

WILLIAMS MULLEN

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JUN 12 2017

June 12, 2017

Via Hand Delivery

NEIGHBORHOOD DEVELOPMENT SERVICES

Carrie Rainey, RLA
Urban Designer
Department of Neighborhood Development Services
Charlottesville, VA 22903

RE: 1011 E. Jefferson Street – Proposed Mixed Use Building

Dear Ms. Rainey:

On behalf of our client, Jefferson Medical Building Partnership (the "Applicant"), the owners and developers of the property located at 1011 E. Jefferson Street (the "Property"), we are enclosing updated materials in connection with the proposed mixed use building (the "Project") and the special use permit application that was submitted on February 21, 2017 in connection with the Property.

Since the Planning Commission public hearing last fall, we have met several times with representatives from the Little High Street neighborhood in an effort to better understand their concerns and preferences. We have endeavored to incorporate their suggestions into the Project wherever possible. The February and June materials incorporate their changes, most significantly, the following elements:

- Shifting the massing of the building away from 11th Street NE and towards 10th Street; with 5 stories on 10th Street and 3 stories on 11th Street NE
- Inclusion of commercial space and an updated traffic study to reflect the change
- Addition to Suggested Conditions of Approval to install two-way stop sign at the 11th Street NE and Little High Street intersection, reversing existing traffic flow to improve pedestrian safety
- Addition to Suggested Conditions of Approval to install curb bulb-outs and high visibility crosswalks at the 11th Street NE and Little High Street intersection, also to improve pedestrian safety

The following is a list of documents from the February 21, 2017 submission:

Feb. 21, 2017	Cover Page detailing changes made from previous submittal
Exhibit A	Compliance with General Standards for Issuance of a Special Use Permit
Exhibit B	Comprehensive Plan Goals Summary
Exhibit C	Conceptual Plan
Exhibit D	Suggested Conditions of Approval
Exhibit E	Building Renderings: Updated Design February 2017
Exhibit F	Building Renderings: June 22, 2016 Submittal Package
Exhibit G	Summary Memo of Traffic Study and Trip Generation Tables
Exhibit H	Traffic Study: September 2016
Exhibit I	Trip Generation Tables for Mixed Use: February 2017

We have included the February, 21, 2017 cover page in our current materials and would like the document to be considered in tandem with the current submission. In addition, the following exhibits were updated since the February 21, 2017 submission and are enclosed:

Exhibit C Conceptual Plan, last revised June 9, 2017

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Exhibit D Suggested Conditions of Approval, dated June 12, 2017
Exhibit E Building Renderings: Updated Design
***note: no changes were made to the actual renderings submission on February 21, 2017; only the dated on the renderings has changed.**
Exhibit G Summary Memo dated June 12, 2017 of Traffic Study dated May 22, 2017

We are also enclosing the following new exhibits since the February 21, 2017 submission:

Exhibit J Traffic Study dated May 22, 2017
Exhibit K Market Analysis, East Jefferson Place Apartments, dated June 1, 2017
Exhibit L East Jefferson Place Project Narrative dated June 12, 2017

The major change to the application since the February 21, 2017 submission is the inclusion of 10,000 square feet of commercial space: 8,000 square feet of specialty retail and 2,000 square feet of a coffee/donut shop. This change was expressly requested by representatives of the Little High Street Neighborhood Association. As such, the only change to the Conceptual Plan (Exhibit C) was a reference the addition of commercial space in the notes section.

The Suggested Conditions of Approval (Exhibit D) were updated to reflect the most recent revision dates of the application materials. A second change to the Suggested Conditions of Approval (Exhibit D) involves the addition of two conditions designed to improve the 11th Street NE and Little High Street intersection. After meeting with the President of the Little High Street Neighborhood Association, we learned of concerns regarding the safety of the 11th Street NE and Little High Street intersection and such additions to the Suggested Conditions of Approval were an effort to address the neighborhood's safety concerns. Improvements at the 11th Street NE and Little High Street intersection include (1) the change of traffic flow so that the existing two-way stop sign will stop traffic on Little High Street instead of stopping traffic on 11th Street NE and (2) the addition of curb bulb-outs and high visibility crosswalks to improve pedestrian visibility and safety. These safety improvements and the change in traffic flow are recommended by the Multi-Way Stop Warrant Analysis in the Traffic Study dated May 22, 2017 (Exhibit J). A new Summary Memo of the most recent Traffic Study (Exhibit G) is also added to the submission materials.

Another exhibit is added to the submission materials (Exhibit K), which includes a market study documenting market support for the proposed number of market rate apartment units and a Fiscal Impact Analysis (FIA) that presents the net fiscal benefits of the apartment proposal to the City at build out.

A final exhibit is added to the submission materials (Exhibit L), which includes a narrative of the Project with illustrative slides that walk through the highlights of the Project.

As always, we appreciate your consideration of this request, and would be happy to address any questions or comments you may have about the Project. Please feel free to contact me if I can be of assistance.

Sincerely,



Valerie W. Long

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Attachments

Exhibit C	Conceptual Plan, submitted June 12, 2017, last revised June 9, 2017
Exhibit D	Suggested Conditions of Approval, dated June 12, 2017
Exhibit E	Building Renderings: Updated Design dated June 12, 2017 *<u>note</u>: no changes were made to the actual renderings submission on February 21, 2017; only the date has changed since then.
Exhibit G	Summary Memo of Traffic Study dated May 22, 2017
Exhibit J	Traffic Study dated May 22, 2017
Exhibit K	Market Analysis, East Jefferson Place Apartments, dated June 1, 2017
Exhibit L	East Jefferson Place Project Narrative
Exhibit M	February 21, 2017 Cover Page

cc: Jefferson Medical Building Partnership

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Exhibit C

Conceptual Plan, last revised June 9, 2017

1011 E. JEFFERSON STREET APARTMENTS
SPECIAL USE PERMIT CONCEPTUAL PLAN
CITY OF CHARLOTTESVILLE, VIRGINIA

VICINITY MAP
SCALE: 1" = 200'



GENERAL NOTES:

OWNER: JEFFERSON MEDICAL BUILDING LIMITED PARTNERSHIP
101 E. JEFFERSON STREET
CHARLOTTESVILLE, VA 22902

ARCHITECT: HENNINGSEN & VESNER, INC.
1109 EAST HIGH STREET
CHARLOTTESVILLE, VA 22902
TELEPHONE: (434) 971-1202

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

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

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

TOTAL ACRES OF SITE: 1.4563 ACRES

EXISTING ZONING: B-1

EXISTING USE: MEDICAL OFFICE BUILDING

SPECIAL USE REQUEST: MAXIMUM OF 120 MULTIFAMILY DWELLING UNITS (1 AND 2 BEDROOM UNITS)

SPECIAL USE PERMIT: A SPECIAL USE PERMIT IS BEING SOUGHT FOR AN INCREASE IN DENSITY (AS BDA - 87 DU/A) AND A 21' SIDE YARD SETBACK ALLOWED FOR RESIDENTIAL BY-RIGHT (AS THE PROPERTY IS 1.4563 ACRES & 87 DU/A - MAX. OF 120 UNITS TO BE ALLOWED WITH THIS SPECIAL USE PERMIT MAXIMUM OF 180 BEDROOMS (SIZE OF THE DWELLING UNITS SHALL BE 2 BEDROOM UNITS)

PROPOSED DENSITY: MAXIMUM OF 180 BEDROOMS (SIZE OF THE DWELLING UNITS SHALL BE 2 BEDROOM UNITS)

STORMWATER MANAGEMENT: EXISTING SITE IS PRIMARILY IMPERVIOUS. MAIN CATCHMENTS, UNDERGROUND COLLECTION, MAIN STORMS, AND PERVIOUS PAVEMENTS ARE PROPOSED FOR STORMWATER QUALITY AND DETENTION FOR THE SITE TO PROVIDE WATER QUALITY ON THE SITE AND TO REDUCE THE POST DEVELOPMENT RUNOFF RATES, VOLUMES, AND VELOCITIES FROM THE SITE.

SETBACKS: FRONT: 20' MINIMUM
SIDE: HOME REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY)
REAR: HOME REQUIRED (ADJACENT TO EXISTING B-1 PROPERTY)
45 FEET (BUILDING SHALL MEET THE MAXIMUM HEIGHT REQUIREMENTS IN ACCORDANCE WITH THE EXISTING CITY CODE)

MAXIMUM HEIGHT: 45 FEET (BUILDING SHALL MEET THE MAXIMUM HEIGHT REQUIREMENTS IN ACCORDANCE WITH THE EXISTING CITY CODE)

GROSS FLOOR AREA: 130,000 +/- SF

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

ADJACENT UNITS SHALL BE PROVIDED AS REQUIRED BY ZONING ORDINANCE SECTION 34-12, AND THESE UNITS SHALL BE PROVIDED EITHER ON-SITE OR OFF-SITE.

THERE ARE NO FLOODPLAIN LIMITS WITHIN THE SUBJECT PROPERTY PER FEMA MAP 1503002280, PARTS 1/2/3/4/5 DATED FEBRUARY 4, 2005.

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

STREAM BUFFER: BOUNDARY OF THE SITE WAS PROVIDED BY COMMONWEALTH LAND SURVEYING, NOVEMBER 2015.

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

UTILITIES: HOME THAT MEET THE CONDITIONS OF THE CITY ORDINANCE SECTION 34-1120.

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

AREAS PUBLIC USE: CURRENTLY THERE IS A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 11TH STREET AND A FIRE HYDRANT AT THE INTERSECTION OF E. JEFFERSON STREET AND 10TH STREET. THIS SITE PROPERTY. THE BUILDING WILL ALSO HAVE A SPRINKLER SYSTEM FOR FIRE PROTECTION.

WATER DEMANDS/FIRE FLOW: ACCESS TO BUILDING PARKING GARAGE SHALL BE FROM THE PROPOSED ALLEY WITH ACCESS FROM 10TH STREET AND 11TH STREET.

WASTEWATER AND SEWERS: ALL EXISTING SHALL BE FULLY OBTAIN SHIELDING OUTSIDE LIGHTING, WHICH SHALL NOT EXCEED LIGHT ABOVE THE LINE OF SIGHT TO THE LIGHT SOURCES WHICH VIEWED FROM THE PROTECTED PROPERTIES. THE SHIELD SHALL BLOCK DIRECT ILLUMINATION OF PROTECTED PROPERTIES AND THE FUTURE SHALL COMPLETELY CONCEAL AND REDUCE THE LIGHT SOURCE FROM ALL VIEWING POSITIONS EXCEPT THOSE POSITIONS PERMITTED TO RECEIVE ILLUMINATION. SHIELDING LIGHT FROM COMMON AREAS (PUBLIC PLAZAS AND OTHER ADJACENT PROPERTY) SHALL NOT EXCEED (1/2) FOOT CANDLES.

LIGHTING PLAN: SITE TMP GENERATION AND LAND USE REC CODE 7TH EDITION.

SEE TRAFFIC IMPACT ASSESSMENT REPORT.

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

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

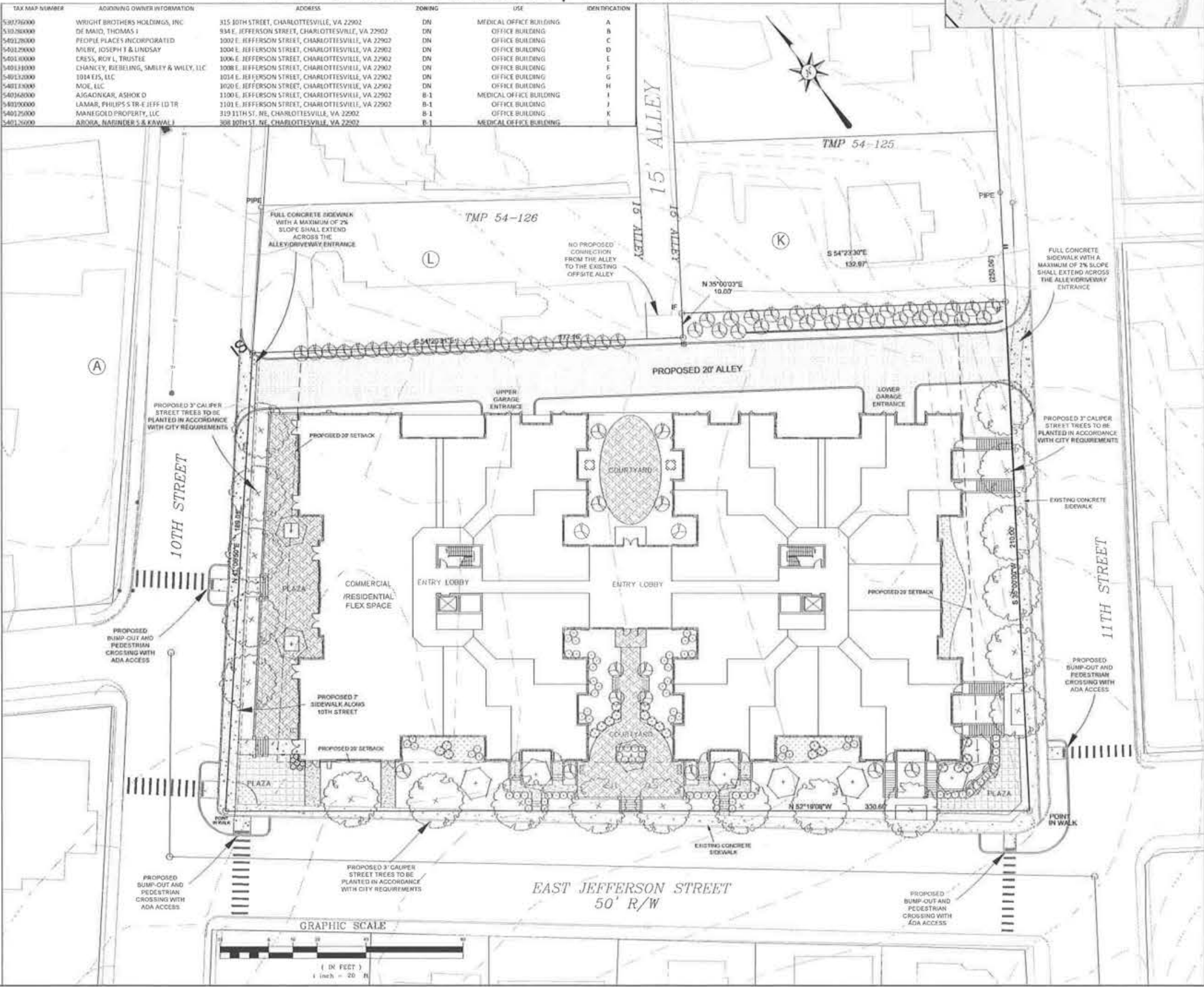
PARKING REQUIREMENTS: PARKING REQUIRED: TEN APARTMENT UNITS (1 & 2 BEDROOM) & 1 SPACE PER UNIT = TEN PARKING SPACES REQUIRED. 120 APARTMENTS = 60 BIKEWAY PARKING SPACES. TOTAL PARKING SPACES REQUIRED: 126 SPACES & 60 BIKEWAY SPACES. PARKING PROVIDED: PARKING TOTAL PROVIDED (WITHIN GARAGE): 126 +/- SPACES. NOTE: THE 226 +/- SPACES INCLUDES ADDITIONAL PARKING (IF REQUESTED BY THE CITY AND ALLOWED BY ZONING ORDINANCE) = 100 +/- SPACES. BIKEWAY PARKING SPACES (WITHIN GARAGE): STORAGE AND RACKS TO ACCOMMODATE 60 RACKS WITH

CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTRACTOR SHALL INDICATE ANY LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON THE PLANS, IF THERE APPEARS TO BE A CONFLICT, AND UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THE PLANS, ANY SIDEWALK AND/OR CURB DAMAGE IDENTIFIED IN THE SITE HISTORY DUE TO PROJECT CONSTRUCTION ACTIVITIES AS DETERMINED BY THE CITY INSPECTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ALL SIGNING AND PAYMENT MARKINGS SHALL BE CONSIDERED WITH THE NOTES.

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

SITE AND BUILDING CONSTRUCTION SHALL MEET 2006 IRC SECTION 2408 FOR ACCESSIBILITY AND VA USE 102.3 FOR CHANGE OF OCCUPANCY.



LEGEND

- ROADS
- EXISTING CULVERT
 - CULVERT
 - DROP INLET & STRUCTURE NO.
 - CURB
 - CURB & GUTTER
 - PROPOSED ASPHALT
 - PROPOSED CONCRETE
 - PROPOSED VEGETATIVE COVER
 - PROPOSED BIOPILER VEGETATION
 - EC-3A DITCH
 - DEPTH OF EC-3A DITCH
 - EC-2 DITCH
 - DEPTH OF EC-2 DITCH
 - EARTH DITCH
 - DRIVEWAY CULVERT
 - BENDY MARK
 - CLEARING LIMITS
 - WOOT STANDARD STOP SIGN
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED SPOT ELEVATION
 - TBC DENOTES TOP/BACK OF CURB
 - T/O DENOTES TOP OF BOX

SIGNATURE PANEL

DIRECTOR, NEIGHBORHOOD DEVELOPMENT

REVISIONS

REVISION	DESCRIPTION	DATE
INITIAL SUBMITTAL		02/16/16
UPDATED PLAN PER CHANGES PROPOSED BY THE CLIENT		06/10/16
ADDITIONAL UPDATES TO THE PLAN PER CHANGES PROPOSED BY THE CLIENT		07/06/16
ADDITIONAL UPDATES TO THE PLAN PER CHANGES PROPOSED BY THE CITY		09/15/16
INCLUSION OF COMMERCIAL RESIDENTIAL FLEX SPACE		08/09/17

COLLINS ENGINEERING

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

1011 E. JEFFERSON STREET APARTMENTS SPECIAL USE PERMIT

SPECIAL USE PERMIT CONCEPTUAL PLAN

PROJECT NO. 122074
SCALE: 1" = 20'
SHEET NO. 1 OF 1

These plans and associated documents are the exclusive property of COLLINS ENGINEERING and may not be reproduced in whole or in part without the express written consent of COLLINS ENGINEERING. Any unauthorized use, copying, or distribution is strictly prohibited.

Exhibit D

Suggested Conditions of Approval dated June 12, 2017

PLEASE NOTE THESE CONDITIONS ARE SUPPLIED BY THE APPLICANT

Recommended Conditions

June 12, 2017

Staff recommends that a request for higher density could be approved with the following conditions:

1. Up to 87 dwelling units per acre (DUA) are permitted on the subject property. A maximum of 180 bedrooms shall be allowed on the subject property. Up to 50% of the dwelling units shall be two (2) bedroom units. No more than two (2) unrelated persons may reside in any unit. Leasing structure and lease agreements will not allow units to be leased by the bedroom or to have multiple leases per unit with shared living spaces.
2. Affordable housing units as required by Z.O. Sec. 34-12 shall be provided on-site or on property zoned in the Downtown or Downtown North Mixed Use Corridors.
3. No demolition of existing building(s) or improvements shall be commenced prior to approval of a final site plan and approval of a permit authorizing land-disturbing activities pursuant to Z.O. Sec. 10-9. For purposes of Chapter 10 of the City Code, demolition activities shall be planned and built into the erosion & sediment control plan and stormwater management plan (if required), as part of the overall development plan for the subject property, and no such demolition activity shall be undertaken as a standalone activity.
4. The design, height, and other characteristics of the development shall be in general accord, remain essentially the same, in all material aspects, as described within the application materials received from February 16, 2016 until June 12, 2017, submitted to the City for and in connection with SP16-00001, including the site plan received June 12, 2017, last revised June 9, 2017 (Updated Attachment C) and updated building massing materials submitted June 12, 2017 (Updated Attachment E).
 - Conceptual Plan by Collins Engineering dated February 16, 2016, last revised June 9, 2017 (the "Concept Plan")
 - Special Use Permit Project Proposal Narrative dated September 16, 2016, as updated by materials submitted to the City on June 12, 2017
 - Building Massing Materials submitted to the City on June 12, 2017

Except as the design details of the development may subsequently be modified to comply with staff comments, or by any other provision(s) of these SUP Conditions, any change to the development that is inconsistent with the essential elements of the application shall require a modification of this SUP. These characteristics-essential elements include:

- a. Two (2) open air courtyards in the front and rear of the building, with the front courtyard visible from E. Jefferson Street.
- b. Three (3) plazas in the provided site plan - one (1) along the entire 10th Street, NE frontage, one (1) at the corner of 10th Street, NE and E. Jefferson Street, and one (1) at the corner of 11th Street, NE and E. Jefferson Street.
- c. Direct pedestrian access to the internal access system of the proposed building from E. Jefferson Street.

Commented [AD1]: In this condition, the applicant has inserted an additional component to limit the number of two bedroom units. The reference to two unrelated persons has been deleted due to the potential conflict with the Federal Fair Housing Act. Instead, leasing agreements have been addressed to reduce the likelihood of students renting at this location.

Commented [AD2]: 'In general accord' represents standard legal language incorporated into Conditional Zonings and Special Use Permits.

Commented [AD3]: The insertion of essential elements further clarifies how the plan must be in general accord.

Commented [AD4]: Internal access system is not defined. The site plan clearly shows the points of pedestrian access.

PLEASE NOTE THESE CONDITIONS ARE SUPPLIED BY THE APPLICANT

- d. ~~An additional building setback at least 10 feet beyond the required minimum 20-foot setback for a minimum of 40% on 10th Street NE and 11th Street NE, with an allowance of a 10% deviation from this minimum.~~ Additional building setbacks on 10th Street, NE, 11th Street, NE, and E. Jefferson Street in general accord with the Concept Plan, with an allowance of 10% deviation from what is shown thereon.
- e. ~~An additional building setback at least 25 feet beyond the required minimum 5 (five) feet setback for a minimum of 35% on E Jefferson Street, with an allowance of a 10% deviation from this minimum, and with the remainder of the building being setback at least 15 feet beyond the required minimum five (5) feet setback on E Jefferson Street.~~
- f. e. An additional building setback at least 10 feet from the required minimum 20 feet setback on the entirety of any building story above the second (2nd) floor fronting 11th Street, NE, and an additional building setback of at least 25 feet from the required minimum five (5) feet setback on the entirety of any building story above the second (2nd) floor fronting E. Jefferson Street, and an additional building setback of at least 10 feet from the setback applied to the bottom two(2) stories on the entirety of any building story above the second (2nd) story along the northern side of the building.
5. Street trees shall be a minimum of three (3) inch caliper at planting. Regardless of canopy size, street trees shall be spaced no more than ~~25 feet apart on the 10th Street NE and 11th Street NE frontages, and no more than 35 feet apart on the E Jefferson Street frontage~~ 35 feet apart on all frontages.
6. The applicant shall provide pedestrian improvements in the vicinity of the subject property, the dimension and final design of which is subject to approval by the City Traffic Engineer. These improvements shall be designed so that adequate space shall remain for the potential future installation of bicycle lanes on 10th Street, NE. These improvements shall include:
- a. Provide an improved pedestrian path on 10th Street, NE along the entire frontage of the subject property. This will consist of a widened sidewalk with a minimum of seven (7) feet in width. If the widened sidewalk extends into the subject property, the sidewalk area shall be donated to the City for addition to the public right-of-way and a reduction of two (2) feet shall be applied to all setbacks and setbacks required for 10th Street NE by both Z.O. Sec. 34-457 and conditions 5c and 5e above. The acreage of the existing project parcel at the time of Special Use Permit approval shall be the acreage utilized to calculate the maximum density allowed, even if part of the parcel is donated to the City.
- b. Install curb extensions extending into the intersection of 10th Street NE and E Jefferson Street adjacent to the subject property on both sections of the staggered intersection, as shown in the provided site plan received June 12,

Commented [AD5]: This condition has been simplified to reference the Concept Plan, while also providing minor flexibility for the site plan review.

Commented [AD6]: This condition was removed because the information is covered in condition 4d.

Commented [AD7]: This condition has been modified to allow for the adequate spacing of larger street trees in an urban location.

Commented [AD8]: Additional language regarding project density has been added to insure that the applicant is not penalized for additional dedication of land to the public.

PLEASE NOTE THESE CONDITIONS ARE SUPPLIED BY THE APPLICANT

2017, last revised June 9, 2017 (Updated Attachment C). Curb extensions shall include perpendicular curb ramps aligned with each pedestrian crosswalk. A receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.

- c. Install curb extensions extending into the intersection of 11th Street NE and E Jefferson Street adjacent to the subject property, as shown in the provided site plan received June 12, 2017, last revised June 9, 2017 (Updated Attachment C). Curb extensions shall include perpendicular curb ramps aligned with each pedestrian crossing. A receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk.
- d. Replace the existing two-way stop sign located at the intersection of 11th Street NE and Little High Street with a new two-way stop sign that shall stop traffic traveling on Little High Street, instead of stopping traffic traveling on 11th Street NE. The replacement of the existing two-way stop sign shall be subject to the approval of the City Traffic Engineer.
- e. Install curb extensions extending into the intersection of 11th Street NE and Little High Street. Curb extensions shall include perpendicular curb ramps aligned with each pedestrian crossing. A receiving curb ramp shall be installed as necessary on the opposite end of each pedestrian crosswalk. Install high visibility crosswalk at the pedestrian crossing at the 11th Street NE and Little High Street intersection. All pedestrian intersection improvements at the 11th Street NE and Little High Street intersection shall be substantially similar in form and design as shown for those intersections immediately adjacent to the subject property in the provided site plan received June 12, 2017, last revised June 9, 2017 (Updated Attachment C).
- f. Install high visibility crosswalks at all pedestrian crossings immediately adjacent to the subject property, at both the 10th Street NE and E Jefferson Street and 11th Street NE and E Jefferson Street intersections, as shown in the provided site plan received June 12, 2017, last revised June 9, 2017 (Updated Attachment C).
- e. Continue the concrete sidewalk across all proposed driveway/alley entrances in full width and at a maximum two (2) percent cross slope, as shown in the provided site plan received June 12, 2017, last revised June 9, 2017 (Updated Attachment C).

Commented [SN9]: Additional language regarding change in traffic flow at the 11th Street NE and Little High Street intersection as recommended from the Multi-Way Stop Warrant Analysis, found in the most recently updated Traffic Study. The change in traffic flow is designed to address concerns raised by representatives of the Little High Neighborhood Association that traffic was travelling too fast through Little High Street.

Commented [SN10]: Additional language regarding pedestrian improvements at the 11th Street NE and Little High Street intersection as was also recommended from the Multi-Way Stop Warrant Analysis, found in the most recently updated Traffic Study. Such improvements, such as curb bulb outs, are designed to reduce the distance of pedestrian crosswalks and increase the visibility of such crosswalks, which enhances pedestrian safety.

- 7. All outdoor lighting and light fixtures shall be full cut-off luminaires.
- 8. The spillover light from luminaires onto public roads and onto adjacent property shall not exceed one-half (½) foot candle. A spillover shall be measured horizontally and vertically at the property line or edge of right-of-way or easement, whichever is closer to the light source.
- 9. No vehicular access to the subject property shall be permitted from the existing alley connecting the rear of the property to Little High Street.

PLEASE NOTE THESE CONDITIONS ARE SUPPLIED BY THE APPLICANT

10. No more than one (1) vehicular access point may be established on 11th Street, NE, unless additional access points on 11th Street, NE are determined by the City Traffic Engineer to be appropriate.
11. Conform to Z.O. Sec. 34-881(2)-*Bicycle Storage Facilities* or the most current Bicycle Storage Facilities code for multi-family dwellings at time of development.
12. Low Impact development techniques such as rain gardens and permeable pavers shall be installed on the subject property with the redevelopment of the site.

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Exhibit E

Building Renderings: Updated Design June 2017

1011 EAST JEFFERSON STREET

June 12, 2017

View from intersection of 10th Street
NE and East Jefferson Street



HK
HENNINGSEN KESTNER
ARCHITECTS

1011 EAST JEFFERSON STREET

June 12, 2017

View from intersection of 11th Street
NE and East Jefferson Street



HK
HENNINGSEN KESTNER
ARCHITECTS

1011 EAST JEFFERSON STREET

June 12, 2017

View from East Jefferson Street
looking north



1011 EAST JEFFERSON STREET

June 12, 2017

View from East Jefferson Street looking
north towards Courtyard and Townhouse



1011 EAST JEFFERSON STREET

June 12, 2017

View from 10th Street NE showing East Jefferson
Street perspective and building transition



Exhibit G

Summary Memo of Traffic Study dated May 22, 2017

WILLIAMS MULLEN

MEMORANDUM

TO: Carrie Rainey
FROM: Williams Mullen
DATE: June 12, 2017
RE: East. Jefferson Place – Traffic Study Summary

The following is a summary of the attached Traffic Impact Analysis (the “Traffic Study”) prepared by Ramey Kemp & Associates, Inc., a well-regarded professional traffic engineering firm in the area (the “Traffic Engineers”). The Traffic Engineers have previously submitted the Traffic Study to Brennan Duncan under separate cover, but we thought a summary might be helpful for you and others interested in the Project.

The Traffic Study has three key parts outlined below:

- 1) Vehicular Trip Generation Estimates,
- 2) Street Capacity Analysis, and
- 3) Multi-Way Stop Warrant Analysis.

The first section of the Traffic Study estimates how many average vehicle trips per day are expected at the site from the proposed development. Such estimates were made by using the methodologies of the Institute of Transportation Engineers Trip Generation Manual – 9th Edition, which is the industry standard for traffic studies (the “Trip Generation Manual”). **The Traffic Study concluded that only two additional vehicular trips per day are expected from the proposed development as compared to the number of average daily vehicular trips generated from the existing medical office use.** Two field studies were made to verify such assumptions: (1) vehicles were manually counted at a similarly situated apartment complex, located ½ mile from the proposed development (the City Walk Apartments) and (2) vehicles were manually counted at two local coffee shops (Shenandoah Joe’s and Milli Coffee Roasters, both located on Preston Avenue).

The second section of the Traffic Study uses standard industry software to estimate delays (measured in seconds) and vehicular queue length (measured in feet) at each intersection surrounding the proposed development. To generate such estimates, the Traffic Engineers must input the project’s estimated average daily vehicular trip generation. Even though standard industry practice and field observations confirmed the justifications for the above assumptions, when inputting the project’s average daily vehicular trip generation, the Traffic Engineers did not make such assumptions so as to be certain that the surrounding streets could handle traffic volumes at any fathomable level. The number of average daily vehicular trips inputted in the street capacity analysis software was at least 684 more vehicle trips than what is actually expected at the site. Nevertheless, the Traffic Engineers estimated that the surrounding intersections will have delays of less than 30 seconds and queue lengths of two vehicles at most, operating at the high levels of service.

The third section of the Traffic Study analyzed traffic at the intersection of 11th Street NE and Little High Street. Representatives of the Little High Neighborhood Associations expressed concerns with vehicular speeds at Little High Street. The Traffic Study conducted a “multi-way stop warrant analysis,” the first step necessary for the installation of a four-way stop. While such analysis revealed that the intersection does not meet the Virginia Department of Transportation’s requirements for the installation of a four-way

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stop sign, the Traffic Engineers recommended switching the current configuration so that Little High Street Traffic must stop and yield to 11th Street NE traffic, thus reducing vehicular speeds of thru-traffic on Little High Street. The Traffic Study also recommended certain upgrades to the sidewalk and the installation of a highly visible crosswalk.

Further details can be found in the Traffic Study.

32320010_7

Exhibit J

Traffic Study dated May 22, 2017



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

May 22, 2017

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

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

Dear Mr. Duncan,

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

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

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

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

Existing Roadway Conditions

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

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

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

Existing Traffic Volumes

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

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

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

- Little High Street at 11th Street NE

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

Background Traffic Growth

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

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

Trip Generation

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

Table 1
ITE Trip Generation – 9th Edition – Weekday

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

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

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

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

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

Trip Generation Study at City Walk Apartments

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

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

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Apartments (220)	301 units	974	974	30	121	119	64
Actual Counts	301 units	-	-	10	88	69	30
Compared to ITE		-	-	-67%	-27%	-42%	-53%
		-	-	-35%		-46%	

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

Trip Generation Study at Local Coffee Shops

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

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

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

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

Site Traffic Distribution

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

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

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

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

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

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

Traffic Capacity Analysis

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

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

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

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

1. Level of service for minor approach

2. Level of service for major street left-turn movement

3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

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

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

No improvements are warranted or recommended at this intersection.

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

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

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

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

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

No improvements are warranted or recommended at this intersection.

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

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

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

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

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

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

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

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

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

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

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

No improvements are warranted or recommended at this intersection.

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

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

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

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

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

No improvements are warranted or recommended at this intersection.

Multi-Way Stop Warrant Analysis

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

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

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

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

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

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

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

- The capacity analysis in this TIA assumes no reduction for the pedestrian, bicycle, and transit trips, even though a comparison of City Walk Apartments shows a 33% adjustment would be appropriate
- The existing medical office trips were not subtracted from the study intersections
- The trip generation of the coffee / donut shop results in a significantly higher number of trips because most of the shops surveyed by ITE are part of large chains, and located on major thoroughfares. The proposed shop will likely be locally-owned and focused on serving the neighborhood.
- The proposed specialty retail space and coffee / donut shop will attract pass-by trips, but no adjustment for pass-by trips was made in this analysis
- The intersection of 10th Street NE at East Jefferson Street was modeled as four-leg intersection instead of two three-leg intersections

Figure 8 shows the recommended lane configuration.

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

Sincerely yours,
Ramey Kemp & Associates, Inc.



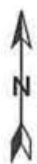
Carl Hultgren, P.E., PTOE
Regional Manager

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

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



Inset



LEGEND



Study Intersection



Site Boundary



Overview



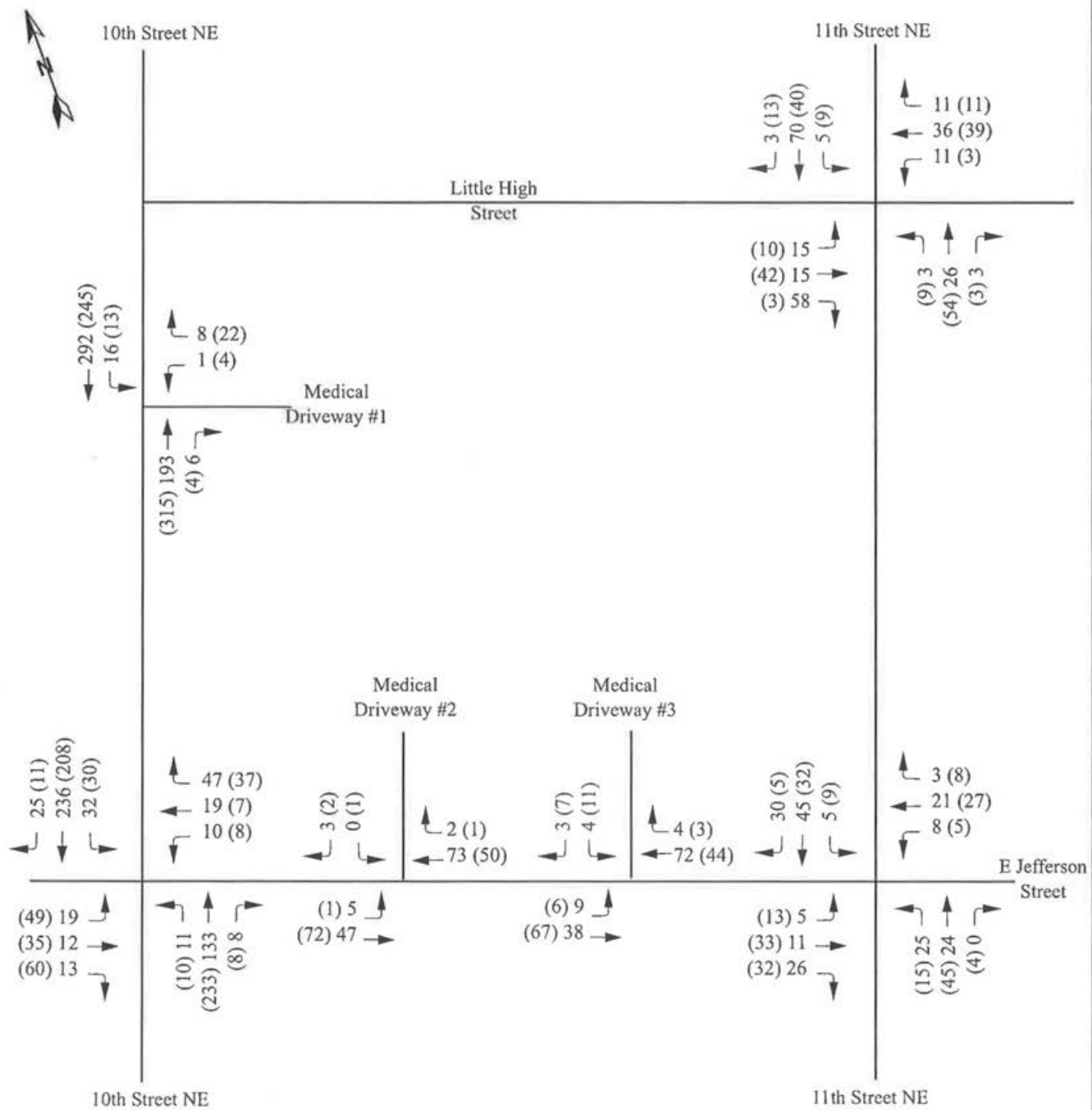
**RAMEY KEMP
&
ASSOCIATES**
TRANSPORTATION ENGINEERS

East Jefferson Street
Apartments
Charlottesville, Virginia

Site Location and Study
Intersections

Scale: Not to Scale

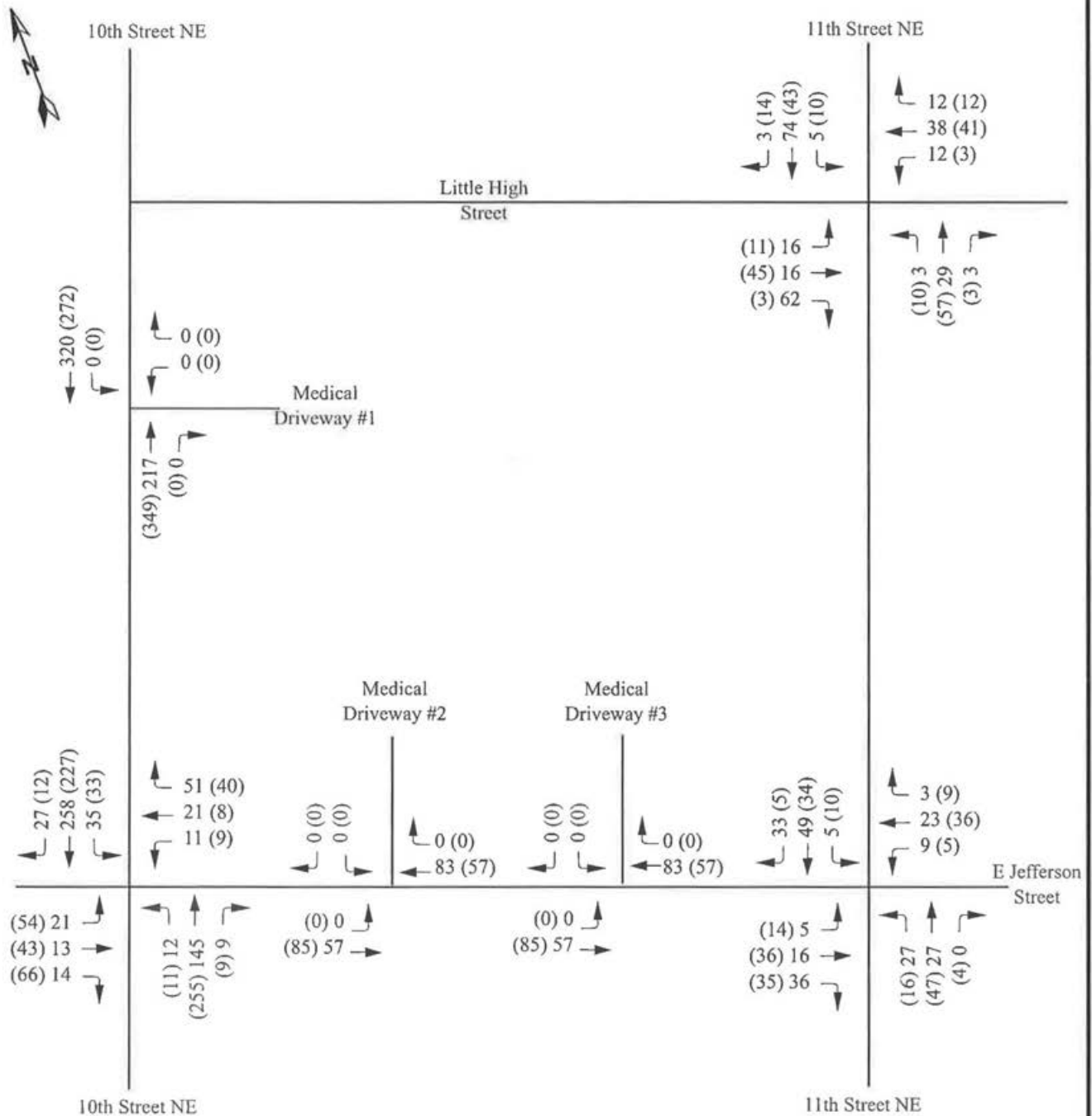
Figure 1



LEGEND

X (Y) AM (PM) Peak Hour

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



LEGEND

X (Y) AM (PM) Peak Hour

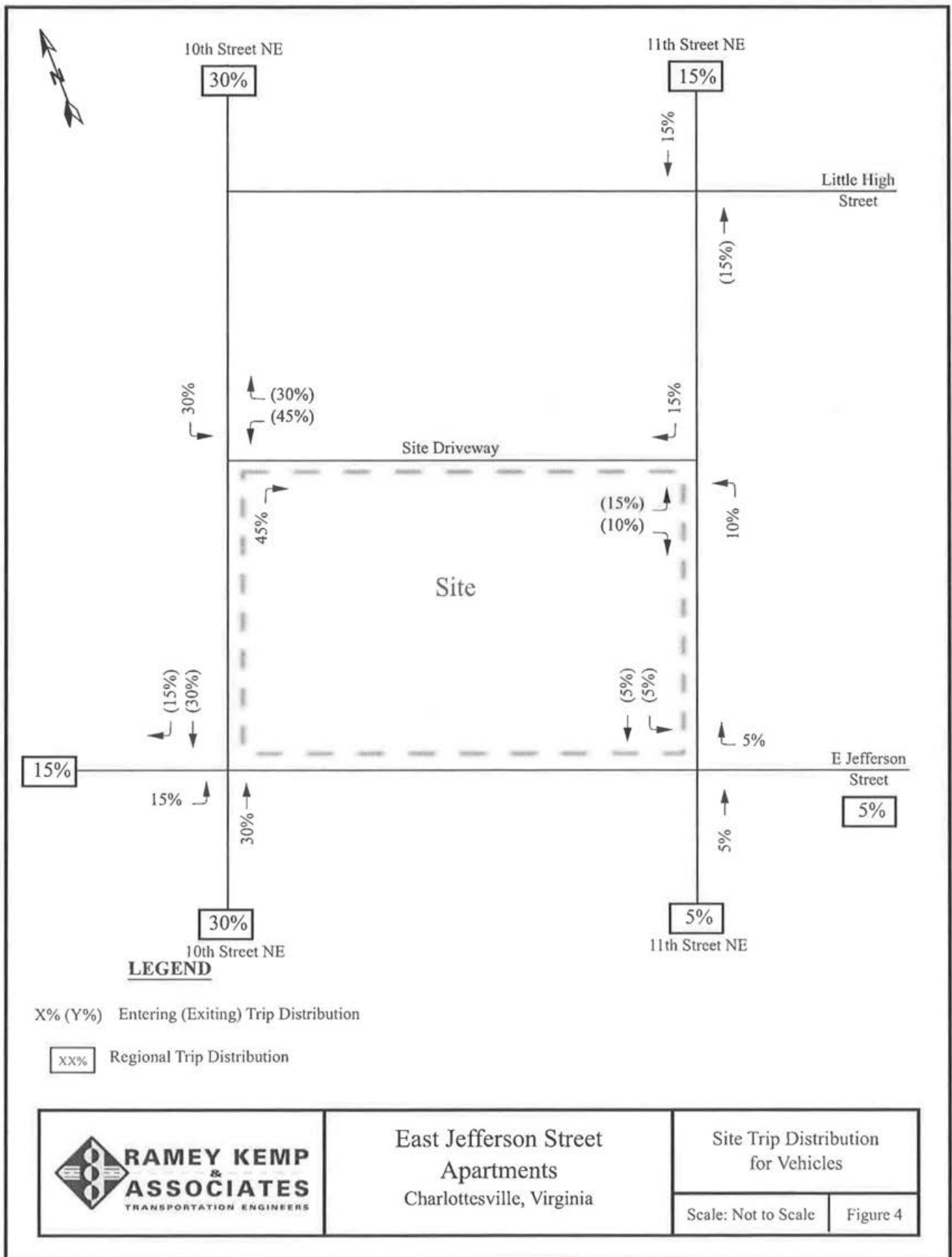


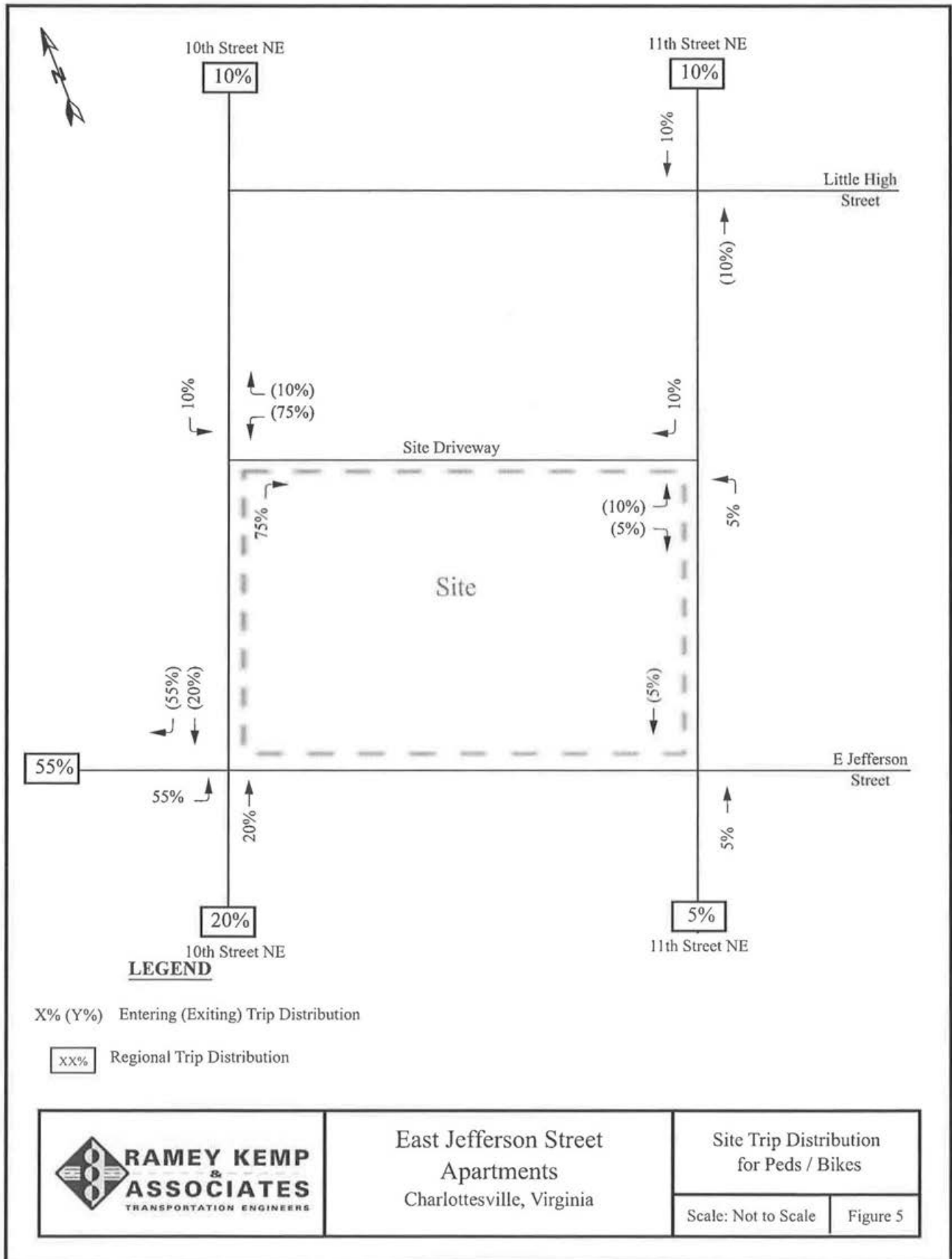
East Jefferson Street
Apartments
Charlottesville, Virginia

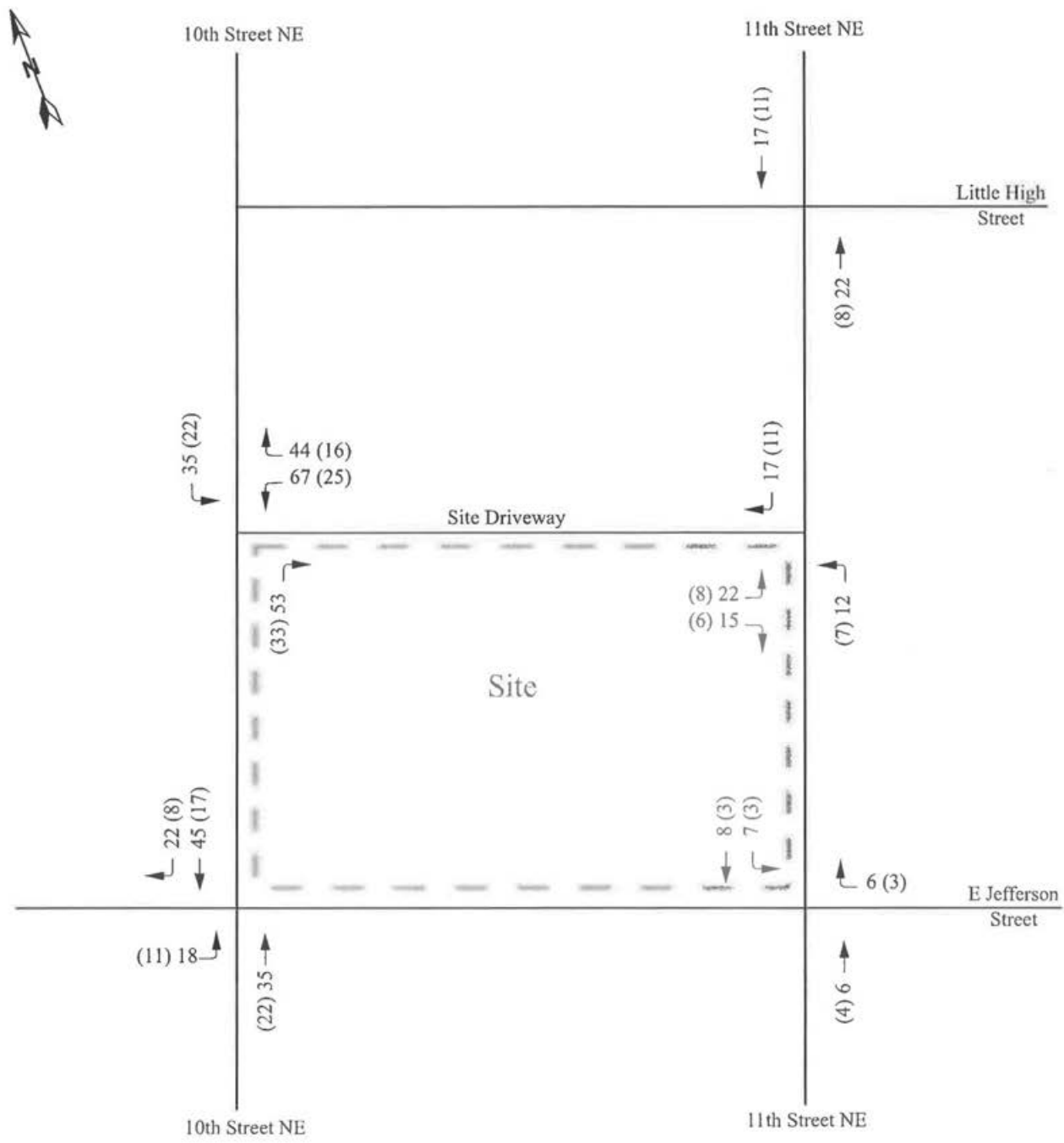
No Build (2019) Peak Hour
Traffic Volumes

Scale: Not to Scale

Figure 3





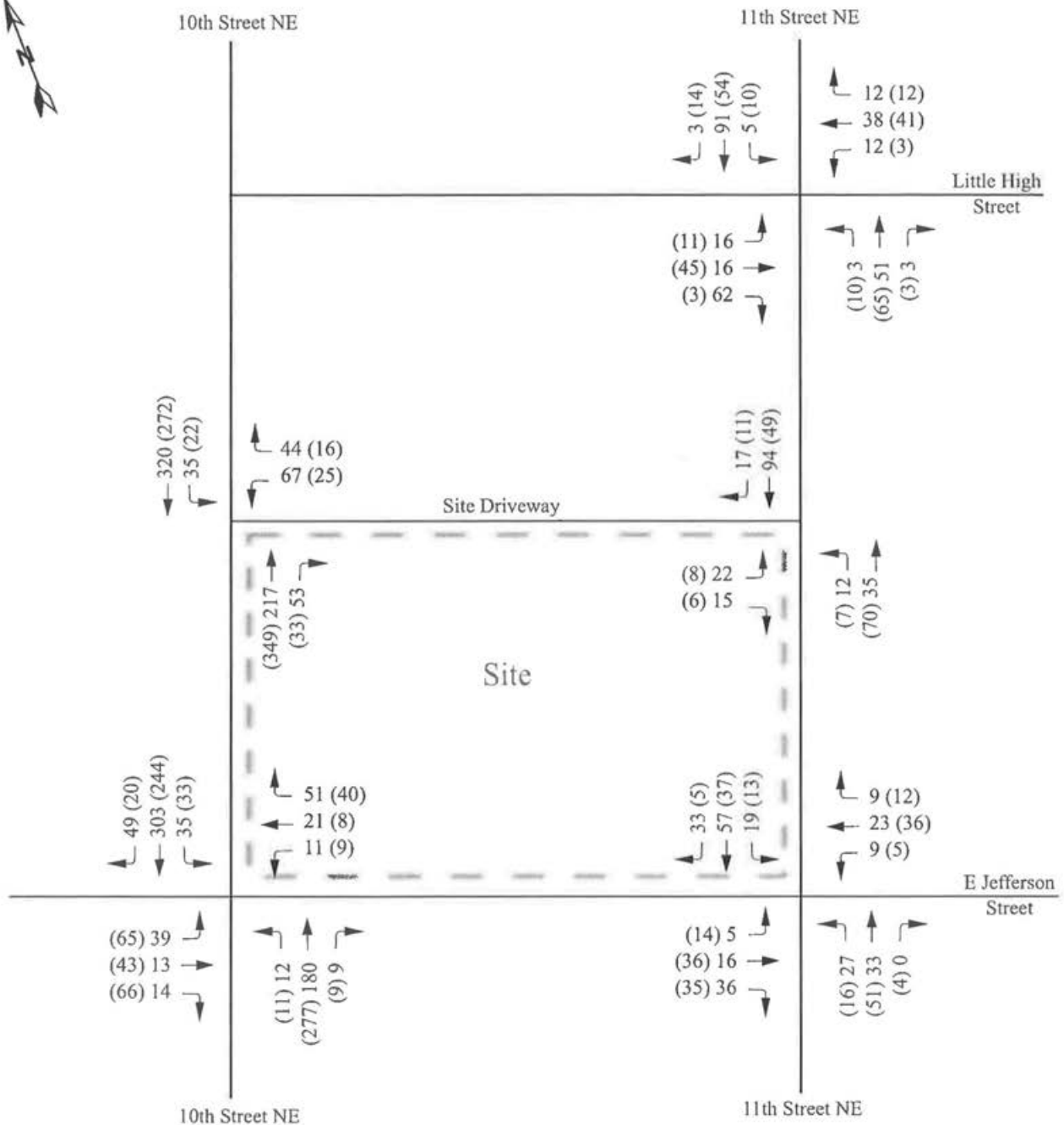


East Jefferson Street
Apartments
Charlottesville, Virginia

Site Trip Assignment
for Vehicles

Scale: Not to Scale

Figure 6



LEGEND

X (Y) AM (PM) Peak Hour



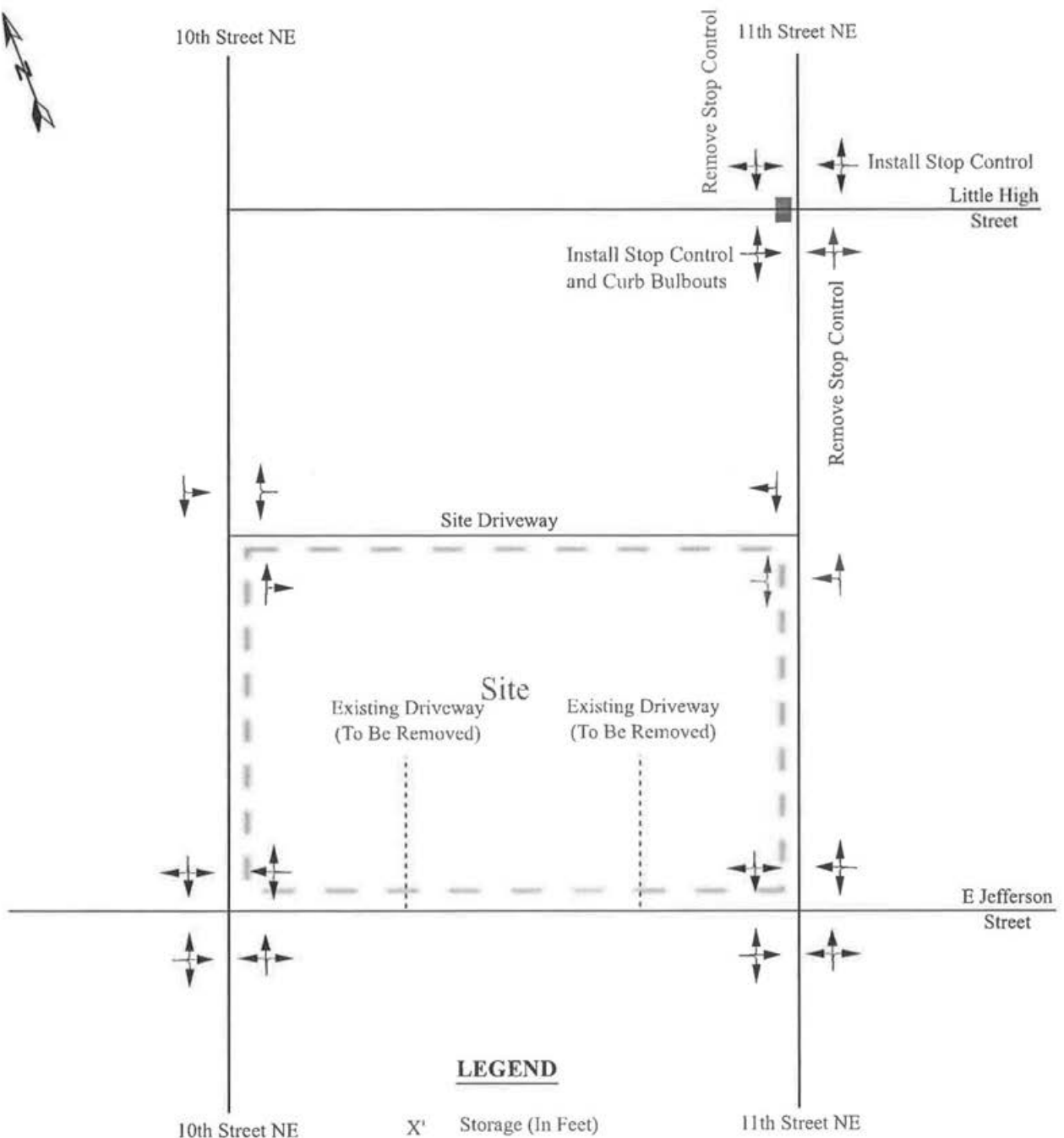
**RAMEY KEMP
&
ASSOCIATES**
TRANSPORTATION ENGINEERS

East Jefferson Street
Apartments
Charlottesville, Virginia

Build (2019) Peak Hour
Traffic Volumes

Scale: Not to Scale

Figure 7



LEGEND

- X' Storage (In Feet)
- Existing Lane
- Proposed Lane Configuration
- Proposed Curb Bulbout



East Jefferson Street
Apartments
Charlottesville, Virginia

Recommended Lane
Configuration

Scale: Not to Scale Figure 8

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

Existing (2016) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.2

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

Existing (2016) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 4.7

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
3: 11th Street NE & Little High Street

Existing (2016) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5.7

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

Existing (2016) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 4.6

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

Existing (2016) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 6

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
3: 11th Street NE & Little High Street

Existing (2016) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh

6

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

No-Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.4

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

No-Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
3: 11th Street NE & Little High Street

No-Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5.7

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

No-Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 5.2

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

No-Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 6.2

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
3: 11th Street NE & Little High Steet

No-Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 6.1

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.6

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5.1

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
3: 11th Street NE & Little High Steet

Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5.5

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
4: 10th Street NE & Access Road

Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2.6

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

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

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 492	1269	-
HCM Lane V/C Ratio	-	- 0.245	0.03	-
HCM Control Delay (s)	-	- 14.7	7.9	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 1	0.1	-

East Jefferson Street Apartments - Charlottesville, VA
5: 11th Street NE & Access Road

Build (2019) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2.2

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
1: 10th Street NE & E Jefferson Street

Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 5.7

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
2: 11th Street NE & E Jefferson Street

Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 6.2

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
 3: 11th Street NE & Little High Street

Build (2019) Conditions
 Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 5.1

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

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

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

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

East Jefferson Street Apartments - Charlottesville, VA
4: 10th Street NE & Access Road

Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1

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

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

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 449	1144	-
HCM Lane V/C Ratio	-	- 0.099	0.021	-
HCM Control Delay (s)	-	- 13.9	8.2	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.1	-

East Jefferson Street Apartments - Charlottesville, VA
5: 11th Street NE & Access Road

Build (2019) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.2

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

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

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

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

Ramey Kemp & Associates

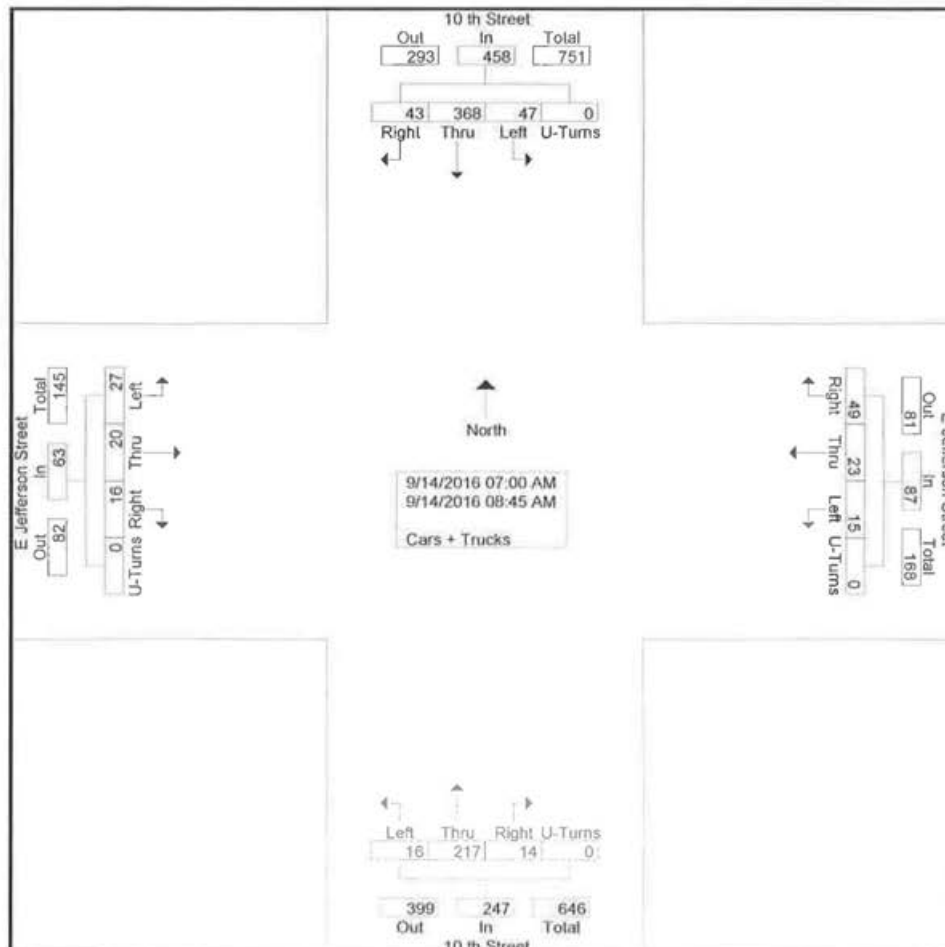
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Lee
Weather: Clear
Equipment ID: 4792

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

Groups Printed- Cars + Trucks

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



Ramey Kemp & Associates

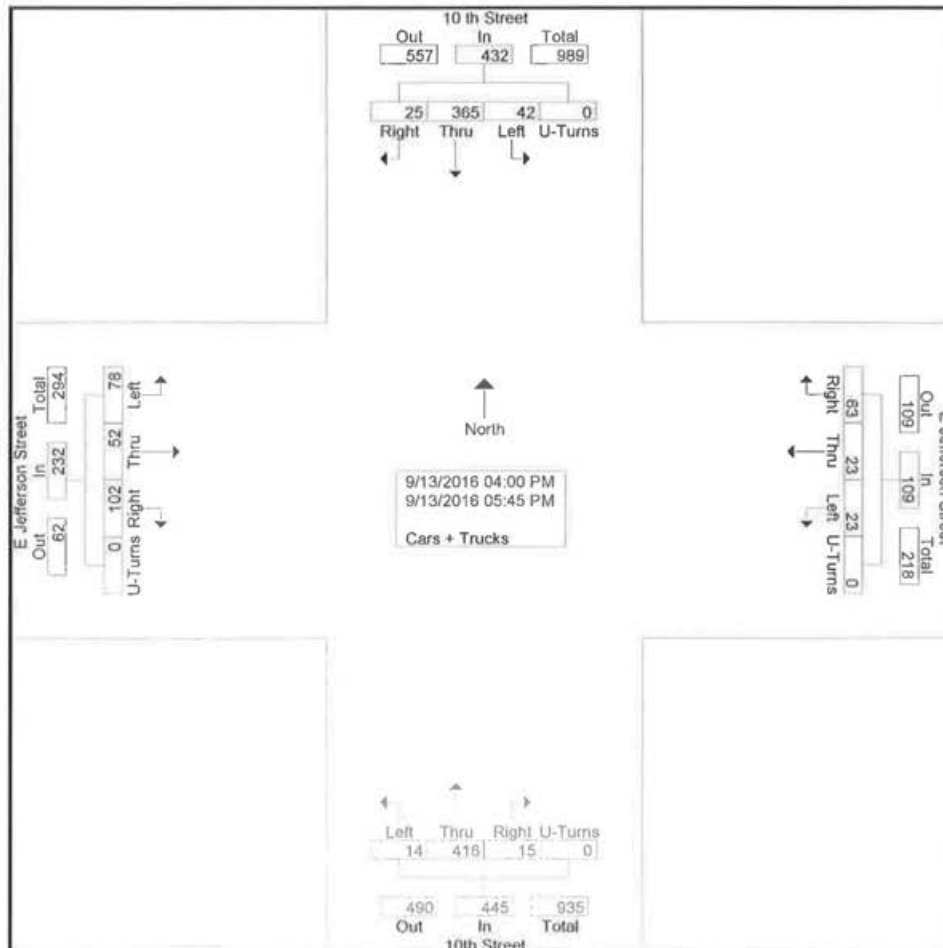
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Lee
Weather: Clear
Equipment ID: 4791

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

Groups Printed- Cars + Trucks

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



Ramey Kemp & Associates

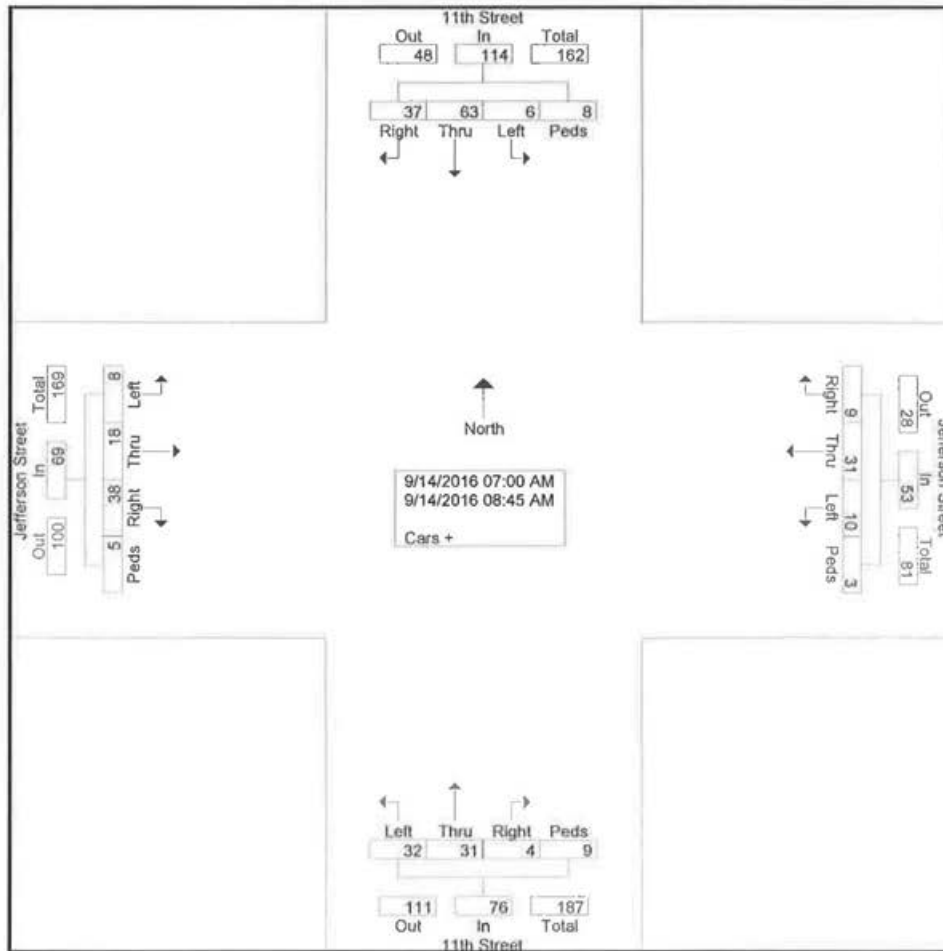
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

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

Groups Printed- Cars +

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



Ramey Kemp & Associates

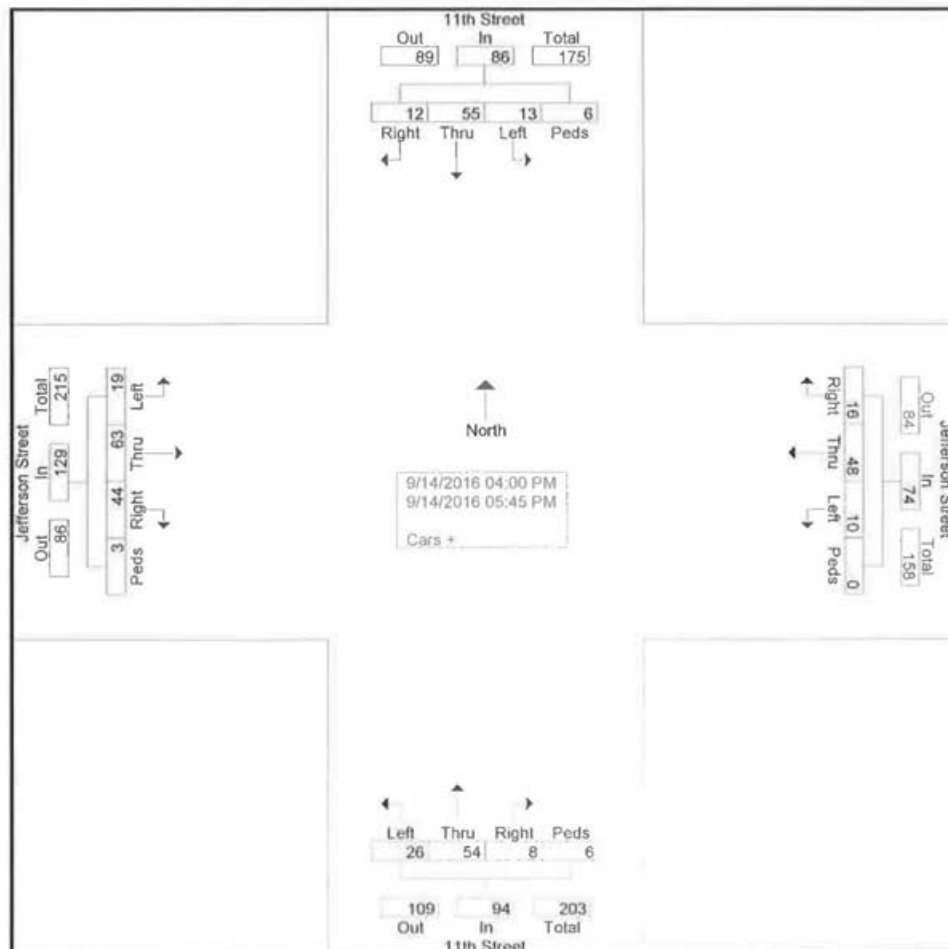
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

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

Groups Printed- Cars +

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



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : charlottesville(little high and 11th) 14 hour count

Site Code :

Start Date : 5/10/2017

Page No : 1

Groups Printed- Cars + - Trucks

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

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : charlottesville(little high and 11th) 14 hour count

Site Code :

Start Date : 5/10/2017

Page No : 2

Groups Printed- Cars + - Trucks

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

BREAK

[illegible]

Ramey Kemp & Associates

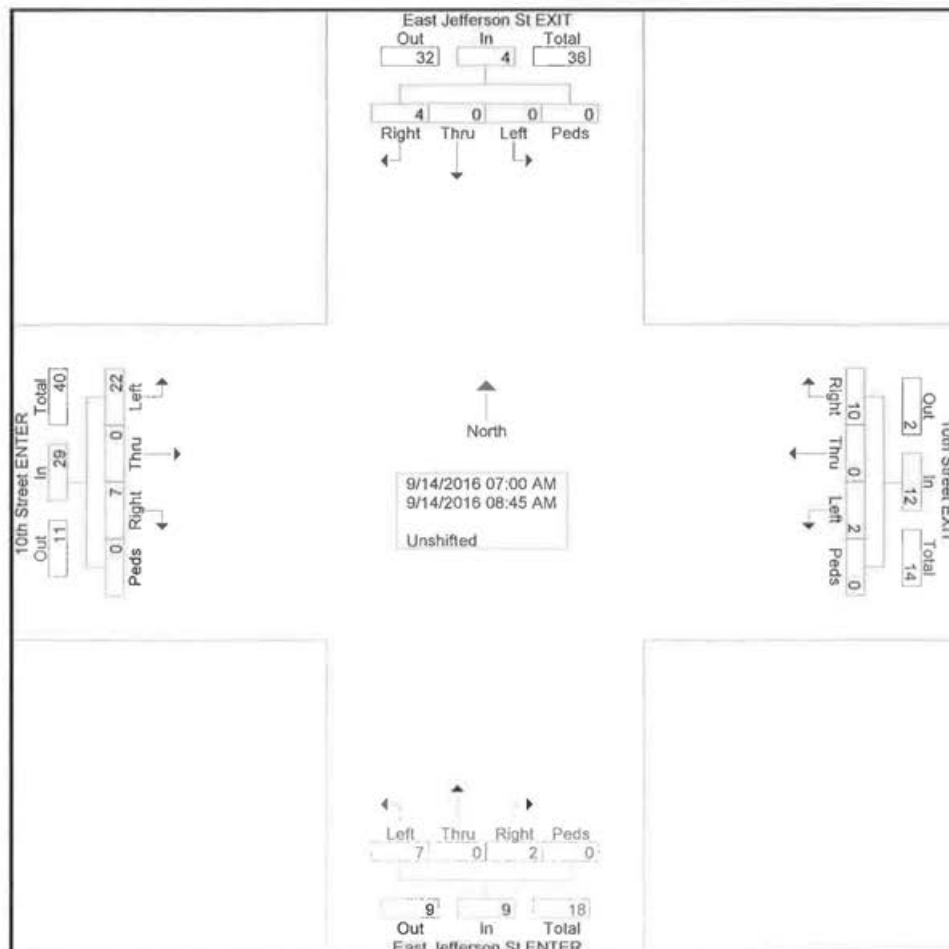
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Dean
Weather: Clear
Equipment ID: 4233

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

Groups Printed- Unshifted

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



Ramey Kemp & Associates

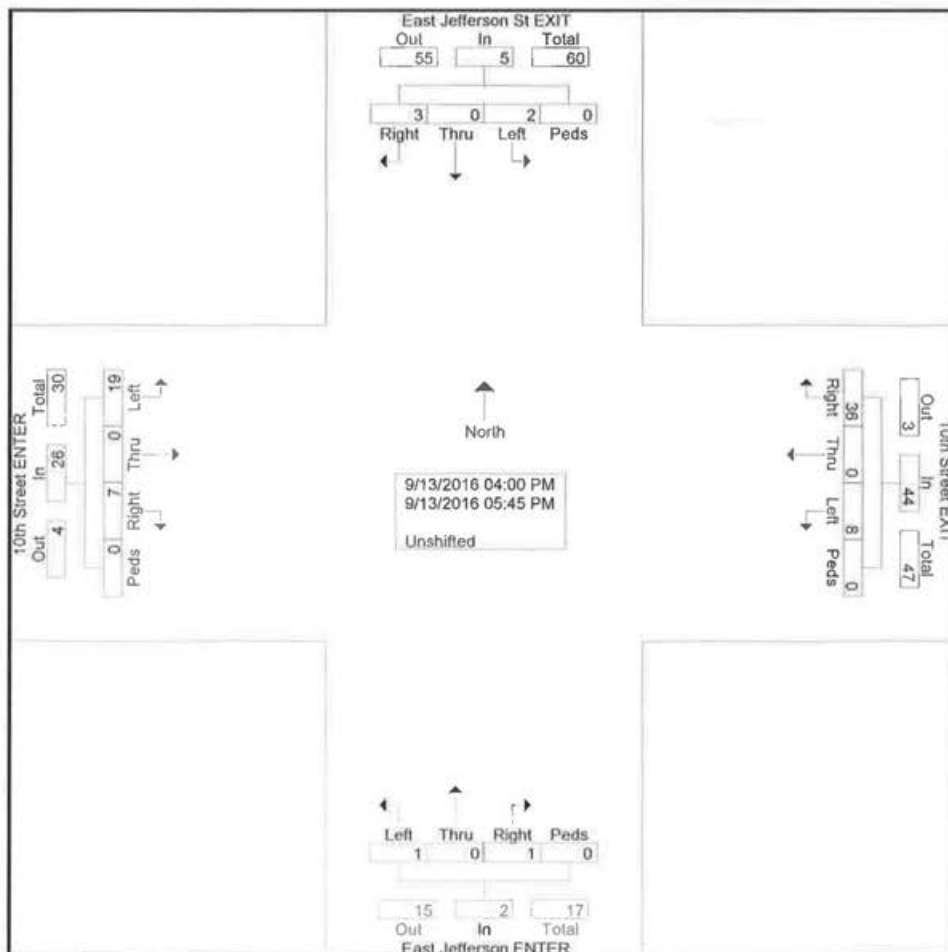
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Dean
Weather: Clear
Equipment ID: 4233

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

Groups Printed- Unshifted

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



Ramey Kemp & Associates

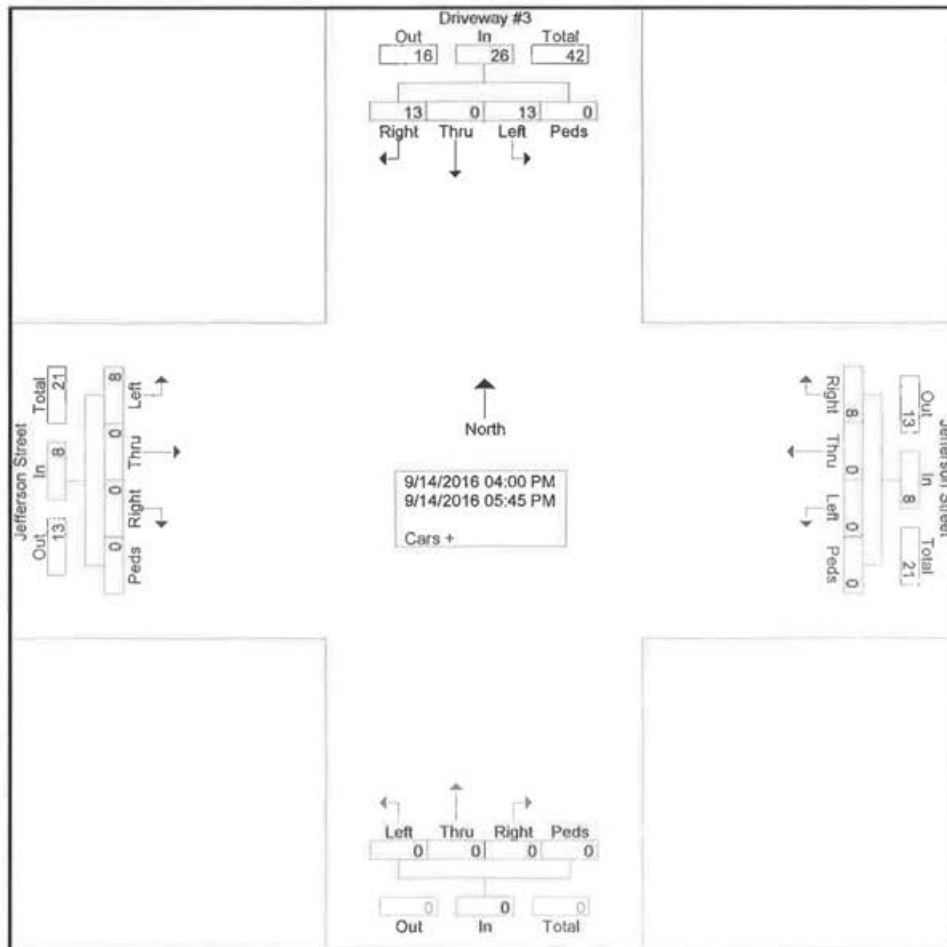
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

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

Groups Printed- Cars +

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



Ramey Kemp & Associates

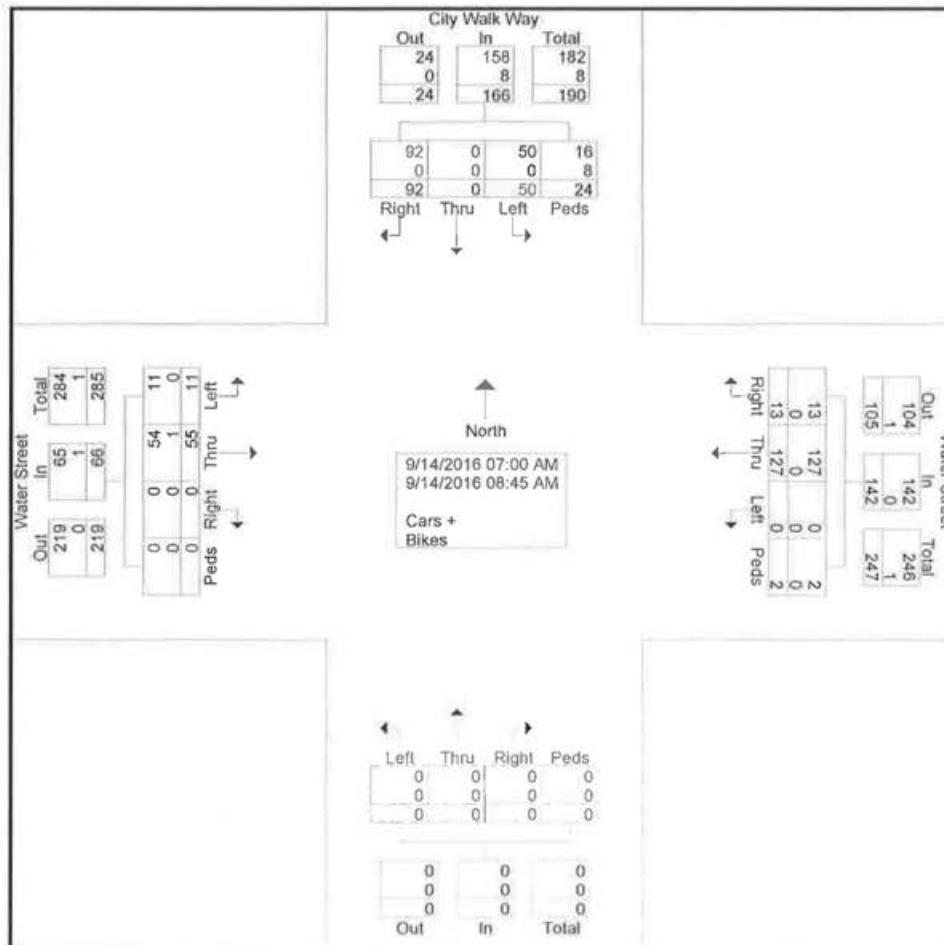
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

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

Groups Printed- Cars + - Bikes

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



Ramey Kemp & Associates

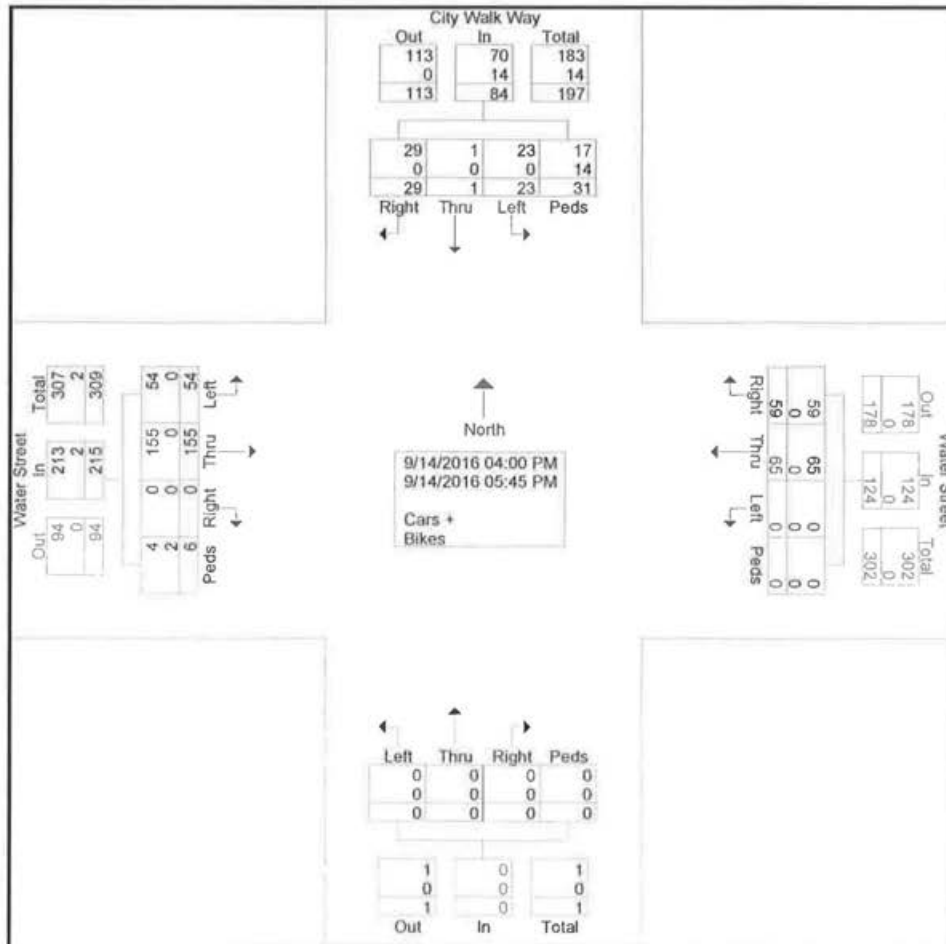
4343 Cox Road
Glen Allen, Virginia 23060

Counted By:
Burns Service, Inc.

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

Groups Printed- Cars + - Bikes

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



1202 Langdon Terrace Drive
Raleigh, NC, 27615

Page No : 1

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1202 Langdon Terrace Drive
Raleigh, NC, 27615

Page No : 1

[illegible]

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Milli Coffee Roasters Ped Count

Site Code :

Start Date : 4/26/2017

Page No : 1

Groups Printed- Cars +

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



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

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

Intersection Information

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

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

Condition A - Traffic Signal Warrant

Condition Satisfied?	Not Satisfied
Criteria*	Traffic Signal Warranted & Justified

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

Condition B - Crash Experience

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

Condition C - Intersection Volume & Delay

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

Condition D - Combination Volume, Crash Experience, & Delay

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



Exhibit K

Market Analysis, East Jefferson Place Apartments, dated June 1, 2017

Market Analysis
East Jefferson Place Apartments
Charlottesville, Virginia

Prepared for:

Jefferson Medical Building Limited Partnership
c/o Great Eastern Management Company

June 8, 2017

S. Patz and Associates, Inc.
46175 Westlake Drive, Suite 400
Potomac Falls, Virginia 20165



■ S. PATZ & ASSOCIATES, INC ■
■ REAL ESTATE CONSULTANTS ■

June 8, 2017

Jefferson Medical Building Limited Partnership
c/o Great Eastern Management Company
2619 Hydraulic Road
Charlottesville, Virginia 22905-0526

Dear Sir:

This will submit our market study, and an accompanying Fiscal Impacts Analysis (FIA), for the proposed development of the 126-unit East Jefferson Place Apartments, planned for start of development in 2019, with project completion and apartment unit delivery by 2020/2021. The new apartments are to be built at 1011 East Jefferson Street, which currently is occupied by a mature medical office building.

Development of 1011 East Jefferson Street with new apartment units will necessitate the demolition and relocation of the office building and its three medical office tenants. The overall development concept is to construct a new medical office building for current tenants on a nearby vacant lot, or part of a larger office building proposal, also at a nearby location, and to be built by Sentara Martha Jefferson Hospital.

The development program for the new apartment building and new office building are defined in the attached report. Both buildings are "still on the drawing board" in terms of specific sizes and designs, pending approval by Charlottesville City Council of the apartment building proposal. The approval of the proposed apartment building will be preceded by the development of a new, similar sized office building of approximately 20,000 square feet.

The attached market study shows full market support for the 126-unit East Jefferson Place Apartments and identifies the apartment unit development proposal as the highest and best use of the study site. Our analysis is based on conservative projections of apartment unit demand, given the sizable employment growth in the City and market area and the evolving draw of the Downtown Mall in attracting new businesses. 1011 East Jefferson Street is within walking distance of the Mall.

The market study results could be interpreted as identifying a pent-up demand for downtown area apartment buildings, with demand possibly exceeding supply. We were the market consultants for several successful area apartment communities, including City Walk, Avemore, Carriage Hill, Stone Creek, Woodlands II and Lofts at Meadow Creek, which is under construction. We are fully familiar with the greater Charlottesville apartment market.

Jefferson Medical Building Limited Partnership
June 8, 2017

The new office building has the commitment of the two principal tenants in the Jefferson Medical Building for approximately 20,000 square feet of space. These doctors report that the building on site is outdated for current medical needs and each requires newer space. All have committed to remain in a new office building in the immediate area.

The detailed market data that support our findings and conclusions are presented in the attached report. An appendix is included which contains the FIA for both the apartment building and new office space at build out. Using constant 2017 dollars, the development of both proposals should generate approximately \$47,510 overall, in net tax revenue to the City at build out. This total includes the full economic benefit from the proposed apartment building and the net increase of a new, higher valued office building compared with the current 44 year old Jefferson Medical Building.

Please call if additional data or clarification are needed. We remain available to continue to assist you with the successful development of both proposals.

Sincerely,

A handwritten signature in black ink, appearing to read "Stuart M. Patz", written in a cursive style.

Stuart M. Patz
President

SMP/mes

TABLE OF CONTENTS

Section I – Introduction	5
Report Format	9
East Jefferson Place	11
Site Setting	11
Market Area Economic Overview	17
At-Place Jobs	18
Employment and Labor Force	20
Market Area Development Activity	21
University of Virginia (UVA)	21
Section II Apartment Market Analysis	29
Demographic Analysis	30
Market Area Population Trends and Projections	30
Group Quarters	31
Households	31
Renter Households	32
Renter Households by Income	32
Charlottesville’s Target Income Renters	33
Competitive Apartment Market	33
Characteristics of the Market	33
Net Rental Rates	41
Rent Per Square Foot	42
Apartment Unit Sizes	43
Apartment Unit Mix	44
Apartment Amenities	45
Section III - Conclusions	47
Analysis of Apartment Units Planned	47
Apartment Pipeline	47
Pipeline of Apartment Units	52
Conclusions	54
Appendix A: Fiscal Impact Analysis	55

Section I - Introduction

Following is a market study in support of the East Jefferson Place Apartment proposal that is planned for development at 1011 East Jefferson Street in the central area of Charlottesville, just northeast and within walking distance of the Downtown Pedestrian Mall. The study site is located on the east side of the block bordered by 10th Street, NE on the west, East Jefferson Street on the south, and 11th Street, NE on the east. The northern property line that abuts the site is an alley, to the north and west of the area are commercial and educational uses, including a school (Charlottesville Day School), and to the south are commercial uses and an attractive residential condominium building. Two blocks east of the site is the predominately residential Little High Street Neighborhood.

The study site is currently developed with a mature 20,000 square foot, two-story, medical office building, Jefferson Medical Building, that was built in 1973/74 and is no longer a viable building for medical office space. It is currently 90+ percent occupied with three medical practices. Many of the doctors in the building are also partners in the building ownership. Surface parking covers part of the property and, together with a nearby partnership owned surface lot, contains an adequate number of spaces for the current use. Photos of the office building follow.



The study site is proposed to be redeveloped with an attractive, three-story on 11th Street and five-story on 10th Street elevator-served apartment building with

approximately 126 units. Of these, there will be a component set aside for affordable housing in accordance with the City Zoning Ordinance and designated for residents earning incomes at 50-80% of AMI for the greater Charlottesville area. The remaining apartment units will be marketed to residents with incomes of \$50,000 and above, based on expected rents at the to-be-built apartment units and rents at new apartment properties in the Charlottesville marketplace.

The reasons behind the proposed development are three-fold. First, the Jefferson Medical Building, currently located on the study site, is 40± years old and no longer satisfactory for modern medical uses.

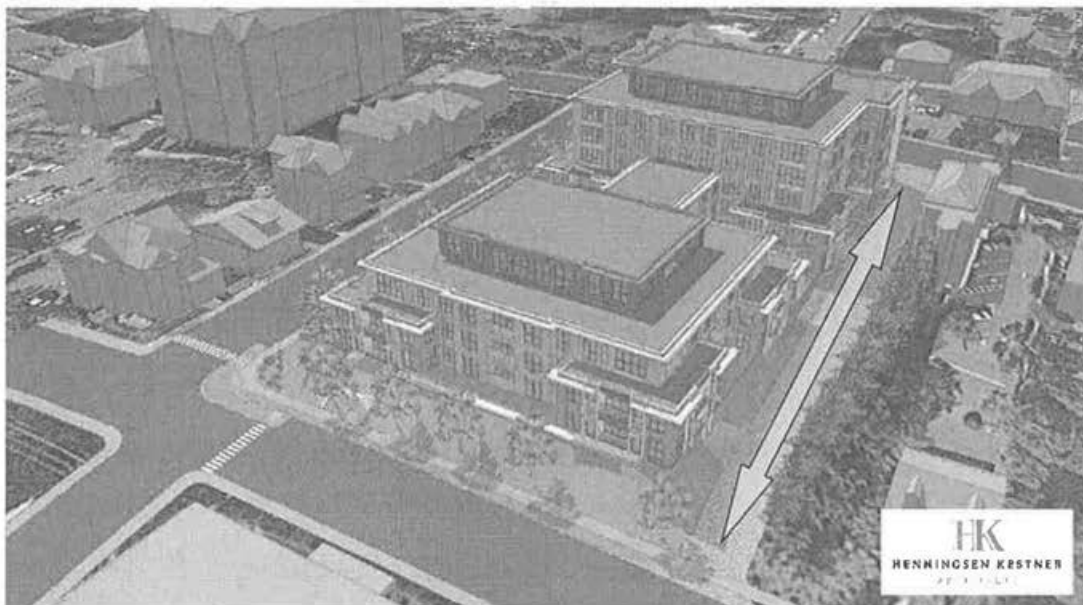
Second, the now Sentara Martha Jefferson Hospital, previously located at the corner of Locust and East High streets, moved several years ago. The medical practices currently occupying the Jefferson Medical Building have been giving consideration to moving their practices nearer the new Hospital location on Pantops. However, the recent decision by the Hospital, as discussed later in this analysis, to construct a new, state-of-the-art medical facility on remaining nearby Hospital owned parcels, together with the availability of appurtenant land owned by the partnership and currently used as a parking lot that could accommodate a similar facility. This makes remaining in the East Jefferson Street area a viable option for doctors of each existing medical practice.

Third, an evolving and expanding downtown marketplace for both retail stores and office space is creating new jobs, and changing the highest and best use of the 1011 East Jefferson Street property. Now the more viable use is multifamily housing, specifically apartment units for rent and of the type of housing proposed.

The following analysis will show full market support for the ±126 units proposed at the 1011 East Jefferson Street study site. The final development design for the apartment building is not yet set, pending approvals from Charlottesville City officials, and the results of this market study. However, the concept development plan includes:

- ±126 apartment units with an affordable housing component in accordance with the City Zoning Ordinance.
- A proposed unit mix of one-bedroom and two-bedroom units, with a large percentage of one-bedroom units.
- Up to 240 structured parking spaces on two below grade levels, with some spaces possibly available for monthly neighborhood parking.
- Elevator-served building with two sets of elevators.
- A three-story building fronting on 11th Street and a five-story building fronting on 10th Street with a central common area connection and with possible roof top amenities.
- A list of amenities that are competitive with other area apartment properties, include a fitness center, TV room and lounge, extra on-site storage, on-site management, "high tech" business center, state-of-the-art security, secured parking (FOB), fully wired for high-speed internet, etc.

Following is one concept elevation for East Jefferson Place that shows the quality of the proposal. The concept is for a building with a design that blends into the neighborhood, with all parking underground. The building entrance to the parking area would be off of the alley on the north side of the building. The building will have enhanced setbacks with landscaping on all sides and two central courtyards for outdoor passive recreation. The building windows will be large for an abundance of light and air for each apartment unit. Recessed balconies are planned for select units. The wide range of amenity features will include roof top uses.



Concept Building Elevation

A detailed market study follows for the apartment building proposal. The study documents market support for the proposed number of market rate apartment units proposed, based on a supply-demand analysis for apartment units of the type proposed for renters with incomes who can afford this type of housing. The appendix to this report is a Fiscal Impact Analysis (FIA) that presents the net fiscal benefits of the apartment proposal to the City at build out. Market support for the affordable housing will become clear based on rental rates presented in the market study.

As part of the proposal for the new apartment units is the concept for the relocation of the existing medical practices currently occupying the Jefferson Medical Building. The concept is to relocate these practices to one of two nearby locations. The relocation is fully accepted by the building owners. One option is to incorporate approximately 15,000 to 20,000 square feet into a new office building that is planned for a site at 10th and East High Street (No. 1 on aerial on Page 5). This proposal will consist of a large medical office building to be developed by Sentara Martha Jefferson Hospital. The second option is to develop a site owned by the partnership on 10th Street next to the 925 East Market Street proposal (see No. 2 on aerial). This property is now a parking lot. The adjacent property (No. 3 on aerial) is 925 East Market Street, which is planned for 56 new apartment units and three office suites.

The point to note here is that the physician services to the downtown neighborhood will remain, but at a nearby location and in modern, more efficient space designed to allow for the delivery of health care in the current new paradigm. The net fiscal impacts from the study site redevelopment will thus be quite positive for the City when the proposed East Jefferson Place Apartments and the new medical building are completed.



Aerial of Site Setting - East Jefferson Place Apartments

With this background set in place, the following analysis will show full market support for the apartment proposal. Market support is not needed for the relocation of the office building, as the space is to be committed to existing users. The overall redevelopment and relocation options will require at least two years for relocation of the current office tenants of the Jefferson Medical Building, so a construction start for the apartment building is not likely until sometime in 2019 or 2020, with the likely delivery date for the ±126 apartment units in 2020 or 2021.

Report Format

The market analysis for East Jefferson Place will be prepared in three separate sections. The FIA is presented in the appendix. Section I of the market study is the Introduction, which includes the statement of the purpose of the study, a detailed analysis of the site for apartment use, and the site setting near downtown Charlottesville. The development concept, as currently defined, was presented above.

The second part of Section I contains an economic overview of the greater Charlottesville economy, including the defined market area of the City and adjacent Albemarle County. The economic overview shows the level of new at-place job and

employment growth, which are the basis for determining population and household growth, including renter household growth, resulting in the calculation of housing demand.

The market area that we defined for East Jefferson Place is the same market area that we used for prior market studies, including City Walk, 925 East Market Street (proposed), and Westgate and Barclay Place renovations, in addition to close-by suburban apartment communities – Avemore, Stone Creek Village, Woodlands II, etc.

The market area includes the City of Charlottesville and Albemarle County. We included all of the County in the market area, even though the far north section of the County, and the area south of I-64, are rural. This was done for ease of the demographic analysis. Interviews with on-site management at the new Terrace Greene Apartments in the Ruckersville area of Greene County reports that they do not compete with apartment properties located south of Rio Road.

The demographic analysis also shows the number of “target” renters who live in the City, which shows the City’s “ability” to compete for the higher-income renter, with comparable new suburban apartment properties.

Section II is a supply-demand analysis for new apartment unit development, including the addition of East Jefferson Place. First presented is a demographic study of the market area that solves for the number and growth of renter households with incomes of \$50,000 and above, when incomes are studied in constant 2017 dollars. The forecast date for the demographic analysis is 2021, as this is the likely time frame for the lease-up at the proposed apartments.

Following the demographic analysis is the study of the current “high rent”, non-student, apartment communities in the market area, with the apartment properties separated by post-2012 construction and pre-2012 construction. We included 14

apartment communities in this subsection for study, including two properties that just opened in Spring, 2017.

We excluded almost all of the market area's apartment properties that were built prior to 2000, as they generate lower rents. This includes attractive apartment communities such as Westgate, Barclay Place, Abington Crossing, Lofts at McIntire, etc. Westgate, in particular, was recently renovated, but rents are lower than the "comps" used for this study. We excluded all condominium units that are being rented, age-restricted apartment properties and student-designed apartment properties. The exclusion of rented condominium units deems our report somewhat conservative.

The defined competitive apartment properties are studied for occupancy, rental rates, unit characteristics, property features and amenities. These are compared with the East Jefferson Place proposal.

The third and final section presents the market study conclusions related to market support for East Jefferson Place. The conclusions "verify" the most marketable unit rents, unit mix and features, such as elevations, covered parking and amenities. The market study conclusions are the basis for the calculation of the FIA.

East Jefferson Place

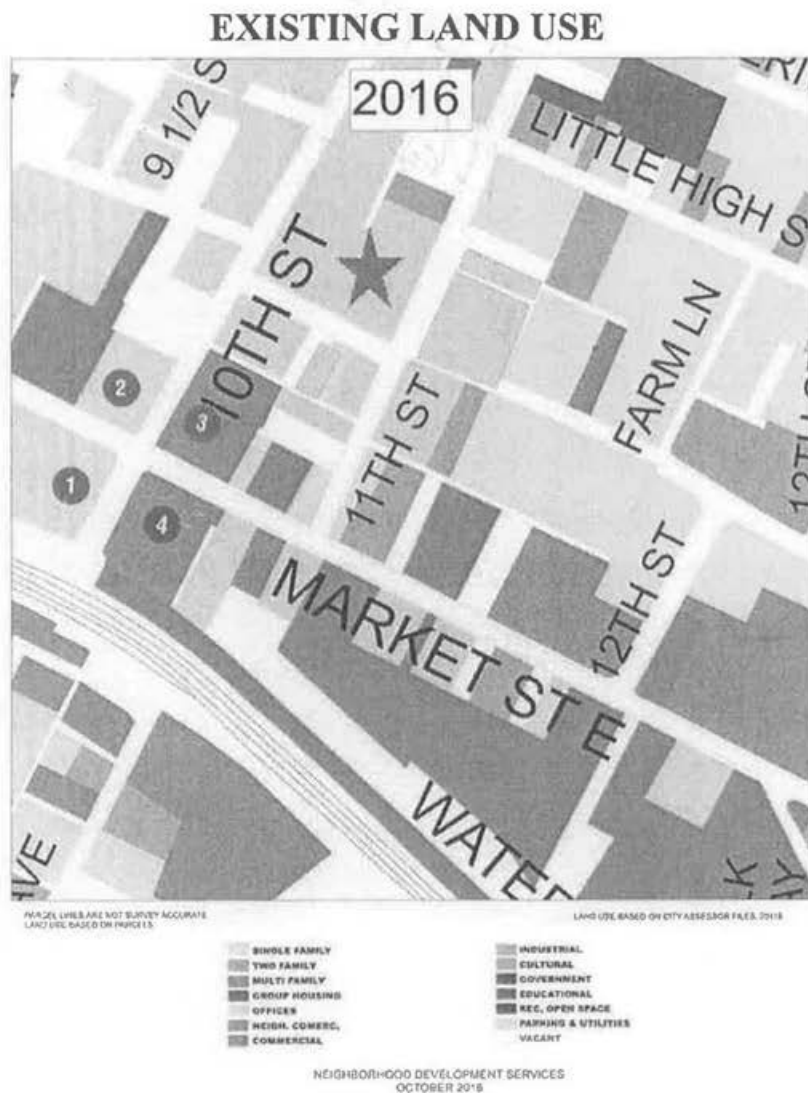
Site Setting

The proposed East Jefferson Place Apartments are located in a mixed-use neighborhood that was largely developed during the 1960's. There are several small office buildings in the area, primarily along 10th Street and near the Jefferson Medical Building and adjacent to the property along 11th Street. These buildings date back to the time when the nearby Martha Jefferson Hospital was in operation and expanding. On the east side of 11th Street and farther east are mature, but attractive single family homes on small lots and along tree covered streets. Commercial uses exist along East Jefferson

Street and small commercial buildings are scattered near and on all sides of the subject study site.

Number 1 on Map A below shows the location of the 925 East Market Street apartment and office space proposal. Adjacent (No. 2) is the parking lot that may be developed for replacement office space for the existing practices in the Jefferson Medical Building. The location of a five-story upscale condominium building is noted by Number 3, and the adjacent building (No. 4) is a condominium office building.

South of Water Street are railroad tracks. This area has a number of commercial and industrial uses. The Downtown Pedestrian Mall is to the west and the 10th and Market streets intersection is considered part of the downtown. The existing Jefferson Medical Building study site is two blocks east. Map A shows the immediate neighborhood to be largely commercial on all sides, but with more residential further east and north and towards 12th Street.



Map A - Existing Land Uses at and near the 1011 East Jefferson Street

The point made here is that the study site is close to the expanding Charlottesville downtown and near existing and planned multifamily apartment and condominium buildings. The following aerial shows that, with East Jefferson Street being one full block from East Market Street, and East Market Street at this location being the east end of downtown Charlottesville, the study site is within two blocks of the downtown commercial center.



Aerial of East Market Street and 10th Intersection

Photo A is the condominium building along 10th Street and north of East Market Street, and one block from the study site. Photo B is the 925 East Market Street property with the parking lot that is one option for a new office building adjacent. Photo B shows a view into the east portion of the downtown area and the commercial land uses in this area.



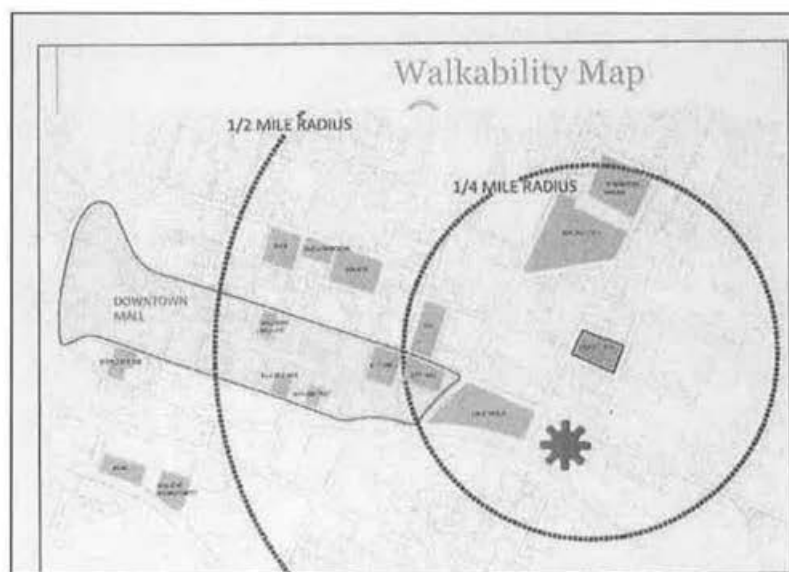
Photo A



Photo B

Map B below shows a street map of the center area of Charlottesville, the Downtown Pedestrian Mall and the location of 1101 East Jefferson Street. The Downtown Pedestrian Mall is the shaded area to the west. Around and on the mall are City Hall, a public library, specialty shopping, entertainment shopping, a nearby police department, several churches and an expanding employment base of new and existing businesses.

The location of the former Martha Jefferson Hospital is also noted on Map B, as is the existing Jefferson Medical Building. The "star" denotes the generalized location of the recently built City Walk Apartment community. The Downtown Mall is within easy walking distance of the study site.

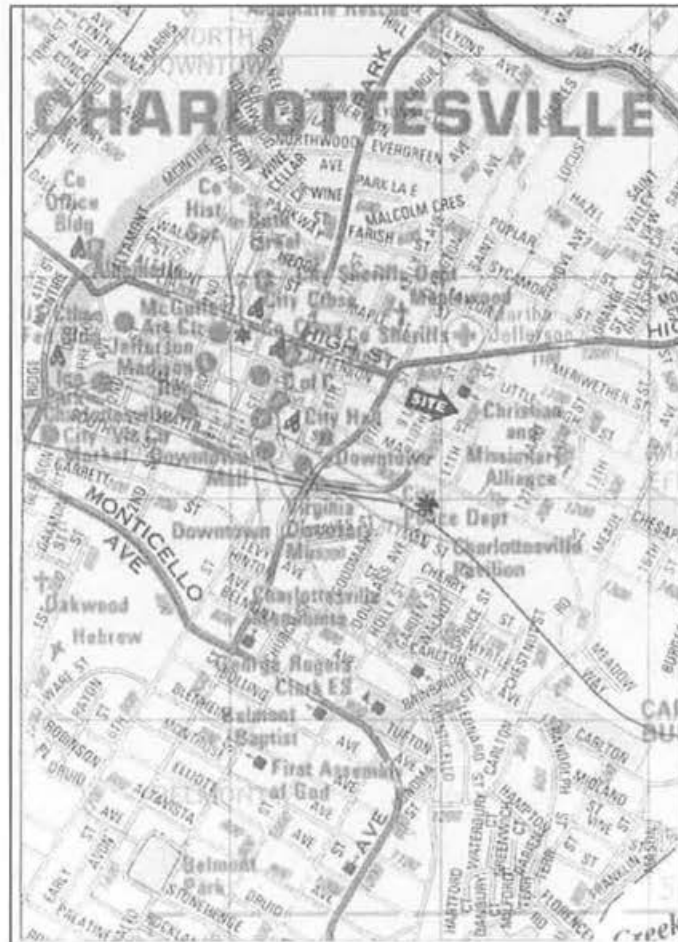


Map B – Study Site's Proximity to Downtown Pedestrian Mall

As shown on the following Map C, automobile access to U.S. Route 250 is via High Street or Park Street. U.S. Route 250 east provides direct access to the new location of Martha Jefferson Hospital. U.S. 250 west intersects with Route 29 and the Charlottesville area's primary commercial corridor – Pantops, with close by shopping is directly accessible via Route 250 east. Fifth Street/Ridge Street is accessed by High Street east or south on Avon Street and west on Monticello.

Of importance for the study site is its proximity to the University of Virginia (UVA) Grounds. The Grounds are located on the west side of Charlottesville and bordered by U.S. 250 and Route 29 bypass on the west. Several options offer access to UVA:

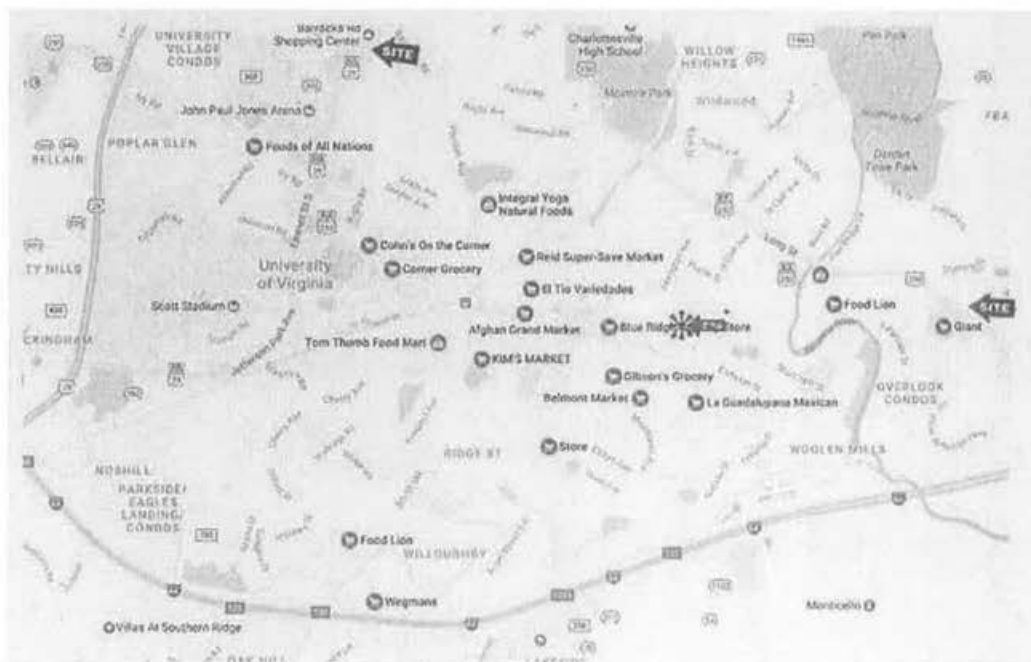
- U.S. 250 west past to Emmet Street (29 Business) or past U.S. 29 to one of several access roads into the campus.
- Monticello west to Main Street west and along Ivy Street into one of several connection streets into campus.
- High Street west to Preston Avenue to Grady Avenue and south of Rugby Road.



Map C - 1011 East Jefferson Street Study Site Location & Setting

Area Shopping. In spite of the urban setting, the study site is well located for shopping. Pantops is close by and has a large retail areas anchored by Giant Food and Food Lion. A new Wegmans opened on Fifth Street, just north of I-64. Barracks Road Shopping Center is located on U.S. 29, where 29 intersects with U.S. Route 250. This center has a wide range of new shops and restaurants. The Hydraulic Road/Route 29/Hillsdale Drive area is also easily accessible to Kroger, Whole Foods, Marshalls, the Shops at Stonefield and a variety of additional shopping and dining alternatives. Small grocery stores are scattered throughout the City and in close proximity to the study site.

Comparison shopping, including Fashion Square Mall, is located north of U.S. 250 on Route 29. The larger site arrows show the location of larger shopping locations.



Map D - Nearby Grocery Stores

Market Area Economic Overview

The Economic Overview Analysis is presented in this part of the report. The intent is to show the level of job growth in the market area, as a prelude to determining

housing unit demand. First presented are trends in market area at-place jobs. This is followed by employment and labor force data and then by a description of active developments, and the likely magnitude of new jobs that these projects will generate. These data and trends will be used to determine demographic growth and the resulting housing unit demand.

At-Place Jobs

At-place jobs refer to the number of jobs in the defined market area of both the City of Charlottesville and Albemarle County. As of year-end 2015, the total number of at-place jobs in the market area was 91,260. The most recent at-place job totals are 10,000± more than in 2005, indicating an average annual growth of 910± jobs since 2005.

Data in Table 1 show a decrease in total jobs in the key recession year of 2009, after sizable growth for the first eight years of the 2000 decade. The recession years of 2009 and 2010 were not growth years. That changed, with net growth between 2011 and 2015. For the period of 2010 to 2015, net job growth was 8,060± or approximately 1,610 per year on average. The current at-place job totals for year-end 2015 are at 91,260, which is over 4,880 above the pre-recession peak year of 2008. Thus, current at-place job totals are at an “all time” high for the market area and expanding. **Over 3,300 new jobs were created in 2015.**

The market area has a very diversified job market with no dominant industry. The industrial categories of Retail Trade, Health Care and Accommodations and Food are the largest categories. State Government should likely be included in that group with the large number of employees at UVA, but these data are not published. Industrial job sectors with significant growth over the past decade include Admin./Waste Services (2,020± new jobs), Health Care (1,850± new jobs), Accommodations/Food (1,580± new jobs), Professional/Tech/ Services (960± new jobs), Arts/Enter./Recreation (840± new jobs), Educational Services (700± new jobs) and Other Services (610± new jobs).

Since 2005, the industrial sectors with the most pronounced job losses have been Construction and Manufacturing. Notable manufacturing losses during this period include Badger Fire Protection (170± layoffs in 2007), Avionics Specialties (100± layoffs in 2007), GE Fanuc Intelligent Platforms (50± layoffs in 2009), Biotage (70± layoffs in 2009), LexisNexis (60± layoffs in 2010), and Hyosung America (110± layoffs in 2010). Despite the loss of over 5,000 construction jobs, this sector added nearly 330 jobs in 2015.

Table 1: Trends in Average At-Place Employment, Charlottesville-Albemarle County, VA, 2005-2015

Industry	2005	2008	2009	2010	2011	2012	2013	2014	2015	Net Change
Agriculture, Forestry, Fishing	524	519	476	479	447	ND	ND	ND	ND	--
Mining	ND	ND	ND	ND	ND	ND	ND	ND	ND	--
Utilities	ND	ND	ND	ND	ND	ND	ND	ND	ND	--
Construction	5,066	4,951	4,167	3,964	3,771	3,803	3,771	3,696	4,021	-5,062
Manufacturing	3,679	3,745	3,406	3,058	2,948	ND	ND	ND	ND	-749
Wholesale Trade	ND	ND	ND	ND	1,354	1,392	1,297	1,325	1,282	--
Retail Trade	9,865	9,831	9,054	8,736	8,915	8,963	9,122	9,124	9,281	-584
Transport. & Warehousing	ND	ND	ND	ND	ND	ND	ND	ND	ND	--
Information	2,109	2,193	2,051	2,035	2,021	2,108	2,094	2,035	2,018	-91
Finance/Insurance	2,033	1,858	1,794	1,797	1,779	1,747	2,245	2,305	2,336	303
Real Estate	1,359	1,358	1,255	1,226	1,252	1,319	1,473	1,461	1,500	141
Professional/Tech. Services	4,994	6,069	5,931	5,668	5,581	5,493	5,635	5,644	5,955	961
Management of Companies	1,702	1,802	1,906	1,884	1,850	1,920	1,943	1,903	1,916	214
Admin./Waste Services	2,447	3,035	2,842	2,830	2,889	3,505	3,541	4,099	4,471	2,024
Educational Services	1,022	1,217	1,248	1,298	1,388	1,523	1,583	1,604	1,720	698
Health Care	7,265	8,005	8,316	8,479	8,588	8,521	8,615	8,608	9,115	1,850
Arts/Enter./Recreation	1,306	1,515	1,541	1,812	1,883	1,909	1,914	2,006	2,142	836
Accommodations/Food	7,502	8,357	8,124	8,116	8,163	8,318	8,423	8,827	9,083	1,581
Other Services	3,194	3,369	3,375	3,435	3,587	3,644	3,615	3,782	3,808	614
Local Government	ND	ND	ND	ND	ND	ND	ND	ND	ND	--
State Government	ND	ND	ND	ND	ND	ND	ND	ND	ND	--
Federal Government	1,323	1,309	1,354	1,365	1,250	1,249	1,236	1,220	1,247	-76
Total	81,245	86,381	83,872	83,199	84,237	85,611	86,179	87,939	91,263	10,018

Notes: ND = Data do not meet BLS or State agency disclosure standards.

Source: United States Department of Labor, Bureau of Labor Statistics

Overall, at-place job trends in the market area are positive. The at-place job totals did not decrease much during the recession, and in fact, remained higher than the pre-recession totals of 2005. The recession resulted in job losses in 2009 and 2010, but net growth has occurred since 2010 and the 2014 job totals area above the pre-recession year of 2008.

Employment and Labor Force

Employment differs from at-place jobs, as it refers to the number of market area residents who are employed no matter where the job is located. Year-end 2016 employment data are available. Nearly 76,200 employees exist in the market area, approximately 15,000 below at-place jobs.

The comparison of at-place jobs and employment indicates in-commuting into the market area for employment, likely from all of the adjacent counties – Greene, Nelson, and Augusta. Persons in these counties seek more affordable housing, but work within the market area. Employment in the market area grew in 2015 by 1,320± and by 750± jobs in 2016. Employment increased by 5,403± since 2007, which is less than the increases of at-place jobs.

The number of persons in the Labor Force grew at a larger total than employment. That is one reason that the market area unemployment rate has not decreased more in spite of the net employment growth. The market area unemployment rate is a moderate 3.5 percent as of year-end 2016. This is down from the previous year's rate of 3.8 percent. Trend data show that the market area's unemployment rate is well below the national average and has remained relatively low even during the past recession of the late-2000's.

Employment is a better indicator of housing unit demand, as it refers to where people live. The market area has had net employment growth and has a large labor force to support additional growth.

Table 2: Trends in Employment and Unemployment, Charlottesville Market Area 1/, 2007-2015

	<u>Labor Force</u>	<u>Employment</u>	<u>Unemployment</u>	<u>Percent Unemployed</u>
2007	72,572	70,773	1,799	2.5%
2008	74,380	71,967	2,413	3.2%
2009	73,650	69,586	4,064	5.5%
2010	74,190	69,727	4,463	6.0%
2011	75,408	71,199	4,209	5.6%
2012	76,070	72,117	3,953	5.2%
2013	75,914	72,273	3,641	4.8%
2014	77,899	74,427	3,472	4.5%
2015	78,468	75,453	3,015	3.8%
2016	78,922	76,199	2,723	3.5%
Net Change	6,350	5,426	924	1.0%

Notes: 1/ Market area includes Charlottesville City and Albemarle County.

Source: United States Department of Labor, Bureau of Labor Statistics

Market Area Development Activity

UVA is by far the largest area employer. Second, is likely to be the National Ground Intelligence Center (NGIC) and the associated Defense Intelligence Agencies (DIA) located at Rivanna Station near the Airport in northern Albemarle County. The trend that these large employers project is presented below, followed by a list and description of active new developments.

University of Virginia (UVA). UVA is a key economic “driver” in the market area. Thus, the growth trends at UVA are included in our Economic Overview.

Table 3 shows the enrollment trends at UVA for the ten-year period between 2007 and 2016. These data represent total on-campus fall headcount enrollment totals. The enrollment data show a net growth of 1,600± students over this period, or an 8.2 percent increase. This represents an average enrollment growth rate of 160± students per year. Net growth has been recorded in both the undergraduate and graduate populations. Undergraduate enrollment grew by 14.5 percent and graduate enrollment grew by 1.2 percent during this period. Enrollment of First Professionals and Continuing Education students fell over the past decade.

Table 3: UVA On-Campus Fall Headcount Enrollment Trends, 2007-2016

	<u>Undergraduate</u>	<u>Graduate</u>	<u>First-Prof.</u>	<u>Cont. & Prof. Studies</u>	<u>Total</u>
Fall 2007	13,636	4,830	1,724	644	20,834
Fall 2008	13,762	4,904	1,725	666	21,057
Fall 2009	13,928	4,835	1,695	437	20,895
Fall 2010	14,015	4,831	1,694	509	21,049
Fall 2011	14,256	4,759	1,702	389	21,106
Fall 2012	14,256	4,689	1,699	341	21,095
Fall 2013	14,610	4,558	1,746	324	21,238
Fall 2014	15,122	4,653	1,687	338	21,800
Fall 2015	15,421	4,647	1,630	310	22,008
Fall 2016	15,611	4,887	1,579	314	22,391
Net Change	1,975	57	-145	-330	1,557
Percent Change	14.5%	1.2%	-8.4%	-51.2%	7.5%

Source: UVA Office of Institutional Assessment and Studies

Data in Table 4 show the projection for total enrollment to a 2022 forecast date and a breakout of student enrollment projections by category. Projection data show minimal growth, with enrollment expanding by only 300± students by 2022. Undergraduate enrollment is projected to increase by 80± students in the Fall, 2018 semester and not increase until at least 2022. Graduate enrollment is projected to increase by 160± students by 2022.

Table 4: UVA On-Campus Fall Headcount Enrollment Projections, 2016-2022

	<u>Undergraduate</u>	<u>Graduate</u>	<u>First-Prof.</u>	<u>Cont. & Prof. Studies</u>	<u>Total</u>
Fall 2016 (Realized)	15,611	4,887	1,579	314	22,391
Fall 2017	15,688	4,910	1,585	353	22,536
Fall 2018	15,688	4,958	1,585	358	22,589
Fall 2019	15,688	5,010	1,585	363	22,646
Fall 2020	15,688	5,018	1,585	368	22,659
Fall 2021	15,688	5,030	1,585	373	22,676
Fall 2022	15,688	5,043	1,585	378	22,694
Net Change	77	156	6	64	303
Percent Change	0.5%	3.2%	0.4%	20.4%	1.4%

Source: UVA Office of Institutional Assessment and Studies

Often, student enrollment growth projections are conservative, so these numbers, shown in Table 4, may change. However, more modest student growth is likely after 2017.

Employment at UVA. Employment at the University of Virginia currently stands at 19,020± persons, which is up 2,330± over the 2007 total. UVA is the region's largest employer. About 72 percent of employees are full-time staff, compared to 15 percent who are full-time faculty. Approximately 15 percent of total employees are part-time workers. The following table shows the significant growth of employment at the University since 2007.

Table 5: Trends in Employment at UVA, by Fall Semester, UVA, 2007-2016					
	<u>Full-Time Staff</u>	<u>Part-Time Staff</u>	<u>Full-Time Faculty</u>	<u>Part-Time Faculty</u>	<u>Total</u>
Fall 2007	12,170	1,383	2,901	241	16,695
Fall 2008	12,401	1,521	2,985	237	17,144
Fall 2009	12,206	1,512	2,966	193	16,877
Fall 2010	12,189	1,550	2,810	193	16,742
Fall 2011	12,181	1,777	2,741	175	16,874
Fall 2012	12,159	1,773	2,704	183	16,819
Fall 2013	12,175	1,755	2,687	186	16,803
Fall 2014	12,466	2,428	2,784	186	17,864
Fall 2015	12,845	2,667	2,775	197	18,484
Fall 2016	13,362	2,644	2,830	184	19,020
Change	1,192	1,261	-71	-57	2,325
Source: University of Virginia Office of Institutional Assessment and Studies					

Non-Residential Development. Several non-residential construction projects were recently completed, are planned, and are ongoing at UVA. These are detailed in the paragraphs below. They will add net job growth at the University

- **UVA Medical Center.** Ground was broken in June, 2016 on the renovation and expansion of the Emergency Department on the site of the former ground helipad. A larger expanded procedural and recover space will be built one floor above the existing Emergency Department. In addition, a six story tower will be built above the procedural space. Three floors will be used for private inpatient rooms, enabling UVA to convert most of its semi-private rooms into private rooms. The remaining three floors will be unfinished space reserved for future health care needs. This project also includes a rooftop helipad. The Emergency

Department and procedural space are expected to be completed in the summer of 2019. The bed tower is projected to be completed by the end of 2019.

- **Education Resource Center (ERC).** Construction was recently completed on this four story, 45,200± square foot facility that acts as an education resource center with a new pharmacy, an outpatient imaging center and conference rooms.
- **Tennis Facility.** A new 12-court outdoor tennis facility is planned to be constructed at the Boar's Head Inn. The new facility will also include locker rooms, meeting rooms and lounges housed in a pavilion. There will also be a viewing platform from where visitors will be able to watch matches, along with seating for up to 3,500 spectators.
- **The Outpatient Procedure Center.** Construction was completed in April, 2017 on this renovation project that allows the Digestive Health Department to expand the Endoscopy Procedure Space by providing five new procedure rooms and twenty new prep/recovery rooms as well as scope disinfection and support space. The project is located at 500 Monroe Lane. The renovation encompasses approximately 21,000 square feet on the first floor of the building.
- **Gilmer Hall and Chemistry Building Renovation.** This is the ongoing renovation of the 232,000± square foot Gilmer Hall and 273,000± square foot Chemistry Building. The project scope includes infrastructure upgrades, space renewals to meet the needs of STEM program growth, and necessary improvements to position the buildings as important teaching and research resources for the University.
- **Skipwith Hall.** This new 14,350± square foot building was completed in January, 2016. It contains primarily open office areas, as well as several enclosed offices for a variety of Facilities Management staff. The building also accommodates four conference rooms and two small kitchenettes.
- **Ivy Orthopedic & Medical Center.** This very recently announced project, to be constructed along Ivy Road, is planned for 200,000± square feet of medical office space to accommodate the University Hospital's orthopedic office and procedure practices. The time horizon for this new facility is two-three years out.

The National Ground Intelligence Center (NGIC)

This large employment facility is part of the United States Army Intelligence and Security Command. It is located in Albemarle County on Route 29, near the Airport and north of Charlottesville. The exact number of employees at NGIC and DIA is classified, but the Charlottesville Regional Chamber of Commerce estimates that approximately

600± people are employed by NGIC. The average salary is approximately \$80,000. Additional agencies associated with NGIC nearby include the US Department of Defense Intelligence Agency Joint Use Intelligence Analysis Facility, several private defense contracting firms, the US Army Judge Advocate General School (JAG School), and the US Federal Executive Institute. Combined, these account for approximately 3,000± jobs. Growth at these federal facilities is stagnant at this time.

Charlottesville/Albemarle Development Activity

Following is a list and description of the recent new area developments that have, or will, add new jobs to the market area. These projects are scattered throughout the market area.

- Country Inn & Suites. Construction was completed in August, 2016 on this 86-room hotel on Seminole Trail in Charlottesville.
- Marriott Residence Inn. Construction was completed in early-2016 on this 120,000± square foot hotel at 301 W Main Street. The seven-story hotel has 124 rooms.
- Fifth Street Station. Construction was completed in early-2017 on this shopping center in Albemarle County near I-64. In addition to a 140,000± square foot Wegmans grocery store, the shopping center contains an additional 335,000± square feet of retail space. Over 1,000 persons could be employed at this location.
- West2nd. This is a proposed mixed use development on the site of the existing City Market in downtown Charlottesville. Plans call for 68 condos, ranging from \$400,000 to over \$1 million, event space, 55,000 square foot of office space and a parking garage. A start date for construction is not yet set.
- Marriott Autograph Collection. This is a planned ten-story, 150-room hotel to be built at 1106 W Main Street. The hotel is expected to employ 70 people when built. On-site amenities will include a restaurant, fitness center, business center and 3,000 square feet of meeting space. The hotel is expected to open in late-2017.
- Apex Clean Energy, an alternative energy development company, announced in June, 2016 that it would expand its Charlottesville headquarters by adding 184 new employees.

- Mikro Systems, a manufacturer of hand and edge tools, announced in October, 2016 that it would expand its Albemarle County operations by adding 38 new employees.
- Texas Roadhouse opened a new restaurant at 455 Albemarle Square in February, 2017 where 180 people are employed.
- Lidl, a German grocery store chain, filed a site plan for a second location in Albemarle County in March, 2017. The 36,000± square foot store will be located at 405 Premier Circle on the west side of U.S. 29. Currently, a motel is on the site. The grocery store should open in 2018.
- ACAC Fitness & Wellness Centers is currently building a health club at Sentara Martha Jefferson Hospital's outpatient clinic, across the road from the hospital. The club will offer members cardio workouts, weight machines, free weights, stretching, group exercise classes and physical therapy sessions. It will also partner with the hospital for wellness programs. The facility is expected to open in the fall of 2017.
- Comcast Xfinity Store. This 5,000± square foot store opened in February, 2017 at the Shops at Stonefield in Albemarle County. The store has a seating area and informational, interactive displays where customers can learn more about Comcast's products and services.
- 323 Second Street SE. This is a proposed 120,000 square foot building with five stories of office space over a four-story parking structure. Construction could begin as soon as late-2017.
- Fairfield Inn & Suites. Ground was broken in late-2016 on this 117-room hotel to be part of the mixed-use William Taylor Plaza.
- The Blake at Charlottesville. Quality Senior Living announced in December, 2016 that it would construct a 56,000± square foot senior living facility on West Rio Road. The facility will offer independent living, assisted living and memory care services. The 115-bed facility is expected to employ 70 people and open in 2018.
- The Dewberry. The Charlottesville City Council recently approved a Tax Increment Financing incentive that is intended to facilitate the restart of construction on what is planned to become a 100± room upscale hotel and restaurant on the Downtown Mall. Located on the former site of Citizens Bank and Trust Company, it is expected to create as many as 60 new jobs.
- Barracks Row. The Charlottesville Planning Commission granted design approval for a new building at a corner of Barracks Road and Emmet Street. Under the site plan, three existing buildings will be demolished to make way for a CVS.

- **Home2Suites by Hilton.** Site plans were recently approved for this four story, 113-room hotel to be located at 201 Monticello Avenue. This will be an amenitized hotel with a fitness center and indoor swimming pool.
- **Ferguson Bath, Kitchen & Lighting.** Construction began in March, 2017 on this 25,000± square foot showroom and sales center for Ferguson Bath, Kitchen & Lighting, which is relocating to the Seminole Square shopping center. Construction of the showroom is expected to be completed by late-summer, 2017. The center will replace Ferguson's current location in the former Riverside Center at 2335 Seminole Trail Lane.
- **Riverside Medical Center.** The former Riverside Center shopping center, located on Route 29 north of Hilton Heights Road, is being converted into 110,000± square feet of medical office space. Completion is scheduled for the summer of 2017.
- **Quirk Hotel** announced in November, 2016 that it would build a 75-room hotel and gallery at 425, 501 and 503 W. Main St. in Charlottesville. The property includes two older buildings that would be incorporated with a new ground-up development on an existing parking lot.

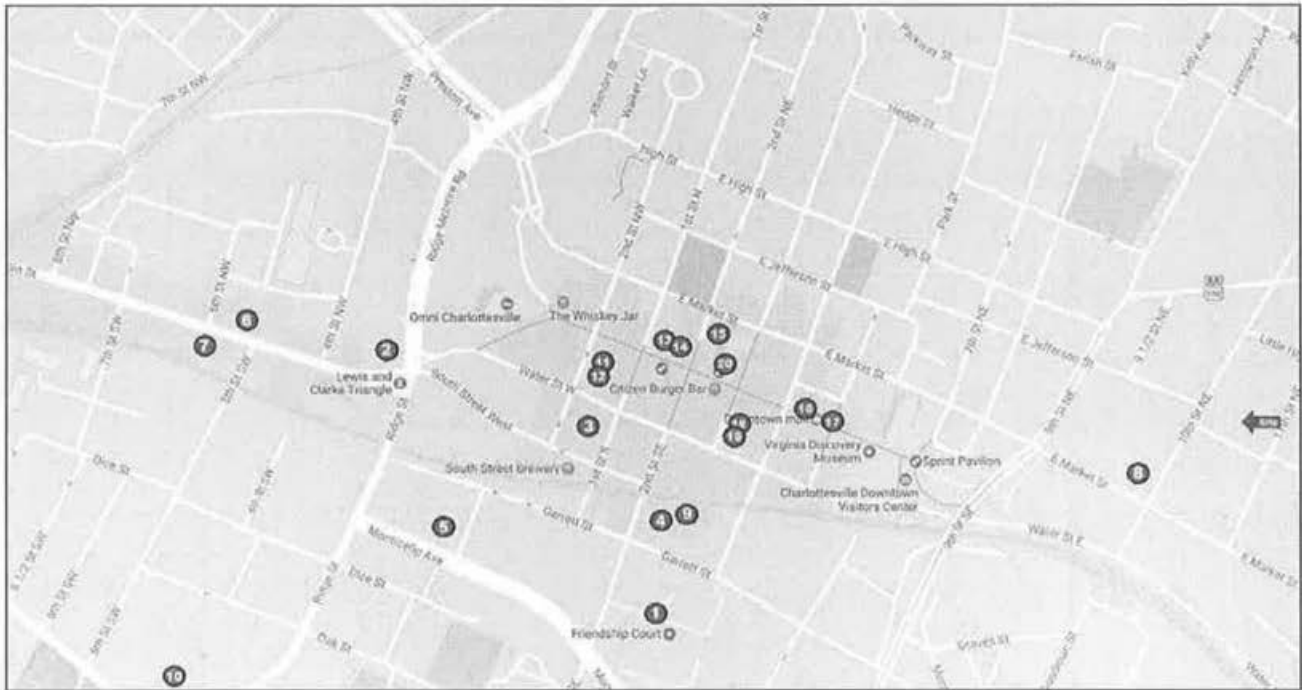
Excluding construction workers, these announced projects will add 2,000± jobs to the market area.

Downtown Charlottesville. To emphasize, the study site is located only a few blocks east of Charlottesville's Downtown Pedestrian Mall, which is an eight-block commercial and historic district with a mix of arts and entertainment, shopping, dining and cultural events. It contains more than 120 shops and 30 restaurants. It has become a focal point of new activity in the City.

Several stores have expanded or moved locations on the Downtown Pedestrian Mall over the past year, and some new spaces are scheduled to be occupied. Recent openings include Moonlight Collections (Note 11), Piedmont Council for the Arts (Note 12), West 2nd Sales Gallery (Note 13), Brassiere Saison (Note 14), Let it be Yoga (Note 15), Draft Taproom (Note 16), City of Charlottesville City Manager's Office (Note 17), Common House (Note 18), The Salad Maker (Note 19) and The Front Porch (Note 20).

There is a vibrant cohort of expanding and major businesses located downtown that are large employers, including, among others, CFA (460±), WorldStrides (400), ACAC (300±), Lexis Nexis (180±), WillowTree Apps (40+), S&P (former SNL Securities (400±), Merkle (160±), and numerous financial, legal and service firms with significant employees.

In addition to the above are several residential, hotel and commercial developments. Many of these will be job-generating developments that show that the downtown area remains among the most active and attractive locations in the region for economic growth. Some of these were described above. Map E shows their locations.



Map E - Location of Downtown Area Active Developments

Section II Apartment Market Analysis

Section I presented a detailed analysis of the study site and its competitive setting for new apartment unit development. The analysis was positive, as East Jefferson Place is located in close proximity to existing and planned multi-story apartment buildings and condominium buildings and is within walking distance to the downtown area.

Also presented above is the vitality of the greater Charlottesville marketplace and the net growth in jobs, shown to be 2,000+ for the current period after a growth of 3,300 during 2015. The market area is realizing considerable net new job growth, with sizable percent of new jobs in professional fields.

With this background in mind, the section to follow analyzes the two key factors in the evaluation of apartment unit demand. First is a demographic analysis of the market area that "solves" for the number and growth of renter households with incomes of \$50,000 and above. The forecast date for the study is 2021, as this is the expected time frame for development of the apartment units proposed for East Jefferson Place. Renters with incomes of \$50,000 and above, when incomes are reported in constant 2017 dollars, can afford net rents of \$1,250 and above. Net rents refer to rents without any utility costs included.

Section II also includes a detailed analysis of the more directly competitive apartment properties, with emphasis on apartment unit demand and project features. This analysis is expanded in Section III to include pipeline proposals, which in comparison with growth in renters with incomes of \$50,000 and above, will document the demand for new apartment units and the feasibility of the 1011 East Jefferson Place proposal.

Demographic Analysis

Market Area Population Trends & Projections

The estimated 2016 population for the two jurisdictional market area, as shown in Table 7 is approximately 153,790, based on estimates from the U.S. Census American Community Survey. The market area population is estimated to have increased by approximately 11,340 since 2010, or 1,890± per year on average. Both the City of Charlottesville and Albemarle County realized net population growth since 2010. The increase in the City's population between 2010 and 2016, after a population loss during the 2000's, is due partly to employment growth. Employment growth generated some of the recent market area's net population growth, but also a sizable level of growth is due to past expansion of the UVA student enrollment. This is shown in the Group Quarters population. Based on past trends, the market area population is projected to reach 164,350± by 2021.

Table 7: <u>Trends and Projections of Population and Household by Tenure and Income, Charlottesville-Albemarle County, 1990-2021</u> (Constant 2017 Dollars)					
	1990	2000	2010	2016	2021
Market Area Population	108,380	124,290	142,450	153,790 1/	161,350
Charlottesville City	40,340	45,050	43,480	46,910	49,200
Albemarle County	68,040	79,240	98,970	106,880	112,150
Group Quarters Population 3/	8,490	8,370	9,300	9,950 2/	10,300 4/
Household Population	99,890	115,920	133,150	143,840	151,050
Persons Per Household	2.47	2.38	2.38	2.38	2.37
Total Households	40,440	48,730	55,940	60,440	63,730
Percent Rental	44.5%	42.8%	42.1%	42.6%	42.9%
Rental Households	17,990	20,850	23,560	25,750	27,340
<u>Target Market 4/</u>					
Percent Within Income Category	38.9%	36.9%	35.2%	39.0%	45.0%
Households Within Income Category	6,990	7,690	8,290	10,040	11,760
Notes: 1/ Based on 2016 data from the U.S. Census American Community Survey.					
2/ Based on on-campus occupancy increase of 600± students at UVA.					
3/ Based on planned UVA residence hall capacity increase and new assisted living facility.					
4/ Renter households earning annual incomes exceeding \$50,000.					
Source: 1990, 2000 and 2010 Census, U.S. Census Bureau, U.S. Department of Commerce; S. Patz & Associates, Inc.					

Group Quarters Population. The Group Quarters Population consists primarily of UVA students living in on-campus dorms, plus seniors in nursing homes or assisted living facilities and persons in hospitals, shelters, jails, etc. UVA students who live in privately owned homes, condos or apartment units located off campus are part of the household population, and thus not calculated as part of the Group Quarters Population. The Group Quarters Population of 9,950± in 2016 was deducted from total population to determine Household Population, as shown. Household Population is the basis for determining housing unit demand. The Group Quarters Population is expected to expand with an increase in on-campus housing and continued additions of assisted living beds.

Households. The market area has a total of 60,440± households (occupied housing units), as of 2016. That total is 4,500± more than the 2010 total. By 2021, forecast data show the potential for a net growth of 3,290± households based on population growth and the estimate of the average household size. Thus, there will be an estimated 63,730 households in the market area in 2021.

The current average household size in the market area is estimated at 2.38, which has been virtually unchanged since 2000. It decreased slightly over the past 20 years from 2.47 in 1990. The average household size has been low since 1990 compared with other communities of the size of the market area and this is somewhat surprising as students living off campus typically have three to four persons per household.

In addition, the greater Charlottesville area is an attractive retirement community and has a sizable number of senior/older adult households. Graduate students at UVA would typically be one- to two-person households. Whatever the case, the market area's average household size is low. By 2021, the average household size is projected to decrease slightly to 2.37.

Renter Households. The market area has 42.6 percent renter households, a percentage that has not decreased for more than 25 years. That percentage is well above the 35± percent rate for the state and country. The percentage of renters is high due to the large number of students living off campus. The fact that the percentage of renters decreased during the 1990's is due to a period of high home purchases, including several area condo conversions.

The percentage of renters declined slightly during the 2000's due to the same reasons during the first half of the decade. However, during both periods, net renter household growth was realized.

The current increase in apartment unit development was caused by an increased demand for rental housing from an expanding employment base. There was an increase of 2,200 renters in the market area during the 2010 to 2016 period, or nearly 450 per year on average.

Continued renter household growth is projected for the 2016 to 2021 forecast period, as shown.

Renter Households by Income

The estimate for 2016 is that 36+ percent of market area renters have incomes of \$50,000 and above. This percentage has remained relatively steady up to 2010 and prior to the sizable increase in new apartment units. A higher growth projection is also shown for the forecast period to 2021. Clearly, apartment unit development trends show a considerable increase in renter household growth, particularly the higher income renters.

For the 2021 forecast period, a slight increase in the percentage of renters is expected. In 2016, the market area had 25,750± renter households. By 2021, this total is projected to increase to 27,340±, or 42.9 percent of total households.

Charlottesville's Target Income Renters. Locations within both the City and County compete for the market area's "competitive" apartment market, i.e. the market for renters with incomes of \$50,000 and above. Typically, the selection of an apartment unit is based on availability, or what is on the market. Demographic data show that approximately 34 percent of market area renters with incomes of \$50,000 and above, live in the City of Charlottesville, or a total of 3,700 in 2016. That total will likely increase by 1,720 renter households by 2021, based on past trends and the number of new apartment units to be added to the market to a total of 11,760 households.

These data show that the City is a very competitive location for new apartment unit development for quality rental housing, in general.

Table 8: <u>Renter Household Trends by Income and Location,</u> <u>Charlottesville-Albemarle County, 1990-2021</u> (Constant 2017 Dollars)					
	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2016</u>	<u>2021</u>
Rental Households	17,990	20,850	23,560	25,750	27,340
<u>Target Market (\$50,000+)</u>					
Percent Within Income Category	38.9%	36.9%	35.2%	39.0%	43.0%
Households Within Income Category	6,990	7,690	8,290	10,040	11,760
<u>Charlottesville City</u>					
Percent Within Income Category	17.0%	13.6%	12.5%	13.8%	15.2%
Households Within Income Category	3,060	2,840	2,940	3,540	4,160
<u>Albemarle County</u>					
Percent Within Income Category	21.9%	23.3%	22.7%	23.2%	27.8%
Households Within Income Category	3,930	4,860	5,350	6,500	7,600
Source: 1990, 2000 and 2010 Census, U.S. Census Bureau, U.S. Department of Commerce; S. Patz & Associates, Inc.					

Competitive Apartment Market

Characteristics of the Market

We identified fourteen apartment properties to study for the evaluation of market support for the proposed East Jefferson Place Apartments. These are listed in Table 9, number-keyed to Map F and shown in the attached photos. The "comps"

include seven new, post-2012 built apartment properties, two of which are in initial lease-up. One of the newest communities, Beacon on 5th, began leasing in early-2017. Woodlands II also started their preleasing and unit occupancy in 2017. The separation of Woodlands I and II calculates to 15 apartment properties under study.

The newer apartment properties are those built in 2012 and after. 2012 appears to be the time frame, after the past recession that an abundance of new apartment communities were built in the market area. For the past 6+ years, 1,500+ new units were placed on the market or placed under construction. City Walk, Locust Grove and Beacon on 5th are located in Charlottesville. To date, approximately 1,150 of these newer units have been leased, an average annual pace of nearly 300 units, indicating that current inventory of available and unfinished apartment units equals about a one-year supply.

The five newer apartment complexes that are at stabilized occupancy and were built prior to 2016, are at or near full occupancy. The only vacancy is at the two new apartment communities that recently opened.

The other seven apartment properties listed in Table 9 were built between 1995 and 2006. No new communities that are comparable with the defined "comps" opened between 2007 and 2011, the period most affected by the recession of the late-2000's. These apartment communities are also full or at near full occupancy. Of these, Norcross Station and York Place are within the City of Charlottesville.

The two new apartment properties that are still partly under construction add 400± units to the market. Both of these new properties currently have a considerable number of unfinished ("vacant") units that will become available for lease once they are completed.

Table 9: Characteristics of Competitive Non-Student Apartment Communities, Charlottesville Market Area, May, 2017

	<u>Map F</u> <u>Key</u>	<u>Year</u> <u>Built</u>	<u>Total</u> <u>Units</u>	<u>Vacant/Unfinished</u> <u>Units</u>
<u>Newer Properties (2012+)</u>				
Arden Place	1	2012	212	--
Beacon on 5 th	2	03/2017	241	-- 1/
City Walk	3	2014	301	--
Locust Grove	4	2015	43	--
Reserve at Belvedere	5	2012	294	--
Stonefield Commons	6	2012	251	--
Woodlands of Charlottesville	13	2003/17	300 4/	-- 1/
(Subtotal)			(1,642)	(350)
<u>Properties Opened Before 2012</u>				
Avenmore	7	2006	280	--
Carriage Hill	8	1999/02	140 2/	--
Jefferson Ridge	9	2005	234	--
Lakeside	10	1995/98	348	--
Norcross Station	11	2004/09	88	--
Stone Creek Village	12	2003	264	--
York Place 6/	14	NA	50	--
Scattered Smaller Quality Units 3/	NA	NA	260	--
(Subtotal)			(1,664)	(4)
Total			3,306	354
Notes: 1/ Still in lease-up. 2/ Units available for rent at condominium. 3/ Apartment units in quality smaller properties and in converted condominiums. 4/ 141 units in Phase I. 159 units in Phase II. 5/ Excludes properties in lease-up. Phase I of Woodlands of Charlottesville is fully leased. 6/ Six buildings in Downtown Charlottesville. Source: Field and Telephone Survey by S. Patz and Associates, Inc.				

In addition to these fourteen apartment properties, there are several older and smaller properties - Lofts at McIntire, Old Trail Apartments, Abington Place, Westgate, Barclay Place - with 250± apartment units that are somewhat competitive. Lofts at McIntire is a mid-rise building located just outside of the downtown. Old Trail Apartment is located in Crozet with apartment units above retail. Abington Place is a small two-story apartment building located in the Hollymeade Town Center in Albemarle County. Westgate and Barclay Place are mature apartment properties that have been extensively renovated. These are not fully amenitized properties, some are smaller, and in some cases mature, but they generate high rents. However, they do not compete directly with those properties listed in Table 9. These apartment properties are

reported to be at or near full occupancy, but at rents slightly below the apartment properties under study.

Also, during the mid-2000's, there were a number of apartment buildings that were converted to condominium ownership. The better of these include:

- 162 units at Carriage Hill
- 150± units at River Bend Apartments
- 150 units at Walker Square Apartments
- 44 units at Woodlands at Charlottesville

Of these 510± units, a few units still remain in rental occupancy. These would be at competitive rents, but the total number of rentals is modest and data are hard to collect. There are also some more mature apartment properties that were converted, but these were not at the same rental rates.

Thus, in total, the market area has approximately 3,300 apartment units that are at or near the competitive rents for the market area and that are expected at East Jefferson Place. They are studied as "comps", although other apartment properties in the market area also have rents of \$1,000+.

The current vacancy rate for the 3,300 better rental units is approximately 11 percent. However, almost all of the vacancies are at units being built at Beacon on 5th and Woodlands II. Some of these units are not yet complete. The vacancy rate for newer apartment properties with stabilized occupancy is a very low 0.7 percent.

The apartment market had three new 2012-built properties with 757 units, plus the 301-unit City Walk, which opened in early-2014 and was fully completed in mid-December, 2014. The 43-unit Locust Grove was constructed in 2015. This is an adaptive-reuse of a historic medical office building constructed in the early-1900's. Leasing began in March, 2017 for Beacon on 5th, which will have 241 units at build out. Leasing recently began on the second phase of 159 units at Woodlands of Charlottesville.

There were eight apartment properties with 830 units that opened during the last half of the 2000 decade, including several of the smaller properties. These are at a near 100 percent occupancy rate, meaning that the addition of the newer apartment complexes since 2012 did not affect occupancy at existing properties.

The Charlottesville area apartment market has significantly evolved since 2000. The current vacancy rate is low. Five new, sizable apartment complexes successfully opened since 2012, in addition to one smaller community, and the second phase of Woodlands of Charlottesville. All new apartment properties have leased quickly.

In addition to the fourteen apartment properties listed in Table 9, there has been a considerable amount of apartment unit development to house the off-campus student market at UVA. These add to the household growth, but these additions have “removed” college students from renting at the new apartment communities under study, as much of the net growth of off-campus student housing demand is being served by new student-designed housing.

The apartment properties under study are number-keyed to Map F. As shown, all of the comps are located in or near the City of Charlottesville. Three communities, City Walk, Locust Grove and Norcross Station, are located near the downtown. Two of these are newer communities. Three communities (Arden Place, Reserve at Belvedere, and Stonefield Commons) are located just north of Charlottesville, generally off Route 29. Avemore and Carriage Hill are located east of Charlottesville in Pantops and near Sentara Martha Jefferson Hospital. Beacon on 5th is the only competitive apartment community located in Charlottesville, but outside the downtown area. It is located on 5th Street SW, north of the recently opened Wegmans-anchored 5th Street Station shopping center. The remaining four communities are located south of the City near I-64. York Place apartment units are scattered throughout downtown Charlottesville in attractive adaptive reuse buildings.

Of note, four of these apartment properties are located in downtown and near the proposed East Jefferson Place site. Map F shows the location of these properties. None are located near the UVA Grounds and do not market to UVA students.



Map F - Locations of Competitive Apartments

Next shown are photos of each of the competitive apartment properties under study. Most are multi-level garden communities. Norcross Station is the adaptive-reuse of the former Norcross Transfer and Storage Building that was originally constructed in 1924. It is an elevator served community. Locust Grove is an adaptive-reuse of a portion of the former Martha Jefferson Hospital and it, too, is served by an elevator. Stonefield

Commons and City Walk are the only new-construction communities served by elevators. York Place is comprised of five attractive downtown adaptive-reuse buildings.

Beacon on 5th contains a mix of both garden and townhome style buildings. This is also the case for Terrace Greene Apartments in Ruckersville.

The apartment units at Woodlands II are identical to those built in Phase I. City Walk, Reserve at Belvedere, Stonefield Commons, and Avemore are the more upscale of these apartment properties.



Beacon on 5th – Completed Buildings



City Walk



Locust Grove



Reserve at Belvedere



Stonefield Commons



Avemore



Carriage Hill



Jefferson Ridge



Lakeside



Norcross Station



Stone Creek Village



Arden Place



Woodlands I of Charlottesville

Net Rental Rates

Following in Table 10 are the current rents at each of the apartment communities under study. **All of these units have individual washer/dryers included in the rent.** For the sake of consistency, rents have been adjusted to exclude all utilities. The rents shown are clearly being accepted, as evidenced by the high occupancy rate in the market area.

Of these apartment properties, City Walk is the only apartment community with structured parking. There is no charge for parking at this apartment property.

As shown, the average one-bedroom rents at the newer properties averages \$1,329. This is compared to an average of \$1,692 for the two-bedroom and \$1,885 for the three bedroom units. The newer one-bedroom apartments, on average, are \$150± more expensive than the older properties. This is compared to a difference of \$250± for the two-bedroom and \$270± for the three-bedroom units.

Table 10: <u>Rental Rates at Competitive Non-Student Apartment Communities, Charlottesville Market Area, May, 2017</u>			
	<u>One-Bedroom</u>	<u>Two-Bedroom</u>	<u>Three-Bedroom</u>
<u>Newer Properties (2012+)</u>			
Arden Place	\$1,195-\$1,265	\$1,490-\$1,575	\$1,810
Beacon on 5 th 2/	\$1,317-\$1,537	\$1,436-\$2,336	\$1,645-\$2,045
City Walk	\$1,135-\$1,420	\$1,580-\$1,830	--
Locust Grove 1/	\$1,158-\$1,633	\$1,587-\$1,637	--
Reserve at Belvedere 3/	\$1,155-\$1,355	\$1,420-\$1,620	\$1,635-\$1,835
Stonefield Commons	\$1,313-\$1,468	\$1,823-\$1,973	\$2,100-\$2,200 1/
(Average)	(\$1,329)	(\$1,692)	(\$1,885)
<u>Properties Opened Before 2012</u>			
Avemore 4/	\$1,170-\$1,405	\$1,445-\$1,520	\$1,545-\$1,660
Carriage Hill	\$1,050-\$1,290	\$1,245-\$1,770	\$1,490-\$1,820
Jefferson Ridge	\$1,099-\$1,175	\$1,345-\$1,385	\$1,675
Lakeside	\$995-\$1,195	\$1,185-\$1,385	\$1,375-\$1,515
Norcross Station	\$988-\$1,543	\$1,347-\$1,567	--
Stone Creek Village 5/	\$1,089-\$1,279	\$1,349-\$1,599	\$1,549-\$1,709
Woodlands of Charlottesville	--	\$1,380-\$1,600	\$1,650-\$1,750
York Place	\$858-\$1,408	\$1,432-\$1,587	--
(Average)	(\$1,182)	(\$1,446)	(\$1,618)
Average	\$1,250	\$1,552	\$1,725
Notes: 1/ Estimate			
2/ Three-bedroom units are townhomes.			
3/ Larger two-bedroom units are townhome units			
4/ Larger two-bedroom units have attached garages.			
5/ Larger units are lofts.			
Source: Field and Telephone Survey by S. Patz and Associates, Inc.			

Rent Per Square Foot

This calculation is shown for the competitive apartment properties. The one-bedroom units have an average rent per square foot of \$1.47. This is compared to \$1.31 for the two-bedroom and \$1.19 for the three-bedroom units. Of note is that the average rent per square at the newer apartment properties is higher than those of the pre-2012 built properties by:

- One-bedroom - \$0.34
- Two-bedroom - \$0.33
- Three-bedroom - \$0.21

Table 11: Rent per Square Foot at Competitive Non-Student Apartment Communities, Charlottesville Market Area, May, 2017			
	<u>One-Bedroom</u>	<u>Two-Bedroom</u>	<u>Three-Bedroom</u>
<u>Newer Properties (2012+)</u>			
Arden Place	\$1.64	\$1.29	\$1.27
Beacon on 5 th	\$1.62	\$1.32	\$1.18
City Walk	\$1.76	\$1.48	--
Locust Grove	\$1.74	\$1.84	--
Reserve at Belvedere	\$1.41	\$1.26	\$1.25
Stonefield Commons	\$1.68	\$1.74	\$1.59
(Average)	(\$1.64)	(\$1.49)	(\$1.32)
<u>Properties Opened Before 2012</u>			
Avemore	\$1.42	\$1.23	\$1.08
Carriage Hill	\$1.31	\$1.13	\$1.02
Jefferson Ridge	\$1.25	\$1.02	\$1.05
Lakeside	\$1.45	\$1.24	\$1.18
Norcross Station	\$1.19	\$1.08	--
Stone Creek Village	\$1.17	\$1.12	\$1.07
Woodlands of Charlottesville	--	\$1.31	\$1.26
(Average)	(\$1.30)	(\$1.16)	(\$1.11)
Average	\$1.47	\$1.31	\$1.19
Source: Field and Telephone Survey by S. Patz and Associates, Inc.			

Apartment Unit Sizes

Data in Table 12 show the apartment unit sizes at the comps under study. The six new apartment properties have slightly smaller unit sizes compared with the pre-2012 built apartment properties. Overall, the apartment unit sizes are spacious, generally at 800+ square feet for the one's, 1,100+ square feet for the two's, and 1,400 square feet for the three-bedroom apartment units. City Walk has smaller units, due likely to its "downtown" location.

Table 12: Unit Sizes of Competitive Non-Student Apartment Communities, Charlottesville Market Area, May, 2017

	<u>One-Bedroom</u>	<u>Two-Bedroom</u>	<u>Three-Bedroom</u>
<u>Newer Properties (2012+)</u>			
Arden Place	589-913	1,168-1,203	1,421
Beacon on 5 th	881	1,150-1,713	1,394-1,733
City Walk	597-853	1,083-1,227	--
Locust Grove	750-950	850-900	--
Reserve at Belvedere	805-980	1,085-1,320	1,320-1,460
Stonefield Commons	628-1,029	1,049-1,136	1,278-1,426
(Average)	(813)	(1,157)	(1,432)
<u>Properties Opened Before 2012</u>			
Avemore	649-1,165	1,209	1,479
Carriage Hill	831-954	1,142-1,533	1,627
Jefferson Ridge	877-948	1,300-1,384	1,600
Lakeside	754	1,040	1,220
Norcross Station	693-1,441	1,046-1,661	--
Stone Creek Village	814-1,212	1,145-1,479	1,352-1,706
Woodlands of Charlottesville	--	1,120-1,150	1,350
(Average)	(924)	(1,247)	(1,468)
Average	869	1,206	1,456
Source: Field and Telephone Survey by S. Patz and Associates, Inc.			

Apartment Unit Mix

For the competitive apartment units under study, 38 percent are one-bedroom units, 47 percent are two-bedroom units and nearly 15 percent are three-bedroom units. The newer apartment properties have very few three's (6.2 percent). Only six percent of the apartment units built after 2012 are three-bedroom units. City Walk has no three-bedroom units.

**Table 13: Unit Mix at Competitive Non-Student Apartment Communities,
Charlottesville Market Area, May, 2017 1/**

	<u>One- Bedroom</u>	<u>Two- Bedroom</u>	<u>Three- Bedroom</u>	<u>Total Units</u>
<u>Newer Properties (2012+)</u>				
Arden Place	90	112	10	212
City Walk	147	154	0	301
Locust Grove	31	12	0	43
Reserve at Belvedere	89	161	44	294
Stonefield Commons	<u>116</u>	<u>121</u>	<u>14</u>	<u>251</u>
(Subtotal)	(473)	(560)	(68)	(1,101)
<u>Properties Opened Before 2012</u>				
Avenmore	130	122	28	280
Carriage Hill	40	70	30	140
Jefferson Ridge	104	120	10	234
Lakeside	110	183	55	348
Norcross Station	65	23	0	88
Stone Creek Village	126	72	66	264
Woodlands of Charlottesville	<u>0</u>	<u>150</u>	<u>150</u>	<u>300</u>
(Subtotal)	(575)	(740)	(339)	(1,654)
Total	1,048	1,300	407	2,755
Percent of Total	38.0%	47.2%	14.8%	100.0%
Notes: 1/ Where data is available.				
Source: Field and Telephone Survey by S. Patz and Associates, Inc.				

Apartment Amenities

Almost all of the apartment communities under study are amenitized. All of the newer properties have both a clubhouse and fitness center. All, with the exception of Locust Grove, have an outdoor swimming pool. Business centers are also fairly common among the newer properties.

In terms of the older properties, all but York Place and Norcross Station are fully amenitized with a clubhouse, business center, fitness center and playground. Most of the older properties also have lighted tennis courts and outdoor swimming pools.

Table 14: Community Amenities at Competitive Apartments, Charlottesville Market Area, May, 2017

	<u>Clubhouse</u>	<u>Business</u>	<u>Tennis</u>	<u>Pool</u>	<u>Fitness</u>	<u>Playground</u>
<u>Newer Properties (2012+)</u>						
Arden Place	●	●	○	●	●	●
Beacon on 5 th	●	○	○	●	●	○
City Walk	●	●	○	●	●	○
Locust Grove	●	○	○	○	●	○
Reserve at Belvedere	●	●	○	●	●	●
Stonefield Commons	●	●	○	●	●	○
<u>Properties Opened Before 2012</u>						
Avenmore	●	●	○	●	●	●
Carriage Hill	●	●	●	●	●	●
Jefferson Ridge	●	●	●	●	●	●
Lakeside	●	●	●	●	●	●
Norcross Station	○	○	○	○	○	○
Stone Creek Village	●	●	○	●	●	●
Woodlands of Charlottesville	●	●	●	●	●	●
York Place	○	○	○	○	○	○

Source: Field and Telephone Survey by S. Patz and Associates, Inc.

Section III Conclusions

Currently, the competitive apartment market for Charlottesville is effectively at 100 percent occupancy, except for two newly opened apartment properties. These two properties have 350± apartment units that are still available for lease and/or yet to be finished. Past lease-up trends since 2012 show an average annual absorption of new units, indicating that the current market for just over a one-year's supply of units.

There are new apartment units planned at up to nine new apartment communities. Four of these apartment properties, with 311 units, are under construction – two are in the City of Charlottesville. Five other pipeline proposals exist.

Following is the demand analysis that shows the level of demand that exists for new apartment units of the type under study. Included in this analysis is a detailed description of current pipeline units and a comparison of these, plus current inventory, with projected demand.

Analysis of Apartment Units Planned

Apartment Pipeline

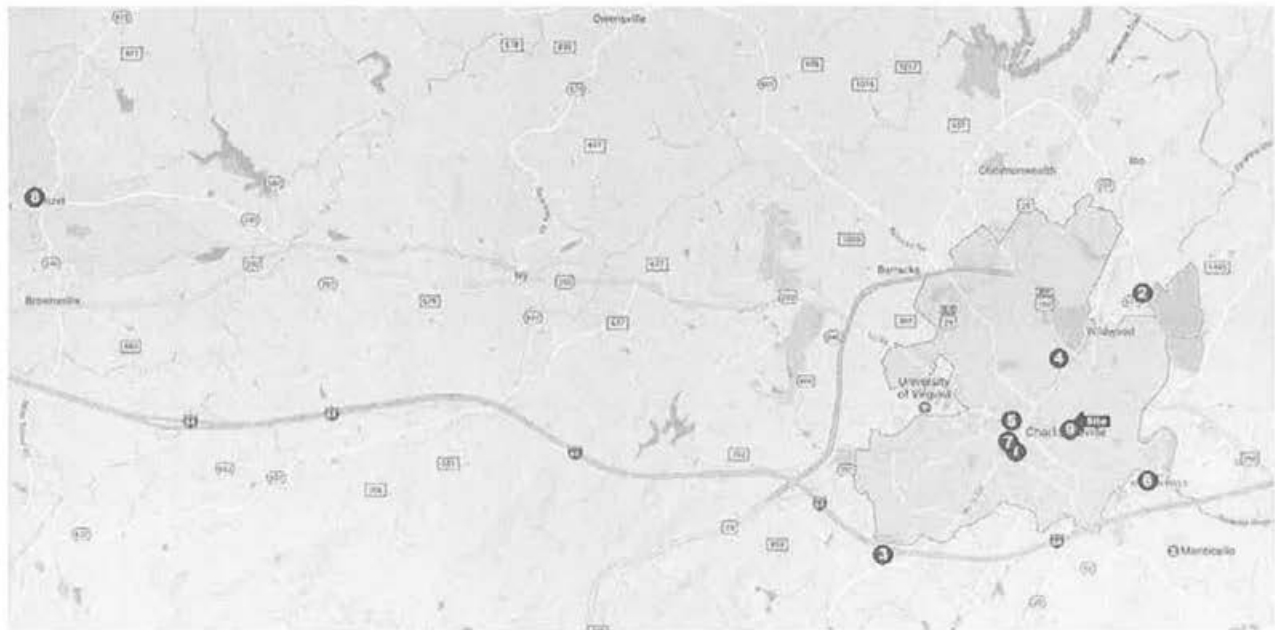
There are currently four apartment properties under construction and five in active planning in both Charlottesville and Albemarle County. The four under construction total 311 units, most of which will deliver in the summer of 2017 or shortly after. The five apartments still in planning will add a total of 357 units to the market area. These will likely deliver between late-2018 and late-2019. In total, 668 units could be built by 2019, a rate of 220± per year on average, which is consistent with current leasing trends.

Table 15: <u>Apartment Pipeline, Charlottesville Market Area, May, 2017</u>				
	<u>Map G</u> <u>Key</u>	<u>Location</u>	<u>Units</u>	<u>Delivery Date</u>
<u>Under Construction</u>				
Burnet on Elliott	1	Charlottesville	10	Summer, 2017
Lofts at Meadowcreek	2	Albemarle	65	Early-2018
Fifth Street Place	3	Albemarle	200	Fall, 2017
McIntire Place	4	Charlottesville	<u>36</u>	Fall, 2017
(Subtotal)			(311)	
<u>Planned</u>				
600 West Main	5	Charlottesville	53	Late-2018
Woolen Mills Factory	6	Albemarle	94	Late-2018
William Taylor Plaza Apartments	7	Charlottesville	27	Late-2018
The Vue	8	Albemarle (Crozet)	126	Early-2019
925 E Market Street	9	Charlottesville	<u>57</u>	Late-2019
(Subtotal)			(357)	
Total			668	
Source: S. Patz & Associates, Inc.				

Map G shows the locations of the apartments in planning and under construction. The small Burnet on Elliot building is one of two apartment properties under construction in the City of Charlottesville. The second is McIntire Place, located off of Harris Street and near U.S. Route 250. Lofts at Meadowcreek is being built along Rio Road north of Pen Park in Albemarle County. Fifth Street Place is being constructed just south of the City and south of I-64 along 5th Street.

In terms of the planned apartments, The Vue is planned for a site on Blue Ridge Avenue in Crozet, approximately thirteen miles west of Charlottesville. 600 West Main, William Taylor Plaza and 925 E Main Street are planned for sites near the center of Charlottesville. The Woolen Mills Factory Redevelopment is located near the southeastern edge of Charlottesville, north of I-64. Of this, 925 E. Main Street is “on hold” but may be restarted later in 2017.

There may be other proposals, but the one’s listed in Table 15 are the one’s that have been announced and are known to the staff at each jurisdiction in the market area. It should be noted that there is a very high and somewhat costly regulatory hurdle to traverse in both Charlottesville and Albemarle County, which limits the market ease of entry and raises relative costs of development.



Map G - Locations of Pipeline Apartments

The paragraphs below detail the status and development concept of each of the apartments under construction and in active planning.

- **Burnet on Elliott.** Construction could be completed in July, 2017 on this 10-unit apartment building on the corner of Elliott Avenue and Ridge Street in Charlottesville. All of the units has already been pre-leased at rents of \$1,050 to \$1,200 for the one-bedroom and \$1,450 to \$1,600 for the two's.
- **Lofts at Meadowcreek.** Construction is in the early stages on this 65-unit apartment community located at 605 East Rio Road, just north of Pen Park in Albemarle County. Planned are 35 one-bedroom units, with rents between \$1,150 and \$1,250, and 28 two-bedroom units, with rents between \$1,350 and \$1,550, the two three-bedroom units will rent for \$1,650.
- **Fifth Street Place.** Construction is ongoing on this 200-unit apartment community on 5th Street south of I-64 at exit 120. The community will contain five buildings with a mix of one- and two-bedroom units. The apartment buildings range from three to four stories. The average unit size will be 939 square feet with features such as 9-foot ceilings, Energy Star appliances, balconies or patios and walk-in closets. Community amenities will include a clubhouse with Wi-Fi, fitness center, coffee bar, business center and a large swimming pool with a grilling area. The community will also have green and sustainability concepts. The community is scheduled to open in the summer of 2017, but an early-2018 opening is more realistic given the status of development.



- **McIntire Place** is a 36-unit apartment building primarily under construction on Allied Street, off of Harris Street and just south of U.S. 250. The site is part of a small commercial/industrial node at this location, with a four-story apartment building at the back of the site. A mix of one- and two-bedroom units are planned. Project opening is possible by Fall, 2017.



- **600 West Main.** This is a planned six-story, 53-unit apartment complex at 510-600 W Main Street near downtown Charlottesville. Two buildings currently on the site will be retained as part of the project. One is the home of the Blue Moon Diner and the other is a convenience store. Parts of the convenience store will be removed. The project will total 53 residential units that will be a mix of studios and one- and two-bedroom units. There will be a common courtyard for residents. Parking for automobiles and bicycles will be beneath the building and accessed through a two-lane driveway at the eastern section of the structure. The developer does not have an approved site plan yet, but the project is reported to be close to being approved. Construction is likely to begin in late-2017.
- **Woolen Mills Factory Redevelopment.** This is the redevelopment the historic Woolen Mills building, built in the early-1900's and located within a landlocked section of Albemarle County. The building recently was used as a storage space for a moving company. Plans call for converting the building into 94 apartment units. Plans also call for the conversion of an existing 15,000± square foot building into a restaurant and the construction of a new 40,000± square for light industrial building. Another 7,230± square foot building would be preserved for commercial uses. Construction on the apartments is scheduled to begin in the summer of 2017.
- **William Taylor Plaza Apartments.** This is the apartment component of a mixed-use development planned by Management Services Corp. in the City of Charlottesville. Plans call for 27 apartment units in a three-story apartment building at Cherry Avenue and Ridge Street. Plans also call for structured parking for 32 cars. Construction may begin in late-2017.
- **The Vue.** This proposal is a proposal for the construction of a 126-unit apartment community in nine two-story buildings at 1194 Blue Ridge Avenue in Crozet. Plans also call for a one-story clubhouse and a pool with a concrete deck. Construction is expected to begin in mid- to late-summer 2017. While this site is within the market area, it is likely too far west of downtown Charlottesville to be directly competitive, as is the case with Terrace Greene.

Total units in active pipeline and in a competitive setting equal 485.

- **925 E. Market Street.** This apartment community, which is currently on hold, is planned for 57 units and 18,300± square feet of commercial space. This will be a six-story elevator building. Construction is not expected to begin until April or May of 2018. There are development issues that need to be resolved before the proposal can be approved. Thus, until there is "closure" to the existing development issues, "925" will not be include as an active pipeline proposal.

Also in long-term planning is the redevelopment of Friendship Court Apartments into a mixed-use community. The community will be redeveloped into 600 units. 150 will be reserved for households earning 30% of AMI. 50 units will be reserved for this earning 60% of AMI. 30 will be reserved for those earning 100% of AMI. The remaining 370 will be market rate units. This is a long-term project and construction is not anticipated to begin until 2019 on the initial phase of 150 affordable units. There is no set timeline for the development of market rate units at this time.

A second apartment in long-term planning is the proposed 80-unit Glass Building Apartments at 201 Garrett Street. This community has no timeline and is likely years from being built.

Pipeline of Apartment Units

The demand analysis is difficult to calculate in the market area, as (1) several of the pre-2000 built apartment properties that converted to condominium ownership represented competitive apartment properties prior to 2000; (2) several existing apartment properties, as listed above, compete for the \$50,000+ income renter but are not direct "comps" with the apartments under study; and (3) prior to the recent construction of off-campus housing for students, some students opted to reside in the apartment communities under study.

Thus, the trends are more accurate in recent years and from the late-2000's to 2017, in particular. Also, the penetration rates shown in Table 16 are low, as they exclude renters in condominium units, some higher income renters in other apartment properties, and higher income renters in homes built for owner occupancy. The comparison trends are a good indicator of current apartment market trends.

With these points in mind, we calculated apartment unit demand in 2021 based on the best trend data available. The projection, shown in Table 16, is a comparison of the number of renter households with incomes of \$50,000 and above, expressed in constant 2017 dollars, with the number of these renters who occupy the apartment units under study and trends for these data over the 2000 to 2021 period.

**Table 16 Projection of Apartment Unit Demand,
Charlottesville Market Area, 2000-2021
(2017 constant dollars)**

	<u>2000</u>	<u>2010</u>	<u>2016</u>	<u>2021</u>
Target Households 1/	7,690	8,290	10,040	11,760
Occupied Apartment Units 2/	500	1,700	3,000	4,300
Penetration Rate	6.5%	20.5%	30.0%	36.5%

Notes: 1/ Renters with incomes above \$50,000+.

2/ See Table 9 – 2016 and 2021 figures are rounded

Source: S. Patz & Associates, Inc.

The study results show a demand for 4,300 new apartment units at full occupancy. The demand increases to approximately 4,400 units at a 97 percent market area occupancy. Net demand, subtracting current vacant units and pipeline units, equals 460 apartment units.

<u>Net Apartment Unit Demand</u> (2017-2021)	
	<u>Number of Units</u> (rounded)
Net Total Demand (at 97% occupancy)	1,400
Less:	
Current Unfinished & Vacant Units 1/	350
Pipeline Units 2/	<u>611</u>
(Subtotal)	(961)
Net Demand	439
Less: East Jefferson Place	<u>126</u>
Surplus Demand	310 (rounded)
Notes: 1/ See Table 9	
2/ Excludes 925 East Market.	

The conclusion shows a net demand for 460 apartment units by 2021 at a 97 percent market area occupancy rate. Minus an estimated 126 market rent units at East

Jefferson Place, the surplus demand is 310± units (rounded). That is the calculated apartment unit demand for new pipeline proposals at this time and could be subject to change if new properties are announced in the future, or some of those in the pipeline are not built.

Conclusions

The market analysis shows full market support for the ±126 apartment units proposed for East Jefferson Place and that the greater Charlottesville apartment market may even be able to support additional apartment unit development. There is a need for additional apartment unit development in Charlottesville, as evidenced by current and evolving trends in the market area. A case can be made that our projections of apartment unit demand are conservative, given the considerable employment growth that is occurring.

Projecting into the future is always challenging, so a conservative project is warranted. The expanding employment base in and near Downtown Charlottesville will make that location increasingly more desirable for housing, particularly for attractive apartment units.

In addition, it should be noted that there is significant and growing demand from the millennial demographic cohort that has a desire to live within walking distance of increasing downtown jobs, and who like to be able to walk to nearby dining, entertainment and other social venues. The demand for this type of living based on downtown area apartment occupancy rates and past development trends, is currently not being met, partly due to the limited number of readily available sites. East Jefferson Place has the potential to be one of the better located apartment buildings in downtown Charlottesville.

At this time, we support the East Jefferson Place proposal, as summarized above. Rents, in constant 2017 dollar values, are likely to be consistent with current rents shown

for new area apartment communities. Appendix A, to follow, presents the FIA for the East Jefferson Place Apartment proposal, and the new medical office space to be built.

Appendix A: Fiscal Impact Analysis

The fiscal impact analysis for the East Jefferson Place Apartments, and the proposed new medical office building, is presented here. To restate the concept, 126 apartment units are planned to be built at 1011 East Jefferson Street. Prior to the start of construction, the current Jefferson Medical Building will need to be demolished. The building contains three currently-occupied medical offices and one small vacant suite. The three operating practices are to remain in the immediate area in a new building to be built for medical use.

The FIA evaluates the net tax benefits from the new apartment building and one net benefits from the new office building, which refers to the net gain in taxes for the new building compared with the existing building. Combined, the totals equal the full revenue benefits from the development of East Jefferson Place. The following section is a detailed Fiscal Impact Analysis. Fiscal impacts are treated in two ways: first, those impacts which occur directly from activities on-site at each property; and, second, those impacts which occur off-site due to the multiplier, spin-off or ripple effect of expenditures by residents and/or businesses on site. On-site and off-site impacts are computed for both the proposed apartments at the site and the proposed office building. The off-site impacts are explained further on in this report. This section deals with the on-site impacts and off-site impacts for the apartments, followed by similar treatment for the office building. Revenues considered are taxes for the City of Charlottesville. These include taxes generated by East Jefferson Place and its residents on-site.

There is currently a 20,000 square foot medical office building on the site, which will be demolished and replaced with a new medical office building to be constructed on one of two nearby properties. One property is owned by Jefferson Medical Building Limited Partnership and currently used as an auxiliary parking lot fronting on 10th Street. The other potential site is a property at the corner of 10th and East High Streets that is owned by Sentara Martha Jefferson Hospital. Hospital officials have recently submitted a by-right site development plan that is under review by the city.

Under either of these circumstances, the assessed value of the new office building real estate will be increased compared with the current building, as well as an

increase in the value of medical equipment, which will be upgraded and new. All other aspects of the medical building are assumed unchanged. Those aspects should not lead to further fiscal impacts, including employment, if the partnership-owned property is developed for the existing practices.

However, if a joint venture is consummated with Martha Jefferson for development of the Hospital-owned 10th and East High Street property, there will be enhanced net fiscal impacts and employment associated with construction of a building that would likely be $\pm$ double the size of the building required to accommodate just the Jefferson Medical Building practices. However, our analysis only studies the net impact for a 20,000 square foot new office space.

The fiscal impact analysis also projects the public service and facility costs to be incurred by the City of Charlottesville by development on-site and for off-site spin-off impacts. The results of the fiscal impact analysis will be to compare the tax revenues generated by the properties with the tax-supported costs incurred by the City to determine the net fiscal impacts in terms of a revenue surplus or deficit over costs. This is done for both on-site and off-site impacts, for both the apartments and a new like sized office building. Total annual impacts for the property are projected at complete buildout of the project. **Results are given in constant year 2017 dollars, rounded to the nearest ten dollars.**

Summary of Fiscal Impacts

The following chart summarizes the total on-site and off-site (spin-off) effects that will accrue to the City of Charlottesville once East Jefferson Place has been fully built out and once a new office building is constructed. The chart shows a small revenue surplus of \$16,650 in impacts for the apartments. There is also a modest net fiscal benefit -- \$30,860 -- from the new office building, based solely on the incremental increase in value of the real estate and business personal property for a new building compared with the current building.

Even though few public school pupils are expected at East Jefferson Place, the costs per pupil contribute to total costs at the apartment that negate much of the apartment's tax revenue.

Overall, the proposed developments should generate a net revenue surplus of \$47,510 annually for the City, when data are presented in constant 2017 dollars. The remainder of this report will give the derivation of these figures. The presentation will address the apartments first, then the office building.

<u>Summary of Net Benefits</u>			
	<u>Apartments</u>	<u>Office Bldg.</u> (incremental)	<u>Total</u>
Total Taxes	\$437,350	\$30,860	\$468,210
Tax-supported Costs	<u>-\$420,700</u>	\$0	<u>-\$420,700</u>
Net Fiscal Benefit	\$16,650	\$30,860	\$47,510

East Jefferson Place Apartments

The derivation of the on-site and off-site tax revenues for the apartments follow, with on-site and off-site tax-supported costs. The conclusion presents the net fiscal benefit from the apartments, being the difference between tax revenues and tax-supported costs.

On-site Impacts: Tax Revenues for the Apartments

The revenues to be considered in this report are taxes collected by the City of Charlottesville for General Fund use. These include property taxes, utility tax, and other smaller taxes. The paragraphs to follow document the derivation of the tax amounts for the on-site development at the property.

Real Property Tax. This is a tax on the assessed value of real estate. The average cost of an apartment unit at East Jefferson Place Apartments is projected in the \$160,000

range, or an estimated total development cost of \$20.0 million. For 126 apartments at this cost, taxed at the rate of \$0.95 per \$100 of valuation, the total real property tax at the site would be \$190,000 each year, in constant 2017 dollars, as the following chart shows.

<u>126 Apartments</u>	<u>Amount</u>
Development Cost	\$20,000,000
Tax Rate at \$0.95/\$100	0.0095
Real Estate Tax	\$190,000

Personal Property Taxes. Residences are assessed personal property taxes. This is a tax on the assessed value of motor vehicles. To address residential personal property taxes, the first step is to estimate the average depreciated value per vehicle in the City. The sequence of calculation to achieve this are shown in Table A-1 and summarized as follows:

- The FY2016-FY2017 Adopted Budget for Charlottesville gives an allocation of \$7.7 million for expected personal property taxes.
- Based on the percent of real estate assessments that are residential – 55 percent – it is estimated that residential personal property taxes are \$4.2 million.
- To this base is added the amount of Personal Property Tax Relief Act (PPTRA) funding the City is expected to receive from the State of Virginia, which has been set at \$3.9 million, bringing the total to \$8.1 million.
- Dividing the total residential personal property tax by the tax rate of \$4.20 per \$100 of assessed valuation produces the total assessed value of vehicles in the City, \$193 million.
- It is estimated that there are 27,500 vehicles in the City. Dividing the number of vehicles into the total assessed value of vehicles gives an average assessed value per vehicle of \$7,000.

Table A-1. <u>Estimation of the Average Depreciated Assessed Value of Residential Vehicles, City of Charlottesville, Virginia</u> (constant \$2017)	
	<u>Amount</u>
Personal Property Tax	\$7,668,696
Percent Residential	55.0%
Residential Property Tax	4,220,369
PPTRA	3,905,957
Total Residential Tax	8,126,326
Personal Prop. Tax Rate	0.042
Total Assessed Value of Vehicles	\$193,483,958
Number Of Vehicles	27,493
Assessed Value Per Vehicle	\$7,038
Sources: FY2016-FY 2017 Adopted Budget for the City of Charlottesville, Virginia	

The last step in deriving the personal property tax for East Jefferson Place is to estimate the number of vehicles at the site, apply the average vehicle depreciated value, and compute the property tax at the City rate of \$4.20 per \$100. In the analysis, an occupancy rate of 97 percent is assumed to account for normal turnover. The result is a projection of the personal property tax at about \$54,190 annually.

Table A-2. Derivation of Personal Property Taxes at East Jefferson Place at Buildout, Charlottesville City, Virginia
(constant \$2017)

	<u>Amount</u>
Number of Apartments	126
Percent Occupied	97%
Number of Households	122
Vehicles Per Household	1.5
Number of Vehicles	183
Assessed Value/Vehicle	\$7,038
Total Assessed Value	\$1,290,198
Tax at \$4.20 Per \$100	\$54,190

Sources: FY2016-FY 2017 Adopted Budget, City of Charlottesville, Virginia, and S. Patz & Associates., Inc.

Consumer Utility Taxes. Expenditures on utilities are typically taxed in Virginia municipalities on the following utilities: electric, gas, water, land line, cell phone, and internet. For households, most utility taxes are approximately \$2.50 per month per utility. For five utilities, this is \$150 per household per year. For 122 households at the site, utility taxes would come to over \$18,300 annually, as the following chart shows.

	<u>Amount</u>
Number of Utilities	5
Ave. Monthly Tax Per Utility	2.5
Number of Months	12
Annual Utility Tax	\$150
Households	122
Utility Tax	\$18,330

Motor Vehicle License Fees. It was shown above that there would be an estimated 183 vehicles at East Jefferson Place. Motor vehicle license fees in the City are \$28.50 per vehicle, yielding total fees at the site of \$5,220.

Recordation Tax. The last tax to be considered is the recordation tax, which yields a small amount per year, on average, for the property. At a total property value of \$20 million, and assuming a resale every twenty years plus the initial recordation, and further assuming two mortgage financings of \$15 million each during those years, the total consideration over 20 years subject to the recordation tax would be \$70 million. The state taxes the (re-)sales and mortgage deeds of trust at \$3.00 per \$1,000 of valuation, of which one third is returned to the City. Total taxes over 20 years allocated to the city would come to \$70,000, or \$3,500 annually.

Summary of Tax Revenues. Table A-3 summarizes the tax revenues that could be expected to flow directly from the homes at East Jefferson Place annually after buildout, in constant 2017 dollars. The total would come to \$271,240 each year.

Table A-3 <u>Summary of Annual Taxes for The City of Charlottesville from East Jefferson Place Annually at Buildout</u> (constant \$2017)		
	<u>Amount</u>	<u>Percent</u>
Real Estate Tax	\$190,000	70.0%
Personal Property	54,190	20.0%
Consumer Utility	18,330	6.8%
Motor Vehicle	5,220	1.9%
Recordation	<u>3,500</u>	<u>1.3%</u>
Total Taxes	\$271,240	100.0%
Source: S. Patz & Associates., Inc.		

On-site Costs to the City of Charlottesville

The previous section has derived the major tax revenues that would accrue to the City of Charlottesville from the on-site development at the property. The fiscal impacts analysis compares revenues with costs. In this case, since taxes are deposited in the City's General Fund, those revenues for the site are compared with the tax-supported costs that the City would incur in serving the residents at the site. Other sources of revenue can be "ignored", since they accrue to separate funds in which expenditures generally equal revenues.

The source for determining the tax-supported costs the City would incur for service to the site is the City's FY2016-FY2017 Adopted Budget. In the succeeding paragraphs, the budget will be presented both in terms of budgeted expenses and the portion that must be tax supported. The tax-supported portion of the budgeted expenditures will be derived and expressed on a per capita basis – for population (representing residents), employment (representing business), and pupils (representing costs of public education). The per capita costs to the City will be applied to the population and pupils at the site to determine the overall costs to the City from the development of the site.

Relative Tax Burden. The fiscal impacts analysis compares taxes generated by the proposed apartment to the costs Charlottesville provides for facilities and services to apartment residents. To be comparable, the costs must be expressed as tax-supported costs to be consistent with tax revenues from the development. This is done by applying the share of City revenues which must be supported by taxes – the relative tax burden – to the expenditures detailed in the FY2016-2017 Budget. The chart below shows 62.7% of the budget is supported by local taxes; that is the relative tax burden.

<u>Revenue Sources</u>	<u>Amount</u>
Local Taxes	\$101,650,460
Non-tax Revenue	60,368,277
Total City Budget	\$162,018,737
Relative Tax Burden	62.7%

Per Capita City Costs. In Table A-4 below, budgeted government expenditures for FY2016-FY2017 are allocated to population (residents), employment (businesses), and public school pupils (education). For most functional non-school departments, total FY2016-FY2017 expenditures are allocated to population and employment in proportion to their numbers – 69.9 percent for population and 30.1 percent for employment. The exceptions are health and welfare, and parks and recreation and culture, which are allocated in their entirety to population.

The table shows that the per capita tax supported cost of services and facilities for the population average \$1,096 per capita; for employment, \$743 per capita; and per pupil cost, \$8,363. This figure for pupils is tax-support costs. Total costs per pupil is net of revenues from other sources.

**Table A-4 Allocation of FY2016-FY2017 Budgeted Expenditures to Tax-supported
Costs for Residents, Employment and Public School Pupils, Charlottesville
City, Virginia**

<u>Departments or Functions</u>	<u>Total Budget</u>	<u>Population</u>	<u>Employment</u>
Management	\$4,243,274	\$2,967,685	\$1,275,589
Employee Comp. & Training	1,035,000	723,864	311,136
Non-departmental	608,415	425,517	182,898
Debt Service	7,468,000	5,223,013	2,244,987
Internal Services	1,417,216	991,181	426,035
Financial Services	4,684,748	3,276,446	1,408,302
Recreation and Culture	11,861,356	11,861,356	0
Convention & Visitors Bureau	791,577	553,618	237,959
Health and Welfare	14,542,797	14,542,797	0
Public Works	14,121,713	9,876,525	4,245,188
Public Safety & Justice	37,509,727	26,233,769	11,275,958
Transfers	7,535,164	5,269,986	2,265,178
Subtotal Except Schools	\$105,818,987	\$81,945,758	\$23,873,229
Relative Tax Burden	62.7%	62.7%	62.7%
Tax-supported Expenditures	\$66,390,770	\$51,412,720	\$14,978,050
Persons	67,076	46,912	20,164
Tax Expenditures Per Capita	\$990	\$1,096	\$743
Tax Support Public Schools	\$34,949,378	\$34,949,378	\$0
Enrollment	4,179	4,179	0
Expenditures Per Pupil	\$8,363	\$8,363	\$0
Total City Budget	\$162,018,737	\$137,650,907	\$23,873,229
Sources: FY2016-FY2017 Budget for the City of Charlottesville, Virginia; Charlottesville Schools; U.S. Census of Population; Virginia Employment Commission.			

Table A-5 below provides details for expenditures for City schools, showing sources, relative tax burden, and per pupil expenditures (costs). Total expenditures for schools in the City are \$55.7 million. Of this, \$49.3 million (89 percent) are local contributions to the schools by way of budgeted transfers. The table also shows additional transfers for transportation and school building maintenance.

**Table A-5 Allocation of Budgeted FY2016-
FY2017 Expenditures to Tax-
supported Costs for Public School
Pupils, City of Charlottesville,
Virginia**

<u>Source</u>	<u>Education Budget</u>
Local Contribution to Schools	\$49,330,604
Pupil Transportation	2,694,065
School Bldg. Maintenance	3,680,480
Subtotal Schools	\$55,705,149
Relative Tax Burden	62.7%
Tax-supported Expenditures	\$34,949,378
Enrollment	4,179
Expenditures Per Pupil	\$8,363
Sources: FY2016-FY2017 Budget for Charlottesville, Virginia, and City of Charlottesville Public Schools	

Total On-site Costs to the City for the Apartments. Both residents and public school pupils living on-site at East Jefferson Place would incur costs to Charlottesville City for services and facilities. The analysis above derived the per capita costs for each of these. The discussion to follow estimates the numbers of residents and pupils which would be living at the site after buildout. The estimation of the number of residents is straightforward. The 122 households (occupied dwelling units) are expected to have an average of 1.5 persons per apartment (we have data from existing apartments, some with three bedrooms that have an average persons per household for apartment units at 1.70. These apartments have a different unit mix, some with three-bedroom apartment units. Thus, the 1.5 estimate used for this report appears reasonable). This is a total of 183 people. At a tax-supported cost of \$1,096 per person, the resident cost (including children) would come to \$288,040.

City and school staff have not surveyed subdivisions in the City to determine the pupil generation rate for different types of housing units. The Weldon Cooper Center at

the University of Virginia is currently studying the issue, but the study has not been completed. Appendix Table -B-1 provides data on pupil generation for multi-family apartments at nine properties in three Virginia cities where we have undertaken similar Fiscal Impacts Analyses -- Winchester, Fredericksburg, and Lynchburg. The average number of pupils for these apartments range from 0.09 per unit to 0.16 per unit, with an average of 0.14 per unit. As an estimate for East Jefferson Place, that average will be applied - of 0.14 for multi-family homes. For 122 households, this generates 17 pupils. At \$8,363 in tax-supported expenditures per pupil, the cost of education is \$138,560.

We interviewed on-site management at the one apartment community in Charlottesville (City Walk) to get data on school children. That data was not provided to us. We also contacted the City school department. Data was not available from that source either. Thus, we used the best data we had available and believe it to be credible.

Based on these data, total tax-supported annual costs to the City at build -out of East Jefferson Place would be almost \$339,500, as shown in the following chart:

<u>Apartment Costs</u>	<u>Amount</u>
Population Costs	\$200,920
Pupil Costs	<u>138,560</u>
Total Tax-supported Cost	\$339,480

Summary of On-site Fiscal Impacts

There are few public school pupils expected to reside at the East Jefferson Place. The cost of educating pupils causes the overall net fiscal impact from activities on-site at the apartments to be a net revenue deficit of \$68,000. It will be shown below that off-site spin-off impacts will more than compensate for this deficit.

<u>On-site Impacts – Apts.</u>	<u>Amount</u>
Total Taxes	\$271,240
Tax-supported Costs	<u>-339,480</u>
Net Fiscal Benefit	-\$68,240

Off-site Fiscal Impacts

In addition to the revenues and costs that accrue to the City of Charlottesville from the development "on-site," as described above, there are also off-site impacts that occur as residents on-site spend their income off-site in the City, and as local businesses then re-spend the receipts off-site for the purchase of goods and services from other vendors in the city. This is referred to as the multiplier effect. The multipliers used in this analysis are specific to the City of Charlottesville, Virginia. Consumer budgets are identified by the U.S. Bureau of Labor Statistics by area and income level.

Consumer expenditures made off-site in the City are translated into economic impacts specifically for the City, using multiplier matrices provided for the local area by the U.S. Bureau of Economic Analysis. These multipliers capture the round-by-round flows of expenditures in the City initiated by residents and businesses on-site. There are separate matrices to calculate off-site business receipts, employment and employee earnings. The resident expenditures and business receipts on-site are multiplied in turn by these expenditure-specific categories in each matrix and summed to give the "ripple effect," "spin-off," or "multiplier effect" of circulation of money through the economy. The ripple effects, plus the original consumer expenditures, equal the total economic impacts of apartment residents and office building businesses on the city economy.

The methodology used in projecting fiscal impacts off-site mirror those used to project fiscal impacts on-site. Revenues are limited to taxes, and costs are those that are tax-supported. The RIMS II multipliers from the Bureau of Economic Analysis separate receipts, employment and earnings impacts down into 21 different sectors, and the impact dollar amounts (business revenues) in the sectors form the basis for determining taxes.

Many taxes can be calculated directly from these receipts, such as the retail sales tax, the lodging tax and the meals tax. Other taxes are based on employment impacts in particular sectors. For example, utility taxes in the City accrue from businesses at the rate of \$29 per employee. Similar relations to employment can be derived for real property taxes and personal property taxes, based on square footage per employee and costs per square foot for real property and personal property, from experience on-site and at other developments.

To calculate each tax for 21 sectors for the impacts for the residential use on site would be tedious, so the results will be presented here in summary form according to the type of use on-site that generates the off-site spin-off impacts.

Off-site Fiscal Impacts for the Apartments

The residences of the apartment units would generate \$166,000 in taxes off-site for the City annually, sometime after buildout, and at stabilized occupancies at the apartment building. Off-site impacts would not be immediate, but would build over time as businesses gradually expanded to meet increased demand for goods and services.

The cost to the City for serving expanded business off-site from the apartments is based on projected employment. The apartment property would generate about 109 jobs off-site in the City based on resident expenditures. It was shown that each job represents about \$743 in costs to the City, for a total of about \$81,200 from off-site costs due to apartment resident expenditures. Deducting these tax-supported costs from projected tax revenues calculate to a net fiscal benefit (tax revenue surplus) of over \$84,900 off-site from the apartments annually, in constant year 2017 dollars. These impacts are shown in the chart below.

<u>Apartments</u>	
<u>Off-site Impacts</u>	<u>Amount</u>
Property Taxes	\$70,850
Business Taxes	87,980
Other Taxes	<u>7,280</u>
Total Taxes	\$166,110
Tax-supported Costs	<u>-\$81,220</u>
Net Fiscal Benefit	\$84,890

Total Fiscal Impacts for the Apartments

With an off-site fiscal surplus of \$84,900 and an on-site deficit of \$68,240 per year, the net fiscal benefit to the City of Charlottesville from the Jefferson East Place would be approximately \$17,000 per year. The off-site impacts may not all coincide with the on-site impacts, as the expansion of the local economy from the development will lag slightly behind on-site development as businesses adjust to increased demand for their goods and services. The chart below summarizes the on-site and off-site fiscal impacts for East Jefferson Place, in constant year 2017 dollars.

<u>Summary of Total Fiscal Impacts For the Apartments</u>	<u>On-site Impacts</u>	<u>Off-site Impacts</u>	<u>Total Impacts</u>
Total Tax Revenue	\$271,240	\$166,110	\$437,350
Tax-supportable Costs	<u>339,480</u>	<u>-81,220</u>	<u>-420,700</u>
Net Fiscal Benefit	-\$68,240	\$84,890	\$16,650

Proposed Office Building

The following paragraphs derive the on-site and off-site impacts for a new medical office building of approximately 20,000 square feet. The existing medical office building is planned to be replaced on a nearby site. Therefore, only the incremental increase in value for real estate and business property taxes for the new building will have fiscal impacts for the City. The current revenues for the Jefferson Medical

Building, assessed at \$3.762 million, is held at the same rate, with an increase adjusted for a new building. Costs to the City are kept at current levels.

On-site Tax Revenues for the Office Building

Real Property Tax. Development costs for the 20,000 square foot office building are estimated at \$4.0 million. Adding 20 percent for land costs, brings the total cost of a new building to \$4.8 million. Current assessments for the property are \$3,761,700. Net new real estate taxes will be on the net change, or \$1,038,300. **At the current tax rate (\$0.95 per \$100), the net increment to the real estate taxes for the office building will be \$9,860.**

Business Property Taxes. Businesses are taxed on personal property, business personal property being the value of furniture, fixtures and equipment (FF&E). It is estimated that FF&E at the new building will be increased by 50 percent, as older equipment is replaced. This is estimated to be a change from \$50 per square foot to \$75 per square foot. For 20,000 square feet of medical office space, FF&E at \$75 per square foot – medical equipment being particularly expensive – will yield \$0.5 million in value. **At the tax rate of \$4.20 per \$100, business property taxes will come to \$21,000.**

Other On-site Taxes. Taxes such as the business license tax and utility tax are assumed to be unchanged from the present, as the level of business conducted in the building will also be unchanged.

Summary of On-site Taxes for the Office Building

Given that the only significant change in the medical office space will be in real estate and business property increases, only those two items will produce additional taxes on-site, as the following chart shows:

<u>On-site Taxes for the Office Bldg.</u>	<u>Amount</u>
Real Estate Tax (net)	\$9,860
Business Property Tax	<u>21,000</u>
Total Taxes (net of current Real Est.)	\$30,860

On-site Costs to the City for the Office Building

Among other characteristics that are assumed to remain the same for the office building is on-site employment. Costs to the City can be estimated on the basis of employment, as shown in the budget material above. Thus, no additional costs of services from the City are anticipated.

Net Fiscal Impact On-site for the Office Building

The new office building at build out will have a revenue surplus of almost \$31,000 annually, in constant year 2017 dollars.

<u>On-site Fiscal Impacts</u>	<u>Office Bldg.</u>
Total Taxes	\$30,860
Tax-supported Costs	=
Net Fiscal Benefit	\$30,860

Off-site Impacts from the Office Building

Off-site impacts from office building depend on business receipts for medical services. It is likely that these will remain unchanged in the new building and no increase realized off-site impacts from the office building. Based on the analysis above, the office building will only have impacts in increased revenue from real estate and business property, of \$30,860.

Total Fiscal Impacts

The paragraphs to follow summarize the on-site and off-site impacts for both East Jefferson Place and the proposed new 20,000 square foot office building, giving total tax revenues, tax-supported costs and net fiscal benefit for each.

The chart below summarizes the findings for the two components of the development. Together, the two components of the development will yield \$47,510 in surplus revenue each year for the City of Charlottesville.

<u>Total Fiscal Impacts</u>	<u>Apartments</u>	<u>Office Bldg.</u>	<u>Total Impacts</u>
Total Tax Revenue	\$437,350	\$30,860	\$468,210
Tax-supported Costs	<u>-420,700</u>	<u>--</u>	<u>-420,700</u>
Net fiscal Benefit	\$16,650	\$30,860	\$47,510

Appendix B: Table

Appendix Table B

**Pupil Generation Rates -- Pupils per Household -- for Selected
Apartments in Three Virginia Cities**

<u>Fredericksburg</u>		<u>Lynchburg</u>	
Lakeside	0.16	The Villas	0.09
Summit Crossing	0.16	The Vistas	0.14
		Legacy Apts.	0.14
		Rosedale	0.13
<u>Winchester</u>		<u>Average All Apartments</u>	
Jubal Square	0.14		0.14
Pepper Tree	0.13		
Racey Meadows	0.13		

Sources: Local municipalities and S. Patz & Associates, Inc. field surveys.

Exhibit L

Project Narrative East Jefferson Place Apartments

Direct Dial: 434.951.5709
vlong@williamsmullen.com

East Jefferson Place PROJECT NARRATIVE

June 12, 2017



East Jefferson Place as seen from the intersection of 11th Street and East Jefferson featuring the updated '5/3 design'

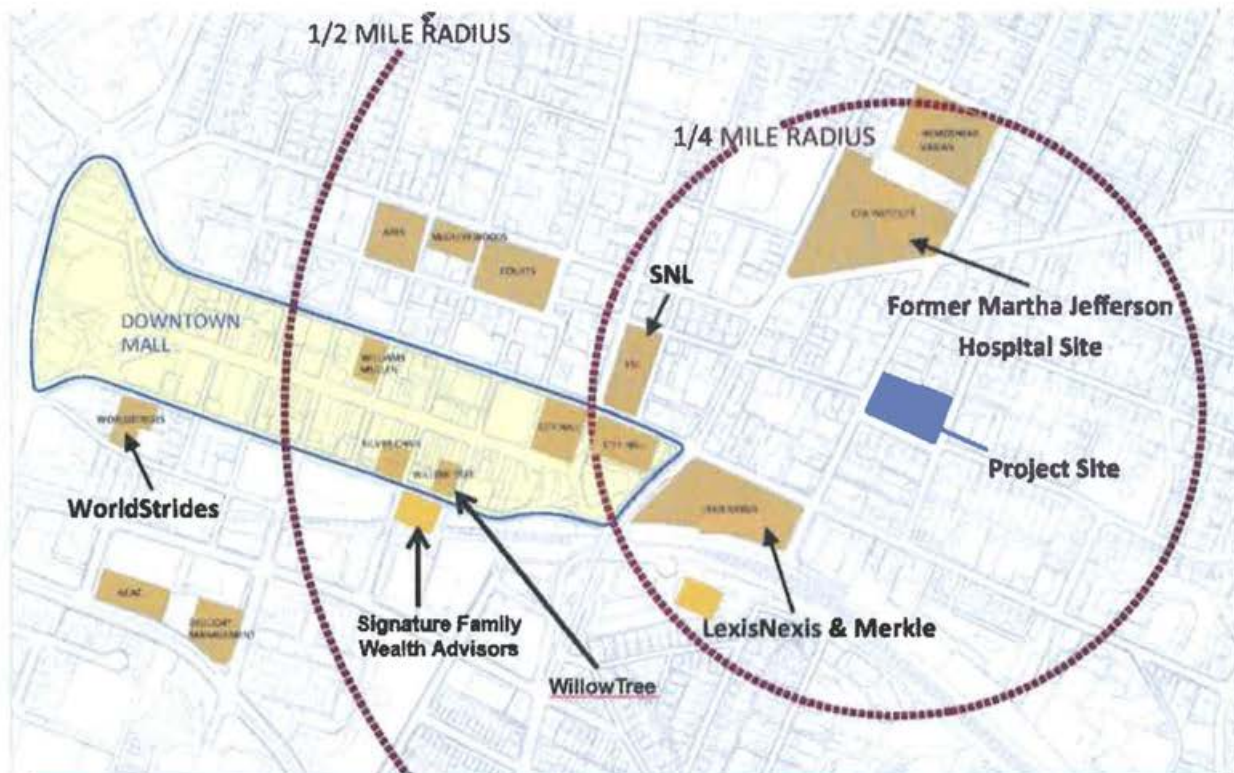
On behalf of our client, Jefferson Medical Building Partnership (the “Applicant”), the owners and developers of the property located at 1011 E. Jefferson Street (the “Property”), we are enclosing updated materials in connection with the proposed mixed use building known as East Jefferson Place (the “Project”) and the special use permit application submitted in connection with the Property.

The Applicant requests the approval of a special use permit to allow an increase in the density at the Property, as permitted by Section 34-480 of the City Zoning Ordinance. The applicant proposes to increase the density from 21 dwelling units per acre (“DUA”) to a maximum of 87 DUA; on the 1.45 acre site, up to 126 units would be allowed, including mid-range and affordable units.

The special use permit process has provided the unique ability to work collaboratively with City staff and the surrounding community to create a project that is far superior to what is allowed by-right in the B-1 zoning district. In this case, the special use permit application process encouraged community collaboration, led to an evolution in the building’s design, and helped to identify solution to larger neighborhood issues. The result is a 40% reduction in overall building mass, and a well-articulated building that steps down in height and transitions appropriately towards the nearby lower density areas of the Little High Neighborhood. The lower height of the building along 11th Street was a specific suggestion of the Little High Street Neighborhood Association. The process has also led to a greater level of architectural detailing than originally proposed, a proven reduction in traffic, more activation of the streetscape and extensive pedestrian enhancements. **Additionally, although outside the boundary of the Project, the applicant has studied safety improvements for the intersection of 11th St and Little**

High. As part of the redevelopment of East Jefferson Place, the applicant has agreed to cover the cost of helpful safety improvements such as curb extensions, high visibility crosswalks and moving stop signs to Little High Street.

The Applicant proposes to replace the existing suburban style two story medical office structure and associated surface parking areas. The medical office building was constructed in 1972 and has outlived its use for medical offices; due to significant changes in the way that health care is now delivered, including the need for larger exam rooms, integrated technology, additional equipment, and new building standards.



East Jefferson Place is within an easy walk to many of Charlottesville's top employers and entertainment venues.

The 1.45 acre Property has frontages on 10th Street, East Jefferson Street and 11th Street and is located in a B-1 zoning district. Parcels immediately adjacent to the site are zoned North Downtown Mixed Use zoning on two sides of the Property and B-1 on the other two sides. The Property is surrounded entirely by commercial uses and commercially and mixed used zoned land. The Property is located just blocks off the Downtown Mall within easy walking distance of shops, restaurants, entertainment venues, and community facilities such as City Hall and the Jefferson Madison Regional Library. Also within walking distance are over 3,000 jobs including numerous major employment centers of the City, such as the CFA Institute, Lexis Nexis, Merkel (formerly Rimm-Kauffman Group), Apex Clean Energy, Worldstrides, The City of Charlottesville, Silverchair, Willow Tree Apps, HemoShear, Manchester Capital Management, Vibethink, Ting, Coronal Development Services, Quantitative Investment Management, S + P Global Market Intelligence, Red Light Management and many others. These employers are working to attract young professionals, many of whom desire to live in the downtown area. At the same time, the City has the goal of attracting even more innovative companies. Such companies insist on downtown locations and housing opportunities within walking and biking distance for their employees. As Tom Murphy, the former Mayor of Pittsburgh, stated in his remarks at the recent Urban Land Institute program on

Stimulating Entrepreneurial Culture Through Public Private Partnerships, it is important for the City to figure out “how to keep the next Mark Zuckerberg from graduating from UVA and then leaving town.”

East Jefferson Place is consistent with the City’s Comprehensive Plan, as most strongly evidenced by the following quote from the Housing Section of the City’s Comprehensive Plan:

“The equality and diversity of the City of Charlottesville’s housing stock creates the basis for viable neighborhoods and a thriving community. In order to be a truly world class city, Charlottesville must provide sufficient housing options to ensure safe, appealing, environmentally sustainable and affordable housing for all population segments and income levels, including middle income. Consequently, City neighborhoods will feature a variety of housing types, housing sizes and incomes all within convenient walking, biking or transit distances of enhanced community amenities that include mixed use, barrier free, higher density, pedestrian and transit-oriented housing at employment and cultural centers connected to facilities, parks, trails, and services.”

According to the 2017 Market Analysis
by S. Patz and Associates, Inc.,
the current vacancy rate
for newer apartment properties in the Charlottesville area
is **0.7%**.

The City of Charlottesville has established priorities through the Comprehensive Plan to ensure the availability of housing for all population segments, including middle income. A Market Analysis by S. Patz and Associates, completed earlier this month, highlights the unhealthy shortage of available apartments in the Charlottesville Area. In fact, the current vacancy rate of 0.7% reveals that there is practically no availability of newer apartments.

Additional housing, and specifically multifamily housing near downtown, is essential to the continued success of our City. As determined by the City’s recent *Comprehensive Housing Analysis and Policy Recommendations - Affordable and Workforce Housing*, prepared by Robert Charles Lesser & Co. Real Estate Advisors, dated January 13, 2016, there is “a strong rental market in Charlottesville that suggests an unmet demand in the City.” (p. 10). The analysis further notes the following:

- “Annual absorption is the closest measure for demonstrated rental demand and has averaged over 400 units per year since 2013. Annual absorption has exceeded the new supply delivered and suggests pent-up demand for additional rental units.” (p. 10)
- “Young Singles and Couples are the only key market segment identified in the matrix that primarily rent their homes, and a lack of available rental product has likely limited their ability to obtain housing in the City. This market segment could be much larger if desirable housing was available.” (p. 16)

By allowing a density of 87 dwellings per acre, City Council can encourage mid-range and affordable housing in the area where it is needed most, close to services and employment. Otherwise, by-right densities ensure that only luxury condominiums or 4 bedroom student housing units will be built near downtown, and housing costs will continue to rise. Developing the Property by right with four bedroom

units on this site yields a maximum of 120 bedrooms (and the potential for 150,000 square feet of commercial space including medical offices). A project with 87 dwelling units on this same site could yield 126 one bedroom units, or 126 bedrooms. Thus, the highest density possible for B-1 district can be equivalent to a by-right project, the only difference being that smaller one bedroom units are provided.

Local regulations treat a one bedroom dwelling unit the same as a four bedroom dwelling unit in how density is defined, the impact of the one bedroom unit is much less than a four bedroom unit. By only focusing on the density of units, rather than the more logical density of bedrooms, projects with smaller, more affordable units have a higher unit density, and are perceived as a negative by nearby neighborhoods, even though the actual impacts of the project are far less than a similar low density project with larger units and more bedrooms. This results in discrimination against these smaller, more affordable units, and is in direct conflict with the City's affordable housing goals expressed in the 2013 Comprehensive Plan.

Although the Applicant is requesting a density of up to 87 DUA, the Special Use Permit request includes a condition limiting the development to a maximum of 180 bedrooms in a mixture of one and two bedroom units, or only 60 more bedrooms than permitted in the by-right scenario. A healthy unit mix of smaller apartments near downtown that target young professionals, as proposed for 1011 East Jefferson, means the City is gaining an exceptional development that directly addresses the needs identified in the City's 2016 Housing Study. In addition, the Project will be one of the first to provide actual affordable housing units near downtown. The Project will benefit the community and implement the goals of the comprehensive plan to establish mixed-income housing within convenient walking, biking and transit distances of business districts, the downtown mall, and shopping areas.

Given that the massing, height and uses of the building are allowed as of right by the Zoning Ordinance, this Special Use Permit application concerns a question of impacts specifically associated with the additional residential units requested.

We would like to highlight that our Traffic Study was resubmitted to the City Traffic Engineer for review in May 2017 to account for the proposed inclusion of up to 10,000 square feet of commercial space along 10th Street (See Exhibit I). The study confirms three primary points:

1. Average daily trips for the proposed development match the existing conditions.
2. ITE standards were field tested at comparable existing developments in Charlottesville for both the residential and commercial element of the project, with the results confirming the traffic study is accurate.
3. Nearby intersections were modelled to confirm that they function at high levels of service post development.

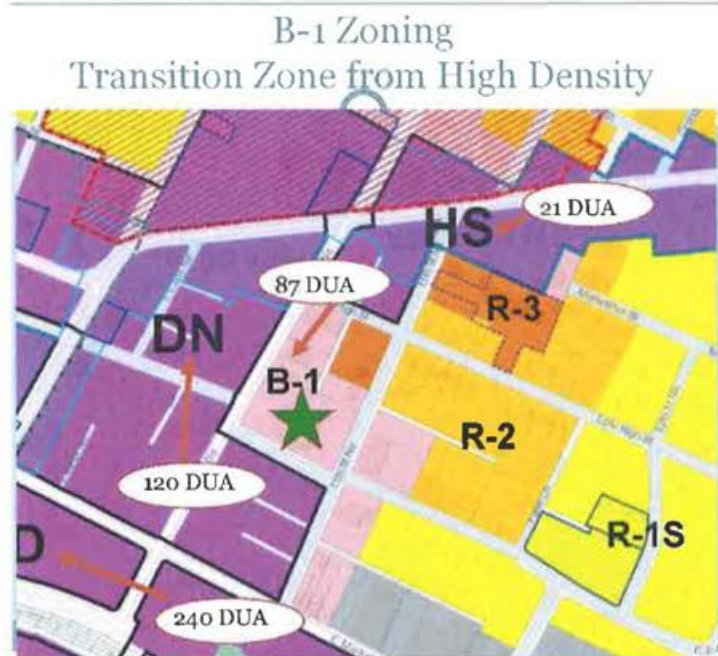
At the Planning Commission public hearing, there were several comments made expressing skepticism for the Traffic Study's conclusions. While we appreciate and respect any sensitivity to traffic congestion, we ask that City Council and the public recognize the fact that the Traffic Study was conducted by licensed traffic engineers who specialize solely in traffic analysis. These professionally trained engineers with decades of experience in the field, in combination with City staff, have confirmed the accuracy and reliability of the Traffic Study.

The submittal materials attached, including a full traffic study and memo summarizing the traffic study and with trip generation figure alternatives that account for the proposed flex space, clearly demonstrates there is no substantive traffic impact from the additional units or the development as a whole.

TRANSITION OF FORM AND USE

The Zoning Ordinance defines the intent of the B-1 district as follows,

The B-1 business district is established to provide for service-type businesses and office uses of a limited size, which are open primarily during daytime hours. The intent of the B-1 regulations is to provide a transitional district between residential areas and other commercial areas of the city.



1011 East Jefferson Street is a logical transition point from surrounding commercial properties to the west (including the Downtown Mall) and low density residential to the east, as envisioned by the purpose and intent of the B-1 zoning district stated above. The Property is immediately buffered by a mix of commercial uses and zoning; it is not adjacent to any properties zoned low density residential. Instead, the site is located along the corridor of 10th Street NE, in an area primarily zoned Downtown North Mixed Use.

The proposed mixed use development consists of all one and two bedroom residential units over hidden subsurface parking with up to 10,000 square feet of 'flex space' in the ground floor along the

10th Street frontage that can be used as either commercial or residential uses. The Applicant feels strongly that a commercial use is appropriate along 10th Street, and would be an enhancement to the proposed residences. The community has also expressed support for commercial space at this location. Unfortunately many of the uses that would be most welcomed and beneficial to the neighborhood, such as a coffee shop or deli, are not currently allowed within the B-1 zoning district, so flexibility of use is necessary until the zoning ordinance allows such uses in the B-1 district. The Project will remain entirely residential along the 11th Street frontage, matching the residential character of the neighborhood beyond.

Also in consideration of the character of the neighborhood beyond 11th street, this submittal includes a significant reduction to the proposed building height along 11th Street, recognizing the desire of nearby residents to have a smaller massing and less intense uses on this more residential side of the Project. In fact, the building height for the half of the building closest to the neighborhood is 33 feet tall, which is actually less than the 35 height maximum for low density residential districts. The exterior of the building will consist primarily of brick, and is designed to match the scale and pattern of existing neighborhood structures along East Jefferson Street with two story townhouse style units. After the first two stories, the proposed building will significantly step back from the street. Thus, the perception of the overall building mass is reduced and the form of the building mirrors that of smaller scale residential uses. Architectural renderings of the building (both older designs and updated design) in context are included with this submittal (See Exhibits E & F).

The Project is also designed to enhance the overall pedestrian experience through improvements to the streetscape such as street trees, low sitting walls, pedestrian bulb-outs and crosswalks, outdoor meeting

areas and plazas, as well as additional landscaping around the building. In addition, this site is one of the first developments to incorporate guidelines from the newly adopted Streets that Work Plan. Moreover, the Applicant is providing an abundance of garage parking spaces to accommodate all the residential and guest parking for the building, leaving on-street parking spaces available for the adjacent properties.

UPDATED CONCEPT PLAN AND PROJECT DESIGN

S



Site Plan showing increased setbacks, pedestrian plazas, streetscape improvements and on-site alley.

The Special Use Permit request for 1011 East Jefferson Street has been under review by the City for approximately one year. During that time, the Applicant has worked closely with staff and community members, resulting in a Project that has been redesigned twice, with significant changes each time meant to address community input and create the best design for this specific site. The Applicant has hosted large community meetings, as well as attending several smaller meetings with the Little High Neighborhood Association and other property owners in the area. Following these meetings, the Applicant has made significant revisions to the building design and concept plan (attached), including the following:

1. Reduction of building massing to be 40% smaller than the by-right massing through extensive setbacks and by stepping back the upper floors of the building.
2. Reduction of the building footprint by adding an on-site alley on the north side of the parcel to better accommodate residents accessing and leaving the site, in response to the community's concerns regarding the original proposal having only a single entrance and exit onto 11th Street. The alley provides sufficient space for vehicles to queue up on site rather than blocking traffic along 11 Street.
3. Addition of townhouse style units that will have front doors with direct pedestrian access from East Jefferson Street and 11th Street, which will help activate the streetscape and create

a better sense of place. Careful articulation along East Jefferson Street to directly relate to the existing buildings on the other side of the street.

4. The newly designed building that steps down towards 11th Street reduces the perceived mass by creating the appearance of two separate buildings with a central courtyard. Reduction of the height of the building along 11th Street to 33 feet, meaning this part of the project is shorter than the 35 foot height maximum in the R-1 zoning district.
5. Addition of streetscape elements along East Jefferson, 10th Street, and 11th Streets to improve the streetscape, including front porches, low sitting walls, outdoor meeting areas and plazas.
6. The two parking levels are now entirely below-grade and thus not visible.
7. Addition of solar panels to help offset the electrical usage within the common areas of the building.
8. Inclusion of 10,000 square feet of Commercial/Residential "flex space" along 10th Street, which will be commercial space if the Zoning Ordinance is amended to permit coffee shops, delis, and similar uses desired by the neighbors.
9. A voluntary traffic study was completed to confirm that the Project will not create traffic impacts. The City Staff have confirmed that the study demonstrates that the Project will reduce traffic from the existing condition; Trip generation figures for a Mixed Use development show no impacts to traffic or function of intersections. The study includes proposed safety improvements to the intersection of 11th St and Little High Street, for which the applicant has agreed to covered the cost of installation. Detailed information, including the Traffic Study and Summary memo are attached. (See Exhibits G, H & I)

The proposed redevelopment of 1011 East Jefferson Street and the requested Special Use Permit provide a custom solution for the redevelopment of this Property without creating any adverse impacts, and that reduces the vehicle trips compared to the existing use or a by-right development. The Project adds affordable and mid-range housing options close to downtown, and supports numerous goals of the City's Comprehensive Plan, as detailed in the attached Comprehensive Plan summary document. In this case, the Special Use Permit is more beneficial to the community and much less impactful than the by-right massing and many of the by-right uses allowed. The Property serves as a good transition, both in use and massing, between residential housing to the east and office/commercial uses to the west. For more detailed information, please review the attached documents.

We appreciate your consideration of this request, and would be happy to address any questions or comments you may have about the Project. Please feel free to contact me if I can be of assistance.

Sincerely,



Valerie W. Long

cc: Jefferson Medical Building Partnership

33850021_1

Exhibit M

Cover Page to February 21, 2017 Submission

WILLIAMS MULLEN

Direct Dial: 434.951.5709
vlong@williamsmullen.com

February 21, 2017

Via Hand Delivery

Carrie Rainey, RLA
Urban Designer
Department of Neighborhood Development Services
Charlottesville, VA 22903

RE: 1011 E. Jefferson Street – Proposed Mixed Use Building

Dear Ms. Rainey:

On behalf of our client, Jefferson Medical Building Partnership (the “Applicant”), the owners and developers of the property located at 1011 E. Jefferson Street (the “Property”), we are enclosing updated materials in connection with the proposed mixed use building (the “Project”) and the special use permit application that was previously submitted in connection with the Property. In connection with the Project, we enclose the following documents:

Exhibit A	Compliance with General Standards for Issuance of a Special Use Permit
Exhibit B	Comprehensive Plan Goals Summary
Exhibit C	Conceptual Plan
Exhibit D	Suggested Conditions of Approval
Exhibit E	Building Renderings: Updated Design February 2017
Exhibit F	Building Renderings: June 22, 2016 Submittal Package
Exhibit G	Summary Memo of Traffic Study and Trip Generation Tables
Exhibit H	Traffic Study: September 2016
Exhibit I	Trip Generation Tables for Mixed Use: February 2017

We would like to highlight that our Traffic Study was supplemented in February 2017 from our previous proposal to account for the proposed inclusion of up to 10,000 square feet of commercial space along 10th Street (See Exhibit I). At the Planning Commission public hearing, there were several comments made expressing skepticism for the Traffic Study’s conclusions. While we appreciate and respect any sensitivity to traffic congestion, we ask that City Council and the public recognize the fact that the Traffic Study was conducted by licensed traffic engineers who specialize solely in traffic analysis. These professionally trained engineers with decades of experience in the field, in combination with City staff, have confirmed the accuracy and reliability of the Traffic Study.

We would also like to highlight how we believe the Project is consistent with the City’s Comprehensive Plan, as most strongly evidenced by the following quote from the Housing Section of the City’s Comprehensive Plan:

“The equality and diversity of the City of Charlottesville’s housing stock creates the basis for viable neighborhoods and a thriving community. In order to be a truly world class city, Charlottesville must provide sufficient housing options to ensure safe, appealing, environmentally sustainable and affordable housing for all population segments and income levels, including middle income. Consequently, City neighborhoods will feature a variety of housing types, housing sizes and incomes all within convenient walking, biking or transit distances of enhanced

community amenities that include mixed use, barrier free, higher density, pedestrian and transit-oriented housing at employment and cultural centers connected to facilities, parks, trails, and services.”

With these highlights in mind, the Applicant requests the approval of a special use permit to allow an increase in the density at the Property, as permitted by Section 34-480 of the City Zoning Ordinance. The applicant proposes to increase the density from 21 dwelling units per acre (“DUA”) to a maximum of 87 DUA; on the 1.45 acre site, up to 126 units would be allowed, including mid-range and affordable units.

The special use permit process provides the ability to work collaboratively with City staff and the surrounding community to create a project that is far superior to what is allowed by-right in the B-1 zoning district. In this case, the special use permit application process encouraged community collaboration and led to an evolution in the building’s design. The result is a reduction in overall building mass, and a well-articulated building that steps down in height and transitions appropriately towards the nearby lower density areas of the Little High Neighborhood. The lower height of the building along 11th Street was a specific suggestion of the Little High Street Neighborhood Association. The process has also led to a greater level of architectural detailing than originally proposed, a proven reduction in traffic, more activation of the streetscape and extensive pedestrian enhancements.

The 1.45 acre Property has frontages on 10th Street, East Jefferson Street and 11th Street and is located in a B-1 zoning district. Parcels immediately adjacent to the site are zoned North Downtown Mixed Use zoning on two sides of the Property and B-1 on the other two sides. The Property is surrounded entirely by commercial uses and commercially and mixed used zoned land. The Property is located just blocks off the Downtown Mall within easy walking distance of shops, restaurants, entertainment venues, and community facilities such as City Hall and the Jefferson Madison Regional Library. Also within walking distance are over 3,000 jobs including numerous major employment centers of the City, such as the CFA Institute, Lexis Nexis, Merkel (formerly Rimm-Kauffman Group), Apex Clean Energy, Worldstrides, The City of Charlottesville, Silverchair, Willow Tree Apps, HemoShear, Manchester Capital Management, Vibethink, Ting, Coronal Development Services, Quantitative Investment Management, S + P Global Market Intelligence, Red Light Management and many others. These employers are working to attract young professionals, many of whom desire to live in the downtown area. At the same time, the City has the goal of attracting even more innovative companies. Such companies insist on downtown locations and housing opportunities within walking and biking distance for their employees. As Tom Murphy, the former Mayor of Pittsburgh, stated in his remarks at the recent Urban Land Institute program on *Stimulating Entrepreneurial Culture Through Public Private Partnerships*, it is important for the City to figure out “how to keep the next Mark Zuckerberg from graduating from UVA and then leaving town.”

The Applicant proposes to replace the existing suburban style two story medical office structure and associated surface parking areas. The medical office building was constructed in 1972 and has outlived its use for medical offices; due to significant changes in the way that health care is now delivered, including the need for larger exam rooms, integrated technology, additional equipment, and new building standards.

DENSITY AND AFFORDABLE HOUSING OPTIONS

Additional housing, and specifically multifamily housing near downtown, is essential to the continued success of our City. As determined by the City’s recent *Comprehensive Housing Analysis and Policy Recommendations - Affordable and Workforce Housing*, prepared by Robert Charles Lesser & Co. Real Estate Advisors, dated January 13, 2016, there is “a strong rental market in Charlottesville that suggests an unmet demand in the City.” (p. 10). The analysis further notes the following:

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- “Young Singles and Couples are the only key market segment identified in the matrix that primarily rent their homes, and a lack of available rental product has likely limited their ability to obtain housing in the City. This market segment could be much larger if desirable housing was available.” (p. 16)

By allowing a density of 87 dwellings per acre, City Council can encourage mid-range and affordable housing in the area where it is needed most, close to services and employment. Otherwise, by-right densities ensure that only luxury condominiums or 4 bedroom student housing units will be built near downtown, and housing costs will continue to rise. In fact, density as currently defined by the Zoning Ordinance, without reference to number of bedrooms, is meaningless as a tool to evaluate for smaller, more affordable units. For example, a by right project containing four bedroom units on this site yields a maximum of 120 bedrooms. A project with 87 dwelling units on this same site could yield 126 one bedroom units, or 126 bedrooms. Thus, the highest density possible for B-1 district can be equivalent to a by-right project, the only difference being that smaller one bedroom units are provided.

Local regulations treat a one bedroom dwelling unit the same as a four bedroom dwelling unit in how density is defined, the impact of the one bedroom unit is much less than a four bedroom unit. By only focusing on the density of units, rather than the more logical density of bedrooms, projects with smaller, more affordable units have a higher unit density, and are perceived as a negative by nearby neighborhoods, even though the actual impacts of the project are far less than a similar low density project with larger units and more bedrooms. This results in discrimination against these smaller, more affordable units, and is in direct conflict with the City’s affordable housing goals expressed in the 2013 Comprehensive Plan.

Although the Applicant is requesting a density of up to 87 DUA, the Special Use Permit request includes a condition limiting the development to a maximum of 180 bedrooms in a mixture of one and two bedroom units, or only 60 more bedrooms than permitted in the by-right scenario. A healthy unit mix of smaller apartments near downtown that target young professionals, as proposed for 1011 East Jefferson, means the City is gaining an exceptional development that directly addresses the needs identified in the City’s 2016 Housing Study. In addition, the Project will be one of the first to provide actual affordable housing units near downtown. The Project will benefit the community and implement the goals of the comprehensive plan to establish mixed-income housing within convenient walking, biking and transit distances of business districts, the downtown mall, and shopping areas.

Given that the massing, height and uses of the building are allowed as of right by the Zoning Ordinance, this Special Use Permit application concerns a question of impacts specifically associated with the additional residential units requested. The submittal materials attached, including a full traffic study and memo summarizing the traffic study and with trip generation figure alternatives that account for the proposed flex space, clearly demonstrates there is no substantive traffic impact from the additional units or the development as a whole.

TRANSITION OF FORM AND USE

The Zoning Ordinance defines the intent of the B-1 district as follows,

The B-1 business district is established to provide for service-type businesses and office uses of a limited size, which are open primarily during daytime hours. The intent of the B-1 regulations is to provide a transitional district between residential areas and other commercial areas of the city.

1011 East Jefferson Street is a logical transition point from surrounding commercial properties to the west (including the Downtown Mall) and low density residential to the east, as envisioned by the purpose and intent of the B-1 zoning district stated above. The Property is immediately buffered by a mix of commercial uses and zoning; it is not adjacent to any properties zoned low density residential. Instead, the site is located along the corridor of 10th Street NE, in an area primarily zoned Downtown North Mixed Use.

The proposed mixed use development consists of all one and two bedroom residential units over hidden subsurface parking with up to 10,000 square feet of 'flex space' in the ground floor along the 10th Street frontage that can be used as either commercial or residential uses. The Applicant feels strongly that a commercial use is appropriate along 10th Street, and would be an enhancement to the proposed residences. The community has also expressed support for commercial space at this location. Unfortunately many of the uses that would be most welcomed and beneficial to the neighborhood, such as a coffee shop or deli, are not currently allowed within the B-1 zoning district, so flexibility of use is necessary until the zoning ordinance allows such uses in the B-1 district. The Project will remain entirely residential along the 11th Street frontage, matching the residential character of the neighborhood beyond.

Also in consideration of the character of the neighborhood beyond 11th street, this submittal includes a significant reduction to the proposed building height along 11th Street, recognizing the desire of nearby residents to have a smaller massing and less intense uses on this more residential side of the Project. In fact, the building height for the half of the building closest to the neighborhood is 33 feet tall, which is actually less than the 35 height maximum for low density residential districts. The exterior of the building will consist primarily of brick, and is designed to match the scale and pattern of existing neighborhood structures along East Jefferson Street with two story townhouse style units. After the first two stories, the proposed building will significantly step back from the street. Thus, the perception of the overall building mass is reduced and the form of the building mirrors that of smaller scale residential uses. Architectural renderings of the building (both older designs and updated design) in context are included with this submittal (See Exhibits E & F).

The Project is also designed to enhance the overall pedestrian experience through improvements to the streetscape such as street trees, low sitting walls, pedestrian bulb-outs and crosswalks, outdoor meeting areas and plazas, as well as additional landscaping around the building. In addition, this site is one of the first developments to incorporate guidelines from the newly adopted Streets that Work Plan. Moreover, the Applicant is providing an abundance of garage parking spaces to accommodate all the residential and guest parking for the building, leaving on-street parking spaces available for the adjacent properties.

UPDATED CONCEPT PLAN AND PROJECT DESIGN

The Special Use Permit request for 1011 East Jefferson Street has been under review by the City for approximately one year. During that time, the Applicant has worked closely with staff and community members, resulting in a Project that has been redesigned twice, with significant changes each time meant to address community input and create the best design for this specific site. The Applicant has hosted large community meetings, as well as attending several smaller meetings with the Little High Neighborhood Association and other property owners in the area. Following these meetings, the Applicant has made significant revisions to the building design and concept plan, including the following:

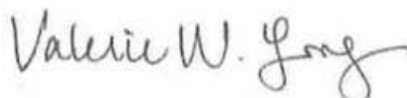
1. Reduction of building massing to be 40% smaller than the by-right massing through extensive setbacks and by stepping back the upper floors of the building.
2. Reduction of the building footprint by adding an on-site alley on the north side of the parcel to better accommodate residents accessing and leaving the site, in response to the community's concerns regarding the original proposal having only a single entrance and exit onto 11th Street. The alley provides sufficient space for vehicles to queue up on site rather than blocking traffic along 11 Street.
3. Addition of townhouse style units that will have front doors with direct pedestrian access from East Jefferson Street and 11th Street, which will help activate the streetscape and create a better sense of place. Careful articulation along East Jefferson Street to directly relate to the existing buildings on the other side of the street.
4. The newly designed building that steps down towards 11th Street reduces the perceived mass by creating the appearance of two separate buildings with a central courtyard. Reduction of the height of the building along 11th Street to 33 feet, meaning this part of the project is shorter than the 35 foot height maximum in the R-1 zoning district.
5. Addition of streetscape elements along East Jefferson, 10th Street, and 11th Streets to improve the streetscape, including front porches, low sitting walls, outdoor meeting areas and plazas.
6. The two parking levels are now entirely below-grade and thus not visible.
7. Addition of solar panels to help offset the electrical usage within the common areas of the building.
8. Inclusion of 10,000 square feet of Commercial/Residential "flex space" along 10th Street, which will be commercial space if the Zoning Ordinance is amended to permit coffee shops, delis, and similar uses desired by the neighbors.
9. A voluntary traffic study was completed to confirm that the Project will not create traffic impacts. The City Staff have confirmed that the study demonstrates that the Project will reduce traffic from the existing condition; Trip generation figures for a Mixed Use development show no impacts to traffic or function of intersections. Detailed information, including the Traffic Study and Summary memo are attached. (See Exhibits G, H & I)

The proposed redevelopment of 1011 East Jefferson Street and the requested Special Use Permit provide a custom solution for the redevelopment of this Property without creating any adverse impacts, and that reduces the vehicle trips compared to the existing use or a by-right development. The Project adds

affordable and mid-range housing options close to downtown, and supports numerous goals of the City's Comprehensive Plan, as detailed in the attached Comprehensive Plan summary document. In this case, the Special Use Permit is more beneficial to the community and much less impactful than the by-right massing and many of the by-right uses allowed. The Property serves as a good transition, both in use and massing, between residential housing to the east and office/commercial uses to the west. For more detailed information, please review the attached documents.

We appreciate your consideration of this request, and would be happy to address any questions or comments you may have about the Project. Please feel free to contact me if I can be of assistance.

Sincerely,



Valerie W. Long

Attachments

Exhibit A	General Standards for Issuance of a Special Use Permit
Exhibit B	Comprehensive Plan Goals Summary
Exhibit C	Conceptual Plan
Exhibit D	Suggested Conditions
Exhibit E	Building Renderings: Updated Design February 2017
Exhibit F	Building Renderings: June 22, 2016 Submittal Package
Exhibit G	Summary Memo of Traffic Study and Trip Generation Tables
Exhibit H	Traffic Study: September 2016
Exhibit I	Trip Generation Tables for Mixed Use: February 2017

cc: Jefferson Medical Building Partnership

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