

**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: SP21-00002**  
**DATE OF HEARING: March 8, 2022**

**Project Planner:** Matt Alfele, AICP

**Date of Staff Report:** April 27, 2021, and Updated February 17, 2022 (Note: highlighted sections indicate updated information.)

**Applicant:** Lorven Investments LLC

**Applicant's Representative(s):** Justin Shimp, Shimp Engineering, P.C.

**Current Property Owner:** Lorven Investments LLC

**Application Information**

**Property Street Address:** 1613 Grove St. Ext., 1611 Grove St. Ext, and 0 Grove St. (Subject Properties)

**Tax Map & Parcel/Tax Status:** 230133000, 230134000, and 230135000 (real estate taxes paid current - Sec. 34-10)

**Total Square Footage/ Acreage Site:** 0.652 acres (28,401 square feet)

**Comprehensive Plan (General Land Use Plan):** General Residential

**Current Zoning Classification:** R-2 (applicant is pursuing a rezoning to R-3 under application ZM20-00003)

**Overlay District:** None

**Applicant's Request (Summary and Update)**

On October 21, 2021, the Planning Commission held a Public Hearing for a proposed development located at 1613, 1611, and 0 Grove St. Ext that included applications ZM20-00003, P21-0023, and SP21-00002. Planning Commission made the following motion for SP21-00002:

*Mr. Stolzenberg moved to recommend approval of this application for a Special Use Permit for Tax Map & Parcels 230133000, 230134000, and 230135000 (1613 Grove Street Extended) to permit residential density up to forty-three (43) DUA and adjusted yard requirements as depicted on the site plan dated September 29, 2021 with the following listed conditions.*

*Conditions recommended by staff*

1. Up to 43 dwelling units per acre (DUA) are permitted on the Subject Properties with a maximum of two bedrooms per unit.
2. The restoration of Rock Creek as presented in the applicant's narrative dated July 14, 2020 and revised September 29, 2021.
3. Modifications of yard requirements to:
  - a. Front yard: Twenty-five (25) feet.
  - b. North Side yard: Five (5) feet.
  - c. South Side yard: Fourteen (14) feet.
  - d. Rear yard: Twenty-five (25) feet.

*Mr., Habbab seconded the motion*

*Mr. Lahendro, Yes*

*Mr. Solla-Yates, Yes*

*Mr. Stolzenberg, Yes*

*Mr. Karim Habbab, Yes*

*Mr. Mitchell, No*

*Ms. Liz Russell, No*

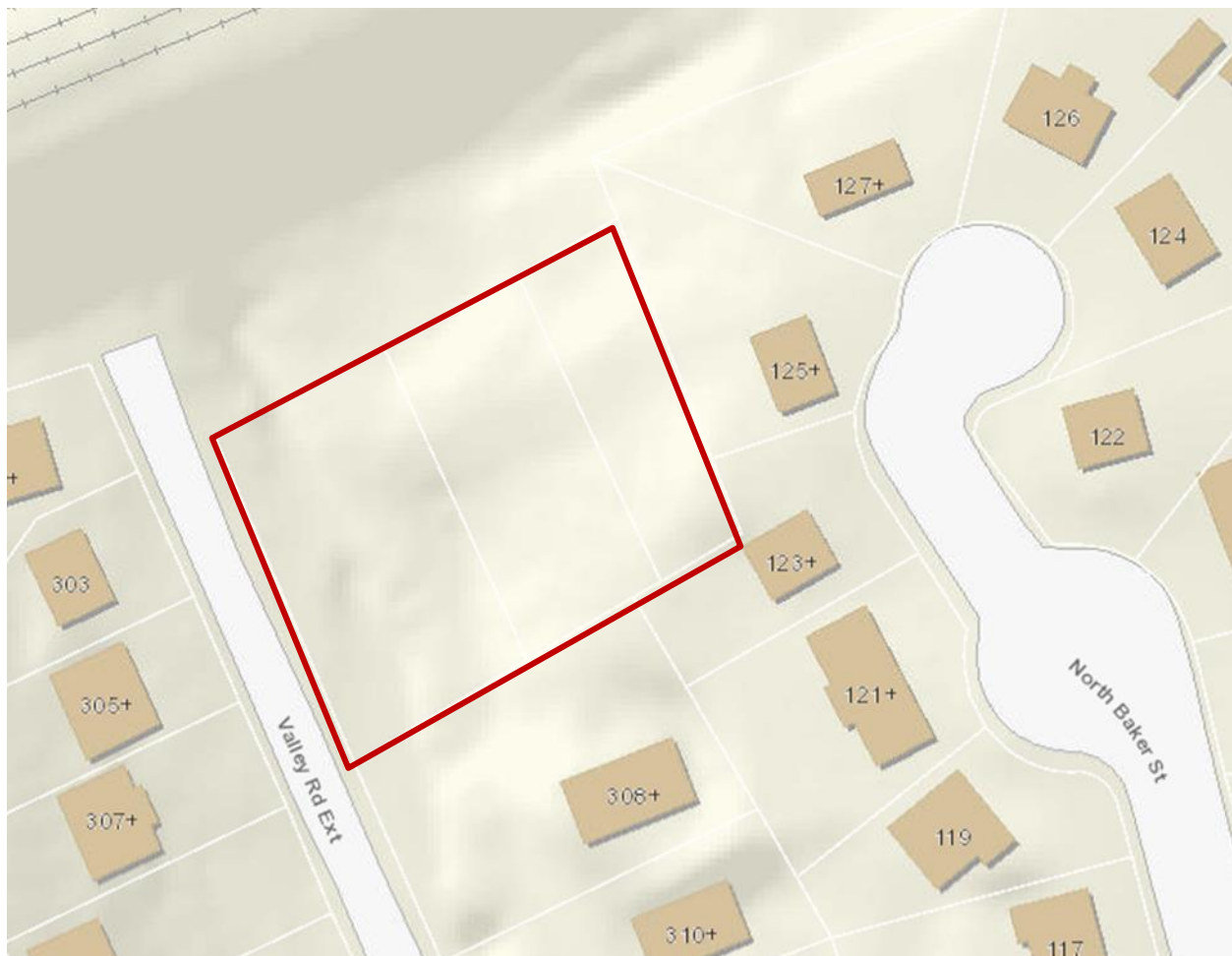
*The motion passed 4 - 2 to recommend approval of the Special Use Permit application to City Council.*

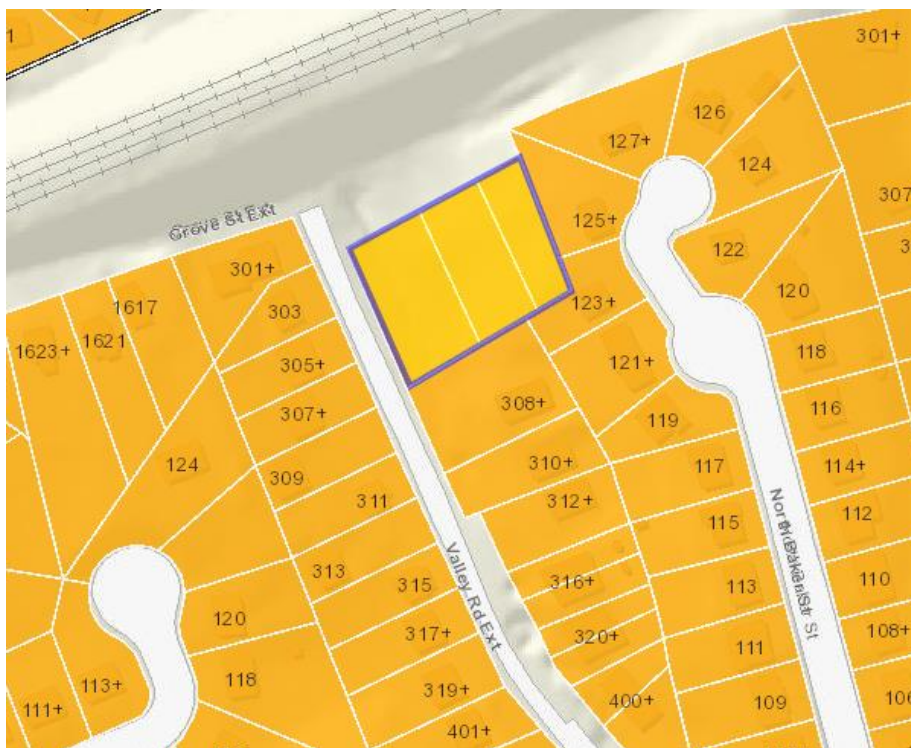
In preparing to move the application forward to City Council, it was discovered one of the Tax Map Parcels numbers was mistyped in the public ad. To ensure accuracy, all three applications have been readvertised and returned to Planning Commission for action. No substantive information has changed or been updated to the application from what Planning Commission reviewed on May 11, 2021 and October 21, 2021. Highlighted information in this report does show the changes as a result of the adoption of the 2021 Comprehensive Plan and Future Land Use Map.

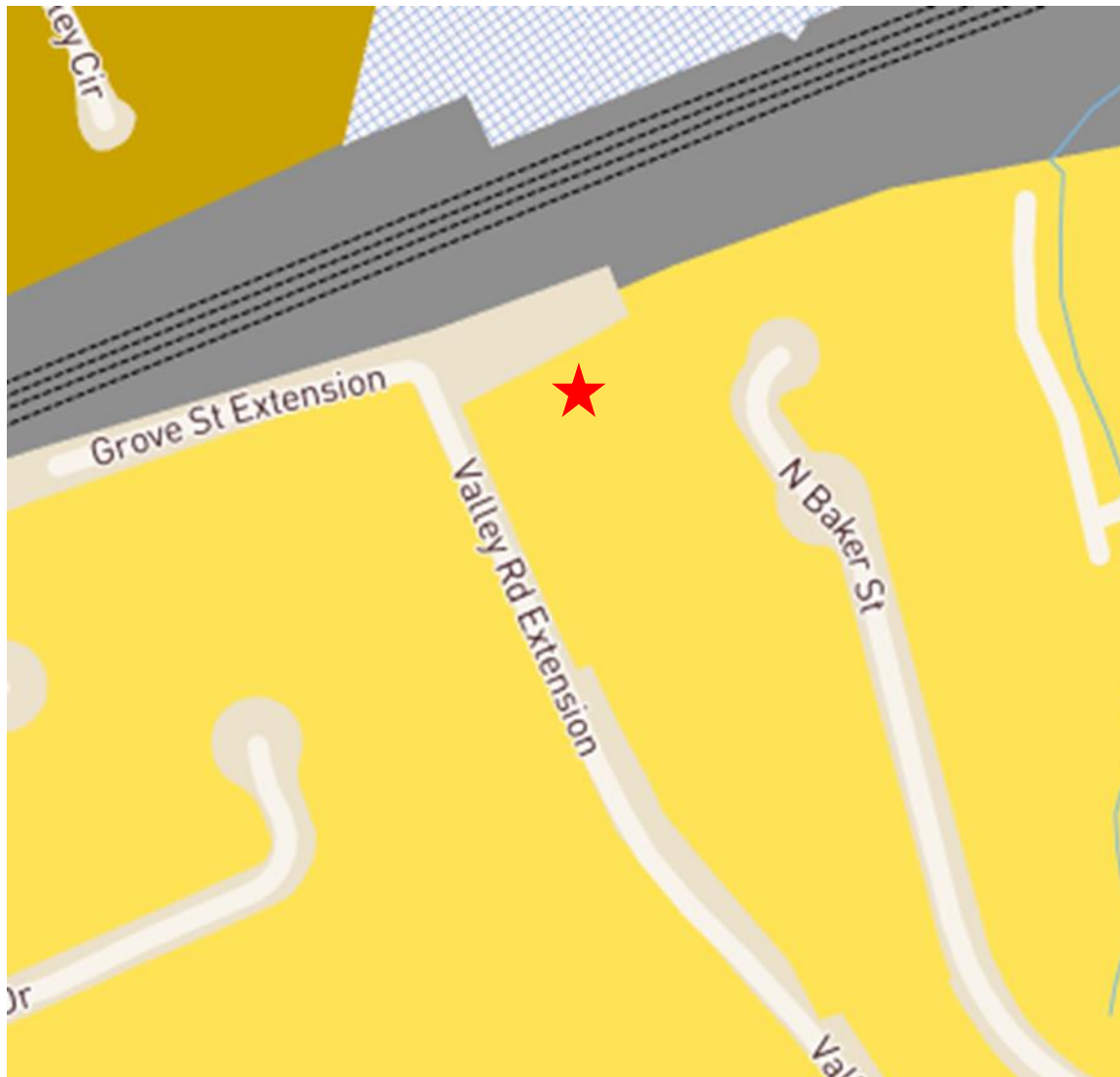
Justin Shimp (Shimp Engineering, PC., representing the owner, Lorven Investments, LLC) has submitted a Special Use Permit (SUP) pursuant to City Code Sec. 34-420, which states that residential density up to forty-three (43) Dwelling Units per Acre (DUA) is permitted with a SUP. As part of this SUP the applicant is also requesting that yard requirements as listed in City Code Sec. 34-353(a) and 34-353(b)(4) be amended pursuant to City Code Sec. 34-162(a). The Subject Properties have street frontage on Valley Road Extended and the unimproved portion of Grove Street Extended. The proposed development is part of a packet of applications including a rezoning application (ZM20-00003) and a critical slope application (P21-0023).

The site plan (Attachment C) submitted with the application pursuant to City Code Sec. 34-41(d)(1) and (d)(6) depicts a development that would include twenty-eight (28) residential units. These units would be located within four (4) apartment and the proposed density would be forty-three (43) DUA. In updated materials, the applicant has indicated the development would have eight (8) one (1) bedroom units and twenty (20) two (2) bedroom units. In addition, the site plan shows a new (north) side yard of five (5) feet, (south) side yard of fourteen (14) feet, front yard of twenty-five (25) feet, and backyard of twenty-five (25) feet. Other improvements shown in the application include restoration of the portion of Rock Creek on the Subject Properties; and a cash contribution for pedestrian improvements within the Fifeville Neighborhood. See the applicants' narrative (Attachment B) and proffer statement from application ZM20-00003) for more information.

### **Vicinity Map**



**Context Map 1****Context Map 2- Zoning Classification****KEY - Orange: R-2**

**Context Map 3- Future Land Use Plan, 2021 Comprehensive Plan**

**KEY: Yellow: General Residential, Brown: Medium Intensity Residential, Blue Hatch: UVA, Gray: Railroad**

**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. 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 City Code 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.**

TABLE The properties immediately surrounding the subject property are described as:

Direction	Use	Zoning
North	Unimproved section of Grove St. Ext. and the Railroad	NA
South	Two-family Residential unit	R-2
East	Two-family Residential unit	R-2
West	Two-family Residential unit	R-2

The current patterns of development within the neighborhood consist of single-family attached and two-family residential units. Although the area directly north of the railroad tracks encompass a mix of medium and high-density residential developments, this area is separated by more than four hundred (400) feet, a steep grade change, and the barrier of the tracks. Staff finds that multifamily up to twenty-one (21) DUA within small units could be an appropriate use on the Subject Properties as it would blend with the current patterns of development at a more appropriate intermediate density. The unit count within a small twenty-one (21) DUA development would max out at thirteen (13) units for a site this size. Bedroom count and number of unrelated occupants would need to be factored into the DUA for a by-right development. In addition, townhouses could also be appropriate, but at a lower density due to a larger footprint for each row of units. Other by-right R-3 uses would not be appropriate for this location 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 is in compliance:*

**a. Housing**

**Goal 2: Diverse Housing Throughout the City.**

*Support a wide range of rental and homeownership housing choices that are integrated and balanced across the city, and that meet multiple City goals including community sustainability, walkability, bikeability, ADA accessibility, public transit use, increased support for families with children and low-income households, access to food, access to local jobs, thriving local businesses, and decreased vehicle use.*

**b. Environment, Climate, and Food Equity**

**Goal 3: Water Resources Protection**

*Protect, enhance, and restore the integrity of the city's water resources and riparian ecosystems.*

*Below are specific areas of the Comprehensive Plan for which the request may not be in compliance:*

**a. Land Use, Urban Form, and Historic & Cultural Preservation**

**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 reuse in our community*

**b. Transportation**

**Goal 3: Efficient Mobility and Access**

*Maintain a safe and efficient transportation system to provide mobility and access.*

Comprehensive Plan- Staff Analysis:

The Subject Properties are currently zoned R-2 which is one of the most restrictive residential zoning categories in the City. In the R-2 districts single-family detached, single-family attached, and two-family are the most prevalent building types. If the Subject Properties were developed by-right the max number of units would be six (6). This would be achieved by building a two-family unit on each lot. To do this the developer would need to build a City Standard road within the unimproved right of way (ROW) of Grove St. Ext., or do a boundary line adjustment to insure all three (3) lots had frontage on Valley Rd. Ext. The 2021 Comprehensive Future Land Use Plan indicates the Subject Properties remain General Residential. The land use section of the comprehensive plan states the following for General Residential:

**Description:** Allow for additional housing choice within existing residential neighborhoods throughout the City.

**Form:** Compatible with existing context, including house-sized structures with similar ground floor footprint area and setbacks as surrounding residential structures. Zoning tools will define contextual building form and neighborhood compatibility criteria for development.

**Height:** Up to 2.5 stories.

**Use and Affordability:** Up to 3-unit dwellings including existing single-family splits, accessory dwelling units (ADUs), and new housing infill. Zoning ordinances will consider ways to support townhomes in this category on a site-specific basis. Allow up to 4-unit dwelling if the existing structure is maintained. Allow additional units and height under an affordability bonus program or other zoning mechanism.

Staff finds the propose development would conform to some aspects of the Land Use Designation, but cannot make a full determination as many aspects of the land use map are tied to a future zoning code. As presented, the development would not require any affordable dwelling unit per Sec. 34-12. - Affordable dwelling units, but the applicant is proffering eight (8) affordable units as part of the proposal. If the property is developed by-right, no affordable units would be required. In addition, if the Subject Properties are developed by-right, no improvements would be required for Rock Creek. In any by-right development scenario, the portion of Rock Creek on, or fronting, the Subject Properties would be piped underground.

#### Streets that Work Plan

The Streets that Work Plan labels Valley Road Extended 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 majority of Valley Road Extended is narrow with limited sidewalk and limited parking. Any by-right development on the site would be required to provide sidewalk, pay into the City’s sidewalk fund, request a waiver from City Council, or request a waiver per Sec. 29-182(j)(5). How the Subject Properties were developed by-right would determine which path was taken. In the applicant’s draft Proffer Statement, they are offering to donate forty-eight thousand (\$48,000) dollars to the City’s CIP fund for pedestrian improvements to Valley Road Extended. At this time Public Works has not studied or indicated any near-term CIP plans for Valley Road Extended.

Grove Street Extended is not identified within the Streets that Works Plan.

Bike Ped Master Plan

The City's 2015 Bike Ped Master Plan calls for Valley Road Extended to be a "Shared Roadway". Shared Roadways are bicycle facilities that designate a vehicular travel lane as a shared space for people to drive and bicycle. This designation is demonstrated to all users through on-road pavement markings, known as "sharrows" or street signage indicating that people bicycling may use the full lane. These facilities do not provide any separation between people driving and bicycling and are best used on neighborhood streets or streets with a low level of bicyclist traffic stress. In addition, the plan calls for a "Greenway Underpass". This would be a tunnel under the railroad connecting Valley Road Extended with Valley Road. At this time no plans are under review or in development for this recommendation from 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. However, final determinations cannot be made prior to having the details required for final site plan and building permit approvals.

**(4) Potential adverse impacts, including, but not necessarily limited to:**

**a) Traffic or parking congestion**

Traffic

While this development would not push the street over its theoretically maximum capacity, there are a couple of things that should be noted. First, Valley Road Extended is of substandard width (less than 20 feet) which makes it more difficult for vehicles to pass one another. Second, the current traffic on the street is approximately 600-700 vpd (vehicles per day) based on the number of residences. Adding an additional 28 units will increase this between 200-300 vpd. This will push the street very close to the 1,000 vpd threshold at which residents begin to perceive traffic as being unsafe, noisy and/or disruptive. For these reasons, Traffic Engineering would recommend denial of this proposal.

Parking

The application proposes no changes to parking requirements under Sec. 34-984. - Off-street parking requirements—Specific uses. The application is proposing twenty-eight (28) units with each unit having one (1) or two (2) bedrooms. This would require one (1) parking space per unit for a total minimum requirement of twenty-eight (28) spaces. The preliminary site plan indicates this minimum will be met. Although this is the minimum requirement, staff believes parking from guest or occupants with additional

cars will spill over to on street parking. As stated under the Traffic section, Valley Road Extended has a substandard width (less than 20 feet) that would not be conducive to additional on street parking.

#### Other Modes of Transportation

Currently CAT route four (4) serves the Subject Properties with a stop at the intersection of Cherry and Valley Road Extended. This stop is approximately 0.3 miles from the Subject Properties (about a five (5) minute walk). Per Sec. 34-881 this development will be required to provide bicycle storage and parking on site. As presented the development will need to provide a minimum of fourteen (14) storage facilities. As described in the above Streets that Work Plan and Bike Ped Master Plan, Valley Road Extended is a "Shared Roadway". Nothing in the proposed development would impact these plans.

#### **b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment**

The proposed multifamily development may result in additional ambient noise due to balconies on the units, parking, and the use of outdoor recreational space. A lighting plan has not been provided, but per Sec. 34-978, the parking facilities must be illuminated to provide safe pedestrian access at night. This requirement will be addressed during final site plan review. It is most likely that for a development this size lighting can be provided without impacting the neighboring homes.

The site plan (Attachment C) and the section plans (Attachment B) show the preliminary landscape plan and Rock Creek restoration. There are trees located within the City's ROW and not on the Subject Properties as required outlined by Sec. 34-870(d). Due to the location of Rock Creek and proposed restoration, the NDS Director could grant approval of street trees within the City's ROW based on Sec. 34-870(e). Although not indicated on the site plan, the development would require landscape buffers comprised of S-2 screening type per Sec. 34-872(a)(1)(a) on the southern and eastern sides of the Subject Properties. Should City Council grant the SUP new yard regulations per Sec. 34-162(a) the landscape buffer on the southern side of the Subject Properties would need to be fourteen (14) feet wide. The eastern (rear) buffer would need to be twenty (20) feet wide. Should the yard regulations not be altered, both buffers will need to be twenty (20) feet wide.

Within the narrative and section plans (Attachment B) are limited details on the proposed restoration of Rock Creek. These improvements include bank stabilization, regrading of eroded stream banks, addition of measures to slow water velocity and

provide aquatic habitats, and the introduction of new planting. These plantings include river birch, bald cypress, viburnum, sedge, river oats, and elderberries. A portion of Rock Creek will be run through a culvert to allow access to the site. This is a common practice and is evident on other properties along Valley Road Extended. Should the Subject Properties be developed by-right, the majority of Rock Creek would be run through a pipe or culvert. This would be done to allow three (3) access points for each property. In the by-right scenario all, or a majority, of Rock Creek would be underground.

**c) Displacement of existing residents or businesses**

The site is currently vacant and would not displace any residents or businesses.

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

The proposed development would be completely residential with no known employment. It is possible that Provisional Use Permits could be issued in the future and are permitted in the R-3 Zoned districts.

**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 **and services** as fire protection, police enforcement, and emergency response services; public utilities and infrastructure; and public parks and recreation opportunities. These departments have reviewed the application and find the proposed development would be adequately served by community facilities. During the final site plan review additional information will be provided as to utility layout. It should be noted that streets are part of the community facilities as infrastructure. See the City's Traffic Engineer's comments in section 4(a).

In the rezoning application, a draft proffered statement (Attachment B) offers a contribution of forty-eight thousand dollars (\$48,000) to the City's Capital Improvement Program (CIP) for pedestrian improvements within the Fifeville Neighborhood. At this time Public Works has not studied or indicated any near-term CIP plans for Valley Road Extended.

**f) Reduction in the availability of affordable housing in the neighborhood**

The Subject Properties are currently vacant, and any by-right development would not impact availability of affordable housing. Per Sec. 34-12 - Affordable dwelling units. The applicant has proffered eight (8) affordable units to be provided on site. Please see the

staff report for the rezoning portion (ZM20-00003) for the Housing analysis on the affordable housing proffer.

**g) Impact on school population and facilities**

Because housing is open to all, there is a possibility that families with children could take residence here. Therefore, some impact could be created on school population and facilities.

**h) Destruction of or encroachment upon conservation or historic districts**

The Subject Properties are not within any design control district.

**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 development 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 application materials depict four (4) new buildings at four (4) stories each above the grade of Valley Road Extended, as viewed from street frontages. The materials indicate the maximum height of the development would not exceed forty-five (45) feet. This would be ten (10) feet higher than the maximum height allowed in the surrounding R-2 district. Due to the grade of the surrounding properties, the proposed development built between forty (40) and forty-five (45) feet would be in scale with the neighborhood. The applicant has also indicated that the buildings would not exceed thirty-five (35) feet in height due to grade changes.

Without adjustments to the yard regulations under Sec. 34-162(a), the setback for this development would be; twenty-five (25) feet front yard, twenty-five (25) feet rear yard, fifteen (15) feet side yard (north) and fifty (50) feet side yard (south). With no development possible to the north of the Subject Properties, the applicant is requesting the setback be reduced to five (5) feet. They are also requesting the side setback to the south be adjusted down to fourteen (14) feet. The code requires any residential density of forty-three (43) DUA or higher as “high-density” with provide screening to protecting

low-density districts. This is why under Sec. 34-872(a)(1)(a) a twenty (20) feet wide screening buffer of S-2 is required. In this case the property to the south of the Subject Properties sits far enough away that a fourteen (14) feet planting buffer would be sufficient. Staff finds that the massing and scale (related to height and setbacks) of this project, would be compatible with the surrounding neighborhood.

**(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;**

Should the Subject Properties be rezoned to R-3 per application ZM20-00003, a multifamily residential development could be harmonious with the purposes of the specific zoning district.

**Multifamily.** The purpose of the multifamily residential zoning district is to provide areas for medium- to high-density residential development. The basic permitted use is medium-density residential development; however, higher density residential development may be permitted where harmonious with surrounding areas. Certain additional uses may be permitted, in cases where the character of the district will not be altered by levels of traffic, parking, lighting, noise, or other impacts associated with such uses. There are three (3) categories of multifamily residential zoning districts:

**R-3**, consisting of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.

**(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 development 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. As noted earlier in this report, some aspects of the preliminary site plan will need to be updated to come into conformity with the zoning ordinance and subdivision regulations.

**(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 not within any design control district.

## **Public Comments Received**

*Community Meeting Required by Z.O. Sec. 34-41(c)(2) and the Community Engagement meeting Requirements during the COVID -19 Emergency approved by City Council on July 20, 2020*

On March 4, 2021 the applicant held a community meeting on Zoom from 6:00pm to 7pm. This meeting was well attended by the neighborhood and the following concerns were raised. The meeting was recorded and is available to the public through the developer.

- Rezoning to R-3 and building an apartment complex is not in character with the neighborhood.
- The project has too much density.
- Parking will be an issue.
- Traffic on Valley Road Extended is already a problem due to the narrowness and an apartment building will make thing worse.
- It would be nice to see the kudzu gone and Rock Creek improved.

**On May 11, 2021** the Planning Commission held a virtual joint Public Hearing with City Council. Five (5) members of the public spoke and expressed the following:

- The proposed development is too dense for this location.
- R-3 zoning is not appropriate in an R-2 neighborhood.
- The City needs more homes and these units will help with that.
- Traffic and parking is already a problem on Valley Rd. Ext. and this will make it much worse.

**On October 21, 2021** the Planning Commission held a virtual joint Public Hearing with City Council. Two (2) members of the public spoke and expressed the following:

- Valley Rd. Ext. is too narrow and cannot handle this development.
- Any proffered money should be used to fix the road.
- Even under the proposed new Land Use Map this development would not be allowed.

### *Other Comments*

Staff has attached all comments received prior to the date of this staff report. Any comments received after the date of this report have been forwarded on to Planning Commission and City Council.

## **Staff Recommendation**

Staff recommends denial of the Special Use Permit as the increased density at this location would not be in line with the City Future Land Use Map and could have an adverse impact on the surrounding low density neighborhood and infrastructure.

**Recommended Conditions**

Should the Special Use permit be approved, Staff recommends the following conditions:

4. Up to 43 dwelling units per acre (DUA) are permitted on the Subject Properties with a maximum of two bedrooms per unit.
5. The restoration of Rock Creek as presented in the applicant's narrative dated July 14, 2020 and revised April 15, 2021.
6. Modifications of yard requirements to:
  - a. Front yard: Twenty-five (25) feet.
  - b. North Side yard: Five (5) feet.
  - c. South Side yard: Fourteen (14) feet.
  - d. Rear yard: Twenty-five (25) feet.

**Suggested Motions**

1. I move to recommend approval of this application for a Special Use Permit for Tax Map & Parcels 230133000, 230134000, and 230135000 (1613 Grove Street Extended) to permit residential density up to forty-three (43) DUA and adjusted yard requirements as depicted on the site plan dated July 14, 2020 with the following listed conditions.
  - a. 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 for Tax Map & Parcels 230133000, 230134000, and 230135000 (1613 Grove Street Extended)

**Attachments**

- A. Special Use Permit Application received July 13, 2020
- B. Special Use Permit Narrative and Supporting Documents dated September 29, 2021
- C. Site Plan dated September 29, 2021
- D. ADU Worksheet
- E. Public Comments received prior to the date of this report (any comments received after this report was prepared were sent directly to Planning Commission and City Council)
- F. Link to the May 11, 2021 and October 21, 2021 Public Hearings:  
<https://boxcast.tv/channel/iweiogrihxlennvn2sxqx>



# City of Charlottesville

## Application for Special Use Permit

Project Name: 1613 Grove St. Ext.

Address of Property: 1613 Grove St. Ext.

Tax Map and Parcel Number(s): 230133000, 230134000, 23013500

Current Zoning District Classification: R-2 proposed R-3

Comprehensive Plan Land Use Designation: Low Density Residential

Is this an amendment to an existing SUP? no

If "yes", provide the SUP #: \_\_\_\_\_

Applicant: Lorven Investments LLC

Address: 4776 Walbern Ct Chantilly, Va 20151

Phone: 703-856-0164

Email: nseri@yahoo.com

project contact: Shimp Engineering, Kelsey Schlein | (434) 227-5140 | kelsey@shimp-engineering.com

Applicant's Role in the Development (check one):

☒ Owner ☐ Owner's Agent ☐ Designer ☐ Contract Purchaser

Owner of Record: same as applicant

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Reason for Special Use Permit: updated 2/21

☐ Additional height: \_\_\_\_\_ feet 28

☒ Additional residential density: 20 units, or 31 units per acre

☐ Authorize specific land use (identify) \_\_\_\_\_

☐ Other purpose(s) (specify City Code section): \_\_\_\_\_

### (1) Applicant's and (2) Owner's Signatures

(1) Signature [Signature] Print Narsimha Seri Date 07/13/2020

Applicant's (Circle One): LLC Member LLC Manager Corporate Officer (specify) \_\_\_\_\_

Other (specify): \_\_\_\_\_

(2) Signature [Signature] Print Narsimha Seri Date 07/13/2020

Owner's (Circle One): LLC Member LLC Manager Corporate Officer (specify) \_\_\_\_\_

Other (specify): \_\_\_\_\_

SP21-00002



# City of Charlottesville

## Pre-Application Meeting Verification

**Project Name:** 1613 Grove St. Ext.

**Pre-Application Meeting Date:** March 12, 2020

**Applicant's Representative:** Shimp Engineering, P.C.

**Planner:** Matt Alfele

**Other City Officials in Attendance:**

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**The following items will be required supplemental information for this application and must be submitted with the completed application package:**

1. see rezoning application form  

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2. 

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3. 

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4. 

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5. 

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**Planner Signature:** \_\_\_\_\_



# City of Charlottesville

## Application Checklist

**Project Name:** 1613 Grove St. Ext.

**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**

**Signature** *Narsimha Seri* **Print** NARSIMHA SERI **Date** 07/13/2020

**By Its:** MEMBER

(For entities, specify: Officer, Member, Manager, Trustee, etc.)



# City of Charlottesville

## Community Meeting

Project Name: 1613 Grove St. Ext.

Section 34-41(c)(2) of the Code of the City of Charlottesville (adopted \_\_\_\_\_, 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:** Lomen Investments LLC

**By:**

Signature

*Narsimha Seri*

Print

NARSIMHA SERI

Date

07/13/2020

Its:

Member

(Officer, Member, Trustee, etc.)



# 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: Lorven Investments LLC Date: 07/13/2020

By (sign name): *Narsimha Seri* Print Name: NARSIMHA SERI

Owner's: LLC Member LLC Manager Corporate Officer (specify): \_\_\_\_\_

Other (specific): \_\_\_\_\_

### Owner's Agent

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: Shimp Engineering, P.C.

Owner: Lorven Investments LLC Date: 07/13/2020

By (sign name): *Narsimha Seri* Print Name: NARSIMHA SERI

Circle one:

Owner's: LLC Member LLC Manager Corporate Officer (specify): \_\_\_\_\_

Other (specific): \_\_\_\_\_



# 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 Sateesh Nadimpally Address 11719 Poppen Head Rd, Fairfax, VA 22030

Name Mahendar Edla Address 25799 Buyer Ct, Chantilly, VA 20152

Name Kiran Bondugula Address 43376 Barnstead Dr., Ashburn, VA 20148

Name Narimha Seri Address 4776 Walburn Ct, Chantilly, VA 20151

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:** Lowen Investments LLC

**By:**

Signature [Signature] Print NARSIMHA SERI Date 07/13/2020

Its: Member (Officer, Member, Trustee, etc.)



# City of Charlottesville

## Fee Schedule

Project Name: 1613 Grove St. Ext.

Application Type	Quantity	Fee	Subtotal
Special Use Permit (Residential)	1	\$ 1,500	\$1,500
Special Use Permit (Mixed Use/Non-Residential)		\$ 1,800	
Mailing Costs per letter		\$1 per letter	
Newspaper Notice		Payment Due Upon Invoice	
<b>TOTAL</b>	1		\$1,500

### Office Use Only

Amount Received: \_\_\_\_\_ Date Paid \_\_\_\_\_ Received By: \_\_\_\_\_

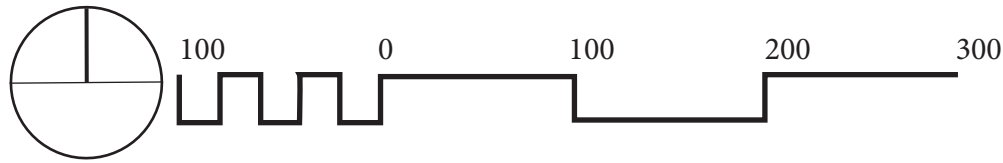
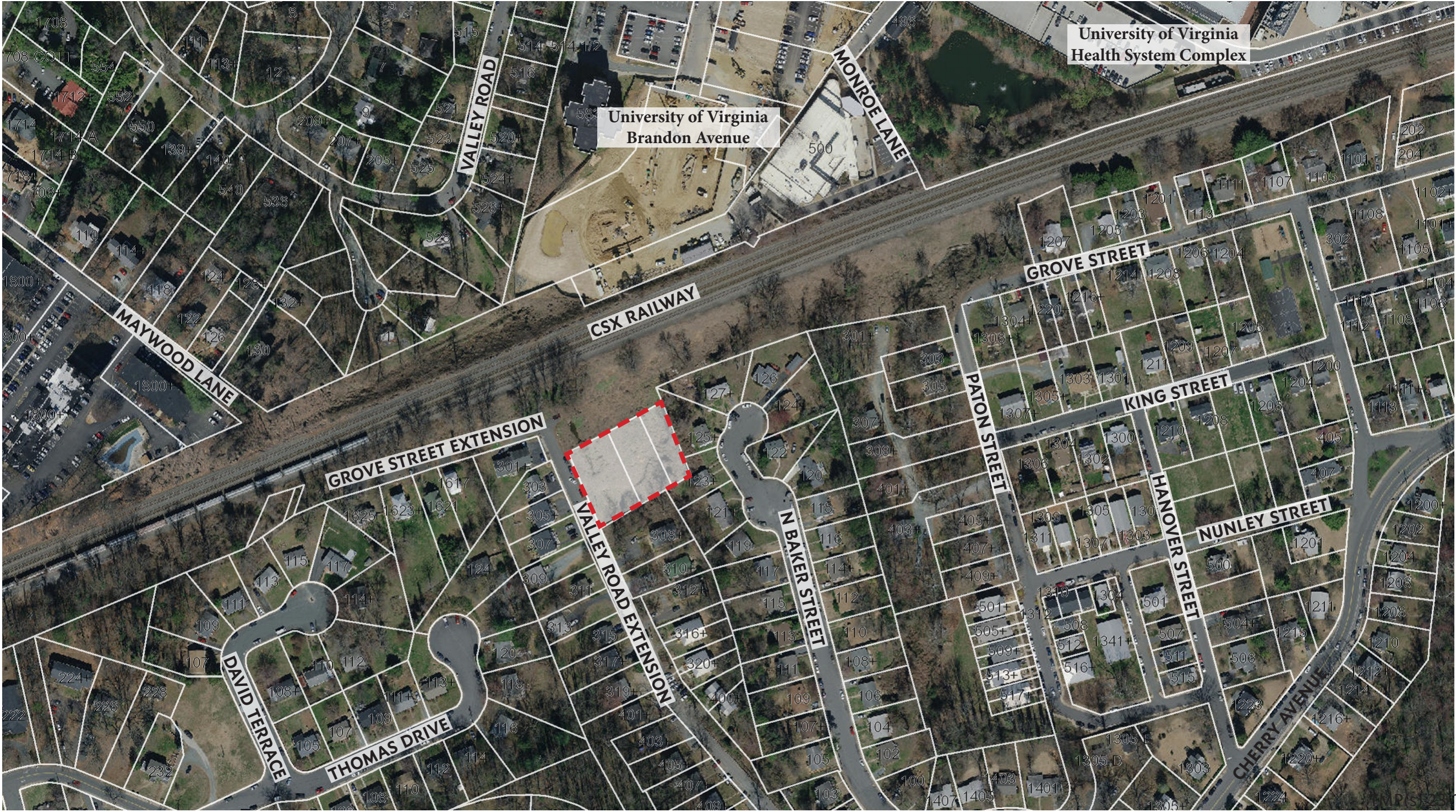
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Amount Received: \_\_\_\_\_ Date Paid \_\_\_\_\_ Received By: \_\_\_\_\_

Amount Received: \_\_\_\_\_ Date Paid \_\_\_\_\_ Received By: \_\_\_\_\_

1613 GROVE STREET  
SITE CONTEXT

Sheet 1 of 7



REVISED 29 SEPTEMBER 2021  
Revised 22 June 2021  
Submitted 14 July 2020

project: 20.010

SHIMP ENGINEERING, P.C.

1613 GROVE STREET  
SITE & REZONING INFO  
Sheet 2 of 7

OWNER/DEVELOPER

Lorven Investments, LLC  
4776 Walbern Ct  
Chantilly, VA 20151

TMP(s)

23-133, 23-134, 23-135

ACREAGE

0.652

NEIGHBORHOOD

Fifeville

FLOODZONE

According to the FEMA Flood Insurance Rate Map, effective date February 4, 2005 (Community Panel 51003C0269D), this property does not lie within a Zone X 100-year floodplain.

USE

EXISTING: Vacant  
PROPOSED: Multifamily

ZONING

EXISTING: R2  
PROPOSED: R3, with concurrent special use permit submitted for increased density (21 DUA to 22-43 DUA)

DENSITY

COMPREHENSIVE PLAN DESIGNATION: Low density residential (<15 DUA)  
PROPOSED: 28 units proposed; 43 DUA

BUILDING HEIGHT

Per Section 34-353 of the Charlottesville Zoning Ordinance, a maximum building height of 45’ shall be permitted. Proposed building heights are less than 35’.

SETBACKS

Per Section 34-353 of the Charlottesville Zoning Ordinance, setbacks shall be permitted as follows:  
FRONT MINIMUM: 25’  
SIDE MINIMUM: 14’\*  
REAR MINIMUM: 25’

\*For 22-43 DUA, side setbacks shall be 1 foot/3 feet in building height, 10’ minimum. Maximum allowable building height is 45’. Proposed building heights are less than 35’.

Side setback to be reduced to 5’ from the northern boundary (adjacent to the railroad ROW) with SUP exception

TMP(s) 23-133, 23-134, 23-135

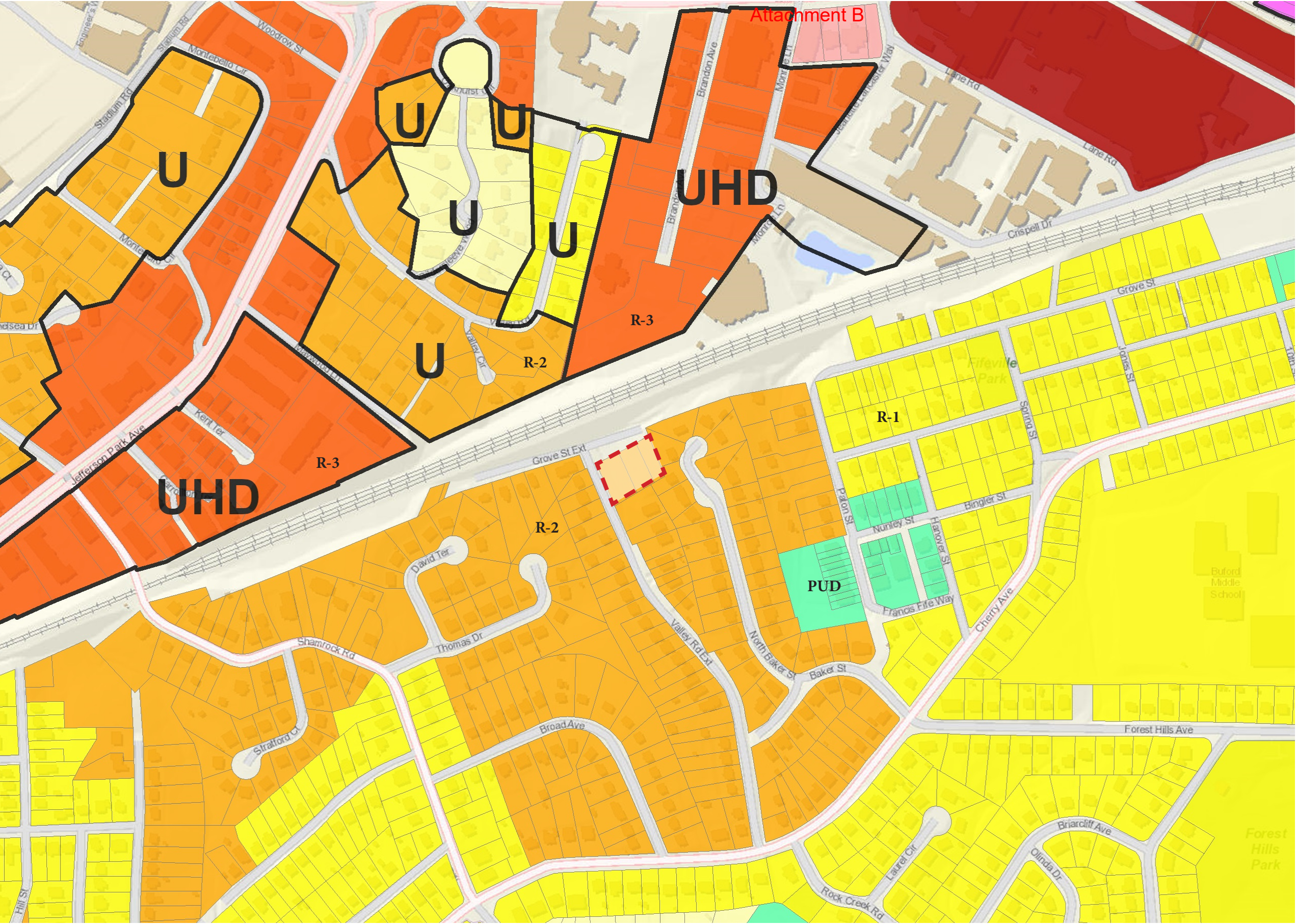
REVISED 20 SEPTEMBER 2021

Revised 22 June 2021

Submitted 14 July 2020

project: 20.010

**1613 GROVE STREET**  
**ZONING MAP**  
Sheet 3 of 7

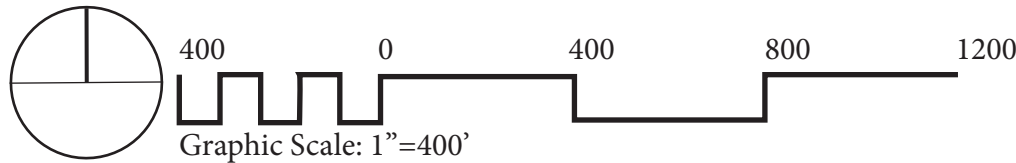


TMP(s) 23-133, 23-134, 23-135

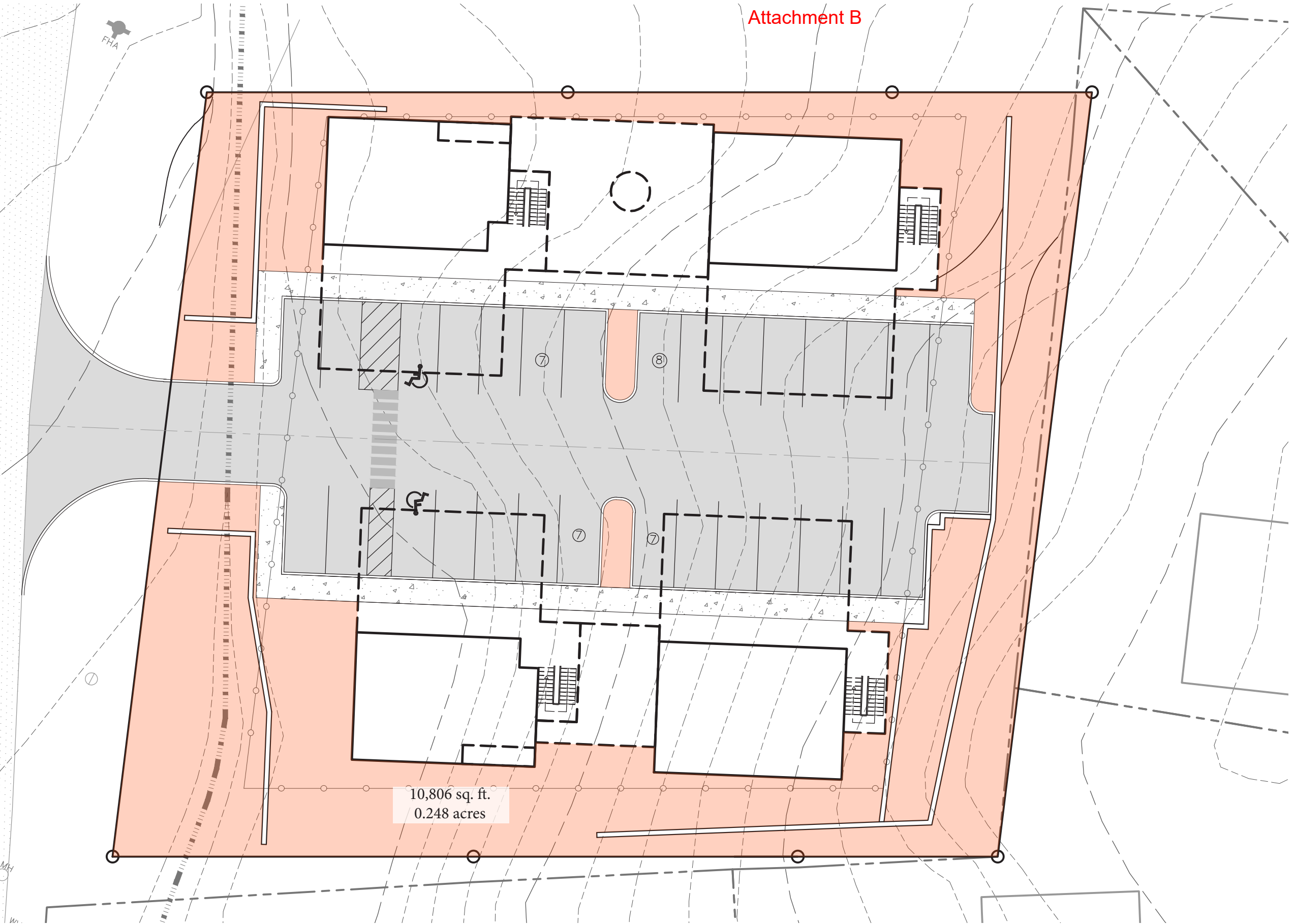
**REVISED 29 SEPTEMBER 2021**  
Revised 22 June 2021  
Submitted 14 July 2020

project: 20.010

**SHIMP ENGINEERING, P.C.**



**1613 GROVE STREET**  
**LAND COVERAGE**  
Sheet 4 of 7



Per Sec. 34-353 of the Charlottesville Zoning Ordinance, land coverage in R-3 zoning districts shall not exceed 80% of the total site for 22-87 DUA.

Total site area is 0.652 AC or 28,401.12 sq. ft.

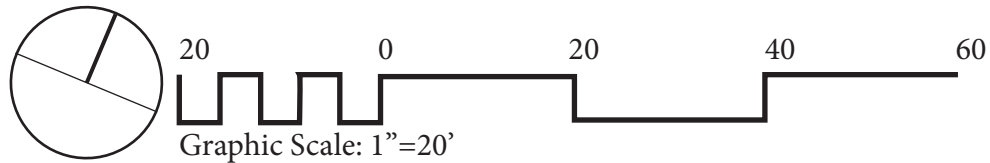
Required open space is 20% of total site area, or 0.1304 AC or 5,680.224 sq. ft.

Total proposed open space is 0.248 AC or 10,806 sq. ft.

TMP(s) 23-133, 23-134, 23-135

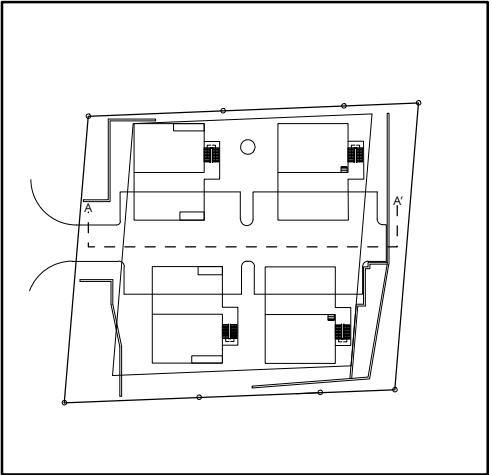
**REVISED 29 SEPTEMBER 2021**  
Revised 22 June 2021  
Submitted 14 July 2020

project: 20.010



1613 GROVE STREET  
SITE SECTIONS  
Sheet 5 of 7

SITE ELEVATION 'A - A'

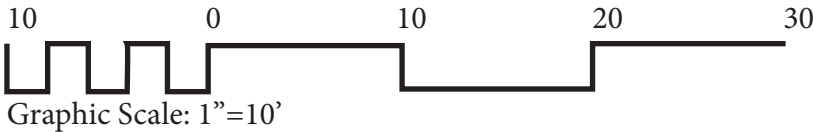


TMP(s) 23-133, 23-134, 23-135

REVISED 29 SEPTEMBER 2021  
Revised 22 June 2021  
Submitted 14 July 2020

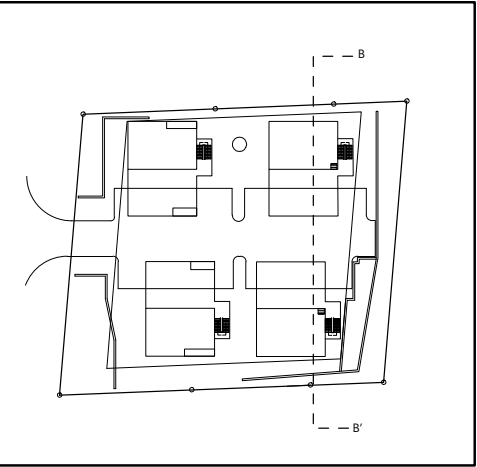
project: 20.010

SHIMP ENGINEERING, P.C.

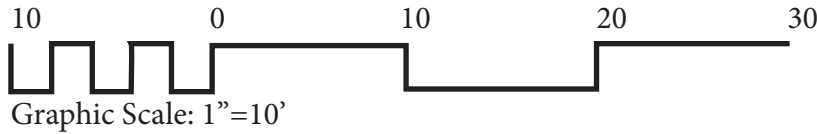
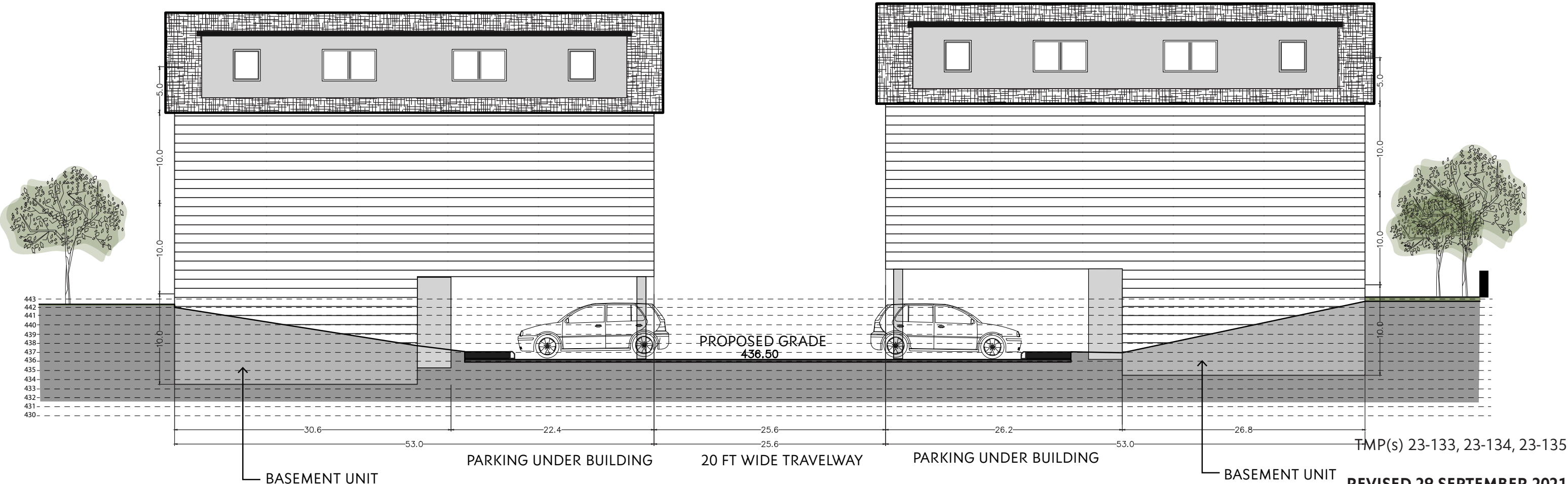


1613 GROVE STREET  
SITE SECTIONS

Sheet 6 of 7



SITE ELEVATION 'B - B'



REVISED 29 SEPTEMBER 2021  
Revised 22 June 2021  
Submitted 14 July 2020

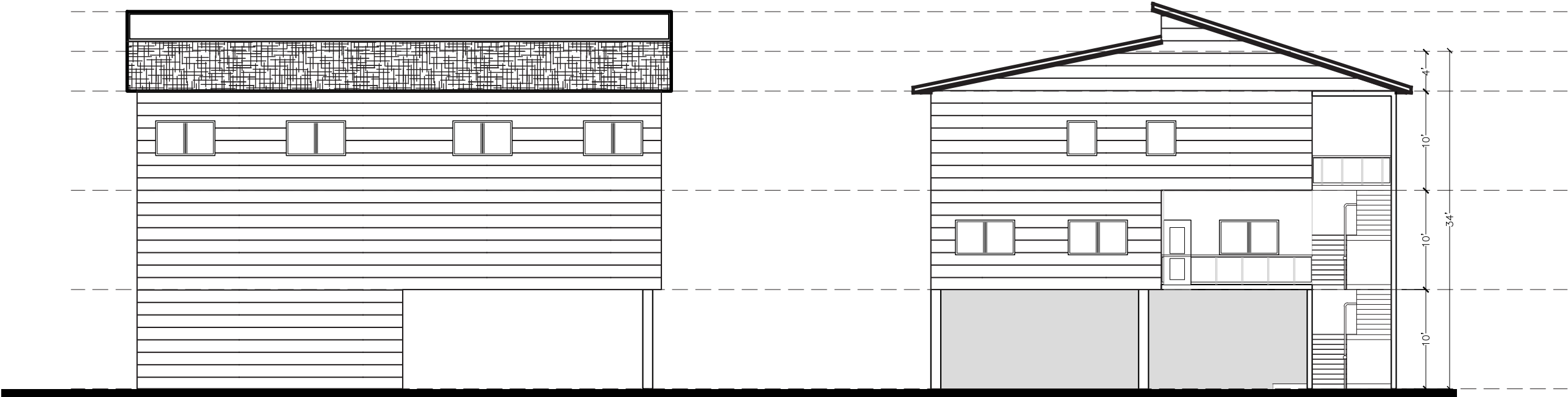
project: 20.010

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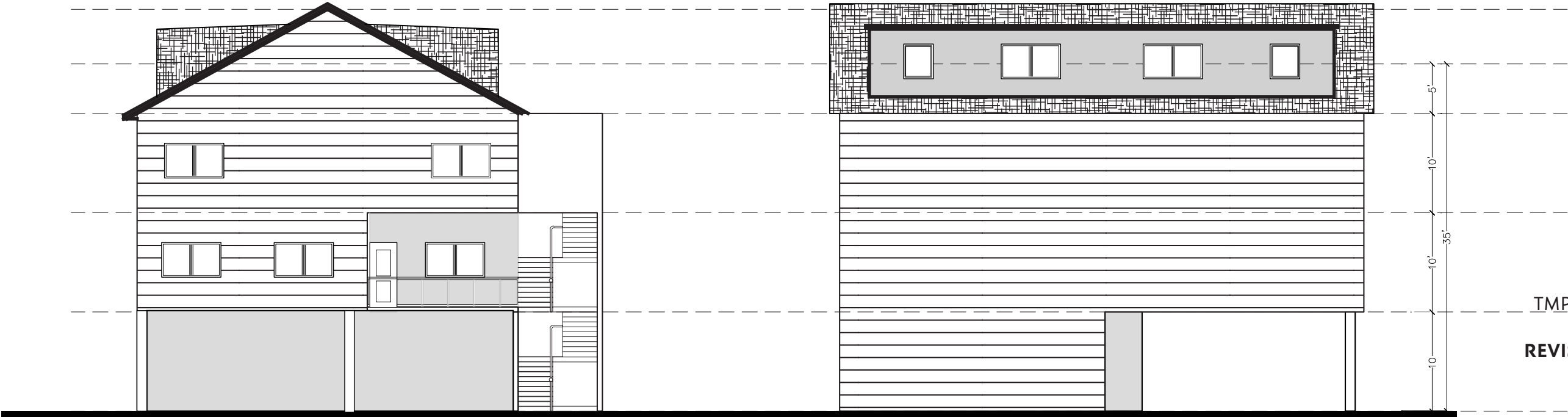
UNIT 1 FRONT & SIDE ELEVATIONS

1613 GROVE STREET  
ELEVATIONS

Sheet 7 of 7



UNIT 2 FRONT & SIDE ELEVATIONS



TMP(s) 23-133, 23-134, 23-135

**REVISED 29 SEPTEMBER 2021**  
Revised 22 June 2021  
Submitted 14 July 2020

project: 20.010

## Attachment B

**Project Narrative For:** ZMA and SUP 1613 Grove St Ext  
**Parcel Description:** Tax Map 23, Parcels 133, 134, 135  
**Initial Submittal:** July 14, 2020  
**Revision 1:** January 29, 2021  
**Revision 2:** April 15, 2021  
**Revision 3:** June 22, 2021  
**Revision 4:** September 29, 2021  
**Pre-App Meeting Date:** March 12, 2020

TAX MAP PARCEL NO.	ACREAGE	EXISTING ZONING	PROPOSED ZONING	COMP PLAN DESIGNATION
TMP 23-133	0.147	R-2	R-3	Low-Density Residential
TMP 23-134	0.239	R-2	R-3	Low-Density Residential
TMP 23-135	0.266	R-2	R-3	Low-Density Residential
<b>Total:</b>	0.652			

### Location:

The parcels front an unimproved portion of Grove Street Extended with parcel 23-135 abutting Valley Road Extended. The properties are located within the Fifeville Neighborhood and are located along the edge of the land use map of the Cherry Avenue Small Area Plan Draft. The CSX railroad runs parallel to the properties' north boundaries.

### Surrounding Uses:

The new parcel will have frontage on Valley Road Extended. The property is bordered by two family residential structures to the east and south and by an unimproved section of Grove St. Ext and CSX railroad right of way to the north. Directly north of the CSX ROW is property owned by the University of Virginia that is subject to the Brandon Avenue Master Plan.

### Project Proposal:

Lorven Investments, LLC is the owner (the "owner") of tax map parcels 23-133, 23-134 and 23-135 in the City of Charlottesville (collectively, the "property"). On behalf of the owner, we request a rezoning and special use permit to allow for a cluster of neighborhood scale multi-family buildings with a total of 28 residential units on the property. To realize this housing opportunity, we request to rezone the property from Two-family Residential (R-2) to Multi-family Residential (R-3). Concurrent with the rezoning request, we request a special use permit for additional residential density of up to 43 dwelling units per acre. To accommodate a multi-family development on the property, the existing interior boundary lines will be vacated to create one .652 acre parcel (the "new parcel"). In conjunction with the special use

## Attachment B

permit request, and in accordance with modifications allowed by Sec. 34-162, we request a reduction of the northern side setback (adjacent to the unimproved portion of Grove St. Ext) of the new parcel to 5' and for an exception from Sec.34-353(B)(4) which requires the distance between the façade of a multifamily dwelling having between 22-43 DUA and the boundary of any low density residential district to be 50 feet.

We propose a cluster of four (4) neighborhood-scale multi-family buildings that in total will house 28 residential units. The buildings will be organized on the property in a skewed quadrant and will be constructed on the site to create different areas for outdoor leisure and recreation space between and around the buildings. Each building is proposed to have (7) units and of the total 28 units, eight (8) of the units are proposed as one bedroom units and twenty (20) of the units are proposed as two bedroom units. Parking is provided on site, in accordance with City parking requirements, to serve the parking needs of future residents. The buildings are designed to relegate the parking from Valley Road Extended and most of the parking spaces are accommodated underneath the overhang of the buildings, limiting the amount of impervious surface on-site required to accommodate both the residential units and the required parking areas.

The site, including the banks of Rock Creek, is currently overtaken with Kudzu, an invasive species, and the preliminary site plan included with this special use permit request demonstrates a native replanting design along the banks that will contribute to a robust canopy and green screen along Valley Road Extended.

The buildings are proposed at heights of less than 35', as shown in the elevations included with this submission package, these proposed building heights are less than the 45' maximum by-right allowance for the R-3 Residential Zoning District. The property is bordered by R-2 zoned properties which are subject to a maximum height of 35'. Just across the railroad right-of-way, just north of the property, there are B-1 and UHD zoned properties which have a maximum height of 45' and 50' respectively. The buildings are designed to be 10' floor-to-floor at three stories above grade, with the easternmost buildings having basement apartments. The two easternmost buildings will be constructed into the hillside with a height of approximately 28' above grade. The buildings adjacent to Valley Street Extended do not have basement apartments, resulting in a height of approximately 33' above grade. The property sits at a lower elevation than most of its surrounding context; the variation in grade between this site and its surroundings contributes to minimizing the scale and mass of the buildings. The proposed finish floor elevation of the buildings is between 436' and 443' (with the easternmost buildings having a BFE of 433'). The finished floor elevation of the structure to the east is approximately 462', the finished floor elevation of the structure to the south is approximately 442', the approximate floor elevations of the properties opposite Valley St. are 440', and the ridge of the adjacent railroad right-of-way is 479'.

The project design will establish:

- 1) A neighborhood-scale multi-family housing development with off-street parking in close proximity to major regional employers
- 2) Greenspace and green screens, providing open space for future residents that is inviting and supports the enhancement of Rock Creek, and
- 3) Intentional recreational areas for residents that encourage outdoor leisure and play

### Public Need or Benefit

The Comprehensive Regional Housing Study and Needs Analysis completed by Partners for Economic Solutions in 2019 states in the executive summary that, "over the past two decades,

## Attachment B

housing prices in Planning District 10 have increased rapidly as new construction failed to keep pace with the increase in demand at all but the highest rent and price levels.”<sup>1</sup> This proposed project will contribute to the “missing middle” housing stock and help to meet demand for housing in Charlottesville City limits.

### **R-3 Justification**

The proposed development is consistent with the intent of the R-3 zoning district which states, “The purpose of the multifamily residential zoning district is to provide areas for medium- to high-density residential development” and that R-3 consists, “of medium-density residential areas in which medium-density residential developments, including multifamily uses, are encouraged.” This project proposes a medium density multi-family development, consistent with the intent of the R-3 district.

Development of the property aligns with the goals and opportunities of the Fifeville Neighborhood as outlined in the Cherry Avenue Small Area Plan Draft. The SWOT analysis compiled by the neighborhood revealed that residents feel there is a lack of affordability in the neighborhood, pricing out long-term community members. While there is fear that development will change the neighborhood, community members still felt there is a strong opportunity to improve housing options within Fifeville. With new development, “additional housing may help residents remain in the community, even if they move to a new home within the neighborhood” (43). The multifamily development on Grove Street Extended could be an opportunity to address the challenge of meeting housing demand in the largely single-family zoning district in the Fifeville neighborhood. 1613 Grove Street is ideal for vacant lot development with effective density. The property is located at the end of Valley Road Extended’s block of duplexes and two-family dwelling units. A medium-density multifamily development would not be out of character in this portion of the neighborhood and will be designed in a manner to complement, not overshadow, the existing neighborhood context. The structures would not be visible from main thoroughfares of the Fifeville neighborhood, minimizing overall impact to the small-town feel that community members seek to preserve, while demonstrating a different level of density that neighbors could experience. Allowing for this type of development where impact is minimal would help the community better understand the built condition of the desired density, affordability, and housing types they envision, without compromising the character of the neighborhood nor displacing any current residents.

Generous green screens will be planted at the edges of the property which will contribute to a robust landscape program on the site, adding to the tree canopy in the neighborhood while providing sufficient privacy for future residents. This will ensure that the tree and green space character of the neighborhood local streets will not only be preserved but enhanced.

### **Consistency with the Comprehensive Plan:**

The property is located within the Western portion of the Fifeville Neighborhood and is located on the Western-most edge of the Cherry Avenue Small Area Plan Draft. The property fronts an unimproved portion of Grove Street Extended and extends along Valley Road Extended. Rock Creek is located on the western edge of tax map parcel 23-135, parallel to Valley Road Extended.

<sup>1</sup> “Comprehensive Regional Housing Study and Needs Analysis.” Partners for Economic Solutions. March 22, 2019

## Attachment B

Although this area is designated as Low-Density Residential on the future land use map, the Cherry Avenue Small Area Plan Draft encourages re-examination of allowable uses in the zoning code and exploration of methods to increase the number of affordable housing options in low-density portions of the neighborhood. A zoning map amendment for this property will contribute to the enhancement of housing options in the neighborhood and this proposed design contributes to protecting the character of the area.

This rezoning will achieve the intent of several of the City's housing goals including: creating quality housing opportunities for all and growing the City's housing stock for residents of all income levels.

The development is consistent with the Comprehensive Plan in the following ways:

### Chapter 4 Environment

- *Goal 2: Promote practices throughout the City that contribute to a robust urban forest.* The preliminary site plan included with this rezoning request shows a landscape plan that would add a variety of native trees and plants to the site along the banks of Rock Creek, along the borders of the property, and internally in parking and recreational areas.
- *Goal 4: Improve public and private stormwater infrastructure while protecting and restoring stream ecosystems.* The proposed development will adhere to all local and state stormwater regulations. A native planting stream buffer is proposed along the banks of Rock Creek which will help to contribute to the restoration of the stream ecosystem. At present, the banks of the stream are unprotected from stormwater runoff and are overtaken by invasive plant species.

### Chapter 5 Housing

- *Goal 3: Grow the City's housing stock for residents of all income levels.* A medium-density multi-family development on this property is an opportunity to incorporate more housing options throughout the City and help the City attain its goal of achieving a mixture of incomes and uses in as many areas of the City as possible. The owner is committed to providing affordable housing within this development, and of the 28 units, eight (8) one bedroom units are proposed as affordable. A proffer statement has been submitted in conjunction with this rezoning request, committing to eight (8) affordable units if the property is rezoned to R-3.

The City is also actively working through an update to the Comprehensive Plan and the future land use map with the hopes of adopting an updated plan in late 2021. The property is designated as "general residential" on the most recent future land use map draft (dated August 2021) and the project proposal is consistent with various goals of the draft plan, such as:

### Housing

- *Goal 2: Diverse Housing Throughout the City: Support a wide range of rental and homeownership housing choices that are integrated and balanced across the city, and that meet multiple City goals including community sustainability, walkability, bikeability, ADA accessibility, public transit use, increased support for families with children and low-income households, access to food, access to local jobs, thriving local businesses, and decreased vehicle use.*

### Environment, Climate, and Food Equity

## Attachment B

- *Goal 1: Climate Change, Emissions, and Energy: Reduce community greenhouse gas (CHG) emissions and the city's overall carbon footprint to meet goals established for 2030 (45% reduction in greenhouse gas emissions from 2011 levels) and 2050 (carbon neutrality).*

By creating more housing in close proximity to schools, parks, and places of employment the need to utilize a car for every trip out of the house is reduced. 28 units in this location would put more residents within a half mile walk of an elementary school, a .8 mile walk or bike to an elementary school, and a one mile walk/bike/transit ride to a major employment center at the UVA health system.

### Land Use, Urban Form, and Historic and Cultural Preservation:

- *Goal 2: 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 reuse in our community.*

This infill development promotes effective density within structures that are designed within a mass and form that resembles a large single family home or two family structure. The structures are sighted to be set down on the site, working with the grade, to minimize the appearance of the structures from the surrounding properties. As a vacant site, this property can accommodate this infill development without compromising existing structures.

### **Impacts on Public Facilities & Public Infrastructure:**

American Community Survey (ACS) 5 year estimates indicate the average household size in Charlottesville is 2.38 people<sup>2</sup>. Using the ACS average, a multi-family development with a maximum of 28 proposed units could potentially yield 67 new residents within Police District 7 and Ridge Street Station Fire District. It should be noted this household size is for all unit sizes and is not limited to one or two-bedroom households.

Despite the additional density, vehicular trips generated by the development are expected to be minimal, and thus will not greatly impact congestion on Cherry Avenue, which is a concern expressed in the Cherry Avenue Small Area Plan. A CAT bus stop is located a short distance from the property at the intersections of Cherry Avenue and Valley Road Extended and the development intends to provide bike lockers for residents. It is expected that these two alternative transportation methods will lower the already low trip estimate.

The Charlottesville Bicycle and Pedestrian Master Plan has other pedestrian-friendly infrastructure proposed (the aforementioned greenway tunnel and multi-use pathway) that will connect Fifeville and the immediate property to Charlottesville, encouraging even more pedestrian trips in the future.

### **Impacts on Schools:**

This property lies within the Johnson Elementary School district. After attending neighborhood elementary schools, all Charlottesville students attend Walker Upper Elementary School, Buford Middle School, and Charlottesville High School.

<sup>2</sup> ACS 2013-2017 5 YR Estimates Table B25010 "Average Household Size of Occupied Housing Units by Tenure"

## Attachment B

ACS 2018 5 year estimates show that there are an estimated 4,800 residents between the ages of 5-17 within City limits.<sup>3</sup> By dividing this estimate by the number of occupied housing units in the city, 18,613, it can be approximated that there are approximately .26 children per housing unit in Charlottesville.<sup>4</sup> Since 28 units are proposed on the site, it is estimated there may be an additional seven school-aged children within the development.

### **Impacts on Environmental Features:**

All design and engineering for improving the property will comply with applicable City and State regulations for erosion and sediment control and stormwater management. Rock Creek (located at the western portion of tax map parcel 23-135) will be protected during and after construction.

Stream restoration along Rock Creek near the property frontage is proposed as a component of this application. Currently, the banks of Rock Creek are overrun with Kudzu and don't have stabilization measures in place to ensure the integrity of the bank over the long term. The restoration plan included with this application proposes the installation of stabilization stones and native trees and grasses that was informed by the Virginia Department of Conservation<sup>5</sup>, which provides guidelines for native species adjacent to streams, creating stream flow and erosion control, nutrient filtration, and wildlife habitats.

### **Compliance with USBC Regulations:**

The proposed project will comply with all applicable USBC regulations.

### **Proffers to Address Impacts:**

As a condition of rezoning approval, the owner will provide a cash contribution for improvements to pedestrian infrastructure within the Fifeville Neighborhood to improve pedestrian connectivity and safety along that street. The owner proposes to proffer a total of \$48,000 prior to issuance of certificate of occupancy of the seventh dwelling unit on the property.

The \$48,000 contribution is consistent with providing just over 700 linear feet of sidewalk per the City's 2019 sidewalk fund calculator which priced each linear foot of sidewalk at \$67.75.

Additionally, the owner has committed to providing eight (8) 1 bedroom affordable housing units on the property.

<sup>3</sup> ACS 2018 5 YR Estimates Table DP05 "ACS Demographic and Housing Estimates"

<sup>4</sup> ACS 2018 5 YR Estimates Table DP04 "Selected Housing Characteristics"

<sup>5</sup> Virginia Department of Conservation, "Virginia Riparian Buffer Zones: Native Plants for Conservation, Recreation & Landscaping."

PRELIMINARY SITE PLAN

1613 GROVE STREET

TAX MAP 23, PARCEL 133, 134, 135

CHARLOTTESVILLE, VIRGINIA

LEGEND

EXISTING	NEW	DESCRIPTION
		BOUNDARIES
		BENCHMARK
		SITE PROPERTY LINE
		ADJACENT PROPERTY LINE
		BUILDING SETBACK
		PARKING SETBACK
		PARKING COUNT
		TOPOGRAPHY
		INDEX CONTOUR
		INTERVAL CONTOUR
		SPOT ELEVATION
		TOP OF CURB ELEVATION
		TOP OF WALL ELEVATION
		BOTTOM OF WALL ELEVATION
		STREAM
		STREAM BUFFER
		100 YEAR FLOODPLAIN
		BUILDING
		RETAINING WALL
		STAIRS
		EDGE OF PAVEMENT
		ROAD CENTERLINE
		FRONT OF CURB
		BACK OF CURB
		CG-12 TRUNCATED DOME
		SIDEWALK
		BIKE PARKING
		HANDICAP ACCESSIBLE AISLE
		HANDICAP PARKING
		MATERIAL
		CONCRETE
		RIPRAP
		ASPHALT
		EC-2 MATTING
		EC-3 MATTING
		WETLAND
		TREELINE
		FENCE
		UTILITY
		UTILITY POLE
		GUY WIRE
		OVERHEAD UTILITY
		UNDERGROUND UTILITY
		STORM
		STORM MANHOLE
		DROP INLET
		STORM SEWER
		ROOF DRAIN
		SANITARY
		SANITARY MANHOLE
		SANITARY SEWER MAIN
		SANITARY SEWER LATERAL
		WATER
		WATER LINE
		WATER METER
		WATER METER VAULT
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
		GAS
		GAS LINE
		EASEMENTS
		CONSTRUCTION
		GRADING
		ACCESS
		SIGHT DISTANCE
		UTILITY
		STORMWATER FACILITY MAINTENANCE
		STORMWATER ACCESS
		DRAINAGE
		SANITARY
		WATERLINE
		GASLINE

OWNER/DEVELOPER

Lorven Investments, LLC  
4776 Walbern Court  
Chantilly, VA 20151

ZONING

Existing: R-2 Residential  
Proposed: R-3 Residential with Special Use Permit (SUP) for residential density up to 43 DUA

SETBACKS

Per R-3 setback regulations:  
FRONT MINIMUM: 25'  
SIDE MINIMUM: 14'  
REAR MINIMUM: 25'  
\*Northern side setback to be reduced to 5', setback modification request submitted concurrently with SUP

SOURCE OF TITLE

DB 2020 PG 578

SOURCE OF BOUNDARY AND TOPOGRAPHY

Boundary information obtained from plat of record  
Topographic information obtained from City of Charlottesville GIS information

FLOODZONE

According to the FEMA Flood Insurance Rate Map, effective February 4, 2005 (Community Panel 51003C0269D), this property does not lie in a floodplain.

WATER & SANITARY SERVICES

Site is served by City of Charlottesville public water and sewer.  
All waterline shutdowns must be coordinated with and performed by the City, and the developer must hand out notices to affected customers at least 48 hours in advance.

CITY PERMITS

- The contractor shall be responsible for obtaining a street cut permit from the City.
- A Temporary Street Closure Permit is required for closure of sidewalks, parking spaces, and roadways; and is subject to approval by the City Traffic Engineer. The contractor contact information will be provided with the final plans.
- The contractor shall provide adequate pedestrian barriers and circulation during construction.

FIRE MARSHAL'S NOTES

- SITE PLAN:
- VSFPC 505.1-The building street number to be plainly visible from the street for emergency responders.
  - VSFPC 506.1 - An approved key box shall be mounted to the side of the front or main entrance.
  - VSFPC 506.1.2 - An elevator key box will be required if the building has an elevator.
  - VSFPC 507.5.4 - 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.
  - VSFPC 503.2.1 - Overhead wiring or other obstructions shall be higher than 13 feet 6 inches.
  - VSFPC 3312.1 - An approved water supply for fire protection shall be made available as soon as combustible material arrives on the site. Fire hydrants shall be installed and useable prior to the start of any building construction.
  - All pavement shall be capable of supporting fire apparatus weighing 85,000 lbs.
  - Required vehicle access for fire fighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary pr 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.
  - 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 useable stairs. Such standpipes shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.
  - VSFPC 912.2.1 the fire department connection shall be located on the street side of the structure unless otherwise approved by the fire code official.
  - SFPC 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 feet of fire department connections. The distance shall be permitted to exceed 100 feet where approved by the fire code official.
  - VSFPC 503.2.1 Overhead wiring or other obstructions shall be higher than 13 feet 6 inches.
  - VSFPC 3312.1 An approved water supply for fire protection shall be made available as soon as combustible material arrives on site.
  - 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 mu7st be installed in addition to the sprinkler system.
  - 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.
  - VSFPC 503.3 Marking Fire Lanes, The location and method of marking fire lanes shall be clearly indicated on the submitted 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 feet in width shall be posted or marked on both sides "No Parking-Fire Lane.
  - 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 useable stairs. Such standpipes shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.
  - 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 feet of the fire department connections. The distance shall be permitted to exceed 100 feet where approved by the fire code official.

CONSTRUCTION & DEMOLITION:

- VSFPC 310.3: 310.5 - Smoking to be allowed in only designated spaces with proper receptacles.
- VSFPC 3304.2 - Waste disposal of combustible debris shall be removed from the building at the end of each workday.
- IFC 1410.1-Access to the building during demolition and construction shall be maintained.
- VSFPC 3304.6 - 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.
- 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.
- VSFPC 3310.1 - Required vehicle access for fire fighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. If any. 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.

RECREATIONAL AREA

(8) 1-bedroom units + (20) 2-bedroom units proposed

Required Recreational Facilities: 5,600 sq. ft. of adult and 400 sq. ft. of child recreational space; 25% or 1,500 sq. ft. of indoor or weather-protected facilities are required

Proposed Recreational Facilities: 4,565 sq. ft. of adult recreational area provided on-site; 4,460 sq. ft. of natural amenity area provided with restoration of Rock Creek; 440 sq. ft. of child recreational area provided; 1,570 sq. ft. of covered recreational area provided

BUILDING HEIGHTS

Maximum allowable: 45', proposed heights at less than 35'

EXISTING USE

Vacant

PROPOSED USE

4 apartment buildings - total 28 units  
Residential density - 43 DUA

LAND USE SCHEDULE

EXISTING	Area	%
Building	0 SF	00.0%
Pavement	0 SF	00.0%
Sidewalk	0 SF	0.0%
Open space	28,401.12 SF	100.0%
Total=	28,401.12 SF	(0.652 ac.)

PROPOSED	Area	%
Building	8,881.6 SF	31.3%
Pavement	6,103.8 SF	21.5%
Sidewalk	2,583.3 SF	9.1%
Open space	10,832.4 SF	38.1%
Total=	28,401.12 SF	(0.652 ac.)

PARKING SCHEDULE

Multifamily dwellings: 1 bedroom & 2 bedroom units, 1 space per unit  
(8) 1 bedroom units + (20) 2 bedroom units, 28 spaces required  
28 spaces required, 29 spaces provided

ITE Trip Generation

Use	ITE Code	IV	AM			PM			Daily Total
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	28 Dwelling Units	3	11	14	12	7	19	171

ITE Trip Generation, 10th Generation Edition reflects AM and PM peak hour traffic.

SIGNS

All signs and pavement shall conform with the latest edition of the MUTCD Guidelines.  
A sign permit must be issued in accordance with the City of Charlottesville Sign Regulations prior to placement of any signs on-site.

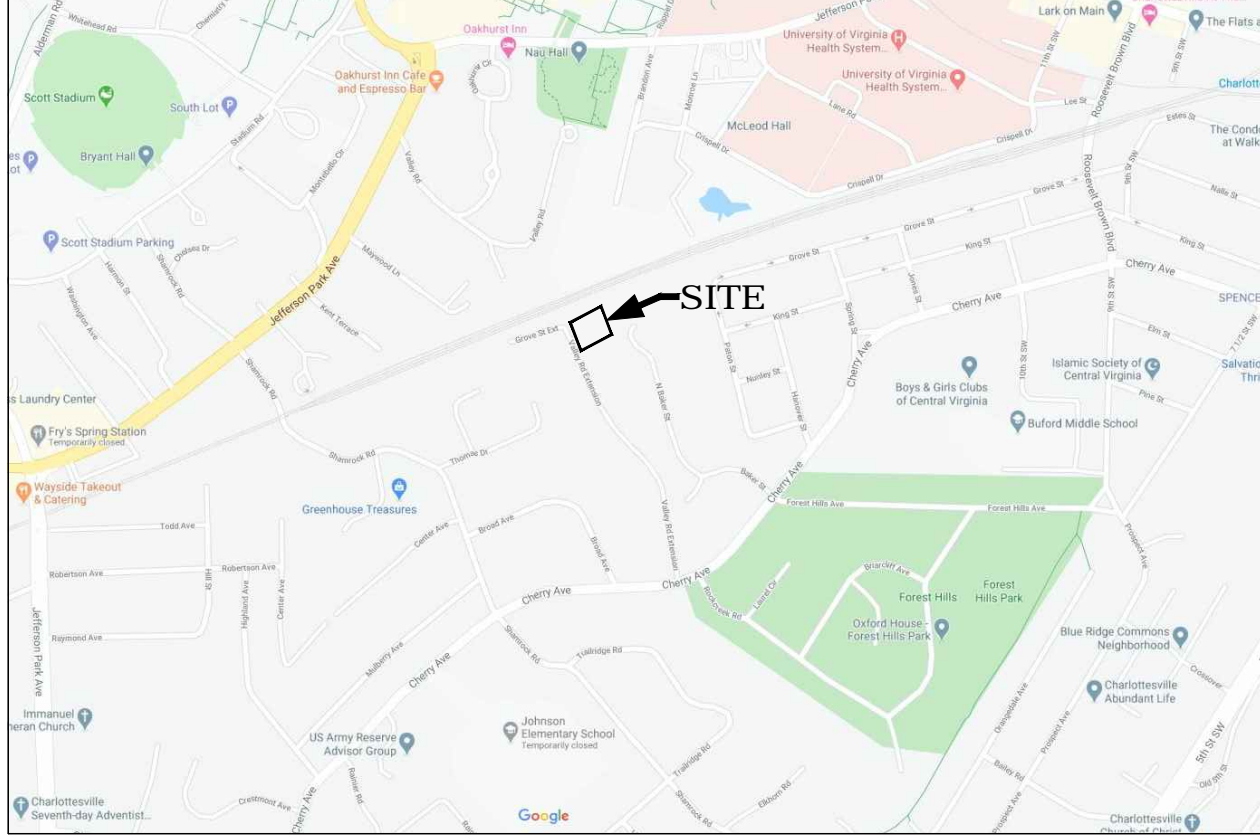
GENERAL NOTES

- All excavation for underground pipe installation must comply with OSHA Standards for the Construction Industry. (29 CFR Part 1926).
- The location of existing utilities across or along the line of the proposed work are not necessarily shown on the plans and where shown based on "MISS UTILITY" markings and are only approximately correct. The contractor shall locate all underground lines and structures as necessary.
- The contractor shall verify the locations of all boundaries, buildings, existing elevations, vegetation and other pertinent site elements. Contractor shall immediately report any discrepancies to the engineer of record.
- The contractor shall be responsible for notifying "MISS UTILITY" - 1-800-552-7001.
- Any damage to existing utilities caused by the contractor or its subcontractors shall be the contractor's sole responsibility to repair. This expense is the contractor's responsibility.
- All paving, drainage related materials and construction methods shall conform to current specifications and standards of the City of Charlottesville unless otherwise noted.
- An erosion and sediment control plan is required with this site plan.
- All slopes and disturbed areas are to be fertilized, seeded and mulched. The maximum allowable slope is 2:1. Where it is reasonably obtainable, lesser slopes of 3:1 or better are to be achieved.
- Paved, rip-rap or stabilization mat lined ditch may be required when in the opinion of the Engineer it is deemed necessary in order to stabilize a drainage channel.
- All traffic control signs shall conform to the 2011 Virginia Supplement to the 2009 Manual on Uniform Control Devices..
- Unless otherwise noted all concrete pipe shall be reinforced concrete pipe - Class III.
- All material inside concrete forms shall be clean and free of all rocks and other loose debris. Sub-base material shall be compacted by mechanical means. Remove all standing water from area inside forms.
- Concrete and asphalt shall not be placed unless the air temperature is at least 40 degrees in the shade and rising. Material shall not be placed on frozen subgrade.
- All existing curbs, curb and gutters and sidewalks to be removed shall be taken out to the nearest joint.
- Existing asphalt pavement shall be saw cut and removed as per VDOT Road and Bridge Specifications 2016. 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.
- The contractor shall exercise care to provide positive drainage to the storm inlets or other acceptable drainage paths in all locations.
- Contact information for any necessary inspections with City:  
E&S inspector, NDS- 970-3182 (for the E&S inspections)  
Project Inspectors, NDS-970-3182 (for other construction items like sidewalk, pavement patches, road, storm sewer etc)  
Water and Sanitary Sewer-Public Works 970-3800  
Street cut, Public Works 970-3800  
Other public ROW issues-City Engineer 970-3182.
- Any sidewalk and/or curb damage identified in the site vicinity due to project construction activities as determined by City inspector shall be repaired at the contractor's expense.
- A temporary street closure permit is required for closure of sidewalks, parking spaces and roadways and is subject to approval by the City Traffic Engineer.
- Per the Virginia Department of Health Waterworks Regulation (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.
- All buildings that may produce wastes containing more than one hundred (100) perts per million of fats, 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.
- Please contact the Regulatory Compliance Administrator at 970-3032 with any questions regarding the grease trap or backflow prevention devices.

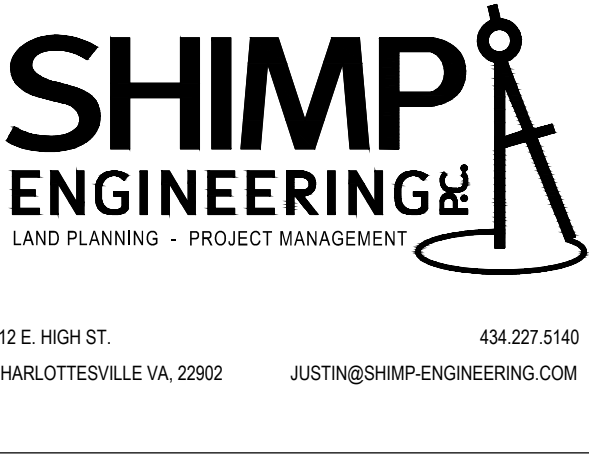
AFFORDABLE HOUSING

(8) 1-bedroom units proposed as affordable in accordance with proffered conditions.

VICINITY MAP SCALE : 1"=1000'



Map provided by Google.com



PRELIMINARY SITE PLAN  
CITY OF CHARLOTTESVILLE, VA  
1613 GROVE STREET

SUBMISSION:  
2020.07.14  
REVISION:  
2021.01.29  
2021.04.15  
2021.06.22  
2021.09.29

FILE NO. 20.010

COVER

SHEET C1 OF 5

C1



SHIMP

ENGINEERING & P.A.

LAND PLANNING - PROJECT MANAGEMENT

912 E. HIGH ST.  
CHARLOTTEVILLE VA, 22902

434.227.5140  
JUSTIN@SHIMP-ENGINEERING.COM



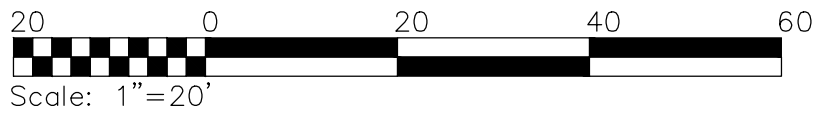
PRELIMINARY SITE PLAN  
CITY OF CHARLOTTEVILLE, VA  
**1613 GROVE STREET**

**SUBMISSION:**  
2020.07.14  
**REVISION:**  
2021.01.29  
2021.04.15  
2021.06.22  
2021.09.22

FILE NO. 20.010

**EXISTING CONDITIONS**

SHEET C2 OF 5





**SHIMP**  
ENGINEERING & ARCHITECTURE  
LAND PLANNING - PROJECT MANAGEMENT

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CHARLOTTESVILLE VA, 22902

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JUSTIN@SHIMP-ENGINEERING.COM



PRELIMINARY SITE PLAN  
CITY OF CHARLOTTESVILLE, VA  
**1613 GROVE STREET**

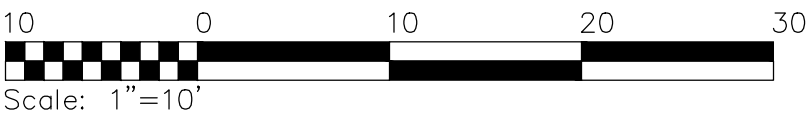
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2020.07.14  
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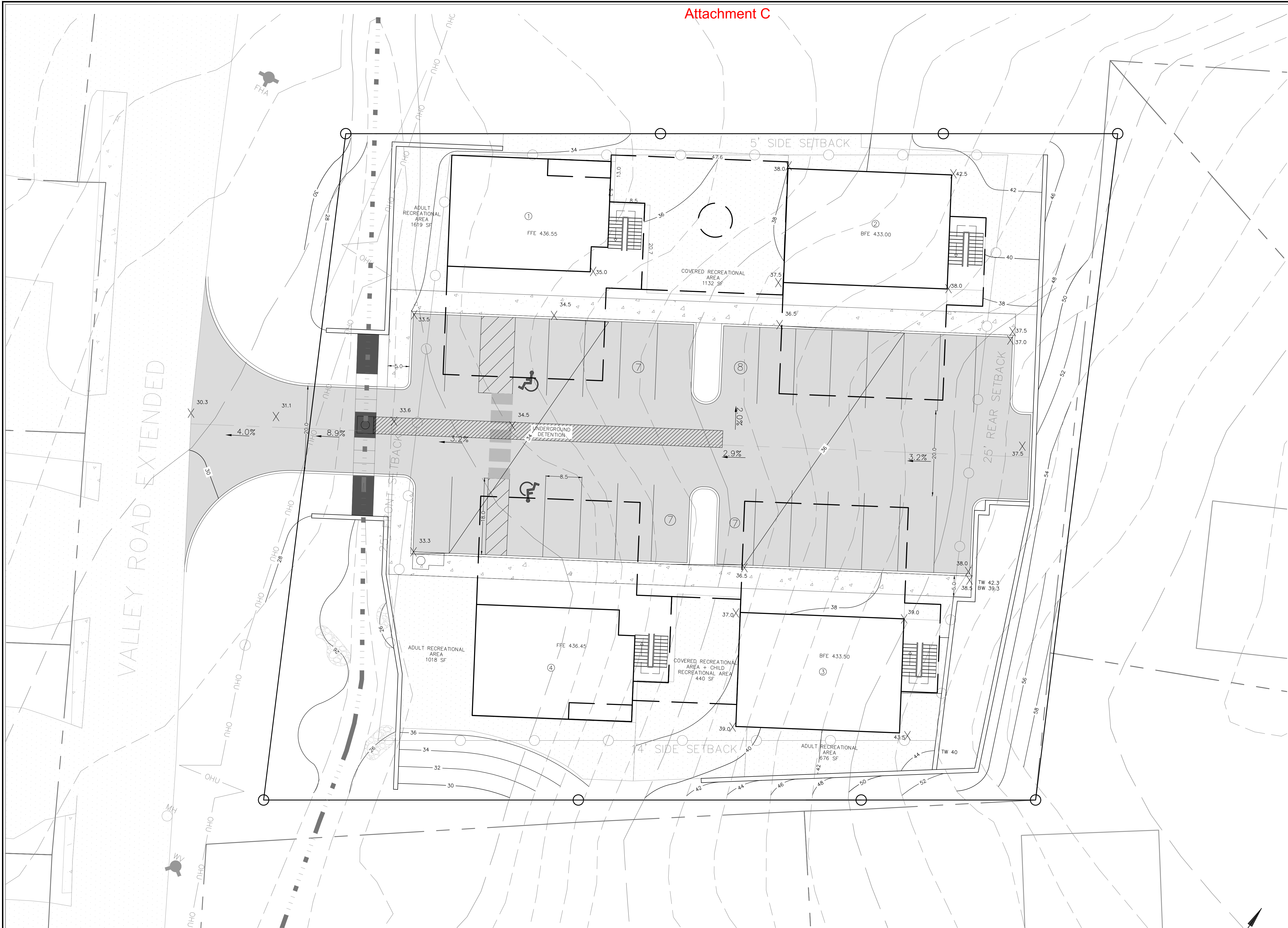
FILE NO. 20.010

**PRELIMINARY PLAT**

SHEET C3 OF 5

**C3**





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JUSTIN@SHIMP-ENGINEERING.COM



PRELIMINARY SITE PLAN  
CITY OF CHARLOTTESVILLE, VA  
**1613 GROVE STREET**

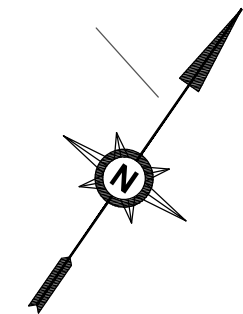
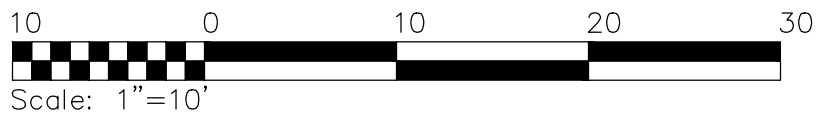
**SUBMISSION:**  
2020.07.14  
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2021.01.29  
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2021.09.29

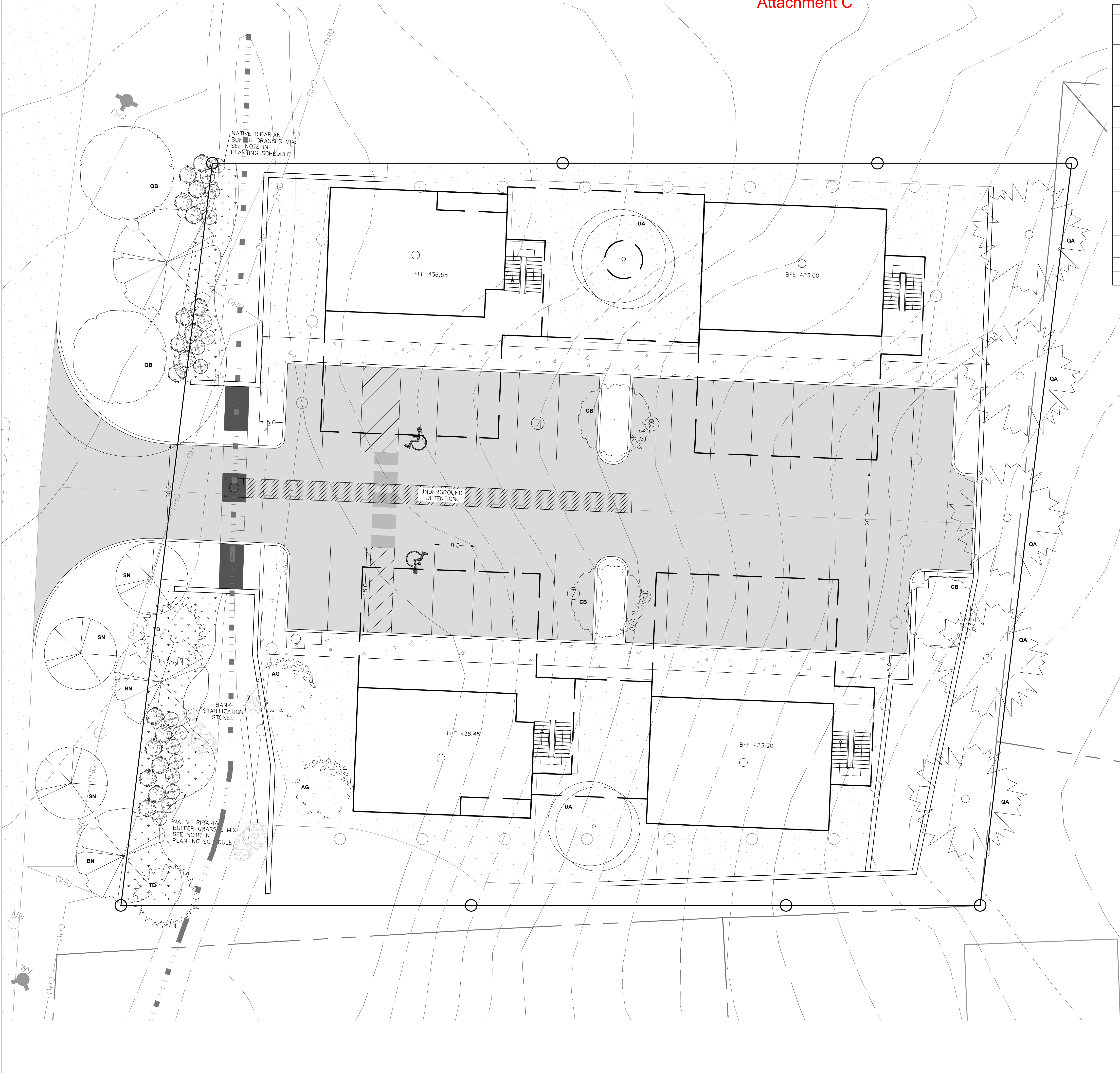
FILE NO. 20.010

**SITE PLAN**

SHEET C4 OF 5

**C4**





PROPOSED LANDSCAPE SCHEDULE							
Symbol	Planting Type	Botanical Name	Common Name	Min. Cal./Height	Quantity	Canopy	Total Canopy
	Large Shade Tree	Quercus bicolor	Swamp White Oak	2" Cal.	2	299	598
	Large Shade Tree	Betulus nigra	River Birch	2" Cal.	3	397	1191
	Large Shade Tree	Taxodium distichum	Bald Cypress	2" Cal.	2	79	158
	Large Shade Tree	Ulmus americana	American Elm	2" Cal.	2	397	794
	Large Shade Tree	Quercus alba	White Oak	2" Cal.	5	243	1215
	Medium Shade Tree	Salix nigra	Black Willow	2" Cal.	3	707	2121
	Medium Shade Tree; Interior Parking Tree	Carpinus betulus	European Hornbeam	2" Cal.	3	177	531
	Small Flowering Tree	Amelanchier x grandiflora	Serviceberry	6-7" Ht.	2	130	260
	Deciduous Shrub	Sambucus canadensis	Elderberry	24-36" Ht.	17		
	Deciduous Shrub	Viburnum prunifolium	Blackhaw Viburnum	24-36" Ht.	18		
	Riparian Buffer		Native Grasses Mix		0.025 AC		
TOTAL CANOPY PROVIDED							6868 SF
TOTAL CANOPY REQUIRED							2844 SF

SITE REQUIREMENT (SEC. 34-869): R=3, 10% CANOPY REQUIRED.  
SITE AREA 28,401.12 SF x 10% = 2,840.12 SF  
CANOPY REQUIRED: 2,840.12 SF  
CANOPY PROVIDED: 6,868 SF

STREET TREES (SEC. 34-870): 1 LARGE SHADE TREE, 40' O.C. OR 1 MEDIUM SHADE TREE, 25' O.C.  
PROVIDED: VALLEY ROAD EXT - 2 LARGE SHADE TREES & 3 MEDIUM SHADE TREES

INTERIOR PARKING LANDSCAPING (SEC 34-873(d)(1-2)): 5% OF PAVED PARKING AREA  
6175 SF x 5% = 308.75 SF  
LANDSCAPE REQUIRED: 308.75 SF  
LANDSCAPE PROVIDED: 345.35 SF

1 TREE PER 8 SPACES  
28 PARKING SPACES (28/8 = 3.5)  
REQUIRED: 3 INTERIOR PARKING TREES  
PROVIDED: 3 INTERIOR PARKING TREES

RIPIARIAN BUFFER NATIVE GRASSES MIX:  
Mixture should include the following or equivalent types: switchgrass (Panicum virgatum), Virginia wild rye (Elymus virginicus), river oats (Chasmanthium latifolium), long hair sedge (Chasmanthium latifolium), soft rush (Juncus effusus)

Bank stabilization stones shall be installed following regrading of the stream bank

- NOTES:
- Contractor to apply mulch bedding around all proposed trees and shrubs. All other landscaped areas shall be sodded.
  - All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant.
  - All landscaping and screening shall be maintained in a healthy condition by the current owner or property owners' association and replaced when necessary. Replacement material shall comply with the approved landscape plan.



912 E. HIGH ST. 434.227.5140  
CHARLOTTESVILLE VA, 22902 JUSTIN@SHIMP-ENGINEERING.COM



PRELIMINARY SITE PLAN  
CITY OF CHARLOTTESVILLE, VA  
**1613 GROVE STREET**

**SUBMISSION:**  
2020.07.14  
**REVISION:**  
2021.01.29  
2021.04.15  
2021.06.22  
2021.09.29

FILE NO. 20.010

**LANDSCAPE PLAN**

SHEET C5 OF 5

**C5**

Affordable Dwelling Unit Ordinance Worksheet-1613 Grove St.

Step 1: Total Floor Area Ratio (FAR) of Site

A. Total size of development site:

0.65

acres

B. Total square footage of site:

0.65

(# of acres)

x

43,560.00

=

28,401.12

square feet (sf)

C. 1.0 Floor Area Ratio (FAR):

28,401.12

(total sf of site)

D. Gross Floor Area (GFA) of ALL buildings/uses:

25,598.00

sf

E. Total site FAR:

25,598.00

(total GFA of site)

÷

28,401.12

(1.0 FAR)

=

0.90

F. Is E greater than or equal to 1.0 FAR?

NO: Your proposed development does not trigger the ADU ordinance.

YES: Proceed to Step 2 or Step 3.

Step 2: Number of ADUs Required

G. GFA in excess of 1.0 FAR:

(D: total site GFA)

-

(B: total SF of site)

=

0.00

H. Total GFA of ADUs required:

0.00

(G: GFA in excess of 1.0 FAR)

x

0.05

=

0.00

I. Equivalent density based on Units Per Acre:

i. Dwelling Units per Acre (DUA) approved by SUP:

43.00

ii. SF needed for ADUs:

0.00

(H: Total GFA of ADUs)

÷

43,560.00

=

0.0000000

acres

iii. Total number of ADUs required:

0.0000000

(ii: ADU acreage)

x

43.00

(i: DUA approved)

=

0.00

Step 3: Cash-in-Lieu Payment

J. Cash-in-Lieu Amount Residential:

x

\$2.370

=

\$0.00

K. Cash-in-Lieu Amount Mixed-Use:

Total GFA of development site:

GFA Occupied Commercial Space:

GFA Occupied Residential Space:

Total GFA Occupied Space:

0.00

% Residential:

#DIV/0!

GFA Non-Occupied Space\*:

0.00

use:

#DIV/0!

Propotionate amount of non-occupied space GFA for residential

Amount of Payment:

#DIV/0!

x

\$2.370

=

#DIV/0!

*\*GFA of non-occupied space shall include: (i) basements, elevator shafts and stairwells at each story, (ii) spaces used or occupied for mechanical equipment and having a structural head room of six (6) feet six (6) inches or more, (iii) penthouses, (iv) attic space, whether or not a floor has been laid, having a structural head room of six (6) feet six (6) inches or more, (v) interior balconies, and (vi) mezzanines. GFA shall not include outside balconies that do not exceed a projection of six (6) feet beyond the exterior walls of the building; parking structures below or above grade; or and roof top mechanical structures.*

Step 4: Minimum Term of Affordability

L. Residential Project

i. Households earning up to 80% AMI:

Unit Type	Eff.	1BR	2BR	3BR	4BR	5BR	6BR
Number of Units							
Market Rent							
HUD Fair Market Rents	\$752.00	\$1,027.00	\$1,179.00	\$1,478.00	\$1,772.00	\$2,037.00	\$2,303.00
HUD Utility Allowance							
Difference per Month	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Annual Cost of ADU	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Total Annual Cost of ADUs:

0.00

(Sum of Annual Cost of ADU)

Minimum Term of Affordability\*:

#DIV/0!

(Cash-in-lieu payment / Total annual cost of ADUs)

\*If answer is less than 5, then minimum term of affordability will be 5 years.

M. Mixed-Use Project

i. Households earning up to 80% AMI:

Unit Type	Eff.	1BR	2BR	3BR	4BR	5BR	6BR
Number of Units							
Market Rent							
HUD Fair Market Rents	\$752.00	\$1,027.00	\$1,179.00	\$1,478.00	\$1,772.00	\$2,037.00	\$2,303.00
HUD Utility Allowance							
Difference per Month	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Annual Cost of ADU	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Total Annual Cost of ADUs: 0.00 (Sum of Annual Cost of ADU)

Minimum Term of Affordability: #DIV/0! (Cash-in-lieu payment / Total annual cost of ADUs)

\*If answer is less than 5, then minimum term of affordability will be 5 years.

Attachment E

March 24, 2021

Shimp Engineering P.C.  
912 E High Street  
Charlottesville, VA 22907-9955

Ref: Proposed 1613 Grove Street Extended Residential Development

cc: City of Charlottesville, Zoning Department, PO Box 911, Charlottesville, VA 22902

To Whom It May Concern,

I am greatly concerned that the amount of parking that will be provided to the residents of the proposed construction will be insufficient for the residents and their guests. This means that they will park anywhere they can, such as on North Baker St, which will necessitate the new residents trespassing through yards on N. Baker St. in order to walk to their homes. This also has the possibility of making it more difficult for the residents of N. Baker St to find parking near their own homes (not all homes on N. Baker have driveways). It will also increase the traffic on N. Baker.

I am also concerned about the increase in traffic on Valley Road Extended which will occur with the proposed project. There are currently 26 homes on Valley Road Ext. and Grove Street Ext. so my estimate is that the project has the possibility of doubling both the population of the streets and the traffic on the street. Valley Road Extended and the intersection onto Cherry Ave were not designed for the potential increase in traffic that will arise from the proposed development.

There is also a non-quantifiable issue. The proposed construction is out of character when compared with the rest of the neighborhood. Three story structures and with a population density per acre of about 3-5 times greater than the surrounding homes is "very different", and in my view will not be a beneficial change for the neighborhood.

Sincerely,



Paul Benneche  
119 N. Baker St., Charlottesville, VA 22903  
mailing address: PO Box 5567, Charlottesville, VA 22905  
phone: 434-260-4559  
email: p.benneche@yahoo.com

at times in Seaford, we've heard a few years of construction noise, we don't need more, more housing will mean more congestion and more parking issues, which the city won't deal with. UVA won't deal with & the police won't deal with. Go away!

Why destroy the natural creeks, in places where they have put the rocks in. The trees went & the area was left with big ugly rocks. Leave the few natural areas alone. Go Away.

More people will mean more people walking their dogs in other people's yards. More people cutting thru to get to UVA. Go Away! When you mess things up you (the city) won't fix it afterwards.

You want what you want & to hell with the people who live in these neighborhoods. Get UVA parkers out of here. Don't cut down more & more trees

Don't leave us with non stop  
 construction noise & construction  
 workers who park on our  
 streets & cut thru our yards  
 Go Away! You've done enough  
 harm in Jiberille.

Don W. J. Jr

Also, the traffic is already  
 bad enough. People tailgating  
 & speeding. Pedestrians everywhere.  
 Dog walkers everywhere who  
 have no respect. They ~~let~~  
 drag their dogs into their  
 neighbors yards to piss & shit.  
 We don't need more people  
 in this area. Go Away!

**Alfele, Matthew**

---

**From:** Charles Haney <haneyced@gmail.com>  
**Sent:** Monday, March 1, 2021 4:37 PM  
**To:** Alfele, Matthew; Charles Haney  
**Subject:** 1613 Grove Street Ext rezoning

**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.

Hello Matt,

I'm writing to you to voice my opinion on the above referenced project and to ask some questions. My wife and I are the owners of 312 Valley Road Extended. We do not believe that Valley road extended is large enough to handle the traffic from 28 additional units at the end of this street. The street is narrow and is frequently cluttered with cars due to the lack of off street parking for most of the houses on the street. Currently cars often park in front of the access to our units blocking our entrance. I'm sure there would be problems getting emergency vehicles down Valley Road Ext as well as turning them around. I'm also concerned about the added water runoff that this project may cause without major remediation. We are strongly opposed to this rezoning without major improvements to the road and parking situation.

I also have several questions. How many additional cars per day do you anticipate with 28 additional units? Is the developer being required to improve the street? Does this rezoning agree with the comprehensive plan for this area? What would be allowed on these lots without the rezoning? Is there a rezoning planned for the additional surrounding land?

I appreciate your consideration in this matter.

Sincerely,

Charles Haney, Jr.  
434-242-6302

**Alfele, Matthew**

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**From:** Kelsey Schlein <kelsey@shimp-engineering.com>  
**Sent:** Tuesday, September 15, 2020 6:01 PM  
**To:** Claire Habel  
**Cc:** Alfele, Matthew  
**Subject:** Re: 1613 Grove Street  
**Attachments:** 200309\_NARRATIVE.pdf; 23-134-PSP.pdf; (20200714) 1613 Grove St\_ZMA-Exhibits.pdf

**Follow Up Flag:** FollowUp  
**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.

Hey Claire,

Thanks for your email about this project. Yes, you are correct, this is the property across the street from where you live. I've provided responses below and Matt, please chime in with additional information you have for Claire.

1. If the property is rezoned to R-3, when would the proposed construction start? When would it be finished? **If the property is rezoned to R-3, construction would not start until after the final site plan and the stormwater plan are approved. In the City, it often takes about a year to secure these approvals. For the rezoning process, we still need to move forward with a community meeting and we've requested to move forward with a work session with the Planning Commission and so there's still several months that will be dedicated to the initial design and study of the property prior to the application moving forward to City Council for a vote. Construction would begin, at the earliest, a bit over a year from now.**
2. Does the plan suggest that residents of this new building would use Valley Road Ext. as their primary access road? **Yes, future residents on this property would use Valley Road Ext. as the primary vehicular access point. The Charlottesville Bike and Pedestrian Master Plan calls for a tunnel underneath the railroad tracks adjacent to this site to accomodate a multi-use path so there may be an additional bike/ped connection realized at some point in the future near this property which would allow for bike/ped traffic to, additionally, be able to access the site from the opposite side of the track.**
3. Has there been an environmental impact assessment to determine if there will be negative impacts on the drainage stream that runs parallel to Valley Road Ext.? **The site plan and the stormwater management plan work together to mitigate environmental impacts from the development. Stormwater regulations are in place to protect land and streams from erosion, flooding, and pollutants. Regardless of whether this property owner develops this property by-right or as a result of a rezoning approval, the proposed land disturbance on the property will necessitate a stormwater management plan. To directly answer your question, no, an environmental impact assessment hasn't been completed for this project however the stormwater regulations work to mitigate negative impacts on Rock Creek that could occur as a result of land disturbance and development. Additionally, we've proposed a native planting buffer**

**Attachment E**

**along the banks of the creek; the site is currently over run by kudzu and so the native planting buffer will restore native species on the site and provide additional stabilization and filtration along the bank of Rock Creek.**

4. If the Comprehensive Land Use map for this area calls for Low Density Residential zoning, is the existing infrastructure suitable for a multi-family building of that size? **Yes, we've provided estimated traffic numbers to the City Traffic Engineer to evaluate infrastructure impacts; the anticipated trip generation numbers from this development are seven morning peak hour vehicular trips (7-9 a.m.) and nine evening peak hour trips (4-6 p.m.). These numbers are derived from the Institute of Transportation Engineers Trip Generation manual which is the standard trip generation methodology used by traffic engineers. Also, the 20 units are proposed in four separate buildings so that the scale is more cohesive with the surrounding context, as opposed to a single larger building with 20 units.**
5. Will the full application be available for the public prior to the community meeting? What about prior to the Planning Commission Public Hearing? **Sure thing, I've attached the initial application to the City to this email. If you'd like a hard copy, let me know, and I can coordinate on a way to get that to you. We, Shimp Engineering, may incorporate some changes to the application in response to comments received from the Commission, the community, and the City and so there may be some changes to these materials as this application goes through process. When changes are made to the application we will submit revised application documents to the City.**

Hope this helps to answer your questions! Happy to hop on a call if you'd like to discuss anything further.  
Thanks Claire.

Best,

Kelsey

On Mon, Sep 14, 2020 at 8:10 PM Claire Habel <[habel.claire@gmail.com](mailto:habel.claire@gmail.com)> wrote:

Hello Mr. Alfele and Ms. Schlein,

My name is Claire Habel and I reside at [301 Valley Road Ext.](#) Upon receiving a notice about the application to rezone and develop **1613 Grove Street**, I surveyed the length of Grove Street (as well as Grove Street Ext.) and concluded that the property in question is right across the street from where I live. **Is this correct?**

I have a few questions about this rezoning and plan for development.

1. If the property is rezoned to R-3, when would the proposed construction start? When would it be finished?
2. Does the plan suggest that residents of this new building would use Valley Road Ext. as their primary access road?
3. Has there been an environmental impact assessment to determine if there will be negative impacts on the drainage stream that runs parallel to Valley Road Ext.?
4. If the Comprehensive Land Use map for this area calls for Low Density Residential zoning, is the existing infrastructure suitable for a multi-family building of that size?
5. Will the full application be available for the public prior to the community meeting? What about prior to the Planning Commission Public Hearing?

**Attachment E**

I appreciate your time in answering these questions and am happy to receive your response by phone if that would simplify things.

Best wishes,

--

**Claire Habel**

e: [claire@theclimatecollaborative.org](mailto:claire@theclimatecollaborative.org)

c: (651)925-7657

--

**KELSEY SCHLEIN**

*Project Manager / Land Planner*

[Kelsey@Shimp-Engineering.com](mailto:Kelsey@Shimp-Engineering.com)

**Shimp Engineering, P.C.**

912 East High St. Charlottesville, VA 22902

434.227.5140 // [shimpdesign.com](http://shimpdesign.com)

**Alfele, Matthew**

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**From:** Elisabeth Heblich <jhebllich@gmail.com>  
**Sent:** Friday, March 12, 2021 11:28 AM  
**To:** Alfele, Matthew  
**Subject:** 1613 Grove st Extended Proposed Development

**Follow Up Flag:** FollowUp  
**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.

Hello Mr. Alfele,

I am a homeowner and resident of Grove street extension. I must reiterate what many of my friends and neighbors said during the community meeting regarding the new development. We are not opposed to developing that land, in fact, it has been so poorly cared for we would welcome some improvements! But the proposed 28 unit buildings with only 26 parking spaces would severely affect the comfort and safety of our little neighborhood we hold so dear. I don't know if you have driven down our street, but I would encourage you to do so. You will see that it is so tightly packed with cars that you must pull to the side if another one comes along. Many of the homes are 2 family units and the overload of cars on that road is already a hazard. The developer's proposed idea that 26 parking spots is plenty because many of the people won't have cars is so completely unrealistic. He said he thinks it will be mostly single parents with kids?! Ok... Maybe hospital workers, but how will they get to the store or take their kids to daycare? I ride the bus to work or walk because I work at the hospital, but before that, I take my child to school, in my car. Our neighborhood is not within walking distance to a grocery store or pharmacy. Charlottesville may one day be set up for people to live without cars, but it's just not. Even when it is, people still want the freedom of having one. We are just not that kind of city. It will be a hazard for us to get in and out of our homes, but maybe more importantly for emergency vehicles to get through. There is a reason that area is not zoned R3. We recognize that Charlottesville is in need of more affordable housing, but this will completely destroy the neighborhood we love so much. I beg of you, please consider town houses with adequate parking spaces. We must be good neighbors to the people that have been there for years, those of us who have built a home there. There is quite the uprising developing in our neighborhood around this subject. We are real people, with families, who walk our dogs and our children on that street. We hope you will consider our reasonable request.

Respectfully,  
Jane Heblich

**Alfele, Matthew**

---

**From:** judybriggs@lumos.net  
**Sent:** Monday, March 29, 2021 12:40 PM  
**To:** Alfele, Matthew  
**Subject:** RE: 1613 Grove Street Rezoning and SUP Community Meeting

**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.

Matthew,

I submitted comments today to Shimp Engineering and copied you. I would like to be at the meeting but I'm not sure I will be able to due to some upcoming major dental procedures. Please keep me advised of developments regardless. Thanks.

Judith Briggs

On Wed, 10 Mar 2021 18:43:18 +0000, "Alfele, Matthew" <alfelem@charlottesville.gov> wrote:

That is a hard question to answer. Both option are fine, but typically it is the people that show up to the meeting and speak that make the biggest impact. This is not always true, but in my years of work that is just my observation.

---

**From:** judybriggs@lumos.net <judybriggs@lumos.net>  
**Sent:** Wednesday, March 10, 2021 11:57 AM  
**To:** Alfele, Matthew <alfelem@charlottesville.gov>  
**Subject:** RE: 1613 Grove Street Rezoning and SUP Community Meeting

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Thanks a lot Matthew, very helpful.

One more question and I'll try to leave you alone: Should I send in comments or ask to be heard at the Planning Commission meeting? Or both?

Judith

Attachment E

On Wed, 10 Mar 2021 14:26:57 +0000, "Alfele, Matthew" <[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)> wrote:

Judith,

This is not something the BZA (Board of Zoning Appeals) would look at. They look at hardships for things like setbacks on by-right developments. On this project, the developer is requesting a change to the Zoning and the addition of a SUP. So yes, it will be up to City Council to grant or deny the applications for the Rezoning, SUP, and disturbance of Critical Slopes. Below is a basic outline:

- The applications will go to Planning Commission (most likely May 11<sup>th</sup>, but no date is set yet. You will receive an official letter with the date if you are a property owner within 500'. But also the property will be posted with a sign with the Public Hearing information and I will send out an email to interested parties on the list. It will also be advertised in the newspaper). The Planning Commission will hold a Public Hearing and anyone who wants to will be allowed to speak to the proposed development. Planning Commission will take three actions (one for the Rezoning, the SUP, and the Critical Slope). These actions will only be recommendations to City Council.
- Typically the following month City Council will take up the proposed development at their meeting. Again I will let people know when that meeting is, but once something move on from Planning Commission to City Council I am not as plugged in to their timing.

Hope this is helpful and let me know if you have any additional questions. I will keep you posted.

---

**From:** [judybriggs@lumos.net](mailto:judybriggs@lumos.net) <[judybriggs@lumos.net](mailto:judybriggs@lumos.net)>

**Sent:** Wednesday, March 10, 2021 9:13 AM

**To:** Alfele, Matthew <[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)>

**Subject:** RE: 1613 Grove Street Rezoning and SUP Community Meeting

**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.

Matthew,

Can you please clarify: Are the rezoning request and the special use permit both going to be determined by City Council? If so does that mean that they have already been denied by the Board

of Zoning Appeals?

Thanks.

Judith Briggs

On Wed, 3 Mar 2021 21:00:04 +0000, "Alfele, Matthew" <[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)> wrote:

Judith,

You have a lot of time to get comments to me and/or the applicant. If you want the applicant to have your comments you should get provided then sometime in the 30 day window (window starts tomorrow and runs for 30 days). If you want to get comments to me, I would just try to get them in sometime before City Council makes a decision (that is still months away). Hope this information is helpful.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: [judybriggs@lumos.net](mailto:judybriggs@lumos.net)

Date: 3/3/21 9:02 AM (GMT-05:00)

To: "Alfele, Matthew" <[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)>

Subject: Re: 1613 Grove Street Rezoning and SUP Community Meeting

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Matthew

Attachment E

I have comments to submit. Do I need to get them in by tomorrow's meeting?

Judith Briggs

On Mon, 1 Mar 2021 22:24:46 +0000, "Alfele, Matthew" <[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)> wrote:

I know many of you received the Community Meeting letter in the mail from the developer, but I wanted to get this email out with the same information. Note the Community Meeting is this Thursday (March 4<sup>th</sup> at 6pm) on Zoom. No preregistration is required.

Matt Alfele, AICP

City Planner

City of Charlottesville

Department of Neighborhood Development Services

City Hall – 610 East Market Street

P.O. Box 911

Charlottesville, VA 22902

Ph 434.970.3636 FAX 434.970.3359

\*\*\*Updated email address to .gov\*\*\*

[alfelem@charlottesville.gov](mailto:alfelem@charlottesville.gov)

**Alfele, Matthew**

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**From:** lisasg@embarqmail.com  
**Sent:** Friday, March 26, 2021 1:01 PM  
**To:** Alfele, Matthew  
**Subject:** Proposed development at 1613 Grove Street

**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.

Hello Mr Alfele,

I am in receipt of the plans from Shimp Engineering for the proposed development at 1613 Grove Street, and I am writing to express my extreme disappointment with the city for even considering such a dense development at this location. I understand that the city needs new housing, and that you're trying to in-fill vacant lots. However, this development has far too many units for the number of parking spaces provided and for its location at the end of a cul-de-sac. There is only one way in and out of this road (I used to live on Grove Street Extended, so I am very familiar with this area), and you are inviting traffic and neighborhood problems by in-filling with this amount of units.

I can see developing this site for perhaps half the amount of units, while keeping the same amount of parking spaces. Right now, according to the proposed plan, there are not enough parking spaces for every unit to have even one, unless someone in one of the units is handicapped.

As these are two bedroom units, you are likely to have at least an additional 14 or 15 cars (conservatively) trying to find parking spaces on a daily basis, on a road that cannot accommodate them. And, if someone living there were to invite friends over, where are they to park? There are not enough space for residents, let alone for visitor's parking.

In addition, there is no safe way for pedestrians to cross the railroad tracks in this area, and people who work at the hospital or the university tend to just cross where they can without being caught. I know this because I used to see them when I lived on Grove Street Extended. Were you to provide a pedestrian pathway from Valley Road Extended over to Grove Street, where people can then walk safely down to the underpass on Roosevelt Brown Blvd, and a pedestrian path to the railroad crossing at Shamrock, perhaps this might be a more viable development because of its walkability, but as it stands, it is an irresponsible and short sighted venture on the developer's part.

Thank you for listening, I hope that my concerns will at least start a conversation about reducing the number of units allowed there.

Lisa Grant

**Alfele, Matthew**

---

**From:** S Reinhardt <sdrequi@yahoo.com>  
**Sent:** Monday, March 29, 2021 11:59 PM  
**To:** Alfele, Matthew  
**Subject:** Proposed development on Grove St Ext/Valley Rd Ext

**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 in hopes that my concerns (and those of my neighbors) about the development at the end of Valley Road Ext in Charlottesville will be heard and passed along to the city council. I have thought a lot about the pros and cons with developing this land into multifamily housing and spoken with many of my neighbors.

Here are the pros as we see them:

- A private developer makes even more money (Umm, not really a pro for the neighborhood)
- Sidewalks? Not really a pro because if the sidewalks take out people's available front-yard parking, more cars will be on the street (see below), and if not, most cars will be parked over the sidewalks anyways and I'll still be walking my dogs in the street. And note that it's safer to walk in the street instead of close to the backs of parked cars- I've had people pull out without looking and almost hit me or my dogs multiple times, so no thank you for the sidewalks.

I'm really searching for more pros here. Maybe more housing available? But at \$1500/mo for a 2 bed apartment, not many working class families can afford that and that's the group that needs the most help with housing in Cville! I am very familiar due to my work in trying to find affordable housing for families in the city and county, so I can say that \$1500 for a 2 bed apartment (not even a house!) is out of most family's price range and will NOT help the housing crisis here.

To recap the ask: the developer is asking to 1) Consolidate the lots into one lot. 2) Shift the orientation of the lots from facing Grove st Ext to facing Valley Rd Ext. 3) Change the zoning from R2 to R3 when there is no other R3 zoning south of the train tracks or in neighboring areas. 4) mess with the critical slope that supports the houses on Baker st. 5) increase the housing density prescribed to allow for more units than would normally be allowed on an R3 parcel of this size.

Phew! That's a lot of Asks!

On to the cons...

The city planner who originally created these lots had a reason to not want 28 units on that corner and allowed for only 6 (duplex on each of 3 lots), and had it facing Grove St Ext. I think the reasons are pretty obvious but here are the cons as I see them-

**-Traffic.** This is a huge issue already. I walk my dogs every day in the evening, anywhere from 5pm to 7pm. It takes me roughly 5 minutes to get from Grove St Ext up valley to Cherry or back. Every time, I have at least 3 cars drive past me. With that math, that's 36 cars per hour traveling on valley rd. Let's add 28 units, possibly 56 cars, plus guests, food and goods delivery etc, now we're talking 50? 60? cars driving up or down the street per hour. On a road that is basically one lane. Sounds dangerous for the children and residents on the street. I often feel like I'm playing Frogger trying to get out of the street in the mornings due to so many people pulling out or coming back! (I heard the "study" that was quoted as 3-4 cars per hour, and those numbers must have been from April of last year- during the lockdown!)

**-Parking-** Another huge issue- Adding 56 bedrooms to the end of the street means the potential for 56 cars added to the street, plus guests. They have planned for 26 regular parking spaces off street, so all of the overflow will need to find street parking, on a street that has greatly limited street parking to begin with. All of these extra cars (even if it's just 20 extra cars) will cause multiple issues.

**-Street blockage-** more cars means less areas to go around parked cars and a high potential for the road to be blocked by waiting cars or people parked "legally" but not smartly. Maybe people's driveways get blocked, maybe more accidents start to happen with people trying to get around cars to get out of the neighborhood.

**-limited access for Fire and Rescue.** This is a big one, because if the road is even narrower due to more parked cars, will fire and rescue be able to respond in time in those big, wide trucks? When fire and rescue responds in our neighborhood, Valley road is blocked for however long it takes. I'm fine with this, but you add 28+ families to the end of the road and the potential for increased calls goes way up, causing more issues with getting in and out of the neighborhood. And what if the street is too narrow for them to respond and someone dies or a house sustains worse fire damage because of the delay? Would that be on the city for overloading the road past it's planned capacity?

**-people coming up on Grove St Ext to look for parking.** Have you seen Grove street Ext? It's one lane and our parking spaces are part of our private property. Oh, and it's not a city street so the 4 houses that are on Grove St Ext pay to maintain the road (hence the shoddily filled potholes) despite paying the same property tax rate as everyone else in the city. This has been a struggle with the city and we do not plan to fight the city to have the road maintained at this time. An increase of cars looking for parking will mean that people will come up, try to turn around, possibly hit our cars in the process or trench the sides, our street will get torn up faster, people may park where we have to tow them causing a huge headache for everyone, and they may block our street (this has happened in the past when construction workers were parking on

### Attachment E

Valley rd ext to cross the tracks and work at UVA) by parking on the opposite side from our spaces. Not ok and unnecessary drama.

**-Ruining the neighborhood** and making it less accessible to working class families. If the new apartments rent for \$1500, landlords on the street may raise their rents, pricing out a lot of the families that have been there for years. On the flip side, they may have trouble renting due to the parking and traffic and lose money. One thing for sure- it won't stay the same, and it's not going to become more desirable or friendly.

**-There are no other developments like this** in the area around Valley Rd Ext, so why this neighborhood? Because it's a diverse, working class neighborhood? The developers could easily put 6 units/3 duplex houses and make their money back. The original planners had a reason for making the 3 lots zoned R2, and as much as Cville says it wants the "look" of new construction to enhance neighborhoods, adding this many units will make it an eyesore and cause issues with accessibility to the end of the street.

**-Destruction of natural habitat.** I laughed when they said they'll be creating natural habitat. By tearing out the natural slope, numerous dens for wild animals will be destroyed. Come look at the hill before the Kudzu grows back, you can see multiple burrow holes and there's always critters roaming in the lot. Putting up three duplexes will also change the habitat, but it will maintain more of the slope and woody area than these monstrous buildings would allow for.

I hope that the neighborhood's concerns are taken seriously and that the city understands granting this insane amount of leeway for a developer will set a dangerous precedent in all of the neighborhoods in town.

I look forward to sharing my thoughts with the city council at the public hearing. If you need to reach me, you can call me at the number below

Stacia Reinhardt  
1621 Grove St Ext

484-560-7951

**Alfele, Matthew**

---

**From:** Samuel Pierceall <sampierceall@gmail.com>  
**Sent:** Tuesday, March 2, 2021 11:45 AM  
**To:** Alfele, Matthew  
**Subject:** 1613 Grove proposal feedback

**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.

Hi Matt,

My name is Sam Pierceall and I am a homeowner on Valley Road EXT. I recently received the info packet regarding the 1613 Grove street apartment complex building proposal, and I wanted to make sure I was able to express my concern.

My first concerns are regarding the street itself. Assuming there is not going to be an additional street extension that would connect the complex to Grove street, access would be from Cherry via Valley Road EXT. Even with an added connection from Grove or Paton, the primary access would be from Valley Road EXT due to the direct nature of these streets, as Grove is one way and the streets are so small because of this limitation. As it stands, Valley Road EXT is already in a state of disrepair, and in need of substantial maintenance. The creek that runs along that road is THE primary floodzone in the neighborhood, and the street suffers as a result.

Having traffic from an additional 28 units on the street that is already in disrepair, combined with the heavy equipment and construction materials that will need to be transported along the road makes me question how much longer this street will continue to hold up without substantial repairs and upgrades. Additionally, the street is quite narrow in some places, with one car having to pull over to the side to allow vehicles traveling in the opposite direction to pass safely - I have witnessed this on an almost daily occasion while I lived there.

My other concern is that this will dramatically change the nature of this street. Valley Road EXT and Grove street EXT are quiet streets with one or two family homes, 1 or 2 story condos and duplexes. Building four 3 story apartments with 7 units each will dramatically change this from a quiet, sleepy street and make it an extended hub for University students. This will mean more noise, parties, tailgating, traffic, and other related activities which will drive away residents like the family of 4 that is currently renting the condo I own. This will also increase the number of students who will be crossing the railroad tracks as a shortcut to get to classes, and will create an increased risk for those who do so.

While I like the green space at the end of the street (lots of people, including myself, use the space as an area to walk their dogs), I understand the desire to build new units to use the space, but ultimately apartments like those in the proposal do not fit in with the current buildings already there. If the lots needed to be developed into something other than a park, something more like the condos or duplexes that currently line the street would be much more appealing than 28 apartments that would house at least an additional 28-56 or more people and their vehicles.

Thank you for your time.

Best,

Sam Pierceall