



DANVILLE PLANNING COMMISSION REGULAR MEETING AGENDA

4TH FLOOR CONFERENCE ROOM

January 9, 2023

3:00 PM

I. WELCOME AND CALL TO ORDER

II. ROLL CALL

III. ELECTION OF OFFICERS

PUBLIC HEARING ITEMS

1. Rezoning Application PZ22-222 PAM, Inc. has requested to rezone Parcel #73039 from PS-C Planned Shopping Center Commercial to M-R Multifamily Residential
2. Request PZ22-258 to amend Chapter 41 entitled "Zoning Ordinance" of the City of Danville 1986 as amended. Specifically, amend Article 3.B Section A, Article 3.C Section A, Article 3.D Section A, Article 3.E Section A, Article 3.F Section I, Article 3.G Section I, Article 3.H Section I, to allow a waiver of curb and gutter requirements to be approved by the Zoning Administrator.
3. Request PZ22-259 to amend Chapter 35 entitled "Subdivision Ordinance" of the City of Danville, 1986 as amended. Specifically amend Article 4.B. Section H to allow a waiver of curb and gutter requirements to be approved by the Zoning Administrator.

V. PLANNING DIRECTOR'S REPORT

VI. APPROVAL OF MINUTES FROM DECEMBER 12, 2022

VII. ADJOURNMENT



City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

STAFF REPORT

DATE: January 9, 2022
TO: Planning Commission
FROM: Renee Burton, Planning Division Director
RE: REZONING APPLICATION – PARCEL 73039

Rezoning Application PZ22-00222 PAM, Inc has requested to rezone Parcel # 73039 from PS-C Planned Shopping Center Commercial to M-R Multifamily Residential.

BACKGROUND

The subject property is 16.57 acres of undeveloped property located on Churchview Drive. Churchview Drive runs through the subject property to allow access to the Stratford Tennis Club. Bordering the subject property to the west is multifamily zoning and development, to the south is Piney Forest Road and to the east is additional undeveloped land.

STAFF ANALYSIS AND RECOMMENDATION

The property is not currently served by public utilities. Development of the property would require extensions of water, gas and sewer lines. An estimate from the Utilities Department is that approximately 520' of pipe would need to be extended for water and approximately 620' of pipe for gas. The sewer connection will be determined by its placement. There is currently sewer available at the rear of the property and along Piney Forest Road.

There are no development plans currently. The applicant would like to achieve multifamily classification prior to the expenditure of drawing development plans.

Development of the subject property with multifamily development is in character with the surrounding properties. The 2030 Comprehensive Land Use Plan identifies the area as Mixed Use.

The Planning Division recommends that City Planning Commission recommend approval of Rezoning Application PZ22-00222 to City Council. The City of Danville is currently experiencing a housing deficit. The development of multifamily dwelling units on the subject property should help address this need.

CITY PLANNING COMMISSION ALTERNATIVE ACTIONS

- Recommend continuation to a future meeting.
- Recommend approval as submitted.
- Recommend approval with conditions determined by the Planning Commission.
- Recommend denial.

ATTACHMENTS

- ✓ Application
- ✓ Data Sheet
- ✓ Zoning Map
- ✓ Property Ownership Map
- ✓ Future Land Use Map

RECEIVED BY:

DATE FILED:

PLANNING COMMISSION DATE:

CITY COUNCIL DATE:

INFORMATION TO BE PROVIDED BY THE APPLICANT

Exact legal description of property (Attach if insufficient space). Parcel ID# 73039

Gross Area/Net Area: 16.57 Acres Property Address: Churchview Drive

Property Location: N S E (W) Side of:

Between: Pineview Drive and Parker Road

Proffered Conditions (if any, please attach):

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

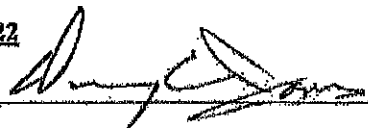
1. NAME: PAM, Inc. TELEPHONE: 434-797-2332

MAILING ADDRESS:

479 Piney Forest Road,
Danville, VA 24540

SIGNATURE:

DATE: 10/06/2022

SIGNATURE: 

DATE: 10-6-22

EMAIL ADDRESS: brian.wilson@cbhegroup.com

APPLICANT (PLEASE TYPE OR PRINT):

If the applicant is not the property owner, written authorization from the property owner must accompany this application.

NAME: _____ TELEPHONE: _____

MAILING ADDRESS: _____

EMAIL ADDRESS: _____

SIGNATURE: _____ DATE: _____

EXPLANATION OF REQUEST:

1. NEW COMMERCIAL/INDUSTRIAL DEVELOPMENT:

Please provide ten (10) sets, blue or black line copies, of a final site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.

- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

2. ALTERATION OF ZONING BOUNDARIES:

Please provide a survey of proposed Zoning boundaries.

Please provide a brief description of the request:

3. RESIDENTIAL REZONING:

Please provide a brief description of the request:

Rezone from PSC to M-R

REZONING DATA SHEET PZ22-222

PUBLIC HEARING DATE: JANUARY 9, 2023
PLANNING COMMISSION AT 3:00 PM

LOCATION OF PROPERTY: CHURCHVIEW DRIVE (PARCEL ID 73039)

PRESENT ZONE: PS-C PLANNED SHOPPING CENTER COMMERCIAL

PROPOSED ZONE: M-R MULTIFAMILY RESIDENTIAL

ACTION REQUESTED: REZONING FROM PS-C TO M-R

PRESENT USE OF PROPERTY: NOT DEVELOPED

PROPOSED USE OF PROPERTY: NONE PROPOSED

FUTURE LAND USE DESIGNATION: MIXED USE

PROPERTY OWNER (S): PAM INC

NAME OF APPLICANT (S): PAM INC

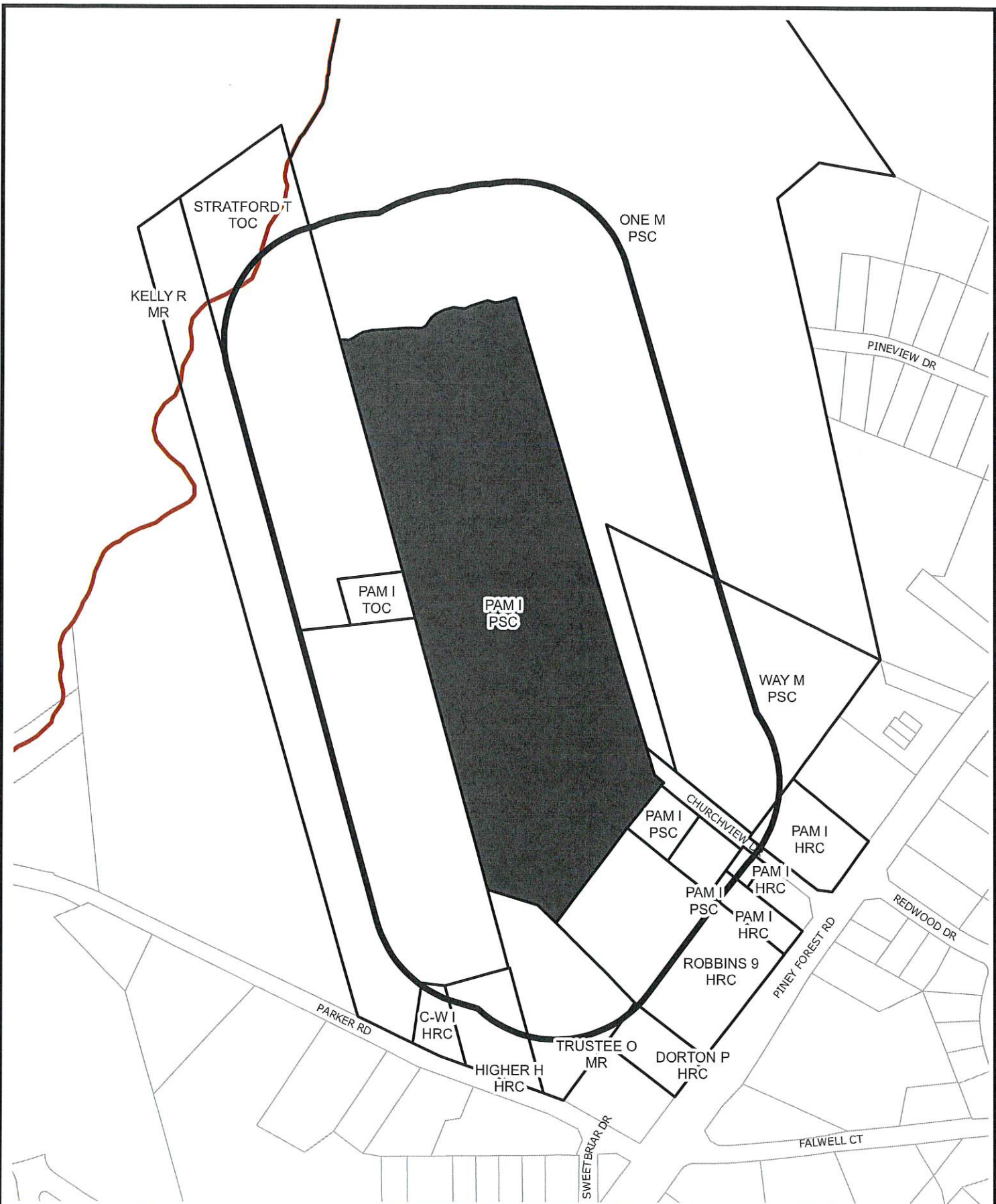
PROPERTY BORDERED BY: COMMERCIAL TO NORTH, WEST, AND EAST;
RESIDENTIAL TO SOUTH/SOUTHWEST,

ACREAGE: 16.38 ACRES TOTAL

CHARACTER OF VICINITY: COMMERCIAL

INGRESS AND EGRESS: CHURCHVIEW DRIVE

TRAFFIC VOLUME: LOW



SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY


 Prepared by:
 Planning Division
 11/14/2022

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

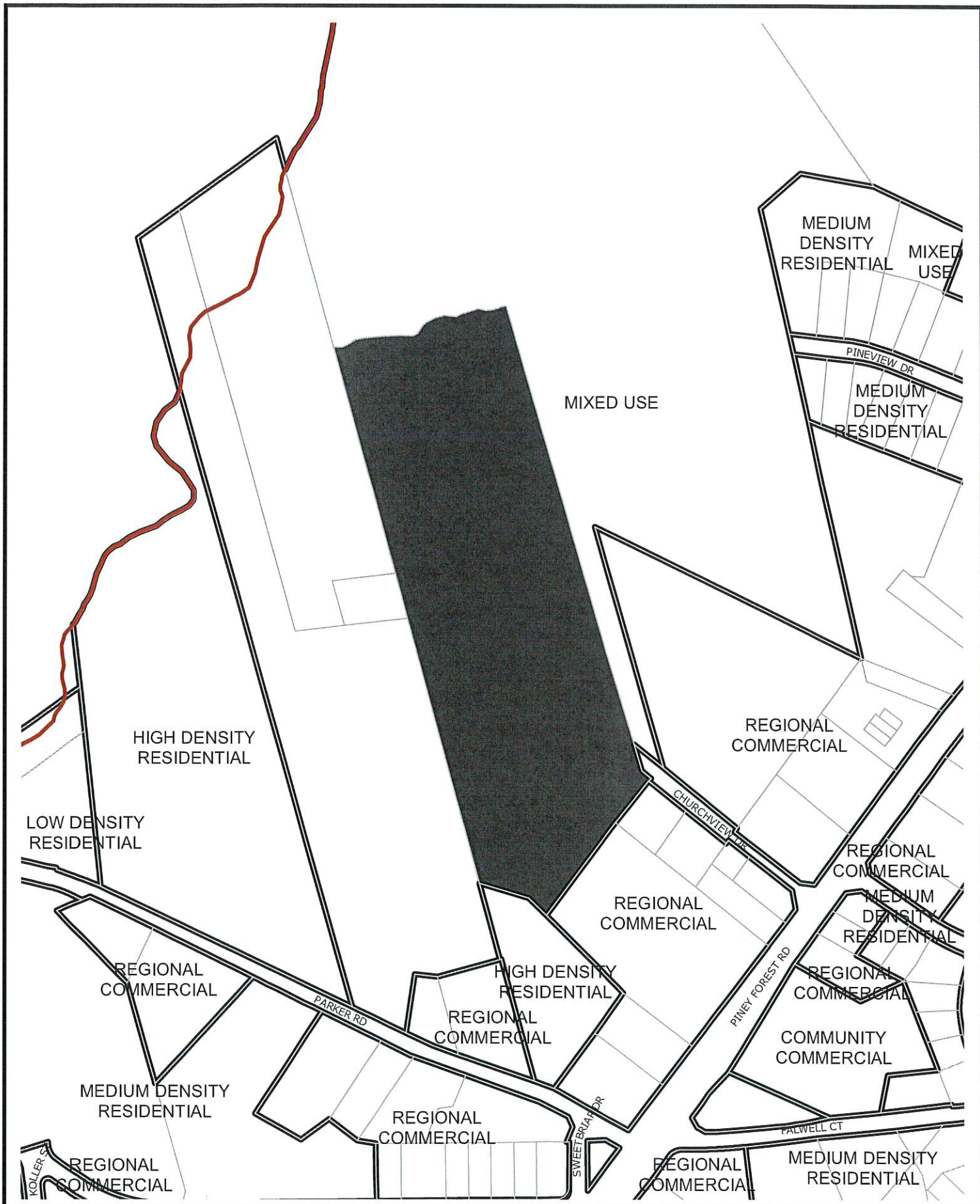


2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY



Prepared by:
Planning Division
11/14/2022

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.



YEAR 2030 LAND USE PLAN FOR AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
11/14/2022

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

Burton, Renee

From: Brian Wilson <brian.wilson@chhcgroup.com>
Sent: Wednesday, November 16, 2022 11:03 AM
To: Burton, Renee
Subject: Zoning Request

CAUTION: This email originated outside the City of Danville's email system.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Burton,

Please accept this official request to postpone the zoning request for PAM, Inc. scheduled for the upcoming session. We are still working on information pertaining to this request and we will need some additional time to complete our work.

Respectfully,

Brian P. Wilson

Brian P. Wilson, RCP



City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

STAFF REPORT

DATE: January 9, 2023
TO: Planning Commission
FROM: Renee Burton, Planning Division Director
RE: CODE AMENDMENT APPLICATION

Request PZ22-258 to amend Chapter 41 entitled "Zoning Ordinance" of the City of Danville, 1986 as amended. Specifically amend Article 3.B Section A, Article 3.C Section A, Article 3.D Section A, Article 3.E Section A, Article 3.F Section I, Article 3.G Section I, Article 3.H Section I, to remove requirement of curb and gutter on all new public roads.

BACKGROUND

The absence of curb and gutter in street development has been recognized as a best management practice for stormwater management. Curb and gutter construction on roadways are designed to collect and direct the path of stormwater from the street. However, it has been determined that this collection of water in curb and gutters may serve as a collector of pollutants and debris. Using green alternatives may reduce pollutants and create a more effective solution to roadway runoff.

In multiple zoning classifications, it is stated that the installation of curb and gutter is necessary for public road construction. Staff acknowledges this is an outdated practice required within the Zoning Code and requests approval of a Code Amendment to remove it from the Zoning Code. Elimination of the requirement for curb and gutter allows the City and future developers the option to practice alternative means of stormwater management that are recognized as best management practices for stormwater.

More information and alternatives for stormwater management can be found in the EPA literature attached to this report "Eliminating Curbs and Gutters".

STAFF ANALYSIS AND RECOMMENDATION

Staff has reviewed the City of Danville Zoning Code and has identified seven (7) zoning classifications that require curb and gutter with the construction of new public roadways. Staff recommends the mention of curb and gutter be removed from the Zoning Code as presented below (words to be removed are stricken through) and replaced with language that assures best stormwater management practices (words to be added are in italics).

ARTICLE 3.B: - T-R, THRESHOLD RESIDENTIAL DISTRICT

A. - Purpose and Intent.

The T-R, Threshold Residential District is created to provide for single family detached residences at relatively low densities which are compatible with the Comprehensive Plan's goals for large lot residential development in selected locations in Danville. The average density of two units per net acre establishes the T-R District as the City's second lowest density district for detached residences. The T-R District shall require public water

and sewer service, public streets, and pedestrian trails or sidewalks as minimum subdivision improvements. Recognizing prevailing storm drainage deficiencies in and around the City, all new public roads in the T-R District shall be constructed with a curb and gutter or other storm drainage water conveyance system equivalent in performance and function and shall include Best Management Practices and stormwater management facilities.

ARTICLE 3.C: - S-R, SUBURBAN RESIDENTIAL DISTRICT (Single Family Residential District)

A. - Purpose and Intent.

The S-R, Suburban Residential District is created to provide for single family detached residences at subdivision densities which are compatible with the Comprehensive Plan's goals for traditional suburban-scaled residential development in Danville. The average density of three units per acre establishes the S-R District as the City's medium density district for detached residences. The S-R district shall require public water and sewer service, public streets, and sidewalks as minimum subdivision improvements. Recognizing prevailing storm water drainage deficiencies in and around the City, new subdivisions shall be constructed with a curb and gutter or other storm drainage water conveyance system equivalent in performance and function and shall include Best Management Practices and stormwater management facilities.

ARTICLE 3.D: - NT-R, NEO-TRADITIONAL RESIDENTIAL DISTRICT

A. - Purpose and Intent.

The NT-R, Neo-Traditional Residential District implements the "smart growth" residential neighborhood design strategies that have been successfully introduced to numerous American towns and cities in recent years. Invoking the popular "new urbanism" theories of residential development, the NT-R District promotes well planned, by-right single family subdivisions at higher densities and in much more compact configurations than Danville's other conventional residential districts. The subdivision are intended to be implemented at locations which have been recognized in designated. Planning Areas and which are designed to fulfill the Comprehensive Plan's goals for encouraging:

1. The development of affordable housing;
2. The implementation of cost-effective and sustainable neighborhoods;
3. The efficient use of suitable vacant, infill, and redevelopment real estate;
4. The reduction of residents' dependency on the automobile for urban lifestyles;
5. The preservation of sensitive environmental features;
6. The employment of energy conservation measures in site and building design; and
7. The incorporation of open spaces, parks, and community activity areas.

The highly selective application of the NT-R District is to be applied to new single family residential subdivisions on tracts of five acres or greater, with the intent and objectives of:

- Encouraging an expanded supply of affordable detached housing;
- Creating residential architecture with attractive character and variety;
- Promoting human-scaled and harmonious neighborhoods;
- Increasing neighborhood interaction, community spirit, security, and safety;
- Creating pedestrian-friendly neighborhood circulation systems;
- Employing street systems which reduce through movements and promote "calming";
- Stimulating the application traditional neighborhood design concepts;
- Providing suitable landscaped open space and active recreation areas;
- Conserving areas of significant vegetation and sensitive ecological characteristics; and
- Reducing social barriers between poverty and affluence vis a vis the "gated community."

The average net residential density of five (5.0) to seven (7.0) units per acre establishes this district as the highest density district in Danville for single family detached residences. In instances where this district is to be applied, locational criteria must be integrated into the rezoning amendment to ensure that the subdivision is to be: (a) developed in a traditional urban grid arrangement, (b) located within close proximity to schools, churches, public facilities and neighborhood shopping opportunities, (c) served by public transit, urban

infrastructure, sidewalks, private alleys and public streets equipped with ~~and curb and gutter~~ and adequate storm water drainage, (d) incorporates a sufficient allocation of on-site amenities to complement the subdivision density, and (e) subject to general development plan approval.

ARTICLE 3.E: - OT-R, OLD TOWN RESIDENTIAL DISTRICT (Urban Areas Single Family Residential District)

A. - Purpose and Intent.

The OT-R, Old Town Residential District provides for single family residences which are compatible with the Comprehensive Plan's goals for harmonious new development, redevelopment, adaptive reuse, and revitalization in and around existing, older urban residential neighborhoods in Danville. The principle objective of the OT-R District is to maintain, reinforce and enhance the "sense of neighborhood" which exists in some of the best examples of the City's historic downtown residential areas and to promote new residential development of compatible scale, historic character and architectural massing. The average density of five (5.0) units per acre establishes this district as one encompassing a reasonably high density for single family detached, two family, and duplex residences served by public water and sewer, public streets with ~~curb and gutter~~, adequate drainage systems, street lighting, and sidewalks.

ARTICLE 3.F: - A-R, ATTACHED RESIDENTIAL DISTRICT (Townhouse and Attached Residential District)

I. - Additional Regulations.

3. Private Travelways, Combined Travelways with Parking Bays and General Access:

A. All dwellings shall have access to a private travelway providing for two-way traffic on twelve (12) foot travel lanes with a combined minimum width of 24 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), within a minimum twelve (12) foot private access easement of sufficient width to incorporate travel lanes, parking bays, and community sidewalks, and to be recorded with the subdivision plat.

B. Travelways combined with single-loaded perpendicular parking bays shall be a minimum width of 42 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), 18 feet of which shall be allocated to and striped for parking. Travelways combined with double loaded perpendicular parking bays shall maintain a minimum width of 60 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), with 18 feet allocated to the depth of each parking bay space.

C. Private travelways and combined travelways with parking bays shall be constructed to geometric and pavement design standards as specified by the City's Design and Construction Standards manual, as revised.

D. All travelways and parking bays shall be constructed with ~~VDOT CG-6 or approved equivalent curb and gutter~~ a storm water conveyance system.

E. No on-street perpendicular parking may be established within a public right-of-way on a public street for access to an attached dwelling.

ARTICLE 3.G: - M-R, MULTIFAMILY RESIDENTIAL DISTRICT (Multifamily Residential District)

I. - Additional Regulations

3. Private Travelways, Combined Travelways with Parking Bays and General Access:

A. All dwellings shall have access to a private travelway providing for two-way traffic on twelve (12) foot travel lanes with a combined minimum width of 24 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), within a minimum twelve (12) foot private access easement of sufficient width to incorporate travel lanes, parking bays, and community sidewalks, and to be recorded with the subdivision plat.

B. Travelways combined with single-loaded perpendicular parking bays shall be a minimum width of 42 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), 18 feet of which shall be allocated to and striped for parking. Travelways combined with double loaded perpendicular parking bays shall maintain a minimum width of 60 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~), with 18 feet allocated to the depth of each parking bay space.

C. Private travelways and combined travelways with parking bays shall be constructed to geometric and pavement design standards as specified by the City's Design and Construction Standards manual, as revised.

D. All travelways and parking bays shall be constructed with ~~VDOT CG-6 or approved equivalent curb and gutter~~ a storm water conveyance system.

E. No on-street perpendicular parking may be established within a public right-of-way on a public street for access to an attached dwelling.

ARTICLE 3.H: - MHP-R, MANUFACTURED HOME PARK RESIDENTIAL DISTRICT (Manufactured Home Park District).

I. - Additional Regulations

3. Private Travelways, Travelways with Parking Bays, and General Access:

A. Mobile and manufactured home dwellings shall have access to a private street with a minimum width of 22 feet (~~curb to curb edge of pavement to edge of pavement, excluding shoulders~~) contained within a platted, minimum private access easement of sufficient width to contain the travelway, adjacent sidewalks or trails, utility easements, and common area landscaping.

B. Private streets and travelways with parking bays shall be constructed to geometric and pavement design standards as specified by the City's Design and Construction Standards manual.

C. Travelways and parking bays shall have ~~CG-6 or equivalent curb and gutter~~ a storm water conveyance system.

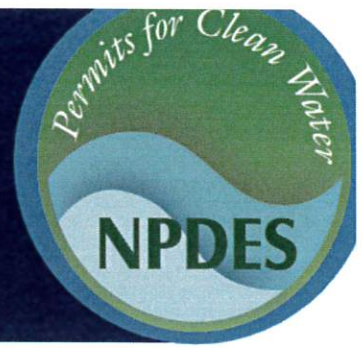
CITY PLANNING COMMISSION ALTERNATIVE ACTIONS

- Recommend continuation to a future meeting.
- Recommend approval.
- Recommend denial.



Stormwater Best Management Practice

Eliminating Curbs and Gutters



Minimum Measure: Post Construction Stormwater Management in New Development and Redevelopment

Subcategory: Innovative Practices for Site Plans

Description

Curbs and gutters quickly convey stormwater from the street to the storm drain and, ultimately, to a local receiving water. Consequently, they remove little to no stormwater pollutants. Instead, curbs often trap deposited pollutants in between storms that are washed away during the next storm.

Green infrastructure alternatives to curbs and gutters exist that—in addition to conveying stormwater—can address some of the problems associated with curbs and gutters. These alternatives include grassed swales, vegetated bioswales, bioretention systems or rain gardens, tree boxes and permeable pavement; all of these can provide a range of additional benefits, including stormwater discharge reduction, pollutant removal and enhanced curb appeal (Harris, 2013; Ruby & Gillespie, n.d.; U.S. EPA, 2007). Often, a community can best implement these practices as part of a larger Green Streets program.

Many communities require curbs and gutters as standard elements of road sections. Traditionally, the alternative to curbs and gutters has been grassed swales. In some cases, localities would need to revise current local road and drainage regulations to promote greater use of green infrastructure alternatives in lieu of curbs and gutters.

Applicability

Alternatives to curbs and gutters vary according to site or neighborhood conditions. Alternatives that need more space, such as grassed or vegetated swales, are more suitable in low- and medium-density residential zones where the soils, slope and housing density may accommodate them. Developers can overcome space limitations, to an extent, if they implement swales in conjunction with narrower streets or alternative street designs and patterns. For applications in higher-density residential, commercial or industrial areas that require curbs for parking purposes, developers can use regularly spaced curb cuts to direct small accumulations of



Curb cuts that drain to green infrastructure practices can be used as an alternative to traditional curbs and gutters

Credit: Photo by Center for Neighborhood Technology on Flickr (Creative Commons license)

stormwater to compact practices such as bioretention practices or tree boxes. Examples of successful curb cut applications appear in the City of Mesa's *Low Impact Development Toolkit* as well as the California Water Boards' guidance for low impact development projects.

Siting and Design Considerations

Several factors—not just the space constraints mentioned above—determine whether eliminating curbs and gutters is appropriate and which green infrastructure alternative practices best suit a particular site.

The following fact sheets provide more detailed siting and design considerations for suitable green infrastructure alternatives to curbs and gutters:

- Grassed Swales
- Bioretention (Rain Gardens)
- Permeable Pavements
- Site Design and Planning Strategies
- Right-Sized Residential Streets

Development density. Practices such as grassed swales are often difficult to use when development density increases above four dwelling units per acre because the number of driveway culverts increases and the swale essentially becomes a broken-pipe system. In higher-density areas, other practices such as permeable pavement or tree boxes may be more appropriate.

Contributing drainage area. Most green infrastructure practices are for small or “micro” applications, not large drainage areas. For any individual green infrastructure practice serving as an alternative to curbs and gutters, where drainage areas are mostly—if not all—impervious, the drainage area should generally be smaller than 0.5 acres. In many cases, drainage areas less than 0.1 acres may be best.

Soils. Hydrologic soil groups A and B are most suitable for practices with an infiltration component. For hydrologic soil groups C and D, engineers may need to design practices with an underdrain to minimize the ponding of water.

Limitations

A number of real and perceived limitations hinder the use of green infrastructure alternatives to curbs and gutters:

- **Snowplow operations can be more difficult without a defined road edge.** However, roadside swales can offer more room for snow storage at the road edge; thus, smaller snowplows may be adequate. Communities may also mark the road edge using poles to help guide snowplow operators.
- A pavement edge along a swale or pervious area can experience more cracking and structural failure, increasing maintenance costs. Developers can alleviate the potential for pavement failure at the road/grass interface by “hardening” the interface with grass pavers, permeable concrete or geo-synthetics placed beneath the grass. Other options include placing a low-rising concrete strip along the pavement edge.
- **Local code can require the use of curbs and gutters.** Communities can consider initiating a local site-planning round table to change some of these regulations, starting with a collective effort to review local codes to promote better site design. The

following resources may be helpful in addressing and overcoming barriers to implementation:

- *Tackling Barriers to Green Infrastructure: An Audit of Local Codes and Ordinances*
- *Green Infrastructure Opportunities and Barriers in the Greater Los Angeles Region*
- *Barriers and Gateways to Green Infrastructure*
- EPA's Water Quality Scorecard

Maintenance Considerations

Curbs and gutters generally require little maintenance aside from regular street cleaning and debris removal. Communities can remove accumulated pollutants in curbs and gutters using **street sweepers**. Maintenance requirements for vegetated roadside practices are different and can be more demanding depending on the type of practice. Practices with grass, such as swales or open pervious areas, require mowing during the growing season, while vegetated systems such as bioretention practices require periodic trimming and debris removal. In addition, it may be necessary to remove sediment deposits from the bottom of the roadside practice if clogging becomes a concern.

Effectiveness

Replacing curbs and gutters with green infrastructure practices can decrease peak flow rates and total discharge of stormwater and can provide enhanced pollutant removal in some cases. Developers can enhance the effectiveness of these approaches by implementing them within a comprehensive **Green Streets** design. EPA's **Green Streets handbook** provides guidance on how to design and implement an effective Green Streets program. A groundbreaking project in Seattle, Washington, dubbed the **Street Edge Alternatives**, incorporated vegetated swales, bioretention cells and narrower streets without curbs within a single neighborhood to reduce stormwater discharge and enhance infiltration. Compared to a conventional curb and gutter system, the project reduced the volume of stormwater discharge by 99 percent and reduced peak flows to pre-developed rates. There are additional examples of successful projects that eliminated curbs and gutters in the EPA report *Reducing Stormwater Costs through Low Impact Development (LID) Strategies and Practices*.

Cost Considerations¹

The cost of curbs and gutters ranges from about \$20 to \$40 per linear foot (RS Means, 2019). This standalone cost is often used to justify the cost-effectiveness of this traditional approach. However, this cost does not include drainage pipes or downstream stormwater controls necessary to treat stormwater discharge that is generated by this practice. Especially for new development projects, a comprehensive comparison of all relevant costs of traditional curbs and gutters and alternative practices is necessary to provide a more accurate evaluation of cost-effectiveness. In many cases, sound design using green infrastructure can offer cost savings compared to traditional curb and gutter approaches. In the case of Seattle's Street Edge Alternatives, which incorporated bioretention and other

green infrastructure alongside curbless streets, the total cost was approximately \$1 million, compared to an estimated cost of \$1.3 million for a conventional curb and gutter approach. Moreover, at a total project length of 660 feet, curb and gutter costs would have only been around \$40,000 (3 percent of the total conventional cost), illustrating how small their direct costs are relative to total system costs. In a review of the cost of 12 green infrastructure projects compared to conventional counterparts, U.S. EPA (2007) similarly found average cost savings of 35 percent in 11 of the 12 projects.

¹ Prices updated to 2019 dollars. Inflation data obtained from the Bureau of Labor Statistics CPI Inflation Calculator Web site. <https://data.bls.gov/cgi-bin/cpi/calc.pl>. Reference dates for the calculation are January 2011 and January 2019.

Additional Information

Additional information on related practices and the Future II M34 program can be found at EPA's National Menu of Best Management Practices (BMPs) for Stormwater website

References

- Harris, H. (2013). *Alternatives to curb and gutter on streets: Benefits and challenges* [Fact sheet]. Kansas Local Technical Assistance Program.
- RSMeans. (2019). RSMeans data from Gordian [Online data file]. 3216 Curbs, gutters, sidewalks and driveways.
- Ruby, E., & Gillespie, D. (n.d.). *Low impact development (LID): A sensible approach to land development and stormwater management* [Fact sheet]. Office of Environmental Health Hazard Assessment and the California Water & Land Use Partnership.
- U.S. Environmental Protection Agency (U.S. EPA). (2007). *Reducing stormwater costs through low impact development (LID) strategies and practices* (EPA 841-F-07-006).

Disclaimer

This fact sheet is intended to be used for informational purposes only. These examples and references are not intended to be comprehensive and do not preclude the use of other technically sound practices. State or local requirements may apply.



City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

STAFF REPORT

DATE: January 9, 2023
TO: Planning Commission
FROM: Renee Burton, Planning Division Director
RE: CODE AMENDMENT APPLICATION

Request PZ22-259 to amend Chapter 35 entitled "Subdivision Ordinance" of the City of Danville, 1986 as amended. Specifically amend Article 4.B. Section H to allow a waiver of curb and gutter requirements to be approved by the Zoning Administrator.

BACKGROUND

The City of Danville Subdivision Ordinance specifies the standards by which curb and gutter is to be installed during the construction of new public roadways. If it is not in the best interest of the development, a waiver of the requirement of curb and gutter installation may be granted by the Planning Commission. This process may be cumbersome and time consuming for a project. Staff requests that the Subdivision Ordinance be amended to allow the Zoning Administrator the authority to grant a waiver to the requirement of curb and gutter installation.

STAFF ANALYSIS AND RECOMMENDATION

Amending the Subdivision Ordinance to allow the Zoning Administrator to grant a waiver to the curb and gutter requirement allows a waiver to be completed during the plan review process. Each development is required to submit drawings for a plan review. The Zoning Administrator is part of this review process. Currently, the applicant is required to complete the review process, the review is set at pending as an application for a waiver is submitted and reviewed by the City Planning Commission. The requirement that a waiver is reviewed by the City Planning Commission extends the plan review lead times by at least thirty (30) days, potentially longer.

Staff recommends the following amendment to Article 4.B. Section h of Chapter 35 entitled "Subdivision Ordinance" of the City of Danville, 1986 as amended. Words to be removed are stricken through and language proposed to added is in italics.

ARTICLE 4. - SUBDIVISION DESIGN STANDARDS

B. - Minimum Design Standards

h. *Curbs and Gutters.* Curbs and gutters shall be installed by the subdivider on both sides of the street as herein provided and in accordance with the City's Design and Construction Standards, VDOT's Road and Bridge Specifications and Standards and any other pertinent regulations. Curbs and gutters shall be installed on both sides of each street in all new subdivisions within every zoning district in the City of Danville. Any decision to grant a waiver of the curb and gutter requirement shall be at the sole discretion of the ~~Planning Commission~~ *Zoning Administrator*.

Streetlights shall be installed by the subdivider on one or both sides of the street as herein provided in accordance with the City's Design and Construction Standards, VDOT's Road and Bridge Specifications and Standards manuals or as per direction of the Planning Commission. Streetlights may be required on one or both sides of the street depending upon the topography, intensity of the development, location with respect to schools and other public or semi-public facilities and such other factors as the Planning Commission may determine in a particular case.

Option 2

After additional research, Staff believes that the City of Danville would be best served with an amendment of Section h that would eliminate the curb and gutter requirement, not just allow a waiver, and create a separate section (k) for streetlights. Therefore, Staff requests that the City of Danville Planning Commission consider the following amendment. The proposed amendment below goes beyond the scope of the advertised amendment but may be considered and acted upon by the City Planning Commission if desired.

ARTICLE 4. - SUBDIVISION DESIGN STANDARDS

B. - Minimum Design Standards

h. Storm water. Storm water conveyance system(s) and stormwater management devices shall be installed by the subdivider to appropriately manage storm water drainage as herein provided and in accordance with the City's Design and Construction Standards, VDOT's Road and Bridge Specification and Standards and any other pertinent regulations. Storm water conveyance system(s) and stormwater management devices shall be installed to appropriately manage stormwater drainage in all new subdivisions within every zoning district in the City of Danville.

k. Streetlights shall be installed by the subdivider on one or both sides of the street as herein provided in accordance with the City's Design and Construction Standards, VDOT's Road and Bridge Specifications and Standards manuals or as per direction of the Planning Commission. Streetlights may be required on one or both sides of the street depending upon the topography, intensity of the development, location with respect to schools and other public or semi-public facilities and such other factors as the Planning Commission may determine in a particular case.

CITY PLANNING COMMISSION ALTERNATIVE ACTIONS

- Recommend continuation to a future meeting.
- Recommend approval of Option 1 or Option 2.
- Recommend denial of Option 1 and/or Option 2.
- Recommend new amendment for approval.

PLANNING COMMISSION MINUTES

DECEMBER 12, 2022

MEMBERS PRESENT

Mr. Bolton
Mr. Dodson
Ms. Evans
Mr. Garrison
Mr. Khan
Mr. Petrick
Mr. Jones

MEMBERS ABSENT

STAFF

Renee Burton
Lisa Jones
Clarke Whitfield

The meeting was called to order by Chairman Garrison at 3:00 p.m.

ITEM FOR PUBLIC HEARING

1. *Code Amendment Application PZ22-00234 Rick Barker on behalf of RJB Holding, LLC is requesting to amend Article 3.L.C of the Zoning Code to allow single family dwellings by Special Use Permit in the TW-C Tobacco Warehouse Commercial District.*

Mr. Garrison opened the Public Hearing.

Mr. Kevin Jones stated I am the Architect, working with Rick on this project. We are seeking this amendment to allow this property, which is a little atypical, to have multiple uses in one building and some scattered around. We still have a garage, an old commercial building, so it is a single apartment that we are looking to develop on this parcel. I think in speaking with Ms. Burton about the project it sounds like some of the planned future development of the neighborhood might benefit from some of these particular cases that were described. The one building to the Northeast will house the apartment and the building to the South across the plaza looks like a small truck will be maintained as a garage for vehicles.

Mr. Garrison closed the Public Hearing.

Ms. Evans made a motion to recommend approval of Code Amendment Application PZ22-00234 as submitted. Mr. Dodson seconded the motion. The motion was approved by a 7-0 vote.

2. *Special Use Permit Application PZ22-00235 Rick Barker on behalf of RJB Holding, LLC has requested a Special Use Permit to allow a single-family dwelling at 820 Lynn Street in accordance with Article 3.L.C. Item 16.*

Mr. Garrison opened the Public Hearing.

Mr. Kevin Jones stated I am the Architect, working with Rick on this project. As noted, this is a single family residential with a reuse of the existing garage on the site. We are placing a non-original canopy on the exterior south facade. It is a 2400 square foot commercial building and other than that there are no major changes to the exterior.

Mr. Garrison closed the Public Hearing.

Mr. Bolton made a motion to recommend approval of Special Use Permit Application PZ22-00235 as submitted. Ms. Evans seconded the motion. The motion was approved by a 7-0 vote.

3. *Rezoning Application PZ22-00240 Scott Bisbee has requested to rezone Parcel #s 50288, 50289, and 54806 from conditional HR-C Highway Retail Commercial to HR-C Highway Retail Commercial.*

Mr. Garrison opened the Public Hearing.

Mr. Scott Bisbee stated I am the Managing partner of Steve Padgett's Danville Honda and Precision Collision and the primary reason for the change is there is one lift there that limits the use to twenty cars on the property for thirty days. That is the reason that we need it rezoned a body shop car with a 12,000 hit could be down for forty-five days. The facility that you will see here in a minute is going to be between 27,000 and 30,000 square feet. It is a large property, and we will have quite a number of cars there. *Mr. Bisbee went over the attached slides.*

Mr. Garrison closed the Public Hearing.

Mr. Petrick made a motion to recommend approval of Rezoning Application PZ22-00240 as submitted. Mr. Bolton seconded the motion. The motion was approved by a 7-0 vote.

IV. PLANNING DIRECTOR'S REPORT

Ms. Burton stated I would like to welcome Mr. Jones to our Planning Commission. This is his first meeting, and he did an excellent job. I would like to remind everyone that we have a Preservation Plan Meeting open to the public and to all Boards of Commissions from 4:00 pm to 6:00 pm and it will be in the 2nd floor conference room. This meeting will be a floating event and you can come in at your leisure between that time I am looking to gather information thoughts and ideas about a city-wide preservation plan that we are working on this will be the first one for the City of Danville. We want to get as much input information as possible to make sure that it is the City's Plan that meets the needs. We have several code changes City Council has requested that Planning Commission review the zoning code portion that regulates billboards, so we are going to be working on that internally and we should have something in the next couple of months. I can't guarantee January, but we are going to attempt that and there are no other cases for January at this time except that we do have a code change amendment proposed to remove some curb and gutter requirements. We are going to look at those in further details and best management practices for storm water and you will be receiving that information soon. Remember our next meeting is in January and that is the election of officers, so you know always that if you don't show you get a position, just a reminder of that. Certainly, lastly but not least this is Mr. Garrison's last meeting so we would like to take this time and honor Mr. Garrison's years of service with Planning Commission. He began his 10 years in February of 2015 and ended today December 12, 2022. Mr. Garrison has led the Planning Commission with better intent for the City of Danville and you have served the city well and we thank you for your service and I would like to present you with this plaque.

Mr. Garrison just by the way if you do come to the first meeting of the year you still might find me sitting there

V. APPROVE MINUTES FROM NOVEMBER 7, 2022.

The November 7, 2022, minutes were approved by unanimous vote.

VI. ADJOURNMENT

Mr. Garrison Stated I want to thank each of you some I have spent my entire time with and some I have served all my time with and one of you I have only served one day with. I do appreciate the assistance that you have given me in this position for the last three years and I have enjoyed working with each and every one of you and for my last time we are adjourned.

With no further business, the meeting adjourned at 3:17 p.m.

APPROVED

Precision Collision Danville, VA

Proposed Facility Layouts

General Notes

These plans are not to be construed as final working drawings. Any working drawings, mechanical or detail are to be done by an architect or the owner's choosing. All dimensions and conditions must be verified on the job site.



The Sherwin-Williams Automotive Finishes
4440 Warrensville Center Road
Warrensville, Ohio 44128

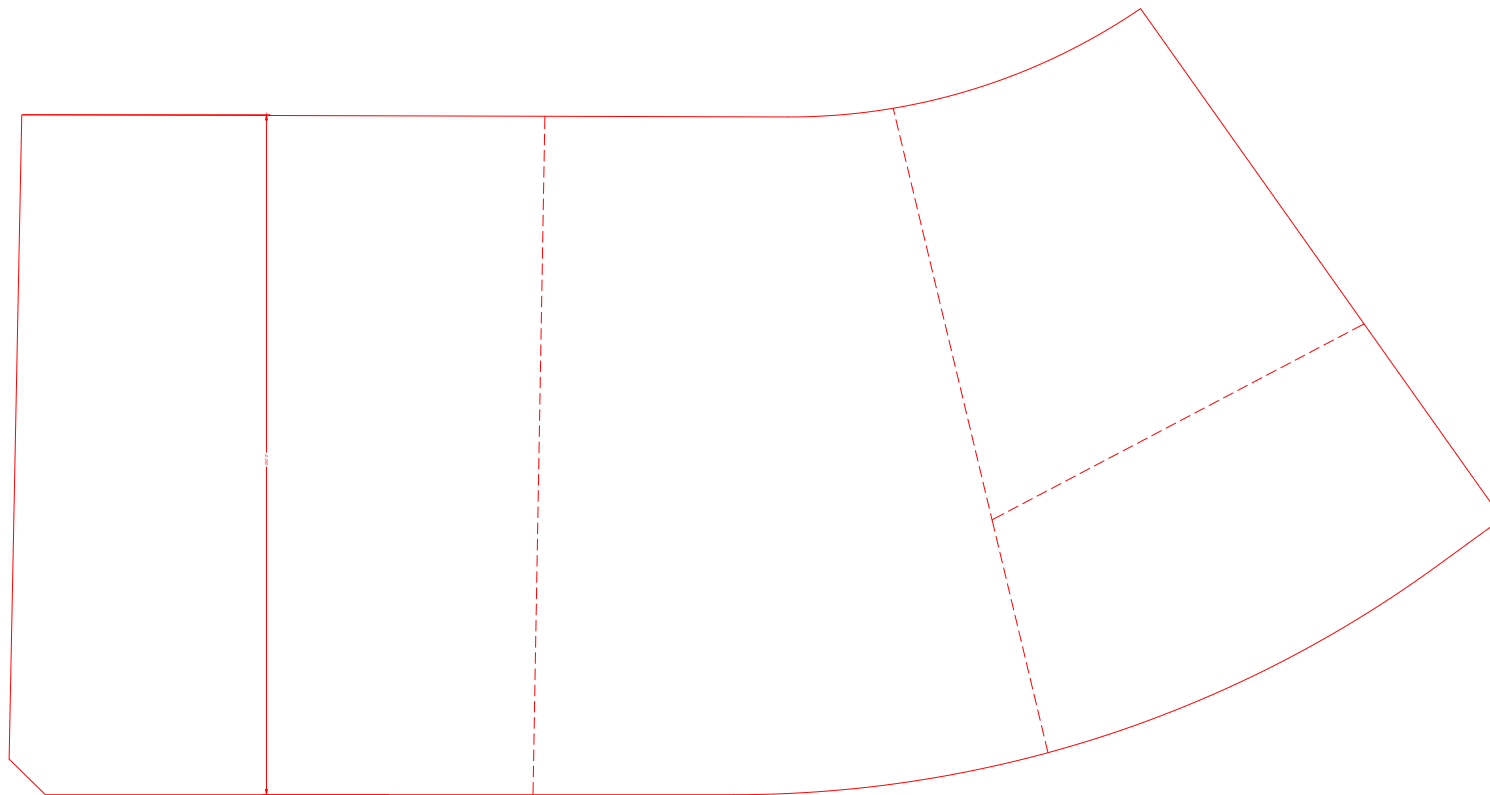
No.	Revision/Issue	Date



Precision Collision
N. Main Street
Danville, VA

Project	precisioncollision	Sheet	1
Date	12-5-22		
Scale	1/8" = 1'		

Future Virginia Lane



N. Main Street

General Notes

These plans are not to be construed as final working drawings. Any working drawings, mechanical or detail are to be done by an architect or the owner's choosing. All dimensions and conditions must be verified on the job site.



The Sherwin-Williams Automotive Finishes
4440 Warrensville Center Road
Warrensville, Ohio 44128

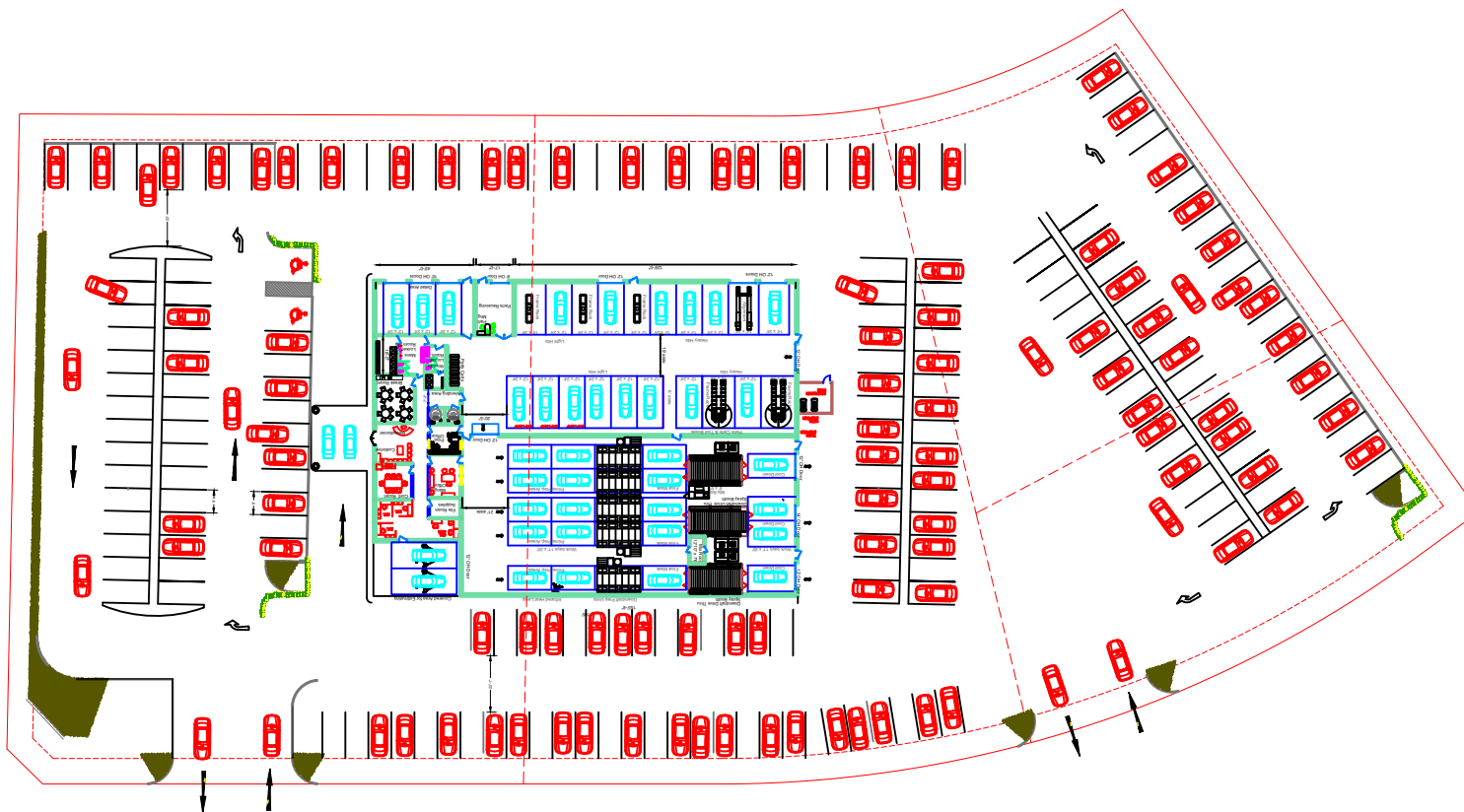
No.	Revision/Issue	Date



Precision Collision
N. Main Street
Danville, VA

Project	precisioncollision	Sheet	2
Date	12-5-22		
Scale	1/8" = 1'		

Future Virginia Lane



N. Main Street

General Notes

These plans are not to be construed as final working drawings. Any working drawings, mechanical or detail are to be done by an architect of the owner's choosing. All dimensions and conditions must be verified on the job site.

COLLISION REPAIR DESIGN SERVICE

The Sherwin-Williams Automotive Finishes
4440 Warrensville Center Road
Warrensville, Ohio 44128

No.	Revision/Issue	Date



Precision Collision
N. Main Street
Danville, VA

Project	precisioncollision	Sheet	3
Date	12-5-22		
Scale	1/8" = 1'		

