Code Sec. 34-12. Each of the required affordable housing units shall be provided either on-site or off-site, on land within the adjacent Downtown or Downtown North Mixed Use Corridor zoning Districts.

3. No demolition of existing building(s) or improvements shall be commenced prior to the approval of a final site plan and approval of a permit authorizing land-disturbing activities pursuant to City Code Sec. 10-9. Land disturbance associated with demolition shall be planned and taken into account within the stormwater management plan for the development, as part of a common plan of development for the Subject Property.

4. The design, height, and other characteristics of the development shall remain, in all material respects, as described within the Application Materials. Any change in use of the proposed building, and any substantial change of the proposed development, shall require a modification of this SUP—specifically including, but without limitation, any change to the following matters depicted and/or represented within the Application Materials, as supplemented through June 12, 2017:

a. The provision of two (2) open air courtyards in the front and rear of the building, with the front courtyard visible from E. Jefferson Street;

b. The provision of three (3) plazas: one along the entire 10th Street NE frontage; one, at the corner of 10th Street NE and E Jefferson Streets; and one, at the corner of 11th Street NE and East Jefferson Streets;

c. The provision of direct pedestrian access from East Jefferson Street to the on-site means of access to the building;

d. The entire eastern half of the building, as measured along the E Jefferson Street frontage, shall be a maximum of three (3) stories in height;

e. A building setback of at least 30 feet, along no less than 30% of the building's 10th Street NE and 11th Street NE frontages.

f. A building setback at least 30 feet along no less than 25% of the site's E Jefferson Street frontage, and a setback of at least 20 feet along the building's remaining frontage along E Jefferson Street.

g. Stepbacks:
(i) A stepback of at least 15 feet from the required minimum 30 foot setback above the second (2nd) story of the building, along 100% of the building's 11th Street N.E. frontage, and

(ii) A stepback of at least 25 feet from the required minimum five (5) foot setback above the second story of the building, along 100% of the eastern half of the building's E Jefferson Street frontage.

h. No more than 15,000 square feet of commercial space shall be allowed on the Subject Property.

5. All street trees shall be a minimum of three (3) inch caliper at planting. Regardless of canopy size, street trees shall be spaced no more than 25 feet apart on the 10th Street NE and 11th Street NE frontages, and no more than 35 feet apart on the E Jefferson Street frontage.

6. The landowner shall provide the following pedestrian facilities, along with a dedication of land or suitable permanent easements:

a. Construction of sidewalk on 10th Street NE along the entire frontage of the Subject Property, minimum seven (7) feet in width. If the sidewalk cannot be constructed within existing public right-of-way, then a reduction of two (2) feet shall be applied to the building setbacks and stepbacks required for 10th Street NE by Z.O. Sec. 34-437 and condition (4), above.

b. Construction of curb extensions into (i) the intersection of 10th Street NE and E Jefferson Street adjacent to the Subject Property on both sides of the aforesaid intersection, and (ii) the intersection of 11th Street NE and E Jefferson Streets adjacent to the Subject Property, all as shown in the site plan dated June 9, 2017. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. A resolving ADA-compliant curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.

c. Install high visibility crosswalks at all pedestrian crossings at both the 10th Street NE and E Jefferson Street and 11th Street NE and E Jefferson Street intersections, as shown in the provided site plan dated June 9, 2017.

d. Extend concrete sidewalk across all driveway/alley entrances in full width and at a maximum two (2) percent cross slope, as shown in the site plan dated June 9, 2017.

e. If such is approved by the City, relocation of the existing two way stop located at the intersection of 11th Street NE and Little High Street, in order to stop traffic travelling on Little High Street, to an alternate location designated by the City Traffic Engineer.

f. Construction of curb extensions and high visibility crosswalks at the intersection of 11th Street NE and Little High Street. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. An ADA-compliant receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.

g. All of the items referenced in (a)-(f) above shall be shown on the final site plan for the development, and any dedications of land or conveyances of public easements shall be provided prior to final site plan approval. The Traffic Engineer is authorized to modify the dimensions of the facilities referenced in (a) through (f), above, as necessary to leave adequate right-of-way available for future construction of bicycle lanes on 10th Street NE. Any such modification shall be shown within the final site plan for the development. Final construction plans for the public facilities referenced in (a)-(f), above will be submitted to the City's Traffic Engineer for approval, prior to commencement of construction.

7. All outdoor lighting and light fixtures shall be full cut-off luminaires. Spillover light from luminaires onto public roads and onto property adjacent property shall not exceed one-half (½) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of right-of-way or easement, whichever is closer to the light source.

8. There shall be no vehicular access to the Subject Property from the existing alley connecting the rear of the Subject Property to Little High Street. No more than one (1) vehicular access point ("curb cut") shall be allowed on 11th Street NE, unless additional any access point(s) on 11th Street NE are determined by the City Traffic Engineer to be necessary for the public safety.

9. Bicycle storage will be provided on-site, to the standards set forth within City Code Sec. 34-881(2) of the Charlottesville City Code (*Bicycle Storage Facilities*), or the most current Bicycle Storage Facilities code applicable to this multifamily dwelling at time of development.

10. Low impact development techniques such as rain gardens and permeable pavers shall be constructed/ installed as part of the development, and the nature, location and specifications for all such LID techniques shall be shown on the final site plan.

11. The redevelopment of the subject property shall include the installation of solar energy systems sufficient, at a minimum, to offset the electrical usage in the common areas of the development.

12. For every 1,500 square feet of commercial space, there shall be a reduction of one (1) dwelling unit from the maximum number of dwelling units (127) allowed under this special use permit.

Approved by Council
July 5, 2017

Clerk of Council

SIGNATURE PANEL

DIRECTOR, _____
NEIGHBORHOOD DEVELOPMENT

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
8/16/17	INITIAL SUBMITTAL
10/12/17	REVISED PER COMMENTS DATED 9/6/17
11/15/17	REVISED PER COMMENTS DATED 11/3/17
1/11/18	REVISED BUILDING FOOTPRINT TO MATCH APPROVED SUP APPLICATION PLAN

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

PROJECT: 1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN
SHEET: COVER & OVERALL LAYOUT

JOB NO. 162125
SCALE 1" = 20'
SHEET NO. 1

TAX MAP NUMBER	ADJOINING OWNER INFORMATION	ADDRESS	ZONING	USE	IDENTIFICATION
530276000	WRIGHT BROTHERS HOLDINGS, INC	315 10TH STREET, CHARLOTTESVILLE, VA 22902	DN	MEDICAL OFFICE BUILDING	A
530280000	DE MAIO, THOMAS J	934 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	B
540128000	PEOPLE PLACES INCORPORATED	1002 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	C
540129000	MILBY, JOSEPH T & LINDSAY	1004 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	D
540130000	CRESS, ROY L, TRUSTEE	1006 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	E
540131000	CHANCEY, RIEBELING, SMILEY & WILEY, LLC	1008 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	F
540132000	1014 EJS, LLC	1014 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	G
540133000	MOE, LLC	1020 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	H
540168000	AJGAONKAR, ASHOK D	1100 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	B-1	MEDICAL OFFICE BUILDING	I
540190000	LAMAR, PHILIPS S TR-E JEFF LD TR	1101 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	B-1	OFFICE BUILDING	J
540125000	MANEGOLD PROPERTY, LLC	319 11TH ST. NE, CHARLOTTESVILLE, VA 22902	B-1	OFFICE BUILDING	K
540126000	ARORA, NARINDER S & KAWAL J	308 10TH ST. NE, CHARLOTTESVILLE, VA 22902	B-1	MEDICAL OFFICE BUILDING	L

GENERAL NOTES:
1. NO FLOODPLAIN EXISTS ON THE SUBJECT SITE PER FEMA FLOODPLAIN MAP # 51003C0288D DATED FEBRUARY 4, 2005.
2. NO STREAM BUFFER EXISTS ON THE SUBJECT PROPERTY.
3. BEFORE BEGINNING SITE WORK, THE CONTRACTOR SHALL INVESTIGATE AND VERIFY THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES, MECHANICAL AND ELECTRICAL SYSTEMS, AND OTHER CONSTRUCTION AFFECTING THE WORK. BEFORE CONSTRUCTION THE CONTRACTOR SHALL VERIFY THE LOCATION AND INVERT ELEVATIONS AT POINTS OF CONNECTION OF SANITARY SEWER, STORM SEWER, AND WATER-SERVICE PIPING; UNDERGROUND ELECTRICAL SERVICES, AND OTHER UTILITIES. THE CONTRACTOR SHALL FURNISH LOCATION DATA FOR WORK RELATED TO PROJECT THAT MUST BE PERFORMED BY PUBLIC UTILITIES SERVING THE PROJECT SITE.
4. ALL WATER AND SANITARY SEWER LATERALS SHALL BE IDENTIFIED BY THE CONTRACTOR AND ABANDONED BACK TO THE MAIN WATER LINE AND SANITARY SEWER LINES. NEW SERVICES SHALL BE INSTALLED FOR THE PROPOSED BUILDINGS.
5. CONTRACTOR SHALL VERIFY SIZES, TYPES & LOCATIONS OF EXISTING WATER LINES.
6. THE MISS UTILITY DESIGN TICKET NUMBER IS #01549 B219201116-00B.

DEMOLITION NOTES:
1. PRIOR TO DEMOLITION AND CONSTRUCTION, A FIRE PREVENTION PLAN MEETING MUST OCCUR AND A FIRE PREVENTION PLAN MUST BE SUBMITTED TO AND APPROVED BY THE FIRE MARSHAL.
2. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ALL UNDERGROUND UTILITIES NOT SHOWN ON THIS PLAN SHEET AND SHALL DEMOLISH ALL DISCOVERED UTILITIES AS REQUIRED.
3. THE CONTRACTOR SHALL VIDEO AND INSPECT ALL SANITARY SEWER PIPES AND MANHOLES SLATED TO REMAIN TO DETERMINE ADEQUATE STRUCTURAL INTEGRITY. IF EXISTING SANITARY SEWER IS DAMAGED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
4. THE CONTRACTOR SHALL EXAMINE THE STRUCTURAL INTEGRITY OF EXISTING STORM SEWER STRUCTURES TO REMAIN AND REPLACE TOPS AS NECESSARY. THIS CONDITION SHALL BE REFLECTED IN THE CONTRACTOR BID.
5. ALL EXISTING WATER, SANITARY, AND STORM SEWER SLATED FOR DEMOLITION SHALL BE REMOVED FROM THE BUILDING TO THE PROPERTY LINE, UNLESS MARKED AS TO REMAIN.
6. UTILITIES THAT ARE DISCONNECTED SHALL BE PROPERLY ABANDONED AT THE MAIN LINE. FOR WATER SERVICE LINES, THE CORP STOP MUST BE TURNED OFF AT THE MAIN LINE AND THE SERVICE DISCONNECTED FROM THE MAIN. FOR SEWER LATERALS, THE LATERAL TAP MUST BE SEALED AT THE MAIN LINE SO THAT IT IS WATER TIGHT AND THE LATERAL REMOVED FROM THE MAIN LINE. FOR SANITARY MANHOLES TO BE ABANDONED THE TOP 2' OF THE MANHOLE STRUCTURE SHALL BE REMOVED, ALL LINES DISCONNECTED, AND THE MANHOLE SHOULD BE FILLED WITH STONE AND COVERED. ALL TAPS MUST BE LOCATED AND DISCONNECTED PER PROCEDURE ABOVE.
7. EXISTING ROOF DRAINS SLATED TO BE DEMOLISHED SHALL BE DISCONNECTED AND REMOVED; ROOFDRAINS TO BE REROUTED AS SHOWN ON THE ARCHITECTURAL PLANS.
8. EXISTING DOMINION OVERHEAD/UNDERGROUND ELECTRIC LINES AND OVERHEAD UTILITIES TO THE EXISTING BUILDING SHALL BE DISCONNECTED AND REROUTED AS PROPOSED ON THE UTILITY PLAN SHEET.
9. ANY EXISTING UNDERGROUND STORAGE TANKS SHALL BE DRAINED BY THE OWNER, AND THE CONTRACTOR SHALL FILL AND TANKS SHALL REMAIN.
10. **VSFP 1404.1** - SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES.
11. **VSFP 1404.2** - WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
12. **VSFP 1410.1**-ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
13. VSFP 1404.6 - CUTTING AND WELDING. OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 26, OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
14. VSFP 1414.1-FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
15. REQUIRED VEHICLE ACCESS FOR FIREFIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN 100 FEET OF TEMPORARY OR PERMANENT FIRE DEPARTMENT CONNECTIONS. VEHICLE ACCESS SHALL BE PROVIDED BY EITHER TEMPORARY OR PERMANENT ROADS, CAPABLE OF SUPPORTING VEHICLE LOADING UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ROADS ARE AVAILABLE.
16. VSFP 1408.1 PROGRAM SUPERINTENDENT. THE OWNER SHALL DESIGNATE A PERSON TO BE THE FIRE PREVENTION PROGRAM SUPERINTENDENT WHO SHALL BE RESPONSIBLE FOR THE FIRE PREVENTION PROGRAM AND ENSURE THAT IT IS CARRIED OUT THROUGH COMPLETION OF THE PROJECT. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL HAVE THE AUTHORITY TO ENFORCE THE PROVISIONS OF THIS CHAPTER AND OTHER PROVISIONS AS NECESSARY TO SECURE THE INTENT OF THIS CHAPTER. WHERE GUARD SERVICE IS PROVIDED, THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE GUARD SERVICE.
17. VSFP 1408.2 PREFIRE PLANS. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL DEVELOP AND MAINTAIN AN APPROVED PREFIRE PLAN IN COOPERATION WITH THE FIRE CHIEF. THE FIRE CHIEF AND THE FIRE CODE OFFICIAL SHALL BE NOTIFIED OF CHANGES AFFECTING THE UTILIZATION OF INFORMATION CONTAINED IN SUCH PREFIRE PLANS.
18. A SITE SPECIFIC FIRE PREVENTION PLAN SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE PRIOR TO COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION.
19. BUILDINGS BEING DEMOLISHED. WHERE A BUILDING IS BEING DEMOLISHED AND A STANDPIPE IS EXISTING WITHIN SUCH A BUILDING, SUCH STANDPIPE SHALL BE MAINTAINED IN AN OPERABLE CONDITION SO AS TO BE AVAILABLE FOR USE BY THE FIRE DEPARTMENT. SUCH STANDPIPE SHALL BE DEMOLISHED WITH THE BUILDING BUT SHALL NOT BE DEMOLISHED MORE THAN ONE FLOOR BELOW THE FLOOR BEING DEMOLISHED.

FIRE DEPARTMENT CONSTRUCTION & DEMOLITION NOTES:
1. SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES.
2. WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
3. ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
4. OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 26, OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
5. FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
6. REQUIRED VEHICLE ACCESS FOR FIRE FIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN 100 FEET OF TEMPORARY OR PERMANENT FIRE DEPARTMENT CONNECTIONS. VEHICLE ACCESS SHALL BE PROVIDED BY EITHER TEMPORARY OR PERMANENT ROADS, CAPABLE OF SUPPORTING VEHICLE LOADING UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ROADS ARE AVAILABLE.

NOTE: EXISTING SANITARY SEWER SERVICE SHALL BE DEMOLISHED BACK TO THE SANITARY SEWER LINE OR MANHOLE. WATER LATERALS TO BE ABANDONED AT THE MAIN & PLUGGED IN ACCORDANCE WITH CITY STANDARDS. SHOULD THE CONTRACTOR LOCATE ANY UNMARKED LATERALS BELOW GRADE DURING CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE LATERALS ALL THE WAY TO THE MAIN AND PLUG IT IN ACCORDANCE WITH CITY STANDARDS AND DETAILS.

TMP: 540127000
OWNER: JEFFERSON MEDICAL BUILDING LIMITED
ZONING: B-1
USE: MEDICAL OFFICE BUILDING

(IN FEET)
1 inch = 20 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
8/16/17	INITIAL SUBMITTAL
10/12/17	REVISED PER COMMENTS DATED 9/6/17
11/15/17	REVISED PER COMMENTS DATED 11/3/17
1/11/18	REVISED BUILDING FOOTPRINT TO MATCH APPROVED SUP APPLICATION PLAN

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

PROJECT
1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN

SHEET
EXISTING CONDITIONS & DEMOLITION PLAN

JOB NO. 162125
SCALE 1" = 20'
SHEET NO. 2

SITE NOTES:
1. ALL SIDEWALKS AND WALKWAYS SHALL HAVE A MINIMUM CLEAR WIDTH OF 5'
2. ALL WALKWAY CROSSINGS SHALL MEET MINIMUM ADA ACCESSIBILITY STANDARDS.
3. CONTRACTOR SHALL OBTAIN A TEMPORARY STREET CLOSURE PERMIT FOR CLOSURE OF SIDEWALKS, PARKING SPACES & ROADWAYS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER PRIOR TO CONSTRUCTION IN THESE EXISTING AREAS.
4. ALL SIGNING & PAVEMENT MARKINGS SHALL BE INSTALLED CONSISTENT WITH MUTCD STANDARDS.
5. RAMPS OVER 30" IN ELEVATION CHANGE REQUIRE HANDRAILS.
6. CHANGES IN LEVEL GREATER THAN ½" HIGH SHALL BE RAMPED AND SHALL COMPLY WITH ADA REQUIREMENTS.
7. CONTRACTOR AND OWNER SHALL CONTACT IRENE PETERSON OF CHARLOTTESVILLE GAS BEFORE GAS SERVICE IS NEEDED.
8. CONTRACTOR SHALL ENSURE ALL FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES (WHEN PROVIDED) SHALL REMAIN CLEAR AND UNOBSTRUCTED BY LANDSCAPING, PARKING OR OTHER OBJECTS. NO TREES SHALL BE PLANTED THAT WOULD OBSTRUCT OR INTERERE WITH ACCTESS TO THE ABOVE FIRE APPLIANCES.

LANDSCAPING NOTES:
1. ALL DUMPSTERS SHALL BE SCREENED WITH AN ENCLOSURE AT A MINIMUM HEIGHT OF ONE (1) FOOT ABOVE THE HEIGHT OF THE DUMPSTER AND WITH A MINIMUM INSIDE CLEARANCE AT THE OPENING OF TWELVE (12) FEET.
2. ALL PLANTINGS SHALL HAVE A MINIMUM HEIGHT OF EIGHTEEN (18) INCHES WHEN PLANTED. PLANTINGS SHALL BE EVENLY SPACED IN A ROW, AT INTERVALS SUFFICIENT TO ALLOW FOR THEIR HEALTHY GROWTH AND DEVELOPMENT.
3. TOTAL EAST JEFFERSON STREET, 10TH STREET AND 11TH STREET ROAD FRONTAGE = 730'.
   TOTAL STREET TREES REQUIRED: 18
   STREET TREES PROVIDED: (18) PROPOSED STREET TREES
4. NOTE, NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTESVILLE
5. LARGE STREET TREES SHALL BE PLANTED WITHIN A PLANTING STRIP WITH A MINIMUM OF 8' WIDE, AND SOIL VOLUME OF 900 CF PER TREE, WITH A SPACING OF 30' MIN.
6. FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR & UNOBSTRUCTED BY LANDSCAPING, PARKING AND OTHER OBJECTS. LANDSCAPING IN THESE VICINITIES SHALL NOT ENCROACH WITHIN A FIVE (5) FOOT RADIUS ON MATURITY.

BUILDING NOTES:
1. EACH PARKING DECK ENTRANCE SHALL PROVIDE ACCESS TO ALL LEVELS OF PARKING. ACCESSES SHALL BE ADA COMPLIANT WITH ELEVATORS.
2. SEE SHEET 4 FOR DETAILS ON THE PARKING DECKS FOR THE BUILDING.
3. EXTERIOR WALLS SHALL HAVE FIRE RESISTANT RATINGS AND THE PERCENT OPENINGS ALLOWED ALONG THE SAME WALLS CLOSE TO A PROPERTY LINE SHALL BE IN ACCORDANCE WITH VA BUILDING CODE TABLE 602 & TABLE 704. THE ARCHITECT SHALL FURNISH FINAL DESIGN, DETAILS & PLANS FOR CITY APPROVAL ENSURING THIS REQUIREMENT IS MET.
4. GUARDRAILS SHALL BE INSTALLED & IN ACCORDANCE WITH BUILDING CODE REQUIREMENTS WHERE WALL HEIGHTS EXCEED 30" BETWEEN UPPER AND LOWER GRADES. THIS INCLUDES, BUT IS NOT LIMITED TO THE PROPOSED PARKING GARAGE LEVELS. ALL WALLS PRESENTLY PROPOSED ARE AFFIXED TO THE BUILDING. THE ARCHITECT SHALL FURNISH FINAL DESIGN, DETAILS & PLANS FOR CITY APPROVAL ENSURING THIS REQUIREMENT IS MET.
5. PER BUILDING CODE REQUIREMENTS, THE MINIMUM HEIGHT CLEARANCE AT PARKING GARAGE DOORS & HANDICAP PARKING SPACES IS 98", THE CONTRACTOR & ARCHITECT SHALL ENSURE FINAL DESIGN & ASBUILT CONSTRUCTION ADHERES TO THIS, AND ALL BUILDING CODE REQUIREMENTS.
6. ALL ACCESSIBLE ROUTES SHALL HAVE A SURFACE(s) THAT MEET THE STANDARDS OUTLINED IN THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN, SECTIONS 301 & 302. CURRENTLY ALL PROPOSED ACCESSIBLE ROUTES ARE INTERNAL TO THE BUILDING. THE ARCHITECT SHALL FURNISH FINAL DESIGN, DETAILS & PLANS FOR CITY APPROVAL ENSURING THIS REQUIREMENT IS MET.
7. ARCHITECT SHALL ENSURE THE BUILDING'S FLOOR & GROUND SURFACES ARE STABLE, FIRM & SLIP RESISTANT AND COMPLY WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN, SECTION 302.
8. REFUSE SHALL BE COLLECTED VIA TRASH CHUTE(s) AND DUMPSTER(s) LOCATED WITHIN THE PARKING DECK.
9. THE PARKING GARAGE DECKS SHALL HAVE ELEVATORS, WHICH WILL PROVIDE ACCESSIBILITY TO THE REMAINDER OF THE BUILDING. SEE FINAL ARCHITECTURAL PLANS FOR DETAILS.
10. BUILDINGS EQUIPPED WITH A STANDPIPE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 905 AND SHALL HAVE A FIRE HYDRANT WITHIN 100 FEET OF THE FIRE DEPARTMENT CONNECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ARCHITECT FOR FINAL LOCATIONS.
11. BUILDINGS WITH FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR USE DURING CONSTRUCTION. SUCH STANDPIPES SHALL BE INSTALLED WHEN THE PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. SUCH STANDPIPE SHALL BE PROVIDED WITH FIRE DEPARTMENT HOSE CONNECTIONS AT ACCESSIBLE LOCATIONS ADJACENT TO USABLE STAIRS. SUCH STANDPIPES SHALL BE EXTENDED AS CONSTRUCTION PROGRESSES TO WITHIN ONE FLOOR OF THE HIGHEST POINT OF CONSTRUCTION HAVING SECURED DECKING OR FLOORING.
12. THE ENTIRE EASTERN HALF OF THE BUILDING, AS SHOWN AND MEASURED ALONG THE EAST JEFFERSON STREET FRONTAGE, SHALL BE A MAXIMUM OF THREE (3) STORIES IN HEIGHT. THE WESTERN HALF OF THE BUILDING IS PROPOSED TO BE 5 STORIES IN HEIGHT.

PLANT SCHEDULE

SYM	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY (sf)	QUANTITY	CANOPY COVERAGE (sf)
TREES						
CK	CLADRASTIS KENTUKEA	AMERICAN YELLOWOOD	3" cal	289	7	2,023
TC	TILIA CORDATA	LITTLE LINDEN	3" cal	249	8	1,992
BN	BETULIA NIGRA	RIVER BIRCH	10'-12' ht	397	9	3,573
AP	AESCULUS PAVIA	RED BUCKEYE	6'-7' ht	151	4	604
CC	CERCIS CANADENSIS	REDBUD	6'-7' ht	124	17	2,108
SHRUBS						
AB	ABELIA GRANDIFLORA	GLOSSY ABELIA	18" ht min	14	21	294
IC	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY	18" ht min	14	6	84
IG	ILEX GLABRA	INKBERRY HOLLY	18" ht min	23	83	1,909
EVERGREEN TREES						
IN	ILEX x 'NELLIE R STEVENS'	NELLIE STEVENS HOLLY	5'-7' ht.	44	61	2,684
					TOTAL CANOPY:	15,271

Total site area: 61,464 SF x 10% = 6,146 SF (REQUIRED CANOPY SQUARE FOOTAGE)

LANDSCAPING NOTES:
1. CONTRACTOR TO USE EXTREME CARE AND CAUTION AS NOT TO DAMAGE ANY TREES SCHEDULED TO BE REMAIN OUTSIDE LIMITS OF CONSTRUCTION. PROPERTY LINE SERVES AS LIMITS OF CONSTRUCTION
2. NO CONSTRUCTION EQUIPMENT OR STORAGE SHALL OCCUR WITHIN DRIPLINE OF EXISTING TREES. PRIOR TO MOBILIZATION CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT (LA) TO DISCUSS TREE PROTECTION EFFORTS. ALL TREE PROTECTION MEASURES SHALL BE APPROVED BY LA AND/OR TREE ARBORIST BEFORE ANY CONSTRUCTION ACTIVITIES SHALL TAKE PLACE ON-SITE. CONTRACTOR TO MONITOR TREES FOR STRESS AND/OR DAMAGE AND ADVISE LA AND TREE ARBORIST IF ANY OCCUR.
3. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT AND/OR TREE ARBORIST 48-HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY NEEDED WITHIN ANY TREE PROTECTION MEASURE. ALL TREE PROTECTION MEASURES SHALL BE REPLACED IN ORIGINAL LOCATION ONCE WORK HAS BEEN COMPLETED. NO WORK SHALL BE DONE WITHIN DRIPLINE OF EXISTING TREES UNLESS APPROVED BY TREE ARBORIST OR LANDSCAPE ARCHITECT PRIOR TO WORK.
4. ALL WORK TO BE PERFORMED BY THE CONTRACTOR WITHIN THE DRIPLINE OF ANY EXISTING TREE OR TREE PROTECTION AREA SHALL BE DONE IN A MANNER SENSITIVE TO ENSURING NO DAMAGE WILL BE DONE TO THE EXISTING TREES. THE PREFERRED METHOD FOR GRADING SMALL AREAS WITHIN THE DRIPLINE SHALL BE DONE BY HAND. LARGER AREAS TO BE GRADED MAY BE DONE WITH A SMALL BOBCAT/TRACT-HOE. CONTRACTOR TO DISCUSS METHODS OF GRADING WORK WITH LANDSCAPE ARCHITECT AND TREE ARBORIST PRIOR TO COMMENCING ANY SUCH WORK WITHIN DESIGNATED TREE PROTECTION AREAS OR WITHIN EXISTING DRIPLINES.
5. ALL PLANTS HAVING A QUANTITY GREATER THAN ONE(1) SHALL BE MATCHED AND SUPPLIED FROM THE SAME SOURCE (PER SPECIES).
6. CONTACT LANDSCAPE ARCHITECT AT THE TIME OF PLANT MATERIAL DELIVERY, BEFORE ANY SUBSTITUTIONS OR CHANGES, IF SCHEDULED TYPES ARE UNAVAILABLE, AND FOLLOWING INSTALLATION. ALL PLANT SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF ORDERS.
7. LANDSCAPE ARCHITECT SHALL INSPECT AND APPROVE ALL PLANT MATERIAL AT TIME OF DELIVERY AS WELL AS AFTER INITIAL PLACEMENT PRIOR TO PLANTING. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT 48-HOURS PRIOR TO DELIVERY.
8. PLANT LOCATIONS TO BE REEVALUATED AND REVISED, IF NECESSARY, AFTER FINISHED GRADING.
9. MULCH IN PLANTERS AND PLANTING BEDS TO BE CLEAN AND FREE FROM PEST AND DISEASES. MULCH SHALL BE APPLIED TO A 2-INCH DEPTH. MULCH RINGS 24-INCHES MIN. IN DIAMETER ARE TO BE PLACED AROUND ALL TREES NOT LOCATED IN PLANTING BEDS. MULCH TO BE DOUBLE-SHREDDED HARDWOOD.
10. CONTRACTOR TO VERIFY ALL QUANTITIES BETWEEN PLAN AND PLANT LIST AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT IMMEDIATELY PRIOR TO ORDERING.
11. ALL STREET TREES WITHIN THE PUBLIC RIGHT OF WAY SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
12. PROPOSED STREET TREES SHALL BE LOCATED OUTSIDE OF THE SIGHT DISTANCE TRIANGLE (SDT), AS SHOWN. SHOULD FINAL PLACEMENT OF TREES, OR EXISTING STREET TREES LOCATED WITHIN PUBLIC ROW, BE LOCATED WITHIN THE SDT THAN THEY SHALL BE LIMBED UP TO 18"–72" & THE CALIPERS SHALL BE CONFIRMED TO BE 3" IN MINIMUM DIAMETER. SHOULD THIS NOT BE POSSIBLE, THAN THE STREET TREE(s) SHALL BE RELOCATED TO ACCOMMODATE THE SDT AT THE DISCRETION OF THE CITY PLANNER & ENGINEER.

POLICE NOTES:
1. LIGHTING IS RECOMMENDED TO ENHANCE THE BUILDING SECURITY BY PROVIDING NATURAL SURVEILLANCE AT NIGHT, LUMINAIRES SHOULD BE PLACED BY COURTYARDS, STAIRWAYS, STEPS AND ENTRANCES. LUMINAIRES SHALL COMPLY WITH DARK SKY.
2. LANDSCAPING SHALL BE MAINTAINED AND PRUNED TO 5' TO 6' FRO THE GROUND TO CANOPY TO ALLOW NATURAL SURVEILLANCE OF THE BUILDING. ALL SHRUBS SHALL BE MAINTAINED AT APPROX 3' IN HEIGHT TO PREVENT AREAS OF HIDING OR AMBUSH. TREE LIMBS SHALL BE TRIMMED AT LEAST 2' FROM THE BUILDING TO PREVENT CLIMBING AND GIVING ACCESS TO THE ROOF. LANDSCAPING SHOULDN'T BLOCK VIEWS OF THE WINDOWS.
3. SECURING COURTYARDS WITH DECORATIVE METAL FENCE THAT UTILIZES AN ELECTRONIC KEY FAB FOR THE NORMAL USER TO ACCESS IS RECOMMENDED, OUT SWINGING DOORS SHOULD HAVE SECURITY LATCH GUARD PLATES INSTALLED TO PREVENT TAMPERING AND LATCH PRYING.
4. CONTROLLED ACCESS IS RECOMMENDED FOR THE PARKING GARAGES WITH A ROLL DOWN GATE. IT IS RECOMMENDED THAT THE PARKING GARAGE COMPLY WITH IES LIGHTING FOR PARKING FACILITIES STANDARDS.
5. SECURITY CAMERAS ON THE EXTERIOR OF THE BUILDING ARE RECOMMENDED.

REVISIONS

DATE	REVISION DESCRIPTION
8/16/17	INITIAL SUBMITTAL
10/12/17	REVISED PER COMMENTS DATED 9/6/17
11/15/17	REVISED PER COMMENTS DATED 11/3/17
1/11/18	REVISED BUILDING FOOTPRINT TO MATCH APPROVED SUP APPLICATION PLAN

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS II
No. 35791
PROFESSIONAL ENGINEER

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

PROJECT: 1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN
SHEET: SITE, UTILITY AND LANDSCAPING PLAN

JOB NO. 162125
SCALE 1" = 20'
SHEET NO. 3

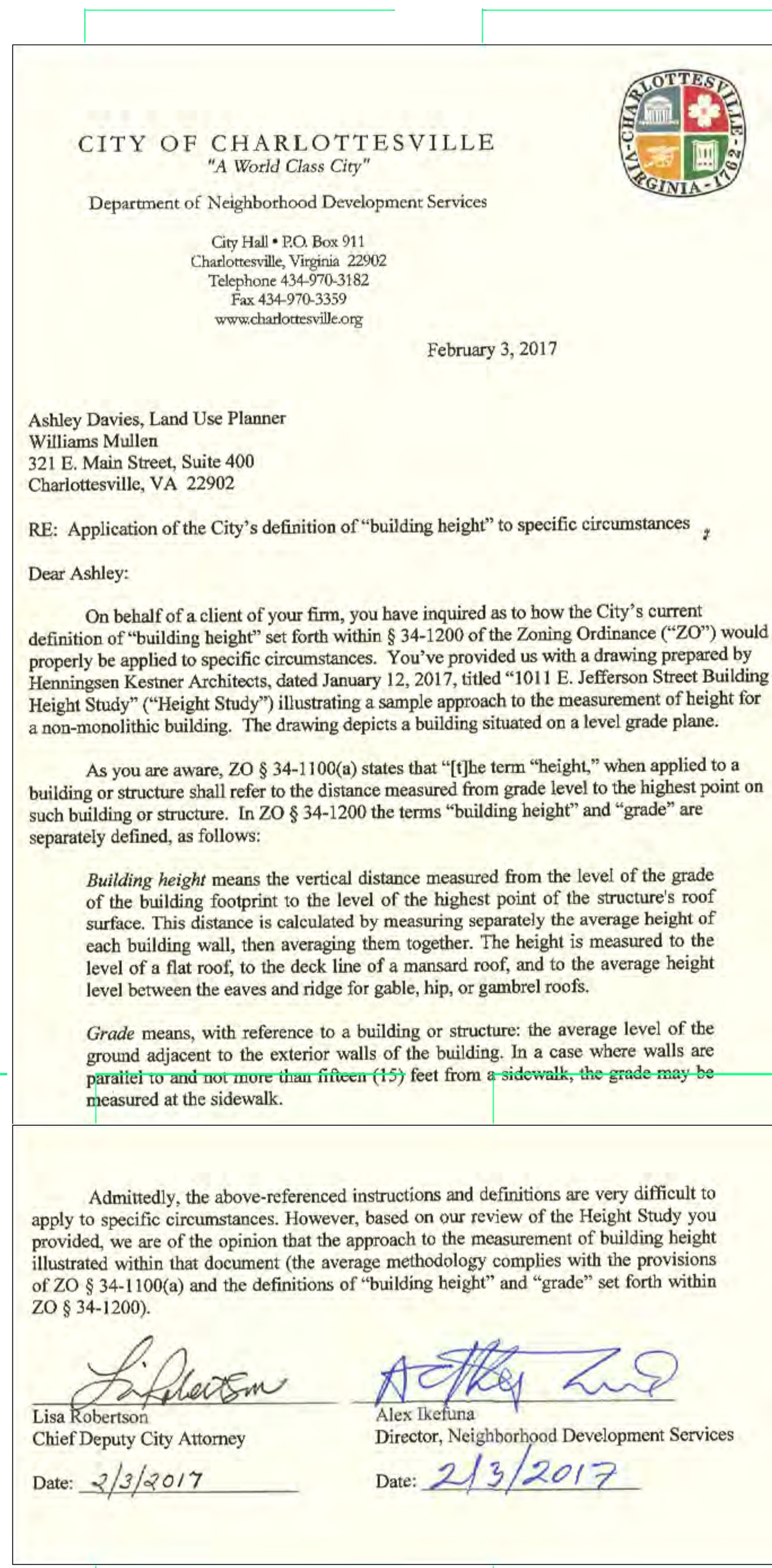
GENERAL NOTES:

UTILITIES
1. ANY DAMAGE TO EXISTING UTILITIES CAUSED BY CONTRACTOR OR ITS SUBCONTRACTORS SHALL BE CONTRACTOR'S SOLE RESPONSIBILITY AND REPAIRED AT CONTRACTOR'S EXPENSE.
2. THE CONTRACT DOCUMENTS DO NOT GUARANTEE THE EXISTENCE, NON–EXISTENCE OR LOCATION OF UTILITIES. CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OR THE NON–EXISTENCE OF UTILITIES. AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION, CONTRACTOR SHALL NOTIFY MISS UTILITY (1–800–552–7001) AND/OR THE RESPECTIVE UTILITY COMPANIES FOR GAS, WATER, SEWER, POWER, PHONE AND CABLE. CONTRACTOR SHALL TIMELY ARRANGE TO HAVE THE VARIOUS UTILITIES LOCATED, AND TO HAVE THEM REMOVED OR RELOCATED, OR TO DETERMINE THE METHOD OF PROTECTION ACCEPTABLE TO THE RESPECTIVE OWNER, IF THE METHOD OF PROTECTION IS NOT OTHERWISE SPECIFIED. CONTRACTOR SHALL CONDUCT ITS WORK IN THE VICINITY OF EXISTING UTILITIES IN ACCORDANCE WITH THE RESPECTIVE UTILITY'S RULES AND REGULATIONS. NO BUILDING OR WALL FOUNDATION SHALL BE CONSTRUCTED WITHIN 10 FEET OF ANY STORM, SANITARY, WATER, OR GAS LINE. ANY COST INCURRED FOR REMOVING, RELOCATIONS OR PROTECTING UTILITIES SHALL BE BORNE BY CONTRACTOR UNLESS INDICATED OTHERWISE. CONTRACTOR SHALL EXCAVATE TO LOCATE BURIED UTILITIES FAR ENOUGH IN ADVANCE OF ITS WORK TO ALLOW FOR HORIZONTAL AND /OR VERTICAL ADJUSTMENTS TO ITS WORK AND/OR THE UTILITIES. NO ADJUSTMENT IN COMPENSATION OR SCHEDULE WILL BE ALLOWED FOR DELAYS RESULTING FROM CONTRACTOR'S FAILURE TO CONTACT AND COORDINATE WITH UTILITIES.
3. WHEN THE WORK CROSSES EXISTING UTILITIES, THE EXISTING UTILITIES SHALL BE ADEQUATELY SUPPORTED AND PROTECTED FROM DAMAGE DUE TO THE WORK. ALL METHODS FOR SUPPORTING AND MAINTAINING THE EXISTING UTILITIES SHALL BE APPROVED BY THE RESPECTIVE UTILITY COMPANY AND/OR THE ENGINEER. CONTRACTOR SHALL EXERCISE CARE TO INSURE THAT THE GRADE AND ALIGNMENT OF EXISTING UTILITIES ARE MAINTAINED AND THAT NO JOINTS OR CONNECTIONS ARE DISPLACED. BACKFILL SHALL BE CAREFULLY PLACED AND COMPACTED TO PREVENT FUTURE DAMAGE OR SETTLEMENT TO EXISTING UTILITIES. ANY UTILITIES REMOVED AS PART OF THE WORK, AND NOT INDICATED TO BE REMOVED OR ABANDONED, SHALL BE RESTORED USING MATERIALS AND INSTALLATION EQUAL TO THE UTILITY'S STANDARDS.
4. CONTRACTOR SHALL NOTIFY LANDOWNERS, TENANTS AND THE ENGINEER PRIOR TO THE INTERRUPTION OF ANY SERVICES. SERVICE INTERRUPTIONS SHALL BE KEPT TO A MINIMUM.
5. CONTRACTOR SHALL COORDINATE WITH THE CITY TO LOCATE SIGNAL LOOP DETECTORS AND CONDUITS IN ORDER TO AVOID DAMAGE TO THEM. CONTRACTOR SHALL REIMBURSE THE CITY FOR REPAIRING ANY DAMAGE TO SIGNAL LOOP DETECTORS AND CONDUITS CAUSED BY CONTRACTOR'S FAILURE TO SO COORDINATE.
6. ALL RECTANGULAR WATER METER BOXES LOCATED IN SIDEWALKS SHALL BE REPLACED WITH ROUND ONES. THESE WILL BE FURNISHED BY THE CITY UPON ONE FULL WORKING DAY NOTIFICATION. THE ADJUSTMENT OF ALL MANHOLE TOPS, WATER VALVE BOXES, GAS VALVE BOXES AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. COSTS ARE TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
7. THE CONTRACTOR SHALL NOTIFY THE CITY UTILITIES DIVISION AT LEAST TWO FULL WORKING DAYS IN ADVANCE TO ARRANGE GAS SERVICE LINE ADJUSTMENTS TO BE PERFORMED BY THE CITY.
8. ALL WATER METER, VALVES AND FIRE HYDRANT ADJUSTMENTS/RELOCATIONS SHALL BE PERFORMED BY THE CONTRACTOR.

CONCRETE AND ASPHALT
9. ALL FORMS SHALL BE INSPECTED BY THE ENGINEER BEFORE ANY CONCRETE IS PLACED. THE ENGINEER MAY REQUIRE CONTRACTOR, AT NO ADDITIONAL COST, TO REMOVE AND REPLACE CONCRETE PLACED PRIOR TO OR WITHOUT SUCH INSPECTION.
10. ALL MATERIAL INSIDE FORMS SHALL BE CLEAN AND FREE OF ALL ROCKS AND OTHER LOOSE DEBRIS. SUB–BASE MATERIAL SHALL BE COMPACTED BY MECHANICAL MEANS.
11. CONCRETE SHALL NOT BE PLACED UNLESS THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
12. CONCRETE SHALL NOT BE PLACED UNTIL STEEL DOWELS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
13. 1/2" PREMOLDED EXPANSION JOINT MATERIAL SHALL BE PLACED AT A MAXIMUM OF 30' INTERVALS ON NEW SIDEWALK, CURB, CURB & GUTTER, AT EACH END OF DRIVEWAY ENTRANCES, AT EACH END OF HANDICAP RAMPS, SOME POINT ON ENTRANCE WALKS AND STEPS ADJUSTMENTS, AND ALONG BUILDINGS AND WALLS WHERE NEW CONCRETE SIDEWALKS ARE PLACED AGAINST THEM.
14. ALL EXISTING CURBS, CURB & GUTTER, SIDEWALK AND STEPS TO BE REMOVED SHALL BE TAKEN OUT TO THE NEAREST JOINT. DEMOLITION AND DISPOSAL COST TO BE INCLUDED IN OTHER UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
15. ALL EXISTING GRANITE CURB SHALL REMAIN THE PROPERTY OF THE CITY OF CHARLOTTESVILLE. IT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY'S PUBLIC WORKS COMPLEX. COST TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
16. STREET PAVEMENT STRUCTURE AND PATCHING SHALL BE EXTENDED FROM THE FRONT OF NEW CONCRETE TO THE EXISTING PROJECTION OF THE SOUND STREET EDGE AS DIRECTED BY THE ENGINEER.
17. DRIVEWAY ADJUSTMENTS ARE TO BE DONE IN GENTLE TRANSITIONS RATHER THAN ABRUPT BREAKS AT THE BACK OF WALKS. GRAVEL DRIVEWAYS ABOVE STREET GRADE SHALL BE PAVED FOR A MINIMUM DISTANCE OF 20' BEYOND THE BACK OF THE SIDEWALK OR CURB & GUTTER APRON WHERE APPLICABLE.
18. EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE SAW CUT AND REMOVED AS PER THE SPECIFICATIONS. REMOVAL SHALL BE DONE IN SUCH A MANNER AS TO NOT TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL, ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE DIRECTION OF TRAFFIC.
19. DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF CONTRACTOR.

DRAINAGE
20. CONTRACTOR SHALL EXERCISE CARE, ESPECIALLY AT INTERSECTIONS AND GUTTER LINES, TO PROVIDE POSITIVE DRAINAGE. ANY AREAS WHERE WATER IS IMPOUNDED SHALL BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL COST. POSITIVE DRAINAGE OF ALL ROADWAY AREAS TO THE STORM DRAIN INLETS OR OTHER ACCEPTABLE DRAINAGE CHANNELS AS NOTED ON THE PLANS IS REQUIRED.
21. CONTRACTOR SHALL MAINTAIN EXISTING STREAMS, DITCHES, DRAINAGE STRUCTURES, CULVERTS AND FLOWS AT ALL TIMES DURING THE WORK. CONTRACTOR SHALL PAY FOR ALL PERSONAL INJURY AND PROPERTY DAMAGE WHICH MAY OCCUR AS A RESULT OF FAILING TO MAINTAIN ADEQUATE DRAINAGE.
22. ALL PIPES, DI'S AND OTHER STRUCTURES SHALL BE INSPECTED BY THE ENGINEER BEFORE BEING BACKFILLED OR BURIED. THE ENGINEER MAY REQUIRE CONTRACTOR, AT NO ADDITIONAL COST, TO UNCOVER AND RE–COVER SUCH STRUCTURES IF THEY HAVE BEEN BACKFILLED OR BURIED WITHOUT SUCH INSPECTION.
23. ALL CATCH BASINS ENCOMPASSED WITHIN NEW CONSTRUCTION SHALL BE CONVERTED TO DROP INLETS.
24. CLASS I RIP RAP MODIFICATIONS ALLOWS FOR A REDUCTION IN STONE DEPTH FROM 2.0' TO A MINIMUM OF 1.0' AS DIRECTED BY THE ENGINEER.
25. REMOVED PIPE SHALL BE THE PROPERTY OF CONTRACTOR AND IF NOT SALVAGED FOR RE–USE, SHALL BE DISPOSED OF LAWFULLY.
26. ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND ERODED MATERIAL PRIOR TO FINAL ACCEPTANCE.
27. ALL STORM SEWER PIPE JOINTS SHALL BE SEATED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
28. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE SHALL BE TIED INTO NEW PIPE. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT BLOCKED OR DISRUPTED FROM THEIR PRE–CONSTRUCTION.

FIRE DEPARTMENT NOTES:
1. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.
2. IFC 505-THE BUILDING STREET NUMBER TO BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS.
3. IFC 506.1-AN APPROVED KEY BOX SHALL BE MOUNTED TO THE SIDE OF THE FRONT OR MAIN ENTRANCE. THE CHARLOTTESVILLE FIRE DEPARTMENT CARRIES THE KNOX BOX MASTER KEY. A KNOX BOX KEY BOX CAN BE ORDERED BY GOING ONLINE TO WWW.KNOXBOX.COM. THE KNOX BOX ALLOWS ENTRY TO THE BUILDING WITHOUT DAMAGING THE LOCK AND DOOR SYSTEM.
4. STRUCTURES WITH FIRE PROTECTION SYSTEMS SHALL INDICATE THE LOCATION OF ANY FIRE LINE TO THE BUILDING(S) AS WELL AS THE LOCATION OF FIRE DEPARTMENT CONNECTIONS.
5. FIRE HYDRANTS, FIRE PUMP TEST HEADER, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAR AND UNOBSTRUCTED BY LANDSCAPING, PARKING OR OTHER OBJECTS. THE FIRE MARSHAL'S OFFICE NO LONGER ALLOWS ANY TYPE OF LANDSCAPING TO BE PLACED IN FRONT OF AND WITHIN 5 FEET OF FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES.
6. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
7. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHTING 75,000 LBS.
8. IFC 1404.1–SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES.
9. IFC 1404.2–WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
10. IFC 1410.1–ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
11. IFC 1404.6–CUTTING AND WELDING. OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 26, OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
12. IFC 1414.1–FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED.
13. REQUIRED VEHICLE ACCESS FOR FIRE FIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN 100 FEET OF TEMPORARY OR PERMANENT FIRE DEPARTMENT CONNECTIONS. VEHICLE ACCESS SHALL BE PROVIDED BY EITHER TEMPORARY OR PERMANENT ROADS, CAPABLE OF SUPPORTING VEHICLE LOADING UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ROADS ARE AVAILABLE.
14. OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13 FEET 6 INCHES.
15. ALL SIGNS SHALL BE IN ACCORDANCE WITH ARTICLE IX, SECTION 34–1020 CITY CODE.
16. VSFPC 905.3.1 – A CLASS I STANDPIPE SYSTEM MUST BE INSTALLED IN ADDITION TO THE SPRINKLER SYSTEM SINCE THE FLOOR LEVEL OF THE HIGHEST STORY IS MORE THAN 30 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS.
17. VSFPC 903.5.2 – A SECONDARY WATER SUPPLY TO THE BUILDING's FIRE PUMP IS REQUIRED SINCE THE PROPOSED BUILDING HAS AN OCCUPIED FLOOR LOCATED MORE THAN 75' ABOVE THE LOWEST LEVEL OF THE FIRE DEPARTMENT VEHICLE ACCESS.
18. VSFPC 3311.1 – WHERE A BUILDING HAS BEEN CONSTRUCTED TO A HEIGHT GREATER THAN 50 FEET OR FOUR (4) STORIES, AT LEAST ONE TEMPORARY LIGHTED STAIRWAY SHALL BE PROVIDED UNLESS ONE OR MORE OF THE PERMANENT STAIRWAYS ARE ERECTED AS THE CONSTRUCTION PROGRESSES.
19. VSFPC 3313.1 – BUILDINGS FOUR OR MORE STORIES IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR US DURING CONSTRUCTION. SUCH STANDPIPES SHALL BE INSTALLED WHEN THE PROGRESS OF CONSTRUCTION IS NOT MORE THAN 40 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS. SUCH STANDPIPE SHALL BE PROVIDED WITH FIRE DEPARTMENT HOSE CONNECTIONS AT ACCESSIBLE LOCATIONS ADJACENT TO USABLE STAIRS. SUCH STANDPIPES SHALL BE EXTENDED AS CONSTRUCTION PROGRESSES TO WITHIN ONE FLOOR OF THE HIGHEST POINT OF CONSTRUCTION HAVING SECURED DECKING OR FLOORING.
20. GUARDRAILS REQUIRED AT THE TOP OF ALL RETAINING WALLS WITH A GRADE DIFFERENCE EXCEEDING 30".
21. HANDRAILS REQUIRED AT BOTH SIDES OF STAIRS.
22. 5' SIDE SETBACKS HAVE A RESTRICTIVE BUILDING CODE REQUIREMENT FOR % OPENINGS AND EXTERIOR WALL FIRE RATINGS. THESE CALCULATIONS WILL BE SHOWN ON THE BUILDING AND ARCHITECTURAL PLANS.
23. A MINIMUM OF 98" HEIGHT CLEARANCE IS REQUIRED AT PARKING GARAGE DOORS AND CLEARANCE AT HANDICAP PARKING SPACES. THIS CLEARANCE WILL BE SHOWN ON THE BUILDING AND ARCHITECTURAL PLANS.



CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

City Hall • P.O. Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org

February 3, 2017

Ashley Davies, Land Use Planner
Williams Mullen
321 E. Main Street, Suite 400
Charlottesville, VA 22902

RE: Application of the City's definition of "building height" to specific circumstances

Dear Ashley:

On behalf of a client of your firm, you have inquired as to how the City's current definition of "building height" set forth within § 34-1200 of the Zoning Ordinance ("ZO") would properly be applied to specific circumstances. You've provided us with a drawing prepared by Henningsen Kestner Architects, dated January 12, 2017, titled "1011 E. Jefferson Street Building Height Study" ("Height Study") illustrating a sample approach to the measurement of height for a non-monolithic building. The drawing depicts a building situated on a level grade plane.

As you are aware, ZO § 34-1100(a) states that "[t]he term "height," when applied to a building or structure shall refer to the distance measured from grade level to the highest point on such building or structure. In ZO § 34-1200 the terms "building height" and "grade" are separately defined, as follows:

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

Grade means, with reference to a building or structure: the average level of the ground adjacent to the exterior walls of the building. In a case where walls are parallel to and not more than fifteen (15) feet from a sidewalk, the grade may be measured at the sidewalk.

Admittedly, the above-referenced instructions and definitions are very difficult to apply to specific circumstances. However, based on our review of the Height Study you provided, we are of the opinion that the approach to the measurement of building height illustrated within that document (the average methodology complies with the provisions of ZO § 34-1100(a) and the definitions of "building height" and "grade" set forth within ZO § 34-1200).

Lisa Robertson
Chief Deputy City Attorney
Date: 2/3/2017

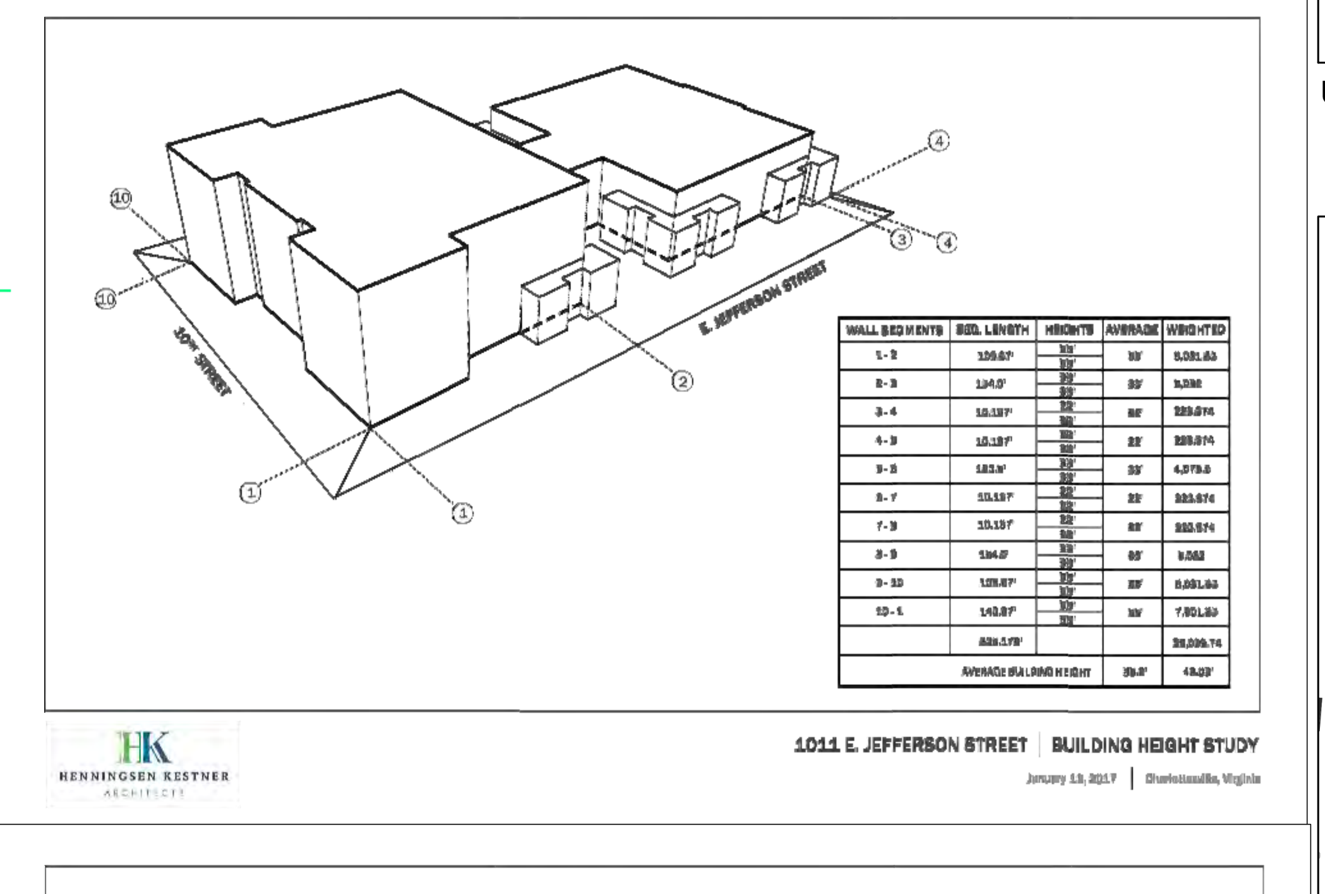
Alex Ikefuna
Director, Neighborhood Development Services
Date: 2/3/2017

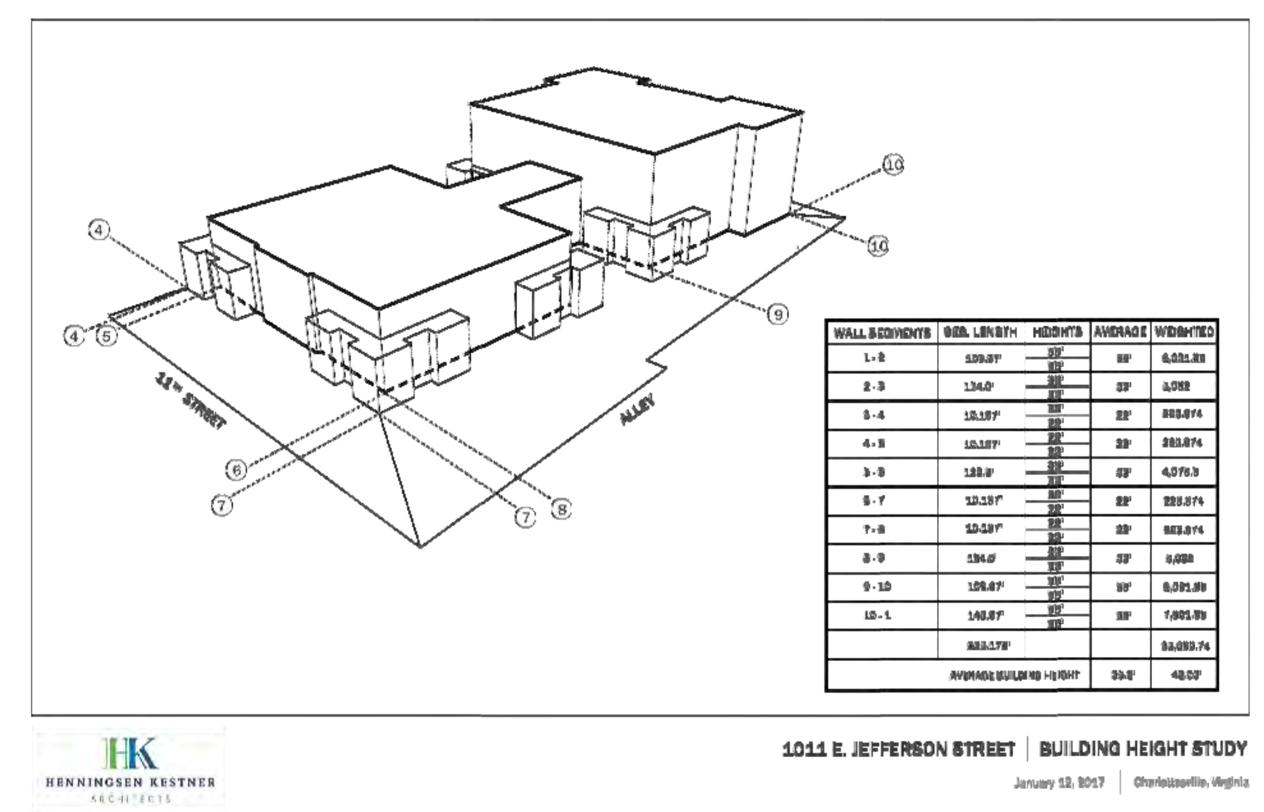
REQUIREMENTS FOR THE INSTALLATION OF GAS MAINS, SERVICES, AND METERS GAS UNIT:

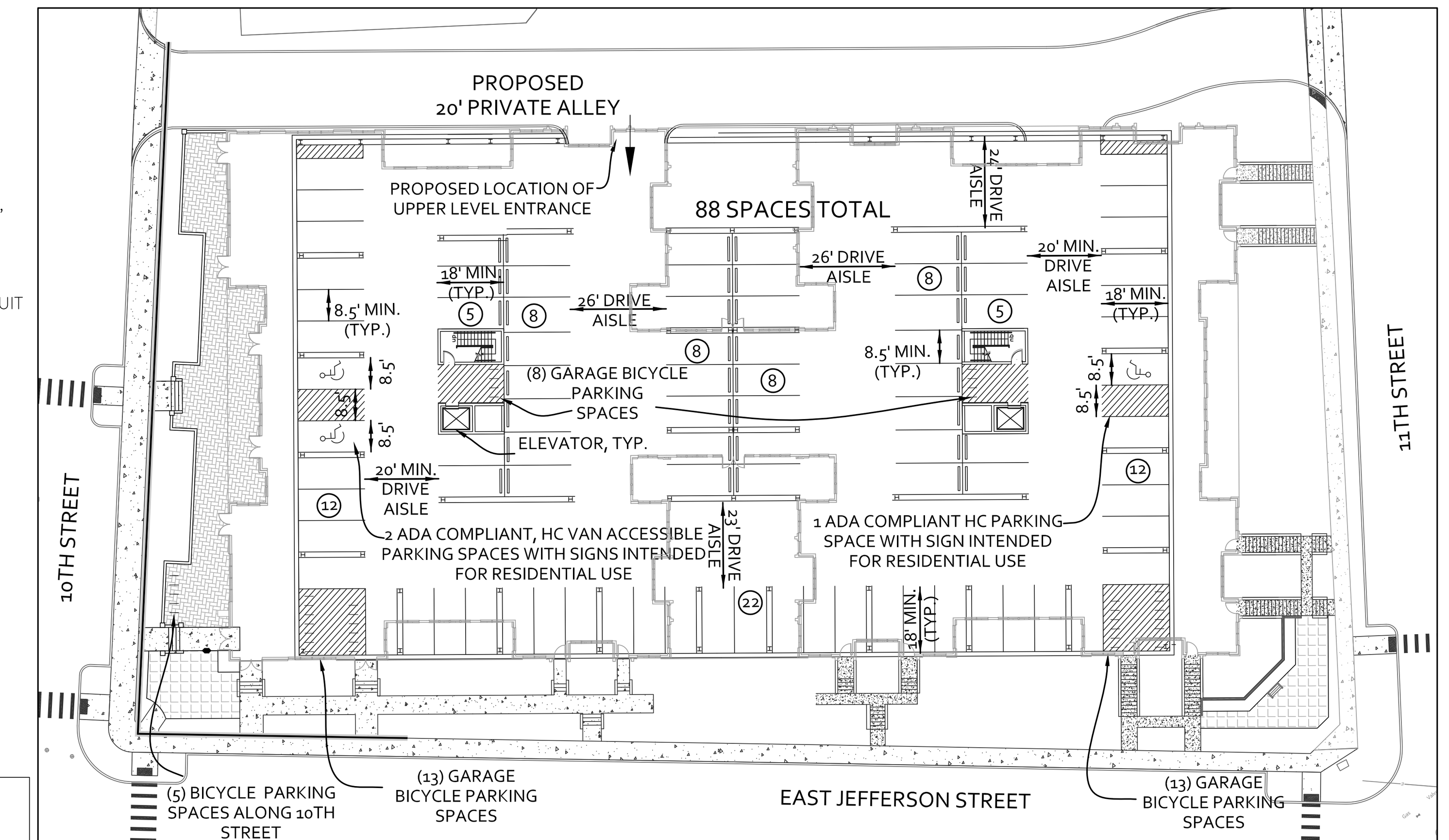
GAS MAINS
GAS MAINS WILL BE INSTALLED WHEN THE FOLLOWING CONDITIONS ARE MET IN THE CONSTRUCTION AREA:
1. GRADE IS WITHIN 6 INCHES OF FINAL GRADE OR BASE GRADE IN ROADWAYS.
2. CURB AND GUTTER MUST BE INSTALLED IF GAS MAIN IS GOING TO BE INSTALLED IN OR NEAR THE ROADWAY.
3. ALL SANITARY SEWERS, DRAINS, AND STORM SEWERS MUST BE INSTALLED.
4. A MINIMUM BELOW GROUND PARALLEL SEPARATION IS REQUIRED OF 5 FEET FROM POWER, TELEPHONE, AND CABLE TV AND 10 FEET FROM SANITARY SEWER. GAS STUBS WILL BE INSTALLED FOR ALL ROAD CROSSINGS IF THE DEVELOPER HAS COMMITTED TO ALL GAS HOMES. OTHERWISE, THE DEVELOPER MAY INSTALL CONDUIT, AT THE DEVELOPER'S EXPENSE, FOR FUTURE ROAD CROSSINGS IN ORDER TO ELIMINATE DISTURBING ASPHALT WHEN SERVICES ARE INSTALLED. THE DEVELOPER SHALL FURNISH AS–BUILT DRAWINGS OF THE CONDUIT PLACEMENT OR PERMANENTLY MARK CONDUIT LOCATIONS. CONDUIT WILL BE FURNISHED BY THE GAS UNIT.

GAS SERVICES
GAS SERVICES WILL BE INSTALLED WHEN THE FOLLOWING CONDITIONS ARE MET:
1. GRADE IS WITHIN 6 INCHES BETWEEN THE GAS MAIN AND THE METER LOCATION.
2. OUTSIDE OF BUILDING (SIDING, BRICK, VENEER, ETC.) IS TO BE FINISHED AROUND THE METER LOCATION.
3. STREET ADDRESS, TOTAL GAS CONNECTED LOAD, AND CLOSING DATE (IF APPLICABLE) IS REPORTED TO THE GAS UNIT.
4. A MINIMUM NOTICE OF ____ WEEKS AFTER FINAL GRADE IS ESTABLISHED.

GAS METERS
1. GAS METERS CANNOT BE INSTALLED WITHIN 3 FEET FROM FRESH AIR INTAKES, ELECTRICAL EQUIPMENT (A/C COMPRESSORS), WINDOWS AND DOORS THE OPEN AND SOURCES OF IGNITION.
2. DELIVERED GAS PRESSURE TO THE CUSTOMER WILL BE 7 INCHES OF WATER COLUMN. HIGHER DELIVERED PRESSURE (PSIG) IS RESTRICTED TO COMMERCIAL AND INDUSTRIAL APPLICATIONS AND MUST BE REQUESTED IN WRITING (WITH APPROPRIATE JUSTIFICATION) AND IS SUBJECT TO APPROVAL BY THE GAS ENGINEER OR DESIGNEE. LIMITATIONS TO PSIG SERVICE INCLUDE, BUT NOT LIMITED TO, EXTERNAL FUEL LINES (AS IN ROOFTOP UNITS) AND APPROPRIATE APPLIANCE REGULATORS WITH AN INTERNAL RELIEF VENTED TO THE ATMOSPHERE.

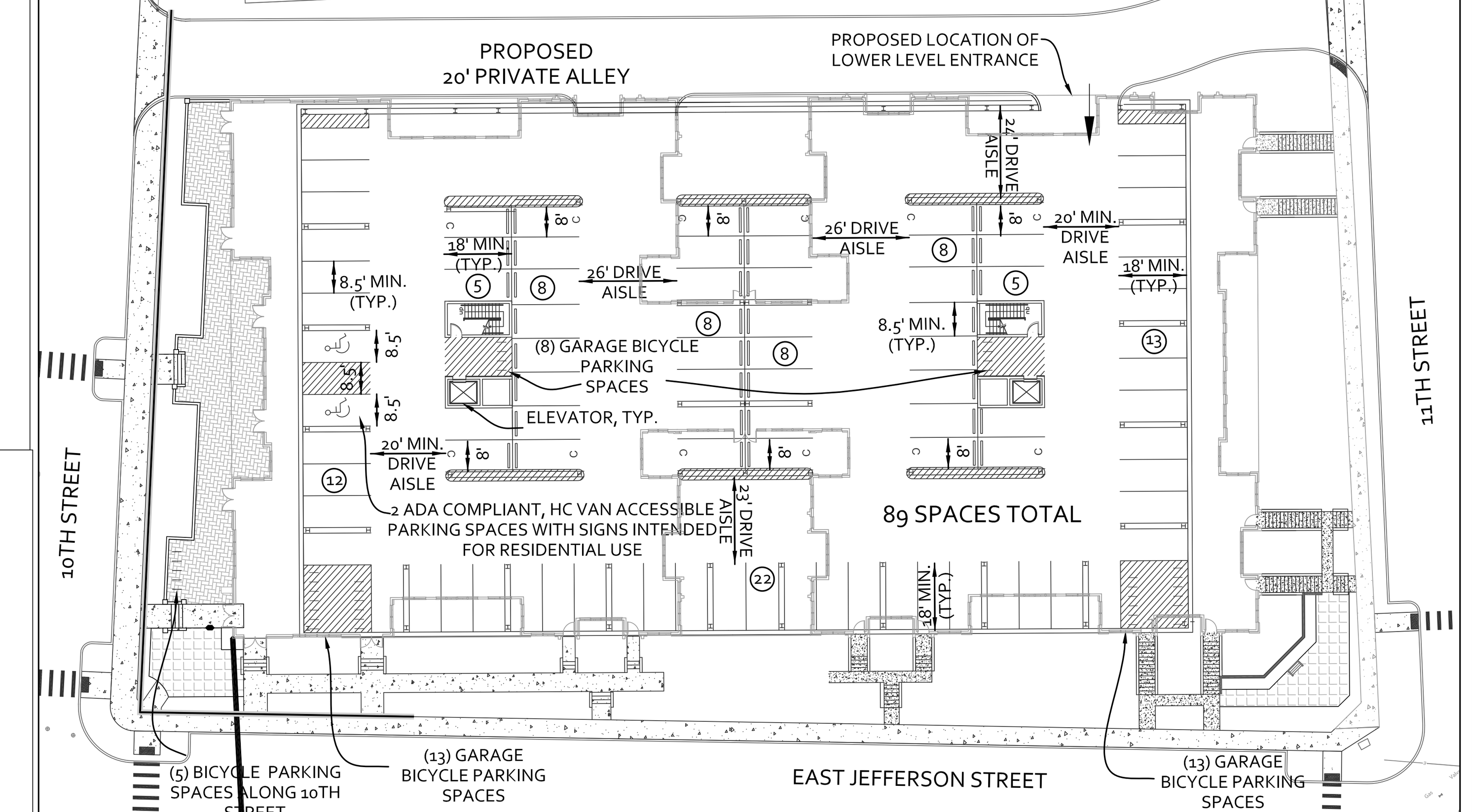






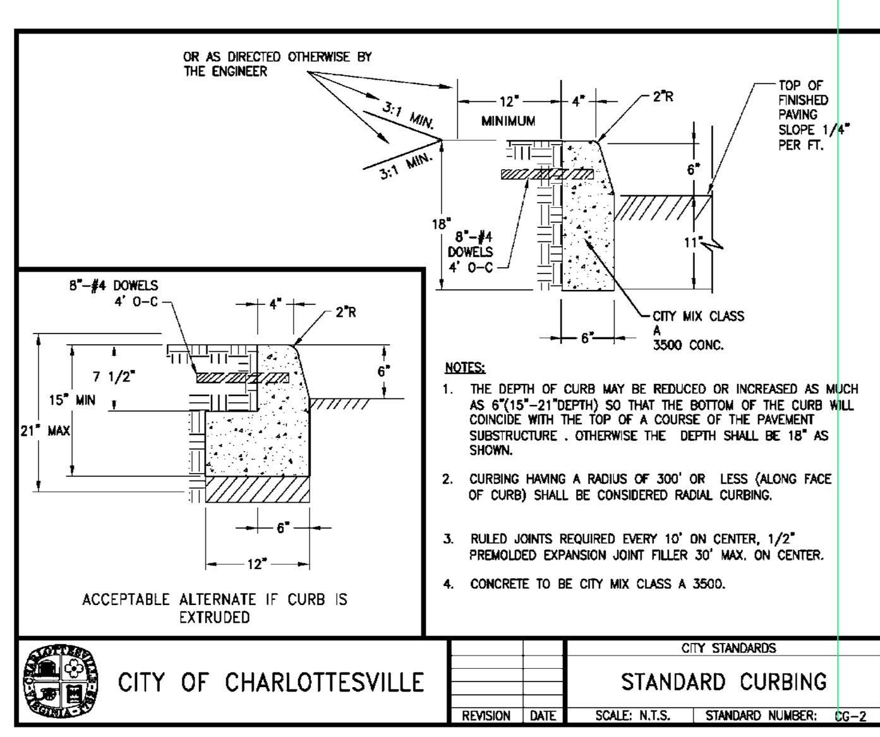
UPPER GARAGE PARKING PLAN, SCALE 1"=40'

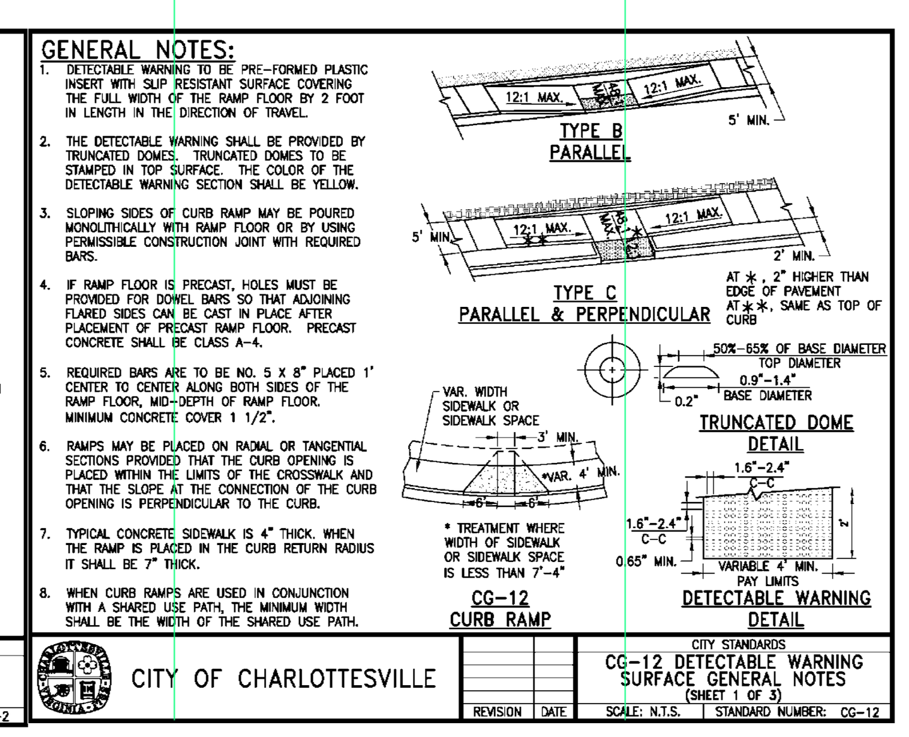
PROPOSED 'U' SHAPED BICYCLE RACKS, TYP., TOTALING 65 ONSITE. SEE PARKING NOTES #2 & 3.

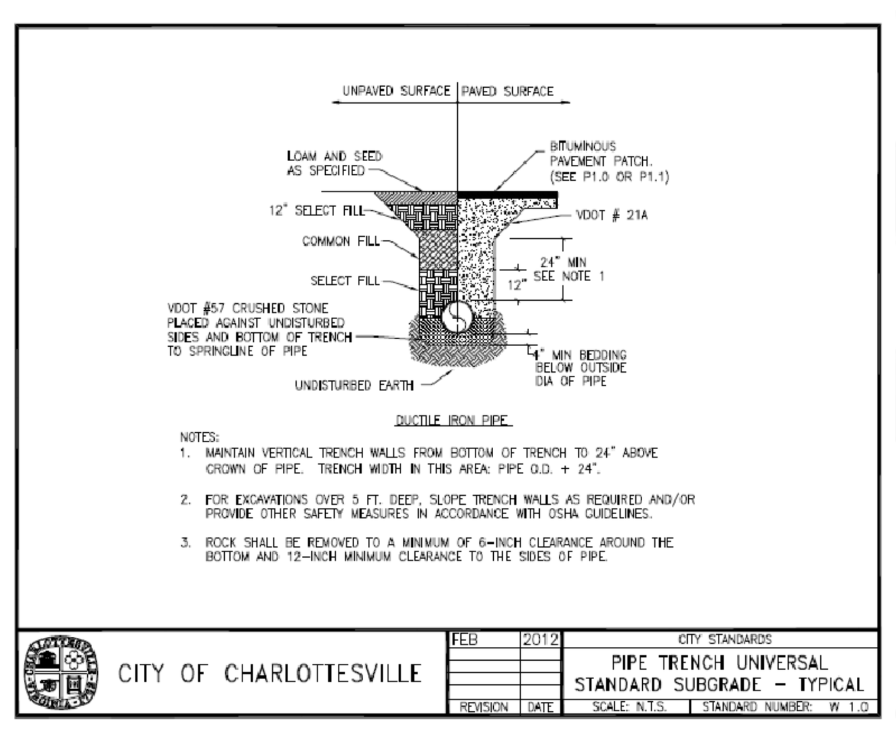


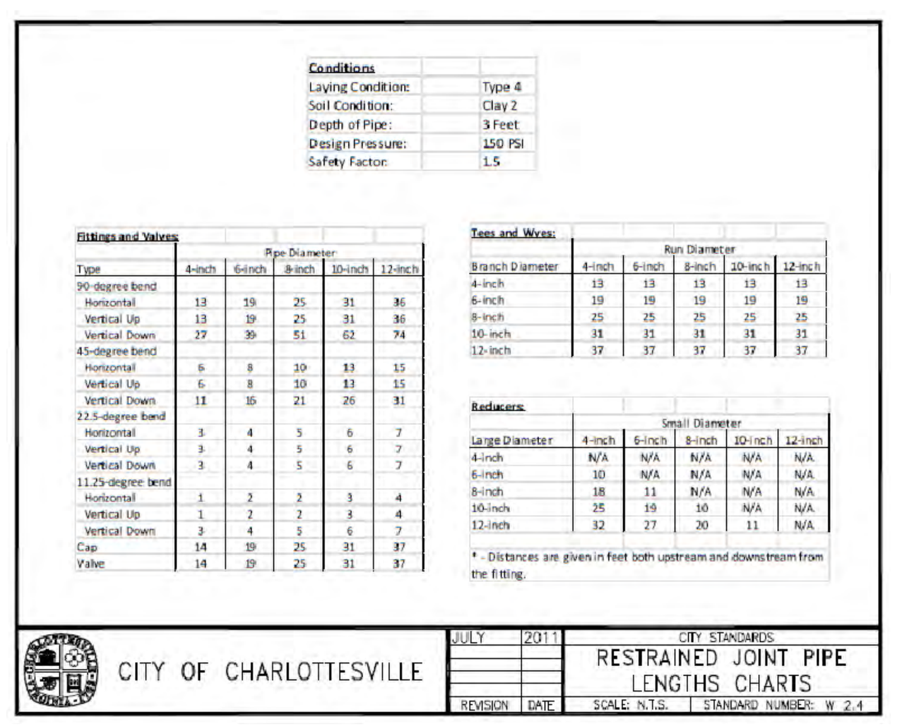
LOWER GARAGE PARKING PLAN, SCALE 1"=40'

PARKING NOTES:
1. **ALL SIGNING & PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.**
2. **THE 65 PROPOSED BICYCLE RACKS SHOWN SHALL BE LOCATED NEAR ENTRANCES AND WITHIN THE GARAGE LEVELS, AS SHOWN.**
3. **THE 'U' SHAPED BICYCLE RACKS SHALL BE POSITIONED WITH A MINIMUM SPACING OF 30", AS SHOWN.**
4. **PER BUILDING CODE REQUIREMENTS, THE MINIMUM HEIGHT CLEARANCE AT PARKING GARAGE DOORS & HANDICAP PARKING SPACES IS 98". THE CONTRACTOR & ARCHITECT SHALL ENSURE FINAL DESIGN & ASBUILT CONSTRUCTION ADHERES TO THIS, AND ALL, BUILDING CODE REQUIREMENTS.**









Conditions	
Laying Condition:	Type 4
Soil Condition:	Clay 2
Depth of Pipe:	3 Feet
Design Pressure:	150 PSI
Safety Factor:	1.5

Fittings and Valves:

Type	4-inch	6-inch	8-inch	10-inch	12-inch
90-degree bend					
Horizontal	13	19	25	31	36
Vertical Up	13	19	25	31	36
Vertical Down	27	39	51	62	74
45-degree bend					
Horizontal	6	8	10	13	15
Vertical Up	6	8	10	13	15
Vertical Down	11	16	21	26	31
22.5-degree bend					
Horizontal	3	4	5	6	7
Vertical Up	3	4	5	6	7
Vertical Down	3	4	5	6	7
11.25-degree bend					
Horizontal	1	2	2	3	4
Vertical Up	1	2	2	3	4
Vertical Down	3	4	5	6	7
Cap	14	19	25	31	37
Valve	14	19	25	31	37

Tees and Wyes:

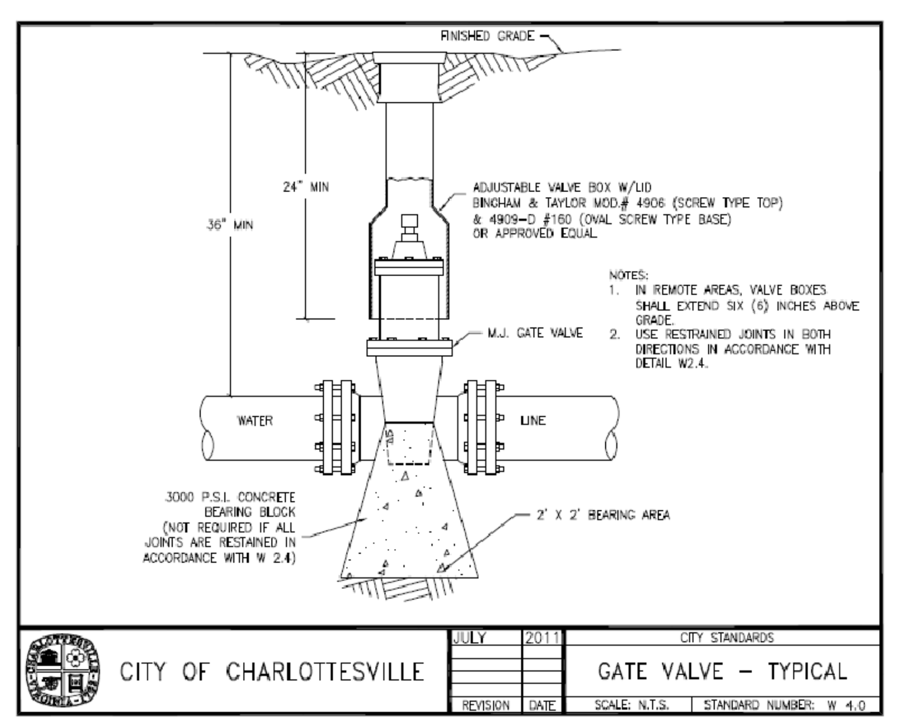
Branch Diameter	4-inch	6-inch	8-inch	10-inch	12-inch
4-inch	13	13	13	13	13
6-inch	19	19	19	19	19
8-inch	25	25	25	25	25
10-inch	31	31	31	31	31
12-inch	37	37	37	37	37

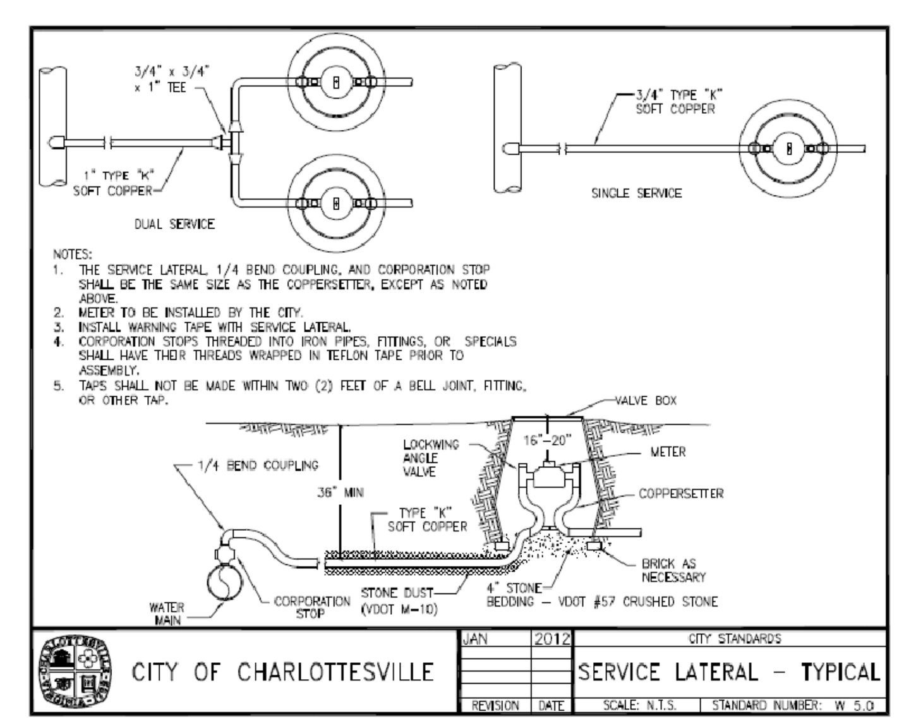
Reducers:

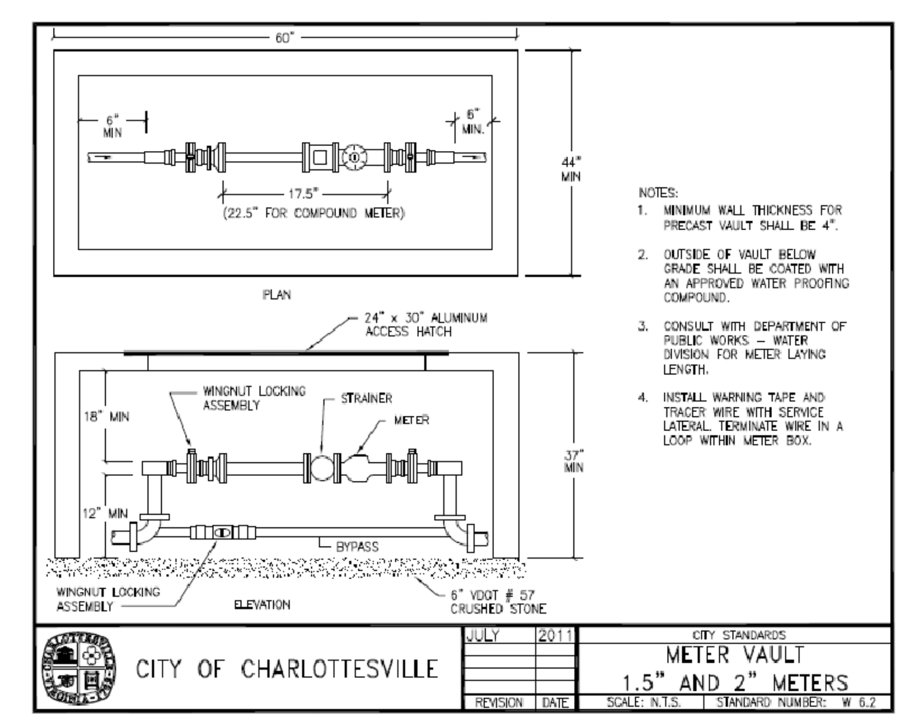
Large Diameter	4-inch	6-inch	8-inch	10-inch	12-inch
4-inch	N/A	N/A	N/A	N/A	N/A
6-inch	10	N/A	N/A	N/A	N/A
8-inch	18	11	N/A	N/A	N/A
10-inch	25	19	10	N/A	N/A
12-inch	32	27	20	11	N/A

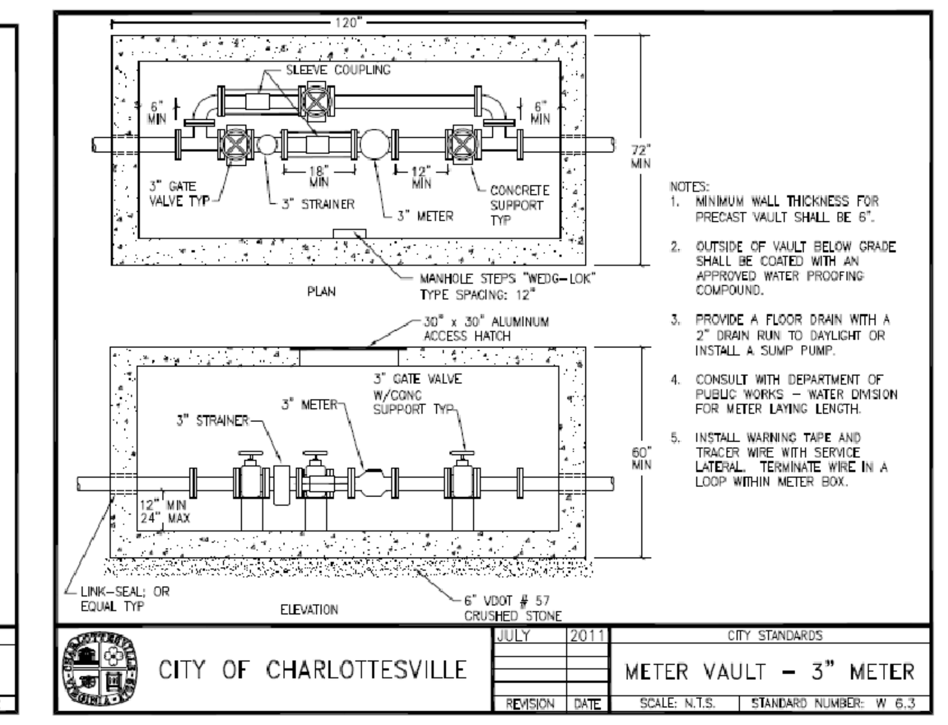
* - Distances are given in feet both upstream and downstream from the fitting.

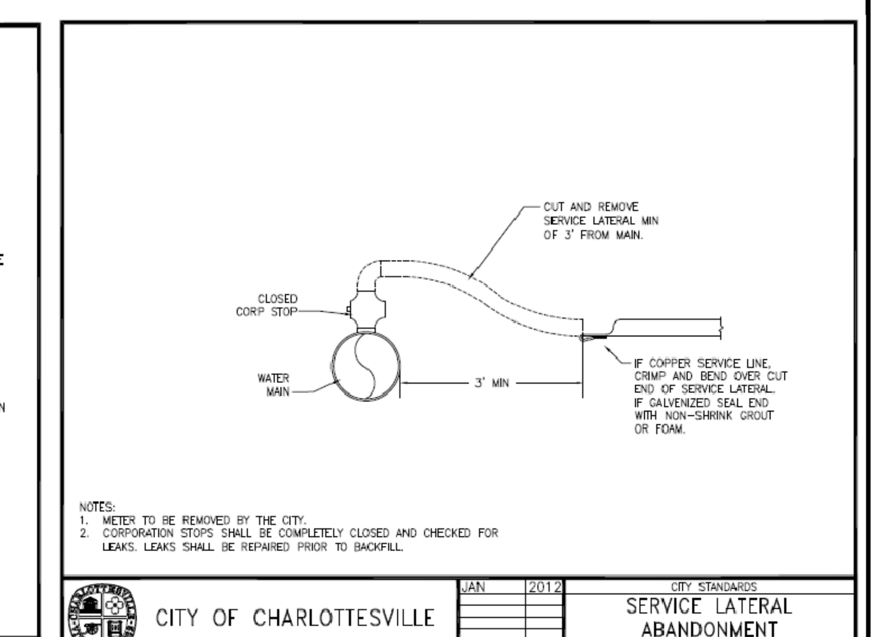
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — RESTRAINED JOINT PIPE LENGTHS CHARTS — SCALE: N.T.S. STANDARD NUMBER: W 2.4

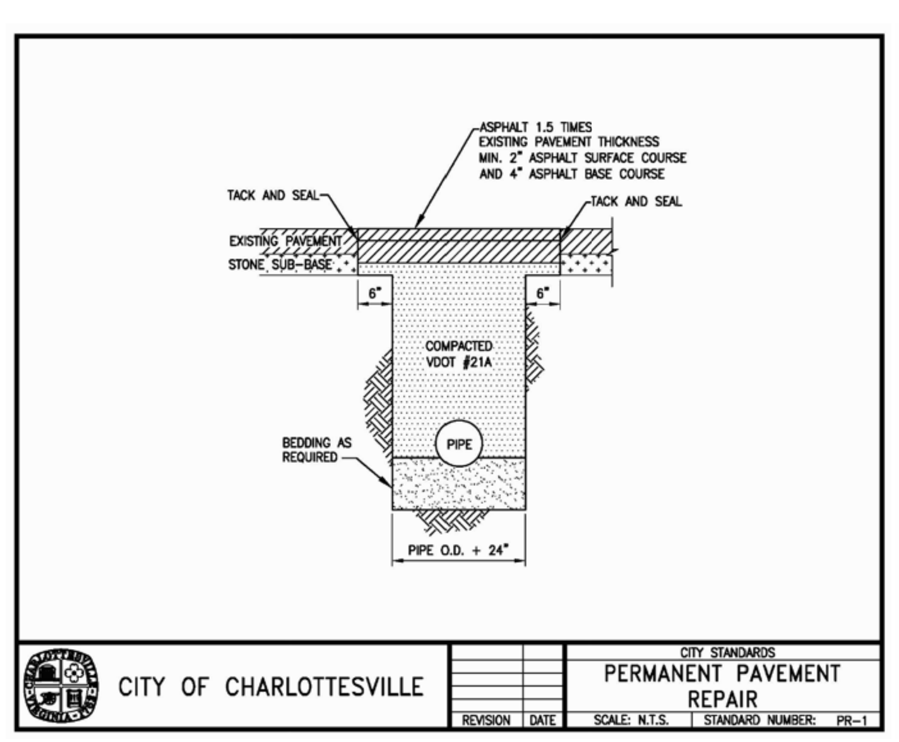


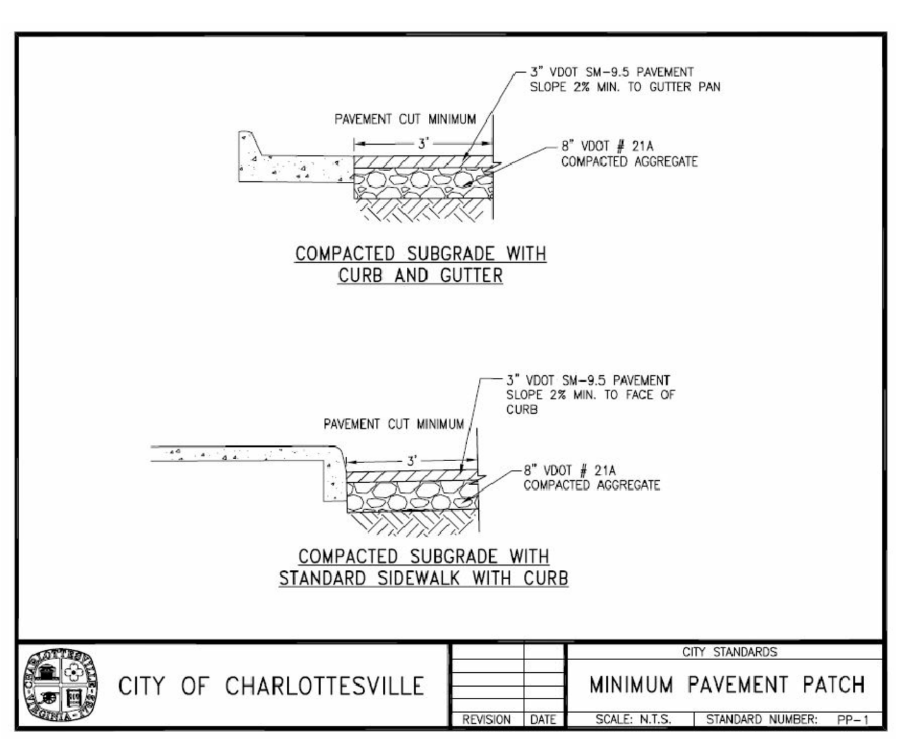


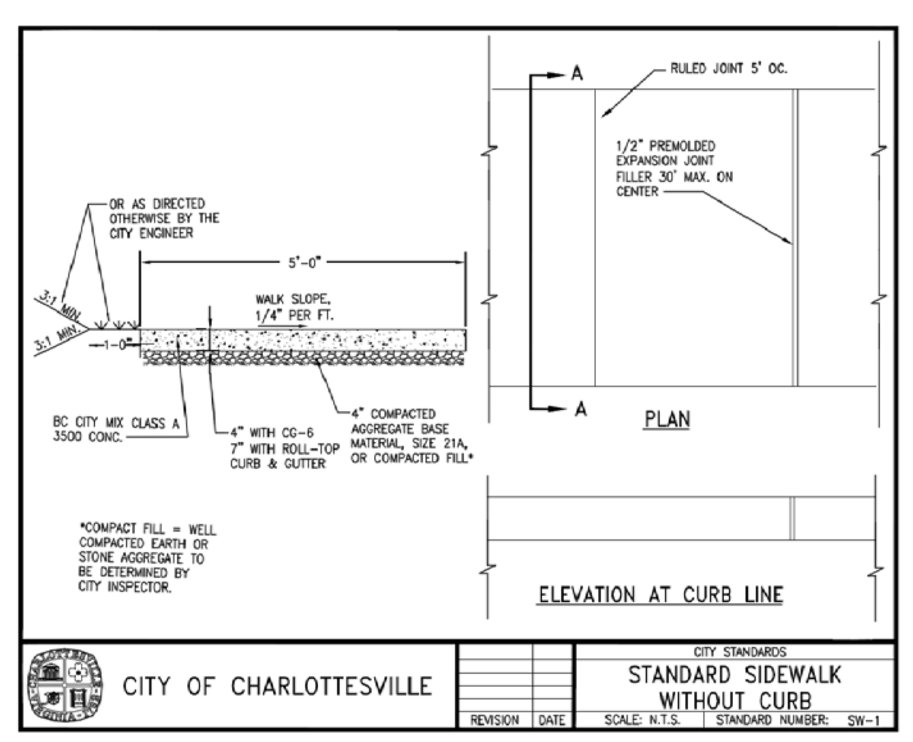


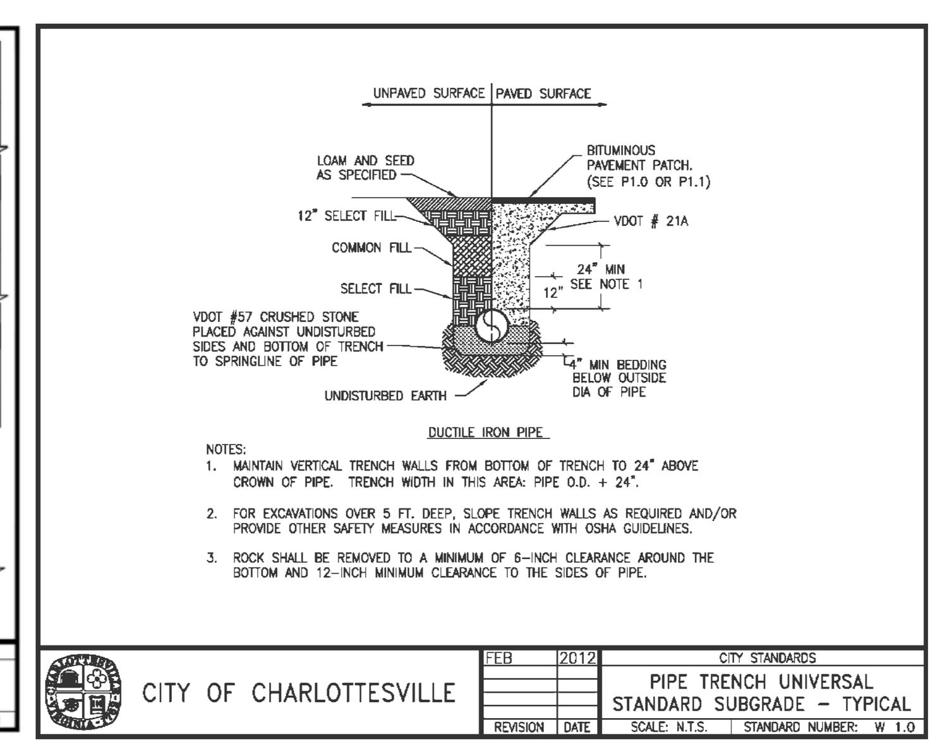


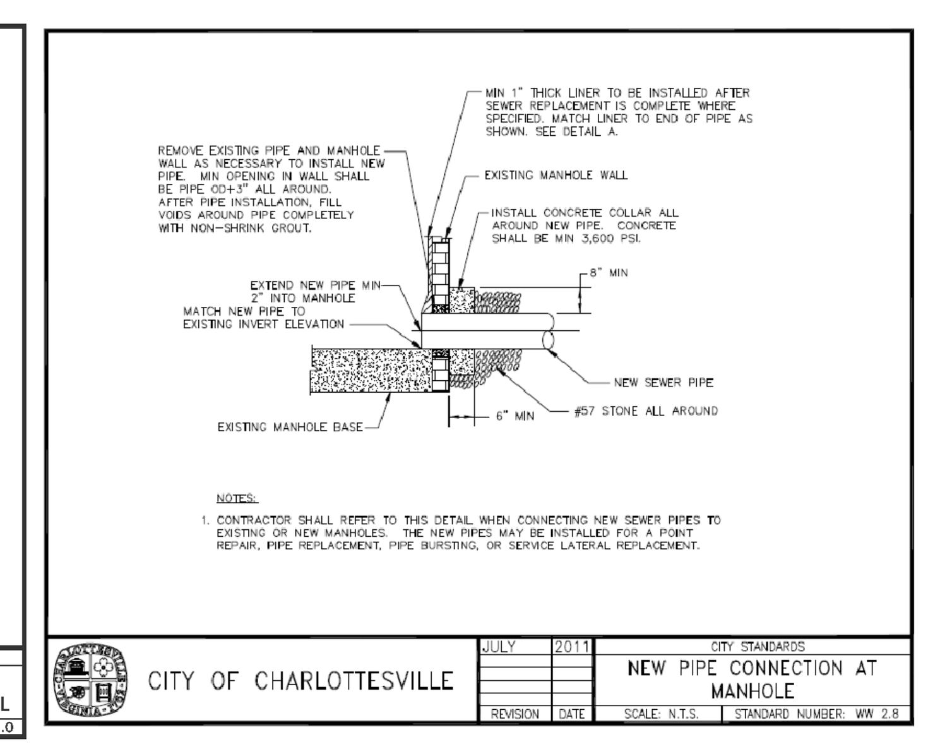


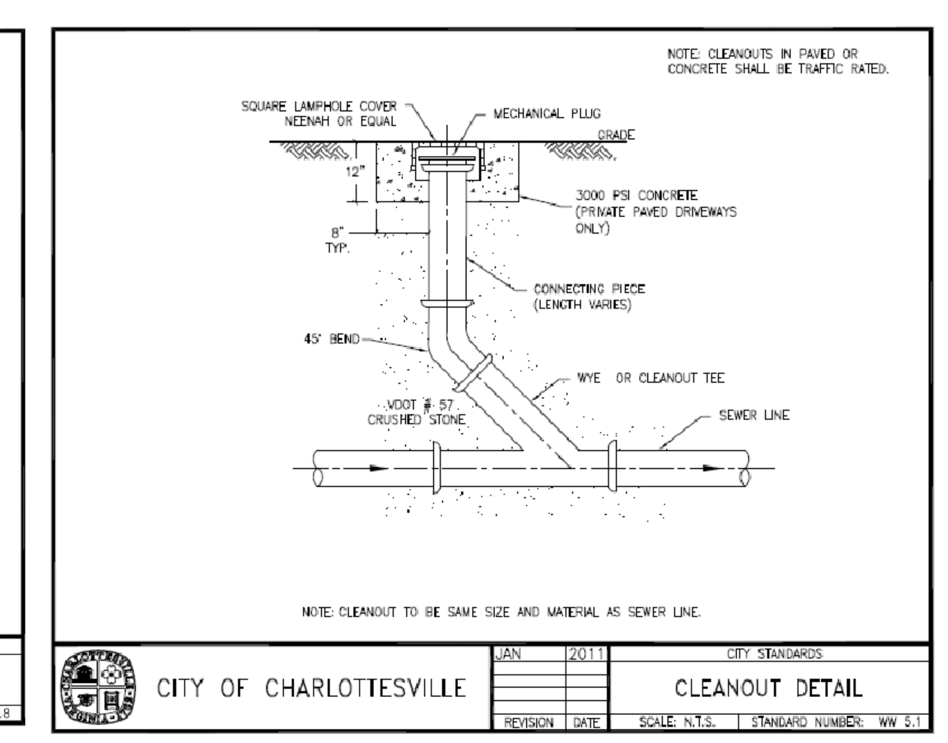


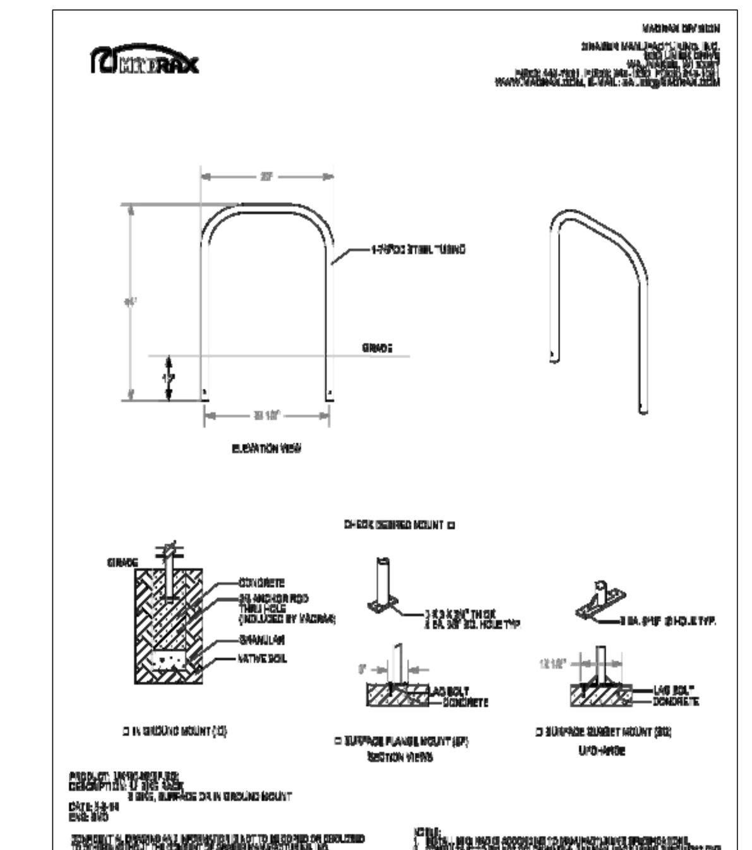












COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

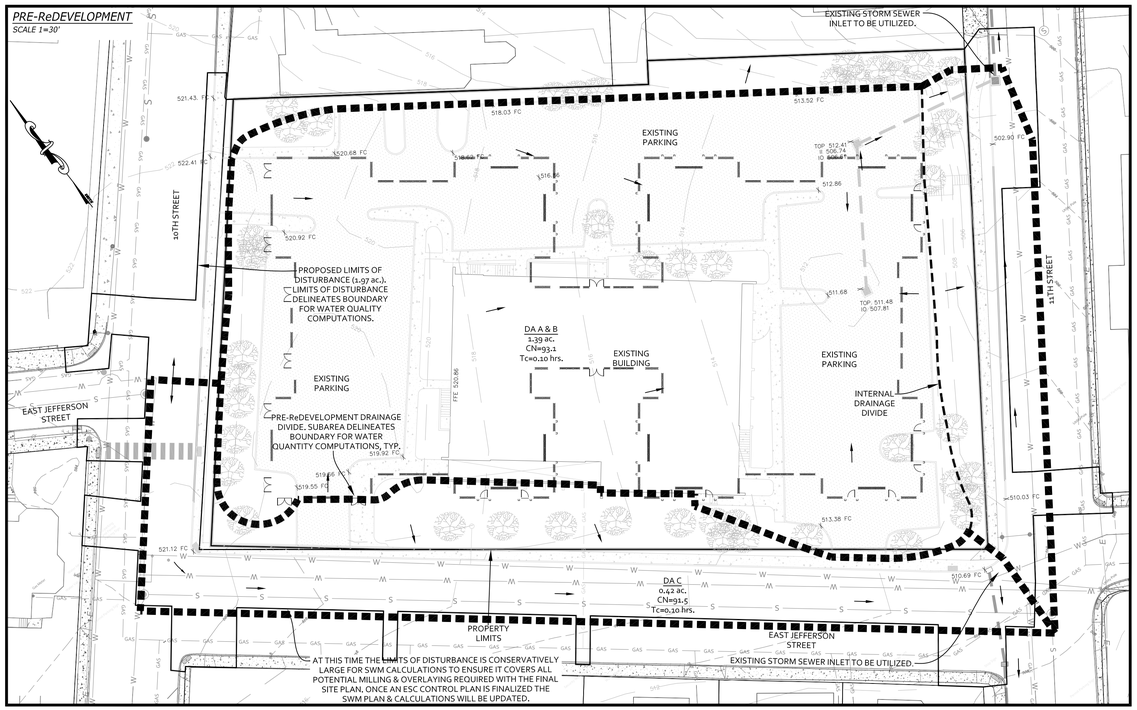
DATE	REVISION DESCRIPTION
8/16/17	INITIAL SUBMITTAL
10/12/17	REVISED PER COMMENTS DATED 9/6/17
11/15/17	REVISED PER COMMENTS DATED 11/3/17
1/11/18	REVISED BUILDING FOOTPRINT TO MATCH APPROVED SUP APPLICATION PLAN

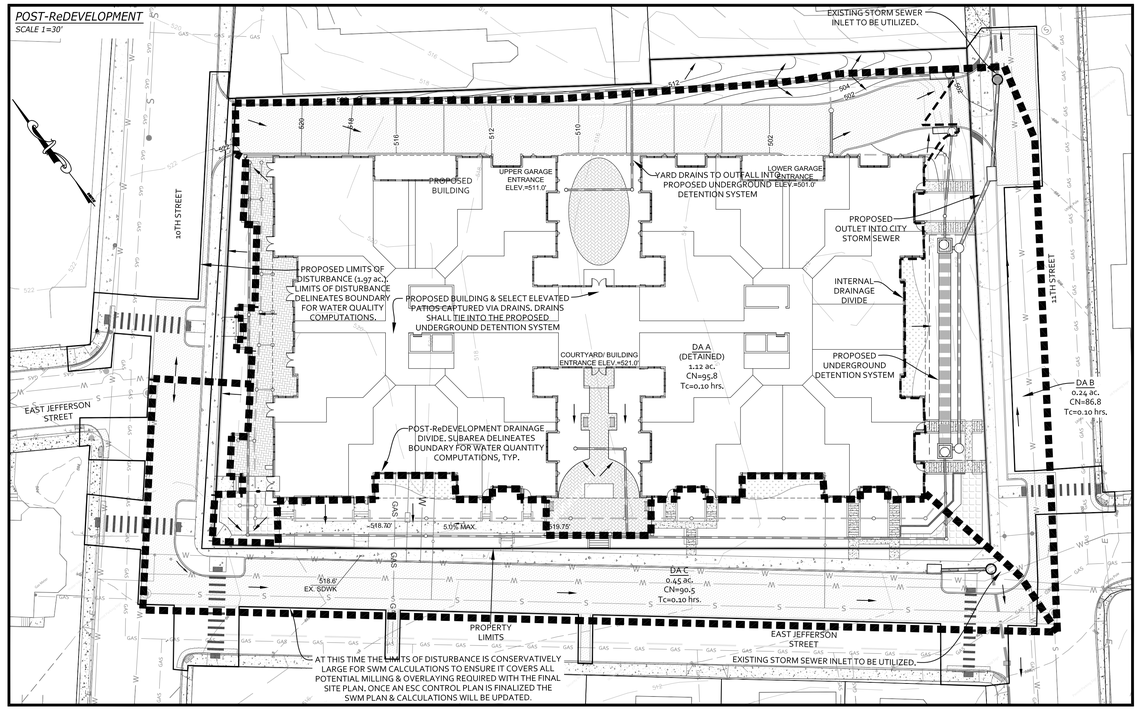
COLLINS ENGINEERING
200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719

PROJECT
1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN

SHEET
NOTES & DETAILS

JOB NO. 162125
SCALE N/A
SHEET NO. 4





Existing Impervious Areas, sf (WATER QUANTITY)

	Buildings	Walkways	Parking Lot	Public Streets & Sidewalks	Total
DA A & B	10,675	4,650	28,175	4,800	48,300
DA C		225	425	12,700	13,350

Existing Impervious Areas, sf (WATER QUALITY)

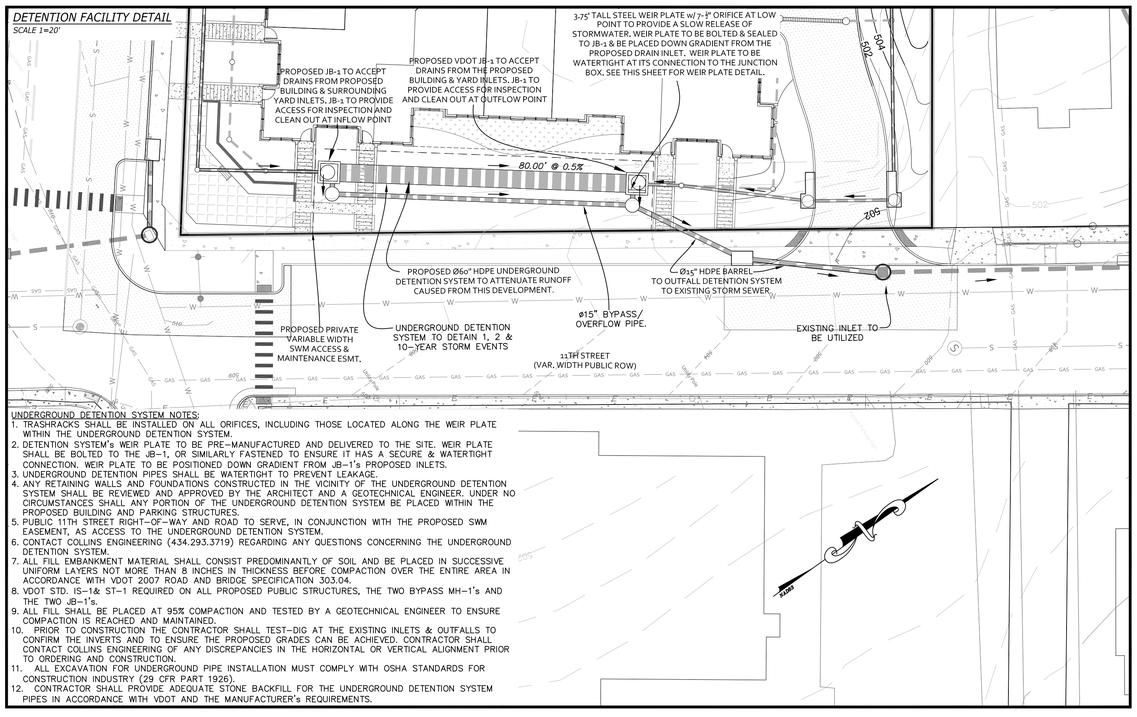
	Buildings	Walkways	Parking Lot	Public Streets & Sidewalks	Total
Within Limits of Disturbance	10,675	4,925	28,675	22,500	66,775

Proposed Impervious Areas, sf (WATER QUANTITY)

	Buildings	Patios & Walkways	Drive Aisles	Public Streets & Sidewalks	Total
DA A	36,325	4,925	3,000		44,250
DA B		700	275	4,600	5,575
DA C		1,250		12,200	13,450

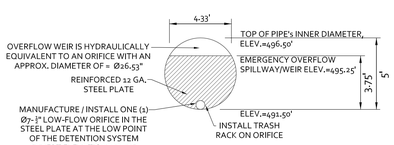
Proposed Impervious Areas, sf (WATER QUALITY)

	Buildings	Walkways	Drive Aisles	Public Streets & Sidewalks	Total
Within Limits of Disturbance	36,325	6,920	3,275	21,550	68,070



UNDERGROUND DETENTION SYSTEM NOTES:
1. TRASHRACKS SHALL BE INSTALLED ON ALL ORIFICES, INCLUDING THOSE LOCATED ALONG THE WEIR PLATE WITHIN THE UNDERGROUND DETENTION SYSTEM.
2. DETENTION SYSTEM's WEIR PLATE TO BE PRE-MANUFACTURED AND DELIVERED TO THE SITE. WEIR PLATE SHALL BE BOLTED TO THE JB-1, OR SIMILARLY FASTENED TO ENSURE IT HAS A SECURE & WATERTIGHT CONNECTION. WEIR PLATE TO BE POSITIONED DOWN GRADIENT FROM JB-1's PROPOSED INLETS.
3. UNDERGROUND DETENTION PIPES SHALL BE WATERTIGHT TO PREVENT LEAKAGE.
4. ANY RETAINING WALLS AND FOUNDATIONS CONSTRUCTED IN THE VICINITY OF THE UNDERGROUND DETENTION SYSTEM SHALL BE REVIEWED AND APPROVED BY THE ARCHITECT AND A GEOTECHNICAL ENGINEER. UNDER NO CIRCUMSTANCES SHALL ANY PORTION OF THE UNDERGROUND DETENTION SYSTEM BE PLACED WITHIN THE PROPOSED BUILDING AND PARKING STRUCTURES.
5. PUBLIC 11TH STREET RIGHT-OF-WAY AND ROAD TO SERVE, IN CONJUNCTION WITH THE PROPOSED SWM EASEMENT, AS ACCESS TO THE UNDERGROUND DETENTION SYSTEM.
6. CONTACT COLLINS ENGINEERING (434.293.3719) REGARDING ANY QUESTIONS CONCERNING THE UNDERGROUND DETENTION SYSTEM.
7. ALL FILL EMBANKMENT MATERIAL SHALL CONSIST PREDOMINANTLY OF SOIL AND BE PLACED IN SUCCESSIVE UNIFORM LAYERS NOT MORE THAN 8 INCHES IN THICKNESS BEFORE COMPACTION OVER THE ENTIRE AREA IN ACCORDANCE WITH VDOT 2007 ROAD AND BRIDGE SPECIFICATION 303.04.
8. VDOT STD. IS-1& ST-1 REQUIRED ON ALL PROPOSED PUBLIC STRUCTURES, THE TWO BYPASS MH-1's AND THE TWO JB-1's.
9. ALL FILL SHALL BE PLACED AT 95% COMPACTION AND TESTED BY A GEOTECHNICAL ENGINEER TO ENSURE COMPACTION IS REACHED AND MAINTAINED.
10. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL TEST-DIG AT THE EXISTING INLETS & OUTFALLS TO CONFIRM THE INVERTS AND TO ENSURE THE PROPOSED GRADES CAN BE ACHIEVED. CONTRACTOR SHALL CONTACT COLLINS ENGINEERING OF ANY DISCREPANCIES IN THE HORIZONTAL OR VERTICAL ALIGNMENT PRIOR TO ORDERING AND CONSTRUCTION.
11. ALL EXCAVATION FOR UNDERGROUND PIPE INSTALLATION MUST COMPLY WITH OSHA STANDARDS FOR CONSTRUCTION INDUSTRY (29 CFR PART 1926).
12. CONTRACTOR SHALL PROVIDE ADEQUATE STONE BACKFILL FOR THE UNDERGROUND DETENTION SYSTEM PIPES IN ACCORDANCE WITH VDOT AND THE MANUFACTURER's REQUIREMENTS.

Ø60" WEIR PLATE DETAIL
SCALE: 1"=5'



STORMWATER MANAGEMENT NARRATIVE:

SUMMARY:
THE PROPOSED STORMWATER MANAGEMENT PLAN COMPLIES WITH PART IIB REQUIREMENTS. THE STORMWATER RUNOFF RATES, VOLUMES, AND VELOCITIES RESULTING FROM THIS DEVELOPMENT WILL BE IMPROVED PRIOR TO ENTERING THE CITY's STORM SEWER SYSTEM. PLEASE SEE THE ATTACHED STORMWATER MANAGEMENT CALCULATIONS PACKET FOR EVIDENCE OF THIS. SUMMARIES OF THIS COMPLIANCE CAN BE VIEWED ON THIS SHEET AS WELL.

STORMWATER DETENTION:
CURRENTLY ALL OF THE EXISTING IMPERVIOUS AREAS ON THIS SITE FLOW TO THE CITY STORM SEWER SYSTEM UNTREATED. THE PROPOSED PLAN WILL CHANGE THIS AND WILL CAPTURE THE MAJORITY OF THE PARCEL. THE PROPOSED PLAN INCREASES THE IMPERVIOUS FOOTPRINT BY 1,295 sf. THIS INCREASE IN IMPERVIOUS AREA IS OFFSET BY THE PROPOSED UNDERGROUND DETENTION SYSTEM. THE DETENTION SYSTEM PROVIDES A STORAGE VOLUME THAT IS USED TO ATTENUATE THE INCREASES IN RUNOFF. FURTHERMORE, THE PROPOSED DETENTION SYSTEM RESTRICTS THE PEAK 1-YEAR SCS 24-HOUR TR-55 DESIGN FLOW TO A LEVEL LESS THAN THE MAXIMUM ALLOWED PER 9 VAC 25-870-66. CHANNEL AND FLOOD PROTECTION HAVE BEEN PROVIDED. PLEASE SEE THE ATTACHED CALCULATIONS PACKET FOR EVIDENCE OF THIS.

STORMWATER QUALITY:
STORMWATER QUALITY COMPLIANCE IS MET FOR THIS DEVELOPMENT THROUGH THE PURCHASING OF NUTRIENT CREDITS. A TOTAL REQUIRED PHOSPHOROUS REMOVAL RATE OF 0.76 lbs/yr IS REQUIRED FOR THIS DEVELOPMENT.

SUPPLEMENTAL:
ABOVE AND BEYOND THE AFOREMENTIONED COMPLIANCE, LOW IMPACT DEVELOPMENT TECHNIQUES WILL BE IMPLEMENTED. BRICK PAVERS, LANDSCAPED/PERVIOUS COMMON AREAS INTENDED FOR CONGREGATION AND SOLAR ENERGY SYSTEMS TO OFFSET THE ELECTRICAL USAGE IN THE COMMON AREAS ARE PROPOSED FOR THE SITE.

WATERSHED SUMMARY

	Pre-Development					Post-Development				
	CN	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs	CN	Area, ac.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 'A'	93.1	1.39	4.22	5.36	8.75	95.8	1.12	2.44	4.11	7.09
DA 'B'						86.8	0.24	0.56	0.74	1.29
DA 'C'	91.5	0.42	1.19	1.53	2.54	90.5	0.45	1.22	1.58	2.66
	Total=	1.81	5.42	6.89	11.29	Total=	1.81	4.22	6.43	11.04

General Construction notes for Stormwater Management Plans
1. All dams and constructed fill to be within 95% of maximum dry density and 2% of optimum moisture content. All fill material to be approved by a geotechnical engineer. A geotechnical engineer is to be present during construction of dams.
2. Pipe and riser joints are to be watertight within stormwater Management facilities.
3. For temporary sediment traps or basins which are to be converted to permanent stormwater management facilities; conversion is not to take place until the site is stabilized, and permission has been obtained from the erosion control inspector.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

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

PROJECT
1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN

SHEET
STORMWATER MANAGEMENT PLAN

JOB NO.
162125

SCALE
AS SHOWN

SHEET NO.
5

LIGHTING NOTES:
1. ALL LIGHT FIXTURES SHALL BE FULLY SHIELDED AND BE FULL CUTOFF.
2. LIGHT FIXTURES SHOWN ARE MOUNTED TO THE BUILDING.
3. FOOTCANDLE LEVELS AT THE PROPERTY LINE SHALL NOT EXCEED 0.5 FOOTCANDLES.

WPSLS40W
40 Watt LED Slim Wall Pack

Features & Specifications (Cont.)

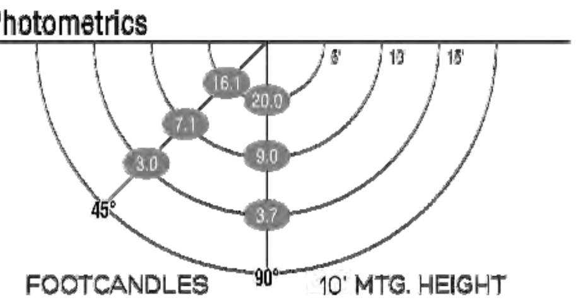
Construction
- Rigid Precision Die cast-aluminum housing for durability and consistency.
- Vertical fins serve as a heat sink and resist accumulation of dust and debris.
- The Patent Pending thermal stacking heat removal technology extracts heat from within the housing moving it away from LEDs and integral components.
- Luminaire hinges open from the bottom to prevent leakage.
- Luminaire is proudly manufactured and tested in the U.S.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory
- Shipping weight: 8.2 lbs in carton.

Installation
- Surface mounts direct to J-box or wall.
- Features a bubble level and removable hinged face frame for ease of installation.

Warranty
- LSI LED Fixtures carry a 5-year warranty.
- 1 Year warranty on optional Button Photocell.

Listings
- Listed to UL 1598 and UL 8750.
- CSA Listed
- RoHS Compliant.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- American Recovery and Reinvestment Act Funding Compliant.
- Lighting Facts Approved.
- Suitable For Wet Locations.

Photometrics



FOOTCANDLES 10' MTG. HEIGHT

Footcandles on the Ground

Mounting Height	90° 5'	90° 10'	90° 15'	45° 5'	45° 10'	45° 15'	Avg FCs 450 sq. feet
10'	20.0	9.0	3.7	16.1	7.1	3.0	9.8
12'	14.8	8.3	4.3	12.5	6.8	3.3	8.3

LED lighting facts® A Program of the U.S. DOE — LSI INDUSTRIES

Light Output (Lumens)	4047
Watts	38.28
Lumens per Watt (Efficacy)	105.72
Color Accuracy (Color Rendering Index (CRI))	75
Light Color (Correlated Color Temperature (CCT))	4576 (Daylight)

Warm White / Bright White / Daylight — 2700K 3000K 4500K 6500K

All results are according to IESNA LM-79-2008: *Approved Method for the Electrical and Photometric Testing of Solid-State Lighting.* The U.S. Department of Energy (DOE) verifies product test data and results.

Visit www.lightingfacts.com for the *Label Reference Guide.*

Registration Number: PRB4-DTSGV2 (3/24/2017)
Model Number: WPSLS40W45K-BZ
Type: Luminaire - Area/Roadway

Luminaire Ordering Guide

TYPICAL ORDER EXAMPLE: WPSLS 40W 45K BZ PC120

Family Prefix	Wattage	Color Temp	Finishes	Options / Controls
WPSLS	40W	45K - 4500K	BZ - Bronze	PC120 - 120V Button Photocontrol PC208-277 - 208-277V Photocontrol

Catalog # : WPSLS-40W-45K-BZ	Project : VOLVO CHARLOTTESVILLE
Prepared By :	Date :

WPSLS40W
40 Watt LED Slim Wall Pack

The Slim Wall Light Series has a slim, low profile design with attractive architectural styling. A quick and easy mounting system is bottom hinged to prevent leakage. The LED placement and mounting position results in a glare free design.

Features & Specifications

Performance

4500K		
Delivered Lumens	Efficacy	Wattage
4,047	105.7	38.28

Optical System
- High-performance Chip On Board (COB) LEDs behind clear tempered glass for maximum light output.
- 4500K color temperature.
- Minimum CRI of 75.
- Zero uplight.

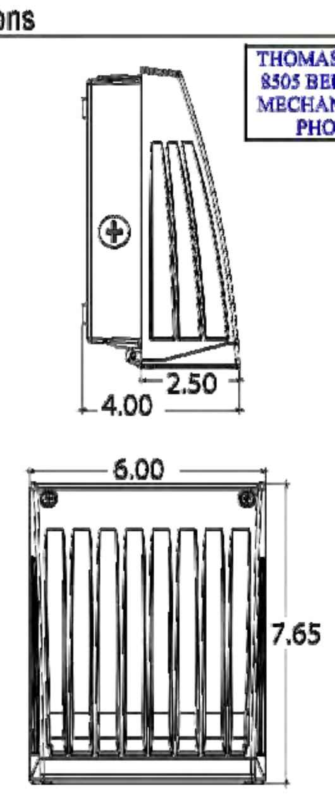
Electrical
- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz
- L70 Calculated Life: >100k Hours
- Total harmonic distortion: <20%
- Power factor: >.85
- Input power stays constant over life.
- Driver Off-State Power is 0 watts.
- Chip On Board (COB) LEDs with integrated circuit board mounted directly to the housing to maximize heat dissipation and promote long life.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.
- Minimum 2.5kV surge rating

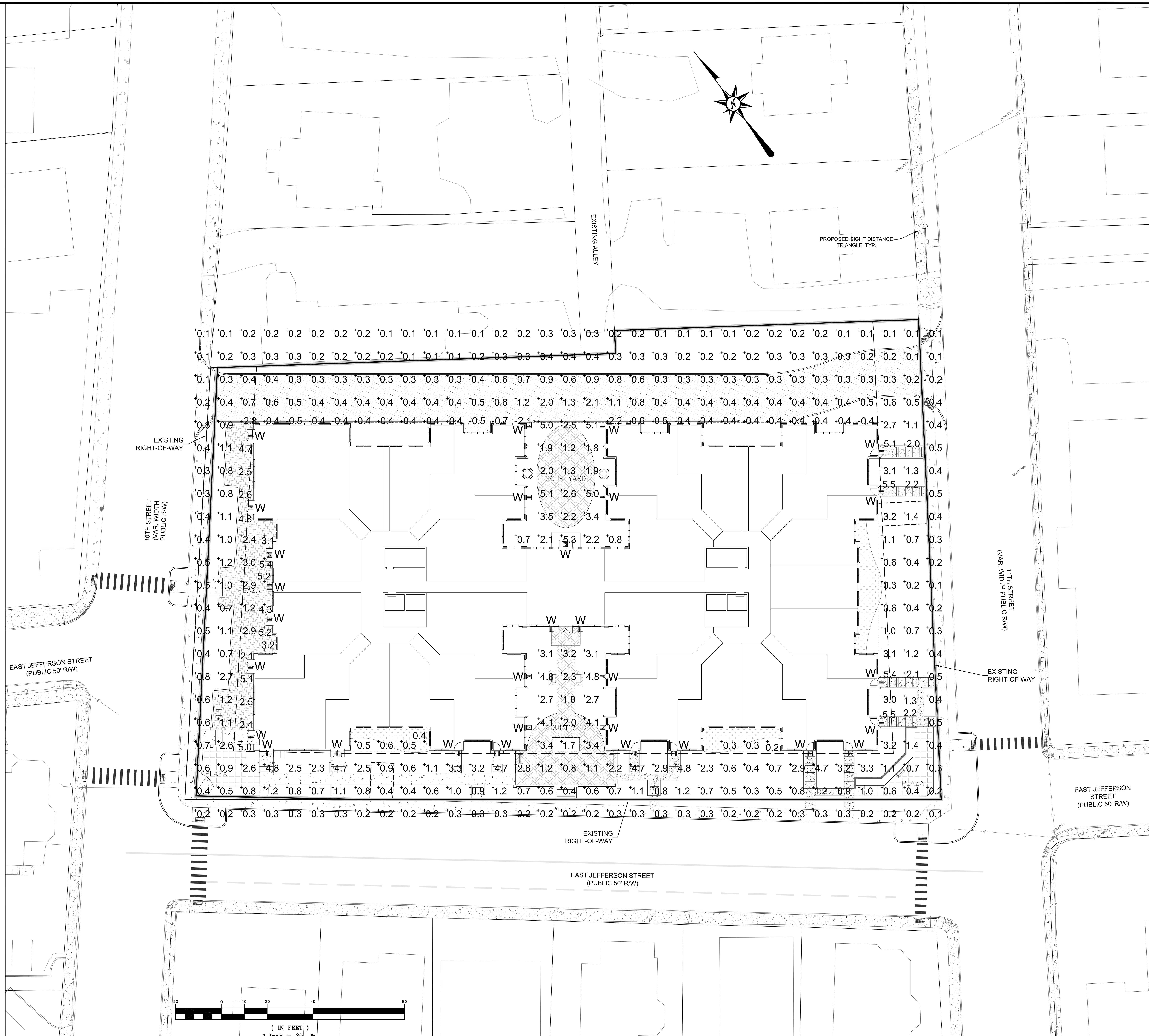
Controls
- Optional 120V electronic button Photocontrol.
- Apertures for field or factory installed photocontrol.

Dimmable · cULus LISTED · DLC · QUICK SHIP · RoHS COMPLIANT · ARRA Funding Compliant

Dimensions

THOMAS HARRIS & CO., INC.
8505 BELL CREEK RD, STE B
MECHANICSVILLE, VA 23116
PHONE: 804-730-3003





COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
8/16/17	INITIAL SUBMITTAL
10/12/17	REVISED PER COMMENTS DATED 9/6/17
11/15/17	REVISED PER COMMENTS DATED 11/3/17
1/11/18	REVISED BUILDING FOOTPRINT TO MATCH APPROVED SUP APPLICATION PLAN

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

PROJECT
1011 E. JEFFERSON STREET APARTMENTS PRELIM SITE PLAN

SHEET
LIGHTING PLAN & DETAILS

JOB NO. 162125
SCALE 1" = 20'
SHEET NO. 6

RESOLUTION
APPROVING A SPECIAL USE PERMIT
TO AUTHORIZE A MULTIFAMILY DWELLING
AT 1101 EAST JEFFERSON STREET CONTAINING UP TO
87 DWELLING UNITS PER ACRE

WHEREAS, Jefferson Medical Building Limited Partnership ("Applicant"), is the owner of certain property located at 1101 East Jefferson Street, identified on City Tax Map 54 as Parcel 127 (Tax Map Parcel Id. # 540127000) and containing approximately 1.46 acres ("Subject Property"), pursuant to City Code Sec. 34-480, has requested City Council to approve a special use permit to authorize the development of the Subject Property as a multifamily dwelling containing up to 87 dwelling units per acre (the proposed "Special Use"). The Subject Property is within the City's B-1 (Commercial) zoning district, with frontage on 10th Street, N.E., East Jefferson Street and 11th Street, N.E.; and

WHEREAS, the requested Special Use is generally described within the Applicant's application materials submitted in connection with SP16-00001, including: (i) the original application materials dated September 16 and 19, 2016; (ii) a supplemental narrative dated June 12, 2017, and (iii) a revised proposed site plan dated June 9, 2017, submitted to NDS on June 12, 2017 (collectively, the "Application Materials"); and

WHEREAS, the existing building at the Subject Property is proposed to be demolished and removed to allow for establishment of the Special Use and related buildings and improvements; and

WHEREAS, the Planning Commission reviewed the original application materials dated September 16 and 19, 2016, and the City's Staff Report pertaining thereto, and following a joint public hearing, duly advertised and conducted by the Planning Commission and City Council on October 11, 2016, the Commission voted to recommend that City Council should deny the requested Special Use; and

WHEREAS, upon consideration of: the comments received during the joint public hearing, the Planning Commission's recommendation, the Staff Report, updated through July 5, 2017, and supplemental materials provided by the Applicant (dated June 9 and 12, 2017) as well as the factors set forth within Sec. 34-157 of the City's Zoning Ordinance, this Council finds and determines that granting the requested special use permit subject to suitable conditions would serve the public necessity, convenience, general welfare or good zoning practice; now, therefore,

BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that, pursuant to City Code Sec. 34-480, a special use permit is hereby approved and granted to authorize a multifamily dwelling containing not more than 87 dwelling units per acre (approximately 127.02 units, maximum), subject to the following conditions:

1. A maximum of 180 bedrooms shall be allowed on the subject property. No owner or

operator of the multifamily dwelling shall enter into lease agreements with tenants on a bedroom-by-bedroom basis. Up to 50% of the residential units may be two-bedroom units. All residential units will be either one or two-bedroom units.

2. The applicant has notified the City that it has elected to provide affordable housing units to satisfy the requirements of City Code Sec. 34-12. Each of the required affordable housing units shall be provided either on-site or off-site, on land within the adjacent Downtown or Downtown North Mixed Use Corridor zoning Districts.

3. No demolition of existing building(s) or improvements shall be commenced prior to the approval of a final site plan and approval of a permit authorizing land-disturbing activities pursuant to City Code Sec. 10-9. Land disturbance associated with demolition shall be planned and taken into account within the stormwater management plan for the development, as part of a common plan of development for the Subject Property.

4. The design, height, and other characteristics of the development shall remain, in all material aspects, as described within the Application Materials. Any change in use of the proposed building, and any substantial change of the proposed development, shall require a modification of this SUP—specifically including, but without limitation, any change to the following matters depicted and/or represented within the Application Materials, as supplemented through June 12, 2017:

a. The provision of two (2) open air courtyards in the front and rear of the building, with the front courtyard visible from E Jefferson Street;

b. The provision of three (3) plazas: one along the entire 10th Street NE frontage; one, at the corner of 10th Street NE and E Jefferson Streets; and one, at the corner of 11th Street NE and East Jefferson Streets;

c. The provision of direct pedestrian access from East Jefferson Street to the on-site means of access to the building;

d. The entire eastern half of the building, as measured along the E Jefferson Street frontage, shall be a maximum of three (3) stories in height;

e. A building setback of at least 30 feet, along no less than 30% of the building's 10th Street NE and 11th Street NE frontages.

f. A building setback at least 30 feet along no less than 25% of the site's E Jefferson Street frontage, and a setback of at least 20 feet along the building's remaining frontage along E Jefferson Street.

g. Stepbacks:

(i) A stepback at least 10 feet from the required minimum 20 foot setback above the second (2nd) story of the building, along 100% of the building's 11th Street N.E. frontage, and

(ii) A stepback of at least 25 feet from the required minimum five (5) foot setback above the second story of the building, along 100% of the eastern half of the building's E Jefferson Street frontage.

h. No more than 15,000 square feet of commercial space shall be allowed on the Subject Property.

5. All street trees shall be a minimum of three (3) inch caliper at planting. Regardless of canopy size, street trees shall be spaced no more than 25 feet apart on the 10th Street NE and 11th Street NE frontages, and no more than 35 feet apart on the E Jefferson Street frontage.

6. The landowner shall provide the following pedestrian facilities, along with a dedication of land or suitable permanent easements:

a. Construction of sidewalk on 10th Street NE along the entire frontage of the Subject Property, minimum seven (7) feet in width. If the sidewalk cannot be constructed within existing public right-of-way, then a reduction of two (2) feet shall be applied to the building setbacks and stepbacks required for 10th Street NE by Z.O. Sec. 34-457 and condition (4), above.

b. Construction of curb extensions into (i) the intersection of 10th Street NE and E Jefferson Street adjacent to the Subject Property on both sides of the staggered intersection, and (ii) the intersection of 11th Street NE and E Jefferson Streets adjacent to the Subject Property, all as shown in the site plan dated June 9, 2017. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. A receiving ADA-compliant curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.

c. Install high visibility crosswalks at all pedestrian crossings at both the 10th Street NE and E Jefferson Street and 11th Street NE and E Jefferson Street intersections, as shown in the provided site plan dated June 9, 2017.

d. Extend concrete sidewalk across all driveway/alley entrances in full width and at a maximum two (2) percent cross slope, as shown in the site plan dated June 9, 2017.

e. If such is approved by the City, relocation of the existing two way stop located at the intersection of 11th Street NE and Little High Street, in order to stop traffic traveling on Little High Street, to an alternate location designated by the City Traffic Engineer.

f. Construction of curb extensions and high visibility crosswalks at the intersection of 11th Street NE and Little High Street. Curb extensions shall include ADA-compliant perpendicular curb ramps aligned with each pedestrian crosswalk. An ADA-compliant receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.

g. All of the items referenced in (a)-(f) above shall be shown on the final site plan for the development, and any dedications of land or conveyances of public easements shall be provided prior to final site plan approval. The Traffic Engineer is authorized to modify the dimensions of the facilities referenced in (a) through (f), above, as necessary to leave adequate right-of-way available for future construction of bicycle lanes on 10th Street NE. Any such modification shall be shown within the final site plan for the development. Final construction plans for the public facilities referenced in (a)-(f), above will be submitted to the City's Traffic Engineer for approval, prior to commencement of construction.

7. All outdoor lighting and light fixtures shall be full cut-off luminaires. Spillover light from luminaires onto public roads and onto property adjacent property shall not exceed one-half (½) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of right-of-way or easement, whichever is closer to the light source.

8. There shall be no vehicular access to the Subject Property from the existing alley connecting the rear of the Subject Property to Little High Street. No more than one (1) vehicular access point ("curb cut") shall be allowed on 11th Street NE, unless additional any access point(s) on 11th Street NE are determined by the City Traffic Engineer to be necessary for the public safety.

9. Bicycle storage will be provided on-site, to the standards set forth within City Code Sec. 34-881(2) of the Charlottesville City Code (*Bicycle Storage Facilities*), or the most current Bicycle Storage Facilities code applicable to this multifamily dwelling at time of development.

10. Low impact development techniques such as rain gardens and permeable pavers shall be constructed/ installed as part of the development, and the nature, location and specifications for all such LID techniques shall be shown on the final site plan.

11. The redevelopment of the subject property shall include the installation of solar energy systems sufficient, at a minimum, to offset the electrical usage in the common areas of the development.

12. For every 1,500 square feet of commercial space, there shall be a reduction of one (1) dwelling unit from the maximum number of dwelling units (127) allowed under this special use permit.

Approved by Council
July 5, 2017

Paige Rice

Clerk of Council

RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

RAMEY KEMP & ASSOCIATES, INC.
4343 Cox Road
Glen Allen, VA 23060
Phone: 804-217-8560 Fax: 804-217-8563
www.rameykemp.com

May 22, 2017

Mr. Brennen Duncan, P.E.
City of Charlottesville
610 East Market Street
Charlottesville, Virginia 22902
Phone: (434) 970-3182

Reference: East Jefferson Street Apartments – Traffic Impact Analysis (TIA)
Charlottesville, Virginia

Dear Mr. Duncan,

Ramey Kemp & Associates, Inc. (RKA) has performed a Traffic Impact Analysis (TIA) to support the proposed redevelopment of the property on the north side of East Jefferson Street between 10th Street NE and 11th Street NE. The property currently has a 20,300 square foot (s.f.) medical office building, with two full-movement driveways on East Jefferson Street, and one full-movement driveway on 10th Street NE.

The proposed redevelopment includes replacing the medical office building with 126 apartment units, up to 8,000 s.f. of specialty retail space, and a 2,000 s.f. coffee / donut shop without a drive-through window. The proposed access plan includes removing both driveways on East Jefferson Street, and adding one new full-movement driveway on 11th Street NE. The plan includes constructing a two-level below-grade parking deck with 246 spaces. If approved, the redevelopment is expected to be complete in 2019. Figure 1 shows the site location and study intersections.

The purpose of this letter report is to provide the following:

- Trip generation calculations
- Trip generation study at City Walk Apartments
- Trip generation study at two local coffee shops
- Capacity analysis of study intersections
- Multi-way stop analysis for the intersection of Little High Street at 11th Street

Existing Roadway Conditions

10th Street NE is a two-lane local collector with an average daily traffic (ADT) volume of approximately 4,000 vehicles per day, and a posted speed limit of 25 mph across the property frontage.

East Jefferson Street is a two-lane local collector with an ADT volume of approximately 1,700 vehicles per day, and a posted speed limit of 25 mph across the property frontage.

11th Street NE is a two-lane local collector with an ADT volume of approximately 1,500 vehicles per day, and a posted speed limit of 25 mph across the property frontage.

Existing Traffic Volumes

The existing 2016 AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were conducted by RKA and Burns Service, Inc. at the following intersections during the week of September 12, 2016:

- 10th Street NE at East Jefferson Street
- 11th Street NE at East Jefferson Street
- East Jefferson Street at three existing medical office driveways

Burns Service, Inc. also performed a 14-hour (6:00 AM to 8:00 PM) turning movement count at the following intersection during the week of May 8, 2017:

- Little High Street at 11th Street NE

The existing peak hour volumes were increased and balanced between the study intersections, and are shown in Figure 2. All of the traffic count data is enclosed for reference.

Background Traffic Growth

The existing medical office trips were removed from the existing driveways, but those trips were not subtracted from the main intersections. Additionally, based on a review of the 2012 and 2015 ADT's, the existing 2016 peak hour traffic volumes were grown by an annual rate of 3.0% for three years to estimate the 2019 no-build traffic volumes, which are shown in Figure 3.

Based on discussion with the City, we understand there are no approved developments near this site.

Trip Generation

The trip generation potential of the proposed redevelopment during a typical weekday, AM peak hour and PM peak hour was estimated using the methodologies published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual – 9th Edition*. Table 1 shows the trip generation potential of the proposed redevelopment.

Table 1
ITE Trip Generation – 9th Edition – Weekday

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
Proposed Uses							
Apartments (220)	126 units	419	419	13	51	51	28
Specialty Retail Center (826)	8,000 s.f.	190	190	4	2	18	23
Coffee / Donut Shop without Drive–Through Window (936)	2,000 s.f.	748	748	111	106	41	41
Subtotal		1,357	1,357	128	159	110	92
ITE Internal Capture – 8% AM / 37% PM		-305	-305	-11	-11	-37	-37
Driveway Volumes		1,052	1,052	117	148	73	55
ITE Pass-By Trips: Specialty Retail – 34% Coffee / Donut Shop – 49% AM / 50% PM*		 -50 -287	 -50 -287	 -0 -48	 -0 -48	 -4 -12	 -4 -12
33% Adjustment for Pedestrian, Bicycle, and Transit Trips		-347	-347	-38	-48	-24	-18
Net New External Trips		**368**	**368**	**31**	**52**	**33**	**21**
Existing Use							
Medical Office (720)	20,300 s.f.	366	366	39	10	20	52
Net Change in External Trips		**+2**	**+2**	**-8**	**+42**	**+13**	**-31**

* ITE does not publish pass-by rates for coffee / donut shops. In this case, the pass-by rates for a fast-food restaurant were applied. It is reasonable to assume that the actual pass-by rates for coffee / donut shops are significantly higher, which would result in fewer new trips.

Note that the existing medical office trips were not subtracted out of the background traffic volumes at the study intersections.

Specialty retail space and coffee / donut shops attract pass-by trips, which are made by drivers who are already driving by the site today, and will visit these uses in the future because they are convenient. Table 1 shows the ITE pass-by trip adjustments that could be applied. In this case, the pass-by adjustments were not applied, which results in more new trips in the traffic projections.

Note that the trip generation of the coffee / donut shop is based on the ITE trip rates, which are significantly higher than expected with the proposed coffee shop because most of the shops surveyed by ITE are part of large chains, and located on major thoroughfares. The proposed shop will likely be locally-owned and focused on serving the neighborhood. To confirm, RKA counted two local coffee shops, and those results are presented later in this report.

Trip Generation Study at City Walk Apartments

A traffic count was conducted by Burns Service, Inc. at the intersection of Water Street at City Walk Way during the week of September 12, 2016. The purpose of the count was to determine an appropriate pedestrian reduction by comparing similar apartments in Charlottesville. Table 2 shows a comparison of the trip generation potential of City Walk Apartments based on the ITE trip rates, and the actual traffic counts.

Table 2
City Walk Apartments
Trip Generation Comparison – 9th Edition – Weekday

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
Apartments (220)	301 units	974	974	30	121	119	64
Actual Counts	301 units	-	-	10	88	69	30
Compared to ITE		-	-	**-67%**	**-27%**	**-42%**	**-53%**
		-	-	**-35%**		**-46%**	

The number of vehicle trips entering and exiting City Walk Apartments is approximately 35% lower than what ITE predicts during the AM peak hour, and approximately 46% lower during the PM peak hour. Therefore, the 33% adjustment shown in Table 1 for the proposed East Jefferson Street apartments is reasonable. However, in this case, the reduction was not applied, which results in more new trips in the traffic projections.

Trip Generation Study at Local Coffee Shops

An AM peak hour (7:00 to 9:00 AM) pedestrian count was conducted by Burns Service, Inc. at two local coffee shops during the week of April 24 to determine an appropriate trip generation rate for the proposed coffee shop. Shenandoah Joe's is a 3,200 s.f. coffee shop on Preston Avenue at 10th Street NW, and Milli Coffee Roasters is a 1,800 s.f. coffee shop located on Preston Avenue at McIntire Road. Table 3 shows a comparison of the trip generation potential of the local coffee / donut shops based on the ITE trip rates, and the actual traffic counts.

Table 3
Local Coffee Shops
Trip Generation Comparison – 9th Edition – Weekday

Location	Size	AM Peak Hour (vph)	
		Enter	Exit
ITE Trip Generation for Coffee / Donut Shop without Drive-Through Window (936)	3,200 s.f.	177	170
Shenandoah Joe's – Preston Avenue	**3,200 s.f.**	**76**	**70**
ITE Trip Generation for High-Turnover Sit-Down Restaurant (932)	3,200 s.f.	19	16
ITE Trip Generation for Coffee / Donut Shop without Drive-Through Window (936)	2,000 s.f.	111	106
Proposed East Jefferson Coffee Shop	**2,000 s.f.**	**41**	**39**
ITE Trip Generation for High-Turnover Sit-Down Restaurant (932)	2,000 s.f.	12	10
ITE Trip Generation for Coffee / Donut Shop without Drive-Through Window (936)	1,800 s.f.	100	96
Milli Coffee Roasters – Preston Avenue	**1,800 s.f.**	**31**	**22**
ITE Trip Generation for High-Turnover Sit-Down Restaurant (932)	1,800 s.f.	11	9

Based on the Shenandoah Joe and Milli Coffee Roasters data, the proposed coffee shop is expected to generate only 80 trips during the AM peak hour, which is approximately 63% lower than the 217 AM peak hour trips predicted by ITE. This analysis is based on the ITE trip rates, which result in significantly more trips than other local coffee shops.

Site Traffic Distribution
The following site traffic distribution was assumed for vehicle trips based on a review of the existing traffic volumes, the adjacent roadway network, and engineering judgement:

- 30% to / from the north on 10th Street
- 30% to / from the south on 10th Street
- 15% to / from the west on East Jefferson Street
- 15% to / from the north on 11th Street
- 5% to / from the south on 11th Street
- 5% to / from the east on East Jefferson Street

The following site traffic distribution was assumed for the pedestrian and bicycle trips:

- 55% to / from the west on East Jefferson Street
- 20% to / from the south on 10th Street
- 10% to / from the north on 10th Street
- 10% to / from the north on 11th Street
- 5% to / from the south on 11th Street

The vehicle trips are assumed to be medium and long-range trips, so a significant percentage of those trips are assigned to / from the US 250 Bypass. The pedestrian and bicycle trips are assumed to be short-range trips, which will be oriented toward the downtown area.

Figures 4 and 5 show the site trip distribution for vehicles and pedestrian / bicycles. Figure 6 shows the vehicle site trip assignment, and the build 2019 traffic volumes are shown in Figure 6.

Traffic Capacity Analysis

Traffic capacity analysis for the study intersections was performed using Synchro 9.1, which is a comprehensive software package that allows the user to model signalized and unsignalized intersections to determine levels-of-service based on the thresholds specified in the 2010 Highway Capacity Manual (HCM).

Table 4 summarizes the capacity analysis results for the unsignalized intersection of 10th Street NE at East Jefferson Street, and all of the Synchro output is enclosed for reference.

Table 4
Level-of-Service Summary for 10th Street NE at East Jefferson Street

CONDITION	LANE GROUP	AM PEAK HOUR			PM PEAK HOUR		
		Lane LOS	Queue (ft)	Overall LOS (Delay)	Lane LOS	Queue (ft)	Overall LOS (Delay)
Existing 2016 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	B B A A	10 13 0 3	N/A[3]	C B A A	35 8 0 3	N/A[3]
No-Build 2019 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	B B A A	10 15 0 3	N/A[3]	C B A A	48 10 0 3	N/A[3]
Build 2019 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	C B A A	20 13 0 3	N/A[3]	C B A A	60 10 0 3	N/A[3]

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that all movements at this intersection are projected to operate with short delays (less than 25 seconds) during the AM and PM peak hours under all scenarios, with a queue length of three vehicles or less.

Note that the eastbound and westbound approaches are offset by 90 feet, and function as two three-leg intersections. Note that this intersection was modeled as one four-leg intersection, which results in longer delays and queues because a four-leg intersection has 32 traffic conflict points, but a three-leg intersection has only 9 traffic conflict points.

No improvements are warranted or recommended at this intersection.

Table 5 summarizes the capacity analysis results for the unsignalized intersection of 11th Street NE at East Jefferson Street, and all of the Synchro output is enclosed for reference.

Table 5
Level-of-Service Summary for 11th Street NE at East Jefferson Street

CONDITION	LANE GROUP	AM PEAK HOUR			PM PEAK HOUR		
		Lane LOS	Queue (ft)	Overall LOS (Delay)	Lane LOS	Queue (ft)	Overall LOS (Delay)
Existing 2016 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	A B A A	5 5 3 0	N/A[3]	B B A A	10 5 0 0	N/A[3]
No-Build 2019 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	A B A A	8 5 3 0	N/A[3]	B B A A	13 8 0 0	N/A[3]
Build 2019 Traffic Conditions	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	B B A A	8 8 3 3	N/A[3]	B B A A	13 8 0 0	N/A[3]

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that all movements at this intersection are projected to operate with short delays (less than 25 seconds) during the AM and PM peak hours under all scenarios, with a queue length of one vehicle or less.

No improvements are warranted or recommended at this intersection.

Table 6 summarizes the capacity analysis results for the unsignalized intersection of Little High Street at 11th Street NE, and all of the Synchro output is enclosed for reference.

Table 6
Level-of-Service Summary for Little High Street at 11th Street NE

CONDITION	LANE GROUP	AM PEAK HOUR			PM PEAK HOUR		
		Lane LOS	Queue (ft)	Overall LOS (Delay)	Lane LOS	Queue (ft)	Overall LOS (Delay)
Existing 2016 Traffic Conditions	EBL/T/R[2] WBL/T/R[2] NBL/T/R[1] SBL/T/R[1]	A A B B	0 0 5 15	N/A[3]	A A B B	0 0 10 8	N/A[3]
No-Build 2019 Traffic Conditions	EBL/T/R[2] WBL/T/R[2] NBL/T/R[1] SBL/T/R[1]	A A B B	0 0 5 18	N/A[3]	A A B B	0 0 10 10	N/A[3]
Build 2019 Traffic Conditions ***with Stop control on Little High Street***	EBL/T/R[1] WBL/T/R[1] NBL/T/R[2] SBL/T/R[2]	B B A A	15 13 0 0	N/A[3]	B B A A	10 8 0 0	N/A[3]

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that all movements at this intersection are projected to operate with short delays (less than 25 seconds) during the AM and PM peak hours under all scenarios, with a queue length of one vehicle or less.

As described later in this report, we recommend switching the Stop control at this intersection to designate 11th Street as the major street, and Little High Street as the minor street. We also recommend installing bulbouts on the west side of the intersection to aid in traffic calming, and the shorten the crossing distance for pedestrians.

Table 7 summarizes the capacity analysis results for the unsignalized intersection of 10th Street NE at Site Driveway 1, and all of the Synchro output is enclosed for reference.

Table 7
Level-of-Service Summary for 10th Street NE at Site Driveway 1

CONDITION	LANE GROUP	AM PEAK HOUR			PM PEAK HOUR		
		Lane LOS	Queue (ft)	Overall LOS (Delay)	Lane LOS	Queue (ft)	Overall LOS (Delay)
Build 2019 Traffic Conditions	WBL/R[1] NBT/R SBL/T[2]	B - A	25 - 3	N/A[3]	B - A	8 - 3	N/A[3]

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that all movements at this intersection are projected to operate with short delays (less than 25 seconds) during the AM and PM peak hours at build-out of the site, with a queue length of one vehicle or less.

No improvements are warranted or recommended at this intersection.

Table 8 summarizes the capacity analysis results for the unsignalized intersection of 11th Street NE at Site Driveway 2, and all of the Synchro output is enclosed for reference.

Table 8
Level-of-Service Summary for 11th Street NE at Site Driveway 2

CONDITION	LANE GROUP	AM PEAK HOUR			PM PEAK HOUR		
		Lane LOS	Queue (ft)	Overall LOS (Delay)	Lane LOS	Queue (ft)	Overall LOS (Delay)
Build 2019 Traffic Conditions	EBL/R[1] NBL/T[2] SBT/R	A A -	3 0 -	N/A[3]	A A -	3 0 -	N/A[3]

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that all movements at this intersection are projected to operate with short delays (less than 25 seconds) during the AM and PM peak hours at build-out of the site, with a queue length of one vehicle or less.

No improvements are warranted or recommended at this intersection.

Multi-Way Stop Warrant Analysis

A multi-way stop warrant analysis was performed for the intersection of Little High Street at 11th Street NE. Multi-way stop warrants are evaluated using the thresholds for intersection volume and collision history as outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The following traffic volume thresholds must be met for at least 8 hours to warrant multi-way stop control:

- The approach volumes on the major street approaches must exceed 300 vehicles per hour, and
- The approach volumes on the minor street approaches must exceed 200 vehicles per hour

During the traffic count, the 8:00 to 9:00 AM hour was the busiest, and the total approach volume at the intersection was only 254 vehicles. This is just over half the threshold needed to meet one hour of the warrant, so the traffic volumes are well below the thresholds for multi-way stop control.

In order to meet the collision warrant for a multi-way stop, there must be five or more correctable collisions in a 12 month period at the intersection. Based on the data provided by the Virginia Department of Motor Vehicles (DMV), there were no reported collisions at the intersection between January 2013 and December 2015, so that warrant is not met either.

We understand that there is concern about the speed of traffic on eastbound Little High Street. Based on the 14 hour volume data, 11th Street had a total approach volume of 966 vehicles, and Little High Street had a total approach volume of 882 vehicles. The proposed redevelopment is projected to add approximately 315 vehicles per day to this segment of 11th Street. Therefore, we recommend switching the Stop control at this intersection to designate 11th Street as the major street, and Little High Street as the minor street.

We also recommend installing bulbouts on the west side of the intersection to aid in traffic calming, and the shorten the crossing distance for pedestrians.

Note that this analysis includes several assumptions that overestimate the impact of the proposed redevelopment:

- The capacity analysis in this TIA assumes no reduction for the pedestrian, bicycle, and transit trips, even though a comparison of City Walk Apartments shows a 33% adjustment would be appropriate

- The existing medical office trips were not subtracted from the study intersections

- The trip generation of the coffee / donut shop results in a significantly higher number of trips because most of the shops surveyed by ITE are part of large chains, and located on major thoroughfares. The proposed shop will likely be locally-owned and focused on serving the neighborhood.

- The proposed specialty retail space and coffee / donut shop will attract pass-by trips, but no adjustment for pass-by trips was made in this analysis

- The intersection of 10th Street NE at East Jefferson Street was modeled as four-leg intersection instead of two three-leg intersections

Figure 8 shows the recommended lane configuration.

We appreciate your attention to this matter. Please contact me at (804) 217-8560 if you have any questions about this report.

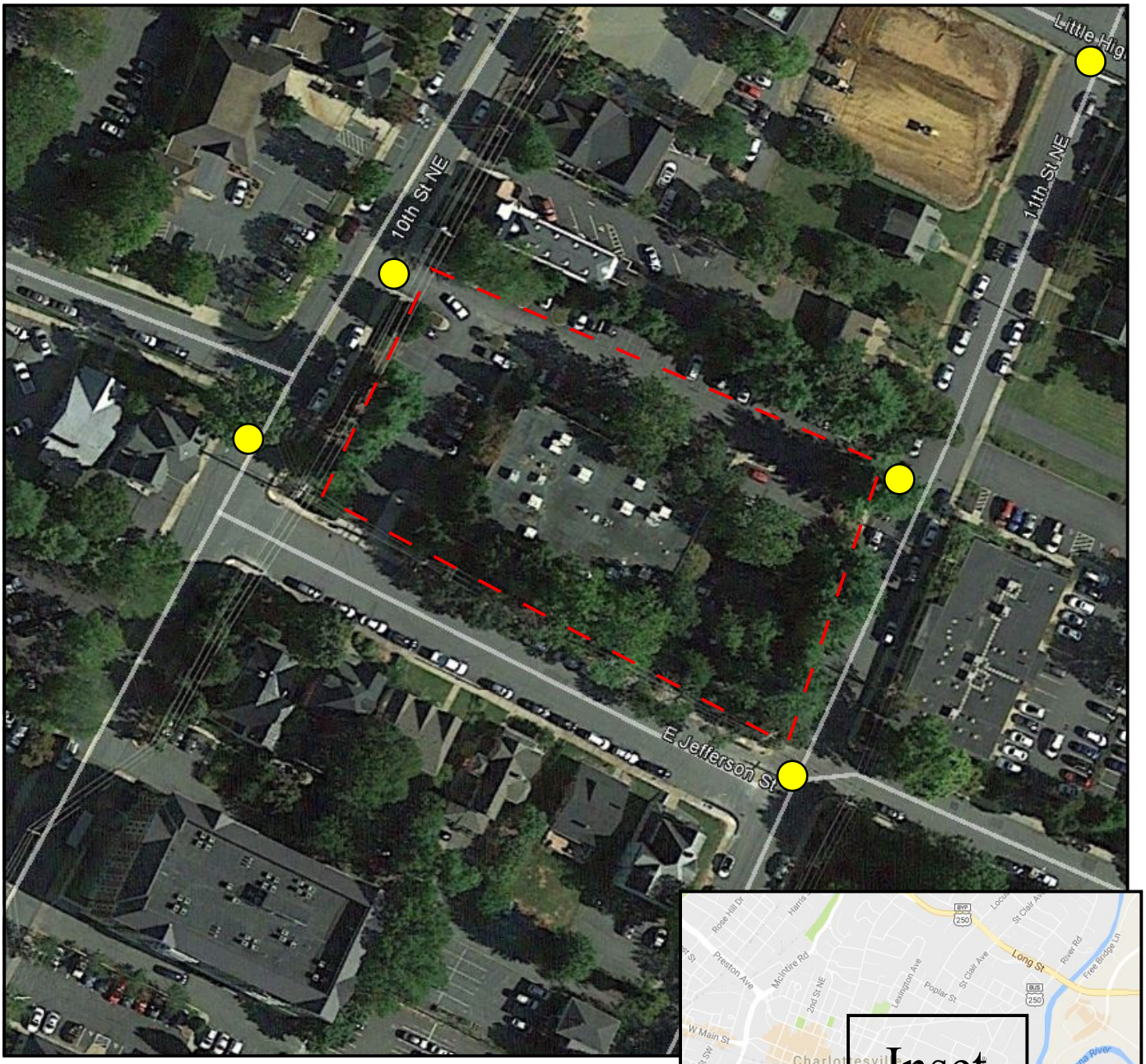
Sincerely yours,
Ramey Kemp & Associates, Inc.

COMMONWEALTH OF VIRGINIA
CARL A. HULTGREN
Lic. No. 049624
5-22-17
PROFESSIONAL ENGINEER

Carl Hultgren, P.E., PTOE
Regional Manager

Enclosures: Figures, Synchro output, Traffic count data, Multi-Way Stop warrant

Copy to: Mr. David Mitchell, Southern Classic, Inc.
Ms. Valerie Long, Williams Mullen
Ms. Ashley Davies, Williams Mullen
Mr. Scott Collins, P.E., Collins Engineering



Inset

Overview

LEGEND

N

Study Intersection

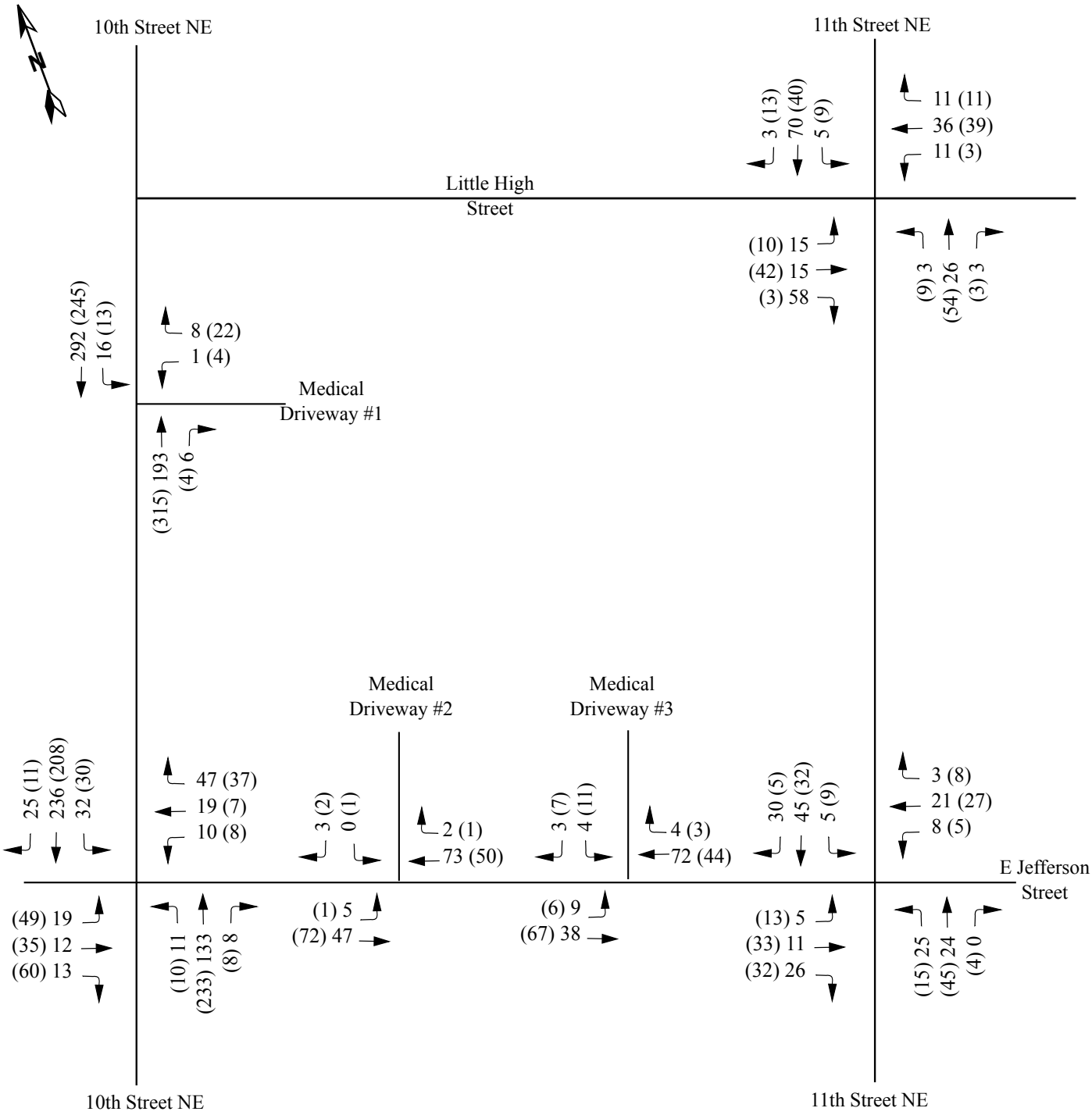
Site Boundary

RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Site Location and Study Intersections

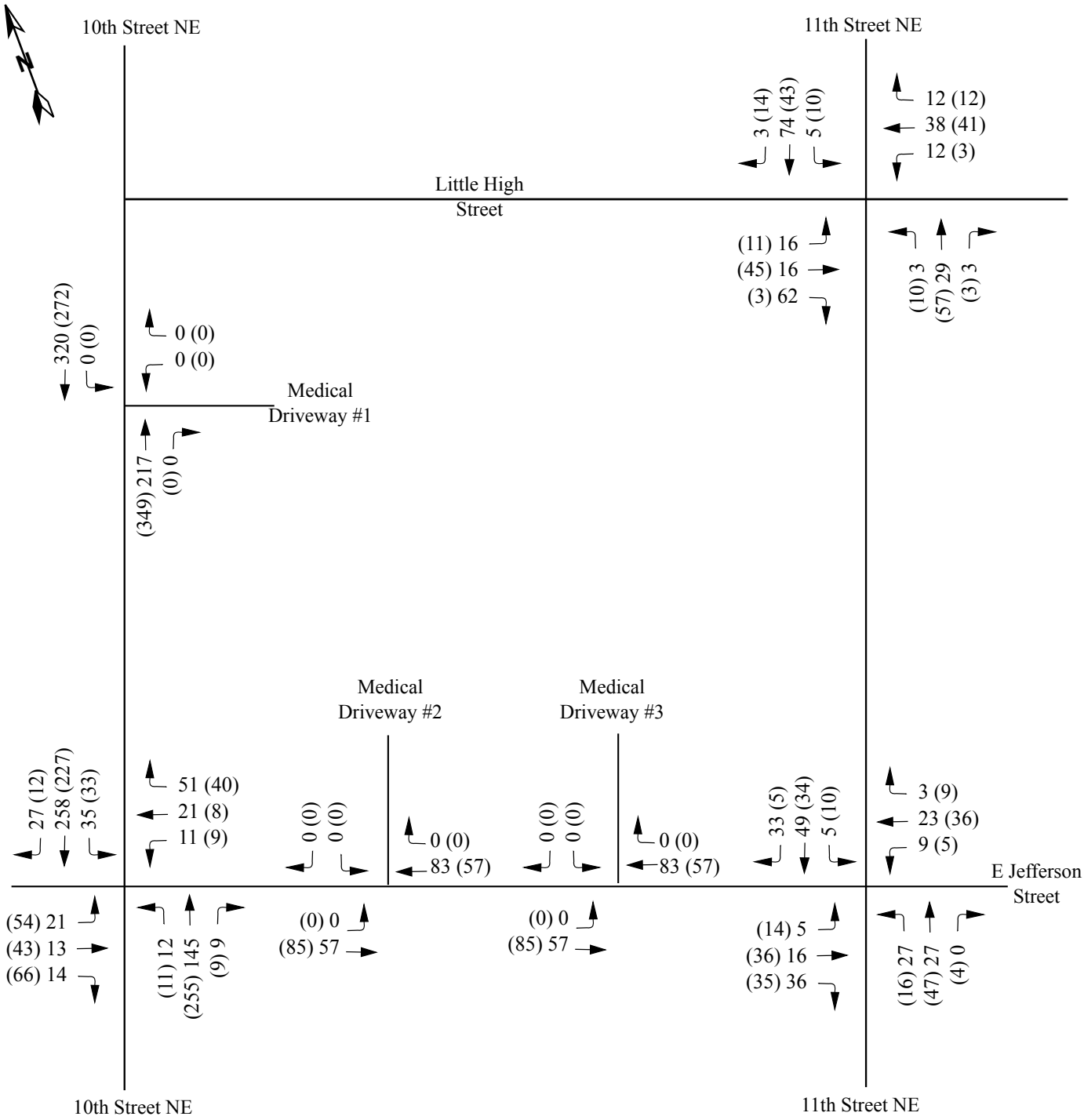
Scale: Not to Scale | Figure 1



LEGEND

X (Y) AM (PM) Peak Hour

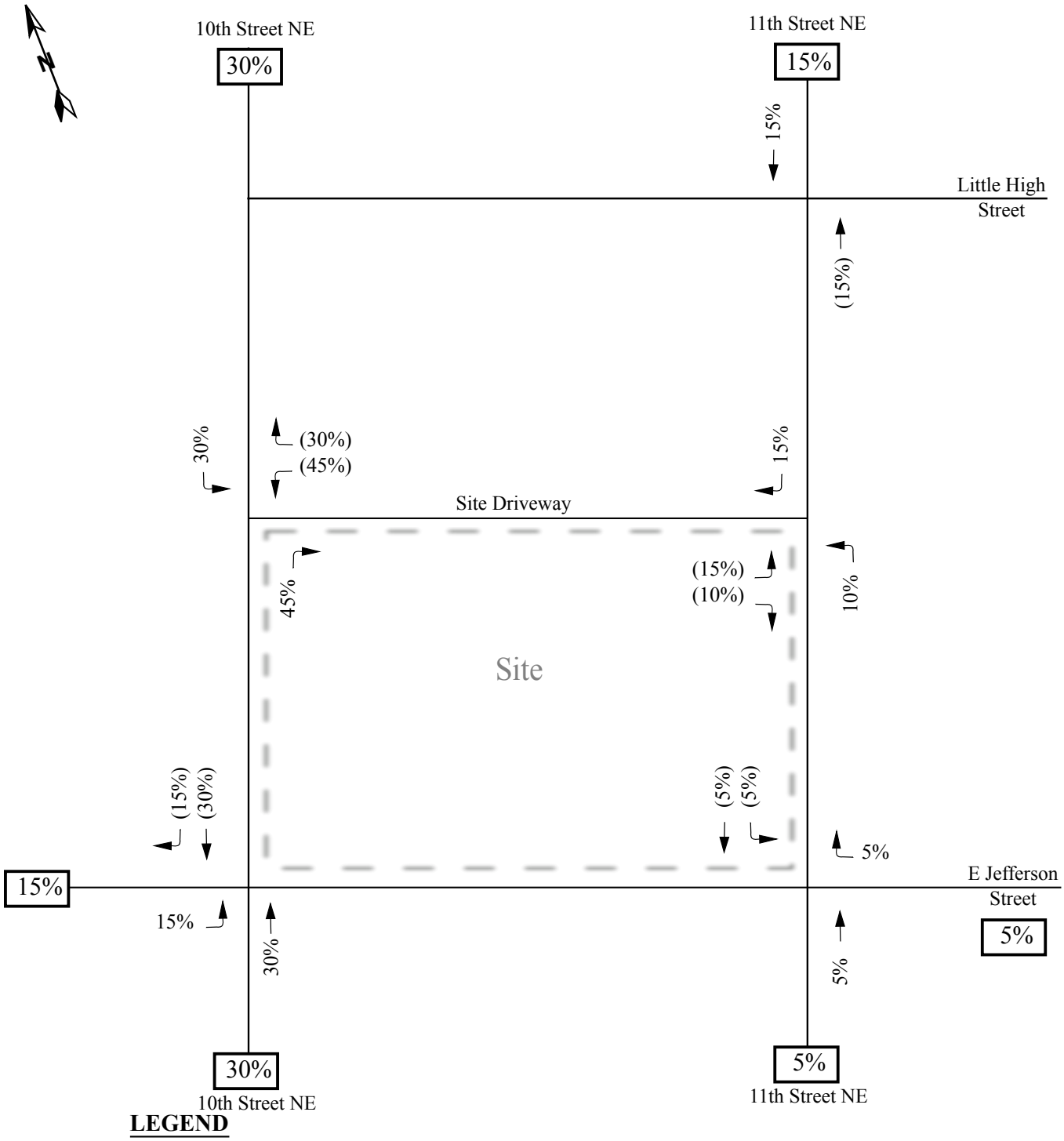
RAMEY KEMP & ASSOCIATES TRANSPORTATION ENGINEERS	East Jefferson Street Apartments Charlottesville, Virginia	Existing (2016) Peak Hour Traffic Volumes Scale: Not to Scale | Figure 2



LEGEND

X (Y) AM (PM) Peak Hour

RAMEY KEMP & ASSOCIATES TRANSPORTATION ENGINEERS	East Jefferson Street Apartments Charlottesville, Virginia	No Build (2019) Peak Hour Traffic Volumes Scale: Not to Scale | Figure 3

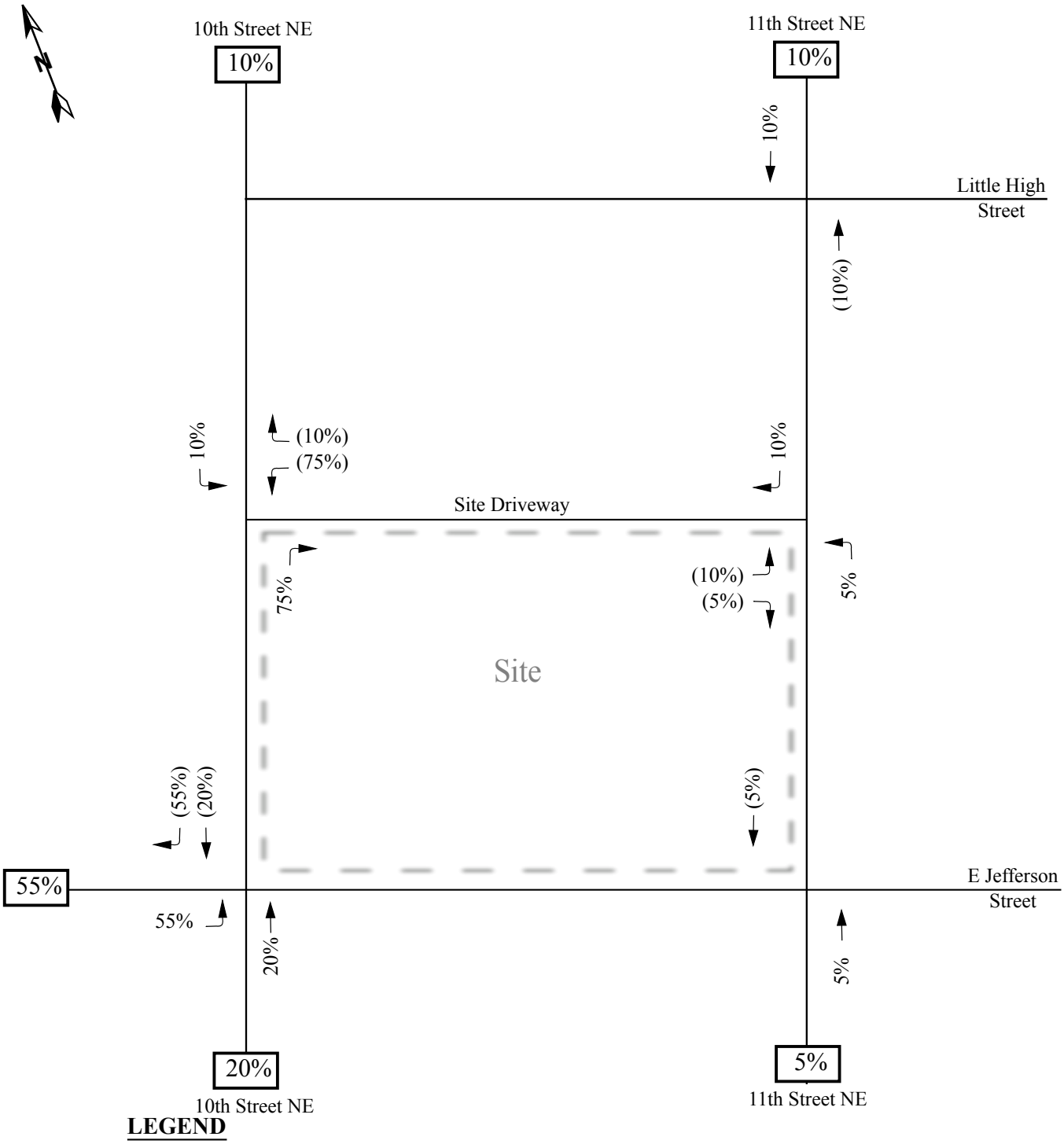


RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Site Trip Distribution for Vehicles

Scale: Not to Scale | Figure 4



LEGEND

X% (Y%) Entering (Exiting) Trip Distribution

XX% Regional Trip Distribution

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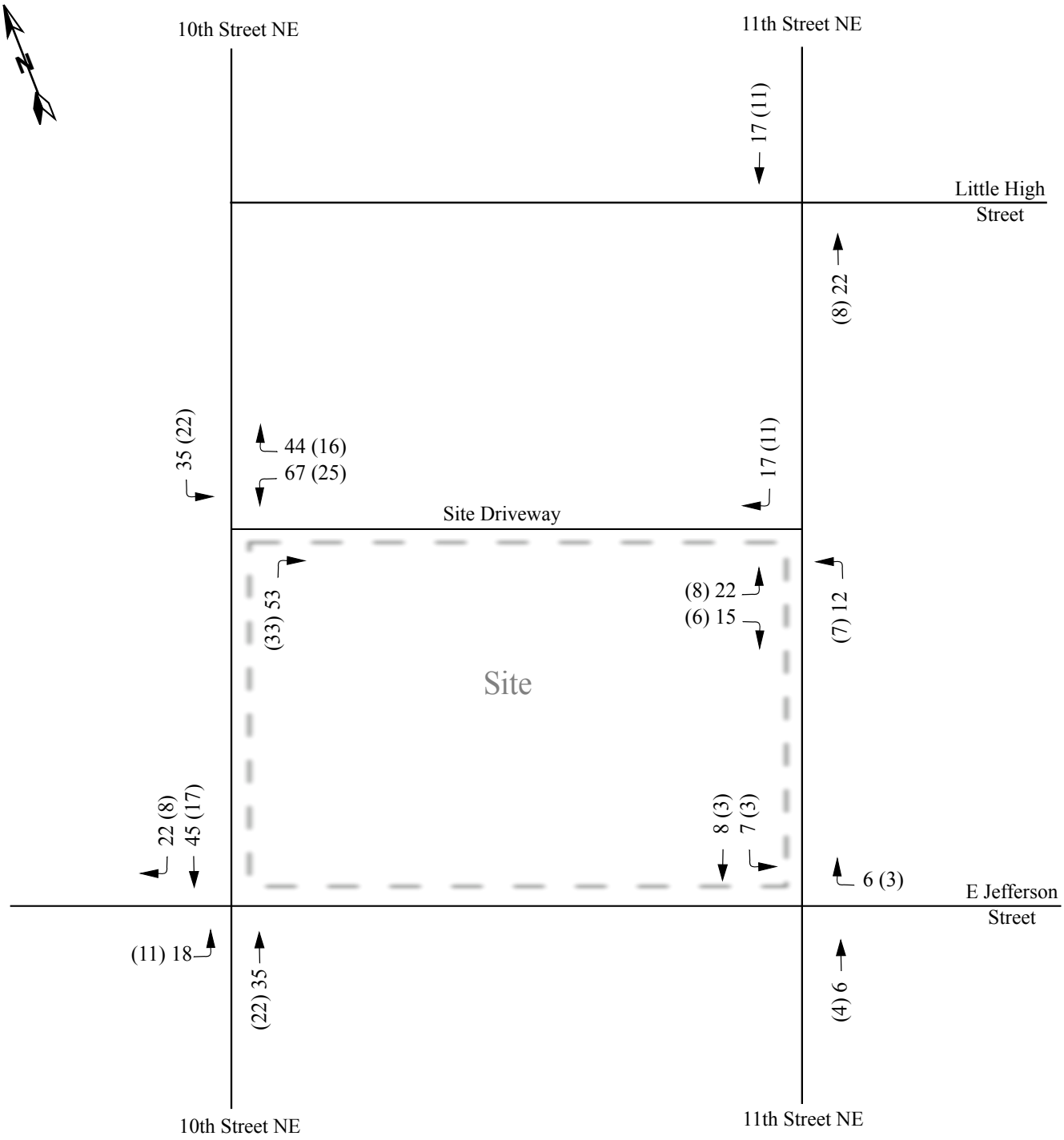
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Site Trip Distribution for Peds / Bikes

Scale: Not to Scale | Figure 5



LEGEND

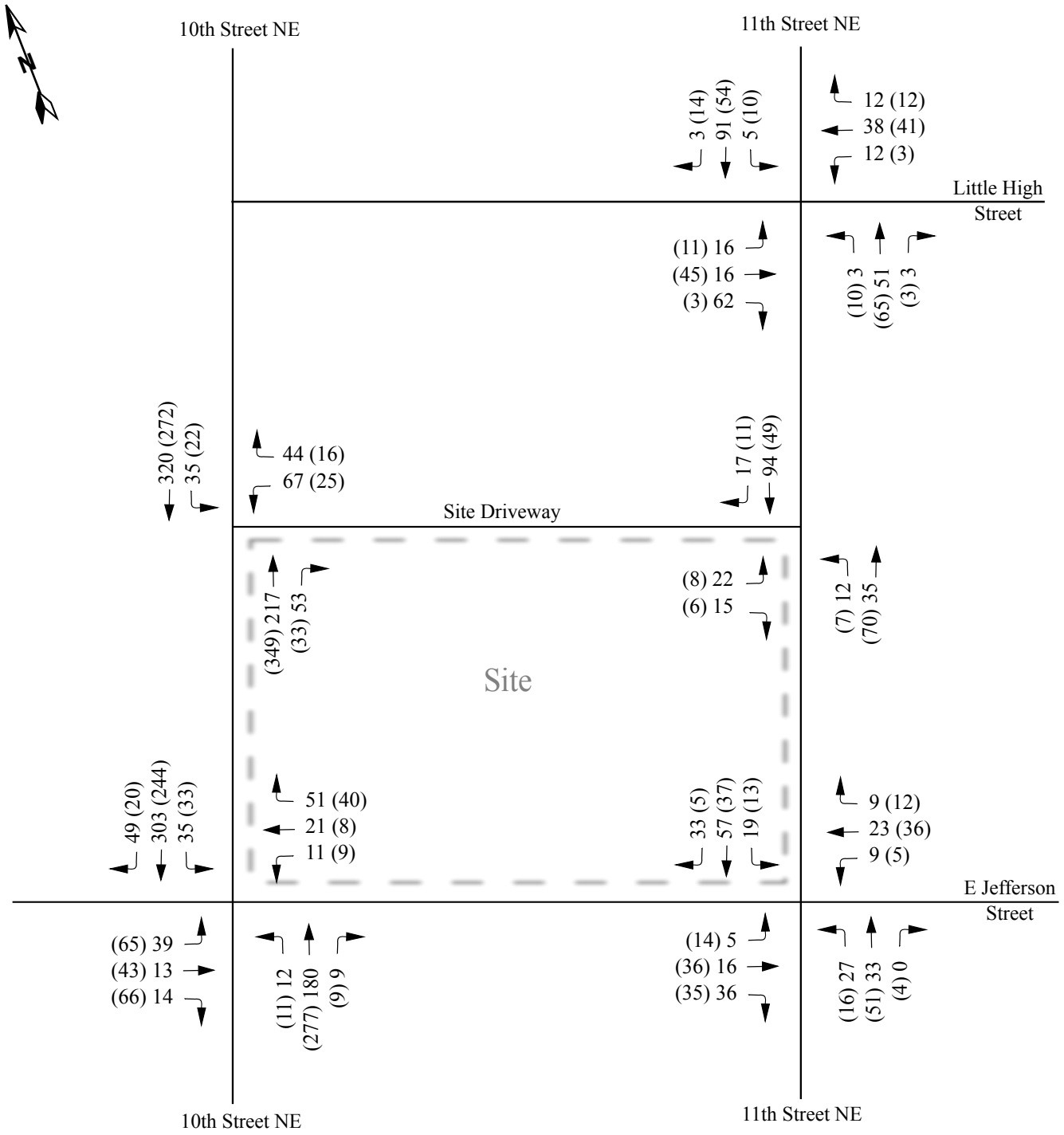
X (Y) AM (PM) Peak Hour

RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Site Trip Assignment for Vehicles

Scale: Not to Scale | Figure 6



LEGEND

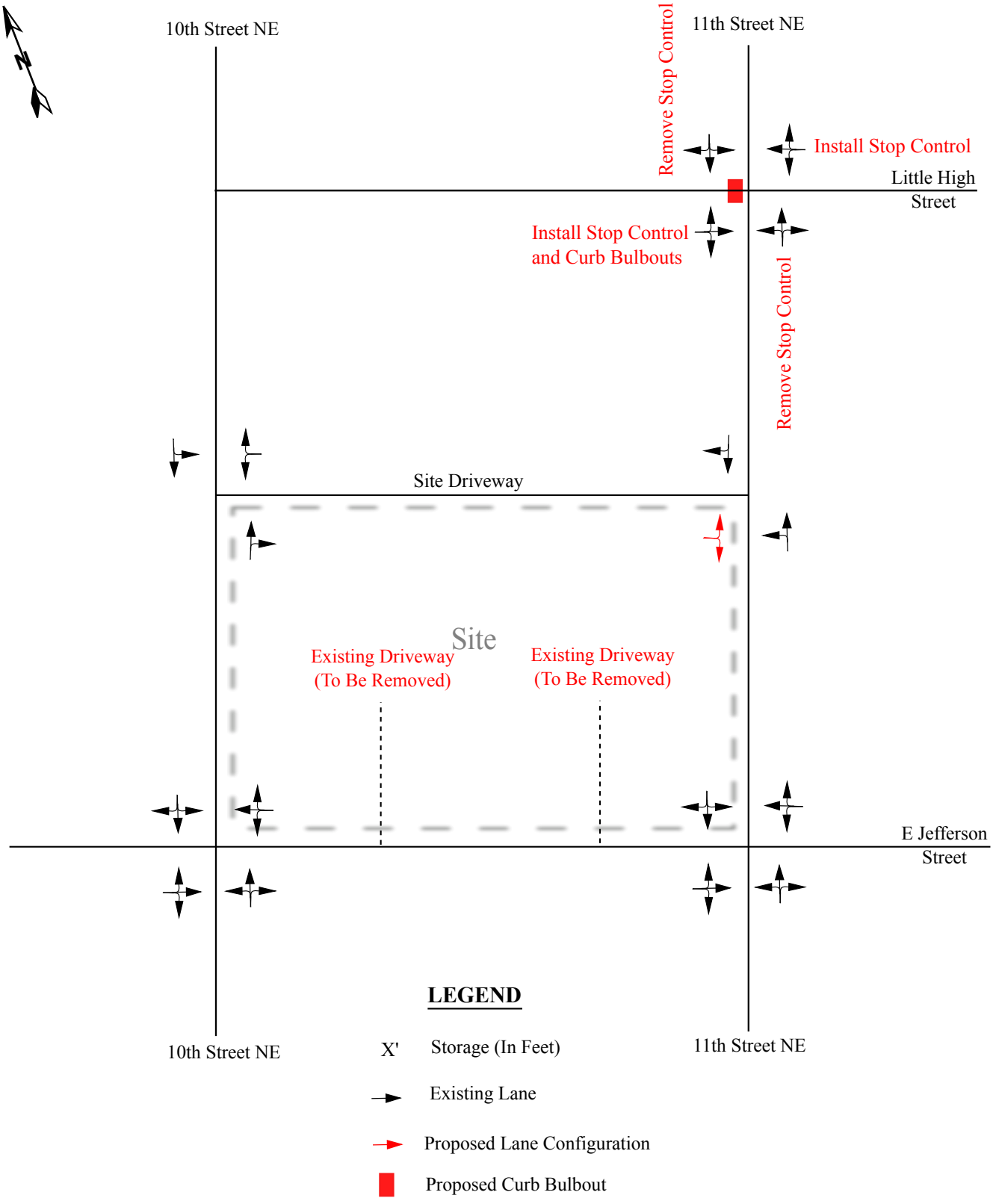
X (Y) AM (PM) Peak Hour

RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Build (2019) Peak Hour Traffic Volumes

Scale: Not to Scale | Figure 7



RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

East Jefferson Street Apartments
Charlottesville, Virginia

Recommended Lane Configuration

Scale: Not to Scale | Figure 8

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	12	13	10	19	47	11	133	8	32	236	25
Future Vol, veh/h	19	12	13	10	19	47	11	133	8	32	236	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	13	15	11	21	53	12	149	9	36	265	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	567	534	279	544	544	154	293	0	0	158	0	0
Stage 1	351	351	-	179	179	-	-	-	-	-	-	-
Stage 2	216	183	-	365	365	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	452	760	450	446	892	1269	-	-	1422	-	-
Stage 1	666	632	-	823	751	-	-	-	-	-	-	-
Stage 2	786	748	-	654	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	381	434	760	418	428	892	1269	-	-	1422	-	-
Mov Cap-2 Maneuver	381	434	-	418	428	-	-	-	-	-	-	-
Stage 1	659	613	-	815	743	-	-	-	-	-	-	-
Stage 2	711	741	-	609	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	11.6	0.6	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	465	628	1422	-	-
HCM Lane V/C Ratio	0.01	-	-	0.106	0.136	0.025	-	-
HCM Control Delay (s)	7.9	0	-	13.7	11.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.1	-	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	11	26	8	21	3	25	24	1	5	45	30
Future Vol, veh/h	5	11	26	8	21	3	25	24	1	5	45	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	15	36	11	29	4	34	33	1	7	62	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	214	199	82	223	218	34	103	0	0	34	0	0
Stage 1	96	96	-	102	102	-	-	-	-	-	-	-
Stage 2	118	103	-	121	116	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	743	697	978	733	680	1039	1489	-	-	1578	-	-
Stage 1	911	815	-	904	811	-	-	-	-	-	-	-
Stage 2	887	810	-	883	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	700	678	978	680	661	1039	1489	-	-	1578	-	-
Mov Cap-2 Maneuver	700	678	-	680	661	-	-	-	-	-	-	-
Stage 1	890	811	-	883	792	-	-	-	-	-	-	-
Stage 2	832	791	-	831	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.6	3.7	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	841	689	1578	-	-
HCM Lane V/C Ratio	0.023	-	-	0.068	0.064	0.004	-	-
HCM Control Delay (s)	7.5	0	-	9.6	10.6	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	15	58	11	36	11	3	26	3	6	70	3
Future Vol, veh/h	15	15	58	11	36	11	3	26	3	6	70	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	22	84	16	52	16	4	38	4	9	101	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	106	0	0	252	207	64	220	241	60
Stage 1	-	-	-	-	-	-	107	107	-	92	92	-
Stage 2	-	-	-	-	-	-	145	100	-	128	149	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1485	-	-	701	690	1000	736	660	1005
Stage 1	-	-	-	-	-	-	898	807	-	915	819	-
Stage 2	-	-	-	-	-	-	858	812	-	876	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1533	-	-	1485	-	-	602	672	1000	688	643	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	602	672	-	688	643	-
Stage 1	-	-	-	-	-	-	885	795	-	901	810	-
Stage 2	-	-	-	-	-	-	739	803	-	818	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.4	10.6	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	686	1533	-	-	1485	-	-	655
HCM Lane V/C Ratio	0.068	0.014	-	-	0.011	-	-	0.175
HCM Control Delay (s)	10.6	7.4	0	-	7.5	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	35	60	8	7	37	10	233	8	30	208	11
Future Vol, veh/h	49	35	60	8	7	37	10	233	8	30	208	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	38	66	9	8	41	11	256	9	33	229	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	608	588	235	635	589	260	241	0	0	265	0	0
Stage 1	301	301	-	282	282	-	-	-	-	-	-	-
Stage 2	307	287	-	353	307	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	408	421	804	391	421	779	1326	-	-	1299	-	-
Stage 1	708	665	-	725	678	-	-	-	-	-	-	-
Stage 2	703	674	-	664	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	370	405	804	323	405	779	1326	-	-	1299	-	-
Mov Cap-2 Maneuver	370	405	-	323	405	-	-	-	-	-	-	-
Stage 1	701	646	-	718	671	-	-	-	-	-	-	-
Stage 2	652	667	-	557	642	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	11.9	0.3	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1326	-	-	491	581	1299	-	-
HCM Lane V/C Ratio	0.008	-	-	0.322	0.098	0.025	-	-
HCM Control Delay (s)	7.7	0	-	15.8	11.9	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.3	0.1	-	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	33	32	5	27	8	15	45	4	9	32	5
Future Vol, veh/h	13	33	32	5	27	8	15	45	4	9	32	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	41	40	6	34	10	19	56	5	11	40	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	184	165	43	202	165	59	46	0	0	61	0	0
Stage 1	66	66	-	96	96	-	-	-	-	-	-	-
Stage 2	118	99	-	106	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	777	728	1027	756	728	1007	1562	-	-	1542	-	-
Stage 1	945	840	-	911	815	-	-	-	-	-	-	-
Stage 2	887	813	-	900	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	730	714	1027	684	714	1007	1562	-	-	1542	-	-
Mov Cap-2 Maneuver	730	714	-	684	714	-	-	-	-	-	-	-
Stage 1	933	834	-	899	804	-	-	-	-	-	-	-
Stage 2	830	802	-	816	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	1.7	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1562	-	-	819	754	1542	-	-
HCM Lane V/C Ratio	0.012	-	-	0.119	0.066	0.007	-	-
HCM Control Delay (s)	7.3	0	-	10	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	42	3	3	39	11	9	54	3	9	40	13
Future Vol, veh/h	10	42	3	3	39	11	9	54	3	9	40	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	53	4	4	49	14	11	68	4	11	50	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	56	0	0	175	149	54	178	144	56
Stage 1	-	-	-	-	-	-	79	79	-	63	63	-
Stage 2	-	-	-	-	-	-	96	70	-	115	81	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1549	-	-	788	743	1013	784	747	1011
Stage 1	-	-	-	-	-	-	930	829	-	948	842	-
Stage 2	-	-	-	-	-	-	911	837	-	890	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1549	-	-	729	734	1013	720	738	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	729	734	-	720	738	-
Stage 1	-	-	-	-	-	-	922	822	-	939	839	-
Stage 2	-	-	-	-	-	-	840	834	-	807	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.4	10.5	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	743	1540	-	-	1549	-	-	779
HCM Lane V/C Ratio	0.111	0.008	-	-	0.002	-	-	0.099
HCM Control Delay (s)	10.5	7.4	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	13	14	11	21	51	12	145	9	35	258	27
Future Vol, veh/h	21	13	14	11	21	51	12	145	9	35	258	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	15	16	12	24	57	13	163	10	39	290	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	619	584	305	594	594	168	320	0	0	173	0	0
Stage 1	384	384	-	195	195	-	-	-	-	-	-	-
Stage 2	235	200	-	399	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	401	423	735	417	418	876	1240	-	-	1404	-	-
Stage 1	639	611	-	807	739	-	-	-	-	-	-	-
Stage 2	768	736	-	627	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	345	404	735	383	399	876	1240	-	-	1404	-	-
Mov Cap-2 Maneuver	345	404	-	383	399	-	-	-	-	-	-	-
Stage 1	631	590	-	797	730	-	-	-	-	-	-	-
Stage 2	686	727	-	578	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	12.2	0.6	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	428	595	1404	-	-
HCM Lane V/C Ratio	0.011	-	-	0.126	0.157	0.028	-	-
HCM Control Delay (s)	7.9	0	-	14.6	12.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.1	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	16	36	9	23	3	27	27	1	5	49	33
Future Vol, veh/h	5	16	36	9	23	3	27	27	1	5	49	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	22	49	12	32	4	37	37	1	7	67	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	215	90	251	238	38	112	0	0	38	0	0
Stage 1	103	103	-	112	112	-	-	-	-	-	-	-
Stage 2	129	112	-	139	126	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	723	683	968	702	663	1034	1478	-	-	1572	-	-
Stage 1	903	810	-	893	803	-	-	-	-	-	-	-
Stage 2	875	803	-	864	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	677	662	968	634	643	1034	1478	-	-	1572	-	-
Mov Cap-2 Maneuver	677	662	-	634	643	-	-	-	-	-	-	-
Stage 1	880	806	-	870	782	-	-	-	-	-	-	-
Stage 2	815	782	-	794	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.9	3.7	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	829	662	1572	-	-
HCM Lane V/C Ratio	0.025	-	-	0.094	0.072	0.004	-	-
HCM Control Delay (s)	7.5	0	-	9.8	10.9	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	16	62	12	38	12	3	29	3	5	74	3
Future Vol, veh/h	16	16	62	12	38	12	3	29	3	5	74	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	23	90	17	55	17	4	42	4	7	107	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	113	0	0	268	221	68	237	258	64
Stage 1	-	-	-	-	-	-	114	114	-	99	99	-
Stage 2	-	-	-	-	-	-	154	107	-	138	159	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1476	-	-	685	678	995	717	646	1000
Stage 1	-	-	-	-	-	-	891	801	-	907	813	-
Stage 2	-	-	-	-	-	-	848	807	-	865	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1476	-	-	580	659	995	665	628	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	659	-	665	628	-
Stage 1	-	-	-	-	-	-	877	788	-	892	803	-
Stage 2	-	-	-	-	-	-	723	797	-	802	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.4	10.8	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	671	1528	-	-	1476	-	-	639
HCM Lane V/C Ratio	0.076	0.015	-	-	0.012	-	-	0.186
HCM Control Delay (s)	10.8	7.4	0	-	7.5	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	43	66	9	8	40	11	255	9	33	227	12
Future Vol, veh/h	54	43	66	9	8	40	11	255	9	33	227	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	47	73	10	9	44	12	280	10	36	249	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	665	643	256	697	644	285	263	0	0	290	0	0
Stage 1	329	329	-	309	309	-	-	-	-	-	-	-
Stage 2	336	314	-	388	335	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	392	783	356	391	754	1301	-	-	1272	-	-
Stage 1	684	646	-	701	660	-	-	-	-	-	-	-
Stage 2	678	656	-	636	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	375	783	282	374	754	1301	-	-	1272	-	-
Mov Cap-2 Maneuver	334	375	-	282	374	-	-	-	-	-	-	-
Stage 1	676	625	-	693	653	-	-	-	-	-	-	-
Stage 2	623	649	-	516	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	12.6	0.3	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	452	536	1272	-	-
HCM Lane V/C Ratio	0.009	-	-	0.396	0.117	0.029	-	-
HCM Control Delay (s)	7.8	0	-	18.1	12.6	7.9	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.9	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	36	35	5	36	9	16	47	4	10	34	5
Future Vol, veh/h	14	36	35	5	36	9	16	47	4	10	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	45	44	6	45	11	20	59	5	13	43	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	200	175	46	216	175	61	49	0	0	64	0	0
Stage 1	71	71	-	101	101	-	-	-	-	-	-	-
Stage 2	129	104	-	115	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	759	718	1023	740	718	1004	1558	-	-	1538	-	-
Stage 1	939	836	-	905	811	-	-	-	-	-	-	-
Stage 2	875	809	-	890	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	702	702	1023	663	702	1004	1558	-	-	1538	-	-
Mov Cap-2 Maneuver	702	702	-	663	702	-	-	-	-	-	-	-
Stage 1	927	828	-	893	800	-	-	-	-	-	-	-
Stage 2	806	798	-	798	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.3	1.8	1.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	806	738	1538	-	-
HCM Lane V/C Ratio	0.013	-	-	0.132	0.085	0.008	-	-
HCM Control Delay (s)	7.3	0	-	10.1	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection

Int Delay, s/veh 6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	45	3	3	41	12	10	57	3	10	43	14
Future Vol, veh/h	11	45	3	3	41	12	10	57	3	10	43	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	56	4	4	51	15	13	71	4	13	54	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	60	0	0	188	160	58	189	154	59
Stage 1	-	-	-	-	-	-	86	86	-	66	66	-
Stage 2	-	-	-	-	-	-	102	74	-	123	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1544	-	-	772	732	1008	771	738	1007
Stage 1	-	-	-	-	-	-	922	824	-	945	840	-
Stage 2	-	-	-	-	-	-	904	833	-	881	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1544	-	-	709	723	1008	704	729	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	709	723	-	704	729	-
Stage 1	-	-	-	-	-	-	914	817	-	936	837	-
Stage 2	-	-	-	-	-	-	829	831	-	794	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	10.6	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	1536	-	-	1544	-	-	769
HCM Lane V/C Ratio	0.12	0.009	-	-	0.002	-	-	0.109
HCM Control Delay (s)	10.6	7.4	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.4

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	13	14	11	21	51	12	180	9	35	303	49
Future Vol, veh/h	39	13	14	11	21	51	12	180	9	35	303	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	15	16	12	24	57	13	202	10	39	340	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	722	686	368	696	708	207	396	0	0	212	0	0
Stage 1	447	447	-	234	234	-	-	-	-	-	-	-
Stage 2	275	239	-	462	474	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	342	370	677	356	360	833	1163	-	-	1358	-	-
Stage 1	591	573	-	769	711	-	-	-	-	-	-	-
Stage 2	731	708	-	580	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	290	352	677	324	342	833	1163	-	-	1358	-	-
Mov Cap-2 Maneuver	290	352	-	324	342	-	-	-	-	-	-	-
Stage 1	583	552	-	759	702	-	-	-	-	-	-	-
Stage 2	649	699	-	531	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	13.2	0.5	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	344	530	1358	-	-
HCM Lane V/C Ratio	0.012	-	-	0.216	0.176	0.029	-	-
HCM Control Delay (s)	8.1	0	-	18.3	13.2	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.6	0.1	-	-

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	16	36	9	23	9	27	33	1	19	57	33
Future Vol, veh/h	5	16	36	9	23	9	27	33	1	19	57	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	22	49	12	32	12	37	45	1	26	78	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	295	274	101	308	295	46	123	0	0	47	0	0
Stage 1	153	153	-	120	120	-	-	-	-	-	-	-
Stage 2	142	121	-	188	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	657	633	954	644	616	1023	1464	-	-	1560	-	-
Stage 1	849	771	-	884	796	-	-	-	-	-	-	-
Stage 2	861	796	-	814	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	602	605	954	574	589	1023	1464	-	-	1560	-	-
Mov Cap-2 Maneuver	602	605	-	574	589	-	-	-	-	-	-	-
Stage 1	827	757	-	861	775	-	-	-	-	-	-	-
Stage 2	795	775	-	736	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	11.1	3.3	1.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	786	645	1560	-	-
HCM Lane V/C Ratio	0.025	-	-	0.099	0.087	0.017	-	-
HCM Control Delay (s)	7.5	0	-	10.1	11.1	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.1	-	-

Intersection

Int Delay, s/veh 5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	16	62	12	38	12	3	51	3	5	91	3
Future Vol, veh/h	16	16	62	12	38	12	3	51	3	5	91	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	23	90	17	55	17	4	74	4	7	132	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	270	236	134	290	236	76	136	0	0	78	0	0
Stage 1	149	149	-	85	85	-	-	-	-	-	-	-
Stage 2	121	87	-	205	151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	683	665	915	662	665	985	1448	-	-	1520	-	-
Stage 1	854	774	-	923	824	-	-	-	-	-	-	-
Stage 2	883	823	-	797	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	624	660	915	577	660	985	1448	-	-	1520	-	-
Mov Cap-2 Maneuver	624	660	-	577	660	-	-	-	-	-	-	-
Stage 1	851	770	-	920	822	-	-	-	-	-	-	-
Stage 2	807	821	-	694	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11	0.4	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	799	685	1520	-	-
HCM Lane V/C Ratio	0.003	-	-	0.171	0.131	0.005	-	-
HCM Control Delay (s)	7.5	0	-	10.4	11	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	44	217	53	35	320
Future Vol, veh/h	67	44	217	53	35	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	48	236	58	38	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	689	265	0	0	293	0
Stage 1	265	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	774	-	-	1269	-
Stage 1	779	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	397	774	-	-	1269	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1269	-
HCM Lane V/C Ratio	-	-	0.245	0.03	-
HCM Control Delay (s)	-	-	14.7	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	12	35	94	17
Future Vol, veh/h	22	15	12	35	94	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	13	38	102	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	111	121	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	815	942	1467	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	808	942	1467	-	-	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	857	-	-
HCM Lane V/C Ratio	0.009	-	0.047	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	43	66	9	8	40	11	277	9	33	244	20
Future Vol, veh/h	65	43	66	9	8	40	11	277	9	33	244	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	47	73	10	9	44	12	304	10	36	268	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	712	690	279	746	697	309	290	0	0	314	0	0
Stage 1	352	352	-	334	334	-	-	-	-	-	-	-
Stage 2	360	338	-	412	363	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	347	368	760	330	365	731	1272	-	-	1246	-	-
Stage 1	665	632	-	680	643	-	-	-	-	-	-	-
Stage 2	658	641	-	617	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	309	351	760	259	348	731	1272	-	-	1246	-	-
Mov Cap-2 Maneuver	309	351	-	259	348	-	-	-	-	-	-	-
Stage 1	658	610	-	673	636	-	-	-	-	-	-	-
Stage 2	603	634	-	497	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	13.1	0.3	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	415	507	1246	-	-
HCM Lane V/C Ratio	0.01	-	-	0.461	0.124	0.029	-	-
HCM Control Delay (s)	7.9	0	-	20.9	13.1	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	36	35	5	36	12	16	51	4	13	37	5
Future Vol, veh/h	14	36	35	5	36	12	16	51	4	13	37	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	45	44	6	45	15	20	64	5	16	46	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	218	191	49	232	191	66	53	0	0	69	0	0
Stage 1	82	82	-	106	106	-	-	-	-	-	-	-
Stage 2	136	109	-	126	85	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	738	704	1020	723	704	998	1553	-	-	1532	-	-
Stage 1	926	827	-	900	807	-	-	-	-	-	-	-
Stage 2	867	805	-	878	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	678	687	1020	646	687	998	1553	-	-	1532	-	-
Mov Cap-2 Maneuver	678	687	-	646	687	-	-	-	-	-	-	-
Stage 1	914	818	-	888	797	-	-	-	-	-	-	-
Stage 2	795	795	-	785	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.4	1.7	1.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1553	-	-	792	734	1532	-	-
HCM Lane V/C Ratio	0.013	-	-	0.134	0.09	0.011	-	-
HCM Control Delay (s)	7.3	0	-	10.2	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	45	3	3	41	12	10	65	3	10	54	14
Future Vol, veh/h	11	45	3	3	41	12	10	65	3	10	54	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	56	4	4	51	15	13	81	4	13	68	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	242	211	76	239	218	83	85	0	0	85	0	0
Stage 1	101	101	-	108	108	-	-	-	-	-	-	-
Stage 2	141	110	-	131	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	712	686	985	715	680	976	1512	-	-	1512	-	-
Stage 1	905	811	-	897	806	-	-	-	-	-	-	-
Stage 2	862	804	-	873	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	651	674	985	658	668	976	1512	-	-	1512	-	-
Mov Cap-2 Maneuver	651	674	-	658	668	-	-	-	-	-	-	-
Stage 1	897	804	-	889	799	-	-	-	-	-	-	-
Stage 2	787	797	-	802	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	10.6	0.9	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	680	716	1512	-	-
HCM Lane V/C Ratio	0.008	-	-	0.108	0.098	0.008	-	-
HCM Control Delay (s)	7.4	0	-	10.9	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	16	349	33	22	272
Future Vol, veh/h	25	16	349	33	22	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	17	379	36	24	296

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	397	0	0	415	0
Stage 1	397	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	384	652	-	-	1144	-
Stage 1	679	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	652	-	-	1144	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	449	1144	-
HCM Lane V/C Ratio	-	-	0.099	0.021	-
HCM Control Delay (s)	-	-	13.9	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	7	70	49	11
Future Vol, veh/h	8	6	7	70	49	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	7	8	76	53	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	59	65	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	842	1007	1537	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1007	1537	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	903	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Ramey Kemp & Associates

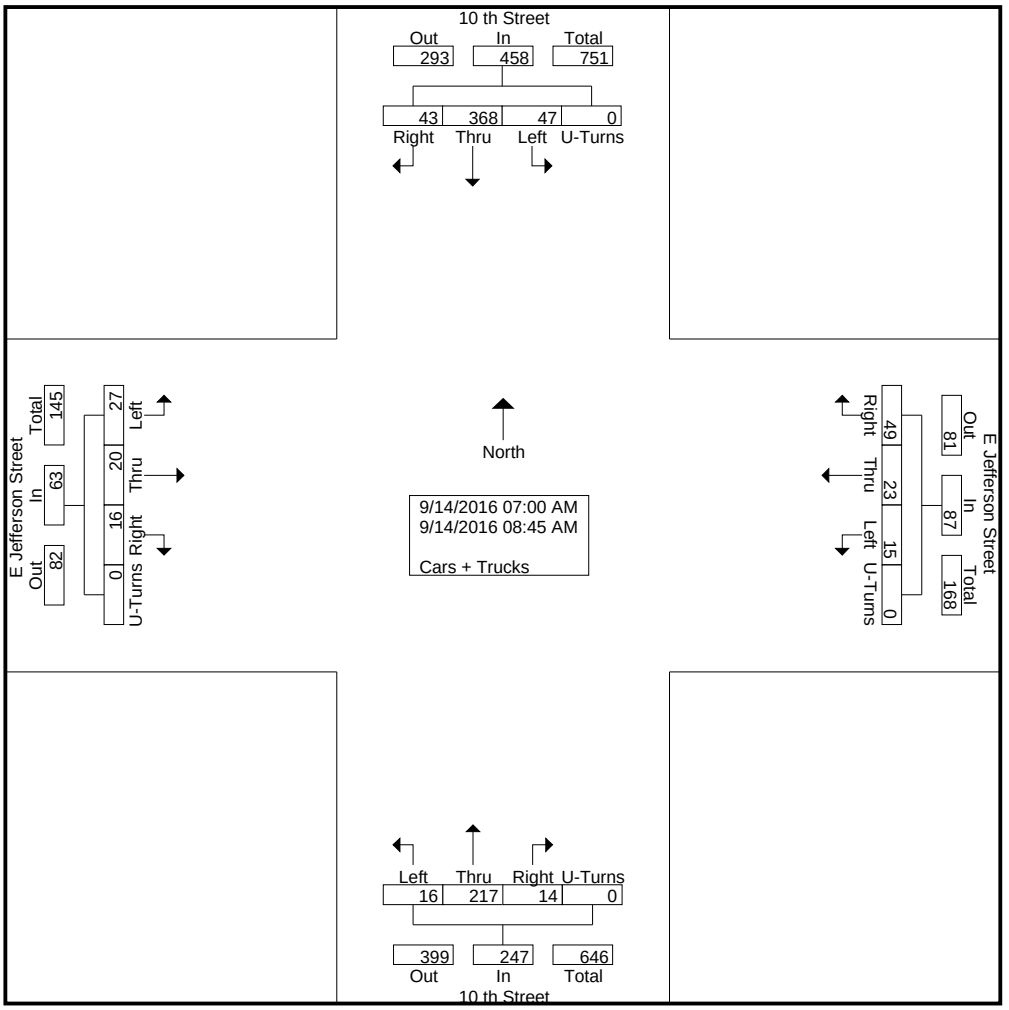
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Lee
Weather: Clear
Equipment ID: 4792

File Name : Jefferson at 10th - AM
Site Code : 00000002
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars + Trucks

	10 th Street Southbound					E Jefferson Street Westbound					10 th Street Northbound					E Jefferson Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	0	20	2	0	22	1	1	0	0	2	0	12	2	0	14	0	0	4	0	4	42
07:15 AM	3	28	2	0	33	3	1	2	0	6	4	19	1	0	24	0	0	1	0	1	64
07:30 AM	4	27	5	0	36	3	1	2	0	6	1	30	1	0	32	1	4	1	0	6	80
07:45 AM	11	57	6	0	74	2	1	1	0	4	1	23	1	0	25	2	4	2	0	8	111
Total	18	132	15	0	165	9	4	5	0	18	6	84	5	0	95	3	8	8	0	19	297
08:00 AM	5	51	6	0	62	8	2	2	0	12	1	34	3	0	38	0	3	2	0	5	117
08:15 AM	7	52	9	0	68	21	6	2	0	29	4	39	0	0	43	5	4	8	0	17	157
08:30 AM	8	58	9	0	75	9	6	4	0	19	1	31	6	0	38	4	1	3	0	8	140
08:45 AM	5	75	8	0	88	2	5	2	0	9	2	29	2	0	33	4	4	6	0	14	144
Total	25	236	32	0	293	40	19	10	0	69	8	133	11	0	152	13	12	19	0	44	558
Grand Total	43	368	47	0	458	49	23	15	0	87	14	217	16	0	247	16	20	27	0	63	855
Apprch %	9.4	80.3	10.3	0		56.3	26.4	17.2	0		5.7	87.9	6.5	0		25.4	31.7	42.9	0		
Total %	5	43	5.5	0	53.6	5.7	2.7	1.8	0	10.2	1.6	25.4	1.9	0	28.9	1.9	2.3	3.2	0	7.4	



Ramey Kemp & Associates

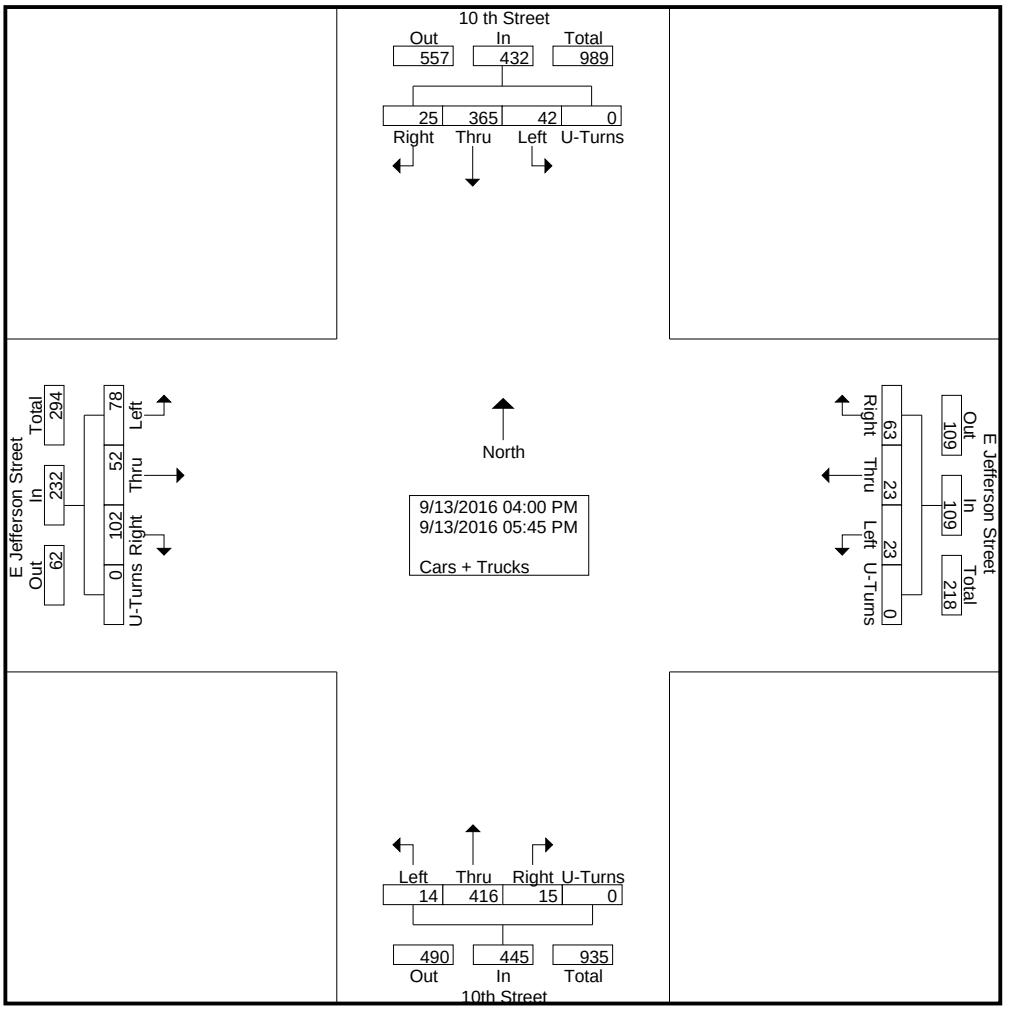
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Lee
Weather: Clear
Equipment ID: 4791

File Name : Jefferson at 10th - PM
Site Code : 00000001
Start Date : 9/13/2016
Page No : 1

Groups Printed- Cars + Trucks

	10 th Street Southbound					E Jefferson Street Westbound					10th Street Northbound					E Jefferson Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
04:00 PM	5	32	2	0	39	7	4	3	0	14	0	40	3	0	43	16	8	5	0	29	125
04:15 PM	5	45	3	0	53	3	3	3	0	9	1	43	1	0	45	6	2	8	0	16	123
04:30 PM	3	33	8	0	44	10	6	7	0	23	2	44	0	0	46	13	8	12	0	33	146
04:45 PM	6	41	4	0	51	9	2	3	0	14	3	47	5	0	55	10	6	9	0	25	145
Total	19	151	17	0	187	29	15	16	0	60	6	174	9	0	189	45	24	34	0	103	539
05:00 PM	2	47	6	0	55	14	3	3	0	20	2	63	3	0	68	21	10	15	0	46	189
05:15 PM	2	60	7	0	69	5	1	2	0	8	0	66	0	0	66	11	6	12	0	29	172
05:30 PM	1	60	8	0	69	9	1	0	0	10	2	57	2	0	61	18	7	13	0	38	178
05:45 PM	1	47	4	0	52	6	3	2	0	11	5	56	0	0	61	7	5	4	0	16	140
Total	6	214	25	0	245	34	8	7	0	49	9	242	5	0	256	57	28	44	0	129	679
Grand Total	25	365	42	0	432	63	23	23	0	109	15	416	14	0	445	102	52	78	0	232	1218
Apprch %	5.8	84.5	9.7	0		57.8	21.1	21.1	0		3.4	93.5	3.1	0		44	22.4	33.6	0		
Total %	2.1	30	3.4	0	35.5	5.2	1.9	1.9	0	8.9	1.2	34.2	1.1	0	36.5	8.4	4.3	6.4	0	19	



Ramey Kemp & Associates

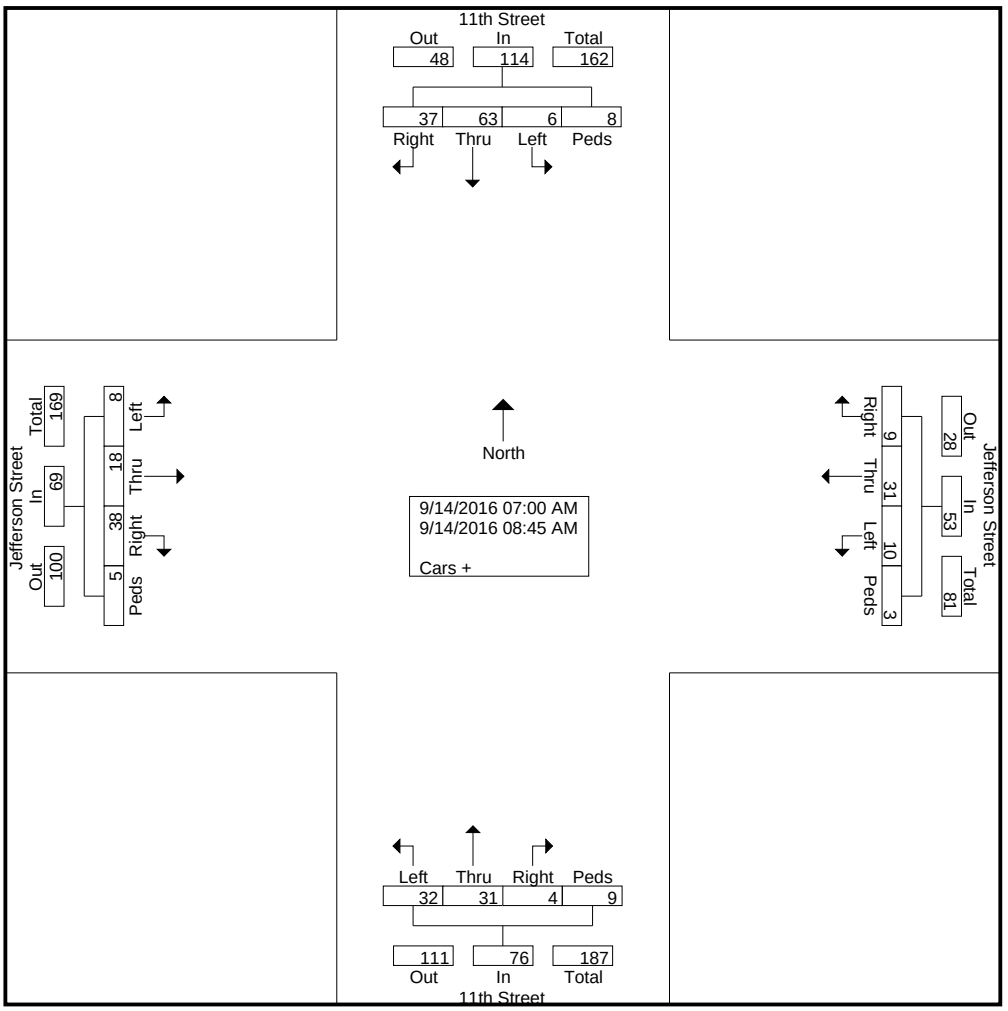
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

File Name : Charlottesville(Jefferson and 11th) AM Peak
Site Code :
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars +

	11th Street Southbound					Jefferson Street Westbound					11th Street Northbound					Jefferson Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	4	0	0	7	0	1	0	0	1	2	0	0	0	2	1	0	1	0	2	12
07:15 AM	2	5	0	0	7	1	2	0	0	3	2	1	3	0	6	2	1	1	1	5	21
07:30 AM	1	5	1	1	8	1	2	1	0	4	0	3	4	0	7	3	5	0	0	8	27
07:45 AM	1	4	0	1	6	4	5	1	0	10	0	3	0	0	3	8	1	1	0	10	29
Total	7	18	1	2	28	6	10	2	0	18	4	7	7	0	18	14	7	3	1	25	89
08:00 AM	6	3	2	0	11	1	4	3	0	8	0	5	6	3	14	3	4	3	3	13	46
08:15 AM	12	25	0	1	38	1	6	3	3	13	0	3	11	2	16	6	1	1	1	9	76
08:30 AM	12	11	1	1	25	0	7	2	0	9	0	6	3	3	12	5	2	0	0	7	53
08:45 AM	0	6	2	4	12	1	4	0	0	5	0	10	5	1	16	10	4	1	0	15	48
Total	30	45	5	6	86	3	21	8	3	35	0	24	25	9	58	24	11	5	4	44	223
Grand Total	37	63	6	8	114	9	31	10	3	53	4	31	32	9	76	38	18	8	5	69	312
Apprch %	32.5	55.3	5.3	7		17	58.5	18.9	5.7		5.3	40.8	42.1	11.8		55.1	26.1	11.6	7.2		
Total %	11.9	20.2	1.9	2.6	36.5	2.9	9.9	3.2	1	17	1.3	9.9	10.3	2.9	24.4	12.2	5.8	2.6	1.6	22.1	



Ramey Kemp & Associates

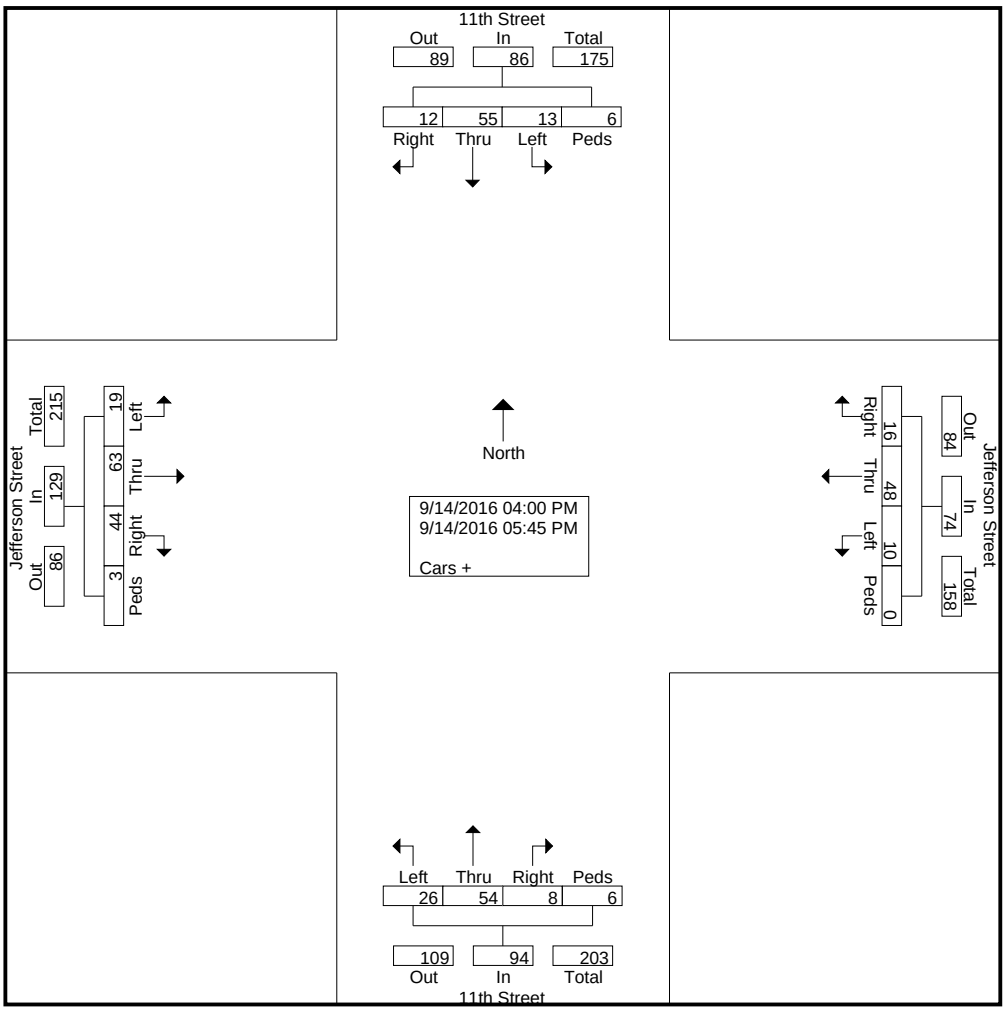
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

File Name : Charlottesville(Jefferson and 11th) PM Peak
Site Code :
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars +

	11th Street Southbound					Jefferson Street Westbound					11th Street Northbound					Jefferson Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	2	1	0	5	3	7	0	0	10	1	3	2	1	7	3	6	1	1	11	33
04:15 PM	2	7	2	1	12	3	5	0	0	8	2	2	1	1	6	3	4	3	0	10	36
04:30 PM	0	7	1	1	9	2	8	1	0	11	1	10	2	0	13	6	9	2	0	17	50
04:45 PM	1	7	2	1	11	3	8	1	0	12	0	8	2	1	11	8	7	4	1	20	54
Total	5	23	6	3	37	11	28	2	0	41	4	23	7	3	37	20	26	10	2	58	173
05:00 PM	3	10	1	1	15	3	6	3	0	12	3	9	6	2	20	11	8	5	1	25	72
05:15 PM	1	8	5	0	14	0	4	0	0	4	0	12	5	1	18	7	9	2	0	18	54
05:30 PM	2	8	0	0	10	1	6	3	0	10	1	5	6	0	12	3	13	0	0	16	48
05:45 PM	1	6	1	2	10	1	4	2	0	7	0	5	2	0	7	3	7	2	0	12	36
Total	7	32	7	3	49	5	20	8	0	33	4	31	19	3	57	24	37	9	1	71	210
Grand Total	12	55	13	6	86	16	48	10	0	74	8	54	26	6	94	44	63	19	3	129	383
Apprch %	14	64	15.1	7		21.6	64.9	13.5	0		8.5	57.4	27.7	6.4		34.1	48.8	14.7	2.3		
Total %	3.1	14.4	3.4	1.6	22.5	4.2	12.5	2.6	0	19.3	2.1	14.1	6.8	1.6	24.5	11.5	16.4	5	0.8	33.7	



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : charlottesville(little high and 11th) 14 hour count
Site Code :
Start Date : 5/10/2017
Page No : 1

Groups Printed- Cars + - Trucks

	11th Street Southbound				Little High Street Westbound				11th Street Northbound				Little High Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
06:45	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	1	0	1	0	3	0	3	0	4	0	4	0	0	0	0	8
07:00	0	4	0	4	0	1	0	1	1	1	0	2	0	1	0	1	8
07:15	1	8	0	9	2	5	0	7	0	4	0	4	1	1	0	2	22
07:30	2	10	0	12	2	6	0	8	0	5	0	5	1	3	0	4	29
07:45	0	8	3	11	5	7	1	13	1	1	1	3	6	5	0	11	38
Total	3	30	3	36	9	19	1	29	2	11	1	14	8	10	0	18	97
08:00	0	11	3	14	1	8	3	12	0	5	1	6	16	3	5	24	56
08:15	2	27	0	29	4	10	3	17	0	7	1	8	28	5	5	38	92
08:30	0	24	3	27	2	4	2	8	2	6	0	8	9	5	4	18	61
08:45	1	8	0	9	4	14	3	21	1	5	1	7	5	2	1	8	45
Total	3	70	6	79	11	36	11	58	3	23	3	29	58	15	15	88	254
09:00	2	5	3	10	0	4	1	5	1	7	1	9	0	5	1	6	30
09:15	1	8	1	10	0	5	0	5	0	9	2	11	2	3	1	6	32
09:30	0	8	0	8	1	4	1	6	0	2	1	3	1	3	1	5	22
09:45	2	10	1	13	2	7	0	9	0	9	0	9	3	4	4	11	42
Total	5	31	5	41	3	20	2	25	1	27	4	32	6	15	7	28	126
10:00	1	6	0	7	1	5	2	8	0	4	1	5	1	3	2	6	26
10:15	0	6	1	7	1	4	0	5	1	7	2	10	0	2	3	5	27
10:30	2	8	0	10	2	3	0	5	0	9	1	10	1	2	1	4	29
10:45	1	4	1	6	2	8	0	10	1	7	1	9	0	4	0	4	29
Total	4	24	2	30	6	20	2	28	2	27	5	34	2	11	6	19	111
11:00	2	6	0	8	2	2	0	4	2	7	1	10	0	4	0	4	26
11:15	1	6	0	7	0	4	0	4	2	4	3	9	2	1	2	5	25
11:30	0	5	0	5	0	2	0	2	1	10	1	12	1	2	1	4	23
11:45	1	7	2	10	1	3	0	4	1	5	1	7	2	5	1	8	29
Total	4	24	2	30	3	11	0	14	6	26	6	38	5	12	4	21	103
12:00	1	6	2	9	4	6	0	10	1	8	1	10	2	12	4	18	47
12:15	3	4	1	8	1	6	0	7	0	17	3	20	3	5	2	10	45
12:30	1	11	1	13	2	8	0	10	0	12	0	12	1	5	1	7	42
12:45	3	5	0	8	0	3	2	5	1	10	1	12	2	6	3	11	36
Total	8	26	4	38	7	23	2	32	2	47	5	54	8	28	10	46	170
13:00	0	10	0	10	2	3	0	5	1	8	0	9	2	3	0	5	29
13:15	2	24	3	29	2	5	0	7	3	10	1	14	11	9	2	22	72
13:30	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	1	5
13:45	2	11	0	13	2	7	0	9	1	8	0	9	3	5	1	9	40
Total	4	46	3	53	6	17	0	23	5	27	1	33	16	18	3	37	146
14:00	2	7	3	12	2	3	1	6	1	5	0	6	0	4	0	4	28
14:15	1	6	0	7	0	2	1	3	1	10	0	11	4	7	1	12	33
14:30	2	7	2	11	0	1	0	1	0	4	4	8	2	4	1	7	27
14:45	3	6	0	9	3	1	0	4	0	8	1	9	0	3	1	4	26
Total	8	26	5	39	5	7	2	14	2	27	5	34	6	18	3	27	114
15:00	0	9	3	12	2	5	1	8	1	6	2	9	2	9	1	12	41
15:15	3	7	3	13	1	5	3	9	0	5	0	5	1	4	1	6	33
15:30	1	8	1	10	1	11	0	12	0	10	3	13	8	8	7	23	58
15:45	0	8	2	10	2	8	3	13	1	9	1	11	1	3	2	6	40
Total	4	32	9	45	6	29	7	42	2	30	6	38	12	24	11	47	172
16:00	2	7	3	12	1	6	0	7	0	10	2	12	1	5	1	7	38
16:15	2	4	3	9	1	5	1	7	0	6	2	8	2	4	5	11	35
16:30	2	2	1	5	1	6	1	8	1	5	2	8	1	8	1	10	31
16:45	1	12	1	14	2	6	0	8	1	16	1	18	0	5	2	7	47
Total	7	25	8	40	5	23	2	30	2	37	7	46	4	22	9	35	151
17:00	4	10	2	16	0	6	1	7	1	12	2	15	0	7	4	11	49

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : charlottesville(little high and 11th) 14 hour count
Site Code :
Start Date : 5/10/2017
Page No : 2

Groups Printed- Cars + - Trucks

	11th Street Southbound				Little High Street Westbound				11th Street Northbound				Little High Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
17:15	4	7	2	13	6	20	2	28	1	15	4	20	2	8	2	12	73
17:30	4	8	4	16	3	7	0	10	0	11	2	13	1	22	2	25	64
17:45	1	10	4	15	1	4	1	6	0	11	0	11	1	9	0	10	42
Total	13	35	12	60	10	37	4	51	2	49	8	59	4	46	8	58	228
18:00	0	5	0	5	1	5	0	6	1	6	0	7	1	12	0	13	31
18:15	0	2	0	2	1	3	1	5	0	7	3	10	1	6	0	7	24
18:30	0	3	1	4	0	4	1	5	0	2	0	2	0	13	1	14	25
18:45	0	2	2	4	1	1	0	2	1	1	1	3	0	5	0	5	14
Total	0	12	3	15	3	13	2	18	2	16	4	22	2	36	1	39	94
19:00	0	1	1	2	3	4	1	8	0	6	0	6	0	7	1	8	24
19:15	0	0	1	1	0	8	0	8	0	1	0	1	0	3	0	3	13
19:30	0	2	0	2	1	1	1	3	0	3	0	3	0	10	1	11	19
19:45	1	2	0	3	2	6	0	8	0	2	2	4	0	2	1	3	18
Total	1	5	2	8	6	19	2	27	0	12	2	14	0	22	3	25	74

BREAK

Grand Total	64	387	64	515	80	277	37	394	31	363	57	451	131	277	80	488	1848
Apprch %	12.4	75.1	12.4		20.3	70.3	9.4		6.9	80.5	12.6		26.8	56.8	16.4		
Total %	3.5	20.9	3.5	27.9	4.3	15	2	21.3	1.7	19.6	3.1	24.4	7.1	15	4.3	26.4	
Cars +	64	386	64	514	80	277	37	394	31	363	57	451	131	277	80	488	1847
% Cars +	100	99.7	100	99.8	100	100	100	100	100	100	100	100	100	100	100	100	99.9
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Ramey Kemp & Associates

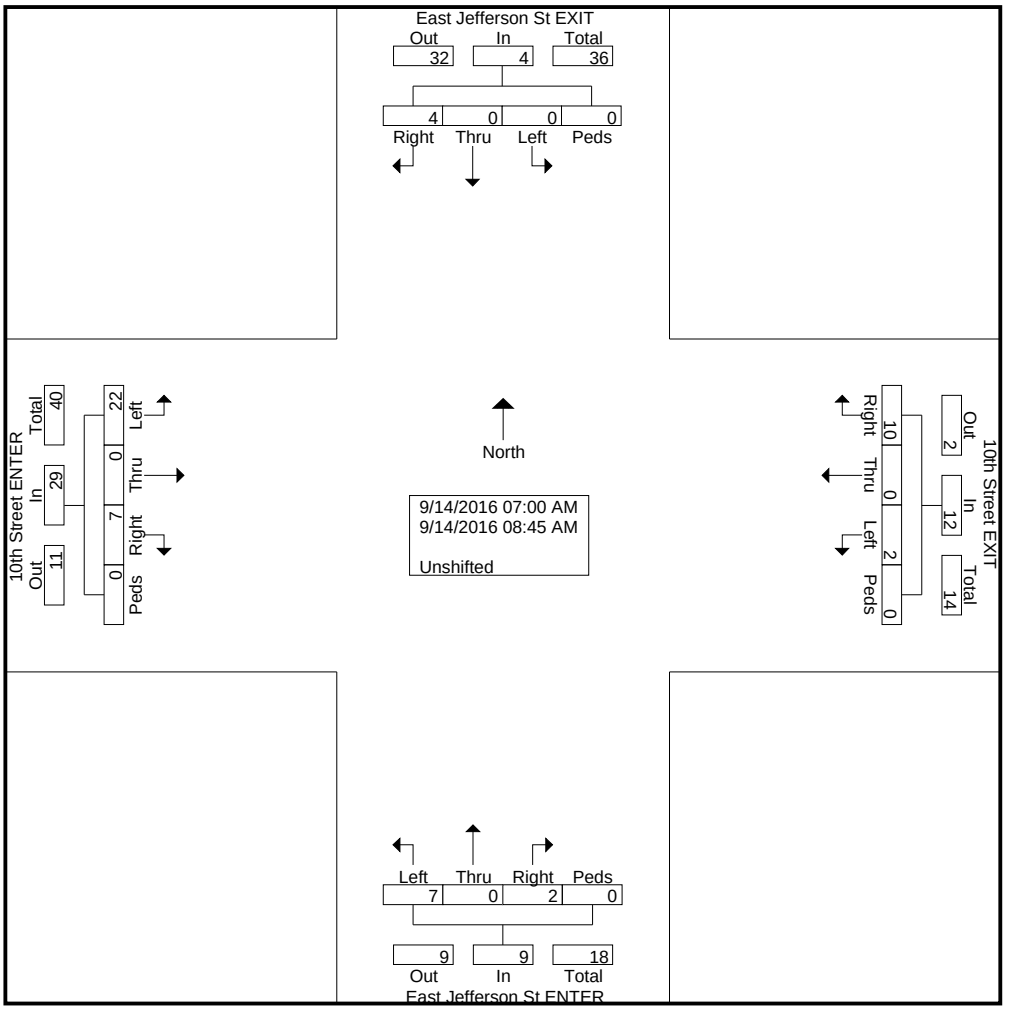
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Dean
Weather: Clear
Equipment ID: 4233

File Name : Driveways - AM
Site Code : 00000000
Start Date : 9/14/2016
Page No : 1

Groups Printed- Unshifted

	East Jefferson St EXIT Southbound					10th Street EXIT Westbound					East Jefferson St ENTER Northbound					10th Street ENTER Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4	0	4	0	8	10
Total	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	5	0	5	0	10	13
08:00 AM	1	0	0	0	1	1	0	0	0	1	1	0	2	0	3	0	0	4	0	4	9
08:15 AM	1	0	0	0	1	4	0	0	0	4	1	0	3	0	4	1	0	8	0	9	18
08:30 AM	1	0	0	0	1	2	0	1	0	3	0	0	1	0	1	1	0	2	0	3	8
08:45 AM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	3	0	3	6
Total	3	0	0	0	3	9	0	2	0	11	2	0	6	0	8	2	0	17	0	19	41
Grand Total	4	0	0	0	4	10	0	2	0	12	2	0	7	0	9	7	0	22	0	29	54
Apprch %	100	0	0	0		83.3	0	16.7	0		22.2	0	77.8	0		24.1	0	75.9	0		
Total %	7.4	0	0	0	7.4	18.5	0	3.7	0	22.2	3.7	0	13	0	16.7	13	0	40.7	0	53.7	



Ramey Kemp & Associates

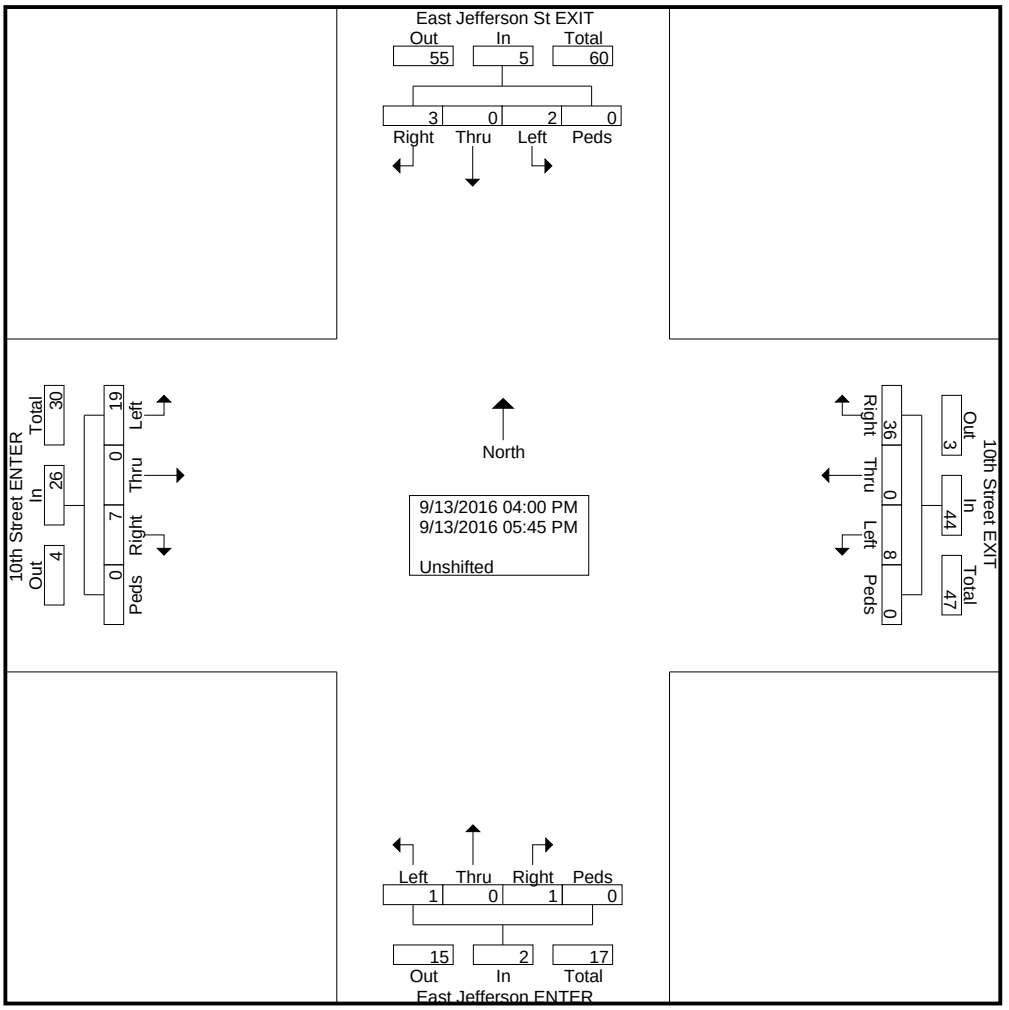
4343 Cox Road
Glen Allen, Virginia 23060

File Name : Driveways - PM
Site Code : 00000000
Start Date : 9/13/2016
Page No : 1

Counted By: Dean
Weather: Clear
Equipment ID: 4233

Groups Printed- Unshifted

	East Jefferson St EXIT Southbound					10th Street EXIT Westbound					East Jefferson ENTER Northbound					10th Street ENTER Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	6	0	3	0	9	0	0	0	0	0	1	0	2	0	3	13
04:15 PM	0	0	0	0	0	5	0	2	0	7	1	0	0	0	1	0	0	1	0	1	9
04:30 PM	1	0	0	0	1	3	0	1	0	4	0	0	0	0	0	1	0	1	0	2	7
04:45 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	2	0	6	0	8	12
Total	3	0	0	0	3	17	0	6	0	23	1	0	0	0	1	4	0	10	0	14	41
05:00 PM	0	0	1	0	1	11	0	1	0	12	0	0	1	0	1	1	0	5	0	6	20
05:15 PM	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	3	0	5	8
05:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	0	2	19	0	2	0	21	0	0	1	0	1	3	0	9	0	12	36
Grand Total	3	0	2	0	5	36	0	8	0	44	1	0	1	0	2	7	0	19	0	26	77
Apprch %	60	0	40	0		81.8	0	18.2	0		50	0	50	0		26.9	0	73.1	0		
Total %	3.9	0	2.6	0	6.5	46.8	0	10.4	0	57.1	1.3	0	1.3	0	2.6	9.1	0	24.7	0	33.8	



Ramey Kemp & Associates

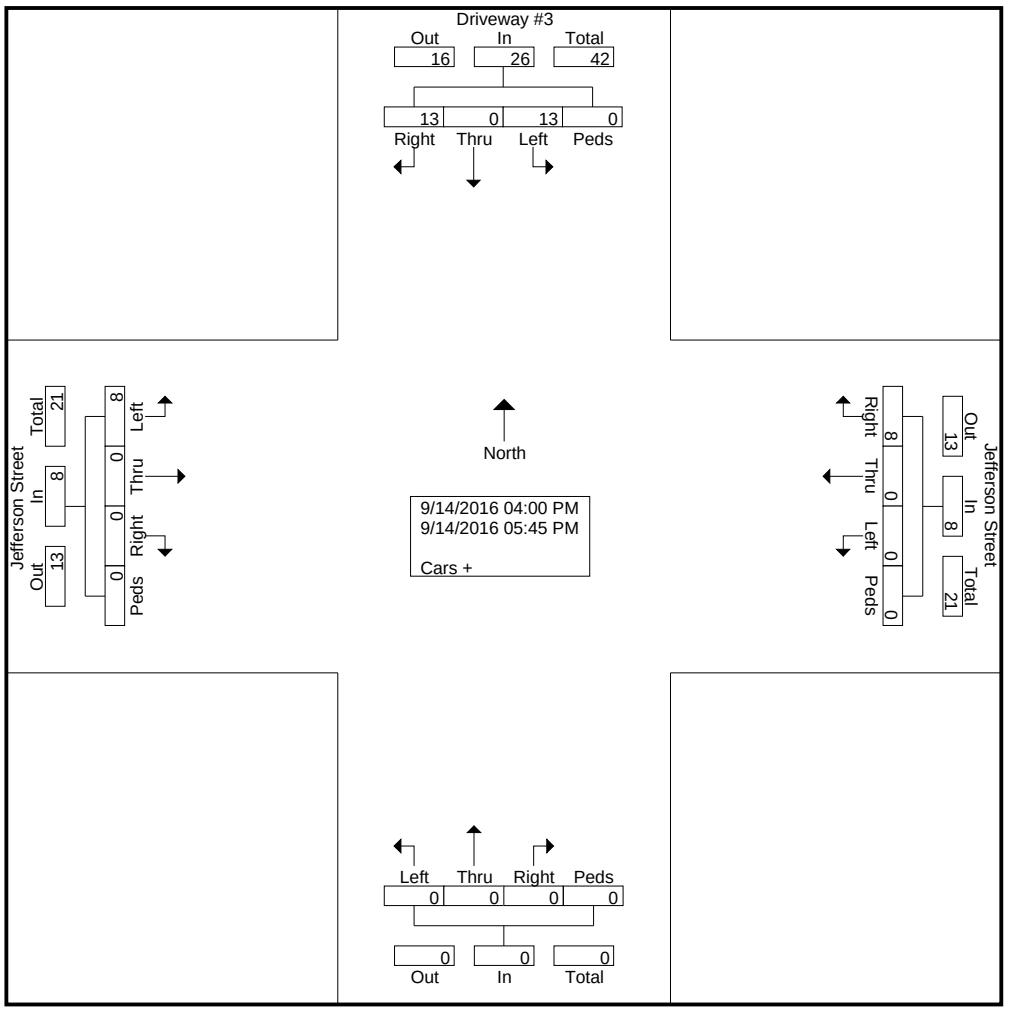
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

File Name : Charlottesville(Jefferson and Driveway#3) PM Peak
Site Code :
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars +

	Driveway #3 Southbound					Jefferson Street Westbound					Northbound					Jefferson Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8
04:30 PM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	7
04:45 PM	1	0	4	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	8	0	8	0	16	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	25
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
05:15 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	5	0	5	0	10	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	17
Grand Total	13	0	13	0	26	8	0	0	0	8	0	0	0	0	0	0	0	8	0	8	42
Apprch %	50	0	50	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	31	0	31	0	61.9	19	0	0	0	19	0	0	0	0	0	0	0	19	0	19	



Ramey Kemp & Associates

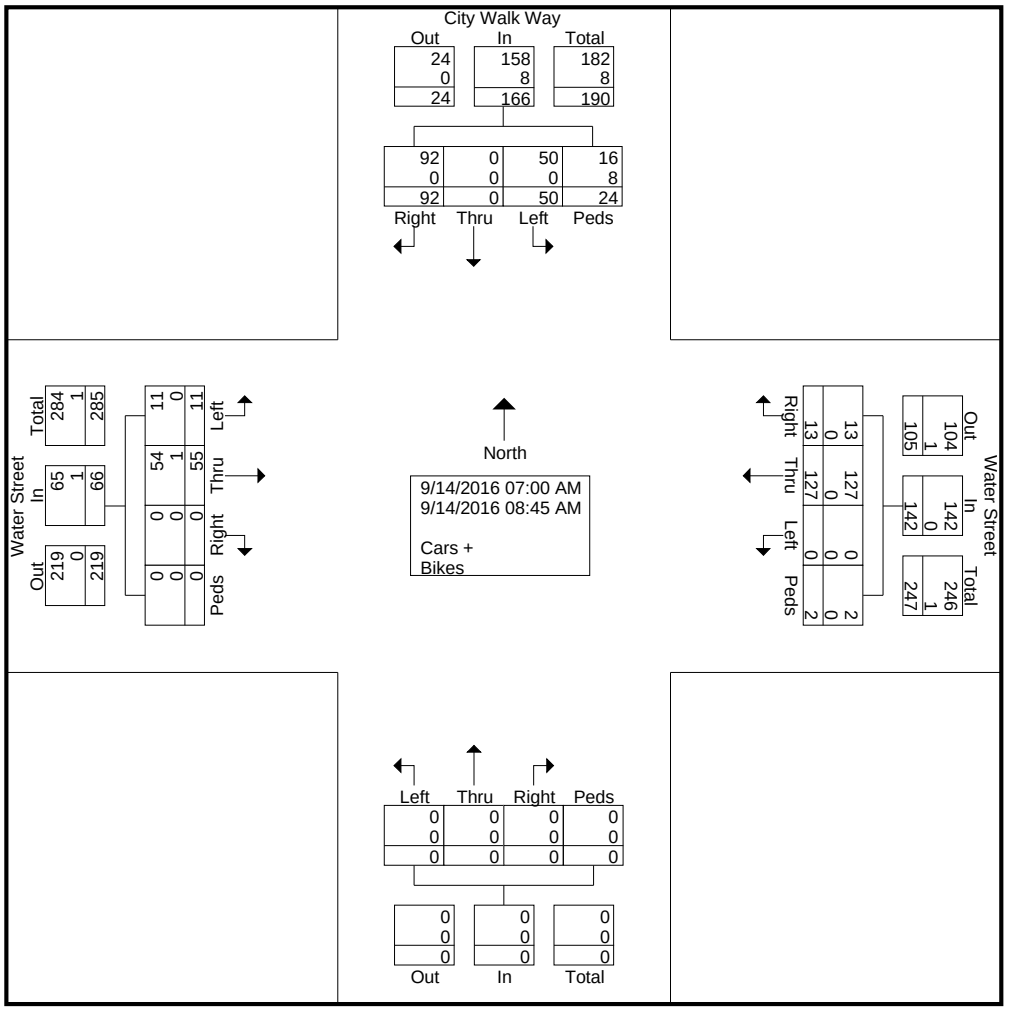
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

File Name : Charlottesville(Water and City Walk) AM Peak
Site Code :
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars + - Bikes

	City Walk Way Southbound					Water Street Westbound					Northbound					Water Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	0	6	4	15	0	10	0	0	10	0	0	0	0	0	0	5	2	0	7	32
07:15 AM	9	0	4	4	17	0	11	0	0	11	0	0	0	0	0	0	6	3	0	9	37
07:30 AM	11	0	5	1	17	5	9	0	1	15	0	0	0	0	0	0	4	2	0	6	38
07:45 AM	8	0	6	1	15	1	17	0	1	19	0	0	0	0	0	0	6	1	0	7	41
Total	33	0	21	10	64	6	47	0	2	55	0	0	0	0	0	0	21	8	0	29	148
08:00 AM	19	0	10	1	30	2	19	0	0	21	0	0	0	0	0	0	4	2	0	6	57
08:15 AM	11	0	9	4	24	1	16	0	0	17	0	0	0	0	0	0	7	0	0	7	48
08:30 AM	12	0	4	2	18	3	19	0	0	22	0	0	0	0	0	0	9	1	0	10	50
08:45 AM	17	0	6	7	30	1	26	0	0	27	0	0	0	0	0	0	14	0	0	14	71
Total	59	0	29	14	102	7	80	0	0	87	0	0	0	0	0	0	34	3	0	37	226
Grand Total	92	0	50	24	166	13	127	0	2	142	0	0	0	0	0	0	55	11	0	66	374
Apprch %	55.4	0	30.1	14.5		9.2	89.4	0	1.4		0	0	0	0		0	83.3	16.7	0		
Total %	24.6	0	13.4	6.4	44.4	3.5	34	0	0.5	38	0	0	0	0	0	0	14.7	2.9	0	17.6	
Cars +	92	0	50	16	158	13	127	0	2	142	0	0	0	0	0	0	54	11	0	65	365
% Cars +	100	0	100	66.7	95.2	100	100	0	100	100	0	0	0	0	0	0	98.2	100	0	98.5	97.6
Bikes	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
% Bikes	0	0	0	33.3	4.8	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0	1.5	2.4



Ramey Kemp & Associates

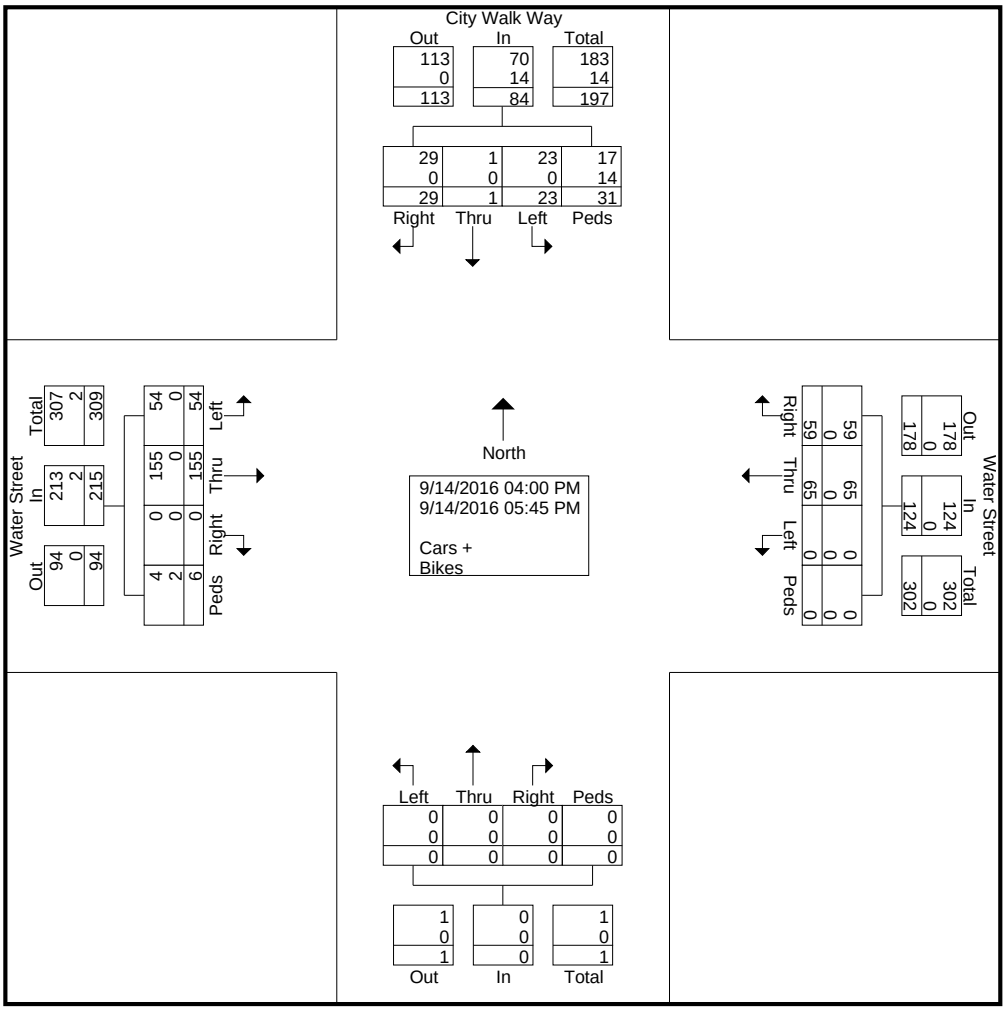
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

File Name : Charlottesville(Water and City Walk) PM Peak
Site Code :
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars + - Bikes

	City Walk Way Southbound					Water Street Westbound					Northbound					Water Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	0	3	2	8	10	7	0	0	17	0	0	0	0	0	0	10	5	0	15	40
04:15 PM	0	0	1	2	3	9	5	0	0	14	0	0	0	0	0	0	15	2	0	17	34
04:30 PM	0	0	2	7	9	3	7	0	0	10	0	0	0	0	0	0	14	5	0	19	38
04:45 PM	3	0	3	4	10	4	9	0	0	13	0	0	0	0	0	0	22	10	2	34	57
Total	6	0	9	15	30	26	28	0	0	54	0	0	0	0	0	0	61	22	2	85	169
05:00 PM	5	0	1	1	7	7	8	0	0	15	0	0	0	0	0	0	27	9	0	36	58
05:15 PM	6	1	2	8	17	9	12	0	0	21	0	0	0	0	0	0	20	11	0	31	69
05:30 PM	4	0	5	6	15	11	13	0	0	24	0	0	0	0	0	0	22	8	4	34	73
05:45 PM	8	0	6	1	15	6	4	0	0	10	0	0	0	0	0	0	25	4	0	29	54
Total	23	1	14	16	54	33	37	0	0	70	0	0	0	0	0	0	94	32	4	130	254
Grand Total	29	1	23	31	84	59	65	0	0	124	0	0	0	0	0	0	155	54	6	215	423
Apprch %	34.5	1.2	27.4	36.9		47.6	52.4	0	0		0	0	0	0		0	72.1	25.1	2.8		
Total %	6.9	0.2	5.4	7.3	19.9	13.9	15.4	0	0	29.3	0	0	0	0	0	0	36.6	12.8	1.4	50.8	
Cars +	29	1	23	17	70	59	65	0	0	124	0	0	0	0	0	0	155	54	4	213	407
% Cars +	100	100	100	54.8	83.3	100	100	0	0	100	0	0	0	0	0	0	100	100	66.7	99.1	96.2
Bikes	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	16
% Bikes	0	0	0	45.2	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0.9	3.8



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Shenandoah Joe Ped Count
Site Code :
Start Date : 4/26/2017
Page No : 1

Groups Printed- Cars + - Trucks

	Into Shenandoah Joe Westbound			Out of Shenandoah Joe Northbound			Into Shenandoah Joe Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00	0	4	4	4	0	4	2	0	2	10
07:15	0	6	6	6	4	10	1	0	1	17
07:30	0	7	7	5	1	6	1	0	1	14
07:45	0	5	5	9	0	9	1	0	1	15
Total	0	22	22	24	5	29	5	0	5	56
08:00	0	8	8	3	0	3	0	0	0	11
08:15	0	10	10	8	2	10	3	0	3	23
08:30	0	14	14	10	1	11	3	1	4	29
08:45	0	5	5	8	4	12	2	0	2	19
Total	0	37	37	29	7	36	8	1	9	82
Grand Total	0	59	59	53	12	65	13	1	14	138
Apprch %	0	100		81.5	18.5		92.9	7.1		
Total %	0	42.8	42.8	38.4	8.7	47.1	9.4	0.7	10.1	
Cars +	0	59	59	53	12	65	13	1	14	138
% Cars +	0	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Shenandoah Joe Ped Count Door #2
Site Code :
Start Date : 4/26/2017
Page No : 1

Groups Printed- Cars + - Trucks

	Into Shenandoah Joe Southbound			Out of Shenandoah Joe Westbound			Into Shenandoah Joe Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00	0	2	2	0	2	2	4	0	4	8
07:15	0	3	3	6	4	10	3	0	3	16
07:30	0	3	3	4	0	4	4	0	4	11
07:45	0	2	2	5	3	8	5	0	5	15
Total	0	10	10	15	9	24	16	0	16	50
08:00	0	2	2	2	6	8	6	0	6	16
08:15	0	4	4	3	1	4	2	0	2	10
08:30	0	4	4	7	4	11	6	0	6	21
08:45	0	1	1	7	4	11	5	0	5	17
Total	0	11	11	19	15	34	19	0	19	64
Grand Total	0	21	21	34	24	58	35	0	35	114
Apprch %	0	100		58.6	41.4		100	0		
Total %	0	18.4	18.4	29.8	21.1	50.9	30.7	0	30.7	
Cars +	0	21	21	34	24	58	35	0	35	114
% Cars +	0	100	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Milli Coffee Roasters Ped Count
Site Code :
Start Date : 4/26/2017
Page No : 1

Groups Printed- Cars +

	Into Milli Coffee Southbound			Into Milli Coffee Northbound			Out of Milli Coffee Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	7	7	3	0	3	10
07:30	0	0	0	0	4	4	3	0	3	7
07:45	1	0	1	0	7	7	3	0	3	11
Total	1	0	1	0	18	18	9	0	9	28
08:00	1	0	1	0	7	7	1	0	1	9
08:15	3	0	3	0	4	4	6	0	6	13
08:30	2	0	2	0	10	10	4	0	4	16
08:45	0	0	0	0	4	4	11	0	11	15
Total	6	0	6	0	25	25	22	0	22	53
Grand Total	7	0	7	0	43	43	31	0	31	81
Apprch %	100	0		0	100		100	0		
Total %	8.6	0	8.6	0	53.1	53.1	38.3	0	38.3	

Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	East Jefferson Street Apartments
Project/File #	16147
Scenario	Existing 2017

Intersection Information			
Major Street (E/W Road)	Little High Street	Minor Street (N/S Road)	11th Street
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	966 vehicles	Total Approach Volume	884 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

dition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

dition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours & sec. average delay/veh
Criteria - Major Street (veh/hr)	300 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	200 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours, less than 4 crashes, & sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

1011 E. JEFFERSON STREET APARTMENTS

SPECIAL USE PERMIT CONCEPTUAL PLAN

CITY OF CHARLOTTESVILLE, VIRGINIA

GENERAL NOTES:

OWNER: JEFFERSON MEDICAL BUILDING LIMITED PARTNERSHIP
PO BOX 5526
CHARLOTTESVILLE, VA 22905

ARCHITECT: HENNINGSEN & HEISNER, INC.
1108 EAST HIGH STREET
CHARLOTTESVILLE, VA 22902
TELEPHONE: (434) 971-7202

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

PROPERTY: TMP 540127000
1011 E. JEFFERSON STREET
CHARLOTTESVILLE, VA 22902

LOCATION OF PROJECT:	1011 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902
TOTAL ACREAGE OF SITE:	TOTAL ACREAGE: 1.4583 ACRES
EXISTING ZONING:	B-1
EXISTING USE:	MEDICAL OFFICE BUILDING
SPECIAL USE REQUEST:	MAXIMUM OF 126 MULTIFAMILY DWELLING UNITS (1 AND 2 BEDROOM UNITS)
SPECIAL USE PERMIT:	A SPECIAL USE PERMIT IS BEING SOUGHT FOR AN INCREASE IN DENSITY (65 DUA – 87 DUA) NOTE: 1-21 DUA CURRENTLY ALLOWED FOR RESIDENTIAL BY-RIGHT ON THE PROPERTY
PROPOSED DENSITY:	1.4583 ACRES x 87 DUA = MAX. OF 126 UNITS TO BE ALLOWED WITH THIS SPECIAL USE PERMIT MAXIMUM OF 180 BEDROOMS (50% OF THE DWELLING UNITS SHALL BE 2 BEDROOM UNITS)
STORMWATER MANAGEMENT	EXISTING SITE IS PRIMARILY IMPERVIOUS. RAIN GARDENS, UNDERGROUND DETENTION, YARD SWALES, AND PERVIOUS PAVERS ARE PROPOSED FOR STORMWATER QUALITY AND DETENTION FOR THE SITE TO PROVIDE WATER QUALITY ON THE SITE AND TO REDUCE THE POST DEVELOPMENT RUNOFF RATES, VOLUMES, AND VELOCITIES FROM THE SITE
SETBACKS:	FRONT: 20' MINIMUM SIDE: NONE REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY) REAR: NONE REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY)
MAXIMUM HEIGHT:	45 FEET (BUILDING SHALL MEET THE MAXIMUM HEIGHT REQUIREMENTS IN ACCORDANCE WITH THE EXISTING CITY CODE)
GROSS FLOOR AREA:	130,000 +/- SF
SITE PHASING:	PROJECT TO BE DEVELOPED IN (1) PHASE
AFFORDABLE UNITS:	AFFORDABLE DWELLING UNITS SHALL BE PROVIDED AS REQUIRED BY ZONING ORDINANCE SECTION 34-12, AND THESE UNITS SHALL EITHER BE PROVIDED ONSITE OR OFFSITE.
FLOODPLAIN:	THERE ARE NO FLOODPLAIN LIMITS WITHIN THE SUBJECT PROPERTY PER FEMA MAP#51003C0289D, PANEL #0289D DATED FEBRUARY 4, 2005.
STREAM BUFFER:	THE DEVELOPMENT OF THIS PROPERTY DOES NOT IMPACT A STREAM BUFFER, WATERCOURSE, OR FLOODPLAIN ON THE PROPERTY.
SURVEY:	BOUNDARY OF THE SITE WAS PROVIDED BY COMMONWEALTH LAND SURVEYING, NOVEMBER 2015.
UTILITIES:	THE SITE WILL BE SERVED BY PUBLIC WATER AND SEWER.
CRITICAL SLOPES:	MSHC THAT MEET THE CONDITIONS OF THE CITY ORDINANCE SECTION 34-1120.
AREAS PUBLIC USE:	CURRENTLY, THERE IS NO LAND ON THIS PROPERTY THAT IS PROPOSED FOR PUBLIC USE.
WATER DEMANDS/FIRE FLOW:	CURRENTLY THERE IS A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 11TH STREET AND A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 10TH STREET THAT SERVE THIS PROPERTY. THE BUILDING WILL ALSO HAVE A SPRINKLER SYSTEM FOR FIRE PROTECTION.
INGRESS AND EGRESS:	ACCESS TO BUILDING PARKING GARAGE SHALL BE FROM THE PROPOSED ALLEY WITH ACCESS FROM 10TH STREET AND 11TH STREET.
LIGHTING PLAN:	ALL EXISTING SHALL BE FULL OBLIQUE SHIELDING OUTDOOR LIGHTING, WHICH SHALL NOT EXIT LIGHT ABOVE THE LINE OF SIGHT TO THE LIGHT SOURCES WHEN VIEWED FROM THE PROTECTED PROPERTIES. THE SHIELD SHALL BLOCK DIRECT ILLUMINATION OF PROTECTED PROPERTIES AND THE FIXTURE SHALL COMPLETELY CONCEAL AND RECESS THE LIGHT SOURCE FROM ALL VIEWING POSITIONS EXCEPT THOSE POSITIONS PERMITTED TO RECEIVE ILLUMINATION. SPILLOVER LIGHT FROM LUMINARIES ONTO PUBLIC ROADS AND ONTO ADJACENT PROPERTY SHALL NOT EXCEED (1/2) FOOT CANDLES.
SITE TRIP GENERATION AND LAND USE ITE CODE 7TH EDITION:	SEE TRAFFIC IMPACT ASSESSMENT REPORT
STREAMS/BUFFERS:	SITE CONTAINS NO EXISTING WATER COURSES, STREAM BUFFERS OR FLOOD PLAINS. THIS SITE DRAINS TO THE EXISTING MOORES CREEK STREAM AND WATERSHED.
EXISTING VEGETATION:	LANDSCAPING AND TREES AROUND THE EXISTING BUILDING AND PARKING LOT
PARKING REQUIREMENTS:	PARKING REQUIRED: 126 APARTMENT UNITS (1 & 2 BEDROOM) x 1 SPACE PER UNIT = 126 PARKING SPACES REQUIRED 126 APARTMENTS = 63 BICYCLE PARKING RACKS TOTAL PARKING SPACES REQUIRED: 126 SPACES & 63 BICYCLE RACKS PARKING PROVIDED: PARKING TOTAL PROVIDED (WITHIN GARAGE): 226+/- SPACES NOTE: THE 226+/- SPACES INCLUDES ADDITIONAL PARKING (IF REQUESTED BY THE CITY AND ALLOWED BY ZONING ORDINANCE) = 100 +/- SPACES BICYCLE PARKING RACKS (WITHIN GARAGE): STORAGE AND RACKS TO ACCOMMODATE 65 RACKS MIN.

CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON THE PLANS. IF THERE APPEARS TO BE A CONFLICT, AND UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THE PLANS.

ANY SIDEWALK AND/OR CURB DAMAGE IDENTIFIED IN THE SITE VICINITY DUE TO PROJECT CONSTRUCTION ACTIVITIES AS DETERMINED BY THE CITY INSPECTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ALL SIGNING AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.

A TEMPORARY STREET CLOSURE PERMIT IS REQUIRED FOR CLOSURE OF SIDEWALKS, PARKING SPACES AND ROADWAYS AND IS SUBJECT TO APPROVAL BY THE CITY TRAFFIC ENGINEER.

SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IBC SECTION 2406 FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.

LEGEND

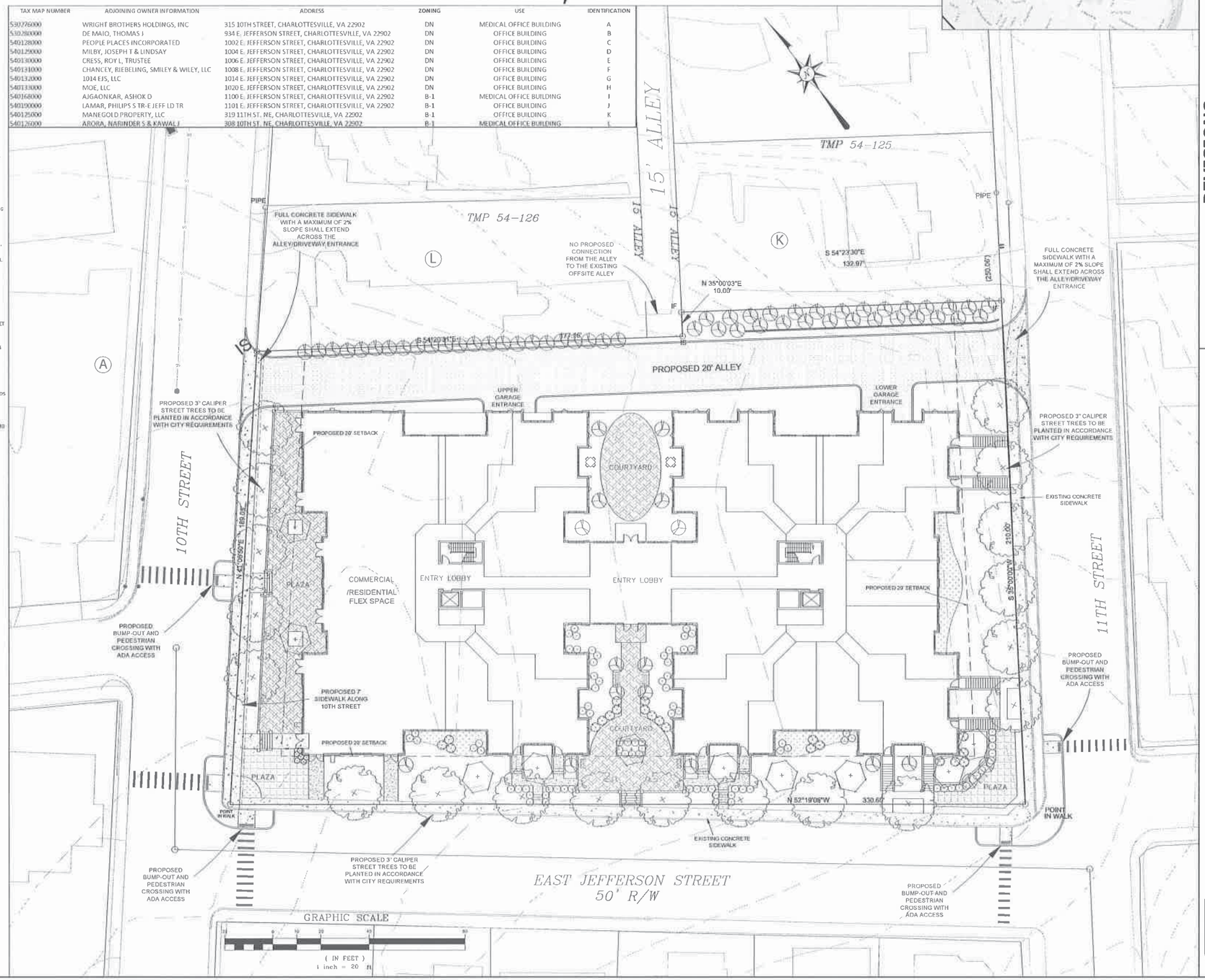
ROADS

- EXISTING CULVERT
- CULVERT
- DROP INLET & STRUCTURE NO.
- CURB
- CURB & GUTTER
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED VEGETATIVE COVER
- PROPOSED BIOFILTER VEGETATION
- EC-3A DITCH
- DEPTH OF EC-3A DITCH
- EC-2 DITCH
- DEPTH OF EC-2 DITCH
- EARTH DITCH
- DRIVEWAY CULVERT
- BENCH MARK
- CLEARING LIMITS
- VDOT STANDARD STOP SIGN
- 210 EXISTING CONTOUR
- 200 PROPOSED CONTOUR
- 240.55 PROPOSED SPOT ELEVATION TBC DENOTES TOP/BACK OF CURB T/B DENOTES TOP OF BOX

SIGNATURE PANEL

DIRECTOR, NEIGHBORHOOD DEVELOPMENT _____

TAX MAP NUMBER	ADJOINING OWNER INFORMATION	ADDRESS	ZONING	USE	IDENTIFICATION
530276000	WRIGHT BROTHERS HOLDINGS, INC	315 10TH STREET, CHARLOTTESVILLE, VA 22902	DN	MEDICAL OFFICE BUILDING	A
530282000	DE MAIO, THOMAS J	934 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	B
540128000	PEOPLE PLACES INCORPORATED	1002 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	C
540129000	MILBY, JOSEPH T & LINDSAY	1004 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	D
540130000	CRESS, ROY L, TRUSTEE	1006 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	E
540131000	CHANCEY, RIEBELING, SMILEY & WILEY, LLC	1008 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	F
540132000	1014 EJS, LLC	1014 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	G
540133000	MOE, LLC	1020 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	DN	OFFICE BUILDING	H
540168000	AJGAONKAR, ASHOK D	1100 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	B-1	MEDICAL OFFICE BUILDING	J
540190000	LAMAR, PHILIPS S TR-E JEFF LD TR	1101 E. JEFFERSON STREET, CHARLOTTESVILLE, VA 22902	B-1	OFFICE BUILDING	J
540125000	MANEGOLD PROPERTY, LLC	319 11TH ST. NE, CHARLOTTESVILLE, VA 22902	B-1	OFFICE BUILDING	K
540126000	ARORA, NARINDER S & KAWALJ	308 10TH ST. NE, CHARLOTTESVILLE, VA 22902	B-1	MEDICAL OFFICE BUILDING	L



COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
02/16/16	INITIAL SUBMITTAL
6/10/16	UPDATED PLAN PER CHANGES PROPOSED BY THE CLIENT
7/6/16	ADDITIONAL UPDATES TO THE PLAN PER CHANGES PROPOSED BY THE CLIENT
9/16/16	ADDITIONAL UPDATES TO THE PLAN PER CHANGES PROPOSED BY THE CITY
06/09/17	INCLUSION OF COMMERCIAL RESIDENTIAL FLEX SPACE

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

PROJECT: 1011 E. JEFFERSON STREET APARTMENTS SPECIAL USE PERMIT
SHEET: SPECIAL USE PERMIT CONCEPTUAL PLAN
JOB NO. 122074
SCALE 1" = 20'
SHEET NO. 1 OF 1

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT TO THE ENTRANCE CORRIDOR REVIEW BOARD (ERB)

ENTRANCE CORRIDOR
CERTIFICATE OF APPROPROPRIATENESS

DATE OF PLANNING COMMISSION MEETING: March 13, 2018

Project Name: 912 East High Street
Planner: Jeff Werner, AICP
Applicant: Justin Shimp
Applicant's Representative: Justin Shimp
Applicant's Relation to Owner: Engineer

Application Information

Property Street Address: 912 East High Street
Property Owner: Nine Twelve Land Company
Tax Map/Parcel #: 530271000
Total Square Footage/Acreage Site: 0.218 acres
Comprehensive Plan (Land Use Plan) Designation: Mixed Use
Current Zoning Classification: Downtown North Corridor with Entrance Corridor (EC) Overlay
Entrance Corridor Overlay District: §34-307(a)(10) (East High Street)
Current Usage: Office Building

Background

Because the proposed renovations will significantly change the appearance of the building, staff determined that the ERB should review the application. The building is currently red brick, with GAF slateline shingles, and a standing seam metal roof canopy. The building is visible from East High Street.

Applicant's Request

The applicant is requesting approval of a certificate of appropriateness to renovate the existing building.

The general proposal is to:
- Paint the building white (Sherwin-Williams SW 7012 Creamy)
- Remove the existing canopy

- Add an awning over the entrance
- Screen the ground mechanical units

Standard of Review

The Planning Commission serves as the entrance corridor review board (ERB) responsible for administering the design review process in entrance corridor overlay districts. This development project requires a site plan, and therefore also requires a certificate of appropriateness from the ERB, pursuant to the provisions of §34-309(a)(3) of the City's Zoning Ordinance. The ERB shall act on an application within 60 days of the submittal date, and shall either approve, approve with conditions, or deny the application. Appeal would be to City Council.

Standards for considering certificates of appropriateness:

In conducting review of an application, the ERB must consider certain features and factors in determining the appropriateness of proposed construction, alteration, etc. of buildings or structures located within an entrance corridor overlay district. Following is a list of the standards set forth within §34-310 of the City Code:

§34-310(1): Overall architectural design, form, and style of the subject building or structure, including, but not limited to: the height, mass and scale;

Staff Analysis: The height, mass and scale of the building are not changing.

§34-310(2): Exterior architectural details and features of the subject building or structure;
The existing canopy on the east elevation of the building will be demolished, and an awning will be added above the existing door.

Staff Analysis: The demolition of the canopy is appropriate.

§34-310(3): Texture, materials and color of materials proposed for use on the subject building or structure;

The proposed materials/colors consist of:
- Paint the building white (Sherwin-Williams SW 7012 Creamy)
- Screen the ground mechanical units

Staff Analysis: The proposed materials are within the guidelines. It is important to look if the building color is harmonious among the rest of the structures in the entrance corridor.

§34-310(4): Design and arrangement of buildings and structures on the subject site;

The footprint is unchanged.

Staff Analysis: The design is straightforward.

§34-310(5): The extent to which the features and characteristics described within paragraphs (1)-(4),above, are architecturally compatible (or incompatible) with similar features and characteristics of other buildings and structures having frontage on the same EC street(s) as the subject property.

Staff Analysis: The height, mass and scale as viewed from the corridor are appropriate for an urban structure in this location.

§34-310(6): Provisions of the Entrance Corridor Design Guidelines.

Relevant sections of the guidelines include:

Section 1 (Introduction)

The Entrance Corridor design principles are expanded below:

• Design For a Corridor Vision
New building design should be compatible (in massing, scale, materials, colors) with those structures that contribute to the overall character and quality of the corridor. Existing developments should be encouraged to make upgrades consistent with the corridor vision. Site designs should contain some common elements to provide continuity along the corridor. New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment.

• Preserve History
Preserve significant historic buildings as well as distinctive architecture from more recent periods. Encourage new contemporary design that integrates well with existing historic buildings to enhance the overall character and quality of the corridor.

• Facilitate Pedestrian Access
Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.

• Maintain Human Scale in Buildings and Spaces
Consider the building scale, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, as it will be experienced by the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale, as does the degree of ground-floor pedestrian access.

• Preserve and Enhance Natural Character
Daylight and improve streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.

•. Create a Sense of Place
In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people

can interact.

•. Create an Inviting Public Realm
Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.

• Create Restrained Communications
Private signage and advertising should be harmonious and in scale with building elements and landscaping features.

• Screen Incompatible Uses and Appurtenances:
Screen from adjacent properties and public view those uses and appurtenances whose visibility may be incompatible with the overall character and quality of the corridor, such as: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, Where feasible, relegate parking behind buildings. It is not the intent to require screening for utilitarian designs that are attractive, and/or purposeful.

• Respect and Enhance Charlottesville's Character
Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales, or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable. Incompatible aspects of franchise design or corporate signature buildings must be modified to fit the character of this community.

Section 2 (Streetscape)

No changes are proposed to existing street landscaping.

Staff Analysis: The streetscape design is appropriate.

Section 3 (Site):

There are three site changes that are proposed, the demolition of the canopy, the addition of an awning above the entrance, and the screening of the ground mechanical units.

Staff Analysis: The proposed site changes are appropriate.

Section 4 (Buildings):

Pertinent Guidelines are:

- In Charlottesville, common building materials are brick, wood or stucco siding, and standing-seam metal roofs. Stone is more commonly used for site walls than building walls.

Staff Analysis: While the applicant is not rebuilding anything, it should be noted that in Charlottesville brick is a common building material, but painted brick is not.

Section 5 (Individual Corridors):

East High Street Vision
The southeast side of High Street from Long Street to the light at Meade Avenue shares similar characteristics with the Long Street corridor. Properties here have potential to be redeveloped at an urban scale with shallow setbacks, higher density, and mixed uses. The natural character of the river should be preserved, and riverfront properties may incorporate the river as a site amenity. Future infill and redevelopment on the northwest side of High Street from Riverdale Drive to Locust Avenue and on the southeast side of High Street from Meade Avenue to 10th Street should complement the smaller scale of the abutting residential neighborhoods on either side. The retail areas of this part of the corridor will continue to provide basic service-business functions until redeveloped into a mix of uses including residential. This area may be considered for nearby offsite or shared parking in the future, due to the small parcel sizes and convenience to transit and the downtown area. From Locust Avenue to Market Street there will be opportunities for denser development. The area surrounding Martha Jefferson Hospital is a potential historic district. A pedestrian environment should be encouraged along the entire corridor with sidewalks, landscaping and transit stops.

SUB-AREA C 9th Street from High to Market Street:
Ninth Street between High and Market Streets delineates the northern edge of the central downtown area. Gas stations are located at both ends of the corridor. Early-twentieth-century residences converted to professional use for either the adjacent court complex or Martha Jefferson Hospital are intermingled with offices and banks of more recent construction.
Streetscape: Mixed-use, mixed-scale, mixed setback, concrete median, 4 lanes, overhead utilities, cobra-head lights, concrete sidewalks.
Site: Parking in front of several structures, large trees on private sites, some edge landscaping, mixed private site lighting. Tree planting and consistent sidewalks in this area have started to create a more pedestrian-oriented environment.

Public Comments Received

No public comments have been received regarding the Entrance Corridor application.

Staff Recommendations

Staff recommends that the ERB discuss the changes to the building and whether the painted brick is appropriate within the guidelines and this specific entrance corridor.

Suggested Motion

I move to approve the Entrance Corridor Certificate of Appropriateness application for the 912 East High Street with the following modifications:

1. Do not paint the brick
2. ….

Entrance Corridor Review Application (ERB)
Certificate of Appropriateness

Please Return To:
City of Charlottesville
Department of Neighborhood Development Services
P.O. Box 911, City Hall
Charlottesville, Virginia 22902
Telephone (434) 970-3130

RECEIVED
FEB 20 2018
NEIGHBORHOOD DEVELOPMENT SERVICES

Please submit one (1) hard copy and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project $375; Additions and other projects requiring ERB approval $125; Administrative approval $100.
Make checks payable to the City of Charlottesville.

The Entrance Corridor Review Board (ERB) meets the second Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next ERB meeting by 3:30 p.m.

Owner Name Nine twelve Land Company Applicant Name Justin Shimp
Project Name/Description Painting Building Parcel Number
Project Street Address 912 E. High Street

Applicant Information

Address: 201 E. Main St.
Ste M Charlottesville VA
Email: justin@shimp-engineering.com
Phone: (W) (C) 434-953-6116

Signature of Applicant

I hereby attest that the information I have provided is, to the best of my knowledge, correct.

Signature Date
Justin Shimp
Print Name Date

Property Owner (if not applicant)

Address:
Email:
Phone: (W) (C)

Property Owner Permission (if not applicant)

I have read this application and hereby give my consent to its submission.

Signature Date
Print Name Date

Description of Proposed Work (attach separate narrative if necessary): Paint Building White and Remove Existing Canopy.

Attachments (see reverse side for submittal requirements): Sherman Williams SW7012 Creamy Sample and Befor/After Photos.

For Office Use Only

Received by: K. Barnhore
Fee paid: $125.00 Cash/Ck. # VISA
Date Received: 2/20/2018

Approved/Disapproved by:
Date:
Conditions of approval:

Revised 2016

P18-0034

EXISTING

PROPOSED