CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
Regular Meeting
August 18, 2020 – 5:30 p.m.
Remote meeting via Zoom

Packet Guide

This is not the agenda.
Please click each agenda item below to link directly to the corresponding staff report and application.

B. Consent Agenda

1. June 6, 2020 BAR Meeting Minutes

2. **Certificate of Appropriateness Application**
BAR 20-08-01
401 Ridge Street
Tax Parcel 290273000
Owner/Applicant: Andrew Jenkins
New fence

3. **Certificate of Appropriateness Application**
BAR 20-07-07
422 1st Street North
Tax Parcel 330100000
Owner: NONCE, LLC
Applicant: Julie Kline Dixon, Rosney Co. Architects
Exterior alterations and addition

4. **Submission for BAR Record**
BAR 18-07-04
0 East Water Street
Tax Parcel 570157800
Owner: Choco-Cruz, LLC
Applicant: Ashley Davies
Interpretive signage and lighting for coal tower

C. Deferred Items

5. **Certificate of Appropriateness Application**
BAR 17-11-02
167 Chancellor Street
Tax Parcel: 090126000
Owner: Alpha Omicron of Chi Psi Corp.
Applicant: Kevin Schafer, Design Develop, LLC
Exterior alterations and addition

D. New Items

6. **Certificate of Appropriateness Application**
BAR 20-08-02
854 Locust Avenue
Tax Parcel 510092000
Owners: Kaitlyn and Alan Taylor
Applicant: Ashley Davies
Garage demolition

E. Preliminary Discussion

7. 128 Chancellor Street, Tax Parcel 090105000
Exterior alterations and addition

D. Other Business

9. Belmont Bridge Update

10. Staff questions/discussion
Letter for Burley School NRHP Nomination

Review of multi-step approval process

E. Adjournment

BAR MINUTES
CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
Regular Meeting
June 16, 2020 – 5:30 p.m.
Zoom Webinar

Welcome to the June 16, 2020 Meeting of the Charlottesville Board of Architectural Review (BAR). Due to the current public health emergency, this meeting is being held online via Zoom. The meeting process will be as follows: For each item, staff will make a brief presentation followed by the applicant's presentation, after which members of the public will be allowed to speak. Speakers shall identify themselves, and give their current address. Members of the public will have, for each case, up to three minutes to speak. Public comments should be limited to the BAR's jurisdiction; that is, regarding the exterior design of the building and site. Following the BAR's discussion, and before the vote, the applicant shall be allowed up to three minutes to respond, for the purpose of clarification. Thank you for participating. [Times noted below are rough estimates only.]

Members Present: Mr. Lahendro, Mr. Mohr, Mr. Schwarz, Mr. Zehmer, Mr. Gastinger, Ms. Lengel, Mr. Bailey
Staff Present: Patrick Cory, Robert Watkins, Jeffery Werner, Joe Rice, Missy Creasy, Alex Ikefuna
Pre-Meeting:

There was a brief description over the selection of the new Chair and Vice-Chair.

There was also a discussion regarding attendance at the PLACE meetings.
Staff did go over the logistics and planning of the Zoom features for the meeting.

A. Election of Chair and Co-Chair

Mr. Mohr made the motion to elect Mr. Schwarz and Mr. Gastinger as Chair and Vice-Chair.
(Motion was seconded by Mr. Lahendro. Motion passed 7-0)

Mr. Schwarz was elected as Chair and Mr. Gastinger was elected as Co-Chair

B. Matters from the public not on the agenda
None

C. Consent Agenda (Note: Any consent agenda item may be pulled and moved to the regular agenda if a BAR member wishes to discuss it, or if any member of the public is present to comment on it. Pulled applications will be discussed at the beginning of the meeting.)

1. Minutes February 19, 2020 Regular Meeting. (March, April, and May meetings were canceled.)

Motion made by Mr. Gastinger to approve the consent agenda. (Motion seconded by Mr. Mohr). Motion passed 7-0.

D. Action Items

1. Certificate of Appropriateness Application
BAR 20-03-01 (previously noted as BAR 19-09-03)
503 Rugby Road
Tax Parcel 050052000
Epsilon Sigma House Corps of Kappa Kappa Gamma, Owner
Erin Hannegan (Mitchell Matthews Architects), Applicant
Building renovations – revisions to approved design

Jeff Werner, Staff Report - Year Built: 1980 District: Rugby Road-University Circle-Venable Neighborhood ADC District Status: Non-contributing. BAR approved CoA (8-1, Lahendro opposed) for renovation of existing building. CoA request for modifications to the design approved in September, 2019. They are: Replace the brick veneer on concrete retaining wall with painted stamped brick formwork, Reduce height of Dining Terrace site wall adjacent to the parking space to 4' in lieu of 5', Replace concrete pavers with scored concrete at dining terrace, Replace the bluestone pavers in the sunken front yard along the site wall with grass, Replace the bluestone paver walkway with crushed stone in North side yard; Porch to remain as bluestone, Pave all parking spaces with asphalt in lieu of concrete, Removal of (10) L-2 step light fixtures, Delete the pergola over the lower side terrace, Delete/defer pergola over Kappa beach, Proposed as an add alternate to retain, Delete (2) sets of shutters from West elevation (back of building), Delete (2) sets of shutters from North elevation (side of building), Modify South facing window wall to raise sill of windows at 2nd floor lounge, Substitute asphalt shingles for standing seam metal roof, Proposed as an add alternate to revert back, Add window at House Director unit entry porch on front East elevation, Add mechanical louver, required for ventilation, under overhang at rear West elevation, and At Parlor terrace, replace low wall at the railing. Staff didn't have any issues. The Design Guidelines discourage but do not prohibit use asphalt shingles. The shingles are dark in texture, which is consistent with the Design Guidelines. Staff is recommending approval of these requested revisions.

Erin Hannegan, Mitchell Matthews Architects, Applicant – Like most projects these days, we are facing budget issues. We have attempted to address our budget issues with some changes that we don't feel modify the overall intent of the project. It doesn't change it significantly enough to go against the guidelines. The minor changes that we are asking for can be discussed. I heard staff mention that you would want to discuss the shutters. The thinking behind the shutters is that the West and North elevations are really part of the addition. Most buildings on the street only carry shutters on the front façade. If they do carry shutters on more than one space, it might be the front. The majority of the buildings are missing shutters on the other faces. That goes for the contributing properties within the larger district as well as the University Circle sub-district. The 16th item that we didn't list on this sheet was about the wall being replaced with a railing. We actually ended up going back to the wall instead of the railing. That one can be stricken from the list.

COMMENTS FROM THE PUBLIC
None

QUESTIONS FROM THE BOARD

Mr. Schwarz - I do have a question about replacing the brick veneer on the concrete retaining wall. That was intended to be a white brick?

Ms. Hannegan – That's correct.

Mr. Schwarz – You're not going to be painting red brick against concrete?

Mary Wolf, Applicant – The first six items relate to our work. The idea is to paint the stamped brick white like the rest of the house. There would be a brick coping on top of the wall that would be real brick. That would be painted as well. Previously, it was a painted brick wall.

Ms. Hannegan – To clarify, it was a painted brick wall in the previous proposal. We have changed it to a stamped concrete wall still painted.

Mr. Gastinger – Can you describe a little bit more about the extent of that wall? There is also a low wall in the front yard.

Ms. Wolf – If you look at number one on this list page, on the north side of the building, along the property line, it extends from a brick pier at the end of the front terrace. It goes over to the property line. It goes all of the way down to the area labeled bike/walkers. Where it butts into the pier, it's very low. You would see the top of it there. That would be a natural brick cap. When it returns to the property line, it starts to get higher. It steps down midway. There are planters at number 5. That is one elevation. You go further down the property line, it stops. The wall is about, at its highest, is about 6 to 7 feet high range on the north side of the house.

Ms. Hannegan – We're not changing the elevation of the wall from the previous proposal. It's just the material.

COMMENTS FROM THE BOARD

Mr. Gastinger – In some cases, we might be concerned about stamped concrete. In this case, I am satisfied that it's in the back of the house. It's not going to be as visible because of the painting. It's going to be hard to distinguish from some of the other materials on site.

Mr. Schwarz – I agree because this was a white painted brick. If it was a red brick, I would have had a problem with it. As it is, I have no issue. Reducing the height of the dining terrace site wall adjacent to 4 feet from 5 feet: Does anybody have concerns with that? Replacing the concrete pavers with scored concrete at the dining terrace? Replacing the bluestone pavers in the sunken front yard along the site wall with grass? Replacing the bluestone paver walkway with crushed stone in North side yard; Porch to remain as bluestone? Paving all parking spaces with asphalt in lieu of concrete? Removal of (10) L-2 step light fixtures?

Ms. Hannegan – Just to clarify, it's not removal of all of them.

Mr. Mohr – Where are they in the plans?

Ms. Hannegan – The ones that we have removed were in the dining terrace under the bench around the perimeter of the dining terrace.

Ms. Wolf – The dining terrace and the wall on the front lawn is the number 4 area. We just reduced the number.

Ms. Hannegan – It is page 33 of the packet.

Mr. Mohr – There are a few taken out in the front. The bulk of them are around that stairwell.

Mr. Schwarz – Deletion of the pergola over the lower side terrace?

Mr. Gastinger – I don't know how much it is worth dwelling on it. The façade that is left when this pergola is removed is fairly stark for, what I think, is a pretty prominent side of the building. That pergola provided some relief. Without it, that door feels pretty secondary on the escape hatch that it is. I am curious what the other thoughts are on the Board.

Mr. Mohr – There is a tree to the southwest of that stair. How big of a tree is that? I would think that would actually do a fair amount of softening of that façade if I am not mistaken.

Ms. Wolf – That is the idea. There is a power line. Ideally, we would love to get a taller tree there. We have a medium sized tree. It would be a 20 to 30 foot tree, which will help with that elevation from street level.

Mr. Lahendro – Is this door an emergency egress door or will it be an actively used door?

Ms. Hannegan – It is an emergency egress door. It's coming down the stair tower. It doesn't have hardware to allow entry at that point. It's only really an exit. Certain doors have access control on them. That is not one of them. Students are not going to be using that one as a primary entrance.

Mr. Schwarz – While I personally agree with Mr. Gastinger that those look a little empty there. If this had been presented to us in the beginning, I would never have noticed that it was missing. Personally, I am OK with the change.

Mr. Mohr – I think the tree would mediate a good bit of that concern. If the tree does get substantial, it does render the pergola mute. I agree with Mr. Gastinger that it does have a stark look. Given that it is back from the face quite a bit and you have a planting bed and the tree, I don't think it is a critical loss.

Mr. Lahendro – Knowing that it is a door that is not going to be entered from the outside, you almost don't want to call attention to it. I could almost see it being painted white with the frame white to blend in with the wall.

Ms. Hannegan – That was the intent. We can certainly change it that way if you would like.

Mr. Gastinger – That would be nice. All of the apertures are really careful and have fenestrations associated with them.

Mr. Schwarz - Delete/defer pergola over Kappa beach and proposed as an add alternate to retain? Delete (2) sets of shutters from West elevation (back of building)? Delete (2) sets of shutters from North elevation (side of building)? Modify South facing window wall to raise sill of windows at 2nd floor lounge?

Mr. Mohr – Given that the shutters are being deleted, I just wonder whether the shutters shouldn't exist on the Rugby Road elevation for that bump out just to be consistent. I know that it's facing Rugby Road. It seems a little strange. On the other hand, I don't think that anyone is going to see it.

Mr. Schwarz – I would prefer to keep them all.

Ms. Hannegan – I think that the massing of the adjacent building is going to block the view to the two in the rear that we were deleting on that north face. We didn't think it was going to have much impact to have them there to begin with because that's so far back along that side elevation. That elevation does break plane with the corner that is closer to Rugby. We kept them on the front mass of the building. It feels more like the original structure. That northwestern corner is the forsets we're moving. I think that it is consistent with some of the character of the neighborhood where additions are carrying the shutters like the original mass of the historic building.

Mr. Mohr – I was wondering why lose the shutters on the Rugby road side on that same bump out. I am looking at page 11. Since that bump out is back, should you delete those two shutters on that one window to be consistent?

Ms. Hannegan – If you would like for us to take that additional pair away, we can.

Mr. Gastinger – I think that it makes sense.

Mr. Bailey – I agree with the notion that you might as well remove all of the shutters. I think that is a more consistent look. The ones that they wanted to delete are essentially not going to be seen by anyone anyway. If you want to remove all of them, I think that's a great idea.

Mr. Mohr – Just to clarify, do you mean on the addition, Mr. Bailey?

Mr. Bailey – Yes.

Ms. Hannegan – We failed to see that one was included. The pair that we are talking about are above the new window that we have added. Since we don't have a visual on the screen, we are looking at page 11 at the top right image. There is a window added at the base of the building. The extra pair that we would be removing is the third floor directly above that.

Mr. Werner – You're treating that front portion as a building itself. Treat that the same throughout the additions to the rear and treat separately.

Mr. Schwarz - Substitute asphalt shingles for standing seam metal roof? The guidelines definitely are fuzzy. They don't rule out asphalt shingles. The just say to use a dark color if you use them. I would be inclined to accept this.

Mr. Lahendro – I agree. It's not a prominent roof.

Mr. Schwarz - Add window at House Director unit entry porch on front East elevation? Add mechanical louver, required for ventilation, under overhang at rear West elevation? It sounds like the only two points of contention were the deletion of pergola over the side terrace. We suggested that the applicant would paint the door white to match the brick. Does that satisfy you, Mr. Gastinger?

Mr. Gastinger – That's fine.

Mr. Schwarz – For the shutters, it was to remove the one set circled on page 11

Motion – Mr. Mohr: Having considered the standards set forth in the City Code, including City Design Guidelines for New Construction and Additions and for Site and Design Elements, I move to find the proposed design modifications satisfy the BAR's criteria and are compatible with this property and other properties in the Rugby Road-University Circle-Venable Neighborhood ADC District and the BAR approves the application as submitted, with the following modification:

- **Eliminate the shutters at the Rugby Road façade of the addition bump-out, on the third floor.**
- **Paint the egress door off the bike terrace to match the building color.**

Mr. Gastinger seconds. Approved (7-0).

2. Certificate of Appropriateness Application
BAR 19-12-06
1532–1536 Virginia Avenue
Tax Parcel 090123000
Roger H.B. Davis, Jr. & Jeanne S. Davis Trustees, Owner
Kevin Schafer, Design Develop, Applicant
New Residential Buildings

Jeff Werner, Staff Report - This 0.76-acre parcel on Virginia Avenue is within the Rugby Road-University Circle-Venable Neighborhood ADC district and has four existing structures. Three are to be razed: 1532, 1534, and 1538. 1536 Virginia Avenue Year Built: c1920 Status: Contributing Note: Structure to remain. February 2015 - The BAR denied the proposed demolitions of 1532, 1534, and 1536 Virginia Avenue. August 2019 - BAR approved demolition of 1532 Virginia Avenue and 1534 Virginia Avenue. November 17, 2019 – Preliminary discussion on this proposal. December 17, 2019 – BAR accepted applicant request for deferral. CoA request for construction of a four-story, 20-unit (64-bedroom), residential building with a partial below-grade parking area. Plan includes site work and landscaping. The existing house at 1536 Virginia Avenue is to be retained and is incorporated into the landscaping plan. BAR should discuss if the applicant has adequately addressed the questions and comments from the December 2019 BAR meeting. Some of the discussion items from the December meeting included questions about the parking area, moveable benches, and EIFS design. **Note on CoA:** The BAR cannot issue partial approvals in considering a CoA request. If the BAR determines that additional information or clarification is necessary, staff recommends that the applicant be asked to consider a deferral. **Note on Site Plan review:** Staff notes that the review of the Final Site Plan will

not be complete prior to the BAR review. Any subsequent design changes as a result of the Site Plan process may require further review, at a later date, by the BAR.

Kevin Schafer, Design Develop, Applicant – I want to recap a lengthy process that has led to the submission in front of you. Demolition permits for 1532 and 1534 Virginia Avenue was approved ten months ago in August, 2019. Following that approval, our team wanted to bring the BAR into the earliest stages of the design. We presented our initial plan and preliminary discussion at the November, 2019 BAR meeting. The feedback that we received at that time was positive and several members of the BAR commended how our design incorporated many cues from the ADC Design Guidelines to provide a cohesive and holistic project. While they noted the need for more detail, the BAR expressed appreciation for breaking down the scale into two separate building forms. They appreciated the very dynamic roof form, the use of recess on the exterior balconies, the further breakdown on mass and scale by varying the surface plan of each façade, the introduction of a masonry base, the reduction in blank walls through change in materials and appropriate amounts of glazing, the orientation of the project towards the street, and the approach to maintain the rhythm of the existing street wall. With the BAR's warm reception to our design, we elected to formally proceed toward a formal submission at the following month's hearing in December. Prior to that December submission, we listened to the recording of the preliminary meeting several times in an effort to further distill the BAR's comments. In short, we felt that BAR offered great advice in the preliminary meeting. We took it to heart as we prepared our December submission. At our first formal hearing, we were again encouraged by the positive discussion. There were some outstanding details requested by BAR members' bur it seemed like a COA for massing and scale would be awarded, which was common practice with complex projects like this one. At that meeting, city legal staff stepped in to forbid the use of partial COAs. That led to this project having the distinction of being the first projects held to a difficult or different approval process than in previous years. The BAR members gracefully navigated these new rules with the following amendments in the motion for the deferral. Mr. Schwarz moved with the understanding the BAR is comfortable with the massing, the general material palate, and the general site design but the application is still lacking in detail and specificity. The BAR would like to approve the applicant's request for deferral and Mr. Lahendro seconded the deferral motion. This formal submission in front of you is addressing the outstanding questions of specificity and detail to garner our COA tonight. This project also has the unfortunate distinction of being one of those submittals delayed by COVID-19. While we would never expect you to grant approval prematurely due to a pandemic, we do want to express to you the severe impact of the delay. As a project, it will be marketed primarily to students aligning the completion of this project with the start of school year calendar is absolutely critical. I would like to review some of the exact quotes from the previous meeting minutes to illustrate how they have been addressed. In this submission, we have endeavored to answer the typical condition exterior details and provide more specificity beyond the enclosed materials as requested. Our proposed material palate can be found on page 10 of the BAR booklet. More information on the specified windows and exterior doors can be found on page 11. Typical details including our sills and headers at the brick base on page 12 and the lap siding on page 13 can also be found on sheets 83.3 and 83.4 in the submitted drawing set. We have specified aluminum trim for the lap siding, corners, and sills and j trims at header, which all show up in our renderings as well. Beyond those typical areas, BAR members requested additional detail on the construction materiality and the specificity of several of the exterior elements, including the railings, the central stair, the pergola, and the exterior decks. In response, page 14 of the BAR booklet diagrams the construction of the

exterior decks. Page 15 illustrates the construction of the front pergola. Page 16 has the drawings and renderings articulating the construction about the central stair and typical railing construction. Page 17 describes the construction of the central breezeway. There were also questions on the exterior lighting, which has been specified on pages 18 and 19 of our BAR booklet. Cut sheets for each fixture and the lighting plan have also been provided in this submission. Mr. Mohr had specific comments about exhaust vent locations, citing the work on Main Street as an example of a successful massing with unsuccessful exhaust vent locations. Page 21 in the BAR booklet as well as elevation sheets 82.1 and 82.2 show how our exhaust vents have been properly placed and organized in such a way to be hidden from view as much as possible. There was a question about the roof and the location of mechanical equipment. Mr. Lahendro noted that there was going to be rooftop equipment and parapets hiding that equipment, which was very different from the drawings he was looking at, at that time. Page 20 of our BAR booklet deals with the location with these rooftop units. Sheet 81.5 in the drawings shows our roof plan. No units will be visible from the pedestrian point of view. Renderings found on pages 22 through 25 in the BAR booklet demonstrate how the overhang and the angle of the roof hide these mechanical units. Mr. Schwarz asked about eave thickness and the perceived thinness. Eave details have been provided on pages 12 and 13 of the BAR booklet. With regards to the landscaping, we heard several comments about the importance of the street trees and fielded some questions on the plant species selection. Mr. Gastinger advised that plant selections are OK, but they may be deployed in the wrong spots. The trees in the front yard are going to function to break down that scale and bring it down to the scale of the pedestrian. Mr. Schwarz echoed that and there needs to be shade trees along the street. We have revised our landscape plan. We substituted the former Princeton trees for much larger London plain trees. We had red maples in the planters at the site stair. They have been substituted for service berry trees. The boxwood shrubs, in the front courtyard, have been substituted for rows oakleaf hydrangeas. In the rear of the building, swale plantings have been refined to promote bio-diversity. Overall, the revised landscape plan responds to each of the boards' comments and creates a much better project. We're really pleased with how the front courtyard continued to develop. Beyond the previous comments from the Board, staff has pointed three additional areas for discussion in their report. Regarding the parking area, parking is all below grade and minimally visible. The additional consideration has been given to the existing swale in the rear will provide a dense and diverse palate of shrubs, bushes, switch grasses, screening both the interior garage and headlights from the rear of the site. That rear of the site only faces the railroad tracks in a steep grade up to Chancellor Street. Regarding the moveable benches, we felt the simple aesthetics of the movable concrete bench would help create a boundary of the courtyard, while engaging the pedestrian on Virginia Avenue. This staggered pattern reinforces the rhythm of the building façade and provides relief to the oakleaf hydrangeas. If the Board prefers to eliminate the benches, the applicant would accept that preference. We feel the elements are an asset to the pedestrian experience and not a detriment. Regarding the EIFS on the upper floor walls, we have previously discussed this, we're happy to readdress it. Our previous discussion centered on the fact that the EIFS have improved over the years. Even though EIFS is still a discouraged material, this may be an appropriate solution here. If the new Board is uncomfortable with EIFS, we are happy to offer a smooth fiber cement panel as an alternative. We could match the joints shown on the elevations by using 4 X 10 panels. We would suggest a low profile recess trim and suggest painting both the trim and the fiber cement panel in the Benjamin Moore early morning mist, which is specified on the EIFS. The fiber cement panel could prove to be a better choice from the durability perspective. We hoping that whatever material the Board would prefer in this instance. One of the

comments I should address is the driveway side. There were some questions about that from a previous meeting. We have a shared 20 foot access easement in that location with the adjacent lot. We have minimum driveway and access aisle widths that must be maintained. That driveway is about 22 feet, which extends onto the adjacent property for a couple of feet. We believe that's the best location on the site for a vehicular access drive. It gives us the most side yard setbacks to that adjacent structure. This is a one way street and much of that side elevation will be blocked from pedestrian view by the adjacent structure at 1530 Virginia Avenue. The drive aisle will be no wider than it is today. I will encourage the Board to consider the quotes from the previous submittal made by members of the previous Board. Mr. Saraphin mentioned that the changes that we made from the preliminary discussion are successful. The transition to the small house with the stairs is a good way to solve that. Mr. Ball had stated overall the massing looks really nice.

COMMENTS FROM THE PUBLIC
None

COMMENTS FROM THE BOARD

Mr. Mohr – I don't find EIFS to be problematic, given that it's on the upper floor. It's not going to get damaged. I really don't have an issue with insulation on the outside. I guess I would prefer the smoothness of stucco as opposed to having it broken up with a whole bunch of joints. You do have to expansion joints with the EIFS. It seems a little daunting to have the building come down to the asphalt. There is a partial contributor to that as well with the neighboring property. I don't know if there is a solution to the driveway. The courtyard in the front works a lot better than it did before. I appreciate the fence management. I think that actually did the trick. I think that really works. I think the mechanical equipment is not an issue given the profile of the roof. The building, scale-wise, does a good job of relating to the street. My only real question is the driveway. I am not sure there is a solution for that.

Mr. Gastinger – I have a question about the wood material in the front courtyard and front terrace.

Mr. Schafer – The front parking garage extends into our front setback a little bit. We're going to have about ten feet of a deck above the parking garage. That creates a nice front patio for those ground level units. That's where those precedents come from in the landscape precedence. That's really the only place where it is used. It's functional there. It helps with drainage to allow that to be a deck.

Mr. Gastinger – That's a composite material how high above the concrete slab below?

Mr. Schafer – Four inches. It will be on 2 X 4 sweepers

Mr. Gastinger – Generally, I am supportive of the project. I think it's a development that has been thoughtful. I always appreciate how you take careful consideration of past comments and for our guidelines. The only question I have is regarding that material. While I think it can be used, especially in that 'front yard,' we do have a guideline regarding paving materials. It suggests that you use traditional paving materials. I do have some

concerns about how weather over time and the front setback. I wonder if something, more proven and consistent with other ADC Guidelines, should be considered.

Mr. Schwarz – It's the same material that you are using on the balconies, correct?

Mr. Schafer – That's correct.

Mr. Gastinger – You have noted hydrangea in the landscape plan. It could be a good selection. You would want to make certain to get a cultivar that is going to be small in stature if keeping with the renderings. If you were to get the species, it could be 8 to 10 feet tall.

Mr. Zehmer – I appreciate your preparation. It was a great presentation. I appreciate the rooftop units being set back from the eaves. I don't if they would need a railing from a safety standpoint or maintenance of those units.

Mr. Schafer – As a long as a mechanical unit is not within ten feet from the edge of an eave, a railing is not required. We have done things before where we have painted a yellow stripe on the roof to prevent it. We have set all our mechanical units away from that ten feet to avoid having to install a railing.

Mr. Zehmer – I see the hatch on the one building. I don't see it on the other building.

Mr. Schafer – That other side has a walkway that is adjacent to that roof eline. You can put a ladder up against that eave and not require punching through the roof.

Mr. Mohr – I was looking at the light fixtures again. The digital package that's specified, is that something we have?

Mr. Schafer – We submitted cut sheets with each feature. I believe that it was part of our package.

Mr. Werner – I know that this is part of the site plan review as well.

Mr. Mohr – The model, as far as light distribution, looks promising. Some of the things like the wall pack can make me a little nervous. Is there some degree of control on the exterior light fixtures?

Mr. Schafer – I know that we submitted cut sheets. The city has spill over requirements that we must meet. I will have to work with our lighting consultant.

Mr. Mohr – This is still a neighborhood. Having the parking lot on all of the time would be detrimental. Controlling the light coming from under the building would seem important. The bulbs and the fixtures look fine to me. With regards to the garage lighting, you might want to have control features on it.

Mr. Werner – The specificity that you just got into would be a condition of a COA. It would not be staff review. The building permit plans would have to comply with that. That is an avenue to consider.

Mr. Mohr – It would be good to have the cut sheets.

Mr. Schafer – A condition of the COA would be something that we could consider.

Mr. Mohr – Looking at the model, there is the potential for this being a spaceship at night. That's all residential and there's not a lot of lighting there.

Mr. Schafer – I do understand the consideration. I do think that the renderings might be a little disingenuous about the landscape. There is also street lights on the street. It's a fair point.

Mr. Gastinger – Did you explore any kind of screening for the rooftop units?

Mr. Schafer – We did. It just proved to never be visible. It was adding screens to a roof.

Mr. Gastinger – I am convinced that you won't see them from Virginia Avenue. Would you might be looking right into them from Chancellor Street?

Mr. Schafer – We have walked the site many times. One of the things that we have studied has been the view from Chancellor Street. As Chancellor Street turns the corner right there, there is an 8 foot tall black fence that is completely covered in ivy for 6 months out of the year. You have a really deep barrier with the railroad, who doesn't keep their landscape in the most pristine condition along there. In one of our submissions, were renderings at that corner. I actually shot through the fence. I wanted to see what it would be like. It's a long ways away. I think that we are still higher with this building at the Chancellor Street elevation. I think that you are looking at the 2nd floor windows. Page 24 of this presentation gives you a pretty good sense of that elevation at Chancellor. We felt that the screens became unnecessary. It would be really challenging to screen those units from Chancellor Street.

Mr. Schwarz – I believe you that the mechanical units would be visible. In this case, if we were to approve, this would be the exception. If you have an 8 story building that has mechanical units centered on the roof, the developer will say that they are not visible. There are places in the city where they are clearly visible. For me to approve this would be making an exception. With the renderings, the mechanical units are modeled in every single one. A lot of your views are above the streets. It appears that they would be hidden from the pedestrians in all cases. I really appreciate all the work that went into this packet. It's really complete. The wall sections are very helpful. From your perspective views from the staircases, I learned something. I really appreciate all of the effort that you put in there. I do not think fiber panels have been done successfully in the city. I think that EIFS would be a much better solution for that. It is definitely not the same material that we think of in the 90s. I think that this is great.

Mr. Lahendro – I would echo Mr. Schwarz's assessment. I am very grateful to the applicant for taking our comments seriously and addressing them and being thorough in considering them and resolving those issues. I am quite satisfied with what I have seen and I can support it.

Mr. Bailey – It looks like a great project.

Mr. Gastinger – Are there any thoughts on the Board about the in grade wood? This might one of the first times we have approved something like this in a control district.

Mr. Lahendro – I really like it architecturally and how it reflects the balconies above and continues that theme down. I just like it architecturally. I don't have experience with this particular kind of application and detailing.

Mr. Bailey – It is very aesthetic and it works very well with the project. I don't see any problem with it.

Mr. Schwarz – I am less concerned about its proximity to the grade because it will weather the same as the balconies would in that case. My only concern is that the main entry way, with TRECS, is going to be walked on very frequently. Mr. Schafer, can you speak to that?

Mr. Schafer – TRECS has project examples of commercial projects where it has been used on outside decks on restaurants. It comes with a warranty. There are examples of applications in high traffic areas.

Mr. Zehmer – I think it works really well to help reinforce the grade change. It makes it feel like a bridge or porch to get over to the building. It really helps set the building back from the street.

Mr. Mohr – It is an enormous improvement over what was there. I like that it extends the language of the decks and stairs into the building.

Mr. Gastinger – I am fine with it as designed. It's helpful since it is unusual per our guidelines for us to have that conversation.

Mr. Mohr – In this application, it is convincing.

Mr. Werner – If there is a contemporary design, it maybe does deserve a different look. It's probably something that we can better express in the guidelines. I made a note of it.

Motion: Mr. Mohr - Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction, I move to find that the proposed residential building on this property satisfies the BAR's criteria and guidelines and is compatible with this property and other properties in the Rugby Road-University Circle-Venable Neighborhood ADC district, and that the BAR approves the application as submitted, with the following modifications:

- **select a cultivar of hydrangea that can be maintained at 5 feet or shorter**
- **provide a control schematic for the exterior lighting (including the garage)**

Carl Schwarz seconds. Approved (7-0).

3. Certificate of Appropriateness Application
BAR 20-06-01
416-418 West Main Street
Tax Parcel 290012000
A. Cadgene & G. Silverman, Trustees Main Street LD TR, Owner
Greg Jackson, Applicant
New roof and fenestration

Jeff Werner, Staff Report - Year Built: 1941 District: Downtown ADC District Status: Contributing In 1929, the parcel appears on a Sanborn map as the site of the R.F. Harris & Co. Machine Shop and Foundry, with a foundry building and several sheds. In the 1950 Sanborn map, the footprint of the current building appears and is identified as "Auto Sales and Service." The building retains much of its original commercial character when it was constructed as a car dealership, showroom, and sales lot. **January 17, 2017** - At the applicant's request for a decision rather than deferral, despite the BAR's encouragement for the application to request a deferral, the BAR denied (6-0) the applicant's request for a new roof addition, specifically because the hip roof was not compatible with the historic building and the historic district. **July 18, 2017** – The BAR approved (4-2, Gastinger and Schwarz opposed) the applicant's request for a new roof addition, with the stipulation that the applicant submit color renderings for the BAR to approve, prior to the COA being issued. This application is a resubmission from a previously approved Certificate of Appropriateness, approved in July 2017. An extension to the CoA was granted, but it still expired in January 2020, before a building permit was issued. The applicant proposes replacing the existing flat roof and roof monitors with a new sloped roof and new windows. This project was previously reviewed and approved by the BAR in July 2017, but the CoA expired in January 2020.The applicant has resubmitted the project for a new CoA. Staff attached minutes from the BAR's 2017 discussion of the project at the end of this staff report. Because the BAR previously approved this project, staff recommends approval.

Greg Jackson, Applicant – It has been a long time for this project in the earlier COA and afterwards. We ran out of time before the permit was issued. It's coming back up and that's where it is. Everything seems to be fine in Neighborhood Development, except for a property line issue the owner needs to address in the COA. At that meeting, it seemed like everybody felt perhaps the colors could be darker. This proposal attempts to do that, to set it back more for the building. With the roof, there are different approaches to that. With this proposal we also show more context. If you look at the proposal and see the other roof forms, the West Main Street side is proposed to be flat or behind parapets. There are large scale, multi-lots buildings should have a much grooved line to break up the mass of the design using gable or hipped forms. There are several reasons for doing this roof form. In creating a thought that states the interior with the trusses to create a more interesting space, but also to keep of low visual line on it. In the proposal, we showed it at six feet. You really don't see the roof that much from most of the pedestrian experience. Since then, there have been a couple of buildings down the street that can look over it. Our mechanical is placed where the other mechanical is on that roof behind it, which would be the Galleria of the Main Street Market area. I think it was approved 4 to 2 at the time. The two that opposed happen to be the only two here today. Mr. Balut at the time said "I feel that the proposed design is compatible with the guidelines. The original volume of the building is not being touched and it is still identifiable. The addition on top is different enough to meet the Secretary of Interior Standards. It is utilitarian in aesthetic and use, the vaults lend to the utilitarian logic. The fact that the building is being preserved, the cap is intact, and the details are utilitarian (like the mullions on the windows) addresses all of the concerns we have raised as a board. I feel like it is appropriate, it's funky and utilitarian and overall compatible with the site."

COMMENTS FROM THE PUBLIC
None

COMMENTS FROM THE BOARD

Mr. Mohr – I am fine with it. How high is the lower gutter? If I looked at section two, it looks smaller to me than what it is in the drawing.

Mr. Jackson – We need the room for the sloped gutter so that everything goes around the corners to the back. We want a little bit of volume.

Mr. Zehmer – On sheet 145 of the packet, it shows a detail of that. It shows a 10 x 10.

Mr. Jackson – It used to be bigger.

Mr. Schwarz – Are the colors that you are proposing are not actually represented on the 3D view? The roof is supposed to be a dark brown.

Mr. Jackson – Yes. It's not that accurate. We tried to put the exact color. I even have the dark bronze for the aluminum store front. I can add that for specifics. It's quite a bit darker than what you are seeing in the document. At the end of the meeting, the sentiment was to make it darker and tone it back a little bit. That the direction we are trying to go. It's hard to be perfect.

Mr. Mohr – Are you also playing with that parapet color?

Mr. Jackson – Yes. That had been discussed. One member of the Board had thought that it should be lighter and tie in more with the building. A week ago, I had sent those renderings around to Mr. Mohr and Mr. Werner. We decided to keep it the same color language as new. It's a new cap where the existing was. The lights were over the parapet. They're similar but they're coming through the building.

Mr. Gastinger – Is the current parapet concrete or clay? It's hard to tell from the street view.

Mr. Jackson – It is metal. It's what is shown.

Mr. Gastinger – I would prefer and think it would be cleaner if it remained the colors associated with the historic structure. The color of the materials of the addition rise to the height. I did vote against this project previously. Anything that can be done to set that back or by differentiating that materials so that it has a clarity on what is the addition and what is the new structure is a benefit.

Mr. Schwarz – I think that I am going to maintain my vote to not approve this. I know that you have worked with a lot of the members of the BAR a couple of years ago. It sounds like you have been working with a few of the members now. This project has been through many iterations. I still find it boring to what is going on there. There is a lot happening on this property. It seems to make sense that you can add something different. The form does not feel compatible with what is currently there. It could some of the things that you are decorating it with. I am maintaining my vote there.

Mr. Bailey – I think that it looks pretty good. It maintains the industrial, commercial character of that building. I think the addition works very well for that. I do think that it fits

the context of West Main Street very well. I think that it will improve the experience of walking down that street. I am definitely in favor of it.

Mr. Mohr – I am thinking about the color of the parapet line. It's too bad the parapet wasn't terra cotta on the top. That would make this distinction much clearer. Wherever you make the break, it's hard to make that break. I think that it's weird for the glass, unless you do something with it, to make it significantly behind that. I think having that parapet be a different color is more like a lid on top of it. It seems to me that it's quieter and draws attention to itself if it is all the same color.

Mr. Schwarz – The glass is set back It is set back far enough ti wouldn't read of somewhat recessed because it's obscured by all of the vertical and horizontal fins. I don't remember how we got to that point.

Mr. Jackson – I believe that it came from a desire to have more articulation. With that much glazing, we wanted to have some solar control as well, primarily on the south, east, and west. It's not oriented directly in the cardinal directions. We get some morning sun coming in. We did offset the façade to make it asymmetrical with that in mind. There are elements that are serving a purpose. I think the shadows, with the setback, are going to darken it quite a bit more than what could be shown.

Mr. Mohr –To make it more recessive, you get the 3 horizontal lines and the verticals with the glass. It feels recessed because of it. In terms of this building, it is a new way to terminate it. It doesn't bother me. It's definitely a different language than what is going on below. That is obviously new. Ideally, it would be back more. I don't think that is possible. I don't have a problem with the roof form. I think it does have a quasi-industrial sense, which seems appropriate to me. I don't have an issue with it. I don't think it will be detrimental at the street level.

Mr. Lahendro – I do want there to be a strong distinction between the historic building and what is done on top. Formwise, it pretty much does that and the fenestration does that. To reinforce that distinction through colors, depth of colors, setting it back as much as we can will help reinforce that distinction.

Mr. Mohr – It comes down to what you do with the top of the parapet. Is it something as simple as painting it that burgundy color. Does that cap it?

Mr. Lahendro – I think it needs to architecturally be a part of the historic building. It needs to read as part of the historic building.

Mr. Mohr – That's also keen to what Mr. Gastinger was saying about that piece. Maybe the thing to do is that other horizontal line gets picked up.

Mr. Zehmer – If you look at page 143. They have shown the previous colors. The previous colors image shows that top of the parapet white and relates more to the new roof. I actually like the idea of painting it the dark red to tie in with some of the bands lower down in the building. I also agree with the industrial nature of the roof. Defining that top band really helps separate the old from the new.

Mr. Gastinger – I think that purple would be fine too.

Ms. Lengel – I think a burgundy band at the parapet will help separate the old from the new and make it more of a distinct break.

Mr. Mohr – You read the band of brick for first and the roof second.

Mr. Bailey – I think that is a good solution.

Mr. Jackson – That's an interesting development. When I sent the rendering a week and a half ago showing the band being lighter, we hadn't thought about that actually being the reddish-burgundy being the highlight color of the building that would snap it out. It might actually be quite nice. It has the color down below with the canopy element. That might be something that is really interesting. It's not necessarily what was there. I think that it would lend that building to stand on its own more and allow the other building to be different.

Mr. Werner – I looked at what was presented in 2017. The renderings in 2017 had this baby blue thing. My caution is to be very specific in the motion with that band. Refer to the page number and be specific on the detail.

Mr. Zehmer – The top of the parapet is shown as being the same as the wall color.

Mr. Schwarz – This is where my first question comes up. Page 145 shows the color they are specifying. They don't match the renderings really well. We need to make it clear. The dark brown, in my renderings, is showing up like a dark brown. The roof is supposed to be a dark brown color, according to the application.

Mr. Zehmer – It doesn't matter what the colors are. The top of the parapet of the original building should match in color with the belt coursing that separates the first and second stories.

Mr. Schwarz – When you guys make a motion, you're going to specify that the top of parapet matches the belt coursing. The rest of the colors should look like the renderings or should they look like the 4 colors that have been called out on the materials page?

Mr. Mohr – The roof is so much darker. That dark brown doesn't look like any of the renderings.

Mr. Zehmer – As long it's something that signifies something that is separate from the original building is what I am focused on.

Mr. Jackson – The intent is for them to be as it is written in the color swatches. I had a hard time with the roof in the renderings. That's stuff that we actually need to source.

Mr. Mohr – You couldn't do the roof in the same color?

Mr. Jackson – Possibly. It just becomes all different shades of grey. I think that the intent was to have the roof be that dark bronze.

Mr. Mohr – The real contrasting elements in the roof system should be fairly subtle. The fundamental contrast to the old building should be strong. Making that parapet band red

would help that a great deal. If the roof is super dark relative to everything else, it catches the light differently. In the field, maybe have a sample of those that can be looked at to confirm it. I don't have any problem with grey. I just wonder about the dark brown. The windows make sense. The renderings really don't speak to that darker color.

Mr. Lahendro – Everything above the parapet should be the same, dark color. The more you vary the colors in that area, the attention you bring to it. The attitude ought to be more trying to have it disappear.

Mr. Jackson – I will look at what is available with the roofing material and go towards dark grey and circulate that. I don't think there is any attachment to that.

Mr. Mohr – Can the windows be a similar dark grey? Is the darkest color that bronze color?

Mr. Jackson – A lot of the windows are coming out black these days with the black trim. I can also look into that. This bronze sample is pretty dark.

Mr. Mohr – Mr. Lahendro is right. The more hermetic the top is, the better it separates from the building. That's really the objective here. If you did do the red line, that would be a significant division right there.

Mr. Jackson – The existing didn't really offer anything as exciting or interesting as that. It's not original. Parts of the whole project make it greater. It lends back to the building where it wasn't getting much help. I don't know if it would have worked without something above it. If you just had that color up there, as a termination point. Given that there is something above, it helps contain that existing building.

Mr. Zehmer – Do you feel that band of coloring needs to wrap the building?

Motion: Mr. Zehmer - Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and Additions, I move to find that the proposed new roof and fenestration alterations satisfy the BAR's criteria and are compatible with this property and other properties in the Downtown ADC District, and that the BAR approves the application as submitted with the following modifications:

- **that the top of the original building's parapet be painted to match the belt coursing of the building itself around the complete perimeter of the original structure**
- **that the roof structure have a monochromatic finish, as specified as RAL 7012 Basalt Grey in the applicant's submittal.**

Jody Lahendro seconds Approved (5-2, Carl Schwarz and Breck Gastinger opposed).

4. Certificate of Appropriateness Application
BAR 20-06-02
525 Ridge Street
Tax Parcel 290147000
Ridge Street Plaza LLC, Owner
Stephen von Storch, Applicant
Revised landscape wall material

Jeff Werner, Staff Report – Year Built: Under construction District: Ridge Street ADC District Status: Non-contributing Four two-story dwellings were historically situated along Ridge Street, just north of present-day intersection with Cherry Avenue. These houses were constructed before 1907, according to Sanborn Maps, but were demolished in the second half of the twentieth century, when Ridge Street was widened and rerouted to lead into 5th Street SW. After the houses were demolished, the intersection remained a wooded empty lot. **October 18, 2016** – BAR moved (5-3, Balut, Miller and Earnst opposed) to approve the massing and scale only of new residential building. This was not a COA. **December 20, 2016** – BAR approved (6-2, Balut and Miller opposed) CoA for elevations, colors, materials, and product specifications for new residential building. **January 17, 2017** – BAR approves (5-0) the landscape plan, requesting that the applicant submit a final plan with a tree list, lighting fixtures, and Corten Wall details for administrative approval. The BAR also requested an updated Phase I site plan to match the Phase II landscape plan in the area of the plaza. The BAR previously approved a Corten steel wall to enclose planters by the entrance of the new building. The applicant now proposes the street wall to be constructed of formed-in-place concrete, similar to retaining walls found on adjacent properties along Ridge Street. Staff finds the proposed concrete wall appropriate to the ADC and recommends approval.

Steve von Storch, Applicant – (Had technical issues with his microphone and entered the following into the Zoom chatroom.) Not much to say.

COMMENTS FROM THE PUBLIC
None

COMMENTS FROM THE BOARD

Mr. Mohr – This is way more appropriate than the Corten anyway. The Corten is the odd man out. The concrete is fine.

Mr. Gastinger – What is the maximum height of the wall?

Mr. Von Storch – It varies from 18 inches to 30 inches. (Entered in Zoom chatroom)

Mr. Gastinger – I don't have any issue with it.

Motion: Mr. Lahendro - Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, I move to find that the proposed concrete wall satisfies the BAR's criteria and is compatible with this property and other properties in the Ridge Street ADC District, and that the BAR approves the application as submitted.
Tim Mohr seconds. Approved (7-0).

E. **Other Business**

5. Staff Questions/Discussion
Letter to VDHR re: support for Burley HS nomination to VLR/NRHP
Will be on the agenda for the September meeting.
Tenth and Page Survey

Survey was conducted successfully.
Going to be reviewed by the State Review Board.
Consultants have submitted photographs and survey reports.
Hope that we can continue to engage the Tenth and Page community.

F. **Adjournment**

The meeting was adjourned at 8:47 PM.

Certificate of Appropriateness Application
BAR 20-08-01
401 Ridge Street
Tax Parcel 290132000
Barbara S. and Alan D. Jenkins, Owner and Applicant
New fence

Application components (linked):

- Staff Report
- Historic Survey
- Application

City of Charlottesville
Board of Architectural Review
Staff Report
August 18, 2020

Certificate of Appropriateness Application
BAR 20-08-01
401 Ridge Street / Tax Parcel 290273000
Andrew Jenkins, Owner and Applicant
Fence

Background

Year Built: c1891
District: Ridge Street ADC District
Status: Contributing

For over a century after its construction this was Presiding Elder's House for the Charlottesville District of the Methodist Church. It is two-story brick housed has an irregular Queen Anne massing and a high hip roof. (Historic survey attached.)

Previous BAR Review

N/A

Application

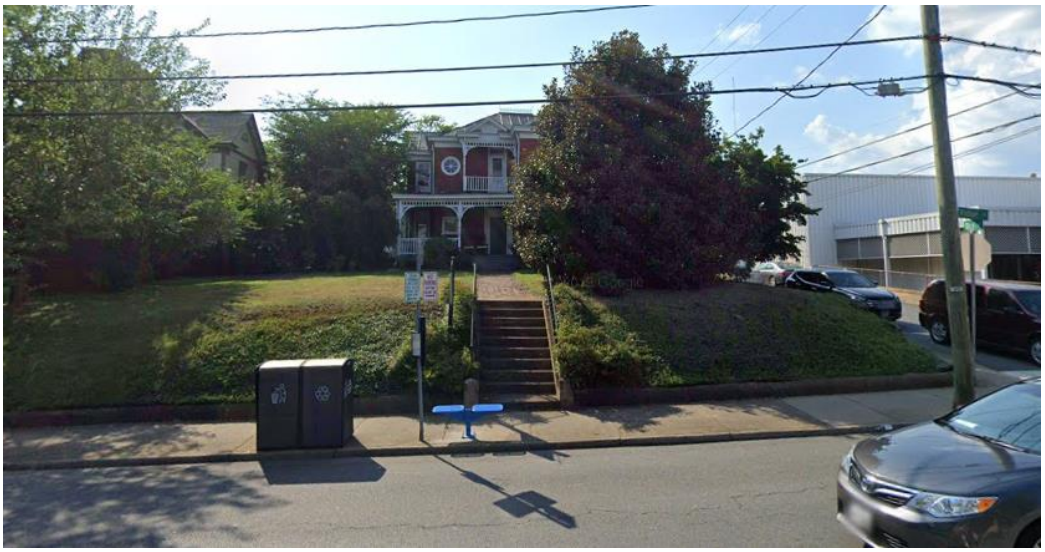
- Applicant's submittal: BAR application, narrative, and site photos (5 pages).

Request for a CoA to construct a stained, wood fence at the side yard (south). At the front and rear, the fence will be 5-ft tall. Due to the first floor window heights at the neighboring house, 405 Ridge Street, the applicant is requesting approval for this section of fence to be 7-ft in height. (405 Ridge Street is a halfway house operated by the United Way of Charlottesville and "provides a safe and structured living environment to assist women in early recovery from drug and/or alcohol addiction and mental health challenges, to heal and become healthy, self-reliant and productive members of our community."
(www.cvillevolunteer.org/agency/detail/?agency_id=72324)

Discussion and Recommendations

Relative to Ridge Street, the front section of fencing, aligned with the front of the house, is 60-ft from the sidewalk. Additionally, the side yard is at an elevation approximately 6-ft to 10-ft above the street grade. This serves to mitigate the visual impact of the requested 7-ft fence segment adjacent parallel to the side of 405 Ridge Street.

Staff recommends approval.



Suggested Motion

Approval: Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, I move to find that the proposed fencing satisfies the BAR's criteria and are compatible with this property and other properties in the Ridge Street ADC District, and that the BAR approves the application as submitted.

...*as submitted* and with the following modifications/conditions:...

Denial: Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, I move to find that the proposed fencing does not satisfy the BAR's criteria and is not compatible with this property and other properties in the Ridge Street ADC District, and that for the following reasons the BAR denies the application as submitted.

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-284(b) of the City Code states that, in considering a particular application the BAR shall approve the application unless it finds:

(1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec.34-288(6); and
(2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.

Pertinent Standards for Review of Construction and Alterations include:

1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;
2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;
3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of
4) Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;
5) The effect of the proposed change on the historic district neighborhood;
6) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;
7) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;
8) Any applicable provisions of the City's Design Guidelines.

Pertinent Design Review Guidelines for Site Design and Elements

C. Walls and Fences

1. Maintain existing materials such as stone walls, hedges, wooden picket fences, and wrought-iron fences.
2. When a portion of a fence needs replacing, salvage original parts for a prominent location.
3. Match old fencing in material, height, and detail.
4. If it is not possible to match old fencing, use a simplified design of similar materials and height.
5. For new fences, use materials that relate to materials in the neighborhood.
6. Take design clues from nearby historic fences and walls.
7. Chain-link fencing, split rail fences, and vinyl plastic fences should not be used.
8. Traditional concrete block walls may be appropriate.
9. Modular block wall systems or modular concrete block retaining walls are strongly discouraged, but may be appropriate in areas not visible from the public right-of-way.
10. If street-front fences or walls are necessary or desirable, they should not exceed four (4) feet in height from the sidewalk or public right-of-way and should use traditional materials and design.

11. Residential privacy fences may be appropriate in side or rear yards where not visible from the primary street.
12. Fences should not exceed six (6) feet in height in the side and rear yards.
13. Fence structure should face the inside of the fenced property.
14. Relate commercial privacy fences to the materials of the building. If the commercial property adjoins a residential neighborhood, use brick or painted wood fence or heavily planted screen as a buffer.
15. Avoid the installation of new fences or walls if possible in areas where there are no are no fences or walls and yards are open.
16. Retaining walls should respect the scale, materials and context of the site and adjacent properties.
17. Respect the existing conditions of the majority of the lots on the street in planning new construction or a rehabilitation of an existing site.

Architectural And Historic Survey

Identification

STREET ADDRESS: 401 Ridge Street
MAP & PARCEL: 29-132
CENSUS TRACT AND BLOCK: 4-339
PRESENT ZONING: R-3
ORIGINAL OWNER: Ch'ville Dis. of VA Methodist Conference
ORIGINAL USE: Residence (Parsonage)
PRESENT USE: Church
PRESENT OWNER: Charlottesville Seventh Day Adventist Church
ADDRESS: 401 Ridge Street
Charlottesville, VA

HISTORIC NAME: Methodist Presiding Elder's House
DATE / PERIOD: circa 1891
STYLE: Victorian
HEIGHT (to cornice) OR STORIES: 2 storeys
DIMENSIONS AND LAND AREA: 67' x 206' (13,802 sq. ft.)
CONDITION: Fair
SURVEYOR: Bibb
DATE OF SURVEY: Winter 1978
SOURCES: City/County Records
Lorenzo Thoms, of Seventh Day Adventist Church
Alexander, Recollections of Early Charlottesville

ARCHITECTURAL DESCRIPTION

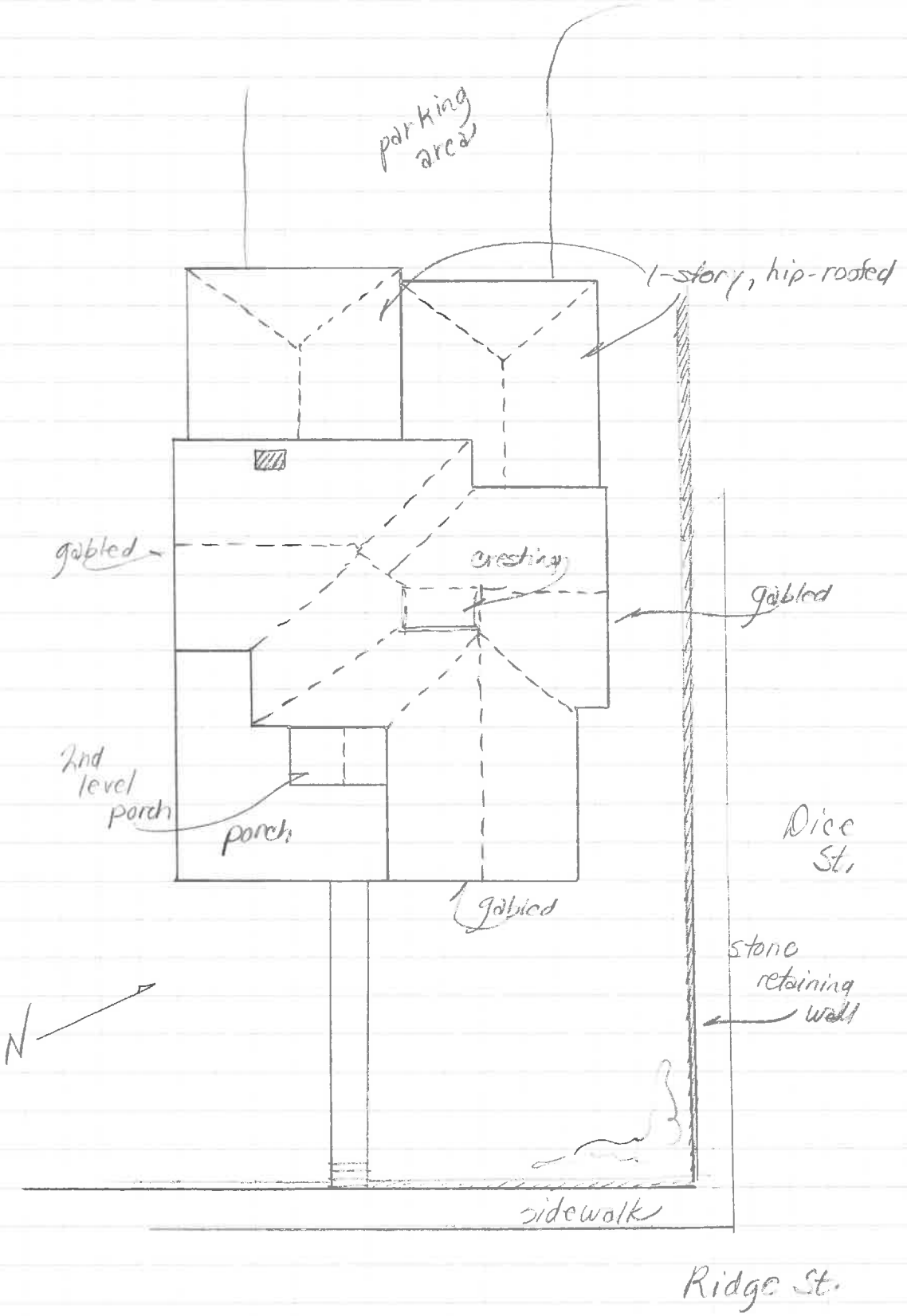
The Presiding Elder's House is a two-storey brick house on a low foundation with irregular Queen Anne massing and a high hip roof of standing-seam metal accented by iron cresting along its short ridge, with wide gables over projecting side bays on the facade and both sides. It has a heavy boxed cornice with returns, and a wide cornice board. There are wooden shingles and eyebrow-shaped attic vents in each gable. One of two interior chimneys in the main block has been removed. There is also a smaller chimney in the kitchen wing. The brick is laid in five course American-with-Flemish bond (five stretcher courses and one header-stretcher course) above the water table. The double-sash windows are two-over-two light, some arranged in pairs, with architrave trim. The original double entrance doors with rectangular transom have been replaced in the current remodeling with a new door at one side of the opening, and the rest boarded up. The veranda covers two of the three bays of the facade and continues around the corner on the south to a second small entrance door which probably led into the minister's study. It has simple Eastlake posts and balustrade, sawn arcaded frieze, and low hip roof with boxed cornice. There is a tiny second-storey porch above the entrance. Its posts and frieze match those of the veranda below, but a simple balustrade has replaced the original. The one-storey rear kitchen wing has matching brick work and cornice, simple low-pitched metal hip roof, and six-over-six light windows. The floor plan is irregular. A three-flight, open-well staircase rises from the entrance hall, lighted by a small, square, multi-light window at the main level and a round window with wheel-spoke muntins at the second level.

HISTORICAL DESCRIPTION

This building and its predecessor served as the residence of the Presiding Elder, or District Superintendent, of the Methodist Church for over a century. Patrick Martin purchased an unimproved 1½ acre lot from Elijah Dunkum in 1843 (ACDB 42-17), and the next year sold the same lot, now improved with a brick dwelling and brick kitchen, to Walker Timberlake (ACDB 42-62), who sold it the following year to the trustees of the Methodist Church (ACDB 43-268). The 1877 Charlottesville map shows this first parsonage as a Virginia I-house located in the center of the property, probably where 405 Ridge Street now stands. The new parsonage at 401 Ridge Street must have been built before 1891 because on 4/6/1891 the Albemarle County Circuit Court granted permission for the property to be subdivided and four lots, including the site of the old parsonage, sold. (City DB 2-332). The house was sold in 1949 to Mary D. Thompson (DB 148-155), who sold it ten years later to Edward and Carrie Henderson (DB 211-161). After their deaths, the trustees of the Charlottesville Seventh Day Adventist Church bought the house in 1976, returning it once again to parochial use. They plan to remove the partitions between several rooms and make a church sanctuary on the main level.

METHODIST PRESIDING ELDER'S HOUSE
401 RIDGE ST.

VDHR FILE NO. 104-25-7



Date JAN. 1994 File No. 104-25-7

Name METHODIST PRESIDING ELDERS HOUSE-401 RIDGE ST

Town CHARLOTTESVILLE

County

Photographer ANN C. HUPPERT

Contents 4 EXT. VIEWS

Board of Architectural Review (BAR)
Certificate of Appropriateness

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

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project $375; Demolition of a contributing structure $375; Appeal of BAR decision $125; Additions and other projects requiring BAR approval $125; Administrative approval $100.
Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Owner Name Alan and Barbara Jenkins Applicant Name Andrew Jenkins

Project Name/Description Install wood fence around side yard Parcel Number 290132000

Project Property Address 401 Ridge Street

Applicant Information

Address: 401 Ridge Street
Charlottesville, Va 22902
Email: anddjenk@gmail.com
Phone: (W) 540-449-1207 (C) _____

Property Owner Information (if not applicant)

Address: 401 Ridge Street
Charlottesville, Va 22902
Email: adj@virginia.edu
Phone: (W) 434-465-5561 (C) _____

Do you intend to apply for Federal or State Tax Credits for this project? No

Signature of Applicant

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

Signature 1/13/20 Date

Andrew Jenkins 1/13/20
Print Name Date

Property Owner Permission (if not applicant)

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

Barbara S. Jenkins 1/13/20
Signature Date

BARBARA S. JENKINS 1/13/20
Print Name Date

Description of Proposed Work (attach separate narrative if necessary): Please see attached narrative.

List All Attachments (see reverse side for submittal requirements):
Narrative, pictures of the side yard, pictures of the style of proposed fence, aerial view of property showing location of proposed fence

For Office Use Only

Received by: _____
Fee paid: _____ Cash/Ck. # _____
Date Received: _____
Revised 2016

Approved/Disapproved by: _____
Date: _____
Conditions of approval: _____

Narrative

We want to build a wood fence around the side yard of 401 Ridge street. The fence will be all treated lumber and stained for a dark finish. I attached a picture of the aerial view of the proposed fence location. The green lines on the aerial view will be 5-foot fences and the red line will be a 7-foot fence. The other pictures are of the side yard with the red line showing how high a 6-foot fence would be and the green line showing how high a 7-foot fence would be.

The fence will be for the safety of our kids playing in the yard and for privacy. The reason for the tall height of the fence is because both the neighbor and I can both see straight into each other's house and the house next door is a halfway home with a lot of strangers who regularly stand at the window watching our kids play in the yard. Because the neighbor's house is a little higher, their perspective is just high enough to see clearly over a 6-foot fence. A 7-foot fence would make a big difference in privacy and would not block any light into the neighbor's windows.

Aerial view and a picture of the side yard. (Green will be 5 feet and Red will be 7 feet)

Lines showing the height of the fence (Red being 6 feet, green being 7 feet.)

Style of proposed fence

The side fence will run along the gravel on the right. Trees will be preserved and no branches will have to be cut.

The front fence will be in line with the front porch and be behind the bushes seen on the right.

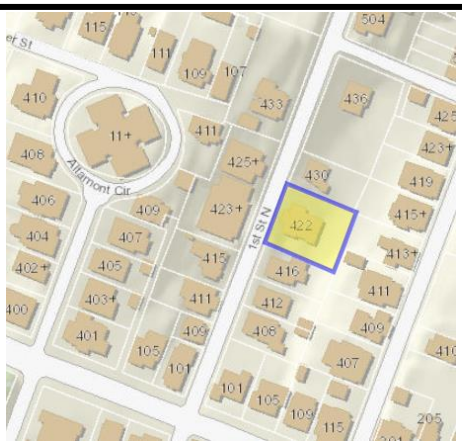
Certificate of Appropriateness Application
BAR 20-07-07
422 North 1st Street
Tax Parcel 330100000
Nonce, LLC, Owner
Julie Kline Dixon, Rosney Co. Architects, Applicant
Rear addition

Application components (linked):

- Staff Report
- Historic Survey
- Application

CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT
August 18, 2020

Certificate of Appropriateness Application
BAR 20-07-07
422 1st Street N / Tax Parcel: 330100000
Owner: NONCE, LLC
Applicant: Julie Kline Dixon/Rosney Co. Architects
Addition to residence



Background

Year Built: c1870 - 1885
District: North Downtown ADC District
Status: Contributing

The Watson-Bosserman House is a three-bay, two-story frame house built in 1870. It is representative of similar vernacular houses built in Charlottesville in the decades following the Civil War. (Historic survey attached.)

Prior BAR Reviews

July 21, 2020 – BAR voted to defer the application. BAR generally supported the application, but requeseted the following items be submitted for clarification and action on the CoA request:

- The siding exposure and profile
- The proposed lighting
- The new shutters
- The roof peak and chimney location
- Upper roof material

Application

- Submittal: Rosney Co. Architects narrative, photos, drawings sheets, dated 25 June 2020: Sheets EC1.0, EC1.1, EC2.0, EC2.1, A1.0*, A2.0*, A3.0*, A4.0** and Perspective. (* Revised, dated 23 July 2020. ** Supplemental, dated 22 July 2020.)

Request CoA for alterations to the rear of the house.

1st Floor, South Elevation:
- Remove the wood deck, metal rail and spiral stair to the lower garden.
- Remove the east and south facing sunroom façade and roof.
- Reconstruct the sunroom walls to accommodate new windows and new roof.
- Below the sunroom, construct brick piers and install two new windows. Existing door to remain.

1st Floor, East Elevation:
- Remove the wood deck.
- Construct a rear porch on painted brick piers. Decking to be ipe,
- Sunroom roof to extend over the new porch and wrap the rear addition. Roof will be supported 10" square posts. Trim details to match the house.
- Remove south window on the rear wing and install entry door.
- On the north side of the porch, install an entry door into the house and construct stairs from the yard. Steps to be ipe.
- Porch and stair rails: Railing 3-1/4" rounded, pickets 1" x 3/4" square edge.

Second Story Addition:
- Construct a second story above the existing rear wing of the house.
- Roofline and eave will be below that on the front section of the house.
- Trim and details to match front section of the house.
- Existing chimney to be extended and shifted to accommodate new window.

General:
- Trim details to match the existing on the house.
- Siding repairs/new to match existing.
- Windows to be Marvin or similar, solid wood, double-hung sash. Selections have not been made, but applicant will accept a condition that lite configuration will conform with that shown on the elevations and for insulated glass that applied muntins are acceptable provided there is an internal spacer bar.
- Roof to be standing-seam metal.
- Lighting fixtures have not been selected, but applicant will accept a condition that the lamping be dimmable and have a Color Temperature that does not exceed 3,000K.

Discussion and Recommendations

Re: BAR's requests:
- The new siding at the rear wing, upper addition will have a 6" exposure, contrasting with the 5-1/2" exposire for the existing siding.
- The proposed lighting has not been selecetd. See staff's recommended conditions.
- The new shutters will be Timberlane solid-wood shutters, louver-style.
- The roof peak condition has been addrssed. See sheets A2.0 and A.3.0.
- Chimney location nioted. See sheets A2.0 and A.3.0.
- Roof material for the rear wing, upper addition to be asphalt shingles. (Owner may replace shingles on existing house, which will match those used on the addition.)
- Porch and sunroom roof to be standing seam metal, color *Charcoal Grey*.

Additionally:
- Porch rail detail is shown on sheet A4.0.
- Windows to be Marvin, solid wood, with 5/8" muntin.

Staff recommends approval, with the following conditions:
- Applicant will provide to staff cut sheets for selected doors, windows, and exterior lighting fixtures. This information will be added to the BAR archives.
- For new windows and doors, applied muntins are acceptable. If on insulated glass, there will internal space bars aligned with the applied muntins.
- Lamping for exterior light fixtures will have a Color Temperature not to exceed 3,000K and will comply with the City's "Dark Sky" ordinance.

Suggested Motions

Approval: Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and for Rehabilitations, I move to find that the proposed alterations and addition satisfy the BAR's criteria and are compatible with this property and other properties in the North Downtown ADC district, and that the BAR approves the application as submitted..

[.. as submitted with the following modifications…]

Denial: Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and for Rehabilitations, I move to find that the alterations and addition do not satisfy the BAR's criteria and are not compatible with this property and other properties in the North Downtown ADC district, and that for the following reasons the BAR denies the application as submitted..

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-284(b) of the City Code states that, in considering a particular application the BAR shall approve the application unless it finds:

(1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec. 34-288(6); and
(2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.

Pertinent Standards for Review of Construction and Alterations include:

(1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;
(2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;
(3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;
(4) The effect of the proposed change on the historic district neighborhood;
(5) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;

(6) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;
(7) Any applicable provisions of the City's Design Guidelines.

Pertinent Guidelines for New Construction and Additions

P. Additions

1) Function and Size
    a. Attempt to accommodate needed functions within the existing structure without building an addition.
    b. Limit the size of the addition so that it does not visually overpower the existing building.
2) Location
    a. Attempt to locate the addition on rear or side elevations that are not visible from the street.
    b. If additional floors are constructed on top of a building, set the addition back from the main façade so that its visual impact is minimized.
    c. If the addition is located on a primary elevation facing the street or if a rear addition faces a street, parking area, or an important pedestrian route, the façade of the addition should be treated under the new construction guidelines.
3) Design
    a. New additions should not destroy historic materials that characterize the property.
    b. The new work should be differentiated from the old and should be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
4) Replication of Style
    a. A new addition should not be an exact copy of the design of the existing historic building. The design of new additions can be compatible with and respectful of existing buildings without being a mimicry of their original design.
    b. If the new addition appears to be part of the existing building, the integrity of the original historic design is compromised and the viewer is confused over what is historic and what is new.
5) Materials and Features
    a. Use materials, windows, doors, architectural detailing, roofs, and colors that are compatible with historic buildings in the district.
6) Attachment to Existing Building
    a. Wherever possible, new additions or alterations to existing buildings should be done in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the buildings would be unimpaired.
    b. The new design should not use the same wall plane, roof line, or cornice line of the existing structure.

Pertinent Guidelines for Rehabilitations

C. Windows

1) Prior to any repair or replacement of windows, a survey of existing window conditions is recommended. Note number of windows, whether each window is original or replaced, the material, type, hardware and finish, the condition of the frame, sash, sill, putty, and panes.
2) Retain original windows when possible.
3) Uncover and repair covered up windows and reinstall windows where they have been blocked in.

4) If the window is no longer needed, the glass should be retained and the back side frosted, screened, or shuttered so that it appears from the outside to be in use.
5) Repair original windows by patching, splicing, consolidating or otherwise reinforcing. Wood that appears to be in bad condition because of peeling paint or separated joints often can be repaired.
6) Replace historic components of a window that are beyond repair with matching components.
7) Replace entire windows only when they are missing or beyond repair.
8) If a window on the primary façade of a building must be replaced and an existing window of the same style, material, and size is identified on a secondary elevation, place the historic window in the window opening on the primary façade.
9) Reconstruction should be based on physical evidence or old photographs.
10) Avoid changing the number, location, size, or glazing pattern of windows by cutting new openings, blocking in windows, or installing replacement sash that does not fit the window opening.
11) Do not use inappropriate materials or finishes that radically change the sash, depth of reveal, muntin configuration, reflective quality or color of the glazing, or appearance of the frame.
12) Use replacement windows with true divided lights or interior and exterior fixed muntins with internal spacers to replace historic or original examples.
13) If windows warrant replacement, appropriate material for new windows depends upon the context of the building within a historic district, and the age and design of the building. Sustainable materials such as wood, aluminum-clad wood, solid fiberglass, and metal windows are preferred. Vinyl windows are discouraged.
14) False muntins and internal removable grilles do not present an historic appearance and should not be used.
15) Do not use tinted or mirrored glass on major facades of the building. Translucent or low (e) glass may be strategies to keep heat gain down.
16) Storm windows should match the size and shape of the existing windows and the original sash configuration. Special shapes, such as arched top storms, are available.
17) Storm windows should not damage or obscure the windows and frames.
18) Avoid aluminum-colored storm sash. It can be painted an appropriate color if it is first primed with a zinc chromate primer.
19) The addition of shutters may be appropriate if not previously installed but if compatible with the style of the building or neighborhood.
20) In general, shutters should be wood (rather than metal or vinyl) and should be mounted on hinges. In some circumstances, appropriately dimensioned, painted, composite material shutters may be used.
21) The size of the shutters should result in their covering the window opening when closed.
22) Avoid shutters on composite or bay windows.
23) If using awnings, ensure that they align with the opening being covered.
24) Use awning colors that are compatible with the colors of the building.

D. Entrances, Porches, and Doors

1) The original details and shape of porches should be retained including the outline, roof height, and roof pitch.
2) Inspect masonry, wood, and metal or porches and entrances for signs of rust, peeling paint, wood deterioration, open joints around frames, deteriorating putty, inadequate caulking, and improper drainage, and correct any of these conditions.
3) Repair damaged elements, matching the detail of the existing original fabric.

4) Replace an entire porch only if it is too deteriorated to repair or is completely missing, and design to match the original as closely as possible.
5) Do not strip entrances and porches of historic material and details.
6) Give more importance to front or side porches than to utilitarian back porches.
7) Do not remove or radically change entrances and porches important in defining the building's overall historic character.
8) Avoid adding decorative elements incompatible with the existing structure.
9) In general, avoid adding a new entrance to the primary facade, or facades visible from the street.
10) Do not enclose porches on primary elevations and avoid enclosing porches on secondary elevations in a manner that radically changes the historic appearance.
11) Provide needed barrier-free access in ways that least alter the features of the building.
    a. For residential buildings, try to use ramps that are removable or portable rather than permanent.
    b. On nonresidential buildings, comply with the Americans with Disabilities Act while minimizing the visual impact of ramps that affect the appearance of a building.
12) The original size and shape of door openings should be maintained.
13) Original door openings should not be filled in.
14) When possible, reuse hardware and locks that are original or important to the historical evolution of the building.
15) Avoid substituting the original doors with stock size doors that do not fit the opening properly or are not compatible with the style of the building.
16) Retain transom windows and sidelights.
17) When installing storm or screen doors, ensure that they relate to the character of the existing door.
    a. They should be a simple design where lock rails and stiles are similar in placement and size.
    b. Avoid using aluminum colored storm doors.
    c. If the existing storm door is aluminum, consider painting it to match the existing door.
    d. Use a zinc chromate primer before painting to ensure adhesion.

E. Cornice

1) Keep the cornice well sealed and anchored, and maintain the gutter system and flashing.
2) Repair rather than replace the cornice.
3) Do not remove elements of the original composition, such as brackets or blocks, without replacing them with new ones of a like design.
4) Match materials, decorative details, and profiles of the existing original cornice design when making repairs.
5) Do not replace an original cornice with a new one that conveys a different period, style, or theme from that of the building.
6) If the cornice is missing, the replacement should be based on physical or documented evidence, or barring that, be compatible with the original building.
7) Do not wrap or cover a cornice with vinyl or aluminum; these substitute materials may cover up original details and also may hide underlying moisture problems.

LANDMARK SURVEY

IDENTIFICATION

Street Address: 422 North First Street
Map and Parcel: 33-100
Census Track & Block: 3-504
Present Owner: J. Norwood Bosserman
Address: 422 North First Street
Present Use: Residence
Original Owner: William Roads
Original Use: Residence

BASE DATA

Historic Name: The Watson-Bosserman House
Date/Period: 1870
Style: Victorian Vernacular
Height to Cornice:
Height in Stories: 2
Present Zoning: R-3
Land Area (sq.ft.): 92 x 105
Assessed Value (land + imp.): 3600 + 10,170 = 13,770

ARCHITECTURAL DESCRIPTION

This building is a typical example of the simple, three bay, two story frame residences which were built in the city in the period following the Civil War. Also of the style are the interior chimneys, the low central gable, and the single story entrance porch with chamfered posts. The interior is based on the traditional single pile plan with a rear wing. Much of the original appointments on the interior remain intact including the mantels, coal grates, floors and stair woodwork.

HISTORICAL DESCRIPTION

The lot was sold to William Roads by W. T. Early in November, 1870, ACDB 65 P 596. In the deed it is mentioned that the lot contained a house recently built by Roads, thus establishing a date for this structure. Since the Roads ownership, which only lasted four years, the house has been sold a total of eleven times. Deed references: ACDB 65 P 596, 68-439, 72-33, 82-412, City DB 37 P 413, 37-426, 81-124, 93-317, 96-21, 189-371, 229-464.

GRAPHICS

CONDITIONS

Very Good

SOURCES

City/County Records

Board of Architectural Review (BAR)
Certificate of Appropriateness

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

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project $375; Demolition of a contributing structure $375; Appeal of BAR decision $125; Additions and other projects requiring BAR approval $125; Administrative approval $100. Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Owner Name Nonce, LLC Applicant Name Julie Dixon The Rosney Co Architects

Project Name/Description Addition / Renovation to existing residence_____ Parcel Number_____

Project Property Address 422 1st Street North Charlottesville, VA 22901

Applicant Information

Address: 609 East Market Street Suite 206
Charlottesville VA 22902Email:juliekdixon@hotmail.com

Phone: (C) 4343914947

Property Owner Information (if not applicant)

Address: 422 1st Street North Charlottesville VA 22902 Email:_____

Phone: (W) ____ (C) 434.390.4616

Do you intend to apply for Federal or State Tax Credits for this project? ___no_

Signature of Applicant

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

Julie Dixon 25 June 2020
Signature Date

Julie Dixon 25 June 2020
Print Name Date

Property Owner Permission (if not applicant)

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

Harla L. Horton 25 June 2020
Signature Date

Harlan L. Horton 25 June 2020
Print Name R/A for Nonce, LLC Date

Description of Proposed Work (attach separate narrative if necessary):_____
__ _____see attached_____ __
_____

List All Attachments (see reverse side for submittal requirements): Drawings and Description_____
_____

For Office Use Only

Received by: _____
Fee paid: _____Cash/Ck. # _____
Date Received: _____
Revised 2016

Approved/Disapproved by: _____
Date: _____
Conditions of approval: _____
_____

HISTORIC DISTRICT ORDINANCE: You can review the *Historical Preservation and Architectural Design Control Overlay Districts* regulations in the City of Charlottesville Zoning Ordinance starting with Section 34-271 online at www.charlottesville.org or at Municode.com for the City of Charlottesville.

DESIGN REVIEW GUIDELINES: Please refer to the current *ADC Districts Design Guidelines* online at www.charlottesville.org.

SUBMITTAL REQUIREMENTS: The following information and exhibits shall be submitted along with each application for Certificate of Appropriateness, per *Sec. 34-282 (d)* in the City of Charlottesville Zoning Ordinance:

(1) Detailed and clear depictions of any proposed changes in the exterior features of the subject property;

(2) Photographs of the subject property and photographs of the buildings on contiguous properties;

(3) One set of samples to show the nature, texture and color of materials proposed;

(4) The history of an existing building or structure, if requested;

(5) For new construction and projects proposing expansion of the footprint of an existing building: a three-dimensional model (in physical or digital form);

(6) In the case of a demolition request where structural integrity is at issue, the applicant shall provide a structural evaluation and cost estimates for rehabilitation, prepared by a professional engineer, unless waived by the BAR.

APPEALS: Following a denial the applicant, the director of neighborhood development services, or any aggrieved person may appeal the decision to the city council, by filing a written notice of appeal within ten (10) working days of the date of the decision. Per Sec. 34-286. - City council appeals, an applicant shall set forth, in writing, the grounds for an appeal, including the procedure(s) or standard(s) alleged to have been violated or misapplied by the BAR, and/or any additional information, factors or opinions he or she deems relevant to the application.

Harlan L. Hoskan
C/A for Nonce, LLC
hlhesq@Kinex.net

{ROSNEY Co.}
ARCHITECTS

Date: 25 June 2020
To: City of Charlottesville
From: The Rosney Co Architects
Re: 422 North 1st Street

Re: Narrative Description of Proposed Additions and Alterations to 422 North 1st Street:

The owners of 422 North 1st Street propose a multi-part project that will improve the overall aesthetics and create much needed additional living space. First, we propose removal of the existing rear wood deck, metal rail and spiral stair to the lower garden. They are deteriorated visually and not in keeping with the house aesthetically. We also propose removal of the existing east and south facing sunroom façade and roof (structure and material) which we'd like to replace with new double hung windows and architectural detailing that gives the space the look of an enclosed sunroom. The windows will be solid wood by Marvin or similar and the roof a standing seam metal. On the rear of the house, we propose the addition of a covered porch with painted brick piers instead of the existing wood, ipe decking, solid wood wrapped 10" posts, traditional trim details matching those elsewhere in the house, solid wood siding to match existing, a standing seam metal roof, and a new stair on the north side. The proposed new roof structure will wrap both the sunroom and porch under one wrap-around hip structure. We would also like to add brick piers on the basement level below the new sunroom façade to create a more pleasing architectural rhythm. Last, we propose the addition of a new second story above the existing rear wing of the house. Pending structural approval, we propose the addition of a bedroom and closet over the existing rear wing. We hold the roof and eave below the existing and use windows and details that are consistent with the front bay of the house.

Julie Dixon
The Rosney Co Architects

609 East Market Street, Suite 206
Charlottesville, Virginia 22902

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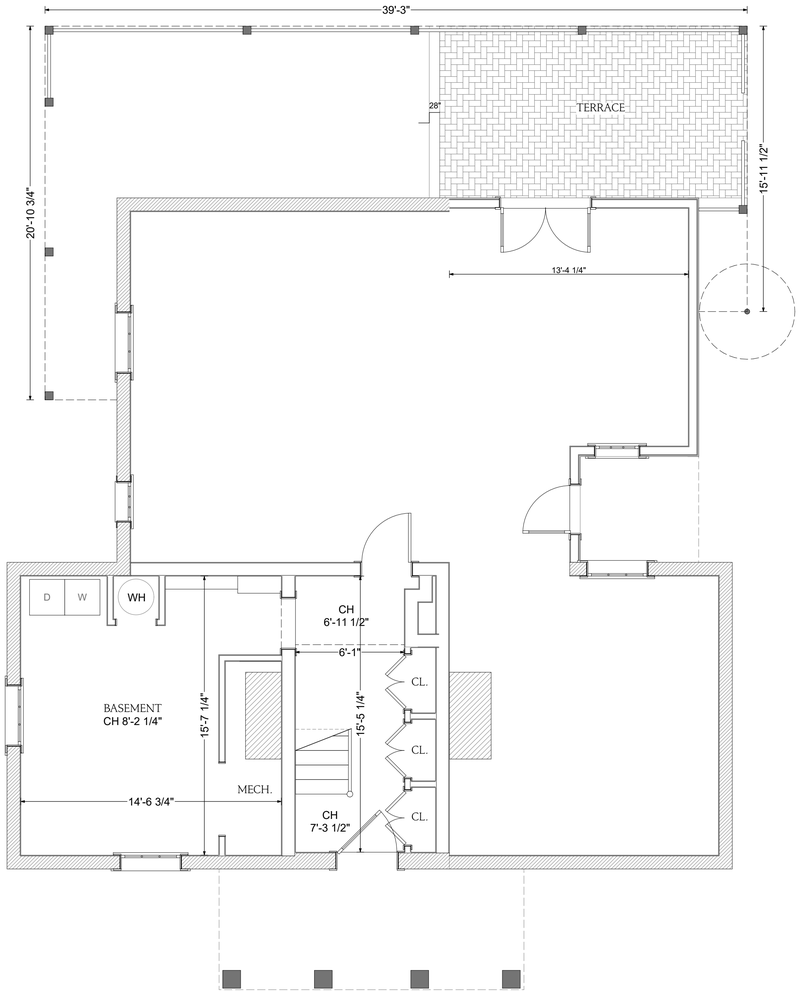
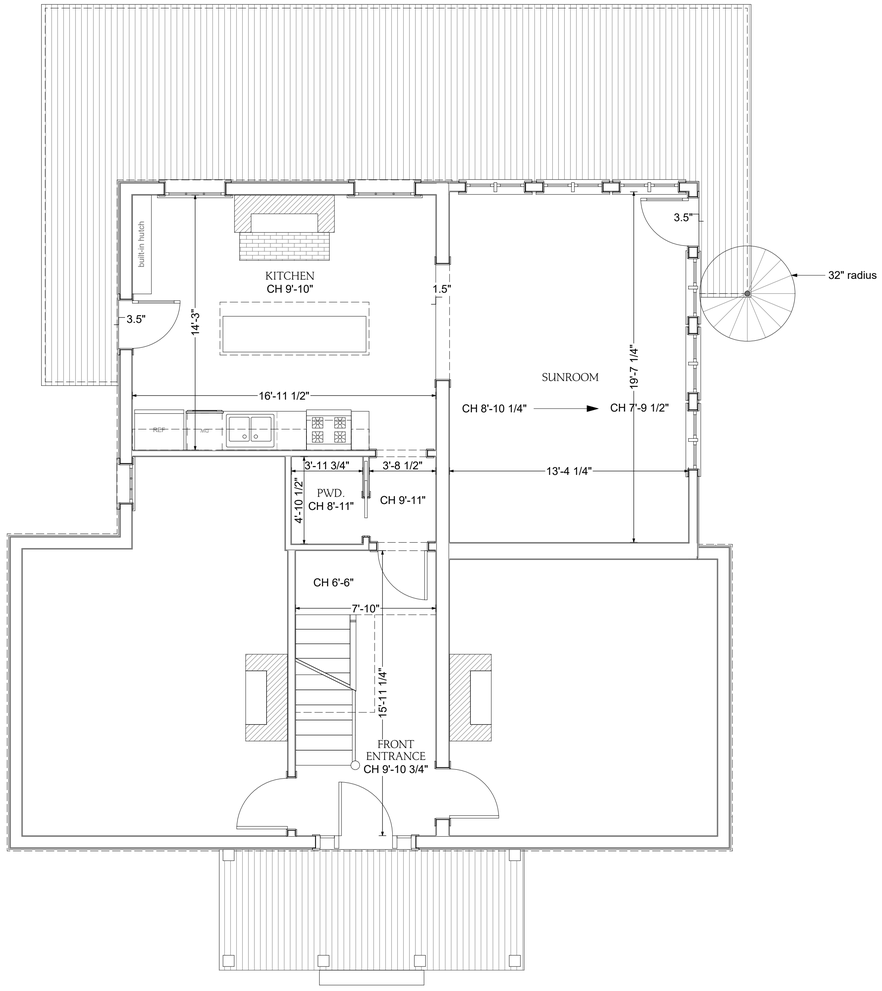
Charlottesville, Virginia 22902





{ROSNEY Co.}
ARCHITECTS
108 5th Street SE, Suite 308
Charlottesville, Va. 22902
T: 434.242.9678
F: 540.301.0466

CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

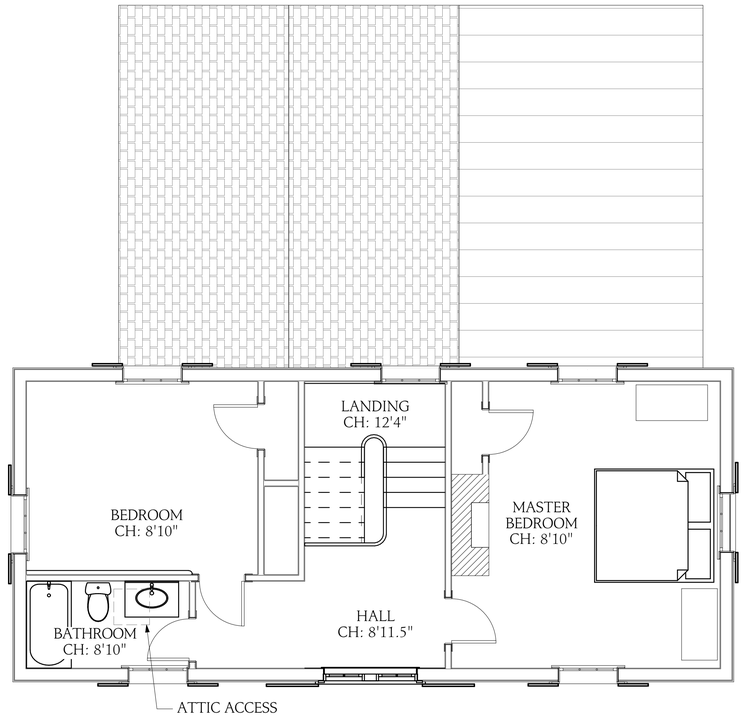
EDITIONS/REVS

FLOOR PLANS

6/25/2020

EC1.0

12:13 PM 6/25/2020



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MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

Second Floor Plan

6/25/2020

EC1.1

12:13 PM 6/25/2020

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MEP:

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First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

EXTERIOR ELEVATIONS

6/25/2020

EC2.0

12:13 PM 6/25/2020

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CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

EXTERIOR ELEVATIONS

6/25/2020

EC2.1

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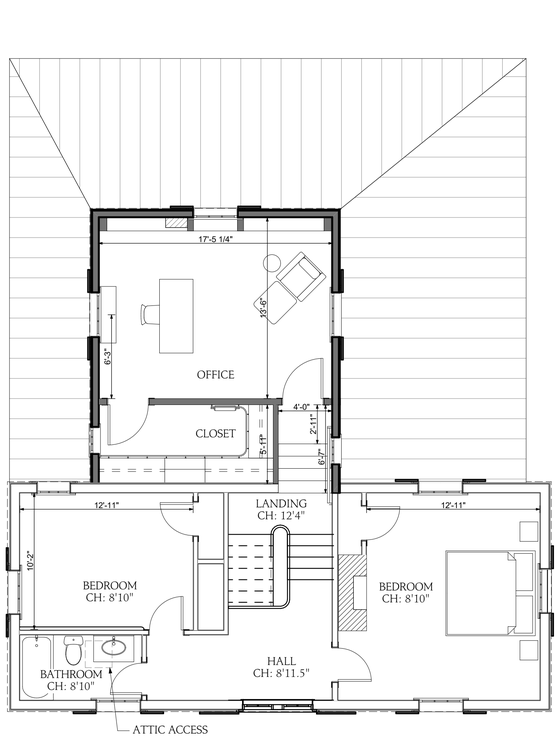
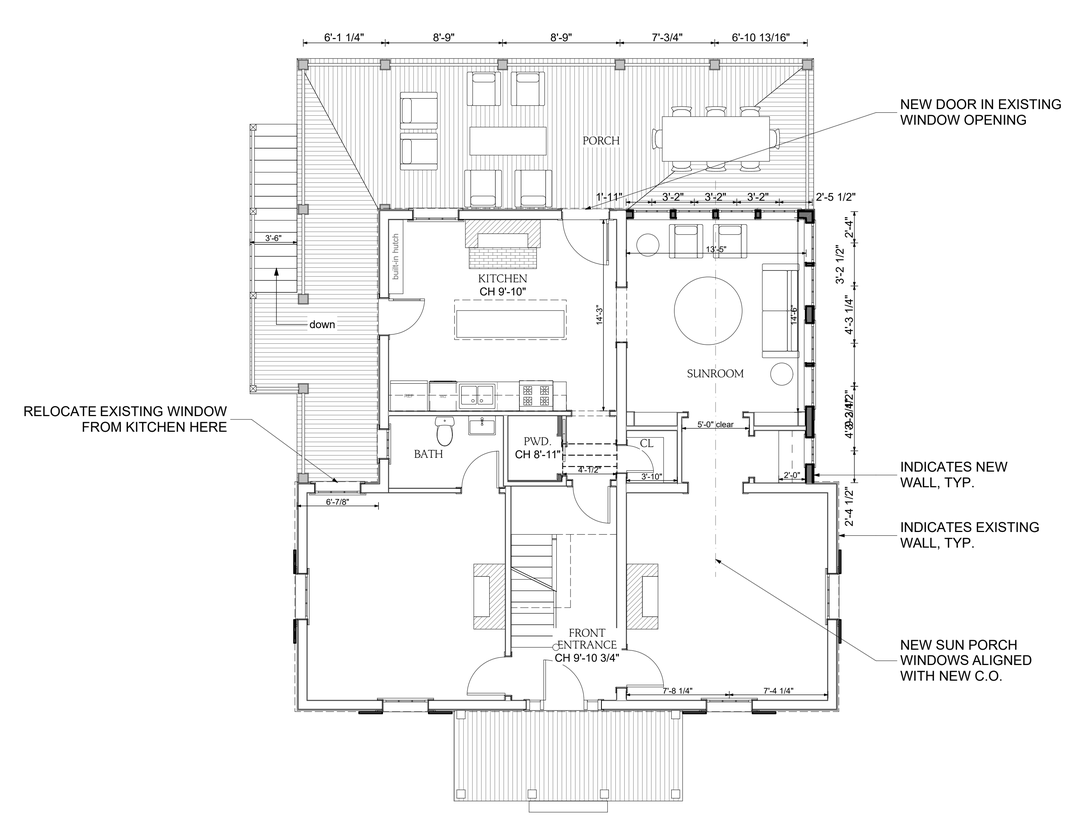


Second Floor Plan
SCALE: 3/16" = 1'-0"

1



Ground Floor Plan
SCALE: 3/16" = 1'-0"

2

{ROSNEY Co.}
ARCHITECTS
108 5th Street SE, Suite 308
Charlottesville, Va. 22902
T: 434.242.9678
F: 540.301.0466

CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

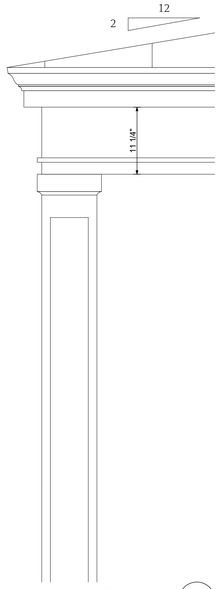
EDITIONS/REVS

Plans

6/25/2020

A1.0

12:11PM 6/25/2020



Eave Detail
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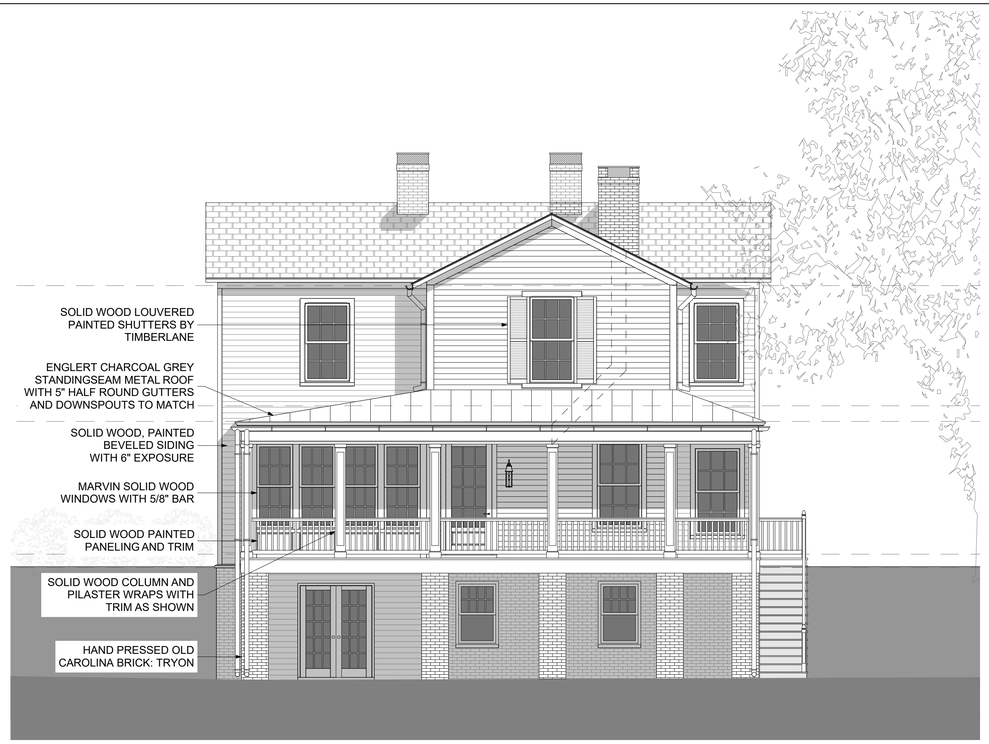
1



East Elevation
SCALE: 3/16" = 1'-0"
2

Porch Section
SCALE: 3/16" = 1'-0"
3

South Elevation
SCALE: 3/16" = 1'-0"
4

North Elevation
SCALE: 3/16" = 1'-0"
5

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CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

Exterior Elevations

7/23/2020

A2.0

10:00 AM 7/23/2020

Sunroom and Office Section Facing West
SCALE: 1/2" = 1'-0"

1

{ROSNEY Co.}
ARCHITECTS
108 5th Street SE, Suite 308
Charlottesville, Va. 22902
T: 434.242.9678
F: 540.301.0466

CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

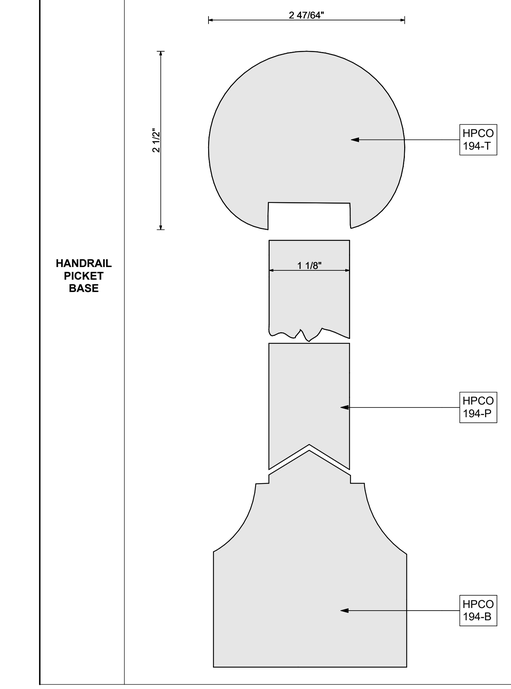
EDITIONS/REVS

Building Section

7/23/2020

A3.0

10:01 AM 7/23/2020

LABEL	PROFILE	LOCATION
HANDRAIL PICKET BASE		PORCHES, TYP HANDRAIL AND PICKETS ALL INTERIOR STAIRS

Handrail and Picket Profile
SCALE: 1" = 1'-0"

1

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CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

Trim Details

7/22/2020

A4.0

12:24 PM 7/22/2020

{ROSNEY Co}
ARCHITECTS
108 5th Street SE, Suite 308
Charlottesville, Va. 22902
T: 434.242.9678
F: 540.301.0466

CONSULTANTS:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP:

GEOTECHNICAL ENGINEER:

First Street Residence

Charlottesville, Virginia

EDITIONS/REVS

Perspective

6/25/2020

12:17 PM 6/25/2020

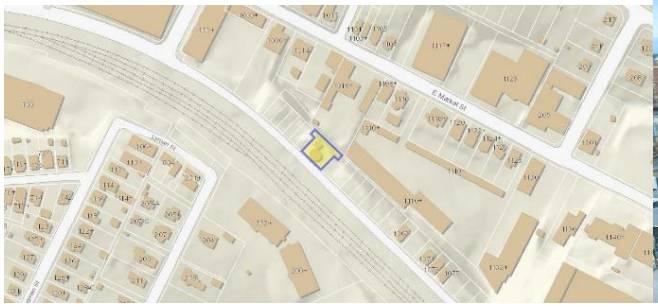
Certificate of Appropriateness Application
BAR 18-07-04
0 East Water Street
Tax Parcel 570157800
Alan Taylor, Owner/ Ashley Davies, Applicant
Maintenance and Rehabilitation

Application components (linked):

- Staff Report
- Project Context
- Lighting email, plan, and cutsheet
- Text of interpretive sign

City of Charlottesville
Board of Architectural Review
Staff Report
September 18, 2018

Certificate of Appropriateness Application
BAR 18-07-04
0 East Water Street / Tax Parcel 570157800
Owner: Alan Taylor
Applicant: Ashley Davies
Pocket Park at Coal Tower – interpretative signage and light fixture



Background
Year Built: 1942
Designation: Individually Protected Property (IPP).

Designed and constructed by the Ogle Construction Company, Coal Tower originally functioned as a storage tower for coal and sand with a mechanism that loaded the materials onto steam locomotives. Decommissioned in 1986, it is one of seven of its kind remaining in Virginia.

Prior BAR Actions
(Prior to Sept. 2018 see appendix)

September 18, 2018 – BAR approved the proposed park design at the Coal Tower, with the following conditions:
- Final light fixtures selected will be submitted for the BAR review;
- Lamping not to exceed 3000 color rendering index (CRI);
- Interpretative signage and/or displays submitted for BAR review.

Application
- Applicant's submittal: Plan of Coal Tower pocket park indicating location of light fixtures; information re: fixture and lamping; and draft text for plaque/marker.

Submittal of information requested by the BAR as condition of approval for the September 2018 CoA for the planned pocket park.

Discussion and recommendation

Staff recommends approval of the proposed fixtures and lamping. Each lamp is 450 lumens, 6.5 watts, 60 watt equivalent, with a Color Temperature of 2150K. https://globe-electric.com/en/product/globe-electric-60w-equivalent-soft-white-2200k-vintage-edison-dimmable-led-light-bulb73193/

Staff suggests the BAR determine the type of marker and the proposed location. If that information is not available for review, the BAR should defer that component of this submittal.

Staff has not evaluated the proposed text; however, the cited work is by Thomas W. Dixon, Jr., a well-known author and historian of railroad history. Staff recommends only that the text be modified to be consistent with the contemporary style guides. Specifically:

- *C&O* should have spaces, C & O.
- *8* should be spelled out, eight.
- In the second paragraph, delete the second reference to the tower's 300-ton capacity.
- In the second paragraph, delete the word *today*.
- In the last sentence, delete the second comma.

> The Charlottesville Coal Tower
> The Charlottesville Coal Tower is one of seven remaining of its kind in Virginia. The job of the coaling tower was to fuel steam-powered locomotives. 1948 was the last year of all-steam operations on the Chesapeake & Ohio Railway (C&O), and steam operations fully ceased in 1956. The cylindrical coaling tower is an ideal vessel for strength and a logical design for placement of heavy loads of coal in the towers above the track. The 300-ton capacity was the most common on the C&O and appeared in at least 8 locations. In the last decade of the C&O's full steam operations, there were 99 designated fueling locations.
>
> In 1942, the Ogle Construction Company, one of three major builders of coaling stations, built the 91-foot-tall concrete coaling tower in Charlottesville, capable of holding 300 tons of coal. Decommissioned in 1986, the Charlottesville Coal Tower still stands between East Market Street and the CSX railroad tracks today. Like most coaling stations, it was retired in place, due to its large dimensions and solid construction.

Suggested Motion

*Approva*l: Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, I move to find that the proposed light fixtures and narrative marker, as submitted, satisfy the conditions of the CoA approved on September 18, 2018.

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-284(b) of the City Code states that,
In considering a particular application, the BAR shall approve the application unless it finds:

1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec.34-288(6); and
2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.

Pertinent Standards for Review of Construction and Alterations include:

1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;
2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;
3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of
4) Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;
5) The effect of the proposed change on the historic district neighborhood;
6) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;
7) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;
8) When reviewing any proposed sign as part of an application under consideration, the standards set forth within Article IX, sections 34-1020 et seq shall be applied; and
9) Any applicable provisions of the City's Design Guidelines.

Pertinent Guidelines for Site Design and Elements

D. Lighting

Charlottesville's residential areas have few examples of private site lighting. Most houses, including those used for commercial purposes, have attractive, often historically styled fixtures located on the house at various entry points. In the commercial areas, there is a wide variety of site lighting including large utilitarian lighting, floodlights and lights mounted on buildings. Charlottesville has a "Dark Sky" ordinance that requires full cutoff for lamps that emit 3,000 or more lumens. Within an ADC District, the BAR can impose limitations on lighting levels relative to the surrounding context.

1) In residential areas, use fixtures that are understated and compatible with the residential quality of the surrounding area and the building while providing subdued illumination.
2) Choose light levels that provide for adequate safety yet do not overly emphasize the site or building. Often, existing porch lights are sufficient.
3) In commercial areas, avoid lights that create a glare. High intensity commercial lighting fixtures must provide full cutoff.
4) Do not use numerous "crime" lights or bright floodlights to illuminate a building or site when surrounding lighting is subdued.
5) In the downtown and along West Main Street, consider special lighting of key landmarks and facades to provide a focal point in evening hours.
6) Encourage merchants to leave their display window lights on in the evening to provide extra illumination at the sidewalk level.
7) Consider motion-activated lighting for security.

Pertinent Guidelines for Public Design and Improvements

I. Public Signs

1) Maintain the coordinated design for a citywide gateway, directional, and informational public sign system.
2) Add a distinctive street sign system for historic districts.
3) Continue to install plaques or signs commemorating significant events, buildings, and individuals in the districts.
4) Avoid placing sign posts in locations where they can interfere with the opening of vehicle doors.
5) Preserve existing historic plaques located in the district.
6) New plaques should be discreetly located and should not obscure architectural elements.

Appendix

Prior BAR Review

September 19, 2017 – BAR approved proposed landscaping plan in concept , requesting that submittal of specific details such as plants species, location, lighting, and signage (if included) to come back to the BAR.

July 17, 2018 - Re: proposed maintenance and rehabilitation of the Coal Tower, BAR accepted applicant's request for deferral.

July 25, 2018: Re: proposed maintenance and rehabilitation of the Coal Tower, with BAR consent, staff approved applicant' request to complete certain mauntenance items at the Coal Tower. (See page 25 of applicant's July 31, 2018 submittal.)

August 21, 2018: BAR approved the Pocket Park design and proposed maintenance and rehabilitation of the Coal Tower with the following additions:

- The lower platform [outside of the door at top of tower] to be retained if possible
- Consent to replace windows if repair is not feasible
- Simplify the design of the park
- Explore different grasses to use in the strip between the sidewalk and Bocce court
- Provide a lighting plan for under the tower.
- Interpretive signs will come back to the BAR for review
- Changes to the site plan will be turned into staff and put on the consent agenda for approval.

In September 2018, the BAR approved a CoA for a park at the C&O Coal Tower along East Water Street. The motion conditioned that final light fixtures and interpretative signage would be submitted for the BAR record.

Certificate of Appropriateness Application
BAR 18-07-04
0 East Water Street
Tax Parcel 570157800
Alan Taylor, Owner/ Ashley Davies, Applicant
Maintenance and Rehabilitation

Motion: Schwarz moved having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, I move to find that the proposed park design at the Coal Tower satisfies the BAR's criteria and is compatible with this Individually Protected Property, and that the BAR approves the application with the following conditions:

- Final light fixtures selected will be submitted for the BAR review;
- Lamping not to exceed 3000 color rendering index (CRI);
- Interpretative signage and/or displays will be submitted for BAR review.

Earnst seconded. Approved 7-0.

Watkins, Robert

From: Ashley Davies <ashley@riverbenddev.com>
Sent: Tuesday, July 28, 2020 3:16 PM
To: Watkins, Robert
Subject: FW: Coal Tower Lighting
Attachments: Coal tower - Revised Lighting Layout 200728.pdf

Hi Robert,

Here is the information on the very simple lighting plan for the Coal Tower with a fixture to closely match what is already on the structure. See below and attached.

https://www.lampsplus.com/products/rlm-series-13-and-one-quarter-inch-bronze-and-black-outdoor-barn-wall-light__81d20.html

---

From: Joseph Simpson <simpson@atlasconstructionmanagement.com>
Sent: Tuesday, July 28, 2020 10:00 AM
To: Ashley Davies <ashley@riverbenddev.com>
Cc: Tuckeratlas@gmail.com
Subject: Coal Tower Lighting

Hi Ashley,
While working on the coal tower, the contractor took a photo of the existing light fixture that was located at the top door. We want to mimic that appearance and attached is a wall mounded sconce that is the most similar in appearance. Additionally, we previously had noted a pendant light fixture, but want to use wall sconces since they match the existing light more closely and they will be easier to maintain in the future. Attached is a layout of where these fixtures would be placed at roughly 8-10ft AFF. There would be (4) under the first bay, (4) under the second bay, and 2 on the rear wall. The lamps would be no greater than 60W and the ones we are looking at are dimmable LED fixtures with a kelvin rating of 2150 so they are soft white that provide a warm and cosy ambiance. Could you please forward this information to Jeff?

Joseph Simpson
434-981-3634


globe
60w
uses/utilise
6.5w
$88.28
Brightness
Luminosité
450
Estimated
Energy Cost
$0.78
LED
DEL
vintage.


View motion photo

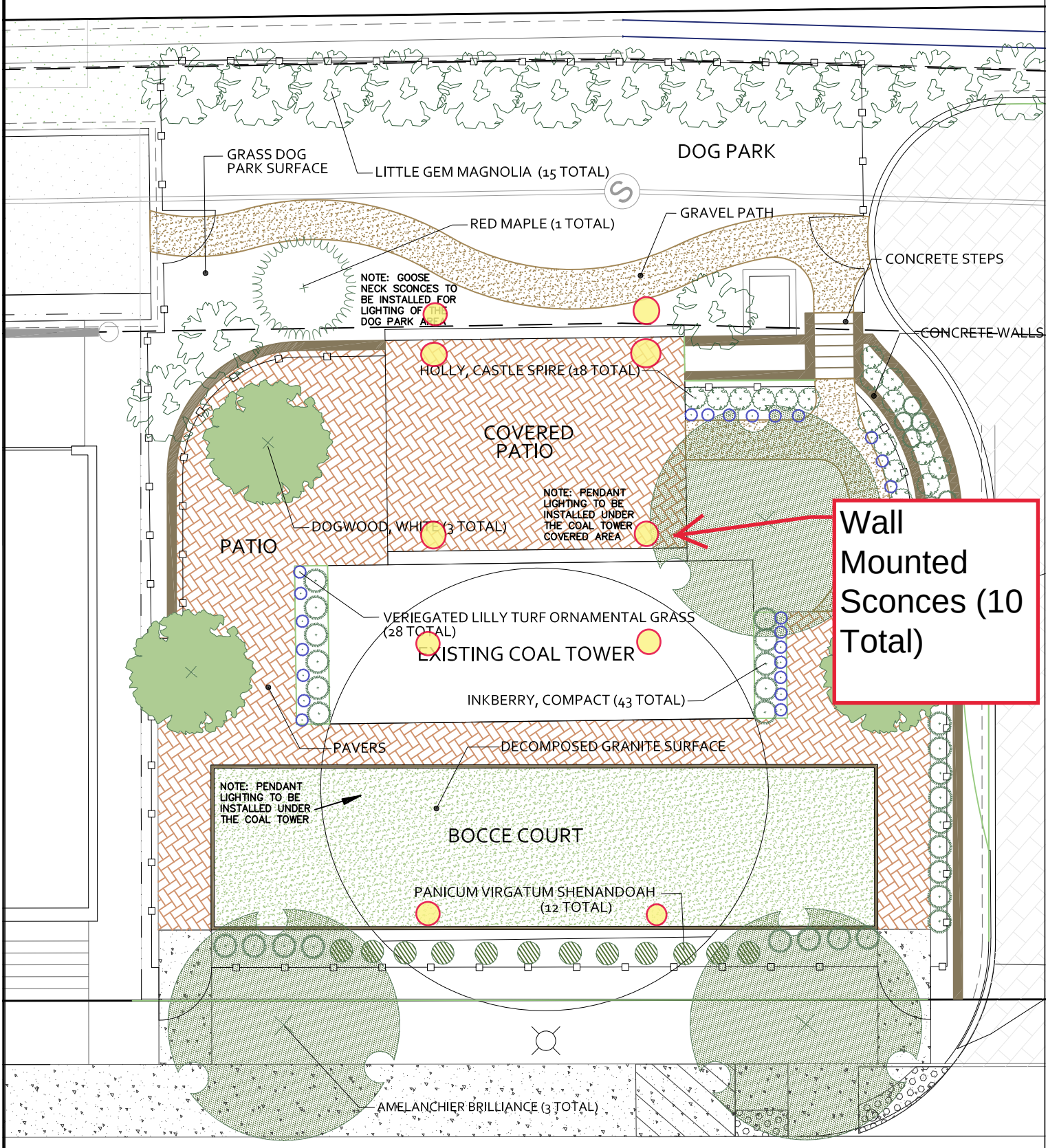
CLOSE ×

RLM Series 13 1/4" Bronze and Black Outdoor Barn Wall Light - Style # 81D20



+ ZOOM IN - ZOOM OUT START OVER

WATERSTREET - COAL TOWER POCKET PARK DESIGN



Wall Mounted Sconces (10 Total)

COLLINS ENGINEERING
200 GARRETT STREET SUITE K CHARLOTTESVILLE, VA 22902

JULY 31, 2018
REVISED: 8/28/18
SCALE: 1"=10'

RLM Series 13 1/4" Bronze and Black Outdoor Barn Wall Light

Style # 81D20

https://www.lampsplus.com/products/rlm-series-13-and-one-quarter-inch-bronze-and-black-outdoor-barn-wall-light__81d20.html

Product Details

Use this industrial barn light to add a vintage look to porch areas, garages and more.

Additional Info:

From the RLM Series by Minka, this outdoor wall light offers a vintage industrial look for your home. The gooseneck arm comes in a sand black finish and is paired with a smoked iron finish light. The look is ideal for lighting house numbers, architectural details, or signage. Rated for outdoor wet locations, but can also be used indoors in a kitchen or entry space.

- 13 1/4" high overall. Extends 31 3/4" from the wall. Arm is 8 1/2" high x 6" wide. Light is 6 1/4" high x 18" Wide. Weighs 10.5 lbs.
- Backplate is 6" high x 6 3/4" wide. From center of mounting point to top of light is 5.63".
- Uses one maximum 100 watt standard-medium base E26 bulb (not included).
- Barn light industrial style outdoor wall light. From the RLM Series by Minka.
- Sand black finish wallplate and arm. Smoked iron black finish light. Steel construction.
- Rated for wet location outdoor use. Can also be used indoors.

The Charlottesville Coal Tower

The Charlottesville Coal Tower is one of seven remaining of its kind in Virginia. The job of the coaling tower was to fuel steam-powered locomotives. 1948 was the last year of all-steam operations on the Chesapeake & Ohio Railway (C&O), and steam operations fully ceased in 1956. The cylindrical coaling tower is an ideal vessel for strength and a logical design for placement of heavy loads of coal in the towers above the track. The 300-ton capacity was the most common on the C&O and appeared in at least 8 locations. In the last decade of the C&O's full steam operations, there were 99 designated fueling locations.

In 1942, the Ogle Construction Company, one of three major builders of coaling stations, built the 91-foot-tall concrete coaling tower in Charlottesville, capable of holding 300 tons of coal. Decommissioned in 1986, the Charlottesville Coal Tower still stands between East Market Street and the CSX railroad tracks today. Like most coaling stations, it was retired in place, due to its large dimensions and solid construction.

Source: Chesapeake & Ohio Coaling Stations, By Thomas W. Dixon, Jr.

Certificate of Appropriateness Application
BAR 17-11-02
167 Chancellor Street
Tax Parcel 090126000
Alpha Omicron of Chi Psi Corp., Owner
Kevin Schafer, Design Develop, Applicant
Exterior alterations and addition

Application components (linked):

- Staff Report
- Minutes from previous reviews of project
- Historic Survey
- Submittal Package
- Drawings
- Lighting Cutsheet

City of Charlottesville
Board of Architectural Review
Staff Report
August 18, 2020

Certificate of Appropriateness
BAR 17-11-02
167 Chancellor Street / Tax Parcel 090126000
Alpha Omicron of Chi Psi Corp, Owner
Kevin Schafer, Design Develop, LLC, Applicant
Addition and alterations

Background

Year Built: 1915
District: The Corner ADC
Status: Contributing

This large, five-bay, two-and-a-half-story dwelling shows elements of the Colonial Revival style; details include: brick stretcher bond, hip roof with one hip roof dormer, two-bay front porch with piers and full entablature, and entrance with three-lite transom and sidelights. (Historic survey attached).

Prior BAR Actions

November 2017 - Preliminary discussion. BAR was supportive of something happening here, but not the submitted version. The changes to Chancellor Street side were more problematic: the big dormer is not appropriate; maintain the wrap-around porch, maybe come out only as far as first column. Maintain integrity on Chancellor Street side. Madison Lane side could be more contemporary and differentiated from historic fabric; invading setback on that side OK; maybe one-story full width porch instead of 2-story portico; play off the two volumes; porch can create own axis, not necessarily symmetrical; take cues from Greek revival – not-so-grand two-story porch. New addition could be more contemporary.
http://weblink.charlottesville.org/public/0/edoc/739824/2017-11_167%20Chancellor%20Street_BAR.pdf

April 2018 – BAR approved the application for general massing, concept and composition with details and the SUP recommendation to come back for BAR review.
http://weblink.charlottesville.org/public/0/edoc/754415/2018-04_167%20Chancellor%20Street_BAR.pdf

October 2019 – BAR recommended approval of Special Use Permit for setback variances; that based on the general design and building footprint as submitted the proposed Special Use Permit for 167 Chancellor Street will not have an adverse impact on the Corner ADC District, with the understanding that the final design and details will require future BAR review and approval and that the BAR extends the Certificate of Appropriateness from April 2018.
http://weblink.charlottesville.org/public/0/edoc/791772/2019-10_167%20Chancellor%20Street_BAR.pdf

Note: See appendix for minutes from above BAR meetings.

Application

- Applicant submittal:
  - Design Develop drawings *Chi Psi Lodge at 167 Chancellor Street*, dated June 30, 2020: CS.1; Site Plan sheets 1- 5 (June 1, 2020); D1.0; D1.1; D1.2; D1.3; D2.0; A0.0; A1.0; A1.1; A1.2; A1.3; A2.0; A2.1; A3.0; A3.1; A3.2; and A5.0.
  - Charlottesville CoA Application for the Chi Psi Lodge, dated June 30, 2020: Cover through sheet 35--includes project narrative, existing conditions, proposed landscape plan, proposed building elevations and material information, before and after rendered views.
  - Cut sheet for exterior light fixture: Artisan #3175CLBK

CoA request for a proposed addition and alterations, including site work and landscaping, to an existing fraternity house.

Materials

- Roofing
  - House: Da Vinci Bellaforte synthetic slate shingles (Slate Grey).
  - Gutters/Downspouts: Aluminum (White), 5" ogee gutter, round downspouts.
  - Porch (east): Standing seam metal, painted.
- Brick
  - Match existing
- Trim
  - Cornice: Replicate existing. Hardiepanel.
  - Pediment: Hardiepanel with Architectural Elements polyurethane cove mould.
  - Columns: EnduraStone FRP (Fiberglass Reinforced Polymer) Columns
  - Railings: PermaPorch cellular PVC railing. "Savannah" top rail profile.
  - Porch flooring: Trex Select Decking (Woodland Brown)
- EIFS
- Doors
  - Pinnacle clad white, ogee applied muntins with internal spacer bar. Classic handle style.
- Windows
  - Pinnacle aluminum clad wood, double hung window, white exterior finish, 7/8" ogee applied muntins with internal spacer bar, low-e glass, Williamsburg brickmould.
  - At pediment: Pinnacle clad white direct glaze full round, 7/8" applied muntin with internal spacer bar.
  - Sills: Precast concrete.
- Lighting
  - Artisan #3175CLBK with 60W incandescent bulb.

- Landscaping
    - Seven (7) “Rotundiloba” Sweetgum. *Liquidambar styraciflua*
    - One (1) Red Maple, *Acer rubrum*
    - Grass lawn

Discussion

The BAR previously reviewed and approved the project's general massing, concept and composition. For this submittal, the BAR review should focus on the materials and details, and their application and use on the previously approved form and massing.

During prior meetings, the BAR discussed the extent to which the additions and alterations should be differentiated from what will be retained and how there were no obvious transition lines to work with. (For example, the existing cornice line and profile will be continued on addition.) The BAR suggested that the elements and character of the Chancellor Street elevation be retained, with the significant transformation focused on the Madison Lane elevation, which is reflected in the current submittal.

The BAR also requested that existing windows be retained, to the extent possible. Eleven existing windows and the existing door and sidelights at the east entry will be retained.

Staff reviewed with the applicant the matter of new roofing versus retain sections of the existing. The existing slate roof is over 100 years old and has been poorly maintained. Given the complexity of the new roof plan and the extent to which the existing, removal of the existing slate and replacement with the synthetic slate is a reasonable request. However, the BAR may wish to discuss this further.

The existing metal roof on the porch facing Chancellor Street is in very poor condition. It has deteriorated and in some places it has been patched. Its is a reasonable request.

The BAR should discuss the existing hip/ridge caps and ledge flashing and to what extent those elements might be retained/replicated, if at all.

For new construction, the use of EIFS and fiberglass-reinforced plastic is discouraged. However, these materials have changed since adoption of the guidelines (2012). The BAR should discuss if these materials are acceptable.

Suggested Motions

Approval: Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, New Construction and Additions, and Rehabilitation, I move to find that the proposed alterations and addition satisfy the BAR’s criteria and are compatible with this property and other properties in The Corner ADC district, and that the BAR approves the application as submitted..

[.. as submitted with the following modifications…]

Denial: Having considered the standards set forth within the City Code, including City Design Guidelines for Site Design and Elements, New Construction and Additions, and Rehabilitation, I move to find that the alterations and addition do not satisfy the BAR’s criteria and are not compatible with this property and other properties in The Corner ADC ADC district, and that for the following reasons the BAR denies the application as submitted..

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-284(b) of the City Code states that, in considering a particular application the BAR shall approve the application unless it finds:

(1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec.34-288(6); and
(2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.

Pertinent Standards for Review of Construction and Alterations include:

(1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;
(2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;
(3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;
(4) The effect of the proposed change on the historic district neighborhood;
(5) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;
(6) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;
(7) Any applicable provisions of the City's Design Guidelines.

Pertinent Guidelines for Site Design and Elements

B. Plantings

1) Encourage the maintenance and planting of large trees on private property along the streetfronts, which contribute to the "avenue" effect.
2) Generally, use trees and plants that are compatible with the existing plantings in the neighborhood.
3) Use trees and plants that are indigenous to the area.
4) Retain existing trees and plants that help define the character of the district, especially street trees and hedges.
5) Replace diseased or dead plants with like or similar species if appropriate.
6) When constructing new buildings, identify and take care to protect significant existing trees and other plantings.
7) Choose ground cover plantings that are compatible with adjacent sites, existing site conditions, and the character of the building.
8) Select mulching and edging materials carefully and do not use plastic edgings, lava, crushed rock, unnaturally colored mulch or other historically unsuitable materials.

D. Lighting

1) In residential areas, use fixtures that are understated and compatible with the residential quality of the surrounding area and the building while providing subdued illumination.
2) Choose light levels that provide for adequate safety yet do not overly emphasize the site or building. Often, existing porch lights are sufficient.
3) In commercial areas, avoid lights that create a glare. High intensity commercial lighting fixtures must provide full cutoff.

4) Do not use numerous "crime" lights or bright floodlights to illuminate a building or site when surrounding lighting is subdued.
5) In the downtown and along West Main Street, consider special lighting of key landmarks and facades to provide a focal point in evening hours.
6) Encourage merchants to leave their display window lights on in the evening to provide extra illumination at the sidewalk level.
7) Consider motion-activated lighting for security.

E. Walkways and Driveways

1) Use appropriate traditional paving materials like brick, stone, and scored concrete.
2) Concrete pavers are appropriate in new construction, and may be appropriate in site renovations, depending on the context of adjacent building materials, and continuity with the surrounding site and district.
3) Gravel or stone dust may be appropriate, but must be contained.
4) Stamped concrete and stamped asphalt are not appropriate paving materials.
5) Limit asphalt use to driveways and parking areas.
6) Place driveways through the front yard only when no rear access to parking is available.

…

H. Utilities and Other Site Appurtenances

1. Plan the location of overhead wires, utility poles and meters, electrical panels, antennae, trash containers, and exterior mechanical units where they are least likely to detract from the character of the site.
2. Screen utilities and other site elements with fences, walls, or plantings.
3. Encourage the installation of utility services underground.

…

Pertinent Guidelines for New Construction and Additions

G. Roof (New)

1) Roof Forms and Pitches
    a. The roof design of new downtown or West Main Street commercial infill buildings generally should be flat or sloped behind a parapet wall.
    b. Neighborhood transitional buildings should use roof forms that relate to the neighboring residential forms instead of the flat or sloping commercial form.
    c. Institutional buildings that are freestanding may have a gable or hipped roof with variations.
    d. Large-scale, multi-lot buildings should have a varied roof line to break up the mass of the design using gable and/or hipped forms.
    e. Shallow pitched roofs and flat roofs may be appropriate in historic residential areas on a contemporary designed building.
    f. Do not use mansard-type roofs on commercial buildings; they were not used historically in Charlottesville's downtown area, nor are they appropriate on West Main Street.
2) Roof Materials: Common roof materials in the historic districts include metal, slate, and composition shingles.
    a. For new construction in the historic districts, use traditional roofing materials such as standing-seam metal or slate.
    b. In some cases, shingles that mimic the appearance of slate may be acceptable.
    c. Pre-painted standing-seam metal roof material is permitted, but commercial-looking ridge caps or ridge vents are not appropriate on residential structures.

d. Avoid using thick wood cedar shakes if using wood shingles; instead, use more historically appropriate wood shingles that are thinner and have a smoother finish.
e. If using composition asphalt shingles, do not use light colors. Consider using neutral-colored or darker, plain or textured-type shingles.
f. The width of the pan and the seam height on a standing-seam metal roof should be consistent with the size of pan and seam height usually found on a building of a similar period.

I. Windows and Doors (New)

1) The rhythm, patterns, and ratio of solids (walls) and voids (windows and doors) of new buildings should relate to and be compatible with adjacent historic facades.
    a. The majority of existing buildings in Charlottesville's historic districts have a higher proportion of wall area than void area except at the storefront level.
    b. In the West Main Street corridor in particular, new buildings should reinforce this traditional proportion.
2) The size and proportion, or the ratio of width to height, of window and door openings on new buildings' primary facades should be similar and compatible with those on surrounding historic facades.
    a. The proportions of the upper floor windows of most of Charlottesville's historic buildings are more vertical than horizontal.
    b. Glass storefronts would generally have more horizontal proportions than upper floor openings.
3) Traditionally designed openings generally are recessed on masonry buildings and have a raised surround on frame buildings. New construction should follow these methods in the historic districts as opposed to designing openings that are flush with the rest of the wall.
4) Many entrances of Charlottesville's historic buildings have special features such as transoms, sidelights, and decorative elements framing the openings. Consideration should be given to incorporating such elements in new construction.
5) Darkly tinted mirrored glass is not an appropriate material for windows in new buildings within the historic districts.
6) If small-paned windows are used, they should have true divided lights or simulated divided lights with permanently affixed interior and exterior muntin bars and integral spacer bars between the panes of glass.
7) Avoid designing false windows in new construction.
8) Appropriate material for new windows depends upon the context of the building within a historic district, and the design of the proposed building. Sustainable materials such as wood, aluminum-clad wood, solid fiberglass, and metal windows are preferred for new construction. Vinyl windows are discouraged.
9) Glass shall be clear. Opaque spandrel glass or translucent glass may be approved by the BAR for specific applications.

J. Porches (New)

1. Porches and other semi-public spaces are important in establishing layers or zones of intermediate spaces within the streetscape.

L. Foundation and Cornice (New)

1) Distinguish the foundation from the rest of the structure through the use of different materials, patterns, or textures.

2) Respect the height, contrast of materials, and textures of foundations on surrounding historic buildings.
3) If used, cornices should be in proportion to the rest of the building.
4) Wood or metal cornices are preferred. The use of fypon may be appropriate where the location is not immediately adjacent to pedestrians.

M. Materials and Textures (New)

1) The selection of materials and textures for a new building should be compatible with and complementary to neighboring buildings.
2) In order to strengthen the traditional image of the residential areas of the historic districts, brick, stucco, and wood siding are the most appropriate materials for new buildings.
3) In commercial/office areas, brick is generally the most appropriate material for new structures. "Thin set" brick is not permitted. Stone is more commonly used for site walls than buildings.
4) Large-scale, multi-lot buildings, whose primary facades have been divided into different bays and planes to relate to existing neighboring buildings, can have varied materials, shades, and textures.
5) Synthetic siding and trim, including, vinyl and aluminum, are not historic cladding materials in the historic districts, and their use should be avoided.
6) Cementitious siding, such as HardiPlank boards and panels, are appropriate.
7) Concrete or metal panels may be appropriate.
8) Metal storefronts in clear or bronze are appropriate.
9) The use of Exterior Insulation and Finish Systems (EIFS) is discouraged but may be approved on items such as gables where it cannot be seen or damaged. It requires careful design of the location of control joints.
10) The use of fiberglass-reinforced plastic is discouraged. If used, it must be painted.
11) All exterior trim woodwork, decking and flooring must be painted, or may be stained solid if not visible from public right-of-way.

N. Paint (New)

1) The selection and use of colors for a new building should be coordinated and compatible with adjacent buildings, not intrusive.
2) In Charlottesville's historic districts, various traditional shaded of brick red, white, yellow, tan, green, or gray are appropriate. For more information on colors traditionally used on historic structures and the placement of color on a building, see Chapter 4: Rehabilitation.
3) Do not paint unpainted masonry surfaces.
4) It is proper to paint individual details different colors.
5) More lively color schemes may be appropriate in certain sub-areas dependent on the context of the sub-areas and the design of the building.

O. Details and Decoration (New)

1) Building detail and ornamentation should be consistent with and related to the architecture of the surrounding context and district.
2) The mass of larger buildings may be reduced using articulated design details.
3) Pedestrian scale may be reinforced with details.

P. Additions (New)

1) Function and Size
    a. Attempt to accommodate needed functions within the existing structure without building an addition.

    b. Limit the size of the addition so that it does not visually overpower the existing building.
2) Location
    a. Attempt to locate the addition on rear or side elevations that are not visible from the street.
    b. If additional floors are constructed on top of a building, set the addition back from the main façade so that its visual impact is minimized.
    c. If the addition is located on a primary elevation facing the street or if a rear addition faces a street, parking area, or an important pedestrian route, the façade of the addition should be treated under the new construction guidelines.
3) Design
    a. New additions should not destroy historic materials that characterize the property.
    b. The new work should be differentiated from the old and should be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
4) Replication of Style
    a. A new addition should not be an exact copy of the design of the existing historic building. The design of new additions can be compatible with and respectful of existing buildings without being a mimicry of their original design.
    b. If the new addition appears to be part of the existing building, the integrity of the original historic design is compromised and the viewer is confused over what is historic and what is new.
5) Materials and Features
    a. Use materials, windows, doors, architectural detailing, roofs, and colors that are compatible with historic buildings in the district.
6) Attachment to Existing Building
    a. Wherever possible, new additions or alterations to existing buildings should be done in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the buildings would be unimpaired.
    b. The new design should not use the same wall plane, roof line, or cornice line of the existing structure.

Pertinent Guidelines for Rehabilitation

<u>B. Facades and Storefronts (Rehab)</u>

1) Conduct pictorial research to determine the design of the original building or early changes.
2) Conduct exploratory demolition to determine what original fabric remains and its condition.
3) Remove any inappropriate materials, signs, or canopies covering the façade.
4) Retain all elements, materials, and features that are original to the building or are contextual remodelings, and repair as necessary.
5) Restore as many original elements as possible, particularly the materials, windows, decorative details, and cornice.
6) When designing new building elements, base the design on the "Typical elements of a commercial façade and storefront" (see drawing next page).
7) Reconstruct missing or original elements, such as cornices, windows, and storefronts, if documentation is available.
8) Design new elements that respect the character, materials, and design of the building, yet are distinguished from the original building.
9) Depending on the existing building's age, originality of the design and architectural significance, in some cases there may be an opportunity to create a more contemporary façade design when undertaking a renovation project.

10) Avoid using materials that are incompatible with the building or within the specific districts, including textured wood siding, vinyl or aluminum siding, and pressure-treated wood,
11) Avoid introducing inappropriate architectural elements where they never previously existed.

C. Windows (Rehab)

1) Prior to any repair or replacement of windows, a survey of existing window conditions is recommended. Note number of windows, whether each window is original or replaced, the material, type, hardware and finish, the condition of the frame, sash, sill, putty, and panes.
2) Retain original windows when possible.
3) Uncover and repair covered up windows and reinstall windows where they have been blocked in.
4) If the window is no longer needed, the glass should be retained and the back side frosted, screened, or shuttered so that it appears from the outside to be in use.
5) Repair original windows by patching, splicing, consolidating or otherwise reinforcing. Wood that appears to be in bad condition because of peeling paint or separated joints often can be repaired.
6) Replace historic components of a window that are beyond repair with matching components.
7) Replace entire windows only when they are missing or beyond repair.
8) If a window on the primary façade of a building must be replaced and an existing window of the same style, material, and size is identified on a secondary elevation, place the historic window in the window opening on the primary façade.
9) Reconstruction should be based on physical evidence or old photographs.
10) Avoid changing the number, location, size, or glazing pattern of windows by cutting new openings, blocking in windows, or installing replacement sash that does not fit the window opening.
11) Do not use inappropriate materials or finishes that radically change the sash, depth of reveal, muntin configuration, reflective quality or color of the glazing, or appearance of the frame.
12) Use replacement windows with true divided lights or interior and exterior fixed muntins with internal spacers to replace historic or original examples.
13) If windows warrant replacement, appropriate material for new windows depends upon the context of the building within a historic district, and the age and design of the building. Sustainable materials such as wood, aluminum-clad wood, solid fiberglass, and metal windows are preferred. Vinyl windows are discouraged.
14) False muntins and internal removable grilles do not present an historic appearance and should not be used.
15) Do not use tinted or mirrored glass on major facades of the building. Translucent or low (e) glass may be strategies to keep heat gain down.
16) Storm windows should match the size and shape of the existing windows and the original sash configuration. Special shapes, such as arched top storms, are available.
17) Storm windows should not damage or obscure the windows and frames.
18) Avoid aluminum-colored storm sash. It can be painted an appropriate color if it is first primed with a zinc chromate primer.
19) The addition of shutters may be appropriate if not previously installed but if compatible with the style of the building or neighborhood.
20) In general, shutters should be wood (rather than metal or vinyl) and should be mounted on hinges. In some circumstances, appropriately dimensioned, painted, composite material shutters may be used.
21) The size of the shutters should result in their covering the window opening when closed.
22) Avoid shutters on composite or bay windows.
23) If using awnings, ensure that they align with the opening being covered.
24) Use awning colors that are compatible with the colors of the building.

D. Entrances, Porches, and Doors (Rehab)

1) The original details and shape of porches should be retained including the outline, roof height, and roof pitch.
2) Inspect masonry, wood, and metal or porches and entrances for signs of rust, peeling paint, wood deterioration, open joints around frames, deteriorating putty, inadequate caulking, and improper drainage, and correct any of these conditions.
3) Repair damaged elements, matching the detail of the existing original fabric.
4) Replace an entire porch only if it is too deteriorated to repair or is completely missing, and design to match the original as closely as possible.
5) Do not strip entrances and porches of historic material and details.
6) Give more importance to front or side porches than to utilitarian back porches.
7) Do not remove or radically change entrances and porches important in defining the building's overall historic character.
8) Avoid adding decorative elements incompatible with the existing structure.
9) In general, avoid adding a new entrance to the primary facade, or facades visible from the street.
10) Do not enclose porches on primary elevations and avoid enclosing porches on secondary elevations in a manner that radically changes the historic appearance.
11) Provide needed barrier-free access in ways that least alter the features of the building.
    a. For residential buildings, try to use ramps that are removable or portable rather than permanent.
    b. On nonresidential buildings, comply with the Americans with Disabilities Act while minimizing the visual impact of ramps that affect the appearance of a building.
12) The original size and shape of door openings should be maintained.
13) Original door openings should not be filled in.
14) When possible, reuse hardware and locks that are original or important to the historical evolution of the building.
15) Avoid substituting the original doors with stock size doors that do not fit the opening properly or are not compatible with the style of the building.
16) Retain transom windows and sidelights.
17) When installing storm or screen doors, ensure that they relate to the character of the existing door.
    a. They should be a simple design where lock rails and stiles are similar in placement and size.
    b. Avoid using aluminum colored storm doors.
    c. If the existing storm door is aluminum, consider painting it to match the existing door.
    d. Use a zinc chromate primer before painting to ensure adhesion.

E. Cornice (Rehab)

1) Keep the cornice well sealed and anchored, and maintain the gutter system and flashing.
2) Repair rather than replace the cornice.
3) Do not remove elements of the original composition, such as brackets or blocks, without replacing them with new ones of a like design.
4) Match materials, decorative details, and profiles of the existing original cornice design when making repairs.
5) Do not replace an original cornice with a new one that conveys a different period, style, or theme from that of the building.
6) If the cornice is missing, the replacement should be based on physical or documented evidence, or barring that, be compatible with the original building.

7) Do not wrap or cover a cornice with vinyl or aluminum; these substitute materials may cover up original details and also may hide underlying moisture problems.

F. Foundation (Rehab)

1) Retain any decorative vents that are original to the building.
2) Offset infill between brick piers either with concrete block or solid masonry to ensure that a primary reading of a brick foundation is retained.
3) When repointing or rebuilding deteriorated porch piers, match original materials as closely as possible.
4) Where masonry has deteriorated, take steps as outlined in the masonry section of these guidelines.

G. Roof (Rehab)

1) When replacing a standing seam metal roof, the width of the pan and the seam height should be consistent with the original. Ideally, the seams would be hand crimped.
2) If pre-painted standing seam metal roof material is permitted, commercial-looking ridge caps or ridge vents are not appropriate on residential structures.
3) Original roof pitch and configuration should be maintained.
4) The original size and shape of dormers should be maintained.
5) Dormers should not be introduced on visible elevations where none existed originally.
6) Retain elements, such as chimneys, skylights, and light wells that contribute to the style and character of the building.
7) When replacing a roof, match original materials as closely as possible.
    a. Avoid, for example, replacing a standing-seam metal roof with asphalt shingles, as this would dramatically alter the building's appearance.
    b. Artificial slate is an acceptable substitute when replacement is needed.
    c. Do not change the appearance or material of parapet coping.
8) Place solar collectors and antennae on non-character defining roofs or roofs of non-historic adjacent buildings.
9) Do not add new elements, such as vents, skylights, or additional stories that would be visible on the primary elevations of the building.

H. Masonry (Rehab)

1) Retain masonry features, such as walls, brackets, railings, cornices, window surrounds, pediments, steps, and columns that are important in defining the overall character of the building.
2) When repairing or replacing a masonry feature, respect the size, texture, color, and pattern of masonry units, as well as mortar joint size and tooling.
3) When repointing masonry, duplicate mortar strength, composition, color, and texture.
    a. Do not repoint with mortar that is stronger than the original mortar and the brick itself.
    b. Do not repoint with a synthetic caulking compound.
4) Repoint to match original joints and retain the original joint width.
5) Do not paint unpainted masonry.

I. Wood (Rehab)

1) Repair rotted or missing sections rather than replace the entire element.
    a. Use epoxies to patch, piece, or consolidate parts.
    b. Match existing materials and details.
2) Replace wood elements only when they are rotted beyond repair.

a. Match the original in material and design by substituting materials that convey the same visual appearance or by using surviving material.
b. Base the design of reconstructed elements on pictorial or physical evidence from the actual building rather than from similar buildings in the area.
c. Complement the existing details, size, scale, and material.

3) Do not substitute vinyl for wood railing and trim. Some composites, including fiberglass reinforced composite, may be found acceptable as a substitute material for a specific application, but must be painted.

J. Synthetic Siding (Rehab)

1) Avoid applying synthetic siding. In addition to changing the appearance of a historic building, synthetic siding can make maintenance more difficult because it covers up potential problems that can become more serious. And synthetic siding, once it dents or fades, needs painting just as frequently as wood.
2) Remove synthetic siding and restore original building material, if possible.

K. Paint (Rehab)

1) Do not remove paint on wood trim or architectural details.
2) Do not paint unpainted masonry.
3) Choose colors that blend with and complement the overall color schemes on the street. Do not use bright and obtrusive colors.
4) The number of colors should be limited. Doors and shutters can be painted a different color than the walls and trim.
5) Use appropriate paint placement to enhance the inherent design of the building.

Minutes from Prior BAR Meetings

November 21, 2017

Preliminary Discussion
BAR 17-11-02 / 167 Chancellor Street / Tax Parcel 090126000
Alpha Omicron Corp, Owner/ Kevin Schafer, Applicant
New Addition

Camie Mess presented the staff report.

The applicant, Kevin Schaffer, expanded on the staff report, with details of the project. Applicant spoke, about the history of the fraternity, and how they came to acquire that specific building, and why they are requesting these specific design changes. The setbacks they are exploring focus on three main areas: stair tower bump outs, Madison lane front porch addition, and the expansion of the addition. Paul Wright discusses the need of the project and expands on the history. These changes allow us to maximize the space without increasing the footprint. It allows us to improve sprinkler systems and other systems that are relevant to be altered to more modern. Design development and design intention- this site is not only a piece but also the anchor that ties culturally and holds responsible for the area.

Questions from the Public
No questions from the public.

Question from the Board
Miller: So are you proposing to demolish the current addition, and replace it?

Applicant: Yes. It doesn't match the rest of the building.

Balut: When was the addition made?

Applicant: In the 1980s.

Miller: Would you be removing the tree on Madison Lane?

Applicant: No, we would not remove that tree.

Gastinger: I have a question about setbacks. If the existing structure is not within the current zoning setbacks, do those become the new setback lines?

Applicant: That is not our understanding, but that is a great strategy.

Comments from the Public
No comments from the public.

Comments from the Board
Mohr: The historic entrance was on Chancellor Street, and this current design flips that, and I think that destroys the historic integrity of the structure. The new changes destroy the historic ties. Anything you do with the façade jeopardizes the relevancy of the relation to our guidelines.

Schwarz: I agree. To completely modify the old front is the problematic part for me.

Applicant: We wanted to keep the characteristics that the city identified as historically significant.

Gastinger: I have a couple thoughts about the Madison Lane façade, the issue for me is not so much addressing the additional façade, and in my mind that addition on the Madison Lane side could be treated in a more contemporary fashion, that way it is not historically confusing.

Applicant: We looked at that, but then that does not fit in with the pedestrian experience that is Madison Lane, the social context of that. We looked at a modern type, but it interferes with the walking experience.

Miller: I think Breck is right, but I also agree it is the less important side. I have more of problem with the large dormers on the Chancellor Street side. I understand the need for an egress there, but maybe moving it.

Mohr: I think all the energy goes towards the current addition and along the façade.

Schwarz: You have a wraparound porch, and you have basically cut that off. It looks like you have lost any sense of history.

Mohr: Doing that takes away any sense of scale.

Balut: While I am sympathetic to your design difficulties, I agree with my colleagues that the changes you have proposed to the Chancellor Street elevation, they completely destroy the historic fabric of that structure, which was a residence. As far as the Madison Lane side, I appreciate the difficulties you are having, and I think you have addressed those successfully, but I think that you should address that addition in a more contemporary fashion. Focus on maintaining the Chancellor side.

Schwarz: It might be important to add, assuming you get your setback; I have no problem with the Madison Lane side.

Applicant: As far as defining what is important, and a no go line, do we draw it from that entire porch, because we would have trouble fitting in the program needs for a fraternity.

Mohr: I think if you keep that corner intact, you will be more successful. Just back off that corner.

Sarafin: I would like to add some comments on the Madison Lane side; I have some problems with unifying the front of the façade. I see keeping the two main volumes on the Madison Lane side, sort of assuming the additions come off and you completely re-work that. In terms of how to express that entry, I think there might be some other examples that might offer some guidance. I wonder if incorporating the addition overflows a little bit on to the Madison side. I would be interested to see what a single story full width porch would look like. It would still be an additional entrance without focusing the attention on the Madison Lane side entrance.

Miller: Also, remember it doesn't have to be symmetrical. Asymmetry is a character defining feature of the current house. Maybe there is a way to make it look alluring and grand and inviting, making Madison a little more primary.

Mohr: You can also take some cues from other Greek revival buildings. You do have that other building there, so you might be able to make an argument to give you more room to maneuver.

Applicant: Okay, I think we understand. The Chancellor side is more off limits, and the Madison side is more available to change. Also the addition is free to work with.

Mohr: I think that you can play with the asymmetry.

Miller: We are supportive of something happening here.

Mohr: Be nice to the old house.

Sarafin: Hopefully, we have helped you prioritize what we view as what is important in this structure. Not an easy site to work on.

Applicant: Question about the stairway. The most important part is the stairwell. I'm curious, is the proportion of the wrap around porch absolutely unmovable? Or can it be moved slightly?

Balut: It would seem that however you treat the new addition would be able to incorporate that stair tower.

Applicant: Well that would violate the things you just told us about?

Gastinger: Could you rotate it this way?

Applicant: I don't understand.

Gastinger: We feel that it would be okay to extend the addition to that column. But we are not talking about extending the porch. Another thing to note, it might be that the stair can slide or the stair changes orientation with the expansion we are talking about.

Balut: There is some room for movement but not a whole lot.

Miller: Maybe it fits the style of the front, so that they are not divorced.

Sarafin: To make sure that each façade relates to the other somehow.

Miller: Everyone is fairly open, get in touch individually, we are here to help.

Motion: This is a preliminary discussion, so no motion is necessary.

April 17, 2018

Certificate of Appropriateness
BAR 17-11-02 / 167 Chancellor Street / Tax Parcel 090126000
Alpha Omicron of Chi Psi Corp, Owner/Kevin Schafer, Design Develop, LLC, Applicant
Additions and renovations

Report by Kevin Schafer

Questions from the Public
No questions from the public

Questions from the Board
Schwarz: Looks like you are replacing the windows, are the existing (on the chancellor side) windows original, existing roof maintain for the existing portion

Applicant: Yes

Schwarz: Is the intention to maintain/replace the existing portion of the roof?

Applicant: It is current two different roofs, it is tin and sad right now so we are hoping this is approved so we can rip it off, and it is not our intent to go back to slat. We could go with asphalt; we are not locked in to any particular materials.

Gastinger: Could you describe about how you are approaching the brick and window details relative to the original and the new construction.

Applicant: The new construction is going to have different depths of their windows as you look at the replacement of the existing windows and the existing historic structure. The goal of the project as a whole will be to create a legible cohesive building, but understanding that we need to create distinctions between what is new and what is old. The goal is to leave the existing windows in their location, in the new windows with a different depth, might have a different trim package or a different style window.

Balut: From a design prospective, why did you choose to keep the fascia at the same elevation as the existing house and the eave all at the same elevation?

Applicant: The Chancellor Street side is a distinct piece so can it carry composition because it is relatively compact or to harmonize with it so you can clearly see what is coming.

Ball: Is there a flat area on top of the roof?

Applicant: Yes, there is a little flat piece because there could have been a little double tooth, this is just the geometry of it from a visual perspective you will see the line as a ridge.

Gastinger: In one of the existing photos there is a chimney shown, is that in the piece that is being removed of the original house?

Applicant: The chimney is proposed to be removed.

Balut: Regarding the Madison facade, why did you choose to do an asymmetrical façade?

Applicant: Because the front and rear doors do not align.

Ball: How do you deal with water coming off the porch, are you going to have a gutter wrapped around that?

Applicant: It will be a Waterproof roof on that, but haven't talked about gutters yet.

Comments from the Public
No comments from the public

Comments from the Board
Sarafin: As a three-sided project, this has really evolved really well. The concept is a restoration moving around the corner, it is an appropriate condition. Talking about the volume of the condition. The Madison façade is technical asymmetrical, how this is moving on the Madison street side?

Schwarz: He is supportive of this. It really shows it is free standing and you move the wall three feet and that is a good move.

[?]: The problem is there a distinct massing, lop-sided, we don't have that massing, standing alone, or you tie it together.

Gastinger: The changes have really improved the project. The new façade on Madison is pretty irregular yet appropriate. Don't need the dormer on the other side, the two new outdoor patio surfaces, that material either concrete or stone.

Balut: A very good job on the presentation.

Earnst: I agree with what everyone else has said.

Ball: This looks good.

Sarafin: Speaks to the fact that the façade has been re-worked.

Schwarz: I encourage keeping any of the existing windows that are there.

Schwarz moved: Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and Additions, I move to find that the proposed addition that will increase the building's massing and add an additional porch and portico satisfy the BAR's criteria and are compatible with this property and other properties in the Corner ADC District, and that the BAR approves the application for general massing, concept and composition with details and the SUP recommendation to come back . Sarafin seconded. Approved (6-0).

October 15, 2019

Special Use Permit Application
BAR 19-10-02 / 167 Chancellor Street / Tax Parcel 090126000
Alpha Omicron of Chi Psi Corp, Owner
Kevin Schafer, Design Develop, LLC, Applicant

Staff Report, Jeff Werner – The structure was built in 1915. This large, five-bay, two-and-a-half-story dwelling shows elements of the Colonial Revival style; details include: brick stretcher bond, hip roof with one hip roof dormer, two-bay front porch with piers and full entablature, and entrance with three-lite transom and sidelights. April 25, 2018 – (BAR 17-11-02) BAR approved the application for general massing, concept and composition with details and the SUP recommendation to come back for BAR review. The COA for that expires this month. In speaking with applicant, they would like to have that extended. Request for Special Use Permit for setback variances on new addition to fraternity house. When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the Board of Architectural Review, for recommendations as to whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts.

In evaluating this SUP request, the Planning Commission and, ultimately, City Council will take into consideration the BAR's recommendation on whether or not the SUP, if approved, would adversely impact the Corner ADC District and, if so, any proposed conditions to mitigate the impact. The BAR's recommendations is not a function of how the site will be used or occupied, but an evaluation of the requested SUP relative to the criteria within the ADC Design Guidelines. That is, will allowing modifications to the front and side setbacks result in a project that conflicts with the Guidelines? Understanding that at a later date the final design must be reviewed and approved by the BAR, staff recommends the BAR find that the SUP will not have an adverse impact on the Corner ADC District. However, in reviewing the SUP the BAR has the opportunity to discuss—and offer recommendations on--the proposed massing and building envelope, and how it engages the streetscape and neighboring properties, etc., etc.

Furthermore, the BAR may request that the Planning Commission and City Council consider including these design recommendations as conditions of approval for the SUP. The BAR previously approved the general massing, concept, and composition of the proposed addition, with the understanding that approval of architectural details and an SUP recommendation would later be necessary. The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.

Kevin Schafer, Design Develop, Applicant – I would like to expand on the entitlement process to review to date. We submitted a preliminary submission on October 31, 2017 to the BAR, which attempted to accommodate this desired expansion, primarily through a vertical expansion through the use of dormers. Per the BAR review, this expansion changed the façade of the Chancellor Street and our attempts to retain the historic characteristics of the front porch were overshadowed by these dormers in the stair tower addition. We agreed that the historic defining characteristics should remain, including the low hipped roof, the historic dormers, the front porch, and the three sided asymmetric bump out. At the direction of the BAR, we focused our areas of expansion towards the intersection of Madison Lane and Chancellor Street. The revised design of this edition more legibly separated itself from the historic structure while complimenting the massing, fenestration, and material palate already established by this historic structure.

On March 27, 2018, we re-submitted to the BAR for massing and concept approval. As mentioned, the revised design garnered a 6-0 unanimous approval for massing and concept during this April BAR meeting. Since that time, the project became more rooted in reality, we took about 18 months off for a fundraising effort. As staff mentioned, we would like an extension on that COA due to the 18 months of fundraising. With the fundraising complete, we have begun the Special Use Application process again, which has prompted this third review by the BAR.

Since the April, 2018 meeting, little on the project has changed. The overall approach of leaving the defining historic characteristics found along Chancellor Street intact and separating the massing of the new addition from the original structure remains as submitted. The fenestration material palate and the Madison Lane front portico remain the same as well. There are two differences with this submission and the previous submission. The first being the side porch coming as a Phase 2 addition once more fundraising has been secured. The second difference is the elimination of three new inactive dormers that were proposed on the new addition previously just do funding constraints. They were inactive dormers. This will not be the final review. We will come back to you with the final materials.

I would like to talk about whether this project will have an adverse impact on the district. We believe that the proposal in front of you positively impacts the district, even given the request for setback variances. The use is in keeping with adjacent uses as well as the City of Charlottesville comprehensive plan, which outlines this site for high density residential. Given the challenging corner lot condition, the house has the opportunity, and the client has the desire to address both street fronts. Because of this opportunity, the projects celebrates and preserves the historic Chancellor Street façade elements in keeping with the existing found in adjacent structures along Chancellor Street. Simultaneously, the proposal responds to and harmonizes the existing building elements found in adjacent structure found along Madison Lane. Furthermore, the removal and the replacement of the marginal of the 1980s edition additionally improves the structure for both facades. The proposed addition will captivate and engage the corner for both vehicular and pedestrian traffic. The proposal also has data, which outlines even with the new addition, the project will be below that precinct average. The project is within the massing and the scale of the district.

To continue to improve the conditions of the property, the proposed site plan offers to extend the sidewalk to the intersection of Chancellor Street and Madison Lane. Currently, there is no sidewalk at this location. Pedestrians are forced to walk in the street. Existing overgrown landscaping will be removed and replanted with new street trees, improving pedestrian safety, visibility, and the overall look of the parcel. To further complicate this entitlement process, this parcel is under the purview of an existing special use permit from 1987 and is linked to the 165 Chancellor Street parcel. This existing special use permit already allows the fraternity or sorority use up to 33 beds over the two houses and setback variances. We are amending the existing SUP by separating it into two. We are not requesting to change the use and the density. We are requesting additional setback variances to accommodate this new addition, which has been separated from the historic structure towards the intersection with Madison and Chancellor. It is important to note this existing structure steps outside the allowable setbacks, so this additional variance request is not without precedent. On October 4th, we held a required community meeting, which was held at the existing house. We had one member of the community attend, Stewart Hornsby, who was acting as a representative for the Center for Christian Study. We are requesting the BAR recommendation to move ahead with our special use permit as well as that extension on the certificate of appropriateness.

Questions From The Public
None

Questions From The Board
Mr. Schwarz – We only have the site plan. It doesn't show any setbacks that you are trying to change. Are the variances for the footprint shown in the site plan? Do you have a setback line?

Mr. Schafer – The existing setbacks are shown in that dashed line. We get to within four feet in a couple of the new corners of the addition. We would ask for specifics in those four feet locations or we would ask for the footprint. The site plan is currently under preliminary review. It has been submitted. We are asking for a setback relief to do that addition.

Mr. Schwarz – It is basically to match the footprint that is in here.

Mr. Bell – How tight does the setback get?

Mr. Schafer – This is the closest that we get in this location. We are about four feet

Comments From The Public
None

Comments From The Board
Mr. Sarafin – It is such a unique site. We will have the good fortune of two 25 front foot setbacks on the corner. Recalling the conversation about the evolution of the massing and the design to give some anchor to both streets with this one structure felt positive. The setbacks as defined are arbitrary. I am in favor of extending the COA and in favor of approving the SUP.

Ms. Miller – What makes the setbacks unique is that they are elevated from the sidewalk, which matters less with the pedestrians that are walking by.

Mr. Bell – The setbacks are not being used anyway. I don't know if we tie in our allowance of the bigger zoning to the specific building in the design. Does this set a precedent that the zoning could be used for something else?

Mr. Schwarz – It is just setback relief. I was going to recommend asking for setback variances versus locking in the footprint.

Mr. Werner – What was looked in 2018 and 2019, the footprint has not changed at all. There is a plan in the application that shows the proposed footprint. Once the plan is approved, it cannot step outside of that. In your motion, you can cite the footprint as indicated.

Mr. Schwarz – We have only given them general massing and scale approval. While I was content with the design, someone might suggest a tweek that moves something. We are stuck with this. I don't want to slow this down by complicating it.

Mr. Gastinger – We are not on the zoning. We are only concerned if this has an adverse impact on the district.

Mr. Mohr – It is within the context of the COA.

Mr. Werner – That was reviewed with the understanding that there was a Special Use Permit application. The COA from 2018 was with this specific understanding that was part of s Special Use Permit that would be coming back. To reference back to 2018 does put the BAR on very good footing.

Ms. Miller – We should vote on what we have.

Motion

BAR Member Justin Sarafin moved to recommend that based on the general design and building footprint as submitted the proposed Special Use Permit for 167 Chancellor Street will not have an adverse impact on the Corner ADC District, with the understanding that the final design and details will require future BAR review and approval and that the BAR extends the Certificate of Appropriateness from April 2018. BAR member Carl Schwarz seconded. Approved (6-0).

VIRGINIA
HISTORIC LANDMARKS COMMISSION
SURVEY FORM

File no. 104-70
Negative no(s). 5061(31)

Historic name
County/~~Town~~/City Albemarle, Charlottesville
Street address or route number 167 Chancellor Street

Common name

USGS Quad Charlottesville West, Va.
Original owner
Original use dwelling
Present owner
Present owner address

Present use dwelling
Acreage

Date or period c. 1915
Architect/builder/craftsmen

Source of name
Source of date
Stories
Foundation and wall const'n

Roof type

State condition of structure and environs fair

State potential threats to structure
Note any archaeological interest

Should be investigated for possible register potential? yes ___ no X

Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.)

167: brick (stretcher bond); 2½ stories; hip roof with one hip roof dormer having two vertical lights; 5 bay (incl. one recessed on north); 1 story 2 bay Colonial Revival porch which follows outline of house to north, on piers, full entablature: Builders Colonial Revival. c. 1915. gutter cornice with plain frieze, 3 bays to south form 2 story projecting bay window. Entrance in 2nd bay from north under segmental arch with 3 light transom and sidelights. one over one light sash, lower having segmental arches, shutters. one interior chimney on north.

Interior inspected? no

Historical significance (Chain of title; individuals, families, events, etc., associated with the property.)

Shown on 1920 Sandborn Map.

Sources and bibliography
Published sources (Books, articles, etc., with bibliographic data.)

Primary sources (Manuscript documentary or graphic materials; give location.)
1920 Sandborn Map.

Names and addresses of persons interviewed

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)

Site plan (Locate and identify outbuildings, dependencies and significant topographical features.)

Name, address and title of recorder
Karen Kummer U. of Va Arch. History Grad. Student

Date
March 1980

VIRGINIA HISTORIC LANDMARKS COMMISSION
HISTORIC DISTRICT SURVEY FORM

File No. 104-130
Negative no(s). 7297, 7230

Street address 167 Chancellor St.
Town/City Charlottesville
Historic name formerly Alpha Chi Rho Fraternity House Common name

Material

- ☐ wood frame (siding: ☐ weatherboard, ☐ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☑ brick (bond: ☐ Flemish, ☑ stretcher, ☐ ____-course American, ☐ _____)
- ☐ stone (☐ random rubble, ☐ random ashlar, ☐ coursed ashlar, ☐ _____)
- ☐ log (siding: ☐ weatherboard, ☐ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☐ stucco
- ☐ concrete block
- ☐ enameled steel
- ☐ other: _____
- ☐ cast iron
- ☐ terra cotta
- ☐ glass and metal

Number of Stories

☐ 1 ☑ 2½
☐ 1½ ☐ 3
☐ 2 ☐ ____

Roof Type

☐ shed ☐ mansard
☐ gable ☐ gambrel
☐ pediment ☐ parapet
☑ hipped intersecting ☐ flat
☐ other: _____

Roof Material

☐ slate ☐ tile
☐ wood shingle ☐ pressed tin
☑ composition ☐ not visible
☐ standing seam metal
☐ other _____

Dormers

☐ 0 ☐ 3 ☐ shed ☑ hipped
☑ 1? ☐ 4 ☐ gable ☐ _____
☐ 2 ☐ ____ ☐ pedimented

Number of bays — Main facade

☐ 1 ☐ 4 ☐ 7
☐ 2 ☐ 5 ☐ 8
☑ 3 diagram. ☐ 6 ☐ ____

Porch

☑ yes ☐ no

Stories

☑ 1 ☐ 3
☐ 2 ☐ ____

Bays

☐ 1 (center) ☑ 2 ☐ 4
☐ 1 (side) ☐ 3 ☐ ____

General description

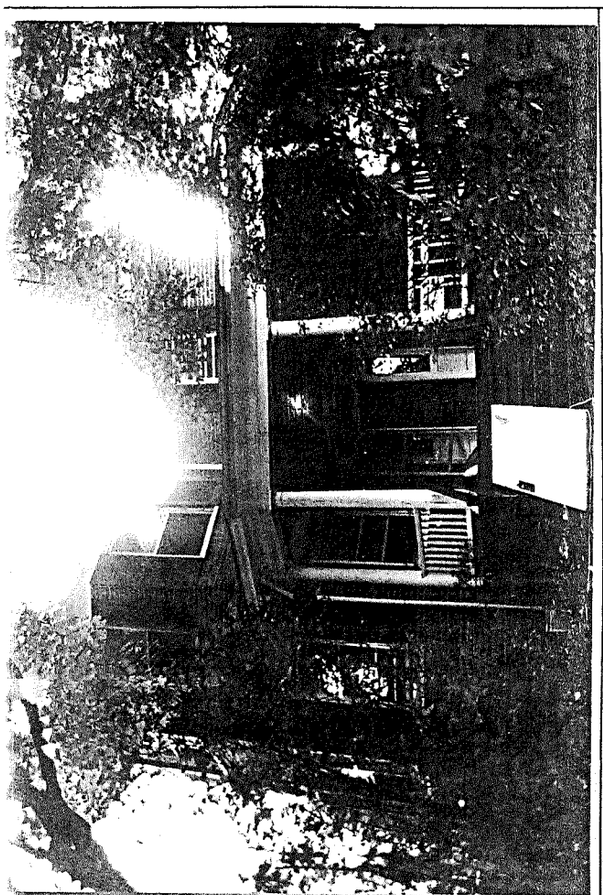
Porch reached by flight of wooden steps. Supported by Roman Doric posts, the porch has angled sides.

Building type

- ☑ detached house
- ☐ detached town house
- ☐ row house
- ☐ double house
- ☐ garage
- ☐ farmhouse
- ☐ apartment building
- ☐ gas station
- ☐ government
- ☐ commercial (office)
- ☐ commercial (store)
- ☐ railroad
- ☐ industrial
- ☐ school
- ☐ church
- ☐ _____

Style/period Victorian/Colonial Revival Date c. 1915 Architect/builder

Location and description of entrance Entrance with top- and side-lights.



Miscellaneous descriptive information (plan, exterior and interior decoration, cornice/eave type, window type and trim, chimneys, additions, alterations)

Like the Gooch House next door at no. 165, this dwelling features a 3-sided, 2-story front bay. Here, however, the bay is topped by a polygonal rather than a gable roof.

The rear facade of the house is staggered; here the intersecting hipped roofs are visible.

Today the main entry is from the rear, from Madison Lane. The front yard is grown up in trees.

Historical information

Alpha Chi Rho fraternity occupied this house in 1920, according to the University directories. It is not known whether the fraternity built or rented the house.

Today the building is rented to students.

Source Sanborn maps; University directories; Eugenia Bibb

Surveyed by Jeff O'Dell, VHLC Date 9-83

VIRGINIA
HISTORIC LANDMARKS COMMISSION
HISTORIC DISTRICT SURVEY FORM

File No. 104-139-11
Negative no(s). 7230/727

Street address 167 Chancellor St.
Town/City Charlottesville

Historic name _____ Common name _____

Material

- ☐ wood frame (siding: ☐ weatherboard, ☐ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☐ brick (bond: ☐ Flemish, ☐ stretcher, ☐ ____-course American, ☐ _____)
- ☐ stone (☐ random rubble, ☐ random ashlar, ☐ coursed ashlar, ☐ _____)
- ☐ log (siding: ☐ weatherboard, ☐ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☐ stucco
- ☐ concrete block
- ☐ enameled steel
- ☐ other: _____
- ☐ cast iron
- ☐ terra cotta
- ☐ glass and metal

Number of Stories

☐ 1 ☐ 2½
☐ 1½ ☐ 3
☐ 2 ☐ ____

Roof Type

☐ shed ☐ mansard
☐ gable ☐ gambrel
☐ pediment ☐ parapet
☐ hipped ☐ flat
☐ other: _____

Roof Material

☐ slate ☐ tile
☐ wood shingle ☐ pressed ti
☐ composition ☐ not visible
☐ standing seam metal
☐ other _____

Dormers

☐ 0 ☐ 3 ☐ shed ☐ hipped
☐ 1 ☐ 4 ☐ gable _____
☐ 2 ☐ ____ ☐ pedimented

Number of bays — Main facade

☐ 1 ☐ 4 ☐ 7
☐ 2 ☐ 5 ☐ 8
☐ 3 ☐ 6 ☐ ____

Porch

☐ yes ☐ no

Stories

☐ 1 ☐ 3
☐ 2 ☐ ____

Bays

1 (center) ☐ 2 ☐ 4
1 (side) ☐ 3 ☐ ____

General description

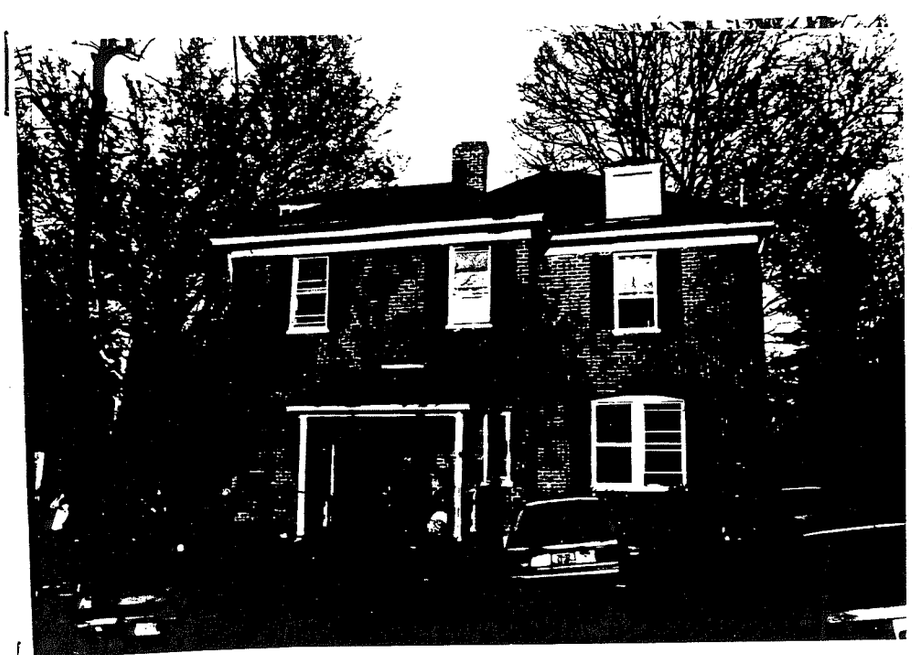
Building type

- ☐ detached house
- ☐ detached town house
- ☐ row house
- ☐ double house
- ☐ garage
- ☐ farmhouse
- ☐ apartment building
- ☐ gas station
- ☐ government
- ☐ commercial (office)
- ☐ commercial (store)
- ☐ railroad
- ☐ industrial
- ☐ school
- ☐ church
- ☐ _____

Style, period _____ Date _____ Architect, builder _____

Location and description of entrance

Miscellaneous descriptive information (plan, exterior and interior decoration, cornice, eave type, window type and trim, chimneys, additions, alterations)



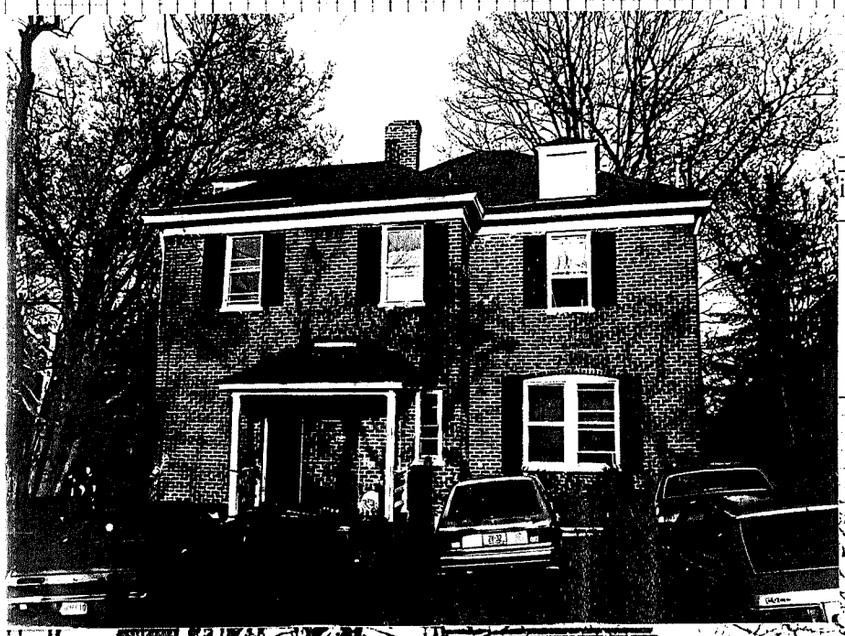
Date _____

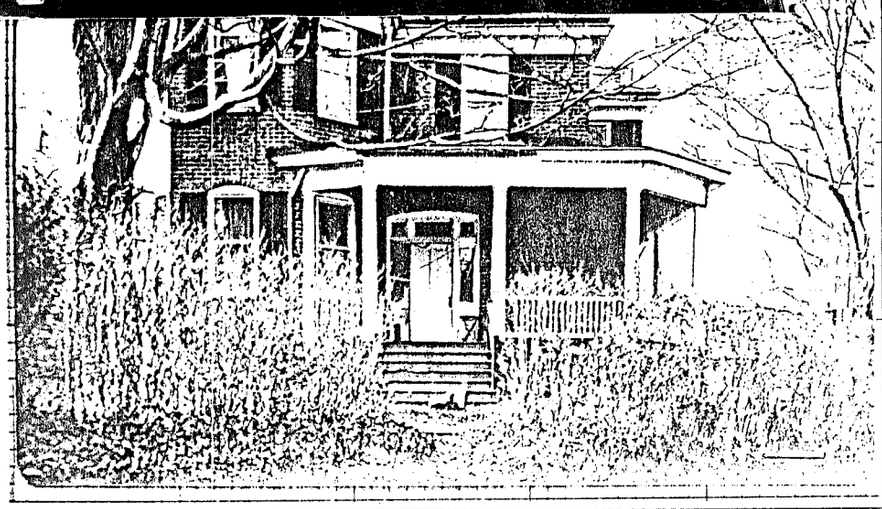
...es and bibliography
...lished sources (Books, articles, etc., with bibliographic data.)

Primary sources (Manuscript documentary or graphic materials; give location.)
R20 Sandborn Map.

Names and addresses of persons interviewed

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)





...ificant topographical features.)

Name, address and title of recorder
Karen Kummer U. of Va Arch. History Grad. Student

Date
March 1980

Date 3/3/96 **File No.** 104-133-11

Name Alpha Phi, 167 Chancellor St.

Town Charlottesville

County _____

Photographer S. E. Snead

Contents 5 exterior views

CHARLOTTESVILLE CoA APPLICATION

THE CHI PSI LODGE

167 CHANCELLOR STREET
CHARLOTTESVILLE , VA

PRESENTED BY ALPHA OMICRON
OF CHI PSI CORPORATION

IN ASSOCIATION WITH

DESIGN
DEVELOP

JUNE 30TH, 2020

OCTOBER 31, 2017	PRELIMINARY BAR DISCUSSION - A PROPOSAL WAS PRESENTED THAT ATTEMPTED TO ACCOMMODATE THE DESIRED EXPANSION THROUGH A VERTICAL EXPANSION, GIVEN THE TIGHT LOT CONDITIONS. BAR FELT THE SCALE OF THE HISTORIC MASS WAS CHANGED, AND DIRECTED A REDESIGN THAT MAINTAINED ALL DEFINING HISTORIC CHARACTERISTICS.
MARCH 27, 2018	BAR SUBMISSION FOR MASSING AND CONCEPT APPROVAL - REVISED PROPOSAL WAS SUBMITTED THAT MORE LEGIBLY SEPARATED ITSELF FROM THE HISTORIC STRUCTURE WHILE COMPLEMENTING THE MASSING, FENESTRATION, AND MATERIAL PALETTE ALREADY ESTABLISHED BY THE HISTORIC STRUCTURE.
APRIL 17, 2018	BAR HEARING FOR GENERAL MASSING, CONCEPT AND COMPOSITION APPROVAL - 6-0 UNANIMOUS APPROVAL, COA GRANTED
MAY 8, 2018	PRELIMINARY PLANNING COMMISSION HEARING TO GATHER FEEDBACK
SPRING 2018 - FALL 2019	FUNDRAISING BY THE CHI PSI CORPORATION
SEPTEMBER 11, 2019	SPECIAL USE APPLICATION SUBMITTED
OCTOBER 4, 2019	PUBLIC COMMUNITY MEETING HELD AT THE EXISTING CHI PSI LODGE TO REVIEW PROPOSAL - ONE COMMUNITY MEMBER ATTENDED, STATED VIA EMAIL THE PROJECT “LOOKS LIKE GREAT IMPROVEMENTS”
OCTOBER 15, 2019	BAR HEARING FOR ADVERSE IMPACT ON THE CORNER ADC DISTRICT - 6-0 UNANIMOUS APPROVAL TO MOVE FORWARD WITH SPECIAL USE PERMIT APPLICATION, EXISTING COA EXTENDED
NOVEMBER 12, 2019	PLANNING COMMISSION HEARING ON SPECIAL USE APPLICATION - 6-0 UNANIMOUS APPROVAL FOR SPECIAL USE PERMIT
DECEMBER 2, 2019	CITY COUNCIL MEETING ON THE SPECIAL USE PERMIT RESOLUTION - 5-0 UNANIMOUS ADOPTION OF SPECIAL USE PERMIT RESOLUTION
JUNE 30TH, 2020	BAR DETAIL COA APPLICATION SUBMITTED

INTRODUCTION BUILT BETWEEN 1910-1920, 167 CHANCELLOR STREET RESIDES IN THE CORNER ARCHITECTURE CONTROL DISTRICT THAT WAS CONSTRUCTED ORIGINALLY FOR THE ALPHA CHI RHO FRATERNITY. MORE RECENTLY, THE HOUSE WAS OWNED BY THE ALPHA PHI SORORITY IN THE 1980S, THE PHI DELTA THETA FRATERNITY IN THE EARLY 2000S, AND CURRENTLY IS HOME OF THE CHI PSI FRATERNITY. THROUGHOUT THE 100 YEAR LIFESPAN OF THE HOUSE, IT HAS GONE THROUGH VARIOUS LEVELS OF RENOVATIONS AND ADDITIONS, INCLUDING AN ADDITION CONSTRUCTED IN THE 1980S THAT DETRACTS FROM THE STRUCTURE'S HISTORIC CHARACTER. IT HAS PREVIOUSLY BEEN USED AS A COMMERCIAL KITCHEN FOR A CATERING COMPANY, BOARDING HOUSE FOR STUDENTS, AND VARIOUS FRATERNITIES AND SORORITIES.

PURPOSE OF THIS BOOKLET: THIS DOCUMENT IS MEANT TO SERVE AS AN ACCOMPANIMENT TO THE DRAWING SET SUBMITTED CONCURRENTLY AND TITLED "EXTERIOR DESIGN PACKAGE FOR BAR REVIEW". THE MAJORITY OF THE DESIRED INFORMATION ON DETAIL DESIGN, SUCH AS TYPICAL WINDOW SILLS AND HEADERS, TYPICAL EAVES, DETAIL SECTIONS AT NEW PORTICO, WINDOW SCHEDULES, AND EXTERIOR ELEVATIONS CAN BE FOUND IN THOSE DRAWINGS.

TO PROVIDE THE MOST COMPLETE AND ROBUST UNDERSTAND OF THE PROPOSED WORK, THIS BOOKLET HAS BEEN INCLUDED AND IS BROKEN INTO THREE PARTS:

PART I - BACKGROUND INFORMATION / "HOW DID WE GET HERE"
PART II - MANUFACTURER'S INFORMATION ON MATERIALS AND BUILDING COMPONENTS
PART III - RENDERED VIEWS SHOWING EXISTING CONDITIONS ALONGSIDE PROPOSED WORK

PER THE CHARLOTTESVILLE SPECIAL USE PERMIT PROCESS, A CERTIFICATE OF APPROPRIATENESS HAS ALREADY BEEN GRANTED TO THIS PROPOSED PROJECT FOR "GENERAL MASSING, CONCEPT, AND COMPOSITION". THIS COA WAS FIRST GRANTED IN APRIL OF 2018 AND HAS SINCE BEEN RENEWED IN OCTOBER OF 2019. THE FOCUS OF THIS SUBMISSION IS FOR FINAL DETAIL APPROVAL.

DETAIL DESIGN APPROACH: IT WAS IMPERATIVE TO BOTH DISTINGUISH THE NEW ADDITION FROM THE HISTORIC CHANCELLOR STREET FACADE, WHILE ALSO HARMONIZING WITH THE ADJACENT CONTEXT (SEE OUR OVERALL DESIGN APPROACH BELOW FOR MORE INFORMATION ON THIS STATEMENT).

THE DESIGN OF THE ADDITION HELPS DISTINGUISH ITSELF AT EVERY OPPORTUNITY, WHILE STILL TAKING VISUAL CUES FROM THE DEFINING HISTORIC CHARACTERISTICS OF THE ORIGINAL STRUCTURE. FOR EXAMPLE, EXISTING DOUBLE HUNG WINDOWS ARE TRIMMED SIMPLY AND UTILIZE WOOD SILLS. CONTRASTINGLY, THE PROPOSED DOUBLE HUNG WINDOWS ARE OF SYMPATHETIC SCALE AND SIZE AS THE EXISTING OPENINGS, BUT EMPHASIZE THE CHANGE IN CONSTRUCTION THROUGH A 3 1/2" BRICKMOULD TRIM AND A PRECAST SILL. HISTORIC WINDOW OPENINGS FEATURE ARCHED BRICK HEADERS, WHILE THE ADDITION UTILIZE STEEL LINTELS. THE SELECTED BRICK IS COMPLIMENTARY BUT DISTINCTLY MODERN IN ITS MANUFACTURING PROCESS. THE LIGHTS ARE A MODERN TAKE ON THE TRADITIONAL EXTERIOR WALL SCONCE. THESE SUBTLE NUANCES ARE PREVALENT THROUGHOUT THE PROJECT. THE RESULT IS A PROPOSED ADDITION THAT RESPECTS AND DEFERS TO THE COMPOSITION OF THE HISTORIC STRUCTURE WHILE MAKING ITSELF LEGIBLE AND DISTINCT.

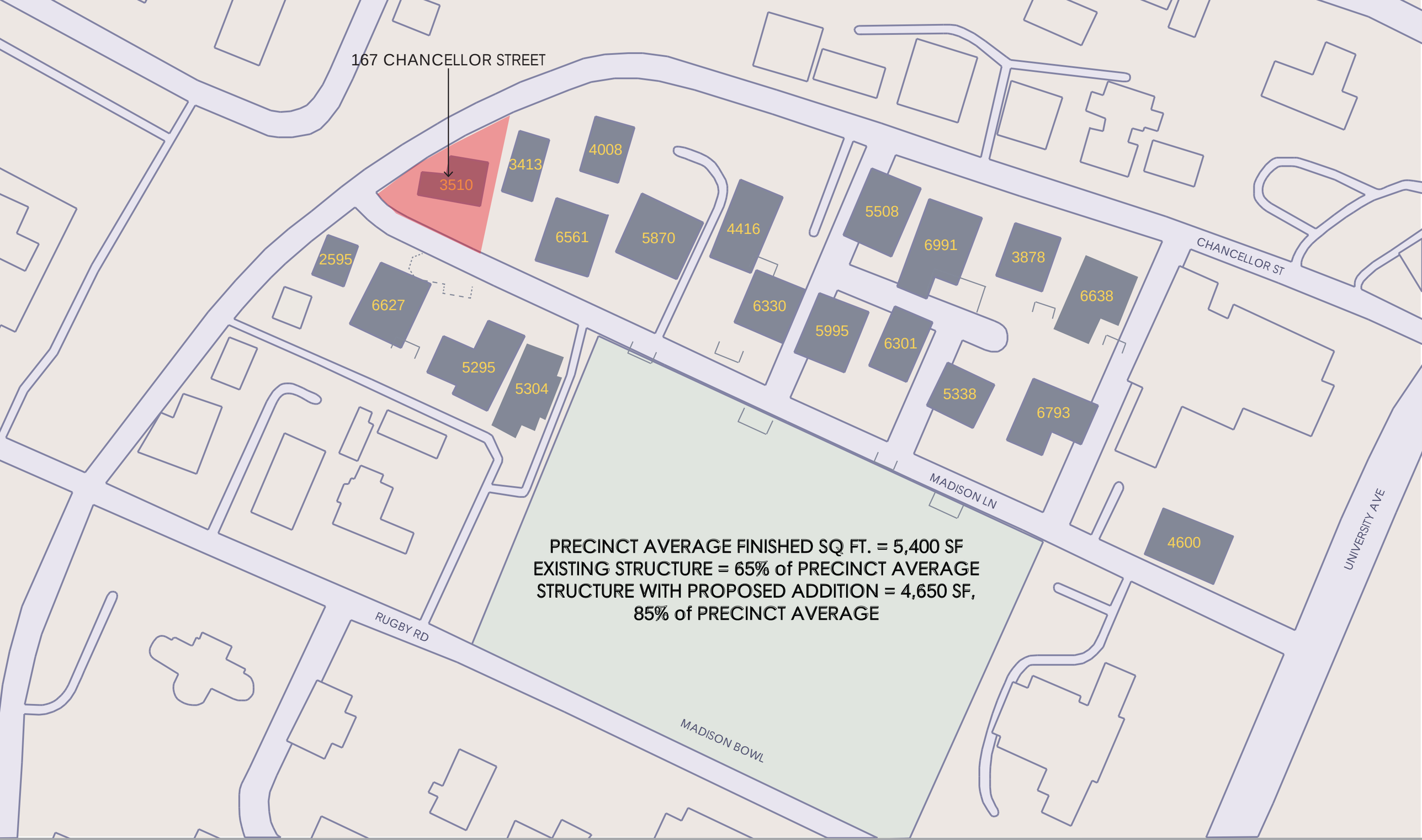
OVERALL DESIGN APPROACH: WHEN EVALUATING THE EXISTING BUILDING, AND ACCORDING TO THE CITY'S HISTORIC ARCHITECTURAL DESCRIPTION, THE DEFINING HISTORIC CHARACTERISTICS OCCUR ALONG CHANCELLOR STREET, AND INCLUDE INTERSECTING HIPPED ROOFS, AN ASYMMETRICAL THREE-BAY FRONT AND A ONE-STORY FRONT PORCH WITH ANGLED SIDES. IT IS IMPERATIVE THAT THESE DEFINING ELEMENTS, AS WELL AS THE OVERALL PROPORTION, SCALE AND MASS OF THE EXISTING STRUCTURE, BE PRESERVED AND PROTECTED.

WHEN COMPARED TO THE HISTORIC CHANCELLOR STREET ELEVATION, THE MADISON LANE FACADE IS RELATIVELY UNDERDEVELOPED AND RETAINS LITTLE, IF ANY, OF THE DEFINING HISTORIC CHARACTERISTICS AND SUBSEQUENT CHARM. AT THE INTERSECTION OF CHANCELLOR AND MADISON, THE EXISTING 1980S ADDITION FURTHER BREAKS DOWN THE LEGIBILITY OF THE HISTORIC STRUCTURE AND IS UNSUCCESSFUL IN EITHER PRESERVING OR HARMONIZING WITH ITS ADJACENT CONTEXT. IT WAS IN THESE LOCATIONS, ALONG MADISON LANE AND TOWARDS THE INTERSECTION OF THE TWO STREETS, THAT THE BOARD OF ARCHITECTURE REVIEW SUGGESTED FOR THE PROPOSED ADDITION.

CONSEQUENTLY, WE'VE TAKEN THE ADDITIONAL SQUARE FOOTAGE THAT IS NEEDED FOR THE PROGRAM REQUIREMENTS FOR THE TYPOLOGY OF A FRATERNITY AND INCLUDED IT IN AN ADJACENT ADDITION, TOWARDS THE INTERSECTION OF CHANCELLOR STREET AND MADISON LANE, INSTEAD OF GROWING THE STRUCTURE VERTICALLY. THE OUTCOME IS AN ADDITION THAT PRESERVES THE HISTORIC SCALE AND MASSING ALONG CHANCELLOR STREET AND PROTECTS THE DEFINING HISTORIC CHARACTERISTICS, WHILE WORKING WITH THE EXISTING GRADE TO AFFORD ADDITIONAL PROGRAM IN THE BASEMENT, IN LIEU OF A THIRD STORY.

BEYOND PRESERVING THE DEFINING CHARACTERISTICS OF THE HISTORIC STRUCTURE, ANOTHER SUBSTANTIAL DESIGN CHALLENGE IS TO HARMONIZE THE MADISON LANE FACADE WITH ITS EXISTING NEIGHBORING ADJACENT CONTEXT. WE SOUGHT TO UNDERSTAND THE PRECINCT HISTORICALLY, CULTURALLY, AND PROGRAMMATICALLY, AND APPROPRIATELY REACT TO THE ADJACENT BUILDING ELEMENTS. THE PROPOSED PROJECT RECEIVED UNANIMOUS BAR SUPPORT FOR CONCEPT, MASSING, AND SCALE, BY RESOLVING TO PRESERVE THE DEFINING CHARACTERISTICS OF THE HISTORIC FACADE ON CHANCELLOR STREET WHILE HARMONIZING WITH THE CLASSICAL BUILDING ELEMENTS FOUND ON MADISON LANE. ON A CHALLENGING CORNER LOT, THE PROPOSED ADDITION HELPS ADDRESS FACADES ON BOTH STREETS, WHICH HAPPEN TO HAVE VERY DIFFERENT AESTHETICS AND STYLES.

EVEN WITH THE PROPOSED ADDITION, THE BUILDING IS STILL BELOW THE SQUARE FOOT AVERAGE OF ADJACENT STRUCTURES IN THE PRECINCT.


167 CHANCELLOR STREET
3510
3413
4008
6561
5870
4416
5508
6991
3878
6638
2595
6627
5295
5304
6330
5995
6301
5338
6793
4600
CHANCELLOR ST
MADISON LN
UNIVERSITY AVE
RUGBY RD
MADISON BOWL
PRECINCT AVERAGE FINISHED SQ FT. = 5,400 SF
EXISTING STRUCTURE = 65% of PRECINCT AVERAGE
STRUCTURE WITH PROPOSED ADDITION = 4,650 SF,
85% of PRECINCT AVERAGE


EXISTING HISTORIC STRUCTURE
LANDSCAPING TO BE REMOVED


Chancellor St


Madison Ln
Chancellor St
ONE WAY
Google


Chancellor St

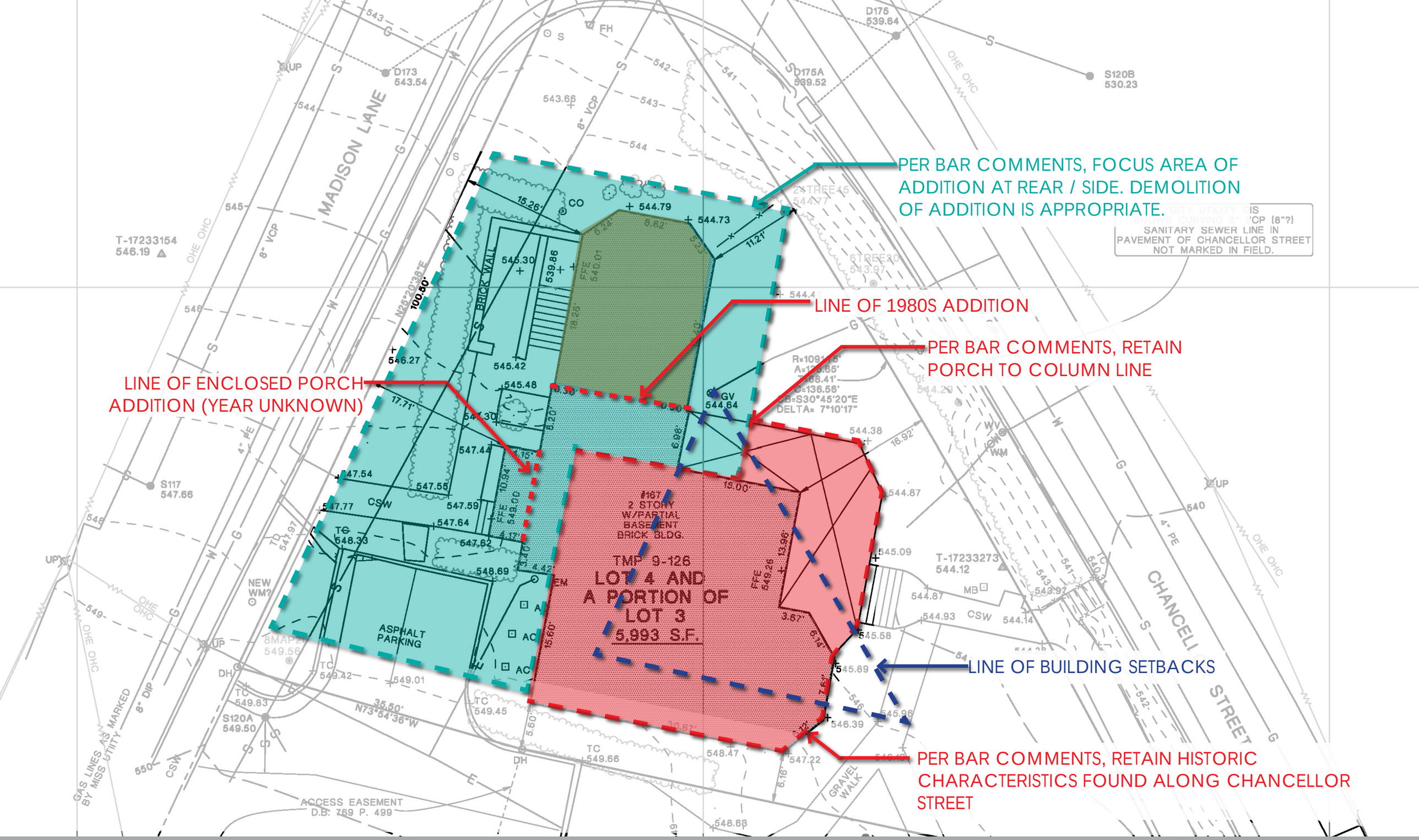

Chancellor St
Google

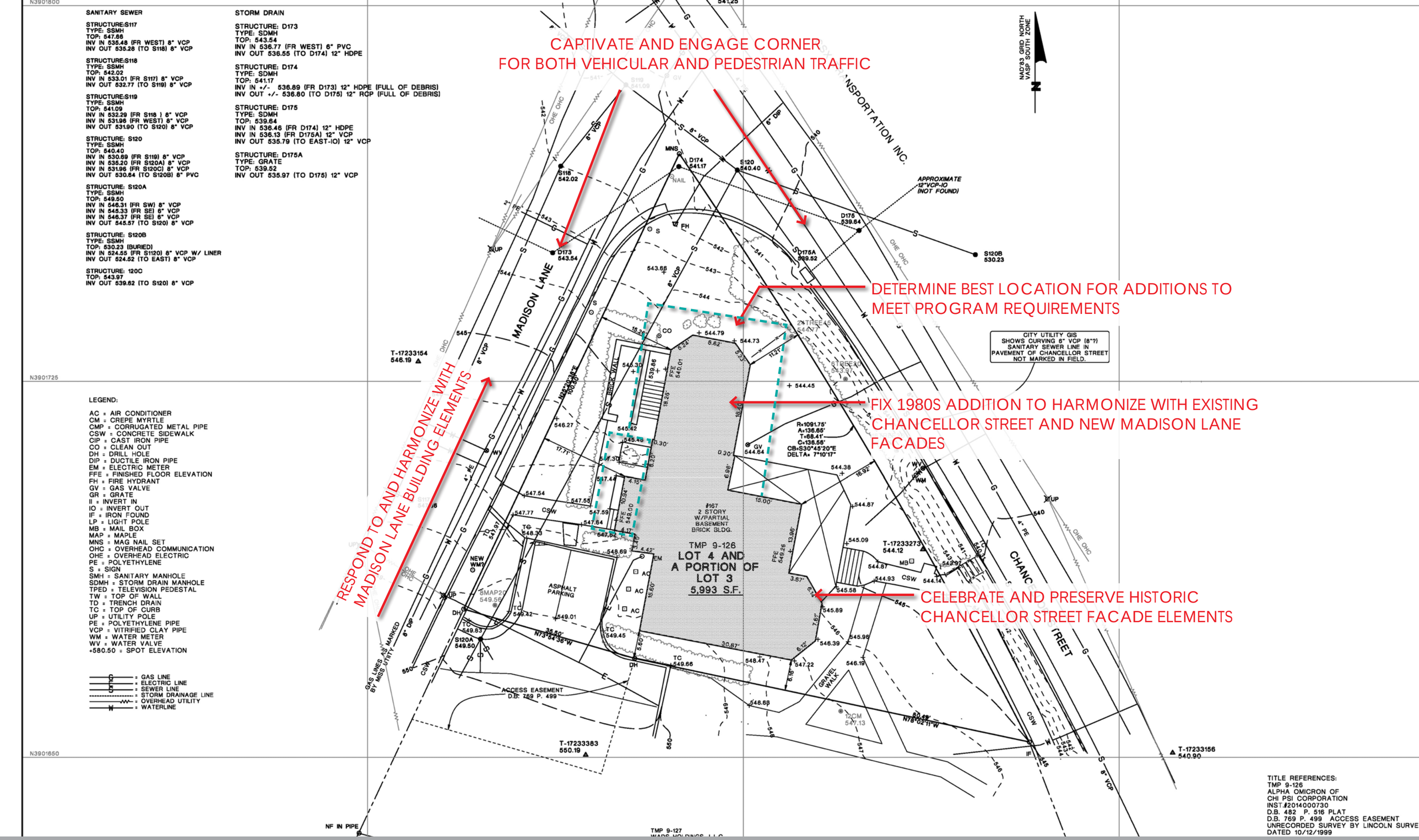

NO
PARKING
ANY
TIME

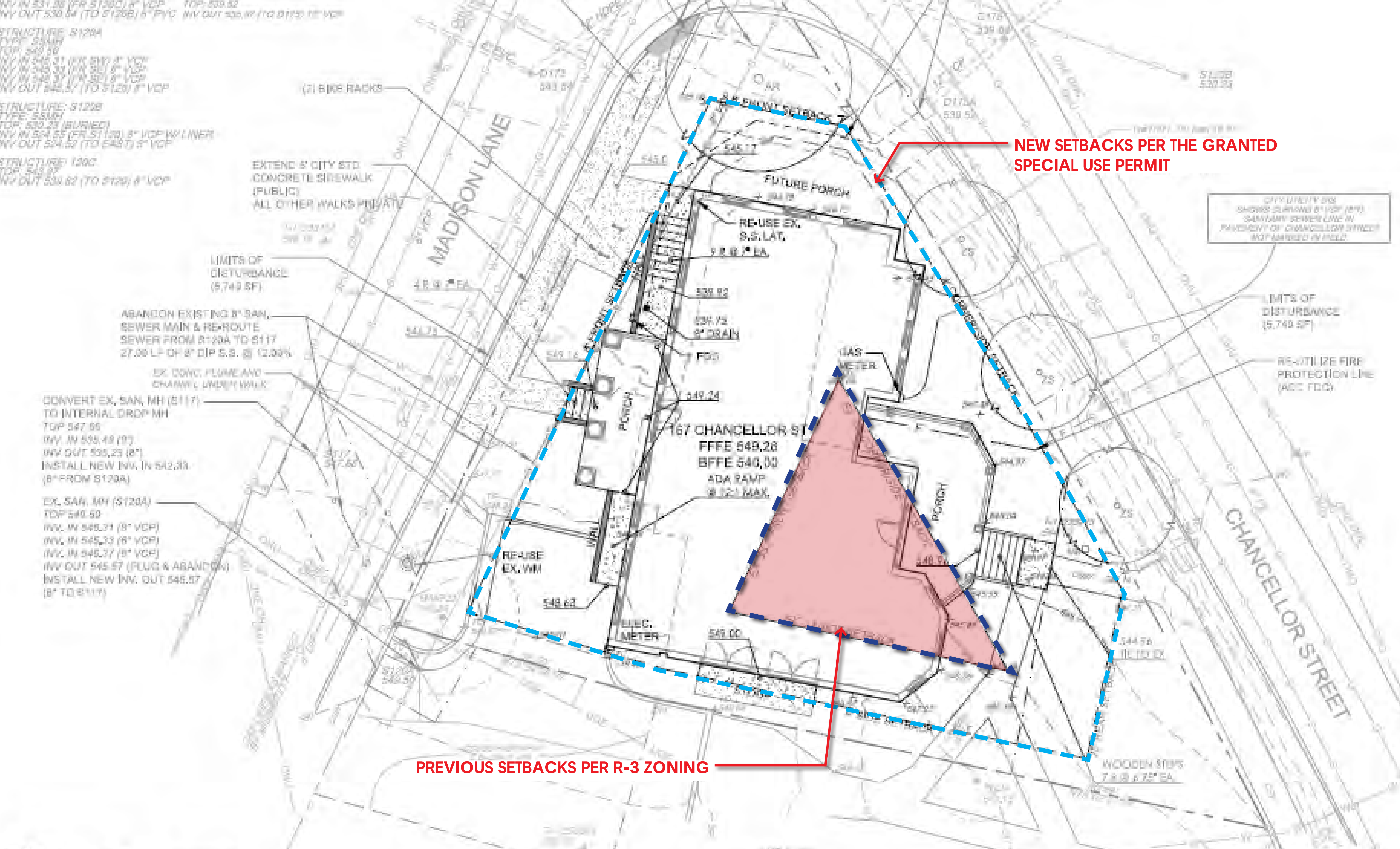
167 CHANCELLOR ST
CHARLOTTESVILLE, VA

EXISTING STREET CONDITIONS
MADISON LANE

DESIGN DEVELOP, LLC
JULY 28, 2020


PER BAR COMMENTS, FOCUS AREA OF ADDITION AT REAR / SIDE. DEMOLITION OF ADDITION IS APPROPRIATE.
LINE OF 1980S ADDITION
PER BAR COMMENTS, RETAIN PORCH TO COLUMN LINE
LINE OF ENCLOSED PORCH ADDITION (YEAR UNKNOWN)
LINE OF BUILDING SETBACKS
PER BAR COMMENTS, RETAIN HISTORIC CHARACTERISTICS FOUND ALONG CHANCELLOR STREET
#167
2 STORY
W/PARTIAL
BASEMENT
BRICK BLDG.
TMP 9-126
LOT 4 AND
A PORTION OF
LOT 3
5,993 S.F.
MADISON LANE
CHANCELLOR STREET
ASPHALT PARKING
ACCESS EASEMENT
D.B. 769 P. 499
SHOWS CURVING 6" VCP (8"?)
SANITARY SEWER LINE IN
PAVEMENT OF CHANCELLOR STREET
NOT MARKED IN FIELD.


SANITARY SEWER
STRUCTURE:S117
TYPE: SSMH
TOP: 547.66
INV IN 535.48 (FR WEST) 8" VCP
INV OUT 535.28 (TO S118) 8" VCP
STRUCTURE:S118
TYPE: SSMH
TOP: 542.02
INV IN 533.01 (FR S117) 8" VCP
INV OUT 532.77 (TO S119) 8" VCP
STRUCTURE:S119
TYPE: SSMH
TOP: 541.09
INV IN 532.29 (FR S118) 8" VCP
INV IN 531.96 (FR WEST) 8" VCP
INV OUT 531.90 (TO S120) 8" VCP
STRUCTURE: S120
TYPE: SSMH
TOP: 540.40
INV IN 530.89 (FR S119) 8" VCP
INV IN 535.20 (FR S120A) 8" VCP
INV IN 531.96 (FR S120C) 8" VCP
INV OUT 530.64 (TO S120B) 8" PVC
STRUCTURE: S120A
TYPE: SSMH
TOP: 549.50
INV IN 546.31 (FR SW) 8" VCP
INV IN 545.33 (FR SE) 6" VCP
INV IN 546.37 (FR SE) 6" VCP
INV OUT 545.57 (TO S120) 8" VCP
STRUCTURE: S120B
TYPE: SSMH
TOP: 530.23 (BURIED)
INV IN 524.55 (FR S1120) 8" VCP W/ LINER
INV OUT 524.52 (TO EAST) 8" VCP
STRUCTURE: 120C
TOP: 543.97
INV OUT 539.82 (TO S120) 8" VCP
STORM DRAIN
STRUCTURE: D173
TYPE: SDMH
TOP: 543.54
INV IN 536.77 (FR WEST) 6" PVC
INV OUT 536.55 (TO D174) 12" HDPE
STRUCTURE: D174
TYPE: SDMH
TOP: 541.17
INV IN +/- 536.89 (FR D173) 12" HDPE (FULL OF DEBRIS)
INV OUT +/- 536.80 (TO D175) 12" RCP (FULL OF DEBRIS)
STRUCTURE: D175
TYPE: SDMH
TOP: 539.64
INV IN 536.46 (FR D174) 12" HDPE
INV IN 536.13 (FR D175A) 12" VCP
INV OUT 535.79 (TO EAST-IO) 12" VCP
STRUCTURE: D175A
TYPE: GRATE
TOP: 539.52
INV OUT 535.97 (TO D175) 12" VCP
LEGEND:
AC = AIR CONDITIONER
CM = CREPE MYRTLE
CMP = CORRUGATED METAL PIPE
CSW = CONCRETE SIDEWALK
CIP = CAST IRON PIPE
CO = CLEAN OUT
DH = DRILL HOLE
DIP = DUCTILE IRON PIPE
EM = ELECTRIC METER
FFE = FINISHED FLOOR ELEVATION
FH = FIRE HYDRANT
GV = GAS VALVE
GR = GRATE
II = INVERT IN
IO = INVERT OUT
IF = IRON FOUND
LP = LIGHT POLE
MB = MAIL BOX
MAP = MAPLE
MNS = MAG NAIL SET
OHC = OVERHEAD COMMUNICATION
OHE = OVERHEAD ELECTRIC
PE = POLYETHYLENE
S = SIGN
SMH = SANITARY MANHOLE
SDMH = STORM DRAIN MANHOLE
TPED = TELEVISION PEDESTAL
TW = TOP OF WALL
TD = TRENCH DRAIN
TC = TOP OF CURB
UP = UTILITY POLE
PE = POLYETHYLENE PIPE
VCP = VITRIFIED CLAY PIPE
WM = WATER METER
WV = WATER VALVE
+580.50 = SPOT ELEVATION
GAS LINE
ELECTRIC LINE
SEWER LINE
STORM DRAINAGE LINE
OVERHEAD UTILITY
WATERLINE
CAPTIVATE AND ENGAGE CORNER
FOR BOTH VEHICULAR AND PEDESTRIAN TRAFFIC
RESPOND TO AND HARMONIZE WITH
MADISON LANE BUILDING ELEMENTS
DETERMINE BEST LOCATION FOR ADDITIONS TO
MEET PROGRAM REQUIREMENTS
FIX 1980S ADDITION TO HARMONIZE WITH EXISTING
CHANCELLOR STREET AND NEW MADISON LANE
FACADES
CELEBRATE AND PRESERVE HISTORIC
CHANCELLOR STREET FACADE ELEMENTS
CITY UTILITY GIS
SHOWS CURVING 8" VCP (8"?)
SANITARY SEWER LINE IN
PAVEMENT OF CHANCELLOR STREET
NOT MARKED IN FIELD.
NAD'83 GRID NORTH
VASP SOUTH ZONE
MADISON LANE
CHANCELLOR STREET
#167
2 STORY
W/PARTIAL
BASEMENT
BRICK BLDG.
TMP 9-126
LOT 4 AND
A PORTION OF
LOT 3
5,993 S.F.
TMP 9-127
WARD HOLDINGS, LLC
APPROXIMATE
12"VCP-IO
(NOT FOUND)
ASPHALT
PARKING
BRICK WALL
GRAVEL
WALK
ACCESS EASEMENT
D.B. 769 P. 499
TITLE REFERENCES:
TMP 9-126
ALPHA OMICRON OF
CHI PSI CORPORATION
INST.#2014000730
D.B. 482 P. 516 PLAT
D.B. 769 P. 499 ACCESS EASEMENT
UNRECORDED SURVEY BY LINCOLN SURVE
DATED 10/12/1999


NEW SETBACKS PER THE GRANTED SPECIAL USE PERMIT
PREVIOUS SETBACKS PER R-3 ZONING
MADISON LANE
CHANCELLOR STREET
167 CHANCELLOR ST
FFFE 549.28
BFFE 540.00
ADA RAMP
FUTURE PORCH
PORCH
PORCH
RE-USE EX. S.S. LAT.
GAS METER
ELEC. METER
RE-USE EX. WM
(2) BIKE RACKS
EXTEND 5' CITY STD CONCRETE SIDEWALK (PUBLIC) ALL OTHER WALKS PRIVATE
LIMITS OF DISTURBANCE (5,749 SF)
ABANDON EXISTING 8" SAN. SEWER MAIN & RE-ROUTE SEWER FROM S120A TO S117 27.00 LF OF 8" DIP S.S. @ 12.00%
EX. CONC. FLUME AND CHANNEL UNDER WALK
CONVERT EX. SAN. MH (S117) TO INTERNAL DROP MH
EX. SAN. MH (S120A)
LIMITS OF DISTURBANCE (5,749 SF)
RE-UTILIZE FIRE PROTECTION LINE (ADD FDC)
WOODEN STEPS

 167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PREVIOUS DETERMINATIONS
SITE CONSTRAINTS

DESIGN DEVELOP, LLC
JULY 28, 2020

Acer rubrum
RED MAPLE (1 of 1)

Liquidambar styraciflua
“ROTUNDILOBA” SWEETGUM
(1 OF 7)

167 CHANCELLOR ST
FFFE 549.26
BFFE 540.00

Chantilly Lace
2121-70

TRIM COLOR

Halo
OC-46

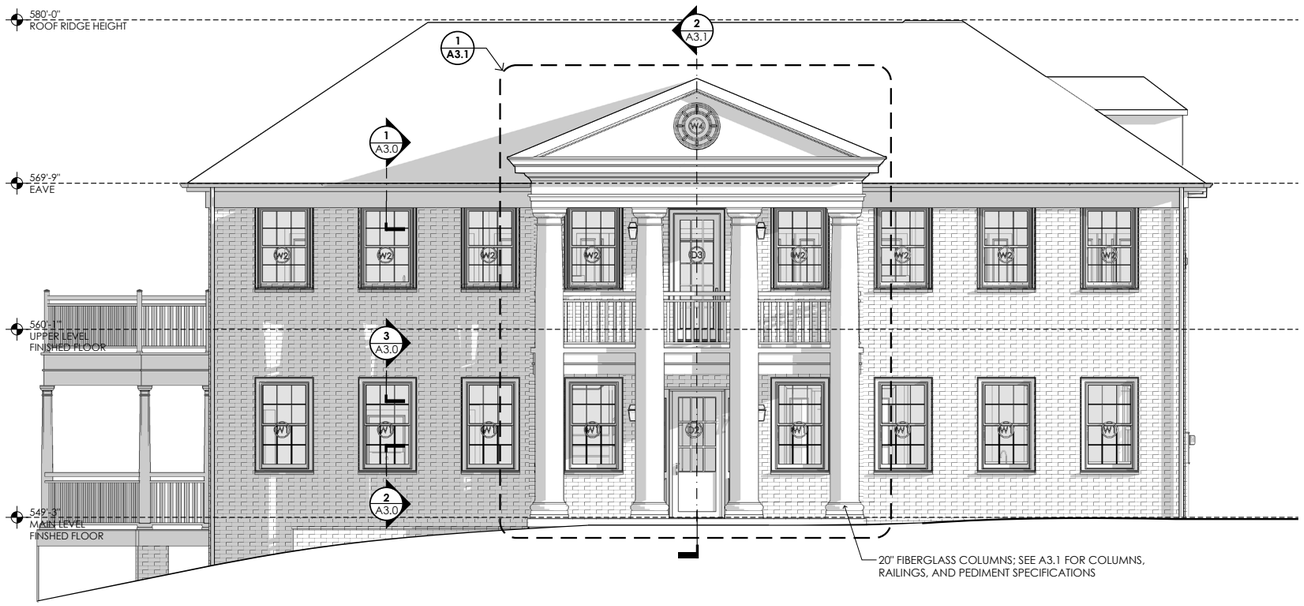
EIFS COLOR

GLEN-GERY "ABERDEEN" AND ARGOS "BEIGE"

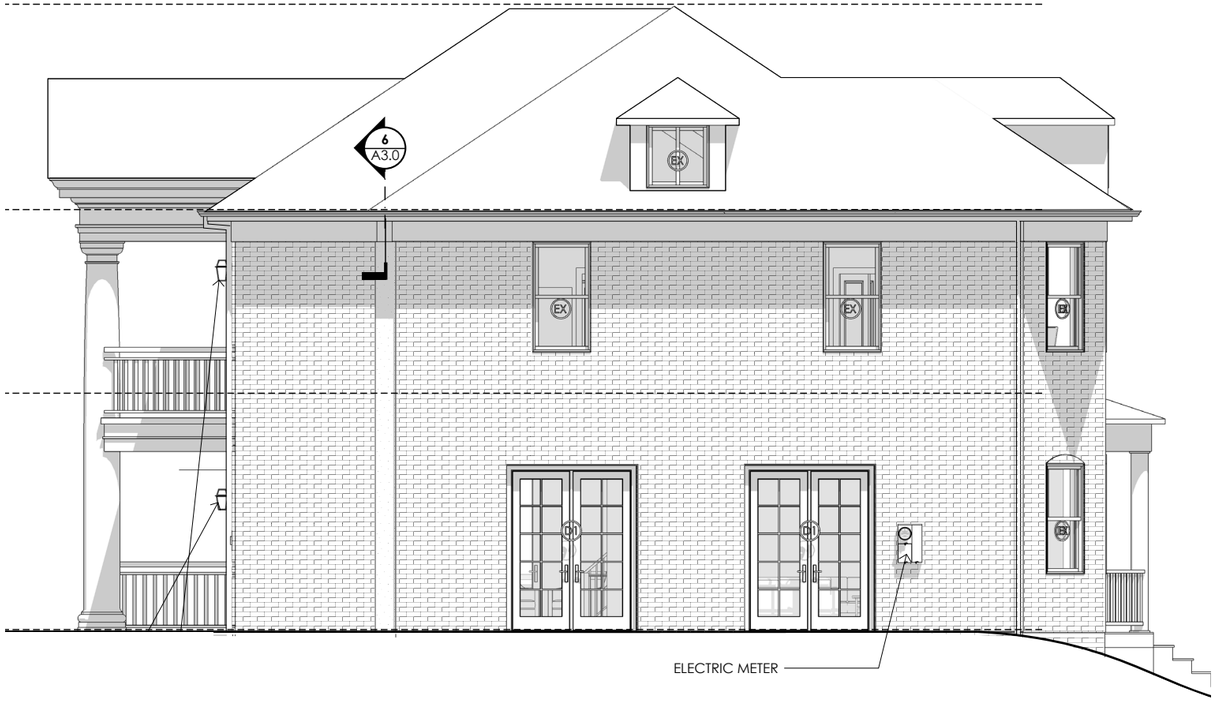
16 167 CHANCELLOR ST
CHARLOTTESVILLE, VA

ELEVATION AND MATERIAL PALETTE

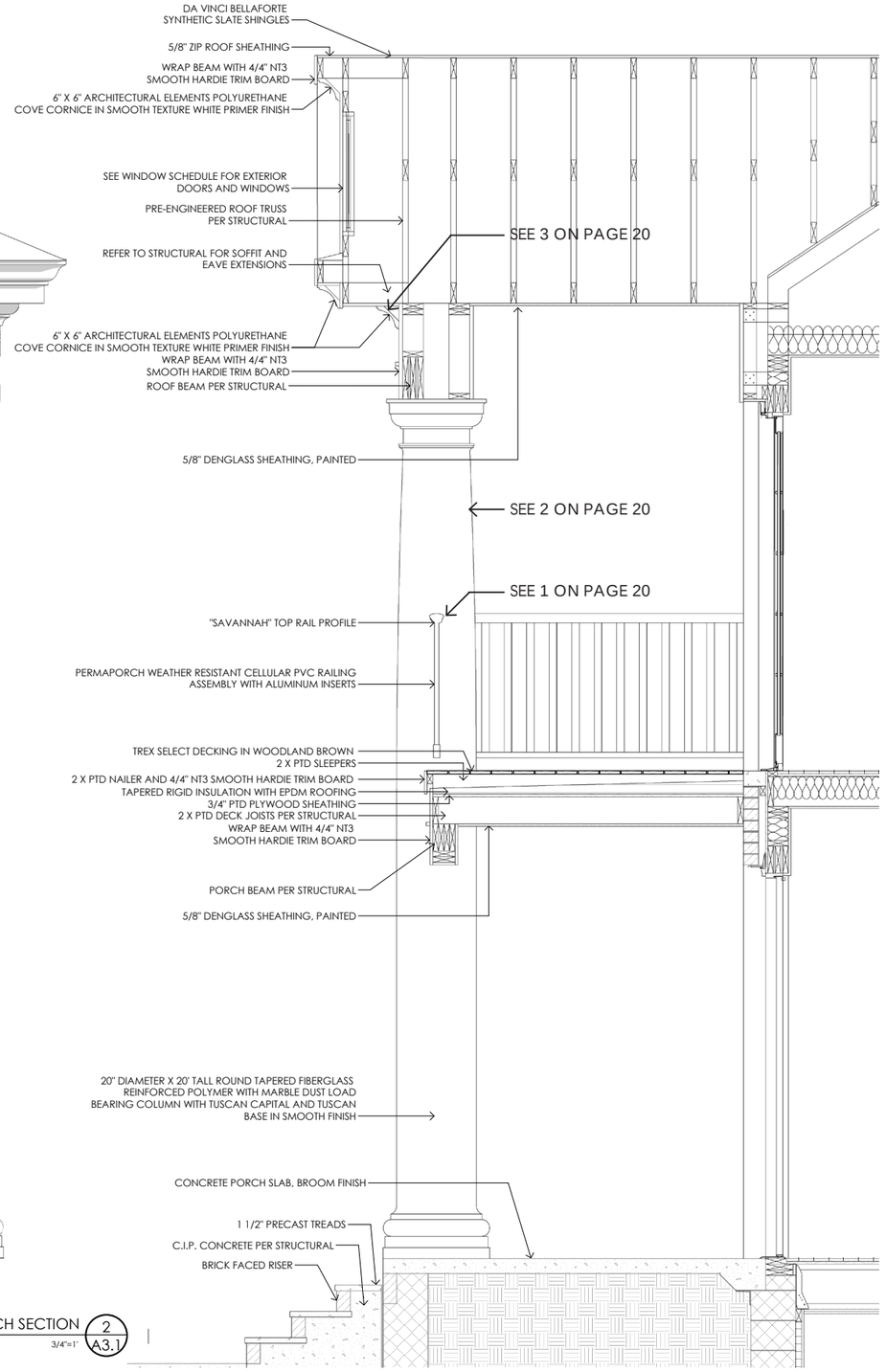
DESIGN DEVELOP, LLC
JULY 28, 2020


580'-0"
ROOF RIDGE HEIGHT
569'-9"
EAVE
560'-1"
UPPER LEVEL
FINISHED FLOOR
549'-3"
MAIN LEVEL
FINISHED FLOOR
1
A3.1
2
A3.1
1
A3.0
3
A3.0
2
A3.0
20" FIBERGLASS COLUMNS; SEE A3.1 FOR COLUMNS,
RAILINGS, AND PEDIMENT SPECIFICATIONS


NEW SYNTHETIC SLATE SHINGLES
RAIN WATER LEADER
(TYP. 1 OF 5)


6
A3.0
ELECTRIC METER

1 A3.1 MADISON LANE PORCH ELEVATION
3/4"=1'

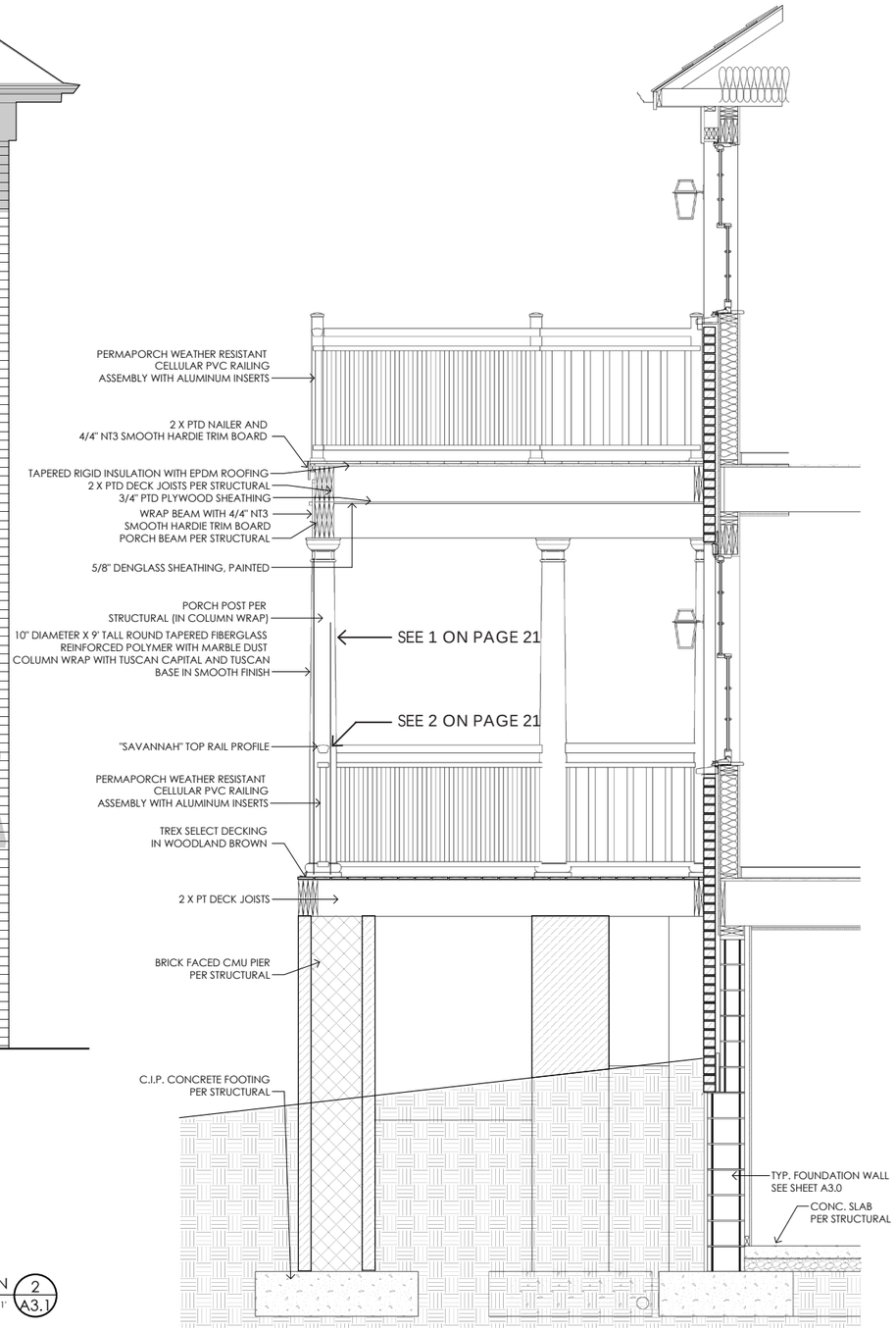


MADISON LANE PORCH SECTION 2 A3.1
3/4"=1'

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PROPOSED PORCH AND RAILING

DESIGN DEVELOP, LLC
JULY 28, 2020

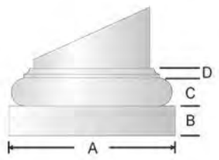


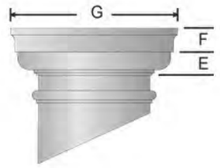
1 A3.1 MADISON LANE PORCH ELEVATION 3/4"=1'

MADISON LANE PORCH SECTION 2 A3.1 3/4"=1'

20" Diameter x 20' Overall Height - Round Tapered Smooth (FRP), Smooth Finish - Ready to be Painted, with Tuscan Capital and Tuscan Base

Part Number: ES2020ATPSATUTU





TUSCAN BASE

Plinth		Torus		Total Height
A	B	C	D	B-D
27"	4- ¾"	4"	1- ¾"	10- ⅝"

TUSCAN CAPITAL

Echinus	Abacus		Total Height
E	F	G	E-F
3- ⅛"	3- ⅜"	24- ¼"	6- ⅝"

FLAME GUARD

EnduraStone® FRP Columns with Flame Guard set a new industry standard:

	Flame Spread Index (FSI)	Smoke Developed Index (SDI)
Industry-Standard for FRP Columns	70-85	900-1025
Endura-Stone® Columns	15*	335**

*Class I Flame-Spread classification under 1997 uniform fire code.
**Well below the allowable SDI index of 450.

COLUMN SPECIFICATIONS

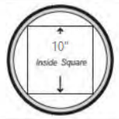
Plan Type A [1]		Trimming from bottom of shaft [2]				
Unsplit / Whole	Column Height	w/o Interfering w/Taper		w/o Interfering w/Panels		Load Bearing Capacity [3]
	A	B	w/base	E	w/base	
○	228"	112- ¾"	101- ¾"	240"	229- ⅝"	20,000 lbs.

SHAFT SPECIFICATIONS

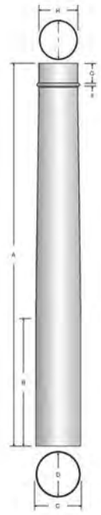
Shaft Bottom		Shaft Top			
Outside	Inside	Outside	Inside	Astragal	Neck Height
C*	D**	H*	I**	F	G
20"	18"	17"	14- ⅞"	1- ⅜"	9- ⅜"

*Actual outside diameters are approximately 5/16" to 1/2" less than shown
**Actual inside diameters may vary by 3/8"

OTHER INFORMATION



Material [4]			Wraps Post Size [5]		Weight			
Shaft	Capital	Base	Round (Fits up to)	Square (Fits up to)	Shaft	Capital	Base	Total
FRP	Urethane	FRP	14- ½"	10"	1311.00 lbs.	9.00 lbs.	104.00 lbs.	1424 lbs.



ABOUT ENDURA-STONE COLUMN **MATERIALS**

Endura-Stone™ column shafts are manufactured of one-piece rotocast fiberglass reinforced polymer (FRP) with marble dust. Our proprietary method of manufacturing our column shafts is patented. This one-piece construction, combined with the inherent strength of FRP (pound for pound, FRP is stronger than concrete, steel, or aluminum), provides an exceptionally high load-bearing capacity, and a column that is impervious to rot, decay and insect damage. Unlike wood columns, the non-porous, waterproof shafts can be used as channels for downspouts, wiring, and plumbing.

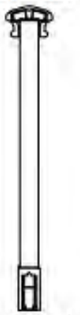
Endura-Stone™ columns include Flame Guard, and were the first in the industry to pass the ASTME, 84-01 Class 1 Flame-Spread Classification tests, achieving a Flame Spread index of 15, and Smoke Developed Index of 335, well below the allowable SDI index of 450.

Six-inch through twelve-inch diameter (up to twelve foot in height) standard FRP shafts are factory sanded. Larger shafts (and square shafts) may require field-sanding prior to installation. All shafts are shipped unfinished, and need to be finished with a high quality 100% acrylic latex primer and paint.

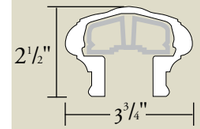
Standard FRP column shafts are the same height as the listed size. Tuscan and Roman Doric caps and bases, and Attic bases go around the shaft, and do not affect the overall height. Ornamental capitals are set on top of the shaft (after the shaft is trimmed to the astragal), and do affect the overall height: see the Ornamental Capitals for Round Columns specifications for more information.

2. PORCH COLUMNS

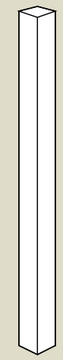
1
SAVANNAH



Standard with 1½" square

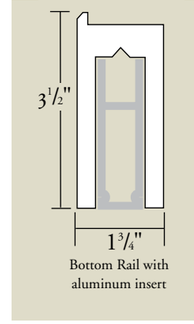


Savannah Top Rail with aluminum insert



1¼" Square 29 ¼", 32", 36" & 10'

1. PORCH RAILING



Bottom Rail with aluminum insert

CORNICE & CROWN MOULDING DETAILS

Item No. MLD188720

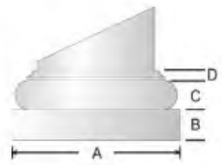
Cornice & Crown Moulding
Specifications:
Projection: 6"
Height: 6"
Length: 12'0"
Material: Polyurethane
Texture: Smooth
Finish: White Primer
F1: Available in Class A fire-rated foam

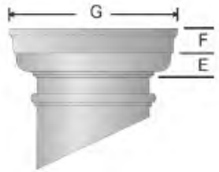
Custom: If you can't find exactly what you are

3. PEDIMENT CROWN TRIM

12" Diameter x 9' Overall Height - Round Tapered Smooth (FRP), Smooth Finish - Ready to be Painted, with Tuscan Capital and Tuscan Base

Part Number: ES1209DTPSATUTU





TUSCAN BASE

Plinth		Torus		Total Height
A	B	C	D	B-D
16- ¼"	2- ¾"	2- ⅜"	⅞"	6"

TUSCAN CAPITAL

Echinus		Abacus		Total Height
E	F	G		E-F
1- ⅞"	2"	14- ⅜"		3- ⅞"

FLAME GUARD

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	Flame Spread Index (FSI)	Smoke Developed Index (SDI)
Industry-Standard for FRP Columns	70-85	900-1025
Endura-Stone® Columns	15*	335**

*Class I Flame-Spread classification under 1997 uniform fire code.
**Well below the allowable SDI index of 450.

COLUMN SPECIFICATIONS

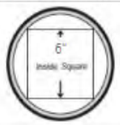
Plan Type D [1]	Trimming from bottom of shaft [2]					
Split in 1/2	Column Height	w/o Interfering w/Taper		w/o Interfering w/Panels		Load Bearing Capacity [3]
	A	B	w/base	E	w/base	
	105"	44- ¾"	38- ¾"	108"	102"	0 lbs.

SHAFT SPECIFICATIONS

Shaft Bottom		Shaft Top			
Outside	Inside	Outside	Inside	Astragal	Neck Height
C*	D**	H*	I**	F	G
12"	10- ¾"	10"	9- ¼"	¾"	5"

*Actual outside diameters are approximately 5/16" to 1/2" less than shown
**Actual inside diameters may vary by 3/8"

OTHER INFORMATION



Material [4]			Wraps Post Size [5]		Weight			
Shaft	Capital	Base	Round (Fits up to)	Square (Fits up to)	Shaft	Capital	Base	Total
FRP	Urethane	FRP	8- ⅞"	6"	115.00 lbs.	2.40 lbs.	8.50 lbs.	125.9 lbs.

ABOUT ENDURA-STONE COLUMN **MATERIALS**

Endura-Stone™ column shafts are manufactured of one-piece rotocast fiberglass reinforced polymer (FRP) with marble dust. Our proprietary method of manufacturing our column shafts is patented. This one-piece construction, combined with the inherent strength of FRP (pound for pound, FRP is stronger than concrete, steel, or aluminum), provides an exceptionally high load-bearing capacity, and a column that is impervious to rot, decay and insect damage. Unlike wood columns, the non-porous, waterproof shafts can be used as channels for downspouts, wiring, and plumbing.

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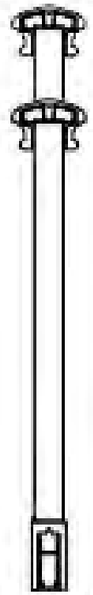
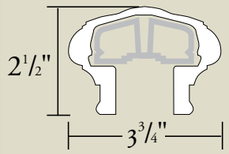
1. SIDE PORCH COLUMNS

1

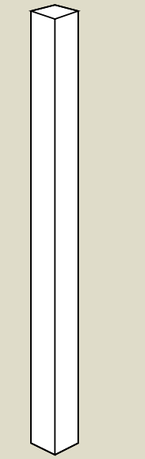
SAVANNAH



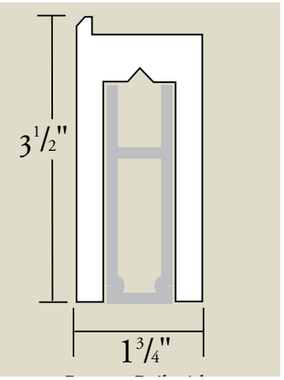
Standard with 1½" square



Savannah Top Rail with aluminum insert



1¼" Square 29 ¼", 32", 36" & 10'



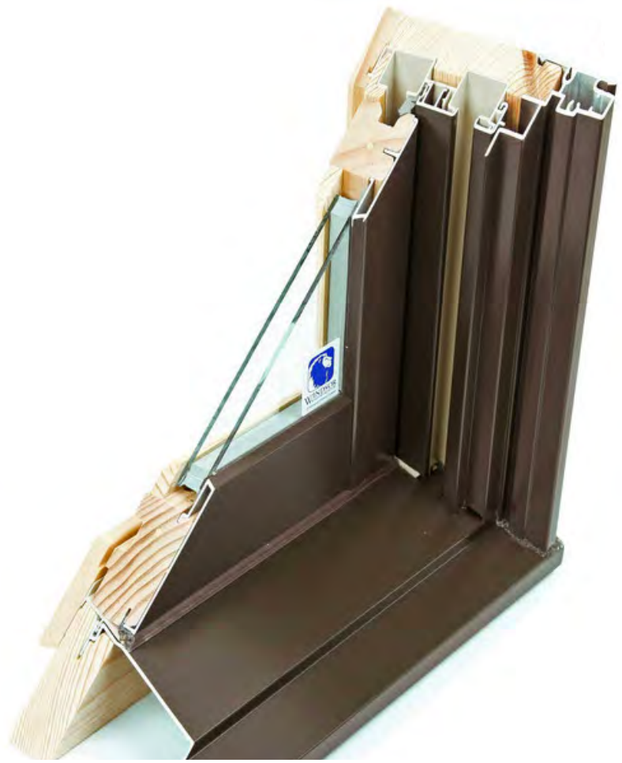
2. SIDE PORCH RAILING

WINDSOR WINDOWS & DOORS

PINNACLE

WOOD CLAD AND PRIMED WINDOWS & DOORS

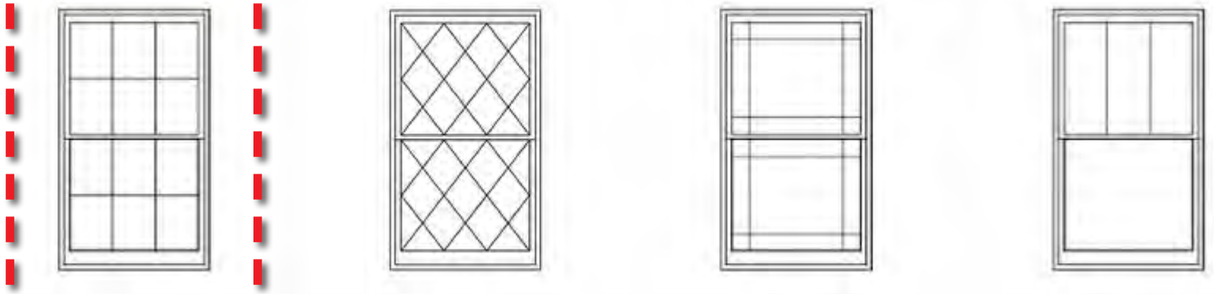
We've made your world easier. Windsor's double hung and glide-by windows are not only an attractive addition to a home, they are extremely easy to maintain. The sash on the double hung easily tilts in and removes for easy cleaning. Our unique locking shoe balance system also allows you to effortlessly replace or remove individual sashes. Clad units come with heavy-duty .050 extruded aluminum cladding that resists the elements.



Standard Clad Colors

White | Linen | Ivory | Sandstone

Grille Patterns



Colonial | Diamond | Prairie | Plaza

Clad Exterior Casing

WM 180 Brickmould | Williamsburg | 3-1/2" Flat | 3/8" Subsill

Interior Finishes

Primed | Painted White | Painted Black

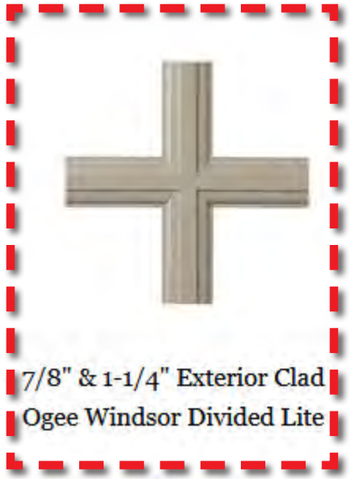
Grilles

7/8" & 1-1/4" Perimeter Grille

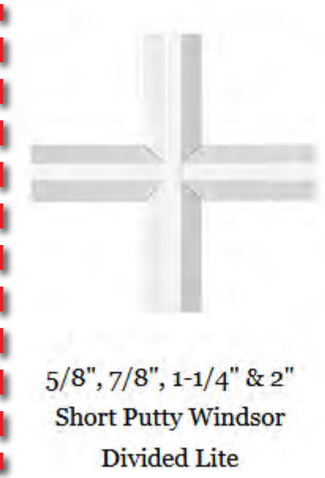
7/8" & 1-1/4" Stick Grille

3/4" & 1" Profiled Inner Grille

13/16" Flat Inner Grille



7/8" & 1-1/4" Exterior Clad Ogee Windsor Divided Lite

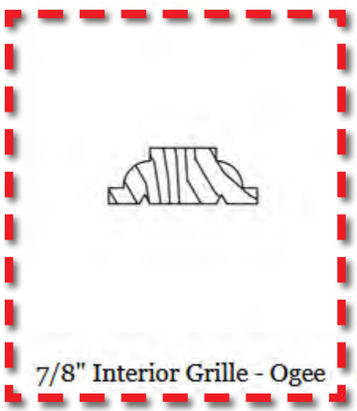


5/8", 7/8", 1-1/4" & 2" Short Putty Windsor Divided Lite

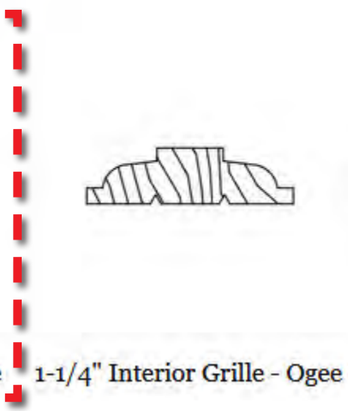
5/8", 7/8", 1-1/4" & 2" Short Contemporary Grille

2" Exterior Low Profile Simulated Check Rail

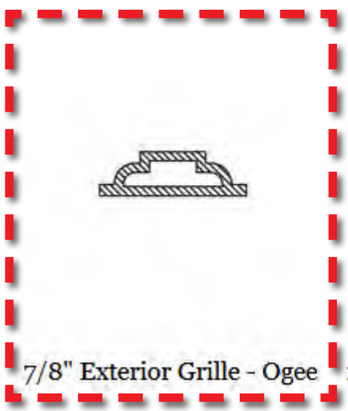
Grille Profiles



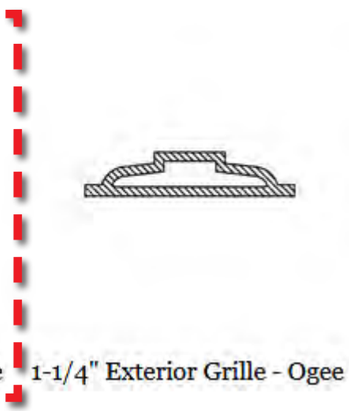
7/8" Interior Grille - Ogee



1-1/4" Interior Grille - Ogee



7/8" Exterior Grille - Ogee



1-1/4" Exterior Grille - Ogee

Patio Door Handles

Contemporary

Classic

Euro

Double Hung Hardware

Double Hung
Available in eight finishes.

AVAILABLE FINISHES

Black

White

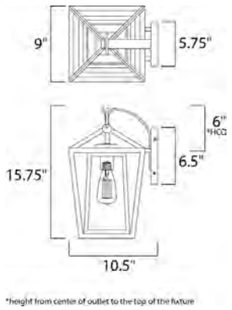
Bronze

Artisan | 3175CLBK

Job Name:_____ Job Type:_____ Quantity:_____ Comments:_____

PRODUCT DESCRIPTION

This frame inside a frame design is the perfect update to this classically inspired outdoor lantern. Durable stainless steel construction is finished in Black and supports an inner frame of Clear panels of glass for a crisp and clean appearance.



MEASUREMENTS

DIMENSION	: 9" W x 15.75" H x 10.5" Ext
BACK PLATE	: 5.75" W x 6.5" H x 6" HCO
HANGING WEIGHT	: 7.26 lb

LAMPING

INPUT VOLTAGE	: 120V
LUMENS	: 0 Rated
BULB	: 1 x 60W Incandescent E26 Medium , 60W Total
BULB INCLUDED	: (Not Included)
DIMMABLE	: Yes
LIGHTING_DIRECTION	: Down

FINISHES OPTION

Black

GLASS

Clear CL

MATERIAL

Stainless Steel

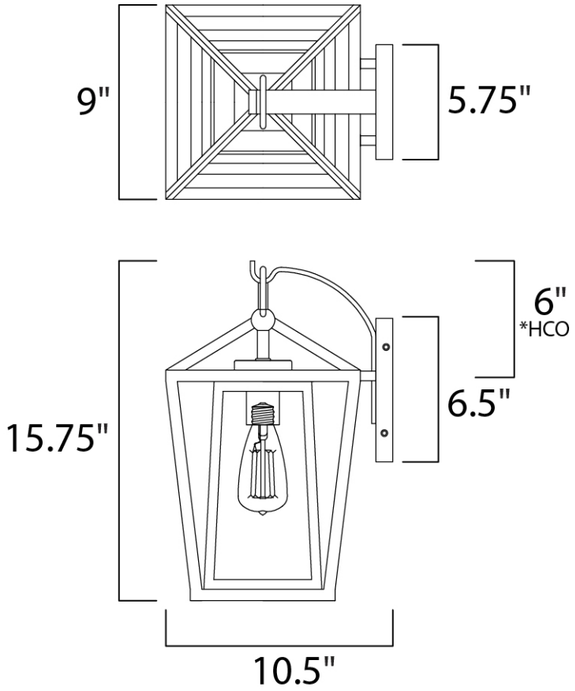
RATINGS

cETLus
Wet Location

ADDITIONAL

OPERATING TEMPERATURE:
-20°C (-4°F), 40°C (104°F)

Always consult a qualified electrician before installing any lighting product.

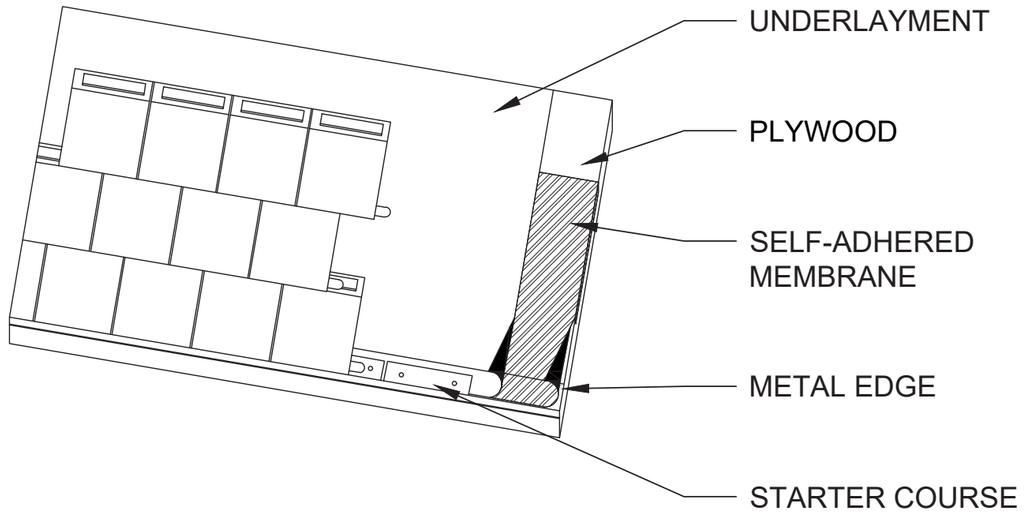


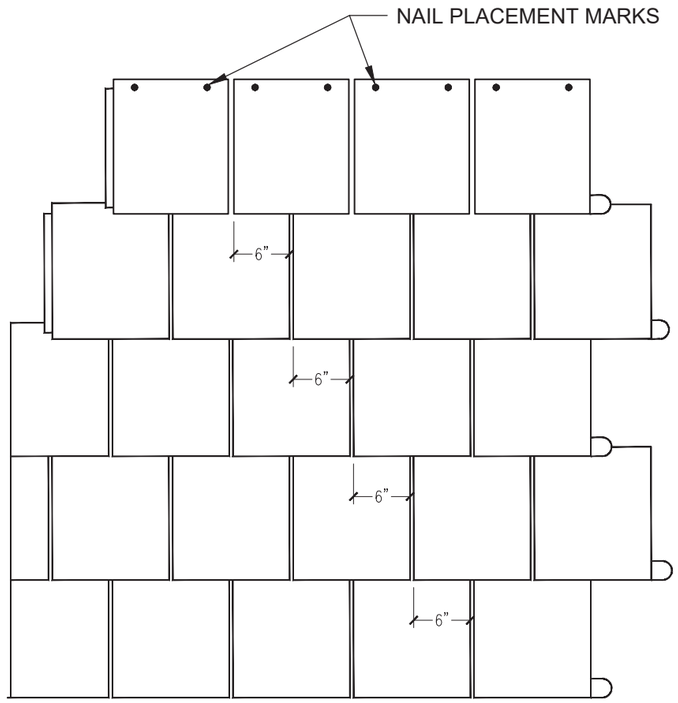
*height from center of outlet to the top of the fixture

BELLAFORTÉ SLATE

Designed to reduce material costs, Bellaforté puts the look of slate within reach, and with it the premium aesthetics and performance that asphalt shingles can only dream about. With DaVinci Bellaforté, the look of slate may be more attainable than you think.

CR ALSO AVAILABLE IN COOL ROOF COLOR





BELLAFORTE SLATE 6 INCH OFFSET PATTERN

SCALE: N.T.S.

DaVinci Roofscapes

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

EXISTING

DESIGN DEVELOP, LLC
JULY 28, 2020

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PROPOSED

DESIGN DEVELOP, LLC
JULY 28, 2020

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

EXISTING

DESIGN DEVELOP, LLC
JULY 28, 2020

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PROPOSED

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

EXISTING

DESIGN DEVELOP, LLC
JULY 28, 2020

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PROPOSED


NO PARKING ANY TIME
STOP

167 CHANCELLOR ST
CHARLOTTESVILLE, VA

PROPOSED

CHI PSI LODGE

AT 167 CHANCELLOR STREET

CHARLOTTESVILLE, VIRGINIA

PROJECT TEAM	
OWNER	CHI PSI CORPORATION
	CONTACT: BILL SPOTSWOOD
	PHONE: 703-256-1500
	EMAIL: BSPOTSWOOD@GOVTOOLS.COM
ARCHITECT	DESIGN DEVELOP LLC
	CONTACT: ROBERT (BOB) PINEO, R.A.
	PHONE: 434.806.8365
	EMAIL: BOB@DESIGNDEVELOPLLC.COM
GENERAL CONTRACTOR	R.E. LEE & SON, INC.
	CONTACT: WADE THOMAS
	PHONE: 434.973.1321
	EMAIL: WTHOMAS@RELEE.BUILD

REVISION DATE/NUMBER:

DRAWING LIST			
CS.1	COVER SHEET	A3.0	TYPICAL EXTERIOR DETAILS
C.1	SITE PLAN TITLE SHEET	A3.1	MADISON LANE PORCH DETAILS
C.2	TOPOGRAPHIC SURVEY	~~A4.0~~	~~INTERIOR STAIR DETAILS~~
C.3	DEMOLITION PLAN	~~A4.1~~	~~INTERIOR ELEVATIONS~~
C.4	PRELIMINARY SITE PLAN	~~A4.2~~	~~INTERIOR ELEVATIONS~~
C.5	PROFILES AND DETAILS	A5.0	DOOR AND WINDOW SCHEDULE
~~C.6~~	~~DETAILS~~	~~S0.0~~	~~GENERAL NOTES - STRUCTURE~~
~~LS.1~~	~~GENERAL NOTES + CODE REVIEW~~	~~S0.1~~	~~SYMBOLS AND ABBREVIATIONS~~
~~LS.2~~	~~LIFE SAFETY PLANS + WALL TYPES~~	~~S0.2~~	~~SPECIAL INSPECTIONS~~
D1.0	BASEMENT DEMO PLAN	~~S1.0~~	~~BASEMENT STRUCTURAL PLAN~~
D1.1	FIRST FLOOR DEMO PLAN	~~S1.1~~	~~FIRST FLOOR STRUCTURAL PLAN~~
D1.2	SECOND FLOOR DEMO PLAN	~~S1.2~~	~~SECOND FLOOR STRUCTURAL PLAN~~
D1.3	ROOF DEMO PLAN	~~S1.3~~	~~ATTIC STRUCTURAL PLAN~~
D2.0	DEMO ELEVATIONS	~~S1.4~~	~~ROOF STRUCTURAL PLAN~~
A0.0	BASEMENT SLAB PLAN + PERSPECTIVES	~~S2.0~~	~~WALL SECTIONS~~
A1.0	BASEMENT PLAN	~~S2.1~~	~~WALL SECTIONS~~
A1.1	FIRST FLOOR PLAN	~~S2.2~~	~~DETAILS AND SECTIONS~~
A1.2	SECOND FLOOR PLAN	~~S2.3~~	~~DETAILS AND SECTIONS~~
A1.3	ROOF PLAN	~~S2.4~~	~~DETAILS AND SECTIONS~~
~~A1.4~~	~~REFLECTED CEILING PLAN~~	~~S2.5~~	~~DETAILS AND SECTIONS~~
~~A1.5~~	~~FINISH FLOOR PLANS + FFE~~	~~S2.6~~	~~DETAILS AND SECTIONS~~
A2.1	ELEVATIONS	~~S2.7~~	~~DETAILS AND SECTIONS~~

GENERAL DESCRIPTION
CHI PSI LODGE, LOCATED AT 167 CHANCELLOR STREET IN CHARLOTTESVILLE, VIRGINIA, IS A PROPOSED RENOVATION AND ADDITION TO A HISTORIC STRUCURE FOR A RESIDENCE.

DESIGN BUILD NOTES
MECHANICAL, ELECTRICAL, PLUMBING, AND COMMUNICATIONS IS EXPECTED TO BE DESIGN-BUILD. CONTRACTOR TO PROVIDE REASONABLE ALLOWANCES FOR THESE AREAS OF WORK.

DESIGN DEVELOP
418 EAST MAIN STREET
CHARLOTTESVILLE, VA

CONTACT: BOB PINEO
(P):434-806-8365
(E):bob@designdeveloplic.com

95% PRICING AND BIDDING

CONTRACT DOCUMENTS; NOT FOR CONSTRUCTION

July 8, 2020

THE LODGE AT CHI PSI
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

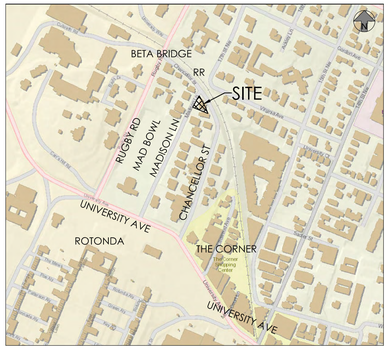
DRAWN BY: SG
CHECKED BY: KS

COVER SHEET

ISSUE DATE:
June 30, 2020

CS.1

VICINITY MAP: 1" = 500'



T.M.P. 9-126

167 CHANCELLOR STREET

FINAL SITE PLAN

CHARLOTTESVILLE, VIRGINIA

JUNE 1, 2020

THE DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES

SHEET INDEX

STANDARDS AND SPECIFICATIONS:

1. VIRGINIA DEPARTMENT OF TRANSPORTATION (V.D.O.T.) ROAD AND BRIDGE SPECIFICATIONS, DATED 2016.
2. VIRGINIA DEPARTMENT OF TRANSPORTATION (V.D.O.T.) ROAD AND BRIDGE STANDARDS, DATED 2016.
3. VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION, DIVISION OF SOIL AND WATER CONSERVATION, VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, THIRD EDITION, 1992.
4. INSTITUTE OF TRANSPORTATION ENGINEERS (ITE MANUAL), TRIP GENERATION, 10TH EDITION.
5. VIRGINIA MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS, DATED 2009 (REVISIONS 1 & 2, MAY 2012).
6. VIRGINIA UNIFORM STATEWIDE BUILDING CODE - CURRENT EDITION.
7. CITY OF CHARLOTTESVILLE CONSTRUCTION STANARDS AND SPECIFICATIONS.

LEGEND:

- W —— WATER LINE (EX. / PROP.)
- WV WM WATER VALVE / METER
- FH FIRE HYDRANT
- YH YARD HYDRANT
- BOA BLOW-OFF ASSEMBLY
- S —— SANITARY SEWER LINE (EX. / PROP.)
- CO CLEANOUT
- MH MANHOLE
- STORM LINE (EX. / PROP.)
- DI STORM INLET
- YD YARD DRAIN
- DS DOWNSPOUT
- G —— GAS LINE (EX. / PROP.)
- GV GM GAS VALVE / METER
- OHE —— OVERHEAD ELECTRIC (EX. / PROP.)
- UGE —— UNDERGROUND ELECTRIC (EX. / PROP.)
- PP POWER POLE
- LP LIGHT POLE
- GUY GUY WIRE
- EM ELECTRIC METER
- T TRANSFORMER
- OHT —— OVERHEAD COMM. (EX. / PROP.)
- UGT —— UNDERGROUND COMM. (EX. / PROP.)
- PED UTILITY PEDESTAL
- SWM / DWM SINGLE / DOUBLE WATER METER
- GV GATE VALVE
- BOA BLOW OFF ASSEMBLY
- BOUNDARY / R.O.W. LINE
- I.F. IRON PIN FOUND
- I.S. IRON PIN SET
- SETBACK LINE
- EASEMENT LIMITS
- CENTERLINE
- CONTOUR LINE (EX. / PROP.)
- 4➔3:1➔ 4➔2.50%➔ DEGREE / SLOPE DIRECTION
- 479.70 + SPOT ELEVATION
- HP HIGH POINT
- LP LOW POINT
- DITCH / SWALE
- WATER COURSE
- BM BENCHMARK
- CG-2 CITY STD, HEADER CURB
- CG-6 CITY STD, CURB & GUTTER
- CG-12 CITY STD, HANDICAP RAMP
- HC HANDICAP PARKING SYMBOL
- DIP DUCTILE IRON PIPE
- RCP REINFORCED CONCRETE PIPE
- CMP CORRUGATED METAL PIPE
- PVC POLYVINYLCHLORIDE PIPE
- HDPE HIGH-DENSITY POLY, PIPE
- VC VITRIFIED CLAY PIPE
- FFE FINISHED FLOOR ELEVATION
- TBR TO BE REMOVED
- TBT TO BE TRANSPLANTED
- TBS TO BE SAVED

FIRE DEPT. CONSTR. & DEMO NOTES:

1. VSFPC 503.2.1 - OVERHEAD WIRING OR OTHER OBSTRUCTIONS SHALL BE HIGHER THAN 13 FEET 6 INCHES.
2. VSFPC 3312.1 - AN APPROVED WATER SUPPLY FOR FIRE PROTECTION SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON SITE.
3. VSFPC 505.1 - THE BUILDING STREET NUMBER SHALL BE PLAINLY VISIBLE FROM THE STREET FOR EMERGENCY RESPONDERS. PLEASE PROVIDE, AND POST ON-SITE, A 911 ADDRESS FOR EMERGENCY RESPONDERS ONCE CONSTRUCTION BEGINS.
4. VSFPC 506.1 - AN APPROVED KEY BOX SHALL BE MOUNTED TO THE SIDE OF THE FRONT OR MAIN ENTRANCE. THE CHARLOTTESVILLE FIRE DEPARTMENT CARRIES THE KNOX BOX MASTER KEY. A KNOX BOX CAN BE ORDERED BY GOING ON-LINE TO WWW.KNOXBOX.COM. THE KNOX BOX ALLOWS ENTRY TO THE BUILDING WITHOUT DAMAGING THE LOCK AND DOOR SYSTEM.
5. VSFPC 3304.2 - WASTE DISPOSAL OF ALL COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM THE BUILDING AT THE END OF EACH WORKING DAY (IFC 1404.2).
6. IFC 1410.1 - ACCESS TO ALL BUILDINGS ON-SITE DURING DEMOLITION AND CONSTRUCTION SHALL BE MAINTAINED (IFC 1410.1).
7. VSFPC 3304.6 - CUTTING AND WELDING OPERATIONS SHALL BE DONE IN ACCORDANCE WITH CHAPTER 26 OF THE INTERNATIONAL FIRE CODE, ADDRESSING WELDING AND HOT WORK OPERATIONS (IFC 1404.6).
8. VSFPC 3315.1 - FIRE EXTINGUISHERS SHALL BE PROVIDED WITH NOT LESS THAN ONE APPROVED PORTABLE FIRE EXTINGUISHER AT EACH STAIRWAY ON ALL FLOOR LEVELS WHERE COMBUSTIBLE MATERIALS HAVE ACCUMULATED (IFC 1414.1).
9. VSFPC 3310.1- REQUIRED VEHICLE ACCESS FOR FIRE FIGHTING SHALL BE PROVIDED TO ALL CONSTRUCTION OR DEMOLITION SITES. VEHICLE ACCESS SHALL BE PROVIDED TO WITHIN ONE HUNDRED (100) FEET OF TEMPORARY OR PERMANENT FIRE DEPARTMENT CONNECTIONS. VEHICLE ACCESS SHALL BE PROVIDED BY EITHER TEMPORARY OR PERMANENT ROADS, CAPABLE OF SUPPORTING VEHICLE LOADING AND MAINTAINED UNDER ALL WEATHER CONDITIONS. VEHICLE ACCESS SHALL BE MAINTAINED UNTIL PERMANENT FIRE APPARATUS ACCESS ARE AVAILABLE.
10. VSFPC 310.3; 310.5 - SMOKING TO BE ALLOWED IN ONLY DESIGNATED SPACES WITH PROPER RECEPTACLES. "NO SMOKING" SIGNS SHALL BE POSTED AT EACH BUILDING SITE AND WITHIN EACH BUILDING DURING CONSTRUCTION. SPECIFICALLY, SMOKING WILL ONLY BE ALLOWED OUTSIDE THE CONSTRUCTION SITE'S SAFETY FENCE.

GENERAL NOTES:

1. ALL SITE WORK AND ALL IMPROVEMENTS SHOWN ON THESE PLANS ARE REQUIRED TO BE PERFORMED AND / OR INSTALLED UNLESS SPECIFICALLY ITEMIZED AS "NOT INCLUDED IN CONTRACT" IN THE OWNER / CONTRACTOR AGREEMENT. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING AND / OR INSTALLING ALL SITE WORK AND IMPROVEMENTS SHOWN ON THESE DRAWINGS, INCLUDING ANCILLARY EFFORTS AND WORK NORMALLY ASSOCIATED WITH SPECIFIED IMPROVEMENTS.
2. CALL MISS UTILITY (1-800-552-7001) PRIOR TO ANY LAND DISTURBING ACTIVITY. EXPLORATORY EXCAVATIONS MAY BE NECESSARY TO CONFIRM THE EXISTENCE OR NON-EXISTENCE OF CERTAIN UNDERGROUND FEATURES.
3. THE CONTRACTOR SHALL COORDINATE WITH ALL LOCAL AUTHORITIES PRIOR TO COMMENCING THE WORK AND SCHEDULE / ATTEND ALL REQUIRED PRE-CONSTRUCTION MEETINGS. THE CONTRACTOR SHALL CONFIRM THAT ALL BONDS HAVE BEEN POSTED AND PULL ALL PERMITS. THE CONTRACTOR SHALL MAINTAIN THE PERMITS AND AN APPROVED SET OF THESE WORKINGDRAWINGS AND PROJECT SPECIFICATIONS ON-SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL ENSURE THAT HIS / HER WORK IS PROPERLY COORDINATED WITH THAT OF THE OTHER TRADES ON-SITE.
5. UNEXPECTED SITE CONDITIONS MAY ARISE DURING CONSTRUCTION THAT REQUIRE A DEVIATION FROM THESE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY CONDITIONS THAT CONFLICT WITH THE PROPER EXECUTION OF THESE PLANS. THE ENGINEER SHALL DETERMINE THE NATURE AND DEGREE OF CHANGES NECESSARY, AND THE CONTRACTOR SHALL PROVIDE A COST FOR SAID CHANGES. NO CHANGES ARE TO BE MADE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.
6. CONTACT ENGINEER IF THERE ARE QUESTIONS REGARDING THE LAYOUT OF THE WORK. BECAUSE ARCHITECTURAL DESIGN MANY TIMES CONTINUES AFTER SITE PLAN APPROVAL, STRUCTURAL INFORMATION REFLECTED ON THESE DRAWINGS MAY NOT REPRESENT FINAL ARCHITECTURAL DIMENSIONS. PRIOR TO STAKEOUT OF ANY STRUCTURES, SURVEYOR AND / OR CONTRACTOR SHALL OBTAIN FINAL ARCHITECTURAL DRAWINGS AND CONSULT WITH ENGINEER REGARDING EXACT PLACEMENT OF BUILDINGS ON SITE.
7. THE CONTRACTOR SHALL VERIFY ALL EXISTING SITE CONDITIONS AND FEATURES REPRESENTED ON THESE PLANS TO THE BEST OF HIS / HER ABILITY. THE CONTRACTOR SHALL ALSO VERIFY, BY STAKEOUT, THE RELATIONSHIP OF ALL MAJOR SITE IMPROVEMENTS TO EXISTING SITE CONDITIONS AND FEATURES AND NOTIFY ENGINEER OF ANY DISCREPANCIES, ERRORS AND OMISSIONS BEFORE PROCEEDING WITH THE WORK.
8. THE CONTRACTOR SHALL BE HELD SOLELY RESPONSIBLE FOR SITE CONDITIONS, THE SAFETY OF HIS / HER WORKERS AND THOSE ASSISTING HIM / HER WITH SUPPLYING OR EXECUTING THE WORK, AND THE SECURITY OF PROPERTY HE / SHE IS STORING ON-SITE. THE CONTRACTOR IS NOT LIABLE FOR THE SAFETY OF THOSE WITHIN THE BUILDINGS OR WORKING ON THE BUILDINGS, NOR IS HE / SHE RESPONSIBLE FOR SECURING THE PROPERTY OF THE BUILDING CONTRACTOR OR THEIR ASSOCIATED TRADES. HOWEVER, CONTRACTOR IS REQUIRED TO MAINTAIN A CLEAN, ORGANIZED AND SAFE SITE, AND IS THE FINAL AUTHORITY AS TO THE LOCATION, PLACEMENT OR STORAGE OF ANY AND ALL MATERIALS, EQUIPMENT, VEHICLES AND TEMPORARY STRUCTURES USED DURING CONSTRUCTION. NEITHER THE OWNER NOR ENGINEER SHALL BE HELD RESPONSIBLE FOR THEFT, DAMAGE OR INJURY ON-SITE DURING CONSTRUCTION UNLESS IT IS DUE TO TO THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
9. THE CONTRACTOR SHALL DETERMINE THE LIMITS OF CONSTRUCTION AND DEMARCATE THEM CLEARLY PRIOR TO COMMENCING GRADING OF THE SITE. ALSO, THE CONTRACTOR SHALL INSTALL ALL SEDIMENT AND EROSION CONTROL MEASURES THAT CAN LOGISTICALLY BE PLACED BEFORE GRADING COMMENCES.
10. DURING THE INSTALLATION OF UTILITIES TO SUPPORT THE PROJECT, THE CONTRACTOR SHALL MAINTAIN SERVICE TO NEIGHBORING PROPERTIES. DAMAGE TO LINES OR INTERRUPTIONS OF SERVICE SHALL BE IMMEDIATELY REPORTED TO THE SERVICE PROVIDER AND ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH REPAIR AND RESTORATION OF SERVICE.
11. ALL EXISTING IMPROVEMENTS ADJACENT TO THE PROPERTY, SUCH AS ROADWAYS, SHALL BE PROTECTED FROM DAMAGE DUE TO THE EXECUTION OF THE WORK. ALL REPAIR MADE NECESSARY BY THE CONTRACTOR OR THOSE ASSISTING HIM / HER IN THE EXECUTION OF THE WORK SHALL BE BORNE BY THE CONTRACTOR.
12. CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL MEASURES WITH CITY INSPECTORS PRIOR TO OR AS PART OF THE REQUIRED PRE-CONSTRUCTION CONFERENCE.
13. ALL UNSUITABLE SOIL MATERIAL SHALL BE STOCKPILED AND ITS DISPOSITION DETERMINED BY THE OWNER WHILE THE EARTHWORK ASPECT OF THE SITE WORK IS STILL UNDERWAY.
14. ALL SPRINGS SHALL BE CAPPED AND PIPED TO THE NEAREST DRAINAGEWAY OR DIRECTED TO A STORM SEWERAGE STRUCTURE.
15. EROSION AND SILTATION CONTROL MEASURES SHALL BE PROVIDED IN ACCORDANCE WITH THE APPROVED EROSION CONTROL PLAN AND INASMUCH AS IS POSSIBLE SHALL BE INSTALLED PRIOR TO ANY CLEARING, GRADING OR OTHER CONSTRUCTION. THE CONTRACTOR SHALL NOT BE RELEASED FROM RESPONSIBILITY FOR STABILIZATION OF THE PROPERTY UNTIL THE LOCAL AUTHORITY OR AGENT ISSUES FINAL APPROVAL AND AUTHORIZES DECOMMISIONING OF EROSION CONTROL MEASURES.
16. ALL SLOPES AND DISTURBED AREAS ARE TO BE FERTILIZED, SEEDED AND MULCHED. THE MAXIMUM ALLOWABLE SLOPE IS 2:1(HORIZONTAL:VERTICAL). WHERE REASONABLY OBTAINABLE, LESSER SLOPES OF 3:1 OR BETTER ARE TO BE ACHIEVED. ALL SLOPES GREATER THAN 3:1 SHALL BE MATTED WITH CITY EC-2 SLOPE STABILIZATION MAT.
17. PAVED, RIP-RAP OR STABILIZATION MAT-LINED DITCHES MAY BE REQUIRED WHEN, IN THE OPINION OF THE CITY AGENT, IT IS DEEMED NECESSARY IN ORDER TO STABILIZE A DRAINAGE CHANNEL.
18. ALL PAVING AND DRAINAGE-RELATED MATERIALS AND CONSTRUCTION SHALL CONFORM TO CURRENT SPECIFICATIONS AND STANDARDS OF CITY UNLESS OTHERWISE NOTED. ALL MATERIALS TO BE USED IN STABLIZATION SHALL ALSO BE APPROVED BY ENGINEER.
19. ALL PARKING SPACES MARKED "HC" ARE TO BE DESIGNATED FOR HANDICAP PARKING VIA THE USE OF SIGNS AND PAINT SYMBOLS. THEY ARE TO BE 8' X 18' AND ADJACENT TO A 5' X 18' PAINT-OUT AISLE. ALL VAN ACCESSIBLE SPACES SHALL BE 8' X 18' AND ADJACENT TO 8' X 18' PAINT-OUT AISLE. VAN ACCESSIBLE SPACES ARE TO BE MARKED "VAN" PER CITY CODE SECTION 34-985 (B)(4).
20. 42" SAFETY/GUARD RAILING TO BE PROVIDED FOR ALL WALLS HIGHER THAN 30".
21. LOADING AND DUMPSTER AREAS SHALL BE ACCESSIBLE AT ALL TIMES AND ARE NOT TO BE LOCATED BEHIND ANY PARKING SPACES.
22. STANDARD PARKING STALLS SHALL BE 8.5' X 18'. COMPACT CAR PARKING STALLS SHALL BE 8' X 16' AND DESIGNATED AS SUCH ON SITE PER CODE.
23. PARKING AREAS ARE NOT TO EXCEED 5% GRADE IN ANY DIRECTION. HC PARKING SPACES AND ACCESS AILSES ARE NOT TO EXCEED 2% IN ANY DIRECTION.
24. DUMPSTER PADS TO BE 10' X 18'.
25. SIDEWALKS TO BE A MINIMUM WIDTH OF 5', EXCLUDING CURB, WITH A 4" CONCRETE SURFACE (3000 PSI AT 28 DAYS, OR STRONGER), 4" 21-A STONE BASE, WITH UNDERDRAINS (UD-4, ETC.) PER CITY/CITY STANDARDS.
26. ALL STORM SEWERAGE SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARDS AND SPECIFICATIONS. ALL REINFORCED CONCRETE PIPE SHALL BE CLASS 3 UNLESS OTHERWISE NOTED. ALL HDPE PIPE SHALL BE ADS N-12 OR EQUAL. PIPE BEDDING SHALL BE IN ACCORDANCE WITH VDOT STD. PB-1 DETAIL/SPECIFICATIONS. ALL PVC CONDUIT SHALL BE SCHEDULE 40.
27. ALL ROOF DRAINS, UNLESS OTHERWISE NOTED, ARE TO BE DIRECTED TO PROPOSED PAVED SURFACES SO THAT RUN-OFF CAN BE DIRECTED TO STORMWATER QUALITY FEATURES PRIOR TO ENTRY INTO THE PROPOSED STORM SEWERAGE SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR TYING ALL ROOF LEADERS INTO A MEANS OF TRANSITION INTO THE SITE STORM SEWERAGE PROGRAM.
28. ALL WATERLINE IS TO BE CLASS 52 D.I.P UNLESS OTHERWISE SPECIFIED. ALL WATER SERVICE LATERALS TO BE TYPE' K' COPPER TUBING.
29. ALL SANITARY SEWER LATERALS TO BE OF SCHEDULE 40 PVC AS A MINIMUM.
30. ALL WATER AND SANITARY FACILITIES TO BE CONSTRUCTED TO CITY OF CHARLOTTESVILLE STANDARDS AND SPECIFICATIONS.
31. CONTRACTOR RESPONSIBLE TO PROVIDE ADEQUATE PEDESTRIAN BARRIERS & CIRCULATION DURING CONSTRUCTION. FOLLOW CHARLOTTESVILLE'S 'PUBLIC WAY DURING CONSTRUCTION POLICY' STANDARDS.
32. ALL SIGNING AND PAVEMENT MARKINGS SHOULD BE SHOWN ON THE PLANS AND SHALL BE CONSISTENT WITH THE MUTCD
33. 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.
34. PER THE VIRGINIA DEPARTMENT OF HEALTH WATERWORKS REGULATIONS (PART II, ARTICLE 3, SECTION 12 VAC 5-590 THROUGH 630), ALL BUILDINGS THAT HAVE THE POSSIBILITY OF CONTAMINATING THE POTABLE WATER DISTRIBUTION SYSTEM (HOSPITALS, INDUSTRIAL SITES, BREWERIES, ETC.,) SHALL HAVE A BACKFLOW PREVENTION DEVICE INSTALLED WITHIN THE FACILITY. THIS DEVICE SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, SHALL BE TESTED IN REGULAR INTERVALS AS REQUIRED, AND TEST RESULTS SHALL BE SUBMITTED TO THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
35. ALL BUILDINGS THAT MAY PRODUCE WASTES CONTAINING MORE THAN ONE HUNDRED (100) PARTS PER MILLION OF FATS, OIL, OR GREASE SHALL INSTALL A GREASE TRAP. THE GREASE TRAP SHALL MEET SPECIFICATIONS OF THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE, MAINTAIN RECORDS OF CLEANING AND MAINTENANCE, AND BE INSPECTED ON REGULAR INTERVALS BY THE REGULATORY COMPLIANCE ADMINISTRATOR IN THE DEPARTMENT OF UTILITIES.
36. PLEASE CONTACT THE REGULATORY COMPLIANCE ADMINISTRATOR AT 970-3032 WITH ANY QUESTIONS REGARDING THE GREASE TRAP OR BACKFLOW PREVENTION DEVICES.

PROJECT DATA:

PROPERTY OWNER:	ALPHA OMICRON OF CHI PSI CORPORATION 500 E MAIN STREET NORFOLK, VA 23510
TAX MAP / PARCEL:	TMP 9-126
PROPERTY ADDRESS:	167 CHANCELLOR STREET
PROPERTY SIZE:	0.138 ACRES
CURRENT ZONING:	R-3 W/ CORNER ARCHITECTURAL DESIGN CONTROL DISTRICT - SP19-00007 APPROVED BY CITY COUNCIL ON 12/2/2019 FOR FRATERNITY USE & REDUCED YARD SETBACKS. (SEE CONDITIONS BELOW)
EXISTING/PROPOSED USE:	SORORITY/FRATERNITY
PROFFERS:	N/A
WAIVERS / VARIANCE REQUEST:	SP19-00007 APPROVED ON 12/2/2019 FOR FRATERNITY USE & REDUCED YARD SETBACKS.
SURVEY SOURCES:	BOUNDARY & TOPOGRAPHIC: LINCOLN SURVEYING; 434-973-1417
DATUM:	HORIZONTAL DATUM IS BASED ON NAD83. THE VERTICAL DATUM IS BASED ON NAVD88.
BENCHMARK:	FLASHER NAIL T-17233383 IN THE SHARED PARKING LOT - ELEVATION 550.19
MISS UTILITY TICKET #:	A720502657-00A
FLOODPLAIN:	ACCORDING TO FEMA FLOOD INSURANCE RATE MAP 510033 PANEL 267D, DATED 02/04/05, THIS PROPERTY DOES NOT LIE IN ZONE A (100 YEAR FLOOD PLAIN)
SITE STATISTICS:	AREA OF LAND DISTURBANCE = .5900 SF (SEE NOTE ON SHEET 4 REGARDING LOD) PRE-DEVELOPMENT IMPERVIOUS AREA = 3,000 SF (SUBJECT SITE) POST-DEVELOPMENT IMPERVIOUS AREA = 3,611 SF (SUBJECT SITE) $Q_{2(PRE)}$ = 0.48 CFS $Q_{10(PRE)}$ =0.63 CFS $Q_{2(POST)}$ = 0.53 CFS $Q_{10(POST)}$ = 0.69 CFS

LAND USE BREAKDOWN:

IMPERVIOUS AREA:	SF	AC	%
BUILDINGS:	2,468	0.06	41%
PAVED/GRAVEL AREA:	1,143	0.03	19%
PERVIOUS AREA:	2,382	0.05	40%
TOTAL SITE ACREAGE:	5,993	0.14	100%

BUILDING HEIGHT:	26' PROPOSED/45' ALLOWABLE
NUMBER OF UNITS:	1 RESIDENTIAL UNIT W/ 16 MAX BEDS IN 6 BEDROOMS
DENSITY:	7.14 UNITS/ACRE
SETBACKS:	FRONT (ADJACENT TO MADISON LANE): 8' MIN. (PER SP19-00007) SIDE (ADJACENT TO 165 CHANCELLOR): 4' MIN. (PER SP19-00007) CORNER/SIDE (ADJACENT TO CHANCELLOR ST): 4' MIN. (PER SP19-00007) REAR (ADJACENT TO 165 CHANCELLOR): 25' MIN. (PER SP19-00007)
PARKING:	CORNER PARKING ZONE - NO ON-SITE PARKING REQUIRED - 1 ADA PARKING SPACE PROVIDED ON SITE
BICYCLE PARKING:	1 BICYCLE SPACE PER RESIDENT REQ. PER SP19-00007 = 16 SPACES REQUIRED (MIN. 4 IN BLDG) - 16 BICYCLE PARKING SPACES PROVIDED (8 WITH RACK + 8 SPACES IN BLDG)
PROP. SAN. SEWER DEMAND:	16 MAX. RESIDENTS X 100 GPD/RESIDENT = 1,600 GPD
PROP. WATER DEMAND:	16 MAX. RESIDENTS X 100 GPD/RESIDENT = 1,600 GPD MAXIMUM HOURLY DEMAND = 1,600/24 = 67 GPH X 3 = 200 GPH (3 GPM) PEAK HOUR DEMAND = 200 GPH X 1.5 = 300 GPH (5 GPM) 29 GPM (BASED ON AWWA M-22 FIXTURE COUNT OF 66 W/ STATIC PRESSURE OF 80 PSI)
PROP. FIRE FLOW DEMAND:	<1,500 GPM @ 20 PSI (1,624 GPM AVAILABLE)
OTHER REQUIREMENTS:	PER SEC. 34-828, FINAL SITE PLAN APPROVAL IS CONTINGENT ON THE PLAN BEIING CONSISTENT WITH WHAT WAS: A) REVIEWED BY THE BOARD OF ARCHITECTURAL REVIEW; AND B) THE ASSOCIATED CERTIFICATE OF APPROPRIATENESS FOR SITE DESIGN, NEW CONSTRUCTION AND ADDITIONS, AND REHABILITATION WITHIN THE CORNER ADC DISTRICT

ITE TRIP GENERATION:

CODE	LAND USE	UNIT OF MEASURE	AVG. WEEKDAY TRIPS	WEEKDAY PEAK HOUR AM	WEEKDAY PEAK HOUR PM	SATURDAY	SUNDAY
230	RESIDENTIALCONDO/APT. (TRIPS/UNIT)	16	5.81	0.44	0.52	5.67	4.84
	UNIT = BED		**93**	**7**	**8**	**91**	**77**
TRIPS GENERATED (50/50 SPLIT ON ENTERING/EXITING)			**93**	**7**	**8**	**91**	**77**

CONDITIONS OF SP19-00007

1. THE FRATERNITY HOUSE LOCATED AT 167 CHANCELLOR STREET SHALL HAVE A MAXIMUM OF SIXTEEN (16) RESIDENTS. ANY EXPANSION OF THE FRATERNITY HOUSE BEYOND SIXTEEN (16) RESIDENTS WILL REQUIRE AN AMENDMENT TO THIS SPECIAL USE PERMIT.
2. 165 CHANCELLOR STREET: SPECIAL USE PERMIT APPROVAL FOR THE LAND, BUILDINGS AND STRUCTURES LOCATED AT 165 CHANCELLOR STREET TO BE USED FOR A "BOARDING, FRATERNITY AND SORORITY HOUSE", AS THAT TERM IS DEFINED IN CITY CODE §34-1200 IS EXPIRED AND NO LONGER VALID. HOWEVER, YARD REGULATIONS FOR THIS LOT WILL REMAIN MODIFIED AS FOLLOWS:
   a. BUILDING SETBACK (FRONT), ADJACENT TO MADISON LANE: THE REQUIRED BUILDING SETBACK ALONG MADISON LANE SHALL REMAIN MODIFIED AS SHOWN ON THE SITE PLAN FOR 165 AND 167 CHANCELLOR STREET APPROVED ON NOVEMBER 4, 1985.
3. 167 CHANCELLOR STREET: THE LAND, BUILDINGS AND STRUCTURES LOCATED AT 167 CHANCELLOR STREET MAY BE USED FOR A "BOARDING, FRATERNITY AND SORORITY HOUSE", AS THAT TERM IS DEFINED IN CITY CODE §34-1200. THE NUMBER OF RESIDENTS SHALL NOT EXCEED 16 AT 167 CHANCELLOR STREET.
   a. BUILDING SETBACK (FRONT), ADJACENT TO MADISON LANE: THE REQUIRED BUILDING SETBACK ALONG MADISON LANE SHALL BE 8 FEET.
   b. BUILDING SETBACK (CORNER SIDE), ADJACENT TO CHANCELLOR STREET: THE REQUIRED BUILDING SETBACK ALONG CHANCELLOR STREET SHALL BE 4 FEET.
   c. BUILDING SETBACK (SIDE), ADJACENT TO 165 CHANCELLOR STREET: THE REQUIRED BUILDING SETBACK ALONG THE PROPERTY LINE SHARED WITH 165 CHANCELLOR STREET SHALL BE 4 FEET.
   d. BUILDING SETBACK (REAR), PROPERTY CORNER ADJACENT TO CHANCELLOR STREET AND 165 CHANCELLOR STREET: THE REQUIRED BUILDING SETBACK FROM PROPERTY CORNER ADJACENT TO CHANCELLOR STREET AND 165 CHANCELLOR STREET SHALL BE 25 FEET.
4. THE "BOARDING, FRATERNITY OR SORORITY HOUSE" USE APPROVED BY THIS SPECIAL USE PERMIT, AND (EXCEPT AS SPECIFICALLY MODIFIED WITHIN CONDITION (2) AND CONDITION (3), ABOVE), ALL BUILDINGS AND STRUCTURES LOCATED ON THE SUBJECT PROPERTY, SHALL COMPLY WITH THE PROVISIONS OF CITY CODE SEC. 34-353 AND ALL OTHER APPLICABLE PROVISIONS OF CHAPTER 34 (ZONING) OF THE CODE OF THE CITY OF CHARLOTTESVILLE.
5. BICYCLE STORAGE FACILITIES SHALL BE PROVIDED AT 167 CHANCELLOR STREET AT A RATE OF ONE (1) BICYCLE STORAGE FACILITY PER RESIDENT, AND ALL SUCH FACILITIES SHALL BE A TYPE PERMITTED BY THE ZONING ORDINANCE.
6. SIDEWALK SHALL BE EXTENDED ALONG THE FRONTAGE OF MADISON LANE AS SHOWN ON THE PROPOSED PRELIMINARY SITE PLAN FOR 167 CHANCELLOR STREET DATED SEPTEMBER 17, 2019.
7. CURB RAMPS SHALL BE INSTALLED AT THE END OF ANY PROPOSED SIDEWALK ON MADISON LANE TO ALIGN WITH THE EXISTING CURB RAMP ON THE EAST SIDE OF CHANCELLOR STREET.
8. THE ELEVATED SIDEWALK TO THE SOUTH ON CHANCELLOR STREET MUST BE REPAIRED AND VEGETATION CLEARED TO REMOVE OBSTRUCTIONS. IF THIS WORK IS NOT DONE PRIOR TO REQUESTING AN UPDATED CERTIFICATE OF OCCUPANCY FOR 167 CHANCELLOR STREET THEN THE LANDOWNER SHALL PROVIDE A DEVELOPMENT AGREEMENT SPECIFYING THE TIMING FOR COMPLETION OF SIDEWALK WORK.
9. AN ACCESSIBLE ROUTE FROM THE PUBLIC SIDEWALK TO 167 CHANCELLOR STREET SHALL BE REQUIRED.

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FINAL SITE PLAN
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA

COVER SHEET

COMMONWEALTH OF VIRGINIA
Alan G. Franklin
Lic. No. 35326
06-01-2020
PROFESSIONAL ENGINEER

SCALE: AS SHOWN
ISSUED: 06-01-20
DRAWN BY:
REVISIONS:

SHEET
1
OF 6

SURVEY CONTROL

NAME	NORTH	EAST	ELEVATION
T-16218691	3901801.57800	11482643.80500	541.25
T-17233154	3901728.98700	11482585.12400	546.19
T-17233156	3901650.93100	11482735.66700	540.90
T-17233273	3901691.50800	11482685.80900	544.12
T-17233383	3901650.50400	11482618.53400	550.19

SANITARY SEWER

STRUCTURE:S117 (09-281C)
TYPE: SSMH
TOP: 547.66
INV IN 535.48 (FR WEST) 8" VCP
INV OUT 535.28 (TO S118) 8" VCP

STRUCTURE:S118 (09-281B)
TYPE: SSMH
TOP: 542.02
INV IN 533.01 (FR S117) 8" VCP
INV OUT 532.77 (TO S119) 8" VCP

STRUCTURE:S119 (09-281A)
TYPE: SSMH
TOP: 541.09
INV IN 532.29 (FR S118) 8" VCP
INV IN 531.96 (FR WEST) 8" VCP
INV OUT 531.90 (TO S120) 8" VCP

STRUCTURE: S120 (09-281)
TYPE: SSMH
TOP: 540.40
INV IN 530.69 (FR S119) 8" VCP
INV IN 535.20 (FR S120A) 8" VCP
INV IN 531.96 (FR S120C) 8" VCP
INV OUT 530.64 (TO S120B) 8" PVC

STRUCTURE: S120A (09-287)
TYPE: SSMH
TOP: 549.50
INV IN 546.31 (FR SW) 8" VCP
INV IN 545.33 (FR SE) 6" VCP
INV IN 546.37 (FR SE) 6" VCP
INV OUT 545.57 (TO S120) 8" VCP

STRUCTURE: S120B (09-260A)
TYPE: SSMH
TOP: 530.23 (BURIED)
INV IN 524.55 (FR S1120) 8" VCP W/ LINER
INV OUT 524.52 (TO EAST) 8" VCP

STRUCTURE: 120C
TOP: 543.97
INV OUT 539.62 (TO S120) 8" VCP

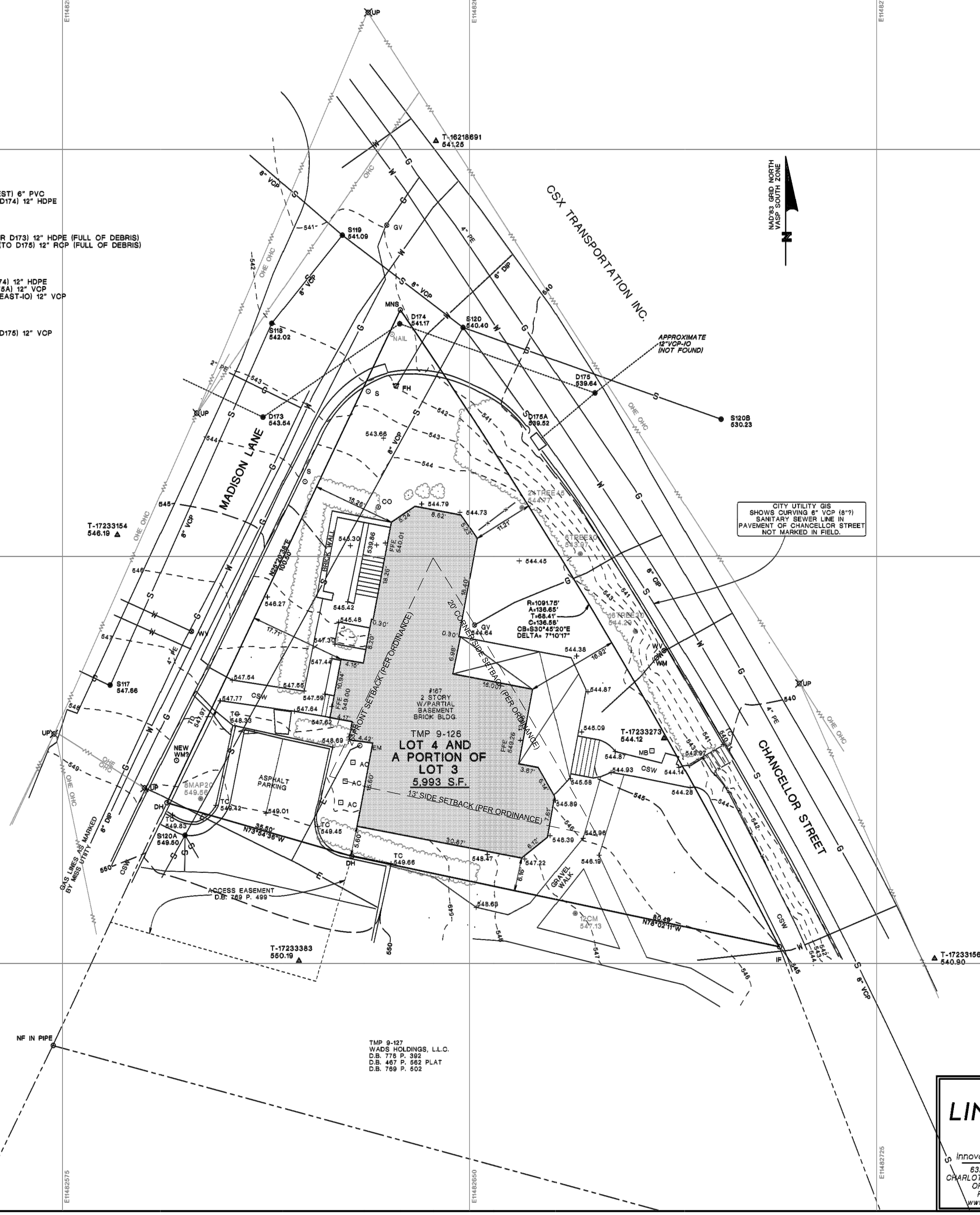
STORM DRAIN

STRUCTURE: D173
TYPE: SDMH
TOP: 543.54
INV IN 536.77 (FR WEST) 6" PVC
INV OUT 536.55 (TO D174) 12" HDPE

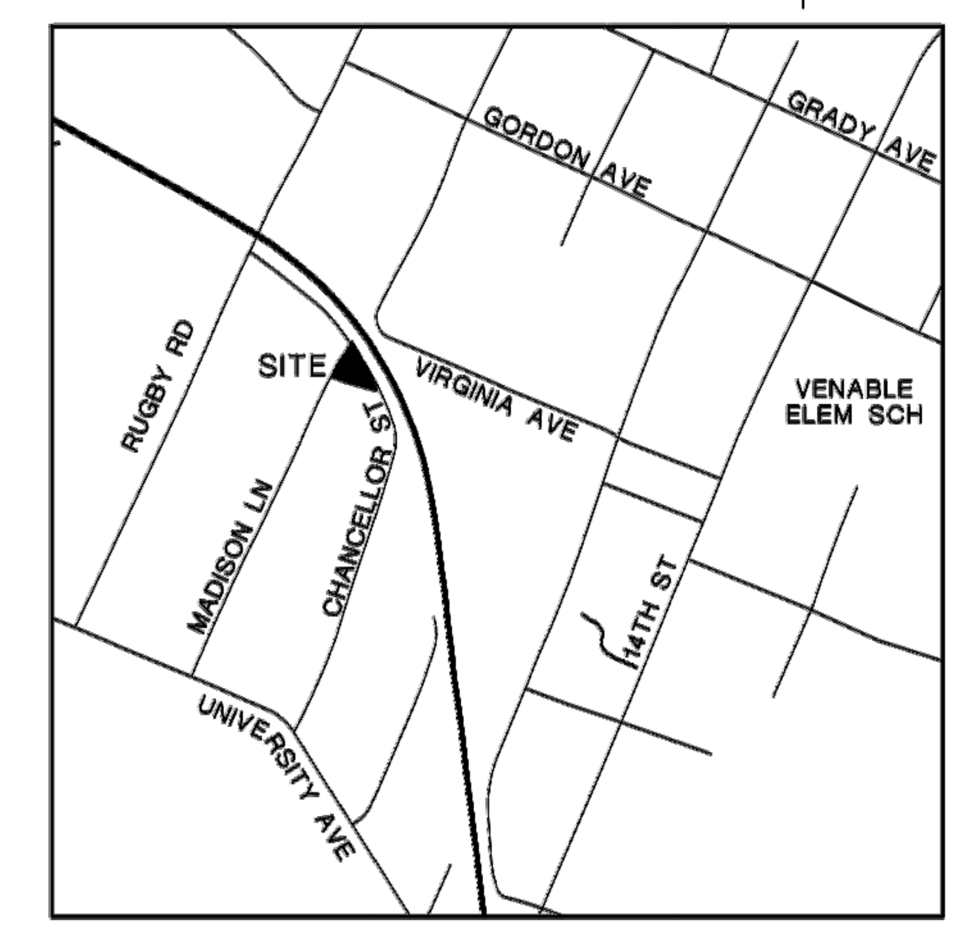
STRUCTURE: D174
TYPE: SDMH
TOP: 541.17
INV IN +/- 536.89 (FR D173) 12" HDPE (FULL OF DEBRIS)
INV OUT +/- 536.80 (TO D175) 12" RCP (FULL OF DEBRIS)

STRUCTURE: D175
TYPE: SDMH
TOP: 539.64
INV IN 536.46 (FR D174) 12" HDPE
INV IN 536.13 (FR D175A) 12" VCP
INV OUT 535.79 (TO EAST-IO) 12" VCP

STRUCTURE: D175A
TYPE: GRATE
TOP: 539.52
INV OUT 535.97 (TO D175) 12" VCP



VICINITY MAP 1" = 500'



LEGEND:

AC = AIR CONDITIONER
CM = CREPE MYRTLE
CMP = CORRUGATED METAL PIPE
CSW = CONCRETE SIDEWALK
CIP = CAST IRON PIPE
CO = CLEAN OUT
DH = DRILL HOLE
DIP = DUCTILE IRON PIPE
EM = ELECTRIC METER
FFE = FINISHED FLOOR ELEVATION
FH = FIRE HYDRANT
GV = GAS VALVE
GR = GRATE
II = INVERT IN
IO = INVERT OUT
IF = IRON FOUND
LP = LIGHT POLE
MB = MAIL BOX
MAP = MAPLE
MNS = MAG NAIL SET
OHC = OVERHEAD COMMUNICATION
OHE = OVERHEAD ELECTRIC
PE = POLYETHYLENE
S = SIGN
SMH = SANITARY MANHOLE
SDMH = STORM DRAIN MANHOLE
TPED = TELEVISION PEDESTAL
TW = TOP OF WALL
TD = TRENCH DRAIN
TC = TOP OF CURB
UP = UTILITY POLE
PE = POLYETHYLENE PIPE
VCP = VITRIFIED CLAY PIPE
WM = WATER METER
WV = WATER VALVE
+580.50 = SPOT ELEVATION

= GAS LINE
= ELECTRIC LINE
= SEWER LINE
= STORM DRAINAGE LINE
= OVERHEAD UTILITY
= WATERLINE

THIS TOPOGRAPHIC MAP WAS PREPARED FOR:
ALPHA OMICRON OF CHI PSI CORPORATION

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

SOME EASEMENTS OTHER THAN THOSE SHOWN HEREON MAY EXIST.

TMP 9-126 IS ZONED: R-3H

TMP 9-126 IS IN THE VENABLE VOTING PRECINCT

THIS PROPERTY LIES IN AN AREA DESIGNATED AS ZONE X (UNSHADED) (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON MAPS BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
DATED: FEBRUARY 4, 2005
MAP 510033 PANEL 267 D

THIS TOPOGRAPHIC SURVEY OF TAX MAP 9 PARCEL 126, CHARLOTTESVILLE, VIRGINIA WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF THOMAS B. LINCOLN FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON AUGUST 21, 2017; AND THAT THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

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

TITLE REFERENCES:
TMP 9-126
ALPHA OMICRON OF
CHI PSI CORPORATION
INST.#2014000730
D.B. 482 P. 516 PLAT
D.B. 769 P. 499 ACCESS EASEMENT
UNRECORDED SURVEY BY LINCOLN SURVEYING
DATED 10/12/1999

SCALE IN FEET
0 5 10 15 20 40

NOTE: THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. UTILITIES ARE LOCATED USING UTILITY COMPANY LOCATIONS, CITY/COUNTY UTILITY MAPS, AND FIELD VERIFICATION.THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THEY AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

MISS UTILITY TICKET FOR THIS PROJECT: A720502657-00A

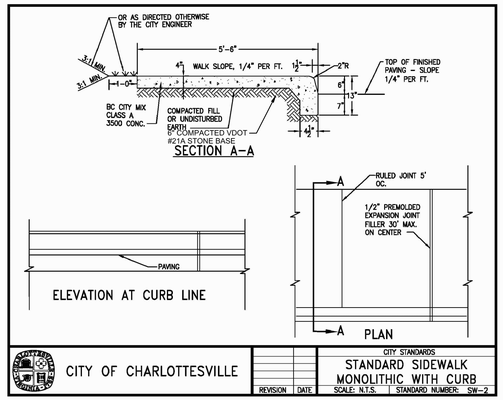
LINCOLN SURVEYING
Innovation. Integrity. Vision.
632 BERKMAR CIRCLE
CHARLOTTESVILLE, VIRGINIA 22901
OFFICE: 434-974-1417
FAX: 434-974-1776
www.lincolnsurveying.com

COMMONWEALTH OF VIRGINIA
THOMAS B. LINCOLN
LIC. NO. 1326
08-24-2017
LAND SURVEYOR

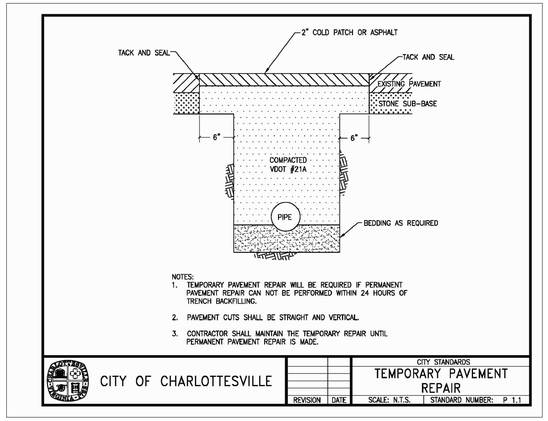
TOPOGRAPHIC SURVEY OF TAX MAP 9 PARCEL 126 ALSO KNOWN AS 167 CHANCELLOR STREET CHARLOTTESVILLE, VIRGINIA

DATE: AUGUST 24, 2017
SCALE: 1" = 10'
CONTOUR INTERVAL: 1'
NAVD '88 VERTICAL DATUM

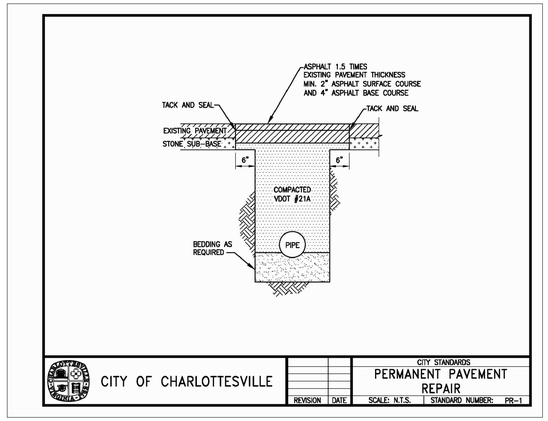
TM DATA\ 114000901_TS_17223.PRO
114-0009-01



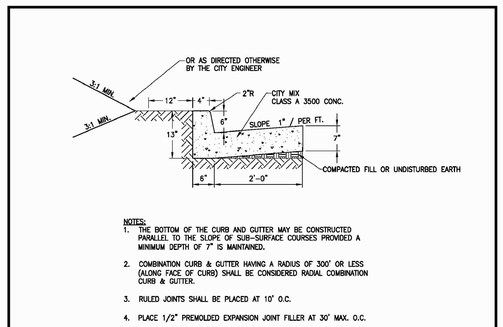
STD SIDEWALK MONOLITHIC W/ CURB
DETAIL NTS



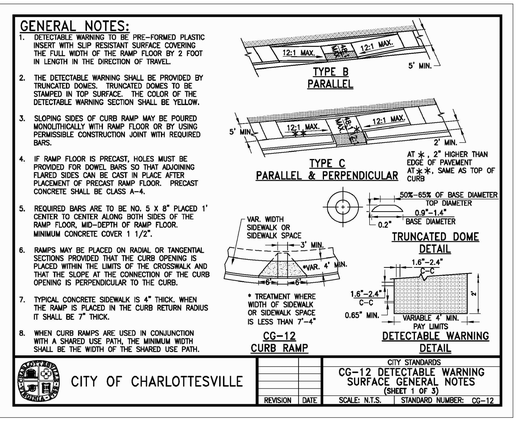
TEMPORARY PAVEMENT REPAIR
SECTION NTS



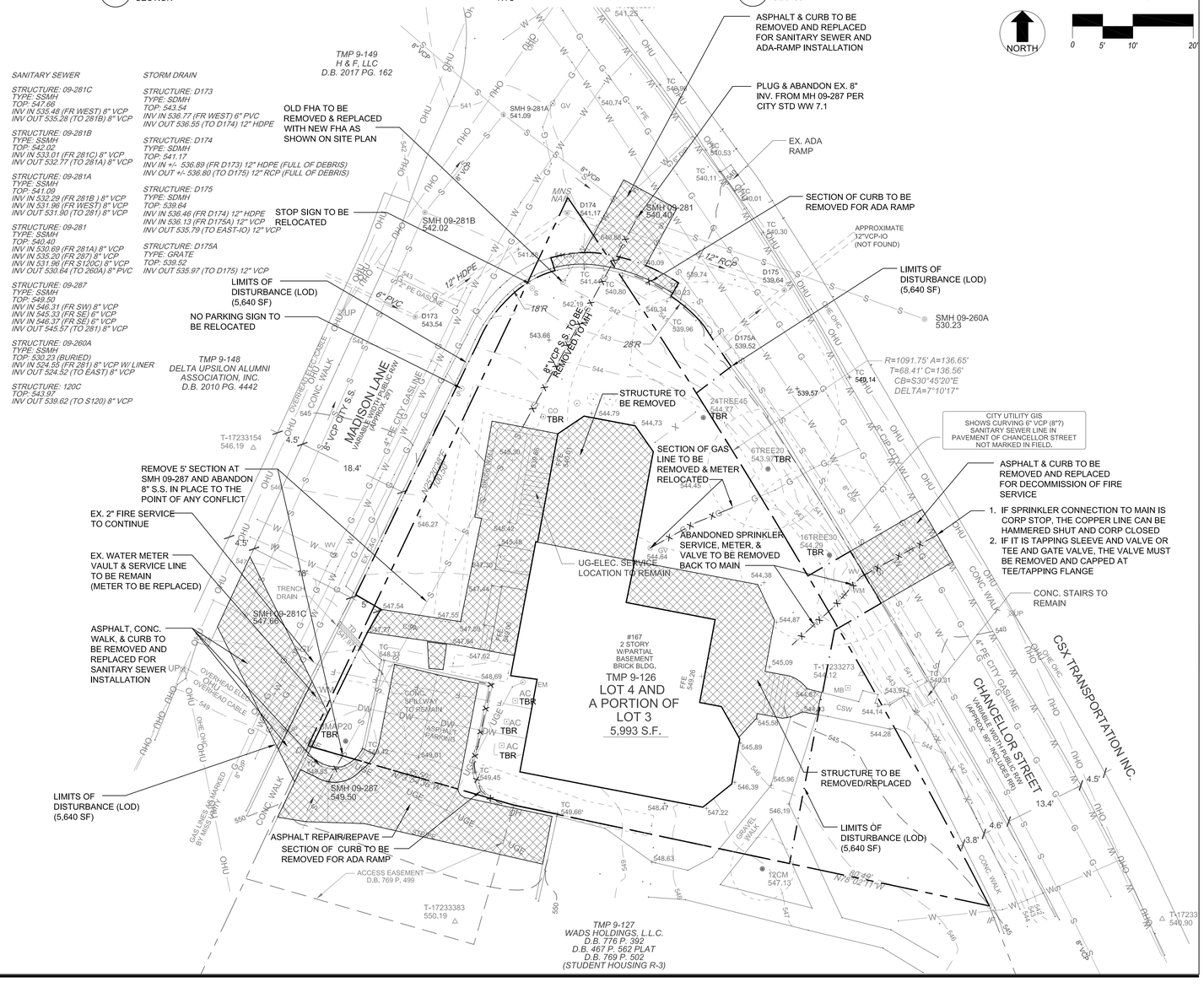
PERMANENT PAVEMENT REPAIR
SECTION NTS



CG-6 CURB & GUTTER
DETAIL NTS



CG-12 (PARALLEL) ADA RAMP
DETAIL NTS



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FINAL SITE PLAN

167 CHANCELLOR STREET

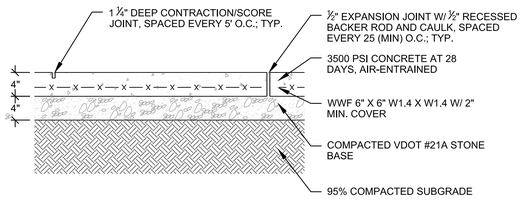
CHARLOTTESVILLE, VIRGINIA

DEMOLITION PLAN

COMMONWEALTH OF VIRGINIA
Alan G. Franklin
Lic. No. 35326
PROFESSIONAL ENGINEER

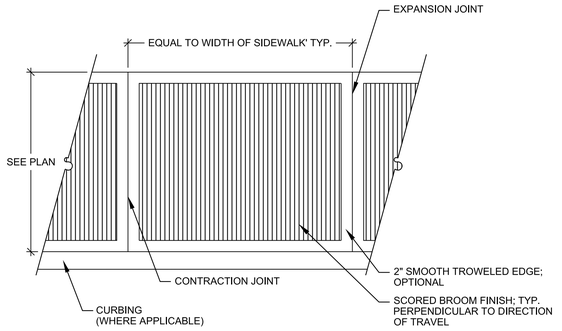
SCALE: 1" = 10'
ISSUED: 06-01-20
DRAWN BY:
REVISIONS:

SHEET
3
OF 6

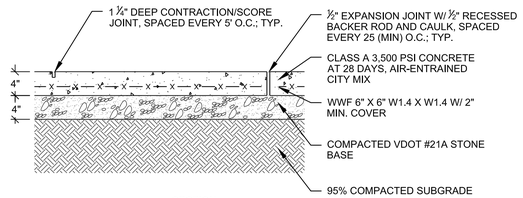


CONCRETE PAD FOR BIKE RACK

SECTION NTS



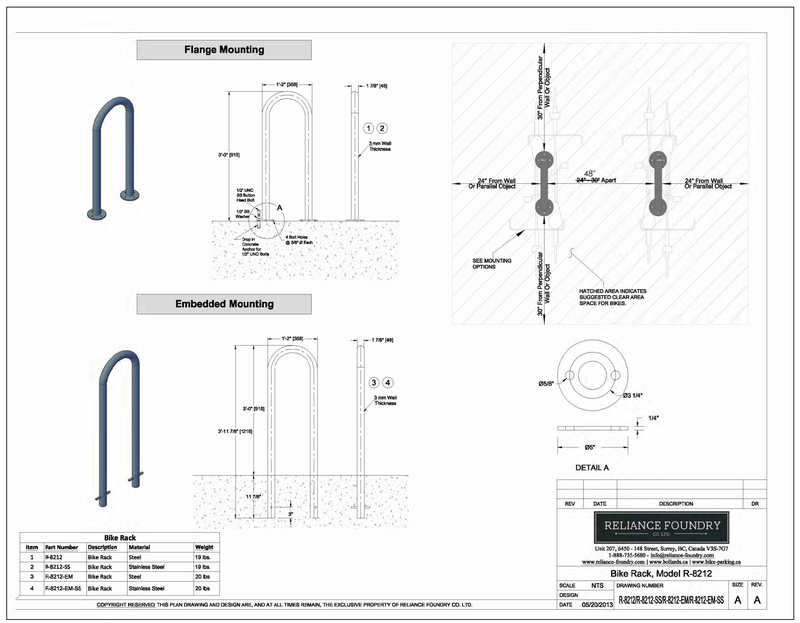
PLAN



SECTION

CONCRETE SIDEWALK

SECTION NTS



BICYCLE RACK

DETAIL

PLANT SCHEDULE (plants subject to change)

QTY.	SYMBOL	Scientific Name	Common Name	Size	Spacing	Root	Notes	Canopy Per Tree	Total Canopy
TREES									
7	LS	*Liquidambar styraciflua 'Rotundiloba'*	'Rotundiloba' Sweetgum	2" Cal.	AS SHOWN	B&B		206	1,442
1	AR	*Acer Rubrum 'October Glory'*	Red Maple	3 1/2" Cal.	40' O.C.	B&B		510	510

STREETSCAPE TREE NOTES:

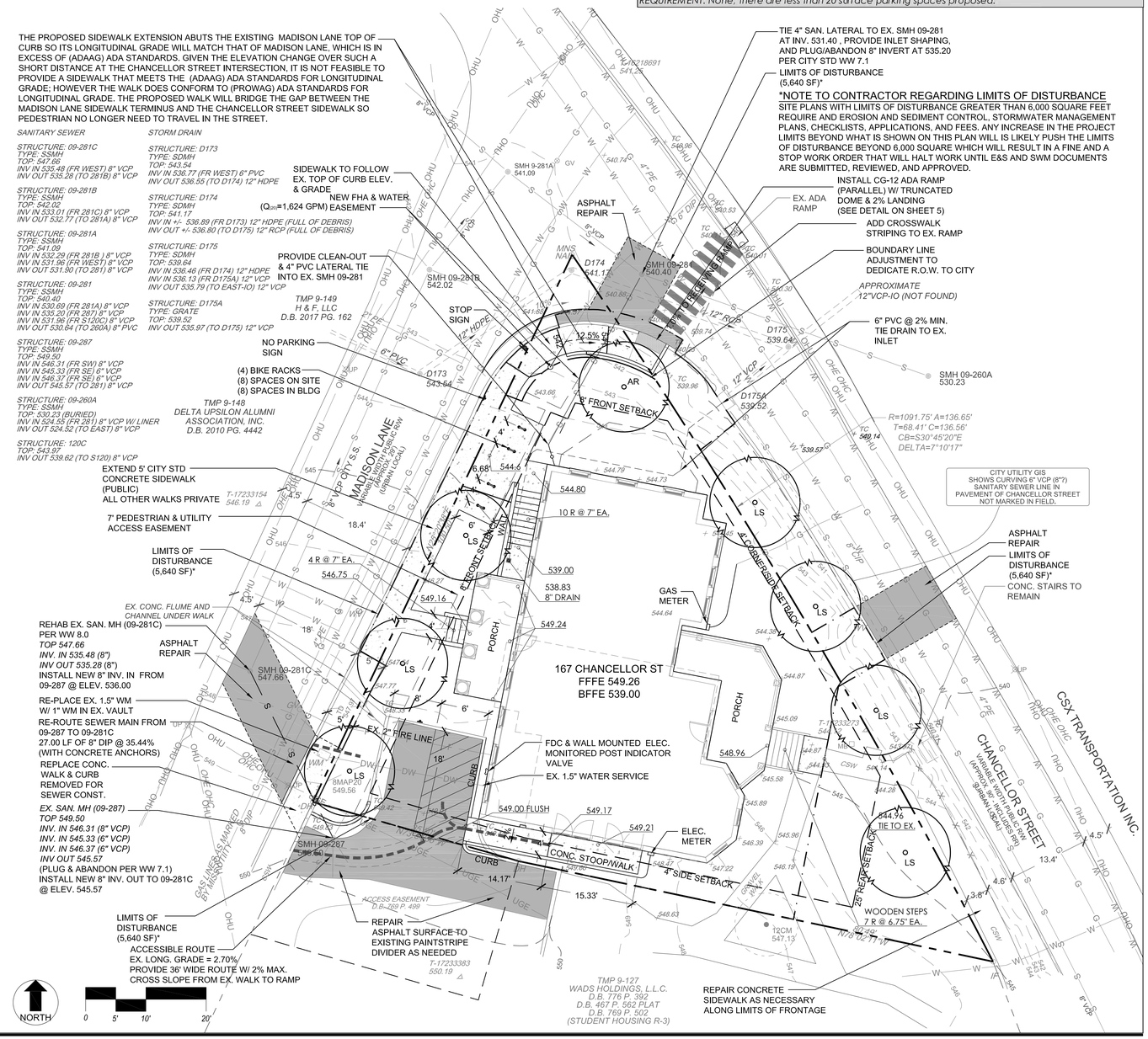
a. PURSUANT TO SEC. 34-870(E), THE DIRECTOR OF NEIGHBORHOOD DEVELOPMENT SERVICES APPROVES THAT STREETSCAPE TREES MAY BE PLANTED IN THE CITY'S EXISTING OR PROPOSED RIGHTS OF WAY IN ACCORDANCE WITH THIS SITE PLAN. ALL STREETSCAPE TREES PLANTED IN THE CITY'S EXISTING OR PROPOSED RIGHTS OF WAY SHALL BE OF THE PLACEMENT AND TYPE(S) AS SPECIFIED IN THIS PLAN.

b. THE DEVELOPER GUARANTEES MAINTENANCE AND, IF DEEMED NECESSARY BY THE CITY'S ARBORIST, REPLACEMENT OF ANY AND ALL STREETSCAPE TREES PLANTED IN THE CITY'S EXISTING OR PROPOSED RIGHTS OF WAY IN ACCORDANCE WITH THIS SITE PLAN. THE GUARANTEE BY THE DEVELOPER FOR MAINTENANCE AND/OR REPLACEMENT SHALL BE IN EFFECT FOR A PERIOD OF TWO (2) YEARS FROM THE DATE OF STREESCAPE TREE PLANTING.

34-869 - TREE COVER REQUIREMENTS	
REQUIREMENT:	
CANOPY COVER AT 20 YEARS EQUALS 10% GROSS SITE AREA	
SITE DATA:	
3,311 SQUARE FEET GROSS SITE AREA	
TOTAL SITE AREA:	*5,993 SQUARE FEET*
(-) BUILDING FOOTPRINT	*2,367 SQUARE FEET*
(-) DRIVEWAY ACCESS AREA	*315 SQUARE FEET*
TOTAL TREE CANOPY REQUIRED:	331 SQUARE FEET
TOTAL TREE CANOPY AT 20 YEARS PROVIDED:	1,952 SQUARE FEET

34-870 - STREETSCAPE TREES	
REQUIREMENT:	
1 LARGE TREE PER 40 FEET OF ROAD FRONTAGE	
Chancellor Street	*140 LINEAR FEET*
TOTAL TREES REQUIRED:	4 LARGE SHADE TREES
TOTAL TREES PROVIDED:	4 LARGE SHADE TREES
Madison Lane	*100 LINEAR FEET*
TOTAL TREES REQUIRED:	3 LARGE SHADE TREES
TOTAL TREES PROVIDED:	3 LARGE SHADE TREES

34-871 - SCREENING
REQUIREMENT: None, the property is not adjacent to any low density residential districts
34-873 - PARKING LOTS - SCREENING AND INTERIOR LANDSCAPING
REQUIREMENT: None, there are less than 20 surface parking spaces proposed.



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FINAL SITE PLAN

167 CHANCELLOR STREET

CHARLOTTESVILLE, VIRGINIA

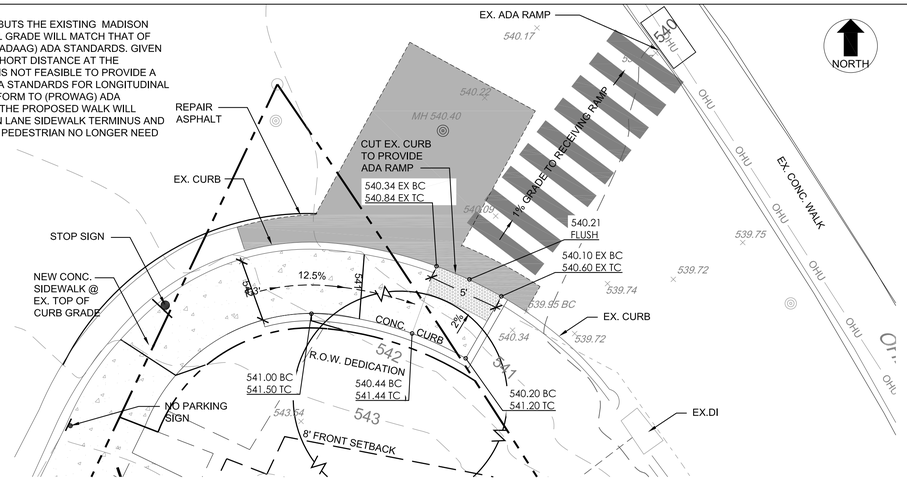
FINAL SITE PLAN

COMMONWEALTH OF VIRGINIA
Alan G. Franklin
Lic. No. 35326
PROFESSIONAL ENGINEER

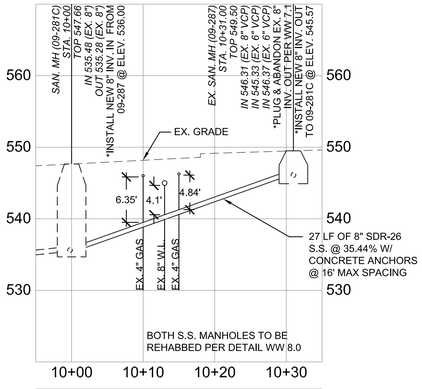
SCALE: 1" = 10'
ISSUED: 06-01-20
DRAWN BY:
REVISIONS:

SHEET

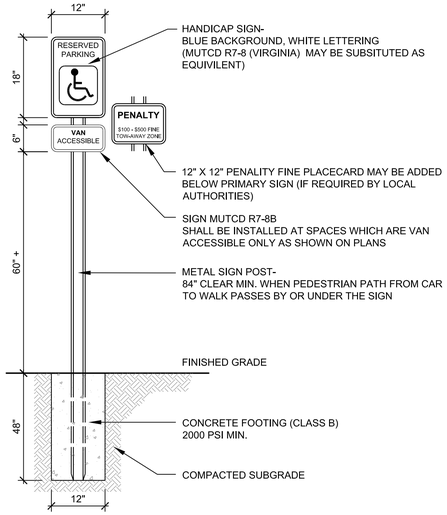
THE PROPOSED SIDEWALK EXTENSION ABUTS THE EXISTING MADISON LANE TOP OF CURB SO ITS LONGITUDINAL GRADE WILL MATCH THAT OF MADISON LANE, WHICH IS IN EXCESS OF (ADAAG) ADA STANDARDS. GIVEN THE ELEVATION CHANGE OVER SUCH A SHORT DISTANCE AT THE CHANCELLOR STREET INTERSECTION, IT IS NOT FEASIBLE TO PROVIDE A SIDEWALK THAT MEETS THE (ADAAG) ADA STANDARDS FOR LONGITUDINAL GRADE; HOWEVER THE WALK DOES CONFORM TO (PROWAG) ADA STANDARDS FOR LONGITUDINAL GRADE. THE PROPOSED WALK WILL BRIDGE THE GAP BETWEEN THE MADISON LANE SIDEWALK TERMINUS AND THE CHANCELLOR STREET SIDEWALK SO PEDESTRIAN NO LONGER NEED TO TRAVEL IN THE STREET.



ADA-RAMP @ MADISON/CHANCELLOR
ENLARGEMENT — SCALE: 1" = 5'



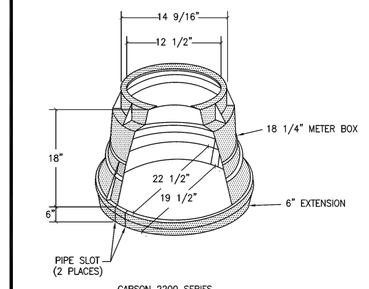
SAN. SEWER PROFILE:
SCALE: H: 1"=10', V: 1"=10'



MUTCD R7-8 (VA)

NOTES:
1. METAL POST SHALL BE GALVANIZED OR BAKED ENAMEL HIGH STRENGTH U-CHANNEL. POST SHALL HAVE 3/8" DIA. PRE-DRILLED HOLES THAT ARE 1" ON CENTER FOR MOUNTING SIGNS. BAKED ENAMEL POST COLOR SHALL BE BLACK.
2. ALL BOLTS, NUTS, WASHERS, & SCREWS SHALL BE GALVANIZED.
3. SIGNS SHALL BE FABRICATED BY USING A REFLECTIVE COATING IN THE SYMBOL, MESSAGE, AND BORDERS APPLIED TO A SHEET ALUMINUM BACKING (.080") IN THICKNESS.
4. MESSAGE LETTERING SHALL BE UPPER CASE (WHITE SERIES B) IN ACCORDANCE WITH MUTCD.
5. THE SYMBOL IS COMPOSED OF TWO ELEMENTS. A WHITE WHEELCHAIR FIGURE (WHICH ALWAYS FACES RIGHT) ON A SQUARE BACKGROUND, INTERNATIONAL BLUE IN COLOR (FED. STD. 595A, COLOR #15180)
6. SIGN POST SHALL HAVE MIN. 6" CLEARANCE FROM BACK OF CURB AND PLACED AS SHOWN ON PLANS.
7. ANY SIGNS MOUNTED TO ONE POST SHALL BE SPACED 2" APART.

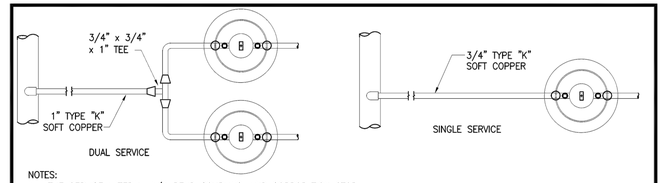
ADA (VAN) ACCESSIBLE PARKING SIGN
DETAIL — N.T.S.



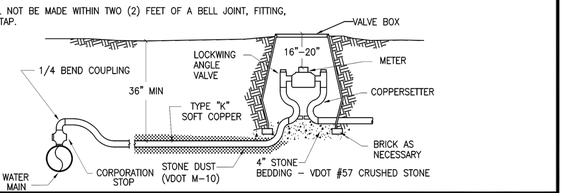
CARSON 2200 SERIES

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

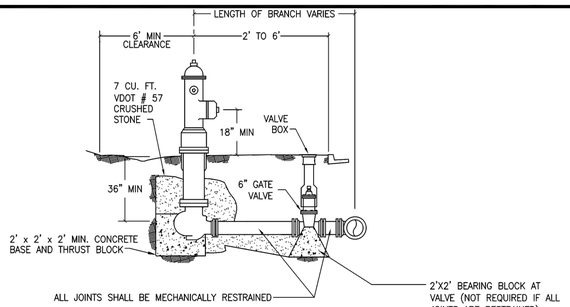
CITY OF CHARLOTTESVILLE | JULY 2011 | REVISION | DATE | CITY STANDARDS | METER BOX – 5/8" AND 1" METERS | SCALE: N.T.S. | STANDARD NUMBER: W 6.0



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

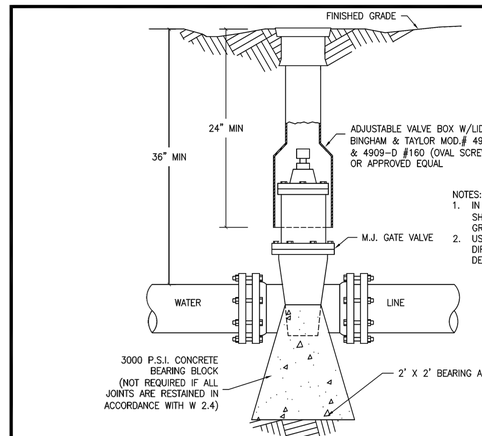


CITY OF CHARLOTTESVILLE | JAN 2012 | REVISION | DATE | CITY STANDARDS | SERVICE LATERAL – TYPICAL | SCALE: N.T.S. | STANDARD NUMBER: W 5.0



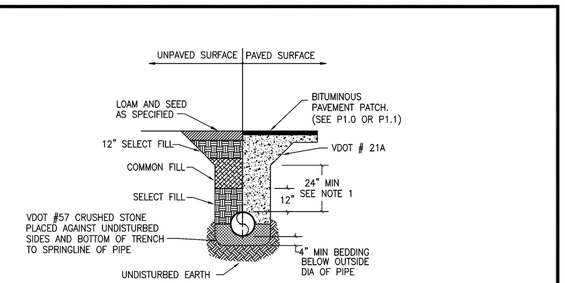
NOTES:
1. SURROUND WEEP HOLES WITH GRAVEL AND KEEP FREE OF CONCRETE.
2. MAINTAIN A 3' MIN. COVER FROM THE MAIN TO THE FIRE HYDRANT (INCLUDING DITCHES).
3. FINISHED GRADE SHALL SLOPE AWAY FROM THE FIRE HYDRANT AND VALVE BOX.
4. GATE VALVE SHALL NOT BE PLACED WITHIN THE DITCH LINES.
5. IF GROUNDWATER IS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

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



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

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



DUCTILE IRON PIPE

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

CITY OF CHARLOTTESVILLE | FEB 2012 | REVISION | DATE | CITY STANDARDS | PIPE TRENCH UNIVERSAL STANDARD SUBGRADE – TYPICAL | SCALE: N.T.S. | STANDARD NUMBER: W 1.0

Alan Franklin PE, LLC
Civil and Site Plan Engineering
427 Cranberry Lane Crozet, VA 22932
434-531-5544
alan@alanfranklinpe.com

FINAL SITE PLAN

167 CHANCELLOR STREET

CHARLOTTESVILLE, VIRGINIA

PROFILES & DETAILS

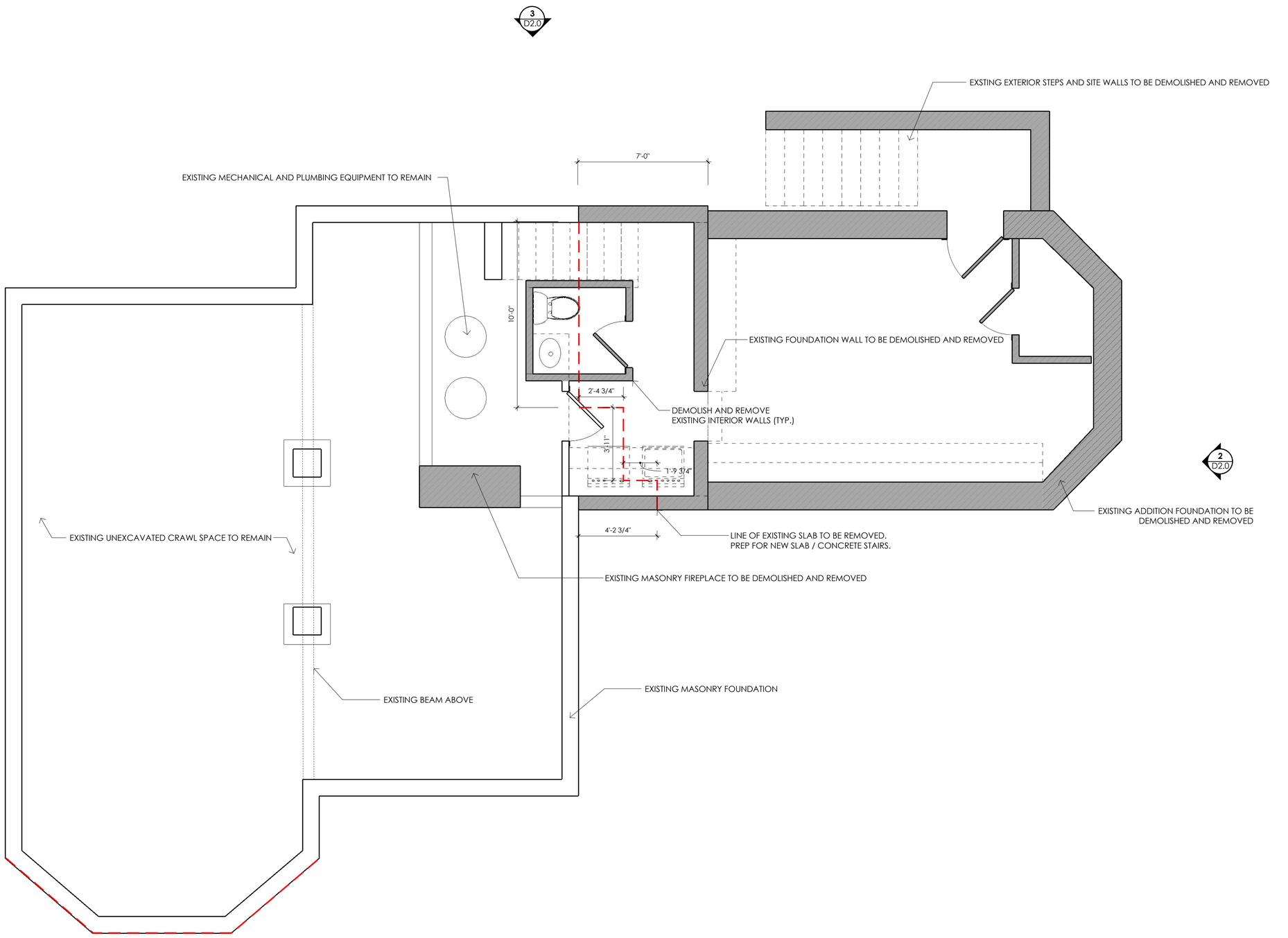
COMMONWEALTH OF VIRGINIA
Alan G. Franklin
Lic. No. 35326
PROFESSIONAL ENGINEER

SCALE: AS SHOWN
ISSUED: 06-01-20
DRAWN BY:
REVISIONS:

SHEET

5

OF 6



1
D2.0

1
D1.0
BASEMENT DEMO PLAN
3/8"=1'

DESIGN DEVELOP
418 EAST MAIN STREET
CHARLOTTESVILLE, VA

CONTACT: BOB PINEO
(P):434-806-8365
(E):bob@designdevelopllc.com

95% PRICING AND BIDDING

CONTRACT DOCUMENTS; NOT FOR CONSTRUCTION

July 8, 2020

THE LODGE AT CHI PSI
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

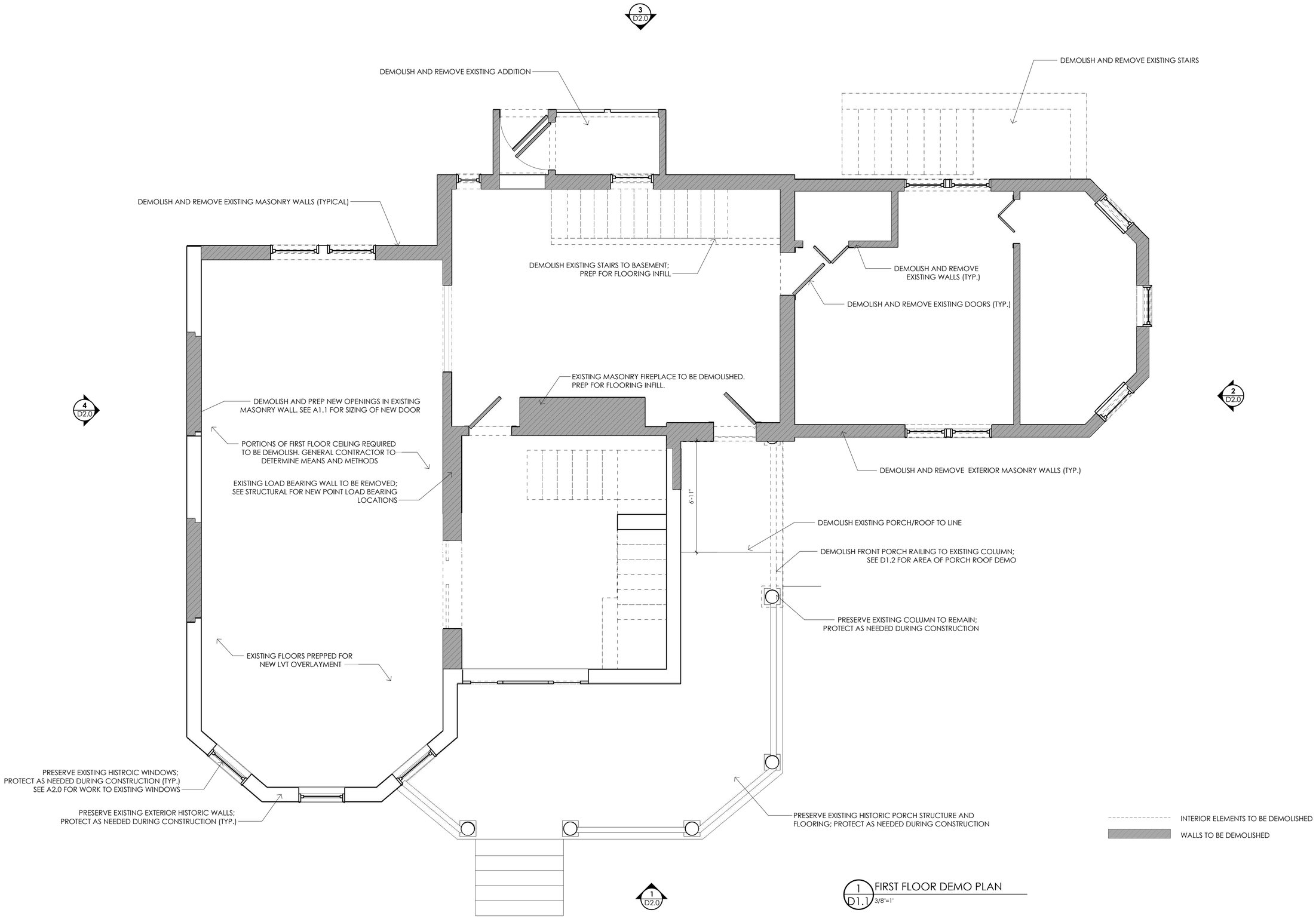
DRAWN BY: SG
CHECKED BY: KS

DEMO BASEMENT

ISSUE DATE:
June 30, 2020

D1.0

SHEET #4 OF 20



1 D1.1 FIRST FLOOR DEMO PLAN
3/8"=1'

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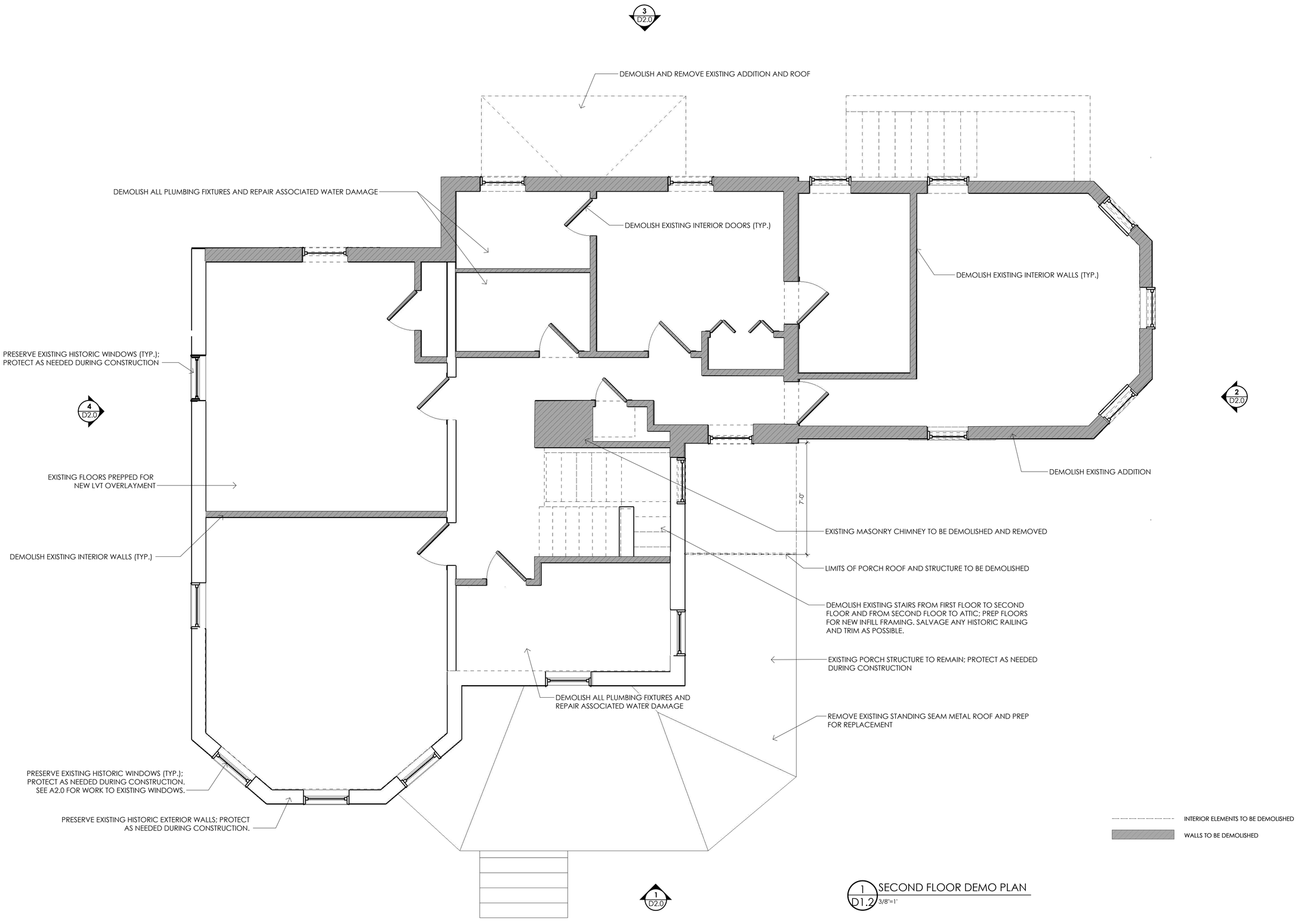
DRAWN BY: SG
CHECKED BY: KS

DEMO FIRST FLOOR PLAN

ISSUE DATE:
June 30, 2020

D1.1



1 D1.2 SECOND FLOOR DEMO PLAN
3/8"=1'

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DEMO SECOND FLOOR PLAN

ISSUE DATE:
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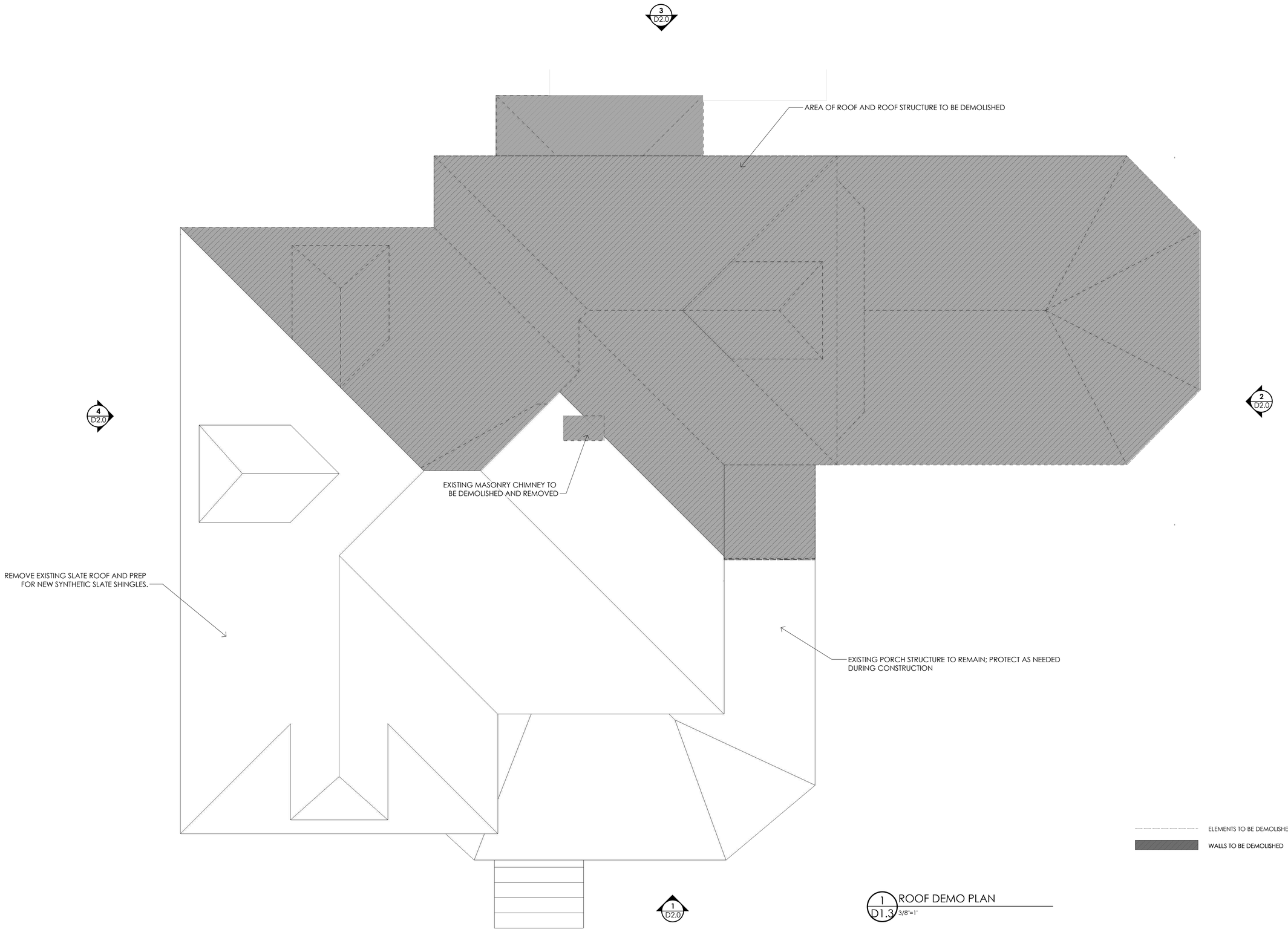
D1.2



1 D1.3 ROOF DEMO PLAN
3/8"=1'

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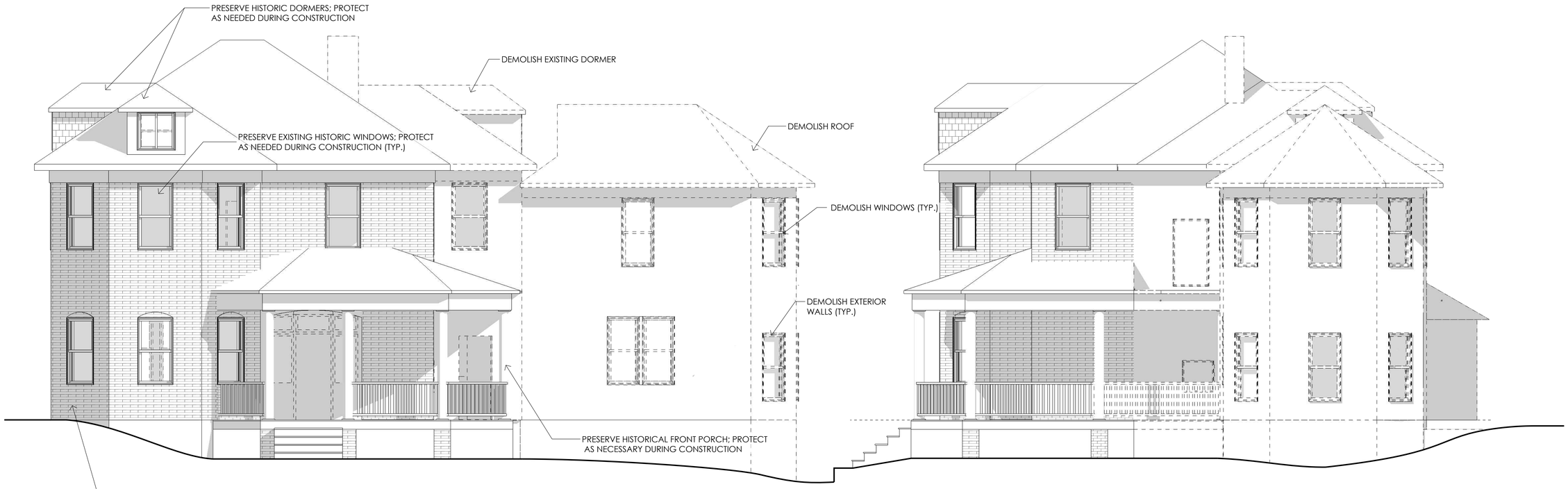
DEMO ROOF PLAN

ISSUE DATE:
June 30, 2020

D1.3

SHEET #7 OF 20



1 D2.0 DEMO ELEVATION
1/4"=1'

2 D2.0 DEMO ELEVATION
1/4"=1'

3 D2.0 DEMO ELEVATION
1/4"=1'

4 D2.0 DEMO ELEVATION
1/4"=1'

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DEMO ELEVATIONS

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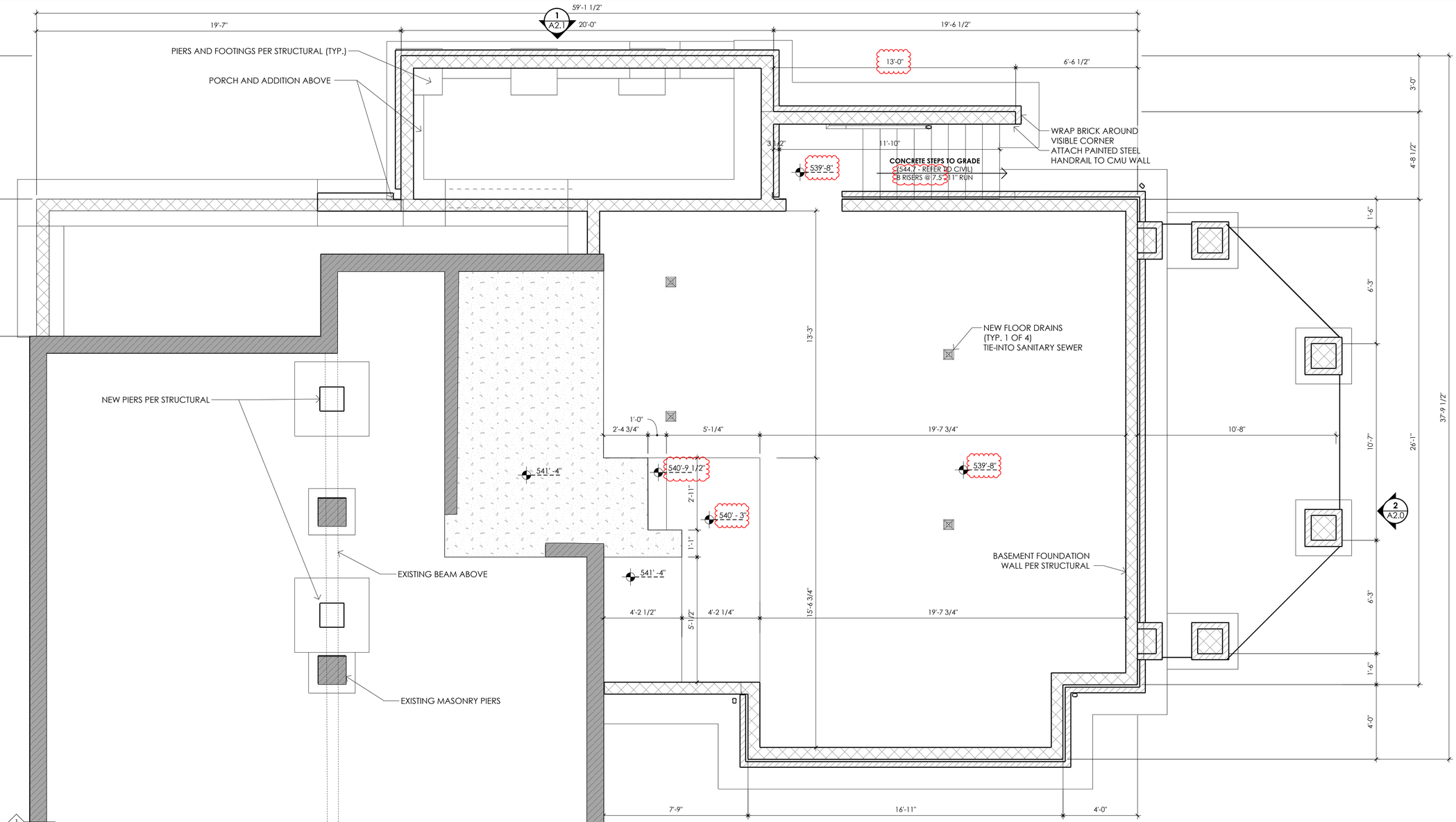
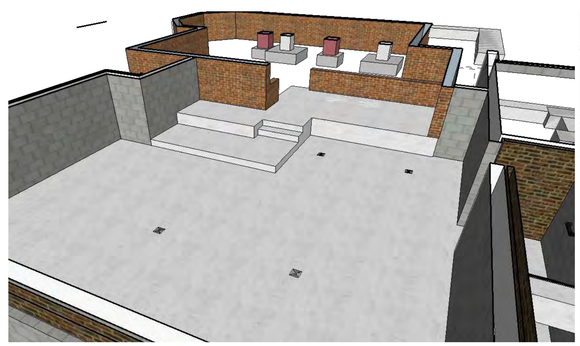
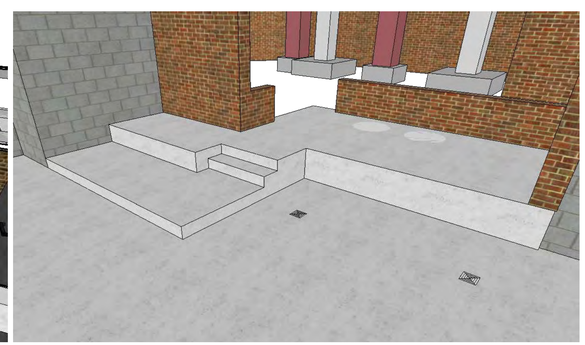
D2.0







1 A0.0 BASEMENT SLAB PLAN + PERSPECTIVES 3/8"=1'

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BASEMENT SLAB PLAN

ISSUE DATE:
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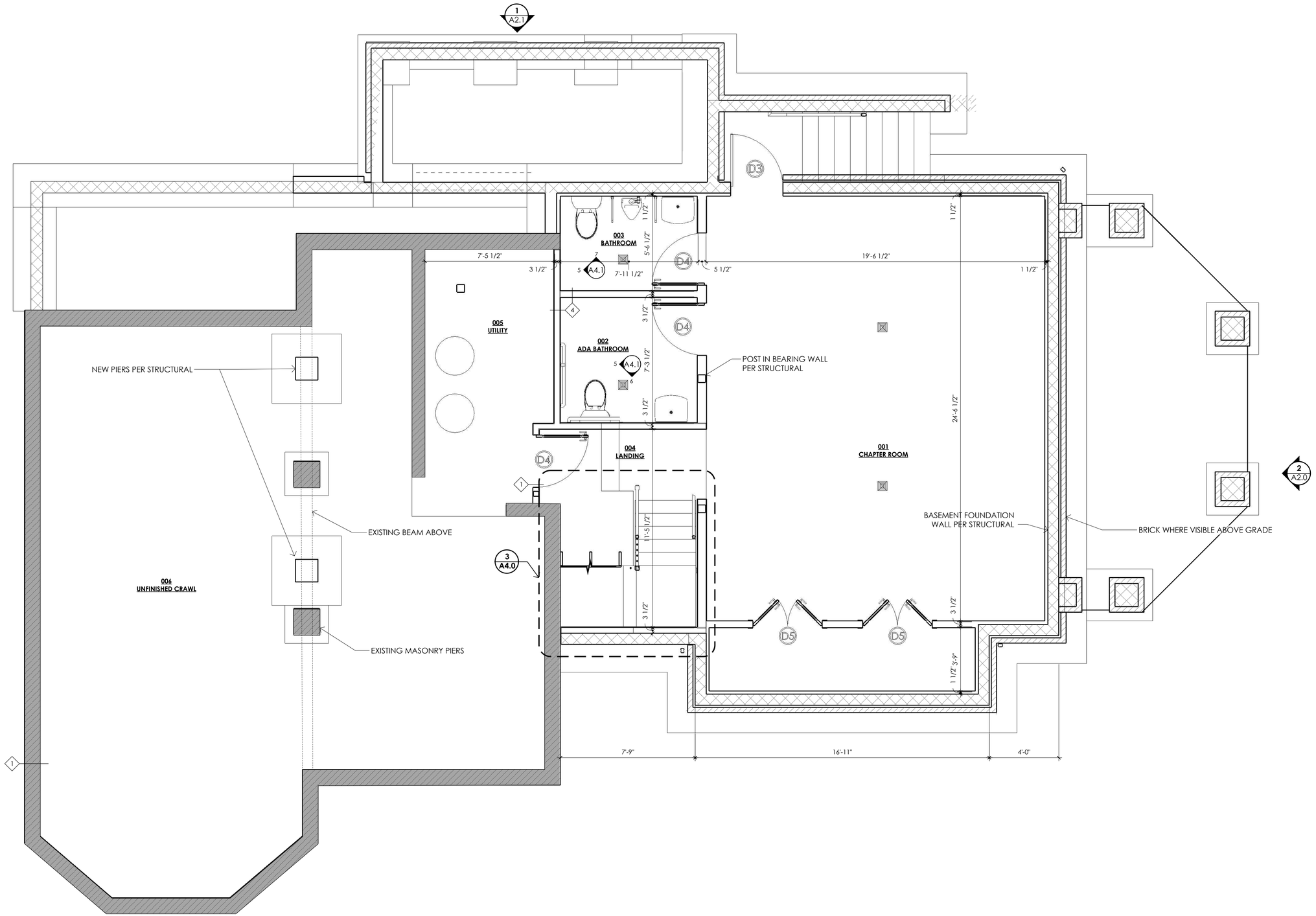
A0.0

SHEET #9 OF 20



1 A2.0

1 A1.0 BASEMENT FLOOR PLAN
3/8"=1'

NOTES:

1. ALL INTERIOR DIMENSIONS TO F/ FRAMING OR F/ BLOCK.
2. ALL EXTERIOR DIMENSIONSF/SHEATHING OR F/SLAB.
3. ALL WINDOW AND DOOR DIMENSIONS TO CENTERLINE OF WINDOW/DOOR OR CENTERLINE OF MULLION WHEN DOUBLE-MULLED.
4. CONFIRM ALL R.O. PER WINDOW AND DOOR MANUFACTURER

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BASEMENT FLOOR PLAN

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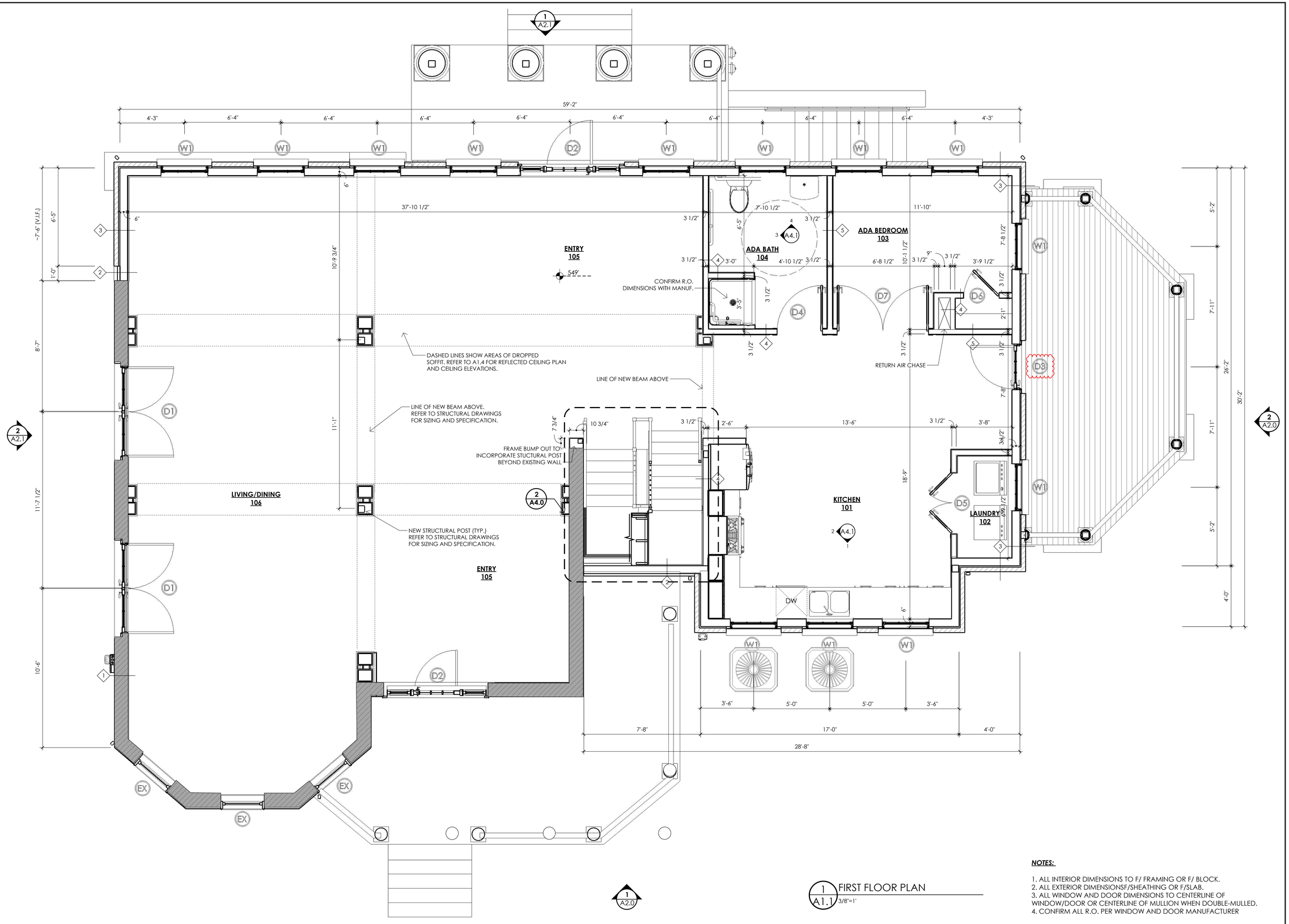
A1.0



1 A1.1 FIRST FLOOR PLAN
3/8"=1'

NOTES:

1. ALL INTERIOR DIMENSIONS TO F/ FRAMING OR F/ BLOCK.
2. ALL EXTERIOR DIMENSIONSF/SHEATHING OR F/SLAB.
3. ALL WINDOW AND DOOR DIMENSIONS TO CENTERLINE OF WINDOW/DOOR OR CENTERLINE OF MULLION WHEN DOUBLE-MULLED.
4. CONFIRM ALL R.O. PER WINDOW AND DOOR MANUFACTURER

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FIRST FLOOR PLAN

ISSUE DATE:
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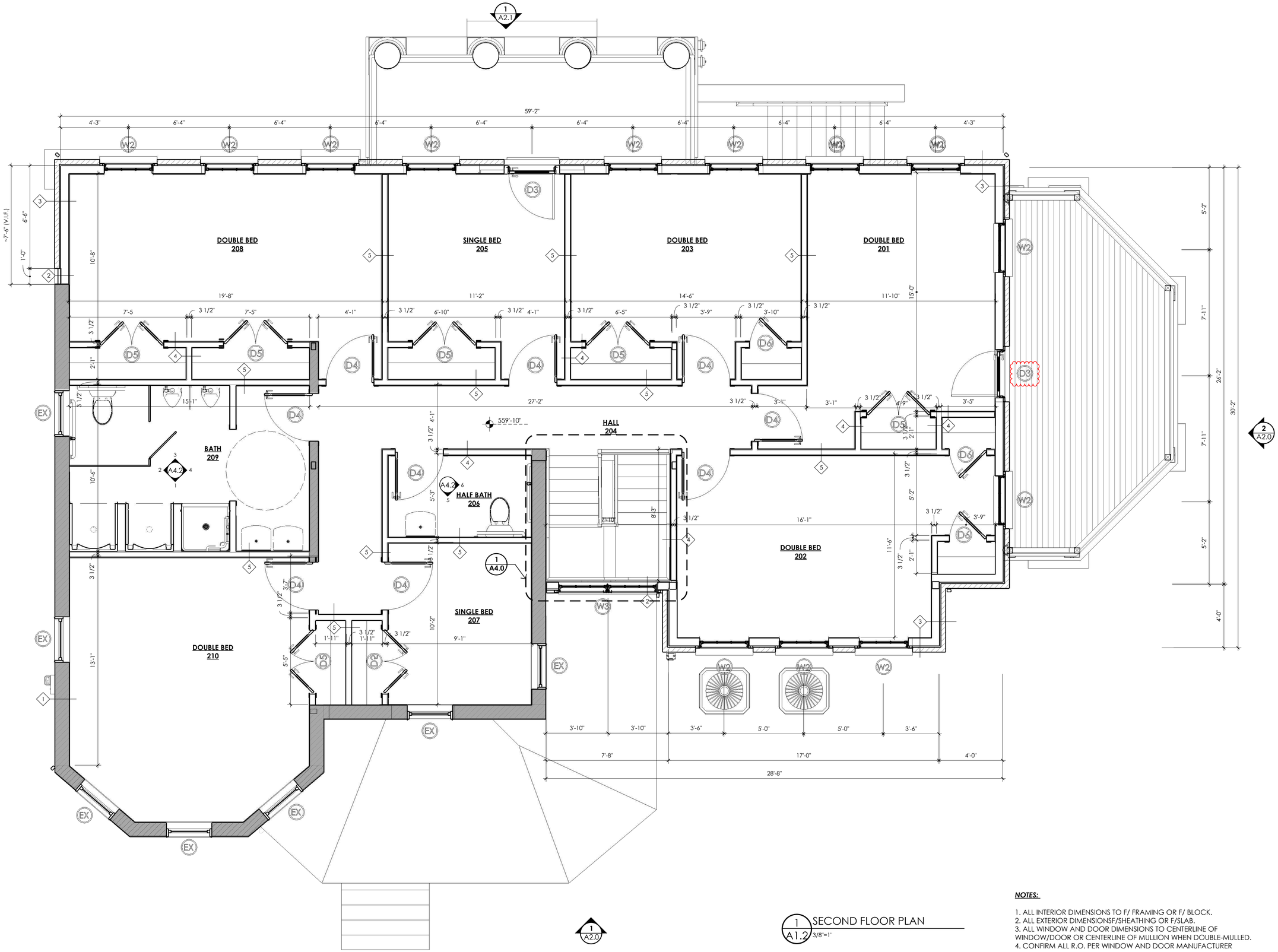
A1.1

SHEET #11 OF 20



1 SECOND FLOOR PLAN
1/A1.2 3/8"=1'

NOTES:

1. ALL INTERIOR DIMENSIONS TO F/ FRAMING OR F/ BLOCK.
2. ALL EXTERIOR DIMENSIONSF/SHEATHING OR F/SLAB.
3. ALL WINDOW AND DOOR DIMENSIONS TO CENTERLINE OF WINDOW/DOOR OR CENTERLINE OF MULLION WHEN DOUBLE-MULLED.
4. CONFIRM ALL R.O. PER WINDOW AND DOOR MANUFACTURER

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SECOND FLOOR PLAN

ISSUE DATE:
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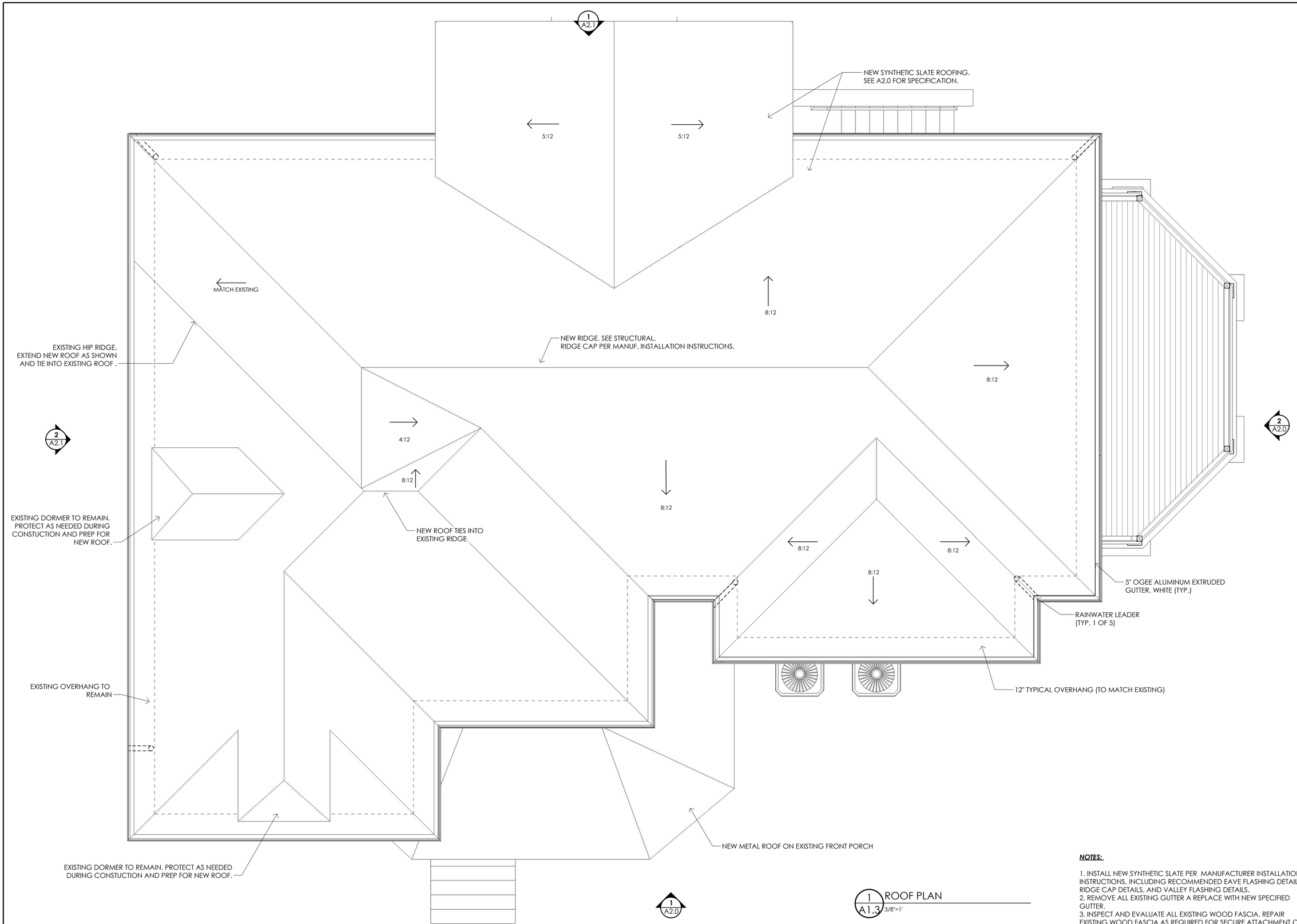
A1.2

SHEET #12 OF 20



1 A2.0

1 A1.3 ROOF PLAN 3/8"=1'

NOTES:

1. INSTALL NEW SYNTHETIC SLATE PER MANUFACTURER INSTALLATION INSTRUCTIONS, INCLUDING RECOMMENDED EAVE FLASHING DETAILS, RIDGE CAP DETAILS, AND VALLEY FLASHING DETAILS.
2. REMOVE ALL EXISTING GUTTER A REPLACE WITH NEW SPECIFIED GUTTER.
3. INSPECT AND EVALUATE ALL EXISTING WOOD FASCIA. REPAIR EXISTING WOOD FASCIA AS REQUIRED FOR SECURE ATTACHMENT OF NEW GUTTER.

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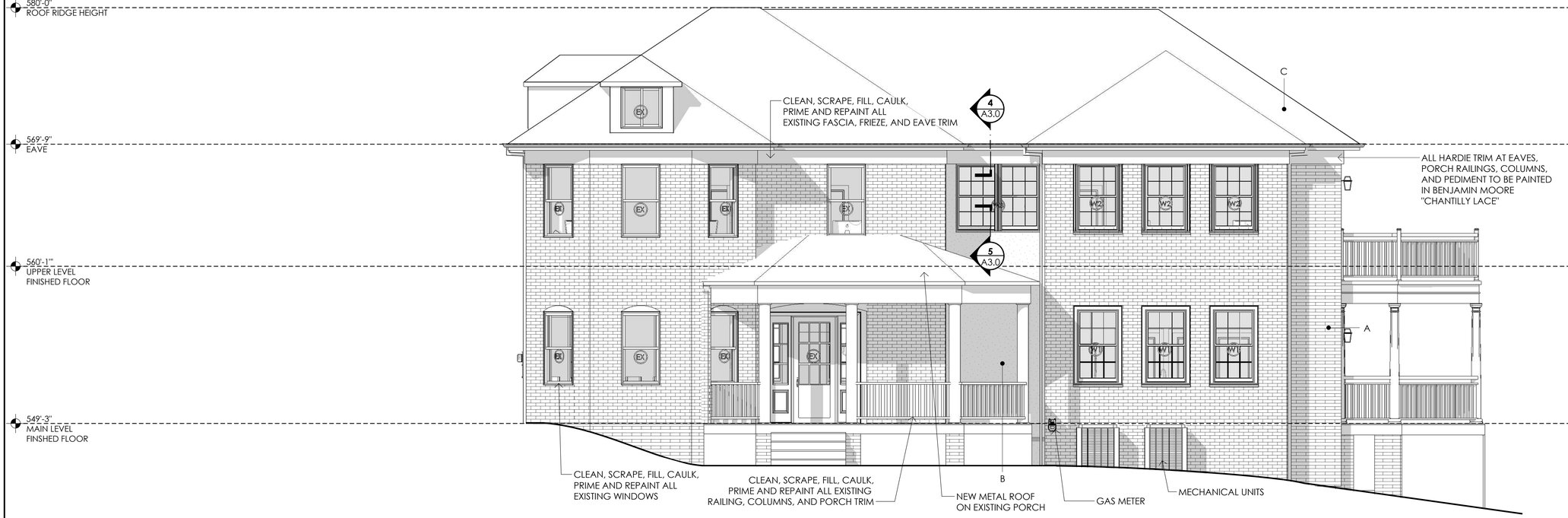
CHECKED BY: KS

ROOF PLAN

ISSUE DATE:
June 30, 2020

A1.3

SHEET #13 OF 20



1 A2.0 ELEVATION 1/4"=1'

2 A2.0 ELEVATION 1/4"=1'

A GLEN-GERY EXTRUDED FACEBRICK VENEER IN "ABERDEEN" STYLE WITH ARGOS "BEIGE" GROUT

B EIFS BUILDING CLADDING SYSTEM, ~~SMOOTH FINISH, PAINTED IN BENJAMIN~~ MOORE "HALO"

C DAVINCI BELLAFORTE SYNTHETIC SLATE SHINGLES IN "SLATE GREY"

DESIGN DEVELOP
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95% PRICING AND BIDDING

CONTRACT DOCUMENTS; NOT FOR CONSTRUCTION

July 8, 2020

THE LODGE AT CHI PSI

167 CHANCELLOR STREET
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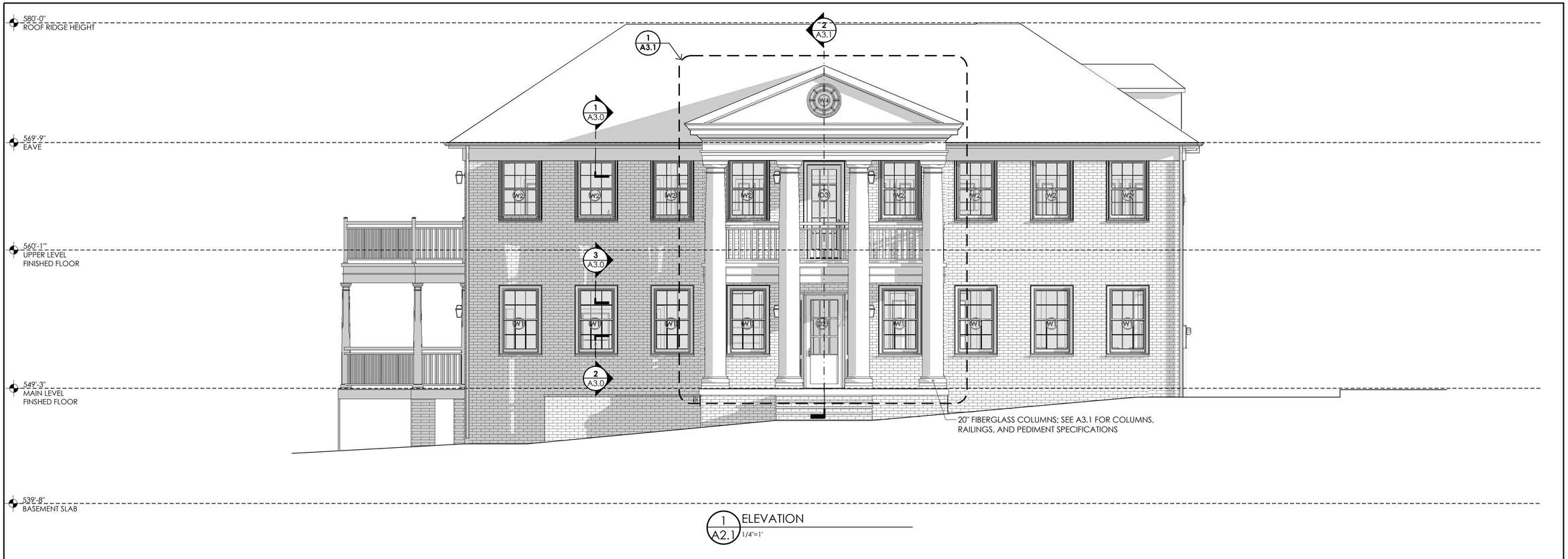
DRAWN BY: SG
CHECKED BY: KS

ELEVATIONS

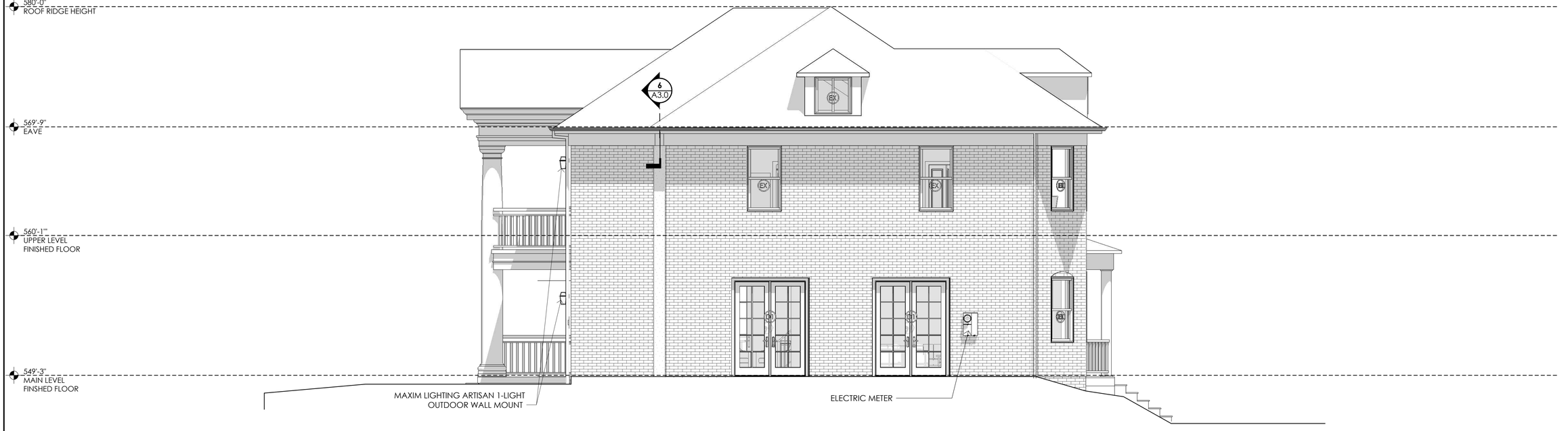
ISSUE DATE:
June 30, 2020

A2.0

SHEET #16 OF 20



1 A2.1 ELEVATION
1/4"=1'



2 A2.1 ELEVATION
1/4"=1'

A GLEN-GERY EXTRUDED FACEBRICK VENEER IN "ABERDEEN" STYLE WITH ARGOS "BEIGE" GROUT

B EIFS BUILDING CLADDING SYSTEM, SMOOTH FINISH, PAINTED IN BENJAMIN MOORE "HALO"

C DAVINCI BELLAFORTE SYNTHETIC SLATE SHINGLES IN "SLATE GREY"

DESIGN DEVELOP
418 EAST MAIN STREET
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July 8, 2020

THE LODGE AT CHI PSI
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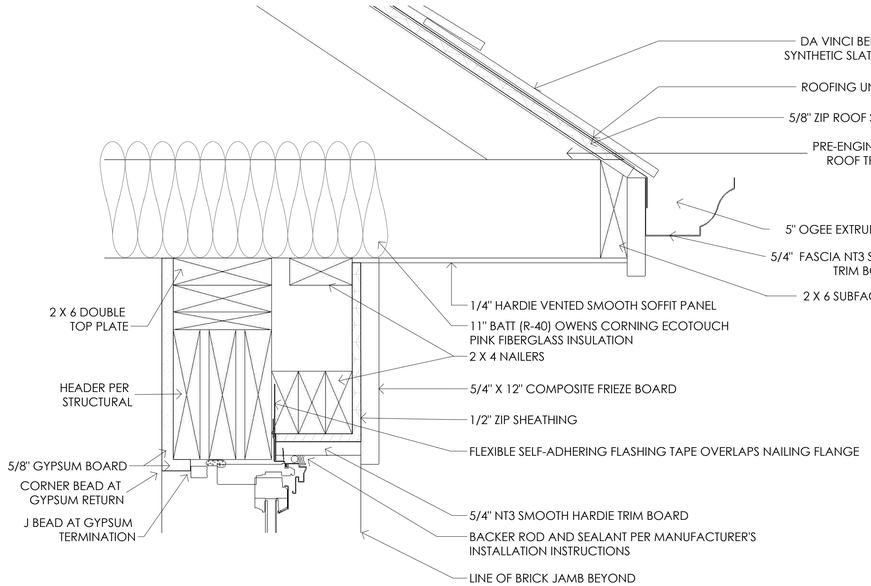
CHECKED BY: KS

ELEVATIONS

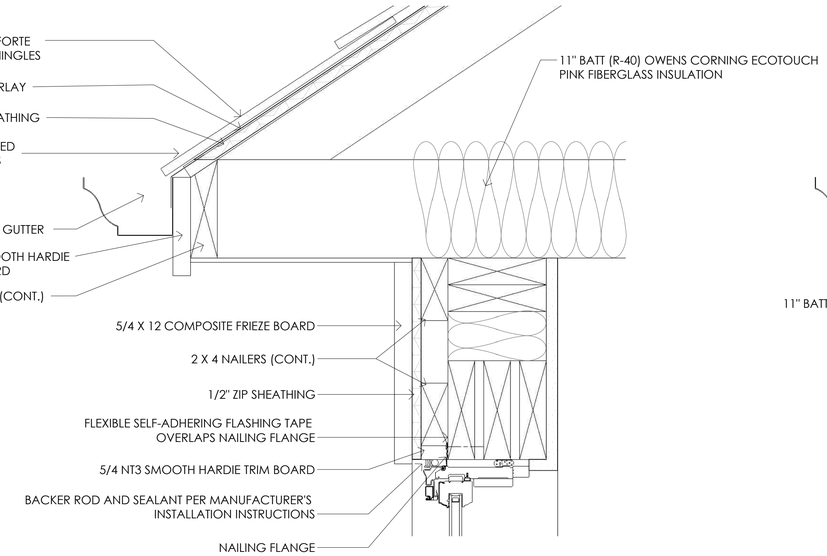
ISSUE DATE:
June 30, 2020

A2.1

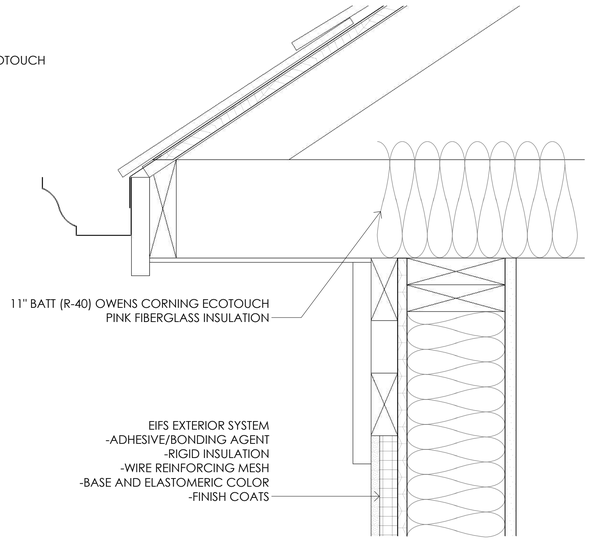
SHEET #17 OF 20



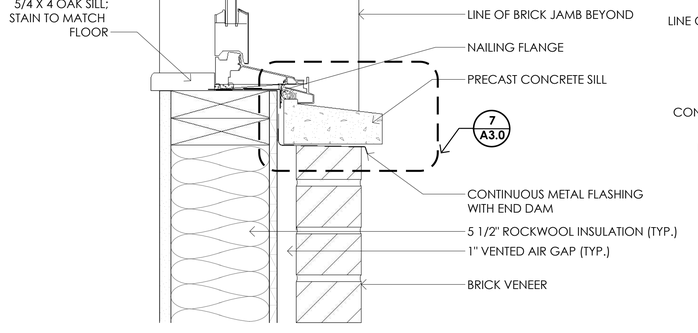
1 A3.0 TYPICAL EAVE AND SECOND FLOOR WINDOW HEADER AT MASONRY WALLS
3"=1'



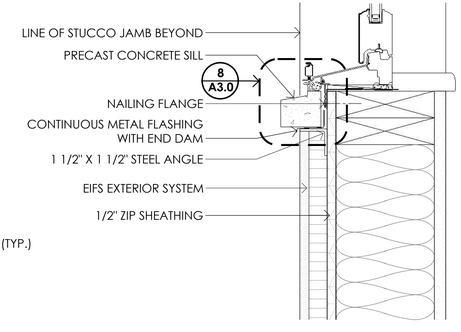
4 A3.0 STUCCO EAVE AND WINDOW HEADER
3"=1'



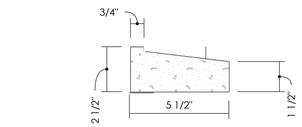
6 A3.0 TYPICAL EAVE AT STUCCO WALLS
3"=1'



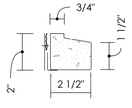
2 A3.0 TYPICAL WINDOW SILL AT MASONRY WALLS
3"=1'



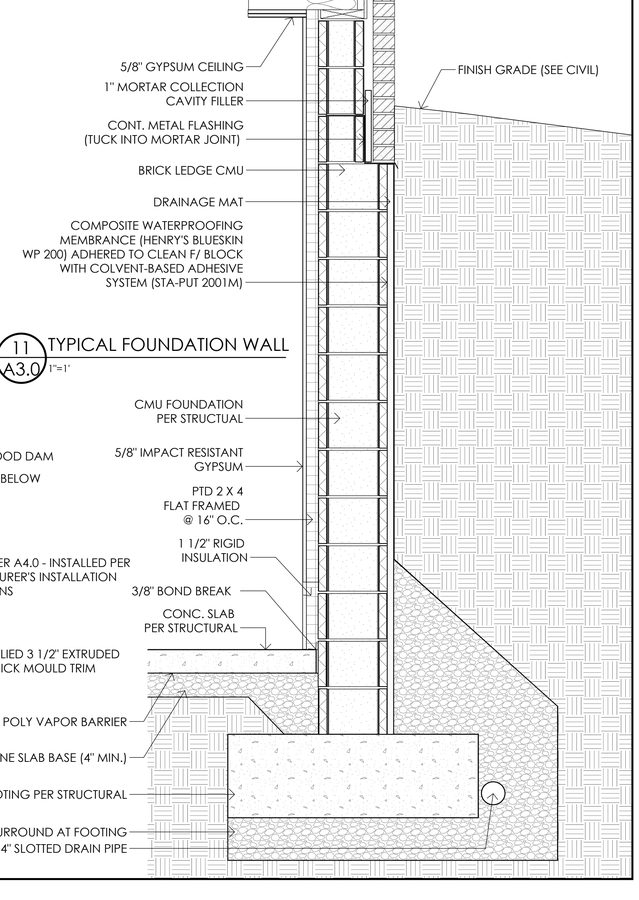
5 A3.0 WINDOW SILL AT SECOND FLOOR STUCCO WALL
3"=1'



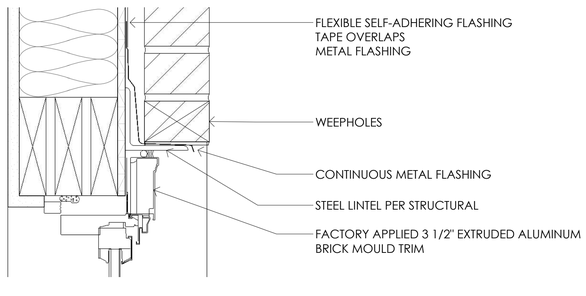
7 A3.0 PRECAST CONCRETE SILL AT MASONRY WALLS
3"=1'



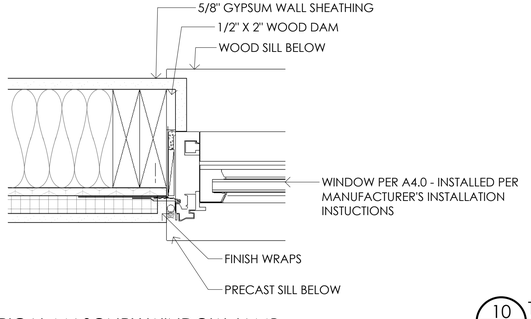
8 A3.0 PRECAST CONCRETE SILL AT STUCCO WALL
3"=1'



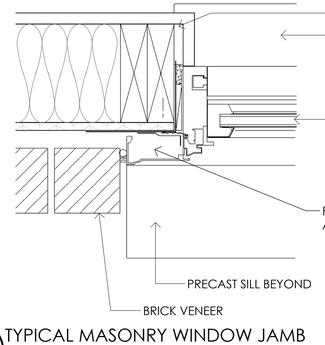
11 A3.0 TYPICAL FOUNDATION WALL
1"=1'



3 A3.0 TYPICAL FIRST FLOOR WINDOW HEADER
3"=1'



9 A3.0 TYPICAL MASONRY WINDOW JAMB
3"=1'



10 A3.0 TYPICAL MASONRY WINDOW JAMB
3"=1'

DESIGN DEVELOP
418 EAST MAIN STREET
CHARLOTTESVILLE, VA

CONTACT: BOB PINEO
(P):434-806-8365
(E):bob@designdevelopllc.com

95% PRICING AND BIDDING

CONTRACT DOCUMENTS; NOT FOR CONSTRUCTION

July 8, 2020

THE LODGE AT CHI PSI

167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

DRAWN BY: SG
CHECKED BY: KS

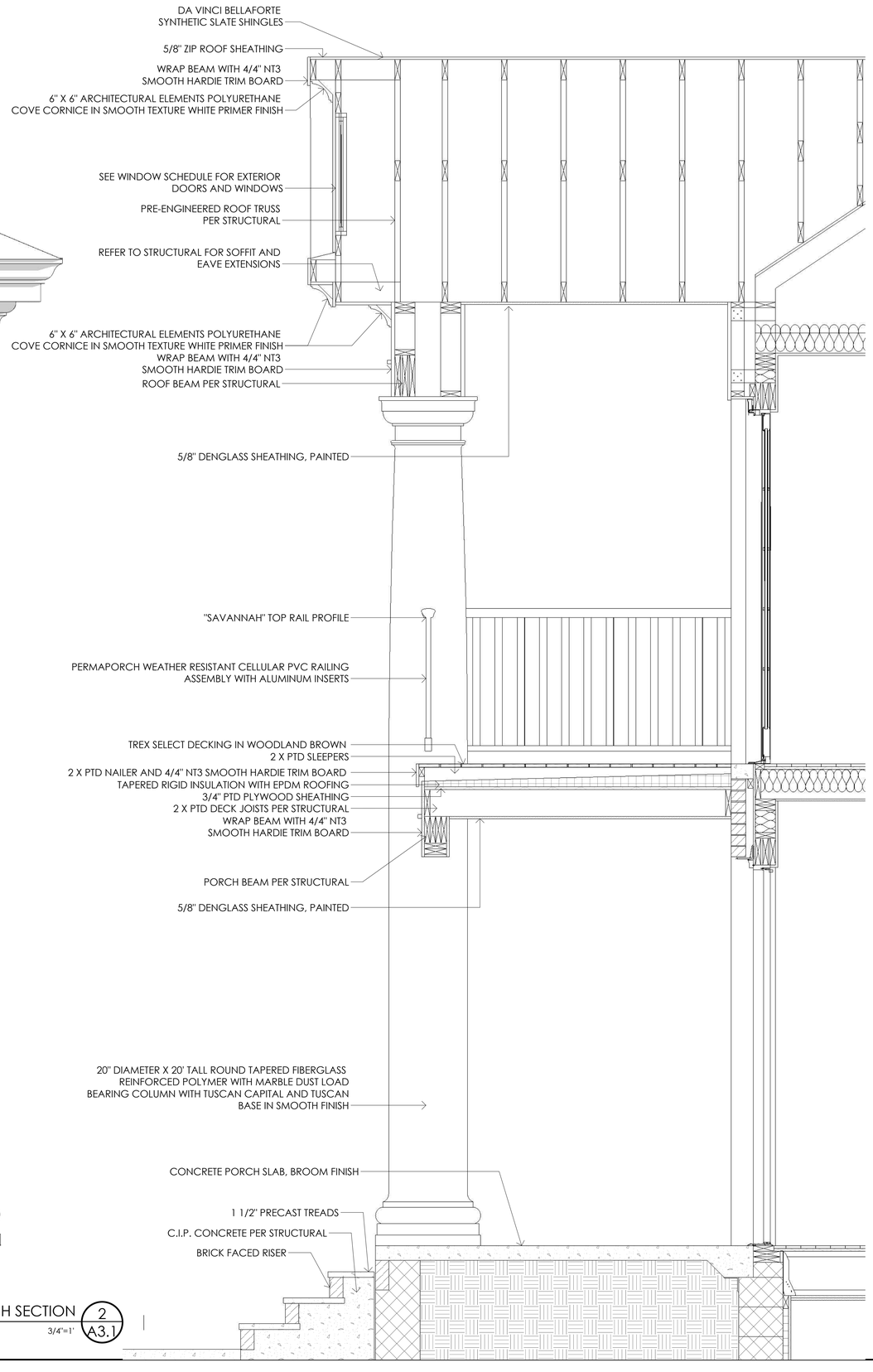
DETAIL SECTIONS

ISSUE DATE:
June 30, 2020

A3.0

SHEET #19 OF 20

1 A3.1 MADISON LANE PORCH ELEVATION
3/4"=1'



MADISON LANE PORCH SECTION 2 A3.1
3/4"=1'

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July 8, 2020

THE LODGE AT CHI PSI
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

DRAWN BY: SG
CHECKED BY: KS

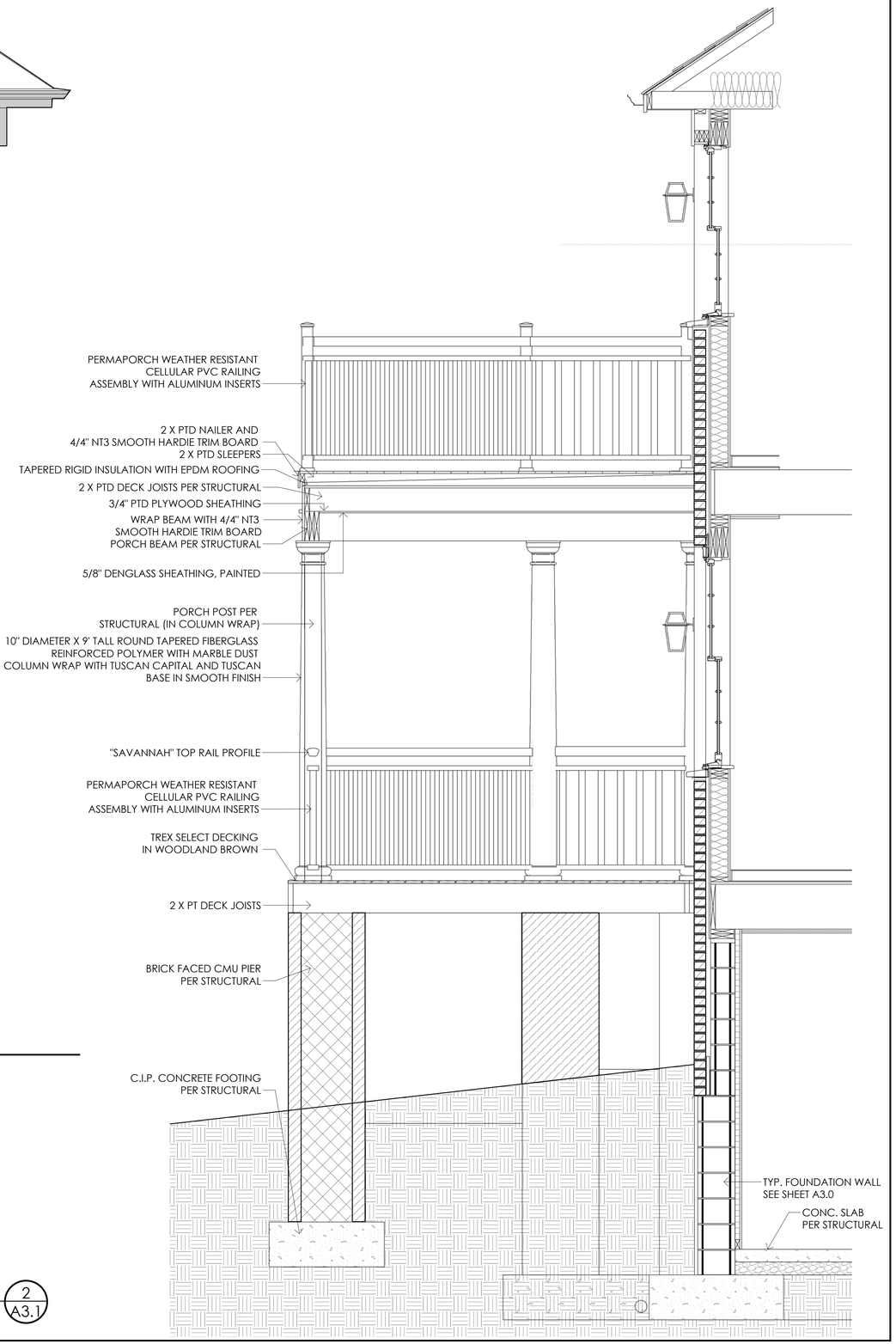
PORCH DETAILS

ISSUE DATE:
June 30, 2020

A3.1

SHEET #20 OF 20

1 A3.1 MADISON LANE PORCH ELEVATION
3/4"=1'



MADISON LANE PORCH SECTION 2 A3.1
3/4"=1'

DESIGN DEVELOP
418 EAST MAIN STREET
CHARLOTTESVILLE, VA

CONTACT: BOB PINEO
(P):434-806-8365
(E):bob@designdeveloplic.com

95% PRICING AND BIDDING

CONTRACT DOCUMENTS; NOT FOR CONSTRUCTION

July 10, 2020

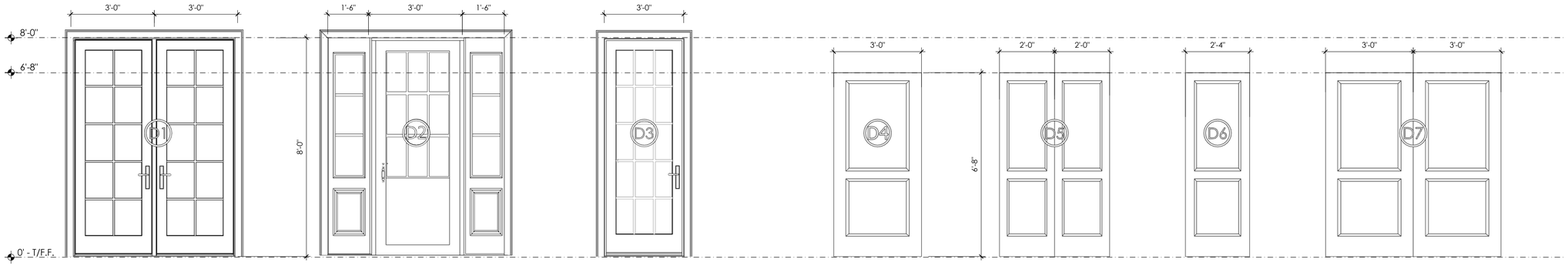
THE LODGE AT CHI PSI
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

DRAWN BY: SG
CHECKED BY: KS

PORCH DETAILS

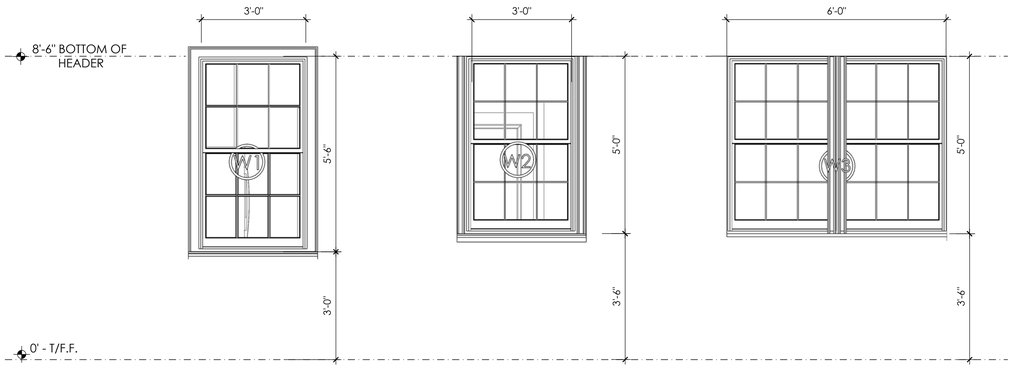
ISSUE DATE:
June 30, 2020

A3.2

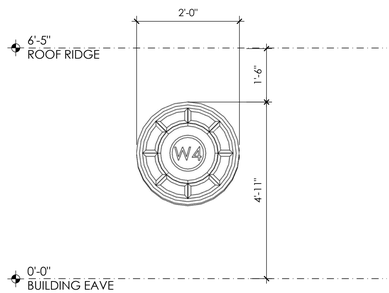


1 A5.0 EXTERIOR DOORS
1/2"=1'

2 A5.0 INTERIOR DOORS
1/2"=1'



3 A5.0 EXTERIOR WINDOWS
1/2"=1'



DOORS & HARDWARE NOTES:

1. FIELD VERIFY ALL CONSTRUCTED CONDITIONS, DIMENSIONS, SWINGS, JAMB THICKNESSES AND QUANTITIES PRIOR TO PLACING ORDER.

2. ALL INTERIOR DOORS TO BE 1-3/4" MASONITE, "PAINT GRADE," PRIMED WITH NEW WOOD PRE-HUNG FRAME, UNLESS NOTED OTHERWISE.

3. HARDWARE SHALL BE 4" SQUARE HINGES WITH PHILADELPHIA HARDWARE GROUP ADVANTAGE F SERIES CHARLOTTE LEVER IN US26D FINISH, OR PROVIDE SIMILAR.

4. PROVIDE DOOR STOPS AT ALL DOORS WITHOUT A CLOSER. **BASIS OF DESIGN: CAL-ROYAL CR441 DOOR CLOSER WITH OPTIONAL FULL PLASTIC COVER.**

5. PROVIDE ALL HARDWARE NECESSARY TO PROVIDE A COMPLETE DOOR AND HARDWARE ASSEMBLY AT EACH DOOR.

DOOR	DESCRIPTION
EX	EXISTING TO REMAIN
D1	PINNACLE CLAD WHITE INSWING TWO PANEL 6080 COMPLETE UNIT, OGEE GLASS STOP, PINE, WHITE INTERIOR FINISH, BLACK MATTE MULTI-POINT HARDWARE AND STANDARD ADJUSTABLE HINGES, CLASSIC HANDLE STYLE
D2	PINNACLE CLAD WHITE INSWING SIDELITE 1680, OGEE GLASS PROFILE, PINE, WHITE INTERIOR FINISH; PINNACLE CLAD WHITE INSWING SINGLE PANEL 3080, OGEE GLASS STOP, PINE, WHITE INTERIOR FINISH,BLACK MATTE STANDARD ADJUSTABLE HINGES
D3	PINNACLE CLAD WHITE INSWING SINGLE PANEL 3080, OGEE GLASS STOP, PINE, WHITE INTERIOR FINISH, BLACK MATTE MULTI POINT HARDWARE AND STANDARD ADJUSTABLE HINGES
D4	3'-0" X 6'-8" MASONITE INTERIOR MOLDED 2-PANEL DOOR
D5	4'-0" X 6'-8" MASONITE INTERIOR MOLDED 2-PANEL DOUBLE DOOR
D6	2'-4" X 6'-8" MASONITE INTERIOR MOLDED 2-PANEL DOOR
WINDOW	**DESCRIPTION**
EX	EXISTING TO REMAIN
W1	3-0 X 5-6 PINNACLE ALUMINUM CLAD WOOD DOUBLE HUNG WINDOW, WHITE EXTERIOR FINISH, WHITE INTERIOR FINISH, BLACK MATTE HARDWARE WITH WILLIAMSBURG BRICKMOULD, 7/8" OGEE GRILLS IN COLONIAL PATTERN AND LOW-E GLASS
W2	3-0 X 5-0 PINNACLE ALUMINUM CLAD WOOD DOUBLE HUNG WINDOW, WHITE EXTERIOR FINISH, WHITE INTERIOR FINISH, BLACK MATTE HARDWARE WITH WILLIAMSBURG BRICKMOULD, 7/8" OGEE GRILLS IN COLONIAL PATTERN AND LOW-E GLASS
W3	(2) 3-0 X 5-0 TIGHT MULLED PINNACLE ALUMINUM CLAD WOOD DOUBLE HUNG WINDOW, WHITE EXTERIOR FINISH, WHITE INTERIOR FINISH, BLACK MATTE HARDWARE WITH WILLIAMSBURG BRICKMOULD, 7/8" OGEE GRILLS IN COLONIAL PATTERN AND LOW-E GLASS
W4	PINNACLE CLAD WHITE DIRECT GLAZE FULL ROUND CUSTOM SIZE, PINE, WHITE INTERIOR FINISH WITH 7/8" OGEE GRILLS IN SPECIALIZED CUSTOM PATTERN

DESIGN DEVELOP
418 EAST MAIN STREET
CHARLOTTESVILLE, VA

CONTACT: BOB PINEO
(P):434-806-8365
(E):bob@designdevelopllc.com

EXTERIOR REVIEW PACKAGE

FOR BAR REVIEW

June 30, 2020

THE LODGE AT CHI PSI
167 CHANCELLOR STREET
CHARLOTTESVILLE, VIRGINIA 22903

DRAWN BY: SG
CHECKED BY: KS

DOOR AND WINDOW SCHEDULE

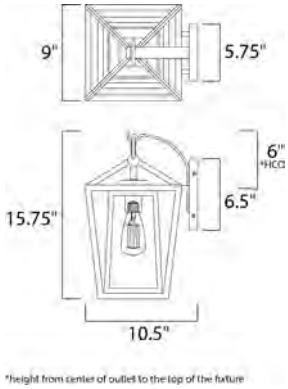
ISSUE DATE:
June 30, 2020

A5.0

SHEET #23 OF 20

PRODUCT DESCRIPTION

This frame inside a frame design is the perfect update to this classically inspired outdoor lantern. Durable stainless steel construction is finished in Black and supports an inner frame of Clear panels of glass for a crisp and clean appearance.



MEASUREMENTS

DIMENSION	: 9" W x 15.75" H x 10.5" Ext
BACK PLATE	: 5.75" W x 6.5" H x 6" HCO
HANGING WEIGHT	: 7.26 lb

LAMPING

INPUT VOLTAGE	: 120V
BULB	: 1 x 60W Incandescent E26 Medium , 60W Total
BULB INCLUDED	: (Not Included)
DIMMABLE	: Yes
LIGHTING_DIRECTION	: Down

FINISHES OPTION

Black

GLASS

Clear CL

MATERIAL

Stainless Steel

RATINGS

cETLus
Wet Location

ADDITIONAL

OPERATING TEMPERATURE:
-20°C (-4°F), 40°C (104°F)

Always consult a qualified electrician before installing any lighting product.

MAXIM LIGHTING

WESTERN DISTRIBUTION CENTER (HEADQUARTER)
253 NORTH VINELAND AVE I CITY OF INDUSTRY, CA 91746

EASTERN DISTRIBUTION CENTER
4200 SHIRLEY DR. I ATLANTA, GA 30336

P. 626.956.4200 I F. 626.956.4225 I maximlighting.com

Certificate of Appropriateness Application
BAR 20-08-04
854 Locust Avenue
Tax Parcel 510092000
Alan R., Jr. and Kaitlyn B. Taylor, Owners
Ashley Davies, Applicant
Garage demolition

Application components (linked):

- Staff Report
- Revisions to previous submittal
- Application form
- Previous (July 2020) submittal
- Previous BAR Approval (September 2011)

City of Charlottesville
Board of Architectural Review
Staff Report
August 18, 2020

Certificate of Appropriateness Application (Historic Conservation District)
BAR 20-08-02
854 Locust Avenue
Tax Parcel 510092000
Kaitlyn and Alan Taylor, Owners
Ashley Davies, Applicant
Garage demolition

Background

House:
Year Built: 1903
District: Martha Jefferson HC District
Status: Contributing

Guest House:
Year Built: c. 1920
Status: Contributing

Garage:
Year Built: 1954
Status: Contributing

The property contains an imposing two-story painted-brick dwelling, constructed in 1903 for John S. White, a real estate lawyer. A one-story auxiliary building is situated immediately to the rear (east) of the house. The building mass is comprised of a frame guesthouse, built around 1920 according to DHR records, and an abutting concrete-block garage. The guesthouse portion of the auxiliary building may have originally been constructed as sleeping quarters for servants; the 1910 Census entry lists two Black servants in the household: Susie Miller and Clara Wood. (Historic survey in applicant's submittal.)

Prior BAR Review

September 2011 - BAR approved CoA to demolish parts of three accessory structures: (A) small cinder block addition (c1960) on the guest house and restore the wall with horizontal siding to

match; (B) cinder block garage (c1960) attached to the original barn and restore the wall with horizontal siding to match; and (C) an open air frame shed (c1970's).
http://weblink.charlottesville.org/public/0/edoc/621947/BAR_854%20Locust%20Avenue_Sept2011.pdf

Application

- Applicant submittal: Narrative*, photos of property and structures*, information from the City re: assessor's data and historic survey. (* Narrative updated July 29, 2020.).

Request CoA for demolition of the detached guesthouse and garage located behind the house.

Discussion and Recommendations

If approved, consider a condition that prior to demolition the applicant will submit documentation of the structures, including photographs and measured drawings.

Suggested Motions

Approval: Having considered the standards set forth within the City Code, including City Design Guidelines for Demolitions in Historic Conservation Districts, I move to find that the proposed demolition satisfies the BAR's criteria and is compatible with this property and other properties in the Martha Jefferson Historic Conservation District, and that the BAR approves the application as submitted. […as submitted with the following conditions:…]

Denial: Having considered the standards set forth within the City Code, including City Design Guidelines for Demolitions in Historic Conservation Districts, I move to find that the proposed demolition does satisfy the BAR's criteria and are compatible with this property and other properties in the Martha Jefferson Historic Conservation District, and that for the following reasons the BAR denies the application as submitted.

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-341(a) of the City Code states that, in considering a particular application the BAR shall approve the application unless it finds:

1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the conservation district design guidelines; and
2) The proposal is incompatible with the historic, cultural or architectural character of the conservation district in which the property is located.

Factors for Considering Demolitions within Historic Conservation Districts

Sec. 34-343. - Standards for review of demolition, razing or moving of a contributing structure.

1. The following factors shall be considered in determining whether or not to permit the demolition, razing or moving, in whole or in part, of a contributing structure:

1.a. The age of the structure or building;

- Staff: The 1920 Sanborn Map (below) indicates here a two-story, wood framed structure identified as a dwelling. (In 1920, the address was 876 Locust Ave.) The applicant's research

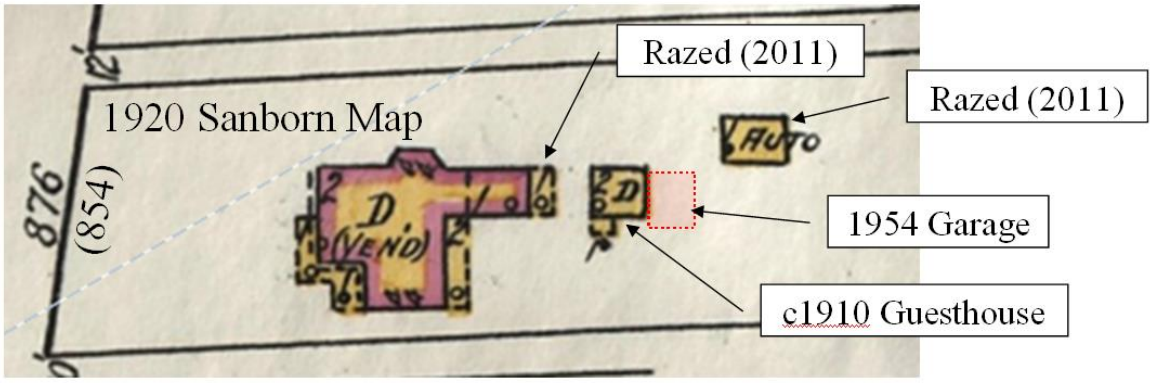
indicates construction of a single-story structure in 1954. It is staff's opinion that the 1954 structure the garage addition on the east side of the earlier structure. The adjoining shed-roof structure *may* date to the garage addition or later.

1910 U.S. Census: John S. White is the head-of-household and listed with his wife, Hettie, their son, John, a brother-in-law, Rives Wolfe, and two servants, Susie Miller and Clara Woodson.*

1920 U.S. Census: John S. White is the head-of-household and listed with his [second] wife, Alice, and a servant, Mardine[?] Young.*

1930 U.S. Census: John S. White is the head-of-household and listed with his wife, Alice, and a servant, Rosa Fountain.*

*It is impossible to determine who resided in the small dwelling, but it is reasonable to assume that it was occupied.



1.b. Whether it has been listed on the National Register of Historic Places, or the Virginia Landmarks Register;

- Staff: Applicant is correct in that the property and structures are not *individually listed*; however, they are listed as *contributing structures* within the Martha Jefferson Historic District (VDHR #104-5144), which is listed on Virginia Landmarks Register (2007) and the National Register of Historic Places (2008.) www.dhr.virginia.gov/wp-content/uploads/2018/04/104-5144_Martha_Jefferson_HD_2008-2011_NR_Final.pdf

  [Note: The NRHP nomination lists the house (*Single Dwelling*), the guesthouse (*secondary Building*), and the garage (*Garage*) as contributing structures (VDHR #104-5144-0117). It is staff's opinion that in the 2008 nomination, the referenced *Garage* was the "Auto" building on the 1920 Sanborn Map, which was razed in 2011, and the referenced *Secondary Building* is the connected guesthouse and garage, which the applicant's wish to demolish.)

1.c. Whether, and to what extent, the building or structure is associated with an historic person, architect or master craftsman, or with an historic event;

- Staff: Not applicable.

1.d. Whether the building or structure, or any of its features, represent an infrequent or the first or last remaining example within the city of a particular architectural style or feature;

- Staff: Not applicable.

1.e. The degree to which distinguishing characteristics, qualities, features or materials remain;

- Staff: Without a physical examination, it is difficult to determine what remains of the early guesthouse or of the 1954 garage addition. (See item #6 below.)

2. Whether, and to what extent, a contributing structure is linked, historically or aesthetically, to other buildings or structures within the conservation district; and whether the proposed demolition would affect adversely or positively the character and continuity of the district;

- Staff: Staff agrees that visibility from Locust Avenue is obscured, at best; within a HC District not being visible from a public right of way typically excludes a project from BAR review. However, this guesthouse and garage were identified as *contributing structures* for the HC designation. As such, the BAR must review requests for demolition.

  Per the MJHCD map, when the local district was established, 44 outbuildings and additions were designated as contributing structures. Of these, 21 were garages, at least four have been razed. Seven with no description, at least one has been razed. Six secondary structures. Three sheds, at least one has been razed. Two guesthouses. One each of the following: addition, kitchen, porch, smokehouse, and stable. Of these, we have photos of 31 structures. There is no pervasive or typical style, design, or materiality. Materials include wood siding, plywood panels, metal panels, stucco, and brick. Most roofs are gabled; a few are hipped. Roofing is either metal panels, asphalt shingles, or standing seam metal. Some have windows; some do not.

  At 854 Locust Avenue: The guesthouse is a small, salt-box style cottage set on a masonry foundation and clad with wood siding. At the south elevation is a low porch with the entry. The garage (attached to the east side of the guesthouse) appears to be constructed of cinder block with wood siding on the south elevation. Both structures are simple and unadorned. For both, photos from 2011 indicate the shingle roofing was replaced with standing-seam metal and a garage door added to the north wall of the garage. At the guesthouse, the locations of the first floor windows and the entry door have been altered. (The 2011 BAR submittal indicates extensive alterations to the interior of the guesthouse.)

3. The overall condition and structural integrity of the building or structure, as indicated by a study prepared by a qualified professional engineer and provided by the applicant (may be waived if primary residence of applicant); or other information provided to the board;

- Staff: The applicant has provided photographs and a brief narrative; however the photographs show only the south elevation. The applicant acknowledges that the condition and/or structural integrity is not in question.

4. Whether, and to what extent, the applicant proposes to preserve portions, features or materials that are significant to the property's historic, architectural or cultural value;

- Staff: The guesthouse and garage will be entirely removed.

5. Any applicable provisions of the city's conservation district design guidelines. (From the HC guidelines for demolitions: The public necessity of the proposed demolition and the public purpose or interest in buildings to be protected.

- Staff: Demolition of the garage is not a matter of public necessity. The guesthouse and garage are *locally-designated* as contributing structures to the MJHCD and also in the VLR and NRHP listing. (They are connected and appear on the maps as a single structure.)

854 Locust Avenue
Project Request and Narrative
Updated 7/29/2020

Pursuant to Sec. 34-340 of the City of Charlottesville Zoning Ordinance, we petition the Board of Architectural Review (BAR) to grant a Certificate of Appropriateness for the demolition of the garage/guesthouse structure at 854 Locust Avenue. Although this dependency is designated as contributing to the Martha Jefferson Conservation Overlay District, it was not described within the document establishing the district (attached), nor is it visible in any detail from Locust Avenue. If the structure had particular significance to the Conservation Overlay District, that significance, either architectural or otherwise, would have been documented in the survey of the property that was created for the BAR guidelines.

The established purpose of the Historic Conservation Overlay Districts is: To identify and preserve buildings, structures and areas with special historical, cultural, architectural and archaeological significance, or with a collective character and quality, which serve as important visible reminders of the heritage of this city, the Commonwealth of Virginia, or this nation.

In establishing the Martha Jefferson Conservation Overlay District, we look to *the architectural character-defining features of the proposed conservation district.* While the primary structure at 854 Locust Avenue is clearly part of the character of the neighborhood, representing a specific timeframe and type of architecture, the secondary structure behind the house, which is the subject of this demolition request, does not contribute to the character of the district. If this property were located on a corner lot or an alley, with the garage visible to the neighborhood, then it would more likely be a character defining feature in the Martha Jefferson neighborhood. However, this is a lot with no visibility into the backyard, thus this logic would not apply.

The Board of Architectural Review must consider the following factors as they apply to this COA request:

1. The age of buildings and structures.

   The City Assessor lists the garage/guesthouse structure as being constructed in 1954. While records show a structure has been in this general location since prior to that time, the size and shape of the structure has been altered on numerous occasions. The structure has been enlarged, some additions have been demolished, the interior was completely demolished for modernization in 2012, and new windows, siding, roofing and porch columns have been added. Thus, no traces of any historic elements of this structure remain, other than its general location on the property, which is private and out of the public view.

   Over the years, there have been a variety of dependencies in the rear yard of the property that have been constructed, demolished and adapted to suit the needs of the homeowners over time. The other dependencies, which were also labelled contributing to the district, were granted a demolition permit by the BAR in 2011.

   Although it is not the subject of this application or review, the Owners' intent is to demolish the existing structure and replace it with another structure that would better coordinate with

other planned backyard improvements. This proposal will be forthcoming to the Board of Architectural Review in the near future. Like previous generations, the current owner will be a steward of this property while making minor adaptations in areas that are in the more private areas of the yard, out of public view.

2. Whether the buildings, structures and areas are listed on the Virginia Landmarks Register or the National Register of Historic places, or are eligible to be listed on such registers.

   854 Locust Avenue is not listed on either register, nor is it an individually designated property in the City of Charlottesville. While the main house would likely be eligible for listing, the garage likely would not be due to the continual adaptations and modifications of the structure.

3. Whether the buildings, structures or areas are of locally important historic, cultural, architectural or archaeological interest

   The primary structure at 854 Locust Avenue is considered architecturally important to the character of the neighborhood. The garage structure is hidden behind the house, with little to no visibility from the public right-of-way, and is therefore not character defining in the district.

4. Whether the buildings, structures or areas are associated with an historic person or event or with a significant architect or master craftsman, or have special public value because of notable features relating to the cultural or artistic heritage of the Charlottesville community.

   As mentioned previously, the primary structure at 854 Locust Avenue is publicly valuable as an example of Victorian architecture that was constructed in approximately 1903. It is not considered contributing for any other reason, nor is the garage.

5. Whether the buildings, structures or areas are part of a geographically definable area within which there exists a significant concentration or continuity of buildings or structures that are linked by past events or, aesthetically, by plan or physical development, or within which there exists a number of buildings or structures separated geographically but linked by association or history; and

   The primary structure at 854 Locust Avenue clearly contributes to the overall character of the Martha Jefferson Conservation District. The garage structure does not contribute to the character of the district because of the limited visibility of the structure. Thus, demolition of the garage would not have any significant impact to the conservation district.

6. Whether the buildings, structures or areas, when viewed together, possess a distinctive character and quality or historic significance.

   The garage structure, as mentioned previously, cannot be viewed from the public right of way because it is largely obscured by the primary structure at 854 Locust Avenue. Thus, character of the structure is minimal in comparison to the primary structure. In addition, throughout the history of this properties, dependencies have consistently evolved to meet the homeowner. This trend and necessity should be of consideration now, as the purpose

of the dependency is to meet the evolving need of the homeowner. This can easily be accomplished at 854 Locust Avenue with no distraction from the main house or the goals of the conservation district, which focus on what is visible to the neighborhood.

7. The degree to which distinguishing characteristics, qualities, features or materials remain.

   As noted previously, there were no distinguishing characteristics of the garage noted in the conservation overlay district documents. In fact, the guidelines listed two dependencies when there is only one. It is a simple cottage structure, with no distinguishing characteristics, in a style that can be easily replicated. In 2012, the garage/guesthouse interior was fully demolished and the exterior siding, roof, windows and porch columns were all replaced. No original features of the structure remain.

8. Whether, and to what extent, a contributing structure is linked, historically or aesthetically, to other buildings or structures within the conservation district, and whether the proposed demolition would affect adversely or positively the historic or aesthetic character of the district.

   The demolition of this garage and the replacement of it with another secondary structure has no impact to the conservation district. As stated previously, the structure is largely obscured by the mass of the main house, and the main house is the reason this property is significant to the Martha Jefferson Conservation Overlay District.

9. The overall condition and structural integrity of the building or structure, as indicated by studies prepared by a qualified professional engineer and provided by the applicant, or other information provided.

   Given the garage has been adapted and renovated over time, the structural integrity of the building is not in question.

10. Whether, and to what extent, the applicant proposes to preserve portions, features or materials that are significant to the property's historic, architectural or cultural value.

    While the Owners' do not intent to preserve the garage, the new secondary structure in its general location will comply with the Conservation Overlay District Guidelines and will require a COA from the BAR. Thus, the architecture will coordinate and complement the main house as well as the Martha Jefferson Neighborhood.

Aerial Photograph of 854 Locust Avenue:

Note that the garage structure is shown with the orange star, and it is located behind the house and approximately 172 feet from the public right-of-way/sidewalk.

Source: City GIS

Property Photographs:

The primary structure at 854 Locust Avenue is a Victorian home that was constructed in 1903. The garage is not visible in this photograph.

This view is taken from the driveway next to the garage.

This image, taken from the front of the property, demonstrates the limited visibility of the garage, versus the main house. The primary structure is a prominent feature of the neighborhood, but the garage is barely noticeable.

Another view of the garage/guesthouse, taken from behind the primary structure.

Interior photographs showing the full renovation completed in 2012.

Board of Architectural Review (BAR)
Conservation District - Certificate of Appropriateness

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

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.

Please include application fee as follows: New construction project $375; Demolition of a contributing structure $375; Appeal of BAR decision $125; Additions and other projects requiring BAR approval $125; Administrative approval $100. Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Project Name/Description Garage demolition Parcel Number 510092000

Project Address/Location 854 Locust Avenue

Owner Name Alan Taylor Applicant Name Ashley Davies

Applicant Information

Address: 455 2nd Street SE, Suite 201
Charlottesville, VA 22902
Email: ashley@riverbenddev.com
Phone: (W) 434-245-4971 (H) 434-409-9127

Property Owner Information (if not applicant)

Address: 854 Locust Avenue
Charlottesville, VA 22902
Email: alan@riverbenddev.com
Phone: (W) 434-245-4932 (H) 512-426-4728

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

Signature — 6/22/2020 Date

Ashley Davies — 6/22/2020
Print Name — Date

Property Owner Permission (if not applicant)
I have read this application and hereby give my consent to its submission.

Signature — 6/22/2020 Date

Alan Taylor — 6/22/2020
Print Name — Date

Description of Proposed Work (attach separate narrative if necessary): Demolition of garage

List All Attachments (see reverse side for submittal requirements):
Project narrative, Conservation District property description, property photographs and aerial, sketch plan.

For Office Use Only

Received by: _____
Fee paid: _____ Cash/Ck. # _____
Date Received: _____

Approved/Disapproved by: _____
Date: _____
Conditions of approval: _____

Revised April 2017

854 Locust Avenue
Project Request and Narrative
6/25/2020

Pursuant to Sec. 34-340 of the City of Charlottesville Zoning Ordinance, we petition the Board of Architectural Review (BAR) to grant a Certificate of Appropriateness for the demolition of the garage/guesthouse structure at 854 Locust Avenue. Although this dependency is designated as contributing to the Martha Jefferson Conservation Overlay District, it was not described within the document establishing the district (attached), nor is it visible in any detail from Locust Avenue. If the structure had particular significance to the Conservation Overlay District, that significance, either architectural or otherwise, would have been documented in the survey of the property that was created for the BAR guidelines.

The established purpose of the Historic Conservation Overlay Districts is: To identify and preserve buildings, structures and areas with special historical, cultural, architectural and archaeological significance, or with a collective character and quality, which serve as important visible reminders of the heritage of this city, the Commonwealth of Virginia, or this nation.

In establishing the Martha Jefferson Conservation Overlay District, we look to *the architectural character-defining features of the proposed conservation district.* While the primary structure at 854 Locust Avenue is clearly part of the character of the neighborhood, representing a specific timeframe and type of architecture, the secondary structure behind the house, which is the subject of this demolition request, does not contribute to the character of the district. If this property were located on a corner lot or an alley, with the garage visible to the neighborhood, then it would more likely be a character defining feature in the Martha Jefferson neighborhood. However, this is a lot with no visibility into the backyard, thus this logic would not apply.

The Board of Architectural Review must consider the following factors as they apply to this COA request:

1. The age of buildings and structures.
   The City Assessor lists the garage/guesthouse structure as being constructed in 1954. Over the years, there have been a variety of dependencies in the rear yard of the property that have been constructed, demolished and adapted to suit the needs of the homeowners over time.

   Although it is not the subject of this application or review, the Owners' intent is to demolish the existing structure and replace it with another structure that would better coordinate with other planned backyard improvements. This proposal will be forthcoming to the Board of Architectural Review in the near future. Like previous generations, the current owner will be a steward of this property while making minor adaptations in areas that are in the more private areas of the yard, out of public view.

2. Whether the buildings, structures and areas are listed on the Virginia Landmarks Register or the National Register of Historic places, or are eligible to be listed on such registers.

854 Locust Avenue is not listed on either register, nor is it an individually designated property in the City of Charlottesville. While the main house would likely be eligible for listing, the garage likely would not due to the age of the structure and the continual adaptations and modifications of the structure.

3. Whether the buildings, structures or areas are of locally important historic, cultural, architectural or archaeological interest

   The primary structure at 854 Locust Avenue is considered architecturally important to the character of the neighborhood. The garage structure is hidden behind the house, with little to no visibility from the public right-of-way, and is therefore not character defining in the district.

4. Whether the buildings, structures or areas are associated with an historic person or event or with a significant architect or master craftsman, or have special public value because of notable features relating to the cultural or artistic heritage of the Charlottesville community.

   As mentioned previously, the primary structure at 854 Locust Avenue is publicly valuable as an example of Victorian architecture that was constructed in approximately 1903. It is not considered contributing for any other reason, nor is the garage.

5. Whether the buildings, structures or areas are part of a geographically definable area within which there exists a significant concentration or continuity of buildings or structures that are linked by past events or, aesthetically, by plan or physical development, or within which there exists a number of buildings or structures separated geographically but linked by association or history; and

   The primary structure at 854 Locust Avenue clearly contributes to the overall character of the Martha Jefferson Conservation District. The garage structure does not contribute to the character of the district because of the limited visibility of the structure. Thus, demolition of the garage would not have any significant impact to the conservation district.

6. Whether the buildings, structures or areas, when viewed together, possess a distinctive character and quality or historic significance.

   The garage structure, as mentioned previously, cannot be viewed from the public right of way because it is largely obscured by the primary structure at 854 Locust Avenue. Thus, character of the structure is minimal in comparison to the primary structure. In addition, throughout the history of this properties, dependencies have consistently evolved to meet the homeowner. This trend and necessity should be of consideration now, as the purpose of the dependency is to meet the evolving need of the homeowner. This can easily be accomplished at 854 Locust Avenue with no distraction from the main house or the goals of the conservation district, which focus on what is visible to the neighborhood.

7. The degree to which distinguishing characteristics, qualities, features or materials remain.

   As noted previously, there were no distinguishing characteristics of the garage noted in the conservation overlay district documents. In fact, the guidelines listed two dependencies

when there is only one. It is a simple cottage structure, with no distinguishing characteristics, in a style that can be easily replicated.

8. Whether, and to what extent, a contributing structure is linked, historically or aesthetically, to other buildings or structures within the conservation district, and whether the proposed demolition would affect adversely or positively the historic or aesthetic character of the district.

   The demolition of this garage and the replacement of it with another secondary structure has no impact to the conservation district. As stated previously, the structure is largely obscured by the mass of the main house, and the main house is the reason this property is significant to the Martha Jefferson Conservation Overlay District.

9. The overall condition and structural integrity of the building or structure, as indicated by studies prepared by a qualified professional engineer and provided by the applicant, or other information provided.

   Given the garage has been adapted and renovated over time, the structural integrity of the building is not in question.

10. Whether, and to what extent, the applicant proposes to preserve portions, features or materials that are significant to the property's historic, architectural or cultural value.

    While the Owners' do not intent to preserve the garage, the new secondary structure in its general location will comply with the Conservation Overlay District Guidelines and will require a COA from the BAR. Thus, the architecture will coordinate and complement the main house as well as the Martha Jefferson Neighborhood.

Aerial Photograph of 854 Locust Avenue:

Note that the garage structure is shown with the orange star, and it is located behind the house and approximately 172 feet from the public right-of-way/sidewalk.

Source: City GIS

Property Photographs:

The primary structure at 854 Locust Avenue is a Victorian home that was constructed in 1903. The garage is not visible in this photograph.

According to City records, this garage/guesthouse, that is located directly behind the house, was added to the property in 1954. This view is taken from the driveway next to the garage.

This image, taken from the front of the property, demonstrates the limited visibility of the garage, versus the main house. The primary structure is a prominent feature of the neighborhood, but the garage is barely noticeable.

Another view of the garage/guesthouse, taken from behind the primary structure.

June 22, 2020

City of Charlottesville, Virginia

854 LOCUST AVE

Base Information

Parcel Number:	510092000	**Current Owner:**	TAYLOR, ALAN R, JR & KAITLYN B
State Code:	1.0 Residential (Urban)	**Attention:**	No Data
Tax Type:	Taxable	**Owner Address:**	854 LOCUST AVE
Zone:	R-1SC	**Owner City State:**	CHARLOTTESVILLE VA
Acreage:	0.8270	**Owner Zip Code:**	22902
Legal:	LOT A LOCUST GROVE		

Additional Data

Elementary School Zone:	510092000
Voting Precinct:	1.0 Residential (Urban)
Neighborhood:	Taxable

Stormwater Utility Information

Impervious Area:	20
Billing Units:	9,508 sq. ft.
Projected Stormwater Utility Annual Fee:	$288.00

Building Improvements

SqFt Finished Living:	4698	**Fireplace:**	0
Style:	2 Story	**YearBuilt:**	1904
Grade:	A +	**Number Of Stories:**	2.00
Ext. Walls:	Brick Veneer	**Total Rooms:**	10
Roof:	Hip/Metal	**Bedrooms:**	4
Flooring:	Hardwood	**Half Bathrooms:**	1
Bsmt. Type:	Partial Basement	**Full Bathrooms:**	3
Heating:	Forced Air	**Basement Garage:**	0
Fireplace:	0	**Basement SqFt:**	1577
FinishedAttic:	0	**Finished Basement:**	No Data
Unfinished Living:	No Data		

Building Improvements

SqFt Finished Living:	4698	**Fireplace:**	0
Style:	2 Story	**YearBuilt:**	1904
Grade:	A +	**Number Of Stories:**	2.00
Ext. Walls:	Brick Veneer	**Total Rooms:**	10
Roof:	Hip/Metal	**Bedrooms:**	4
Flooring:	Hardwood	**Half Bathrooms:**	1
Bsmt. Type:	Partial Basement	**Full Bathrooms:**	3
Heating:	Forced Air	**Basement Garage:**	0
Fireplace:	0	**Basement SqFt:**	1577
FinishedAttic:	0	**Finished Basement:**	No Data
Unfinished Living:	No Data		

Additions

Type	Description:	Area:	Year Built:
Addition	First Floor	2417	No Data
Addition	Second Floor	2281	No Data
Addition	Basement	1577	No Data
Addition	Open Porch	608	No Data
Addition	Stone Patio	352	No Data

Building Improvements

SqFt Finished Living:	577	**Fireplace:**	0
Style:	1 Story	**YearBuilt:**	1954
Grade:	C	**Number Of Stories:**	1.00
Ext. Walls:	Wood	**Total Rooms:**	3
Roof:	Gable/Shingles	**Bedrooms:**	1
Flooring:	Hardwood	**Half Bathrooms:**	0
Bsmt. Type:	No Basement	**Full Bathrooms:**	1
Heating:	Floor Furnace	**Basement Garage:**	0
Fireplace:	0	**Basement SqFt:**	No Data
FinishedAttic:	0	**Finished Basement:**	No Data
Unfinished Living:	No Data		

Additions

Type	Description:	Area:	Year Built:
Addition	First Floor	577	No Data
Addition	Open Porch	130	No Data

Ownership History

Date of Sale	Sale Price	Owner Name	Book
5/27/2020	$2,400,000.00	TAYLOR, ALAN R, JR & KAITLYN B	2020:1978
12/6/2019	$0.00	HALL, SAFFRON	2019:4363
11/17/2017	$2,100,000.00	EVERGREEN PINES LLC	2017:4398

854 Locust Avenue

TM/P: 51/92 **DHR: 104-5144-0117**

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Other, 1903
August 2007: Set far back from the street on a large lot and shaded by mature trees, this two-story, two-bay, house is named for John S. White, the real estate lawyer in partnership with William F. Long, who built he house in 1903. It has a hipped roof and is constructed of brick laid in common bond and painted. The north bay of the facade projects slightly and has a full pediment filled in with fish scale shingles; a hipped-roof, semi-hexagonal bay is attached to the north elevation; and a two-story, hipped-roof, two-bay addition is attached to the south elevation, set back from the facade and facing the street. A hipped-roof porch with slender Tuscan columns shades the recessed south bay and abuts the north bay of the facade. The south bay features the double glass doorway and a two-light transom. The 2nd floor of the south bay has a pair of narrow one/one-sash windows. The north bay features a single two/two-sash window on the 1st floor and a narrower one/one-sash window on the second. All of the windows have louvered shutters. The fully pedimented gable of the north bay retains the overhanging eave and cornice that characterizes the rest of the building, is filled in with wooden fish scale shingles, and has a small fanlight at its center. The roofs of both the porch and the house itself are covered in asphalt shingles. A modern, wooden ramp leads to the front entrance from the north side of the house. A one-story kitchen wing and a back porch are attached to the rear of the house.

Individual Resource Status: **Single Dwelling** **Contributing** *Total:* 1
Individual Resource Status: **Garage** **Contributing** *Total:* 1
Individual Resource Status: **Secondary Structure** **Contributing** *Total:* 1

From: Scala, Mary Joy
Sent: Wednesday, September 28, 2011 4:23 PM
To: turnerlisle@mac.com
Subject: BAR Action - 854 Locust Ave

Turner and Christine Lisle
4165 Indian Lane
North Garden, VA 22959

RE: **Certificate of Appropriateness Application (Historic Conservation District)**
BAR 11-09-04
854 Locust Avenue
Tax Map 51 Parcel 092
Turner & Christine Lisle, Owner
Demolish/renovate three accessory structures

Dear Applicant,

The above referenced project was discussed before a meeting of the City of Charlottesville Board of Architectural review (BAR) on September 20,2011.

The following action was taken:

The BAR approved (5-0) the application to demolish parts of three accessory structures as submitted.

In accordance with Charlottesville City Code 34-285(b), this decision may be appealed to the City Council in writing within ten working days of the date of the decision. Written appeals, including the grounds for an appeal, the procedure(s) or standard(s) alleged to have been violated or misapplied by the BAR, and/or any additional information, factors or opinions the applicant deems relevant to the application, should be directed to Paige Barfield, Clerk of the City Council, PO Box 911, Charlottesville, VA 22902.

This certificate of appropriateness shall expire in 18 months (March 20, 2013), unless within that time period you have been issued a building permit for demolition. You may request an extension of the certificate of appropriateness *before this approval expires* for one additional year for reasonable cause.

Upon completion of demolition, please contact me for an inspection of the improvements included in this application.

If you have any questions, please contact me at 434-970-3130 or scala@charlottesville.org.

Sincerely yours,

Mary Joy Scala, AICP
Preservation and Design Planner

Mary Joy Scala, AICP
Preservation and Design Planner
City of Charlottesville
Department of Neighborhood Development Services
City Hall - 610 East Market Street
P.O. Box 911
Charlottesville, VA 22902
Ph 434.970.3130 FAX 434.970.3359
scala@charlottesville.org

CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT
September 20, 2011

Certificate of Appropriateness Application (Historic Conservation District)
BAR 11-09-04
854 Locust Avenue
Tax Map 51 Parcel 092
Turner & Christine Lisle, Owner
Demolish/renovate three accessory structures

Background

This 1903 property is located in the Martha Jefferson Historic Conservation District. (Survey form is attached.)

Application

The property owner is requesting approval (A) to demolish a small cinder block addition (ca.1960) on the guest house and restore the wall with horizontal siding to match; (B) to demolish a cinder block garage (ca.1960) attached to the original barn and restore the wall with horizontal siding to match; and (C) to demolish an open air frame shed (ca.1970's) and replant area with grass and shrubbery.

Criteria, Standards and Guidelines

Conservation District Review Criteria Generally

In considering a particular application the BAR shall approve the application unless it finds:
(1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the conservation district design guidelines; and
(2) The proposal is incompatible with the historic, cultural or architectural character of the conservation district in which the property is located.

Conservation District Standards for review of demolitions

Sec. 34-343. Standards for review of demolition, razing or moving of a contributing structure.
The following factors shall be considered in determining whether or not to permit the demolition, razing or moving, in whole or in part, of a contributing structure:
(1) The historic, architectural or cultural significance, if any, of the specific building or structure, including, without limitation:

(i) The age of the building or structure;
(ii) Whether it has been listed on the National Register of Historic Places, or listed on the Virginia Landmarks Register;
(iii) Whether, and to what extent, the building or structure is associated with an historic person, architect or master craftsman, or with an historic event;
(iv) Whether the building or structure, or any of its features, represent an infrequent or the first or last remaining example within the city of a particular architectural style or feature;
(v) The degree to which distinguishing characteristics, qualities, features or materials remain;

(2) Whether, and to what extent, a contributing structure is linked, historically or aesthetically, to other buildings or structures within the conservation district, and whether the proposed demolition would affect adversely or positively the historic or aesthetic character of the district;
(3) The overall condition and structural integrity of the building or structure, as indicated by studies prepared by a qualified professional engineer and provided by the applicant (studies may be waived by the director if the building is the applicant's primary residence), or other information provided to the BAR;
(4) Whether, and to what extent, the applicant proposes to preserve portions, features or materials that are significant to the property's historic, architectural or cultural value; and
(5) Any applicable provisions of the city's conservation district design guidelines.
The following features and factors shall be considered in determining the appropriateness of proposed new construction and additions to buildings or structures:
(1) Whether the form, height, scale, mass and placement of the proposed construction are visually and architecturally compatible with the site and the applicable conservation district;
(2) The harmony of the proposed changes in terms of overall proportion and the size and placement of entrances and windows;
(3) The impact of the proposed change on the essential architectural form and integrity of the existing building;
(4) The effect, with respect to architectural considerations, of the proposed change on the conservation district neighborhood;
(5) Any applicable provisions of the city's conservation district design guidelines.

Conservation District Guidelines
NEW CONSTRUCTION AND ADDITIONS
Building Location – setback and orientation
1. Align a new building close to the average building setback line on the same street, if established, or consistent with the surrounding area.
2. Maintain existing consistency in spacing between buildings on the same street.
3. The front elevation should be respectful of the neighborhood characteristics and features of adjacent buildings.
Building Scale – height and massing
1. Keep the footprint, and massing of new buildings consistent with the neighborhood characteristics and compatible with the character of buildings on the same street.
2. Keep the height and width of new buildings within 200% of the prevailing height and width in the surrounding neighborhood.
3. An addition should not visually overpower the existing building.
4. Multi-lot buildings (commercial or multi-family) should be designed and articulated to be compatible with the scale of the majority of adjacent buildings on the same street or block.
Building Form – roofs and porches
1. Roof forms should be respectful of contributing buildings on the same street or surrounding area.
2. If many of the contributing buildings on the same street have porches, then including a porch or similar form in the design of a new residence is strongly recommended.
Building Openings - doors and windows
1. A single entrance door (or both doors, if a two-family dwelling, or main entrance if a multifamily dwelling) facing the street is recommended.
2. Window and door patterns and the ratio of solids (wall area) to voids (window and door area) of new buildings should be compatible with contributing buildings in the surrounding area.
3. Windows should be simple shapes compatible with those on contributing buildings, and should be oriented vertically (taller than they are wide).
Building Materials and Textures
1. The selection of materials and textures for a new building should relate architecturally to the Charlottesville locality, and should be compatible with and complementary to neighboring buildings.

2. Sustainable materials are preferred, including brick, wood, stucco, and cementitious siding and trim, and standing seam metal roofs. Clear glass windows are preferred.

Building Colors

1. The selection and use of colors for a new building should be coordinated and compatible with adjacent buildings, not intrusive.

2. More lively color schemes may be appropriate in certain sub-areas dependent on the context of the sub-areas and the design of the building.

Site

1. Fences or walls in front yards (including fences in the side yards between the street and the front of the house) should not exceed three and one-half feet in height.

DEMOLITIONS

The following factors shall be considered in determining whether or not to permit the demolition, partial demolition, encapsulation, or moving of a contributing structure:

1. The age of the structure or building;

2. Whether it has been listed on the National Register of Historic Places, or the Virginia Landmarks Register;

3. Whether, and to what extent, the building or structure is associated with an historic person, architect or master craftsman, or with an historic event;

4. Whether the building or structure, or any of its features, represent an infrequent or the first or last remaining example within the city of a particular architectural style or feature;

5. The degree to which distinguishing characteristics, qualities, features or materials remain;

6. Whether, and to what extent, a contributing structure is linked, historically or aesthetically, to other buildings or structures within the conservation district; and whether the proposed demolition would affect adversely or positively the character of the district.

7. The overall condition and structural integrity of the building or structure, as indicated by a study prepared by a qualified professional engineer and provided by the applicant (may be waived if primary residence of applicant); or other information provided to the board.

8. Whether, and to what extent, the applicant proposes to preserve portions, features or materials that are significant to the property's historic, architectural or cultural value.

9. The public necessity of the proposed demolition and the public purpose or interest in buildings to be protected.

Discussion and Recommendations

Staff recommends approval.

Suggested Motions

Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and Additions and Demolitions in Conservation Districts, I move to find that the proposed demolitions and restorations satisfy the BAR's criteria and are compatible with this property and other properties in this district, and that the BAR approves the application as submitted.

Board of Architectural Review (BAR)
Conservation District - Certificate of Appropriateness

Please Return To: City of Charlottesville
Department of Neighborhood Development Services
P.O. Box 911, City Hall
Charlottesville, Virginia 22902
Telephone (434) 970-3130 Fax (434) 970-3359

RECEIVED
AUG 30 2011
NEIGHBORHOOD DEVELOPMENT SERVICES

Please submit ten (10) copies of application form and all attachments.
For a new construction project, please include $350 application fee. For all other projects requiring BAR approval, please include $100 application fee. For both types of projects, the applicant must pay $1.00 per required mail notice to property owners. The applicant will receive an invoice for these notices, and project approval is not final until the invoice has been paid. For projects that require only administrative approval, please include $100 administrative fee. Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 4 p.m.

Project Name/Description 854 Locust renovation/demolition Parcel Number 92

Address/Location 854 Locust Ave, Charlottesville, VA 22902

Owner Name Turner & Christine Lisle Applicant Name Turner C. Lisle

Applicant Information
Address: 4165 Indian Lane, North Garden, VA 22959
Email: turnerlisle@mac.com
Phone: (W) 825-1193 (H) 825-1193
FAX:

Property Owner Information (if not applicant)
Address: N/A
Email:
Phone: (W) (H)
FAX:

Do you intend to apply for Federal or State Tax Credits for this project? No

Signature of Applicant
I hereby attest that the information I have provided is, to the best of my knowledge, correct. (Signature also denotes commitment to pay invoice for required mail notices.)

TCB 8/22/2011
Signature Date

Property Owner Permission (if not applicant)
I have read this application and hereby give my consent to its submission.

Signature Date

Description of Proposed Work (attach separate narrative if necessary): See attached narrative.

Attachments (see reverse side for submittal requirements): See attachments A), B) and C)

For Office Use Only
Received by: L. Barnes
Fee paid: $100.00 Cash/Ck. # 1953
Date Received: 8/30/2011
P11-0148

Approved/Disapproved by:
Date:
Conditions of approval:

Project Name: 854 Locust Renovation/Demolition

Parcel Number: 92

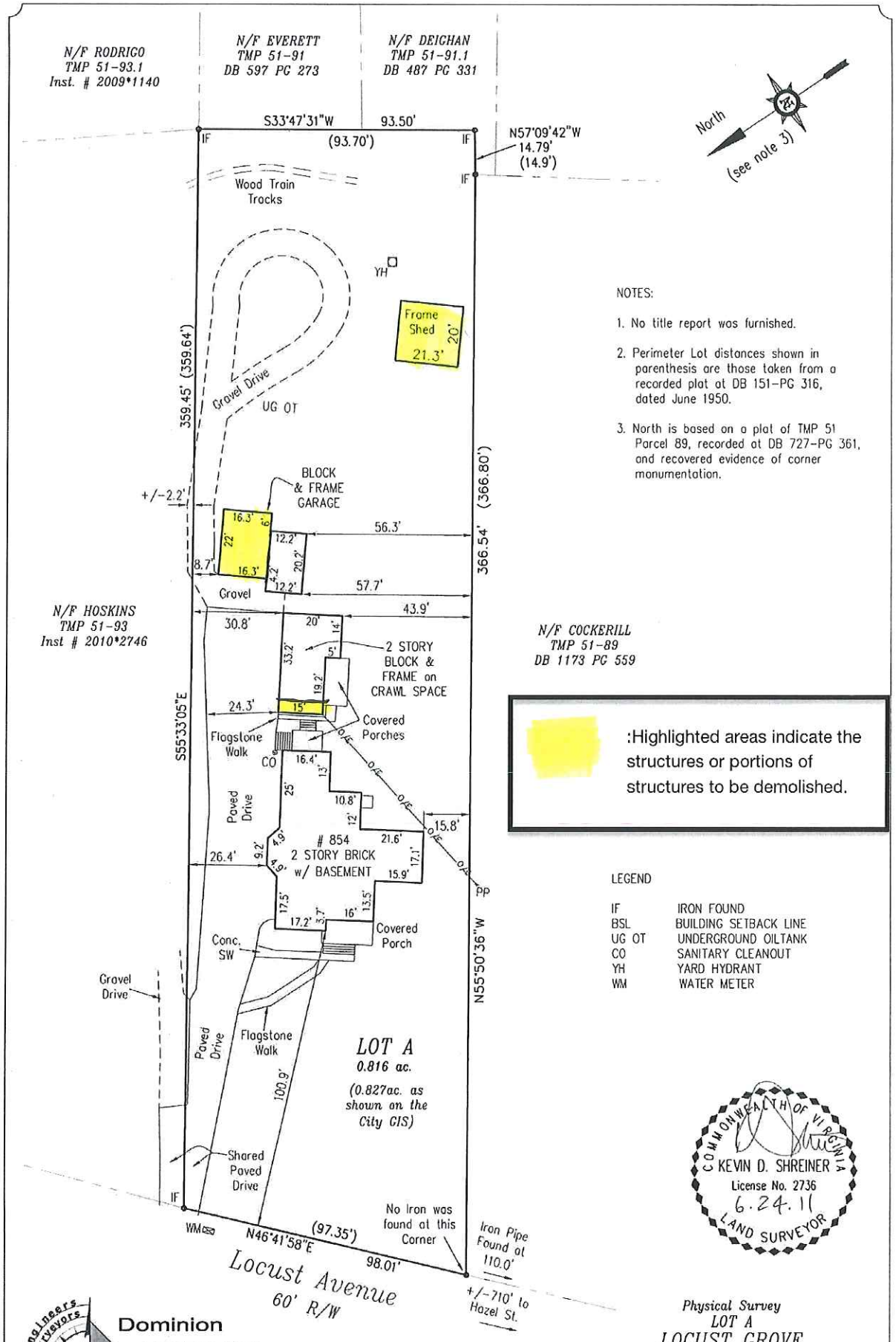
Owner Name: Turner & Christine Lisle

Description of the proposed work:

1. Demolition of the Northwest cinder block guesthouse addition (ca. 1960) in order to widen the walkway between the guesthouse and the rear of the main house. This would restore the front facing façade (partially visible from the street) of the guesthouse to its original design and construction and provide additional space between the guesthouse and rear of the main house. The new front facing façade would match the existing horizontal siding that is found on the guesthouse currently. (See attached photos labeled "A")

2. Demolition of the cinder block garage (ca. 1960) on the Northern side of the original barn and restoration of the northern most facing wall of the barn to match the existing horizontal siding found on the barn. (See attached photos labeled "B").

3. Demolition of the open air frame shed (ca. 1970's) at the Southeastern end of the property. The space occupying the shed currently would be replanted with shrubbery and grass to match the existing form and function of the backyard. (See attached photos labeled "C").



NOTES:

1. No title report was furnished.
2. Perimeter Lot distances shown in parenthesis are those taken from a recorded plat at DB 151-PG 316, dated June 1950.
3. North is based on a plat of TMP 51 Parcel 89, recorded at DB 727-PG 361, and recovered evidence of corner monumentation.

:Highlighted areas indicate the structures or portions of structures to be demolished.

LEGEND

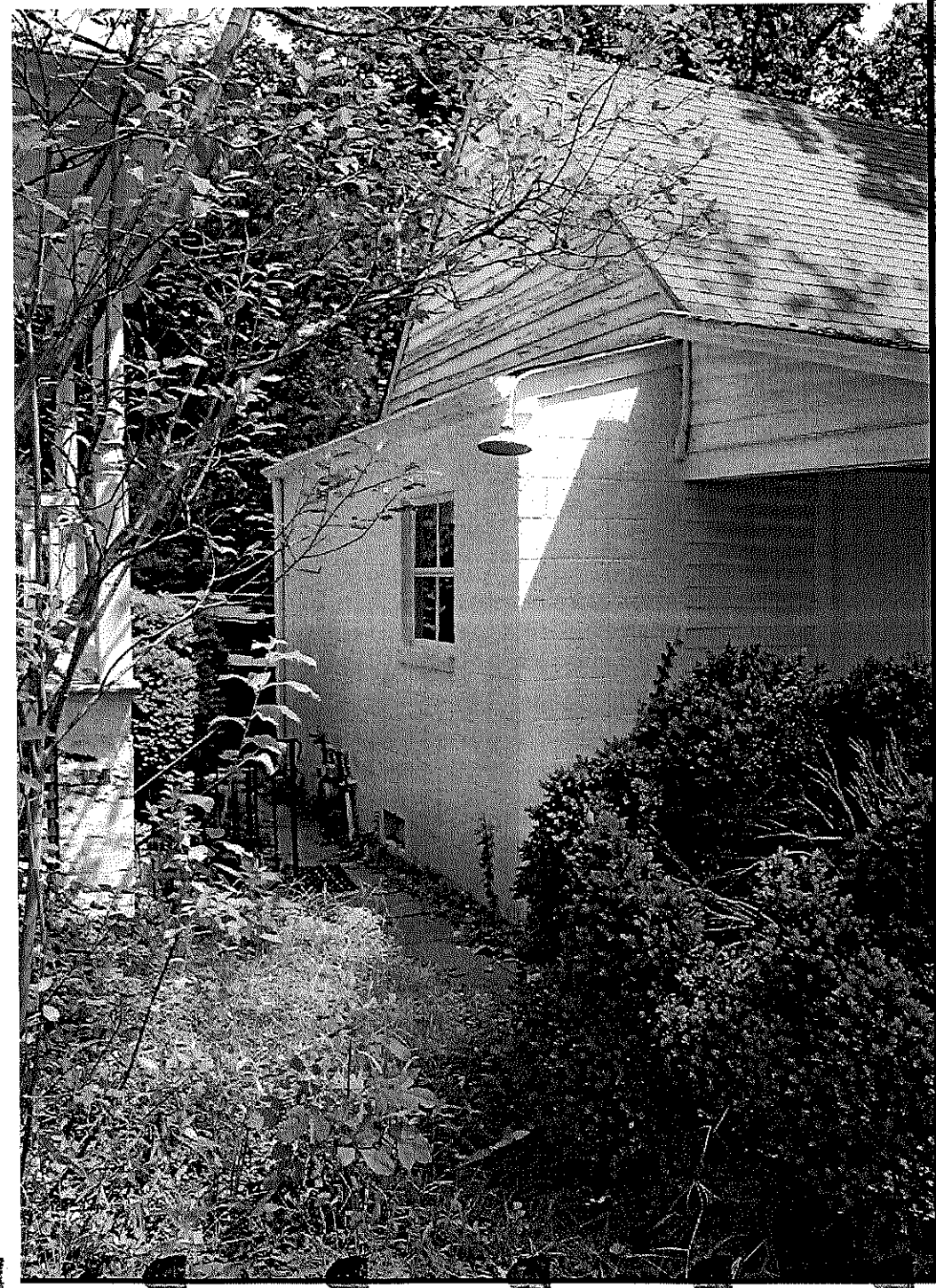
IF	IRON FOUND
BSL	BUILDING SETBACK LINE
UG OT	UNDERGROUND OILTANK
CO	SANITARY CLEANOUT
YH	YARD HYDRANT
WM	WATER METER

COMMONWEALTH OF VIRGINIA
KEVIN D. SHREINER
License No. 2736
6.24.11
LAND SURVEYOR

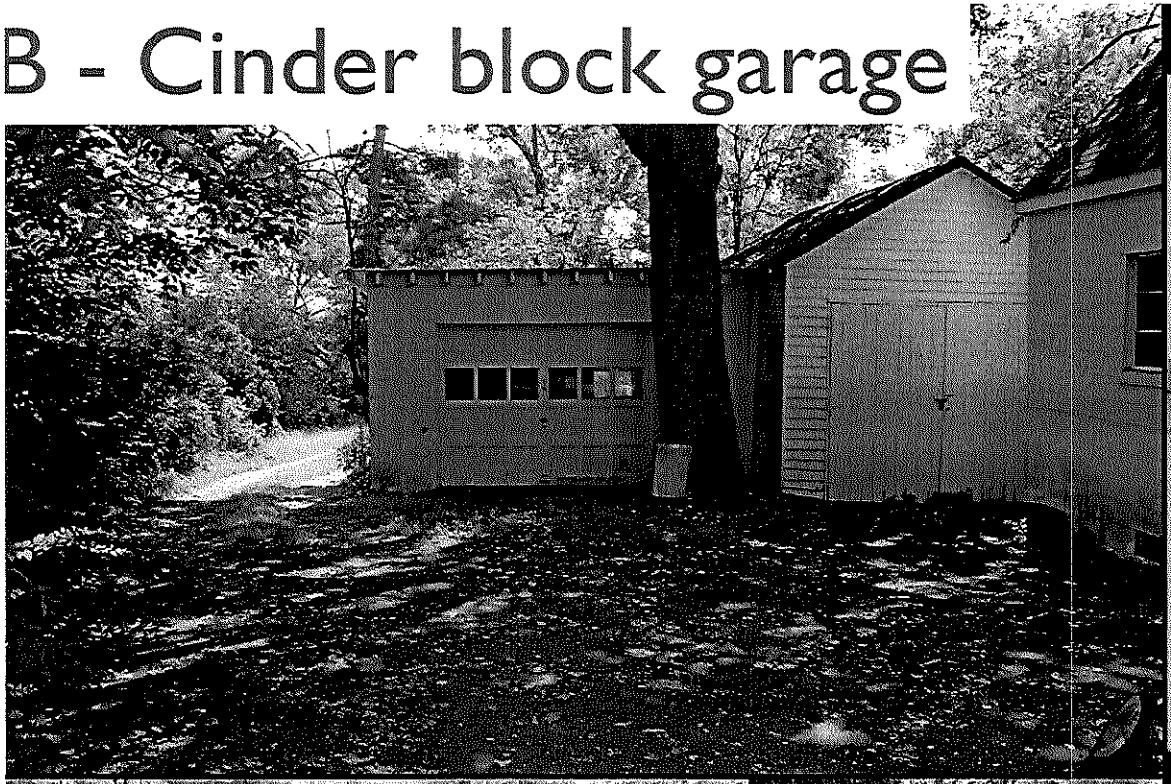
Dominion Engineering
172 South Pantops Drive
Charlottesville, VA 22911
434.979.8121 (p)
434.979.1681 (f)
Dominioneng.com

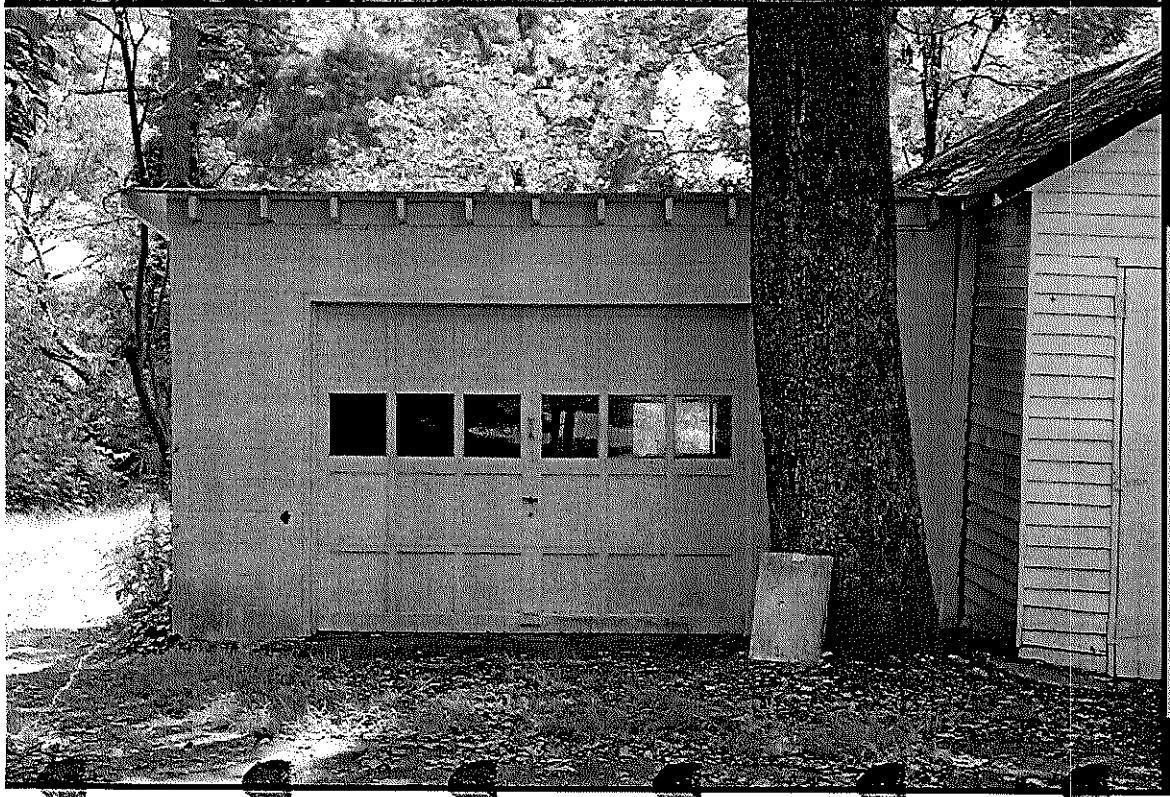
Physical Survey
LOT A
LOCUST GROVE
TMP 51-92
DB 798-PG 102
City of Charlottesville, Virginia
Scale: 1"=30' Sheet: 1 of 1
FILE: 510092-PS.dwg Date: June 24, 2011

A - Guest house addition

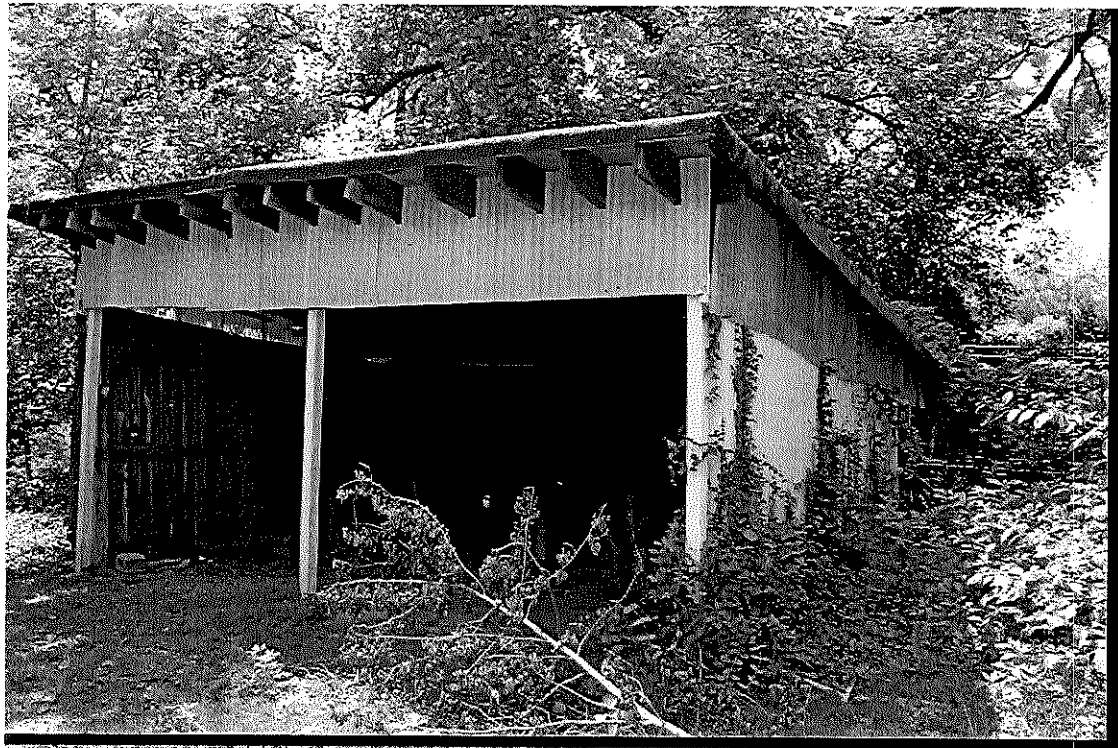


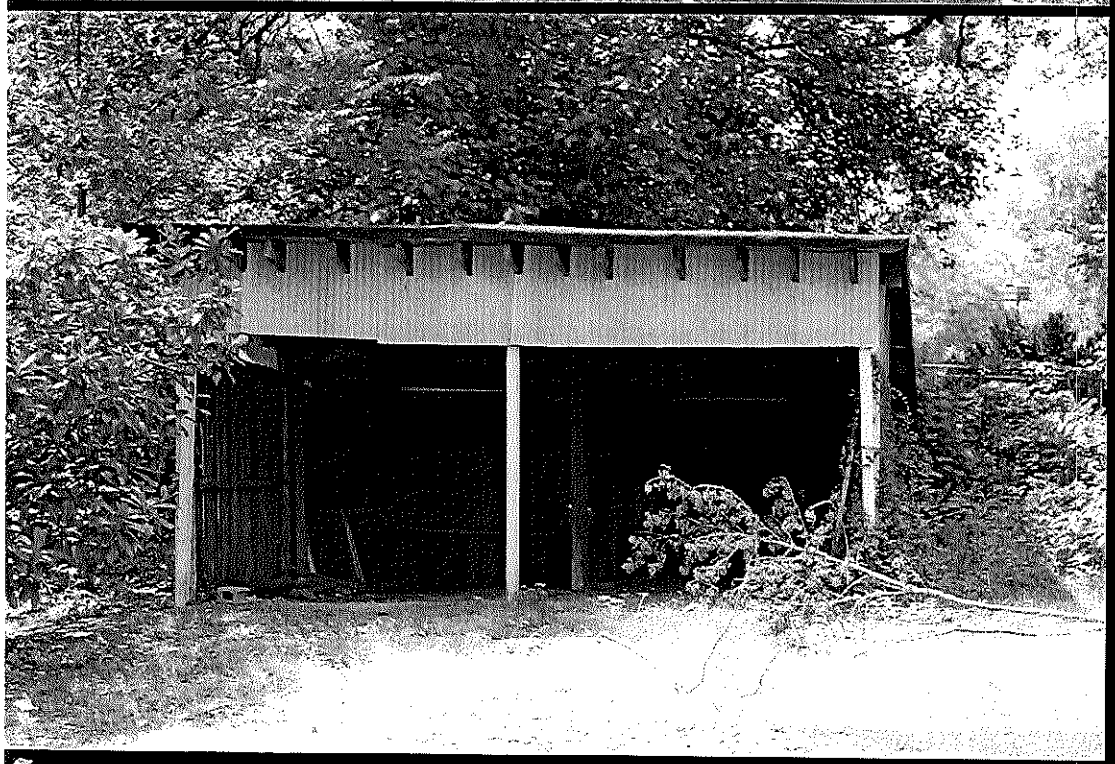
B - Cinder block garage





C - Frame shed





Scala, Mary Joy

From: Matthew McClellan <mbmcc@me.com>
Sent: Wednesday, April 03, 2013 2:51 PM
To: Scala, Mary Joy
Subject: Re: 854 Locust Ave.

Fri 2pm

Thanks for replying do quickly. how does 2pm friday work for you? thanks for including all the rules.

Matt

On Apr 3, 2013, at 1:39 PM, "Scala, Mary Joy" <scala@charlottesville.org> wrote:

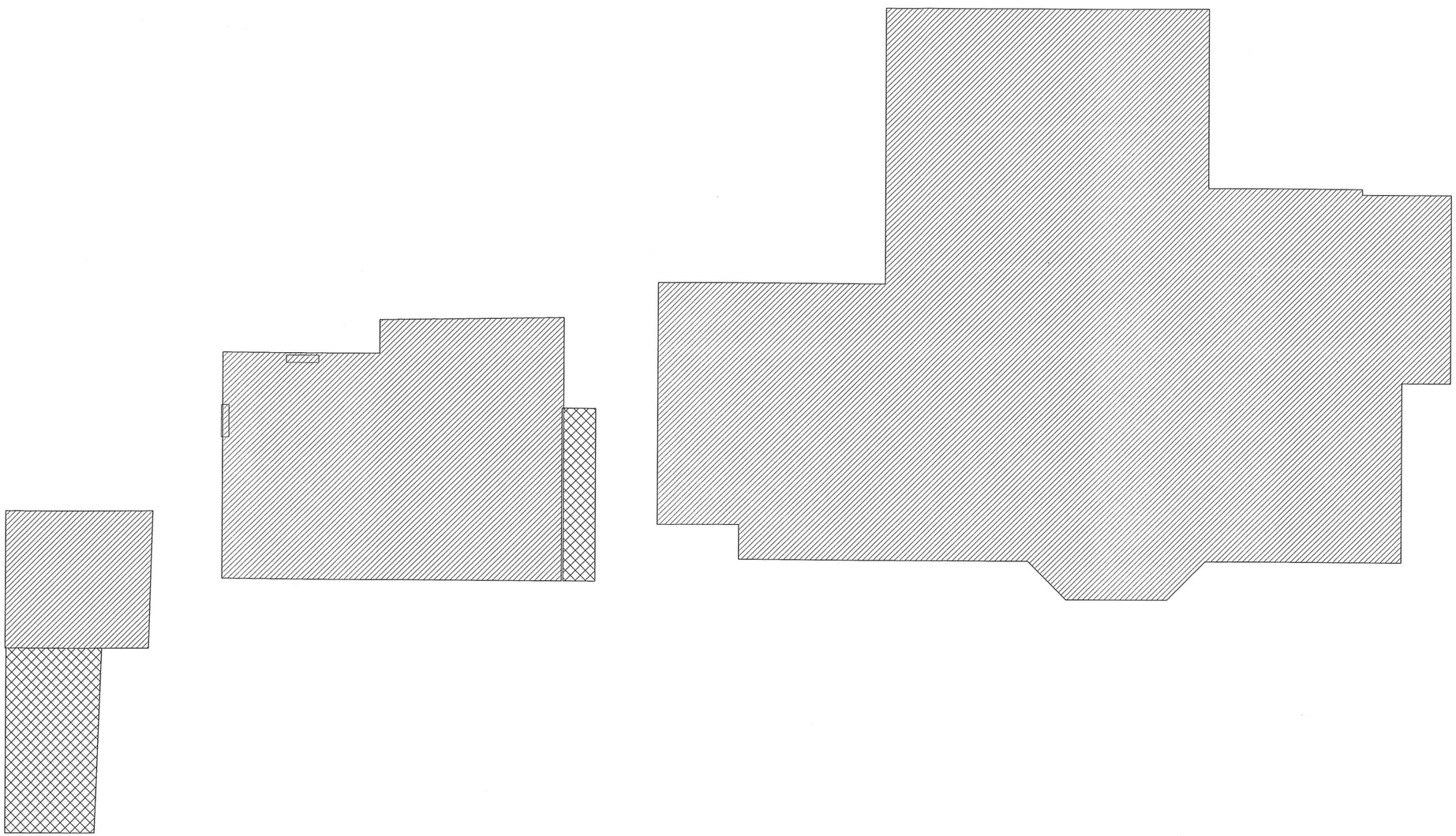
> I would be happy to meet with you. The following are the rules on what requires review. If in doubt, submit enough info to me to make a determination.
> For a rear addition on a non-corner lot, if the addition does not exceed the height or width of the existing building then you don't need review.
> Suggest a time to meet. Thu and Fri are fairly open.
>
>
>
> Sec. 34-340. - Actions requiring certificate of appropriateness; exemptions; penalties.
>
> (a)
> Within a conservation district no building, structure or addition shall be constructed, and no contributing structure should be demolished, razed, or moved, in whole or in part, unless and until an application for a certificate of appropriateness (COA) has been approved by the board of architectural review (BAR), or by city council on appeal.
>
> (b)
> All proposed new construction requires approval of a COA by the BAR.
>
> (c)
> The following proposed additions to existing buildings or structures require approval of a COA:
>
> (1)
> Additions located on a corner lot.
>
> (2)
> Additions located wholly or partially to the side or front of an existing building.
>
> (3)
> Additions that are equal to or greater than fifty (50) percent of the total gross floor area of the existing building.
>
> (4)
> Additions located to the rear that exceed the height or width of the existing building or structure.
>
> (d)
> The proposed demolition, razing or moving of any building or structure requires approval of a COA only when:
>
> (1)
> The building is a contributing structure; and,
>
> (2)
> The proposed demolition is located in whole or in part to the front or
> side of the contributing structure, or
>
> (3)
> The proposed demolition is equal to or greater than thirty-three (33) percent of the total gross floor area of the existing building.

>
> However, the removal or replacement of windows or doors shall not constitute a demolition under this conservation district ordinance.
>
> (e)
> The following shall be exempt from the requirement of a certificate of appropriateness:
>
> (1)
> Interior features, details, alterations and improvements;
>
> (2)
> Ordinary maintenance or repair of exterior elements or features;
>
> (3)
> Construction, reconstruction or other improvements to a building or
> structure made pursuant to an order of correction issued by the city's
> building code official, upon a determination by the city's building
> code official that a building or structure is an "unsafe structure,"
> as that term is defined by the state's building code and regulations.
> In the event any such order or determination is issued with respect to
> a building or structure subject to BAR review pursuant to this
> division, the director of neighborhood development services shall
> notify the BAR of any alterations or repairs ordered by the building
> code official; and
>
> (4)
> The demolition, razing or removing, in whole or in part, of any contributing structure allowed pursuant to an order of the city's building code official, upon a determination by the city's building code official that a building or structure is in such dangerous, hazardous or unsafe condition that it could reasonably be expected to cause death or serious injury before review under the provisions of this division. Upon such a determination, the building code official shall deliver a copy of the order to the director of neighborhood development services and to the chairperson of the BAR.
>
> (f)
> Failure to obtain a COA as required by this section for the demolition, razing or moving of any contributing structure shall be subject to the civil penalty described within section 34-86(b) (i.e., not to exceed twice the fair market value of the building or structure).
>
>
> Mary Joy Scala, AICP
> Preservation and Design Planner
> City of Charlottesville
> Department of Neighborhood Development Services City Hall - 610 East
> Market Street P.O. Box 911 Charlottesville, VA 22902 Ph 434.970.3130
> FAX 434.970.3359 scala@charlottesville.org -----Original Message-----
> From: Matthew McClellan [mailto:mbmcc@me.com]
> Sent: Wednesday, April 03, 2013 12:10 PM
> To: Scala, Mary Joy
> Subject: 854 Locust Ave.
>
> Mary Joy,
>
> I am helping some friends out on some renovation designs for their existing guest house on Locust Ave. They are mainly focused on interior improvements, but are looking at adding a shed dormer to the rear-facing roof. One half of the structure is historic and the other half was added more recently. I wanted to see if you had a little time to meet with me to inform me about any restriction/limitations to improvements to the structure and also educate me on what the city requires for approval of any new work.
>
> Thanks so much,
>
> Matt McClellan
> 434.227.1711

Matthew McClellan
mbmcc@me.com

854 Locust Ave

Determination made that these additions do not require approval.
April 2013



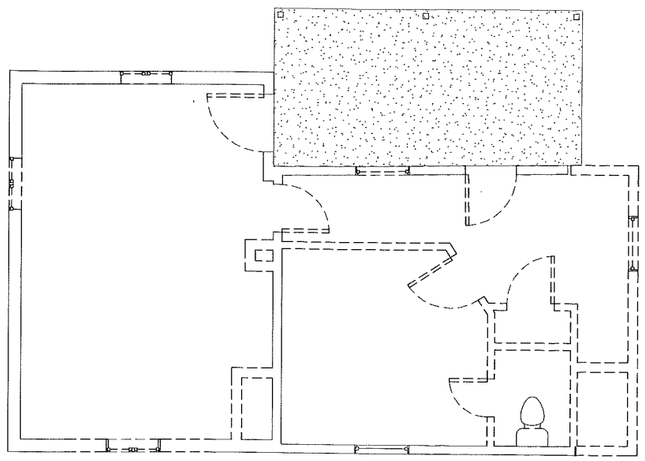
LISLE RESIDENCE
GUESTHOUSE AND GARAGE RENOVATION
854 LOCUST AVE, CHARLOTTESVILLE, VA

#	Revision	Date

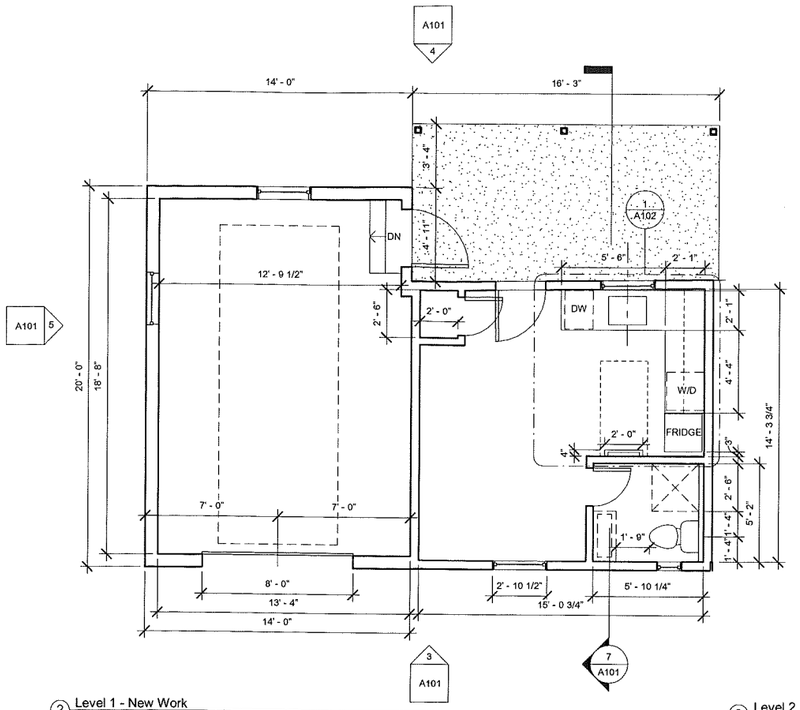
Date Issued: Issue Date

Project #: Project Number

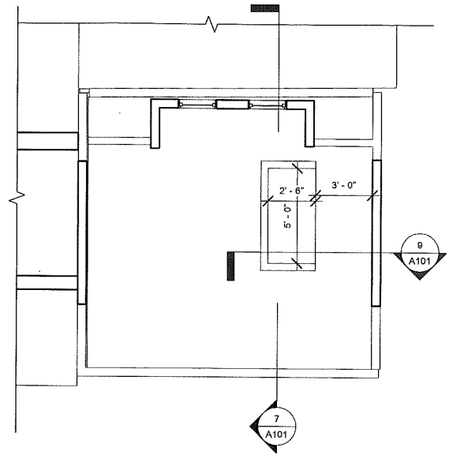
Title:
Site Plan



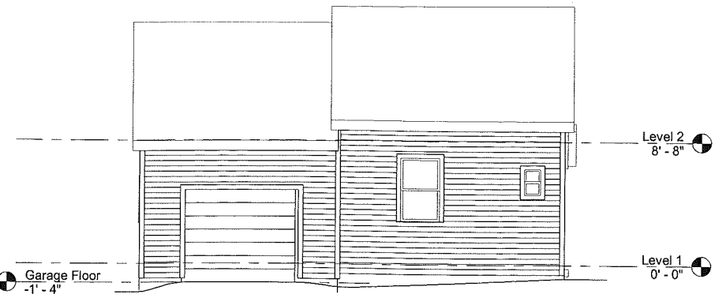
1 Level 1 - Demo
1/4" = 1'-0"



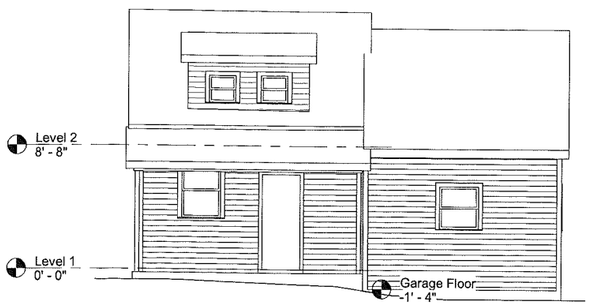
2 Level 1 - New Work
1/4" = 1'-0"



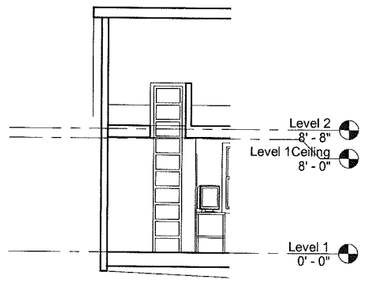
8 Level 2
1/4" = 1'-0"



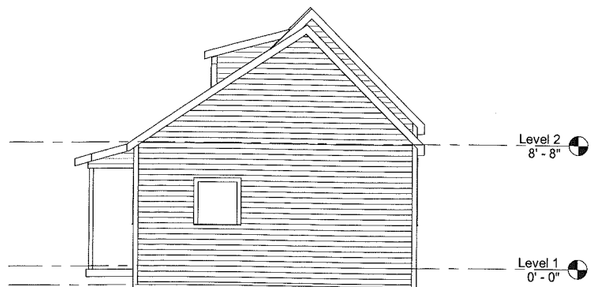
3 North
3/16" = 1'-0"

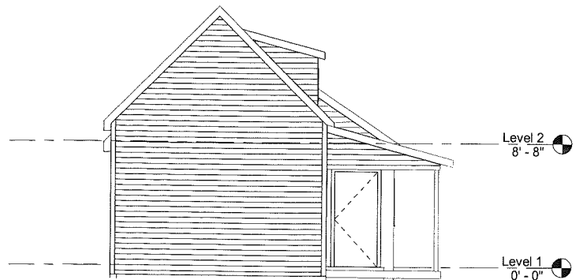


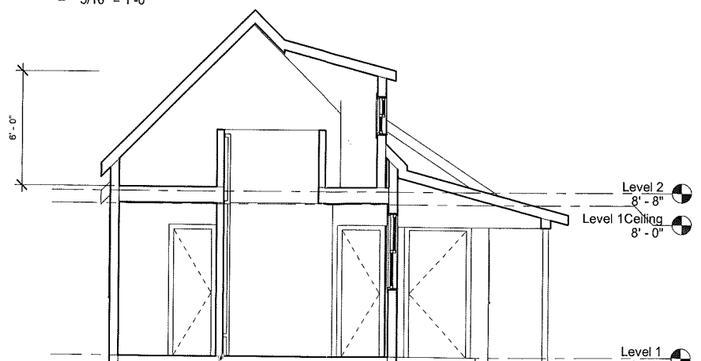
4 South
3/16" = 1'-0"



9 Section 5
3/16" = 1'-0"







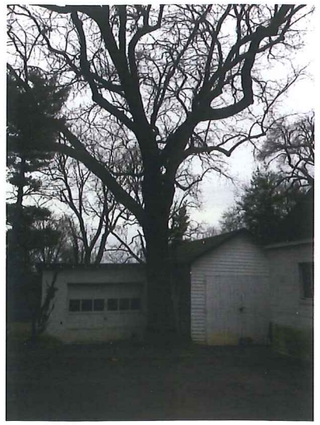
LISLE RESIDENCE
GUESTHOUSE AND GARAGE RENOVATION
854 LOCUST AVE, CHARLOTTESVILLE, VA

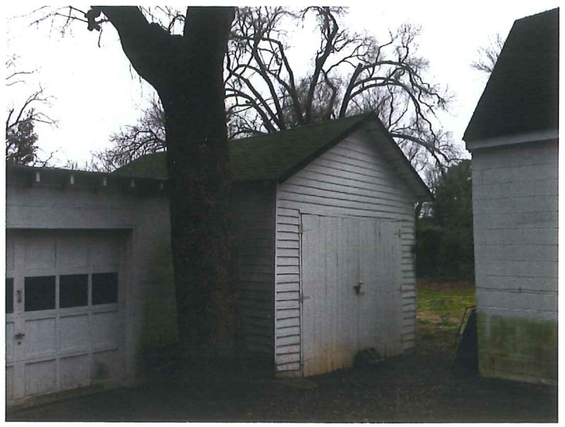
#	Revision	Date

Date Issued: Issue Date

Project #: Project Number

Title:
Plans, Elevations, & Sections





LISLE RESIDENCE

GUESTHOUSE AND GARAGE RENOVATION

854 LOCUST AVE, CHARLOTTESVILLE, VA

#	Revision	Date

Date Issued: Issue Date

Project #: Project Number

Title:

Photos - Existing Conditions

CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org

AFFIDAVIT OF MAILING

To File: 854 Locust Avenue (BAR 11-09-04).

I, Ruth Emerick, being first duly sworn, hereby certify that I mailed the attached letter, by first class United States Mail, to the addresses shown on this affidavit on September 8, 2011.

Signed: _____

Ruth Emerick

ADDRESSES

See Attachments

STATE OF VIRGINIA
CITY OF CHARLOTTESVILLE, to-wit:

The foregoing instrument was acknowledged before me this 8th day of September 2011, by Ruth Emerick.

My Commission Expires: December 31, 2011.

Patricia R. Carrington
Notary Public

PATRICIA R. CARRINGTON
NOTARY ID # 7098914
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES DECEMBER 31, 2011

CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org

September 8, 2011

Dear Sir or Madam:

This letter is to notify you that the following application has been submitted for review by the City of Charlottesville Board of Architectural Review on property that is either abutting or immediately across a street from your property, or that has frontage on the same city street block.

Certificate of Appropriateness Application (Historic Conservation District)
BAR 11-09-04
854 Locust Avenue
Tax Map 51 Parcel 092
Turner & Christine Lisle, Owner
Demolish/renovate three accessory structures

The Board of Architectural Review (BAR) will consider this application at a meeting to be held on **Tuesday, September 20, 2011, starting at 5:30 pm in the City Council Chambers, City Hall**. Enter City Hall from the Main Street pedestrian mall entrance.

An agenda with approximate times will be available on the BAR's home page accessible through http://www.charlottesville.org If you need more information, please do not hesitate to contact me at 434-970-3130 or scala@charlottesville.org.

Sincerely yours,

Mary Joy Scala, AICP
Preservation and Design Planner

COCKERILL, JASON & CLAUDIA CAMPO
850 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

DEIGHAN, MICHAEL & MARY N
831 ST CLAIR AVENUE
CHARLOTTESVILLE VA
22901

EVANS, VIRGINIA H
872 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

EVERETT, CLAUDE E & BETTY H
2411 KERRY LANE
CHARLOTTESVILLE VA
22901

GARRISON, CATHERINE E
P O BOX 4676
CHARLOTTESVILLE VA
22905

GARTH, CATHERINE R
2100 BENTIVAR DR
CHARLOTTESVILLE VA
22911

GEIGER, PHILIP N JR & VICTORIA E
851 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

HAMLETT, MYRTLE, LIFE ESTATE
P O BOX 1567
APACHE TRAIL AZ
85217

HILDEBRAND, ROBERTA W
834 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

HOSKINS, ELVIRA TATE
537 2ND ST NE
CHARLOTTESVILLE VA
22902

KUTTNER, OLIVER C & KIMBERLY M
824 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

LISLE, TURNER C & CHRISTINE M
854 LOCUST AVE
CHARLOTTESVILLE VA
22902

ODELL, BRUCE J & MARY E
878 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

PERRY, LINCOLN & CHARLOTTE BEATTIE
874 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

REYNOLDS, PAUL F & CRAIG W
857 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

RODRIGO-KELLEY, CARROLL T
837 ST CLAIR AVENUE
CHARLOTTESVILLE VA
22902

SCOURAS, GEORGE & JOHANNA V
876 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

SMITH, DOWNING III & GAIL VONDOHLEN TR
810 LOCUST AVENUE
CHARLOTTESVILLE VA
22902

Preliminary Discussion
128 Chancellor Street

Application components (linked):

- Staff Comments
- Historic Survey
- Application

City of Charlottesville
Board of Architectural Review
Staff Memo
August 18, 2020

Preliminary Discussion on Requested Certificate of Appropriateness
Center for Christian Study
128 Chancellor Street / Tax Map Parcel 090105000
Owner: University Christian Ministries
Applicant: Tom Keogh, Train Architects
Addition

Background
Year Built: c1926
District: The Corner ADC
Status: Contributing

Rectangular form, three-bay frame shingled swelling with Craftsman and Colonial Revival stylistic elements. Constructed as a dwelling, the house was occupied until 1969 when it transitions to other uses. Since the 1980s it is served as the Center for Christian Study. (Historic survey attached.)

Prior BAR Reviews
None

Application
- Submittal: William Sherman Architect, and Train Architects drawings *Center for Christian Study Expansion Study*, dated July 2020: Cover, sheets 1 through 15.

CoA request for a proposed three-story addition of approximately 10,500 square feet (3,500 SF per floor) at the rear of the existing structure. **However**, due to the estimated cost of the project, City Code section Sec. 34-282(c)(4) requires that prior to any formal BAR action, the project must be first presented to the BAR during a pre-application conference [or preliminary discussion].

Discussion

This is a preliminary discussion, no BAR action is required; however, by consensus, the BAR may express an opinion about the project as presented. (For example, the BAR might express consensus support for elements of the project, such as its scale and massing.) Such comments will not constitute a formal motion and the result will have no legal bearing, nor will it represent an incremental decision on the required CoA.

There are two key objectives of a preliminary discussion: Introduce the project to the BAR; and allow the applicant and the BAR to establish what is necessary for a successful final submittal. That is, a final submittal that is complete and provides the information necessary for the BAR to evaluate the project using the ADC District Design Guidelines and related review criteria.

In response to any questions from the applicant and/or for any recommendations to the applicant, the BAR should rely on the germane sections of the ADC District Design Guidelines and related review criteria. While elements of other chapters may be relevant, staff recommends that the BAR refer to the criteria in Chapter II--*Site Design and Elements* and Chapter III--*New Construction and Additions*. Of particular assistance, as a checklist for the preliminary discussion, are the criteria for Additions in Chapter III:

1) Function and Size
2) Location
3) Design
4) Replication of Style
5) Materials and Features
6) Attachment to Existing Building

Suggested Motions

For a preliminary discussion, the BAR cannot take action on a formal motion.

Criteria, Standards, and Guidelines

Relevant Code provision for Preliminary Discussion

Sec. 34-282. - Application procedures.

(c) A pre-application conference with the entire BAR is mandatory for the following activities proposed within a major design control district:

(4) Development having a projected construction cost of three hundred fifty thousand dollars ($350,000.00) or more;

Review Criteria Generally

Sec. 34-284(b) of the City Code states that, in considering a particular application the BAR shall approve the application unless it finds:

(1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec.34-288(6); and
(2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.

Pertinent Standards for Review of Construction and Alterations include:

(1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;
(2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;
(3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;
(4) The effect of the proposed change on the historic district neighborhood;
(5) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;
(6) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;
(7) Any applicable provisions of the City's Design Guidelines.

Pertinent ADC District Design Guidelines

Chapter II – *Site Design and Elements*

Chapter III – *New Construction and Additions*

Checklist from section P. Additions

Many of the smaller commercial and other business buildings may be enlarged as development pressure increases in downtown Charlottesville and along West Main Street. These existing structures may be increased in size by constructing new additions on the rear or side or in some cases by carefully adding on extra levels above the current roof. The design of new additions on all elevations that are prominently visible should follow the guidelines for new construction as described earlier in this section. Several other considerations that are specific to new additions in the historic districts are listed below:

1) Function and Size
    a. Attempt to accommodate needed functions within the existing structure without building an addition.
    b. Limit the size of the addition so that it does not visually overpower the existing building.
2) Location
    a. Attempt to locate the addition on rear or side elevations that are not visible from the street.
    b. If additional floors are constructed on top of a building, set the addition back from the main façade so that its visual impact is minimized.
    c. If the addition is located on a primary elevation facing the street or if a rear addition faces a street, parking area, or an important pedestrian route, the façade of the addition should be treated under the new construction guidelines.
3) Design
    a. New additions should not destroy historic materials that characterize the property.
    b. The new work should be differentiated from the old and should be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

4) Replication of Style
    a. A new addition should not be an exact copy of the design of the existing historic building. The design of new additions can be compatible with and respectful of existing buildings without being a mimicry of their original design.
    b. If the new addition appears to be part of the existing building, the integrity of the original historic design is compromised and the viewer is confused over what is historic and what is new.
5) Materials and Features
    a. Use materials, windows, doors, architectural detailing, roofs, and colors that are compatible with historic buildings in the district.
6) Attachment to Existing Building
    a. Wherever possible, new additions or alterations to existing buildings should be done in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the buildings would be unimpaired.
    b. The new design should not use the same wall plane, roof line, or cornice line of the existing structure.

VIRGINIA HISTORIC LANDMARKS COMMISSION
HISTORIC DISTRICT SURVEY FORM

File No. 104-130-3/
Negative no(s). 7297

Street address 128 Chancellor St.
Town/City Charlottesville

Historic name | Common name

Material
- ☑ wood frame (siding: ☐ weatherboard, ☑ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☐ brick (bond: ☐ Flemish, ☐ stretcher, ☐ ____-course American, ☐ _____)
- ☐ stone (☐ random rubble, ☐ random ashlar, ☐ coursed ashlar, ☐ _____)
- ☐ log (siding: ☐ weatherboard, ☐ shingle, ☐ aluminum, ☐ bricktex, ☐ _____)
- ☐ stucco
- ☐ concrete block
- ☐ enameled steel
- ☐ other: _____
- ☐ cast iron
- ☐ terra cotta
- ☐ glass and metal

Number of Stories
☐ 1 ☑ 2½
☐ 1½ ☐ 3
☐ 2 ☐ ____

Roof Type
☐ shed ☐ mansard
☐ gable ☐ gambrel
☐ pediment ☐ parapet
☑ hipped ☐ flat
☐ other: _____

Roof Material
☐ slate ☐ tile
☐ wood shingle ☐ pressed tin
☑ composition ☐ not visible
☐ standing seam metal
☐ other _____

Dormers
☐ 0 ☐ 3 ☐ shed ☑ hipped
☑ 1 covered ☐ 4 ☐ gable ☐ _____
☐ 2 ☐ ____ ☐ pedimented

Number of bays — Main facade
☐ 1 ☐ 4 ☐ 7
☐ 2 ☐ 5 ☐ 8
☑ 3 ☐ 6 ☐ ____

Porch
☑ yes ☐ no

Stories
☑ 1 ☐ 3
☐ 2 ☐ ____

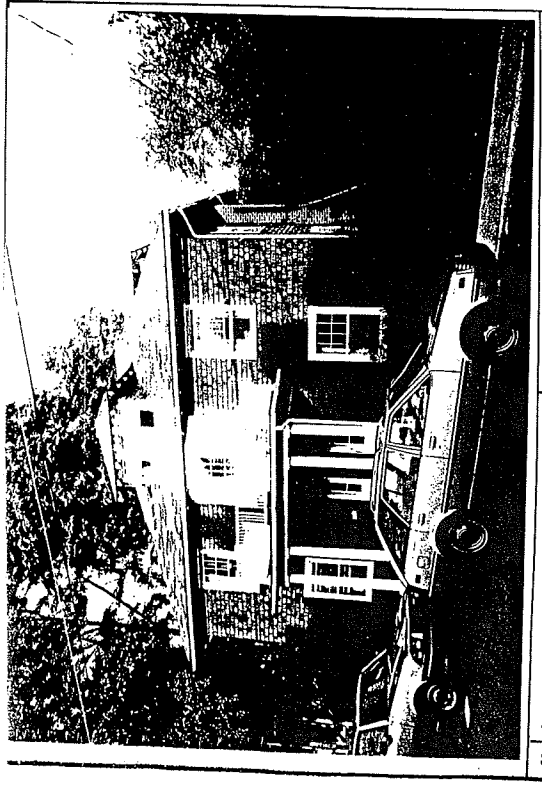
Bays
☑ 1 (center) ☐ 2 ☐ 4
☐ 1 (side) ☐ 3 ☐ ____

General description
Front porch with balustraded upper deck and paired Roman Doric posts.

Building type
- ☑ detached house
- ☐ detached town house
- ☐ row house
- ☐ double house
- ☐ garage
- ☐ farmhouse
- ☐ apartment building
- ☐ gas station
- ☐ government
- ☐ commercial (office)
- ☐ commercial (store)
- ☐ railroad
- ☐ industrial
- ☐ school
- ☐ church
- ☐ _____

Style/period Craftsman/ Colonial Revival Date c. 1926. Architect/builder

Location and description of entrance Central entry with top- and side-lights.



Miscellaneous descriptive information (plan, exterior and interior decoration, cornice/eave type, window type and trim, chimneys, additions, alterations)

This house features projecting eaves, a symmetrical facade, and a central 3-sided bay on the upper floor that opens out onto the porch deck. The house is located on a lot that slopes toward the rear.

Historical information

According to the real estate records and the Sanborn maps, this house was built ca. 1926.

Source CReal Estate records; Sanborn maps;

Surveyed by Jeff O'Dell, VHLC Date 8-83

3/2/1996

VIRGINIA
HISTORIC LANDMARKS COMMISSION

SURVEY FORM

File no. #104 70
Negative no(s). 5:24 FSA

Historic name
Common name
County/Town/City Albemarle County, Charlottesville
Street address or route number 128 Chancellor

USGS Quad Charlottesville West, Virginia
Date or period c.1925
Original owner
Architect/builder/craftsmen
Original use
Present owner St. Paul's Memorial Church
Source of name
Present owner address
Source of date
Stories 2½
Present use Centre for Christian Study
Foundation and wall const'n
Acreage
Roof type hip with 1 dormer

State condition of structure and environs good

State potential threats to structure
Note any archaeological interest

Should be investigated for possible register potential? yes ___ no X

Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.)

Wood shingle siding; 2½ stories; hip roof with 1 dormer; 3 bays; single bay 1 story porch. Shingle style. c.1925. Exposed eaves with metal gutter. Second floor porch balustrade. Entrance at centre, side lights and transom. Windows in side bays are 8/1 double sash; centre second level 3 sided - 4/1 double sash, French door; Dormer - 3 windows, 4/1 double sash. 2 exterior chimneys. Enclosed porch on back.

Interior inspected? no

Historical significance (Chain of title; individuals, families, events, etc., associated with the property.)

Used to be Parish house for St. Paul's.

Form No. VHLC-01-004

Sources and bibliography
Published sources (Books, articles, etc., with bibliographic data.)

Primary sources (Manuscript documentary or graphic materials; give location.)

Names and addresses of persons interviewed

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)

Site plan (Locate and identify outbuildings, dependencies and significant topographical features.)

Name, address and title of recorder

B.L. Booker U. of Va Grad. Student

Date

3-7-80

Board of Architectural Review (BAR)
Certificate of Appropriateness

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

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project $375; Demolition of a contributing structure $375; Appeal of BAR decision $125; Additions and other projects requiring BAR approval $125; Administrative approval $100.
Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Owner Name University Christian Ministries (dba center for Christian Study) Applicant Name tom Keogh - train Architects ~~Bill Sherman - William Sherman Architect~~

Project Name/Description Center for Christian Study Addition Parcel Number 090105000

Project Property Address 129 Chancellor Street, Charlottesville, Va 22903

Applicant Information

Address: Tom Keogh, train Arch. tects
612 E. Jefferson St., Charlottesville. Va 22902
Email: tkeogh@trainarchitects.com
Phone: (W) ~~434.293.1965~~ (C) ~~434.242.5111~~

Property Owner Information (if not applicant)

Address: center for Christian study
Bill Wilder - Executive Director
128 Chancellor st. Charlottesville, Va. 22903
Email: billa study center. net
Phone: (W) 434.817.1050 (C) 434.996.9900

Do you intend to apply for Federal or State Tax Credits for this project? no

Signature of Applicant

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

Signature 7/23/2020 Date

Thomas R Keogh 7/23/2020
Print Name Date

Property Owner Permission (if not applicant)

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

William W. Wilder 7-23-20
Signature Date

Bill Wilder 7/23/2020
Print Name Date

Description of Proposed Work (attach separate narrative if necessary):

List All Attachments (see reverse side for submittal requirements):

For Office Use Only

Received by: _____
Fee paid: _____ Cash/Ck. # _____
Date Received: _____

Approved/Disapproved by: _____
Date: _____
Conditions of approval: _____

Revised 2016

Center for Christian Study
Expansion Study

Center for Christian Study
128 Chancellor Street
Charlottesville, VA 22903

BAR Submission
July 2020

William Sherman Architect
Train Architects
612 East Jefferson Street
Charlottesville, Virginia 22902
ph 434.293.2965 fax 295.5122

128 Chancellor Street

History

Description from Charlottesville Corner Survey, Charlottesville, Va.

128 Chancellor Street: Detached dwelling. Craftsman / Colonial Revival. Ca. 1926. Frame with wood shingles: 3 stories; hipped roof; 1 oversized front hipped dormer; symmetrical 3-bay front; 1-bay front porch w/ paired Roman Doric columns and balustrade upper deck. One of only three shingle-clad dwellings in the District, this house features a 3-sided bay opening onto the upper porch deck.

A 4-story addition (3 stories of finished space and one parking level) was designed and constructed in 1996 -1998. The addition includes a semi-detached open exit stair along the north elevation. Frame construction with wood shingles' hipped and flat roofs both; is a style similar to the original construction but with a modern twist reflective of its era.

Narrative

The Center of Christian Study is one of the leading Christian Study Centers in the Nation. Active in the University community since the 1970's, it first occupied a rented house on Elliewood Avenue. It purchased the house on Chancellor Street in 1976. The Center's program thrived in that location and grew to the extent that it began design work on an addition to the original house in 1996. Construction of that addition, which occupies the middle third of the site, was completed in 1998.

The Center continued to thrive in that "Corner" location and by the 2010's they were clearly outgrowing their facility. In 2015, the Center engaged William Sherman Architect with Train Architects to study their site and its potential for expansion. Working with the City of Charlottesville guidelines and code requirements regarding allowable building area, building height, and property line setbacks, it was determined that a 3-story addition of approximately 10,500 GSF (3,500 GSF per floor) could be constructed on the rear third of the site. It was also determined that a project of that size could provide the space necessary to meet the center's current needs and projected growth over the next five to ten years. The project to design an addition at the rear of the site was begun in 2019.

Description of proposed work and Design Intent

The addition to the existing Christian Studies Center will continue leave the residential character of the institution and the original building with the Chancellor Street entrance unchanged. This character is central to the identity of the institution as a "home" for university students and will be reflected in the development of the interior as a space that is domestic in character while creating the capacity to support the larger-scaled institutional needs.

The language of the exterior reflects this dual reading of the domestic to institutional scales as well, with a continuity of materials and an articulation of the massing into discrete volumes on the new addition that echo the original building. The design recognizes that the institutional spatial requirements demand a shift from the residential scale, while the relationship to the context as viewed from below requires the articulation of appropriately scaled volumes rather than the appearance of one large mass. Each of the resulting three primary elements of the new addition are clad in cedar shingles, stained to match the existing building, complemented by the white trim at the windows.

The three shingled elements include the new library reading room above the great hall with a large-scale window to the east, the curved meeting rooms to the north, and the stair and elevator tower to the south. The central large window at the common spaces serves as a singular lantern to identify the institutional program of gathering, while framing the view to the east from each room. The curved wall and window of the upper meeting room refers to the corner turrets found in the historical Shingle Style architecture that informed the original building, while providing a sweeping view to the Southwest Mountains. The stair tower and elevator are meant to provide an unobtrusive backdrop to the rear yard of the adjacent property.

The core of the building to which the three primary volumes attach forms a quiet background, a spatial and material reveal between the new addition and the existing building. The material will be a rainscreen wall panel system, reinterpreting the paneled material in the connecting links of the existing building.

All modifications to the existing building are being done in a way to precisely match the existing architecture, so that the original structure will appear essentially unchanged from the front and sides, including the beloved outdoor stair, decks and terraces.

The existing parking area will be accommodated under the new addition.

1. 1926 WEST (CHANCELLOR ST)

2. 1996 ADDITION NORTH

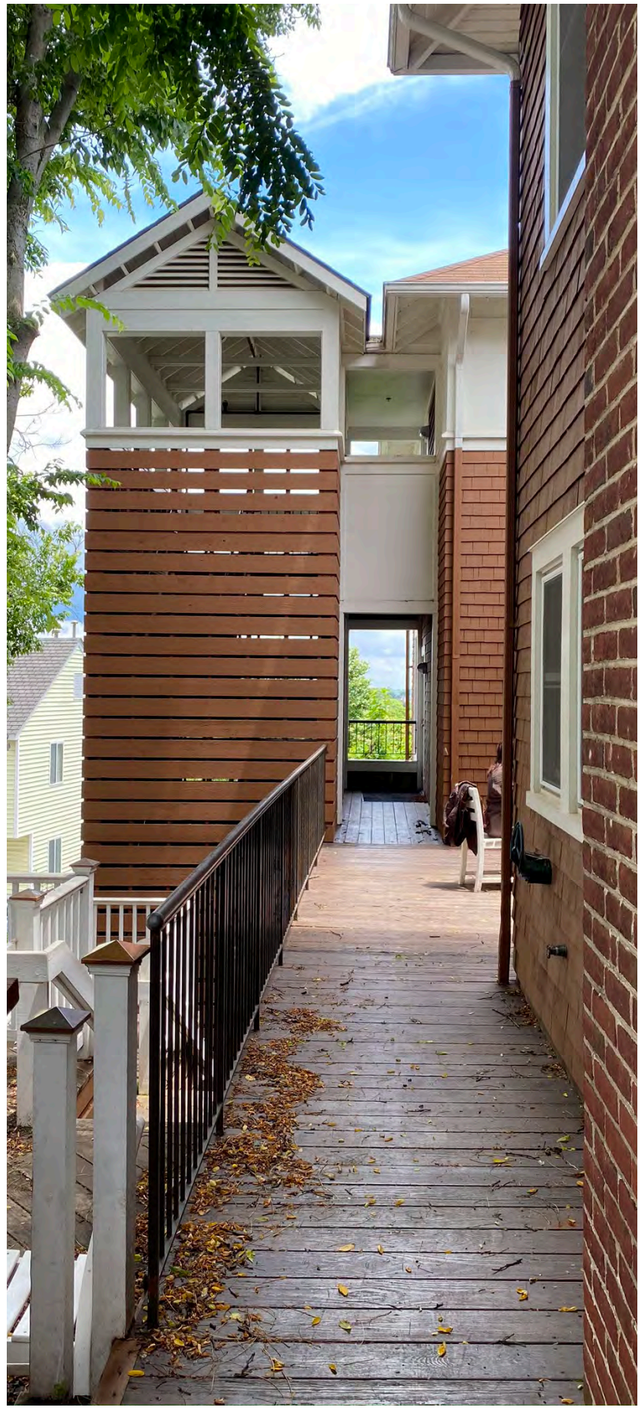
3. 1996 ADDITION NORTHEAST

4. 1996 ADDITION EAST

5. 1996 ADDITION SOUTH

5. 1996 ADDITION EAST (ELLIEWOOD AVE)

LOCATION
A. EXISTING 1926
B. EXISTING 1996 ADDITION
C. PROPOSED NEW ADDITION



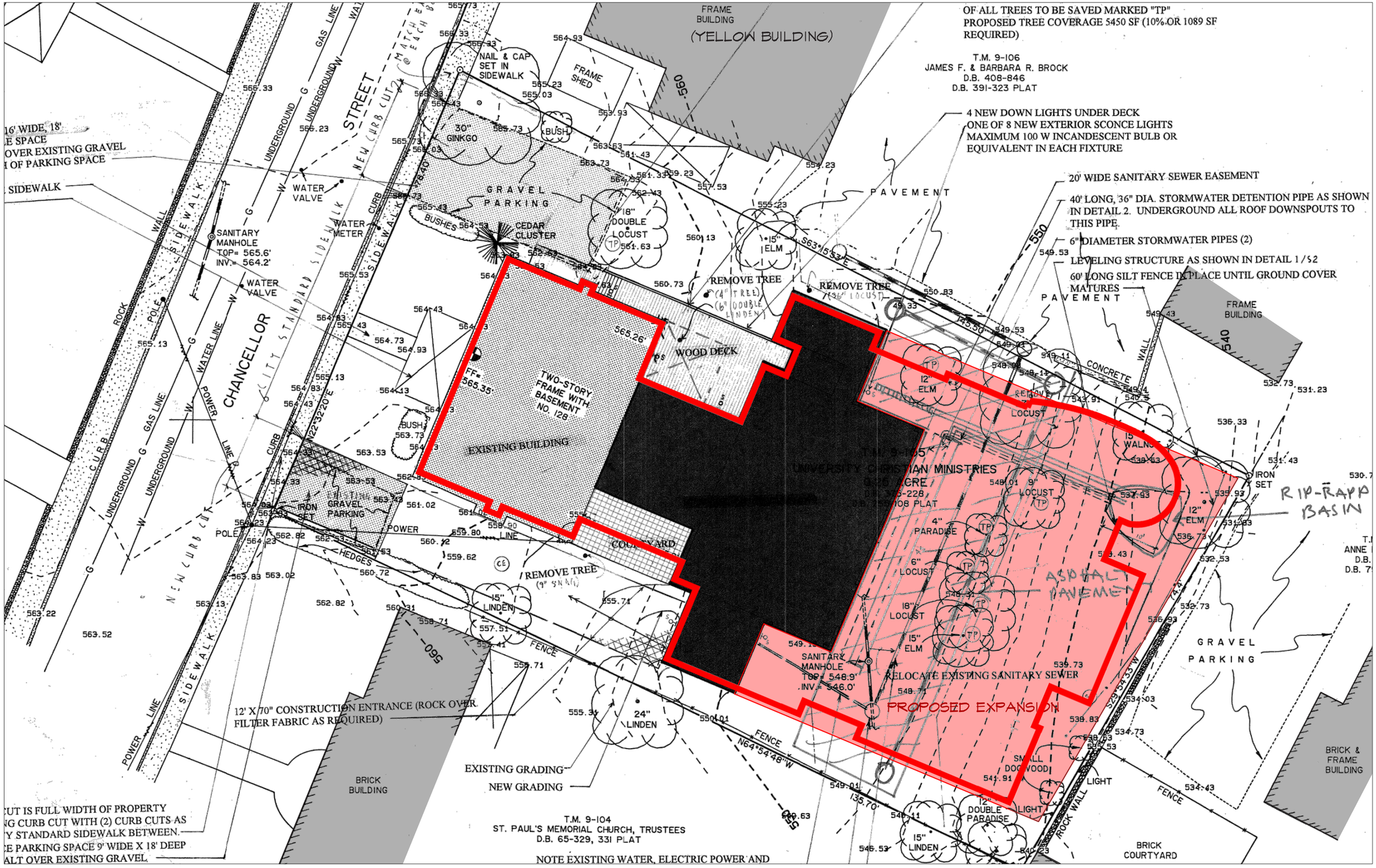
1. NORTH WALK LOOKING EAST

2. NORTH WOOD DECKS

3. 1996 ADDITION - SOUTH ELEVATION - DETAIL OF WOOD PANELING

4. 1996 ADDITION - DETAIL OF NORTH STAIR

5. SOUTH COURTYARD AND WALKWAY



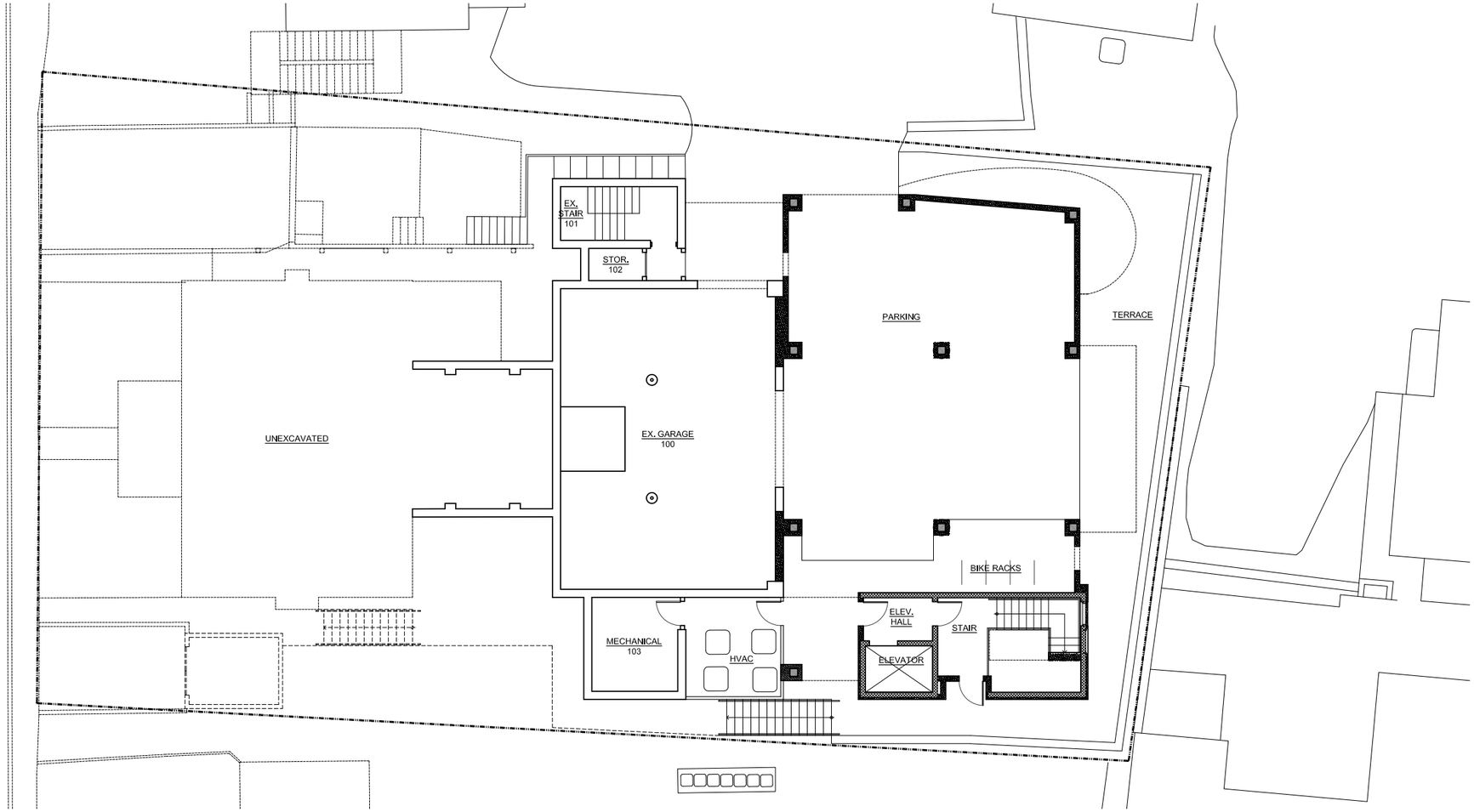
Existing Site Plan w/ Expansion

0 8' 16' 32' 64' 128' 256'

Center for Christian Study Expansion Study

128 Chancellor St, Charlottesville, VA 22903

Site Survey
July 2020

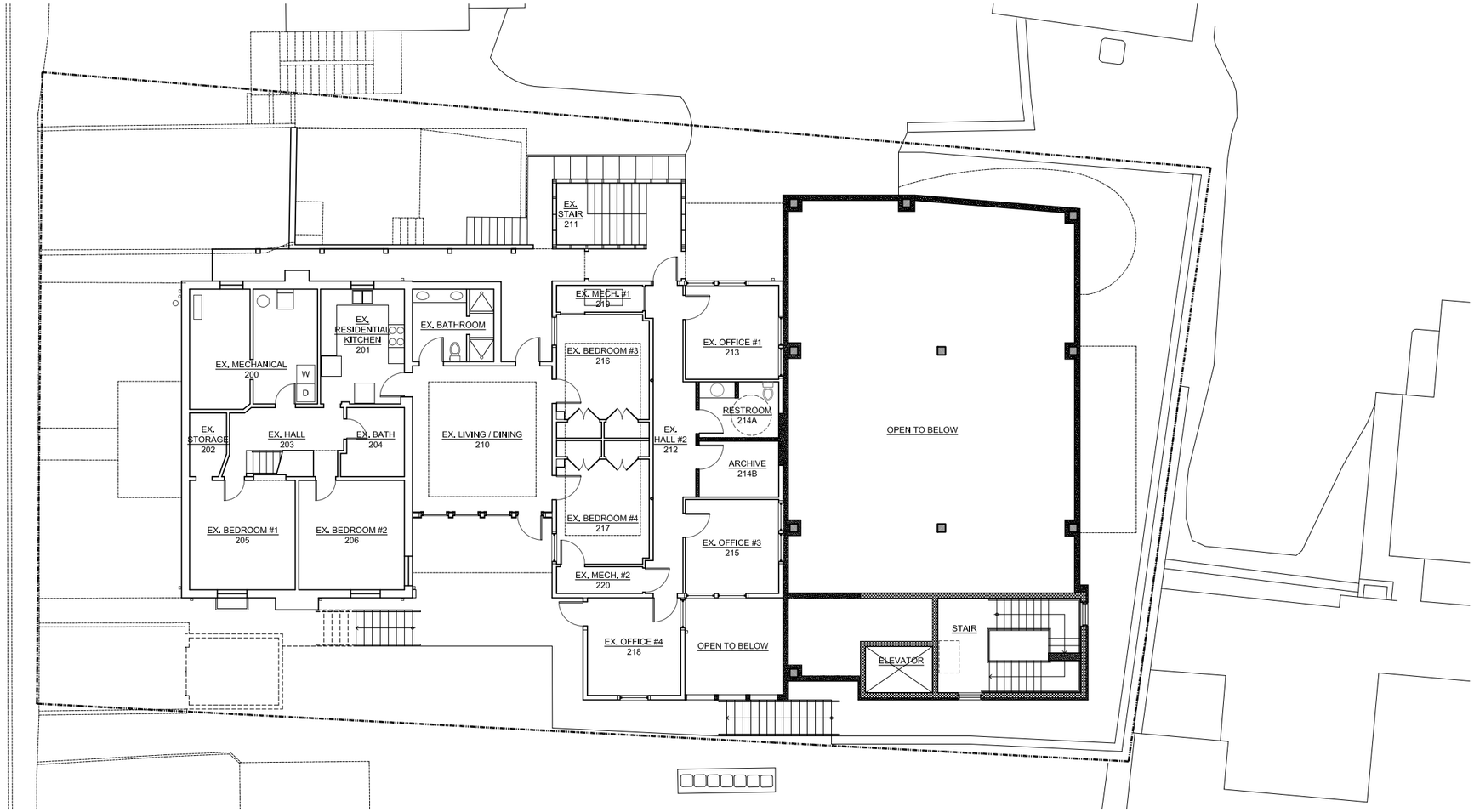


BASEMENT LEVEL PLAN

Scale: 1/16" = 1'-0"

NORTH

0 8' 16' 32' 64' 128'

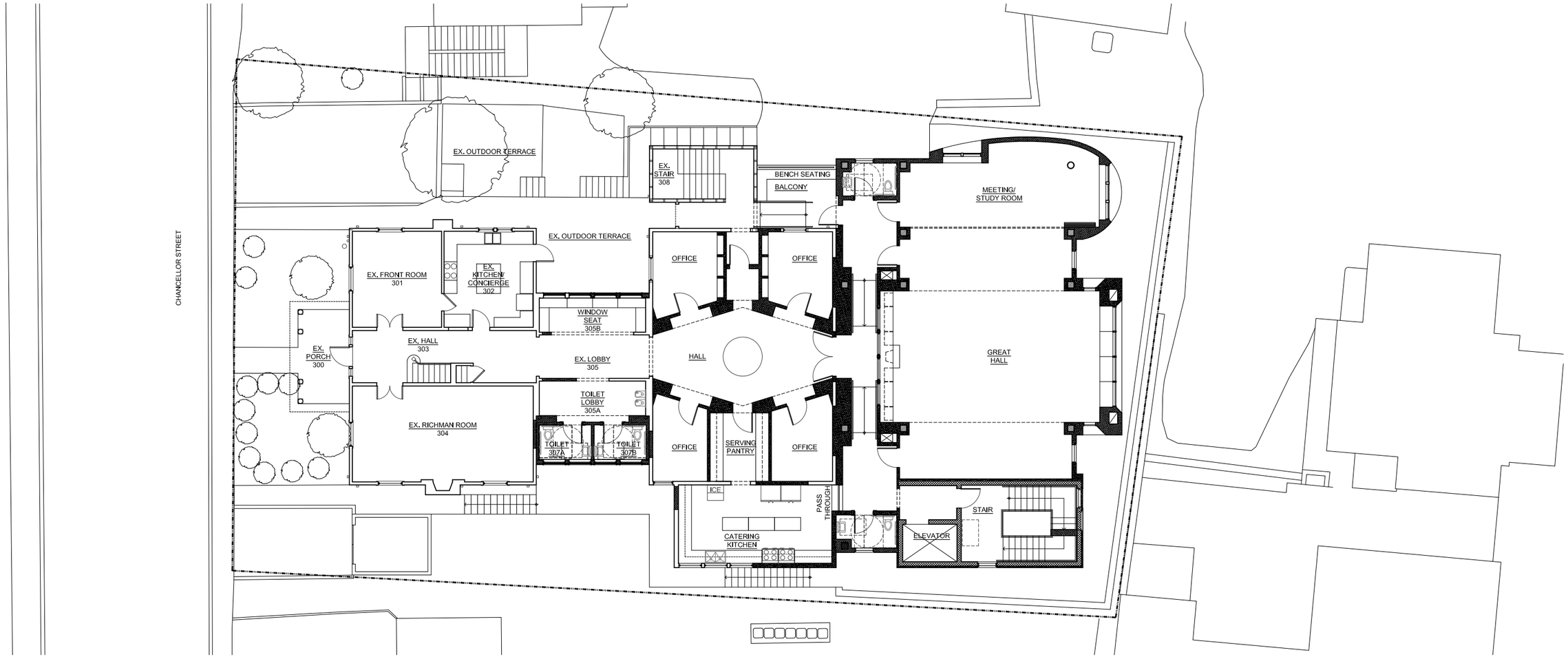


LOWER/OFFICE LEVEL PLAN

Scale: $\frac{1}{16}$" = 1'-0"

NORTH

0 8' 16' 32' 64' 128'

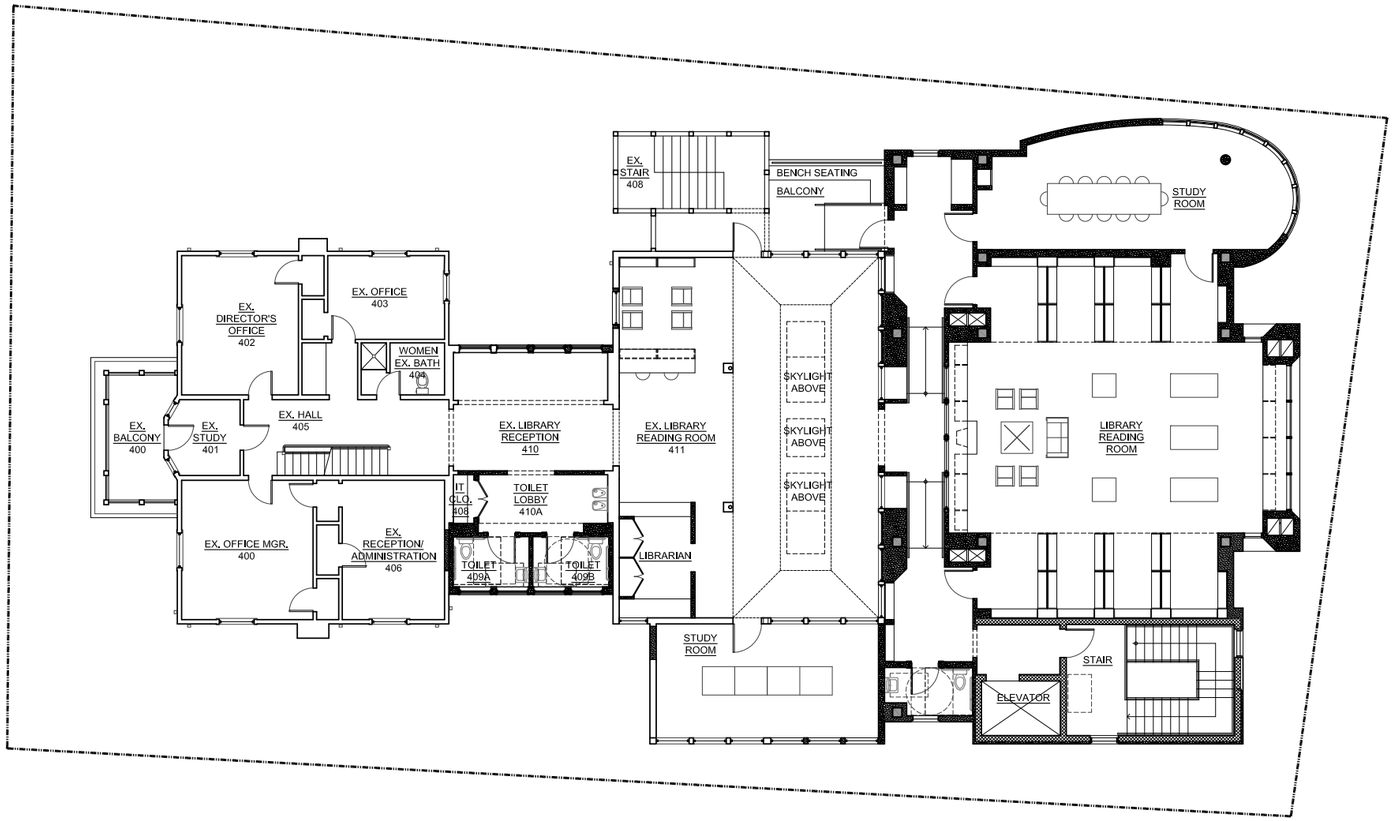


FIRST LEVEL PLAN

Scale: $\frac{1}{16}$" = 1'-0"

NORTH

0 8' 16' 32' 64' 128'

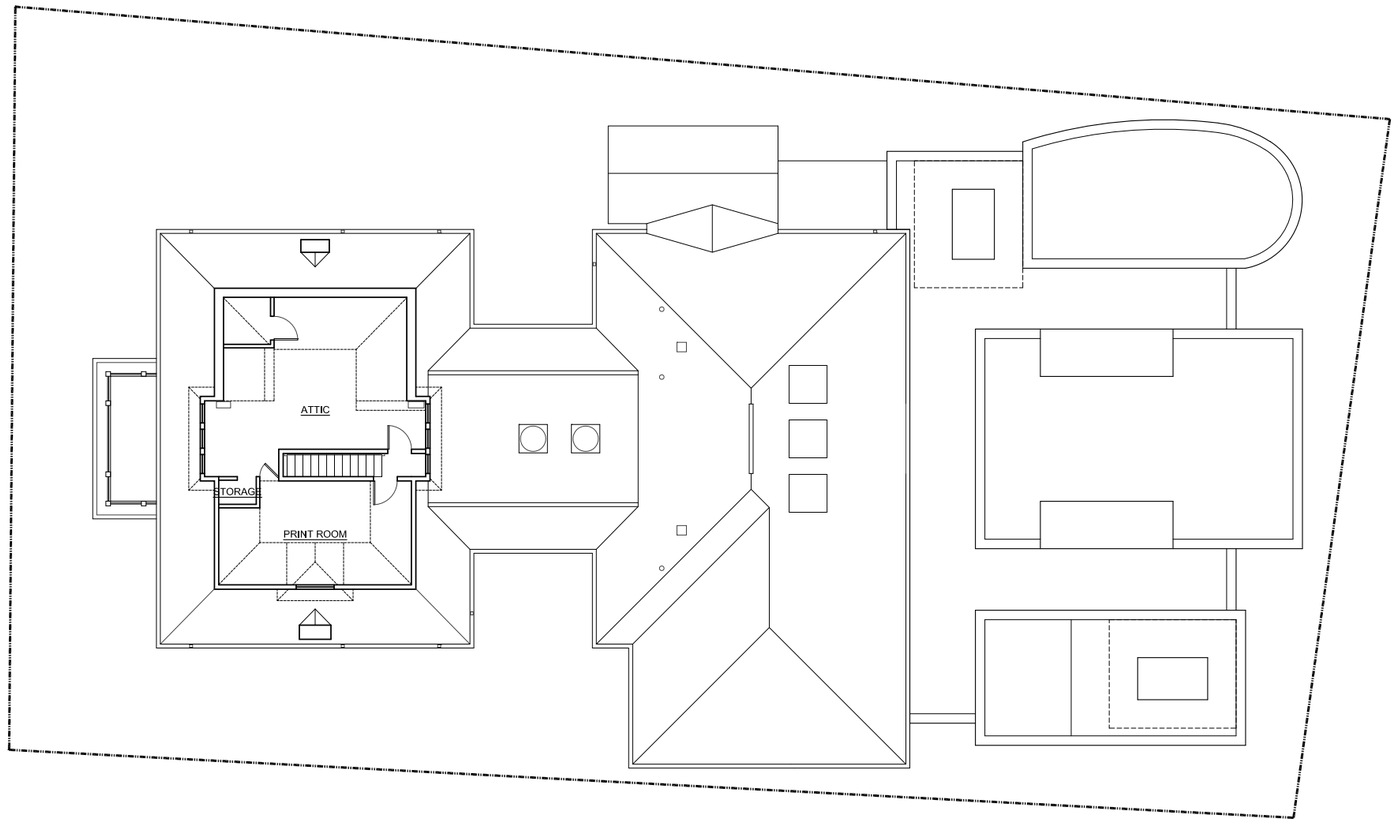


UPPER LEVEL PLAN

Scale: $\frac{1}{16}$" = 1'-0"

NORTH

0 8' 16' 32' 64' 128'

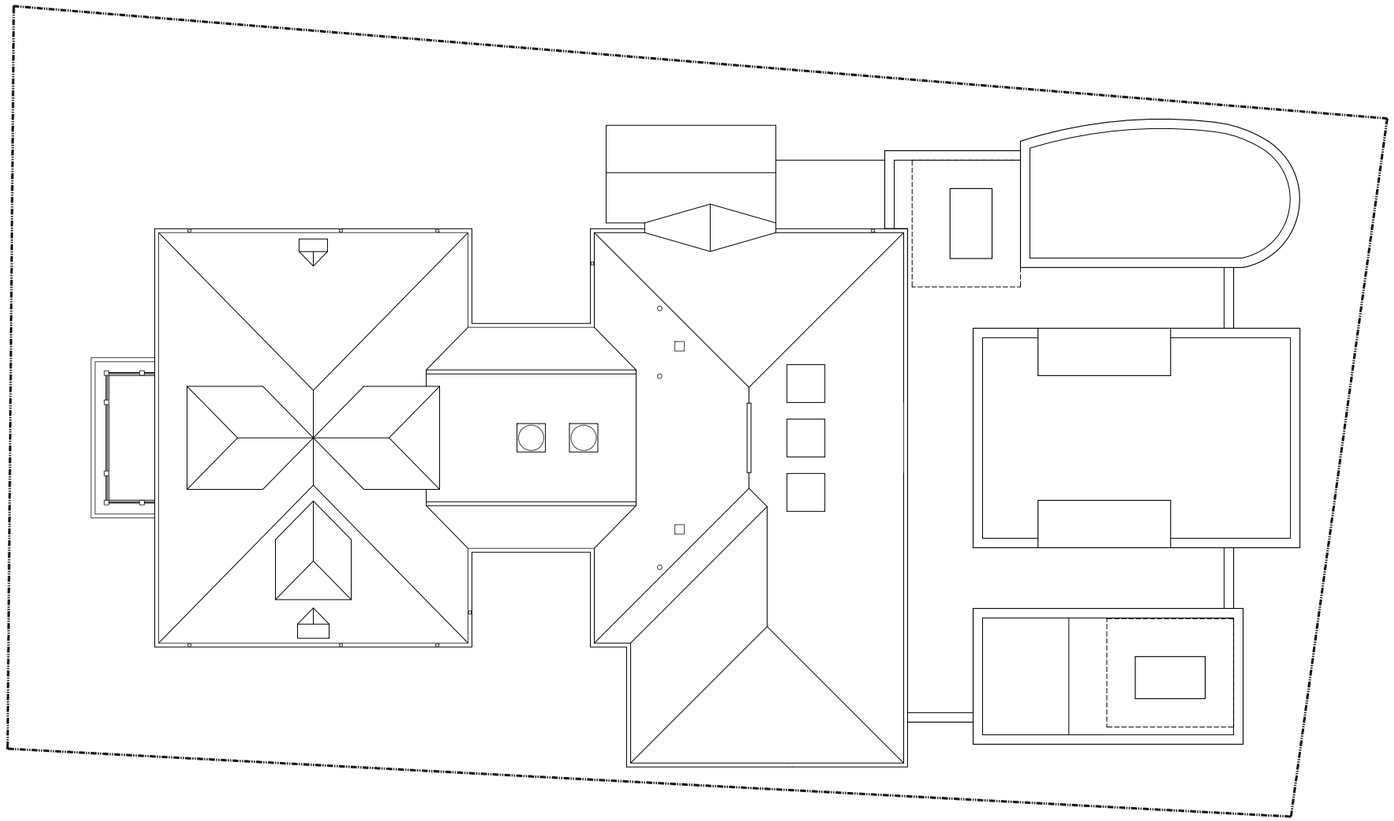


ATTIC & ROOF PLAN

Scale: $\frac{1}{16}$" = 1'-0"

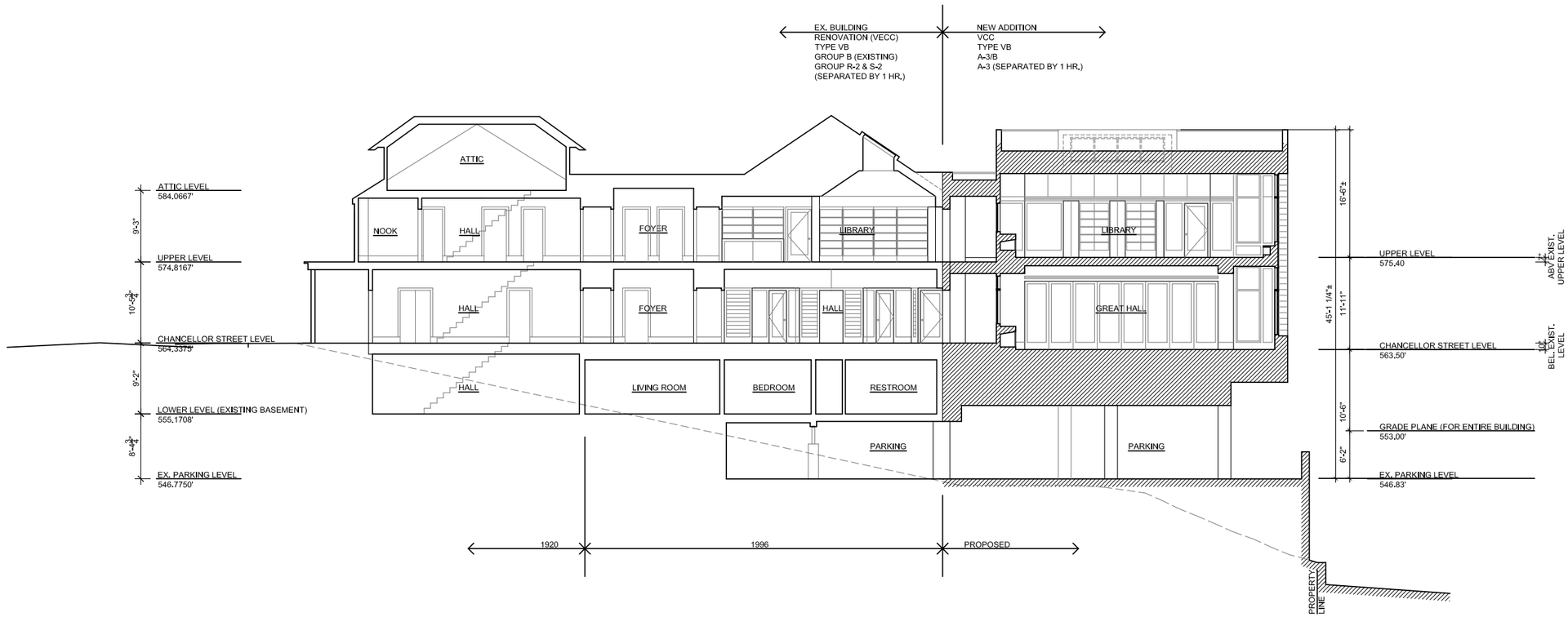
NORTH

0 8' 16' 32' 64' 128'



ROOF PLAN

Scale: $\frac{1}{16}$" = 1'-0"



LONGITUDINAL SECTION

Scale: $\frac{1}{16}$" = 1'-0"

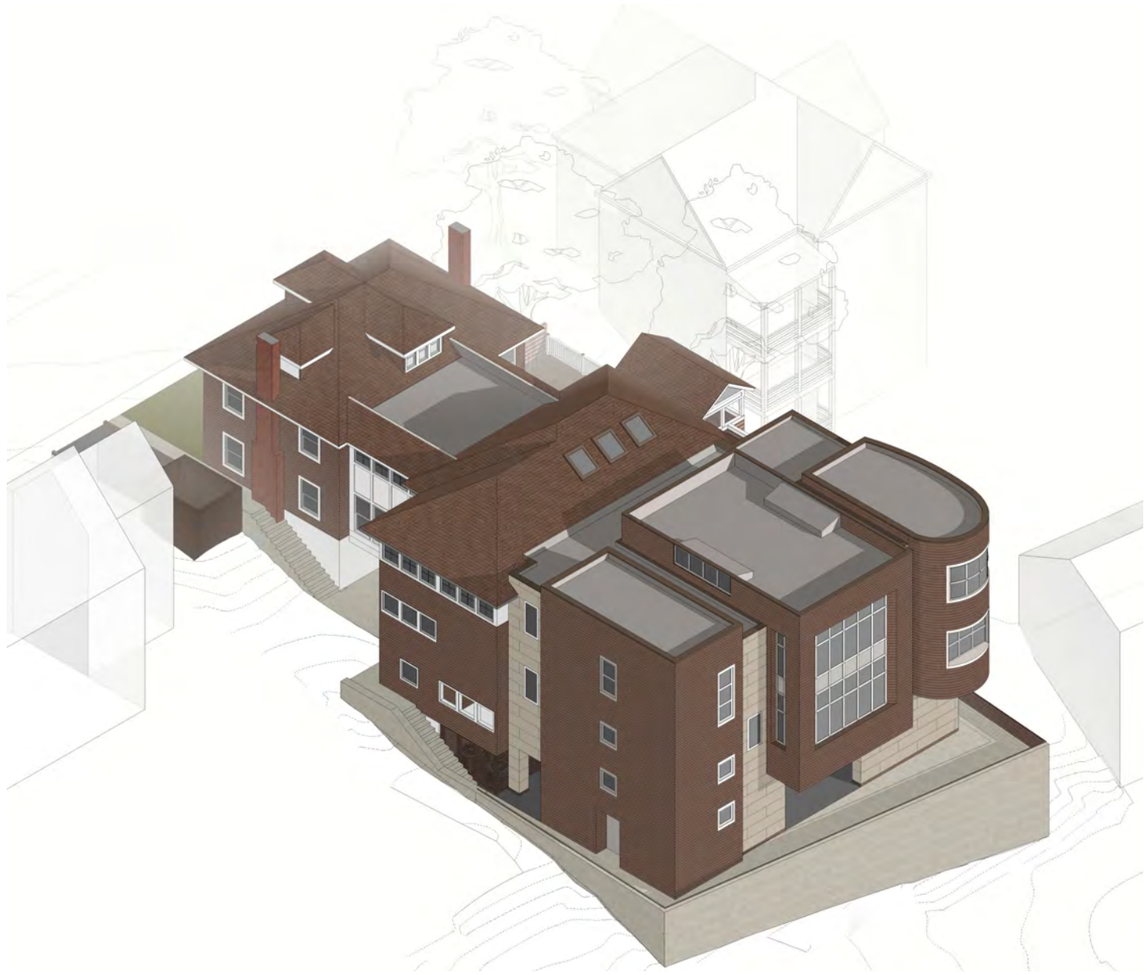
0 8' 16' 32' 64' 128'

Building Section
July 2020

Center for Christian Study Expansion Study

128 Chancellor St, Charlottesville, VA 22903

William Sherman Architect | Train Architects



Southeast Isometric

Northeast Isometric

West (Chancellor Street) Elevation

South Elevation

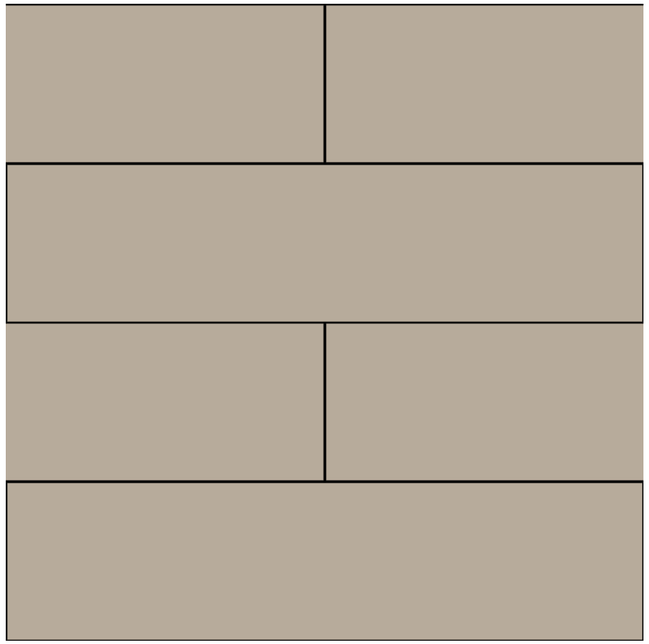
East Elevation

North Elevation

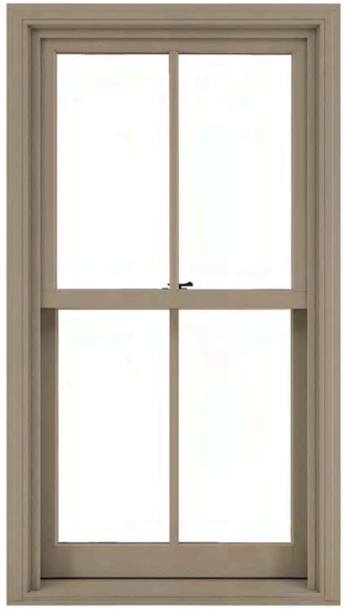
Existing view from Chancellor Street sidewalk

Proposed view from Chancellor Street sidewalk

CEDAR SHINGLES -
STAINED TO MATCH EXISTING



JAMES HARDIE REVEAL
CEMENT PANEL SYSTEM

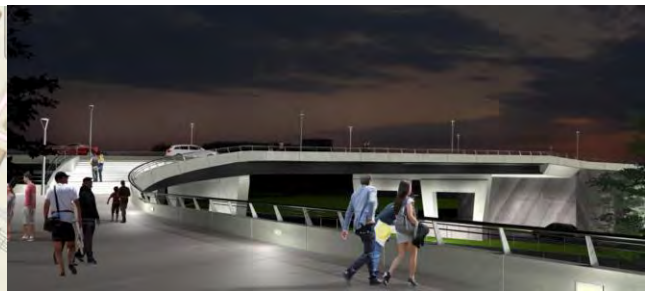


ALUMINUM CLAD
WOOD WINDOW

STOREFRONT / CURTAIN WALL
WINDOW SYSTEM
NOTE: MULLION COLOR TO BE DETERMINED

City of Charlottesville
Board of Architectural Review
Staff Memo
August 20, 2019

Project Update
BAR 17-08-02
Belmont Bridge / Public Right of Way, Tax Map 53 and 58
City of Charlottesville, Owner/Applicant
Belmont Bridge Design

Background
The Belmont Bridge, constructed in 1962, is located in the Downton ADC District and provides vehicular and pedestrian crossing over the BBRR/CSX rail lines, Avon Street, and Water Street. Due to deterioration, replacing the bridge has long been one of the city's transportation priorities.

Prior BAR Actions
(See complete list at the end of this memo, including meeting minutes from August 20, 2019.)

August 20, 2019: BAR approved the CoA (8-0) with the following additions.

- That the striations will wrap the corners at the abutment, and should appear cut at any obstructions as discussed;*
- That lamping for the pole lights will have a minimum 80 color rendering index (CRI), although 90 is preferred;
- The BAR strongly recommends review of the overhang at the knuckle to reduce the perceived heaviness of the beam, and to visually separate the beam from the parapet;
- The BAR to provide advisory review of the special provision for the concrete panels for the retaining wall system.

[* Specifically: A) At the two corners of the south abutment the striation pattern of the panels on the east and west walls will appear to wrap the corner onto the abutment wall under bridge; and B) where the striated wall panels meet the sloped parapet (above), the ground level (at the base), and an obstruction (a different, non-striated element that has been inserted onto or through the vertical plane of the striated wall--for example, the stairs and the bike/ped tunnels) the striation pattern will terminate as if cut, similar to a natural, exposed rock outcropping if cut for a road or bored into for an opening. Note: Refer to slides #3 and 19 of the presentation.]

Information submitted
August 10, 2020 Memo from Jeanette Janiczek, UCI Program Manager, City of Charlottesville, re: Belmont Bridge Replacement Project – Update on Final Certificate of Appropriateness.

Memo addresses the following:
Response to BAR conditions in August 2019 CoA:

1) Retaining Wall Striations
2) Special Provision for the Retaining Walls
3) Overhang at the Knuckle
4) Lighting Plan

Updates to the Plans:

1) Lighting Along Water Street
2) Lighting at Downtown Transit Station
3) Lighting with existing Pedestrian Underpass
4) Mezzanine Lighting
5) Bridge Pier Lighting
6) Landscaping
7) Bollards

Discussion and Recommendations
Information provided as an update for the BAR. No formal action required, however the BAR should be prepared to discuss the information and ask questions of City staff.

A condition of the CoA allows the BAR to provide an *advisory review of the special provisions for the retaining walls*. The BAR should review the provisions and be prepared to offer any recommendations.

Suggested Motion
No formal action is required

Criteria, Standards, and Guidelines
Reference the Design Review Guidelines for Public Design and Improvements

Prior BAR Reviews
February 22, 2017: Work session to discuss process, schedule constraints. No action taken.

May 16, 2017: Meeting with the consultants in City Space for an update. No action taken.

August 15, 2017: Preliminary discussion of the bridge design. No action taken.

August 9, 2018: Work session with consultants with project updates. No action taken.

September 18, 2018: BAR approved of the design with the following conditions:

- Approve the horizontal concept of the MSE panels; BAR requests further development of this design, which must come back to the BAR for approval

- Denial of the use of brick [whether faux or actual] on the east side of the bridge [on abutment, north of Water Street]
- Request to see an existing example of the proposed street light
- Request that applicant revisit details on the stairs—the south stairs particularly--to create more fluidity and cohesion with the rest of the design concept for the bridge.

August 20, 2019 BAR - Meeting Minutes:
Staff Report, Jeff Werner: The Belmont Bridge, constructed in 1962, is located in the Downton ADC District and provides vehicular and pedestrian crossing over the BBRR/CSX rail lines, Avon Street, and Water Street. Due to deterioration, replacing the bridge has long been one of the city's transportation priorities. Now fully funded, construction on the new bridge is anticipated to begin in 2020, with completion expected in 2022. The request is for the Belmont Bridge Replacement project. The submittal represents revisions that incorporate BAR comments from prior work sessions. Key elements and components to review include the stair design: SW quadrant from pedestrian plaza/underpass to 9th/Avon Street, the site lighting: pedestrian street lights (sample); handrail lighting (review pending VDOT approval), the bollards: revision to crash-rated, removable bollards, the site furniture: preference is indicated--no change from prior reviews and the approval of alternatives meet procurement requirements, the crosswalks: elimination of stamped concrete; use of City Standard (high visibility thermoplastic crosswalks), the southwest parking lot: elimination of tinted concrete; surface to be asphalt, the bridge parapet wall and railings: revised design complies with regulatory requirements, the retaining Wall (MSE): design concepts for individual panels, the knuckle: revised design. The BAR should determine if the following conditions have been satisfactorily met: further development of the horizontal concept of the retaining walls, the example of proposed street light, and the redesign of stair to achieve more fluidity and cohesion with the design concept for the bridge.

Applicant, Jeannette Janiczek: I am the project manager for the Belmont Bridge. We continue to progress the design and we wanted to disclose the changes and get your input. We have been working with VDOT and have received stage 1 bridge approval. We have also received right-of-way authorization and at this point we are able to move forward with acquiring property. After that will be relocation of utility.

Mr. Sal Musarra: Some of the big picture changes we are looking at were initiated by your request. As we go through the engineering project and an infrastructure project like this, we had wonderful interaction with VDOT and FHWA. As we get further into the engineering details and site investigations, some things will have to be tweaked. There was a lot of interest and comments on the southwest stairs last time and we now have a more simplified version so we aren't competing with the rest of the materials on the west elevation. It will have a fairly simple concrete finish with joint delineation and low-profile stairs. Every time you see stairs in the project there is a bike rental. The handrail detail is the same as what you saw before. This offsets it without making it too crazy unique and it is fairly clean. The footprint is within the landscaped area, which is also part of our bio-filtration system feature. It is a constrained footprint so we couldn't expand it much. We have agreed on the product and finish of the light fixture that goes to a 12 ft. height. It was originally at 15 ft. We received comments about the quality of the lighting and there is a preference for something around 90, although our clients preferred an 80 in that range. We can add a dimmable capability to it, but there is a cost associated with it. We originally had an accent lighting on the handrail and wall-mounted lighting fixture. Based on

feedback from VDOT and the design of the railings system, the railing design has changed and is a little more vertical because of their requirements. When this happens, the light under the railing throws the light down on the parapet in a way that is not favorable. Our recommendation is that we don't need it to get the coverage we need and it isn't worth the effort to do that. The bollards are now located in front of each of the passageways. After a lot of research, we are going with a consistent bollard that is a concrete core with a cladding over top of it to give the aesthetic. When you remove the cladding, there are bolts that would allow you to do a mechanical lift. The only difference on the look is we will have the beveled top, but it won't have the battered shape. Regarding the change to the paving of the materials for crosswalks and the parking lot, the tradeoff for the cost and the aesthetic just didn't seem to warrant the extra expense. It was just under $90,000 additional expense on the crosswalks and it was almost $300,000 in savings to go to the asphalt. Some concern with the concrete is that over time it gets dingy and it isn't easy to clean. The site design furnishings are similar to what we previously proposed. VDOT and FHWA were very concerned regarding the parapet design and the railing and we had a tremendous amount of interaction with them since we last met with you to find a design that was crash tested, met their requirements, and kept as close as possible to our aesthetic requirement we're after on the railing. The dimensions were very close to what we are presenting now and the smaller top rail that we are proposing is a little sleeker. The main change is that the railing had to be set back a certain amount from the face of the parapet because of the way it was crash tested. We went with a simple version of the bike rentals because it accomplishes the same thing as more complex channels. It works, it doesn't take your eye off the basic design, and it can be accomplished on any of the stairs. The aesthetic of the walls doesn't change. When designing these, we deliver 60% of the design plan on the structural panels to a vendor and have them develop the details and structural drawings to make it work. In addition to the landscaping in front of it, the shadows it creates are really important and helps hide the joint pattern. The aesthetic holds together, but there's only so much we can say today about the exact panel configurations. The geometry of the knuckle is a little tighter in that radius and the plaza area is a little more defined. The existing brick wall today that follows the pavilion is very steep and it isn't ADA accessible. We found a way to make it ADA accessible by making some slight changes in grade and elevation along the walk. There are some landscape differences due to the change in the height of the sidewalk and some small modifications to the steps to the pavilion. The railroad was very cooperative and understanding the position of not installing fencing initially on day one. We are going to design it and provide that it could be installed if deemed necessary, but the approval for moving forward without it has been received in writing.

Questions from the Public:
None.

Questions from the Board:
Mr. Lahendro: With the removable bollards, how often do you think they will be removed?

Ms. Janiczek: Under the new pedestrian underpass, it would be only for maintenance. Under the old/existing pedestrian tunnel, they have a forklift onsite so if they need to move in equipment for shows they would have the capability to do that. They are about 5 ft. apart from each other so anything bigger than that would require it.

Mr. Lahendro: Are walks shut down to public access at that point?

Ms. Janiczek: Yes, you would want to limit access. They would be picked up and put back quickly because they are so heavy.

Mr. Ball: What is the plan during pavilion events to block along the bridge in the future?

Ms. Janiczek: We had a meeting with the pavilion and talked about closing it off a few feet from the stairs, allowing people to circulate during the concert. It will not give you a viewing area.

Mr. Mohr: Would that mean there would be no ADA entrance?

Ms. Janiczek: When there is a concert or ticketed events there wouldn't be, which is about 20 times per year.

Mr. Schwarz: For the lights, you specified that they would be black. Is there a reason for that when gray if offered?

Ms. Janiczek: Yes. For the cobra lights, the direction from public works is that we'd like to have the signal equipment in black instead of the standard City green. The ones set inside the parapet should be gray.

Mr. Sarafin: Regarding the individual panel system on the retaining walls, will it be exclusively used for retaining wall situations? Previous design had brick in certain spots.

Ms. Janiczek: Yes. It will be in front of Lexis Nexis and we took your direction on that. it's also on the other side of the bridge in front of Optronics and coming around to the parcel where Champion Brewery is.

Mr. Balut: It seems like there are elements of the design and parts of the bridge that we're not able to see that this point to see aesthetically. This package is missing some information.

Mr. Musarra: It is missing from the standpoint that we didn't repeat everything that we brought before you last time. The only caveat is there may be some cases where there are some very low short walls where it doesn't make sense to try and put that panel on them because they aren't needed structurally. We would make those relate more to the concrete around the stairs. Other than the abutment on Water Street where we transition back to that existing retaining wall would all be that same panel design.

Mr. Balut: I don't see any information or proposal for the Lexis Nexis side.

Ms. Janiczek: We were only coming back with changes to what we had previously shown.

Comments from the Public:
None.

Comments from the Board:
Mr. Sarafin: It's a shame to lose the angle of the railing because it really added to the overall flow, but I understand the stipulations you are working with. Generally, you have addressed all of the issues we identified, and it looks comprehensive.

Mr. Mohr: Regarding the parapet, the edges are a little clunky and the whole design of it doesn't have the grace of the earlier one. I wonder if there's anything you could do to the form work that would make it work a little better. Is the edge just to keep it from chipping?

Mr. Musarra: If it gets modified it becomes a whole different thing that needs to be evaluated.

Mr. Lahendro: I agree with the heaviness of that concrete beam and it feels like it's out of place.

Mr. Mohr: Introducing steel there would help because the beam is just out of place and the rest of the construction doesn't talk to it. It's good from a budget standpoint that the railroad isn't going to make you put the protection screen in there, but it still seems like it had a nice reference of bridge in the old sense of the word where you had some upper structure where the roadbed is changing. I think it's a positive thing and that accent over the span makes sense.

Mr. Schwarz: I wouldn't put the infill in if you don't have to and I wish that requirement wasn't part of bridges.

Mr. Ball: I like the form, but I don't like the railroad fencing. It blocks a lot of view and if it's not necessary, it would be nice to not have it.

Mr. Balut: In theory it adds an elegant sweep. In the previous iteration when there were more elegant moves, especially in the knuckle and the angle of the walls, it contributed to the elegance that made it more holistic. Now we're losing those elements and it went better when it was part of a larger whole. The most iconic element in the design of this bridge up until tonight was that really elegant radius curve at the knuckle combined with the angled wall and rail. The white thinness of that bridge was articulated in those renderings that contributed to the elegance that was supported by the painted dark steel or concrete beams. Now we've lost the main elegance by going into that tight radius, which we don't even have a good look of tonight. I lament the fact that we lost that, as well as the rail and the tactile detail that actually brought it together. There is a way to achieve that thinness by perhaps bringing it down to steel. The most appealing thing about this was the elegance and slenderness of the arch and curve continuing from the path all the way across the bridge. Now it's becoming more and more clunky. The lighting, furniture, bollards, etc. is fine and the package is comprehensive, but I'm having a hard time remembering the other elements that are not a part of this package when we approve a COA for everything. It would have been nice and helpful to have it all together to look at it one last time, but we'll make do.

Mr. Gastinger: I apologize for arriving late. In many ways, there are many things in the project that are going really well and it seems like the plan makes a lot of sense. The planting plan and strategy look appropriate. The parapet seems like it has gotten very standard very quickly and it is a small example of some concerns about the design process. The biggest concern is that we're still being asked to imagine what the concrete panels and elevations are and that is asking a lot of a design review committee to try to evaluate without being clear about what we are potentially approving. While I understand the necessity and challenges with procurement processes, someone had to do a sketch to tell the graphic designer how to do the photoshop. There are elevations of this project that we just haven't had access to, and I don't know why. If the City

and VDOT are going to entertain bids, there should be some graphic representation of what the aspiration is.

Mr. Mohr: When you decide which vender will build the panels, there will be some back and forth before determining what the final product will look like. Could the BAR be involved in that process?

Mr. Musarra: Yes, we can find a way to do that. I don't know what the proper procedure is, but we can certainly have some collaboration. The differences between the aesthetics from different venders is not going to be perceived in the landscape, given the nature of the project and scale. If you go to a product catalog and you pull that exact product up that we're recommending and put it in a rendering, that essentially is the look. That is the aesthetic the contractors have to achieve.

Ms. Janiczek: In the past we've written special previsions to create guidance to the contractor. In this panel, we would write a provision that the depth of the relief needs to be 6 inches, needs to cover X number of the wall, the size of the panel, etc. and we would find at least 3 manufacturers that could meet that. We would then get a shop drawing that lays out what the panels look like for our review. We could provide you with the material that the manufacturer picked and the shop drawings.

Mr. Gastinger: That is understandable and that's why a drawing is a very useful to have in front of us. We understand there is variation with materials because that happens all the time, but the public has been invested in this project for a long time and it's important to see measured elevations.

Mr. Musarra: At the end of the day this is the effect that has to be achieved and if you go outside of the boundaries, we will put the red flag up and come back in.

Mr. Mohr: There are going to be things that the vendors are going to want to modify and we need to verify it.

Ms. Janiczek: If they fall within our parameters, we need to accept it. We don't have a free rejection.

Mr. Mohr: I'm not thinking about rejection because they have a pretty good idea of what they want. We can say we would like to be a part of that process.

Mr. Brian McPeters: We can't specify legally that the panel has to be a certain dimension or width. I can't create an environment where I eliminate approved venders for the contractor to use because he makes a certain size panel. I can't give you a drawing of how the pieces fit together because that's the vendor's job.

Mr. Alex Ikefuna: We can let the BAR have an advisory, but we need some flexibility in terms of procurement because something could happen that the City couldn't get out of, which becomes a huge risk. We need that flexibility.

Mr. Mohr: We'd just like to see what the fruition of that is going to be while it's at the sample level. I'm confident that what they want to do is going to be fine, but it is a tactile and physical thing and you won't just get it from a couple renderings.

Mr. Werner: As with any project that the BAR reviews, when something comes in, I have to review the drawings. There's no real way to have a later check and decision on it. Knowing what my role will be and communicating what you all have said, to the extent that I can, I will adhere to that.

Mr. Sarafin: When the 3 samples come in, what are the criteria for selecting which of them you'll go with?

Mr. McPeters: When we write the special prevision, we take the final drawings and advertise for construction. We ask for a price from the contractor for the walls at a square foot price, which is hooked to a special prevision we wrote with the specifications. Because it's a VDOT job and has federal funds, the contractor has to use a VDOT pre-qualified vendor to manufacture the panels. The contractor will likely use the cheapest vendor that bids it for him that can conform to the specification. There won't be 3 that come back, we just have to make sure there are 3 vendors for everything. They will create a mock up and when we get to that point into construction, we can invite the BAR as an advisory point. As long as that guidance is general in nature and doesn't constrain the contractor or throw out his vendor, the contractor will work with us.

Mr. Gastinger: Because the aesthetic that you've selected for the base of the bridge, the scale of the individual panel is less important because it's going to be less visual. You should try to be specific in the drawings you give because so much of this is going through the detail of an individual panel. There could be some really clunky outcomes because the elevations haven't been considered.

Mr. Musarra: Another thing we can commit to you is presenting you with a draft of the special previsions and let you comment on it so that any concerns presented this evening are reflected in that document.

Mr. Mohr: The main concern we have is just making sure we're all on the same page.

Mr. Gastinger: Regarding the furnishings, the basis of design is really good. The first alternates are good, but the second alternates seemed to be quite a departure, especially the Innova brand. It would be a shame to end up with that.

Mr. McPeters: At the direction of the City, we are going to try working with the Federal Highway Administration and VDOT to get a finding of public interest, which allows us to sole source the bench, trashcan and bike rack. When we specify an example one in the basis of design, we have to make sure there are two others we could have said. We've done a lot of streetscapes and normally we get the one we specify. However, if we lose the request from VDOT, which the City doesn't decide, that is just to show that we would have to accept one of those three. We are going to specify the one that has been previously endorsed.

Mr. Schwarz: Did you run the alternates by Parks and Recreation? I assume they will be maintaining all of it.

Mr. McPeters: That is the reason why we would request finding a public interest. Unfortunately, whether they approve of the benches or not, if it is deemed an equal than it will be an equal regardless. The basis of design one has been vetted with them in conversations previously and it hasn't changed.

Mr. Schwarz: Regarding how the panels would work, it would be great to wrap the corners and as opposed to stopping and having a blank space where it hits the end of the bridge or ground, it should just continue and die into the ground.

Mr. Mohr: To clarify, is there a way to make it across the bridge and down the stairs onto Water Street no matter what is going on at the pavilion?

Mr. McPeters: That is the plan that we talked to the pavilion owner about tonight. The conversation is something that the City is working on and will have to work out before we go to construction. We seem to be heading in a path that the stairs will allow access.

Ms. Schwarz: We received an email over the weekend from Sarah Pool. Does your design adequately address her concerns?

Mr. McPeters: I was pleased to see her email and all of her things were compliant. The ADA concept throughout this whole project with the unique change that resulted in the knuckle design had a tradeoff, so we got an accessible route that we weren't going to have.

City of Charlottesville
MEMO

TO: Board of Architectural Review
FROM: Jeanette Janiczek, UCI Program Manager
DATE: August 10, 2020
SUBJECT: Belmont Bridge Replacement Project – Update on Final Certificate of Appropriateness

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ATTACHED:
1) Retaining Wall Plan Sheets 13(2A) – 13(2J)
2) Special Provision for Retaining Walls
3) Enhanced Pedestrian Access Structure
4) Roadway Lighting Plans 8(1) – 8(5-1)
5) Landscaping Plans 12(3) to 12(5)
6) Roadway Plans 3, 4 and 5

On August 20, 2019, the Board of Architectural Review (BAR) issued a Certificate of Appropriateness (COA) for the Belmont Bridge Replacement project with the following motion:

Motion: Schwarz moved having considered the standards set forth within the City Code, including City Design Guidelines for Public Design and Improvements, I move to find that the proposed bridge, lighting and site work satisfy the BAR's criteria and are compatible with this property and other properties in the Downtown ADC District, and that the BAR approves the application with the following additions.

- **That the striations will wrap the corners at the abutment, and should appear cut at any obstructions as discussed;***
- **That lamping for the pole lights will have a minimum 80 color rendering index (CRI), although 90 is preferred;**
- **The BAR strongly recommends review of the overhang at the knuckle to reduce the perceived heaviness of the beam, and to visually separate the beam from the parapet;**
- **The BAR to provide advisory review of the special provision for the concrete panels for the retaining wall system.**

Mohr seconded. Approved (8-0).

[* Specifically: A) At the two corners of the south abutment the striation pattern of the panels on the east and west walls will appear to wrap the corner onto the abutment wall under bridge; and B) where the striated wall panels meet the sloped parapet (above), the ground level (at the base), and an obstruction (a different, non-striated element that has been inserted onto or through the vertical plane of the striated wall--for example, the stairs and the bike/ped tunnels) the striation pattern will terminate as if cut, similar to a natural, exposed rock outcropping if cut for a road or bored into for an opening. Note: Refer to slides #3 and 19 of the presentation.]

Attached and below are responses to the additions raised by the BAR in the COA.

1) **Retaining Wall Striations**
   Attached plan sheets 13(2A) to 13(2C) display the proposed panel layout of the three retaining walls, how the striations will be cut at the two pedestrian underpasses as well as the SW staircase and how the striations will be wrapped at the corners. Plan sheets 13(2D) to 13(2I) provide details on the 35 panel variations, their dimensions, and striation relief. Sheet 13(2J) provides further details on the corner detail and its mitered corner. These plan sheets reflect the direction provided by BAR and will be used to evaluate the Virginia Department of Transportation's Approved Wall System, Category A to be selected and submitted by the contractor.

2) **Special Provision for the Retaining Walls**

   Attached is the Special Provision for the Retaining Walls that the BAR requested to provide advisory review. This Special Provision supplements the plan sheets and provides additional requirements that must be met for the City to accept the Retaining Wall – submittals, material/construction requirements, mockups, et cetera.

3) **Overhang at the Knuckle**

   The BAR has requested the overhang at the knuckle be reviewed to 1) reduce the perceived heaviness of the beam and 2) visually separate the beam from the parapet.

   The following measures have been taken to achieve the aesthetic effect requested while maintaining the overhang's structural design:
   - Added a mask wall at the west end of the pier/overhang to hide the ends of the beam (Sheet 9 – face of mask wall, Sheet 10 – Section C)
   - Extended the deck 3" beyond the backwall on the pier/overhang to create a shadow line at the joint between the parapet, deck, and backwall (Sheet 15 – Transverse Section Span a)
   - Added a taper to the south face of the columns at the pier (Sheets 9 and 10 – shows 3" tapers of each pier)

   These details have been added to the attached Enhanced Pedestrian Access Structure plan sheets as noted above.

4) **Lighting Plan**

   Kimley Horn has confirmed that the pole lights, KIM Lighting Ouro LED, have a minimum 80 color rendering index. This detail can be confirmed on Roadway Plan Sheet 8(2A).

Updates to the Plans

As the plan set has been refined, certain adjustments have been made in response to changed, existing conditions or due to other technical issues (such as items no longer being manufactured). These changes are outlined below and illustrated in the attached plan sheets.

1) Lighting Along Water Street

The City has recently replaced existing lighting along the south side of Water Street, east of the bridge with the current residential lighting fixture contained within the City's Standards and Design Manual. This lighting will be extended further west on both sides of Water Street under the bridge for a total of nine fixtures. The fixture specification is located on plan sheet 8(2A) and their locations can best be seen on sheet 8(4-2).

2) Lighting at Downtown Transit Station

The Transit Station has its own lighting fixture on the northern side of Water Street, west of the bridge. One of the existing fixtures needs to be relocated and it was proposed to add one other, new light fixture further east to meet photometric measures on illumination. We have coordinated with the Facilities Department to ensure the current, replacement fixture is specified on sheet 8(2B).

3) Lighting with existing Pedestrian Underpass

The existing Pedestrian Underpass will be extended to the east which will require the addition of 2 new light fixtures. When contacting the manufacturer, we were notified the existing fixture is no longer in production. Kimley Horn was able to identify a similar fixture, a we-ef QLS420, which is shown on sheet 8(2F). The project will add two of these fixtures and replace the existing twelve fixtures to ensure a cohesive appearance within the tunnel.

4) Mezzanine Lighting

Previously, the light fixture being used within the staircases, the SPI Eco Effect EEG11953 found on sheet 8(2D), was proposed for the mezzanine. To improve illumination and reduce the number of light fixtures by 15, a new light fixture, the Tryg Exterior Wall Elegant, also shown on sheet 8(2F) is proposed at the locations on sheet 8(4-2).

5) Bridge Pier Lighting

The locations of the previously approved light fixture to highlight the bridge piers have been finalized and are shown on sheet 8(4B).

6) Landscaping

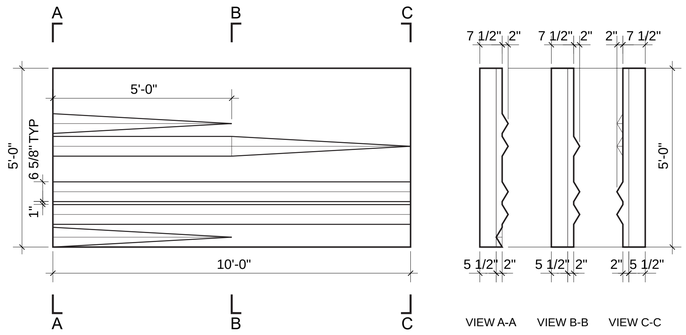
The Tree Commission reviewed the landscaping plans one additional time and requested as many large, shade trees as possible – particularly along South Street. The project team was able to add a few additional shade trees by adjusting the location and size of some trees which also required the adjustment (reduction) of shrubs and groundcover proposed. The species of landscaping proposed within the project remains the same as previously reviewed plans. Landscaping plans can be found on sheets 12(3) to 12(5).

7) Bollards

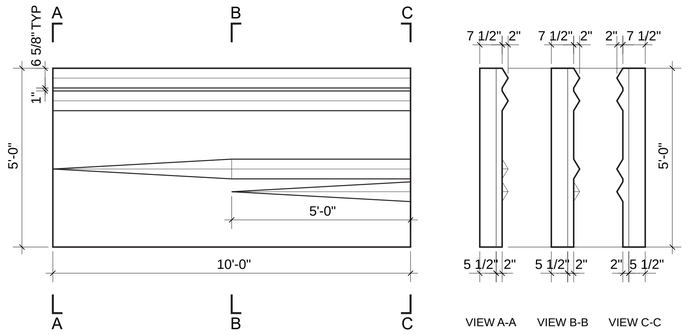
Previously, bollards were proposed in a semi-circular arrangement. After speaking with the bollard manufacturers, it was determined the bollards need to be installed in a straight line to properly protect against collisions coming from the side/off-center. Bollards can be seen on sheets 3, 4 and 5.

1) Retaining Wall Plan Sheets 13(2A) – 13(2J)

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.		BR-5104 (159)	20	0020-104-101, B601	13(2F)



PANEL 13



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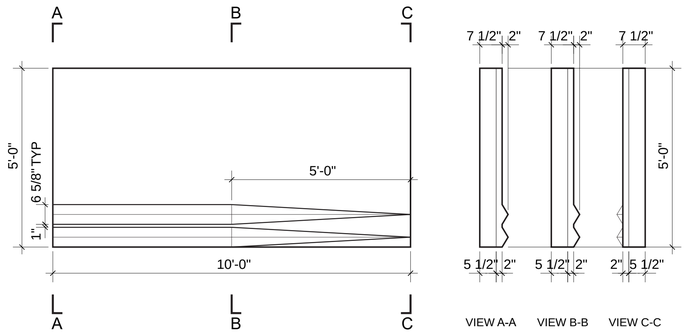

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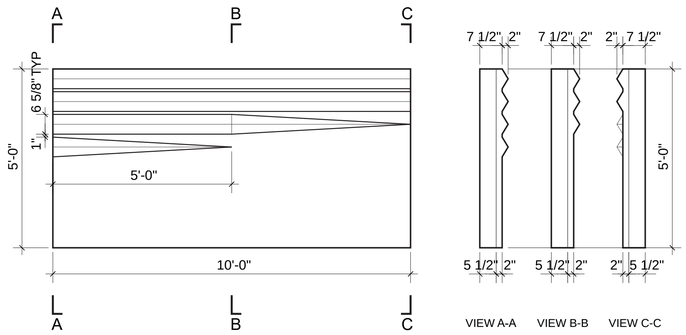

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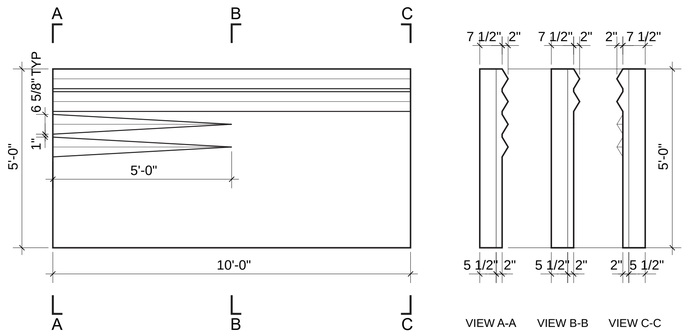

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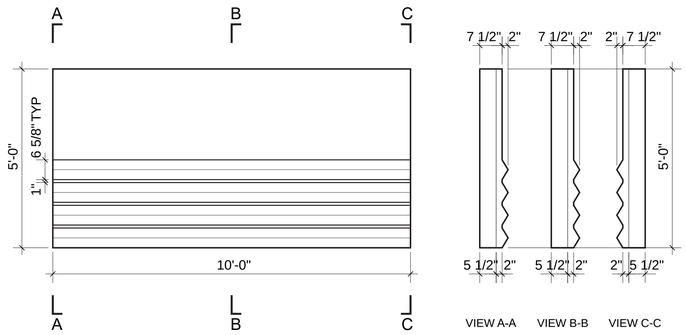

PANEL 18

1/2"= 1'-0"
0 1' 2'

GENERAL NOTES:

1. ALL M.S.E. COMPONENT SIZING AND CONNECTIONS TO BE VERIFIED DURING SHOP DRAWING PHASE.
2. SEE STRUCTURAL DRAWINGS FOR MORE INFORMATION
3. ALL DIMENSIONS TO BE VERIFIED IN FIELD
4. SEE M.S.E. WALL SPECIAL PROVISION FOR MORE INFORMATION
5. FINAL LAYOUT TO BE DETERMINED IN COORDINATION BETWEEN FABRICATOR AND ARCHITECT/OWNER REPRESENTATIVE DURING SHOP DRAWINGS AND MOCK-UP REVIEW

PRELIMINARY PLANS

THESE PLANS NOT TO BE USED FOR CONSTRUCTION

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WASHINGTON, DC
ARCHITECT

KIMLEY-HORN & ASSOC.
RALEIGH, NC
STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

M. S. E. RETAINING WALL PANEL DETAILS 13-18

No.	Description	Date
	Revisions	

Designed: KGP
Drawn: TW&MtN
Checked: DP

Date: July 2020

Plan No.

Sheet No. 13(2F)

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
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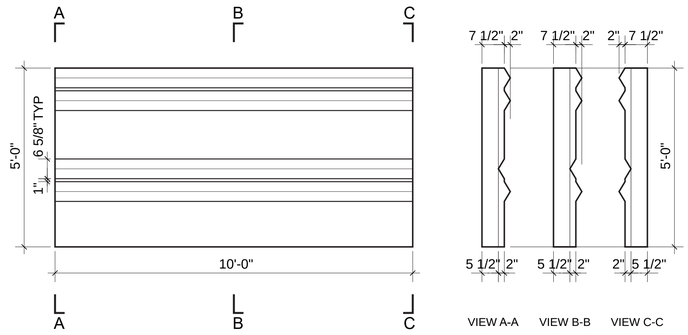

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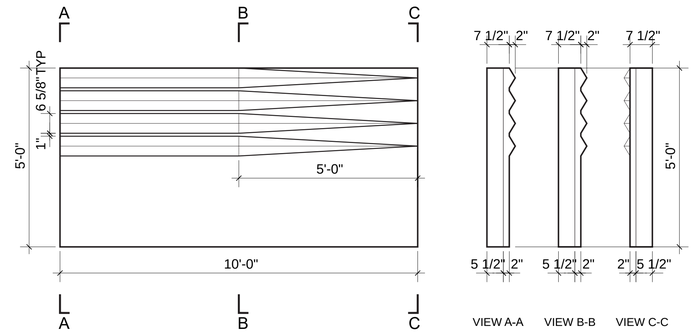

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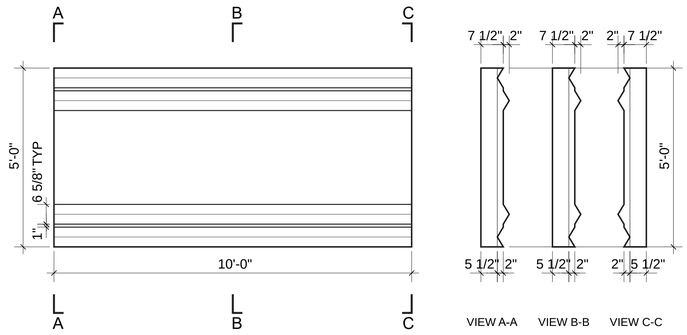

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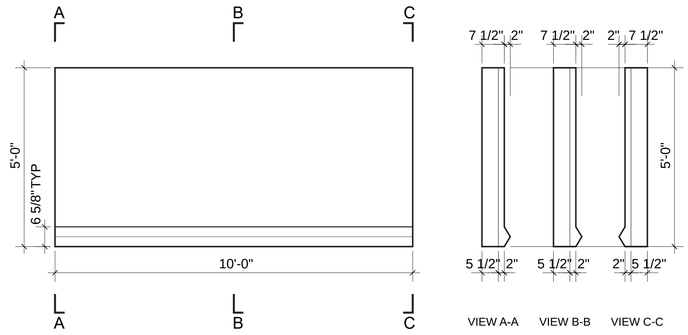

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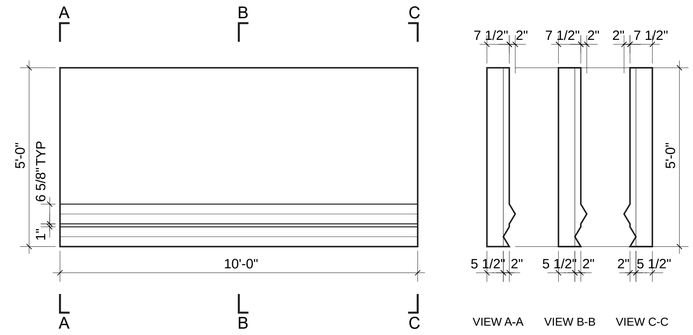

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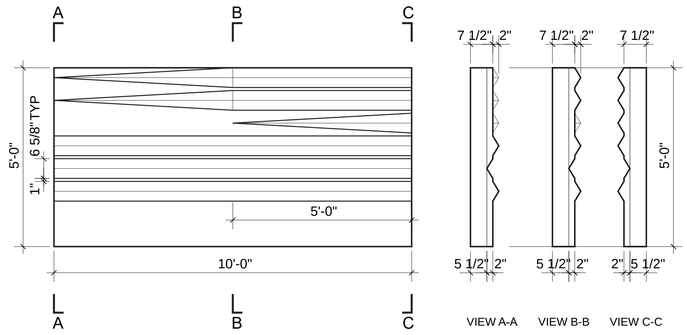

PANEL 24

1/2"= 1'-0"

0 1' 2'

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M. S. E. RETAINING WALL PANEL DETAILS 19-24

No.	Description	Date
	Revisions	

Designed: KGP
Drawn: TW&MtN
Checked: DP

Date: July 2020

Plan No.

Sheet No. 13(2G)

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
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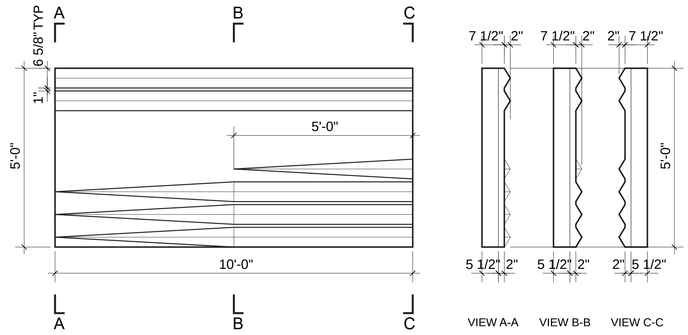

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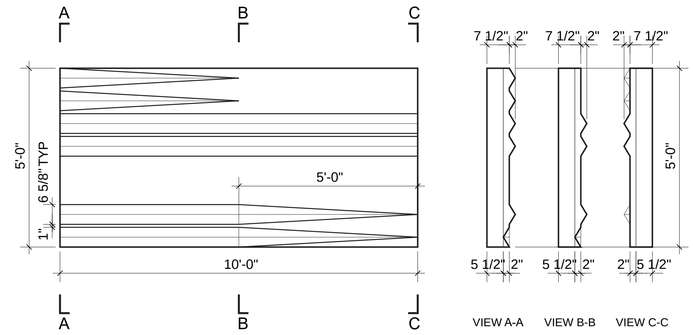

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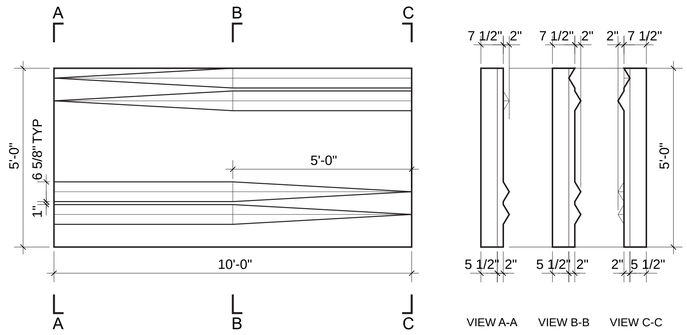

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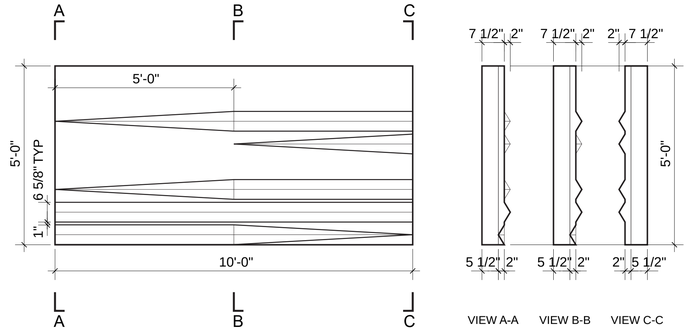

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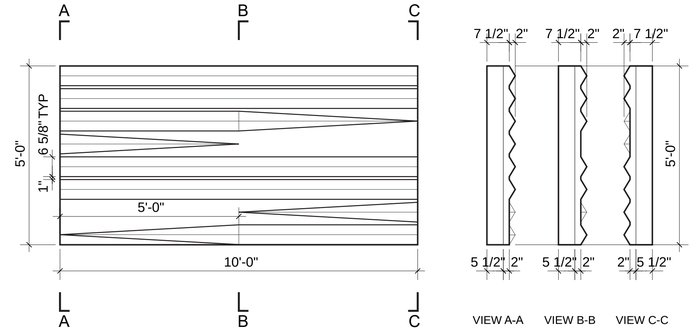

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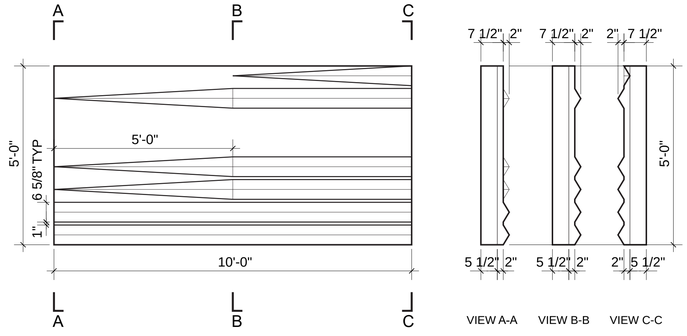

PANEL 30

1/2"= 1'-0"

0 1' 2'

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M. S. E. RETAINING WALL PANEL DETAILS 25-30

No.	Description	Date
	Revisions	

Designed: KGP
Drawn: TW&MtN
Checked: DP

Date: July 2020

Plan No.

Sheet No. 13(2H)

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
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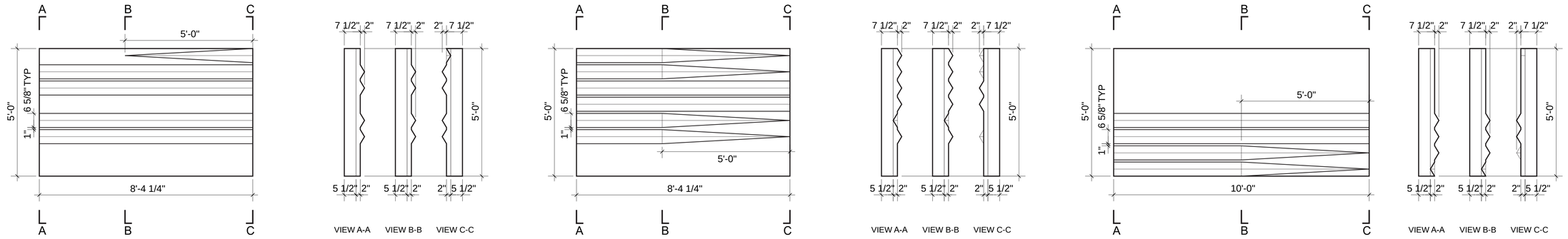
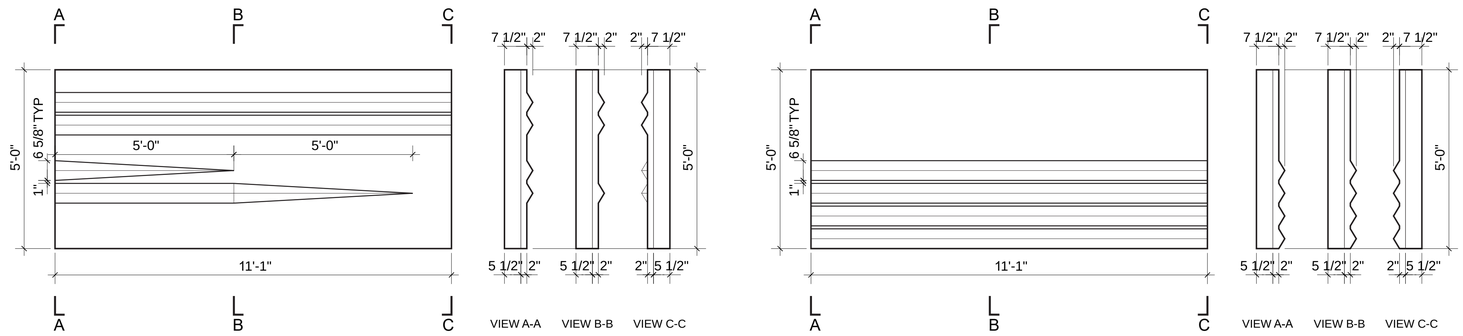


PANEL 31

PANEL 32

PANEL 33



PANEL 34

PANEL 35

1/2"= 1'-0"

0 1' 2'

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ARCHITECT

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THESE PLANS NOT TO BE USED FOR CONSTRUCTION

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

M. S. E. RETAINING WALL PANEL DETAILS 31-35

No.	Description	Date
	Revisions	

Designed: KGP
Drawn: TW&MtN
Checked: DP

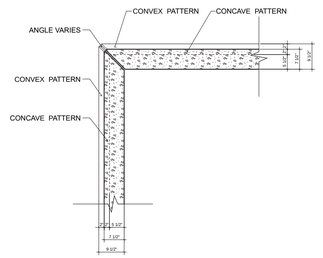
Date: July 2020

Plan No.

Sheet No. 13(2I)

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.		BR-5104 (159)	20	0020-104-101, B601	13(2J)

MSE PANEL TYPE	NUMBERS
TYPE 1	195
TYPE 2	30
TYPE 3	7
TYPE 4	49
TYPE 5	45
TYPE 6	9
TYPE 7	12
TYPE 8	34
TYPE 9	13
TYPE 10	8
TYPE 11	12
TYPE 12	12
TYPE 13	11
TYPE 14	11
TYPE 15	8
TYPE 16	11
TYPE 17	2
TYPE 18	31
TYPE 19	1
TYPE 20	3
TYPE 21	1
TYPE 22	1
TYPE 23	3
TYPE 24	1
TYPE 25	1
TYPE 26	2
TYPE 27	1
TYPE 28	1
TYPE 29	2
TYPE 30	2
TYPE 31	1
TYPE 32	2
TYPE 33	1
TYPE 34	1
TYPE 35	2
TOTAL	526



MSE PANEL TYPICAL CORNER CONDITION

1/2"= 1'-0"

0 1' 2'

GENERAL NOTES:

1. ALL M.S.E. COMPONENT SIZING AND CONNECTIONS TO BE VERIFIED DURING SHOP DRAWING PHASE.
2. SEE STRUCTURAL DRAWINGS FOR MORE INFORMATION
3. ALL DIMENSIONS TO BE VERIFIED IN FIELD
4. SEE M.S.E. WALL SPECIAL PROVISION FOR MORE INFORMATION
5. FINAL LAYOUT TO BE DETERMINED IN COORDINATION BETWEEN FABRICATOR AND ARCHITECT/OWNER REPRESENTATIVE DURING SHOP DRAWINGS AND MOCK-UP REVIEW

PRELIMINARY PLANS

THESE PLANS NOT TO BE USED FOR CONSTRUCTION

KGP DESIGN STUDIO
WASHINGTON, DC
ARCHITECT

KIMLEY-HORN & ASSOC.
RALEIGH, NC
STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

M. S. E. RETAINING WALL PANEL COUNT LEGEND & TYP. CORNER DETAIL

No.	Description	Date
	Revisions	

Designed: KGP
Drawn: TW&MtN
Checked: DP

Date: July 2020

Plan No.

Sheet No. 13(2J)

2) Special Provision for Retaining Walls

SPECIAL PROVISION FOR
MECHANICALLY STABILIZED EARTH WALLS (CONCRETE PANEL FACING)
Belmont Bridge
Charlottesville, Virginia

1.0 DESCRIPTION

This work shall consist of furnishing and constructing Mechanically Stabilized Earth (MSE) Walls in accordance with these specifications and in reasonably close conformity with the lines, grades, dimensions, and design shown on the plans or established by the Engineer. This specification is intended to cover MSE walls utilizing discrete concrete panel facing as approved by VDOT Structure and Bridge Division.

2.0 SUBMITTALS

The Contractor shall submit working drawings, shop plans, and design calculations, signed and sealed by a Virginia Registered Professional Engineer, to the Engineer for review by the City. The Contractor shall allow 30 days from the day the submittals are received by the City for review and approval. Fabrication or any wall construction shall not begin prior to the approval of the design, working drawings and shop plans. Approval of the Contractor's working drawings and shop plans shall not relieve the Contractor of any of his responsibility under the contract for the successful completion of the work.

2.1 Working Drawings and Shop Plans

The working drawings and shop plans shall reflect all information needed to fabricate and erect the walls including:

a. Elevations at the top of wall at all the horizontal and vertical break points and at intervals not exceeding 50 feet along the wall;

b. Elevations at the top of leveling pad step breaks;

c. Elevation of the finished grade in front of the wall;

d. The number, size, type, length, and details of the soil reinforcing elements in each design section;

e. The locations and sizes of all pipes, utilities, drainage facilities, overhead sign footings, piles, and landscape trees that will be penetrating the wall face or within the soil reinforced mass;

f. Typical cross-section or cross-sections showing the elevation relationship between ground conditions and proposed grades;

g. Details for construction of wall around obstructions (i.e. drainage facilities, utilities, overhead sign footing, piles, drilled shafts, landscape trees) within the reinforced backfill;

h. Details pertaining to coping, parapets, railing, as required by the contract plans;

i. Shape, dimension, surface relief design and designation of wall panel;

j. Details of the architectural or finish treatment supplied.

2.2 Design Calculations

The proposed design shall satisfy the design parameters and requirements in the plans and in the special provisions. Complete design calculations shall include the most critical geometry and loading combination for each design section that exist during construction and at the end of construction.

3.0 MATERIALS

The Contractor shall decide to purchase or manufacture the facing elements, metallic reinforcing mesh or strips, geosynthetic geogrids or geostrips, connection devices, joint materials, and all other necessary components. Material not conforming to this section of the specifications shall not be used without the written consent from the Engineer.

3.1 Reinforced Concrete Face Panels

Concrete for face panel units shall be Class A4 conforming to the requirements of Section 217 of the Specifications except that the maximum water/cement ratio shall be 0.47.

Panel steel reinforcement shall meet the requirements of Section 223 of the Specifications. If corrosion resistant reinforcing (CRR) steel is required, adequate separation between CRR steel and metallic connection devices and lifting device shall be provided.

Panel steel reinforcement, connection devices, and lifting devices shall be set in place to the dimensions and tolerances shown on the plans prior to casting.

Where reinforced concrete panels encounter an obstruction, or where the panels meet the coping/parapet and the ground line, the panels shall terminate as if cut.

3.1.1. Testing and Inspection

The Contractor or his supplier shall furnish facilities and shall perform all necessary sampling and testing in an expeditious and satisfactory manner. Panels will be considered acceptable for placement in the wall when control cylinder tests exceed 85% of 28 day design strength requirements and meets all other requirements as outlined below.

3.1.2. Casting

Concrete panels shall be cast on a flat area; the front face of the form at the bottom and the back face at the upper part. Galvanized connection devices shall be set on the rear face. The concrete in each unit shall be placed without interruption and shall be consolidated using an approved vibrator, supplemented by such hand-tamping as may be necessary to force the concrete into the corners of the forms and prevent the formation of stone pockets or cleavage planes. Clear form oil of the same manufacture shall be used throughout the casting operation.

3.1.3. Curing

Panel units shall be cured in accordance with the requirements of Section 404.03 (k) of the Specifications. Any panel concrete placement that does not reach specified design strength within 28 days will be rejected as determined by concrete control cylinders.

3.1.4. Removal of Forms

The forms shall remain in place for a minimum of 20 hours or when control cylinder tests

indicate that the concrete has attained at least 20% of the 28-day design requirement in accordance with the requirements of Section 404.03 (j) of the Specifications.

3.1.5. Concrete Finish and Tolerances

Unless otherwise shown on the plans, concrete surface for the front face shall be a Class 1 finish conforming to the requirements of Section 404 of the Specifications or as detailed on the plans and a uniform surface finish on the rear face. Rear face of the panel shall be screeded to eliminate open pockets of aggregate and surface distortions in excess of 1/4 inch. For design intent, see MSE wall rendering drawings (included as an attachment to this special provision).

Precast Concrete Facing Panel:

- Panel Size: 50 square feet, 5 feet height by 10 feet long
- Panel Types: 21. Surface Relief Design of each panel type to be as indicated on drawings.
- Panel Color: Color shall be grey as identified by CMYK value (C0.039, M0.0000, Y0.0825, K0.6196). A sample shall be provided to the Architect and City for approval. Coping shall receive the same surface coloring as the concrete panels.
- Panel Layout at each MSE Walls (A to F): panels to be layout as indicated on Wall Elevation – Panel Layout drawings. Provide a numbered panel layout drawing for fabrication and erection purpose.
- Concrete panel coping shall be provided along the top of the wall, unless noted otherwise. The joint between all coping segments shall be sealed to prevent infiltration of water into the retaining wall backfill.
- Mock-Ups: Provide mock-ups for evaluation of finish and configuration.
  - Size: 1 Facing Panel Type 5 with at least three adjacent panels (for a total of four panels in the mockup) and 1 corner panel
  - Do not proceed with panel fabrication until workmanship is approved by Architect and City.
  - Rework mock-up as required to produce acceptable work.
  - Retain mock-up during construction as quality standard.

3.1.6. Tolerances

All panel units shall be manufactured within the following tolerances:

- Lateral position of connection devices within 1 inch.
- All other panel dimensions within 3/16 inch.
- Squareness, as determined by the difference between the two diagonals, shall not exceed ½ inch.
- Surface irregularities on smooth formed surfaces measured on a length of 5 feet shall not exceed 1/8 inch. Surface irregularities on textured-finish surfaces measured on a length of 5 feet shall not exceed 5/16 inch.

3.1.7. Rejection

Panel units will be subject to rejection because of failure to meet any of the requirements specified above. In addition, any of the following defects will be sufficient cause for rejection:

- Defects that indicate imperfect molding.
- Defects such as chipped or broken concrete.
- Defects indicating honeycombed or open texture concrete.
- Color variations on the front face of panel due to excess form oil or other reason.

3.1.8. Marking

The date of manufacture, production lot number, and piece mark shall be clearly scribed on the rear face of each panel unit.

3.1.9. Handling, Storage and Shipping

All panel units shall be handled, stored and shipped in such manner as to eliminate the danger of chipping, cracks, fractures and excessive bending stresses. Panel units shall be removed from casting beds by an approved four-point pick up method. Panel units in storage shall be supported on firm blocking to protect the panel connection devices and the exposed exterior finish.

3.2 Steel Soil Reinforcing and Connection Devices

3.2.1. Metallic Reinforcing Strips

Reinforcing strips shall be hot rolled or cold formed from bars or coil to the required shape and dimensions. Their physical and mechanical properties shall conform to ASTM A-36, ASTM A- 572 Grade 65, or ASTM A-1011 Grade 65. Galvanization for reinforcing strips shall conform to the requirements of ASTM A-123 and the minimum coating thickness shall be 2 oz/sf (or 3.4 mils).

3.2.2. Metallic Reinforcing Mesh and Bar Mats

Reinforcing mesh shall be shop fabricated of cold drawn steel wire conforming to the requirements of ASTM A-82 and shall be welded into the finished mesh fabric in accordance with the requirements of ASTM A-185, except that, the minimum average shear stress of the weld shall be at least 35,750 psi. The reinforcing mesh manufacturer shall provide certification that the minimum average weld shear strength is adequate for the proposed design and provides a reasonable safety factor.

Galvanization shall be applied after the mesh is fabricated and conform to the requirements of ASTM A-123 and the minimum coating thickness shall be 2 oz/sf (or 3.4 mils). Any damage to the galvanizing shall be repaired in accordance with the requirements of Section 233 of the Specifications.

3.2.3. Tie Strips/Lug

Tie strips/lug shall be shop fabricated of hot rolled or cold formed steel conforming to the requirements of ASTM A-570, Grade 50 or ASTM A-1011 Grade 50. Galvanization shall

conform to ASTM A-123 and the minimum coating thickness shall be 2 oz/sf (or 3.4 mils).

3.2.4. Fasteners

Bolts and nuts shall conform to the requirements of ASTM A-325, ASTM A-449, or ASTM A- 563 and shall be galvanized in accordance with ASTM A-153 and minimum coating thickness of 2 oz/sf (or 3.4 mils).

3.2.5. Connection Devices

Connection loop shall be fabricated of cold drawn steel wire conforming to the requirements of ASTM A-82 and welded in accordance with the requirements of ASTM A185. Connector bars shall be fabricated of cold drawn steel wire conforming to the requirements of ASTM A-82 and galvanized in accordance with ASTM A-123.

All connection devices shall be galvanized in accordance with the requirements of ASTM A- 123 or approved equal and minimum coating thickness shall be 2 oz/sf (or 3.4 mils).

3.3 Geosynthetic Soil Reinforcing and Connection Devices

3.3.1. Geogrids

Geogrids shall be structural geogrids formed by uniaxially drawing a continuous sheet of high-density polyethylene material. Geogrids shall be a regular network of integrally connected polymer tensile elements with aperture geometry sufficient to permit significant mechanical interlock with the surrounding soil or rock. Structure of geogrid reinforcement shall be dimensionally stable and able to retain its geometry under manufacture, transport and installation.

3.3.2. Geostrips

Geostrips shall be structural geostrips made of high-tenacity polyester fibers with linear low- density polyethylene coating. Geostrips shall have high resistance to deformation under sustained long-term design load and shall also be resistant to ultraviolet degradation, to damage under normal installation practices and to all forms of biological and /or chemical degradation.

3.3.3. Delivery, Storage, and Handling

The Contractor shall check the geosynthetic soil reinforcement upon delivery to assure that the proper grade and type of material has been received. Rolled geosynthetic soil reinforcement shall be stored in accordance with the manufacture's recommendations. During all period of shipment and storage, geosynthetic soil reinforcement shall prevent wet cement, epoxy and like materials from coming in contact with and affixing to the geosynthetic soil reinforcement.

3.3.4. Connection Devices

Connection devices, such as bars, pins, plates etc, shall consist of non-degrading polymer and be made for the express use with the geosynthetic soil reinforcements supplied.

3.4 Joint Materials

3.4.1. Joint Cover

If required, cover all joints between panels on the back side of the wall with a geotextile meeting the requirements for drainage fabric as specified in Section 245. Use adhesive approved by the manufacturer to attach the geotextile to the panel. The minimum width and lap shall be 12 inches.

3.4.2. Bearing Pads

Provide in horizontal joints between panels preformed EPDM (Ethylene Propylene Diene Monomer) rubber pads conforming to ASTM D-2000 Grade 2, Type A, Class A with a minimum Durometer Hardness of 70, or HDPE (High Density Polyethylene) pads with a minimum density of 0.946 g/cm3 (or 59.06 lb/ft3) in accordance with ASTM 1505.

3.4.3. Joint Filler

If required, provide flexible foam strips as recommended by wall manufacturer for filler for vertical and inclined joints between panels, and in horizontal joints where pads are used, where indicated on the plans.

3.5 Select Backfill Material

Select backfill material used in the structure volume shall be reasonably free from organic material, shale or other poor durability particles and otherwise deleterious materials. The backfill shall conform to the following grading as determined by AASHTO T-27:

Sieve Size	Percent Passing
4"+	100
No. 40	0 - 60
No. 200	0 – 15

+ The maximum soil particle size for polymeric geosynthetic soil reinforcement shall be 3/4 inch unless full scale installation damage tests are conducted in accordance with ASTM D5818.

The Plasticity Index (P.I.) of the backfill material as determined by AASHTO T-90 shall not exceed 6.

Backfill material shall exhibit an angle of internal friction of not less than 34 degrees, as determined by the standard Direct Shear Test, AASHTO T236, on the portion finer than the #10 sieve, using a sample of the material compacted to 95 percent of AASHTO T99, Methods C or D with oversized correction, at optimum moisture content. No testing is required for material containing VDOT #57 aggregates or larger Open-Graded Coarse Aggregates in VDOT Road and Bridge Specifications.

Backfill material shall have a magnesium sulfate soundness loss of less than 30 percent after four cycles.

Additionally, the backfill material shall conform to the following electrochemical requirements:

- For metallic soil reinforcements:

Requirements	AASHTO Test Methods
a) pH range between 5.0 and 10.0	T289
b) Resistivity greater than 3,000 ohm-cm	T288
c) Chlorides less than 100 ppm	T291
d) Sulfates less than 200 ppm	T290
e) Organic Content less than 1%	T267

If resistivity is greater or equal to 5000 ohm-cm, the chlorides and sulfates requirements may be waived.

- For geosynthetic soil reinforcements:

Polyolefin Polymer (Polypropylene and High Density Polyethylene):

Requirement	AASHTO Test Methods
a) pH range between 3.0 and 11.0	T289

Polyester polymer:

Requirement	AASHTO Test Methods
a) pH range between 3.0 and 9.0	T289

The Contractor shall perform analysis tests for each source of material and shall perform such additional tests to assure conformance whenever the character of the select backfill material changes. All tests shall be performed by laboratories that are AASHTO Materials Reference Laboratory (AMRL) accredited.

The Contractor shall furnish the Engineer a Certificate of Compliance certifying the furnished select backfill materials comply with the aforementioned requirements. Test results performed by the Contractor necessary to assure contract compliance shall also be furnished the Engineer.

3.6 Cast-In-Place Concrete

Concrete for leveling pads and wall top coping shall be Class A3 conforming to the requirements of Section 217 of the Specifications. Coping shall be colored to match the concrete panels; see section 3.1.5 above for color requirements.

3.7 Moment Slab Reinforcing Steel

Corrosion resistant reinforcing (CRR) steel meeting the requirements of Section 223 of the Specifications shall be used in moment slab and shall be the same type of CRR steel specified for parapet as shown on plans.

3.8 Coping Reinforcing Steel

Class I corrosion resistant reinforcing steel meeting the requirements of Section 223 of the Specifications shall be used in coping.

4.0 CONSTRUCTION REQUIREMENTS

4.1 Wall Excavation

Wall excavation shall be unclassified in accordance with the requirements of Sections 506 and 401 of the Specifications and shall be performed in reasonably close conformity to the limits and construction stages shown on the plans.

4.2 Foundation Preparation

The foundation for the structure shall be graded level for a width equal to or exceeding the length of reinforcement or as shown on the Plans. Prior to wall construction, the foundation shall be compacted in accordance with the embankment requirements of Section 303.04 (h) of the Specifications and graded to a relatively smooth and uniform surface. Any foundation soils found to be unsuitable shall be removed and replaced with select backfill as per Materials of these

specifications.

At each panel foundation level, an unreinforced concrete leveling pad shall be provided as shown on the plans. Leveling pads shall be level within 1/8 inch per pad or per 100 feet, whichever is greater. The pad shall be cured a minimum of 12 hours before placement of wall panels.

4.3 Wall Erection

Precast concrete panels shall be placed vertically with the aid of a crane or other suitable equipment. For erection, panels shall be handled by means of a lifting device set into the upper edge of the panels. Panels shall be placed in successive horizontal lifts in the sequence shown on the plans as backfill placement proceeds. As fill material is placed behind a panel, the panels shall be maintained in vertical position by means of temporary wooden wedges placed in the joint at the junction of the two adjacent panels on the external side of the wall. External bracing may also be required for the initial lift. Vertical tolerances (plumbness) and horizontal alignment tolerance shall not exceed 3/4 inch when measured along a 10-foot straight edge. The maximum allowable lateral offset at any panel joint shall be 3/4 inch. The overall vertical tolerance of the wall (plumbness from top to bottom) shall not exceed ½ inch per 10 feet of wall height.

4.4 Select Backfill Placement

The placement of the select backfill material shall closely follow the erection of each lift of panels. At each reinforcing element level, backfill shall be roughly leveled before placing and attaching reinforcement to the panel. Unless otherwise shown on the plans, reinforcement shall be placed normal to the face of the wall. The maximum lift thickness shall not exceed 8 inches loose and shall closely follow panel erection. The Contractor shall decrease this lift thickness if necessary to obtain the specified density.

Backfill shall be compacted to 95% of the maximum density as determined by AASHTO T-99 Methods C or D with oversized correction. For backfill containing VDOT #57 aggregate or larger Open-Graded Coarse Aggregates in VDOT Road and Bridge Specifications, density test is not required but each lift shall be compacted until there is no visible evidence of further densification. A minimum of four passes with a heavy roller shall be used. For applications where, spread footings are used to support bridge or other structural loads, the top 5 feet below the footing elevation shall be compacted to 100 percent AASHTO T-99. The moisture content of the backfill material prior to and during compaction shall be uniformly distributed throughout each layer. Backfill material shall have a placement moisture content equal to the optimum moisture content. Moisture content may be up to 2 percentage points less than optimum moisture content.

Prior to placement of any backfill, geosynthetic soil reinforcement shall be pulled taut to remove slack. The backfill shall be placed in a manner that geosynthetic soil reinforcement remains taut. Tracked construction equipment shall not operate directly on geosynthetic soil reinforcement. A minimum fill thickness of 6 inches over the geosynthetic soil reinforcement is required prior to operation of tracked vehicles. Rubber tired equipment may pass over the geosynthetic soil reinforcement at speeds less than 10 mph. Sudden braking and sharp turning shall be avoided.

At the end of each day's operations, the Contractor shall shape the last level of backfill as to permit runoff of rainwater away from the wall face. Backfill compaction shall be accomplished without disturbance or distortion of reinforcing elements and panels. Compaction adjacent to the backside of the wall in a strip 3 feet wide shall be achieved using mechanical hand tampers. No compaction density tests are required within 3 feet from the back face of wall.

4.5 Cast-In-Place Concrete

Concrete work for leveling pads and wall top coping shall be performed in accordance with the

requirements of Section 404 of the Specifications.

5.0 MEASUREMENT AND PAYMENT

Mechanically Stabilized Earth (MSE) walls will be paid for as Retaining Structure at the contract unit price per square foot on a plan quantity basis as shown on the contract drawings. This price shall include excavating; temporary shoring when not specified on the wall plans or in the proposal as a separate pay item; furnishing and installing concrete footing; leveling pads; face panels; copings and moment slabs; masonry; reinforcing steel; steel or geosynthetic soil reinforcements, select backfill material; backfilling; compaction; joint materials; riprap to fill temporary excavation, including all work necessary outside the retainage area shown on the plans; and disposing of unsuitable or surplus material offsite or, where permitted by the Engineer, onsite.

Payment will be made under:

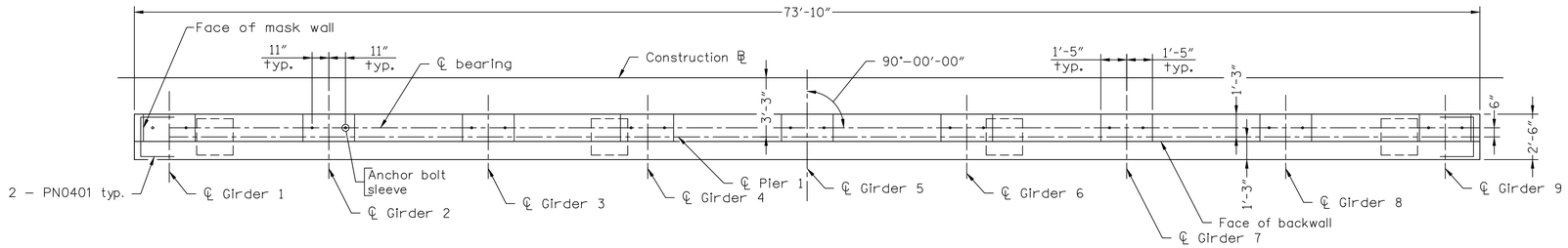
Pay Item	Pay Unit
Retaining Structure	Square foot

3) Enhanced Pedestrian Access Structure

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—	BR-5104 (159)	20	0020-104-101, B602	9

Notes:
For micropile details see sheets 35 and 36.

For anchor bolt sleeve details, see sheet 14.



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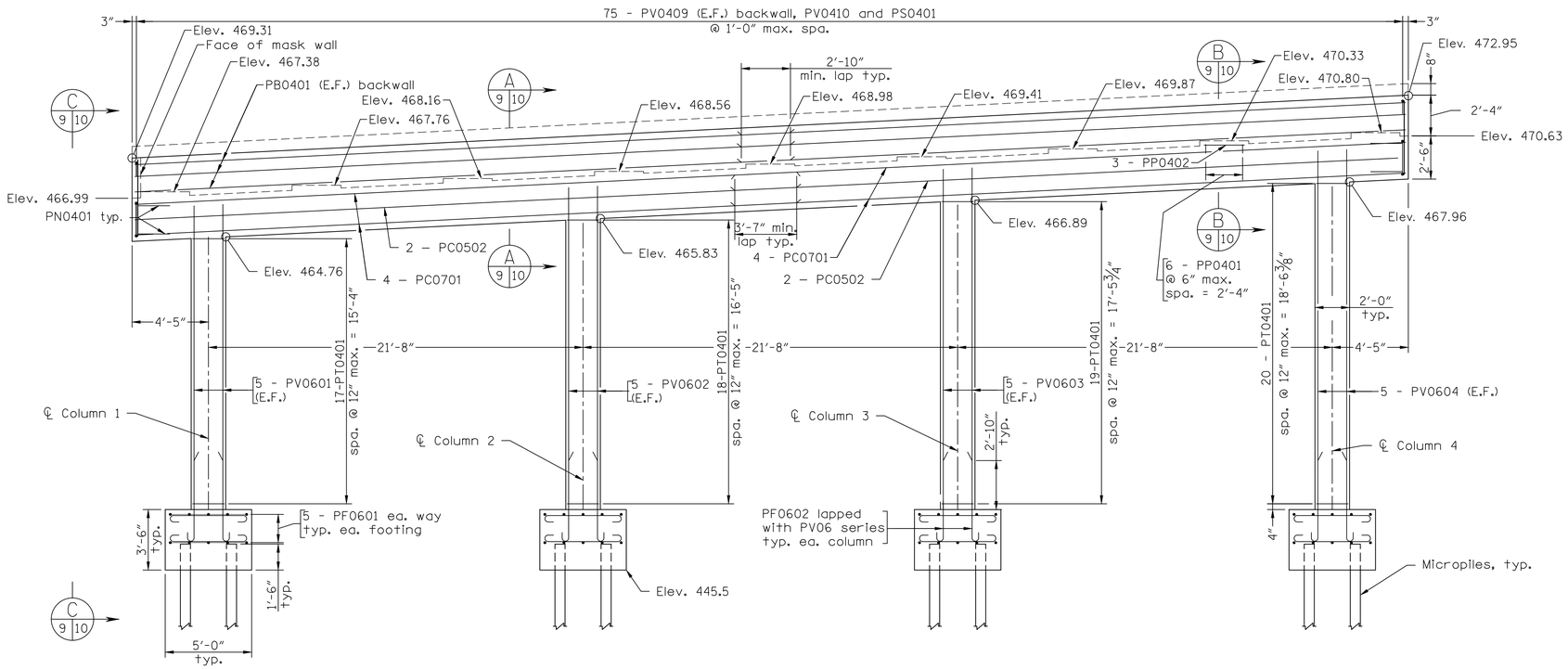


ELEVATION

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: ¼" = 1'-0"

KIMLEY-HORN & ASSOC.
RALEIGH, NC
STRUCTURAL ENGINEER

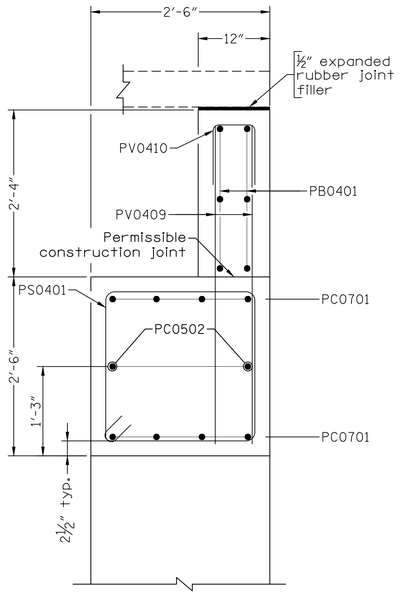
No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
STRUCTURE AND BRIDGE DIVISION

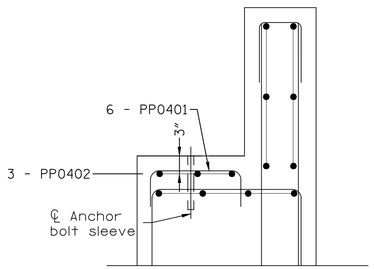
PIER 1 PLAN AND ELEVATION

Designed: MDM	Date	Plan No.	Sheet No.
Drawn: JJK	May 2020		9 of 42
Checked: SAD			

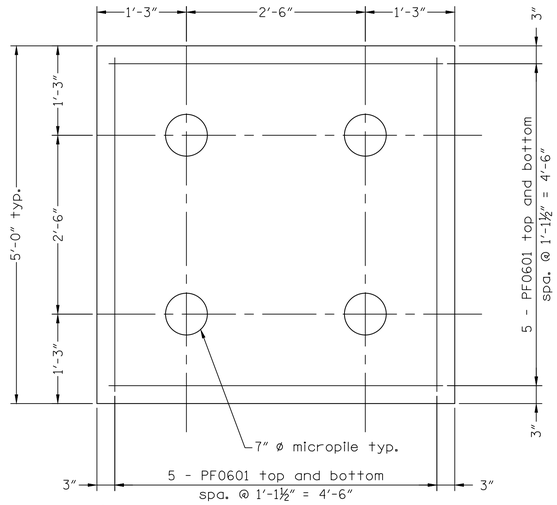
STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—	BR-5104 (159)	20	0020-104-101, B602	10



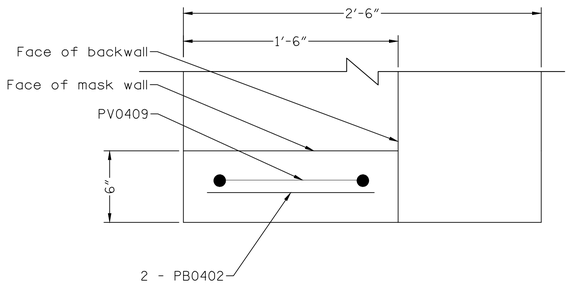
SECTION A 9 10



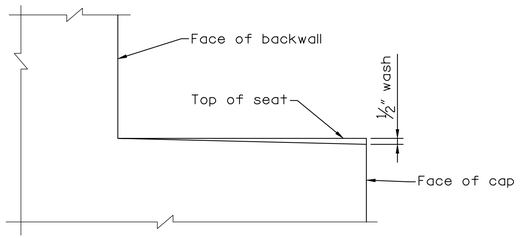
SECTION B 9 10



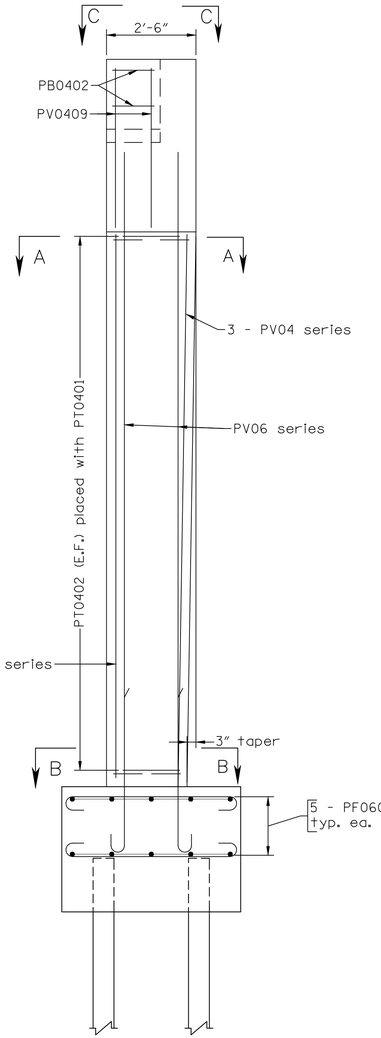
FOOTING PLAN



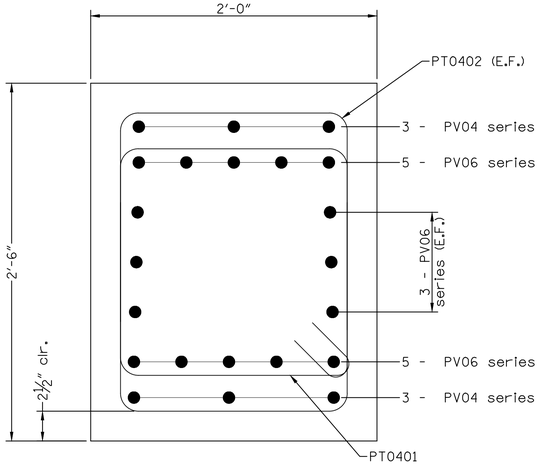
SECTION C–C
Pier cap and backwall reinforcing not shown for clarity



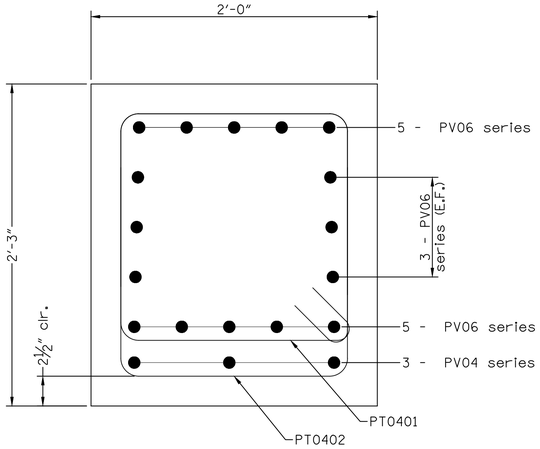
WASH DETAIL



SECTION C 9 10



SECTION A–A



SECTION B–B

Typical each column

Scale: No Scale

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

KIMLEY–HORN & ASSOC.
RALEIGH, NC
STRUCTURAL ENGINEER

No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
STRUCTURE AND BRIDGE DIVISION

PIER 1 DETAILS

Designed: MDM	Date	Plan No.	Sheet No.
Drawn: JBK	May 2020		10 of 42
Checked: SAD			

GIRDER ELEVATION

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—	BR-5104 (159)	20	0020-104-101, B602	15

NOTES:
All reinforcing steel shall be Corrosion Resistant Reinforcing Steel, Class I.

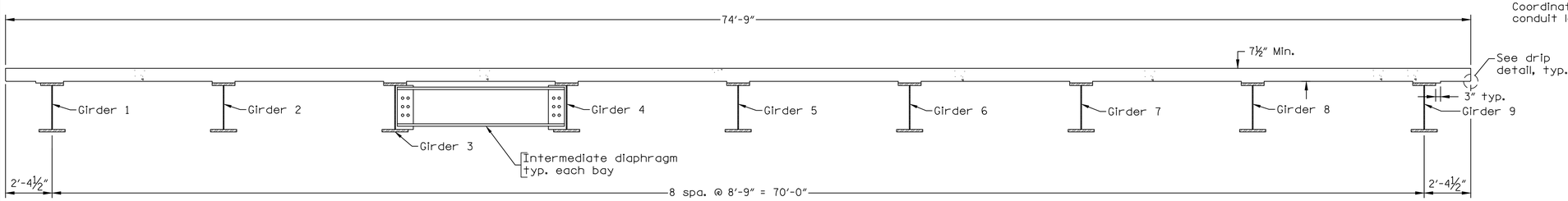
For location of sections see Deck Plan on sheet 18.

For rail details, see sheets 31-34.

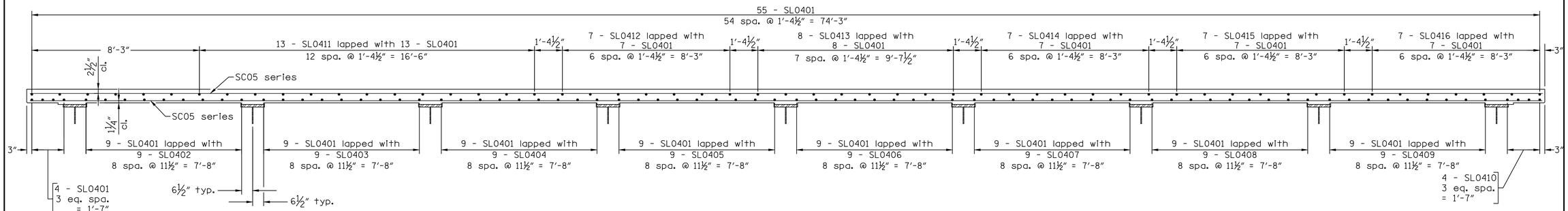
For diaphragm locations, see sheet 21.

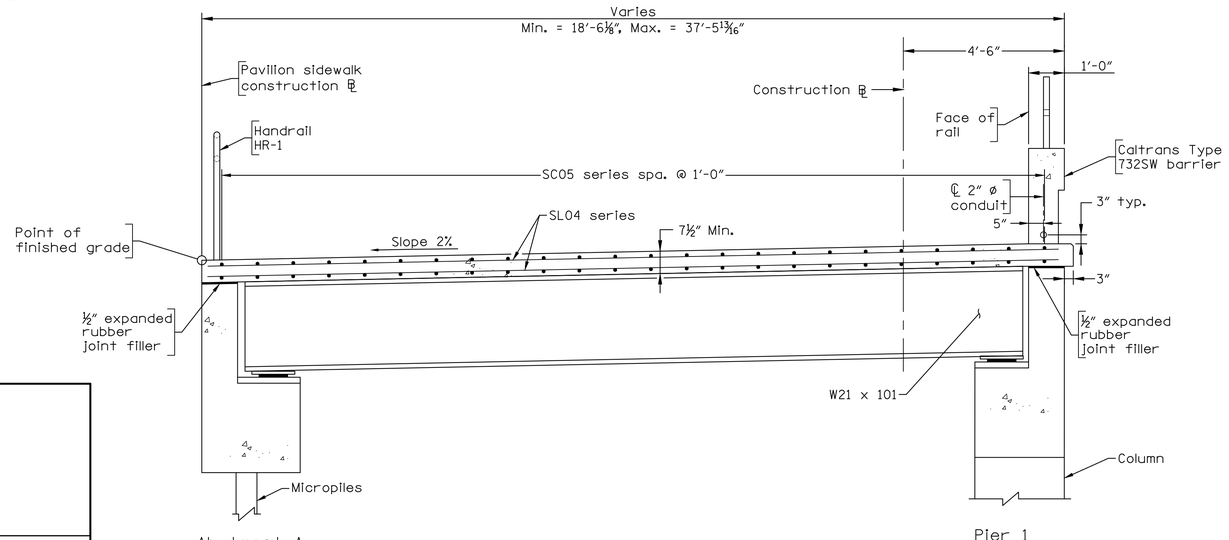
For diaphragm details, see sheet 26.

Coordinate with lighting plans for surface mounted conduit locations and transitions.

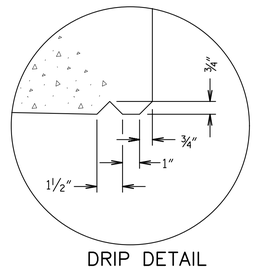


TRANSVERSE SECTION A–A – SPAN a
(Looking north)





TRANSVERSE SECTION B–B, SPAN a
(Looking east, upstation)



DRIP DETAIL

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: No Scale

KIMLEY–HORN & ASSOC.
RALEIGH, NC
STRUCTURAL ENGINEER

No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
STRUCTURE AND BRIDGE DIVISION

TRANSVERSE SECTION SPAN a

Designed: MDM	Date	Plan No.	Sheet No.
Drawn: MK	May 2020		15 of 42
Checked: SAR			

4) Roadway Lighting Plans 8(1) – 8(5-1)

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(1)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

INDEX OF SHEETS

Intersection Illuminance Calculation Summary (foot-candles)

Name	Target Min Average	Target Max Avg/Min	Average	Maximum	Minimum	Avg/Min
Intersection-Avon St & Levy Ave	2.2	3.0	2.7	6.9	0.9	3.0
Intersection-9th St & Market St	2.6	3.0	2.7	4.9	0.9	3.0

Sidewalk Illuminance Calculation Summary (foot-candles)

Name	Target Min Average*	Target Max Avg/Min*	Average	Maximum	Minimum	Avg/Min
Crosswalks-Avon St & Levy Ave	2.2	3.0	2.7	4.6	0.9	3.0
Crosswalks-9th St & Market St	2.6	3.0	2.9	6.9	1.0	2.9
Sidewalks-Avon St/9th St NB	0.5	4.0	1.6	3.5	0.4	4.0
Sidewalks-Avon St/9th St SB	0.5	4.0	1.6	4.8	0.4	4.0
Sidewalks-Ramp to Old Avon St	0.5	4.0	2.1	3.3	1.0	2.1
Sidewalks-South St EB	0.5	4.0	1.8	2.8	0.5	3.6
Sidewalks-South St WB	0.5	4.0	2.1	3.4	0.8	2.6
Sidewalks-Visitor Center Pavilion	0.5	4.0	1.3	2.7	0.2	6.5
Pedestrian Tunnel-South Street	10.0	3.0	12.9	16.4	8.1	1.6
Pedestrian Tunnel-Pavilion	10.0	3.0	13.0	54.1	4.4	3.0
Sidewalks-Old Avon St	0.5	4.0	1.7	3.2	0.5	3.4
Sidewalks-Monticello Rd	0.5	4.0	2.4	4.9	0.6	4.0
Sidewalks-Raised Walkway at Water St	0.5	4.0	0.8	1.3	0.4	2.0
Sidewalks-Water St WB	0.5	4.0	2.3	4.1	1.2	1.9
Sidewalks-Water St EB	0.5	4.0	2.1	3.1	1.0	2.1
Sidewalks-Water St Under Bridge	0.5	4.0	2.0	3.3	1.0	2.0

Parking Lot Illuminance Calculation Summary (foot-candles)

Name	Target Min **	Target Max Avg/Min **	Average	Maximum	Minimum	Avg/Min
Old Avon St Parking Lot	0.5	4.0	1.7	2.3	0.8	2.1

* TARGET ILLUMINATION VALUES ARE BASED ON THE IESNA RP-8-14 STANDARD AND THE CHARACTERISTICS OF EACH FACILITY. AVON ST, 9TH ST, MARKET ST ARE CLASSIFIED AS MAJOR ROADWAYS WITH MEDIUM PEDESTRIAN CONFLICT AND R3 PAVEMENT TYPE. LEVY AVE AND WATER ST ARE CLASSIFIED AS COLLECTOR ROADWAYS WITH MEDIUM PEDESTRIAN CONFLICT AND R3 PAVEMENT TYPE. MONTICELLO RD, OLD AVON ST, AND GRAVES ST ARE CLASSIFIED AS PRIVATE (LOCAL) ROADS WITH MEDIUM PEDESTRIAN CONFLICT AND R3 PAVEMENT TYPE. SIDEWALK TARGET ILLUMINATION VALUES ARE BASED ON THE REQUIREMENTS FOR THE NEAREST ROADWAY FACILITY. RECOMMENDED TARGET ILLUMINATION VALUES FOR PEDESTRIAN UNDERPASSES WERE USED FOR THE SOUTH ST PEDESTRIAN TUNNEL.

** TARGET ILLUMINATION VALUES ARE BASED ON THE IESNA RP-20-14 STANDARD AND THE CHARACTERISTICS OF THE PROPOSED PARKING FACILITY.

GENERAL NOTES – PEDESTRIAN LIGHTING

1. PHOTOMETRIC PLANS ARE FOR INFORMATIONAL PURPOSES ONLY.
2. PROPOSED MOUNTING HEIGHTS ARE BASED ON NEAREST PEDESTRIAN FACILITY. CONTRACTOR TO SELECT APPROPRIATE POLE BASED ON LOCATION.
3. CONTRACTOR TO COORDINATE WITH DOMINION ENERGY FOR INSTALLATION OF ALL PROPOSED ELECTRICAL SERVICES.
4. CERTAIN UTILITIES WITHIN THE VICINITY OF THIS CONTRACT ARE SHOWN ON THE PLANS. TO UTILITIES SHOWN ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATELY LOCATED. TO CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND ANY ASSOCIATED WORK BEFORE PROCEEDING WITH THE INSTALLATION OF THE LIGHTING SYSTEM.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO RETURN ALL DISTURBED AREAS, LANDSCAPING (TREES, SHRUBS, FLOWERS, ETC) AND FENCING TO THEIR ORIGINAL STATE AT COMPLETION OF ALL WORK. DISTURBED AREAS SHALL BE SEEDED IN ACCORDANCE WITH SECTION 603 AND PLANTED IN ACCORDANCE WITH SECTION 605 OF THE SPECIFICATIONS AND ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER BID ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
6. THE CONTRACTOR SHALL FIELD VERIFY EXISTING POWER SERVICE LOCATIONS AND CIRCUITS PRIOR TO DEMOLITION. IF THERE WILL BE ANY IMPACT TO OTHER POWERED COMPONENTS, THE CONTRACTOR MUST NOTIFY THE PROJECT ENGINEER IMMEDIATELY.
7. JUNCTION BOXES AND LIGHTING HANDHOLES SHALL BE INSTALLED FACING PEDESTRIAN FACILITIES FOR EASE OF MAINTENANCE.
8. KIM OURO FIXTURES SHALL BE INSTALLED AND ORIENTED SUCH THAT THE YOLK BARS ARE INSTALLED PERPENDICULAR TO PEDESTRIAN FACILITIES.

LUMINAIRE SCHEDULE

Symbol	Luminaire Type ***	Qty	Arrangement Luminaire Lumens	Arrangement Watts	Arrangement	Arm Length (Feet)	BUG Rating
	Dual Philips RoadFocus RFL, 3000K LED Fixtures Mounted on Proposed Signal Pole at 30 Feet Above the Road Surface on a Black 12-Foot Arm.	1	44,702	375	2 @ 90 DEGREES	12	B3-U0-G4
	Philips RoadFocus RFL, 3000K LED Fixture Mounted on Proposed Signal Pole at 30 Feet Above the Road Surface on a Black 12-Foot	4	22,351	188	SINGLE	12	B3-U0-G4
	SPI Eco Effect EEW11961, 3000K LED Fixture Mounted in Wall Surface at 16.25 Inches Above the Ground Surface (Step Lighting). ****	33	325	11	SINGLE	0	B0-U3-G0
	SPI Tryg Exterior Wall - Elegant SEW11287, 3000K Wall Mounted Fixture 5.5 feet Above Mezzanine Pedestrian Surface.	8	656	8	SINGLE	0	B0-U3-G1
T2	KIM Ouro UR20, Type 2, 3000K LED Fixture Mounted at 12 Feet Above the Pedestrian Surface on a Smooth, Round, Graphite-Colored Pole on a New Foundation.	76	1,724	25	SINGLE	0	B0-U0-G1
T4	KIM Ouro UR20, Type 4, 3000K LED Fixture Mounted at 12 Feet Above the Pedestrian Surface on a Smooth, Round, Graphite-Colored Pole on a New Foundation.	7	2,235	25	SINGLE	0	B0-U0-G1
T5	KIM Ouro UR20, Type 5, 3000K LED Fixture Mounted at 12 Feet Above the Pedestrian Surface on a Smooth, Round, Graphite-Colored Pole on a New Foundation.	5	2,931	25	SINGLE	0	B2-U0-G1
	KIM Lightvault 8 Flat Frame 12 LED, Type SP, 3000K Fixture with a Slip-Resistant Lens Embedded in the Ground or Sidewalk (See Plans).	16	1,162	13	SINGLE	0	B2-U0-G0
	WE-EF Lighting QLS420, Type M/R45, 3000K LED Wall Mounted Fixture 1.5 Feet Above Pedestrian Walkway (North Tunnel Lighting)	14	4,056	57	SINGLE	0	0
	Kenall Millenium Stretch MLHA12, 4-Foot, 3500K LED Fixture Mounted 8 Feet Above Pedestrian Walkway (South Tunnel Lighting).	40	4,666	50	SINGLE	0	B2-U3-G1
WATER ST	Proposed ELA DS5974, Type 5, 3000K LED Fixture Mounted at 12 feet on a Midnight-Colored Pole on an Aluminium Pole Base.	9	5,840	98	SINGLE	0	B3-U1-G1
TRANSIT	Proposed Sun Valley LCGS, Type 3, 3000K LED Fixture Mounted at 14 feet on a Black Pole on an Aluminium Pole Base.	2	7,660	103	SINGLE	0	B1-U2-G2
	Existing ELA DS5974, Type 5, 3000K LED Fixture Mounted at 12 feet on a Midnight-Colored Pole on an Aluminium Pole Base.	9	5,840	98	SINGLE	0	B3-U1-G1

NOTE: SYMBOL CAPTIONS PROVIDED APPLY ONLY TO PHOTOMETRIC PLANS. REFER TO LIGHTING LABELS IN LIGHTING PLANS FOR FIXTURE DISTRIBUTION TYPE IF APPLICABLE.

*** OR APPROVED EQUAL

**** INSTALL STEP LIGHTING ORIENTED SUCH THAT LIGHT IS DIRECTED DOWN TOWARD THE WALKING SURFACE AND AWAY FROM PEDESTRIAN EYES.

CONDUIT AND CONDUCTOR SCHEDULE

	CALLOUT NO.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	CONDUIT SIZE		(2)2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	3"	2"	2"	3"	3"	3"	2"	2"	2"	2"	2"
	CONDUIT TYPE		P40	H	P40	P40	IC	P40	P40	IC	P40	P40	H	P40	R	P40	P80	R	IC	IC	H	P40	P40	P40	P40	P40	IC	P40	IC	H
AWG	#1/0	1C	3																											
AWG	#2	1C																										3	3	3
AWG	#6	1C	2	3	3			3	3	3																				
AWG	#8	1C	6	4	4	3	3	2			13	11	3	9	3	7	5	5										3	3	3
SMFO	24	STRAND																		1			1	2	1					
SMFO	6	STRAND																	1	1	1	1	1	3						
EMPTY FOR FUTURE USE																										1	1			

P40 - SCH. 40 PVC
P80 - SCH. 80 PVC
H - HDPE (JACKED AND BORED)
R - RIGID GALVANIZED STEEL (RGS) CONDUIT ATTACHED TO SURFACE OF WALL
IC - CONDUIT INTEGRATED INTO BRIDGE OR WALL (SEE STRUCTURAL PLANS)

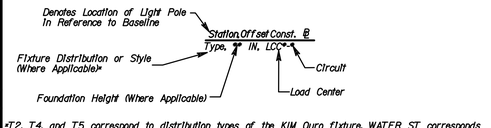
PLAN ITEM	PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Lighting Control Center, Type	CCW-IC	CCW-IE
Junction Box (VDOT STD. JB-SI)	J	⊠J
Electrical Service, Type	SE-6	SE-E
Conduit		
Luminaire Arm		

LABELS

Cable and Conduit (A)

LIGHTING LABELS

Proposed Pedestrian Lighting



*T2, T4, and T5 correspond to distribution types of the KIM Ouro fixture. WATER ST corresponds to the ELA DS5974 fixture. TRANSIT corresponds to the Sun Valley LCGS fixture.

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT INDEX, NOTES AND LEGEND
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(1)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING LEGEND.DWG, Layout: 8(1) LIGHTING INDEX NOTES AND LEGEND

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

LIGHTING AND INTERCONNECT SUMMARY OF QUANTITIES

Item Description	REMOVE AND DISPOSE EXISTING LIGHTING EQUIPMENT	REMOVE AND SALVAGE EXISTING CCTV EQUIPMENT	1/0 CONDUCTOR CABLE	2 CONDUCTOR CABLE	6 CONDUCTOR CABLE	8 CONDUCTOR CABLE	24 STRAND SMFO FIBER	6 STRAND SMFO FIBER	2" METAL CONDUIT	2" PVC CONDUIT (SCH. 40)	3" PVC CONDUIT (SCH. 40)	2" PVC CONDUIT (SCH. 80)	TRENCH EXCAVACTION ECI-1	BORED CONDUIT 2"	JUNCTION BOX JB-S1	JUNCTION BOX JB-S2	JUNCTION BOX JB-S3	JUNCTION BOX JB-R1	ELECTRICAL SERVICE SE-6	CONTROL CENTER CCW-1 TYPE E	MODIFIED CONTROL CENTER (CCW-1 TYPE E)	CONCRETE FOUNDATION, CF-2	PEDESTRIAN LIGHT POLE FOUNDATION	LIGHTING POLE (SMOOTH, ROUND, STRAIGHT, 12FT, GRAPHITE)	LIGHTING POLE (FLUTED, ROUND, STRAIGHT, 12FT, MIDNIGHT)	LIGHTING POLE (SMOOTH, ROUND, STRAIGHT, 14FT, BLACK)	LUMINAIRE (PEDESTRIAN, TYPE 2)	LUMINAIRE (PEDESTRIAN, TYPE 4)	LUMINAIRE (PEDESTRIAN, TYPE 5)	LUMINAIRE (STEP)	LUMINAIRE (SOUTH TUNNEL)	LUMINAIRE AESTHETIC, UP)	LUMINAIRE (MEZZANINE)	LUMINAIRE (NORTH TUNNEL)	LUMINAIRE (TRANSIT)	LUMINAIRE (WATER ST)	LIGHTING POLE CABINET	PHOTOCELL
Item Code	51963	51963	51614	55020	55060	55080	57200	51614	56032	56053	56054	56053	56200	56050	55586	55587	55588	55580	55343	55354	59000	51246	51260	59001	59001	59001	55505	55505	55505	55505	55505	55505	55505	55505	55505	55505	59050	59001
Sheet #	EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	CY	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
8(3)			90	1,020	2,088	8,310	350		115	2,026	350		2,026	260	14	3			1		1	1	21	26			25		1	11	40						1	
8(3B)						1,410				470			470										9	11			11										
8(4)	5	1		750		8,575	885	1,350	285	1,720	445	250	1,970	230	21	12	2	1					34	42	3	2	32	7	3	22			1		2	3	2	
8(4B)						3,210				900			900	55	5								1	1	6		1					16	7			6		1
8(5)	12			900		2,880	240			445	240		445	75	1	2			1	1		1	7	8			7		1					14				
Total	**17**	**1**	**90**	**2,670**	**2,088**	**24,385**	**1,475**	**1,350**	**400**	**5,561**	**1,035**	**250**	**5,811**	**620**	**41**	**17**	**2**	**1**	**2**	**1**	**1**	**2**	**72**	**88**	**9**	**2**	**76**	**7**	**5**	**33**	**40**	**16**	**8**	**14**	**2**	**9**	**3**	**1**

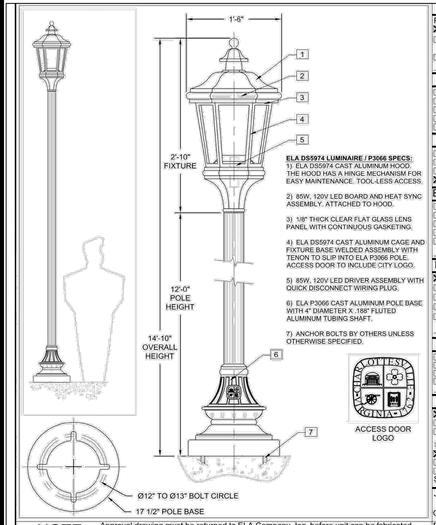
PAC PLANS

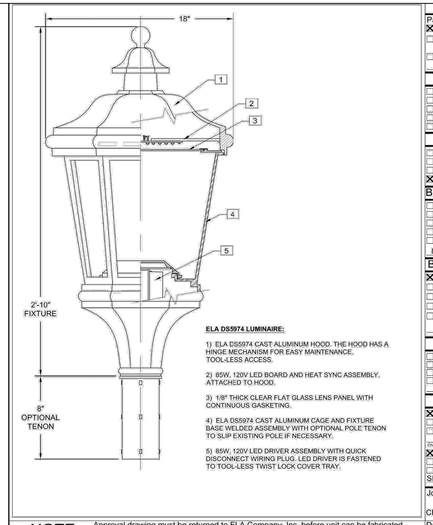
THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

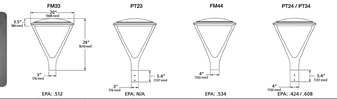
Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

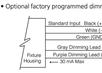
TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT SUMMARY OF QUANTITIES
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2)









PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2A)

DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE CITY

ELA DS5974 LUMINAIRE / P3066 SPECS:

1) ELA DS5974 CAST ALUMINUM HOOD. THE HOOD HAS A HINGE MECHANISM FOR EASY MAINTENANCE. TOOL-LESS ACCESS.

2) 85W, 120V LED BOARD AND HEAT SYNC ASSEMBLY. ATTACHED TO HOOD.

3) 1/8" THICK CLEAR FLAT GLASS LENS PANEL WITH CONTINUOUS GASKETING.

4) ELA DS5974 CAST ALUMINUM CAGE AND FIXTURE BASE WELDED ASSEMBLY WITH TENON TO SLIP INTO ELA P3066 POLE. ACCESS DOOR TO INCLUDE CITY LOGO.

5) 85W, 120V LED DRIVER ASSEMBLY WITH QUICK DISCONNECT WIRING PLUG.

6) ELA P3066 CAST ALUMINUM POLE BASE WITH 4" DIAMETER X .188" FLUTED ALUMINUM TUBING SHAFT.

7) ANCHOR BOLTS BY OTHERS UNLESS OTHERWISE SPECIFIED.

Finishes
Painted:
☒ Midnight ☐ Clay
☐ Dark Bronze ☐ Old Iron
☐ Other:

Lamp Type
☐ Mercury Vapor
☐ Metal Halide
☐ HPS
☐ Fluorescent
☐ Incandescent

Socket
☐ Medium Base
☐ Mogul Base
☐ CFL (Fluorescent)
☒ 56 LED BOARD

Ballast Wattage
☐ 35 ☐ 150
☐ 50 ☐ 200
☐ 70 ☐ 250
☐ 75 ☐ 400
☐ 100 ☒ Other
85W LED DRIVER

Ballast Voltage
☒ 120 ☐ 120/277
☐ 208 ☐ 347
☐ 240 ☐ 480
☐ 277 ☐ Multi-Tap
☐ Other:

Distribution
☐ Refrac. ☐ Reflec.
☐ II ☐ III
☐ IV ☒ V
☐ Other:

Lens
☒ Glass ☐ Acrylic
☐ Polycarbonate
☐ Other:
Check One:
☒ Clear ☐ Frosted
☐ Opal
☐ Other:
SINGLE FLAT LENS

Job or Spec.Number
CITY OF CHARLOTTESVILLE

NOTE: Approval drawing must be returned to ELA Company, Inc. before unit can be fabricated. Please note any corrections or revisions to the drawing or specifications.

Project: CITY OF CHARLOTTESVILLE
Scale: 1:12
Date Drawn: 06/07/2011
Drawn By: GA
Approved By:
Date Approved:

ENVIRONMENTAL LIGHTING FOR ARCHITECTURE, INC.
17891 Arenth Avenue, City of Industry, Ca. 91748-1197
Phone: (626)965-0821 · (800)423-6561 · Fax: (626)965-9494

This drawing is the property of ELA Company, Inc. It may not be used by any other party for specification, approvals or reproductions without the approval of ELA Company, Inc.

ELA DS5974 LUMINAIRE:

1) ELA DS5974 CAST ALUMINUM HOOD. THE HOOD HAS A HINGE MECHANISM FOR EASY MAINTENANCE. TOOL-LESS ACCESS.

2) 85W, 120V LED BOARD AND HEAT SYNC ASSEMBLY. ATTACHED TO HOOD.

3) 1/8" THICK CLEAR FLAT GLASS LENS PANEL WITH CONTINUOUS GASKETING.

4) ELA DS5974 CAST ALUMINUM CAGE AND FIXTURE BASE WELDED ASSEMBLY WITH OPTIONAL POLE TENON TO SLIP EXISTING POLE IF NECESSARY.

5) 85W, 120V LED DRIVER ASSEMBLY WITH QUICK DISCONNECT WIRING PLUG. LED DRIVER IS FASTENED TO TOOL-LESS TWIST LOCK COVER TRAY.

Finishes
Painted:
☒ Midnight ☐ Clay
☐ Dark Bronze ☐ Old Iron
☐ Other:

Lamp Type
☐ Mercury Vapor
☐ Metal Halide
☐ HPS
☐ Fluorescent
☐ Incandescent

Socket
☐ Medium Base
☐ Mogul Base
☐ CFL (Fluorescent)
☒ 56 LED BOARD

Ballast Wattage
☐ 35 ☐ 150
☐ 50 ☐ 200
☐ 70 ☐ 250
☐ 75 ☐ 400
☐ 100 ☒ Other
85W LED DRIVER

Ballast Voltage
☒ 120 ☐ 120/277
☐ 208 ☐ 347
☐ 240 ☐ 480
☐ 277 ☐ Multi-Tap
☐ Other:

Distribution
☐ Refrac. ☐ Reflec.
☐ II ☐ III
☐ IV ☒ V
☐ Other:

Lens
☒ Glass ☐ Acrylic
☐ Polycarbonate
☐ Other:
Check One:
☒ Clear ☐ Frosted
☐ Opal
☐ Other:
SINGLE FLAT LENS

Job or Spec.Number
CITY OF CHARLOTTESVILLE

NOTE: Approval drawing must be returned to ELA Company, Inc. before unit can be fabricated. Please note any corrections or revisions to the drawing or specifications.

Project: CITY OF CHARLOTTESVILLE
Scale: 1:6
Date Drawn: 06/07/2011
Drawn By: GA
Approved By:
Date Approved:

ENVIRONMENTAL LIGHTING FOR ARCHITECTURE, INC.
17891 Arenth Avenue, City of Industry, Ca. 91748-1197
Phone: (626)965-0821 · (800)423-6561 · Fax: (626)965-9494

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KIM LIGHTING

UR20
Ouro™ LED kl_ur20post_spec.pdf

JOB ______ TYPE ______
NOTES ______ APPROVALS ______

FEATURES
- 20" size in post top, pole and wall mount
- High performance optics up to 17,000 delivered lumens
- Elegant form factor
- Diffusion lens option
- SiteSync™ wireless control options

CERTIFICATIONS
cULus LISTED
3000K and warmer CCTs only

SPECIFICATIONS

Weight: 35 lbs

EPA: .512 EPA: N/A EPA: .534 EPA: .424 / .608

ORDERING CODE

Series
UR20 Ouro

LED Engine
No Lens or Clear Lens
24L-25 3,000 lm
24L-65 7,000 lm
56L-75 10,000 lm
56L-110 15,000 lm
56L-140 17,000 lm
HDL - High Diffusion Lens*
28L-30 3,000 lm
28L-70 7,000 lm
68L-80 9,000 lm
68L-115 13,000 lm
68L-150 15,000 lm
* Only available with Type 3 and Type 5W optics, must be ordered with HDL in Options section

CCT
AM Amber
3K7 3000K, 70 CRI
3K8 3000K, 80 CRI
3K9 3000K, 90 CRI
4K7 4000K, 70 CRI
4K8 4000K, 80 CRI
5K7 5000K, 70 CRI

Distribution
FR Type 1/Front Row
2 Type II
3 Type III
4 Type IV
4W Type IV Wide
5QM Type V Square Medium
5QN Type V Square Narrow
5R Type V Rectangular
5W Type V Wide (Round)

Rotation
Blank for no rotation
L[1] Optic rotation left
R[1] Optic rotation right

Voltage
UNV 120-277V
347 347V
480 480V
DALI 120-277V†
†Consult factory

Mounting
FM33 Flush mt 3.0" OD pole, 3" fixture base
FM44 Flush mt 3.6" to 4.0" OD pole, 4" fixture base
PT23 3" Post Top mount for 2 3/8" OD Tenon
PT24 4" Post Top mount for 2 3/8" OD Tenon
PT34 4" Post Top mount for 2 7/8" OD Tenon

Fixture Finish
BL Black
DB Dark Bronze
LG Light Gray
GT Graphite
PS Platinum Silver
TT Titanium
WH White
CC Custom Color†
†Consult factory

Control Options
7PR-TL 7 pin PCR with twist lock photocontrol
7PR-SC 7 pin PCR with shorting cap
7PR 7 pin PCR, wireless control enabled
AD-01[2] AstroDIM: 50% output at midnight
AD-02[2] AstroDIM: 50% output midnight to 4 AM
AD-03[2] AstroDIM: 50% output 10PM
AD-04[2] AstroDIM: 50% output 10PM to 4AM
SWP[2,3] SiteSync Pre commission
SWPM-8F[2,3] SiteSync with Sensor up to 8' MH
SWPM-40F[2,3] SiteSync with Sensor 9' to 40' MH
WSP-8F-1[2] Dimming Occ. Sensor for up to 8' MH, 120/277/347V
WSP-8F-2[2] Dimming Occ. Sensor for up to 8' MH, 208/240V
WSP-8F-3[2] Dimming Occ. Sensor for up to 8' MH, 480V
WSP-40F-1[2] Dimming Occ. Sensor for up to 40' MH, 120/277/347V
WSP-40F-2[2] Dimming Occ. Sensor for up to 40' MH, 208/240V
WSP-40F-3[2] Dimming Occ. Sensor for up to 40' MH, 480V

Options
BC[4] Back-light Control
SF Single Fuse
DF Double Fuse
TB Terminal Block
CLR Clear Lens
HDL Diffuse Lens
TL Tamper proof latch

Control Accessories^
SW7PR[2,3] SiteSync with 7 pin PCR
SWUSB SiteSync Software on USB
SWTAB SiteSync Windows® Tablet
SWBRG SiteSync Wireless Bridge Node
WIR-RME-L wiSCAPE External Fixture Module
SCL-R Occ. Sensor for Round Pole (up to 16' MH)
SCL -S Occ. Sensor for Square Pole (up to 16' MH)
SCH-R Occ. Sensor for Round Pole (16' to 30' MH)
SCH-S Occ. Sensor for Square Pole (16' to 30' MH)
^ Please refer to page 8 for ordering details

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1 Not available with 5QM, 5QN, and 5W distributions.
2 Not available with other sensor or wireless control options.
3 Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node.
4 Not available with Type V distributions or HDL option.

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LUMINAIRE PERFORMANCE

LED #	Nominal Lumen Package	Nominal Wattage	Lens Options	Distribution	3000K					4000K					5000K				
					Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w
						B	U	G			B	U	G			B	U	G	
24L	3,000	25	No Lens	FR	2932	0	0	1	115	3119	0	0	1	123	3098	0	0	1	124
				FR-BC	1994	0	0	0	78	2121	0	0	0	83	2107	0	0	0	83
				2	2943	1	0	1	116	3099	1	0	1	122	3110	1	0	1	124
				2-BC	1724	0	0	1	68	1834	0	0	1	72	1822	0	0	1	72
				3	3007	1	0	1	118	3200	1	0	1	126	3178	1	0	1	127
				3-BC	1830	0	0	1	73	1947	0	0	1	78	1934	0	0	1	77
				4	3056	0	0	1	120	3251	0	0	1	128	3229	0	0	1	129
				4-BC	2235	0	0	1	88	2377	0	0	1	93	2362	0	0	1	93
				4W	3078	1	0	2	121	3276	1	0	2	129	3253	1	0	2	130
				4W-BC	1855	0	0	1	73	1975	0	0	1	78	1961	0	0	1	77
				5QM	2931	2	0	1	115	3119	2	0	1	123	3098	2	0	1	124
				5QN	2694	2	0	1	106	2866	2	0	1	113	2847	2	0	1	114
				5R	3054	2	0	2	120	3250	2	0	2	128	3228	2	0	2	129
				5W	3043	2	0	1	120	3237	2	0	1	127	3216	2	0	1	129
			Clear Lens	FR	2773	0	0	1	109	2951	0	0	1	116	2930	0	0	1	117
				FR-BC	1886	0	0	1	74	2007	0	0	1	79	1993	0	0	1	78
				2	2784	1	0	1	109	2963	1	0	1	116	2942	1	0	1	118
				2-BC	1631	0	0	1	64	1736	0	0	1	68	1723	0	0	1	67
				3	2845	1	0	1	111	3028	1	0	1	119	3007	1	0	1	120
				3BC	1806	0	0	1	72	1922	0	0	1	77	1909	0	0	1	76
				4	2891	0	0	1	113	3076	0	0	1	120	3055	0	0	1	122
				4-BC	2114	0	0	1	83	2250	0	0	1	88	2234	0	0	1	88
				4W	2912	1	0	1	114	3099	1	0	2	121	3077	1	0	2	123
				4W-BC	1755	0	0	1	69	1868	0	0	1	73	1855	0	0	1	5
				5QM	2773	1	0	1	109	2950	2	0	1	116	2931	2	0	1	117
				5QN	2549	1	0	0	100	2712	2	0	1	106	2693	2	0	1	108
				5R	2890	2	0	2	113	3075	2	0	2	120	3054	2	0	2	122
				5W	2879	2	0	1	113	3064	2	0	1	120	3042	2	0	1	122
28L		30	HDL Lens	3	2816	1	0	1	96	2997	1	0	1	102	3020	1	0	1	101
				5W	2917	1	0	1	100	3105	1	0	1	106	3084	1	0	1	103

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LUMINAIRE PERFORMANCE

LED #	Nominal Lumen Package	Nominal Published Wattage	Lens Options	Distribution	3000K					4000K					5000K				
					Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w
						B	U	G			B	U	G			B	U	G	
56L	17,000	140	No Lens	FR	15323	2	0	2	111	16306	2	0	2	118	16194	2	0	2	116
				FR-BC	9964	1	0	1	72	10603	1	0	1	77	10530	1	0	1	76
				2	14897	2	0	2	108	15852	2	0	2	115	15743	2	0	2	112
				2-BC	8618	1	0	2	63	9169	1	0	2	67	9107	1	0	2	66
				3	15032	2	0	3	109	15996	2	0	3	116	15886	2	0	3	113
				3-BC	9147	1	0	2	65	9733	1	0	2	70	9667	1	0	2	69
				4	15400	1	0	3	112	16387	1	0	4	119	16275	1	0	4	116
				4-BC	11170	1	0	3	81	11886	1	0	3	86	11804	1	0	3	86
				4W	15198	2	0	4	110	16173	3	0	4	117	16062	3	0	4	115
				4W-BC	9275	1	0	3	67	9869	1	0	3	72	9801	1	0	3	71
				5QM	15939	4	0	2	116	16962	4	0	2	123	16845	4	0	2	120
				5QN	15801	4	0	1	115	16813	4	0	1	122	16698	4	0	1	119
				5R	15966	4	0	4	116	16990	4	0	4	123	16874	4	0	4	121
				5W	15906	4	0	3	115	16925	4	0	3	123	16808	4	0	3	120
			Clear Lens	FR	14541	1	0	2	105	15473	2	0	2	111	15367	2	0	2	110
				FR-BC	9456	1	0	1	68	10061	1	0	1	72	9993	1	0	1	72
				2	14146	2	0	2	102	15053	2	0	2	108	14950	2	0	2	107
				2-BC	8178	1	0	2	59	8702	1	0	2	63	8642	1	0	2	62
				3	14265	2	0	3	103	15179	2	0	3	109	15076	2	0	3	108
				3BC	8136	1	0	2	58	8657	1	0	2	62	8598	1	0	2	61
				4	14614	1	0	3	105	15551	1	0	3	112	15445	1	0	3	110
				4-BC	10600	1	0	3	76	11279	1	0	3	81	11203	1	0	3	81
				4W	14423	2	0	3	104	15347	2	0	4	111	15243	2	0	4	109
				4W-BC	8802	1	0	3	63	9365	1	0	3	67	9302	1	0	3	67
				5QM	15126	4	0	2	109	16095	4	0	2	116	15985	4	0	2	114
				5QN	14994	4	0	1	108	15955	4	0	1	115	15846	4	0	1	113
				5R	15152	4	0	4	109	16122	4	0	4	116	16012	4	0	4	114
				5W	15094	4	0	3	109	16061	4	0	3	116	15951	4	0	3	114
68L		115	HD Lens	3	13240	2	0	2	89	13992	3	0	3	95	13897	3	0	3	93
				5W	13623	3	0	2	92	14396	3	0	2	97	14298	3	0	2	95

Electrical Characteristics												Dimming				
System Watts	Drive Current	Line Voltage		Amps AC						Min. Power Factor	Max THD (%)	Dimming Range	Source current out		Absolute voltage	
		VAC	Hz	120	208	240	277	347	480				Min	Max	Min	Max
25	298mA	120-480	50/60	0.21	0.12	0.10	0.09	0.07	0.05	>0.9	20	10% to 100%	0mA	1mA	0V	10V
30	298mA			0.25	0.14	0.13	0.11	0.09	0.06							
65	800mA			0.54	0.31	0.27	0.23	0.19	0.14							
70	700mA			0.58	0.34	0.29	0.25	0.20	0.15							
75	420mA			0.63	0.36	0.31	0.27	0.22	0.16							
80	350mA			0.67	0.38	0.33	0.29	0.23	0.17							
110	600mA			0.92	0.53	0.46	0.40	0.32	0.23							
115	500mA			0.96	0.55	0.48	0.42	0.33	0.24							
140	750mA			1.17	0.67	0.58	0.51	0.40	0.29							
150	625mA			1.25	0.72	0.63	0.54	0.43	0.31							

TM-21 LIFETIME CALCULATION

Projected Lumen Maintenance (25°C / 77°F)						
HOURS	0	25,000	36,000	50,000	100,000	Reported L70
Projected Lumen Maintenance	100%	97%	95%	93%	87%	> 60,000 hrs

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SPECIFICATIONS

Housing:
- Low copper aluminum alloy die-casting is designed as one-piece with internal cooling fins.
- Solid, cast aluminum wall creates a thermal barrier between the optical and electrical compartments.
- Molded silicone gasket throughout insures the sealing between the two compartments and provides ingress protection.
- Housing is designed with integral LED heat sink utilized for thermal transfer and for securing the location of each LED module.
- IK09 rated enclosure protects electrical equipment against external mechanical impacts.

Lens Frame:
- One-piece low copper aluminum alloy die-cast is secured to housing with 6 screws.

Backlight Control
- Optional Backlight Control on each LED module to completely control unwanted backlight.

Lens

One-piece flat glass lens slips secure with clips. Extra silicone gasketing is provided to retain a clear optical compartment.

Optical Module:
- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB).
- Optical lenses shall be clear injection molded PMMA acrylic.
- Each MCPCB and optic shall be sealed to the diecast housing and sealed with a continuous one piece injection molded silicone rubber gasket.
- Patent Pending design of optical array shall independently shield each LED optic across the length of the aperture.
- Optional fixture finish optical surfaces shall not exceed BUG ratings of the standard white finish and shall be greater than or equal to the delivered lumens of the optional matte black optical surface finish.

Electrical Components
- Standard programmable driver allows for programmable drive current settings.
- Electrical components are stategically located in the driver gear compartment with a molded silicon grommet seal to provide separation from the optical chamber.
- Maximum lightning surge current 20KA with thermally protected varistor technology. Surge suppression is series circuited preventing total fixture failure. ANSI/IEEE C62.41 Category C High.
- Open circuit fault will turn off the luminaire in order to protect the sensitive electronics and acts as a signal for maintenance.
- Programmable Driver is rated for -40°C starting.
- "Thermal Shield", primary side, thermister provides protection for the sustainable life of electronic components.

Dimming:
- Dimming range from 100% to 10% through the use of the standard 0-10V interface on the programmable driver.
- Modular wiring harness in the service area provides user access to the dimming circuitry.
- Dimming circuitry compatible with 0-10V, user-defined control devices.
- Optional factory programmed dimming profile.

Fusing:

SF for 120, 277, and 347 Line volts

DF for 208, 240, and 480 Line volts

Hight temperature fuse holders factory installed inside the fixture housing.

Fuse is included.

Finish:

Fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) polyester powdercoat.

Standard colors include (BL) Black, (DB) Dark Bronze, (GT) Graphite, (PS) Platinum Silver, (LG) Light Gray, (TT) Titanium, (WH) White, and (CC) Custom Color (Include RAL#).

Certifications and Listings:
- IUL 1598 Standard for Luminaires.
- IUL 8750 Standard for Safety for Light
- IEmitting Diode (LED) Equipment for use in Lighting Products.
- ICSA C22.2#250.0 Luminaires.
- ANSI C136.31-2010 Vibration tested and compliant 3.0 G Test Level 2 – Bridge/Overpass Applications
- IIP66 rated luminaire.
- IRoHS compliant.
- IIP66 rated.
- IIEC 66262 Mechanical Impact Code IK09.
- IDA approved, 3000K and warmer CCTs only.

CAUTION:

Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

WARRANTY:

For full warranty see: http://www.hubbelllighting.com/resources/warranty

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CONTROLS

Photocell Receptacle

7PR

Fully gasketed and wired 7-pin receptacle option. Easy access location above the electrical compartment. 7-pin construction allows for a user-defined interface and provides a controlled definition of operational performance. ANSI twist-lock control module by-others.

Standard customer operation modes:
1. Traditional on/off photoelectric control.
2. 5-pin wireless photoelectric control for added dimming feature.
3. 7-pin wireless photoelectric control for dimming and additional I/O connections for customer use.

Wireless Controls

wiSCAPE™

Hubbell Control Solution's wiSCAPE™ wireless control modules allow an individual fixture to managed, monitored and measured. The modules communicate securely over a robust certified meshed radio signal. The wiSCAPE modules provide on/off/dim control, external device input, alerts and metering.

WIR-RME-L

wiSCAPE External Module,120-480V, 1000ft range (LOS), Internal Photocell, 1 Digital Input, Compatible with the A-25-7H option

SiteSync™[1]

SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit www.hubbelllighting.com/products/sitesync for more details.

Dimming WASP Occupancy Sensor

WSP

The Dimming WASP Outdoor Occupancy Sensor is specifically designed to provide 0-10VDC output for the control of dimmable fixtures. Easy to use dipswitches allow the user to adjust sensor time delay and sensitivity as well as set unoccupied and occupied dimming levels. Sensors also feature a daylight sensor for ON/OFF control of fixtures when there is sufficient natural light. Visit https://hubbellcdn.com/installationmanuals/2102B_Dimming_WASP_Install.pdf for more details.

Pole Mounted

Round Pole-Mounted Occupancy Sensor up to 16'. Select voltage and finish color.

SCL-R

Round Pole-Mounted Occupancy Sensor up to 16' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for round pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.

Ordering Example: SCL-R44/277[2]/BL[3]

Square Pole-Mounted Occupancy Sensor up to 16'. Select voltage and finish color.

SCL-S

Square Pole-Mounted Occupancy Sensor up to 16' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for square pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.

Ordering Example: SCL-L/277[2]/BL[3]

Round Pole-Mounted Occupancy Sensor 16' to 30'. Select voltage and finish color.

SCH-R

Round Pole-Mounted Occupancy Sensor: 16' to 30' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for round pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.

Ordering Example: SCH-R4[4]/277[2]/BL[3]

Square Pole-Mounted Occupancy Sensor 16' to 30'. Select voltage and finish color.

SCH-S

Square Pole-Mounted Occupancy Sensor: 16 to 30' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for round pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.

Ordering Example: SCH-S/277[2]/BL[3]

AstroDIM

AstroDIM provides multi-stage night-time power reduction based on an internal timer referenced to the power on/off time. There is no need for an external control infrastructure. The unit automatically performs a dimming profile based on the predefined scheduled reference to the midpoint, which is calculated based on the power on/off times.

[1] PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.HubbellLighting.com/products/sitesync or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with occupancy sensor (SWPM) require the mounting height of the fixture for selection of the lens.

Examples:

SiteSync only : UR20/56L-75/3K7/UNV/ASQ/BL/SWP

SiteSync with Motion Control: UR20/56L-75/3K7/UNV/ASQ/BL/SWPM-40F

[2] Voltage, [3] Color, [4] Pole Diameter,

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PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS

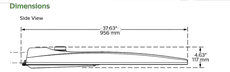
LIGHTING DETAILS

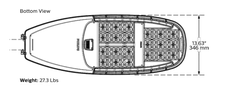
CHARLOTTESVILLE, VIRGINIA

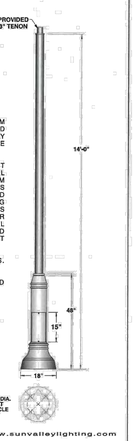
PROJECT	SHEET NO.
0020-104-101	8(2A)

August 9, 2020 6:01 PM Berger, Kodi (Padilla)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout: 8(2A) LIGHTING DETAILS







PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO
	VA	20	0020-104-101 C-501	8(2B)

DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE CITY

PHILIPS
LUMEC
Roadway
RoadFocus
RFL (large)

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

The Philips Lumec RoadFocus LED Cobra Head luminaires feature a sleek design that provides seamless replacement of existing HID luminaires. RoadFocus is available in three sizes, offers multiple lumen packages, and a complete array of optical distributions, making it an outstanding solution for all types of roadway applications. Includes Service Tag, Philips innovative way to provide assistance throughout the life of the product.

Ordering guide

example: RFL-215W96LED4K-G2-R3M-UNV-DMG-RCD7-GY3

RFL_Spec 09/18 page 1 of 5

RFL RoadFocus
Large, LED Cobrahead

Accessories
Predicted Lumen Depreciation Data
LED Wattage values
LED Lumen values

RFL RoadFocus
Large, LED Cobrahead

LED Lumen values (continued)
Field Adjustable Wattage (FAWS) Multiplier Chart

RFL_Spec 09/18 page 3 of 5

RFL RoadFocus
Large, LED Cobrahead

Dimensions
Specifications

RFL RoadFocus
Large, LED Cobrahead

Specifications (continued)

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Philips Lighting North America Corporation
200 Franklin Square Drive, Somerset, NJ 08873
Tel. 855-486-2216

Philips Lighting Canada Ltd.
281 Hillmount Rd, Markham, ON, Canada L6C 2S3
Tel. 800-668-9008

Submitted by Lighting Virginia-Central
Job Name: Josh Test Job
Distributor: Graybar Electric - Hburg (Harrisonburg)
Catalog Number: CS-3639,R3(A) * 43(MOD)-1040.250-14FT-PT27-RAL9005T-BLACK
Notes:
Type: EP1
LV - CENTRAL-Q20-30301

sun valley LIGHTING
The Lighting Tradition

CUSTOMER APPROVAL:
X ____ DATE: ____
A signed approval will be required with the released order

CS-3639 A

TYPE: PL 1

SPECIFICATIONS:

SHAFT: 4" DIA. (.250 WALL THICKNESS) EXTRUDED FROM 6061-T6 ALLOY ALUMINUM. SHAFT IS HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT IS CIRCUMFERENTIALLY WELDED TO BASE. WIRE CLAMPS PROVIDED INSIDE PREWIRED POLE.

BASE: ONE PIECE, CORROSION RESISTANT DURABLE CAST ALUMINUM CONSTRUCTION. MINIMUM .225 WALL THICKNESS. BASE CONSISTS OF A SMOOTH, BOTTOM SECTION AND A DECORATIVE TOP SECTION. BASE IS FURNISHED WITH HAND HOLE AND COVER. HAND HOLE COVER SUPPLIED WITH HARDWARE. GROUNDING LUG PROVIDED INSIDE BASE. FIBER GLASS ACCESS DOOR PROVIDED WITH 18" PLASTIC SHEATH KEEPER CHAIN AND (2) 1/4"-20 HX. HD. BOLTS. TERMINAL BLOCK PROVIDED INSIDE BASE OPPOSITE HAND HOLE. (UNIVERSAL, FLUSH HAND HOLE COVER TO FIT ALL POLE BASES)

ANCHORAGE: (4) 1"X36"X4" FULLY GALVANIZED ANCHOR BOLTS. EACH BOLT SUPPLIED WITH NUTS AND WASHERS.

FINISH: FIVE STAGE FINISH, ELECTROSTATICALLY APPLIED BAKED ONACRYLIC ENAMEL. (SPECIFY COLOR)

RAL-9005T- BLACK

SCALE: 1/2" = 1'-0"

660 W. AVENUE O, PALMDALE, CA. 93551 (661) 233-2000 FAX NO. (661) 233-2001 www.sunvalleylighting.com

Submitted On: May 20, 2020 1/2 Index Page

Submitted by Lighting Virginia-Central
Job Name: Josh Test Job
Distributor: Graybar Electric - Hburg (Harrisonburg)
Catalog Number: CS-3639,R3(A) * 43(MOD)-1040.250-14FT-PT27-RAL9005T-BLACK
Notes:
Type: EP1
LV - CENTRAL-Q20-30301

sun valley LIGHTING
The Lighting Tradition

CUSTOMER APPROVAL:
X ____ DATE: ____
A signed approval will be required with the released order

CS-3639 REV. 3

TYPE: PL 1

SPECIFICATIONS:

LUMINAIRE: ONE PIECE UNITIZED DURABLE CORROSION RESISTANT A-356 CAST ALUMINUM ALLOY, LUMINAIRE SUPPLIED WITH HIGH IMPACT CLEAR PATTERNED DR ACRYLIC DIFFUSER. TOP HINGES FOR EASY RELAMPING. TOOLESS LATCH PAINTED TO MATCH LUMINAIRE.

OPTICS: LUMINAIRE HOOD HOUSES SEGMENTED ALUMINUM REFLECTOR, TYPE III (ASYMMETRIC) LIGHT DISTRIBUTION. REFLECTOR IS FIELD ROTATABLE IN 90° INCREMENTS

LAMP HOLDER: MEDIUM BASE PORCELAIN

LAMP: 150 W. M.H. (BY OTHERS)

BALLAST: REACTOR, HIGH POWER FACTOR. -40°C STARTING TEMPERATURE.SUPPLIED ON REMOVABLE BALLAST HOLDER. TOOLESS ACCESS WITH QUICK DISCONNECT.

SHAFT: 4" DIA. (.250 WALL THICKNESS) EXTRUDED FROM 6061-T6 ALLOY ALUMINUM. SHAFT IS HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT IS CIRCUMFERENTIALLY WELDED TO BASE. WIRE CLAMPS PROVIDED INSIDE PREWIRED POLE.

BASE: ONE PIECE, CORROSION RESISTANT DURABLE CAST ALUMINUM CONSTRUCTION. MINIMUM .225 WALL THICKNESS. BASE CONSISTS OF A SMOOTH, BOTTOM SECTION AND A DECORATIVE TOP SECTION. BASE IS FURNISHED WITH HAND HOLE AND COVER. HAND HOLE COVER SUPPLIED WITH HARDWARE. GROUNDING LUG PROVIDED INSIDE BASE. FIBER GLASS ACCESS DOOR PROVIDED WITH 18" PLASTIC SHEATH KEEPER CHAIN AND (2) 1/4"-20 HX. HD. BOLTS. TERMINAL BLOCK PROVIDED INSIDE BASE OPPOSITE HAND HOLE. (UNIVERSAL, FLUSH HAND HOLE COVER TO FIT ALL POLE BASES)

ANCHORAGE: (4) 1"X36"X4" FULLY GALVANIZED ANCHOR BOLTS. EACH BOLT SUPPLIED WITH NUTS AND WASHERS.

FINISH: FIVE STAGE FINISH, ELECTROSTATICALLY APPLIED BAKED ONACRYLIC ENAMEL. (SPECIFY COLOR)

SCALE: 1/2" = 1'-0"

660 W. AVENUE O, PALMDALE, CA. 93551 (661) 233-2000 FAX NO. (661) 233-2001 www.sunvalleylighting.com

Submitted On: May 20, 2020 2/2 Index Page

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

CHARLOTTESVILLE, VIRGINIA

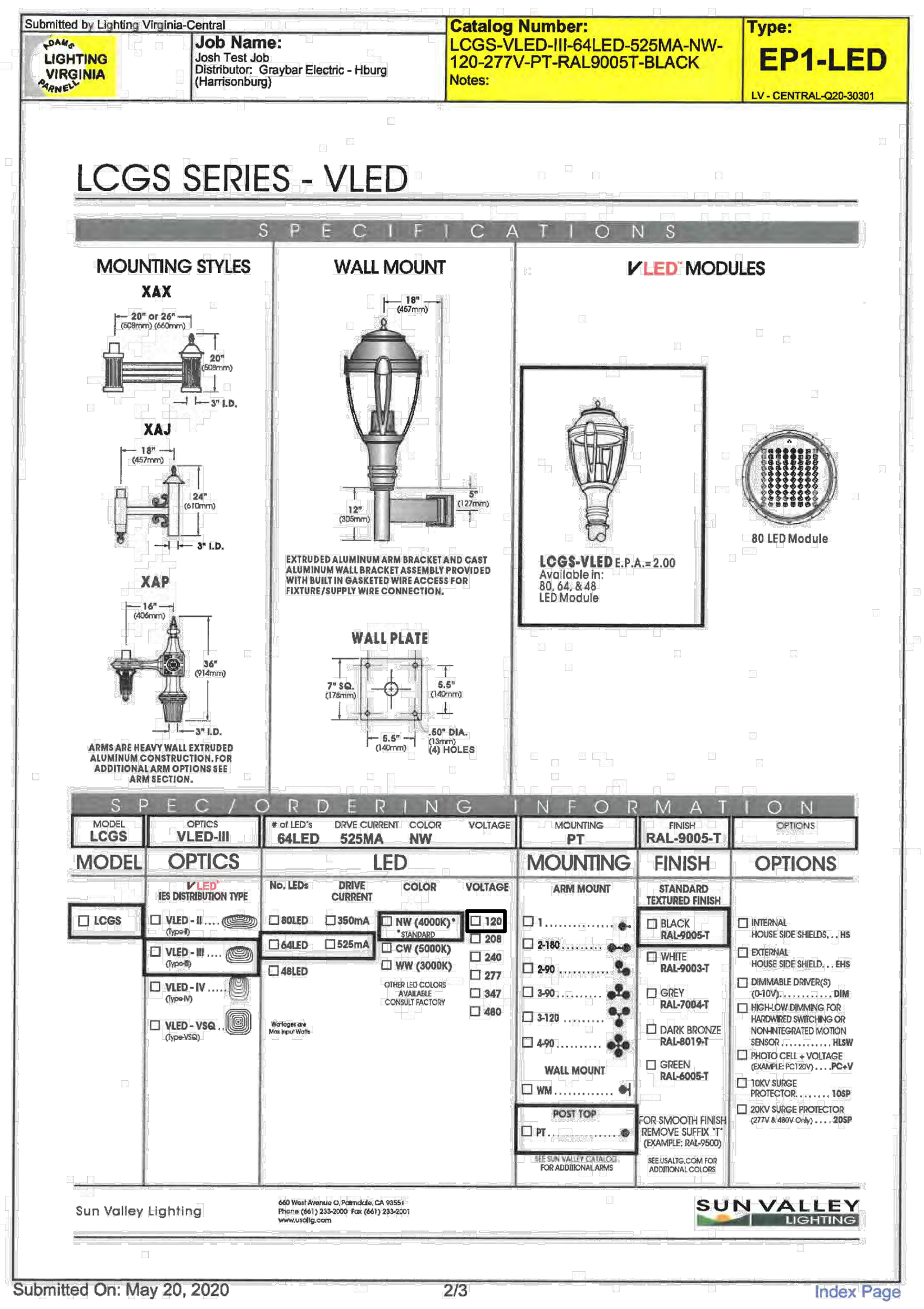
PROJECT	SHEET NO.
0020-104-101	8(2B)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout: 8(2B) LIGHTING DETAILS

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2C)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY



KIM LIGHTING

KRS
Round Steel Non-Tapered Pole
revision 10/5/15 • kl_krs_spec.pdf

Type:
Job:
Catalog number:

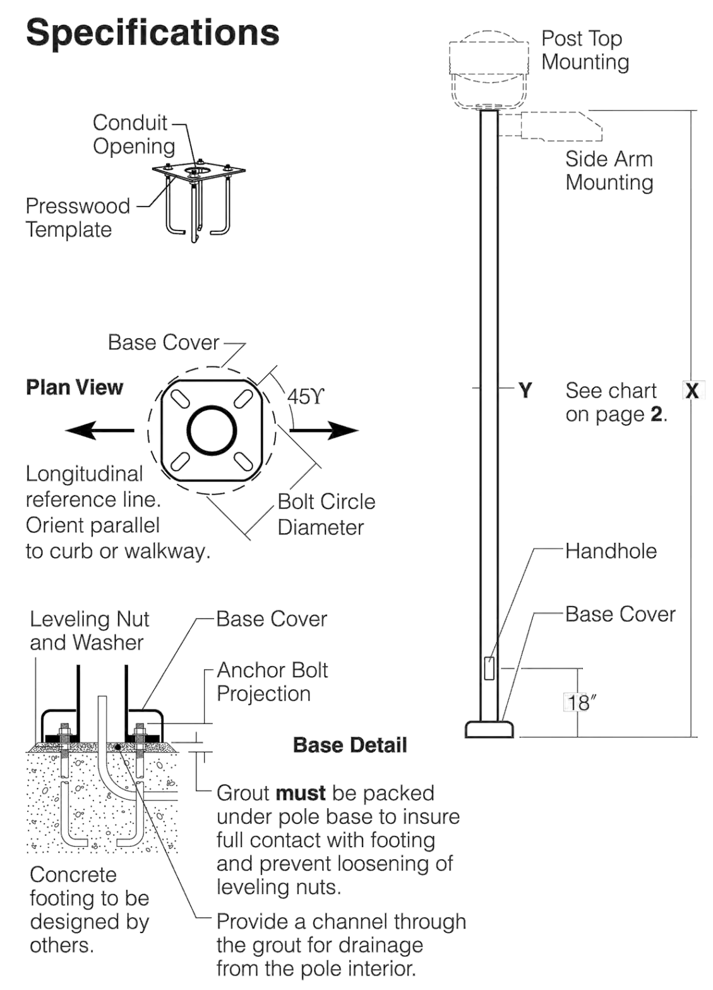
Pole / Mounting / Structural Luminaire Option / Finish / Optional Anchor Bolt Covers / Optional Duplex Receptacle

See page 2 — See page 3

Approvals:

Date:

Specifications



Pole Construction: One-piece non-tapered round shaft of low carbon steel (ASTM-A500 Grade B, 42,000 PSI min. yield) with one flush-welded vertical seam. Shaft is welded to a flat steel anchor base (ASTM-36, 36,000 PSI min. yield).

Base Cover: Base has a two-piece cast aluminum full cover of 319 alloy, secured by stainless steel screws. Optional anchor bolt covers available (see page **3**).

Pole Cap: A flush-sided cast aluminum pole cap is provided for side arm mounted luminaires. A rounded cast aluminum pole cap is provided for twin mounted luminaires (NS only).

Handhole: 18″ up from base, with a gasketed cover and ground lug. 2″ x 4″ handhole provided on poles up to 16′. Reinforced 3″ x 6″ handhole provided on poles 20′ and taller.

Anchor Bolts: Four fully galvanized anchor bolts provided (ASTM-36, 36,000 PSI min. yield), complete with eight galvanized nuts, eight galvanized flat washers, and a presswood template.

Strength: Poles will withstand wind loads as listed in chart (see page **2**) when luminaires are mounted per fixture installation instructions.

Finish: Super TGIC thermoset polyester powder coat paint applied over a titanated zirconium conversion coating. Standard colors are Black, Dark Bronze, Light Gray, Graphite Platinum Silver, Titanium and White. Custom colors are available.

CAUTION: Installation of poles without luminaire(s) will compromise pole strength. Any accessories attached to pole, or other modifications will compromise pole strength and may result in pole failure.

Maintenance: A regularly scheduled maintenance program must be established to insure the protective paint coating is intact, corrosion or structural damage has not occurred, and anchor bolt nuts are tight. Failure to do so could lead to pole collapse and serious personal injury.

Certification: Certified UL 1598 in accordance with Article 410 of ANSI/NFPA 70, National Electrical Code.

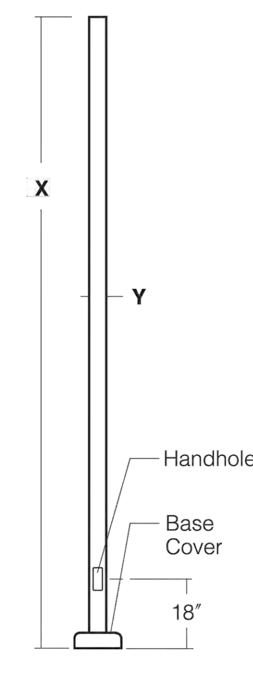
KIM LIGHTING

KRS
Round Steel Non-Tapered Pole
revision 10/5/15 • kl_krs_spec.pdf

Type:
Job:

Standard Features

NOTE: All allowable pole and fixture EPAs are derived from the AASHTO standard. Responsibility lies with the specifier for correct pole selection based on local codes and standards for the job location. (See page **4**).

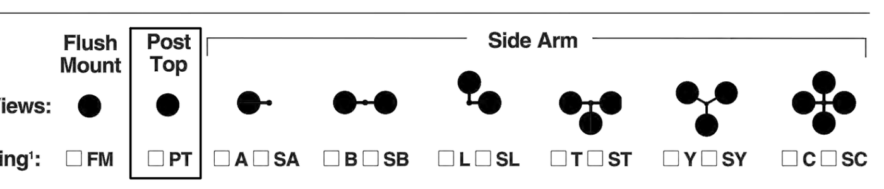


Pole Catalog Number	X	Y	85	90	100	110	120	130	140	150
			Allowable Pole EPA (Wind Map Steady Wind)							
☐ KRS10-4120	10′	4″ x 11 ga.	21.61	19.07	17.41	14.07	11.53	9.63	8.22	7.09
☐ KRS12-4120	12′	4″ x 11 ga.	17.33	15.22	13.84	11.05	8.94	7.28	6.26	5.37
☐ KRS14-4120	14′	4″ x 11 ga.	14.18	12.37	11.18	8.79	6.98	5.67	4.78	4.06
☐ KRS16-4120	16′	4″ x 11 ga.	11.72	10.13	9.09	7.01	5.42	4.30	3.58	3.01
☐ KRS20-4120	19.5′	4″ x 11 ga.	7.77	6.55	5.75	4.13	2.91	2.10	1.65	1.31
☐ KRS20-4180	19.5′	4″ x 7 ga.	12.67	10.92	9.77	7.46	5.70	4.48	3.70	3.09
☐ KRS20-5120	19.5′	5″ x 11 ga.	13.57	11.62	10.35	8.26	6.73	5.56	4.65	3.93
☐ KRS20-5180	19.5′	5″ x 7 ga.	21.60	18.79	16.94	13.71	11.31	9.47	8.02	6.86
☐ KRS25-5120	25′	5″ x 11 ga.	8.46	6.97	6.00	4.61	3.63	2.88	2.31	1.87
☐ KRS25-5180	25′	5″ x 7 ga.	14.59	12.44	11.03	8.77	7.12	5.86	4.88	4.10
☐ KRS30-5180	30′	5″ x 7 ga.	9.84	8.12	6.99	5.37	4.23	3.36	2.70	2.18

Anchor Base and Bolt Detail

Pole Height	Pole Diameter	Bolt Circle DIA	Anchor Bolt Projection	Anchor Bolts Size	Base Cover Size	Conduit Opening
10′-16′	4″	7″-8½″	3⅜″	¾″ x 15″ + 3″	11.⅞″ DIA	3″ DIA
19.5′	4″	7″-8½″	3⅜″	¾″ x 30″ + 4″	11.⅞″ DIA	3″ DIA
19.5′ - 30′	5″	7½″-8½″	3⅜″	¾″ x 30″ + 4″	11.⅞″ DIA	3″ DIA

Mounting



NOTE: Allowable Pole EPA for jobsite wind conditions must be equal to or greater than fixture mount EPA. Please refer to Kim luminaire catalog for specific fixture.

Structural Luminaires Only - Examples
☐ **TS:** Single Tension for small and large Structural - KRS20-5120B-TS
☐ **TD:** Double Tension for small and large Structural - KRS20-5120B-TD
☐ **TR:** Truss for small and large Structural - KRS20-5120SB-TR
☐ **XTS:** Single Tension for 1000W Structural - KRS20-5120B-XTS
☐ **XTD:** Double Tension for 1000W Structural - KRS20-5120B-XTD
☐ **XTR:** Truss for 1000W Structural - KRS20-5120B-XTR

KIM LIGHTING

KRS
Round Steel Non-Tapered Pole
revision 10/5/15 • kl_krs_spec.pdf

Type:
Job:

Standard and Optional Features

Finish
Super TGIC powder coat paint over an iron phosphate bath, chromate sealed metal pretreatment.¥

Color:	Black	Dark Bronze	Light Gray	Graphite	Platinum Silver	Titanium	White	Custom Color[1]
Cat. No.:	☐ BL	☐ DB	☐ LG	☐ GT	☐ PS ☐	☐ TT	☐ WH	☐ CC[1]

[1]Custom color subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: ______

Optional Anchor Bolt Covers
Cat. No. ☐ **BC4** ☐ **BC5** ☐ **No Option**

(Full base cover is standard.)
Four cast aluminum anchor bolt covers finished to match pole, fastened to base with stainless steel screws.
4″ pole Bolt Covers (BC4)
5″ pole Bolt Covers (BC5)

Optional Duplex Receptacle
Cat. No. ☐ **DR** ☐ **DR-GFI** ☐ **No Option**

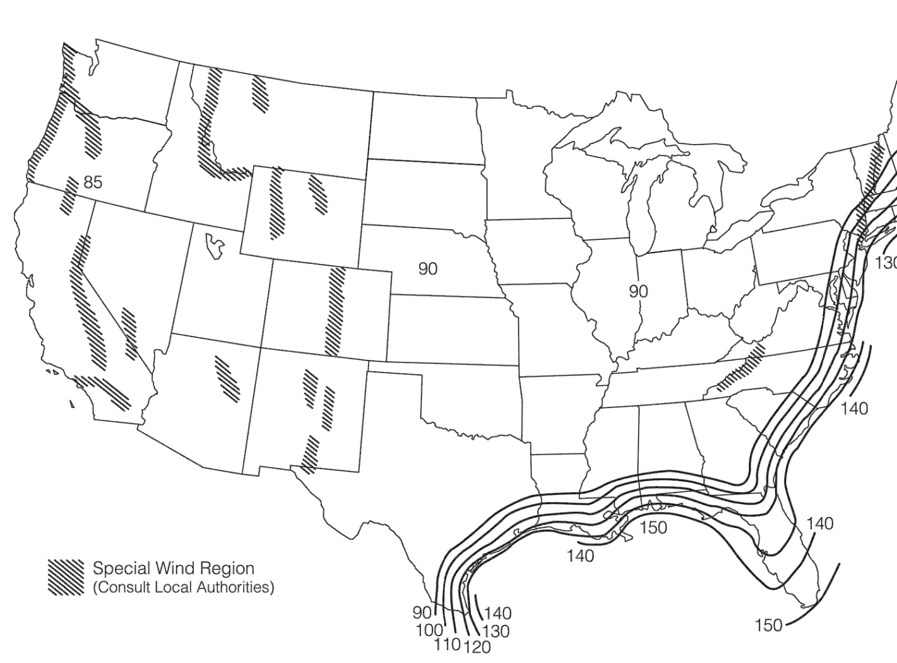
Mounted opposite the handhole, at 22½″ from base of pole, in a cast aluminum box that is internally welded and sealed with a gasketed self-closing cover and locking bracket.
Duplex Receptacle (DR) rated 20A., 125V.
Duplex Receptacle with Ground Fault Circuit Interrupter (DR-GFI) rated 20A., 125V.

*** NOTE: CONTRACTOR TO SELECT POLE LENGTH AND DIAMETER BASED ON PROPOSED FIXTURE MOUNTING HEIGHTS AND LOCATION WIND DATA.

KIM LIGHTING

KRS
Round Steel Non-Tapered Pole
revision 10/5/15 • kl_krs_spec.pdf

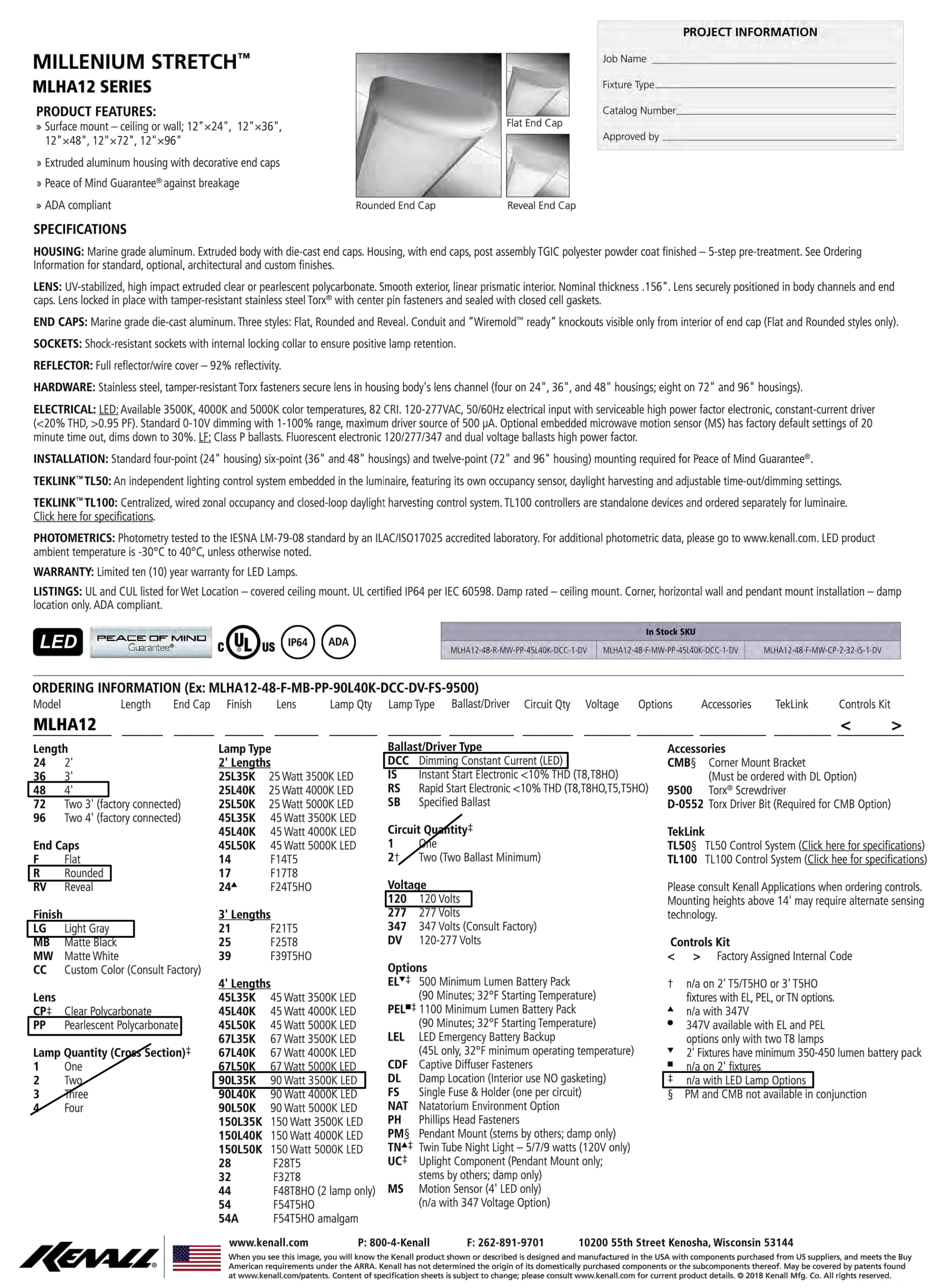
Type:
Job:



Wind Map
United States and Canada

To obtain more information on AASHTO Standards for Lighting Equipment contact:
American Association of State Highway and Transportation Officials:
444 N. Capitol Street, NW, Suite 249
Washington, DC 20001
(202) 624-5800
www.aashto.org

NOTES:
- Values are based on 50 year mean recurrence interval 30′ above grade.
- Hawaii has an **105 mph** wind velocity.
- Puerto Rico has a **125 mph** wind velocity.
- Caution must be exercised in determining wind velocities in special wind areas such as:
  - Mountainous Regions
  - Areas surrounding the Great Lakes or other large bodies of water or open land.
  - Areas subject to extreme wind conditions, such as hurricanes, typhoons, cyclones, and tornadoes.
  - Areas adjacent to airports.
  - Any specific area with a known or suspected abnormally high intermittent wind condition caused by geography, adjacent structures, or other specific local conditions that may not be recorded in National Weather Service records.
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than fixture EPA. Responsibility lies with the specifier for correct pole selection based on AASHTO wind map and job location.
- The Wind Map is intended only as a general guide. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application.
- **CAUTION:** Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide. Consult AASHTO standards.
- Extreme Wind Events: Hurricanes, Typhoons, Cyclones, or Tornadoes expose poles to flying debris, wind shear, and other unpredictable aerodynamic forces not indicated by the wind velocity ratings.
- Pole Strength Limited Warranty: Standard, unmodified Kim lighting Poles installed as recommended, undamaged by corrosion, or lack of maintenance, shall withstand steady wind conditions as provided on page **2** (Allowable Pole EPA). Installation of poles without luminaires, or attachment of any unauthorized accessories to poles shall void this warranty.



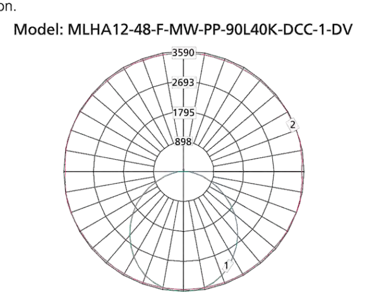
For additional photometry, go to www.kenall.com

MILLENIUM STRETCH™
MLHA12 SERIES
PERFORMANCE

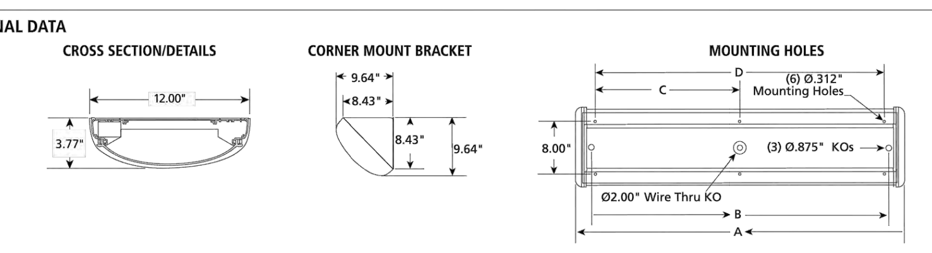
Length	Lamp Type	Initial Delivered Lumens @ 25°C	Efficacy (lm/W)	Input Power (W)	Drive Current (mA)	Estd. L70 LED Life (Hrs)
2'	25L35K	2,507	100	25	100	175,000
	25L40K	2,673	107	25	100	175,000
	25L50K	2,673	107	25	100	175,000
	45L35K	5,014	102	49	100	175,000
	45L40K	5,345	109	49	100	175,000
	45L50K	5,345	109	49	100	175,000
4'	45L35K	5,014	102	49	100	175,000
	45L40K	5,345	109	49	100	175,000
	45L50K	5,345	109	49	100	175,000
	67L35K	7,717	106	73	75	175,000
	67L40K	8,227	113	73	75	175,000
	67L50K	8,227	113	73	75	175,000
	90L35K	9,894	101	98	100	175,000
	90L40K	10,548	108	98	100	175,000
	90L50K	10,548	108	98	100	175,000
	150L35K	15,534	93	167	113	130,000
	150L40K	16,561	99	167	113	130,000
	150L50K	16,561	99	167	113	130,000

Information above is valid for the recommended Type PP lens type and is subject to change without notice.
Visit www.kenall.com for IES files and additional information.

Model: MLHA12-48-F-MW-PP-90L40K-DCC-1-DV



DIMENSIONAL DATA



KENALL

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2C)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout: 8(2C) LIGHTING DETAILS

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2D)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Echo Effect - Wall Plane Wash

SPI LIGHTING PROJECT DETAILS

EEW11961 24 in

JOB NAME:
TYPE:
NOTES:

DESCRIPTION

The Echo Effect is a fully recessed exterior wall and step light. The plane wash half-frosted (PW) optic is designed for maximum main beam power and incredible lateral distribution. It uses premium materials to direct the light evenly onto the ground or to highlight stairs for increased safety, minimizing glare from the luminaire. Built to last, this IP67 rated luminaire features an aluminum or stainless steel faceplate, stainless steel external fasteners, and tempered glass. Available in nominal lengths of 12", 18", and 24".

LED | IP67 | ADA | WET

FEATURES & BENEFITS

- Optically engineered, precision LED optics control light distribution and direct light where it is needed
- Premium 95% reflective aluminum is utilized in the highly-efficient and reflective reflector design
- All visible fasteners are flush mounted, providing a clean design
- Stainless steel external fasteners will not rust or corrode
- Recessed housing has anodized finish providing optimal thermal effectiveness and durable corrosion protection
- Compliant with Americans with Disabilities Act (ADA) requirements
- Handcrafted in USA

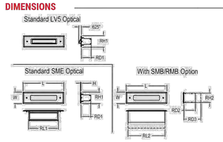
SPECIFICATIONS

- **LIGHT SOURCE:** White LED light engine
- **LUMEN MAINTENANCE:** L70 life = 50,000+ hours
- **CCT:** 3000K, 3500K, or 4000K
- **VOLTAGE:** 120-277V standard
- **DRIVER:** Integral Class II power supply standard
- **DIMMING:** This product is non-dimmable, contact factory to discuss options.
- **CONSTRUCTION:** Tempered glass lens protects fixture lamp engine. Aluminum construction provides durable protection for internal components and is recyclable.
- **FINISH:** Choose from more than 30 thermoset polyester powder coat paint colors or various metal finishes. RAL®, Pantone®, or custom finishes available upon request.

- **MOUNTING:** Capable of 1/2 IP conduit connection.
- **APPROVALS:** ETL listed to UL standards (US and Canada) for poured concrete applications and use in wet locations. IP67 rated fixture per International Electrotechnical Commission (IEC) certifies fixture as dust-tight and protected against temporary immersion.

ATTENTION!! CORD MUST RUN UNINTERRUPTED FROM THE FIXTURE TO A LIQUID TIGHT SPLICE ENCLOSURE (BY OTHERS). DO NOT CUT CORD AND MAKE SPLICE IN RECESSED BOX BEHIND FIXTURE. THIS BOX IS NOT LIQUID TIGHT, MAKING THE CONNECTION THERE WILL CAUSE THE PRODUCT TO FAIL AND VOID ITS WARRANTY.

DIMENSIONS



W	H	L	RD1	RD2	RD3	RH1
3.5 in 8.9 cm	0.2 in 0.5 cm	24 in 61 cm	3 in 7.6 cm	3.5 in 8.9 cm	5.3 in 13.5 cm	2.4 in 6.1 cm

RH2	RL1	RL2	RL3
3 in 7.6 cm	20 in 50.8 cm	22.8 in 57.9 cm	

Mounting Weight
Consult Factory.

CONFIGURATOR

To configure your spec sheet online, go to www.spilighting.com/EEW11961. Not all options are available in all configurations; consult factory for details.

Required Field *

Catalog	Light Source:	Primary Finish:	Voltage:	Lamp Options:	Mounting Box:	Optical Distribution:
EEW11961						
A			B	C	D	E

A - LIGHT SOURCE *

To ensure color consistency, SPI uses precise bin selection and strict quality processes to maintain a 3-step (MacAdam) SDCM on all white LED lampings. Published LED luminaire wattages are calculated using a typical power supply efficiency of 88%; exact wattages may vary based on application. Delivered lumens shown below are for Plane Wash distribution.

- ☐ **L6W** | White 6W LED Light Engine | Delivered Lumens: 247
- ☐ **L22W** | White 22W LED Light Engine| Delivered Lumens: 928
- ☐ **L11W** | White 11W LED Light Engine| Delivered Lumens: 464

See last page for finish options

B - VOLTAGE

- ☐ **120-277V** | Universal Voltage

C - LAMP OPTIONS

Delivered lumens shown are at 4000K CCT; apply multiplier for delivered lumens at other CCT.

- ☐ **3000K** [1] | 3000K CCT
- ☐ **3500K** [2] | 3500K CCT
- ☐ **4000K** | 4000K CCT

[1] Apply .95 multiplier for delivered lumens
[2] Apply .97 multiplier for delivered lumens

D - MOUNTING BOX *

- ☐ **RMB** [3] | Recessed Mount Box
- ☐ **SMB04** [4] | Shallow Mounting Box, 4" Lead Length
- ☐ **SMB15** [4] | Shallow Mounting Box, 15' Lead Length
- ☐ **SMB50** [4] | Shallow Mounting Box, 50' Lead Length

[3] RD3 = 5.3"
[4] RD2 = 3.5"

E - OPTICAL DISTRIBUTION

See IES zip file for photometrics and polar plot for each distribution.

- ☐ **DF_PW** | Plane Wash Half Frosted (default)
- ☐ **SME** [5] | SYMMETRIC
- ☐ **LVS** [6] | Cut-Off Shield

[5] Delivered lumens are 70% of Plane Wash output shown above
[6] Delivered lumens are 57% of Plane Wash output shown above

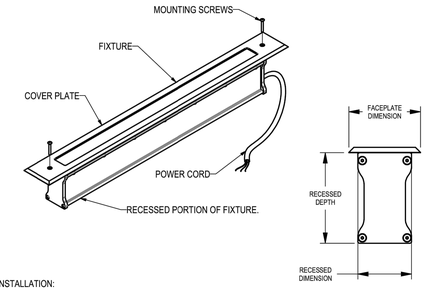
IMPORTANT SAFETY AND INSTALLATION INSTRUCTIONS

WARNING: Risk of fire and electrical shock. This product is to be installed by a qualified electrician only.

CAUTION: When using electrical equipment, basic safety precautions should always be followed including the following: Read all instructions carefully before installation and save for future use. Make sure installation and all connections are in accordance with National Electrical Code and any local regulations. To avoid possible electrical shock, be sure that power supply is turned off before installing or servicing this fixture. Servicing should be performed by qualified service personnel.

These instructions do not claim to cover all details or variations. When additional information is desired, please contact your SPI representative.

RECESSED LED FIXTURE



INSTALLATION:

1. MEASURE RECESSED PORTION OF FIXTURE AND PREPARE MOUNTING SURFACE TO ACCEPT THE RECESSED PORTION. THE HOLE CAN NOT BE LARGER THAN THE COVER PLATE OF FIXTURE.

2. MAKE SUPPLY CONNECTIONS PER LOCAL CODE. CONNECTIONS TO BE MADE IN A UL LISTED LIQUID TIGHT J-BOX (BY OTHERS). WHEN CUTTING SUPPLIED CORD, ENSURE THAT THE CORD IS LONG ENOUGH TO REACH SPLICE CONNECTION.

3. PLACE FIXTURE IN OPENING AND SECURE TO SURFACE WITH SCREWS. (2) #6-32 X 1.00" LONG, MACHINE SCREWS WITH A TAMPER RESISTANT PIN IN TORX DRIVE ARE INCLUDED WITH FIXTURE AS MOUNTING SCREWS.

12/10/2014
IS96893X

SPI Lighting Tel (262)-242-1420 FAX: (262)-242- 6414 contact@spilighting.com

Tryg Exterior Wall - Elegant

SPI LIGHTING PROJECT DETAILS

SEW11287 27 in

JOB NAME:
TYPE:
NOTES:

DESCRIPTION

Tryg, a low profile LED fixture, offers a unique design and durability suitable for any project. Its creative design acts as an efficient heat sink, maximizing output and life by allowing the LEDs to operate at an optimal temperature. Tryg is suitable for a variety of applications, and its flexible design lends itself to customization and modification.

LED | ADA | WET | IP66

FEATURES & BENEFITS

- All visible fasteners are flush mounted, providing a clean design
- Frosted acrylic shield enhances a space with diffused illumination
- Anodized finish provides optimal thermal effectiveness and durable corrosion protection
- Versatile design allows fixture to be mounted in any orientation
- Compliant with Americans with Disabilities Act (ADA) requirements
- Handcrafted in USA

SPECIFICATIONS

- **LIGHT SOURCE:** White LED light engine
- **LUMEN MAINTENANCE:** L70 life = 50,000+ hours
- **EFFICACY:** 82 lm/W delivered
- **CCT:** 3000K, 3500K, or 4000K
- **DRIVER:** Includes remote Class II power supply and enclosure. Black weatherproof power cord with watertight fittings. 36" lead length standard.
- **DIMMING:** 0-10V controls standard to 10%
- **CONSTRUCTION:** Extruded aluminum construction provides durable protection for internal components and is recyclable
- **FINISH:** Housing available in anodized finishes only. Mounting components painted to match.
- **MODIFICATIONS:** Consult factory for all modification requests; including static LED colors
- **APPROVALS:** ETL listed to UL standards (US and Canada) for use in wet locations. IP66 rated fixture per International Electrotechnical Commission (IEC) certifies fixture as dust-tight

and protected against powerful water jets.

DIMENSIONS

W	H	D
5 in 12.7 cm	27.3 in 69.3 cm	1.9 in 4.8 cm

Mounting Weight
Approximate: 25 lb (12 kg)

CONFIGURATOR

To configure your spec sheet online, go to www.spilighting.com/SEW11287. Not all options are available in all configurations; consult factory for details.

Required Field *

Catalog	Light Source:	Primary Finish:	Voltage:	Lamp Options:	Color Accents: Finish:	Options:
SEW11287						
A			B	C	D	E

A - LIGHT SOURCE *

- ☐ **L8W** | White 8W LED Light Engine | Delivered Lumens: 634
- ☐ **L29W** | White 29W LED Light Engine| Delivered Lumens: 2,332
- ☐ **L14W** | White 14W LED Light Engine| Delivered Lumens: 1,194

See last page for finish options

B - VOLTAGE

- ☐ **120-277V** | Universal Voltage

C - LAMP OPTIONS

- ☐ **3000K** [1] | 3000K CCT
- ☐ **3500K** [2] | 3500K CCT
- ☐ **4000K** | 4000K CCT

[1] Apply .95 multiplier for delivered lumens
[2] Apply .97 multiplier for delivered lumens

Available Finishes

Not all finishes are available in all configurations; consult factory for details.

Anodized

AN04 Anodized	AN08 Anodized Black

Paint Colors

PT01 Super White	PT02 White	PT03 Morning Light	PT04 Warm White	PT05 Putty
PT06 Warm Beige	PT07 Light Taupe	PT08 Medium Taupe	PT09 Medium Grey	PT10 Dark Grey
PT11 Black	PT12 Dark Chocolate	PT13 Warm Grey	PT14 Light Grey	PT15 Sage
PT16 Spruce	PT17 Red	PT18 Deep Red	PT19 Blue	PT20 Dark Green
PT21 Pearl White (Metallic)	PT22 Platinum (Metallic)	PT27 Deep Copper (Metallic)	PT28 Dark Stainless (Metallic)	PT29 Red Brass (Metallic)
PT31 Medium Bronze (Metallic)	PT32 Dark Bronze (Metallic)	PT33 Dark Blue	PT40 Yellow	PT41 Orange
PT42 Sky Blue	PT43 Teal	PT44 Green	PT45 Purple	PT46 Aluminum (Metallic)
PT47 Deep Red Brass (Metallic)	PT48 Brass (Metallic)	PT49 Bronze (Metallic)	PT51 White White	

NOTE:
FINISH SELECTION APPLIES TO SPI EEW11961 AND SPI SEW11287.

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2D)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout:8(2D) LIGHTING DETAILS

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2E)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

KIM LIGHTING

LTV8FF
Lightvault® 8 Flat Frame kl_ltv8ff_spec.pdf

JOB ____ TYPE ____

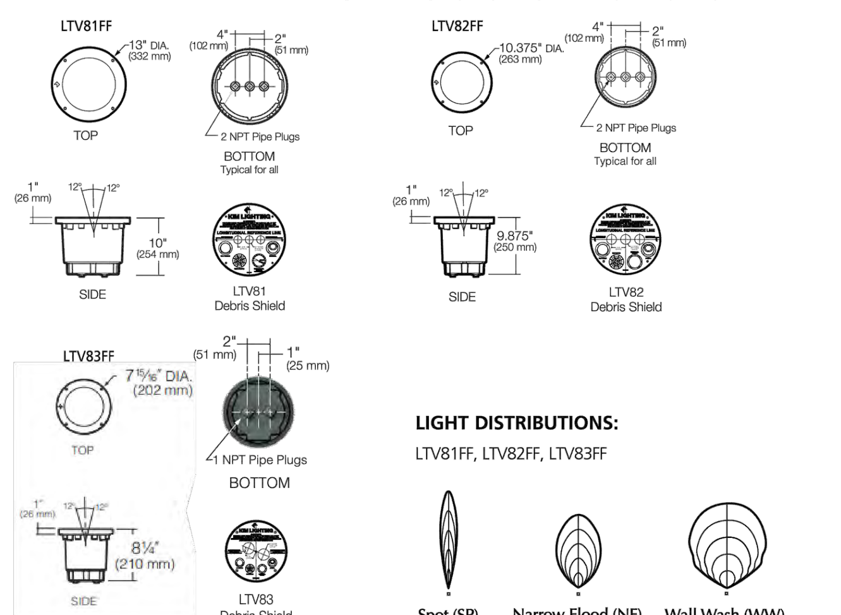
NOTES ____ APPROVALS ____

FEATURES
- Sealed IP68 LED light engine
- Bluetooth connectivity for remote control aiming and dimming
- Free Mobile App for Android and iOS
- Easy to install and pair devices
- Advanced thermal management provides long life in excess of 100,000+ hours
- Runs cool to the touch - less than 40°C

CERTIFICATIONS
c UL us LISTED — SASO For LTV82/83 — IK09

SPECIFICATIONS

Pour Box rough-in housing ships separately and as a quick-ship if requested.



LIGHT DISTRIBUTIONS:
LTV81FF, LTV82FF, LTV83FF

ORDERING CODE

LTV8xFF

Fixture Size		Distribution*	Source	
LTV81FF	13" Dia.	SP, NF, WW	36L	36 LEDs
LTV82FF	10-3/8" Dia.	SP, NF, WW	18L	18 LEDs
LTV83FF	7-15/16" Dia.	SP, NF, WW	12L	12 LEDs

Electrical Module: Color Temperature	Electrical Module: Voltages	Lens Options¹	Rebar Cage Anchor
3K 3000K	UV 120-277V	SR Slip-Resistant Lens	RCA81 for LTV81
4K 4000K		PL Prismatic Lens	RCA82 for LTV82
5K 5000K			RCA83 for LTV83

FOR SIDEWALK INSTALLATION ONLY

¹ All lens options are integral parts of component module and must be installed at factory.

* SP = Spot, NF = Narrow Flood, WW = Wall Wash

Kim Lighting reserves the right to change specifications without notice.

KIM LIGHTING

LTV8FF
Lightvault® 8 Flat Frame kl_ltv8ff_spec.pdf

LTV81FF

Optical Module	Source	Color Temperature	Absolute Lumens	Center Beam Candle Power*	Voltage	Total System Watts	Max. Amps	Beam Angle (50%) H x V	Field Angle (10%) H x V	NEMA Type
SP	36L	3K	3529	42861	UV	42W	.350 for 120V .202 for 208V .175 for 240V .152 for 277V	12.9 x 12.9	26.4 x 26.4	2H x 2V
		4K	3617	45492						
		5K	3658	46015						
NF		3K	2911	3248				46 x 54.6	79.9 x 83.8	5H x 5V
		4K	2985	3310						
		5K	3020	3379						
WW		3K	3739	6083		44W	.367 for 120V .212 for 208V .183 for 240V .159 for 277V	53.1 x 28.2	102.5 x 61.1	6H x 4V
		4K	3835	6239						
		5K	3878	6309						

LTV82FF

Optical Module	Source	Color Temperature	Absolute Lumens	Center Beam Candle Power*	Voltage	Total System Watts	Max. Amps	Beam Angle (50%) H x V	Field Angle (10%) H x V	NEMA Type
SP	18L	3K	1809	23634	UV	22W	.183 for 120V .106 for 208V .092 for 240V .079 for 277V	13 x 13	26.5 x 26.5	2H x 2V
		4K	1857	23065						
		5K	1875	25186						
NF		3K	1558	1889				44.1 x 53	77.5 x 82	5H x 5V
		4K	1597	1911						
		5K	1617	1934						
WW		3K	1637	3528		19W	.158 for 120V .091 for 208V .079 for 240V .069 for 277V	58.9 x 21.3	93.3 x 53.9	5H x 4V
		4K	1679	3616						
		5K	1698	3659						

LTV83FF

Optical Module	Source	Color Temperature	Absolute Lumens	Center Beam Candle Power*	Voltage	Total System Watts	Max. Amps	Beam Angle (50%) H x V	Field Angle (10%) H x V	NEMA Type
SP	12L	3K	1151	14996	UV	14W	.117 for 120V .067 for 208V .058 for 240V .051 for 277V	12.7 x 12.7	26.3 x 26.3	2H x 2V
		4K	1180	15382						
		5K	1195	15564						
NF		3K	988	1204				50.3 x 50.3	81.2 x 81.2	5H x 5V
		4K	1013	1235						
		5K	1025	1250						
WW		3K	1222	2611				52.3 x 20.8	93 x 53.6	5H x 4V
		4K	1253	2679						
		5K	1258	2709						

KEY: FF = Flat Frame, SP = Spot, NF = Narrow Flood, WW = Wall Wash (PicoPrism™), 36L = 36 LEDs, 18L = 18 LEDs, 16L = 16 LEDs, 12L = 12 LEDs, 3K = 2800K to 3175K, 4K = 3800K to 4600K, 5K = 4600K to 5600K, UV = Universal Voltage shall range from 120V-277V with a ±10% tolerance.

* The SP and NF are based on Candela exiting unit straight up. The WW is for highest candela angle.

Spectroradiometric

	3K	4K	5K
Correlated Color Temp. CCT (K)	2800K to 3175K	3800K to 4600K	4600K to 5600K
Color Rendering Index (CRI)	≥72	≥72	≥72
Power Factor	>.90	>.90	>.90

L70 Data

	Calculated	Reported*
350 mA	100,000	60,000

*Based on test duration.

Kim Lighting reserves the right to change specifications without notice.

KIM LIGHTING

LTV8FF
Lightvault® 8 Flat Frame kl_ltv8ff_spec.pdf

SPECIFICATIONS

Housing:
- Pour Box rough-in housing for installation below grade.
- High temperature UV resistant thermal plastic, F" minimum wall, black.
- Includes a splice box with molded plastic splice cover and silicone gasket.
- Three 1" NPT in bottom for through wiring on LTV81 and LTV82.
- Two 1" NPT in bottom for through wiring on LTV83. 107 cu. in. splice area for LTV81.
- 52 cu. in. splice area for LTV82. 24 cu. in. splice area for LTV83.
- Supplied with protective aluminum debris shield mask with orientation label for proper installation alignment for clean and easy installation in concrete pad or soil. Ships separately and as a quick-ship if requested.

Component Module:
- One-piece impregnated cast bronze, fully sealed component module secured to the face trims from the underside.
- A high temperature, anti-siphon, IP67 sealed cable extends from the component module to the splice box inside the housing.
- The fully assembled component module is secured to the housing with (4) ¼-20 tamper-resistant high grade stainless steel fasteners.

Face Trim:
- One-piece cast bronze lens ring fastened to the component module from the underside shall provide a flat surface.

Optical Modules:
- Spot (SP), Narrow Flood (NF), and Wall Wash (WW) optical modules are adjustable up to 15° utilizing a Bluetooth enabled motor assembly.

Bluetooth:
- Integral Bluetooth module used to adjust optics and dim fixture to desired setting when paired with KIM LTV8 Remote App via cellular/tablet device.
- Fully qualified Bluetooth 1.1, 1.2, 2.0, 2.1. Bluetooth v2.0+EDR compatible with Android devices running Android Gingerbread API level 9 forward. Bluetooth 4.0 LE compatible with iOS devices - iPhone 4S and later, 5th generation iPod touch, the iPad Mini and the 3rd generation and later of the full size iPad with iOS 5 or later.
- Bluetooth Apps are available for Apple iOS and Google Android mobile devices and are downloadable via the internet at Apple App Store or Google Play.

Lens:
- Clear 5/16" thick tempered glass lens and silicone gasket is retained securely within the component module.

Options:
- Slip Resistant Lens (SR), Prismatic Lens (PL), Rebar Cage Anchor (RCA8x).

Electrical Equipment:
- All electronic components are UL and CSA recognized and mounted directly to the component module for maximum heat dissipation and modularity. Driver is IP67 with -30°C minimum temperature rating.
- Product comes standrd with a UL Recognized 10kA surge protector.

Drive-Over Durability:
- When installed in concrete, fixture will withstand drive-over by vehicles weighing up to 4,500 lbs.

Certification:
- (UL1598, UL8750). 25°C ambient operation.
- SASO Certified for LTV82/83.
- IEC 66262 Mechanical Impact Code IK09.
- CISPR 15 Compliant, per product standard EN 55015:2013.

Warranty:
- For full warranty see http://www.hubbelllighting.com/resources/warranty
- Opening of Component Module on site will void warranty.

Bluetooth® — ANDROID APP ON Google play — Download on the App Store

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Kim Lighting reserves the right to change specifications without notice.

KIM LIGHTING — HUBBELL Lighting

Lightvault® LTV81/LTV82/LTV83 Installation Instructions

In-grade luminaires often become ineffective or inoperable simply because they are not installed and maintained correctly. While it is tempting to install these fixtures at or below grade, this generally turns out to be unsatisfactory unless the installation is in a paved area. When the fixtures are installed too low, they become a collection point for dirt, mud and encroaching ground cover.

With a little pre planning and care, below-grade luminaires can be installed in a manner that will promote easy maintenance and longevity. The following installation methods represent our best recommendations.

INSTALLATION GUIDELINES:
Remember, **always isolate and elevate**.

CAUTION
All conduit connections **must be sealed Per 2011 NEC 300.5 (G)** in order for the Pour box to remain dry! (sealant not supplied.)

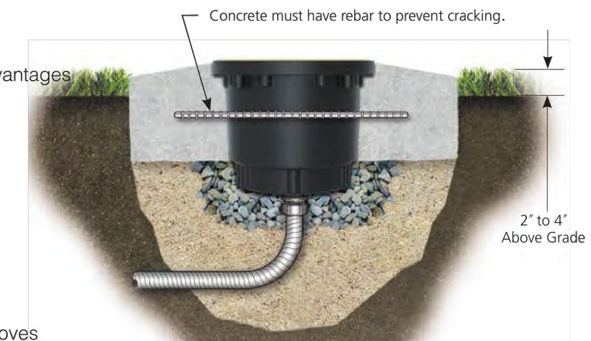
CREATE A BUFFER ZONE:
When the fixtures are to be installed in areas planted in ground cover and shrubbery, a buffer zone is needed to prevent lens overgrowth as the plants mature. Elevating the fixture will encourage water runoff around the unit rather than over the top.

Advantages of a buffer zone:
- Helps prevent lens overgrowth.
- Provides a defined edge for trimming.
- Provides drainage around fixture and helps keep the lens clean.
- Rock-fill partially buffers fixture from corrosive soil and improves ground drainage.
- Visually looks like a flush mounted installation.

PREFERRED GROUND INSTALLATION

INSTALL IN CONCRETE:
Another option for ground cover, shrubbery or lawn areas is to encase the fixture in concrete. This has some additional advantages over the rock-fill method (above).

Advantages of concrete installation:
- Allows higher wattage lamps because concrete makes an excellent heat sink.
- Totally isolates fixture from corrosive soils.
- Helps prevent lens overgrowth.
- Allows edging without scratching fixture.
- Provides drainage around fixture and helps keep the lens clean.
- Rock-fill partially buffers fixture from corrosive soil and improves ground drainage.
- Visually looks like a flush mounted installation.

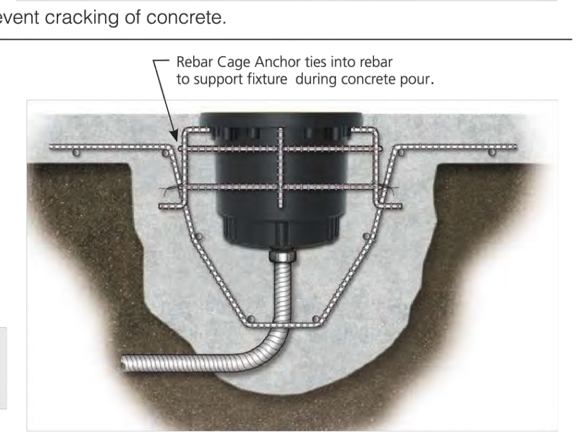


Note: Always use adequate rebar surrounding the fixture to prevent cracking of concrete.

SIDEWALK INSTALLATION

USE REBAR CAGE ANCHOR IN PAVED AREAS
To make fixture installation easier in concrete, use Rebar Cage Anchor (RCA81/82/83) and tie into paving rebar to support fixture during concrete pour.

Advantages of paved area installation with rebar cage anchor
- Supports fixture during concrete pour.
- Can be easily tied into reinforcing rods used for paving
- Easily adapts to any paving material.



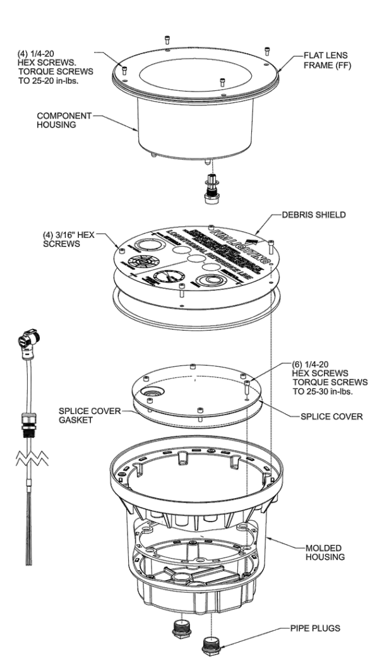
NOTE: Concrete foundation is to be designed according to local soil conditions (by others).

Lightvault® LTV81/LTV82/LTV83 Installation Instructions

CAUTION:
- To help maintain a clean, dry splice compartment, **always apply sealant to both conduit threads and molded housing to seal.** (sealant not supplied.)
- When tightening gasketed splice cover into bottom of molded housing, always **Torque screws to 25-30 in-lbs in a star pattern.**
- Make sure all electrical supply is **OFF** before starting fixture installation.

ALIGNMENT: Fixture lens frames can be installed on housings at 90° Increments. Care must be taken when installing the housing so directional lens frames can be installed at a desired orientation.

Tools Required: RTV sealant, 3⁄16" tamper resistant hex wrench, adjustable wrench or pipe wrench



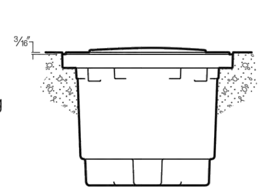
IMPORTANT SAFETY INSTRUCTIONS TO AVOID RISK OF FIRE OR INJURY!

WARNING: Fixtures must be grounded in accordance with local codes or the National Electrical Code. Failure to take these steps may result in serious personal injury. All electrical work should be done by a qualified electrician

SAFETY WARNING: DO NOT install these fixtures in submersible installations such as fountains or swimming pools. Extreme caution should be taken when installed in paved areas. MAINTENANCE: To maintain light efficiency and prevent overheating, lenses must be kept clean and free of dirt, dust, leaves, trash and mineral deposits from water. For optimum performance a regularly scheduled maintenance program should be followed. DO NOT operate luminaire with missing or damaged lens.

KEEP THIS SHEET FOR FUTURE REFERENCE.

FLUSH MOUNTING:
For flush mounting when installing in concrete, top edge of molded housing should be 3⁄16" below concrete grade.



Lightvault® LTV81/LTV82/LTV83 Installation Instructions

CAUTION
- Before installing de-energize circuit and lock out.

MOLDED HOUSING ROUGH-IN INSTALLATION:
Read guidelines on page 1 before starting.

1. Excavate 20" dia. hole in desired fixture location. Run conduit 3" deeper than height of housing. Fill with gravel for drainage.
2. With 3⁄16" Allen wrench, unscrew (4) hex screws to remove debris shield from molded housing.
3. **Check to make sure pour box is dry.**
4. Remove gasketed splice cover in bottom of molded housing using 3⁄16" Allen wrench and (6) hex screws.
5. Remove pipe plugs from molded housing. Connect molded housing to conduit. **Apply sealant to both conduit threads and molded housing to seal.** (sealant not supplied.)
6. Pull (3) supply conductors into splice compartment.
7. Connect field wires to splice cover connector observing polarity, i.e. green to ground, white to common and black to voltage using provided silicone wire nuts. Cap off and secure the DMX wires with remaining wire nuts.
8. Cover the bottom of molded housing with a gasketed splice cover using 3/16" Allen wrench and (6) hex screws. **Torque screws to 25-30 in-lbs in a star pattern.**
9. With 3⁄16" Allen wrench, screw in (4) hex screws to reinstall debris shield.
10. Align molded housing using markings on debris shield keeping longitudinal reference line parallel to street, wall or walkway.
11. Back fill for stability. **Do not** back fill with bark or Vermiculite. **Never install below** surrounding **ground level.**

COMPONENT MODULE INSTALLATION:

12. When the component housing has been delivered to site and you're ready to install, unscrew (4) hex screws with 3⁄16" Allen wrench to remove debris shield.
13. Attach the connector to the housing by pressing it with your thumb/palm until it clicks into place. **Sealant on connectors is not necessary as rubber o-rings are in place to keep connectors water-tight.**
14. Drop component housing in place and attach to molded housing using 3⁄16" tamper resistant hex wrench and (4) tamper resistant hex screws. **Torque screws to 25-30 in-lbs.**
15. **NOTE:** When installing an LTV8 with Wall Wash distribution, the Kim Lighting logo on the rim of the housing should be placed closest to the wall.

5 6 7 8 11 12 13 14

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2E)

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

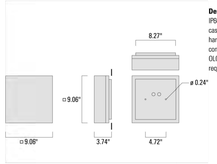
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2F)

DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE CITY

QLS420 LED
Surface Mounted Wall Luminaires

1/6

we-ef



Description
IP66, Class I. IK07. Surface mounted LED wall luminaire. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone rubber gasket. Safety glass lens. Integral EC electronic converter. CAD-optimised optics for superior illumination and glare control. OLC® One LED Concept. Factory installed LED circuit board. 0-10V on request. Suitable for installation over 4" recessed junction box.

QLS420 LED
Surface Mounted Wall Luminaires

2/6

we-ef

Specifications

Material Specification	
Body:	Luminaire body and lens frame constructed in die cast aluminum.
Lens:	Clear tempered glass lens.
Colours:	RAL9004 Black RAL9007 Grey Metallic RAL9016 White RAL8019 Dark Bronze
Gasket:	Silicone rubber gasket
Fasteners:	PCS polymer coated stainless steel
Ingress protection:	IP66
Impact protection:	IK07
Corrosion protection:	5CE
Surge protection:	1/2 kV
Mounting:	Suitable for installation over a standard 4" recessed junction box.
Listings:	ETL listed. Suitable for wet locations.
Electrical Specification	
Power supply:	Integral (ECG) LED driver in 120-277V, 0-10V
Driver / Ballast:	Integral EC electronic converter
Cable:	Two cable entries

Lifetime
LED >60,000 h @ Ta 25°C/77°F (L70/B10). Control gear >50.000 h Ta 25°C/77°F

QLS420 LED
Surface Mounted Wall Luminaires

3/6

we-ef

Choices

Light Distributions	Lumens	Wattages	Colour Temperatures	Colours
symmetric, medium beam [M]	1476	12	3000 K	RAL9004 Black
symmetric, medium beam up and down [M/M]	2340	18	4000 K	RAL9007 Grey Metallic
symmetric, narrow beam up and medium beam down [N/M]	2700	24		RAL9016 White
symmetric, narrow beam [N]	2951	26		RAL8019 Dark Bronze
symmetric, narrow beam up and down [N/N]	2993	36		
asymmetric, side throw beam [S]	3453	52		
symmetric, medium beam up and side-throw down [M/S]	4680			
symmetric, narrow beam up and side-throw down [N/S]	5400			
rectangular, forward-throw beam [R45]	5986			
medium beam up and forward-throw beam down [M/R45]	6907			
symmetric narrow beam up and forward-throw beam down [E/R45]				

QLS420 LED
Surface Mounted Wall Luminaires

4/6

we-ef

Configurations

Light Distributions	Part ID	Light Source	Lumen	Gear	Weight	Link
symmetric, medium beam [M]	620-3520	LED-6/12W / 700 mA - 3000 K	1476	electronic gear	15.00	
	620-3521	LED-6/12W / 700 mA - 4000 K	1476	electronic gear	15.00	
	620-3043	LED-6/18W / 1050 mA - 3000 K	2340	electronic gear	15.00	
	620-3046	LED-6/18W / 1050 mA - 4000 K	2700	electronic gear	15.00	
	620-3049	LED-6/26W / 1400 mA - 3000K	2993	electronic gear	15.00	
	620-3052	LED-6/26W / 1400 mA - 4000K	3453	electronic gear	15.00	
symmetric, medium beam up and down [M/M]	620-3522	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3523	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	
	620-3056	LED-2x6/36W / 1050 mA - 3000 K	4680	electronic gear	15.00	
	620-3061	LED-2x6/36W / 1050 mA - 4000 K	5400	electronic gear	15.00	
	620-3066	LED-2x6/52W/1400mA – 3000 K	5986	electronic gear	15.00	
	620-3071	LED-2x6/52W/1400mA – 4000 K	6907	electronic gear	15.00	
symmetric, narrow beam up and medium beam down [N/M]	620-3057	LED-2x6/36W / 1050 mA - 3000 K	4680	electronic gear	15	
	620-3062	LED-2x6/36W / 1050 mA - 4000 K	5400	electronic gear	15.00	
	620-3067	LED-2x6/52W/1400mA – 3000 K	5986	electronic gear	15.00	
	620-3072	LED-2x6/52W/1400mA – 4000 K	6907	electronic gear	15.00	
symmetric, narrow beam [N]	620-3120	LED-6/12W / 700 mA - 3000 K	1476	electronic gear	15.00	
	620-3121	LED-6/12W / 700 mA - 4000 K	1476	electronic gear	15.00	
	620-3044	LED-6/18W / 1050 mA - 3000 K	2340	electronic gear	15.00	
	620-3047	LED-6/18W / 1050 mA - 4000 K	2700	electronic gear	15.00	
	620-3050	LED-6/26W / 1400 mA - 3000K	2993	electronic gear	15.00	
	620-3053	LED-6/26W / 1400 mA - 4000K	3453	electronic gear	15.00	
symmetric, narrow beam up and down [N/N]	620-3122	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3123	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	
	620-3058	LED-2x6/36W / 1050 mA - 3000 K	4680	electronic gear	15.00	
	620-3063	LED-2x6/36W / 1050 mA - 4000 K	5400	electronic gear	15.00	
	620-3068	LED-2x6/52W/1400mA – 3000 K	5986	electronic gear	15.00	
	620-3073	LED-2x6/52W/1400mA – 4000 K	6907	electronic gear	15.00	
asymmetric, side throw beam [S]	620-3529	LED-6/12W / 700 mA - 3000 K	1476	electronic gear	15.00	
	620-3528	LED-6/12W / 700 mA - 4000 K	1476	electronic gear	15.00	
symmetric, medium beam up and side-throw down [M/S]	620-3525	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3524	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	
symmetric, narrow beam up and side-throw down [N/S]	620-3527	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3526	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	

QLS420 LED
Surface Mounted Wall Luminaires

5/6

we-ef

Configurations

Light Distributions	Part ID	Light Source	Lumen	Gear	Weight	Link
rectangular, forward-throw beam [R45]	620-3124	LED-6/12W / 700 mA - 3000 K	1476	electronic gear	15.00	
	620-3125	LED-6/12W / 700 mA - 4000 K	1476	electronic gear	15.00	
	620-3042	LED-6/18W / 1050 mA - 3000 K	2340	electronic gear	15.00	
	620-3045	LED-6/18W / 1050 mA - 4000 K	2700	electronic gear	15.00	
	620-3048	LED-6/26W / 1400 mA - 3000K	2993	electronic gear	15.00	
	620-3051	LED-6/26W / 1400 mA - 4000K	3453	electronic gear	15.00	
medium beam up and forward-throw beam down [M/R45]	620-3126	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3127	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	
	620-3054	LED-2x6/36W / 1050 mA - 3000 K	4680	electronic gear	15.00	
	620-3059	LED-2x6/36W / 1050 mA - 4000 K	5400	electronic gear	15.00	
	620-3064	LED-2x6/52W/1400mA – 3000 K	5986	electronic gear	15.00	
	620-3069	LED-2x6/52W/1400mA – 4000 K	6907	electronic gear	15.00	
symmetric narrow beam up and forward-throw beam down [E/R45]	620-3128	LED-2x6/24W / 700 mA - 3000 K	2951	electronic gear	15.00	
	620-3129	LED-2x6/24W / 700 mA - 4000 K	2951	electronic gear	15.00	
	620-3055	LED-2x6/36W / 1050 mA - 3000 K	4680	electronic gear	15.00	
	620-3060	LED-2x6/36W / 1050 mA - 4000 K	5400	electronic gear	15.00	
	620-3065	LED-2x6/52W/1400mA – 3000 K	5986	electronic gear	15.00	
	620-3070	LED-2x6/52W/1400mA – 4000 K	6907	electronic gear	15.00	

Related Families / QLS400

Family		Dimensions	Wattage	Lumen	Links	
					Links	Download Data Sheet
QLS410 LED		6.30 x 3.82	6 -26 W	738 -3453		
QLS420 LED		9.06 x 3.74	12 -52 W	1476 -6907		

PAC PLANS

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Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2F)

K:\SIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout: 8(2F) LIGHTING DETAILS

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2G)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Panel Schedule - LCC1

Proposed Panel Location: LCC1 Lighting Control Center Cabinet Volts: 120/240 Phase 1 Wire: 3 Hertz: 60

MCB: 100A Main AIC: (Coordinate with Dominion Energy) Branch AIC: (Coordinate with Dominion Energy) ENCL. (NEMA): 3R MTG: Surface

100 Amp, 18 Space , Ground Bar, Locking Cover, Panel Card.

Description of Load Served	Wire Size	Breaker Pole	Breaker Amp	A/Phase A	A/Phase B	CKT No.	CKT No.	A/Phase A	A/Phase B	Breaker Amp	Breaker Pole	Wire Size	Description of Load Served
PHOTOCELL	2	1	15	2.0	-	1	2	2.3	-	20	1	8	SB 9TH ST PEDESTRIAN LIGHTING
NB 9TH ST PEDESTRIAN LIGHTING	8	1	20	2.1	-	3	4	1.4	-	20	1	8	SIDEWALK RAMP TO AVON ST PEDESTRIAN LIGHTING
MONTICELLO AVE PEDESTRIAN LIGHTING	8	1	20	2.3	-	5	6	2.3	-	20	1	8	SOUTH ST PEDESTRIAN LIGHTING
SOUTH ST PEDESTRIAN TUNNEL LIGHTING	6	1	20	6.7	-	7	8	1.2	-	20	1	8	AVON ST / SOUTH ST PEDESTRIAN COURT LIGHTING
BRIDGE WEST CCTV CABINET	1/0	1	20	-	15.0	9	10	0.8	-	20	1	8	AVON ST PARKING LOT LIGHTING
SPACE				-	-	11	12	1.3	-	20	1	8	AVON ST PEDESTRIAN LIGHTING
SPACE				-	-	13	14	0.4	-	20	1	8	AVON ST UNDERBRIDGE UPLIGHTING
SPACE				-	-	15	16	-	15.0	20	1	6	SOUTH ST PEDESTRIAN TUNNEL CCTV CABINET
SPACE				-	-	17	18	-	-				SPACE
		Total A/Phase		13.1	15.0			9.7	15.0	Total A/Phase			

Panel Schedule - LCC2

Proposed Panel Location: LCC2 Lighting Control Center Cabinet Volts: 120/240 Phase 1 Wire: 3 Hertz: 60

MCB: 100A Main AIC: (Coordinate with Dominion Energy) Branch AIC: (Coordinate with Dominion Energy) ENCL. (NEMA): 3R MTG: Surface

100 Amp, 12 Space , Ground Bar, Locking Cover, Panel Card.

Description of Load Served	Wire Size	Breaker Pole	Breaker Amp	A/Phase A	A/Phase B	CKT No.	CKT No.	A/Phase A	A/Phase B	Breaker Amp	Breaker Pole	Wire Size	Description of Load Served
PHOTOCELL	2	1	15	2.0	-	1	2	1.5	-	20	1	8	SB 9TH ST PEDESTRIAN LIGHTING
NB 9TH ST PEDESTRIAN LIGHTING	8	1	20	-	1.7	3	4	1.4	-	20	1	8	PAVILION PEDESTRIAN COURT KNUCKLE LIGHTING
WATER ST PEDESTRIAN LIGHTING AND UPLIGHTING	8	1	20	3.6	-	5	6	-	15.0	20	1	1/0	BRIDGE EAST CCTV CABINET
WATER ST MEZZANINE LIGHTING	6	1	20	-	1.3	7	8	-	-	20	1	-	SPARE (RESERVED FOR FUTURE USE)
SPARE (RESERVED FOR FUTURE USE)	-	1	20	-	-	9	10	-	-	20	1	-	SPARE (RESERVED FOR FUTURE USE)
SPACE				-	-	11	12	-	-				SPACE
		Total A/Phase		5.6	3.0			2.9	15.0	Total A/Phase			

NOTE:

EXISTING CONTROL PANELS L1 AND P1 LOCATED WITHIN CITY TRANSIT CENTER BUILDING. CONTRACTOR TO COORDINATE WITH CITY FOR ACCESS TO PANELS DURING CONSTRUCTION OF CIRCUIT EXTENSIONS.

PAC PLANS

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1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2G)

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

GENERAL NOTES:

1. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB SAFETY AND CONSTRUCTION PROCEDURES.
2. SEE CIVIL SHEETS FOR THE LOCATION OF STRUCTURAL ELEMENTS, LIGHT POLE TYPE LOCATIONS, SITE FEATURES, UNDERGROUND UTILITIES AND SITE WORK LOCATIONS. VERIFY LOCATIONS FOR ALL UNDERGROUND UTILITIES BEFORE PROCEEDING WITH FOUNDATION EXCAVATION.
3. CONTRACTOR SHALL PROVIDE CONTINUOUS CONTROL OF SURFACE AND UNDERGROUND WATER AS REQUIRED DURING CONSTRUCTION SUCH THAT THE WORK IS DONE IN THE DRY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING FACILITIES, STRUCTURES AND UTILITY LINES FROM ALL DAMAGE THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR SHALL PROTECT THE WORK, ADJACENT PROPERTY, AND THE PUBLIC.
5. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO PROCEEDING WITH ANY WORK AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
6. NOTIFY THE ENGINEER IMMEDIATELY OF ANY EXISTING FOUNDATION CONDITIONS OR DETAILS THAT ARE IN CONFLICT WITH THOSE INDICATED AND SHOWN IN THE DRAWINGS.
7. REFER TO THE ENGINEER FOR INSTRUCTION FOR ANY DIMENSION NOT GIVEN ON DRAWINGS. SCALING OF DRAWINGS SHALL NOT BE USED TO OBTAIN OR VERIFY ANY DIMENSION SHOWN ON THE DRAWINGS.

FOUNDATIONS:

GEOTECHNICAL RECOMMENDATIONS ARE CONTAINED IN THE GEOTECHNICAL ENGINEERING REPORT BY SCHNABEL ENGINEERING, LLC, DATED APRIL 24, 2020 (SCHNABEL REFERENCE NO. 17C43003). FOUNDATION DESIGN IS BASED ON THE FOLLOWING:

NET ALLOWABLE BEARING PRESSURE	= 4,000 PSF
ASSUMED IN-SITU SOIL DENSITY	= 125 PCF
LATERAL BEARING CAPACITY	= 375 PSF/FT
(SM SOIL TYPE) CALCULATED EFFECTIVE FRICTION ANGLE	= 30 DEG

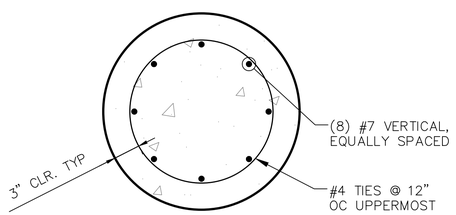
1. CONTRACTOR SHALL ENGAGE GEOTECHNICAL TESTING LABORATORY TO CONFIRM SOIL PREPARATION AND SPECIFY PROCEDURES AND SPECIFY COMPACTION REQUIREMENTS NECESSARY TO OBTAIN THE DESIGN SOIL PROPERTIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ENGINEER OF RECORD IF ASSUMED SOIL PROPERTIES CANNOT BE OBTAINED ON SITE.
2. FOUNDATION EXCAVATION SHALL BE BY 24" AUGER IN UNDISTURBED OR PROPERLY COMPACTED FILL

CAST-IN-PLACE CONCRETE:

1. READY-MIX CONCRETE WORK SHALL CONFORM TO ASTM C94.
2. STRUCTURAL CONCRETE MATERIALS SHALL CONFORM TO THE FOLLOWING:
   a. TYPE II PORTLAND CEMENT – ASTM C150
   b. AGGREGATES (3/4" MAX.) – ASTM C33
   c. AIR ENTRAINING (4.5% MIN. – 7% MAX.) – ASTM C260
   d. WATER REDUCING – ASTM C494
   e. FLY ASH (MAX 25% BY WEIGHT), TYPE F – ASTM C618
   f. WATER – CLEAN AND POTABLE
   g. REINFORCING STEEL: ASTM A615 GRADE 60
   h. GROUT SHALL BE NON-SHRINK, NON-METALLIC
3. STRUCTURAL CONCRETE SHALL CONFORM TO THE FOLLOWING:
   a. CONCRETE MIXES AND EXPOSURE CLASS ACCORDING TO ACI 318:
      1. FOUNDATIONS 4,000 PSI CLASS F0
   b. MAXIMUM WATER-TO-CEMENT RATIO: 0.45
   c. USE OF CALCIUM CHLORIDE IS NOT PERMITTED
4. REQUIRED SLUMP: 4" (BEFORE ADDITION OF SUPERPLASTICIZER)
5. ALL CONCRETE MATERIALS, PLACING AND HANDLING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ACI 318 AND ACI 301. CONCRETE WORK SHALL CONFORM TO THE CURRENT VERSION OF ACI 318.
6. SUBMITTALS:
   a. MIX DESIGNS FOR EACH TYPE OF CONCRETE SPECIFIED SHALL BE SUBMITTED FOR APPROVAL.
   b. PRODUCT DATA AND MATERIAL CERTIFICATES.
7. CONCRETE SHALL BE PLACED WITHIN 90 MINUTES OF BATCH TIME.
8. ALL CONCRETE SHALL BE CONSOLIDATED IN PLACE USING INTERNAL VIBRATORS.
9. CAST-IN-PLACE CONCRETE SHALL BE CONTINUOUSLY CURED FOR 7 DAYS FOLLOWING INITIAL SET.
10. CONCRETE SHALL BE CURED IMMEDIATELY AFTER FINISHING OPERATIONS IN ACCORDANCE WITH ONE OF THE FOLLOWING METHODS:
    a. APPLY A LIQUID MEMBRANE FORMING CHEMICAL CURING COMPOUND IN ACCORDANCE WITH ASTM C309.
    b. WET CURE IN ACCORDANCE WITH ACI 301.
11. REMOVE LIQUID MEMBRANE FORMING CHEMICAL CURING COMPOUND AFTER CURING PERIOD HAS ELAPSED, REMOVE CURING COMPOUND WITHOUT DAMAGING CONCRETE SURFACES BY METHOD RECOMMENDED BY CURING COMPOUND MANUFACTURER.
12. ALL EXPOSED CONCRETE SHALL HAVE A RUBBED SURFACE FINISH. IMMEDIATELY AFTER REMOVING THE FORMS, ALL HONEYCOMB, VOIDS, AND OTHER SURFACE DEFECTS AND IRREGULARITIES SHALL BE GROUTED. THE SURFACES SHALL THEN BE THOROUGHLY DAMPENED AND RUBBED WITH A NO. 16 CARBORUNDUM STONE OR EQUAL ABRASIVE TO CREATE A UNIFORM SURFACE PASTE. THE RUBBING SHALL BE CONTINUED TO REMOVE ALL FORM MARKS AND SURFACE IRREGULARITIES PRODUCING A SMOOTH, DENSE SURFACE. AFTER CURING, THE SURFACE SHALL THEN BE RUBBED WITH A NO. 30 CARBORUNDUM STONE UNTIL THE SURFACE IS SMOOTH IN TEXTURE AND UNIFORM IN COLOR. REMOVE ALL LATHER, POWDER, AND DUST ON RUBBED SURFACES.

CAST-IN-PLACE CONCRETE (CONT.)

13. DETAILING OF REBAR SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF THE ACI DETAILING MANUAL AND CONCRETE REINFORCING INSTITUTE'S LATEST EDITION OF "MANUAL OF STANDARD PRACTICE".
14. ALL DIMENSIONS PERTAINING TO LOCATION OF REINFORCING BARS ARE TO CENTERLINE OF BARS EXCEPT WHERE THE CLEAR DIMENSION IS SHOWN TO FACE OF CONCRETE.
15. REINFORCEMENT DETAIL DIMENSIONS SHALL BE OUT-TO-OUT OF BARS.
16. PROVIDE 3" CONCRETE COVER OVER REINFORCING BARS EXCEPT AS OTHERWISE NOTED.
17. BARS SHALL BE FIELD TIED. WELDING IS NOT PERMITTED.
18. SUPPORT REINFORCEMENT IN ITS PROPER LOCATION FROM THE FORMWORK DURING CONCRETE OPERATION.
19. BAR SUPPORTS, DESIGN, DETAILING, FABRICATION, AND PLACING OF REINFORCING BARS SHALL BE IN ACCORDANCE WITH ACI 318 (BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE).
20. PROVIDE ¾" CHAMFERS AT ALL EXPOSED EDGES OF CONCRETE SURFACES.
21. FORM TIES AND REINFORCING BAR SUPPORTS SHALL BE OF NON-CORROSIVE MATERIAL INCLUDING, BUT NOT LIMITED TO, FIBERGLASS, PLASTIC, AND/OR CONCRETE BLOCK.
22. CONTRACTOR IS RESPONSIBLE FOR THE PROPER DESIGN AND CONSTRUCTION OF ALL FORMWORK AND SHORING. DESIGN SHALL BE PERFORMED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE IN WHICH WORK IS PERFORMED.

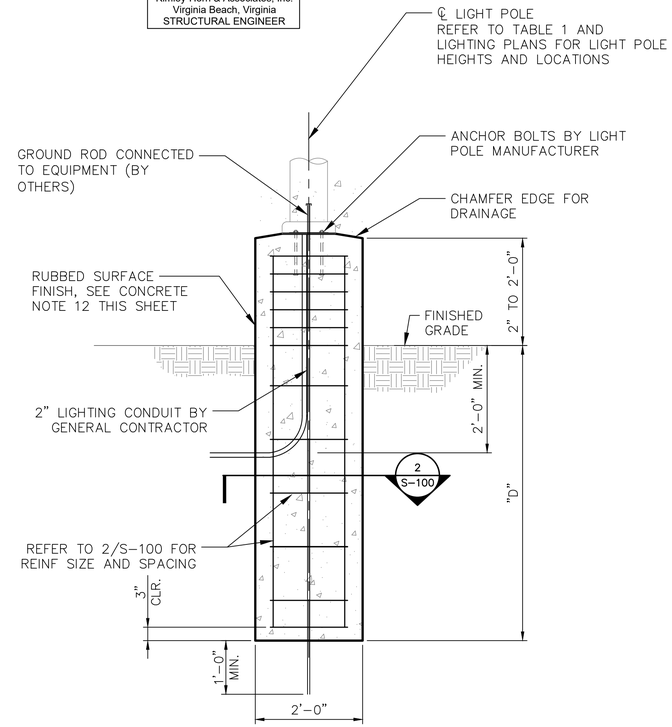


2 / 8(2H) LIGHTPOLE FOUNDATION SECTION
SCALE: NTS

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2H)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
STRUCTURAL ENGINEER



NOTE:
DESIGN BASED ON A WIND SPEED OF 105 MPH PER LRFD SPECIFICATION STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (1ST EDITION).

TABLE 1: LIGHT POLE EMBEDMENT DEPTHS

TOTAL LIGHT POLE HEIGHT	FIXTURE EPA	FOUNDATION DEPTH "D"
10'-0" to 11'-10"	0.608 SQ. FT	5'-6"

1 / 8(2H) LIGHT POLE FOUNDATION
SCALE: NTS

PAC PLANS

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TRAFFIC CONTROL DEVICE PLANS
LIGHTING DETAILS

CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2H)

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PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
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SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2I)

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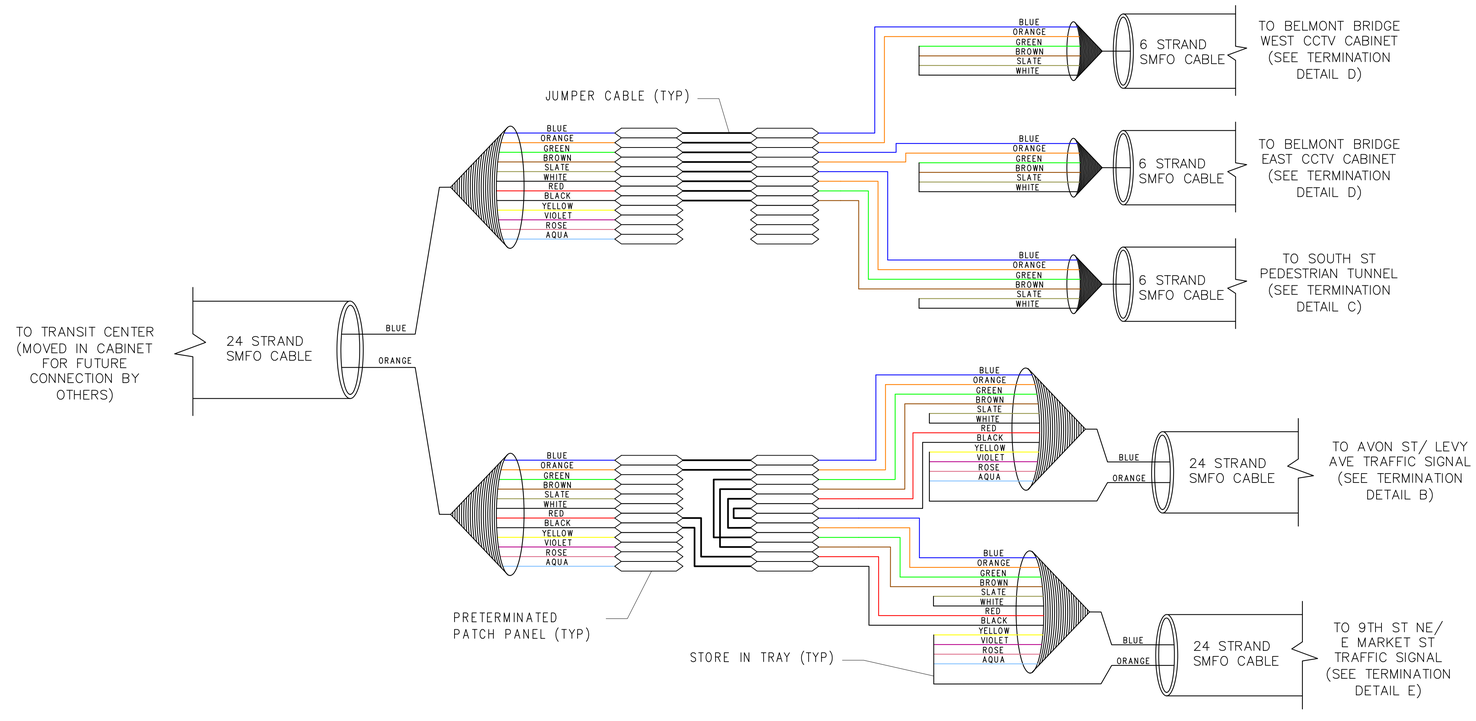

1
8(2I)
FIBER TERMINATION DETAIL A
AT BELMONT BRIDGE KNUCKLE FIBER CABINET

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FIBER TERMINATION DETAILS

0020-104-101
CHARLOTTESVILLE, VIRGINIA

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K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout:8(2I) FIBER TERMINATION DETAILS

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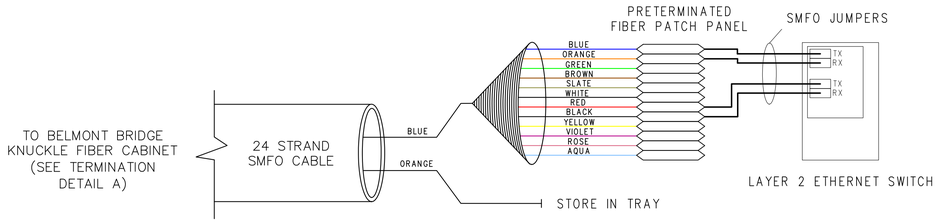
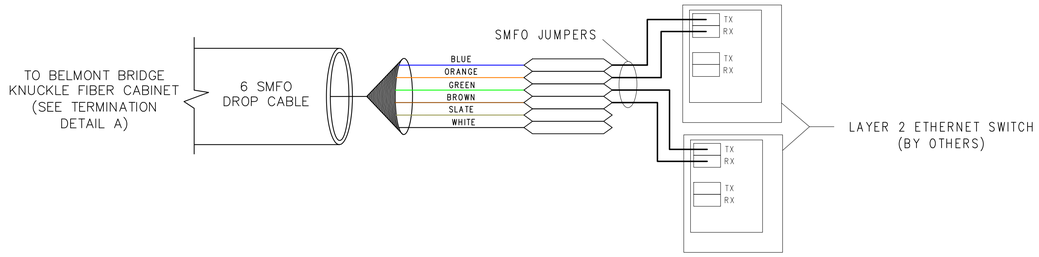
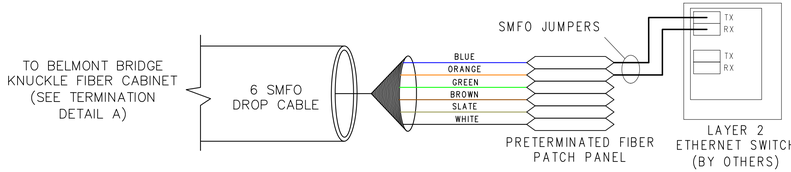


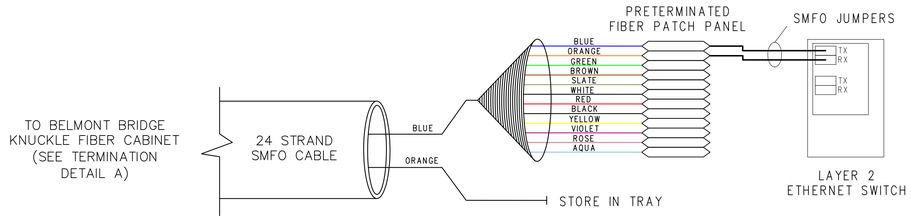
1 8(2J) FIBER TERMINATION DETAIL B
AT AVON ST / LEVY AVE TRAFFIC SIGNAL



2 8(2J) FIBER TERMINATION DETAIL C
AT SOUTH ST PEDESTRIAN TUNNEL



3 8(2J) FIBER TERMINATION DETAIL D
AT BRIDGE CCTV CABINET



4 8(2J) FIBER TERMINATION DETAIL E
AT 9TH ST NE / E MARKET ST TRAFFIC SIGNAL

PAC PLANS

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TRAFFIC CONTROL DEVICE PLANS
FIBER TERMINATION DETAILS
0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2J)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout:8(2J) FIBER TERMINATION DETAILS

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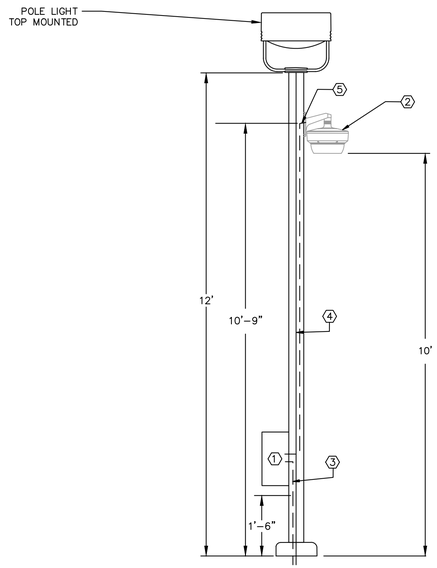
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(2K)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY



GENERAL NOTES:

1. CONTRACTOR TO USE SEALANT TO CREATE A WEATHERPROOF, WATER TIGHT SEAL AT ALL CABINET AND POLE ENTRANCES TO PROHIBIT WATER INTRUSION.

LEGEND:

① 16"H X 16"W X 8"D NEMA ENCLOSURE. CONTRACTOR TO INSTALL 2" METAL CONDUIT TO CONNECT POLE TO CABINET.
② CCTV CAMERA (BY OTHERS).
③ (1) 6 STRAND SMFO DROP CABLE IN 3/4" FLEXIBLE INNERDUCT FROM UNDERGROUND JUNCTION BOX TO NEMA ENCLOSURE.
④ LIGHTING ELECTRICAL CABLES (SEE PLANS).
⑤ (1) 3/4" FLEXIBLE INNERDUCT FROM NEMA ENCLOSURE TO FUTURE CCTV MOUNTING LOCATION. CONTRACTOR TO DRILL 1" MAX. DIAMETER HOLE AT LOCATION SHOWN TO STUB OUT INNERDUCT FOR FUTURE USE.

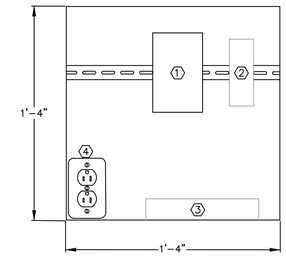
1 / 8(2K) CABINET AND FUTURE CAMERA MOUNTING DETAILS
SCALE: NTS

GENERAL NOTES:

1. FURNISH AND INSTALL A WEATHERPROOF ENCLOSURE AS REQUIRED FOR FUTURE CCTV EQUIPMENT. TEMPERATURE SHOULD NOT EXCEED 140°F OR EQUIPMENT FAILURE MAY OCCUR. IF NECESSARY PROVIDE A VENTED ENCLOSURE OR AN ENCLOSURE WITH A FAN.
2. FURNISH AND INSTALL 120VAC POWER AS REQUIRED FOR THE CCTV EQUIPMENT. (1) OUTLET AND VIDEO POWER SUPPLY WILL BE REQUIRED TO BE HARDWIRED.

LEGEND:

① CISCO DIN RAIL POWER SUPPLY. (5.9"H X 3.77"W X 5.74"D)
② CISCO INDUSTRIAL ETHERNET SWITCH. (5"H X 1.8"W X 5.3"D) (BY OTHERS)
③ HANWHA HPOE INJECTOR. (1.61"H X 5.28"W X 8.43"D) (BY OTHERS)
④ 120VAC OUTLET



TOP VIEW

FRONT VIEW

2 / 8(2K) CCTV NEMA ENCLOSURE EQUIPMENT LAYOUT
SCALE: NTS

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

Kimley»Horn
1700 WILLOW LAWN DRIVE
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PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
CCTV POLE AND CABINET DETAILS
0020-104-101
CHARLOTTESVILLE, VIRGINIA

PROJECT	SHEET NO.
0020-104-101	8(2K)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING DETAILS.DWG, Layout:8(2K) CCTV POLE AND CABINET DETAILS

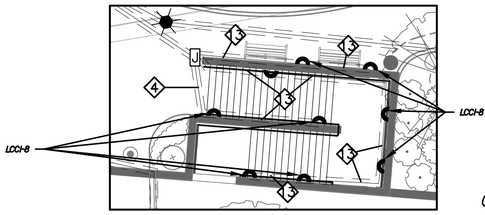
PROJECT MANAGER
SURVEYED BY, DATE
DESIGN SUPERVISED BY
DESIGN BY
SUBSURFACE UTILITY BY, DATE

LIGHTING GENERAL NOTES

1. REFER TO SHEET 8(1) FOR LIGHTING CONDUIT (#) INFORMATION.
2. REFER TO SIGNAL PLANS FOR SIGNAL LIGHTING CONDUCTOR AND INSTALLATION INFORMATION.

SHEET NOTES

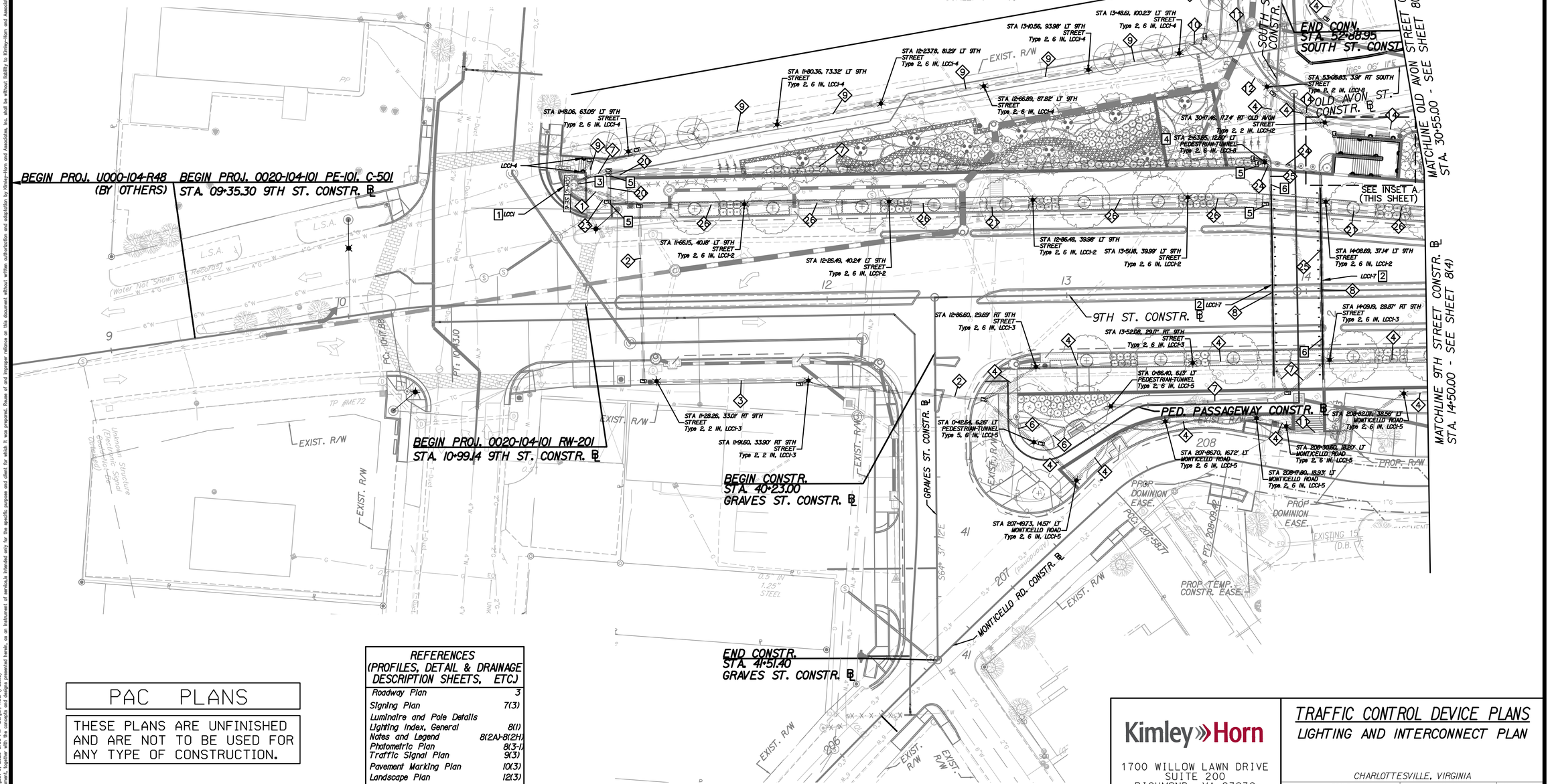
1. INSTALL LIGHTING CONTROL CENTER LCC1 ON CF-2 NEXT TO PROPOSED SIGNAL CABINET SUCH THAT IT DOES NOT OBSTRUCT ACCESS TO SIGNAL CABINET. DOMINION ENERGY TO SERVE METER LOCATION. COORDINATE WITH DOMINION ENERGY FOR SERVICE.
2. INSTALL 20 KENALL MLHA FIXTURES END TO END ALONG EACH SIDE OF PEDESTRIAN TUNNEL.
3. TERMINATE FIBER OPTIC CABLE INSIDE TRAFFIC SIGNAL CABINET. INSTALL 1 GBPS FIELD ETHERNET SWITCH, PRE-TERMINATED FIBER PATCH PANEL INSIDE TRAFFIC SIGNAL CABINET. SEE SHEET 8(2J) FOR SPLICE DETAIL (TYPE B).
4. INSTALL NEMA ENCLOSURE (16"H X 16"W X 8"D MIN) ON NEW LIGHTING POLE. TERMINATE FIBER OPTIC DROP CABLE INSIDE CABINET. SEE SHEET 8(2K) FOR CABLING AND CABINET DETAIL AND ADDITIONAL EQUIPMENT TO BE PROVIDED. SEE SHEET 8(2J) FOR SPLICE DETAIL (TYPE C). CABINET POWERED FROM LCC1, CIRCUIT 16.
5. INSTALL VDOT STANDARD JB-S2.
6. STUB OUT AND CAP EMPTY CONDUIT FOR FUTURE CONNECTION TO TUNNEL CCTV.



REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(3)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER



REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Roadway Plan	3
Signing Plan	7(3)
Luminaire and Pole Details	
Lighting Index, General	8(1)
Notes and Legend	8(2A)-8(2H)
Photometric Plan	8(3-1)
Traffic Signal Plan	9(3)
Pavement Marking Plan	10(3)
Landscape Plan	12(3)

PAC PLANS

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Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(3)

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PROJECT MANAGER
SURVEYED BY, DATE
DESIGN SUPERVISED BY
DESIGN BY
SUBSURFACE UTILITY BY, DATE

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(3-1)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

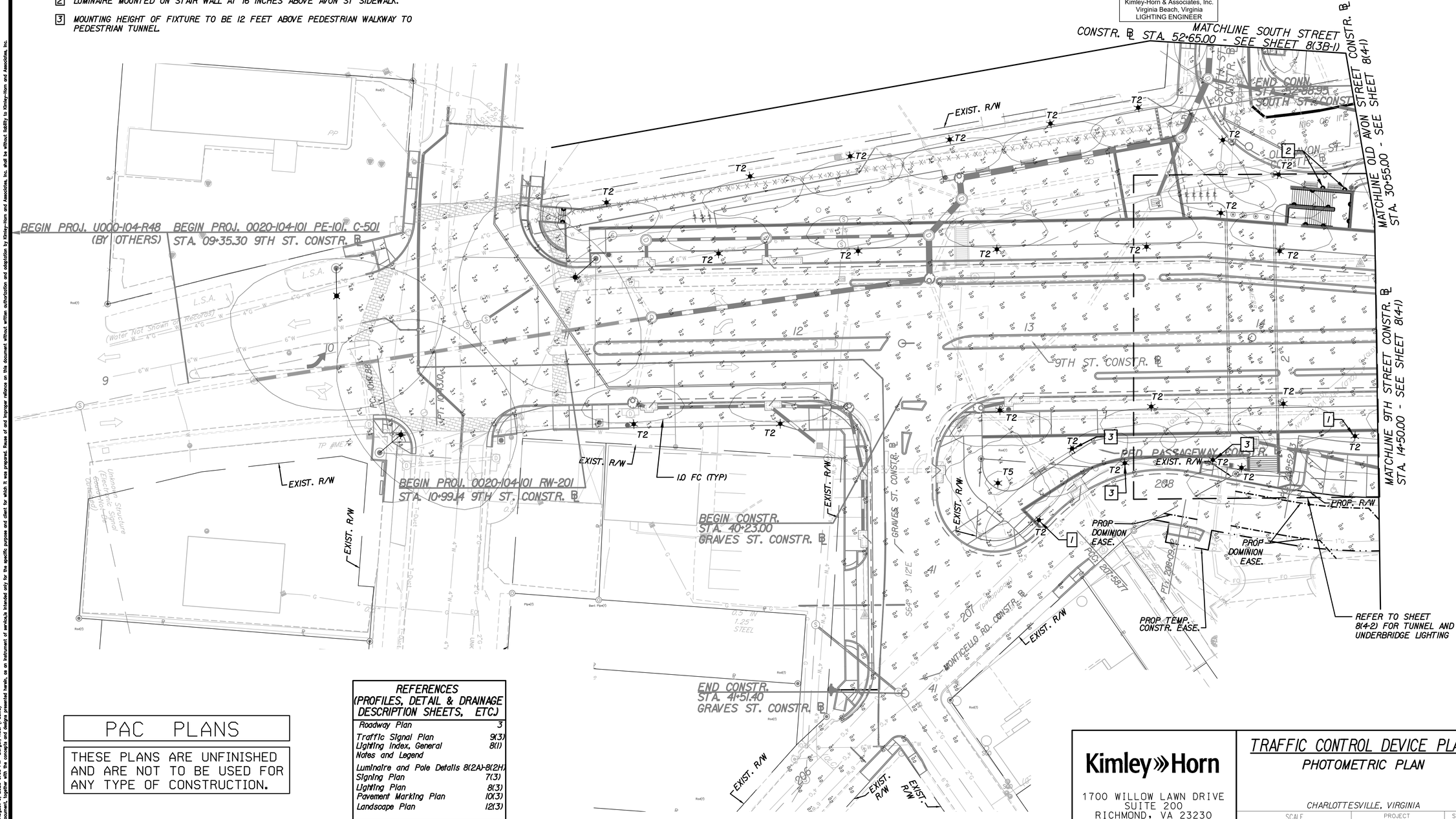
Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

SHEET NOTES - PEDESTRIAN LIGHTING

1. LUMINAIRE MOUNTED AT GROUND LEVEL ALONG MONTICELLO RD.
2. LUMINAIRE MOUNTED ON STAIR WALL AT 16 INCHES ABOVE AVON ST SIDEWALK.
3. MOUNTING HEIGHT OF FIXTURE TO BE 12 FEET ABOVE PEDESTRIAN WALKWAY TO PEDESTRIAN TUNNEL.

GENERAL PHOTOMETRIC NOTES

1. REFER TO SHEET 8(1) FOR PHOTOMETRIC CALCULATION AND LUMINAIRE SUMMARY TABLES.



REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Roadway Plan	3
Traffic Signal Plan	9(3)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H)
Signing Plan	7(3)
Lighting Plan	8(3)
Pavement Marking Plan	10(3)
Landscape Plan	12(3)

PAC PLANS

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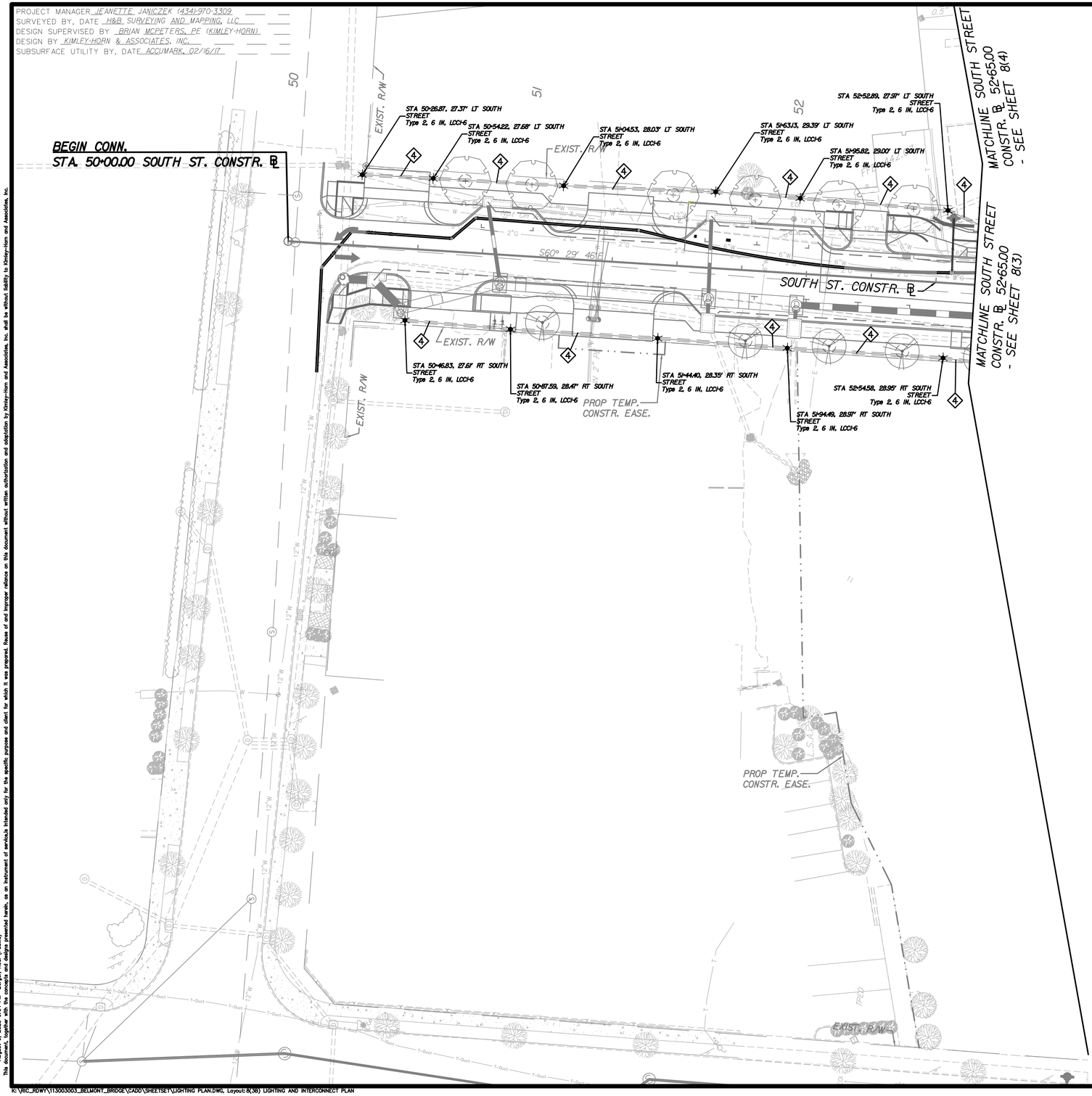
TRAFFIC CONTROL DEVICE PLANS
PHOTOMETRIC PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(3-1)

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17



REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(3B)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

LIGHTING GENERAL NOTES

1. REFER TO SHEET 8(1) FOR LIGHTING CONDUIT ④ INFORMATION.

PAC PLANS

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REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)	
Roadway Plan	3B
Signing Plan	7(3B)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H)
Photometric Plan	8(3B-1)
Pavement Marking Plan	10(3B)
Landscape Plan	12(3B)

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TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(3B)

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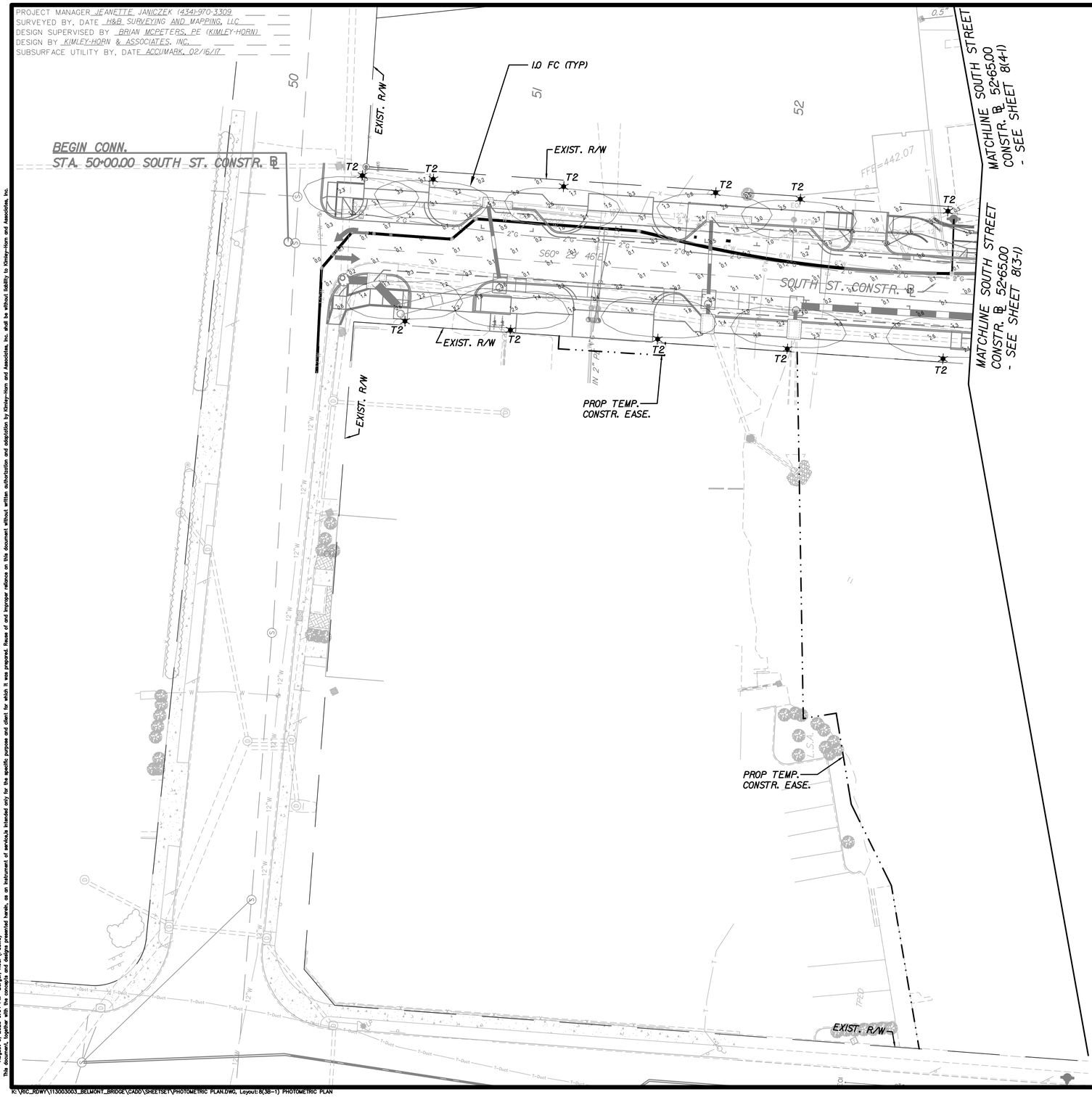
PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17



REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(3B-1)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

GENERAL PHOTOMETRIC NOTES

1. REFER TO SHEET 8(1) FOR PHOTOMETRIC CALCULATION AND LUMINAIRE SUMMARY TABLES.

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Roadway Plan	3B
Signing Plan	7(3B)
Lighting Index, General Notes and Legend	8(1)
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Lighting Plan	8(3B)
Pavement Marking Plan	10(3B)
Landscape Plan	12(3B)

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TRAFFIC CONTROL DEVICE PLANS
PHOTOMETRIC PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(3B-1)

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PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(4)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

MATCHLINE SOUTH STREET CONSTR. ℄ 52+65.00 - SEE SHEET 8(3B)

MATCHLINE OLD AVON STREET CONSTR. ℄ STA. 30+55.00 - SEE SHEET 8(3B)

MATCHLINE OLD AVON STREET CONSTR. ℄ STA. 14+50.00 - SEE SHEET

MATCHLINE 9TH STREET CONSTR. ℄ STA. 20+00.00 - SEE SHEET 8(5)

OLD AVON ST. CONSTR. ℄

MONTICELLO RD. CONSTR. ℄

9TH ST. CONSTR. ℄

WATER ST. CONSTR. ℄

PAVILION SHELTER CONSTR. ℄

SEE INSET A SHEET 8(4B) FOR LIGHTING UNDER BRIDGE AND ALONG WATER ST WITHIN INSET

BEGIN BRIDGE B-601
STA. 16+69.56 9TH ST. CONSTR. ℄

END BRIDGE B-601
STA. 19+05.44 9TH ST. CONSTR. ℄

END CONSTR.
STA. 36+19.14
OLD AVON ST. CONSTR. ℄

STA. 64+25.24 WATER ST. CONSTR. ℄
END CONSTR.
BEGIN WATER ST. TRAIL PROJ. BY OTHERS

PROP TEMP. CONSTR. EASE.
PROP PERM. BRIDGE EASE.
PROP PERM. DRAINAGE EASE.
PROP PERM. MAINT. EASE.
PROP TEMP. CONSTR. EASE.
PROP UTIL. MAINT. EASE.
PROP DOMINION EASE.
PROP. R/W
EXIST. R/W

STA 31+81.46, 23.40' RT OLD AVON STREET Type 5, 24 IN, LCCI-12
STA 32+32.70, 23.78' RT OLD AVON STREET Type 5, 24 IN, LCCI-12
STA 33+15.12, 15.78' RT OLD AVON STREET Type 2, 6 IN, LCCI-12
STA 31+32.82, 25.47' RT OLD AVON STREET Type 5, 24 IN, LCCI-12
STA 30+68.38, 31.46' RT OLD AVON STREET Type 2, 6 IN, LCCI-12
STA 31+18.88, 70.28' RT OLD AVON STREET Type 4, 24 IN, LCCI-10
STA 32+23.73, 73.24' RT OLD AVON STREET Type 4, 24 IN, LCCI-10
STA 32+69.82, 55.19' RT OLD AVON STREET Type 4, 24 IN, LCCI-10
STA 30+92.04, 53.62' RT OLD AVON STREET Type 4, 24 IN, LCCI-10
STA 14+71.57, 31.28' LT 9TH STREET Type 2, 6 IN, LCCI-2
STA 15+35.42, 25.15' LT 9TH STREET Type 2, 6 IN, LCCI-2
STA 15+82.88, 23.40' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 16+42.72, 23.45' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 15+35.46, 25.98' RT 9TH STREET Type 2, 6 IN, LCCI-3
STA 010+22.93, 19.29' LT MONTICELLO ROAD Type 2, 6 IN, LCCI-3
STA 15+89.22, 23.61' RT 9TH STREET Type 2, 6 IN, LCCI-5
STA 16+50.89, 23.89' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 17+54.15, 23.42' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 14+67.19, 28.81' RT 9TH STREET Type 2, 6 IN, LCCI-3
STA 209+32.85, 36.9' LT MONTICELLO ROAD Type 2, 6 IN, LCCI-5
STA 209+71.06, 18.52' LT MONTICELLO ROAD Type 2, 6 IN, LCCI-5
STA 210+79.41, 20.23' LT MONTICELLO ROAD Type 2, 6 IN, LCCI-5
STA 211+51.10, 17.99' LT MONTICELLO ROAD Type 2, 6 IN, LCCI-5
STA 16+94.14, 23.5' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 34+60.36, 25.66' RT OLD AVON STREET Type 2, 6 IN, LCCI-12
STA 35+18.06, 26.40' RT OLD AVON STREET Type 2, 6 IN, LCCI-12
STA 35+76.28, 26.02' RT OLD AVON STREET Type 2, 6 IN, LCCI-12
STA 17+02.52, 23.2' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 17+56.80, 23.1' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 18+16.54, 23.5' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 19+60.78, 23.14' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 18+15.16, 23.41' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 18+75.92, 23.55' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 2000+25.45, 2.87' LT PAVILION-SHLX Type 4, 6 IN, LCCI-4
STA 2000+74.80, 3.91' LT PAVILION-SHLX Type 4, 6 IN, LCCI-4
STA 2001+33.12 PAVILION-SHLX Type 4, 6 IN, LCCI-4
STA 2001+62.66, 1.08' LT PAVILION-SHLX Type 2, 6 IN, LCCI-4
STA 19+05.12, 23.50' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 19+45.54, 23.99' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 20+00.44, 23.50' LT 9TH STREET Type 2, 2 IN, LCCI-2
STA 19+35.99, 23.20' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 19+68.33, 32.09' RT 9TH STREET Type 2, 2 IN, LCCI-3
STA 63+21.56, 20.61' RT WATER STREET WATER ST, 6 IN, PI-38
STA 63+56.15, 21.30' LT WATER STREET WATER ST, 2 IN, PI-38
STA 63+63.02, 20.65' RT WATER STREET WATER ST, 6 IN, PI-38

SHEET NOTES

1. INSTALL NEMA ENCLOSURE (16"H X 16"W X 8"D MIN) AT TOP OF RETAINING WALL AND ATTACH TO RETAINING WALL SURFACE. INSTALL 5 PRE-TERMINATED FIBER PATCH PANELS INSIDE CABINET. TERMINATE FIBER OPTIC CABLES INSIDE CABINET. SEE SHEET 8(2I) FOR FIBER TERMINATION DETAIL (TYPE A) STORE 400 FEET OF 24 STRAND SMFO TRANSIT CENTER CABLE INSIDE CABINET FOR FUTURE USE.
2. INSTALL NEMA ENCLOSURE (16"H X 16"W X 8"D MIN) ON NEW LIGHTING POLE. TERMINATE FIBER OPTIC DROP CABLE INSIDE CABINET. SEE SHEET 8(2K) FOR CABLING AND CABINET DETAIL AND ADDITIONAL EQUIPMENT TO BE PROVIDED. SEE SHEET 8(2J) FOR FIBER TERMINATION DETAIL (TYPE D). WEST CABINET POWERED FROM LCCI, CIRCUIT 9. EAST CABINET POWERED FROM LCC2, CIRCUIT 6.
3. INSTALL VDOT STANDARD JB-S2.
4. INSTALL VDOT STANDARD JB-S3.
5. INSTALL CONDUITS IN EXISTING JUNCTION BOX. SPLICE EXISTING WATER ST TRAIL LIGHTING CIRCUIT TO EAST INTO LIGHTING CIRCUIT EXTENSION TO WEST. ABANDON EXISTING ELECTRICAL FEED TO WEST.
6. INSTALL VDOT STANDARD JB-RI IN ROADWAY.
7. REMOVE AND DISPOSE OF EXISTING PEDESTRIAN LIGHT FIXTURE.
8. REMOVE AND SALVAGE EXISTING LIGHT POLE-MOUNTED CCTV CAMERA AND COMMUNICATIONS EQUIPMENT. CONTACT MIKE HARLOW AT (434) 981-8736, 72 HOURS PRIOR FOR DELIVERY LOCATION AND ADDITIONAL INSTRUCTION.

LIGHTING GENERAL NOTES

1. REFER TO SHEET 8(1) FOR LIGHTING CONDUIT # INFORMATION.

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

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PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(4)

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PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(4B)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

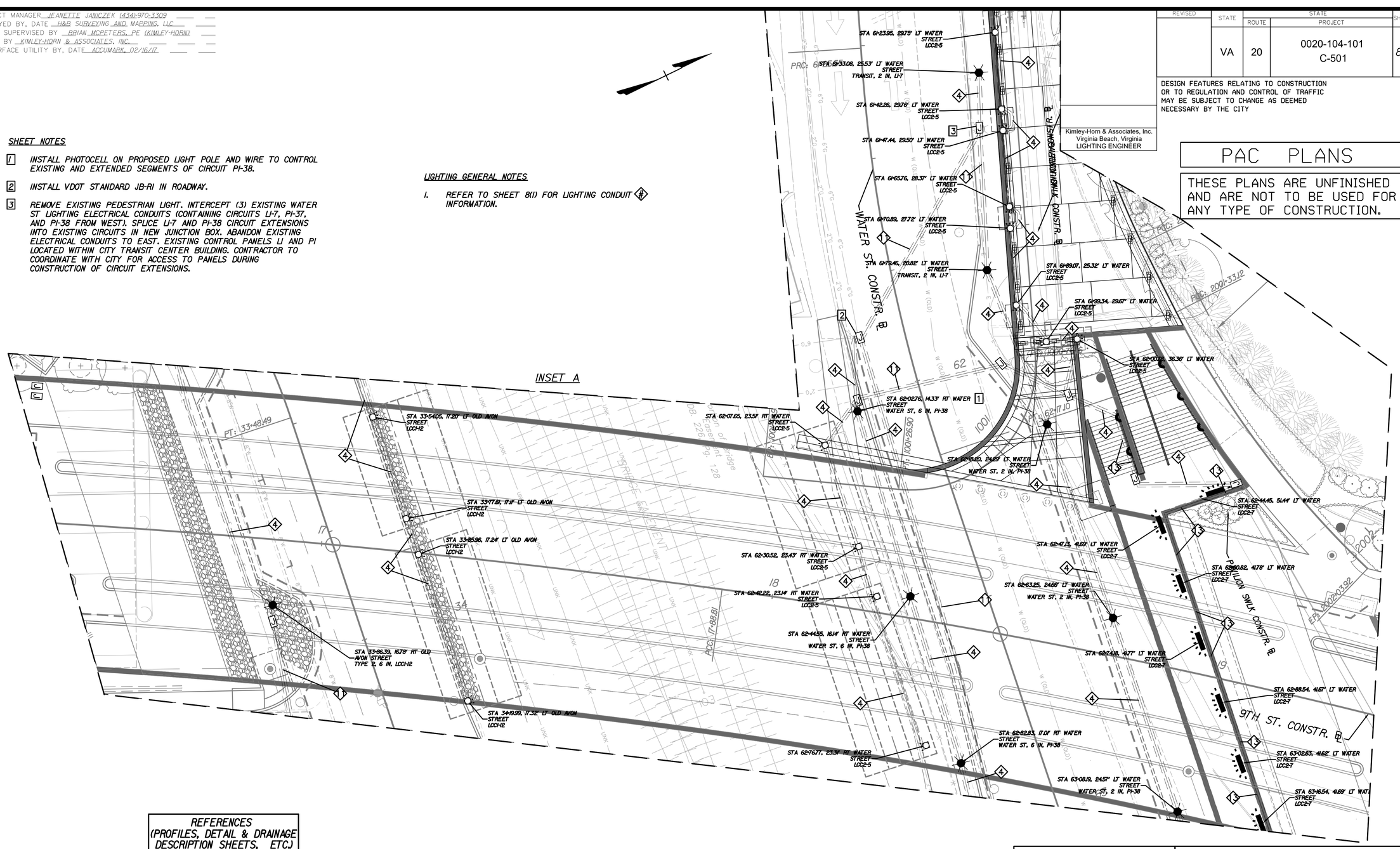
SHEET NOTES

1. INSTALL PHOTOCELL ON PROPOSED LIGHT POLE AND WIRE TO CONTROL EXISTING AND EXTENDED SEGMENTS OF CIRCUIT PI-38.
2. INSTALL VDOT STANDARD JB-R1 IN ROADWAY.
3. REMOVE EXISTING PEDESTRIAN LIGHT. INTERCEPT (3) EXISTING WATER ST LIGHTING ELECTRICAL CONDUITS (CONTAINING CIRCUITS LI-7, PI-37, AND PI-38 FROM WEST). SPLICE LI-7 AND PI-38 CIRCUIT EXTENSIONS INTO EXISTING CIRCUITS IN NEW JUNCTION BOX. ABANDON EXISTING ELECTRICAL CONDUITS TO EAST. EXISTING CONTROL PANELS LI AND PI LOCATED WITHIN CITY TRANSIT CENTER BUILDING. CONTRACTOR TO COORDINATE WITH CITY FOR ACCESS TO PANELS DURING CONSTRUCTION OF CIRCUIT EXTENSIONS.

LIGHTING GENERAL NOTES

1. REFER TO SHEET 8(1) FOR LIGHTING CONDUIT (#) INFORMATION.

INSET A



REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Roadway Plan	4
Signing Plan	7(4)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H)
Photometric Plan	8(4-2)
Pavement Marking Plan	10(4)
Landscape Plan	12(4)

Kimley»Horn
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PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 10' 20'	0020-104-101	8(4B)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LIGHTING PLAN.DWG, Layout: 8(4B) LIGHTING AND INTERCONNECT PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(4-1)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

MATCHLINE SOUTH STREET CONSTR. ℄ 52+65.00 - SEE SHEET 8(3B)

MATCHLINE OLD AVON STREET CONSTR. ℄ STA. 30+55.00 - SEE SHEET 8(3B-1)

MATCHLINE 9TH STREET CONSTR. ℄ STA. 14+50.00 - SEE SHEET 8(3B-1)

MATCHLINE 9TH STREET CONSTR. ℄ STA. 20+00.00 - SEE SHEET 8(5-1)

OLD AVON ST. CONSTR. ℄ N16° 06' 11"E

MONTICELLO RD. CONSTR. ℄ N25° 00' 59"E

9TH ST. CONSTR. ℄

WATER ST. CONSTR. ℄

EXIST. R/W

PROP. R/W

PROP TEMP. CONSTR. EASE.

PROP PERM. DRAINAGE EASE.

PROP PERM. BRIDGE EASE.

PROP PERM. MAINT. EASE.

PROP DOMINION EASE.

PROP UTIL. MAINT. EASE.

BEGIN BRIDGE B-601 STA. 16+69.56 9TH ST. CONSTR. ℄

END BRIDGE B-601 STA. 19+05.44 9TH ST. CONSTR. ℄

END CONSTR. STA. 36+19.14 OLD AVON ST. CONSTR. ℄

END CONSTR. STA. 64+23.24 WATER ST. CONSTR. ℄

10.0 FC (TYP)

24' ACCESS EASE.

REFER TO SHEET 8(4-2) FOR TUNNEL AND UNDERBRIDGE LIGHTING

IN WATER ST. TRAIL PROJ. BY OTHERS

SHEET NOTES - PEDESTRIAN LIGHTING

1. FIXTURE MOUNTED AT GROUND LEVEL ALONG MONTICELLO RD.
2. FIXTURE MOUNTED AT GROUND LEVEL ALONG OLD AVON ST.
3. FIXTURE MOUNTED AT GROUND LEVEL ALONG WATER ST.
4. EXISTING FIXTURE TO BE REMOVED AND DISPOSED OF.
5. FIXTURE MOUNTED AT GROUND LEVEL OF PARKING LOT.

GENERAL PHOTOMETRIC NOTES

1. REFER TO SHEET 8(1) FOR PHOTOMETRIC CALCULATION AND LUMINAIRE SUMMARY TABLES.

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Roadway Plan	4
Signing Plan	7(4)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details 8(2A)-8(2H)	
Lighting Plan	8(4)
Pavement Marking Plan	10(4)
Landscape Plan	12(4)

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

TRAFFIC CONTROL DEVICE PLANS
PHOTOMETRIC PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(4-1)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\PHOTOMETRIC PLAN.DWG, Layout: 8(4-1) PHOTOMETRIC PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

GENERAL PHOTOMETRIC NOTES

1. REFER TO SHEET 8(1) FOR PHOTOMETRIC CALCULATION AND LUMINAIRE SUMMARY TABLES.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(4-2)

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Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

PAC PLANS

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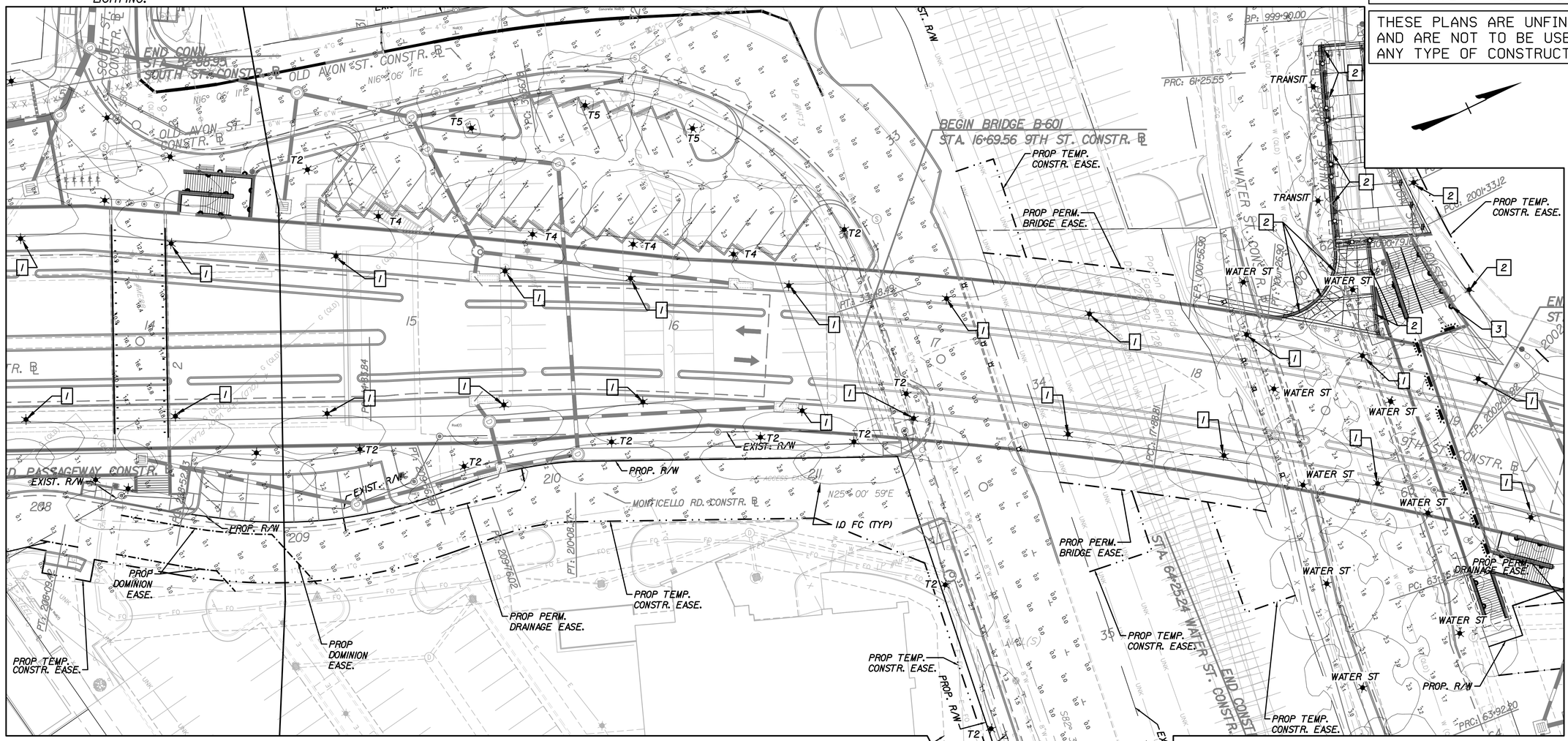
TUNNEL LIGHTING. REFER TO SHEET 8(3-1) FOR ALL OTHER LIGHTING.

UNDERBRIDGE LIGHTING. REFER TO SHEET 8(4-1) FOR ALL OTHER LIGHTING.



REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Roadway Plan	4
Signing Plan	7(4)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H),
Lighting Plan	8(3),8(4),8(4B)
Pavement Marking Plan	10(4)
Landscape Plan	12(4)

SHEET NOTES - PEDESTRIAN LIGHTING

1. FIXTURE MOUNTED AT BRIDGE LEVEL ALONG 9TH ST. NOT INCLUDED IN PHOTOMETRIC CALCULATION, THIS SHEET. REFER TO SHEET 8(4-1) FOR FIXTURE INFORMATION.
2. FIXTURES MOUNTED AT BRIDGE LEVEL ALONG VISITOR CENTER PAVILION PEDESTRIAN WALKWAY. NOT INCLUDED IN PHOTOMETRIC CALCULATION, THIS SHEET. REFER TO SHEET 8(4-1) FOR FIXTURE INFORMATION.
3. MOUNTING HEIGHT OF FIXTURE CALCULATED BASED ON HEIGHT ABOVE RAISED PEDESTRIAN WALKWAY/STAIR ELEVATION (REFER TO SHEET 8(1) FOR STEP LIGHTING MOUNTING HEIGHTS).

Kimley»Horn
1700 WILLOW LAWN DRIVE
SUITE 200
RICHMOND, VA 23230
PHONE: (804) 673-3882

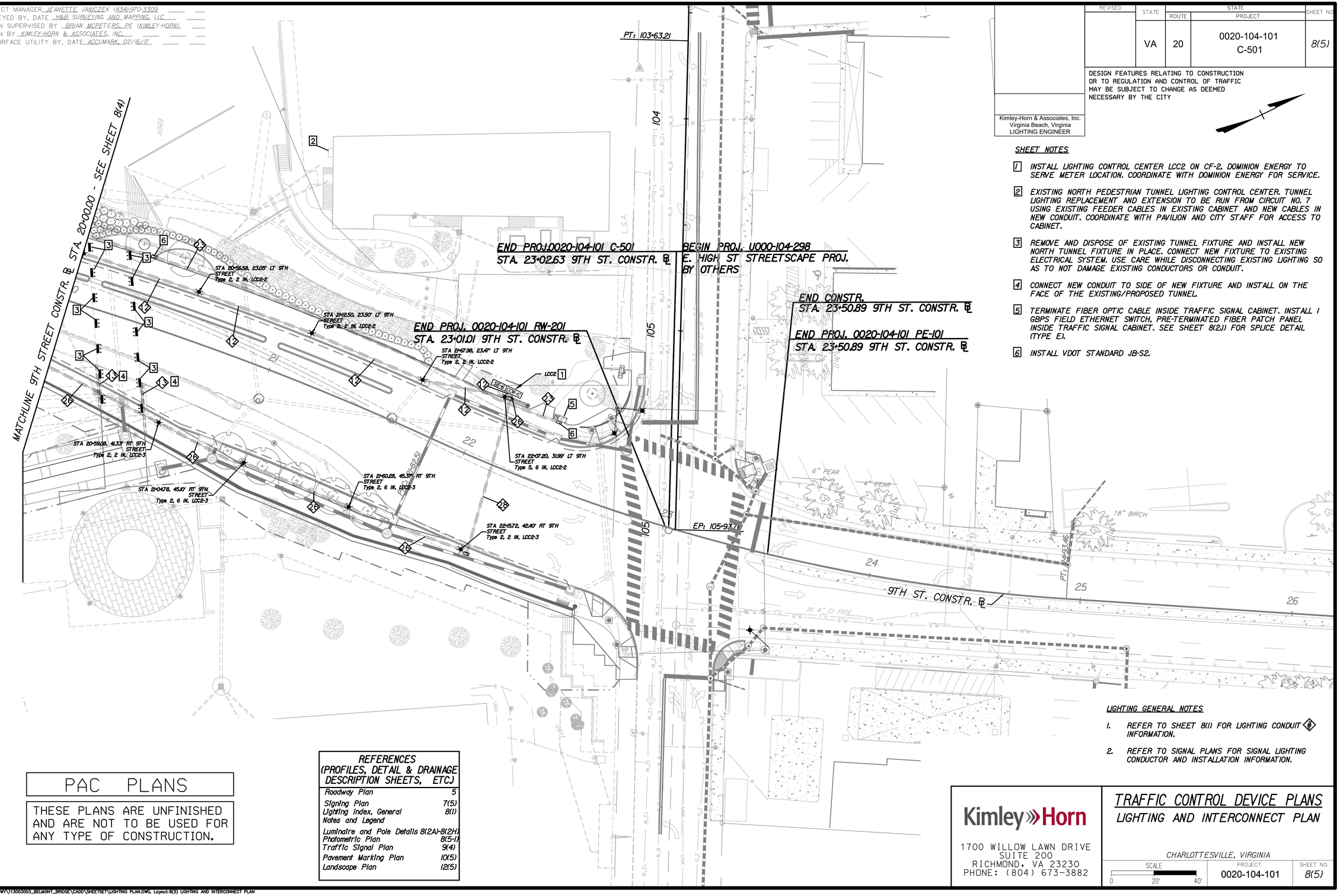
TRAFFIC CONTROL DEVICE PLANS
PHOTOMETRIC PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(4-2)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\PHOTOMETRIC PLAN.DWG, Layout: 8(4-2) PHOTOMETRIC PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17



REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(5)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

SHEET NOTES

1. INSTALL LIGHTING CONTROL CENTER LCC2 ON CF-2. DOMINION ENERGY TO SERVE METER LOCATION. COORDINATE WITH DOMINION ENERGY FOR SERVICE.
2. EXISTING NORTH PEDESTRIAN TUNNEL LIGHTING CONTROL CENTER. TUNNEL LIGHTING REPLACEMENT AND EXTENSION TO BE RUN FROM CIRCUIT NO. 7 USING EXISTING FEEDER CABLES IN EXISTING CABINET AND NEW CABLES IN NEW CONDUIT. COORDINATE WITH PAVILION AND CITY STAFF FOR ACCESS TO CABINET.
3. REMOVE AND DISPOSE OF EXISTING TUNNEL FIXTURE AND INSTALL NEW NORTH TUNNEL FIXTURE IN PLACE. CONNECT NEW FIXTURE TO EXISTING ELECTRICAL SYSTEM. USE CARE WHILE DISCONNECTING EXISTING LIGHTING SO AS TO NOT DAMAGE EXISTING CONDUCTORS OR CONDUIT.
4. CONNECT NEW CONDUIT TO SIDE OF NEW FIXTURE AND INSTALL ON THE FACE OF THE EXISTING/PROPOSED TUNNEL.
5. TERMINATE FIBER OPTIC CABLE INSIDE TRAFFIC SIGNAL CABINET. INSTALL 1 GBPS FIELD ETHERNET SWITCH, PRE-TERMINATED FIBER PATCH PANEL INSIDE TRAFFIC SIGNAL CABINET. SEE SHEET 8(2J) FOR SPLICE DETAIL (TYPE E).
6. INSTALL VDOT STANDARD JB-S2.

LIGHTING GENERAL NOTES

1. REFER TO SHEET 8(1) FOR LIGHTING CONDUIT (4) INFORMATION.
2. REFER TO SIGNAL PLANS FOR SIGNAL LIGHTING CONDUCTOR AND INSTALLATION INFORMATION.

PAC PLANS

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REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Roadway Plan	5
Signing Plan	7(5)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H)
Photometric Plan	8(5-1)
Traffic Signal Plan	9(4)
Pavement Marking Plan	10(5)
Landscape Plan	12(5)

Kimley»Horn
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TRAFFIC CONTROL DEVICE PLANS
LIGHTING AND INTERCONNECT PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	8(5)

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PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
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DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

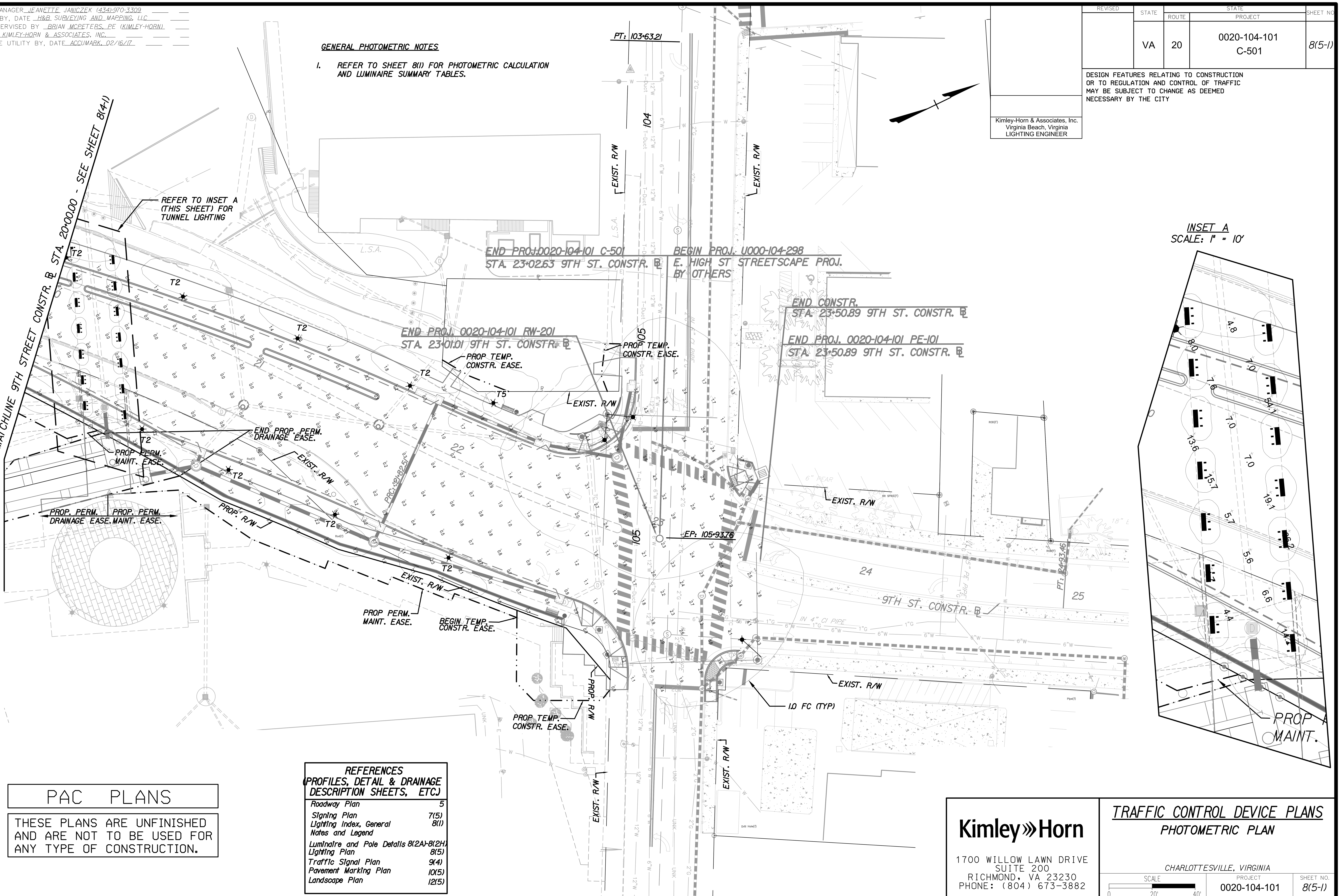
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	8(5-1)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Virginia Beach, Virginia
LIGHTING ENGINEER

GENERAL PHOTOMETRIC NOTES

1. REFER TO SHEET 8(1) FOR PHOTOMETRIC CALCULATION AND LUMINAIRE SUMMARY TABLES.



REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)	
Roadway Plan	5
Signing Plan	7(5)
Lighting Index, General Notes and Legend	8(1)
Luminaire and Pole Details	8(2A)-8(2H)
Lighting Plan	8(5)
Traffic Signal Plan	9(4)
Pavement Marking Plan	10(5)
Landscape Plan	12(5)

PAC PLANS

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TRAFFIC CONTROL DEVICE PLANS
PHOTOMETRIC PLAN

CHARLOTTESVILLE, VIRGINIA

SCALE 0 20' 40'

PROJECT 0020-104-101 SHEET NO. 8(5-1)

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5) Landscaping Plans 12(3) to 12(5)

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
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SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO
	VA	20	0020-104-101 C-501	12(3)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Richmond, Virginia
LANDSCAPE ARCHITECT

SITE FURNITURE & LIGHTING LEGEND

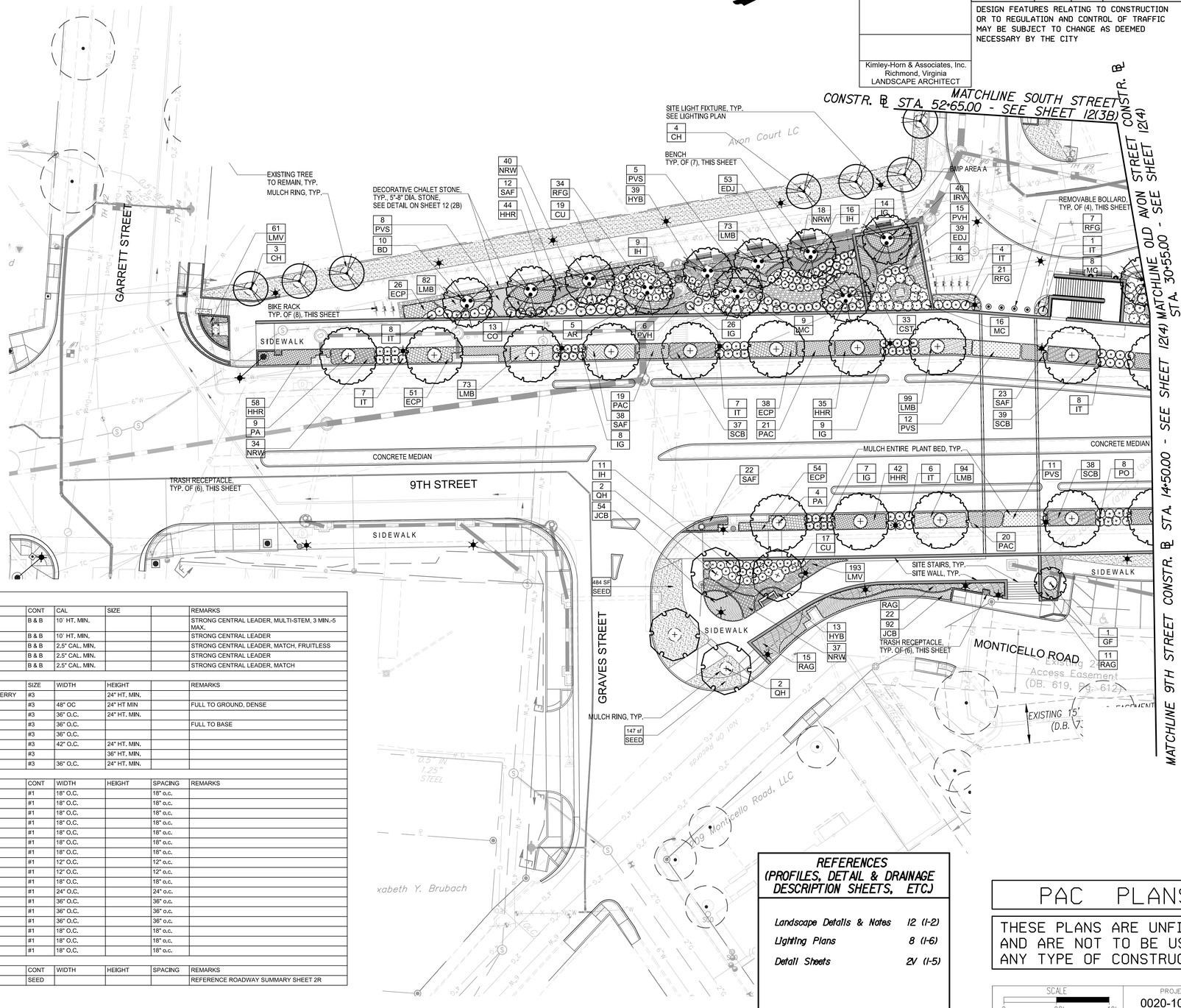
BENCH
LANDSCAPE FORMS- FGP BACKED BENCH-70" (OR APPROVED EQUAL)
FINISH- JARRAH WOOD/POWDERCOATED METAL
COLOR- STORMCLOUD GREY

BIKE RACK
LANDSCAPE FORMS- CONCORD (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

TRASH RECEPTACLE
FORMS AND SURFACES- DISPATCH (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

REMOVABLE BOLLARD
CALPIPE- M50 REMOVABLE BOLLARD, SHALLOW MOUNTED (OR APPROVED EQUAL)
STYLE- MITRE
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

PEDESTRIAN POLE LIGHT FIXTURE
(SEE LIGHTING PLANS FOR FURTHER DETAILS)



PLANT SCHEDULE SHEET 3

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE		REMARKS
BD	10	BETULA NIGRA `DURAHEAT`	DURAHEAT RIVER BIRCH	B & B	10` HT. MIN.			STRONG CENTRAL LEADER, MULTI-STEM, 3 MIN.-5 MAX.
CH	7	CERCIS CANADENSIS `HEARTS OF GOLD`	HEARTS OF GOLD REDBUD	B & B	10` HT. MIN.			STRONG CENTRAL LEADER
GF	1	GINKGO BILOBA `FASTIGIATA`	FASTIGIATE MAIDENHAIR TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH, FRUITLESS
PA	13	PLATANUS X ACERIFOLIA `BLOODGOOD`	BLOODGOOD LONDON PLANE TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER
QH	4	QUERCUS PHELLOS `HIGHTOWER`	HIGHTOWER WILLOW OAK	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	HEIGHT		REMARKS
AR	5	ARONIA ARBUTIFOLIA `BRILLIANTISSIMA`	BRILLIANT RED CHOKEBERRY/RED CHOKEBERRY	#3		24" HT. MIN.		
CO	16	CORNUS SERICEA `CARDINAL`	RED TWIG DOGWOOD	#3	48" OC	24" HT MIN		FULL TO GROUND, DENSE
CU	36	CLETHRA ALNIFOLIA `HUMMINGBIRD`	SUMMERSWEET	#3	36" O.C.	24" HT. MIN.		
IG	69	ILEX GLABRA `SHAMROCK`	INKBERRY	#3	36" O.C.			FULL TO BASE
IH	36	ITEA VIRGINICA `HENRY`S GARNET`	HENRY`S GARNET SWEETSPIRE	#3	36" O.C.			
IT	41	ITEA VIRGINICA `LITTLE HENRY` TM	LITTLE HENRY VIRGINIA SWEETSPIRE	#3	42" O.C.	24" HT. MIN.		
MC	30	MYRICA CERIFERA	WAX MYRTLE	#3		36" HT. MIN.		
PO	8	PRUNUS LAUROCERASUS `OTTO LUYKEN`	LUYKENS LAUREL	#3	36" O.C.	24" HT. MIN.		
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
CST	33	CAREX STRICTA	TUSSOCK SEDGE	#1	18" O.C.		18" o.c.	
ECP	169	ECHINACEA PURPUREA `BRIGHT STAR`	PURPLE CONEFLOWER	#1	18" O.C.		18" o.c.	
EDJ	92	EUPATORIUM DUBIUM `LITTLE JOE`	JOE-PYE WEED	#1	18" O.C.		18" o.c.	
HHR	179	HEMEROCALLIS X `HAPPY RETURNS`	HAPPY RETURNS DAYLILY	#1	18" O.C.		18" o.c.	
HYB	52	HYPERICUM CALYCINUM `BRIGGADOON`	CREEPING ST. JOHN`S WORT	#1	18" O.C.		18" o.c.	
IRV	40	IRIS VERSICOLOR	BLUE FLAG	#1	18" O.C.		18" o.c.	
JCB	146	JUNIPERUS CONFERTA `BLUE PACIFIC`	BLUE PACIFIC JUNIPER	#1	18" O.C.		18" o.c.	
LMB	421	LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	#1	12" O.C.		12" o.c.	
LMV	254	LIRIOPE MUSCARI `VARIEGATA`	VARIEGATED LILY TURF	#1	12" O.C.		12" o.c.	
NRW	129	NEPETA RACEMOSA `WALKER`S LOW`	CATMINT	#1	18" O.C.		18" o.c.	
PAC	60	PENNISETUM ALOPECUROIDES `CASSIAN`S CHOICE`	CASSIAN FOUNTAIN GRASS	#1	24" O.C.		24" o.c.	
PVH	21	PANICUM VIRGATUM `HEAVY METAL`	BLUE SWITCH GRASS	#1	36" O.C.		36" o.c.	
PVS	36	PANICUM VIRGATUM `SHENANDOAH`	SWITCH GRASS	#1	36" O.C.		36" o.c.	
RAG	48	RHUS AROMATICA `GRO-LOW`	GRO-LOW FRAGRANT SUMAC	#1	36" O.C.		36" o.c.	
RFG	62	RUDBECKIA FULGIDA `GOLDSTRUM`	CONEFLOWER	#1	18" O.C.		18" o.c.	
SAF	128	SEDUM X `AUTUMN JOY`	AUTUMN JOY STONECRP	#1	18" O.C.		18" o.c.	
SCB	114	SOLIDAGO CANADENSIS `BABY GOLD`	GOLDENROD	#1	18" O.C.		18" o.c.	
SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
SEED	631 SF	LOCALLY GROWN DROUGHT-TOLERANT FESCUE	PER THE VESCH E&S HANDBOOK	SEED				REFERENCE ROADWAY SUMMARY SHEET 2R

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Landscape Details & Notes	*12 (1-2)*
Lighting Plans	*8 (1-6)*
Detail Sheets	*2V (1-5)*

PAC PLANS

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	12(3)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LANDSCAPE PLAN.DWG, Layout:12(3) 9TH STREET LANDSCAPE PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
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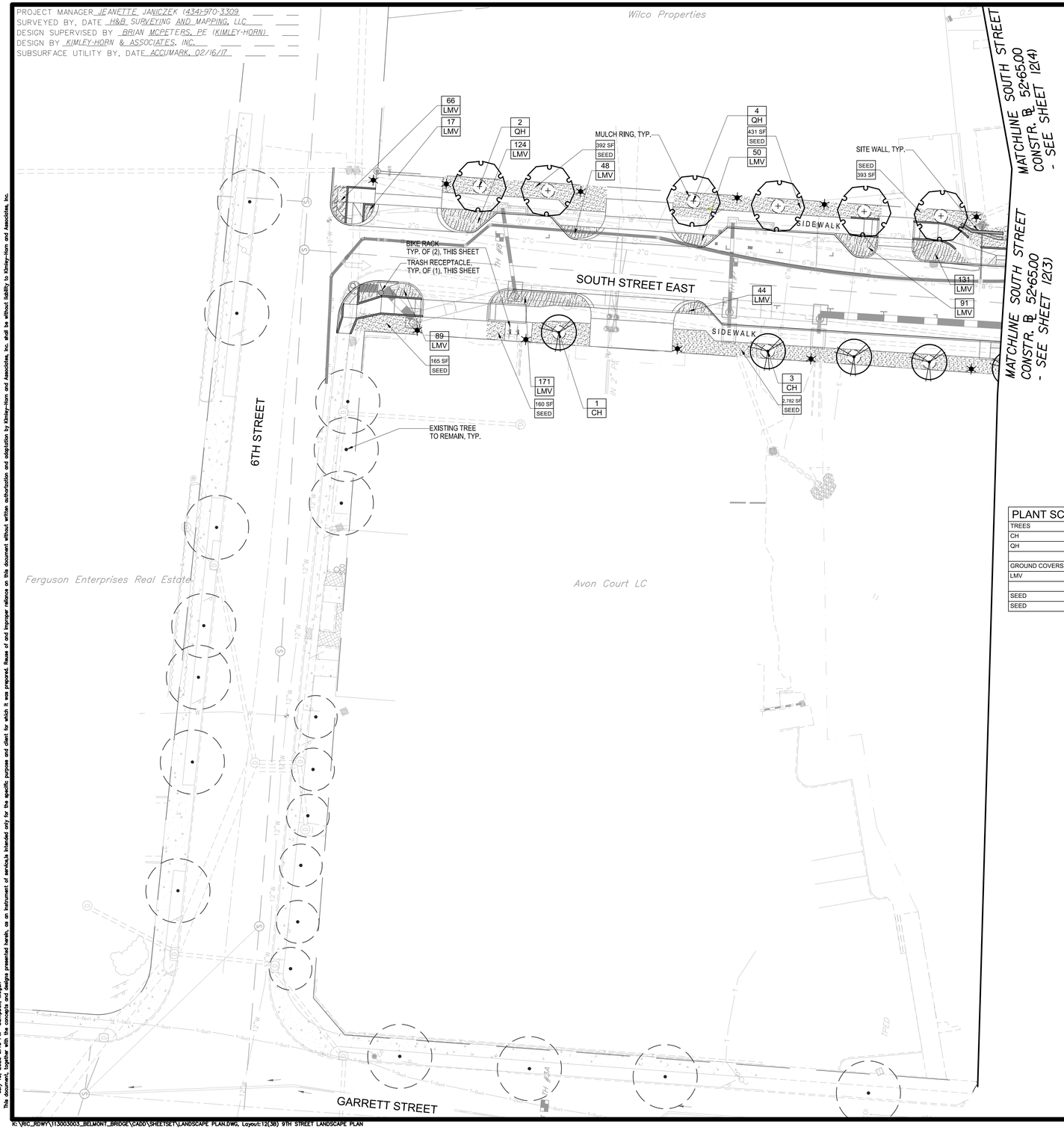
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17



REVISED	STATE	ROUTE	PROJECT	SHEET NO
	VA	20	0020-104-101 C-501	12(3B)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Richmond, Virginia
LANDSCAPE ARCHITECT

SITE FURNITURE & LIGHTING LEGEND

BENCH
LANDSCAPE FORMS- FGP BACKED BENCH-70" (OR APPROVED EQUAL)
FINISH- JARRAH WOOD/POWDERCOATED METAL
COLOR- STORMCLOUD GREY

BIKE RACK
LANDSCAPE FORMS- CONCORD (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

TRASH RECEPTACLE
FORMS AND SURFACES- DISPATCH (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

REMOVABLE BOLLARD
CALPIPE- M50 REMOVABLE BOLLARD, SHALLOW MOUNTED (OR APPROVED EQUAL)
STYLE- MITRE
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

PEDESTRIAN POLE LIGHT FIXTURE
(SEE LIGHTING PLANS FOR FURTHER DETAILS)

PLANT SCHEDULE SHEET 3B

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL		REMARKS
CH	4	CERCIS CANADENSIS `HEARTS OF GOLD`	HEARTS OF GOLD REDBUD	B & B	10` HT, MIN.		STRONG CENTRAL LEADER
QH	6	QUERCUS PHELLOS `HIGHTOWER`	HIGHTOWER WILLOW OAK	B & B	2.5" CAL, MIN.		STRONG CENTRAL LEADER, MATCH
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	SPACING	REMARKS
LMV	831	LIRIOPE MUSCARI `VARIEGATA`	VARIEGATED LILY TURF	#1	12" O.C.	12" o.c.	
SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	SPACING	REMARKS
SEED	4,351 SF	LOCALLY GROWN DROUGHT-TOLERANT FESCUE	PER THE VESCH E&S HANDBOOK	SEED			REFERENCE ROADWAY SUMMARY SHEET 2R

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Landscape Details & Notes	*12 (1-2)*
Lighting Plans	*8 (1-6)*
Detail Sheets	*2V (1-5)*

PAC PLANS

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	12(3B)

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	12(4)

Kimley-Horn & Associates, Inc.
Richmond, Virginia
LANDSCAPE ARCHITECT

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

RW PLANS

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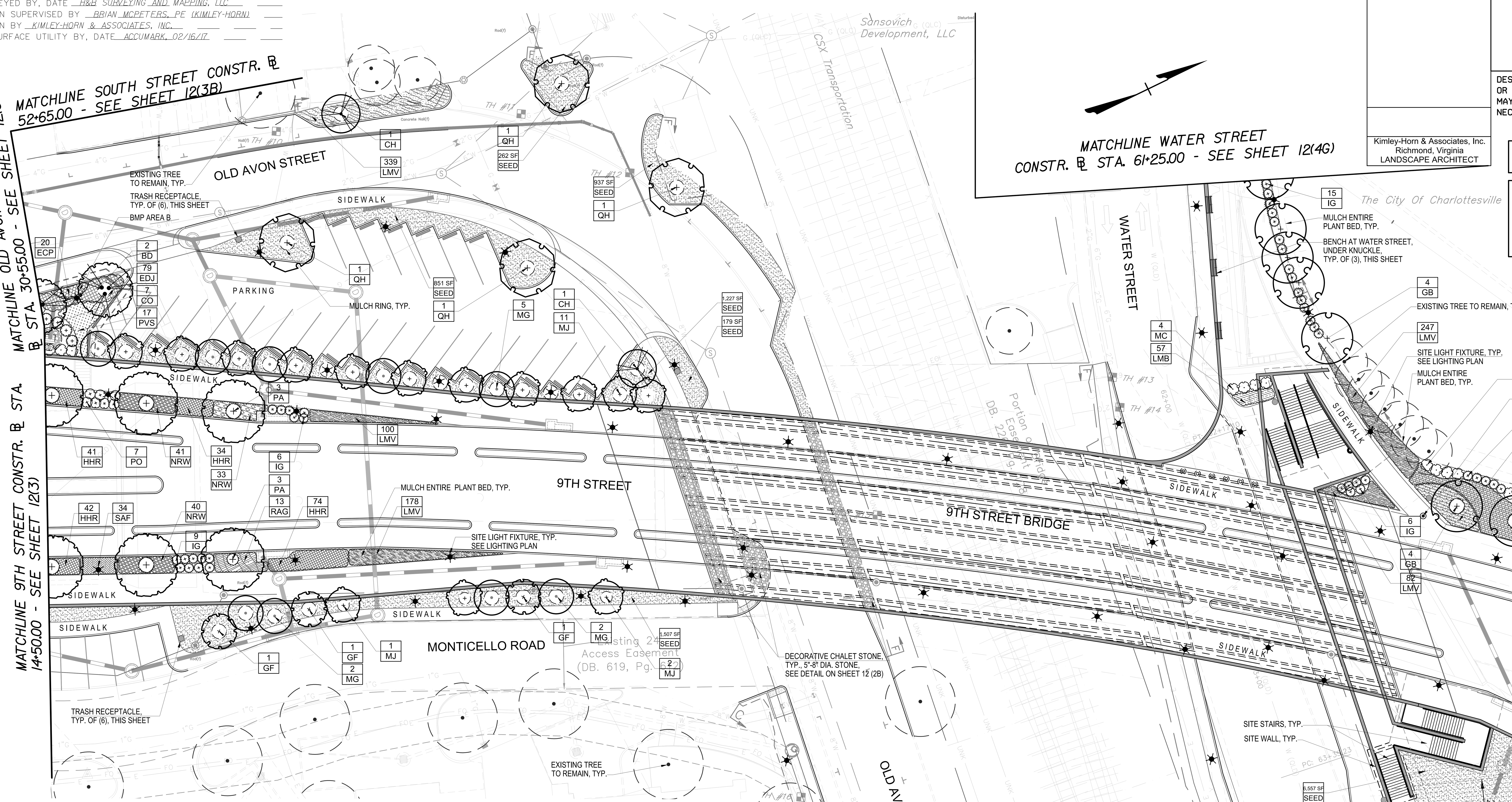


PLANT SCHEDULE SHEET 4								
TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE		REMARKS
BD	2	BETULA NIGRA `DURAHEAT`	DURAHEAT RIVER BIRCH	B & B	10` HT. MIN.			STRONG CENTRAL LEADER, MULTI-STEM, 3 MIN.-5 MAX.
CH	2	CERCIS CANADENSIS `HEARTS OF GOLD`	HEARTS OF GOLD REDBUD	B & B	10` HT. MIN.			STRONG CENTRAL LEADER
GB	8	GINKGO BILOBA `AUTUMN GOLD` TM	MAIDENHAIR TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH
GF	3	GINKGO BILOBA `FASTIGIATA`	FASTIGIATE MAIDENHAIR TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH, FRUITLESS
MG	9	MAGNOLIA GRANDIFLORA `ALTA`	ALTA MAGNOLIA	B & B	10` HT. MIN.			STRONG CENTRAL LEADER, FULL TO BASE
MJ	14	MAGNOLIA VIRGINIANA `JIM WILSON`	MOONGLOW SWEET BAY MAGNOLIA	B & B	10` HT. MIN.			STRONG CENTRAL LEADER, MATCH
PA	6	PLATANUS X ACERIFOLIA `BLOODGOOD`	BLOODGOOD LONDON PLANE TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER
QH	4	QUERCUS PHELLOS `HIGHTOWER`	HIGHTOWER WILLOW OAK	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	HEIGHT		REMARKS
CO	4	CORNUS SERICEA `CARDINAL`	RED TWIG DOGWOOD	#3	48" OC	24" HT MIN		FULL TO GROUND, DENSE
IG	57	ILEX GLABRA `SHAMROCK`	INKBERRY	#3	36" O.C.			FULL TO BASE
MC	22	MYRICA CERIFERA	WAX MYRTLE	#3		36" HT. MIN.		
PO	7	PRUNUS LAUROCERASUS `OTTO LUYKEN`	LUYKENS LAUREL	#3	36" O.C.	24" HT. MIN.		
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
ECP	20	ECHINACEA PURPUREA `BRIGHT STAR`	PURPLE CONEFLOWER	#1	18" O.C.		18" o.c.	
EDJ	79	EUPATORIUM DUBIUM `LITTLE JOE`	JOE-PYE WEED	#1	18" O.C.		18" o.c.	
HHR	191	HEMEROCALLIS X `HAPPY RETURNS`	HAPPY RETURNS DAYLILY	#1	18" O.C.		18" o.c.	
LMB	57	LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	#1	12" O.C.		12" o.c.	
LMV	950	LIRIOPE MUSCARI `VARIEGATA`	VARIEGATED LILY TURF	#1	12" O.C.		12" o.c.	
NRW	229	NEPETA RACEMOSA `WALKER`S LOW`	CATMINT	#1	18" O.C.		18" o.c.	
PVH	77	PANICUM VIRGATUM `HEAVY METAL`	BLUE SWITCH GRASS	#1	36" O.C.		36" o.c.	
PVS	17	PANICUM VIRGATUM `SHENANDOAH`	SWITCH GRASS	#1	36" O.C.		36" o.c.	
RAG	13	RHUS AROMATICA `GRO-LOW`	GRO-LOW FRAGRANT SUMAC	#1	36" O.C.		36" o.c.	
RFG	74	RUDBECKIA FULGIDA `GOLDSTRUM`	CONEFLOWER	#1	18" O.C.		18" o.c.	
SAF	34	SEDUM X `AUTUMN JOY`	AUTUMN JOY STONECRP	#1	18" O.C.		18" o.c.	
SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
SEED	11,651 SF	LOCALLY GROWN DROUGHT-TOLERANT FESCUE	PER THE VESCH E&S HANDBOOK	SEED				REFERENCE ROADWAY SUMMARY SHEET 2R

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)

Landscape Details & Notes	12 (1-2)
Lighting Plans	8 (1-6)
Detail Sheets	2V (1-5)

SITE FURNITURE & LIGHTING LEGEND

BENCH
LANDSCAPE FORMS- FGP BACKED BENCH-70" (OR APPROVED EQUAL)
FINISH- JARRAH WOOD/POWDERCOATED METAL
COLOR- STORMCLOUD GREY

BIKE RACK
LANDSCAPE FORMS- CONCORD (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

TRASH RECEPTACLE
FORMS AND SURFACES- DISPATCH (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

REMOVABLE BOLLARD
CALPIPE- M50 REMOVABLE BOLLARD, SHALLOW MOUNTED (OR APPROVED EQUAL)
STYLE- MITRE
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

PEDESTRIAN POLE LIGHT FIXTURE
(SEE LIGHTING PLANS FOR FURTHER DETAILS)

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	12(4)

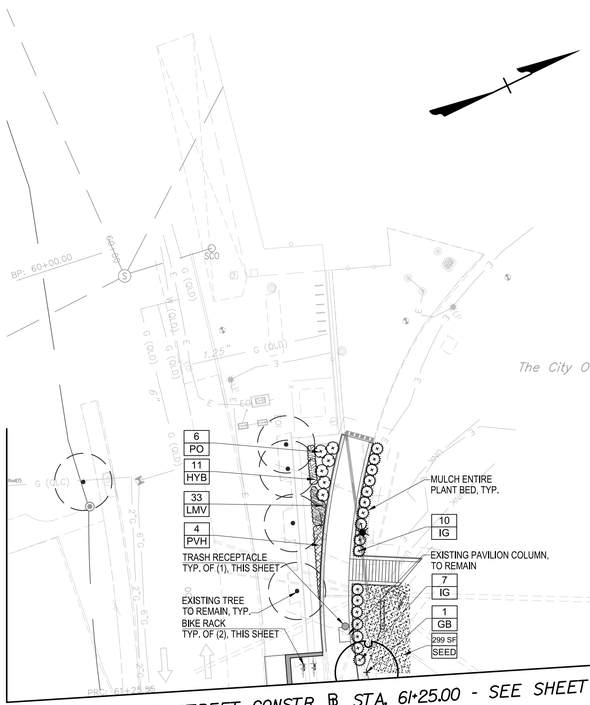
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LANDSCAPE PLAN.DWG, Layout:12(4) 9TH STREET LANDSCAPE PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	12(4G)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Richmond, Virginia
LANDSCAPE ARCHITECT



MATCHLINE WATER STREET CONSTR. ℄ STA. 61+25.00 - SEE SHEET 12(4)

SITE FURNITURE & LIGHTING LEGEND

BENCH
LANDSCAPE FORMS- FGP BACKED BENCH-70" (OR APPROVED EQUAL)
FINISH- JARRAH WOOD/POWDERCOATED METAL
COLOR- STORMCLOUD GREY

BIKE RACK
LANDSCAPE FORMS- CONCORD (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

TRASH RECEPTACLE
FORMS AND SURFACES- DISPATCH (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

REMOVABLE BOLLARD
CALPIPE- M50 REMOVABLE BOLLARD, SHALLOW MOUNTED (OR APPROVED EQUAL)
STYLE- MITRE
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

PEDESTRIAN POLE LIGHT FIXTURE
(SEE LIGHTING PLANS FOR FURTHER DETAILS)

PLANT SCHEDULE SHEET 4G

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE		REMARKS
GB	1	GINKGO BILOBA `AUTUMN GOLD` TM	MAIDENHAIR TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	HEIGHT		REMARKS
IG	17	ILEX GLABRA `SHAMROCK`	INKBERRY	#3	36" O.C.			FULL TO BASE
PO	6	PRUNUS LAUROCERASUS `OTTO LUYKEN`	LUYKENS LAUREL	#3	36" O.C.	24" HT. MIN.		
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
HYB	11	HYPERICUM CALYCINUM `BRIGGADOON`	CREEPING ST. JOHN`S WORT	#1	18" O.C.		18" o.c.	
LMV	33	LIRIOPE MUSCARI `VARIEGATA`	VARIEGATED LILY TURF	#1	12" O.C.		12" o.c.	
PVH	4	PANICUM VIRGATUM `HEAVY METAL`	BLUE SWITCH GRASS	#1	36" O.C.		36" o.c.	
SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
SEED	299 SF	LOCALLY GROWN DROUGHT-TOLERANT FESCUE	PER THE VESCH E&S HANDBOOK	SEED				REFERENCE ROADWAY SUMMARY SHEET 2R

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)

Landscape Details & Notes	*12 (1-2)*
Lighting Plans	*8 (1-6)*
Detail Sheets	*2V (1-5)*

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	12(4G)

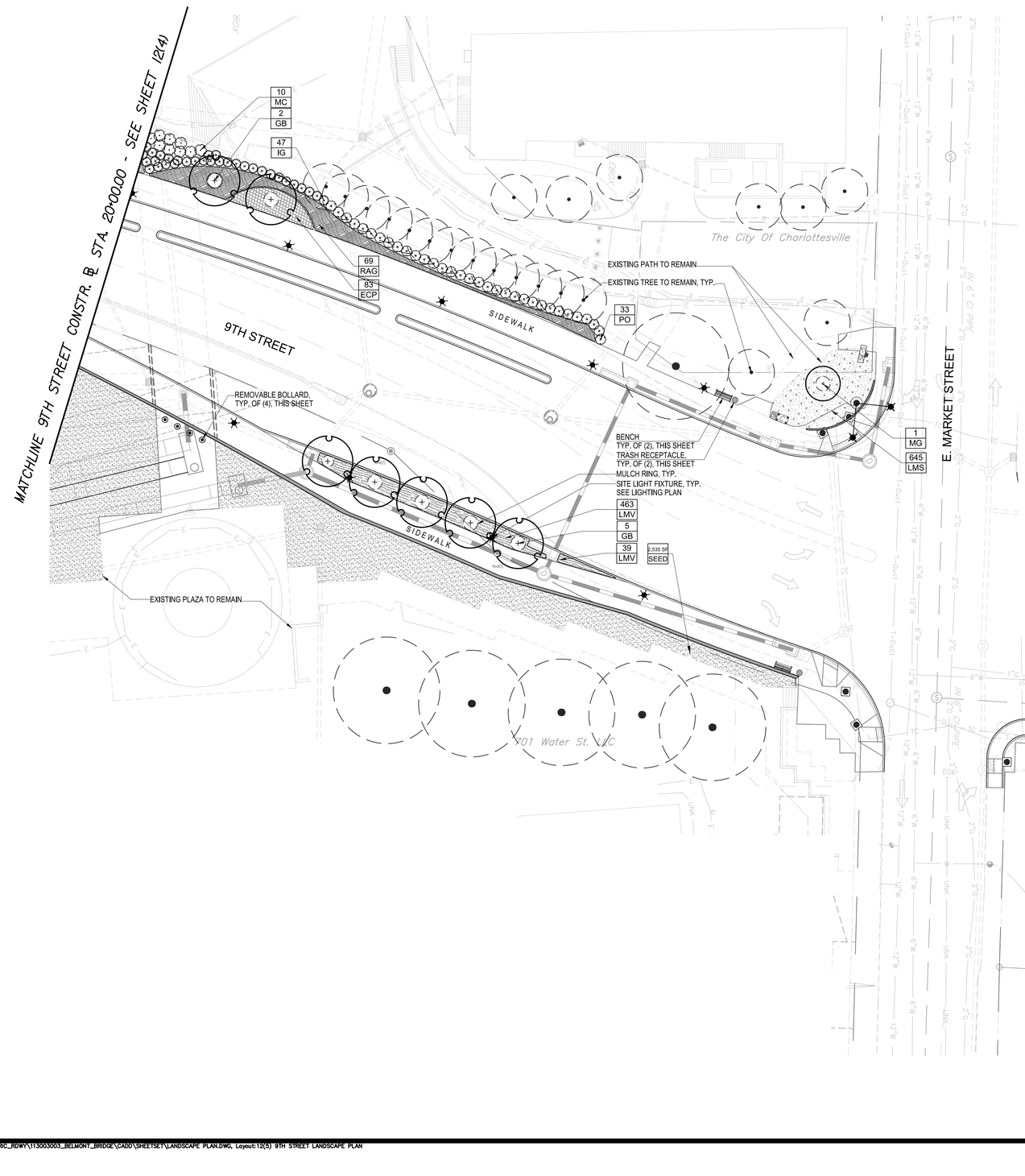
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LANDSCAPE PLAN.DWG, Layout:12(4G) 9TH STREET LANDSCAPE PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA	20	0020-104-101 C-501	12(5)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Richmond, Virginia
LANDSCAPE ARCHITECT



PLANT SCHEDULE SHEET 5

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE		REMARKS
GB	7	GINKGO BILOBA `AUTUMN GOLD` TM	MAIDENHAIR TREE	B & B	2.5" CAL. MIN.			STRONG CENTRAL LEADER, MATCH
MG	1	MAGNOLIA GRANDIFLORA `ALTA`	ALTA MAGNOLIA	B & B	10` HT. MIN.			STRONG CENTRAL LEADER, FULL TO BASE
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	HEIGHT		REMARKS
IG	31	ILEX GLABRA `SHAMROCK`	INKBERRY	#3	36" O.C.			FULL TO BASE
MC	9	MYRICA CERIFERA	WAX MYRTLE	#3		36" HT. MIN.		
PO	33	PRUNUS LAUROCERASUS `OTTO LUYKEN`	LUYKENS LAUREL	#3	36" O.C.	24" HT. MIN.		
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
ECP	83	ECHINACEA PURPUREA `BRIGHT STAR`	PURPLE CONEFLOWER	#1	18" O.C.		18" o.c.	
LMS	645	LIRIOPE SPICATA	CREEPING LILY TURF	4" POT	12" O.C.		12" o.c.	
LMV	502	LIRIOPE MUSCARI `VARIEGATA`	VARIEGATED LILY TURF	#1	12" O.C.		12" o.c.	
RAG	69	RHUS AROMATICA `GRO-LOW`	GRO-LOW FRAGRANT SUMAC	#1	36" O.C.		36" o.c.	
SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	WIDTH	HEIGHT	SPACING	REMARKS
SEED	2,529 SF	LOCALLY GROWN DROUGHT-TOLERANT FESCUE	PER THE VESCH E&S HANDBOOK	SEED				REFERENCE ROADWAY SUMMARY SHEET 2R

SITE FURNITURE & LIGHTING LEGEND

BENCH
LANDSCAPE FORMS- FGP BACKED BENCH-70" (OR APPROVED EQUAL)
FINISH- JARRAH WOOD/POWDERCOATED METAL
COLOR- STORMCLOUD GREY

BIKE RACK
LANDSCAPE FORMS- CONCORD (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

TRASH RECEPTACLE
FORMS AND SURFACES- DISPATCH (OR APPROVED EQUAL)
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

REMOVABLE BOLLARD
CALPIPE- M50 REMOVABLE BOLLARD, SHALLOW MOUNTED (OR APPROVED EQUAL)
STYLE- MITRE
FINISH- POWDERCOATED METAL
COLOR- STORMCLOUD GREY

PEDESTRIAN POLE LIGHT FIXTURE
(SEE LIGHTING PLANS FOR FURTHER DETAILS)

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)

Landscape Details & Notes	*12 (1-2)*
Lighting Plans	*8 (1-6)*
Detail Sheets	*2V (1-5)*

PAC PLANS

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	12(5)

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LANDSCAPE PLAN.DWG, Layout:12(5) 9TH STREET LANDSCAPE PLAN

6) Roadway Plans 3, 4 and 5

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

UTILITY OWNERS

Water and Sewer:
City of Charlottesville
Department of Utilities
305 4th Street NW
Charlottesville, VA 22903
Jason McIlwee
(434) 970-3826
mcilwee@charlottesville.org

Gas:
Christian Chirico
City of Charlottesville
Department of Utilities
305 4th Street
Charlottesville, VA
Office: (434) 970-3811
Chiricoc@charlottesville.org

Segra
Jared Morris
524 W. Broad Street
Waynesboro, VA 22980
Office: (540) 949-3466
Cell: (540) 649-0186
jared.morris@segra.com

Ting
Kyle Vrhovac
Cell: (434) 327-7347
kyle@ting.com

Comcast
Philip Perry
324 W. Main St
Charlottesville, VA 22903
Office: (434) 951-3812
Mobile: (540) 769-7043
philip_perry@Comcast.com

Century Link
Theresa Bryant
417-419 W Main St
Charlottesville, VA 22901
Office: (434) 971-1371
Cell: (434) 806-6826
theresa.bryant@centurylink.com

Dominion
Nate Horstick
1719 Hydraulic Rd
Charlottesville, VA
Tel: (571) 992-5539
Nathaniel.D.Horstick@dominionenergy.com

Curve 9TH_1
PI = 10+30.51
DELTA = 07°13'27"(RT)
D = 28°38'53"
T = 12.63
L = 25.22'
R = 200'
PC = 10+17.88
PT = 10+43.10

Curve PED_1
PI = 0+54.23
DELTA = 121°56'29"(LT)
D = 21°58'24"
T = 27.03'
L = 31.92'
R = 15'
PC = 0+27.20
PT = 0+59.12

Curve PED_2
PI = 0+96.64
DELTA = 31°56'29"(RT)
D = 21°58'24"
T = 4.29'
L = 8.36'
R = 15'
PC = 0+92.35
PT = 1+00.71

Curve MON_1
PI = 204+38.50
DELTA = 13°24'26"(RT)
D = 02°05'01"
T = 323.23'
L = 643.50'
R = 2750'
PC = 201+15.27
PT = 207+58.77

Curve MON_2
PI = 207+86.05
DELTA = 52°45'28"(RT)
D = 104°10'28"
T = 27.28'
L = 50.64'
R = 55'
PC = 207+58.77
PT = 208+09.42

Curve MON_3
PI = 209+06.06
DELTA = 29°48'35"(LT)
D = 28°38'53"
T = 53.23'
L = 104.06'
R = 200.00'
PC = 208+52.83
PT = 209+56.89

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
1 - 7/25/19	VA	20	0020-104-101 PE-101, RW-201, C-501	3

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

NOTES:

1. ANY REFERENCES TO STANDARDS ARE TO BE CONSTRUCTED FIRST IN ACCORDANCE WITH CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL AND SECONDARILY IN ACCORDANCE WITH VDOT STANDARDS.
2. ALL STD. HR-I HANDRAILS SHALL BE POWER COATED BLACK.

LEGEND

▒	PROPOSED PAVEMENT
░	PROPOSED CONCRETE
▨	MILL AND OVERLAY/BUILD UP
☒	DEMOLITION OF PAVEMENT
▨	OBSCURING OF PAVEMENT
░	STD PR-2 REQ'D. SEE DETAIL SHEET 2V(5)
◉	SIGNAL POLE AND FOUNDATION
▣	PEDESTIAL POLE AND FOUNDATION
⬡#	PARKING COUNT

C____ DENOTES CONSTRUCTION LIMITS IN CUTS
F __ DENOTES CONSTRUCTION LIMITS IN FILLS
NOTE: DOT - DOT - DASHED LINES DENOTE TEMPORARY EASEMENTS.
NOTE: DOT - DASHED LINES DENOTE PERMANENT EASEMENTS.

△1	STD. CG-2 REQ'D.
△2	STD. RADIAL CG-2 REQ'D.
△3	STD. MS-1 W/CG-2 REQ'D.
△4	MOD. MS-1 REQ'D.
△5	4" STD. HYD. CEMENT SDWK. REQ'D. - WIDTH = 5'
△6	EXIST. PIPE TO BE ABANDONED
△7	EXISTING UTILITY POLE TO BE RELOCATED BY UTILITY OWNER
△8	ADJUST EXIST. UTILITY TO PROPOSED GRADE
△9	STD. CG-12, TYPE A REQ'D.
△10	STD. CG-12, TYPE B REQ'D.
△11	STD. CG-12, TYPE M2 REQ'D.
△12	EXIST. PIPE REMOVED
△14	STD. CG-6 REQ'D.
△15	7" STD. HYD. CEMENT SDWK. REQ'D.
△16	MOD. CG-12, TYPE B REQ'D.
△17	STD. UD-4 REQ'D.
△18	EXIST. BRICK PAVERS TO BE REMOVED

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Existing Sanitary Sewer Data	1E(1)
Existing Storm Sewer Data	1E(2)-1E(3)
Survey Alignment Data	1F
Construction Alignment Data	1G
9th Street & Graves Street Profiles	3A
Ped. Passageway Profile	3C
E&S Phase 1 Plan	3D
E&S Phase 2 Plan	3E
Entrance Profiles	3H
Drainage Descriptions	6(1)-6(2)
Storm Profiles	6(8)-6(13)
Lighting Plan	8(3)
Traffic Signal Plan	9(3)
Utility Adjustment Plan	11(3)
Landscape Plan	12(3)
Retaining Wall Plans	13(1) to 14(8)
Grading Detail Sheets	2K(1)-2K(2)

ARROW LEGEND
⇧ LANE IS ON EXIST. PAVEMENT
⬆ LANE IS ON PROP. PAVEMENT

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	3

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\ROADWAY PLAN.DWG, Layout:3 ROADWAY PLAN

July 13, 2020 2:21 PM Campbell, Megan

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
1 - 7/25/19 2 - 11/11/19	VA	20	0020-104-101 RW-201, C-501	4

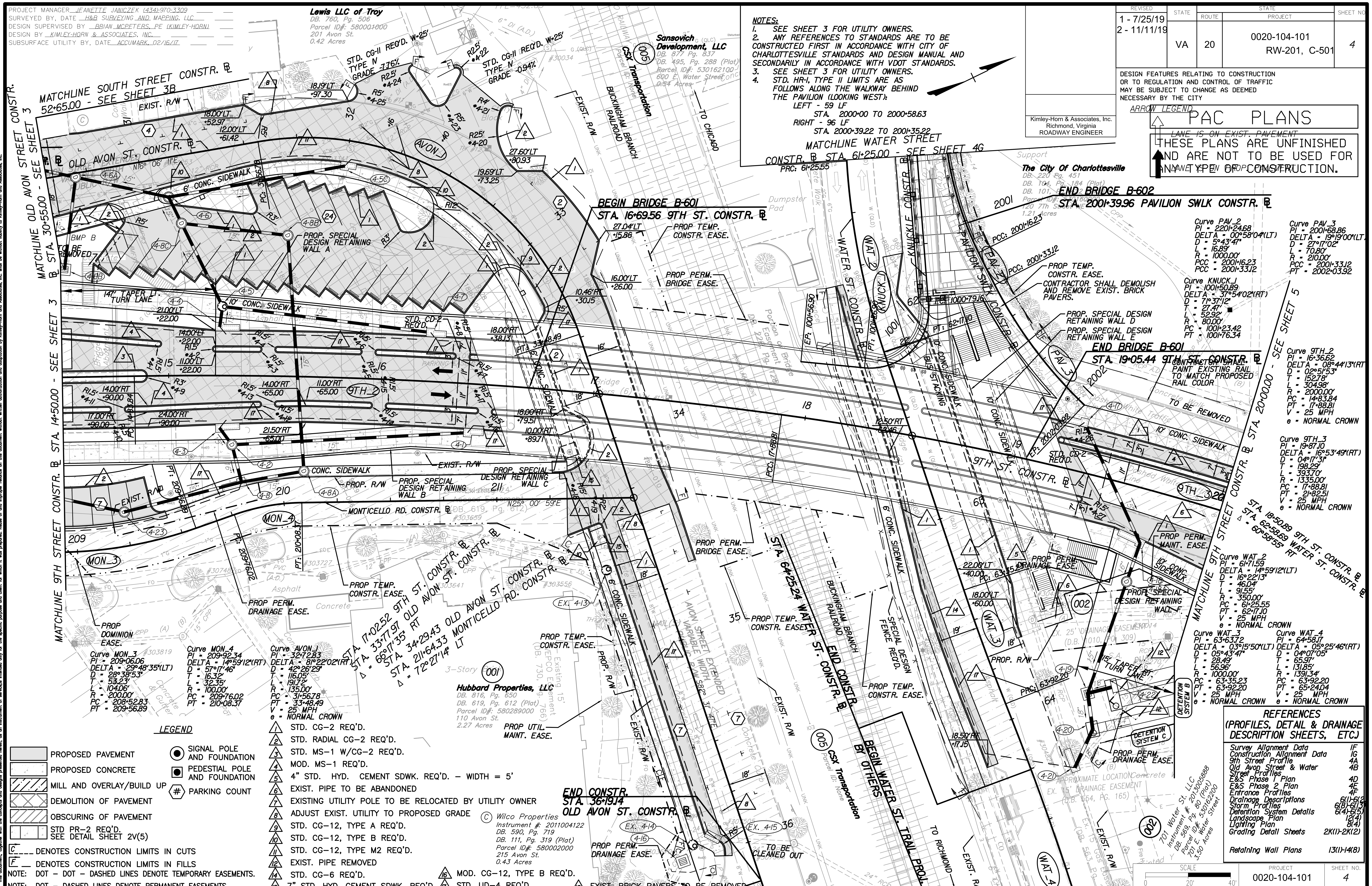
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

NOTES:
1. SEE SHEET 3 FOR UTILITY OWNERS.
2. ANY REFERENCES TO STANDARDS ARE TO BE CONSTRUCTED FIRST IN ACCORDANCE WITH CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL AND SECONDARILY IN ACCORDANCE WITH VDOT STANDARDS.
3. SEE SHEET 3 FOR UTILITY OWNERS.
4. STD. HR-1, TYPE II LIMITS ARE AS FOLLOWS ALONG THE WALKWAY BEHIND THE PAVILION (LOOKING WEST):
   LEFT - 59 LF
   STA. 2000+00 TO 2000+58.63
   RIGHT - 96 LF
   STA. 2000+39.22 TO 2001+35.22



MATCHLINE SOUTH STREET CONSTR. ℄ 52+65.00 - SEE SHEET 3B
MATCHLINE OLD AVON STREET CONSTR. ℄ STA. 30+55.00 - SEE SHEET 3
MATCHLINE 9TH STREET CONSTR. ℄ STA. 14+50.00 - SEE SHEET 3
MATCHLINE WATER STREET CONSTR. ℄ STA. 61+25.00 - SEE SHEET 4G
MATCHLINE 9TH STREET CONSTR. ℄ STA. 20+00.00 - SEE SHEET 5
BEGIN BRIDGE B-601 STA. 16+69.56 9TH ST. CONSTR. ℄
END BRIDGE B-601 STA. 19+05.44 9TH ST. CONSTR. ℄
END BRIDGE B-602 STA. 2001+39.96 PAVILION SWLK CONSTR. ℄
END CONSTR. STA. 36+19.14 OLD AVON ST. CONSTR. ℄
STA. 64+25.24 WATER ST. CONSTR. ℄ END CONSTR.
BEGIN WATER ST. TRAIL PROJ. BY OTHERS
STA. 17+02.52 9TH ST. CONSTR. ℄ = STA. 33+77.97 OLD AVON ST. CONSTR. ℄ Δ = 66°17'35" RT
STA. 34+29.43 OLD AVON ST. CONSTR. ℄ = STA. 211+64.33 MONTICELLO RD. CONSTR. ℄ Δ = 72°27'14" LT
STA. 18+50.89 9TH ST. CONSTR. ℄ = STA. 62+58.69 WATER ST. CONSTR. ℄ Δ = 60°58'55" RT
Lewis LLC of Troy
DB. 760, Pg. 506
Parcel ID#: 580001000
201 Avon St.
0.42 Acres
Sansovich Development, LLC
DB. 877 Pg. 837
DB. 495, Pg. 288 (Plat)
Parcel ID#: 530162100
600 E. Water Street
0.54 Acres
The City Of Charlottesville
Hubbard Properties, LLC
DB. 816, Pg. 650
DB. 619, Pg. 612 (Plat)
Parcel ID#: 580289000
110 Avon St.
2.27 Acres
Wilco Properties
Instrument #: 2011004122
DB. 590, Pg. 719
DB. 111, Pg. 319 (Plat)
Parcel ID#: 580002000
215 Avon St.
0.43 Acres
701 Water St. LLC
Instrument #: 2015003588
DB. 564, Pg. 80 (Plat)
Parcel ID#: 530162200
701 E. Water Street
3.50 Acres
CSX Transportation
BUCKINGHAM BRANCH RAILROAD
TO CHICAGO
TO RICHMOND
OLD AVON ST. CONSTR. ℄
MONTICELLO RD. CONSTR. ℄
9TH ST. CONSTR. ℄
WATER ST. CONSTR. ℄
KNUCKLE CONSTR. ℄
PAVILION SWLK CONSTR. ℄
PROP. SPECIAL DESIGN RETAINING WALL A
PROP. SPECIAL DESIGN RETAINING WALL C
PROP. SPECIAL DESIGN RETAINING WALL D
PROP. SPECIAL DESIGN RETAINING WALL E
PROP. SPECIAL DESIGN RETAINING WALL F
CONTRACTOR SHALL DEMOLISH AND REMOVE EXIST. BRICK PAVERS.
CONTRACTOR SHALL PAINT EXISTING RAIL TO MATCH PROPOSED RAIL COLOR
AVON STREET EXTENDED VARIABLE WIDTH
SPECIAL DESIGN FENCE REQ'D.
DETENTION SYSTEM B
DETENTION SYSTEM C
Curve MON_3: PI = 209+06.06, DELTA = 29°48'35"(LT), D = 28°38'53", T = 53.23', L = 104.06', R = 200.00', PC = 208+52.83, PT = 209+56.89
Curve MON_4: PI = 209+92.34, DELTA = 14°59'12"(RT), D = 57°17'46", T = 16.32', L = 32.35', R = 100.00', PC = 209+76.02, PT = 210+08.37
Curve AVON_1: PI = 32+72.83, DELTA = 42°26'29", D = 81°22'02"(RT), T = 116.05', L = 191.72', R = 135.00', PC = 31+56.78, PT = 33+48.49, V = 25 MPH, e = NORMAL CROWN
Curve PAV_2: PI = 2201+24.68, DELTA = 00°58'04"(LT), D = 5°43'47", T = 16.89', L = 16.89', R = 1000.00', PCC = 2001+16.23, PCC = 2001+33.12
Curve PAV_3: PI = 2001+68.86, DELTA = 19°19'00"(LT), D = 27°17'02", T = 70.80', R = 210.00', PCC = 2001+33.12, PT = 2002+03.92
Curve KNUCK_1: PI = 1001+50.89, DELTA = 37°54'02"(RT), D = 71°37'12", T = 27.47', L = 52.92', R = 80.00', PC = 1001+23.42, PT = 1001+76.34
Curve 9TH_2: PI = 16+36.62, DELTA = 08°44'13"(RT), D = 02°51'53", T = 152.78', L = 304.98', R = 2000.00', PC = 14+83.84, PT = 17+88.81, V = 25 MPH, e = NORMAL CROWN
Curve 9TH_3: PI = 19+87.10, DELTA = 16°53'49"(RT), D = 04°17'31", T = 198.29', L = 393.70', R = 1335.00', PC = 17+88.81, PT = 21+82.51, V = 25 MPH, e = NORMAL CROWN
Curve WAT_2: PI = 61+71.59, DELTA = 14°59'12"(LT), D = 16°22'13", T = 46.04', L = 91.55', R = 350.00', PC = 61+25.55, PT = 62+17.10, V = 25 MPH, e = NORMAL CROWN
Curve WAT_3: PI = 63+63.72, DELTA = 03°15'50"(LT), D = 05°43'47", T = 28.49', L = 56.96', R = 1000.00', PC = 63+35.23, PT = 63+92.20, V = 25 MPH, e = NORMAL CROWN
Curve WAT_4: PI = 64+58.17, DELTA = 05°25'46"(RT), D = 04°07'05", T = 65.97', L = 131.85', R = 1391.34', PC = 63+92.20, PT = 65+24.04, V = 25 MPH, e = NORMAL CROWN
SCALE 0 20' 40'

LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- MILL AND OVERLAY/BUILD UP
- DEMOLITION OF PAVEMENT
- OBSCURING OF PAVEMENT
- STD PR-2 REQ'D. SEE DETAIL SHEET 2V(5)
- C — DENOTES CONSTRUCTION LIMITS IN CUTS
- F — DENOTES CONSTRUCTION LIMITS IN FILLS
- SIGNAL POLE AND FOUNDATION
- PEDESTRIAN POLE AND FOUNDATION
- # PARKING COUNT

NOTE: DOT – DOT – DASHED LINES DENOTE TEMPORARY EASEMENTS.
NOTE: DOT – DASHED LINES DENOTE PERMANENT EASEMENTS.

1. STD. CG-2 REQ'D.
2. STD. RADIAL CG-2 REQ'D.
3. STD. MS-1 W/CG-2 REQ'D.
4. MOD. MS-1 REQ'D.
5. 4" STD. HYD. CEMENT SDWK. REQ'D. – WIDTH = 5'
6. EXIST. PIPE TO BE ABANDONED
7. EXISTING UTILITY POLE TO BE RELOCATED BY UTILITY OWNER
8. ADJUST EXIST. UTILITY TO PROPOSED GRADE
9. STD. CG-12, TYPE A REQ'D.
10. STD. CG-12, TYPE B REQ'D.
11. STD. CG-12, TYPE M2 REQ'D.
12. EXIST. PIPE REMOVED
14. STD. CG-6 REQ'D.
15. 7" STD. HYD. CEMENT SDWK. REQ'D.
16. MOD. CG-12, TYPE B REQ'D.
17. STD. UD-4 REQ'D.
18. EXIST. BRICK PAVERS TO BE REMOVED

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC)

Survey Alignment Data	1F
Construction Alignment Data	1G
9th Street Profile	4A
Old Avon Street & Water Street Profiles	4B
E&S Phase 1 Plan	4D
E&S Phase 2 Plan	4E
Entrance Profiles	4F
Drainage Descriptions	6(1)-6(2)
Storm Profiles	6(3)-6(3)
Detention System Details	6(4)-6(5)
Landscape Plan	12(4)
Lighting Plan	8(4)
Grading Detail Sheets	2K(1)-2K(2)
Retaining Wall Plans	13(1)-14(8)

July 13, 2020 2:30 PM Campbell, Megan
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\ROADWAY PLAN.DWG, Layout: 4 9TH STREET ROADWAY PLAN

PROJECT MANAGER JEANETTE JANICZEK (434)970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
2 - 11/11/19	VA	20	0020-104-101 PE-101, RW-201, C-501	5

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

MATCHLINE 9TH STREET CONSTR. ℄ STA. 20+00.00 - SEE SHEET 4

9TH STREET NE PUBLIC R/W

9TH_3

9TH_4

9TH ST. CONSTR. ℄

9th ST. NE

The City Of Charlottesville
DB. 220 Pg. 451
DB. 104, Pg. 184 (Plat)
DB. 101, Pg. 422 (Plat)
Parcel ID#: 530160000
120 7Th Street NE
1.21 Acres

The City Of Charlottesville
(006)
DB. 222 Pg. 260 (Plat)
Parcel ID#: 530164000
830 E. Market Street
0.18 Acres

701 Water St. LLC
(002)
Instrument #: 2013005888
DB. 569, Pg. 80 (Plat)
Parcel ID#: 530162200
701 E. Water Street
3.50 Acres

The City Of Charlottesville
DB. 221 Pg. 60
DB. 127, pg. 244 (Plat)
Parcel ID#: 530170000
0 9th St. & E. Market St.
0.05 Acres

Gewinn Investors
DB. 421 Pg. 475
DB. 125, Pg. 382 (Plat)
DB. 434, Pg. 22 (Plat)
Parcel ID#: 530180000
818 Jefferson Street
0.59 Acres

BS Investors
DB. 545 Pg. 402
Parcel ID#: 530172000
209 9th St. NE
0.25 Acres

Sach, LLC.
Instrument #: 2011004122
Parcel ID#: 530293000
901-905 E. Market St.
0.30 Acres

The City of Charlottesville
Instrument #: 2012005639
DB. 681, Pg. 639 (Plat)
Parcel ID#: 530292000
909 E. Market St.
0.22 Acres

END PROJ.0020-104-101 C-501
STA. 23+02.63 9TH ST. CONSTR. ℄

BEGIN PROJ. U000-104-298
E. HIGH ST STREETSCAPE PROJ.
BY OTHERS

END CONSTR.
STA. 23+50.89 9TH ST. CONSTR. ℄

END PROJ. 0020-104-101 RW-201
STA. 23+01.01 9TH ST. CONSTR. ℄

END PROJ. 0020-104-101 PE-101
STA. 23+50.89 9TH ST. CONSTR. ℄

Curve 9TH_3
PI = 19+87.10
DELTA = 16°53'49"(RT)
D = 04°17'31"
T = 198.29'
L = 393.70'
R = 1335.00'
PC = 17+88.81
PT = 21+82.51
V = 25 MPH
e = NORMAL CROWN

Curve 9TH_4
PI = 23+39.74
DELTA = 20°57'35"(LT)
D = 06° 44' 27"
T = 157.23'
L = 310.94'
R = 850
PC = 21+82.51
PT = 24+93.46
V = 25 MPH
e = Normal Crown

VASP GRID NORTH SOUTH ZONE

NOTES:
1. SEE SHEET 3 FOR UTILITY OWNERS.
2. ANY REFERENCES TO STANDARDS ARE TO BE CONSTRUCTED FIRST IN ACCORDANCE WITH CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL AND SECONDARILY IN ACCORDANCE WITH VDOT STANDARDS.

LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- MILL AND OVERLAY/BUILD UP
- DEMOLITION OF PAVEMENT
- OBSCURING OF PAVEMENT
- STD PR-2 REQ'D. SEE DETAIL SHEET 2V(5)
- SIGNAL POLE AND FOUNDATION
- PEDESTIAL POLE AND FOUNDATION
- (#) PARKING COUNT
- C ____ DENOTES CONSTRUCTION LIMITS IN CUTS
- F __ DENOTES CONSTRUCTION LIMITS IN FILLS

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NOTE: DOT – DASHED LINES DENOTE PERMANENT EASEMENTS.

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2. STD. RADIAL CG-2 REQ'D.
3. STD. MS-1 W/CG-2 REQ'D.
4. MOD. MS-1 REQ'D.
5. 4" STD. HYD. CEMENT SDWK. REQ'D. – WIDTH = 5'
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11. STD. CG-12, TYPE M2 REQ'D.
12. EXIST. PIPE REMOVED
14. STD. CG-6 REQ'D.
15. 7" STD. HYD. CEMENT SDWK. REQ'D.
16. MOD. CG-12, TYPE B REQ'D.
17. STD. UD-4 REQ'D.
18. EXIST. BRICK PAVERS TO BE REMOVED

ARROW LEGEND

LANE IS ON EXIST. PAVEMENT

LANE IS ON PROP. PAVEMENT

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Existing Sanitary Sewer Data	IE(1)
Existing Storm Sewer Data	IE(2)-IE(3)
Survey Alignment Data	1F
Construction Alignment Data	1G
9th Street Profiles	5A
E&S Phase 1 Plan	5B
E&S Phase 2 Plan	5C
Drainage Descriptions	6(1)-8(2)
Storm Profiles	6(3)-6(5)
Detention System Details	6(4)-6(5)
Traffic Signal Plan	9(4)
Landscape Plan	12(5)
Lighting Plan	8(5)
Retaining Wall Plan	13(1)-13(12)

PAC PLANS

THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

SCALE	PROJECT	SHEET NO.
0 20' 40'	0020-104-101	5

K:\RIC_RDWY\115003063_BELMONT_BRIDGE\CADD\SHEETSET\ROADWAY PLAN.DWG, Layout:5 9TH STREET ROADWAY PLAN

6) Roadway Plans 3, 4 and 5

Draft August 5 2020

CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org

August 18, 2020

James Hare
Director, Survey and Register Division
Virginia Dept. of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Re: Nomination of the Jackson P. Burley High School for listing on the Virginia Landmarks Register and the National Register of Historic Places

Dear Mr. Hare,

On behalf of the City of Charlottesville's Board of Architectural Review (BAR), I am pleased to share that at its August 18, 2020 meeting the BAR unanimously expressed support for listing the Jackson P. Burley High School on the Virginia Landmarks Register and the National Register of Historic Places.

As this community moves forward from the events of its historic and recent past, it is important to recognize the historical significance of the Jackson P. Burley High School—its construction during a period of segregation and racial inequality, its legacy as an educational institution, and its architectural importance as a vernacular interpretation of the International Style. Burley continues to function as a place of learning, and for all races and creeds. It is appropriate to recognize the school itself as an object lesson for us all.

Sincerely yours,

Carl Schwarz, Chair
City of Charlottesville Board of Architectural Review

BAR Multi-Step Approval Process

Introduction and Purpose

Charlottesville's Board of Architectural Review (BAR) staff prepared this guide to establish a standard review process for large developments in the City's historic districts. This guide will inform applicants of the meetings, materials, and expectations necessary for a successful application.

While most project can be reviewed, even approved, in a single BAR meeting, large-scale projects can require multiple BAR meetings for the board to provide critical design direction and to allow ample time for review and discussion of the complex applications.

In the past, the BAR has granted multiple Certificates of Appropriateness (CoA) to individual projects. These "partial CoAs" would encompass discrete parts of a project (massing, fenestration, landscaping, etc.). However, only a final CoA, granted when the BAR was satisfied with the disparate applications, allowed the issuuance of a building permit.

The Charlottesville City Code (Code) makes no provisions for "partial CoAs" and the BAR must modify its approach to reviewing large-scale projects. . The City Attorney's Office has instructed the BAR to grant a single CoA for each proposed large-scale project. The BAR staff drafted a revised process--described in the following guide-to accommodate the multiple meetings that may be necessary to for conferring the CoA for such projects.

This single CoA shall be understood as representing satisfactory review of the elements required to apply for a Building Permit. It is also understood that some elements may be reviewed later under a separate CoA request. (For example, landscaping and signage.) These situations should be discussed and resolved early in the review process.

Overview

The BAR will review large-scale projects in three stages:

- Preliminary Discussion, (pre-application conference per Sec. 34-282.b and c)
- Preliminary Reviews
- Final CoA Application.

The BAR will make its decision on the requested CoA after this final stage, when a formal application is submitted. During the Preliminary Review stage, the BAR may take a vote to express a consensus opinion about the project, as presented. However, this vote will not be on a formal motion and the result will have no legal bearing, nor will it represent a decision on the required CoA. During the Preliminary Discussion phase)….

During the Preliminary Review stage, an applicant may present their project as many times as necessary. Generally, the BAR and n staff intend this Preliminary Review stage to encompass the bulk of deliberations. Once a formal application is submitted for a CoA, the BAR expects to be sufficiently familiar with the project.

I: Preliminary Discussion

The Code (Sec 34-282) requires a pre-application conference, or Preliminary Discussion, for developments having a projected construction cost of $350,000 or more.

This informal consultation introduces the project to the BAR, and allows applicants and the BAR to discuss project goals and establish a review schedule for successful final submittal and approval of a CoA.

Preliminary discussions will occur at the end of regular BAR meetings, generally held on the third Tuesday of each month.

The following list outlines requirements and expectations for a Preliminary Discussion:

- Applicant will notify BAR staff to request a Preliminary Discussion by 5:00 PM on the first Friday of a month. Staff has the discretion, in consultation with the BAR chair, to move a Preliminary Discussion to the following month, should the upcoming meeting's agenda warrant it. .
- Applicant will submit a digital copy of the proposed project to BAR staff by 5:00 PM on the second Thursday of a month. This digital copy will be circulated to BAR members and posted for public accessibility on the City' website.
- If the applicant revises this submittal after the second Thursday deadline, they must bring paper copies to circulate at the BAR meeting. However, the BAR will review such late revisions at their discretion. (Applicant will also provide for staff a digital copy of the revisions.)
- Staff will not prepare staff report for a Preliminary Discussion.
- There will be no fee or formal application form required for a Preliminary Discussion.
- The item will be noted on the BAR meeting agenda, however, there will be no formal public notification as is required for a formal CoA application (see Sec. 34-284).

II: Preliminary Review

The Preliminary Review stage will encompass most discussions and review of proposed large developments. Applicants can utilize as many Preliminary Review meetings with the BAR as necessary; the BAR encourages each applicant to break the review up as best suits the individual project. For example:

- Height, Massing and Scale
- Building Footprint and Orientation
- Fenestration
- Roof Form
- Primary Exterior Materials
- Landscaping
- Lighting

During this stage, the applicant must indicate any elements that may be submitted later for review under a separate CoA request--landscaping, signage, etc. In consultation with City staff, the BAR will determine if, and for what elements, this will be allowed.

At the end of a Preliminary Review meeting, the BAR may take a non-binding vote to express support, opposition, or even questions and concerns regarding the project's progress. These will not represent approval or even endorsement of the CoA, but will represent the BAR's opinion on the project, relative to preparing the project for formal submittal. While such votes carry no legal bearing, BAR members are expected to express their opinions—both individually and collectively--in good faith as a project advances through the Preliminary Review stage. In the event of changes to the BAR membership, new members will be expected to respect the positions collectively stated by the prior BAR.

Requirements and expectations for a Preliminary Review:

- Applicant will submit a Preliminary Review application form [TBD] (found on the City website), 10 paper copies of the materials for review as well as a digital copy to the Neighborhood Development Services, three weeks prior to the day of the meeting, by 3:30 PM. The digital copy will be posted on the City's website.
- Though not legally mandated, staff guarantees that the Preliminary Review will occur at a BAR meeting within 60 days of the submission deadline.
- If the applicant revises the submitted materials after the deadline, they will submit paper copies and a digital copy of the revisions to staff by 5:00 PM a week prior to the day of the meeting. Revisions submitted after this date (including at the meeting) will be considered at the discretion of the BAR. will
- Staff will not prepare a staff report for the Preliminary Review, but will prepare a summary of the materials submitted and offer initial, brief comments, as needed.
- There will be no fee or formal application form required for a Preliminary Review.. Preservation staff will provide public notice by emailing the appropriate neighborhood association, as recognized by the City, and by posting a sign at the site. The review will also be included in the monthly BAR meeting agenda, posted on the City website.
- The item will be noted on the BAR meeting agenda, however, there will be no formal public notification as is required for a formal CoA application (see Sec. 34-284). Staff will provide public notice by emailing the appropriate neighborhood association, as recognized by the City, and by posting a sign at the site.

III: Final CoA Application

Once an applicant has received sufficient feedback through the Preliminary Review process, they may submit a final application for a CoA.

This final review will synthesize feedback and determinations from the Preliminary Review meetings. At the end of deliberations, the BAR will vote whether to approve a CoA. This CoA will represent the BAR's definitive support of the project.

Requirements and expectations for a Final Review will follow the provisions of Sec. 34-282 and Sec. 34-284.

- Applicant will submit a CoA application form (found on the City website), 10 paper copies of the application, and a digital copy to the Neighborhood Development Servicesthree weeks prior to the day of the meeting, by 3:30 PM. The digital copy will be posted on the City's website.
- Review of a Final CoA Application will occur within 60 days of submission.
- If the applicant later revises the materials submitted, , they must submit paper copies and a digital copy of the revisions to staff by 5:00 PM a week prior to the day of the meeting.
- Staff will prepare a staff report, with specific feedback and references to the Design Guidelines. This staff report will be circulated to BAR members, the applicant, and will be posted on the City website.
- The review of a Final CoA Application has applicable fees, as clarified in the application form. Staff will provide public notice through letters mailed to adjacent property owners and a sign posted at the site. The review will also be listed on the monthly meeting agenda, available on the City website.

All actions of the BAR shall comply with Sec. 34-285. - Approval or denial of applications by BAR and Sec. 34-288. - Responsibilities of BAR.

Appeals of BAR actions shall comply with Sec. 34-286. - City council appeals.

Summary

The following list highlights key differences between the existing review process and the new steps:

- The BAR will now only grant <u>one</u> CoA for each project. This single CoA shall be understood as representing satisfactory review of the elements required to apply for a Building Permit.
- It is also understood that some elements may be reviewed later under a separate CoA request. These matters will be resolved during the Preliminary Review process.
- Earlier votes during the Preliminary Review stage have no legal bearing and will not function as CoAs.
- Preliminary Reviews will have no submission fees.
- Staff will not prepare staff reports for Preliminary Reviews, but will complete an inventory form explaining the contents of each submission.
- Staff will not mail letters to adjacent property owners to announce Preliminary Reviews. Staff will contact the applicable neighborhood association and will post signs at the site. Staff will continue to mail letters to adjacent property owners to announce final reviews for CoAs.
- Minor revisions to the approved CoA will be treated as ….. (should there be a fee and separate application? Or, as has been the done, is it reviewed with no fee required?) In the event of the CoA review running concurrent with a Special Use Permit request….

Note: For a CoA to be granted, the Charlottesville City Code only requires a Preliminary Discussion and a formal application. Preliminary Reviews are not mandated. An applicant may, after the required Preliminary Discussion, submit an application for a final CoA. The BAR must take action within 60 days of the submittal deadline.

However, to provide the time to fully vet and review a complex project—and to work towards a more complete final submittal that-–-the BAR and staff encourage applicants to utilize the Preliminary Review stage as an efficient and productive step in the CoA approval process..