Preliminary Agenda

PLANNING COMMISSION REGULAR DOCKET
TUESDAY, July 11, 2023 at 5:30 P.M.
Hybrid Meeting

I. Commission Pre-Meeting (Agenda discussion(s))

Beginning: 5:00 p.m.
Location: (CitySpace, 100 5th St NE, Charlottesville, VA 22902 and Electronic/Virtual)

II. Commission Regular Meeting

Beginning: 5:30 p.m.
Location: (CitySpace, 100 5th St NE, Charlottesville, VA 22902 and Electronic/Virtual)

A. COMMISSIONERS' REPORTS
B. UNIVERSITY REPORT
C. CHAIR'S REPORT
D. DEPARTMENT OF NDS
E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENDA
F. CONSENT AGENDA

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

1. Minutes – December 14, 2021 – Regular Meeting
2. Final Subdivision – Seminole Square Shopping Center/Hillsdale Apartments
3. Site Plan – Hillsdale Place – Hydraulic Road

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

SP23-00004 – 207 & 211 Ridge Street (The Salvation Army) – Mitchell Matthews and Associates, LTD ("Applicant"), on behalf of The Salvation Army, is requesting a SUP pursuant to Section 34-796 and Section 34-162 of the Code of the City of Charlottesville ("Code") for the following property ("Property"):
Parcel Number: 290029000
207 & 211 Ridge Street, Charlottesville, VA, 22902
The purpose of this SUP is for expanding its Shelter Care Facility ("Shelter"), modifying its yard requirements, and modifying its onsite parking requirements. The Salvation Army is proposing to redevelop the Property and expand their existing services. To date, the existing use of the Shelter is legally nonconforming, and any expansion of the use will require a SUP. The Applicant is proposing to expand from 58 emergency shelter beds to 114 emergency shelter beds; expand meal capacity from 80 seats to 120 seats; increase the size of the multi-purpose room from 1,928 square feet to 2,415 square feet; and expand the meeting rooms capacity from 40 seats to 84 seats. To facilitate the proposed expansions, the Applicant, in addition to requesting a SUP for the Shelter, is also requesting alterations to Section 34-638(a)(1)-(2) of the Code, whereby the yard setback requirements are altered from 5 feet minimum and 12 feet maximum on 4th St. SW to 10 minimum and no maximum; "build-to" percentages are altered from 80% minimum along the primary streets and 40% minimum along linking streets to 32% along primary streets and no minimum along linking streets; the required onsite parking is reduced, pursuant to Section 34-984 of the Code, from 52 spaces to 32 spaces; and Section 34-642(c) of the Code is modified to remove the requirement that for more than 20 off-street parking spaces, no more than 50% of such spaces shall consist of open-air surface parking. The Property is

approximately 1.27 acres with road frontage on Ridge Street and 4th St. SW. The Comprehensive Land Use Map designates this area in the Urban Mixed Use Node. The Property is zoned West Main East Corridor ("WME") with an Architectural Design Control District overlay. This application may be viewed online at http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services or a copy is on file in the Department of Neighborhood Development Services, 2nd Floor of City Hall, 610 East Main Street. Persons interested in this SUP request may contact NDS Planner Matt Alfele by e-mail (alfelem@charlottesville.gov) or by telephone (434-970-3636).

IV. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded.

1. Discussion - Zoning Ordinance Update

V. FUTURE MEETING SCHEDULE/ADJOURN

Thursday July 13, 2023 – 5:00 PM	Work Session	Zoning Ordinance
Tuesday August 8, 2023 – 5:00 PM	Pre-Meeting	
Tuesday August 8, 2023 – 5:30 PM	Regular Meeting	Minutes Zoning Ordinance Update Public Hearing - HOME/ARP Funding Priority Discussion Preliminary Discussion – Dairy Central Phase 3

Anticipated Items on Future Agendas

Rezoning and SUP – 0 Carlton Road, 108 Lankford Avenue, 501 Cherry
Site Plan –Flint Hill PUD, 240 Stribling Ave, Belmont Heights (1000 Monticello), 1613 Grove Street Extended
Preliminary Site Plan – 0 East High Street
Critical Slopes Waiver – 108 Lankford Avenue
Future Entrance Corridor

- 1801 Hydraulic Road – revised Comp Sign Plan, (*Hillsdale Place*, Riverbend)
- Review of 2117 Ivy Road for compatibility with Entrance Corridor prior to Rezoning request.

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

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

Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call the ADA Coordinator at (434) 970-3182 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48 hour notice so that proper arrangements may be made.

Planning Commission premeeting and regular meetings are held in person and by Zoom webinar. The webinar is broadcast on Comcast Channel 10 and on all the City's streaming platforms including: Facebook,

Twitter, and www.charlottesville.gov/streaming. Public hearings and other matters from the public will be heard via the Zoom webinar which requires advanced registration here: www.charlottesville.gov/zoom . You may also participate via telephone and a number is provided with the Zoom registration or by contacting staff at 434-970-3182 to ask for the dial in number for each meeting.

LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY
6/1/2023 TO 6/30/2023

1. **Preliminary Site Plans**
2. **Final Site Plans**
    a. Hanover Stret Sewer Line – June 20, 2023
    b. 350 Park Street (Albemarle Courts East Expansion) - June 22, 2023
3. **Site Plan Amendments**
    a. 416 4th Street NW (Wendy's Tree and Landscape) #1 – June 6, 2023
    b. 707 E Jefferson Street #1 – June 7, 2023
4. **Subdivision**

December 14, 2021 Planning Commission Minutes are included as the last documents in this packet.

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR APPROVAL OF A SUBDIVISION

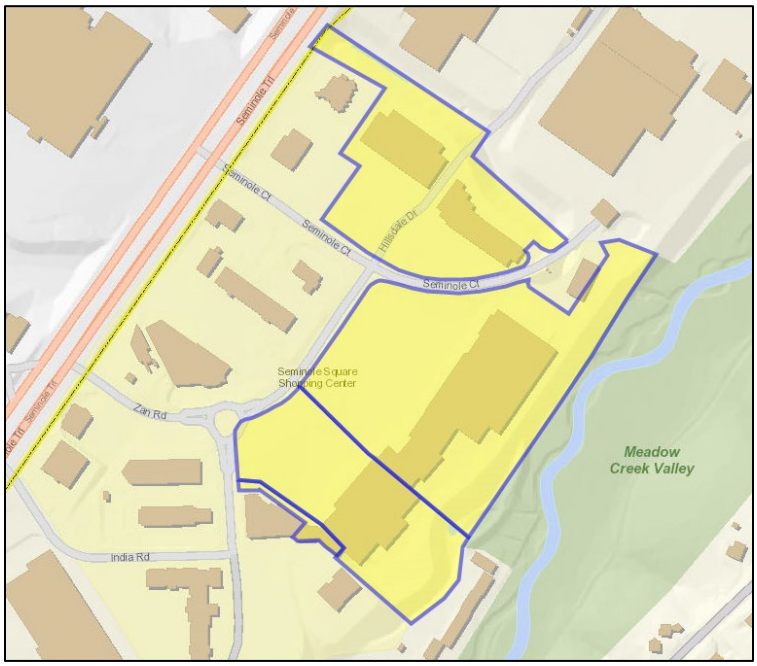
APPLICATION NUMBER: P23-0010

DATE OF MEETING: July 11, 2023

Project Planner: Dannan O'Connell
Date of Staff Report: June 29, 2023

Applicant: Great Eastern Management Company
Applicant's Representative(s): Scott Collins of Collins Engineering,
Current Property Owner: Giant Seminole Limited Partnership, Giant Sequel Investors LLC
Property Street Address: 341-347 Hillsdale Drive, 357 Hillsdale Drive, 361-399 Hillsdale Drive ("Subject Property")
Tax Map & Parcel: 41B015200, 41B015000, 41C003100
Current Zoning Classification: Highway Corridor
Overlay District: Entrance Corridor Overlay (partial)

Vicinity Map



Standard of Review

Subdivisions are reviewed for compliance with City codes and standards, in accordance with procedures prescribed by Virginia Code 15.2-2259 and standards and design requirements specified within the City's subdivision, zoning, and water protection ordinances and the City's Standards and Design Manual. The Planning Commission is the "subdivision agent" for the purpose of reviewing and approving a proposed final subdivision plat for a major subdivision.

As "subdivision agent" the Planning Commission is performing an administrative function, and there are only two possible actions: (1) *Approval*--if the proposed subdivision meets all applicable requirements, the Planning Commission must approve it, or (2) if the Planning Commission determines that the proposed subdivision does not meet all applicable requirements, then the Planning Commission must disapprove the plat, and must articulate specific reasons why the subdivision does not meet the requirements—with reference to specific laws, ordinances and regulations.

Summary

Scott Collins of Collins Engineering, acting as agent for Great Eastern Management Company, is requesting approval of a major subdivision as part of the combined Seminole Square Redevelopment and Hillsdale Apartments project. Per Section 29-3, this subdivision is considered major because it involves the dedication of new public streets.

The land within the proposed major subdivision is identified on City Real Estate Tax Map 41B, Parcels 15 and 15.2, and Tax Map 41C, Parcel 3.1. It has frontage on Seminole Court and Hillsdale Drive. The site contains approximately 23.11 acres. The applicant has submitted two (2) prior versions of the proposed plat; with each submission, staff has made a good faith effort to identify all deficiencies (if any) so that the applicant could be in a position to submit an approvable final plat to you for consideration and approval. A Final Site Plan corresponding to this subdivision has been submitted and is currently still under review.

Subdivision Requirements

A. Section 29-140 requires all subdivision plats and supporting materials to be in accordance with:

1. Applicable provisions of the Virginia Code
2. The Water Protection Ordinance, Chapter 10 City Code
3. The Fire Prevention Code, Chapter 12 City Code
4. Utilities Ordinance, Chapter 31 City Code
5. Zoning Ordinance, Chapter 34 City Code
6. Charlottesville's Standards and Design Manual
7. Subdivision Ordinance, Chapter 29 City Code, and other applicable City ordinances

B. **Compliance with design standards and improvements (per Sections 29-160 - 29-163)**

1. Blocks: No new blocks will be created as a result of this subdivision.
2. Lots: The applicant is proposing to reconfigure the existing three (3) lots. No new lots will be created.
3. Parks, Schools, and other Public Land: No new parks or schools will be created with this subdivision. A public access easement is provided for trail access near Meadow Creek (see Sheet 6).
4. Preservation of natural features and amenities: Critical slopes as defined by Section 34-1120(b)(2) are found on the site. The proposed site plan associated with the development shows the limits of critical slopes (see Attachment 2). No disturbance of critical slopes is proposed as part of the site plan.
5. Items Listed in Section 29-111(b): The applicant has submitted a proposed final site plan for staff's administrative review. The documents and information referenced in Section 29-111(b) are included in the site plan that is under review, therefore they do not need to be addressed in this subdivision plat.
6. Monuments: The subdivision plat demonstrates that the following requirements of Section 29-160 have been satisfied:
    a. All boundaries (exterior and interior) of the original survey for the subdivision have monuments in accordance with the Standards & Design Manual (see Sheet 5).
    b. The applicant has verified that these monuments will be set prior to recordation of the subdivision plat, or prior to conveyance of lots with reference to this plat.

C. Compliance with the Street Standards for Subdivisions (Section 29-180 – 29-183)

The proposed subdivision includes two new public streets (Fulton Way and Sedona Lane). Right-of-way for these streets is dedicated to public use through this subdivision plat. Design specifications for the new public streets are contained within the associated site plan and are reviewed by the Public Works/Engineering Department. It is anticipated that the roads will be constructed and accepted by the City following Final Site Plan approval.

D. Compliance with Utility Standards for Subdivisions (Sections 29-200 – 29-204)

The specific utility configurations and design details are under review by the Utilities Department as a part of the site plan review process and will be approved administratively by staff as part of final site plan approval. The utility easements as shown on this final subdivision plat have been approved by the Utilities Department. Public easements are required to be shown on a final subdivision plat; once the

approved final plat is recorded in the land records, the plat will establish as a matter of record the physical boundaries of the easement areas.

E. Compliance with applicable zoning district regulations (Sections 34-350 – 34-420) The dimensions (area, frontage, building site, etc.) of the three reconfigured lots will, in staff's assessment, comply with the requirements of the Highway Corridor zoning district. See Section 29-161.

F. **Compliance with the Water Protection Ordinance (City Code Chapter 10).** Per Section 29-202 every development must be designed to achieve state and local requirements for post-development stormwater management, including measures addressing both the quantity and quality of stormwater, as set forth within Chapter 10 of the City Code (Water Protection).

1. Stormwater Management Plan: a stormwater management concept has been submitted in the final site plan along with the final plat materials, as required by Section 29-111(a)(2). The applicant has also submitted a proposed final Stormwater Management Plan for consideration by the City's VESMP Agent. Such improvements, facilities and treatments are identified within the final site plan, which is currently under administrative review by staff.
2. Erosion & Sediment Control: the applicant will submit an erosion and sediment control plan as part of the construction plans that are part of the site plan that is concurrently under review. This is permitted by Section 29-111(b).

Public Comments

No comments have been received.

Suggested Motions

Motion to Approve: I move to approve the final subdivision plat dated April 21, 2023 for Tax Map 41B, Parcels 15 and 15.2, and Tax Map 41C, Parcel 3.1.

Motion to Deny Approval: I move to deny approval of the final subdivision plat dated April 21, 2023 for Tax Map 41B, Parcels 15 and 15.2, and Tax Map 41C, Parcel 3.1, based on the following deficiencies:

Attachments

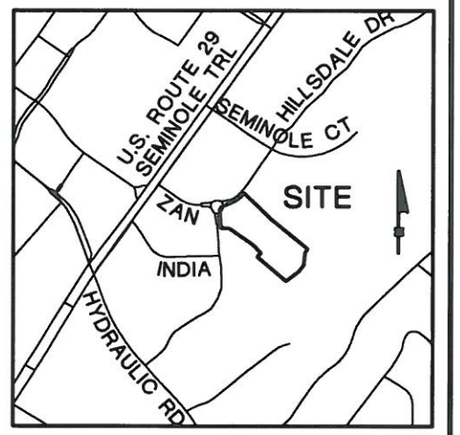
A. Final Subdivision Plat dated April 21, 2023
B. Final Site Plan under staff review dated January 7, 2023

SUBDIVISION AND BOUNDARY LINE ADJUSTMENT PLAT SHOWING NEW LOTS "A" AND "B" NEW PUBLIC RIGHT OF WAY AND NEW EASEMENTS ACROSS TAX MAP 41B PARCEL 15 & 15.2 AND TAX MAP 41C PARCEL 3.1 CHARLOTTESVILLE, VIRGINIA

FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 1 OF 12

SHEET INDEX

SHEET 1 TITLE/SIGNATURES
SHEET 2 NOTES/OWNER INFO
SHEET 3 AREA TABLES/EASEMENTS
SHEET 4 LINE TABLES
SHEET 5 OVERALL EXISTING
SHEET 6 OVERALL PROPOSED
SHEET 7 NEW BOUNDAY/R.O.W./ACCESS
SHEET 8 NEW BOUNDAY/R.O.W./ACCESS
SHEET 9 NEW BOUNDAY/R.O.W./ACCESS
SHEET 10 NEW EASEMENTS
SHEET 11 NEW EASEMENTS
SHEET 12 NEW EASEMENTS



VICINITY MAP 1" = 1500'

OWNERS' APPROVAL:

THE PLATTING OR DEDICATION OF THE FOLLOWING DESCRIBED LAND, SUBDIVISION AND BOUNDARY LINE ADJUSTMENT PLAT SHOWING NEW LOTS "A" AND "B" , NEW PUBLIC RIGHT OF WAY, AND NEW EASEMENTS ACROSS TAX MAP 41B PARCEL 15 & 15.2 AND TAX MAP 41C PARCEL 3.1, CHARLOTTESVILLE, VIRGINIA, IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY.

GIANT SEQUEL INVESTORS, LLC — DATE

NOTARY PUBLIC:

STATE OF _____
CITY/COUNTY OF _____

THE FOREGOING WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 20____, BY _____

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

GIANT SEMINOLE LIMITED PARTNERSHIP — DATE

NOTARY PUBLIC:

STATE OF _____
CITY/COUNTY OF _____

THE FOREGOING WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 20____, BY _____

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

APPROVED FOR RECORDATION:

_____ DATE _____
CITY AGENT,
OR AUTHORIZED DESIGNEE

_____ DATE _____
CHAIR, CITY PLANNING COMMISSION

COMMONWEALTH OF VIRGINIA
CHRISTOPHER B. KEAN
LIC. NO. 2378
4/21/23
LAND SURVEYOR

LINCOLN SURVEYING
Innovation. Integrity. Vision.
632 BERKMAR CIRCLE
CHARLOTTESVILLE, VIRGINIA 22901
OFFICE: 434-974-1417

122006300_SUB_23167.PRO 122-0063-00

THESE PARCELS ARE ZONED: HW "HIGHWAY CORRIDOR"

SETBACKS: HW "HIGHWAY CORRIDOR"
FRONT: 5' MINIMUM 30' MAXIMUM (HILLSDALE DRIVE, PRIMARY STREET)
SIDE AND REAR: ADJACENT TO LOW DENSITY RESIDENTIAL DISTRICT: 20'
SIDE AND REAR: ADJACENT TO ANY OTHER ZONING DISTRICT: NONE

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.

SOME EASEMENTS OTHER THAN THOSE SHOWN HEREON MAY EXIST.

UNDER CURRENT CITY POLICY, PUBLIC WATER AND SEWER SERVICE WILL BE AVAILABLE TO THIS PROPERTY.

EACH PARCEL CREATED BY THIS SUBDIVISION PLAT CONTAINS A BUILDING SITE THAT COMPLIES WITH THE REQUIREMENTS OF THE CITY OF CHARLOTTESVILLE'S ZONING, WATER PROTECTION AND SUBDIVISION ORDINANCE.

ANY STREAM BUFFER(S) SHOWN HEREON SHALL BE MAINTAINED IN ACCORDANCE WITH CHAPTER 10 OF THE CITY OF CHARLOTTESVILLE'S WATER PROTECTION ORDINIANCE.

THIS PROPERTY LIES IN AN AREA DESIGNATED AS ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON MAPS BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. MAP 51003C0278D & 51003C0286D DATED: 02/04/2005

I HEREBY CERTIFY THAT THIS SUBDIVISION PLAT, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, IS CORRECT AND COMPLIES WITH THE MINIMUM PROCEDURES AND STANDARDS ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED LANDSCAPE ARCHITECTS AND INTERIOR DESIGNERS. I ALSO CERTIFY THAT THE BOUNDARY SHOWN HEREON IS BASED ON A CURRENT FIELD SURVEY.

FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 2 OF 12

TMP 41B-15
OWNER:
GIANT SEQUEL INVESTORS, LLC

ADDRESS:
P.O. BOX 5526
CHARLOTTESVILLE, VA, 22905

TITLE REFERENCES:
INST.#2016-3179
INST.#2016-3277
INST.#2016-1189
INST.#2017-3802
H.W.P.B. 3 P. 373-384 PLAT
D.B. 511 P. 442 PLAT
D.B. 470 P. 807 PLAT
D.B. 511 P. 451 PLAT
D.B. 458 P. 687A PLAT
INST.#2021-3321 LUMOS
INST.#2016-3277 C&R
INST.#2016-3195 AGREEMENT
INST.#2016-2435 SWM
D.B. 627 P. 599 SANITARY
D.B. 511 P. 439 ESMTS
D.B. 476 P. 426 AGREEMENT
D.B. 474 P. 184 AGREEMENT
D.B. 471 P. 431 VEPCO
D.B. 471 P. 212 RESTRICTIONS
D.B. 470 P. 803 STORM
D.B. 470 P. 363 AGREEMENT
D.B. 470 P. 337 RESTRICTIONS
D.B. 470 P. 315 EASEMENTS
D.B. 470 P. 227 REV SWM
D.B. 462 P. 523 ESMTS
D.B. 433 P. 323 DECLARATION

TMP 41C-3.1
OWNER:
GIANT SEQUEL INVESTORS, LLC

ADDRESS:
P.O. BOX 5526
CHARLOTTESVILLE, VA, 22905

TITLE REFERENCES:
INST.#2017-1780
INST.#2016-3180
INST.#2021-5007 PLAT
INST.#2016-3277 PLAT
H.W.P.B. 3 P. 346-359 PLAT
D.B. 1022 P. 542, 556 PLAT
D.B. 539 P. 208 PLAT
D.B. 470 P. 807 PLAT
D.B. 470 P. 227, 229 PLAT
D.B. 458 P. 696 PLAT
D.B. 458 P. 692 PLAT
INST.#2016-1186
INST.#2017-3545
INST.#2021-3321 LUMOS
INST.#2017-26 GAS
INST.#2016-3277 C&R
INST.#2016-3195 AGREEMENT
INST.#2016-1186
INST.#2011003630 VEPCO
INST.#2011003473 VEPCO
INST.#3007 CVILLE
INST.#2009004308 RWSA
D.B. 596 P. 72 MAINTENANE
D.B. 561 P. 36 VEPCO
D.B. 561 P. 31 VEPCO
D.B. 536 P. 149 VEPCO
D.B. 521 P. 16 GAS
D.B. 520 P. 779 VEPCO
D.B. 478 P. 503 VEPCO
D.B. 476 P. 426 AGREEMENT
D.B. 474 P. 184 AGREEMENT
D.B. 471 P. 434 VEPCO
D.B. 471 P. 212 RESTRICTIONS
D.B. 470 P. 803 STORM
D.B. 470 P. 363 AGREEMENT
D.B. 470 P. 337 RESTRICITONS
D.B. 470 P. 315, 322 PLAT
D.B. 462 P. 523 ESMTS
D.B. 454 P. 674 ESMTS
D.B. 440 P. 259 VEPCO
D.B. 433 P. 323 DECLARATION
ALB. D.B. 320 P. 106 SEWER

TMP 41B-15.2
OWNER:
GIANT SEMINOLE
LIMITED PARTNERSHIP

ADDRESS:
P.O. BOX 5526
CHARLOTTESVILLE, VA, 22905
INST.#2016-1189
D.B. 511 P. 451
D.B. 502 P. 377
H.W.P.B. 3 P. 373-374 PLAT
D.B. 511 P. 451 PLAT
D.B. 511 P. 442 PLAT
D.B. 470 P. 807 PLAT
D.B. 458 P. 687A
INST.#2017-3802
INST.#2016-795 C&R
INST.#2016-3195 AGREEMENT
INST.#2016-2435 SWM
D.B. 511 P. 439 ESMTS
D.B. 502 P. 291 ESMTS
D.B. 502 P. 284 FOOTING
D.B. 476 P. 426 AGREEMENT
D.B. 474 P. 184 AGREEMENT
D.B. 471 P. 431 VEPCO
D.B. 471 P. 212 RESTRICTIONS
D.B. 470 P. 803 STORM
D.B. 470 P. 363 AGREEMENT
D.B. 470 P. 337 RESTRICTIONS
D.B. 470 P. 315 ESMTS
D.B. 470 P. 227 REV SWM
D.B. 462 P. 523 ESMTS
D.B. 433 P. 323 DECLAR.

LINCOLN SURVEYING
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OFFICE: 434-974-1417

20' SANITARY EASEMENT (20SE)
D.B. 462 P. 523
D.B. 320 P. 166

PERMANENT SEWER EASEMENT (PSE)
D.B. 2016-1189
H.W.P.B. 3 P. 373-384

10' SANITARY EASEMENT (10SE)
D.B. 511 P. 439

20' SANITARY EASEMENT (20SE-1)
D.B. 627 P. 599

20' PUBLIC UTILITY EASEMENT (20PUE)
INST.#2021-5007 PLAT

20' STORM EASEMENT (20STM)
D.B. 462 P. 523

20' STORM EASEMENT (20STM-1)
D.B. 511 P. 439

APPROXIMATE STORMWATER DETENTION FACILITY EASEMENT (SDFE)
D.B. 470 P. 227

VEPCO EASEMENT (VE)
D.B. 471 P. 431

PERMANENT LANDSCAPE EASEMENT (PLE)
D.B. 2016-1189
H.W.P.B. 3 P. 373-384

10' GAS EASEMENT APPROXIMATE (GE)
D.B. 511 P. 439

10' WATERLINE EASEMENT (10WE)
D.B. 511 P. 439

TMP 41B-15.2

0.308 AC. (SURVEY)
- 0.308 AC. TO TMP 41B-15

=00.000 AC. REMAINDER TMP 41B-15.2

TMP 41C-3.1

17.479 AC. (INST.#2021-5007)
- 1.166 AC. TO TMP 41B-15

=16.313 AC. REMAINDER TMP 41C-3.1

TMP 41B-15

5.325 AC. (SURVEY)
+ 0.308 AC. TMP 41B-15.2
+ 1.166 AC. TMP 41C-3.1

= 6.799 AC. NEW TOTAL TMP 41B-15 (PRIOR TO SUBDIVISION)

6.799 AC. NEW TOTAL TMP 41B-15 (PRIOR TO SUBDIVISION)
- 2.264 AC. LOT A
- 3.505 AC. LOT B
- 0.979 AC. RIGHT OF WAY
- 0.051 AC. RIGHT OF WAY

=00.000 AC. REMAINDER TMP 41B-15 (NOW LOT A & LOT B)

RIGHT OF WAY

0.979 AC. RIGHT OF WAY
+ 0.051 AC. RIGHT OF WAY

= 1.030 AC. TOTAL RIGHT OF WAY

LINE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
AEC1	63.70'	S74°37'08"E	95.00'	38°24'57"	62.51'	33.10'
AEC2	16.29'	N58°24'01"W	189.50'	4°55'26"	16.28'	8.15'
AEC3	16.29'	N59°56'41"W	515.37'	1°48'39"	16.29'	8.15'
AEC4	25.71'	S51°04'46"E	190.50'	7°44'01"	25.69'	12.88'
AEC5	28.41'	N51°04'46"W	210.50'	7°44'01"	28.39'	14.23'
AEC6	21.33'	N86°46'16"E	17.04'	71°43'20"	19.96'	12.32'
AEC7	12.79'	N31°34'41"E	19.00'	38°34'44"	12.55'	6.65'
AEC8	45.72'	N23°34'51"E	116.00'	22°35'02"	45.43'	23.16'
AEC9	15.90'	N13°10'51"E	21.00'	43°23'01"	15.52'	8.35'
AEC10	46.36'	N11°36'45"E	66.00'	40°14'50"	45.41'	24.18'
AEC11	27.94'	N20°46'22"E	73.00'	21°55'37"	27.77'	14.14'
AEC12	18.94'	N20°02'55"E	53.00'	20°28'44"	18.84'	9.57'
AEC13	6.07'	N33°34'04"E	53.00'	6°33'33"	6.06'	3.04'
AEC14	47.67'	N44°26'27"W	130.00'	21°00'39"	47.41'	24.11'
AEC15	13.07'	S13°07'26"E	30.00'	24°58'17"	12.97'	6.64'
AEC16	51.20'	S40°16'40"E	100.00'	29°20'12"	50.64'	26.18'
AEC17	12.33'	S38°50'43"W	35.00'	20°11'05"	12.27'	6.23'
AEC18	11.57'	S19°16'52"W	35.00'	18°56'38"	11.52'	5.84'
AEC19	34.83'	S20°46'22"W	91.00'	21°55'37"	34.61'	17.63'
AEC20	33.72'	S11°36'45"W	48.00'	40°14'50"	33.03'	17.59'
AEC21	29.53'	S13°10'51"W	39.00'	43°23'01"	28.83'	15.51'
AEC22	38.63'	S23°34'51"W	98.00'	22°35'02"	38.38'	19.57'
AEC23	24.91'	S31°34'41"W	37.00'	38°34'44"	24.45'	12.95'
AEC24	44.07'	S86°54'35"W	35.06'	72°01'15"	41.22'	25.48'

LINE	BEARING	DISTANCE
AE1	N86°10'24"E	15.76'
AE2	S55°24'40"E	180.67'
AE3	N60°51'44"W	10.21'
AE4	S24°03'44"E	3.14'
AE5	S55°02'40"E	291.67'
AE6	N55°02'40"W	291.67'
AE7	N50°52'03"E	10.92'
AE8	N34°52'22"E	5.12'
AE9	N08°30'40"W	78.53'
AE10	N31°44'10"E	32.02'
AE11	N54°56'46"W	141.08'
AE12	N33°56'08"W	12.42'
AE13	S25°36'35"E	2.21'
AE14	S54°56'46"E	144.27'
AE15	S49°00'03"W	17.78'
AE16	S31°44'10"W	32.02'
AE17	S08°30'40"E	78.53'
AE18	S34°52'22"W	5.12'
AE19	S50°52'03"W	13.00'
AE20	N35°03'14"E	20.00'
AE21	S56°43'55"E	18.04'

LINCOLN SURVEYING
Innovation. Integrity. Vision.
632 BERKMAR CIRCLE
CHARLOTTESVILLE, VIRGINIA 22901
OFFICE: 434-974-1417

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FEBRUARY 14, 2023
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LINE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C1	39.18'	N07°34'39"W	318.50'	7°02'54"	39.16'	19.61'
C2	48.16'	N18°42'47"E	46.50'	59°20'32"	46.04'	26.49'
C3	44.64'	N32°12'38"E	78.50'	32°34'47"	44.04'	22.94'
C4	47.11'	N39°47'33"E	56.50'	47°46'33"	45.76'	25.02'
C5	113.99'	N54°53'19"E	369.50'	17°40'32"	113.54'	57.45'
C6	25.80'	N44°01'33"E	387.12'	3°49'09"	25.80'	12.91'
C7	54.89'	N39°51'38"E	334.86'	9°23'32"	54.83'	27.51'
C8	12.85'	S13°51'12"W	91.00'	8°05'19"	12.84'	6.43'
C9	23.90'	S29°22'24"W	35.00'	39°07'43"	23.44'	12.44'
C10	57.97'	S31°13'18"E	70.00'	47°26'57"	56.33'	30.76'
C11	2.17'	S04°51'19"E	23.50'	5°17'01"	2.17'	1.08'

LINE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
RWC1	8.33'	S41°18'38"E	17.50'	27°16'24"	8.25'	4.25'
RWC2	26.99'	S57°36'27"E	290.50'	5°19'21"	26.98'	13.50'
RWC3	44.53'	S57°31'40"E	465.39'	5°28'54"	44.51'	22.28'
RWC4	66.47'	N85°25'36"E	47.86'	79°34'23"	61.26'	39.86'
RWC5	7.62'	S20°51'20"W	52.50'	8°19'01"	7.61'	3.82'
RWC6	11.17'	S11°24'01"W	23.50'	27°13'39"	11.06'	5.69'
RWC7	29.87'	S66°07'48"E	26.58'	64°23'23"	28.33'	16.74'
RWC8	5.93'	S33°12'56"E	26.50'	12°49'41"	5.92'	2.98'
RWC9	14.72'	N45°12'32"W	210.50'	4°00'28"	14.72'	7.36'
RWC10	42.11'	N49°34'18"W	189.50'	12°44'00"	42.03'	21.14'
RWC11	14.52'	N42°52'27"E	214.02'	3°53'15"	14.52'	7.26'
RWC12	21.09'	N47°38'28"E	214.02'	5°38'47"	21.08'	10.55'
RWC13	22.89'	N13°40'38"E	17.82'	73°34'27"	21.35'	13.33'

LINE	BEARING	DISTANCE
L1	S55°14'21"E	321.03'
L2	S48°52'09"E	397.15'
L3	S33°57'27"W	42.80'
L4	S06°28'43"W	100.46'
L5	S35°48'58"W	62.32'
L6	S52°06'09"W	140.21'
L7	S31°36'47"W	13.90'
L8	N45°38'37"W	309.38'
L9	N41°24'01"E	33.40'
L10	N48°53'38"W	104.71'
L11	N46°10'08"W	217.85'
L12	S86°13'13"W	89.87'
L13	N03°56'24"W	52.94'
L14	N48°50'44"W	83.56'
L15	S86°06'01"W	65.40'
L16	N48°38'12"W	18.78'
L17	N41°06'05"E	63.18'
L18	N55°19'27"W	174.74'
L19	S33°33'30"W	5.44'
L20	S86°13'40"W	57.49'
L21	N03°39'01"W	33.51'
L22	N34°17'55"E	1064.08'
L23	N34°45'27"E	345.70'
L24	S49°00'03"W	25.51'
L25	S54°56'46"E	146.63'
L26	S07°29'49"E	2.09'

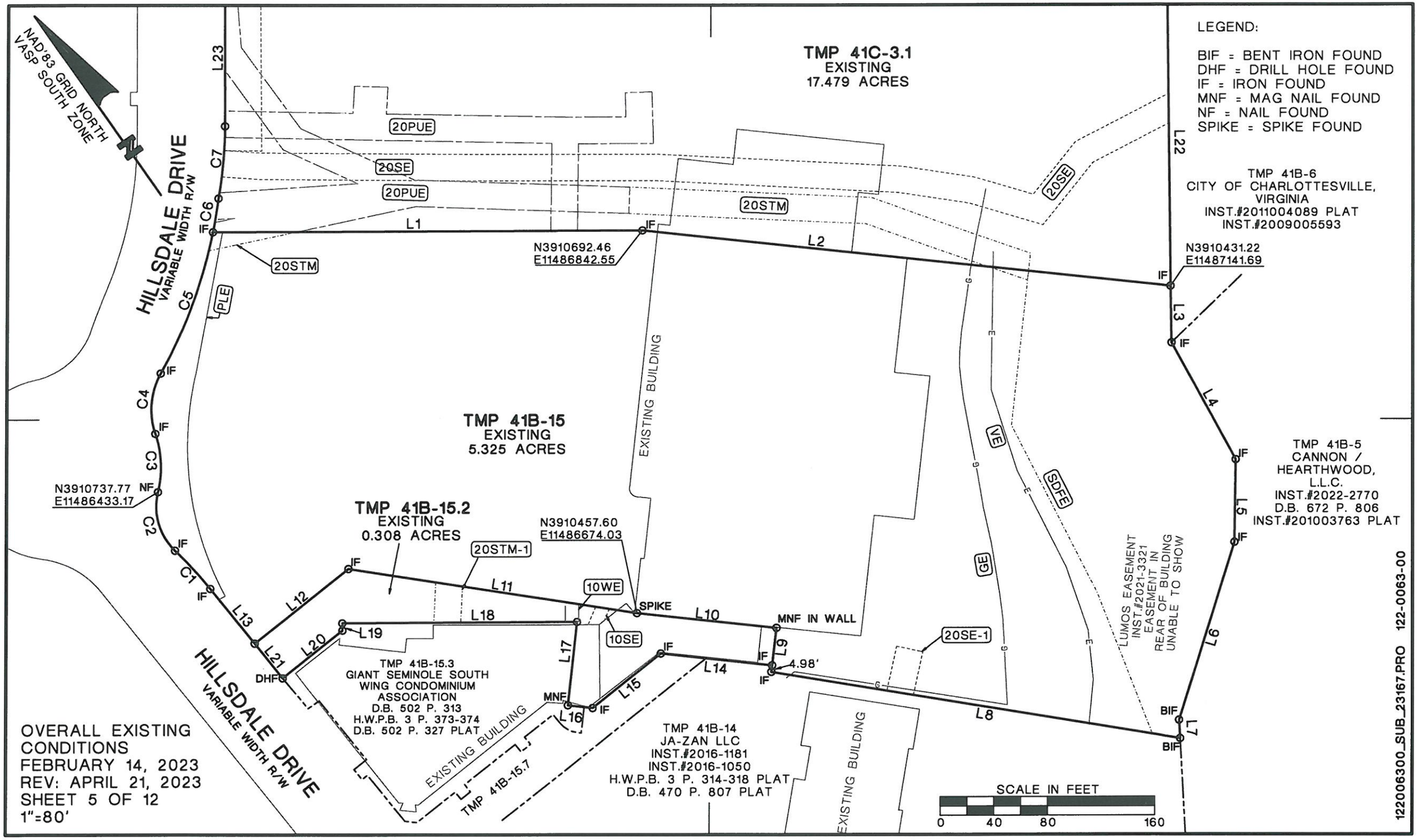
LINE	BEARING	DISTANCE
RW1	N07°59'21"E	67.83'
RW2	N35°03'14"E	60.00'
RW3	N46°34'47"E	120.01'
RW4	S54°56'46"E	128.04'
RW5	S42°55'40"E	48.02'
RW6	S54°56'46"E	11.10'
RW7	N46°00'04"E	8.35'
RW8	S51°19'17"E	58.19'
RW9	S34°52'42"W	64.16'
RW10	S62°56'28"W	53.85'
RW11	N27°03'32"W	1.98'
RW12	S35°03'12"W	11.59'
RW13	S55°13'03"W	34.93'
RW14	S35°03'14"W	230.50'
RW15	S35°03'14"W	9.82'
RW16	N43°12'18"W	3.73'
RW17	N35°03'14"E	26.81'
RW18	S54°56'46"E	5.50'
RW19	N35°03'14"E	1.84'
RW20	N35°03'14"E	189.74'
RW21	N40°53'44"E	59.82'
RW22	N54°56'46"W	270.13'
RW23	S35°03'14"W	11.60'
RW24	S35°03'12"W	6.44'

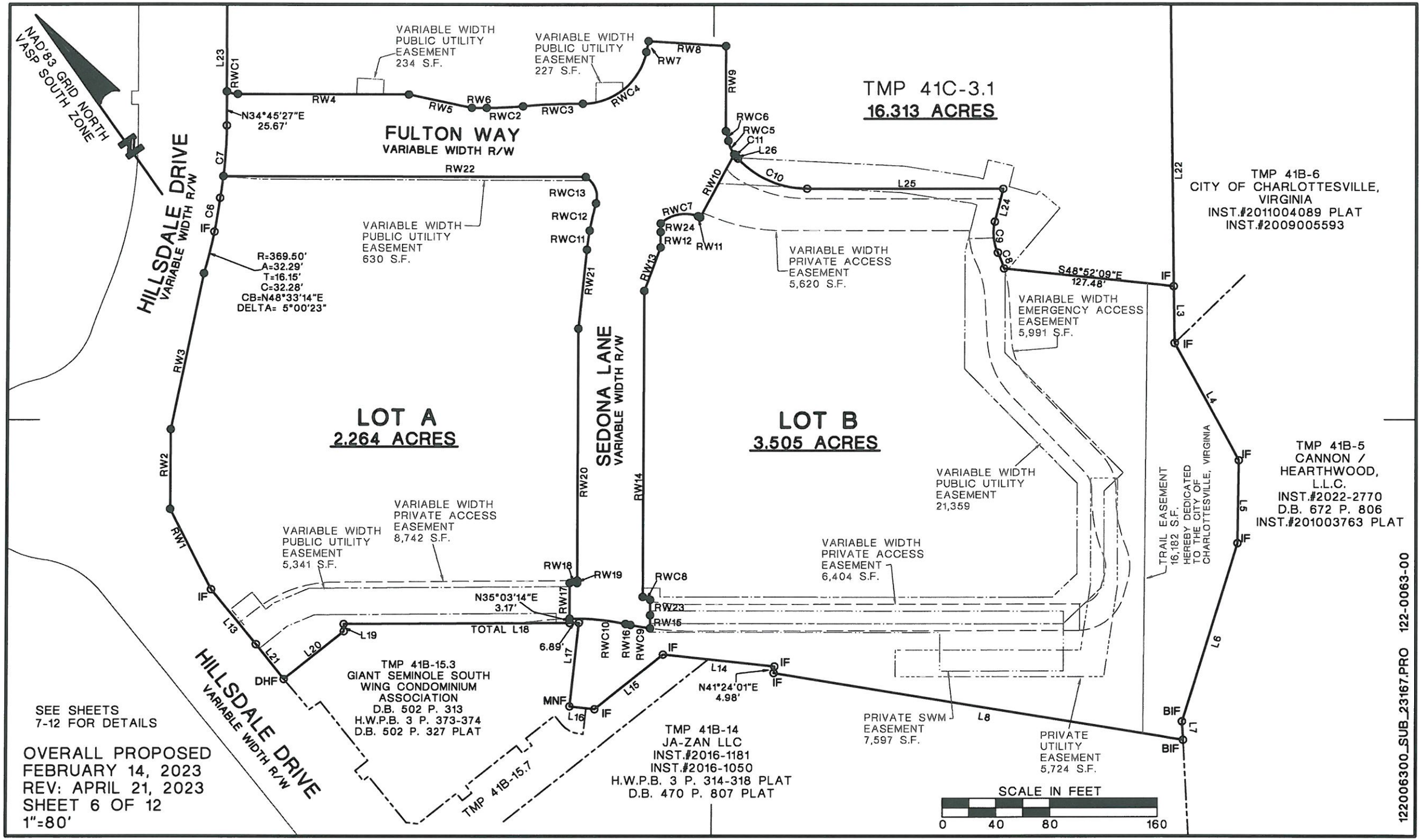
LINE	BEARING	DISTANCE
S1	S54°56'46"E	308.03'
S2	S35°03'14"W	45.00'
S3	N54°56'46"W	92.00'
S4	N35°03'14"E	29.00'
S5	N54°56'46"W	95.71'

LINE	BEARING	DISTANCE
UE49	S55°24'40"E	77.56'
UE50	S43°19'44"W	50.10'
UE51	N54°56'46"W	137.70'
UE52	S35°03'14"W	20.00'
UE53	S54°56'46"E	155.00'
UE54	N43°19'44"E	68.85'
UE55	S35°03'14"W	81.10'
UE56	S35°03'14"W	79.65'
UE57	N54°56'46"W	20.00'

LINE	BEARING	DISTANCE
UE1	S51°15'56"E	27.53'
UE2	S54°47'59"E	246.12'
UE3	N37°51'24"E	12.19'
UE4	S52°08'36"E	20.00'
UE5	S37°51'24"W	11.21'
UE6	N34°36'28"E	14.97'
UE7	S55°23'32"E	20.00'
UE8	S34°36'28"W	5.84'
UE9	S52°08'43"E	127.83'
UE10	S46°15'02"E	56.48'
UE11	S38°20'16"E	4.15'
UE12	N48°52'04"E	14.83'
UE13	S41°07'56"E	20.00'
UE14	S48°52'04"W	15.80'
UE15	S38°20'16"E	21.19'
UE16	N74°54'42"E	3.41'
UE17	S15°05'18"E	20.00'
UE18	S74°54'42"W	63.12'
UE19	S35°03'28"W	60.52'
UE20	S09°11'01"E	126.34'
UE21	S80°48'59"W	19.74'
UE22	S35°03'14"W	70.64'
UE23	S81°03'00"W	41.98'
UE24	N54°56'46"W	307.80'
UE25	S54°56'46"E	12.82'
UE26	S35°03'14"W	6.75'
UE27	S54°56'46"E	292.40'
UE28	N81°03'00"E	25.41'
UE29	N35°03'14"E	67.98'
UE30	N09°11'01"W	120.41'
UE31	N35°03'28"E	88.56'
UE32	N48°52'04"E	36.19'
UE33	N38°20'16"W	3.75'
UE34	N46°15'02"W	54.06'
UE35	N52°08'43"W	136.16'
UE36	S35°03'14"W	3.53'
UE37	N56°32'52"W	3.17'
UE38	N35°03'14"E	7.27'
UE39	N55°24'40"W	179.77'
UE40	N77°54'40"W	22.12'
UE41	S86°10'24"W	26.67'
UE42	N86°10'24"E	2.15'
UE43	N03°49'36"W	16.35'
UE44	N86°10'24"E	20.00'
UE45	S03°49'36"E	16.35'
UE46	N86°10'24"E	7.34'
UE47	S77°54'40"E	28.90'
UE48	S55°24'40"E	116.35'

FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 4 OF 12

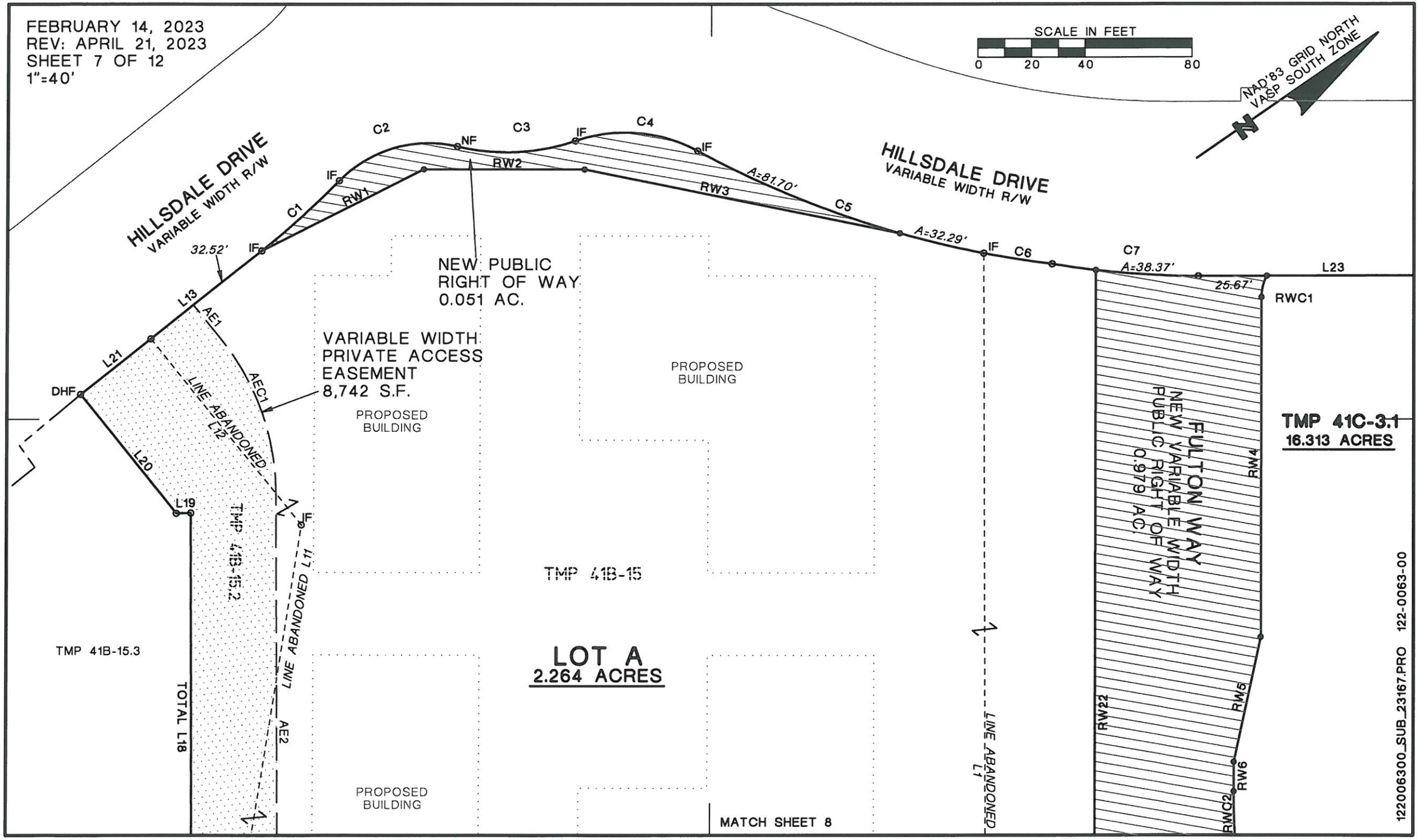

NAD'83 GRID NORTH
VASP SOUTH ZONE
N
HILLSDALE DRIVE
VARIABLE WIDTH R/W
TMP 41C-3.1
EXISTING
17.479 ACRES
LEGEND:
BIF = BENT IRON FOUND
DHF = DRILL HOLE FOUND
IF = IRON FOUND
MNF = MAG NAIL FOUND
NF = NAIL FOUND
SPIKE = SPIKE FOUND
TMP 41B-6
CITY OF CHARLOTTESVILLE, VIRGINIA
INST.#2011004089 PLAT
INST.#2009005593
TMP 41B-15
EXISTING
5.325 ACRES
TMP 41B-15.2
EXISTING
0.308 ACRES
TMP 41B-5
CANNON / HEARTHWOOD, L.L.C.
INST.#2022-2770
D.B. 672 P. 806
INST.#201003763 PLAT
TMP 41B-15.3
GIANT SEMINOLE SOUTH WING CONDOMINIUM ASSOCIATION
D.B. 502 P. 313
H.W.P.B. 3 P. 373-374
D.B. 502 P. 327 PLAT
TMP 41B-14
JA-ZAN LLC
INST.#2016-1181
INST.#2016-1050
H.W.P.B. 3 P. 314-318 PLAT
D.B. 470 P. 807 PLAT
TMP 41B-15.7
N3910692.46
E11486842.55
N3910431.22
E11487141.69
N3910737.77
E11486433.17
N3910457.60
E11486674.03
20PUE
20SE
20STM
20STM-1
20SE-1
10WE
10SE
PLE
VE
GE
SDFE
EXISTING BUILDING
LUMOS EASEMENT
INST.#2021-3321
EASEMENT IN
REAR OF BUILDING
UNABLE TO SHOW
4.98'
SCALE IN FEET
0
40
80
160
OVERALL EXISTING CONDITIONS
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 5 OF 12
1"=80'
12006300_SUB_23167.PRO 122-0063-00

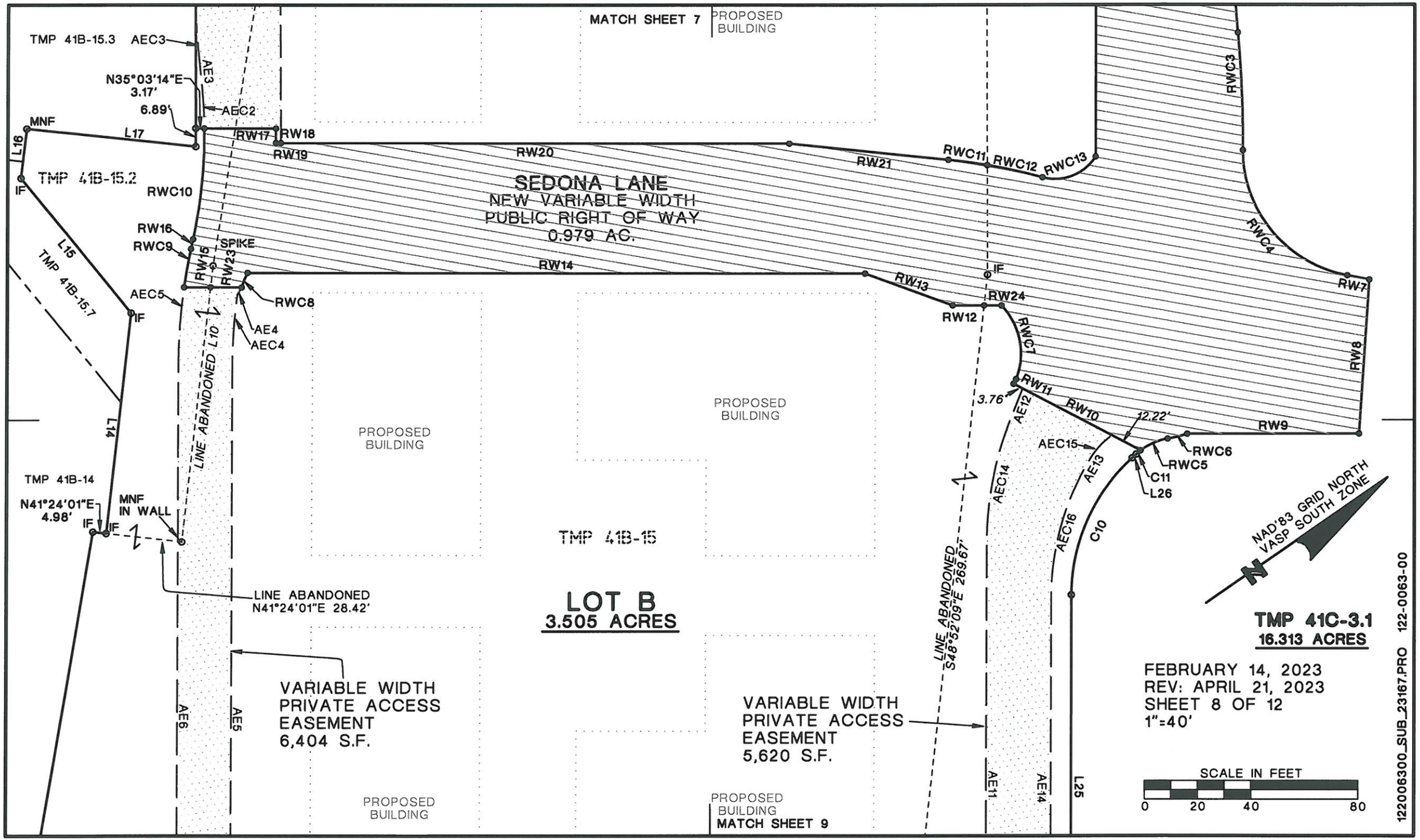


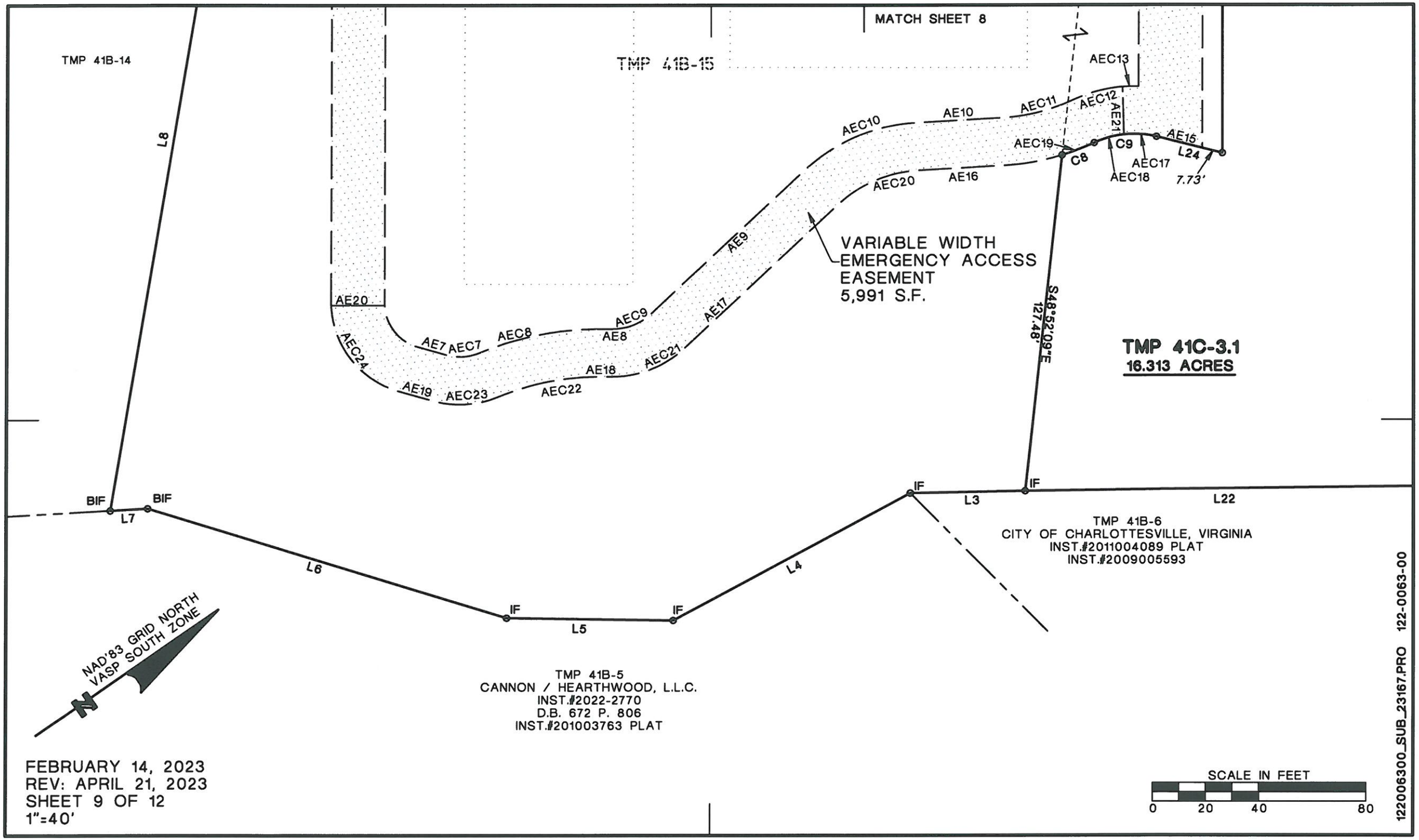
SEE SHEETS 7-12 FOR DETAILS

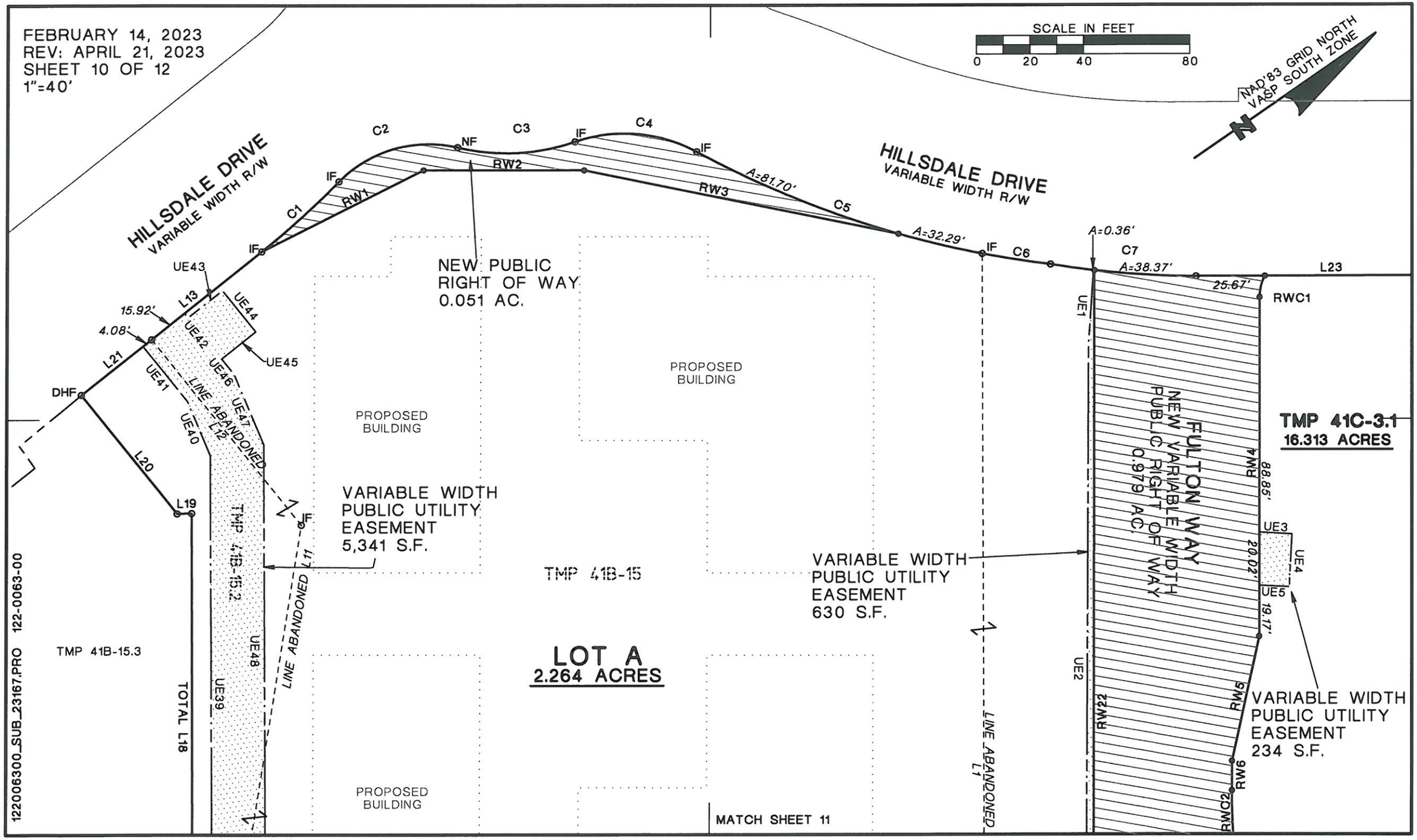
OVERALL PROPOSED
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 6 OF 12
1"=80'

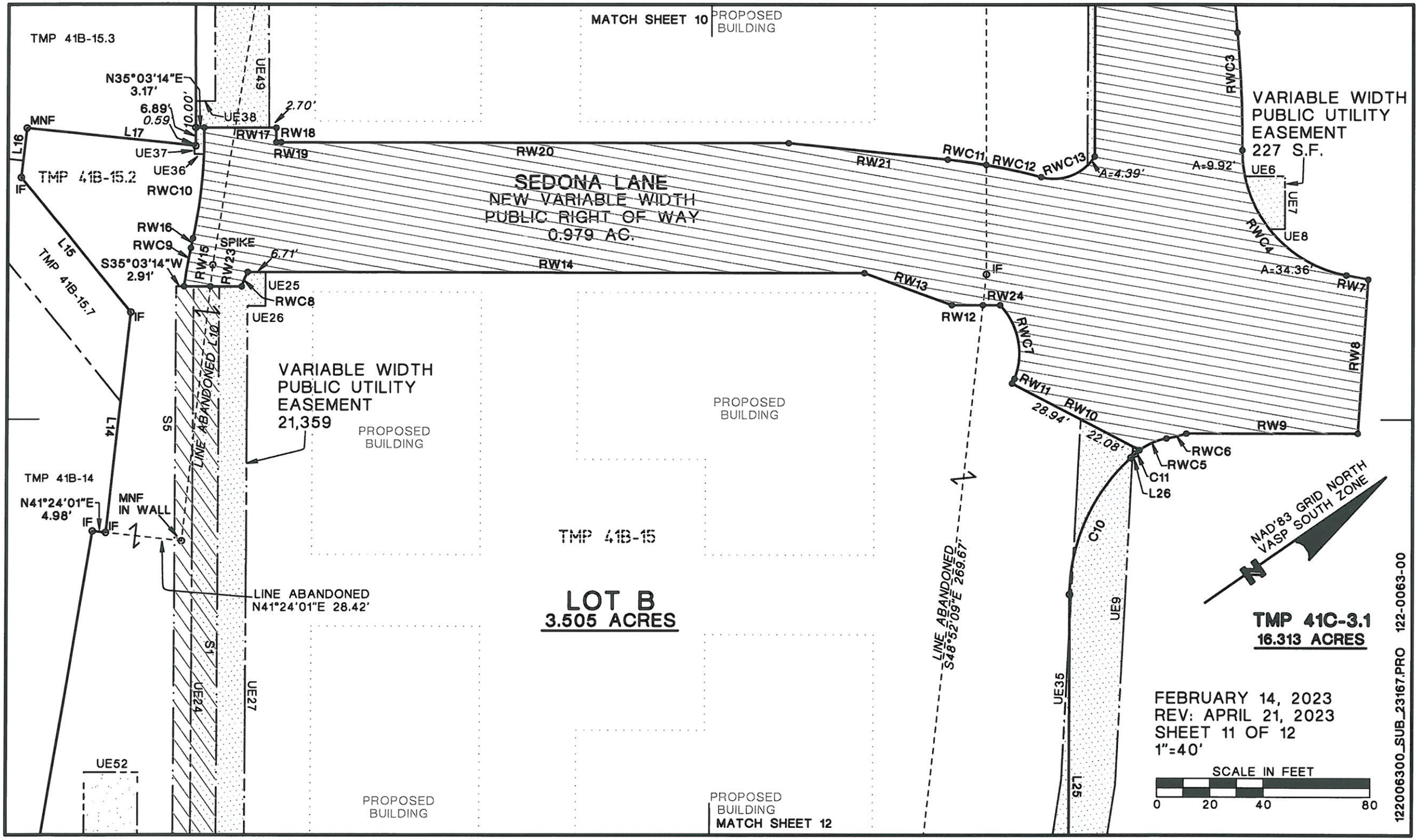
12006300_SUB_23167.PRO 122-0063-00

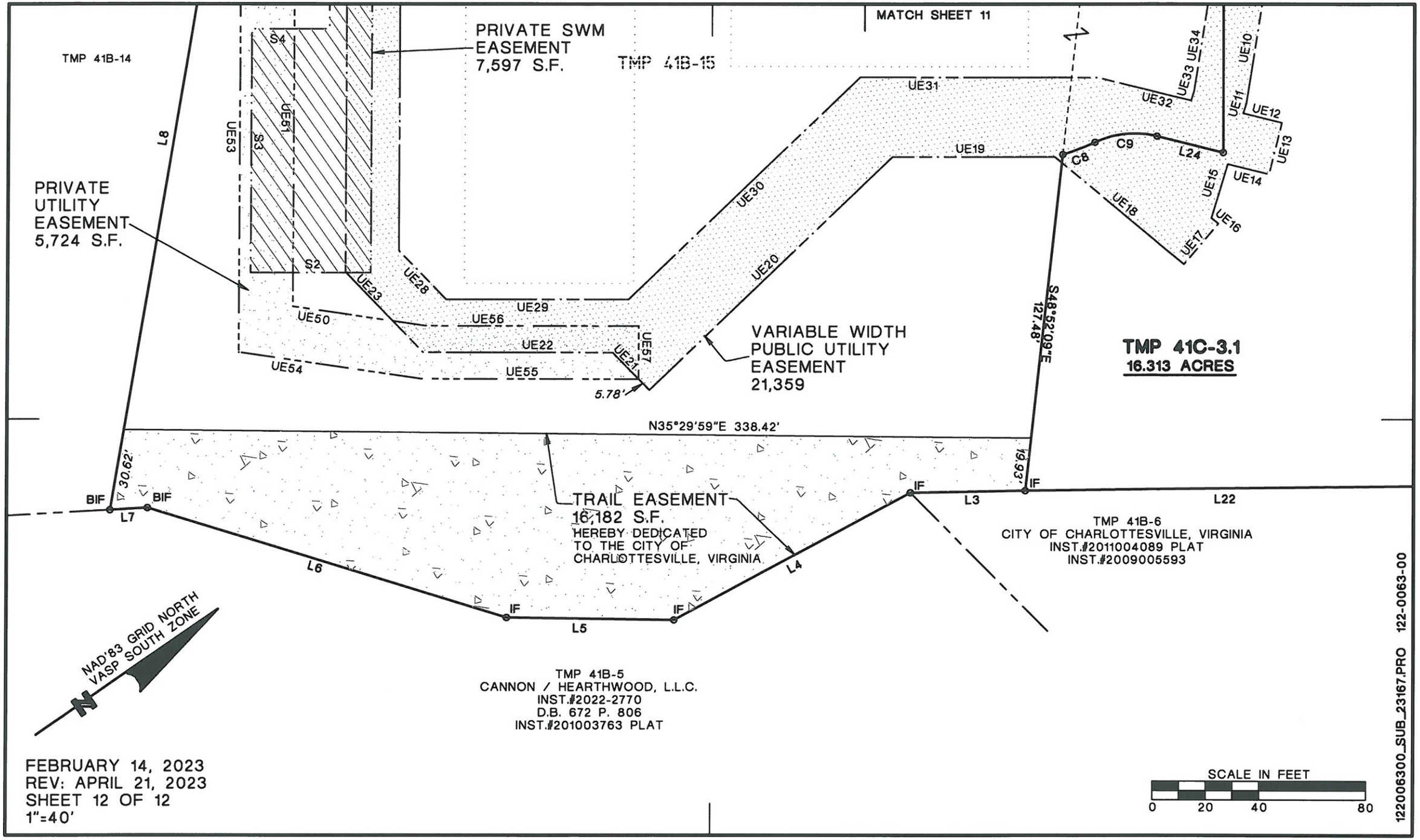

FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 7 OF 12
1"=40'
SCALE IN FEET
0 20 40 80
NAD'83 GRID NORTH
VASP SOUTH ZONE
N
HILLSDALE DRIVE
VARIABLE WIDTH R/W
HILLSDALE DRIVE
VARIABLE WIDTH R/W
C1
C2
C3
C4
C5
C6
C7
IF
NF
RW1
RW2
RW3
A=81.70'
A=32.29'
A=38.37'
32.52'
25.67'
L13
L21
L20
L19
L18
L23
AE1
AE2
AEC1
DHF
RWC1
RWC2
RW4
RW5
RW6
RW22
NEW PUBLIC
RIGHT OF WAY
0.051 AC.
VARIABLE WIDTH
PRIVATE ACCESS
EASEMENT
8,742 S.F.
PROPOSED
BUILDING
PROPOSED
BUILDING
PROPOSED
BUILDING
LINE ABANDONED L12
LINE ABANDONED L11
LINE ABANDONED L1
TMP 41B-15.2
TMP 41B-15
TMP 41B-15.3
LOT A
2.264 ACRES
FULTON WAY
NEW VARIABLE WIDTH
PUBLIC RIGHT OF WAY
0.976 AC.
TMP 41C-3.1
16.313 ACRES
MATCH SHEET 8
12006300_SUB_23167.PRO 122-0063-00


MATCH SHEET 7
PROPOSED BUILDING
TMP 41B-15.3
AEC3
AE3
N35°03'14"E
3.17'
6.89'
AEC2
MNF
L16
L17
RW17
RW18
RW19
RW20
RW21
RWC11
RWC12
RWC13
RWC3
RWC4
RW7
RW8
RW9
TMP 41B-15.2
IF
RWC10
SEDONA LANE
NEW VARIABLE WIDTH
PUBLIC RIGHT OF WAY
0.979 AC.
RW16
RWC9
SPIKE
RW15
RW23
RW14
RW13
IF
RW24
RW12
RWC7
RW11
RW10
12.22'
3.76'
AE12
AEC15
RWC6
RWC5
C11
L26
L15
TMP 41B-15.7
AEC5
IF
RWC8
AE4
AEC4
LINE ABANDONED L10
PROPOSED BUILDING
PROPOSED BUILDING
L14
TMP 41B-14
N41°24'01"E
4.98'
MNF
IN WALL
IF
IF
TMP 41B-15
LINE ABANDONED
N41°24'01"E 28.42'
LOT B
3.505 ACRES
LINE ABANDONED
S48°52'09"E 269.67'
AEC14
AE13
AEC16
C10
NAD'83 GRID NORTH
VASP SOUTH ZONE
N
TMP 41C-3.1
16.313 ACRES
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 8 OF 12
1"=40'
SCALE IN FEET
0
20
40
80
AE6
AE5
VARIABLE WIDTH
PRIVATE ACCESS
EASEMENT
6,404 S.F.
VARIABLE WIDTH
PRIVATE ACCESS
EASEMENT
5,620 S.F.
AE11
AE14
L25
PROPOSED BUILDING
PROPOSED BUILDING
MATCH SHEET 9
12206300_SUB_23167.PRO 122-0063-00


MATCH SHEET 8
TMP 41B-14
TMP 41B-15
L8
AEC13
AEC12
AE21
AEC11
AE10
AEC10
AE15
AEC19
C9
C8
L24
AEC17
AEC18
7.73'
AE16
AEC20
AE9
VARIABLE WIDTH
EMERGENCY ACCESS
EASEMENT
5,991 S.F.
AE20
AEC9
AE17
AEC7
AE7
AEC8
AE8
AEC24
AE18
AEC21
AE19
AEC23
AEC22
S48°52'09"E
127.48'
TMP 41C-3.1
16.313 ACRES
BIF
BIF
L7
IF
IF
L3
L22
L6
L4
IF
IF
L5
TMP 41B-6
CITY OF CHARLOTTESVILLE, VIRGINIA
INST.#2011004089 PLAT
INST.#2009005593
NAD'83 GRID NORTH
VASP SOUTH ZONE
N
TMP 41B-5
CANNON / HEARTHWOOD, L.L.C.
INST.#2022-2770
D.B. 672 P. 806
INST.#201003763 PLAT
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 9 OF 12
1"=40'
SCALE IN FEET
0
20
40
80
122006300_SUB_23167.PRO 122-0063-00


FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 10 OF 12
1"=40'
SCALE IN FEET
0 20 40 80
NAD'83 GRID NORTH
VASP SOUTH ZONE
HILLSDALE DRIVE
VARIABLE WIDTH R/W
HILLSDALE DRIVE
VARIABLE WIDTH R/W
C1
C2
C3
C4
C5
C6
C7
NF
IF
RW1
RW2
RW3
A=81.70'
A=32.29'
A=0.36'
A=38.37'
25.67'
L23
RWC1
NEW PUBLIC
RIGHT OF WAY
0.051 AC.
UE43
UE44
UE45
UE42
UE41
UE46
UE47
UE40
L13
L21
L20
L19
L12
L11
15.92'
4.08'
DHF
LINE ABANDONED
PROPOSED
BUILDING
PROPOSED
BUILDING
PROPOSED
BUILDING
VARIABLE WIDTH
PUBLIC UTILITY
EASEMENT
5,341 S.F.
TMP 41B-15
LOT A
2.264 ACRES
TMP 41B-15.2
TMP 41B-15.3
UE48
UE39
TOTAL L18
LINE ABANDONED
L11
VARIABLE WIDTH
PUBLIC UTILITY
EASEMENT
630 S.F.
UE1
UE2
LINE ABANDONED
L1
NEW VARIABLE WIDTH
PUBLIC RIGHT OF WAY
0.979 AC.
RW4
RW5
RW22
RW6
RWC2
88.85'
20.02'
19.17'
UE3
UE4
UE5
VARIABLE WIDTH
PUBLIC UTILITY
EASEMENT
234 S.F.
TMP 41C-3.1
16.313 ACRES
MATCH SHEET 11
122006300_SUB_23167.PRO 122-0063-00


MATCH SHEET 10
PROPOSED BUILDING
TMP 41B-15.3
N35°03'14"E 3.17'
6.89'
0.59
10.00'
UE49
UE38
2.70'
MNF
L16
L17
RW17
RW18
RW19
RW20
RW21
RWC11
RWC12
RWC13
A=4.39'
A=9.92'
RWC3
VARIABLE WIDTH PUBLIC UTILITY EASEMENT 227 S.F.
UE6
UE7
UE8
RWC4
A=34.36'
RW7
UE37
UE36
TMP 41B-15.2
RWC10
SEDONA LANE
NEW VARIABLE WIDTH
PUBLIC RIGHT OF WAY
0.979 AC.
RW16
RWC9
SPIKE
S35°03'14"W 2.91'
RW15
RW23
6.71'
RW14
RW13
RW24
RW12
RWC7
RW8
UE25
RWC8
UE26
L15
TMP 41B-15.7
L14
S5
LINE ABANDONED L10
VARIABLE WIDTH PUBLIC UTILITY EASEMENT 21,359
PROPOSED BUILDING
RW11
RW10
28.94'
22.08'
RW9
RWC6
RWC5
C11
L26
TMP 41B-14
N41°24'01"E 4.98'
MNF IN WALL
LINE ABANDONED N41°24'01"E 28.42'
S1
UE24
UE27
TMP 41B-15
LOT B
3.505 ACRES
LINE ABANDONED S48°52'09"E 269.67'
C10
UE9
UE35
L25
NAD'83 GRID NORTH
VASP SOUTH ZONE
TMP 41C-3.1
16.313 ACRES
UE52
PROPOSED BUILDING
PROPOSED BUILDING
MATCH SHEET 12
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 11 OF 12
1"=40'
SCALE IN FEET
0 20 40 80
122006300_SUB_23167.PRO 122-0063-00


MATCH SHEET 11
TMP 41B-14
PRIVATE SWM EASEMENT 7,597 S.F.
TMP 41B-15
PRIVATE UTILITY EASEMENT 5,724 S.F.
VARIABLE WIDTH PUBLIC UTILITY EASEMENT 21,359
TMP 41C-3.1
16.313 ACRES
TRAIL EASEMENT 16,182 S.F.
HEREBY DEDICATED TO THE CITY OF CHARLOTTESVILLE, VIRGINIA
N35°29'59"E 338.42'
S48°52'09"E 127.48'
30.62'
19.93'
5.78'
TMP 41B-6
CITY OF CHARLOTTESVILLE, VIRGINIA
INST.#2011004089 PLAT
INST.#2009005593
TMP 41B-5
CANNON / HEARTHWOOD, L.L.C.
INST.#2022-2770
D.B. 672 P. 806
INST.#201003763 PLAT
NAD'83 GRID NORTH
VASP SOUTH ZONE
N
FEBRUARY 14, 2023
REV: APRIL 21, 2023
SHEET 12 OF 12
1"=40'
SCALE IN FEET
0 20 40 80
122006300_SUB_23167.PRO 122-0063-00

SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS

FINAL SITE PLAN - VOLUME I

CITY OF CHARLOTTESVILLE, VIRGINIA

PROJECT SITE INFO:

TMP:	41B015000 41B015200 41C003100
ADDRESS:	INTERSECTION OF HILLSDALE DRIVE & SEMINOLE COURT CHARLOTTESVILLE, VA 22901
ZONING:	HIGHWAY
ACREAGE:	23.90 AC.
D.B./PG.:	2016/3179
EXISTING USE:	COMMERCIAL SHOPPING CENTER
PROPOSED USE:	EXPANSION OF EXISTING COMMERCIAL SHOPPING CENTER FOR (2) ADDITIONAL COMMERCIAL BUILDINGS, IMPROVEMENTS TO EXISTING SHOPPING CENTER BUILDING FACADES, IMPROVEMENTS TO EXISTING PARKING LOTS, PROPOSED (1) MIXED-USE BUILDING AND (3) RESIDENTIAL BUILDINGS WITH PARKING GARAGES IN RESIDENTIAL BLOCKS
OWNER:	GIANT SEQUEL INVESTORS, LLC PO BOX 5526 CHARLOTTESVILLE, VA 22905
DEVELOPER:	GREAT EASTERN MANAGEMENT PO BOX 5526 CHARLOTTESVILLE, VA 22905
ENGINEER:	COLLINS ENGINEERING, INC 200 GARRETT STREET, SUITE K CHARLOTTESVILLE, VA 22902 (434) 293-3719

SITE AREAS

Pre-Development Land Cover
(Defined by Limits of Subgrade Disturbances)

Forest & Open Space Areas	0.00 ac.
Managed Turf	1.31 ac.
Impervious Areas	8.65 ac.
	9.96 ac.

Post-Development Land Cover
(Defined by Limits of Subgrade Disturbances)

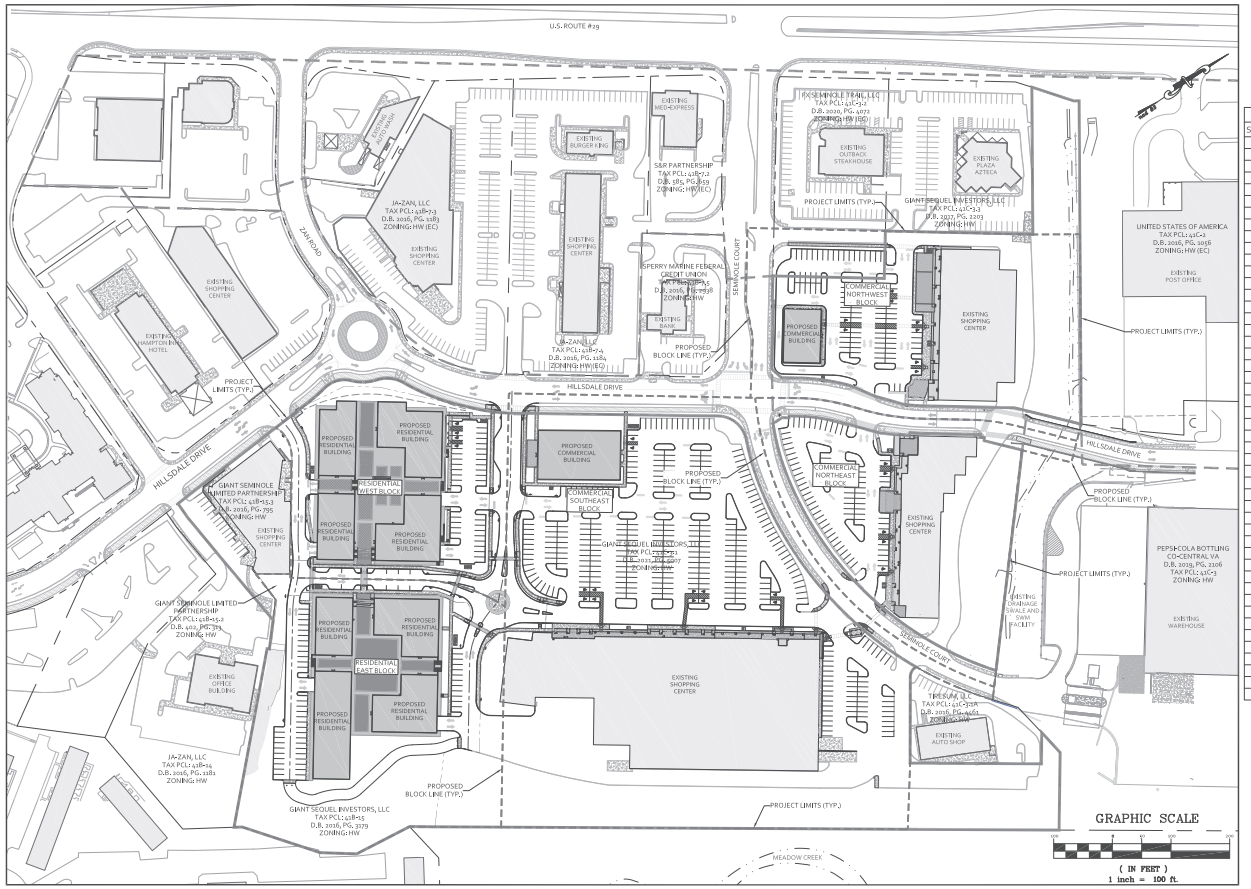
Forest & Open Space Areas	0.00 ac.
Managed Turf	2.99 ac.
Impervious Areas	6.90 ac.
Factor of Safety Impervious Areas	0.07 ac.
	9.96 ac.

SEE SWM SHEETS FOR DETAILS ON THE IMPERVIOUS AREAS)

LAND DISTURBANCE: 13.85 ACRES. (CONSTRUCTION ACTIVITIES WILL CONFORM TO THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK GUIDELINES.)

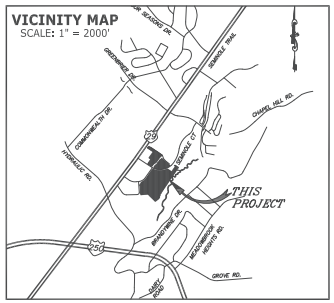
PHASING: THE CONSTRUCTION OF THE RESIDENTIAL WEST, RESIDENTIAL EAST AND COMMERCIAL SOUTHEAST BLOCKS SHALL OCCUR AT ONCE, IN THIS ORDER. THIS CONSTRUCTION CAN OCCUR INDEPENDENTLY AND AT A DIFFERENT TIME FROM THE CONSTRUCTION OF THE COMMERCIAL NORTHEAST AND COMMERCIAL NORTHWEST BLOCKS.

AFFORDABLE HOUSING
5% OF THE TOTAL NUMBER OF DWELLING UNITS SHALL BE DEDICATED TO AFFORDABLE HOUSING MEETING THE CITY AFFORDABLE HOUSING REQUIREMENTS.
352 TOTAL RESIDENTIAL UNITS * 5% = 17.6
18 RESIDENTIAL UNITS PROPOSED TO BE DEDICATED AS AFFORDABLE HOUSING
NOTE: NO AFFORDABLE HOUSING IS REQUIRED FOR THIS PROJECT.



OVERALL DEVELOPMENT PLAN
SCALE: 1" = 100'

VICINITY MAP
SCALE: 1" = 2000'



Sheet List Table - VOLUME I	
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2	GENERAL PROJECT NOTES
3	OVERALL EXISTING CONDITIONS
4	COMMERCIAL NORTHWEST BLOCK - DEMOLITION PLAN
5	COMMERCIAL NORTHEAST BLOCK - DEMOLITION PLAN
6	COMMERCIAL SOUTHEAST BLOCK - DEMOLITION PLAN
7	RESIDENTIAL WEST BLOCK - DEMOLITION PLAN
8	RESIDENTIAL EAST BLOCK - DEMOLITION PLAN
9	OVERALL DEVELOPMENT PLAN
10	COMMERCIAL SOUTHEAST BLOCK - SITE PLAN
11	COMMERCIAL NORTHEAST BLOCK - SITE PLAN
12	COMMERCIAL NORTHWEST BLOCK - SITE PLAN
13	RESIDENTIAL WEST BLOCK - SITE PLAN
14	RESIDENTIAL EAST BLOCK - SITE PLAN
15	RESIDENTIAL BLOCK - BUILDING FLOORPLANS
16	NOTES & DETAILS
17	COMMERCIAL SOUTHEAST BLOCK - UTILITY PLAN
18	COMMERCIAL NORTHEAST BLOCK - UTILITY PLAN
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26	UTILITY PROFILES
27	COMMERCIAL SOUTHEAST BLOCK - GRADING & DRAINAGE PLAN
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31	RESIDENTIAL EAST BLOCK - GRADING & DRAINAGE PLAN
32	RESIDENTIAL BLOCKS - PEDESTRIAN & ADA ACCESS
33	RESIDENTIAL BLOCKS - PEDESTRIAN & ADA ACCESS
34	DRAINAGE PROFILES
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41	COMMERCIAL NORTHWEST BLOCK - LANDSCAPING PLAN
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47	LIGHTING PLAN
48	LIGHTING PLAN
48	TOTAL SHEETS

NOTE: SEE VOLUME II FOR EROSION AND SEDIMENT CONTROL AND STORMWATER MANAGEMENT DESIGN PLAN SHEETS.

CITY OF CHARLOTTESVILLE-LAND DISTURBANCE MS4 REPORTING CHART

BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
** Existing Seminole Basin (At POA 'A', Site Outfall #2)	N/A	N/A	38.066122	-78.485329	200.23	-	-	-	020802040401	
** Existing Seminole Basin (At POA 'C', Below Site Outfalls 4-9)	N/A	N/A	38.062726	-78.484771	110	-	-	-	020802040401	
Proposed UGD System (Discharges into Site Outfall #5C)	N/A	N/A	38.062442	-78.486772	2.87	2.15	0.72	0	020802040401	

**The existing basins referenced above are not part of this plan and therefore were not analyzed. The basins do however provide stormwater treatment for the existing Seminole Square Shopping Center to remain as they were listed for informational purposes only. The proposed improvements are treated separately through a nutrient credit purchase (as shown below) and a new underground detention system (as shown above).

TOTAL LOD (AC)	9.96 (SWM LOD=9.96)
TOTAL P REMOVED BY BMP'S (LBS)	0
TOTAL P CREDITS PURCHASED (LBS)	1.22
TOTAL P CREDITED TO PROJECT (LBS)	1.22
TOTAL P REQUIRED (LBS)	0
*LAND DISTURBING #	
* SWM BOND RELEASE DATE	

* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

CITY OF CHARLOTTESVILLE-OUTFALL TABULATION CHART

9VAC25-870-66:

					EXISTING									PROPOSED								
Outfall Designation	LOA Designation	Receiving Channel Type	Compliance Method	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff Volume Units	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff Volume Units
2	POA 'A'	Manmade	8.1.a, 8.4.a & C.2.b	1.96	Additional 198.27	96	0.10 hrs	-	10.06	15.84	-	1.06	acre-in.	2.00	An additional 198.27	95	0.10 hrs.	-	9.84	11.71	-	4.56	acre-in.
3	POA 'B'	Manmade	8.1.a, 8.4.a & C.2.b	0.21	Additional 204.79	91	0.10 hrs	-	0.91	1.51	-	0.21	acre-in.	0.17	An additional 204.79	93	0.10 hrs.	-	0.79	1.29	-	0.39	acre-in.
4-9	POA 'C'	Manmade	8.3.a & C.2.b	13.53		96	0.13 hrs	55.22	68.89	108.08	-	34.91	acre-in.	13.53		94	0.10 hrs	46.58	60.58	100.38	-	32.74	acre-in.
			Note: POA A,B &C drain to LOA 8 (Meadow Creek)																				
TOTAL				15.70										15.70									

City of Charlottesville Department of Public Works-Engineering Division Version 1.0 -10-21-2020

NOTE: Options for column "Receiving Channel Type" include: "Manmade", "Natural", "Restored", "sheet" or "Other"
The column for "Compliance Method" requires specific code references, options include: "B.1.a", "B.2.a", "B.3.a (Eli)", "D"

SIGNATURE PANEL
DIRECTOR, _____
NEIGHBORHOOD DEVELOPMENT
CITY ENGINEER, _____
NEIGHBORHOOD DEVELOPMENT

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN
SHEET TITLE: COVER - VOLUME I

JOB NO. 182142
SCALE AS SHOWN
SHEET NO. 1

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GENERAL NOTES:

OWNER: GIANT SEQUEL INVESTORS, LLC
PO BOX 5526
CHARLOTTESVILLE, VA 22905

DEVELOPER: GREAT EASTERN MANAGEMENT
PO BOX 5526
CHARLOTTESVILLE, VA 22905

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

PROPERTY: TMP 41B015000 (5.327 AC - D.B. 2016, PG. 3179)
TMP 41B015200 (0.31 AC - D.B. 402, PG. 313)
TMP 41C003100 (17.50 AC - D.B. 2021, PG. 5007)

LOCATION OF PROJECT: INTERSECTION OF HILLSDALE DRIVE WITH SEMINOLE COURT AND ZAN ROAD

TOTAL ACREAGE OF SITE: 23.90 ACRES

PHASING: SITE CONSTRUCTION SHALL OCCUR WITH (5) PROPOSED PHASES OF CONSTRUCTION. (BASED ON THE DIFFERENT BLOCKS WITHIN THE DEVELOPMENT PLAN: COMMERCIAL NORTHEAST, COMMERCIAL NORTHWEST, COMMERCIAL SOUTHEAST, RESIDENTIAL WEST, & RESIDENTIAL EAST). THE COMMERCIAL NORTHEAST AND NORTHWEST BLOCKS CAN BE DEVELOPED INDEPENDENTLY. THE COMMERCIAL SOUTHEAST BLOCK MUST BE DEVELOPED IN CONJUNCTION WITH THE RESIDENTIAL WEST AND RESIDENTIAL EAST BLOCKS. SEE THE EROSION CONTROL PLANS FOR SEQUENCING.

EXISTING ZONING: HIGHWAY COMMERCIAL (PORTION OF TMP 41C003100 IS WITHIN THE ENTRANCE CORRIDOR)

EXISTING USE: COMMERCIAL SHOPPING CENTER

PROPOSED USE: EXPANSION OF EXISTING COMMERCIAL SHOPPING CENTER FOR (2) ADDITIONAL COMMERCIAL BUILDINGS
IMPROVEMENTS TO EXISTING SHOPPING CENTER BUILDING FACADES AND EXISTING PARKING LOTS
PROPOSED (1) MIXED-USE BUILDING AND (3) RESIDENTIAL BUILDINGS WITH PARKING GARAGES
TOTAL COMMERCIAL/RETIAL/OFFICE SPACE: 28,000 SF
TOTAL RESIDENTIAL UNITS: 352 UNITS (176 ONE BEDROOM UNITS & 176 TWO BEDROOM UNITS)
NOTE: AFFORDABLE HOUSING UNITS SHALL BE PROVIDED ONSITE. 5% OF THE UNITS SHALL BE AFFORDABLE UNITS, MEETING THE CITY AFFORDABLE HOUSING REQUIREMENTS.

DENSITY: MAXIMUM ALLOWABLE DENSITY: RESIDENTIAL DENSITY ABOVE 43 DWELLING UNITS PER ACRE IS PERMITTED BY-RIGHT.
PROJECT SITE ACREAGE FOR RESIDENTIAL DEVELOPMENT (TMP41B015000) = 5.327 AC
PROPOSED DWELLING UNITS = 352 UNITS / 5.327 AC = 66.08 DUA

BUILDING/LOT SETBACKS: HW-HIGHWAY CORRIDOR ZONING:
PRIMARY STREET: 5' MINIMUM AND 30' MAXIMUM (SEMINOLE TRAIL & HILLSDALE DRIVE)
LINKING STREET: 5' MINIMUM AND 20' MAXIMUM (SEMINOLE COURT)
SIDE/REAR: 20' ADJACENT TO LOW DENSITY RESIDENTIAL DISTRICT & NO SETBACK ADJACENT TO SIMILAR DENSITY DISTRICTS.

MAXIMUM HEIGHT: 80' MAXIMUM
PROPOSED RESIDENTIAL BUILDINGS HEIGHTS, LOCATED IN RESIDENTIAL WEST & RESIDENTIAL EAST BLOCKS, WILL VARY FROM 3 STORY BUILDINGS ALONG HILLSDALE DRIVE TO 6 STORY BUILDINGS IN THE REAR OF THE SITE. EACH BUILDING WILL HAVE EITHER (1) OR (2) LEVELS OF PARKING UNDER THE BUILDING.
PROPOSED COMMERCIAL BUILDINGS HEIGHTS, LOCATED IN COMMERCIAL NORTHWEST & COMMERCIAL SOUTHEAST BLOCKS, SHALL BE 1-STORY BUILDINGS.

GROSS FLOOR AREA:

	COMMERCIAL SOUTHEAST BLOCK	COMMERCIAL NORTHEAST BLOCK	COMMERCIAL NORTHWEST BLOCK	RESIDENTIAL WEST BLOCK	RESIDENTIAL EAST BLOCK	ENTIRE PROJECT SITE
EXISTING COMMERCIAL SPACE	100,040 SF	23,830 SF	31,500 SF	0 SF	70,085 SF	225,455 SF
EXISTING COMMERCIAL SPACE TO REMAIN	100,040 SF	23,830 SF	31,500 SF		0 SF	155,370 SF
PROPOSED COMMERCIAL SPACE	12,000 SF		6,000 SF	10,000 SF		28,000 SF
PROPOSED RESIDENTIAL SPACE				93,333 SF	220,026 SF	313,359 SF
TOTAL GROSS FLOOR AREA	112,040 SF	23,830 SF	37,500 SF	103,333 SF	220,026 SF	496,729 SF

ADJACENT OWNERS: SEE EXISTING CONDITIONS (SHEET 3) FOR ADJACENT OWNERS AND INFORMATION

FLOODPLAIN: THERE IS AN EXISTING FLOODPLAIN WITHIN THE LIMITS OF THE SUBJECT PROPERTY PER FEMA MAP#51003C0278D, PANEL #0278D DATED FEBRUARY 4, 2005.

STREAM BUFFER: THE DEVELOPMENT OF THIS PROPERTY DOES NOT IMPACT A STREAM BUFFER, WATERCOURSE, OR FLOODPLAIN ON THE PROPERTY. THE PROPOSED IMPROVEMENTS OF THIS PROPERTY AS SHOWN ON THE PLAN SHALL ALSO NOT IMPACT THE STREAM BUFFER LOCATED ON THE ADJACENT PROPERTY.

SURVEY: BOUNDARY AND TOPOGRAPHY OF THE SITE WAS PROVIDED BY TOWNES ENGINEERING, JUNE 2017. STORM SEWER RIM & INVERT ELEVATIONS LOCATED IN SEMINOLE SQUARE WAS PROVIDED BY A LICENSED LAND SURVEYOR AT MERIDIAN PLANNING GROUP IN JANUARY OF 2018. THE MISS UTILITY TICKET NUMBER IS A216501892-00A AND THE SITE WAS FIELD VERIFIED IN SEPTEMBER, 2021 AND JULY, 2022.

USGS DATUM: NAD 83 (1994)

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

CRITICAL SLOPES: THERE ARE CRITICAL SLOPES LOCATED ON THIS PROPERTY. THERE ARE NO CRITICAL SLOPES IMPACTS PROPOSED WITH THIS DEVELOPMENT.

AREAS PUBLIC USE: PUBLIC AMENITY SPACES ARE BEING PROPOSED ON THIS PROPERTY WITH THE PROPOSED SITE DEVELOPMENT PLAN (ACTIVE RECREATION FIELD AND GAZEBO/MEETING AREA)

WATER DEMANDS: THE PROPOSED BUILDINGS WILL HAVE A SPRINKLER SYSTEM FOR FIRE PROTECTION.

INGRESS AND EGRESS: ACCESS TO THE PROPOSED PROPERTY SHALL BE FROM HILLSDALE DRIVE.

LIGHTING PLAN: A LIGHTING PLAN HAS BEEN INCLUDED WITH THIS FINAL SITE PLAN. ALL PROPOSED LIGHT FIXTURES WILL MEET THE CITY LIGHTING REQUIREMENTS AND BE FULL CUT-OFF WITH NO SPILLOVER AT THE PROPERTY LINES.

SITE TRIP GENERATION AND LAND USE ITE CODE 10TH EDITION:
EXISTING SHOPPING CENTER BUILDING: 155,370 SF (CODE 820) PER 1,000 SF GROSS LEASABLE AREA
ADT = 5,862 VPD (2,931 ENTER/1,605 EXIT)
AM HOUR = 146 VPH (91 ENTER/55 EXIT)
PM HOUR = 592 VPH (283 ENTER/309 EXIT)
PROPOSED SHOPPING COMMERCIAL RETAIL SPACE: 28,000 SF (CODE 820) PER 1,000 SF GROSS LEASABLE AREA
ADT = 1,057 VPD (529 ENTER/528 EXIT)
AM HOUR = 26 VPH (16 ENTER/10 EXIT)
PM HOUR = 107 VPH (51 ENTER/56 EXIT)
PROPOSED MULTI-FAMILY RESIDENTIAL: 352 UNITS (CODE 231) PER DWELLING UNIT
ADT = 1,211 VPH (605 ENTER/606 EXIT)
AM HOUR = 106 VPH (30 ENTER/76 EXIT)
PM HOUR = 127 VPH (89 ENTER/38 EXIT)

TOTAL TRAFFIC ANALYSIS:	ADT	PEAK AM	PEAK PM
EXISTING TOTAL TRAFFIC COUNT	5,862 VPD	146 VPH	592 VPH
PROPOSED TOTAL TRAFFIC COUNT	2,268 VPD	132 VPH	234 VPH

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

EXISTING VEGETATION: EXISTING SEMINOLE SQUARE SHOPPING CENTER

PAVED PARKING AND CIRCULATION: SEE LANDSCAPING CALCULATIONS, SHEET 41.

RECREATION AREA: 7,380 SF TOTAL
PROPOSED OUTDOOR RECREATIONAL AMENITY AREA = 6,480 SF
PROPOSED OUTDOOR PUBLIC MEETING SPACE = 900 SF

TRASH: EACH RESIDENTIAL BUILDING SHALL HAVE A TRASH COMPACTOR AND/OR DUMPSTER WITH AN INTERNAL TRASH CHUTE FOR TRASH SERVICES. DUMPSTERS WITHIN THE EXISTING SHOPPING CENTER SHALL BE USED FOR ALL EXISTING AND PROPOSED COMMERCIAL BUILDINGS.
NOTE: DUMPSTERS WILL COMPLY WITH SEC. 34-932 WHERE DUMPSTERS WILL BE LOCATED ON A PAD OF SUFFICIENT SIZE TO ADEQUATELY ACCOMMODATE LOADING AND UNLOADING VEHICLES WITHOUT DAMAGE TO THE SURROUNDING SURFACES, WITH A MINIMUM DIMENSION OF TEN (10) FEET IN WIDTH AND TWENTY (20) FEET IN LENGTH.

SIGNAGE: THE CURRENT SIGNAGE FOR THE PROPERTY SHALL BE UPDATED WITH THE PROPOSED CHANGES IN USE.

FIRE FLOW: THE EXISTING FIRE FLOW FOR THE PROPERTY HAS A STATIC PRESSURE OF 90 PSI WHILE FIRE HYDRANT #08255 WAS OPENED AND RELEASED A FLOW OF 1,275 FPM. THIS IS ADEQUATE FOR THE PROPOSED DEVELOPMENT. EACH BUILDING WILL HAVE A SPRINKLER SYSTEM WITH A FDC CONNECTION ON THE BUILDING.

PARKING SUMMARY: PROPOSED PARKING SHALL BE IN ACCORDANCE WITH CITY CODE OF ORDINANCES, SECTION 34-984 AND SHALL ACCOMMODATE THE EXISTING & PROPOSED DEVELOPMENT NEEDS. PLEASE SEE BELOW FOR A COMPLETE ANALYSIS OF THE SHOPPING CENTER'S PARKING PLAN:

REQUIRED PARKING:
RESIDENTIAL PARKING REQUIRED: 352 DWELLING UNITS x 1 SPACE/UNIT = 352 SPACES
COMMERCIAL AREA: 155,370 SF EXISTING RETAIL - 22,000 SF OF TOTAL STORAGE SPACE = 133,370 SF
COMMERCIAL PARKING REQUIRED: 3.5 SPACES PER 1,000 SF x (133,370 SF EXISTING + 28,000 SF PROPOSED) = 565 SPACES
TOTAL PARKING REQUIRED: 917 SPACES

PROPOSED PARKING PROVIDED:
GARAGE PARKING SPACES: 301 SPACES (INCLUDING 16 ADA HANDICAP ACCESSIBLE SPACES W/ ACCESS TO ELEVATOR)
SURFACE PARKING SPACES: 617 SPACES (INCLUDING 27 ADA HANDICAP ACCESSIBLE SPACES)
TOTAL PARKING SPACES: 918 SPACES

BICYCLE PARKING: REQUIRED COMMERCIAL BICYCLE PARKING: 1 BIKE RACK PER 1,000 SF COMMERCIAL (28,000 SF x 1 SP/1000)= 28 BIKE RACKS
PROVIDED COMMERCIAL BICYCLE PARKING: 46 BIKE RACKS
REQUIRED RESIDENTIAL BICYCLE PARKING: 1 SPACE PER 2 UNITS = 176 BIKE RACKS
PROVIDED RESIDENTIAL BICYCLE PARKING: 178 BIKE RACKS (156 WALL MOUNTED BIKE RACKS & 22 BICYCLE SPACES WITHIN THE PARKING GARAGES)

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 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. 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 NOTES

1. THIS PROJECT SHALL COMPLY TO THE 2018 EDITION OF THE VIRGINIA STATEWIDE FIRE PREVENTION CODE.
2. VCC 302 - MERCANTILE GROUP M AND RESIDENTIAL GROUP R-2
3. VCC 602.1 - THIS PROJECT SHALL ADHERE TO TYPE (V)A CONSTRUCTION.
4. A SITE SPECIFIC FIRE PREVENTION PLAN SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE PRIOR TO COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION.
5. TEMPORARY OR PERMANENT ACCESS ROADS SHALL BE FREE OF CONSTRUCTION EQUIPMENT, MATERIALS OR REFUSE THAT IMPEDE UPON THE 20 FOOT FIRE LANE REQUIREMENT.
6. NO VEHICLES/MACHINERY OF ANY TYPE, CONSTRUCTION MATERIALS OR CONSTRUCTION DEBRIS ARE TO BE PARKED, PLACED OR STORED EITHER IN FRONT OF AND WITHIN 15 FEET OF A FIRE HYDRANT. CONTRACTOR SHALL ENSURE ACCESS TO ALL FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS ARE MAINTAINED DURING THE CONSTRUCTION PHASES.
7. ALL SIGNS SHALL BE IN ACCORDANCE WITH ARTICLE IX, SECTION 34-1020 CITY CODE. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.
8. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.
9. THE NEW ROUNDABOUT WILL NEED TO BE TESTED BY FIRE DEPARTMENT APPARATUS PRIOR TO APPROVAL. THIS CAN BE ACCOMPLISHED BY SETTING UP A MOCK ROUNDABOUT.
10. THE MINIMUM REQUIRED FIRE FLOW FOR ALL BUILDINGS IS 1,500 GALLONS PER MINUTE.
11. A PERMIT IS REQUIRED FOR FIRE LINE INSTALLATION. A DETAILED DRAWING (2 SETS) SHOWING FITTINGS AND THRUST BLOCKS MUST BE SUBMITTED WITH THE PERMIT APPLICATION. ONCE INSTALLED, THE FIRE LINE REQUIRES A VISUAL INSPECTION AND A PRESSURE TEST INSPECTION BY THE FIRE MARSHAL'S OFFICE.
12. BUILDINGS REQUIRING STANDPIPE SYSTEMS SHALL BE INSTALLED ONCE CONSTRUCTION BEGINS ON THE 2ND FLOOR.
13. LANDSCAPING IN THE AREA OF FIRE HYDRANTS, FIRE PUMP TEST HEADER, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL BE OF THE TYPE THAT WILL NOT ENCROACH ON THE REQUIRED FIVE (5) FOOT RADIUS ON MATURITY OF THE LANDSCAPING.
14. 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.
15. IFC 1410.1-ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
16. VSFPC 505.1 - THE BUILDING STREET NUMBER TO BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS.
17. VSFPC 903.5.2 - HIGH RISE BUILDINGS REQUIRE A SECONDARY WATER SUPPLY TO THE BUILDING'S FIRE PUMP.
18. VSFPC 507.5.1.1 - HYDRANT FOR STANDPIPE SYSTEM - BUILDING EQUIPPED WITH A STANDPIPE SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 905 SHALL HAVE A FIRE HYDRANT WITHIN 100 FEET OF THE FIRE DEPARTMENT CONNECTIONS. THE DISTANCE SHALL BE PERMITTED TO EXCEED 100 FEET WHERE APPROVED BY THE FIRE CODE OFFICIAL.
19. VSFPC 503.2.1 - OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13 FEET, 6 INCHES.
20. VSFPC 3312.1 - AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
21. VSFPC 905.3.1 - IF THE FLOOR LEVEL OF THE HIGHEST STORY IS MORE THAN 30 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS, THEN A CLASS I STANDPIPE SYSTEM MUST BE INSTALLED IN ADDITION TO THE SPRINKLER SYSTEM.
22. 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.
23. VSFPC 503.2.5 - IF APPLICABLE, DEAD-END EMERGENCY FIRE APPARATUS ACCESS ROADWAYS AND FIRE LANES IN EXCESS OF 150 FEET SHALL BE PROVIDED WITH AN APPROVED TURN-AROUND. THIS REQUIREMENT APPLIES TO THE DRIVE AISLE NEXT TO BUILDINGS 1A AND 3B AND THE ROADWAY NEXT TO BUILDING 4B.
24. VSFPC 503.3 - MARKING FIRE LANES - THE LOCATION AND METHOD OF MARKING FIRE LANES SHALL BE CLEARLY INDICATED ON THE SUBMITTED SITE PLAN. FIRE LANES SHALL BE A MINIMUM OF 20 FEET IN WIDTH. SIGNS AND MARKINGS TO DELINEATE FIRE LANES AS DESIGNATED BY THE FIRE OFFICIAL SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY INVOLVED. FIRE APPARATUS ROADS 20 TO 26 FEED IN WIDTH SHALL BE POSTED OR MARKED ON BOTH SIDES "NO PARKING - FIRE LANE".
25. VSFPC 3313.1 - WHERE REQUIRED, BUILDINGS 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.
26. VSFPC 310.3 & 310.5 - NO SMOKING OR VAPING WITHIN THE CONSTRUCTION SAFETY FENCE. NO SMOKING SIGNS SHALL BE POSTED THROUGHOUT EACH BUILDING UNDER CONSTRUCTION AS WELL AS OUTSIDE THE BUILDING. SHOULD ANYONE FROM THE FIRE MARSHAL'S OFFICE WITNESS SMOKING/VAPING WITHIN THE CONSTRUCTION SITE, HE OR SHE MAY REQUEST A 24 HOUR STOP WORK ORDER FROM THE CITY BUILDING OFFICIAL.
27. VSFPC 3304.2 - WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
28. VSFPC 3304.6 - CUTTING AND WELDING - OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 35 OF THE VIRGINIA STATEWIDE FIRE PREVENTION CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
29. VSFPC 3315.1 - 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.
30. VSFPC 3310.1 - 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.
31. 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.
32. 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.

SITE NOTES

1. 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.
2. PROPOSED MECHANICAL EQUIPMENT WILL BE LOCATED ON THE ROOF BEHIND THE PARAPET OF THE PROPOSED BUILDINGS. MECHANICAL EQUIPMENT LOCATED ON THE ROOF OF A BUILDING OR STRUCTURE SHALL BE HIDDEN BEHIND A WALL OR OTHER SOLID ENCLOSURE, EXTENDING NO MORE THAN TWELVE (12) INCHES ABOVE THE HEIGHT OR SUCH EQUIPMENT, SUCH WALL TO BE CONSTRUCTED OF A MATERIAL HARMONIOUS WITH THE FACADE OF THE BUILDING OR STRUCTURE. MECHANICAL EQUIPMENT LOCATED ON THE GROUND SHALL BE SCREENED FROM VIEW FROM ALL PUBLIC RIGHTS-OF-WAY AND FROM ADJACENT RESIDENTIAL DISTRICTS; AN S-3 SCREEN SHALL BE PROVIDED, EXTENDING NO MORE THAN TWELVE (12) INCHES ABOVE THE HEIGHT OF SUCH EQUIPMENT. THE SCREENING MATERIALS SHALL BE LOCATED IN SUCH A MANNER TO MOST EFFECTIVELY REFLECT NOISE AWAY FROM ADJACENT RESIDENTIAL DISTRICTS.
3. EXISTING AND PROPOSED DUMPSTERS ON SITE SHALL COMPLY WITH APPLICABLE CODE SECTIONS, INCLUDING BUT NOT LIMITED TO SEC. 34-872 (b)(2) AND SEC. 34-932. DUMPSTERS SHALL NOT BE VISIBLE FROM RIGHT-OF-WAY.
4. ALL SIDEWALK WITHIN THE LIMITS OF THE DEVELOPMENT SHALL BE PRIVATE SIDEWALKS AND SHALL BE PRIVATELY MAINTAINED.
5. ALL SIDEWALKS AND WALKWAYS SHALL HAVE A MINIMUM CLEAR WIDTH OF 5'.
6. ALL WALKWAY CROSSINGS SHALL MEET MINIMUM ADA ACCESSIBILITY STANDARDS AND SHALL HAVE A CROSS SLOPES OF 2% OR LESS.
7. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED CONSISTENT WITH MUTCD STANDARDS.
8. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE FROM PARKING TO AN ACCESSIBLE ENTRANCE.
9. ALL SIGNS IDENTIFYING ACCESSIBLE PARKING SPACES SHALL BE AT LEAST 60 INCHES ABOVE THE GROUND/SURFACE (FROM BOTTOM OF SIGN) AND INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. ACCESSIBLE VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION 'VAN ACCESSIBLE'.
10. RAMPS OVER 30" IN ELEVATION CHANGE REQUIRE HANDRAILS.
11. ALL SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IBC SECTION 3409 REQUIREMENTS FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.
12. PRIOR TO BUILDING PERMIT APPROVAL, THE BUILDING PLANS MUST MEET THE REQUIREMENTS OF BOTH THE 2012 VA CONSTRUCTION CODE (VCC) 1007.1 & 2015 VCC 1009.1 BOTH REQUIRE TWO ACCESSIBLE MEANS OF EGRESS FOR EACH BUILDING.
13. BUILDING FOUNDATIONS SHALL MEET THE REQUIREMENTS OF THE 2012 OR 2015 VA CONSTRUCTION CODE 1808.7.2 "FOUNDATION SETBACK FROM DESCENDING SLOPES".
14. PER 502.6 OF THE 2010 ADA DESIGN STANDARDS ACCESSIBLE PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 703.7.2.1, AND SIGNS IDENTIFYING VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION "VAN ACCESSIBLE".
15. PER ADA 502.4 PARKING SPACES AND ACCESS AISLES SHALL COMPLY WITH 302, SLOPES NOT STEEPER THAN 2% SHALL BE PERMITTED.
16. PER ADA 403.3 THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL BE 5% OR LESS. SLOPES OVER 5% WILL REQUIRE A RAMP.
17. PER ADA 206.2.2 AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, FACILITIES, ELEMENTS AND SPACES ON THE SAME SITE.
18. ALL PARKING SPACES SHALL BE 8.5'x18', EXCEPT AS NOTED.
19. HANDICAP PARKING SPACES SHALL BE 8'x18', EXCEPT AS NOTED.
20. ALL HANDICAP PARKING SPACES SHALL BE INDICATED WITH A SIGN.
21. ELEVATORS WITH STANDBY POWER ARE REQUIRED IN BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOOR IS FOUR OR MORE STORIES ABOVE OR BELOW A LEVEL OF EXIT DISCHARGE IN ACCORDANCE WITH USBC 1009.2.1.

UTILITY NOTES

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 UTILITIES IN ACCORDANCE WITH THE RESPECTIVE UTILITY'S RULES AND REGULATIONS.
3. 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.
4. 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.
5. 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.
6. CONTRACTOR SHALL EXERCISE CARE TO ENSURE 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 STANDARDS.
7. CONTRACTOR SHALL NOTIFY LANDOWNERS, TENANTS, AND THE ENGINEER PRIOR TO THE INTERRUPTION OF ANY SERVICES. SERVICE INTERRUPTIONS SHALL BE KEPT TO A MINIMUM.
8. 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 COORDINATE.
9. THE ADJUSTMENT OF ALL MANHOLE TOPS, WATER VALVE BOXES, GAS VALVE BOXES, AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COSTS ARE TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
10. 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.
11. ALL WATER METER, VALVES, AND FIRE HYDRANT ADJUSTMENTS/RELOCATIONS SHALL BE PERFORMED BY THE CONTRACTOR.
12. A MINIMUM OF 18" VERTICAL & 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 5' HORIZONTAL SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
13. MINIMUM DEPTH OF COVER FOR WATER LINES SHALL BE 3',
14. MINIMUM DEPTH OF COVER FOR SANITARY SEWER SHALL BE 2'.
15. AT ALL UTILITY CROSSINGS A MINIMUM VERTICAL SEPARATION OF 12" SHALL BE MAINTAINED. A MINIMUM VERTICAL SEPARATION OF 18" IS REQUIRED BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE SANITARY SEWER LINE.
16. CONTRACTOR SHALL CONTACT IRENE PETERSON OF CHARLOTTESVILLE GAS ONCE CONSTRUCTION HAS BEGUN (434-970-3812.)
17. CONTRACTOR SHALL VERIFY ALL UTILITY TIE-IN CONNECTIONS TO EXISTING OR UNDER CONSTRUCTION INFRASTRUCTURE. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING UTILITIES AND THE PROPOSED UTILITIES.
18. GATE VALVES SHALL NOT BE CONSTRUCTED WITHIN THE CURBS, GUTTER PANS OR PAVERS.
19. SIGNS AND MARKINGS TO DELINEATE FIRE LANES, AS DESIGNATED BY THE FIRE OFFICIAL, SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY INVOLVED.
20. ALL WATERLINE MATERIALS SHALL BE CONSTRUCTED OF CLASS 52 DIP.
21. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.
22. PER THE VIRGINIA DEPARTMENT OF HEALTH WATERWORKS REGULATIONS (PART II, ARTICLE 3, SECTION 12 VAC 5-590 THROUGH 630), ALL BUILDINGS THAT HAVE THE POSSIBILITY OF CONTAMINATING THE POTABLE WATER DISTRIBUTION SYSTEM (HOSPITALS, INDUSTRIAL SITES, BREWERIES, ETC.) SHALL HAVE A BACKFLOW PREVENTION DEVICE INSTALLED WITHIN THE FACILITY. THIS DEVICE SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, SHALL BE TESTED IN REGULAR INTERVALS AS REQUIRED, AND TEST RESULTS SHALL BE SUBMITTED TO THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
23. ALL BUILDINGS THAT MAY PRODUCE WASTES CONTAINING MORE THAN ONE HUNDRED (100) PARTS PER MILLION OF FATS, OIL, OR GREASE SHALL INSTALL A GREASE TRAP. THE GREASE TRAP SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, MAINTAIN RECORDS OF CLEANING AND MAINTENANCE, AND BE INSPECTED ON REGULAR INTERVALS BY THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
24. PLEASE CONTACT THE REGULATORY COMPLIANCE ADMINISTRATOR AT 970-3032 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.
25. ALL CURB & GUTTER MUST BE INSTALLED AND FINAL GRADE MUST BE WITHIN 6" PRIOR TO THE INSTALLATION OF ANY GAS MAIN.

GRADING & DRAINAGE NOTES

1. 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.
2. 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.
3. CONCRETE SHALL NOT BE PLACED UNLESS THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
4. CONCRETE SHALL NOT BE PLACED UNTIL STEEL DOWELS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
5. ½" 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 STEP ADJUSTMENTS, AND ALONG BUILDINGS AND WALLS WHERE NEW CONCRETE SIDEWALKS ARE PLACED AGAINST THEM UNLESS MORE STRINGENT REQUIREMENTS DICTATE OTHERWISE.
6. 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 PERMIT WILL BE MADE FOR THIS WORK.
7. 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.
8. 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.
9. 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.
10. 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.
11. DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
12. 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.
13. 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.
14. 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.
15. ALL CATCH BASINS ENCOMPASSED WITHIN NEW CONSTRUCTION SHALL BE CONVERTED TO DROP INLETS.
16. CLASS I RIP RAP MODIFICATIONS ALLOWS FOR A REDUCTION IN STONE DEPTH FROM 2.0' TO A MINIMUM OF 1.0' IF APPROVED BY THE CITY ENGINEER.
17. REMOVED PIPE SHALL BE THE PROPERTY OF CONTRACTOR AND IF NOT SALVAGED FOR RE-USE, SHALL BE DISPOSED OF LAWFULLY.
18. ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND ERODED MATERIAL PRIOR TO FINAL ACCEPTANCE.
19. ALL STORM SEWER PIPE JOINTS SHALL BE SEATED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
20. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE TO BE REMOVED SHALL BE RECONNECTED INTO NEW PIPE, WHERE APPLICABLE.
21. BUILDING AND WALL FOUNDATIONS SHALL NOT BE CONSTRUCTED WITHIN 10' OF ANY PUBLIC STORM, SANITARY, WATER OR GAS MAIN, THIS INCLUDES ALL STRUCTURES THAT ARE AN INTEGRAL PART OF THE UTILITY SYSTEM.
22. MINIMUM DEPTH OF COVER FOR STORM SEWER SHALL BE 3'.
23. A MINIMUM OF 18" VERTICAL & 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 5' HORIZONTAL SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
24. ALL PUBLIC STORM SEWER SHALL BE RCP OR HDPE & SHALL HAVE A MINIMUM OF 15" DIAMETER WITH A MINIMUM SLOPE OF 0.50% WITHIN THE R/W.
25. ALL CONSTRUCTION CROSSING POINTS SHALL MEET ADA ACCESSIBLE STANDARDS. AND IN ACCORDANCE WITH SECTION 403.3, THE CROSS SLOPES OF THE WALKWAYS SHALL NOT BE STEEPER THAN 2% . ADDITIONALLY, ANY CHANGE IN LEVEL GREATER THAN ½" HIGH SHALL BE RAMPED AND SHALL COMPLY WITH SECTIONS 405 OR 406 PER SECTION 303.4.
26. CONTRACTOR SHALL INSTALL, AND MODIFY AS NECESSARY THE EXISTING RETAINING WALLS BEING UTILIZED, AND ENSURE HANDRAILS AND GUARDRAILS ARE LOCATED ON ALL RETAINING WALLS IN COMPLIANCE WITH ALL CURRENT CITY & STATE REQUIREMENTS. 42" GUARDRAILS ARE REQUIRED IN ACCORDANCE WITH 2012 VA CONSTRUCTION CODE 1013 AT THE TOP OF ANY RETAINING WALL WITH A DIFFERENCE IN GRADE EXCEEDING 30".
27. FINAL DESIGN OF THE BUILDING FOUNDATIONS, WALLS, FACADES & THE CORRESPONDING WATERPROOFING SHALL BE COMPLETED BY THE ARCHITECT TO ALLOW FOR THE PROPOSED GRADE CHANGES SHOWN.
28. DURING CONSTRUCTION THE ACTUAL WALL HEIGHTS MAY VARY FROM THE EXISTING & DESIGN ELEVATIONS. THE CONTRACTOR SHALL CONSULT A PROFESSIONAL LICENSED STRUCTURAL ENGINEER FOR THE CONSTRUCTION OF ANY RETAINING WALL. DESIGNS ARE NOT FURNISHED BY COLLINS ENGINEERING AND ALL FINAL DESIGNS OF THE RETAINING WALLS SHALL BE PROVIDED TO COLLINS ENGINEERING PRIOR TO CONSTRUCTION FOR VERIFICATION. WALL DESIGN SHALL INCORPORATE ALL SITE PLANIMETRICS, INCLUDING BUT NOT LIMITED TO ANY VEHICULAR GUARDRAILS, PEDESTRIAN HANDRAILS, PARKING SPACE OVERHANGS AND LANDSCAPING.
29. CONTRACTOR SHALL GRADE THE AREAS SURROUNDING THE PROPOSED BUILDINGS SUCH THAT RUNOFF DRAINS AWAY FROM IT, ENSURING POSITIVE DRAINAGE AT ALL TIMES. PATIOS, SIDEWALKS AND PAVEMENT SHALL BE SLOPED AWAY FROM THE BUILDING WITH A MAXIMUM ¼" PER 1' CROSS SLOPE WHERE LOCATED WITHIN THE ACCESSIBLE ROUTES AND PERVIOUS LANDSCAPING SHALL BE SLOPED A MINIMUM OF ½" PER 1' FOR THE INITIAL 10' WHERE LOCATED WITHIN THE PROPERTY LIMITS.
30. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE PARKING LOT. THE SITE SHALL HAVE POSITIVE DRAINAGE THROUGHOUT AND SHALL DIRECT RUNOFF TO PROPOSED OR EXISTING DRAINAGE STRUCTURES.
31. CONTRACTOR SHALL VERIFY ALL TIE-IN CONNECTIONS FOR THE PARKING LOTS TO THE EXISTING ROADS. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING ROADS AND/OR CURB AND GUTTER AND THE PROPOSED ROADS, CURB & GUTTER. CONTRACTOR SHALL CONTACT ENGINEER TO INSPECT CURB, ROADWAY & PAVEMENT CONNECTIONS TO EXISTING ROADS, PRIOR TO ANY CONCRETE OR PAVEMENT BEING PLACED.
32. CONTRACTOR SHALL PROVIDE ENGINEER SURVEY WORKSHEETS OF ALL PARKING LOTS, SANITARY SEWER CLEANOUTS, WATER METERS AND DRAINAGE STRUCTURES PRIOR TO INSTALLATION OF CURBING, DRAINAGE, OR UTILITIES TO COLLINS ENGINEERING FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. COLLINS ENGINEERING SHALL VERIFY ALL SURVEY SHEETS TO ENSURE POSITIVE DRAINAGE AND PROPER ELEVATIONS FOR CONSTRUCTION.
33. ALL STORM DRAIN LINES LOCATED WITHIN PUBLIC CITY RIGHT OF WAY SHALL BE CONSTRUCTED WITH CLASS III RCP AND SHALL HAVE A MINIMUM DIAMETER OF 15" WITH A MINIMUM SLOPE OF 0.50%.
34. ALL STORM DRAIN LINES ON PRIVATE PROPERTY, SHALL BE CLASS III RCP OR HDPE WITH MINIMUM STONE BED REQUIREMENTS.
35. CONTRACTOR SHALL GRADE THE SITE TO AVOID STANDING WATER. CONTRACTOR TO PROVIDE A SMOOTHLY GRADED TRANSITION FROM DISTURBED AREAS TO UNDISTURBED AREAS. FINISH GRADE SHALL HAVE A CLEAN TOPSOIL. CONTRACTOR SHALL SEED AND STRAW, AND/OR LANDSCAPE ALL BARE AND DISTURBED AREAS. CONTRACTOR TO PROVIDE GROUND COVER MATERIALS OR SOD FOR SLOPES STEEPER THAN 20%. FOUNDATION PLANTINGS SHALL BE PLANTED IN THE FRONT OF THE BUILDING, OUTSIDE THE LIMITS OF THE SIGHT DISTANCE. CONTRACTOR TO CLEAN THE SITE AND DISPOSE OF ALL CONSTRUCTION DEBRIS. GRASS SHALL BE ESTABLISHED PRIOR TO PROJECT CLOSEOUT.
36. CONTRACTOR TO REMOVE ALL DEAD BUSHES, TREES, TREE-STUMPS, AND THEIR ABOVE-GROUND ROOTS AND REMOVE ALL PORTIONS OF TREE BRANCHES THAT OVERHANG ROOFS AND ALL BRANCHES THAT COME WITHIN 10 FEET OF ROOFS.
37. CONTRACTOR SHALL WORK DIRECTLY WITH THE GEOTECHNICAL ENGINEER AND THE STRUCTURAL ENGINEER AND SHALL ENSURE ALL OF THEIR DESIGN REQUIREMENTS ARE MET.

SITE PLAN LEGEND

EXISTING CONDITIONS & DEMOLITION

- EXISTING BUILDING
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- EXISTING VEGETATION
- EXISTING CITY RIGHT-OF-WAY
- EXISTING PARCEL BOUNDARY LINE
- LIMITS OF CONSTRUCTION/ LIMITS OF DISTURBANCE
- EXISTING CONTOURS
- EXISTING CRITICAL SLOPES
- EXISTING CURB
- EXISTING SIGN
- EXISTING LIGHT POLE
- PROPERTY/PROJECT BOUNDARY
- EXISTING BUILDING TO BE REMOVED
- EXISTING BUILDING CANOPY TO BE REMOVED
- EXISTING ASPHALT PAVEMENT & CONCRETE TO BE REMOVED
- MILL & OVERLAY EXISTING ASPHALT
- EXISTING VEGETATION TO BE REMOVED
- EXISTING STORM SEWER PIPE
- EXISTING STORM SEWER STRUCTURE
- EXISTING SANITARY SEWER PIPE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WATERLINE
- EXISTING FIRE HYDRANT
- EXISTING UTILITIES TO BE REMOVED

PROPOSED

- PROPOSED CITY RIGHT-OF-WAY
- PROPOSED BOUNDARY LINE
- PROPOSED CONTOUR
- PROPOSED CURB
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED PEDESTRIAN WALKWAY
- PROPOSED OPEN SPACE
- PROPOSED BUILDINGS
- PROPOSED SIGN
- PROPOSED LIGHT POLE
- PROPOSED STORM SEWER PIPE
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED WATERLINE
- PROPOSED FIRE HYDRANT

EROSION & SEDIMENT CONTROL

- SAFETY FENCE
- CONSTRUCTION ENTRANCE
- CRS — CONSTRUCTION ROAD & STABILIZATION
- SILT FENCE
- STORM DRAIN INLET PROTECTION
- TEMPORARY DIVERSION DIKE
- TEMPORARY RIGHT-OF-WAY DIVERSION
- SEDIMENT BASIN
- TEMPORARY SLOPE DRAIN
- OUTLET PROTECTION
- TS — TEMPORARY SEEDING
- PS — PERMANENT SEEDING
- SODDING
- BLANKET MATTING
- TREE PROTECTION
- DC — DUST CONTROL

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
GENERAL PROJECT NOTES

JOB NO. 182142
SCALE N/A
SHEET NO. 2

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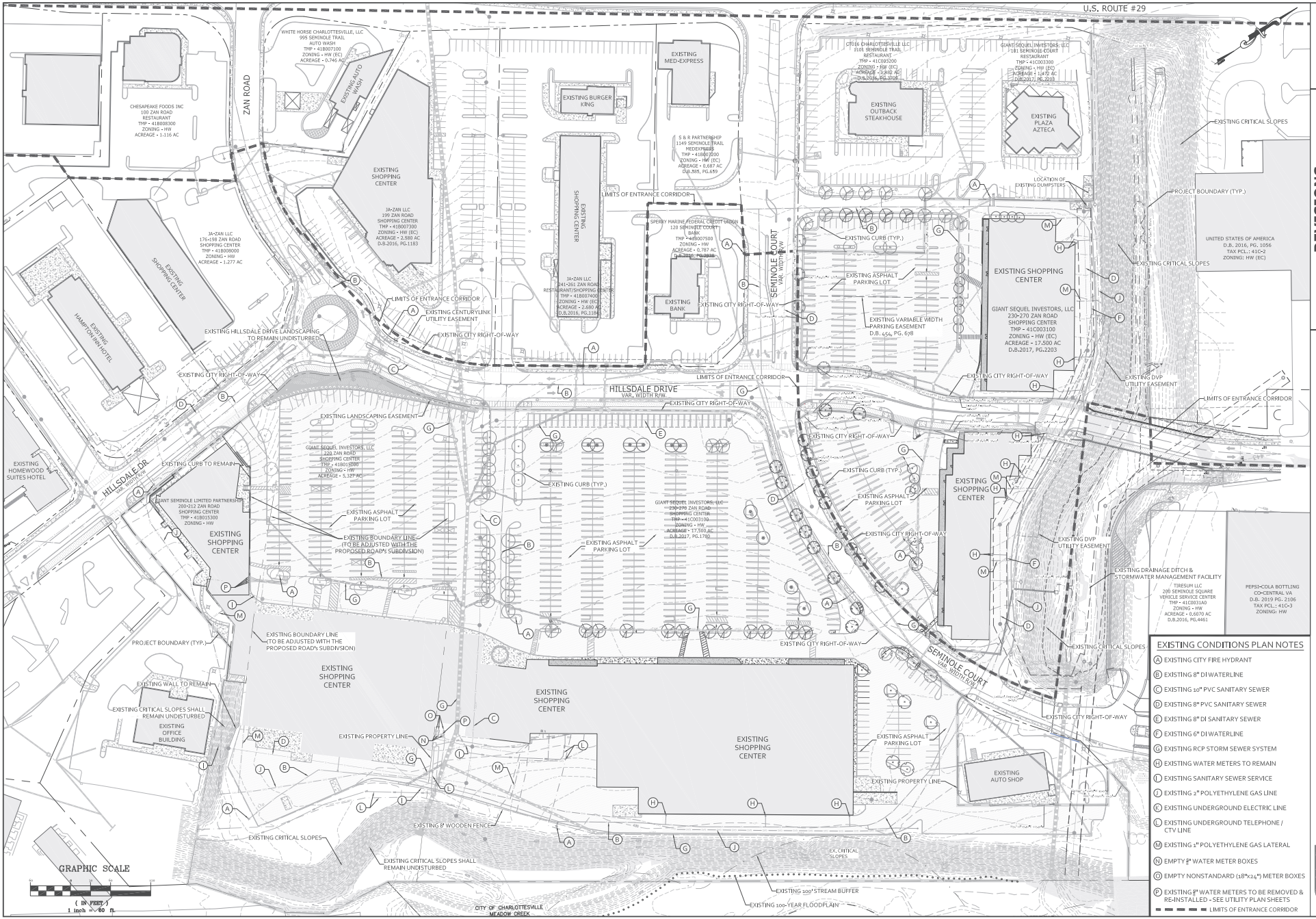

EXISTING CONDITIONS PLAN NOTES

- (A) EXISTING CITY FIRE HYDRANT
- (B) EXISTING 8" DI WATERLINE
- (C) EXISTING 10" PVC SANITARY SEWER
- (D) EXISTING 8" PVC SANITARY SEWER
- (E) EXISTING 8" DI SANITARY SEWER
- (F) EXISTING 6" DI WATERLINE
- (G) EXISTING RCP STORM SEWER SYSTEM
- (H) EXISTING WATER METERS TO REMAIN
- (I) EXISTING SANITARY SEWER SERVICE
- (J) EXISTING 2" POLYETHYLENE GAS LINE
- (K) EXISTING UNDERGROUND ELECTRIC LINE
- (L) EXISTING UNDERGROUND TELEPHONE / CTV LINE
- (M) EXISTING 1" POLYETHYLENE GAS LATERAL
- (N) EMPTY 5/8" WATER METER BOXES
- (O) EMPTY NONSTANDARD (18"x24") METER BOXES
- (P) EXISTING 5/8" WATER METERS TO BE REMOVED & RE-INSTALLED - SEE UTILITY PLAN SHEETS

LIMITS OF ENTRANCE CORRIDOR

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10/7/22
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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
EXISTING CONDITIONS

JOB NO. 182142
SCALE 1"=60'
SHEET NO. 3

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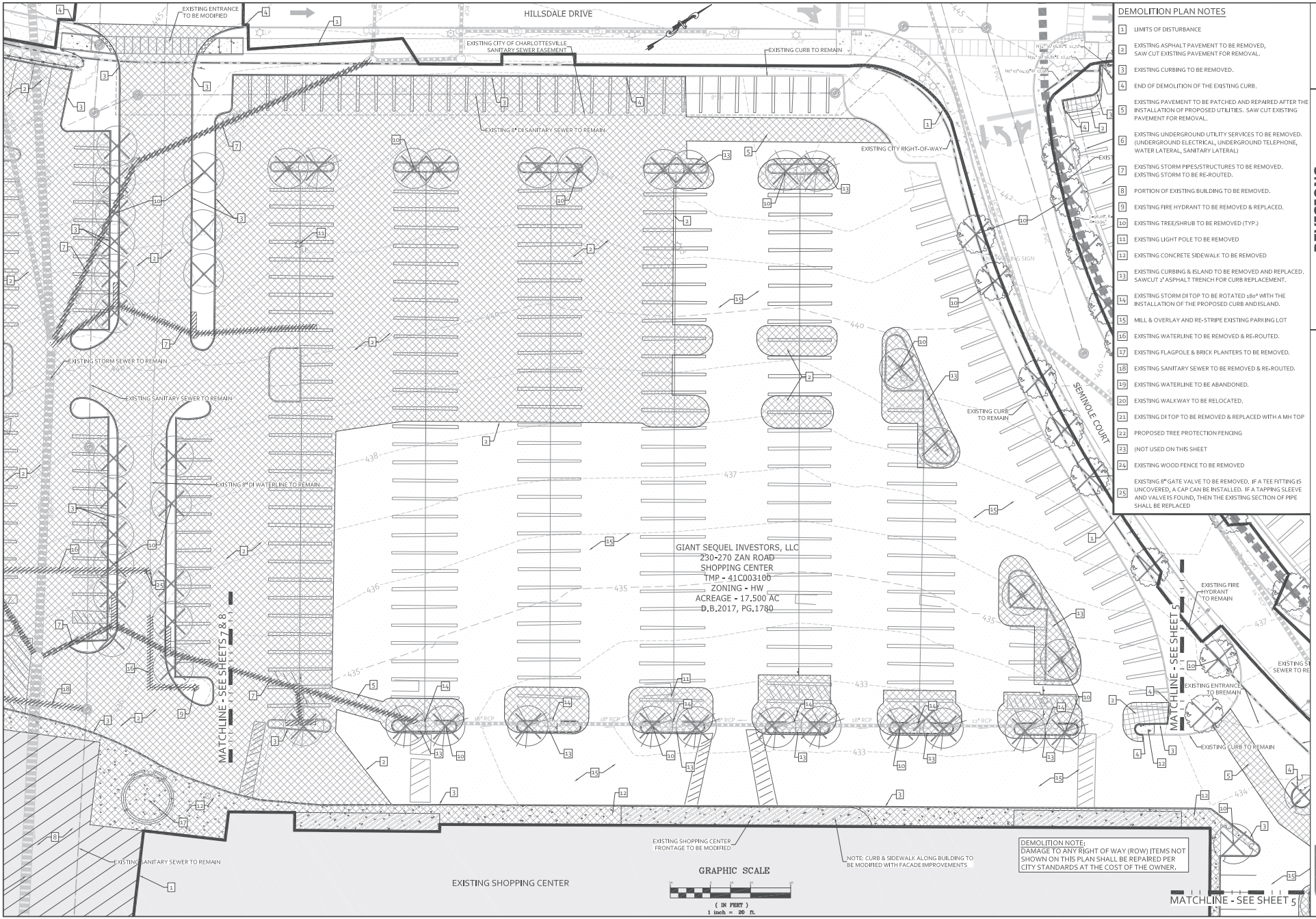

DEMOLITION PLAN NOTES

1. LIMITS OF DISTURBANCE
2. EXISTING ASPHALT PAVEMENT TO BE REMOVED, SAW CUT EXISTING PAVEMENT FOR REMOVAL.
3. EXISTING CURBING TO BE REMOVED.
4. END OF DEMOLITION OF THE EXISTING CURB.
5. EXISTING PAVEMENT TO BE PATCHED AND REPAIRED AFTER THE INSTALLATION OF PROPOSED UTILITIES. SAW CUT EXISTING PAVEMENT FOR REMOVAL.
6. EXISTING UNDERGROUND UTILITY SERVICES TO BE REMOVED. (UNDERGROUND ELECTRICAL, UNDERGROUND TELEPHONE, WATER LATERAL, SANITARY LATERAL)
7. EXISTING STORM PIPES/STRUCTURES TO BE REMOVED. EXISTING STORM TO BE RE-ROUTED.
8. PORTION OF EXISTING BUILDING TO BE REMOVED.
9. EXISTING FIRE HYDRANT TO BE REMOVED & REPLACED.
10. EXISTING TREE/SHRUB TO BE REMOVED (TYP.)
11. EXISTING LIGHT POLE TO BE REMOVED
12. EXISTING CONCRETE SIDEWALK TO BE REMOVED
13. EXISTING CURBING & ISLAND TO BE REMOVED AND REPLACED. SAWCUT 2' ASPHALT TRENCH FOR CURB REPLACEMENT.
14. EXISTING STORM DI TOP TO BE ROTATED 180° WITH THE INSTALLATION OF THE PROPOSED CURB AND ISLAND.
15. MILL & OVERLAY AND RE-STRIPE EXISTING PARKING LOT
16. EXISTING WATERLINE TO BE REMOVED & RE-ROUTED.
17. EXISTING FLAGPOLE & BRICK PLANTERS TO BE REMOVED.
18. EXISTING SANITARY SEWER TO BE REMOVED & RE-ROUTED.
19. EXISTING WATERLINE TO BE ABANDONED.
20. EXISTING WALKWAY TO BE RELOCATED.
21. EXISTING DI TOP TO BE REMOVED & REPLACED WITH A MH TOP
22. PROPOSED TREE PROTECTION FENCING
23. (NOT USED ON THIS SHEET
24. EXISTING WOOD FENCE TO BE REMOVED
25. EXISTING 8" GATE VALVE TO BE REMOVED. IF A TEE FITTING IS UNCOVERED, A CAP CAN BE INSTALLED. IF A TAPPING SLEEVE AND VALVE IS FOUND, THEN THE EXISTING SECTION OF PIPE SHALL BE REPLACED

DEMOLITION NOTE:
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COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DEMOLITION PLAN - COMMERCIAL SOUTHEAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 4

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DEMOLITION PLAN NOTES

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6. EXISTING UNDERGROUND UTILITY SERVICES TO BE REMOVED. (NONE LABELED ON THIS SHEET)
7. EXISTING STORM PIPES/STRUCTURES TO BE REMOVED. EXISTING STORM TO BE RE-ROUTED.
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22. PROPOSED TREE PROTECTION FENCING

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COMMONWEALTH OF VIRGINIA
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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DEMOLITION PLAN - COMMERCIAL NORTHEAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 5

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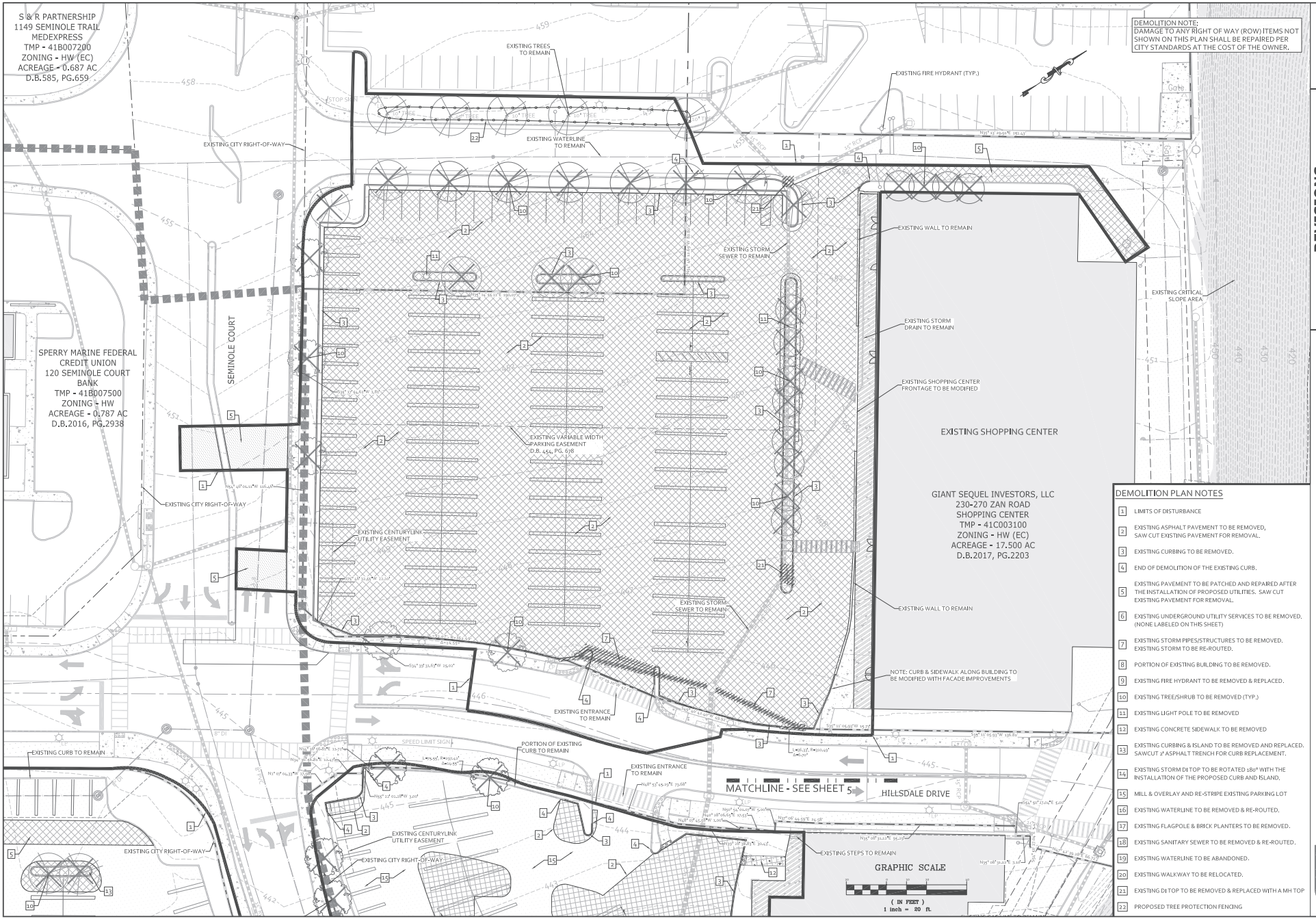

DEMOLITION NOTE:
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DEMOLITION PLAN NOTES

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14. EXISTING STORM DI TOP TO BE ROTATED 180° WITH THE INSTALLATION OF THE PROPOSED CURB AND ISLAND.
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22. PROPOSED TREE PROTECTION FENCING

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
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PROFESSIONAL ENGINEER
10/7/22

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DEMOLITION PLAN - COMMERCIAL NORTHWEST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 6

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DEMOLITION PLAN NOTES

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11. EXISTING LIGHT POLE TO BE REMOVED
12. EXISTING CONCRETE SIDEWALK TO BE REMOVED
13. EXISTING CURBING & ISLAND TO BE REMOVED AND REPLACED. SAWCUT 1' ASPHALT TRENCH FOR CURB REPLACEMENT.
14. EXISTING STORM DI TOP TO BE ROTATED ±80° WITH THE INSTALLATION OF THE PROPOSED CURB AND ISLAND.
15. MILL & OVERLAY AND RE-STRIPE EXISTING PARKING LOT
16. EXISTING WATERLINE TO BE REMOVED & RE-ROUTED.
17. EXISTING FLAGPOLE & BRICK PLANTERS TO BE REMOVED.
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26. EXISTING 8" WATER METERS TO BE REMOVED

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DEMOLITION PLAN - RESIDENTIAL WEST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 7

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DEMOLITION NOTE:
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DEMOLITION PLAN NOTES

1. LIMITS OF DISTURBANCE
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10. EXISTING TREE/SHRUB TO BE REMOVED (TYP.)
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19. EXISTING WATERLINE TO BE ABANDONED.
20. EXISTING WALKWAY TO BE RELOCATED.
21. EX. DI TOP TO BE REMOVED & REPLACED WITH A MH TOP
22. PROPOSED TREE PROTECTION FENCING
23. EXISTING 2" POLYETHYLENE GAS MAIN & 2" POLYETHYLENE GAS LATERAL TO BE REMOVED
24. EXISTING WOOD FENCE TO BE REMOVED
25. EXISTING 8" GATE VALVE TO BE REMOVED. IF A TEE FITTING IS UNCOVERED, A CAP CAN BE INSTALLED. IF A TAPPING SLEEVE AND VALVE IS FOUND, THEN THE EXISTING SECTION OF PIPE SHALL BE REPLACED
26. EXISTING 6" WATER METERS TO BE REMOVED
27. EXISTING EMPTY 3" WATER METER BOXES & EMPTY NONSTANDARD (18"x24") WATER METER BOXES TO BE REMOVED

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DEMOLITION PLAN - RESIDENTIAL EAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 8

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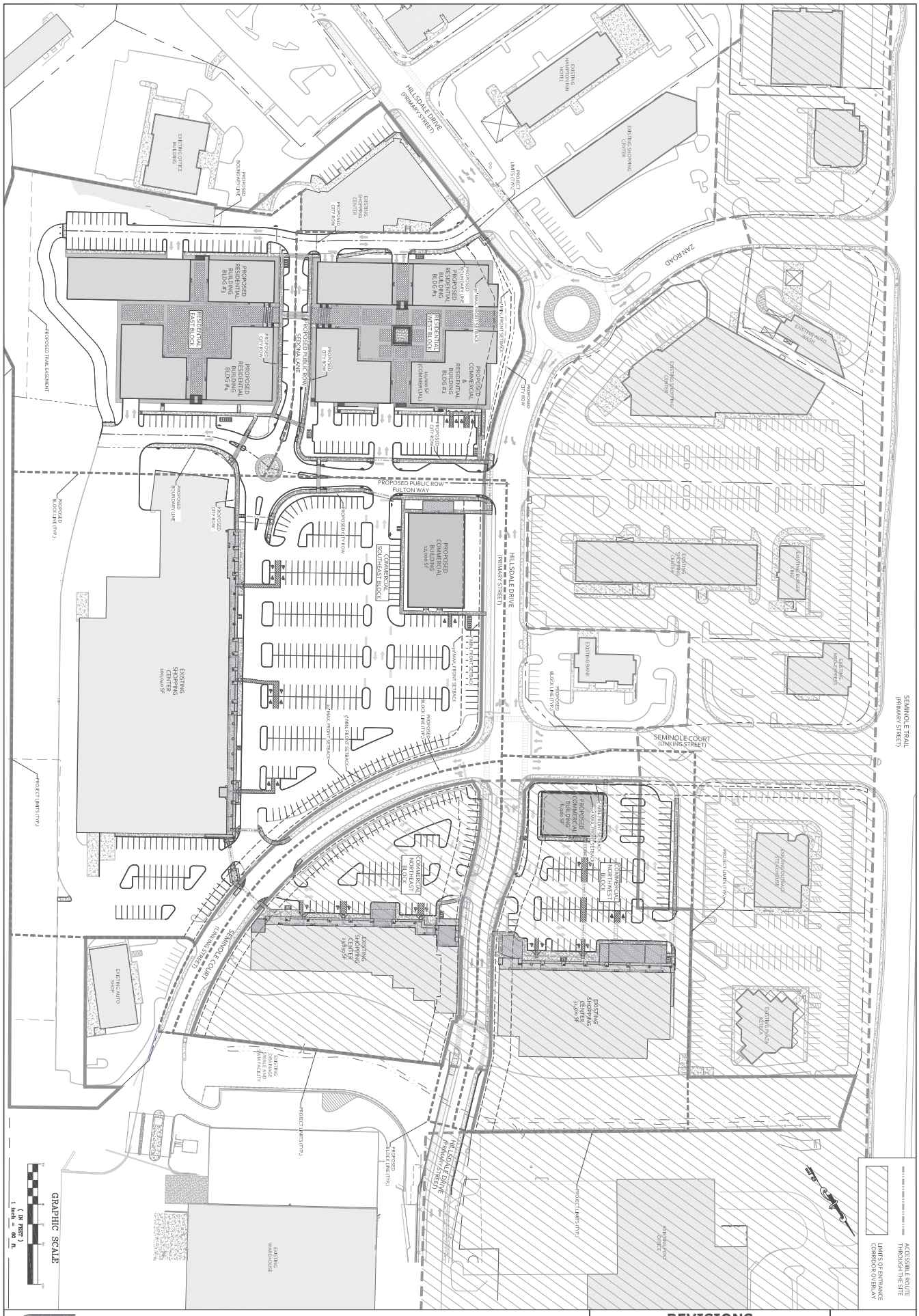

COLLINS ENGINEERING

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

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COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 036798
01/7/23

SHEET NO. 9 | SCALE 1" = 60' | JOB NO. 182142

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
OVERALL DEVELOPMENT PLAN

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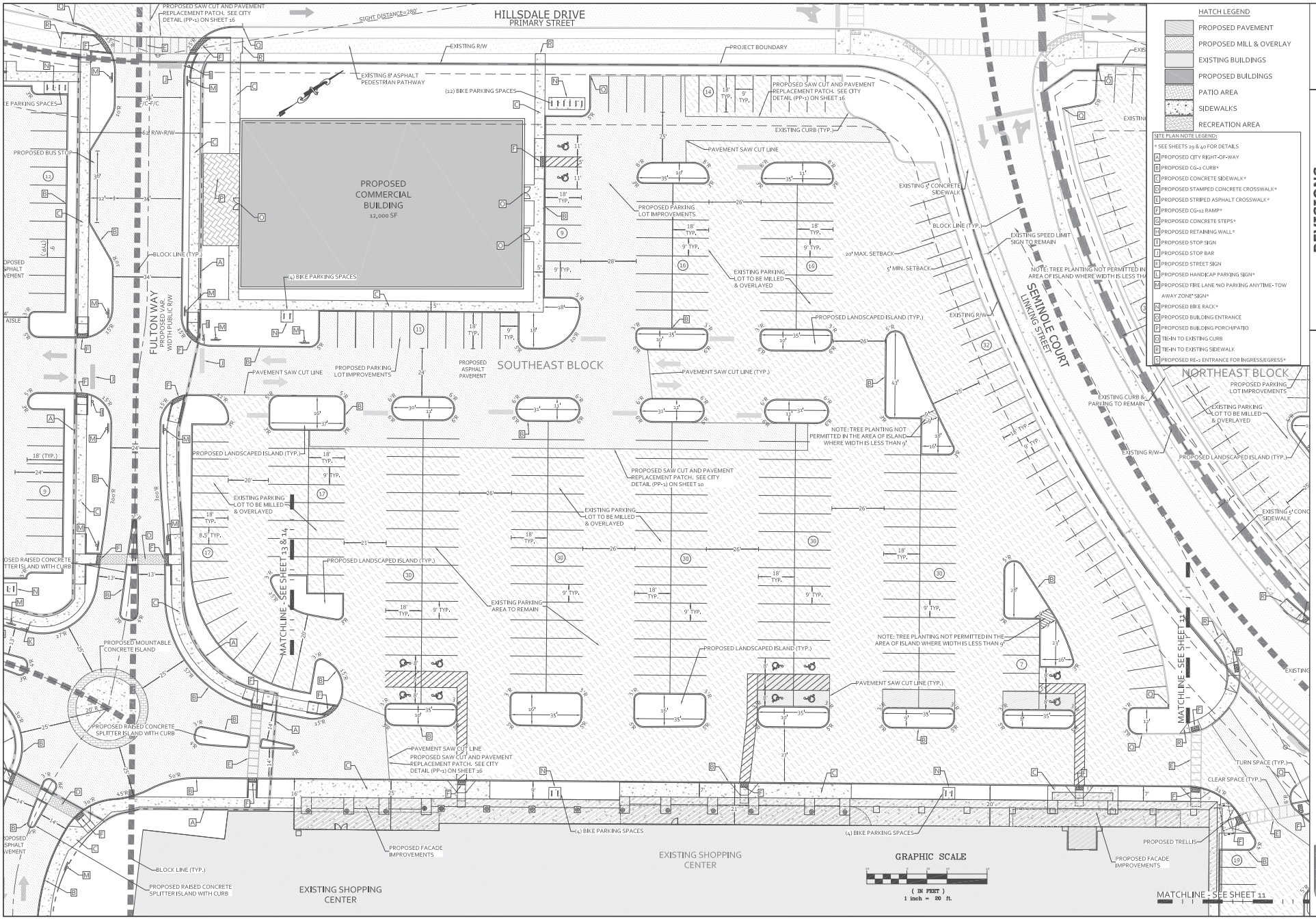

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED MILL & OVERLAY
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PATIO AREA
- SIDEWALKS
- RECREATION AREA

SITE PLAN NOTE LEGEND:

* SEE SHEETS 29 & 40 FOR DETAILS

- A PROPOSED CITY RIGHT-OF-WAY
- B PROPOSED CG-2 CURB*
- C PROPOSED CONCRETE SIDEWALK*
- D PROPOSED STAMPED CONCRETE CROSSWALK*
- E PROPOSED STRIPED ASPHALT CROSSWALK*
- F PROPOSED CG-12 RAMP*
- G PROPOSED CONCRETE STEPS*
- H PROPOSED RETAINING WALL*
- I PROPOSED STOP SIGN
- J PROPOSED STOP BAR
- K PROPOSED STREET SIGN
- L PROPOSED HANDICAP PARKING SIGN*
- M PROPOSED FIRE LANE 'NO PARKING ANYTIME- TOW AWAY ZONE' SIGN*
- N PROPOSED BIKE RACK*
- O PROPOSED BUILDING ENTRANCE
- P PROPOSED BUILDING PORCH/PATIO
- Q TIE-IN TO EXISTING CURB
- R TIE-IN TO EXISTING SIDEWALK
- S PROPOSED RE-2 ENTRANCE FOR INGRESS/EGRESS*

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
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7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: COMMERCIAL SOUTHEAST BLOCK - SITE PLAN

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 10

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PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: COMMERCIAL NORTHEAST BLOCK - SITE PLAN

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 11

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PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: COMMERCIAL NORTHWEST BLOCK - SITE PLAN

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 12

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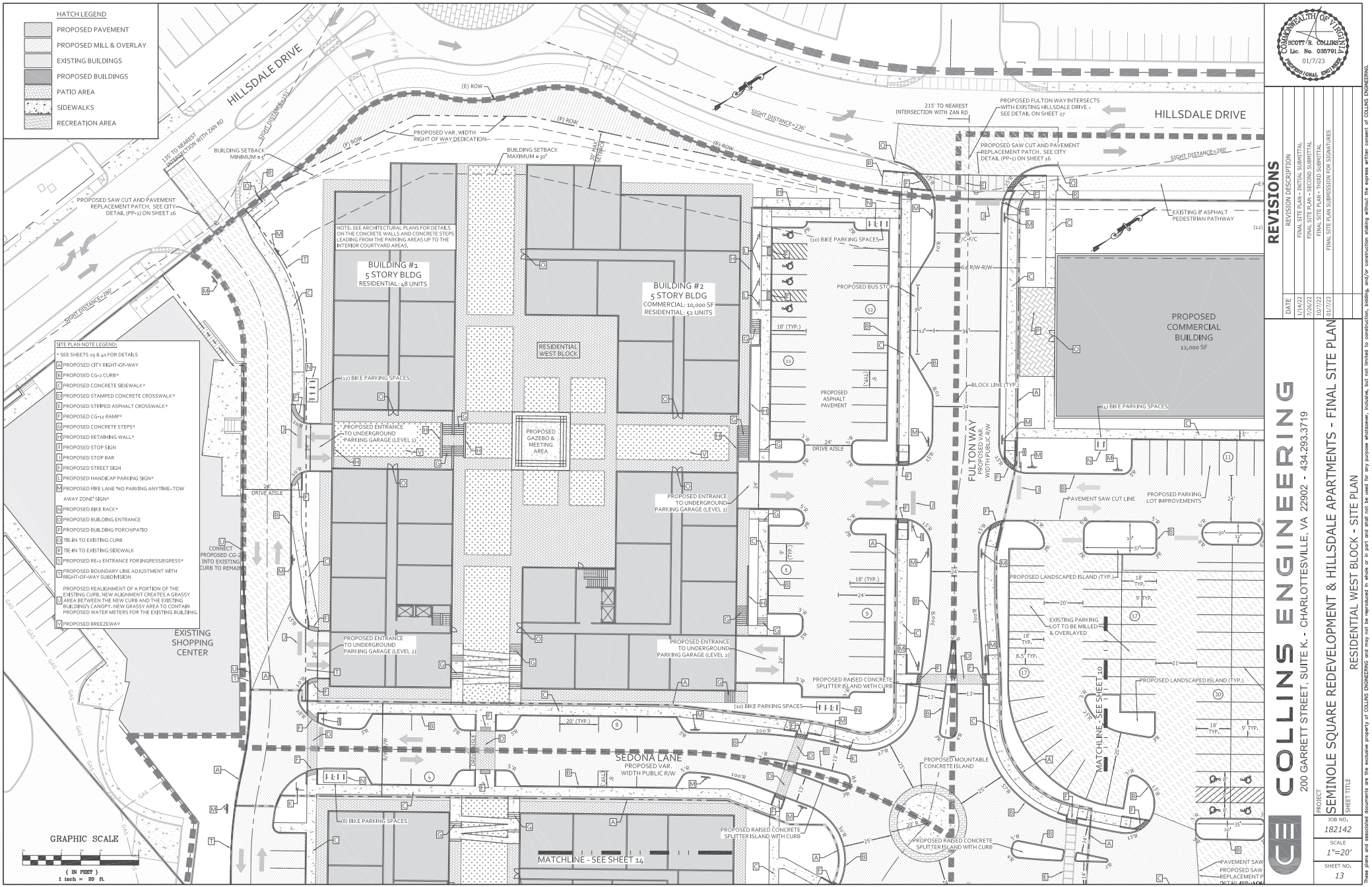

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PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: RESIDENTIAL WEST BLOCK - SITE PLAN

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 13

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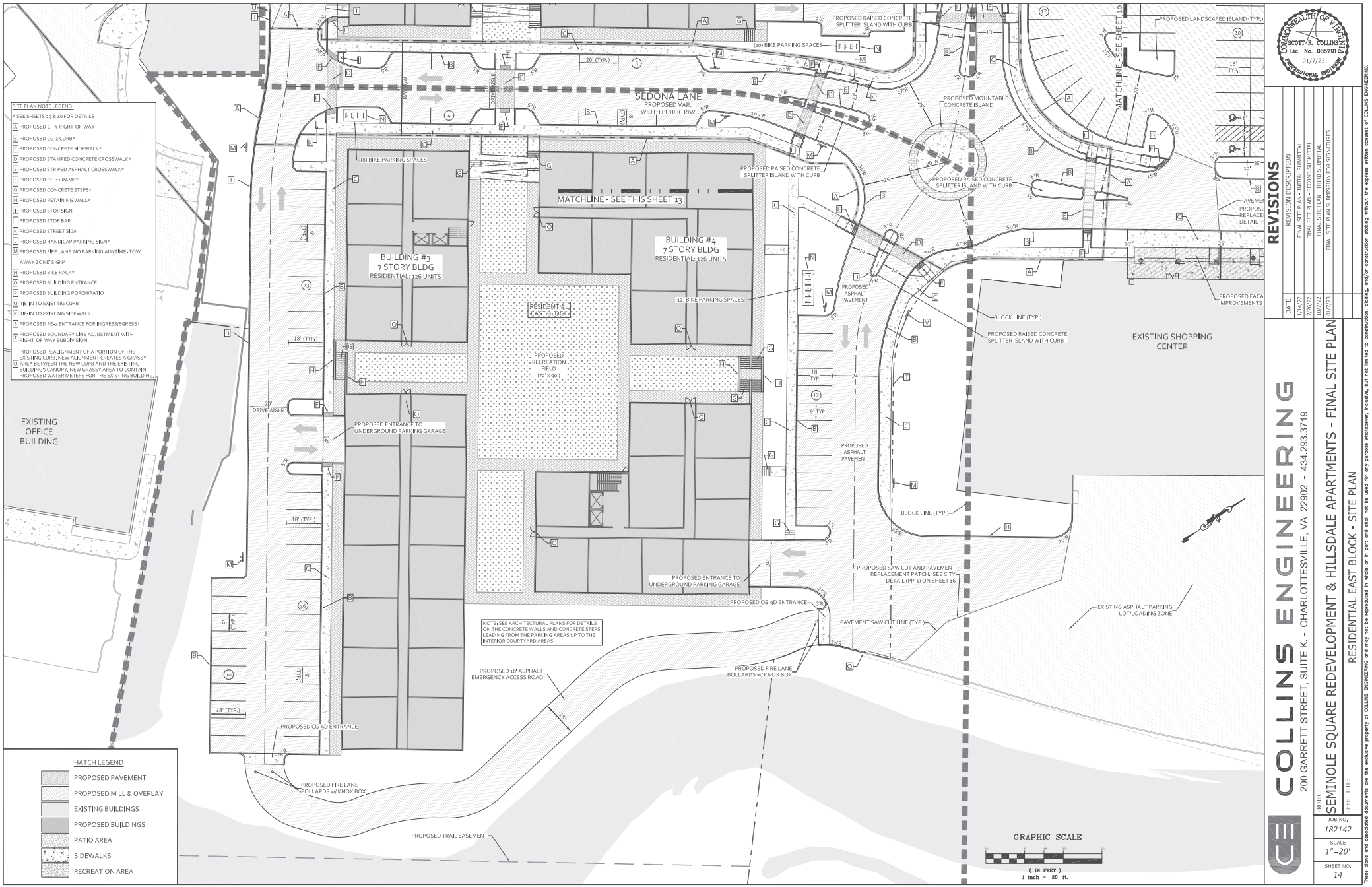

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PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: RESIDENTIAL EAST BLOCK - SITE PLAN

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 14

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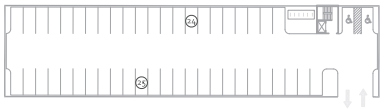
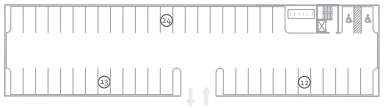
BUILDING #1

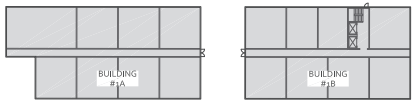
5-STORY BUILDING
TWO UNDERGROUND PARKING DECKS - 98 TOTAL PARKING SPACES AND
12 TOTAL BICYCLE PARKING SPACES
THREE FLOORS OF RESIDENTIAL - 48 TOTAL DWELLING UNITS



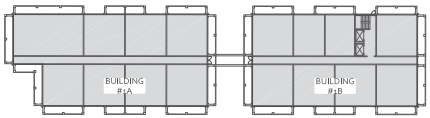
UNDERGROUND PARKING DECK 2
49 PARKING SPACES (INCLUDING 2 HANDICAP PARKING SPACES)
AND 6 BICYCLE PARKING SPACES



UNDERGROUND PARKING DECK 1
49 PARKING SPACES (INCLUDING 2 HANDICAP PARKING SPACES)
AND 6 BICYCLE PARKING SPACES



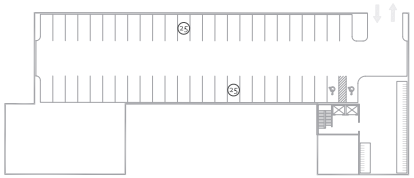
1ST FLOOR (GROUND LEVEL)
BUILDING A - 8 RESIDENTIAL UNITS
BUILDING B - 8 RESIDENTIAL UNITS



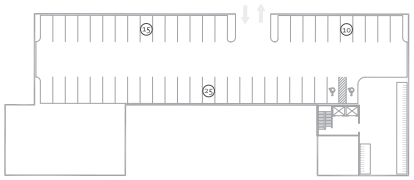
2ND FLOOR & 3RD FLOOR
BUILDING A - 8 RESIDENTIAL UNITS
BUILDING B - 8 RESIDENTIAL UNITS

BUILDING #2

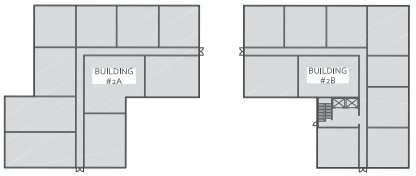
5-STORY BUILDING
TWO UNDERGROUND PARKING DECKS - 100 TOTAL PARKING SPACES AND
104 TOTAL WALL MOUNTED BIKE RACKS
THREE FLOORS OF RESIDENTIAL - 52 TOTAL DWELLING UNITS
ONE FLOOR OF COMMERCIAL - 10,000 SF TOTAL (BUILDING A ONLY)



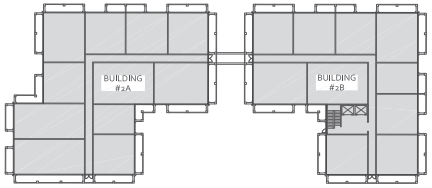
UNDERGROUND PARKING DECK 2
50 PARKING SPACES (INCLUDING 2 HANDICAP PARKING SPACES)
AND 52 WALL MOUNTED BIKE RACKS



UNDERGROUND PARKING DECK 1
50 PARKING SPACES (INCLUDING 2 HANDICAP PARKING SPACES)
AND 52 WALL MOUNTED BIKE RACKS



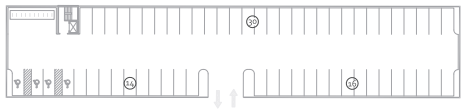
1ST FLOOR (GROUND LEVEL)
BUILDING A - 10,000 SF COMMERCIAL
BUILDING B - 10 RESIDENTIAL UNITS



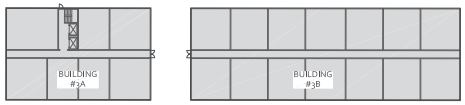
2ND FLOOR & 3RD FLOOR
BUILDING A - 11 RESIDENTIAL UNITS
BUILDING B - 10 RESIDENTIAL UNITS

BUILDING #3

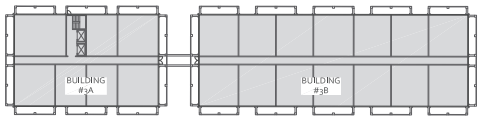
7-STORY BUILDING
ONE UNDERGROUND PARKING DECK - 60 TOTAL PARKING SPACES AND
10 TOTAL BICYCLE PARKING SPACES
SIX FLOORS OF RESIDENTIAL - 126 TOTAL DWELLING UNITS



UNDERGROUND PARKING DECK 1
60 PARKING SPACES (INCLUDING 4 HANDICAP PARKING SPACES)
AND 10 BICYCLE PARKING SPACES



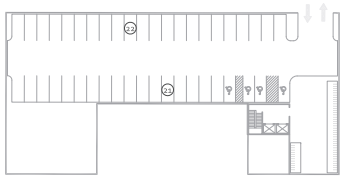
1ST FLOOR (GROUND LEVEL)
BUILDING A - 7 RESIDENTIAL UNITS
BUILDING B - 14 RESIDENTIAL UNITS



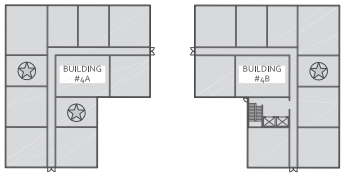
2ND FLOOR - 6TH FLOOR
BUILDING A - 7 RESIDENTIAL UNITS
BUILDING B - 14 RESIDENTIAL UNITS

BUILDING #4

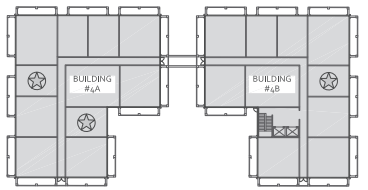
7-STORY BUILDING
ONE UNDERGROUND PARKING DECK - 43 TOTAL PARKING SPACES AND
52 WALL MOUNTED BIKE RACKS
SIX FLOORS OF RESIDENTIAL - 126 TOTAL DWELLING UNITS



UNDERGROUND PARKING DECK 1
43 PARKING SPACES (INCLUDING 4 HANDICAP PARKING SPACES)
AND 52 WALL MOUNTED BIKE RACKS



1ST FLOOR (GROUND LEVEL)
BUILDING A - 11 RESIDENTIAL UNITS
BUILDING B - 10 RESIDENTIAL UNITS



2ND FLOOR - 6TH FLOOR
BUILDING A - 11 RESIDENTIAL UNITS
BUILDING B - 10 RESIDENTIAL UNITS

AFFORDABLE HOUSING
5% OF THE TOTAL NUMBER OF DWELLING UNITS SHALL BE
DEDICATED TO AFFORDABLE HOUSING
REQUIRED: 352 TOTAL RESIDENTIAL UNITS * 5% = 17.6
PROPOSED: 18 RESIDENTIAL UNITS

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
10/7/22

REVISIONS

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
RESIDENTIAL BLOCK - BUILDING FLOORPLANS

JOB NO.
182142

SCALE
1"=40'

SHEET NO.
15

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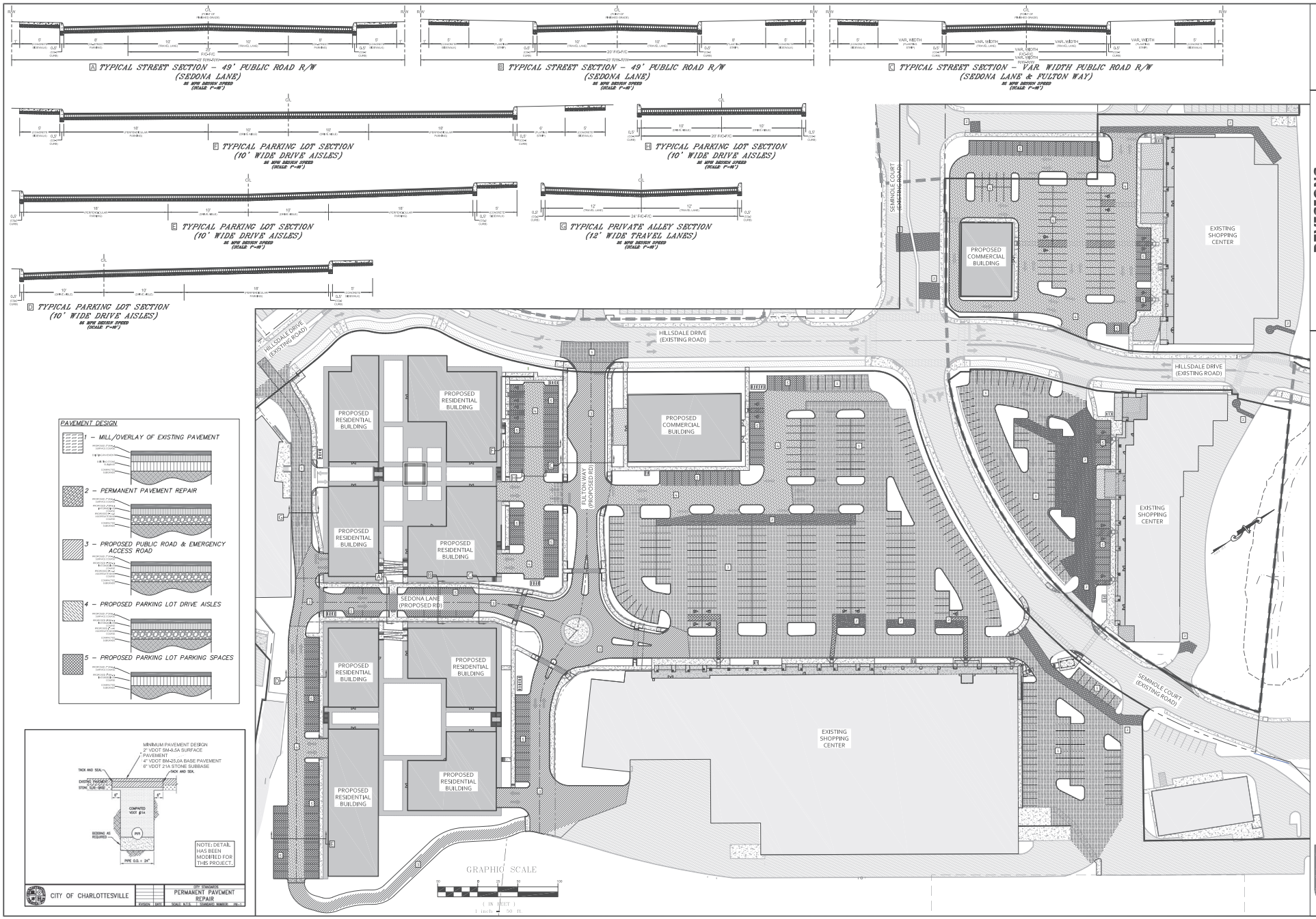

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SHEET TITLE: NOTES & DETAILS

JOB NO. 182142
SCALE 1" = 50'
SHEET NO. 16

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UTILITY PLAN NOTE LEGEND

A	PROPOSED 8" DI WATERLINE
B	EXISTING 8" DI WATERLINE
C	PROPOSED 8" 45° WATERLINE BEND
D	PROPOSED 8"x6" TEE, 6" G.V., & FIRE HYDRANT ASSEMBLY
E	PROPOSED 6" 45° WATERLINE BEND
F	PROPOSED 8"x4" TAP SLEEVE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
G	PROPOSED 4" CL. 52 DIP FIRE LINE TO HAVE AN OUTSIDE STAND ALONE ELECTRICALLY MONITORED PIV & FDC WITHIN 100' OF FIRE HYDRANT, AS SHOWN.
H	PROPOSED 2" TAP & 2" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER SETTER (McDONALD 720B712WFFF775)
I	PROPOSED 1.5" WATER METER
J	PROPOSED 8"x6" TAP SLEEVE & 6" G.V. TO PROPOSED FIRE HYDRANT ASSEMBLY
K	PROPOSED LOCATION OF FDC
L	EXISTING 8" DI SANITARY SEWER
M	EXISTING 10" PVC SANITARY SEWER
N	PROPOSED 8" SDR-26 PVC SANITARY SEWER
O	PROPOSED 8" 11.25° WATERLINE BEND
P	PROPOSED 6" SDR-26 PVC SANITARY SEWER SERVICE LATERAL w/ CLEANOUT
Q	EXISTING 8" PVC SANITARY SEWER
R	PROPOSED POWER/COMMUNICATIONS ROUTING DESIGN
S	EXISTING PUBLIC UTILITY EASEMENT
T	LIMITS OF PAVEMENT SAWCUT FOR PROPOSED UTILITY CONNECTION
U	PROPOSED VAR. WIDTH PUBLIC UTILITY EASEMENT

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PLAN - COMMERCIAL SOUTHEAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 17

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PLAN - COMMERCIAL NORTHEAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 18

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UTILITY PLAN NOTE LEGEND

- [A] EXISTING 8" DI WATERLINE
- [B] PROPOSED 8"x4" TAP SLEEVE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
- [C] PROPOSED 2" TAP & 2" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER SETTER (McDONALD 7208T12WTFF775)
- [D] PROPOSED 8"x6" TAP SLEEVE & 6" G.V. TO PROPOSED FIRE HYDRANT ASSEMBLY
- [E] PROPOSED 1.5" WATER METER
- [F] PROPOSED 4" CL. 52 DIP FIRE LINE TO HAVE AN OUTSIDE STAND ALONE ELECTRICALLY MONITORED PIV & FDC WITHIN 100' OF FIRE HYDRANT, AS SHOWN.
- [G] PROPOSED LOCATION OF FDC
- [H] LOCATION OF EXISTING FDC
- [I] PROPOSED VAR. WIDTH PUBLIC UTILITY EASEMENT
- [J] EXISTING 8" PVC SANITARY SEWER
- [K] PROPOSED POWER/COMMUNICATIONS ROUTING DESIGN
- [L] LIMITS OF PAVEMENT SAWCUT FOR PROPOSED UTILITY CONNECTION
- [M] TIE-IN PROPOSED UNDERGROUND ELECTRICAL SERVICE TO EXISTING TRANSFORMER

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PLAN - COMMERCIAL NORTHWEST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 19

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UTILITY PLAN NOTE LEGEND

- A — PROPOSED 8" DI WATERLINE (IN FULTON WAY)
- B — EXISTING 8" DI WATERLINE
- C — PROPOSED 8" 45° WATERLINE BEND
- D — PROPOSED 8"x8" TEE & (2) 8" G.V.
- E — PROPOSED 8"x6" TEE, 6" G.V., & FIRE HYDRANT ASSEMBLY
- F — PROPOSED 2" TAP & 2" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER SETTER (McDONALD 720B712WFFF77S)
- G — PROPOSED 8"x4" TEE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
- H — PROPOSED 4" CL. 52 DIP FIRE LINE TO HAVE AN OUTSIDE STAND ALONE ELECTRICALLY MONITORED PIV & FDC WITHIN 100' OF FIRE HYDRANT, AS SHOWN.
- I — PROPOSED 2" WATER METER
- J — PROPOSED 1.5" WATER METER
- K — LIMITS OF PAVEMENT SAWCUT FOR PROPOSED UTILITY CONNECTION
- L — PROPOSED 8" 22.5° WATERLINE BEND
- M — PROPOSED LOCATION OF FDC
- N — PROPOSED 6" 45° WATERLINE BEND
- O — PROPOSED 8" SDR-26 PVC SANITARY SEWER
- P — PROPOSED 6" SDR-26 PVC SANITARY SEWER SERVICE LATERAL w/ CLEANOUT
- Q — PROPOSED 8" 11.25° WATERLINE BEND
- R — PROPOSED POWER/COMMUNICATIONS ROUTING DESIGN
- S — PROPOSED TRANSFORMER
- T — (NOT USED ON THIS SHEET)
- U — EXISTING 2" P.E. GAS LINE
- V — PROPOSED 2" TAP & 2" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER
- W — PROPOSED 8"x6" TAP SLEEVE & 6" G.V. TO PROPOSED FIRE HYDRANT ASSEMBLY
- X — (NOT USED ON THIS SHEET)
- Y — PROPOSED 8" WATER METER
- Z — PROPOSED TYPE A BLOW-OFF ASSEMBLY
- AA — PROPOSED 8"x4" TAP SLEEVE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
- BB — (NOT USED ON THIS SHEET)
- CC — (NOT USED ON THIS SHEET)
- DD — PROPOSED 20' PUBLIC UTILITY EASEMENT
- EE — PROPOSED VAR. WIDTH PUBLIC UTILITY EASEMENT
- FF — PROPOSED 8"x8" CUT-IN TEE WITH (1)- 8" G.V. & (1) IN-LINE 8" G.V.
- GG — (NOT USED ON THIS SHEET)
- HH — PROPOSED CONCRETE UTILITY DUCT BANK
- LL — PROPOSED 8" DI WATERLINE (WATERLINE 'A')

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PLAN - RESIDENTIAL WEST BLOCK

JOB NO.
182142

SCALE
1"=20'

SHEET NO.
20

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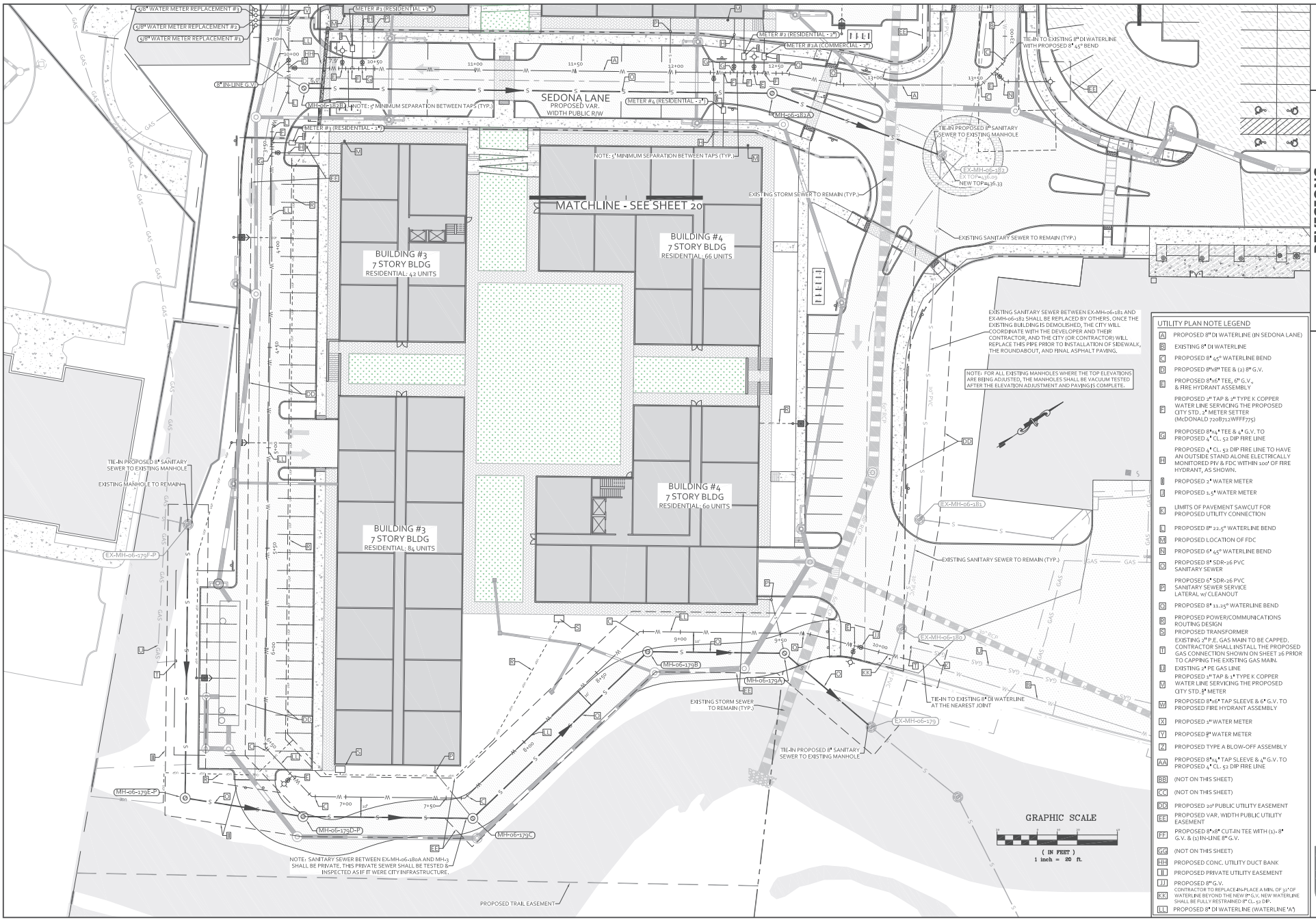

UTILITY PLAN NOTE LEGEND

- [A] PROPOSED 8" DI WATERLINE (IN SEDONA LANE)
- [B] EXISTING 8" DI WATERLINE
- [C] PROPOSED 8" 45° WATERLINE BEND
- [D] PROPOSED 8"x8" TEE & (2) 8" G.V.
- [E] PROPOSED 8"x6" TEE, 6" G.V., & FIRE HYDRANT ASSEMBLY
- [F] PROPOSED 1" TAP & 1" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER SETTER (MCDONALD 720B712WFFF77S)
- [G] PROPOSED 8"x4" TEE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
- [H] PROPOSED 4" CL. 52 DIP FIRE LINE TO HAVE AN OUTSIDE STAND ALONE ELECTRICALLY MONITORED PIV & FDC WITHIN 100' OF FIRE HYDRANT, AS SHOWN.
- [I] PROPOSED 2" WATER METER
- [J] PROPOSED 1.5" WATER METER
- [K] LIMITS OF PAVEMENT SAWCUT FOR PROPOSED UTILITY CONNECTION
- [L] PROPOSED 8" 22.5° WATERLINE BEND
- [M] PROPOSED LOCATION OF FDC
- [N] PROPOSED 6" 45° WATERLINE BEND
- [O] PROPOSED 8" SDR-26 PVC SANITARY SEWER
- [P] PROPOSED 6" SDR-26 PVC SANITARY SEWER SERVICE LATERAL w/ CLEANOUT
- [Q] PROPOSED 8" 11.25° WATERLINE BEND
- [R] PROPOSED POWER/COMMUNICATIONS ROUTING DESIGN
- [S] PROPOSED TRANSFORMER
- [T] EXISTING 2" P.E. GAS MAIN TO BE CAPPED. CONTRACTOR SHALL INSTALL THE PROPOSED GAS CONNECTION SHOWN ON SHEET 26 PRIOR TO CAPPING THE EXISTING GAS MAIN.
- [U] EXISTING 2" PE GAS LINE
- [V] PROPOSED 1" TAP & 1" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 3" METER
- [W] PROPOSED 8"x6" TAP SLEEVE & 6" G.V. TO PROPOSED FIRE HYDRANT ASSEMBLY
- [X] PROPOSED 1" WATER METER
- [Y] PROPOSED 3" WATER METER
- [Z] PROPOSED TYPE A BLOW-OFF ASSEMBLY
- [AA] PROPOSED 8"x4" TAP SLEEVE & 4" G.V. TO PROPOSED 4" CL. 52 DIP FIRE LINE
- [BB] (NOT ON THIS SHEET)
- [CC] (NOT ON THIS SHEET)
- [DD] PROPOSED 20' PUBLIC UTILITY EASEMENT
- [EE] PROPOSED VAR. WIDTH PUBLIC UTILITY EASEMENT
- [FF] PROPOSED 8"x8" CUT-IN TEE WITH (1)-8" G.V. & (1) IN-LINE 8" G.V.
- [GG] (NOT ON THIS SHEET)
- [HH] PROPOSED CONC. UTILITY DUCT BANK
- [II] PROPOSED PRIVATE UTILITY EASEMENT
- [JJ] PROPOSED 8" G.V. CONTRACTOR TO REPLACE-IN-PLACE A MIN. OF 31'OF WATERLINE BEYOND THE NEW 8" G.V., NEW WATERLINE SHALL BE FULLY RESTRAINED 8" CL. 52 DIP.
- [KK] PROPOSED 8" DI WATERLINE (WATERLINE 'A')

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SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PLAN - RESIDENTIAL EAST BLOCK

JOB NO.
182142

SCALE
1"=20'

SHEET NO.
21

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SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #1A & #1B - Meter #1 (Residential) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	72	=	576
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x		=	
Kitchen Sink	2.2	x	48	=	105.6
Lavatory	1.5	x	72	=	108
Showerhead (Shower Only)	2.5	x	72	=	180
Service Sink	4	x		=	
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	72	=	288
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	48	=	96
Washing Machine	6	x	48	=	288
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	1,641.6

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 79 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 4 Hose Bibs x Fixture Value x 1.25 Press. Factor = 25 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 104 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
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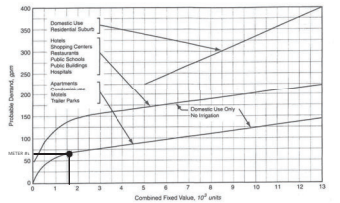

Figure 4-3 Water flow demand per fixture value—high range

SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #2A & #2B - Meter #2 (Residential) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	78	=	624
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x		=	
Kitchen Sink	2.2	x	52	=	114.4
Lavatory	1.5	x	78	=	117
Showerhead (Shower Only)	2.5	x	78	=	195
Service Sink	4	x		=	
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	78	=	312
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	52	=	104
Washing Machine	6	x	52	=	312
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	1,778.4

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 85 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 4 Hose Bibs x Fixture Value x 1.25 Press. Factor = 25 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 110 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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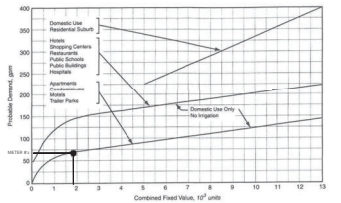

Figure 4-3 Water flow demand per fixture value—high range

SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #2A & #2B - Meter #2A (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	4	=	8
Kitchen Sink	2.2	x	4	=	8.8
Lavatory	1.5	x	8	=	12
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	4	=	16
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	8	=	32
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	4	=	64
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	4	=	8
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	148.8

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 69 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 4 Hose Bibs x Fixture Value x 1.25 Press. Factor = 25 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 94 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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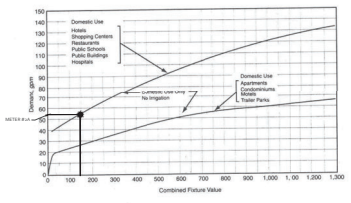

Figure 4-2 Water flow demand per fixture value—low range

SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #3A & #3B - Meter #3 (Residential) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	189	=	1,512
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x		=	
Kitchen Sink	2.2	x	126	=	277.2
Lavatory	1.5	x	189	=	283.5
Showerhead (Shower Only)	2.5	x	189	=	472.5
Service Sink	4	x		=	
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	189	=	756
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	126	=	252
Washing Machine	6	x	126	=	756
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	4,309.2

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 104 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 4 Hose Bibs x Fixture Value x 1.25 Press. Factor = 25 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 129 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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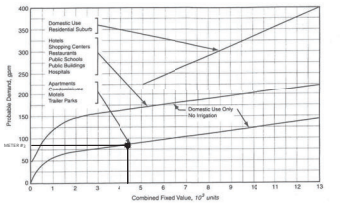

Figure 4-3 Water flow demand per fixture value—high range

SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #4A & #4B - Meter #4 (Residential) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	189	=	1,512
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x		=	
Kitchen Sink	2.2	x	126	=	277.2
Lavatory	1.5	x	189	=	283.5
Showerhead (Shower Only)	2.5	x	189	=	472.5
Service Sink	4	x		=	
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	189	=	756
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x		=	
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	126	=	252
Washing Machine	6	x	126	=	756
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	4,309.2

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 104 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 4 Hose Bibs x Fixture Value x 1.25 Press. Factor = 25 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 129 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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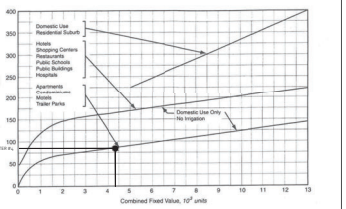

Figure 4-3 Water flow demand per fixture value—high range

SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address SEMINOLE SQUARE METER #5 Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy 13,000 SF COMMERCIAL BUILDING

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	2	=	4.4
Lavatory	1.5	x	4	=	6
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	1	=	4
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	9	=	36
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	2	=	32
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	1	=	2
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	88.4

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 59 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 6 gpm
- 2 Hose Bibs x Fixture Value x 1.25 Press. Factor = 13 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 72 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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SIZING WATER SERVICE LINES AND METERS — Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address SEMINOLE SQUARE METER #6 Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy 5,000 SF COMMERCIAL BUILDING

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	1	=	2.2
Lavatory	1.5	x	2	=	3
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	1	=	4
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	3	=	12
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	1	=	16
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x	1	=	2
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	43.2

Pressure Factor from Table 4-1 = 1.25

Customer Peak Demand From Fig. 4–2 or 4 –3 x Press. Factor = 53 gpm
Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0 gpm
- 0 Hose Bibs x Fixture Value x 1.25 Press. Factor = 0 gpm
Added Fixed Load = 0 gpm
TOTAL FIXED DEMAND = 53 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

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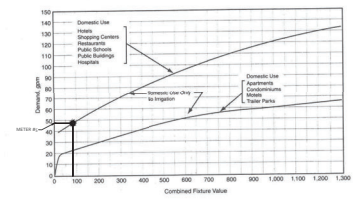

Figure 4-2 Water flow demand per fixture value—low range

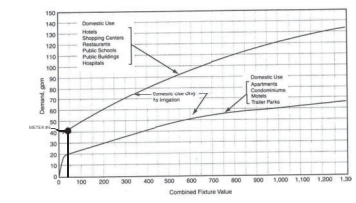

Figure 4-2 Water flow demand per fixture value—low range

WATER FLOWS - MAXIMUM AND PEAK HOUR DEMANDS

MAXIMUM HOUR DEMAND MIN. = 2 GPM PER CONNECTION
PEAK HOUR DEMAND FOR MIN. = 3 GPM PER CONNECTION

TABLE 9-2 OF THE CHARLOTTESVILLE DESIGN STANDARDS MANUAL WAS USED TO ESTIMATE THE DESIGN FLOW. MAXIMUM HOUR DEMAND AND PEAK HOUR DEMAND PER CONNECTION SHALL NOT BE LESS THAN 2 GPM AND 3 GPM, RESPECTIVELY. WHERE THE NUMBER OF RESIDENTIAL UNITS IS LESS THAN 1,000 (WHICH IS THE CASE FOR THIS DEVELOPMENT'S RESIDENTIAL METERS), THE GREATER OF THE FOLLOWING EQUATION OR ABOVE SHALL BE USED:
Q=11.4(N)^0.544 WHERE N=NUMBER OF CONNECTIONS.

METER	NUMBER OF CONNECTIONS	FLOW CALCULATIONS	MAXIMUM HOUR DEMAND	PEAK HOUR DEMAND	METER SIZE
1	48	94 GPM	94 GPM	141 GPM	2"
2	52	98 GPM	98 GPM	147 GPM	2"
2A	1	12 GPM	12 GPM	18 GPM	2"
3	126	158 GPM	158 GPM	237 GPM	2"
4	126	158 GPM	158 GPM	237 GPM	2"
5	1	12 GPM	12 GPM	18 GPM	1.5"
6	1	12 GPM	12 GPM	18 GPM	1.5"

Wastewater Flow Estimates

	Commercial flow per 1,000 sf (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
Commercial Northwest Block				
Proposed 6,000 sf of Commercial Space	250	1,500	6,000	9/1/2026

	Commercial flow per 1,000 sf (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
Commercial Southeast Block				
Proposed 12,000 sf of Commercial Space	250	3,000	12,000	9/1/2026

	Commercial flow per 1,000 sf (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
Residential West Block				
Proposed 10,000 sf of Commercial Space	250	2,500	10,000	9/1/2026
Proposed Removal of 22,000 sf of Commercial Storage	-250	-5,500	-22,000	9/1/2026

	Residential Flow Per Dwelling (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
70 One-Bedroom Units	200	14,000	56,000	9/1/2026
70 Two-Bedroom Units	300	21,000	84,000	9/1/2026

	Residential Flow Per Dwelling (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
Residential West Block				
106 One-Bedroom Units	200	21,200	84,800	9/1/2026
106 Two-Bedroom Units	300	31,800	127,200	9/1/2026

Total Proposed (gpd) Flows = **89,500** 358,000
(With 4.0 PF)

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
10/7/22

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
WATER METER SIZING DATA SHEETS

JOB NO. 182142
SCALE N/A
SHEET NO. 22

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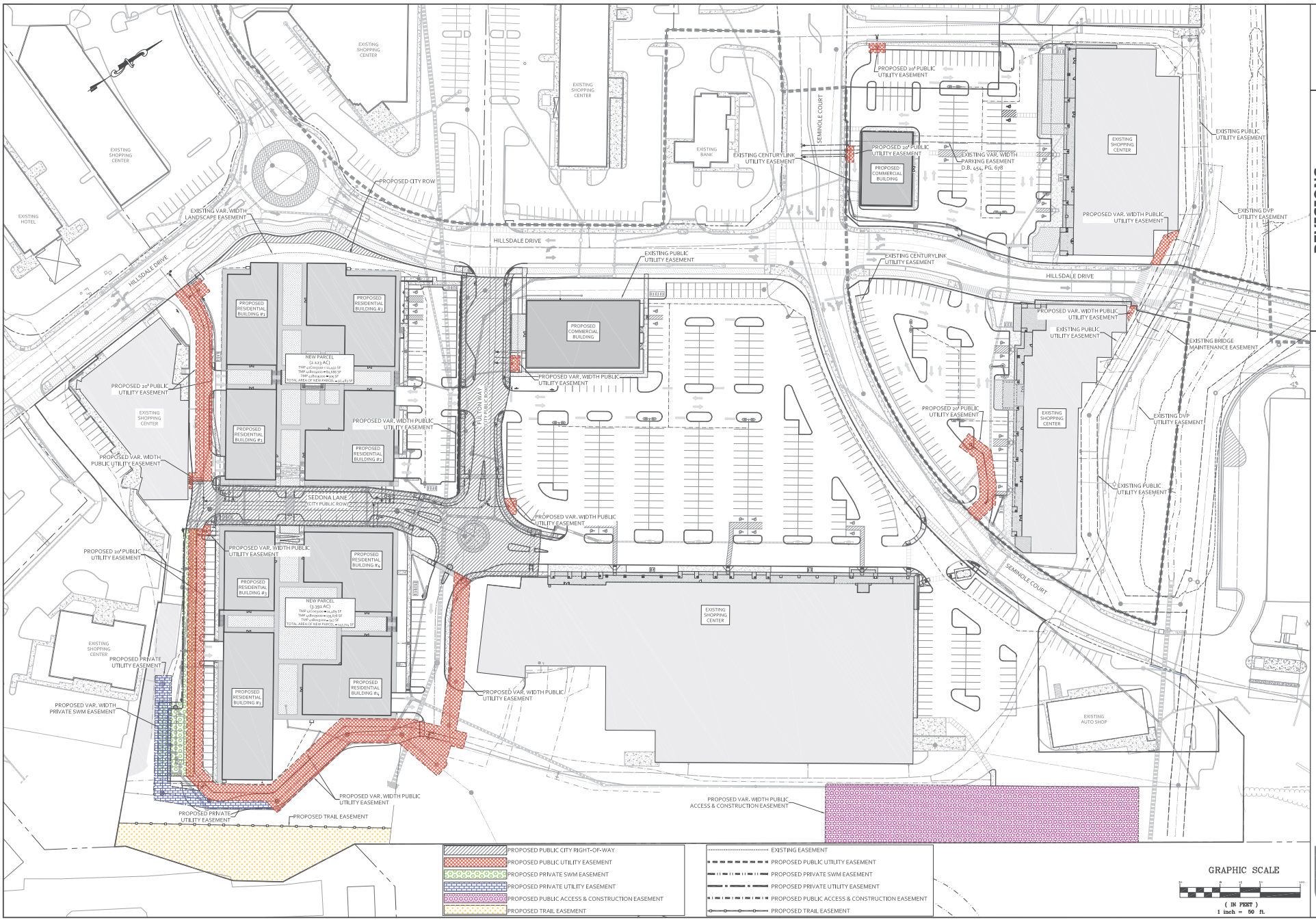

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01/7/23
PROFESSIONAL ENGINEER

REVISIONS

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10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
EASEMENT EXHIBIT

JOB NO. 182142
SCALE 1"=50'
SHEET NO. 23

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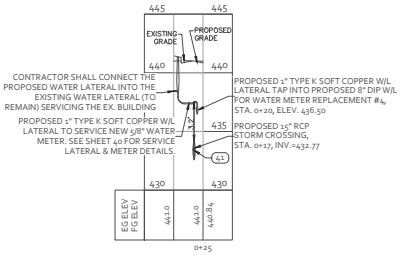
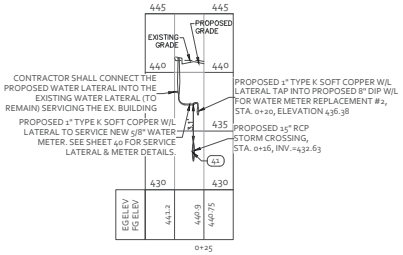
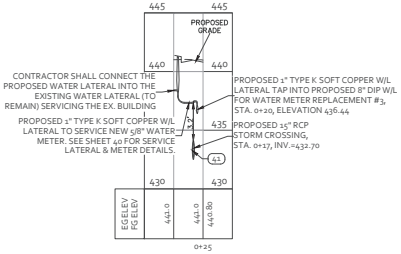


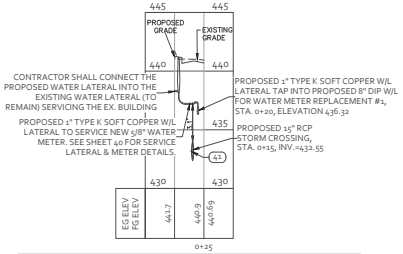
WATER METER REPLACEMENT #4



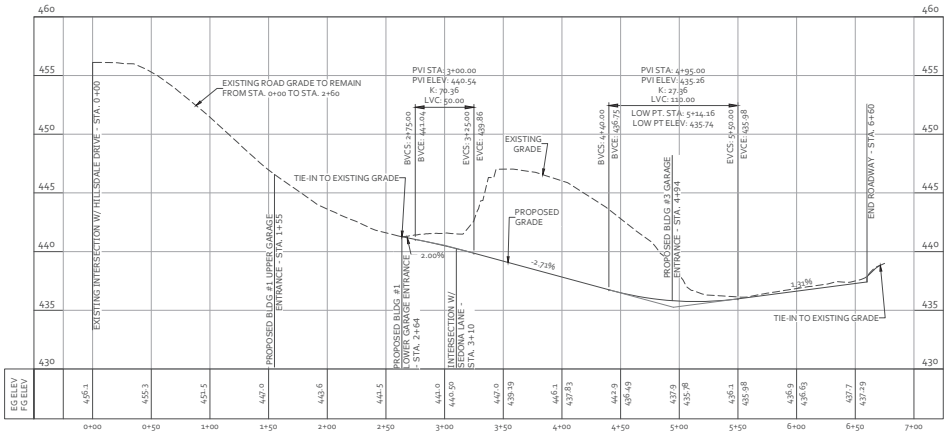
WATER METER REPLACEMENT #2



WATER METER REPLACEMENT #3

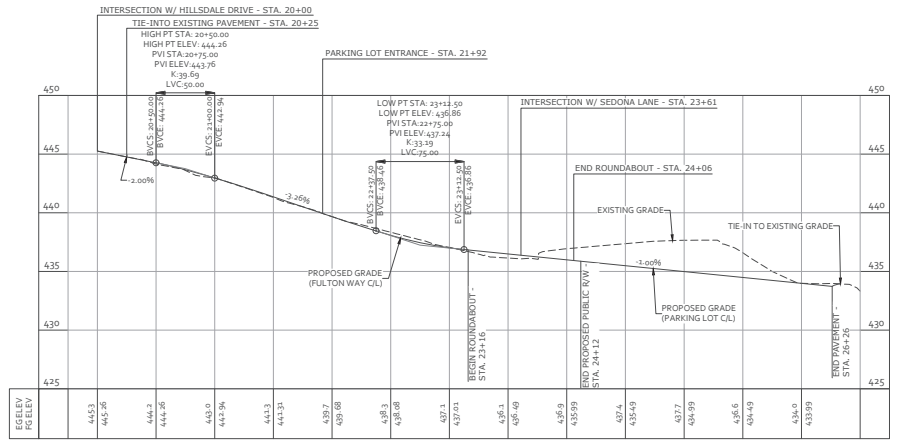


WATER METER REPLACEMENT #1



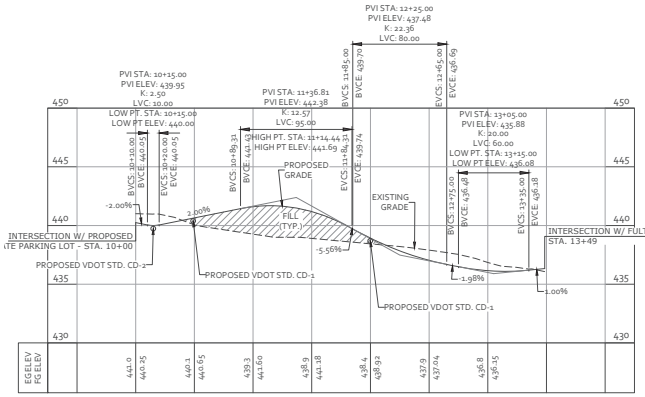
PARKING LOT CENTERLINE PROFILE

(SOUTH OF BUILDINGS #1 & #3)



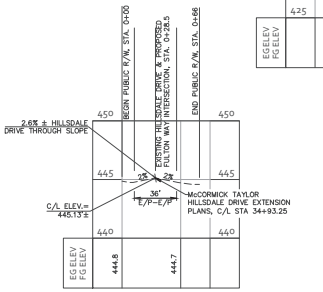
FULTON WAY & PARKING LOT CENTERLINE PROFILE

(NORTH OF BUILDINGS #2 & #4)



SEDONA LANE ROAD PROFILE

DESIGN SPEED = 20 MPH



HILLSDALE DRIVE X-SECTION

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER WIL MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & W/L AND 1.5' OF SEPARATION BETWEEN W/L & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD. SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.

VERTICAL GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

HORIZONTAL GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
10/7/22

REVISIONS

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
ROAD & UTILITY PROFILES

JOB NO.
182142

SCALE
AS SHOWN

SHEET NO.
24

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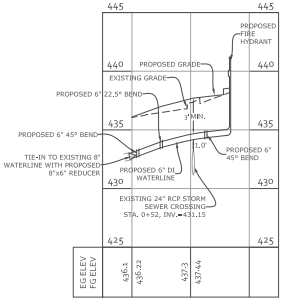
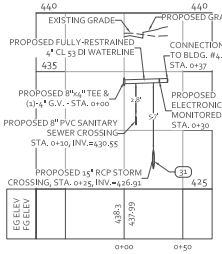
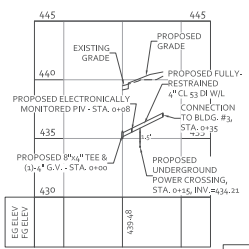


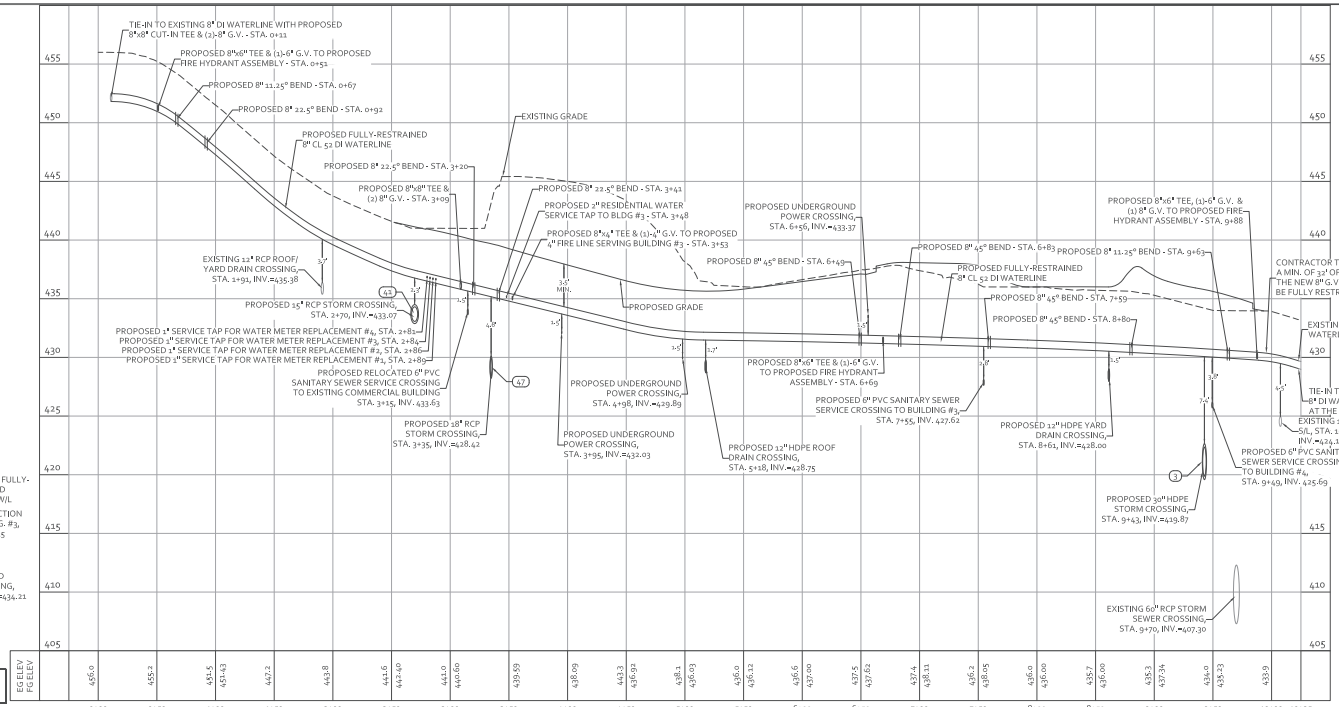
NORTHEAST HYDRANT RELOCATION



BLDG #4 FIRE LINE

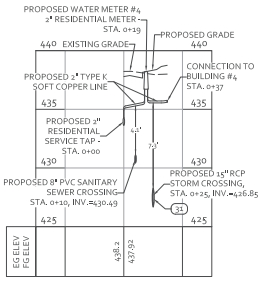


BLDG #3 FIRE LINE

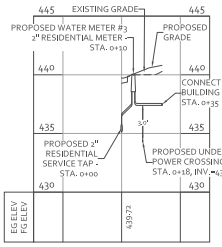


WATERLINE 'A' PROFILE

(SOUTH OF BUILDINGS #1 & #3, AND EAST OF BUILDING #2)



BLDG #4 RESIDENTIAL WATER SERVICE



BLDG #3 RESIDENTIAL WATER SERVICE

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
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4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER W/L MAINS.
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9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
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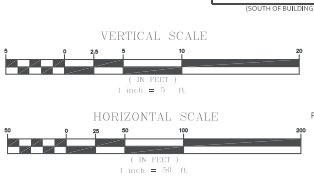
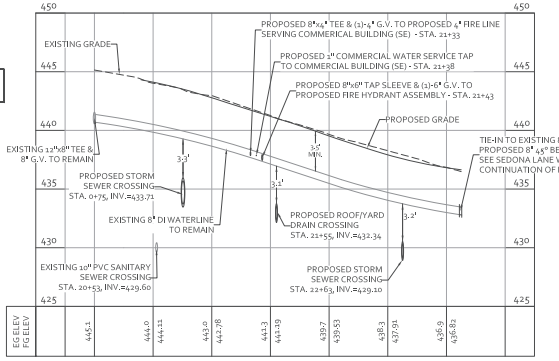
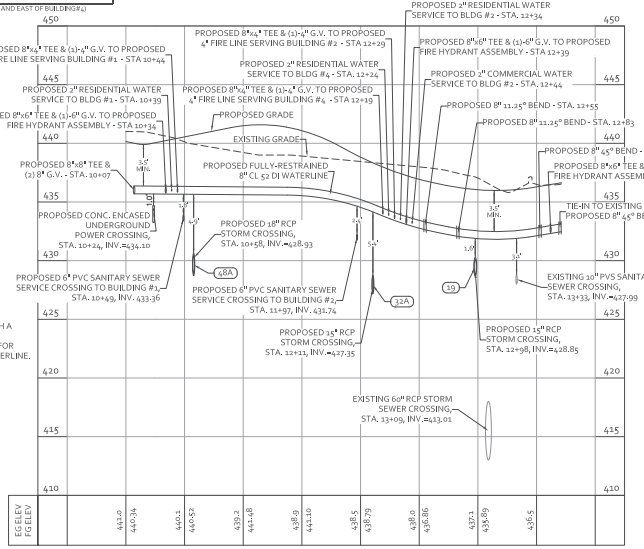




EXISTING WATERLINE PROFILE (FULTON WAY)



WATERLINE PROFILE (SEDONA LANE)

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
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COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
10/7/22

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
UTILITY PROFILES

JOB NO.
182142

SCALE
1"=50'

SHEET NO.
25

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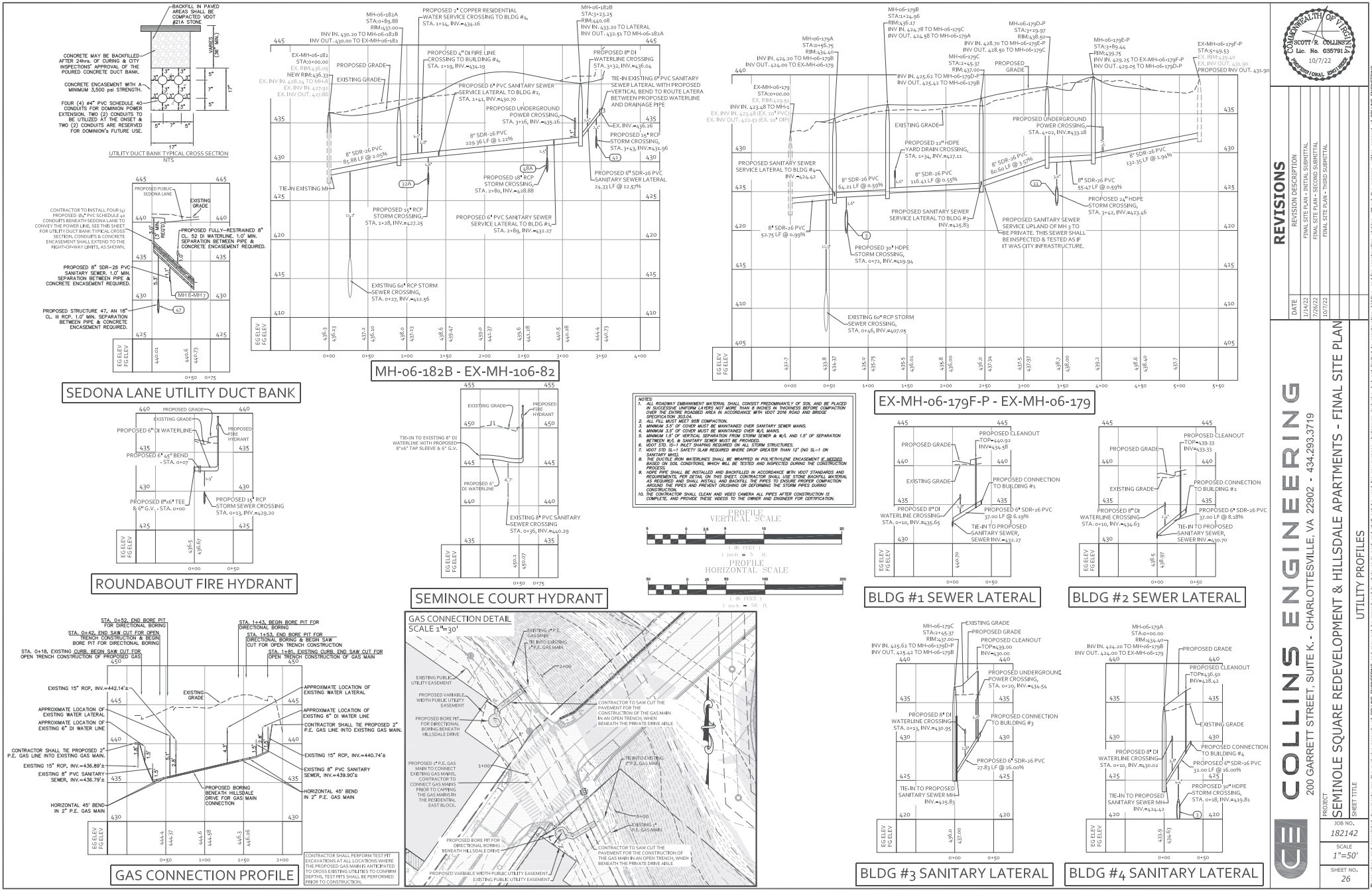

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10/7/22
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UTILITY PROFILES

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

JOB NO.
182142

SCALE
1"=50'

SHEET NO.
26

SHEET TITLE

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SPOT SHOT ABBREVIATION LEGEND

EP	EDGE OF PAVEMENT
TC	TOP OF CURB
SW	SIDEWALK
FFE	FINISHED FLOOR ELEVATION
P1	PARKING LEVEL 1 ELEVATION
P2	PARKING LEVEL 2 ELEVATION
TP	TOP OF STRUCTURE

ACCESSIBLE ROUTE THROUGH THE SITE

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
01/7/23

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: GRADING & DRAINAGE PLAN - COMMERCIAL SOUTHEAST BLOCK

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 27

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PROFESSIONAL ENGINEER
01/7/23

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
GRADING & DRAINAGE PLAN - COMMERCIAL NORTHEAST BLOCK

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 28

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SPOT SHOT ABBREVIATION LEGEND

EP	EDGE OF PAVEMENT
TC	TOP OF CURB
SW	SIDEWALK
FFE	FINISHED FLOOR ELEVATION
PVMT	TOP OF PAVEMENT
TW	TOP OF WALL
BW	BOTTOM OF WALL

COMMONWEALTH OF VIRGINIA
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01/7/23
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COLLINS ENGINEERING
200 GARRETT STREET, SUITE K - CHARLOTTESVILLE, VA 22902 - 434.293.3719

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: GRADING & DRAINAGE PLAN - COMMERCIAL NORTHWEST BLOCK

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 29

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
GRADING & DRAINAGE PLAN - RESIDENTIAL WEST BLOCK

JOB NO.
182142

SCALE
1"=20'

SHEET NO.
30

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CONTRACTOR SHALL ENSURE THE MINIMUM RIPRAP LINED OUTLET PROTECTION IS PRESENT BELOW THE EXISTING 60" RCP. IF MINIMUM RIPRAP OUTLET PROTECTION IS NOT PRESENT, CONTRACTOR SHALL MAINTAIN THE FACILITY BY RE-INSTALLING IT. MIN. OUTLET PROTECTION IS FLAT, 9' DEEP VDOT CL. AI STONE WITH A LENGTH=6' WIDTH AT 60" OUTFALL=19', WIDTH AT END OF OUTLET PROTECTION=21'.

SPOT SHOT ABBREVIATION LEGEND	
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
SW	SIDEWALK
FFE	FINISHED FLOOR ELEVATION
P_1	PARKING LEVEL 1 ELEVATION
P_2	PARKING LEVEL 2 ELEVATION
TP	TOP OF STRUCTURE

ACCESSIBLE ROUTE THROUGH THE SITE

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
01/7/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: GRADING & DRAINAGE PLAN - RESIDENTIAL EAST BLOCK

JOB NO. 182142

SCALE 1"=20'

SHEET NO. 31

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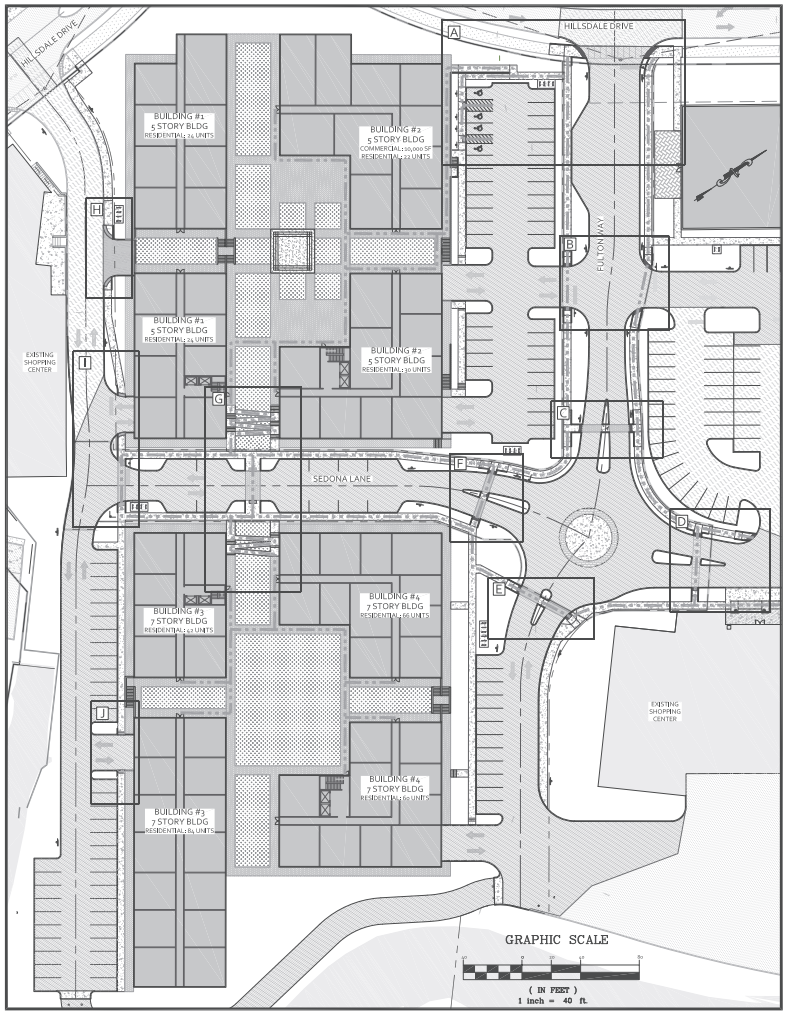
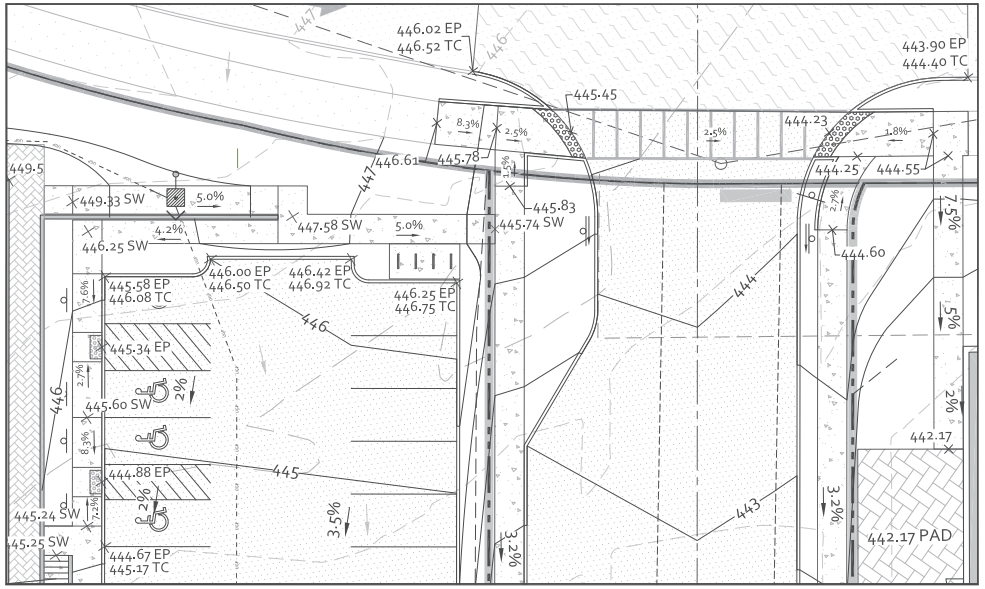


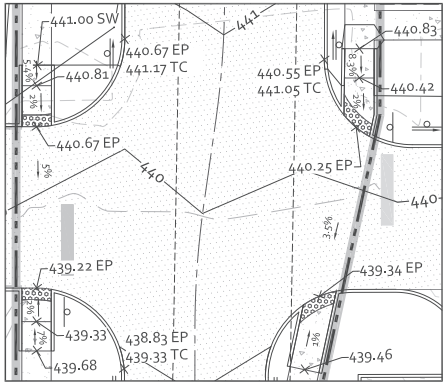
VIEWPORT A

SCALE: 1" = 10'



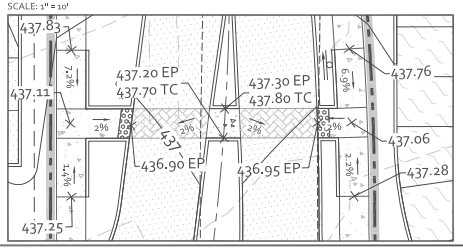
VIEWPORT B

SCALE: 1" = 10'



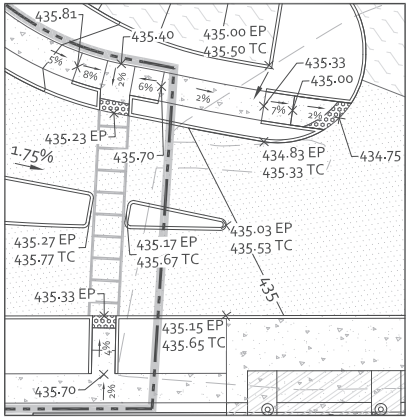
VIEWPORT C

SCALE: 1" = 10'



VIEWPORT D

SCALE: 1" = 10'



GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
11/4/22	FINAL SITE PLAN - INITIAL SUBMITTAL
12/6/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
RESIDENTIAL BLOCKS - PEDESTRIAN & ADA ACCESS

JOB NO.
182142

SCALE
AS SHOWN

SHEET NO.
32

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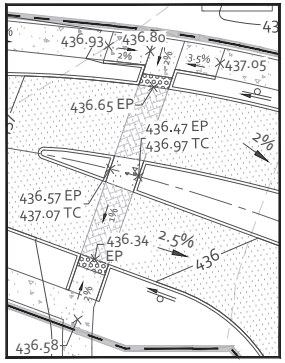
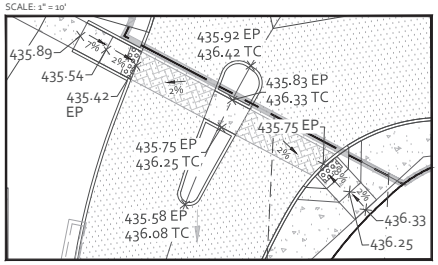
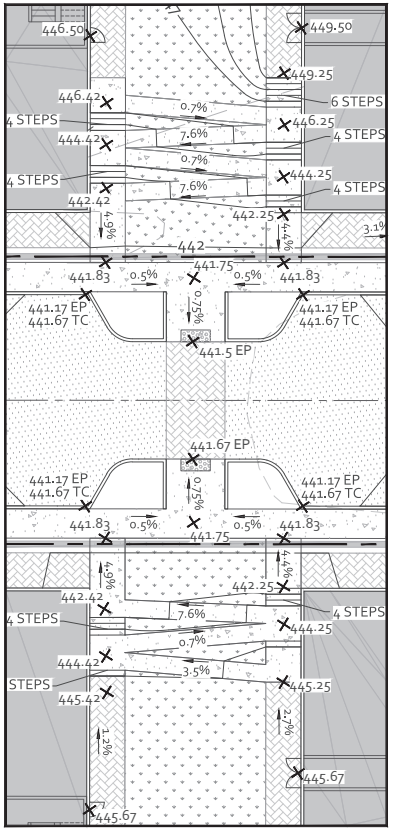
VIEWPORT E
SCALE: 1" = 10'



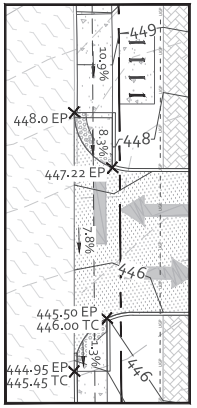
VIEWPORT F
SCALE: 1" = 10'



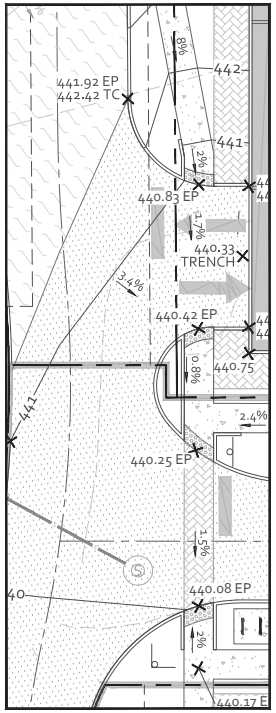
VIEWPORT G
SCALE: 1" = 10'



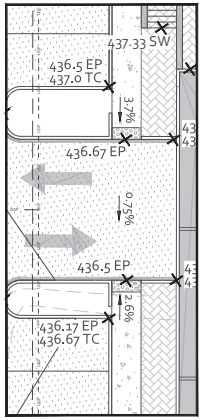
VIEWPORT H
SCALE: 1" = 10'



VIEWPORT I
SCALE: 1" = 10'



VIEWPORT J
SCALE: 1" = 10'



GRAPHIC SCALE

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
RESIDENTIAL BLOCKS - PEDESTRIAN & ADA ACCESS

JOB NO.
182142

SCALE
1" = 10'

SHEET NO.
33

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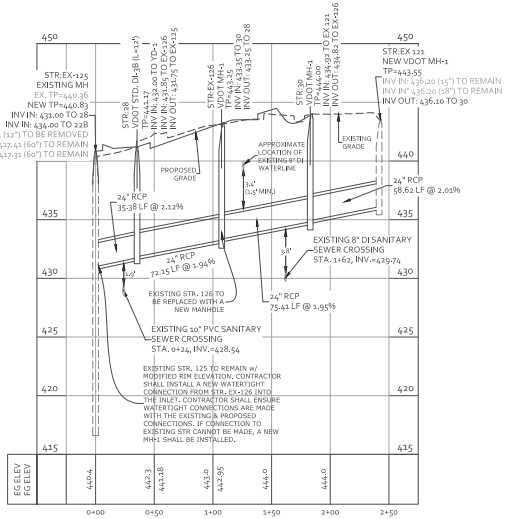
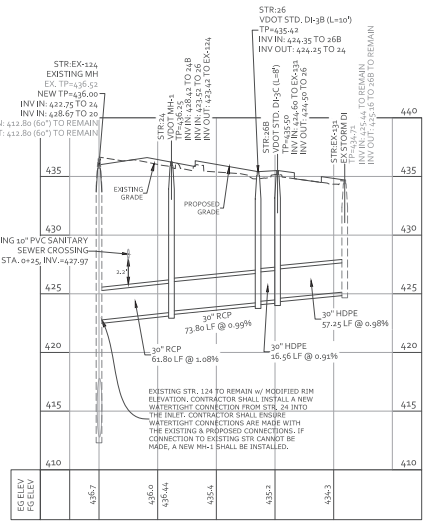
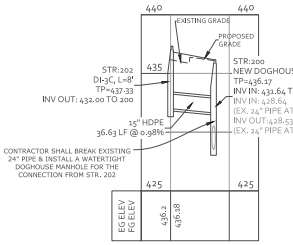


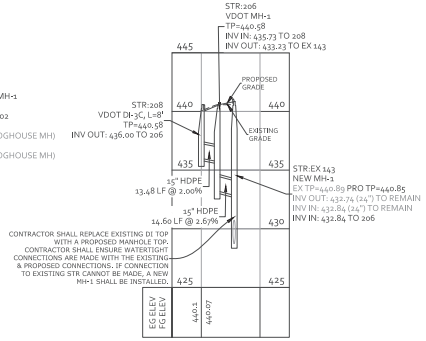
EX-STR-121 - EX-STR-125



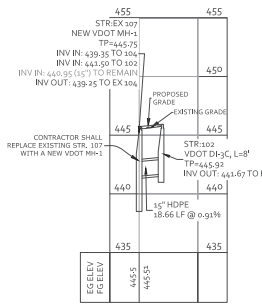
EX-STR-131 - EX-STR-124



STR. 202 - 200



STR. 208 - EX 143



STR. 102 - EX 107

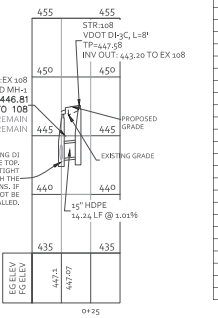
VERTICAL SCALE

(IN FEET)
1 inch = 5 ft.

HORIZONTAL SCALE

(IN FEET)
1 inch = 50 ft.

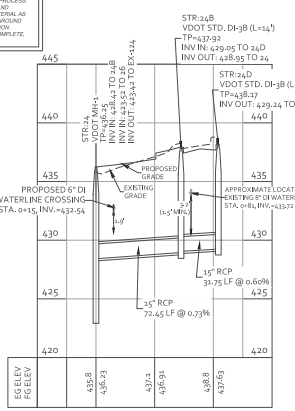
NOTES:
1. ALL ROADWAY EMBANKMENT MATERIAL SHALL CONSIST PREDOMINANTLY OF SOIL AND BE PLACED IN SUCCESSIVE UNIFORM LAYERS NOT MORE THAN 8 INCHES IN THICKNESS BEFORE COMPACTION OVER THE ENTIRE ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER WL MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & WL AND 1.5' OF SEPARATION BETWEEN WL & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD IS-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. TEMPORARY SILT FENCE OR EQUIVALENT PERIMETER SEDIMENT CONTROL ENCASEMENT IF NEEDED, BASED ON SOIL TYPE, SLOPE, AND PROXIMITY TO WETLANDS, TO BE DO AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS. PER DETAIL ON THIS SHEET, CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.



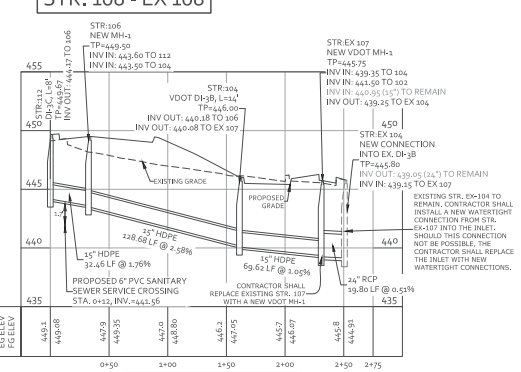
STR. 108 - EX 108

DRAINAGE DESCRIPTIONS

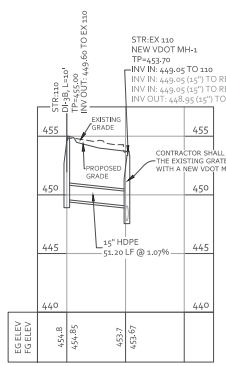
STR. NO.	PIPE INFORMATION						INLET INFORMATION			COMMENTS
	DIA. (in.)	LENGTH (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	SLOT LENGTH	RIM ELEVATION	
208							DI-3C	8'	440.58	VDOT STD. IS-1 REQ'D
207	15	13.48	2.00%	436.00	435.73	HDPE				
206							MH-1	-	440.58	VDOT STD. IS-1 REQ'D
205	15	14.60	2.67%	433.23	432.84	HDPE				
200							MH-1	-	436.17	VDOT STD. IS-1 REQ'D
199	24	66.89	2.84%	428.53	426.63	RCP				
202							DI-3C	8'	437.33	VDOT STD. IS-1 REQ'D
201	15	36.63	0.98%	432.00	431.64	HDPE				
110							DI-3B	10'	455.00	VDOT STD. IS-1 REQ'D
109	15	51.20	1.07%	449.60	449.05	HDPE				
112							DI-3C	8'	449.67	VDOT STD. IS-1 REQ'D
111	15	32.46	1.76%	444.17	443.60	HDPE				
106							MH-1	-	449.50	VDOT STD. IS-1 REQ'D
105	15	128.68	2.58%	443.50	440.18	HDPE				
104							DI-3B	14'	446.00	VDOT STD. IS-1 REQ'D
103	15	69.62	1.05%	440.08	439.35	HDPE				
EX107							MH-1	-	445.75	VDOT STD. IS-1 REQ'D
113	24	19.80	0.51%	439.25	439.15	RCP				
108							DI-3C	8'	447.58	VDOT STD. IS-1 REQ'D
107	15	14.24	0.98%	443.20	443.06	HDPE				
102							DI-3C	8'	445.75	VDOT STD. IS-1 REQ'D
101	15	21.70	1.01%	439.37	439.15	HDPE				



STR-24D - STR-24



STR. 112 - EX 104



STR. 110 - EX 110

DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION			COMMENTS
	DIA. (in.)	LENGTH* (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	SLOT LENGTH	RIM ELEVATION	
EX-131							EX DI	-	434.71	VDOT STD. IS-1 REQ'D
26C	30	57.25	0.98%	425.16	424.60	HDPE				
26B							DI-3C	8	435.50	VDOT STD. IS-1 REQ'D
26A	30	16.56	0.91%	424.50	424.35	HDPE				
26							DI-3B	10	435.42	VDOT STD. IS-1 REQ'D
25	30	73.80	0.99%	424.25	423.52	RCP				
24							MH	-	436.25	VDOT STD. IS-1 REQ'D
23	30	61.80	1.08%	423.42	422.75	RCP				
24D							DI-3B	10	438.17	VDOT STD. IS-1 REQ'D
24C	15	31.75	0.60%	429.24	429.05	RCP				
24B							DI-3B	14	437.92	VDOT STD. IS-1 REQ'D
24A	15	72.45	0.73%	428.95	428.42	RCP				
EX-121							MH	-	443.55	VDOT STD. IS-1 REQ'D
30A	24	58.62	2.01%	436.10	434.92	RCP				
30							MH	-	444.00	VDOT STD. IS-1 REQ'D
29A	24	75.41	1.95%	434.82	433.35	RCP				
EX-126							MH	-	443.25	VDOT STD. IS-1 REQ'D
29	24	72.15	1.94%	433.25	431.85	RCP				
28							DI-3B	12	441.17	VDOT STD. IS-1 REQ'D
27	24	35.38	2.12%	431.75	431.00	RCP				

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DRAINAGE PROFILES

JOB NO.
182142

SCALE
AS SHOWN

SHEET NO.
34

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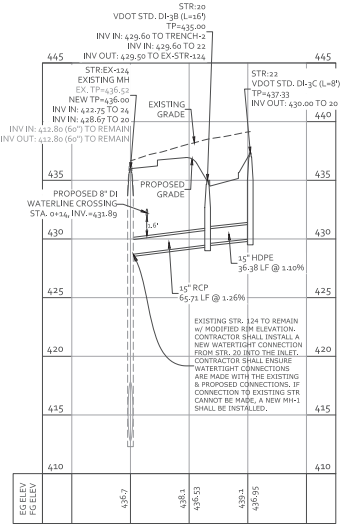
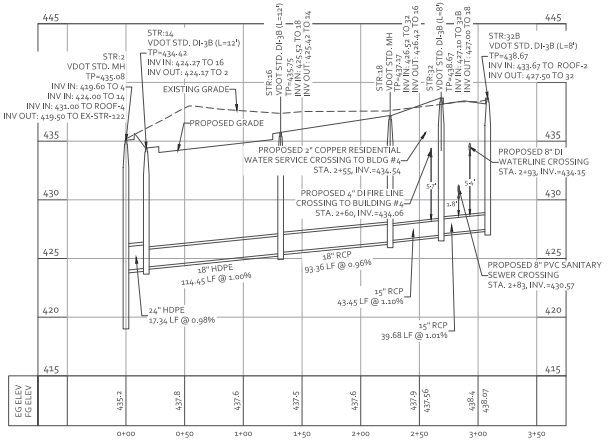
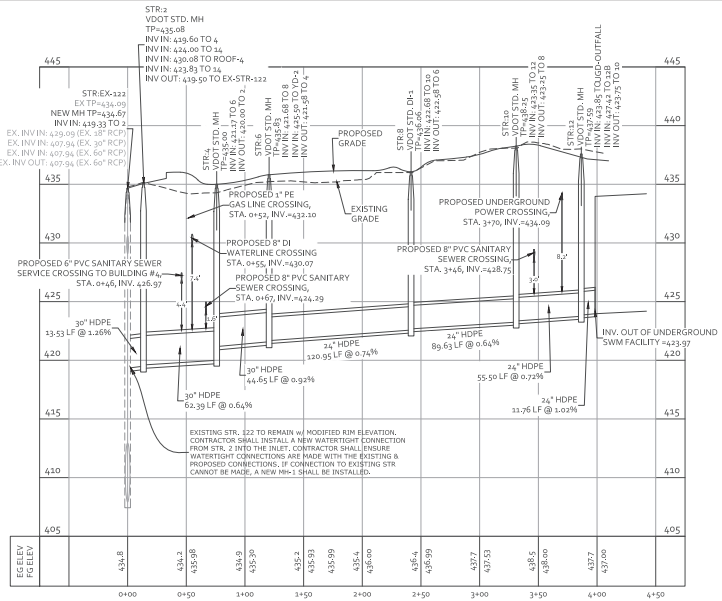


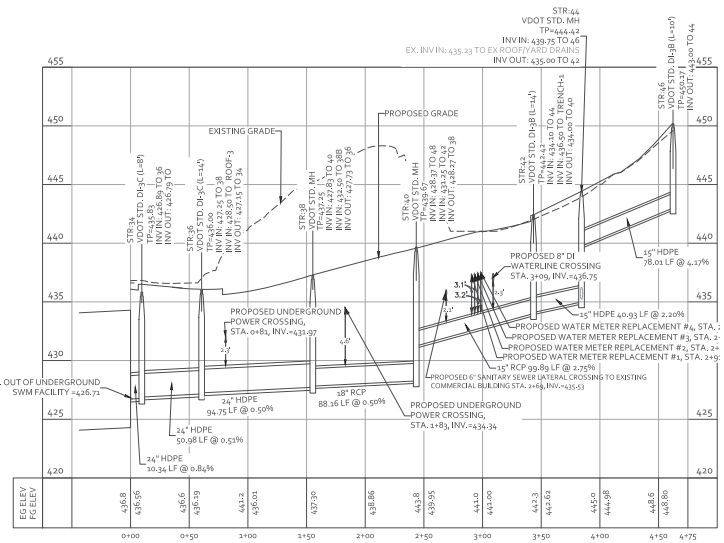
STR-22 - EX-STR-124



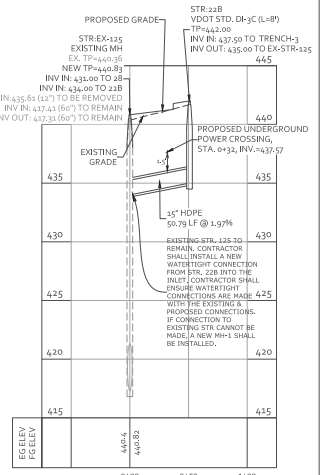
STR-32B - STR-2



UNDERGROUND SWM - EX-STR-122



STR-46 - UNDERGROUND SWM



STR-22B - EX-STR-125

DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION			COMMENTS
	DIA. (in.)	LENGTH' (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	SLOT LENGTH	RIM ELEVATION	
UGD OUT							UGD	-	437.00	VDOT STD. IS-1 REQ'D
13	24	11.76	1.02%	423.97	423.85	HDPE				
12							MH	-	437.59	VDOT STD. IS-1 REQ'D
11	24	55.50	0.72%	423.75	423.35	HDPE				
10							DI-1	-	438.25	VDOT STD. IS-1 REQ'D
9	24	89.63	0.64%	423.25	422.68	HDPE				
8							MH	-	436.00	VDOT STD. IS-1 REQ'D
7	24	120.95	0.74%	422.58	421.68	HDPE				
6							MH	-	436.06	VDOT STD. IS-1 REQ'D
5	30	44.65	0.92%	421.58	421.17	HDPE				
4							MH	-	435.00	VDOT STD. IS-1 REQ'D
3	30	62.39	0.64%	420.00	419.60	HDPE				
2							MH	-	435.08	VDOT STD. IS-1 REQ'D
1	30	13.53	1.26%	419.50	419.33	HDPE				
32B							DI-3B	8	438.67	VDOT STD. IS-1 REQ'D
32A	15	39.68	1.01%	427.50	427.10	RCP				
32							DI-3B	8	438.67	VDOT STD. IS-1 REQ'D
31	15	43.45	1.10%	427.00	426.52	RCP				
18							MH	-	437.17	VDOT STD. IS-1 REQ'D
17	18	93.36	0.96%	426.42	425.52	RCP				
16							DI-3B	12	435.75	VDOT STD. IS-1 REQ'D
15	18	114.45	1.00%	425.42	424.27	HDPE				
14							DI-3B	12	434.42	VDOT STD. IS-1 REQ'D
13	24	17.34	0.98%	424.17	424.00	HDPE				
22							DI-3C	8	437.33	VDOT STD. IS-1 REQ'D
21	15	36.38	1.10%	430.00	429.60	HDPE				
20							DI-3B	16	435.00	VDOT STD. IS-1 REQ'D
19	15	65.71	1.26%	429.50	428.67	RCP				
22B							DI-3C	8	442.00	VDOT STD. IS-1 REQ'D
22A	15	50.79	1.97%	435.00	434.00	HDPE				
46							DI-3B	10	450.17	VDOT STD. IS-1 REQ'D
45	15	78.01	4.17%	443.00	439.75	HDPE				
44							MH	-	444.42	VDOT STD. IS-1 REQ'D
43	15	40.93	2.20%	435.00	434.10	HDPE				
42							DI-3B	14	442.42	VDOT STD. IS-1 REQ'D
41	15	99.89	2.75%	434.00	431.25	RCP				
40							MH	-	439.67	VDOT STD. IS-1 REQ'D
39	18	88.16	0.50%	428.27	427.83	RCP				
38							MH	-	437.25	VDOT STD. IS-1 REQ'D
37	24	94.75	0.50%	427.73	427.25	HDPE				
36							DI-3C	14	436.00	VDOT STD. IS-1 REQ'D
35	24	51.85	0.50%	427.15	426.89	HDPE				
34							DI-3C	8	435.83	VDOT STD. IS-1 REQ'D
33	24	10.34	0.84%	426.79	426.71	HDPE				

VERTICAL SCALE

5 0 2.5 5 10 20

(IN FEET)

1 inch = 5 ft.

HORIZONTAL SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION SECTION 303.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER WL 16INS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & WL AND 1.5' OF SEPARATION BETWEEN WL & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHARING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS. PER DETAIL ON THIS SHEET, CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN
SHEET TITLE: DRAINAGE PROFILES

JOB NO. 182142
SCALE AS SHOWN
SHEET NO. 35

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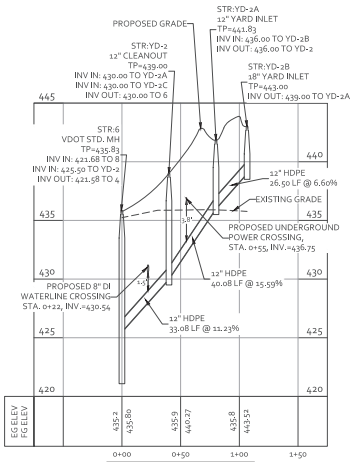
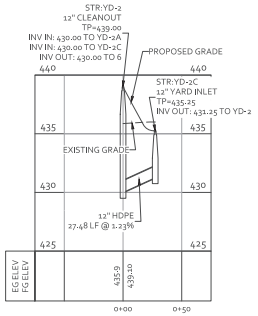
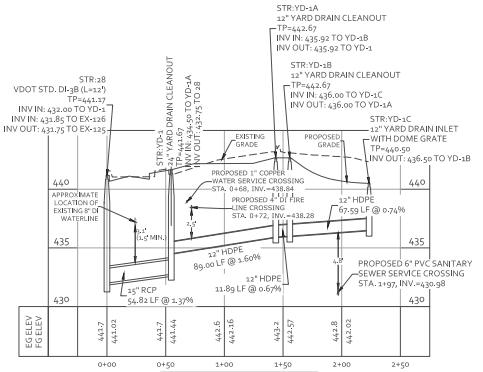


YD-2B - STR-6



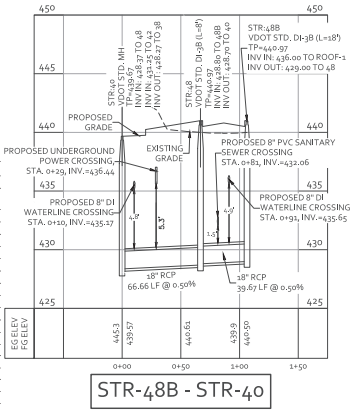
YD-2C - YD-2



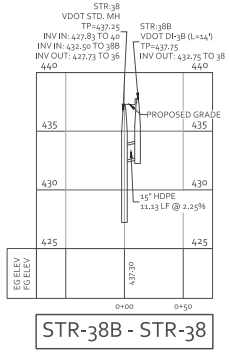
YD-1C - STR-28

DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION			COMMENTS
	DIA. (in.)	LENGTH* (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	SLOT LENGTH	RIM ELEVATION	
38B							DI-3B	14	437.75	VDOT STD. IS-1 REQ'D
38A	15	11.13	2.25%	432.75	432.50	HDPE				
48B							DI-3B	18	441.00	VDOT STD. IS-1 REQ'D
48A	18	39.67	0.50%	429.00	428.80	RCP				
48							DI-3B	8	441.00	VDOT STD. IS-1 REQ'D
47	18	66.66	0.50%	428.70	428.37	RCP				



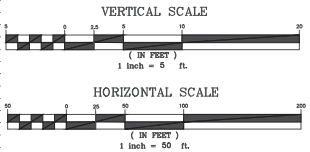
STR-48B - STR-40



STR-38B - STR-38

YARD/ROOF DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION	
	DIA. (in.)	LENGTH* (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	RIM ELEVATION
YD-1C							12in Yard Inlet	440.50
YD-1C - YD-1B	12	67.59	0.74%	436.50	436.00	HDPE		
YD-1B							12in Cleanout	442.67
YD-1B - YD-1A	12	11.89	0.67%	436.00	435.92	HDPE		
YD-1A							12in Cleanout	442.67
YD-1A - YD-1	12	89.00	1.60%	435.92	434.50	HDPE		
YD-1							24in Cleanout	441.67
YD-1 - STR-28	15	54.82	1.37%	432.75	432.00	RCP		
YD-2B							18in Yard Inlet	443.00
YD-2B - YD-2A	12	26.50	6.60%	439.00	436.00	HDPE		
YD-2A							12in Yard Inlet	441.83
YD-2A - YD-2	12	40.08	15.59%	436.00	430.00	HDPE		
YD-2							12in Cleanout	439.00
YD-2 - STR-6	12	33.08	11.23%	430.00	425.50	HDPE		
YD-2C							12in Yard Inlet	435.25
YD-2C - YD-2	12	27.48	1.23%	431.25	430.00	HDPE		
ROOF-1							Roof Drain	441.25
ROOF-1 - STR-48B	12	12.20	4.10%	436.50	436.00	HDPE		
ROOF-2							Roof Drain	438.75
ROOF-2 - STR-32B	12	12.23	2.70%	434.00	433.67	HDPE		
ROOF-3							Roof Drain	437.17
ROOF-3 - STR-36	12	51.33	1.46%	429.25	428.50	HDPE		
ROOF-4							Roof Drain	436.50
ROOF-4 - STR-2	12	25.96	5.47%	431.50	430.08	HDPE		



NOTES:
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2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER W/L MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & W/L AND 1.5' OF SEPARATION BETWEEN W/L & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
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COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DRAINAGE PROFILES

JOB NO. 182142
SCALE AS SHOWN
SHEET NO. 36

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Structure	Area (Acres)	Cw	t_c (Min.)
102	0.44	0.90	5.0
104	0.16	0.90	5.0
106	0.00	0.90	5.0
108	0.40	0.85	5.0
110	0.18	0.90	5.0
112	0.23	0.90	5.0
ROOF	0.13	0.90	5.0
TRENCH	0.22	0.90	5.0
EX107	0.00	0.00	5.0
EX108A	0.04	0.90	5.0
EX108	0.00	0.00	5.0
EX110	1.63	0.90	8.0
EX113	0.81	0.90	5.0

Structure	Area (Acres)	Cw	t_c (Min.)
200	0.00	0.00	5.0
202	0.46	0.90	5.0
206	0.00	0.00	5.0
208	0.10	0.90	5.0
EX139	0.01	0.90	5.0
EX140	0.32	0.90	5.0
EX141	0.00	0.00	5.0
EX143	3.21	0.90	12.0

Structure	Area (Acres)	Cw	t_c (Min.)
EX-131	3.24	0.85	10.0
EX-121	3.36	0.85	15.0
8	0.06	0.30	6.0
14	0.35	0.65	5.0
16	0.35	0.65	5.0
20	0.20	0.85	5.0
22	0.09	0.85	5.0
22B	0.21	0.75	7.0
24B	0.23	0.80	5.0
24D	0.12	0.80	5.0
26	0.17	0.85	5.0
26B	0.13	0.85	5.0
28	0.15	0.80	5.0
32	0.06	0.85	5.0
32B	0.06	0.85	5.0
34	0.29	0.60	6.0
36	0.40	0.70	6.0
38B	0.28	0.65	6.0
42	0.20	0.75	6.0
44	0.27	0.90	6.0
46	0.07	0.80	5.0
48	0.06	0.85	5.0
48B	0.48	0.70	7.0
YD-1C	0.10	0.30	6.0
YD-1	0.28	0.90	5.0
YD-2A	0.02	0.50	5.0
YD-2B	0.31	0.50	7.0
YD-2C	0.11	0.35	6.0
TRENCH-1	0.07	0.80	5.0
TRENCH-2	0.04	0.75	5.0
TRENCH-3	0.07	0.70	6.0
ROOF-1	0.37	0.90	5.0
ROOF-2	0.51	0.90	5.0
ROOF-3	0.42	0.90	5.0
ROOF-4	0.43	0.90	5.0

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
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PROFESSIONAL ENGINEER
10/7/22

REVISIONS

DATE	REVISION DESCRIPTION
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7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DRAINAGE MAP

JOB NO.
182142

SCALE
1"=50'

SHEET NO.
37

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STRUCTURE				DRAINAGE					
INLET	TYPE	AREA (FT^2)	PERIMETER (FT)	A (ACRES)	C	I (IN/HR)	Q (CFS)	D (IN)	FLOW TYPE
EX 140	Existing Grate Inlet	2.23	9.00	0.32	0.90	4.00	1.15	1	WEIR FLOW
EX 140	Existing Grate Inlet	2.23	9.00	0.32	0.90	6.50	1.87	2	WEIR FLOW

INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology							Curb and Gutter						Inlet			
Plan Label	VDOT DI type	L, throat length (ft)		A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft) *	Sx, lane cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	d, flow depth (ft)	d / h (height of opening, 5.5")	T, spread at inlet (ft)	Remarks
			Left	0.23	0.90	0.207	0.83	0.00	0.83	0.01	0.022	2.0	0.022	1.00	5.85				
			Right	0.23	0.90	0.207	0.83	0.00	0.83	0.01	0.022	2.0	0.022	1.00	5.85				
STR 202	DI-3C	8.0	combined flow						1.7							0.16	0.342	7.13	
			Left	0.06	0.90	0.054	0.22	0.00	0.22	0.01	0.037	2.0	0.037	1.00	2.56				
			Right	0.04	0.90	0.036	0.14	0.00	0.14	0.01	0.037	2.0	0.037	1.00	2.20				
STR 208	DI-3C	8.0	combined flow						0.4							0.06	0.124	1.53	
			Left	0.22	0.90	0.198	0.79	0.00	0.79	0.01	0.026	2.0	0.026	1.00	5.19				
			Right	0.22	0.90	0.198	0.79	0.00	0.79	0.01	0.026	2.0	0.026	1.00	5.19				
STR 102	DI-3C	8.0	combined flow						1.6							0.15	0.332	5.85	
			Left	0.18	0.90	0.162	0.65	0.00	0.65	0.01	0.035	2.0	0.035	1.00	3.99				
			Right	0.22	0.90	0.198	0.79	0.00	0.79	0.01	0.035	2.0	0.035	1.00	4.31				
STR 108	DI-3C	8.0	combined flow						1.4							0.14	0.312	4.08	
			Left	0.22	0.90	0.198	0.79	0.00	0.79	0.01	0.035	2.0	0.035	1.00	4.31				
			Right	0.01	0.90	0.009	0.04	0.00	0.04	0.01	0.035	2.0	0.035	1.00	1.35				
STR 112	DI-3C	8.0	combined flow						0.8							0.10	0.215	2.82	

INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology							Curb and Gutter						Inlet			
Plan Label	VDOT DI type	L, throat length (ft)		A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft) *	Sx, lane cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	d, flow depth (ft)	d / h (height of opening, 5.5")	T, spread at inlet (ft)	Remarks
			Left	0.23	0.90	0.207	1.35	0.00	1.35	0.01	0.022	2.0	0.022	1.00	7.02				
			Right	0.23	0.90	0.207	1.35	0.00	1.35	0.01	0.022	2.0	0.022	1.00	7.02				
STR 202	DI-3C	8.0	combined flow						2.7							0.22	0.473	9.85	
			Left	0.06	0.90	0.054	0.35	0.00	0.35	0.01	0.037	2.0	0.037	1.00	3.07				
			Right	0.04	0.90	0.036	0.23	0.00	0.23	0.01	0.037	2.0	0.037	1.00	2.63				
STR 208	DI-3C	8.0	combined flow						0.6							0.08	0.171	2.12	
			Left	0.22	0.90	0.198	1.29	0.00	1.29	0.01	0.026	2.0	0.026	1.00	6.22				
			Right	0.22	0.90	0.198	1.29	0.00	1.29	0.01	0.026	2.0	0.026	1.00	6.22				
STR 102	DI-3C	8.0	combined flow						2.6							0.21	0.459	8.09	
			Left	0.18	0.90	0.162	1.05	0.00	1.05	0.01	0.035	2.0	0.035	1.00	4.79				
			Right	0.22	0.90	0.198	1.29	0.00	1.29	0.01	0.035	2.0	0.035	1.00	5.17				
STR 108	DI-3C	8.0	combined flow						2.3							0.20	0.431	5.64	
			Left	0.22	0.90	0.198	1.29	0.00	1.29	0.01	0.035	2.0	0.035	1.00	5.17				
			Right	0.01	0.90	0.009	0.06	0.00	0.06	0.01	0.035	2.0	0.035	1.00	1.62				
STR 112	DI-3C	8.0	combined flow						1.3							0.14	0.298	3.90	

INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter							Inlet									
Plan Label	VDOT DI type	L, throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft)	Sx, lane cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	Eo, frontal flow ratio in gutter W	a, 12W(Sw-Sx)+ 2"local depr. (in)	S'w = a/(12W)	Se = Sx+S'w(Eo)	Lt, require throat length (ft)	L / Lt	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry-over to inlet	Remarks
104	3B	14.0	0.16	0.90	0.144	0.58	0.00	0.58	0.050	0.02	2.0	0.02	1.00	4.01	0.84	2.00	0.08	0.0900	10.38	1.35	1.00	0.58	0.00	-	
110	3B	10.0	0.18	0.90	0.162	0.65	0.00	0.65	0.016	0.02	2.0	0.02	1.00	5.19	0.74	2.00	0.08	0.0817	8.22	1.22	1.00	0.65	0.00	-	

INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter							Inlet									
Plan Label	VDOT DI type	L, throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft)	Sx, lane cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	Eo, frontal flow ratio in gutter W	a, 12W(Sw-Sx)+ 2"local depr. (in)	S'w = a/(12W)	Se = Sx+S'w(Eo)	Lt, require throat length (ft)	L / Lt	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry-over to inlet	Remarks
104	3B	14.0	0.16	0.90	0.144	0.94	0.00	0.94	0.050	0.02	2.0	0.02	1.00	4.81	0.77	2.00	0.08	0.0842	13.25	1.06	1.00	0.94	0.00	-	
110	3B	10.0	0.18	0.90	0.162	1.05	0.00	1.05	0.016	0.02	2.0	0.02	1.00	6.23	0.65	2.00	0.08	0.0742	10.67	0.94	1.00	1.05	0.00	-	

STRUCTURE				DRAINAGE					
INLET	TYPE	AREA (FT^2)	PERIMETER (FT)	A (ACRES)	C	I (IN/HR)	Q (CFS)	D (IN)	FLOW TYPE
YD-1C	12" Nyloplast Yard Inlet	0.43	11.19	0.10	0.30	4.00	0.120	0.28	WEIR FLOW
YD-1C	12" Nyloplast Yard Inlet	0.43	11.19	0.10	0.30	6.50	0.195	0.39	WEIR FLOW
YD-1C	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.10	0.30	4.00	0.120	0.45	WEIR FLOW
YD-1C	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.10	0.30	6.50	0.195	0.62	WEIR FLOW
YD-2A	12" Nyloplast Yard Inlet	0.43	11.19	0.02	0.50	4.00	0.040	0.13	WEIR FLOW
YD-2A	12" Nyloplast Yard Inlet	0.43	11.19	0.02	0.50	6.50	0.065	0.19	WEIR FLOW
YD-2A	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.02	0.50	4.00	0.040	0.21	WEIR FLOW
YD-2A	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.02	0.50	6.50	0.065	0.30	WEIR FLOW
YD-2B	18" Nyloplast Yard Inlet	0.82	18.07	0.31	0.50	4.00	0.620	0.61	WEIR FLOW
YD-2B	18" Nyloplast Yard Inlet	0.82	18.07	0.31	0.50	6.50	1.008	0.84	WEIR FLOW
YD-2B	18" Nyloplast Yard Inlet - 50% clogged	0.41	9.04	0.31	0.50	4.00	0.620	0.97	WEIR FLOW
YD-2B	18" Nyloplast Yard Inlet - 50% clogged	0.41	9.04	0.31	0.50	6.50	1.008	2.51	WEIR FLOW
YD-2C	12" Nyloplast Yard Inlet	0.43	11.19	0.11	0.35	4.00	0.154	0.33	WEIR FLOW
YD-2C	12" Nyloplast Yard Inlet	0.43	11.19	0.11	0.35	6.50	0.250	0.46	WEIR FLOW
YD-2C	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.11	0.35	4.00	0.154	0.53	WEIR FLOW
YD-2C	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.11	0.35	6.50	0.250	0.73	WEIR FLOW

INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology							Curb and Gutter					Inlet			
Plan Label	VDOT DI type	L, throat length (ft)		A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft) *	Sx, lane cross slope (ft/ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	d, flow depth (ft)	d / h (height of opening, 5.5")	T, spread at inlet (ft)	Maximum allowable spread
			left	0.02	0.85	0.017	0.07	0.00	0.07	0.0100	0.0200	0.0200	1.0000	2.43				
			right	0.07	0.85	0.060	0.24	0.00	0.24	0.0100	0.0200	0.0200	1.0000	3.89				
22	3C	8.0	combined flow						0.3						0.05	0.111	2.54	Maximum allowable spread=10'
			left	0.16	0.75	0.120	0.48	0.00	0.48	0.0100	0.0200	0.0200	1.0000	5.06				
			right	0.05	0.75	0.038	0.15	0.00	0.15	0.0100	0.0200	0.0200	1.0000	3.27				
22B	3C	8.0	combined flow						0.6						0.08	0.180	4.12	Maximum allowable spread=10'
			left	0.09	0.85	0.077	0.31	0.00	0.31	0.0100	0.0200	0.0200	1.0000	4.28				
			right	0.04	0.85	0.034	0.14	0.00	0.14	0.0100	0.0200	0.0200	1.0000	3.16				
26B	3C	8.0	combined flow						0.4						0.06	0.142	3.25	Maximum allowable spread=10'
			left	0.05	0.60	0.030	0.12	0.00	0.12	0.0200	0.0200	0.0200	1.0000	2.64				
			right	0.24	0.60	0.144	0.58	0.00	0.58	0.0100	0.0200	0.0200	1.0000	5.42				
34	3C	8.0	combined flow						0.7						0.09	0.192	4.40	Maximum allowable spread=10'
			left	0.27	0.70	0.189	0.76	0.00	0.76	0.0100	0.0200	0.0200	1.0000	6.00				
			right	0.13	0.70	0.091	0.36	0.00	0.36	0.0100	0.0200	0.0200	1.0000	4.57				
36	3C	14.0	combined flow						1.1						0.09	0.200	4.57	Maximum allowable spread=7'

INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology							Curb and Gutter					Inlet			
Plan Label	VDOT DI type	L, throat length (ft)		A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft) *	Sx, lane cross slope (ft/ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	d, flow depth (ft)	d / h (height of opening, 5.5")	T, spread at inlet (ft)	Remarks
			left	0.02	0.85	0.017	0.11	0.00	0.11	0.0100	0.0200	0.0200	1.0000	2.92				
			right	0.07	0.85	0.060	0.39	0.00	0.39	0.0100	0.0200	0.0200	1.0000	4.67				
22	3C	8.0	combined flow						0.5						0.07	0.153	3.51	Maximum allowable spread=10'
			left	0.16	0.75	0.120	0.78	0.00	0.78	0.0100	0.0200	0.0200	1.0000	6.08				
			right	0.05	0.75	0.038	0.24	0.00	0.24	0.0100	0.0200	0.0200	1.0000	3.93				
22B	3C	8.0	combined flow						1.0						0.11	0.248	5.69	Maximum allowable spread=10'
			left	0.09	0.85	0.077	0.50	0.00	0.50	0.0100	0.0200	0.0200	1.0000	5.13				
			right	0.04	0.85	0.034	0.22	0.00	0.22	0.0100	0.0200	0.0200	1.0000	3.79				
26B	3C	10.0	combined flow						0.7						0.08	0.176	4.04	Maximum allowable spread=10'
			left	0.05	0.60	0.030	0.20	0.00	0.20	0.0200	0.0200	0.0200	1.0000	3.17				
			right	0.24	0.60	0.144	0.94	0.00	0.94	0.0100	0.0200	0.0200	1.0000	6.51				
34	3C	8.0	combined flow						1.1						0.12	0.265	6.08	Maximum allowable spread=10'
			left	0.27	0.70	0.189	1.23	0.00	1.23	0.0100	0.0200	0.0200	1.0000	7.20				
			right	0.13	0.70	0.091	0.59	0.00	0.59	0.0100	0.0200	0.0200	1.0000	5.48				
36	3C	14.0	combined flow						1.8						0.13	0.276	6.32	Maximum allowable spread=7'

INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter						Inlet									
Plan Label	VDOT DI type	L, throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft)	Sx, lane cross slope (ft/ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	Eo, frontal flow ratio in gutter W	a, 12W(Sw-Sx)+ 2"local depr. (in)	S'w = a/(12W)	Se = Sx+S'w(Eo)	Lt, require throat length (ft)	L / Lt	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry-over to inlet	Maximum allowable spread
14	3B	12.0	0.35	0.65	0.228	0.91	0.00	0.91	0.0100	0.0200	0.0200	1.0000	6.44	0.63	2.0000	0.0833	0.0725	8.84	1.36	1.00	0.91	0.00		Maximum allowable spread=10'
16	3B	12.0	0.35	0.65	0.228	0.91	0.00	0.91	0.0100	0.0200	0.0200	1.0000	6.44	0.63	2.0000	0.0833	0.0725	8.84	1.36	1.00	0.91	0.00		Maximum allowable spread=7'
24B	3B	14.0	0.23	0.80	0.184	0.74	0.00	0.74	0.0210	0.0200	0.0200	1.0000	5.17	0.74	2.0000	0.0833	0.0817	9.40	1.49	1.00	0.74	0.00		Maximum allowable spread=7'
24D	3B	10.0	0.12	0.80	0.096	0.38	0.00	0.38	0.0210	0.0200	0.0200	1.0000	4.05	0.84	2.0000	0.0833	0.0900	6.75	1.48	1.00	0.38	0.00		Maximum allowable spread=7'
26	3B	10.0	0.17	0.85	0.145	0.58	0.00	0.58	0.0150	0.0200	0.0200	1.0000	5.03	0.75	2.0000	0.0833	0.0825	7.63	1.31	1.00	0.58	0.00		Maximum allowable spread=7'
28	3B	12.0	0.15	0.80	0.120	0.48	0.00	0.48	0.0330	0.0200	0.0200	1.0000	4.05	0.83	2.0000	0.0833	0.0892	8.54	1.41	1.00	0.48	0.00		Maximum allowable spread=8'
32	3B	8.0	0.06	0.85	0.051	0.20	0.00	0.20	0.0449	0.0200	0.0200	1.0000	2.77	0.96	2.0000	0.0833	0.1000	6.10	1.31	1.00	0.20	0.00		Maximum allowable spread=10'
32B	3B	8.0	0.06	0.85	0.051	0.20	0.00	0.20	0.0449	0.0200	0.0200	1.0000	2.77	0.96	2.0000	0.0833	0.1000	6.10	1.31	1.00	0.20	0.00		Maximum allowable spread=10'
38B	3B	14.0	0.28	0.65	0.182	0.73	0.00	0.73	0.0270	0.0200	0.0200	1.0000	4.91	0.76	2.0000	0.0833	0.0833	9.97	1.40	1.00	0.73	0.00		Maximum allowable spread=7'
42	3B	14.0	0.20	0.75	0.150	0.60	0.00	0.60	0.0435	0.0200	0.0200	1.0000	4.18	0.82	2.0000	0.0833	0.0883	10.25	1.37	1.00	0.60	0.00		Maximum allowable spread=6'
46	3B	10.0	0.07	0.80	0.056	0.22	0.00	0.22	0.0850	0.0200	0.0200	1.0000	2.55	0.98	2.0000	0.0833	0.1017	7.61	1.31	1.00	0.22	0.00		Maximum allowable spread=6'
48	3B	8.0	0.06	0.85	0.051	0.20	0.00	0.20	0.0200	0.0200	0.0200	1.0000	3.23	0.91	2.0000	0.0833	0.0958	4.91	1.63	1.00	0.20	0.00		Maximum allowable spread=10'
48B	3B	18.0	0.48	0.70	0.336	1.34	0.00	1.34	0.0200	0.0200	0.0200	1.0000	6.54	0.63	2.0000	0.0833	0.0725	12.82	1.40	1.00	1.34	0.00		Maximum allowable spread=10'

INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)
Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter						Inlet									
Plan Label	VDOT DI type	L, throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Q, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	S, gutter longitudinal slope (ft/ft)	Sx, lane cross slope (ft/ft)	Sw, gutter cross-slope (ft/ft)	Sw/Sx	T, spread at curb (ft)	Eo, frontal flow ratio in gutter W	a, 12W(Sw-Sx)+ 2"local depr. (in)	S'w = a/(12W)	Se = Sx+S'w(Eo)	Lt, require throat length (ft)	L / Lt	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry-over to inlet	Remarks
14	3B	12.0	0.35	0.65	0.228	1.48	0.00	1.48	0.0100	0.0200	0.0200	1.0000	7.72	0.55	2.0000	0.0833	0.0658	11.48	1.04	1.00	1.48	0.00		
16	3B	12.0	0.35	0.65	0.228	1.48	0.00	1.48	0.0100	0.0200	0.0200	1.0000	7.72	0.55	2.0000	0.0833	0.0658	11.48	1.04	1.00	1.48	0.00		
24B	3B	14.0	0.23	0.80	0.184	1.20	0.00	1.20	0.0210	0.0200	0.0200	1.0000	6.21	0.65	2.0000	0.0833	0.0742	12.22	1.15	1.00	1.20	0.00		
24D	3B	10.0	0.12	0.80	0.096	0.62	0.00	0.62	0.0210	0.0200	0.0200	1.0000	4.86	0.76	2.0000	0.0833	0.0833	8.67	1.15	1.00	0.62	0.00		
26	3B	10.0	0.17	0.85	0.145	0.94	0.00	0.94	0.0150	0.0200	0.0200	1.0000	6.04	0.66	2.0000	0.0833	0.0750	9.91	1.01	1.00	0.94	0.00		
28	3B	12.0	0.15	0.80	0.120	0.78	0.00	0.78	0.0330	0.0200	0.0200	1.0000	4.86	0.76	2.0000	0.0833	0.0833	10.90	1.10	1.00	0.78	0.00		
32	3B	8.0	0.06	0.85	0.051	0.33	0.00	0.33	0.0449	0.0200	0.0200	1.0000	3.33	0.90	2.0000	0.0833	0.0950	7.72	1.04	1.00	0.33	0.00		
32B	3B	8.0	0.06	0.85	0.051	0.33	0.00	0.33	0.0449	0.0200	0.0200	1.0000	3.33	0.90	2.0000	0.0833	0.0950	7.72	1.04	1.00	0.33	0.00		
38B	3B	14.0	0.28	0.65	0.182	1.18	0.00	1.18	0.0270	0.0200	0.0200	1.0000	5.90	0.67	2.0000	0.0833	0.0758	12.94	1.08	1.00	1.18	0.00		
42	3B	14.0	0.20	0.75	0.150	0.98	0.00	0.98	0.0435	0.0200	0.0200	1.0000	5.01	0.75	2.0000	0.0833	0.0825	13.09	1.07	1.00	0.98	0.00		
46	3B	10.0	0.07	0.80	0.056	0.36	0.00	0.36	0.0850	0.0200	0.0200	1.0000	3.06	0.93	2.0000	0.0833	0.0975	9.57	1.04	1.00	0.36	0.00		
48	3B	8.0	0.06	0.85	0.051	0.33	0.00	0.33	0.0200	0.0200	0.0200	1.0000	3.87	0.85	2.0000	0.0833	0.0908	6.22	1.29	1.00	0.33	0.00		
48B	3B	18.0	0.48	0.70	0.336	2.18	0.00	2.18	0.0200	0.0200	0.0200	1.0000	7.85	0.55	2.0000	0.0833	0.0658	16.66	1.08	1.00	2.18	0.00		

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
10/7/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
DRAINAGE CALCULATIONS

JOB NO. 182142
SCALE N/A
SHEET NO. 38

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Design Storm Year = **10**

POINT	DOWNSTREAM STRUCTURE	DRAIN AREA ACRES	RUNOFF COEFF C	CA INCR	CA ACCUM	INLET TIME MIN	RAIN FALL MIN	RUNOFF Q C.F.S.	INVERT ELEVATIONS UPPER	INVERT ELEVATIONS LOWER	LENGTH FEET	SLOPE FT./FT.	DIA INCHES	CAPA-CITY C.F.S.	VEL F.P.S.	FLOW TIME SEC	REMARKS
UGD OUT		*1.00*	*0.90*	*0.90*	*0.90*	*5.00*	*6.67*	17.2									
	12								423.97	423.85	11.76	0.0102	24	24.8	8.5	1.4	
12		0.00	0.90	0.00	0.90	5.02	6.66	17.2									
	10								423.75	423.35	55.50	0.0072	24	20.8	7.4	7.5	
10		0.00	0.90	0.00	0.90	5.15	6.62	17.2									
	8								423.25	422.68	89.63	0.0064	24	19.6	7.0	12.8	
8		0.06	0.30	0.02	0.92	6.00	6.35	17.2									
	6								422.58	421.68	120.95	0.0074	24	21.1	7.5	16.2	
6		0.00	0.90	0.00	1.12	7.17	6.02	17.2									
	4								421.58	421.17	44.65	0.0092	30	42.6	8.2	5.4	
4		0.00	0.90	0.00	1.12	7.26	6.00	17.2									
	2								420.00	419.60	62.39	0.0064	30	35.5	7.2	8.7	
2		0.00	0.90	0.00	3.09	7.41	5.96	18.4									
	EX-122								419.50	419.33	13.53	0.0126	30	49.9	9.4	1.4	
32B		0.06	0.85	0.05	0.51	5.03	6.66	3.4									
	32								427.50	427.10	39.68	0.0101	15	6.5	5.3	7.4	
32		0.06	0.85	0.05	0.56	5.15	6.62	3.7									
	18								427.00	426.52	43.45	0.0110	15	6.8	5.6	7.7	
18		0.00	0.90	0.00	1.12	5.28	6.58	7.4									
	16								426.42	425.52	93.36	0.0096	18	10.3	6.3	14.8	
16		0.35	0.65	0.23	1.35	5.53	6.50	8.8									
	14								425.42	424.27	114.45	0.0100	18	11.4	7.1	16.2	
14		0.35	0.65	0.23	1.58	5.79	6.41	10.1									
	2								424.17	424.00	17.34	0.0098	24	24.3	7.4	2.4	
22		0.09	0.85	0.08	0.08	5.00	6.67	0.5									
	20								430.00	429.60	36.38	0.0110	15	7.3	3.3	10.9	
20		0.20	0.85	0.17	0.28	5.18	6.61	1.8									
	EX-124								429.50	428.67	65.71	0.0126	15	7.3	4.9	13.4	
22B		0.21	0.75	0.16	0.21	7.00	6.07	1.3									
	EX-125								435.00	434.00	50.79	0.0197	15	9.8	5.5	9.3	
EX-131		3.24	0.85	2.75	2.75	10.00	5.37	14.8									
	26B								425.16	424.60	57.25	0.0098	30	44.0	8.0	7.2	
26B		0.13	0.85	0.11	2.86	10.12	5.35	15.3									
	26								424.50	424.35	16.56	0.0091	30	42.4	7.9	2.1	
26		0.17	0.85	0.14	3.01	10.15	5.34	16.1									
	24								424.25	423.52	73.80	0.0099	30	40.8	7.8	9.5	
24		0.00	0.90	0.00	3.29	10.31	5.31	17.5									
	EX-124								423.42	422.75	61.80	0.0108	30	42.6	8.2	7.5	
24D		0.12	0.80	0.10	0.10	5.00	6.67	0.6									
	24B								429.24	429.05	31.75	0.0060	15	5.0	2.8	11.4	
24B		0.23	0.80	0.18	0.28	5.19	6.61	1.8									
	24								428.95	428.42	72.45	0.0073	15	5.5	4.0	18.1	
EX-121		3.36	0.85	2.86	2.86	15.00	4.55	13.0									
	30								436.10	434.92	58.62	0.0201	24	32.1	9.6	6.1	
30		0.00	0.90	0.00	2.86	15.10	4.53	13.0									
	EX-126								434.82	433.35	75.41	0.0195	24	31.6	9.5	7.9	
EX-126		0.00	0.90	0.00	2.86	15.23	4.51	13.0									
	28								433.25	431.85	72.15	0.0194	24	31.5	9.5	7.6	
28		0.15	0.80	0.12	2.98	15.36	4.50	13.4									
	EX-125								431.75	431.00	35.38	0.0212	24	32.9	9.9	3.6	
YD-1C		0.10	0.30	0.03	0.03	6.00	6.35	0.2									
	YD-1B								436.50	436.00	67.59	0.0074	12	3.3	2.3	29.7	
YD-1B		0.00	0.90	0.00	0.03	6.50	6.21	0.2									
	YD-1A								436.00	435.92	11.89	0.0067	12	3.2	2.2	5.5	
YD-1A		0.00	0.90	0.00	0.03	6.59	6.18	0.2									
	YD-1								435.92	434.50	89.00	0.0160	12	4.9	2.9	30.3	
YD-1		0.28	0.90	0.25	0.28		#N/A										
	28												15	0.0	0.0	#DIV/0!	
46		0.07	0.80	0.06	0.06	5.00	6.67	0.4									
	44								443.00	439.75	78.01	0.0417	15	14.3	5.0	15.7	
44		0.27	0.90	0.24	0.30	6.00	6.35	1.9									
	42								435.00	434.10	40.93	0.0220	15	10.4	6.3	6.5	
42		0.20	0.75	0.15	0.51	6.11	6.32	3.2									
	40								434.00	431.25	99.89	0.0275	15	10.7	7.6	13.2	
40		0.00	0.90	0.00	1.23	7.41	5.96	7.3									
	38								428.27	427.83	88.16	0.0050	18	7.4	4.8	18.4	
38		0.00	0.90	0.00	1.41	7.72	5.88	8.3									
	36								427.73	427.25	94.75	0.0050	24	17.3	5.4	17.5	
36		0.40	0.70	0.28	2.07	8.01	5.81	12.0									
	34								427.15	426.89	51.85	0.0050	24	17.3	5.9	8.7	
34		0.29	0.60	0.17	2.24	8.15	5.77	12.9									
	UGD								426.79	426.71	10.34	0.0084	24	22.5	7.4	1.4	
38B		0.28	0.65	0.18	0.18	6.00	6.35	1.2									
	38								432.75	432.50	11.13	0.0225	15	10.5	5.6	2.0	
48B		0.48	0.70	0.34	0.67	7.00	6.07	4.1									
	48								429.00	428.80	39.67	0.0050	18	7.4	4.3	9.3	
48		0.06	0.85	0.05	0.72	7.15	6.03	4.3									
	40								428.70	428.37	66.66	0.0050	18	7.4	4.3	15.4	
YD-2B		0.31	0.50	0.16	0.16	7.00	6.07	0.9									
	YD-2A								439.00	436.00	26.50	0.0660	12	9.9	7.8	3.4	
YD-2A		0.02	0.50	0.01	0.17	7.06	6.05	1.0									
	YD-2								436.00	430.00	40.08	0.1559	12	15.2	10.8	3.7	
YD-2		0.00	0.90	0.00	0.20	7.12	6.04	1.2									
	6								430.00	425.50	33.08	0.1123	12	12.9	10.1	3.3	
YD-2C		0.11	0.35	0.04	0.04	6.00	6.35	0.2									
	YD-2								431.25	430.00	27.48	0.0123	12	4.3	2.9	9.4	
ROOF-1		0.37	0.90	0.33	0.33	5.00	6.67	2.2									
	48B								436.50	436.00	12.20	0.0410	12	7.8	8.5	1.4	
ROOF-2		0.51	0.90	0.46	0.46	5.00	6.67	3.1									
	32B								434.00	433.67	12.23	0.0270	12	6.3	7.9	1.5	
ROOF-3		0.42	0.90	0.38	0.38	5.00	6.67	2.5									
	36								429.25	428.50	51.33	0.0146	12	4.7	6.0	8.5	
ROOF-4		0.43	0.90	0.39	0.39	5.00	6.67	2.6									
	2								431.50	430.08	25.96	0.0547	12	9.0	9.8	2.6	

Design Year: **10** Project: Hillsdale Apartments Job #: ##### Prepared by: AML, PE

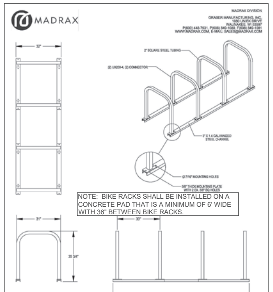
INLET STATION	OUTLET WATER SURFACE ELEV	L_T	D_s	Q_s ZW	S_o	H_f	JUNCTION LOSS V_o	H_o	Q_{38}	V_{38}	Q_o*V_o	$V_o^2/2g$	H_i	ANGLE	H_{38}	H_i	1.3H_i	.5H_i	FINAL H	INLET WATER SURFACE ELEV.	RIM ELEV
	433.83	66.66	18	4.34	0.002	0.11	2.5	0.0													
48									4.1	2.3	9.32	0.1	0.03	90	0.057	0.11	NA	0.05	0.17	**433.99**	**441.00**
	433.99	39.67	18	4.06	0.001	0.06	2.3	0.0													
48B									2.2	8.5	18.9	1.1	0.39	0	0	0.41	NA	0.21	0.27	**434.26**	**441.00**
	433.50	11.13	15	1.16	0.000	0.00	0.9	0.0													
38B													0.00	0	0	0.00	NA	0.00	0.01	**433.51**	**437.75**
	432.80	10.34	24	12.93	0.003	0.03	4.1	0.1													
34									12.0	3.8	45.8	0.2	0.08	30	0.063	0.21	NA	0.10	0.18	**432.98**	**435.83**
	432.98	51.85	24	11.99	0.002	0.12	3.8	0.1													
36									8.3	2.6	21.8	0.1	0.04	7	0	0.09	NA	0.05	0.17	**433.15**	**436.00**
	433.15	94.75	24	8.28	0.001	0.11	2.6	0.0													
38									7.3	4.1	30.2	0.3	0.09	4	0	0.12	N/A	0.06	0.17	**433.32**	**437.25**
	433.32	88.16	18	7.30	0.005	0.43	4.1	0.1													
40									4.3	4.3	**18.8**	0.3	0.10	11	0	0.17	N/A	0.08	0.51	**433.83**	**439.67**
	433.83	99.89	15	3.19	0.002	0.24	2.6	0.0													
42									1.9	1.5	2.94	0.0	0.01	10	0	0.04	NA	0.02	0.26	**434.09**	**442.42**
	435.10	40.93	15	1.90	0.001	0.03	1.5	0.0													
44									0.4	5.0	1.85	0.4	0.13	3	0	0.14	N/A	0.07	0.10	**435.20**	**444.42**
	440.75	78.01	15	0.37	0.000	0.00	5.0	0.1													
46													0.00	0	0	0.00	0.12	0.06	0.06	**440.81**	**450.17**
	432.86	54.82	15	0.00	0.000	0.00	0.0	0.0													
YD-1									0.2	0.2	0.05	0.0	0.00	83	6E-04	0.00	0.00	N/A	0.00	**432.86**	**441.67**
	435.30	89.00	12	0.19	0.000	0.00	0.2	0.0													
YD-1A									0.2	0.2	0.05	0.0	0.00	75	6E-04	0.00	NA	N/A	0.00	**435.30**	**442.67**
	436.72	11.89	12	0.19	0.000	0.00	0.2	0.0													
YD-1B									0.2	0.2	0.05	0.0	0.00	15	9E-05	0.00	NA	N/A	0.00	**436.72**	**442.67**
	436.80	67.59	12	0.19	0.000	0.00	0.2	0.0													
YD-1C													0.00	0	0	0.00	NA	N/A	0.00	**436.80**	**440.50**
	432.60	35.38	24	13.39	0.004	0.12	4.3	0.1													
28									13.0	4.1	53.6	0.3	0.09	45	0.101	0.26	NA	0.13	0.26	**432.86**	**441.17**
	433.45	72.15	24	12.98	0.003	0.24	4.1	0.1													
EX-126									13.0	4.1	53.6	0.3	0.09	42	0.101	0.26	N/A	0.13	0.37	**433.82**	**443.25**
	434.95	75.41	24	12.98	0.003	0.25	4.1	0.1													
30									13.0	9.6	125	1.4	0.51	34	0.404	0.98	N/A	0.49	0.74	**435.69**	**444.00**
	436.52	58.62	24	12.98	0.003	0.19	9.6	0.4													
EX-121													0.00	0	0	0.36	N/A	0.18	0.37	**436.89**	**443.55**
	429.42	72.45	15	1.85	0.001	0.06	1.5	0.0													
24B									0.6	2.8	1.79	0.1	0.04	77	0.074	0.12	NA	0.06	0.12	**429.54**	**437.92**
	430.05	31.75	15	0.64	0.000	0.00	2.8	0.0													
24D													0.00	0	0	0.05	0.04	0.02	0.02	**430.07**	**438.17**
	424.75	61.80	30	17.46	0.002	0.11	8.2	0.3													
24									16.1	3.3	52.6	0.2	0.06	17	0.017	0.34	N/A	0.17	0.28	**425.03**	**436.25**
	425.52	73.80	30	16.07	0.002	0.11	3.3	0.0													
26									15.3	3.1	47.8	0.2	0.05	82	0.1	0.19	NA	0.10	0.21	**425.73**	**435.42**
	426.35	16.56	30	15.31	0.001	0.02	3.1	0.0													
26B									14.8	8.0	118	1.0	0.35	81	0.653	1.04	NA	0.52	0.54	**426.89**	**435.50**
	426.89	57.25	30	14.79	0.001	0.06	8.0	0.2													
EX-131													0.00	0	0	0.25	0.32	0.16	0.22	**427.11**	**434.71**
	435.00	50.79	15	1.25	0.000	0.02	1.0	0.0													
22B													0.00	0	0	0.00	NA	0.00	0.02	**435.02**	**442.00**
	429.67	65.71	15	1.83	0.001	0.05	1.5	0.0													
20									0.5	3.3	1.7	0.2	0.06	55	0.081	0.15	NA	0.08	0.13	**429.80**	**435.00**
	430.60	36.38	15	0.51	0.000	0.00	3.3	0.0													
22													0.00	0	0	0.04	0.06	0.03	0.03	**430.63**	**437.33**
	425.60	17.34	24	10.11	0.002	0.03	3.2	0.0													
14									8.8	5.0	43.5	0.4	0.13	23	0.061	0.24	NA	0.12	0.15	**425.75**	**434.42**
	425.75	114.45	18	8.77	0.006	0.68	5.0	0.1													
16									7.4	4.2	30.8	0.3	0.09	29	0.06	0.25	NA	0.12	0.80	**426.55**	**435.75**
	426.72	93.36	18	7.38	0.005	0.46	4.2	0.1													
18									3.7	5.6	20.8	0.5	0.17	70	0.298	0.54	N/A	0.27	0.73	**427.45**	**437.17**
	427.52	43.45	15	3.71	0.003	0.14	3.0	0.0													
32									3.4	2.8	9.39	0.1	0.04	89	0.078	0.16	NA	0.08	0.22	**427.74**	**438.67**
	428.10	39.68	15	3.40	0.003	0.11	2.8	0.0													
32B									3.1	7.9	24.3	1.0	0.34	0	0	0.37	NA	0.19	0.30	**428.40**	**438.67**
	421.33	13.53	30	18.39	0.002	0.02	3.7	0.1													
2									10.1	7.4	74.5	0.8	0.30	80	0.557	0.91	N/A	0.45	0.48	**421.81**	**435.08**
	421.81	62.39	30	17.20	0.001	0.09	3.5	0.0													
4									17.2	3.5	60.3	0.2	0.07	56	0.09	0.20	N/A	0.10	0.20	**422.00**	**435.00**
	423.17	44.65	30	17.20	0.001	0.07	3.5	0.0													
6									17.2	5.5	94.2	0.5	0.16	40	0.177	0.39	N/A	0.19	0.26	**423.43**	**436.06**
	423.43	120.95	24	17.20	0.005	0.60	5.5	0.1													
8									17.2	5.5	94.2	0.5	0.16	43	0.177	0.46	N/A	0.23	0.82	**424.25**	**436.00**
	424.28	89.63	24	17.20	0.005	0.44	5.5	0.1													
10									17.2	5.5	94.2	0.5	0.16	46	0.177	0.46	N/A	0.23	0.67	**424.95**	**438.25**
	424.95	55.50	24	17.20	0.005	0.27	5.5	0.1													
12									17.2	5.5	94.2	0.5	0.16	44	0.177	0.46	N/A	0.23	0.50	**425.45**	**437.59**
	425.45	11.76	24	17.20	0.005	0.06	5.5	0.1													
UGD OUT													0.00	0	0	0.12	NA	0.06	0.31	**425.76**	**437.00**

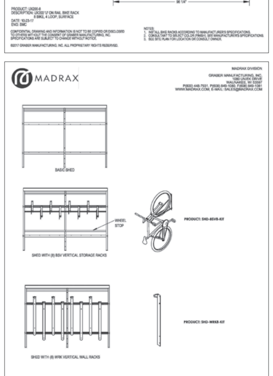
Design Storm Year = **10**

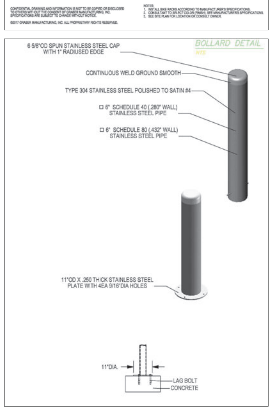
POINT	DOWNSTREAM STRUCTURE	DRAIN AREA ACRES	RUNOFF COEFF C	CA INCR	CA ACCUM	INLET TIME MIN	RAIN FALL MIN	RUNOFF Q C.F.S.	INVERT ELEVATIONS UPPER	INVERT ELEVATIONS LOWER	LENGTH FEET	SLOPE FT./FT.	DIA INCHES	CAPA-CITY C.F.S.	VEL F.P.S.	FLOW TIME SEC
208		0.10	0.90	0.09	0.09	5.00	6.67	0.6								
	206								436.00	435.73	13.48	0.0200	15	9.9	4.3	3.1
206		0.00	0.00	0.00	0.09	5.05	6.65	0.6								
	EX143								433.23	432.84	14.60	0.0267	15	11.4	4.8	3.0
EX143		3.21	0.90	2.89	2.98	12.00	5.00	14.9								
	EX141								432.74	431.54	108.35	0.0111	24	23.8	8.0	13.6
EX141		0.00	0.00	0.00	2.98	12.23	4.96	14.9								
	EX140								431.44	430.18	55.61	0.0228	24	34.2	10.5	5.3
EX140		0.32	0.90	0.29	3.27	12.31	4.95	16.2								
	200								430.08	428.64	52.59	0.0274	24	37.4	11.4	4.6
200		0.00	0.00	0.00	3.68	12.39	4.94	18.2								
	EX139								428.53	426.63	66.89	0.0284	24	38.1	11.9	5.6
202		0.46	0.90	0.41	0.41	5.00	6.67	2.8								
	200								432.00	431.64	36.63	0.0098	15	6.9	5.3	6.9
110		0.18	0.90	0.16	0.16	5.00	6.67	1.1								
	EX110								449.60	449.05	51.20	0.0107	15	7.2	4.2	12.1
EX110		1.63	0.90	1.47	1.63	8.00	5.81	9.5								
	EX108A								448.98	444.29	148.29	0.0316	15	11.5	10.4	14.2
EX108A		0.04	0.90	0.04	1.67	8.24	5.76	9.6								
	EX108								444.19	443.06	39.28	0.0287	15	10.9	10.0	3.9
EX108		0.00	0.00	0.00	2.01	8.30	5.74	11.5								
	EX107								442.96	440.95	62.75	0.0320	15	11.6	10.7	5.8
EX107		0.00	0.00	0.00	2.36	8.40	5.72	13.5								
	EX104								439.25	439.15	19.80	0.0051	24	16.2	5.7	3.4
112		0.23	0.90	0.21	0.21	5.00	6.67	1.4								
	106								444.17	443.60	32.46	0.0176	15	9.3	5.4	6.0
106		0.00	0.90	0.00	0.21	5.10	6.63	1.4								
	104								443.50	440.18	128.68	0.0258	15	11.2	6.1	21.0
104		0.16	0.90	0.14	0.35	5.45	6.52	2.3								
	EX107								440.08	439.35	69.62	0.0105	15	7.2	5.1	13.5
EX107		0.00	0.00	0.00	0.70	5.68	6.45	4.5								
	EX104								439.25	439.15	19.80	0.0051	24	16.2	4.4	4.5
108		0.40	0.85	0.34	0.34	5.00	6.67	2.3								
	EX108								443.20	443.06	14.24	0.0101	15	7.0	5.1	2.8
102		0.44	0.90	0.40	0.40	5.00	6.67	2.6								
	EX104								439.37	439.15	21.70	0.0101	15	7.0	5.3	4.1

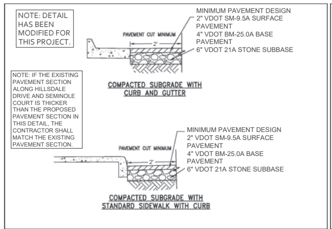
Design Year: **10** Project: Seminole ReDevelopment Job #: 182142 Prepared by: FGM, PE

INLET STATION	OUTLET WATER SURFACE ELEV	L_T	D_s	Q_s ZW	S_o	H_f	JUNCTION LOSS V_o	H_o	Q_{38}	V_{38}	Q_o*V_o	$V_o^2/2g$	H_i	ANGLE	H_{38}	H_i	1.3H_i	.5H_i	FINAL H	INLET WATER SURFACE ELEV.	RIM ELEV
	440.15	21.70	15	2.64	0.001	0.03	5.3	0.1													
102													0.00	0	0	0.11	0.14	N/A	0.17	**440.32**	**445.75**
	444.99	14.24	15	2.27	0.001	0.01	5.1	0.1													
108													0.00	0	0	0.10	0.13	N/A	0.15	**445.13**	**447.58**
	440.75	19.80	24	13.47	0.004	0.07	5.7	0.1													
EX107									2.3	5.1	11.76	0.4	0.14	31	0.114799	0.39	N/A	N/A	0.46	**441.21**	**445.75**
	441.21	69.62	15	2.29	0.001	0.07	5.1	0.1													
104									1.4	6.1	8.439	0.6	0.20	12	0	0.31	0.40	N/A	0.47	**441.68**	**446.00**
	441.68	128.68	15	1.38	0.000	0.05	6.1	0.1													
106									1.4	5.4	7.479	0.5	0.16	70	0.278325	0.58	N/A	N/A	0.63	**442.31**	**449.50**
	444.60	32.46	15	1.38	0.000	0.01	5.4

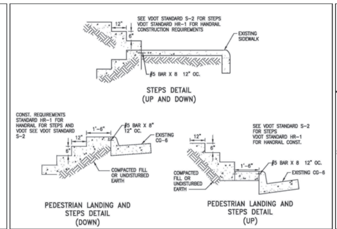




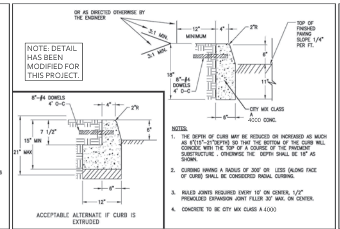




CITY OF CHARLOTTESVILLE — CITY STANDARDS — MINIMUM PAVEMENT PATCH — SCALE: N.T.S. — STANDARD NUMBER: PP-1

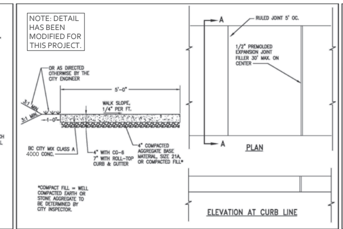


CITY OF CHARLOTTESVILLE — CITY STANDARDS — STEP CONNECTIONS — SCALE: N.T.S. — STANDARD NUMBER: SC-1

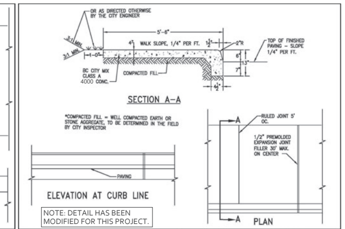


NOTES:
1. THE DEPTH OF CURB MAY BE REDUCED OR INCREASED AS MUCH AS 6"(15"-21"DEPTH) SO THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE . OTHERWISE THE DEPTH SHALL BE 18" AS SHOWN.
2. CURBING HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE CONSIDERED RADIAL CURBING.
3. RULED JOINTS REQUIRED EVERY 10' ON CENTER, 1/2" PREMOLDED EXPANSION JOINT FILLER 30' MAX. ON CENTER.
4. CONCRETE TO BE CITY MIX CLASS A 4000

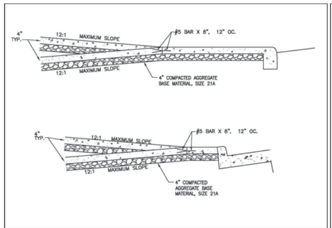
CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD CURBING — SCALE: N.T.S. — STANDARD NUMBER: CG-2



CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD SIDEWALK WITHOUT CURB — SCALE: N.T.S. — STANDARD NUMBER: SW-1

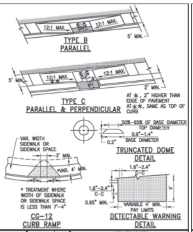


CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD SIDEWALK MONOLITHIC WITH CURB — SCALE: N.T.S. — STANDARD NUMBER: SW-2

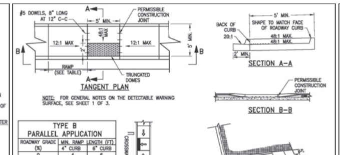


CITY OF CHARLOTTESVILLE — CITY STANDARDS — ENTRANCE WALK ADJUSTMENTS — SCALE: N.T.S. — STANDARD NUMBER: EWA-1

GENERAL NOTES:
1. DETECTABLE WARNING TO BE PRE-FORMED PLASTIC INSERT WITH SLIP RESISTANT SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF TRAVEL.
2. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES. TRUNCATED DOMES TO BE STAMPED IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE YELLOW.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1 1/2".
6. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
7. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE RAMP IS PLACED IN THE CURB RETURN RADIUS IT SHALL BE 7" THICK.
8. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.



CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE GENERAL NOTES (SHEET 1 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12



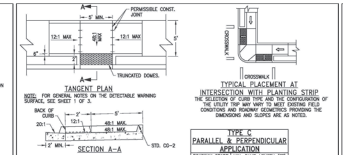
NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

TYPE B PARALLEL APPLICATION

ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT) 4" CURB	6" CURB
0	4	6
1	5	7
2	5	8
3	6	9
4	8	12
5	10	15
6	14	15

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE TYPE B (SHEET 2 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12



NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

THE SELECTION OF CURB TYPE AND THE CONFIGURATION OF THE UTILITY TRIP MAY VARY TO MEET EXISTING FIELD CONDITIONS AND ROADWAY GEOMETRICS PROVIDING THE DIMENSIONS AND SLOPES ARE AS NOTED.

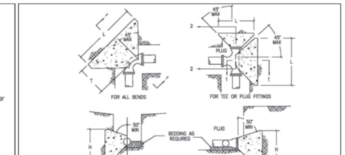
TYPE C PARALLEL & PERPENDICULAR APPLICATION

ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT) 4" CURB	6" CURB
0	2	4
1	2	5
2	3	5
3	3	6
4	4	8
5	5	10
6	7	14
7	13	15
8	15	15

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

THIS COMBINED (PARALLEL & PERPENDICULAR) DESIGN FOR ALTERATIONS CAN BE USED WITH ADJOINING BUFFER STRIP. LANDING AT BOTTOM OF TWO SLOPING SIDES WITH 60"X60" MIN. DIMENSIONS. THE SHORT PERPENDICULAR RUN TO THE STREET CAN BE PROTECTED BY A LANDSCAPED SETBACK OR CONNECTED TO THE SIDEWALK WITH A WARPED SURFACE.

CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE TYPE C (SHEET 3 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12



NOTES:
1. MAXIMUM TEST PRESSURE: 225 PSI.
2. MINIMUM ALLOWABLE SOIL BEARING PRESSURE: 2000 PSF.
3. THRUST BLOCKS OR RESTRAINED JOINT FITTINGS ARE REQUIRED WHENEVER PIPELINE CHANGES DIRECTION, SIZE, OR DEAD-ENDS.
4. USE 3000 PSI CONCRETE. NO CONCRETE SHALL BE POURED ON ANY PART OF THE JOINT.
5. SEE DRAWING W 2.1 FOR THRUST BLOCK DIMENSIONS.

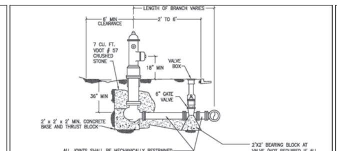
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — CONCRETE THRUST BLOCKS — SCALE: N.T.S. — STANDARD NUMBER: W 2.0

PIPE SIZE	DEGREE OF BEND	BEND (FT) L	H	T	MIN. PIPE COVER (FT)	TEE AND PLUG (FT) L	H	T	MIN. PIPE COVER (FT)
4" & 6"	90	3.00	2.50	3.01	3	2.00	2.30	2.50	3
	45	2.00	2.30	2.60					
	22 1/2	1.50	2.00	2.50					
	11 1/4	1.50	2.00	2.50					
8" & 10"	90	4.50	3.50	3.20	3	3.20	3.00	3.00	3
	45	3.00	2.70	2.80					
	22 1/2	2.00	2.00	2.70					
	11 1/4	1.70	2.00	2.70					
12" & 14"	90	7.30	4.00	3.60	4	4.30	4.00	2.80	4
	45	4.50	3.60	3.00					
	22 1/2	3.30	2.60	2.90					
	11 1/4	1.80	2.30	2.90					
16" & 18"	90	10.70	4.50	3.40	5	6.30	4.60	3.80	5
	45	6.50	4.00	3.00					
	22 1/2	4.50	3.30	3.00					
	11 1/4	2.80	2.70	3.00					

REFERENCE DRAWING 2.0 FOR DIMENSION LOCATIONS

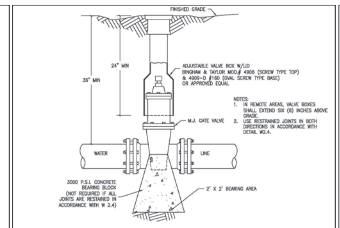
NOTES:
1. MAXIMUM TEST PRESSURE: 225 PSI.
2. MINIMUM ALLOWABLE SOIL BEARING PRESSURE: 2000 PSF.
3. USE MINIMUM 3000 P.S.I. CONCRETE.
4. THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR VERIFICATION OF ADEQUACY OF ALL THRUST BLOCKS.

CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — CONCRETE THRUST BLOCK DIMENSIONS — SCALE: N.T.S. — STANDARD NUMBER: W 2.1



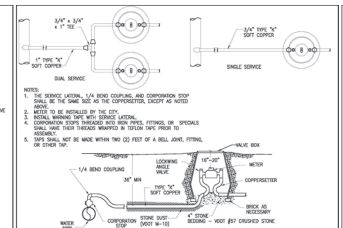
NOTES:
1. SURROUND WEEP HOLES WITH GRAVEL AND KEEP FREE OF CONCRETE.
2. MAINTAIN A 3' MIN. COVER FROM THE MAIN TO THE FIRE HYDRANT (INCLUDING DITCHES).
3. FINISHED GRADE SHALL SLOPE AWAY FROM THE FIRE HYDRANT AND VALVE BOX.
4. GATE VALVE SHALL NOT BE PLACED WITHIN THE DITCH LINES.
5. IF GROUNDWATER IS PRESENT AT THE INSTALLATION SITE, COORDINATE THE RELOCATION OF THE HYDRANT WITH CITY.
6. EACH NEW FIRE HYDRANT SHALL BE FRESHLY PAINTED WITH "GLID" GUARD #45 SAFETY RED, BY "GLIDDEN" OR APPROVED EQUAL.
7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL FIRE HYDRANTS ARE PROVIDED WITH "CITY OF CHARLOTTESVILLE" THREADS.
8. ALL CHAINS SHALL BE REMOVED FOLLOWING INSTALLATION AND TESTING.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — FIRE HYDRANT – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 3.0



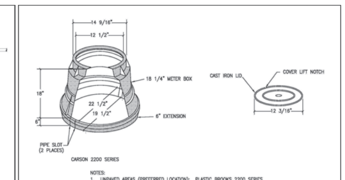
NOTES:
1. IN REMOTE AREAS, VALVE BOXES SHALL EXTEND SIX (6) INCHES ABOVE GRADE.
2. USE RESTRAINED JOINTS IN BOTH DIRECTIONS IN ACCORDANCE WITH DETAIL W2.4.

CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — GATE VALVE – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 4.0



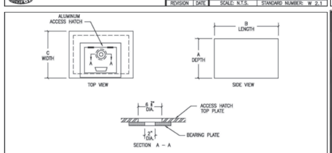
NOTES:
1. THE SERVICE LATERAL, 1/4 BEND COUPLING, AND CORPORATION STOP SHALL BE THE SAME SIZE AS THE COPPERSETTER, EXCEPT AS NOTED ABOVE.
2. METER TO BE INSTALLED BY THE CITY.
3. INSTALL WARNING TAPE WITH SERVICE LATERAL.
4. CORPORATION STOPS THREADED INTO IRON PIPES, FITTINGS, OR SPECIALS SHALL HAVE THEIR THREADS WRAPPED IN TEFLON TAPE PRIOR TO ASSEMBLY.
5. TAPS SHALL NOT BE MADE WITHIN TWO (2) FEET OF A BELL JOINT, FITTING, OR OTHER TAP.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SERVICE LATERAL – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 5.0



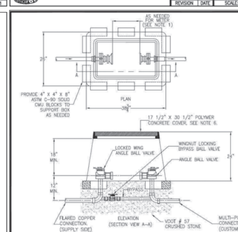
NOTES:
1. UNPAVED AREAS (PREFERRED LOCATION): PLASTIC BROOKS 2200 SERIES WITH 6" EXTENSION OR APPROVED EQUAL.
2. PAVED AREAS (ALTERNATE LOCATION): CAST IRON BINGHAM AND TAYLOR NO. 6015-B OR APPROVED EQUAL. USE 6" OF BRICK AND/OR BLOCK TO INCREASE DEPTH TO 24".
3. LID MUST BE CAST TO ACCEPT AN ITRON, INC. WATER ERT METER MODULE.

CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — METER BOX – 5/8" AND 1" METERS — SCALE: N.T.S. — STANDARD NUMBER: W 6.0



METER SIZE	DEPTH A	LENGTH B	WIDTH C	ACCESS DOOR
1 1/2"	37" MIN.	60"	44" MIN.	24" x 30"
2"	37" MIN.	60"	44" MIN.	24" x 30"
3"	60" MIN.	120"	72" MIN.	30" x 30"
4"	60" MIN.	144"	72" MIN.	30" x 30"
> 4"	PROPOSALS WILL BE SUBMITTED			

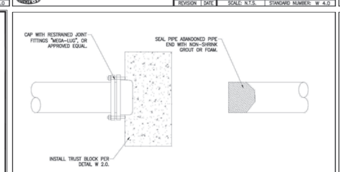
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — METER VAULTS — SCALE: N.T.S. — STANDARD NUMBER: W 6.1



NOTES:
1. CONSULT WITH DEPARTMENT OF PUBLIC WORKS - WATER DIVISION FOR METER LAYING LENGTH.
2. INSTALL WARNING TAPE AND TRACER WIRE WITH SERVICE LATERAL. TERMINATE WIRE IN A LOOP WITHIN METER BOX.
3. BOX SHALL NOT REST ON SERVICE PIPING.
4. COPPERSETTER SHALL BE FORD METER BOX VBB7X-12B-44-XX-NL OR APPROVED EQUAL.
5. BOX SHALL BE FRP TIER 15 RATED BY ARMORCAST OR APPROVED EQUAL.
6. "WATER" TO BE CAST ON TOP OF LID.

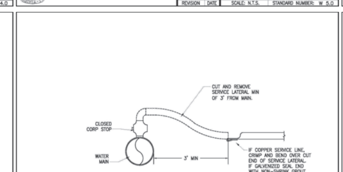
CITY OF CHARLOTTESVILLE — OCTOBER 2015 — CITY STANDARDS — METER BOX 1.5" AND 2" METERS — SCALE: N.T.S. — STANDARD NUMBER: W 6.2

NOTE: THE CURRENT CITY STANDARD 2-INCH METER SETTER IS A MCDONALD 720B712WFFF 775.



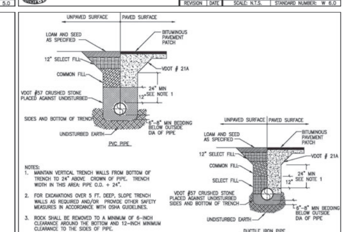
NOTES:
1. PIPE SHALL BE SAW CUT PERPENDICULAR TO PIPE.
2. PROVIDE PLASTIC SHEETING BETWEEN PIPE AND CONCRETE THRUST BLOCK.
3. PRESSURE PIPES SHALL BE CHECKED FOR LEAKS PRIOR TO BACKFILL.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — WATER MAIN ABANDONMENT — SCALE: N.T.S. — STANDARD NUMBER: W 7.0



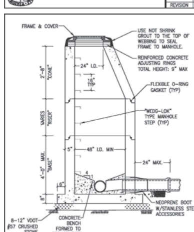
NOTES:
1. METER TO BE REMOVED BY THE CITY.
2. CORPORATION STOPS SHALL BE COMPLETELY CLOSED AND CHECKED FOR LEAKS. LEAKS SHALL BE REPAIRED PRIOR TO BACKFILL.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SERVICE LATERAL ABANDONMENT — SCALE: N.T.S. — STANDARD NUMBER: W 7.1



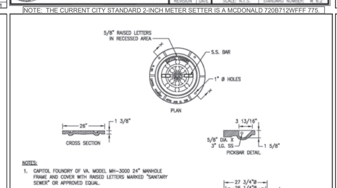
NOTES:
1. MAINTAIN VERTICAL TRENCH WALLS FROM BOTTOM OF TRENCH TO 24" ABOVE CROWN OF PIPE. TRENCH WIDTH IN THIS AREA: PIPE O.D. + 24".
2. FOR EXCAVATIONS OVER 5 FT. DEEP, SLOPE TRENCH WALLS AS REQUIRED AND/OR PROVIDE OTHER SAFETY MEASURES IN ACCORDANCE WITH OSHA GUIDELINES.
3. ROCK SHALL BE REMOVED TO A MINIMUM OF 6-INCH CLEARANCE AROUND THE BOTTOM AND 12-INCH MINIMUM CLEARANCE TO THE SIDES OF PIPE.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — PIPE TRENCHING AND BEDDING – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 1.0



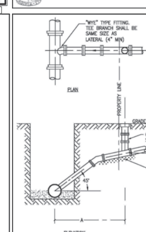
NOTES:
1. ALL JOINTS, LIFT HOLES, INLETS AND OUTLETS SHALL BE GROUTED AND SEALED INSIDE AND OUT.
2. CHANNELS AND MANHOLE "SHELF" TO BE CONSTRUCTED OF 3000 PSI CONCRETE FILL FINISHED SMOOTH WITH STEEL TROWEL. FLOW CHANNELS SHALL BE FORMED TO ALLOW INSERTION OF A ROBOTIC CAMERA.
3. INSIDE OF MANHOLE SHALL BE FACTORY COATED WITH ONE COAT EPOXY COATING, COLOR GRAY. OUTSIDE SHALL RECEIVE ONE COAT COAL TAR EPOXY. MANUAL ON-SITE EXPOXY COATING MAY BE REQUIRED IN SOME SITUATIONS.
4. FOR PRECAST INLETS AND OUTLETS, PIPE TO MANHOLE CONNECTIONS SHALL BE NEOPRENE BOOT WITH STAINLESS STEEL ACCESSORIES.
5. ALL INLET OPENINGS TO EXISTING MANHOLES SHALL BE CORE-DRILLED. ANNULAR SPACE BETWEEN PIPE AND MANHOLE WALL SHALL BE COMPLETELY FILLED WITH NON-SHRINK GROUT.
6. PIPE INLETS WITHIN "CONE" SECTION ARE NOT ACCEPTABLE.
7. PIPES ENTERING MANHOLES SHALL BE ALIGNED WITH CENTER OF MANHOLE BOTTOM.
8. MANHOLE SHALL BE ORDERED WITH MINIMUM GRADE ADJUSTMENT. ORDER BASE, RISER, AND CONE HEIGHTS TO STACK OUT MANHOLE AS CLOSE AS POSSIBLE TO GRADE. MAXIMUM AJUSTMENT SHALL BE 9 INCHES UNLESS APPROVED OTHERWISE.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — CONCRETE MANHOLE – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 2.0



NOTES:
1. CAPITOL FOUNDRY OF VA. MODEL MH-3000 24" MANHOLE FRAME AND COVER WITH RAISED LETTERS MARKED "SANITARY SEWER" OR APPROVED EQUAL.
2. ALL MANHOLES WITHIN THE 100-YEAR FLOODPLAIN OR LOCATED IN AREAS SUBJECT TO LOCALIZED FLOODING ARE TO HAVE WATERTIGHT FRAME AND COVER (SEE DETAIL WW 2.5)

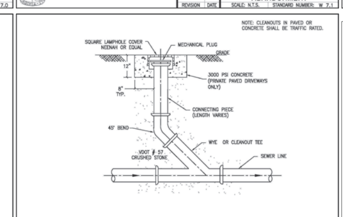
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — MANHOLE FRAME AND COVER — SCALE: N.T.S. — STANDARD NUMBER: WW 2.4



NOTES:
1. USE DUCTILE IRON PIPE FROM SEWER MAIN TO CLEANOUT IF LESS THAN 3.5 FT. COVER EXISTS.
2. SEWER LATERAL TAPPED INTO EXISTING SEWER MAIN SHALL BE CONNECTED USING A ROMAC PIPE SADDLE (STYLE SB) ,OR APPROVED EQUAL. ALL TAPS SHALL BE CORE-DRILLED.
3. LATERAL SHALL NOT PROTRUDE INTO SEWER MAIN.
4. WHERE THE DISTANCE "A" IS SUCH THAT MORE THAN ONE PIPE JOINT IS REQUIRED AND THE PIPE SLOPE EXCEEDS 20% CONTRACTOR SHALL PROVIDE ANCHORAGE IN ACCORDANCE WITH DRAWING WW 6.0.
5. SEWER LATERAL CONNECTIONS INTO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH DETAIL DRAWINGS WW 2.0, WW 2.1, WW 2.2, OR WW 2.3 AS APPLICABLE.
6. IF MAIN LINE IS LINED, SEE DETAIL WW 5.2.

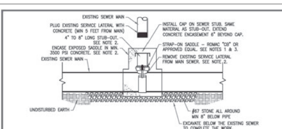
CITY OF CHARLOTTESVILLE — JAN 2011 — CITY STANDARDS — SEWER LATERAL CONNECTION – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 5.0

NOTE: CLEANOUTS IN PAVED OR CONCRETE SHALL BE TRAFFIC RATED.



NOTE: CLEANOUT TO BE SAME SIZE AND MATERIAL AS SEWER LINE.

CITY OF CHARLOTTESVILLE — JAN 2011 — CITY STANDARDS — CLEANOUT DETAIL — SCALE: N.T.S. — STANDARD NUMBER: WW 5.1



NOTES:
1. REFER TO THIS DETAIL WHEN ABANDONING EXISTING SERVICE LATERALS. SERVICE LATERALS SHALL BE ABANDONED WHEN A NEW LATERAL IS BEING INSTALLED TO SERVE A PROPERTY AND THE NEW LATERAL IS BEING CONNECTED TO THE THE MAIN SEWER AT A DIFFERENT LOCATION, A BUILDING IS BEING DEMOLISHED, OR AS DIRECTED BY UTILITIES ENGINEER. CONTACT PUBLIC UTILITIES (434-970-3800) A MINIUM OF 48 HOURS IN ADVANCE FOR INSPECTION PRIOR TO BACKFILL.
2. TO ABANDON THE EXISTING SERVICE LATERAL AT THE MAIN SEWER, CAREFULLY REMOVE THE LATERAL FROM THE MAIN SEWER, CUT THE EXISTING LATERAL AT LEAST 5 FEET FROM THE MAIN SEWER, PLUG THE REMAINING PIPE END WITH CONCRETE, INSTALL A SADDLE PERNOTE 3 AND 4" TO 8" LONG STUB-OUT. INSTALL A CAP ON THE STUB-OUT AND ENCASE THE SADDLE, STUB-OUT AND CAP IN MIN. 3500 PSI CONCRETE - ENCASEMENT TO EXTEND TO 8" EACH SIDE OF THE LATERAL/SADDLE AND 6" BEYOND THE CAP. BACKFILL AS SPECIFIED.

IF THE EXISTING MAIN SEWER IS DAMAGED DURING THE REMOVAL OF THE EXISTING LATERAL AND THE SADDLE CONNECTION WILL NOT WORK AS DETERMINED BY CITY PERSONNEL, A POINT REPAIR SHALL BE PERFORMED ON THE MAIN SEWER PER DETAIL WW 8.1.

3. SUPPORT THE EXISTING SEWER DURING THIS WORK.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SEWER LATERAL ABANDONMENT AT MAIN — SCALE: N.T.S. — STANDARD NUMBER: WW 7.2

COMMONWEALTH OF VIRGINIA — SCOTT R. COLLINS — Lic. No. 035791 — 10/7/22 — PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL

COLLINS ENGINEERING

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
NOTES & DETAILS

JOB NO. 182142
SCALE N/A
SHEET NO. 40

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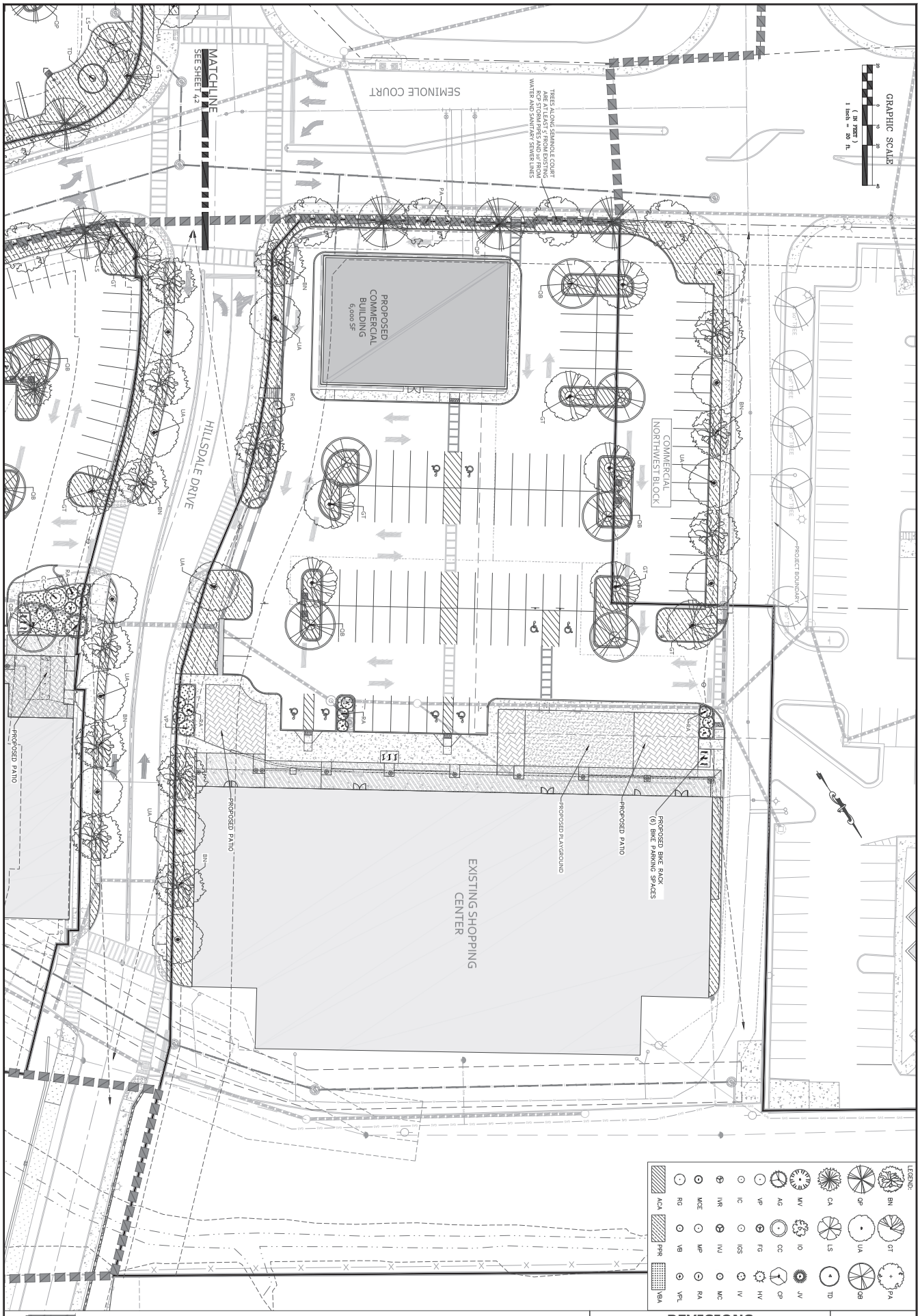

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DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

COMMONWEALTH OF VIRGINIA
SCOTT N. COLLINS
Lic. No. 039578
PROFESSIONAL ENGINEER
01/7/23

SHEET NO. 41
SCALE 1"=20'
JOB NO. 182142

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
COMMERCIAL NORTHWEST BLOCK - LANDSCAPING PLAN

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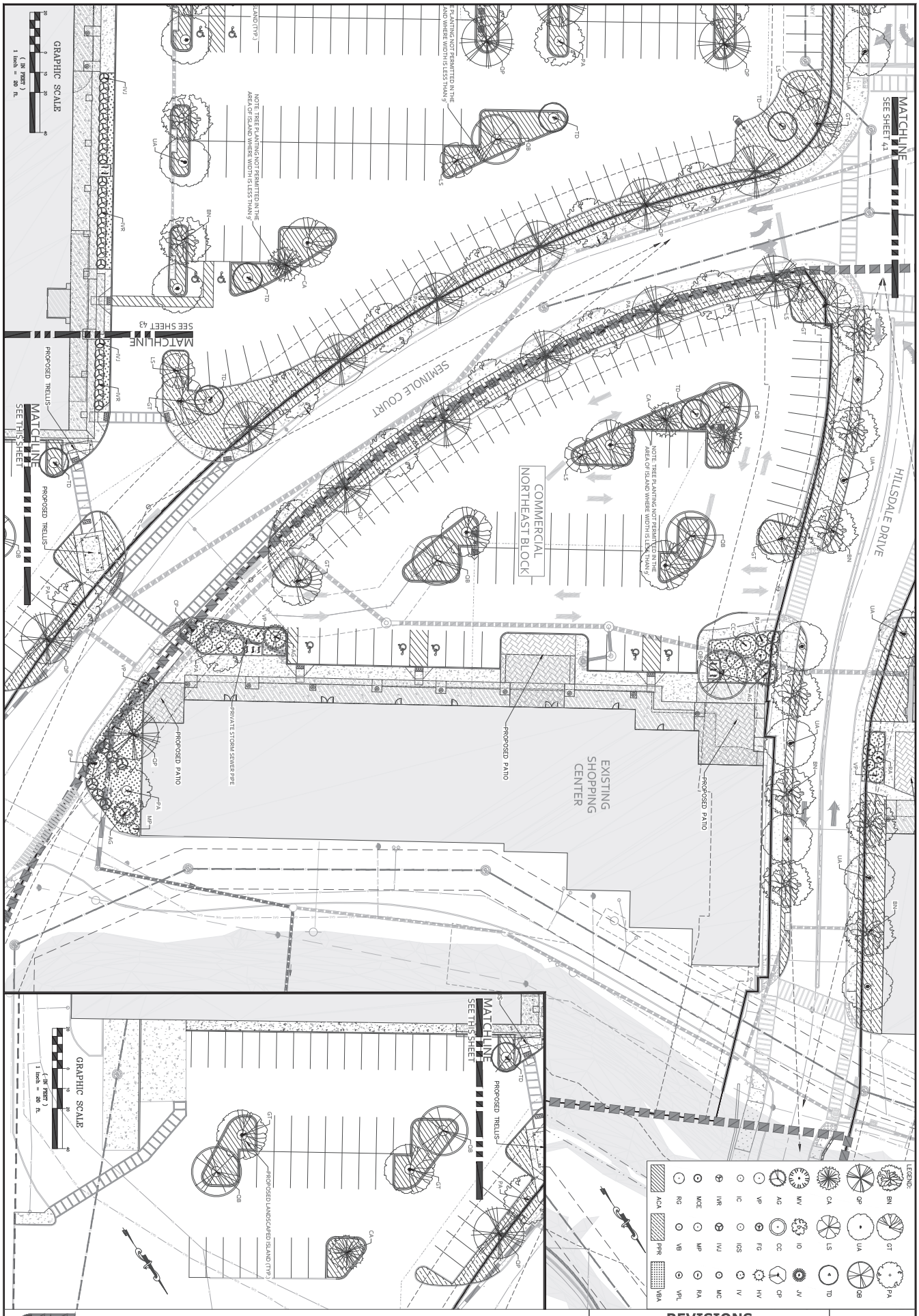

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01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 039781
PROFESSIONAL ENGINEER
01/7/23

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
COMMERCIAL NORTHEAST BLOCK - LANDSCAPING PLAN

SHEET NO. 42 | SCALE 1"=20' | JOB NO. 182142

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PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
COMMERCIAL SOUTHEAST BLOCK - LANDSCAPING PLAN

JOB NO. 182142
SCALE 1"=20'
SHEET NO. 43

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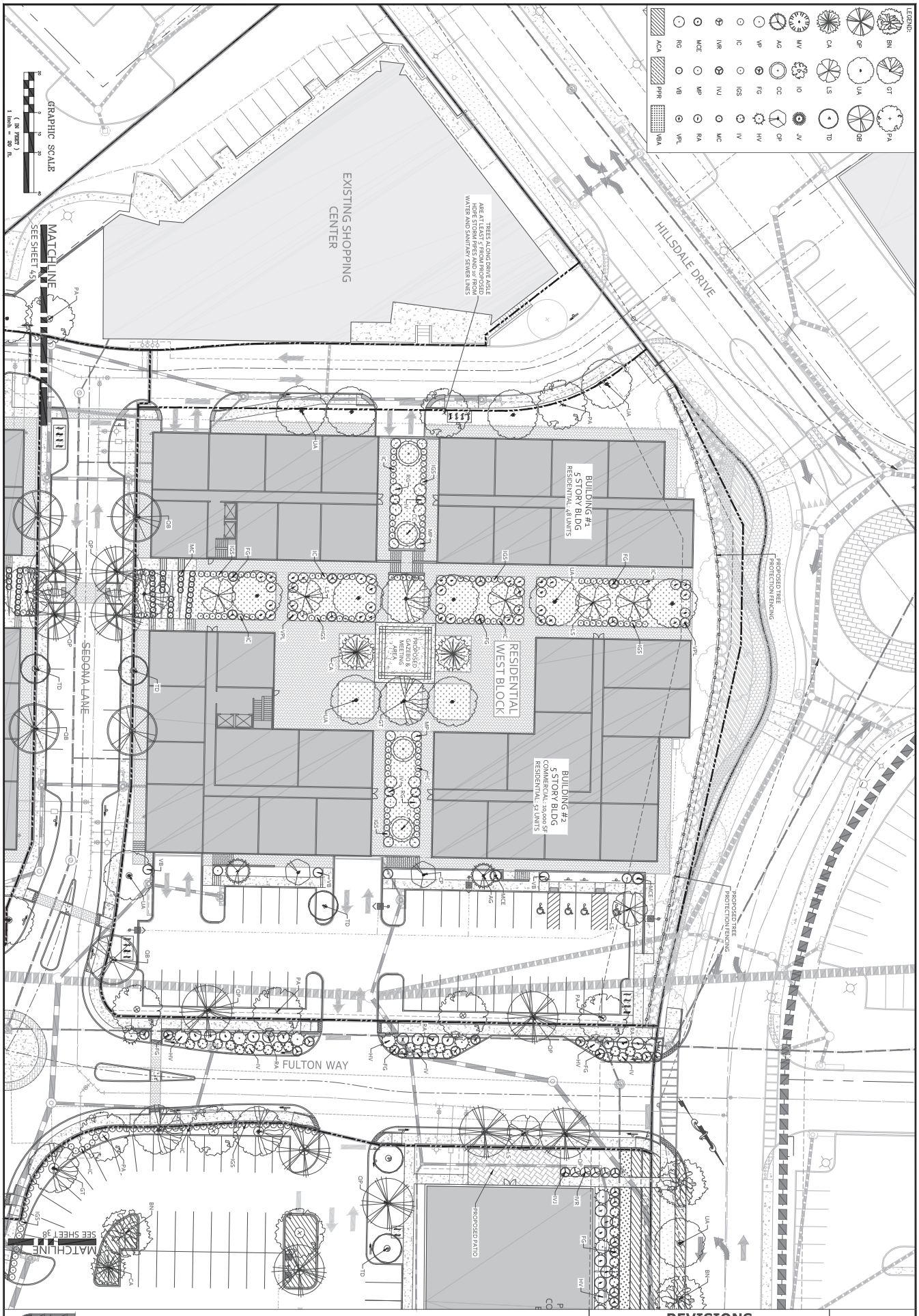

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SCOTT A. COLLINS
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01/7/23

SHEET NO. 44
SCALE 1"=20'
JOB NO. 182142

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
RESIDENTIAL WEST BLOCK - LANDSCAPING PLAN

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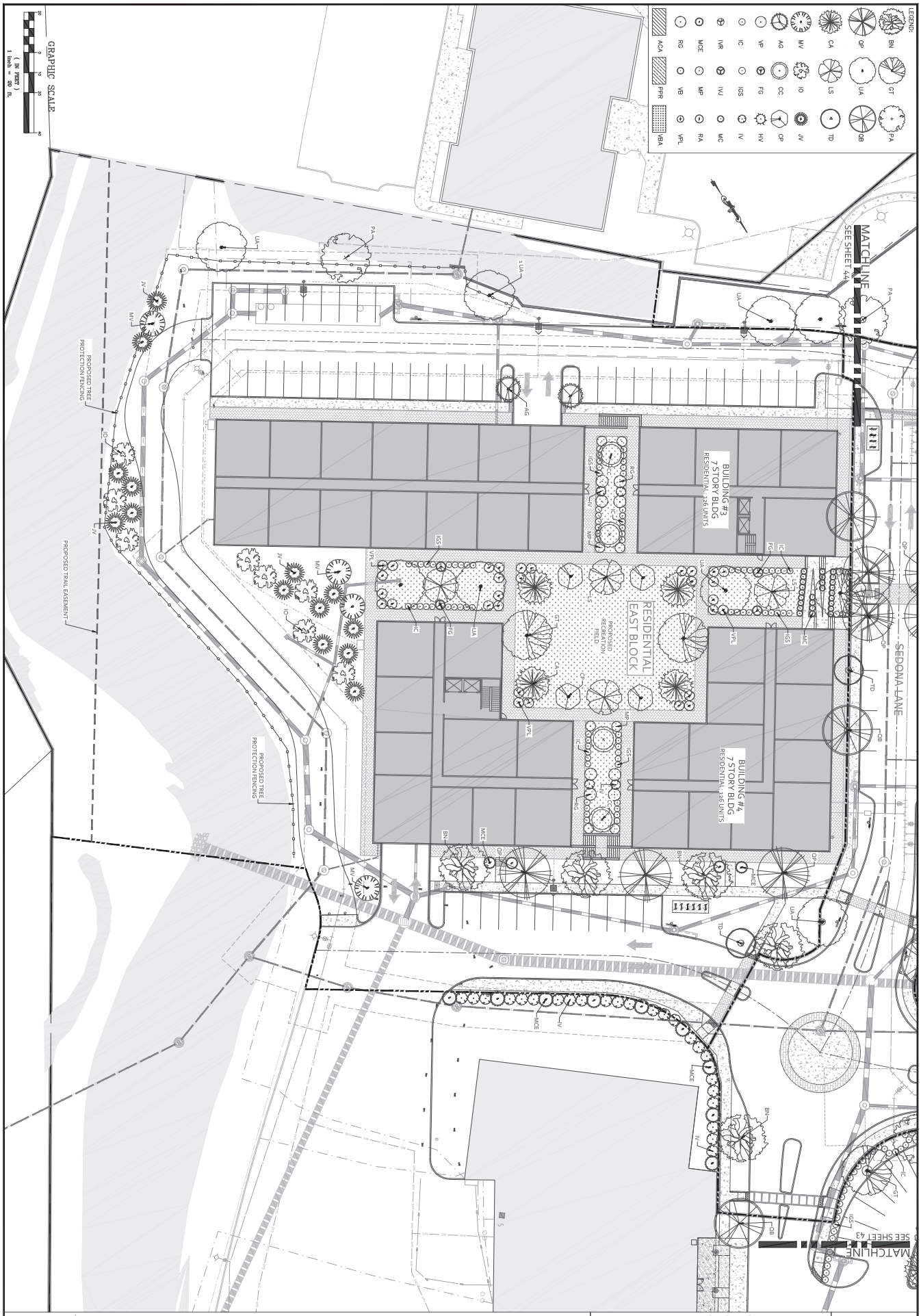

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COMMONWEALTH OF VIRGINIA
SCOTT N. COLLINS
Lic. No. 039578
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01/7/23

SHEET NO. 45
SCALE 1"=20'
JOB NO. 182142

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
RESIDENTIAL EAST BLOCK - LANDSCAPING PLAN

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LANDSCAPING CALCULATIONS

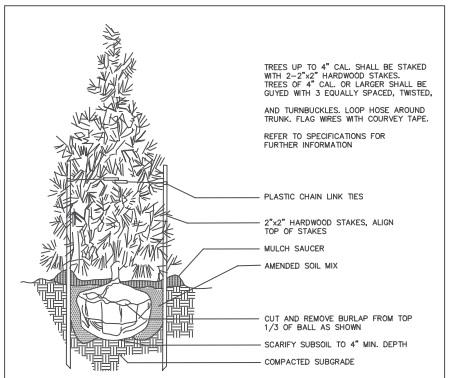
SITE TREE COVERAGE		
REQUIREMENT: CANOPY COVER AT 10 YEARS EQUALS 10% GROSS SITE AREA		
GROSS SITE AREA		958,350 SF
TOTAL TREE CANOPY REQUIRED		95,835 SF
TOTAL TREE CANOPY PROVIDED		96,033 SF
	COMMERCIAL SOUTHEAST BLOCK	32,591 SF
	COMMERCIAL NORTHEAST BLOCK	17,552 SF
	COMMERCIAL NORTHWEST BLOCK	15,494 SF
	RESIDENTIAL WEST BLOCK	15,320 SF
	RESIDENTIAL EAST BLOCK	15,076 SF
STREETSCAPE TREES		
REQUIREMENT: 1 TREE PER 40 FEET OF PUBLIC ROAD FRONTAGE		
HILLSDALE DRIVE		932 LINEAR FEET
	LANDSCAPING REQUIRED	23 LARGE SHADE TREES
	LANDSCAPING PROVIDED	23 LARGE SHADE TREES
SEMINOLE COURT		937 LINEAR FEET
	LANDSCAPING REQUIRED	23 LARGE SHADE TREES
	LANDSCAPING PROVIDED	34 LARGE SHADE TREES
FULTON WAY		556 LINEAR FEET
	LANDSCAPING REQUIRED	14 LARGE SHADE TREES
	LANDSCAPING PROVIDED	16 LARGE SHADE TREES
SEDONA LANE		571 LINEAR FEET
	LANDSCAPING REQUIRED	14 LARGE SHADE TREES
	LANDSCAPING PROVIDED	14 LARGE SHADE TREES
PARKING LOTS - SCREENING		
REQUIREMENT: A CONTINUOUS LANDSCAPE BUFFER 10' IN WIDTH & 3 STREET PLANTINGS FOR EVERY 15' OF ROAD FRONTAGE		
HILLSDALE DRIVE BUFFER		267 LINEAR FEET
	LANDSCAPING REQUIRED	54 STREET PLANTINGS
	LANDSCAPING PROVIDED	9 TREES & 91 SHRUBS
SEMINOLE COURT BUFFER		759 LINEAR FEET
	LANDSCAPING REQUIRED	152 STREET PLANTINGS
	LANDSCAPING PROVIDED	31 TREES & 614 SHRUBS
FULTON WAY ALONG COMMERCIAL SE BLOCK BUFFER		348 LINEAR FEET
	LANDSCAPING REQUIRED	70 STREET PLANTINGS
	LANDSCAPING PROVIDED	13 TREES & 110 SHRUBS
PARKING LOTS - INTERIOR LANDSCAPING		
REQUIREMENT: 5% OF THE GROSS AREA OF A PARKING LOT SHALL BE LANDSCAPED		
PARKING LOT AREA IN COMMERCIAL SE BLOCK		154,238 SF
	LANDSCAPING REQUIRED	7,712 SF
	LANDSCAPING PROVIDED	19,092 SF
PARKING LOT AREA IN COMMERCIAL NE BLOCK		30,552 SF
	LANDSCAPING REQUIRED	1,528 SF
	LANDSCAPING PROVIDED	6,160 SF
PARKING LOT AREA IN COMMERCIAL NW BLOCK		42,386 SF
	LANDSCAPING REQUIRED	2,120 SF
	LANDSCAPING PROVIDED	5,589 SF
PARKING LOT AREA IN RESIDENTIAL WEST BLOCK		14,083 SF
	LANDSCAPING REQUIRED	704 SF
	LANDSCAPING PROVIDED	1,439 SF
PARKING LOT AREA IN RESIDENTIAL EAST BLOCK		22,023 SF
	LANDSCAPING REQUIRED	1,101 SF
	LANDSCAPING PROVIDED	3,422 SF
REQUIREMENT: 1 TREE & 3 SHRUBS PER 8 PARKING SPACES		
PARKING SPACES IN COMMERCIAL SE BLOCK		381 PARKING SPACES
	LANDSCAPING REQUIRED	48 TREES AND 144 SHRUBS
	LANDSCAPING PROVIDED	52 TREES & 571 SHRUBS
PARKING SPACES IN COMMERCIAL NE BLOCK		82 PARKING SPACES
	LANDSCAPING REQUIRED	11 TREES AND 33 SHRUBS
	LANDSCAPING PROVIDED	14 TREES & 151 SHRUBS
PARKING SPACES IN COMMERCIAL NW BLOCK		97 PARKING SPACES
	LANDSCAPING REQUIRED	12 TREES AND 36 SHRUBS
	LANDSCAPING PROVIDED	13 TREES & 167 SHRUBS
PARKING SPACES IN RESIDENTIAL WEST BLOCK		43 PARKING SPACES
	LANDSCAPING REQUIRED	6 TREES AND 18 SHRUBS
	LANDSCAPING PROVIDED	6 TREES & 0 SHRUBS
PARKING SPACES IN RESIDENTIAL EAST BLOCK		57 PARKING SPACES
	LANDSCAPING REQUIRED	7 TREES AND 21 SHRUBS
	LANDSCAPING PROVIDED	7 TREES & 0 SHRUBS

PLANT SCHEDULE

SYM	BOTANICAL NAME	COMMON NAME	SIZE	PLANTING	CANOPY	QUANTITY	TOTAL COVERAGE
CANOPY TREES							
BN	BETULA NIGRA 'HERITAGE'	RIVER BIRCH	2.5" CAL		464	27	12528
CA	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2.5" CAL		234	11	2574
GT	GLEDITSIA TRIANCANTHOS	THORNLESS COMMON HONEYLOCUST	2.5" CAL		481	28	13468
LS	LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA'	ROTUNDILOBA SWEETGUM	2.5" CAL		238	17	4046
PA	PLANTANUS X ACERIFOLIA 'BLOODGOOD'	LONDON PLANETREE	2.5" CAL		422	36	15192
QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL		339	19	6441
QP	QUERCUS PHELLOS	WILLOW OAK	2.5" CAL		419	38	15922
TD	TAXODIUM DISTICHUM	BALD CYPRESS	2.5" CAL		92	12	1104
UA	ULMUS AMERICANA 'LIBERTY'	AMERICAN ELM	2.5" CAL		464	42	19488
EVERGREEN TREES							
IO	ILEX OPACA	AMERICAN HOLLY	6' HT		56	8	448
JV	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	4-5' HT		16	14	224
MV	MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA	6' HT		113	4	452
ORNAMENTAL TREES							
AG	AMELANCHIER GRANDIFLORA	SERVICEBERRY	6' HT		130	7	910
CC	CERCIS CANADENSIS	EASTERN REDBUD	6' HT		124	9	1116
CP	CORNUS FLORIDA 'CHEROKEE PRINCESS'	CHEROKEE PRINCESS DOGWOOD	6' HT		124	8	992
VP	VIBURNUM PRUNIFOLIUM	BLACKHAW VIBURNUM	6' HT		94	12	1128
ORNAMENTAL GRASSES AND SHRUBS							
FG	FOTHERGILLA GARDENII	DWARF WITCHALDER	18"-24" HT	3-6' APART		35	
HV	HAMAMELIS VIRGINIANA	WITCHHAZEL	4'-5' HT	10-12' APART		16	
IC	ILEX CORNUTA	BURFORD HOLLY	24" HT	3-4' APART		139	
IGS	ILEX GLABRA 'SHAMROCK'	INKBERRY	24" HT	3' APART		132	
IV	ITEA VIRGINICA	HENRY'S GARNET SWEETS	24" HT	5-10' APART		71	
IVR	ILEX VERTICILLATA 'RED SPRITE'	WINTERBERRY	24" HT	3-5' APART		31	
IVJ	ILEX VERTICILLATA 'JIM DANDY'	WINTERBERRY	24" HT	4-8' APART		18	
MC	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	24" HT	3' APART		56	
MCE	MYRICA CERIFERA	WAX MYRTLE	24" HT	5-6' APART		15	
MP	MYRICA PENSLYVANICA	NORTHERN BAYBERRY	24" HT	7-9' APART		17	
RA	RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC	15" HT	5' APART		43	
RG	RHUS GLABRA 'LACINATA'	SMOOTH SUMAC	24" HT	5' APART		21	
VB	VIBURNUM XBURKWOODII	BURKWOOD VIBURNUM	24" HT	4' APART		6	
VPL	VIBURNUM PLICATUM	SNOWBALL VIBURNUM	24" HT	4' APART		72	
GROUNDCOVERS							
ACA	ASARUM CANADENSE	WILD GINGER	3 QT	12" APART		1,293	
PPR	PACHYSANDRA PROCUMBENS	ALLEGHENY PACHYSANDRA	3 QT	12" APART		2,625	
VBA	VIOLA BANKSII	NATIVE VIOLET	3 QT	12" APART		482	
						TOTAL:	96033

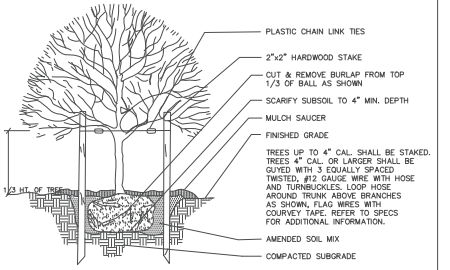
LANDSCAPING GENERAL NOTES:

1. CONTRACTOR TO USE EXTREME CARE AND CAUTION AS NOT TO DAMAGE ANY TREES SCHEDULED TO 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.
3. CONTRACTOR TO MONITOR TREES FOR STRESS AND/OR DAMAGE AND ADVISE LA AND TREE ARBORIST IF ANY OCCUR.
4. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT AND/OR TREE ARBORIST 48-HOURS IN ADVANCEOF 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.
5. 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.
6. ALL PLANTS HAVING A QUANTITY GREATER THAN ONE(1) SHALL BE MATCHED AND SUPPLIED FROM THE SAME SOURCE (PER SPECIES).
7. CONTACT LANDSCAPE ARCHITECT AT THE TIME OF PLANT MATERIAL DELIVERY, BEFORE ANY SUBSTITUTIONS OR CHANGES, IF SPECIFIED TYPES ARE UNAVAILABLE, AND FOLLOWING INSTALLATION. ALL PLANT SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF ORDERS.
8. 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.
9. PLANT LOCATIONS TO BE REEVALUATED AND REVISED, IF NECESSARY, AFTER FINISHED GRADING.
10. 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.
11. CONTRACTOR TO VERIFY ALL QUANTITIES BETWEEN PLAN AND PLANT LIST AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT IMMEDIATELY PRIOR TO ORDERING.
12. ANY STREET TREE WITHIN THE PUBLIC RIGHT OF WAY SHALL BE MAINTAINED BY THE APARTMENT COMPLEX.
13. 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.
14. 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.
15. NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTESVILLE.
16. 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.
17. FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAN & UNOBSTRUCTED BY LANDSCAPING, PARKING AND OTHER OBJECTS. LANDSCAPING IN THESE VICINITIES SHALL NOT ENCROACH WITHIN A FIVE (5) FOOT RADIUS OF MATURITY.



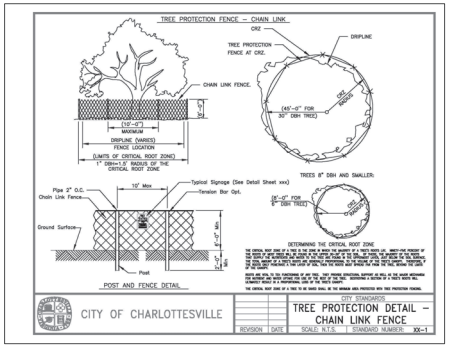
Evergreen Tree Planting Detail

Not To Scale



Tree Planting and Staking Detail

Not To Scale



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COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 0357912
01/7/23
PROFESSIONAL ENGINEER

COLLINS ENGINEERING

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

PROJECT: SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE: LANDSCAPING PLAN - NOTES & DETAILS

JOB NO. 182142

SCALE 1"=60'

SHEET NO. 46

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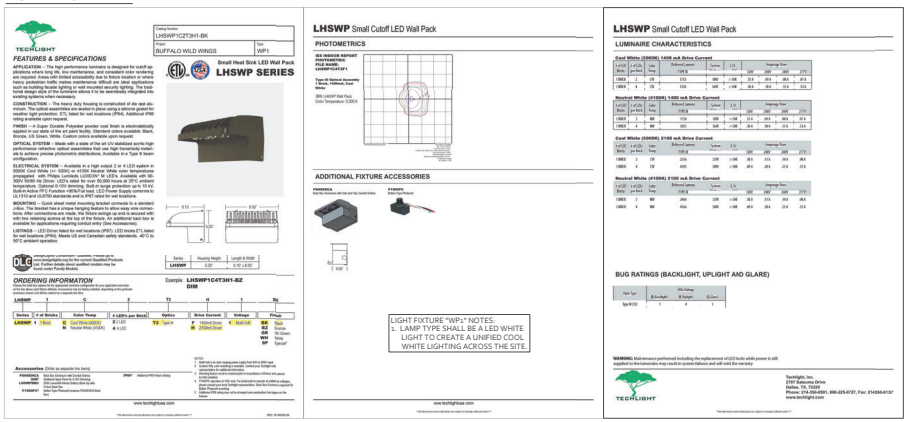
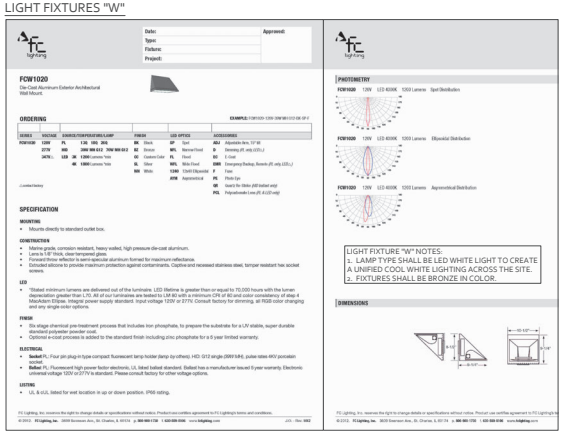
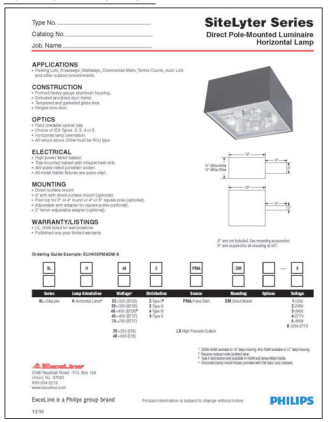
LIGHT FIXTURE "WP1"

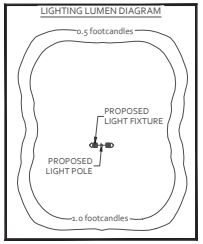


LIGHT FIXTURES "W"



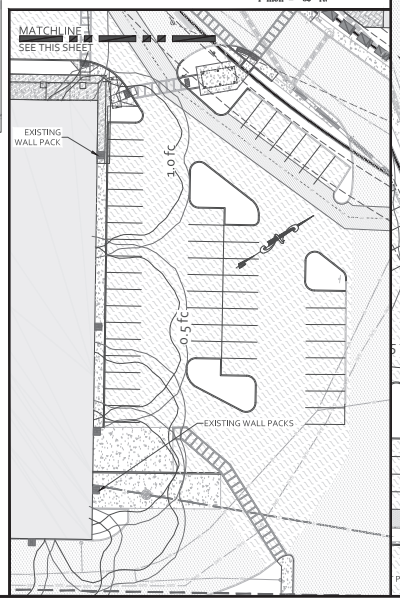
POLE LIGHT FIXTURE "SA"

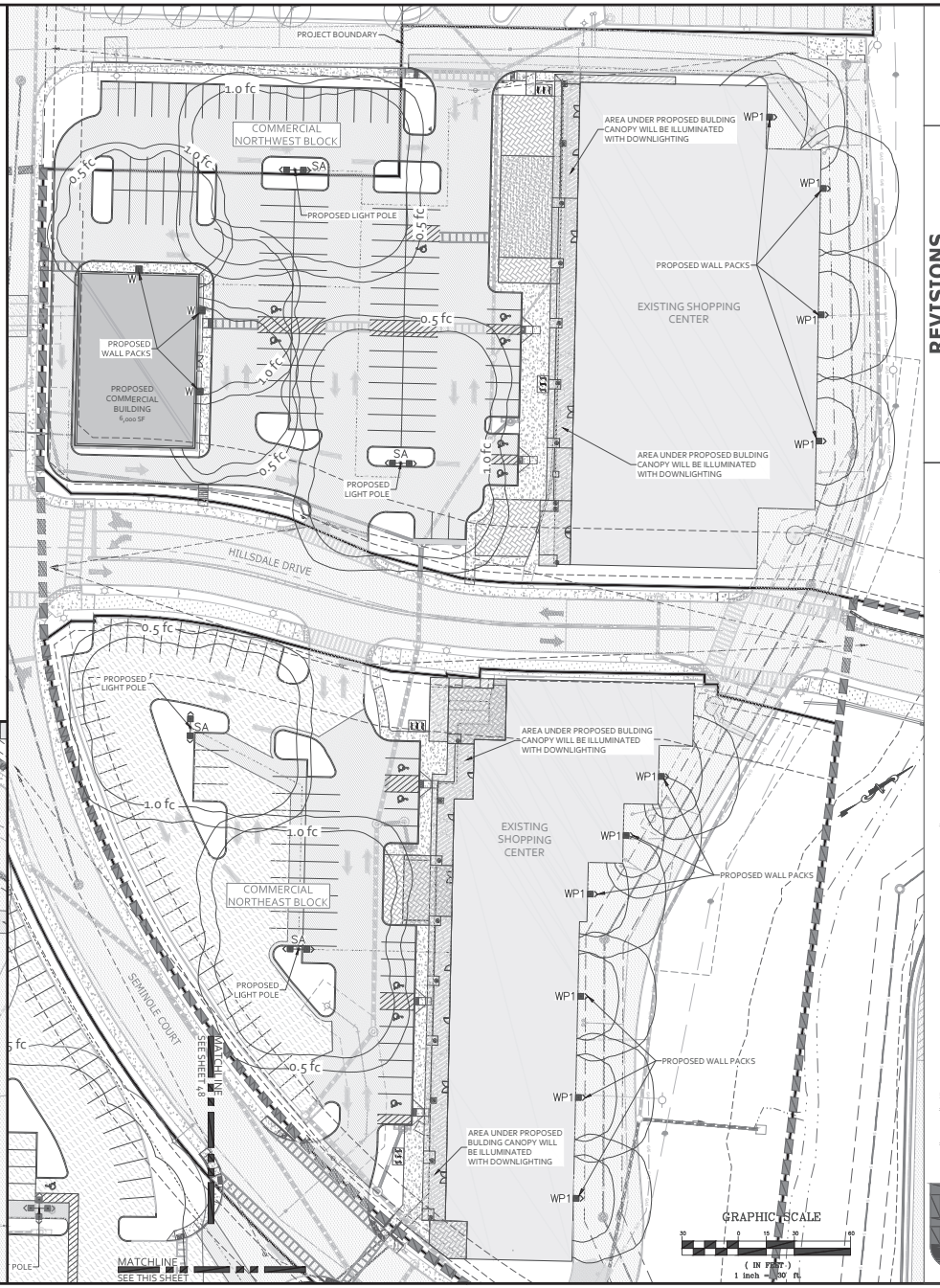




LIGHTING GENERAL NOTES:

1. EACH OUTDOOR LUMINAIRE SHALL BE A FULL CUTOFF LUMINAIRE.
2. EACH OUTDOOR LUMINAIRE SHALL BE EQUIPPED WITH A LAMP THAT EMITS LESS THAN 3,000 INITIAL LUMENS.
3. NO OUTDOOR LUMINAIRE SITUATED OUTSIDE OF A PUBLIC RIGHT-OF-WAY AND WITHIN OR IMMEDIATELY ADJACENT TO ANY LOW DENSITY RESIDENTIAL DISTRICT SHALL BE MOUNTED OR PLACED AT A LOCATION MORE THAN TWELVE (12) FEET IN HEIGHT.
4. NO OUTDOOR LUMINAIRE SHALL BE MOUNTED OR PLACED AT A LOCATION THAT IS MORE THAN TWENTY (20) FEET IN HEIGHT. ALL POLE LIGHTS SHALL BE 20' FROM THE GROUND TO THE PROPOSED LIGHT FIXTURE (INCLUDING THE BASE).
5. ALL OUTDOOR LUMINAIRE, REGARDLESS OF THE NUMBER OF LUMENS, SHALL BE ARRANGED OR SHIELDED TO REFLECT LIGHT AWAY FROM ADJOINING RESIDENTIAL DISTRICTS AND AWAY FROM ADJACENT ROADS. THE SPILLOVER OF LIGHTING FROM LUMINAIRES ONTO PUBLIC ROADS AND PROPERTY IN RESIDENTIAL OR RURAL ZONING DISTRICTS SHALL NOT EXCEED ONE-HALF FOOTCANDLE.
6. ALL LIGHT FIXTURES SHALL HAVE A LAMP TYPE OF WHITE LIGHT TO CREATE A UNIFIED COOL WHITE LIGHTING ACROSS THE SITE.
7. ALL LIGHT FIXTURES SHALL HAVE A FLAT LENS.
8. ALL LIGHT FIXTURES SHALL BE BRONZE IN COLOR.
9. ALL LIGHTING SHALL COMPLY WITH THE DARK SKIES REQUIREMENTS FOUND IN THE CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL.
10. CONTRACTOR MAY ELECT TO INSTALL AN EQUIVALENT LAMP THAT IS DIMMABLE, HAS A COLOR TEMPERATURE NOT EXCEEDING 3,000K AND A COLOR RENDERING INDEX THAT IS NOT LESS THAN 80 (PREFERABLY NOT LESS THAN 90).





GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.

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7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 0357012
01/7/23
PROFESSIONAL ENGINEER

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

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
LIGHTING PLAN

JOB NO.
182142

SCALE
1"=30'

SHEET NO.
47

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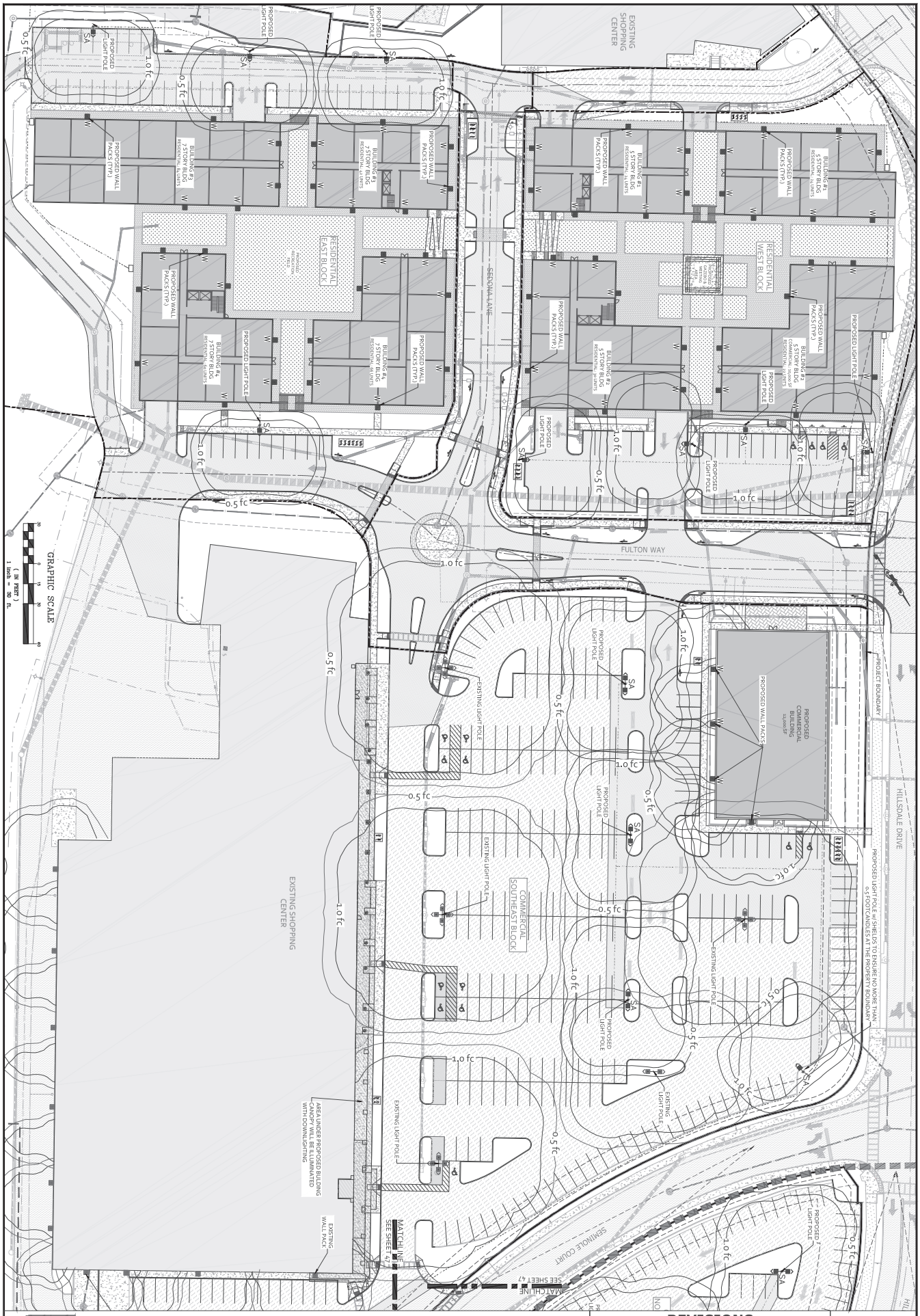

COLLINS ENGINEERING

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

REVISIONS	
DATE	REVISION DESCRIPTION
1/14/22	FINAL SITE PLAN - INITIAL SUBMITTAL
7/26/22	FINAL SITE PLAN - SECOND SUBMITTAL
10/7/22	FINAL SITE PLAN - THIRD SUBMITTAL
01/7/23	FINAL SITE PLAN SUBMISSION FOR SIGNATURES

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 039781
PROFESSIONAL ENGINEER
01/7/23

PROJECT
SEMINOLE SQUARE REDEVELOPMENT & HILLSDALE APARTMENTS - FINAL SITE PLAN

SHEET TITLE
LIGHTING PLAN

SHEET NO. 48 | SCALE 1"=30' | JOB NO. 18Z142

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CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION MEETING

APPLICATION FOR APPROVAL OF A FINAL SITE PLAN

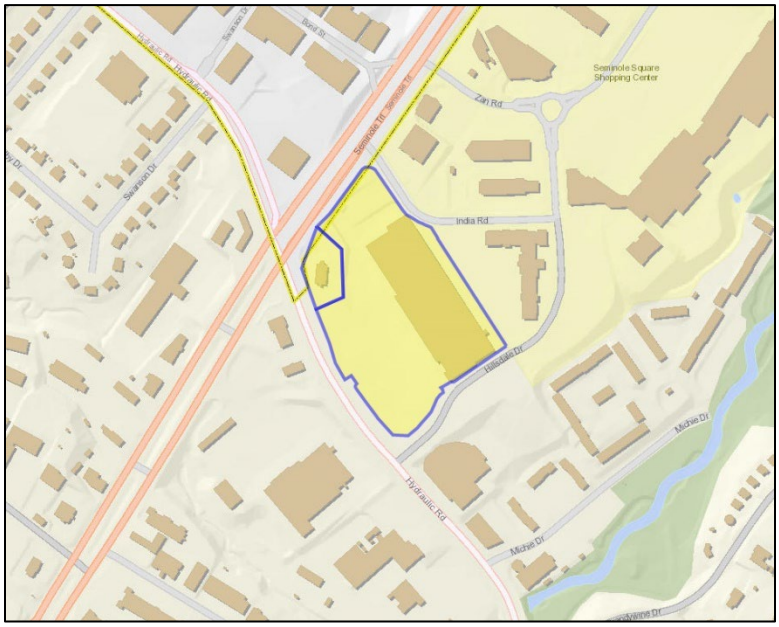
APPLICATION NUMBER: P22-0071

DATE OF MEETING: July 11, 2023

Project Planner: Dannan O'Connell
Date of Staff Report: June 29, 2023

Applicant: 901 Seminole Trail LLC, Peyton Associates Partnership
Applicant's Representative(s): Scott Collins, Collins Engineering
Current Property Owner: 901 Seminole Trail LLC, Peyton Associates Partnership
Property Street Address: 901 Seminole Trail, 1801 Hydraulic Road ("Subject Property")
Tax Map & Parcel: 41B001000, 41B002000
Current Zoning Classification: Highway Corridor (HW)
Overlay District: Entrance Corridor
Reason for Planning Commission Review: Final site plan reflects the proposed development of a property that is the subject of an approved special permit per Sections 34-820(d) and 34-822

Vicinity Map



Standard of Review

Site plan approval is a ministerial function of Planning Commission in which no discretion is involved. If this final site plan contains all required information, then it must be granted approval. If Planning Commission disapproves this plan, it shall set forth in writing the specific reasons therefor. As per Section 34-823(c), the reasons for disapproval shall identify deficiencies in this plan which cause the disapproval, by reference to specific ordinances, laws, or regulations. If this plan is disapproved, Planning Commission must also generally identify modifications or corrections that will permit approval of this plan.

Applicant's Request (Summary)

Mr. Scott Collins of Collins Engineering, on behalf of 901 Seminole Trail LLC and Peyton Associates Partnership, is seeking Planning Commission approval for the Hillsdale Place Shopping Center Final Site Plan. This final site plan proposes modification and redevelopment of the existing commercial shopping center. On December 5, 2022, City Council approved Special Use Permit SP22-00006 authorizing a drive-thru restaurant use at this location. As per the City's Zoning Ordinance, Planning Commission shall review this final site plan because it reflects the proposed development of property that is subject to a Special Use Permit.

Site Plan Requirements

A. Compliance with the City's Erosion and Sediment Control ordinance (Chapter 10)
Staff has determined that this final site plan complies with the City's Erosion and Sediment Control ordinance. An Erosion and Sediment Control plan is required for this project and is included within the proposed Final Site Plan.

B. Compliance with applicable Highway Corridor (HW) District zoning regulations (Sections 34-736 thru 34-740A)
The property is zoned Highway Corridor (HW). The project complies with all requirements of the Highway Corridor District.

C. Compliance with general standards for site plans (Sections 34-827 thru 34-828)
Staff has determined that this site plan contains the following information as required:

1. General site plan information, including but not limited to project, property, zoning, site, and traffic information: **Found on Sheets 1 and 2.**
2. Existing condition and adjacent property information: **Found on Sheet 3.**
3. Phasing plan: **The project will be constructed in one phase per Sheet 2.**
4. Topography and grading: **Found on Sheet 5.**
5. Existing landscaping and trees: **Found on Sheet 3.**
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: **No new streets are proposed.**
9. Location and size of existing water and sewer infrastructure: **Found on Sheet 3.**
10. Proposed layout for water and sanitary sewer facilities and storm drain facilities: **Found of Sheets 10 and 13.**
11. Location of other existing and proposed utilities and utility easements: **Found on Sheet 10.**
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 5.**
13. Location and dimensions of all existing and proposed improvements: **Found on Sheets 6 thru 9.**
14. All areas intended to be dedicated or reserved for public use: **No new area is proposed to be dedicated for public use.**
15. Landscape plan: **Found on Sheet 22.**
16. Where deemed appropriate by the director due to intensity of development:
    a. Estimated traffic generation figures for the site based upon current ITE rates: **Found on Sheet 2.**
    b. Estimated vehicles per day: **Found on Sheet 2.**

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 December 5, 2022 includes the following conditions (See Attachment 2), which are provided on **Sheet 5** of the final site plan:

1. The drive-through restaurant use shall be allowed only within the current boundaries of the 901 Seminole Trail parcel (41B001000); **Found on Sheet 5.**

2. The maximum setback off Seminole Trail, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet; **Found on Sheet 5.**

3. The maximum setback off Hydraulic Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet; **Found on Sheet 5.**

4. The maximum setback off India Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet; **Found on Sheet 5.**

5. The maximum setback off Hillsdale Drive, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 50 feet; **Found on Sheet 5.**

6. A pedestrian pathway shall be created by the landowner, to provide access to the Subject Property from the intersection of Seminole Trail and Hydraulic Road and such pathway shall be handicapped accessible, or as much so as practically possible; **Found on Sheets 5 and 8.**

7. A sit-down dining area for the restaurant, or an alternate "walk-up" window, shall be provided and shall remain open to the public at all times when the drive-through window is in operation. **Found on Sheet 5.**

E. Compliance with Additional Standards for Specific Uses (Sections 34-930 - 34-937)
The proposed on-site dumpsters comply with the requirements of Section 34-932. No other improvements regulated by these sections are proposed.

Public Comments Received

Site Plan Conference Required by Z.O. Sec. 34-821
The applicant held a virtual site plan conference on Tuesday, September 27, 2022 beginning at 10:00 AM using the Zoom webinar platform. Property owners and occupants within 500 feet, and all City neighborhood association leaders were notified of the meeting per requirements in Section 34-41(c)(2).

Recommendation

Staff recommends approval of the final site plan.

Attachments

1. Final Site Plan dated June 12, 2023
2. Special Use Permit Resolution dated December 5, 2022
3. Conceptual Site Plan Associated with SUP dated June 17, 2022

HILLSDALE PLACE

FINAL SITE PLAN

CITY OF CHARLOTTESVILLE, VIRGINIA

PROJECT SITE INFO:

LOCATION: INTERSECTION OF HYDRAULIC RD, HILLSDALE DR & SEMINOLE TRAIL (ROUTE 29) CHARLOTTESVILLE, VA 22901

EXISTING USE: COMMERCIAL SHOPPING CENTER

PROPOSED USE: EXPANSION OF EXISTING COMMERCIAL SHOPPING CENTER FOR (4) ADDITIONAL COMMERCIAL BUILDINGS AND IMPROVEMENTS TO EXISTING SHOPPING CENTER BUILDING & PARKING LOT

TOTAL ACREAGE: 10.18 ACRES

DEVELOPER: RIVERBEND DEVELOPMENT
455 2ND STREET SE, SUITE 201
CHARLOTTESVILLE, VA 22902
CONTACT INFO:
NAME: ALAN TAYLOR
PHONE NO: 434.245.4970
EMAIL: alan@riverbenddev.com

SURVEYOR: ROUDABUSH, GALE & ASSOCIATES, INC
914 MONTICELLO ROAD
CHARLOTTESVILLE, VA 22902

ENGINEER: COLLINS ENGINEERING
200 GARRETT STREET, SUITE K
CHARLOTTESVILLE, VA 22902

PARCEL #1

TMP: 41B001000

ADDRESS: 901 SEMINOLE TRAIL

OWNER: 901 SEMINOLE TRAIL, LLC
PO BOX 1467
CHARLOTTESVILLE, VA 22902
CONTACT INFO:
NAME: ALAN TAYLOR
PHONE NO: 434.245.4970
EMAIL: alan@riverbenddev.com

D.B./PG: 2018/1052

ZONING: HIGHWAY CORRIDOR

ACREAGE: 0.87 AC

PARCEL #2

TMP: 41B002000

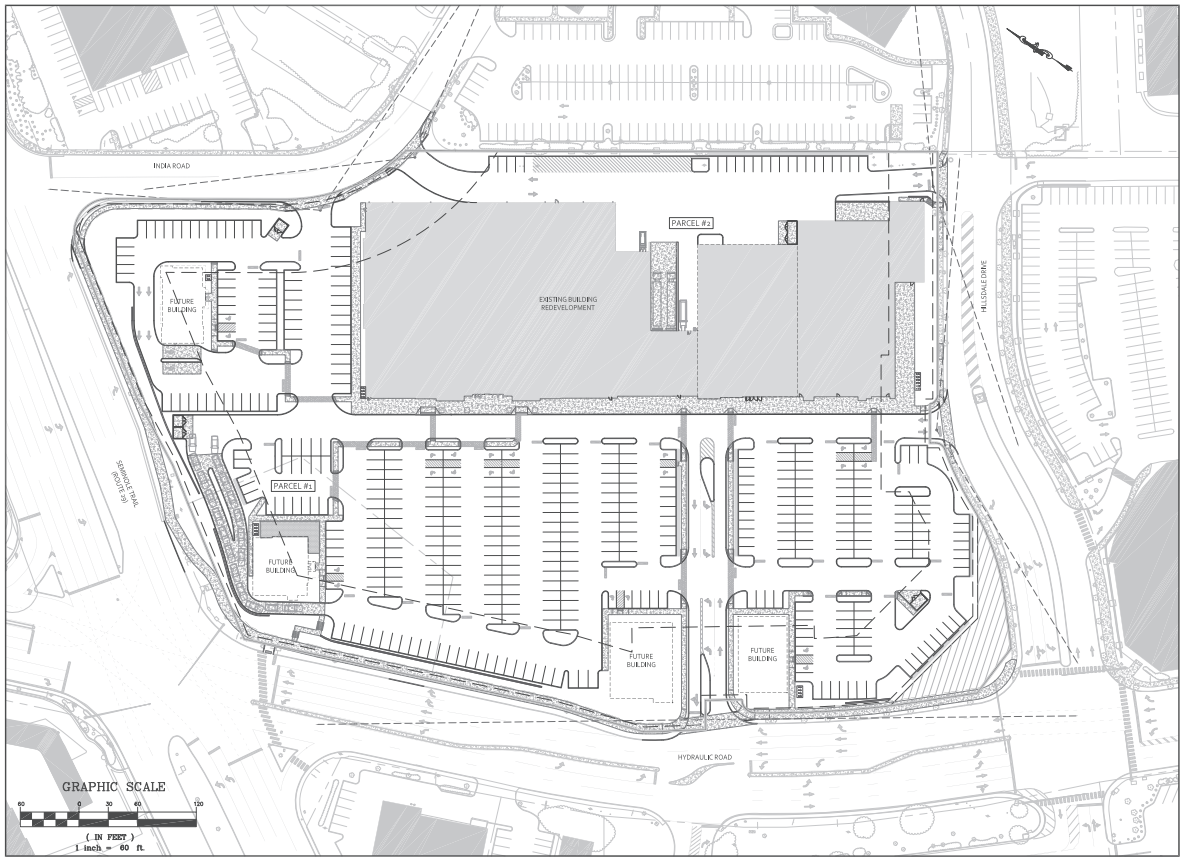
ADDRESS: 1801 HYDRAULIC ROAD

OWNER: PEYTON ASSOCIATES PARTNERSHIP
PO BOX 1467
CHARLOTTESVILLE, VA 22902
CONTACT INFO:
NOT AVAILABLE TO THE PUBLIC - ALL COMMUNICATION AND REQUESTS FOR INFORMATION SHALL BE DIRECTED TO THE DEVELOPER.

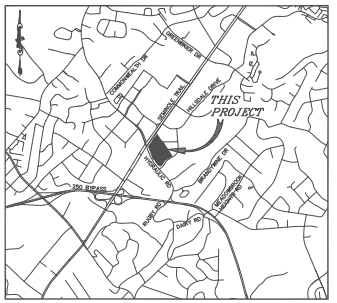
D.B./PG: 552/501

ZONING: HIGHWAY CORRIDOR

ACREAGE: 9.31 AC



OVERALL DEVELOPMENT PLAN
SCALE: 1" = 60'



VICINITY MAP

Sheet Number	Sheet Title
1	COVER
2	GENERAL PROJECT NOTES
3	EXISTING CONDITIONS
4	DEMOLITION PLAN
5	OVERALL DEVELOPMENT PLAN
6	SITE PLAN
7	SITE PLAN
8	SITE PLAN
9	SITE PLAN
10	UTILITY PLAN
11	UTILITY PROFILES
12	UTILITY PROFILES
13	GRADING & DRAINAGE PLAN
14	HANDICAP RAMP DESIGN
15	DRAINAGE PROFILES
16	DRAINAGE MAP & CALCULATIONS
17	DRAINAGE CALCULATIONS
18	INDIA ROAD CROSS SECTIONS
19	HILLSDALE DRIVE CROSS SECTIONS
20	NOTES & DETAILS
21	NOTES & DETAILS
22	LANDSCAPING PLAN
23	LANDSCAPING NOTES & DETAILS
24	EROSION & SEDIMENT CONTROL PLAN - SEQUENCE OF CONSTRUCTION
25	EROSION & SEDIMENT CONTROL PLAN - NOTES & DETAILS
26	EROSION & SEDIMENT CONTROL PLAN - PHASE I
27	EROSION & SEDIMENT CONTROL PLAN - PHASE II
28	EROSION & SEDIMENT CONTROL PLAN - PHASE III
29	EROSION & SEDIMENT CONTROL PLAN - PHASE IV
30	EROSION & SEDIMENT CONTROL PLAN - PHASE V
31	EROSION & SEDIMENT CONTROL PLAN - PHASE VI
32	EROSION & SEDIMENT CONTROL PLAN - DETAILS
33	STORMWATER MANAGEMENT - PRE-DEVELOPMENT
34	STORMWATER MANAGEMENT - POST-DEVELOPMENT
35	STORMWATER MANAGEMENT - QUALITY PLAN
36	STORMWATER MANAGEMENT - DETAILS
37	UNDERGROUND DETENTION SYSTEM STANDARD NOTES & DETAILS
38	STORMWATER MANAGEMENT - COMPLIANCE SUMMARIES
39	VRRM CALCULATIONS
40	METER SIZING DATA SHEETS
41	UNDERGROUND POWER - COMMUNICATIONS PROFILES
L1	LIGHTING PLAN
L2	LIGHTING NOTES & DETAILS
43	Total Sheets

Detail List Table			
Sheet No	Detail# Title	Sheet No	Detail# Title
SITE & ROAD DETAILS		UTILITY DETAILS	
21	PAVEMENT DESIGN DETAILS	21	CONCRETE THRUST BLOCKS
21	MINIMUM PAVEMENT PATCH DETAIL	21	FIRE HYDRANT
21	PERMANENT PAVEMENT REPAIR DETAIL	21	GATE VALVE
21	STEP CONNECTIONS	21	SERVICE LATERAL
21	STANDARD CURBING	21	METER BOX
21	ENTRANCE WALK ADJUSTMENTS	21	METER VAULTS
21	STANDARD SIDEWALK WITH CURB	21	WATER MAIN ABANDONMENT
21	CG-12 DETECTABLE WARNING SURFACE	21	SERVICE LATERAL ABANDONMENT
LANDSCAPING DETAILS		21	PIPE TRENCHING & BEDDING
23	TREE PLANTINGS & STAKING	21	CONCRETE MANHOLE
23	EVERGREEN TREE PLANTING	21	MANHOLE FRAME & COVER
		21	SEWER LATERAL CONNECTION
		21	CLEANOUT DETAIL
		21	SEWER LATERAL ABANDONMENT
EROSION & SEDIMENT CONTROL DETAILS		STORMWATER MANAGEMENT DETAILS	
25	STONE CONSTRUCTION ENTRANCE	37	WEIR PLATE DETAIL
25	TREE PROTECTION FENCING	37	RE-ROLLED END HEL-COR PIPE
25	TEMPORARY 18" DIVERSION BERM	37	H-12 HUGGER BAND DETAIL
25	SUPER SILT FENCE (WITH WIRE BACK)	37	BACKFILL DETAIL
25	TEMPORARY SLOPE DRAIN	37	DEBRIS CAGE
25	FLARED END-SECTION	37	MANWAY DETAIL
25	TEMPORARY RIGHT-OF-WAY DIVERSIONS	37	CONSTRUCTION LOADING DIAGRAM
		37	STANDARD LADDER DETAIL
		37	RISER LADDER DETAIL
		37	MANHOLE CAP DETAIL

SIGNATURE PANEL
DIRECTOR, _____
NEIGHBORHOOD DEVELOPMENT
CITY ENGINEER, _____
NEIGHBORHOOD DEVELOPMENT

CITY OF CHARLOTTESVILLE-OJTFALL TABULATION CHART

9VAC25-870-66:				EXISTING										PROPOSED									
Outfall Designation	LOA Designation	Receiving Channel Type	Compliance Method	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff /olume /nits	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff /olume /nits
SO 1&5 (DA 1)	POA 'A'	Manmade	B.3.a & C.2.b	7.48	-	95	0.12 hrs	27.93	34.93	55.41	-	18.39	acre-in.	8.04	-	95	0.10 hrs.	21.97	32.20	55.36	-	22.52	acre-in.
SO 2 (DA 2)	POA 'A'	Manmade	B.3.a & C.2.b	0.47	-	96	0.10 hrs	1.91	2.38	3.75	-	1.21	acre-in.	0.25	-	96	0.10 hrs.	1.03	1.28	2.01	-	0.65	acre-in.
SO 3 (DA 3)	POA 'B'	Manmade	B.3.a & C.2.b	2.75	-	98	0.10 hrs	12.13	14.90	23.02	-	7.69	acre-in.	1.94	-	98	0.10 hrs.	8.56	10.51	16.22	-	5.42	acre-in.
SO 4 (DA 4)	POA 'C'	Manmade	B.3.a & C.2.b	0.75	-	94	0.10 hrs	2.79	3.53	5.70	-	1.77	acre-in.	0.22	-	95	0.10 hrs.	0.87	1.09	1.74	-	0.59	acre-in.
TOTAL				11.45										11.45									

City of Charlottesville Department of Public Works-Engineering Division Version 1.0 -10-21-2020

NOTE: Options for column "Receiving Channel Type" include: "Manmade", "Natural", "Restored", "Sheet", or "Other"
The column for "Compliance Method" requires specific code references, options include: "B.1.a", "B.2.a", "B.3.a EB)", "D"

CITY OF CHARLOTTESVILLE-LAND DISTURBANCE MS4 REPORTING CHART

BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
Proposed UGD System (Discharges to Site Outfall #1 & POA 'A')	N/A	N/A	38.060472	-78.489836	8.12	7.07	1.05	0	020802040401	

TOTAL LOD (AC)	10.93
TOTAL P REMOVED B* BMP'S (LBS)	0
TOTAL P CREDITS PURCHASED (LBS)	3.72
TOTAL P CREDITED TO PROJECT (LBS)	3.72
TOTAL P REQUIRED (LBS)	0
*LAND DISTURBING #	
* SWM BOND RELEASE DATE	

* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
6/12/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

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

HILLSDALE PLACE - FINAL SITE PLAN

COVER

PROJECT

SHEET

JOB NO. 202188

SCALE AS SHOWN

SHEET NO. 1

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GENERAL NOTES:

OWNER: 901 SEMINOLE TRAIL, LLC, PO BOX 1467, CHARLOTTESVILLE, VA 22902 — PEYTON ASSOCIATES PARTNERSHIP, PO BOX 1467, CHARLOTTESVILLE, VA 22902

DEVELOPER: RIVERBEND DEVELOPMENT, 455 2ND STREET SE, SUITE 201, CHARLOTTESVILLE, VA 22902, (434) 245-4932

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

PROPERTY: TMP 41B001000 & 41B002000

LOCATION OF PROJECT: INTERSECTION OF HYDRAULIC ROAD AND SEMINOLE TRAIL

TOTAL ACREAGE OF SITE: 10.18 ACRES

PHASING: SITE CONSTRUCTION SHALL OCCUR WITH (2) PROPOSED PHASES OF CONSTRUCTION. PHASE I OF CONSTRUCTION SHALL INCLUDE MODIFICATION TO THE EXISTING BUILDING, PARKING LOT IMPROVEMENTS, AND OUTPARCEL BUILDING PADS. THE FUTURE OUTPARCEL BUILDING PADS WILL REMAIN GRASS PADS. PHASE II OF CONSTRUCTION SHALL INCLUDE THE CONSTRUCTION OF (4) BUILDINGS ON THE FUTURE PADS.

EXISTING ZONING: HIGHWAY COMMERCIAL

EXISTING USE: COMMERCIAL SHOPPING CENTER WITH AN EXISTING BUILDING & PARKING LOT

PROPOSED USE: MODIFICATION TO AN EXISTING BUILDING, PARKING LOT, SIDEWALKS, UTILITIES, AND BUILDING PADS FOR FOUR (4) FUTURE FUTURE COMMERCIAL BUILDINGS INCLUDING A RESTAURANT, A BANK, AND GENERAL COMMERCIAL RETAIL SPACE.

ZONING: HW - HIGHWAY CORRIDOR

BUILDING/LOT SETBACKS: PRIMARY STREET: 5' MINIMUM AND 75' MAXIMUM (SEMINOLE TRAIL & HYDRAULIC ROAD) AND 5' MINIMUM AND 50' MAXIMUM (HILLSDALE DRIVE) PER SP22-00006
LINKING STREET: 5' MINIMUM AND 75' MAXIMUM (INDIA ROAD) PER SP22-00006
SIDE/REAR: 20' ADJACENT TO LOW DENSITY RESIDENTIAL DISTRICT & NO SETBACK ADJACENT TO SIMILAR DENSITY DISTRICTS.
NOTE: SEE SHEET 5 FOR APPROVED SP22-00006 RESOLUTION

MAXIMUM HEIGHT: 80' MAXIMUM

GROSS FLOOR AREA: 95,020 SF + 7,975 SF (TWO PROPOSED OUTPARCELS) + 7,178 SF (TWO FUTURE OUTPARCELS)

ADJACENT OWNERS: SEE EXISTING CONDITIONS SHEET FOR ADJACENT OWNERS AND INFORMATION

FLOODPLAIN: THERE IS NO FLOODPLAIN WITHIN THE LIMITS OF THE SUBJECT PROPERTY PER FEMA MAP#51003C, PANEL #0268D DATED FEBRUARY 4, 2005.

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

SURVEY: BOUNDARY AND TOPOGRAPHIC SURVEY OF THE SITE WAS PROVIDED BY ROUDABUSH, GALE & ASSOCIATES, INC., AUGUST 2017 & MARCH 2018. THE MISS UTILITY TICKET NUMBER IS A216501834-00A AND THE SITE WAS FIELD VERIFIED IN SEPTEMBER, 2021.

USGS DATUM: NAD 83 (1994)

TOTAL LAND DISTURBANCE: 10.93 ACRES. CONSTRUCTION ACTIVITIES WILL CONFORM TO THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK GUIDELINES.

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

CRITICAL SLOPES: THERE ARE NO CRITICAL SLOPES ON THE PROPERTY.

WATER DEMANDS: THE PROPOSED BUILDINGS WILL HAVE A SPRINKLER SYSTEM FOR FIRE PROTECTION.

INGRESS AND EGRESS: ACCESS TO THE PROPOSED PROPERTY SHALL BE FROM HILLSDALE DRIVE, HYDRAULIC ROAD, AND INDIA ROAD.

LIGHTING PLAN: A LIGHTING PLAN HAS BEEN INCLUDED WITH THIS FINAL SITE PLAN. ALL PROPOSED LIGHT FIXTURES WILL MEET THE CITY LIGHTING REQUIREMENTS AND BE FULL CUT-OFF WITH NO SPILLOVER AT THE PROPERTY LINES.

SITE TRIP GENERATION AND LAND USE ITE CODE 10TH EDITION:

EXISTING SHOPPING CENTER BUILDING: 104,052 SF (CODE 820) PER 1,000 SF GROSS LEASABLE AREA
- ADT = 3,928 VPD (1,964 ENTER/1,964 EXIT)
- AM HOUR = 98 VPH (61 ENTER/37 EXIT)
- PM HOUR = 396 VPH (190 ENTER/206 EXIT)

MODIFIED SHOPPING CENTER BUILDING (SHOPPING COMMERCIAL RETAIL SPACE): 95,020 SF (CODE 820) PER 1,000 SF GROSS LEASABLE AREA
- ADT = 3,587 VPD (1,793.5 ENTER/1,793.5 EXIT)
- AM HOUR = 89 VPH (55 ENTER/34 EXIT)
- PM HOUR = 362 VPH (174 ENTER/188 EXIT)

OUTPARCEL - FAST FOOD RESTAURANT WITH DRIVE-TRHU: 3,500 SF (CODE 934) PER 1,000 SF GROSS LEASABLE AREA
- ADT = 1,648 VPD (824 ENTER/824 EXIT)
- AM HOUR = 141 VPH (72 ENTER/69 EXIT)
- PM HOUR = 114 VPH (59 ENTER/55 EXIT)

OUTPARCEL - COMMERCIAL BANK: 3,295 SF (CODE 912) PER 1,000 SF GROSS LEASABLE AREA
- ADT = 330 VPD (165 ENTER/165 EXIT)
- AM HOUR = 31 VPH (18 ENTER/13 EXIT)
- PM HOUR = 67 VPH (33 ENTER/34 EXIT)

OUTPARCEL - (2) FUTURE COMMERCIAL RETAIL SPACES: 8,972 SF (CODE 820) PER 1,000 SF GROSS LEASABLE AREA
- ADT = 339 VPD (169.5 ENTER/169.5 EXIT)
- AM HOUR = 8 VPH (5 ENTER/3 EXIT)
- PM HOUR = 34 VPH (16 ENTER/18 EXIT)

TOTAL TRAFFIC ANALYSIS:	ADT	PEAK AM	PEAK PM
EXISTING TOTAL TRAFFIC COUNT	3,928 VPD	98 VPH	396 VPH
PROPOSED TOTAL TRAFFIC COUNT	5,904 VPD	269 VPH	577 VPH

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

EXISTING VEGETATION: EXISTING SHOPPING CENTER

SITE IMPERVIOUS AREAS:

Buildings	129,800 sf
Sidewalk & Concrete	23,625 sf
Parking Lot & Roads	257,675 sf
	411,100 sf

Buildings (Future + Proposed)	97,125 sf
Sidewalk & Concrete	45,425 sf
Parking Lot & Roads	253,875 sf
Factor of Safety Impervious Area	15,500 sf
	396,425 sf

PAVED PARKING AND CIRCULATION: 237,557 SF

TRASH: THERE ARE PROPOSED DUMPSTERS LOCATED ON SITE.
NOTE: DUMPSTERS WILL COMPLY WITH SEC. 34-932 WHERE DUMPSTERS WILL BE LOCATED ON A PAD OF SUFFICIENT SIZE TO ADEQUATELY ACCOMMODATE LOADING AND UNLOADING VEHICLES WITHOUT DAMAGE TO THE SURROUNDING SURFACES, WITH A MINIMUM DIMENSION OF TEN (10) FEET IN WIDTH AND TWENTY (20) FEET IN LENGTH.

SIGNAGE: THE CURRENT SIGNAGE FOR THE PROPERTY SHALL BE UPDATED WITH THE PROPOSED CHANGES IN USE. ADDITIONAL PROPOSED SIGNAGE FOR THE PROPERTY WILL BE REVIEWED THROUGH A SEPARATE SIGN APPLICATION.

FIRE FLOW & WATER DEMANDS: THE EXISTING FIRE FLOW FOR THE PROPERTY HAS A STATIC PRESSURE OF 90 PSI WHILE FIRE HYDRANT #08255 WAS OPENED AND RELEASED A FLOW OF 1,275 FPM. THIS IS ADEQUATE FOR THE PROPOSED DEVELOPMENT. EACH BUILDING WILL HAVE A SPRINKLER SYSTEM WITH A FDC CONNECTION ON THE BUILDING. SEE SHEET 39 FOR WATER METER SIZING DATA SHEETS.

PARKING SUMMARY: PROPOSED PARKING SHALL BE IN ACCORDANCE WITH CITY CODE OF ORDINANCES, SECTION 34-984 AND SHALL ACCOMMODATE THE EXISTING & PROPOSED DEVELOPMENT NEEDS. PLEASE SEE BELOW FOR A COMPLETE ANALYSIS OF THE SHOPPING CENTER'S PARKING PLAN:

REQUIRED PARKING:
COMMERCIAL PARKING REQUIRED: 3.5 SPACES PER 1,000 SF
95,020 SF / 1,000 SF = 95.02 x 3.5 = 333 PARKING SPACES
RESTAURANT PARKING: 1 SPACE PER 125 SF OF PUBLIC AREA + 1 SPACE PER 400 SF OF NONPUBLIC AREA
3,238 SF / 125 SF = 26 PARKING SPACES
1,446 SF / 400 SF = 4 PARKING SPACES
BANK PARKING REQUIRED: 3.5 SPACES PER 1,000 SF
3,295 SF / 1,000 SF = 3.295 x 3.5 = 12 PARKING SPACES
FUTURE COMMERCIAL PARKING REQUIRED: 3.5 SPACES PER 1,000 SF
8,972 SF / 1,000 SF = 8.97 x 3.5 = 32 PARKING SPACES
TOTAL PARKING REQUIRED: 407 SPACES
PROPOSED PARKING PROVIDED:
TOTAL PARKING SPACES: 450 SPACES (INCLUDING 22 ADA HANDICAP ACCESSIBLE SPACES) PROPOSED

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 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. 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 NOTES

1. 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.
2. 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.
3. A SITE SPECIFIC FIRE PREVENTION PLAN SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE PRIOR TO COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION.
4. 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.
5. ACCESS TO THE BUILDING DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED.
6. 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.
7. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
8. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHTING 85,000 LBS.
9. ALL SIGNS SHALL BE IN ACCORDANCE WITH ARTICLE IX, SECTION 34-1020 CITY CODE. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE CONSISTENT WITH THE MUTCD.
10. THE MINIMUM REQUIRED FIRE FLOW FOR ALL BUILDINGS IS 1,500 GALLONS PER MINUTE.
11. FIRE LINES - A PERMIT IS REQUIRED FOR FIRE LINE INSTALLATION. A DETAILED DRAWING (2 SETS) SHOWING FITTINGS AND THRUST BLOCKS MUST BE SUBMITTED WITH THE PERMIT APPLICATION. ONCE INSTALLED, THE FIRE LINE REQUIRES A VISUAL INSPECTION AND A PRESSURE TEST INSPECTION BY THE FIRE MARSHAL'S OFFICE.
12. LANDSCAPING IN THE AREA FIRE HYDRANTS, FIRE PUP TEST HEADER, FIRE DEPARTMENT CONNECTIONS OR FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL BE OF THE TYPE THAT WILL NOT ENCROACH ON THE REQUIRED FIVE FT RADIUS ON MATURITY OF THE LANDSCAPING.
13. VSFPC 503.3-FIRE LANES SHALL BE A MINIMUM OF 20 FEET IN WIDTH. SIGNS AND MARKINGS TO DELINATE FIRE LANES AS DESIGNATED BY THE FIRE OFFICIAL SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY. FIRE APPARATUS ROADS 20' TO 26' IN WIDTH SHALL BE POSTED OR MARKED ON BOTH SIDES "NO PARKING - FIRE LANE".
14. VSFPC 505.1-THE BUILDING STREET NUMBER TO BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS.
15. VSFPC 507.5.1.1-HYDRANT FOR STANDPIPE SYSTEM-BUILDINGS EQUIPPED WITH A STANDPIPE SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 905 SHALL HAVE A FIRE HYDRANT WITHIN 100 FT OF THE FIRE DEPARTMENT CONNECTIONS. THE DISTANCE SHALL BE PERMITTED TO EXCEED 100 FT WHERE APPROVED BY THE FIRE CODE OFFICIAL.
16. VSFPC 503.2.1-OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13 FEET-6 INCHES.
17. VSFPC 3312.1-AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
18. NO VEHICLES/MACHINERY OF ANY TYPE, CONSTRUCTION MATERIALS OR CONSTRUCTION DEBRIS ARE TO BE PARKED, PLACED OR STORED EITHER IN FRONT OF AND WITHIN 15 FEET OF A FIRE HYDRANT.
19. VSFPC 310.3; 310.5-NO SMOKING OR VAPING WITHIN THE CONSTRUCTION SAFETY FENCE. NO SMOKING SIGNS SHALL BE POSTED THROUGHOUT EACH BUILDING UNDER CONSTRUCTION AS WELL AS OUTSIDE THE BUILDING. SHOULD ANYONE FROM THE FIRE MARSHAL'S OFFICE WITNESS SMOKING/VAPING WITHIN THE CONSTRUCTION SITE, HE OR SHE MAY REQUEST A 24 HOUR STOP WORK ORDER FROM THE CITY BUILDING OFFICIAL.
20. VSFPC 3304.2-WASTE DISPOSAL OF COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKDAY.
21. VSFPC 3304.6-CUTTING AND WELDING-OPERATIONS INVOLVING THE USE OF CUTTING AND WELDING SHALL BE DONE IN ACCORDANCE WITH CHAPTER 35, OF THE VIRGINIA STATEWIDE FIRE PREVENTION CODE, ADDRESSING WELDING AND HOTWORK OPERATIONS.
22. VSFPC 3315.1-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.
23. VSFPC 3310.1-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.
24. KEEP DUMPSTERS, BUILDING MATERIALS AND CONSTRUCTION DEBRIS AT LEAST 30 FEET FROM BUILDINGS UNDER CONSTRUCTION.

SITE NOTES

1. 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.
2. PROPOSED MECHANICAL EQUIPMENT WILL BE LOCATED ON THE ROOF BEHIND THE PARAPET OF THE PROPOSED BUILDINGS. MECHANICAL EQUIPMENT LOCATED ON THE ROOF OF A BUILDING OR STRUCTURE SHALL BE HIDDEN BEHIND A WALL OR OTHER SOLID ENCLOSURE, EXTENDING NO MORE THAN TWELVE (12) INCHES ABOVE THE HEIGHT OR SUCH EQUIPMENT, SUCH WALL TO BE CONSTRUCTED OF A MATERIAL HARMONIOUS WITH THE FACADE OF THE BUILDING OR STRUCTURE. MECHANICAL EQUIPMENT LOCATED ON THE GROUND SHALL BE SCREENED FROM VIEW FROM ALL PUBLIC RIGHTS-OF-WAY AND FROM ADJACENT RESIDENTIAL DISTRICTS; AN S-3 SCREEN SHALL BE PROVIDED, EXTENDING NO MORE THAN TWELVE (12) INCHES ABOVE THE HEIGHT OF SUCH EQUIPMENT. THE SCREENING MATERIALS SHALL BE LOCATED IN SUCH A MANNER TO MOST EFFECTIVELY REFLECT NOISE AWAY FROM ADJACENT RESIDENTIAL DISTRICTS.
3. EXISTING AND PROPOSED DUMPSTERS ON SITE SHALL COMPLY WITH APPLICABLE CODE SECTIONS, INCLUDING BUT NOT LIMITED TO SEC. 34-872 (b)(2) AND SEC. 34-932. DUMPSTERS SHALL NOT BE VISIBLE FROM RIGHT-OF-WAY.
4. ALL SIDEWALK WITHIN THE LIMITS OF THE DEVELOPMENT SHALL BE PRIVATE SIDEWALKS AND SHALL BE PRIVATELY MAINTAINED.
5. ALL SIDEWALKS AND WALKWAYS SHALL HAVE A MINIMUM CLEAR WIDTH OF 5'.
6. ALL WALKWAY CROSSINGS SHALL MEET MINIMUM ADA ACCESSIBILITY STANDARDS AND SHALL HAVE A CROSS SLOPES OF 2% OR LESS.
7. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED CONSISTENT WITH MUTCD STANDARDS.
8. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE FROM PARKING TO AN ACCESSIBLE ENTRANCE.
9. ALL SIGNS IDENTIFYING ACCESSIBLE PARKING SPACES SHALL BE AT LEAST 60 INCHES ABOVE THE GROUND/SURFACE (FROM BOTTOM OF SIGN) AND INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. ACCESSIBLE VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION 'VAN ACCESSIBLE'.
10. RAMPS OVER 30" IN ELEVATION CHANGE REQUIRE HANDRAILS.
11. ALL SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IBC SECTION 3409 REQUIREMENTS FOR ACCESSIBILITY AND VA USBC 103.3 FOR CHANGE OF OCCUPANCY.
12. PRIOR TO BUILDING PERMIT APPROVAL, THE BUILDING PLANS MUST MEET THE REQUIREMENTS OF BOTH THE 2012 VA CONSTRUCTION CODE (VCC) 1007.1 & 2015 VCC 1009.1 BOTH REQUIRE TWO ACCESSIBLE MEANS OF EGRESS FOR EACH BUILDING.
13. BUILDING FOUNDATIONS SHALL MEET THE REQUIREMENTS OF THE 2012 OR 2015 VA CONSTRUCTION CODE 1808.7.2 "FOUNDATION SETBACK FROM DESCENDING SLOPES".
14. PER 502.6 OF THE 2010 ADA DESIGN STANDARDS ACCESSIBLE PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 703.7.2.1, AND SIGNS IDENTIFYING VAN PARKING SPACES SHALL CONTAIN THE DESIGNATION "VAN ACCESSIBLE".
15. PER ADA 502.4 PARKING SPACES AND ACCESS AISLES SHALL COMPLY WITH 302, SLOPES NOT STEEPER THAN 2% SHALL BE PERMITTED.
16. PER ADA 403.3 THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL BE 5% OR LESS. SLOPES OVER 5% WILL REQUIRE A RAMP.
17. PER ADA 206.2.2 AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, FACILITIES, ELEMENTS AND SPACES ON THE SAME SITE.
18. ALL PARKING SPACES SHALL BE 8.5'x18', EXCEPT AS NOTED.
19. HANDICAP PARKING SPACES SHALL BE 8'x18', EXCEPT AS NOTED.
20. ALL HANDICAP PARKING SPACES SHALL BE INDICATED WITH A SIGN.

UTILITY NOTES

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 UTILITIES IN ACCORDANCE WITH THE RESPECTIVE UTILITY'S RULES AND REGULATIONS.
3. 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.
4. 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.
5. 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.
6. CONTRACTOR SHALL EXERCISE CARE TO ENSURE 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 STANDARDS.
7. CONTRACTOR SHALL NOTIFY LANDOWNERS, TENANTS, AND THE ENGINEER PRIOR TO THE INTERRUPTION OF ANY SERVICES. SERVICE INTERRUPTIONS SHALL BE KEPT TO A MINIMUM.
8. 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 COORDINATE.
9. THE ADJUSTMENT OF ALL MANHOLE TOPES, WATER VALVE BOXES, GAS VALVE BOXES, AND WATER METER BOXES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COSTS ARE TO BE INCLUDED UNDER THE VARIOUS UNIT BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
10. 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.
11. ALL WATER METER, VALVES, AND FIRE HYDRANT ADJUSTMENTS/RELOCATIONS SHALL BE PERFORMED BY THE CONTRACTOR.
12. A MINIMUM OF 18" VERTICAL & 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 5' HORIZONTAL SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
13. MINIMUM DEPTH OF COVER FOR WATER LINES SHALL BE 3',
14. MINIMUM DEPTH OF COVER FOR SANITARY SEWER SHALL BE 2'.
15. AT ALL UTILITY CROSSINGS A MINIMUM VERTICAL SEPARATION OF 12" SHALL BE MAINTAINED. A MINIMUM VERTICAL SEPARATION OF 18" IS REQUIRED BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE SANITARY SEWER LINE.
16. CONTRACTOR SHALL CONTACT IRENE PETERSON OF CHARLOTTESVILLE GAS ONCE CONSTRUCTION HAS BEGUN (434-970-3812.)
17. CONTRACTOR SHALL VERIFY ALL UTILITY TIE-IN CONNECTIONS TO EXISTING OR UNDER CONSTRUCTION INFRASTRUCTURE. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING UTILITIES AND THE PROPOSED UTILITIES.
18. GATE VALVES SHALL NOT BE CONSTRUCTED WITHIN THE CURBS, GUTTER PANS OR PAVERS.
19. SIGNS AND MARKINGS TO DELINEATE FIRE LANES, AS DESIGNATED BY THE FIRE OFFICIAL, SHALL BE PROVIDED AND INSTALLED BY THE OWNER OR HIS/HER AGENT OF THE PROPERTY INVOLVED.
20. ALL WATERLINE MATERIALS SHALL BE CONSTRUCTED OF CLASS 52 DIP.
21. ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.
22. PER THE VIRGINIA DEPARTMENT OF HEALTH WATERWORKS REGULATIONS (PART II, ARTICLE 3, SECTION 12 VAC 5-590 THROUGH 630), ALL BUILDINGS THAT HAVE THE POSSIBILITY OF CONTAMINATING THE POTABLE WATER DISTRIBUTION SYSTEM (HOSPITALS, INDUSTRIAL SITES, BREWERIES, ETC.) SHALL HAVE A BACKFLOW PREVENTION DEVICE INSTALLED WITHIN THE FACILITY. THIS DEVICE SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, SHALL BE TESTED IN REGULAR INTERVALS AS REQUIRED, AND TEST RESULTS SHALL BE SUBMITTED TO THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
23. ALL BUILDINGS THAT MAY PRODUCE WASTES CONTAINING MORE THAN ONE HUNDRED (100) PARTS PER MILLION OF FATS, OIL, OR GREASE SHALL INSTALL A GREASE TRAP. THE GREASE TRAP SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, MAINTAIN RECORDS OF CLEANING AND MAINTENANCE, AND BE INSPECTED ON REGULAR INTERVALS BY THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
24. PLEASE CONTACT THE REGULATORY COMPLIANCE ADMINISTRATOR AT 970-3032 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.
25. ALL CURB & GUTTER MUST BE INSTALLED AND FINAL GRADE MUST BE WITHIN 6" PRIOR TO THE INSTALLATION OF ANY GAS MAIN.

GRADING & DRAINAGE NOTES

1. 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.
2. 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.
3. CONCRETE SHALL NOT BE PLACED UNLESS THE AIR TEMPERATURE IS AT LEAST 40 DEGREES FAHRENHEIT (F) IN THE SHADE AND RISING.
4. CONCRETE SHALL NOT BE PLACED UNTIL STEEL DOWELS HAVE BEEN INSTALLED IN EXISTING CONCRETE IN ACCORDANCE WITH CITY STANDARDS.
5. ½" 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 STEP ADJUSTMENTS, AND ALONG BUILDINGS AND WALLS WHERE NEW CONCRETE SIDEWALKS ARE PLACED AGAINST THEM UNLESS MORE STRINGENT REQUIREMENTS DICTATE OTHERWISE.
6. 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 PERMIT WILL BE MADE FOR THIS WORK.
7. 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.
8. 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.
9. 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.
10. 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.
11. DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
12. 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.
13. 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.
14. 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.
15. ALL CATCH BASINS ENCOMPASSED WITHIN NEW CONSTRUCTION SHALL BE CONVERTED TO DROP INLETS.
16. CLASS I RIP RAP MODIFICATIONS ALLOWS FOR A REDUCTION IN STONE DEPTH FROM 2.0' TO A MINIMUM OF 1.0' IF APPROVED BY THE CITY ENGINEER.
17. REMOVED PIPE SHALL BE THE PROPERTY OF CONTRACTOR AND IF NOT SALVAGED FOR RE-USE, SHALL BE DISPOSED OF LAWFULLY.
18. ALL STORM SEWER PIPE AND DROP INLETS SHALL BE CLEARED OF DEBRIS AND ERODED MATERIAL PRIOR TO FINAL ACCEPTANCE.
19. ALL STORM SEWER PIPE JOINTS SHALL BE SEATED AND SEALED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
20. ALL EXISTING ROOF DRAINS AND OTHER DRAINAGE CONDUIT TIED INTO EXISTING PIPE TO BE REMOVED SHALL BE RECONNECTED INTO NEW PIPE, WHERE APPLICABLE.
21. BUILDING AND WALL FOUNDATIONS SHALL NOT BE CONSTRUCTED WITHIN 10' OF ANY PUBLIC STORM, SANITARY, WATER OR GAS MAIN, THIS INCLUDES ALL STRUCTURES THAT ARE AN INTEGRAL PART OF THE UTILITY SYSTEM.
22. MINIMUM DEPTH OF COVER FOR STORM SEWER SHALL BE 3'.
23. A MINIMUM OF 18" VERTICAL & 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER LINES & SANITARY SEWER. A MINIMUM OF 12" VERTICAL AND 5' HORIZONTAL SHALL BE MAINTAINED BETWEEN PARALLEL SANITARY AND STORM SEWER.
24. ALL PUBLIC STORM SEWER SHALL BE RCP OR HDPE & SHALL HAVE A MINIMUM OF 15" DIAMETER WITH A MINIMUM SLOPE OF 0.50% WITHIN THE R/W.
25. ALL CONSTRUCTION CROSSING POINTS SHALL MEET ADA ACCESSIBLE STANDARDS. AND IN ACCORDANCE WITH SECTION 403.3, THE CROSS SLOPES OF THE WALKWAYS SHALL NOT BE STEEPER THAN 2% . ADDITIONALLY, ANY CHANGE IN LEVEL GREATER THAN ½" HIGH SHALL BE RAMPED AND SHALL COMPLY WITH SECTIONS 405 OR 406 PER SECTION 303.4.
26. CONTRACTOR SHALL INSTALL, AND MODIFY AS NECESSARY THE EXISTING RETAINING WALLS BEING UTILIZED, AND ENSURE HANDRAILS AND GUARDRAILS ARE LOCATED ON ALL RETAINING WALLS IN COMPLIANCE WITH ALL CURRENT CITY & STATE REQUIREMENTS. 42" GUARDRAILS ARE REQUIRED IN ACCORDANCE WITH 2012 VA CONSTRUCTION CODE 1013 AT THE TOP OF ANY RETAINING WALL WITH A DIFFERENCE IN GRADE EXCEEDING 30".
27. FINAL DESIGN OF THE BUILDING FOUNDATIONS, WALLS, FACADES & THE CORRESPONDING WATERPROOFING SHALL BE COMPLETED BY THE ARCHITECT TO ALLOW FOR THE PROPOSED GRADE CHANGES SHOWN.
28. DURING CONSTRUCTION THE ACTUAL WALL HEIGHTS MAY VARY FROM THE EXISTING & DESIGN ELEVATIONS. THE CONTRACTOR SHALL CONSULT A PROFESSIONAL LICENSED STRUCTURAL ENGINEER FOR THE CONSTRUCTION OF ANY RETAINING WALL. DESIGNS ARE NOT FURNISHED BY COLLINS ENGINEERING AND ALL FINAL DESIGNS OF THE RETAINING WALLS SHALL BE PROVIDED TO COLLINS ENGINEERING PRIOR TO CONSTRUCTION FOR VERIFICATION. WALL DESIGN SHALL INCORPORATE ALL SITE PLANIMETRICS, INCLUDING BUT NOT LIMITED TO ANY VEHICULAR GUARDRAILS, PEDESTRIAN HANDRAILS, PARKING SPACE OVERHANGS AND LANDSCAPING.
29. CONTRACTOR SHALL GRADE THE AREAS SURROUNDING THE PROPOSED BUILDINGS SUCH THAT RUNOFF DRAINS AWAY FROM IT, ENSURING POSITIVE DRAINAGE AT ALL TIMES. PATIOS, SIDEWALKS AND PAVEMENT SHALL BE SLOPED AWAY FROM THE BUILDING WITH A MAXIMUM ¼" PER 1' CROSS SLOPE WHERE LOCATED WITHIN THE ACCESSIBLE ROUTES AND PERVIOUS LANDSCAPING SHALL BE SLOPED A MINIMUM OF ½" PER 1' FOR THE INITIAL 10' WHERE LOCATED WITHIN THE PROPERTY LIMITS.
30. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE PARKING LOT. THE SITE SHALL HAVE POSITIVE DRAINAGE THROUGHOUT AND SHALL DIRECT RUNOFF TO PROPOSED OR EXISTING DRAINAGE STRUCTURES.
31. CONTRACTOR SHALL VERIFY ALL TIE-IN CONNECTIONS FOR THE PARKING LOTS TO THE EXISTING ROADS. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING ROADS AND/OR CURB AND GUTTER AND THE PROPOSED ROADS, CURB & GUTTER. CONTRACTOR SHALL CONTACT ENGINEER TO INSPECT CURB, ROADWAY & PAVEMENT CONNECTIONS TO EXISTING ROADS, PRIOR TO ANY CONCRETE OR PAVEMENT BEING PLACED.
32. CONTRACTOR SHALL PROVIDE ENGINEER SURVEY WORKSHEETS OF ALL PARKING LOTS, SANITARY SEWER CLEANOUTS, WATER METERS AND DRAINAGE STRUCTURES PRIOR TO INSTALLATION OF CURBING, DRAINAGE, OR UTILITIES TO COLLINS ENGINEERING FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. COLLINS ENGINEERING SHALL VERIFY ALL SURVEY SHEETS TO ENSURE POSITIVE DRAINAGE AND PROPER ELEVATIONS FOR CONSTRUCTION.
33. ALL STORM DRAIN LINES LOCATED WITHIN PUBLIC CITY RIGHT OF WAY SHALL BE CONSTRUCTED WITH CLASS III RCP AND SHALL HAVE A MINIMUM DIAMETER OF 15" WITH A MINIMUM SLOPE OF 0.50%.
34. ALL STORM DRAIN LINES ON PRIVATE PROPERTY, SHALL BE CLASS III RCP OR HDPE WITH MINIMUM STONE BED REQUIREMENTS.
35. CONTRACTOR SHALL GRADE THE SITE TO AVOID STANDING WATER. CONTRACTOR TO PROVIDE A SMOOTHLY GRADED TRANSITION FROM DISTURBED AREAS TO UNDISTURBED AREAS. FINISH GRADE SHALL HAVE A CLEAN TOPSOIL. CONTRACTOR SHALL SEED AND STRAW, AND/OR LANDSCAPE ALL BARE AND DISTURBED AREAS. CONTRACTOR TO PROVIDE GROUND COVER MATERIALS OR SOD FOR SLOPES STEEPER THAN 20%. FOUNDATION PLANTINGS SHALL BE PLANTED IN THE FRONT OF THE BUILDING, OUTSIDE THE LIMITS OF THE SIGHT DISTANCE. CONTRACTOR TO CLEAN THE SITE AND DISPOSE OF ALL CONSTRUCTION DEBRIS. GRASS SHALL BE ESTABLISHED PRIOR TO PROJECT CLOSEOUT.
36. CONTRACTOR TO REMOVE ALL DEAD BUSHES, TREES, TREE-STUMPS, AND THEIR ABOVE-GROUND ROOTS AND REMOVE ALL PORTIONS OF TREE BRANCHES THAT OVERHANG ROOFS AND ALL BRANCHES THAT COME WITHIN 10 FEET OF ROOFS.
37. CONTRACTOR SHALL WORK DIRECTLY WITH THE GEOTECHNICAL ENGINEER AND THE STRUCTURAL ENGINEER AND SHALL ENSURE ALL OF THEIR DESIGN REQUIREMENTS ARE MET.

SITE PLAN LEGEND

EXISTING CONDITIONS & DEMOLITION

- EXISTING RIGHT-OF-WAY
- EXISTING BUILDING
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- EXISTING CONTOURS
- EXISTING CURBING
- EXISTING VEGETATION
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM SEWER STRUCTURE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EX. UTILITIES TO BE REMOVED
- EX. CURB TO BE REMOVED
- LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE
- EXISTING PORTION OF BUILDING AND CONCRETE SLAB TO REMAIN
- EXISTING PORTION OF BUILDING TO BE REMOVED ALONG WITH CONCRETE SLAB
- PORTIONS OF EXISTING BUILDING TO BE REMOVED, EXISTING CONCRETE SLAB TO REMAIN
- EXISTING CONCRETE CURB, SIDEWALK, AND/OR ASPHALT PAVEMENT TO BE REMOVED
- EXISTING ASPHALT PAVEMENT FOR MILL & OVERLAY
- EXISTING VEGETATION TO BE REMOVED
- EXISTING WATERLINE (W)
- EXISTING SANITARY SEWER PIPE (S)
- EXISTING STORM SEWER PIPE
- EXISTING OVERHEAD ELECTRIC (OHE)
- EXISTING UNDERGROUND ELECTRIC (UGE)
- EXISTING GASLINE (GAS)
- EX. RETAINING WALL TO BE REMOVED

PROPOSED

- PROPOSED PROJECT BOUNDARY
- PROPOSED CONTOUR
- PROPOSED CURB
- PROPOSED RIGHT-OF-WAY DEDICATION AREA
- PROPOSED BUILDING
- FUTURE BUILDING
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED PEDESTRIAN WALKWAY
- PROPOSED SEGMENTED RETAINING WALL
- PROPOSED LOCATION OF POTHOLE FOR UTILITY INSTALLATION WITHIN CITY ROW
- PROPOSED SIGN
- PROPOSED LIGHT POLE
- PROPOSED BIKE RACK
- PROPOSED STORM SEWER PIPE
- PROPOSED YARD DRAINAGE SYSTEM
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED SANITARY SEWER PIPE (S)
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER LATERAL
- PROPOSED WATERLINE (W)
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED GASLINE (GAS)
- PROPOSED UNDERGROUND POWER (UGP)

EROSION & SEDIMENT CONTROL

- LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE
- SAFETY FENCE
- CONSTRUCTION ENTRANCE
- CONSTRUCTION ROAD & STABILIZATION (CRS)
- SILT FENCE
- STORM DRAIN INLET PROTECTION
- TEMPORARY DIVERSION DIKE
- TEMPORARY RIGHT-OF-WAY DIVERSION
- SEDIMENT BASIN
- TEMPORARY SLOPE DRAIN
- OUTLET PROTECTION
- TEMPORARY SEEDING (TS)
- PERMANENT SEEDING (PS)
- SODDING
- BLANKET MATTING
- TREE PROTECTION
- DUST CONTROL (DC)

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
6/12/23
PROFESSIONAL ENGINEER

REVISIONS

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3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

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

PROJECT: HILLSDALE PLACE - FINAL SITE PLAN

SHEET: GENERAL PROJECT NOTES

JOB NO. 202188

SCALE N/A

SHEET NO. 2

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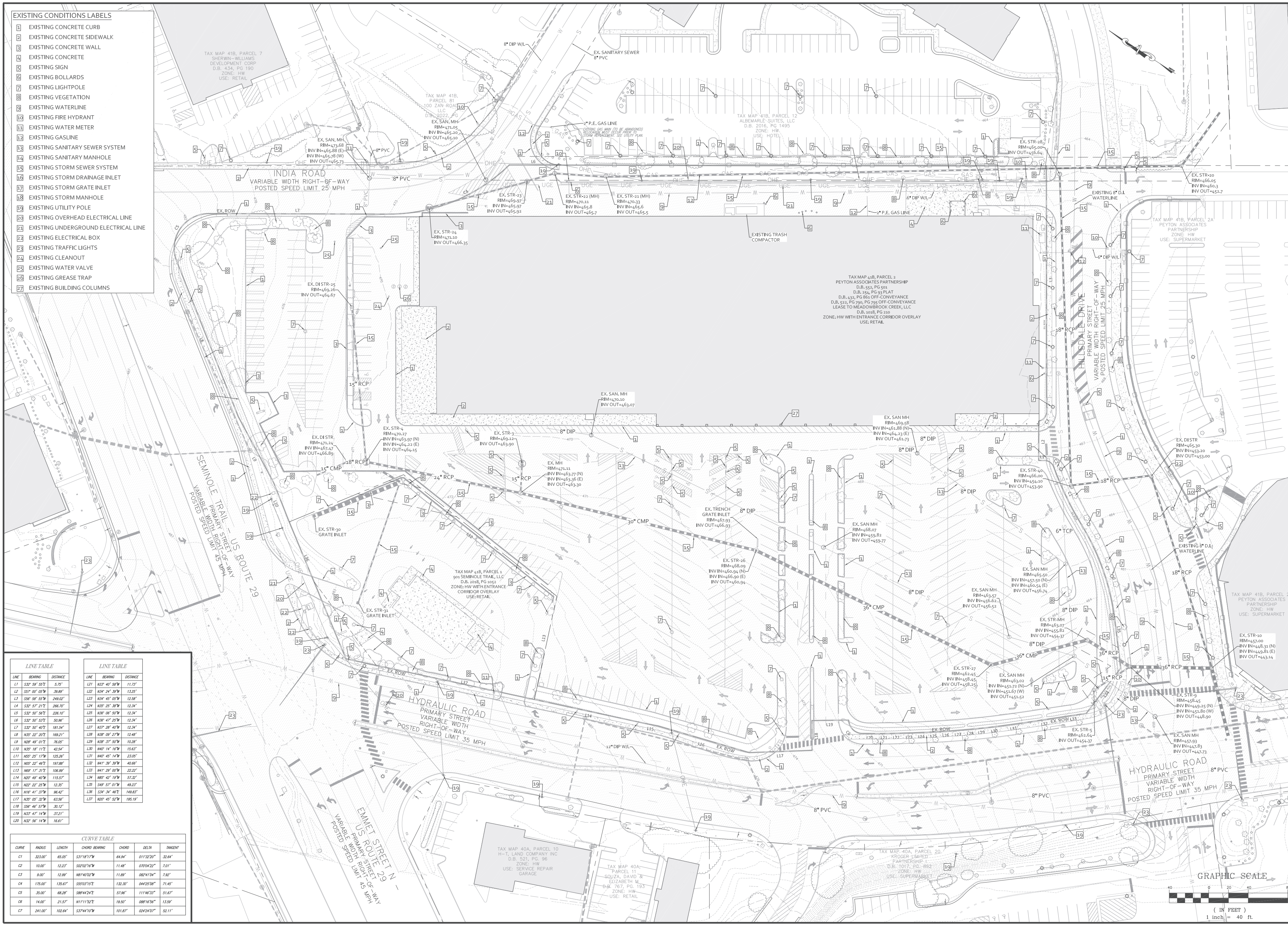

EXISTING CONDITIONS LABELS

1. EXISTING CONCRETE CURB
2. EXISTING CONCRETE SIDEWALK
3. EXISTING CONCRETE WALL
4. EXISTING CONCRETE
5. EXISTING SIGN
6. EXISTING BOLLARDS
7. EXISTING LIGHTPOLE
8. EXISTING VEGETATION
9. EXISTING WATERLINE
10. EXISTING FIRE HYDRANT
11. EXISTING WATER METER
12. EXISTING GASLINE
13. EXISTING SANITARY SEWER SYSTEM
14. EXISTING SANITARY MANHOLE
15. EXISTING STORM SEWER SYSTEM
16. EXISTING STORM DRAINAGE INLET
17. EXISTING STORM GRATE INLET
18. EXISTING STORM MANHOLE
19. EXISTING UTILITY POLE
20. EXISTING OVERHEAD ELECTRICAL LINE
21. EXISTING UNDERGROUND ELECTRICAL LINE
22. EXISTING ELECTRICAL BOX
23. EXISTING TRAFFIC LIGHTS
24. EXISTING CLEANOUT
25. EXISTING WATER VALVE
26. EXISTING GREASE TRAP
27. EXISTING BUILDING COLUMNS

LINE TABLE

LINE	BEARING	DISTANCE
L1	S32° 59' 55"E	5.75'
L2	S57° 00' 05"W	39.89'
L3	S56° 58' 55"W	249.02'
L4	S32° 57' 21"E	266.70'
L5	S32° 50' 56"E	226.10'
L6	S32° 50' 53"E	50.96'
L7	S32° 50' 40"E	181.54'
L8	N35° 22' 20"E	169.21'
L9	N28° 49' 01"E	76.05'
L10	N35° 18' 11"E	42.54'
L11	N55° 25' 17"W	125.26'
L12	N05° 22' 46"E	197.88'
L13	N69° 17' 31"E	106.99'
L14	N20° 49' 40"W	115.57'
L15	N22° 22' 25"W	12.35'
L16	N16° 41' 37"W	96.42'
L17	N35° 05' 32"W	63.56'
L18	S56° 46' 57"W	30.12'
L19	N33° 47' 14"W	37.21'
L20	N32° 56' 14"W	16.61'

LINE TABLE

LINE	BEARING	DISTANCE
L21	N33° 40' 58"W	11.73'
L22	N34° 24' 39"W	13.25'
L23	N34° 45' 05"W	12.58'
L24	N35° 25' 38"W	12.34'
L25	N36° 06' 50"W	12.34'
L26	N36° 47' 25"W	12.34'
L27	N37° 28' 40"W	12.34'
L28	N38° 09' 27"W	12.48'
L29	N38° 37' 50"W	10.28'
L30	N40° 14' 16"W	15.63'
L31	N40° 45' 14"W	23.05'
L32	N41° 39' 39"W	40.66'
L33	N41° 29' 00"W	22.22'
L34	N85° 42' 19"W	57.32'
L35	S49° 57' 01"W	49.23'
L36	S34° 34' 46"E	149.83'
L37	N20° 45' 52"W	195.19'

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	323.00'	65.05'	S31°18'17"W	64.94'	011°32'20"	32.64'
C2	10.00'	12.23'	S02°02'16"W	11.48'	070°04'22"	7.01'
C3	9.00'	12.99'	N81°40'02"W	11.89'	082°41'04"	7.92'
C4	175.00'	135.67'	S55°03'15"E	132.30'	044°25'08"	71.45'
C5	35.00'	68.28'	S88°44'24"E	57.96'	111°46'33"	51.67'
C6	14.00'	21.57'	N11°11'52"E	19.50'	088°16'56"	13.59'
C7	241.00'	102.64'	S37°44'10"W	101.87'	024°24'07"	52.11'

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

REVISIONS

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

PROJECT
HILLSDALE PLACE - FINAL SITE PLAN

SHEET
EXISTING CONDITIONS

JOB NO. 202188
SCALE 1" = 40'
SHEET NO. 3

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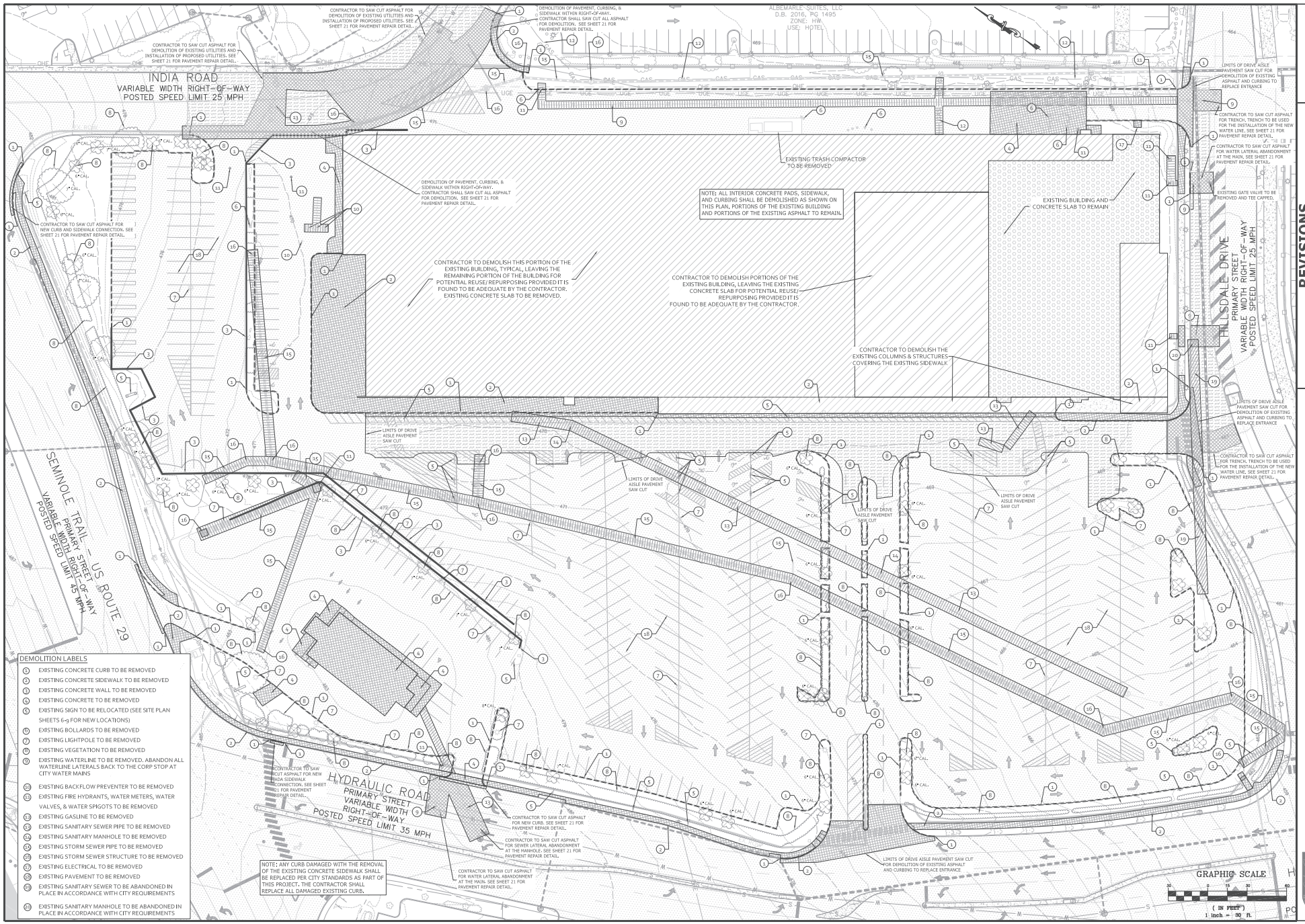

DEMOLITION LABELS

1. EXISTING CONCRETE CURB TO BE REMOVED
2. EXISTING CONCRETE SIDEWALK TO BE REMOVED
3. EXISTING CONCRETE WALL TO BE REMOVED
4. EXISTING CONCRETE TO BE REMOVED
5. EXISTING SIGN TO BE RELOCATED (SEE SITE PLAN SHEETS 6-9 FOR NEW LOCATIONS)
6. EXISTING BOLLARDS TO BE REMOVED
7. EXISTING LIGHTPOLE TO BE REMOVED
8. EXISTING VEGETATION TO BE REMOVED
9. EXISTING WATERLINE TO BE REMOVED. ABANDON ALL WATERLINE LATERALS BACK TO THE CORP STOP AT CITY WATER MAINS
10. EXISTING BACKFLOW PREVENTER TO BE REMOVED
11. EXISTING FIRE HYDRANTS, WATER METERS, WATER VALVES, & WATER SPIGOTS TO BE REMOVED
12. EXISTING GASLINE TO BE REMOVED
13. EXISTING SANITARY SEWER PIPE TO BE REMOVED
14. EXISTING SANITARY MANHOLE TO BE REMOVED
15. EXISTING STORM SEWER PIPE TO BE REMOVED
16. EXISTING STORM SEWER STRUCTURE TO BE REMOVED
17. EXISTING ELECTRICAL TO BE REMOVED
18. EXISTING PAVEMENT TO BE REMOVED
19. EXISTING SANITARY SEWER TO BE ABANDONED IN PLACE IN ACCORDANCE WITH CITY REQUIREMENTS
20. EXISTING SANITARY MANHOLE TO BE ABANDONED IN PLACE IN ACCORDANCE WITH CITY REQUIREMENTS

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
3/30/23

REVISIONS

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

HILLSDALE PLACE - FINAL SITE PLAN

DEMOLITION PLAN

PROJECT

SHEET

JOB NO. 202188

SCALE 1" = 30'

SHEET NO. 4

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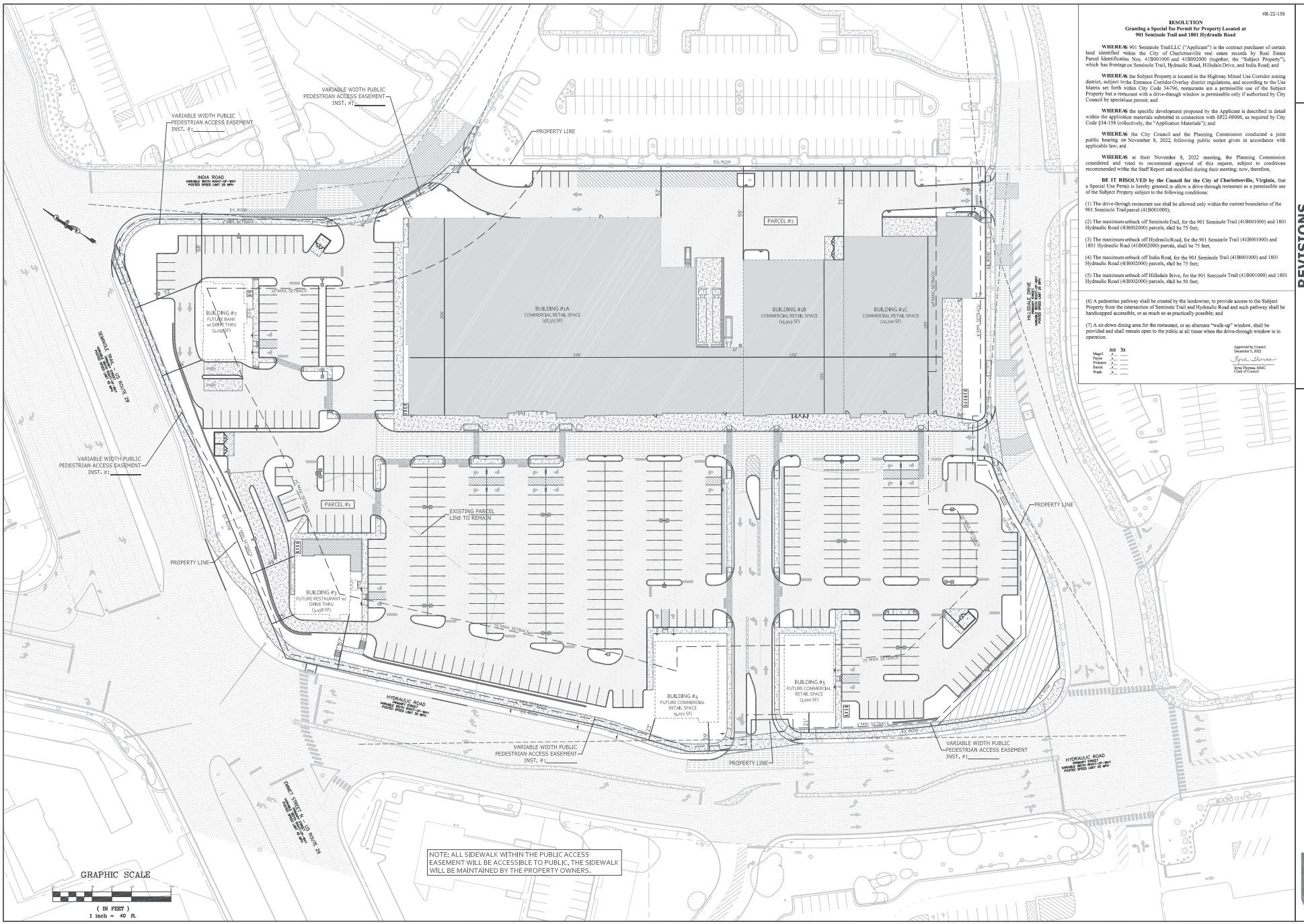

#R-22-158

RESOLUTION
Granting a Special Use Permit for Property Located at
901 Seminole Trail and 1801 Hydraulic Road

WHEREAS 901 Seminole Trail LLC ("Applicant") is the contract purchaser of certain land identified within the City of Charlottesville real estate records by Real Estate Parcel Identification Nos. 41B001000 and 41B002000 (together, the "Subject Property"), which has frontage on Seminole Trail, Hydraulic Road, Hillsdale Drive, and India Road; and

WHEREAS the Subject Property is located in the Highway Mixed Use Corridor zoning district, subject to the Entrance Corridor Overlay district regulations, and according to the Use Matrix set forth within City Code 34-796, restaurants are a permissible use of the Subject Property but a restaurant with a drive-through window is permissible only if authorized by City Council by special use permit; and

WHEREAS the specific development proposed by the Applicant is described in detail within the application materials submitted in connection with SP22-00006, as required by City Code §34-158 (collectively, the "Application Materials"); and

WHEREAS the City Council and the Planning Commission conducted a joint public hearing on November 8, 2022, following public notice given in accordance with applicable law; and

WHEREAS at their November 8, 2022 meeting, the Planning Commission considered and voted to recommend approval of this request, subject to conditions recommended within the Staff Report and modified during their meeting; now, therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that a Special Use Permit is hereby granted, to allow a drive-through restaurant as a permissible use of the Subject Property subject to the following conditions:

(1) The drive-through restaurant use shall be allowed only within the current boundaries of the 901 Seminole Trail parcel (41B001000);

(2) The maximum setback off Seminole Trail, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(3) The maximum setback off Hydraulic Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(4) The maximum setback off India Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(5) The maximum setback off Hillsdale Drive, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 50 feet;

(6) A pedestrian pathway shall be created by the landowner, to provide access to the Subject Property from the intersection of Seminole Trail and Hydraulic Road and such pathway shall be handicapped accessible, or as much so as practically possible; and

(7) A sit-down dining area for the restaurant, or an alternate "walk-up" window, shall be provided and shall remain open to the public at all times when the drive-through window is in operation.

	Aye	No
Magill	X	
Payne	X	
Pinkston	X	
Snook	X	
Wade	X	

Approved by Council
December 5, 2022

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
6/12/23

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

HILLSDALE PLACE - FINAL SITE PLAN

OVERALL DEVELOPMENT PLAN

PROJECT

JOB NO. 202188

SCALE 1" = 40'

SHEET NO. 5

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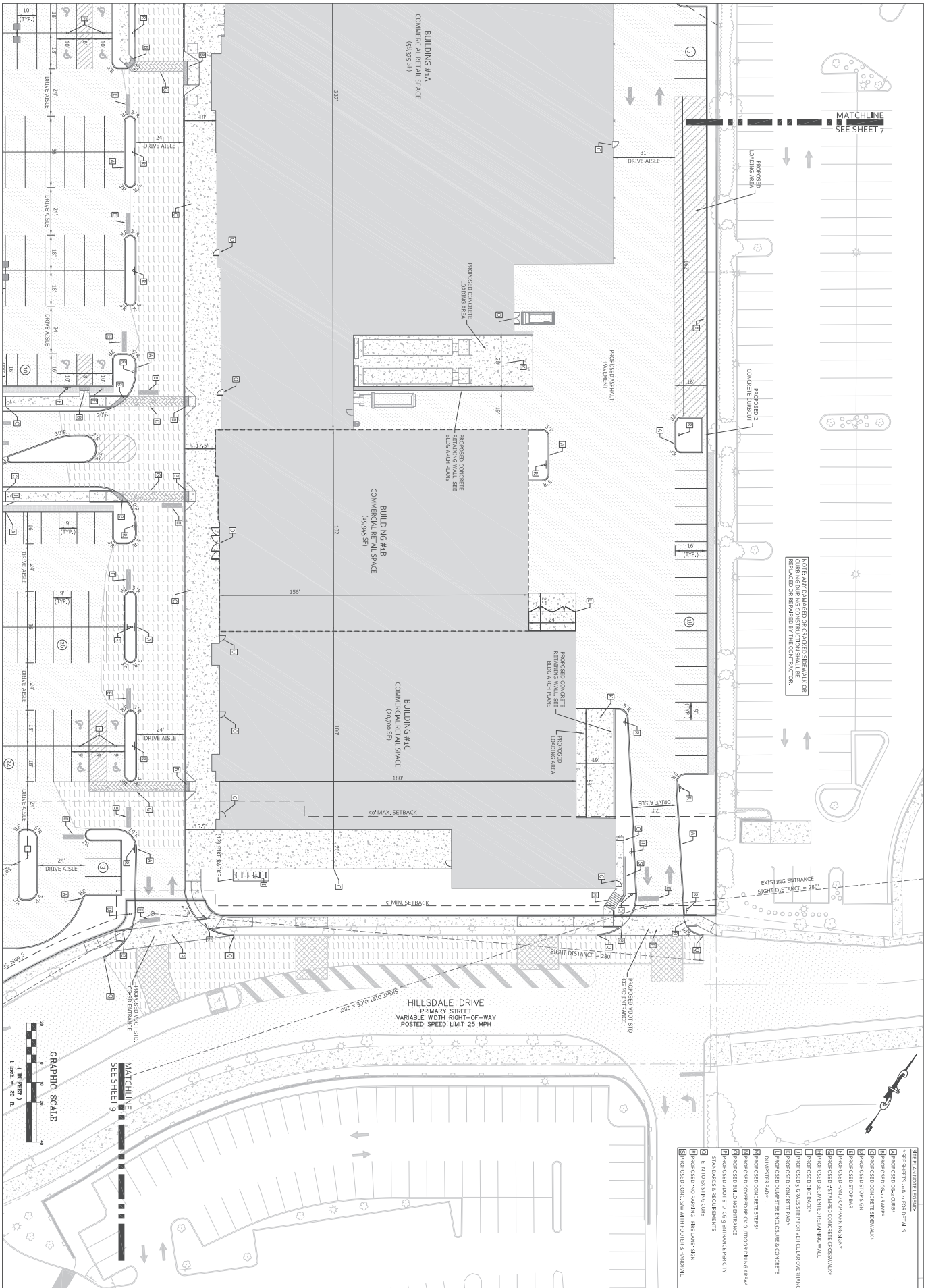

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K.-CHARLOTTESVILLE, VA 22902 -434.293.3719

HILLSDALE PLACE - FINAL SITE PLAN

SITE PLAN

SHEET NO.	SCALE	JOB NO.
6	1" = 20'	202188

REVISIONS

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COMMONWEALTH OF VIRGINIA
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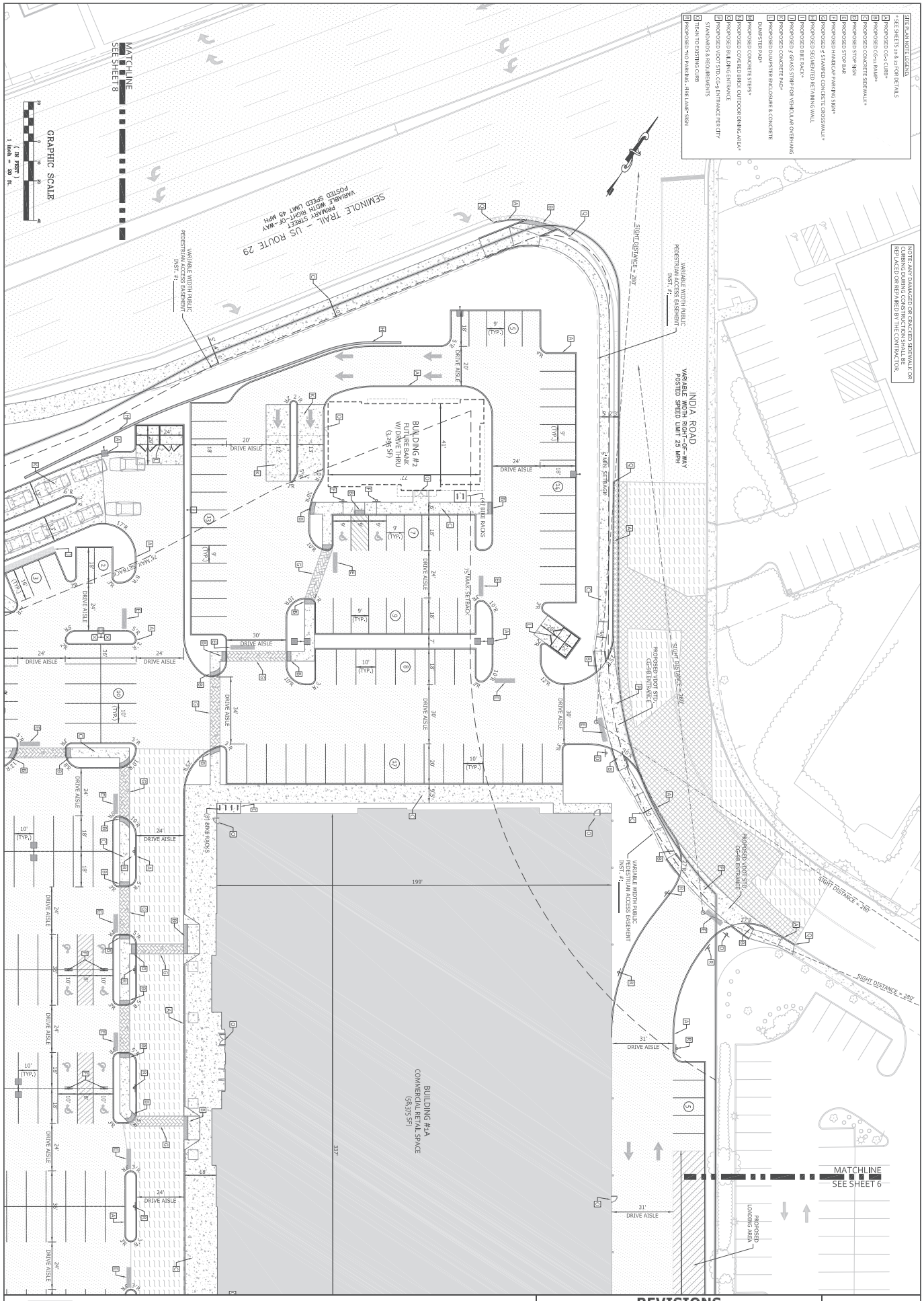

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HILLSDALE PLACE - FINAL SITE PLAN

SITE PLAN

PROJECT
JOB NO.: 202188
SCALE: 1" = 20'
SHEET: SHEET NO. 7

REVISIONS

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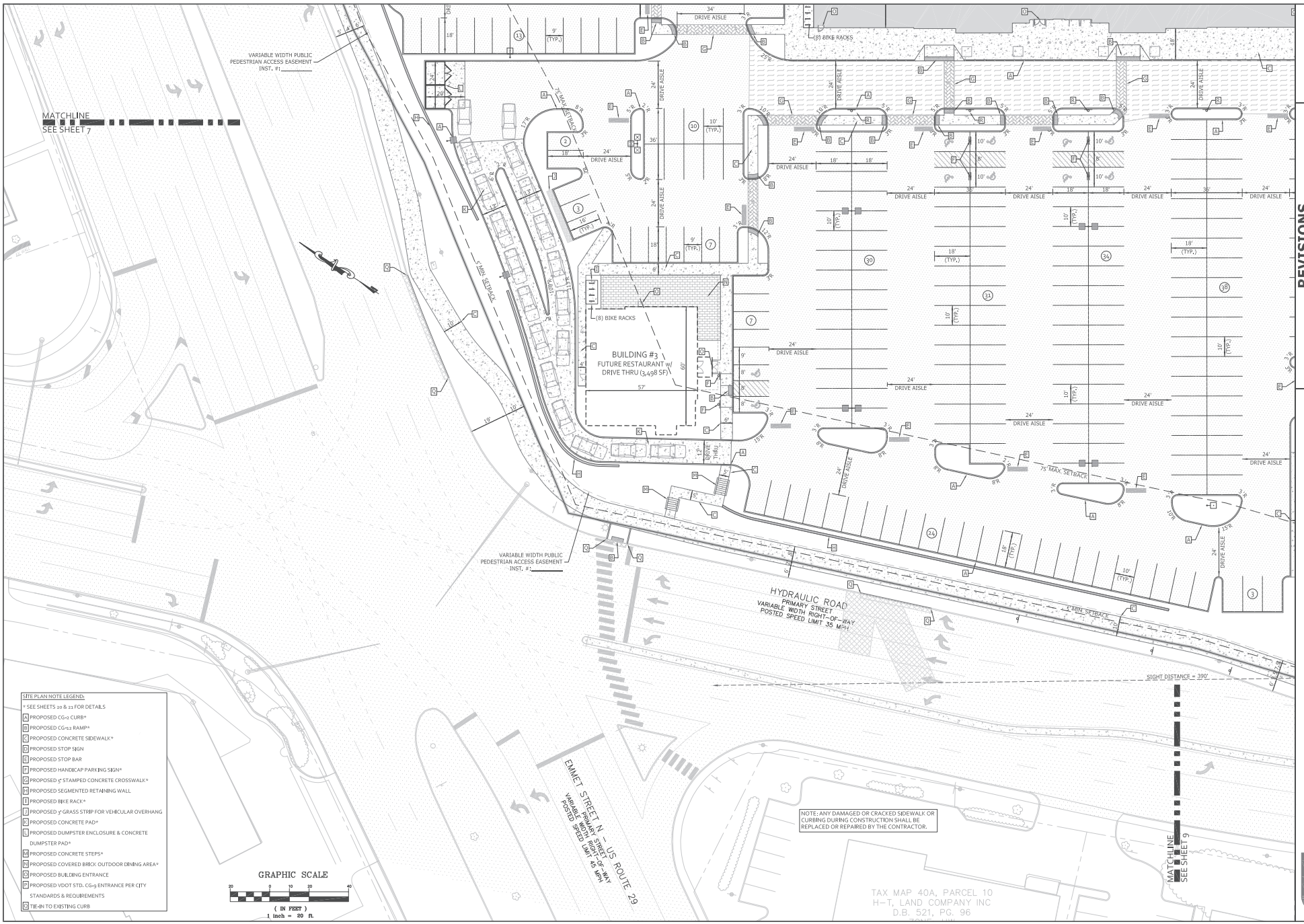

SITE PLAN NOTE LEGEND:

* SEE SHEETS 20 & 21 FOR DETAILS

[A] PROPOSED CG-2 CURB*

[B] PROPOSED CG-12 RAMP*

[C] PROPOSED CONCRETE SIDEWALK*

[D] PROPOSED STOP SIGN

[E] PROPOSED STOP BAR

[F] PROPOSED HANDICAP PARKING SIGN*

[G] PROPOSED 5' STAMPED CONCRETE CROSSWALK*

[H] PROPOSED SEGMENTED RETAINING WALL

[I] PROPOSED BIKE RACK*

[J] PROPOSED 3' GRASS STRIP FOR VEHICULAR OVERHANG

[K] PROPOSED CONCRETE PAD*

[L] PROPOSED DUMPSTER ENCLOSURE & CONCRETE DUMPSTER PAD*

[M] PROPOSED CONCRETE STEPS*

[N] PROPOSED COVERED BRICK OUTDOOR DINING AREA*

[O] PROPOSED BUILDING ENTRANCE

[P] PROPOSED VDOT STD. CG-9 ENTRANCE PER CITY STANDARDS & REQUIREMENTS

[Q] TIE-IN TO EXISTING CURB

COMMONWEALTH OF VIRGINIA
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3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

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

HILLSDALE PLACE - FINAL SITE PLAN

SITE PLAN

PROJECT

JOB NO. 202188

SCALE 1" = 20'

SHEET NO. 8

SHEET

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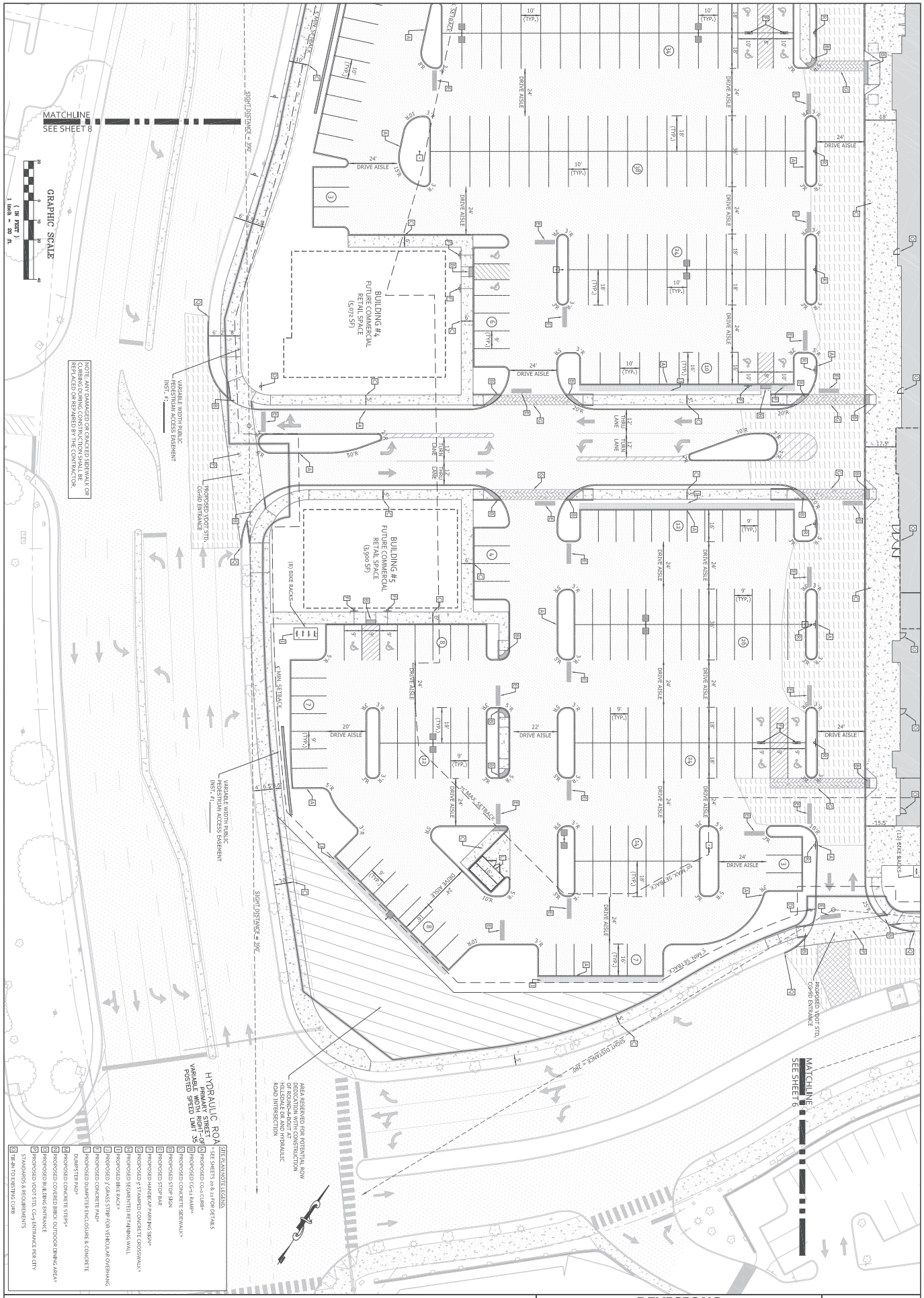

COLLINS ENGINEERING
200 GARRETT STREET, SUITE K.-CHARLOTTESVILLE, VA 22902 -434.293.3719

HILLSDALE PLACE - FINAL SITE PLAN

SITE PLAN

PROJECT
JOB NO. 202188
SCALE 1" = 20'
SHEET NO. 9

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 38791
PROFESSIONAL ENGINEER
6/12/23

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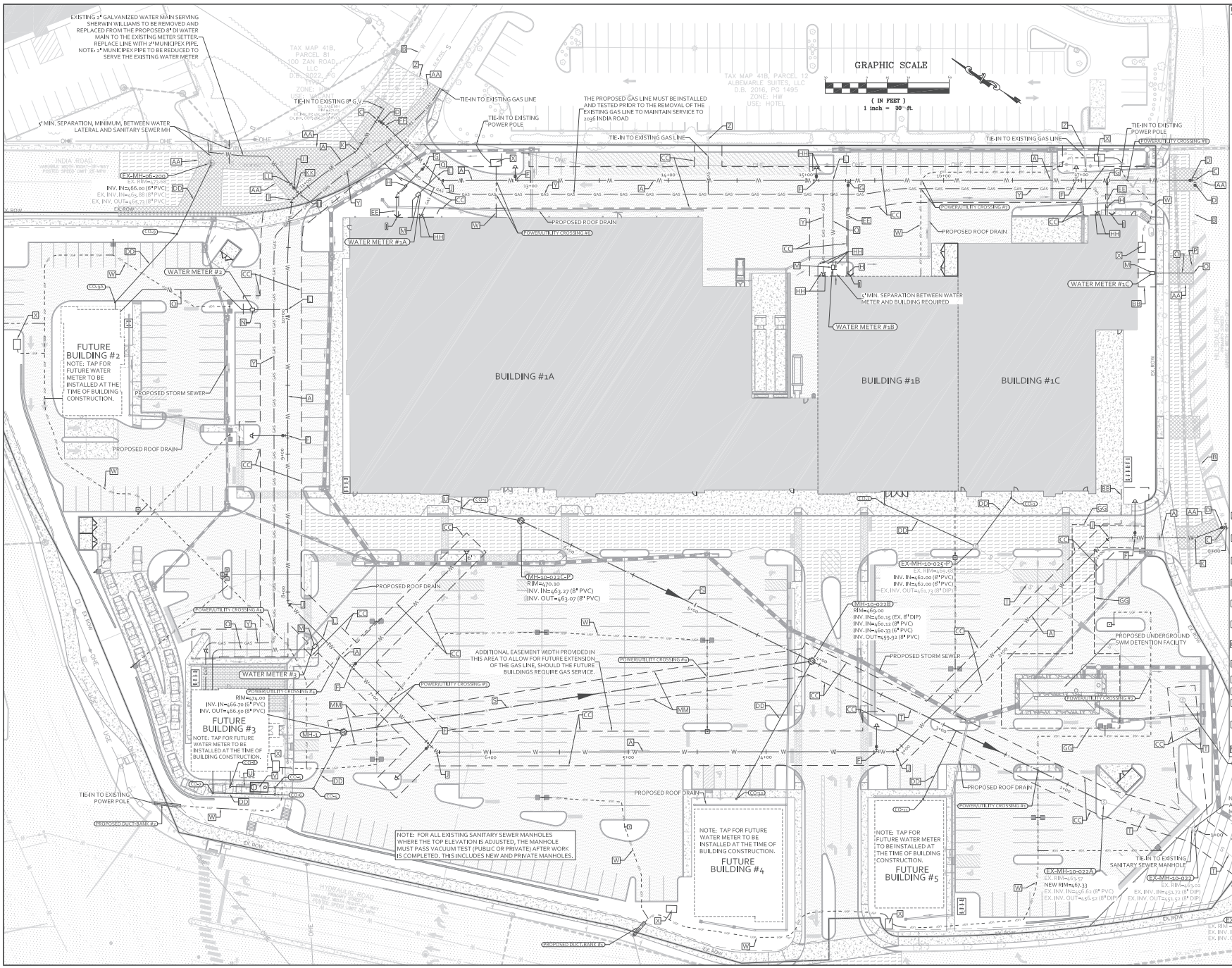

UTILITY PLAN NOTE LEGEND

- A PROPOSED 8" DI WATERLINE
- B EXISTING 8" DI WATERLINE
- C PROPOSED 8"x8" CUT-IN-TEE
- D PROPOSED 8" G.V.
- E PROPOSED 8"x8" TEE
- F PROPOSED 8"x6" TEE, 6" G.V., & FIRE HYDRANT ASSEMBLY
- G PROPOSED 8"x6" TEE & 6" G.V. TO PROPOSED 6" CL. 52 DIP FIRE LINE
- H PROPOSED 6" CL. 52 DIP FIRE LINE TO HAVE AN OUTSIDE STAND ALONE ELECTRICALLY MONITORED PIV & FDC WITHIN 100' OF FIRE HYDRANT, AS SHOWN.
- I PROPOSED LOCATION OF FDC
- J PROPOSED 8" 45° WATERLINE BEND
- K PROPOSED 8" 22.5° WATERLINE BEND
- L PROPOSED 2" TAP & 2" TYPE K COPPER WATER LINE SERVICING THE PROPOSED CITY STD. 2" METER SETTER (McDONALD 7208T12WFFF77S)
- M PROPOSED 2" WATER METER
- N PROPOSED 1.5" WATER METER
- O TIE-IN TO EXISTING 8" DI WATERLINE WITH A PROPOSED 2" SERVICE TAP
- P EXISTING FIRE SERVICE LINE GATE VALVE TO BE REMOVED AND EXISTING TEE TO BE CAPPED
- Q PROPOSED 2" TYPE K COPPER WATER LINE
- R PROPOSED 8" DIP SANITARY SEWER
- S PROPOSED 8" SDR-26 PVC SANITARY SEWER
- T EXISTING 8" DIP SANITARY SEWER
- U PROPOSED 8" SDR-26 PVC SANITARY SEWER SERVICE LATERAL TO REPLACE EXISTING 8" DIP LATERAL
- V PROPOSED 1,500 GALLON GREASE INTERCEPTOR
- W PROPOSED POWER/ COMMUNICATIONS ROUTING DESIGN
- X PROPOSED TRANSFORMER
- Y PROPOSED GAS LINE
- Z EXISTING 2" PE GAS LINE
- AA LIMITS OF PAVEMENT SAWCUT FOR PROPOSED UTILITY CONNECTION
- BB 20' PUBLIC UTILITY EASEMENT, INST. #:_____
- CC VAR. WIDTH PUBLIC UTILITY EASEMENT, INST. #_____
- DD PROPOSED 8" SDR-26 PVC SANITARY SEWER SERVICE LATERAL
- EE PROPOSED 6" DI FULLY-RESTRAINED FIRE LINE
- FF PROPOSED 8" 11.25° WATERLINE BEND
- GG VAR. WIDTH PRIVATE SWM/BMP MAINTENANCE EASEMENT & SWM/BMP ACCESS EASEMENT, INST. #:_____
- HH PROPOSED BOLLARDS. SEE DETAIL W3-1 ON SHEET 21
- II PROPOSED 8"x4" TEE
- JJ PROPOSED 4" G.V.
- KK PROPOSED 4" DI WATERLINE
- LL PROPOSED 4" CAP WITH THREADED HOLE SERVING 2" MUNICIPEX PIPE THAT THEN REDUCES TO SERVE THE EXISTING WATER METER
- MM 20' PRIVATE UTILITY EASEMENT D.B. _____ PG. _____

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
6/12/23

REVISIONS

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10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

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

HILLSDALE PLACE - FINAL SITE PLAN

UTILITY PLAN

PROJECT
SHEET

JOB NO. 202188
SCALE 1" = 30'
SHEET NO. 10

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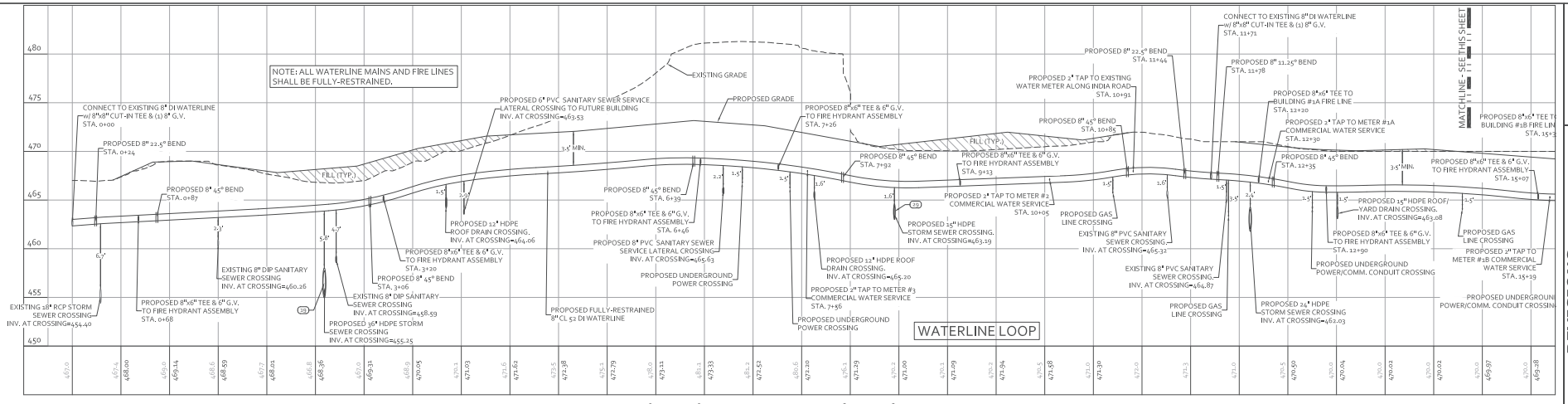
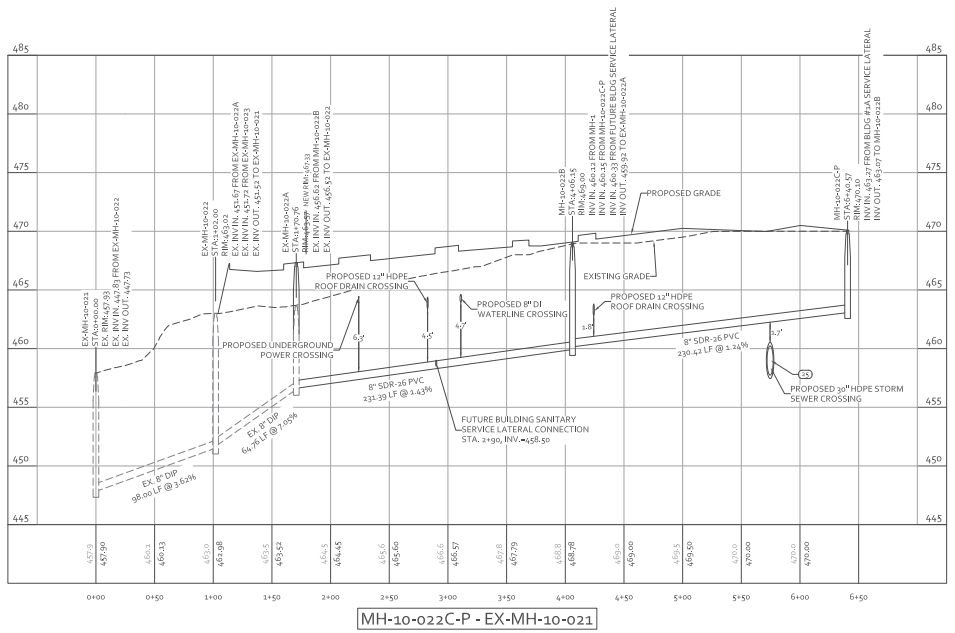
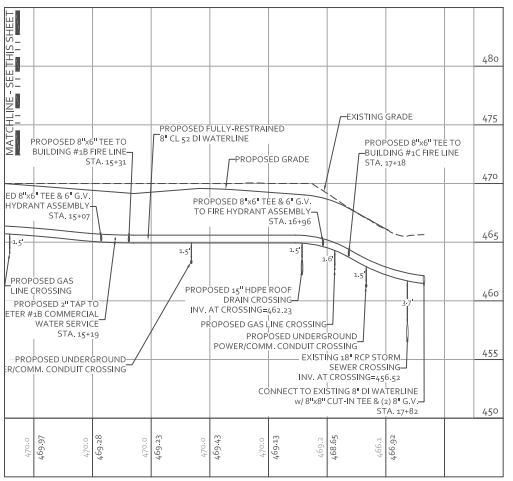




MH-10-022C-P - EX-MH-10-021



WATERLINE LOOP

VERTICAL SCALE
(IN FEET)
1 inch = 5 ft.

HORIZONTAL SCALE
(IN FEET)
1 inch = 50 ft.

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER W/L MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & W/L AND 1.5' OF SEPARATION BETWEEN W/L & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MH'S).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.
11. ALL NEW WATER MAIN SHALL BE FULLY-RESTRAINED.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
3/30/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

UTILITY PROFILES

PROJECT

JOB NO. 202188

SCALE 1"=50'

SHEET NO. 11

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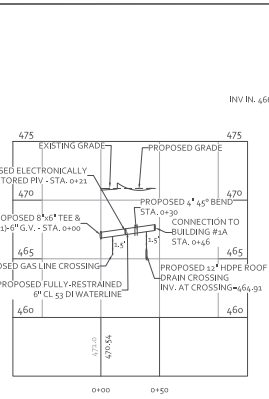
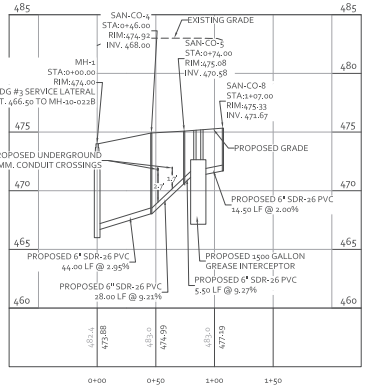
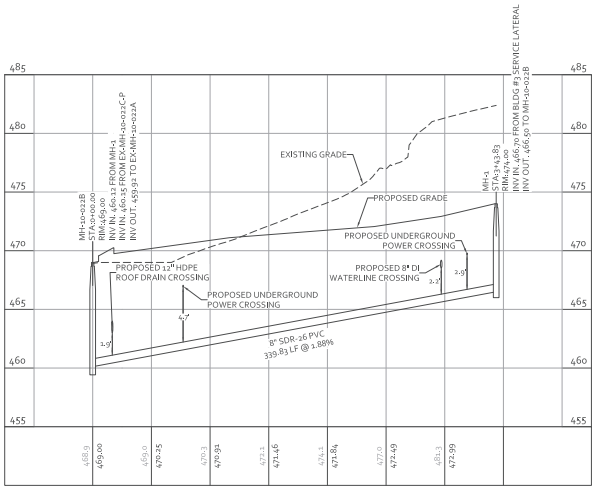


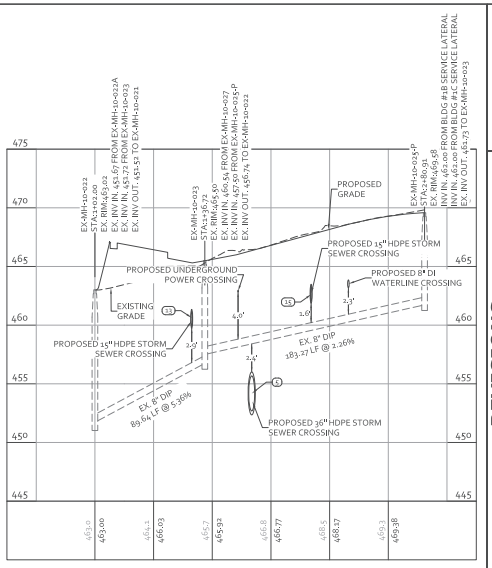
BUILDING #1A FIRE LINE



SANITARY CO-8 - MH-1



MH-1 - MH-10-022B



EX-MH-10-026 - EX-MH-10-022

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
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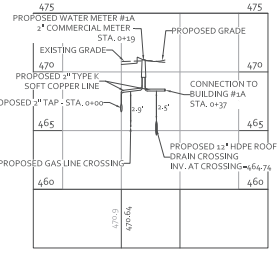
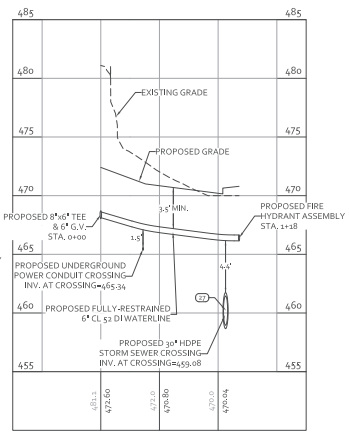
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MH'S).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.



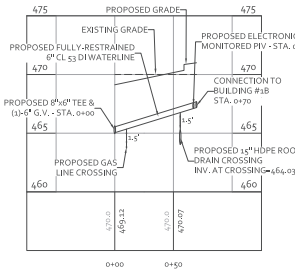
BUILDING #1A WATER METER



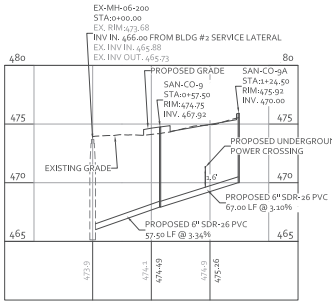
BUILDING #1A FIRE HYDRANT (PARKING LOT)

VERTICAL SCALE
(IN FEET)
1 inch = 5 ft.

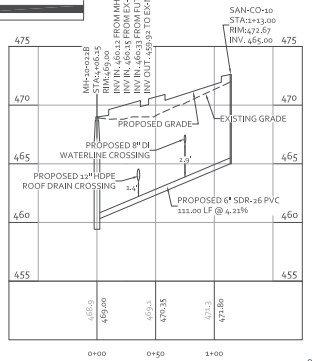
HORIZONTAL SCALE
(IN FEET)
1 inch = 50 ft.



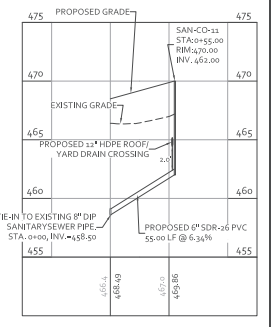
BUILDING #1B FIRE LINE



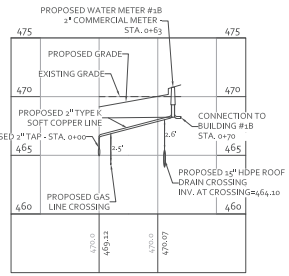
SANITARY CO-9A - EX-MH-06-200



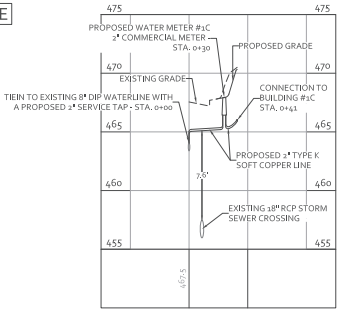
SANITARY CO-10 CONNECTION



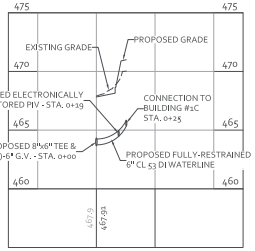
SANITARY CO-11 CONNECTION



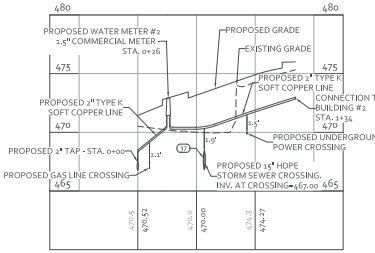
BUILDING #1B WATER METER



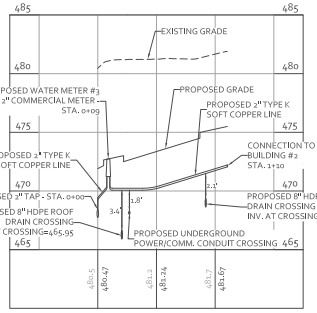
BUILDING #1C WATER METER



BUILDING #1C FIRE LINE



BUILDING #2 WATER METER



BUILDING #3 WATER METER

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

UTILITY PROFILES

PROJECT
JOB NO. 202188
SCALE 1"=50'
SHEET NO. 12

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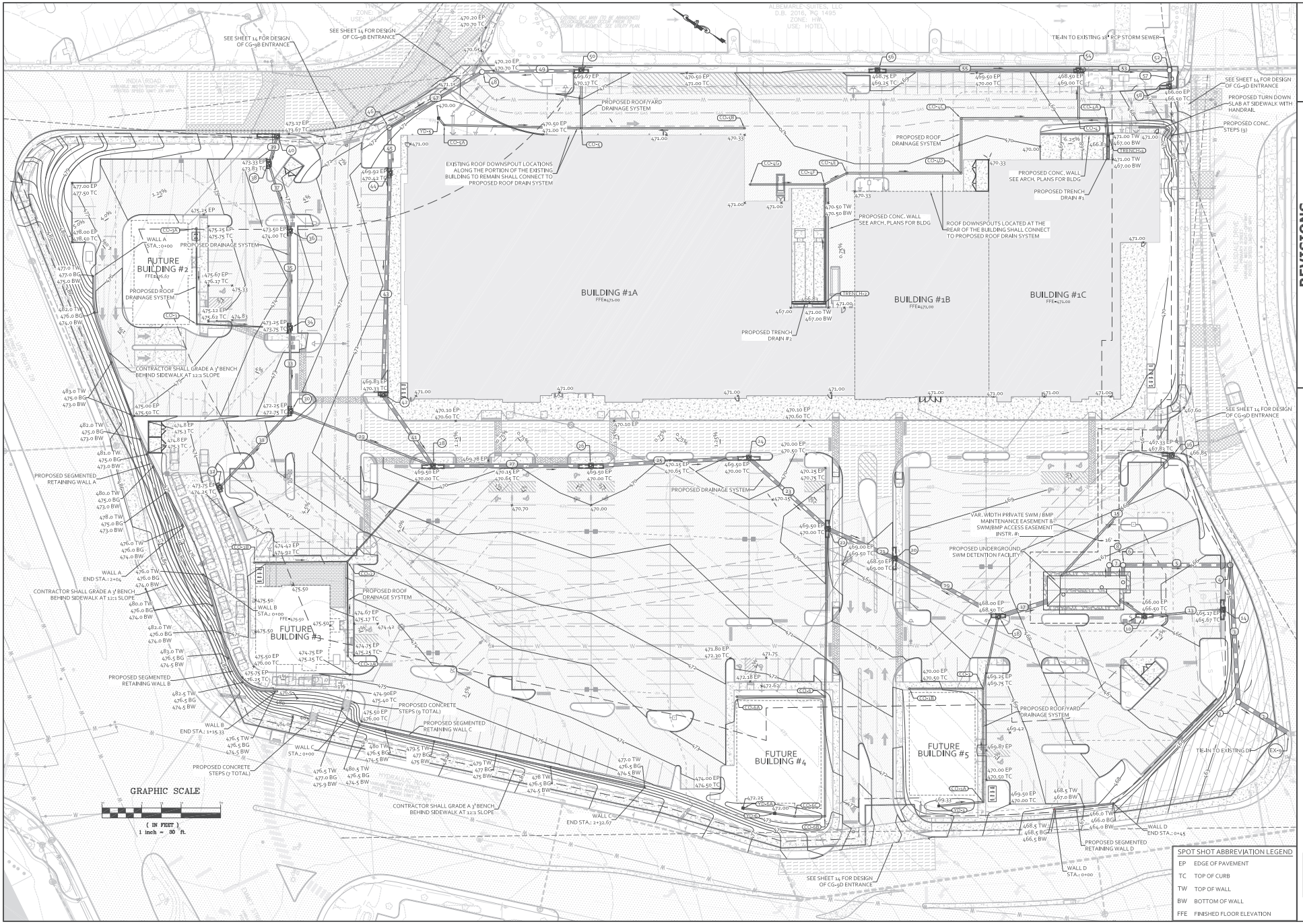

SPOT SHOT ABBREVIATION LEGEND	
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE	FINISHED FLOOR ELEVATION

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
6/12/23

REVISIONS

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3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN
6/12/23	FINAL PLANS FOR SIGNATURE

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

HILLSDALE PLACE - FINAL SITE PLAN

GRADING & DRAINAGE PLAN

PROJECT
JOB NO. 202188
SCALE 1" = 30'
SHEET NO. 13

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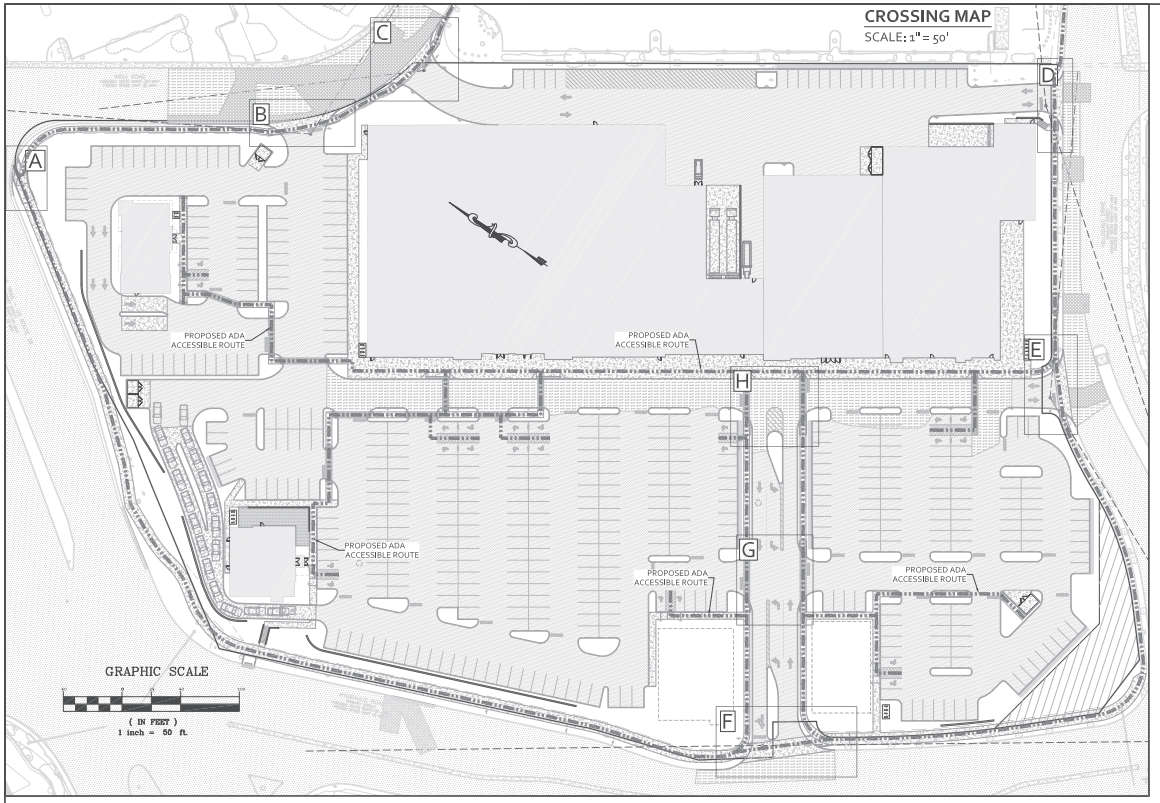
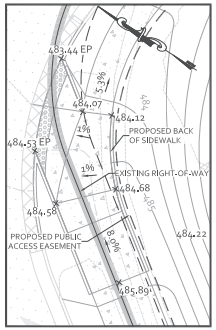
CROSSING MAP
SCALE: 1" = 50'

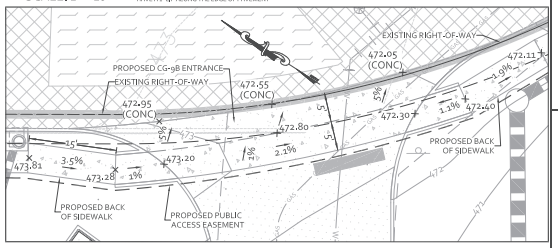


VIEWPORT A
SCALE: 1" = 10'



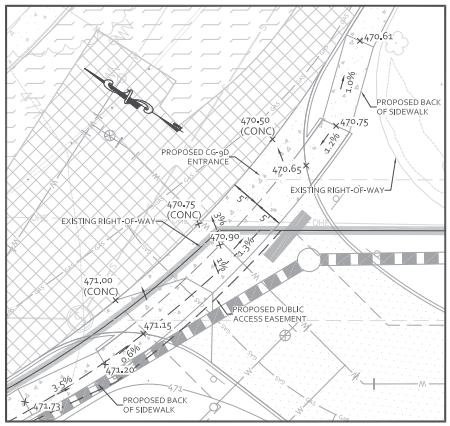
VIEWPORT B
SCALE: 1" = 10'

NOTE: CG-9B CONCRETE ENTRANCES SHALL HAVE A 4" LIP ALONG THE EDGE OF PAVEMENT



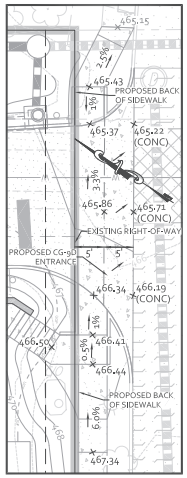
VIEWPORT C
SCALE: 1" = 10'

NOTE: CG-9D CONCRETE ENTRANCES SHALL HAVE A 4" LIP ALONG THE EDGE OF PAVEMENT



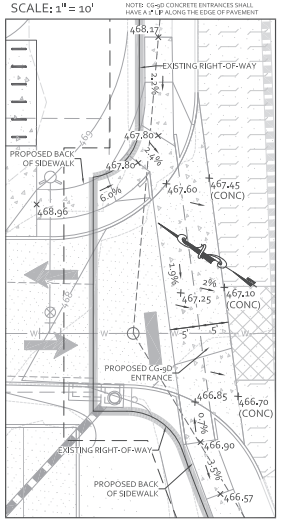
VIEWPORT D
SCALE: 1" = 10'

NOTE: CG-9D CONCRETE ENTRANCES SHALL HAVE A 4" LIP ALONG THE EDGE OF PAVEMENT



VIEWPORT E
SCALE: 1" = 10'

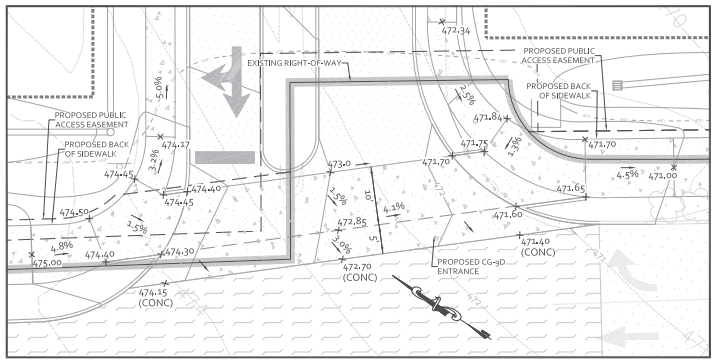
NOTE: CG-9D CONCRETE ENTRANCES SHALL HAVE A 4" LIP ALONG THE EDGE OF PAVEMENT



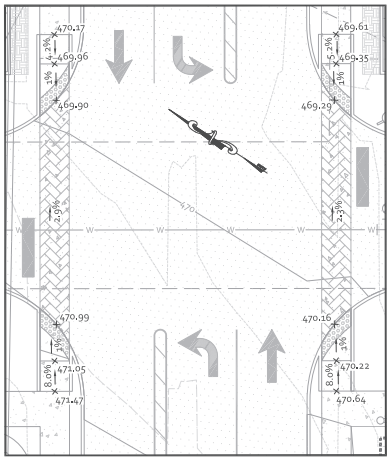
NOTES:
1. ALL EXISTING CONDITIONS OF ENTRANCES AND TIE-IN CONNECTIONS TO EXISTING CURB AND CITY STREETS SHALL BE SURVEYED BY THE CONTRACTOR TO ENSURE THE DESIGN GRADES TIE-IN TO EXISTING CONDITIONS, CONTRACTOR SHALL PROVIDE WORKSHEETS TO THE DESIGN ENGINEER FOR REVIEW PRIOR TO STAKE-OUT.
2. ALL CONCRETE FORMS SHALL BE INSPECTED BY BOTH THE DESIGN ENGINEER AND CITY INSPECTOR PRIOR TO POURING ANY CONCRETE. ALL CONCRETE WITHIN CITY RIGHT-OF-WAY NOT INSPECTED AND APPROVED PRIOR TO POURING SHALL BE REMOVED.
3. ONCE THE DESIGN ENGINEER AND CITY ENGINEER HAVE INSPECTED AND APPROVED THE CONCRETE FORMS FOR CONSTRUCTION, THE CONCRETE ENTRANCES CAN BE INSTALLED.

VIEWPORT F
SCALE: 1" = 10'

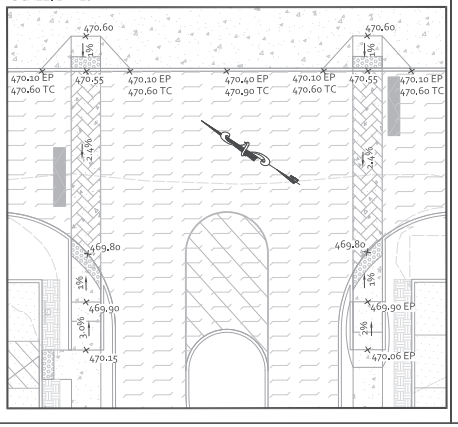
NOTE: CG-9D CONCRETE ENTRANCES SHALL HAVE A 4" LIP ALONG THE EDGE OF PAVEMENT



VIEWPORT G
SCALE: 1" = 10'



VIEWPORT H
SCALE: 1" = 10'



GRAPHIC SCALE
(IN FEET)
1 inch = 10 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

HANDICAP RAMP DESIGN

PROJECT

JOB NO. 202188

SCALE AS SHOWN

SHEET NO. 14

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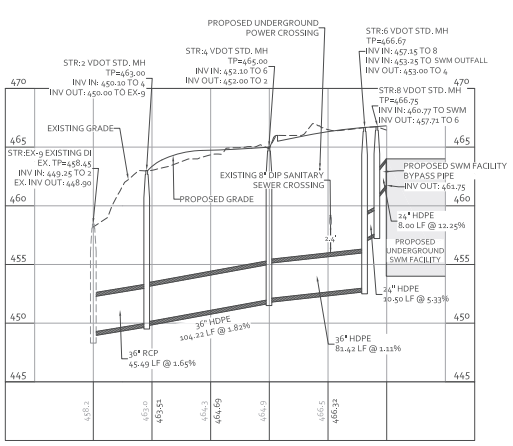
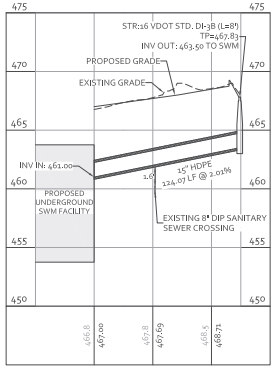
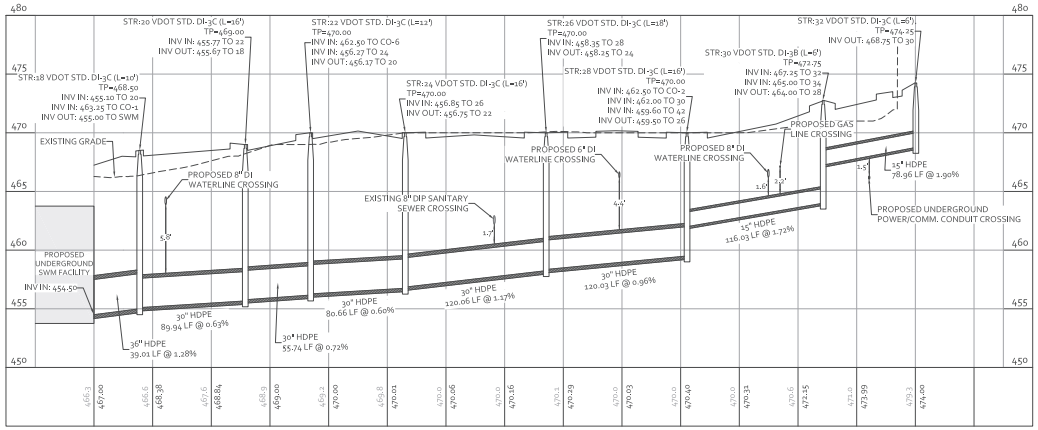


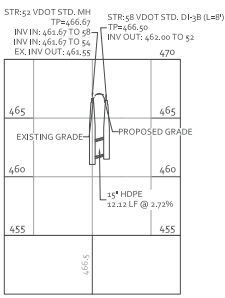
SWM - EX-STR-9



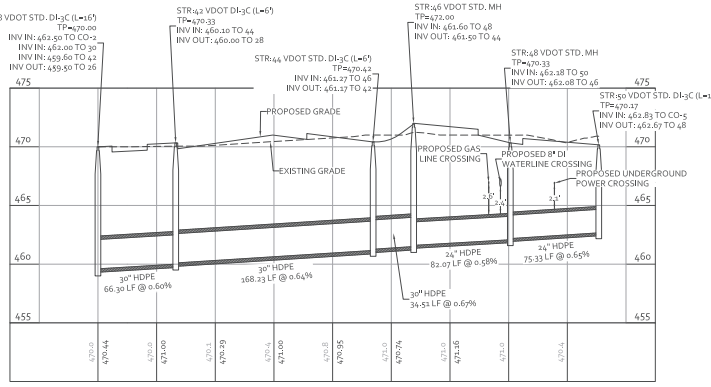
STR-16 - SWM



STR-32 - SWM



STR-58 - STR-52

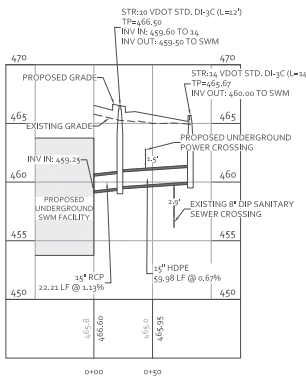


STR-50 - STR-28

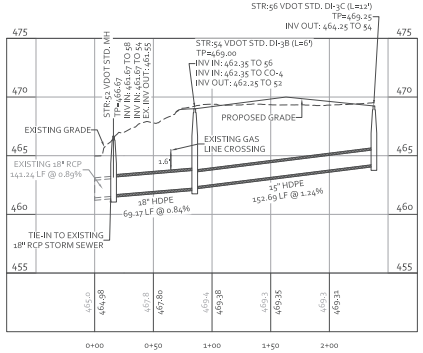
NOTES:
1. ALL ROADWAY EMBANKMENT MATERIAL SHALL CONSIST PREDOMINANTLY OF SOIL AND BE PLACED IN SUCCESSIVE UNIFORM LAYERS NOT MORE THAN 8 INCHES IN THICKNESS BEFORE COMPACTION OVER THE ENTIRE ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER W/L MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & W/L AND 1.5' OF SEPARATION BETWEEN W/L & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. IS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.

VERTICAL SCALE
5 0 2.5 5 10 20
(IN FEET)
1 inch = 5 ft.

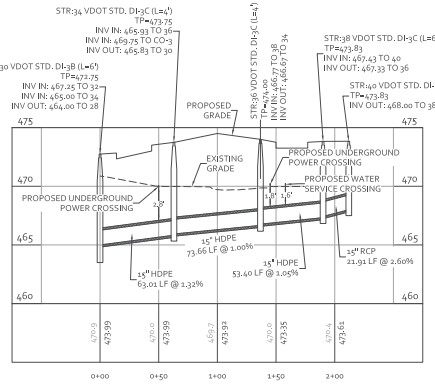
HORIZONTAL SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



STR-14 - SWM



STR-56 - STR-52



STR-40 - STR-30

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
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COLLINS ENGINEERING
200 GARRETT STREET, SUITE K-CHARLOTTESVILLE, VA 22902 434.293.3719

HILLSDALE PLACE - FINAL SITE PLAN

DRAINAGE PROFILES

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=50'
SHEET NO. 15

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YARD DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION	
	DIA. (in.)	LENGTH* (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	RIM ELEVATION
YD-1							12in Yard Inlet	469.33
	12	33.83	0.98%	465.33	465.00	HDPE		
CO-1A							12in Cleanout	470.25
	12	86.17	1.16%	465.00	464.00	HDPE		
CO-1							12in Cleanout	469.83
	12	54.71	1.37%	464.00	463.25	HDPE		
	8	97.41	4.11%	466.50	462.50	HDPE		
CO-1B							12in Cleanout	470.83
	8	56.10	2.37%	465.33	464.00	HDPE		
CO-2A							12in Cleanout	475.25
	8	74.37	6.39%	471.25	466.50	HDPE		
CO-2							12in Cleanout	473.58
	8	97.41	4.11%	466.50	462.50	HDPE		
CO-2B							12in Cleanout	474.83
	8	70.58	4.01%	469.33	466.50	HDPE		
CO-3A							12in Cleanout	475.83
	8	72.79	1.14%	471.83	471.00	HDPE		
CO-3							12in Cleanout	475.83
	8	70.73	1.77%	471.00	469.75	HDPE		
CO-4A							12in Cleanout	468.33
	12	21.40	5.05%	463.75	462.67	HDPE		
CO-4							18in Cleanout	468.75
	15	36.56	0.88%	462.67	462.35	HDPE		
CO-4G							12in Cleanout	471.00
	12	57.66	4.63%	467.00	464.33	HDPE		
CO-4F							12in Cleanout	471.00
	12	24.04	0.67%	464.33	464.17	HDPE		
CO-4E							18in Cleanout	470.50
	15	61.76	0.61%	464.17	463.67	HDPE		
CO-4D							18in Cleanout	470.25
	15	48.16	0.71%	463.67	463.33	HDPE		
CO-4C							18in Cleanout	470.33
	15	89.20	0.74%	463.33	462.67	HDPE		
TRENCH-1							Trench Drain	466.83
	12	12.66	8.53%	464.83	463.75	HDPE		
TRENCH-2							Trench Drain	466.83
	12	79.88	0.63%	464.83	464.33	HDPE		
YD-5							12in Yard Inlet	470.00
	12	10.00	5.01%	465.50	465.00	HDPE		
CO-5A							12in Cleanout	470.67
	12	101.17	1.65%	465.00	463.33	HDPE		
CO-5							18in Cleanout	470.00
	15	43.84	1.14%	463.33	462.83	HDPE		
CO-5B							12in Cleanout	470.33
	12	124.07	2.96%	467.00	463.33	HDPE		
CO-6A							12in Cleanout	473.00
	12	67.00	3.24%	468.17	465.00	HDPE		
CO-6							12in Cleanout	472.50
	12	102.16	2.45%	465.00	462.50	HDPE		
YD-6A							12in Yard Inlet	472.50
	12	37.23	0.89%	469.50	469.17	HDPE		
YD-6							12in Yard Inlet	472.00
	12	15.23	1.12%	469.17	469.00	HDPE		
CO-6C							12in Cleanout	472.33
	12	23.14	1.08%	469.00	468.75	HDPE		
CO-6B							12in Cleanout	473.00
	12	91.00	4.12%	468.75	465.00	HDPE		

DRAINAGE DESCRIPTIONS

STR. NO.	PIPE INFORMATION						INLET INFORMATION			
	DIA. (in.)	LENGTH* (ft.)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL	INLET TYPE	Curb Type	SLOT LENGTH	RIM ELEVATION
8							MH	-	-	466.33
7	24	10.50	5.33%	457.71	457.15	HDPE				
6							MH	-	-	466.25
5	36	15.50	5.81%	453.00	452.10	HDPE				
4							MH	-	-	466.00
3	36	80.07	2.37%	452.00	450.10	HDPE				
2							MH	-	-	466.33
1	36	90.98	0.82%	450.00	449.25	RCP				
14							DI-3C	CG-2	14	465.67
13	15	59.98	0.67%	460.00	459.60	HDPE				
10							DI-3C	CG-2	12	466.50
9	15	22.21	1.13%	459.50	459.25	HDPE				
16							DI-3B	CG-2	8	467.83
15	15	124.07	2.01%	463.50	461.00	HDPE				
32							DI-3C	CG-2	6	474.25
31	15	78.96	1.90%	468.75	467.25	HDPE				
30							DI-3B	CG-2	6	472.75
29	15	118.03	1.72%	464.00	462.00	HDPE				
28							DI-3C	CG-2	16	470.00
27	30	120.03	0.96%	459.50	458.35	HDPE				
26							DI-3C	CG-2	18	470.00
25	30	120.06	1.17%	458.25	456.85	HDPE				
24							DI-3C	CG-2	16	470.00
23	30	80.66	0.80%	458.75	456.27	HDPE				
22							DI-3C	CG-2	12	470.00
21	30	55.74	0.72%	456.17	455.77	HDPE				
20							DI-3C	CG-2	16	469.00
19	30	89.94	0.83%	455.67	455.10	HDPE				
18							DI-3C	CG-2	10	468.50
17	36	39.01	1.28%	455.00	454.50	HDPE				
40							DI-3B	CG-2	16	473.83
39	15	21.91	0.26%	468.00	467.43	RCP				
38							DI-3C	CG-2	6	473.83
37	15	53.40	1.05%	467.33	466.77	HDPE				
36							DI-3C	CG-2	4	474.00
35	15	73.66	1.00%	466.67	466.93	HDPE				
34							DI-3C	CG-2	4	473.75
33	15	63.01	1.32%	465.83	465.00	HDPE				
50							DI-3C	CG-2	10	470.17
49	24	75.33	0.65%	462.67	462.18	HDPE				
48							MH	-	-	470.33
47	24	82.07	0.58%	462.08	461.60	HDPE				
46							MH	-	-	472.00
45	30	34.51	0.67%	461.50	461.27	HDPE				
44							DI-3C	CG-2	6	470.42
43	30	168.23	0.64%	461.17	460.10	HDPE				
42							DI-3C	CG-2	6	470.33
41	30	96.30	0.60%	460.00	459.60	HDPE				
56							DI-3C	CG-2	12	469.25
55	15	152.69	1.24%	464.25	462.35	HDPE				
54							DI-3B	CG-2	6	469.00
53	18	69.17	0.84%	462.25	461.67	HDPE				
58							DI-3B	CG-2	8	466.50
57	15	12.12	2.72%	462.00	461.67	HDPE				

Structure	Area (Acres)	Cw	t_c (Min.)
2	0.00	0.90	5.0
4	0.00	0.90	5.0
6	1.00	0.90	5.0
8	1.00	0.90	5.0
10	0.51	0.80	5.0
14	0.58	0.80	5.0
16	0.05	0.85	5.0
18	0.40	0.85	5.0
20	0.35	0.80	5.0
22	0.47	0.80	5.0
24	0.42	0.85	5.0
26	0.77	0.80	5.0
28	1.08	0.80	6.0
30	0.26	0.75	6.0
32	0.21	0.60	6.0
34	0.04	0.90	5.0
36	0.08	0.85	5.0
38	0.22	0.65	6.0
40	0.27	0.85	6.0
42	0.20	0.80	5.0
44	0.35	0.75	5.0
46	0.00	0.90	5.0
48	0.00	0.90	5.0
50	0.28	0.80	5.0
52	0.00	0.90	5.0
54	0.09	0.90	5.0
56	0.50	0.90	5.0
58	0.06	0.70	5.0

Structure	Area (Acres)	Cw	t_c (Min.)
CO-1	0.00	0.90	5.0
CO-1A	0.05	0.90	5.0
CO-1B	0.05	0.90	5.0
YD-1	0.03	0.30	5.0
CO-2	0.00	0.90	5.0
CO-2A	0.04	0.90	5.0
CO-2B	0.04	0.90	5.0
CO-3	0.00	0.90	5.0
CO-3A	0.08	0.90	5.0
CO-4	0.00	0.90	5.0
CO-4A	0.48	0.90	5.0
CO-4C	0.00	0.30	5.0
CO-4D	0.00	0.90	5.0
CO-4E	0.37	0.90	5.0
CO-4F	0.00	0.90	5.0
CO-4G	0.19	0.90	5.0
TRENCH-1	0.03	0.90	5.0
TRENCH-2	0.05	0.90	5.0
CO-5	0.00	0.90	5.0
CO-5A	0.58	0.90	5.0
CO-5B	0.58	0.90	5.0
YD-5	0.04	0.30	5.0
CO-6	0.00	0.90	5.0
CO-6A	0.06	0.90	5.0
CO-6B	0.06	0.90	5.0
CO-6C	0.00	0.90	5.0
YD-6	0.04	0.30	5.0
YD-6A	0.02	0.30	5.0
EX-9	0.25	0.62	9.0
EX-10	0.51	0.90	5.0
EX-11	0.24	0.90	5.0
EX-12	0.76	0.90	5.0
EX-13	0.20	0.90	5.0
EX-14	0.22	0.58	7.0
EX-40	0.26	0.09	7.0

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
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COLLINS ENGINEERING
200 GARRETT STREET, SUITE K-CHARLOTTESVILLE, VA 22902 434.293.3719

HILLSDALE PLACE - FINAL SITE PLAN

DRAINAGE MAP & CALCULATIONS

PROJECT
SHEET
JOB NO. 202188
SCALE 1" = 50'
SHEET NO. 16

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INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)

Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter							Inlet														
Plan Label	VDOT ID type	L throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Qi, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	Sl, gutter longitudinal slope (ft/ft)	Sx, bare cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	SwSx	T, spread at curb (ft)	Et, frontal flow ratio in gutter W	a, 12WSx+Sw2 - 2*Sw2 deer. (in)	b'w = a/(12W)	Sx + Sw (Tw/Et)	Hi, require throat length (ft)	Li / Li	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry over to inlet	Maximum allowable spread at curb
16	3B	**8.0**	0.05	0.85	0.043	0.17	0.00	0.17	0.0400	0.0200	2.0	0.020	1.0000	**2.65**	0.97	2.0000	0.0833	0.1008	5.43	1.47	1.00	0.17	0.00		**Maximum allowable spread at curb=6'**
40	3B	**16.0**	0.27	0.85	0.230	0.92	0.00	0.92	0.0300	0.0200	2.0	0.020	1.0000	**5.26**	0.72	2.0000	0.0833	0.0900	11.83	1.38	1.00	0.92	0.00		**Maximum allowable spread at curb=10'**
58	3B	**8.0**	0.06	0.70	0.042	0.17	0.00	0.17	0.0500	0.0200	2.0	0.020	1.0000	**2.83**	0.98	2.0000	0.0833	0.1017	5.75	1.39	1.00	0.17	0.00		**Maximum allowable spread at curb=6'**
EX-9	3B	**10.0**	0.25	0.62	0.155	0.62	0.00	0.62	0.0160	0.0200	2.0	0.020	1.0000	**6.10**	0.74	2.0000	0.0833	0.0917	8.07	1.24	1.00	0.62	0.00		**Maximum allowable spread at curb=6'**
EX-10	3B	**14.0**	0.51	0.90	0.459	1.84	0.24	2.07	0.0455	0.0200	2.0	0.020	1.0000	**6.60**	0.65	2.0000	0.0833	0.0742	19.41	0.72	0.72	1.50	0.58		**Maximum allowable spread at curb=7'**
EX-11	3B	**8.0**	0.24	0.90	0.216	0.86	0.00	0.86	0.0285	0.0200	2.0	0.020	1.0000	**5.19**	0.74	2.0000	0.0833	0.0817	11.03	0.73	0.73	0.63	0.24		**Maximum allowable spread at curb=6.5'**
EX-12	3B	**20.0**	0.76	0.90	0.684	2.74	0.00	2.74	0.0167	0.0200	2.0	0.020	1.0000	**8.84**	0.50	2.0000	0.0833	0.0617	18.04	1.11	1.00	2.74	0.00		**Maximum allowable spread at curb=9'**
EX-13	3B	**10.0**	0.20	0.90	0.180	0.72	0.00	0.72	0.0169	0.0200	2.0	0.083	4.1650	**5.34**	0.87	3.5192	0.1466	0.1478	8.12	1.83	1.00	0.72	0.00		**Maximum allowable spread at curb=7.5'**
EX-14	3B	**16.0**	0.22	0.58	0.126	0.51	0.00	0.51	0.0325	0.0200	2.0	0.020	1.0000	**4.18**	0.83	2.0000	0.0833	0.0892	8.72	1.83	1.00	0.51	0.00		**Maximum allowable spread at curb=11'**
EX-40	3B	**6.0**	0.26	0.59	0.023	0.09	0.00	0.09	0.0329	0.0200	2.0	0.020	1.0000	**2.19**	1.00	2.0000	0.0833	0.1033	3.93	1.53	1.00	0.09	0.00		**Maximum allowable spread at curb=4'**

INLETS ON GRADE, DESIGN (CURB SPREAD AND INLET CAPTURE)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)

Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter							Inlet															Curb Overlooked
Plan Label	VDOT ID type	L throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Qi, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	Sl, gutter longitudinal slope (ft/ft)	Sx, bare cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	SwSx	T, spread at curb (ft)	Et, frontal flow ratio in gutter W	a, 12WSx+Sw2 - 2*Sw2 deer. (in)	b'w = a/(12W)	Sx + Sw (Tw/Et)	Hi, require throat length (ft)	Li / Li	E, inlet efficiency	Qi, flow intercepted	Qb, carry-over	carry over to inlet	
16	3B	**8.0**	0.05	0.85	0.043	0.28	0.00	0.28	0.0400	0.0200	2.0	0.020	1.0000	3.17	0.92	2.0000	0.0833	0.0907	**6.83**	1.17	1.00	0.28	0.00		No
40	3B	**16.0**	0.27	0.85	0.230	1.49	0.00	1.49	0.0300	0.0200	2.0	0.020	1.0000	6.31	0.65	2.0000	0.0833	0.0742	**14.92**	1.07	1.00	1.49	0.00		No
58	3B	**8.0**	0.06	0.70	0.042	0.27	0.00	0.27	0.0500	0.0200	2.0	0.020	1.0000	3.03	0.94	2.0000	0.0833	0.0983	**7.20**	1.11	1.00	0.27	0.00		No
EX-9	3B	**10.0**	0.25	0.62	0.155	1.01	0.00	1.01	0.0160	0.0200	2.0	0.020	1.0000	6.12	0.66	2.0000	0.0833	0.0750	**10.41**	0.96	0.96	0.97	0.04		No
EX-10	3B	**14.0**	0.51	0.90	0.459	2.98	1.08	4.07	0.0455	0.0200	2.0	0.020	1.0000	8.49	0.55	2.0000	0.0833	0.0558	**27.67**	0.51	0.51	2.06	2.01		No
EX-11	3B	**8.0**	0.24	0.90	0.216	1.40	0.66	2.06	0.0285	0.0200	2.0	0.020	1.0000	7.19	0.65	2.0000	0.0833	0.0742	**16.83**	0.48	0.48	0.98	1.08		No
EX-12	3B	**20.0**	0.76	0.90	0.684	4.45	0.00	4.45	0.0167	0.0200	2.0	0.020	1.0000	10.80	0.43	2.0000	0.0833	0.0558	**23.40**	0.85	0.85	3.79	0.66		No
EX-13	3B	**10.0**	0.20	0.90	0.180	1.17	0.00	1.17	0.0169	0.0200	2.0	0.083	4.1650	6.41	0.63	3.5192	0.1466	0.1124	**8.84**	1.13	1.00	1.17	0.00		No
EX-14	3B	**16.0**	0.22	0.58	0.128	0.83	0.00	0.83	0.0325	0.0200	2.0	0.020	1.0000	4.98	0.75	2.0000	0.0833	0.0825	**11.20**	1.43	1.00	0.83	0.00		No
EX-40	3B	**6.0**	0.26	0.09	0.023	0.15	0.00	0.15	0.0329	0.0200	2.0	0.020	1.0000	2.63	0.97	2.0000	0.0833	0.1008	**4.89**	1.23	1.00	0.15	0.00		No

STRUCTURE		DRAINAGE					
INLET	TYPE	AREA (FT^2)	PERIMETER (FT)	A (ACRES)	C	I (IN/HR)	Q (CFS)	D (IN)	FLOW TYPE
YD-1	12" Nyloplast Yard Inlet	0.43	11.19	0.03	0.30	4.00	0.036	**0.13**	WEIR FLOW
YD-1	12" Nyloplast Yard Inlet	0.43	11.19	0.03	0.30	6.50	0.059	**0.17**	WEIR FLOW
YD-1	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.03	0.30	4.00	0.036	**0.20**	WEIR FLOW
YD-1	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.03	0.30	6.50	0.059	**0.28**	WEIR FLOW
YD-5	12" Nyloplast Yard Inlet	0.43	11.19	0.04	0.30	4.00	0.048	**0.15**	WEIR FLOW
YD-5	12" Nyloplast Yard Inlet	0.43	11.19	0.04	0.30	6.50	0.078	**0.21**	WEIR FLOW
YD-5	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.04	0.30	4.00	0.048	**0.24**	WEIR FLOW
YD-5	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.04	0.30	6.50	0.078	**0.33**	WEIR FLOW
YD-6	12" Nyloplast Yard Inlet	0.43	11.19	0.04	0.30	4.00	0.048	**0.15**	WEIR FLOW
YD-6	12" Nyloplast Yard Inlet	0.43	11.19	0.04	0.30	6.50	0.078	**0.21**	WEIR FLOW
YD-6	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.04	0.30	4.00	0.048	**0.24**	WEIR FLOW
YD-6	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.04	0.30	6.50	0.078	**0.33**	WEIR FLOW
YD-6A	12" Nyloplast Yard Inlet	0.43	11.19	0.02	0.30	4.00	0.024	**0.10**	WEIR FLOW
YD-6A	12" Nyloplast Yard Inlet	0.43	11.19	0.02	0.30	6.50	0.039	**0.13**	WEIR FLOW
YD-6A	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.02	0.30	4.00	0.024	**0.15**	WEIR FLOW
YD-6A	12" Nyloplast Yard Inlet - 50% clogged	0.22	5.60	0.02	0.30	6.50	0.039	**0.21**	WEIR FLOW

Design Year 10 Project Hillsdale Place July 6 2023 Prepared by AMG, PE

INLET STATION	OUTLET WATER SURFACE ELEV		D_o	Q_o ZW	S_o	Hi	JUNCTION LOSS V_o	H_o	Q_o	V_o	Q_o*V_o	$V_o^2/2g$	H	ANGLE	H_i	H_i	Hb	1.3H	3H	FINAL H	INLET WATER SURFACE ELEV	RIM ELEV
	462.67	12.12	15	0.28	0.000	0.00	0.2	0.01														
58																0.00	11	11	11.00	NA	11.00	0.00	**462.67**	**466.50**
	462.87	69.17	18	9.56	0.007	0.49	5.4	0.1														
54									6.3	6.1	58.3	0.6	0.20	11	11	11.32	NA	11.16	0.15		**463.52**	**469.00**
	463.52	152.07	15	3.00	0.002	0.28	2.4	0.01														
56																0.00	11	11	11.02	NA	11.01	0.29	**463.81**	**469.25**
	466.22	66.30	30	10.61	0.001	0.04	2.2	0.01														
42									9.8	2.0	19.64	0.1	0.02	37	0.01739	0.036	NA	11.03	0.07		**466.29**	**470.33**
	466.29	168.23	30	9.82	0.000	0.08	2.0	0.01														
44									8.4	1.7	14.27	0.0	0.02	2	0	11.03	NA	11.02	0.10		**466.38**	**470.42**
	466.38	34.51	30	8.37	0.001	0.01	1.7	0.01														
46									8.4	2.7	22.29	0.1	0.04	57	0.05178	0.10	NA	11.05	0.16		**466.45**	**472.00**
	466.45	82.07	24	8.37	0.001	0.11	2.7	0.01														
28									8.4	2.7	22.29	0.1	0.04	30	0.03045	0.10	NA	11.05	0.14		**466.59**	**470.33**
	466.59	75.33	24	8.37	0.001	0.09	2.7	0.01														
50									6.9	6.9	47.07	0.7	0.20	11	11	11.29	NA	11.14	0.23		**466.82**	**470.17**
	467.21	63.01	15	3.40	0.002	0.15	2.8	0.01														
34									2.8	2.2	6.107	0.1	0.03	11	11	11.06	NA	11.03	0.18		**467.38**	**473.75**
	467.38	73.66	15	2.76	0.002	0.11	2.2	0.01														
36									2.4	1.9	4.5	0.1	0.02	17	0.00693	0.05	NA	11.02	0.14		**467.52**	**474.00**
	467.77	53.40	15	2.35	0.001	0.06	1.9	0.01														
38									1.5	1.2	1.73	0.0	0.01	51	0.01029	0.03	NA	11.02	0.08		**467.85**	**473.83**
	468.43	21.91	15	1.46	0.001	0.01	1.2	0.01														
40																0.00	11	11	11.01	NA	11.00	0.01	**468.44**	**473.83**
	463.22	39.01	30	33.33	0.002	0.08	4.7	0.1														
18									31.0	6.3	196	0.6	0.22	44	0.23558	0.52	NA	11.27	0.35		**463.57**	**468.50**
	463.57	89.94	30	31.02	0.005	0.44	6.3	0.2														
20									29.5	6.0	177.3	0.6	0.20	30	0.15099	0.51	NA	11.25	0.69		**464.26**	**469.00**
	464.26	55.24	30	29.50	0.004	0.25	6.0	0.1														
22									26.7	5.4	145.6	0.5	0.16	52	0.21643	0.53	NA	11.26	0.50		**464.77**	**470.00**
	464.77	80.66	30	26.73	0.004	0.29	5.4	0.1														
24									24.8	5.1	155.5	0.4	0.14	56	0.18654	0.44	NA	11.23	0.51		**465.28**	**470.00**
	465.28	120.06	30	24.82	0.003	0.37	5.1	0.1														
26									21.3	4.3	92.55	0.3	0.10	3	0	11.20	NA	11.10	0.48		**465.76**	**470.00**
	465.76	120.03	30	21.32	0.002	0.28	4.3	0.1														
28									10.6	6.2	65.43	0.6	0.21	21	0.09446	0.37	NA	11.19	0.46		**466.22**	**470.00**
	466.22	116.03	15	5.35	0.006	0.68	4.4	0.1														
30									3.4	6.3	21.25	0.6	0.21	68	0.33391	0.62	NA	11.31	0.99		**467.21**	**472.75**
	466.25	79.96	15	0.80	0.000	0.01	0.7	0.01														
32																0.00	11	11	11.00	NA	11.00	0.01	**468.26**	**474.25**
	463.22	124.07	15	0.28	0.000	0.00	0.2	0.01														
16																0.00	11	11	11.00	NA	11.00	0.00	**463.22**	**467.83**
	463.22	22.21	15	5.75	0.007	0.15	4.7	0.1														
10									3.1	2.5	7.795	0.1	0.03	38	0.02762	0.15	NA	11.07	0.23		**463.45**	**466.50**
	463.45	59.98	15	3.09	0.002	0.12	2.5	0.01														
14																0.00	11	11	11.02	NA	11.01	0.13	**463.58**	**465.67**
	451.65	79.98	36	48.92	0.005	0.49	6.9	0.2														
2									48.9	6.9	338.6	0.7	0.26	58	0.34958	0.80	NA	11.48	0.89		**452.54**	**466.33**
	452.54	80.07	36	48.92	0.005	0.37	6.9	0.2														
4									48.9	6.9	338.6	0.7	0.26	90	0.52365	0.97	NA	11.48	0.85		**453.39**	**466.00**
	454.90	15.50	36	48.92	0.005	0.07	6.9	0.2														
6									48.9	15.6	761.8	3.8	1.32	11	11	11.50	NA	11.75	0.82		**455.32**	**466.25**
	458.75	10.50	24	48.92	0.040	0.42	15.6	0.1														
8																0.00	11	11	11.04	NA	11.47	2.53	**461.28**	**466.33**

INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 4.00 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)

Mannings Coefficient, n is 0.013

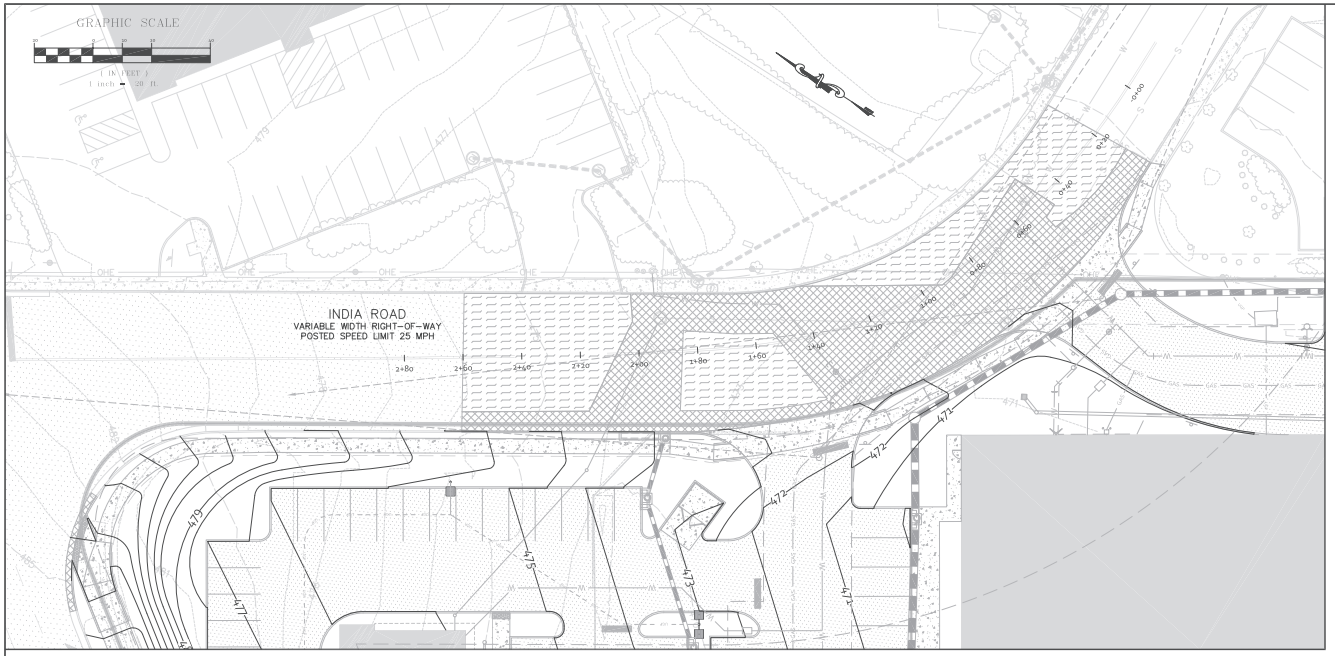
Inlet			Hydrology						Curb and Gutter							Inlet														
Plan Label	VDOT ID type	L throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Qi, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	Sl, gutter longitudinal slope (ft/ft)	Sx, bare cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	SwSx	T, spread at curb (ft)																Maximum allowable spread
10	3C	**12.0**	left	0.27	0.80	0.216	1.40	0.00	1.40	0.0400	0.0200	2.0	0.0200	1.0000	7.67															
			right	0.24	0.80	0.192	1.25	0.00	1.25	0.0400	0.0200	2.0	0.0200	1.0000	7.25															
			combined flow						**2.7**							0.18	0.384	**8.81**	**Maximum allowable spread=10'**											
14	3C	**14.0**	left	0.44	0.80	0.352	2.29	0.00	2.29	0.0350	0.0200	2.0	0.0200	1.0000	7.99															
			right	0.14	0.80	0.112	0.73	0.00	0.73	0.0200	0.0200	2.0	0.0200	1.0000	5.29															
			combined flow						**3.0**							0.19	0.396	**8.85**	**Maximum allowable spread=10'**											
18	3C	**10.0**	left	0.20	0.85	0.179	1.11	0.00	1.11	0.0010	0.0200	2.0	0.0200	1.0000	10.66															
			right	0.20	0.85	0.179	1.11	0.00	1.11	0.0010	0.0200	2.0	0.0200	1.0000	10.66															
			combined flow						**2.2**							0.17	0.373	**8.55**	**Maximum allowable spread=10'**											
20	3C	**16.0**	left	0.17	0.80	0.139	0.88	0.00	0.88	0.0200	0.0200	2.0	0.0200	1.0000	5.59															
			right	0.18	0.80	0.144	0.94	0.00	0.94	0.0200	0.0200	2.0	0.0200	1.0000	5.71															
			combined flow						**1.8**							0.12	0.257	**5.68**	**Maximum allowable spread=6'**											
22	3C	**12.0**	left	0.24	0.80	0.192	1.25	0.00	1.25	0.0200	0.0200	2.0	0.0200	1.0000	6.36															
			right	0.23	0.80	0.184	1.20	0.00	1.20	0.0150	0.0200	2.0	0.0200	1.0000	6.61															
			combined flow						**2.4**							0.17	0.364	**8.34**	**Maximum allowable spread=10'**											
24	3C	**16.0**	left	0.19	0.85	0.162	1.05	0.00	1.05	0.0125	0.0150	2.0	0.0200	1.3333	7.69															
			right	0.23	0.85	0.196	1.27	0.00	1.27	0.0125	0.0150	2.0	0.0200	1.3333	8.38															
			combined flow						**2.3**							0.14	0.302	**9.23**	**Maximum allowable spread=10'**											
28	3C	**18.0**	left	0.35	0.80	0.280	1.82	0.00	1.82	0.0400	0.0200	2.0	0.0200	1.0000	8.35															
			right	0.42	0.80	0.336	2.18	0.00	2.18	0.0400	0.0200	2.0	0.0200	1.0000	8.94															
			combined flow						**4.0**							0.19	0.407	**9.33**	**Maximum allowable spread=10'**											
26	3C	**16.0**	left	0.47	0.80	0.376	2.44	0.00	2.44	0.0125	0.0225	2.0	0.0200	0.6154	6.63															
			right	0.61	0.80	0.488	3.17	0.00	3.17	0.0125	0.0225	2.0	0.0200	0.6154	7.28															
			combined flow						**5.6**							0.25	0.544	**7.68**	**Maximum allowable spread=10'**											
30	3C	**5.0**	left	0.13	0.75	0.069	0.63	0.00	0.63	0.0300	0.0200	2.0	0.0200	0.6667	3.65															
			right	0.13	0.75	0.069	0.63	0.00	0.63	0.0150	0.0300	2.0	0.0200	0.6667	4.04															
			combined flow						**1.3**							0.15	0.325	**4.96**	**Maximum allowable spread=6'**											
32	3C	**5.0**	left	0.08	0.80	0.048	0.31	0.00	0.31	0.0400	0.0200	2.0	0.0200	1.0000	4.31															
			right	0.13	0.80	0.079	0.51	0.00	0.51	0.0400	0.0200	2.0	0.0200	1.0000	5.17															
			combined flow						**0.8**							0.11	0.243	**5.56**	**Maximum allowable spread=6'**											
34	3C	**4.0**	left	0.01	0.90	0.009	0.08	0.00	0.08	0.0625	0.0325	2.0	0.0200	0.6154	1.36															
			right	0.03	0.90	0.027	0.18	0.00	0.18	0.0625	0.0325	2.0	0.0200	0.6154	2.29															
			combined flow						**0.2**							0.06	0.123	**1.73**	**Maximum allowable spread=10'**											
36	3C	**4.0**	left	0.07	0.85	0.060	0.39	0.00	0.39	0.0225	0.0325	2.0	0.0200	0.6833	2.99															
			right	0.01	0.85	0.009	0.05	0.00	0.05	0.0325	0.0325	2.0	0.0200	0.6833	1.33															
			combined flow						**0.4**							0.03	0.168	**2.65**	**Maximum allowable spread=10'**											
38	3C	**5.0**	left	0.05	0.85	0.039	0.25	0.00	0.25	0.0150	0.0350	2.0	0.0200	0.6800	2.69															
			right	0.15	0.85	0.104	0.68	0.00	0.68	0.0150	0.0350	2.0	0.0200	0.6800	3.21															
			combined flow						**0.9**							0.12	0.284	**3.46**	**Maximum allowable spread=10'**											
40	3C	**5.0**	left	0.06	0.80	0.048	0.31	0.00	0.31	0.0350	0.0350	2.0	0.0200	0.6800	2.49															
			right	0.14	0.80	0.112	0.73	0.00	0.73	0.0350	0.0350	2.0	0.0200	0.6800	3.67															
			combined flow						**1.0**							0.13	0.285	**3.73**	**Maximum allowable spread=10'**											
42	3C	**5.0**	left	0.16	0.75	0.129	0.78	0.00	0.78	0.0150	0.0350	2.0	0.0200	0.6800	3.97															
			right	0.19	0.75	0.143	0.93	0.00	0.93	0.0350	0.0350	2.0	0.0200	0.6800	3.61															
			combined flow						**1.7**							0.18	0.396	**5.18**	**Maximum allowable spread=10'**											
44	3C	**5.0**	left	0.10	0.80	0.080	0.52	0.00	0.52	0.0350	0.0350	2.0	0.0200	0.6800	3.21															
			right	0.18	0.80	0.144	0.94	0.00	0.94	0.0200	0.0200	2.0	0.0200	0.6800	5.72															
			combined flow						**1.5**							0.13	0.282	**6.47**	**Maximum allowable spread=10'**											
50	3C	**10.0**	left	0.03	0.90	0.027	0.18	0.00	0.18	0.0350	0.0100	2.0	0.0200	0.6833	5.06															
			right	0.06	0.90	0.054	0.35	0.00	0.35	0.0125	0.0100	2.0	0.0200	0.6833	8.3300	6.66															
54	3C	**5.0**	combined flow						**0.5**							0.08	0.181	**8.28**	**Maximum allowable spread=10'**											
			left	0.18	0.90	0.162	1.05	0.00	1.05	0.0125	0.0200	2.0	0.0200	0.6833	4.1650	6.53															
			right	0.32	0.90	0.288	1.87	0.00	1.87	0.0125	0.0200	2.0	0.0200	0.6833	4.1650	8.09															
56	3C	**12.0**	combined flow						**2.9**							0.19	0.410	**9.40**	**Maximum allowable spread=10'**											

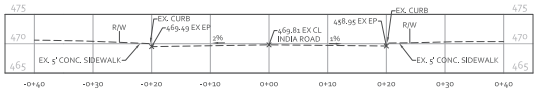
INLETS IN SUMP, DESIGN (CURB SPREAD AND INLET SPREAD AND DEPTH)

Intensity 6.50 (Intensity is 4 in/hr for spread, and 6.5 in/hr for capacity and depth)

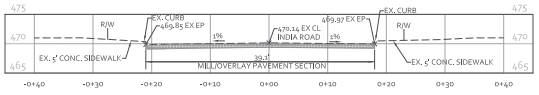
Mannings Coefficient, n is 0.013

Inlet			Hydrology						Curb and Gutter							Inlet														
Plan Label	VDOT ID type	L throat length (ft)	A, Drainage area (acres)	C, rational coeff.	CA	Qi, flow incr. (cfs)	Qb, carry-over (cfs)	Qt, total flow	Sl, gutter longitudinal slope (ft/ft)	Sx, bare cross slope (ft/ft)	W, gutter width (ft)	Sw, gutter cross-slope (ft/ft)	SwSx	T, spread at curb (ft)																Remarks
10	3C	**12.0**	left	0.27	0.80	0.216	1.40	0.00	1.40	0.0400	0.0200	2.0	0.0200	1.0000	7.67															
			right	0.24	0.80	0.192	1.25	0.00	1.25	0.0400	0.0200

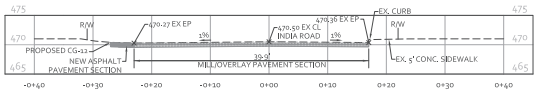




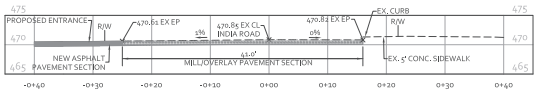
INDIA ROAD CROSS-SECTION - STA. 0+00



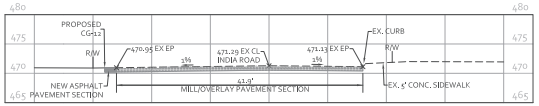
INDIA ROAD CROSS-SECTION - STA. 0+20



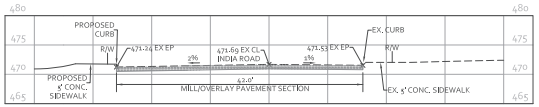
INDIA ROAD CROSS-SECTION - STA. 0+40



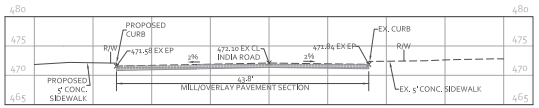
INDIA ROAD CROSS-SECTION - STA. 0+60



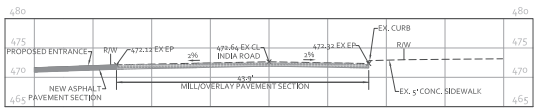
INDIA ROAD CROSS-SECTION - STA. 0+80



INDIA ROAD CROSS-SECTION - STA. 1+00

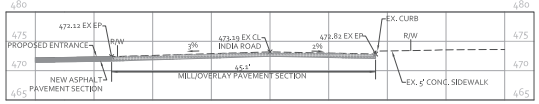


INDIA ROAD CROSS-SECTION - STA. 1+20

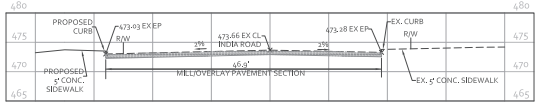


INDIA ROAD CROSS-SECTION - STA. 1+40

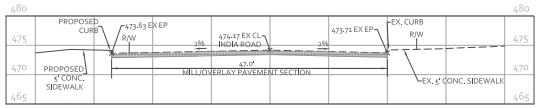
NOTE: SEE SHEET 20 FOR MILL & OVERLAY PAVEMENT SECTION.



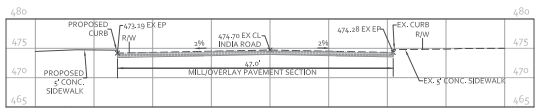
INDIA ROAD CROSS-SECTION - STA. 1+60



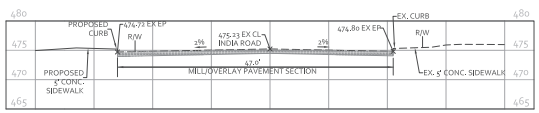
INDIA ROAD CROSS-SECTION - STA. 1+80



INDIA ROAD CROSS-SECTION - STA. 2+00

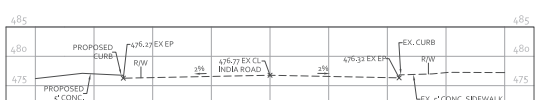


INDIA ROAD CROSS-SECTION - STA. 2+20



INDIA ROAD CROSS-SECTION - STA. 2+40

INDIA ROAD CROSS-SECTION - STA. 2+60



INDIA ROAD CROSS-SECTION - STA. 2+80

CROSS-SECTION ABBREVIATION LEGEND	
EP	EDGE OF PAVEMENT
R/W	RIGHT-OF-WAY
CL	CENTERLINE
EX	EXISTING

GRAPHIC SCALE
(IN FEET)
1 inch = 10 ft

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

INDIA ROAD CROSS SECTIONS

PROJECT
SHEET
JOB NO. 202188
SCALE AS SHOWN
SHEET NO. 18

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NOTE: SEE SHEET 20 FOR MILL & OVERLAY PAVEMENT SECTION.

CROSS-SECTION ABBREVIATION LEGEND	
EP	EDGE OF PAVEMENT
R/W	RIGHT-OF-WAY
CL	CENTERLINE
EX	EXISTING

GRAPHIC SCALE
(IN FEET)
1 inch = 10 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
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COLLINS ENGINEERING
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HILLSDALE PLACE - FINAL SITE PLAN

HILLSDALE DRIVE CROSS SECTIONS

PROJECT
SHEET
JOB NO. 202188
SCALE AS SHOWN
SHEET NO. 19

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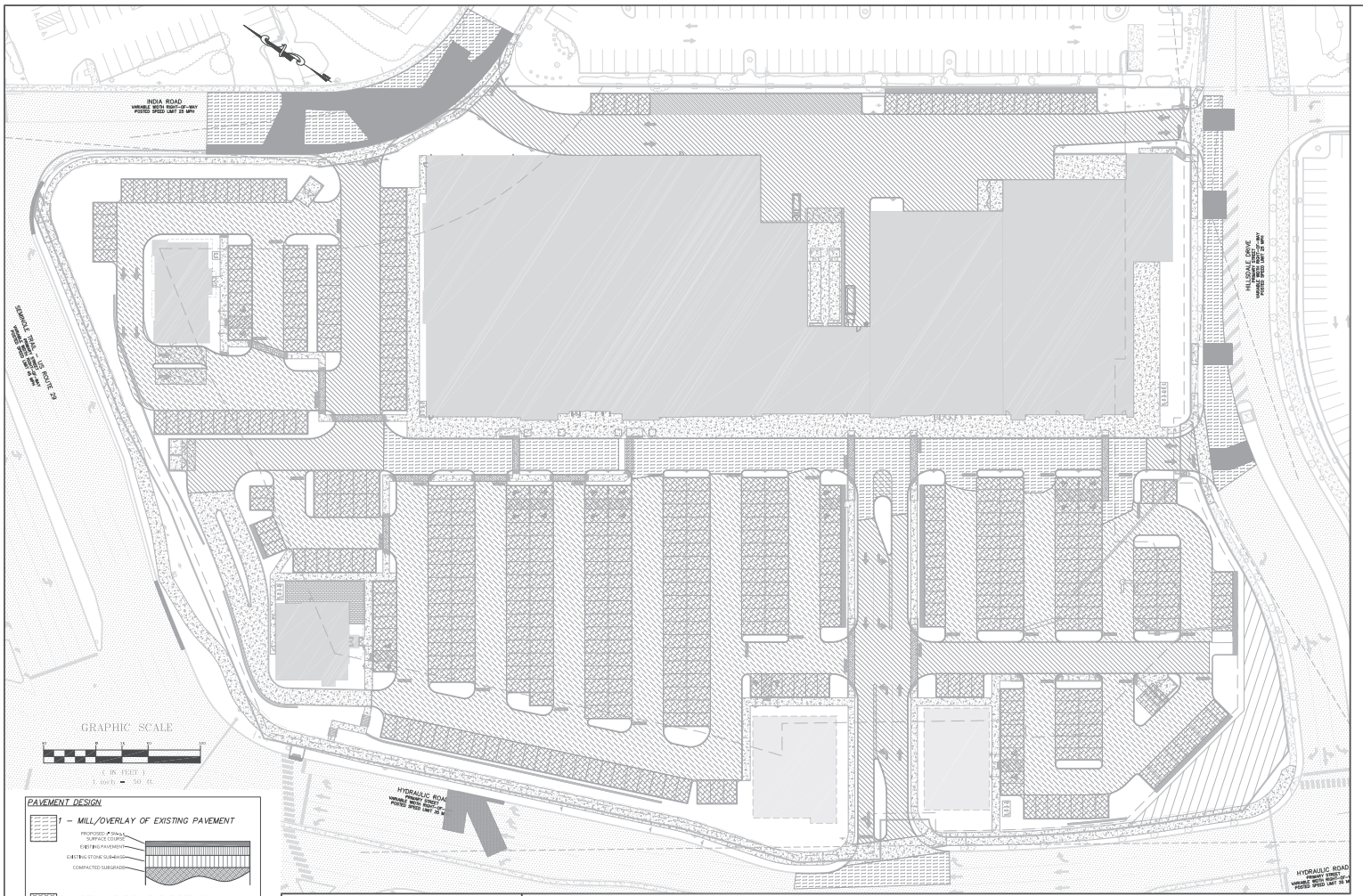
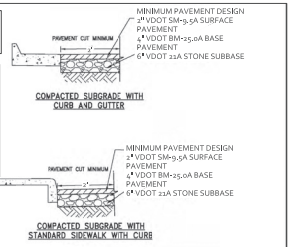
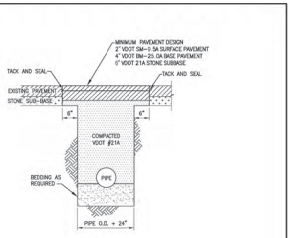


NOTE: DETAIL HAS BEEN MODIFIED FOR THIS PROJECT.

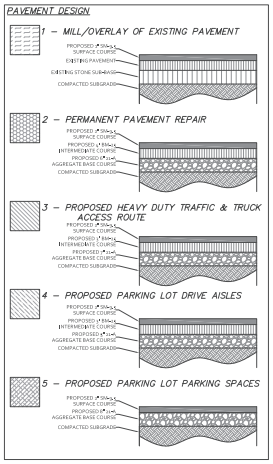
NOTE: IF THE EXISTING PAVEMENT SECTION ALONG HILLSDALE DRIVE, HYDRAULIC ROAD, AND/OR INDIA ROAD IS THICKER THAN THE PROPOSED PAVEMENT SECTION IN THIS DETAIL, THE CONTRACTOR SHALL MATCH THE EXISTING PAVEMENT SECTION.

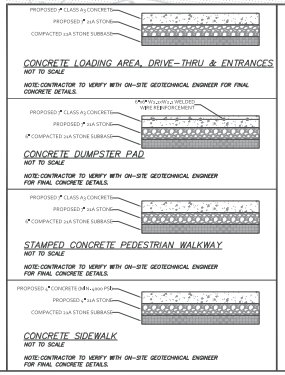


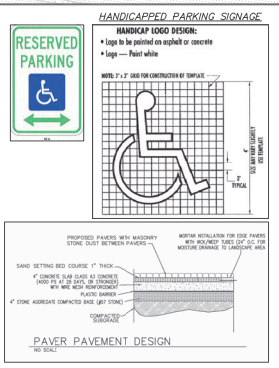
CITY OF CHARLOTTESVILLE — CITY STANDARDS — MINIMUM PAVEMENT PATCH
REVISION | DATE | SCALE: N.T.S. | STANDARD NUMBER: PP-1

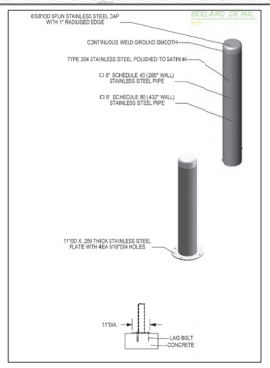


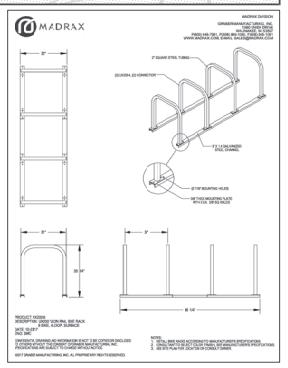
CITY OF CHARLOTTESVILLE — CITY STANDARDS — PERMANENT PAVEMENT REPAIR
REVISION | DATE | SCALE: N.T.S. | STANDARD NUMBER: PR-1

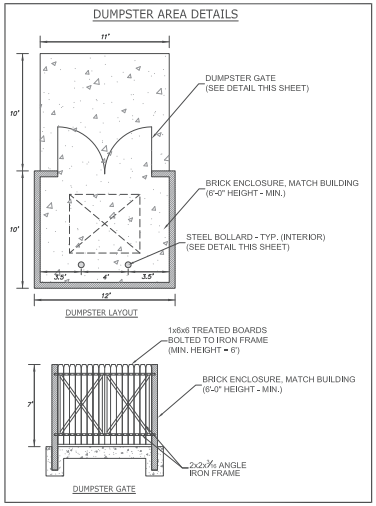












SCOTT R. COLLINS
COMMONWEALTH OF VIRGINIA
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

NOTES & DETAILS

PROJECT
SHEET
JOB NO. 202188
SCALE 1" = 50'
SHEET NO. 20

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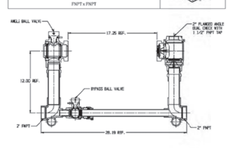
SUBMITTAL DATA SHEET

NL Large Size Meter Setter – 720B712WFFF 775

FNPT x FNPT



SUBMITTAL INFORMATION

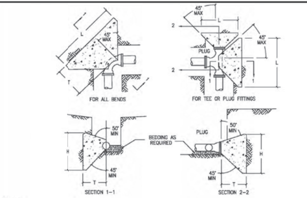
- Manufactured in compliance with ANSI/AWWA C800 (latest revision)
- Brass components in contact with potable water conform to ASTM B584, UNS C89833 (latest revision) and identified with "NL"
- Certified to NSF/ANSI 372
- Brass components not in contact with potable water conform to ASTM E62 and ASTM B584, UNS C83600-85-5-5-5 (latest revision)
- Copper tubing made in compliance with ASTM B88, UNS C12200 (latest revision)
- Lead free solder joints
- Designed to provide proper meter spacing for ease of installation
- Padlock wings standard on all valves

A.Y. McDonald Mfg. CO. P.O. Box 508 Dubuque, IA 52004-508 Toll Free: 1-800-292-1737 Fax: 1-800-832-9296 Hours: 7:00 a.m. – 5:00 p.m., CST sales@aymcdonald.com www.aymcdonald.com

A.Y. McDonald considers the information on this assembly drawing correct when published. Item and option availability, including specifications, are subject to change without notice.

Submitted by:

10-14



NOTES:
1. MAXIMUM TEST PRESSURE: 225 PSI.
2. MINIMUM ALLOWABLE SOIL BEARING PRESSURE: 2000 PSF.
3. THRUST BLOCKS OR RESTRAINED JOINT FITTINGS ARE REQUIRED WHENEVER PIPELINE CHANGES DIRECTION, SIZE, OR DEAD-ENDS.
4. USE 3000 P.S.I. CONCRETE. NO CONCRETE SHALL BE POURED ON ANY PART OF THE JOINT.
5. SEE DRAWING W 2.1 FOR THRUST BLOCK DIMENSIONS.

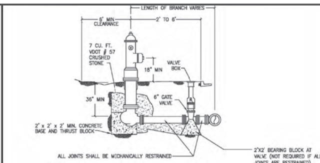
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — CONCRETE THRUST BLOCKS — REVISION | DATE — SCALE: N.T.S. — STANDARD NUMBER: W 2.0

PIPE SIZE	DEGREE OF BEND	BEND (FT) L	H	T	MIN. PIPE COVER (FT)	TEE AND PLUG (FT) L	H	T	MIN. PIPE COVER (FT)
4" & 6"	90	3.00	2.50	3.01	3	2.00	2.30	2.50	3
	45	2.00	2.30	2.60					
	22 1/2	1.50	2.00	2.50					
	11 1/4	1.50	2.00	2.50					
8" & 10"	90	4.50	3.50	3.20	3	3.20	3.00	3.00	3
	45	3.00	2.70	2.80					
	22 1/2	2.00	2.00	2.70					
	11 1/4	1.70	2.00	2.70					
12" & 14"	90	7.30	4.00	3.60	4	4.30	4.00	2.80	4
	45	4.50	3.60	3.00					
	22 1/2	3.30	2.60	2.90					
	11 1/4	1.80	2.30	2.90					
16" & 18"	90	10.70	4.50	3.40	5	6.30	4.60	3.80	5
	45	6.50	4.00	3.00					
	22 1/2	4.50	3.30	3.00					
	11 1/4	2.80	2.70	3.00					

REFERENCE DRAWING 2.0 FOR DIMENSION LOCATIONS

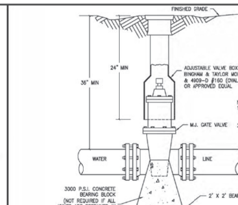
NOTES:
1. MAXIMUM TEST PRESSURE: 225 PSI.
2. MINIMUM ALLOWABLE SOIL BEARING PRESSURE: 2000 PSF.
3. USE MINIMUM 3000 P.S.I. CONCRETE.
4. THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR VERIFICATION OF ADEQUACY OF ALL THRUST BLOCKS.

CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — CONCRETE THRUST BLOCK DIMENSIONS — SCALE: N.T.S. — STANDARD NUMBER: W 2.1



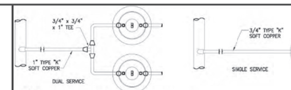
NOTES:
1. SURROUND WEEP HOLES WITH GRAVEL AND KEEP FREE OF CONCRETE.
2. MAINTAIN A 3' MIN. COVER FROM THE MAIN TO THE FIRE HYDRANT (INCLUDING DITCHES).
3. FINISHED GRADE SHALL SLOPE AWAY FROM THE FIRE HYDRANT AND VALVE BOX.
4. GATE VALVE SHALL NOT BE PLACED WITHIN THE DITCH LINES.
5. IF GROUNDWATER IS PRESENT AT THE INSTALLATION SITE, COORDINATE THE RELOCATION OF THE HYDRANT WITH CITY.
6. EACH NEW FIRE HYDRANT SHALL BE FRESHLY PAINTED WITH "GLID" GUARD #45 SAFETY RED, BY "GLIDDEN" OR APPROVED EQUAL.
7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL FIRE HYDRANTS ARE PROVIDED WITH "CITY OF CHARLOTTESVILLE" THREADS.
8. ALL CHAINS SHALL BE REMOVED FOLLOWING INSTALLATION AND TESTING.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — FIRE HYDRANT – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 3.0

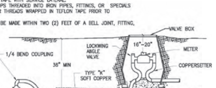


NOTES:
1. IN REMOTE AREAS, VALVE BOXES SHALL EXTEND SIX (6) INCHES ABOVE GRADE.
2. USE RESTRAINED JOINTS IN BOTH DIRECTIONS IN ACCORDANCE WITH DETAIL W2.4.

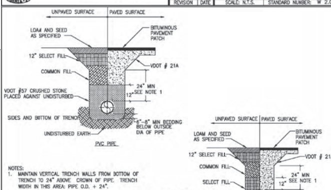
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — GATE VALVE – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 4.0



NOTES:
1. THE SERVICE LATERAL, 1/4 BEND COUPLING, AND CORPORATION STOP SHALL BE THE SAME SIZE AS THE COPPERSETTER, EXCEPT AS NOTED ABOVE.
2. METER TO BE INSTALLED BY THE CITY.
3. INSTALL WARNING TAPE WITH SERVICE LATERAL.
4. CORPORATION STOPS THREADED INTO IRON PIPES, FITTINGS, OR SPECIALS SHALL HAVE THEIR THREADS WRAPPED IN TEFLON TAPE PRIOR TO ASSEMBLY.
5. TAPS SHALL NOT BE MADE WITHIN TWO (2) FEET OF A BELL JOINT, FITTING, OR OTHER TAP.

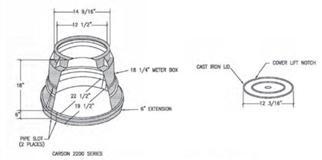


CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SERVICE LATERAL – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: W 5.0



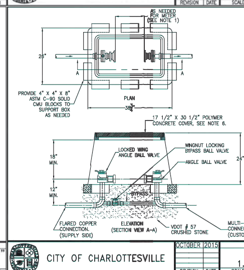
NOTES:
1. MAINTAIN VERTICAL TRENCH WALLS FROM BOTTOM OF TRENCH TO 24" ABOVE CROWN OF PIPE. TRENCH WIDTH IN THIS AREA: PIPE O.D. + 24".
2. FOR EXCAVATIONS OVER 5 FT. DEEP, SLOPE TRENCH WALLS AS REQUIRED AND/OR PROVIDE OTHER SAFETY MEASURES IN ACCORDANCE WITH OSHA GUIDELINES.
3. ROCK SHALL BE REMOVED TO A MINIMUM OF 6-INCH CLEARANCE AROUND THE BOTTOM AND 12-INCH MINIMUM CLEARANCE TO THE SIDES OF PIPE.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — PIPE TRENCHING AND BEDDING – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 1.0



NOTES:
1. UNPAVED AREAS (PREFERRED LOCATION): PLASTIC BROOKS 2200 SERIES WITH 6" EXTENSION OR APPROVED EQUAL.
2. PAVED AREAS (ALTERNATE LOCATION): CAST IRON BINGHAM AND TAYLOR NO. 6015-B OR APPROVED EQUAL. USE 6" OF BRICK AND/OR BLOCK TO INCREASE DEPTH TO 24".
3. LID MUST BE CAST TO ACCEPT AN ITRON, INC. WATER ERT METER MODULE.

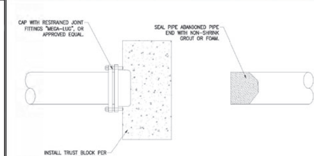
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — METER BOX – 5/8" AND 1" METERS — SCALE: N.T.S. — STANDARD NUMBER: W 6.0



NOTES:
1. CONSULT WITH DEPARTMENT OF PUBLIC WORKS – WATER DIVISION FOR METER LAYING LENGTH.
2. INSTALL WARNING TAPE AND TRACER WIRE WITH SERVICE LATERAL. TERMINATE WIRE IN A LOOP WITHIN METER BOX.
3. BOX SHALL NOT REST ON SERVICE PIPING.
4. COPPERSETTER SHALL BE FORD METER BOX VBB7X-12B-44-XX-NL OR APPROVED EQUAL.
5. BOX SHALL BE FRP TIER 15 RATED BY ARMORCAST OR APPROVED EQUAL.
6. "WATER" TO BE CAST ON TOP OF LID.

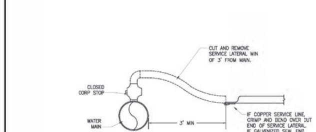
CITY OF CHARLOTTESVILLE — OCTOBER 2015 — CITY STANDARDS — METER BOX 1.5" AND 2" METERS — SCALE: N.T.S. — STANDARD NUMBER: W 6.2

NOTE: THE CURRENT CITY STANDARD 2-INCH METER SETTER IS A MCDONALD 720B712WFFF 775.



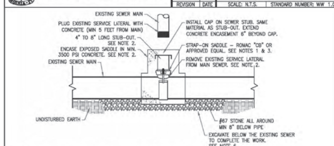
NOTES:
1. PIPE SHALL BE SAW CUT PERPENDICULAR TO PIPE.
2. PROVIDE PLASTIC SHEETING BETWEEN PIPE AND CONCRETE THRUST BLOCK.
3. PRESSURE PIPES SHALL BE CHECKED FOR LEAKS PRIOR TO BACKFILL.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — WATER MAIN ABANDONMENT — SCALE: N.T.S. — STANDARD NUMBER: W 7.0



NOTES:
1. METER TO BE REMOVED BY THE CITY.
2. CORPORATION STOPS SHALL BE COMPLETELY CLOSED AND CHECKED FOR LEAKS. LEAKS SHALL BE REPAIRED PRIOR TO BACKFILL.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SERVICE LATERAL ABANDONMENT — SCALE: N.T.S. — STANDARD NUMBER: W 7.1

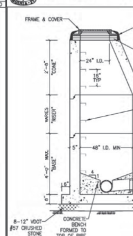


NOTES:
1. REFER TO THIS DETAIL WHEN ABANDONING EXISTING SERVICE LATERALS. SERVICE LATERALS SHALL BE ABANDONED WHEN A NEW LATERAL IS BEING INSTALLED TO SERVE A PROPERTY AND THE NEW LATERA. IS BEING CONNECTED TO THE THE MAIN SEWER AT A DIFFERENT LOCATION, A BUILDING IS BEING DEMOLISHED, OR AS DIRECTED BY UTILITIES ENGINEER. CONTACT PUBLIC UTILITIES (434-970-3800) A MINIUM OF 48 HOURS IN ADVANCE FOR INSPECTION PRIOR TO BACKFILL.
2. TO ABANDON THE EXISTING SERVICE LATERAL AT THE MAIN SEWER, CAREFULLY REMOVE THE LATERAL FROM THE MAIN SEWER, CUT THE EXISTING LATERAL AT LEAST 5 FEET FROM THE MAIN SEWER, PLUG THE REMAINING PIPE END WITH CONCRETE, INSTALL A SADDLE PERNOTE 3 AND 4" TO 8" LONG STUB-OUT. INSTALL A CAP ON THE STUB-OUT AND ENCASE THE SADDLE, STUB-OUT AND CAP IN MIN. 3500 PSI CONCRETE – ENCASEMENT TO EXTEND TO 8" EACH SIDE OF THE LATERAL/SADDLE AND 6" BEYOND THE CAP. BACKFILL AS SPECIFIED.

IF THE EXISTING MAIN SEWER IS DAMAGED DURING THE REMOVAL OF THE EXISTING LATERAL AND THE SADDLE CONNECTION WILL NOT WORK AS DETERMINED BY CITY PERSONNEL, A POINT REPAIR SHALL BE PERFORMED ON THE MAIN SEWER PER DETAIL WW 8.1.

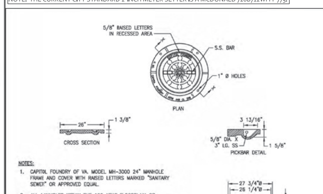
3. SUPPORT THE EXISTING SEWER DURING THIS WORK.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — SEWER LATERAL ABANDONMENT AT MAIN — SCALE: N.T.S. — STANDARD NUMBER: WW 7.2



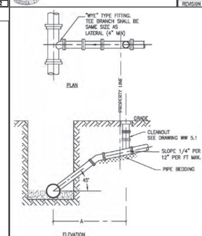
NOTES:
1. ALL JOINTS, LIFT HOLES, INLETS AND OUTLETS SHALL BE GROUTED AND SEALED INSIDE AND OUT.
2. CHANNELS AND MANHOLE "SHELF" TO BE CONSTRUCTED OF 3000 PSI CONCRETE FILL FINISHED SMOOTH WITH STEEL TROWEL. FLOW CHANNELS SHALL BE FORMED TO ALLOW INSERTION OF A ROBOTIC CAMERA.
3. INSIDE OF MANHOLE SHALL BE FACTORY COATED WITH ONE COAT EPOXY COATING, COLOR GRAY. OUTSIDE SHALL RECEIVE ONE COAT COAL TAR EPOXY. MANUAL ON-SITE EXPOXY COATING MAY BE REQUIRED IN SOME SITUATIONS.
4. FOR PRECAST INLETS AND OUTLETS, PIPE TO MANHOLE CONNECTIONS SHALL BE NEOPRENE BOOT WITH STAINLESS STEEL ACCESSORIES.
5. ALL INLET OPENINGS TO EXISTING MANHOLES SHALL BE CORE-DRILLED. ANNULAR SPACE BETWEEN PIPE AND MANHOLE WALL SHALL BE COMPLETELY FILLED WITH NON-SHRINK GROUT.
6. PIPE INLETS WITHIN "CONE" SECTION ARE NOT ACCEPTABLE.
7. PIPES ENTERING MANHOLES SHALL BE ALIGNED WITH CENTER OF MANHOLE BOTTOM.
8. MANHOLE SHALL BE ORDERED WITH MINIMUM GRADE ADJUSTMENT. ORDER BASE, RISER, AND CONE HEIGHTS TO STACK OUT MANHOLE AS CLOSE AS POSSIBLE TO GRADE. MAXIMUM AJUSTMENT SHALL BE 9 INCHES UNLESS APPROVED OTHERWISE.

CITY OF CHARLOTTESVILLE — JAN 2012 — CITY STANDARDS — CONCRETE MANHOLE – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 2.0



NOTES:
1. CAPITOL FOUNDRY OF VA. MODEL MH-3000 24" MANHOLE FRAME AND COVER WITH RAISED LETTERS MARKED "SANITARY SEWER" OR APPROVED EQUAL.
2. ALL MANHOLES WITHIN THE 100-YEAR FLOODPLAIN OR LOCATED IN AREAS SUBJECT TO LOCALIZED FLOODING ARE TO HAVE WATERTIGHT FRAME AND COVER (SEE DETAIL WW 2.5)

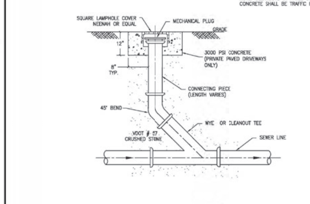
CITY OF CHARLOTTESVILLE — JULY 2011 — CITY STANDARDS — MANHOLE FRAME AND COVER — SCALE: N.T.S. — STANDARD NUMBER: WW 2.4



NOTES:
1. USE DUCTILE IRON PIPE FROM SEWER MAIN TO CLEANOUT IF LESS THAN 3.5 FT. COVER EXISTS.
2. SEWER LATERAL TAPPED INTO EXISTING SEWER MAIN SHALL BE CONNECTED USING A ROMAC PIPE SADDLE (STYLE SB) ,OR APPROVED EQUAL. ALL TAPS SHALL BE CORE-DRILLED.
3. LATERAL SHALL NOT PROTRUDE INTO SEWER MAIN.
4. WHERE THE DISTANCE "A" IS SUCH THAT MORE THAN ONE PIPE JOINT IS REQUIRED AND THE PIPE SLOPE EXCEEDS 20% CONTRACTOR SHALL PROVIDE ANCHORAGE IN ACCORDANCE WITH DRAWING WW 6.0.
5. SEWER LATERAL CONNECTIONS INTO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH DETAIL DRAWINGS WW 2.0, WW 2.1, WW 2.2, OR WW 2.3 AS APPLICABLE.
6. IF MAIN LINE IS LINED, SEE DETAIL WW 5.2.

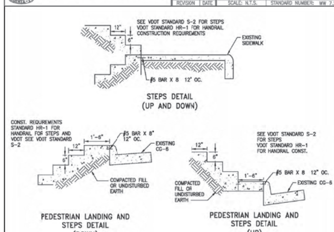
CITY OF CHARLOTTESVILLE — JAN 2011 — CITY STANDARDS — SEWER LATERAL CONNECTION – TYPICAL — SCALE: N.T.S. — STANDARD NUMBER: WW 5.0

NOTE: CLEANOUTS IN PAVED OR CONCRETE SHALL BE TRAFFIC RATED.

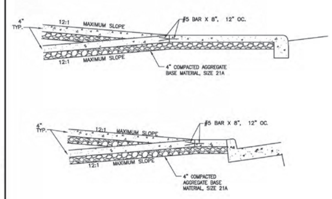


NOTE: CLEANOUT TO BE SAME SIZE AND MATERIAL AS SEWER LINE.

CITY OF CHARLOTTESVILLE — JAN 2011 — CITY STANDARDS — CLEANOUT DETAIL — SCALE: N.T.S. — STANDARD NUMBER: WW 5.1

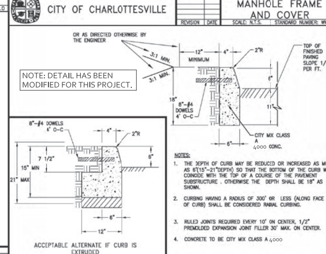


CITY OF CHARLOTTESVILLE — CITY STANDARDS — STEP CONNECTIONS — SCALE: N.T.S. — STANDARD NUMBER: SC-1



CITY OF CHARLOTTESVILLE — CITY STANDARDS — ENTRANCE WALK ADJUSTMENTS — SCALE: N.T.S. — STANDARD NUMBER: EWA-1

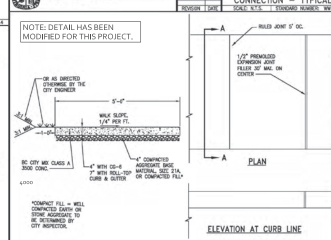
NOTE: DETAIL HAS BEEN MODIFIED FOR THIS PROJECT.



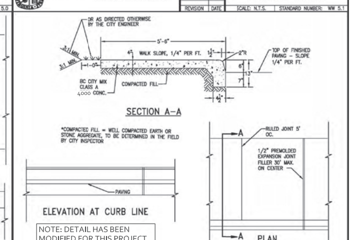
NOTES:
1. THE DEPTH OF CURB MAY BE REDUCED OR INCREASED AS MUCH AS 6"(15"-21"DEPTH) SO THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE . OTHERWISE THE DEPTH SHALL BE 18" AS SHOWN.
2. CURBING HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE CONSIDERED RADIAL CURBING.
3. RULED JOINTS REQUIRED EVERY 10' ON CENTER, 1/2" PREMOLDED EXPANSION JOINT FILLER 30' MAX. ON CENTER.
4. CONCRETE TO BE CITY MIX CLASS A 4000

CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD CURBING — SCALE: N.T.S. — STANDARD NUMBER: CG-2

NOTE: DETAIL HAS BEEN MODIFIED FOR THIS PROJECT.

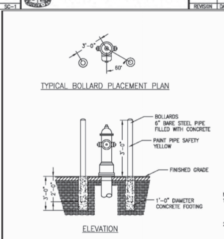


CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD SIDEWALK WITHOUT CURB — SCALE: N.T.S. — STANDARD NUMBER: SW-1



NOTE: DETAIL HAS BEEN MODIFIED FOR THIS PROJECT.

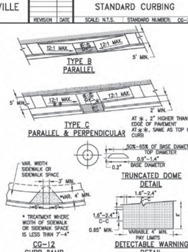
CITY OF CHARLOTTESVILLE — CITY STANDARDS — STANDARD SIDEWALK MONOLITHIC WITH CURB — SCALE: N.T.S. — STANDARD NUMBER: SW-2



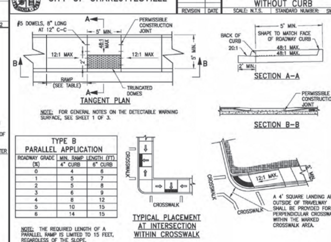
NOTES:
1. QUANTITY AND PLACEMENT OF BOLLARDS TO BE DETERMINED BY PLANS OR FIELD INSPECTION BY UTILITIES DEPARTMENT OR FIRE MARSHALL.
2. CONCRETE TO BE CLASS A3.

CITY OF CHARLOTTESVILLE — JUN 2012 — CITY STANDARDS — FIRE HYDRANT BOLLARDS — SCALE: N.T.S. — STANDARD NUMBER: W 3.1

GENERAL NOTES:
1. DETECTABLE WARNING TO BE PRE-FORMED PLASTIC INSERT WITH SLIP RESISTANT SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF TRAVEL.
2. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES. TRUNCATED DOMES TO BE STAMPED IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE YELLOW.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1 1/2".
6. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
7. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE RAMP IS PLACED IN THE CURB RETURN RADIUS IT SHALL BE 7" THICK.
8. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.



CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE GENERAL NOTES (SHEET 1 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12

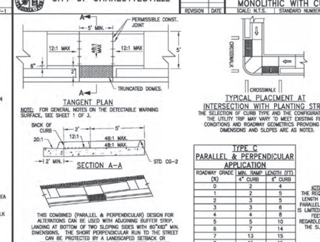


NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

TYPE B PARALLEL APPLICATION		
ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT) 4" CURB	6" CURB
0	4	6
1	5	7
2	5	8
3	6	9
4	8	12
5	10	15
6	14	15

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE TYPE B (SHEET 2 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12



NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 3.

THE SELECTION OF CURB TYPE AND THE CONFIGURATION OF THE UTILITY TRIP MAY VARY TO MEET EXISTING FIELD CONDITIONS AND ROADWAY GEOMETRICS PROVIDING THE DIMENSIONS AND SLOPES ARE AS NOTED.

THIS COMBINED (PARALLEL & PERPENDICULAR) DESIGN FOR ALTERATIONS CAN BE USED WITH ADJOINING BUFFER STRIP. LANDING AT BOTTOM OF TWO SLOPING SIDES WITH 60"X60" MIN. DIMENSIONS. THE SHORT PERPENDICULAR RUN TO THE STREET CAN BE PROTECTED BY A LANDSCAPED SETBACK OR CONNECTED TO THE SIDEWALK WITH A WARPED SURFACE.

TYPE C PARALLEL & PERPENDICULAR APPLICATION		
ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT) 4" CURB	6" CURB
0	2	4
1	2	5
2	3	5
3	3	6
4	4	8
5	5	10
6	7	14
7	13	15
8	15	15

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY OF CHARLOTTESVILLE — CITY STANDARDS — CG-12 DETECTABLE WARNING SURFACE TYPE C (SHEET 3 OF 3) — SCALE: N.T.S. — STANDARD NUMBER: CG-12

COMMONWEALTH OF VIRGINIA — SCOTT R. COLLINS — No. 35791 — 1/16/23 — PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

COLLINS ENGINEERING

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

HILLSDALE PLACE - FINAL SITE PLAN

NOTES & DETAILS

PROJECT — SHEET — JOB NO. 202188 — SCALE N/A — SHEET NO. 21

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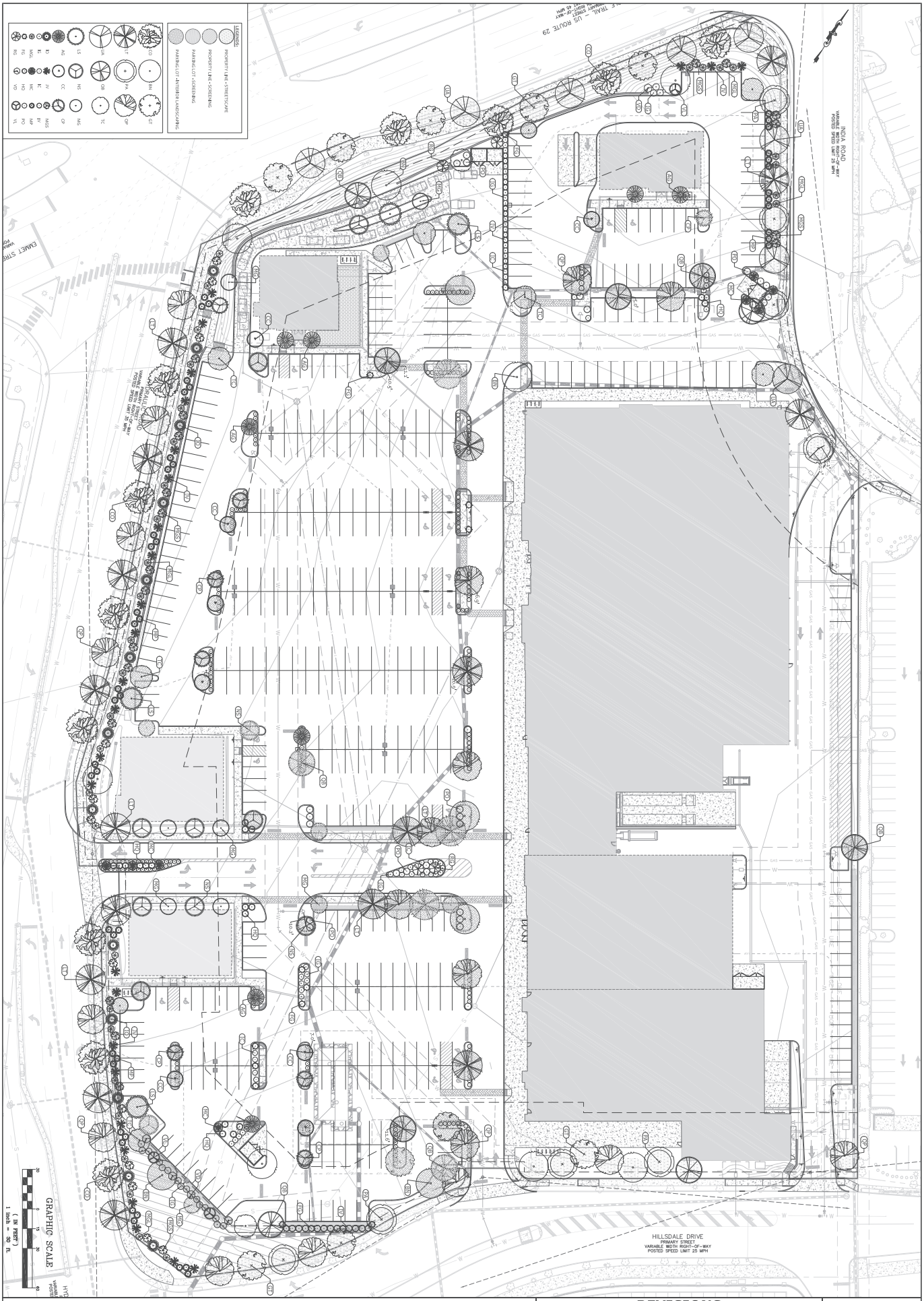

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HILLSDALE PLACE - FINAL SITE PLAN

LANDSCAPING PLAN

PROJECT	
JOB NO.	202188
SCALE	1" = 30'
SHEET	
SHEET NO.	22

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN

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SCOTT K. COLLINS
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PROFESSIONAL ENGINEER
3/30/23

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LANDSCAPING CALCULATIONS

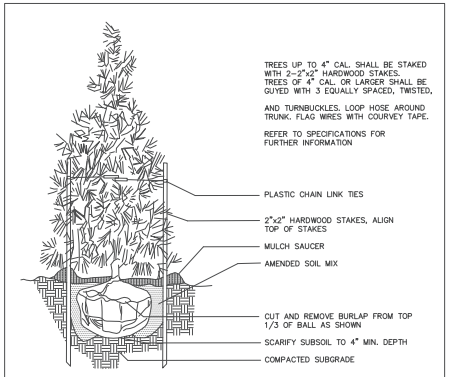
SITE TREE COVERAGE		
REQUIREMENT: CANOPY COVER AT 10 YEARS EQUALS OR IS GREATER THAN 10% OF GROSS SITE AREA		
GROSS SITE AREA		443,614 SF
TOTAL TREE CANOPY REQUIRED		44,364 SF
EXISTING TREE CANOPY TO REMAIN		0 SF
PROPOSED TREE CANOPY WITH THIS PLAN		51,749 SF
TOTAL TREE CANOPY PROVIDED		51,749 SF
STREETSCAPE TREES		
REQUIREMENT: 1 LARGE TREE PER 40 FEET OF PUBLIC ROAD FRONTAGE OR 1 MEDIUM TREE PER 25 FEET OF PUBLIC ROAD FRONTAGE		
SEMINOLE TRAIL		437 LINEAR FEET
	LANDSCAPING REQUIRED	11 LARGE TREES OR 17 MEDIUM TREES
	LANDSCAPING PROPOSED	14 LARGE TREES
HYDRAULIC ROAD		744 LINEAR FEET
	LANDSCAPING REQUIRED	19 LARGE TREES OR 30 MEDIUM TREES
	LANDSCAPING PROPOSED	20 LARGE TREES
HILLSDALE DRIVE		463 LINEAR FEET
	LANDSCAPING REQUIRED	11 LARGE TREES OR 18 MEDIUM TREES
	LANDSCAPING PROPOSED	11 LARGE TREES
INDIA ROAD		205 LINEAR FEET
	LANDSCAPING REQUIRED	5 LARGE TREES OR 8 MEDIUM TREES
	LANDSCAPING PROPOSED	10 LARGE TREES
PARKING LOTS - SCREENING		
REQUIREMENT: A CONTINUOUS LANDSCAPE BUFFER 10' IN WIDTH & 3 STREET PLANTINGS FOR EVERY 15' OF ROAD FRONTAGE		
PARKING AREA ALONG SEMINOLE TRAIL		45 LINEAR FEET
	LANDSCAPING REQUIRED	9 STREET PLANTINGS
	LANDSCAPING PROPOSED	3 TREES & 6 SHRUBS
PARKING AREA ALONG HYDRAULIC ROAD		354 LINEAR FEET
	LANDSCAPING REQUIRED	71 STREET PLANTINGS
	LANDSCAPING PROPOSED	22 TREES & 49 SHRUBS
PARKING AREA ALONG HILLSDALE DRIVE		45 LINEAR FEET
	LANDSCAPING REQUIRED	9 STREET PLANTINGS
	LANDSCAPING PROPOSED	13 SHRUBS
PARKING AREA ALONG INDIA ROAD		127 LINEAR FEET
	LANDSCAPING REQUIRED	25 STREET PLANTINGS
	LANDSCAPING PROPOSED	6 TREES & 20 SHRUBS
PARKING LOTS - INTERIOR LANDSCAPING		
REQUIREMENT: 5% OF THE GROSS AREA OF A PARKING LOT SHALL BE LANDSCAPED AND AT LEAST 1 TREE & 3 SHRUBS PER 8 PARKING SPACES		
PARKING AREA		188,435 SF
	LANDSCAPING REQUIRED	9,422 SF
	LANDSCAPING PROPOSED	17,948 SF
NUMBER OF PARKING SPACES		450 SPACES
	LANDSCAPING REQUIRED	56 TREES & 169 SHRUBS
	LANDSCAPING PROPOSED	72 TREES & 280 SHRUBS

PLANT SCHEDULE

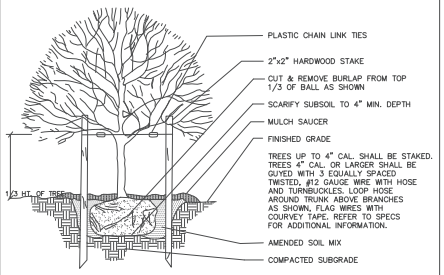
SYM	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY	STREET & PROPERTY LINE LANDSCAPING	SCREENING LANDSCAPING	INTERIOR PARKING LANDSCAPING	ENTIRE SITE QUANTITY	TOTAL COVERAGE
SHADE TREES									
BN	BETULA NIGRA 'HERITAGE'	RIVER BIRCH	2" CAL	397			5	12	4764
CO	CELTIS OCCIDENTALIS	HACKBERRY	2" CAL	572	12			12	6864
GT	GLEDITSIA TRIANCANTHOS	THORNLESS COMMON HONEYLOCUST	2" CAL	424	8		2	10	4240
LS	LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA'	ROTUNDILOBA SWEETGUM	2" CAL	206			3	5	1030
LT	LIRIODENDRON TULIPIFERA	TULIP POPLAR	2" CAL	387	10		7	19	7353
MG	METASEQUOIA GLYPTOSTROBOI	DAWN REDWOOD	2" CAL	60			8	14	840
NS	NYSSA SYLVATICA	BLACKGUM	2" CAL	123			6	11	1353
PA	PLANTANUS X ACERIFOLIA 'BLOODGOOD	LONDON PLANETREE	2" CAL	368	8			8	2944
QB	QUERCUS BICOLOR	SWAMP WHITE OAK	2" CAL	299	1		7	11	3289
QP	QUERCUS PHELLOS	WILLOW OAK	2" CAL	370	11		9	20	7400
TC	TILIA CORDATA	LITTLELEAF LINDEN	2" CAL	249			7	9	2241
UA	ULMUS AMERICANA 'JEFFERSON'	AMERICAN JEFFERSON ELM	2" CAL	397	8		8	9	3573
ORNAMENTAL TREES									
AG	AMELANCHIER X GRANDIFLORA	SERVICEBERRY	6-7' HT	130			4	8	1040
CC	CERCIS CANADENSIS	EASTERN REDBUD	6-7' HT	124			7	8	992
CP	CORNUS FLORIDA 'CHEROKEE PRINCESS'	CHEROKEE PRINCESS DOGWOOD	6-7' HT	124			7	8	992
EVERGREEN TREES									
IO	ILEX OPACA	AMERICAN HOLLY	4-5' HT	56		8		13	728
JV	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	4-5' HT	16		16		27	432
MGS	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	4-5' HT	54		19		31	1674
EVERGREEN SHRUBS									
IG	ILEX GLABRA	INKBERRY HOLLY	24" HT	23				188	
IC	ILEX CORNUTA	BURFORD HOLLY	24" HT	14				129	
IV	ILEX VERTICILLATA 'RED SPRITE'	WINTERBERRY HOLLY	24" HT	23		10		20	
MGL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	24" HT	28		21		33	
MC	MYRICA CERIFERA	SOUTHERN WAXMYRTLE	24" HT	44				8	
MP	MYRICA PENSLYVANICA	NORTHERN BAYBERRY	24" HT	18		30		48	
DECIDUOUS SHRUBS									
FG	FOTHERGILLA GARDENII	DWARF FOTHERGILLA	24" HT	3		6		17	
HQ	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	24" HT	16				18	
PO	PHYSOCARPUS OPULIFOLIUS	DART'S GOLDEN NINEBARK	24" HT	20				28	
RG	RHUS GLABRA	SMOOTH SUMAC	24" HT	64				4	
VD	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	24" HT	31				5	
VL	VIBURNUM LENTAGO	NANNYBERRY VIBURNUM	24" HT	64				3	
			TOTAL:				19976		51749

LANDSCAPING GENERAL NOTES:

1. CONTRACTOR TO USE EXTREME CARE AND CAUTION AS NOT TO DAMAGE ANY TREES SCHEDULED TO 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.
3. CONTRACTOR TO MONITOR TREES FOR STRESS AND/OR DAMAGE AND ADVISE LA AND TREE ARBORIST IF ANY OCCUR.
4. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT AND/OR TREE ARBORIST 48-HOURS IN ADVANCEOF 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.
5. 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
6. LANDSCAPE ARCHITECT AND TREE ARBORIST PRIOR TO COMMENCING ANY SUCH WORK WITHIN DESIGNATED TREE PROTECTION AREAS OR WITHIN EXISTING DRIPLINES.
7. ALL PLANTS HAVING A QUANTITY GREATER THAN ONE(1) SHALL BE MATCHED AND SUPPLIED FROM THE SAME SOURCE (PER SPECIES).
8. 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.
9. 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.
10. PLANT LOCATIONS TO BE REEVALUATED AND REVISED, IF NECESSARY, AFTER FINISHED GRADING.
11. 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.
12. CONTRACTOR TO VERIFY ALL QUANTITIES BETWEEN PLAN AND PLANT LIST AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT IMMEDIATELY PRIOR TO ORDERING.
13. ANY STREET TREE WITHIN THE PUBLIC RIGHT OF WAY SHALL BE MAINTAINED BY THE APARTMENT COMPLEX.
14. 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.
15. 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.
16. NO TREES TO BE MAINTAINED BY THE CITY OF CHARLOTTESVILLE.
17. 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.
18. FIRE HYDRANTS, FIRE PUMP TEST HEADERS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION SYSTEM CONTROL VALVES SHALL REMAIN CLEAN & UNOBSTRUCTED BY LANDSCAPING, PARKING AND OTHER OBJECTS. LANDSCAPING IN THESE VICINITIES SHALL NOT ENCROACH WITHIN A FIVE (5) FOOT RADIUS OF MATURITY.



Evergreen Tree Planting Detail
Not To Scale



Tree Planting and Staking Detail
Not To Scale

City of Charlottesville
Best Management Practices for Tree Preservation....

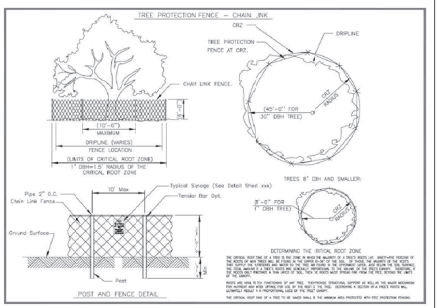


Figure 3.2: Tree Protection Fence

SCOTT R. COLLINS
COMMONWEALTH OF VIRGINIA
No. 35791
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

LANDSCAPING NOTES & DETAILS

PROJECT
SHEET
JOB NO. 202188
SCALE 1" = 30'
SHEET NO. 23

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PHASE I EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. CONTRACTOR SHALL NOTIFY THE CHARLOTTESVILLE CITY NEIGHBORHOOD DEVELOPMENT SERVICE DEPARTMENT TO SCHEDULE A PRE-CONSTRUCTION MEETING.
2. PRIOR TO LAND DISTURBANCE, THE LIMITS OF DISTURBANCE SHALL BE FLAGGED AND THE APPROVED CITY OF CHARLOTTESVILLE TREE PROTECTION AND SAFETY FENCING SHALL BE INSTALLED ALONG THESE LIMITS, AS SHOWN IN THE PHASE I E&S PLAN. THE TREE PROTECTION AND SAFETY FENCING ALONG THE PERIMETER OF THE SITE SHALL BE IMMOVABLE CHAIN-LINK CONSTRUCTION FENCING, AS SHOWN.
3. INSTALL THE PERIMETER SILT FENCE AND SILT FENCE WITH WIRE BACKING AS SHOWN.
4. CONTRACTOR SHALL ALSO INSTALL INLET PROTECTION ON ALL EXISTING INLETS WITHIN THE LIMITS OF DISTURBANCE. THESE INLET PROTECTIONS SHALL REMAIN UNTIL THE STORM SEWER IS DEMOLISHED AND DISCONNECTED FROM THE DOWNSTREAM STR. EX-9, WHICH WILL OCCUR LATER IN ESC PHASE I. ALTERNATIVELY, THE CONTRACTOR MAY ELECT TO BLOCK THE SITE's INLETS. THIS IS APPLICABLE TO ALL INLETS LOCATED ONSITE, WITHIN THE LIMITS OF DISTURBANCE.
5. NOTE, THE PERIMETER SILT FENCE, SAFETY FENCING, AND INLET PROTECTION MUST BE INSTALLED PRIOR TO MOVING FORWARD WITH THE NEXT STEPS OF CONSTRUCTION. NO EROSION CONTROL MEASURES MAY BE REMOVED DURING THE CONSTRUCTION PROCESS WITHOUT THE APPROVAL FROM THE CITY OF CHARLOTTESVILLE EROSION & SEDIMENT CONTROL INSPECTOR ON THE PROJECT (TYPICAL).
6. SAW CUT AND REMOVE THE ASPHALT FROM THE LOCATION OF THE CONSTRUCTION ENTRANCE, STAGING AREA OF THE SITE, AND SEDIMENT TRAP #1. INSTALL THE GRAVEL CONSTRUCTION ENTRANCE, GRAVEL STAGING AREA AND THE SMALL SEDIMENT TRAP USED TO CAPTURE RUNOFF FROM WASHING OF CONSTRUCTION VEHICLES AT THE CONSTRUCTION ENTRANCE, AS SHOWN ON THE PHASE I E&S PLAN SHEET. THE CONTRACTOR SHALL ALSO INSTALL THE RIGHT OF WAY DIVERSION OVER THE PROPOSED CONSTRUCTION ENTRANCE. THE CONSTRUCTION ENTRANCE SHALL BE INSTALLED WHERE THE CONSTRUCTION VEHICLE ROUTES INTERSECT THE PAVED PUBLIC ROADS, AND PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY (VEHICULAR) TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTING TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. ALL OTHER ENTRANCES TO THE SITE FROM CITY STREETS SHALL BE BARRICADED (CLOSED TO TRAFFIC).
7. INSTALL SEDIMENT TRAP #1, WHICH IS BELOW THE CONSTRUCTION ENTRANCE AND STAGING AREA. THE CONTRACTOR SHALL ENSURE THAT THE CONSTRUCTION ENTRANCE ULTIMATELY DRAINS TO SEDIMENT TRAP #1. SEDIMENT TRAP #1 SHALL HANDLE THE RUNOFF FROM WASHING THE CONSTRUCTION VEHICLES DURING CONSTRUCTION IN THE EVENT OF AN OVERFLOW FROM THE CONSTRUCTION ENTRANCE SEDIMENT TRAP. SEDIMENT TRAP #1 WILL ALSO ACCEPT RUN-OFF FROM THE STAGING AREA AND ANY ADDITIONAL OVERLAND RUNOFF DRAINING TO IT.
8. ONCE SEDIMENT TRAP #1 IS INSTALLED, THE CONTRACTOR SHALL INSTALL DIVERSION DIKES #1A & 1B. THESE DIVERSION DIKES WILL DIRECT RUN-OFF FROM THE SITE TO SEDIMENT TRAP#1, AS SHOWN ON THE PHASE I SHEET. THE DIVERSION DIKES SHALL BE STABILIZED IN ACCORDANCE WITH THE DESIGN DETAIL.
9. SAW CUT AND REMOVE THE ASPHALT WITHIN THE LIMITS OF DISTURBANCE, AS SHOWN ON THE E&S PHASE I PLAN, IN THE IMMEDIATE VICINITY OF SEDIMENT BASIN #1 AND ITS OUTFALL. REMOVE THE EXISTING UTILITIES WITHIN THESE AREAS, AS SHOWN. THIS INCLUDES THE REMOVAL OF PORTIONS OF THE EXISTING STORM FOR BASIN #1. AT THIS TIME THE SITE's STORM SEWER WILL BE DISCONNECTED FROM STR. EX-9.
10. ONCE THE E&S PHASE I UTILITIES HAVE BEEN REMOVED FROM THE AFOREMENTIONED AREAS, THE CONTRACTOR SHALL START THE CONSTRUCTION OF SEDIMENT BASIN #1 AND THE PORTION OF THE STORM SEWER SYSTEM USED TO OUTFALL IT (THE TEMPORARY RISER AND PERMANENT STRUCTURES 1-5). THE CONTRACTOR SHALL INSTALL A TEMPORARY RISER FOR BASIN #1 THAT WILL DISCHARGE INTO STRUCTURE 5, AS SHOWN IN THE PHASE I E&S PLAN SHEET. THIS WILL BE THE PERMANENT ALIGNMENT OF THE STORM SEWER FOR THE PROJECT AND WILL ALSO BE USED DURING THE E&S PHASES TO CHANNEL THE CLEAN WATER RUN-OFF FROM THE SEDIMENT BASIN TO THE EXISTING STORM SEWER SYSTEM. THE CONTRACTOR SHALL EXCAVATE THE SEDIMENT BASIN IN CONJUNCTION WITH THE INSTALLATION OF THE STORM SEWER OUTFALL. SEE THIS PLAN SET AND SHEETS 14 & 33 FOR THE DESIGN OF THE RISER AND SEDIMENT BASIN #1. THE DISTURBED AREA AROUND THE SEDIMENT BASIN SHALL BE STABILIZED WITH BLANKET MATTING. ANY EXCAVATED MATERIAL SHALL BE STOCKPILED UPLAND OF THE SEDIMENT BASIN AND SEDIMENT TRAP, OR HAULED OFF TO AN APPROVED DUMP SITE.
11. THE CONTRACTOR SHALL INSTALL (2) SEDIMENT ACCUMULATION MEASURING STICKS IN THE SEDIMENT BASIN. THE MEASURING STICKS SHALL BE CONSPICUOUSLY MARKED AND CLEARLY VISIBLE, INDICATING WHEN THE SEDIMENT HAS EXCEEDED THE CLEAN-OUT ELEVATION IN THE SEDIMENT BASIN SO THE SEDIMENTATION IN THE BASIN MAY BE MONITORED AND THE BASIN CAN BE CLEANED OUT.
12. SILT FENCE WITH WIRE BACKING AND SILT FENCE BREAKS SHALL BE INSTALLED ALONG THE EASTERN PROPERTY LINE, PARALLELING THE REAR DRIVE AISLE. SILT FENCE BREAKS SHALL BE SPACED EVENLY EVERY 100' BE INSTALLED PER THE SILT FENCE BREAK DETAIL ON SHEET 25. THE SILT FENCE AND SILT FENCE BREAKS WILL BE LOCATED, AS SHOWN ON THE ESC PHASE I PLANS, DOWNGRADE FROM THE EXISTING REAR ALLEY.
13. THE CONTRACTOR SHALL THEN INSTALL ANY REMAINING EROSION CONTROL ITEMS SHOWN ON THE PHASE I PLAN SHEET. THE PERIMETER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP WITH ANY LAND DISTURBANCE ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE. ALL EARTHEN DAMS AND EARTHEN STRUCTURES SHALL BE STABILIZED WITH THE INSTALLATION OF THE EROSION AND SEDIMENT CONTROL STRUCTURE. STABILIZATION OF THESE FEATURES SHALL BE PART OF THE INSTALLATION OF THE PERIMETER MEASURES.
14. ONCE ALL THE PHASE I EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, DRAINAGE IS CONVEYED TO THESE MEASURES, AND THE CITY E&S INSPECTOR HAS GRANTED APPROVAL, THE CONTRACTOR CAN BEGIN DEMOLITION OF THE EXISTING BUILDING, PORTIONS OF THE ASPHALT PARKING AREAS, THE REMAINING EXISTING UTILITIES, PORTIONS OF THE STORM SEWER AND SAW CUTS AT THE ENTRANCES/EXITS TO HILLSDALE DRIVE, HYDRAULIC ROAD AND ROUTE 29 AS SHOWN ON THE PHASE I E&S CONTROL PLAN. BARRICADES AND SAFETY FENCING SHALL BE MAINTAINED AT THE ENTRANCES AND EXITS TO HILLSDALE DRIVE, ROUTE 29 AND INDIA ROAD. THE CONTRACTOR SHALL ALSO REMOVE THE CONCRETE CURBING, SIDEWALK, LIGHTING, MECHANICAL EQUIPMENT AND LANDSCAPING AS SHOWN ON THE PHASE I PLAN. NOTE, ONLY A PORTION OF THE LARGE EXISTING BUILDING, FORMERLY OCCUPIED BY K-MART AND GOLD's GYM, IS PROPOSED TO BE DEMOLISHED. THE AREAS OF THIS BUILDING's DEMOLITION ARE SHOWN ON THE PHASE I PLAN. THE REMAINING PORTIONS OF THE BUILDING ARE TO REMAIN FOR THE CONSTRUCTION OF THE NEW BUILDING #1. SIMILARLY THE EXISTING STORM SEWER RUNNING THROUGH THE SITE IN THE REAR DRIVE AISLE BEHIND THIS LARGE BUILDING, AS SHOWN AND LABELED ON ESC PHASE I, WILL REMAIN AT THIS TIME DIRECTING RUNOFF THROUGH THE SITE WHILE DEMOLITION OCCURS. THE EXISTING RETAINING WALL IMMEDIATELY ADJACENT TO INDIA ROAD SHALL ALSO REMAIN IN E&S PHASE I.
15. WITH THE COMPLETION OF THE EROSION CONTROL ITEMS ON THE PHASE I PLAN SHEET, THE DEMOLITION OF THE EXISTING BUILDING (EXCLUDING PORTIONS OF THE LARGE EXISTING BUILDING BEING USED FOR PROPOSED BUILDING #1), SELECT PORTIONS OF THE PARKING LOT ASPHALT, CONCRETE CURBING, CONCRETE SIDEWALK, LIGHTING, MECHANICAL EQUIPMENT AND LANDSCAPING, THE CONTRACTOR MAY PROCEED TO PHASE II. NOTE, THE CITY OF CHARLOTTESVILLE E&S INSPECTOR MUST REVIEW THE CONDITIONS OF THE SITE AND PROVIDE AUTHORIZATION TO THE CONTRACTOR, PRIOR TO MOVING TO PHASE II CONSTRUCTION.

PHASE II EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. THE CONTRACTOR SHALL BEGIN PHASE II CONSTRUCTION BY INSTALLING DIVERSION DIKE #2. THIS DIVERSION DIKE WILL DIRECT RUN-OFF FROM THE SITE TO SEDIMENT BASIN #1, AS SHOWN. DIVERSION DIKE #2, IN CONJUNCTION WITH THE SEDIMENT BASIN AND THE SILT FENCE/SILT FENCE BREAKS INSTALLED IN PHASE I, WILL PROTECT HILLSDALE DRIVE FROM SEDIMENT DEPOSITION. THE DIVERSION DIKE #2 SHALL BE STABILIZED IN ACCORDANCE WITH THE DESIGN DETAIL. SILT FENCE WITH WIRE BACKING INSTALLED IN ESC PHASE I, DOWNGRADIENT FROM DIVERSION DIKE #2 AND SEDIMENT BASIN #1, WILL ALSO PROTECT HILLSDALE DRIVE.
2. INDIA ROAD IS UPSTREAM FROM THE PROPOSED DEVELOPMENT AND ITS ELEVATED POSITION WILL PROTECT IT FROM SEDIMENT DEPOSITION ASSOCIATED WITH THIS PROJECT. CONTRACTOR SHALL INSTALL A 6" ASPHALT DIVERSION BERM ALONG THE ROADWAY TO DIVERT RUN-OFF DOWN INDIA ROAD, BYPASSING THE SITE. THE EXISTING INLETS ALONG INDIA ROAD AT THIS ENTRANCE SHALL BE BLOCKED OFF DURING CONSTRUCTION. THIS WILL ENSURE INDIA ROAD's RUNOFF CONTINUES TO FLOW DOWN INDIA ROAD AND AWAY FROM THE SITE. IN ADDITION, ALL INLETS WITHIN THE DISTURBED AREA SHALL BE BLOCKED OFF TO KEEP RUNOFF FROM BYPASSING THE E&S MEASURES.
3. THE EXISTING PARKING LOT's PAVEMENT SHALL REMAIN IN PLACE IN SELECT LOCATIONS, AS SHOWN ON THE ESC PHASE II PLAN. THESE LOCATIONS WILL BE MILLED AND OVERLAID LATER IN ESC PHASE VI. UNTIL THE TIMING OF THE NEW ASPHALT APPLICATION IN PHASE VI, THE EXISTING PAVEMENT WILL SERVE AS AN EROSION CONTROL MEASURE.
4. AFTER DIVERSION DIKE #2 IS DIRECTING ITS RUN-OFF TO SEDIMENT BASIN #1, AS SHOWN, THE CONTRACTOR WILL COMPLETE ANY REMAINING PROPOSED DEMOLITION. THIS IS INCLUSIVE OF THE STORM SEWER PARALLELING THE EASTERN PROPERTY LINE, AS SHOWN ON THE PHASE II PLANS. THE CONTRACTOR SHALL SAW CUT THE SERVICE AISLE, AS SHOWN ON E&S PHASE II PLAN, SEPARATING THE SITE'S CONSTRUCTION ACTIVITIES FROM INDIA ROAD. WITH THIS, THE ASPHALT IN HILLSDALE DRIVE, ROUTE 29, HYDRAULIC ROAD AND INDIA ROAD WILL NOW ALL BE SEPARATED FROM THE CONSTRUCTION SITE. SAFETY FENCING GATES SHALL BE MAINTAINED AT THE ENTRANCES AND EXITS TO HILLSDALE DRIVE, ROUTE 29 AND HYDRAULIC ROAD.
5. IMMEDIATELY FOLLOWING THE PAVEMENT'S SAW CUTTING ADJACENT TO INDIA ROAD, THE CONTRACTOR SHALL REMOVE THE ONSITE RETAINING WALL. AFTER THE WALL'S REMOVAL, THE CONTRACTOR SHALL IMMEDIATELY BACKFILL THE AREA WITH COMPACTED STRUCTURAL FILL. COMPACTED FILL SHALL BE OVERSEEN AND APPROVED BY A GEOTECHNICAL ENGINEER. THE BACKFILLING OF THIS AREA SHALL OCCUR WITHIN A 48-HOUR WINDOW OF WHEN THE WALL IS REMOVED, AND WHEN PRECIPITATION IS NOT FORECASTED.
6. THE CONTRACTOR SHALL THEN INSTALL ANY REMAINING EROSION CONTROL ITEMS SHOWN ON THE PHASE II PLAN SHEET. THE PERIMETER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP WITH ANY LAND DISTURBANCE ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE. ALL EARTHEN DAMS AND EARTHEN STRUCTURES SHALL BE STABILIZED WITH THE INSTALLATION OF THE EROSION AND SEDIMENT CONTROL STRUCTURE. STABILIZATION OF THESE FEATURES SHALL BE PART OF THE INSTALLATION OF THE PERIMETER MEASURES.
7. ONCE ALL THE PHASE II EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, DRAINAGE IS CONVEYED TO THESE MEASURES, AND THE CITY E&S INSPECTOR HAS GRANTED APPROVAL, THE CONTRACTOR CAN PROCEED TO E&S PHASE III.

PHASE III EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. PHASE III CONSTRUCTION SHALL BEGIN WITH THE ROUGH GRADING OF THE SITE, AS SHOWN ON THE PHASE III E&S PLAN. THE SITE'S RUNOFF WILL CONTINUE TO SURFACE FLOW TO SEDIMENT BASIN #1 AND SEDIMENT TRAP #1. A PORTION OF THE PROPOSED GAS LINE IN THE REAR OF THE SITE SHALL BE INSTALLED DURING THIS PHASE AND THE CONTRACTOR SHALL MINIMIZE ANY DISRUPTION OF SERVICE TO 2036 INDIA ROAD.
2. THE CONTRACTOR CAN BEGIN BUILDING CONSTRUCTION IN ESC PHASE III. THE BUILDING CONSTRUCTION WILL BE ON A SEPARATE PATH FROM THE SITE's CONSTRUCTION AND BUILDING CONSTRUCTION CAN OCCUR AT ANY TIME AFTER THE PHASE II SEQUENCE OF CONSTRUCTION IS COMPLETE. THIS IS ESPECIALLY TRUE FOR BUILDING #1, WHERE IT IS ALREADY AT FINISHED GRADE. THE EXISTING ASPHALT AREAS NOT DEMOLISHED IN PHASE I AND II CAN BE USED AS A STAGING AREA.
3. AS THE CONTRACTOR INSTALLS THE STEEPER GRADES PARALLELING SEMINOLE TRAIL AND HYDRAULIC ROAD, BLANKET MATTING AND PERMANENT STABILIZATION SHALL BE APPLIED TO THESE AREAS.
4. DUST CONTROL SHALL BE UTILIZED THROUGHOUT ALL PHASES OF CONSTRUCTION, AS NECESSARY, TO CONTROL THE DUST LEAVING THE SITE DURING CONSTRUCTION.
5. TEMPORARY SEEDING SHALL BE INSTALLED TO THE DENUDED AREAS OF THE SITE WITHIN 7 DAYS AFTER LAND DISTURBING ACTIVITY ON THAT PORTION OF THE SITE.
6. THE CONTRACTOR SHALL CONTINUE TO MONITOR THE PERIMETER EROSION CONTROL MEASURES, SEDIMENT BASIN #1 AND TRAP #1 AND OUTLET PROTECTION. WEEKLY MAINTENANCE AND INSPECTIONS SHALL BE PERFORMED ON THESE ITEMS, AS OUTLINED ON THE PLAN SHEETS.
7. THE CONTRACTOR SHALL INSTALL ANY REMAINING EROSION CONTROL ITEMS SHOWN ON THE PHASE III PLAN SHEET.
8. ONCE ALL THE PHASE III EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, DRAINAGE IS CONVEYED TO THESE MEASURES, AND THE CITY E&S INSPECTOR HAS GRANTED APPROVAL, THE CONTRACTOR CAN PROCEED TO E&S PHASE IV.

PHASE IV EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. IN E&S PHASE IV THE CONTRACTOR SHALL CONTINUE TO ROUGH GRADE THE SITE. ROUGH GRADING OF THE SITE SHALL CONTINUE THROUGH THE SEQUENCE OF THE UTILITY INSTALLATION.
2. AS ROUGH GRADES ARE ACHIEVED ON THE NORTH SIDE OF THE SITE ABUTTING SEMINOLE TRAIL, THE CONTRACTOR SHALL INSTALL THE RETAINING WALLS, AS SHOWN ON THE PHASE IV E&S PLAN. BLANKET MATTING SHALL BE APPLIED TO THESE STEEPER GRADES, AS WELL AS THE STEEPER GRADES PARALLELING HYDRAULIC ROAD.
3. WHEN BUILDING CONSTRUCTION IS UNDERWAY, THE BUILDING SITES SHALL BE WRAPPED IN SILT FENCE. THIS IS APPLICABLE TO BUILDINGS 1, 2 AND 3.
4. NOTE, THE SILT FENCE AND SILT FENCE BREAKS PREVIOUSLY INSTALLED SHALL REMAIN IN PLACE THROUGHOUT THE EARLY STAGES OF ESC PHASE IV.
5. AS THE ROUGH GRADES APPROACH TEMPORARY SEDIMENT TRAP #1, THE CONTRACTOR SHALL INSTALL DIVERSION DIKE #3. THIS DIVERSION DIKE WILL DIRECT RUN-OFF FROM THE SITE TO SEDIMENT BASIN #1, AS SHOWN ON THE PHASE IV SHEET. THE DIVERSION DIKE SHALL BE STABILIZED IN ACCORDANCE WITH THE DESIGN DETAIL.
6. AFTER DIVERSION DIKE #3 IS DIRECTING ITS RUN-OFF INTO SEDIMENT BASIN #1, AS SHOWN, THE CONTRACTOR CAN REMOVE SEDIMENT TRAP #1 AND DIVERSION DIKES #1A & 1B. APPROVAL FROM THE CITY ESC INSPECTOR MUST BE OBTAINED PRIOR TO THE REMOVAL OF SEDIMENT TRAP #1. THE CONTRACTOR SHALL CLEAN THE SEDIMENT OUT OF THE TRAP AT THE TIME OF ITS REMOVAL. THE TRAP SHALL BE DEWATERED WITH A PUMP AND A FILTER ON THE SUCTION END AND A SEDIMENT FILTER BAG ON THE OUTLET SIDE. DEWATERING OF THE TRAP SHALL OCCUR NO SOONER THAN 48 HOURS AFTER THE LAST RAINFALL EVENT TO ENSURE PROPER SETTLING TIME IN THE TRAP. MUD AND SEDIMENT FROM THE BOTTOM OF THE SEDIMENT TRAP SHALL NOT BE PUMPED. THE CONTRACTOR SHALL DISPOSE OF THE SEDIMENT IN ACCORDANCE WITH THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK. THE CONTRACTOR SHALL REMOVE THE TRAP AND ROUGH GRADE THE AREA FOR THE INSTALLATION OF THE PARKING LOT. THE DOWNGRADE SILT FENCE WITH WIRE BACKING LOCATED APPROXIMATELY AT THE INTERSECTION OF HILLSDALE DRIVE AND HYDRAULIC ROAD SHALL REMAIN IN PLACE FOR SEDIMENT CONTROL.
7. THE CONTRACTOR CAN ALSO MOVE FORWARD WITH THE INSTALLATION OF THE UTILITIES IN THIS PHASE OF CONSTRUCTION. THE UTILITY INSTALLATION INCLUDES INSTALLING THE SANITARY SEWER, PORTIONS OF THE WATER LINES, GAS LINES, UNDERGROUND POWER LINES AND PORTIONS OF THE STORM SEWER SYSTEM. IN THIS PHASE, AS THE PROPOSED STORM SEWER IS BEING INSTALLED IN THE REAR ALLEY, STR. 54 SHALL TIE INTO THE EXISTING STORM SEWER VIA A NEW MANHOLE (STRUCTURE 52). AS THE STORM & YARD DRAINAGE PIPES AND INLETS ARE INSTALLED, THE CONTRACTOR SHALL INSTALL INLET PROTECTION ON THE INLETS, AS SHOWN ON THE ESC PHASE IV PLAN. INLET PROTECTION SHALL BE INSPECTED AFTER EACH RAINFALL EVENT AND REPAIRS SHALL BE MADE AS NECESSARY. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PERFORMS ITS FUNCTION, THE STONE MUST BE PULLED AWAY AND CLEANED AND/OR REPLACED. AS THE REAR DRIVE AISLE's CURB IS BEING INSTALLED, DIRECTING RUNOFF TO INLET PROTECTIONS, THE SILT FENCE AND SILT FENCE BREAKS BEHIND THE NEWLY INSTALLED CURB CAN BE REMOVED. THE REMOVAL OF THE SILT FENCE AND SILT FENCE BREAKS WILL PROGRESS GRADUALLY WITH THE PROGRESSION OF THE CURB INSTALLATION. NOTE, NOT ALL OF THE DRAINAGE STRUCTURES ARE TO BE INSTALLED WITH ESC PHASE IV. SEDIMENT BASIN #1 SHALL REMAIN DURING THIS PHASE OF CONSTRUCTION. STRUCTURE 20, SHOWN AND LABELED ON THE PHASE IV PLAN, WILL HAVE A TEMPORARY OUTFALL INTO BASIN #1. THIS PHASING WILL ALLOW FOR TEMPORARY SEDIMENT BASIN #1 TO REMAIN IN PLACE AND FUNCTIONING DURING THIS PHASE OF E&S. OUTLET PROTECTION SHALL BE INSTALLED BELOW THE TEMPORARY PIPE, AS SHOWN AND LABELED ON THE ESC PHASE IV PLAN AND THE ESC DETAILS SHEET. INLET PROTECTION CAN BE ADDED TO THE INLET ON INDIA ROAD ONCE THE STORM SEWER SYSTEM IS COMPLETED AND OUTFALLS TEMPORARILY TO THE SEDIMENT BASIN.
8. AS GRADING CONTINUES, THE RUN-OFF SHALL CONTINUE TO SURFACE FLOW TO SEDIMENT BASIN #1, AS WELL AS THROUGH THE INSTALLED STORM PIPES. ANY DIVERSION BERMS IMPACTED BY THE UTILITY INSTALLATIONS SHALL BE REPAIRED AND RE-INSTALLED AFTER THE UTILITY WORK IN THAT AREA IS COMPLETE. THE CONTRACTOR SHALL MONITOR THE WEATHER FORECAST AND INSTALL THE UTILITIES IN THE SENSITIVE AREAS THAT REQUIRE MODIFICATIONS TO THE E&S MEASURES WHEN NO RAIN IS FORECASTED FOR A PERIOD OF 5 DAYS OR MORE. THE ASPHALT DIVERSION BERM ALONG INDIA ROAD SHALL REMAIN IN PLACE.
9. DURING THE INSTALLATION OF THE UTILITIES, THE CONTRACTOR SHALL GRADE THE REMAINING PORTION OF THE SITE, AS SHOWN ON THE PLAN SHEET FOR PHASE IV CONSTRUCTION. AS PORTIONS OF THE SITE ARE GRADED TO THE FINAL DESIGN GRADES THE CONTRACTOR SHALL STABILIZE THE AREAS. TEMPORARY STABILIZATION SHALL CONSIST OF TEMPORARY SEEDING AND STRAW MATTING, AND PERMANENT STABILIZATION SHALL BE IN ACCORDANCE WITH DETAIL SHOWN ON THE E&S NOTES AND DETAILS SHEET ONCE CONSTRUCTION IS COMPLETE.
10. DURING THE INSTALLATION OF THE UTILITIES AND THE GRADING OF THE SITE FOR THE NEW PARKING LOT, THE CONSTRUCTION OF PROPOSED BUILDINGS 1-3 CAN BEGIN IF IT HASN'T ALREADY BEGUN IN PHASE III. WHILE THE BUILDING PAD CONSTRUCTION IS UNDERWAY FOR THE NEW BUILDINGS, THE CONTRACTOR SHALL COMPLETE THE UTILITY INSTALLATIONS FOR THE PROPOSED BUILDINGS, CONNECTING THE UTILITIES TO THE BUILDINGS. AT THIS TIME THE ROOF DRAINS AND YARD DRAINS SHALL BE INSTALLED AND CONNECTED TO THE DRAINAGE SYSTEM.
11. AS DRAINAGE STRUCTURES ARE INSTALLED AND SUBGRADES ARE ACHIEVED, THE CONTRACTOR CAN BEGIN INSTALLING CURB, AS SHOWN ON THE PHASE IV E&S SHEET. WHEN THE CURB IS INSTALLED FOR THE ENTRANCE AT HYDRAULIC ROAD, MINOR FIELD ADJUSTMENTS TO THE CONSTRUCTION ENTRANCE MAY BE REQUIRED TO ENSURE IT IS OUT OF PERMANENT CURB's ALIGNMENT, AND STILL MAINTAINS A MINIMUM WIDTH OF 12' AS SHOWN ON THE ESC PHASE IV PLAN.
12. DUST CONTROL SHALL CONTINUE TO BE UTILIZED AS NECESSARY TO CONTROL DUST LEAVING THE SITE DURING THE CONSTRUCTION.
13. TEMPORARY SEEDING SHALL CONTINUE TO BE APPLIED TO THE DENUDED AREAS OF THE SITE WITHIN 7 DAYS AFTER LAND DISTURBING ACTIVITY ON THAT PORTION OF THE SITE, TYPICAL.
14. THE DURATION OF PHASE IV MAY LAST FOR SEVERAL MONTHS AS THE BUILDING CONSTRUCTION IS UNDERWAY FOR PROPOSED BUILDINGS 1-3. DURING THIS TIME, THE CONTRACTOR SHALL INSTALL THE NEW CITY SIDEWALK PARALLELING SEMINOLE TRAIL AND HYDRAULIC ROAD. WITH THE SIDEWALK INSTALLATION THE CONTRACTOR SHALL RELOCATE THE CHAIN-LINK FENCE TO THE BACK OF THE NEWLY CONSTRUCTED SIDEWALK. DURING THIS TIME THE CONTRACTOR SHALL ALSO BEGIN TO STABILIZE THE NEW PARKING LOT WITH GRAVEL. THE CONTRACTOR SHALL CONTINUE TO MONITOR THE PERIMETER EROSION CONTROL MEASURES, SEDIMENT BASIN #1 AND OUTLET PROTECTION. WEEKLY MAINTENANCE AND INSPECTIONS SHALL BE PERFORMED ON THESE ITEMS, AS OUTLINED ON THE PLAN SHEETS.
15. ONCE ALL THE PHASE IV EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, DRAINAGE IS CONVEYED TO THESE MEASURES, AND THE CITY E&S INSPECTOR HAS GRANTED APPROVAL, THE CONTRACTOR CAN PROCEED TO E&S PHASE V.

PHASE V EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. PHASE V CONSTRUCTION WILL BE A CONTINUATION OF THE FINAL GRADING, CONCRETE CURBING INSTALLATION AND GRAVELING OF THE PARKING LOT.
2. THE CONTRACTOR SHALL ALSO INSTALL THE ADDITIONAL STORM SEWER STRUCTURES SHOWN ON THE PHASE V PLAN AS THE CONCRETE CURB IS BEING INSTALLED.
3. WHEN THE LAST OF THE REAR DRIVE AISLE's CURB HAS BEEN INSTALLED BEHIND BUILDING #1, THE LAST OF THE SILT FENCE AND SILT FENCE BREAKS CAN BE REMOVED. THE TIMING OF THIS WILL BE CONCURRENT WITH THE CURB CONNECTIONS TO EXISTING HILLSDALE DRIVE. AT THIS POINT, THE DRIVE AISLE's STORM SEWER, INLET PROTECTIONS, CURBING AND STONE SUBBASES WILL HAVE BEEN INSTALLED AND WILL PROTECT HILLSDALE DRIVE.
4. STRUCTURES 14 & 16 SHALL ALSO BE INSTALLED IN ESC PHASE IV, AS SHOWN AND LABELED ON THE PHASE IV PLAN. THESE STRUCTURES SHALL HAVE TEMPORARY OUTFALLS DISCHARGING THEIR RUNOFF INTO SEDIMENT BASIN #1. THIS PHASING WILL ALLOW FOR TEMPORARY SEDIMENT BASIN #1 TO REMAIN IN PLACE AND FUNCTIONING DURING THIS PHASE OF E&S. OUTLET PROTECTION SHALL BE INSTALLED BELOW THE TEMPORARY PIPES, AS SHOWN AND LABELED ON THE PHASE IV PLAN AND THE ESC DETAILS SHEET. INLET PROTECTIONS SHALL BE INSTALLED WITH EACH STRUCTURE AND ALL YARD INLETS. WHEN STRUCTURE 16 IS BEING INSTALLED THE DIVERSION DIKE #2 WILL BE REMOVED. THE NEWLY INSTALLED STR. 16 WILL DIVERT WATER INTO SEDIMENT BASIN #1 AND REPLACE THE NEED FOR DIVERSION DIKE #2.
5. WITH THE REMOVAL OF DIVERSION DIKE #2, THE CONSTRUCTION OF STR. 16, STRUCTURE 16's INLET PROTECTION AND THE DRIVE AISLE, THE LAST OF THE WATER MAIN CONSTRUCTION CAN BE COMPLETED. WHILE THE PROPOSED WATER MAINS ARE BEING CONNECTED INTO THE EXISTING WATER MAINS IN HILLSDALE DRIVE, THE PROPOSED CURB IN FRONT OF BUILDING #1 CAN BE INSTALLED CONNECTING INTO THE EXISTING HILLSDALE DRIVE CURB. STRUCTURE 16, ITS INLET PROTECTION, THE STONE BASES AND SEDIMENT BASIN #1 WILL CONTINUE TO PROTECT THIS SECTION OF EXISTING HILLSDALE DRIVE.
6. THE BUILDINGS' CONSTRUCTION WILL CONTINUE TO PROGRESS IN ESC PHASE V. THE CONTRACTOR SHALL CONTINUE TO MONITOR, AND REPAIR AS NECESSARY, THE SILT FENCE SURROUNDING THE BUILDING SITES.
7. PROPOSED BUILDING AND UTILITY INSTALLATIONS SHALL CONTINUE, CONNECTING THE UTILITIES TO THE BUILDINGS WHERE THEY HAVEN'T ALREADY BEEN CONNECTED. ALL REMAINING ROOF DRAINS AND YARD DRAINS SHALL BE INSTALLED AT THIS TIME AND CONNECTED TO THE DRAINAGE SYSTEM.
8. ALL AREAS OF DISTURBANCE SHALL BE TEMPORARILY OR PERMANENTLY STABILIZED WITH SEED AND STRAW.
9. DURING THIS PHASE OF CONSTRUCTION, THE CONTRACTOR SHALL CONTINUE TO MONITOR THE PERIMETER EROSION CONTROL MEASURES, SEDIMENT BASIN #1 AND OUTLET PROTECTION. WEEKLY MAINTENANCE AND INSPECTIONS SHALL BE PERFORMED ON THESE ITEMS, AS OUTLINED ON THE PLAN SHEETS.
10. ONCE ALL THE PHASE V EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, DRAINAGE IS CONVEYED TO THESE MEASURES, AND THE CITY E&S INSPECTOR HAS GRANTED APPROVAL, THE CONTRACTOR CAN PROCEED TO E&S PHASE VI.

PHASE VI EROSION & SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION

1. WITH THE SITE STABILIZED WITH THE PHASE V INSTALLATION OF THE BUILDINGS' PADS AND PARKING LOTS' STONE BASE & SUBBASE, AND WITH STABILIZATION EFFORTS FROM BLANKET MATTING, TEMPORARY AND PERMANENT SEEDING, THE CONTRACTOR CAN REMOVE SEDIMENT BASIN #1 IN PHASE VI. THE CITY OF CHARLOTTESVILLE SHALL INSPECT THE SITE FOR UPLAND STABILIZATION PRIOR TO THE BASIN'S REMOVAL. AUTHORIZATION FROM THE CITY E&S INSPECTOR IS REQUIRED PRIOR TO THE REMOVAL OF THE BASIN AND ANY ESC MEASURE.
2. THE CONTRACTOR SHALL 1ST INSTALL THE 15" TEMPORARY PIPE FROM STR-18 TO STR-2 TO BYPASS THE SEDIMENT BASIN AT THE START OF PHASE VI. ONCE THE BYPASS IS OPERATIONAL, THE CONTRACTOR CAN PROCEED WITH THE REMOVAL OF THE BASIN AND INSTALLATION OF THE UNDERGROUND SWM FACILITY. THE CONTRACTOR SHALL CLEAN THE SEDIMENT OUT OF THE SEDIMENT BASIN. THE BASIN SHALL BE DEWATERED WITH A PUMP AND A FILTER ON THE SUCTION END AND A SEDIMENT FILTER BAG ON THE OUTLET SIDE. DEWATERING OF THE BASIN SHALL OCCUR NO SOONER THAN 48 HOURS AFTER THE LAST RAINFALL EVENT TO ENSURE PROPER SETTLING TIME IN THE BASIN. MUD AND SEDIMENT FROM THE BOTTOM OF THE SEDIMENT BASIN SHALL NOT BE PUMPED. THE CONTRACTOR SHALL DISPOSE OF THE SEDIMENT IN ACCORDANCE WITH THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK.
3. AFTER THE SEDIMENT BASIN HAS BEEN CLEANED IT CAN BE REMOVED. THIS AREA SHALL BE PREPPED AND GRADED FOR THE UNDERGROUND DETENTION SYSTEM AND PARKING LOT. IN CONJUNCTION, THE CONTRACTOR SHALL INSTALL THE REMAINING STORM SEWER, INCLUSIVE OF THE UNDERGROUND DETENTION SYSTEM, ITS PERMANENT STORM SEWER CONNECTIONS AND STRUCTURE 10. THE OPENING IN STRUCTURE 20 TO THE UGD FACILITY SHALL BE BLOCKED OFF DURING THIS CONSTRUCTION AND RUN-OFF SHALL BE DIVERTED AROUND THE UGD FACILITY WITH THE TEMPORARY PIPE. THE DOWNGRADE INLET PROTECTION AND SILT FENCE WITH WIRE BACKING LOCATED APPROXIMATELY AT THE INTERSECTION OF HILLSDALE DRIVE AND HYDRAULIC ROAD SHALL REMAIN IN PLACE FOR SEDIMENT CONTROL. SIMILARLY, UPLAND INLET PROTECTION, STONE APPLICATIONS, BLANKET MATTING AND TEMPORARY & PERMANENT STABILIZATION MEASURES WILL REMAIN IN EFFECT. THE 15" BYPASS SHALL REMAIN IN PLACE DURING THIS INSTALLATION. TEMPORARY PIPE TO REMAIN UNTIL UPLAND AREAS OF THE SITE ARE STABILIZED. ONCE STABILIZED, THE TEMPORARY PIPE CAN BE ABANDONED IN PLACE AND THE DETENTION SYSTEM BECOMES OPERATIONAL.
4. FOLLOWING THE BASIN'S REMOVAL, THE CONTRACTOR CAN COMPLETE THE INSTALLATION OF THE LAST OF THE CONCRETE CURBING, STONE BASE, AND STONE SUBBASE FOR THE PROPOSED PARKING LOT IN THE VICINITY OF THE RECENTLY REMOVED BASIN. THE CONTRACTOR WILL FINISH GRADING THESE AREAS WITH THE CONCRETE CURBING AND STONE APPLICATION. ONCE THE UNDERGROUND SWM FACILITY AND STORM SEWER SYSTEM ARE OPERATIONAL AND THE UPLAND AREAS ARE STABILIZED, THE 15" BYPASS PIPE CAN BE DISCONNECTED AND ABANDONED IN PLACE. THE STORM INLETS SHALL BE REPAIRED TO REMOVE THE OPENINGS FROM THE TEMPORARY PIPES, AND THE DIVERSION FROM THE UGD FACILITY CAN BE REMOVED..
5. THE CONTRACTOR SHALL CONTINUE WORKING ON THE PROPOSED BUILDINGS AND INSTALL THE REMAINING SIDEWALK, INCLUSIVE OF THE SIDEWALK SURROUNDING THE PROPOSED BUILDINGS. THE PREVIOUSLY INSTALLED SILT FENCE SURROUNDING EACH OF THE BUILDING SITES SHALL REMAIN UNTIL THE SIDEWALK SURROUNDING A BUILDING IS INSTALLED. THE SILT FENCE ENCOMPASSING THE BUILDING SITE CAN BE REMOVED ONCE THE SIDEWALK SURROUNDING THE BUILDING IS INSTALLED.
6. ONCE ALL OF THE CURB, SIDEWALK, STORM SEWER, UTILITIES AND PARKING LOT STONE BASES HAVE BEEN INSTALLED, THE CONTRACTOR SHALL MILL AND OVERLAY THE EXISTING PARKING LOT's PAVEMENT, THE PUBLIC ROADS WHERE PROPOSED AND PLACE NEW ASPHALT PAVEMENT ON THE NEW PARKING LOT. FOLLOWING THE ASPHALT PAVEMENT, THE CONTRACTOR SHALL STRIPE THE PARKING LOT. AT THE TIME OF THE ASPHALT APPLICATION, THE CONTRACTOR SHALL REMOVE THE SAFETY FENCING LOCATED IN THE PARKING LOT AND THE CONSTRUCTION ENTRANCE. WITH THE REMOVAL OF THE CONSTRUCTION ENTRANCE, THE CONTRACTOR SHALL ALSO REMOVE THE WASH RACK, ITS OUTFALL PIPE, THE RIGHT-OF-WAY DIVERSION AND THE CONSTRUCTION ENTRANCE SEDIMENT TRAP. ROUGH GRADES SHALL BE ACHIEVED WITH POSITIVE DRAINAGE WHEN THE CONSTRUCTION ENTRANCE's TRAP IS REMOVED. THE TIMING OF THESE MEASURES' REMOVALS SHALL BE APPROVED BY THE CITY E&S INSPECTOR AND IS PARTIALLY DEPENDENT UPON THE STATE OF THE PROPOSED BUILDINGS' CONSTRUCTION. THE CONTRACTOR SHALL CLEAN THE SEDIMENT OUT OF THE TRAP BEFORE ITS REMOVAL. THE TRAP SHALL BE DEWATERED WITH A PUMP AND A FILTER ON THE SUCTION END AND A SEDIMENT FILTER BAG ON THE OUTLET SIDE. DEWATERING OF THE TRAP SHALL OCCUR NO SOONER THAN 48 HOURS AFTER THE LAST RAINFALL EVENT TO ENSURE PROPER SETTLING TIME IN THE TRAP. MUD AND SEDIMENT FROM THE BOTTOM OF THE SEDIMENT TRAP SHALL NOT BE PUMPED. THE CONTRACTOR SHALL DISPOSE OF THE SEDIMENT IN ACCORDANCE WITH THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK.
7. ONCE THE PARKING LOT AND ENTRANCES HAVE BEEN PAVED, AND AFTER THE PAVING CONTRACTOR PROVIDES PERMISSION ALLOWING FOR DRYING TIME, THE CONTRACTOR SHALL RE-INSTALL SAFETY FENCING AND BARRICADES ACROSS THE PARKING LOT ENTRANCES TO PROHIBIT THE PUBLIC FROM ENTERING THE CONSTRUCTION SITE DURING ESC PHASE VI. THE SAFETY FENCING. BARRICADES, AND GATES SHALL REMAIN UNTIL ITS REMOVAL IS APPROVED BY THE CITY E&S INSPECTOR. WHILE THIS IS HAPPENING, THE CONTRACTOR SHALL ALSO INSTALL SILT FENCE AROUND THE AREAS WHERE THE TWO FUTURE BUILDINGS WILL BE LOCATED, AS SHOWN ON THE PHASE VI PLAN. THE CONTRACTOR SHALL APPLY PERMANENT STABILIZATION MEASURES TO THESE AREAS SO THAT THEY CAN REMAIN STABILIZED UNTIL A TENANT HAS BEEN FOUND FOR THESE PAD LOCATIONS.
8. AT THIS POINT THE CONSTRUCTION OF THE PROPOSED PARKING LOT AND ITS INFRASTRUCTURE SHALL BE COMPLETE, OR IN THE FINAL STAGES OF COMPLETION, AND THE SITE WILL BE NEARING COMPLETE STABILIZATION. WHILE THIS IS OCCURRING THE CONSTRUCTION OF BUILDINGS 1-3 WILL CONTINUE TO PROGRESS.
9. ALL AREAS OF DISTURBANCE SHALL BE TEMPORARILY OR PERMANENTLY STABILIZED WITH SEED AND STRAW.
10. DURING THIS PHASE OF CONSTRUCTION, AND THROUGHOUT ALL PHASES OF CONSTRUCTION, THE CONTRACTOR SHALL CONTINUE TO MONITOR THE PERIMETER EROSION CONTROL MEASURES. WEEKLY MAINTENANCE AND INSPECTIONS SHALL BE PERFORMED ON THESE ITEMS, AS OUTLINED ON THE PLAN SHEETS.
11. THE CONTRACTOR SHALL ENSURE ALL PHASE VI EROSION CONTROL ITEMS HAVE BEEN INSTALLED AND ARE OPERATIONAL, AND DRAINAGE IS PROPERLY CONVEYED TO THESE MEASURES.
12. AFTER THE BUILDING(s) CONSTRUCTION ARE COMPLETE, THE CONTRACTOR SHALL REMOVE THE INLET PROTECTIONS, SAFETY FENCING GATES LOCATED AT THE ENTRANCES AND THE CHAIN-LINK CONSTRUCTION FENCING SURROUNDING THE SITE. THE REMOVAL OF THESE ITEMS SHALL FIRST BE APPROVED BY THE CITY E&S INSPECTOR, AND THE STORM INLETS' UPLAND SUBAREAS MUST FIRST BE COMPLETELY STABILIZED. BECAUSE THE TIMING OF THE BUILDINGS' CONSTRUCTION MAY VARY, IT IS POSSIBLE THAT NOT ALL BUILDINGS WILL OPEN AT ONCE. IF THIS IS THE CASE, TEMPORARY CHAIN-LINK FENCE SHALL BE INSTALLED ENCOMPASSING THE BUILDING, OR BUILDINGS, UNDER CONSTRUCTION WHILE THE FINISHED BUILDING, OR BUILDINGS, ARE OPEN.
13. AFTER THE SITE IS PERMANENTLY STABILIZED, THE CONTRACTOR CAN BEGIN REMOVAL OF ANY REMAINING EROSION & SEDIMENT CONTROL MEASURES. NO ITEMS SHALL BE REMOVED UNLESS THE UPSTREAM AREAS ARE STABILIZED AND THE INSPECTOR GIVES PERMISSION, TYPICAL. THE CONTRACTOR SHALL STABILIZE REMAINING AREAS OF THE SITE IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL REQUIREMENTS.
14. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES AS SPECIFIED IN THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK, REMOVING ONLY WHEN APPROVED BY THE LOCAL PROGRAM ADMINISTRATOR IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.
15. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM ADMINISTRATOR. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF THE TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

PROJECT: HILLSDALE PLACE - FINAL SITE PLAN

SHEET: EROSION & SEDIMENT CONTROL SEQUENCES OF CONSTRUCTION

JOB NO. 202188
SCALE N/A
SHEET NO. 24

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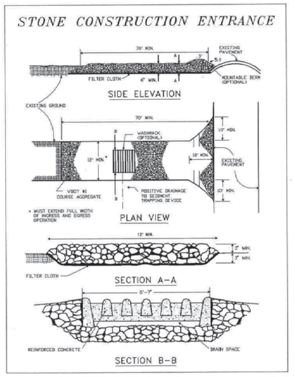
1992 3.02



Source: Adapted from 1983 Maryland Standards for Soil Erosion and Sediment Control, and Va. DSWC   Plate 3.02-1

City of Charlottesville
Best Management Practices for Tree Preservation.....

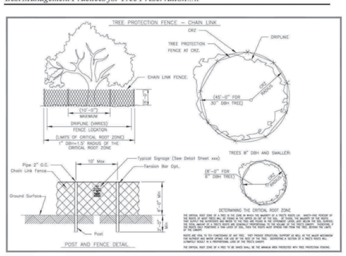
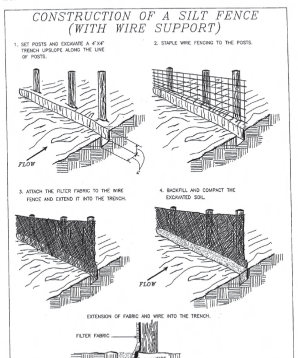


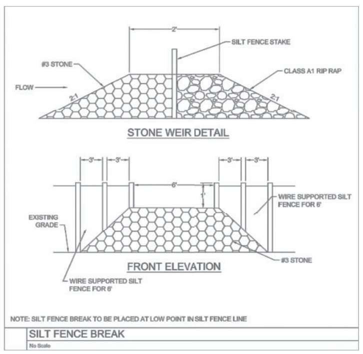
Figure 3.2: Tree Protection Fence

1992 3.05



Source: Adapted from Installation of Straw and Fabric Filter Barriers for Sediment Control, Sherwood and Wyant   Plate 3.05-1

III - 24



EROSION AND SEDIMENT CONTROL NOTES & NARRATIVE

PROJECT DESCRIPTION:
THE PURPOSE OF THIS LAND DISTURBANCE ACTIVITY IS TO CONSTRUCT A COMMERCIAL DEVELOPMENT AND ITS CORRESPONDING INFRASTRUCTURE. THIS PROJECT PROPOSES TO DISTURB 10.93 ac. OF LAND. THE PROJECT WILL BEGIN ITS CONSTRUCTION WITH THE PROPOSED ESC MEASURES IMMEDIATELY FOLLOWING PLAN APPROVAL, WHICH IS ANTICIPATED TO BE IN THE FALL OF 2022. THE WORK IS ANTICIPATED TO BE COMPLETED WITHIN APPROXIMATELY 24 MONTHS AND TO CONCLUDE IN THE FALL OF 2024. THE TOTAL IMPERVIOUS AREA FOR THE PROPOSED PROJECT, WHICH IS A REDUCTION FROM THE CURRENT SITUATION, IS 9.10 AC.
EXISTING SITE CONDITIONS:
THE AREA OF THE PROPOSED DEVELOPMENT CONSISTS LARGELY OF PAVED SURFACE PARKING AND EXISTING COMMERCIAL BUILDINGS. THE SITE GENERALLY SLOPES FROM HYDRAULIC ROAD, SEMINOLE TRAIL AND INDIA ROAD TOWARDS HILLSDALE DRIVE TO THE SOUTHEAST. THE SITE CONTAINS MODERATE SLOPES FOR THE MOST PART AND IS WELL DRAINED WITH INLETS AND STORM SEWER. THERE ARE NO CRITICAL SLOPES WITHIN THE LIMITS OF THIS PROJECT.
ADJACENT AREAS:
THIS SITE IS BORDERED ON THE NORTH BY SEMINOLE TRAIL, THE EAST BY INDIA ROAD & A PRIVATE PROPERTY, THE WEST BY HYDRAULIC ROAD AND THE SOUTH BY HILLSDALE DRIVE. SILT FENCE WITH WIRE BACKING, DIVERSIONS, A SEDIMENT BASIN, A SEDIMENT TRAP, INLET CONTROLS AND VARIOUS OTHER ESC MEASURES ARE PROPOSED TO LIMIT THE POTENTIAL FOR CONTAMINATION OF THESE ADJACENT PROPERTIES AND WATERWAYS.
OFFSITE LAND DISTURBANCE:
OFFSITE LAND DISTURBANCE IS NOT PROPOSED WITH THIS PLAN. ALL DISTURBANCES WILL BE LOCATED WITHIN THE SHOPPING CENTER's PROPERTY, OR WITHIN PUBLIC RIGHT-OF-WAY. OFFSITE BORROW PITS ARE NOT ENVISIONED TO BE REQUIRED FOR THIS DEVELOPMENT.
SOILS:
SEE SOIL DESCRIPTIONS ON THIS PAGE. THE EROSION AND SEDIMENT CONTROL PLAN NOTES THE SOIL TYPE. THE ENTIRE SITE IS ONE SOIL TYPE AND THE VIEW DOES NOT ENCROACH INTO ANOTHER SOIL TYPE BOUNDARY, WHICH IS WHY NO BOUNDARY IS SHOWN ON THE ESC PLAN SHEETS.
CRITICAL AREAS:
EXISTING STORM SEWER SYSTEMS WITH INLETS SURROUND THE DEVELOPMENT. EROSION CONTROLS WILL PROTECT DISTURBANCE UPLAND OF THESE SLOPES. THERE IS NOT A FLOODPLAIN LOCATED ON THE SUBJECT SITE. THE CONTRACTOR SHALL GIVE EXTRA ATTENTION AND CAUTION AROUND ALL OF THE ADJACENT PROPERTIES AND STREETS TO ENSURE SEDIMENT IS NOT DEPOSITED ON THEM. TREE PROTECTION FENCING, SILT FENCING, DIVERSIONS AND SEDIMENT TRAPPING DEVICES SHALL ALSO BE INSTALLED AS A FIRST STEP IN LAND DISTURBANCE TO ENSURE THESE CRITICAL AREAS ARE PROTECTED AND MAINTAINED.
MAINTENANCE OF ESC PRACTICE:
MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE SCHEDULED ON A WEEKLY BASIS AND AFTER EACH RUNOFF PRODUCING RAINFALL EVENT PER THE VESCH. ANY SEDIMENT THAT HAS BEEN TRANSPORTED BEYOND THE PROJECT LIMITS SHALL BE REMOVED.
SEQUENCE OF CONSTRUCTION:
1. PLEASE SEE SHEET 24 FOR INDIVIDUAL SEQUENCES OF CONSTRUCTION PER PHASE.

SOIL DESCRIPTION

91 - URBAN LAND-0% TO 25% SLOPES. THIS SHALLOW SOIL HAS A VARIABLE PROFILE AND A DEPTH OF 10 INCHES TO DENSIC MATERIAL. SOIL's PARENT MATERIAL IS RESIDUUM WEATHERED FROM GRANITE AND GNEISS. THIS SOIL HAS A LINEAR DOWN-SLOPE AND LINEAR ACROSS-SLOPE SHAPE. THE SOIL HAS A MEDIUM RUNOFF CLASS. THE KSAT VALUE IS GENERALLY VERY LOW TO HIGH.

NOTE: CONTRACTOR TO ENSURE LIME AND FERTILIZER RATIOS AND APPLICATION RATES ASSOCIATED WITH FINAL STABILIZATION ARE APPROPRIATE FOR THE SOIL CONDITIONS.

REFERENCE: WEB SOIL SURVEY ONLINE DATABASE, FOUND AT
http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

GENERAL SLOPE (3:1 OR LESS)	PER ACRE TOTAL LBS
KENTUCKY 31 FESCUE	128 LBS.
RED TOP GRASS	2 LBS.
SEASONAL NURSE CROP	20 LBS.
	150 LBS

SEASONAL NURSE CROP	
FEBRUARY 16 THROUGH APRIL	ANNUAL RYE
MAY 1 THROUGH AUGUST 15	FOXTAIL MILLET
AUGUST 16 THROUGH OCTOBER	ANNUAL RYE
NOVEMBER THROUGH FEBRUARY 15	WINTER RYE

NOTES:

1. LIME AND FERTILIZER NEEDS SHALL BE DETERMINED BY SOIL TESTS AND APPLIED IN ACCORDANCE WITH VESCH STD. 3.32.

2. SEEDINGS TO BE MULCHED IMMEDIATELY UPON COMPLETION OF SEED APPLICATION, IN ACCORDANCE W/ VESCH STD 3.35.

(PS) PERMANENT SEEDING SCHEDULE
NO SCALE

(STD. & SPEC. 3.32 OF VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK, 3RD ED.)

TABLE 3.39-A

ADHESIVES USED FOR DUST CONTROL

Adhesive	Water Dilution (Adhesive: Water)	Type of Nozzle	Application Rate Gallons/Acre
Anionic Asphalt Emulsion	7:1	Coarse Spray	1,200
Latex Emulsion	12.5:1	Fine Spray	235
Resin in Water	4:1	Fine Spray	300
Acrylic Emulsion (Non-Traffic)	7:1	Coarse Spray	450
Acrylic Emulsion (Traffic)	3.5:1	Coarse Spray	350

Source: Va. DSWC

NOTE: ENSURE THAT ANY DUST SUPPRESSION TECHNIQUES OR ADHESIVES EMPLOYED DO NOT HAVE AN ADVERSE EFFECT ON WATERWAYS TO WHICH THE SITE DRAINS.

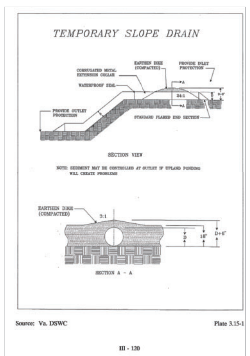
TABLE 3.31-B

ACCEPTABLE TEMPORARY SEEDING PLANT MATERIALS

"QUICK REFERENCE FOR ALL REGIONS"

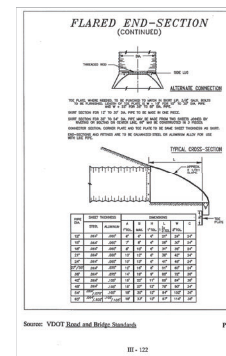
Planting Dates	Species	Rate (lbs./acre)
Sept. 1 - Feb. 15	50/50 Mix of Annual Ryegrass (Lolium multi-florum) & Cereal (Winter) Rye (Secale cereale)	50 - 100
Feb. 16 - Apr. 30	Annual Ryegrass (Lolium multi-florum)	60 - 100
May 1 - Aug 31	German Millet (Setaria italica)	50

Source: Va. DSWC



Source: Va. DSWC   Plate 3.15-1

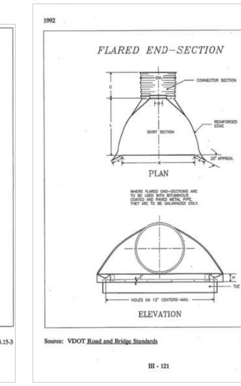
III - 120



Source: VDOT Road and Bridge Standards   Plate 3.15-3

III - 122

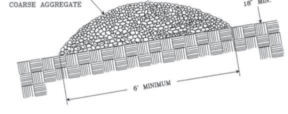
1992 3.15



Source: VDOT Road and Bridge Standards   Plate 3.15-2

III - 121

(RWD) TEMPORARY RIGHT-OF-WAY DIVERSIONS



EROSION & SEDIMENT CONTROL NOTES

DESCRIPTION OF EROSION & SEDIMENT CONTROL MEASURES:

IT IS ANTICIPATED TO USE A CONSTRUCTION ENTRANCE, DIVERSIONS, A SEDIMENT TRAP, A SEDIMENT BASIN AND SILT FENCES TO CONTROL SURFACE DRAINAGE. TEMPORARY SEEDING WILL BE USED IMMEDIATELY FOLLOWING ALL LAND DISTURBANCE ACTIVITIES. TEMPORARY STOCKPILE AREAS MAY NOT BE REQUIRED WITH THIS PROPOSED DESIGN. SHOULD FIELD ADJUSTMENTS NECESSITATE A SMALL STOCKPILE AREA THOUGH, IT SHALL BE DISCUSSED WITH THE ESC INSPECTOR AHEAD OF TIME. THE STOCKPILE WILL NEED TO BE MAINTAINED AND STORED FOR LATER SPREADING. STOCKPILE LOCATIONS SHALL BE ON SITE AND SHALL BE STABILIZED WITH A TEMPORARY VEGETATIVE COVER. PERMANENT SEEDING WILL BE PERFORMED FOR ALL AREAS WHICH WILL NO LONGER BE EXCAVATED AND WHERE CONSTRUCTION ACTIVITIES HAVE CEASED. PERMANENT SEEDING SHALL ALSO BE PERFORMED FOR ALL DENUDED AREAS WHICH WILL BE LEFT DORMANT FOR A YEAR OR MORE. SELECTION OF SEED MIXTURE WILL DEPEND ON THE TIME OF YEAR APPLIED. TEMPORARY SEEDING WILL BE PERFORMED FOR ALL DENUDED AREAS WHICH WILL BE LEFT DORMANT FOR MORE THAN SEVEN DAYS. THESE AREAS SHALL BE SEEDED WITH FAST GERMINATING VEGETATION IMMEDIATELY FOLLOWING GRADING OF THOSE AREAS. SELECTION OF SEED MIXTURE WILL DEPEND ON THE TIME OF YEAR APPLIED. ALL FINAL SEEDING MAY BE STABILIZED WITH SODDING, AS THE DISCRETION OF THE OWNER. TEMPORARY STABILIZATION ALONG ANY DISTURBED SLOPES SHALL BE ACHIEVED WITH BLANKET MATTING. TEMPORARY PIPES OUTFALLING THE PROPOSED STORM SEWER INTO THE TEMPORARY SEDIMENT BASIN SHALL BE USED TO DIVERT RUNOFF SAFELY INTO THE SEDIMENT TRAPPING FACILITY, PREVENTING ADDITIONAL EROSION ALONG THE BASIN's SLOPES.

STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. STRUCTURAL PRACTICES USED IN THIS SECTION CONSIST OF THE FOLLOWING:

3.01 SAFETY FENCE:
A PROTECTIVE BARRIER INSTALLED TO PREVENT ACCESS TO AN EROSION CONTROL MEASURE. TO PROHIBIT THE UNDESIRABLE USE OF AN EROSION CONTROL MEASURE BY THE PUBLIC. APPLICABLE TO ANY CONTROL MEASURE OR SERIES OF MEASURES WHICH CAN BE CONSIDERED UNSAFE BY VIRTUE OF POTENTIAL ACCESS BY THE PUBLIC.

3.02 CONSTRUCTION ENTRANCE:
A STABILIZED CONSTRUCTION ENTRANCE LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS ON A CONSTRUCTION SITE. TO REDUCE THE AMOUNT OF MUD TRANSPORTED ONTO PAVED PUBLIC ROADS BY MOTOR VEHICLES OR RUNOFF. CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS SHOWN ON THE PLANS TO REDUCE THE AMOUNT SEDIMENT TRANSPORTED ONTO PUBLIC ROADWAYS.

3.03 CONSTRUCTION ROAD STABILIZATION:
THE TEMPORARY STABILIZATION OF ACCESS ROADS, SUBDIVISION ROADS, PARKING AREAS, AND OTHER SITE VEHICLE TRANSPORTATION ROUTES WITH STONE IMMEDIATELY AFTER GRADING. TO REDUCE EROSION OF TEMPORARY ROADBEDS BY CONSTRUCTION TRAFFIC DURING WET WEATHER AND TO REDUCE EROSION AND SUBSEQUENT REGRADING OF PERMANENT ROADBEDS BETWEEN THE TIME OF INITIAL GRADING AND FINAL STABILIZATION. USE WHEREVER STONE-BASE ROADS OR PARKING AREAS ARE CONSTRUCTED, WHETHER PERMANENT OR TEMPORARY, FOR USE BY CONSTRUCTION TRAFFIC.

3.05 SILT FENCE:
A TEMPORARY SEDIMENT BARRIER CONSISTING OF A SYNTHETIC FILTER FABRIC STRETCHED ACROSS AND ATTACHED TO SUPPORTING POSTS AND ENTRENCHED, TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS DURING CONSTRUCTION OPERATIONS IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE SITE, AND TO DECREASE THE VELOCITY OF SHEET FLOWS AND LOW-TO-MODERATE LEVEL CHANNEL FLOWS. THE SILT FENCE BARRIERS SHALL BE INSTALLED DOWN SLOPE OF AREAS WITH MINIMAL GRADES TO FILTER SEDIMENT LADEN RUNOFF FROM SHEET FLOW AS INDICATED. THEY SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND MAINTAINED IN ACCORDANCE WITH THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK (VESCH).

3.07 STORM DRAIN INLET PROTECTION:
A SEDIMENT FILTER OR AN EXCAVATED IMPOUNDING AREA AROUND A STORM DRAIN DROP INLET OR CURB INLET. TO PREVENT SEDIMENT FROM ENTERING STORM DRAINAGE SYSTEMS PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. INLET PROTECTION APPLIES WHERE STORM DRAIN INLETS ARE TO BE MADE OPERATIONAL BEFORE PERMANENT STABILIZATION OF THE CORRESPONDING DISTURBED DRAINAGE AREA.

3.09 TEMPORARY DIVERSION DIKE:
A TEMPORARY RIDGE OF COMPACTED SOIL CONSTRUCTED AT THE TOP OR BASE OF A SLOPING DISTURBED AREA. TO DIVERT STORM RUNOFF FROM UPSLOPE DRAINAGE AREAS AWAY FROM UNPROTECTED DISTURBED AREAS AND SLOPES TO A STABILIZED OUTLET. TO DIVERT SEDIMENT-LADEN RUNOFF FROM A DISTURBED AREA TO A SEDIMENT-TRAPPING FACILITY SUCH AS A SEDIMENT TRAP OR SEDIMENT BASIN. USE WHEREVER STORMWATER RUNOFF MUST BE TEMPORARILY DIVERTED TO PROTECT DISTURBED AREAS AND SLOPES OR RETAIN SEDIMENT ON SITE DURING CONSTRUCTION. THESE STRUCTURES GENERALLY HAVE A LIFE EXPECTANCY OF 18 MONTHS OR LESS, WHICH CAN BE PROLONGED WITH PROPER MAINTENANCE.

3.11 TEMPORARY RIGHT-OF-WAY DIVERSION:
A RIDGE OF GRAVEL CONSTRUCTED ACROSS DISTURBED RIGHTS-OF-WAY AND SIMILAR SLOPING AREAS. TO SHORTEN THE FLOW LENGTH WITHIN A SLOPING RIGHT-OF-WAY, THEREBY REDUCING THE EROSION POTENTIAL BY DIVERTING STORM RUNOFF TO A STABILIZED OUTLET. GENERALLY, EARTHEN DIVERSIONS ARE APPLICABLE WHERE THERE WILL BE LITTLE OR NO CONSTRUCTION TRAFFIC WITHIN THE RIGHT-OF-WAY. GRAVEL STRUCTURES ARE MORE APPLICABLE TO ROADS AND OTHER RIGHTS-OF-WAY WHICH ACCOMMODATE VEHICULAR TRAFFIC.

3.13 TEMPORARY SEDIMENT TRAP:
A TEMPORARY BARRIER OR DAM WITH A CONTROLLED STORMWATER RELEASE STRUCTURE IN THE FORM OF A STONE-LINED SPILLWAY ACROSS A DRAINAGE WAY. TO DETAIL SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS IN "WET" AND "DRY" STORAGE LONG ENOUGH FOR THE MAJORITY OF THE SEDIMENT TO SETTLE OUT. APPLIES BELOW DISTURBED AREAS WHERE THE TOTAL CONTRIBUTING DRAINAGE AREA IS LESS THAN THREE ACRES. THERE MUST BE SUFFICIENT SPACE AND APPROPRIATE TOPOGRAPHY FOR THE CONSTRUCTION OF A TEMPORARY IMPOUNDMENT.

3.14 TEMPORARY SEDIMENT BASIN:
A TEMPORARY BARRIER OR DAM WITH A CONTROLLED STORMWATER RELEASE STRUCTURE FORMED BY CONSTRUCTING AN EMBANKMENT OF COMPACTED SOIL ACROSS A DRAINAGEWAY. TO DETAIL SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS IN "WET" AND "DRY" STORAGE LONG ENOUGH FOR THE MAJORITY OF THE SEDIMENT TO SETTLE OUT. APPLIES BELOW DISTURBED AREAS WHERE THE TOTAL CONTRIBUTING DRAINAGE AREA IS EQUAL TO OR GREATER THAN THREE ACRES. THERE MUST BE SUFFICIENT SPACE AND APPROPRIATE TOPOGRAPHY FOR THE CONSTRUCTION OF A TEMPORARY IMPOUNDMENT.

3.18 OUTLET PROTECTION:
A RIPRAP LINED FLOW TRANSITION STRUCTURE OR APRON DESIGNED TO PREVENT SCOUR AT STORMWATER OUTLETS BY ABSORBING THE INITIAL IMPACT OF THE FLOW AND REDUCING THE FLOW VELOCITY TO A LEVEL WHICH WILL NOT ERODE THE RECEIVING CHANNEL OR AREA. THE APRON IS APPLIED TO THE IMMEDIATE AREA BELOW THE PIPE OR CHANNEL OUTFALL, EXTENDING ACROSS THE CHANNEL BOTTOM AND UP THE CHANNEL BANKS TO AN ELEVATION ONE FOOT ABOVE THE MAXIMUM TAILWATER DEPTH OR TO THE TOP OF THE BANK.

3.31 TEMPORARY SEEDING:
THE ESTABLISHMENT OF A TEMPORARY VEGETATIVE COVER ON DISTURBED AREAS BY SEEDING WITH APPROPRIATE RAPIDLY GROWING ANNUAL PLANTS. TO REDUCE EROSION AND SEDIMENTATION BY STABILIZING DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE FOR A PERIOD OF MORE THAN 14 DAYS. TO REDUCE DAMAGE FROM SEDIMENT AND RUNOFF TO DOWNSTREAM OR OFF-SITE AREAS, AND TO PROVIDE PROTECTION TO BARE SOILS EXPOSED DURING CONSTRUCTION UNTIL PERMANENT VEGETATION OR OTHER EROSION CONTROL MEASURES CAN BE ESTABLISHED.

3.32 PERMANENT STABILIZATION:
THE ESTABLISHMENT OF PERENNIAL VEGETATIVE COVER ON DISTURBED AREAS BY PLANTING SEED. TO REDUCE EROSION AND DECREASE SEDIMENT YIELD FROM DISTURBED AREAS. TO PERMANENTLY STABILIZE DISTURBED AREAS IN A MANNER THAT IS ECONOMICAL, ADAPTABLE TO SITE CONDITIONS, AND ALLOWS SELECTION OF THE MOST APPROPRIATE PLANT MATERIALS. TO IMPROVE WILDLIFE HABITAT. TO ENHANCE NATURAL BEAUTY. UPON COMPLETION OF CONSTRUCTION ACTIVITIES, ALL AREAS WILL RECEIVE A PERMANENT VEGETATIVE COVER.

3.33 SODDING:
INSTALLATION OF A PERMANENT GRASS STAND FOR STABILIZATION OF FINE-GRADED DISTURBED AREAS.

3.36 BLANKET MATTING:
INSTALLATION OF A PROTECTIVE COVERING OR A SOIL STABILIZATION MAT ON A PREPARED PLANTING AREA OF A STEEP SLOPE OR CHANNEL TO AID IN THE CONTROLLING EROSION ON CRITICAL AREAS.

3.38 TREE PRESERVATION AND PROTECTION:
PROTECTION OF DESIRABLE TREES FROM MECHANICAL OR OTHER INJURY DURING LAND DISTURBING AND CONSTRUCTION ACTIVITY. TO ENSURE THE SURVIVAL OF DESIRABLE TREES WHERE THEY WILL BE EFFECTIVE FOR EROSION AND SEDIMENT CONTROL, WATERSHED PROTECTION, LANDSCAPE BEAUTIFICATION, DUST AND POLLUTION CONTROL, NOISE REDUCTION, SHADE AND OTHER ENVIRONMENTAL BENEFITS WHILE THE LAND IS BEING CONVERTED FROM FOREST TO URBAN-TYPE USES. APPLIES IN TREE-INHABITED AREAS SUBJECT TO LAND DISTURBING ACTIVITIES.

3.39 DUST CONTROL:
REDUCING SURFACE AND AIR MOVEMENT OF DUST DURING LAND DISTURBING, DEMOLITION AND CONSTRUCTION ACTIVITIES. TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES AND REDUCE THE PRESENCE OF AIRBORNE SUBSTANCES WHICH MAY PRESENT HEALTH HAZARDS, TRAFFIC SAFETY PROBLEMS OR HARM ANIMAL OR PLANT LIFE. DUST CONTROL MEASURES SHALL BE EMPLOYED TO PREVENT SURFACE AND AIR MOVEMENT OF DUST DURING CONSTRUCTION. MEASURES EMPLOYED SHALL BE IN ACCORDANCE WITH THE VESCH.

(OP) OUTLET PROTECTION SUMMARY

Analysis / Outlet Protection	Length of Riprap	Width at Outlet	Bottom Width	Depth of Stone	Stone Size
Outlet Protection #1A	12'	6'	12'	1.5'	VDOT Std. Class A1
Outlet Protection #1B	12'	6'	12'	1.5'	VDOT Std. Class A1
Outlet Protection #2	12'	6'	12'	1.5'	VDOT Std. Class A1
Outlet Protection #3	12'	6'	12'	1.5'	VDOT Std. Class A1
Outlet Protection #4	14'	9'	12'	1.5'	VDOT Std. Class A1
Outlet Protection #5	13'	3.75'	6	1.5'	VDOT Std. Class A1
Outlet Protection #6	13'	3.75'	5.1'	1.5'	VDOT Std. Class A1

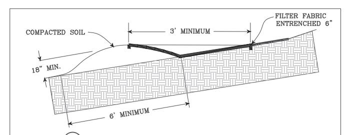
MAINTENANCE OF EROSION & SEDIMENT CONTROL MEASURES:

IN GENERAL, DURING CONSTRUCTION THE RLD OR CONTRACTOR ON-SITE WILL CHECK ALL EROSION AND SEDIMENT CONTROL MEASURES DAILY AND AFTER EACH SIGNIFICANT RAINFALL. MONITORING REPORTS WILL BE REQUIRED FROM THE RLD IF NEEDED. SPECIFIC ATTENTION WILL BE GIVEN TO THE FOLLOWING ITEMS:
a. SEDIMENT TRAPS WILL BE CLEANED AND MAINTAINED IN ACCORDANCE WITH THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK.
b. ALL GRAVEL OUTLETS WILL BE CHECKED REGULARLY FOR SEDIMENT BUILDUP THAT WILL PREVENT PROPER DRAINAGE. IF THE GRAVEL IS CLOGGED BY SEDIMENT, THE GRAVEL WILL BE REMOVED AND CLEANED, OR IT WILL BE REPLACED. SLOPE DRAIN SHALL BE CHECKED REGULARLY AS WELL FOR SEDIMENT BUILDUP OR CLOGGING THAT WILL PREVENT PROPER FUNCTIONING.
c. ALL SILT FENCE BARRIERS WILL BE CHECKED REGULARLY FOR UNDERMINING OR DETERIORATION OF THE FABRIC AND REPAIRED AS REQUIRED. SEDIMENT SHALL BE REMOVED WHEN THE LEVEL OF SEDIMENT DEPOSITION REACHED HALF WAY TO THE TOP OF THE BARRIER.
d. ALL DIVERSION DIKES SHALL BE CHECKED REGULARLY TO ENSURE POSITIVE FLOW THROUGH THE DIVERSIONS AND THAT THERE ARE NO SEDIMENT BUILDUPS OR DIVERSION BERM FAILURES.
e. ALL SEEDED AREAS WILL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED. BLANKET MATTING WILL BE REINSTALLED IN AREAS WHERE PERMANENT STANDS OF GRASS HAVE NOT YET BEEN ESTABLISHED. SOD SHALL BE USED TO STABILIZE ALL FINE-GRADED DISTURBED AREA FOR PERMANENT STABILIZATION.
IN CASE OF EMERGENCY, THE PRIMARY CONTACT FOR THE PROJECT WILL BE THE RLD OR CONTRACTOR ON-SITE. IN ADDITION THE OWNER MAY BE CONTACTED. UPON COMPLETION OF THE PROJECT, THE OWNER WILL BE RESPONSIBLE FOR SITE MAINTENANCE.

GENERAL EROSION & SEDIMENT CONTROL NOTES:

1. THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS 9VAC25-840 EROSION AND SEDIMENT CONTROL REGULATIONS.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.
6. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
7. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
8. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
9. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.
10. ALL FILL MATERIAL TO BE TAKEN FROM AN APPROVED, DESIGNATED BORROW AREA.
11. ALL WASTE MATERIALS SHALL BE TAKEN TO AN APPROVED WASTE AREA. EARTH FILL SHALL BE INERT MATERIALS ONLY, FREE OF ROOTS, STUMPS, WOOD, RUBBISH, AND OTHER DEBRIS.
12. BORROW OR WASTE AREAS ARE TO BE RECLAIMED WITHIN 7 DAYS OF COMPLETION PER ZONING ORDINANCE SECTION 10.2.
13. ALL INERT MATERIALS SHALL BE TRANSPORTED IN COMPLIANCE WITH CITY CODE AND STATE REGULATIONS.
14. BORROW, FILL OR WASTE ACTIVITY INVOLVING INDUSTRIAL-TYPE POWER EQUIPMENT SHALL BE LIMITED TO THE HOURS OF 7:00 AM TO 9:00 PM.
15. BORROW, FILL OR WASTE ACTIVITY SHALL BE CONDUCTED IN A SAFE MANNER THAT MAINTAINS LATERAL SUPPORT, OR ORDER TO MINIMIZE ANY HAZARD TO PERSONS, PHYSICAL DAMAGE TO ADJACENT LAND AND IMPROVEMENTS, AND DAMAGE TO ANY PUBLIC STREET BECAUSE OF SLIDES, SINKING, OR COLLAPSE.
16. THE DEVELOPER SHALL RESERVE THE RIGHT TO INSTALL, MAINTAIN, REMOVE OR CONVERT TO PERMANENT STORMWATER MANAGEMENT FACILITIES WHERE APPLICABLE ALL EROSION CONTROL MEASURES REQUIRED BY THIS PLAN REGARDLESS OF THE SALE OF ANY LOT, UNIT, BUILDING OR OTHER PORTION OF THE PROPERTY.
17. TEMPORARY STABILIZATION SHALL BE TEMPORARY SEEDING AND MULCHING. SEEDING IS TO BE AT 75 LBS/ACRE, AND IN THE MONTHS OF SEPTEMBER TO FEBRUARY TO CONSIST A 50/50 MIX OF ANNUAL RYGRASS AND CEREAL WINTER RYE, OR IN MARCH AND APRIL TO CONSIST OF ANNUAL RYE, OR MAY THROUGH AUGUST TO CONSIST OF GERMAN MILLET. STRAW MULCH IS TO BE APPLIED AT 80LBS/100SF. ALTERNATIVES ARE SUBJECT TO APPROVAL BY THE EROSION CONTROL INSPECTOR.
18. PERMANENT STABILIZATION SHALL BE LIME AND FERTILIZER, PERMANENT SEEDING, AND MULCH. AGRICULTURAL GRADE LIMESTONE SHALL BE APPLIED AT 90LBS/1000SF, INCORPORATED INTO THE TOP 4-6 INCHES OF SOIL. FERTILIZER SHALL BE APPLIED AT 1000LBS/ACRE AND CONSIST OF A 10-20-10 NUTRIENT MIX. PERMANENT SEEDING SHALL BE APPLIED AT 180LBS/ACRE AND CONSIST OF 95% KENTUCKY 31 OR TALL FESCUE AND 0-5% PERENNIAL RYGRASS OR KENTUCKY BLUEGRASS. STRAW MULCH IS TO BE APPLIED AT 80LBS/100SF. ALTERNATIVES ARE SUBJECT TO APPROVAL BY THE EROSION CONTROL INSPECTOR.
19. MAINTENANCE: ALL MEASURES ARE TO BE INSPECTED WEEKLY AND AFTER EACH RAINFALL. ANY DAMAGE OR CLOGGING TO STRUCTURAL MEASURES IS TO BE REPAIRED IMMEDIATELY. SILT TRAPS ARE TO BE CLEANED WHEN 50% OF THE WET STORAGE VOLUME IS FILLED WITH SEDIMENT. ALL SEEDED AREAS ARE TO BE RESEEDED WHEN NECESSARY TO ACHIEVE A GOOD STAND OF GRASS. SILT FENCE AND DIVERSION DYKES WHICH ARE COLLECTING SEDIMENT TO HALF THEIR HEIGHT MUST BE CLEANED AND REPAIRED IMMEDIATELY.
20. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE REMOVED WITHIN 30 DAYS OF FINAL SITE STABILIZATION, WHEN MEASURES ARE NO LONGER NEEDED, SUBJECT TO APPROVAL BY THE EROSION CONTROL INSPECTOR.
21. THE E&S INSPECTOR HAS THE AUTHORITY TO ADD OR DELETE E&S CONTROLS AS NECESSARY IN THE FIELD AS SITE CONDITIONS CHANGE. IN ADDITION, NO SEDIMENT BASIN OR TRAP CAN BE REMOVED WITHOUT WRITTEN AUTHORIZATION.

ES-1: UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS 9VAC25-840 EROSION AND SEDIMENT CONTROL REGULATIONS.
ES-2: THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
ES-3: ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
ES-4: A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
ES-5: PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.
ES-6: THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
ES-7: ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
ES-8: DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED WATER FILTERING DEVICE.
ES-9: THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.



(DD) TEMPORARY 18" DIVERSION BERM

UTILITY INSTALLATION NOTES:
1. SITE DRAINAGE FACILITIES SHALL BE SCHEDULED TO BE COMPLETED WITHIN 30 DAYS FOLLOWING COMPLETION OF THE ROUGH GRADING OPERATIONS FOR THAT PORTION OF THE PROJECT.
2. AREAS DESIGNATED FOR UNDERGROUND UTILITIES SHALL BE STABILIZED AS SOON AS PRACTICAL BUT NOT EXCEEDING 14 DAYS FOLLOWING THEIR INSTALLATION AND BACKFILLING. TRENCH LENGTH TO BE OPENED AT ANY ONE TIME NOT TO EXCEED 500 FEET IN LENGTH. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED AND PASSED THROUGH THE SEDIMENT BASIN TO NOT ADVERSELY AFFECT STREAMS OR OFF SITE PROPERTY.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

PROJECT: HILLSDALE PLACE - FINAL SITE PLAN

SHEET: EROSION & SEDIMENT CONTROL NOTES & DETAILS

JOB NO. 202188
SCALE N/A
SHEET NO. 25

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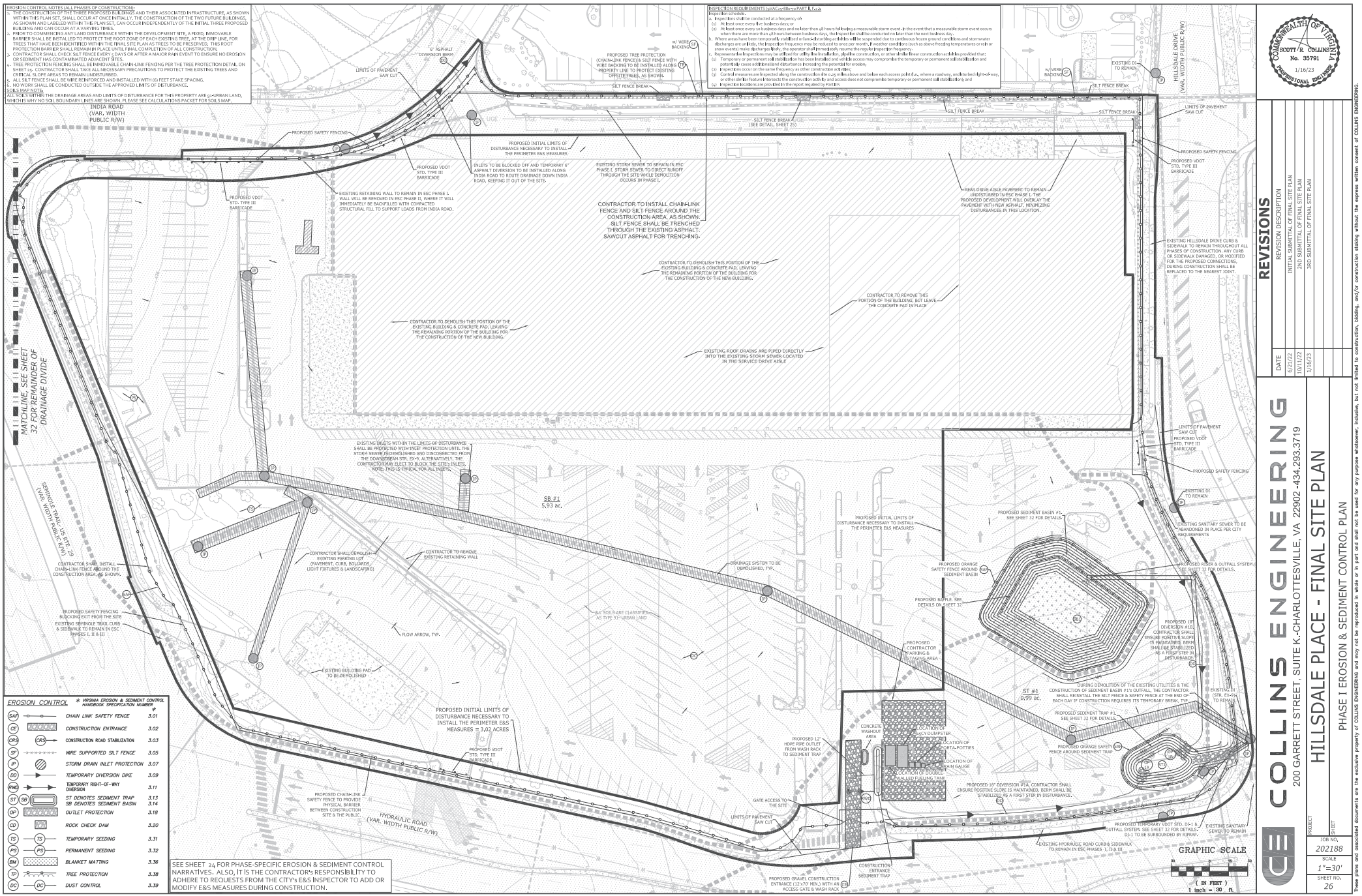

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
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HILLSDALE PLACE - FINAL SITE PLAN

PHASE I EROSION & SEDIMENT CONTROL PLAN

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=30'
SHEET NO. 26

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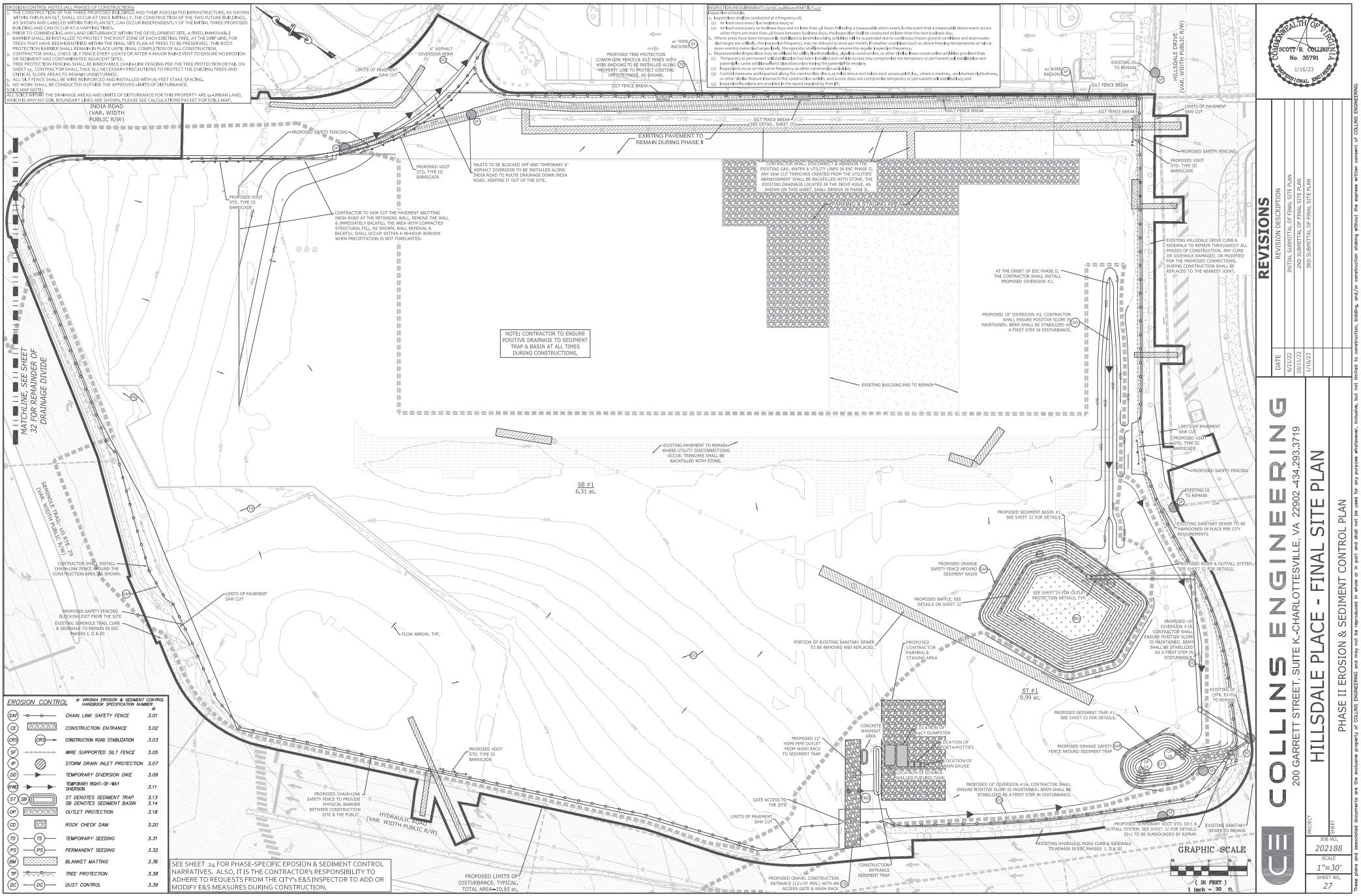

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PROJECT
HILLSDALE PLACE - FINAL SITE PLAN
SHEET
PHASE II EROSION & SEDIMENT CONTROL PLAN

JOB NO. 202188
SCALE 1"=30'
SHEET NO. 27

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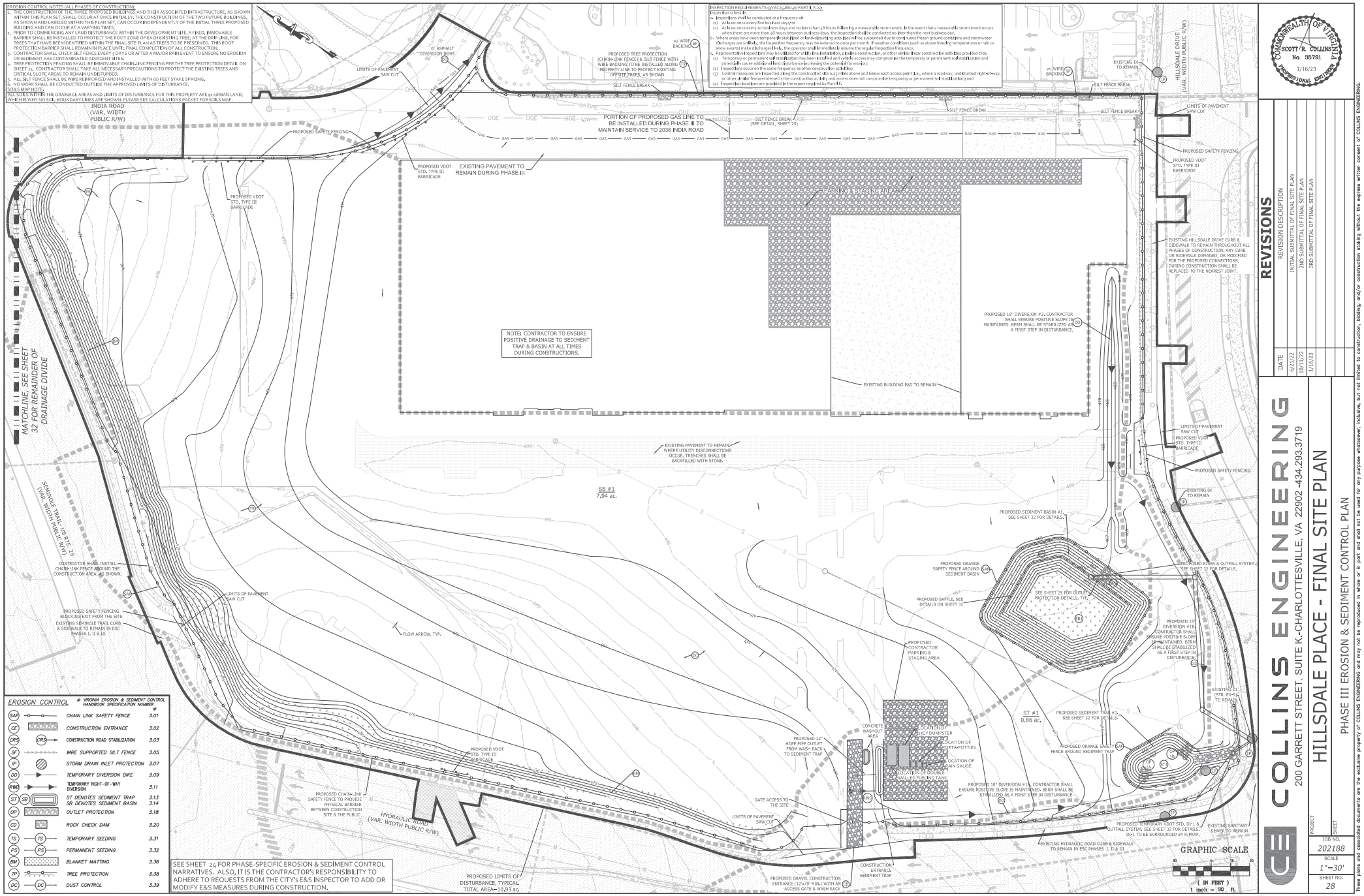

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HILLSDALE PLACE - FINAL SITE PLAN

PHASE III EROSION & SEDIMENT CONTROL PLAN

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=30'
SHEET NO. 28

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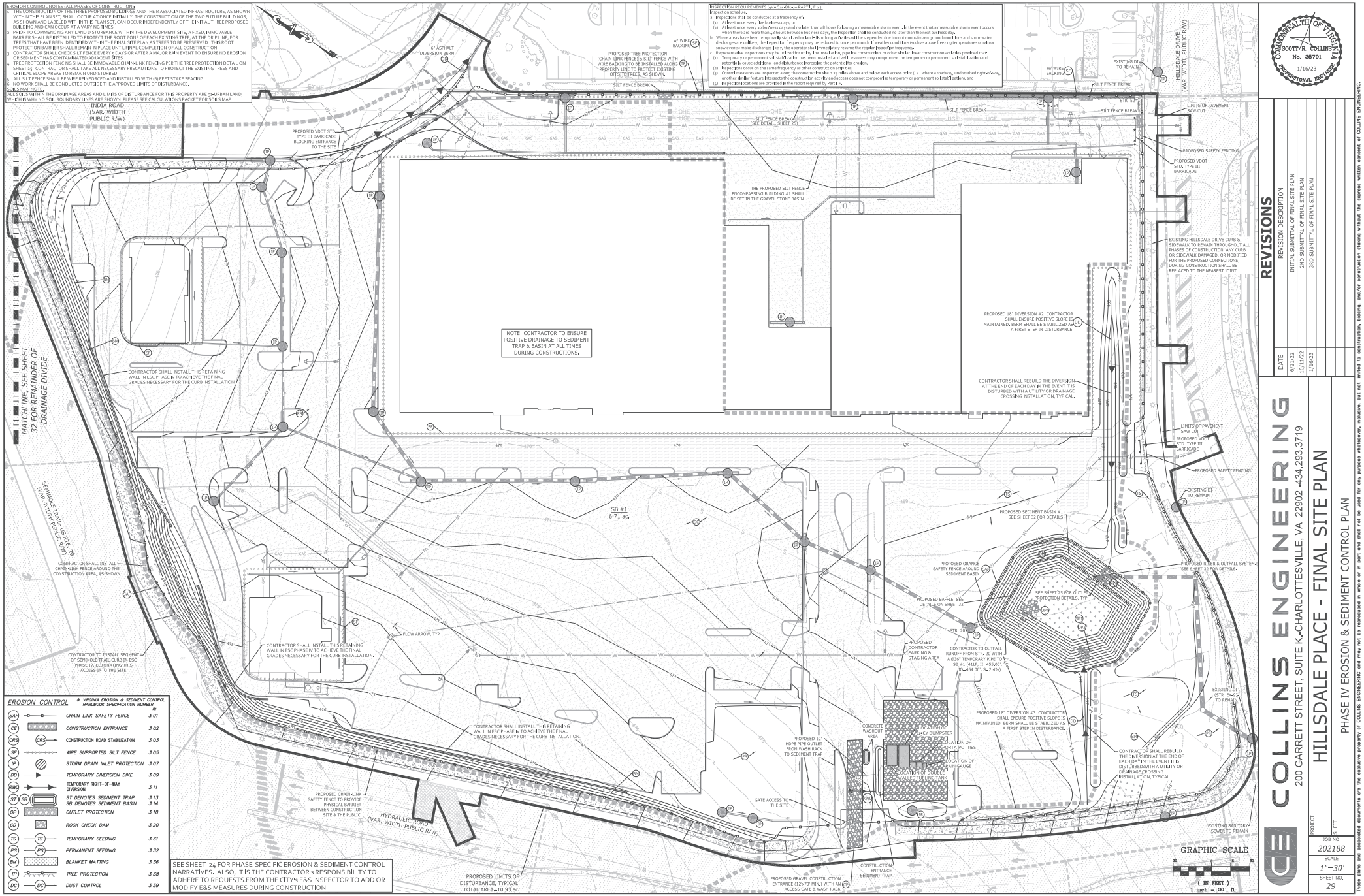

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PROJECT
HILLSDALE PLACE - FINAL SITE PLAN
SHEET
PHASE IV EROSION & SEDIMENT CONTROL PLAN

JOB NO. 202188
SCALE 1"=30'
SHEET NO. 29

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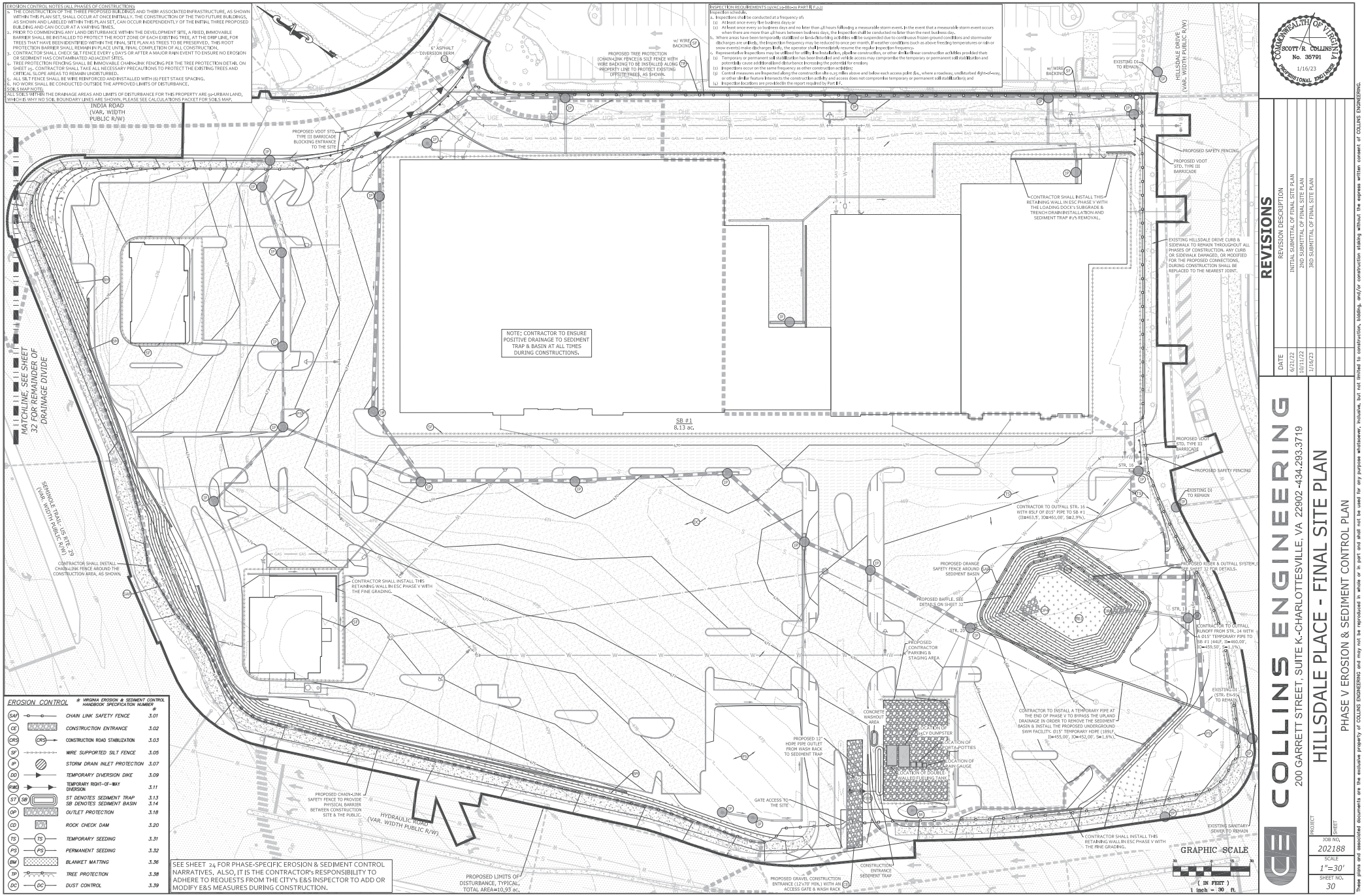

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HILLSDALE PLACE - FINAL SITE PLAN

PHASE V EROSION & SEDIMENT CONTROL PLAN

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=30'
SHEET NO. 30

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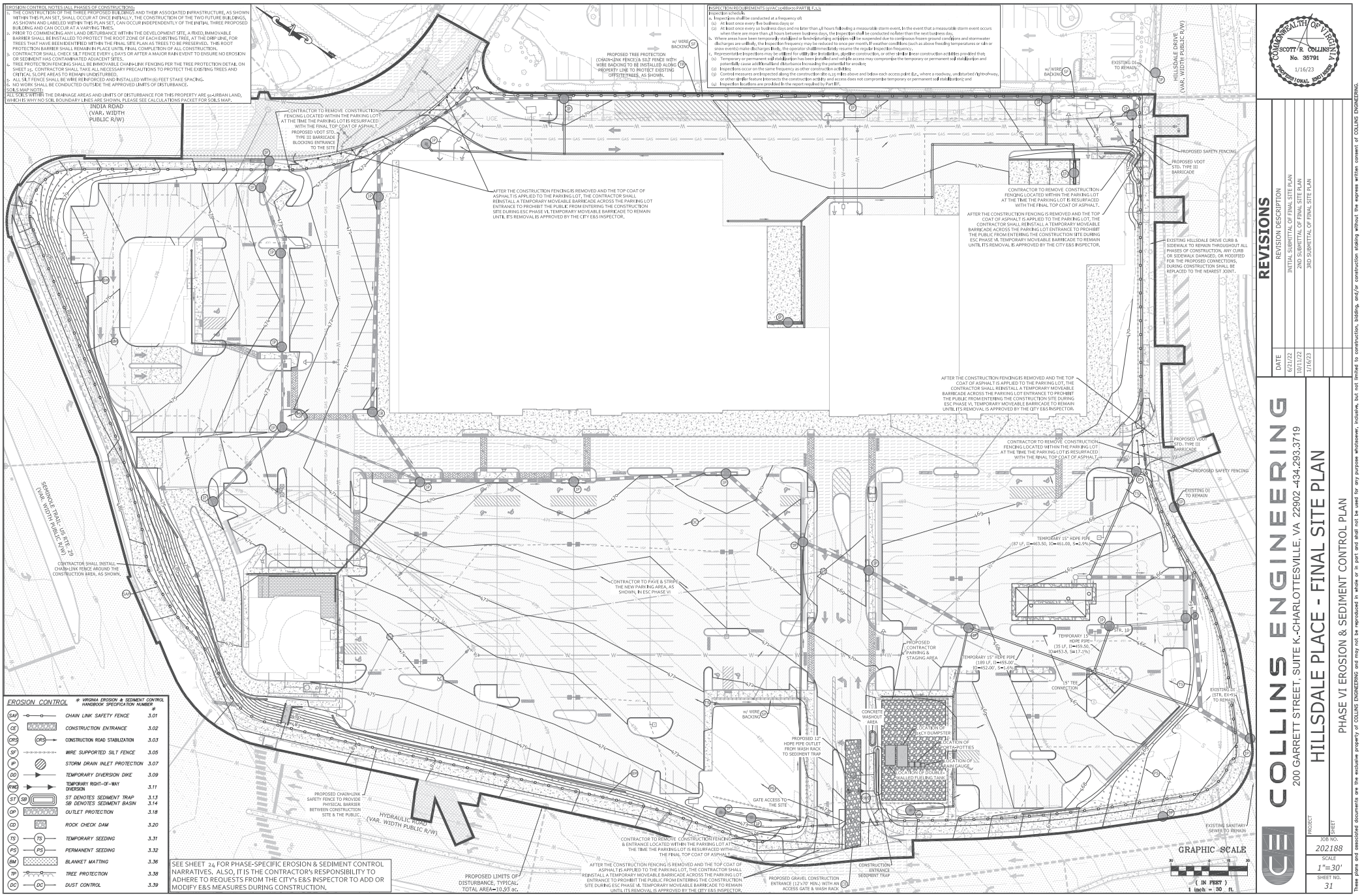

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HILLSDALE PLACE - FINAL SITE PLAN

PHASE VI EROSION & SEDIMENT CONTROL PLAN

PROJECT
JOB NO. 202188
SCALE 1"=30'
SHEET
SHEET NO. 31

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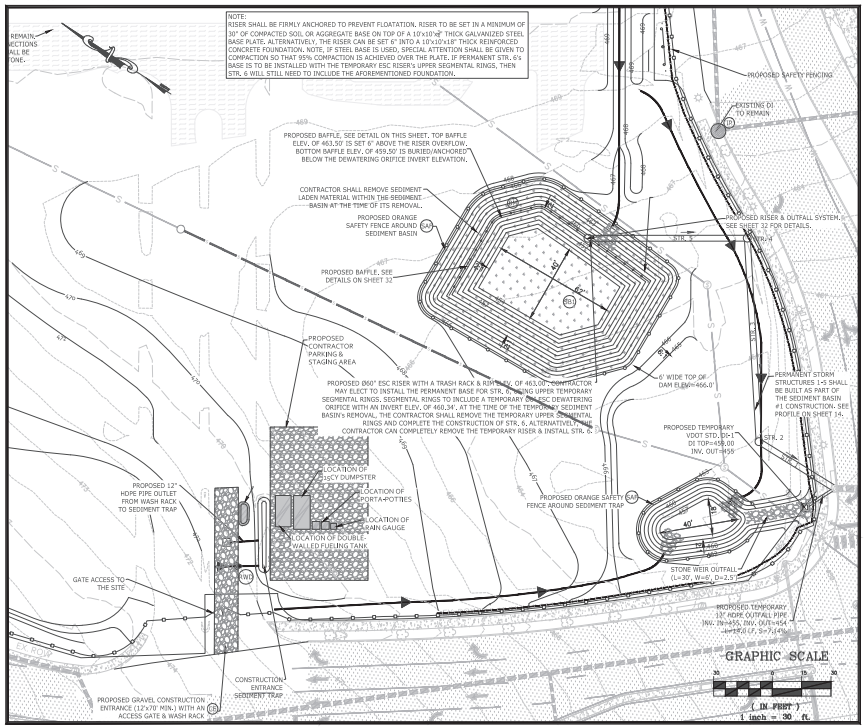
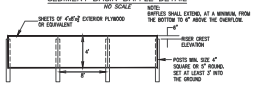
SEDIMENT BASIN #1 & SEDIMENT TRAP #1 PLAN,
SCALE 1"=30'



Drainage Area Summary

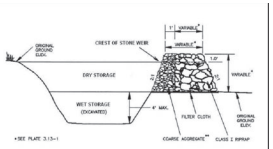
	Sediment Basin #1, ac.	Sediment Trap #1, ac.
Phase I	5.93	0.99
Phase II	6.31	0.99
Phase III	7.94	0.86
Phase IV	6.71	-
Phase V	8.13	-
Phase VI	-	-

SEDIMENT BASIN BAFFLE DETAIL
NO SCALE



Sediment Trap #3 Design

drainage area (acres) (<3)			0.99
trap volumes:			
elevation (ft)	area (sf)	volume(cf)	volume(cy)
457.00	495.0	0	0.0
458.00	695.0	592	21.9
459.00	920.0	1,397	51.7
460.00	1170.0	2,440	90.4
461.00	1445.0	3,745	138.7
462.00	1746.0	5,338	197.7
wet storage:			
wet storage required (cy) (67*DA)			66.3
bottom of stone weir (ft)			459.50
wet storage provided at this elevation (cy)			70.9
slope of wet storage sides			2:1
dry storage:			
dry storage required (cy) (67*DA)			66.3
crest of stone weir			461.0
dry storage provided at this elevation (cy)			67.6
slope of dry storage sides			2:1



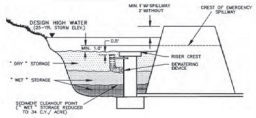
weir length (ft) (6xDA)	5.9
bottom of trap elevation (ft)	457
bottom trap dimensions:	18'x40'
top of dam elevation (ft)	462
top width of dam (ft)	4'
top trap dimensions	38'x60'

Sediment Basin #1 Design

drainage area (acres) 8.13

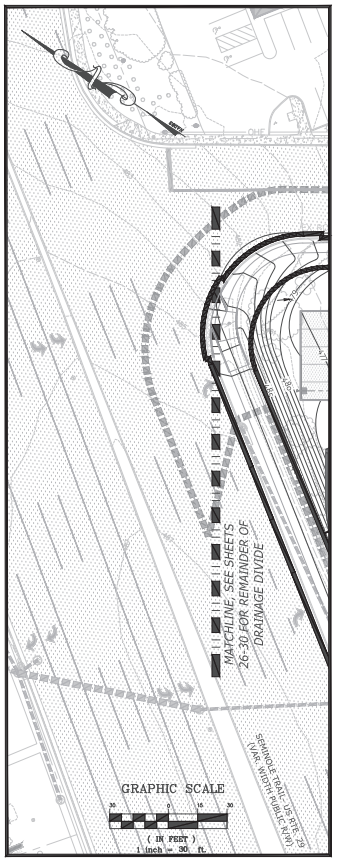
basin volumes: (using 2' contour intervals)

elevation (ft)	contour area (sf)	volume(cy)
454.00	2306	0
455.00	2696	93
456.00	3115	200
457.00	3564	324
458.00	4041	464
459.00	4546	623
460.00	5079	801
461.00	5641	1,000
462.00	6230	1,220
463.00	6845	1,462
464.00	7484	1,727
465.00	8149	2,016
466.00	8840	2,331



wet storage:			
wet storage required (cy) (67*DA)	545	design high water	464.00
dewatering orifice elevation (ft)	460.34	top of dam (ft)	463.00
wet storage provided at this elevation (cy)	869	top width of dam (ft)	6.0
available volume before cleanout (cy) (34*DA)	276	bottom of basin (ft)	454.0
cleanout elevation (ft)	458.50	approx. bottom dimensions:	40'x62'
distance from cleanout to orifice (ft) (> 1')	1.8	upstream face slope:	2:1
		downstream face slope:	3:1
dry storage:			
dry storage required (cy) (67*DA)	545	baffles:	YES
principle spillway crest (ft)	463.00	length of flow, L (ft)	20
dry storage provided at this elevation (cy)	593	effective width, We (ft)	342
diameter of dewatering orifice (in)	6.0	L / We (baffles required if < 2)	0.1
diameter of flexible tubing (in) (orifice+2")	8.0		
		Permanent collars:	YES
runoff:		depth of water at spillway crest (ft)	9
C (use 0.45 for bare earth)	0.45	slope of upstream face (Z:1)	2
tc (min)	5	slope of barrel (Sb)	2.0%
I 2yr 5.2 Q 2yr	19.0	length of barrel in saturated zone (Ls)	59
I 25yr 7.5 Q 25yr	30.2	number collars required	2
		dimension of permanent collars	5.9'x5.9'
principle spillway:			
available head (ft)	1.00	emergency spillway:	NO
diameter riser (in)	60	required capacity (Q25-Qp) (cfs)	0.0
spillway capacity, Qp (cfs)	48.0	bottom width (ft)	-
diameter trash rack (in)	90	slope of exist channel (ft/ft)	-
barrel length (ft)	186	minimum length of exit channel (ft)	-
head on barrel through embankment (ft)	7.0	crest of spillway (ft)	-
diameter of barrel (in)	36		

DRAINAGE DIVIDE PLAN,
SCALE 1"=30'



COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

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

PROJECT
HILLSDALE PLACE - FINAL SITE PLAN
SHEET
EROSION & SEDIMENT CONTROL DETAILS

JOB NO. 202188
SCALE 1"=30'
SHEET NO. 32

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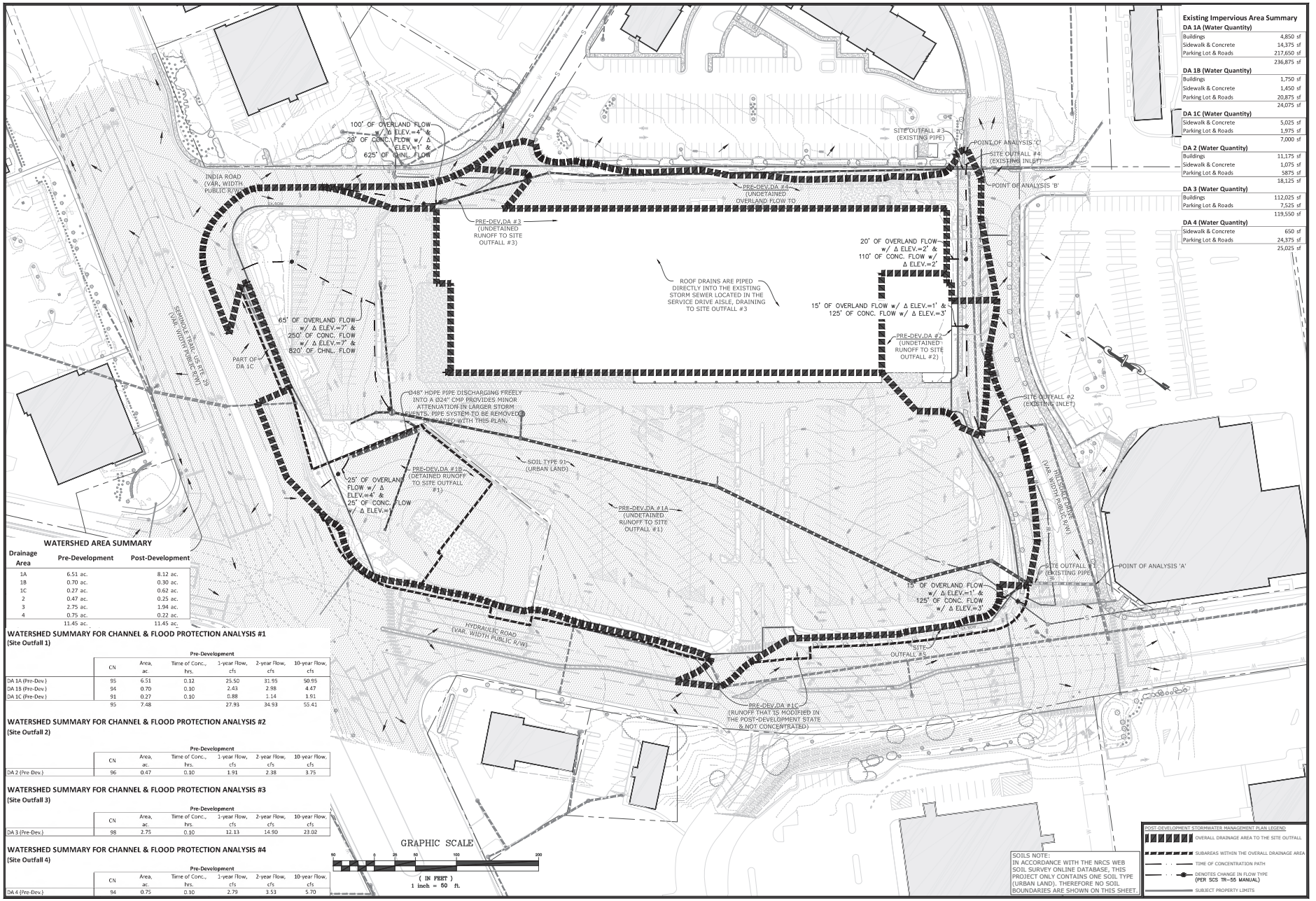

Existing Impervious Area Summary

DA 1A (Water Quantity)	
Buildings	4,850 sf
Sidewalk & Concrete	14,375 sf
Parking Lot & Roads	217,650 sf
	236,875 sf
DA 1B (Water Quantity)	
Buildings	1,750 sf
Sidewalk & Concrete	1,450 sf
Parking Lot & Roads	20,875 sf
	24,075 sf
DA 1C (Water Quantity)	
Sidewalk & Concrete	5,025 sf
Parking Lot & Roads	1,975 sf
	7,000 sf
DA 2 (Water Quantity)	
Buildings	11,175 sf
Sidewalk & Concrete	1,075 sf
Parking Lot & Roads	5875 sf
	18,125 sf
DA 3 (Water Quantity)	
Buildings	112,025 sf
Parking Lot & Roads	7,525 sf
	119,550 sf
DA 4 (Water Quantity)	
Sidewalk & Concrete	650 sf
Parking Lot & Roads	24,375 sf
	25,025 sf

WATERSHED AREA SUMMARY

Drainage Area	Pre-Development	Post-Development
1A	6.51 ac.	8.12 ac.
1B	0.70 ac.	0.30 ac.
1C	0.27 ac.	0.62 ac.
2	0.47 ac.	0.25 ac.
3	2.75 ac.	1.94 ac.
4	0.75 ac.	0.22 ac.
	11.45 ac.	11.45 ac.

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #1
(Site Outfall 1)

	Pre-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 1A (Pre-Dev.)	95	6.51	0.12	25.50	31.95	50.95
DA 1B (Pre-Dev.)	94	0.70	0.10	2.43	2.98	4.47
DA 1C (Pre-Dev.)	91	0.27	0.10	0.88	1.14	1.91
	95	7.48		27.93	34.93	55.41

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #2
(Site Outfall 2)

	Pre-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 2 (Pre-Dev.)	96	0.47	0.10	1.91	2.38	3.75

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #3
(Site Outfall 3)

	Pre-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 3 (Pre-Dev.)	98	2.75	0.10	12.13	14.90	23.02

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #4
(Site Outfall 4)

	Pre-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 4 (Pre-Dev.)	94	0.75	0.10	2.79	3.53	5.70

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
10/11/22
PROFESSIONAL ENGINEER

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HILLSDALE PLACE - FINAL SITE PLAN

PRE-DEVELOPMENT STORMWATER MANAGEMENT PLAN

PROJECT
JOB NO. 202188
SCALE 1"=50'
SHEET
SHEET NO. 33

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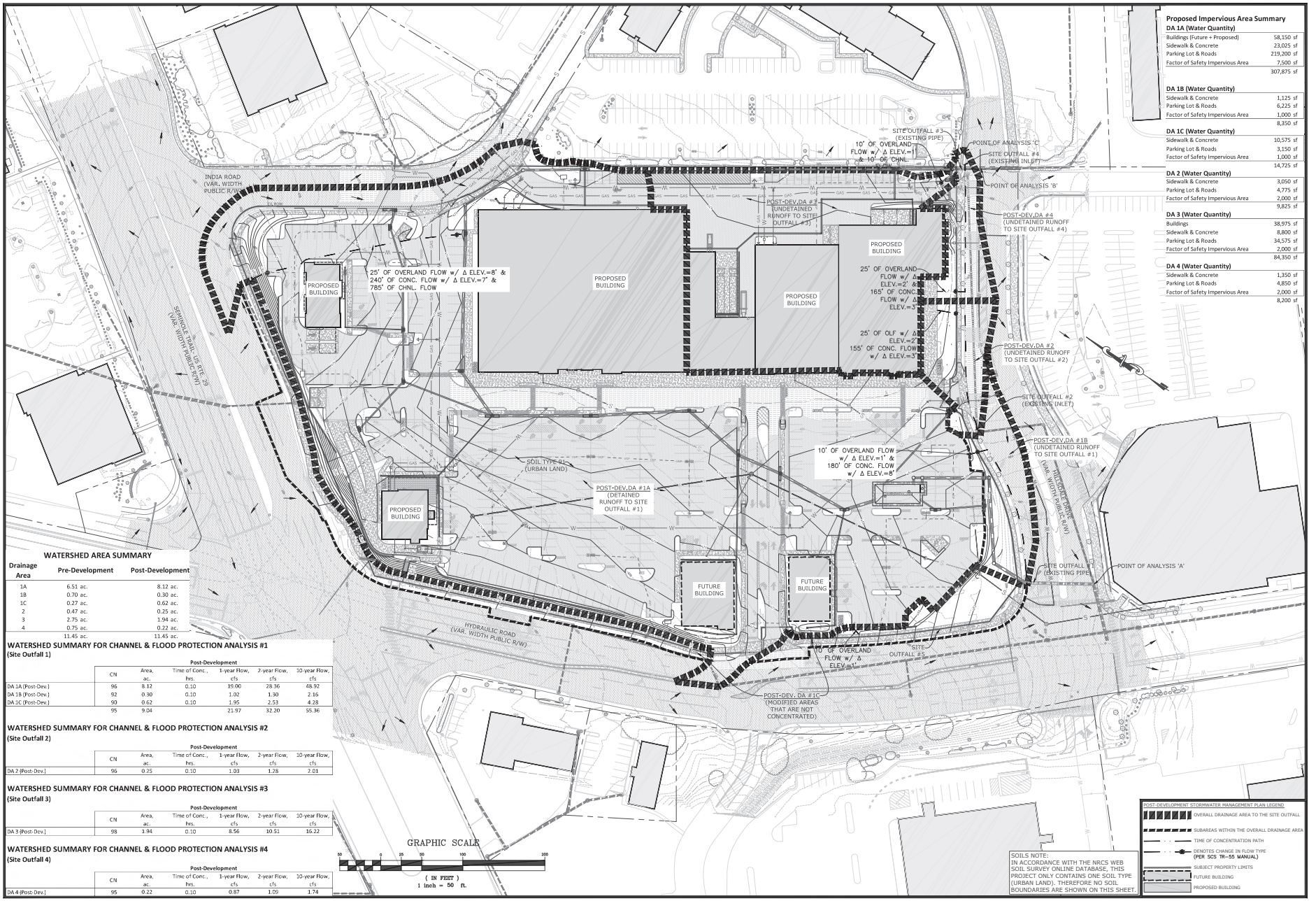

Proposed Impervious Area Summary

DA 1A (Water Quantity)	
Buildings (Future + Proposed)	58,150 sf
Sidewalk & Concrete	23,025 sf
Parking Lot & Roads	219,200 sf
Factor of Safety Impervious Area	7,500 sf
	307,875 sf
DA 1B (Water Quantity)	
Sidewalk & Concrete	1,125 sf
Parking Lot & Roads	6,225 sf
Factor of Safety Impervious Area	1,000 sf
	8,350 sf
DA 1C (Water Quantity)	
Sidewalk & Concrete	10,575 sf
Parking Lot & Roads	3,150 sf
Factor of Safety Impervious Area	1,000 sf
	14,725 sf
DA 2 (Water Quantity)	
Sidewalk & Concrete	3,050 sf
Parking Lot & Roads	4,775 sf
Factor of Safety Impervious Area	2,000 sf
	9,825 sf
DA 3 (Water Quantity)	
Buildings	38,975 sf
Sidewalk & Concrete	8,800 sf
Parking Lot & Roads	34,575 sf
Factor of Safety Impervious Area	2,000 sf
	84,350 sf
DA 4 (Water Quantity)	
Sidewalk & Concrete	1,350 sf
Parking Lot & Roads	4,850 sf
Factor of Safety Impervious Area	2,000 sf
	8,200 sf

WATERSHED AREA SUMMARY

Drainage Area	Pre-Development	Post-Development
1A	6.51 ac.	8.12 ac.
1B	0.70 ac.	0.30 ac.
1C	0.27 ac.	0.62 ac.
2	0.47 ac.	0.25 ac.
3	2.75 ac.	1.94 ac.
4	0.75 ac.	0.22 ac.
	11.45 ac.	11.45 ac.

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #1
(Site Outfall 1)

	Post-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 1A (Post-Dev.)	96	8.12	0.10	19.00	28.36	48.92
DA 1B (Post-Dev.)	92	0.30	0.10	1.02	1.30	2.16
DA 1C (Post-Dev.)	90	0.62	0.10	1.95	2.53	4.28
	95	9.04		21.97	32.20	55.36

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #2
(Site Outfall 2)

	Post-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 2 (Post-Dev.)	96	0.25	0.10	1.03	1.28	2.01

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #3
(Site Outfall 3)

	Post-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 3 (Post-Dev.)	98	3.94	0.10	8.56	10.51	16.22

WATERSHED SUMMARY FOR CHANNEL & FLOOD PROTECTION ANALYSIS #4
(Site Outfall 4)

	Post-Development					
	CN	Area, ac.	Time of Conc., hrs.	1-year Flow, cfs	2-year Flow, cfs	10-year Flow, cfs
DA 4 (Post-Dev.)	95	0.22	0.10	0.87	1.09	1.74

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

SOILS NOTE:
IN ACCORDANCE WITH THE NRCS WEB SOIL SURVEY ONLINE DATABASE, THIS PROJECT ONLY CONTAINS ONE SOIL TYPE (URBAN LAND), THEREFORE NO SOIL BOUNDARIES ARE SHOWN ON THIS SHEET.

POST-DEVELOPMENT STORMWATER MANAGEMENT PLAN LEGEND
- OVERALL DRAINAGE AREA TO THE SITE OUTFALL
- SUBAREAS WITHIN THE OVERALL DRAINAGE AREA
- TIME OF CONCENTRATION PATH
- DENOTES CHANGE IN FLOW TYPE (PER SCS TR-55 MANUAL)
- SUBJECT PROPERTY LIMITS
- FUTURE BUILDING
- PROPOSED BUILDING

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

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HILLSDALE PLACE - FINAL SITE PLAN

POST-DEVELOPMENT STORMWATER MANAGEMENT PLAN

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=50'
SHEET NO. 34

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STORMWATER QUALITY PLAN LEGEND

PROPOSED LIMITS OF DISTURBANCE

SUBJECT PROPERTY LIMITS

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1/16/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

STORMWATER QUALITY PLAN

PROJECT

SHEET

JOB NO. 202188

SCALE 1"=60'

SHEET NO. 35

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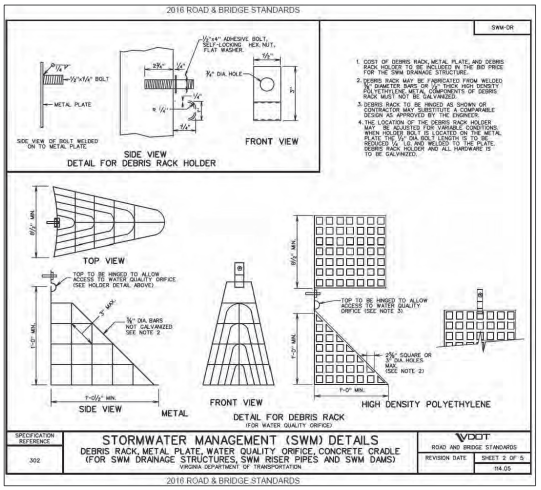
A STATE-APPROVED TRASHRACK SHALL BE INSTALLED ON ALL THE UNDERGROUND DETENTION SYSTEM's ORIFICES. SEE DETAIL BELOW (OR EQUIVALENT) FOR DESIGN :



UNDERGROUND DETENTION SYSTEM (UGD) REQUIREMENTS

CONTRACTOR REQUIREMENTS:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF ALL WORK COVERED UNDER THESE PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND NOTIFY THE DESIGNER OF ANY VARIANCE FROM THE PLAN.
3. REFER TO THE APPROVED FINAL SITE PLAN FOR ANY DETAILED SITE INFORMATION.
4. ALL WORK SHALL BE COORDINATED WITH OTHER PARTIES.
5. MINOR FIELD ADJUSTMENTS MAY BE NECESSARY DUE TO SITE CONDITIONS. MAJOR ADJUSTMENTS MUST BE APPROVED BY THE DESIGNER.

GENERAL CONSTRUCTION SEQUENCE NARRATIVE

1. THE CONTRACTOR SHALL ASSEMBLE CONSTRUCTION MATERIALS ON-SITE, MAKING SURE THEY MEET DESIGN SPECIFICATIONS AND ARE PREPARED AT STAGING AREAS WHEN POSSIBLE.
2. THE CONTRACTOR SHALL CLEAR AND STRIP THE PROJECT AREA IF REQUIRED TO THE DESIRED SUB-GRADE.
3. CONTRACTOR SHALL EXCAVATE THE TRENCH.
4. THE TRENCH FOR THE UGD SYSTEM SHALL EXTEND 3' BEYOND THE PIPES' SPRINGLINES.
5. CONTRACTOR SHALL WRAP THE EXCAVATED TRENCH WITH A 6 OUNCE FILTER FABRIC CLOTH. IN ACCORDANCE WITH AASHTO SPECIFICATION 26.5.2, A FOUNDATION BENEATH THE TRENCH's FILTER CLOTH, PIPE AND SIDE BACKFILL SHALL BE CAPABLE OF SUPPORTING THE LOADS ACTING UPON IT.
6. TRENCH TO INCLUDE A 6" #57 STONE BED AT 95% COMPACTION BENEATH THE STORM PIPES.
7. CONTRACTOR SHALL INSTALL THE UGD DETENTION SYSTEM, INCLUSIVE OF THE OUTFALLS AND ALL OF THE ASSOCIATED STRUCTURES.
8. TRENCH SHALL BE BACKFILLED WITH #57 STONE IN 8" LIFTS AND SHALL EXTEND 6" VERTICALLY ABOVE THE CROWN OF THE PIPES.
9. THE TOP OF THE #57 STONE SHALL BE COVERED WITH A 6 OUNCE FILTER FABRIC CLOTH, OVERLAPPING THE PREVIOUSLY INSTALLED CLOTH THAT SURROUNDS THE BOTTOM AND SIDES OF THE TRENCH.
10. SUITABLE FILL REACHING THE FINISHED GRADE SHALL BE APPLIED ABOVE THE TOP LAYER's FILTER CLOTH, MEETING MINIMUM PIPE MANUFACTURER's REQUIREMENTS TO PREVENT FLOATATION AND ENSURING PIPE INTEGRITY IS MAINTAINED.
11. A MINIMUM COVER OF 18" IS REQUIRED ABOVE THE CROWN OF THE DETENTION SYSTEM's PIPES. THE MINIMUM 6" OF #57 STONE ABOVE THE CROWN OF THE PIPES CAN BE PART OF THE MINIMUM 18" OF COVER.
12. SEE THE MANUFACTURER'S SPECIFICATIONS FOR ADDITIONAL UNDERGROUND DETENTION SYSTEM REQUIREMENTS.

INSPECTIONS DURING CONSTRUCTION:

CONSTRUCTION INSPECTIONS ARE CRITICAL TO ENSURE THE UNDERGROUND DETENTION SYSTEM IS PROPERLY BUILT. BECAUSE THE TIMING OF THE INSTALLATION IS DICTATED BY THE CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE ENGINEER, CITY INSPECTOR AND CONTECH REPRESENTATIVE PRIOR TO INSTALLATION. CONTECH, OR AN EQUIVALENT PIPE MANUFACTURER, SHALL BE CONTACTED WELL AHEAD OF THE CONSTRUCTION START DATE TO ENSURE ADEQUATE LEAD TIME FOR MATERIALS AND DELIVERY. MULTIPLE SITE VISITS AND INSPECTIONS ARE REQUIRED TO BE SCHEDULED BY THE CONTRACTOR, WITH THE ENGINEER, CITY INSPECTOR & PIPE MANUFACTURER, DURING THE FOLLOWING STAGES OF THE UNDERGROUND DETENTION SYSTEM CONSTRUCTION PROCESS:

1. PRE-CONSTRUCTION MEETING
2. INITIAL SITE PREPARATION (INCLUDING INSTALLATION OF PROJECT E&S CONTROLS)
3. EXCAVATION/GRADING (E.G., INTERIM/FINAL ELEVATIONS).
4. WHEN THE DETENTION PIPE SUBGRADE IS READY FOR PIPE CONSTRUCTION, BUT BEFORE STONE BEDDING IS INSTALLED.
5. AFTER STONE BEDDING IS PLACED AND COMPACTED, BUT PRIOR TO PIPE INSTALLATION.
6. AT THE TIME OF THE PIPE INSTALLATION.
7. AFTER PIPE INSTALLATION, BUT PRIOR TO PLACING BACKFILL & FILL OVER THE SYSTEM.
8. FINAL INSPECTION (DEVELOP A PUNCH LIST FOR FACILITY ACCEPTANCE)

PLEASE ALSO SEE BELOW, UNDER FACILITY MAINTENANCE, FOR REQUIRED INSPECTIONS AFTER INSTALLATION IS COMPLETE.

INSPECTIONS & MAINTENANCE AFTER CONSTRUCTION:

THE FOLLOWING MAINTENANCE TASKS SHALL BE PERFORMED BY THE CONTRACTOR IN THE FIRST YEAR FOLLOWING THE INSTALLATION OF THE UNDERGROUND DETENTION SYSTEM.

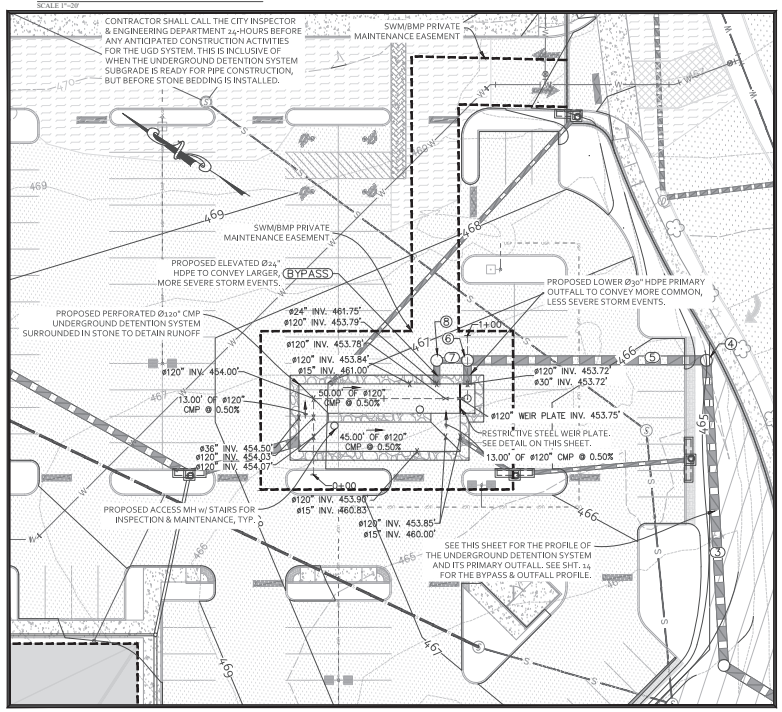
1. FOR THE FIRST YEAR FOLLOWING CONSTRUCTION, THE SITE SHALL BE INSPECTED BY THE CONTRACTOR QUARTERLY AND AFTER STORM EVENTS THAT EXCEED 1/2 INCH OF RAINFALL.
2. THE CONTRACTOR SHALL LOOK FOR BARE OR ERODING AREAS IN THE CONTRIBUTING DRAINAGE AREA AND AROUND THE UNDERGROUND DETENTION SYSTEM AND MAKE SURE THEY ARE IMMEDIATELY STABILIZED. CONTRACTOR SHALL SPOT RESEED AS NECESSARY AND ENSURE ADEQUATE SITE COVERAGE IS PROVIDED WITHIN THE FIRST YEAR. AT THE QUARTERLY INSPECTIONS, AND AFTER EACH RAINFALL EVENT IN EXCESS OF 8", THE CONTRACTOR SHALL PERFORM THE ANNUAL MAINTENANCE TASKS DESCRIBED BELOW IN #3.

AFTER THE FIRST YEAR THE OWNER SHALL PERFORM FOLLOW-UP INSPECTIONS ANNUALLY, AND AFTER EACH SIGNIFICANT RAINFALL EVENT:

3. A SPRING MAINTENANCE INSPECTION AND CLEANUP SHALL BE CONDUCTED ANNUALLY. THE MAINTENANCE PROGRAM FOR THE UNDERGROUND DETENTION SYSTEM SHALL INCLUDE CLEANING IT ANNUALLY OF TRASH, DEBRIS & SEDIMENT AND ENSURING THE INTEGRITY OF THE TRASH RACKS AND OUTFALL & INFLOW PIPES. THE OWNER SHALL ENSURE THE SYSTEM IS OPERATING AS INTENDED AND IS NOT CLOGGED OR DAMAGED. THE OWNER SHALL IMMEDIATELY CLEAN & REPAIR THE FACILITY AS NECESSARY AND SHALL PAY SPECIAL ATTENTION TO THE INLET AND OUTLET LOCATIONS. THE ACCESS MANHOLES SHALL BE USED FOR INSPECTION AND MAINTENANCE.

UNDERGROUND DETENTION SYSTEM DETAIL

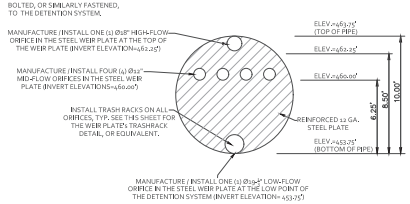
SCALE 1"=20'



GRAPHIC SCALE

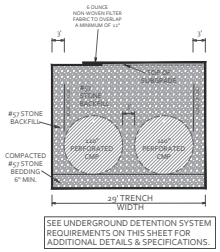
(IN FEET)
1 inch = 20 ft.

Ø120" WEIR PLATE DETAIL
(UNDERGROUND DETENTION SYSTEM)
SCALE:1"=1'



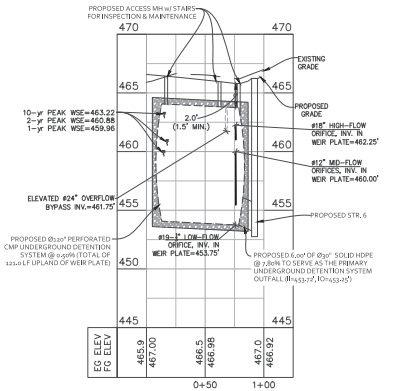
GRAPHIC SCALE

(IN FEET)
1 inch = 5 ft.



SEE UNDERGROUND DETENTION SYSTEM REQUIREMENTS ON THIS SHEET FOR ADDITIONAL DETAILS & SPECIFICATIONS.

UGD TRENCH DETAIL
NTS



UGD SYSTEM SECTION

HORIZONTAL GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 inch = 5 ft.

UNDERGROUND DETENTION SYSTEM STORAGE TABLE

(A) Facility Elevations (ft)	(B) Area of 120" Perforated CMP (sf)	(C) UGD System Footprint (sf)	(D) Void Space of Stone (%)	(E) C - B Area of Stone (sf)	(F) D x E Storage Area in Stone (cf)	(G) B + F Total UGD System Storage Area (sf)
453.25	0	1,849	40%	1,849	740	740
453.75	0	1,849	40%	1,849	740	740
454.75	726	1,849	40%	1,123	449	1,175
455.75	968	1,849	40%	881	352	1,320
456.75	1,109	1,849	40%	740	296	1,405
457.75	1,186	1,849	40%	663	265	1,451
458.75	1,210	1,849	40%	639	256	1,466
459.75	1,186	1,849	40%	663	265	1,451
460.75	1,109	1,849	40%	740	296	1,405
461.75	968	1,849	40%	881	352	1,320
462.75	726	1,849	40%	1,123	449	1,175
463.75	0	1,849	40%	1,849	740	740
464.75	0	1,849	40%	1,849	740	740

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 City erosion control inspector.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
1/16/23
PROFESSIONAL ENGINEER

REVISIONS

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

HILLSDALE PLACE - FINAL SITE PLAN

STORMWATER MANAGEMENT DETAILS

PROJECT

SHEET

JOB NO. 202188

SCALE AS SHOWN

SHEET NO. 36

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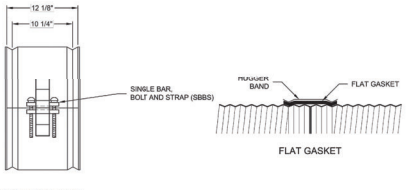


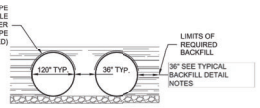
CONNECTION DETAIL
(SBBS)

2 2/3"x1/2" RE-ROLLED END HEL-COR PIPE

GENERAL NOTES:

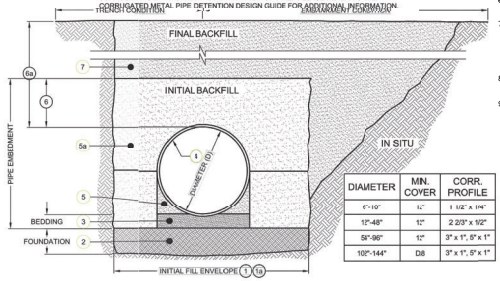
1. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
2. BAND MATERIALS AND/OR COATING CAN VARYBY LOCATION. CONTACT YOUR CONTECH REPRESENTATIVE FOR AVAILABILITY.
3. BANDS ARE SHAPED TO MATCH THE PIPE-ARCH WHEN APPLICABLE.
4. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
   - 12" THRU 48" 1-PIECE
   - 54" THRU 96" 2-PIECES
   - 102" THRU 144" 3-PIECES
5. BAND FASTENERS ARE ATTACHED WITH SPOT WELDS, RIVETS OR HAND WELDS.
6. ALL CMP IS REROLLED TO HAVE ANNULAR END CORRUGATIONS OF 2 2/3"x1/2"
7. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
8. ORDER SHALL DESIGNATE GASKET OPTION, IF REQUIRED (SEE DETAILS ABOVE).

H-12 HUGGER BAND DETAIL
NOT TO SCALE



TYPICAL SECTION VIEW
NOT TO SCALE

NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.



DIAMETER	MIN. COVER	CORR. PROFILE
6"-10"	1"	1 1/2" x 1/4"
12"-48"	1"	2 2/3" x 1/2"
54"-96"	1"	3" x 1", 5" x 1"
102"-144"	D/8	3" x 1", 5" x 1"

BACKFILL REQUIREMENTS FOLLOW THE GUIDELINES OF AASHTO LRFD BRIDGE DESIGN (SEC 12) AND CONSTRUCTION (SEC 26)

1 MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER THE PIPE. THE MINIMUM TRENCH WIDTH (12.6.6.1):
PIPE ≤ 12": D + 16"
PIPE > 12": 1.5D + 12"

1a MINIMUM EMBANKMENT WIDTH (IN FEET) FOR INITIALFILL ENVELOPE (12.6.6.2):
PIPE < 24": 3.0D
PIPE 24" - 144": D + 4'0"
PIPE > 144": D + 10'0"

2 THE FOUNDATION UNDER THE PIPE AND SIDE BACKFILL SHALL BE ADEQUATE TO SUPPORT THE LOADS ACTING UPON IT (26.5.2).

3 BEDDING MATERIAL SHALL BE A RELATIVELY LOOSE MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, AND A MINIMUM OF TWICE THE CORRUGATION DEPTH IN THICKNESS, WITH THE MAXIMUM PARTICLE SIZE OF ONE-HALF OF THE CORRUGATION DEPTH (26.3.8.1, 26.5.3).

4 CORRUGATED STEEL PIPE (CSP / HEL-COR).

5 HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION (26.5.4).

5a INITIAL BACKFILL FOR PIPE EMBEDMENT TO MEET AASHTO A-1, A-2 OR A-3 CLASSIFICATION, OR APPROVED EQUAL, COMPACTED TO 90% STANDARD PROCTOR (T 99). MAXIMUM PARTICLE SIZE NOT TO EXCEED 3" (12.4.1.2). ALL LIFTS PLACED IN A CONTROLLED MANNER. IT IS RECOMMENDED THAT LIFTS NOT EXCEED AN 8" UNCOMPACTED LIFT HEIGHT TO PREVENT UNEVEN LOADING, AND THELESSER OF 1/3 THE DIAMETER OR 24" AS THE MAXIMUM DIFFERENTIAL SIDE-TO-SIDE (26.5.4).

6 INITIAL BACKFILL ABOVE PIPE MAY INCLUDE ROAD BASE MATERIAL (AND RIGID PAVEMENT IF APPLICABLE). SEE TABLE ABOVE.

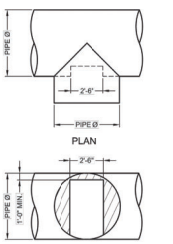
6a TOTAL HEIGHT OF COMPACTED COVER FOR CONVENTIONAL HIGHWAY LOADS IS MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT (12.6.6.3).

7 FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD (26.5.4.1).

NOTES:
- GEOTEXTILE SHOULD BE CONSIDERED FOR USE TO PREVENT SOIL MIGRATION INTO VARYING SOIL TYPES (PROJECT ENGINEER).
- FOR MULTIPLE BARREL INSTALLATIONS THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE PIPE DIA./2 BUT NO LESS THAN 12", OR 3D FOR PIPE DIAMETERS72" AND LARGER.
- CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING (TABLE C12.6.7-1).

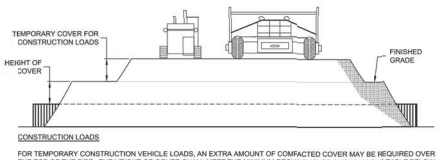
TYPICAL BACKFILL DETAIL
NOT TO SCALE

UNDERGROUND DETENTION SYSTEM NOTES:
1. TRASHRACKS SHALL BE INSTALLED ON ALL ORIFICES, INCLUDING THOSE LOCATED AT THE OUTFALL STRUCTURES WITHIN THE UNDERGROUND DETENTION SYSTEM.
2. ANY RETAINING WALLS AND FOUNDATIONS CONSTRUCTED IN THE VICINITY OF THE UNDERGROUND DETENTION SYSTEM SHALL BE REVIEWED AND APPROVED BY THE STRUCTURAL ENGINEER AND A GEOTECHNICAL ENGINEER.
3. THE ADJACENT PRIVATE PARKING LOT AND PUBLIC ROAD SHALL SERVE AS ACCESS TO THE UNDERGROUND DETENTION SYSTEMS.
4. CONTACT COLLINS ENGINEERING (434.293.3719) REGARDING ANY QUESTIONS CONCERNING THE UNDERGROUND DETENTION SYSTEM.
5. ALL FILL MATERIAL LOCATED OVER THE UNDERGROUND DETENTION SYSTEM'S STONE, AND BELOW THE PAVEMENT & STONE SUBBASE WHERE APPLICABLE, 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 THE CURRENT VDOT ROAD AND BRIDGE SPECIFICATIONS.
6. VDOT STD. IS–1 & ST–1 ARE REQUIRED ON THE UNDERGROUND DETENTION SYSTEM STRUCTURES, INCLUSIVE OF THE OUTFALL STRUCTURES.
7. 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.
8. ALL EXCAVATION FOR UNDERGROUND PIPE INSTALLATION MUST COMPLY WITH OSHA STANDARDS FOR CONSTRUCTION INDUSTRY (29 CFR PART 1926).
9. CONTRACTOR SHALL MEET THE MANUFACTURER's MINIMUM STONE BACKFILL REQUIREMENTS FOR THE UNDERGROUND DETENTION SYSTEM PIPES.



48"Ø to 90"ØFITTING REINFORCEMENT MAY BE REQUIRED BASED ON HEIGHT OF COVER AND LIVE LOAD CONDITON

TYPICAL MANWAY DETAIL
NOT TO SCALE



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM
NOT TO SCALE

SPECIFICATION FOR CORRUGATED STEEL PIPE-ALUMINIZED TYPE 2 STEEL

SCOPE

THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE CORRUGATED STEEL PIPE (CSP) DETAILED IN THE PROJECT PLANS.

MATERIAL

THE ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M274 OR ASTM A929.

PIPE

THE CSP SHALL BE MANUFACTURED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF AASHTO M36 OR ASTM A760. THE PIPE SIZES, GAGES AND CORRUGATIONS SHALL BE AS SHOWN ON THE PROJECT PLANS.

ALL FABRICATION OF THE PRODUCT SHALL OCCUR WITHIN THE UNITED STATES.

HANDLING AND ASSEMBLY

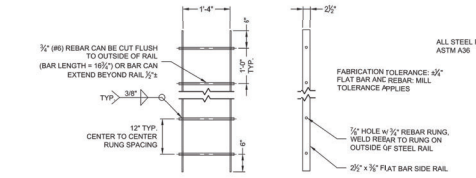
SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS OF THE NATIONAL CORRUGATED STEEL PIPE ASSOCIATION (NCSPA)

INSTALLATION

SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II OR ASTM A798 AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

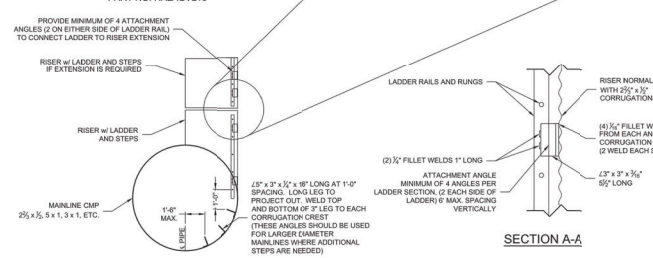
IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.

MATERIAL SPECIFICATION
NOT TO SCALE



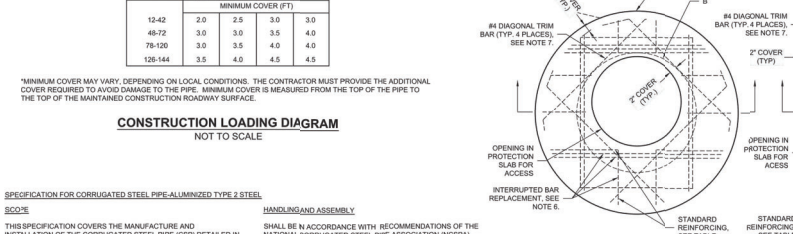
NOTES:
1. LADDERS CAN BE MADE IN 20'-0" STANDARD LENGTHS AND CUT TO FIT
2. ALL MATERIAL TO MEET ASTM A36
3. LADDER TO BE HOT DIPPED GALVANIZED PER ASTM A-123 AFTER FABRICATION IS COMPLETE

STANDARD LADDER DETAIL
NOT TO SCALE
PART NO. HALAGVL16



NOTE:
THIS DRAWING IS INTENDED TO APPLY TO LADDERS INSTALLED IN RISERS HAVING A DIAMETER OF 30" OR LARGER. DUE TO SPACE CONSTRAINTS AND LIMITED ACCESSIBILITY, THE PRACTICALITY AND SUITABILITY OF UTILIZING RISERS SMALLER THAN 30" DIAMETER AND/OR INCORPORATING LADDERS IN THESE SMALLER DIAMETER RISERS SHOULD BE ADDRESSED BY THE OWNER AND PROJECT ENGINEER

RISER LADDER DETAIL
NOT TO SCALE

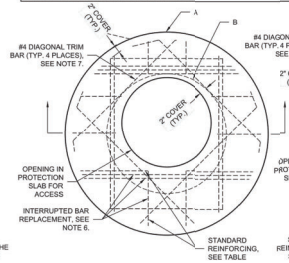


SECTION VIEW

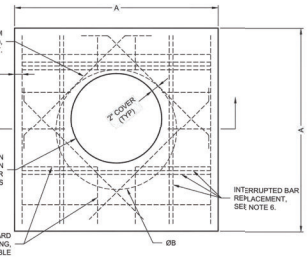
REINFORCING TABLE				
Ø CMP RISER	A	B Ø	REINFORCING	**BEARING PRESSURE (PSF)
24"	4'Ø 4'x4'	26"	#5 @ 10" OCEW #5 @ 10" OCEW	2,540 1,900
30"	4'-6"Ø 4'-6" x 4'-6"	32"	#5 @ 10" OCEW #5 @ 9" OCEW	2,260 1,670
36"	5'Ø 5' x 5'	38"	#5 @ 9" OCEW #5 @ 9" OCEW	2,060 1,500
42"	5'-6"Ø 5'-6" x 5'-6"	44"	#5 @ 8" OCEW #5 @ 8" OCEW	1,490 1,370
48"	6'Ø 6' x 6'	50"	#5 @ 7" OCEW #5 @ 7" OCEW	1,210 1,270

** ASSUMED SOIL BEARING CAPACITY

ACCESS CASTING NOT SUPPLIED BY CONTECH



ROUND OPTION PLAN VIEW

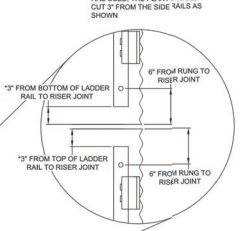


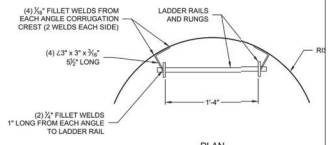
SQUARE OPTION PLAN VIEW

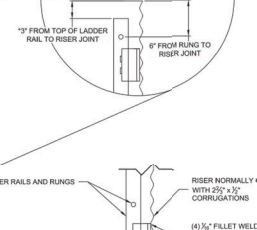
NOTES:
1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION AND ACI 350.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 4,000 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERS, ARCHITECTS AND LAND SURVEYORS, ENDWELL, NY.

MANHOLE CAP DETAIL
NOT TO SCALE

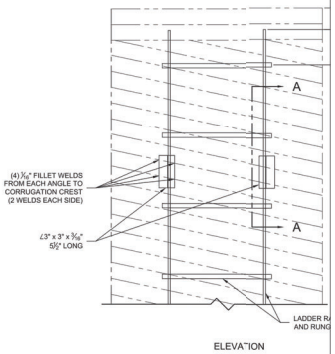
*NOTE: WHEN RISER EXTENSIONS ARE USED, THE PLANT SHOULD CUT 3" FROM THE SIDE RAILS AS SHOWN







SECTION A-A



ELEVATION

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
10/11/22

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

UNDERGROUND DETENTION SYSTEM STANDARD NOTES & DETAILS

PROJECT
JOB NO. 202188
SCALE AS SHOWN
SHEET NO. 37

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CHANNEL PROTECTION COMPLIANCE FOR SITE OUTFALL #1
(TO POINT OF ANALYSIS 'A')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION B.3.a

9 VAC 25-870-66
(Channel Protection Analysis #1- Site Outfall 1 to Point of Analysis 'A')

Section B: Channel Protection
"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet the criteria in subdivision 1, 2 or 3 of this subsection..."

Section B.1: Manmade stormwater conveyance systems
"When stormwater from a development is discharged to a manmade stormwater conveyance system, following the land-disturbing activity, either..." a. or b. shall be met:

Section B.1.b.
"The peak discharge requirements for concentrated stormwater flow to natural stormwater conveyance systems in subdivision 3 of this subsection shall be met."

Section B.3
"... the maximum peak flow rate from the one-year 24-hour storm following the land-disturbing activity shall be calculated either.." a. or b."

Section B.3.a.
In accordance with the following methodology:
$Q_{Developed} \le I.F. * (Q_{Pre-Developed} * RV_{Pre-Developed}) / RV_{Developed}$

$Q_{Allowed}$ ≤ **22.05** cfs

Where:
$Q_{Pre-Developed}$ = 27.93 cfs (From Worksheet 4 Watershed Summary)
$CN_{Pre-Developed}$ = 95 (From Worksheet 4 Watershed Summary)
$S_{Pre-Developed}$ = 0.55 (From SCS TR-55 eq. 2-4)
$RV_{Pre-Developed}$ = 2.46 in. (From SCS TR-55 eq. 2-3)
$CN_{Post-Developed}$ = 95 (From Worksheet 4 Watershed Summary)
$S_{Post-Developed}$ = 0.51 (From SCS TR-55 eq. 2-4)
$RV_{Post-Developed}$ = 2.49 in. (From SCS TR-55 eq. 2-3)
I.F. = 0.80 (Factor of Safety)

$Q_{Developed}$ = **21.97** cfs

Section B.4 Limits of Analysis
The analysis terminates at site outfall 1 since subsection B.3.a is met.

FLOOD PROTECTION COMPLIANCE FOR SITE OUTFALL #1
(TO POINT OF ANALYSIS 'A')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION C.2.b

9 VAC 25-870-66
(Flood Protection Analysis #1- Site Outfall 1 to Point of Analysis 'A')

Section C: Flood Protection

"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet one of the following criteria as demonstrated by use of acceptable hydrologic and hydraulic methodologies:"

Section C.2.b.:

The point of discharge (the site outfall), "releases a postdevelopment peak flow rate for the 10-year 24-hour storm event that is less than the predevelopment peak flow rate from the 10-year 24-hour storm event. Downstream stormwater conveyance systems do not require any additional analysis to show compliance with flood protection criteria if this option is utilized."

Pre-Development 10-Year 24-hour SCS Peak Design Flow = 55.41 cfs
Post-Development 10-Year 24-hour SCS Peak Design Flow = 55.36 cfs

Section C.3 Limits of Analysis

The flood protection analysis terminates at the site outfall since subsection C.2.b is met.

CHANNEL PROTECTION COMPLIANCE FOR SITE OUTFALL #2
(TO POINT OF ANALYSIS 'A')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION B.3.a

9 VAC 25-870-66
(Channel Protection Analysis #2- Site Outfall 2 to Point of Analysis 'A')

Section B: Channel Protection
"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet the criteria in subdivision 1, 2 or 3 of this subsection..."

Section B.1: Manmade stormwater conveyance systems
"When stormwater from a development is discharged to a manmade stormwater conveyance system, following the land-disturbing activity, either..." a. or b. shall be met:

Section B.1.b.

"The peak discharge requirements for concentrated stormwater flow to natural stormwater conveyance systems in subdivision 3 of this subsection shall be met."

Section B.3
"... the maximum peak flow rate from the one-year 24-hour storm following the land-disturbing activity shall be calculated either.." a. or b."

Section B.3.a.
In accordance with the following methodology:
$Q_{Developed} \le I.F. * (Q_{Pre-Developed} * RV_{Pre-Developed}) / RV_{Developed}$

$Q_{Allowed}$ ≤ **1.51** cfs

Where:
$Q_{Pre-Developed}$ = 1.91 cfs (From Worksheet 4 Watershed Summary)
$CN_{Pre-Developed}$ = 96 (From Worksheet 4 Watershed Summary)
$S_{Pre-Developed}$ = 0.42 (From SCS TR-55 eq. 2-4)
$RV_{Pre-Developed}$ = 2.57 in. (From SCS TR-55 eq. 2-3)
$CN_{Post-Developed}$ = 96 (From Worksheet 4 Watershed Summary)
$S_{Post-Developed}$ = 0.39 (From SCS TR-55 eq. 2-4)
$RV_{Post-Developed}$ = 2.61 in. (From SCS TR-55 eq. 2-3)
I.F. = 0.80 (Factor of Safety)

$Q_{Developed}$ = **1.03** cfs

Section B.4 Limits of Analysis
The analysis terminates at site outfall 2 since subsection B.3.a is met.

FLOOD PROTECTION COMPLIANCE FOR SITE OUTFALL #2
(TO POINT OF ANALYSIS 'A')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION C.2.b

9 VAC 25-870-66
(Flood Protection Analysis #2- Site Outfall 2 to Point of Analysis 'A')

Section C: Flood Protection

"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet one of the following criteria as demonstrated by use of acceptable hydrologic and hydraulic methodologies:"

Section C.2.b.:

The point of discharge (the site outfall), "releases a postdevelopment peak flow rate for the 10-year 24-hour storm event that is less than the predevelopment peak flow rate from the 10-year 24-hour storm event. Downstream stormwater conveyance systems do not require any additional analysis to show compliance with flood protection criteria if this option is utilized."

Pre-Development 10-Year 24-hour SCS Peak Design Flow = 3.75 cfs
Post-Development 10-Year 24-hour SCS Peak Design Flow = 2.01 cfs

Section C.3 Limits of Analysis

The flood protection analysis terminates at the site outfall since subsection C.2.b is met.

CHANNEL PROTECTION COMPLIANCE FOR SITE OUTFALL #3
(TO POINT OF ANALYSIS 'B')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION B.3.a

9 VAC 25-870-66
(Channel Protection Analysis #3- Site Outfall 3 to Point of Analysis 'B')

Section B: Channel Protection
"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet the criteria in subdivision 1, 2 or 3 of this subsection..."

Section B.1: Manmade stormwater conveyance systems
"When stormwater from a development is discharged to a manmade stormwater conveyance system, following the land-disturbing activity, either..." a. or b. shall be met:

Section B.1.b.
"The peak discharge requirements for concentrated stormwater flow to natural stormwater conveyance systems in subdivision 3 of this subsection shall be met."

Section B.3
"... the maximum peak flow rate from the one-year 24-hour storm following the land-disturbing activity shall be calculated either.." a. or b."

Section B.3.a.
In accordance with the following methodology:
$Q_{Developed} \le I.F. * (Q_{Pre-Developed} * RV_{Pre-Developed}) / RV_{Developed}$

$Q_{Allowed}$ ≤ **9.71** cfs

Where:
$Q_{Pre-Developed}$ = 12.13 cfs (From Worksheet 4 Watershed Summary)
$CN_{Pre-Developed}$ = 98 (From Worksheet 4 Watershed Summary)
$S_{Pre-Developed}$ = 0.21 (From SCS TR-55 eq. 2-4)
$RV_{Pre-Developed}$ = 2.79 in. (From SCS TR-55 eq. 2-3)
$CN_{Post-Developed}$ = 98 (From Worksheet 4 Watershed Summary)
$S_{Post-Developed}$ = 0.21 (From SCS TR-55 eq. 2-4)
$RV_{Post-Developed}$ = 2.79 in. (From SCS TR-55 eq. 2-3)
I.F. = 0.80 (Factor of Safety)

$Q_{Developed}$ = **8.56** cfs

Section B.4 Limits of Analysis
The analysis terminates at site outfall 3 since subsection B.3.a is met.

FLOOD PROTECTION COMPLIANCE FOR SITE OUTFALL #3
(TO POINT OF ANALYSIS 'B')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION C.2.b

9 VAC 25-870-66
(Flood Protection Analysis #3- Site Outfall 3 to Point of Analysis 'B')

Section C: Flood Protection

"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet one of the following criteria as demonstrated by use of acceptable hydrologic and hydraulic methodologies:"

Section C.2.b.:

The point of discharge (the site outfall), "releases a postdevelopment peak flow rate for the 10-year 24-hour storm event that is less than the predevelopment peak flow rate from the 10-year 24-hour storm event. Downstream stormwater conveyance systems do not require any additional analysis to show compliance with flood protection criteria if this option is utilized."

Pre-Development 10-Year 24-hour SCS Peak Design Flow = 23.02 cfs
Post-Development 10-Year 24-hour SCS Peak Design Flow = 16.22 cfs

Section C.3 Limits of Analysis

The flood protection analysis terminates at the site outfall since subsection C.2.b is met.

CHANNEL PROTECTION COMPLIANCE FOR SITE OUTFALL #4
(TO POINT OF ANALYSIS 'C')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION B.3.a

9 VAC 25-870-66
(Channel Protection Analysis #4- Site Outfall 4 to Point of Analysis 'C')

Section B: Channel Protection
"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet the criteria in subdivision 1, 2 or 3 of this subsection..."

Section B.1: Manmade stormwater conveyance systems
"When stormwater from a development is discharged to a manmade stormwater conveyance system, following the land-disturbing activity, either..." a. or b. shall be met:

Section B.1.b.
"The peak discharge requirements for concentrated stormwater flow to natural stormwater conveyance systems in subdivision 3 of this subsection shall be met."

Section B.3
"... the maximum peak flow rate from the one-year 24-hour storm following the land-disturbing activity shall be calculated either.." a. or b."

Section B.3.a.
In accordance with the following methodology:
$Q_{Developed} \le I.F. * (Q_{Pre-Developed} * RV_{Pre-Developed}) / RV_{Developed}$

$Q_{Allowed}$ ≤ **2.09** cfs

Where:
$Q_{Pre-Developed}$ = 2.79 cfs (From Worksheet 4 Watershed Summary)
$CN_{Pre-Developed}$ = 94 (From Worksheet 4 Watershed Summary)
$S_{Pre-Developed}$ = 0.66 (From SCS TR-55 eq. 2-4)
$RV_{Pre-Developed}$ = 2.36 in. (From SCS TR-55 eq. 2-3)
$CN_{Post-Developed}$ = 95 (From Worksheet 4 Watershed Summary)
$S_{Post-Developed}$ = 0.48 (From SCS TR-55 eq. 2-4)
$RV_{Post-Developed}$ = 2.52 in. (From SCS TR-55 eq. 2-3)
I.F. = 0.80 (Factor of Safety)

$Q_{Developed}$ = **0.87** cfs

Section B.4 Limits of Analysis
The analysis terminates at site outfall 4 since subsection B.3.a is met.

FLOOD PROTECTION COMPLIANCE FOR SITE OUTFALL #4
(TO POINT OF ANALYSIS 'C')
COMPLIANCE IS MET VIA 9VAC25-870-66, SUBSECTION C.2.b

9 VAC 25-870-66
(Flood Protection Analysis #4- Site Outfall 4 to Point of Analysis 'C')

Section C: Flood Protection

"Concentrated stormwater flow shall be released into a stormwater conveyance system and shall meet one of the following criteria as demonstrated by use of acceptable hydrologic and hydraulic methodologies:"

Section C.2.b.:

The point of discharge (the site outfall), "releases a postdevelopment peak flow rate for the 10-year 24-hour storm event that is less than the predevelopment peak flow rate from the 10-year 24-hour storm event. Downstream stormwater conveyance systems do not require any additional analysis to show compliance with flood protection criteria if this option is utilized."

Pre-Development 10-Year 24-hour SCS Peak Design Flow = 5.70 cfs
Post-Development 10-Year 24-hour SCS Peak Design Flow = 1.74 cfs

Section C.3 Limits of Analysis

The flood protection analysis terminates at the site outfall since subsection C.2.b is met.

BMP DATA FOR THIS PROJECT:

BMP OWNERSHIP INFORMATION:	RIVERBEND DEVELOPMENT, INC. 455 SECOND STREET SE, SUITE 201 CHARLOTTESVILLE, VA 22903
TYPE/DESCRIPTION OF BMP INSTALLED:	STORMWATER QUANTITY REQUIREMENTS ARE MET VIA A REDUCTION IN PEAK FLOWS AND AN UNDERGROUND DETENTION SYSTEM. STORMWATER QUALITY REQUIREMENTS ARE MET THROUGH A NUTRIENT CREDIT PURCHASE.
GEOGRAPHIC LOCATION & HYDROLOGIC UNIT CODE	1801 HYDRAULIC ROAD & 901 SEMINOLE TRAIL, CHARLOTTESVILLE, VA 22901; LATITUDE 38.060472°, LONGITUDE -78.489836°; HUC 12 #020802040401 JR14; HYDROLOGIC SOIL GROUP TYPE 91- URBAN LAND)
WATERBODY THE BMP IS ULTIMATELY DISCHARGING INTO:	MEADOW CREEK; PART OF THE SOUTH FORK RIVANNA RIVER RESERVOIR
# OF ACRES TREATED BY BMPs:	A 8.12 ac. SUBAREA (WITH 7.07 ac. OF IMPERVIOUS AREA & 1.05 ac. OF MANAGED TURF) IS TREATED (QUANTITY) IN A NEW UNDERGROUND DETENTION SYSTEM. NUTRIENT CREDITS TREAT (QUALITY) 10.93 ac. (WITH 9.10 ac. OF IMPERVIOUS AREA & 1.83 ac. OF MANAGED TURF.
DESCRIPTION OF REQUIRED MAINTENANCE & OPERATION:	THE MAINTENANCE PROGRAM FOR THE UNDERGROUND DETENTION SYSTEM SHALL BE CLEANING IT ANNUALLY, OR AS NECESSARY, AND ENSURING THE FACILITY IS FREE OF TRASH AND DEBRIS. MAINTENANCE TO ALSO INCLUDE INSPECTION, AND REPAIR AS NECESSARY, OF ALL PIPES, JOINTS, TRASHRACKS AND OUTLET STRUCTURES. SEE SHEET 36 FOR ADDITIONAL INFORMATION & REQUIREMENTS.

CITY OF CHARLOTTESVILLE-LAND DISTURBANCE MS4 REPORTING CHART

BMP TYPE	PRACTICE (1-15)	LEVEL (1 or 2)	LATITUDE	LONGITUDE	TOTAL DA (AC)	IMP. DA (AC)	PERV. DA (AC)	P REMOVED (LBS)	12 DIG. HUC.	*SWM MAINT. AGR. INST. #
Proposed UGD System	N/A	N/A	38.060472	-78.489836	8.12	7.07	1.05	0	020802040401	
(Discharges to Site Outfall #1 & POA 'A')										

TOTAL LOD (AC)	10.93
TOTAL P REMOVED BY BMP'S (LBS)	0
TOTAL P CREDITS PURCHASED (LBS)	3.72
TOTAL P CREDITED TO PROJECT (LBS)	3.72
TOTAL P REQUIRED (LBS)	0
*LAND DISTURBING #	
* SWM BOND RELEASE DATE	

* TO BE ENTERED BY CITY OF CHARLOTTESVILLE STAFF

CITY OF CHARLOTTESVILLE-OUTFALL TABULATION CHART

9VAC25-870-66:				EXISTING										PROPOSED									
Outfall Designation	LOA Designation	Receiving Channel Type	Compliance Method	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff Volume Units	DA (Acres)	Offsite Contribution (Acres)	CN	Tc (min)	Q1 (CFS)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)	Runoff Volume (Vr/RV)	Runoff Volume Units
SO 1&5 (DA 1)	POA 'A'	Manmade	B.3.a & C.2.b	7.48	-	95	0.12 hrs.	27.93	34.93	55.41	-	18.39	acre-in.	9.04	-	95	0.10 hrs.	21.97	32.20	55.36	-	22.52	acre-in.
SO 2 (DA 2)	POA 'A'	Manmade	B.3.a & C.2.b	0.47	-	96	0.10 hrs.	1.91	2.38	3.75	-	1.21	acre-in.	0.25	-	96	0.10 hrs.	1.03	1.28	2.01	-	0.65	acre-in.
SO 3 (DA 3)	POA 'B'	Manmade	B.3.a & C.2.b	2.75	-	98	0.10 hrs.	12.13	14.90	23.02	-	7.69	acre-in.	1.94	-	98	0.10 hrs.	8.56	10.51	16.22	-	5.42	acre-in.
SO 4 (DA 4)	POA 'C'	Manmade	B.3.a & C.2.b	0.75	-	94	0.10 hrs.	2.79	3.53	5.70	-	1.77	acre-in.	0.22	-	95	0.10 hrs.	0.87	1.09	1.74	-	0.55	acre-in.
TOTAL				11.45										11.45									

City of Charlottesville Department of Public Works-Engineering Division Version 1.0 -10-21-2020

NOTE: Options for column "Receiving Channel Type" include: "Manmade", "Natural", "Restored", "Sheet", or "Other"
The column for "Compliance Method" requires specific code references, options include: "B.1.a", "B.2.a", "B.3.a (EB)", "D"

STORMWATER MANAGEMENT NARRATIVE:

OVERVIEW:
THIS PROJECT, NAMED HILLSDALE PLACE, IS FOR THE CONSTRUCTION OF FIVE (5) FUTURE & PROPOSED COMMERCIAL BUILDINGS, THEIR ASSOCIATED INFRASTRUCTURE AND NEW PARKING LOTS. THE STORMWATER MANAGEMENT PLAN (QUANTITY & QUALITY) ACCOUNTS FOR THE FUTURE BUILDINGS. ADDITIONAL IMPERVIOUS AREAS HAVE BEEN INCLUDED WITHIN THE CALCULATIONS, AS LISTED IN THE TABLES ON SHEETS 34 & 35, IN CASE THE FOOTPRINTS OF THE FUTURE BUILDINGS INCREASE IN SIZE.

THE HILLSDALE PLACE ReDEVELOPMENT HAS FOUR (4) SEPARATE CONCENTRATED SITE OUTFALLS AS SHOWN ON SHEETS 33 & 34. SITE OUTFALLS #1 & 2 ARE PART OF A CONNECTED STORM SEWER SYSTEM THAT CONVERGES IMMEDIATELY DOWNSTREAM FROM THE PROJECT. THE LOCATION WHERE THE STORM SEWERS CONVERGE IS LABELED POINT OF ANALYSIS 'A'. SITE OUTFALL #3 IS AN EXISTING STORM SEWER PIPE AND ITS RUNOFF DISCHARGES TO POINT OF ANALYSIS 'B'. SITE OUTFALL #4 IS AN EXISTING DROP INLET IMMEDIATELY DOWNSTREAM FROM THE DEVELOPMENT THAT ACCEPTS OVERLAND RUNOFF FROM THE SITE. SITE OUTFALL #4 DISCHARGES TO POINT OF ANALYSIS 'C'.

ALSO, THERE IS A SITE OUTFALL #5 SHOWN ON SHEETS 33 & 34 THAT ACCEPTS RUNOFF FROM DA 1C. SITE OUTFALL #5 IS IN NAME ONLY AND REPRESENTS POST-DEVELOPMENT MODIFIED AREAS THAT ARE RELEASED IN A FASHION THAT IS NOT CONCENTRATED. SITE OUTFALL #5 WAS CREATED TO ENSURE ALL DISTURBED AREAS ARE ACCOUNTED FOR IN THE CHANNEL AND FLOOD PROTECTION ANALYSIS AND TO ENSURE THE TOTAL PRE-DEVELOPMENT WATERSHED AREAS EQUAL THE TOTAL POST-DEVELOPMENT WATERSHED AREAS (i.e. TO ENSURE ALL AREAS HAVE BEEN ACCOUNTED FOR). THE RUNOFF DRAINING TO SITE OUTFALL #5 DRAINS TO POINT OF ANALYSIS 'A' AND IS THEREFORE PART OF THE CONCENTRATED SITE OUTFALL #1 CHANNEL AND FLOOD PROTECTION ANALYSIS.

ALL FOUR (4) CONCENTRATED SITE OUTFALLS WERE INDIVIDUALLY ANALYZED FOR CHANNEL AND FLOOD PROTECTION COMPLIANCE. ALL FOUR (4) SITE OUTFALLS ACHIEVE CHANNEL & FLOOD PROTECTION COMPLIANCE IN THE SAME MANNER. CHANNEL PROTECTION REQUIREMENTS ARE MET FOR THE SITE OUTFALLS VIA 9 VAC 25-870-66, SECTION B.3.a. (i.e. THE ENERGY BALANCE CALCULATION). THE CHANNEL PROTECTIONS' LIMITS OF ANALYSES END WITH THE SITE OUTFALLS SINCE 9 VAC 25-870-66, SECTION B.3.a. IS MET. FLOOD PROTECTION COMPLIANCE IS MET FOR THE SITE OUTFALLS VIA 9 VAC 25-870-66, SECTION C.2.b (i.e. THE POST-DEVELOPMENT PEAK 10-YEAR 24-HOUR SCS FLOW IS LESS THAN THE PRE-DEVELOPMENT PEAK 10-YEAR 24-HOUR SCS FLOW). PER 9 VAC 25-870-66, SECTION C.2.b, "DOWNSTREAM STORMWATER CONVEYANCE SYSTEMS DO NOT REQUIRE ANY ADDITIONAL ANALYSIS TO SHOW COMPLIANCE WITH FLOOD PROTECTION CRITERIA IF THIS OPTION IS UTILIZED."

PLEASE SEE THE ATTACHED STORMWATER MANAGEMENT CALCULATIONS PACKET FOR ADDITIONAL DETAILS.

STORMWATER QUANTITY:
AS REFERENCED ABOVE, THE PROPOSED IMPROVEMENTS OUTFALL INTO FOUR (4) SEPARATE CONCENTRATED SITE OUTFALLS THAT DISCHARGE TO THREE (3) SEPARATE POINTS OF ANALYSES. PLEASE SEE BELOW FOR WRITTEN DESCRIPTIONS OF THE SITE OUTFALLS AND POINTS OF ANALYSES.

SITE OUTFALL #1 TO POINT OF ANALYSIS 'A':
SITE OUTFALL #1 DRAINS TO POINT OF ANALYSIS 'A'. SITE OUTFALL #1 IS AN EXISTING STORM SEWER PIPE (TO REMAIN) THAT ACCEPTS RUNOFF FROM THE BULK OF THE EXISTING DEVELOPMENT. THE RUNOFF TO SITE OUTFALL #1 IS BROKEN UP INTO SUBAREAS IN THE PRE-DEVELOPMENT STATE. PRE-DEVELOPMENT SUBAREA 1A ENCOMPASSES THE BULK OF THE WATERSHED AND DOES NOT PROVIDE STORMWATER TREATMENT. PRE-DEVELOPMENT SUBAREA 1B IS NOTABLY SMALLER THAN 1A AND RECEIVES MINOR ATTENUATION FROM A 48" PIPE THAT FREELY RELEASES ITS RUNOFF INTO A 24" PIPE (WITHOUT A RESTRICTIVE WEIR PLATE OR OTHER ATTENUATING CONTROL). PLEASE NOTE, THE MINOR ATTENUATION NOTED ABOVE FROM A 48" PIPE DISCHARGING INTO A 24" PIPE ONLY OCCURS IN STORM EVENTS IN EXCESS OF THE 10-YEAR DESIGN STORM, AS EVIDENCED IN THE ROUTING CALCULATIONS PROVIDED IN THE STORMWATER MANAGEMENT REPORT. THIS IS THE CASE MAINLY BECAUSE SUBAREA 1B IS ONLY 0.70 ACRES AND THE 24" OUTFALL PIPE CAN FREELY RELEASE ITS RUNOFF WITHOUT ANY ATTENUATION DURING SMALLER STORM EVENTS.

SITE OUTFALL #1's WATERSHED CONTINUES TO BE SUBDIVIDED IN THE POST-DEVELOPMENT STATE. SUBAREA 1A CONTINUES TO ACCEPT RUNOFF FROM THE MAJORITY OF THE PROPOSED SITE, AND REPRESENTS DRAINAGE THAT IS ATTENUATED IN A NEW UNDERGROUND DETENTION SYSTEM. PLEASE NOTE, THE EXISTING 48" PIPE DISCHARGING INTO A 24" PIPE WILL BE REMOVED IN THE POST-DEVELOPMENT STATE. ALSO, POST-DEVELOPMENT DA 1A ACCOUNTS FOR FUTURE IMPERVIOUS AREAS AND POTENTIAL IMPERVIOUS AREA OVERAGES. SUBAREA 1B REPRESENTS RUNOFF THAT IS NOT DETAINED AND DRAINS TO SITE OUTFALL #1 VIA OVERLAND FLOW.

THE PEAK FLOWS FROM PRE-DEVELOPMENT SUBAREAS 1A, 1B & 1C WERE SUMMED AND USED IN THE CHANNEL AND FLOOD PROTECTION ANALYSIS. THESE FLOWS WERE COMPARED TO THE SUMMED PEAK POST-DEVELOPMENT FLOWS FROM SUBAREAS 1A, 1B & 1C. AS NOTED ABOVE, SUBAREA 1C REPRESENTS POST-DEVELOPMENT MODIFIED AREAS THAT ARE RELEASED IN A FASHION THAT IS NOT CONCENTRATED AND WAS CREATED TO ENSURE ALL DISTURBED AREAS ARE ACCOUNTED FOR IN THE CHANNEL AND FLOOD PROTECTION ANALYSIS.

SITE OUTFALL #2 TO POINT OF ANALYSIS 'A':
SITE OUTFALL #2 DRAINS TO POINT OF ANALYSIS 'A'. SITE OUTFALL #2 IS AN EXISTING DROP INLET (TO REMAIN) THAT ACCEPTS OVERLAND RUNOFF EXITING THE SITE. THE PRE-DEVELOPMENT PEAK FLOWS FROM SITE OUTFALL #2 ARE GREATER THAN THE POST-DEVELOPMENT FLOWS, LARGELY DUE TO THE FACT THE POST-DEVELOPMENT AREA IS SMALLER FROM A REROUTING OF THE RUNOFF. THIS POST-DEVELOPMENT REDUCTION IN AREA AND PEAK FLOWS IS HOW COMPLIANCE IS MET FOR THE SITE OUTFALL #2 CHANNEL & FLOOD PROTECTION REQUIREMENTS. PLEASE NOTE, THE NEW UNDERGROUND DETENTION SYSTEM REFERENCED ABOVE IS SIZED TO HANDLE THE ADDITIONAL RUNOFF REDIRECTED TO SITE OUTFALL #1. THIS IS THE CASE FOR THE REDIRECTED RUNOFF FROM SITE OUTFALLS #3 & 4 DESCRIBED BELOW AS WELL.

SITE OUTFALL #3 TO POINT OF ANALYSIS 'B':
SITE OUTFALL #3 DRAINS TO POINT OF ANALYSIS 'B'. THE DRAINAGE AREA TO SITE OUTFALL #3 IS NOTICEABLY REDUCED IN THE POST-DEVELOPMENT STATE. THIS IS LARGELY DUE TO THE FACT THAT THE EXISTING BUILDING CURRENTLY PIPES ALL OF ITS ROOFTOP RUNOFF DIRECTLY INTO SITE OUTFALL #3 (THE EXISTING PIPE TO REMAIN). IN THE POST-DEVELOPMENT STATE, A PORTION OF THE LARGE BUILDING WILL HAVE ITS ROOFTOP RUNOFF REDIRECTED TO SITE OUTFALL #1, HEREBY REDUCING THE DRAINAGE AREA TO SITE OUTFALL #3.

SITE OUTFALL #4 TO POINT OF ANALYSIS 'C':
SITE OUTFALL #4 DRAINS TO POINT OF ANALYSIS 'C'. SITE OUTFALL #4 IS AN EXISTING DOWNSTREAM DROP INLET (TO REMAIN) THAT ACCEPTS OVERLAND RUNOFF FROM THE SITE. SIMILAR TO SITE OUTFALLS #2 & 3 ABOVE, THE DRAINAGE AREA BEING RELEASED INTO SITE OUTFALL #4 IN THE POST-DEVELOPMENT STATE IS GREATLY REDUCED. THIS POST-DEVELOPMENT REDUCTION IN AREA IS LARGELY A RESULT OF THE CAPTURE OF THE RUNOFF IN THE DRIVE AISLE & ITS REDIRECTION TO SITE OUTFALLS #1 & #3 BEFORE THE RUNOFF ENTERS HILLSDALE DRIVE. THIS POST-DEVELOPMENT REDUCTION IN AREA AND PEAK FLOWS HELPS ACHIEVE STORMWATER QUANTITY COMPLIANCE FOR SITE OUTFALL #4 TO POINT OF ANALYSIS 'C'.

STORMWATER QUALITY:
THE EROSION & SEDIMENT CONTROL LIMITS OF DISTURBANCE BOUNDARY WAS USED TO DEFINE THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) BOUNDARY FOR WATER QUALITY. THIS BOUNDARY CAN BEST BE VIEWED ON SHEET 35. THE PROPOSED PLAN WILL MODESTLY REDUCE THE IMPERVIOUS AREA, AS WITNESSED ON SHEET 35. HOWEVER A PHOSPHOROUS LOADING WILL STILL BE GENERATED DUE TO THE DISTURBED AREAS. USING THE DEQ VRRM SPREADSHEET FOR ReDEVELOPMENTS, A MINIMUM PHOSPHOROUS REMOVAL RATE OF 3.72 lbs/yr WAS COMPUTED. THIS REQUIRED REMOVAL RATE WILL BE SATISFIED THROUGH THE BEST MANAGEMENT PRACTICE OF PURCHASING A NUTRIENT CREDIT. NOTE, THE VRRM WATER QUALITY IMPERVIOUS AREAS ACCOUNT FOR FUTURE IMPERVIOUS AREAS & POTENTIAL IMPERVIOUS AREA OVERAGES.

Public Works
City of Charlottesville

City of Charlottesville
Department of Public Works -Engineering Division
Engineering Completeness Review Checklist
610 E Market Street, Charlottesville, VA 22902
Telephone 434-970-3182; Fax 434-970-3359

Created On: 1/30/2020
Created By: J. Dawson
Last Modfed On: 10/21/2020
Last Modfed By: J. Dawson

This checklist is a required submittal item for the applicant. It is used by City PWE staff to evaluate the completeness of a submitted Site Plan for adequacy of review. It is applicable to all projects proposing to disturb 6,000 SF or more, or otherwise subject to VSMP compliance, submitted as a Final Plan. If a submitted plan does not meet all applicable standards contained herien, this completed checklist will be returned to the applicant to serve as both a written justification of the reasons the plans were not accepted for review, as well as guidance on how to improve the submittal to a standard in which it will be deemed acceptable. If you have recieved this checklist as a result of having plans deemed incomplete and have questions, please contact PWE staff for clarification. Applicant shall complete comlumn #1 with the location (plan sheet/detail etc) or "N/A". City staff will complete column #2.

		Code/Manual Reference	#1-Location or N/A	#2-Y/N/NA
GENERAL				
1	**Required Applications**			
1a	E&S and SWM Plan Application (or Amendment Application)	SADM 2.3	SUBMITTED WITH THE PLANS	
1b	Site Plan Application	SADM 2.3/Sec. 34-828	SUBMITTED WITH THE PLANS	
1c	State Permit Registration Application **(Sites> 1 Acre Only)**	SADM 2.3	SUBMITTED WITH THE PLANS	
2	**Required Checklists**			
2a	E&S and SWM Plan Submittal Requirements Checklist	SADM 2.3	SUBMITTED WITH THE PLANS	
2b	E&S Checklist	SADM 2.3	SUBMITTED WITH THE PLANS	
2c	Engineering Checklist	SADM 2.3	SUBMITTED WITH THE PLANS	
3	**Required Fees**			
3a	E&S Fee	SADM 2.3	SUBMITTED WITH THE PLANS	
3b	SWM Fee	SADM 2.3	SUBMITTED WITH THE PLANS	
VSMP Package Generally				
1	Tax reference number and parcel number for all parcels within LOD or otherwise affected by project (encumbered by access easements etc.).	9VAC25-870-55 B-1	SHEET 1	
2	Name, address, telephone #, and email address for each owner of all properties required by the above.	9VAC25-870-55 B-2	SEE APPLICATION	
3	A SWM narrative that addresses, minimally; number of and specific flow regimes for all S.O.'s in both existing and proposed conditions, descriptions of all drainage areas in existing and proposed conditions, general description of all proposed SWM facilities and in which DA they will be operated, how many receiving waters (or Limits of Analysis, storm drain networks etc.) will be affected and if DA will be shifted from one receiving channel/SD network/LOA to another in proposed. Narrative must include whether or not the applicant intends to meet compliance through off-site options (nutrient credit purchases or others).	9VAC25-870-55 B-3,4,5,9	SHEET 38	
4	Information on the proposed stormwater management facilities, including (i) the type of facilities; (ii) location, including geographic coordinates; (iii) acres treated; and (iv) the surface waters or karst features into which the facility will discharge	9VAC25-870-55 B-5	SHEET 38	
5	A SWM Computation Booklet and report including all relevant hydrologic and hydraulic computations, VRRM spreadsheets, etc, necessary to demonstrate compliance with all VSMP regulations	9VAC25-870-55 B-6,7	SWM REPORT PROVIDED	
6	Letter of Availability from off-site provider if offsite nutrient credits are to be purchased.	9VAC25-870-55 B-9	LETTER PROVIDED IN REPORT	
7	All SWM plans, specifications, and calculations included in the stormwater management plans and computation booklet shall be signed and sealed by a PE licensed in the Commonwealth of Virginia	9VAC25-870-55 C	THIS INFORMATION IS SEALED	
SWM Plans or Drainage Area Maps shall include:				
8	Existing and proposed contours (minimum 2' intervals)	9VAC25-870-55 B-8	1' PR. & EX. INTERVALS PROVIDED	
9	Identification of all Site Outfalls (1)	9VAC25-870-55 B-1	SITE OUTFALLS #1-4 ON SHTS 33-34	
10	Delineation of drainage areas to each S.O. in both pre and post developed conditions	9VAC25-870-55 B-1	SHEETS 33-34	
11	Delineation of the drainage areas to each SWM BMP	9VAC25-870-55 B-8(a)	SHEET 34 (DA 1A FOR UGD SYSTEM)	
12	Delineation of the Limits of Disturbance	9VAC25-870-55 B-8(f)	SHEETS 26-31 + SHEET 35	
13	Depictions of all streams, ponds, culverts, ditches, wetlands, floodplains, wetlands or other waterbodies	9VAC25-870-55 B-8 (c)	SHEETS 13 & 33-34	
14	Locations of all existing structures, roads, utilities, SWM facilities and easements	9VAC25-870-55 B-8(d)	EXISTING CONDITIONS SHT	
15	Locations of all proposed buildings, roads, parking areas, utilities, and SWM facilities	9VAC25-870-55 B-8(g)	SHEETS 5-13 & 36	
16	Sufficient information on adjoining properties to assess impacts of stormwater on or from those properties. Minimally this means showing all topography and drainage or conveyance structures within 100' of subject parcel boundaries or within 100' of any delineated DA divides when these occur offsite.	9VAC25-870-55 B-8(e)	SHEETS 33-34 & SWM REPORT	
17	Maintenance schedules, notes, and requirements for all BMP's included on plans, and Forest/Open Space designated areas.	9VAC25-870-55 B-4	SHEETS 36 & 38	

Date Application was received:

ACCEPTED OR **REJECTED**

By:

Date :

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
10/11/22
PROFESSIONAL ENGINEER

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN

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

PROJECT
HILLSDALE PLACE - FINAL SITE PLAN

SHEET
STORMWATER MANAGEMENT COMPLIANCE SUMMARIES

JOB NO. 202188
SCALE NONE
SHEET NO. 38

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DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

○ 2011 BMP Standards and Specifications ◉ 2013 Draft BMP Standards and Specifications

Project Name: Hillsdale Place Final Site Plan
Date: 4/26/2022
Linear Development Project? Yes

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 10.93

Maximum reduction required:	*20%*
The site's net increase in impervious cover (acres) is:	*0*
Post-Development TP Load Reduction for Site (lb/yr):	*3.72*

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				1.49	1.49
Impervious Cover (acres)				9.44	9.44
					10.93

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				1.83	1.83
Impervious Cover (acres)				9.10	9.10
Area Check	OK.	OK.	OK.	OK.	10.93

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	1.49	1.49
Weighted Rv(turf)	0.25	0.25
% Managed Turf	14%	14%
Impervious Cover (acres)	9.44	9.44
Rv(impervious)	0.95	0.95
% Impervious	86%	86%
Total Site Area (acres)	**10.93**	**10.93**
Site Rv	**0.85**	**0.85**
Treatment Volume and Nutrient Load		
Pre-ReDevelopment Treatment Volume (acre-ft)	0.7784	0.7784
Pre-ReDevelopment Treatment Volume (cubic feet)	33,906	33,906
Pre-ReDevelopment TP Load (lb/yr)	**21.30**	**21.30**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.95	1.95
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		4.48

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	1.83
Weighted Rv (turf)	0.25
% Managed Turf	17%
Impervious Cover (acres)	9.10
Rv(impervious)	0.95
% Impervious	83%
Final Site Area (acres)	**10.93**
Final Post Dev Site Rv	**0.83**
Treatment Volume and Nutrient Load	
Final Post-Development Treatment Volume (acre-ft)	0.7585
Final Post-Development Treatment Volume (cubic feet)	33,042
Final Post-Development TP Load (lb/yr)	**20.76**
Final Post-Development TP Load per acre (lb/acre/yr)	1.90

Land Cover Summary-Post	
Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	1.83
Weighted Rv (turf)	0.25
% Managed Turf	17%
ReDev. Impervious Cover (acres)	9.10
Rv(impervious)	0.95
% Impervious	83%
Total ReDev. Site Area (acres)	**10.93**
ReDev Site Rv	**0.83**
Treatment Volume and Nutrient Load	
Post-ReDevelopment Treatment Volume (acre-ft)	0.7585
Post-ReDevelopment Treatment Volume (cubic feet)	33,042
Post-ReDevelopment Load (TP) (lb/yr)*	**20.76**
Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.90
Max. Reduction Required (Below Pre-ReDevelopment Load)	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	**3.72**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	0.00
Rv(impervious)	--
Post-Development Treatment Volume (acre-ft)	--
Post-Development Treatment Volume (cubic feet)	--
Post-Development TP Load (lb/yr)	--
TP Load Reduction Required for New Impervious Area (lb/yr)	**0**

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post-ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**3.72**
Linear Project TP Load Reduction Required (lb/yr):	**3.72**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	152.40
Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	148.52

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

BMP Design Specifications List: **2013 Draft Stds & Specs**

Update Summary Sheet
Print Preview Print

Site Summary - Linear Development Project***

Total Rainfall (in):	**43**
Total Disturbed Acreage:	**10.93**

Site Land Cover Summary

Pre-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	0.00	0.00	0.00	0.00	0
Managed Turf (acres)	0.00	0.00	0.00	1.49	1.49	14
Impervious Cover (acres)	0.00	0.00	0.00	9.44	9.44	86
					10.93	100

Post-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	0.00	0.00	0.00	0.00	0
Managed Turf (acres)	0.00	0.00	0.00	1.83	1.83	17
Impervious Cover (acres)	0.00	0.00	0.00	9.10	9.10	83
					10.93	100

Site Tv and Land Cover Nutrient Loads

	Final Post-Development (Post-ReDevelopment & New Impervious)	Post-ReDevelopment	Post-Development (New Impervious)	Adjusted Pre-ReDevelopment
Site Rv	0.83	0.83	--	0.85
Treatment Volume (ft³)	33,042	33,042	--	33,906
TP Load (lb/yr)	20.76	20.76	--	21.30

Pre-ReDevelopment TP Load per acre (lb/acre/yr)	Final Post-Development TP Load per acre (lb/acre/yr)	Post-ReDevelopment TP Load per acre (lb/acre/yr)
1.95	1.90	1.90

Total TP Load Reduction Required (lb/yr)	3.72	N/A***	N/A***

****This is a linear development project*

	Final Post-Development Load (Post-ReDevelopment & New Impervious)	Pre-ReDevelopment
TN Load (lb/yr)	148.52	152.40

Site Compliance Summary - ***Linear Development Project

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%

Total Runoff Volume Reduction (ft³)	0
Total TP Load Reduction Achieved (lb/yr)	0.00
Total TN Load Reduction Achieved (lb/yr)	0.00
Remaining Post Development TP Load (lb/yr)	20.76
Remaining TP Load Reduction (lb/yr) Required	3.72

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	0.00	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.00	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.00	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 33,042

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
TP LOAD REMAINING (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00

Total Phosphorus

		LINEAR PROJECT:
FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	--	20.76
TP LOAD REDUCTION REQUIRED (lb/yr)	--	3.72
TP LOAD REDUCTION ACHIEVED (lb/yr)	--	0.00
TP LOAD REMAINING (lb/yr)	--	20.76
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	--	3.72

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	148.52
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	148.52

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
10/11/22

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

VRRM CALCULATIONS

PROJECT
JOB NO. 202188
SCALE NONE
SHEET NO. 39

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SIZING WATER SERVICE LINES AND METERS Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #1A - Meter #1A (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	1	=	2.2
Lavatory	1.5	x	4	=	6
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	1	=	4
Toilet – Flush Valve	35	x	6	=	210
- Tank Type	4	x		=	
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	2	=	32
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x		=	
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	258.2

Pressure Factor from Table 4-1 = 1.19

Customer Peak Demand From Fig. 4 –2 or 4 –3 x Press. Factor = 72.5 gpm

Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0.0 gpm

- 4 Hose Bibs x Fixture Value x 1.19 Press. Factor = 23.8 gpm

Added Fixed Load = 0.0 gpm

TOTAL FIXED DEMAND = 96.3 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
Copyright 2004, American Water Works Association

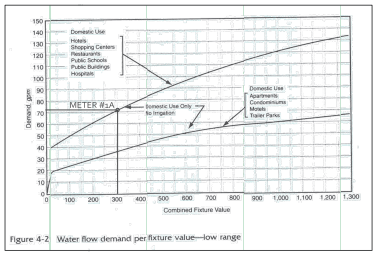

Figure 4-2 Water flow demand per fixture value—low range

SIZING WATER SERVICE LINES AND METERS Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #1B - Meter #1B (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	1	=	2.2
Lavatory	1.5	x	4	=	6
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	1	=	4
Toilet – Flush Valve	35	x	6	=	210
- Tank Type	4	x		=	
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	2	=	32
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x		=	
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	258.2

Pressure Factor from Table 4-1 = 1.19

Customer Peak Demand From Fig. 4 –2 or 4 –3 x Press. Factor = 72.5 gpm

Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0.0 gpm

- 4 Hose Bibs x Fixture Value x 1.19 Press. Factor = 23.8 gpm

Added Fixed Load = 0.0 gpm

TOTAL FIXED DEMAND = 96.3 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
Copyright 2004, American Water Works Association

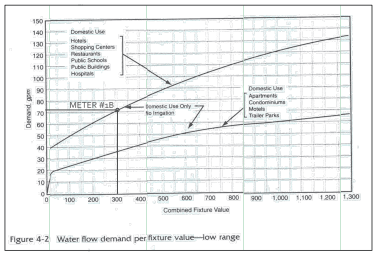

Figure 4-2 Water flow demand per fixture value—low range

SIZING WATER SERVICE LINES AND METERS Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #1C - Meter #1C (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	1	=	2.2
Lavatory	1.5	x	4	=	6
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	1	=	4
Toilet – Flush Valve	35	x	6	=	210
- Tank Type	4	x		=	
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	2	=	32
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x		=	
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	258.2

Pressure Factor from Table 4-1 = 1.19

Customer Peak Demand From Fig. 4 –2 or 4 –3 x Press. Factor = 72.5 gpm

Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0.0 gpm

- 4 Hose Bibs x Fixture Value x 1.19 Press. Factor = 23.8 gpm

Added Fixed Load = 0.0 gpm

TOTAL FIXED DEMAND = 96.3 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
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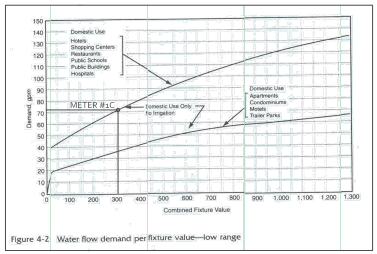

Figure 4-2 Water flow demand per fixture value—low range

SIZING WATER SERVICE LINES AND METERS Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #2 - Meter #2 (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	1	=	2.2
Lavatory	1.5	x	2	=	3
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x		=	
Toilet – Flush Valve	35	x		=	
- Tank Type	4	x	3	=	12
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	1	=	16
Wash Sink (Each Set of Faucets)	4	x		=	
Dishwasher	2	x		=	
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	37.2

Pressure Factor from Table 4-1 = 1.19

Customer Peak Demand From Fig. 4 –2 or 4 –3 x Press. Factor = 42.8 gpm

Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0.0 gpm

- 4 Hose Bibs x Fixture Value x 1.19 Press. Factor = 23.8 gpm

Added Fixed Load = 0.0 gpm

TOTAL FIXED DEMAND = 66.6 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
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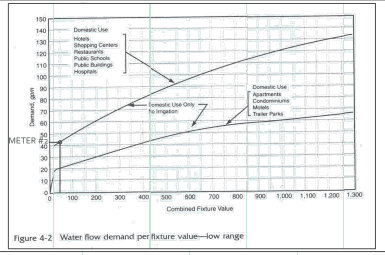

Figure 4-2 Water flow demand per fixture value—low range

WATER FLOWS - MAXIMUM AND PEAK HOUR DEMANDS					
MAXIMUM HOUR DEMAND MIN. = 2 GPM PER CONNECTION					
PEAK HOUR DEMAND FOR MIN. = 3 GPM PER CONNECTION					
TABLE 9-2 OF THE CHARLOTTESVILLE DESIGN STANDARDS MANUAL WAS USED TO ESTIMATE THE DESIGN FLOW. MAXIMUM HOUR DEMAND AND PEAK HOUR DEMAND PER CONNECTION SHALL NOT BE LESS THAN 2 GPM AND 3 GPM, RESPECTIVELY. WHERE THE NUMBER OF RESIDENTIAL UNITS IS LESS THAN 1,000, THE GREATER OF THE FOLLOWING EQUATION OR ABOVE SHALL BE USED: Q=11.4(N)^0.544 WHERE N=NUMBER OF CONNECTIONS.					
METER	NUMBER OF CONNECTIONS	FLOW CALCULATIONS	MAXIMUM HOUR DEMAND	PEAK HOUR DEMAND	METER SIZE
1A	1	12 GPM	12 GPM	18 GPM	2"
1B	1	12 GPM	12 GPM	18 GPM	2"
1C	1	12 GPM	12 GPM	18 GPM	2"
2	1	12 GPM	12 GPM	18 GPM	1.5"
3	1	12 GPM	12 GPM	18 GPM	2"

Wastewater Flow Estimates

	Commercial flow per 1,000 sf (gpd)	Total (gpd)	With 4.0 PF (gpd)	Expected Completion
Building #1A				
Proposed 58,375 sf of Commercial Retail Space	250	14,594	58,375	11/1/2024
Building #1B				
Proposed 15,945 sf of Commercial Retail Space	250	3,986	15,945	11/1/2024
Building #1C				
Proposed 20,700 sf of Commercial Retail Space	250	5,175	20,700	11/1/2024
Building #2				
Proposed 3,295 sf of Commercial Office Space	250	3,000	12,000	11/1/2024
Building #3	Commercial flow per seat (gpd)			
Proposed 3,498 sf of Restaurant Space (140 seats)	50	7,000	28,000	11/1/2024

Total Proposed (gpd) Flows = **33,755** 135,020 (With 4.0 PF)

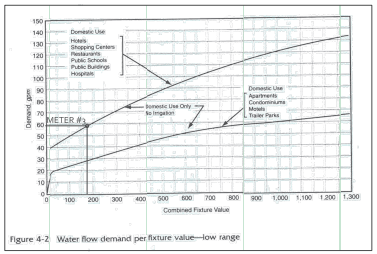

Figure 4-2 Water flow demand per fixture value—low range

SIZING WATER SERVICE LINES AND METERS Rev. 2020.02.26

CITY OF CHARLOTTESVILLE
Water Customer Data Sheet

Customer _____ Address _____
Building Address Building #3 - Meter #3 (Commercial) Zip Code _____
Subdivision _____ Lot No. _____ Blk. No. _____
Type of Occupancy _____

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x		=	
Bedpan Washers	10	x		=	
Bidet	2	x		=	
Dental Unit	2	x		=	
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	2	=	4.4
Lavatory	1.5	x	2	=	3
Showerhead (Shower Only)	2.5	x		=	
Service Sink	4	x	2	=	8
Toilet – Flush Valve	35	x	3	=	105
- Tank Type	4	x		=	
Urinal – Pedestal Flush Valve	35	x		=	
- Wall Flush Valve	16	x	1	=	16
Wash Sink (Each Set of Faucets)	4	x	2	=	8
Dishwasher	2	x		=	
Washing Machine	6	x		=	
Hose (50 ft Wash Down) - 1/2 in.	5	x		=	
- 5/8 in.	9	x		=	
- 3/4 in.	12	x		=	
Combined Fixture Value Total				=	148.4

Pressure Factor from Table 4-1 = 1.19

Customer Peak Demand From Fig. 4 –2 or 4 –3 x Press. Factor = 58.7 gpm

Add Irrigation - N/A Sections* x 1.16 or 0.40+ = 0.0 gpm

- 4 Hose Bibs x Fixture Value x 1.19 Press. Factor = 23.8 gpm

Added Fixed Load = 0.0 gpm

TOTAL FIXED DEMAND = 82.5 gpm

* 100 ft² area = 1 section
+ Spray Systems- Use 1.16; Rotary systems- Use 0.40

Figure 4-5 Water customer data sheet

Source: AWWA M22 Sizing Water Service Lines and Meters (Jan. 2004)
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SCOTT R. COLLINS
No. 35791
COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER
1/16/23

REVISIONS

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10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN

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

HILLSDALE PLACE - FINAL SITE PLAN

METER SIZING DATA SHEETS

PROJECT
SHEET
JOB NO. 202188
SCALE N/A
SHEET NO. 40

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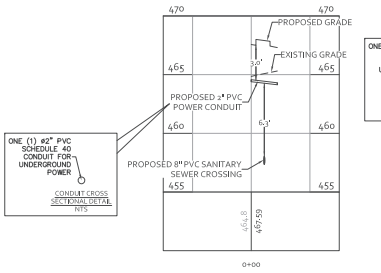
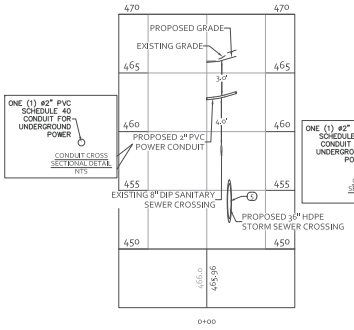
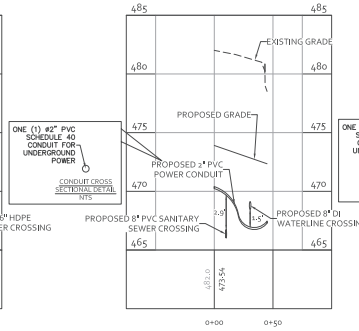


POWER-UTILITY CROSSING #1



POWER-UTILITY CROSSING #2



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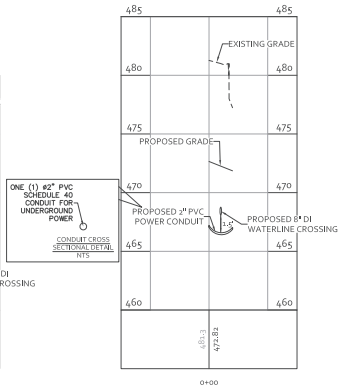

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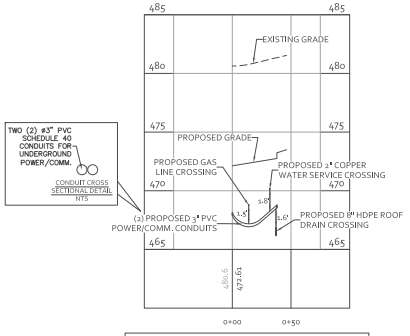

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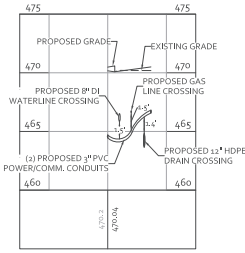
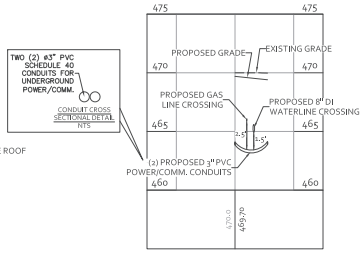
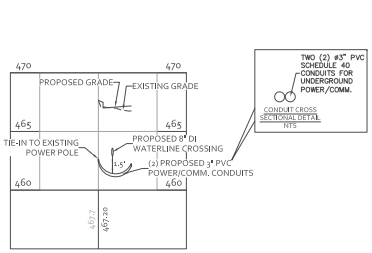


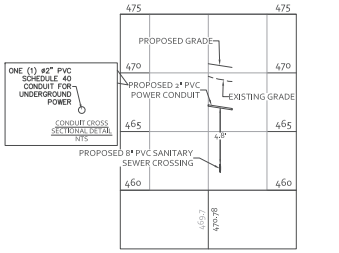
POWER-UTILITY CROSSING #6



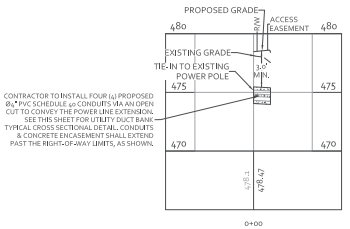
POWER-UTILITY CROSSING #7



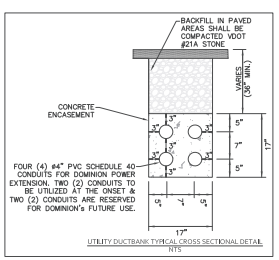
POWER-UTILITY CROSSING #8

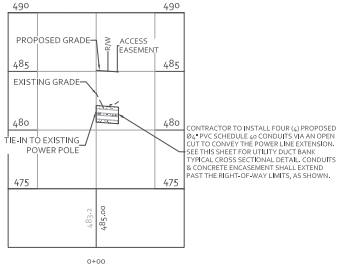


POWER-UTILITY CROSSING #9



DUCT-BANK #1





DUCT-BANK #2

NOTES:
1. ALL ROADWAY 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 ROADBED AREA IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATION 303.04.
2. ALL FILL MUST MEET 95% COMPACTION.
3. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER SANITARY SEWER MAINS.
4. MINIMUM 3.5' OF COVER MUST BE MAINTAINED OVER W/L MAINS.
5. MINIMUM 1.5' OF VERTICAL SEPARATION FROM STORM SEWER & W/L AND 1.5' OF SEPARATION BETWEEN W/L & SANITARY SEWER MUST BE PROVIDED.
6. VDOT STD. JS-1 INLET SHAPING REQUIRED ON ALL STORM STRUCTURES.
7. VDOT STD SL-1 SAFETY SLAB REQUIRED WHERE DROP GREATER THAN 12' (NO SL-1 ON SANITARY MHS).
8. THE DUCTILE IRON WATERLINES SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT IF NEEDED BASED ON SOIL CONDITIONS, WHICH WILL BE TESTED AND INSPECTED DURING THE CONSTRUCTION PROCESS.
9. HDPE PIPE SHALL BE INSTALLED AND BACKFILLED IN ACCORDANCE WITH VDOT STANDARDS AND REQUIREMENTS, PER DETAIL ON THIS SHEET. CONTRACTOR SHALL USE STONE BACKFILL MATERIAL AS REQUIRED AND SHALL INSTALL AND BACKFILL THE PIPES TO ENSURE PROPER COMPACTION AROUND THE PIPES AND PREVENT CRUSHING OR DEFORMING THE STORM PIPES DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL CLEAN AND VIDEO CAMERA ALL PIPES AFTER CONSTRUCTION IS COMPLETE, AND PROVIDE THESE VIDEOS TO THE OWNER AND ENGINEER FOR CERTIFICATION.

VERTICAL SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

HORIZONTAL SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
1/16/23

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HILLSDALE PLACE - FINAL SITE PLAN

UNDERGROUND POWER/COMMUNICATIONS PROFILES

PROJECT
SHEET
JOB NO. 202188
SCALE 1"=50'
SHEET NO. 41

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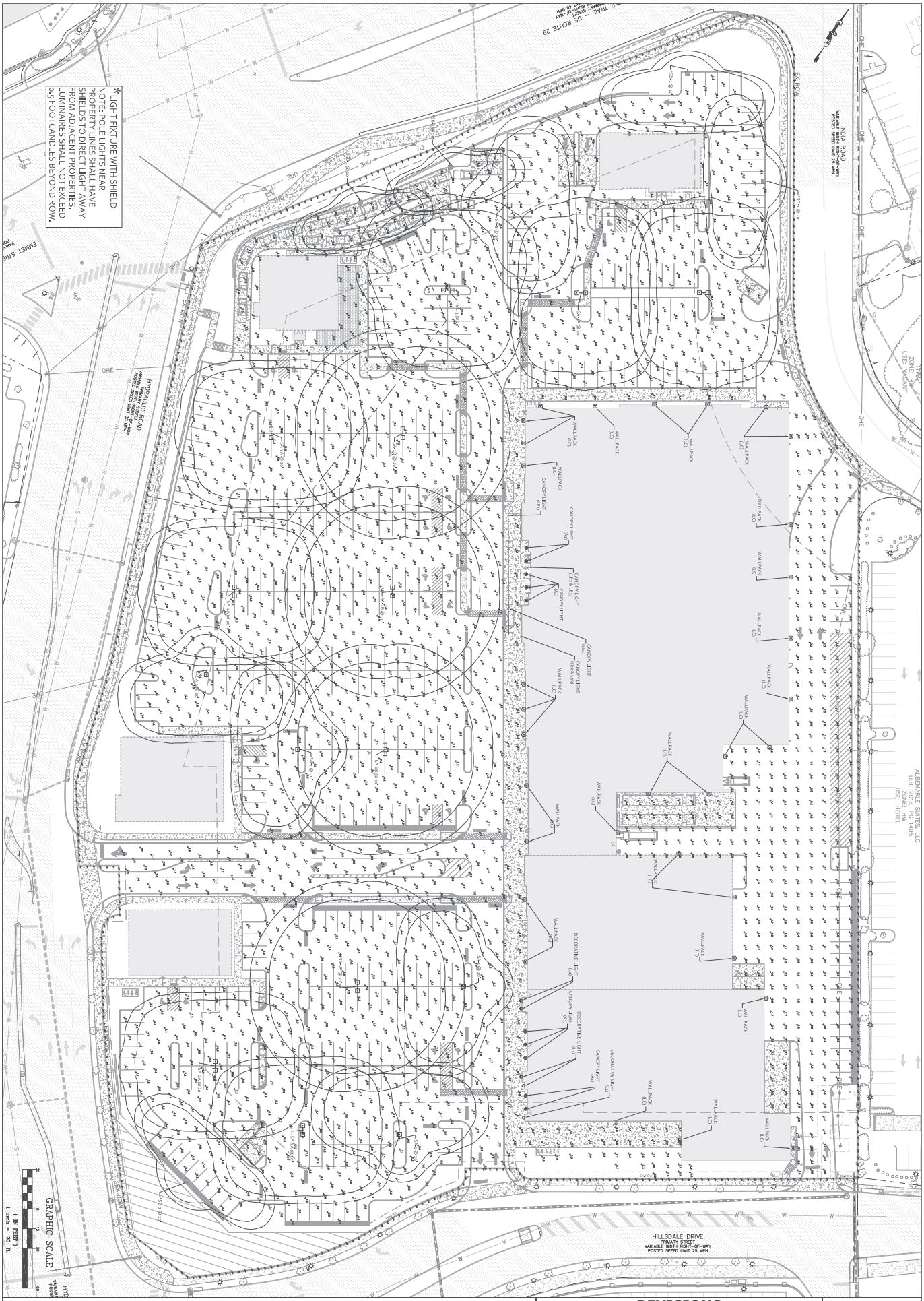

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3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 38791
PROFESSIONAL ENGINEER
3/30/23

PROJECT: HILLSDALE PLACE - FINAL SITE PLAN

SHEET: LIGHTING PLAN

JOB No.: 202188

SCALE: 1" = 30'

SHEET No.: L1

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Fixture Type LC

Manufacturer: Envision
Catalog #: LED-WPFC-FL-SP60-TRI-BLACK-UNV
Photocell comes installed. If not sued the photocell wires will have to be capped onsite.

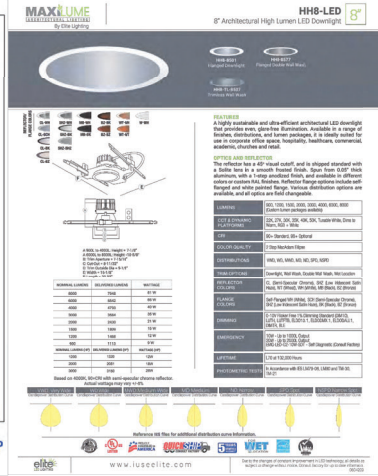
SPECIALTY LIGHTING GROUP

Fixture Type LC

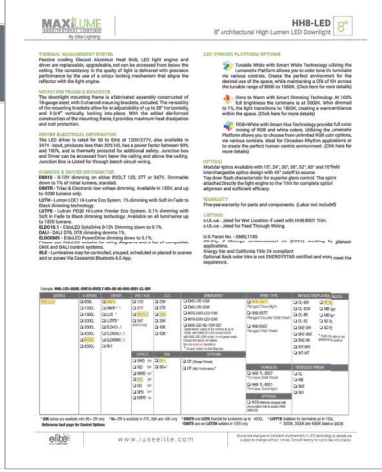
Manufacturer: Envision
Catalog #: LED-WPFC-FL-SP80-TRI-BLACK-UNV
Photocell comes installed. If not sued the photocell wires will have to be capped onsite.

SPECIALTY LIGHTING GROUP

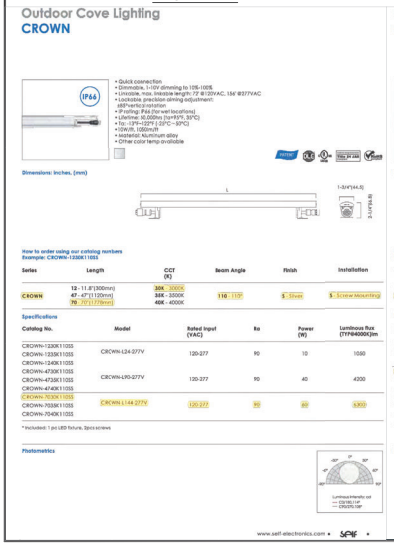
FIXTURE TYPE A1



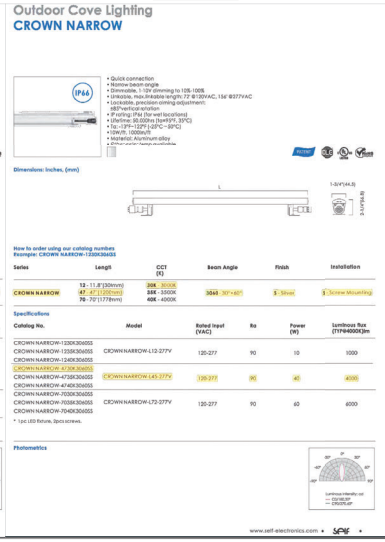
FIXTURE TYPE A1



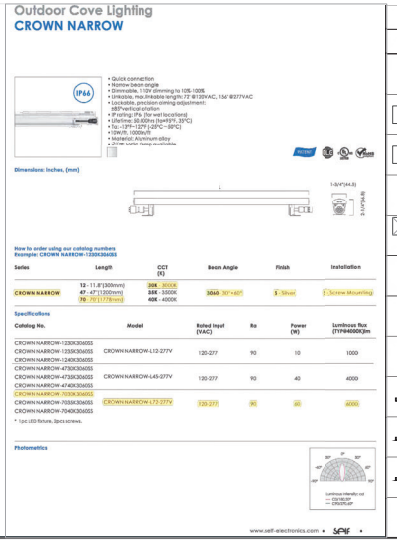
FIXTURE TYPE LE1

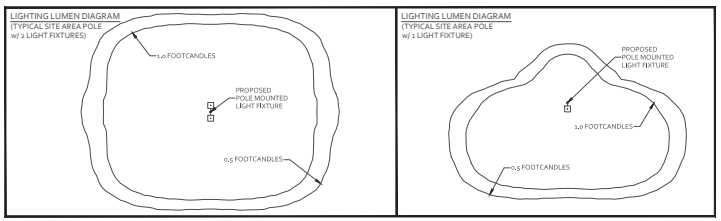


FIXTURE TYPE LE2



FIXTURE TYPE LE3





LIGHTING GENERAL NOTES:

1. EACH OUTDOOR LUMINAIRE SHALL BE A FULL CUTOFF LUMINAIRE.
2. EACH OUTDOOR LUMINAIRE THAT MEETS GREATER THAN 3000 LUMENS SHALL BE A FULL CUT OFF FIXTURE.
3. NO OUTDOOR LUMINAIRE SITUATED OUTSIDE OF A PUBLIC RIGHT-OF-WAY AND WITHIN OR IMMEDIATELY ADJACENT TO ANY LOW DENSITY RESIDENTIAL DISTRICT SHALL BE MOUNTED OR PLACED AT A LOCATION MORE THAN TWELVE (12) FEET IN HEIGHT.
4. NO OUTDOOR LUMINAIRE SHALL BE MOUNTED OR PLACED AT A LOCATION THAT IS MORE THAN TWENTY (20) FEET IN HEIGHT. ALL POLE LIGHTS SHALL BE 20' FROM THE GROUND TO THE PROPOSED LIGHT FIXTURE (INCLUDING THE BASE).
5. ALL OUTDOOR LUMINAIRE, REGARDLESS OF THE NUMBER OF LUMENS, SHALL BE ARRANGED OR SHIELDED TO REFLECT LIGHT AWAY FROM ADJOINING RESIDENTIAL DISTRICTS AND AWAY FROM ADJACENT ROADS. THE SPILLOVER OF LIGHTING FROM LUMINAIRES ONTO PUBLIC ROADS AND PROPERTY IN RESIDENTIAL OR RURAL ZONING DISTRICTS SHALL NOT EXCEED ONE-HALF FOOTCANDLE.
6. ALL LIGHT FIXTURES SHALL BE LED AND WILL HAVE A CCT OF 3000K IN KEEPING THE DARK SKY ORDINANCE.
7. ALL LIGHT FIXTURES SHALL BE BRONZE IN COLOR.
8. ALL LIGHTING SHALL COMPLY WITH THE DARK SKIES REQUIREMENTS FOUND IN THE CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL.

*LIGHT FIXTURE WITH SHIELD
NOTE: POLE LIGHTS NEAR PROPERTY LINES SHALL HAVE SHIELDS TO DIRECT LIGHT AWAY FROM ADJACENT PROPERTIES. LUMINAIRES SHALL NOT EXCEED 0.5 FOOTCANDLES BEYOND ROW.

LIGHT FIXTURE LEGEND & SCHEDULE

SYMBOL	LABEL	QUANTITY	MANUFACTURER	CATALOG	DESCRIPTION	NUMBER LAMPS	LAMP OUTPUT	LLF	INPUT POWER
	SA-1	5	LITHONIA LIGHTING	RSX2 LED P5 30K R3	RSX AREA FIXTURE SIZE 2 P5 LUMEN PACKAGE 3000K CCT TYPER R3 DISTRIBUTION	1	26048	1	213.48
	SA-2A	6	LITHONIA LIGHTING	RSX2 LED P5 30K R3	RSX AREA FIXTURE SIZE 2 P5 LUMEN PACKAGE 3000K CCT TYPER R3 DISTRIBUTION	1	26048	1	426.96
	SA-2B	4	LITHONIA LIGHTING	RSX2 LED P5 30K R5	RSX AREA FIXTURE SIZE 2 P5 LUMEN PACKAGE 3000K CCT TYPER R5 DISTRIBUTION	1	26742	1	426.96
	SB-1	2	LITHONIA LIGHTING	RSX2 LED P4 30K R2 HS	RSX LED AREA LUMINAIRE SIZE 2 P4 LUMEN PACKAGE 3000K CCT TYPE R2 DISTRIBUTION WITH HS SHIELD	1	17266	1	189.54
	SC-3	1	LITHONIA LIGHTING	RSX2 LED P4 30K R3	RSX AREA FIXTURE SIZE 2 P4 LUMEN PACKAGE 3000K CCT TYPE R3 DISTRIBUTION	1	22755	1	568.62
	SD-1	3	LITHONIA LIGHTING	RSX2 LED P6 30K R3 HS	RSX LED AREA LUMINAIRE SIZE 2 P6 LUMEN PACKAGE 3000K CCT TYPE R3 DISTRIBUTION WITH HS SHIELD	1	19335	1	246.63
	LC	32	LITHONIA LIGHTING	WPX1 LED P2 30K MVOLT	WPX1 LED WALLPACK 3000LM 3000K COLOR TEMPERATURE 120-277 VOLTS	1	2749	1	23.26
	A1	10	MAXILUME	HH8-LED	HH8-LED - 6000L - DIM10 - MVOLT -MD OPTICS - 30K CCT - 90 CRI - FANGED DOWNLIGHT TRIM - COLOR WHITE	1	3978	1	46.6589
	LE1	93.33 lf	CROWN COVE LIGHTING	CROWN-7030K 110SS	L144-277V - LENGTH=70" - 30K CCT - 110 BEAM ANGLE - COLOR SILVER - 6300 LUMINOUS FLUX - 60 WATT	1	6300	1	60
	LE2	97.92 lf	CROWN COVE LIGHTING	CROWN-4730K 3060SS	L45-277V - LENGTH=47" - 30K CCT - 3060 BEAM ANGLE - COLOR SILVER - 4000 LUMINOUS FLUX - 40 WATT	1	4000	1	40
	LE3	97.92 lf	CROWN COVE LIGHTING	CROWN-4730K 3060SS	L72-277W - LENGTH=70" - 30K CCT - 3060 BEAM ANGLE - COLOR SILVER - 6000 LUMINOUS FLUX - 60 WATT	1	6000	1	60
	L1	5	BARNLIGHT ELECTRIC		DARK BRONZE	1	3000	1	30

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
3/30/23

REVISIONS

DATE	REVISION DESCRIPTION
6/21/22	INITIAL SUBMITTAL OF FINAL SITE PLAN
10/11/22	2ND SUBMITTAL OF FINAL SITE PLAN
1/16/23	3RD SUBMITTAL OF FINAL SITE PLAN
3/30/23	4TH SUBMITTAL OF FINAL SITE PLAN

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

PROJECT
HILLSDALE PLACE - FINAL SITE PLAN

SHEET
LIGHTING NOTES & DETAILS

JOB NO.
202188

SCALE
1" = 30'

SHEET NO.
L2

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#R-22-158

RESOLUTION
Granting a Special Use Permit for Property Located at
901 Seminole Trail and 1801 Hydraulic Road

WHEREAS 901 Seminole Trail LLC ("Applicant") is the contract purchaser of certain land identified within the City of Charlottesville real estate records by Real Estate Parcel Identification Nos. 41B001000 and 41B002000 (together, the "Subject Property"), which has frontage on Seminole Trail, Hydraulic Road, Hillsdale Drive, and India Road; and

WHEREAS the Subject Property is located in the Highway Mixed Use Corridor zoning district, subject to the Entrance Corridor Overlay district regulations, and according to the Use Matrix set forth within City Code 34-796, restaurants are a permissible use of the Subject Property but a restaurant with a drive-through window is permissible only if authorized by City Council by special use permit; and

WHEREAS the specific development proposed by the Applicant is described in detail within the application materials submitted in connection with SP22-00006, as required by City Code §34-158 (collectively, the "Application Materials"); and

WHEREAS the City Council and the Planning Commission conducted a joint public hearing on November 8, 2022, following public notice given in accordance with applicable law; and

WHEREAS at their November 8, 2022 meeting, the Planning Commission considered and voted to recommend approval of this request, subject to conditions recommended within the Staff Report and modified during their meeting; now, therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that a Special Use Permit is hereby granted, to allow a drive-through restaurant as a permissible use of the Subject Property subject to the following conditions:

(1) The drive-through restaurant use shall be allowed only within the current boundaries of the 901 Seminole Trail parcel (41B001000);

(2) The maximum setback off Seminole Trail, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(3) The maximum setback off Hydraulic Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(4) The maximum setback off India Road, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 75 feet;

(5) The maximum setback off Hillsdale Drive, for the 901 Seminole Trail (41B001000) and 1801 Hydraulic Road (41B002000) parcels, shall be 50 feet;

(6) A pedestrian pathway shall be created by the landowner, to provide access to the Subject Property from the intersection of Seminole Trail and Hydraulic Road and such pathway shall be handicapped accessible, or as much so as practically possible; and

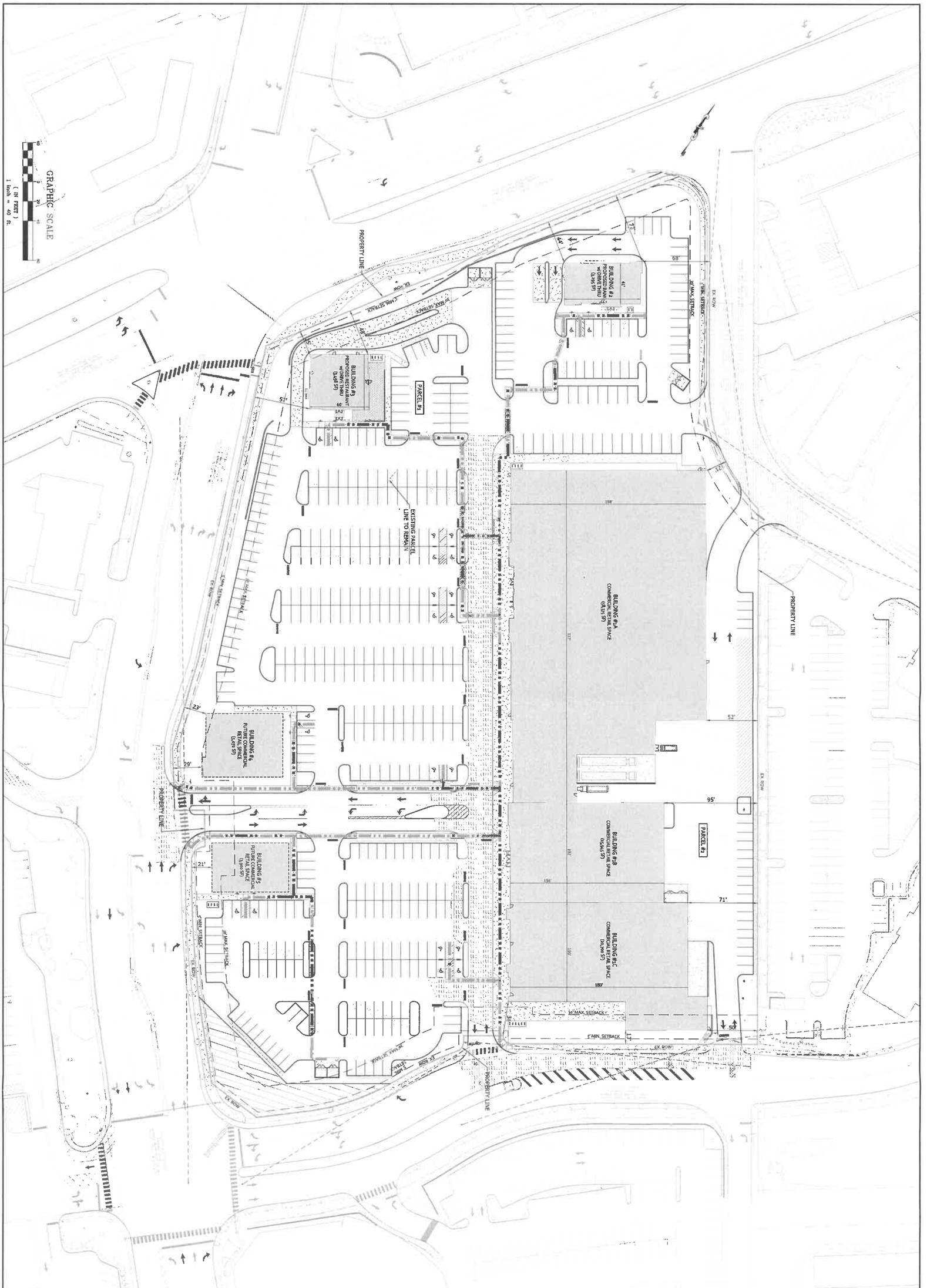
(7) A sit-down dining area for the restaurant, or an alternate "walk-up" window, shall be provided and shall remain open to the public at all times when the drive-through window is in operation.

	Aye	**No**
Magill	_x__	____
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
December 5, 2022

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council



COLLINS ENGINEERING

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

REVISIONS

DATE	REVISION DESCRIPTION
6/17/22	INITIAL SUBMITTAL OF FINAL SITE PLAN

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
No. 35791
PROFESSIONAL ENGINEER
6/17/22

PROJECT: HILLSDALE PLACE - FINAL SITE PLAN

SHEET: OVERALL DEVELOPMENT PLAN

JOB NO.: 202188

SCALE: 1" = 40'

SHEET NO.: 5

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CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

JOINT CITY COUNCIL AND PLANNING COMMISSION PUBLIC HEARING

APPLICATION FOR A SPECIAL USE PERMIT

APPLICATION NUMBER: SP23-00004

DATE OF HEARING: July 11, 2023

Project Planner: Matt Alfele, AICP
Date of Staff Report: June 27, 2023

Applicant: The Salvation Army of Charlottesville
Applicant's Representative(s): Erin Hannegan with Mitchell Matthews and Associates LTD
Current Property Owner: The Salvation Army

Application Information

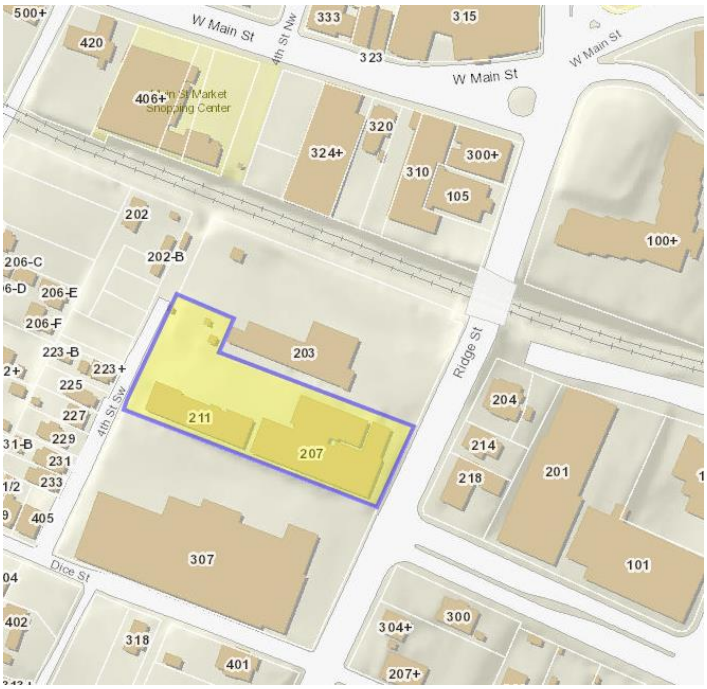
Property Street Address: 207 & 211 Ridge Street ("Subject Property")
Tax Map & Parcel/Tax Status: 290029000 (real estate taxes exempted)
Total Square Footage/ Acreage Site: Approx. 1.27 acres (55,321 square feet)
Comprehensive Plan (Future Land Use Map): Urban Mixed Use Node
Current Zoning Classification: West Main East Corridor (WME)
Overlay District: Architectural Design Control District

Applicant's Request (Summary)

The applicant is pursuing a SUP to expand the existing Shelter Care Facility, modify yard setback requirements, and reduce onsite parking. The Salvation Army is proposing to redevelop the property and expand their existing services. To date, the use of the Shelter is legally nonconforming, and any expansion of that use beyond what is permitted in Section 34-1147(b) will require approval of a SUP. The Applicant is proposing to expand from 58 emergency shelter beds to 114 emergency shelter beds; expand meal capacity from 80 seats to 120 seats; increase the size of the multi-purpose room from 1,928 square feet to 2,415 square feet; and expand the meeting rooms capacity from 40 seats to 84 seats. To facilitate the these expansions, the applicant, in addition to requesting a SUP for the Shelter use, is also requesting alterations to Section 34-638(a)(1) & (2) of the Code, whereby the yard setback/Streetwall requirements shall be altered from 5 feet minimum and 12 feet maximum on 4th St. SW to 10 minimum and no maximum; "build-to" percentages are altered from 80% minimum along the primary streets (Ridge Street) and 40% minimum along linking streets (4th ST SW) to 32% along primary streets

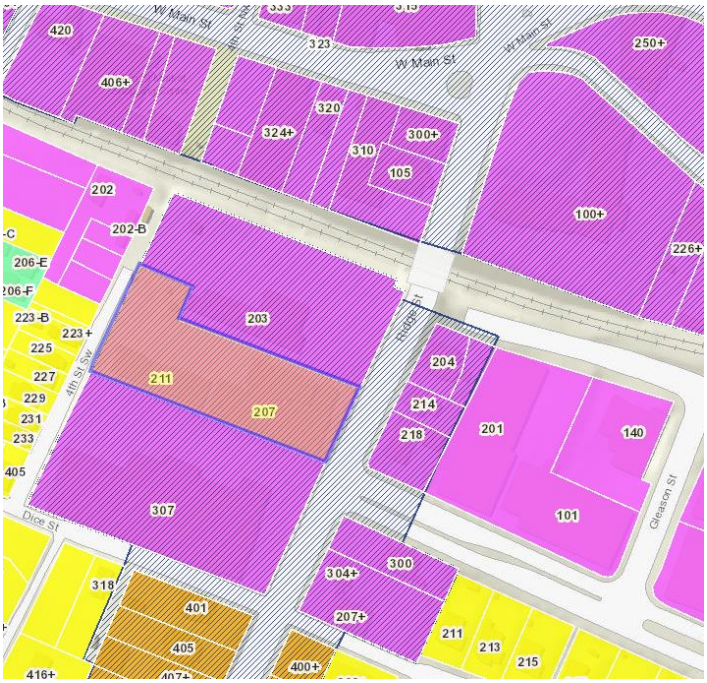
and no minimum along linking streets; reduce the required onsite parking pursuant to Section 34-984 of the Code, from 52 spaces to no minimum (with an intent of providing 32 spaces); and modify Section 34-642(c) of the Code to remove the requirement that for more than 20 off-street parking spaces in this zoning districts, no more than 50% of such spaces shall consist of open-air surface parking.

Vicinity Map



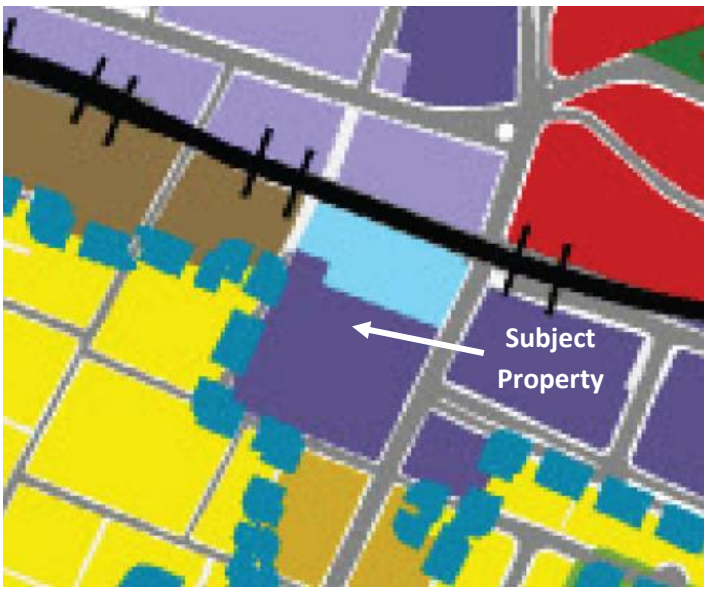
Context Map 1

Context Map 2- Zoning Classifications



KEY - Orange: R-2, Purple: Mixed Use, Yellow: R-1S, Green: PUD, Hatch: Architectural Design Control

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



KEY – Dark Brown: Higher-Intensity Residential, Light Brown: Medium Intensity Residential, Dark Purple: Urban Mixed Use Node, Light Purple: Urban Mixed Use Corridor, Yellow with Blue Dash: General Residential (Sensitive Community Area, Blue: Civic, Red: Downtown Core

Standard of Review

City Council may grant an applicant a special permit or special use permit, giving consideration to a number of factors set forth within Zoning Ordinance Sec. 34-157 and 34-162. If Council finds that a proposed use or development will have potentially adverse impacts, and if Council identifies development conditions that could satisfactorily mitigate such impacts, then Council may set forth reasonable conditions within its SUP approval. The role of the Planning Commission is to make an advisory recommendation to the City Council, as to (i) whether or not Council should approve a proposed SUP and if so, (ii) whether there are any reasonable development conditions that could mitigate potentially adverse impacts of the proposed use or development.

Section 34-157 of the City's Zoning Ordinance lists a number of factors that Council will consider in making a decision on a proposed SUP. Following below is staff's analysis of those factors, based on the information provided by the applicant.

For the applicant's analysis of their application per Sec. 34-157, see attachment B.

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

The properties immediately surrounding the Subject Property are described as:

Direction	Use	Zoning
North	Ridge Street Fire Station	West Main East Corridor (WME)
South	Commercial	West Main East Corridor (WME)
East	Commercial and Residential	West Main East Corridor (WME)
West	Commercial and Residential	Cherry Avenue (CH) and Residential (R-1S)

The proposed development would retain the existing use of "Shelter" and House of Worship but bring it into current conformity with City Code and expand the capacity from 58 beds to 114 beds. As part of the proposed redevelopment the existing building(s) (which range in height from one to three stories) would be replaced with one four story structure (divided into different use types), a surface parking, and recreational space (**Attachment B and C**). The uses adjacent to the Subject Property are a mix of governmental, commercial, and residential that range in height from one story to three story.

Staff Analysis: The existing and future primary use of the Subject Property is "Shelter Care Facility". Per Sec. 34-1200 Shelter Care refers to: "a building, or portion thereof, used for the provision of emergency overnight shelter for homeless, indigent and other disadvantaged persons, and associated services, such as: crisis intervention, counseling,

service referral, hotline, and similar social service functions." and is permitted through a Special Use Permit as a residential use per Sec. 34-796 with no limitation placed on size or bed count.

The predominate uses surrounding the Subject Property are commercial and governmental along Ridge Street and residential and commercial on 4th ST SW. Adjacent to the Subject Property to the north is the City's Ridge Street Fire Station and adjacent to the south is Noland Plumbing. Directly to the east (on Ridge Street) are small one- and two-story residential structures that have been converted into small service providers such as mortgage lending and deed research but with some residential occupancy throughout the year. A small, assisted living facility is also located directly across the street from the Subject Property on Ridge Street at the intersection of Monticello Ave. On the 4th ST SW side of the Subject Property are one-and two-story residential dwellings along with the offsite parking lot for the Quirk Hotel. Staff finds that the use being proposed has been in existence on site for over fifty years and is harmonious with existing patterns of uses and development within the neighborhood.

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

Below are specific areas of the Comprehensive Plan for which the request could be in compliance:

a. Land Use, Urban Form, and Historic & Cultural Preservation

Goal 2: Future Land Use Vision.

Guide implementation of the Future Land Use vision contained in this Comprehensive Plan, including support for existing neighborhoods and preventing displacement.

Goal 3: Balance Conservation and Preservation with Change.

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

Goal 4: Small Area Plan Development and Implementation.

Utilize Small Area Plans to guide growth and development in more detail and establish design guidelines within areas likely to be developed or redeveloped.

b. Housing

Goal 3: Unhoused Community Members.

Address, prevent, and end homelessness.

c. Economic Prosperity & Opportunity

Goal 1: Build Community Opportunities, Workforce Development, and Wealth.

Be an effective partner in helping the community prepare for economic success and building of wealth.

Comprehensive Plan- *Staff Analysis:*

The Subject Property is zoned West Main East Corridor (WME) with an Architectural Design Control overlay. The WME zoning district is one of the City's core districts that facilitates a wide variety of uses and transportation options. Some examples of uses in the WME zoning districts include hotels, restaurants, commercial/retail, and multifamily residential. The 2021 Comprehensive Future Land Use Map designates the Subject Property as Urban Mixed Use Node. The land use section of the comprehensive plan states the following for Urban Mixed Use Node:

Description: Urban mixed use districts that support community housing, employment, and commercial development.

Form: Create new, complete districts comprised of a walkable grid of streets, civic amenity spaces, and an intensive mix of land uses. Respond to existing residential, environmental, historic context, and recommendations provided in previously adopted Small Area Plans.

Height: Up to 10 stories.

Use and Affordability: Commercial, employment, residential. A mix of uses in the same building ("vertical mixed use") is encouraged. Include an inclusionary zoning mechanism to support housing affordability.

As presented, the development will be 100% affordable, but does not fit into the City's definition per Sec. 34-12.

Staff finds the proposed redevelopment would conform to the Comprehensive Plan and Future Land Use Map. The redevelopment of the existing Shelter Care Facility with supporting services is consistent with the zoning intent of the area and land use. The proposed development is also consistent with the surrounding development types for a mixed use district.

Streets that Work Plan

The 2016 Streets that Work Plan labels Ridge Street as "*Neighborhood A"* typology. Neighborhood A streets are characterized by having one travel lane in each direction, sidewalks on at least one side, dedicated bicycle facilities, and some on-street parking. Adjacent land uses are low and medium-density residential. The Streets that Work Plan recommends a minimum clear zone width of 5 to 6 feet for sidewalks as the highest priority items in the *Neighborhood A* typology. The next level (high) priority items for Neighborhood

A typology are Bicycle Facilities. This includes full lane signage, shared lane markings, 5-foot bike lanes, and 6-foot bike climbing lanes.

The existing conditions for Ridge Street include 5-foot-wide sidewalks with no buffer, four on street parking spaces, and a crosswalk to Monticello Avenue. Nothing in the application materials would alter the existing conditions to the public right-of-way of Ridge Street.

The Streets that Work Plans labels 4th ST SW as "*Local*". Local streets are found throughout the city and provide immediate access to all types of land uses. Although local streets form the majority of the street network, there is no specific typology associated with them. This is due in part to the many variations in context and right-of-way width, as well as the community's expressed desire to replicate as nearly as possible the feel of older local streets that do not meet current engineering and fire code standards.

The existing conditions for 4th ST SW include a 4-foot-wide sidewalk on the east side and an incomplete sidewalk network on the west side. The street is also very narrow and dead ends at the northern boundary of the Subject Property. Due to the narrowness of the street, on-street parking is only permitted on the west side, but many of the existing residential units do have one off-street parking space. Per the application materials (**Attachment C**) improvements will be made to the development entrance and sidewalk off 4th ST SW.

<u>Bike Ped Master Plan</u>

The City's 2015 Bike Ped Master Plan indicates Ridge Street have "Bike Lanes and Buffered Bike Lanes". Bicycle lanes are one-way, on-road bike facilities that provide a dedicated space for people bicycling parallel to motor vehicle traffic. Bicycle lines are often delineated with pavement marking stripes and, in some cases, may be fully colored for higher visibility, especially at intersections. Additional striping or hatching between a bicycle lane and vehicular travel lane is recommended to provide a buffer between the person bicycling and the person driving, where roadway widths allow. Bicycle lanes without a buffer require a minimum width of 5-6 feet and bicycle lanes with a buffer require 7-8 feet. There are currently no bike lanes along this portion of Ridge Street. The Master plan also calls for pedestrian improvements to the intersection of Ridge Street and Monticello Avenue. Although specific improvements are not noted for this intersection, the plan calls out improving potential conflict points between motorist, bicyclist, and pedestrians; improving existing conditions such as markings, crosswalks, driveway entrances, curb ramps, and signal pushbuttons; continuity of bicycle facilities through the intersection; and creating pedestrian waiting spaces and bicyclist queueing space. On the scoring map of the plan this intersection ranks 4 out of the top 20 priorities.

The City's 2015 Bike Ped Master plan also calls for a Greenway Bridge at the northern end of 4th ST SW that would span the train track and create a pedestrian connection to West Main Street. Currently there are no plans for this connection.

Staff Analysis: Based on the application package, staff concludes that the pedestrian network along Ridge Street and 4th ST SW will not be impacted by the proposed redevelopment. The City is in the process of updating pedestrian bicycle and improvements at the intersection of Ridge Steet and Monticello Avenue, but these improvements are in the very early stages of design. There is also a SmartScale project planned for Ridge Street that will encompass frontage of the Subject Property that is many years away.

Cherry Avenue Small Area Plan

The Subject Property falls within the boundaries of the 2021 Cherry Avenue Small Area Plan and is identified as a Secondary Focus Area. Of the 10 community vision goals outlined in the plan, goal 5: *invest in empowerment and upward mobility for neighborhood residents at the most vulnerable end of the socio-economic scale;* goal 7*: encourage new development that advances equity, is financially and socially accessible to residents and represents Fifeville;* and goal 10*: increase health and well-being of neighborhood residents* might be achieved through the proposed redevelopment.

Staff Analysis: Although the Subject Property is on the fringes of the Cherry Avenue Small Area Plan, expansion of the shelter use and supporting services could contribute to the goals and visions set out by the plan.

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

Based on the information contained within the application the proposed development would likely comply with applicable building code regulations, but final determination cannot be made until Final Site Plan review.

(4) Potential adverse impacts, including, but not necessarily limited to:

a) Traffic or parking congestion

Traffic

The City Traffic Engineer has reviewed the application and finds the amount of traffic related to this development would have no impact to on the surrounding street network.

Vehicular Access

The proposed project will have vehicular access off 4th ST SW and no vehicular access from Ridge Street. This is the current/existing condition. The only change would be the access point on 4th ST SW would move approximate 30 to 40 feet south from the current location.

Parking

Under Sec. 34-984 and Sec. 34-642(c) the proposed redevelopment of the site would require 52 off-street parking spaces. Of the 52 spaces, 26 would need to be designed in such a way that they were not open-to-the-sky surface parking.

Staff Analysis: As part of the SUP request, the applicant is asking to reduce the required off-street parking from 52 spaces to 0 minimum required but provide 32 spaces for this phase of the development (**Attachment A and C**) and removal of the requirement that 50% of the required parking be covered and not "open-to-the-sky surface parking". From the application materials the plan does call for 32 off-street parking spaces, but they are requesting a 0 minimum to facilitate any future expansion of the site that would require a building footprint over the parking lot and the reduction of the 32 spaces. Based on the primary use of the Subject Property and services provided, staff see no adverse impact to reducing the required parking on site or remove the covered parking requirement. Staff is concerned that overflow parking for special events or training could spill onto 4th ST SW. 4th ST SW is a narrow street that only allows parking on the west side. This is the same side as the residential units and parking is further reduced due to curb cuts along that side of the street. Although this is a concern, it should be noted that many of the residential units with frontage on 4th ST SW have at least one off-street parking space which meets the minimum code requirement.

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

The proposed redevelopment will not result in any additional dust, odor, fumes, vibration, or other factors that could also be present with any by-right development. Any site plan submitted would need to conform to Division 3 *Lighting* of the Zoning Ordinance.

Staff Analysis: Staff finds that the proposed redevelopment of the Subject Property would not have any adverse impact as it relates to noise, lights, dust, odor, fumes, vibration, or other factors related to the natural environment. Trash is one concern staff and the community have with the existing site and any future redevelopment. Due to

improper donations and easy access to the dumpster, trash often piles up around the facility. Staff would recommend adequate dumpster facility(s) that are secured and cannot be accessed by the public.

c) Displacement of existing residents or businesses

The redevelopment of the Subject Property will not displace the existing uses during or after construction.

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

No discouragement of economic development activities will be associated with the proposed redevelopment.

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

The City's Comprehensive Plan identifies community facilities as fire protection, police enforcement, and emergency response services; public utilities and infrastructure; and public parks and recreation opportunities. Although final determination for capacity and code compliance will take place at Final Site Plan review, Fire, Traffic, and Public Utilities have reviewed the SUP applicant and determined the redevelopment, as proposed, would not have an adverse impact on community facilities.

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

The proposed redevelopment of the Subject Property will not reduce the availability of affordable housing in the neighborhood.

g) Impact on school population and facilities

The current and proposed primary use of the Subject Property will be Shelter Care Facility. As emergency shelter care can impact every segment of the population and some impact could be created on school population and facilities for short periods of time but is not expected.

h) Destruction of or encroachment upon conservation or historic districts

The Subject Property is within an Architectural Design Control District. See item (7) below.

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

Based on the information contained within the application, the proposed redevelopment would likely comply with applicable federal and state laws. As to local ordinances (zoning, water protection, etc.), it generally appears that this project, as detailed in the application, can be accommodated on this site in compliance with applicable local ordinances; however, final determinations cannot be made prior to having the details required for Final Site Plan and building permit approvals. Specific zoning requirements reviewed preliminarily at this stage include massing and scale (building height, setbacks, stepbacks, etc.) and general planned uses.

j) Massing and scale of project

The Subject Property is within an Architectural Design Control District and will require BAR review and a Certificate of Appropriateness (COA) prior to Final Site Plan approval. In general, the proposed redevelopment of the site will involve removal of the two existing structures and construction of one four story building. The majority of the massing of the building will be in the middle of the site with a one-story section to the west and a one and a half story section on the eastern property line (fronting on Ridge Street). As presented the development will not have an adverse impact on the surrounding neighborhood as it relates to massing and scale.

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

The Subject Property is zoned West Main East Corridor (WME) with an Architectural Design Control District overlay.

The purpose of the Mixed Use zoning district is to encourage mixed-use development within appropriate areas of the city, located along or adjacent to streets or highways found by the city council to be significant routes of access to the city. Objectives of these districts include the following:

(1) Creation of a dynamic street life, encouraging the placement of buildings close to property lines, and/or heavily landscaped yard areas, in order to engage pedestrians and de-emphasize parking facilities;
(2) Encouragement of mixed-use development;
(3) Facilitation of development that demonstrates an appropriateness of scale;
(4) Encouragement of development that offers creative minimization of the impact of parking facilities and vehicular traffic;
(5) Encouragement of landscaped spaces available for pedestrian use (e.g., pocket parks, tree-lined streets and walkways);

(6) Encouragement of alternate forms of transportation (e.g., pedestrian travel, bicycle paths, use of public transit);
(7) Encouragement of neighborhood-enhancing economic activity;
(8) Encouragement of home ownership; and(9)Encouragement of neighborhood participation in the development process.

The districts in which such development is encouraged fall, generally, into two (2) categories:
(1) Commercial/residential mixed use districts. With little remaining vacant land, the city's continued vitality depends upon its ability to attract and facilitate a harmonious mixture of commercial and residential development and redevelopment. Generally, each of these zoning districts seeks to encourage a mixture of residential, commercial and cultural uses within a single building, or within multiple related buildings and structures. Of particular importance is the creation of corridors to serve as vital centers for economic growth and development while at the same time encouraging development that is friendly to pedestrians and alternate modes of transportation characteristic of an urban setting.
(2) Commercial/industrial mixed use districts. Each of these zoning districts seeks to provide an area in which important industrial uses, of limited scale, may be located, but in which opportunities for incorporation of related or harmonious commercial uses can be facilitated.

West Main East Corridor. The land use and lots on West Main Street east of the railroad bridge are smaller than those west of the bridge, containing existing buildings (including historic buildings) that have been renovated to accommodate modern commercial uses. Established buildings are located in close proximity to the street on which they front. Within this district, the purpose of zoning regulations is to encourage a continuation of the established pattern and scale of commercial uses, and to encourage an extension of a walkable, mixed use "main street" setting eastward from the railroad bridge, continuing into the area where the West Main Street Corridor transitions into the city's downtown.

The Ridge Street ADC. The City of Charlottesville seeks, through the establishment of its several historic districts and through the protection of individually significant properties, to protect community health and safety, to promote the education, prosperity and general welfare of the public through the identification, preservation and enhancement of buildings, structures, landscapes, settings, neighborhoods, places and features with special historical, cultural and architectural significance. To achieve these general purposes, the City of Charlottesville seeks to pursue the following specific purposes:

(1) To preserve and protect buildings, structures and properties which serve as important visible reminders of the historic, cultural, and architectural or archaeological heritage of this city, the Commonwealth of Virginia, or this nation;
(2) To assure that, within the city's historic districts, new structures, additions, landscaping and related elements will be in harmony with their setting and environs;
(3) To promote local historic preservation efforts through the identification and protection of historic resources throughout the city;
(4) To maintain and improve property values by providing incentives for the upkeep, rehabilitation and restoration of older structures in a safe and healthful manner, and by encouraging desirable uses and forms of development that will lead to the continuance, conservation and improvement of the city's historic, cultural and architectural resources and institutions within their settings;
(5) To promote tourism and enhance business and industry, and to promote an enhanced quality of life within the city, through protection of historic, cultural and archaeological resources.

Staff Analysis: Staff finds that a Shelter Care Facility on the Subject Property would be in harmony with the purposes of the specific zoning district in which it will be placed.

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

Based on the information contained within the application, the proposed redevelopment would likely comply with applicable local ordinances. However, final determinations cannot be made prior to having the details required for Final Site Plan and building permit approvals.

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

The Subject Property is within an Architectural Design Control District. On June 21, 2023 the City Board of Architectural Review (BAR) made the following recommendations as it relates to the requested SUP:

Schwarz moved: Finding of no adverse impact: I move the BAR recommend to City Council the proposed Special Use Permit to modify the setback, build-to, and parking

requirements for the redevelopment of 207-211 Ridge Street will not adversely impact the Ridge Street ADC District, with the understanding that the final design will require BAR review and approval. BAR recommends that Council consider conditions in the SUP:

- *If the large oak tree [at Ridge Street] dies, then another large canopy tree will be planted [in its place].*
- *[Require appropriate screening] to screen the parking from 4th Street.*

Public Comments Received

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

The applicant held a community meeting on June 22, 2023. The meeting was onsite and attended by one member of the public. At the meeting the following concerns were communicated to the applicant:

- Redevelopment and expansion will create parking issues for people living on 4th ST SW.
- Trash has and will continue to be an issue.
- The location of the proposed driveway to the Subject Property will create issues with residents who live directly access from the new access point.

Staff has received a few emails (Attachment F) related to this project. Concerns include:

- Increased traffic.
- Parking will be an issue.
- The City should not concentrate a large amount of the unhoused population at the tourist entry point to the downtown.

Any comments received after the completion of this staff report will be directly sent to Planning Commission and City Council.

Staff Recommendation

Staff finds the application meets the general standards for a Special Use Permit and recommends approval with the below conditions:

Recommended Conditions

Should Planning Commission recommend approval to City Council, Staff recommends the following conditions be included:

1. Per Section 34-796: Permitted Shelter Care Facility on the Subject Property with supporting services and no restrictions on number of beds.
2. Per Section 34-162: Alter the Ridge Street Streetwall requirement to state that at least thirty-two (32) percent of the building façade width of a building must be in the build-to zone on the Subject Property.

3. Per Section 34-162: Alter the 4th ST SW Streetwall requirements to state that setbacks shall be ten (10) feet minimum; no maximum and no percentage of the building façade width of a building must be in the build-to zone.
4. Per Section 34-162: No minimum parking is required on the Subject Property, but should the number drop below 32 spaces, the applicant will work with the City's Traffic Engineer to develop a Master Parking Plan for the Subject Property. This plan will be kept on file with the City and may be updated or altered from time to time with authorization of the City's Traffic Engineer. The plan shall indicate how the developer will distribute available parking spots on site, how potential residents/employees are informed of their parking opportunities, and any possible offsite parking arrangements, etc.…
5. Per Section 34-162: Onsite parking shall not be required to have fifty (50) percent covered.
6. Per Section 34-162: An extension of the SUP may be granted for up to two (2) years if requested by the applicant or landowner pursuant to Section 34-164(d).
7. Per Section 34-157(b): Trash receptacle (dumpsters) must be provided and secured in a facility that is adequate and cannot be accessed by the public.
8. Per Section 34-157(b): If the large oak tree [at Ridge Street] dies, then another large canopy tree will be planted [in its place].
9. Per Section 34-157(b): S-3 Screening shall be provided along the 4th ST SW boundary of the property.
10. …
11. …

Suggested Motions

1. I move to recommend approval of this application for a Special Use Permit in the WME zone at 290029000, 207 & 211 Ridge Street to permit a Shelter Care Facility with alterations to Streetwall and Parking regulations as indicated in the application with the following listed conditions.
    a. The nine (9) conditions recommended by staff
    b. [alternative conditions, or additional condition(s)….list here]

Or

2. I move to recommend denial of this application for a Special Use Permit in the WME zone at 290029000, 207 & 211 Ridge Street to permit a Shelter Care Facility.

Attachments

A. Special Use Permit Application
B. Special Use Permit Narrative

C. Preliminary Site Plan
D. BAR Action Memo
E. Community Engagement Meeting Information
F. Public Comments

Attachment A

City of Charlottesville

Application for Special Use Permit

Project Name: The Salvation Army of Charlottesville

Address of Property: 207 & 211 Ridge Street

Tax Map and Parcel Number(s): 290029000

Current Zoning District Classification: WME(H)

Comprehensive Plan Land Use Designation: Urban Mixed Use Node

Is this an amendment to an existing SUP? N

If "yes", provide the SUP #:

Applicant: Mitchell / Matthews Architects (c/o Erin Hannegan)

Address: 300 Twin Sycamores Lane, Charlottesville

Phone: 434-979-7550 x208 **Email:** eh@mitchellmatthews.com

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

Owner Owner's Agent (Designer) Contract Purchaser

Owner of Record: The Salvation Army (c/o Major Walter Strong)

Address: P.O. Box 296, Charlottesville, VA 22902

Phone: 434-295-4058 **Email:** Walter.Strong@uss.salvationarmy.org

Reason for Special Use Permit:

- ☐ Additional height: _____ feet
- ☐ Additional residential density: _____ units, or _____ units per acre
- ☑ Authorize specific land use (identify) Shelter Care Facility
- ☑ Other purpose(s) (specify City Code section): Sec 34-638: Streetwall Regulations: relief on build-to percentage on Primary Street. Relief on setback & build-to percentage on Linking Street, and Sec 34-642: Add'l Regulations: relief of parking spaces open to the sky and Sec. 34-984: Off-Street Parking Requirements: a 42% proposed reduction in required spaces. no minimum quantity

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

(1) Signature Erin R Hannegan Print Erin Hannegan Date 4/17/2023

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

Other (specify): Designer

(2) Signature _____ Print _____ Date 5/16/2023

THE SALVATION ARMY A GEORGIA CORP. Philip Bryant, Assistant Treasurer

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

Other (specify): _____

Attachment A

City of Charlottesville

Pre-Application Meeting Verification

Project Name: 211 Ridge St Salvation Army

Pre-Application Meeting Date: 12/20/2022

Applicant's Representative: Erin Hannegan (Mitchell Matthews)

Planner: Matt Alfele

Other City Officials in Attendance:

Jeff Werner, Brennen Duncan, Jack Dawson, Steve Walton

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

1. No existing SUP was found on file with the City. The site will need an SUP for Shelter Care Facility (under current code).
2. Work with Jeff on BAR Demolition approval prior to submitting SUP application
3. The applicant will need to work with staff during PSP and FSP
4.
5.

Planner Signature:

Attachment A

City of Charlottesville

Application Checklist

Project Name: The Salvation Army of Charlottesville

I certify that the following documentation is ATTACHED to this application:

- ☑ 34-158(a)(1): a site plan (ref. City Code 34-802(generally); 34-1083(communications facilities)
- ☑ 34-158(a)(3): Low-impact development (LID) methods worksheet (required for developments that include non-residential uses, and developments proposing 3 or more SFDs or TFDs)
- ☑ 34-158(a)(4): a building massing diagram, and building elevations (required for applications proposing alteration of a building height or footprint, or construction of any new building(s))
- ☑ 34-158(a)(5) and 34-12: affordable housing data. (i) how many (if any) existing dwelling units on the property are an "affordable dwelling unit" by the city's definitions? (ii) Will existing affordable units, or equivalent affordable units, remain following the development? (iii) What is the GFA of the project? GFA of residential uses? GFA of non-residential uses?
- ☑ 34-157(a)(1) Graphic materials that illustrate the context of the project, and a narrative statement as to compatibility with existing patterns of use and development
- ☑ 34-157(a)(2) Narrative statement: applicant's analysis of conformity with the Comprehensive Plan
- ☑ 34-157(a)(3) Narrative statement: compliance with applicable USBC provisions
- ☑ 34-157(a)(4) Narrative statement identifying and discussing any potential adverse impacts, as well as any measures included within the development plan, to mitigate those impacts
- ☑ 34-158(a)(6): other pertinent information (narrative, illustrative, etc.)
- ☑ All items noted on the Pre-Application Meeting Verification.

Applicant Mitchell / Matthews Architects

Signature Erin R Hannegan **Print** Erin Hannegan **Date** 4/17/2023

By Its: Project Manager

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

Attachment A

City of Charlottesville

Community Meeting

Project Name: The Salvation Army of Charlottesville

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

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

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

Applicant: Mitchell / Matthews Architects

By:

Signature Erin R Hannegan **Print** Erin Hannegan **Date** 4/17/2023

Its: Project Manager (Officer, Member, Trustee, etc.)

Attachment A

City of Charlottesville

Owner's Authorizations

(Not Required)

Right of Entry- Property Owner Permission

I, the undersigned, hereby grant the City of Charlottesville, its employees and officials, the right to enter the property that is the subject of this application, for the purpose of gathering information for the review of this Special Use Permit application.

Owner: The Salvation Army of Charlottesville **Date** 4/17/2023

By (sign name): W E Strong **Print Name:** W E Strong

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

Other (specific): _____

Owner's Agent N/A

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

Name of Individual Agent: _____

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

Owner: _____ **Date:** _____

By (sign name): _____ **Print Name:** _____

Circle one:

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

Other (specific): _____

Attachment A

City of Charlottesville

Disclosure of Equitable Ownership

Section 34-8 of the Code of the City of Charlottesville requires that an applicant for a special use permit make complete disclosure of the equitable ownership "real parties in interest") of the real estate to be affected. Following below I have provided the names and addresses of each of the real parties in interest, including, without limitation: each stockholder or a corporation; each of the individual officers and directors of a corporation; each of the individual members of an LLC (limited liability companies, professional limited liability companies): the trustees and beneficiaries of a trust, etc. Where multiple corporations, companies or trusts are involved, identify real parties in interest for each entity listed.

Name The Salvation Army, A Georgia corp. **Address** 1424 NE Expressway, Atlanta, GA 30329

Name _____ **Address** _____

Name _____ **Address** _____

Name _____ **Address** _____

Attach additional sheets as needed.

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

Applicant: The Salvation Army

By:

Signature W.E. Strong **Print** W.E. Strong **Date** 5/16/2023

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

Attachment A

City of Charlottesville

Fee Schedule

Project Name: The Salvation Army of Charlottesville

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

Office Use Only

Amount Received:_____ **Date Paid**_____ **Received By:**_____

Amount Received:_____ **Date Paid**_____ **Received By:**_____

Amount Received:_____ **Date Paid**_____ **Received By:**_____

Amount Received:_____ **Date Paid**_____ **Received By:**_____

Attachment A

City of Charlottesville

LID Checklist

Project Name: The Salvation Army of Charlottesville

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

Applicant's Signature

Signature Erin P Hannegan **Print** Erin Hannegan **Date** 5/16/2023

Attachment B

207 - 211 RIDGE STREET

CHARLOTTESVILLE, VA

SPECIAL USE PERMIT REQUEST

MITCHELL / MATTHEWS ARCHITECTS

MAY 16, 2023

Attachment B

SPECIAL USE PERMIT REQUEST

INTRODUCTION: 207 - 211 Ridge Street is a proposed re-development of the Salvation Army facilities on Ridge Street in Charlottesville, Virginia. The proposal consists of a shelter use facility, a house of worship, and ancillary and accessory uses to both including a soup kitchen, a multi-purpose room, classroom and conference rooms, social services, and administration offices, parking and outdoor play space. It would replace two buildings, containing the same functions. Re-development would occur without displacement of the current emergency shelter on-site.

LOCATION: The project is located within the *Ridge Street ADC*. It sits between Ridge Street and 4th Street SW, with frontage on both streets.

ZONING: The property is currently zoned WME (West Main East Corridor) in the City of Charlottesville.

PROPOSED USE: House of Worship (by-right) and Shelter Care Facility (by SUP).

SPECIAL USE PERMIT REQUEST: A Special Use Permit (SUP) is being requested for:

1) **Use** (Refer to page 18 for details):

Allowable by right: House of Worship

Allowable by SUP: Shelter Care Facility

2) Modification to **Streetwall Regulations** (Refer to page 20 & 21 for details):

Required Setback on 4th Street SW (Linking Street): 5 feet min, 12 feet max
Proposed Setback: 10’ min, no maximum (Actual = 104’-7”)

Required Build-To Percentages: 80% min at Primary Street, 40% min at Linking Street
Proposed Build-To Percentages: 32% at Primary Street, not required at Linking Street

3) Modification to **Parking Regulations** (Refer to page 22 for details):

Parking required by ordinance / use: 52 spaces
Proposed: No minimum quantity required. (Actual: 32 spaces provided, a 39% reduction in required spaces.)

Requirement for covered parking: If > 20 parking spaces, no more than 50% shall consist of surface parking
Proposed: Covered parking not required.

JUSTIFICATION FOR THE SPECIAL USE PERMIT FOLLOWS. REFER TO SECTION 1 (page 5) FOR INFORMATION ON THE EXISTING CONDITIONS AND SURROUNDING CONTEXT. REFER TO SECTION 2 (page 13) FOR ANALYSIS OF CURRENT ZONING, COMPREHENSIVE PLAN, AND FUTURE DRAFT ZONING. REFER TO SECTION 3 (page 17) FOR ILLUSTRATIVE INFORMATION EXPLAINING THE PROPOSED PROJECT AND JUSTIFICATIONS FOR EACH REQUEST ABOVE.

Attachment B

1. **Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood:** The proposed re-development of the Salvation Army of Charlottesville is harmonious with the existing patterns of use in this neighborhood. It is bounded on one side by an aging plumbing supply metal building and on the other by the fire department. Both have extensive surface parking. The Salvation Army currently operates on this site with the same functions and services. This project is also consistent with development patterns within the Fifeville neighborhood.

2. **Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan:** The redevelopment of the Salvation Army conforms to the comprehensive plan in the following areas:

   Chapter 4: Land Use, Urban Form, and Historic & Cultural Preservation:
   The project will increase the supply of shelter beds, in a welcoming, comfortable, and accessible environment, without displacement.

   Chapter 5: Housing:
   Quoting the community vision statement "the city of Charlottesville will recognize the importance of housing for ALL residents by implementing strategies to achieve a housing market that is affordable, healthy, high quality, accessible to resources (affordable food, green space, schools, etc.) and above all, equitable, meeting the needs of underserved communities and fostering a good quality of life for all."

   The Salvation Army does all of the above. It provides housing, food, green space, training, and support to the underserved, unhoused community in addition to other families and individuals needing temporary assistance. Redevelopment of the site will increase the Salvation Army's capacity to meet this need, while improving its facilities to make them healthier, higher quality, more accessible, and equitable.

3. **Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations:** The structures and site will be designed to comply with all applicable building code regulations.

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

   a. Traffic or parking congestion; Similar to the current conditions, the parking for the project will be accessed via 4th Street SW. Minimal additional spaces are required, and as such, a parking reduction is being requested as part of the SUP. The Salvation Army's location adjacent to the fire station and at a major intersection limits the ability for vehicles to access the site from Ridge Street.

   b. Noise, lights, dust, odor, fumes, vibration, and other factors, which adversely affect the natural environment; The same functions currently on site will continue on site. No activities are anticipated that will adversely affect the natural environment. All exterior lighting will comply with the city's dark sky ordinance. All kitchen exhaust will be code compliant.

   c. Displacement of existing residents or businesses; This project is designed to allow for redevelopment of the site without displacement of the residents of the emergency shelter. The church functions, soup kitchen, and social services will be relocated temporarily during construction.

   d. Discouragement of economic development activities that may provide desirable employment or enlarge the tax base; The Salvation Army project will not discourage economic development, but rather will expand their services, likely spurring the need for additional employees over time.

   e. Undue density of population or intensity of use in relation to the community facilities existing or available; The proposed density of population [of unhoused individuals and families] and intensity of use is not expected to produce any additional burden or adverse effects on community facilities. The proposed bed count is to aid the community is addressing the current need. Page 17 of the 2021 Comprehensive Plan states that the Point in Time (PIT) Homeless Census for 2021 showed 128 beds available, of which 127 were in use. Additionally, the Comp Plan states of those unhoused community members, total sheltered and unsheltered count for 2021 was 177, not including those in permanent supported housing. The proposed re-development of the Salvation Army will be able to house up to 142 individuals.

   f. Reduction in the availability of affordable housing in the neighborhood; This project does not impact the availability of affordable housing in the neighborhood, on the contrary this project increases it.

   g. Impact on school population and facilities; It is expected that the project will have minimal to no impact on the school population and facilities versus current conditions.

   h. Destruction of or encroachment upon conservation or historic districts; The proposed project is within a historic district and a certificate of appropriateness will be required. No individually protected properties exist on this site. The Board of Architectural Review has already granted permission for demolition of the existing building and features on site. The 56" Oak at Ridge Street will be protected. Saving and protecting this oak tree requires relief of certain zoning regulations, requested as part of this application.

   i. Conformity with federal, state and local laws, as demonstrated and certified by the applicant; The proposed project will conform to all applicable federal, state, and local laws.

   j. Massing and scale of project. See accompanying illustrations. From Ridge Street, the building massing originates with a 1 ½ story chapel and entry area, with the primary mass of the building setback to accommodate the existing 56" oak tree at the southeast corner of the site. The soup kitchen takes a prominent location along Ridge, to engage with the street through extensive glazing and an entry porch. Meanwhile the shelter – both emergency and transitional housing, occurs on the upper levels. A multi-purpose room stretches towards 4th Street SW, with adjacency to parking and outdoor play space.

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A specific goal of the project was to place the mass of the building closer to Ridge Street, both to remove it from 4th Street SW where the scale of the existing buildings is significantly smaller than along Ridge, and to showcase the work of the Salvation Army to the community by making it physically present on the more prominent street.

The proposed building is far smaller in scale than allowed at this location under both the current and proposed ordinance. Therefore, this proposal seeks relief from the 4th Street SW setback and build-to requirements for the district.

5. **Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed:** The proposed use will not change from its current use, which is currently harmoniously existing within the neighborhood. The development is also in harmony with the purpose of the district, which is "to encourage a continuation of the established pattern and scale of commercial uses, and to encourage an extension of a walkable, mixed use "main street"…" (Sec. 34-644. - Intent and description.) As designed, the Salvation Army's re-development will strengthen engagement with the public realm, improving the walkability of this portion of Ridge Street. Similar to other religious and civic architecture within this zoning district, and throughout the city, the project provides semi-public / semi-private space at the street.

6. **Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations;** The proposed use is identical to the current use. This development is within the allowable uses (with SUP), provided for in this zoning district. Relief of other specific standards and regulations are requested due to the unique conditions on site (protection of the 56" oak tree required by the BAR + maintaining the shelter throughout redevelopment), combined with other requests for relief (parking). The property is located within an Architectural Control District and an application will be submitted to the Board of Architectural Review at a future date.

SUP APPLICATION REQUIREMENTS, SECTION 34-158

(1) A site plan when required by section 34-802 of the City Code; ***provided as an attachment.***

(2) A written disclosure of the information required by section 34-8 of the City Code and, if the applicant is not the owner of the property, written evidence of his status as (i) the authorized agent of the property owner, or (ii) a contract purchaser of the property whose application is with the permission of the property owner; ***provided in the application.***

(3) For developments including any non-residential uses, and developments proposing the construction of three (3) or more single- or two-family dwellings, the applicant shall provide a completed low-impact development ("LID") methods worksheet; ***provided in the application.***

(4) For applications proposing the alteration of the footprint or height of an existing building, or the construction of one (1) or more new buildings: (i) a building massing diagram and (ii) elevations; ***See accompanying graphic materials, refer to pages 23 - 26 for elevations and pages 27 - 33 for building massing.***

(5) Information and data identifying how many, if any, existing dwelling units on the development site meet the city's definition of an "affordable dwelling unit" and whether any such existing units, or equivalent affordable units, will remain following the development; ***As a shelter care facility, all current units on-site exceed "affordable". Redevelopment of the site will increase the quantity of units available to meet the needs of our city's unhoused population. Refer to page 18 for specific counts.***

(6) Other supporting data sufficient to demonstrate compliance with the purposes and standards of this Zoning Ordinance, including, without limitation, graphic materials that illustrate the context of the project as well as information and data addressing the factors set forth within section 34-157 above. ***See accompanying graphic materials.***

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Attachment B

SECTION 1

EXISTING CONDITIONS

SECTION 1:

VICINITY MAP
SURVEY
AERIAL PHOTOGRAPHS
CONTEXT PHOTOS

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Attachment B

Salvation Army
Charlottesville, VA

05.16.2023

DOING THE MOST GOOD

VICINITY MAP

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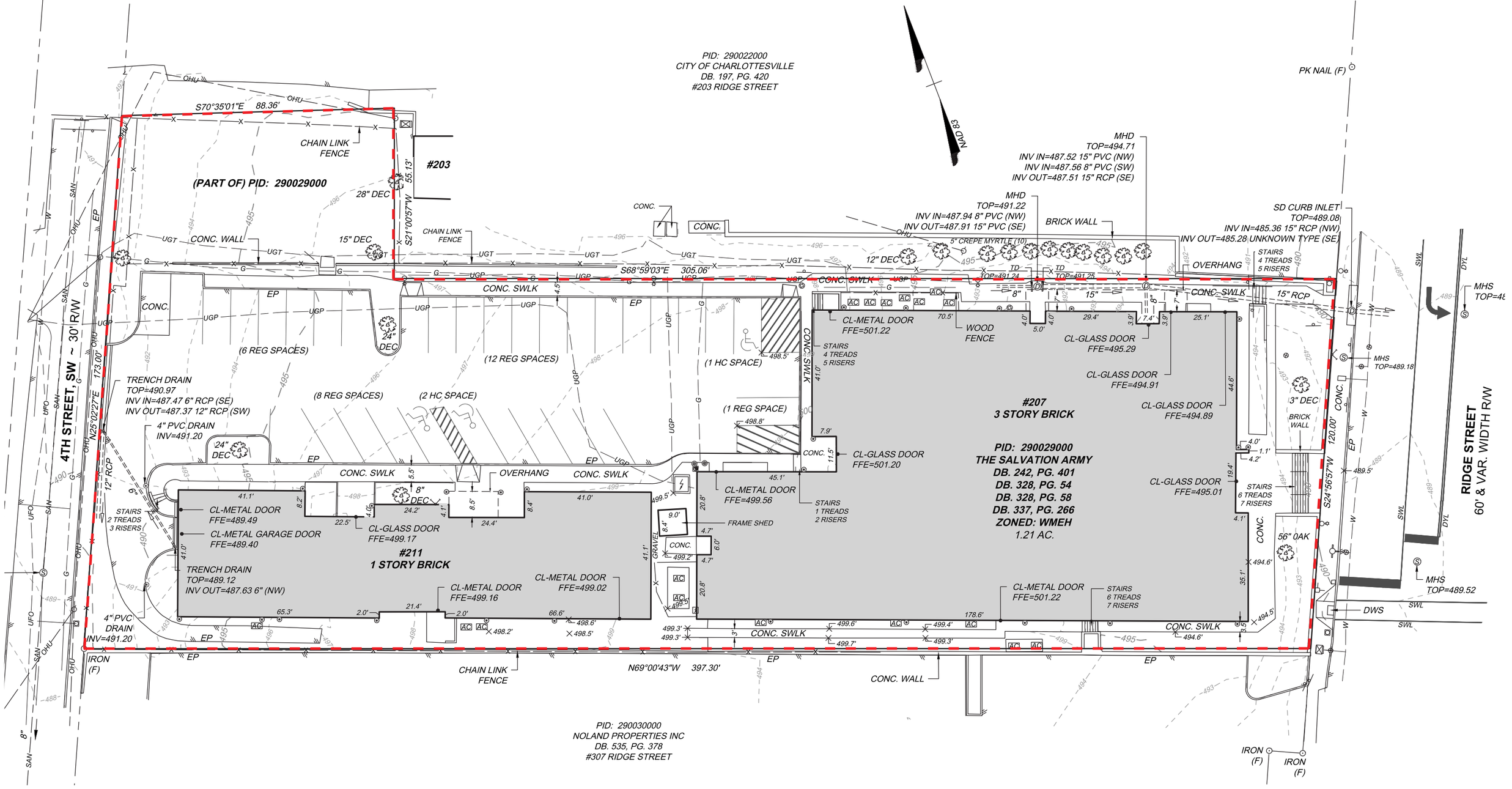

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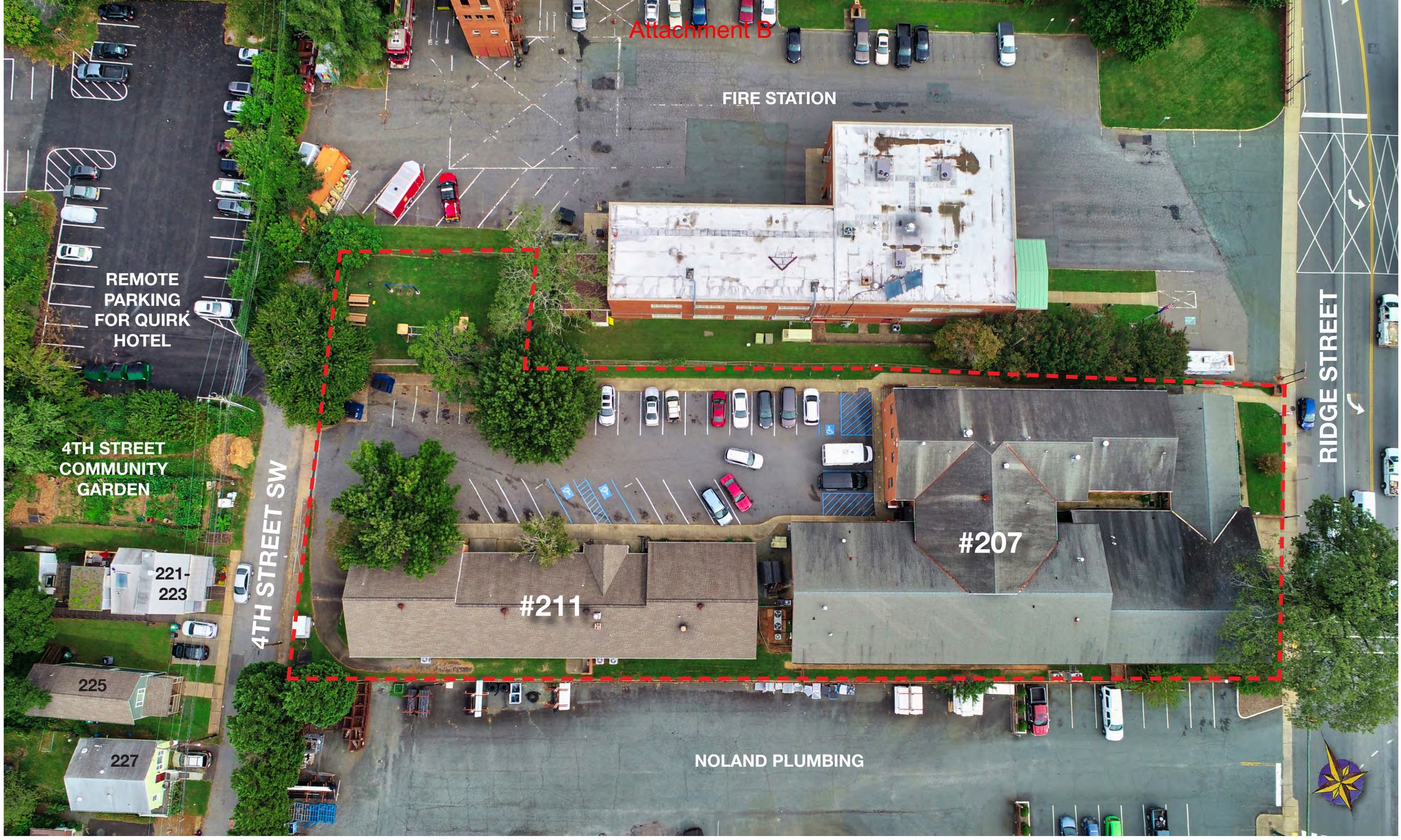

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EXISTING CONDITIONS AERIAL FROM ABOVE

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THE SALVATION ARMY DOING THE MOST GOOD

EXISTING CONDITIONS AERIAL FROM NORTHEAST

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EXISTING CONDITIONS AERIAL FROM SOUTHEAST

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EXISTING CONDITIONS AERIAL FROM SOUTHWEST

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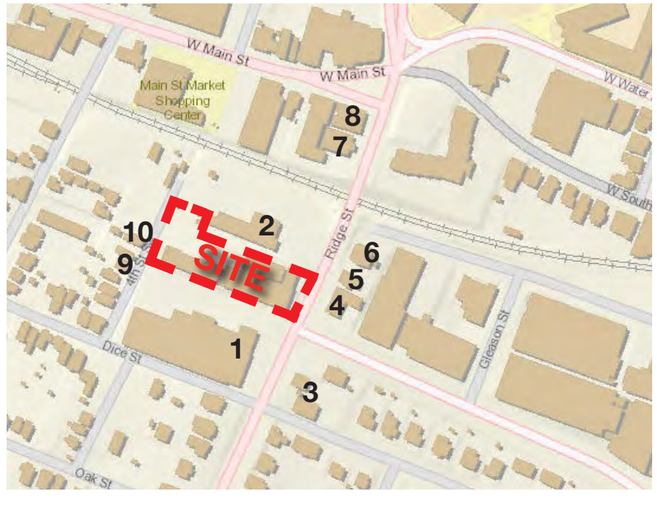

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SECTION 2

ZONING ANALYSIS

SECTION 2:

ZONING ANALYSIS
2021 COMP PLAN FLUM
DRAFT FUTURE ZONING ANALYSIS

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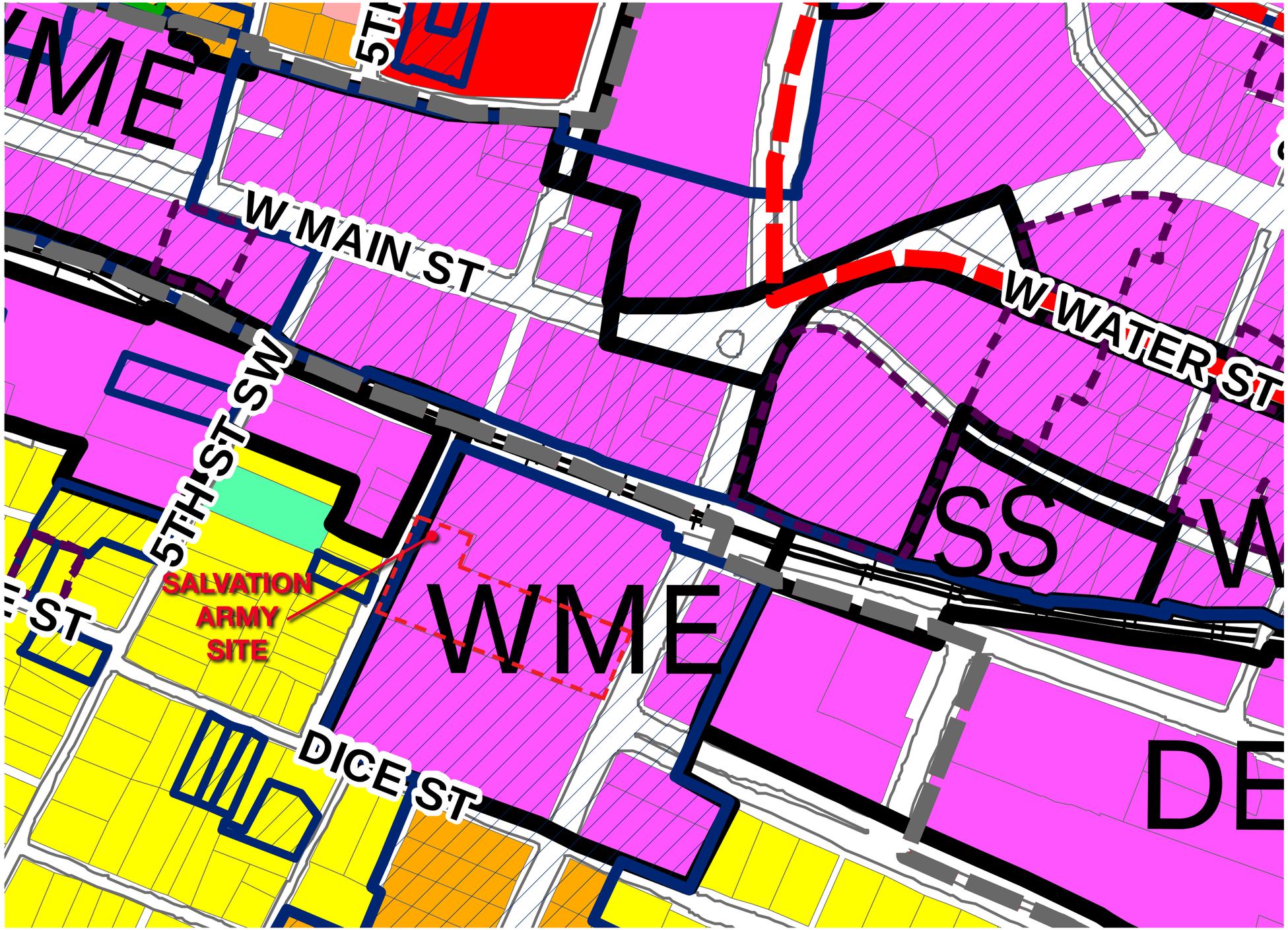

Location	**207 & 211 Ridge Street**
Area	**1.21 acres** (52,708 SF)
Zoning	**WME** (West Main East Corridor)
Overlays	**Historic District**
Density	**43 DUA By-Right,** **120 DUA by SUP**
Parking Quantity	*REFER TO PAGE 22*
Height	**Min: 35 ft** **Max: 52 ft**
Ground Story	**15' min**
Primary Street (Ridge Street) Setback	**10 feet min** **20 feet max** **80% w/i build-to zone min.**
Linking Street (4th Street SW) Setback	**5 feet min** **12 feet max** **40% w/i build-to zone min.**
Side Setbacks	**None** (bordered by West Main East Corridor on both sides)
Stepbacks at Streetwalls	**10' min. at 40' ft in height**
Massing	**100' max apparent width**
Buffer (Adjacent to Low-Density Residential)	**10' min, S-1 type** (at 4th Street SW)
Other	**If > 20 parking spaces, no more than 50% shall consist of surface parking**

Attachment B

Future Land Use Map

RESIDENTIAL

Limited commercial uses allowed in <u>all</u> residential districts, to be further described in the Zoning Ordinance. Zoning tools will regulate affordability and maximum allowable development for all residential and mixed-use categories.

Description

- **General Residential:** Allow for additional housing choice within existing residential neighborhoods throughout the city.
- **General Residential (Sensitive Community Areas):** Allow for additional housing choice, and tools to mitigate displacement, within existing residential neighborhoods that have high proportions of populations that may be sensitive to displacement pressures.
- **Medium Intensity Residential:** Increase opportunities for housing development including affordable housing, along neighborhoods corridors, near community amenities, employment centers, and in neighborhoods that are traditionally less affordable.
- **Higher-Intensity Residential:** Provide opportunities for higher density, multi-family focused development. Incentivize affordability and increased intensity to meet Affordable Housing Plan goals.

MIXED USE NODES AND CORRIDORS

- **Neighborhood Mixed Use Corridor:** Neighborhood-scaled mixed use areas arranged along corridors that support existing residential districts.
- **Neighborhood Mixed Use Node:** Compact neighborhood centers that encompass a mix of land uses arranged in smaller scale buildings.
- **Business and Technology Mixed Use:** Light industrial and production uses, with other commercial and residential uses (where appropriate).
- **Urban Mixed Use Corridor:** Higher intensity mixed use development arranged along corridors between employment, commercial, and civic hubs of the city.
- **Urban Mixed Use Node:** Urban mixed use districts that support community housing, employment, and commercial development.
- **Downtown Core:** A primary, central mixed use activity hub for the city.

OTHER CATEGORIES

- **Open Spaces and Parks:** Includes both public and private spaces
- **Cemetery:** Includes both public and private cemeteries
- **Civic:** Includes governmental buildings
- **Education:** Charlottesville City Schools and Non-City Schools
- **UVA:** Properties owned by the University of Virginia
- **Stream Buffer:** 100’ buffer
- **City of Charlottesville Boundary and Urban Development Area**

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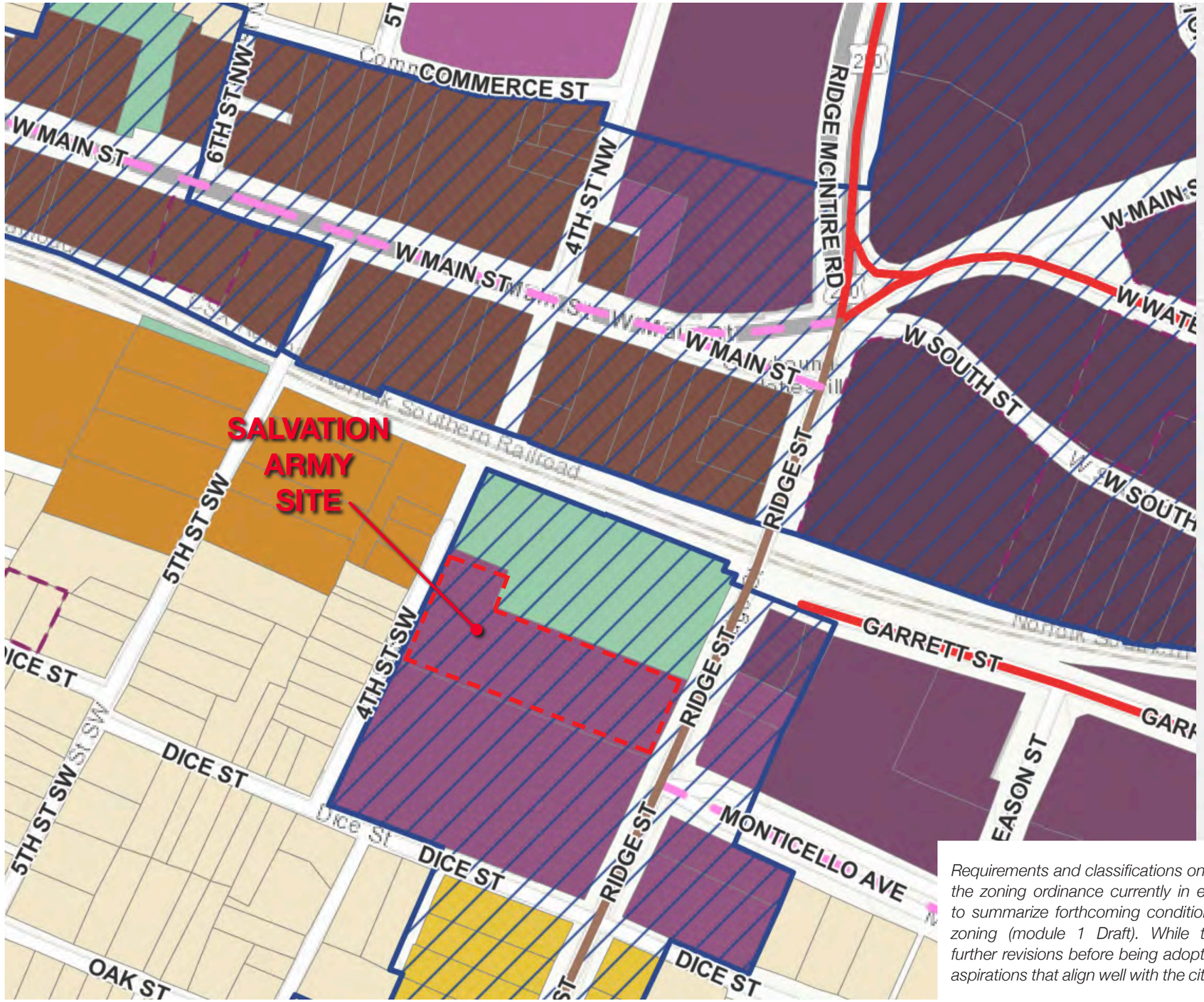

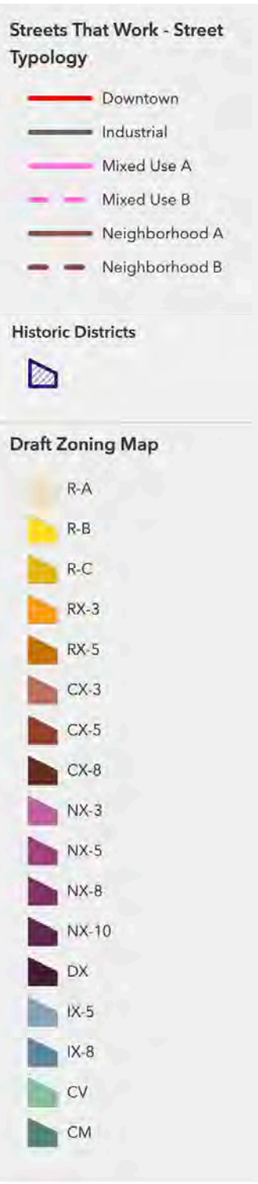

*Requirements and classifications on this page **do not** reflect the zoning ordinance currently in effect. They are included to summarize forthcoming conditions outlined in the future zoning (module 1 Draft). While the draft may undergo further revisions before being adopted, we believe it reflects aspirations that align well with the city's Comprehensive Plan.*

Location	**207 & 211 Ridge Street**
Area	**1.21 acres** (52,708 SF)
Proposed Zoning	**NX-8** Node Mixed Use 8)
Overlays	**Historic District**
Density	**Unlimited**
Parking Quantity	*TBD*
Height	**Base: 8 Stories / 114 ft** **Bonus: 10 Stories / 142 ft**
Ground Story	**14' min**
FFE	**-2' min / 5' max**
Primary Street (Ridge Street) Setback	**0 feet min** **10 feet max** **85% w/i build-to zone min.**
Linking Street (4th Street SW) Setback	**Unknown for double frontage sites**
Side Setbacks	**None**
Massing & Active Depth	**175' max apparent width** **30' min on Framework St.** **& 15' min on Local St.**
Transparency	**Varies: Upper Story 20%,** **Ground Floor 35% - 70%**
Max. Coverage	**None**
Outdoor Amenity	**10%**

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REASONS FOR RE-DEVELOPMENT

(1) Overall increased need for shelter, food, and services

(2) Need for dedicated family spaces

(3) Need for inclusive spaces to meet diverse client situations

(4) Desire to provide increased privacy & dignity

(5) Desire to provide increased security & separation within shelter

(6) Desire to connect various programs in one building, improving adjacencies

(7) Desire to provide better way-finding to main entries and various internal programs

(8) Desire to allow for future flexibility, growth

(9) Desire for the community to see the need, as well as the work & services provided by the Salvation Army

SECTION 3
PROPOSED DESIGN

SECTION 3:

JUSTIFICATION OF USE
SITE PLAN
ELEVATIONS
STREETSCAPE PERSPECTIVES
AERIAL RENDERING
SETBACK RELIEF
BUILD-TO PERCENTAGE RELIEF
PARKING QUANTITY RELIEF
COVERED PARKING RELIEF

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EXISTING USE: **HOUSE OF WORSHIP**
SHELTER CARE FACILITY
+ ANCILLARY USES

PROPOSED USE: **HOUSE OF WORSHIP**
SHELTER CARE FACILITY
+ ANCILLARY USES

JUSTIFICATION **THE USES ON SITE ARE NOT CHANGING. AN EXISTING OR CURRENT SPECIAL USE PERMIT FOR A SHELTER CARE FACILITY AT THIS LOCATION DOES NOT EXIST. A SPECIAL USE PERMIT FOR A SHELTER CARE FACILITY AT THIS LOCATION WILL ALLOW THE SALVATION ARMY TO RE-DEVELOP TO MEET INCREASED NEED.**

	USES ON SITE	EXISTING CAPACITY	PROPOSED CAPACITY	DIFFERENCE
BY-RIGHT USE: HOUSE OF WORSHIP (THE "CORPS")	CHAPEL	100 SEATS	100 SEATS	--
	CORPS ADMIN	3 EMPLOYEES (FTEs)	3 EMPLOYEES (FTEs)	--
BY SUP: SHELTER CARE FACILITY (THE "CENTER OF HOPE")	EMERGENCY SHELTER	58 BEDS	114 BEDS	**+ 56 BEDS**
	SOUP KITCHEN	80 SEATS	120 SEATS	**+ 40 SEATS PER SITTING**
	TRANSITIONAL HOUSING	9 UNITS (28 BEDS): (4) 1-BEDROOM & (5) 2-BEDROOM UNITS	7 UNITS (28 BEDS): 2-BEDROOM UNITS	-- (2 FEWER UNITS, NO GAIN OR LOSS OF BEDS)
	SOCIAL SERVICES & SHELTER ADMIN	13 EMPLOYEES (FTEs)	13-16 EMPLOYEES (FTEs)	**+ 0 - 3 +/- EMPLOYEES**
SHARED & ANCILLARY TO BOTH USES	MULTI-PURPOSE ROOM	1,928 SF	2,415 SF	**+ 487 SF**
	CLASSROOMS, MEETING ROOMS	40 SEATS: (4) 6-SEAT, (2) 8-SEAT	84 SEATS: (6) 10-SEAT & (1) 24-SEAT	**+ 44 SEATS**
	PARKING	30 SPACES	32 SPACES	**+ 2 SPACES**
	TOTAL GROSS SQUARE FOOTAGE	30,202 GSF +/-	47,634 GSF +/-	**+ 17,432 GSF +/-**

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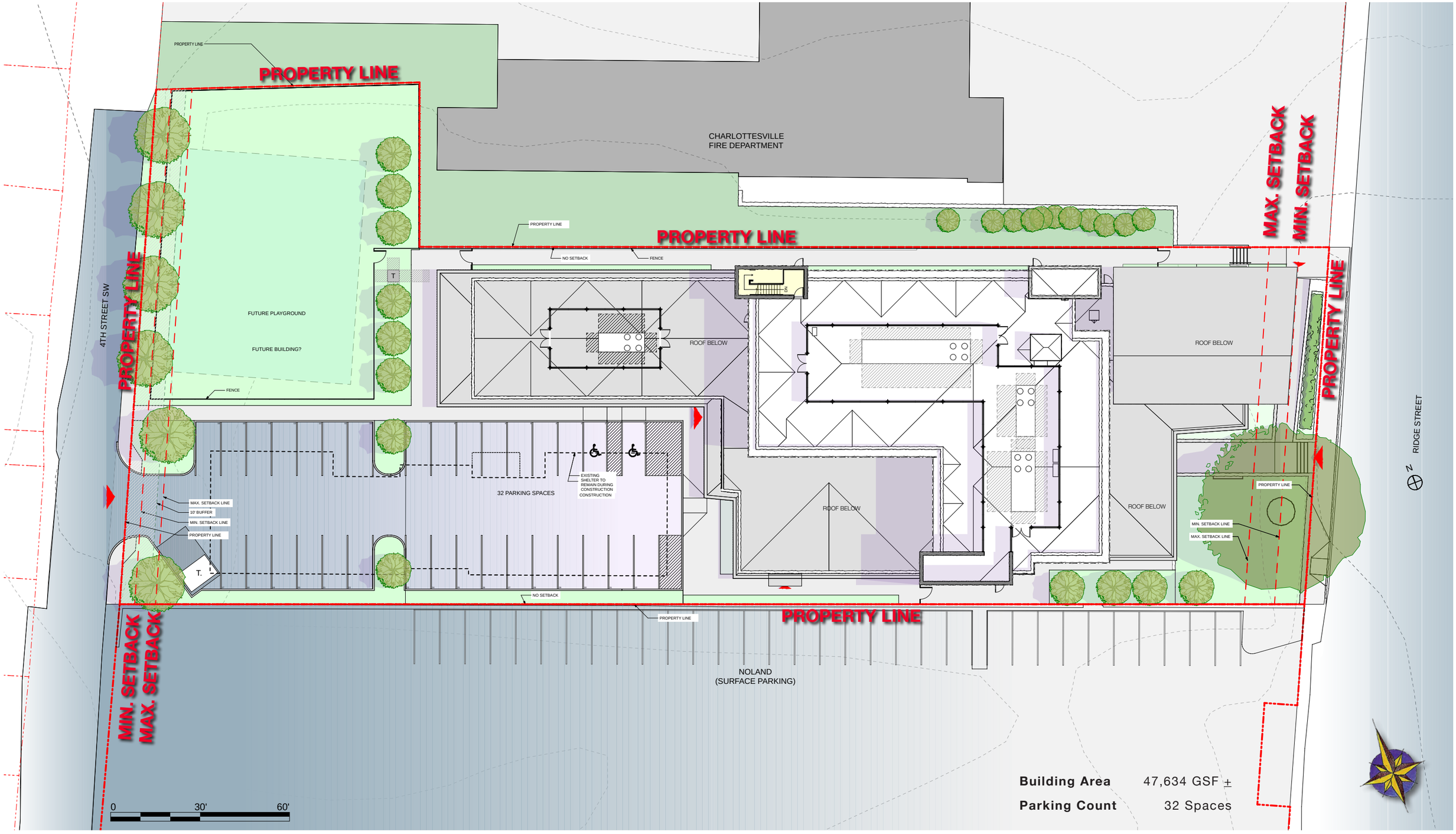

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Charlottesville, VA

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DOING THE MOST GOOD

SITE PLAN

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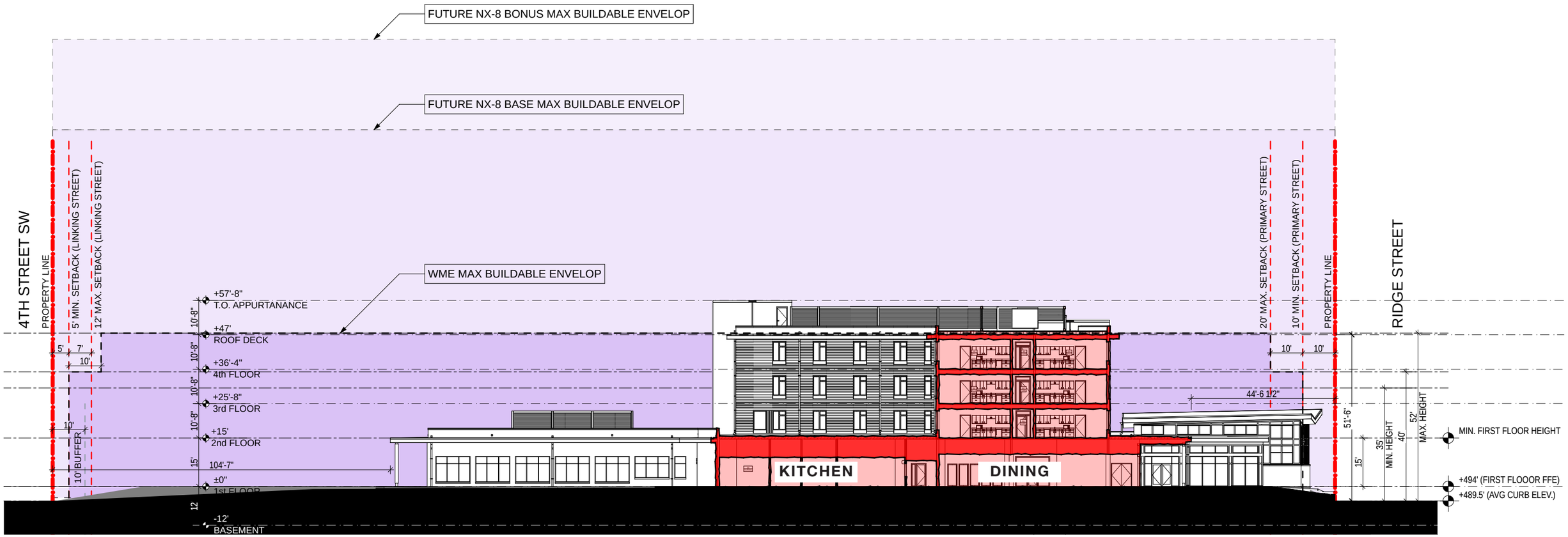
*SETBACK **REQUIRED*** *(LINKING STREET)* *4TH STREET SW*	**5 feet min** **12 feet max**	*SETBACK **PROPOSED***	**10' MIN** **NO MAX** **ACTUAL: 104'-7"**	*JUSTIFICATION*	**A 10' MINIMUM SETBACK AGREES WITH THE REQUIREMENT FOR A BUFFER ADJACENT TO LOW-DENSITY RESIDENTIAL. REMOVING THE RESTRICTION ON THE MAXIMUM SETBACK 1) PERMITS THE PROJECT AS PROPOSED - PUSHING THE HEIGHT AND DENSITY TOWARDS RIDGE STREET, 2) SOLVES FOR CONSTRUCTIBILITY ISSUES ON A CONSTRAINED SITE, AND 3) PERMITS FLEXIBILITY FOR FUTURE PHASES OR ADDITIONS AS NEEDS CHANGE.**



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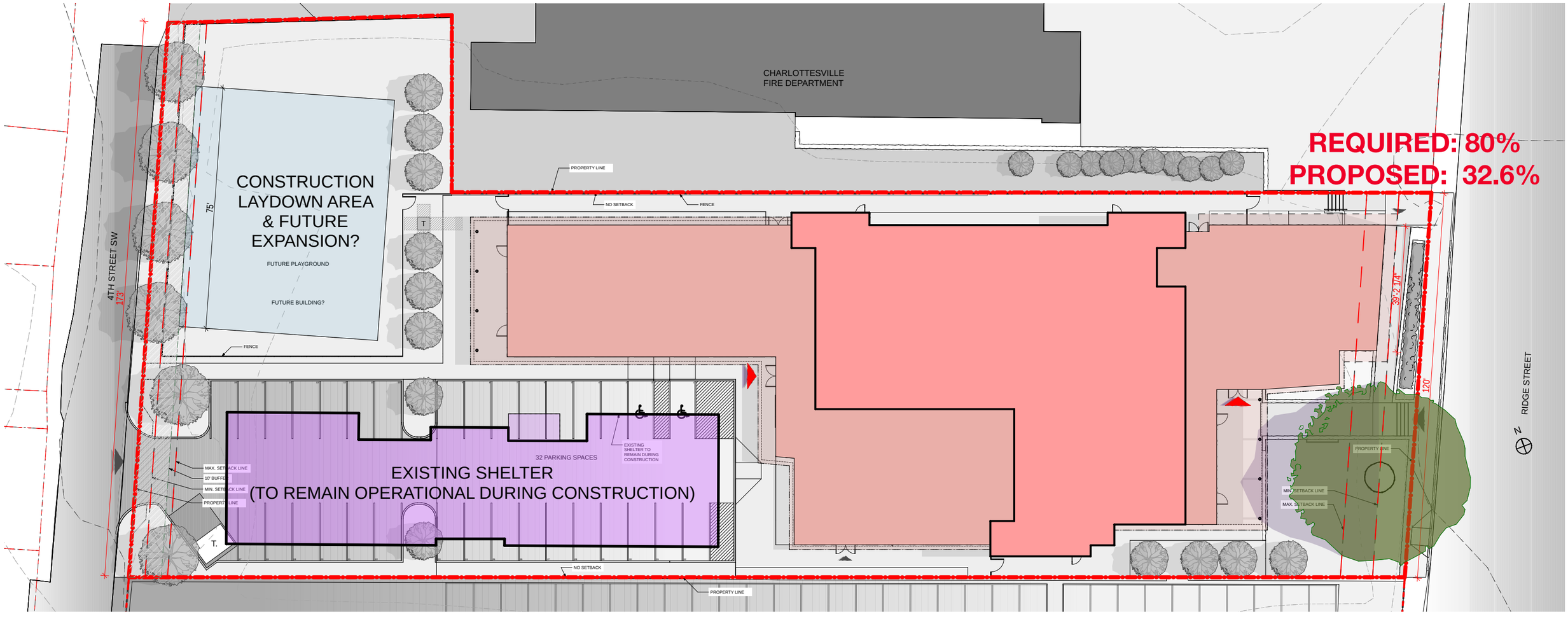
BUILD-TO PERCENTAGE ***REQUIRED*** *(PRIMARY STREET) RIDGE STREET*	**80% MINIMUM WITHIN MIN/MAX SETBACKS**	*ACTUAL* ***PROPOSED*** *(PRIMARY STREET) RIDGE STREET*	**32.6%**	*JUSTIFICATION*
BUILD-TO PERCENTAGE ***REQUIRED*** *(LINKING STREET) 4TH STREET SW*	**40% MINIMUM WITHIN MIN/MAX SETBACKS**	*ACTUAL* ***PROPOSED*** *(LINKING STREET) 4TH STREET SW*	**0%**	

AT RIDGE STREET, RELIEF ON THE BUILD-TO PERCENTAGE ACCOMMODATES THE EXISTING 56" OAK TREE, DECLARED WORTHY OF PROTECTION BY THE BOARD OF ARCHITECTURAL REVIEW DURING APPROVAL OF DEMOLITION OF THE OTHER BUILDINGS AND FEATURES ON SITE.

AT 4TH STREET SW, RELIEF ON THE BUILD-TO PERCENTAGE ACCOMMODATES MAINTAINING THE EXISTING SHELTER DURING CONSTRUCTION WHILE PROVIDING THE REQUIRED SPACE TO CONSTRUCT THE PROJECT. THE PROPOSED MASSING AND LAYOUT IS A MORE EFFICIENT USE OF THE SITE AND WOULD ALLOW A FUTURE PHASE TO POTENTIALLY MEET THIS REQUIREMENT.

REQUIRED: 40%
PROPOSED: 0%



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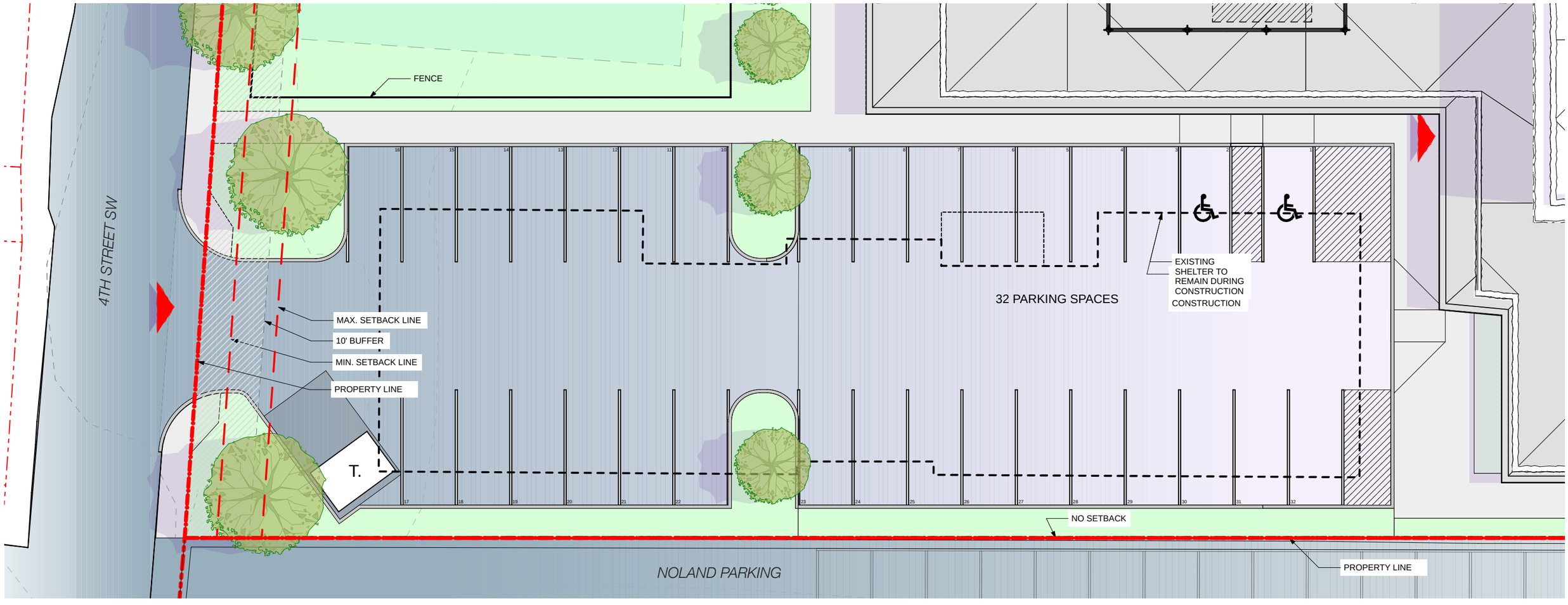
REQUIRED PARKING	**52**	*PROPOSED PARKING*	**No minimum required 32 SPACES (actual)**	*JUSTIFICATION*	**The vast majority of occupants & visitors of this building arrive via foot. Additionally, the parking requirements are based on square footage of space devoted to a specific use. Spaces within this project will be used by the same people, moving between them; therefore, the method of calculation artificially inflates the parking quantity. The parking reduction request is to align anticipated need of parking to the provided quantity. This results in a 39% reduction.**
ADDITIONAL REGULATION FOR COVERED PARKING	**If > 20 parking spaces, no more than 50% shall consist of surface parking**	*PROPOSED*	**No covered parking**		**Furthermore, relief is requested of the requirement to cover parking spaces in excess of 20; covered parking limits the potential use of the parking lot for other outdoor activities, and would potentially create spaces that felt less safe to site visitors. This zoning district appears to be the only one with this requirement.**



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PARKING RELIEF QUANTITY & COVERED SPACES

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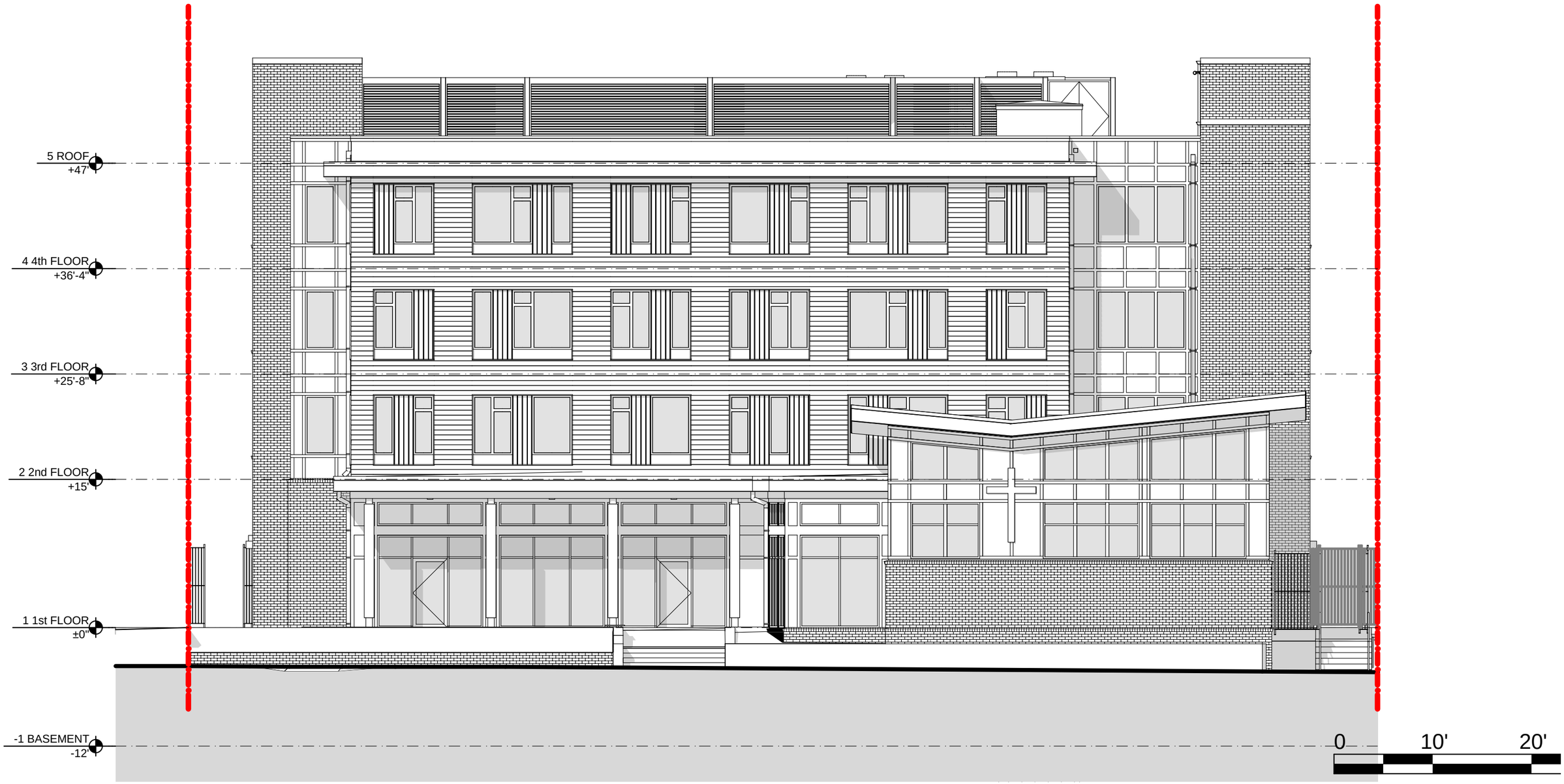

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THE SALVATION ARMY DOING THE MOST GOOD

EAST ELEVATION (RIDGE STREET)

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WEST ELEVATION (4TH STREET SW)

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0 10' 20' 40'

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SOUTH ELEVATION (ADJACENT TO NOLAND)

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0 10' 20' 40'

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NORTH ELEVATION (ADJ. TO FIRE DEPT.)

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EXISTING CONDITIONS FROM MONTICELLO AVE INTERSECTION

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PERSPECTIVE FROM MONTICELLO AVE INTERSECTION

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EXISTING CONDITIONS FROM BRIDGE OVER RR (NORTHEAST)

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PERSPECTIVE FROM BRIDGE OVER RR (NORTHEAST)

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EXISTING CONDITIONS FROM 4TH STREET SW

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PERSPECTIVE FROM 4TH STREET SW

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AERIAL FROM SOUTHEAST

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APPENDIX

APPENDIX:

BASEMENT PLAN
FIRST FLOOR PLAN
SECOND FLOOR PLAN
THIRD FLOOR PLAN
ROOF PLAN

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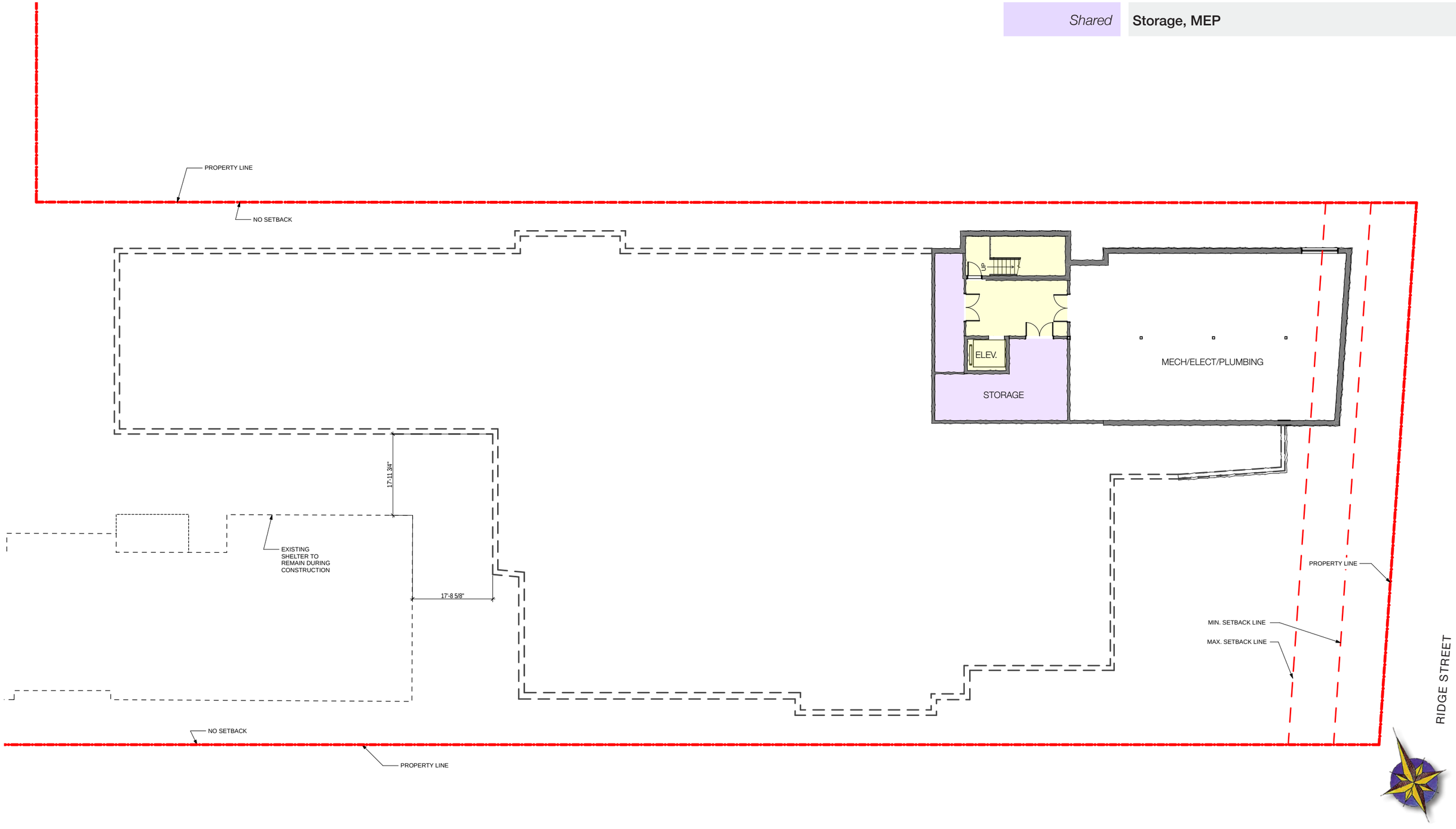
Shared	**Storage, MEP**



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PLAN BASEMENT

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Floor Area 3,368 GSF ±

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Corps	**Chapel, Storage**
Shared	**3 Meeting Rooms / Classrooms, Multi-Purpose Rm**
Center of Hope	**Dining, Kitchen, 6 Admin Office, Conf Rm, Check-in**

CHARLOTTESVILLE
FIRE DEPARTMENT

PROPERTY LINE

NO SETBACK

FENCE

MULTI-PURPOSE ROOM

STORAGE

STORAGE

M/E/P OR STOR.

STORAGE (FUTURE CLASSRM.)

STOR.

UP

SOCIAL SERVICES/SHELTER ADMIN.

CLASSROOM

WORK RM.

RECEPTION

CHECK IN

ELEV.

UP

DN

CHAPEL

WAITING

32 PARKING SPACES

EXISTING SHELTER TO REMAIN DURING CONSTRUCTION

KITCHEN

DINING

UP

PROPERTY LINE

MIN. SETBACK LINE

MAX. SETBACK LINE

RIDGE STREET

NO SETBACK

PROPERTY LINE

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PLAN 1st FLOOR

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Floor Area 18,610 GSF ±

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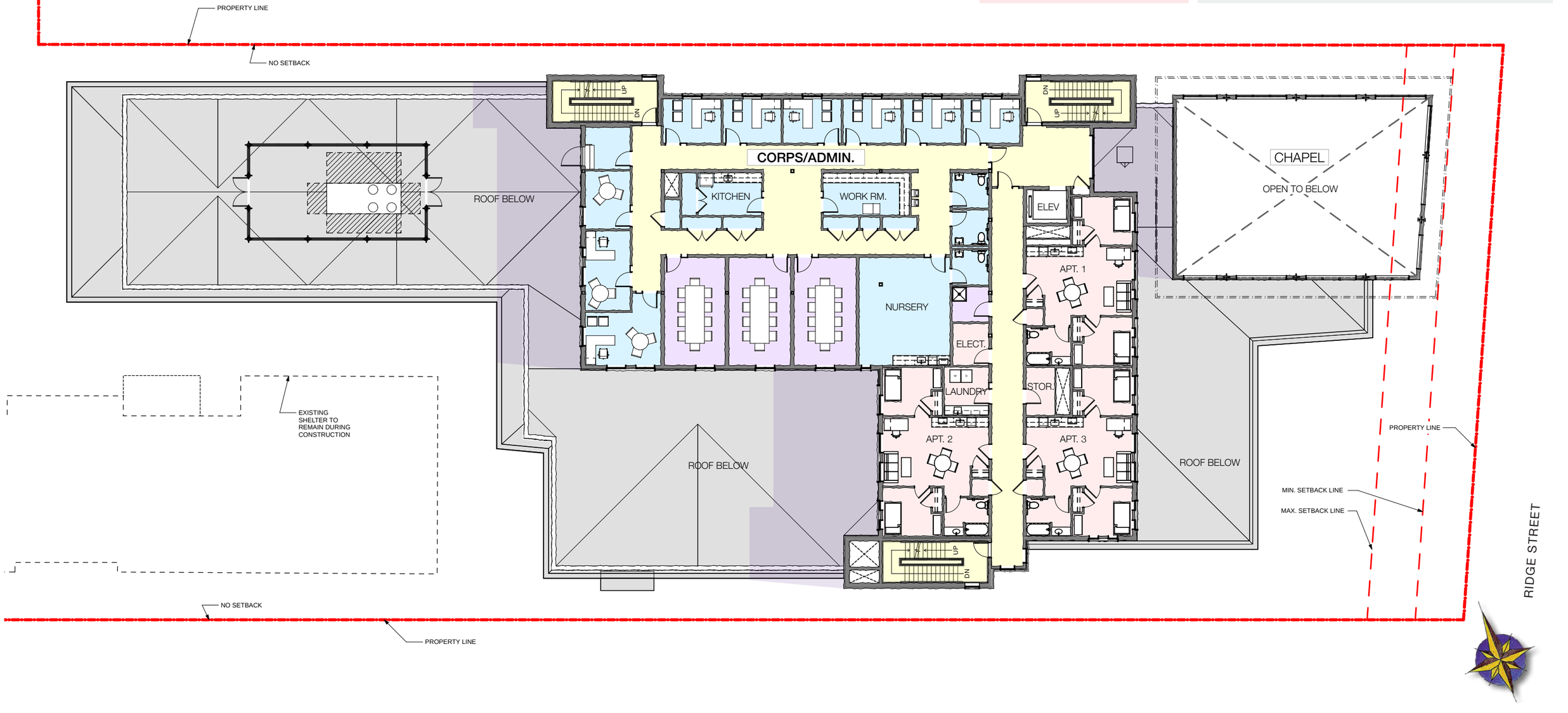
Center of Hope		
	Corps Admin	**9 offices, Nursery, Meeting Room, Workrm, Kit.**
	Shared	**3 Meeting Rooms / Classrooms**
	Apartments	**(3) 2 bedroom x 2 beds = 12 beds**
	Amenities	**Laundry**



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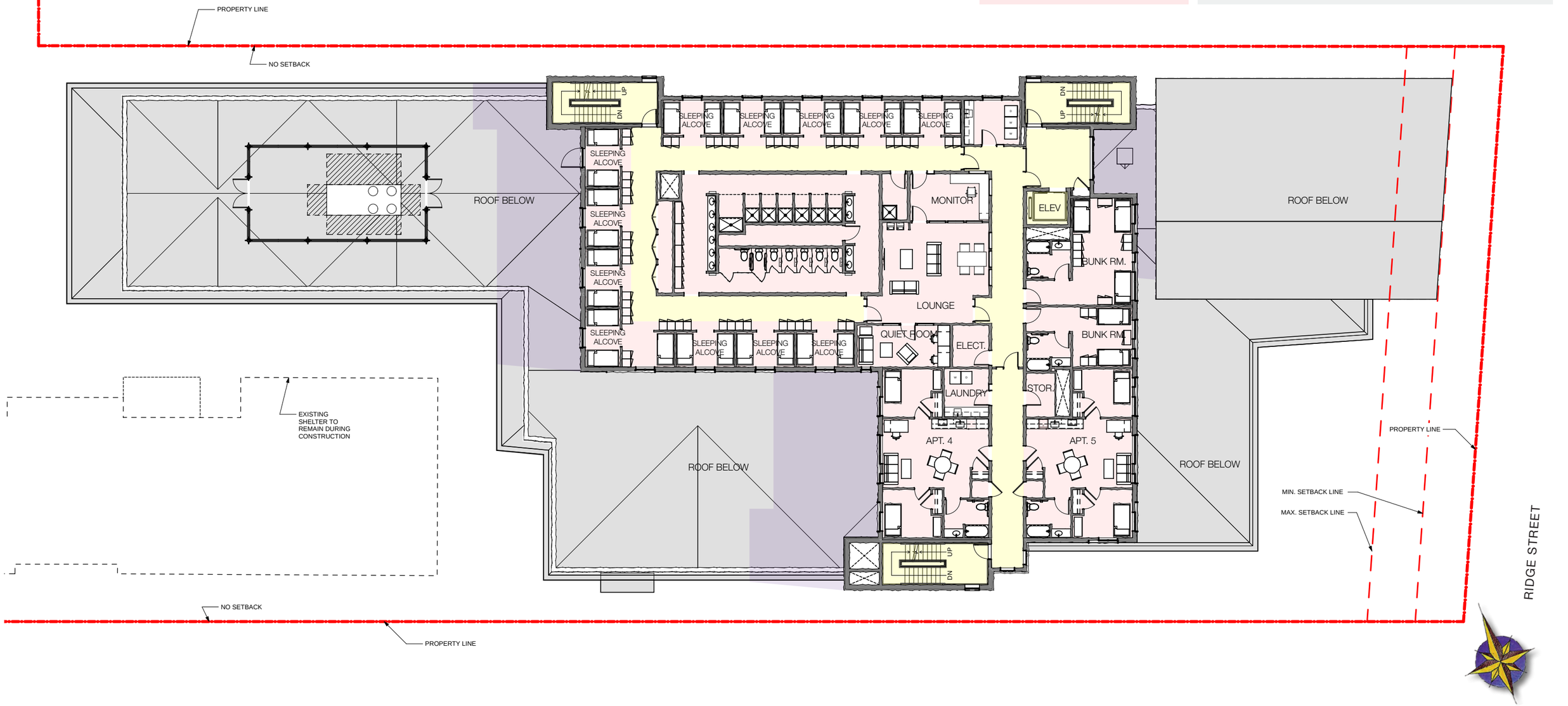
Center of Hope	
Shelter	**12.5 sleeping alcoves x 4 beds = 50 beds**
Bunk Room w/ Bath	**1 room x 4 beds + 1 room x 6 beds = 10 beds**
Apartments	**(2) 2 bedroom x 2 beds = 8 beds**
Amenities	**Lounge, Quiet Room, Laundry**



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PLAN 3rd FLOOR

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Floor Area 8,552 GSF ±

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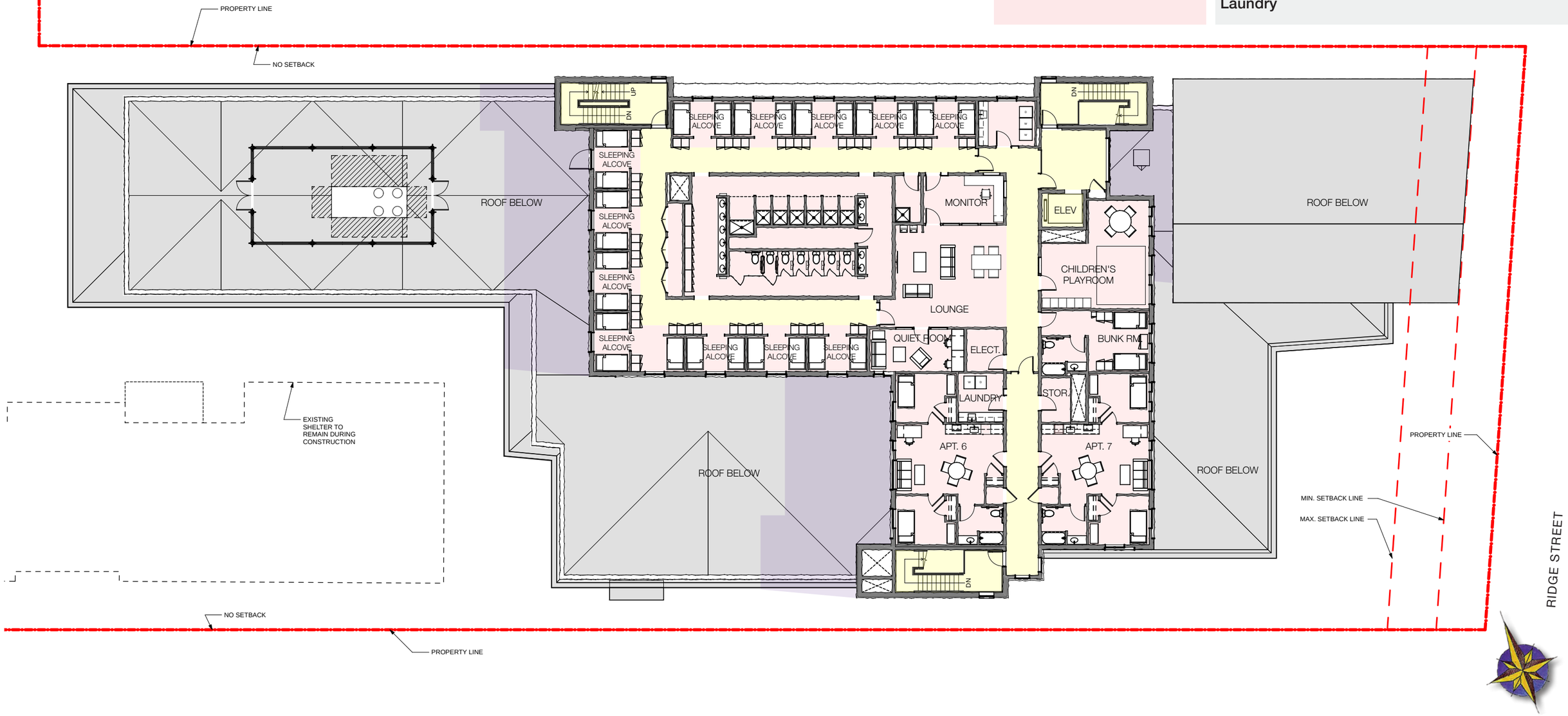
Center of Hope		
	Shelter	**12.5 sleeping alcoves x 4 beds = 50 beds**
	Bunk Room w/ Bath	**1 room x 4 beds = 4 beds**
	Apartments	**(2) 2 bedroom x 2 beds = 8 beds**
	Amenities	**Lounge, Quiet Room, Children's Playroom, Laundry**



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DOING THE MOST GOOD

PLAN 4th FLOOR

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Floor Area 8,552 GSF ±

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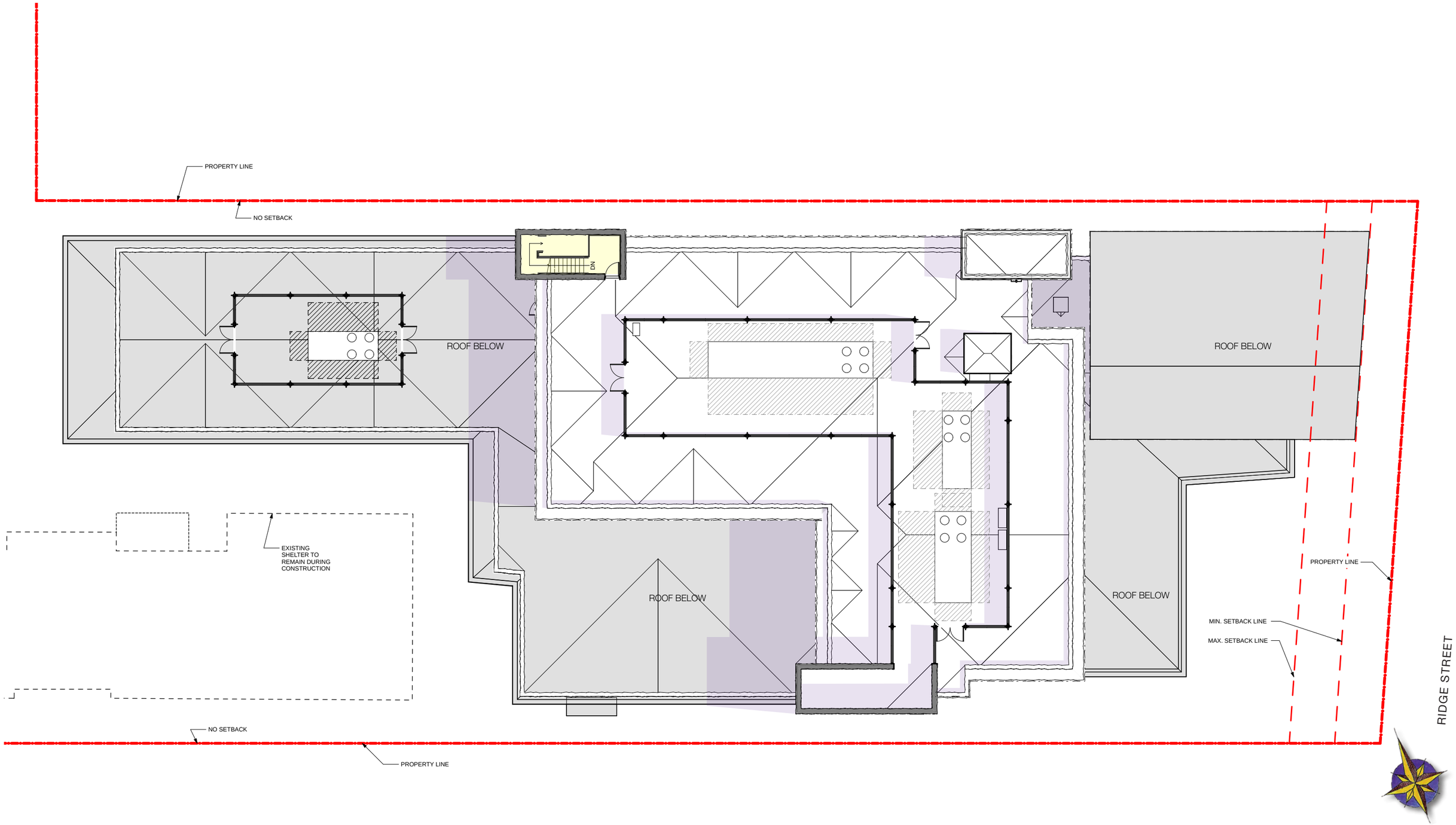

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PLAN ROOF

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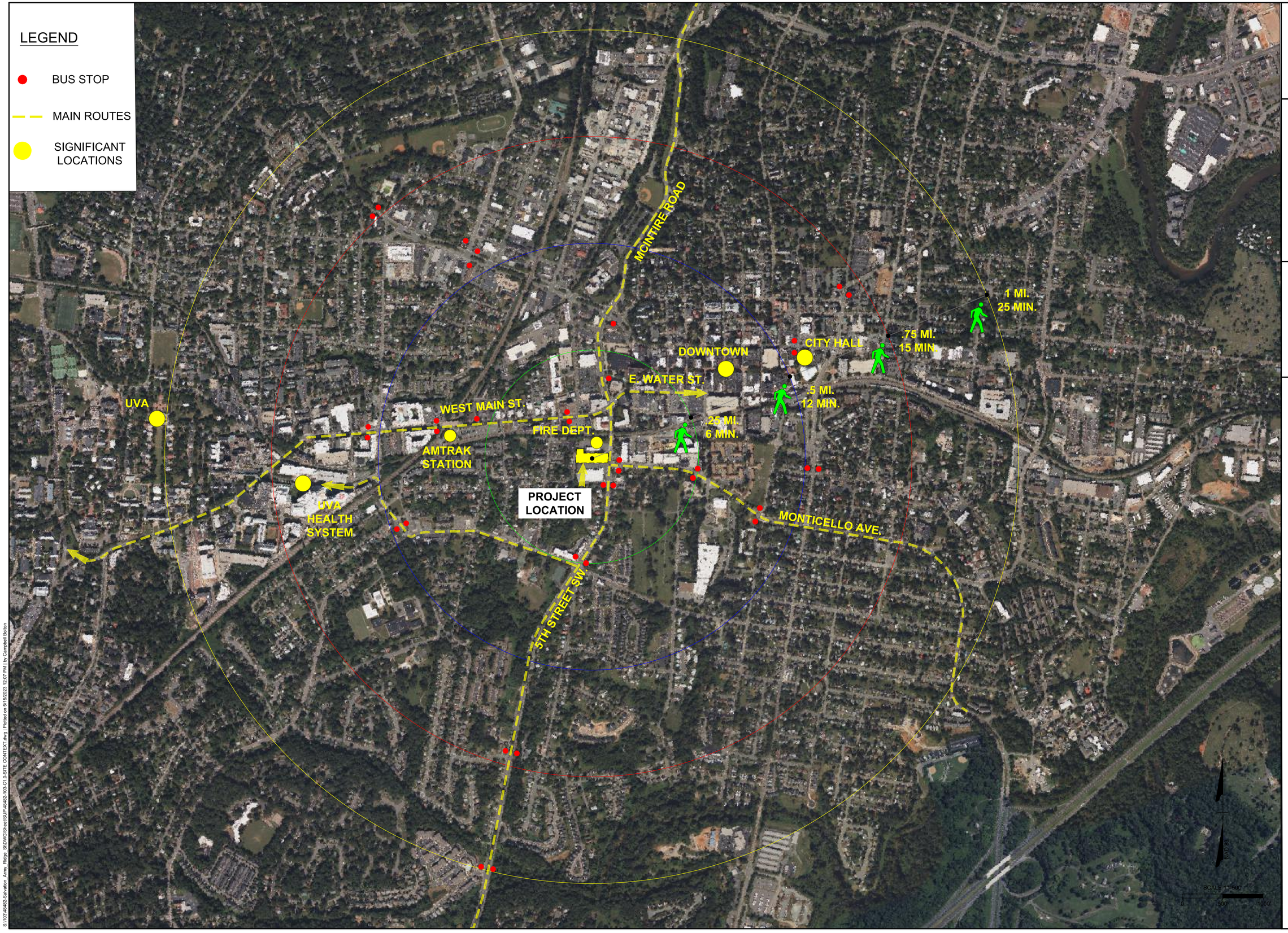

SUP SITE PLAN

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CHARLOTTESVILLE OFFICE
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.5624 FAX 434.295.8317 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION	DATE

DATE	05/16/2023
DRAWN BY	M. AKMAL
DESIGNED BY	C. BOLTON
CHECKED BY	C. BOLTON
SCALE	1" = 500'

TIMMONS GROUP

SALVATION ARMY OF CHARLOTTESVILLE
CITY OF CHARLOTTESVILLE, VA
SUP SITE CONTEXT MAP

JOB NO.	SHEET NO.
48482	C1.0

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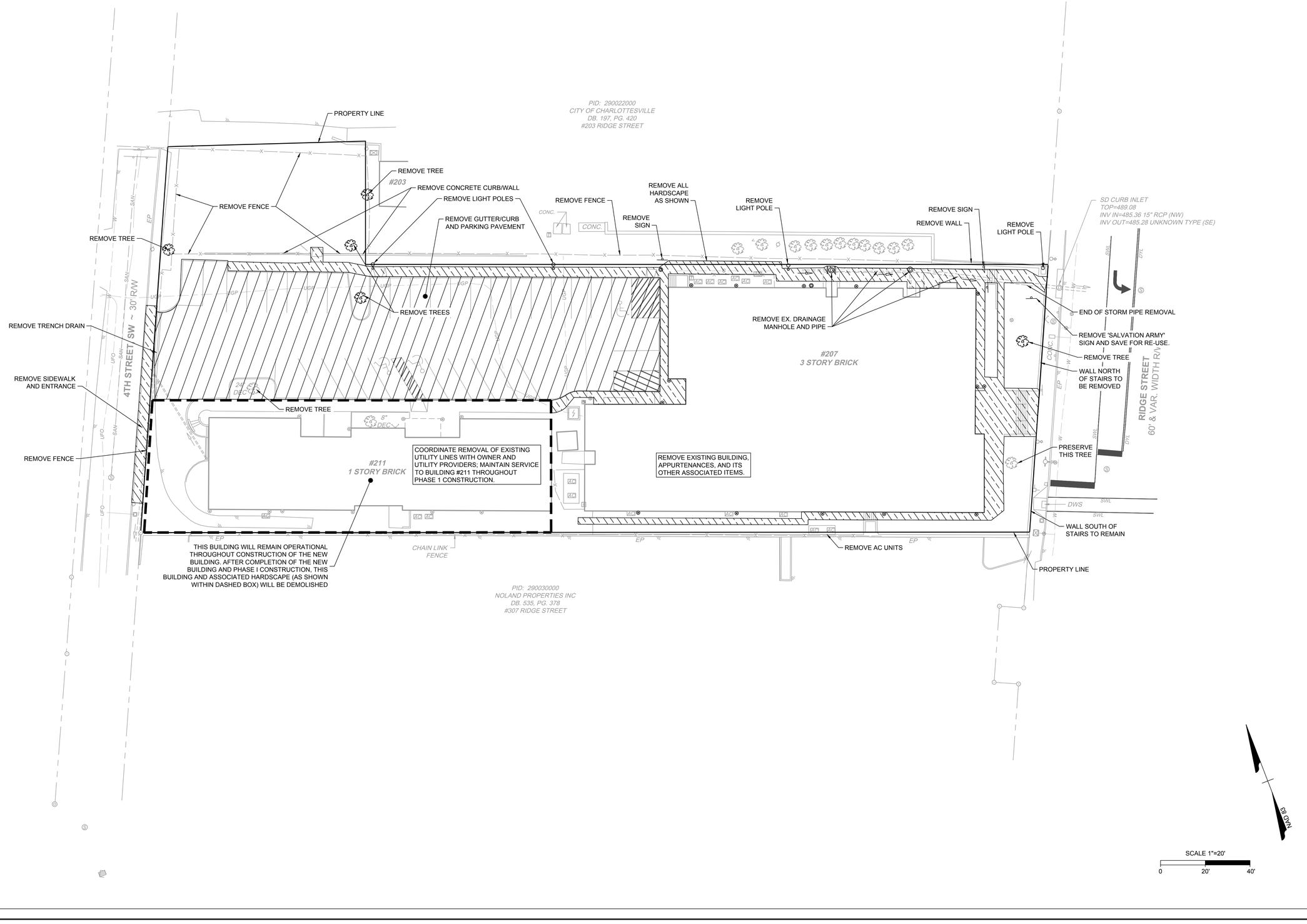
S:\10\48482-Salvation_Army_Ridge_SIGN\GIS\Sheets\SUP-48482-103-C1.0-SITE CONTEXT.dwg | Plotted on 5/16/2023 12:07 PM | by Campbell Bolton

GENERAL DEMOLITION NOTES:

1. ALL APPLICABLE ESC SHALL BE IN PLACE PRIOR TO STARTING DEMOLITION. DETAILED PLANS WILL BE DEVELOPED PRIOR TO SITE PLAN APPROVAL.
2. ALL MATERIALS TO BE REMOVED FROM THE SITE SHALL BE TAKEN TO A PERMITTED FACILITY AND DISPOSED OF IN A LAWFUL MANOR. PRIOR TO MATERIAL LEAVING THE SITE, COORDINATE DESTINATION WITH THE COUNTY.



SUP SITE PLAN

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YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION	DATE

DATE: 05/16/2023
DRAWN BY: M. AKMAL
DESIGNED BY: C. BOLTON
CHECKED BY: C. BOLTON
SCALE: 1" = 20'

TIMMONS GROUP

SALVATION ARMY OF CHARLOTTESVILLE

CITY OF CHARLOTTESVILLE, VA

SUP EXISTING CONDITIONS & DEMO. PLAN

JOB NO. 48482
SHEET NO. C2.0

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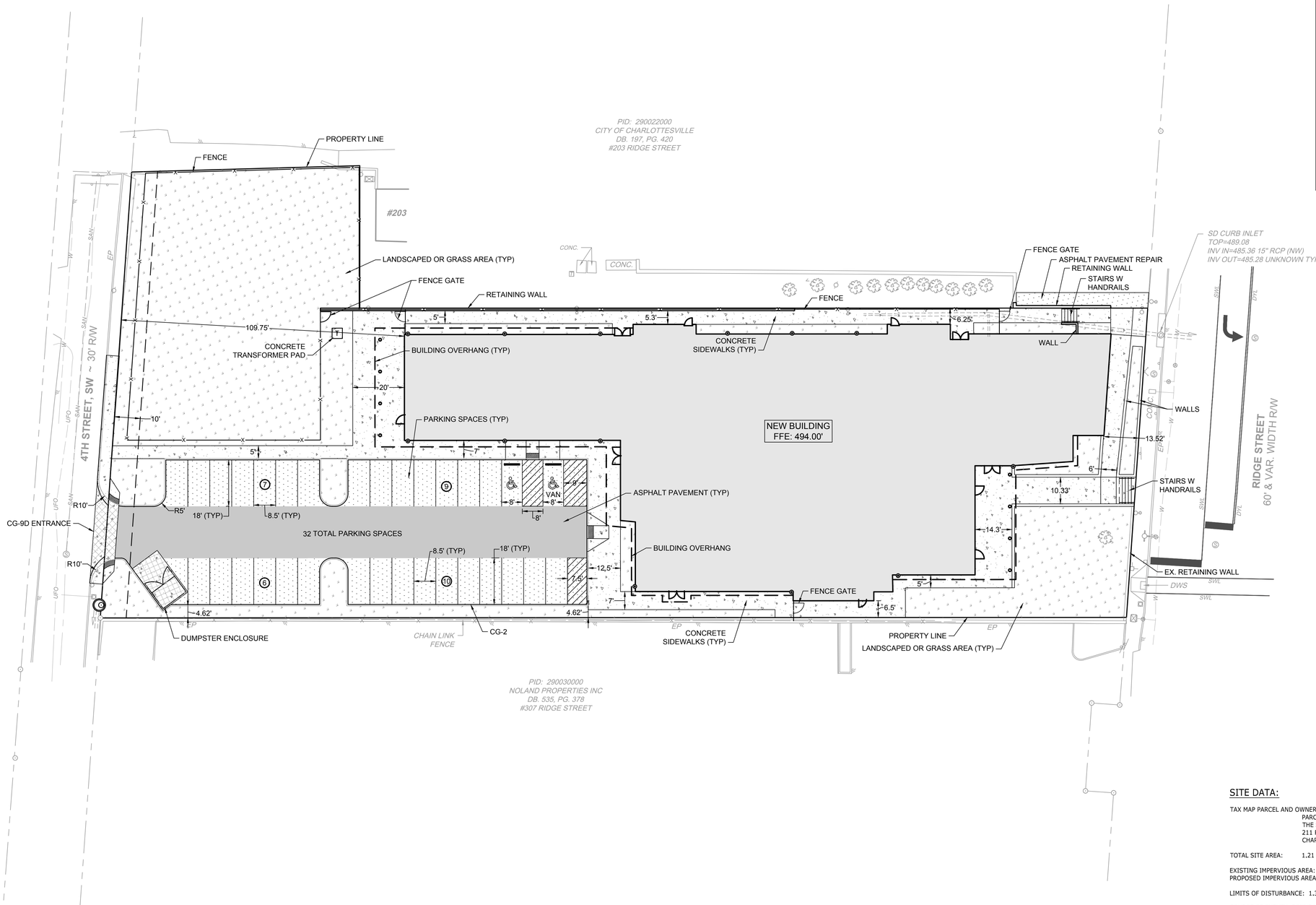
Attachment C



SITE DATA:

TAX MAP PARCEL AND OWNER INFO:
PARCEL(S) 290029000,
THE SALVATION ARMY
211 RIDGE STREET
CHARLOTTESVILLE, VA 22902

TOTAL SITE AREA: 1.21 ACRES

EXISTING IMPERVIOUS AREA: 0.99 ACRES
PROPOSED IMPERVIOUS AREA: 0.87 ACRES

LIMITS OF DISTURBANCE: 1.34 ACRES

SOURCE OF SURVEY, BOUNDARY, AND TOPOGRAPHY:
TIMMONS GROUP
28 IMPERIAL DRIVE
STAUNTON, VA 24401
(540) 885-0920

VERTICAL DATUM REFERENCE: NAVD 88

CURRENT USE: SHELTER, KITCHEN, & CHURCH

PROPOSED USE: NO CHANGE

RECREATION AREA: FUTURE PLAYGROUND AREA

ZONED: WMEH

SETBACKS: PRIMARY STREET FRONTAGE: 10'
SIDES: N/A
REAR: N/A

ADJACENT AREAS: NORTH - PARCEL 290022000 (FIRE DEPARTMENT)

EAST - RIDGE STREET
SOUTH - PARCEL 29003000 (NOLAND PROPERTIES INC)
WEST - 4TH STREET SW

MAXIMUM HEIGHT ALLOWED: 52'; PROPOSED +48'

UTILITIES: CITY OF CHARLOTTESVILLE PUBLIC WATER AND SEWER

SUP SITE PLAN

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TIMMONS GROUP

SALVATION ARMY OF CHARLOTTESVILLE
CITY OF CHARLOTTESVILLE, VA
SUP CONCEPT PLAN

JOB NO. 48482
SHEET NO. C3.0

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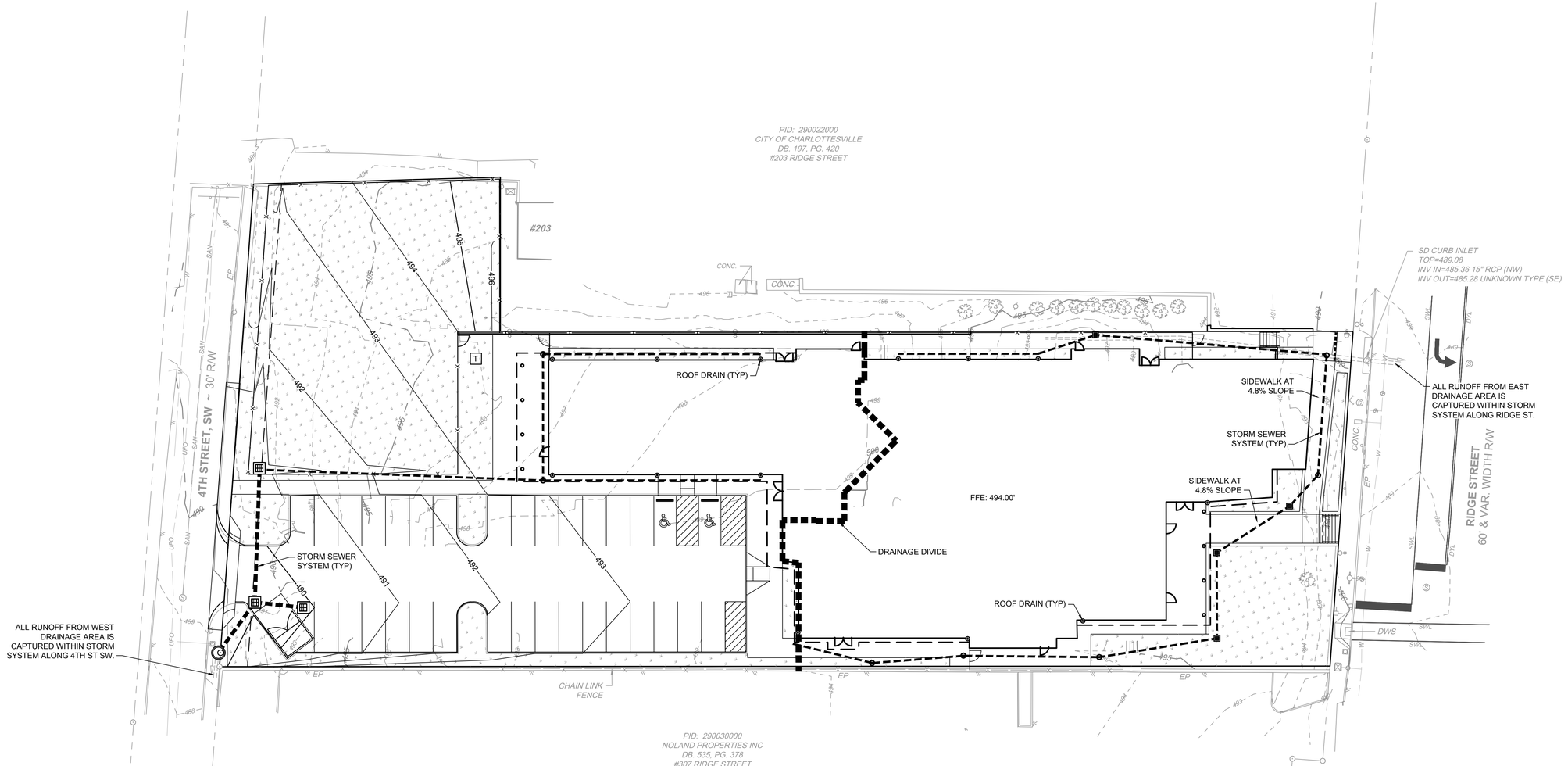
Attachment C



WATER QUALITY ANALYSIS (PRELIMINARY):

SITE DATA
PRE DEVELOPED AREA
MANAGED TURF = 0.35 AC
IMPERVIOUS = 0.99 AC

POST DEVELOPED AREA
MANAGED TURF= 0.47 AC
IMPERVIOUS = 0.89 AC

TOTAL LOAD REDUCTION REQUIRED (LB/YR) = 0.28 LB/YR

WATER QUANTITY ANALYSIS (PRELIMINARY):

DRAINAGE AREA ANALYSIS

EAST

PRE DEVELOPED			POST DEVELOPED		
AREA = 0.53 AC			AREA = 0.55 AC		
CN = 95			CN= 94		
TC = 5 MIN			TC = 5 MIN		
	Q (CFS)	V (cu-FT)		Q (CFS)	V (CU-FT)
1 YEAR	2.30	5,111	1 YEAR	2.06	4,481
10 YEAR	4.34	10,104	10 YEAR	4.01	9,090

WEST

PRE DEVELOPED			POST DEVELOPED		
AREA = 0.73 AC			AREA = 0.73 AC		
CN = 93			CN= 91		
TC = 5 MIN			TC = 5 MIN		
	Q (CFS)	V (CU-FT)		Q (CFS)	V (CU-FT)
1 YEAR	2.67	5,875	1 YEAR	2.51	5,238
10 YEAR	5.24	11,927	10 YEAR	5.15	11,247

STORMWATER MANAGEMENT NARRATIVE

THE SITE IS SPLIT INTO TWO MAJOR DRAINAGE DIVIDES. THE EAST HALF OF THE SITE DRAINS TO THE EAST INTO THE CITY'S MANMADE, PIPED STORM SEWER SYSTEM IN RIDGE STREET. THE PIPED SYSTEM FLOWS EAST DOWN MONTICELLO AVENUE, THROUGH THE IX ART PARK, AND DISCHARGES INTO POLLOCK'S BRANCH, A TRIBUTARY TO MOORES CREEK, TO THE SOUTH OF ELLIOT AVENUE. THE WEST HALF OF THE SITE DRAINS TO THE WEST INTO THE CITY'S MANMADE, PIPED STORM SEWER SYSTEM IN 4TH STREET SW. THE PIPED SYSTEM CONTINUES TO THE SOUTHWEST, UNDER CHERRY AVENUE, AND DISCHARGES IN A TRIBUTARY TO MOORES CREEK WEST OF TONSLER PARK.
THE PROJECT PROPOSES AN OVERALL REDUCTION IN IMPERVIOUS AREA AND TO GENERALLY MATCH THE PRE-DEVELOPED DRAINAGE AREAS BY DIRECTING ROUGHLY THE SAME AREAS TO THE EAST AND THE WEST. NO STORMWATER QUANTITY CONTROL WILL BE REQUIRED TO MEET THE CHANNEL OR FLOOD PROTECTION STORMWATER REQUIREMENTS.
EVEN WITH THE REDUCTION IN IMPERVIOUS AREA, A REDUCTION OF 0.28 POUNDS PER YEAR OF POLLUTANT REMOVAL WILL BE REQUIRED TO MEET WATER QUALITY STANDARDS. THIS WILL BE MET THROUGH THE PURCHASE OF OFF-SITE NUTRIENT CREDITS.

SUP SITE PLAN

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TIMMONS GROUP

SALVATION ARMY OF CHARLOTTESVILLE
CITY OF CHARLOTTESVILLE, VA
SUP CONCEPT SWM & GRADING

JOB NO. 48482
SHEET NO. C4.0

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S:\103\48482-Salvation_Army_Ridge_St\DWG\Sheet\SUP\48482-103-C4.0-CONCEPT SWM & GRADING.dwg | Plotted on 5/15/2023 12:08 PM | by Campbell Bolton

Attachment D

Actions
City of Charlottesville
Board of Architectural Review
Regular Meeting
June 21, 2023, 5:30 p.m.
Hybrid Meeting (In-person at CitySpace and virtual via Zoom)

Pre-Meeting Discussion

Regular Meeting

A. Matters from the public not on the agenda [or on the Consent Agenda

B. Consent Agenda

1. Meeting minutes: April 18, 2023

Motion to approve Consent Agenda by Mr. Schwarz. Birle second. Lewis abstains. Vote 7-0, **motion passed.**

C. Deferred Items

2. **Certificate of Appropriateness Application**
BAR # 23-05-01
180 Rugby Road, TMP 090152000
The Corner ADC District
Owner: Wooglin Company
Applicant: Ian Brown / UVREF
Project: Landscaping

Motion to approve CoA by Ms. Lewis. Birle second. Vote 5-3. (Yes: Gastinger, Birle, Whitney, Lewis, Badke. No: Zehmer, Timmerman, Schwarz.). **Motion passed with conditions.**

Approval: Having considered the standards set forth within the City Code, including the ADC District Design Guidelines, I move to find the proposed landscaping plan for 180 Rugby Road satisfies the BAR's criteria and is compatible with this property and other properties in this ADC District, and the BAR approves the application with the following conditions:

- The turf will remain flat and the surface unaltered. No added art, logos, images, symbols, and other uses.
- The turf will be maintained, including appropriate drainage.
- Removal or replacement may be required upon a determination by City staff that the turf is in a state of disrepair and/or deterioration.

D. New Items

3. **Certificate of Appropriateness Application**
BAR # 23-06-01
122 E Main Street, TMP 280027000
Downtown ADC District
Owner: Harold Brindley III, Trustee
Applicant: Michael Caplin / Friends of Charlottesville Downtown
Project: Rehabilitation/preservation of vestige signs on east elevation

Motion to approve CoA by Mr. Schwarz. Zehmer second. Vote 8-0. **Motion passed unanimously with conditions.**

Approval: Having considered the standards set forth within the City Code, including the ADC District Design Guidelines, I move to find the proposed rehabilitation/preservation of vestige signs at 122 E Main Street satisfies the BAR's criteria and is compatible with this property and other properties in this ADC District, and that the BAR approves the application with the following conditions:

[Prior to work on wall]

- Complete research and photo/image analysis, fully document existing.
- Applicant will confirm the sheen [of the coatings] and [how/whether] the coating will create [color change]
- [Rehabilitation] will be based on the process [during the work] and not on images [submitted]
- Hierarchy of various signs [will be maintained], not re-create what does not exist.
- [Applicant will] work with staff [during rehab] who will work with the BAR chair and vice-chair to confirm process is appropriate.

4. **Recommendation on Special Use Permit (SUP)**
BAR 23-06-02
207-211 Ridge Street, TMP 290029000
Ridge Street ADC District
Owner: The Salvation Army
Applicant: Erin Hannegan / Mitchell Matthews Architects & Planners
Project: SUP re: modified setbacks and uncovered [structured] parking requirements

Motion to approve recommendation for Special Use Permit (SUP) by Mr. Schwarz. Timmerman second. Vote 8-0. **Motion passed unanimously with recommended conditions.**

Finding of no adverse impact: I move the BAR recommend to City Council the proposed Special Use Permit to modify the setback, build-to, and parking requirements for the redevelopment of 207-211 Ridge Street will not adversely impact the Ridge Street ADC District, with the understanding that the final design will require BAR review and approval. BAR recommends that Council consider conditions in the SUP:

- If the large oak tree [at Ridge Street] dies, that another large canopy tree will be planted [in its place].
- [Require appropriate screening] to screen the parking from 4th Street.

E. Other Business

5. **Preliminary Discussion**
207-211 Ridge Street (Salvation Army), TMP 290029000
Ridge Street ADC District
Owner: The Salvation Army
Applicant: Erin Hannegan / Mitchell Matthews Architects & Planners
Project: Redevelopment of site (New buildings)

No action taken.

6. **Staff questions/discussion**
- Update: Downtown Mall VLR/NRHP designation
- Update: Zoning rewrite
- Question: Painting/art on walls [continuous art vs murals]

F. Adjourn

June 5, 2023

MITCHELL / MATTHEWS ARCHITECTS & PLANNERS
Erin Hannegan, Project Manager
P.O. Box 5603, Charlottesville, VA 22905-5603
eh@mitchellmatthews.com
(434) 979-7550, Extension 208

RE: **Community Meeting | The Salvation Army of Charlottesville, 207 & 211 Ridge Street**

Dear Neighbor,

On behalf of The Salvation Army of Charlottesville, we, Mitchell/Matthews Architects & Planners, invite you to review information and provide comments regarding our upcoming request for a Special Use Permit during a community meeting to be held Thursday, June 22nd at 6pm, onsite, in the Chapel of the Salvation Army at 207 Ridge Street. Onsite parking is not available to attendees, but there is ample street parking in the vicinity on Monticello Avenue and Ridge Street. The project site has a physical address of both 207 & 211 Ridge Street, with frontage on 4th Street SW as well, and is located in between the City's Ridge Street fire station and Noland Plumbing in Charlottesville's Fifeville neighborhood. Within this letter is a context map identifying the property and meeting location, a conceptual site plan of the proposed project, and a proposed rendering.

The Special Use Permit (SUP) request is for use as a Shelter Care Facility. The property is planning to redevelop with the same functions as currently exist on site. Additionally, we are requesting other modifications to the zoning requirements, including streetwall and parking modifications. The meeting will include a project overview, explanations of these requests, as well as include a question and answer period.

If you cannot attend, there are several ways that you can learn more about this project, share your comments, or ask questions about this proposal: 1) Contact me directly at the number or email provided above; 2) Contact the lead City reviewer, Matt Alfele, at alfelem@charlottesville.gov, or 434-970-3636, or 3) Attend the Planning Commission's joint public hearing for this special use request, anticipated on July 11th. We look forward to hearing from you.

Sincerely,

Erin Hannegan
Project Manager, Mitchell / Matthews Architects & Planners

Cc: Matt Alfele, City of Charlottesville, Neighborhood Development Services
Fifeville Neighborhood Association, via email, fifevilleneighbor@gmail.com
Ridge Street Neighborhood Association, via email, ridgestreet.neighborhood@gmail.com

Attachment E

Vicinity Map, 207 & 211 Ridge Street

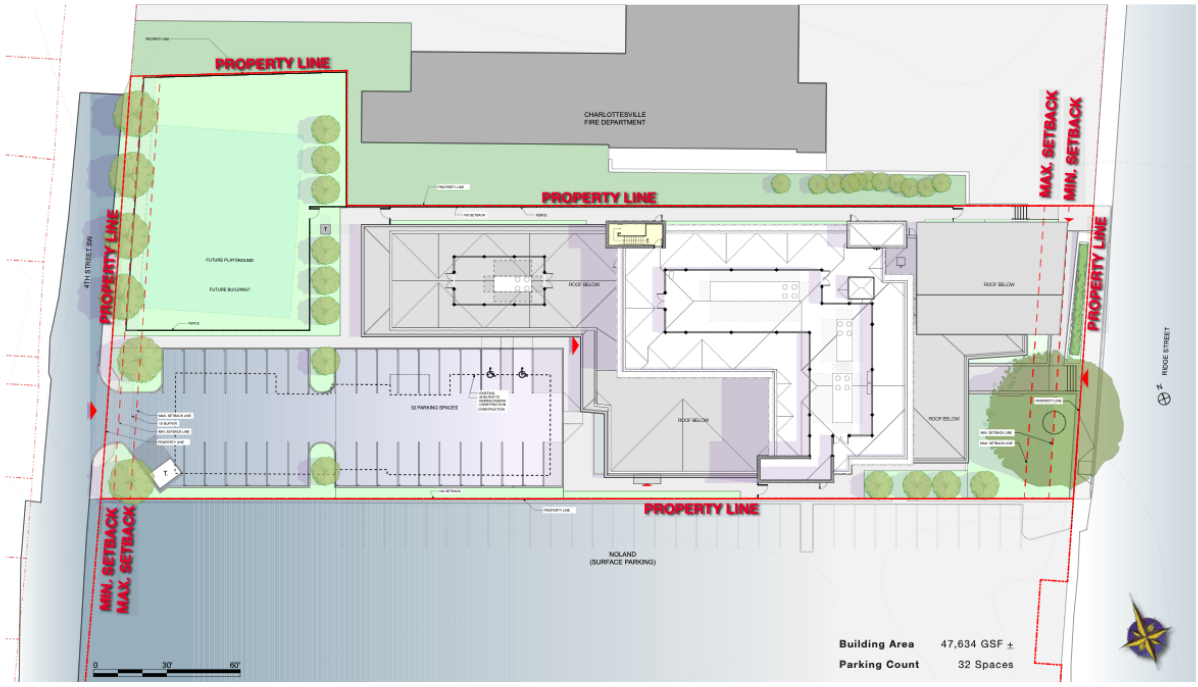
Existing Conditions Aerial Photograph

Note: The Community Meeting will be located in the existing Chapel. Enter the main door from Ridge Street, at the point shown with the red star, above. The Chapel entrance is immediately on the left. On street parking is available nearby.

Attachment E

Proposed Rendering, from Ridge Street and Monticello Avenue intersection.

Proposed Site Plan



Attachment E

AFFIDAVIT
COMMONWEALTH OF VIRGINIA

Under penalty of perjury, I, the undersigned affiant swear or affirm that:

Fourteen (14) calendar days prior to the scheduled neighborhood meeting for the project titled "The Salvation Army of Charlottesville", the city approved notice of community meeting with attached application review materials was mailed via USPS to the attached mailing list.

The neighborhood meeting is scheduled for June 22nd, 2023, at 6pm.
The notices were mailed on June 5, 2023.

The statements above are true and accurate to the best of my knowledge and belief.

Erin R. Hannegan
Name of Affiant (Printed)

Erin R Hannegan
Signature of Affiant

Subscribed and Sworn to before me this day.

June 7, 2023, 1pm
Date and Time

For Notary Public's Use Only:

State of Virginia [ ] City [✓] County of Albemarle

Acknowledged, subscribed and sworn to before me this 7 day of June, 2023.

7209553
Notary Registration Number

Candace Brooks McGuire
Notary Public

CANDACE BROOKS MCGUIRE
Notary Public
Commonwealth of Virginia
Registration No. 7209553
My Commission Expires May 31, 2027

(My commission expires: May 31, 2027.)

Attachment E

	Recipient	Address_1	Address_2	City_State	Address_3	Zip	Property_Address	PIN	OWNED_BY_OCCUPANT
1	281197 LLC	P O BOX 7754		FREDERICKSBURG VA		22404	204 RIDGE ST	280143000	NO
	281197 LLC	P O BOX 7754		FREDERICKSBURG VA		22404	0 GARRETT ST	280143001	NO
2	320 WEST MAIN LLC	2503 BRUNSWICK RD		CHARLOTTESVILLE VA		22903	320 W MAIN ST	290018000	NO
3	333 WEST MAIN, LLC	1638 COWLING AVE APT 4		LOUISVILLE KY		40205	331-333 W MAIN ST	320192000	NO
4	AMAS LEE MARTHA LAIDLER LLC	1126 E MARKET ST		CHARLOTTESVILLE VA		22902	406 RIDGE ST	280154000	NO
5	ANASTASIA BEAVERHAUSEN, LLC	13420 W SALISBURY RD		MIDLOTHIAN VA		23114	500-502 W MAIN ST	290010000	NO
6	ANDERSON, ROBERT B & DOMINIQUE A, TRUSTEES	P O BOX 2257		CHARLOTTESVILLE VA		22902	222 5TH ST SW	290062000	NO
7	BIEMANN, D ASHER & DELIA ROSENFELD	220 5TH ST SW		CHARLOTTESVILLE VA		22903	220 5TH ST SW	290058000	
8	BRANCHAUD, CATHERINE M & JAMES J AL	210 DICE ST		CHARLOTTESVILLE VA		22902	210 DICE ST	280162000	
9	BRAUNING, PETER R & SHIRLEY A	17 VALLEY VIEW LN		ROSELAND VA		22967	211 5TH ST SW 105	290068105	NO
10	BUSH, SAMUEL P & MADELINE H	414 DICE ST		CHARLOTTESVILLE VA		22903	414 DICE ST	290117000	
11	C & O RAILWAY COMPANY	C-12 500 WATER		JACKSONVILLE FL		32202	0 5TH ST SW	290070300	NO
	C & O RAILWAY COMPANY	C-12 500 WATER		JACKSONVILLE FL		32202	0 5TH ST SW	290070200	NO
12	CABLE HOLDCO EXCHANGE V LLC	ONE COMCAST CENTER		PHILADELPHIA PA		19103	324-326 W MAIN ST	290017000	NO
	CABLE HOLDCO EXCHANGE V LLC	ONE COMCAST CENTER		PHILADELPHIA PA		19103	0 4TH ST SW	290015000	NO
13	CADGENE, A & G SILVERMAN, TR MAIN ST LD TR	2088 UNION ST STE 1		SAN FRANCISCO CA		94123	420 W MAIN ST	290011000	NO
	CADGENE, A & G SILVERMAN, TR MAIN ST LD TR	2088 UNION ST STE 1		SAN FRANCISCO CA		94123	416-418 W MAIN ST	290012000	NO
14	CARR, WILLIAM & SUSAN	115 BEAR RUN		ROSELAND VA		22947	215 5TH ST SW 3D	2900673D0	NO
15	CHECK, MARK S	613 AVON ST		CHARLOTTESVILLE VA		22902	400 RIDGE ST	280153000	NO
16	CITY OF CHARLOTTESVILLE	PO BOX 911		CHARLOTTESVILLE VA		22901	203 RIDGE ST	290022000	NO
17	COLEMAN, JAMES G & WEIWEI YEN	307 KNICKERBOCKER AVE APT 2L		BROOKLYN NY		11237	224 5TH ST SW	290061000	NO
18	COX, AMY L	206 5TH ST SW #E		CHARLOTTESVILLE VA		22903	206 5TH ST SW E	290052105	NO
19	COX, RICHARD E & SYLVIA T	415 4TH ST SW		CHARLOTTESVILLE VA		22903	415 4TH ST SW	290128000	
20	CRENSHAW, BRYAN A	225 4TH ST SW		CHARLOTTESVILLE VA		22903	225 4TH ST SW	290041000	
21	CRENSHAW, JOYCE	221 5TH ST SW		CHARLOTTESVILLE VA		22903	221 5TH ST SW	290064000	
22	D'ALESSANDRO, GLORIA GRINDHEIM, TRUSTEE	1278 COURTYARD DR		CHARLOTTESVILLE VA		22903	211 5TH ST SW 104	290068104	NO
23	DAVIDSON FAMILY VI, LLC	148 WIMBLEDON WAY		LYNCHBURG VA		24503	211 5TH ST SW 103	290068103	NO
24	DELAPP, JESSICA A	215 DICE ST		CHARLOTTESVILLE VA		22902	215 DICE ST	280165000	
25	DOGWOOD PROPERTIES OF C'VILLE, LLC	224 14TH ST NW		CHARLOTTESVILLE VA		22903	313-315 4TH ST SW	290125000	NO
	DOGWOOD PROPERTIES OF C'VILLE, LLC	224 14TH ST NW		CHARLOTTESVILLE VA		22903	407 RIDGE ST	290134000	NO
26	Erin Hannegan, Mitchell / Matthews	P.O. Box 5603		CHARLOTTESVILLE VA		22905			
27	ESTES, LYNDON D & LAURA N	9 BLAKE ST		WESTBOROUGH MA		01581	211 5TH ST SW 106	290068106	NO
28	FIFTH STREET DEVELOPMENT, LLC	700 HARRIS STREET STE 102		CHARLOTTESVILLE VA		22901	206 5TH ST SW	290052000	NO
29	FLASCHENRIEM, FRANK &	405 DICE ST		CHARLOTTESVILLE VA		22903	405 DICE ST	290034000	
30	FOX, JAY W & JORDAN S	2820 SOUTHERN HILLS DR		NORTH GARDEN VA		22959	215 5TH ST SW 3A	2900673A0	NO
31	GEMS, ANDREW	223 5TH ST SW		CHARLOTTESVILLE VA		22903	223 5TH ST SW	290063000	
32	GEORGIA'S FRIENDS, INC	405 RIDGE ST		CHARLOTTESVILLE VA		22902	318 DICE ST	290131000	NO
	GEORGIA'S FRIENDS, INC	405 RIDGE ST		CHARLOTTESVILLE VA		22902	405 RIDGE ST	290133000	
33	GH CHARLOTTESVILLE VA, LLC	P O BOX 2197		CHICAGO IL		60690	316 W MAIN ST	290019000	NO
	GH CHARLOTTESVILLE VA, LLC	P O BOX 2197		CHICAGO IL		60690	302-304 W MAIN ST	290021000	NO
34	GRONER, SEYMOUR & IRENE, TRUSTEES	215 5TH ST SW #3C		CHARLOTTESVILLE VA		22902	215 5TH ST SW 3C	2900673C0	NO
35	HALEY, THOMAS D	302 5TH ST SW		CHARLOTTESVILLE VA		22903	302 5TH ST SW	290113000	
36	HAYNES, JASPER C & MALLIE P	PO BOX 422		CHARLOTTESVILLE VA		22902	218 RIDGE ST	280146000	NO
37	HIGGINS, PATRICK S &	106 ROBINSON WOODS		CHARLOTTESVILLE VA		22903	416 DICE ST	290114000	NO
38	HINGELEY, MILES M & ASHLEY MORSE	409 RIDGE ST		CHARLOTTESVILLE VA		22903	416-418 4TH ST SW	290129000	NO
	HINGELEY, MILES M & ASHLEY MORSE	409 RIDGE ST		CHARLOTTESVILLE VA		22903	409 RIDGE ST	290135000	
39	HUDSON, R, JR, ETAL, TR MACGREGOR LD TR#2	1618 BRANDYWIND DR		CHARLOTTESVILLE VA		22901	408 W MAIN ST	290013000	NO
	HUDSON, R, JR, ETAL, TR MACGREGOR LD TR#2	1618 BRANDYWIND DR		CHARLOTTESVILLE VA		22901	406 W MAIN ST	290014000	NO
	HUDSON, R, JR, ETAL, TR MACGREGOR LD TR#2	1618 BRANDYWIND DR		CHARLOTTESVILLE VA		22901	332 W MAIN ST	290016000	NO
40	HUNT, MARTHA T	P O BOX 90		NEW YORK NY		10029	229 4TH ST SW	290039000	NO

Attachment E

41	JACHIM, ROBERT J, JR &/OR CYNTHIA D, TRUSTEES	215 5TH ST SW #2C	CHARLOTTESVILLE VA	22903	215 5TH ST SW 2C	2900672C0	NO
42	JENKINS, BARBARA S & ALAN D	401 RIDGE ST	CHARLOTTESVILLE VA	22902	401 RIDGE ST	290132000	
43	JNC HOLDINGS, LLC	2000 BENTIVAR DR	CHARLOTTESVILLE VA	22911	208 DICE ST	280153100	NO
44	JONES, JESSE S JR & JOANNE D	409 DICE ST	CHARLOTTESVILLE VA	22903	411 DICE ST	290036000	NO
	JONES, JESSE S JR & JOANNE D	409 DICE ST	CHARLOTTESVILLE VA	22903	409 DICE ST	290035000	
45	JONES, LOUSIE JUANITA & BEN EVANS	10902 OAKWOOD ST	SILVER SPRING MD	20901	320 DICE ST	290130000	NO
46	KEITH, IAIN D F	308 5TH ST SW	CHARLOTTESVILLE VA	22903	308 5TH ST SW	290112000	
47	KRON, JASON E & SOPHY C	212 MONTE VISTA AVE	CHARLOTTESVILLE VA	22903	413 DICE ST	290060000	NO
48	LAWSON, DOUGLAS L, TRUSTEE & GAUTREAU, GISELLE, TRUSTEE	817 KING ST	CHARLOTTESVILLE VA	22903	206 5TH ST SW F	290052106	NO
49	MAIN STREET ASSOCIATES LLC	2088 UNION ST STE 1	SAN FRANCISCO CA	94123	300 W MAIN ST	290021100	NO
	MAIN STREET ASSOCIATES, LLC	2088 UNION ST STE 1	SAN FRANCISCO CA	94123	221 4TH ST SW	290044000	NO
50	MATHEWES, CHARLES & JENNIFER GEDDES	3743 GRENVILLE DR	CHARLOTTESVILLE VA	22903	412 DICE ST	290118000	NO
51	Matt Afele, Planner, City of Charlottesville	610 East Market Street	CHARLOTTESVILLE VA	22902			
52	MCDANIEL, ROBIN CHRISTINE	227 4TH ST SW	CHARLOTTESVILLE VA	22903	227 4TH ST SW	290040000	
53	MCKENZIE, DYLAN S	1454 AVON ST	CHARLOTTESVILLE VA	22902	406 DICE ST	290122000	NO
54	MCKENZIE, ERIC F & GRACE Y	910 EMERSON DRIVE	CHARLOTTESVILLE VA	22901	407 OAK ST	290121000	NO
55	MCMINIMEE, MARCIE R, ADM	3773 CHERRY CREEK N DR #775	DENVER CO	80209	215 5TH ST SW 3B	2900673B0	NO
56	MICHEL, JONATHAN D, MADELINE T & VALERIE	978 WOLF TRAP RD	CHARLOTTESVILLE VA	22911	206 5TH ST SW C	290052103	NO
57	MONTICELLO HOSPITALITY, LLC	2875 TOWERVIEW RD STE A4	HERNDON VA	20171	201 MONTICELLO AVE	280130000	NO
58	MOORES, KEITH M	2611 JEFFERSON PARK AVE	CHARLOTTESVILLE VA	22903	215 5TH ST SW 2D	2900672D0	NO
59	MORTON BRAXTON LYNCH LLC	824 KING WILLIAM DR	CHARLOTTESVILLE VA	22901	215 5TH ST SW 1D	2900671D0	NO
60	MUSICIANS UNITED TO SERVE YOUTH OF C'VILLE	105 RIDGE ST	CHARLOTTESVILLE VA	22902	105 RIDGE ST	290020000	
61	NICHOLA PROPERTIES, LLC	430 GILLUMS RIDGE RD	CHARLOTTESVILLE VA	22903	408 RIDGE ST	280155000	NO
62	NOHLING, NICHOLAS & ROBYN	231 4TH ST SW	CHARLOTTESVILLE VA	22903	231 4TH ST SW	290038000	
63	NOLAND PROPERTIES INC	3110 KETTERING BLVD	DAYTON OH	45439	307 RIDGE ST	290030000	NO
64	OAK GROVE CONDO ASSOC	211 5TH ST SW APT 101	CHARLOTTESVILLE VA	22903	211 5TH ST SW	290068000	NO
65	PAGE, KENNETH F & SARAH C	205 5TH ST SW	CHARLOTTESVILLE VA	22903	205 5TH ST SW	290069000	
66	PECK, MOLLY M & TIMOTHY S	402 DICE ST	CHARLOTTESVILLE VA	22903	400 DICE ST	290124000	NO
	PECK, MOLLY M & TIMOTHY S	402 DICE ST	CHARLOTTESVILLE VA	22903	402 DICE ST	290124100	
67	QUARAN219 LLC	718 WEST ST	CHARLOTTESVILLE VA	22903	219 5TH ST SW	290065000	NO
68	RAWLINGS, CALVIN D	2422 COMMONWEALTH DRIVE	CHARLOTTESVILLE VA	22901	213 DICE ST	280164000	NO
69	REPPERT, CLAIBOURNE CORINNE &	404 DICE ST	CHARLOTTESVILLE VA	22903	404 DICE ST	290123000	
70	SAFI ENTERPRISES LLC	308 RIDGE STREET	CHARLOTTESVILLE VA	22902	304-308 RIDGE ST	280152000	NO
71	SALVATION, ARMY THE	P O BOX 296	CHARLOTTESVILLE VA	22902	211 RIDGE ST	290029000	NO
72	SANDERSON, JESSE F, JR, TRUSTEE	1 THIMBLE SHOALS CT	HAMPTON VA	23664	215 5TH ST SW 2A	2900672A0	NO
73	SMITH, MALINDA CAMPBELL	218 5TH ST SW	CHARLOTTESVILLE VA	22903	218 5TH ST SW	290057000	
74	SMITH, RAY D	412 1/2 DICE ST	CHARLOTTESVILLE VA	22903	412-1/2 DICE ST	290059000	NO
75	SMITH, REGENIA S	2795 SCOTTSVILLE RD	CHARLOTTESVILLE VA	22902	217 5TH ST SW	290066000	NO
	SMITH, REGENIA S	2795 SCOTTSVILLE RD	CHARLOTTESVILLE VA	22902	212 5TH ST SW	290055000	NO
	SMITH, REGENIA S	2795 SCOTTSVILLE RD	CHARLOTTESVILLE VA	22902	214 5TH ST SW	290056000	NO
76	SNYDER, JAMES B & KAREN T	1907 COMMONWEALTH AVE	ALEXANDRIA VA	22301	206 5TH ST SW B	290052102	NO
77	STANDARD MIDWAY MANOR VENTURE LP	1901 AVENUE OF THE STARS STE 395	LOS ANGELES CA	90067	100 RIDGE ST	280093000	NO
78	STANDARD, PRODUCE COMPANY	140 GARRETT ST	CHARLOTTESVILLE VA	22902	140 GARRETT ST	280131000	
79	The Salvation Army	207 Ridge Street	CHARLOTTESVILLE VA	22902			
80	THOMAS, CHARLES E, III	285 LELAND RD	LANCASTER VA	22503	215 5TH ST SW 2B	2900672B0	NO
81	THOMPSON, CHARLES B & NORMA J	211 DICE ST	CHARLOTTESVILLE VA	22902	211 DICE ST	280163000	
82	TOLEDANO, ROULHAC D	73 SAINT MARKS AVE APT D-2	BROOKLYN NY	11217	413 OAK ST	290116000	NO
83	TONEY, DONALD J	711 REYSFORD RD	EARLYSVILLE VA	22936	300 RIDGE ST	280151000	NO
84	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	0 5TH ST SW	290050000	NO
	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	202 5TH ST SW	290049000	NO
	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	210 5TH ST SW	290051000	NO

Attachment E

	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	209 4TH ST SW	290048000	NO
	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	211 4TH ST SW	290047000	NO
	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	215 4TH ST SW	290046000	NO
	TOW LOT LLC	10120 W BROAD ST STE #J	RICHMOND VA	23060	0 4TH ST SW	290045000	NO
85	VIRGINIA TELEPHONE & TELEGRAPH COM	P O BOX 182575	COLUMBUS OH	43218-257	401-419 W MAIN ST	320179000	NO
86	VROOMAN, DENNIS L & CHRISTINE W	1304 FRANKLIN CREEK RD	AMHERST VA	24521	214 RIDGE ST	280144000	NO
87	WALTER, DANIEL & WHITNEY STEVENS, TR, ETAL	2044 COAST BLVD	DEL MAR CA	92014	206 5TH ST SW D	290052104	NO
88	WARFIELD, ANTOINETTE	410 DICE ST	CHARLOTTESVILLE VA	22903	410 DICE ST	290119000	
89	WILLIAMS, J & D PETTIT, TR FIFTH ST LD TR	2088 UNION ST STE 1	SAN FRANCISCO CA	94123	0 5TH ST SW	290070100	NO
90	WILLIAMS, J & RANEY, S, TR FIFTH ST LD TR-LOT 6	2088 UNION ST STE 1	SAN FRANCISCO CA	94123	0 5TH ST SW	290070000	NO
91	WOOD, WILLIAM J	223 4TH ST SW	CHARLOTTESVILLE VA	22903	223 4TH ST SW	290042000	
92	WOODRIFF, LORING G	401 PARK ST	CHARLOTTESVILLE VA	22902	206 5TH ST SW A	290052101	NO
93	ZANTZINGER, WILLIAM D, III & ERIKA M	233 4TH ST SW	CHARLOTTESVILLE VA	22903	233 4TH ST SW	290037000	
94	ZIOLKOWSKI, RUDY D & TERESA S	401 OAKMONT ST	CHARLOTTESVILLE VA	22902	401 OAKMONT ST	280161000	

Attachment E

MITCHELL
ARCHITECTS

MATTHEWS
PLANNERS

MCMLXXXIX

SIGN IN

The Salvation Army of Charlottesville
207 & 211 Ridge Street
COMMUNITY MEETING
June 22, 2023

NAME	ADDRESS	PHONE	EMAIL
FRANK BALIF	142 South Pantops Dr Charlottesville VA	434 245 0894	frankb@southern-development.com
BRYAN CRENSHAW	225 4TH ST SW	434 260 0026	BAC7D@ALUMNI.VIRGINIA.EDU
MARK Van Meter		304-280-2498	MARK.VanMeter@USS.SalvationArmy.org
Jennifer Van Meter			
Kim Wells	5221 Quality Row	434-242-3207	Kim.Wells@uss.salvationarmy.org

Attachment F

Alfele, Matthew

From: Christine Vrooman <vroomanc@gmail.com>
Sent: Thursday, June 22, 2023 1:35 PM
To: Alfele, Matthew
Subject: Salvation Army 207 Ridge St SUP request

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Alfele,

I am writing to express my concern over the expansion of the Salvation Army building. We have property across the street at 214 Ridge St, where we live part-time. I will not be available to attend in person or on zoom the meeting to be held on June 22.

My concern is the expanded use of this location to house the homeless population. This street is essentially the gateway to the beautiful and vibrant Downtown Mall and W. Main St corridor. To visitors coming to the region, it would not offer a good first impression to drive through a large neighborhood of homeless citizens, a location that will house over 100 beds and will eventually become the center of this population. I understand the need to house this population and I value its importance to meeting their needs, but it seems it would serve Charlottesville, tourism, the beauty and growth of our Downtown area if the homeless residents could be centered on a nearby side street, or anywhere but the last block before the main entrance to the cultural center of our beautiful Downtown area.

I don't know if there is someone else to whom I should express my reservations about this. If you can suggest the proper individual/department to whom I can share these concerns, I would be very appreciative. And if I have come to the right place, I thank you for your time and willingness to hear my concerns.

If this evening's meeting is offered by Zoom, could you please send me the link? Thank you.

Thank you for your time.
Sincerely,
Christine Vrooman
7576159877.

Attachment F

Alfele, Matthew

From: Jon Wood <jonw525@gmail.com>
Sent: Thursday, June 8, 2023 9:32 AM
To: Alfele, Matthew; eh@mitchellmathews.com
Cc: Fifeville; Ridge Street Neighborhood; Jon Wood
Subject: Salvation Army Proposed Development

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Matt & Erin,

I am writing to you regarding the proposed changes to the Salvation Army on 5th Street/Ridge. I am a property owner on 4th street which is directly adjacent to the Salvation Army. Currently the capacity of the Salvation army on occasion creates issues impacting our ability to park along our street. This typically occurs when they have anything beyond normal capacity such as volunteer events, etc.

The proposed changes the Salvation Army is proposing would roughly double its capacity. With a parking lot that is typically full or close to it currently, cars would undoubtedly park along 4th street. This would impact our ability to park at our own homes as these vehicles do not move on a regular basis.

I ask that you do not approve the special use permitting and do not approve the requested changes. The parking is inadequate to accommodate the larger residential density and this should not be permitted.

Please let me know if you have any questions.

Thank you,
Jon

Minutes

PLANNING COMMISSION REGULAR MEETING
December 14, 2021 – 5:30 P.M.
Virtual Meeting

I. COMMISSION PRE-MEETING (Agenda discussion(s))

Beginning: 5:00 PM
***Location*:** Virtual/Electronic
Members Present: Commissioner Russell, Commissioner Lahendro, Chairman Solla-Yates, Commissioner Habbab, Commissioner Stolzenberg, Commissioner Dowell
Members Absent: Commissioner Mitchell
Staff Present: Patrick Cory, Missy Creasy, James Freas, Joe Rice, Jack Dawson, Dannan O'Connell, Krisy Hammill, Lisa Robertson, Robert Watkins, Jeff Werner, Vic Garber, Alex Ikfuna, Hezedean Smith

Chair Solla-Yates called the meeting to order at 5:00pm and he asked if there any questions concerning the consent agenda. Commission Russell asked about the critical slopes process. Ms. Creasy and Mr. Haluska provided background. Commissioner Habbab asked if the critical slopes waiver would be required if there was not a SUP. Mr. Haluska noted that it is required if any part of the slopes are to be disturbed.

Chair Solla-Yates asked if there were questions on the CIP item. He noted that the question answer narrative in the packet was very helpful. Ms. Hammill noted two updates to the packet. Commissioner Stolzenberg asked about the economic initiatives funds. What are those dollars used for? Ms. Hammill noted that Mr. Engel can go into more detail later but that these funds help to leverage/match other activity to react to opportunities that arise. They are typically used for large projects. Commissioner Stolzenberg asked what the last project was and how much it was funded for? Mr. Engle will need to answer during the meeting.

Commissioner Russell asked about CIP project intent and how funds rollover to address the needs. What is the total cost of a project and do we ever catch up with the amount of funds that we need? Is funding just put aside and at some point we say go. Ms. Hammill noted that in the CIP there are some projects with specific costs, there are some that are annual funding accounts and some things are cyclical. The strategic funds are for the city to use to react to opportunities.

Commissioner Russell asked about lump sum annual items. Some of those sound like operational and maintenance. Why are those in the CIP? Ms. Hammill noted that it has to do with the usable life of the project and the ability to bond. Having those items in the CIP also stabilizes the operations accounts.

Chair Solla-Yates asked if bike improvements are bondable. Ms. Hammill noted yes and it is dependent on the project.

Commissioner Russell asked about Stribling. It is shown on the non-funded list. Would it be cost neutral if including the developer contribution? Ms. Hammill noted it could be neutral but there are priority decisions because it would ultimately need to be funded.

Commissioner Habbab asked if the development didn't happen, then the general funds would not be spent and it was confirmed that was accurate. He then asked about bonding capacity. Ms. Hammill explained that it is looked at through in the perspective of the full program. There is about 185M for bonding for the full program and anything that has not been allocated to date can be allocated in the next five years. There is the concern of affordability into the future.
Chair Solla-Yates asked if there were questions pertaining to the Park Street project.

Commissioner Stolzenberg asked Ms. Robertson about his question pertaining to uses that are noted in the matrix as not allowable when the state requires. Ms. Robertson noted it would be ideal for it to be noted in the matrix but ultimately the state requirements will prevail.

Chair Solla-Yates asked if there were questions pertaining to the MACAA project. Commissioner Russell asked about the potential to place a sidewalk on the other side of Park Street. Mr. Dawson thought it was on the priority listing but not a high priority. She noted that she will ask her additional question in the regular meeting.

II. COMMISSION REGULAR MEETING – Meeting called to order at 5:30 PM by the Chairman

Beginning: 5:30 PM
Location: Virtual/Electronic

A. COMMISSIONER'S REPORT

Commissioner Habbab – The Rivanna Bicycle Pedestrian Committee met to discuss potential locations for a connector bridge. We have our next meeting tomorrow to continue that conversation.

Commissioner Dowell – No Report

Commissioner Lahendro – I have attended a couple of meetings. The Board of Architectural Review met on November 16th. We had 7 Certificate of Appropriateness applications approved. One application was denied and one application was deferred. We also had a discussion of the latest design for 612 West Main Street, which is the apartment mixed use development going on the site of University Tire on Main Street. We elected new officers. Breck Gastinger replaces Carl Schwarz as the Chair of the BAR and Cheri Lewis will step in as the new Vice-Chair. The Tree Commission met on December 7th. As I reported last month, Mike Roman, the urban forester is leaving the city. The new position for urban forester has been posted. The application deadline is December 20th. RFQ submissions for planting this year's allocation of about 160 trees was due last Friday. I have not heard the results of that. We discussed the preliminary results of the current tree canopy study that is being done. Because of COVID, the flyover for this tree canopy study was done in 2018. It is now dated. The news is not great. For context, let's go back to 2004. At that time, we had a 50 percent tree canopy coverage for the city. In 2009, it went down to 47 percent. In 2014, it went down to 45 percent. In 2018, it is down to 40 percent. In the ten year between 2004 and 2014, we lost tree canopy at the rate of about 0.5 percent per year. In the last four years, we're losing tree canopy at 1.2 percent per year. The most important impact is happening at the neighborhood level. Of the 19 identified designated neighborhoods in Charlottesville, 9 of them are below 40 percent canopy coverage. That is the point where health and economic detrimental effects are being

experienced. Two of our districts, Starr Hill and Tenth & Page, are below 20 percent. Those are where the most significant detrimental effects are happening. We reviewed the CIP where the request by the Tree Commission for $100,000 for tree planting has been reduced to $75,000. The $105,000 we asked for Emerald Ashe Bore removal has been reduced to $50,000. You can see why those two things are really causing us tremendous concern. The city is only able to fund Emerald Ashe Bore treatment for about 30 ash trees. It is estimated that the city is going to lose 360 ash trees over the next 5 years. As a member of the BAR, I want to bring attention to something that passed on Consent Agenda. We approved the initiation of a process for creating the CH Brown Historic Conservation District. This is a tremendous story. This designation would honor and recognize the importance of Reverend Charles H. Brown. From his experience in the building trades in the early 1930s and 1940s, Reverend Brown personally managed, financed, and participated in the construction of about seventy houses and churches from the 1940s to the 1980s. These were primarily in African American neighborhoods that were purposely built to be inexpensive and affordable. He often cosigned promissory notes and provided financing to get people into these houses. Right now, it is proposed that this conservation district is just for his church, The Holy Temple Church of God in Christ, and 5 surrounding houses. This is just the 'tip of the iceberg' for what this gentleman accomplished and his importance in Charlottesville.

Commissioner Russell – No Report

Commissioner Stolzenberg – We had the final meeting of the year with the TJPDC. We got some legislative updates that were interesting for the General Assembly next year. They announced the hiring of a new planner at the TJPDC. We had a meeting of the MPO Tech. The big news was very technical and difficult to follow the presentation of the new scoring procedures for the next round of smart-scale. They are not amazing for us. It seems that it will deprioritize funding for cities. In discussing it, it became apparent that it was less that they are trying to mess with us and more of that in the previous round, we hogged all of the money and almost none of it went to more of the rural areas, which is probably why we got all of our projects funded last time. We might do less off next time. The Transit Vision Plan is ongoing. They're doing a survey. They had a public meeting last month to get feedback from the community on what the transit system should look like in the future. If you want to participate in that, please give your feedback. There is a text survey describing what you want to see in the city transit system, area transit system, and a map survey where you can put dots on places where you want to go.

B. UNIVERSITY REPORT

Commissioner Palmer – Our affordable housing initiative has taken the next step to identify 3 sites that we're considering.

C. CHAIR'S REPORT

Chairman Solla-Yates – No Report

D. DEPARTMENT OF NDS

James Freas, NDS Director – We don't have anything particular to report. I do want to note that we're working with our consultant team to prepare for the zoning rewrite project. We're anticipating initiation

of that project in January, 2022. I am sure we will have a more detailed update for you at your January meeting.

E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENA
No Public Comments from the Public

F. CONSENT AGENDA

1. Critical Slope Waiver Request – 1223 Harris Street
2. Zoning Text and Map Amendment Initiation – CH Brown Historic Conservation District

Commissioner Russell moved to approve the Consent Agenda (Second by Commissioner Stolzenberg) – Motion passes 6-0.

The meeting was recessed until 6:00 PM for the start of the public hearings.

III. JOINT MEETING OF COMMISSION AND COUNCIL

Beginning: 6:00 PM
Continuing: Until all public hearings are complete
Format: (i) Staff Report, (ii) Applicant, (iii) Hearing, (iv) Discussion and Motion

Councilor Hill called Council to order for these public hearings.

1. Charlottesville Capital Improvement Program FY2023-2027 - Consideration of the proposed 5-year Capital Improvement Program in the areas of Affordable Housing, Education, Economic Development, Public Safety & Justice, Facilities Management, Transportation & Access, Parks & Recreation, and Technology Infrastructure. A copy of the proposed CIP is available for review at: https://www.charlottesville.gov/171/Budget-Work-Sessions Report prepared by Krisy Hammill, Office of Budget and Performance Management.

i. Staff Report

Krisy Hammill, Budget Analyst –
Next Slide – What is the Capital Improvement Program?
It is a 5 year financing plan. The projects in that plan usually cost more than $50,000. They are generally non-recurring and non-operational expenses. The projects have a useful life of 5 years or more.

Next Slide –FY 2023-2027 CIP Budget Focus
When we were looking at this year's Capital Plan, we basically made very little changes to the plan that was presented last year. With that in mind, as we were constructing this CIP, there were several things that led to that decision, largely because of the school reconfiguration placeholder. Things that changed with that is that we increased that placeholder from $50 million to $75 million. The funding for that placeholder was also moved from FY25 to FY24. We know that in order to even accomplish that we will need significant revenue enhancements to be able to afford that. In addition, we know that our debt capacity will soon be exhausted with this plan. There were some large projects that were previously

authorized to use bonds for that we unfunded essentially to be able to move them to get us to a place where we could increase the $25 million for the school project. That was the West Main Street project, which was originally in the CIP plan at $18.25 million and the 7th Street Parking Garage, which we unfunded about $5 million of that project. We did look at existing project balances in determining what would get new funding this year. If there were large balances, we did look to spend down some of those before adding new funds. The net effect of all of these considerations when developing this draft is that any additions to the CIP (across the entire 5 years), require some type of offsetting reduction.

Next Slide – FY 2023 to 2027 CIP Budget Draft
Here is a breakdown by category. As demoted by the green lines, we feel that this plan continues to illustrate and put funding in a place where Council has stated are their priorities. In looking at the 5 year totals, education would be #1, affordable housing would be #2, and transportation & access would be #3. In each year, you will see that the revenues have to match the expenses. As we talk about adding things, we have to make sure that we take things away to keep that balance. You will also notice that we fund the CIP largely with two sources. One is cash from the General Fund and the other is with bond issues. The other category are small dollar amounts that relate to agreements that we have with the county and some money the schools contribute and any other one-off types of grants that we have. The other thing to note is that I have highlighted in 2027 the bond issue in yellow. That number is zero. That is largely because, as we move through or if we were to move forward with this plan as proposed, we would not have bond capacity to sell additional bonds in 2027 or based on the projects that are laid out in this plan. That would probably be the case likely for 2 to 3 years. By this time next year, we will see another column with a yellow highlight there. What we would be left with would be the ability to only add projects to the CIP that we can afford to pay cash for. The amount of cash here is based on a city policy where we contribute 3 percent of the General Fund budget to go to the Capital Projects fund. That is the $6.4 million. I have looked at the priorities and funded our agreements with the CAHF and the supplemental rental assistance, the Friendship Court project, and allocated the rest of the money to the annual recurring capital expenditures. That would all be subject to Council's discretion to move that around; 2027 is to illustrate that point.

Next Slide – Capital Improvement Program
When we talk about the Capital Projects Fund, often we talk about it in a vacuum. We talk about Capital Projects, we have the public hearing, we move on, and we start the whole conversation about the General Fund. It is important to note that they do work hand-in-hand. The money that is allocated to the Capital Projects or to debt all come from tax revenues from the General Fund. The point of this slide is to show you a pie graph of all of the General Fund expenditures that are all paid using tax revenue. You will see that debt service is a smaller portion of that pie, as well as the transfer of cash that we put in the Capital Projects fund. As we put more stress on the cash or debt service on the Capital Projects side, we also are decreasing the other pots/pieces of pie for other expenses that come out of the General Fund.

Next Slide – The AAA/Aaa Bond Rating
One important factor and one thing is that the city is very lucky. We are one of very few communities to actually be AAA bond rated. The AAA bond rating is the highest standard to indicate that we have structurally sound finances in terms of our results and in terms of our policies. It is an independent determination of our municipality and our ability and willingness to pay our debt. We have maintained this bond rating since 1964 from Standard & Poors and since 1973 from Moodys. Essentially the AAA bond rating gives the city the opportunity to borrow money at the lowest cost available. That means more

money is going towards the project and less money is going towards interest. The rating agency focuses on four key factors: **Economy** – What do our demographics look like? What is our employment base? Property values? What is our tax payer composition? **Management** – What are our policies? What are our procedures? Do we do strategic planning? More importantly, do we have the ability to achieve all of those things and to maintain them as well as meet budgetary targets and adhere to financial policies? As we talk about keeping to our policy, it is important. **Finances** – What are our budgetary practices? What do our investments look like? What do our year end results look like? **Debt** – How much do we have outstanding? What are our future needs? What are our current obligations? All of these factors weigh into the bond rating. Even when we talk about all of these issues, it is an exciting time because we have so much to do. It is important to keep in mind that we are financially sound. We're not struggling because we have financial issues. We're struggling because we're excited to do a lot of great things. It becomes more of a conversation about priorities than the ability to do something.

Next Slide – FY2023 Draft vs FY2023 as Planned

We started this CIP draft by looking at the 2022 plan and making very minor changes. When we did make those changes, they were made with offsetting reductions. If you look at this chart, this attempts to show you what categories changed from what we planned to spend in 23 when we presented this to you last year versus what we are now planning to spend in 23 for this year. If you look at the totals, you will see that last year, we were planning a CIP for $26.3 million. What we have actually proposed in this draft is about $22.7 million. It is an overall reduction just in 2023 for $3.6 million. That is a bit of misnomer because we know that we added $25 million for the school project. If you looked at the other years and compared them, for example 2024, what we planned in the plan last year versus this this year, there is an increase there. To highlight what the changes were, there was a change in Public Safety from 2023 last year to this year. That is largely related to $1.2 million that was added for construction cost increases for a bypass fire station. There was a roughly $111,000 reduction for savings accounts that we were building up to replace radio and EBT replacements, which are an expensive endeavor. In Transportation and Access that decrease of $5.4 million was largely because we reduced what was originally budgeted for this 7th Street parking deck by $5.6 million. Five million went for the increase in the school reconfiguration project and $638,000 has been allocated for some structural repairs that are necessary for the Market Street Garage. Additionally, we reduced some paving. We added $50,000 for the historic district and entrance corridor design guidelines. With Parks and Recreation, there was an increase there. There were also reductions. We reduced their lump sum by $500,000. We added $150,000 for a comprehensive master plan. This is not for individual parks but to look at the Parks and Recreation Program and Department as a whole to get an idea for what the mission is. What do we want to do? How do we want to move forward? We also added $45,000 to address some drainage issues with the Oakwood Cemetery. We added $55,000 for the ash tree removal. We added $92,000 for the city/county park project, which is a joint project at Ivy Creek and Darden Towe. $350,000 was also added for McIntire Park drainage corrections. Those are some DEQ identified issues. We also added $42,000, which is the first funding pot for a slate roof replacement that needs to happen at Key Recreation. There is also the larger construction money planned for 2024. Besides those changes, you will see that the affordable housing money planned for the CAHF/supplemental rental assistance did not change from what we had planned last year. In addition, Friendship Court/CRHA funding remained the same. The other categories remained the same as well.

Next Slide – Key Messages

We feel this draft focuses on Council's key priorities. We know that this plan is not affordable without significant revenue enhancements. We have talked about tax increases, sales tax increases. We need to explore all of those. Just because the numbers are here in the plan, we still have to make sure we have the numbers and the corresponding debt service. We can also look at reallocations. We know that in years past, we have committed funds in previous plans where those projects may have changed, our priorities have changed, and they haven't yet happened like we did with West Main and the 7th Street parking garage. Perhaps, there are other opportunities to reprogram that money. We also know that future needs for the new CIP funding will not be available for quite some time if we proceed with this plan. We talked about cash being the only option. FY23 would be the first of approximately three years in which we would not be able to sell bonds. We also know that under this plan, we have also talked about the fact that even if we raised tax revenues, we will have depleted all of our reserves. Even with a 10 cent tax increase that we talked about, those costs are going to be offset with spending down debt service reserves that we previously had in place. By the time we finish, we will really be at 'ground zero' to start building everything back up.

Next Slide – The Infrastructure Investment and Jobs Act
We have gotten more information since we last met. We know that there are specified targeted areas of funding. They have been identified as repair, rebuild for roads, bridges, and rails. There is a goal to improve healthy and sustainable transportation, to build a network of EV chargers, access to high speed internet. There is going to be funding available to prepare infrastructure for the impacts of climate change, cyberattacks, extreme weather events, funding for access to clean drinking water, and funding for airport improvements. Many of us in finance have been waiting to find out what would be available. It is actually not 'one size fits all.' It also doesn't deliver on a lot of what we already have in our CIP. It's not going to help us address our financing problems. We have found out that matching funds are likely to be part of the equation to leverage any of these dollars. As we talk about reaching capacity and needing to raise revenue to pay for debt service, we won't have capacity to probably make a match to leverage these dollars. One such example that has potentially been discussed is a potential for CAT to receive up to $37 million. In order to leverage those funds, it will require a $2 million match approximately. That is not in our current CIP. It also doesn't leave us a lot of room to be able to address these. As we think about the CIP, it is another thing to think about in terms of making decisions.

Next Slide – Planning Commission Discussion Items
When we met on the 23rd of November, these are the things that staff heard the Planning Commission throw out as ideas for potential reallocation or changes to the CIP.

Commissioner Dowell – The one question I had she answered. That was about the reduction in funds for the parking structure. It is important but not probably a high priority at this point.

Ms. Hammill – The message and the decision have been clear that there is probably not a parking structure in the future, which is why the funding was reduced. Final decisions in terms of what will be needed or required to deliver on our obligations to the County have also not been decided. The money that is being left in that account will give us the flexibility to let that agreement and those conversations happen. Should all of that money not be needed, they would go back to Council for Council to redistribute that money in the CIP.

Commissioner Habbab – On the slide where we looked at the expenses, in 2027, it had about $4 million. I am looking at the projected numbers. It has $2 million. I was wondering where that other $2 million was coming from for 2027.

Ms. Hammill – What we have in there for 2027 for affordable housing is $925,000 for CAHF, $900,000 for supplemental rental assistance. Those two are funded level for 2023 through 2027. There is $2.25 million for Phase IV Friendship Court. That gives us the total of $4 million, 75 thousand.

Commissioner Habbab – With the pie chart, where would the CIP budget be in that?

Ms. Hammill – The CIP is budgeted from debt bonds. That comes out of the General Fund in the form of debt service payments. That's the piece of the pie sticking out. The other money comes from cash from the General Fund in the way of a transfer. That shows up in the infrastructure in transportation in the non-departmental piece of the pie. The total CIP budget doesn't show up here. The debt service is spread over 20 years. For 2027, we have $19 million of bonds. We are just showing the annual debt service for that out of the General Fund. That is spread over the life of the project.

Commissioner Habbab – I was wondering about the debt capacity. There is the proposed sales tax increase. How would that impact the real estate tax increase that is also proposed? If the sales tax happens, does that mean the real estate tax doesn't happen? Is that still needed?

Ms. Hammill – That would be for Council to decide. What we do know is that the sales tax proposal, if that was to pass, it first has to pass the General Assembly. It would have to go to a referendum for city voters to approve. If both of those things happen, that is roughly a $12 million revenue stream that would come in. It has to be used on school projects. We could use all of that money to pay for the school reconfiguration project; pay for it using that money over a short period of time or certainly to pay all of the debt service. We would probably not have to do a tax increase to pay that.

Commissioner Habbab – We find out in a month or so if it passes the General Assembly?

Ms. Hammill – I believe the General Assembly meets in January. We should get an indication at that point. If it passes there, it would go on a November ballot in the city.

Commissioner Habbab – I have a question about the school project. I am wondering if there were options to see what we could value engineer the numbers for that project.

Mike Goddard, Project Manager – There was always the opportunity to value engineer the project. We started out with a budget of around $50 million. It was determined from the community design group that was probably not going to give us the project that would best meet the demands of the city. We did get approval from City Council to raise that budget to design towards that $75 million budget. If there was a change in direction that could always happen if so directed by Council. We are in schematic design right now with a targeted budget of $75 million.

Commissioner Habbab – With the parking structure, what is the leftover money in that account? I heard $4.2 million including the 2023 allocation.

Ms. Hammill – $1.3 million is currently in the proposed budget. That is pretty close to the amount of money that would be there for that. There have been no decisions because those conversations are still happening with the County. Is it too much or too little? It is hard to say right now. We're trying to leave ourselves some flexibility because we do have those contractual obligations.

Commissioner Russell – I was struck by a note in one of the slides that said reallocation is possible. That could mean revising the FY22 budget, which is a fascinating thought. Though we are looking at the FY23 budget, what we plan to spend in the future, we have also been looking at what the balances are on our FY22 budget. In a lot of those categories, there is a lot of money that has accrued over prior years. We have been trying to talk about it holistically, what is realistic, and what we could actually accomplish with those total funds available. Is that an exercise that has been done before, adjusting the prior year budgets or existing year budgets midyear?

Ms. Hammill – We wouldn't tackle it by budget year by year by year. What we do every year, right before a bond issue, is we send out an itemized project list to all of the project managers. They get a list of accounting all of their projects. What is the budget? What has been spent? We ask them to provide a status update in a couple of ways. What do you plan to spend between that time period and the end of the calendar year? We're asking that because we sell bonds based on cash needs. We're not going to sell the bonds until you have spent the money and we're reimbursing ourselves. We know you're going to spend it in a very short period of time. We ask for that information. We also ask them for a status update on the project. That information is used to size the bond. It is also shared with management and our budget team. Last year, went through an exercise where we provided the authorized but not issued bond list, which is how we came to a conclusion; that's how West Main got tabled. In addition through conversations and passing the proposed budget last year, that's how the parking garage funding became a discussion. Any of the funding for any of the projects that has been reallocated or is not moving or has stalled is something that we look at. It is not typically something we have done publicly. It is part of our process when planning the CIP and presenting a proposal for new funding.

Commissioner Russell – This question is around affordable housing and how much of our budget, which includes capital and operating, would we put under the category of our affordable housing (meeting the goals of our affordable housing plan). It states a funding level of $10 million annually. We know that in the capital budget we are not hitting that mark. I am wondering if there is an operating side that we're not seeing. How do we get at that whole picture?

Ms. Hammill – An analysis has been done. I know that a list has been created. We are doing other affordable housing things. Things are on that list such as tax relief, the CHAP Program. There are items that are not only capital projects fund and general fund but in other funds as well that do hit that affordable housing mark. We do have reports on that.

Alex Ikefuna, Director of Community Solutions – In terms of the categories, the consultants are trying to compile a comprehensive inventory of the city's investment in the past 8 years. Hopefully by the time they are finished, we will take a look at what they have, review it, and eventually the Planning Commission and City Council will get the final report. Some of the programs such as tax abatement, human services, affordable housing program, or rental assistance are not included in the CIP.

Commissioner Stolzenberg – I notice there is an unfunded item for revenue sharing grant matching funds that would have to be applied for in FY24. They would come through in FY29. I know in last year's responses there was some talk about a revenue sharing grant that was awarded that would be giving FY25. Are there opportunities to expand the amount of funds available for various projects on top of the amount that we have in the CIP now? I see there is a revenue item for revenue sharing for East High utilization. That ends in the current fiscal year. There is no other revenue sharing revenue items. Is that not reflected in the CIP?

Ms. Hammill – With revenue sharing, it is typically a 50-50 match. For every dollar that we are rewarded from VDOT, the city has to match that dollar for dollar. It comes down to priorities. Can we apply for those? Sure. If we are allocating dollars for that match, we're taking those dollars from something else. At this point, we do have on the books from previous CIPs other projects that are in the mix where there is revenue sharing. We have allocated dollars. There just aren't any new dollars reflected here for revenue sharing.

Jack Dawson, City Engineer – We asked for the revenue share in the General Fund to match future grants. When you look at them, some of them are like East High. Some of these are pretty old projects. We have changed how we do it over the years. That is a single source to match for that project. The general revenue share request was to be there so we could put matches up for multimodal improvements or fits the bill. With sidewalks, we had approximately $650,000 at the time and we used $500,000 of that as a match for revenue share. If we had a dedicated fund, we can use the sidewalk fund to do the sidewalks and fill in gaps from the priority list without tying it up with the state funding. We're happy to leverage what we have with state funding. It would be nice to have both of those options.

Commissioner Stolzenberg – Is the advantage of that is that it is quicker? We don't have to wait for the state funding to come in.

Mr. Dawson – For our multimodal grant that we got for sidewalks, we can't use that until FY23/24. We can't add any new sidewalks until that money comes in. We have to have a consultant design these things. When the money starts to come in, we start designing and prioritizing it. Our current revenue share grant is for a list of multimodal projects. The first thing we have to do is go through those, get updated estimates as we go from a concept in the Bike and Pedestrian Master Plan to a real project. All of those estimates are going to change. We submitted around $1.4 million worth of projects. That is probably like $2.1 million worth of projects when we start going through that and developing that. There is a time impact. It essentially doubles our money. You never know how this is going to work out. VDOT did end up both delaying it and reducing their match. It essentially went from 500/500 to 395/605.

Commissioner Stolzenberg – When we put money into the regular sidewalk account for future fiscal years/next fiscal year, would we expect to tie those up in revenue sharing projects as well to get that extra grant?

Mr. Dawson – There is a lot of hypotheticals on this timescale. If we get funding for revenue share, it makes sense to me. This has been our very general policy that city leadership has supported to apply for revenue sharing and match those funds. That will probably be our intent without the dedicated revenue share; use the sidewalk funds to match those projects.

Commissioner Stolzenberg – Is it fair to say that because of that timeline of revenue sharing, we would expect to have that decent size balance sitting in there because those funds are committed? We won't get the match until later. If we don't continue to backfilling funds each year behind those, then we can't get our revenue sharing for the year after that? When we have these multiyear gaps in new sidewalk funding, we're looking at a pause in new sidewalks; falling behind on what our schedule would have been for sidewalk construction?

Mr. Dawson – Very generally, that's correct. This year's cycle is smart scale, which is 100 percent funding. That application process starts now. We're thinking about what projects we want to go for. Next year, we will not have any funds to match revenue share at this rate. We will have $100,000, which is not going to get us very far.

Commissioner Stolzenberg – Going back to the conversation of rearranging funds, if we're taking a bondable project, like sidewalks, would it make sense to do it instead of $100,000 a year of each fiscal year, to frontload that so that we could do a revenue sharing request now. We're probably not issuing those bonds until later. At least we have them, 'in the bank' as authorized but not issued so we can apply for those matching funds?

Ms. Hammill – To simply answer your question, 'yes.' What we are faced with though is priorities. Keep in mind that there is not just a single sidewalk account. We also have other funds that are addressing other sidewalk issues such as ADA ramps, curb cuts, and those kinds of things. Simply, 'yes.' Ideally, we're not always in an ideal situation. We have to figure out how to best fund the immediate need.

Commissioner Stolzenberg – With the paving item, I recall from the responses, we target a paving condition index of 65. We're at 69. We're doing a little better than the target. Prior to COVID, we were at a million a year in projected funding for future years for paving. We now have $1.5 million for this fiscal year, $1.25 million in the draft, and $1.5 million after that. I get that constructions costs have increased. What would be the impact of reducing that to $1.4 million a year in the out years, which is a relatively minor reduction for that (6.5 percent)? It would be doubling the sidewalk budget if we reallocated it that way. Would that see us falling behind?

Ms. Hammill – Speaking specifically of what the impact would be, I can't answer that. Pre-COVID, in prior years, we were paving close to $2 million a year. That has slowly been reduced for several reasons. One was primarily that there was a pause at one point to go back and look at sidewalks and curb cuts and to be more deliberate about getting those on the same schedule. If we were moving along, we were able to address the sidewalks and curb cuts before the paving or vice versa. There is also lots of coordination that happens with utilities. As they're doing work and paving is about to happen, we're not going back in and cutting new pavement. Could we cut it? Perhaps. What is the impact? I don't know.

Mr. Dawson – There is no Public Works Director right now. The paving was reduced. It is an operational thing as opposed to a project thing. There almost certainly would be impacts. I can't tell you what you could turn that dial down to that there wouldn't be impacts.

Commissioner Stolzenberg – In terms of priority setting, I think there is a question of where we turn that dial and whether we're aiming to be slowly increasing our paving condition index, whether we're trying to stay even, or whether we're allowing ourselves a slight decline as long as we're above our target. To

me, it makes sense to prioritize that last one; to set that as our priority and roughly stay 'treading water.' Maybe allow ourselves a slight drop, given how large that budget item is and how much impact shifting would have percentage wise on increasing it on other items.

For affordable housing, I am looking at the Affordable Housing Plan, (pg. 49) which talks about the division of that $10 million funding per year. It calls for $2 million in tax relief, $7 million in direct subsidy, and $1 million in administrative funds. For tax and rent relief this year, we're looking at $1.82 million. In the draft fiscal year, there is $7.3 million in the CIP, which puts us at $9.1 million plus administrative. It seems to me that we're at about the right target for this year. We stay at that through FY26. That's where it drops, when we hit our bonding capacity. We can't give any money to CRHA. Are we hoping that they will be done with redevelopment? Is that the plan? The question becomes: How do we keep capacity available given that is supposed to be $10 million per year for 10 years? Given what is now in there, it is just Friendship Court and CRHA Redevelopment and no other projects beyond $900,000 a year given to the CAHF, which is going to be split up? Does it make sense to be trying to pare back other programs enough that we can keep some amount of capacity going through FY27 or later? Maybe dialing back spending on everything in previous years rather than that hard cliff? Are we thinking that we would have cash funding potentially available in FY27 and later?

Ms. Hammill – Should we think about moving things around? That is more of a policy discussion for both the Commission and Council to mull over. Will we have cash? Bluntly, as currently proposed, when we're talking about multiple cents of tax increase for one project (the school reconfiguration), you're using up your ability largely to raise the revenue, which is for the tax increase. It doesn't leave you a lot of room in future years. That would be one nice thing if we could offset with the sales tax. That would alleviate that problem. What we are currently looking at, that is the reality for both affordable housing and any other project. We're putting all of our eggs in one basket that is before you.

Commissioner Stolzenberg – Was there a concern from staff that having to use up our capacity could put us in a risky situation in case we needed to do some large project? Are there general reasons to keep that room available beyond just trying to keep things funded steadily in later years? Do we have a little room in this scenario?

Ms. Hammill – Currently, there is no room. What we're showing you and what the projections show is that there is no room. We're using the capacity. We're buying down all of our debt service reserves. We're talking about a tax increase. Our flexibility will be extremely limited. Is there a policy about how much you should keep back? I don't know if that exists specifically. For anybody who follows government finance, from budget to budget, year to year, when we come to you with a CIP plan, the last two years have been extremely rare. The plan that was put before you the first year looks very similar to the plan being presented to you again. Typically, there are pretty big changes because big, new, exciting things come along. We try to address those in the current year. If you don't have the flexibility to address those types of things, it is concerning. If that is our priority or Council's priority, arguably we're meeting the mark. It really is a value judgement.

Commissioner Stolzenberg – In this draft, we hit zero in the final year. It is years beyond that it is going to stay at zero? When do we see ourselves getting off of zero? When we do, is it going to be all at once that we get back to the amount per year we're bonding now or are we still looking at reduced amounts for years after that?

Ms. Hammill – The numbers we presented are projections. Things change a lot. With some of the projections, there are a lot of variables in there; interest rates, assessments. There are a lot of assumptions that have been built in to the 10 cents we talked about, the bond capacity. As one of those numbers change, it all shifts. There is not a hard answer that I can give you. What I can say is that current projections are such that, in roughly 3 years, we would be exceeding 10 percent policy in one scenario. In one scenario, we were exceeding our target of 9. We will be burning up all of our reserves for debt service. What happens now is the way that we're able to manage the CIP, is we manage our projects and our bond issues to a level that we can afford. If we were not at our maximum capacity and a sidewalk project for $2 million came up, we would evaluate that project and say that we can get it in the CIP this year because we can afford it under our current debt service. If you notice from our budgeting for debt service, a lot of times what is coming out of the General Fund is more of a level annual contribution. We're able to do that because we have debt service fund balance that can buy down some of those increases. Under the current scenario, using up all of that debt service reserves, we're also having to increase the General Fund transfer to be able to pay the new debt. We're adding on $75 million all at once. It doesn't give us a lot of flexibility.

Commissioner Palmer – Can you recollect a time where we have had that zero debt capacity occurrence happen?

Ms. Hammill – Never in my time. I am working on my 22nd year. When we talk about debt capacity, there is a state allowed level, which is you can issue up to 10 percent of your assessed value, which is millions of dollars. There is our policy, which says that we're not going to issue more debt that would exceed a target of 9 or 10 percent debt service limit from our General Fund. We have never been at that capacity. Typically, our General Fund debt has ranged in the $40 to $50 million area. We knew that the CIP was ramping up. We're now closer to the $80 million. Our oldest debt goes back to 2012. Our total outstanding debt is roughly $80 million. When you look at that over a long period of time, you talk about one debt issuance of $75 million, you doubled it in one swoop. That's why we're bumping up to this capacity issue.

Chairman Solla-Yates – We really don't talk about reserve in the Capital Improvement Plan. It does seem important. Could that be a possible thing that we could talk about in this conversation?

Ms. Hammill – Reserve typically means that we're setting aside money so we can draw down from that in an emergency situation. We do have a 'contingency account.' That is typically funded by policy. What happens is that every year at the end of the year, the Finance Director comes to Council, presents the year-end results, and anything that is 'surplus' goes to the CIP contingency. We do have dollars there that can be drawn down for these types of things. It is not a lot at this point. One thing that has happened and will be happening is that in 2021, due to COVID, we didn't fund any cash in the CIP. We deferred everything. We held that in the General Fund as a COVID reserve. We didn't need it. That will be coming to Council at the next Council meeting to vote. By policy, those dollars will be going to the CIP.

Councilor Snook – I am trying to understand as I look at the document on pages 70 to 74 in the packet. It is going account by account/expenditure summary. It is listed that there is a balance for the lump sum. For the lump sum to schools, there's a balance of $3 million. We have been giving them $1.2 million in this

lump sum to schools. I have never understood why we end up running a positive balance in some of those accounts, when I know that there are needs in those areas. Why are those amounts not being spent?

Ms. Hammill – The balance that is included there is truly a snapshot as of that moment. It does not take into account any projects that are perhaps planned or in the works or have been allocated and not have formally gone through a bid process to generate a PO or an expense. The projects that are being contemplated are large projects, which takes more than a year/two of funding to get to that total to pay those out. It does look like there are balances but they do have pretty detailed plans for how they are envisioned to be spent.

Councilor Snook – One example would be that we're suggesting another $200,000 for this coming year and the 3 years beyond that for the SIA implementation. The balance in that account is over $1 million. It has been over $1 million for quite some time. Is there some issue there? Is there a reason we're not spending the $1 million that we previously allocated?

Mr. Ikefuna – I think we have been spending some of that money for the Form Based Code that came from that. We have Pollacks Branch Pedestrian Bridge that is currently being finalized for construction. There are several projects within the SIA that consume that balance. There is an Elliott streetscape project, which is currently under design and about 95 percent complete. We have the Belmont Bridge, which is fully funded. There is always the tendency for some cost run-over or some kind of spillover financially. That could be a source of funding for that. There also is the PHA. Part of the Friendship Court project includes infrastructure improvement because they have to break up that neighborhood and integrate that into the city grid. CRHA does have massive development projects, which includes infrastructure. There are several ongoing projects right now that will consume that balance.

Councilor Snook – When I look at this. I literally see at least $10/15 million worth of funds/fund balances for various projects to which we are allocating more of our money. We're allocating more money this year. With the SIA, we're allocating $200,000 when there is already $1.2 million in that account. Unfortunately, we don't know when there is a fund balance there that isn't likely to be spent. We don't know what the plan is. With small area plans, we're putting in another $100,000. The balance for the project is $496,000. Other than Cherry Avenue, I don't know what is coming next for that money. I wonder if we're scrounging around looking for money here or there to put towards a new sidewalk. We're putting another $100,000 into Small Area Plans when we haven't been spending money out of that account already. We have 5 times that amount already in the account. I asked these same questions last year. I didn't feel I completely understood the reasoning as to why we end up putting more money into accounts and building up money in accounts like that. I keep looking at these things and seeing places where we're putting money apparently into accounts to not be spent until the next time around. As a general proposition, I look at sidewalks. It is the same issue. The balance for sidewalks is already $500,000. That might be last year's allocation or this fiscal year's allocation. We also see other funds available for another $1.4 million. I find myself looking at these accounts that we have been putting the money in on a regular basis and building up these balances. When we're scrounging to figure out we might put in another $100,000 into building new sidewalks for this year, I find myself wondering why we keep putting money into accounts that aren't getting depleted.

Ms. Hammill – Those are good, legitimate questions. In 2021 and 2020, the direction was please pause the CIP expenses. We didn't know what the impacts were going to be. We need to maintain what we need

for operations, etc. Many projects were put on hold. In ramping those back up, it takes time once that pause was released. That is some of the balance issue. Are there areas where we could ask those questions and do that research and get that information for someone to decide that you maybe don't want to put more money in? Absolutely. That's part of that whole reallocation conversation; either from monies that was previously budgeted or monies that are currently budgeted and to look at those and ask those questions.

Councilor Snook – I have specific questions about specific funds like that. Maybe I can talk with you and have you explain to me why we're doing it. With The Small School Capital Improvements there is another $200,000 going into it. The balance is $3 million. That doesn't make much sense.

Mr. Goddard – I manage the Small School and Large School Capital Programs. There are some elements of what Ms. Hammill said that certainly play into it. Other things that effect our ability to spend down on those funds are large projects that come through. We often have large things that come through that are prioritized at the moment. The same people who are trying to spend those small capital dollars are the ones who manage the projects. We would not be happy to see those funds go away. Those expenditures are needed. All of those funds are programmed and planned 5 years into the future. We're happy to share those plans at any time. At the same time every year, our division asks for more FTEs to help with that workload. If we're never going to get those people and the large projects are going to keep coming, your question is a very legitimate one.

Councilor Snook – If we were giving $200,000 a year to small capital improvements and there is $3 million in the account, I have a hard time understanding why there is $3 million worth of small capital improvements that haven't yet been done.

Last year, I noted that in the authorized but not issued account, there was $1.7 million for school small capital projects from 2017 that had been authorized but not yet spent. I don't understand the scheme.

Councilor Payne – With what we're discussing tonight, is it accurate that it doesn't contemplate at all the costs that will be coming from permanent fire department staff members that were paid for by one time stimulus money from the federal government? Two recurring school expenditures were made with one time funding from the federal government? Our wage and compensation study, which would likely require wage increases across the entire city for employees? Any recurring expenditures the city itself made with one time stimulus money? Any deferred departmental requests, including things like full time staff members?

Ms. Hammill – Yes to all of those questions. This does not contemplate any of those things. All of the things that you mentioned are operating budget things. If you recall the piece of the pie and how it was divided, all of those things are competing with the debt service piece of the pie and the cash contribution that goes to capital projects fund. All of those things are competing factors because our sources of money are one pot. With how we choose to divide those up, the needs and the wants are plentiful. If we decide to direct more/tax increase to debt service, those dollars related to the tax increase aren't available to help offset other things in the operating budget.

Councilor Payne – Given that, do we have a sense of the total dollar amount of what those bills will be and when those bills will be coming due and what we will need to do in terms of our fiscal planning and priorities to make it so we can pay those bills?

Ms. Hammill – We know a couple of those things. With the FY22 budget, we do know that the schools funded $4.5 million of their operating increase with one time federal money. The addition of the additional firefighters with the Safer Grant is either $1.8/1.9 million that will be coming online in March, 2023. There will be three months of impact on that in the FY23 budget. The fourth rate will be coming online in FY24. In terms of the federal dollars that the city has allocated for ongoing expenses, the Finance Director is managing that. For the most part in allocating those dollars, we have been conscious about trying not to allocate those to necessarily ongoing expenses but to address immediate COVID needs than one time things. I am not going to say that there is an operational impact. It is largely small in comparison to the dollars we have spent.

Councilor Payne – When you factor in the schools, fire department, wage & compensation study, and deferred departmental requests, we're looking at a $10+ million bill?

Ms. Hammill – We are early in the stages of the General Fund. We have received the budget. I don't have the tally for you on what the new departmental requests are. I do know for the comp study, from a prior year in, we allocated $1.25 million that is in the CIP to help pay for the comp study and there were additional dollars to help address other related needs. To fund any kind of pay scale change, there are no dollars contemplated or included in that.

Councilor Payne – I definitely want to highlight how important some of those departmental requests are. We have deferred them for several years. They are intimately and directly connected toward the ability to execute our Climate Action Plan process, the Affordable Housing Plan, manage sidewalk and bike & pedestrian infrastructure projects.

ii. Public Hearing

Peter Krebbs – I am speaking on behalf of the Piedmont Environmental Council. I have the honor of being part of the steering committee for the recently passed Comprehensive Plan. The Comp Plan is appealing because it balances density and improvements to make this livable and sustainable. That includes safe places to walk and bike. The Comp Plan mentions bike and walking over 150 times. There are more than 50 references to parks. The word 'tree' appears 130 times. The city will place an emphasis on enhancing networks from safe streets for walking, riding bicycles, and public transportation. The Plan cannot succeed without robust funding. The current CIP dramatically reduces funding for new sidewalks, bike lanes, and other infrastructure that makes this place livable. This was part of downward trend that began a few years ago. It got worse during the pandemic. At this point, the proposed funding is described as minimal. You need to allocate the full $600,000 for sidewalks. Increase the Parks lump sum and direct to trails and canopy restoration. Have a pool of funding to match federal monies. A recent experience with the Stribling sidewalks showed that infrastructure is necessary and expensive. In 2022, I would like for you to work with the new Public Works Director. Hopefully, a new transportation planner will get underway a significant section of the priority list. The city's budget is the first real opportunity to decide whether we're serious about the Comprehensive Plan.

Matthew Gillikin – I am speaking on behalf of Livable Cville. The approval of the Comprehensive Plan was a historic moment for our city. It provides excellent guidance for prioritizing capital projects. The city's current proposed Capital Improvement Program is an improvement compared to previous years. We believe several changes will bring our budget in line with the priorities that the new Comprehensive Plan lays out. The first strategy of the Comprehensive Plan to address affordable housing is to dedicate $10 million in average annual spending to fund affordable housing and programs. With transportation, the community statement of the Comprehensive Plan states that the city will expand transportation options for walking, biking, and transit. We are asking for several changes to the Capital Improvement Program. We strongly recommend funding the affordable housing fund with $3 million a year. Increased funding will help local families maintain and secure affordable housing. Remove funding from the Courts parking agreement. It is economic and environmental malfeasance to spend $4.3 million on additional parking. Increase the funding for new sidewalks, sidewalk repairs, safe routes to school, and citywide ADA improvements. Accessible and complete sidewalks are essential to making Charlottesville a safe and walkable city. Increase funding for bicycle infrastructure. The Comp Plan states the need to improve the bikeability of Charlottesville. Fully fund the Tree Commission request for self-improvement and tree planting. Recommend a new line item for improvements to bus stops.

Vikki Bravo – I am with IMPACT. In our community prior to the pandemic, 3780 families in our city were one paycheck away from homelessness because they pay more than half their income for housing. That is enough families to fill the Ridge Street and Belmont neighborhoods. Hard working people should be able to afford housing and have money for groceries and other necessities. We already have a proven solution: The Charlottesville Affordable Housing Fund. How do we know it works? Over 1100 affordable homes have been built, rehabbed, or preserved since 2007. Places like Carlton Views, The Crossings, and numerous Habitat for Humanity homes would not be here if not for the CAHF. There are upcoming affordable home projects at MACAA and Park Street Christian Church that will be counting on the city's support to make them possible. We call on City Council and Planning Commission to allocate $3 million annually to the CAHF for the next 5 years. We call on City Council to find dedicated income streams to make that goal possible. The new land use map and affordable housing plan don't mean a thing if we can't fund our goals.

Josh Carp – We now have a Comp Plan. It is really good. We are now supposed to build a connected network of sidewalks, bike facilities, and trails to support increased walking, biking, and transit use. We are supposed to create safe walking and biking routes to every public school. We are supposed to consistently apply universal design features, including ADA standards citywide. I am having a hard time reading this budget and comparing it to the Comp Plan that you passed. The Plan calls for more sidewalks. We have gone from $2 million for new sidewalks to $300,000. That's a huge cut. Sidewalks have not gotten better in the last 2 or 3 years. There is a smaller and galling cut to bike infrastructure. The Plan requires safe routes to school. We're denying a pretty well-matched funding request to the Safe Routes Program. The Plan calls for increased ADA access. We're denying a request for that as well. There are a lot of cuts. There is still money for downtown parking, which we don't seem to need. There's increased funding for paving and milling. I did not see paving and milling in the Comp Plan. There is funding for the SIA implementation. I have no idea what that money is for. I don't think this budget fits with the Comp Plan you have worked on. If we're serious about the Plan, we will need to cut funding on car infrastructure and reallocate funds to walking, cycling, and transit. We should allocate funds that are in line with the Comp Plan.

Brad Slocum – I would like to speak about the current fiscal year allocation of approximately $1.3 million for the contractual obligations to Albemarle County related to parking. I encourage the Commission to examine any and all ways to refine and reduce the budgeted amount and reallocate to unfunded items like the green infrastructure opportunities. Given the urgency of climate change, the Planning Commission and Albemarle County must work together to prioritize CIP allocations that reduce dependency on single driver and parking dependent modes of transportation. Funding for similar initiatives like Park and Ride, greener infrastructure, and more walkability would be visible improvements that residents and commuters could see improve their daily lives. I would like to congratulate CAT on their receipt of significant grant funding for zero fare service.

Chris Meyer – I want to thank councilors, commissioners, and city staff for the efforts that they have been making in regards to developing the CIP and improving this community. Going back a couple of years ago, school infrastructure funding was not prioritized, which left the city schools with a huge deficit in building modernization. While school modernization was not being prioritized, one local private school (STAB), between 2006 and 2019, raised $90 million. When I compared the city's 2007 to 2020 CIP budgets for school related allocations, it was only able to allocate $34.8 million to school investments. Ninety million raised by a private school versus thirty-five in the same time period by the city. There is plenty of money in this community to supporting education; just not always the public system. While I am happy to hear that we could have a sales tax increase to support school funding, it is still regressive when compared to our local property tax, which utilizes the Charlottesville Affordability Program to make it more progressive. Charlottesville's current tax rate is well below the 2019 state median for cities at $1.09 per $100 of value. Taxes do impact low income households. What happens if we don't raise taxes? The alternative is that low income people don't get the same opportunities as middle/high income people because the city can't provide basic services. Low income people only have the public school system as the option to where they send their children to schools. High income people can send their children to private schools. Opportunity is now equal. We need to carefully think about taxing, raising revenue. I encourage the Planning Commission and Council to strongly think about raising as much revenue as possible to fully fund all of the infrastructure.

Josh Krahn – I co-signed the letter from Livable Cville. I agree with what Josh Carp and Peter Krebbs said about walkable, bikeable, transit. There was a slide that had funding coming from the infrastructure (federal funding). There was a list item on there that said "improve healthy, sustainable transportation." That means sidewalks, protected bike lanes, and improved buses for Charlottesville. What kind of funding are we going to expect? What can we dream up to do with it? Staff mentioned that in past years, we have been spending around $2 million a year on paving. Why aren't we also spending $2 million on sidewalks? Why are pedestrians' 2nd class people? Why are bicyclists 2nd class? We're certainly spending more on car infrastructure. The city has made significant goals to reduce climate emissions in the near future. We can't do this without improving walkability. That starts with connected sidewalks on every street within the city limits. The Comprehensive Plan that was passed was a 'banger.' We now need to act on it.

Crystal Passmore – I concur with everything the previous commenter just said. I would like to advocate for money to be put towards biking and pedestrian infrastructure and to actually spend that money. I know that the money for sidewalks is woefully inadequate. I know that the city does not prioritize fixing our sidewalks. This is reflected currently in the CIP and the spending for sidewalks in previous years. I would like it if it was easier for myself and others to bike, instead of driving in the city. We need to put more money into getting people out of cars as opposed to spending money to keep people driving. We need to

make biking in this town easier and safer. We need to allocate money towards protected bike lanes and actually spend that money. We have a large line item for transportation. When we allocate that money, we don't need to give all of it to paving roads. We need to split that money across biking and sidewalks. These are modes of transportation, not just for recreation. Please find the money accumulated and allocate more money away from roads and towards other modes of transportation.

Katherine Slaughter – I know that you have many large projects and limited funds. I ask that you consider a small allocation to refurbish the Drewary J. Brown Memorial Bridge, which memorializes 37 local citizens who crossed racial and economic bridges to make Charlottesville a more equitable community. A city monument to local people, the bridge needs a few simple improvements to make it more visible and to properly commemorate its honorees. Five years ago, the Blue Ribbon Commission on race, memorials, and public spaces unanimously recommended that the city enhance its visibility and appearance of the bridge. My comments have also been endorsed by former colleagues on City Council. We request appropriate and visible signs announcing the bridge on its east and west ends. This signage should draw the attention of drivers, pedestrians, and cyclists. The city, through its consultants, has developed design plans to replace broken and missing plaques. These plans should move forward. Banners on the bridge light posts could feature images of the bridge builders, which would make this memorial more visible and get people to know something about these individuals. We ask that you ask staff to price out these items and put it in your CIP. At the time of refurbishment, a citizen's advisory group be established so we can celebrate these local people.

Gregory Weaver – I want to urge you to commit to reallocate the money for the parking garage towards projects to get cars off the road. Not only will doing so strengthen the strides we are making in the Comprehensive Plan, if done the right way, this reallocation can have a significant effect on our climate impact. Remember that Council committed to reducing our emissions by 45 percent by 2030 and becoming carbon neutral by 2050. These are fine goals. We should be thinking far more radically. 2050 should be the absolute latest we become carbon neutral. The projection that we won't have new bond funding a few years starting 2027 is alarming. We are on the planet's time. Climate change is not waiting for us. We need to have a long-term vision for the city that cuts our dependence on cars that we are willing to start acting on right now. We need to pour as much money that will mitigate our contribution to global warming. That means focusing on mass transit as well as pedestrian and cycling infrastructure. We need to transform the way we get around in the city. Let's reallocate this parking garage funds and think about reallocating other funds to projects that will get people on the bus, bikes, and new sidewalks. I would love for bus stops to be transformed to improve safety. Doing so is one of the fastest ways to make the largest potential impact on ridership. I am concerned that if we don't soon act on this, the Youngkin administration is going to cut more from mass transit initiatives.

Claire Denton-Spalding – My priority for speaking is to target the city's climate goals and to use the work that you are doing to target those goals, especially the emission goals for 2030. Given that we have one shot at funding some of these activities in the near term due to the decrease of funding in the bond issue. I encourage you to reevaluate some of these priorities. There are quite a few unfunded investments and infrastructure like biking and walking. There are opportunities to make positive change while we still have the money and flexibility. I would like to advocate for a few things that you mentioned. I wanted to support allocating funds towards CAT to get that match that you are mentioning. I would like to second the funding for the Park and Ride. This is an unfunded section with the $3.6 million from the state and federal. I would like to support the idea of bicycle infrastructure. I can't be alone in finding the biking in

Charlottesville to be a terrifying experience. I would love to continue to support improving bike transportation. It would improve the experience of living in Charlottesville for many of its residents.

Peggy Van Yahres – I am speaking tonight as a representative from a new project that the Tree Commission just started. We call it RELEAF Cville. We are here tonight to support the Tree Commission CIP request. We support the $100,000 for new tree planting, particularly how rapidly our tree canopy is declining. Since the rate of decline has doubled in the last 4 years, as compared to the prior 10 years, we can project that our tree canopy now in 2021 is under 40 percent. That is a bare minimum for a healthy city. We also support the $105,000 for removal of ash trees. We know that one of the best ways to combat climate change is to protect our existing, large shade trees. If you don't fund this request, our tree preservation budget could be actually be cut in half. We believe that trees save lives. RELEAF's mission is to protect our low canopy neighborhoods health and wellbeing from the rising heat of climate change. We're going to plant trees, preserve trees, and educate kids and families about the importance of trees in nature. We're focusing on the Tenth and Page neighborhood, which has the lowest tree canopy in the city at about 18 percent. This is a dire situation. That is resulting in more heat and polluted related illnesses and higher energy costs. We know that the families in Tenth and Page pay more than 10 percent for their energy costs. The average across the city is 2 percent. We just gave a presentation to all of the 3rd and 4th graders at Venable talking about how important trees are. We want you to be our partners. We will plant and preserve trees on private property. If you fund the Tree Commission request, we will match that number on private property.

Brian Menard – I am the chair of the Tree Commission. I endorse what the previous speaker just said. I do want to stress four points. I like to think of these as loss in terms of tree canopy, the need to invest in green infrastructure, think of trees as important infrastructure, and also hazard liability. On loss, the accelerated decline is about 650 to 700 acres of canopy that have been lost in that period of time between 2018 and 2020. That is out 7,700 acres within the city boundary. It is an accelerating and unstainable loss. One of the reasons for this is investment. We need to invest in planting trees. We have a goal to plant 200 trees a year. We have not been doing that. We have been losing ground because we have to replace trees during the year. In the last fiscal year, we planted 23 trees total. The $75,000 we have currently will allow us to plant about 160 trees. Although, we won't know that until we get the final quotes in because of the inflationary costs of trees and contracting services. If we stay at $75,000 for the next fiscal year in the CIP, we're looking at planting significantly less. We need to invest in green infrastructure. It is important to public health, sustainability for stormwater management, as well as for environmental justice and equity.

Robin Hanes – I am with the Charlottesville Area Tree Stewards. I want to echo the previous commenters. We're so concerned that the city hasn't been able to give what is needed for the planting of city trees. There is so much construction/density you are planning on. The trees are needed for stormwater issues, clean air, and many reasons. It keeps being cut and cut. The quality of life in the city is going to tumble. I really ask you to hear us.

iii. Commission Discussion and Motion

Commissioner Dowell – One of the questions that I heard from my fellow commissioners and city residents is about the unused funds for the parking deck. I would be curious to see the commissioner thoughts on moving funds from that line item and allocating it somewhere else. We already have plenty of

parking downtown that is not being used to its fullest capacity. We definitely need to update our sidewalks and infrastructure. One of the projects that I am thinking about is the one that we just passed. It is great for affordable housing. All of the key components are in the project. We can't get the project done without doing sidewalk construction.

Commissioner Habbab – I fully agree. There is $4 million, $1.3 million that we're allocating in 2023. The rest is in a bucket of money to be used for this. That money could fully fund the trees request and bike/pedestrian unfunded request and the sidewalk request. We would have money left in the bucket to fund our affordable housing gap that we have. I completely agree with doing that. Things come up with the CIP all the time. Projects come up that we fund as the need arises. Why are we saving all of this money when it could go to good use now and provide housing and trees? If we need to spend $100,000/$200,000 to satisfy the county agreement, we can do that when it happens.

Commissioner Russell – I generally agree. It might be prudent to leave some amount dedicated towards that out of good will towards the county. Where we're going is how much we can squeeze out of that parking structure and try to distribute it among other projects.

Commissioner Dowell – We have a commitment with the county. I definitely want to make sure that we're upholding our commitment. I'm just not sure that we need that much money allocated to do so.

Commissioner Stolzenberg – I definitely agree. My understanding is that since we opted to not build the garage, the county gets to choose whether they want the 63 space surface parking lot next to the S&P Building or spaces in the Market Street Garage. If I am understanding staff correctly, they want to keep the money in there and add this extra money to fulfill the cost associated with those. With the surface option, we repave the lot and add gates that is probably the more expensive option. If it's the garage, we add a bunch of signs that say Courts Parking Only and need a validation system for people going to the courts. It seems to me that either of these cases cost a lot less than $4.3 million based on what little I know about what gates cost. I don't know how much that is. I am hearing that the county is going to make a decision soon. We will know which option it is going to be. It will be easy to price out. From our perspective, it makes sense to minimize the amount that we spend on that to the amount needed to meet the obligation to the county, maybe without putting a number on it since we don't know. We know that frees up a few million for all of these other priorities.

Commissioner Dowell – That makes sense.

For Ms. Hammill, what was the option that we could possibly fully fund the school reconstruction without having to raise property taxes?

Ms. Hammill – That was the sales tax option. It has to first be approved by the General Assembly. It then has to go on the ballot as a referendum to be approved by the voters in the city.

Commissioner Dowell – If we can possibly find a way to not cost burden our citizens in this budget so much on the school reconfiguration that will also be part of my preference. Staff has clarified that we will have to wait on that.

Commissioner Habbab – I completely agree with everything that Commissioner Dowell said. I want to bring up Stribling. We tied the development to a sidewalk that we now need to get funded. It cannot happen without the sidewalk. If we look at the Comp Plan we just passed, we call for pedestrian access even though the sidewalk is not at the top of the priorities. Essentially, we're getting it for free. It is about a half mile of sidewalk. I don't see why we can't request that to be funded, to move up the spreadsheet without any significant implications.

Commissioner Dowell – I didn't name the project. That was the project I was referring to. That project hits so many of the Comprehensive Plan goals: affordable housing, access/walkability. It is not safe. I would hate to have to encroach new people in that area without already protecting the residents that already live there. If we could figure out a way to move that up on our priorities. That would be essential.

Commissioner Stolzenberg – Since it doesn't impact our fund capacity and the revenue is not going to be there if we don't build the project. It is a win-win total improvement with essentially no direct cost to us, which is a no-brainer. The thing that I would add is that not only does it pay for the sidewalk, in the draft agreement, Economic Development is anticipating (depending on the development schedule) that the sidewalk would be paid off in about 6/7 years. After that, we're getting that $600,000+ a year in revenue without any strings attached. Very conveniently, seven or so years from now is exactly when we very badly need cash because we have no bonding capacity left. To me, the fiscal implications are pretty clear.

Commissioner Habbab – I have a concern about hitting our bond capacity. Looking at 2027, it goes completely against our Comprehensive Plan. Having $0 for sidewalks, trees, and almost anything, less than half the housing promise of $10 million. It almost seems like we can't afford it. I want to raise that. I am not sure what the motion would be. It seems concerning. If that does pass, we have to go back and look at our CIP budget. We would have to determine what things are CIP and what things are not CIP. We will be running on that 3 percent going in to fund projects. We don't want it to get diluted with other projects that aren't CIP specific.

Commissioner Stolzenberg – Schools are a tough one. The amount of that project (school reconfiguration) is the entirety of the five year 2017 budget. It is this 'elephant in the room.' It does seem like Council and the School Board have approved the project without consulting us. It is a little out of our wheelhouse. It certainly constrains us a lot. I don't know that I am comfortable expressing an opinion either way. I really hope that if we go through with it that the sales tax comes through and frees us from this burden.

Commissioner Lahendro – I agree. I don't feel qualified to even have the discussion because I don't know the issues involved with the educational reorganization. I just look at the broad picture and see the imbalance between all of the funds going in one place and disregarding the rest of the city's needs at the same time. I am just trusting that someone has a game plan and has figured this out in the back. We will all find out about it and we will all be OK. I was interested in Ms. Hammill's presentation. The first of the four keys to an excellent bond rating is the economy and the demographics. That means keeping the people wanting to live in this city. When you start sacrificing infrastructure, trees, utilities, sidewalks, and parks, you start sacrificing that for one overwhelming need, it seems to me that it becomes a less desirable place to live. You start jeopardizing that first key point.

Commissioner Habbab – I am not against the project. I am not comfortable with the bond capacity situation. Hopefully, there is a better solution.

Commissioner Lahendro – My main focus is restoring the delta between what the Tree Commission requested and what is in the current CIP; about $80,000. I feel like there is room in any number of places for providing that small bit of change compared to the other larger expenditures that the city is committing itself to; even if it is to get rid of the small area plan budget for one year. We have more important needs. We have greater needs.

Commissioner Russell – I want to bring something new up. Ms. Hammill, you alluded to this exercise in which you can go back and really push on project managers to give a project update on their projects and the status of what is left to spend. Councilor Snook brought this up as well. Are we overfunded in these categories? That exercise would be useful. I don't know, from a motion standpoint, if it is something that we have to have a motion to do and go back and be really judicious about FY22 and what is still in the balance. I wanted to bring up the topic of the small amount to remain in the West Main Streetscape around the Drewary Brown Bridge, the bridge builders, and Kay Slaughter's plea to keep some money for that initiative. I don't know if we have a number in mind or if that number could be available. That would be a worthy initiative.

Commissioner Stolzenberg – On the bridge builders' bridge, would that potentially be an operating item that wouldn't go in the CIP? I know that Parks and Recreation puts up all of those banners on the Mall five times a year. I wonder if there is another route that we could explore with that. It does seem like a worthy thing in itself. In terms of things I would like to explore but not necessarily act on, there was talk of Park and Ride. I got the sense that it is still in the early stage of planning on that. I wonder if that is more the county's 'wheelhouse' than ours, given that a Park and Ride in the county for commuters to the city would be serving county residents. With bus stop funding, I would like to understand whether it makes sense that we should be funding that ourselves or whether that is the sort of thing where you would be getting grant funding from the federal or state government to do that. It certainly seems like a worthwhile thing to do that. I don't that we do that much right now.

I have some suggestions. I think everyone's suggestions to fund have been good. I also have some suggestions for things to defund. The parking structure is authorized but not issued; minimize that amount. We had a discussion earlier about milling and paving. I would specifically say that we want to target or collaborate our spending on that in a way we're not going under our long term target of 65 per our index and we're not defunding it so much that we're increasing that amount. Whether that means a small reduction of something like a $100,000 a year on that $1.5 million or alternating years going down $1.25 million like we're doing this fiscal year. I don't have an exact suggestion. I would like that general sentiment to be something that we say if others are agreeable to that. With things with big balances, it seems that there are few different buckets those fall into. We have a pretty compelling argument for sidewalks to have that big balance. It lets us get those state matching funds that multiply our money but require tying it up for a couple of years. If our revenue sharing kicks in next year or year after that, we're going to spend all of that. We're going to have nothing in the pot. We're not going to have any revenue sharing applications that we applied for from several years ago that would trigger in the following two years. We very much need to refund sidewalks at the amount that we saw before COVID, the FY21 budget ($300,000), or ideally at the full $600,000; potentially frontload that money. Instead of using up a little bit, we're to get it done all at once, get those applications in the pipeline for matching funds. Other

things with big balances that don't make as much sense to continue building up include the Economic Development Initiatives Fund. It has over $1.5 million in it. There has been very little spent out of it in a given year. I am not clear on what has been spent out of it before. They seem disjointed, not necessarily economic development. It seems like a pot of money to draw from. I don't know if that is a great way of planning. I am not suggesting that we withdraw the $1.5 million that is in it now. Maybe we should stop funding it at $150,000 per year until it starts to draw down. To the point about this 'giant elephant' taking up all of our capacity, we need to be treating the next few years/four years in a little bit of similar austerity mode as we treated the last fiscal year where we put a big stop to things that weren't absolutely critical or super important. That is what removing funds from items like that come into play. I would add to that the small area plan fund. It has about $500,000 in it. I believe small area plans cost about $500,000, judging what the Cherry Avenue one cost. Let's maybe put a pause on that; at least until we do one of those. I would imagine we would be doing one of those at a time. I also feel that we have done a couple small area plans. Several of them are 'sitting on a shelf' not doing much, like the Hydraulic Small Area Plan. Others like the SIA Plan, we are devoting a lot of resources into implementing them; millions of dollars through the strategic core directly, which is the centerpiece of the plan in reintegrating that into the street grid, the parks. Separately, we have this SIA implementation fund, which has a lot of money in it. There are certainly some good projects like Pollocks Branch, Elliott Streetscape. It is similar to the Economic Development pot. It is a 'grab bag.' It seems to me that the Pollocks Branch Bridge or Elliott Streetscape should be line items in themselves. Continuing to fill up this bucket to draw from makes less sense than that. I would say to take a look at what we have planned for that. If that is the $2 million in there, maybe put a pause on that. Use the recommendations in the Small Area Plan to help guide our decisions in using other pots of funds. If we have a really big item come up, put that in as a top level CIP item.

To recap, I would pull from the parking structure. With milling and paving, recalibrate and turn down the dial a little bit. Put a stop/pause until we have bonding capacity for Economic Development Strategic Initiatives. Stop small area plans for several years until the next one is finished and a pause on SIA implementation.

Commissioner Palmer – I can't say that I have too much advice to give. What the commissioners have outlined seems to make a lot of sense, especially with the school projects gobbling up a lot of debt capacity in the future years.

Chairman Solla-Yates – Every year, I keep saying that this is the hardest CIP I have ever done. We do a harder one. Thank you to the staff and other commissioners who have done so much hard work in grasping this and figuring out where we go with it.

Councilor Hill – Given where we are, it is important to see where some of the small wins are. I encouraged to hear so much consistency around some of the bike/pedestrian infrastructure and tree infrastructure. With small area plans and given what was just raised, the Grady, Preston, and Tenth intersection area (related to one of the VDOT projects for smart-scale funding) was identified at that time as something we would want to have more planning around. There was a lot of resistance that there wasn't a lot of community engagement when that proposed plan was coming to fruition. When I hear the phrase small area plans, that's one of the priorities that comes to my mind. I feel like there was some kind of commitment to the community that we would follow through on before that intersection was done. With the schools, I hear where people are coming from. This is certainly a huge commitment. At the same time and having sat through so many meetings, I understand how long putting in the real investment for

our school system has been in the making. Investing in our school infrastructure doesn't solve all of the issues. When we think how long it has been since we made this type of investment in our school infrastructure, it has been a tremendously long time. I encourage all of us to push forward. I believe that this sales tax allowance is really our only path forward. To forgo so many of these other things is going to be a challenging uphill for many years to come. I am committed to continuing that work. I am optimistic that we will get there. I am just concerned that we may not get there this next year. I am not ruling it out. I do think that is going to have to be part of this equation as we move forward. I appreciate the consideration of the small wins that we can have and the recognition that we do have the commitment with the county that does keep some of this money in limbo. If that money frees up, identifying where some realistic things that we can do. I am surprised that some of those projects haven't specifically been raised. They do come with money associated with them for those LI HTC applications.

Councilor Snook – Ms. Hammill, could you explain what the practical effect is of money being on the authorized but not issued list? If we were to say 'let's go ahead and do it,' what effect does that have on any of the other equations that we have to balance in our finances?

Ms. Hammill – The money on the authorized but not issued list is just a number. It does not represent actual dollars until we sell the bonds. In calculating what our total capacity is, it was roughly $185 million. The authorized but not issued becomes a subtraction out of that as those were prior commitments that we made. Those were dollars that had been appropriated to projects. There is a budget sitting on the books for someone to spend. As they spend those, we need to sell the bonds to recoup those dollars. If they are not spent, we can remove those from the authorized but not issued list, remove the budget for the project, and that becomes additional capacity you could allocate somewhere else.

Councilor Snook – If we have $2.9 million roughly on the authorized but not issued list, for the parking garage. If we assume that we're not, in fact, building the parking garage, I am curious what the effect of having that $2.9 million out there really is. If we say that we're not going to spend it, it doesn't sound as though it frees up $2.9 million for us.

Ms. Hammill – It frees up $2.9 million of capacity. It depends on what you replace it with. If we wanted to put that into a housing project that did not qualify for bonds, you're right. It doesn't help you. Freeing those dollars up frees up bond capacity. That means the expenses on the other side have to be bondable.

Councilor Snook – I am just trying to understand all of the different limits that we have. The ABNI list is one of those things that I have never quite figured out what we're supposed to do with that information.

Ms. Hammill – We have often talked about bond capacity as our 'limit on the credit card.' The way you could equate the bonds authorized but not issued list is that 'they're in the pin' category. You have actually spent those dollars and it is not going to come as a bill to you yet. They're waiting out there for the project to actually happen and for that switch to turn on in which you're going to owe that bill. When we are setting a budget in the CIP, we say "how are we going to pay for it?" As you see from the CIP, we have revenues that match expenditures. What that means is that once the budget is approved, that expenditure budget hits our books and is available to be allocated. We follow up on the backend to either make sure we are fine with the cash or the bonds. The budget is sitting there. The bonds are authorized but not issued are sitting there. If we're not going to spend the money, these bonds are freed up to allocate somewhere else. It is essentially just a reallocation of your credit spending limit.

Councilor Snook – Nothing on the ABNI list is in this CIP

Ms. Hammill – It is not in this CIP because what you're looking at is going forward. The authorized but not issued represents projects that you have approved in prior years for projects that are on the books either in the works or haven't started. If you looked at the authorized but not issued list, almost every project that was approved in FY22 is going to be at the bottom of that list. The reason for that is because we're about a year behind. By the time the CIP is approved, the project has to come to fruition, we have to start spending money, and then we're going to sell the bonds. There is a time delay. Looking at that, it is a big deal to try to find money that you can take off that list. They are associated with real projects. Rather than trying to look at the list in isolation, it really does come back to a conversation about individual projects and which projects we want to move forward.

Councilor Snook – To use the $2.9 million on the ABNI list (the parking garage), if we take that off the ABNI list, we completely defund that. It doesn't change anything on this spreadsheet.

Ms. Hammill – The only thing it could change is that the $2.9 million could go into the revenue side. It would give you the opportunity to add $2.9 million on the expenditure side. What that does is that it doesn't leave you any ability to address our contractual obligations. $2.8 million is what we have on the books right now for the parking obligation with the county.

Councilor Payne – I think Commissioner Lahendro said that he hoped there was someone somewhere who had a plan and had it all figured out how to reckon with the fact that, as presented, the CIP (even with a 10 cent tax increase) will both max out our current capacity and, in a few years, cause our funding for affordable housing, sidewalks, climate planning, etc. to fall off a cliff. I just want to be clear that no such plan or solution does exist. I would just want to underline that is one of the central challenges facing us over the next few years, to figure out how we're going to prioritize given the realities of where our budget is. I would echo what Councilor Hill said. One of the solutions is definitely the sales tax increase and what we can do to try to encourage that to happen in the General Assembly and those coalition partners to make that happen.

Commissioner Russell – There was something about affordable housing that I wanted to bring up. What we're talking about doing is (if that reallocation works) to reduce the parking deck budget to the maximum amount possible and to reallocate to several buckets. I heard trees, sidewalks, bike infrastructure, and affordable housing. It doesn't cover all of it; to the maximum degree possible. If we were able to bump up the affordable housing number, would some of these gap fundings that are unfunded be able to apply for some of those funds if there was a bigger bucket of money in the affordable housing pool? On the unfunded list, the PHA gap funding for two projects that we're reviewing tonight and we have proposed to not add those back in. If we increased our affordable housing commitments/dollars next year and in future years, could that be the route by which projects like that go?

Ms. Hammill – In theory, you're thinking in the right direction. The problem with the affordable housing piece is that not all of those expenses are bondable for technical IRS reasons. The funding that was contemplated for the parking garage because it was to build a parking deck, it was 100 percent bond financing. Something like the PHA project, CAHF, Supplemental Rental Assistance do not qualify for bond funding. It is not a one for one tradeoff in that instance.

Commissioner Russell – Maybe there is a way to look through and do that accounting. If we reduce what is bondable and reduce from what is not bondable, where does it shake out?

Ms. Hammill – I am thankful that the conversation has gotten to this level. One thing that might make it easier for you is to simply evaluate the projects on the merit of the projects or the funding on the basis of where you might want that to go and pass that along as your recommendation. We can work through those other details. Limiting you to think about what is bondable, what is cash gets away from the point of the importance of the project, how it applies to the Comp Plan. The funding limitations are a secondary piece. I would just offer to not let that limit you. Make your suggestions based on the project.

Commissioner Stolzenberg – Many people have asked us to add $2/3 million more to the CAHF. I am looking at the Affordable Housing Plan. Its recommendations are pretty clear: $10 million a year, $2 million in tax relief $1 million in administration. It is really $7 million in direct subsidy. With the $7 million, you take out the $3 million for CRHA, that's $4 million. You take off $900,000 for the voucher program. We're down to a little over $3 million. We try to put almost a million into the CAHF. When you look at the $2/3 million remaining funds after those things, it gets to the fact that we already committed those funds with Friendship Court (between $2.5 million and $3.5 million) every single fiscal year through the end of this CIP. That essentially leaves no room to add anything to the CAHF unless we go above that $10 million a year commitment beyond what the Affordable Housing Plan recommended. There is a question of: Was the $10 million a year that we committed to not enough? In which case, where is that extra few million coming from? If we are meeting it, we seem to be meeting it for every year at least through FY26 in this plan; whether we're doing as much as we possibly can with the money. The Affordable Housing Plan makes some recommendations of essentially forming a new committee to competitively analyze and score requests in order to get the absolute most housing for our dollar. It seems to me that (at least for the next 4 to 5 years), unless we were to move money around, they're just playing with that $900,000 in the CAHF and not the bulk of the funds, which was at least $7 million a year in direct subsidy. Does that undermine the Affordable Housing Plan that we adopted? On the flipside, we have made the commitment to redevelop Friendship Court. We have a 4th Phase plan that was created by a resident led planning team. I am certainly not saying that we should just abandon that. When it is running at the cost of $400,000 a unit or more, there is always infrastructure costs. We also have this other SIA pot of infrastructure costs that we might be using for overruns on top of that amount. It puts in a really tricky position where things like the 2 projects we will be reviewing later tonight are completely 'crowded out of the room.' I don't have an easy answer to what to do about that. It is worth pointing out that Phase 4 of Friendship Court is much hazier and doesn't have a concrete plan. That is after all, how existing residents have been rehoused. Maybe that is the point where we start shifting funds into the CAHF so that things from there are funded competitively. Even that keeps us locked into the situation through FY25. I know that staff has mentioned HR&A is working on that report of how we have spent our CAHF funds so far. I am eagerly looking forward to it. It's going to tell us a lot. The question becomes: How will we act on whatever it says if we have already locked ourselves into a path anyway? I don't have any easy answers. Throwing millions of dollars at the problem each year would make it easier. It is not clear to me that is in the cards. Those millions of dollars don't exist. I don't know where that puts us.

Motion – Commissioner Russell – Revise the Parking Structure budget for prior years and both FY22 and FY23 to the minimum amount necessary to meet our current contract obligations with Albemarle County. Second by Commissioner Dowell. Motion passes 6-0.

Motion – Commissioner Russell – Fully fund the requests for hazardous tree removal, tree planting, new sidewalks, and bicycle infrastructure. Second by Commissioner Stolzenberg. Motion passes 6-0.

Motion – Commissioner Russell – Reduce future projected budgets including FY23 in Economic Development Strategic Initiatives, Small Area Plans, and SIA Implementation. Second by Commissioner Stolzenberg. Motion passes 5-1.

Motion – Commissioner Russell – Fully fund the Stribling Avenue sidewalk project for all phases at the full amount requested. Second by Commissioner Habbab. Motion passes 6-0.

Motion – Commissioner Lahendro – Recommend that the city provide funds needed for appropriate commemoration of the Drewary B. Brown Bridge. Motion passes 5-1.

Motion – Commissioner Dowell – Reallocate any surplus funding to any unfunded affordable housing projects. Second by Commissioner Lahendro. Motion passes 5-1.

Motion – Commissioner Stolzenberg – Minimize Milling and Paving line item money to a level that keeps us moving towards our target of a pavement condition index of 65. Second by Commissioner Habbab. Motion passes 6-0.

Motion – Commissioner Dowell – Approve the CIP as proposed with the amendments that we have already moved and seconded. Second by Commissioner Russell. Motion passes 6-0.

Meeting was recessed for five minutes.

2. **ZM21-00004** – Park Street Christian Church PUD - Piedmont Housing Alliance, in partnership with landowner Park Street Christian Church, have submitted an application seeking a rezoning of approximately seven (7) acres of land, including one lot identified within City tax records as 1200 Park Street, Tax Map and Parcel 470002120 (the "Subject Property"). The Subject Property has frontage on Park Street and Cutler Lane and is accessible by driveway off Cutler Lane. The application proposes to change the zoning district classification of the Subject Property from R-1 (Low Density Residential) to PUD (Planned Unit Development) subject to certain proffered development conditions ("Proffers") and an approved PUD Development Plan. The Proffers include: (1) All residential units constructed on the site shall be Affordable Dwelling Units (ADUs) accessible to residents with not more than 80% of the area median income with affordability provisions guaranteed through 30+ year deed restrictions; (2) the applicant shall remove vegetation to improve sight distances onto Cutler Lane; (3) the applicant shall dedicate pedestrian easements upon request of the City to provide access from the Subject Property to Park Street and the Rivanna Trail; and (4) the owner shall provide an ADA compliant pedestrian crossing at the corner of Park Street and Cutler Lane. The rezoning would create a PUD referred to as "Park Street Christian Church PUD" containing up to fifty (50) apartment units within two multifamily buildings at an approximate density of 7 dwelling units per acre (DUA), to be located northwest of the existing church and preschool buildings on the Subject Property. The new Comprehensive Land Use Map for this area calls for Higher-Intensity Residential (13+ units per lot) in this area. The PUD Development Plan proposes a development with the following unique

characteristics and amenities: preservation of the existing church and childcare uses, limitation of residential uses to affordable housing for the elderly, pedestrian and trail connections to existing infrastructure, and a private access driveway with off-street parking. The Subject Property's current R-1 zoning does not allow multifamily developments. The PUD Development Plan calls for disturbance of land within Critical Slopes area; this application also presents a request for a Critical Slopes Waiver per City Code Sec. 34-516(c). Information pertaining to this application may be viewed online at https://www.charlottesville.gov/1077/Agendas-Minutes Persons interested in this Rezoning may contact NDS Planner Dannan O'Connell by e-mail (oconnelld@charlottesville.gov) or by telephone (434-970-3991).

i. Staff Report

Dannan O'Connell, City Planner – This is a rezoning request and critical slope waiver request. Piedmont Housing Alliance, in partnership with Park Street Christian Church, has submitted an application pursuant to City Code 34-490 seeking a zoning map amendment to change the zoning district classifications of the above parcel of land. The application proposes to change the zoning classification of the Subject Property from "R-1" (Single Family Residential) to "PUD" (Planned Unit Development) subject to a development plan and proffered development conditions. The property is currently developed with a religious use, which is Park Street Christian Church and an associated preschool permitted by a Special Use Permit. The proposed PUD development plan calls for 50 multifamily units and 54 parking spaces to be constructed to the rear of the existing church site, access to be a new private driveway off of Cutler Lane. The rezoning proposal contains the following proffered conditions:

- All residential units constructed on the site shall be Affordable Dwelling Units (ADUs) accessible to residents with not more than 80% of the area median income with affordability provisions guaranteed through 30+ year deed restrictions.
- The applicant shall remove vegetation to improve sight distances onto Cutler Lane for vehicles to turn onto Cutler Lane and install a Right Only direction curb island to permit right only out of the subject property.
- The applicant shall dedicate pedestrian easements upon request of the City to provide access from the Subject Property to Park Street and the Rivanna Trail.
- The owner shall provide an ADA compliant pedestrian crossing at the corner of Park Street and Cutler Lane.

The proposed use matrix for the proposed rezoning adds multifamily units, surface parking lots, daycare facilities, and outdoor parks, playgrounds, ball fields, and swimming pools on private property as by right or ancillary uses to those currently allowed under R-1 zoning. Accessory apartments, radio antennas, homestays, family day homes, private clubs, educational facilities, and city owned clubs or parks would be disallowed as per the use matrix as by right uses for this property. The recently adopted 2021 Future Land Use Map designates this property as higher intensity residential, which is described as multifamily unit housing, with 13 or more units per lot, along with limited ground floor commercial uses with building form and height determined by historic and neighborhood context. Affordability and increased density in this district are emphasized in need of affordable housing plan goals. The existing church contains no residential dwelling units. If the rezoning is approved, the overall density for the site would be around 7 dwelling units per acre. The proposed buildings vary in height but do not exceed the 5 story limit of higher intensity residential specified in the Land Use Map. The rezoning application for the subject property was accompanied by a sidewalk waiver for the property's frontage on Park Street. The sidewalk on Park Street currently extends for about 180 feet past the intersection of Cutler Lane. The remaining

eastern shoulder of Park Street down to the intersection with Melbourne Road lacks curb and sidewalk, although no sidewalk is present on the western shoulder of the road. Upon discussion with city staff, the applicant elected to postpone consideration of this sidewalk waiver until after the rezoning is approved. Although the proposed development plan does not currently show a sidewalk, a sidewalk would be required as part of the site plan review process unless this waiver is granted by City Council at a later date. City staff strongly feel a sidewalk would be desired for this property, as the Bicycle and Pedestrian Master Plan identifies Park Street as an important local corridor. An additional sidewalk along Park Street would complement future improvements and improved connectivity between the church and the nearest bus stop, which is CAT Route 11 located around 400 feet north of the intersection of Park Street and Cutler Lane. Staff finds the proposed development as presented in the application materials to contribute to many of the goals in the Comprehensive Plan. The uses in the proposed development are consistent with the Future Land Use Map. As presented in the applications, staff finds the PUD to be desirable. As to preserving tree cover and increasing housing diversity and affordability, staff does have concerns about sidewalk construction and the granting of a sidewalk waiver for this site but otherwise recommends approval of this rezoning with the included proffers. The proposed improvements associated with the rezoning will impact critical slopes on site as defined by Section 34-1120b2. That is our critical slope ordinance. Per that, a request for a critical slope waiver must be heard simultaneously with the PUD rezoning request by the Planning Commission. Improvements specific to areas or critical slopes that would be impacted include portions of the north-most multifamily building, graded areas surrounding the northern portion of the building, electrical telecommunications, and storm sewer placement. Existing critical slopes located on this property include about 2.8 acres or around 38 percent of the site. The applicant proposes to disturb 0.1 acres. The applicant indicates that impacts to storm water runoff and erosion would be mitigated by underground storage facilities, level spreaders, and other measures to be determined during site plan design. However, alternative site layouts could reduce impact to critical slope areas by reducing the number of residential buildings. Based on the submitted materials, the city engineering staff could not recommend approval under either finding 1 or finding 2 as described in the critical slopes ordinance. The plan, as presented, was not developed enough to provide specific conditions about providing erosion and sediment control methods and sequencing. However, several recommended conditions are included if the Planning Commission decides to approve the project, which have been selected for this applicability, absent a more developed erosion and sediment control and grading plan.

Commissioner Habbab – Regarding this project and the following MACAA project, I am employed by BRW Architects. As a result of the annual salary that I receive from BRW Architects, I am required to disqualify myself from participating in the transactions under consideration by the Planning Commission. If anybody would like to review the detailed disclosure statement of the reasons for my disqualification, I have filed the statement with the Secretary of the Planning Commission.

Commissioner Habbab left the meeting after reading the above statement.

Commissioner Stolzenberg – With The Right Turn Only out, is that warranted/needed for traffic impact reasons? Or is that just a preference? If so, why?

Mr. O'Connell – I am not sure if it was specifically needed for traffic concerns. I know the initial presentation of this did not include that. I believe it was included after their public meeting based on the comments from the neighborhood.

ii. Applicant Presentation

Kurt Keesecker, Applicant – Our partner in this endeavor is Park Street Christian Church. This project started with their broad view of our greater community in Charlottesville. That view was created by a small neighborhood church on a very large parcel. The church recognized that they had an opportunity to serve a need that was presented in the community with their land. We, PHA, and Timmons have been engaged and enjoyed working through the different aspects of this design with them, the neighbors, and you guys.

Next Slide
The location is north of Downtown and 250 and interestingly adjacent to the Rivanna Trail Foundation and Meadowcreek on the north that puts this site in a unique position to take advantage of some of the natural areas close to this unique in-town location.

Next Slide
On the edge of the Locust Grove neighborhood, this church has been an intimate neighbor to Locust Grove and involved with the neighbors. Their fellowship hall/worship space has been available for meetings. We have heard stories from the neighbors about how the property has been enjoyed for dog walking, walks through the trail. They are happy to be a part of the Locust Grove neighborhood.

Next Slide
There are some characteristics that will jump out at you. The first is that it is defined by some very steep slopes. The second characteristic is that it has a large tree canopy. The third characteristic is that it has some open spaces that are enjoyed facing Cutler Lane that is currently the front yard of the church. All of those things weighed in our decision making as we were trying to suggest design ideas.

Next Slide
An urban planner/designer begins to think this site sits on an edge of fabric: The neighborhood fabric and the wooded areas. It is a unique position where it transitions over from the built to the relatively unbuilt, sparser in terms of its characteristics. It also sits on the edge of buildable areas and places that are too steep and too stream-like to build. It takes advantage of that. The footprints of the buildings on the Park Street site really change from smaller neighborhood footprints to the larger footprints of the multifamily buildings to the west and north.

Next Slide
In the site, there are some characteristics that are worth noting. The church occupies a relatively small portion of the site. You can see their existing footprint in pink. The #1 is their parking area for the preschool and the worship space/fellowship hall. Secondly, there are some areas that are generally a mix of wild and landscaped areas. They have gardens on their property and a playground for the children. Down on the slopes, there is a trail and wooded canopy that people can enjoy. Those are characteristics that we recognized as well.

Next Slide
Our proposal takes advantage of those site characteristics that are larger observations to provide 50 senior affordable homes with parking that is relegated from the neighborhood convenient for the seniors. It is

nestled on the edge of the hill with disturbed slopes. It is a minimal slope disturbance. It is mostly from the outfall of being able to work in that area. The placement of the building helps create a campus that is buffered from Park Street and the areas to the west by that surrounding wooded area.

Next Slide
These are some images from our earlier design work. That work continues today. The building massing is going to be broken down into various pieces. Each of the residents can have an identity and numerous front doors from the parking area. We imagine the parking area that is better than asphalt. We imagine it as a landscaped parking area. That shows up in some of our images with those green swaths.

Next Slide
This image starts to show conceptually how that buffered slope with the tree canopy surrounds the building. We are nestled into that with parking between us and the church at the top. The senior housing building will have solar panels. It will be 100 percent affordable senior housing. The church will have imagined this partnership as a way to create a campus and let the church expand slightly to create a synergy between the two uses on this location.

Next Slide
With any community design effort, they started with some sketching, over the table with our team partners. We immediately started to meet with the neighborhood in late July. We learned each time we spoke with the neighborhood and Planning Commission and we have continued to learn and adapt our ideas and details as we have worked with staff over the past months since our submission. This chart outlines how the community meetings were held and when they were held through the series of submission dates. We were working with the staff the last couple of months.

Next Slide
When the meetings were held, what we heard when we had the meetings. We just wanted to recap some of the issues that came up and explain how we have adjusted our plans accordingly. We did want to engage and understand. We think that it makes the design better. The broad view of the topics that we heard were concerns about the scale of the project, the impacts on the stream and stormwater management for the location, neighborhood traffic concerns, the pedestrian connections within the site and out of the site into the neighborhood, and generally tree preservation and what we could do to minimize impacts there

Next Slide
The first topic on that list is the massing and scale of the project. We decided and recommended taking advantage of the slope of the property to put our larger footprint building downslope from the smaller church footprint buildings. That will help us mitigate the height of the new building. The church buildings are really just a story with their sloping roofs. They're not very tall. The preschool has a basement. Placing our building down the hill, we believe those impacts will be mitigated from the church.

Next Slide
This concept really is a reflection of work that was done at McGuffey Hill Condos in North Downtown, just off Market Street. From the image on the left, you can see the intersection of High and Market Street. That wooded stand of trees behind contains multi-story condo buildings that most visitors to

Charlottesville do not realize that those building are there. You can have density in the trees and make it a pleasurable experience for both residents and visitors.

Next Slide
This shows the view from the top of Cutler Lane looking toward the church and preschool and gives you a sense of that grey box and how tall our building will be.

Next Slide
This is a view looking from the sidewalk up Cutler. The church is on the left. This is the open lawn that is shared with the neighborhood. The building placement is over to the left. You can get a sense of its massing both in terms of its relationship to the church building and the buildings across Cutler Lane. We believe that we have placed our building in a position that won't negatively impact them in terms of view.

Jonathan Showalter, Applicant Engineer –

Next Slide
We know that this site sits uphill from Meadow Creek. A big focus for us during the site plan is always to protect the stream, the creeks, and the downstream waterways. Knowing the critical slopes on this site, we want to make sure we're in a good position to protect those. We have been coordinating with city staff through this process. We're still in the PUD process. This is all very conceptual at this point. We wanted to do that early coordination knowing that those details will be worked out when we get to the site plan. At that point, we will do a full storm water management plan, a full erosion sediment control plan, and really work out those details, and have them reviewed and approved by city staff. We will meet the state and local storm water regulations. This is just a conceptual plan showing an option to be developed in coordination with city staff to make sure we have a stabilized storm water outfall that has minimum impact. With the slopes and the trees, it is basically a riprap channel on grade, going down the slopes to an existing defined channel. This is not a final plan. I want to make sure we have enough coordination at this phase to ensure we can work all of those details out with city staff at site plan.

Next Slide
This is about the traffic study. This has not changed since the work session or the public hearings. In summary, we scoped a traffic study with the city engineer early in the process. We investigated the intersections at Cutler Lane/Park Street and North Avenue/Park Street. There were no existing safety issues identified or operational issues identified by that study. In those subsequent public hearings, we had a lot of good input from neighbors who are at those intersections every day. We did some follow up visits, spent some time in off peak hours in the community watching those. We identified a couple of improvements that we're making that weren't identified in the traffic study but we feel are great improvements for the existing neighborhood and these future residents.

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To summarize those, there is a right turnout only. That is to address the concern of Wilder Drive being very narrow and wanting to make sure we direct as much traffic from our development directly to Park Street and not adding extra traffic to Wilder Drive. We're also looking at an intersection sight distance improvement. Currently, there are concerns about Cutler Lane turning onto Park Street and looking right. It is hard to see. There will be some trimming of vegetation there to make sure there is adequate sight distance for safety.

Next Slide
This shows a bit more pedestrian connectivity. Currently on Cutler Lane, our entrance ties into the sidewalks on both sides. There is the sidewalk on Park Street that is on the other side of the road. You can see that there is an existing sidewalk (yellow line). There is a bus stop to the north. I believe there is another bus stop to the south. That sidewalk leads into town. Currently, Cutler is cut off sidewalk connectivity-wise from the major sidewalk network. What we're proposing, as part of this development, is to add a new crosswalk at Cutler and Park Street to tie it into the rest of the pedestrian network. We also have a new sidewalk on our site; formalizing those trail easements to allow a permanent home for that trail.

Mr. Keesecker –

Next Slide
There was a choice that had to be made. Do we build in the open space? Do we build on the edges of the tree canopy? We thought the amenity of the open lawn and the character of the site is experienced by the majority of the people who drive by the property on Park Street and look up at that intersection with Cutler and the neighborhood people who enjoy that open lawn. We would try to do our best to have a less impactful plan. A building of this size is going to take down some trees with the placement of the building, as shown here. The result is that we preserve the vast majority of the tree canopy. The experience from Park Street and the neighborhood will be less impacted by our placement here. We also hope that our tree canopy (over time) will grow back and be supplemented by the trees that we're going to add as part of our landscaping plan. One of the concerns we heard from the neighbors was that there were a couple of specimen trees in the open lawn area that people enjoy. We rerouted the driveway to access the parking so we can avoid those root balls and to hopefully preserve those trees.

Next Slide
Our proposal, in looking at the big picture and on the surface, is affordable housing in an underserved neighborhood for affordable housing. Affordable housing is a need for our community. Our process, to this point, has been a welcoming and shared future focused endeavor. We hope that it will be experienced in the neighborhood and broader community for young and old. The preschool and the senior housing concept was one that led the church's vision making as we got started. This is the kind of work generated by a community member. The church generated this idea. They looked at a need. It is an endeavor that was initiated and sustained by the long term vision articulated in the Comp Plan.

Commissioner Dowell – I would like to know why staff felt that it was an issue for disturbing the critical slopes based on findings 1 and 2.

Mr. Dawson – This is very early on in this process. When I make the recommendations, I look at the code that outlines what we're supposed to be looking at for the critical slopes waiver. The way I read finding #1, it talks more about natural features than low income housing. I am not a policy maker/decision maker. When I provide those, it is from reading an applicant's justification for finding #1 or finding #2. Finding #2 is typically the one that convinces me to provide some recommendations that it be approved. There are lots of sites that are ringed by critical slopes. This application essentially said that it will conform, it is affordable housing, it is finding #1. They will minimize the impacts to the slope. At this stage, looking at a two dimensional plan, it is too early to say that is going to work. It is early on in the

process to say, as presented, it will meet all of these requirements. With a 3D print, you can't put a 3 foot wide swale on a hillside. You have to get down there with machines. You have to do all of those things. They are obviously not putting the buildings on the slope. There is some disturbance there. That's why I did not recommend it be approved under those findings. It is based on the applicant's justifications.

Commissioner Lahendro – With the stormwater outfall that is being proposed, is that following a natural channel that is already there? Or is this a completely new outfall?

Mr. Showalter – Currently, the water on this hill flows down the hill in natural flow (sheet flow) over the ground. Whenever you develop, you basically create more concentrated flow. Initially, we were looking at doing a level spreader towards the edge of our development further up the hill to return that flow back to sheet flow. Based on our coordination with city staff, it didn't seem that was going to be a practical option. We did a site visit and walked it with Mr. Dawson. We saw that it would likely re-concentrate, given how steep that slope is. It became obvious that we couldn't just have natural, sheet flow down the slope. We were looking at other options to have a stabilized outfall to convey that water down to an existing channel. There is an existing channel down at the bottom of the hill at the Melbourne/Park Street intersection. We're basically trying to get the water to that as effectively as we can and have a stabilized channel that won't erode and protect all of the slopes and trees. The goal of that channel is to keep it on grade. We want to avoid something like a piped system or a larger channel that could cause a 20 to 50 swath of tree disturbance. The goal is to have a minimal amount of disturbance, place that channel on grade. Per conversation with staff, there will be a lot of engineering details that need to go into that at the site plan phase; potentially some structural detailing to make sure that the slopes are acceptable and a lot of hydraulic modeling for that. We are in the PUD phase. There are a lot of those details that will be worked out in the site plan.

Commissioner Lahendro – Does most of the stormwater from the crest of the hill at the church to the backside go down this channel or is there any retention happening on site?

Mr. Showalter – We also plan to have onsite detention. Per state requirements, when you develop an area like this, we have to reduce the flow in the post-condition back to the precondition. We can't allow any more flow off of it than in the current condition. We actually have to reduce it even more than that. There is an improvement factor on that. We will have underground detention pipes. What we're currently planning in the parking lot, trying to minimize the footprint of this development, those will hold onto those bigger storms and let that flow go at or below the pre-developed rate.

Commissioner Lahendro – Is that pervious or impervious paving in the parking area?

Mr. Showalter – That's still a detail to work out at the site plan. We're sizing the stormwater for impervious parking just to be safe. That's one of those details we will get to at site plan.

Commissioner Lahendro – The Rivanna Trail going across this drainage well will have some sort of bridge or something across it.

Mr. Showalter – Based on our conceptual look, we will probably have a pipe that extends around 30 feet from the building. The trail could go over the top of that before it turns into a channel.

Commissioner Russell – When driving, does it cut into the hill? Is it going to have to cut into that hill or follow the grade?

Mr. Showalter – It is a little bit of both. We're basically cutting that down probably 2 or 3 feet. We're trying to keep the slope of this driveway at a 5 percent maximum to be ADA accessible. We're cutting that down. We're also trying to minimize how much that is cut down. We don't want to create a break in that yard. It will probably be cutting down about 3 or 4 feet at the most through that yard area.

Commissioner Russell – Someone walking from the apartment building to that sidewalk is going to be able to navigate that at an ADA accessible grade?

Mr. Showalter – That is the goal. We're still early in the design in our conceptual look at grading. We believe that we can grade that to be 5 percent or less.

Commissioner Stolzenberg – What does a high visibility crosswalk mean in this context?

Mr. Showalter – Basically, there are different kinds of crosswalks. The lowest level is where you have two striped lines. The city minimum is high visibility. That is those 2 foot rectangular reflective panels across the road. That way is highly visible to cars. The current plan is to just have signage; reflective signage as well. We have gone through a VDOT analysis process to determine what VDOT requires for this. We are coordinating with Amanda Poncy. Based on that, it shows that it warrants a high visibility crosswalk and considering advanced signage. That's what we're looking to do for this one.

Commissioner Palmer – When I look at Cutler Lane, I am curious how the decisions were made to set everything so far back; not necessarily have some enlivening of the street at Cutler Lane. I understand that the church uses that field.

Mr. Keesecker – We did discuss the placement of the building. The advantages of sliding the building down around the hill both in terms of massing and taking advantage of the landscape and the view into the woods and proximity to the church building seemed to outweigh being closer to Cutler. The type of building we were going to provide was going to be different from the ones across Cutler Lane in terms of its massing and scale. It wouldn't necessarily be a 'like for like' street profile. We heard 'loud and clear' that the neighborhood treats the open lawn in front of the church along Cutler Lane as a community amenity that is in the foreground and an entranceway to the trail through the woods that exist today that we're preserving and slightly locating, as we go around the one corner of the new building. We felt like, as we're trying to create a campus, it was better to place the building where we're suggesting it so the amenities that were enjoyed and activated by the neighborhood could continue unabated. That's how we came to that idea.

iii. Public Hearing

Colleen Swingle-Titus – I have served as the pastor at Park Street Christian Church for nearly 6 years. The ministry that we're most proud of is the preschool, which has offered families affordable, quality, full-day education and care for nearly 25 years. Our preschool and sanctuary are on the corner of our 7 acre lot. What many do not know about Park Street is that the original intent of the founding Fore Fathers back in the 1960s was to build several generationally focused buildings on this property to not only serve

the members of the church but the local community. In my seminary training, we called this type of vision 'kingdom building' vs 'fortress building.' The latter being those churches more interested in securing and fortifying their churches for members only. Park Street is not a wealthy church. However, we do sit on a valuable asset, our land. We could have sold this land to the highest bidder to secure our congregational future. That would be 'fortress building.' That is not who we are. We hope to fulfill the legacy of our founders by releasing a portion of our land to care for our community from senior housing to formal development of a trail system to access the Rivanna Trail. We ask you, our local leadership, to support us in these efforts.

John Hossack – I would like to note that the Park Street numbers are between 50 and 100 percent. The traffic analysis was performed in late June, 2021; in the middle of the summer, in the middle of COVID. These numbers are relevant to future peak hour needs. The county numbers are 32,000 cars a day. The majority are using Park Street. The actual volumes are 16,000 to 20,000 cars per day. The junctions are not likely to work. This is a uniquely hilly part of Park Street. I don't see any allowance that traffic habitually speeds up, especially in times of less visibility. Please do not overlook the longer term problems of Park Street. The problems with Park Street are largely the result of an irresponsible county planning decision.

Vikki Bravo – I am here to talk on behalf of IMPACT, our group of 27 faith congregation communities that works to solve community problems. I am also speaking as a neighbor. I know that you all are very sensitive to the crisis in affordable housing. I want to point out that there's a growing crisis for seniors in affordable housing. There are more seniors showing up at PACEM to be housed in the winter. There are more seniors showing up at AIM (Alliance of Interfaith Ministries), not just for rental help but to find a place to live. We have seniors in our congregation. We have a person who spends 85 percent of their income on housing. We have a person who uses sticks to hold up their roof and their floor is falling in. We have people who have to walk up stairs and down stairs when they're not really able to do that. We have an opportunity for seniors to be able to have safety and security and have a place to live with enough money to buy food, medicine, and other necessities. It is not just good for those seniors, it is good for all of us. It gives seniors an opportunity to stay involved and continue contributing to our community.

iv. Commission Discussion and Motion

Commissioner Lahendro – I love the project. It is well designed, well-conceived. I love the mission that it is serving. I love the partnership. I am very much in favor of this project.

Commissioner Stolzenberg – I would like to commend the church and the community on doing a really good thing here. The intentions are really admirable. With the design, some of the choices that were made seem disappointing compromises. I think affordable housing for seniors is something that we can be proud of and not something that needs to be hidden and shorter than one story buildings at any cost. The right turn only goes against the Comprehensive Plan goals on grid connectivity. It is clearly a choice made to satisfy some squeaky wheel neighbors rather than an engineering decision. I understand that the church wants to be a good neighbor. Ultimately, none of those things are bad. The design is perfectly serviceable. I will vote to make it legal. It is a shame that the funding model doesn't work out.

Chairman Solla-Yates – It is a very exciting project. It is a pretty remarkable effort from the community.

Councilor Payne – I want to echo what others have said. It is an exciting project. It is exciting to see the community taking this kind of effort to try to meet a real critical need in the community.

Commissioner Dowell – This is a good project. I was concerned about the recommendation from staff regarding the critical slopes. I am glad to see that we have our community partners coming together to fill our affordable housing.

Motion (Critical Slope Waiver) – Commissioner Russell – I move to recommend approval of the critical slope waiver for Tax Map and Parcel 470002120, as requested, with the conditions recommended by City staff, based on a finding that the public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i). Second by Commissioner Dowell. Motion passes 5-0.

Motion (Rezoning) – Commissioner Russell – I move to recommend that City Council should approve ZM21-0003 on the basis that the streets proposed within the PUD Development are laid out in a manner substantially in accord with the Comprehensive Plan, and approval of the proposed PUD Development is consistent with the Comprehensive Plan and will serve the public necessity, convenience, general welfare and good zoning practice. Second by Commissioner Lahendro. Motion passes 5-0.

3. ZM21-00003 – MACAA PUD - Piedmont Housing Alliance, in partnership with landowners Monticello Area Community Action Agency (MACAA) and 1023 Park Street LLC, have submitted an application seeking a rezoning of approximately nine (9) acres of land, including multiple lots identified within City tax records as Tax Map and Parcel 470007100, 470011000 and 470008000 (collectively, "Subject Property"). The Subject Property has frontage on Park Street and the Route 250 Bypass and is accessible by the private lane Macaa Drive off Park Street. The application proposes to change the zoning district classification of the Subject Property from R-1 (Low Density Residential) to PUD (Planned Unit Development) subject to certain proffered development conditions ("Proffers") and an approved PUD Development Plan. The Proffers include: (1) 80% of the residential units constructed on the site shall be Affordable Dwelling Units (ADUs) accessible to residents with not more than 80% of the area median income with affordability provisions guaranteed through 30+ year deed restrictions; (2) the applicant shall construct road improvements at the intersection of Park Street and Davis Avenue, including realigning the entrance to the Subject Property with the intersection, removal of fencing and vegetation to improve sight distances, elimination of a driveway on TMP 470008000 accessing Park Street, installation of a curb island to prevent right turns exiting the Subject Property onto Park Street, and reconstruction of a high-visibility, ADA accessible crosswalk at the intersection; and (3) the applicant shall dedicate bicycle and pedestrian easements upon request of the City to provide access from the Subject Property to the US Route 29/250 Bypass multi-modal trail. The rezoning would create a PUD referred to as "MACAA PUD" containing up to ninety-five (95) residential units divided between townhomes, two-family, single-family, and multifamily buildings at an approximate density of 10 dwelling units per acre (DUA), along with 7,500 sq. ft. of non-residential daycare space and about 4.9 acres of preserved open space. The new Comprehensive Land Use Map for this area calls for a Neighborhood Mixed-Use Node in this area. The PUD Development Plan proposes a development with the following unique characteristics and amenities: preservation of two (2) existing single-family homes off Park Street, limitation of non-residential uses to recreational and daycare facilities, preservation of existing historic gardens and open space on-site, pedestrian and trail connections to existing infrastructure, and a combination of public and private internal roadways with

on street parking. The Subject Property's current R-1 zoning does not allow townhouse or multifamily developments, while daycare facilities are only allowed with the issuance of a Special Use Permit. Information pertaining to this application may be viewed online at https://www.charlottesville.gov/1077/Agendas-Minutes Persons interested in this Rezoning may contact NDS Planner Dannan O'Connell by e-mail (oconnelld@charlottesville.org) or by telephone (434-970-3991).

i. Staff Report

Commissioner Dowell – I am an employee of the Monticello Area Community Action Agency (MACAA) and I am required to disqualify myself from participating in the transaction that is before the Planning Commission for action. The nature of my conflict of interest is the annual salary that I receive as a MACAA employee. If anybody would like to review my written disclosure statement of my reasons for disqualification, I have filed the statement with the Secretary of the Planning Commission.

Commissioner Dowell left the meeting following the reading of the above statement.

Dannan O'Connell, City Planner – Piedmont Housing Alliance, in partnership with the Monticello Area Community Action Agency (MACAA) and 1023 Park Street LLC, has submitted an application pursuant to City Code 34-490 seeking a zoning map amendment to change the zoning district classifications of the above parcels of land. The application proposes to change the zoning classification of the Subject Property from "R-1" (Single Family Residential) to "PUD" (Planned Unit Development) subject to a development plan and proffered development conditions. 1021 and 1023 Park Street are currently developed with single family homes. 1025 Park Street is currently developed with the MACAA school site. The proposed PUD development calls for preservation of the two existing single family homes and the construction of 28 new townhome/duplex units, 65 multifamily units in two buildings, and a maximum of 7500 square feet of commercial, childcare space. The existing MACAA Drive will be upgraded to a public street along with a connected road as illustrated in the development plan. The remaining roads depicted in the plan will be private. The rezoning proposal contains the following proffered conditions:

- 80% of the residential units constructed on the site shall be Affordable Dwelling Units (ADUs) accessible to residents with not more than 80% of the area median income with affordability provisions guaranteed through 30+ year deed restrictions.
- The applicant shall construct road improvements at the intersection of Park Street and Davis Avenue, including realigning the entrance to the Subject Property with the intersection, removal of fencing and vegetation to improve sight distances, elimination of a driveway on TMP 470008000 accessing Park Street, installation of a curb island to prevent right turns exiting the Subject Property onto Park Street, and reconstruction of a high-visibility, ADA accessible crosswalk at the intersection.
- The applicant shall dedicate bicycle and pedestrian easements upon request of the City to provide access from the Subject Property to the US Route 29/250 Bypass multi-modal trail.

The proposed use matrix for the rezoning allows multifamily townhouse, two family parking garage, surface parking lot, daycare facilities, indoor health and sports clubs, outdoor parks, playgrounds, ball fields, and swimming pools and temporary sale as by right, ancillary uses in addition to those currently allowed under R-1 zoning for the subject property. The recently adopted 2021 Future Lane Use Map designates 1025 Park Street as a neighborhood mixed use node. Neighborhood mixed use nodes are

described as compact neighborhood centers containing a mix of residential and commercial uses arranged in smaller scale buildings. No density is specified. Up to 5 stories in height is permitted. Mixed use buildings are encouraged. The two single family lots included with the subject property (1021 and 1023 Park Street) are designated as medium intensity residential. Medium intensity residential allows for house sized infill of multiunit dwellings, townhomes, and accessory dwelling units within single family areas with an emphasis on providing affordable units and integrating development with the existing neighborhood character. Heights of up to 4 stories are allowed.

Should the rezoning be approved, the overall density for the site will increase to around 10 dwelling units per acre. Proposed buildings vary in height but do not exceed the 5 story limit for neighborhood mixed use nodes or the 4 story limit for medium intensity residential. The proffered intersection improvements previously mentioned would eliminate an existing skewed intersection, bringing it more in line with city standards and reduced conflict points between the MACAA PUD site and vehicles traveling along Park Street and Davis Avenue. Staff believes the new MACAA Drive would generally meet standards and design manual criteria for public streets. However, the applicant should consider extending the public street dedication to the parking and access area connecting the endpoints of MACAA Drive and Road C to ensure future connectivity and access to the site. The applicants are proposing a proffered pedestrian and bicycle access easement connecting the parking area between buildings 1 and 2 to the 250 bypass sidewalk at the base of the hill to the top of the property. This would provide bicycle and pedestrian access between the 250 bypass and Park Street by way of MACAA Drive. Public sidewalks depicted along MACAA Drive and Road C connecting the proposed parking areas to Park Street. The Bicycle and Pedestrian Master Plan identifies Park Street as an important local corridor. The establishment of a pedestrian and bicycle access easement through the subject property could compliment future improvements and improve connectivity between Park Street and the nearby Rivanna Trail. The proposed easement path does depict several sets of stairs down a steep incline, which would complicate accessibility to bicyclists. Additional trail easements to the 250 bypass sidewalk and Rivanna Trail might be possible. They are not included as proffered conditions of this rezoning plan. Staff finds the proposed rezoning to be consistent with the Future Land Use Map for density, use, and housing type. The development may contribute to other goals within the Land Use, Housing, & Transportation Chapters of the 2021 Comprehensive Plan. Staff also finds the type of use to be consistent with the existing development pattern in this area. The transition from the higher intensity multifamily apartments to the lower intensity development along MACAA Drive adequately separates the higher intensity from uses from existing single family along Park Street. However, townhomes will still abut single family residential areas, all be it with a ten foot setback and screened by vegetation. Overall, staff finds the proposed development as presented in the application materials contribute to many goals of the city's Comprehensive Plan. As presented in the application, staff finds the PUD to be desirable to preserving open space, increasing housing diversity, and improving intersection design and pedestrian connectivity along Park Street. Staff does have one concern about adequate accessibility of pedestrian infrastructure along the southern slope of the property and turn around access to the proposed public road, but otherwise recommends approval of this rezoning with the included proffers.

Commissioner Stolzenberg – I have a question about the pedestrian easement to the trail. The last time, there was discussion about one trail directly to the corner of 250 and the John Warner Parkway and another trail to the southeast corner. Which trail was the one that was committed?

Mr. O'Connell – They are proposing the southeast one that goes along the existing old driveway for the home that used to exist there. They're showing proposed in some of their plans. They're not included in the proffers or the development plan at this time.

Commissioner Stolzenberg – Is the sewer/stormwater connection directly beneath that trail?

Mr. O'Connell – I don't know. I believe the applicants can tell us exactly where they are.

Mr. Showalter – Currently, we are showing the stormwater running down that same alignment trying to minimize the disturbance to slopes or avoid disturbance to critical slopes. We're looking at that alignment as a potential sewer option. There are other ones we are exploring with city utilities. Those details will be worked out at the site plan. In general, we're trying to use that corridor as much as possible to avoid other disturbance.

Commissioner Palmer – What was the density on this project?

Mr. O'Connell – It would be around 10 dwelling units per acre

ii. Applicant Presentation

Mr. Keesecker, Applicant –
Next Slide
The Piedmont Housing Alliance is the nonprofit developer. BRW Architects is the architectural team. We have two new partners on this site. MACAA owns the property. It is currently used as their operation center for childcare. They have recognized that it is underutilized. Habitat for Humanity is also on the project team to provide an affordable housing component to the neighborhood proposition. This is a dream team of local nonprofits that have been serving our community for many years.

Next Slide
This project finds itself in a LI HTC funding cycle with the annual review in March. We found ourselves developing this with Park Street Christian Church. It wasn't intentional. We were able to find some accommodation and efficiency by meeting with the community at The Waldorf School for both projects and concentrating on the details of this one separately from the Park Street Christian Church. We had a community meeting in August with the work session with the Planning Commission in late August, which helped us identify some design ideas that we have reflected in the current version.

Next Slide
This site is unique and has had a number of proposals in the past. We think it takes advantage of all the qualities of the site to make it unique and perfect for this use. It is very conveniently located. It is adjacent to the John Warner Parkway and all of the trails that connect through there by bike and other means. We're excited about taking on the challenge of finding a good layout for this project.

Next Slide
Locust Grove is the neighborhood. What we find ourselves navigating is how to work on a project that straddles between single family residential neighborhood and large highways. It has some great, unique qualities that we hope our design will resonate with you.

Next Slide
Within the site, the existing MACAA building is highlighted in white on the left. It sits on the edge of the slope. Our new buildings have taken advantage of the footprint of that building. That building will be removed. The new housing will be built there. We're able to minimize our critical slope or any kind of tree canopy disturbance by building where the former building existed. It is different than Park Street in that regard. There are some wonderful garden walls and historic elements that flow through the southern portion of the site. There is greenspace that is fantastically beautiful. There is the potential trail connection over to the 250 bypass through the former driveway.

Next Slide
These are the numbers for the proposal. The proposed density would yield 96 units, 65 apartments. We might be able to get 66 apartments depending on how the final mix of support spaces falls out. Essentially, we have organized the site in a number of different ways. At the top of the site, we preserved two existing homes on Park Street. Behind those will be a series of townhomes and duplexes. All of those along MACAA Drive will be homeownership developed by Habitat. Some will be market rate. The apartment buildings that are shown with daycare in the footprint of the one on the left will be developed by the Piedmont Housing Alliance. They have been strategically placed at the edge of that existing hill for the building on the left and the slope down towards the driveway on the right to buffer the community from some of the highway noise and frame the views from the community green. What we tried to do is transition the scale of the new buildings from the neighborhood scale into our larger footprints that can address a more urban, large scale visibility from the highway.

Next Slide
This diagram shows this connection of the MACAA site. It is very steep from where building #1 will be down to Schenks Branch. There is a lot of slope that we are not disturbing. What that does is allow us to take advantage of a relatively flat portion at the top of the hill to create a community green, which we think would be a wonderful amenity for the broader neighborhood, not just these homes; framed by townhomes on the other side.

Next Slide
This is an artist rendering of the new MACAA Drive with townhomes and duplexes lining that new street. It is pedestrian focused with parking relegated to the rear. We imagine a tree lined street. We moved the multi-family building a little bit to the left in this frame so that you get a view of the mountains beyond. We're looking through the tree tops over to McIntire Park.

Next Slide
This is a view of the new community green space with townhomes on the left, building #2 behind the trees left, and the larger apartment building where the former MACAA building was located on the right, framed views down towards that garden area and 250 beyond. We wanted to create a space that the neighbors could gather but also open up a new experience for people who might be passing through the site.

Next Slide
This is a view from the 250 ramp. What you can see is the general massing of the new multifamily buildings because we have been able to preserve some of the trees along 250 as well as their general

placement on the hill that already exists. We feel that we have answered the scale and the view from this location that seems appropriate for this context.

Next Slide
On this slide, we heard concerns about traffic, intersection improvements on MACAA Drive. We heard about the preservation of the historic assets in the landscape, which begins to speak to why we removed the trail building from the lower part of the site. We heard concerns from staff concerning accessibility and connectivity through the property.

Mr. Showalter –

Next Slide
This slide is a traffic slide similar to what we had shown before. It was essentially part of the same traffic study we scoped in coordination with the city traffic engineer and used traffic inflation factors because those were summer counts. Those traffic factors were increased based on inflation because of that. We studied the intersection of Park Street, Davis Avenue, and MACAA Drive. The main impact with this is the new traffic at that intersection. There currently aren't any operational issues with that intersection. The level of service remains the same from the existing condition to the proposed condition. The intersection will continue to operate pretty similar to what it does today. The only change may be additional waiting times or backups into the site.

Next Slide
We heard from the neighbors various concerns and being out there on site. We noticed some issues in talking with the traffic engineer some issues that have come up in past PUDs. One of the big ones is that it is currently misaligned with Davis Avenue. You can see in this slide the red hatch below the grey MACAA Drive hatch. That is the current alignment. They are offset. It creates more conflict points, potential safety issues and confusion of which drivers go first. Part of this project is realigning MACAA Drive with Davis Avenue to make it a safer intersection. There is also a driveway to one of the houses. That part of the driveway will be eliminated, making this effective almost 5 way intersection a typical 4 way intersection. There are a lot of concerns about backup on MACAA Drive. If someone is trying to take a left turn, another item we're looking at is making 'No Left Turn' or a 'Right Turn Only.' That will make it more efficient.

Next Slide
There are sight distance issues. When trying to pull out, there are a number of things obscuring the view. This left view shows a lot of things that will go away. Just moving it will have the potential to recreate some of that driveway. It is going to vastly improve the sight distance. It will be safer for the drivers pulling out and drivers coming down Park Street.

Mr. Keesecker –

Next Slide
This slide speaks to the number of historic walls that surrounded the old residence that predated the MACAA buildings and still exist today. As we surveyed the land, we realized that the majority of the property is ringed by historic walls. They line the whole driveway, the former gardens. We're going to preserve the vast majority of those walls. Yellow indicates those areas that we will disturb primarily on

the top of the page. It is for grading issues. We are flattening as much as we can MACAA Drive and the sidewalks surrounding the community green to provide accessibility for the new buildings all the way over to Park Street. That demands some regrading that effects the walls to the top of the page. We're hoping to take advantage by incorporating those walls into our design of the terraces and that green playful space between the two buildings that are maybe dedicated to the children, gathering space for the community.

Next Slide
We wanted to illustrate that because we're in the middle of all of these connections, we wanted to take advantage of them.

Next Slide
We provided a diagram of existing sidewalks on Park Street on both sides. I realize only one exists now. The other one is planned in the Bicycle & Pedestrian Master Plan. We want to encourage connectivity into this site. Because we had to make a choice about the topography to make the top part of the site more accessible over to Park Street, we found ourselves in a situation where we had not created a steep connection down to the former driveway. We haven't given up hope that we might be able to resolve that in the future. A stairway with a bike channel will allow bikes to move over to the former driveway that turns onto 250. The issue with the accessibility down to the gardens is that their slopes are not presently accessible. The disturbance that might occur for us to try to make that happen seemed to outweigh the benefits, especially when we have the ramp on 250 that is built for accessibility down to the trails. Our thought was that we would open up at the end of that wall at the intersection or close to the intersection on John Warner on our property so that anyone could come into the gardens from the bottom and enjoy them. It is just transversing from the bottom to the top that is going to be difficult without a lot of disturbance.

Next Slide
This is our tree diagram. We have the trees that are preserved and a series of trees that are helping to frame outdoor spaces that are highlighted in a light green. Our impact on the existing tree canopy, especially where the critical slopes are, is minimal.

Next Slide
Our efforts are to transition from the scale of the neighborhood into the property to provide affordable housing units, both in terms of rentals and homeownerships. We have that kind of mix that supports a neighborhood. It is a creation of a series of inviting public spaces that the immediate neighbors to these new properties can enjoy. This project opens itself to the community and tries to allow people to come and experience the existing spaces and the new spaces that will be created.

Commissioner Lahendro – With the stone house on Park Street, is that individually protected?

Mr. Keesecker – I think it is the white house next door that is individually protected.

Commissioner Lahendro – With the gardens and the walls (the historic elements that you mentioned), any protections on those?

Mr. Keesecker – I am not aware of any protections.

Commissioner Lahendro – It is the intention of the applicant to preserve those features, except for the limited amount that was outlined? Is it possible to have those features open to the public?

Andy Miller, Applicant – It is our intent to leave those walls intact. We're in the preliminary stages of the planning for the project. We have talked about a number of different ideas in terms of engaging community partners to help us maintain some of those features. There have also been other ideas that have been proposed. We're in the early phases of those discussions. The intent is to keep those walls intact. If we can find a way to transition them into a functioning garden, that would be the idea.

Commissioner Russell – Why are the connections to this future trail 'potential'? What is preventing them from being assured?

Mr. Keesecker – Grading is the simplest answer. Our proffers try to speak to some connection.

Mr. Showalter – We're proffering an easement that would be along the stairway with a bike rail down the old driveway next to the 250 bypass trail. The issue is grading. With one of the slides, we had a section of the site that was the steepest part of the site, there was 100 feet of fall vertically. Through this section, there is at least 60 feet of fall from Park Street to the 250 bypass. We want to keep the site as accessible as possible (under 5 percent slopes). That means when we get to this limit where the stair is, we then have a lot of vertical fall that we have to make up with a stair. The existing driveway is steeper than ADA slopes. We don't want to have to regrade that.

Commissioner Russell – That is an important connection that someone would be able to get from the MACAA site to the sidewalk network that is pretty close to the Park Street overpass and not have to go up Park Street and down that narrow road?

Mr. Showalter – That's correct. Where that John Warner Parkway Trail comes up 250, it is a 10 foot wide shared use path. At that point, it narrows down to a sidewalk next to the onramp to 250. This will allow for a connection off the street through the site for pedestrians.

Commissioner Stolzenberg – How do those stairs interact with ADA accessibility? Is that allowed?

Mr. Keesecker – They wouldn't be accessible stairs. The site stairs to the inaccessible portion of the site today would remain inaccessible. The lower portion of the site is not accessible today. Our theory is that we're not making that condition any worse. We're actually improving accessibility on the site by having all of the community green and sidewalks that we're building in the neighborhood proper be accessible. It was a choice that we had to make because of the difficult topography.

Commissioner Stolzenberg – What is the height of building 2, the southeastern building?

Mr. Keesecker – It is a 3 story building with a basement. We call it a 4 story building as it faces 250. The floors are about 10 feet, 8 inches with a parapet and some amount of foundation wall for the lowest level coming out of the grades. People will have an elevated view. I believe it will be under the height that we promised in the Planning Commission package. I think it was 50 feet.

Commissioner Stolzenberg – There was a slide that said 45 feet for the apartment. It appears to be within 75 feet of the R-1. I think it is subject to the R-1 height limits.

Mr. Keesecker – That's right.

Mandy Burbage, Applicant – We did explore that from the front of the building. We're measuring where it is only 3 stories. It does not exceed 35 feet. That follows the city's definition of measuring building height. We were aware of that requirement.

Commissioner Stolzenberg – Do you know your mix of apartment types in terms of number of bedrooms will be?

Mr. Miller – That is still in flex. It is really determined primarily by the LI HTC application process. We're roughly speaking at 20 percent of units be one bedroom and 5 to 10 percent be 3 bedroom with the remaining units being 2 bedroom units. Given the structure of the LI HTC process, we're hemmed in by the unit mix that really allows us to get awarded the credits.

Commissioner Stolzenberg – The tricky part arises because the way the parking is allocated. Each townhome has two spaces on their own private lots when they only require one. With the communal spaces, there are 85. Nineteen of those are going to be on public streets. I don't think they count towards the requirements. That leaves 1-to-1 parking per apartment ratio. Those 3 bedroom units are going to require two. I think you can request a reduction.

Mr. Miller – One thing I would say is that within our communities, we do understand the parking counts relative to affordable housing. One space per unit is more than adequate for the majority of our communities. In more urban locations, we're not even hitting the one space per unit. We can speak to that anecdotally from our experience.

Commissioner Stolzenberg – I agree that you could get away with less.

Commissioner Palmer – With how you interact with Park Street, there might be an opportunity at 1023 Park Street to think about maybe adding a few more units that could help with adding more affordable units to this. I understand that there are community relation reasons to leave that as is. I didn't know if you have looked into that.

Mr. Keesecker – That particular parcel with the existing home taken some good negotiation to bring into the fold. It is not currently owned by MACAA. There is some negotiation that has taken place to allow it to be included in the PUD so other provisions of the plan can move forward.

Councilor Hill – My questions are related to getting them across the 'finish line.' What do you need in terms of plans? Is this the hurdle you need in order to complete your LI HTC process? Is there another whole phase between now and March?

Mr. Miller – In order to submit the LI HTC application, we have to be appropriately zoned. This step would actually get us to a place where we can submit that LI HTC application. There are other things. There is one thing coming in front of the Planning Commission or Council. It would be a revitalization

certificate, which helps us with the point scoring piece of it. Those are the two fundamental tasks that we need in order to submit the LI HTC application.

iii. Public Hearing

John Hossack – I believe that it is very doubtful that a safe road junction can be built at this intersection. There is a fundamental inadequate sight distance problem. I strongly discourage you from ignoring the federal guidelines. The traffic numbers are wrong between 50 and 100 percent. The county numbers for this road 32,000 cars a day, the majority using Park Street. It is not going to work. Davis Avenue has a cut through problem. Where is MACAA? We all appreciate the good work MACAA has done in the past decades.

Leslie Burns – I have a great interest in affordable housing. I have done some work with some nonprofits. I am very excited to see Charlottesville is engaging with supporting this kind of development. It is a great project. I love how this group incorporates some of the historical aspects and keeps beauty in mind in their development.

Vikki Bravo – I am speaking on behalf of the 27 congregations of IMPACT. Many of the people that we rely on can't afford to live here. During the pandemic, we have applauded them as essential workers. Shouldn't we make sure that they can live in the same community that they are so essential to?

Sarah Hanks – It is my pleasure to speak in favor of this proposal and MACAA's initiative moving forward. We feel very fortunate to partner with Piedmont Housing Alliance and Habitat to create an opportunity that is otherwise unavailable. We have an asset that we believe is able to meet a tremendous need in the community. We feel responsible to meet the highest and greatest need of those experiencing low income in our community. We do intend to partner with PHA and Habitat to provide onsite early childhood education and ensure that the needs of the families beyond housing are met in our community. We appreciate the opportunity to partner on such a valuable project. We look forward to your support now and in the future.

Patricia Johnson – We live on Davis Avenue. We participated the last time MACAA bought a site plan/proposal. We were supportive of it. I think the concerns about traffic on Park Street and Davis Avenue really need to be looked into. The traffic study that was done was very short-sighted. It didn't look any further than the entrance. One of the things that was said in the proposal was that sight line problems were going to be taken care of. I don't know what you can require the developer to do. One of the problems is that there is a hump coming up from North Avenue. That has not been addressed. That is the big issue at that intersection. The traffic study was flawed. I didn't see real projections about the future.

Constance Johnson – I also voice the traffic issues. You have that hump. Unless you get rid of that, it is dangerous. The visibility is bad. We found some discrepancies in your report about a barrier there. It wasn't clear how that effected Davis. That is a very dangerous right there. Davis Avenue dumps down to Watson. We're supportive of housing up there. We're concerned about the danger. I am confused about what is affordable up there. I want it to be a pretty place to live. The lighting with building #2 is also a concern.

iv. Commission Discussion and Motion

Commissioner Lahendro – I find the design to be very skillful in its use of the site, in the placement of the larger buildings relative to the townhomes, and how that creates a rather residential feel coming into the new development. I am delighted that the applicant is preserving the historic features that are on the site and will be making them available to the residents as well as to the public. I am satisfied with the engineering studies that have been done with regard to traffic, the recommendations that have been made, and to the staff's analysis of the situation and recommendations for traffic. The mission and what is being provided is commendable and the city is very fortunate to have this proposal in front of us.

Commissioner Russell – I want to speak to the concerns about traffic on Park Street. Those are not unheard. Park Street is identified in the 2015 Streets and Sidewalks Plan. The image that the applicant showed showed two sides of sidewalks. I would like to see us work towards meeting the goals that we set out and that we plan, budget, prioritize, staff, and support accordingly. This project overall is a huge plus and an amenity to the neighborhood.

Commissioner Stolzenberg – My thoughts are very similar to my thoughts on Park Street Christian Church. The goal is very admirable. I would love to see this project come to fruition. The design is perfectly serviceable. It is insufficiently ambitious. You could fit a lot more housing on this site. Those townhomes could be stacked townhomes. Those duplexes could be townhomes. Those are Habitat. They won't help you with your LI HTC affordability. You could be fitting in more apartments on the site. You could have tuck under parking instead of surface parking. The amount of surface parking strikes me as almost Albemarle County or R-3 style development. There could have been more housing. That could either be a lot more affordable housing. You could have added market rate units. That would have helped close that funding gap. The design is better than the by right status quo. I will vote to legalize it. I hope that you will prove me wrong on both of these projects and they somehow come to fruition.

Motion – Commissioner Lahendro – I move to recommend that City Council should approve ZM21-0003 on the basis that the streets proposed within the PUD Development are laid out in a manner substantially in accord with the Comprehensive Plan, and approval of the proposed PUD Development is consistent with the Comprehensive Plan and will serve the public necessity, convenience, general welfare and good zoning practice. Second by Commissioner Russell. Motion passes 4-0.

IV. COMMISSION ACTION ITEMS

Continuing: until all action items are concluded.

The meeting was adjourned at 11:35 PM